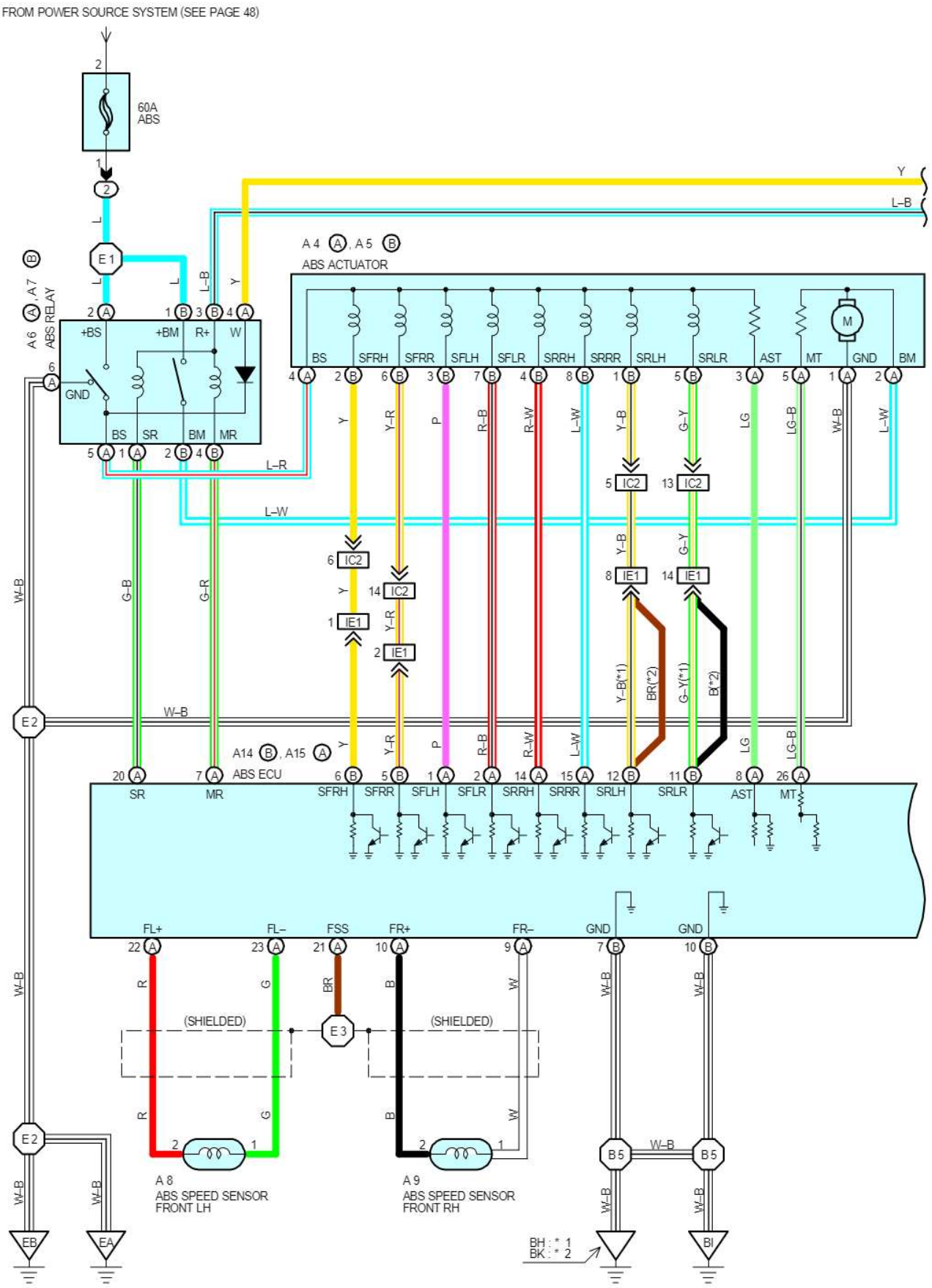
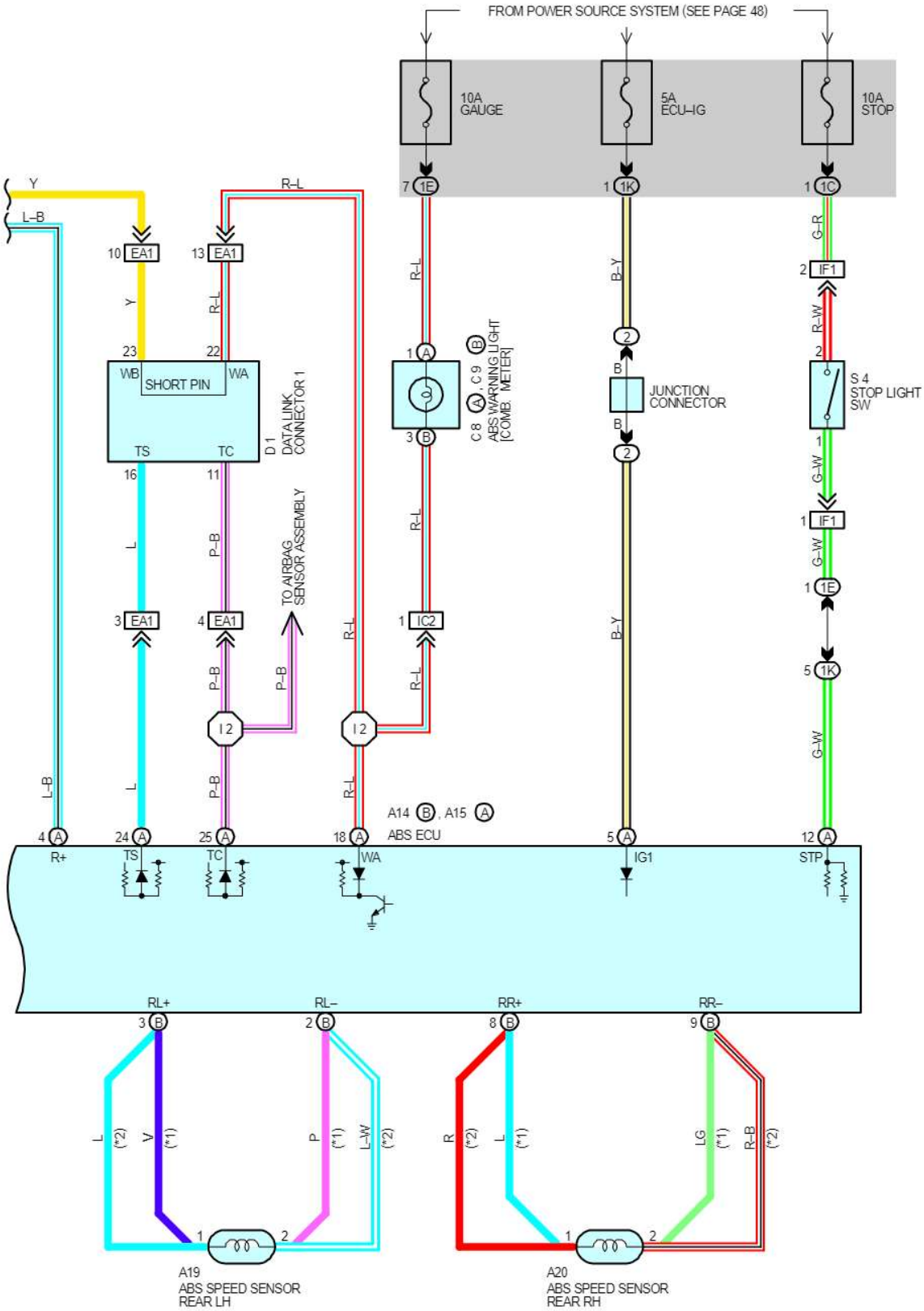
ABS



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*1 : C/P
*2 : CONVERTIBLE



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ABS

SYSTEM OUTLINE

THIS SYSTEM CONTROLS THE RESPECTIVE BRAKE FLUID PRESSURE ACTING ON THE DISC BRAKE CYKINDER 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 TH E CURRENT FLOWING TO THE SOLENIOD INSIDE THE ACTUATOR AND LETS TH EHYDRAULIC PRESSURE ACTING ON EACH WHEEL CYLINDER ESCAPE TO THE RESERVIOR. THE PUMP INSIDE THE ACTUATOR IS ALSO OPERATING AT THIS TIME AND IT RETURNS THE BRAKE FLUID FROM THE RESERVIOR 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 SOLENIOD 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–**80**Ω
(A)10–(A) 9 : **0.92** K –**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)

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: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C 1E	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
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) 37(CONVERTIBLE)	LOWER BACK PANEL CENTER
BK	37(CONVERTIBLE)	UPPER THE REAR WHEEL HOUSE LH

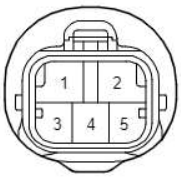
: SPLICE POINTS

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)	

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ABS

A 4 (A) GRAY



A 5 (B) GRAY



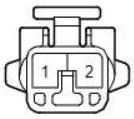
A 6 (A) GRAY



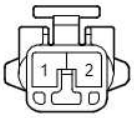
A 7 (B) GRAY



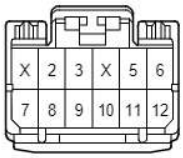
A 8



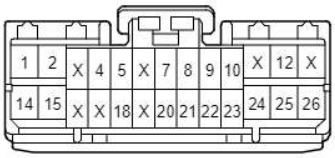
A 9



A14 (B) DARK GRAY



A15 (A) DARK GRAY



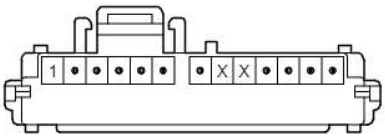
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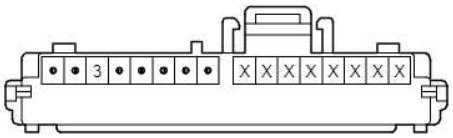
A20



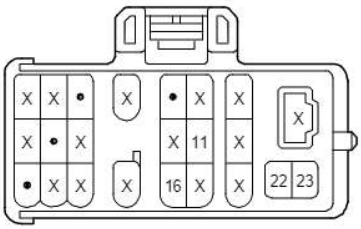
C 8 (A) BROWN



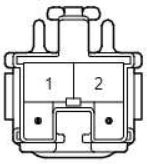
C 9 (B)



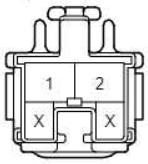
D 1 BLACK



(W/ CRUISE CONTROL) S 4

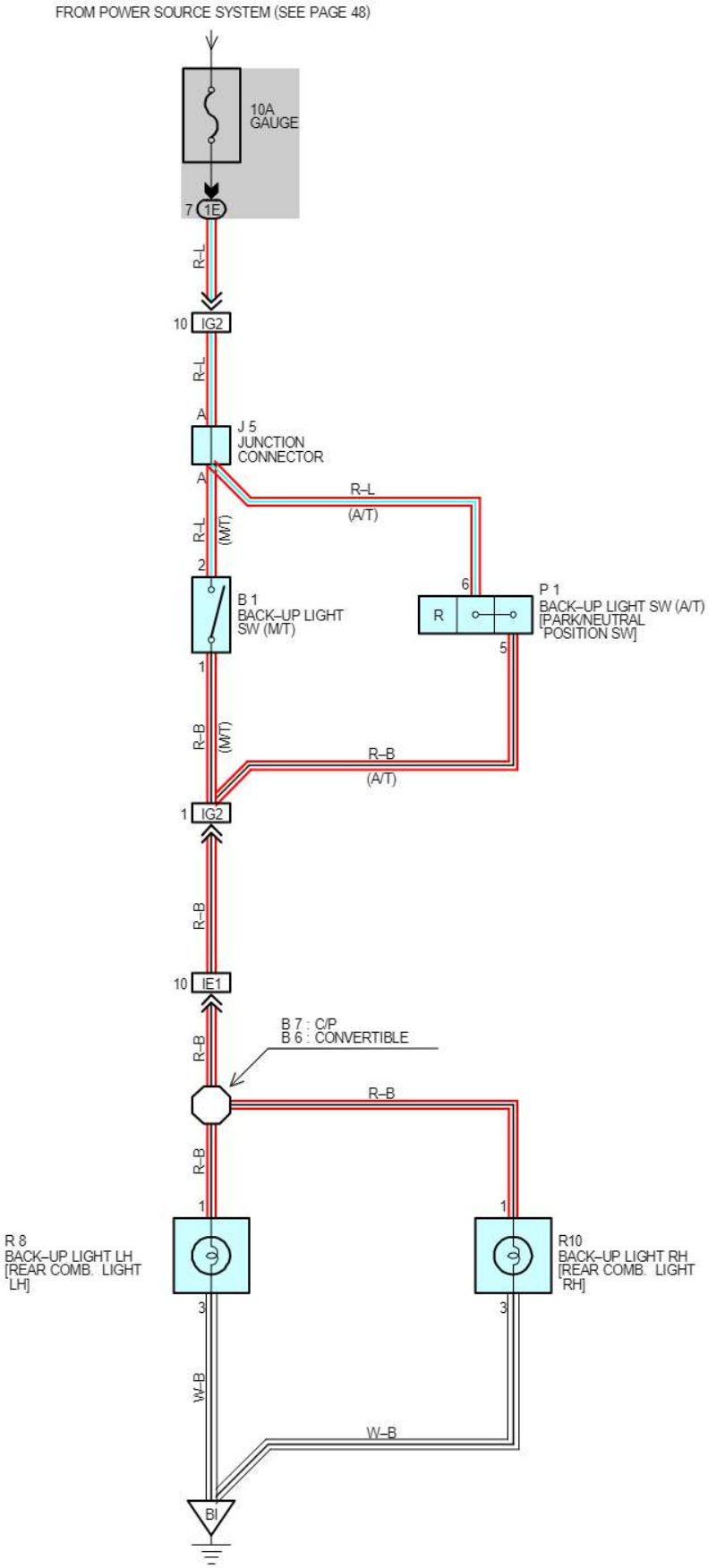


(W/O CRUISE CONTROL) S 4



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BACK–UP LIGHT



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SERVICE HINTS

P 1 BACK–UP LIGHT SW (A/T) (PARK/NEUTRAL POSITION SW)
6–5 : CLOSED WITH THE SHIFT LEVER IN R POSITION
B 1 BACK–UP LIGHT SW (M/T)
2–1 : CLOSED WITH THE SHIFT LEVER IN R POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 1	24	P I	25	R10	28(C/P), 29(CONVERTIBLE)
J 5	27	R 8	28(C/P), 29(CONVERTIBLE)		29

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1E	20	INSTRUMENT PANEL 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)
IE1	32	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IG2	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BI	32(C/P) 37(CONVERTIBLE)	LOWER BACK PANEL CENTER

: SPLICE POINTS

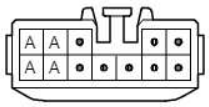
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 6	37(CONVERTIBLE)	FLOOR WIRE	B 7	36(C/P)	FLOOR WIRE

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B 1 GRAY

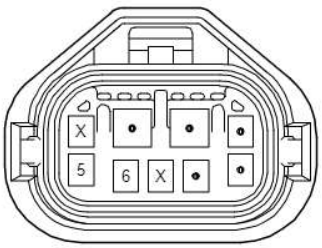


J 5 GRAY

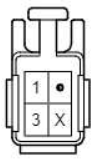


(HINT : SEE PAGE 7)

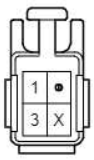
P 1 GRAY



R 8



R10



CRUISE CONTROL

SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH **STOP** FUSE TO **TERMINAL 2** OF THE STOP LIGHT SW AND ALSO THROUGH THE **DOME** FUSE TO **TERMINAL 15** OF THE CRUISE CONTROL ECU.
WITH THE IGNITION SW TURNED TO ON, THE CURRENT FLOWS THROUGH **GAUGE** FUSE TO **TERMINAL (A)1** OF THE CRUISE CONTROL INDICATOR LIGHT, AND THE CURRENT FLOWS THROUGH **ECU–IG** FUSE TO **TERMINAL 14** OF THE CRUISE CONTROL ECU.
WHEN THE IGNITION SW IS ON AND THE CRUISE CONTROL SW IS TURNED ON, A SIGNAL IS INPUT FROM **TERMINAL 4** OF THE CRUISE CONTROL SW TO **TERMINAL 18** OF THE CRUISE CONTROL ECU. AS A RESULT, THE CRUISE CONTROL ECU FUNCTIONS AND THE CURRENT FLOWS FROM **TERMINAL 14** OF THE CRUISE CONTROL ECU TO **TERMINAL 13 ➔ GROUND**, AND THE CRUISE CONTROL SYSTEM IS IN A CONDITION READY FOR OPERATION.
AT THE SAME TIME, THE CURRENT THROUGH THE **GAUGE** FUSE FLOWS FROM **TERMINAL (A)1** OF THE CRUISE CONTROL INDICATOR LIGHT **➔ TERMINAL (B) 6 ➔ TERMINAL 7** OF THE CRUISE CONTROL ECU **➔ TERMINAL 13 ➔ GROUND**, CAUSING THE CRUISE CONTROL INDICATOR LIGHT UP, INDICATING THAT THE CRUISE CONTROL IS READY FOR OPERATION.

1. SET OPERATION

WHEN THE CRUISE CONTROL MAIN SW IS TURNED ON AND THE SET SW IS PUSHED WITH THE VEHICLE SPEED WITHIN THE SET LIMIT(APPROX. **40** KM/H, **25** MPH TO **200** KM/H, **124** MPH), A SIGNAL IS INPUT TO **TERMINAL 18** OF THE CRUISE CONTROL ECU AND THE VEHICLE SPEED AT THE TIME SET SW IS RELEASED IS MEMORIZED IN THE CRUISE CONTROL ECU AS SET SPEED.

2. SET SPEED CONTROL

DURING CRUISE CONTROL DRIVING, THE CRUISE CONTROL ECU COMPARES THE SET SPEED MEMORIZED IN THE CRUISE CONTROL ECU WITH THE ACTUAL VEHICLE SPEED INPUT INTO **TERMINAL 20** OF THE CRUISE CONTROL ECU FROM THE VEHICLE SPEED SENSOR, AND CONTROLS THE CRUISE CONTROL ACTUATOR TO MAINTAIN THE SET SPEED.
WHEN THE ACTUAL SPEED IS LOWER THAN THE SET SPEED, THE ECU CAUSES THE CURRENT TO THE CRUISE CONTROL ACTUATOR TO FLOW FROM **TERMINAL 12** OF THE CRUISE CONTROL ECU TO **TERMINAL 1** OF THE CRUISE CONTROL ACTUATOR **➔ TERMINAL 2 ➔ TERMINAL 11** OF THE CRUISE CONTROL ECU. AS A RESULT, THE MOTOR IN THE CRUISE CONTROL ACTUATOR IS ROTATED TO OPEN THE THROTTLE VALVE AND THE THROTTLE CABLE IS PULLED TO INCREASE THE VEHICLE SPEED. WHEN THE ACTUATOR DRIVING SPEED IS HIGHER THAN THE SET SPEED, THE CURRENT TO THE CRUISE CONTROL ACTUATOR FLOWS FROM **TERMINAL 11** OF THE CRUISE CONTROL ECU TO **TERMINAL 2** OF THE CRUISE CONTROL ACTUATOR **➔ TERMINAL 1 ➔ TERMINAL 12** OF THE CRUISE CONTROL ECU.
THIS CAUSES THE MOTOR IN THE CRUISE CONTROL ACTUATOR TO ROTATE TO CLOSE THE THROTTLE VALVE AND RETURN THE THROTTLE CABLE TO DECREASE THE VEHICLE SPEED.

3. COAST CONTROL

DURING THE CRUISE CONTROL DRIVING, WHILE THE COAST SW IS ON, THE CRUISE CONTROL ACTUATOR RETURNS THE THROTTLE CABLE TO CLOSE THE THROTTLE VALVE AND DECREASE THE DRIVE SPEED. THE VEHICLE SPEED WHEN THE COAST SW IS TURNED OFF IS MEMORIZED AND THE VEHICLE CONTINUES AT THE NEW SET SPEED.

4. ACCEL CONTROL

DURING THE CRUISE CONTROL DRIVING, WHILE THE ACCEL SW IS TURNED ON, THE CRUISE CONTROL ACTUATOR PULLS THE THROTTLE CABLE TO OPEN THE THROTTLE VALVE AND INCREASE THE DRIVING SPEED. THE VEHICLE SPEED WHEN THE ACCEL SW IS TURNED OFF IS MEMORIZED AND THE VEHICLE CONTINUES AT THE NEW SET SPEED.

5. RESUME CONTROL

UNLESS THE VEHICLE SPEED FALLS BELOW THE MINIMUM SPEED LIMIT (APPROX. **40** KM/H, **25** MPH) AFTER CANCELING THE SET SPEED BY THE CANCEL SW, PUSHING THE RESUME SW WILL CAUSE THE VEHICLE TO RESUME THE SPEED SET BEFORE CANCELLATION.

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6. CANCEL MECHANISM

IF ANY OF THE FOLLOWING OPERATIONS OCCURS DURING CRUISE CONTROL OPERATION, THE MAGNETIC CLUTCH OF THE ACTUATOR MOTOR TURNS OFF AND THE MOTOR ROTATES TO CLOSE THE THROTTLE VALVE AND THE CRUISE CONTROL IS RELEASED.

* DEPRESSING THE BRAKE PEDAL (STOP LIGHT SW ON). "SIGNAL INPUT TO **TERMINAL 2** OF THE CRUISE CONTROL ECU" (M/T).
* DEPRESSING THE BRAKE PEDAL (STOP LIGHT SW ON). "SIGNAL INPUT TO **TERMINAL 16** OF THE CRUISE CONTROL ECU".
* PUSH THE CANCEL SW (CANCEL SW ON). "SIGNAL INPUT TO **TERMINAL 18** OF THE CRUISE CONTROL ECU"
* PLACING THE SHIFT LEVER IN EXCEPT "D" POSITION (D POSITION SW OFF). "SIGNAL INPUT TO **TERMINAL 2** OF THE CRUISE CONTROL ECU" (A/T).

7. AUTO CANCEL FUNCTION

A) IF ANY OF THE FOLLOWING OPERATING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE SET SPEED IS ERASED, CURRENT FLOW TO THE MAGNETIC CLUTCH IS STOPPED AND THE CRUISE CONTROL IS RELEASED. (MAIN SW TURNS OFF).

WHEN THIS OCCURS, THE IGNITION SW MUST BE TURNED OFF ONCE BEFORE THE MAIN SW WILL TURN ON.

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

B) IF ANY OF THE FOLLOWING OPERATING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE SET SPEED IS ERASED, CURRENT FLOW TO THE MAGNETIC CLUTCH IS STOPPED AND THE CRUISE CONTROL IS RELEASED. (MAIN SW TURN OFF).

WHEN THIS OCCURS, THE CANCEL STATE IS CLEARED AS THE MAIN SW WILL TURN ON AGAIN.

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

C) IF ANY OF THE FOLLOWING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE SET SPEED IS ERASED AND THE CRUISE CONTROL IS RELEASED. (THE POWER TO THE MAGNETIC CLUTCH IS CUT OFF UNTIL THE SET SW IS "ON" AGAIN.)

* WHEN THE VEHICLE SPEED FALLS BELOW THE MINIMUM SPEED LIMIT, APPROX. 40 KM/H (25 MPH).
* WHEN POWER TO THE CRUISE CONTROL SYSTEM IS MOMENTARY CUT OFF.

D) IF THIS OF THE FOLLOWING CONDITION OCCURS DURING CRUISE CONTROL OPERATION. THE CRUISE CONTROL IS RELEASED.

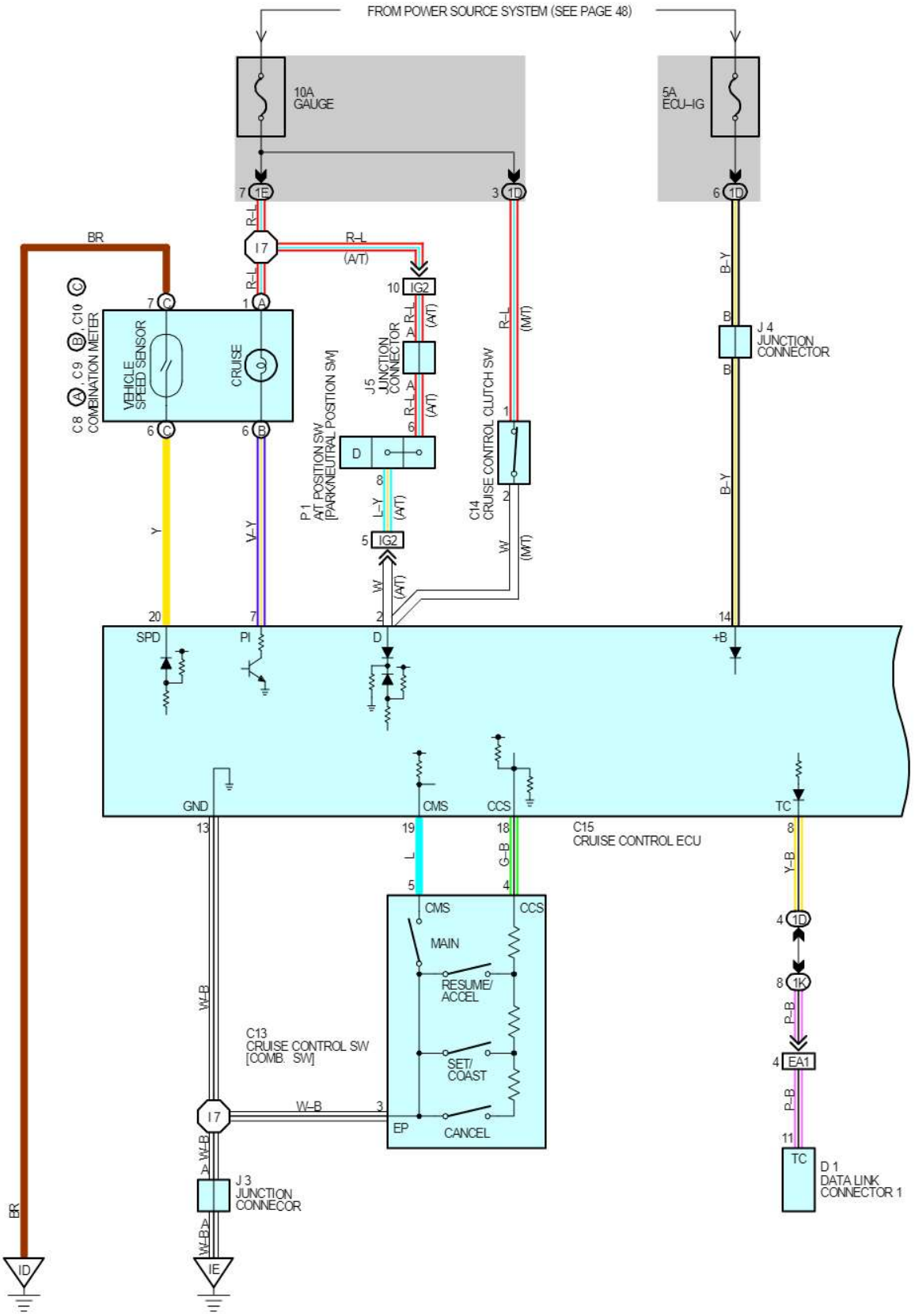
* OPEN THE CIRCUIT FROM **TERMINAL 3** TO **4** OF THE STOP LIGHT SW (STOP LIGHT SW ON).

8. AUTOMATIC TRANSAXLE CONTROL FUNCTION

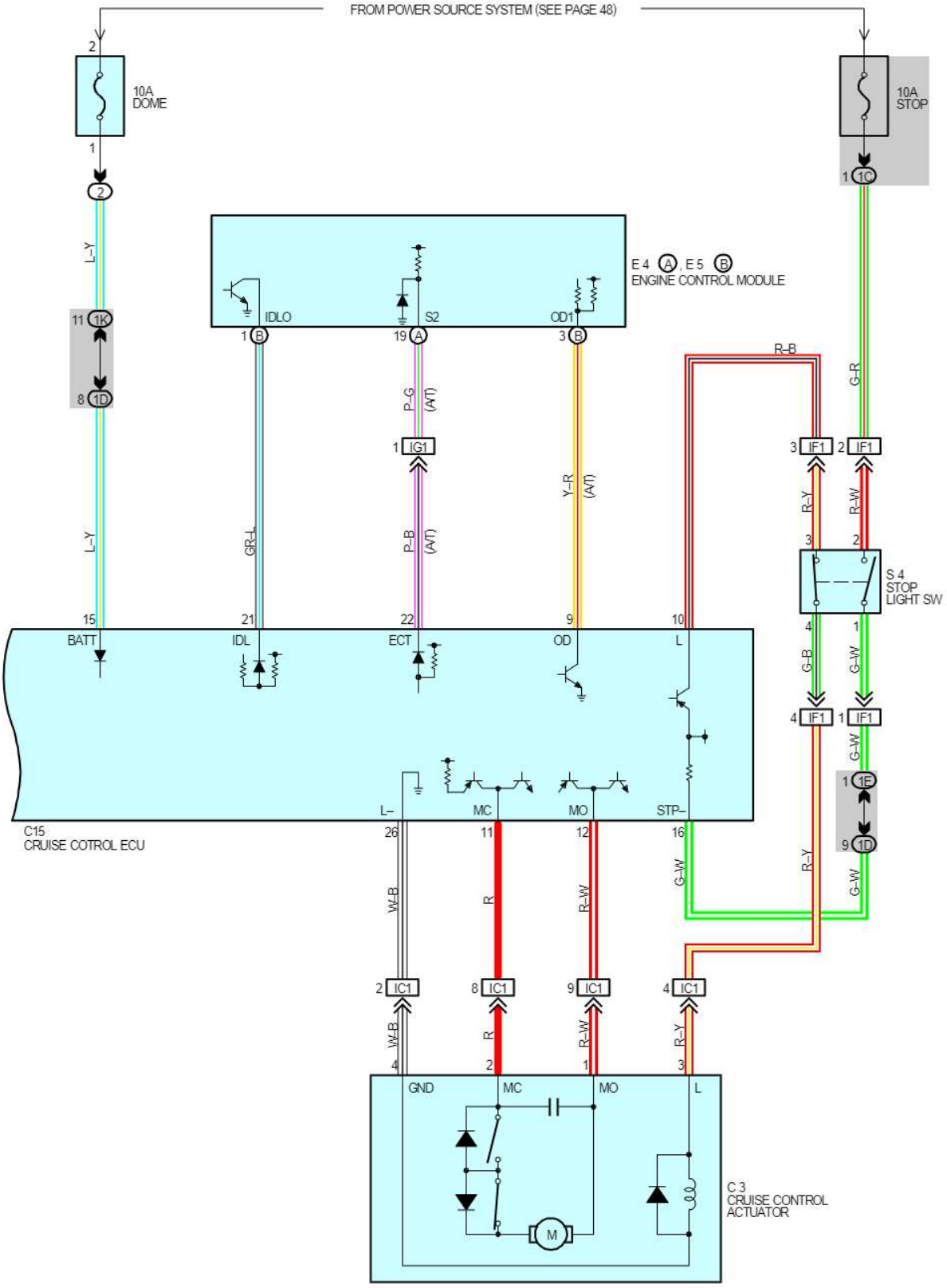
* IN OVERDRIVE, IF THE VEHICLE SPEED BECOMES LOWER THAN THE OVERDRIVE CUT SPEED (SET SPEED MINUS APPROX. 4 KM/H, 2.5 MPH) DURING CRUISE CONTROL OPERATION, SUCH AS DRIVING UP A HILL, THE OVERDRIVE IS RELEASED AND THE POWER INCREASED TO PREVENT A REDUCTION IN VEHICLE SPEED.
* AFTER RELEASING THE OVERDRIVE, VEHICLE SPEED BECOMES HIGHER THAN THE OVERDRIVE RETURN SPEED (SET SPEED MINUS APPROX., 2 KM/H, 1.2 MPH) AND THE ECU JUDGES BY THE SIGNALS FROM THE ACTUATOR'S POTENTIOMETER THAT THE UPWARD SLOPE HAS FINISHED, THE OVERDRIVE IS RESUMED AFTER APPROXIMATELY 2 SECONDS.
* DURING CRUISE CONTROL DRIVING, THE CRUISE CONTROL OPERATION SIGNAL IS OUTPUT FROM THE CRUISE CONTROL ECU TO THE ENGINE CONTROL MODULE. UPON RECEIVING THIS SIGNAL, THE ENGINE CONTROL MODULE CHANGES THE SHIFT PATTERN TO NORMAL.
  TO MAINTAIN SMOOTH CRUISE CONTROL OPERATION (ON A DOWNWARD SLOPE ETC.), THE LOCK–UP RELEASE OF THE TRANSAXLE WHEN THE IDLING POINT OF THE THROTTLE POSITION IS "ON" IS FORBIDDEN.

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CRUISE CONTROL



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CRUISE CONTROL

SERVICE HINTS

C 3 CRUISE CONTROL ACTUATOR

3–4 : APPROX. 38 Ω

C13 CRUISE CONTROL SW [COMB. SW]

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

C15 CRUISE CONTROL ECU

14–GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW AT ON POSITION
15–GROUND : ALWAYS APPROX. 12 VOLTS
20–GROUND : 4 PULSES WITH 1 ROTATION OF THE ROTOR SHAFT
18–GROUND : APPROX. 418 Ω WITH THE CANCEL SW ON IN THE CRUISE CONTROL SW
APPROX. 198 Ω WITH THE SET/COAST SW ON IN THE CRUISE CONTROL SW
APPROX. 68 Ω WITH THE RESUME/ACCEL SW ON IN THE CRUISE CONTROL SW
13–GROUND: ALWAYS CONTINUITY

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 3	24	C14	26	J 3	27
C 8 A	26	C15	26	J 4	27
C 9 B	26	D 1	24	J 5	27
C10 C	26	E 4 A	26	P 1	25
C13	26	E 5 B	26	S 4	27

⬭ : 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)
1D		
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)
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IF1	34	INSTRUMENT PANEL WIRE AND SWITCH WIRE (NEAR THE STEERING COLUMN)
IG1	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)
IG2		

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH

⯃ : SPLICE POINTS

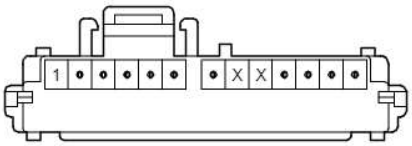
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 7	34	INSTRUMENT PANEL WIRE			

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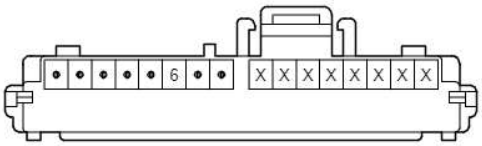
C 3 BLACK



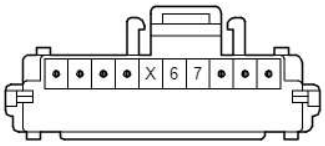
C 8 (A) BROWN



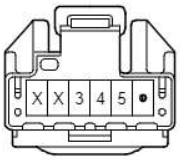
C 9 (B)



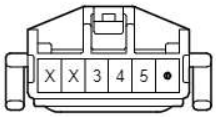
C10 (C) GRAY



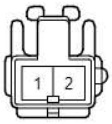
(USA, CANADA W/ AIRBAG) C13 BLACK



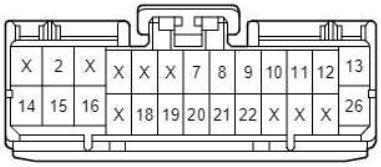
(CANADA W/O AIRBAG) C13 BLACK



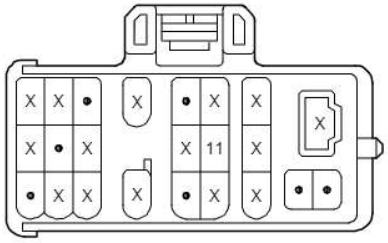
C14



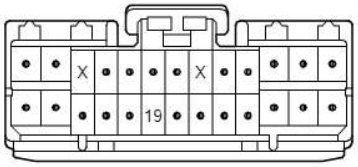
C15 GREEN



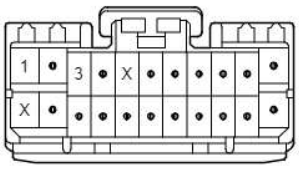
D 1 BLACK



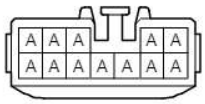
(A/T) E 4 (A)



E 5 (B)

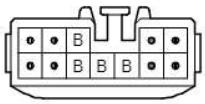


J 3 BLUE



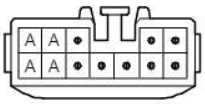
(HINT : SEE PAGE 7)

J 4 GRAY



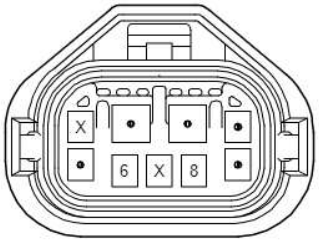
(HINT : SEE PAGE 7)

J 5 GRAY

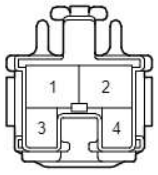


(HINT : SEE PAGE 7)

P 1 GRAY



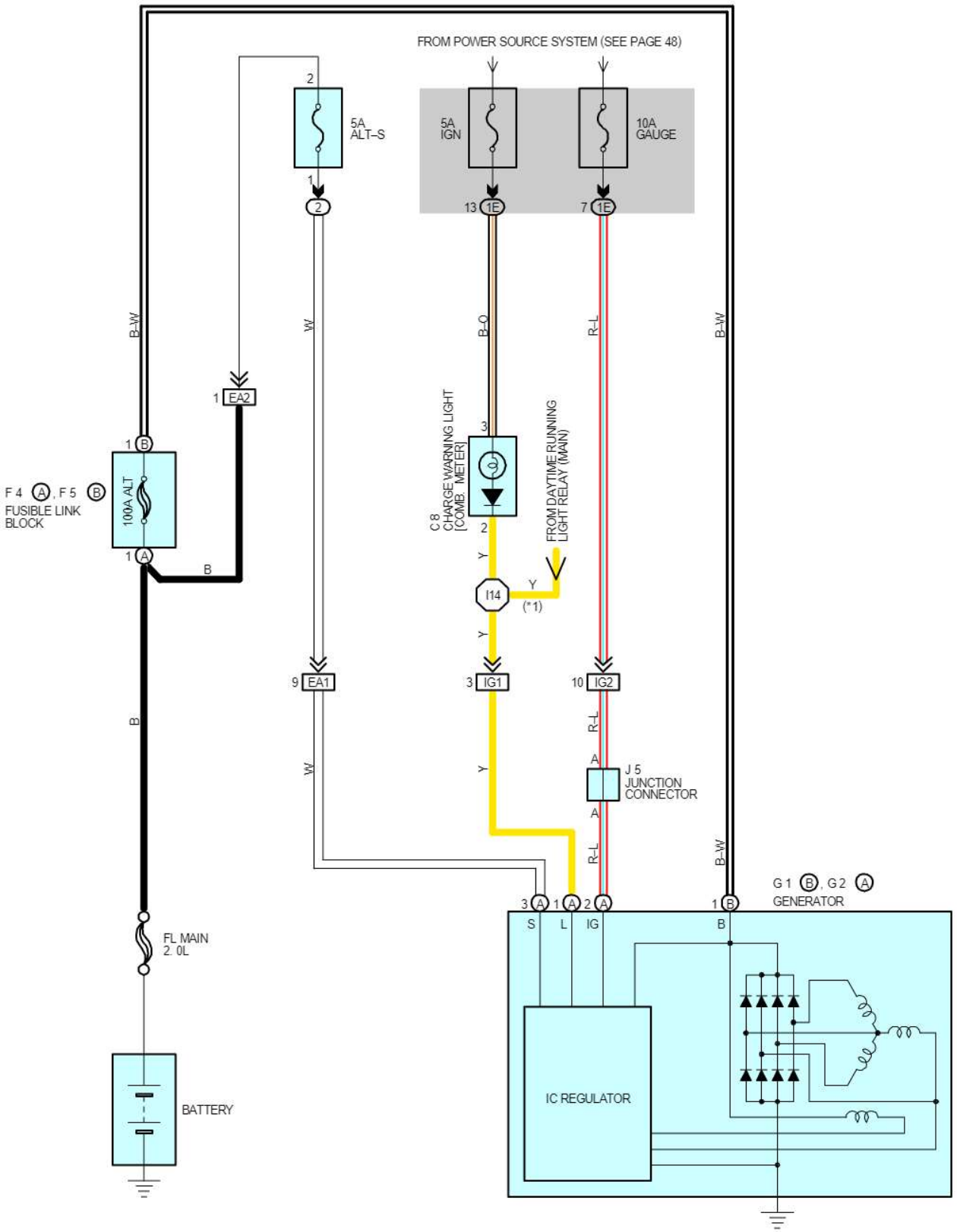
S 4



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CHARGING

*1 : CANADA



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SERVICE HINTS

G2 (A) GENERATOR

(A) 1–GROUND : **13.9–15.1** VOLTS WITH ENGINE RUNNING AT **2000** RPM AND **25**°C(**77**°F)
13.5–14.3 VOLTS WITH ENGINE RUNNING AT **2000** RPM AND **115**°C(**239**°F)
(A) 2–GROUND : **0–4** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND ENGINE NOT RUNNING

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C8	26	F5 B	24	G2 A	24
F4 A	24	G1 B	24	J5	27

▭ : 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)
1E	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)

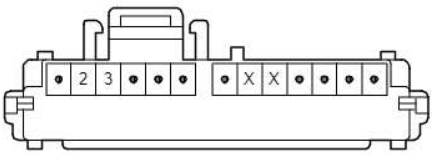
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

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)
EA2		
IG1	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)
IG2		

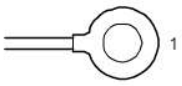
⬡ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I14	34	INSTRUMENT PANEL WIRE			

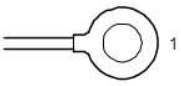
C 8 BROWN



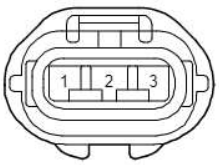
F 4 (A), F 5 (B)



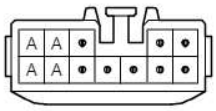
G 1 (B)



G 2 (A) BLACK



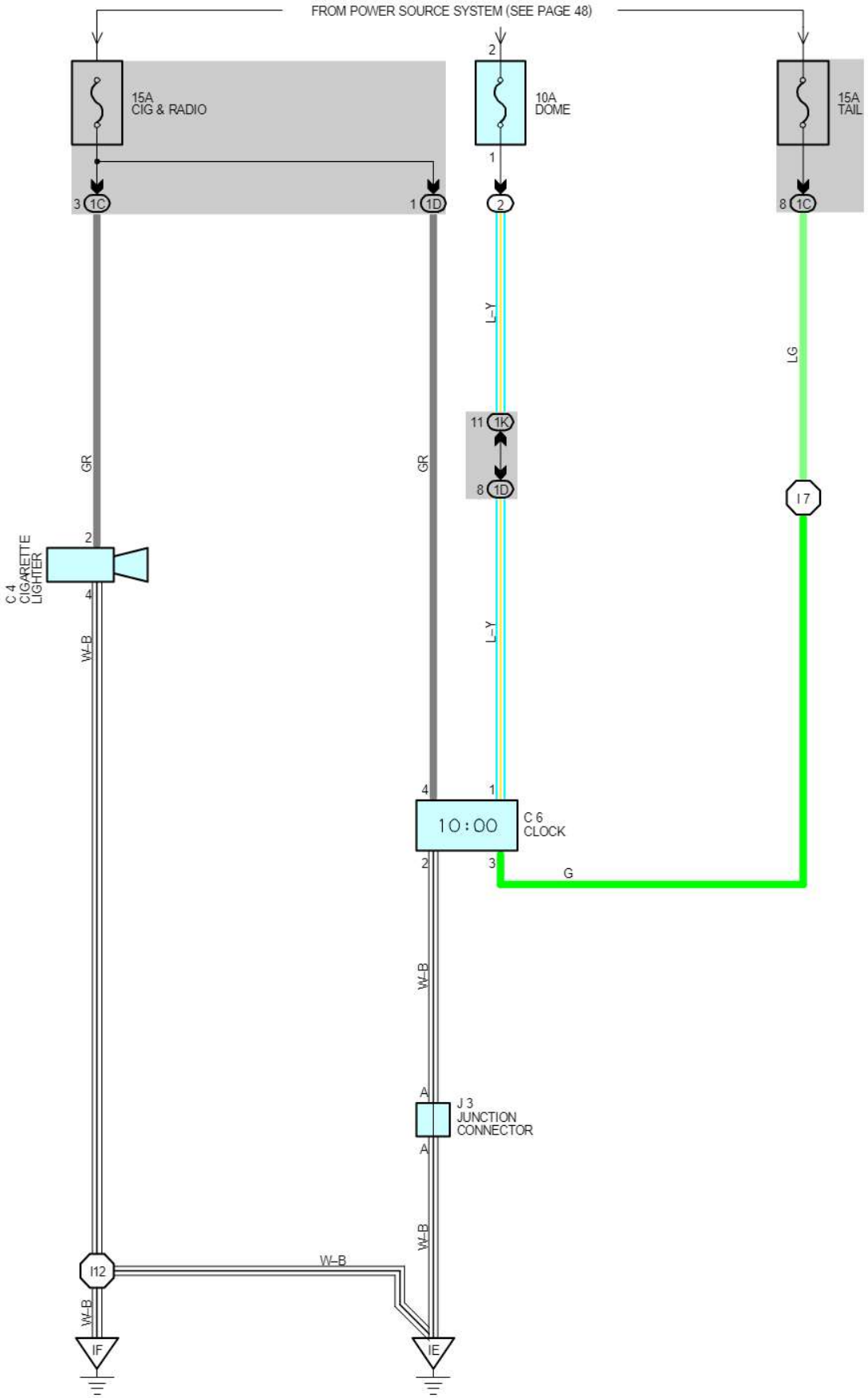
J 5 GRAY



(HINT : SEE PAGE 7)

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CIGARETTE LIGHTER AND CLOCK



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SERVICE HINTS

C 4 CIGARETTE LIGHTER
2–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION
4–GROUND : ALWAYS CONTINUITY
C 6 CLOCK
1–GROUND : ALWAYS APPROX. **12** VOLTS
4–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION
3–GROUND : APPROX. **12** VOLTS WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
2–GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 4	26	C 6	26	J 3	27

: 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)
1D		
1K	20	ENGINE ROOM MAIN WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	32	INSTRUMENT PANEL BRACE LH
IF	32	RIGHT KICK PANEL

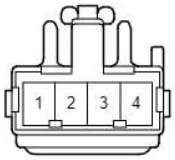
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 7	34	INSTRUMNET PANEL WIRE	I12	34	INSTRUMENT PANEL WIRE

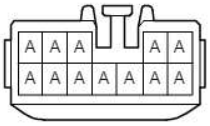
C 4 BLUE



C 6 BLACK



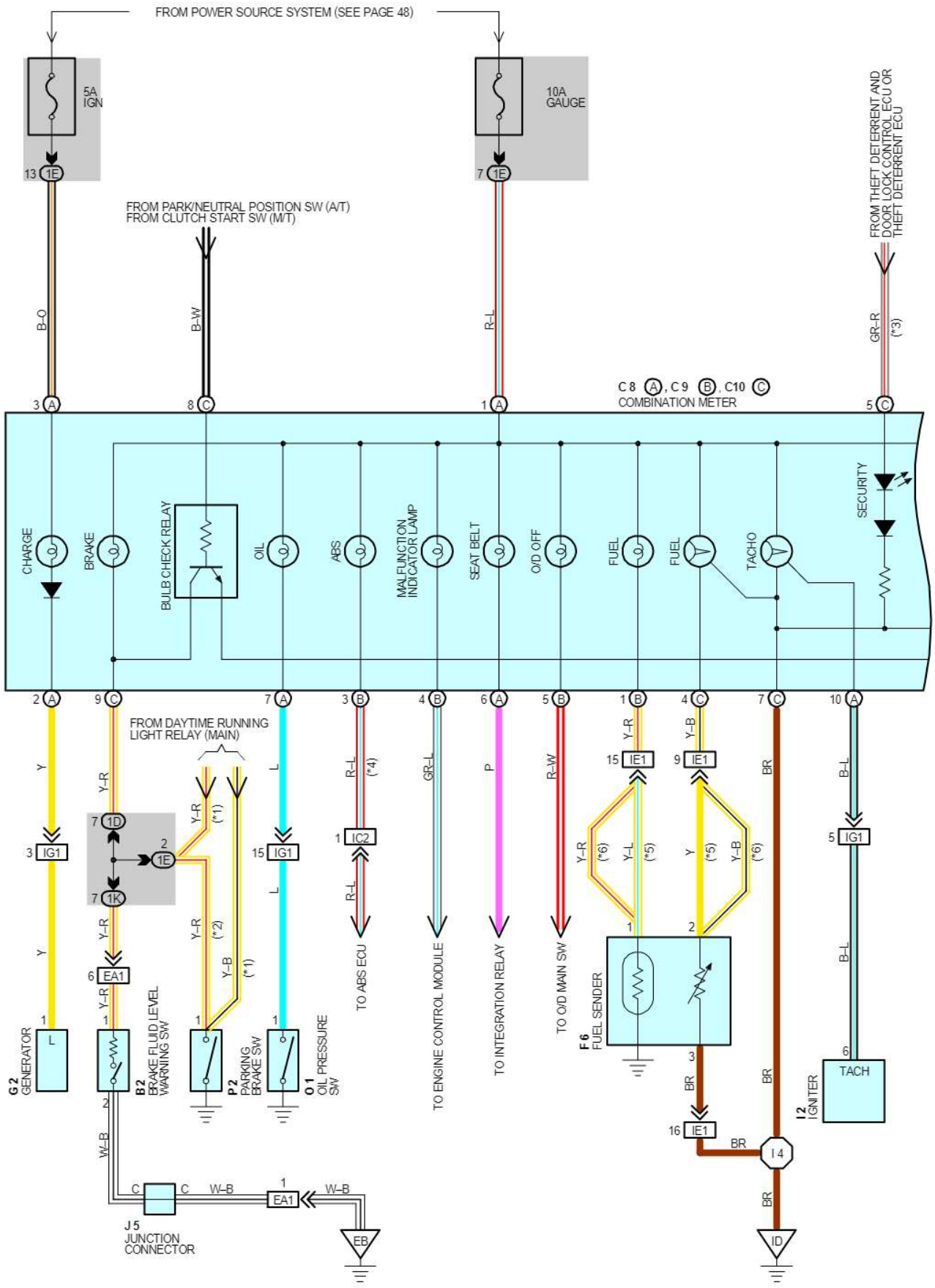
J 3 BLUE



(HINT : SEE PAGE 7)

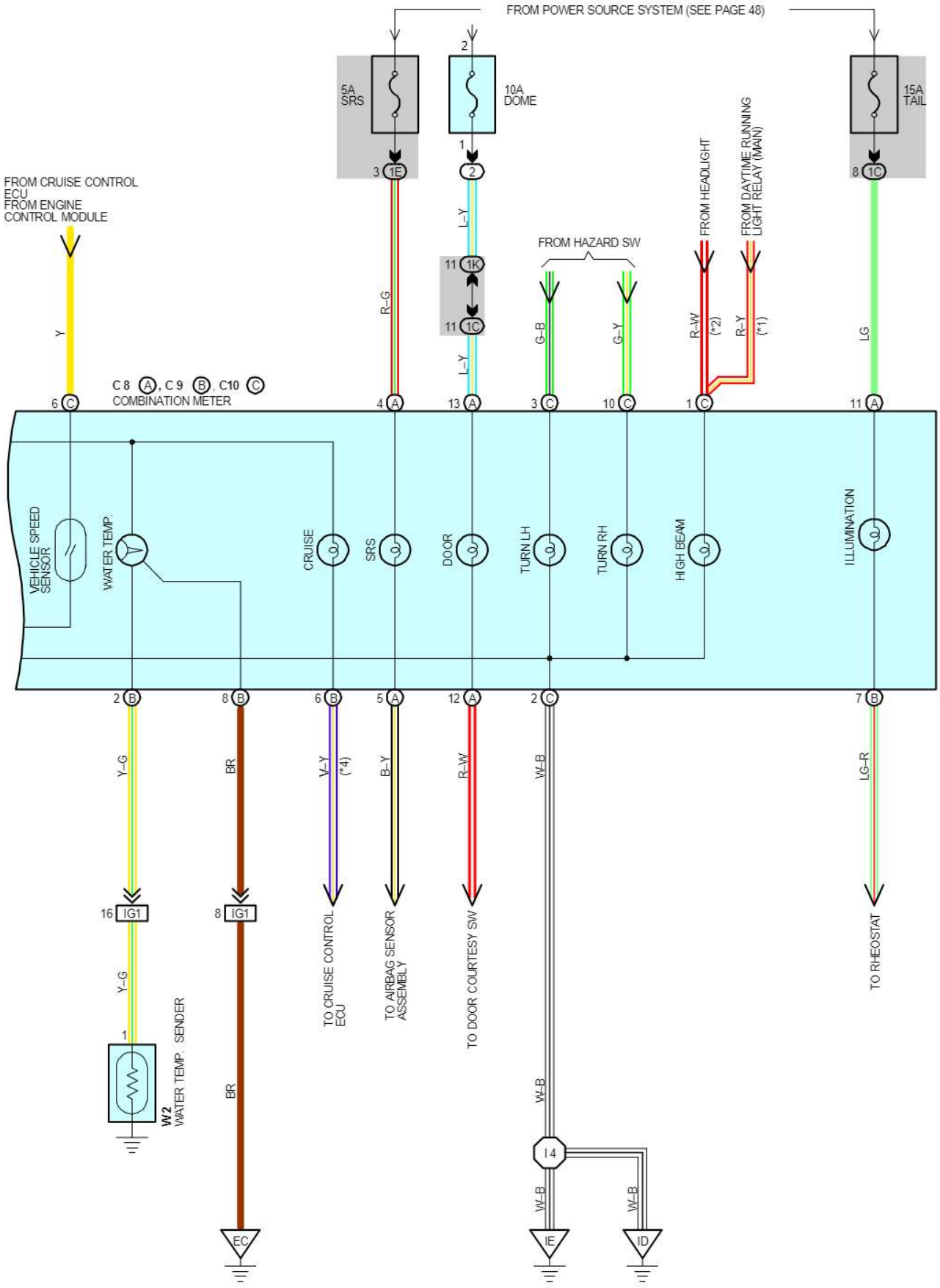
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COMBINATION METER



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*1 : CANADA
*2 : EXCEPT CANADA
*3 : PUERTO RICO
*4 : EXCEPT PUERTO RICO
*5 : CONVERTIBLE
*6 : C/P



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COMBINATION METER

SERVICE HINTS

B 2 BRAKE FLUID LEVEL WARNING SW
1–2 : CLOSED WITH THE FLOAT DOWN

C 8 (A), C 9 (B), C10 (C) COMBINATION METER
(A) 1–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
(A) 13–GROUND : APPROX. **12** VOLTS
(A) 11–GROUND : APPROX. **12** VOLTS WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
(B) 8, (C) 2, (C) 7–GROUND : ALWAYS CONTINUITY

F 6 FUEL SENDER
2–3 : APPROX. **7** Ω WITH THE FUEL FULL
APPROX. **95** Ω WITH THE FUEL EMPTY

O 1 OIL PRESSURE SW
1–GROUND : CLOSED WITH THE OIL PRESSURE BELOW **19.61** KPA (**0.2** KGF/CM^2, **2.84** PSI)

P 2 PARKING BRAKE SW
1–GROUND : CLOSED WITH THE PARKING BRAKE LEVER PULLED UP

○ : PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 2		24	**F 6**	28 (C/P), 29 (CONVERTIBLE)	**O 1**	25
C 8	A	26	**G 2**	24	**P 2**	27
C 9	B	26	**I 2**	25	**W 2**	25
C 10	C	26	**J 5**	27		

⬭ : 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)
1 C	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1 D		
1 E		
1 K	20	ENGINE ROOM MAIN 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)
IG1	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)

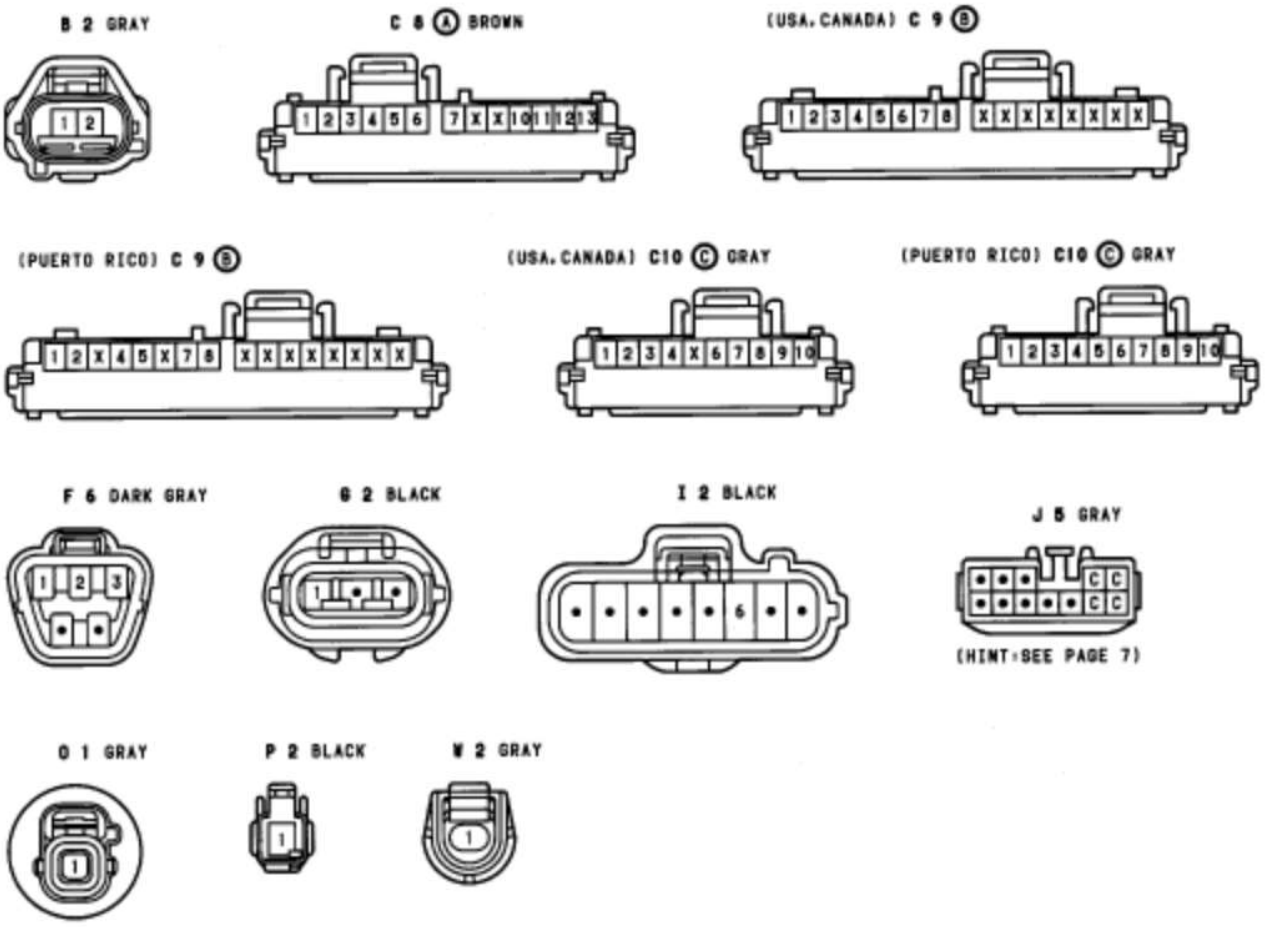
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
EC	30	RIGHT SIDE OF THE SURGE TANK
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH

⬡ : SPLICE POINTS

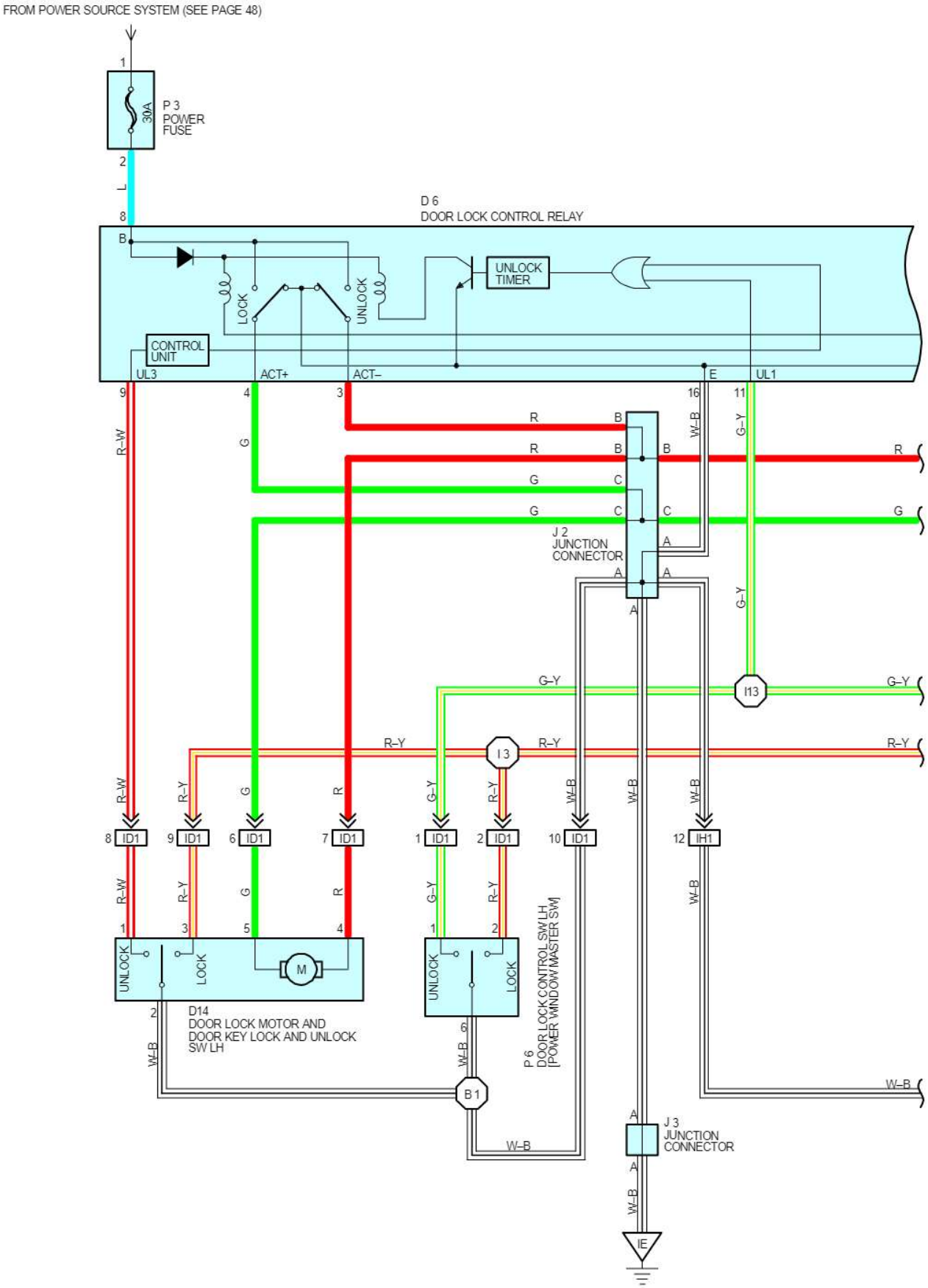
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 4	34	INSTRUMENT PANEL WIRE			

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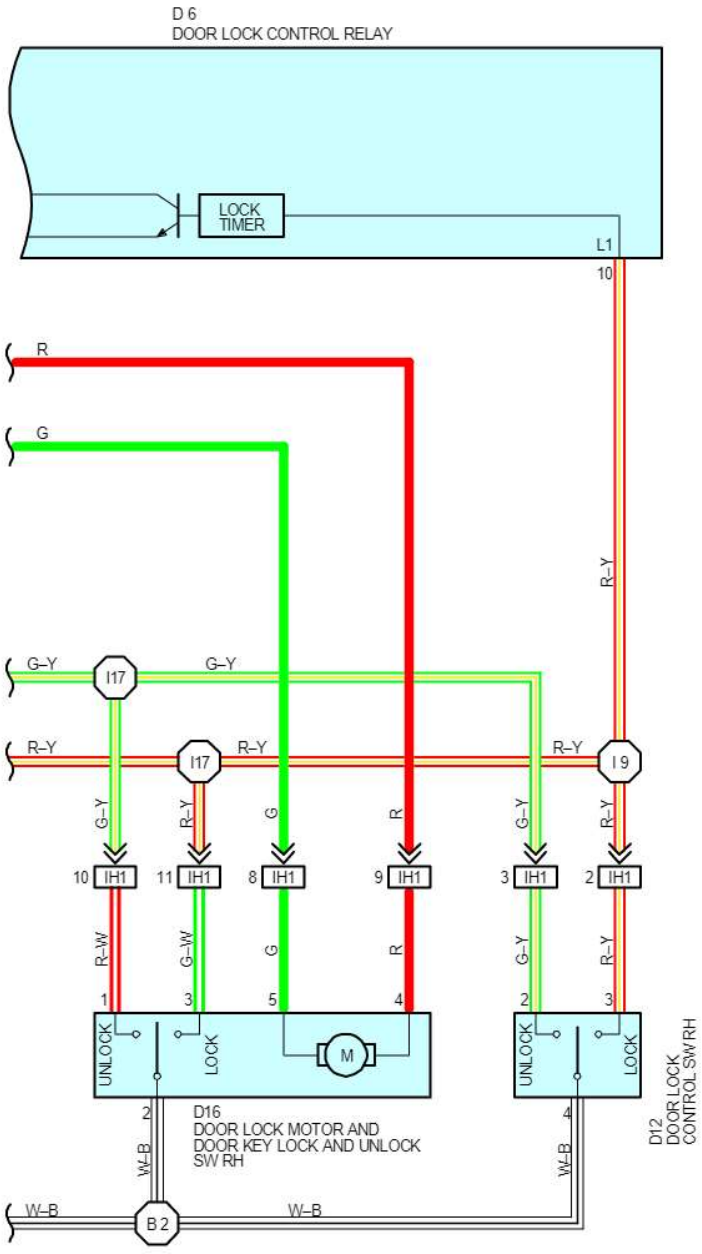
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DOOR LOCK CONTROL



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(w/o) THEFT DETERRENT SYSTEM



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DOOR LOCK CONTROL

SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY THROUGH THE **POWER** FUSE

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 10** OF THE DOOR LOCK CONTROL RELAY AND CAUSES THE RELAY TO FUNCTION. THE CURRENT FLOWS FROM THE **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY TO **TERMINAL 4** → **TERMINAL 5** OF THE DOOR LOCK MOTOR AND DOOR KEY LOCK AND UNLOCK SW LH, RH → **TERMINALS 4** → **TERMINAL 3** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **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, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL 11** OF THE DOOR LOCK CONTROL RELAY AND CAUSES THE RELAY TO FUNCTION.

THE CURRENT FLOWS FROM **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY TO RELAY **TERMINAL 3** → **TERMINAL 4** OF THE DOOR LOCK MOTOR AND DOOR KEY LOCK AND UNLOCK SW LH, RH → **TERMINAL 5** → **TERMINAL 4** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO UNLOCK.

3. DOUBLE OPERATION UNLOCK OPERATION

WHEN THE DOOR KEY AND UNLOCK SW LH IS TURNED TO THE UNLOCK SIDE, ONLY THE DRIVER'S DOOR IS MECHANICALLY UNLOCKED. TURNING THE DOOR KEY LOCK AND UNLOCK SW LH TO THE UNLOCK SIDE CAUSES A SIGNAL TO BE INPUT TO **TERMINAL 9** OF THE DOOR LOCK CONTROL RELAY, AND IF THE SIGNAL INPUT WITHIN 3 SECONDS BY TURNING THE SW TO THE UNLOCK SIDE AGAIN, THE CURRENT FLOWS FROM **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY TO **TERMINAL 3** → **TERMINALS 4** OF THE DOOR LOCK MOTOR AND DOOR KEY LOCK AND UNLOCK SW LH, RH → **TERMINALS 5** → **TERMINAL 4** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 16** → **GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOORS TO UNLOCK.

SERVICE HINTS

D 6 DOOR LOCK CONTROL RELAY

8–GROUND : ALWAYS APPROX. 12 VOLTS
16–GROUND : ALWAYS CONTINUITY
4–GROUND : APPROX. 12 VOLTS 0.2 SECONDS WITH FOLLOWING OPERATION
THE DOOR LOCK CONTROL SW LOCKED
THE DOOR KEY CYLINDER LOCKED WITH THE KEY
3–GROUND : APPROX.12 VOLTS 0.2 SECONDS WITH FOLLOWING OPERATION
THE DOOR LOCK CONTROL SW UNLOCKED
THE DOOR KEY CYLINDER UNLOCK WITH THE KEY
9–GROUND : APPROX. CONTINUITY VOLTS WITH THE DRIVER'S DOOR KEY CYCLINDER UNLOCK WITH THE KEY
10–GROUND : APPROX. CONTINUITY VOLTS WITH THE DOOR LOCK CONTROL SW OR THE DOOR KEY LOCK AND UNLOCK SW LOCKED
11–GROUND : APPROX. CONTINUITY VOLTS WITH THE DOOR LOCK CONTROL SW OR THE DOOR KEY LOCK AND UNLOCK SW UNLOCKED

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 6	26	D16	28(C/P),29(CONVERTIBLE)	P 3	27
D12	28(C/P),29(CONVERTIBLE)	J 2	27	P 6	28(C/P),29(CONVERTIBLE)
D14	28(C/P),29(CONVERTIBLE)	J 3	27		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	32	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IH1	34	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	32	INSTRUMENT PANEL BRACE LH

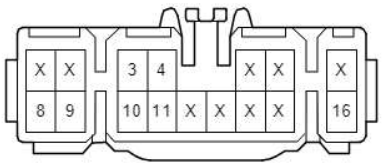
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(w/o) THEFT DETERRENT SYSTEM

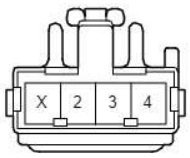
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	34	INSTRUMENT PANEL WIRE	B 1	36(C/P)	FRONT DOOR LH WIRE
I 9				37(CONVERTIBLE)	
I13			B 2	36(C/P)	FRONT DOOR RH WIRE
I17				37(CONVERTIBLE)	

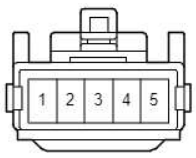
D 6 ORANGE



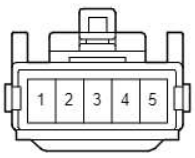
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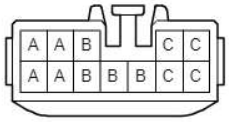
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D16

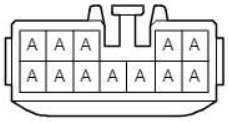


J 2 GRAY



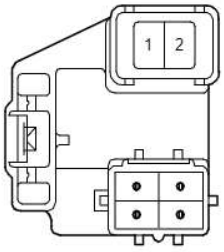
(HINT : SEE PAGE 7)

J 3 BLUE

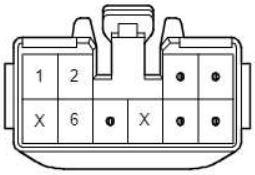


(HINT : SEE PAGE 7)

P 3



P 6



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ENGINE CONTROL

SYSTEM OUTLINE

THE ENGINE CONTROL SYSTEM UTILIZES A MICROCOMPUTER AND MAINTAINS OVERALL CONTROL OF THE ENGINE. AN OUTLINE OF ENGINE CONTROL IS GIVEN HERE.

1. INPUT SIGNALS

(1) ENGINE COOLANT TEMP. SIGNAL SYSTEM
THE ENGINE COOLANT 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 AS A CONTROL SIGNAL TO **TERMINAL THW** OF THE ENGINE CONTROL MODULE.

(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 ENGINE CONTROL MODULE.

(3) OXYGEN SENSOR SIGNAL SYSTEM
THE HEATED OXYGEN DENSITY IN THE EXHAUST EMISSIONS IS DETECTS AND INPUT AS A CONTROL SIGNALS TO **TERMINALS OX1, OX2** OF THE ENGINE CONTROL MODULE.

(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 ENGINE CONTROL MODULE.

(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 ENGINE CONTROL MODULE, OR WHEN THE VALVE IS FULLY CLOSED, TO **TERMIANL IDL**.

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

(7) PARK/NEUTRAL POSITION SW SIGNAL SYSTEM
THE PARK/NEUTRAL POSITION SW DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL OR NOT, AND INPUTS A CONTROL SIGNAL TO **TERMIANL NSW** OF THE ENGINE CONTROL MODULE.

(8) A/C SIGNAL SYSTEM
THE OPERATING VOLTAGE OF THE A/C MAGNETIC CLUTCH IS DETECTED AND INPUT IN THE FORM OF A CONTROL SIGNAL TO **TERMINAL AC1** OF THE ENGINE CONTROL MODULE.

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

(10) INTAKE AIR VOLUME SIGNAL SYSTEM
INTAKE AIR VOLUME IS DETECTED BY THE MANIFOLD ABSOLUTE PRESSURE SENSOR AND IS INPUT AS A CONTROL SIGNAL TO **TERMINAL PIM** OF THE ENGINE CONTROL MODULE.

(11) STARTER SIGNAL SYSTEM
TO CONFIRM THAT THE ENGINE IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETENTES AND IS INPUT AS A CONTROL SIGNAL TO **TERMINAL STA** OF THE ENGINE CONTROL MODULE.

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2. CONTROL SYSTEM

* SFI SYSTEM
THE SFI 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 ENGINE CONTROL MODULE, AND THE CONTROL SIGNAL IS OUTPUT TO **TERMINALS #10, #20, #30, AND #40** OF THE ENGINE CONTROL MODULE TO OPERATE THE INJECTOR (INJECT THE FUEL). THE SFI SYSTEM PRODUCES CONTROL OF FUEL INJECTION OPERATION BY THE ENGINE CONTROL MODULE IN RESPONSE TO THE DRIVING CONDITIONS.
DURING ENGINE CRANKING (SIGNAL INPUT TO **TERMINAL STA**) OR FOR APPROX. **2** SECONDS AFTER NE SIGNAL INPUT, ENGINE CONTROL MODULE OPERATION ENERGIZED (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 REVOLUTIONS USING THE SIGNALS (INPUT SIGNALS (1, 4, 5, 10, 11)) INPUT TO THE ENGINE CONTROL MODULE FROM EACH SENSOR. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ENGINE CONTROL MODULE, THE MOST APPROPRIATE IGNITION TIMING IS DECIDED AND CURRENT IS OUTPUT TO **TERMINAL IGT1** AND **IGT2** OF THE ENGINE CONTROL MODULE. THIS OUTPUT CONTROLS THE IGNITER TO PRODUCE THE MOST APPROPRIATE IGNITION TIMING FOR THE DRIVING CONDITIONS.
* IDLE AIR CONTROL SYSTEM
THE IDLE AIR CONTROL SYSTEM INCREASES THE RPM AND PROVIDES IDLING STABILITY FOR FAST IDLE–UP WHEN THE ENGINE IS COLD AND WHEN THE IDLE SPEED HAS DROPPED DUE TO ELECTRICAL LOAD, ECT. THE ENGINE CONTROL MODULE EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1, 4, 5, 6, 7, 8)), OUTPUTS CURRENT TO **TERMINAL RSC** AND **RSO**, AND CONTROLS THE IDLE AIR CONTROL VALVE.
* A/C CUT CONTROL SYSTEM
WHEN THE VEHICLE SUDDENLY ACCELERATES FROM LOW ENGINE SPEED, THIS SYSTEM CUTS OFF AIR CONDITIONING 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 ENGINE CONTROL MODULE RECEIVES INPUT SIGNALS (4, 5, 6, 7, AND 10), AND OUTPUTS SIGNALS TO **TERMINAL ACT**.

3. DIAGNOSIS SYSTEM

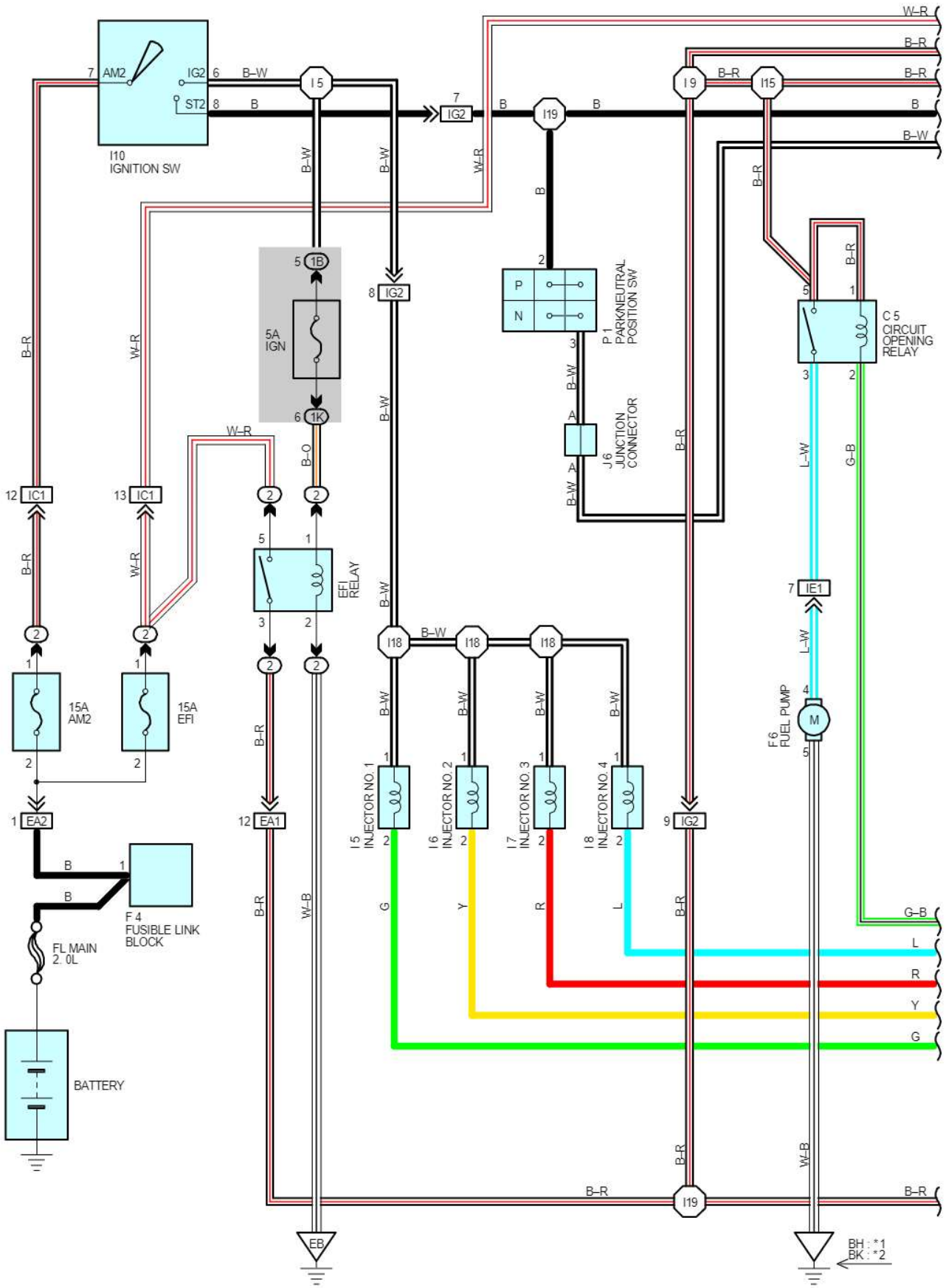
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTIONING IN THE ENGINE CONTROL MODULE SIGNAL SYSTEM, THE MALFUNCTION SYSTEM IS RECORDED IN THE MEMORY THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE MALFUNCTION INDICATOR LAMP.

4. FAIL–SAFE SYSTEM

WHEN A MALFUNCTIONING 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 VALUED) RECORDED IN THE ENGINE CONTROL MODULE MEMORY OR ELSE STOPS THE ENGINE.

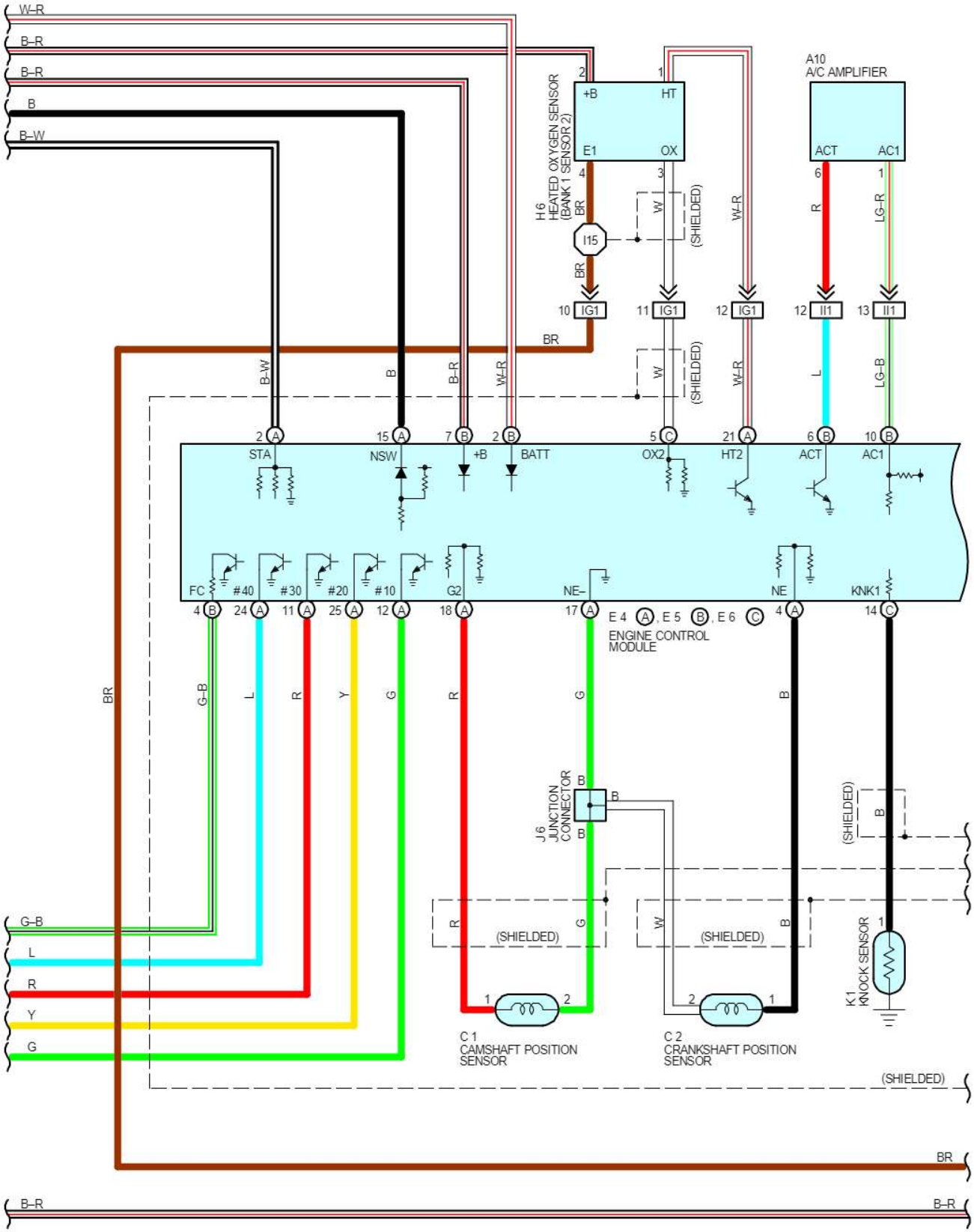
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ENGINE CONTROL (A/T)



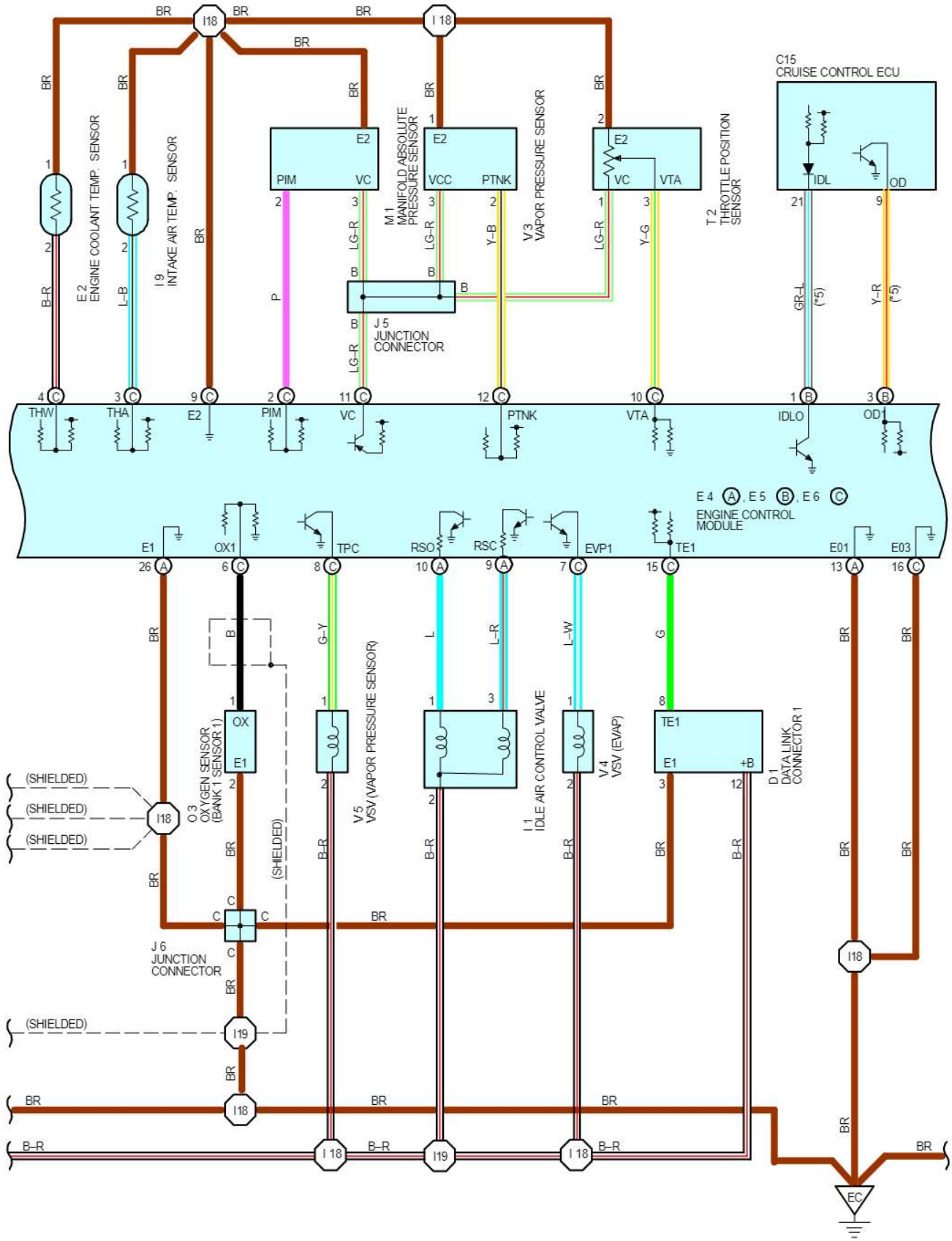
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*1 : C/P
*2 : CONVERTIBLE



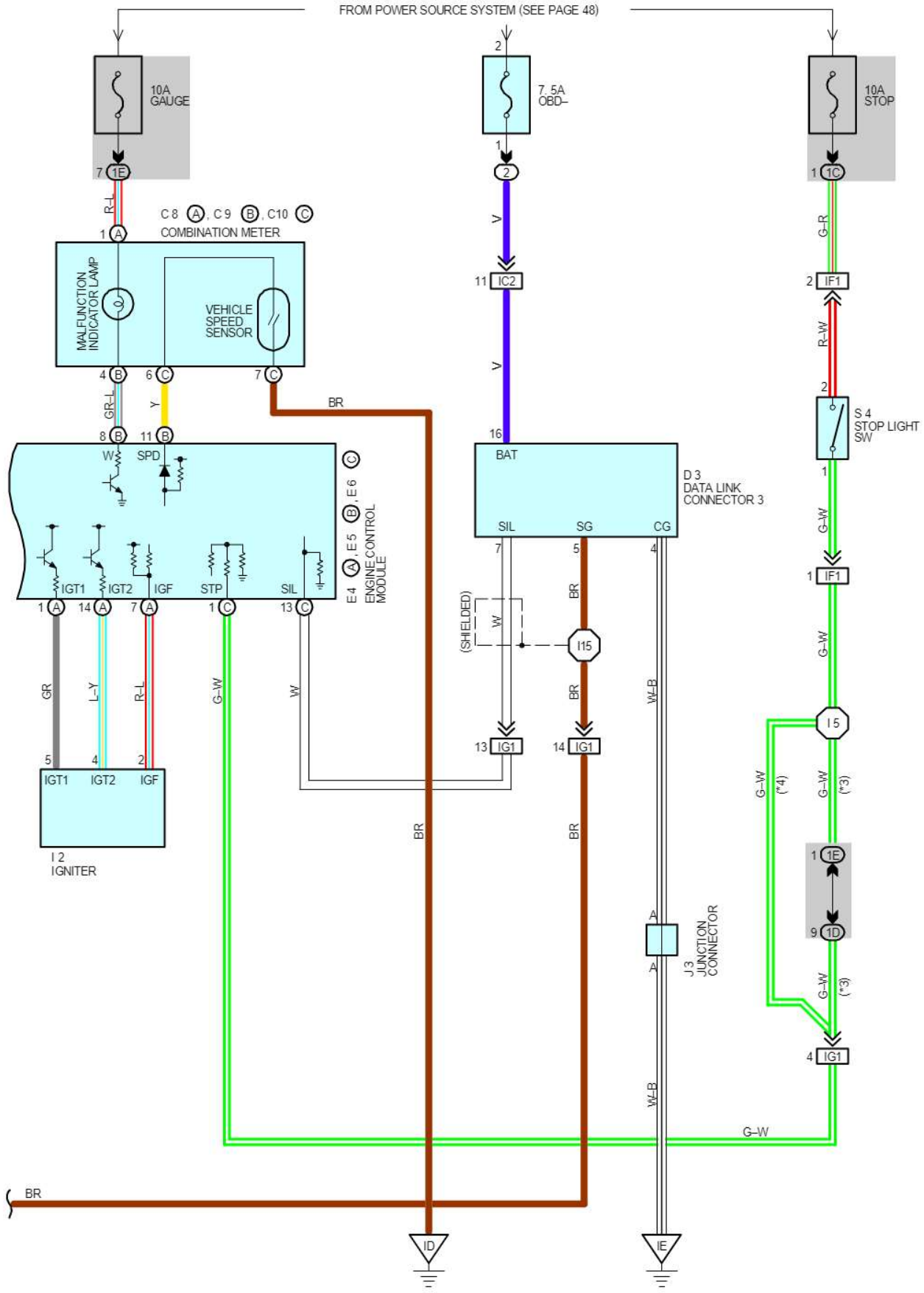
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ENGINE CONTROL (A/T)



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*3 : EXCEPT PUERTO RICO
*4 : PUETO RICO
*5 : W/CRUISE CONTROL



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ENGINE CONTROL (A/T)

SERVICE HINTS

E4 (A), E5 (B), E6 (C) ENGINE CONTROL MODULE

VOLTAGE AT ENGINE CONTROL MODULE WIRING CONNECTORS

BATT–E1 : ALWAYS **9.0–14.0** VOLTS
PIM–E2 : **3.3–3.9** VOLTS (IGNITION SW AT **ON** POSITION)
VC–E2 : **4.5–5.5** VOLTS (IGNITION SW AT **ON** POSITION)
+B–E1 : **9.0–14.0** VOLTS (IGNITION SW AT **ON** POSITION)
VTA–E2 : **3.2–4.9** VOLTS (IGNITION SW AT **ON** POSITION AND THROTTLE VALVE FULLY OPEN)
THA–E2 : **0.5–3.4** VOLTS (IGNITION SW ON AND INTAKE AIR TEMP. **20**°C, **68**°F)
THW–E2 : **0.2–1.0** VOLTS (IGNITION SW ON AND COOLANT TEMP. **80**°C, **176**°F)
STA–E1 : **6.0–14.0** VOLTS (ENGINE CRANKING)
W–E1 : **9.0–14.0** VOLTS (NO TROUBLE AND ENGINE RUNNING)
TE1–E1 : **9.0–14.0** VOLTS (IGNITION SW ON AND DATA LINK CONNECTOR 1 **TE1–E1** CONNECTED)
0 VOLTS (IGNITION SW ON AND DATA LINK CONNECTOR 1 **TE1–E1** CONNECTED)
IGT1, IGT2 : PULSE GENERATION (ENGINE IDLING)
#10,#20,#30,#40–E01 : **9.0–14.0** VOLTS (IGNITION SW AT **ON** POSITION)

RESISTANCE AT ENGINE CONTROL MODULE WIRING CONNECTORS

VTA–E2 : **4.0–11.0**KΩ (THROTTLE VALVE OPEN)
0–6.0KΩ (THROTTLE VALVE FULLY CLOSED)
: **2.0–3.0**KΩ (INTAKE AIR TEMP. **20**°C, **68**°F)
NE–NE– : **0.14–0.18**KΩ

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A10	26	E6 C	26	J5	27
C1	24	F4	24	J6	27
C2	24	F6	28 (C/P), 29 (CONVERTIBLE)	K1	25
C5	26	H6	26	M1	25
C8 A	26	I1	25	O3	25
C9 B	26	I2	25	P1	25
C10 C	26	I5	25	S4	27
C15	26	I6	25	T2	25
D1	24	I7	25	V3	25
D3	26	I8	25	V4	25
E2	24	I9	25	V5	25
E4 A	26	I10	27		
E5 B	26	J3	27		

: 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)
1B	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1C		
1D		
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)
EA2		
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT LICK PANEL)
IC2		
IE1	32	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IF1	34	INSTRUMENT PANEL WIRE AND SWITCH WIRE (NEAR THE STEERING COLUMN)
IG1	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)
IG2		
II1	34	INSTRUMENT PANEL WIRE AND A/C SUB WIRE (NEAR THE BLOWER UNIT)

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: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
EC	30	RIGHT SIDE OF THE SURGE TANK
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH
BH	36 (C/P)	LEFT SIDE OF THE UPPER BACK PANEL
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
I5	34	INSTRUMENT PANEL WIRE	I18	34	ENGINE WIRE
I9			I19		
I15					

A10 BLACK



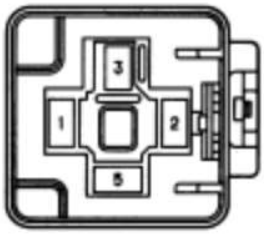
C 1 BLACK



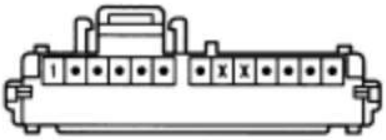
C 2 DARK GRAY



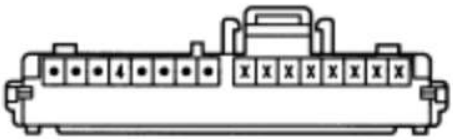
C 5



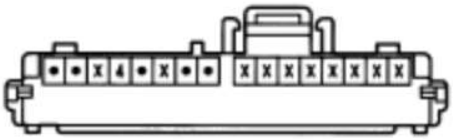
C 8 (A) BROWN



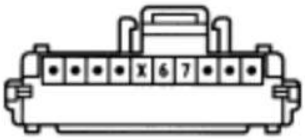
(USA. CANADA) C 9 (B)



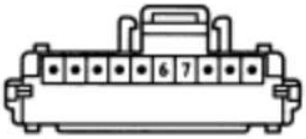
(PUERTO RICO) C 9 (B)



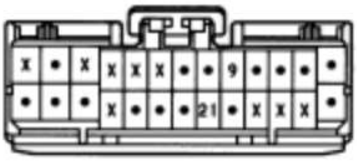
(USA. CANADA) C10 (C) GRAY



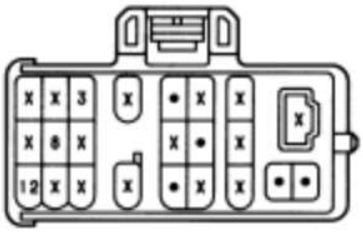
(PUERTO RICO) C10 (C) GRAY



C15 GREEN



D 1 BLACK

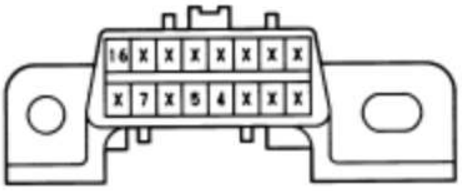


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ENGINE CONTROL (A/T)

*1 : USA, CANADA
*2 : PUERTO RICO

D 3 BLACK



E 2 GREEN



E 4 (A)



(*1) E 5 (B)



(*2) E 5 (B)



E 6 (C)



F 4



F 6 DARK



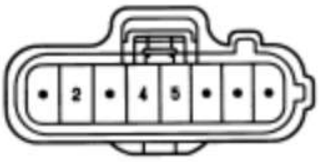
H 6 DARK GRAY



I 1 GRAY



I 2 BLACK



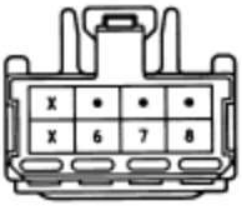
I 5, I 6, I 7, I 8 DARK GRAY



I 9 DARK GRAY



I10



J 3 BLUE



(HINT:SEE PAGE 7)

J 5 GRAY



(HINT:SEE PAGE 7)

J 6 GRAY



(HINT:SEE PAGE 7)

K 1 DARK GRAY



M 1 BLACK



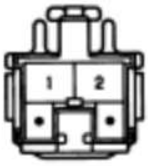
O 3 DARK GRAY



P 1 GRAY



(W/ CRUISE S 4 CONTROL)



(W/O CRUISE S 4 CONTROL)



T 2 BLACK



V 3 BLACK



V 4 BLUE



V 5 BROWN

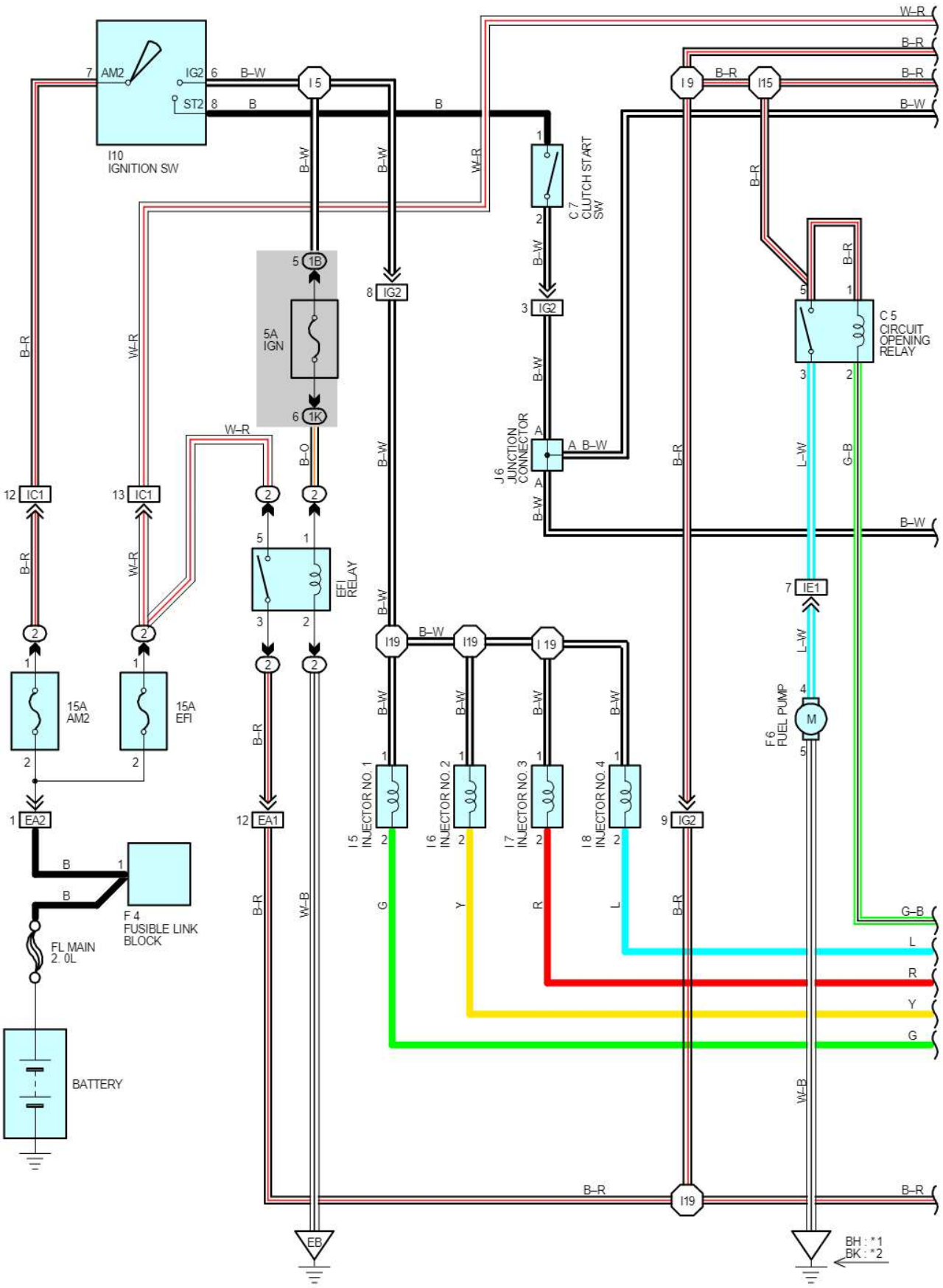


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MEMO

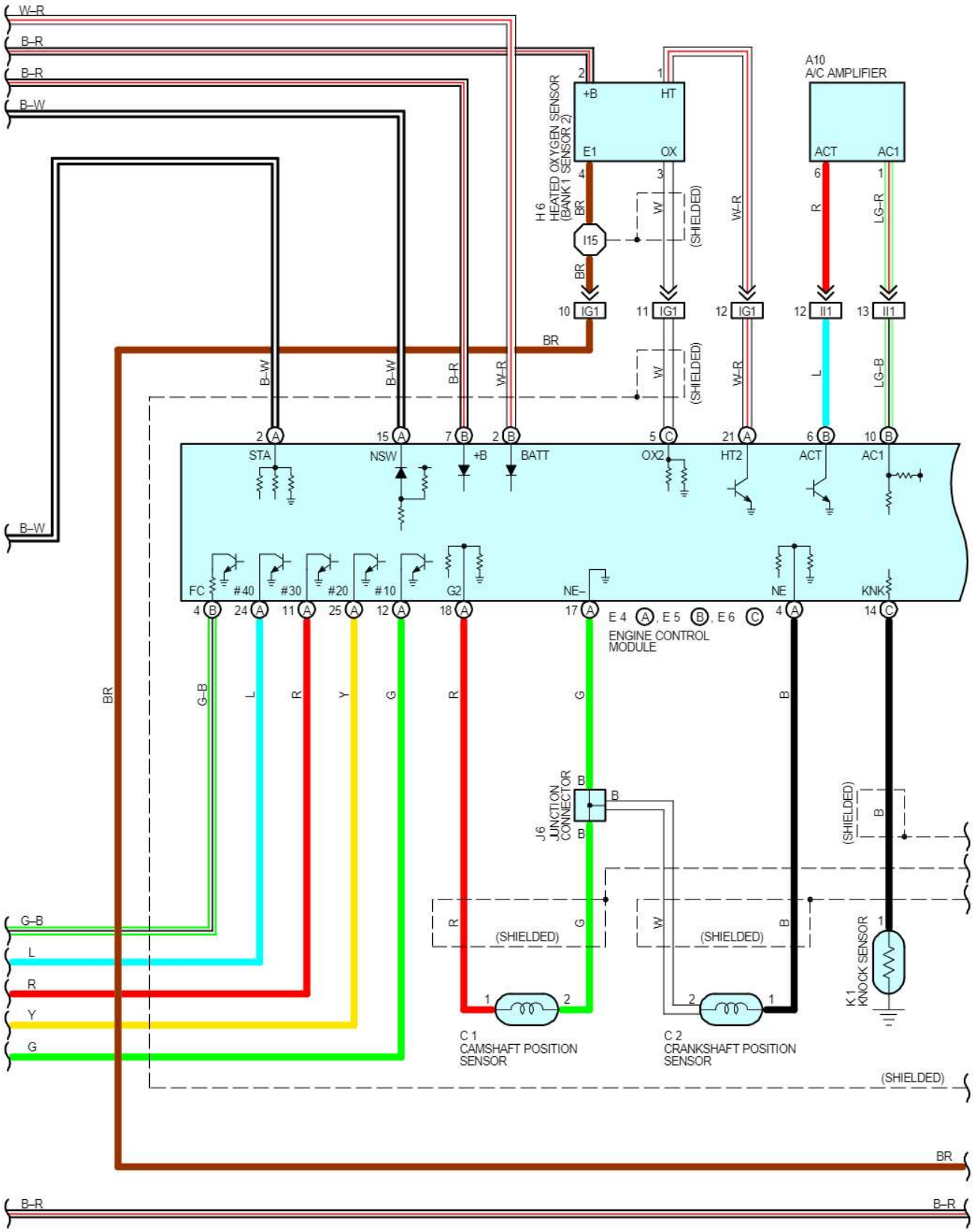
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ENGINE CONTROL (M/T)



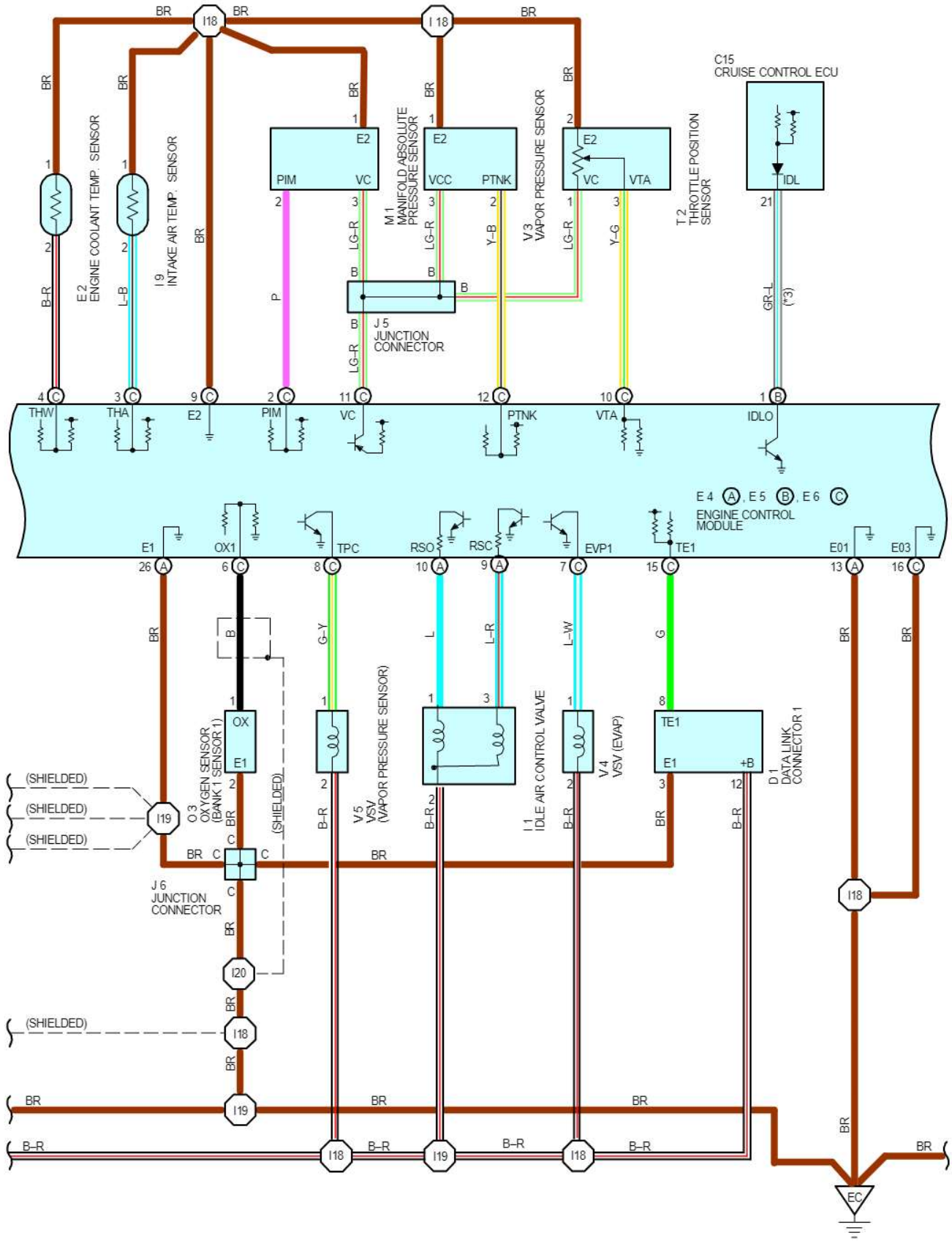
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*1 : C/P
*2 : CONVERTIBLE



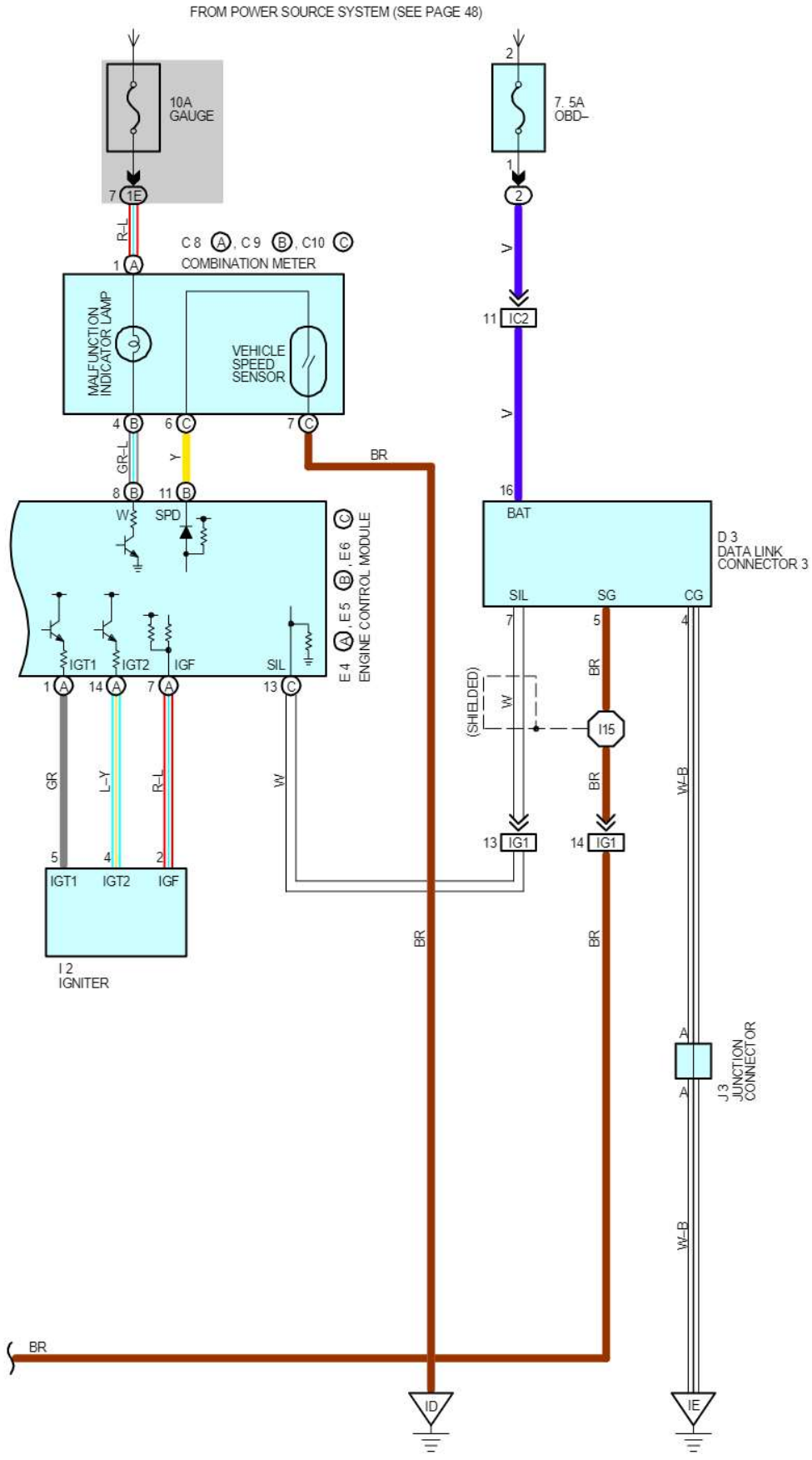
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ENGINE CONTROL (M/T)



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*3 : W/CRUISE CONTROL



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ENGINE CONTROL (M/T)

SERVICE HINTS

E4 (A), E5 (B), E6 (C) ENGINE CONTROL MODULE

VOLTAGE AT ENGINE CONTROL MODULE WIRING CONNECTORS

BATT–E1 : ALWAYS **9.0–14.0** VOLTS
PIM–E2 : **3.3–3.9** VOLTS (IGNITION SW AT **ON** POSITION)
VC–E2 : **4.5–5.5** VOLTS (IGNITION SW AT **ON** POSITION)
+B–E1 : **9.0–14.0** VOLTS (IGNITION SW AT **ON** POSITION)
VTA–E2 : **3.2–4.9** VOLTS (IGNITION SW AT **ON** POSITION AND THROTTLE VALVE FULLY OPEN)
THA–E2 : **0.5–3.4** VOLTS (IGNITION SW ON AND INTAKE AIR TEMP. **20**°C, **68**°F)
THW–E2 : **0.2–1.0** VOLTS (IGNITION SW ON AND COOLANT TEMP. **80**°C, **176**°F)
STA–E1 : **6.0–14.0** VOLTS (ENGINE CRANKING)
W–E1 : **9.0–14.0** VOLTS (NO TROUBLE AND ENGINE RUNNING)
TE1–E1 : **9.0–14.0** VOLTS (IGNITION SW ON AND DATA LINK CONNECTOR 1 **TE1–E1** CONNECTED)
0 VOLTS (IGNITION SW ON AND DATA LINK CONNECTOR 1 **TE1–E1** CONNECTED)
IGT1, IGT2 : PULSE GENERATION (ENGINE IDLING)
#10,#20,#30,#40–E01 : **9.0–14.0** VOLTS (IGNITION SW AT **ON** POSITION)

RESISTANCE AT ENGINE CONTROL MODULE WIRING CONNECTORS

VTA–E2 : **4.0–11.0**KΩ (THROTTLE VALVE OPEN)
0–6.0KΩ (THROTTLE VALVE FULLY CLOSED)
: **2.0–3.0**KΩ (INTAKE AIR TEMP. **20**°C, **68**°F)
NE–NE– : **0.14–0.18**KΩ

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A10	26	E4 A	26	I9	25
C1	24	E5 B	26	I10	27
C2	24	E6 C	26	J3	27
C5	26	F4	24	J5	27
C7	26	F6	28 (C/P), 29 (CONVERTIBLE)	J6	27
C8 A	26	H6	26	K1	25
C9 B	26	I1	25	M1	25
C10 C	26	I2	25	O3	25
C15	26	I5	25	T2	25
D1	24	I6	25	V3	25
D3	26	I7	25	V4	25
E2	24	I8	25	V5	25

: 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)
1B 1E	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
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 EA2	30	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF THE ENGINE ROOM R/B)
IC1 IC2	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT LICK PANEL)
IE1	32	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IG1 IG2	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)
II1	34	INSTRUMENT PANEL WIRE AND A/C SUB WIRE (NEAR THE BLOWER UNIT)

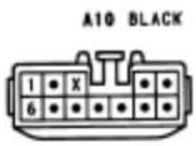
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: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
EC	30	RIGHT SIDE OF THE SURGE TANK
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH
BH	36 (C/P)	LEFT SIDE OF THE UPPER BACK PANEL
BK	37 (CONVERTIBLE)	UPPER THE REAR WHEEL HOUSE LH

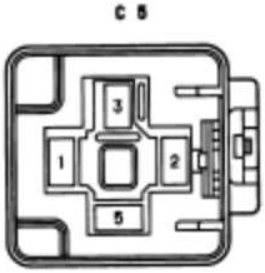
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I5	34	INSTRUMENT PANEL WIRE	I18	34	ENGINE WIRE
I9			I19		
I15			I20		

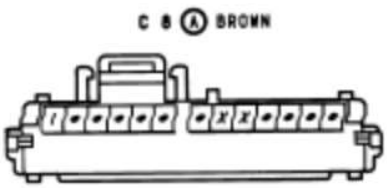


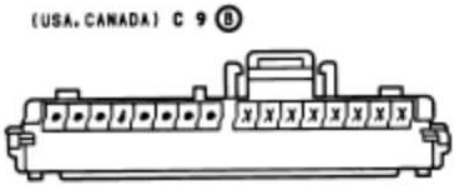


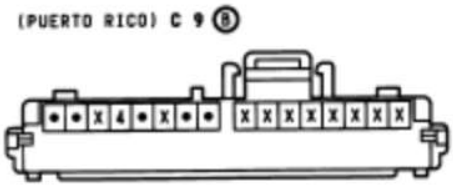


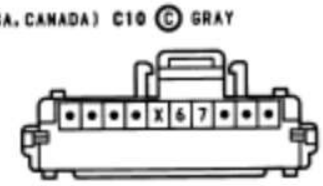


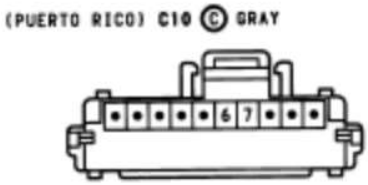


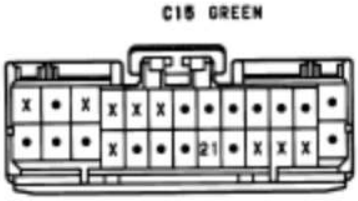


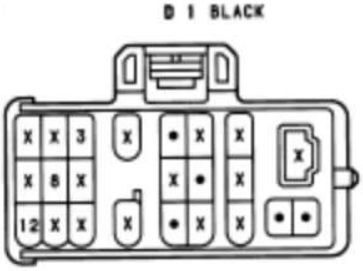








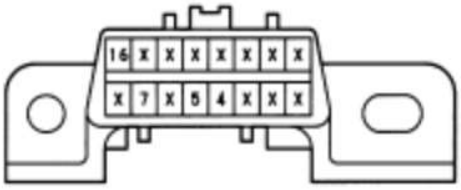




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ENGINE CONTROL (M/T)

D 3 BLACK



E 2 GREEN



E 4 (A)



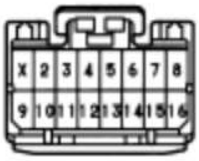
(*1) E 5 (B)



(*2) E 5 (B)



E 6 (C)



F 4



F 6 DARK



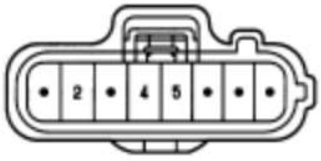
H 6 DARK GRAY



I 1 GRAY



I 2 BLACK



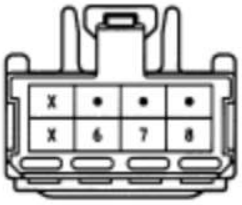
I 5, I 6 DARK GRAY



I 9 DARK GRAY



I10



J 3 BLUE



(HINT:SEE PAGE 7)

J 5 GRAY



(HINT:SEE PAGE 7)

J 6 GRAY



(HINT:SEE PAGE 7)

K 1 DARK GRAY



O 3 DARK GRAY



M 1 BLACK



T 2 BLACK



V 3 BLACK



V 4 BLUE



V 5 BROWN

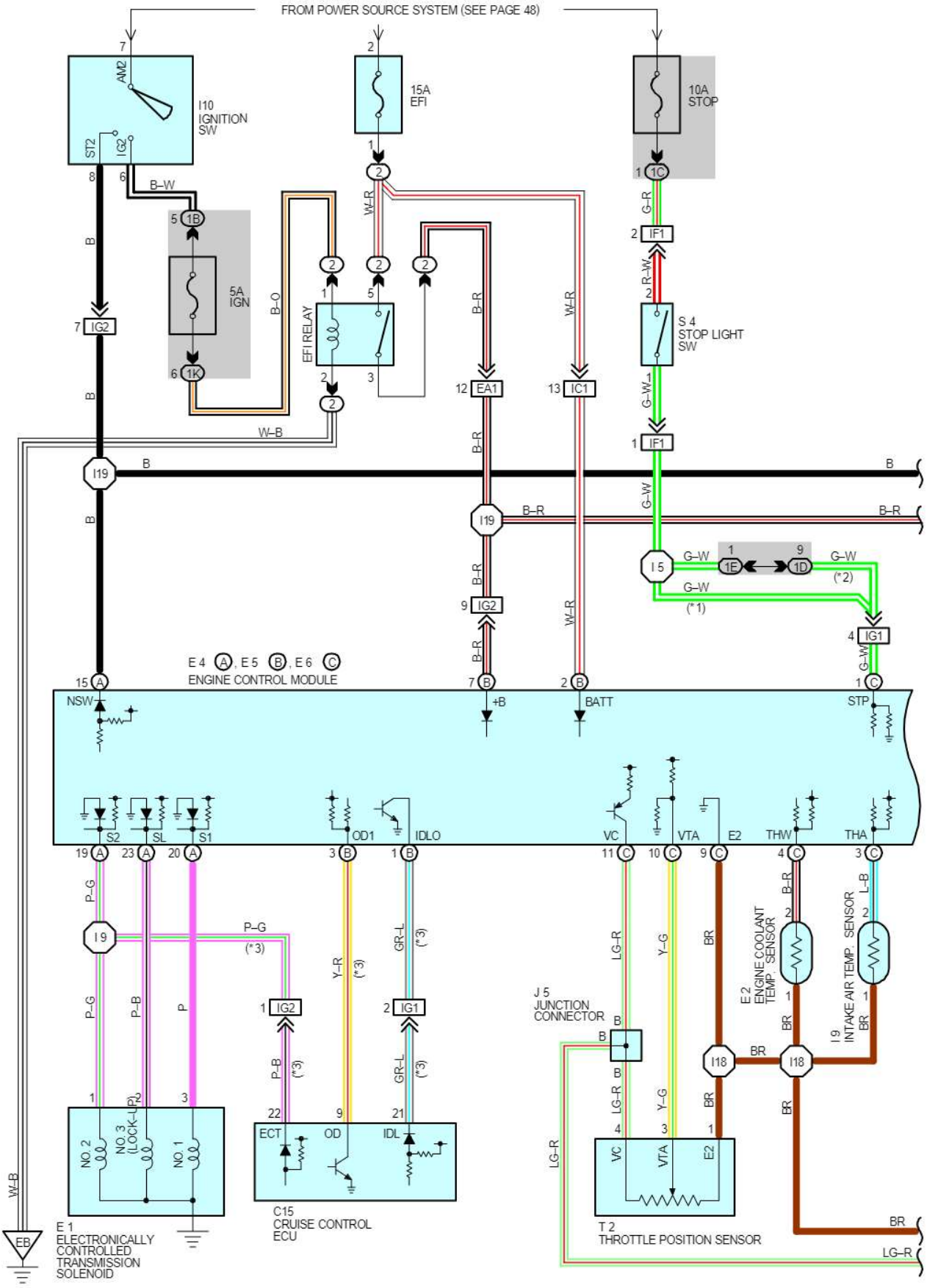


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MEMO

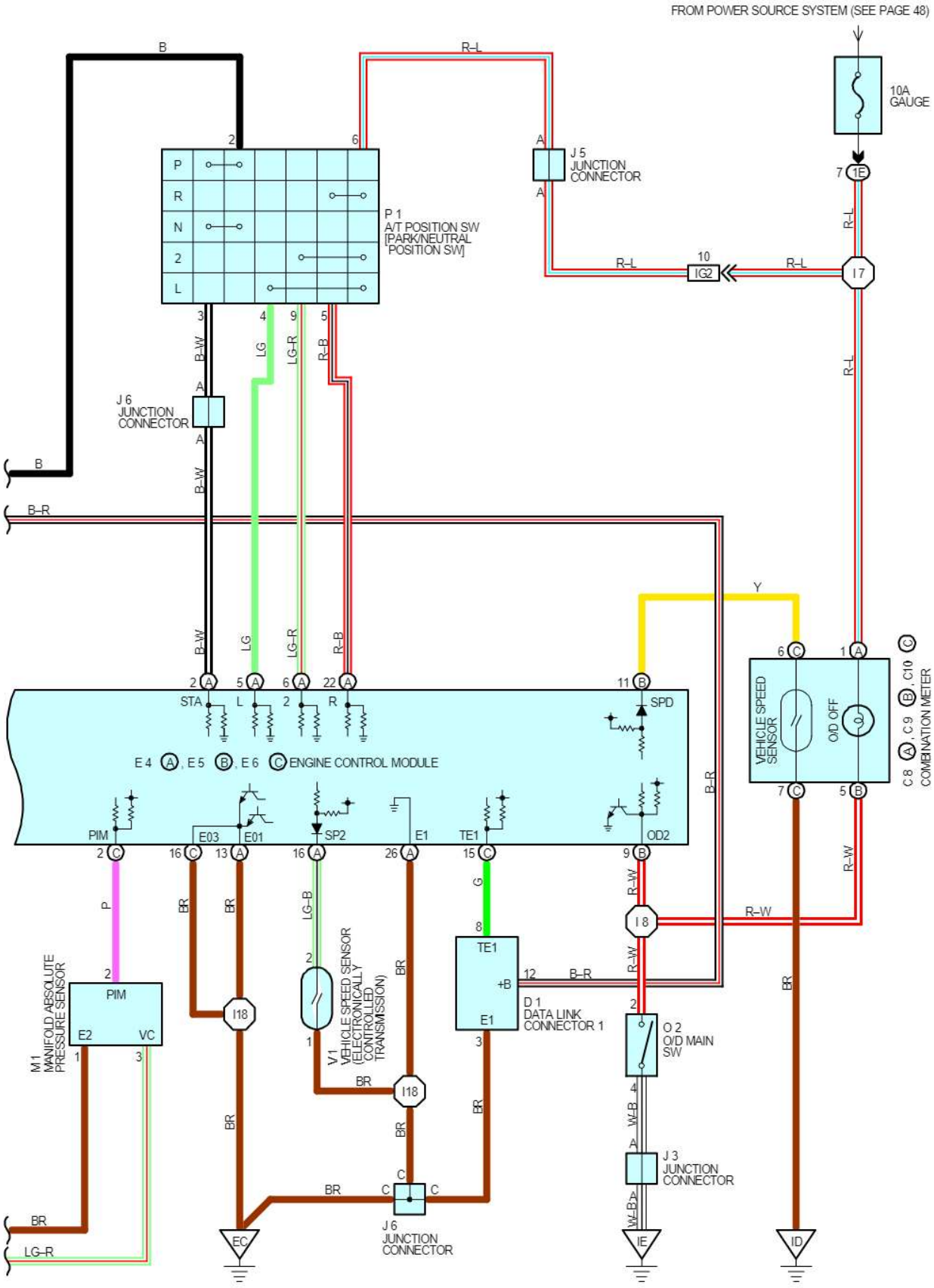
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ECT ELECTRONICALLY CONTROLLED TRANSMISSION



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*1 : PUERTO RICO
*2 : USA, CANADA
*3 : W/ CRUISE CONTROL



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ECT ELECTRONICALLY CONTROLLED TRANSMISSION

SYSTEM OUTLINE

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

1. GEAR SHIFT OPERATION

DURING DRIVING, THE ENGINE CONTROL MODULE SELECTS THE SHIFT FOR EACH GEAR WHICH IS MOST APPROPRIATE TO THE DRIVING CONDITIONS, BASED ON INPUT SIGNALS FROM THE ENGINE COOLANT TEMP. SENSOR TO **TERMINAL THW** OF THE ENGINE CONTROL MODULE, AND ALSO THE INPUT SIGNALS TO **TERMINAL SP2** OF THE ENGINE CONTROL MODULE FROM THE VEHICLE SPEED SENSOR DEVOTED TO THE ENGINE CONTROL MODULE. CURRENT IS THEN OUTPUT TO THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENIOD. WHEN SHIFTING TO 1ST SPEED, THE CURRENT FLOWS FROM **TERMINAL S1** OF THE ENGINE CONTROL MODULE TO **TERMINAL 3** OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENIOD → **GROUND**, AND CONTINUITY TO THE NO. 1 SOLENIOD CAUSES THE SHIFT. FOR 2ND SPEED, THE CURRENT FLOWS FROM **TERMINAL S1** OF THE ENGINE CONTROL MODULE TO **TERMINAL 3** OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **GROUND**, AND FROM **TERMINAL S2** OF THE ENGINE CONTROL MODULE TO **TERMINAL 1** OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **GROUND**, AND CONTINUITY TO SOLENOID NO.1 AND NO.2 CAUSES THE SHIFT. FOR 3RD SPPED, THERE IS NOT CONTINUITY TO NO.1 SOLENOID, ONLY TO NO.2, CAUSING THE SHIFT. SHIFTING INTO 4TH SPEED (OVERDRIVE) TAKES PLACE WHEN THERE IS NO CONTINUITY TO EITHER NO. 1 OR NO. 2 SOLENOID.

2. LOCK–UP OPERATION

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

3. STOP LIGHT SW CIRCUIT

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

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 TO **TERMINAL OD2** OF THE ENGINE CONTROL MODULE AND ENGINE CONTROL MODULE OPERATION CAUSES GEAR SHIFT WHEN THE CONDITIONS FOR OVERDRIVE ARE MET.
* O/D OFF 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 CONTROL MODULE AND ENGINE CONTROL MODULE OPERATION PREVENTS SHIFT INTO OVERDRIVE.

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SERVICE HINTS

E 4(A), E 5(C), E 6(B) ENGINE CONTROL MODULE

S1,S2–E1 : UNDER **1.0** VOLTS (IGNITION SW ON)
STP–E1 : **9.0–14.0** VOLTS (BRKAEPEDAL IS DEPRESSED)
UNDER 1.0 VOLTS (BRAKE PEDAL IS NOT DEPRESSED)
THW–E2 : **0.2–1.0** VOLTS (IGNITION SW ON AND COOLANT TEMP. **80**°C (**176**°F)
VTA–E2 : UNDER **1.0** VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
3.2–4.9 VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY OPEN)
VC–E2 : **4.5–5.5** VOLTS (IGNITION SW ON)
OD2–E1 : **9.0–14.0** VOLTS (IGNITION SW AND O/D MAIN SW TURNED ON)
UNDER **1.0** VOLTS (IGNITION SW ON AND O/D MAIN SW TURNED OFF)
SPD–E1 : **0↔4.5–5.5** VOLTS REPEAT (IGNITION SW ON AND VEHICLE MOVING)
SP2–E1 : **0↔9.0–14.0** VOLTS REPEAT (IGNITION SW ON AND VEHICLE MOVING)
NSW–E1 : UNDER **1.0** VOLTS (IGNITION SW ON AND **P** OR **N** POSITION)
9.0–14.0 VOLTS (IGNITION SW ON AND **R, D, 2, L** POSITION)
2–E1 : **9.0–14.0** VOLTS (IGNITION SW ON AND PARK/NEUTRAL POSITION SW 2 POSITION)
UNDER **1.0** VOLTS (IGNITION SW ON AND EXCEPT PARK/NEUTRAL POSITION SW 2 POSITION)
LE1 : **9.0–14.0** VOLTS (IGNITION SW ON AND PARK/NEUTRALPOSITION SW L POSITION)
UNDER **1.0** VOLTS (IGNITION SW ON AND EXCEPT PARK/NEUTRAL POSITION SW **L** POSITION)
+B–E1 : **9.0–14.0** VOLTS (IGNITION SW ON)
BATT–E1 : **9.0–14.0** VOLTS (ALL CONDITIONS)

RESISTANCE AT ENGINE CONTROL MODULE WIRING CONNECTORS

(DISCONNECT WIRING CONNECTOR)
VTA–E2 : **2.0–10.2** KΩ (THROTTLE VALVE FULLY OPEN)
0.2–5.7 KΩ (THROTTLE VALVE FULLY CLOSED)
VC–E2 : **3.0–7.0** KΩ
THW–E2 : **0.2–0.4** KΩ (COOLANT TEMP. **80**°C, **176**°F)
S1,S2,SL–GROUND : **11.0–15.0** Ω (ALWAYS CONTINUITY)

0 2 O/D MAIN SW

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

○ : PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
C 8	A	26	E 4	A	26	J 6	27
C 9	B	26	E 5	B	26	M 1	25
C10	C	26	E 6	C	26	O 2	27
C15		26	I 9		25	P 1	25
D 1		24	I10		27	S 4	27
E 1		24	J 3		27	T 2	25
E 2		24	J 5		27	V 1	25

▭ : 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)
1B	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1C		
1D		
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)
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IF1	34	INSTRUMENT PANEL WIRE AND SWITCH WIRE (NEAR THE STEERING COLUMN)
IG1	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)
IG2		

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ECT ELECTRONICALLY CONTROLLED TRANSMISSION

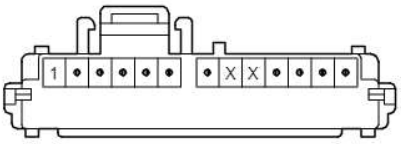
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
EC	30	RIGHT SIDE OF THE SURGE TANK
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH

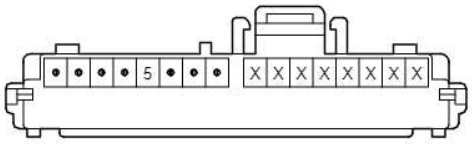
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	34	INSTRUMENT PANEL WIRE	I 9	34	INSTRUMENT PANEL WIRE
I 7			I18	34	ENGINE WIRE
I 8			I19		

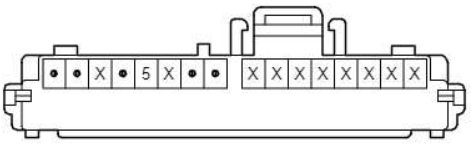
C 8 (A) BROWN



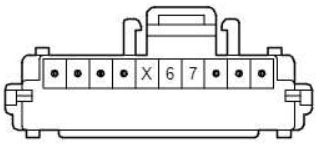
(USA, CANADA) C 9 (B)



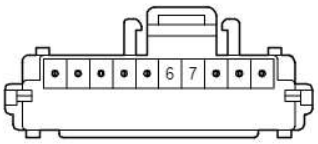
(PUERTO RICO) C 9 (B)



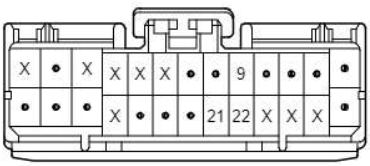
(USA, CANADA) C10 (C) GRAY



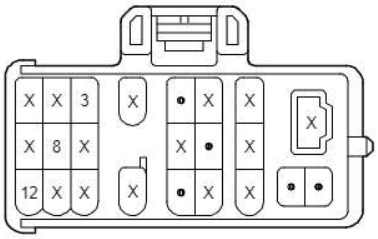
(PUERTO RICO) C10 (C) GRAY



C15 GREEN



D 1 BLACK



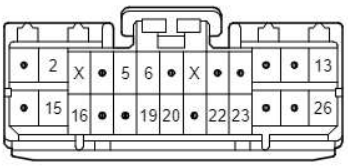
E 1 BLACK



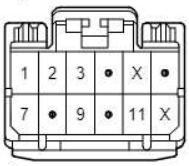
E 2 GREEN



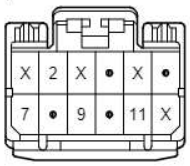
E 4 (A)



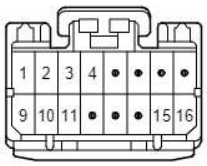
(W/ CRUISE CONTROL) E 5 (B)



(W/O CRUISE CONTROL) E 5 (B)



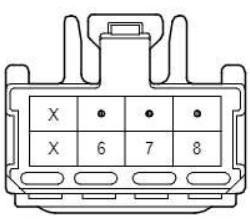
E 6 (C)



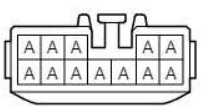
I 9 DARK GRAY



I10

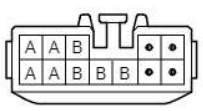


J 3 BLUE



(HINT : SEE PAGE 7)

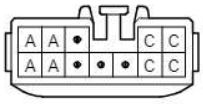
J 5 GRAY



(HINT : SEE PAGE 7)

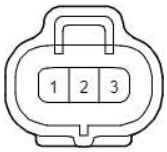
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J 6 GRAY

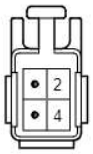


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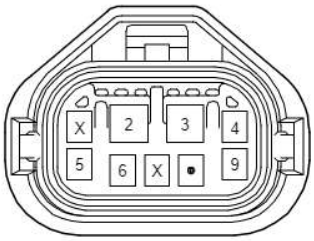
M 1 BLACK



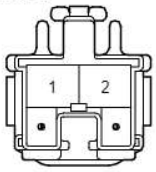
O 2



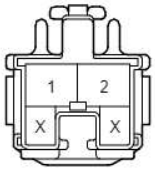
P 1 GRAY



(W/CRUISE CONTROL) S 4



(W/O CRUISE CONTROL) S 4



T 2 BLACK

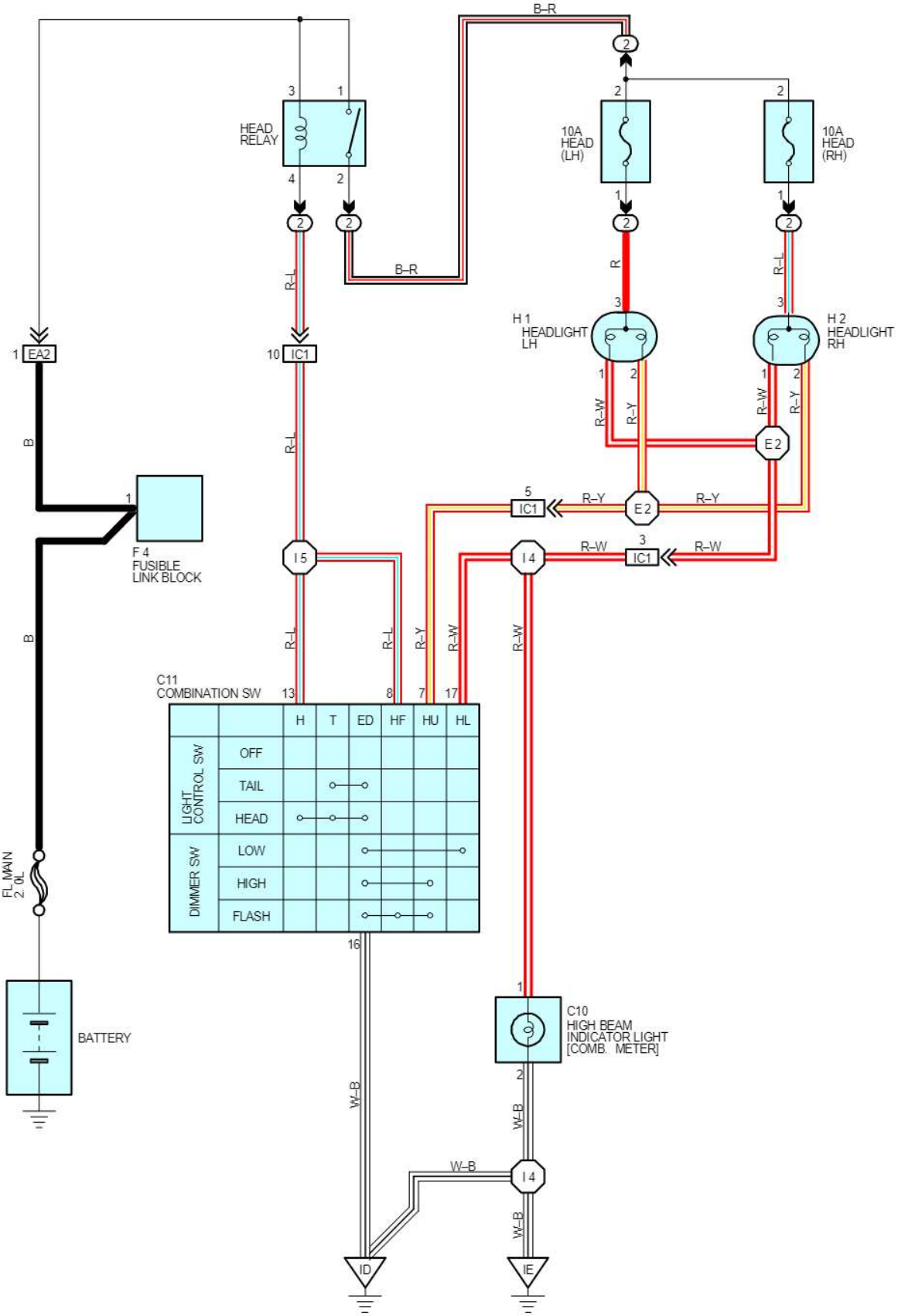


V 1 GRAY



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HEADLIGHT (USA, PUERTO RICO)



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SERVICE HINTS

HEAD RELAY

②1–②2 : CLOSED WITH THE LIGHT CONTROL SW AT **HEAD** POSITION OR THE DIMMER SW AT **FLASH** POSITION

C11 COMBINATION SW

13–16 : CLOSED WITH THE LIGHT CONTROL SW AT **HEAD** POSITION
7–16 : CLOSED WITH THE DIMMER SW AT **HIGH** OR **FLASH** POSITION
8–16 : CLOSED WITH THE DIMMER SW AT **FLASH** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C10	26	F4	24	H2	24
C11	26	H1	24		

⬭ : RELAY BLOCKS

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

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID	32	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF THE ENGINE ROOM R/B)
IE	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)

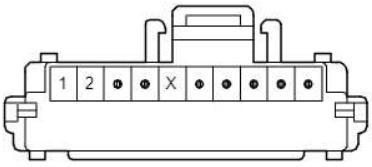
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH

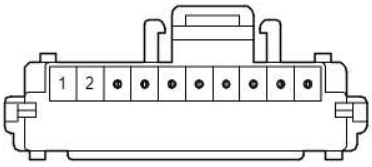
⬡ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E2	30	ENGINE ROOM MAIN WIRE	I5	34	INSTRUMENT PANEL WIRE
I4	34	INSTRUMENT PANEL WIRE			

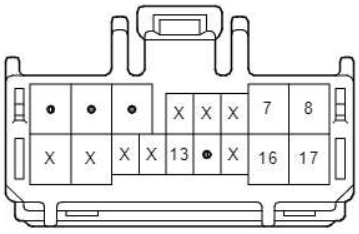
(USA) C10 GRAY



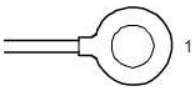
(PUERTO RICO) C10 GRAY



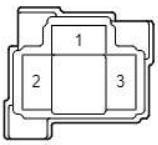
C11



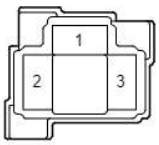
F 4



H 1 GRAY

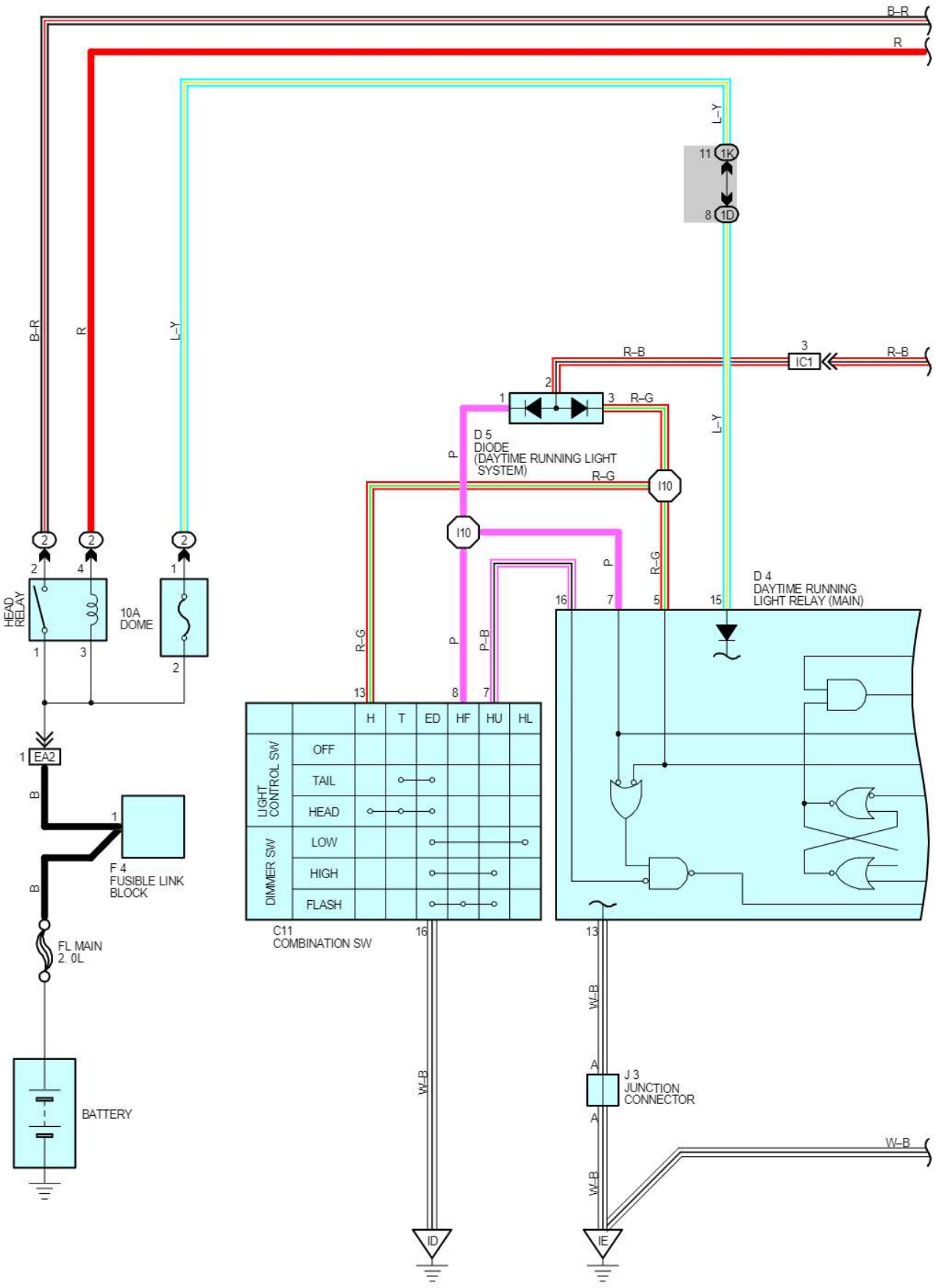


H 2 GRAY

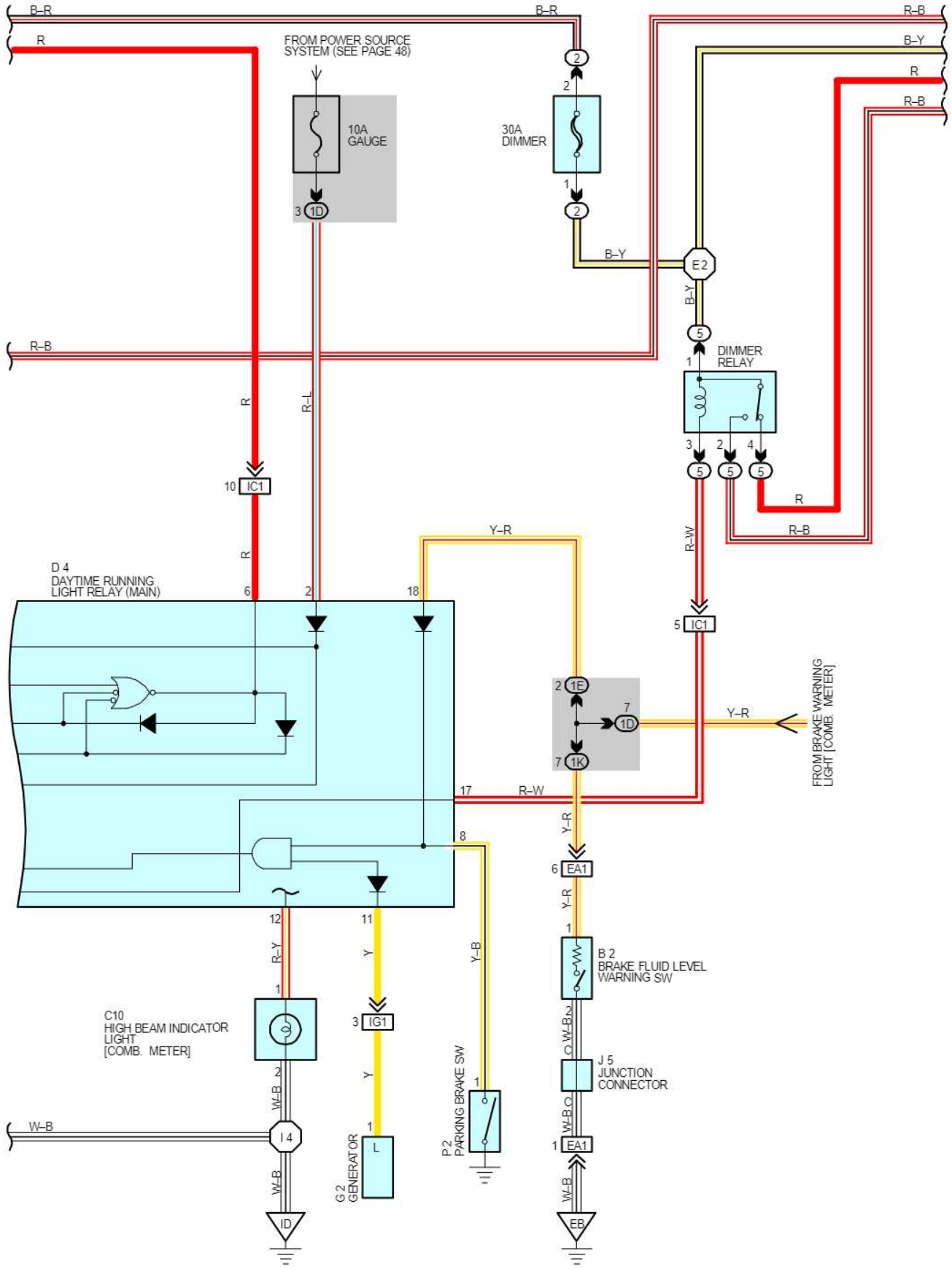


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HEADLIGHT (CANADA)

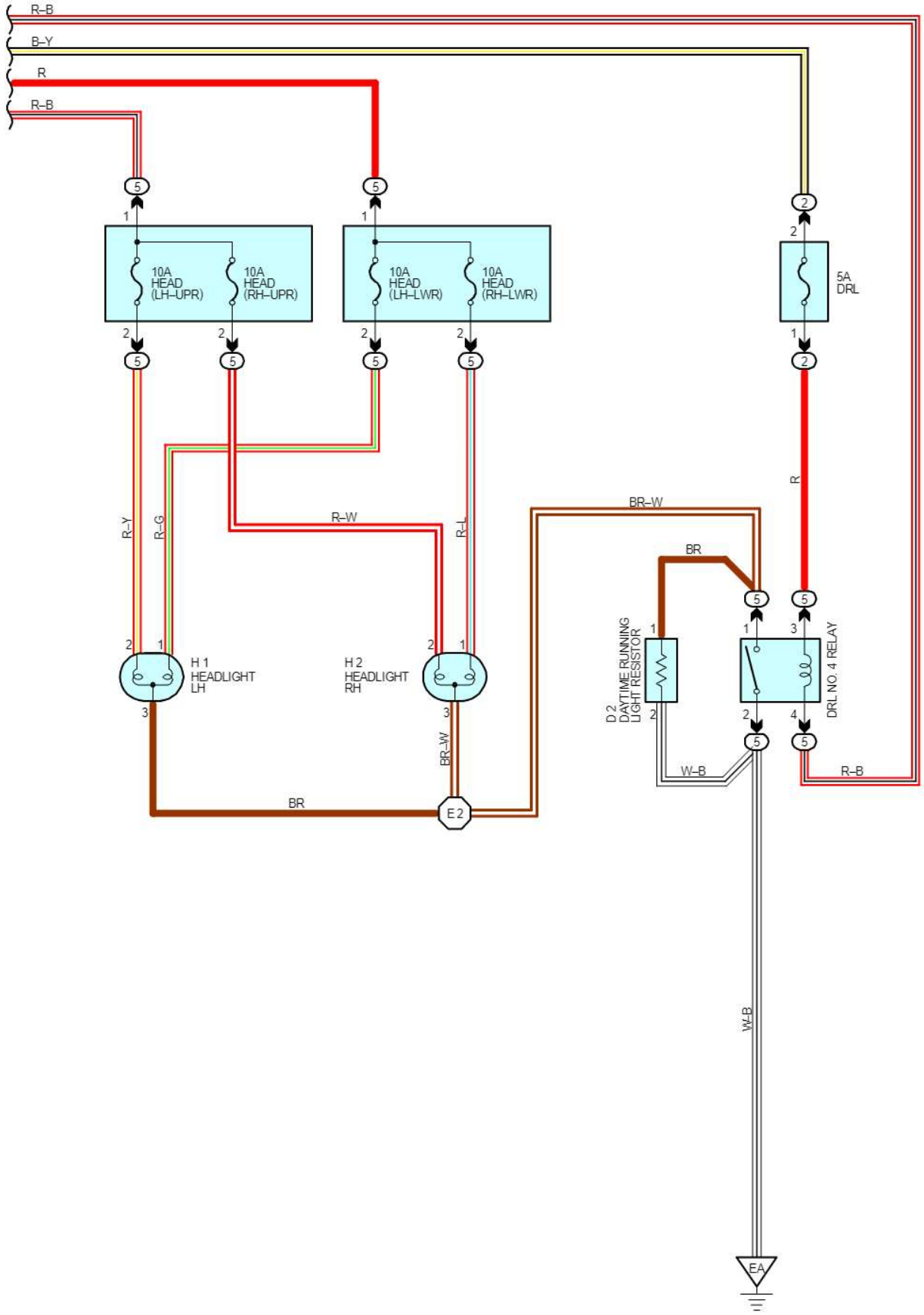


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HEADLIGHT (CANADA)



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SYSTEM OUTLINE

1. DAYTIME RUNNING LIGHT OPERATION

WHEN THE ENGINE IS STARTED, VOLTAGE GENERATED AT **TERMINAL L** OF THE GENERATOR IS APPLIED TO **TERMINAL 11** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN). IF THE PARKING BRAKE LEVER IS PULLED UP (PARKING BRAKE SW ON) AT THIS TIME, THE RELAY IS NOT ACTIVATED SO THE DAYTIME RUNNING LIGHT SYSTEM DOES NOT OPERATE. IF THE PARKING BRALE LEVER IS THEN RELEASED (PARKING BRAKE SW OFF), A SIGNAL IS INPUT TO **TERMINAL 8** OF THE RELAY.

THIS ACTIVATES THE RELAY, SO THE CURRENT FLOWS FROM FL MAIN TO THE HEAD RELAY (POINT SIDE) → DIMMER FUSE → **TERMINAL 1** OF THE DIMMER RELAY → **TERMINAL 4** → **HEAD (LH–LWR)**, **(RH–LWR)** FUSE → **TERMINAL 1** OF THE HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1** OF THE DAYTIME RUNNING LIGHT RESISTOR → **TERMINAL 2** → GROUND, CAUSING THE HEADLIGHTS TO LIGHT UP (HEADLIGHTS LIGHT UP DIMMER THAN NORMAL BRIGHTNESS.). ONCE THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND HEADLIGHTS LIGHT UP, HEADLIGHTS REMAIN ON EVEN IF THE PARKING BRALE LEVER IS PULLED UP (PARKING BRAKE SW ON).

IF THE ENGINE STALLS AND THE IGNITION SW REMAINS ON, HEADLIGHTS REMAIN LIGHT UP EVEN THOUGH CURRENT IS NO LONGER OUTPUT FROM **TERMINAL 1** OF THE GENERATOR. IF THE IGNITION SW IS THEN TURNED OFF, THE HEADLIGHTS GO OFF.

IF THE ENGINE IS STARTED WITH THE PARKING BRAKE LEVER RELEASED (PARKING BRAKE SW OFF), THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND HEADLIGHTS LIT UP WHEN THE ENGINE STARTS.

2. HEADLIGHT OPERATION

WHEN THE LIGHT CONTROL SW IS SWITCHED TO HEAD POSITION, THE CURRENT FLOWS FROM THE DRL FUSE TO **TERMINAL 3** OF THE DRL NO. 4 RELAY→ **TERMINAL 4** → **TERMINAL 2** OF THE DIODE (DAYTIME RUNNING LIGHT SYSTEM) → **TERMINAL 3** → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 16** → **GROUND**, ACTIVATING THE DRL NO. 4 RELAY. CURRENT THEN FLOWS FROM THE HEAD (LH–LWR), (RH–LWR) FUSE TO **TERMINAL 1** OF THE HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1** OF THE DRL NO. 4 RELAY→ **TERMINAL 2** → **GROUND**, CAUSING HEADLIGHTS TO LIGHT UP AT NORMAL INTENSITY.

WHEN THE DIMMER SW IS SWITCHED TO THE HIGH SIDE, THE SIGNAL FROM THE DIMMER SW IS INPUT TO THE DAYTIME RUNNING LIGHT RELAY. THIS ACTIVITES THE RELAY AND THE CURRENT FLOWS FROM **TERMINAL 1** OF THE DIMMER RELAY TO **TERMINAL 3** → **TERMINAL 17** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN), ACTIVATING THE DIMMER RELAY. THIS CAUSES THE CURRENT TO FLOW FROM **TERMINAL 1** OF THE DIMMER RELAY TO **TERMINAL 2** → **HEAD (LH–UPR)**, **(RH–UPR)** FUSE→ **TERMINAL 2** OF THE HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1** OF THE DRL NO. 4 RELAY → **TERMINAL 2** → **GROUND**, CAUSING HEADLIGHTS TO LIGHT UP AT HIGH BEAM.

WHEN THE DIMMER SW IS SWITCHED TO FLASH POSITION, THE DAYTIME RUNNING LIGHT RELAY IS ACTIVATED AND THE CURRENT FROM THER **DIMMER** FUSE FLOWS THROUGH THE DRL FUSE **TERMINAL 3** OF THE DRL NO. 4 RELAY → **TERMINAL 4** → **TERMINAL 2** OF THE DIODE (DAYTIME RUNNING LIGHT SYSTEM) → **TERMINAL 1** → **TERMINAL 8** OF THE DIMMER SW → **TERMINAL16** → **GROUND**. THEN THE CURRENT FROM THE **DIMMER** FUSE ALSO FLOWS TO **TERMINAL 1** OF THE DIMMER RELAY → **TERMINAL 2** → **TERMINAL 1** OF THE **HEAD (LH–UPR)**, **(RH–UPR)** FUSE → **TERMINAL 2**→ **TERMINAL 2** OF THE HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1 OF THE DRL NO. 4 RELAY** → **TERMINAL 2** → **GROUND**, CAUSING HEADLIGHTS TO LIGHT UP AT HIGH BEAM.

SERVICE HINTS

HEAD RELAY

(2) 1–**(2)** CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION OR THE DIMMER SW AT FLASH POSITION
CLOSE WITH THE ENGINE RUNNING AND THE PARKING BRAKE LEVER IS RELEASED (PARKING BRAKE SW OFF)

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 2	24	D 5	26	J 3	27
C10	26	F 4	24	J 5	27
C11	26	G 2	24	P 2	27
D 2	24	H 1	24		
D 4	26	H 2	24		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	22	ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT)
5	23	ENGINE ROOM R/B NO. 5 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	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)

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HEADLIGHT (CANADA)

: 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)
EA2		
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IG1	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	30	FRONT SIDE OF THE RIGHT FENDER
EB	30	FRONT SIDE OF THE LEFT FENDER
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH

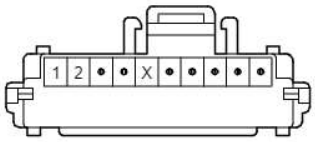
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	30	ENGINE ROOM MAIN WIRE	I10	34	INSTRUMENT PANEL WIRE
I 4	34	INSTRUMENT PANEL WIRE			

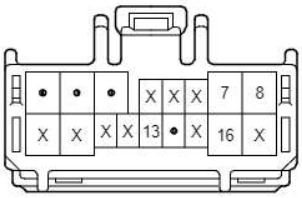
B 2 GRAY



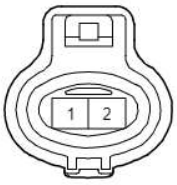
C10 GRAY



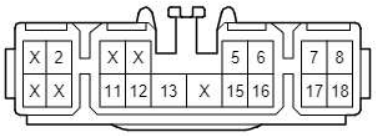
C11



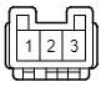
D 2 GRAY



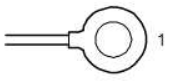
D 4 GRAY



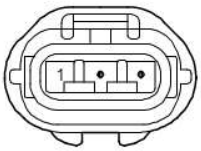
D 5



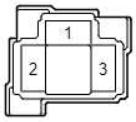
F 4



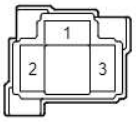
G 2 BLACK



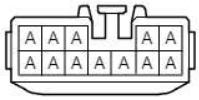
H 1 GRAY



H 2 GRAY

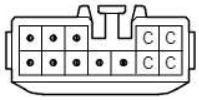


J 3 BLUE



(HINT : SEE PAGE 7)

J 5 GRAY



(HINT : SEE PAGE 7)

P 2 BLACK

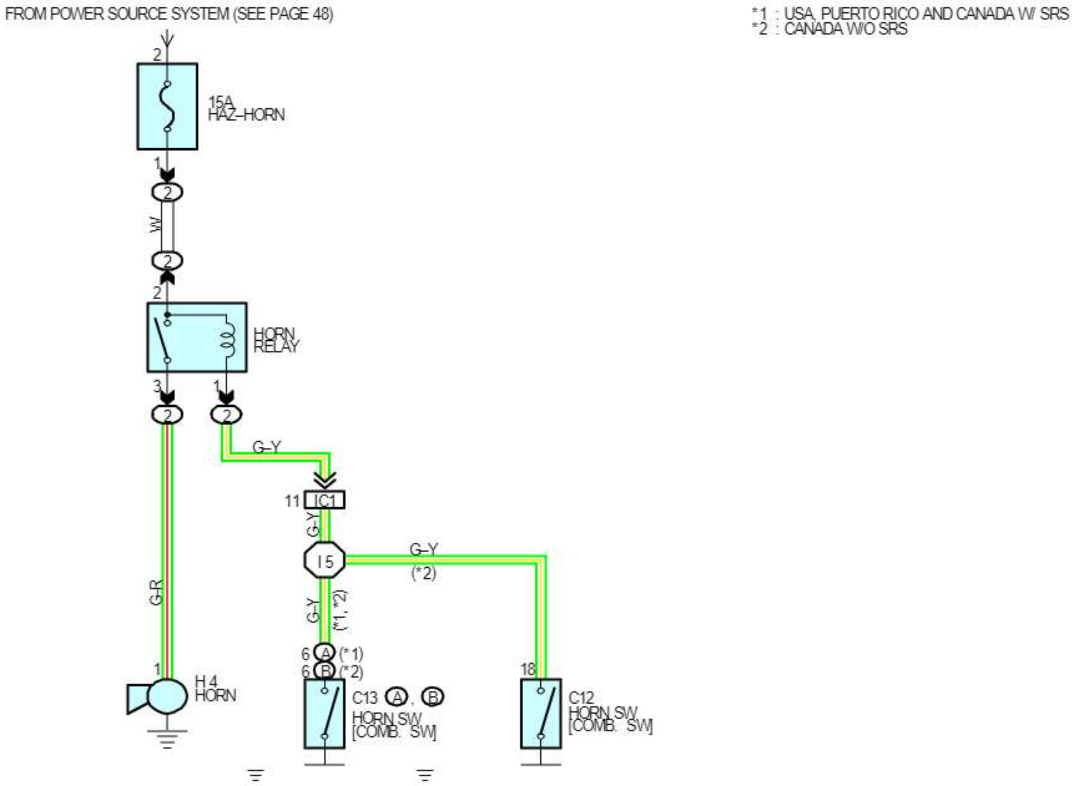


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MEMO

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HORN



SERVICE HINTS

HORN RELAY

(2) 2– (2) 3 : CLOSED WITH THE HORN SW (COMB. SW) ON

○ : PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
C12		26	C13	B	26		
C13	A	26	H 4		24		

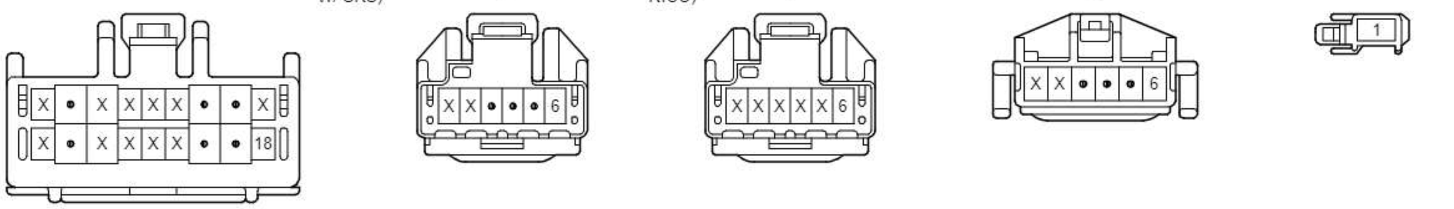
⬭ : RELAY BLOCKS

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

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

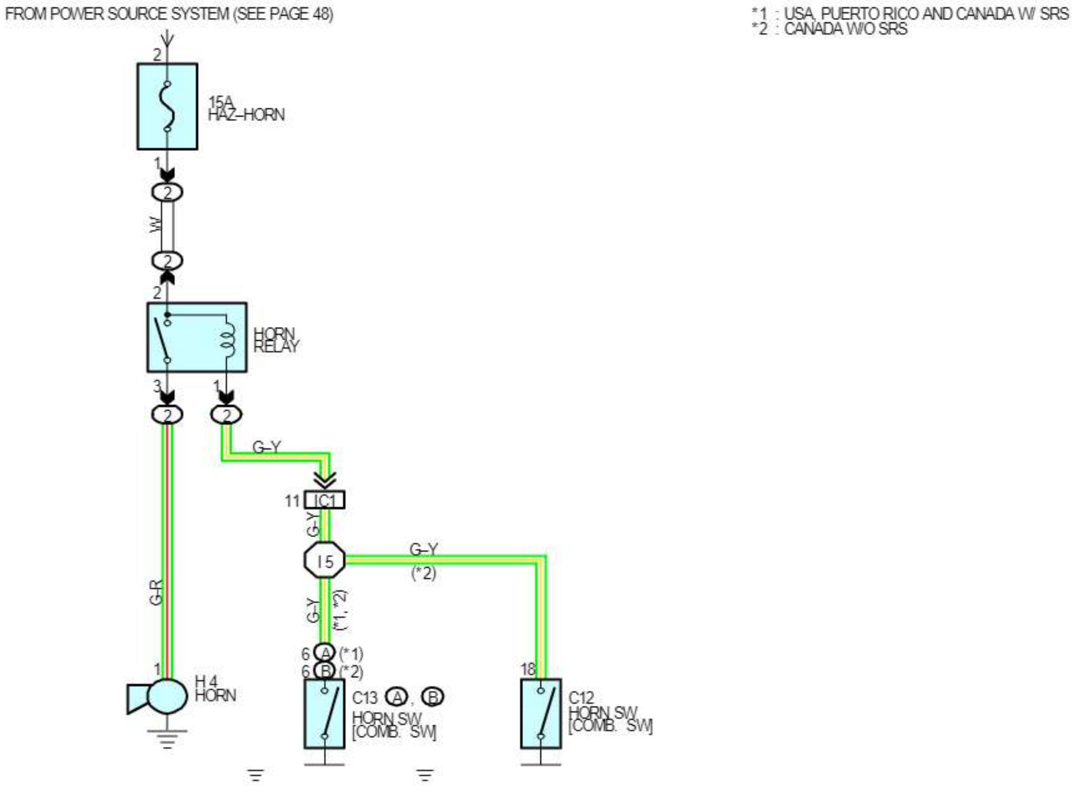
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)

(*2) C12 BLACK — (USA, CANADA W/ SRS) C13 A BLACK — (PUERTO RICO) C13 A BLACK — (*2) C13 B BLACK — H 4 BLACK



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HORN



SERVICE HINTS

HORN RELAY

(2) 2– (2) 3 : CLOSED WITH THE HORN SW (COMB. SW) ON

○ : PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
C12		26	C13	B	26		
C13	A	26	H 4		24		

: RELAY BLOCKS

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

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

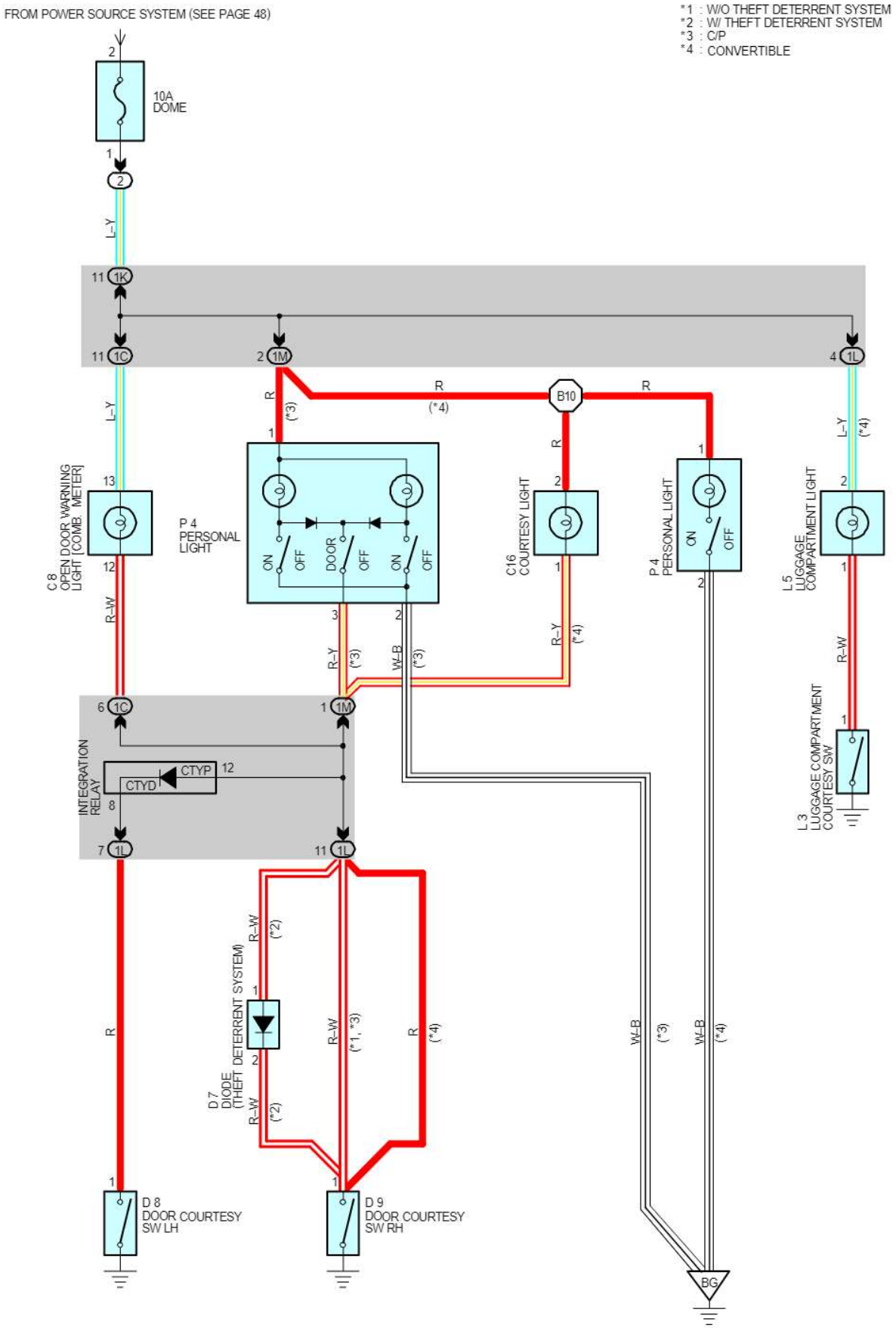
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)



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INTERIOR LIGHT



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SERVICE HINTS

D 8, D 9 DOOR COURTESY SW LH, RH
1–GROUND : CLOSED WITH THE DOOR OPEN

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 8	26	D 8	28(C/P), 29(CONVERTIBLE)	L 5	28(C/P), 29(CONVERTIBLE)
C16	29(CONVERTIBLE)	D 9	28(C/P), 29(CONVERTIBLE)	P 4	28
D 7	28(C/P)	L 3	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

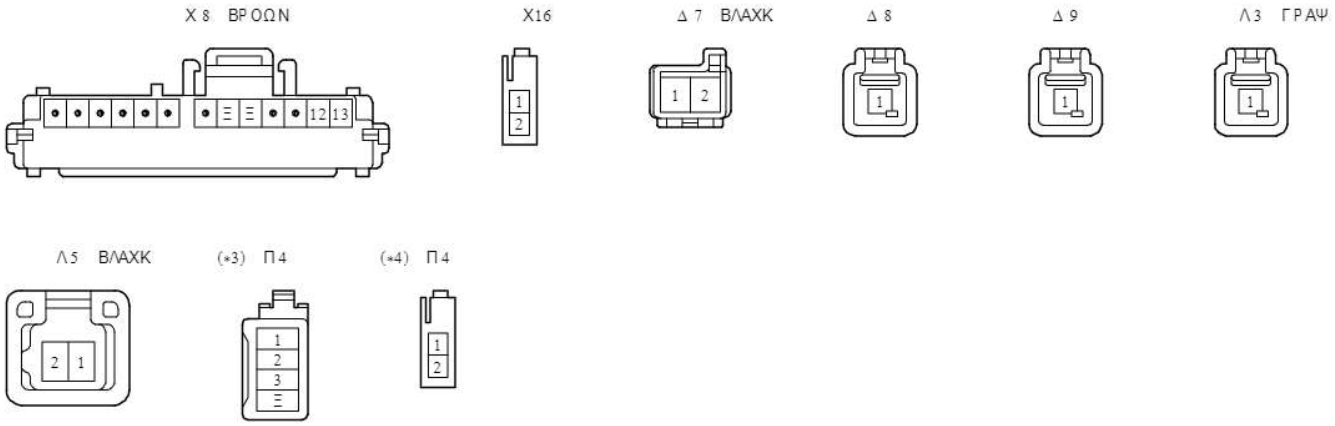
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PABEL)
1K	20	ENGINE ROOM MAIN WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1L	20	FLOOR WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1M	20	ROOF WIRE AND DRIVER SIDE J/B (LEFT KICK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

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BG	32(C/P) 37(CONVERTIBLE)	RIGHT SIDE OF PERSONAL LIGHT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B10	36(CONVERTIBLE)	ROOF WIRE			



KEY REMINDER AND SEAT BELT WARNING



SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL 3** OF THE INTEGRATION RELAY THROUGH THE **DOME** FUSE.

1. SEAT BELT WARNING SYSTEM

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWS FROM THE **GAUGE** FUSE TO THE **TERMINAL 9** OF THE INTEGRATION RELAY. AT THE SAME TIME, THE CURRENT FLOWS TO **TERMINAL 2** OF THE INTEGRATION RELAY FROM THE **GAUGE** FUSE THROUGH THE SEAT BELT WARNING LIGHT. THIS CURRENT ACTIVATES THE SEAT BELT WARNING RELAY (INTEGRATION RELAY), AND THE CURRENT THROUGH THE SEAT BELT WARNING LIGHT FLOWS FROM **TERMINAL 2** OF THE INTEGRATION RELAY TO **TERMINAL 7** → **GROUND**, CAUSING THE WARNING LIGHT TO LIGHT UP. A BUCKLE SW OR SEAT BELT RETRACTOR SW OFF SIGNAL IS INPUT TO **TERMINAL 5** OF THE RELAY, THE CURRENT FLOWS TO **TERMINAL 3** OF THE RELAY FLOWS FROM **TERMINAL 7** TO **GROUND** AND THE SEAT BELT WARNING BUZZER SOUNDS FOR APPROX. **4–8** SECONDS. HOWEVER, IF SEAT BELT IS PUT ON DURING THIS PERIOD (WHILE THE CUZZER IS SOUNDING), SIGNAL INPUT TO **TERMINAL 5** OF THE INTEGRATION RELAY STOPS AND THE CURRENT FLOW FROM **TERMINAL 3** OF THE INTEGRATION RELAY TO **TERMINAL 7** → **GROUND** IS CUT OFF, CAUSING THE BUZZER TO STOP.

2. KEY REMINDER SYSTEM

WITH THE IGNITION KEY INSERTED IN THE KEY CYLINDER (UNLOCK WARNING SW ON), THE IGNITION SW STILL OFF AND DOOR OPEN (DOOR COURTESY SW ON), WHEN A SIGNAL IS INPUT **TERMINALS 4** AND **8** OF THE INTEGRATION RELAY, THE INTEGRATION RELAY OPERATES, THE CURRENT FLOWS FROM **TERMINAL 3** OF THE INTEGRATION RELAY TO **TERMINAL 7** → **GROUND** AND THE KEY REMINDER BUZZER SOUNDS.

SERVICE HINTS

D8 DOOR COURTESY SW LH

1–GROUND: CLOSED WITH THE DRIVER'S DOOR OPEN

INTEGRATION RELAY

7–GROUND: ALWAYS CONTINUITY
8–GROUND: CONTINUITY WITH THE DRIVER'S DOOR OPEN
3–GROUND: ALWAYS APPROX. 12 VOLTS
5–GROUND: CONTINUITY WITH THE DRIVER'S SEAT BELT IN USE
9–GROUND: APPROX. 12 VOLTS WITH THE IGNITION SW ON

S5 SEAT BELT RETRACTOR SW

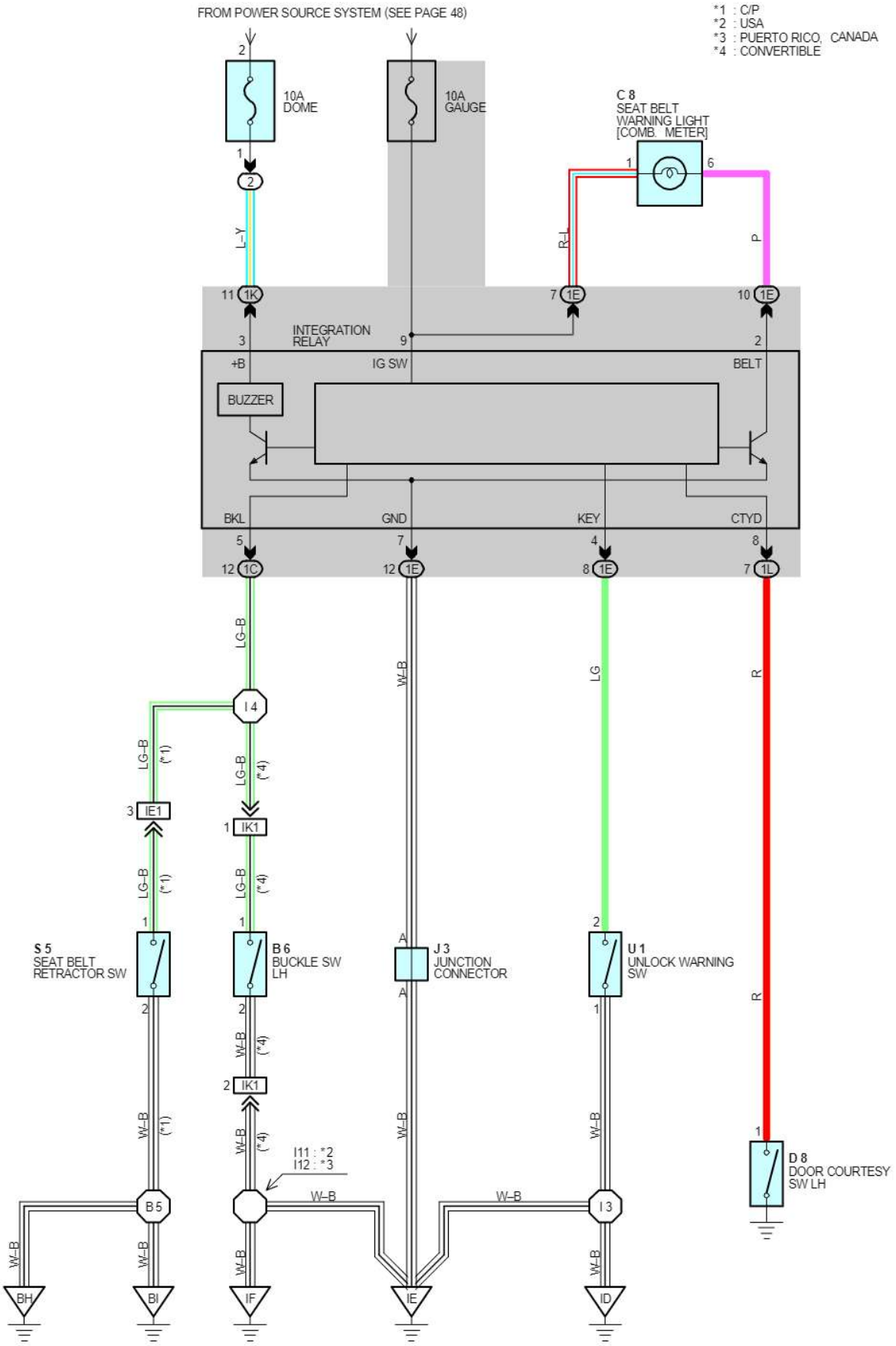
1–2: CLOSED WITH THE DRIVER'S SEAT BELT IN USE

U1 UNLOCK WARNING SW

1–2: CLOSED WITH THE IGNITION KEY IN CYLINDER

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KEY REMINDER AND SEAT BELT WARNING



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: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B6	26	D8	28(C/P), 29(CONVERTIBLE)	S5	29 (CONVERTIBLE)
C8	26	J3	27	U1	27

: 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)
1L	20	FLOOR 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)
IE1	32	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IK1	34	FLOOR NO. 3 WIRE AND INSTRUMENT PANEL WIRE (UNDER THE DRIVER'S SEAT)

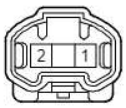
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH
IF	32	RIGHT KICK PANEL
BH	36 (C/P)	LEFT SIDE OF THE QUARTER PILLAR
BI	36 (C/P)	LOWER BACK PANEL CENTER

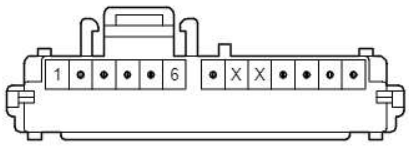
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I3	34	INSTRUMENT PANEL WIRE	I12	34	INSTRUMENT PANEL WIRE
I11	34	INSTRUMENT PANEL WIRE	B5	36 (C/P)	FLOOR WIRE

B 6



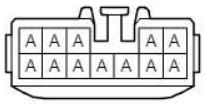
C 8 BROWN



D 8

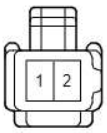


J 3 BLUE

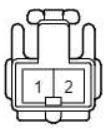


(HINT : SEE PAGE 7)

S 5

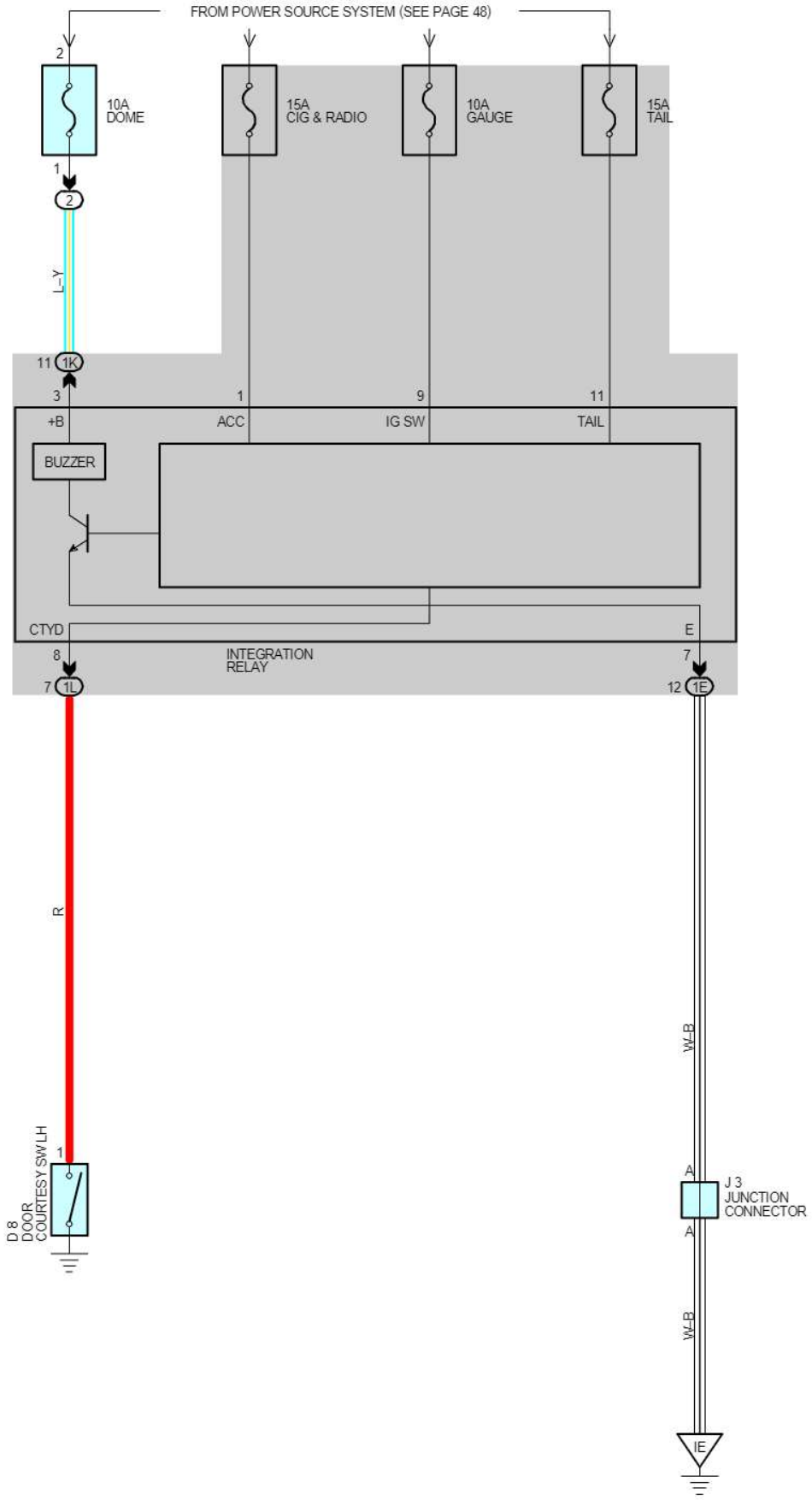


U 1 BLACK



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LIGHT REMINDER BUZZER



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SYSTEM OUTLINE

WITH THE IGNITION SW IN ACC POSITION, THE CURRENT FLOWS TO **TERMINAL 1** OF THE INTEGRATION RELAY. WHEN THE IGNITION SW IS TURNED TO ON POSITION, THE CURRENT FLOWS TO **TERMINAL 9** OF THE INTEGRATION RELAY. WHEN THE LIGHT CONTROL SW IS TURNED TO TAIL OR HEAD POSITION, THE CURRENT IS APPLIED TO **TERMINAL 11** OF THE INTEGRATION RELAY.

LIGHT REMINDER SYSTEM

WHEN THE LIGHT SW IS IN THE **TAIL** OR **HEAD** POSITION, IF THE IGNITION SW IS IN OFF POSITION AND THE DRIVER'S DOOR IS OPEN (DOOR COURTESY SW LH ON), THE CURRENT FLOWING **TO TERMINALS 1** AND **9** OF THE INTEGRATION RELAY IS STOPPED. AS A RESULT, THE RELAY IS ACTIVATED AND THE CURRENT FLOWS FROM **TERMINAL 3** OF THE INTEGRATION RELAY TO **TERMINAL 7** → **GROUND**, SOUNDING THE LIGHT REMINDER BUZZER.

SERVICE HINTS

IINTEGRATION RELAY

9–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
1–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION
11–GROUND : APPROX. **12** VOLTS WITH THE LIGHT CONTROL SW AT TAIL OR HEAD POSITION
8–GROUND : CONTINUITY WITH THE DRIVER'S DOOR OPEN

D 8 DOOR COURTESY SW LH

1–GROUND : CONTINUITY WITH THE DRIVER'S DOOR OPEN

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 8	28 (C/P), 29(CONVERTIBLE)	J 3	27		

⬭ : RELAY BLOCKS

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

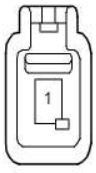
⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

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

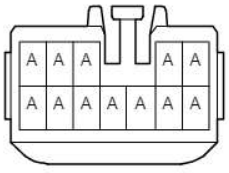
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	32	INSTRUMENT PANEL BRACE LH

D 8



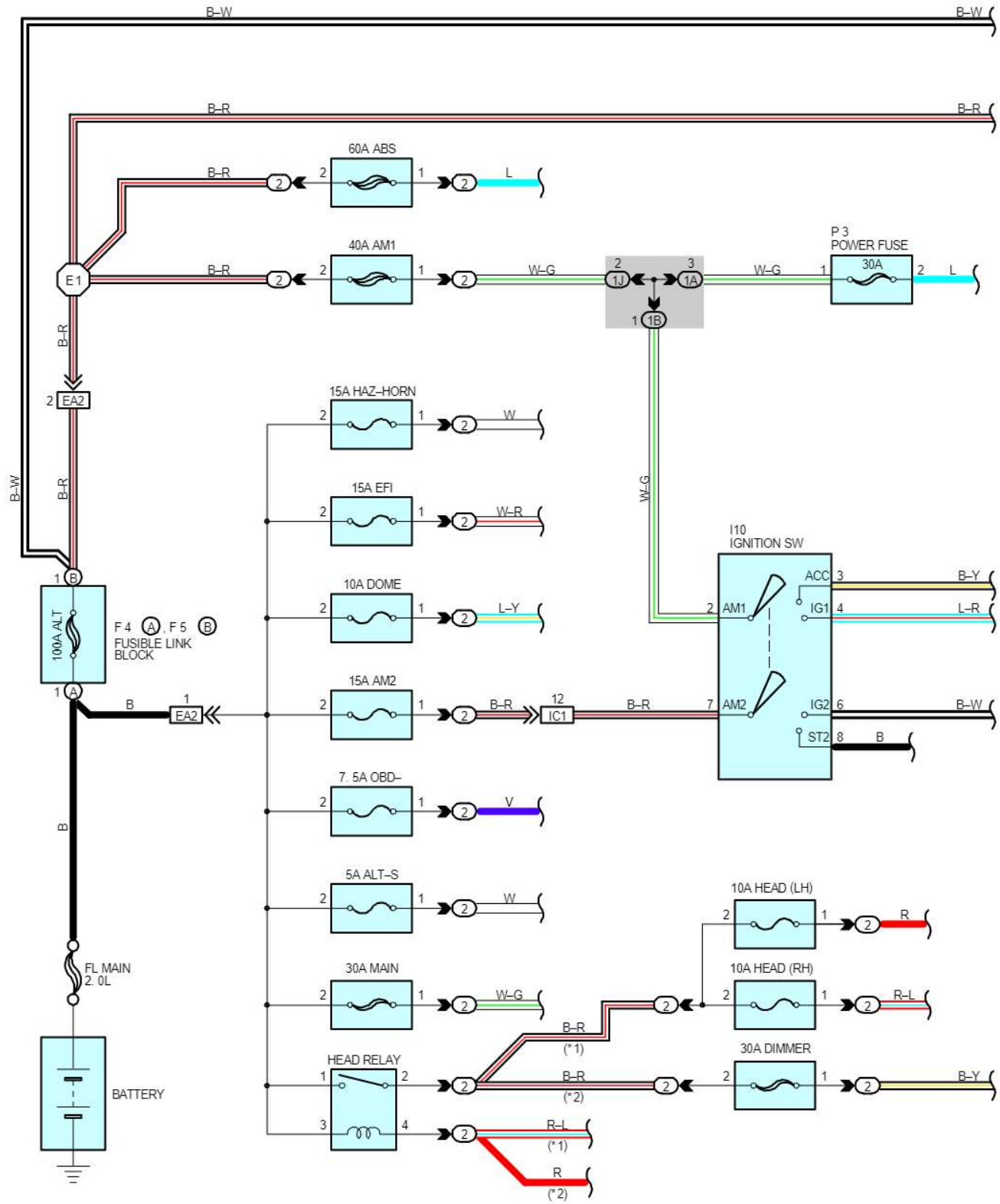
J 3 BLUE



(HINT : SEE PAGE 7)

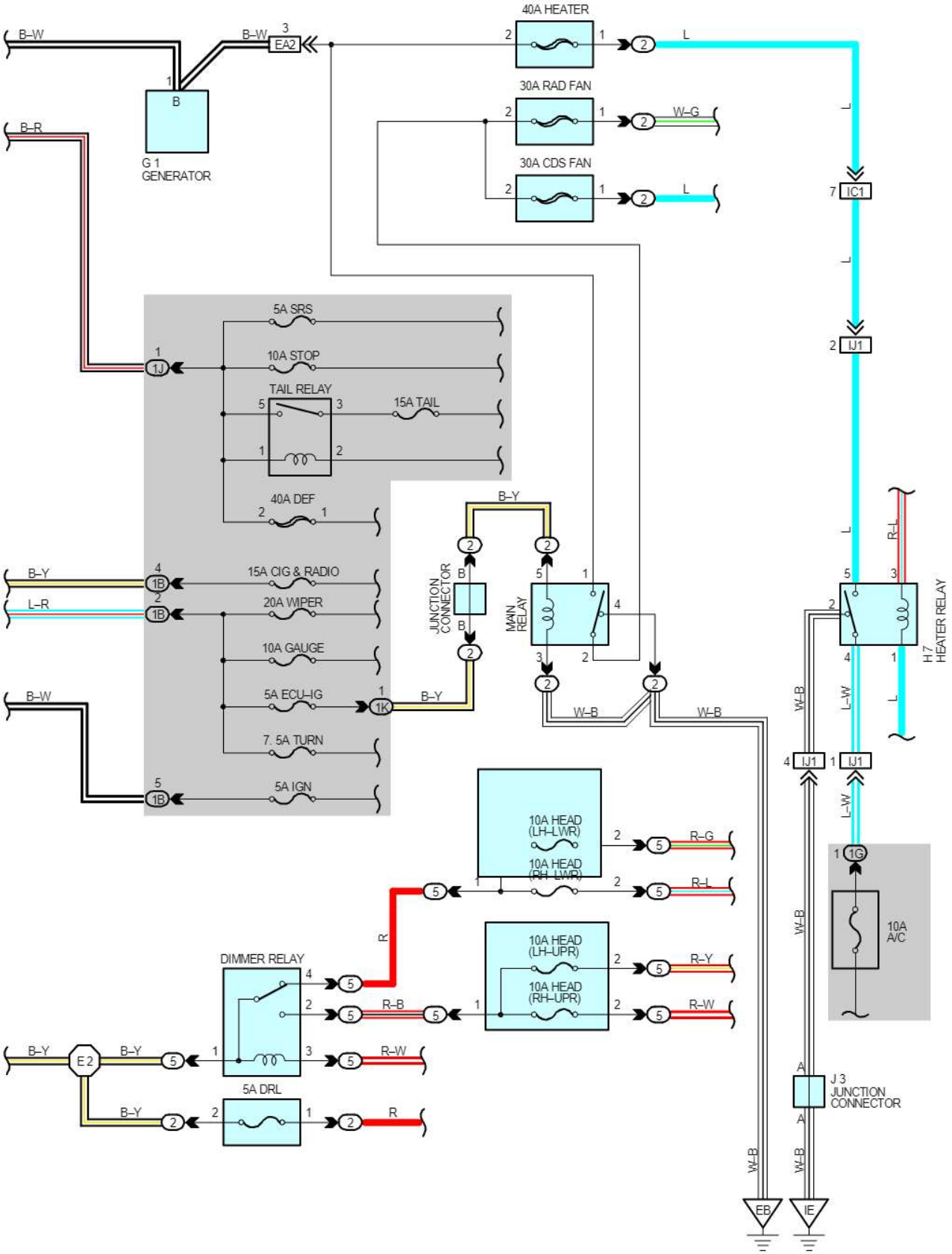
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POWER SOURCE



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*1 : USA, PUERTO RICO
*2 : CANADA



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POWER SOURCE

SERVICE HINTS

MAIN RELAY

②5–②4 : CLOSED WITH THE IGNITION SW AT **ON** POSITION

I10 IGNITION SW

2–3 : CLOSED WITH THE IGNITION SW AT **ACC** OR **ON** POSITION

2–4, 7–6 : CLOSED WITH THE IGNITION SW AT **ON** OR **ST** POSITION

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
F4	A	24	H7	26	P3	27
F5	B	24	I10	27		
G1		24	J3	27		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	22	ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT)
5	23	ENGINE ROOM R/B NO. 5 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

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

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

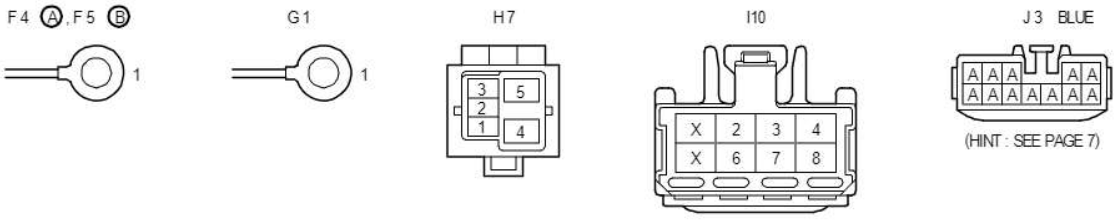
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA2	30	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF THE ENGINE ROOM R/B)
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IJ1	34	INSTRUMENT PANEL NO. 2 WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

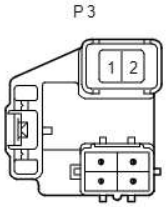
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
IE	32	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E1	30	ENGINE ROOM MAIN WIRE	E2	30	ENGINE ROOM MAIN WIRE





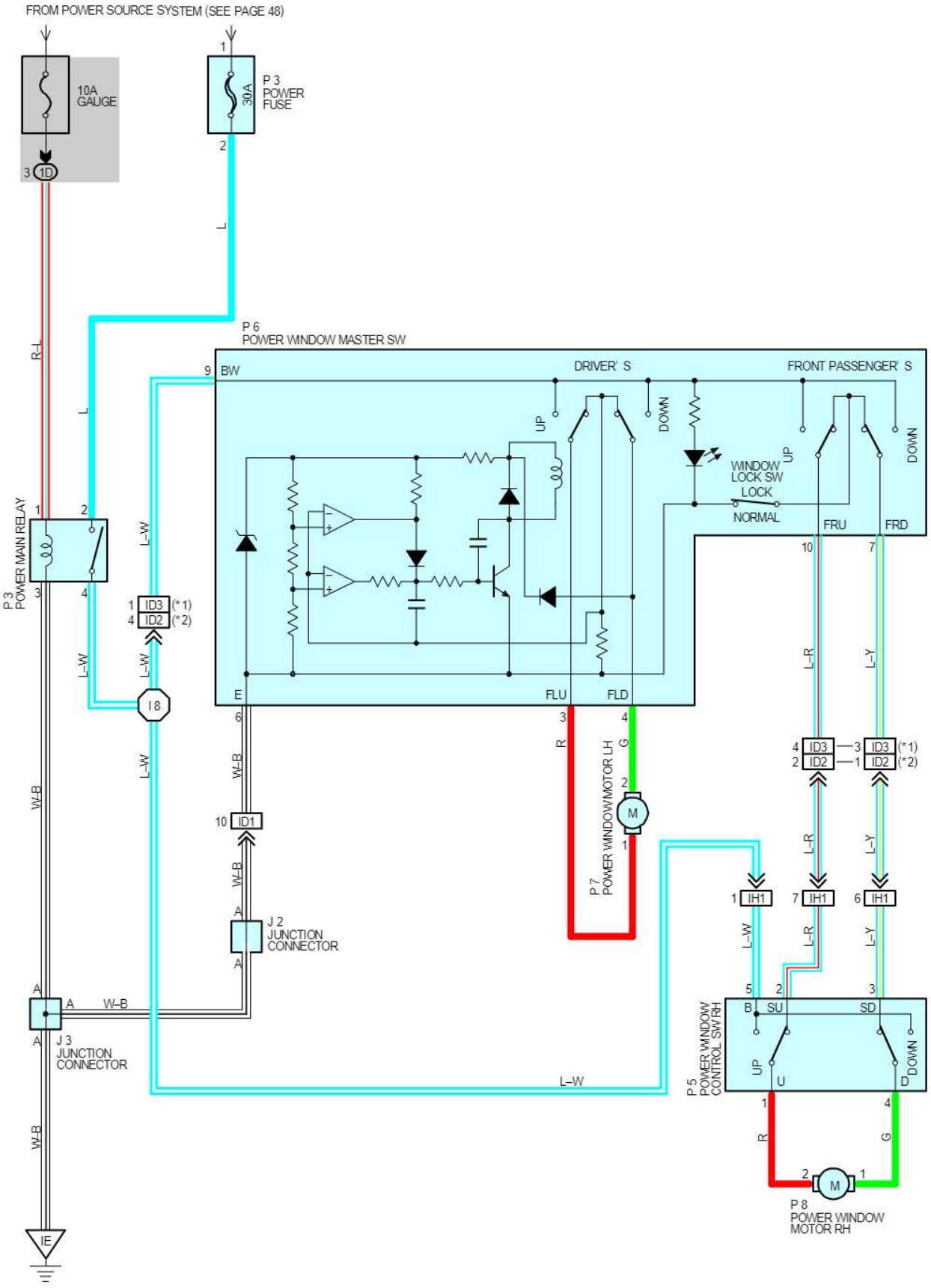
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MEMO

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POWER WINDOW

*1 : USA, CANADA
*2 : PUERTO RICO



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SYSTEM OUTLINE

CURRENT ALWAYS FLOWS **TERMINAL 2** OF THE POWER MAIN RELAY THROUGH THE **POWER** FUSE. WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS THROUGH THE **GAUGE** FUSE TO **TERMINAL 1** OF THE POWER MAIN RELAY ➔ **TERMINAL 3** ➔ **GROUND**. THIS ACTIVATES THE POWER MAIN RELAY, AND THE CURRENT FLOWING TO **TERMINAL 4** OF THE POWER MAIN RELAY FLOWS TO **TERMINAL 9** OF THE POWER WINDOW MASTER SW AND **TERMINAL 5** OF THE POWER WINDOW CONTROL SW RH.

1. MANUAL OPERATION (DRIVER'S WINDOW)

WITH THE IGNITION SW TURNED ON AND THE POWER WINDOW MASTER SW IN UP POSITION, THE CURRENT TO **TERMINAL 9** OF THE POWER WINDOW MASTER SW FLOWS TO **TERMINAL 3** ➔ **TERMINAL 1** OF THE POWER WINDOW MOTOR LH ➔ MOTOR ➔ **TERMINAL 2** ➔ **TERMINAL 4** OF THE POWER WINDOW MASTER SW ➔ **TERMINAL 6** ➔ **GROUND** AND CAUSES THE POWER WINDOW MOTOR LH TO ROTATE IN THE UP DIRECTION. THE WINDOW ASCENDS ONLY WHILE THE SW IS BEING PULLED. IN DOWN OPERATION, THE CURRENT FROM **TERMINAL 9** OF THE POWER WINDOW MASTER SW FLOWS TO **TERMINAL 4** ➔ **TERMINAL 2** OF THE POWER WINDOW MOTOR LH ➔ MOTOR ➔ **TERMINAL 1** ➔ **TERMINAL 3** OF THE POWER WINDOW MASTER SW ➔ **TERMINAL 6** ➔ **GROUND**, CAUSING THE MOTOR TO ROTATE IN REVERSE, LOWERING THE WINDOW.

2. AUTO DOWN OPERATION (DRIVER'S WINDOW)

WITH THE IGNITION SW ON AND WITH THE DRIVER'S SW OF THE POWER WINDOW MASTER SW IN **DOWN** POSITION, THE CURRENT TO **TERMINAL 9** OF THE POWER WINDOW MASTER SW FLOWS TO **TERMINAL 4** ➔ **TERMINAL 2** OF THE POWER WINDOW MOTOR LH ➔ MOTOR ➔ **TERMINAL 1** ➔ **TERMINAL 3** OF THE POWER WINDOW MASTER SW ➔ **TERMINAL 6** ➔ **GROUND**, CAUSING THE POWER WINDOW MOTOR LH TO ROTATE TOWARDS THE DOWN SIDE. THEN THE SOLENOID IN THE POWER WINDOW MASTER SW IS ACTIVATED AND IT LOCKS THE DRIVER'S SW BEING PUSHED, CAUSING THE POWER WINDOW MOTOR LH TO CONTINUE TO ROTATE IN AUTO DOWN OPERATION.

WHEN THE WINDOW HAS COMPLETELY DESCENDED, THE CURRENT FLOW BETWEEN **TERMINAL 3** OF THE POWER WINDOW MASTER SW AND **TERMINAL 6** INCREASES. AS A RESULT, THE SOLENOID STOPS OPERATING, THE DRIVER'S SW TURN OFF AND THE FLOW FROM **TERMINAL 9** OF THE POWER WINDOW MASTER SW TO **TERMINAL 4** IS CUT OFF, STOPPING THE MOTOR SO THAT AUTO STOP OCCURS.

3. STOPPING OF AUTO DOWN AT DRIVER'S WINDOW

WHEN THE POWER WINDOW MASTER SW IS PULLED TO THE UP SIDE DURING AUTO DOWN OPERATION, A GROUND CIRCUIT OPENS IN THE POWER WINDOW MASTER SW AND THE CURRENT DOES NOT FLOW FROM **TERMINAL 3** OF THE POWER WINDOW MASTER SW TO **TERMINAL 6**, SO THE POWER WINDOW MOTOR LH STOPS ROTATING, CAUSING AUTO DOWN OPERATION TO STOP. IF THE MASTER SW IS PULLED CONTINUOUSLY, THE POWER WINDOW MOTOR ROTATES IN THE UP DIRECTION IN MANUAL UP OPERATION.

4. MANUAL OPERATION BY POWER WINDOW CONTROL SW RH

WITH THE POWER WINDOW CONTROL SW RH PULLED TO THE UP SIDE, THE CURRENT THROUGH **TERMINAL 5** OF THE POWER WINDOW CONTROL SW RH FLOWS TO **TERMINAL 1** ➔ **TERMINAL 2** OF THE POWER WINDOW MOTOR RH ➔ **TERMINAL 1** ➔ **TERMINAL 4** OF THE POWER WINDOW CONTROL SW RH ➔ **TERMINAL 3** ➔ **TERMINAL 7** OF THE POWER WINDOW MASTER SW ➔ **TERMINAL 6** ➔ **GROUND**, CAUSING THE POWER WINDOW MOTOR RH ROTATE IN THE UP DIRECTION. UP OPERATION CONTINUES ONLY WHILE THE POWER WINDOW CONTROL SW RH IS PULLED TO THE UP SIDE. WHEN THE WINDOW DESCENDS, THE CURRENT TO THE MOTOR FLOWS IN THE OPPOSITE DIRECTION, FROM **TERMINAL 1 TO TERMINAL 2**, AND THE MOTOR ROTATES IN REVERSE. WHEN THE WINDOW LOCK SW IS PUSHED TO THE LOCK SIDE, THE GROUND CIRCUIT TO THE FRONT PASSENGER'S WINDOW BECOMES OPEN. AS A RESULT, EVEN IF OPEN/CLOSE OPERATION OF THE FRONT PASSENGER'S WINDOW IS TRIED, THE CURRENT FROM **TERMINAL 6** OF THE POWER WINDOW MASTER SW IS NOT GROUNDED AND THE MOTOR DOES NOT ROTATE, SO THE FRONT PASSENGER'S WINDOW CANNOT BE OPERATED AND THE WINDOW LOCKS.

SERVICE HINTS

P 6 POWER WINDOW MASTER SW

9–GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW AT ON POSITION
6–GROUND : APPROX. ALWAYS CONTINUITY
4–GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW ON AND THE POWER WINDOW MASTER SW (DRIVER'S WINDOW) AT DOWN OR AUTO DOWN POSITION
3–GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW ON AND THE POWER WINDOW MASTER SW (DRIVER'S WINDOW) AT UP POSITION

WINDOW LOCK SW

OPEN WITH THE WINDOW LOCK SW AT LOCK POSITION

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POWER WINDOW

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 2	27	P 5	28(C/P), 29 (CONVERTIBLE)	P 8	28(C/P), 29 (CONVERTIBLE)
J 3	27	P 6	28(C/P), 29 (CONVERTIBLE)		
P 3	27	P 7	28(C/P), 29 (CONVERTIBLE)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	20	INSTRUMENT PANEL 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)
ID1	32	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
ID2		
ID3		
IH1	34	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

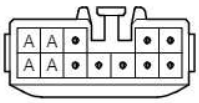
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	32	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

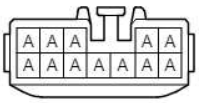
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 8	34	INSTRUMENT PANEL WIRE			

J 2 GRAY



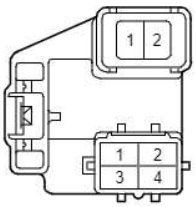
(HINT : SEE PAGE 7)

J 3 BLUE

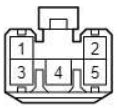


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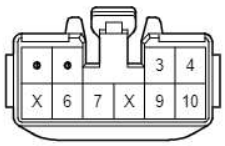
P 3



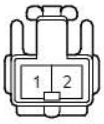
P 5



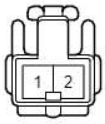
P 6



P 7

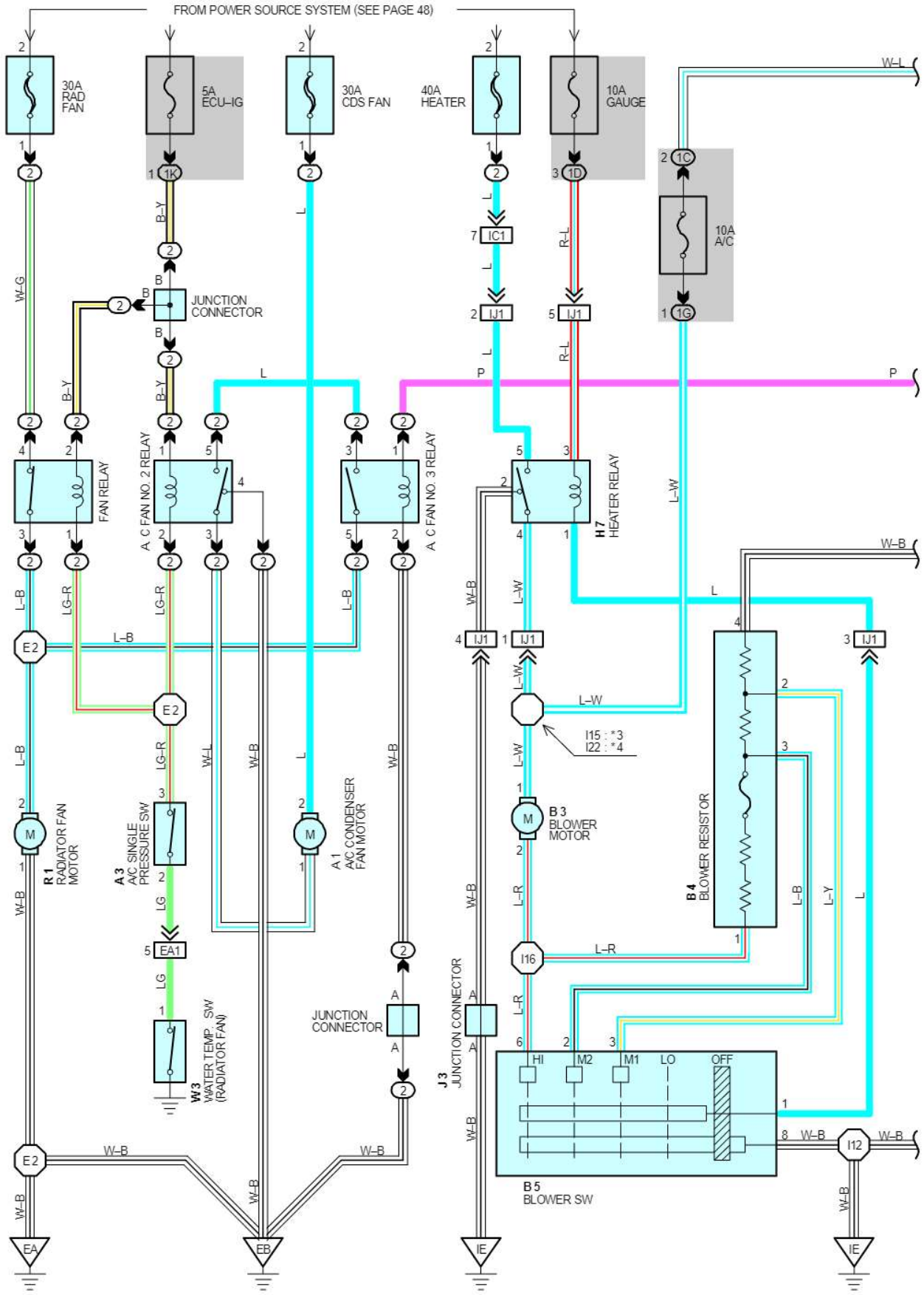


P 8



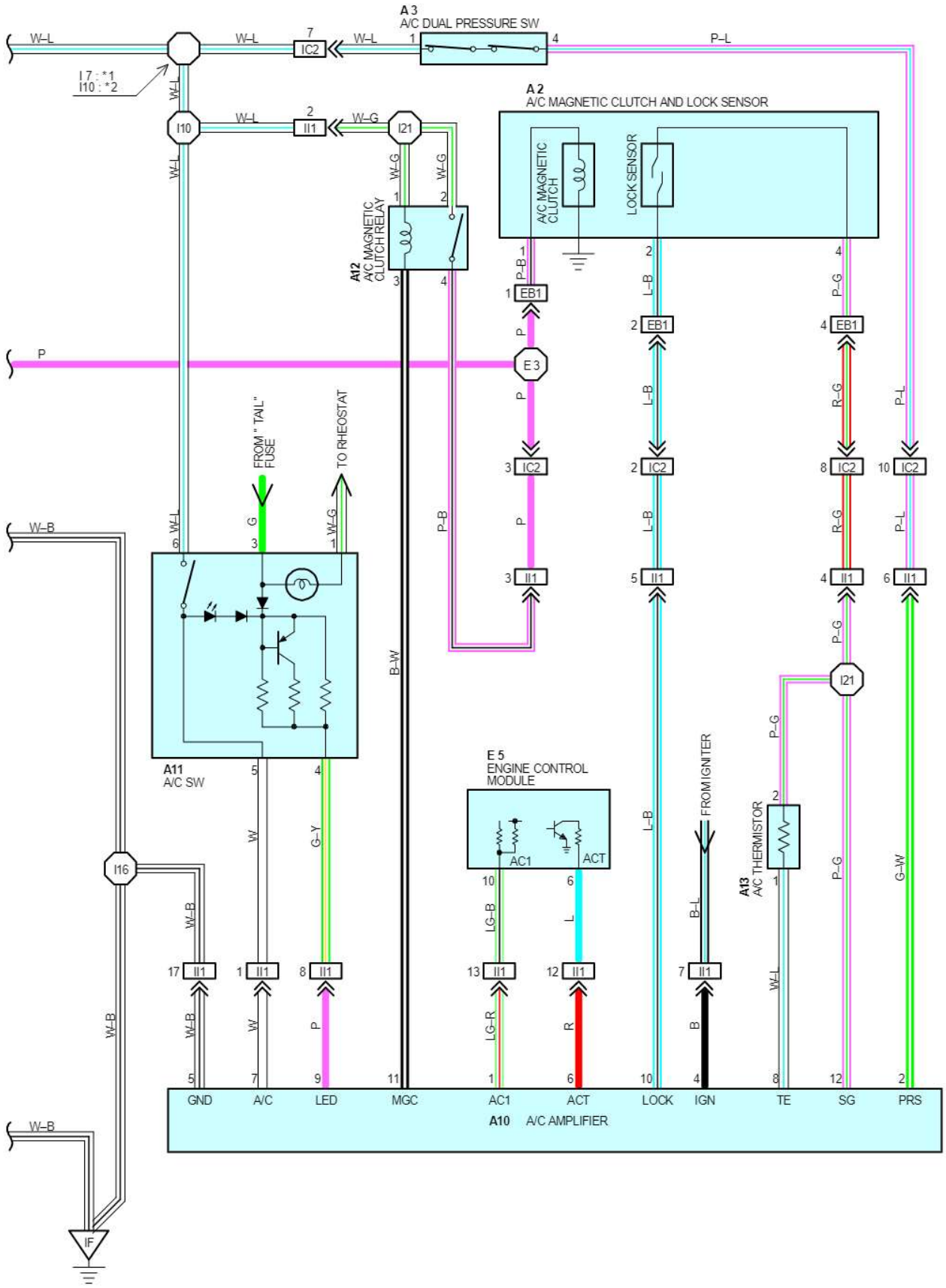
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RADIATOR FAN AND AIR CONDITIONING



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*1 : PUERTO RICO, CANADA
*2 : USA
*3 : USA, CANADA
*4 : PUERTO RICO



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RADIATOR FAN AND AIR CONDITIONING

SYSTEM OUTLINE

5. HEATER BLOWER MOTOR OPERATION

CURRENT IS APPLIED AT ALL TIMES THROUGH THE **HEATER** FUSE TO **TERMINAL 5** OF THE HEATER RELAY.
WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWS THROUGH **GAUGE** FUSE TO **TERMINAL 3** OF THE HEATER RELAY → COIL → **TERMINAL 1** → **TERMINAL 1** OF THE BLOWER SW.

* LOW SPEED OPERATION
  WHEN THE BLOWER SW IS MOVED TO **LO** POSITION, THE CURRENT FLOWS TO THE **TERMINAL 1** OF THE BLOWER SW → **TERMINAL 8** → **GROUND,** CAUSING THE HEATER RELAY TO TURN ON. THIS CAUSES THE CURRENT TO FLOW FROM THE **HEATER** FUSE TO **TERMINAL 5** OF THE HEATER RELAY → **TERMINAL 4** → **TERMINAL 1** OF THE BLOWER MOTOR → **TERMINAL 2** → **TERMINAL 1** OF THE BLOWER RESISTOR → **TERMINAL 4** → **GROUND,** CAUSING THE BLOWER MOTOR TO ROTATE AT A LOW SPEED.
* MEDIUM SPEED OPERATION (OPERATION AT M1, M2)
  WHEN THE BLOWER SW IS MOVED TO **M1** POSITION. THE CURRENT FLOWS TO **TERMINAL 1** OF THE BLOWER SW → **TERMINAL 8** → **GROUND,** CAUSING THE HEATER RELAY TO TURN ON. THIS CAUSES THE CURRENT FLOW FROM THE **HEATER** FUSE TO **TERMINAL 5** OF THE HEATER RELAY → **TERMINAL 4** → **TERMINAL 1** OF THE BLOWER MOTOR → **TERMINAL 2** → **TERMINAL 1** OF THE BLOWER RESISTOR → **TERMINAL 2** → **TERMINAL 3** OF THE BLOWER SW → **TERMINAL 8** → **GROUND**. AT THIS TIME, THE BLOWER RESISTANCE OF THE BLOWER RESISTOR IS LESS THAN AT LOW SPEED, SO THE BLOWER MOTOR ROTATES AT MEDIUM LOW SPEED.
  WHEN THE BLOWER SW IS MOVED TO **M2** POSITION, THE CURRENT THROUGH THE MOTOR FLOWS FROM **TERMINAL 1** OF THE BLOWER RESISTOR → **TERMINAL 3** → **TERMINAL 2** OF THE BLOWER SW → **TERMINAL 8** → **GROUND**. AT THIS TIME, RESISTANCE OF THE BLOWER RESISTOR IS LESS THAN AT **M1** POSITION, SO THE BLOWER RESISTOR IS LESS THAN AT **M1** POSITION, SO THE BLOWER MOTOR ROTATES AT MEDIUM HIGH SPEED.
* HIGH SPEED OPERATION
  WHEN THE BLOWER SW IS MOVED TO **HI** POSITION, THE CURRENT FLOWS TO **TERMINAL 1** OF THE BLOWER SW → **TERMINAL 8** → **GROUND**, CAUSING THE HEATER RELAY TO TURN ON.
  THIS CAUSES THE CURRENT TO FLOW FROM THE **HEATER** FUSE TO **TERMINAL 5** OF THE HEATER RELAY → **TERMINAL 4** → **TERMINAL 1** OF THE BLOWER MOTOR → **TERMINAL 2** → **TERMINAL 6** OF THE BLOWER SW → **TERMINAL 8** → **GROUND**, CAUSING THE BLOWER MOTOR TO ROTATE AT HIGH SPEED.

6. RADIATOR FAN AND CONDENSER FAN OPERATION

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWS FROM THE **ECU–IG** FUSE TO **TERMINAL 2** OF THE FAN RELAY → **TERMINAL 1** → **TERMINAL 3** OF THE A/C SINGLE PRESSURE SW → **TERMINAL 2** → **TERMINAL 1** OF THE WATER TEMP. SW (RADIATOR FAN) → **GROUND,** ACTIVATING THE FAN RELAY. AT THIS TIME, THE CURRENT IS APPLIED FROM **RAD FAN** FUSE TO **TERMINAL 4** OF THE FAN RELAY. AT THE SAME TIME, THE CURRENT FROM THE **ECU–IG** FUSE THROUGH **TERMINAL 1** OF THE A.C. FAN NO. 2 RELAY → COIL → **TERMINAL 2** → A/C SINGLE PRESSURE SW → WATER TEMP. SW (RADIATOR FAN) → **GROUND,** THEN THROUGH THE **CDS FAN** FUSE TO **TERMINAL 2** OF THE A/C CONDENSER FAN MOTOR → **TERMINAL 1** → **TERMINAL 3** OF THE A/C FAN NO. 2 RELAY → **TERMINAL 5** → **TERMINAL 3** OF THE A/C FAN NO. 3 RELAY.

* LOW SPEED OPERATION
  WHEN THE MAGNETIC CLUTCH IS TURNED ON DURING A/C OPERATION, THE CURRENT FROM THE **A/C** FUSE FLOWS THROUGH **TERMINAL 2** OF THE A/C MAGNETIC CLUTCH RELAY TO **TERMINAL 4** → **TERMINAL 1** OF THE A/C FAN NO. 3 RELAY → **TERMINAL 2** → **GROUND,** ACTIVATING THE A.C. FAN NO. 3 RELAY. THEN THE CURRENT APPLIED TO **TERMINAL 3** OF THE A.C. FAN NO. 3 RELAY FLOWS THROUGH **TERMINAL 5** TO **TERMINAL 2** OF THE RADIATOR FAN MOTOR → **TERMINAL 1** → **GROUND**. SINCE THE CONDENSOR AND RADIATOR FAN MOTORS ARE CONNECTED IN SERIES, BOTH FANS ROTATE AT LOW SPEED.
* HIGH SPEED OPERATION
  DURING A/C OPERATION WHEN THE WATER TEMP. REACHES APPROX. **90**°C (**194**°F) OR MORE (WATER TEMP. SW (RADIATOR FAN) IS OFF) OR THE REFRIGERANT PRESSURE REACHES **1520** KPA (**15.5** KGF/CM2, **220** PSI) OR MORE (A/C SINGLE PRESSURE SW IS OFF), CURRENT TO THE FAN RELAY AND A/C FAN NO. 2 RELAY IS OFF AND THAT THE MOTORS ARE SUPPLIED IN PARALLEL, CAUSING THE MOTOR TO ROTATE AT HIGH SPEED.

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SYSTEM OUTLINE

7. AIR CONDITIONING OPERATION

WHEN THE BLOWER SW IS SET ON, THE CURRENT FROM THE **A/C** FUSE FLOWS TO **TERMINAL 1** OF THE A/C DUAL PRESSURE SW → **TERMINAL 4** → **TERMINAL 2** OF THE A/C AMPLIFIER. THE ENGINE RPM SIGNAL FROM THE IGNITER, THE EVAPORATOR TEMP. SIGNAL FROM THE A/C THERMISTOR AND THE LOCK SIGNAL FROM THE LOCK SENSOR ARE ALL SUPPLIED TO THE A/C AMPLIFIER.

WHEN THE A/C SW IS TURNED ON, THE A/C SW ON SIGNAL IS SENT TO THE A/C AMPLIFIER. WHEN THE A/C SW IS TURNED ON, THE A/C SW ON SIGNAL IS SENT TO THE A/C AMPLIFIER. THE CURRENT FLOWS FROM THE **A/C** FUSE TO **TERMINAL 1** OF THE A/C MAGNETIC CLUTCH RELAY → COIL → **TERMINAL 3** → **TERMINAL 11** OF THE A/C AMPLIFIER → **TERMINAL 5** → GROUND, TURNING THE A/C MAGNETIC CLUTCH RELAY ON.

THIS CAUSES THE CURRENT FROM THE **A/C** FUSE TO FLOW TO THE A/C MAGNETIC CLUTCH, TURNING THE A/C MAGNETIC CLUTCH ON. WHEN ANY OF THE FOLLOWING SIGNALS ARE INPUT TO THE A/C AMPLIFIER, THE AMPLIFIER OPERATES TO TURN OFF THE AIR CONDITIONING.

* ENGINE LOW RPM SIGNAL.
* A SIGNAL THAT THE TEMPERATURE AT EVAPORATOR IS LOW.
* A SIGNAL THAT THE REFRIGERANT PRESSURE IS ABNORMALLY HIGH OR LOW.
* A SIGNAL THAT THE A/C COMPRESSOR IS LOCKED.

SERVICE HINTS

FAN RELAY

(2) 4–(2)3 : OPEN WITH THE IGNITION SW ON, THE A/C SINGLE PRESSURE SW ON AND THE WATER TEMP. SW (RADIATOR FAN)

A/C FAN NO. 2 RELAY

(2) 3 – (2) 4 : CLOSED WITH THE IGNITION SW OFF, THE A/C SINGLE PRESSURE SW OFF OR THE WATER TEMP. SW (RADIATOR FAN)

(2) 3 – (2) 4 : CLOSED WITH THE IGNITION SW ON, THE A/C SINGLE PRESSURE SW ON AND THE WATER TEMP. SW (RADIATOR FAN)

A/C FAN NO. 3 RELAY

(2) 5 – (2) 3 : CLOSED WITH THE IGNITION SW ON AND A/C MAGNETIC CLUTCH RELAY ON

H7 HEATER RELAY

4–5: CLOSED WITH THE IGNITION SW ON AND THE BLOWER SW ON.

A13 A/C THERMISTOR

1–2: APPROX. **1500** Ω AT **25**°C (**77**°F)

A 3 A/C DUAL PRESSURE SW

1–4: OPEN WITH THE REFRIGERANT PRESSURE AT LESS THAN APPROX. **196.1** KPA (**2.0** KGF/CM^2, **28.4** PSI) OR MORE THAN APPROX. **3138.1** KPA (**32.0** KGF/CM^2, **458** PSI)

A 3 A/C SINGLE PRESSURE SW

2–3: OPEN WITH THE REFRIGERANT PRESSURE MORE THAN **1520** KPA (**15.5** KGF/CM^2, **220** PSI)

W 3 WATER TEMP. SW (RADIATOR FAN)

1–GROUND:OPEN ABOVE APPROX. **90**°C (**194**°F)
CLOSED BELOW APPROX. **83**°C (**181**°F)

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RADIATOR FAN AND AIR CONDITIONING

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 1	24	A12	26	E 5	26
A 2	24	A13	26	H 7	26
A 3	24	B 3	26	J 3	27
A10	26	B 4	26	R 1	25
A11	26	B 5	26	W 3	25

: 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)
1D		
1G		
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)
EB1	30	A/C NO. 1 WIRE AND ENGINE ROOM MAIN WIRE (NEAR THE RADIATOR SUPPORT RH)
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IC2		
II1	34	INSTRUMENT PANEL WIRE AND A/C SUB WIRE (NEAR THE BLOWER UNIT)
IJ1	34	INSTRUMENT PANEL NO. 2 WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	30	FRONT SIDE OF THE RIGHT FENDER
EB	30	FRONT SIDE OF THE LEFT FENDER
IE	32	INSTRUMENT PANEL BRACE LH
IF	32	RIGHT KICK PANEL

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E2	30	ENGINE ROOM MAIN WIRE	I15	34	INSTRUMENT PANEL WIRE
E3			I16		
I7	34	INSTRUMENT PANEL WIRE	I21	34	A/C SUB WIRE
I10			I22	34	INSTRUMENT PANEL WIRE
I12					

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A 1 BLACK



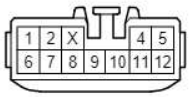
A 2 GRAY



A 3 BLACK



A10 BLACK



A11 BLACK



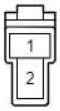
A12



A13



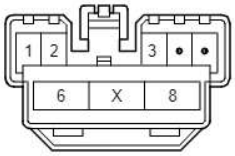
B 3



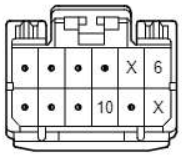
B 4



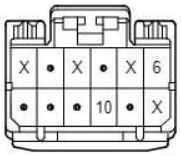
B 5



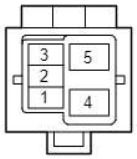
(USA, CANADA) E 5



(PUERTO RICO) E 5



H 7



J 3 BLUE



(HINT : SEE PAGE 7)

R 1 GRAY



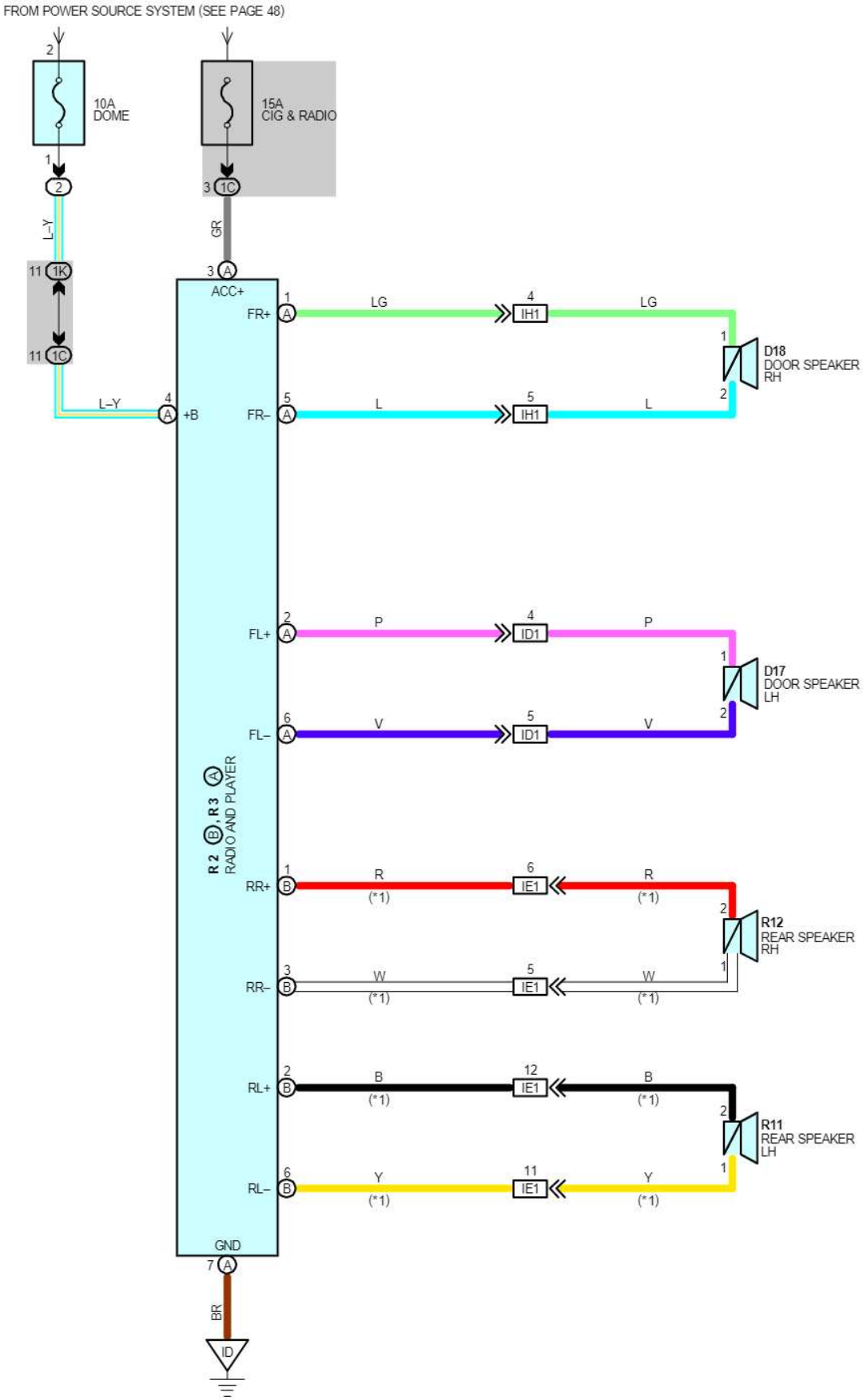
W 3



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RADIO AND PLAYER

*1 : W/ REAR SPEAKER



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SERVICE HINTS

R 3(A) RADIO AND PLAYER

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

○ : PARTS LOCATION

CODE	SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
D17	28 (C/P), 29 (CONVERTIBLE)	**R 2**	B	27	**R11**	28 (C/P), 29 (CONVERTIBLE)
D18	28 (C/P), 29 (CONVERTIBLE)	**R 3**	A	27	**R12**	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

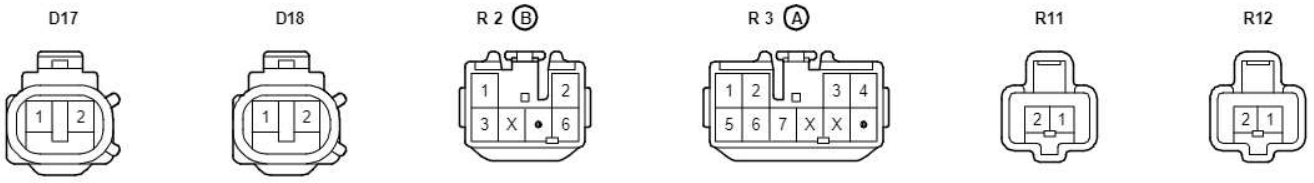
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1K	20	ENGINE ROOM MAIN WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	32	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IE1	32	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IH1	34	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

▽ : GROUND POINTS

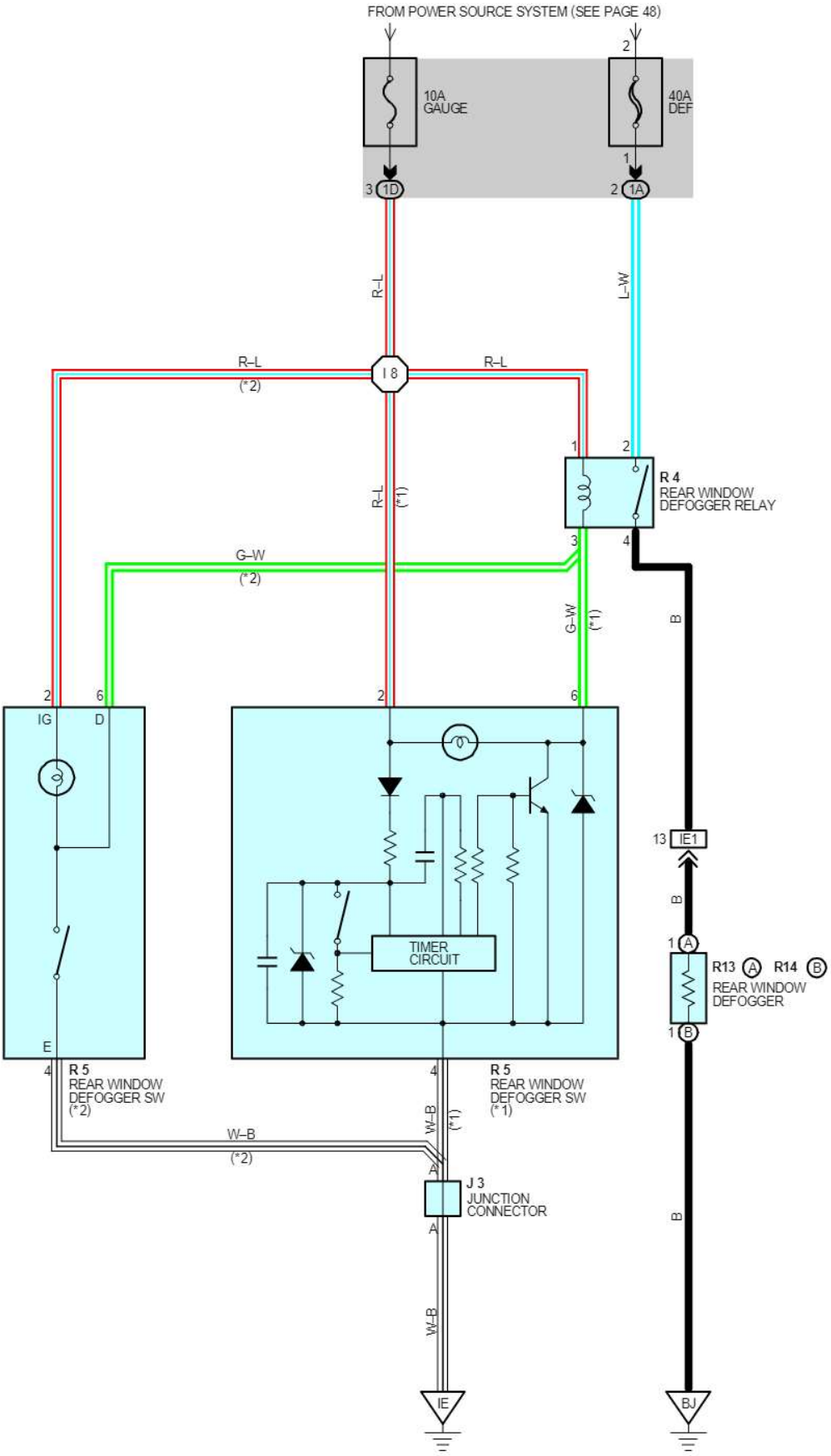
CODE	SEE PAGE	GROUND POINTS LOCATION
ID	32	LEFT KICK PANEL



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REAR WINDOW DEFOGGER

*1 : W/ TIMER
*2 : W/O TIMER



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SERVICE HINTS

R 4 REAR WINDOW DEFOGGER RELAY

2–4 : CLOSED WITH THE IGNITION SW ON AND THE REAR WINDOW DEFOGGER SW ON

R 5 REAR WINDOW DEFOGGER SW (W/ TIMER)

2–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON
4–GROUND : ALWAYS CONTINUITY
6–GROUND : CONTINUITY WITH THE DEFOGGER SW ON AND APPROX. **15** MINUTES THEREAFTER

R 5 REAR WINDOW DEFOGGER SW (W/O TIMER)

4–6 : CLOSED WITH THE REAR WINDOW DEFOGGER SW ON

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 3	27	**R 5**	27	**R14** B	28 (C,P), 29 (CONVERTIBLE)
R 4	27	**R13** A	28 (C/P), 29 (CONVERTIBLE)		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1 A	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1 D		

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	32	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)

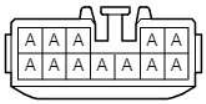
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	32	INSTRUMENT PANEL BRACE LH
BJ	36 (C/P)	RIGHT SIDE OF THE UPPER BACK PANEL
	37 (CONVERTIBLE)	

⬡ : SPLICE POINTS

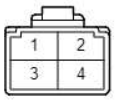
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 8	34	INSTRUMENT PANEL WIRE			

J 3 BLUE



(HINT : SEE PAGE 7)

R 4



R 5 BLACK



(C/P) R13 (A) BLACK



(CONVERTIBLE) R13 (A)

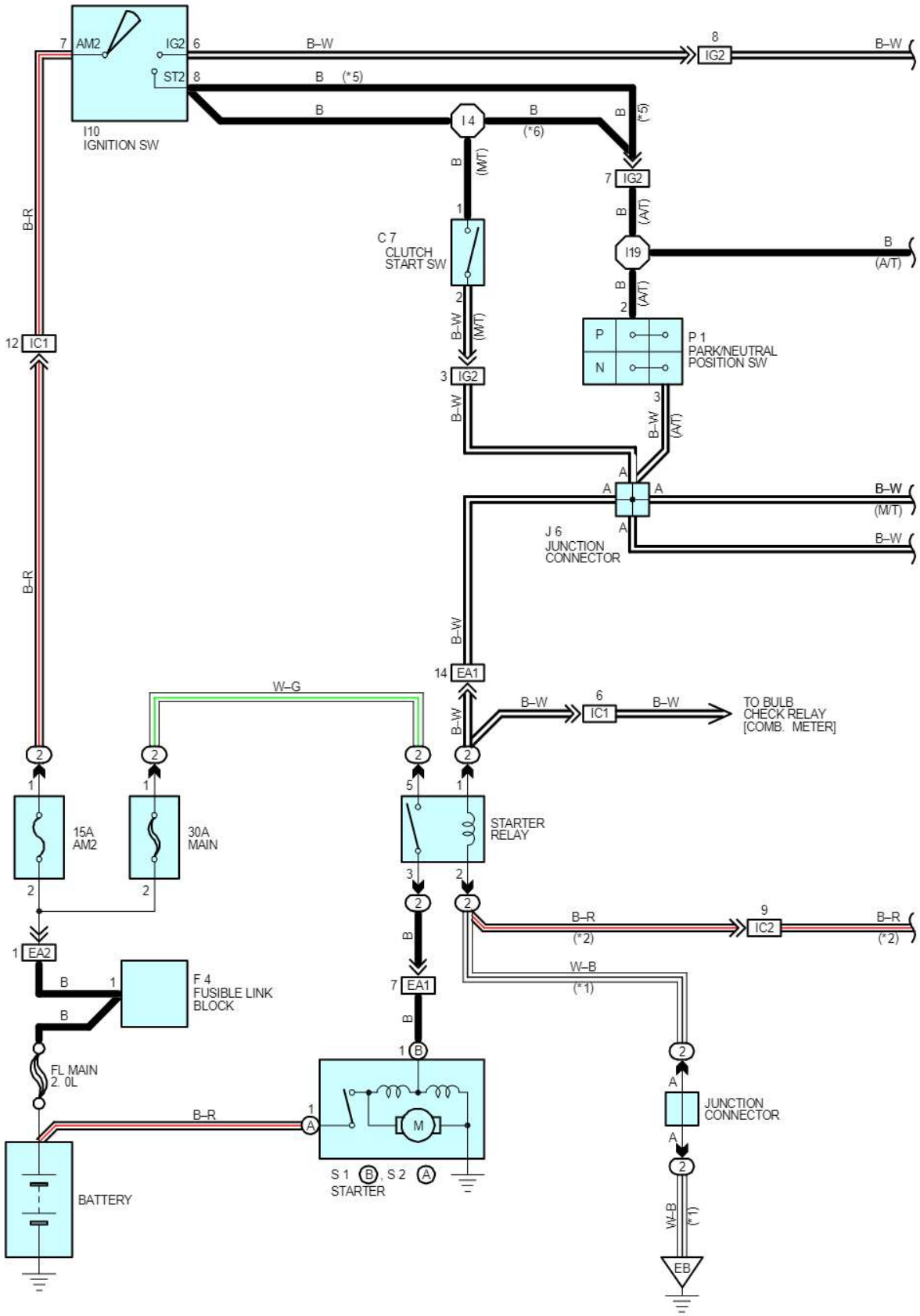


R14 (B) BLACK



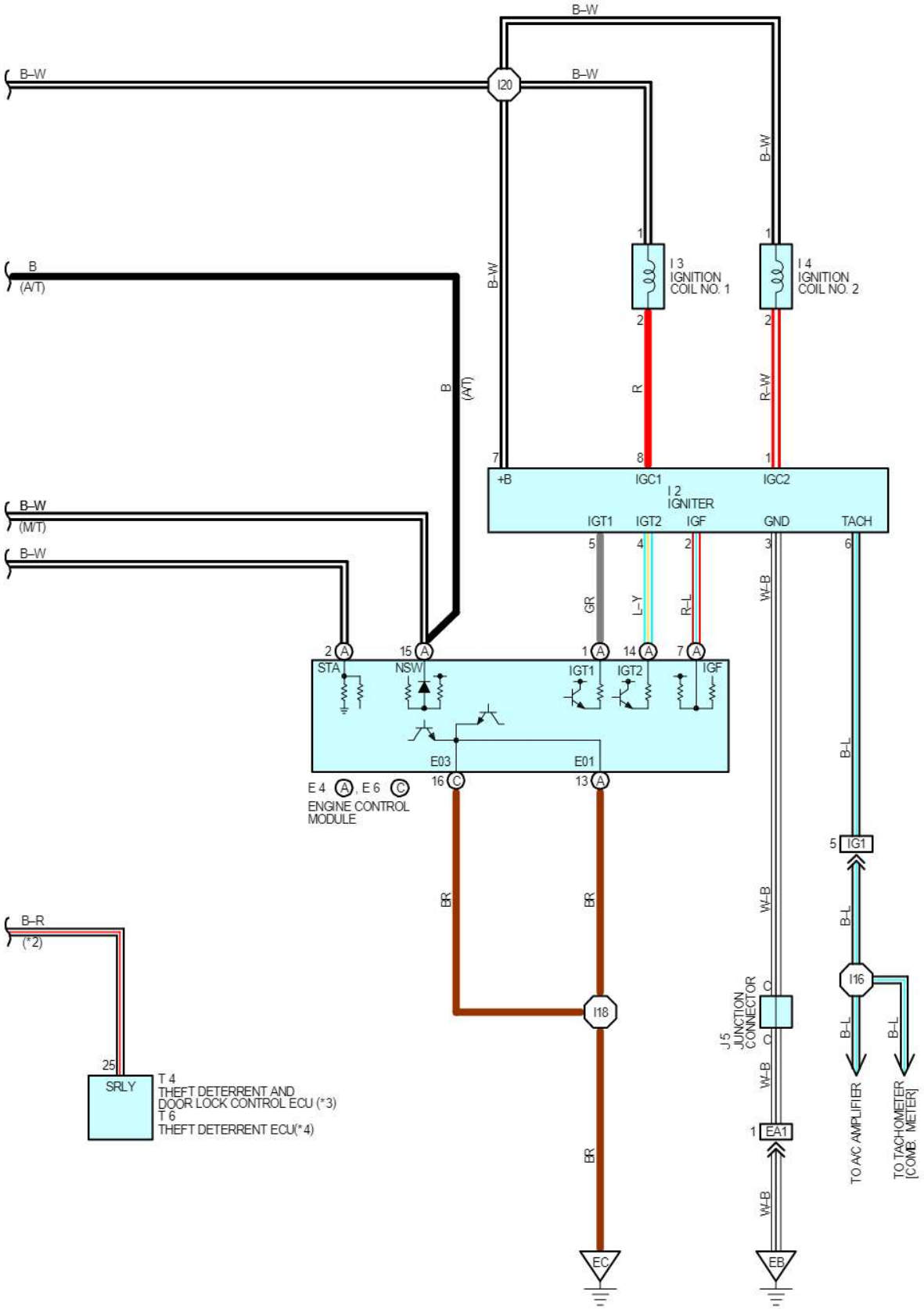
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STARTING AND IGNITION



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*1 : W/O THEFT DETERRENT SYSTEM
*2 : W/ THEFT DETERRENT SYSTEM
*3 : W/ DOOR LOCK CONTROL
*4 : W/O DOOR LOCK CONTROL
*5 : A/T W/ POWER WINDOW
*6 : A/T W/O POWER WINDOW



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STARTING AND IGNITION

SERVICE HINTS

S1 (B), S2 (A) STARTER

POINTS CLOSED WITH THE PARK/NEUTRAL POSITION SW AT **P** OR **N** POSITION AND THE IGNITION SW AT **ST** POSITION (A/T)

POINTS CLOSED WITH THE CLUTCH START SW **ON** AND THE IGNITION SW AT **ST** POSITION (M/T)

C7 CLUTCH START SW

1–2 : CLOSED WITH THE CLUTCH PEDAL FULLY DEPRESSED

I10 IGNITION SW

7–8 : CLOSED WITH THE IGNITION SW AT **ST** POSITION

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

P1 PARK/NEUTRAL POSITION SW

2–3 : CLOSED WITH THE SHIFT LEER IN **P** OR **N** POSITION

STARTER RELAY

②5–②3 : CLOSED WITH THE PARK/NEUTRAL POSITION SW AT **P** OR **N** POSITION AND THE IGNITION SW AT **ST** POSITION (A/T)

②5–②3 : CLOSED WITH THE CLUTCH START SW **ON** AND THE IGNITION SW AT **ST** POSITION (M/T)

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C7	26	I3	25	P1	25
E4 A	26	I4	25	S1 B	25
E6 C	26	I10	27	S2 A	25
F4	24	J5	27	T4	27
I2	25	J6	27	T6	27

: RELAY BLOCKS

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

: 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)
EA2		
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IC2	34	
IG1	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)
IG2	34	

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
EC	30	RIGHT SIDE OF THE SURGE TANK

: SPLICE POINTS

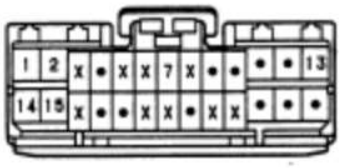
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I4	34	INSTRUMENT PANEL WIRE	I19	34	ENGINE WIRE
I16			120		
I18	34	ENGINE WIRE			

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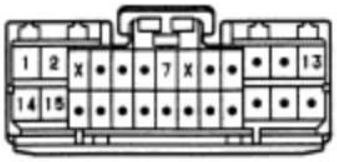
C 7



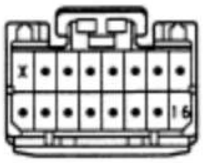
(M/T) E 4 Ⓐ



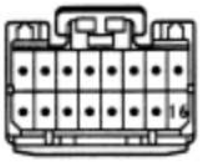
(A/T) E 4 Ⓐ



(M/T) E 6 Ⓒ



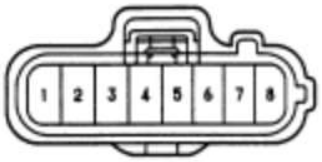
(A/T) E 6 Ⓒ



F 4



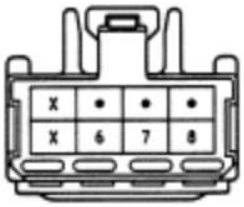
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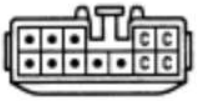
I 3, I 4 BLACK



I10

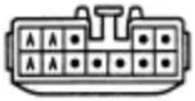


J 5 GRAY



(HINT: SEE PAGE 7)

J 6 GRAY



(HINT: SEE PAGE 7)

P 1 GRAY



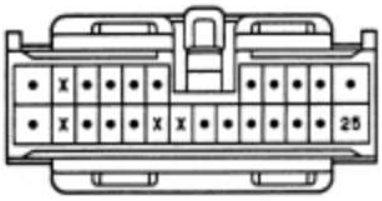
S 1 Ⓑ BLACK



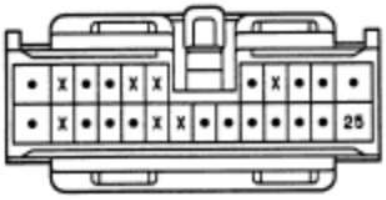
S 2 Ⓐ



T 4 ORANGE



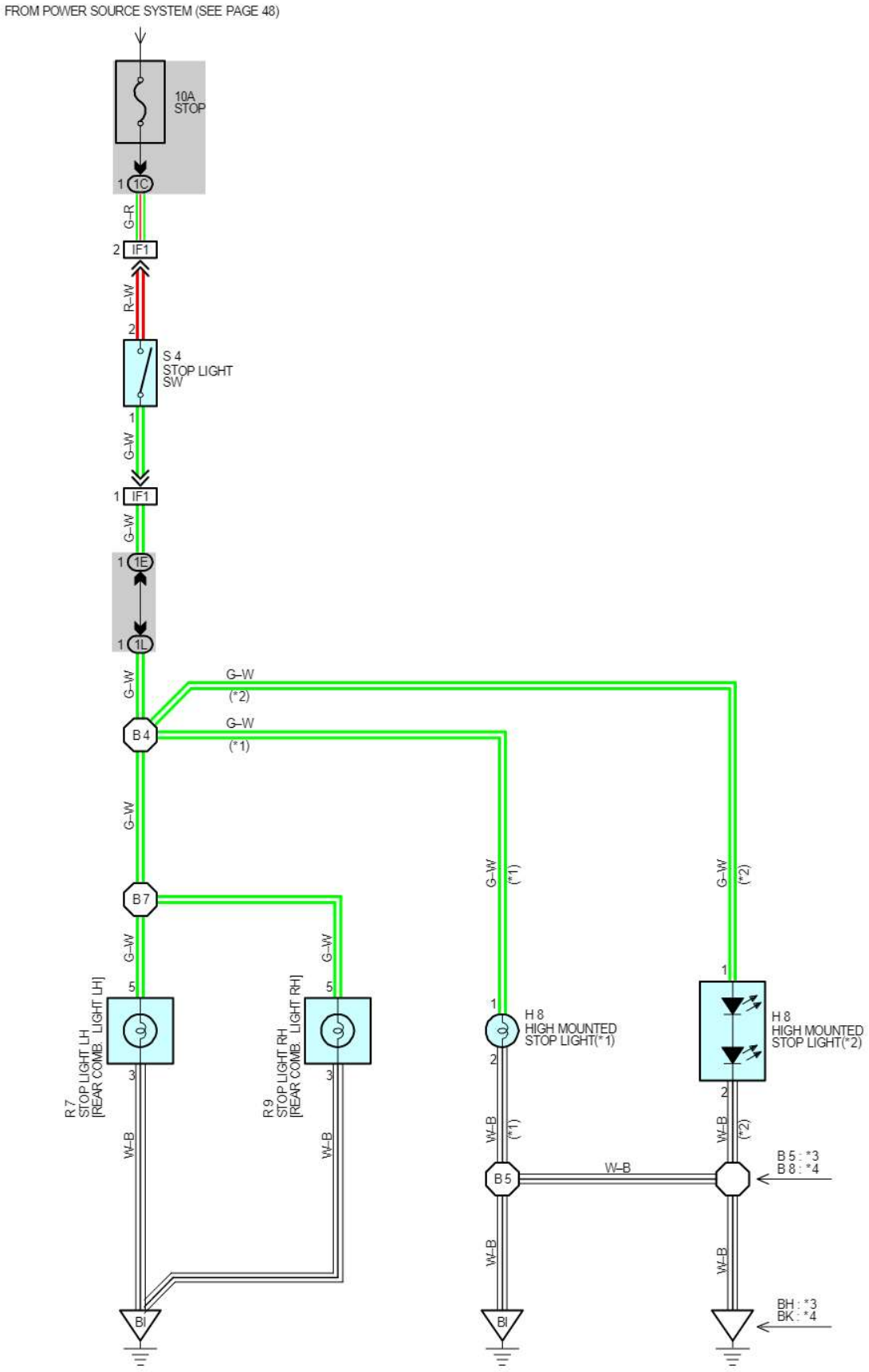
T 6 ORANGE



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STOP LIGHT

*1 : PACKAGE TRAY TYPE
*2 : REAR SPOILER TYPE
*3 : C/P
*4 : CONVERTIBLE



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SERVICE HINTS

S 4 STOP LIGHT SW
2–1 : CLOSED WITH THE BRAKE PEDAL DEPRESSED

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
H 8	28(C/P), 29(CONVERTIBLE)	R 9	28(C/P), 29(CONVERTIBLE)		
R 7	28(C/P), 29(CONVERTIBLE)	S 4	27		

: 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		
1L	20	FLOOR 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)
IF1	34	INSTRUMENT PANEL WIRE AND SWITCH WIRE (NEAR THE STEERING COLUMN)

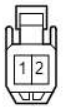
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BH	36(C/P)	LEFT SIDE OF THE UPPER BACK PANEL
BI	36(C/P)	LOWER BACK PANEL CENTER
	37(CONVERTIBEL)	
BK	37(CONVERTIBEL)	UPPER THE REAR WHEEL HOUSE LH

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 4	36(C/P)	FLOOR WIRE	B 7	37(CONVERTIBEL)	FLOOR WIRE
B 5			B 8	36	
B 7				37(CONVERTIBEL)	

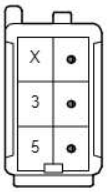
(PACKAGE TRAY TYPE) H 8 GRAY



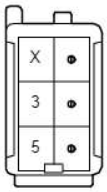
(REAR SPOILER TYPE) H 8



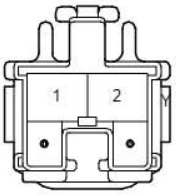
R 7



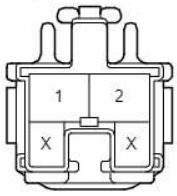
R 9



(W/ CRUISE CONTROL) S 4

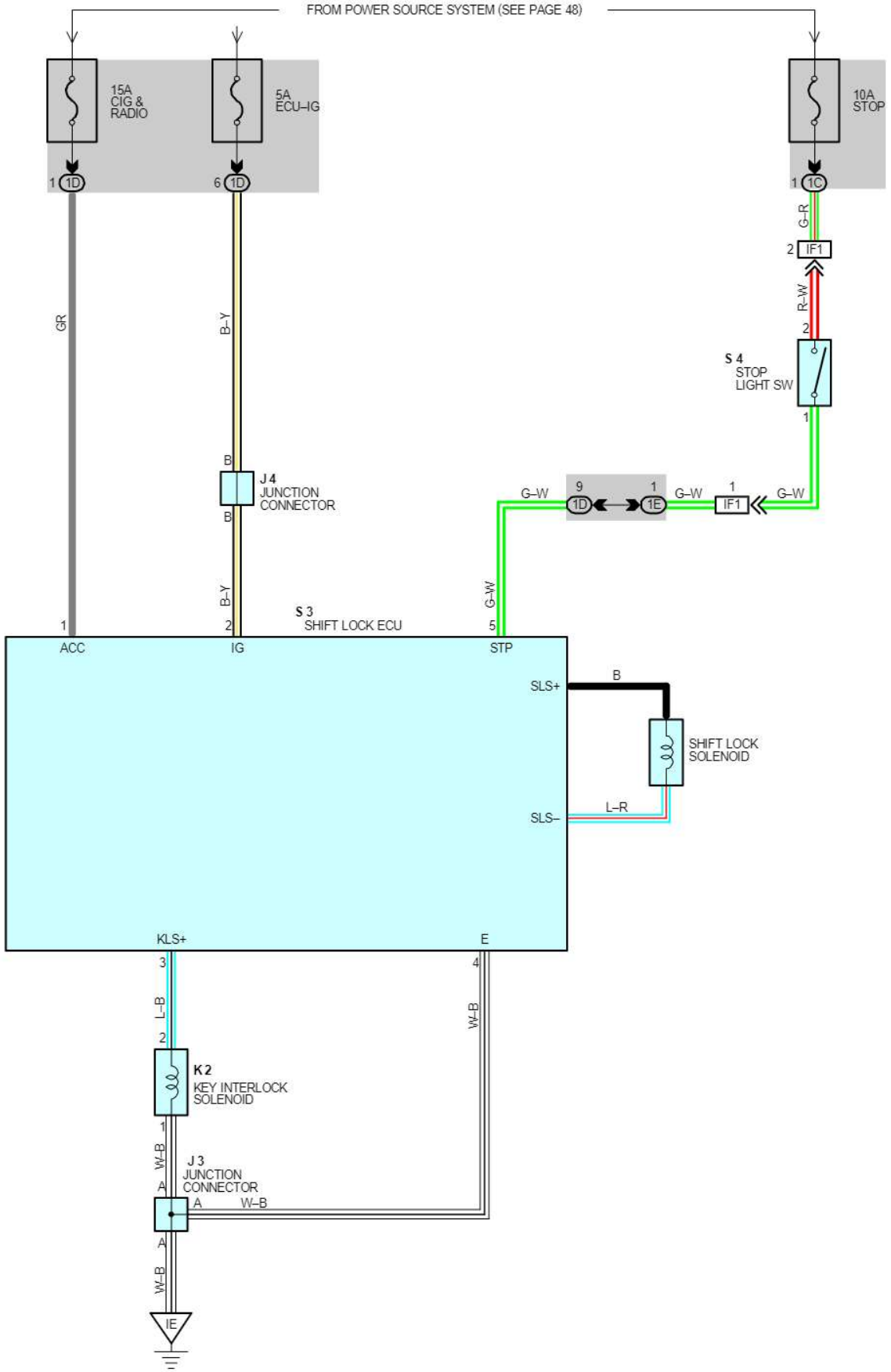


(W/O CRUISE CONTROL) S 4



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SHIFT LOCK



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SYSTEM OUTLINE

WHEN THE IGNITION SW IS TURNED TO **ACC** POSITION, THE CURRENT FROM THE **CIG & RADIO** FUSE FLOWS TO **TERMINAL 1** OF THE SHIFT LOCK ECU. IN THE **ON** POSITION, THE CURRENT FROM THE **ECU–IG** FUSE FLOWS TO **TERMINAL 2** OF THE SHIFT LOCK ECU.

1. SHIFT LOCK MECHANISM

WITH THE IGNITION SW ON, WHEN A SIGNAL THAT THE BRAKE PEDAL IS DEPRESSED (STOP LIGHT SW ON) AND A SIGNAL THAT THE SHIFT LEVER IS PUT IN "P" POSITION ARE INPUT TO THE SHIFT LOCK ECU, THE SHIFT LOCK ECU OPERATES AND THE CURRENT FLOWS FROM **TERMINAL 2** OF THE SHIFT LOCK ECU TO THE SHIFT LOCK SOLENOID → SOLENOID → **TERMINAL 4** OF THE SHIFT LOCK ECU → **GROUND**. THIS CAUSES THE SHIFT LOCK SOLENOID TO TURN ON (PLATE STOPPER DISENGAGES) AND THE SHIFT LEVER CAN SHIFT INTO OTHER POSITION THAN THE "P" POSITION.

2. KEY INTERLOCK MECHANISM

WITH THE IGNITION SW IN **ON** OR **ACC** POSITION, WHEN THE SHIFT LEVER IS PUT IN "P" POSITION, THE CURRENT FROM **TERMINAL 3** OF THE SHIFT LOCK ECU TO KEY INTERLOCK SOLENOID IS CUT OFF. THIS CAUSES THE KEY INTERLOCK SOLENOID TO TURN OFF (LOCK LEVER DISENGAGES FROM LOCK POSITION) AND THE IGNITION KEY CAN BE TURNED FROM **ACC** TO **LOCK** POSITION.

SERVICE HINTS

S3 SHIFT LOCK ECU

1–GROUND:APPROX. **12** VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION
2–GROUND:APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
4–GROUND:ALWAYS CONTINUITY
5–GROUND:APPROX. **12** VOLTS WITH THE BRAKE PEDAL DEPRESSED (STOP LIGHT SW ON)

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J3	27	K2	27	S4	27
J4	27	S3	27		

: 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)
1D		
1E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF1	34	INSTRUMENT PANEL WIRE AND SWITCH WIRE (NEAR THE STREERING COLUMN)

: GROUND POINTS

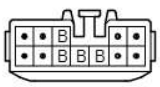
CODE	SEE PAGE	GROUND POINTS LOCATION
IE	32	INSTRUMENT PANEL BRACE LH

J3 BLUE



(HINT : SEE PAGE 7)

J4 GRAY



(HINT : SEE PAGE 7)

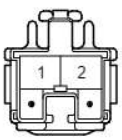
K2



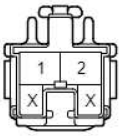
S3



(W/ CRUISE CONTROL) S4



(W/O CRUISE CONTROL) S4



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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.

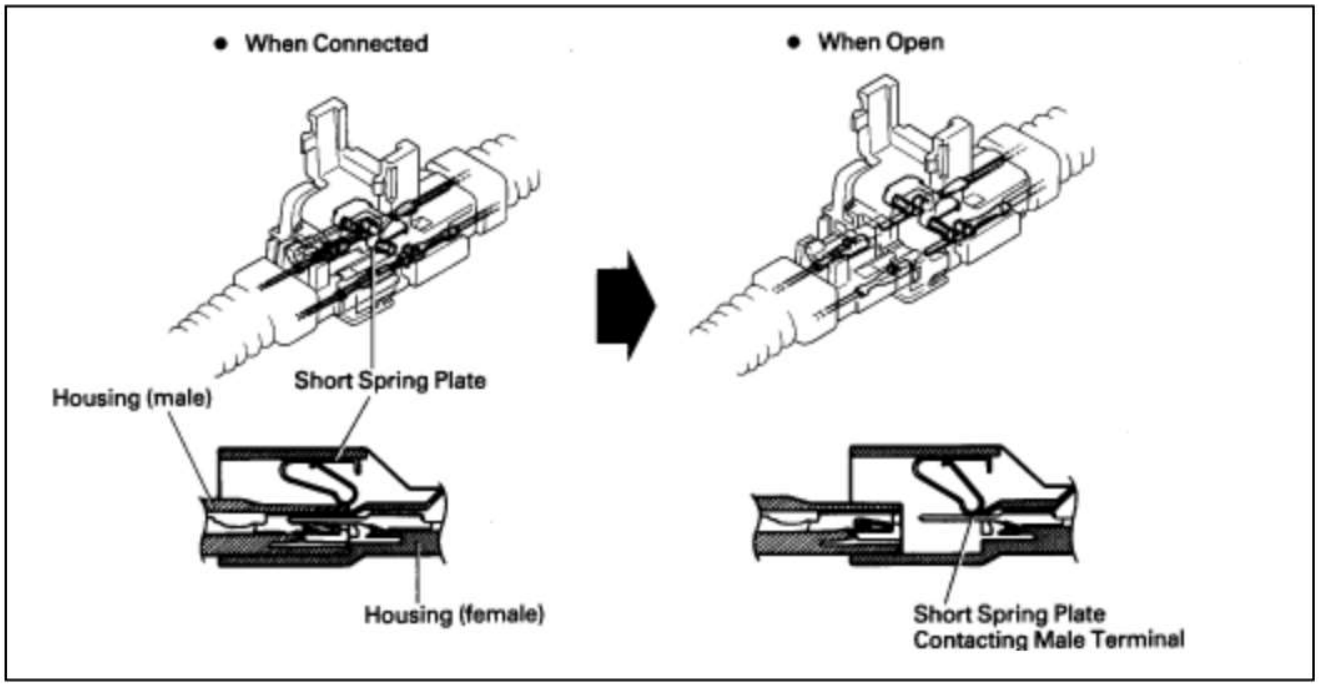
- Malfunction symptoms of the SRS are difficult to confirm, so the DTCs become the most important source of information when troubleshooting. When troubleshooting the SRS, always inspect the DTCs before disconnecting the battery.
- **Work must be started after 90 seconds from the time the ignition switch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

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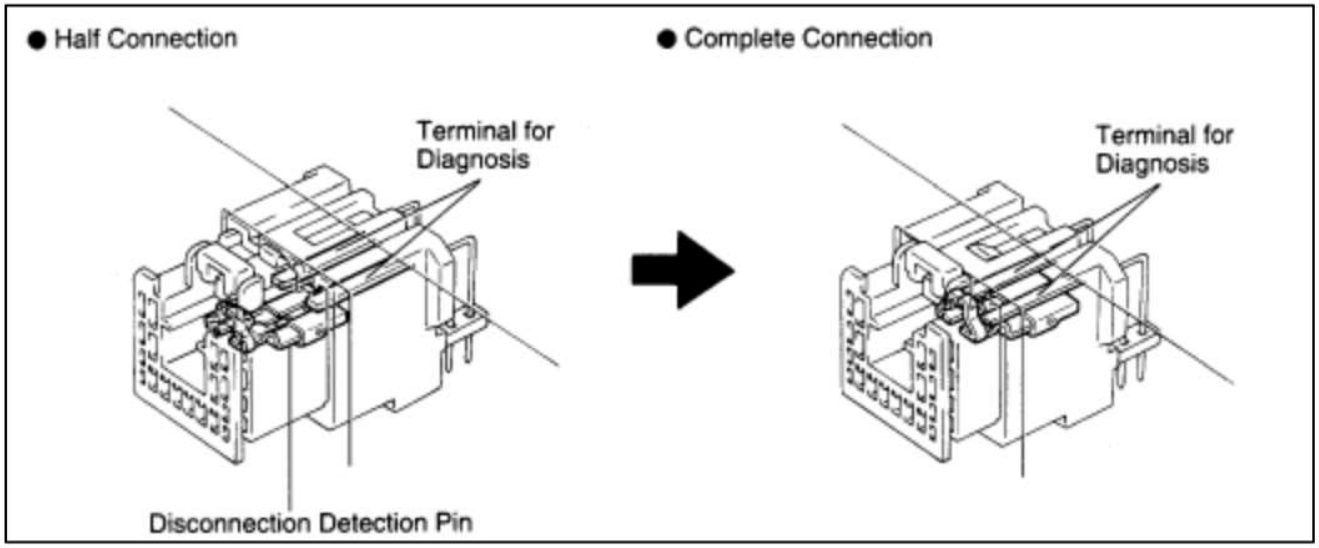
SRS

The SRS has connectors which possess the functions described below:

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

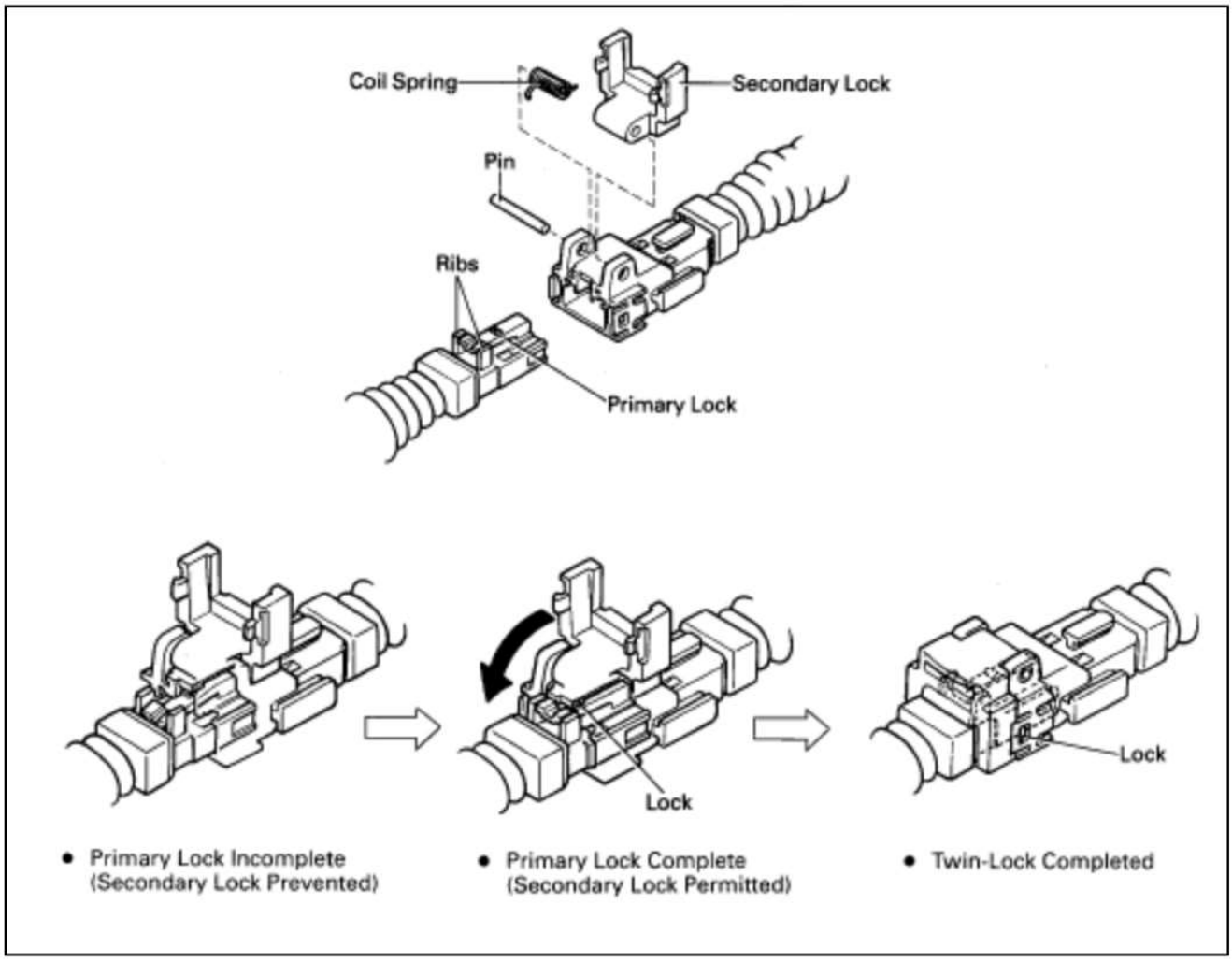


2. ELECTRICAL CONNECTION CHECK MECHANISM
   This mechanism electrically checks if connectors are connected correctly and completely.
   The electrical connection check mechanism is designed so that the disconnection detection pin connects with the diagnosis terminals when the connector housing lock is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



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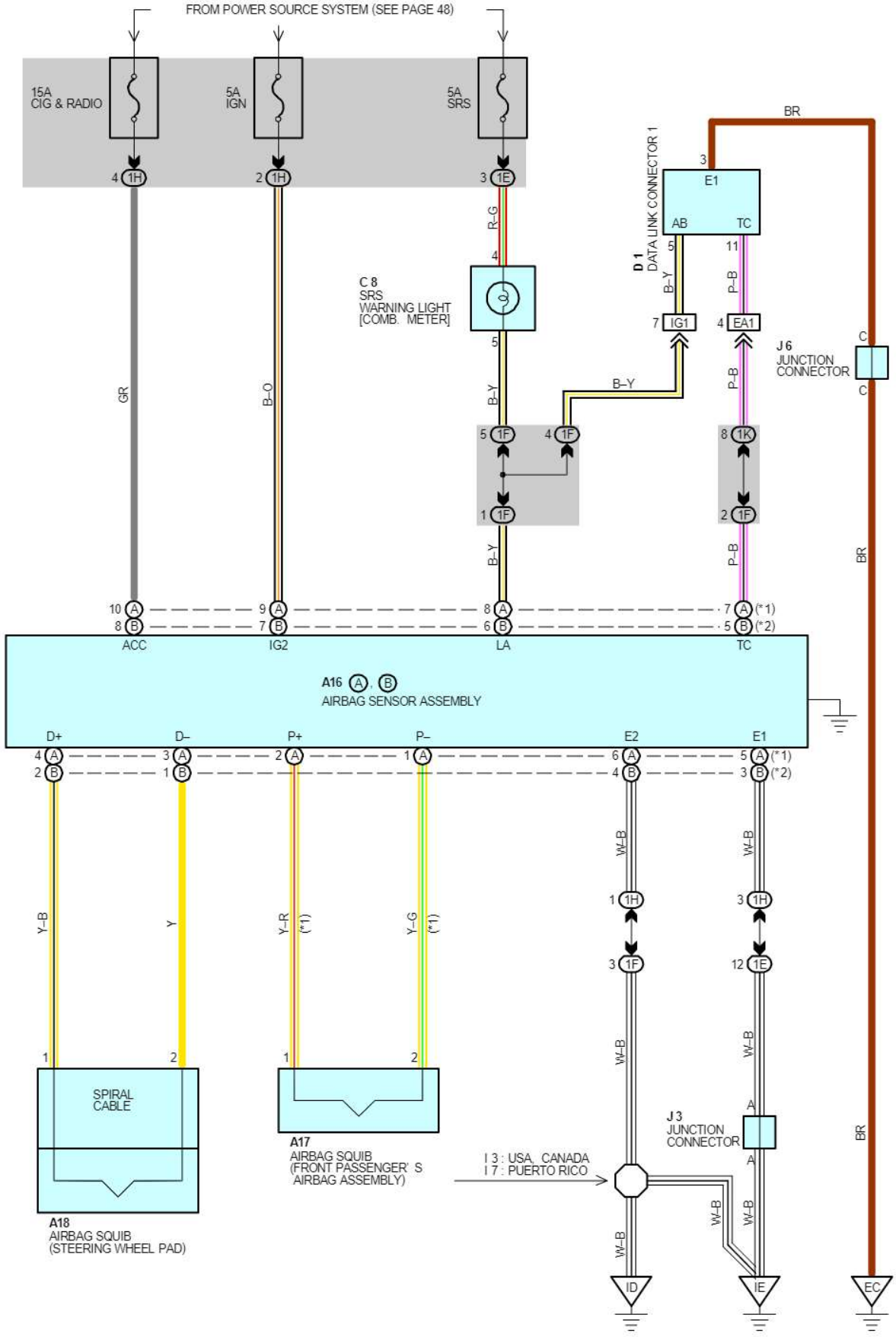
3. CONNECTOR TWIN–LOCK MECHANISM
With this mechanism connectors (male and female connectors) are locked by two locking devices to increase connection reliability. If the primary lock is incomplete, ribs interfere and prevent the secondary lock.



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SRS

*1 : W/ FRONT PASSENGER' S AIRBAG
*2 : W/O FRONT PASSENGER' S AIRBAG



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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. THE CURRENT FROM THE **CIG & RADIO** FUSE FLOWS TO **TERMINAL (A)10** OR **(B)8** OF THE AIRBAG SENSOR ASSEMBLY. ONLY WHEN THE IGNITION SW IS ON DOES THE CURRENT FROM THE IGN FUSE TO **TERMINAL (A)9** OR **(B)7**.
IF AN ACCIDENT OCCURS WHILE DRIVING, DECELERATION CAUSED BY A FRONTAL IMPACT IS DETECTED (BY THE SENSOR) AND WHEN THE FRONTAL IMPACT EXCEEDS A SET LEVEL. THE CURRENT FROM THE **CIG & RADIO** AND **IGN** FUSE FLOWS TO **TERMINALS (A)4**, **(A)2** OR **(B)2** OF THE AIRBAG SENSOR ASSEMBLY → **TERMINAL 1** OF THE AIRBAG SQUIBS → **TERMINAL 2** → **TERMINALS (A)3**, **(A)1** OR **(B)1** OF THE AIRBAG SENSOR ASSEMBLY → **TERMINALS (A)6**, **(A)5** OR **(B)4**, **(B)3** OR **BODY GROUND** → **GROUND**.
WHEN THE SAFING SENSOR BUILT INTO THE AIRBAG SENSOR ASSEMBLY IS ON, THE AIRBAG SENSOR IS OFF AND THE CURRENT FROM THE **CIG & RADIO** AND **IGN** FUSE FLOWS TO **TERMINALS (A)4**, **(A)2**, OR **(B)2** OF THE AIRBAG SENSOR ASSEMBLY → **TERMINAL 1** OF THE AIRBAG SQUIBS → **TERMINAL 2** → **TERMINALS (A)3**, **(A)1** OR **(B)1** OF THE AIRBAG SENSOR ASSEMBLY → **TERMINALS (A)6**, **(A)5** OR **(B)4**, **(B)3** OR **BODY GROUND** → **GROUND**. WHEN THE SAFING SENSOR BUILT INTO THE AIRBAG SENSOR ASSEMBLY IS ON AND AIRBAG SENSOR IS ON, ONE OF THE ABOVE–MENTIONED CIRCUITS IS ACTIVATED SO THAT THE CURRENT FLOWS TO THE AIRBAG SQUIBS AND CAUSES IT TO OPERATE.
THE AIRBAG STORED INSIDE THE STEERING WHEEL PAD IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO THE DRIVER.
THE AIRBAG STORED INSIDE THE PASSENGER'S INSTRUMENT PANEL IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO THE PASSENGER.

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A16	A	26	A18	26	J3	27
	B	26	C8	26	J6	27
A17		26	D1	24		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1E	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1F		
1H		
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)
IG1	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	30	RIGHT SIDE OF THE SURGE TANK
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH

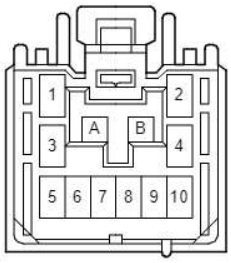
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I3	34	INSTRUMENT PANEL WIRE	I7	34	INSTRUMENT PANEL WIRE

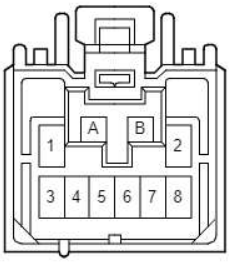
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SRS

A16 (A) YELLOW



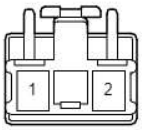
A16 (B) YELLOW



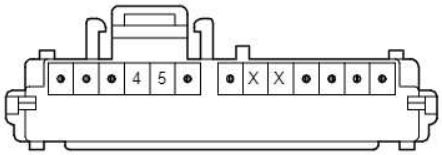
A17 YELLOW



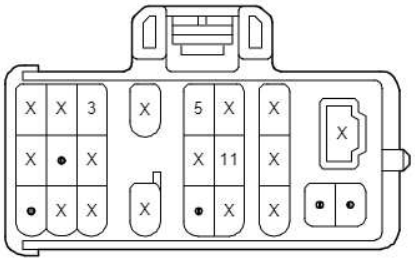
A18 YELLOW



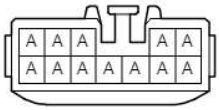
C 8 BROWN



D 1 BLACK

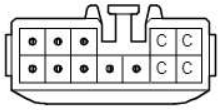


J 3 BLUE



(HINT : SEE PAGE 7)

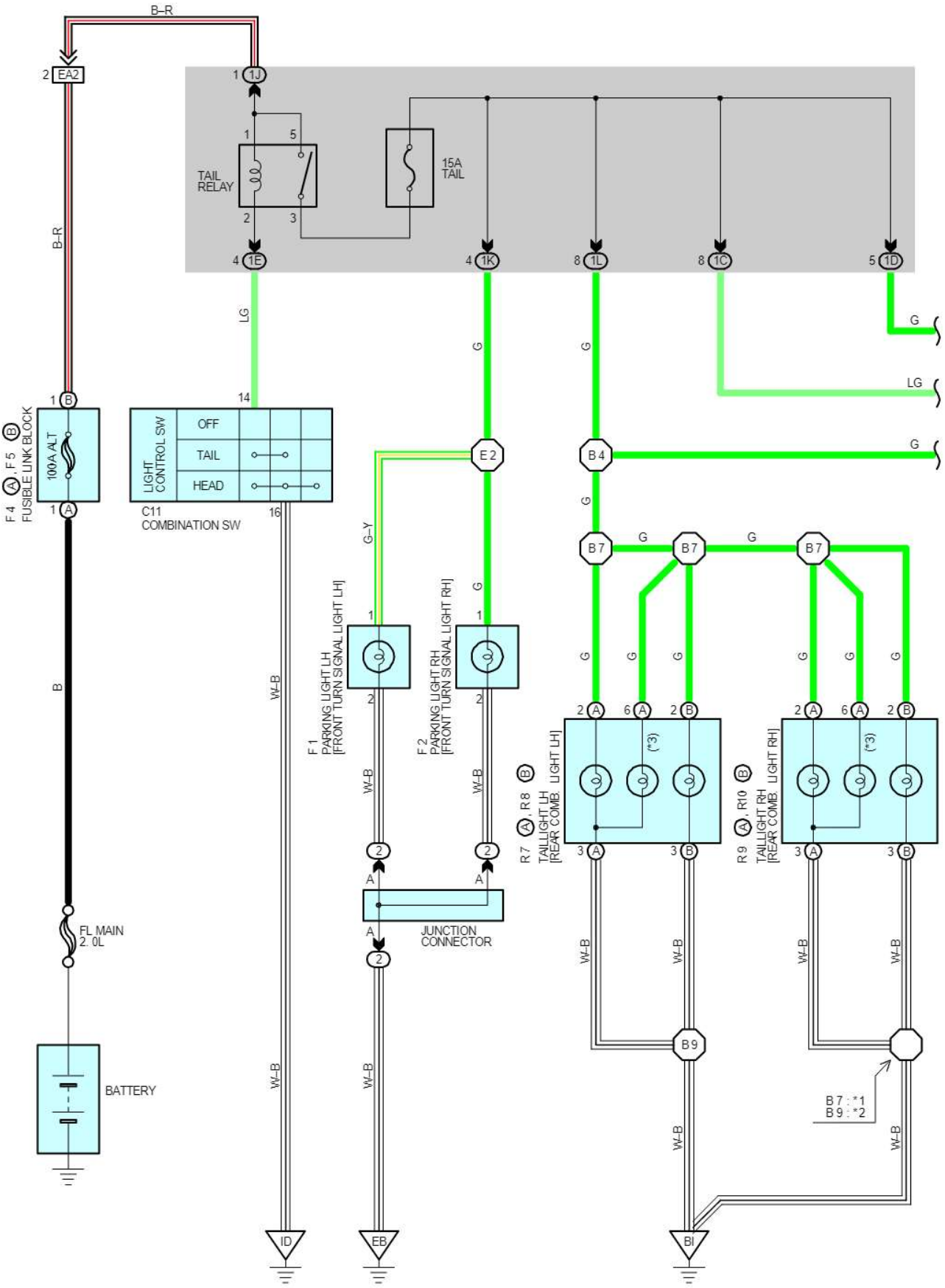
J 6 GRAY



(HINT : SEE PAGE 7)

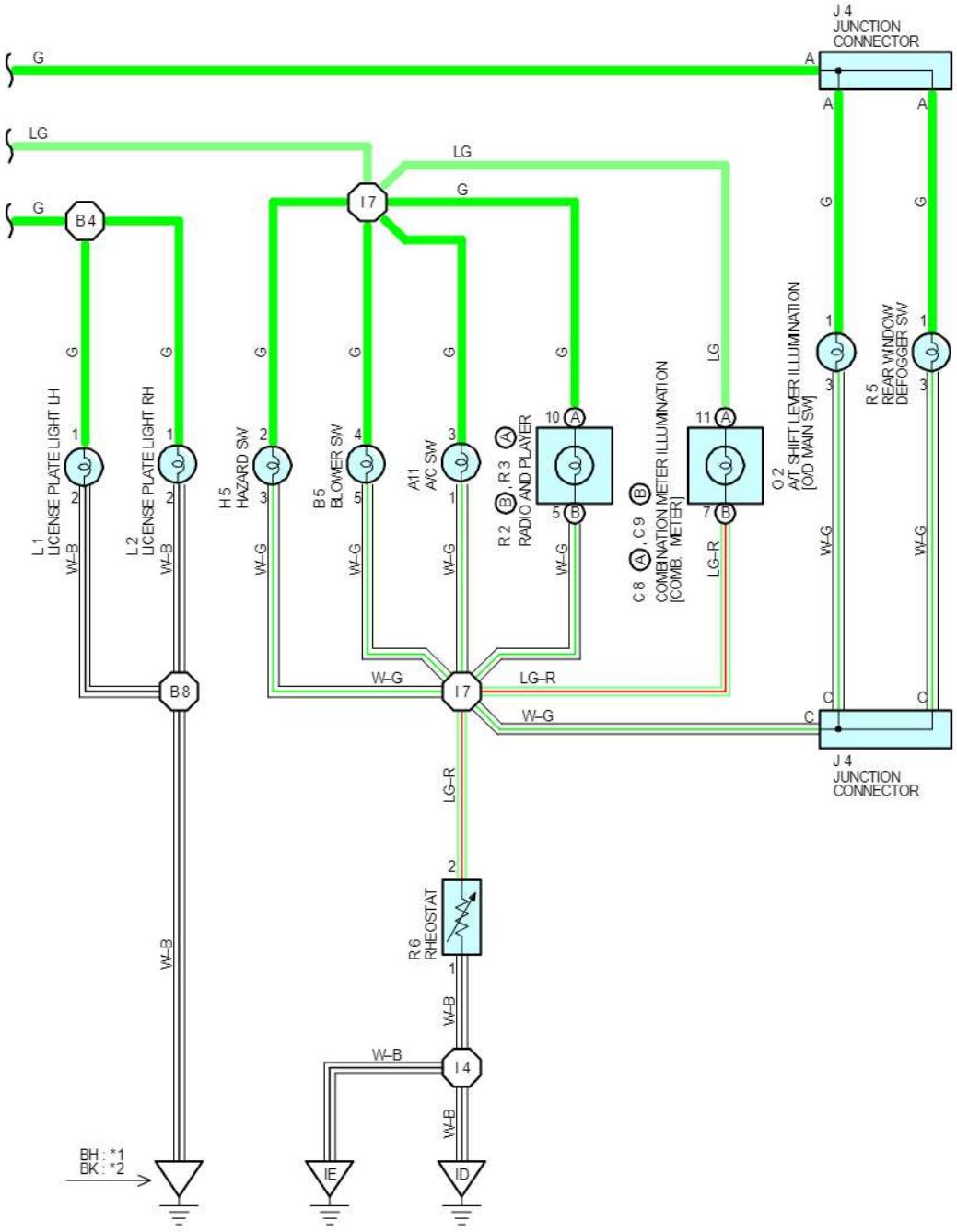
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TAILLIGHT AND ILLUMINATION



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* 1 : C/P
* 2 : CONVERTIBLE
* 3 : REAR SIDE MARKER



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TAILLIGHT AND ILLUMINATION

SERVICE HINTS

C11 COMBINATION SW

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

TAIIL RELAY

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

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A11	26	F 5 B	24	R 5	27
B 5	26	H 5	26	R 6	27
C 8 A	26	J 4	27	R 7 A	28 (C/P) , 29 (CONVERTIBLE)
C 9 B	26	L 1	28 (C/P) , 29 (CONVERTIBLE)	R 8 B	28 (C/P) , 29 (CONVERTIBLE)
C11	26	L 2	28 (C/P) , 29 (CONVERTIBLE)	R 9 A	28 (C/P) , 29 (CONVERTIBLE)
F 1	24	O 2	27	R10 B	28 (C/P) , 29 (CONVERTIBLE)
F 2	24	R 2 B	27		
F 4 A	24	R 3 A	27		

: 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)
1D		
1E		
1J	20	ENGINE ROOM MAIN WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1K		
1L	20	FLOOR 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)
EA2	30	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF THE ENGINE ROOM R/B)

: GROUND POINTS

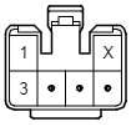
CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH
BH	36 (C/P)	LEFT SIDE OF THE UPPER BACK PANEL
BI	36 (C/P)	LOWER BACK PANEL CENTER
	37 (CONVERTIBLE)	
BK	37 (CONVERTIBLE)	UPPER THE REAR WHEEL HOUSE LH

: SPLICE POINTS

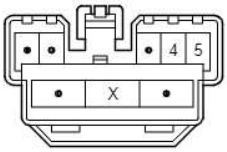
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	30	ENGINE ROOM MAIN WIRE	B 7	37 (CONVERTIBLE)	FLOOR WIRE
I 4	34	INSTRUMENT PANEL WIRE	B 8	36 (C/P)	
I 7				37 (CONVERTIBLE)	
B 4	36 (C/P)	FLOOR WIRE	B 9	36 (C/P)	
	37 (CONVERTIBLE)			37 (CONVERTIBLE)	
B 7	36 (C/P)				

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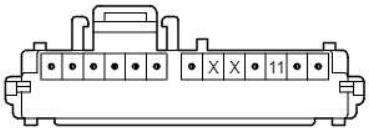
A11 BLACK



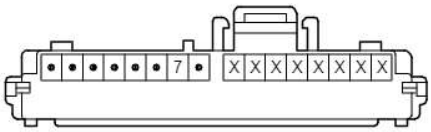
B 5



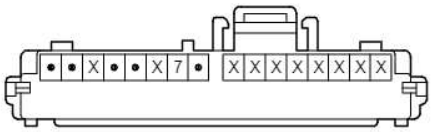
C 8 (A) BROWN



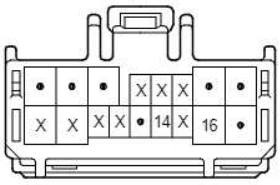
(USA, CANADA) C 9 (B)



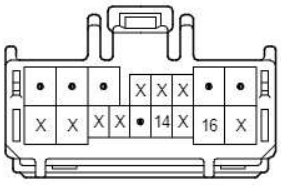
(PUERTO RICO) C 9 (B)



(USA, PUERTO RICO) C11



(CANADA) C11



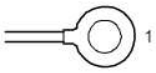
F 1 GRAY



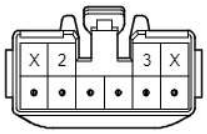
F 2 GRAY



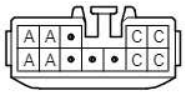
F 4 (A), F 5 (B)



H 5 BLACK



J 4 GRAY



(HINT : SEE PAGE 7)

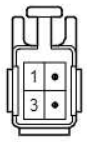
L 1 GRAY



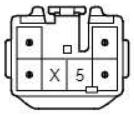
L 2 GRAY



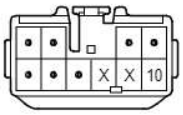
O 2



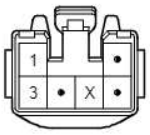
R 2 (B)



R 3 (A)



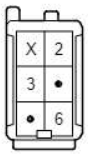
R 5 BLACK



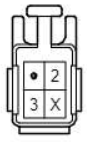
R 6



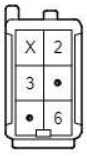
R 7 (A)



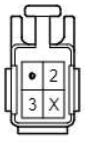
R 8 (B)



R 9 (A)



R10 (B)



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THEFT DETERRENT AND DOOR LOCK CONTROL



SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL (B)9** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU THROUGH THE **POWER** FUSE, AND TO **TERMINAL (A)1** OF THE THEFT DETERRENT AND LOCK CONTROL ECU THROUGH THE **DOME** FUSE.

1. MANUAL LOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW LH OR DOOR KEY AND UNLOCK SW LH, RH IS PUSHED TO LOCK POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL (A)5** OR **(A)22** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU AND CAUSES THE ECU TO FUNCTION. THEN THE CURRENT FLOWS FROM **TERMINAL (B)9** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU TO **TERMINAL (B)3 ➔ TERMINAL 5** OF THE DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW LH, RH **➔ TERMINAL 4 ➔ TERMINAL (B)2** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU **➔ TERMINAL (B)4 ➔ GROUND** AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW LH OR DOOR KEY LOCK AND UNLOCK SW LH, RH IS PUSHED TO **UNLOCK** POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL (A)8, (A)6 AND (A)16** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU AND CAUSES TO FUNCTION. THEN THE CURRENT FLOWS FROM **TERMINAL (B)9** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU TO **TERMINAL (B)2 ➔ TERMINAL 4** OF THE DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW LH, RH **➔ TERMINAL 5 ➔ TERMINAL (B)3** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU **➔ TERMINAL (B)4 ➔ GROUND** AND THE DOOR LOCK MOTOR CAUSES EACH DOOR TO UNLOCK.

WHEN UNLOCK OPERATION OCCURS USING THE DOOR KEY LOCK AND UNLOCK SW LH, PERFORMING THE UNLOCK OPERATION ONCE UNLOCKS ONLY THE DRIVER'S DOOR. TO UNLOCK THE OTHER DOOR TOGETHER, UNLOCK OPERATION MUST BE PERFORMED AGAIN WITHIN 3 SECONDS OF THE FIRST OPERATION.

3. DOUBLE OPERATION UNLOCK OPERATION

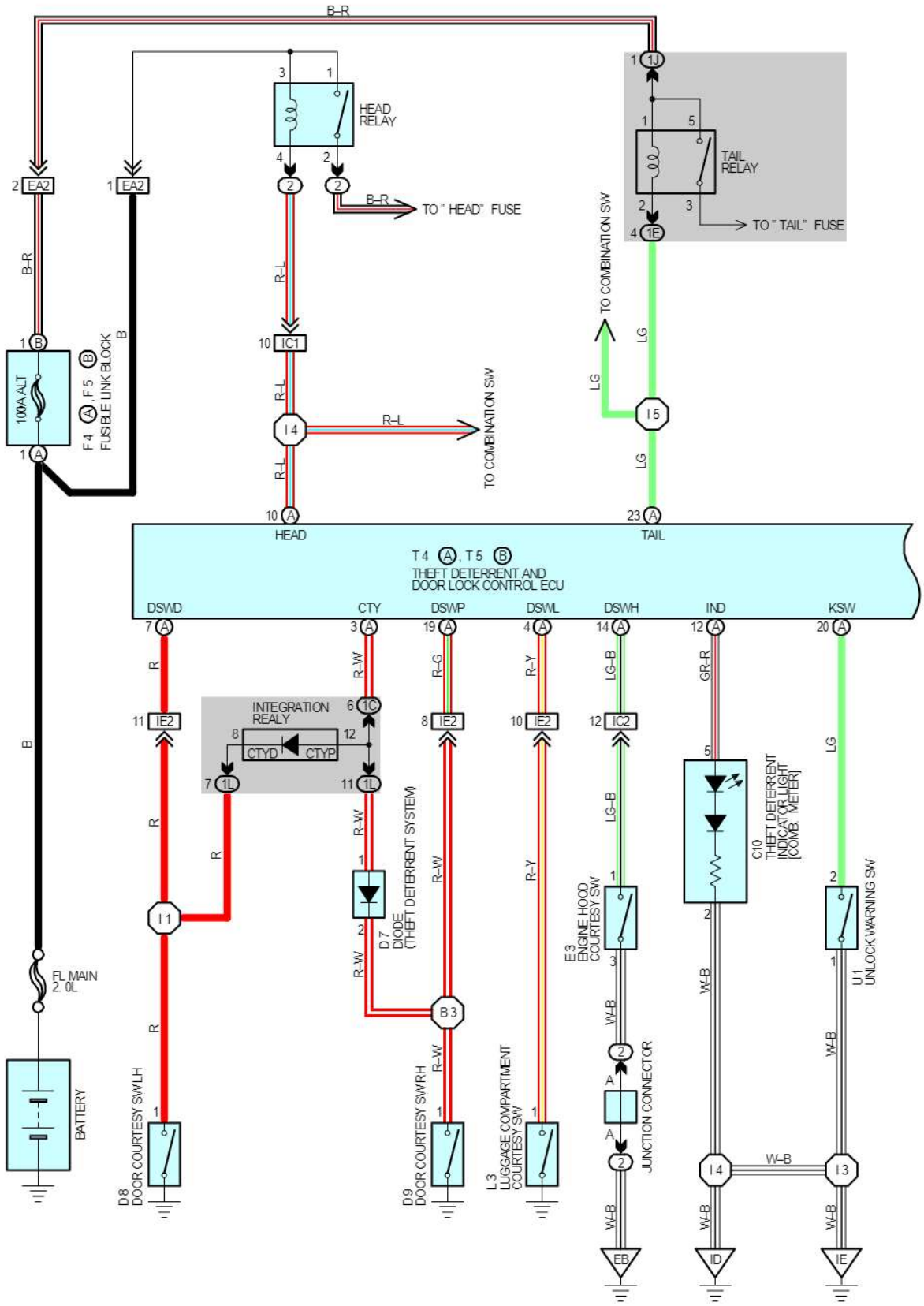
WHEN THE DOOR LOCK CONTROL SW LH IS TURNED TO THE UNLOCK SIDE, ONLY THE DRIVER'S DOOR IS MECHANICALLY UNLOCKED. TURNING THE DOOR KEY LOCK AND UNLOCK SW LH TO THE UNLOCK SIDE CAUSES A SIGNAL TO BE INPUT TO **TERMINAL (A)6** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU, AND IF A SIGNAL INPUT WITHIN 3 SECONDS BY TURNING THE SW TO THE UNLOCK SIDE AGAIN, THE CURRENT FLOWS FROM **TERMINAL (B)9** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU TO **TERMINAL (B) ➔ 2 TERMINAL 4** OF THE DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW LH, RH **➔ TERMINAL 5 ➔ TERMINAL (B)3** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU **➔ TERMINAL (B)4 ➔ GROUND** AND THE DOOR LOCK MOTOR CAUSES EACH DOOR TO UNLOCK.

4. IGNITION KEY REMINDER OPERATION

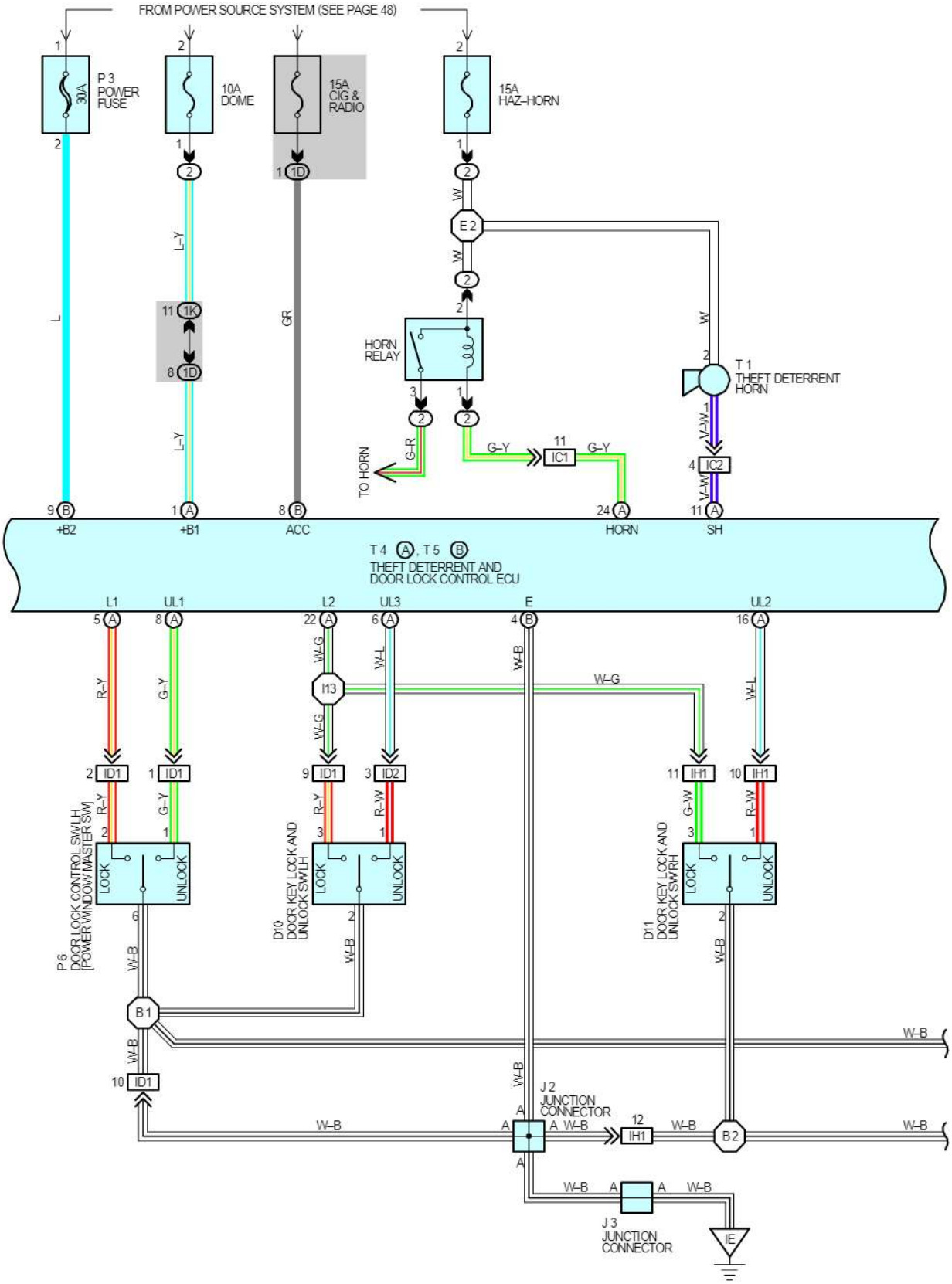
* OPERATION OF THE DOOR LOCK BUTTON (OPERATION OF DOOR LOCK MOTORS)
  WHEN THE IGNITION KEY IS IN THE CYLINDER (UNLOCK WARNING SW ON) AND THE DOOR IS OPENED AND LOCKED USING DOOR LOCK BUTTON (DOOR LOCK CONTROL MOTOR), THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED SOON BY THE OPERATION OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU. AS A RESULT OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU ACTIVATION, THE CURRENT FLOWS FROM **TERMINAL (B)9** OF THE DETERRENT AND DOOR LOCK CONTROL ECU TO **TERMINAL (B)2 ➔ TERMINAL 4** OF THE DOOR LOCK MOTOR AND UNLOCK DETECTION SW LH, RH **➔ TERMINAL 5 ➔ TERMINAL (B)3** OF THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU **➔ TERMINAL (B)4 ➔ GROUND**, CAUSING ALL DOORS TO UNLOCK.
* KEY LESS LOCK OPERATION
  WHEN THE IGNITION KEY IS STILL INSERTED IN THE CYLINDER (UNLOCK WARNING SW ON), THE DOOR IS OPEN AND UNLOCK OPERATION IS PREVENTED BY KEEPING THE DOOR LOCK BUTTON PRESSED TO THE LOCK SIDE, THE DOOR IS KEPT IN THE LOCK CONDITION. IF THE DOOR IS THEN CLOSED, A SIGNAL IS INPUT TO THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU FROM THE DOOR COURTESY SW. THIS ACTIVATES THE THEFT DETERRENT AND DOOR LOCK CONTROL ECU AND EACH DOOR IS UNLOCKED.

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THEFT DETERRENT AND DOOR LOCK CONTROL

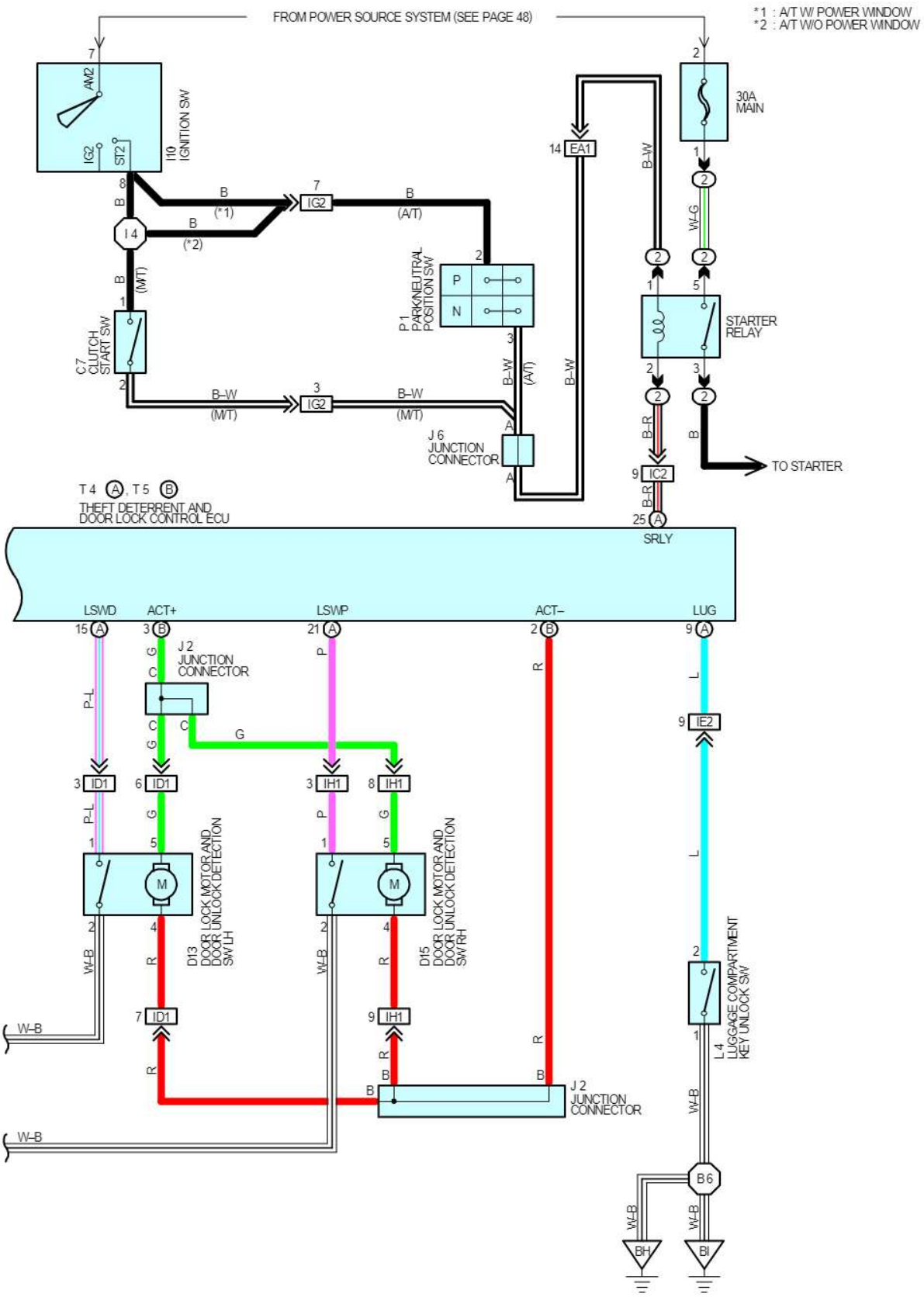


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THEFT DETERRENT AND DOOR LOCK CONTROL



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SERVICE HINTS

D10, D11 DOOR KEY LOCK AND UNLOCK SW LH, RH

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

D13, D15 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW LH, RH

1–2 : CLOSED WITH THE DOOR UNLOCK DETECTION SW LH, RH AT **UNLOCK** POSITION

E 3 ENGINE HOOD COURTESY SW

1–3 : CLOSED WITH THE ENGINE HOOD OPEN

U 1 UNLOCK WARNING SW

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

L 4 LUGGAGE COMPARTMENT KEY UNLOCK SW

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

L 3 LUGGAGE COMPARTMENT COURTESY SW

1–GROUND : CLOSED WITH THE LUGGAGE COMPARTMENT DOOR OPEN

T 4(A), T 5(B) THEFT DETERRENT AND DOOR LOCK CONTROL ECU

(A)25–GROUND : CONTINUITY WITH THE SHIFT LEVER IN N OR P POSITION AND THE IGNITION SW AT ST POSITION (A/T)
CONTINUITY WITH THE CLUTCH PEDAL DEPRESSED AND THE IGNITION SW AT ST POSITION (M/T)
(A)20–GROUND : CONTINUITY WITH THE KEY IN THE IGNITION KEY CYLINDER
(A)21–GROUND : CONTINUITY WITH THE RH DOOR TO **UNLOCK** POSITION
(B) 9–GROUND : ALWAYS APPROX. **12** VOLTS
(A) 6–GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW LH TO **UNLOCK** POSITION
(A)15–GROUND : CONTINUITY WITH THE LH DOOR TO **UNLOCK** POSITION
(A)19–GROUND : CONTINUITY WITH THE RH DOOR OPEN
(A) 7–GROUND : CONTINUITY WITH THE LH DOOR OPEN
(A)22–GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW LH, RH TO **LOCK** POSITION
(B) 4–GROUND : ALWAYS CONTINUITY
(A)16–GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW RH TO **UNLOCK** POSITION
(A) 1–GROUND : ALWAYS APPROX. **12** VOLTS
(A) 9–GROUND : CONTINUITY WITH THE LUGGAGE COMPARTMENT KEY UNLOCK SW TO **UNLOCK** POSITION
(A) 3–GROUND : CONTINUITY WITH THE RH DOOR OPEN
(A)14–GROUND : CONTINUITY WITH THE ENGINE HOOD OPEN
(A) 4–GROUND : CONTINUITY WITH THE LUGGAGE COMPARTMENT DOOR OPEN
(B) 8–GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION

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THEFT DETERRENT AND DOOR LOCK CONTROL

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 7	26	E 3	24	P 1	25
C10	26	F 4 A	24	P 3	27
D 7	28(C/P)	F 5 B	24	P 6	28(C/P)
D 8	28(C/P)	I10	27	T 1	25
D 9	28(C/P)	J 2	27	T 4 A	27
D10	28(C/P)	J 3	27	T 5 B	27
D11	28(C/P)	J 6	27	U 1	27
D13	28(C/P)	L 3	28(C/P)		
D15	28(C/P)	L 4	28(C/P)		

: 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)
1D		
1E		
1J	20	ENGINE ROOM MAIN WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1K		
1L	20	FLOOR 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)
EA2		
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IC2		
ID1	32	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
ID2		
IE2	32	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IG2	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)
IH1	34	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

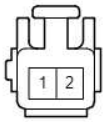
CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH
BH	36(C/P)	LEFT SIDE OF THE UPPER BACK PANEL
BI	36(C/P)	LOWER BACK PANEL CENTER

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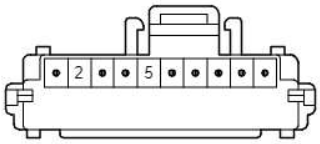
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	30	ENGINE ROOM MAIN WIRE	B 1	36(C/P)	FRONT DOOR LH WIRE
I 1	34	FLOOR WIRE	B 2	36(C/P)	FRONT DOOR RH WIRE
I 3	34	INSTRUMENT PANEL WIRE	B 3	36(C/P)	FLOOR WIRE
I 4			B 6		
I 5					

C 7



C10 GRAY



D 7 BLACK



D 8



D 9



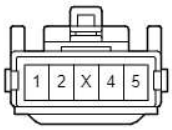
D10 BLUE



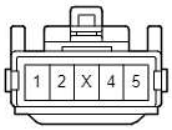
D11 BLUE



D13



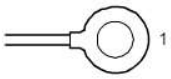
D15



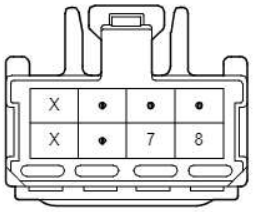
E 3 BLACK



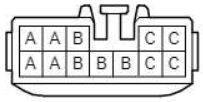
F 4 (A), F 5 (B)



I10

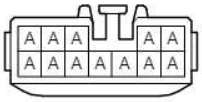


J 2 GRAY



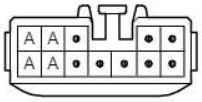
(HINT : SEE PAGE 7)

J 3 BLUE



(HINT : SEE PAGE 7)

J 6 GRAY

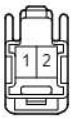


(HINT : SEE PAGE 7)

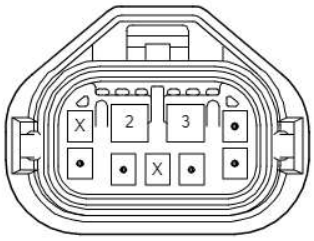
L 3 GRAY



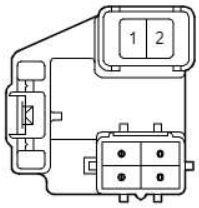
L 4



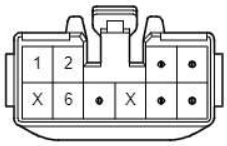
P 1 GRAY



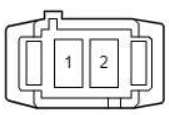
P 3



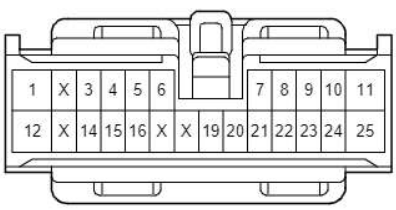
P 6



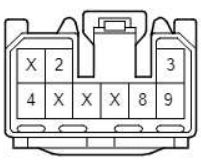
T 1 BLACK



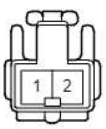
T 4 (A) ORANGE



T 5 (B) ORANGE

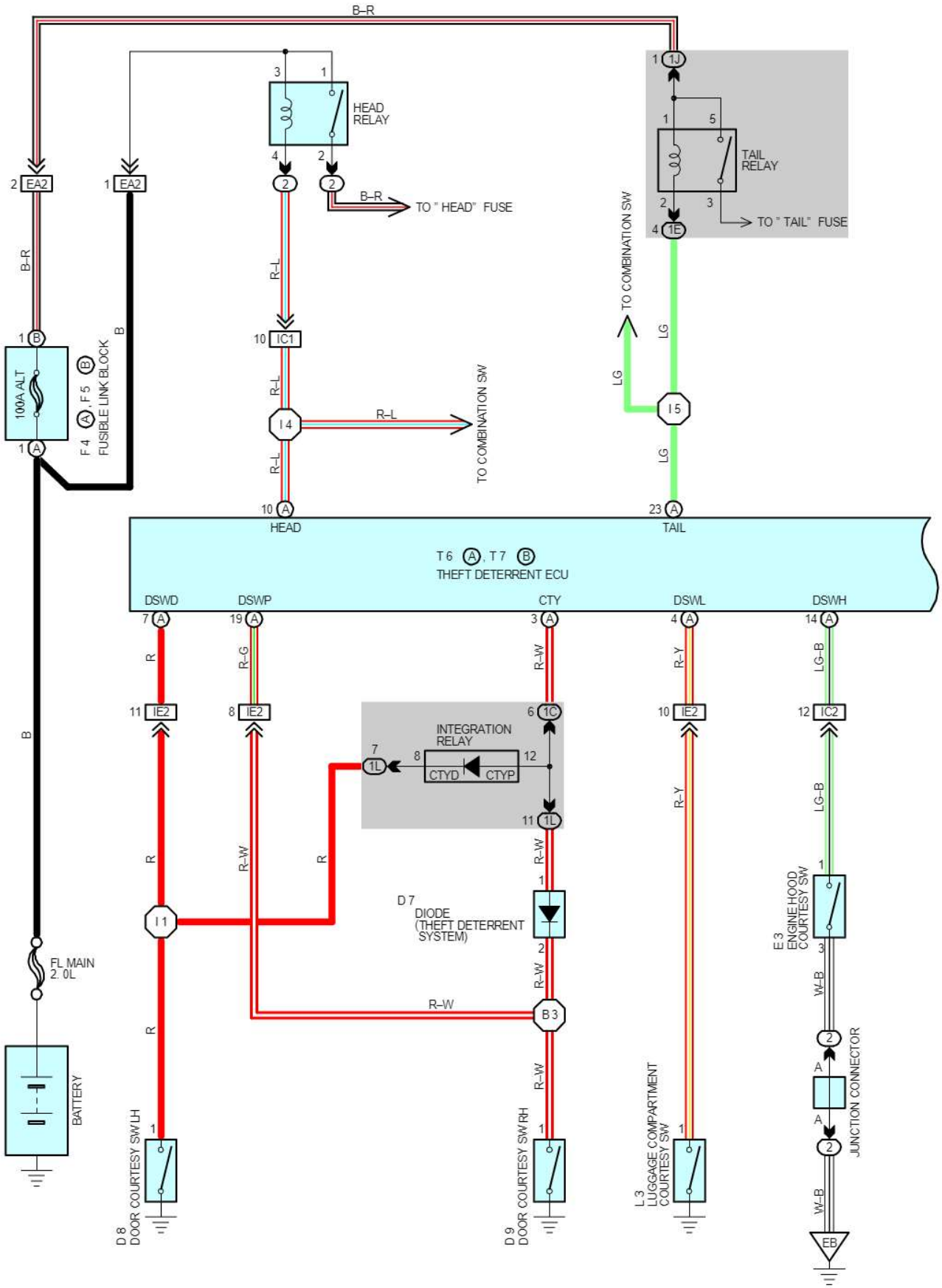


U 1 BLACK

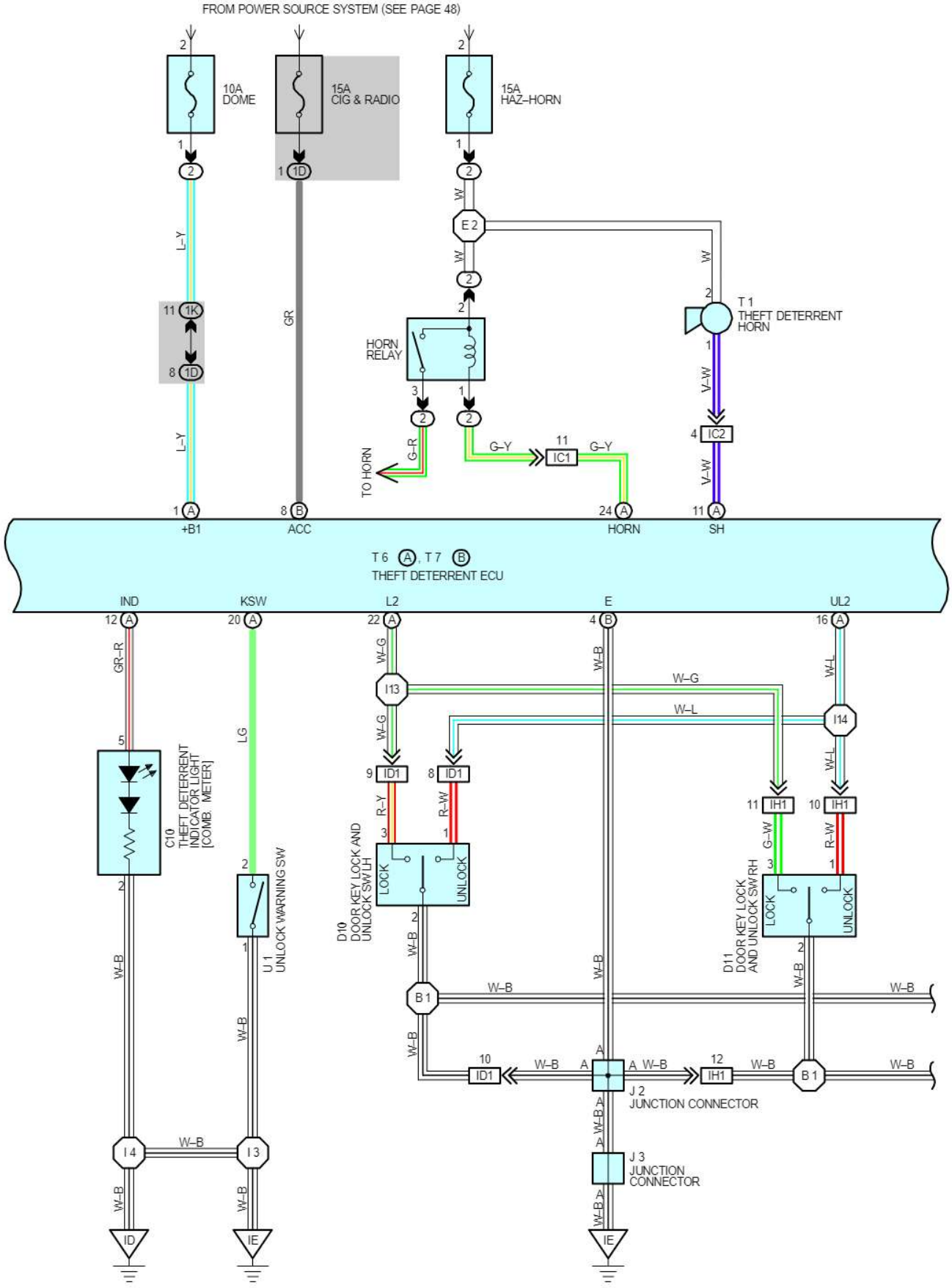


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THEFT DETERRENT (w/o DOOR LOCK CONTROL)

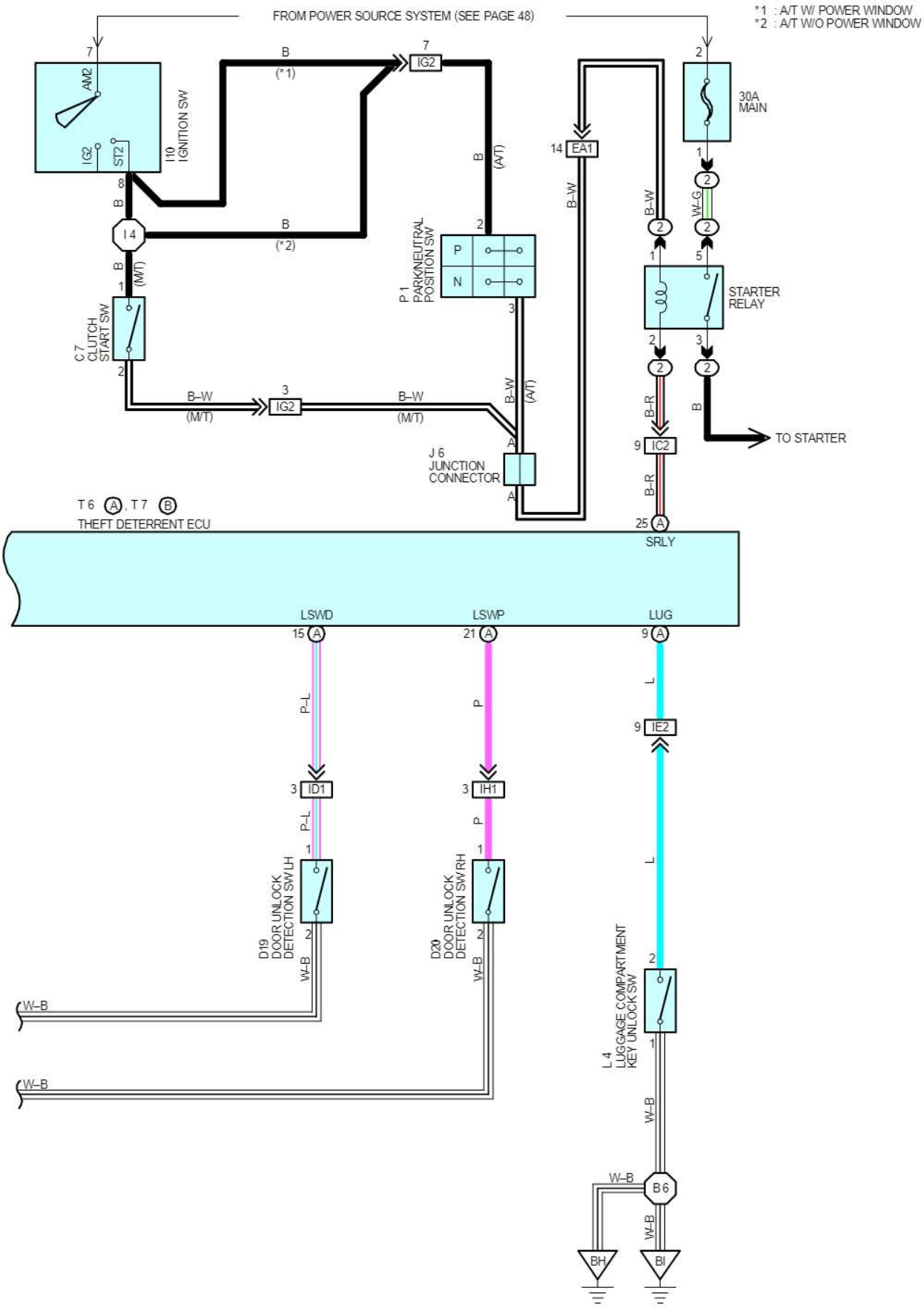


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THEFT DETERRENT (w/o DOOR LOCK CONTROL)



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SERVICE HINTS

D10, D11 FRONT DOOR KEY LOCK AND UNLOCK SW LH, RH

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

E 3 ENGINE HOOD COURTESY SW

1–3 : CLOSED WITH THE ENGINE HOOD OPEN

U 1 UNLOCK WARNING SW

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

L 4 LUGGAGE COMPARTMENT KEY UNLOCK SW

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

L 3 LUGGAGE COMPARTMENT COURTESY SW

1–GROUND : CLOSED WITH THE LUGGAGE COMPARTMENT DOOR OPEN

T 6(A), T 7(B) THEFT DETERRENT ECU

(A)25–GROUND : CONTINUITY WITH THE SHIFT LEVER IN N OR P POSITION AND THE IGNITION SW AT ST POSITION (A/T)
CONTINUITY WITH THE CLUTCH PEDAL DEPRESSED AND THE IGNITION SW AT ST POSITION (M/T)
(A)20–GROUND : CONTINUITY WITH THE KEY IN THE IGNITION KEY CYLINDER
(A)21–GROUND : CONTINUITY THE RH DOOR TO **UNLOCK** POSITION
(A)15–GROUND : CONTINUITY THE LH DOOR TO **UNLOCK** POSITION
(A)19–GROUND : CONTINUITY WITH THE RH DOOR OPEN
(A) 7–GROUND : CONTINUITY WITH THE LH DOOR OPEN
(A)22–GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW LH, RH TO **LOCK** POSITION
(B) 4–GROUND : ALWAYS CONTINUITY
(A)16–GROUND : CONTINUITY WITH THE DOOR KEY LOCK AND UNLOCK SW LH, RH TO **UNLOCK** POSITION
(A) 1–GROUND : ALWAYS APPROX. 12 VOLTS
(A) 9–GROUND : CONTINUITY WITH THE LUGGAGE COMPARTMENT KEY UNLOCK SW TO **UNLOCK** POSITION
(A) 3–GROUND : CONTINUITY WITH THE RH DOOR OPEN
(A)14–GROUND : CONTINUITY WITH ENGINE HOOD OPEN
(A) 4–GROUND : CONTINUITY WITH THE LUGGAGE COMPARTMENT DOOR OPEN
(B) 8–GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION

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THEFT DETERRENT (w/o DOOR LOCK CONTROL)

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 7	26	D20	28(C/P)	L 3	28(C/P)
C10	26	E 3	24	L 4	28(C/P)
D 7	28(C/P)	F 4 A	24	P 1	25
D 8	28(C/P)	F 5 B	24	T 1	25
D 9	28(C/P)	I10	27	T 6 A	27
D10	28(C/P)	J 2	27	T 7 B	27
D11	28(C/P)	J 3	27	U 1	27
D19	28(C/P)	J 6	27		

: 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)
1D		
1E		
1J	20	ENGINE ROOM MAIN AND DRIVER SIDE J/B (LEFT KICK PANEL)
1K		
1L	20	FLOOR 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)
EA2		
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IC2		
ID1	32	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IE2	32	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IG2	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)
IH1	34	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

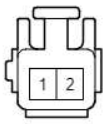
CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH
BH	36(C/P)	LEFT SIDE OF THE UPPER BACK PANEL
BI	36(C/P)	LOWER BACK PANEL CENTER

: SPLICE POINTS

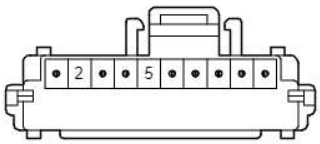
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	30	ENGINE ROOM MAIN WIRE	I13	34	INSTRUMENT PANEL WIRE
I 1	34	FLOOR WIRE	I14		
I 3	34	INSTRUMENT PANEL WIRE	B 1	36(C/P)	FRONT DOOR LH WIRE
I 4			B 3	36(C/P)	FLOOR WIRE
I 5			B 6		

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C 7



C10 GRAY



D 7 BLACK



D 8



D 9



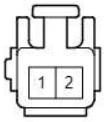
D10 BLUE



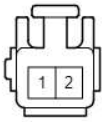
D11 BLUE



D19



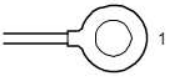
D20



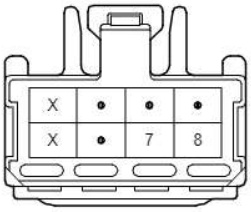
E 3 BLACK



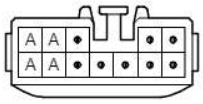
F 4 (A), F 5 (B)



I10

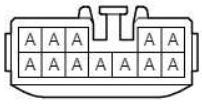


J 2 GRAY



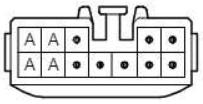
(HINT : SEE PAGE 7)

J 3 BLUE



(HINT : SEE PAGE 7)

J 6 GRAY

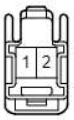


(HINT : SEE PAGE 7)

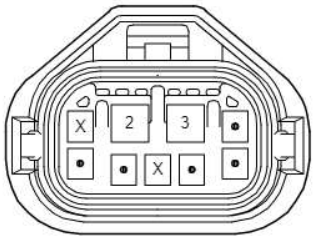
L 3 GRAY



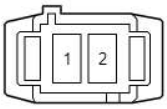
L 4



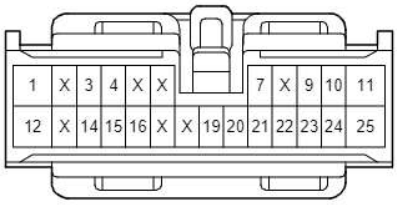
P 1 GRAY



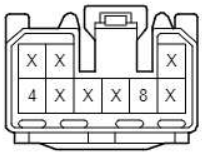
T 1 BLACK



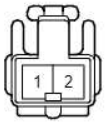
T 6 (A) ORANGE



T 7 (B) ORANGE

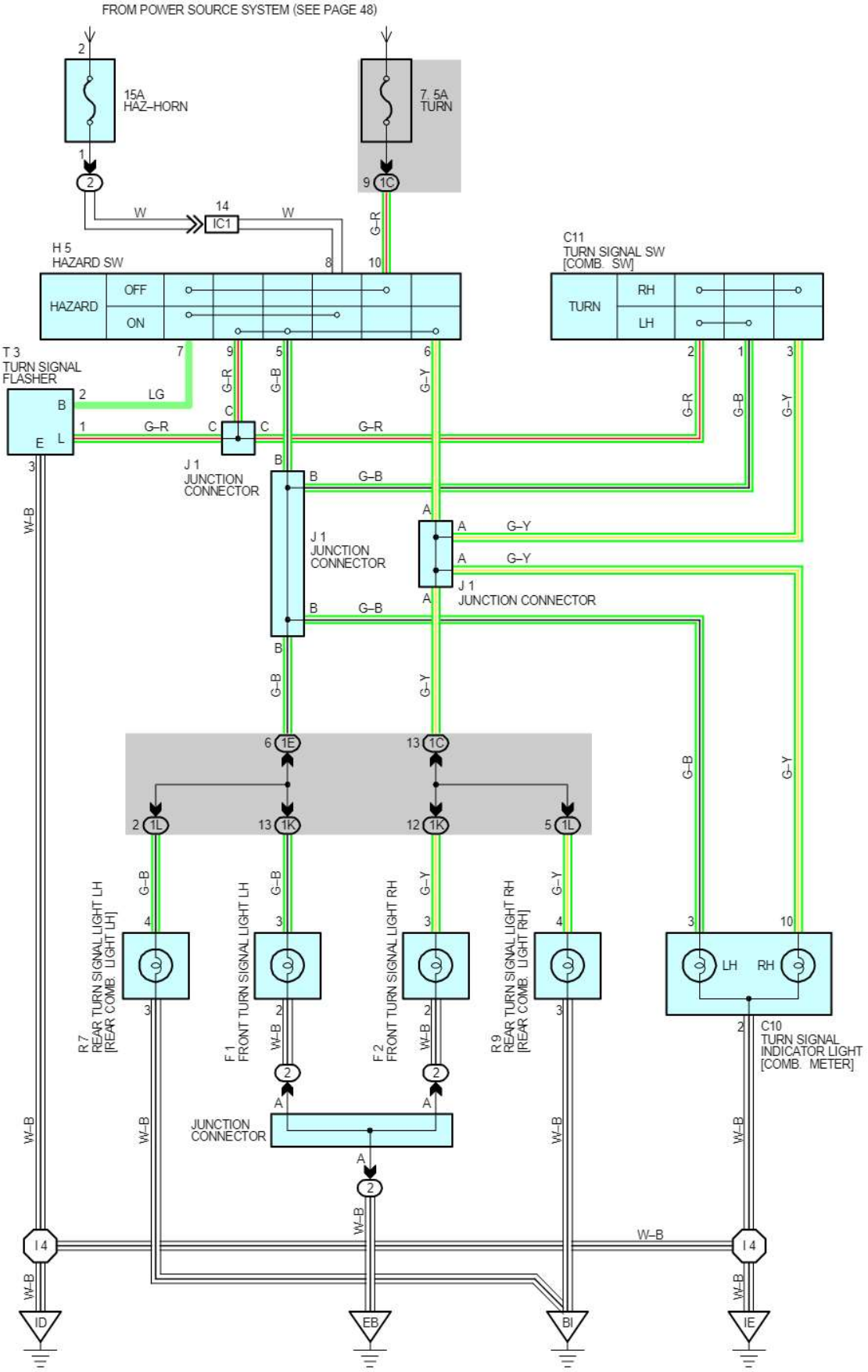


U 1 BLACK



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TURN SIGNAL AND HAZARD WARNING LIGHT



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SERVICE HINTS

T 3 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 (COMB. SW) LEFT OR RIGHT,OR WITH THE HAZARD SW ON
3–GROUND : ALWAYS CONTINUITY

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C10	26	F 2	24	R 7	28(C/P),29(CONVERTIBLE)
C11	26	H 5	26	R 9	28(C/P),29(CONVERTIBLE)
F 1	24	J 1	27	T 3	27

⬭ : 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 1E	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1K	20	ENGINE ROOM MAIN WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1L	20	FLOOR WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

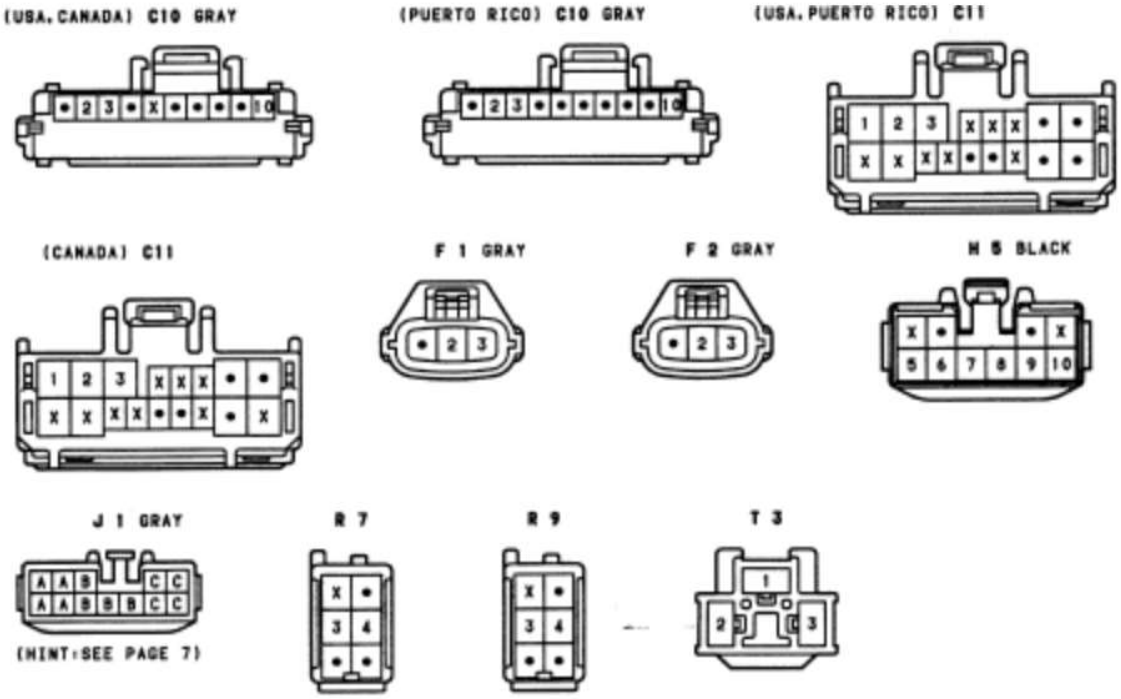
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH
BI	36(C/P) 37(CONVERTIBLE)	LOWER BACK PANEL CENTER

⬡ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 4	34	INSTRUMENT PANEL WIRE			



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SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 17** OF THE WIPER AND WASHER SW, **TERMINAL 2** OF THE WASHER MOTOR AND **TERMINAL 6** OF THE FRONT WIPER MOTOR THROUGH THE **WIPER** FUSE.

8. LOW SPEED POSITION

WITH THE WIPER AND WASHER SW TURNED TO LO POSITION, THE CURRENT FLOWS FROM **TERMINAL 17** OF THE WIPER AND WASHER SW ➔ **TERMINAL 7** ➔ **TERMINAL 5** OF THE FRONT WIPER MOTOR ➔ **TERMINAL 4** ➔ **GROUND**, CAUSING THE FRONT WIPER MOTOR TO RUN AT LOW SPEED.

9. HIGH SPEED POSITION

WITH THE WIPER AND WASHER SW TURNED TO HI POSITION, THE CURRENT FLOWS FROM **TERMINAL 17** OF THE WIPER AND WASHER SW ➔ **TERMINAL 8** ➔ **TERMINAL 3** OF THE FRONT WIPER MOTOR ➔ **TERMINAL 4** ➔ **GROUND**, CAUSING THE FRONT WIPER MOTOR TO RUN AT HIGH SPEED.

10. INT POSITION

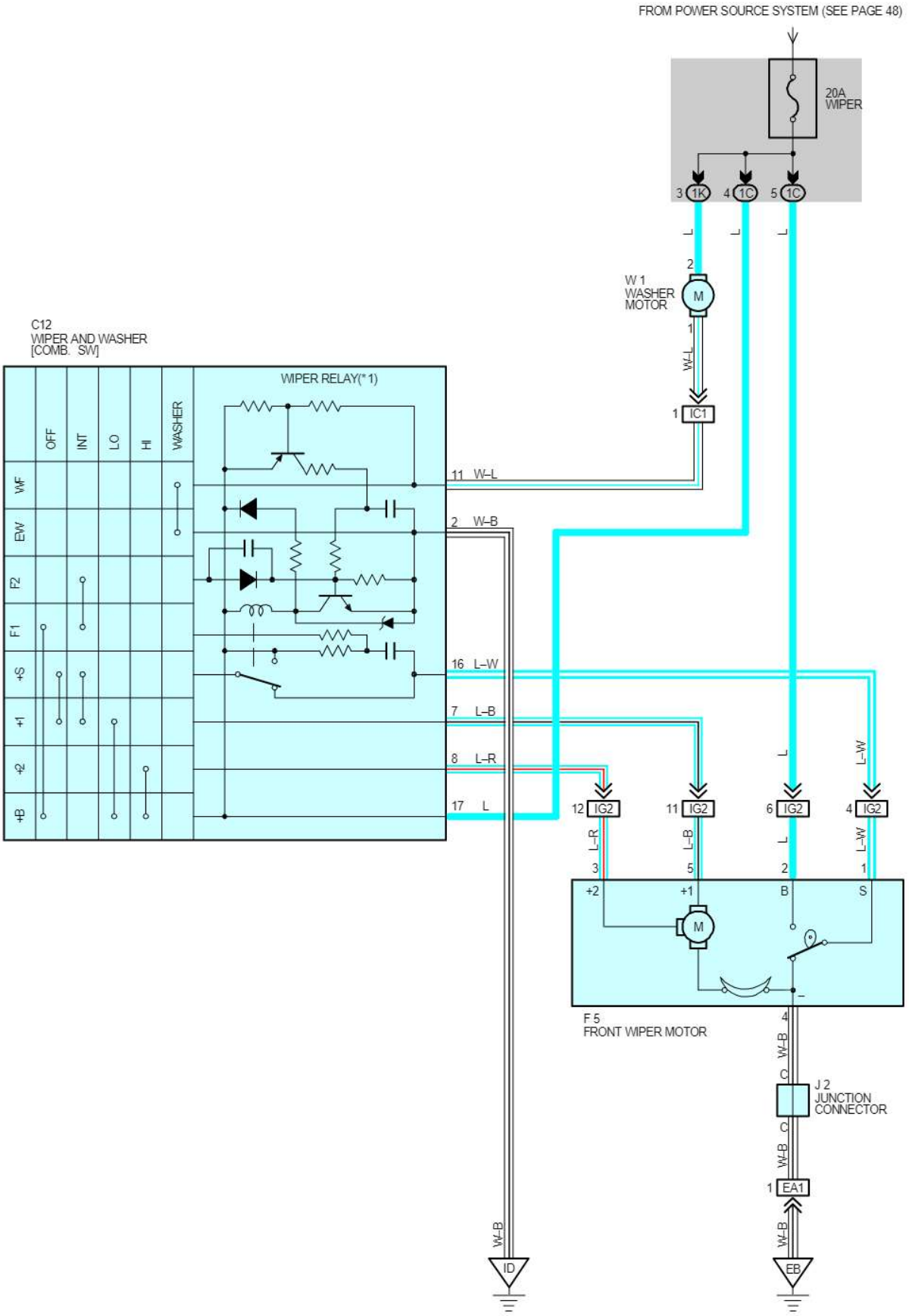
WITH THE WIPER AND WASHER SW TURNED TO INT POSITION, THE WIPER RELAY OPERATES AND THE CURRENT FLOWS FROM **TERMINAL 17** OF THE WIPER AND WASHER SW ➔ **TERMINAL 2** ➔ **GROUND**. THIS ACTIVATES THE INTERMITTENT CIRCUIT AND THE CURRENT FLOWS FROM **TERMINAL 17** OF THE WIPER AND WASHER SW TO **TERMINAL 7** ➔ **TERMINAL 5** OF THE FRONT WIPER MOTOR ➔ **TERMINAL 4** ➔ **GROUND** AND THE WIPER OPERATES. INTERMITTENT OPERATION IS CONTROLLED BY A CONDENSER CHARGE AND DISCHARGE FUNCTION IN THE RELAY.

11. WASHER CONTINUOUS OPERATION

WITH THE WIPER AND WASHER SW PULLED TO **WASHER** POSITION, THE CURRENT FLOWS FROM THE **WIPER** FUSE TO **TERMINAL 2** OF THE WASHER MOTOR ➔ **TERMINAL 1** ➔ **TERMINAL 11** OF THE WIPER AND WASHER SW ➔ **TERMINAL 2** ➔ **GROUND** , CAUSING THE WASHER MOTOR TO RUN AND THE WINDOW WASHER TO SPRAY. SIMULTANEOUSLY, THE CURRENT FLOWS FROM THE **WIPER** FUSE TO **TERMINAL 17** OF THE WIPER AND WASHER SW ➔ **TERMINAL 7** ➔ **TERMINAL 5** OF THE WIPER MOTOR ➔ **TERMINAL 4** ➔ **GROUND**, CAUSING THE WIPER TO FUNCTION.

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WIPER AND WASHER



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SERVICE HINTS

C12 WIPER AND WASHER SW [COMB. SW]

2–GROUND : ALWAYS CONTINUITY
17–GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW AT ON POSITION
7–GROUND : APPROX. 12 VOLTS WITH THE WIPER AND WASHER SW [COMB.SW] AT LO POSITION
APPROX. 12 VOLTS EVERY APPROX. 1 TO 10 SECONDS INTERMITTENTLY WITH THE WIPER AND WASHER SW [COMB.SW] AT INT POSITION
16–GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW ON AND UNLESS THE FRONT WIPER MOTOR AT STOP POSITION
8–GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW ON AND THE WIPER AND WASHER SW [COMB. SW] AT HI POSITION

F3 FRONT WIPER MOTOR

1–2:CLOSED UNLESS THE FRONT WIPER MOTOR AT STOP POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C12	26	J 5	27		
F 3	24	W 1	25		

⬭ : 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)
1K	20	ENGINE ROOM MAIN WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)

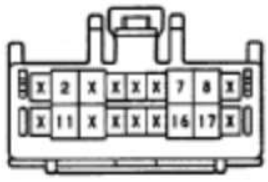
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

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)
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IG2	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	30	FRONT SIDE OF THE LEFT FENDER
ID	32	LEFT KICK PANEL

(USA, PUERTO RICO) C12 BLACK



(CANADA) C12 BLACK



F 3 GRAY



J 5 GRAY



(HINT: SEE PAGE 7)

W 1 BLACK



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