

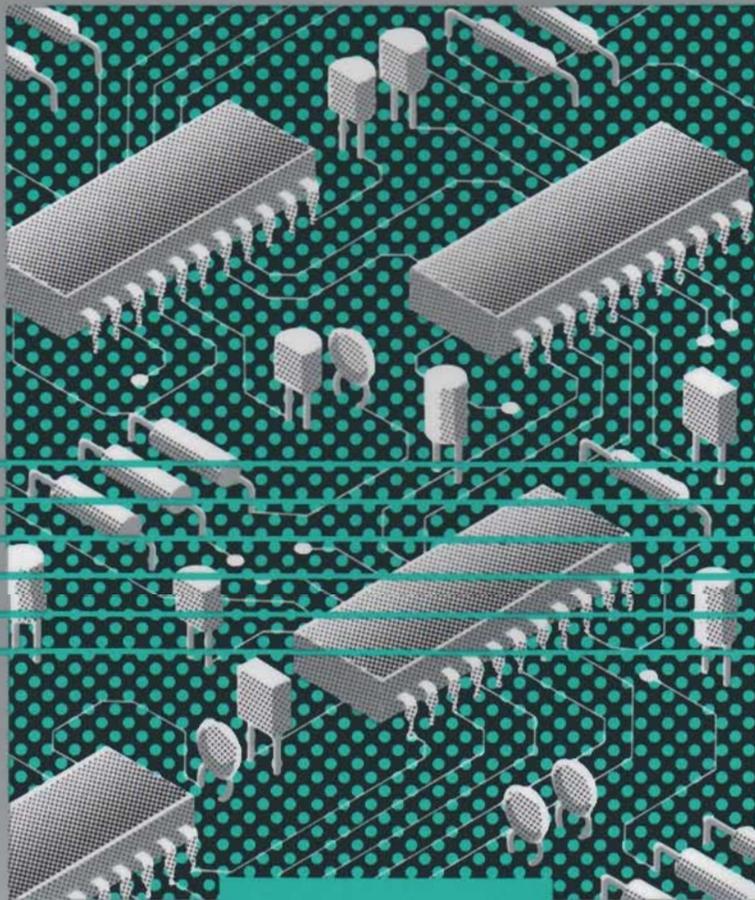
 **TOYOTA**
CELICA

ELECTRICAL WIRING DIAGRAM

ST20_
AT200

Series
Series

Oct., 1993



For Europe and General Pub. No. EWD198Y

FOREWORD

This wiring diagram has been prepared to provide information on the electrical system of the TOYOTA CELICA.

Applicable models: ST202, 204 Series
AT200 Series

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

Manual Name	Pub. No.
● Celica Chassis and Body Repair Manual	RM380E
● Celica New Car Features	NCF103E

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

TOYOTA MOTOR CORPORATION

TOYOTA CELICA ELECTRICAL WIRING DIAGRAM

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SCHEMA DE CABLAGE ELECTRIQUE DE LA CELICA TOYOTA

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A INTRODUCTION

This manual consists of the following 11 sections:

No.	Section	Description
A	INDEX	Index of the contents of this manual.
B	INTRODUCTION	Brief explanation of each section.
C	HOW TO USE THIS MANUAL	Instructions on how to use this manual.
D	TROUBLE-SHOOTING	Describes the basic inspection procedures for electrical circuits.
E	ABBREVIATIONS	Defines the abbreviations used in this manual.
F	GLOSSARY OF TERMS AND SYMBOLS	Defines the symbols and functions of major parts.
G	RELAY LOCATIONS	Shows position of the Electronic Control Unit, Relays, Relay Block, etc. This section is closely related to the system circuit.
H	ELECTRICAL WIRE ROUTING	Describes position of Parts Connectors, Splice points, Ground points, etc. This section is closely related to the system circuit.
I	POWER SOURCE (Current Flow Chart)	Describes power distribution from the power supply to various electrical loads.
J	INDEX	Index of the system circuits.
K	SYSTEM CIRCUITS	Electrical circuits of each system are shown from the power supply through ground points. Wiring connections and their positions are shown and classified by code according to the connection method. (Refer to the section, "How to use this manual"). The "System Outline" and "Service Hints" useful for troubleshooting are also contained in this section.
L	GROUND POINTS	Shows ground positions of all parts described in this manual.
M	OVERALL WIRING DIAGRAM	Provides circuit diagrams showing the circuit connections.

This manual provides information on the electrical circuits installed vehicles by dividing them into a circuit for each system.

The actual wiring of each system circuit is shown from the point where the power source is received from the battery as far as each ground point. (All circuit diagrams are shown with the switches in the OFF position.)

When troubleshooting any problem, first understand the operation of the circuit where the problem was detected (see System Circuit section), the power source supplying power to that circuit (see Power Source section), and the ground points (see Ground Points section). See the System Outline to understand the circuit operation.

When the circuit operation is understood, begin troubleshooting of the problem circuit to isolate the cause. Use Relay Location and Electrical Wire Routing sections to find each part, junction block and wiring harness connectors, wiring harness and wiring harness connectors, splice points, and ground points of each system circuit. Internal wiring for each junction block is also provided for better understanding of connection within a junction block.

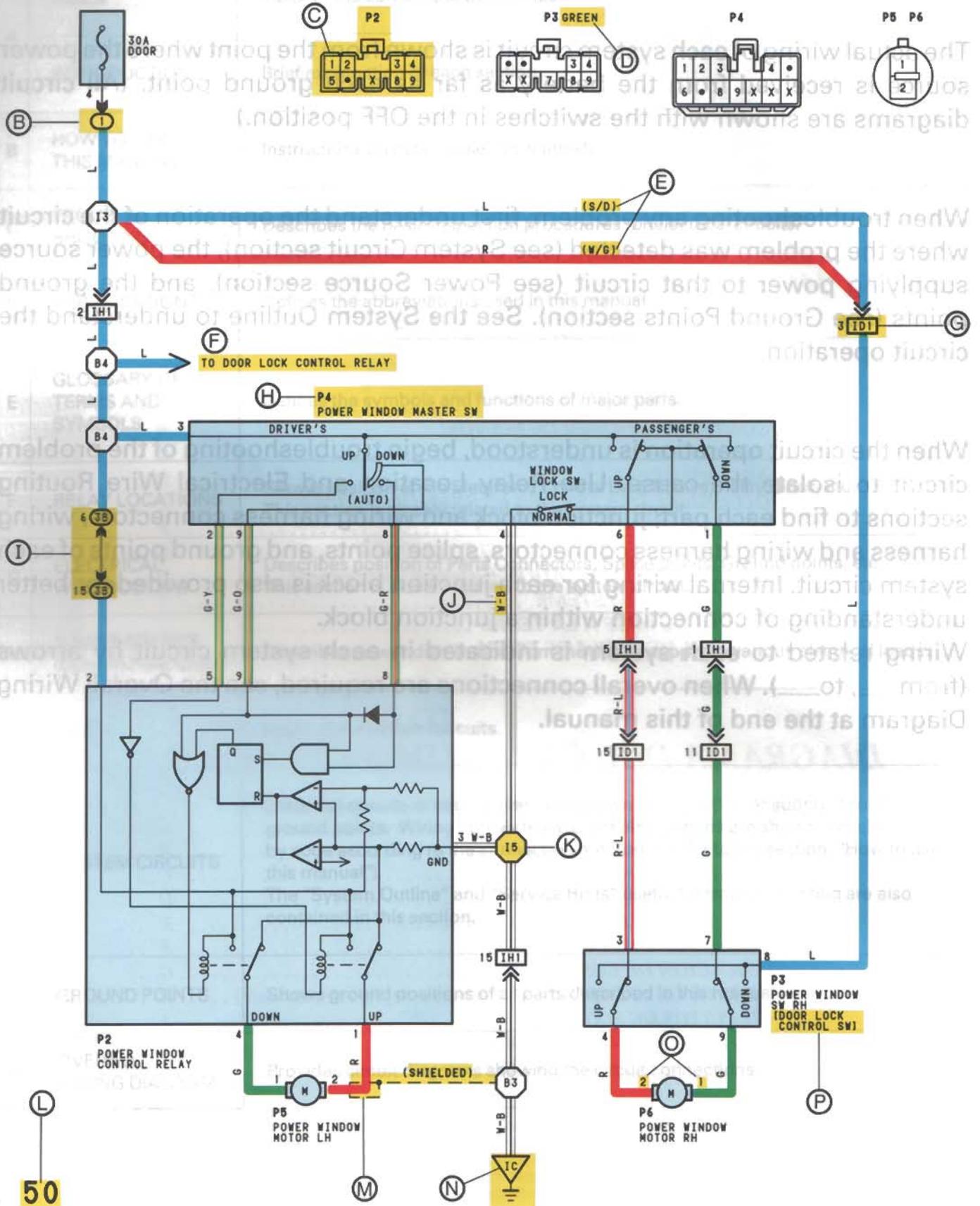
Wiring related to each system is indicated in each system circuit by arrows (from____, to____). When overall connections are required, see the Overall Wiring Diagram at the end of this manual.

B HOW TO USE THIS MANUAL



POWER WINDOW

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



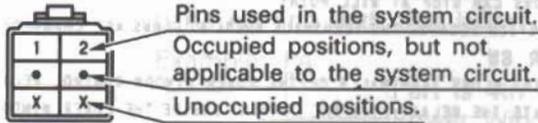
(A): System Title

(B): Indicates a Relay Block. No shading is used and only the Relay Block No. is shown to distinguish it from the J/B.

Example: **(1)** Indicates Relay Block No. 1.

(C): Indicates the connector to be connected to a part (the numeral indicates the pin No.)

Explanation of pin use.



The pins shown are only for the highest grade, or only include those in the specification.

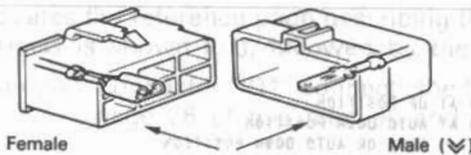
(D): Connector Color

Connectors not indicated are milky white in color.

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

(F): Indicates related system.

(G): Indicates the wiring harness and wiring harness connector. The wiring harness with male terminal is shown with arrows (↘). Outside numerals are pin numbers.



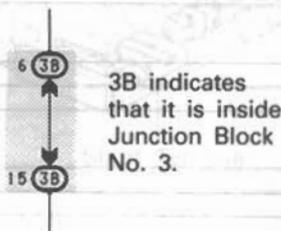
The first letter of the code for each wiring harness and wiring harness connector(s) indicates the component's location, e.g., "E" for the Engine Compartment, "I" for the Instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

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

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

(I): Junction Block (The number in the circle is the J/B No. and the connector code is shown beside it). Junction Blocks are shaded to clearly separate them from other parts (different junction blocks are shaded differently for further clarification).

Example:



(J): Indicates the wiring color.

Wire colors are indicated by an alphabetical code.

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

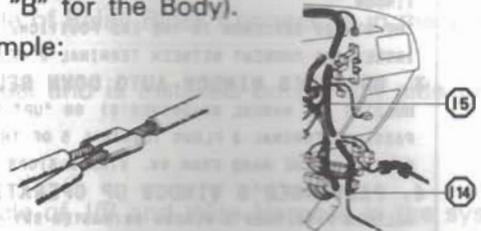
The first letter indicates the basic wire color and the second letter indicates the color of the stripe.

Example: L - Y



(K): Indicates a wiring Splice Point (Codes are "E" for the Engine Room, "I" for the Instrument Panel, and "B" for the Body).

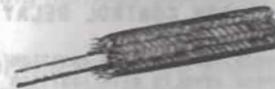
Example:



The Location of Splice Point I 5 is indicated by the shaded section.

(L): Page No.

(M): Indicates a shielded cable.



(N): Indicates a ground point.

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

(O): Indicates the pin number of the connector.

The numbering system is different for female and male connectors.

Example: Numbered in order from upper left to lower right Numbered in order from upper right to lower left



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

B HOW TO USE THIS MANUAL

Q

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO TERMINAL 3 OF THE POWER WINDOW MASTER SW, TERMINAL 2 OF THE POWER WINDOW CONTROL RELAY AND TERMINAL 8 OF THE POWER WINDOW SW THROUGH THE DOOR FUSE.

1. DRIVER'S WINDOW "MANUAL UP" OPERATION BY MASTER SW

HOLDING MANUAL SW(DRIVER'S) ON "UP" POSITION LOCATED IN POWER WINDOW MASTER SW, THE CURRENT FLOWS TO TERMINAL 5 OF THE POWER WINDOW CONTROL RELAY THROUGH TERMINAL 3 OF THE MASTER SW → TERMINAL 2 TO OPERATE A POWER WINDOW CONTROL RELAY. THUS THE CURRENT INSIDE THE RELAY FLOWS FROM TERMINAL 2 OF THE RELAY → TERMINAL 1 → TERMINAL 2 OF THE POWER WINDOW MOTOR → TERMINAL 1 → TERMINAL 4 OF THE RELAY → TERMINAL 3 → TO GROUND. THE MOTOR TURNS TO ASCENT THE WINDOW. RELEASING THIS SW, THE ROTATION OF MOTOR IS STOPPED AND THE WINDOWS CAN STOP AT WILL POINT.

(FOR THE "MANUAL DOWN" OPERATION, CURRENT FLOWS IN THE REVERSE DIRECTION BECAUSE THE TERMINALS WHERE IT FLOWS ARE CHANGED).

2. DRIVER'S WINDOW "AUTO DOWN" OPERATION BY MASTER SW

ONCE THE "AUTO DOWN" BUTTON OF THE MASTER SW IS PUSHED, THE CURRENT FLOWS TERMINAL 9 OF THE POWER WINDOW CONTROL RELAY THROUGH TERMINAL 3 OF THE MASTER SW → TERMINALS 8 AND 9 TO OPERATE THE RELAY. THUS THE CURRENT INSIDE THE POWER WINDOW CONTROL RELAY FLOWS FROM TERMINAL 2 OF THE RELAY → TERMINAL 4 → TERMINAL 1 OF THE POWER WINDOW MOTOR → TERMINAL 2 → TERMINAL 1 OF THE RELAY → TERMINAL 3 → TO GROUND. THE MOTOR CONTINUES THE ROTATION ENABLING TO DESCENT THE WINDOW.

THE WINDOW DESCENDS TO THE END POSITION, THE CURRENT WILL BE CUT OFF TO RELEASE THE AUTO DOWN FUNCTION BASED ON THE INCREASING CURRENT BETWEEN TERMINAL 2 OF THE RELAY AND TERMINAL 1 IN RELAY.

3. DRIVER'S WINDOW AUTO DOWN RELEASE OPERATION BY MASTER SW

HOLDING THE MANUAL SW(DRIVER'S) ON "UP" POSITION IN OPERATING AUTO DOWN, THE CURRENT FROM TERMINAL 3 OF THE MASTER SW PASSING TERMINAL 2 FLOWS TERMINAL 5 OF THE RELAY AND RELEASES THE AUTO DOWN FUNCTION IN THE POWER WINDOW CONTROL RELAY. RELEASING THE HAND FROM SW, WINDOW STOPS AND CONTINUING ON TOUCHING SW, THE FUNCTION SWITCHES TO MANUAL UP OPERATION.

4. PASSENGER'S WINDOW UP OPERATION(MASTER SW) AND WINDOW LOCK SW OPERATION

HOLDING PASSENGER'S WINDOW SW(MASTER SW) ON "UP", THE CURRENT FLOWS FROM TERMINAL 3 OF THE MASTER SW PASSING TERMINAL 6 TO TERMINAL 3 OF THE POWER WINDOW SW(PASSENGER'S) → TERMINAL 4 → TERMINAL 2 OF THE MOTOR → TERMINAL 1 → TERMINAL 9 OF THE POWER WINDOW SW → TERMINAL 7 → TERMINAL 1 OF THE MASTER SW → TERMINAL 4 TO GROUND. THE MOTOR RUNS TO ASCENT THE WINDOW. RELEASING THIS SW, THE ROTATION OF MOTOR IS STOPPED AND WINDOW CAN STOP AT WILL PLACE. SWITCHING THE WINDOW LOCK SW IN "LOCK" POSITION, THE CIRCUIT IS OPENED AND STOPPED THE MOTOR ROTATION.

(FOR THE DOWN OPERATION, CURRENT FLOWS IN THE REVERSE DIRECTION BECAUSE THE TERMINALS WHERE IT FLOWS ARE CHANGED).

R

SERVICE HINTS

P2 POWER WINDOW CONTROL RELAY

3-GROUND: ALWAYS CONTINUITY

2-GROUND: APPROX. 12VOLTS WITH IGNITION SW AT ON POSITION

5-GROUND: APPROX. 12VOLTS WITH IGNITION SW AT ON POSITION AND MASTER SW AT UP POSITION

8-GROUND: APPROX. 12VOLTS WITH IGNITION SW AT ON POSITION AND MASTER SW AT AUTO DOWN POSITION

9-GROUND: APPROX. 12VOLTS WITH IGNITION SW AT ON POSITION AND MASTER SW AT DOWN OR AUTO DOWN POSITION

P4 POWER WINDOW MASTER SW

4-GROUND: ALWAYS CONTINUITY

3-GROUND: APPROX. 12VOLTS WITH IGNITION SW AT ON POSITION

WINDOW LOCK SW

OPEN WITH WINDOW LOCK SW AT LOCK POSITION

S

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
P2	21	P4	21	P6	21
P3	21	P5	21		

T

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCK (RELAY BLOCK LOCATION)
T	16	R/B NO.1 (INSTRUMENT PANEL LEFT SIDE)

U

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
JB	14	J/B NO.3 AND COWL WIRE (INSTRUMENT PANEL LEFT SIDE)

V

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	26	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
IH1	26	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)

W

▽ : GROUND POINTS

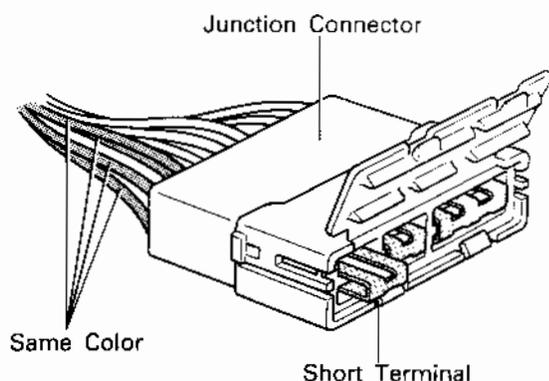
CODE	SEE PAGE	GROUND POINT LOCATION
IC	24	COWL LEFT

X

○ : SPLICE POINTS

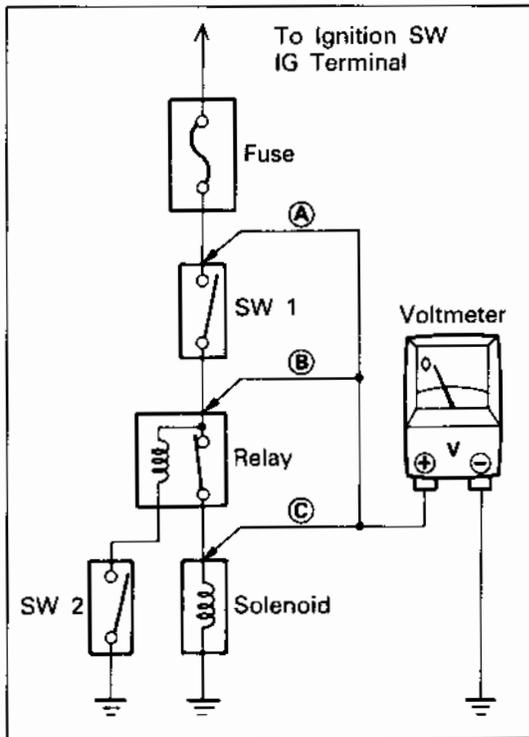
CODE	SEE PAGE	WIRE HARNESSES WITH SPLICE POINTS
IB	24	COWL WIRE

- ⓐ: Explains the system outline.
- ⓑ: Indicates values or explains the function for reference during troubleshooting.
- ⓒ: Indicates the reference page showing the position on the vehicle of the parts in the system circuit.
 Example: Part "P4" (Power Window Master SW) is on page 21 of the manual.
 * The letter in the code is from the first letter of the part, and the number indicates its order in parts starting with that letter.
 Example: P4
 └── Part is 4th in order
 └── Power Window Master SW
- ⓓ: Indicates the reference page showing the position on the vehicle of Relay Block Connectors in the system circuit.
 Example: Connector "1" is described on page 16 of this manual and is installed on the left side of the instrument panel.
- ⓔ: Indicates the reference page showing the position on the vehicle of J/B and Wire Harness in the system circuit.
 Example: Connector "3B" connects the Cowl Wire and J/B No. 3. It is described on page 14 of this manual, and is installed on the instrument panel left side.
- ⓕ: Indicates the reference page describing the wiring harness and wiring harness connector (the female wiring harness is shown first, followed by the male wiring harness).
 Example: Connector "1D1" connects the front door RH wire (female) and cowl wire (male). It is described on page 26 of this manual, and is installed on the right side kick panel.
- ⓖ: Indicates the reference page showing the position of the ground points on the vehicle.
 Example: Ground point "1C" is described on page 24 of this manual and is installed on the cowl left side.
- ⓗ: Indicates the reference page showing the position of the splice points on the vehicle.
 Example: Splice point "1 5" is on the Cowl Wire Harness and is described on page 24 of this manual.

HINT:

Junction connector (code: J1, J2, J3, J4, J5, J6, J7, J8, J9) in this manual include a short terminal which is connected to a number of wire harnesses. Always perform inspection with the short terminal installed. When installing the wire harnesses, the harnesses can be connected to any position within the short terminal grouping. Accordingly, in other vehicles, the same position in the short terminal may be connected to a wire harness from a different part.) Wire harness sharing the same short terminal grouping have the same color.

C TROUBLESHOOTING

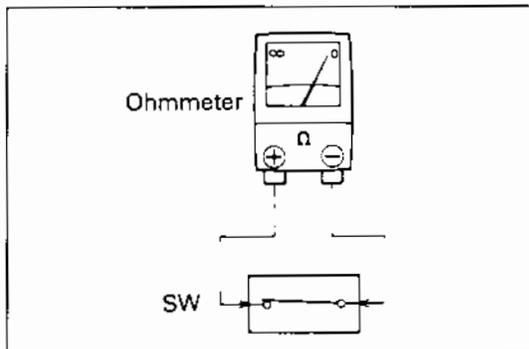


VOLTAGE CHECK

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

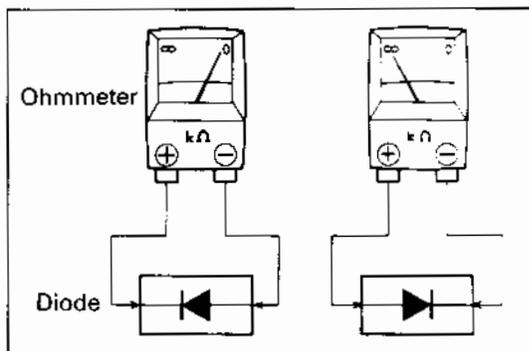
Example:

- Ⓐ – Ignition SW on
 - Ⓑ – Ignition SW and SW 1 on
 - Ⓒ – Ignition SW, SW 1 and Relay on (SW 2 off)
- (b) Using a voltmeter, connect the negative lead to a good ground point or negative battery terminal, and the positive lead to the connector or component terminal. This check can be done with a test light instead of a voltmeter.



CONTINUITY AND RESISTANCE CHECK

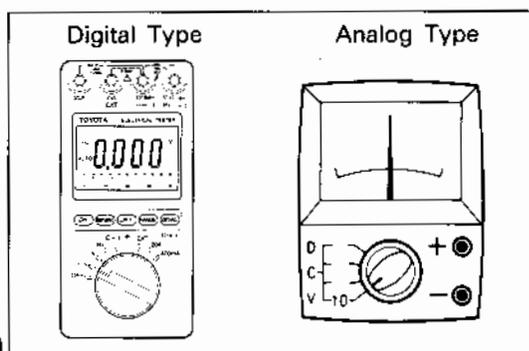
- (a) Disconnect the battery terminal or wire so there is no voltage between the check points.
- (b) Contact the two leads of an ohmmeter to each of the check points.



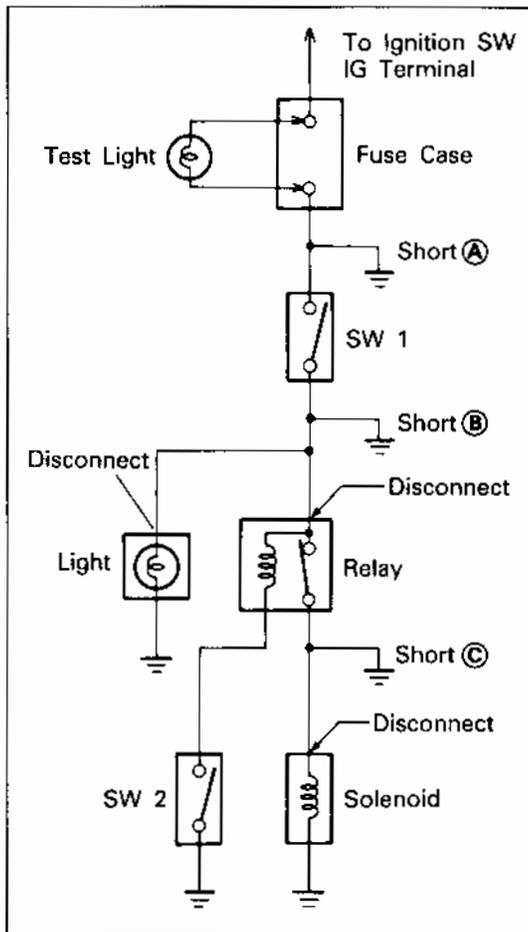
If the circuit has diodes, reverse the two leads and check again.

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

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



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



FINDING A SHORT CIRCUIT

- Remove the blown fuse and disconnect all loads of the fuse.
- Connect a test light in place of the fuse.
- Establish conditions in which the test light comes on.
Example:
 - Ⓐ - Ignition SW on
 - Ⓑ - Ignition SW and SW 1 on
 - Ⓒ - Ignition SW, SW 1 and Relay on (Connect the Relay) and SW 2 off (or Disconnect SW 2)
- Disconnect and reconnect the connectors while watching the test light.
The short lies between the connector where the test light stays lit and the connector where the light goes out.
- Find the exact location of the short by lightly shaking the problem wire along the body.

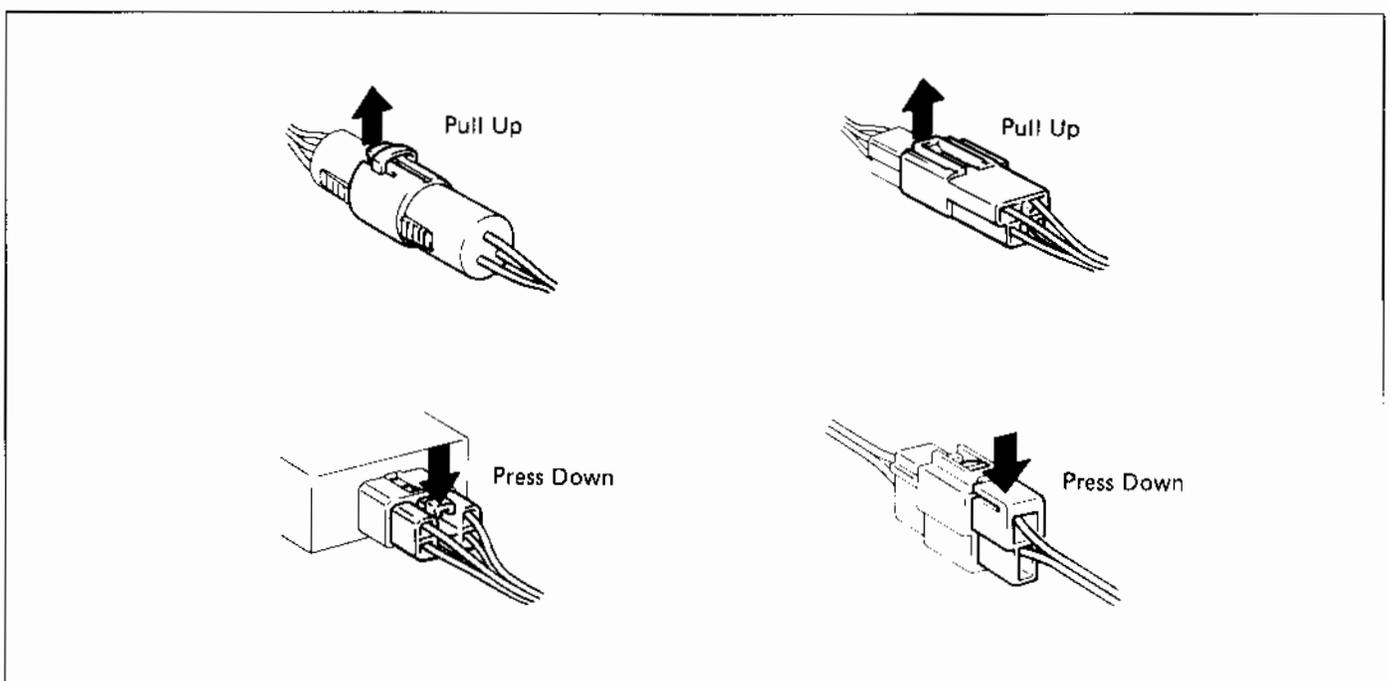
CAUTION:

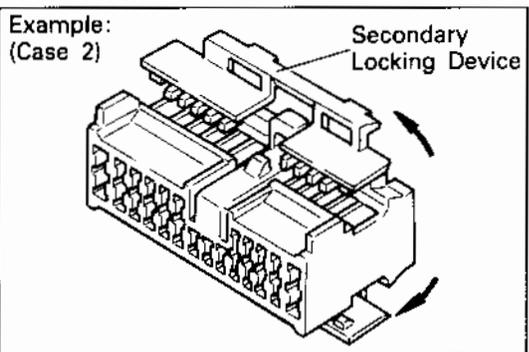
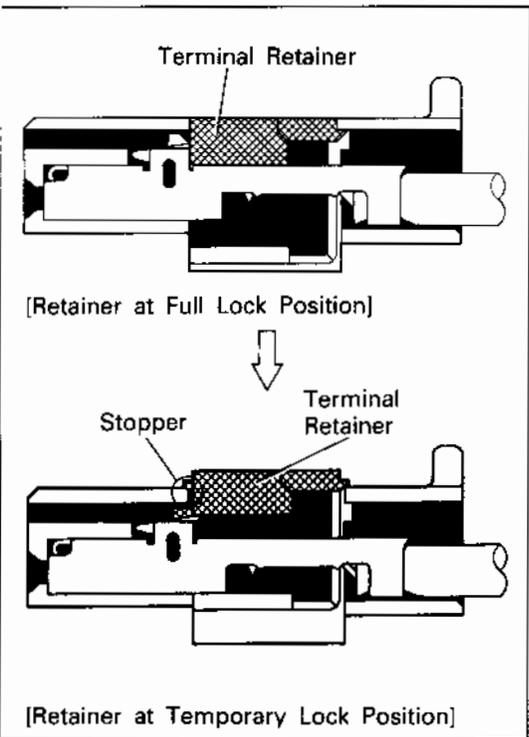
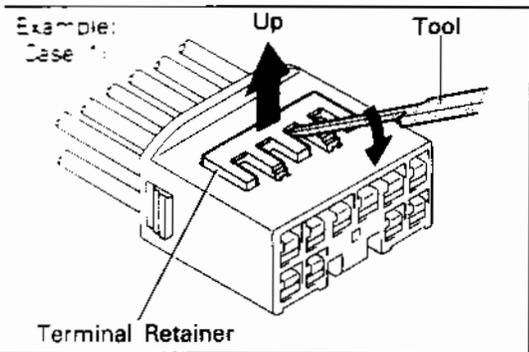
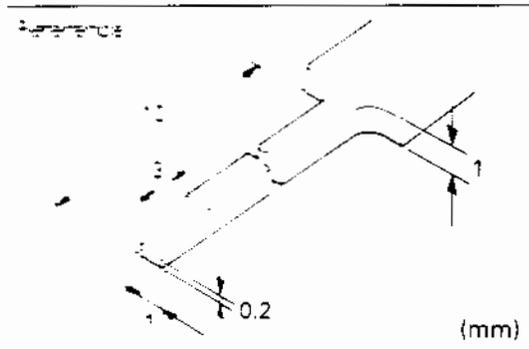
Do not open the cover or the case of the ECU unless absolutely necessary. (If the IC terminals are touched, the IC may be destroyed by static electricity.)

DISCONNECTION OF MALE AND FEMALE CONNECTORS

To pull apart the connectors, pull on the connector itself, not the wire harness.

HINT: Check to see what kind of connector you are disconnecting before pulling apart.





HOW TO REPLACE TERMINAL (with terminal retainer or secondary locking device)

1. PREPARE THE SPECIAL TOOL
 HINT: To remove the terminal from the connector, please construct and use the special tool or like object shown on the left.
2. DISCONNECT CONNECTOR
3. DISENGAGE THE SECONDARY LOCKING DEVICE OR TERMINAL RETAINER.
 - (a) Locking device must be disengaged before the terminal locking clip can be released and the terminal removed from the connector.
 - (b) Use a special tool or the terminal pick to unlock the secondary locking device or terminal retainer.

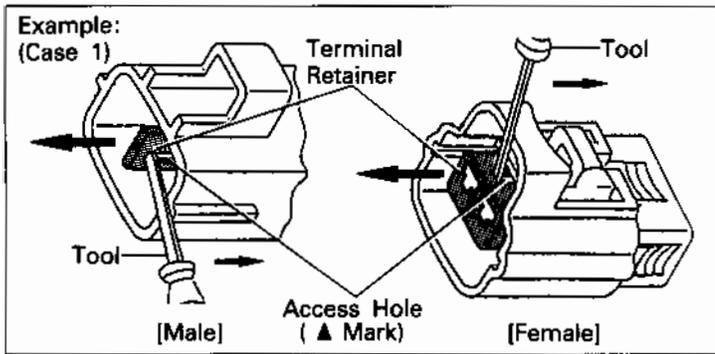
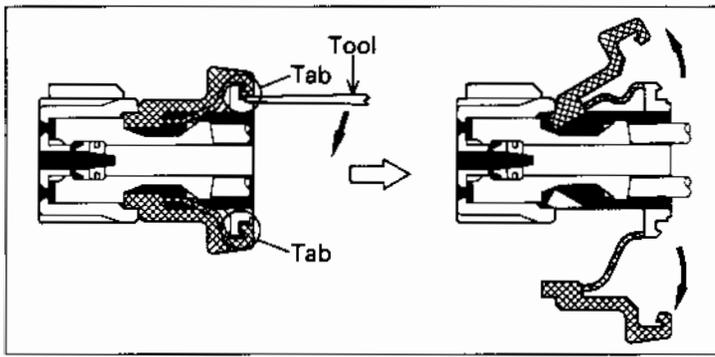
NOTICE:
 Do not remove the terminal retainer from connector body.

Ⓐ For Non-Waterproof Type Connector

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

"Case 1"
 Raise the terminal retainer up to the temporary lock position.

"Case 2"
 Open the secondary locking device

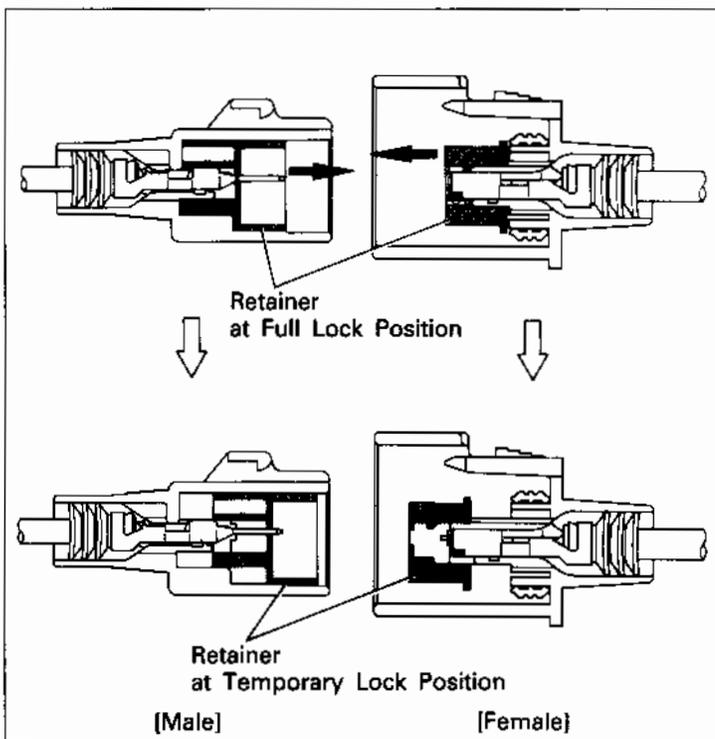


⑧ For Waterproof Type Connector

HINT: Terminal retainer color is different according to connector body.

Example:

Terminal Retainer	Connector Body
Black or White	Gray
Black or White	Dark Gray
Gray or White	Black

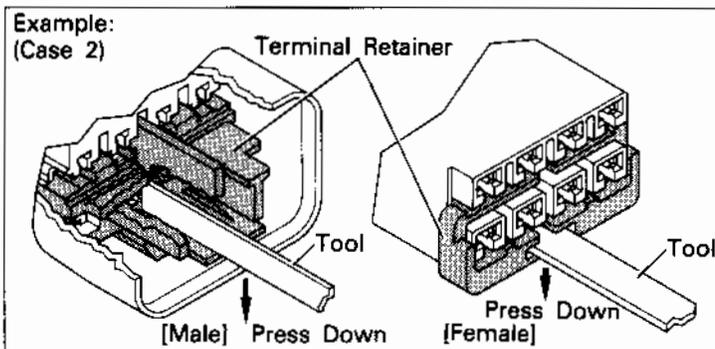


"Case 1"

Type where terminal retainer is pulled up to the temporary lock position (Pull Type).

Insert the special tool into the terminal retainer access hole (▲ Mark) and pull the terminal retainer up to the temporary lock position.

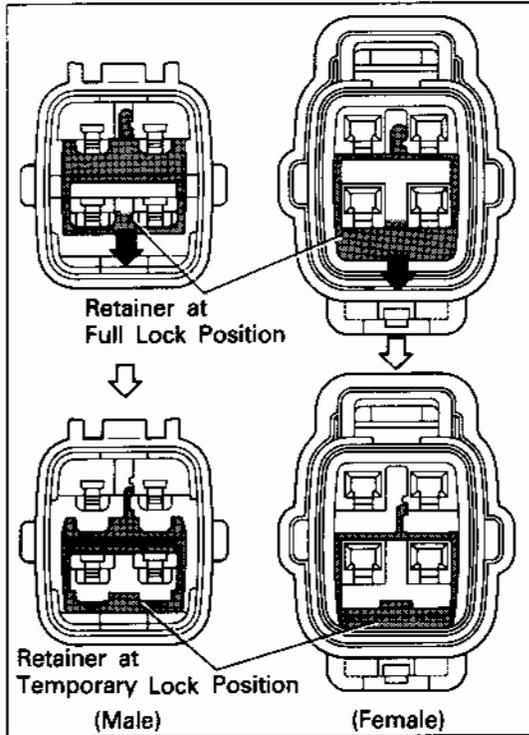
HINT: The needle insertion position varies according to the connector's shape (Number of terminals etc.), so check the position before inserting it.



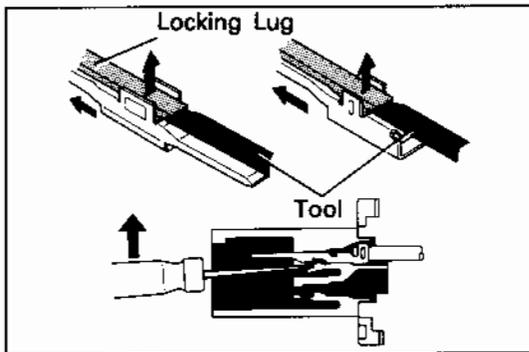
"Case 2"

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

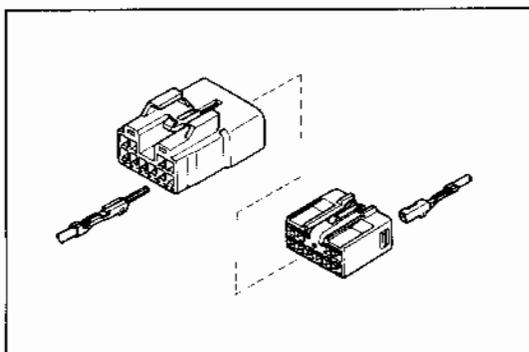
C TROUBLESHOOTING



Push the terminal retainer down to the temporary lock position.



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

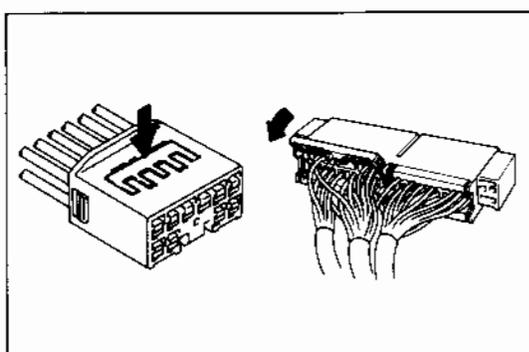


4. INSTALL TERMINAL TO CONNECTOR

(a) Insert the terminal.

HINT:

1. Make sure the terminal is positioned correctly.
2. Insert the terminal until the locking lug locks firmly.
3. Insert the terminal with terminal retainer in the temporary lock position.



(b) Push the secondary locking device or terminal retainer in to the full lock position.

5. CONNECT CONNECTOR

ABBREVIATIONS

The following abbreviations are used in this manual.

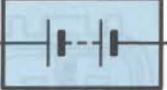
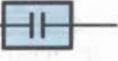
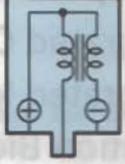
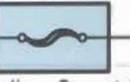
A/C	= Air Conditioner
ABS	= Anti-Lock Brake System
ACIS	= Acoustic Control Induction System
A/T	= Automatic Transaxle
COMB.	= Combination
ECT	= Electronic Controlled Transmission
ECU	= Electronic Control Unit
EFI	= Electronic Fuel Injection
Ex.	= Except
FL	= Fusible Link
ISC	= Idle Speed Control
IC	= Integrated Circuit
I/A	= Integrated Ignition Assembly
J/B	= Junction Block
LH	= Left-Hand
LHD	= Left-Hand Drive
M/T	= Manual Transaxle
O/D	= Overdrive
R/B	= Relay Block
RH	= Right-Hand
RHD	= Right-Hand Drive
SW	= Switch
TEMP.	= Temperature
TVSS	= Toyota Vehicle Security System
VSV	= Vacuum Switching Valve
W/	= With
W/O	= Without

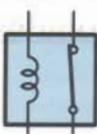
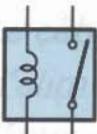
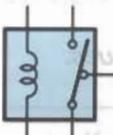
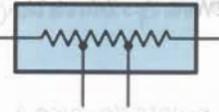
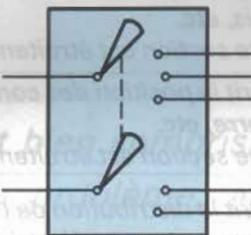
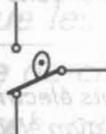
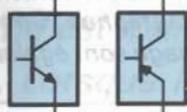
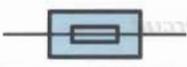
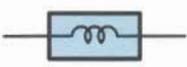
English

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

E GLOSSARY OF TERMS AND SYMBOLS

English

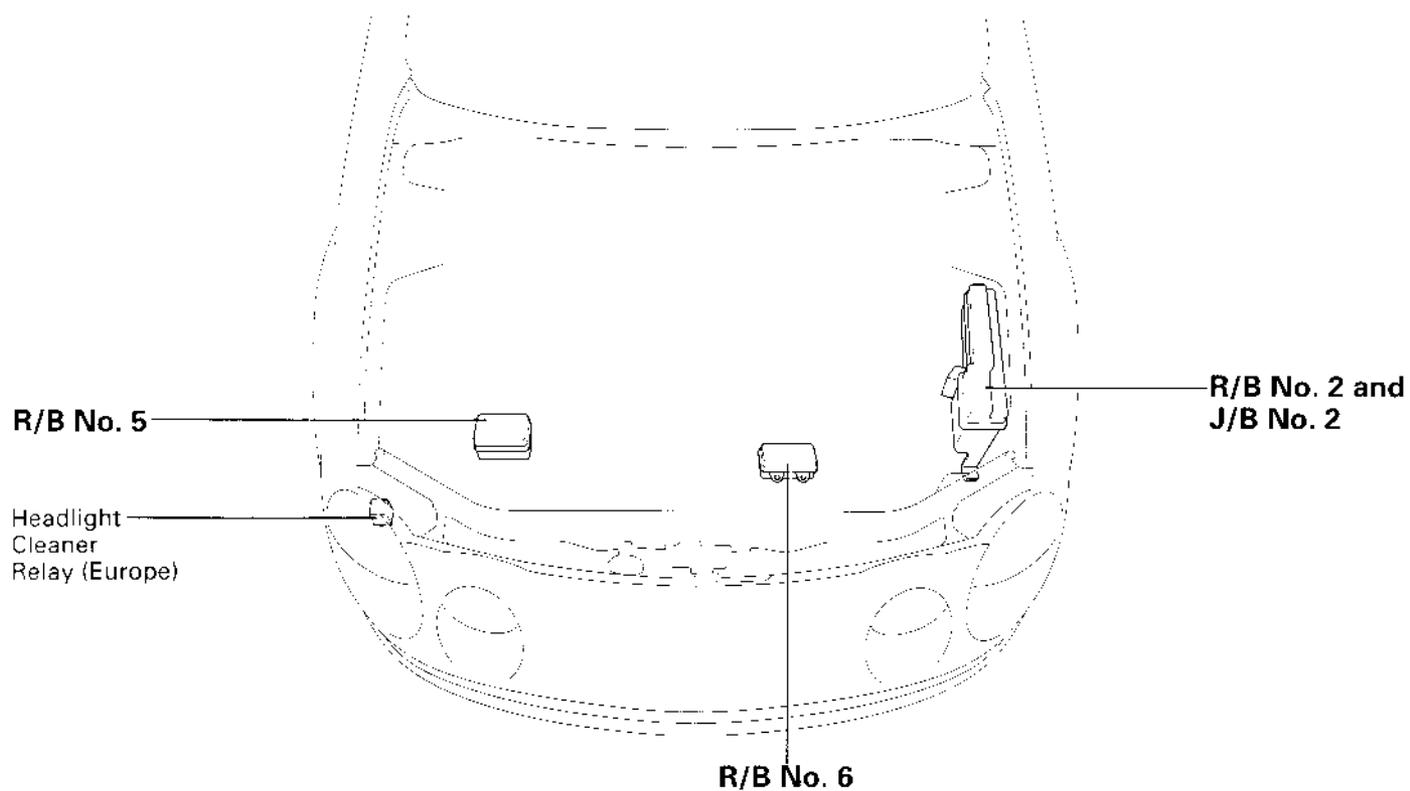
	<p>BATTERY Stores chemical energy and converts it into electrical energy. Provides DC current for the auto's various electrical circuits.</p>	<p>HEADLIGHTS</p> <p>1. SINGLE FILAMENT Current flow causes a headlight filament to heat up and emit light. A headlight may have either a single (1) filament or a double (2) filament.</p> 
	<p>CAPACITOR (Condenser) A small holding unit for temporary storage of electrical voltage.</p>	<p>2. DOUBLE FILAMENT</p> 
	<p>CIGARETTE LIGHTER An electric resistance heating element.</p>	<p>HORN An electric device which sounds a loud audible signal.</p> 
 <p>(Male)</p>	<p>CIRCUIT BREAKER Basically a reusable fuse, a circuit breaker will heat and open if too much current flows through it. Some units automatically reset when cool, others must be manually reset.</p>	<p>IGNITION COIL Converts low-voltage DC current into high-voltage ignition current for firing the spark plugs.</p> 
	<p>DIODE A semiconductor which allows current flow in only one direction.</p>	
	<p>DIODE, ZENER A diode which allows current flow in one direction but blocks reverse flow only up to a specific voltage. Above that potential, it passes the excess voltage. This acts as a simple voltage regulator.</p>	<p>LIGHT Current flow through a filament causes the filament to heat up and emit light.</p> 
	<p>DISTRIBUTOR, IIA Channels high-voltage current from the ignition coil to the individual spark plugs.</p>	<p>LED (LIGHT EMITTING DIODE) Upon current flow, these diodes emit light without producing the heat of a comparable light.</p> 
	<p>FUSE A thin metal strip which burns through when too much current flows through it, thereby stopping current flow and protecting a circuit from damage.</p>	<p>METER, ANALOG Current flow activates a magnetic coil which causes a needle to move, thereby providing a relative display against a background calibration.</p> 
 <p>(for Medium Current Fuse)</p>  <p>(for High Current Fuse or Fusible Link)</p>	<p>FUSIBLE LINK A heavy-gauge wire placed in high amperage circuits which burns through on overloads, thereby protecting the circuit. The numbers indicate the cross-section surface area of the wires.</p>	<p>METER, DIGITAL Current flow activates one or many LED's, LCD's, or fluorescent displays, which provide a relative or digital display.</p> 
	<p>GROUND The point at which wiring attaches to the Body, thereby providing a return path for an electrical circuit; without a ground, current cannot flow.</p>	<p>MOTOR A power unit which converts electrical energy into mechanical energy, especially rotary motion.</p> 

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

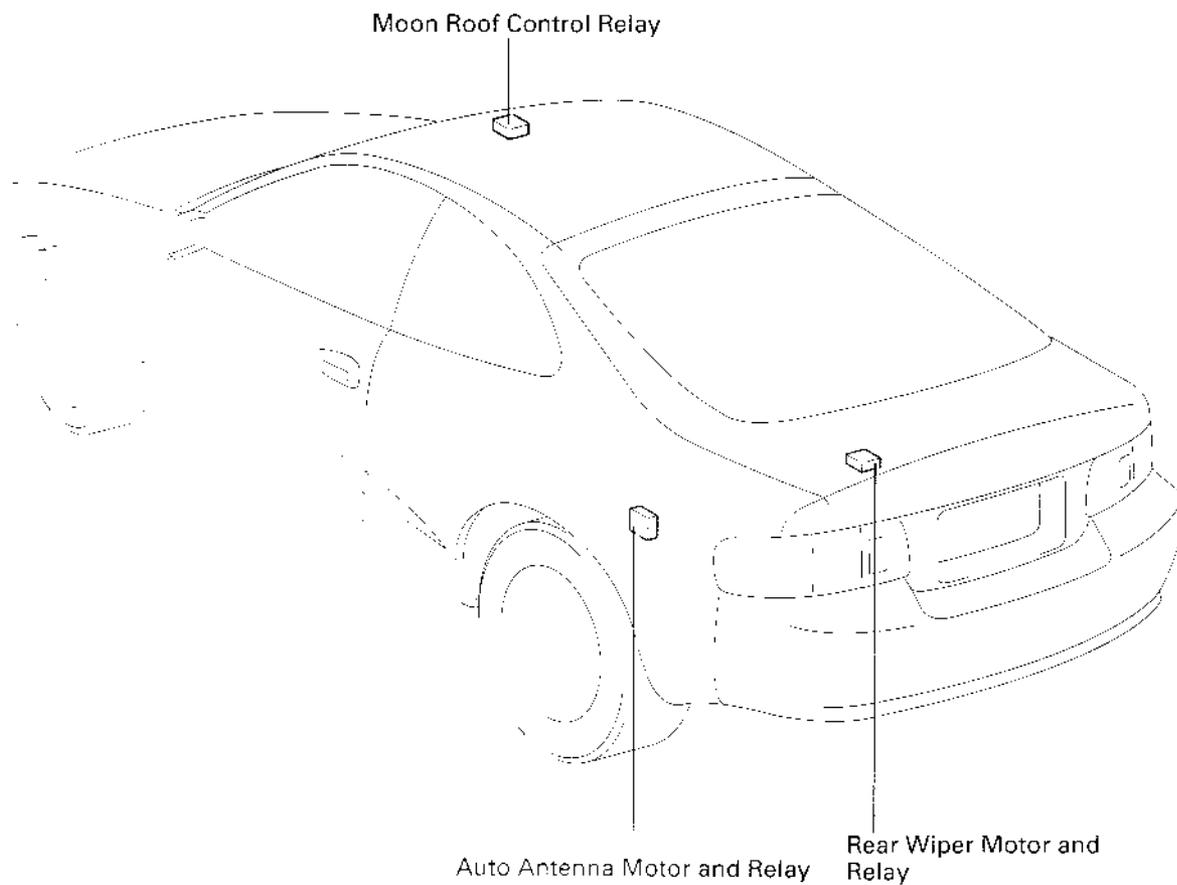
F RELAY LOCATIONS

[Engine Compartment]

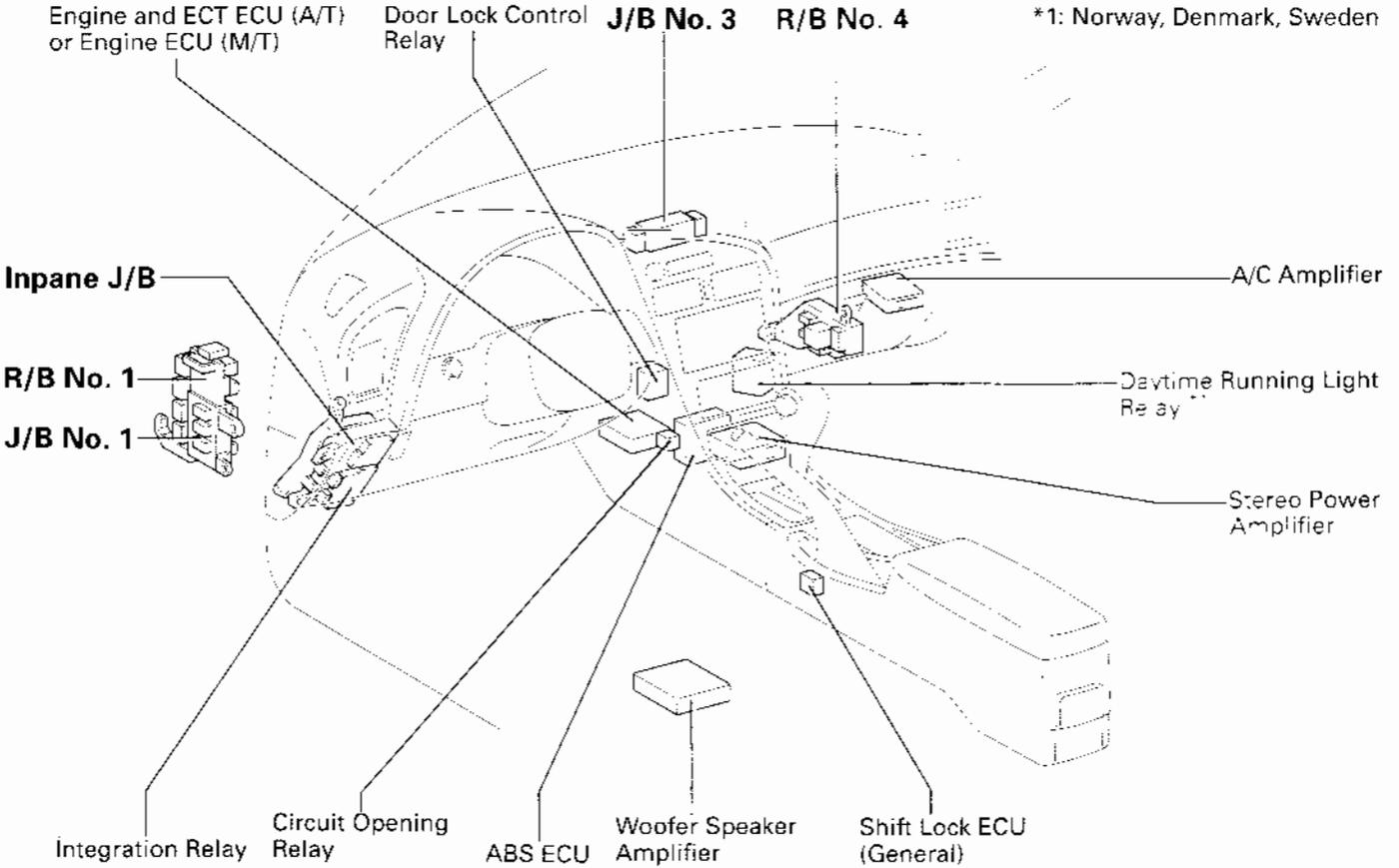
English



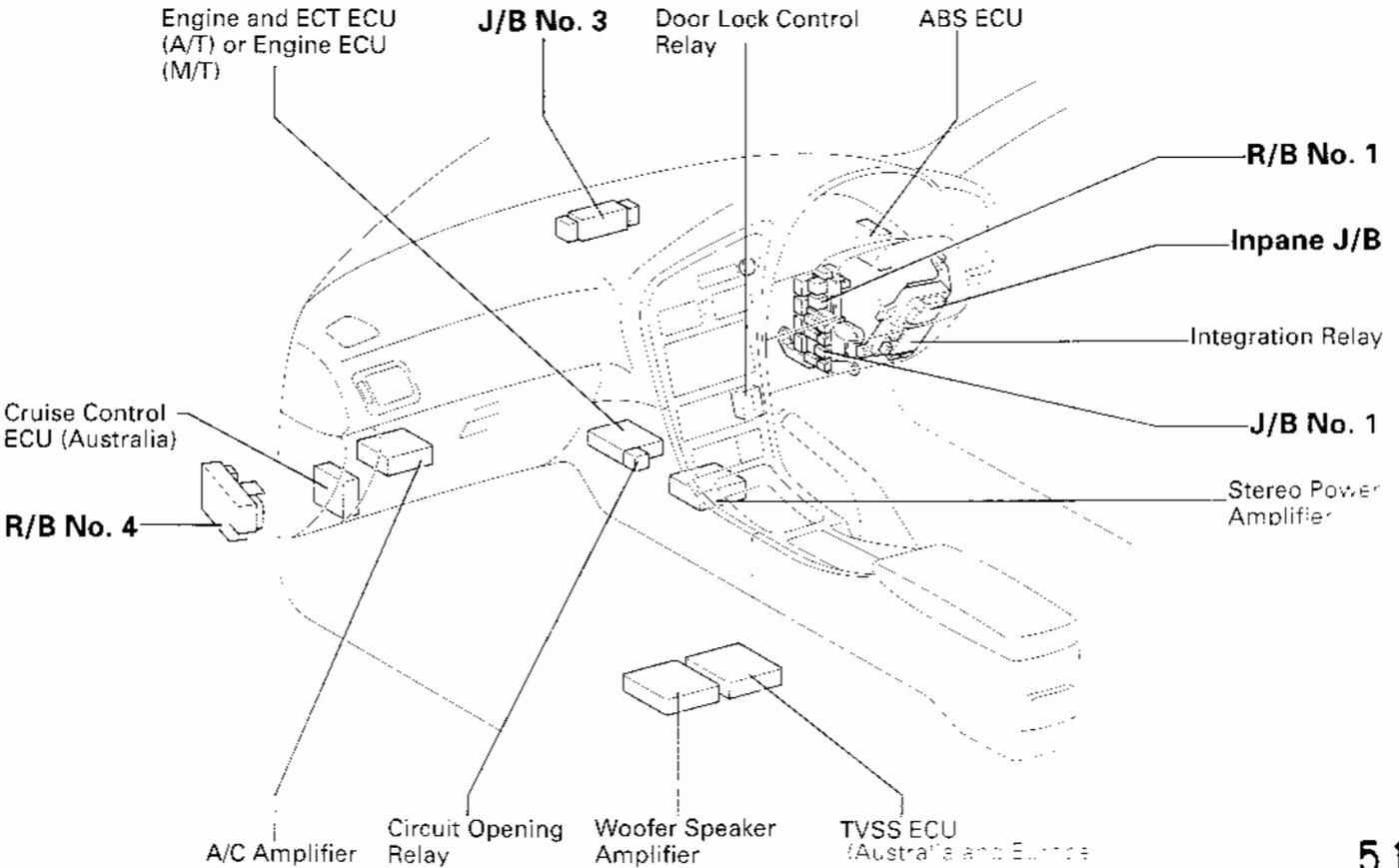
[Body]



[Instrument Panel LHD]



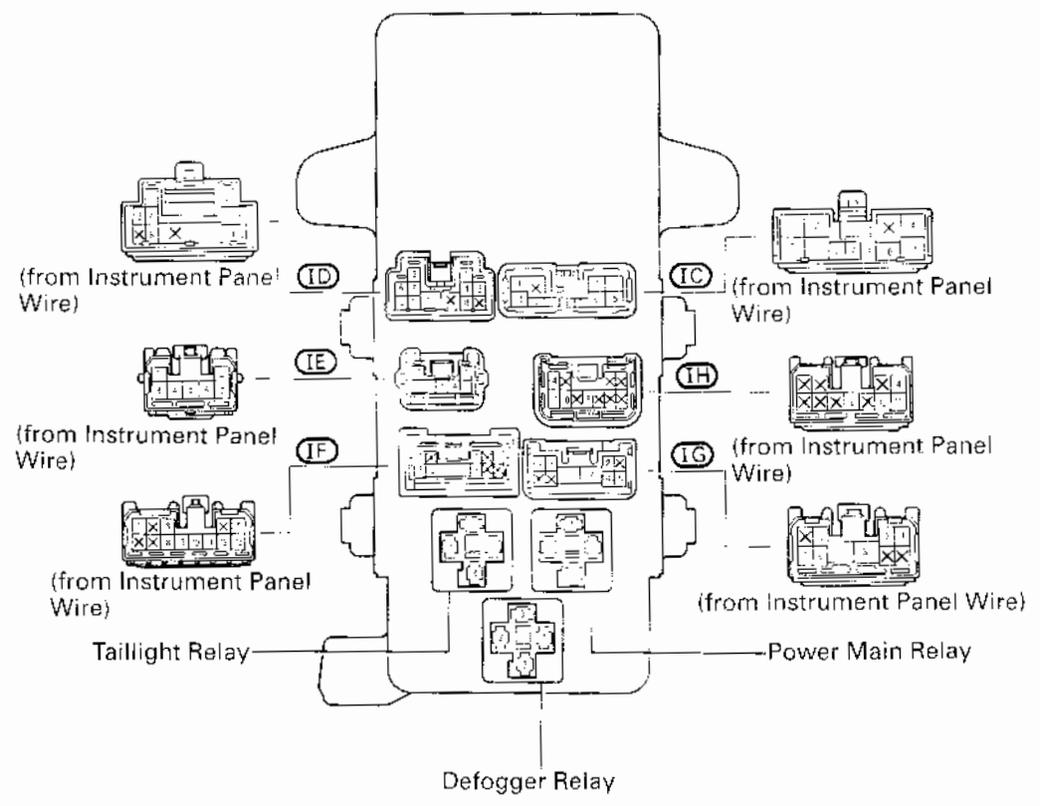
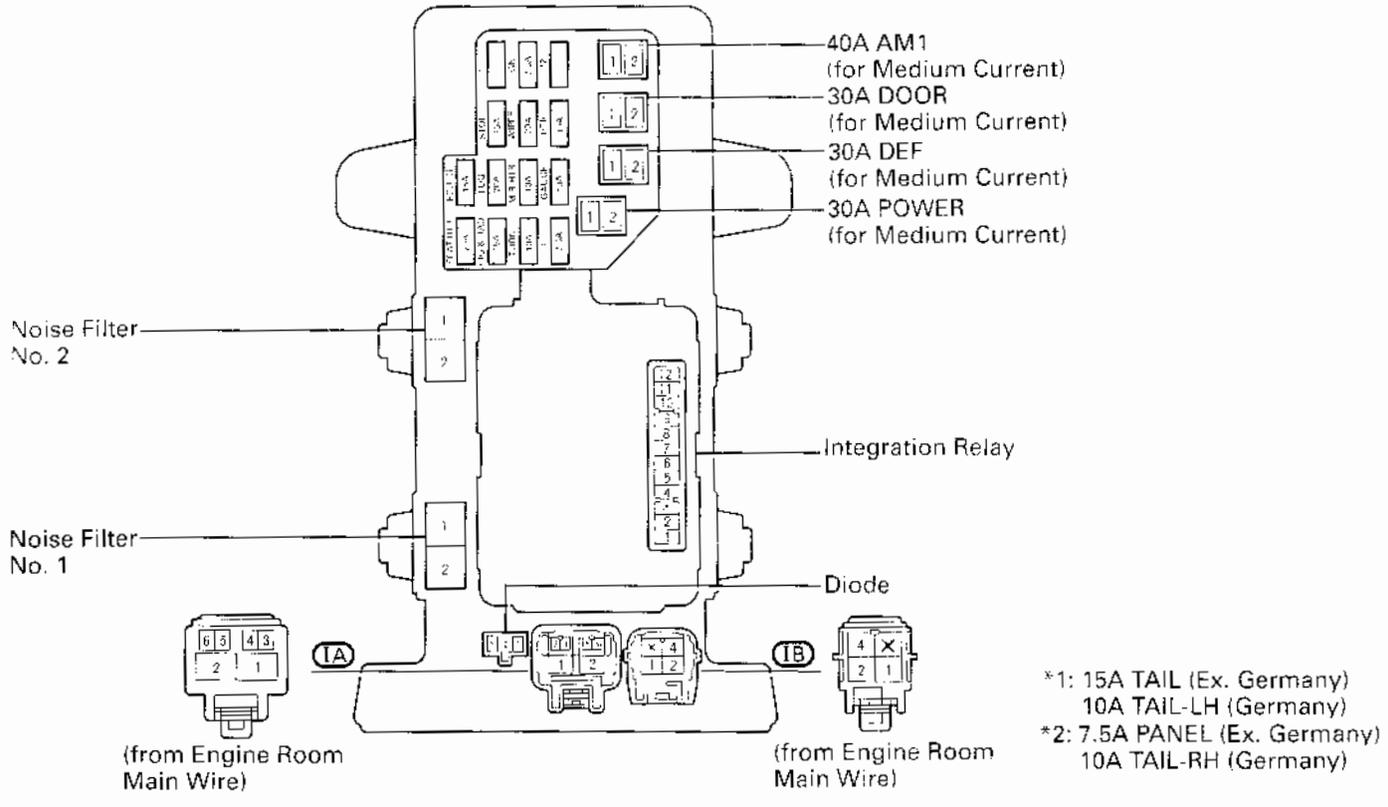
[Instrument Panel RHD]



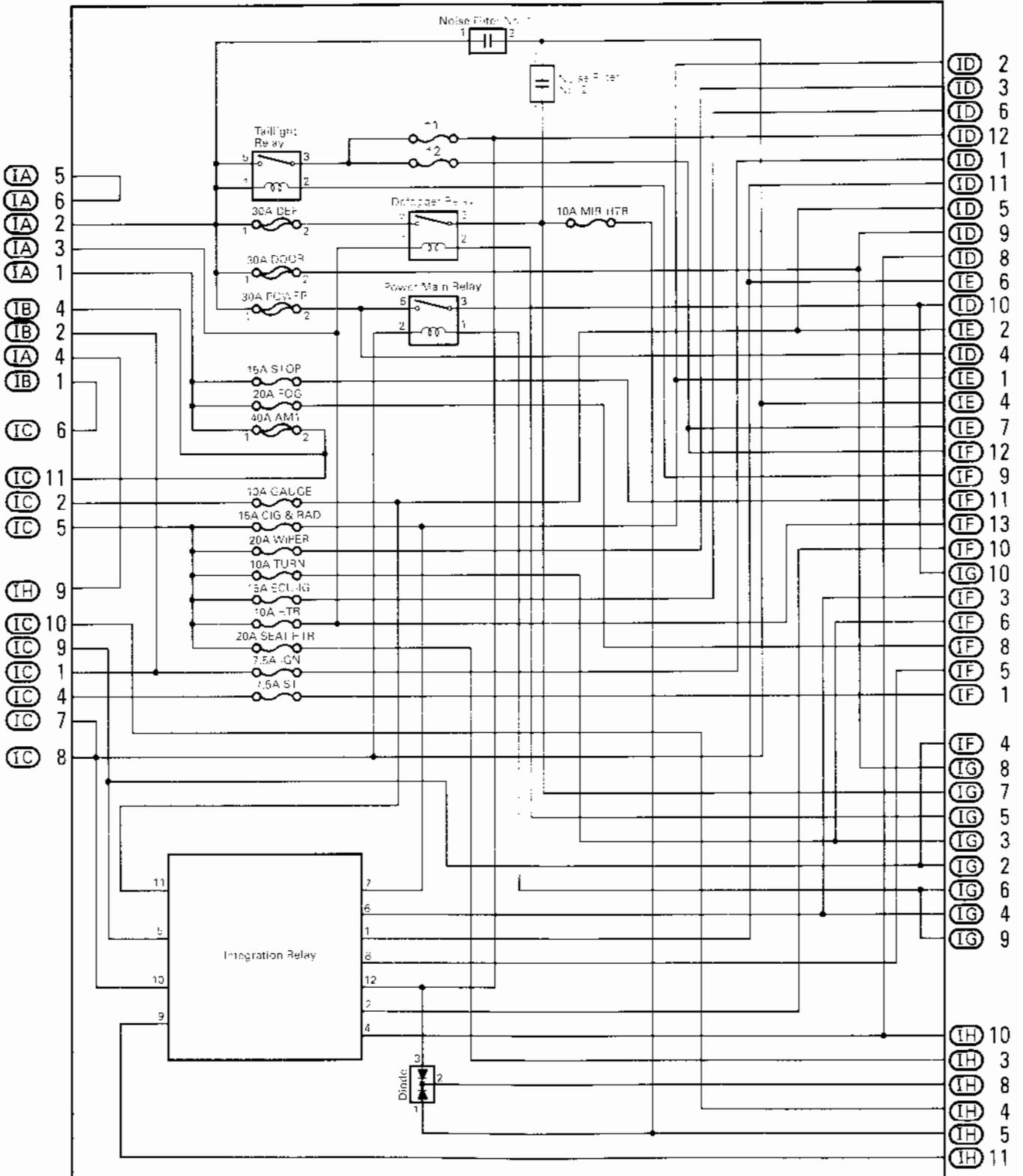
English

F RELAY LOCATIONS

○ : Inpane J/B LHD: Left Kick Panel (See Page 51)
 RHD: Right Kick Panel (See Page 51)



[Inpane J/B Inner Circuit]

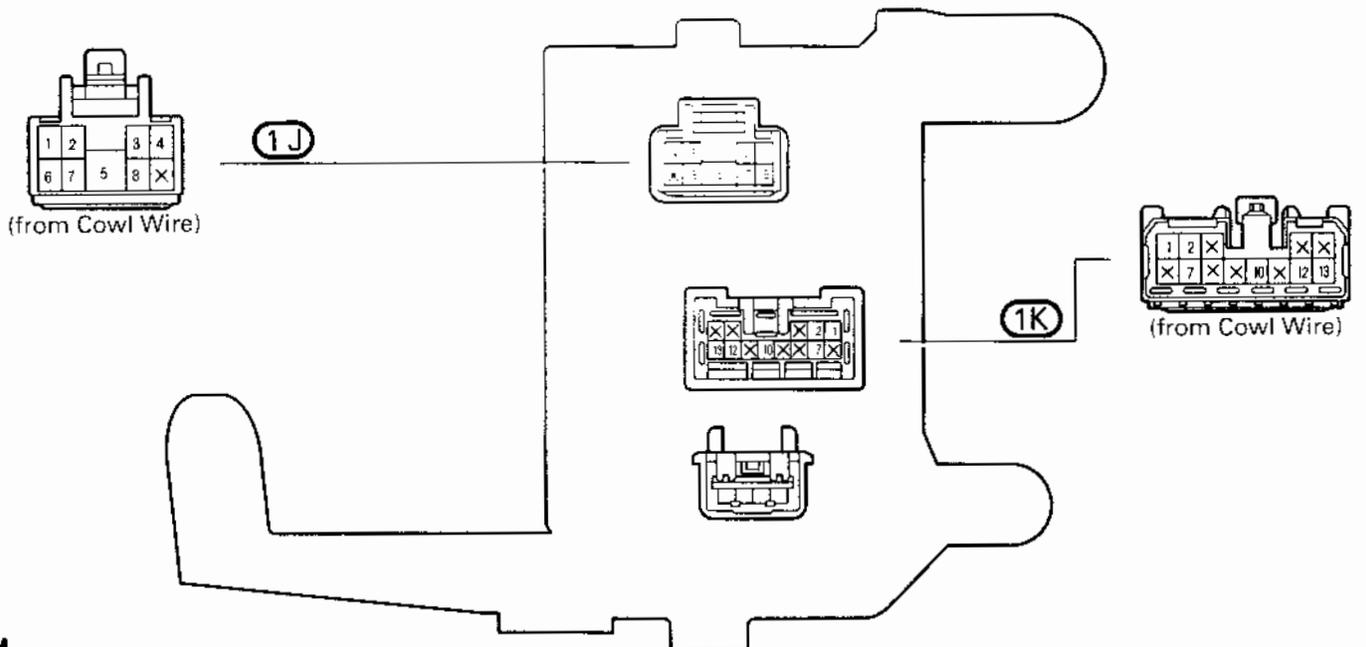
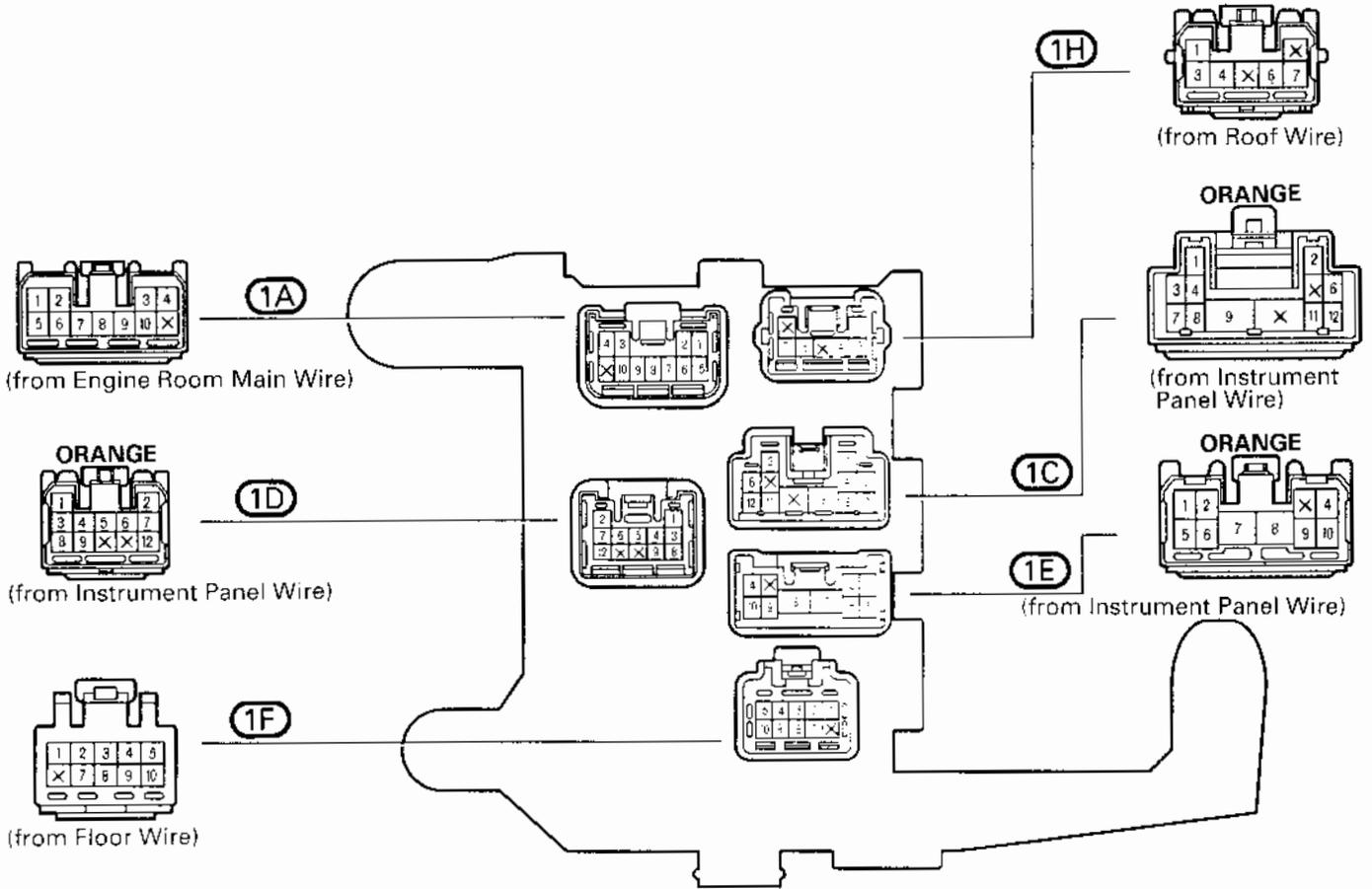


*1: 15A TAIL (Ex. Germany)
 10A TAIL-LH (Germany)
 *2: 7.5A PANEL (Ex. Germany)
 10A TAIL-RH (Germany)

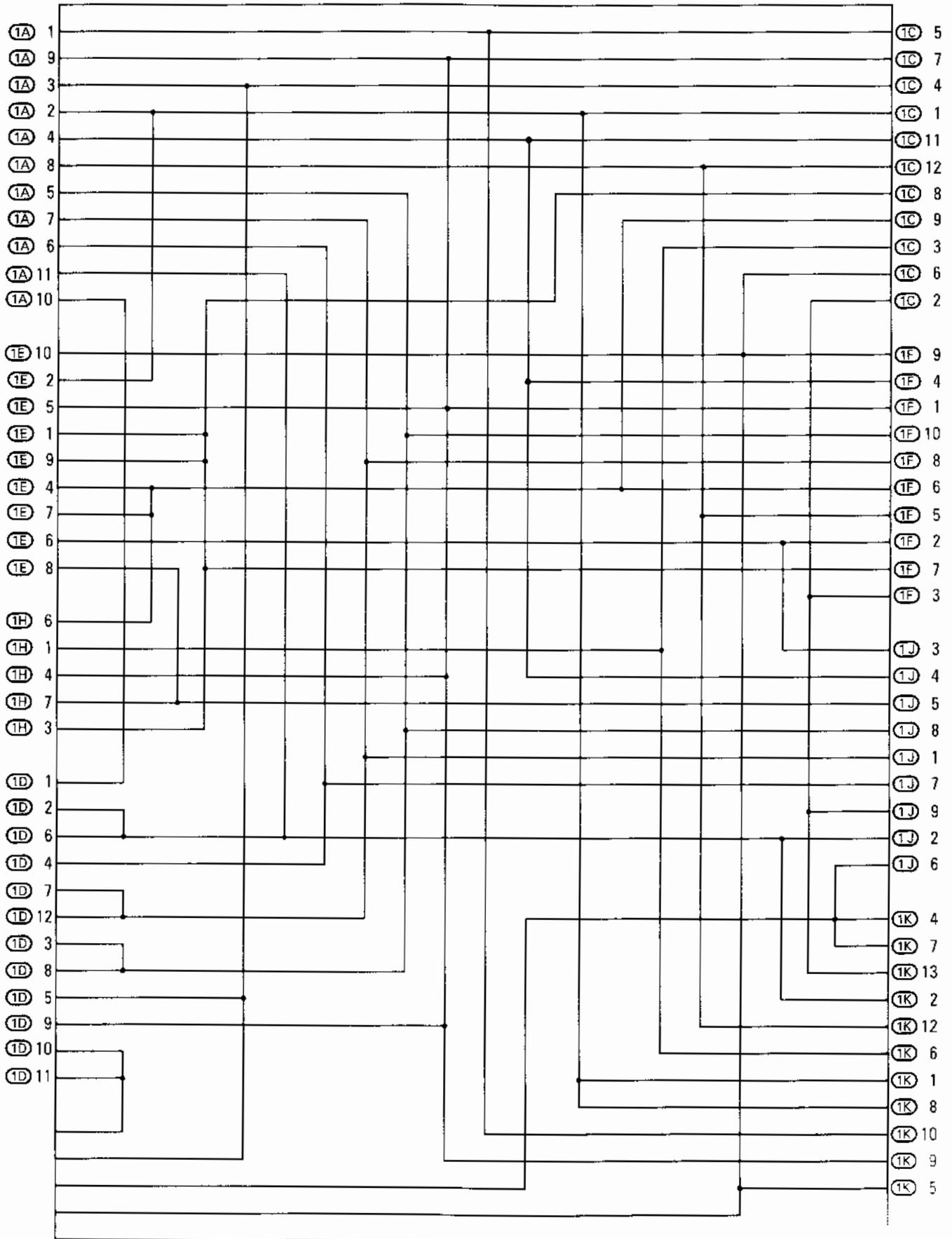
F RELAY LOCATIONS

○ : J/B No. 1 (LHD)

Left Kick Panel (See Page 51)



[J/B No. 1 Inner Circuit]

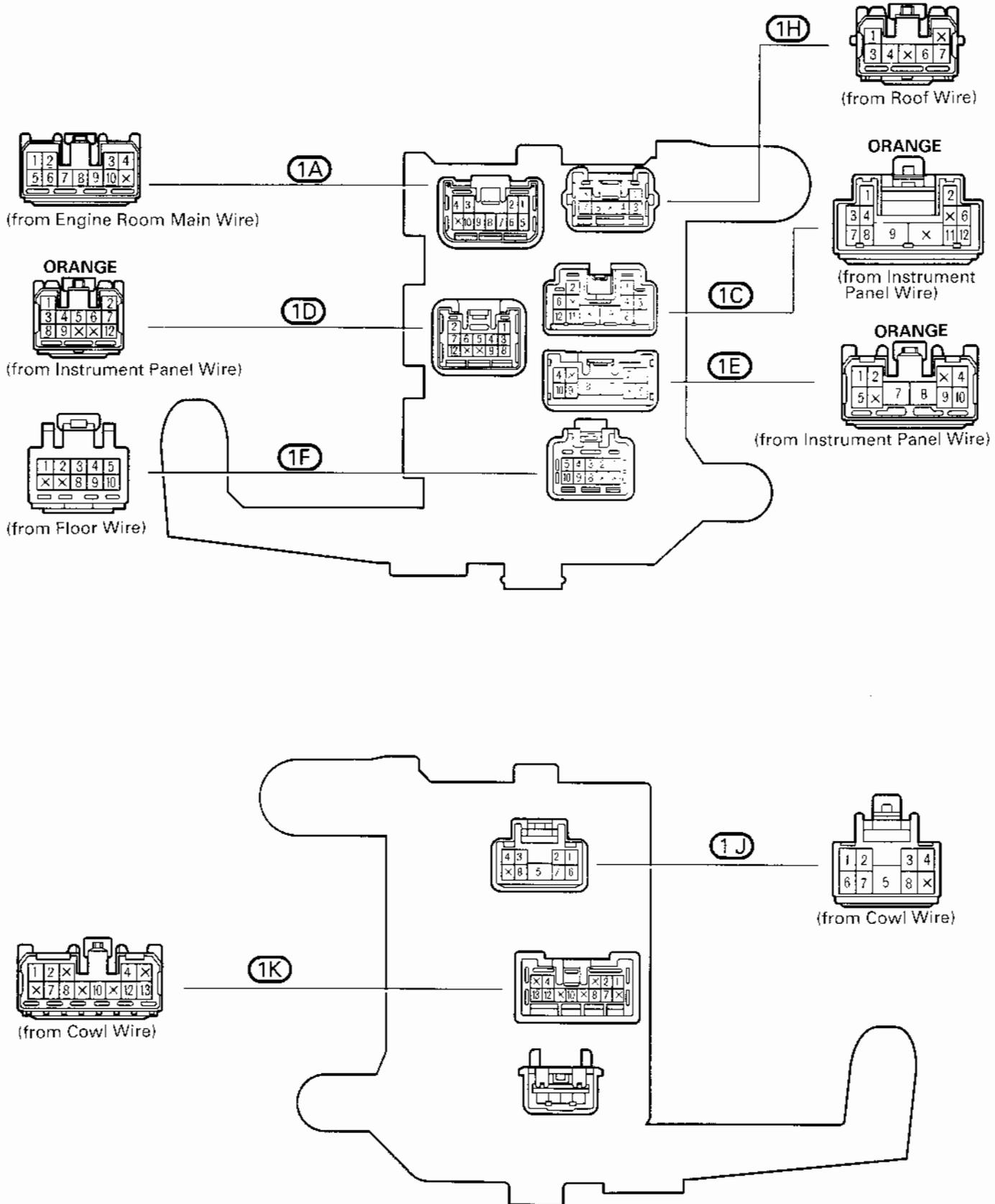


EXPLORE

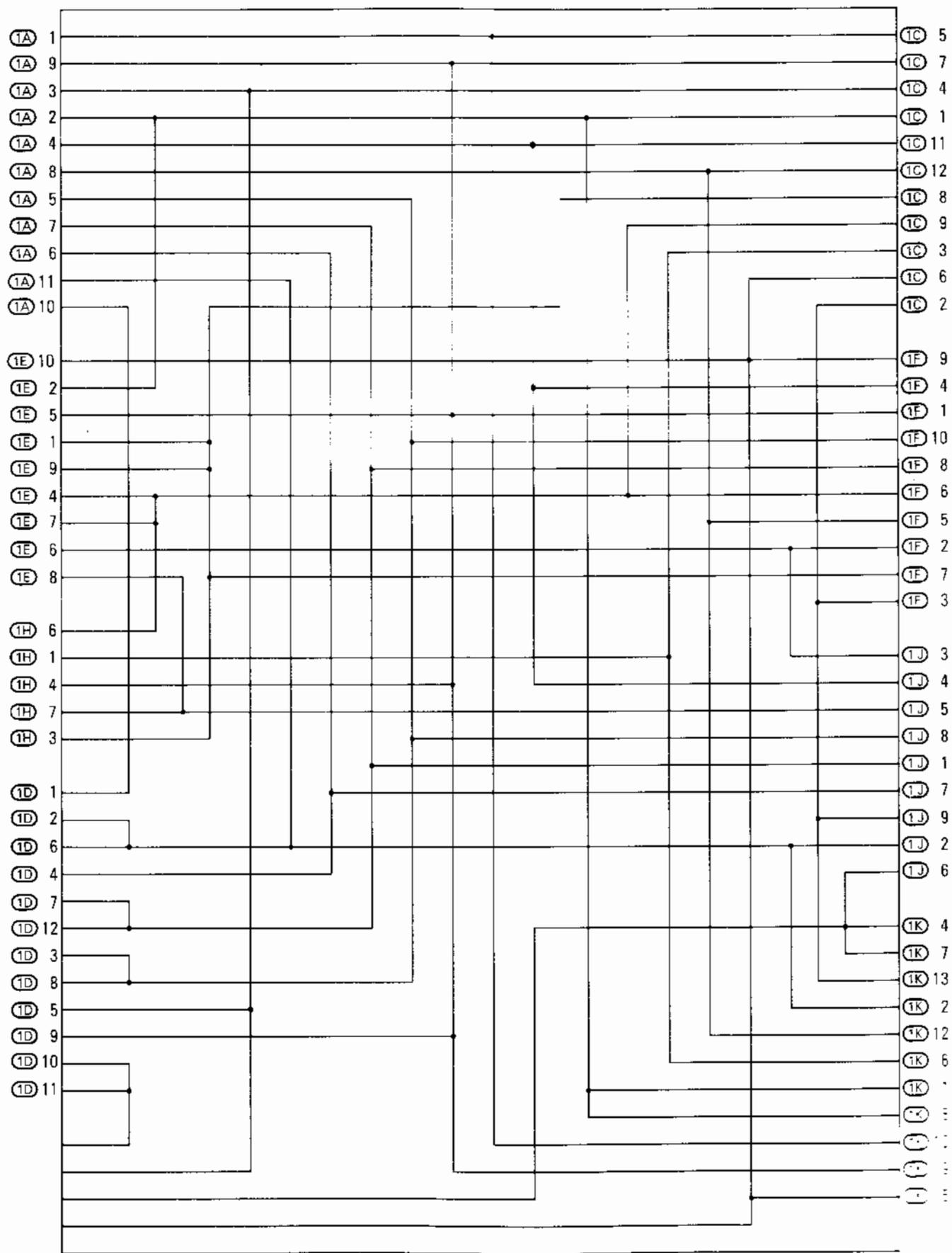
F RELAY LOCATIONS

○ : J/B No. 1 (RHD)

Right Kick Panel (See Page 51)

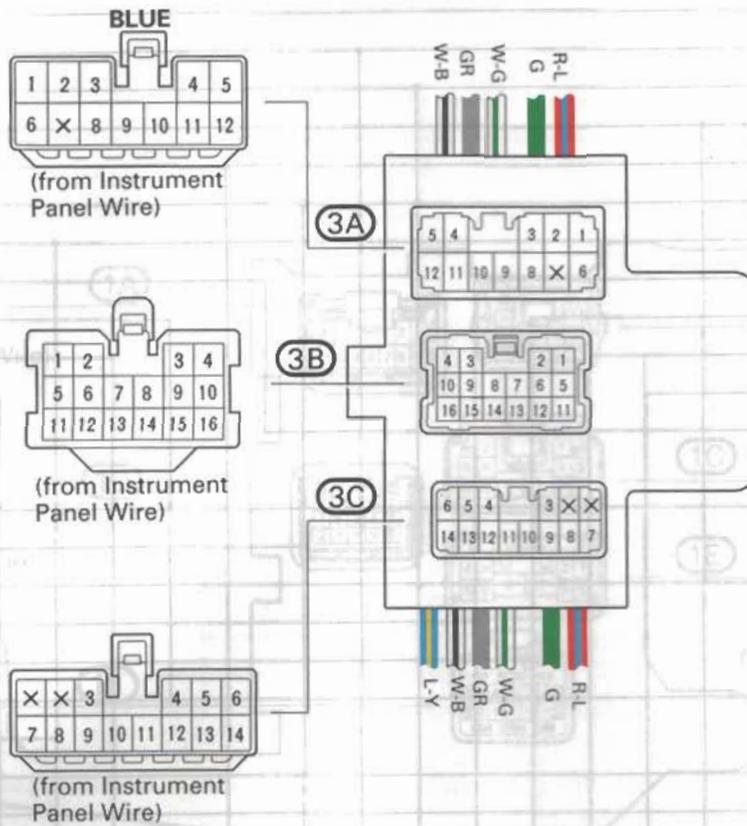


[J/B No. 1 Inner Circuit]

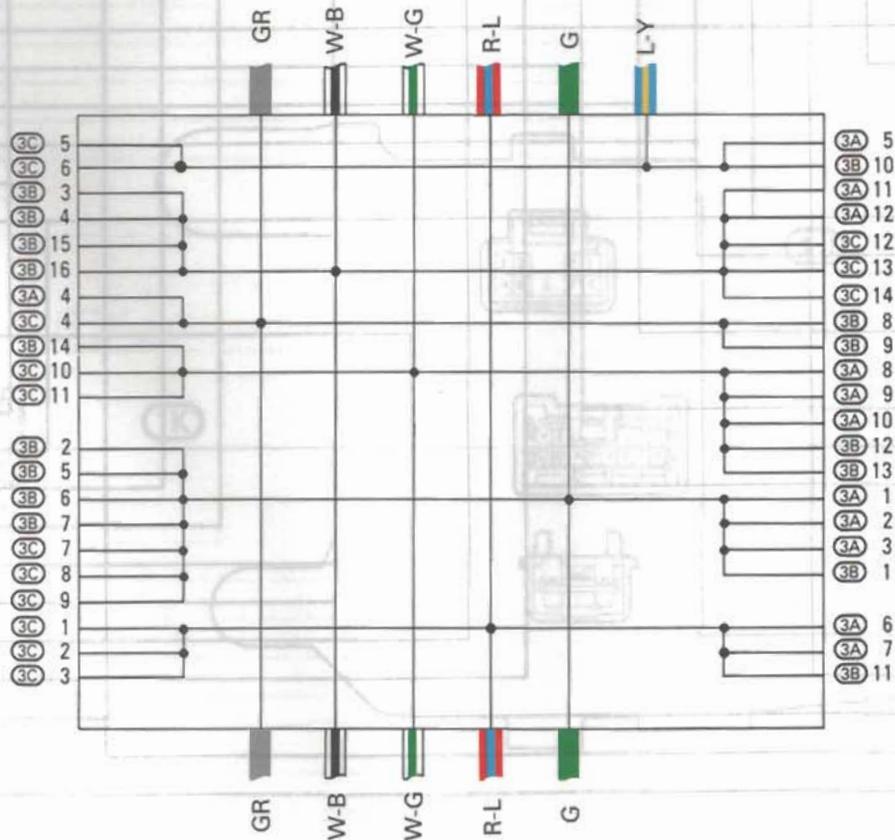


F RELAY LOCATIONS

○ : J/B No. 3 Behind the Instrument Panel Center (See Page 51)



[J/B No. 3 Inner Circuit]

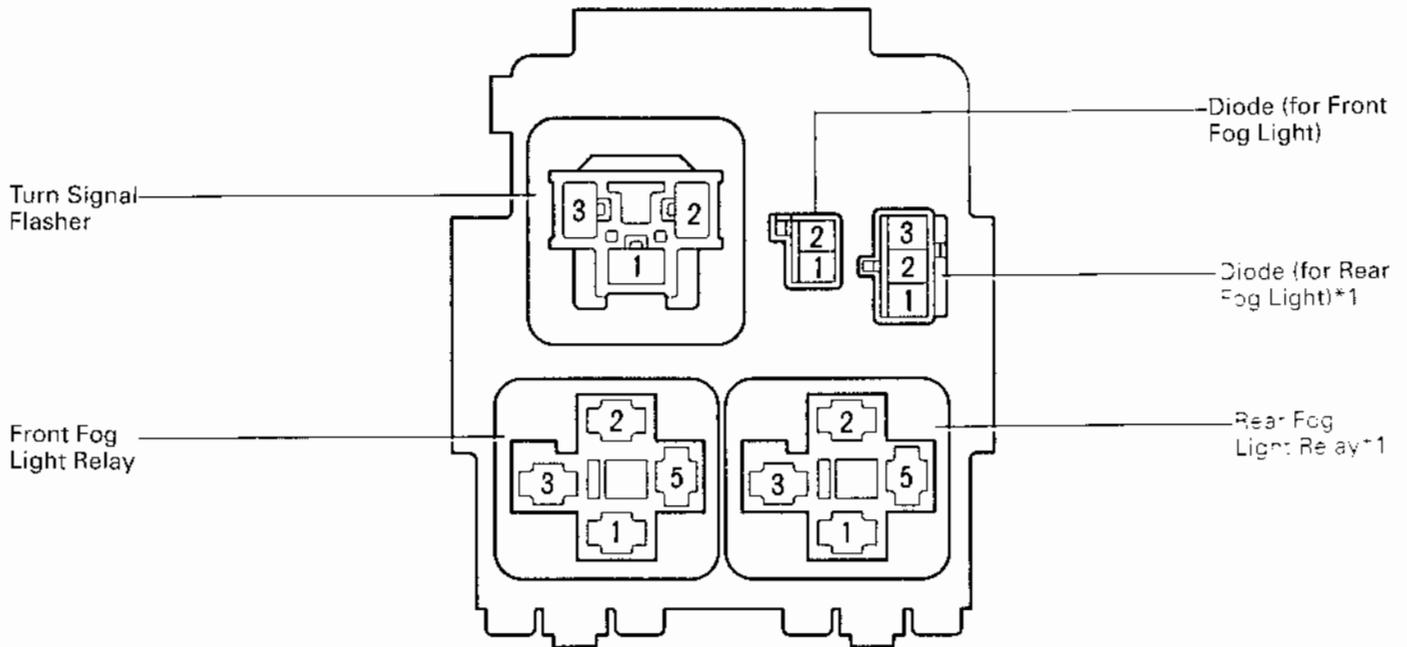


English

① : R/B No. 1

LHD: Left Kick Panel (See Page 51)

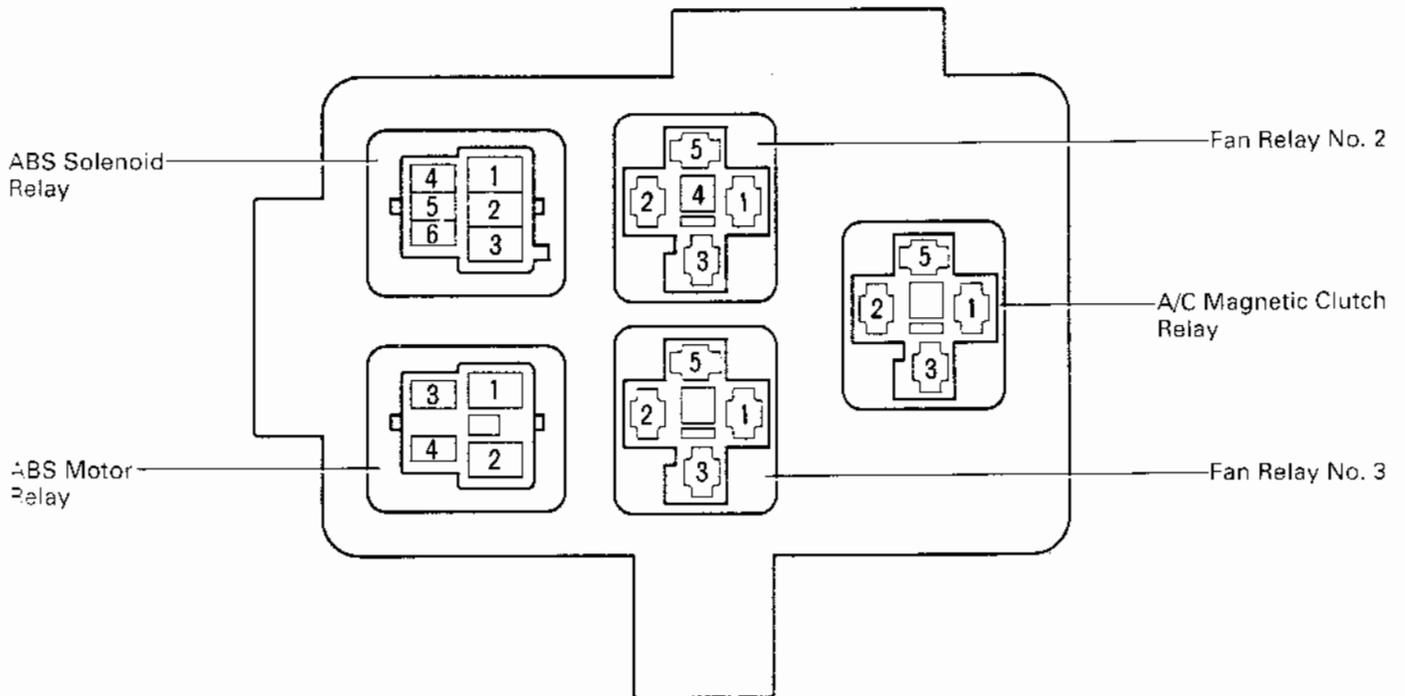
RHD: Right Kick Panel (See Page 51)



*1: Europe

⑤ : R/B No. 5

Engine Compartment Front Right (See Page 50)



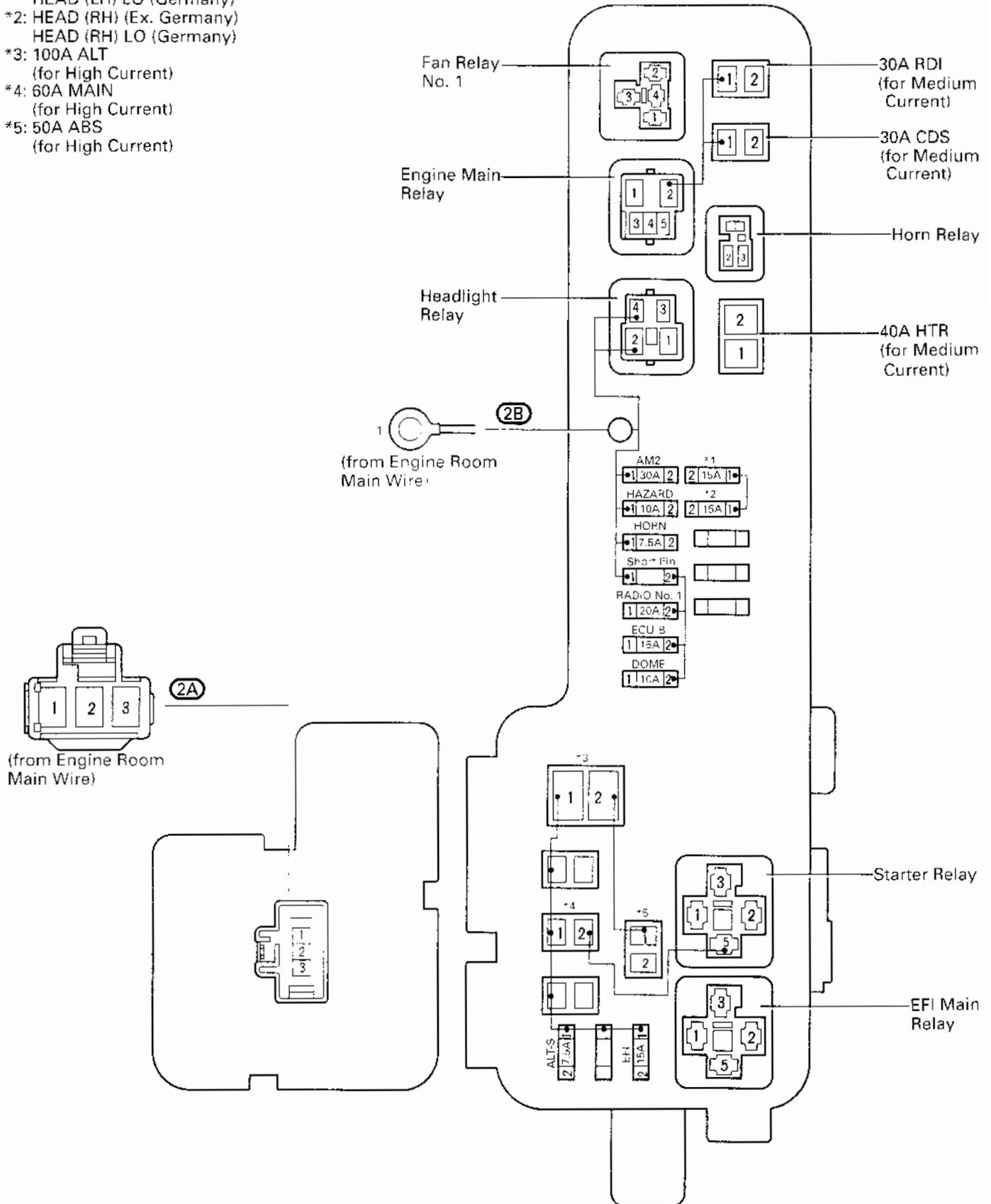
F RELAY LOCATIONS

② : R/B No. 2

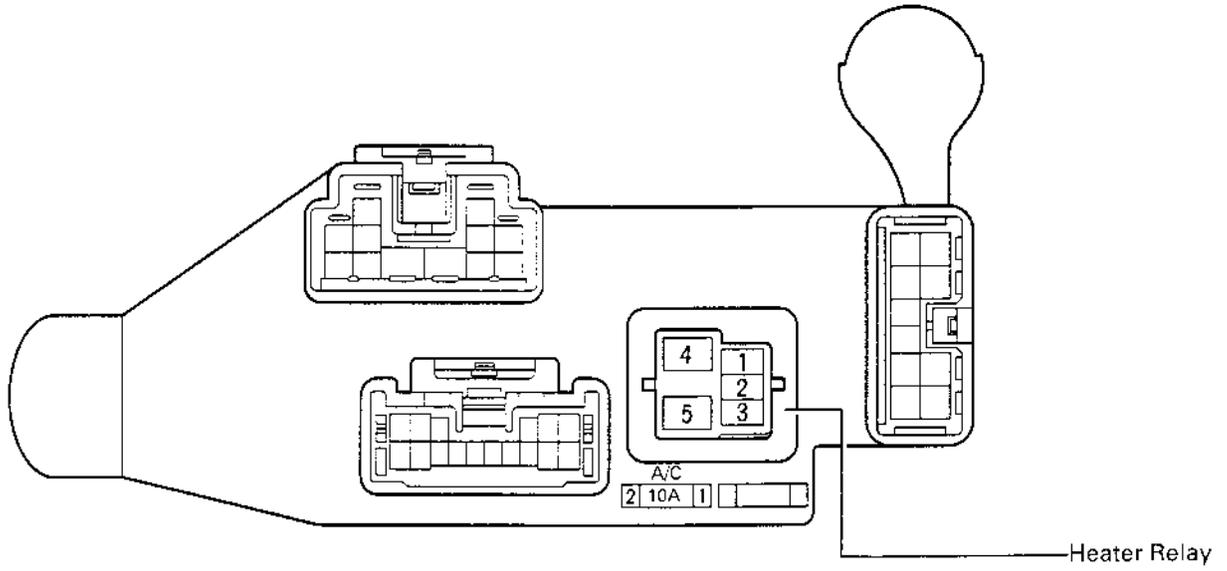
○ : J/B No. 2

- *1: HEAD (LH) (Ex. Germany)
HEAD (LH) LO (Germany)
- *2: HEAD (RH) (Ex. Germany)
HEAD (RH) LO (Germany)
- *3: 100A ALT
(for High Current)
- *4: 60A MAIN
(for High Current)
- *5: 50A ABS
(for High Current)

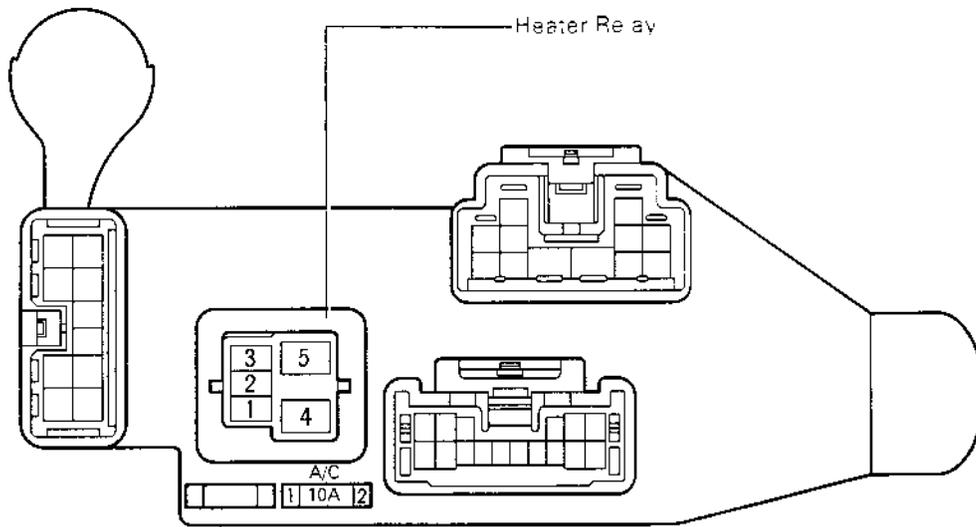
Engine Compartment Front Left (See Page 50)



④ : R/B No. 4 (LHD) Right Kick Panel (See Page 51)



④ : R/B No. 4 (RHD) Left Kick Panel (See Page 51)

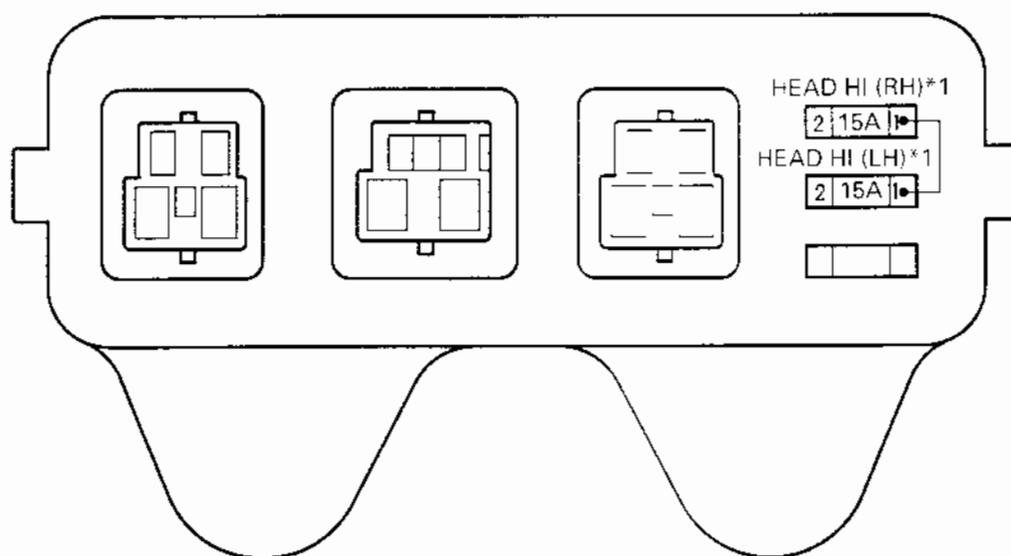


F RELAY LOCATIONS

⑥ : R/B No. 6 (LHD)

Engine Compartment Front Left (See Page 50)

*1: w/ Daytime Running Light

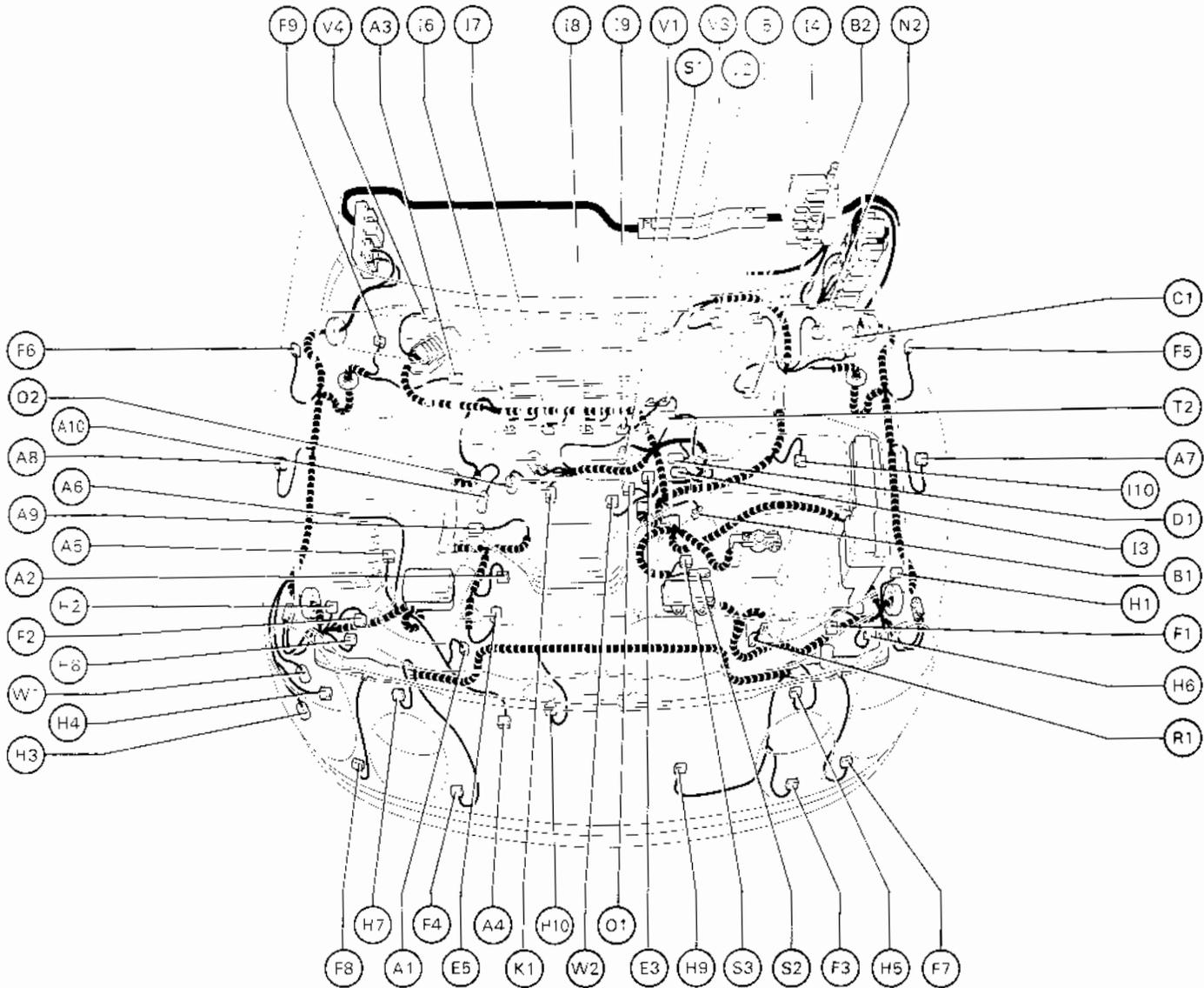




G ELECTRICAL WIRING ROUTING

Position of Parts in Engine Compartment

[LHD: 3S-GE]



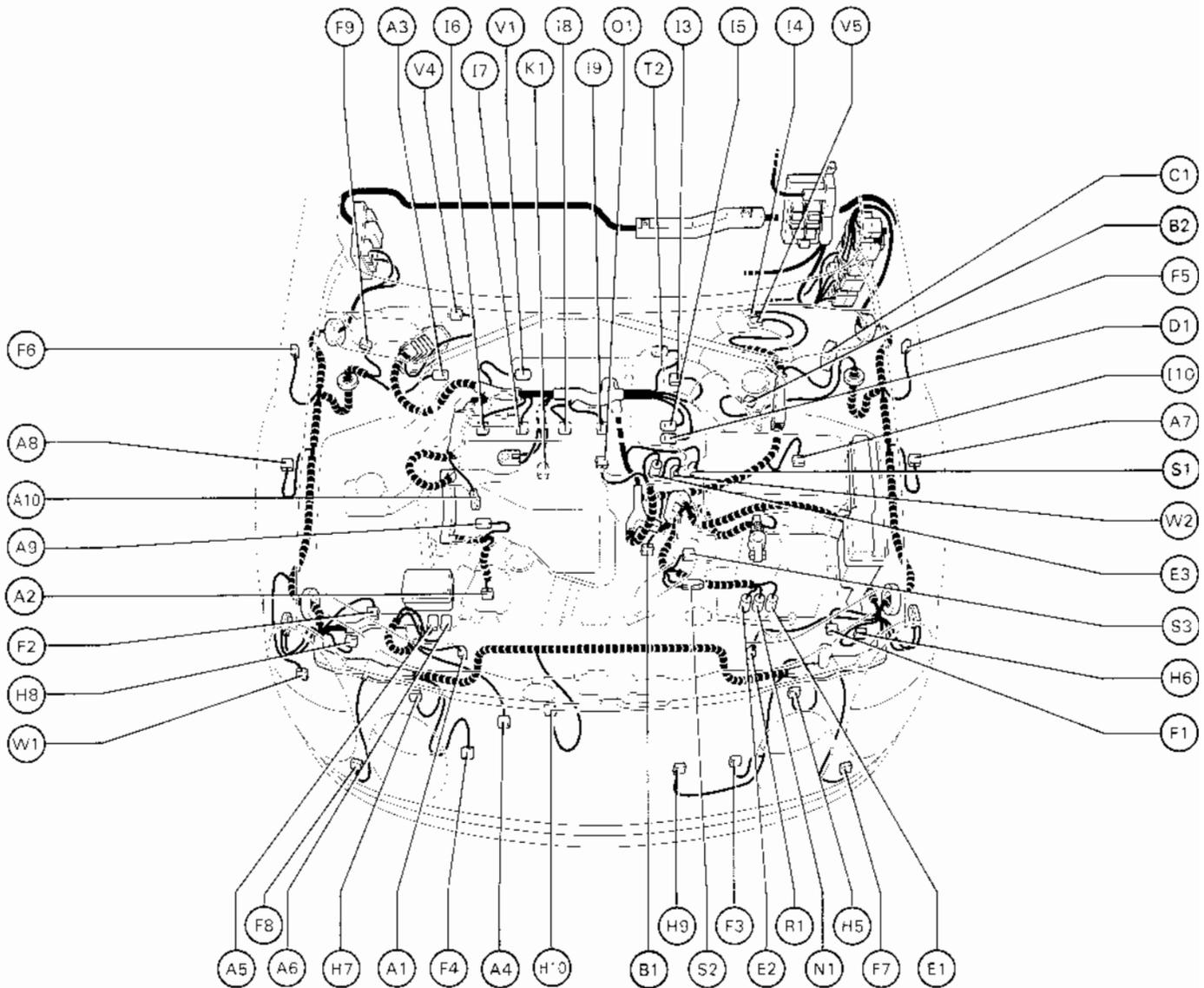
Position of Parts in Engine Compartment

Code	English	Français	Español
A 1	A/C Condenser Fan Motor	Moteur de ventilateur de condenseur d'air conditionné	Motor del ventilador del condensador del A/C
A 2	A/C Magnetic Clutch and A/C Lock Sensor	Embrayage magnétique d'air conditionné	Embrague magnético del acondicionador de aire
A 3	A/C Triple Pressure SW (A/C Dual and Single Pressure SW)	Triple pressostat d'air conditionné (pressostat d'air conditionné double et simple et thermostat d'air conditionné)	SW de presión triple A/C (SW de presión doble y sencilla del A/C) y termistor del A/C
A 4	A/C Water Temp. SW	Contacteur de température d'eau d'air conditionné	Interruptor de temperatura del agua del A/C
A 5	ABS Actuator	Commande ABS	Actuador ABS
A 6	ABS Actuator	Commande ABS	Actuador ABS
A 7	ABS Speed Sensor Front LH	Capteur de vitesse ABS avant gauche	Sensor de velocidad de ABS, frontal izquierda
A 8	ABS Speed Sensor Front RH	Capteur de vitesse ABS avant droite	Sensor de velocidad de ABS, frontal derecha
A 9	Alternator	Alternateur	Alternador
A 10	Alternator	Alternateur	Alternador
B 1	Back-Up Light SW	Contacteur de feux de recul	SW de luz de retroceso
B 2	Brake Fluid Level SW	Contacteur de niveau de liquide de frein	Interruptor de nivel de fluido del freno
C 1	Check Connector	Fiche de service	Conector de comprobación
D 1	Distributor	Distributeur	Distribuidor
E 3	EFI Water Temp. Sensor	Capteur de température d'eau EFI	Sensor de temperatura de agua para la inyección de combustible electrónica
E 5	Engine Oil Level Sensor	Capteur de niveau d'huile moteur	Sensor del nivel del aceite de motor
F 1	Front Clearance Light LH	Feux de gabarit avant gauche	Luz de paso delantera, izquierda
F 2	Front Clearance Light RH	Feux de gabarit avant droite	Luz de paso delantera, derecha
F 3	Front Fog Light LH	Feu antibrouillard avant gauche	Luz antiniebla frontal, izquierda
F 4	Front Fog Light RH	Feu antibrouillard avant droite	Luz antiniebla frontal, derecha
F 5	Front Side Turn Signal Light LH	Feu de clignotant latéral avant gauche	Luz de la señal de viraje lateral delantera, izquierda
F 6	Front Side Turn Signal Light RH	Feu de clignotant latéral avant droite	Luz de la señal de viraje lateral delantera, derecha
F 7	Front Turn Signal Light LH	Feu de clignotant avant gauche	Luz de la señal de viraje delantera, izquierda
F 8	Front Turn Signal Light RH	Feu de clignotant avant droite	Luz de la señal de viraje delantera, derecha
F 9	Front Wiper Motor	Moteur de contrôle d'essuie-glace de pare-brise avant	Motor del limpiador delantero
H 1	Headlight Beam Level Control Actuator LH	Mécanisme de commande de niveau de faisceau de projecteur gauche	Actuador de control de nivel del haz de luz, lateral izquierdo
H 2	Headlight Beam Level Control Actuator RH	Mécanisme de commande de niveau de faisceau de projecteur droite	Actuador de control de nivel del haz de luz, lateral derecho
H 3	Headlight Cleaner Motor	Moteur de lave-phares	Motor del limpiador de faros
H 4	Headlight Cleaner Relay	Relais de lave-phares	Relé del limpiador de faros
H 5	Headlight LH High	Phare gauche A.g.u.	Faro izquierdo alto
H 6	Headlight LH Low	Phare gauche B.g.u.	Faro izquierdo bajo
H 7	Headlight RH High	Phare droite A.g.d.	Faro derecho alto
H 8	Headlight RH Low	Phare droite B.g.d.	Faro derecho bajo
H 9	Horn LH	Avertisseur sonore gauche	Bocina izquierda
H 10	Horn RH	Avertisseur sonore droite	Bocina derecha
I 3	ISC Valve	Soupape de régulation de régime de ralenti	Valvula de ISC
I 4	Igniter	Allumeur	Encendedor
I 5	Ignition Coil	Bobine d'allumage	Bobina de encendido
I 6	Injector No.1	Injecteur N°1	Injector No 1
I 7	Injector No.2	Injecteur N°2	Injector No 2
I 8	Injector No.3	Injecteur N°3	Injector No 3
I 9	Injector No.4	Injecteur N°4	Injector No 4
I 10	Intake Air Temp. Sensor	Capteur de température de l'air d'admission	Sensor de la temperatura de aire de admisión
K 1	Knock Sensor	Capteur de cogiteau	Sensor de golpeo
N 2	Noise Filter(for Ignition System)	Filtre anti-pestes pour le système d'allumage	Filtro contra el ruido (para el sistema de encendido)
O 1	Oil Pressure SW	Contacteur de pression d'huile	Interruptor de presión de aceite
O 2	Oxygen Sensor	Capteur O ₂ générale	Sensor de oxígeno
R 1	Radiator Fan Motor	Moteur de ventilateur de radiateur	Motor de ventilador del radiador
S 1	Speed Sensor(for Combination Meter)	Capteur de vitesse pour Bloc d'instruments de bord	Sensor de velocidad (para Medidor combinado)
S 2	Starter	Démarrreur	Arrancador
S 3	Starter	Démarrreur	Arrancador
T 2	Throttle Position Sensor	Détecteur de position de papillon	Sensor de posición de la mariposa
V 1	VSV(for A/C Idle-Up)	Soupape de commutation à dépression (pour Ralent; accélérateur conditionné)	VSV (para Marcha en vacío acelerada acondicionador)
V 2	VSV(for ACIS)	Soupape de commutation à dépression (pour ACIS)	VSV (para ACIS)
V 3	VSV(for Fuel Pressure Up)	Soupape de commutation à dépression (pour pressurisation de l'essence)	VSV (para aumento de la presión del combustible)
V 4	Vacuum Sensor	Capteur de dépression	Sensor de vacío
W 1	Washer Motor	Moteur de lave-glace	Motor del lavador
W 2	Water Temp. Sender	Transmetteur de température d'eau	Transmisor de la temperatura del agua

G ELECTRICAL WIRING ROUTING

Position of Parts in Engine Compartment

[LHD: 3S-FE]



Position of Parts in Engine Compartment

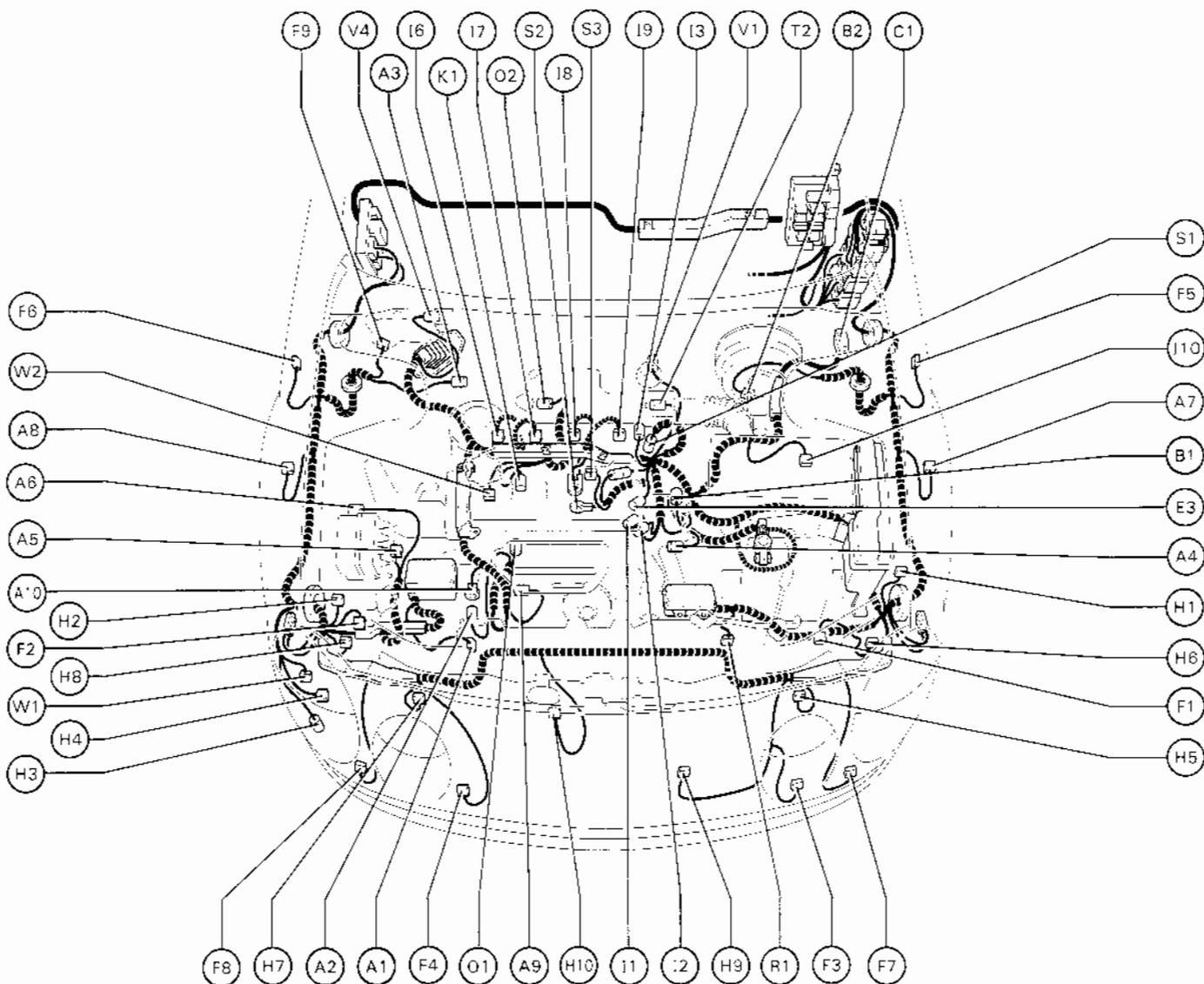
Code	English	Français	Español
A 1	A/C Condenser Fan Motor	Moteur de ventilateur de condenseur d'air conditionné	Motor del ventilador del condensador del A/C
A 2	A/C Magnetic Clutch and A/C Lock Sensor	Embrayage magnétique d'air conditionné	Embraque magnético del acondicionador de aire
A 3	A/C Triple Pressure SW (A/C Dual and Single Pressure SW)	Triple pressostat d'air conditionné (pressostat d'air conditionné double et simple) et thermistance d'air conditionné	SW de presión triple A/C (SW de presión doble y sencilla del A/C) y termistor del A/C
A 4	A/C Water Temp. SW	Contacteur de température d'eau d'air conditionné	Interruptor de temperatura del agua del A/C
A 5	ABS Actuator	Commande ABS	Actuador ABS
A 6	ABS Actuator	Commande ABS	Actuador ABS
A 7	ABS Speed Sensor Front LH	Capteur de vitesse ABS avant gauche	Sensor de velocidad de ABS, frontal izquierda
A 8	ABS Speed Sensor Front RH	Capteur de vitesse ABS avant droite	Sensor de velocidad de ABS, frontal derecha
A 9	Alternator	Alternateur	Alternador
A 10	Alternator	Alternateur	Alternador
B 1	Back-Up Light SW	Contacteur de feux de recul	Interruptor de la luz de retroceso
B 2	Brake Fluid Level SW	Contacteur de niveau de liquide de frein	Interruptor de nivel de fluido del freno
C 1	Check Connector	Fiche de service	Conector de comprobación
D 1	Distributor	Distributeur	Distribuidor
E 1	ECT Solenoid	Solénoïde ECT	Solenóide de ECT
E 2	ECT Solenoid	Solénoïde ECT	Solenóide de ECT
E 3	EFI Water Temp. Sensor	Capteur de température d'eau EFI	Sensor de temperatura de agua para la inyección de combustible electrónica
F 1	Front Clearance Light LH	Feux de gabarit avant gauche	Luz de paso delantera, izquierda
F 2	Front Clearance Light RH	Feux de gabarit avant droite	Luz de paso delantera, derecha
F 3	Front Fog Light LH	Feu antibrouillard avant gauche	Luz antiniebla frontal, izquierda
F 4	Front Fog Light RH	Feu antibrouillard avant droite	Luz antiniebla frontal, derecha
F 5	Front Side Turn Signal Light LH	Feu de clignotant latéral avant gauche	Luz de la señal de viraje lateral delantera, izquierda
F 6	Front Side Turn Signal Light RH	Feu de clignotant latéral avant droite	Luz de la señal de viraje lateral delantera, derecha
F 7	Front Turn Signal Light LH	Feu de clignotant avant gauche	Luz de la señal de viraje delantera, izquierda
F 8	Front Turn Signal Light RH	Feu de clignotant avant droite	Luz de la señal de viraje delantera, derecha
F 9	Front Wiper Motor	Moteur de contrôle d'essuie-glace de pare-brise avant	Motor del limpiador delantero
H 5	Headlight LH High	Phare gauche Aigu	Faro izquierda alta
H 6	Headlight LH Low	Phare gauche Grave	Faro izquierda baja
H 7	Headlight RH High	Phare droite Aigu	Faro derecha alta
H 8	Headlight RH Low	Phare droite Grave	Faro derecha baja
H 9	Horn LH	Avertisseur sonore gauche	Bocina izquierda
H 10	Horn RH	Avertisseur sonore droite	Bocina derecha
I 3	ISC Valve	Soupape de régulation de régime de ralenti	Válvula de ISC
I 4	Igniter	Allumeur	Encendedor
I 5	Ignition Coil	Bobine d'allumage	Bobina de encendido
I 6	Injector No.1	Injecteur N° 1	Injector No 1
I 7	Injector No.2	Injecteur N° 2	Injector No 2
I 8	Injector No.3	Injecteur N° 3	Injector No 3
I 9	Injector No.4	Injecteur N° 4	Injector No 4
I 10	Intake Air Temp. Sensor	Capteur de température d'air d'admission	Sensor de la temperatura de aire de admisión
K 1	Knock Sensor	Capteur de cognement	Sensor de golpeo
N 1	Neutral Start SW	Contacteur de démarrage au point mort	Interruptor de arranque en punto muerto
O 1	Oil Pressure SW	Contacteur de pression d'huile	Interruptor de presión de aceite
R 1	Radiator Fan Motor	Moteur de ventilateur de radiateur	Motor de ventilador del radiador
S 1	Speed Sensor(for Combination Meter)	Capteur de vitesse (pour Bloc d'instruments de bord)	Sensor de velocidad (para Medidor combinado)
S 2	Starter	Démarrreur	Arrancador
S 3	Starter	Démarrreur	Arrancador
T 2	Throttle Position Sensor	Détecteur de position de papillon	Sensor de posición de la maripasa
V 1	VSV(for A/C Idle-Up)	Soupape de commutation à dépression (pour Ralenti accéléré d'air conditionné)	VSV (para Marcha en vacío acelerada acondicionador)
V 4	Vacuum Sensor	Capteur de dépression	Sensor de vacío
V 5	Variable Resistor	Resistance variable	Resistor variable
W 1	Washer Motor	Moteur de lave-glace	Motor del lavador
W 2	Water Temp. Sender	Transmetteur de température d'eau	Transmisor de la temperatura del agua

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

G ELECTRICAL WIRING ROUTING

Position of Parts in Engine Compartment

[LHD: 7A-FE]



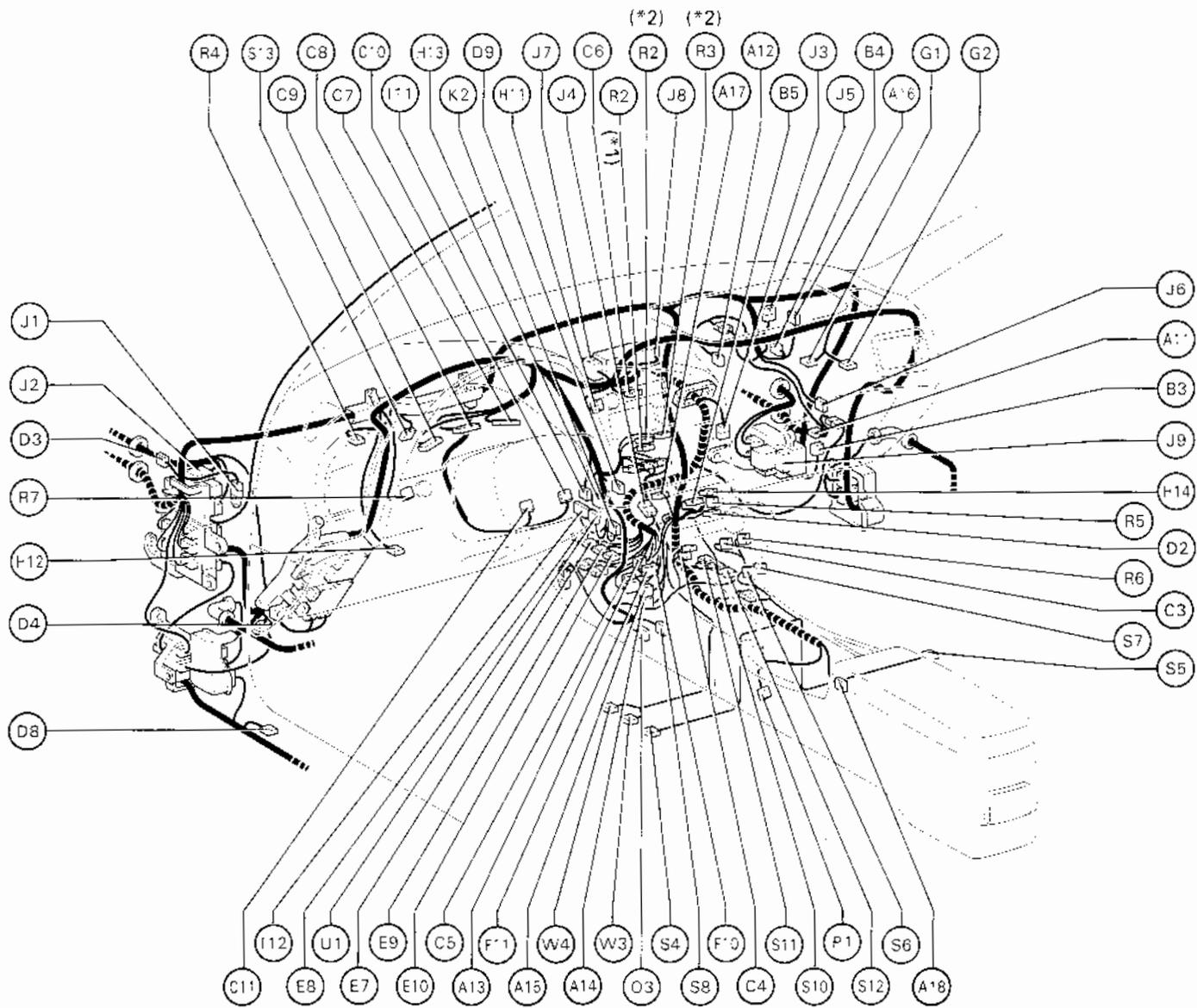
Position of Parts in Engine Compartment

| Code | English | Français | Español |
|------|--|---|---|
| A 1 | A/C Condenser Fan Motor | Moteur de ventilateur de condenseur d'air conditionné | Motor del ventilador del condensador del A/C |
| A 2 | A/C Magnetic Clutch | Embrayage magnétique d'air conditionné | Embrague magnético del A/C |
| A 3 | A/C Triple Pressure SW (A/C Dual and Single Pressure SW) | Triple pressostat d'air conditionné (pressostat d'air conditionné double et simple) et thermistance d'air conditionné | SW de presión triple A/C (SW de presión doble y sencilla del A/C) y termistor del A/C |
| A 4 | A/C Water Temp. SW | Contacteur de température d'eau d'air conditionné | Interruptor de temperatura del agua del A/C |
| A 5 | ABS Actuator | Commande ABS | Actuador ABS |
| A 6 | ABS Actuator | Commande ABS | Actuador ABS |
| A 7 | ABS Speed Sensor Front LH | Capteur de vitesse ABS avant gauche | Sensor de velocidad de ABS, frontal izquierda |
| A 8 | ABS Speed Sensor Front RH | Capteur de vitesse ABS avant droite | Sensor de velocidad de ABS, frontal derecha |
| A 9 | Alternator | Alternateur | Alternador |
| A 10 | Alternator | Alternateur | Alternador |
| B 1 | Back-Up Light SW | Contacteur de feux de recul | Interruptor de la luz de retroceso |
| B 2 | Brake Fluid Level SW | Contacteur de niveau de liquide de frein | Interruptor de nivel de fluido del freno |
| C 1 | Check Connector | Fiche de service | Conector de comprobación |
| E 3 | EFI Water Temp. Sensor | Capteur de température d'eau EFI | Sensor de temperatura de agua para la inyección de combustible electrónica |
| F 1 | Front Clearance Light LH | Feux de gabarit avant gauche | Luz de paso delantera, izquierda |
| F 2 | Front Clearance Light RH | Feux de gabarit avant droite | Luz de paso delantera, derecha |
| F 3 | Front Fog Light LH | Feu antibrouillard avant gauche | Luz antiniebla frontal, izquierda |
| F 4 | Front Fog Light RH | Feu antibrouillard avant droite | Luz antiniebla frontal, derecha |
| F 5 | Front Side Turn Signal Light LH | Feu de clignotant latéral avant gauche | Luz de la señal de viraje lateral delantera, izquierdo |
| F 6 | Front Side Turn Signal Light RH | Feu de clignotant latéral avant droite | Luz de la señal de viraje lateral delantera, derecha |
| F 7 | Front Turn Signal Light LH | Feu de clignotant avant gauche | Luz de la señal de viraje delantera, izquierda |
| F 8 | Front Turn Signal Light RH | Feu de clignotant avant droite | Luz de la señal de viraje delantera, derecha |
| F 9 | Front Wiper Motor | Moteur de contrôle d'essuie-glace de pare-brise avant | Motor del limpiador delantero |
| H 1 | Headlight Beam Level Control Actuator LH | Mécanisme de commande de niveau de faisceau de projecteur gauche | Activador de control del nivel del foco del faro, izquierda |
| H 2 | Headlight Beam Level Control Actuator RH | Mécanisme de commande de niveau de faisceau de projecteur droite | Activador de control del nivel del foco del faro, derecha |
| H 3 | Headlight Cleaner Motor | Moteur de lave-phares | Motor del lavador de los faros |
| H 4 | Headlight Cleaner Relay | Relais de lave-phares | Relé del lavador de los faros |
| H 5 | Headlight LH High | Phare gauche Aigu | Faro izquierda alta |
| H 6 | Headlight LH Low | Phare gauche Grave | Faro izquierda baja |
| H 7 | Headlight RH High | Phare droite Aigu | Faro derecha alta |
| H 8 | Headlight RH Low | Phare droite Grave | Faro derecha baja |
| H 9 | Horn LH | Avertisseur sonore gauche | Bocina izquierda |
| H 10 | Horn RH | Avertisseur sonore droite | Bocina derecha |
| I 1 | IIA | Allumage électronique intégré | Conjunto de encendido integrado |
| I 2 | IIA | Allumage électronique intégré | Conjunto de encendido integrado |
| I 3 | ISC Valve | Soupape de régulation de régime de ralenti | Válvula de ISC |
| I 6 | Injector No.1 | Injecteur N° 1 | Injector No 1 |
| I 7 | Injector No.2 | Injecteur N° 2 | Injector No 2 |
| I 8 | Injector No.3 | Injecteur N° 3 | Injector No 3 |
| I 9 | Injector No.4 | Injecteur N° 4 | Injector No 4 |
| I 10 | Intake Air Temp. Sensor | Capteur de température d'air d'admission | Sensor de la temperatura de aire de admisión |
| K 1 | Knock Sensor | Capteur de cognement | Sensor de golpeico |
| O 1 | Oil Pressure SW | Contacteur de pression d'huile | Interruptor de presión de aceite |
| O 2 | Oxygen Sensor | Capteur d'oxygène | Sensor de oxígeno |
| R 1 | Radiator Fan Motor | Moteur de ventilateur de radiateur | Motor de ventilador del radiador |
| S 1 | Speed Sensor(for Combination Meter) | Capteur de vitesse (pour Bloc d'instruments de bord) | Sensor de velocidad (para Medidor combinado) |
| S 2 | Starter | Démarrreur | Arrancador |
| S 3 | Starter | Démarrreur | Arrancador |
| T 2 | Throttle Position Sensor | Détecteur de position de papillon | Sensor de posición de la mariposa |
| V 1 | VSV(for A/C Idle-Up) | Soupape de commutation à dépression (pour Ralenti accéléré d'air conditionné) | VSV (para Manija en ralentido) (válvula acondicionador) |
| V 4 | Vacuum Sensor | Capteur de dépression | Sensor de vacío |
| W 1 | Washer Motor | Moteur de lave-glace | Motor del lavador |
| W 2 | Water Temp. Sender | Transmetteur de température d'eau | Transmisor de la temperatura del agua |

G ELECTRICAL WIRING ROUTING

Position of Parts in Instrument Panel

[LHD]



*1: Separate Type Amplifier
*2: Ex. Separate Type Amplifier

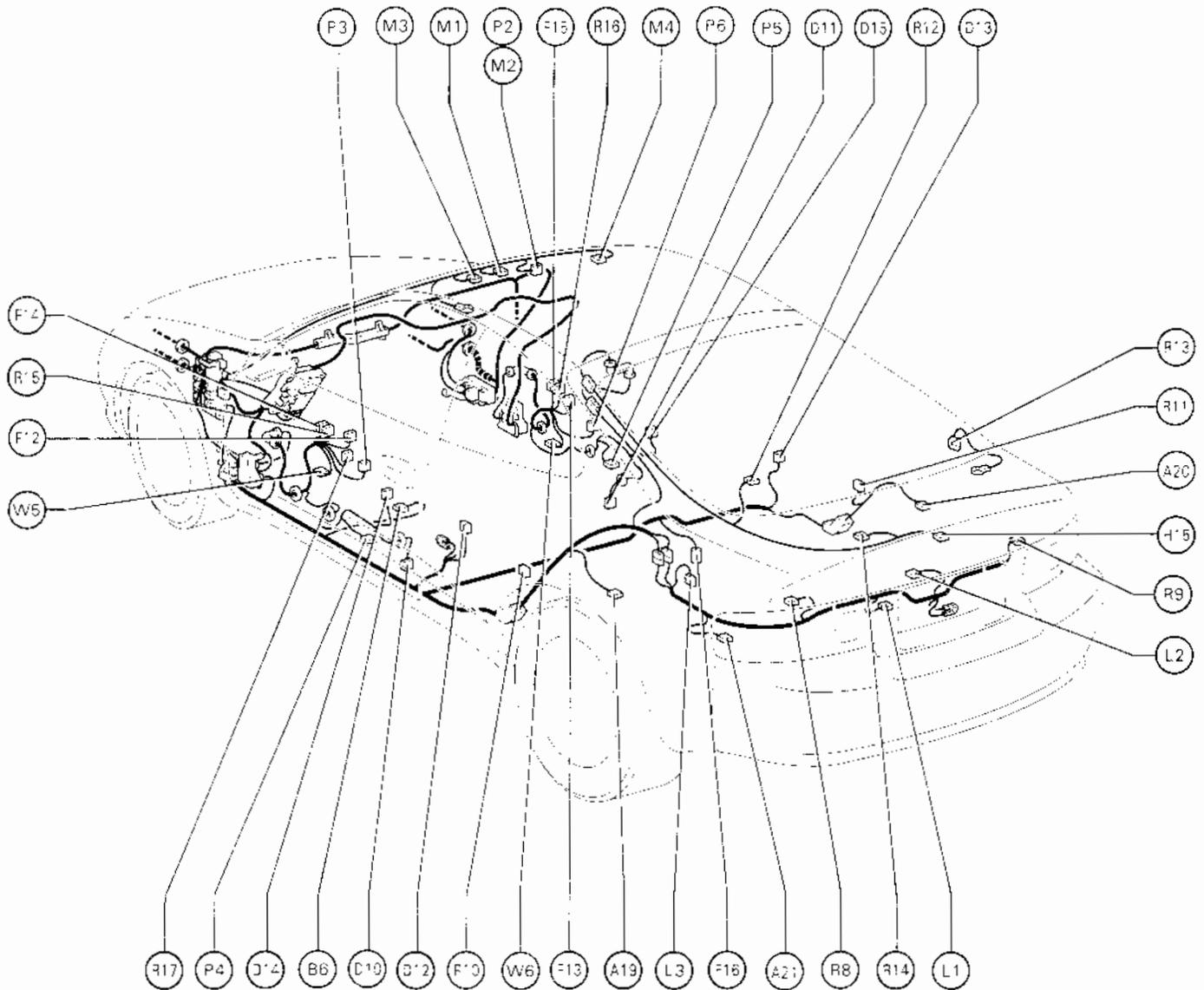
Position of Parts in Instrument Panel

| Code | English | Français | Español |
|------|---|--|--|
| A 11 | A/C Amplifier | Amplificateur d'air conditionné | Amplificador del A/C |
| A 12 | A/C Thermistor | Thermistance d'air conditionné | Termistor del A/C |
| A 13 | ABS Deceleration Sensor | Capteur de décélération ABS | Sensor de desaceleración de ABS |
| A 14 | ABS ECU | Unité de commande électronique ABS | Unidad de control electrónica de ABS |
| A 15 | ABS ECU | Unité de commande électronique ABS | Unidad de control electrónica de ABS |
| A 16 | Air Inlet Control Servo Motor | Moteur contrôlé à asservissement d'entrée d'air | Motor del servomecanismo de control de aire entrada de aire |
| A 17 | Air Vent Mode Control Servo Motor | Moteur d'asservissement de contrôle du mode de ventilation d'air | Motor del servomecanismo del control de modo de ventilación de aire |
| A 18 | Ashtroy Illumination | Eclairage de ceinture | Luz del cinturón |
| B 3 | Blower Motor | Moteur de soufflerie | Motor del ventilador |
| B 4 | Blower Resistor | Resistance de soufflerie | Resistor del soplador |
| B 5 | Blower SW | Contacteur de soufflerie | Interruptor del ventilador |
| C 3 | Cigarette Lighter | Allume-cigare | Encendedor de cigarrillos |
| C 4 | Cigarette Lighter Illumination | Eclairage d'allume-cigare | Illuminación de la encendedor de cigarrillos |
| C 5 | Circuit Opening Relay | Relais d'ouverture de circuit | Relé de abertura del circuito |
| C 6 | Clock | Montre | Reloj |
| C 7 | Combination Meter | Bloc d'instruments de bord | Medidor de combinación |
| C 8 | Combination Meter | Bloc d'instruments de bord | Medidor de combinación |
| C 9 | Combination Meter | Bloc d'instruments de bord | Medidor de combinación |
| C 10 | Combination SW | Commande combinée | Interruptor combinado |
| C 11 | Combination SW | Commande combinée | Interruptor combinado |
| D 2 | Daytime Running Light Relay | Relais d'éclairage de conduite de jour | Relé de la luz de marcha diurna |
| D 3 | Diode for Daytime Running Light | Diode (pour) d'éclairage de conduite de jour | Diode (para) Luz de marcha diurna |
| D 4 | Diode (for Door Courtesy Driver's Side) | Diode (pour) côté de conducteur par ouverture de portière | Diode (para) lado de conductor al apertura de puerta |
| D 8 | Diode (for Luggage Compartment Light) | Diode (pour) Eclairage du coffre à bagages | Diode (para) Luz del compartimiento de equipajes |
| D 9 | Door Lock Control Relay | Relais de commande de verrouillage de portières | Relé de control de cierre de la puerta |
| E 7 | Engine ECU(M/T) | Unité de commande électronique de contrôle moteur (Boîte de vitesses manuelle) | Unidad de control electrónico del motor (Transmisión manual) |
| E 8 | Engine ECU(M/T); Engine and ECT ECU(A/T) | Unité de commande électronique de contrôle moteur (Boîte de vitesses manuelle), Unité ECU du moteur et ECU (Boîte de vitesses automatique) | Unidad de control electrónico del motor (Transmisión manual), Motor y ECT ECU (Transmisión automática) |
| E 9 | Engine ECU(M/T); Engine and ECT ECU(A/T) | Unité de commande électronique de contrôle moteur (Boîte de vitesses manuelle), Unité ECU du moteur et ECU (Boîte de vitesses automatique) | Unidad de control electrónico del motor (Transmisión manual), Motor y ECT ECU (Transmisión automática) |
| E 10 | Engine ECU(M/T); Engine and ECT ECU(A/T) | Unité de commande électronique de contrôle moteur (Boîte de vitesses manuelle), Unité ECU du moteur et ECU (Boîte de vitesses automatique) | Unidad de control electrónico del motor (Transmisión manual), Motor y ECT ECU (Transmisión automática) |
| F 10 | Fuel Control Short Connector | Connecteur court de commande de carburant | Conector corto de control de combustible |
| F 11 | Fuel Control Short Connector | Connecteur court de commande de carburant | Conector corto de control de combustible |
| G 1 | Glove Box Light | Eclairage de boîte à gants | Luz de la caja de la guantería |
| G 2 | Glove Box Light SW | Contacteur d'éclairage de boîte à gants | Interruptor de luz de la caja de la guantería |
| H 11 | Hazard SW | Interrupteur de feux de détresse | Interruptor de pitillo |
| H 12 | Headlight Beam Level Control SW | Contacteur de contrôle de niveau de faisceau de projecteur | Interruptor de control del nivel del haz del faro |
| H 13 | Headlight Cleaner SW | Contacteur de lave-phares | Interruptor del lavador de los faros |
| H 14 | Heater Control SW | Contacteur de commande de chauffage | Interruptor de control del calefactor |
| I 11 | Ignition Key Cylinder Light SW | Contacteur éclairage de barillet de clé de contact | Interruptor luz del cilindro de la llave de encendido |
| I 12 | Ignition SW | Contacteur d'allumage | Interruptor de encendido |
| J 1 | Junction Connector (for Earth) | Connecteur de jonction (pour terre) | Conector de enlace (para tierra) |
| J 2 | Junction Connector | Connecteur de jonction | Conector de enlace |
| J 3 | Junction Connector | Connecteur de jonction | Conector de enlace |
| J 4 | Junction Connector | Connecteur de jonction | Conector de enlace |
| J 5 | Junction Connector | Connecteur de jonction | Conector de enlace |
| J 6 | Junction Connector | Connecteur de jonction | Conector de enlace |
| J 7 | Junction Connector | Connecteur de jonction | Conector de enlace |
| J 8 | Junction Connector | Connecteur de jonction | Conector de enlace |
| J 9 | Junction Connector (for Earth) | Connecteur de jonction (pour terre) | Conector de enlace (para tierra) |
| K 2 | Key Inter Lock Solenoid | Solenoi de verrouillage intérieur de clé | Solenoido de seguro interior de la llave |
| O 3 | O/D Main SW | Contacteur principal de vitesse surmultipliée | Interruptor principal de sobremarcha |
| P 1 | Parking Brake SW | Contacteur de frein de stationnement | Interruptor del freno de estacionamiento |
| R 2 | Radio and Payer | Autoradio et lecteur | Radio/cassete |
| R 3 | Radio and Payer | Autoradio et lecteur | Radio/cassete |
| R 4 | Rear Fog Light SW | Interrupteur de feux anti-brouillard arrière | Interruptor de la luz de niebla trasera |
| R 5 | Rear Window Defogger SW | Contacteur de désembuage de lunette arrière | SW del desahumador de la ventanilla trasera |
| R 6 | Remote Control Mirror SW (two Power Window) | Contacteur de miroir à télécommande (sans Vitre à commande électrique) | Interruptor del espejo retrovisor con control remoto SW Ventanilla con control eléctrico |
| R 7 | Rheostat | Rhéostat | Resistor |
| S 4 | Seat Heater (Driver's Side) | Chauffage de sièges (côté de conducteur) | Calefacción del asiento (lado conductor) |
| S 5 | Seat Heater (Passenger's Side) | Chauffage de sièges (côté de passager) | Calefacción del asiento (lado pasajero) |
| S 6 | Seat Heater SW (Driver's Side) | Contacteur de chauffage de siège (côté de conducteur) | Interruptor del calefactor del asiento (lado conductor) |
| S 7 | Seat Heater SW (Passenger's Side) | Contacteur de chauffage de siège (côté de passager) | Interruptor del calefactor del asiento (lado pasajero) |
| S 8 | Shift Lock ECU | Unité de commande électronique verrouillage de sélecteur | Unidad de control electrónico bloqueo de cambio |
| S 10 | Stereo Power Amplifier | Amplificateur de puissance stéréo | Amplificador de potencia estereo |
| S 11 | Stereo Power Amplifier | Amplificateur de puissance stéréo | Amplificador de potencia estereo |
| S 12 | Stereo Power Amplifier | Amplificateur de puissance stéréo | Amplificador de potencia estereo |
| S 13 | Stop Light SW | Contacteur feux de stop | Interruptor luz de parada |
| U 1 | Unlock Warning SW | Cont de voyant de non verrouillage | Interruptor de advertencia de no bloqueo |
| W 3 | Woofer Speaker Amplifier | Amplificateur de haut parleur woofer | Amplificador de altavoz de graves |
| W 4 | Woofer Speaker Amplifier | Amplificateur de haut parleur woofer | Amplificador de altavoz de graves |

G ELECTRICAL WIRING ROUTING

Position of Parts in Body

[LHD]



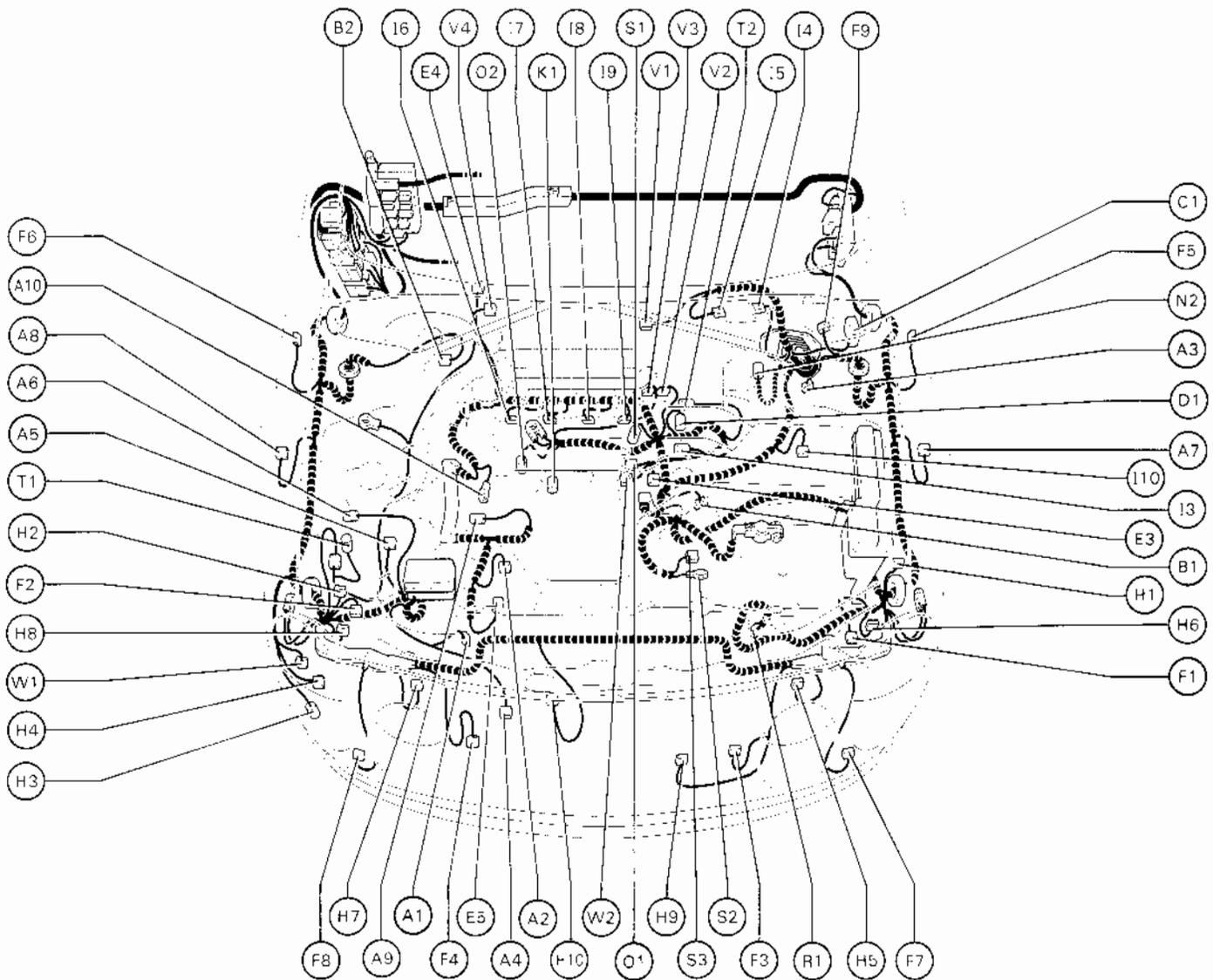
Position of Parts in Body

| Code | English | Français | Español |
|------|---|---|--|
| A 19 | ABS Speed Sensor Rear LH | Capteur de vitesse ABS arrière gauche | Sensor de velocidad de ABS, trasero izquierda |
| A 20 | ABS Speed Sensor Rear RH | Capteur de vitesse ABS arrière droite | Sensor de velocidad de ABS, trasero derecha |
| A 21 | Auto Antenna Control Relay and Motor | Relais et moteur de commande d'antenne automatique | Relé y motor de control de la antena automática |
| B 6 | Buckle SW LH | Interrupteur de boucles de ceinture gauche | Interruptor de la hebilla izquierda |
| D 10 | Door Courtesy Light (Driver's Side) | Eclairage par ouverture de portière (côté de conducteur) | Luz de cortesía de la puerta (lateral conductor) |
| D 11 | Door Courtesy Light (Passenger's Side) | Eclairage par ouverture de portière (côté de passager) | Luz de cortesía de la puerta (lateral pasajero) |
| D 12 | Door Courtesy SW (Driver's Side) | Contacteur de verrouillage pour ouverture (côté de conducteur) | Motor de verrouillage (lateral conductor) |
| D 13 | Door Courtesy SW (Passenger's Side) | Contacteur de verrouillage pour ouverture (côté de passager) | Motor de verrouillage (lateral pasajero) |
| D 14 | Door Lock Motor, Door Key Lock and Unlock SW (Driver's Side) | Moteur de verrouillage de portière clé de portière et contacteur de non-verrouillage (côté de conducteur) | Motor de seguro de puerta, interruptor de seguro y abierta de la llave de puerta (lateral conductor) |
| D 15 | Door Lock Motor, Door Key Lock and Unlock SW (Passenger's Side) | Moteur de verrouillage de portière clé de portière et contacteur de non-verrouillage (côté de passager) | Motor de seguro de puerta, interruptor de seguro y abierta de la llave de puerta (lateral pasajero) |
| F 12 | Front Speaker LH | Haut-parleur avant gauche | Altavoz delantero, izquierda |
| F 13 | Front Speaker RH | Haut-parleur avant droite | Altavoz delantero, derecha |
| F 14 | Front Tweeter Speaker LH | Tweeter avant haut-parleur gauche | Altavoz de agudos frontal, izquierda |
| F 15 | Front Tweeter Speaker RH | Tweeter avant haut-parleur droite | Altavoz de agudos frontal, derecha |
| F 16 | Fuel Pump and Sender | Pompe et transmetteur de niveau de carburant | Bomba de combustible y transmisor de nivel de combustible |
| H 15 | High Mount Stop Light | Feux à arêtes monture élevée | Luz de parada con instalación alta |
| L 1 | License Plate Light | Eclairage de la plaque d'immatriculation | Luz de la placa de matrícula |
| L 2 | Luggage Compartment Light SW | Contacteur de l'éclairage du coffre à bagages | Interruptor de la luz del compartimiento de equipajes |
| L 3 | Luggage Compartment Light | Eclairage du coffre à bagages | Luz del compartimiento de equipajes |
| M 1 | Moon Roof Control Relay | Relais de commande de toit ouvrant transparent | Relé de control del techo deslizante |
| M 2 | Moon Roof Control SW and Personal Light (w/ Moon Roof) | Interrupteur de commande de toit ouvrant transparent et éclairage individuel (avec toit ouvrant) | Interruptor de control del techo deslizante y luz personal (con techo deslizante) |
| M 3 | Moon Roof Limit SW | Contacteur de fin de course du toit ouvrant transparent | Interruptor limitador del techo deslizante |
| M 4 | Moon Roof Motor | Moteur de toit ouvrant transparent | Motor del techo deslizante |
| P 2 | Personal Light (w/o Moon Roof) | Eclairage individuel sans toit ouvrant | Luz personal (sin techo deslizante) |
| P 3 | Power Window Master SW | Contacteur principal de vitre à commande électrique | Interruptor principal de la ventanilla automática |
| P 4 | Power Window Motor (Driver's Side) | Moteur de vitre à commande électrique (côté de conducteur) | Motor ventanilla automática (lateral conductor) |
| P 5 | Power Window Motor (Passenger's Side) | Moteur de vitre à commande électrique (côté de passager) | Motor ventanilla automática (lateral pasajero) |
| P 6 | Power Window SW (Passenger's Side) | Contacteur de vitre à commande électrique (côté de passager) | Interruptor ventanilla automática (lateral pasajero) |
| R 8 | Rear Combination Light LH | Dispositif de éclairage arrière combiné gauche | Luz es combinadas traseras, izquierda |
| R 9 | Rear Combination Light RH | Dispositif de éclairage arrière combiné droite | Luz es combinadas traseras, derecha |
| R 10 | Rear Speaker LH | Haut-parleur arrière gauche | Altavoz trasero, izquierda |
| R 11 | Rear Speaker RH | Haut-parleur arrière droite | Altavoz trasero, derecha |
| R 12 | Rear Window Defogger (+) | Déssembuage de lunette arrière (+) | Desempañador de la ventanilla trasera (+) |
| R 13 | Rear Window Defogger (-) | Déssembuage de lunette arrière (-) | Desempañador de la ventanilla trasera (-) |
| R 14 | Rear Wiper Motor and Relay | Moteur et relais de essuie-glace arrière | Motor y relé del limpiador trasero |
| R 15 | Remote Control Mirror LH | Miroir à télécommande gauche | Espejo retrovisor con control remoto, izquierda |
| R 16 | Remote Control Mirror RH | Miroir à télécommande droite | Espejo retrovisor con control remoto, derecha |
| R 17 | Remote Control Mirror SW (w/ Power Window) | Contacteur de miroir à télécommande (Avec Vitre à commande électrique) | Interruptor del espejo retrovisor con control remoto (Con Ventanilla con control eléctrico) |
| W 5 | Woofer Speaker LH | Haut-parleur woofer gauche | Altavoz de graves izquierda |
| W 6 | Woofer Speaker RH | Haut-parleur woofer droite | Altavoz de graves derecha |

G ELECTRICAL WIRING ROUTING

Position of Parts in Engine Compartment

[RHD: 3S-GE]



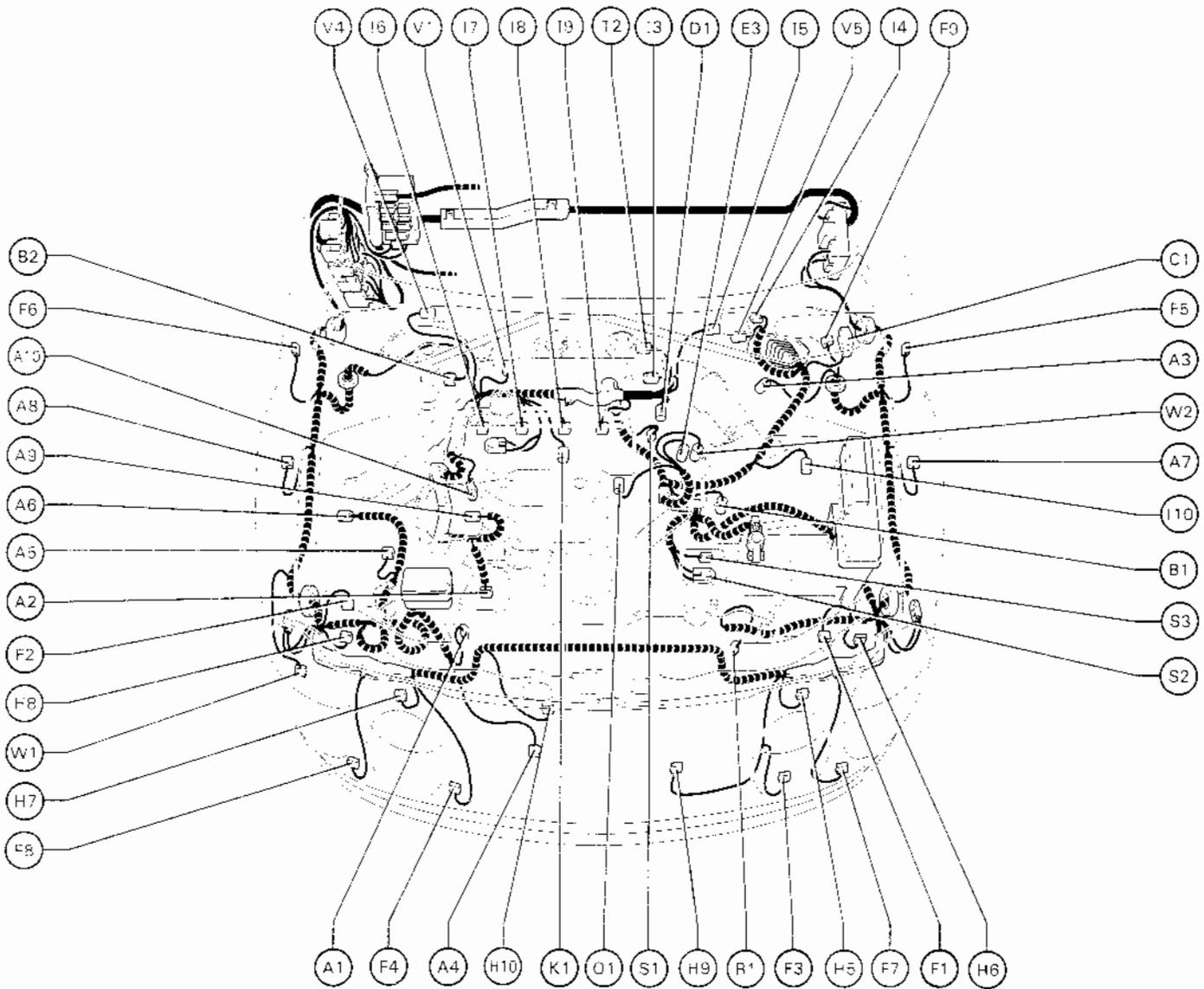
Position of Parts in Engine Compartment

| Code | English | Français | Español |
|------|--|---|---|
| A 1 | A/C Condenser Fan Motor | Moteur de ventilateur de condenseur d'air conditionné | Motor del ventilador del condensador del A/C |
| A 2 | A/C Magnetic Clutch and A/C Lock Sensor | Embrayage magnétique d'air conditionné | Embrague magnético del acondicionador de aire |
| A 3 | A/C Triple Pressure SW (A/C Dual and Single Pressure SW) | Triple pressostat d'air conditionné (pressostat d'air conditionné double et simple) et thermistance d'air conditionné | SW de presión triple A/C (SW de presión doble y sencilla del A/C) y termistor del A/C |
| A 4 | A/C Water Temp. SW | Contacteur de température d'eau d'air conditionné | Interruptor de temperatura del agua del A/C |
| A 5 | ABS Actuator | Commande ABS | Actuador ABS |
| A 6 | ABS Actuator | Commande ABS | Actuador ABS |
| A 7 | ABS Speed Sensor Front LH | Capteur de vitesse ABS avant gauche | Sensor de velocidad de ABS, frontal izquierda |
| A 8 | ABS Speed Sensor Front RH | Capteur de vitesse ABS avant droite | Sensor de velocidad de ABS, frontal derecha |
| A 9 | Alternator | Alternateur | Alternador |
| A 10 | Alternator | Alternateur | Alternador |
| B 1 | Back-Up Light SW | Contacteur de feux de recul | Interruptor de la luz de retroceso |
| B 2 | Brake Fluid Level SW | Contacteur de niveau de liquide de frein | Interruptor de nivel de fluido del freno |
| C 1 | Check Connector | Fiche de service | Conector de comprobación |
| D 1 | Distributor | Distributeur | Distribuidor |
| E 3 | EFI Water Temp. Sensor | Capteur de température d'eau EFI | Sensor de temperatura de agua para la inyección de combustible electrónica |
| E 4 | Engine Hood Courtesy SW | Interrupteur d'éclairage de compartiment moteur | Interruptor de la cortina del capo del motor |
| E 5 | Engine Oil Level Sensor | Capteur de niveau d'huile moteur | Sensor del nivel del aceite de motor |
| F 1 | Front Clearance Light LH | Feux de gabarit avant gauche | Luz de paso delantera, izquierda |
| F 2 | Front Clearance Light RH | Feux de gabarit avant droite | Luz de paso delantera, derecha |
| F 3 | Front Fog Light LH | Feu antibrouillard avant gauche | Luz antiniebla frontal, izquierda |
| F 4 | Front Fog Light RH | Feu antibrouillard avant droite | Luz antiniebla frontal, derecha |
| F 5 | Front Side Turn Signal Light LH | Feu de clignotant latéral avant gauche | Luz de la señal de viraje lateral delantera, izquierda |
| F 6 | Front Side Turn Signal Light RH | Feu de clignotant latéral avant droite | Luz de la señal de viraje lateral delantera, derecha |
| F 7 | Front Turn Signal Light LH | Feu de clignotant avant gauche | Luz de la señal de viraje delantera, izquierda |
| F 8 | Front Turn Signal Light RH | Feu de clignotant avant droite | Luz de la señal de viraje delantera, derecha |
| F 9 | Front Wiper Motor | Moteur de contrôle d'essuie-glace de pare-brise avant | Motor del limpiaparabriso delantero |
| H 1 | Headlight Beam Level Control Actuator LH | Mécanisme de commande de niveau de faisceau de projecteur gauche | Activador de control del nivel del foco del faro, izquierda |
| H 2 | Headlight Beam Level Control Actuator RH | Mécanisme de commande de niveau de faisceau de projecteur droite | Activador de control del nivel del foco del faro, derecha |
| H 3 | Headlight Cleaner Motor | Moteur de lave-phares | Motor del lavador de los faros |
| H 4 | Headlight Cleaner Relay | Relais de lave-phares | Relé del lavador de los faros |
| H 5 | Headlight LH High | Phare gauche Aigu | Faro izquierda alta |
| H 6 | Headlight LH Low | Phare gauche Grave | Faro izquierda baja |
| H 7 | Headlight RH High | Phare droite Aigu | Faro derecha alta |
| H 8 | Headlight RH Low | Phare droite Grave | Faro derecha baja |
| H 9 | Horn LH | Avertisseur sonore gauche | Bocina izquierda |
| H 10 | Horn RH | Avertisseur sonore droite | Bocina derecha |
| I 3 | ISC Valve | Soupape de régulation de régime de ralenti | Válvula de ISC |
| I 4 | Igniter | Allumeur | Encendedor |
| I 5 | Ignition Coil | Bobine d'allumage | Bobina de encendido |
| I 6 | Injector No.1 | Injecteur N° 1 | Injector No 1 |
| I 7 | Injector No.2 | Injecteur N° 2 | Injector No 2 |
| I 8 | Injector No.3 | Injecteur N° 3 | Injector No 3 |
| I 9 | Injector No.4 | Injecteur N° 4 | Injector No 4 |
| I 10 | Intake Air Temp. Sensor | Capteur de température d'air d'admission | Sensor de la temperatura de aire de admisión |
| K 1 | Knock Sensor | Capteur de cognement | Sensor de golpes |
| N 2 | Noise Filter(for Ignition System) | Filtre anti-parasites (pour le système d'allumage) | Filtro contra el ruido (para el sistema de encendido) |
| O 1 | Oil Pressure SW | Contacteur de pression d'huile | Interruptor de presión de aceite |
| O 2 | Oxygen Sensor | Capteur d'oxygène | Sensor de oxígeno |
| R 1 | Radiator Fan Motor | Moteur de ventilateur de radiateur | Motor de ventilador del radiador |
| S 1 | Speed Sensor(for Combination Meter) | Capteur de vitesse (pour Bloc d'instruments de bord) | Sensor de velocidad (para Medidor combinado) |
| S 2 | Starter | Démarrreur | Avanador |
| S 3 | Starter | Démarrreur | Arranador |
| T 1 | Theft Deterrent Horn | Avertisseur de dissuasion contre le vol | Bocina de antirrobo |
| T 2 | Throttle Position Sensor | Détecteur de position de papillon | Sensor de posición de la mariposa |
| V 1 | VSV(for A/C Idle-Up) | Soupape de commutation à dépression (pour Ralenti accéléré d'air conditionné) | VSV (para Marcha en vacío acelerada acondicionador) |
| V 2 | VSV(for ACIS) | Soupape de commutation à dépression (pour ACIS) | VSV (para ACIS) |
| V 3 | VSV(for Fuel Pressure Up) | Soupape de commutation à dépression (pour pressurisation de l'essence) | VSV (para aumento de la presión del combustible) |
| V 4 | Vacuum Sensor | Capteur de dépression | Sensor de vacío |
| W 1 | Washer Motor | Moteur de lave-glace | Motor del lavador |
| W 2 | Water Temp. Sender | Transmetteur de température d'eau | Transmisor de la temperatura de agua |

G ELECTRICAL WIRING ROUTING

Position of Parts in Engine Compartment

[RHD: 3S-FE]



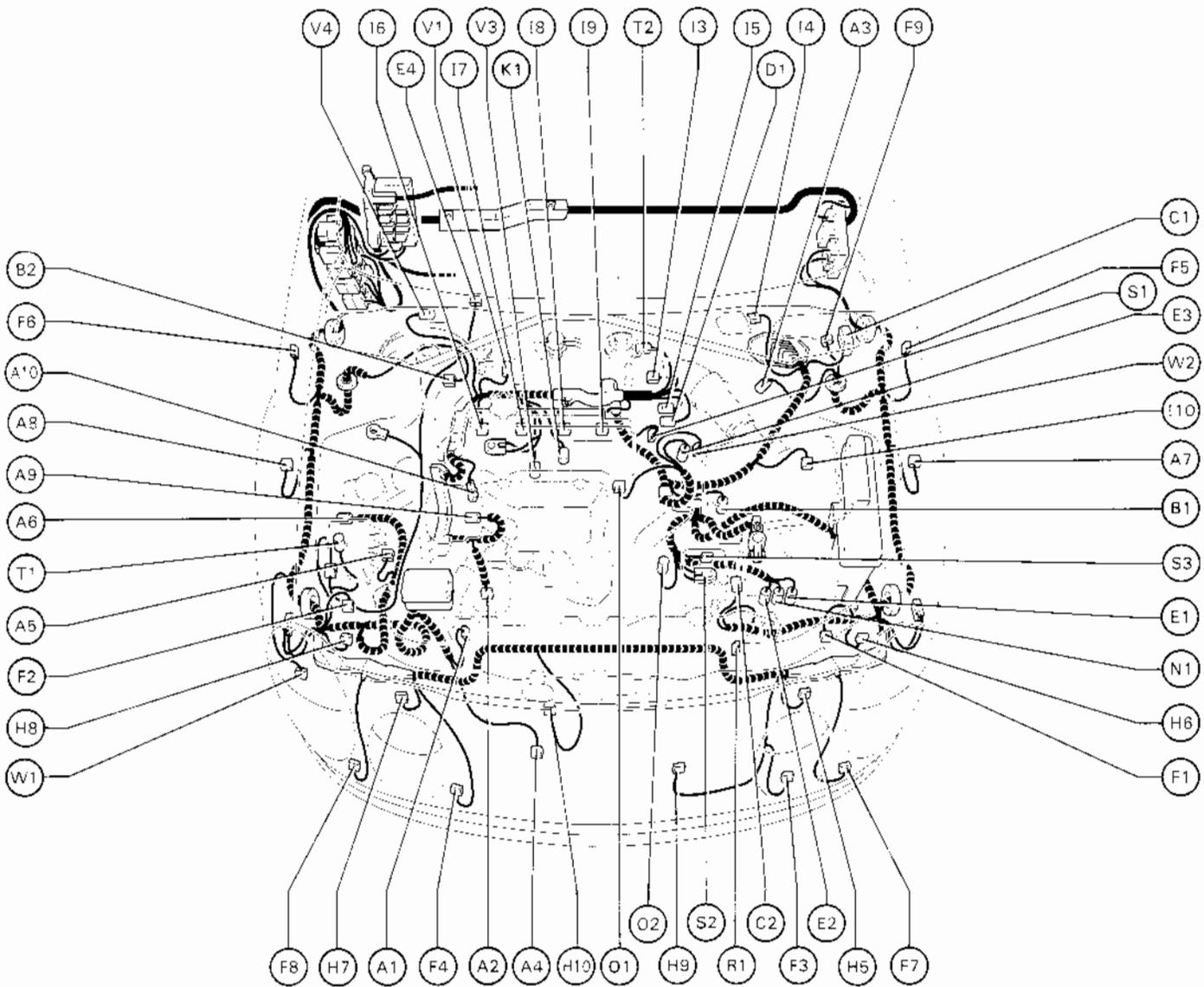
Position of Parts in Engine Compartment

| Code | English | Français | Español |
|------|--|---|---|
| A 1 | A/C Condenser Fan Motor | Moteur de ventilateur de condenseur d'air conditionné | Motor del ventilador del condensador del A/C |
| A 2 | A/C Magnetic Clutch and A/C Lock Sensor | Embrayage magnétique d'air conditionné | Embrague magnético del acondicionador de aire |
| A 3 | A/C Triple Pressure SW (A/C Dual and Single Pressure SW) | Triple pressostat d'air conditionné (pressostat d'air conditionné double et simple) et thermistance d'air conditionné | SW de presión triple A/C (SW de presión doble y sencilla del A/C) y termistor del A/C |
| A 4 | A/C Water Temp. SW | Contacteur de température d'eau d'air conditionné | Interruptor de temperatura del agua del A/C |
| A 5 | ABS Actuator | Commande ABS | Actuador ABS |
| A 6 | ABS Actuator | Commande ABS | Actuador ABS |
| A 7 | ABS Speed Sensor Front LH | Capteur de vitesse ABS avant gauche | Sensor de velocidad de ABS, frontal izquierda |
| A 8 | ABS Speed Sensor Front RH | Capteur de vitesse ABS avant droite | Sensor de velocidad de ABS, frontal derecha |
| A 9 | Alternator | Alternateur | Alternador |
| A 10 | Alternator | Alternateur | Alternador |
| B 1 | Back-Up Light SW | Contacteur de feux de recul | Interruptor de la luz de retroceso |
| B 2 | Brake Fluid Level SW | Contacteur de niveau de liquide de frein | Interruptor de nivel de fluido del freno |
| C 1 | Check Connector | Fiche de service | Conector de comprobación |
| D 1 | Distributor | Distributeur | Distribuidor |
| E 3 | EFI Water Temp. Sensor | Capteur de température d'eau EFI | Sensor de temperatura de agua para la inyección de combustible electrónica |
| F 1 | Front Clearance Light LH | Feux de gabarit avant gauche | Luz de paso delantera, izquierda |
| F 2 | Front Clearance Light RH | Feux de gabarit avant droite | Luz de paso delantera, derecha |
| F 3 | Front Fog Light LH | Feu antibrouillard avant gauche | Luz antiniebla frontal, izquierda |
| F 4 | Front Fog Light RH | Feu antibrouillard avant droite | Luz antiniebla frontal, derecha |
| F 5 | Front Side Turn Signal Light LH | Feu de clignotant latéral avant gauche | Luz de la señal de viraje lateral delantera, izquierda |
| F 6 | Front Side Turn Signal Light RH | Feu de clignotant latéral avant droite | Luz de la señal de viraje lateral delantera, derecha |
| F 7 | Front Turn Signal Light LH | Feu de clignotant avant gauche | Luz de la señal de viraje delantera, izquierda |
| F 8 | Front Turn Signal Light RH | Feu de clignotant avant droite | Luz de la señal de viraje delantera, derecha |
| F 9 | Front Wiper Motor | Moteur de contrôle d'essuie-glace de pare-brise avant | Motor del limpiador delantero |
| H 5 | Headlight LH High | Phare gauche Aigu | Faro izquierdo alta |
| H 6 | Headlight LH Low | Phare gauche Grave | Faro izquierdo baja |
| H 7 | Headlight RH High | Phare droite Aigu | Faro derecha alta |
| H 8 | Headlight RH Low | Phare droite Grave | Faro derecha baja |
| H 9 | Horn LH | Avertisseur sonore gauche | Bocina izquierda |
| H 10 | Horn RH | Avertisseur sonore droite | Bocina derecha |
| I 3 | ISC Valve | Soupape de régulation de régime de ralenti | Válvula de ISC |
| I 4 | Igniter | Allumeur | Encendedor |
| I 5 | Ignition Coil | Bobine d'allumage | Bobina de encendido |
| I 6 | Injector No.1 | Injecteur N° 1 | Injector No 1 |
| I 7 | Injector No.2 | Injecteur N° 2 | Injector No 2 |
| I 8 | Injector No.3 | Injecteur N° 3 | Injector No 3 |
| I 9 | Injector No.4 | Injecteur N° 4 | Injector No 4 |
| I 10 | Intake Air Temp. Sensor | Capteur de température d'air d'admission | Sensor de la temperatura de aire de admisión |
| K 1 | Knock Sensor | Capteur de cognement | Sensor de golpeico |
| O 1 | Oil Pressure SW | Contacteur de pression d'huile | Interruptor de presión de aceite |
| R 1 | Radiator Fan Motor | Moteur de ventilateur de radiateur | Motor de ventilador del radiador |
| S 1 | Speed Sensor(for Combination Meter) | Capteur de vitesse (pour Bloc d'instruments de bord) | Sensor de velocidad (para Medidor combinado) |
| S 2 | Starter | Démarrreur | Arrancador |
| S 3 | Starter | Démarrreur | Arrancador |
| T 2 | Throttle Position Sensor | Détecteur de position de papillon | Sensor de posición de la maripasa |
| V 1 | VSV(for A/C Idle-Up) | Soupape de commutation à dépression (pour Ralenti accéléré d'air conditionné) | VSV (para Marcha en vacío acelerado acondicionado) |
| V 4 | Vacuum Sensor | Capteur de dépression | Sensor de vacío |
| V 5 | Variable Resistor | Resistance variable | Resistor variable |
| W 1 | Washer Motor | Moteur de lave-glace | Motor del lavador |
| W 2 | Water Temp. Sender | Transmetteur de température d'eau | Transmisor de la temperatura de agua |

G ELECTRICAL WIRING ROUTING

Position of Parts in Engine Compartment

[RHD: 5S-FE]



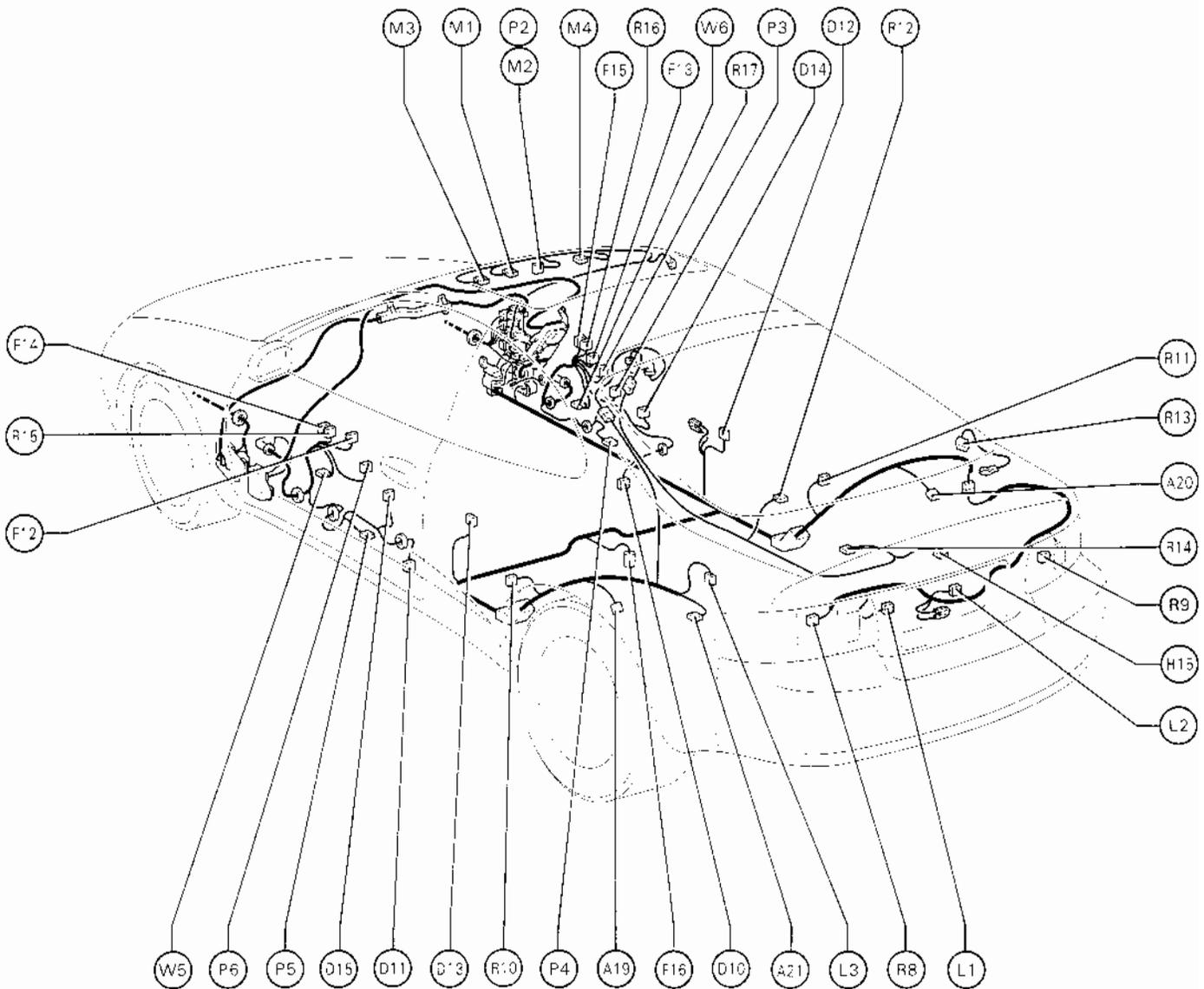
Position of Parts in Engine Compartment

| Code | English | Français | Español |
|------|--|---|---|
| A 1 | A/C Condenser Fan Motor | Moteur de ventilateur de condenseur d'air conditionné | Motor del ventilador del condensador del A/C |
| A 2 | A/C Magnetic Clutch and A/C Lock Sensor | Embrayage magnétique d'air conditionné | Embrague magnético del acondicionador de aire |
| A 3 | A/C Triple Pressure SW (A/C Dual and Single Pressure SW) | Triple pressostat d'air conditionné (pressostat d'air conditionné double et simple) et thermistance d'air conditionné | SW de presión triple A/C (SW de presión doble y sencilla del A/C) y termistor del A/C |
| A 4 | A/C Water Temp. SW | Contacteur de température d'eau d'air conditionné | Interruptor de temperatura del agua del A/C |
| A 5 | ABS Actuator | Commande ABS | Actuador ABS |
| A 6 | ABS Actuator | Commande ABS | Actuador ABS |
| A 7 | ABS Speed Sensor Front LH | Capteur de vitesse ABS avant gauche | Sensor de velocidad de ABS, frontal izquierda |
| A 8 | ABS Speed Sensor Front RH | Capteur de vitesse ABS avant droite | Sensor de velocidad de ABS, frontal derecha |
| A 9 | Alternator | Alternateur | Alternador |
| A 10 | Alternator | Alternateur | Alternador |
| B 1 | Back-Up Light SW | Contacteur de feux de recul | Interruptor de la luz de retroceso |
| B 2 | Brake Fluid Level SW | Contacteur de niveau de liquide de frein | Interruptor de nivel de fluido del freno |
| C 1 | Check Connector | Fiche de service | Conector de comprobación |
| C 2 | Cruise Control Actuator | Actionneur de contrôle de croisière | Activador del control de crucero |
| D 1 | Distributor | Distributeur | Distribuidor |
| E 1 | ECT Solenoid | Solénoïde ECT | Solenoido de ECT |
| E 2 | ECT Solenoid | Solénoïde ECT | Solenoido de ECT |
| E 3 | EFI Water Temp. Sensor | Capteur de température d'eau EFI | Sensor de temperatura de agua para la inyección de combustible electrónica |
| E 4 | Engine Hood Courtesy SW | Interrupteur d'éclairage de compartiment moteur | Interruptor de la cortésia del capo del motor |
| F 1 | Front Clearance Light LH | Feux de gabarit avant gauche | Luz de paso delantera, izquierda |
| F 2 | Front Clearance Light RH | Feux de gabarit avant droite | Luz de paso delantera, derecha |
| F 3 | Front Fog Light LH | Feu antibrouillard avant gauche | Luz antiniebla frontal, izquierda |
| F 4 | Front Fog Light RH | Feu antibrouillard avant droite | Luz antiniebla frontal, derecha |
| F 5 | Front Side Turn Signal Light LH | Feu de clignotant latéral avant gauche | Luz de la señal de virage lateral delantera, izquierda |
| F 6 | Front Side Turn Signal Light RH | Feu de clignotant latéral avant droite | Luz de la señal de virage lateral delantera, derecha |
| F 7 | Front Turn Signal Light LH | Feu de clignotant avant gauche | Luz de la señal de virage delantera, izquierda |
| F 8 | Front Turn Signal Light RH | Feu de clignotant avant droite | Luz de la señal de virage delantera, derecha |
| F 9 | Front Wiper Motor | Moteur de contrôle d'essuie-glace de pare-brise avant | Motor del limpiador delantero |
| H 5 | Headlight LH High | Phare gauche Aigu | Faro izquierda alta |
| H 6 | Headlight LH Low | Phare gauche Grave | Faro izquierda baja |
| H 7 | Headlight RH High | Phare droite Aigu | Faro derecha alta |
| H 8 | Headlight RH Low | Phare droite Grave | Faro derecha baja |
| H 9 | Horn LH | Avertisseur sonore gauche | Bocina izquierda |
| H 10 | Horn RH | Avertisseur sonore droite | Bocina derecha |
| I 3 | ISC Valve | Soupape de régulation de régime de ralenti | Válvula de ISC |
| I 4 | Igniter | Allumeur | Encendedor |
| I 5 | Ignition Coil | Bobine d'allumage | Bobina de encendido |
| I 6 | Injector No.1 | Injecteur N° 1 | Injector No 1 |
| I 7 | Injector No.2 | Injecteur N° 2 | Injector No 2 |
| I 8 | Injector No.3 | Injecteur N° 3 | Injector No 3 |
| I 9 | Injector No.4 | Injecteur N° 4 | Injector No 4 |
| I 10 | Intake Air Temp. Sensor | Capteur de température d'air d'admission | Sensor de la temperatura de aire de admisión |
| K 1 | Knock Sensor | Capteur de cognement | Sensor de golpes |
| N 1 | Neutral Start SW | Contacteur de démarrage au point mort | Interruptor de arranque en punto muerto |
| O 1 | Oil Pressure SW | Contacteur de pression d'huile | Interruptor de presión de aceite |
| O 2 | Oxygen Sensor | Capteur d'oxygène | Sensor de oxígeno |
| R 1 | Radiator Fan Motor | Moteur de ventilateur de radiateur | Motor de ventilador del radiador |
| S 1 | Speed Sensor(for Combination Meter) | Capteur de vitesse (pour Bloc d'instruments de bord) | Sensor de velocidad (para Medidor combinado) |
| S 2 | Starter | Démarrreur | Arrancador |
| S 3 | Starter | Démarrreur | Arrancador |
| T 1 | Theft Deterrent Horn | Avertisseur de dissuasion contre le vol | Bocina de amparo |
| T 2 | Throttle Position Sensor | Détecteur de position de papillon | Sensor de posición de la mariposa |
| V 1 | VSV(for A/C Idle-Up) | Soupape de commutation à dépression (pour Ralenti accéléré d'air conditionné) | VSV (para Marcha en vacío acelerada (acondicionado)) |
| V 3 | VSV(for Fuel Pressure Up) | Soupape de commutation à dépression (pour pressurisation de l'essence) | VSV (para aumento de la presión de combustible) |
| V 4 | Vacuum Sensor | Capteur de dépression | Sensor de vacío |
| W 1 | Washer Motor | Moteur de lave-glace | Motor del lavador |
| W 2 | Water Temp. Sender | Transmetteur de température d'eau | Transmisor de la temperatura de agua |

G ELECTRICAL WIRING ROUTING

Position of Parts in Body

[RHD]



Position of Parts in Body

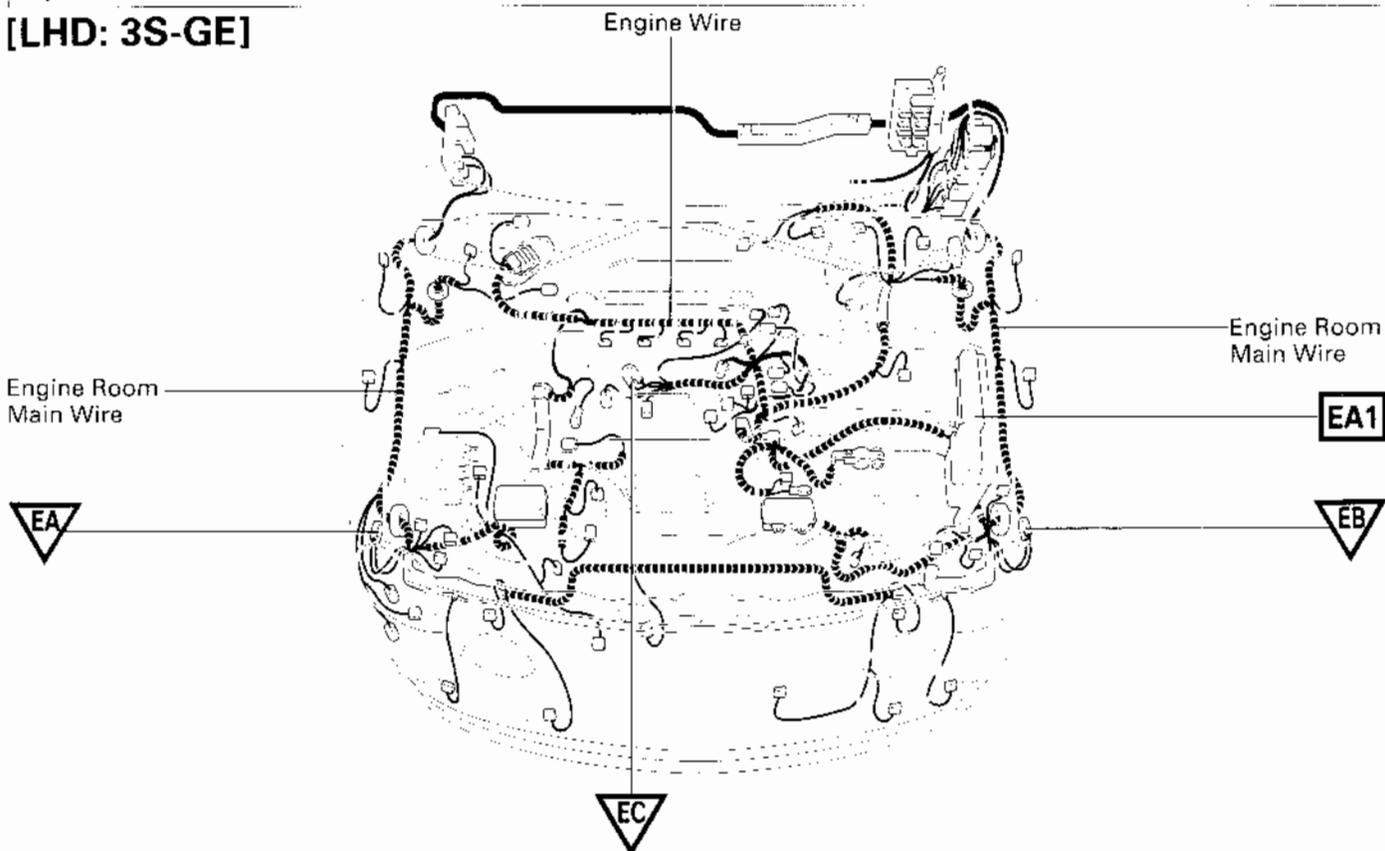
| Code | English | Français | Español |
|------|---|---|--|
| A 19 | ABS Speed Sensor Rear LH | Capteur de vitesse ABS arrière gauche | Sensor de velocidad de ABS, trasero (izquierda) |
| A 20 | ABS Speed Sensor Rear RH | Capteur de vitesse ABS arrière droite | Sensor de velocidad de ABS, trasero (derecha) |
| A 21 | Auto Antenna Control Relay and Motor | Relais et moteur de commande d'antenne automatique | Relé y motor de control de la antena automática |
| D 10 | Door Courtesy Light (Driver's Side) | Eclairage par ouverture de portière (côte de conducteur) | Luz de cortesía de la puerta (lateral conductor) |
| D 11 | Door Courtesy Light (Passenger's Side) | Eclairage par ouverture de portière (côte de passager) | Luz de cortesía de la puerta (lateral pasajero) |
| D 12 | Door Courtesy SW (Driver's Side) | Contacteur d'éclairage pour ouverture (côte de conducteur) | Motor de verrouillage (lateral conductor) |
| D 13 | Door Courtesy SW (Passenger's Side) | Contacteur d'éclairage pour ouverture (côte de passager) | Motor de verrouillage (lateral pasajero) |
| D 14 | Door Lock Motor, Door Key Lock and Unlock SW (Driver's Side) | Moteur de verrouillage de portière clé de portière et contacteur de non-verrouillage (côte de conducteur) | Motor de seguro de puerta, interruptor de seguro y abierta de la llave de puerta (lateral conductor) |
| D 15 | Door Lock Motor, Door Key Lock and Unlock SW (Passenger's Side) | Moteur de verrouillage de portière clé de portière et contacteur de non-verrouillage (côte de passager) | Motor de seguro de puerta, interruptor de seguro y abierta de la llave de puerta (lateral pasajero) |
| F 12 | Front Speaker LH | Haut-parleur avant gauche | Altavoz delantero, izquierda |
| F 13 | Front Speaker RH | Haut-parleur avant droite | Altavoz delantero, derecha |
| F 14 | Front Tweeter Speaker LH | Tweeter avant haut-parleur gauche | Altavoz de agudos frontal, izquierda |
| F 15 | Front Tweeter Speaker RH | Tweeter avant haut-parleur droite | Altavoz de agudos frontal, derecha |
| F 16 | Fuel Pump and Sender | Pompe et transmetteur de niveau de carburant | Bomba de combustible y transmisor de nivel de combustible |
| H 15 | High Mount Stop Light | Feux d'arrêt à monture élevée | Luz de parada con instalación alta |
| L 1 | License Plate Light | Eclairage de plaque d'immatriculation | Luz de la placa de matrícula |
| L 2 | Luggage Compartment Light SW | Contacteur d'éclairage du coffre à bagages | Interruptor de la luz del compartimiento de equipajes |
| L 3 | Luggage Compartment Light | Eclairage du coffre à bagages | Luz del compartimiento de equipajes |
| M 1 | Moon Roof Control Relay | Relais de commande de toit ouvrant transparent | Relé de control del techo deslizante |
| M 2 | Moon Roof Control SW and Personal Light (w/ Moon Roof) | Interrupteur de commande de toit ouvrant transparent et éclairage individuel (avec toit ouvrant) | Interruptor de control del techo deslizante y luz personal (con techo deslizante) |
| M 3 | Moon Roof Limit SW | Contacteur de fin de course du toit ouvrant transparent | Interruptor limitador del techo deslizante |
| M 4 | Moon Roof Motor | Moteur de toit ouvrant transparent | Motor del techo deslizante |
| P 2 | Personal Light (w/o Moon Roof) | Eclairage individuel (sans toit ouvrant) | Luz personal (sin techo deslizante) |
| P 3 | Power Window Master SW | Contacteur principal de vitre à commande électrique | Interruptor principal de la ventanilla automática |
| P 4 | Power Window Motor (Driver's Side) | Moteur vitre à commande électrique (côte de conducteur) | Interruptor ventanilla automática (lateral conductor) |
| P 5 | Power Window Motor (Passenger's Side) | Moteur vitre à commande électrique (côte de passager) | Interruptor ventanilla automática (lateral pasajero) |
| P 6 | Power Window SW (Passenger's Side) | Contacteur de vitre à commande électrique (côte de passager) | Interruptor ventanilla automática (lateral pasajero) |
| R 8 | Rear Combination Light LH | Dispositif d'éclairage arrière combiné gauche | Luces combinadas traseras, izquierda |
| R 9 | Rear Combination Light RH | Dispositif d'éclairage arrière combiné droite | Luces combinadas traseras, derecha |
| R 10 | Rear Speaker LH | Haut-parleur arrière gauche | Altavoz trasero, izquierda |
| R 11 | Rear Speaker RH | Haut-parleur arrière droite | Altavoz trasero, derecha |
| R 12 | Rear Window Defogger (+) | Désembuage de lunette arrière (+) | Desempañador de la ventanilla trasera (+) |
| R 13 | Rear Window Defogger (-) | Désembuage de lunette arrière (-) | Desempañador de la ventanilla trasera (-) |
| R 14 | Rear Wiper Motor and Relay | Moteur et relais d'essuie-glace arrière | Motor y relé del limpiador trasero |
| R 15 | Remote Control Mirror LH | Miroir à télécommande gauche | Espejo retrovisor con control remoto, izquierda |
| R 16 | Remote Control Mirror RH | Miroir à télécommande droite | Espejo retrovisor con control remoto, derecha |
| R 17 | Remote Control Mirror SW (w/ Power Window) | Contacteur de miroir à télécommande (Avec Vitre à commande électrique) | Interruptor del espejo retrovisor con control remoto (Avec Ventanilla con control eléctrico) |
| W 5 | Woofer Speaker LH | Haut-parleur woofer gauche | Altavoz de graves izquierda |
| W 6 | Woofer Speaker RH | Haut-parleur woofer droite | Altavoz de graves derecha |

G ELECTRICAL WIRING ROUTING

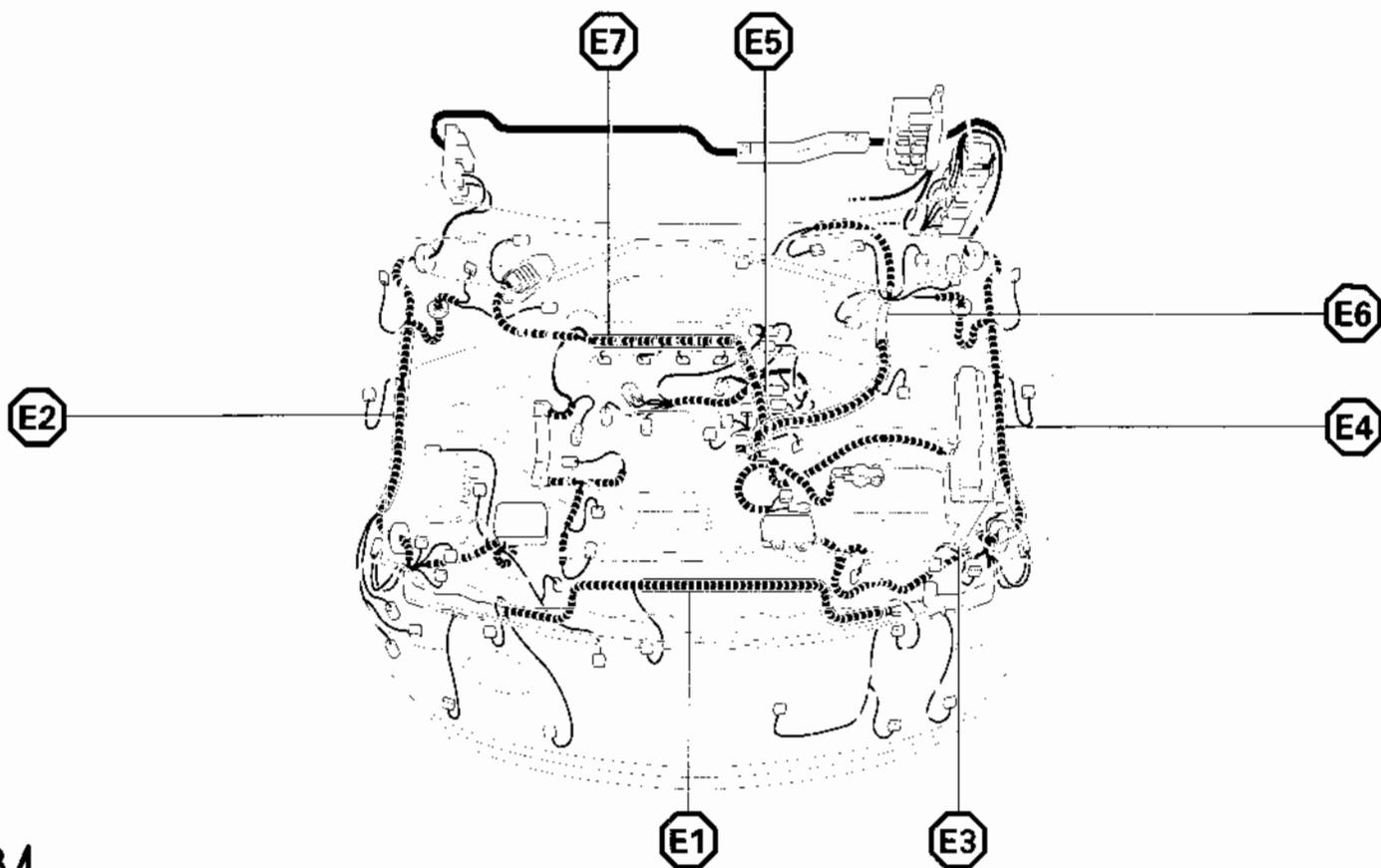
□ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

[LHD: 3S-GE]

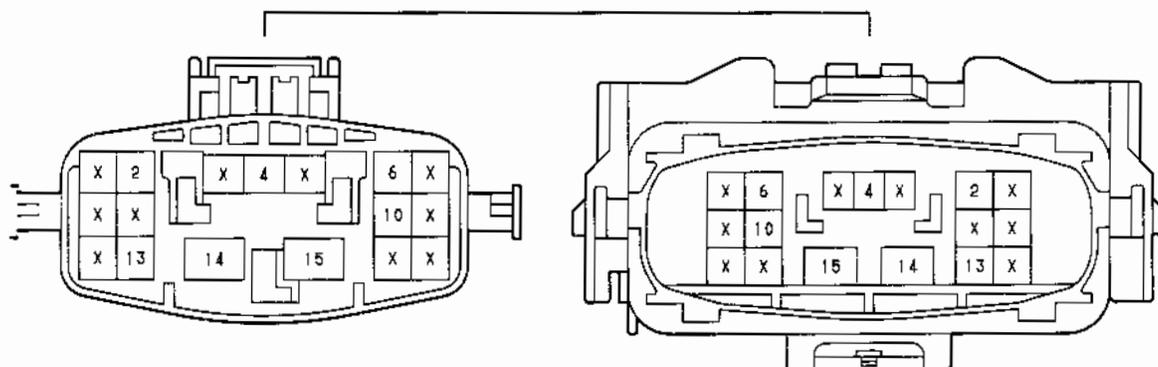


○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

EA1 GRAY



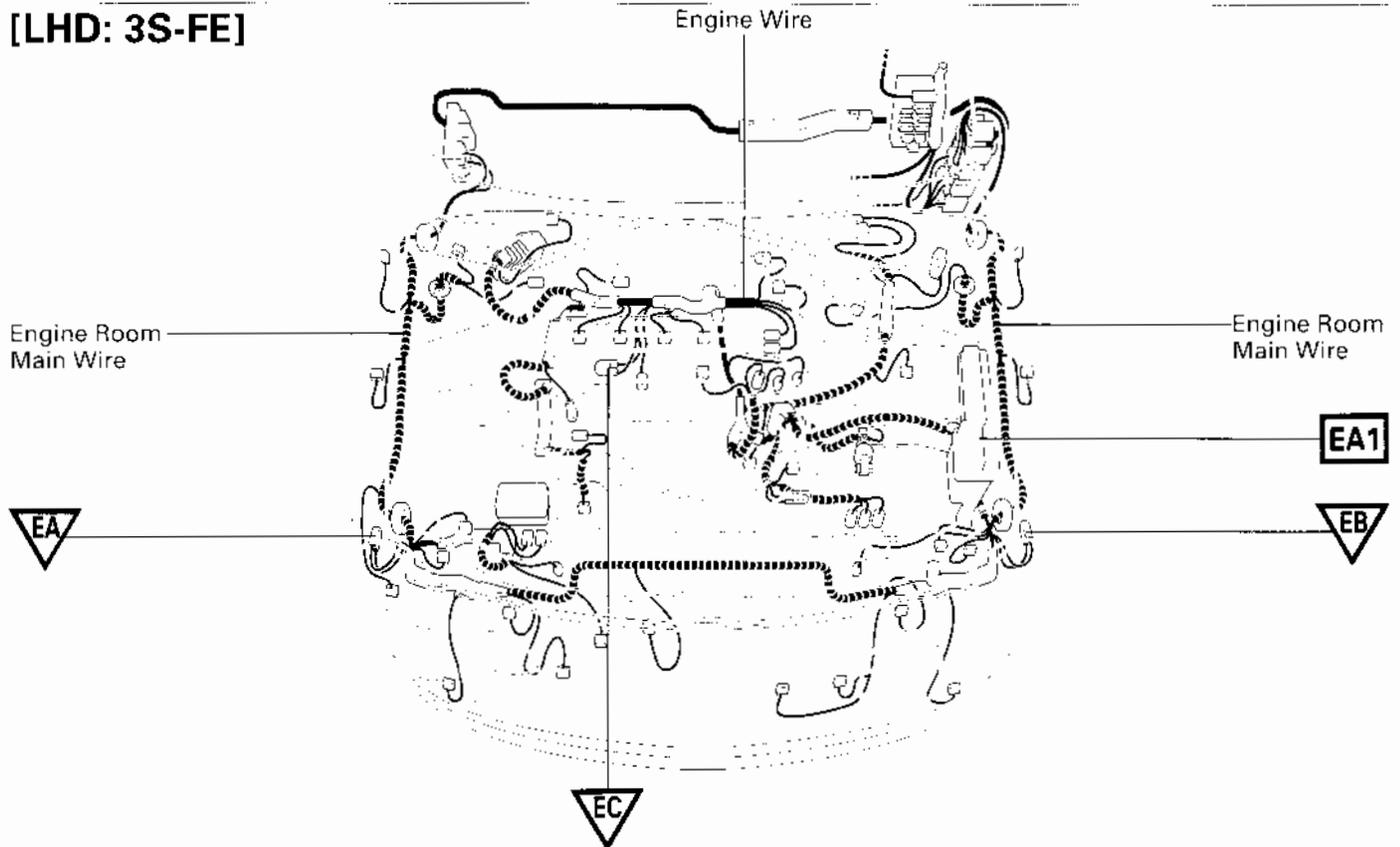
| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|--|
| EA1 | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |

G ELECTRICAL WIRING ROUTING

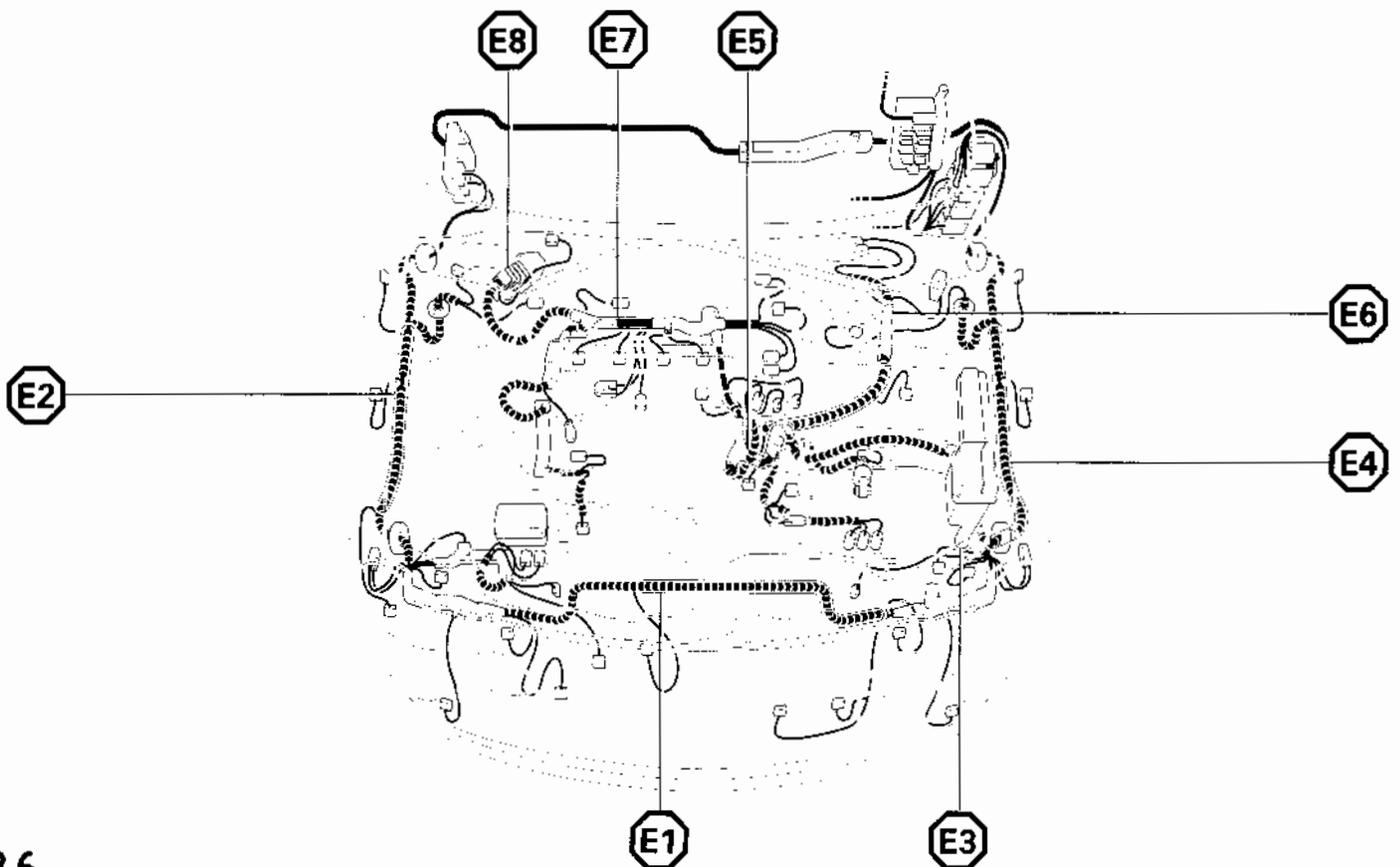
□ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

[LHD: 3S-FE]

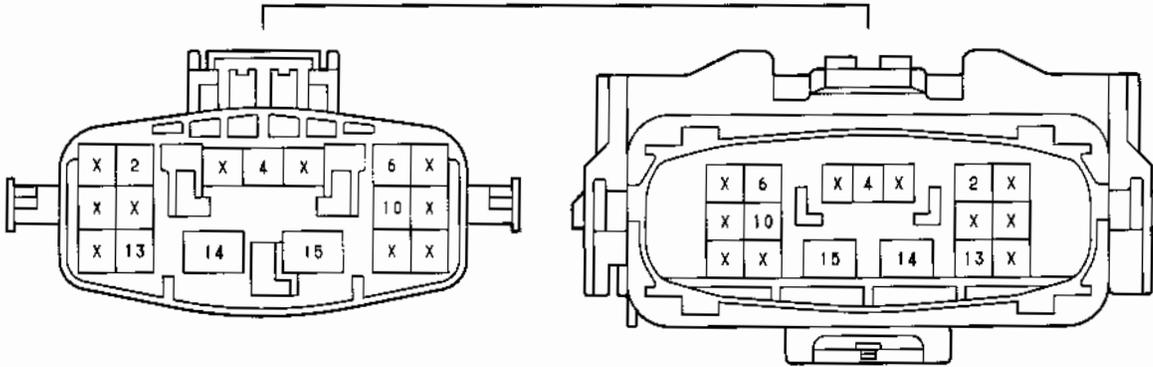


○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

EA1 GRAY



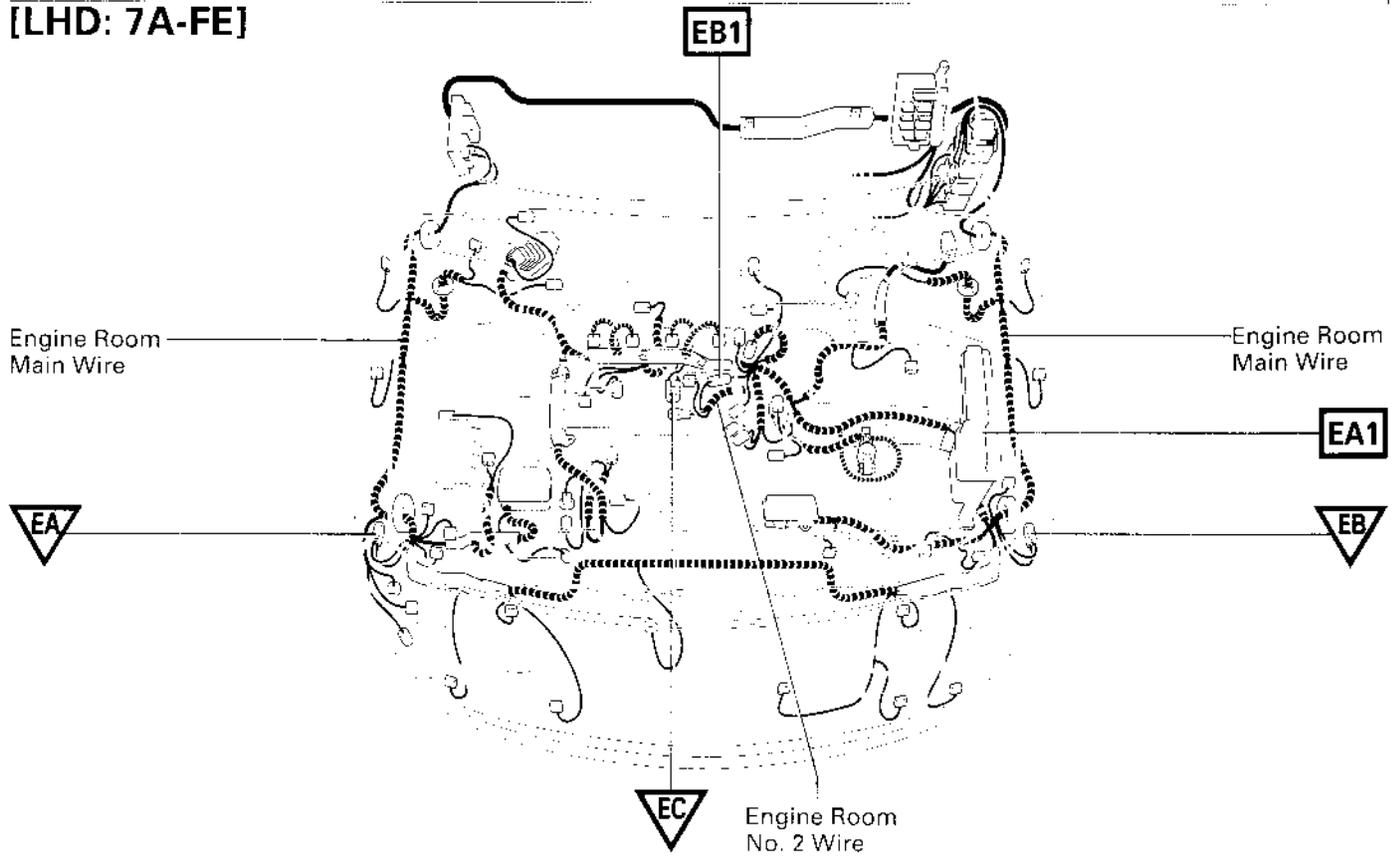
| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|--|
| EA1 | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |

G ELECTRICAL WIRING ROUTING

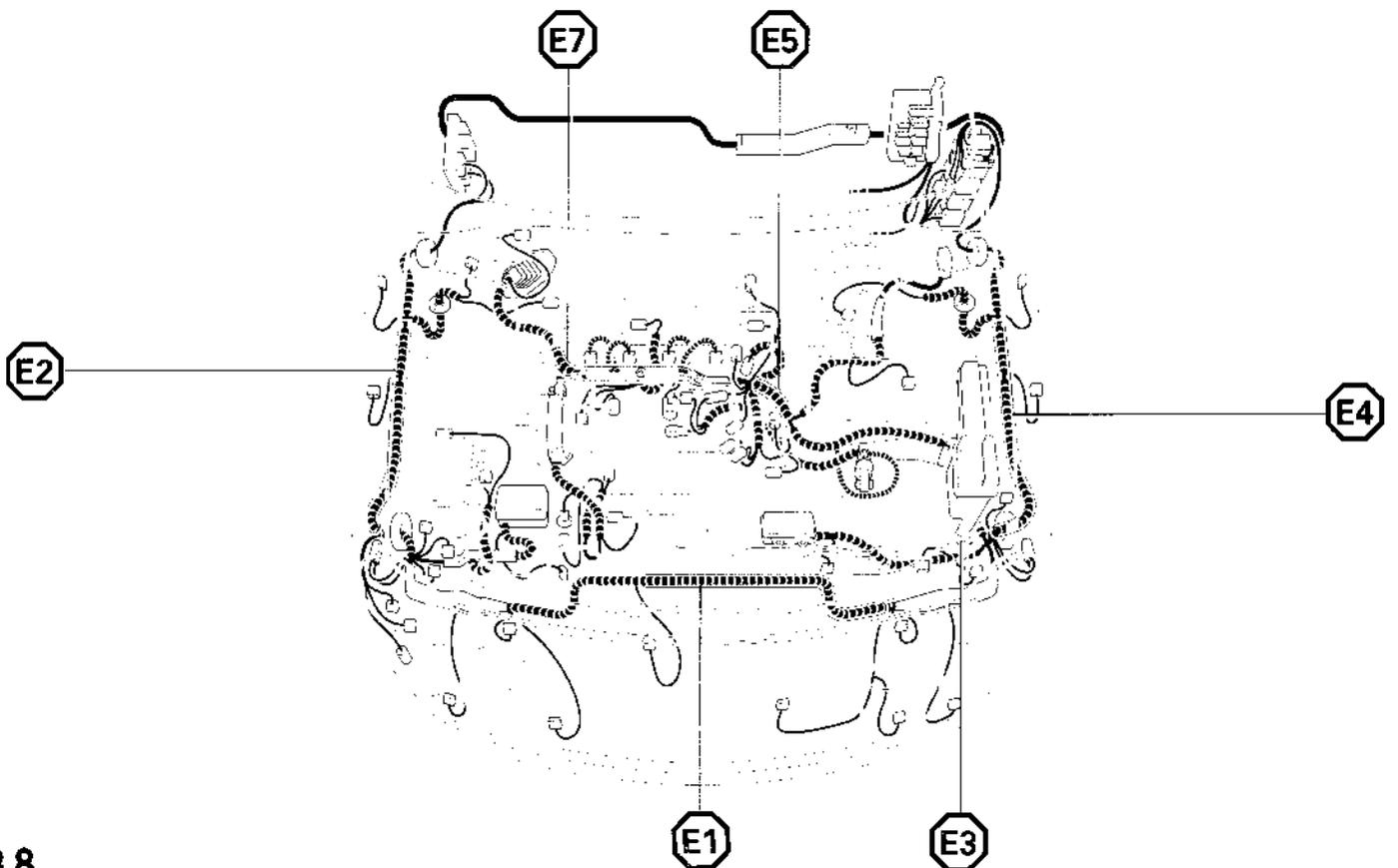
□ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

[LHD: 7A-FE]

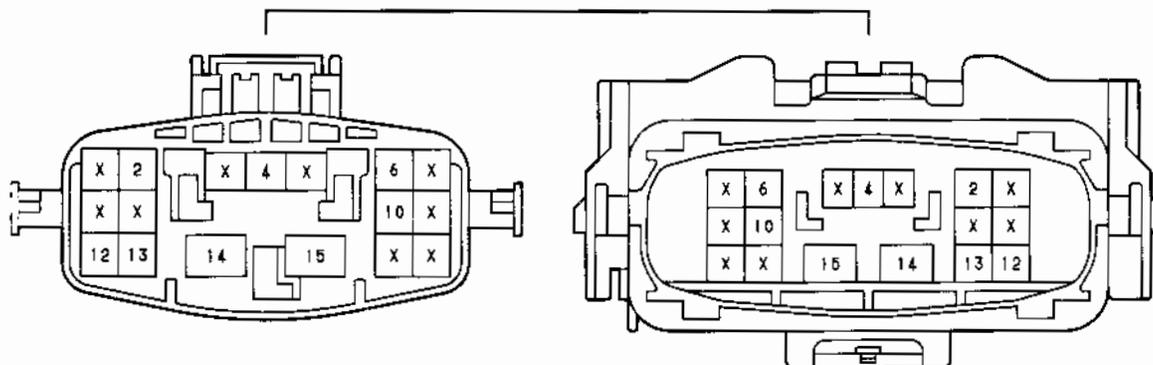


○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

EA1 GRAY



EB1 GRAY

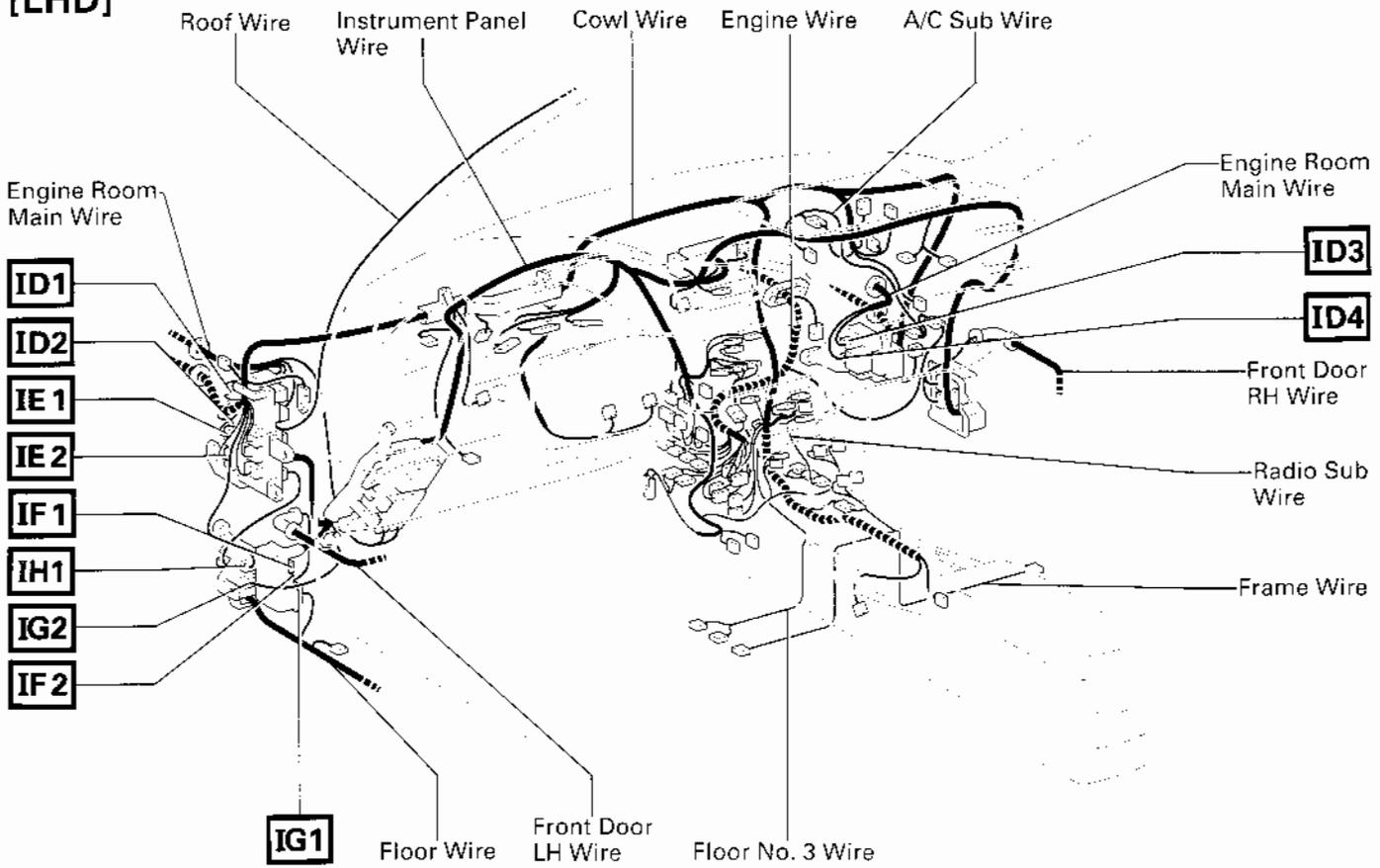


| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|--|
| EA1 | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| EB1 | ENGINE ROOM NO.2 WIRE AND ENGINE WIRE (NEAR THE STARTER) |

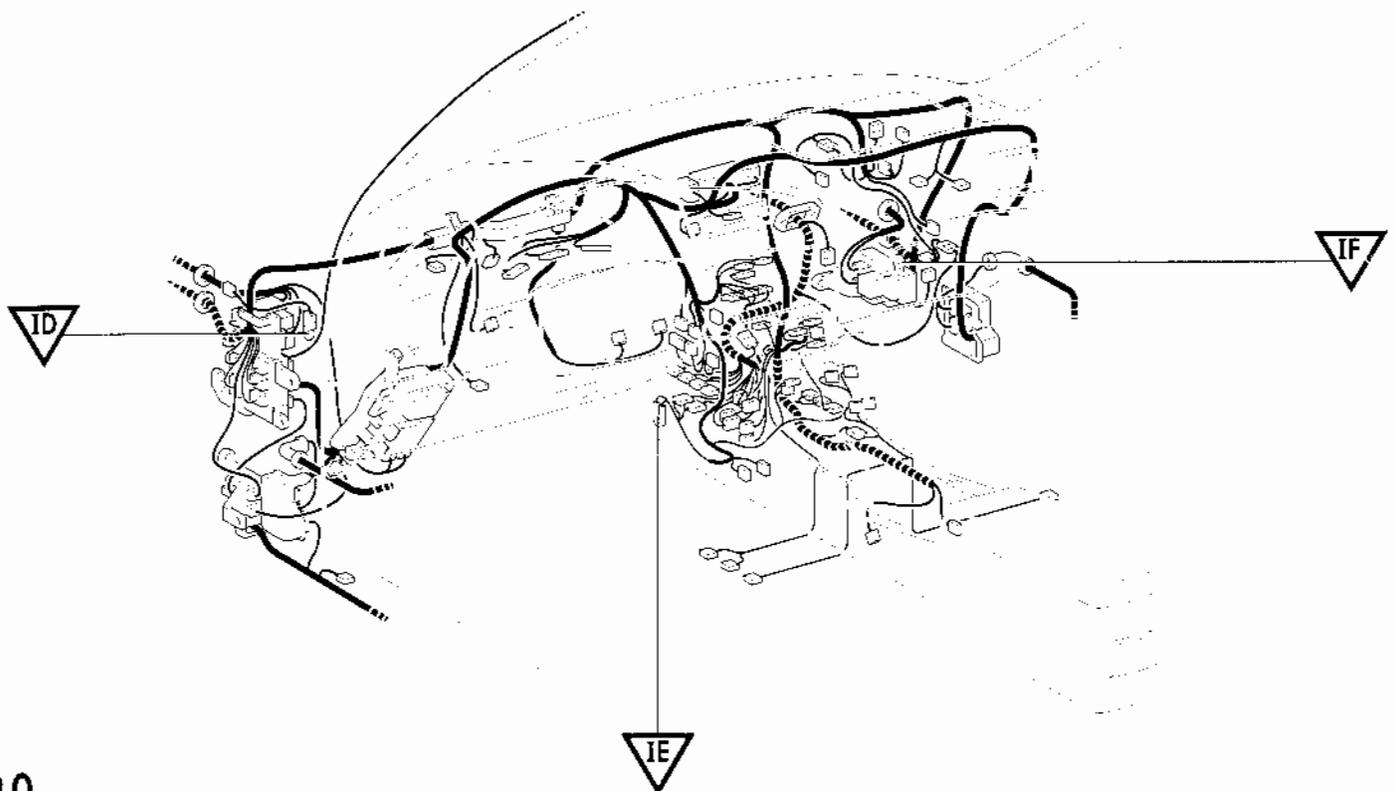
G ELECTRICAL WIRING ROUTING

□ : Location of Connector Joining Wire Harness and Wire Harness

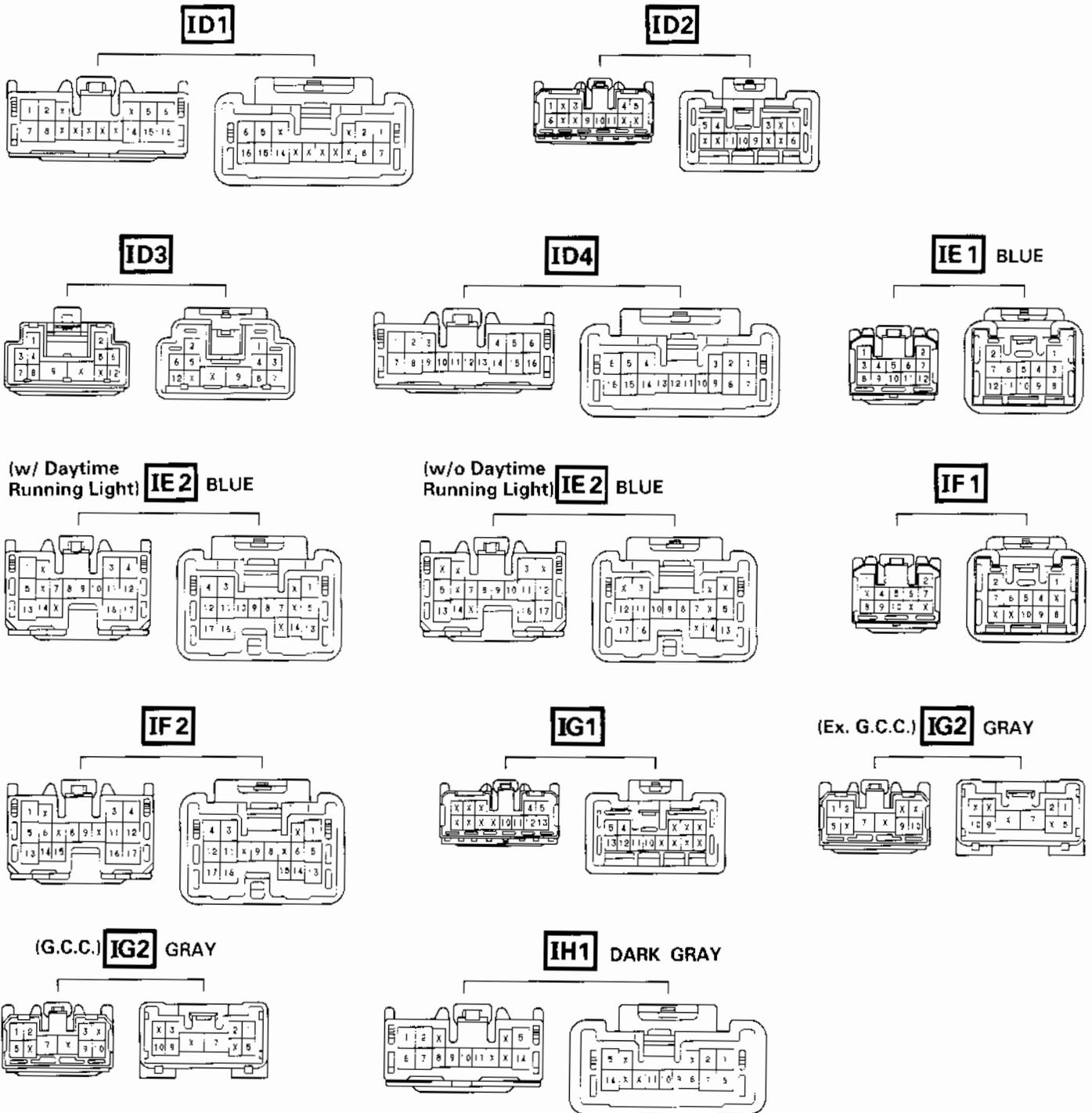
[LHD]



▽ : Location of Ground Points



Connector Joining Wire Harness and Wire Harness

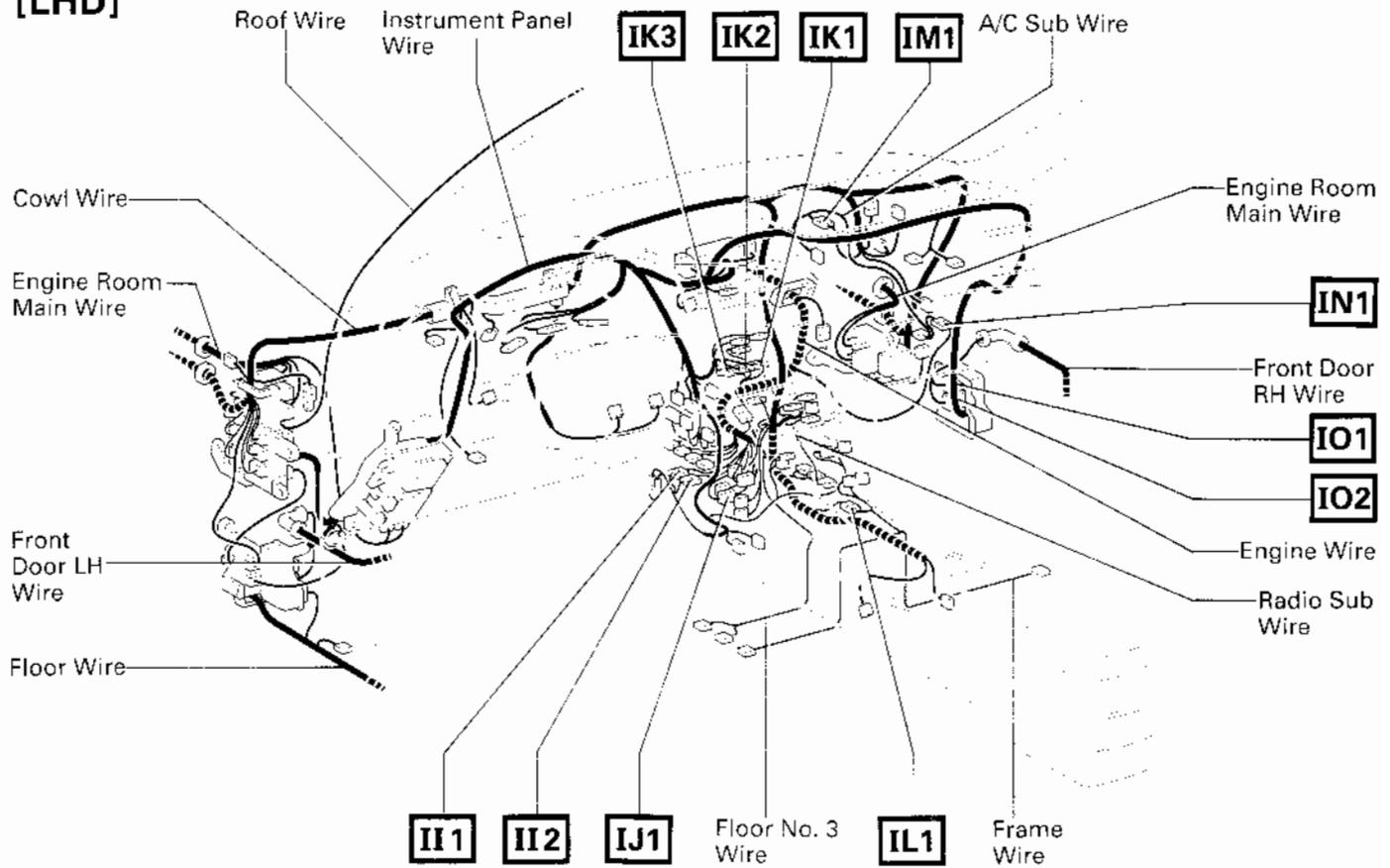


| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|--|
| ID1 | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| ID2 | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| ID3 | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| ID4 | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| IE1 | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| IE2 | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| IF1 | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| IF2 | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| IG1 | FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| IG2 | INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| IH1 | COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |

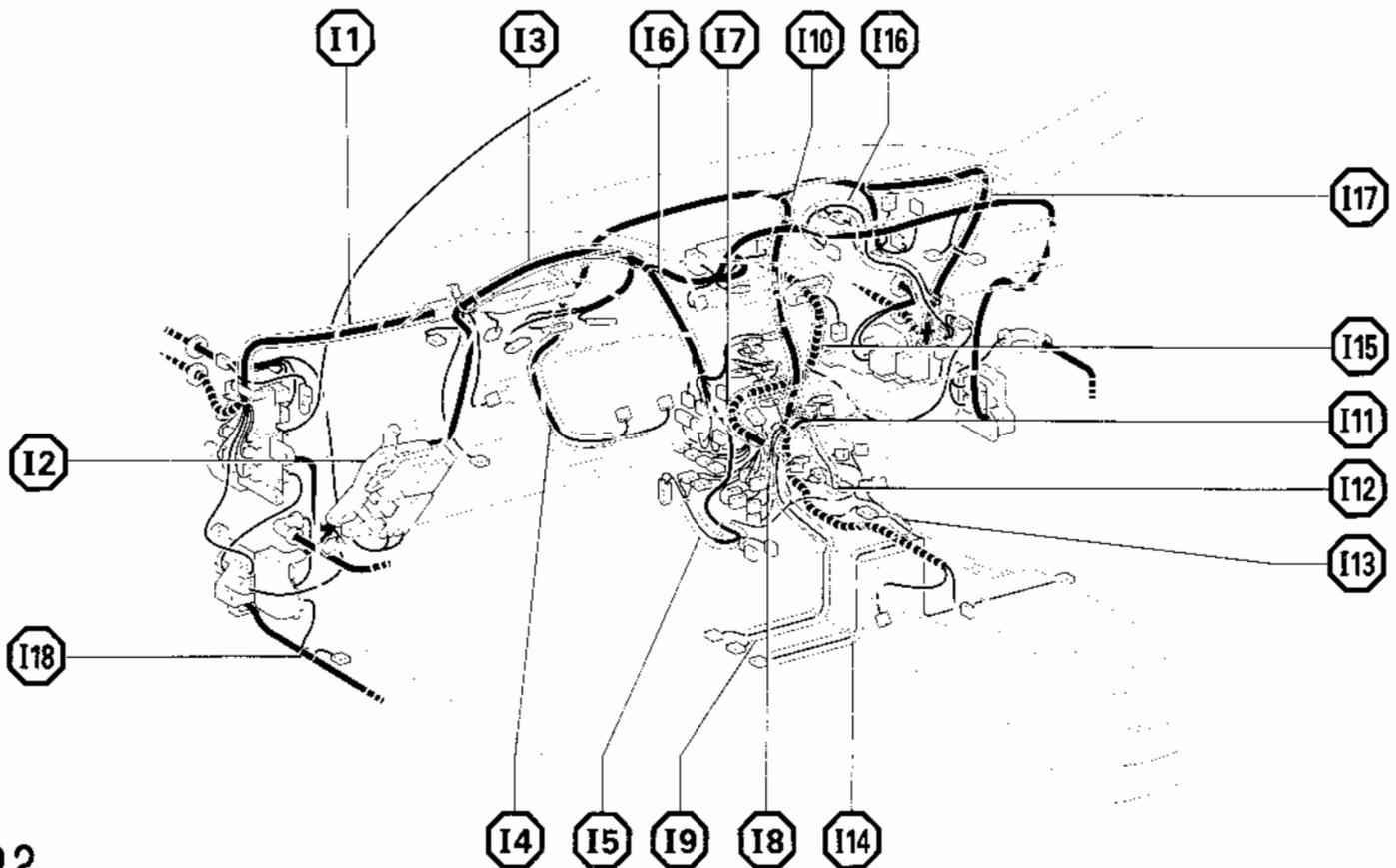
G ELECTRICAL WIRING ROUTING

□ : Location of Connector Joining Wire Harness and Wire Harness

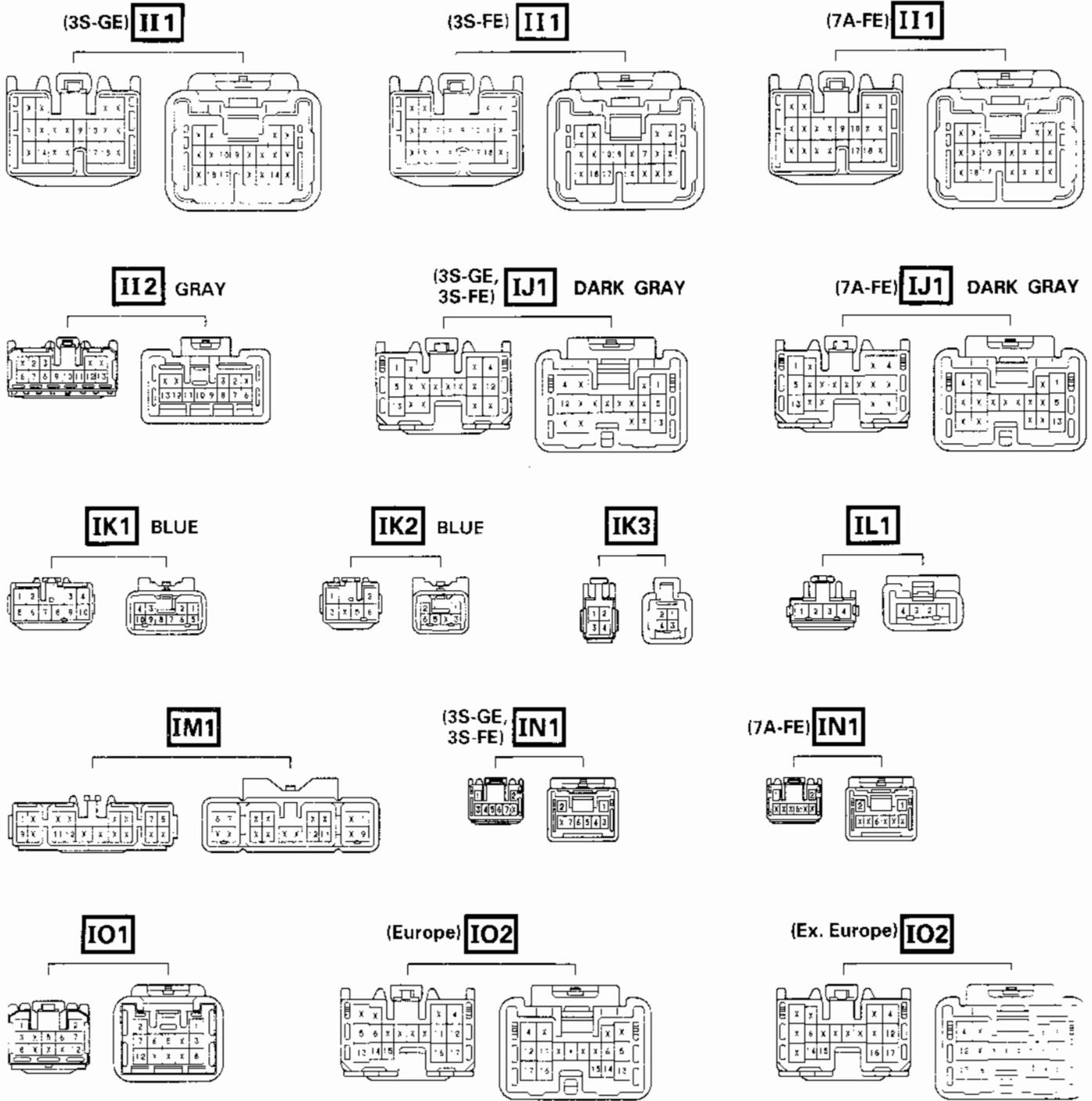
[LHD]



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

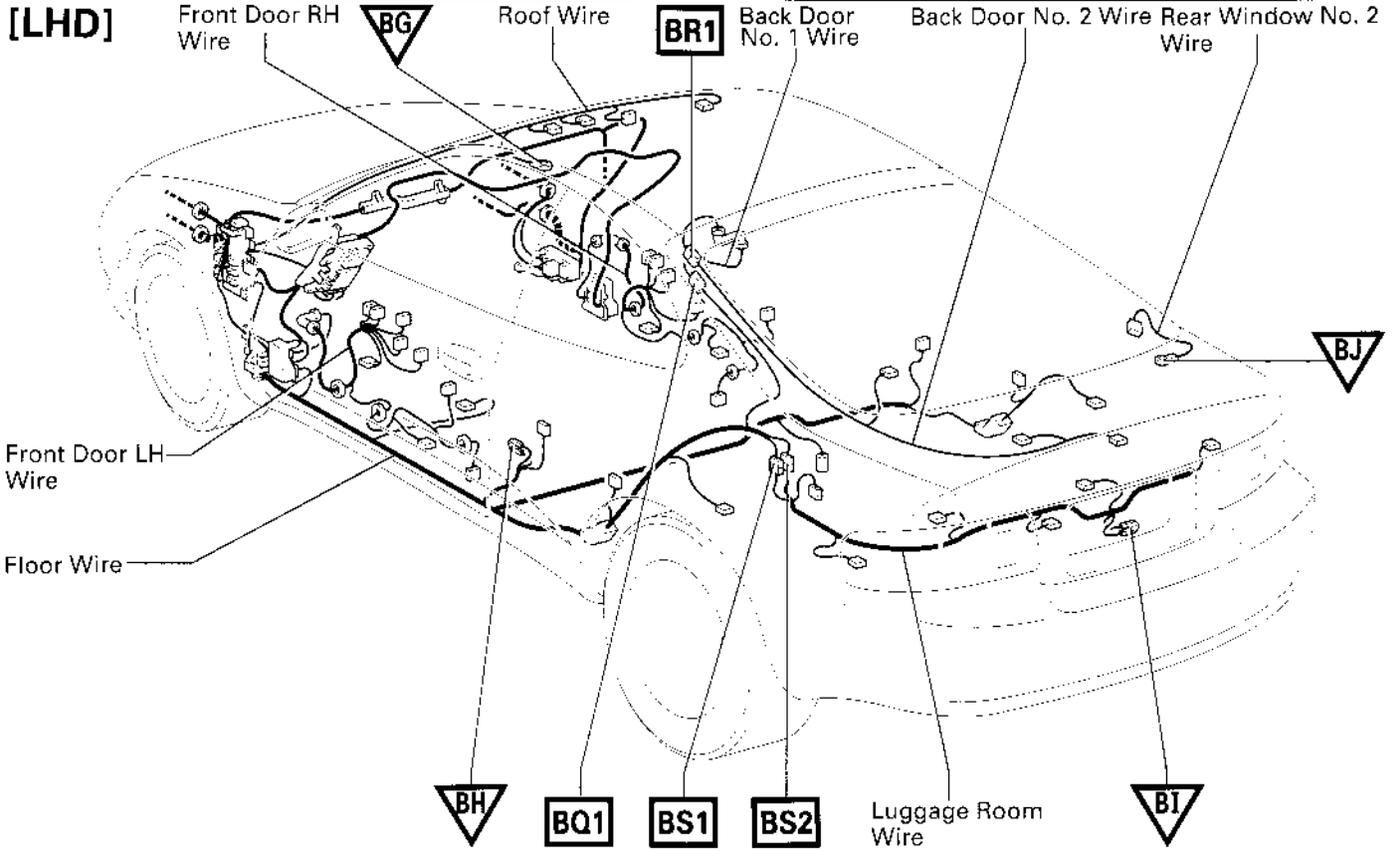


| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|---|
| II1 | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| II2 | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| IJ1 | ENGINE WIRE AND COWL WIRE (BEHIND THE ABS ECU) |
| IK1 | |
| IK2 | INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER) |
| IK3 | |
| IL1 | FRAME WIRE AND COWL WIRE (SHIFT LEVER RH SIDE) |
| IM1 | COWL WIRE AND A/C SUB WIRE (UPPER THE A/C UNIT) |
| IN1 | ENGINE WIRE AND A/C SUB WIRE (NEAR THE BLOWER MOTOR) |
| IO1 | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IO2 | |

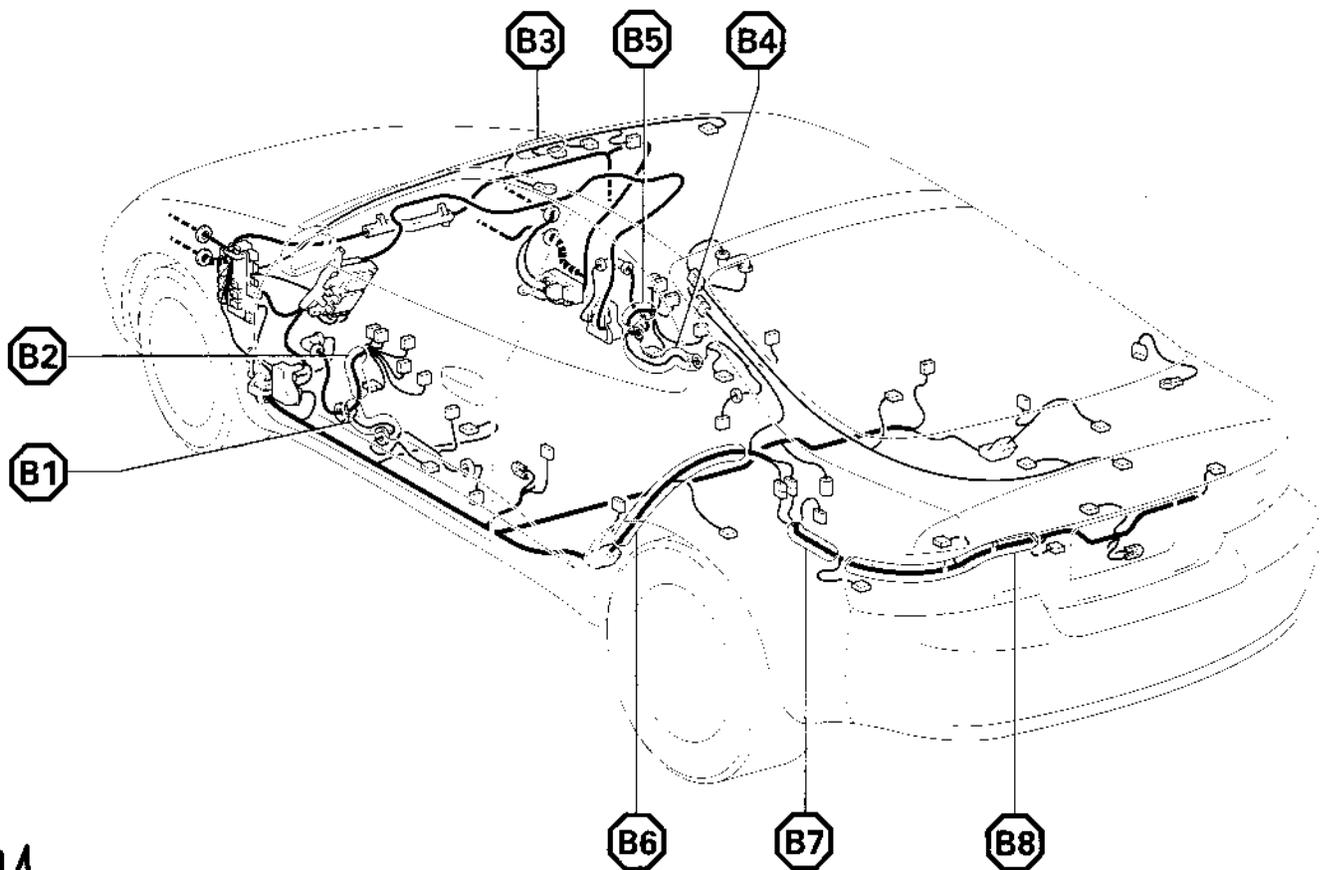
G ELECTRICAL WIRING ROUTING

□ : Location of Connector Joining Wire Harness and Wire Harness

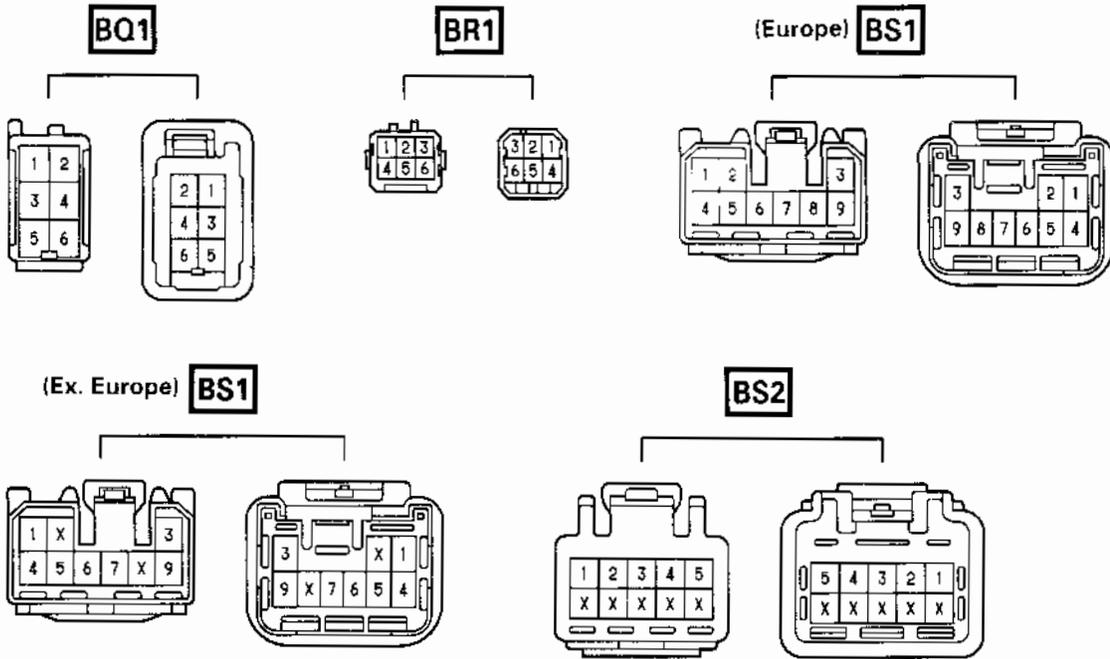
▽ : Location of Ground Points



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness



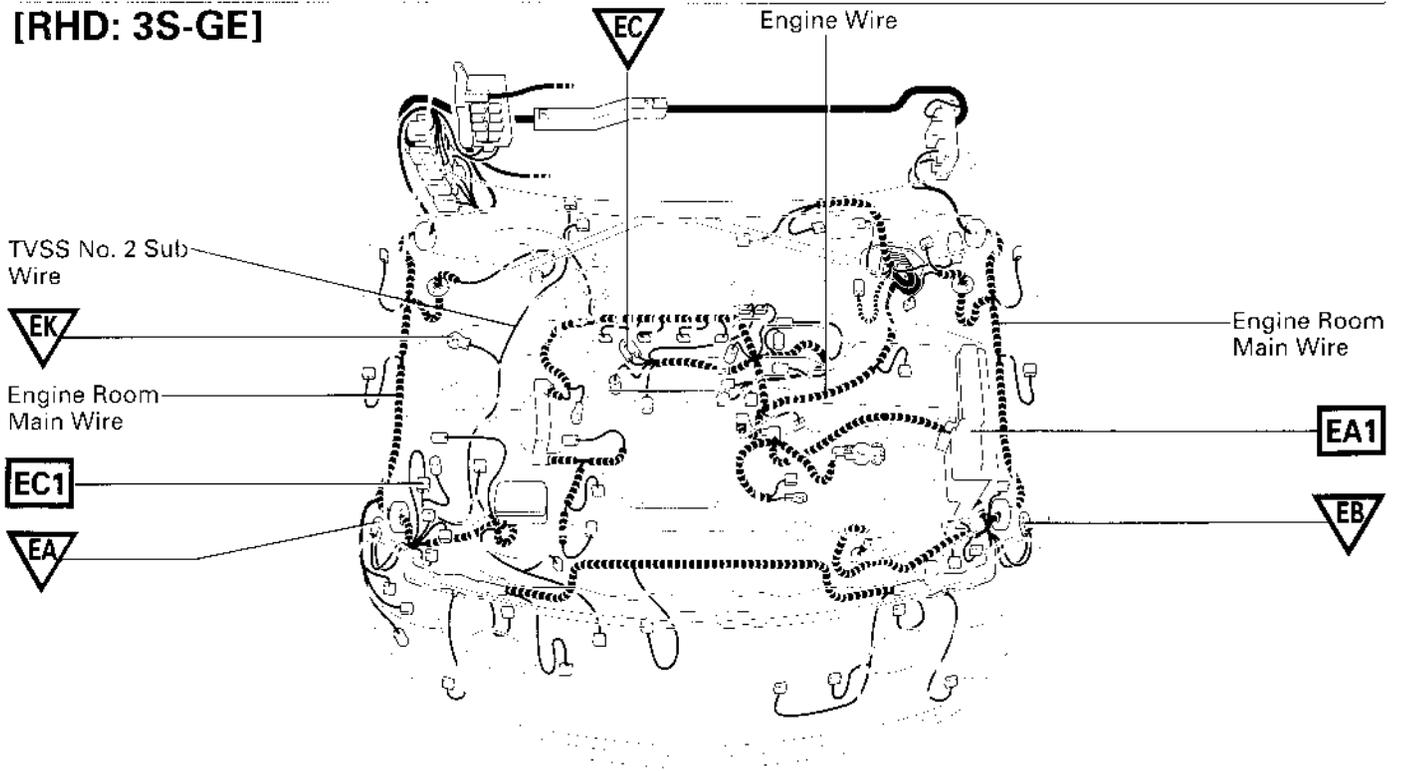
| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|--|
| BQ1 | BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT) |
| BR1 | BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT) |
| BS1 | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT) |
| BS2 | |

G ELECTRICAL WIRING ROUTING

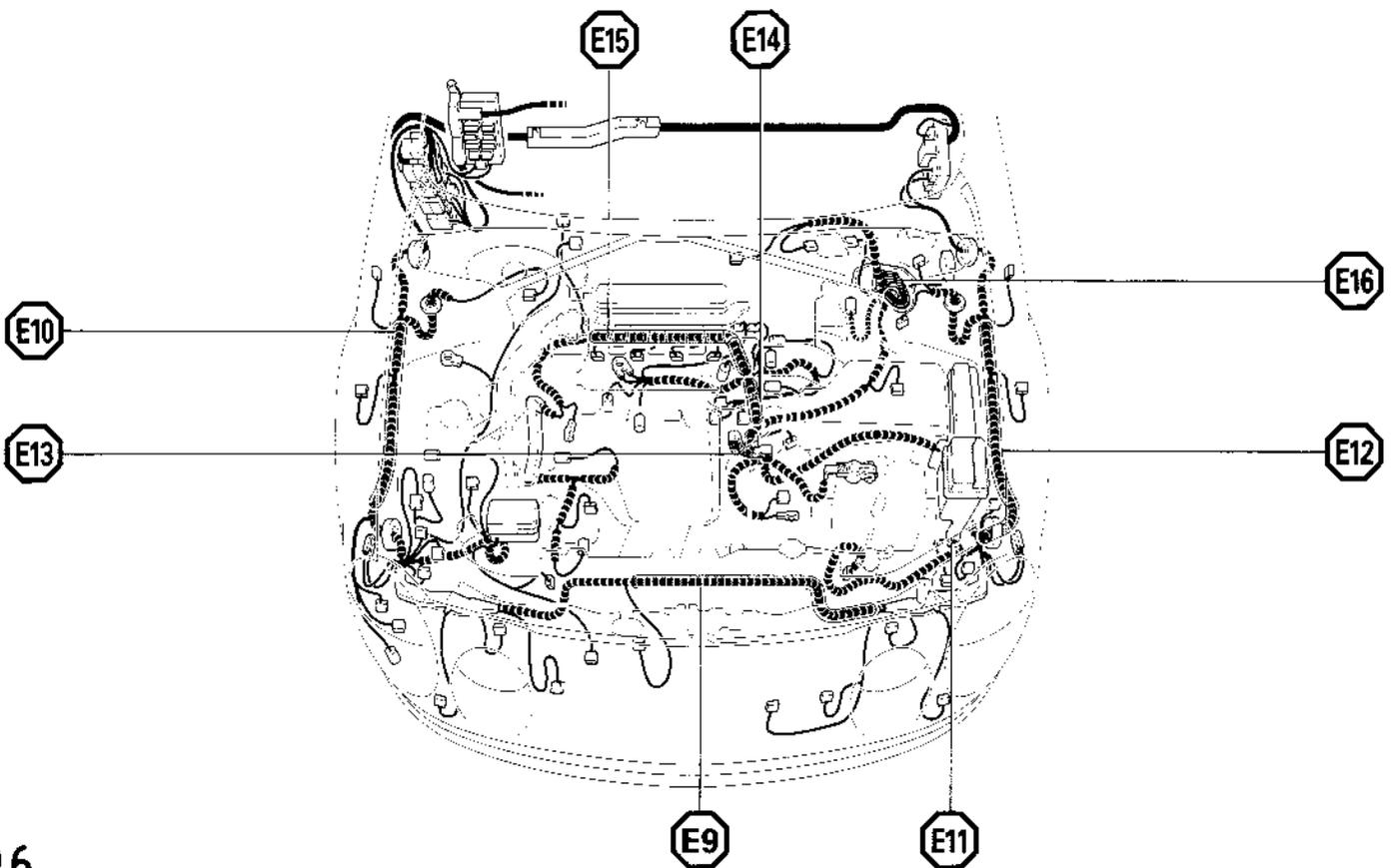
□ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

[RHD: 3S-GE]

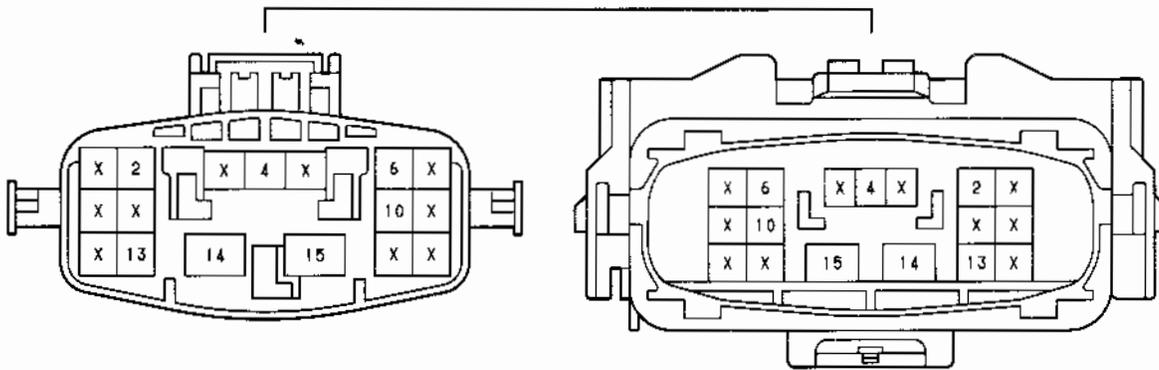


○ : Location of Splice Points

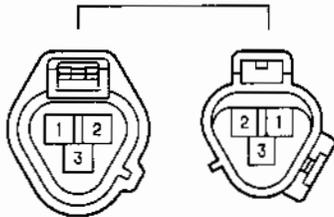


Connector Joining Wire Harness and Wire Harness

EA1 GRAY



EC1 GRAY



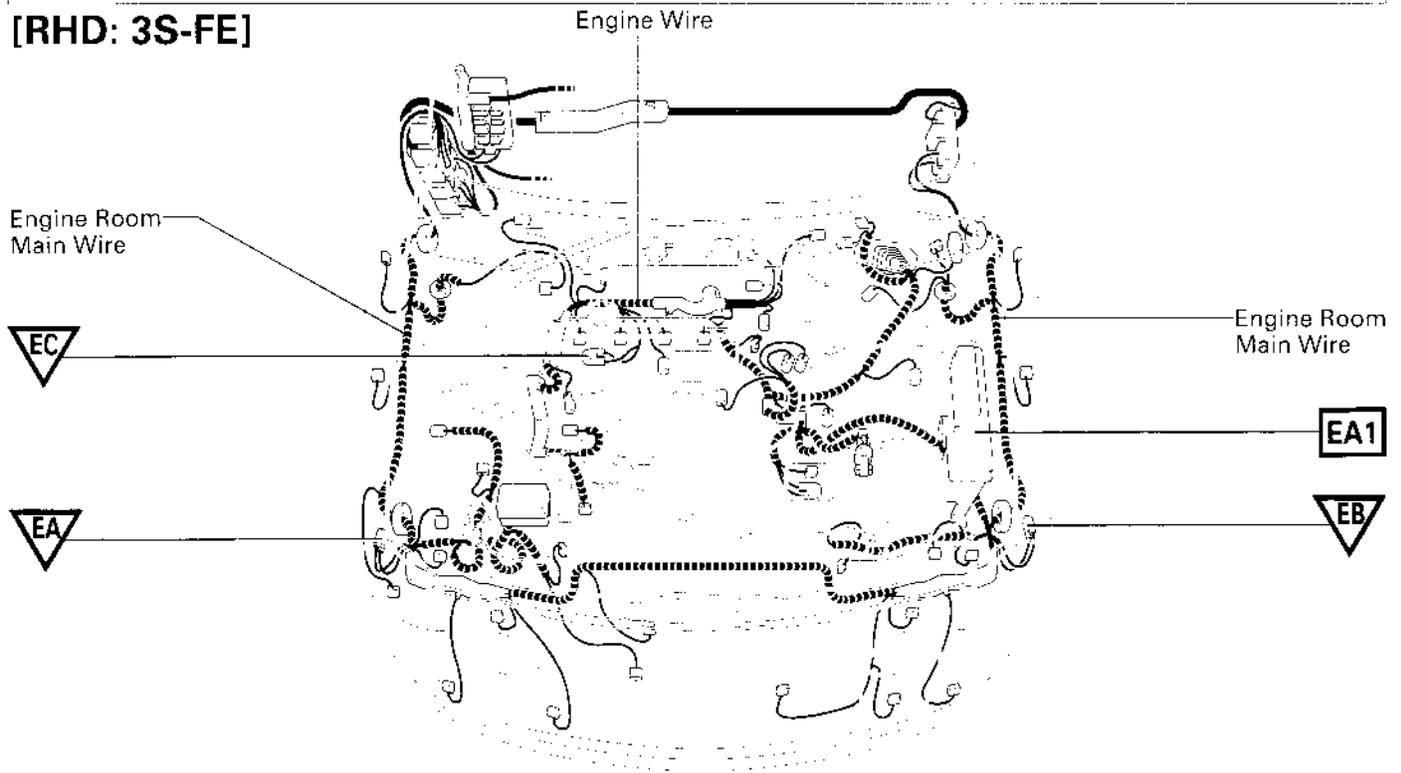
| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|---|
| EA1 | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| EC1 | ENGINE ROOM MAIN WIRE AND TVSS NO.2 SUB WIRE (NEAR THE WASHER TANK) |

G ELECTRICAL WIRING ROUTING

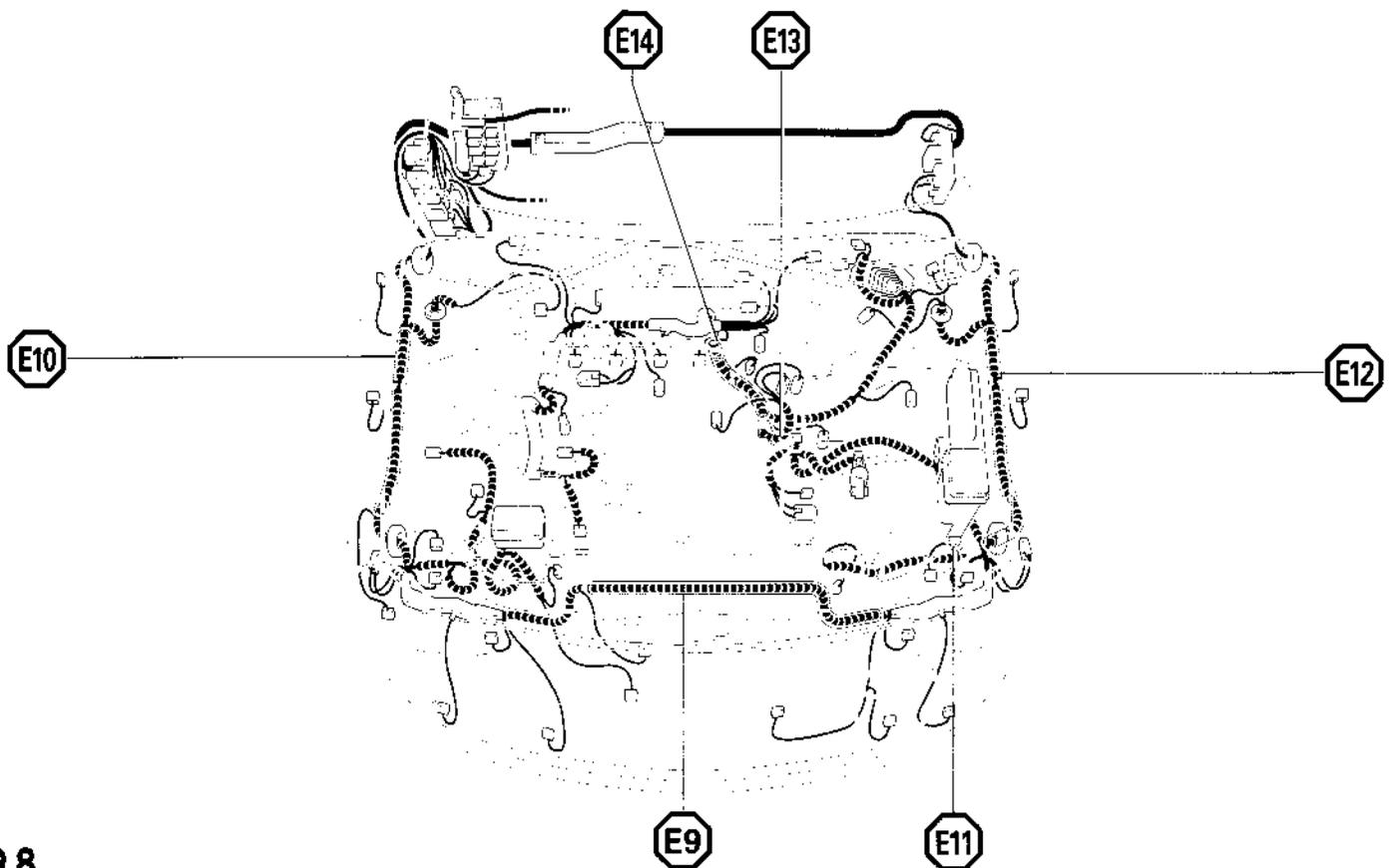
□ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

[RHD: 3S-FE]

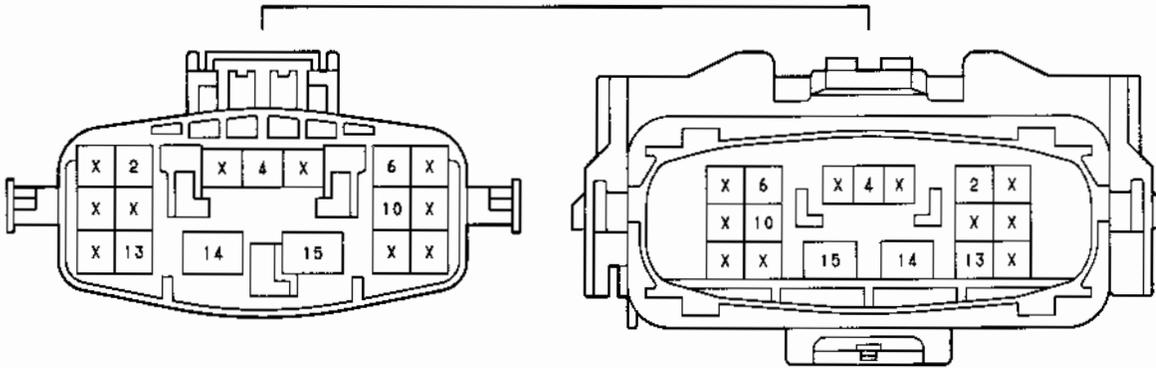


○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

EA1 GRAY



English

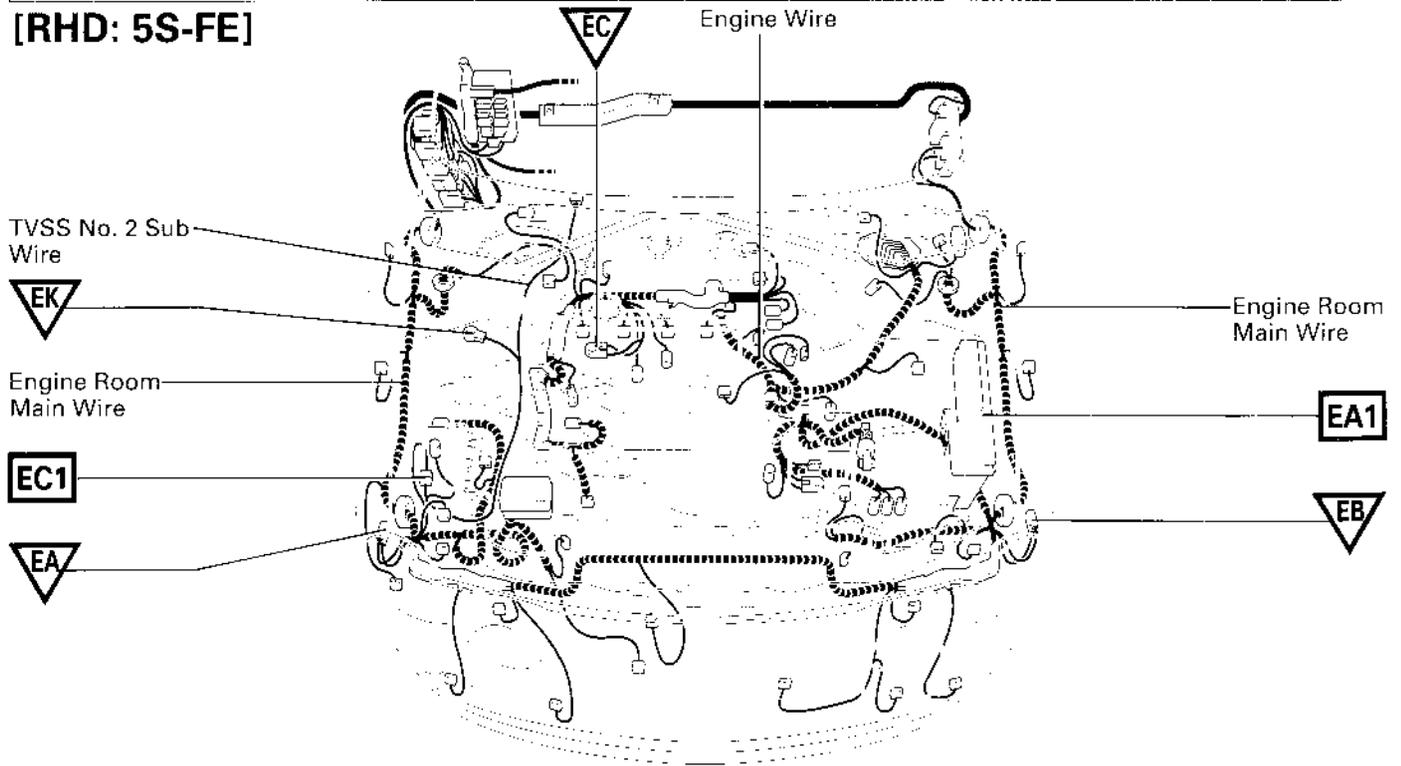
| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|--|
| EA1 | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |

G ELECTRICAL WIRING ROUTING

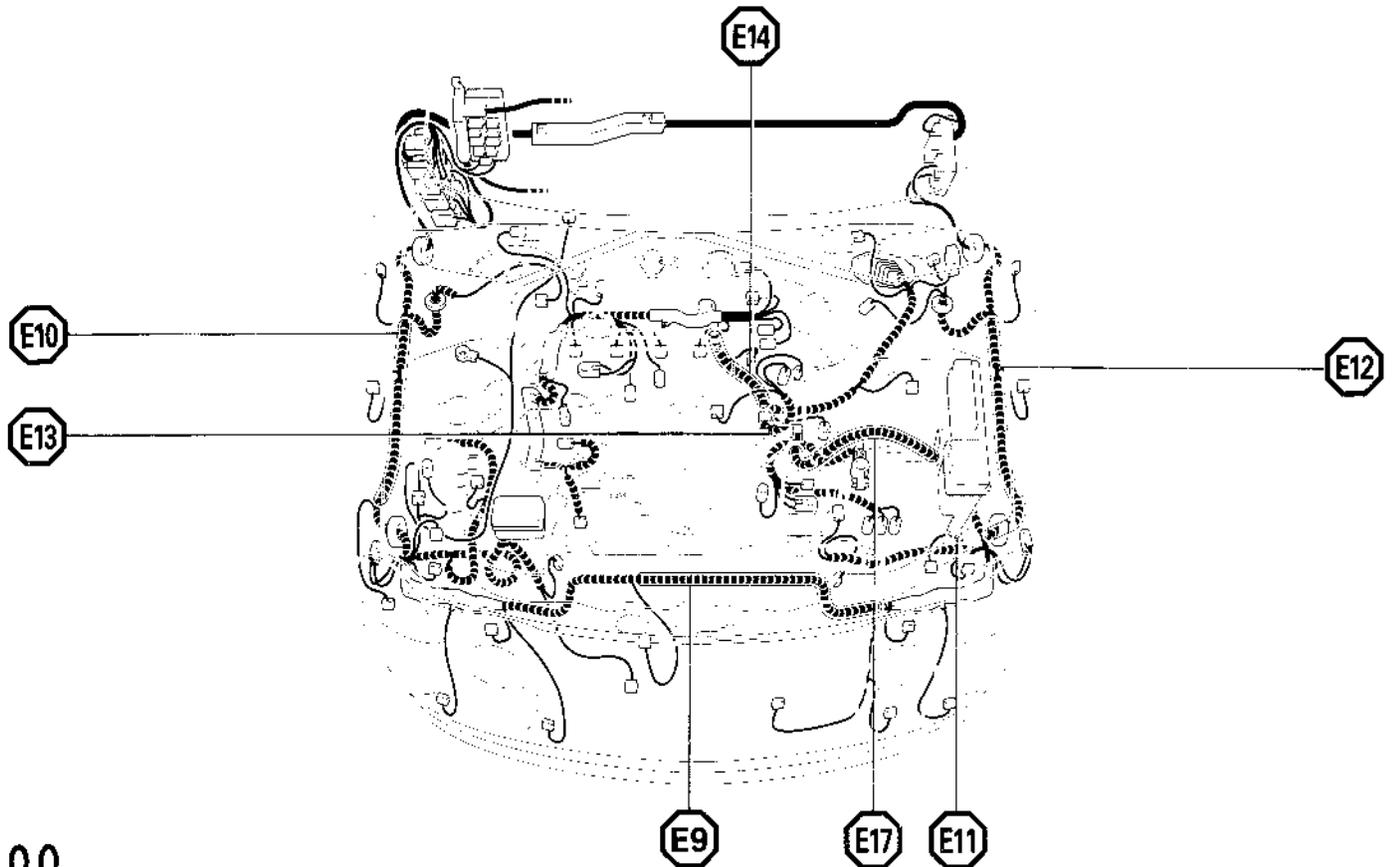
□ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

[RHD: 5S-FE]

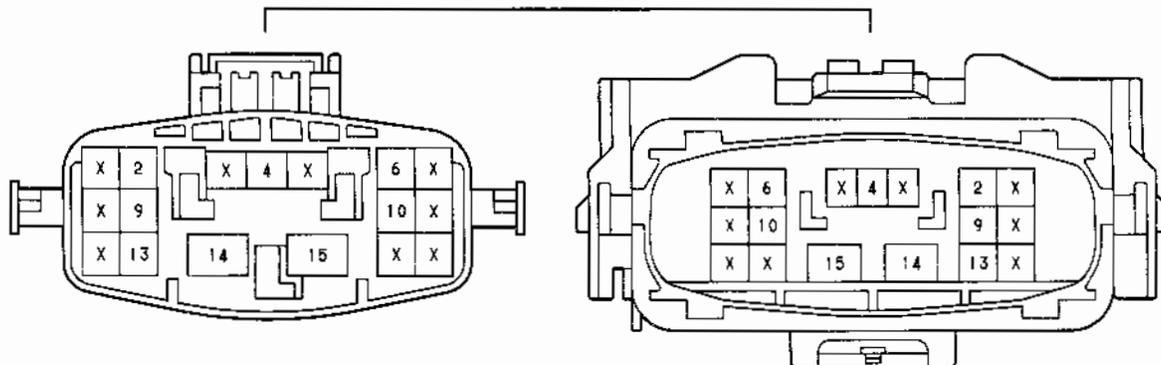


○ : Location of Splice Points

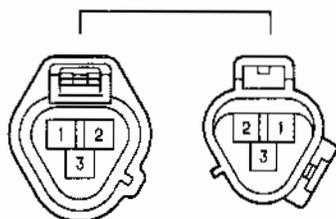


Connector Joining Wire Harness and Wire Harness

EA1 GRAY



EC1 GRAY

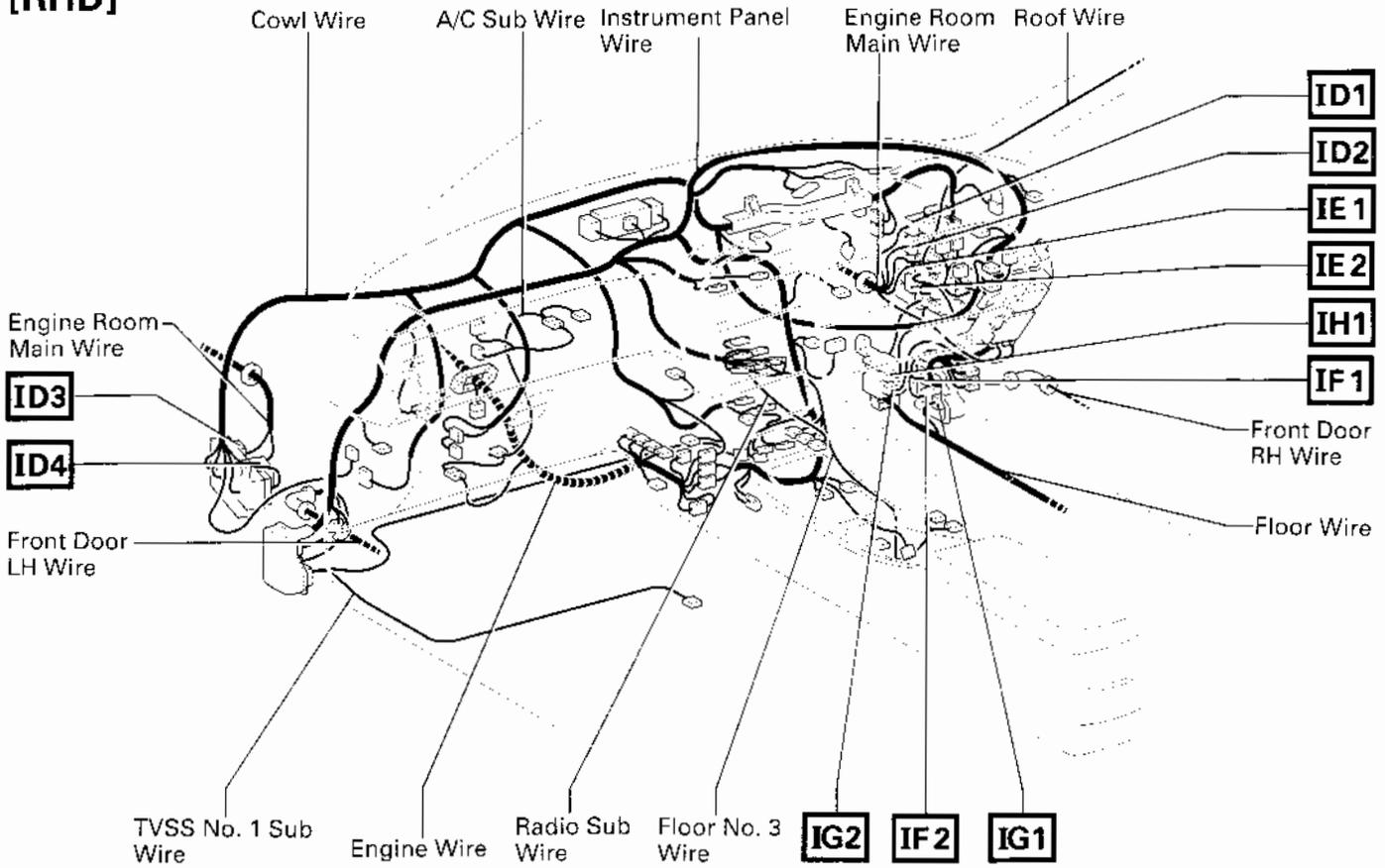


| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|---|
| EA1 | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| EC1 | ENGINE ROOM MAIN WIRE AND TVSS NO.2 SUB WIRE (NEAR THE WASHER TANK) |

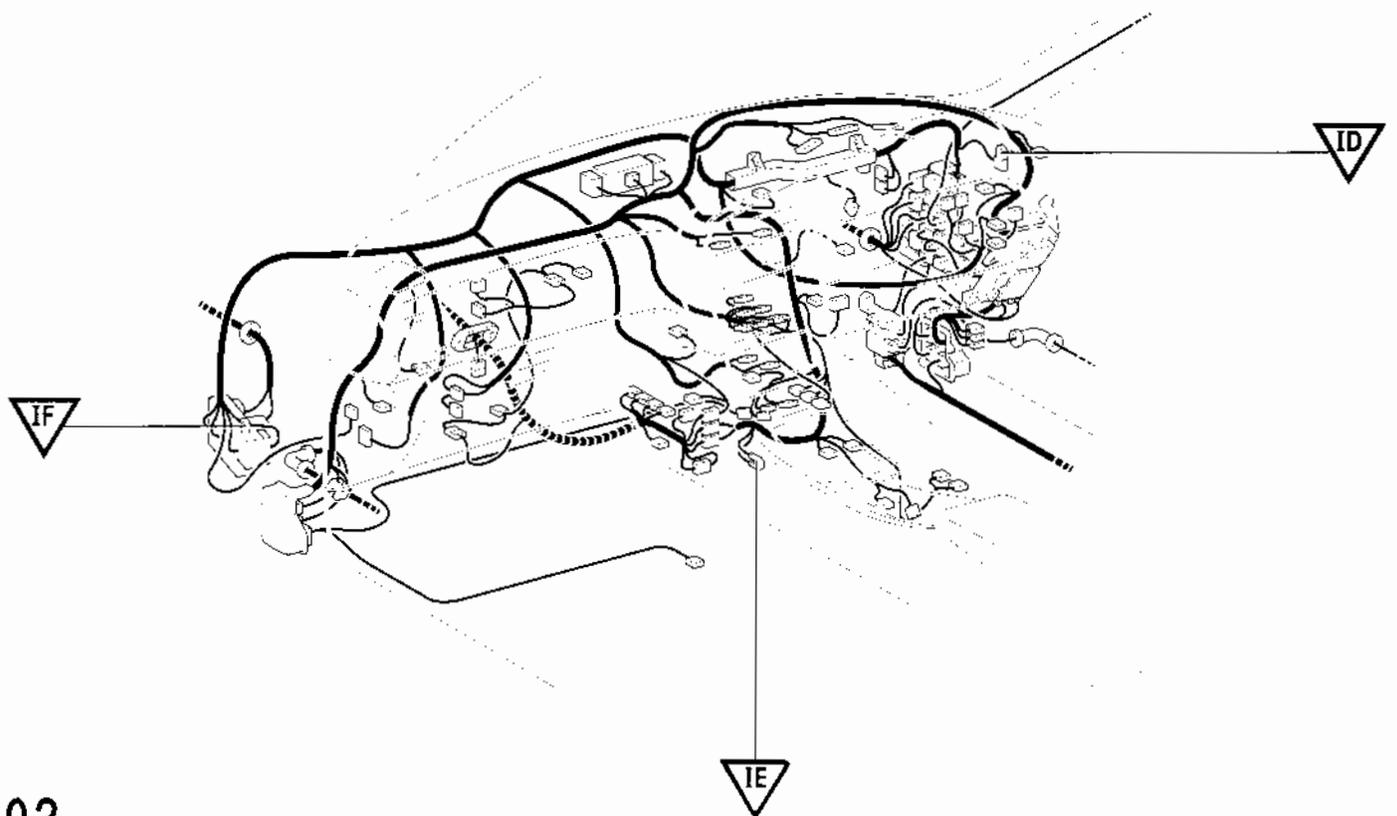
G ELECTRICAL WIRING ROUTING

□ : Location of Connector Joining Wire Harness and Wire Harness

[RHD]

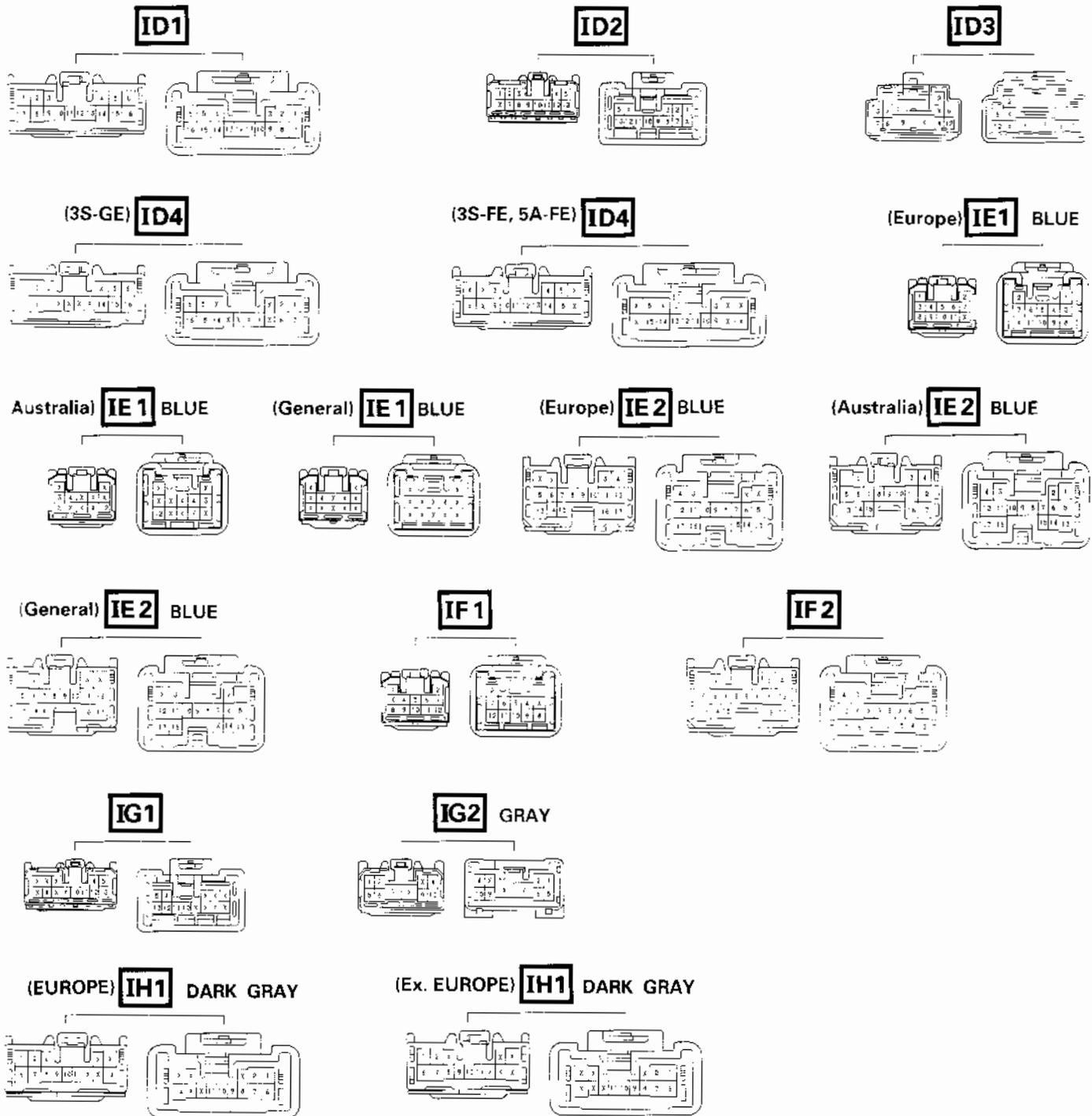


▽ : Location of Ground Points



Connector Joining Wire Harness and Wire Harness

English

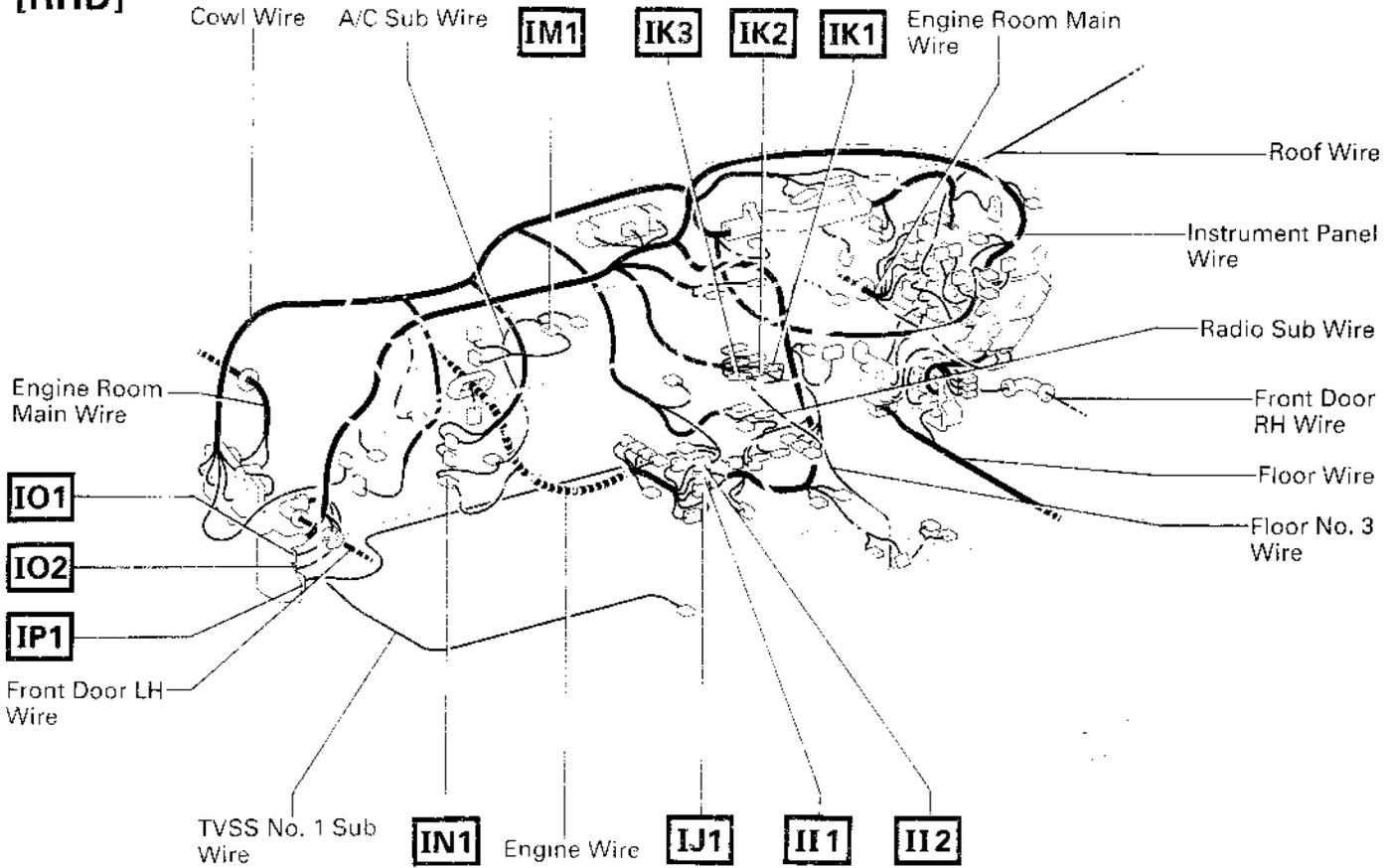


| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|---|
| ID1 | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| ID2 | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| ID3 | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| ID4 | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IE1 | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IE2 | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IF1 | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IF2 | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IG1 | FLOOR WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IG2 | INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| IH1 | COWL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |

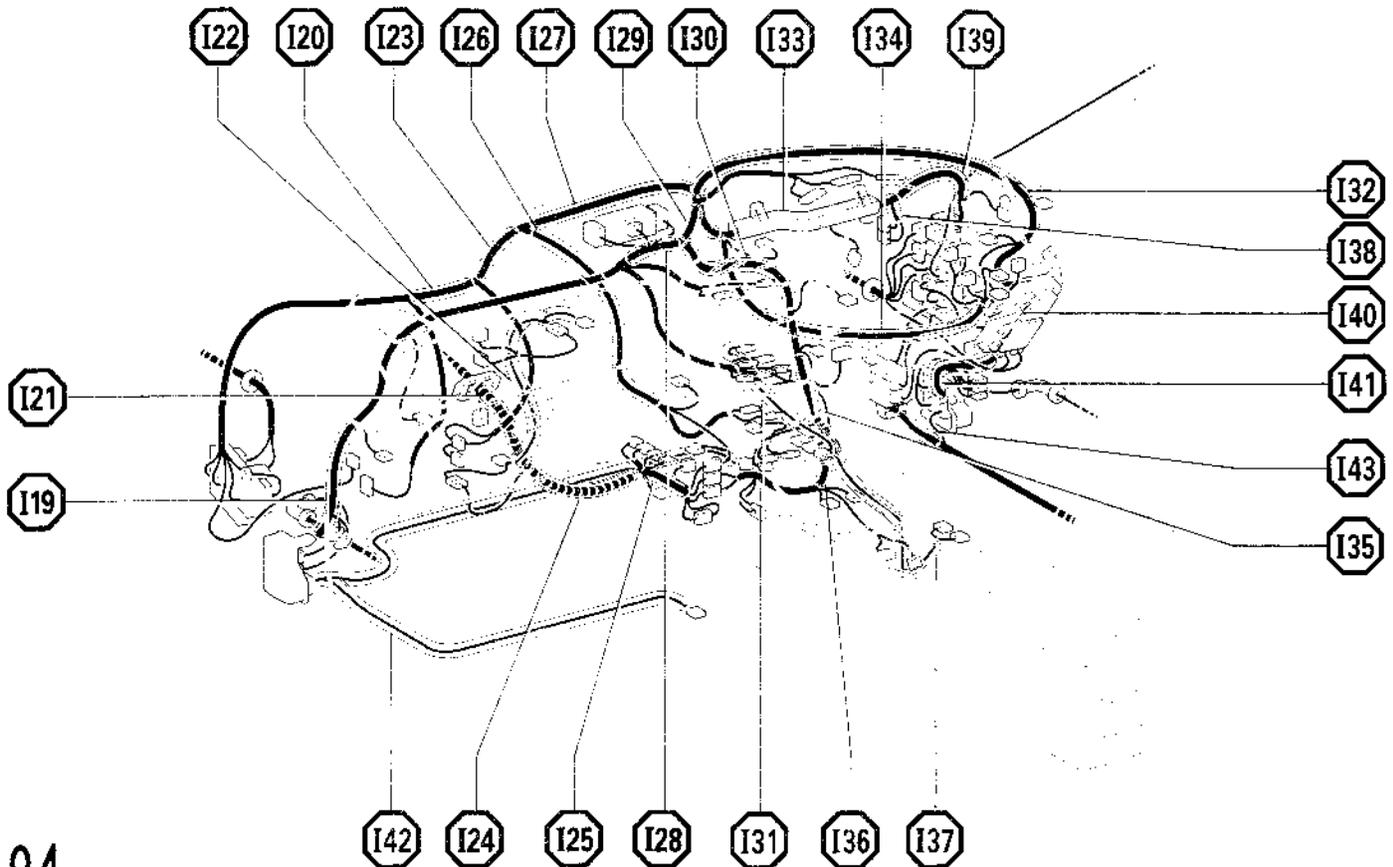
G ELECTRICAL WIRING ROUTING

□ : Location of Connector Joining Wire Harness and Wire Harness

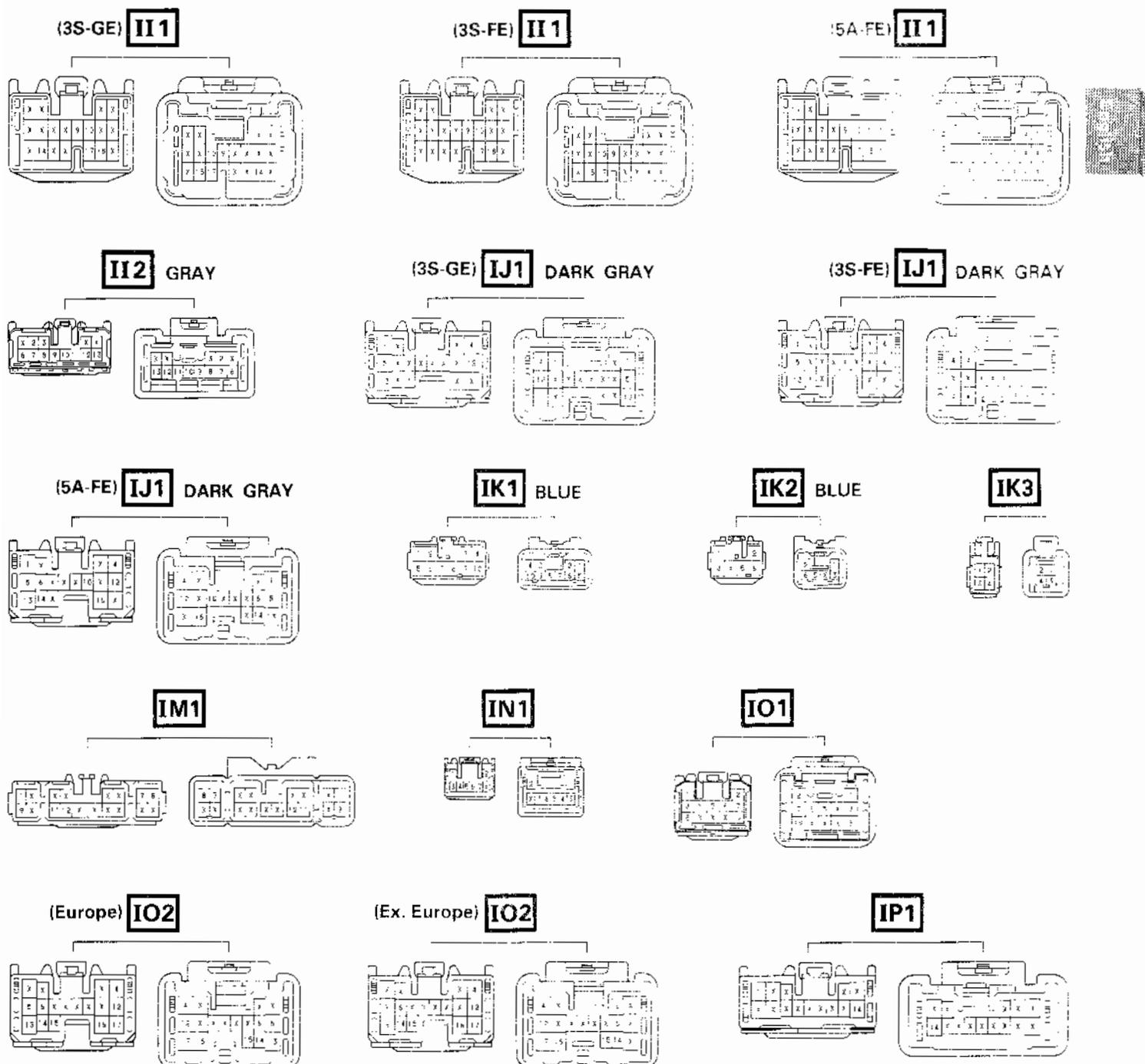
[RHD]



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness



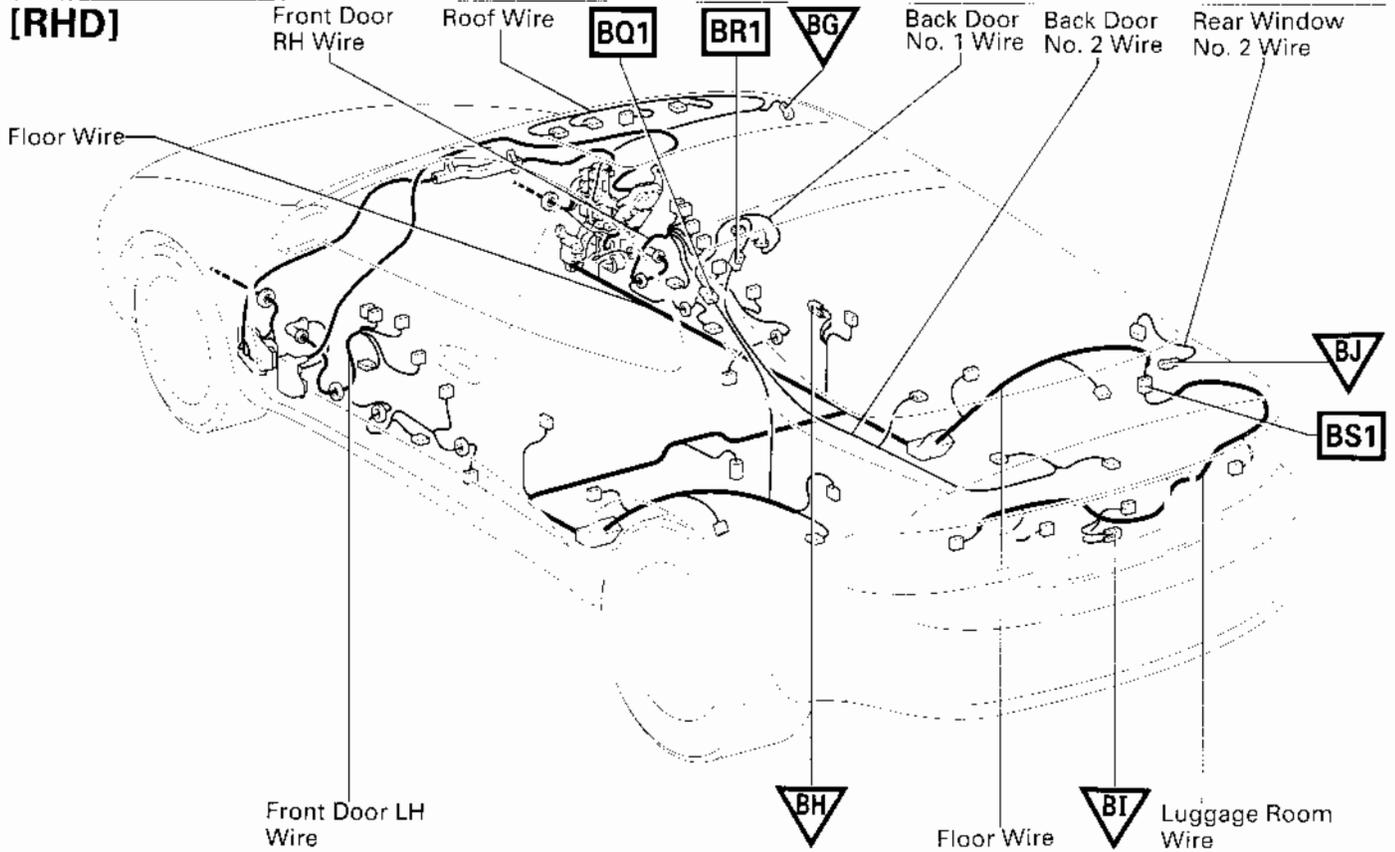
| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------------|---|
| II1 | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| II2 | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| IJ1 | ENGINE WIRE AND COWL WIRE (NEAR THE ENGINE ECU) |
| IK1 | INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER) |
| IK2 | |
| IK3 | |
| IM1 | COWL WIRE AND A/C SUB WIRE (UPPER THE A/C UNIT) |
| IN1 | ENGINE WIRE AND A/C SUB WIRE (UNDER THE BLOWER UNIT) |
| IO1 | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| IO2 | |
| IP1 | TVSS NO.1 SUB WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |

G ELECTRICAL WIRING ROUTING

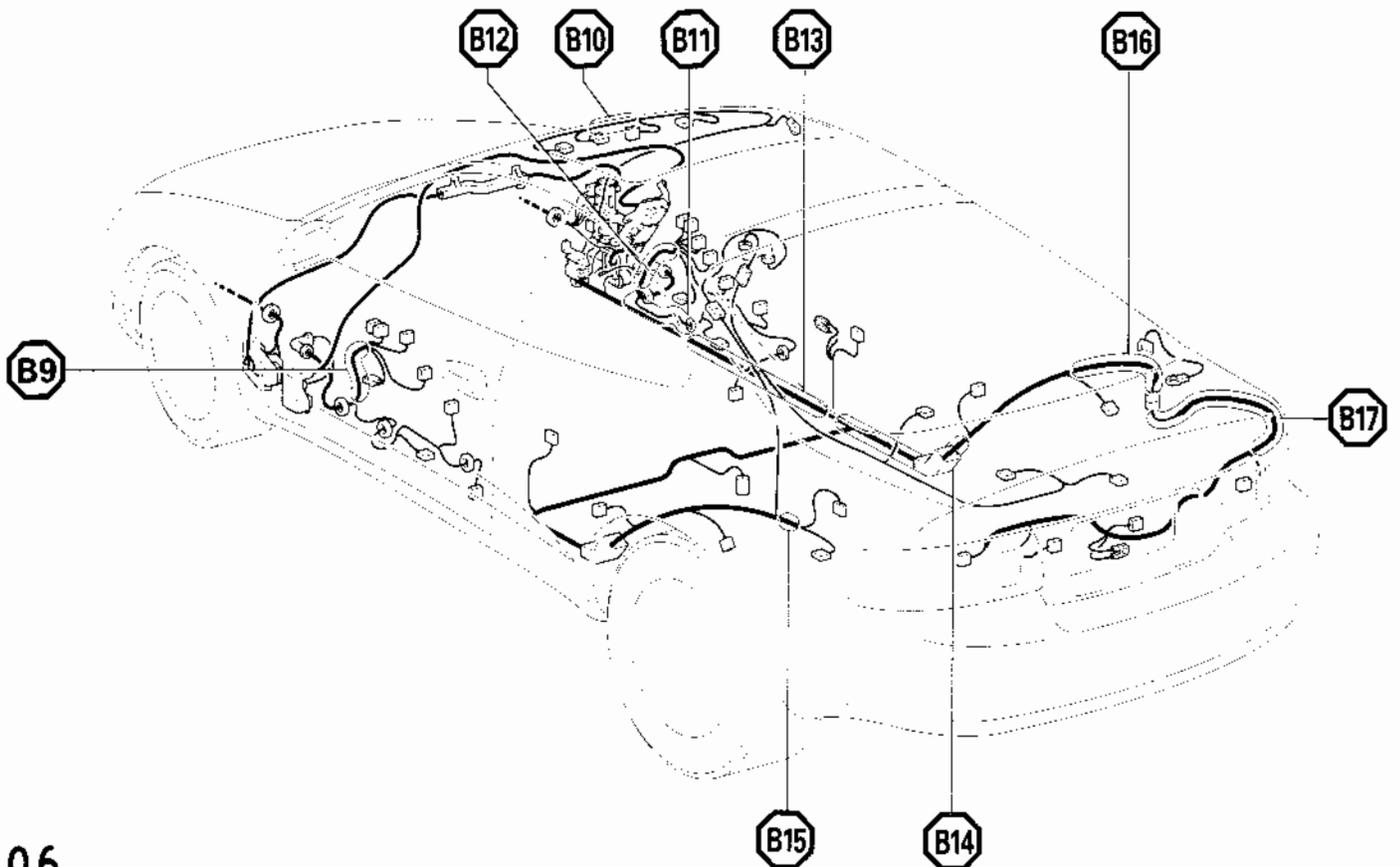
□ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

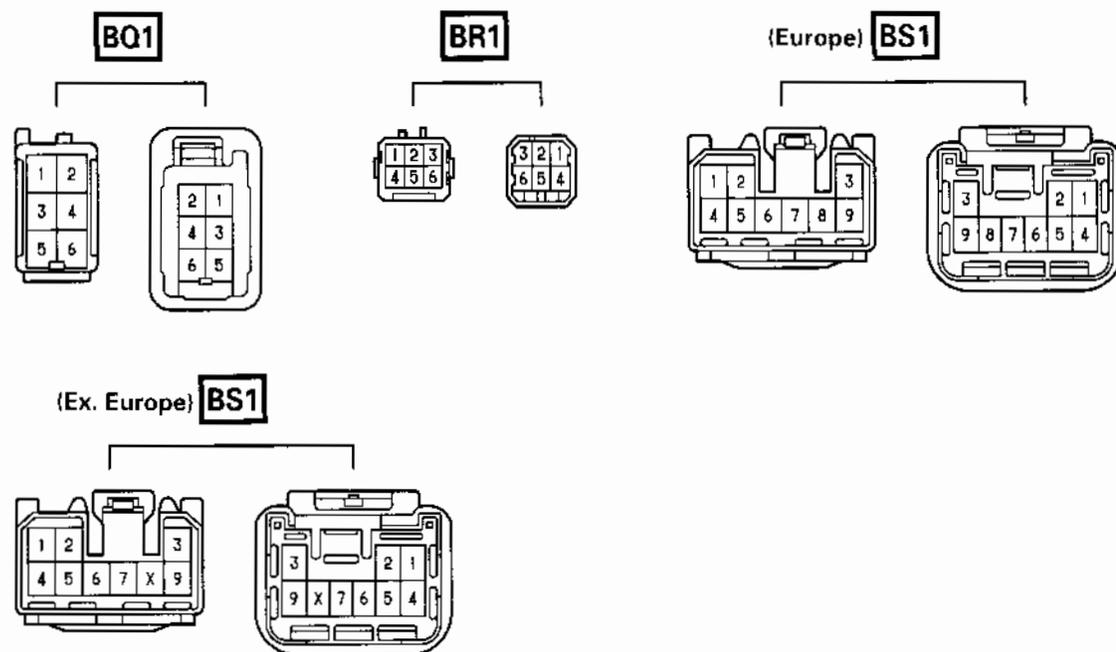
[RHD]



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness



English

| CODE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------------|--|
| BQ1 | BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT) |
| BR1 | BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT) |
| BS1 | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT) |

H POWER SOURCE (Current Flow Chart)

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

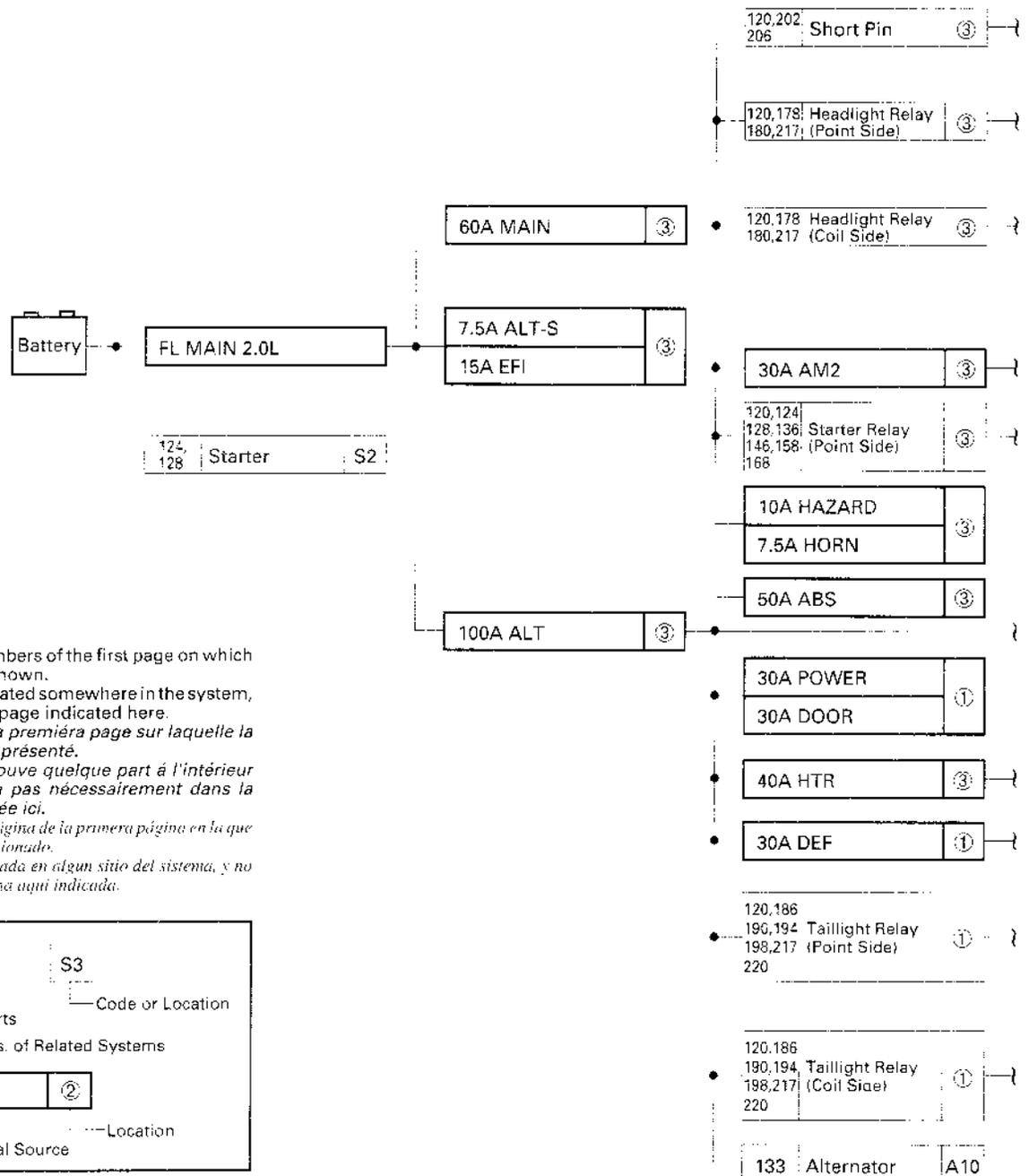
The next page and following pages show the parts to which each electrical source outputs current.

Le schéma ci-après indique l'acheminement à travers lequel s'écoule le courant de la batterie à chaque source électrique (lames fusibles, disjoncteurs, fusibles, etc.) et autres pièces.

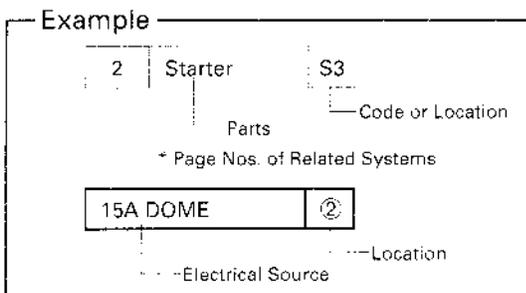
La page suivante ainsi que celles qui suivent indiquent les pièces auxquelles chaque source électrique produit du courant.

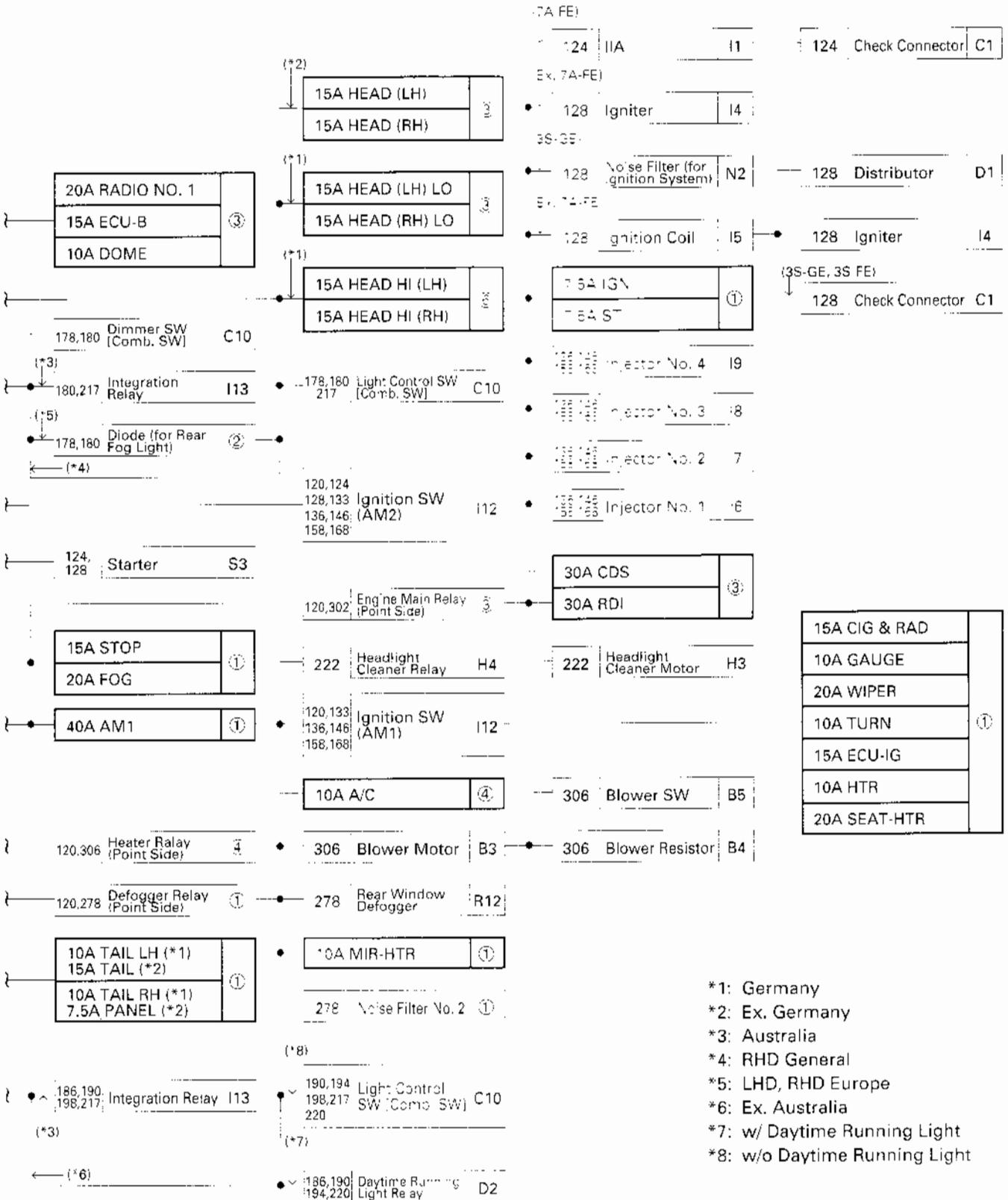
En el siguiente cuadro aparece la ruta que recorre la corriente desde la batería hasta cada fuente de alimentación (eslabón fusible, ruptor, etc.) y otras piezas.

Las siguientes páginas indican las partes que reciben alimentación.



- * These are the page numbers of the first page on which the related system is shown. The part indicated is located somewhere in the system, not necessarily on the page indicated here.
- * Numéros de page de la première page sur laquelle la système afférent est représenté. L'organe indiqué se trouve quelque part à l'intérieur du système, mais non pas nécessairement dans la page qui est mentionnée ici.
- * Estos son los números de página de la primera página en la que se muestra el sistema relacionado. La parte indicada está situada en algún sitio del sistema, y no necesariamente en la página aquí indicada.





③: R/B No. 2, J/B No. 2 (See page 60) ④: R/B No. 4 (See page 61)

H POWER SOURCE (Current Flow Chart)

| Location | * Page Nos. of Related Systems | Parts | | Code or Location | | CB or Fuse | | | | | | | | | | | | | | | | | |
|--------------------|--------------------------------|-------------------------|--|--------------------|--------------|------------|---------------|---------|---------|----------------------|--------------------------------------|------------------|----------------------|-----------------|-------------------|--------------------------------|-----------------------|-------|---------------------------------|------------------------------------|-------------------|--|--|
| | | A/C Condenser Fan Motor | A/C Triple Pressure SW (A/C Dual and Single Pressure SW) | A/C Water Temp. SW | ABS Actuator | Alternator | A/C Amplifier | ABS ECU | ABS ECU | Ashtray Illumination | Auto Antenna Control Relay and Motor | Back-Up Light SW | Brake Fluid Level SW | Check Connector | Cigarette Lighter | Cigarette Lighter Illumination | Circuit Opening Relay | Clock | ABS Warning Light [Comb. Meter] | Charge Warning Light [Comb. Meter] | Combination Meter | Combination Meter Illumination [Comb. Meter] | |
| | | A1 | A3 | A4 | A6 | A9 | A11 | A14 | A15 | A18 | A21 | B1 | B2 | C1 | C3 | C4 | C5 | C6 | C7 | | | | |
| 30A DOOR | | | | | | | | | | | | | | | | | | | | | | | |
| 30A POWER | | | | | | | | | | | | | | | | | | | | | | | |
| 10A TAIL LH | | | | | | | | | | | | | | | | | | | | | | | |
| 15A TAIL | | | | | | | | | | | | | | | | | | | | | | | |
| 10A TAIL RH | | | | | | | | | | | | | | | | | | | | | | | |
| 7.5A PANEL | | | | | | | | | | | | | | | | | | | | | | | |
| 7.5A IGN | | | | | | | | | | | | | | | | | | | | | | | |
| 15A STOP | | | | | | | | | | | | | | | | | | | | | | | |
| 20A WIPER | | | | | | | | | | | | | | | | | | | | | | | |
| 10A HTR | | | | | | | | | | | | | | | | | | | | | | | |
| 15A ECU-IG | | | | | | | | | | | | | | | | | | | | | | | |
| 20A FOG | | | | | | | | | | | | | | | | | | | | | | | |
| 10A MIR-HTR | | | | | | | | | | | | | | | | | | | | | | | |
| 10A GAUGE | | | | | | | | | | | | | | | | | | | | | | | |
| 20A SEAT-HTR | | | | | | | | | | | | | | | | | | | | | | | |
| 15A CIG&RAD | | | | | | | | | | | | | | | | | | | | | | | |
| 10A TURN | | | | | | | | | | | | | | | | | | | | | | | |
| 7.5A ST | | | | | | | | | | | | | | | | | | | | | | | |
| 30A RDI | | | | | | | | | | | | | | | | | | | | | | | |
| 30A CDS | | | | | | | | | | | | | | | | | | | | | | | |
| 10A HAZARD | | | | | | | | | | | | | | | | | | | | | | | |
| 7.5A HORN | | | | | | | | | | | | | | | | | | | | | | | |
| 20A RADIO NO.1 | | | | | | | | | | | | | | | | | | | | | | | |
| 15A ECU-B | | | | | | | | | | | | | | | | | | | | | | | |
| 10A DOME | | | | | | | | | | | | | | | | | | | | | | | |
| 15A HEAD (LH) | | | | | | | | | | | | | | | | | | | | | | | |
| 15A HEAD (LH) LO | | | | | | | | | | | | | | | | | | | | | | | |
| 15A HEAD (RH) | | | | | | | | | | | | | | | | | | | | | | | |
| 15A HEAD (RH) LO | | | | | | | | | | | | | | | | | | | | | | | |
| 50A ABS | | | | | | | | | | | | | | | | | | | | | | | |
| 15A EFI | | | | | | | | | | | | | | | | | | | | | | | |
| ④ 10A A/C | | | | | | | | | | | | | | | | | | | | | | | |
| ⑤ 15A HEAD HI (LH) | | | | | | | | | | | | | | | | | | | | | | | |
| ⑤ 15A HEAD HI (RH) | | | | | | | | | | | | | | | | | | | | | | | |

- * These are the page numbers of the first page on which the related system is shown. The part indicated is located somewhere in the system, not necessarily on the page indicated here.
- * Numéros de page de la première page sur laquelle le système afférent est représenté. L'organe indiqué se trouve quelque part à l'intérieur du système, mais non pas nécessairement dans la page qui est mentionnée ici.
- * Estos son los números de página de la primera página en la que se muestra el sistema relacionado. La parte indicada está situada en algún sitio del sistema, y no necesariamente en la página aquí indicada.

▼ [LOCATION] ①: Inpane J/B (See page 52) ②: R/B No. 1 (See page 59) ③: R/B No. 2, J/B No. 2 (See page 60)

H POWER SOURCE (Current Flow Chart)

| Location | * Page Nos. of Related Systems | | Parts | Code or Location | CB or Fuse |
|----------|--------------------------------|---------------------------------|--|------------------|------------|
| | D11 | D12 | | | |
| | 202
206 | 202
206
256
260
264 | Door Courtesy Light (Passenger's Side) | D13 | |
| | | 202
206
260 | Door Courtesy SW (Driver's Side) | D13 | |
| | | 260
264 | Door Courtesy SW (Passenger's Side) | D13 | |
| | | 260
264 | Door Lock Motor, Door Key Lock and Unlock SW (Driver's Side) | D14 | |
| | | 260
264 | Door Lock Motor, Door Key Lock and Unlock SW (Driver's Side) | D15 | |
| | | 198
234 | ECT Pattern Select SW | E6 | |
| | | 124
136
146
158 | Engine ECU (M/T) | E7 | |
| | | 128
136
146
168
234 | Engine ECU (M/T), Engine and ECT ECU (A/T) | E8 | |
| | | 136
146
158
168
302 | Engine ECU (M/T), Engine and ECT ECU (A/T) | E10 | |
| | | 190 | Front Clearance Light LH | F1 | |
| | | 190 | Front Clearance Light RH | F2 | |
| | | 186 | Front Fog Light LH | F3 | |
| | | 186 | Front Fog Light RH | F4 | |
| | | 224 | Front Side Turn Signal Light LH | F5 | |
| | | 224 | Front Side Turn Signal Light RH | F6 | |
| | | 224 | Front Turn Signal Light LH | F7 | |
| | | 224 | Front Turn Signal Light RH | F8 | |
| | | 246 | Front Wiper Motor | F9 | |
| | | 136
146
158
168
296 | Fuel Pump and Sender | F16 | |
| | | 194
198 | Glove Box Light | G1 | |
| ① | 30A | | DOOR | | |
| | 30A | | POWER | | |
| | 10A | | TAIL LH | | |
| | 15A | | TAIL | | |
| | 10A | | TAIL RH | | |
| | 7.5A | | PANEL | | |
| | 7.5A | | IGN | | |
| | 15A | | STOP | | |
| | 20A | | WIPER | | |
| | 10A | | HTR | | |
| | 15A | | ECU-IG | | |
| | 20A | | FOG | | |
| | 10A | | MIR-HTR | | |
| | 10A | | GAUGE | | |
| | 20A | | SEAT-HTR | | |
| | 15A | | CIG&RAD | | |
| | 10A | | TURN | | |
| | 7.5A | | ST | | |
| ③ | 30A | | RDI | | |
| | 30A | | CDS | | |
| | 10A | | HAZARD | | |
| | 7.5A | | HORN | | |
| | 20A | | RADIO NO.1 | | |
| | 15A | | ECU-B | | |
| | 10A | | DOME | | |
| | 15A | | HEAD (LH) | | |
| | 15A | | HEAD (LH) LO | | |
| | 15A | | HEAD (RH) | | |
| | 15A | | HEAD (RH) LO | | |
| | 50A | | ABS | | |
| | 15A | | EFI | | |
| ④ | 10A | | A/C | | |
| ⑥ | 15A | | HEAD HI (LH) | | |
| | 15A | | HEAD HI (RH) | | |

* These are the page numbers of the first page on which the related system is shown. The part indicated is located somewhere in the system, not necessarily on the page indicated here.
 * Numéros de page de la première page sur laquelle le système afférent est représenté. L'organe indiqué se trouve quelque part à l'intérieur du système, mais non pas nécessairement dans la page qui est mentionnée ici.
 * Estos son los números de página de la primera página en la que se muestra el sistema relacionado. La parte indicada está situada en algún sitio del sistema, y no necesariamente en la página aquí indicada.

[LOCATION] ①: Inpane J/B (See page 52) ②: R/B No. 1 (See page 59) ③: R/B No. 2, J/B No. 2 (See page 60)

| 194
198 | 214 | 214 | 222 | 178
180 | 178
180 | 178
180 | 178
180 | 281 | 281 | 194
198
224 | 194
198
214 | 194
198
222 | 194
198
306 | 212 | 136
146
158
168 | 202
206 | 190 | 202
206
256 | 202
206 | 272 | 202
206
272 | 272 | 272 | 100
101
102
103
104 | 298 | 100
101
102
103
104 | 100
101
102
103
104 | |
|------------|-----|-----|-----|------------|------------|------------|------------|-----|-----|-------------------|-------------------|-------------------|-------------------|-----|--------------------------|------------|-----|-------------------|------------|-----|-------------------|-----|-----|---------------------------------|-----|---------------------------------|---------------------------------|---|
| G2 | H1 | H2 | H4 | H5 | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H15 | I3 | I11 | L1 | L2 | L3 | M1 | M2 | M3 | M4 | N1 | O1 | O2 | O3 | |
| • | • | • | • | | | | | | | • | • | • | • | • | | • | • | | | • | • | • | | | | | • | • |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



④: R/B No. 4 (See page 61) ⑤: R/B No. 5 (See page 59) ⑥: R/B No. 6 (See page 62)

H POWER SOURCE (Current Flow Chart)

| Location | * Page Nos. of Related Systems | | Parts | | Code or Location | | CB or Fuse | | | | | | | | | | | | | | | | |
|----------|--------------------------------|--------------------------------|------------------------|------------------------------------|---------------------------------------|------------------------------------|--------------------|--------------------------|-------------------|-------------------------|---|------------|--|---|---|-------------------------------------|------------------------------------|--|---|---|-------------------------------------|------------------------------------|--|
| | P1 | P2 | P3 | P4 | P5 | P6 | R1 | R2 | R4 | R5 | R6 | R7 | R8 | R9 | | | | | | | | | |
| | 296 | 202
206 | 252
260
264 | 252 | 252 | 252 | 302 | 194
198
288
294 | 183
194 | 183
194 | 270 | 194
198 | 210 | 183 | 224 | 212 | 190 | 210 | 183 | 224 | 212 | 190 | |
| | Parking Brake SW | Personal Light (w/o Moon Roof) | Power Window Master SW | Power Window Motor (Driver's Side) | Power Window Motor (Passenger's Side) | Power Window SW (Passenger's Side) | Radiator Fan Motor | Radio and Player | Rear Fog Light SW | Rear Window Defogger SW | Remote Control Mirror SW (w/o Power Window) | Rheostat | Back-Up Light LH (Rear Comb. Light LH) | Rear Fog Light LH (Rear Comb. Light LH) | Rear Turn Signal Light LH (Rear Comb. Light LH) | Stop Light LH (Rear Comb. Light LH) | Taillight LH (Rear Comb. Light LH) | Back-Up Light RH (Rear Comb. Light RH) | Rear Fog Light RH (Rear Comb. Light RH) | Rear Turn Signal Light RH (Rear Comb. Light RH) | Stop Light RH (Rear Comb. Light RH) | Taillight RH (Rear Comb. Light RH) | |
| | 30A DOOR | | • | | | | | | | | | | | | | | | | | | | | |
| | 30A POWER | | • | • | • | • | | | | | | | | | | | | | | | | | |
| | 10A TAIL LH | | | | | | | | | | | | | | | | | | | | | | |
| | 15A TAIL | | | | | | | | | | | | | | | | | | | | | | |
| | 10A TAIL RH | | | | | | | | | | | | | | | | | | | | | | |
| | 7.5A PANEL | | | | | | | | | | | | | | | | | | | | | | |
| | 7.5A IGN | | | | | | | | | | | | | | | | | | | | | | |
| | 15A STOP | | | | | | | | | | | | | | | | | | | | | | |
| | 20A WIPER | | | | | | | | | | | | | | | | | | | | | | |
| ① | 10A HTR | | | | | | | | | | | | | | | | | | | | | | |
| | 15A ECU-IG | | | | | | | | | | | | | | | | | | | | | | |
| | 20A FOG | | | | | | | | | | | | | | | | | | | | | | |
| | 10A MIR-HTR | | | | | | | | | | | | | | | | | | | | | | |
| | 10A GAUGE | • | | | | | | | | | | | | | | | | | | | | | |
| | 20A SEAT-HTR | | | | | | | | | | | | | | | | | | | | | | |
| | 15A CIG&RAD | | | | | | | | | | | | | | | | | | | | | | |
| | 10A TURN | | | | | | | | | | | | | | | | | | | | | | |
| | 7.5A ST | | | | | | | | | | | | | | | | | | | | | | |
| | 30A RDI | | | | | | | | | | | | | | | | | | | | | | |
| | 30A CDS | | | | | | | | | | | | | | | | | | | | | | |
| | 10A HAZARD | | | | | | | | | | | | | | | | | | | | | | |
| | 7.5A HORN | | | | | | | | | | | | | | | | | | | | | | |
| | 20A RADIO NO.1 | | | | | | | | | | | | | | | | | | | | | | |
| | 15A ECU-B | | | | | | | | | | | | | | | | | | | | | | |
| ③ | 10A DOME | • | | | | | | | | | | | | | | | | | | | | | |
| | 15A HEAD (LH) | | | | | | | | | | | | | | | | | | | | | | |
| | 15A HEAD (LH) LO | | | | | | | | | | | | | | | | | | | | | | |
| | 15A HEAD (RH) | | | | | | | | | | | | | | | | | | | | | | |
| | 15A HEAD (RH) LO | | | | | | | | | | | | | | | | | | | | | | |
| | 50A ABS | | | | | | | | | | | | | | | | | | | | | | |
| | 15A EFI | | | | | | | | | | | | | | | | | | | | | | |
| ④ | 10A A/C | | | | | | | | | | | | | | | | | | | | | | |
| ⑥ | 15A HEAD HI (LH) | | | | | | | | | | | | | | | | | | | | | | |
| | 15A HEAD HI (RH) | | | | | | | | | | | | | | | | | | | | | | |

- * These are the page numbers of the first page on which the related system is shown. The part indicated is located somewhere in the system, not necessarily on the page indicated here.
- * Numéros de page de la première page sur laquelle le système afférent est représenté. L'organe indiqué se trouve quelque part à l'intérieur du système, mais non pas nécessairement dans la page qui est mentionnée ici.
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[LOCATION] ①: Inpane J/B (See page 52) ②: R/B No. 1 (See page 59) ③: R/B No. 2, J/B No. 2 (See page 60)

H POWER SOURCE (Current Flow Chart)

| Location | * Page Nos. of Related Systems | 186 | 183 | 224 | 136
146
158
168
234 | 302 | 302 | 256
281 | 124
128
136
146
158
168 | 306 | 306 | 240 | 240 | 302 | 306 |
|------------|--------------------------------|-----------------------|----------------------|---------------------|---------------------------------|-------------------|----------------|------------|--|--------------|---------------------------|-----------------|--------------------|----------------|----------------|
| | Parts
Code or Location | Front Fog Light Relay | Rear Fog Light Relay | Turn Signal Flasher | EFI Main Relay | Engine Main Relay | Fan Relay No.1 | Horn Relay | Starter Relay | Heater Relay | A/C Magnetic Clutch Relay | ABS Motor Relay | ABS Solenoid Relay | Fan Relay No.2 | Fan Relay No.3 |
| CB or Fuse | | ② | | | | ③ | | | ④ | | ⑤ | | | | |
| ① | 30A DOOR | | | | | | | | | | | | | | |
| | 30A POWER | | | | | | | | | | | | | | |
| | 10A TAIL LH | • | • | | | | | | | | | | | | |
| | 15A TAIL | • | • | | | | | | | | | | | | |
| | 10A TAIL RH | | | | | | | | | | | | | | |
| | 7.5A PANEL | | | | | | | | | | | | | | |
| | 7.5A IGN | | | | • | | | | | | | | | | |
| | 15A STOP | | | | | | | | | | | | | | |
| | 20A WIPER | | | | | | | | | | | | | | |
| | 10A HTR | | | | | | | | • | • | | | | • | |
| | 15A ECU-IG | | | | | • | • | | | | | | | • | |
| | 20A FOG | • | • | | | | | | | | | | | | |
| | 10A MIR-HTR | | | | | | | | | | | | | | |
| | 10A GAUGE | | | | | | | | | | | • | | | |
| | 20A SEAT-HTR | | | | | | | | | | | | | | |
| | 15A CIG&RAD | | | | | | | | | | | | | | |
| | 10A TURN | | | • | | | | | | | | | | | |
| | 7.5A ST | | | | | | | • | | | | | | | |
| | 30A RDI | | | | | | • | | | | | | | | |
| | 30A CDS | | | | | | | | | | | | • | • | |
| | 10A HAZARD | | | • | | | | | | | | | | | |
| | 7.5A HORN | | | | | | | • | | | | | | | |
| | 20A RADIO NO.1 | | | | | | | | | | | | | | |
| | 15A ECU-B | | | | | | | | | | | | | | |
| ③ | 10A DOME | | | | | | | | | | | | | | |
| | 15A HEAD (LH) | | | | | | | | | | | | | | |
| | 15A HEAD (LH) LO | | | | | | | | | | | | | | |
| | 15A HEAD (RH) | | | | | | | | | | | | | | |
| | 15A HEAD (RH) LO | | | | | | | | | | | | | | |
| | 50A ABS | | | | | | | | | | • | • | | | |
| | 15A EFI | | | | • | | | | | | | | | | |
| ④ | 10A A/C | | | | | | | | | | | | | | |
| ⑥ | 15A HEAD HI (LH) | | | | | | | | | | | | | | |
| | 15A HEAD HI (RH) | | | | | | | | | | | | | | |

- * These are the page numbers of the first page on which the related system is shown. The part indicated is located somewhere in the system, not necessarily on the page indicated here.
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- * Estas son los números de página de la primera página en la que se muestra el sistema relacionado. La parte indicada está situada en algún sitio del sistema, y no necesariamente en la página aquí indicada.

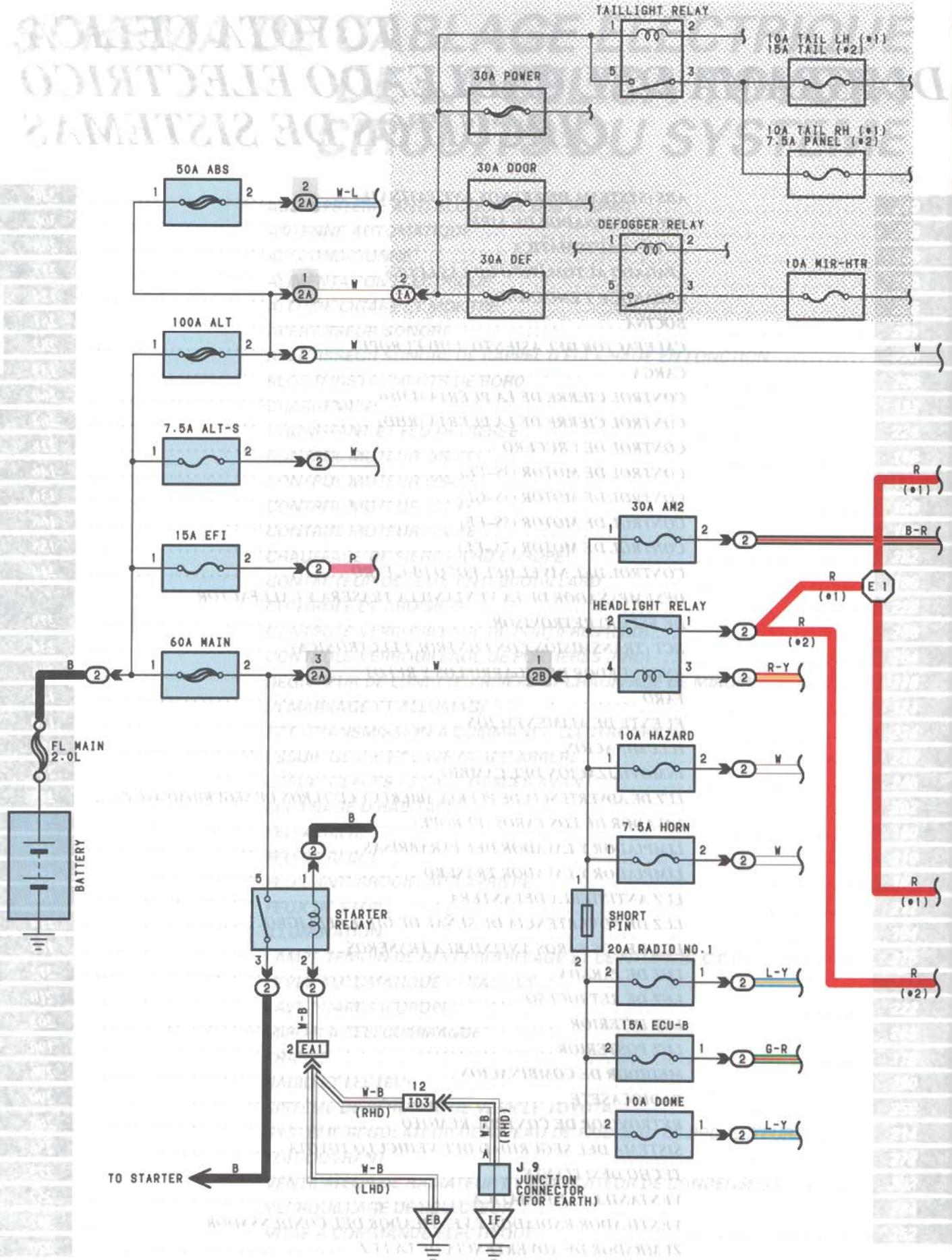
[LOCATION] ①: Inpane J/B (See page 52) ②: R/B No. 1 (See page 59) ③: R/B No. 2, J/B No. 2 (See page 60)
 ④: R/B No. 4 (See page 61) ⑤: R/B No. 5 (See page 59) ⑥: R/B No. 6 (See page 62)

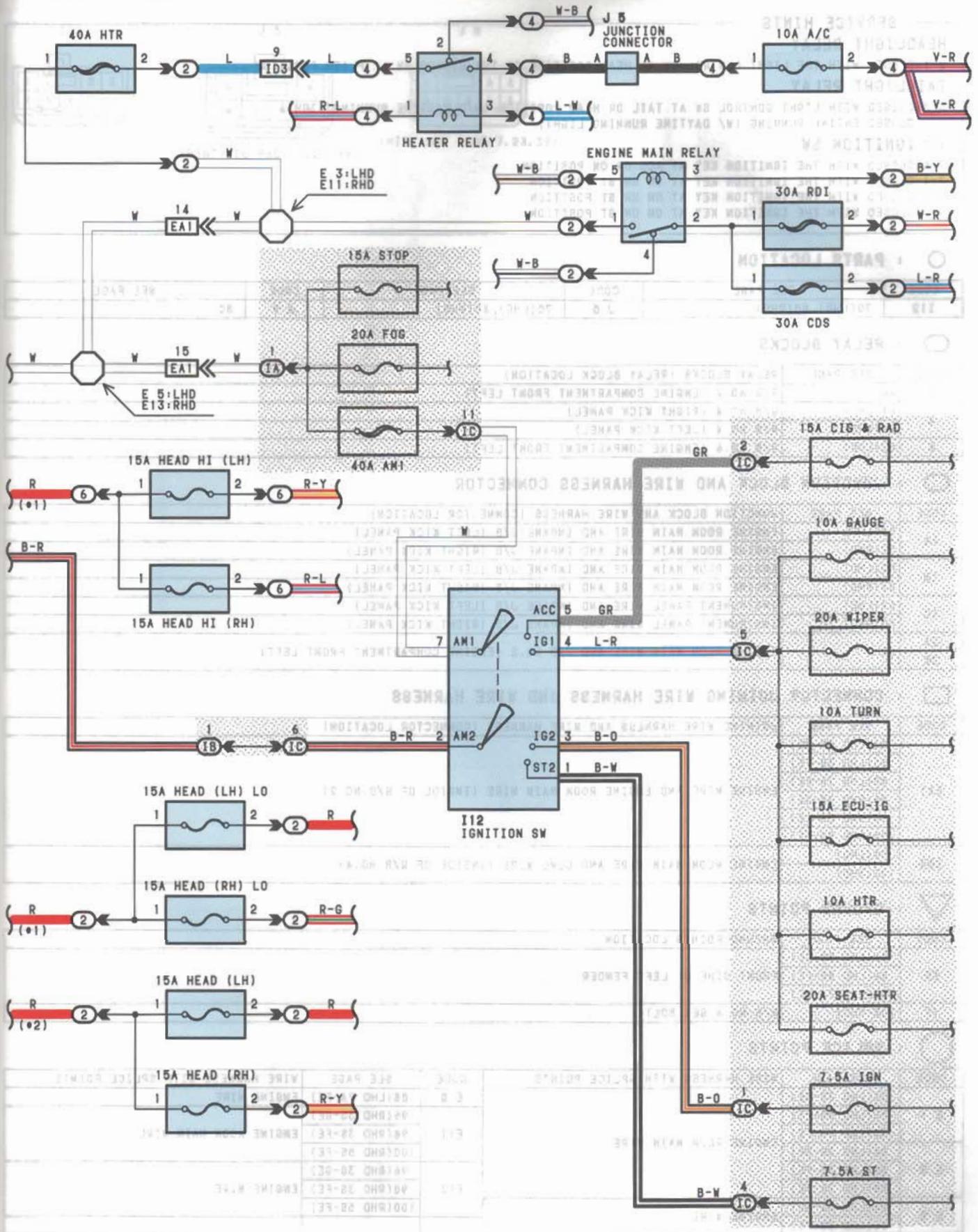
TOYOTA CELICA ELECTRICAL WIRING DIAGRAM SYSTEM CIRCUITS

| | Page |
|--|------|
| ABS (ANTI-LOCK BRAKE SYSTEM) | 240 |
| AIR CONDITIONER | 306 |
| AUTO ANTENNA | 288 |
| BACK-UP LIGHT | 210 |
| CHARGING | 133 |
| CIGARETTE LIGHTER AND CLOCK | 286 |
| COMBINATION METER | 296 |
| CRUISE CONTROL | 228 |
| DOOR LOCK CONTROL(LHD) | 260 |
| DOOR LOCK CONTROL(RHD) | 264 |
| ECT (ELECTRONIC CONTROLLED TRANSMISSION) | 234 |
| ENGINE CONTROL(3S-FE) | 146 |
| ENGINE CONTROL(3S-GE) | 136 |
| ENGINE CONTROL(5S-FE) | 168 |
| ENGINE CONTROL(7A-FE) | 158 |
| FRONT FOG LIGHT | 186 |
| FRONT WIPER AND WASHER | 246 |
| HEADLIGHT | 178 |
| HEADLIGHT BEAM LEVEL CONTROL | 214 |
| HEADLIGHT CLEANER (EUROPE) | 222 |
| HORN | 281 |
| ILLUMINATION | 194 |
| INTERIOR LIGHT | 202 |
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| RADIO AND PLAYER | 290 |
| REAR FOG LIGHT | 183 |
| REAR WINDOW DEFOGGER AND MIRROR HEATER | 278 |
| REAR WIPER AND WASHER | 249 |
| REMOTE CONTROL MIRROR | 268 |
| SEAT HEATER (LHD EUROPE) | 282 |
| SHIFT LOCK | 284 |
| STARTING AND IGNITION | 124 |
| STOP LIGHT | 212 |
| TAILLIGHT | 190 |
| TURN SIGNAL AND HAZARD WARNING LIGHT | 224 |
| TVSS (TOYOTA VEHICLE SECURITY SYSTEM) | 256 |
| UNLOCK AND SEAT BELT WARNING (G.C.C.) | 275 |



POWER SOURCE







POWER SOURCE

SERVICE HINTS

HEADLIGHT RELAY

2-1:CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION OR THE DIMMER SW AT FLASH POSITION

TAILLIGHT RELAY

5-3:CLOSED WITH LIGHT CONTROL SW AT TAIL OR HEAD POSITION (W/O DAYTIME RUNNING LIGHT)
CLOSED ENGINE RUNNING (W/ DAYTIME RUNNING LIGHT)

I12 IGNITION SW

7-5:CLOSED WITH THE IGNITION KEY AT ACC OR ON POSITION
7-4:CLOSED WITH THE IGNITION KEY AT ON OR ST POSITION
2-3:CLOSED WITH THE IGNITION KEY AT ON OR ST POSITION
2-1:CLOSED WITH THE IGNITION KEY AT ON OR ST POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|------------------|------|----------|
| I12 | 70(LHD), 80(RHD) | J 5 | 70(LHD), 80(RHD) | J 9 | 80 |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 4 | 61(LHD) | R/B NO.4 (RIGHT KICK PANEL) |
| | 61(RHD) | R/B NO.4 (LEFT KICK PANEL) |
| 6 | 62(LHD) | R/B NO.6 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IB | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IC | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2B | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------------|--|
| EA1 | 84(LHD 3S-GE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| ID3 | 100(RHD 5S-FE) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| | 90(LHD) | |
| | 102(RHD) | |

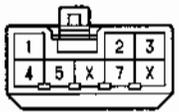
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|---------------|---------------------------|
| EB | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| IF | 102(RHD) | R/B NO.4 SET BOLT |

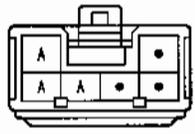
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|----------------|---------------------------------|
| E 1 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E 5 | 88(LHD 7A-FE) | ENGINE WIRE |
| | 86(LHD 3S-FE) | | | 96(RHD 3S-GE) | ENGINE ROOM MAIN WIRE |
| | 88(LHD 7A-FE) | | E11 | 98(RHD 3S-FE) | |
| E 3 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E13 | 96(RHD 3S-GE) | ENGINE WIRE |
| | 86(LHD 3S-FE) | | | 98(RHD 3S-FE) | |
| E 5 | 88(LHD 7A-FE) | ENGINE WIRE | | 100(RHD 5S-FE) | |
| | 84(LHD 3S-GE) | | | | |
| | 86(LHD 3S-FE) | | | | |

112

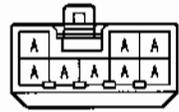


J 6



(HINT:SEE PAGE 7, 23, 39)

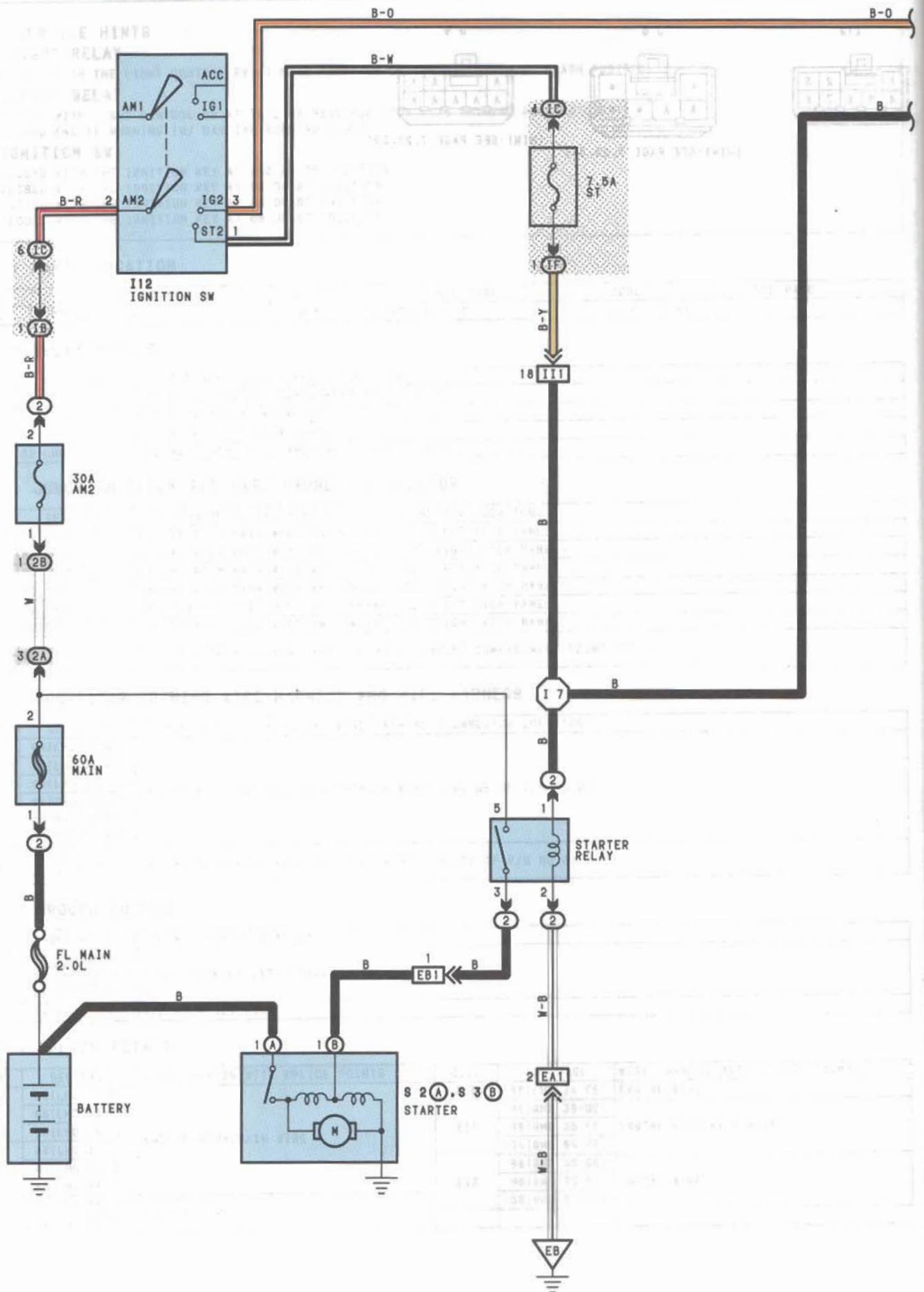
J 9

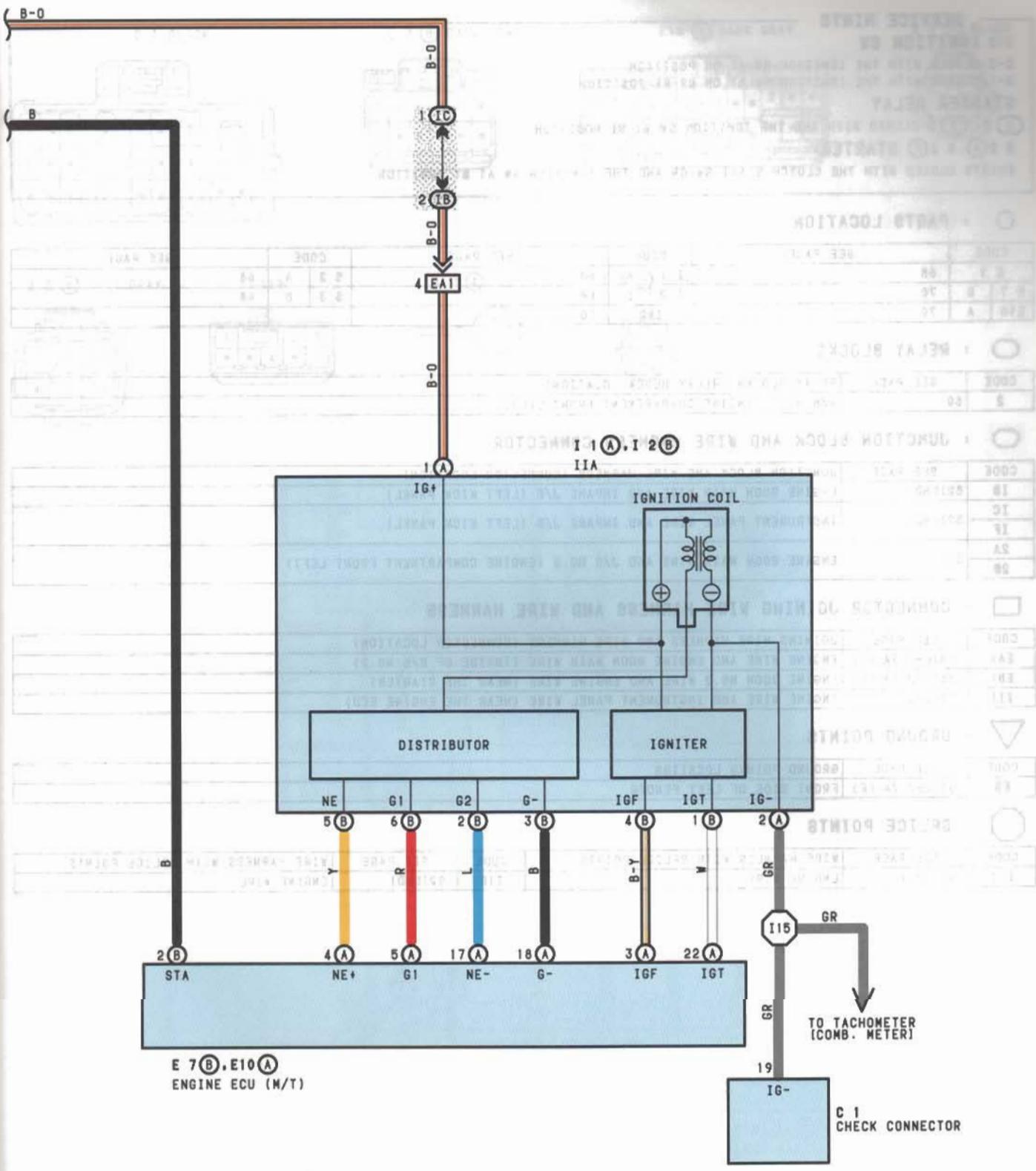


(HINT:SEE PAGE 7, 23, 39)



STARTING AND IGNITION(7A-FE)







STARTING AND IGNITION(7A-FE)

SERVICE HINTS

I12 IGNITION SW

2-3:CLOSED WITH THE IGNITION SW AT ON POSITION

2-1:CLOSED WITH THE IGNITION SW AT ON OR ST POSITION

STARTER RELAY

② 3- ② 5:CLOSED WITH THE THE IGNITION SW AT ST POSITION

S 2(A), S 3(B) STARTER

POINTS CLOSED WITH THE CLUTCH START SW ON AND THE IGNITION SW AT ST POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|-------|----------|-------|----------|-------|----------|
| C 1 | 68 | I 1 A | 68 | S 2 A | 68 |
| E 7 B | 70 | I 2 B | 68 | S 3 B | 68 |
| E10 A | 70 | I12 | 70 | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/S NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IB | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IC | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IF | | |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2B | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|---------------|---|
| EAI | 88(LHD 7A-FE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| EB1 | 88(LHD 7A-FE) | ENGINE ROOM NO.2 WIRE AND ENGINE WIRE (NEAR THE STARTER) |
| III | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |

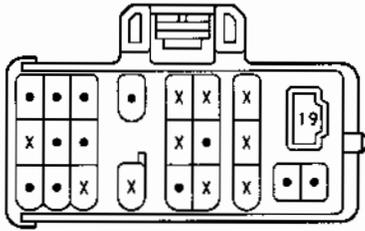
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|---------------|---------------------------|
| EB | 88(LHD 7A-FE) | FRONT SIDE OF LEFT FENDER |

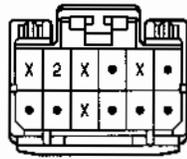
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I 7 | 92(LHD) | ENGINE WIRE | I15 | 92(LHD) | ENGINE WIRE |

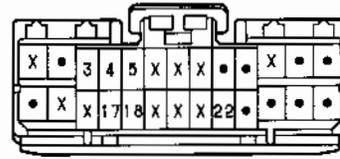
C 1 BLACK



E 7 (B) DARK GRAY



E10 (A) DARK GRAY



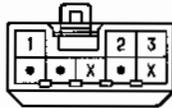
I 1 (A) BLACK



I 2 (B) DARK GRAY



I12



S 2 (A)

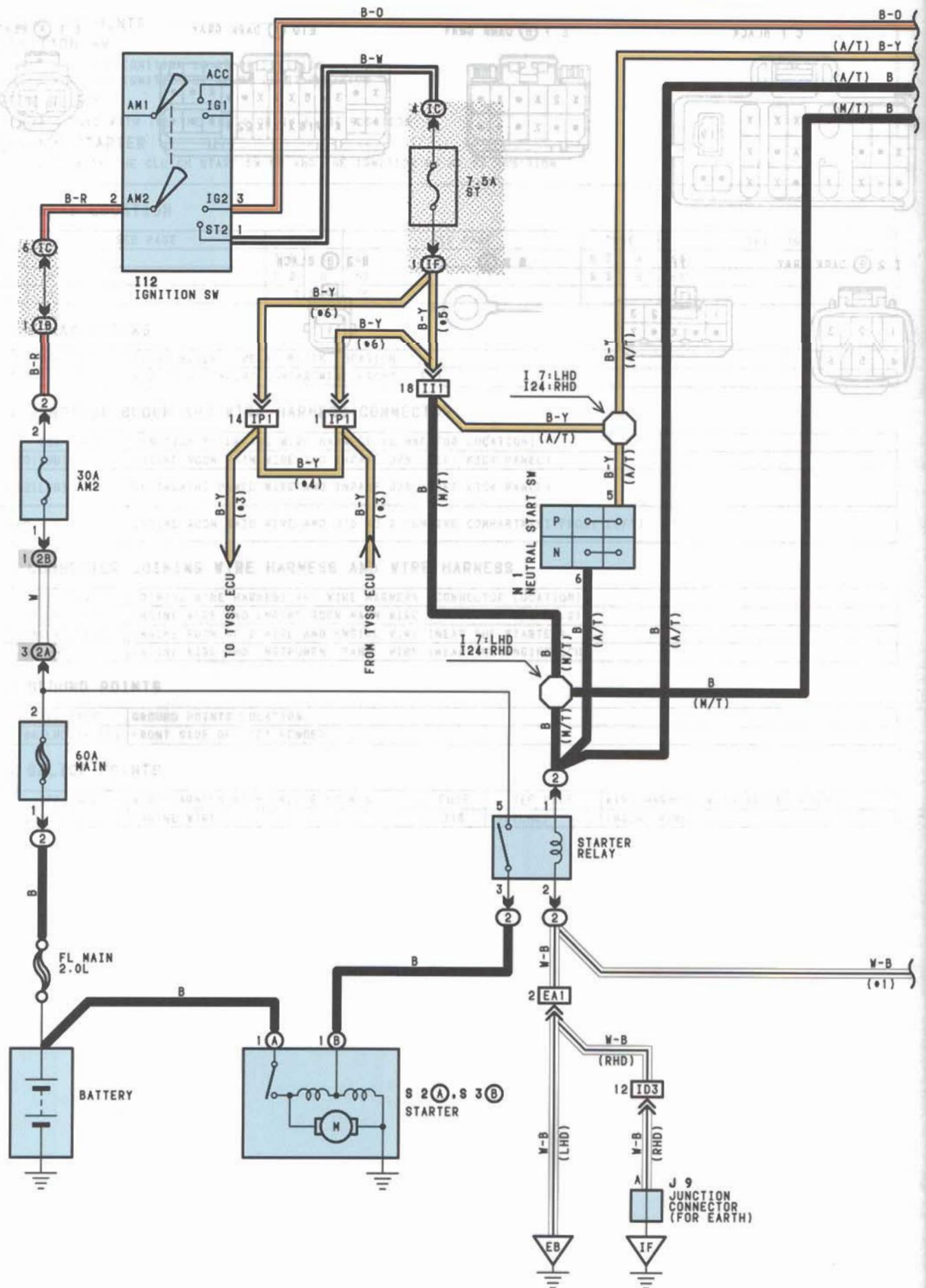


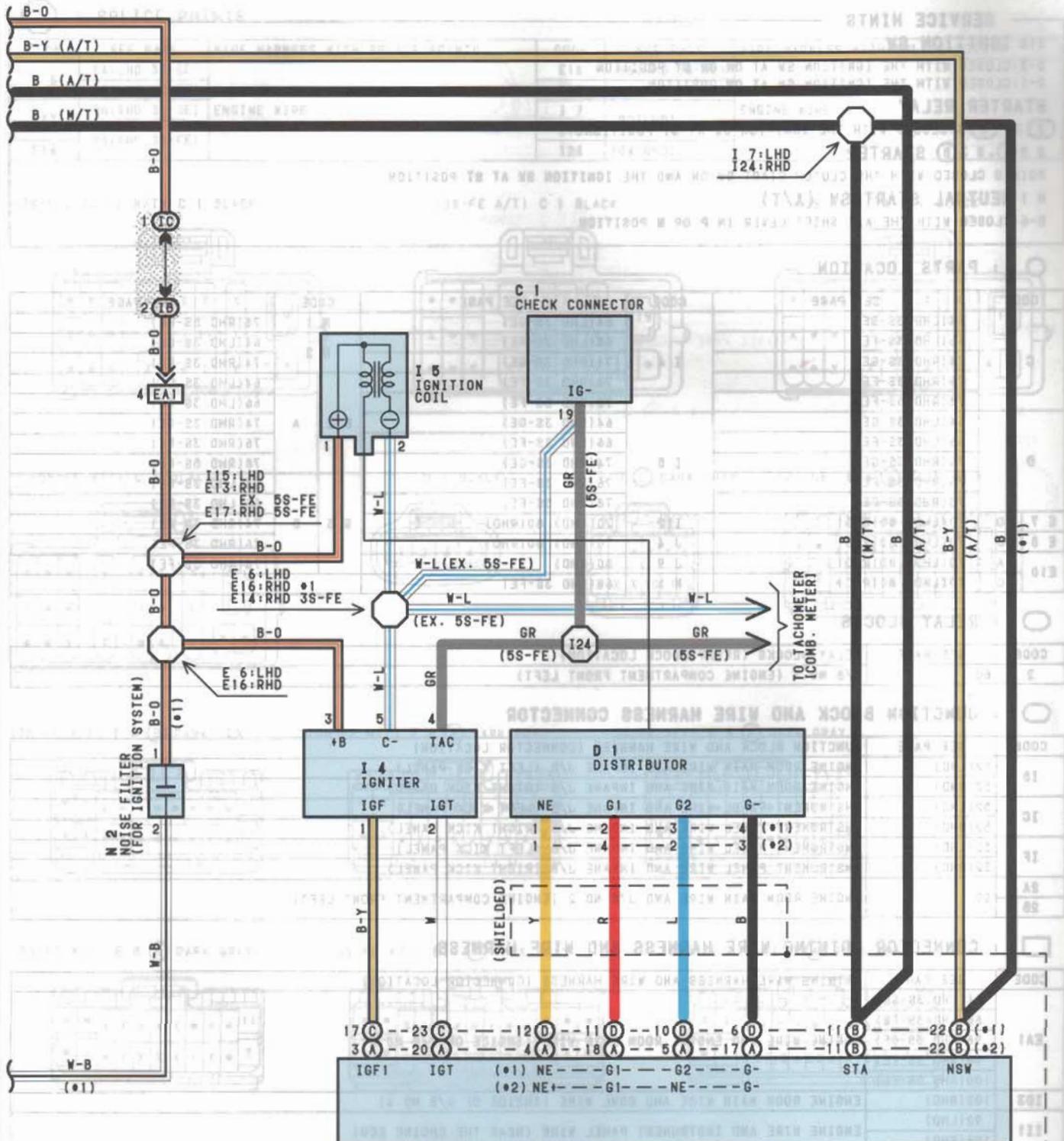
S 3 (B) BLACK





STARTING AND IGNITION (EX. 7A-FE)





E 7 (D), E 8 (B), E 10 (A), C
 ENGINE AND ECT ECU (A/T),
 ENGINE ECU (M/T)





STARTING AND IGNITION(Ex. 7A-FE)

SERVICE HINTS

I12 IGNITION SW

2-3:CLOSED WITH THE IGNITION SW AT ON OR ST POSITION
2-1:CLOSED WITH THE IGNITION SW AT ON POSITION

STARTER RELAY

② 3- ② 5:CLOSED WITH THE IGNITION SW AT ST POSITION

S 2(A), S 3(B) STARTER

POINTS CLOSED WITH THE CLUTCH START SW ON AND THE IGNITION SW AT ST POSITION

N 1 NEUTRAL START SW (A/T)

5-6:CLOSED WITH THE A/T SHIFT LEVER IN P OR N POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE | |
|---------------|------------------|------------------|---------------|------------------|---------------|------------------|
| C 1 | 64(LHD 3S-GE) | I 4 | 64(LHD 3S-GE) | N 1 | 78(RHD 5S-FE) | |
| | 66(LHD 3S-FE) | | 66(LHD 3S-FE) | | N 2 | 64(LHD 3S-GE) |
| | 74(RHD 3S-GE) | | 74(RHD 3S-GE) | 74(RHD 3S-GE) | | |
| | 76(RHD 3S-FE) | | 76(RHD 3S-FE) | S 2 | A | 64(LHD 3S-GE) |
| | 78(RHD 5S-FE) | | 78(RHD 5S-FE) | | | 66(LHD 3S-FE) |
| 64(LHD 3S-GE) | 64(LHD 3S-GE) | 74(RHD 3S-GE) | | | | |
| D 1 | 66(LHD 3S-FE) | I 5 | 66(LHD 3S-FE) | S 3 | B | 76(RHD 3S-FE) |
| | 74(RHD 3S-GE) | | 74(RHD 3S-GE) | | | 78(RHD 5S-FE) |
| | 76(RHD 3S-FE) | | 76(RHD 3S-FE) | | | 64(LHD 3S-GE) |
| | 78(RHD 5S-FE) | | 78(RHD 5S-FE) | | | 66(LHD 3S-FE) |
| | 70(LHD), 80(RHD) | | I12 | | | 70(LHD), 80(RHD) |
| E 7 | D | 70(LHD), 80(RHD) | J 4 | 70(LHD), 80(RHD) | 76(RHD 3S-FE) | |
| E 8 | B | 70(LHD), 80(RHD) | J 9 | 80(RHD) | 78(RHD 5S-FE) | |
| E10 | A | 70(LHD), 80(RHD) | N 1 | 66(LHD 3S-FE) | | |
| | C | 70(LHD), 80(RHD) | | | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IB | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IC | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2B | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------------|--|
| EA1 | 84(LHD 3S-GE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| | 86(LHD 3S-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| ID3 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| II1 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| | 104(RHD) | |
| IP1 | 104(RHD) | TVSS NO.1 SUB WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |

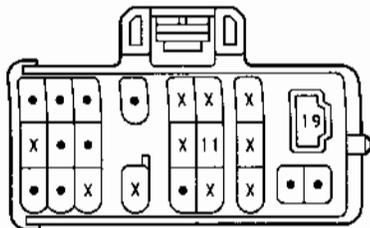
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|---------------------------|
| EB | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 86(LHD 3S-FE) | |
| EC | 84(LHD 3S-GE) | INTAKE MANIFOLD |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| IF | 100(RHD 5S-FE) | |
| | 102(RHD) | R/B NO.4 SET BOLT |

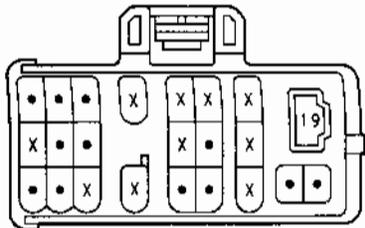
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|----------------|---------------------------------|
| E 6 | 84(LHD 3S-GE) | ENGINE WIRE | E16 | 96(RHD 3S-GE) | ENGINE WIRE |
| | 86(LHD 3S-FE) | | E17 | 100(RHD 5S-FE) | |
| E13 | 96(RHD 3S-GE) | | I 7 | 92(LHD) | |
| E14 | 98(RHD 3S-FE) | | I15 | 104(RHD) | |
| | | | I24 | | |

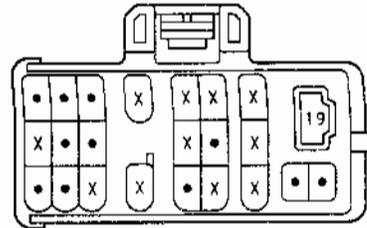
3S-GE, 5S-FE M/T) C 1 BLACK



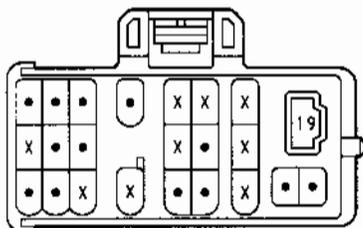
(3S-FE A/T) C 1 BLACK



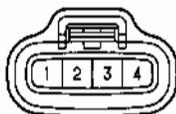
(3S-FE M/T) C 1 BLACK



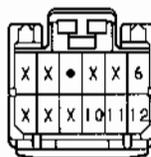
(5S-FE A/T) C 1 BLACK



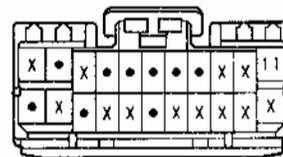
D 1 BLACK



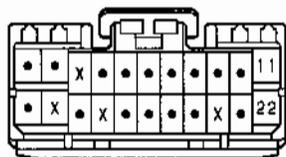
E 7 (D) DARK GRAY



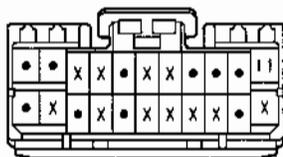
(3S-GE) E 8 (B) DARK GRAY



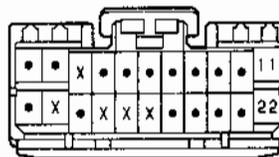
(3S-FE A/T) E 8 (B) DARK GRAY



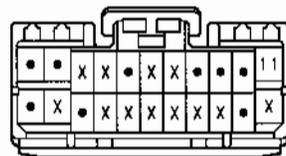
(3S-FE M/T) E 8 (B) DARK GRAY



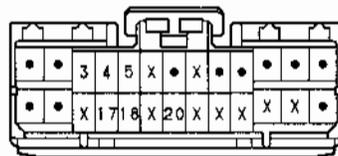
(5S-FE A/T) E 8 (B) DARK GRAY



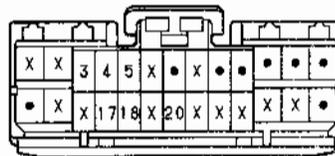
(5S-FE M/T) E 8 (B) DARK GRAY



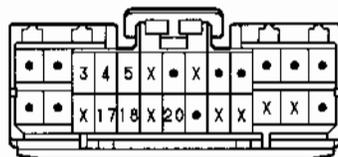
(3S-FE A/T) E10 (A) DARK GRAY



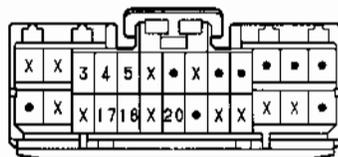
(3S-FE M/T) E10 (A) DARK GRAY



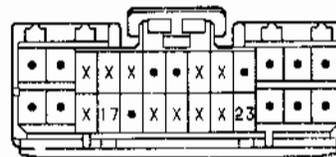
(5S-FE A/T) E10 (A) DARK GRAY



(5S-FE M/T) E10 (A) DARK GRAY



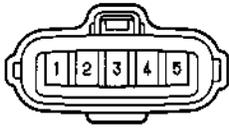
(3S-GE) E10 (C) DARK GRAY



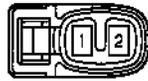


STARTING AND IGNITION (Ex. 7A-FE)

I 4



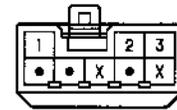
(3S-GE) I 6 BLACK



(3S-FE, 5S-FE) I 6 BLACK



I 12

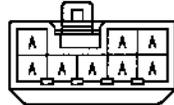


J 4



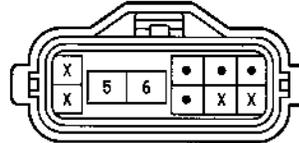
(HINT:SEE PAGE 7, 23, 39)

J 9

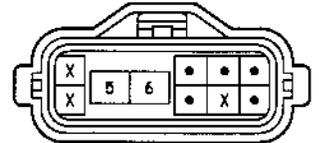


(HINT:SEE PAGE 7, 23, 39)

(LHD) N 1 GRAY



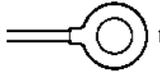
(RHD) N 1 GRAY



N 2 GRAY



S 2 (A)

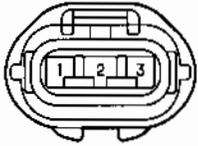


S 3 (B) BLACK

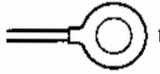




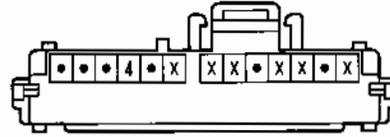
A 9 (A) BLACK



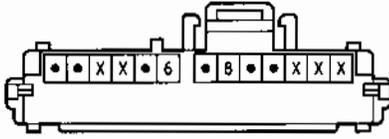
A10 (B)



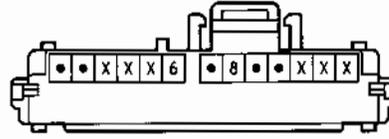
(EUROPE, AUSTRALIA) C 7 (A) BLUE



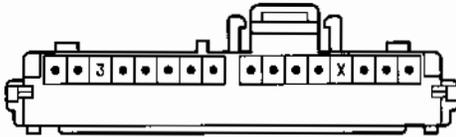
(LHD GENERAL) C 7 (A) BLUE



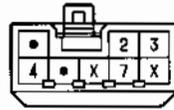
(RHD GENERAL, G.C.C.) C 7 (A) BLUE



C 8 (B)



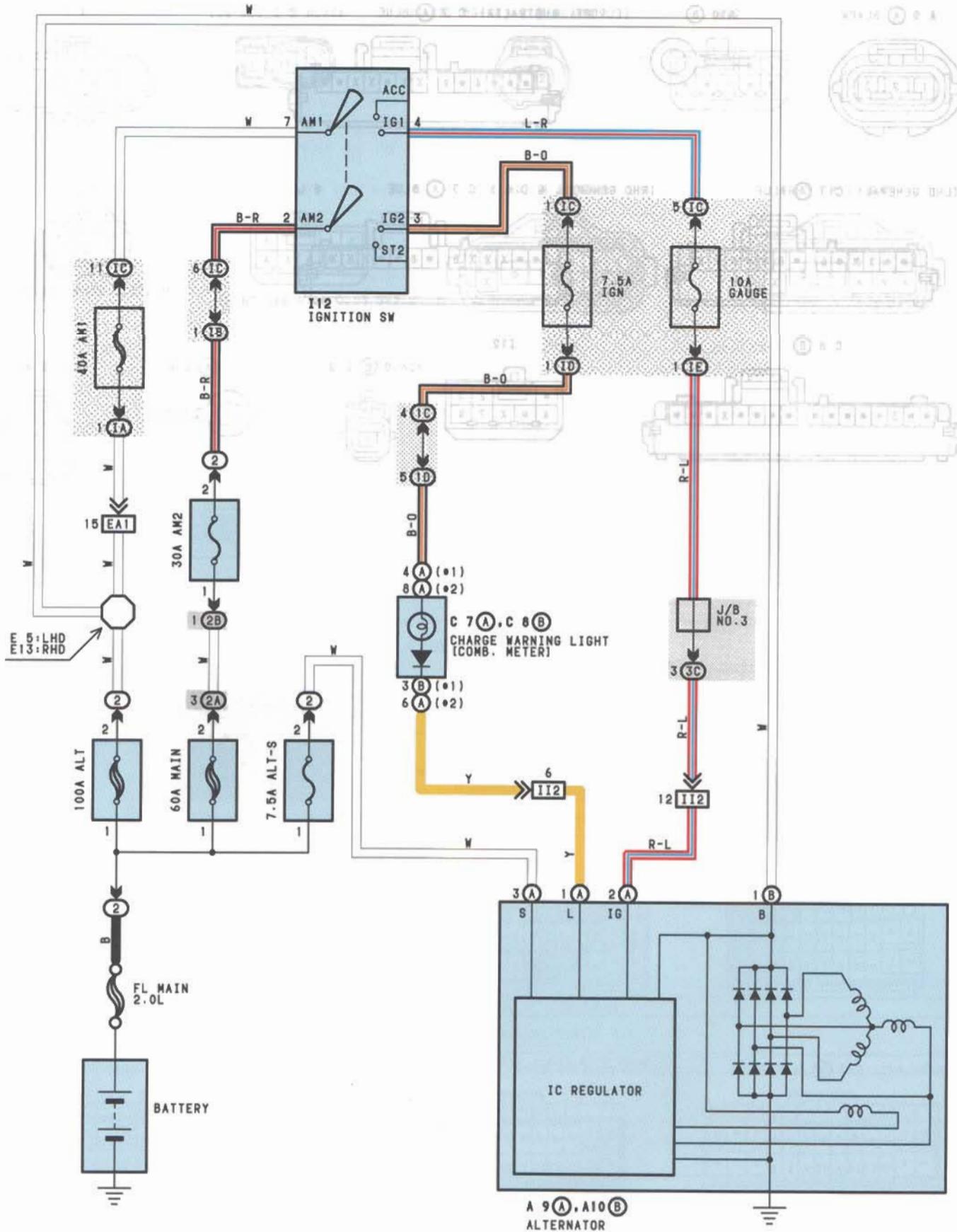
I12





CHARGING AND IGNITION (EX. 7A)

- 1 : EUROPE, AUSTRALIA
- 2 : GENERAL, G.C.C.



SERVICE HINTS

A 9 Ⓐ ALTERNATOR

- Ⓐ 3-GROUND: 13.9-15.1 VOLTS WITH THE ENGINE RUNNING AT 2000 RPM AND 25°C (77°F)
13.5-14.3 VOLTS WITH THE ENGINE RUNNING AT 5000 RPM AND 115°C (239°F)
- Ⓐ 1-GROUND: 0-4 VOLTS WITH THE IGNITION SW AT ON POSITION AND THE ENGINE NOT RUNNING

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE | | |
|------|----------|------|----------|------|----------|---------------|------------------|
| A 9 | A | A 9 | A | A10 | B | 64(LHD 3S-GE) | 76(RHD 3S-FE) |
| | | | | | | 66(LHD 3S-FE) | 76(RHD 5S-FE) |
| | | | | | | 68(LHD 7A-FE) | 70(LHD), 80(RHD) |
| | | | | | | 74(RHD 3S-GE) | 70(LHD), 80(RHD) |
| | | | | | | 76(RHD 3S-FE) | 70(LHD), 80(RHD) |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IB | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IC | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IC | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| ID | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2B | | |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------------|---|
| EA1 | 84(LHD 3S-GE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| II2 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| | 104(RHD) | |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|----------------|---------------------------------|
| E 5 | 84(LHD 3S-GE) | ENGINE WIRE | E13 | 96(RHD 3S-GE) | ENGINE WIRE |
| | 86(LHD 3S-FE) | | | 98(RHD 3S-FE) | |
| | 88(LHD 7A-FE) | | | 100(RHD 5S-FE) | |



ENGINE CONTROL (3S-GE)

SYSTEM OUTLINE

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

1. INPUT SIGNALS

(1) EFI WATER TEMP. SENSOR SIGNAL SYSTEM

THE EFI WATER TEMP. SENSOR DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT-IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE ENGINE COOLANT TEMP. THUS THE ENGINE COOLANT TEMP. IS INPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL THW OF THE ENGINE ECU.

(2) INTAKE AIR TEMP. SIGNAL SYSTEM

THE INTAKE AIR TEMP. SENSOR DETECTS THE INTAKE AIR TEMP., WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL THA OF THE ENGINE ECU.

(3) OXYGEN SENSOR SIGNAL SYSTEM

THE OXYGEN SENSOR DETECTS THE OXYGEN DENSITY IN THE EXHAUST EMISSIONS WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL OX OF THE ENGINE ECU.

(4) THROTTLE SIGNAL SYSTEM

THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE, WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL VTA OF THE ENGINE ECU, OR WHEN THE VALVE IS FULLY CLOSED, TO TERMINAL IDL.

(5) SPEED SENSOR SIGNAL SYSTEM

THE SPEED SENSOR, INSTALLED INSIDE THE COMBINATION METER, DETECTS THE SPEED SENSOR AND INPUTS A CONTROL SIGNAL TO TERMINAL SPD OF THE ENGINE ECU.

(6) A/C SW 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 ECU.

(7) BATTERY SIGNAL SYSTEM

VOLTAGE IS CONSTANTLY APPLIED TO TERMINAL BATT OF THE ENGINE ECU. WHEN THE IGNITION SW IS TURNED TO ON, VOLTAGE FOR ENGINE ECU OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO TERMINAL +B OF THE ENGINE ECU.

(8) INTAKE AIR VOLUME SIGNAL SYSTEM

INTAKE AIR VOLUME IS DETECTED BY THE INTAKE MANIFOLD ABSOLUTE PRESSURE AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL PIM OF THE ENGINE ECU.

(9) STA SIGNAL SYSTEM

TO CONFIRM THAT THE ENGINE IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL STA OF THE ENGINE ECU.

(10) ELECTRICAL LOAD SIGNAL SYSTEM

THE SIGNAL WHEN SYSTEMS SUCH AS THE REAR WINDOW DEFOGGER, HEADLIGHT, ETC. WHICH CAUSE A HIGH ELECTRICAL BURDEN ARE ON IS INPUT TO TERMINAL EL8 AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

• EFI (ELECTRONIC FUEL INJECTION) SYSTEM

THE EFI SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE SIGNALS EACH SENSOR (INPUT SIGNALS (1) TO (10)) INPUTS TO THE ENGINE ECU. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ENGINE ECU, THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO TERMINALS #10, #20, #30 AND #40 OF THE ENGINE ECU, CAUSING THE INJECTORS TO INJECT FUEL. IT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ENGINE ECU, FINELY CONTROLS FUEL INJECTION IN RESPONSE TO DRIVING CONDITIONS.

• IDLE-UP AIR CONTROL (ISC) SYSTEM

THE IDLE AIR CONTROL (ISC) 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, ETC. THE ENGINE ECU EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1 TO 6,10)), OUTPUTS CURRENT TO TERMINAL RSC AND R80, AND CONTROLS THE IDLE AIR CONTROL VALVE (ISC VALVE).

• A/C CUT CONTROL SYSTEM

WHEN THE VEHICLE SUDDENLY ACCELERATES FROM LOW ENGINE SPEED, THIS SYSTEM CUTS OFF AIR CONDITIONER OPERATION FOR A FIXED PERIOD OF TIME IN RESPONSE TO THE SPEED SENSOR AND THROTTLE VALVE OPENING ANGLE IN ORDER TO MAINTAIN ACCELERATION PERFORMANCE.

THE ENGINE ECU RECEIVES INPUT SIGNALS (4,5, AND 8), AND OUTPUTS SIGNALS TO TERMINAL ACT.

3. DIAGNOSIS SYSTEM

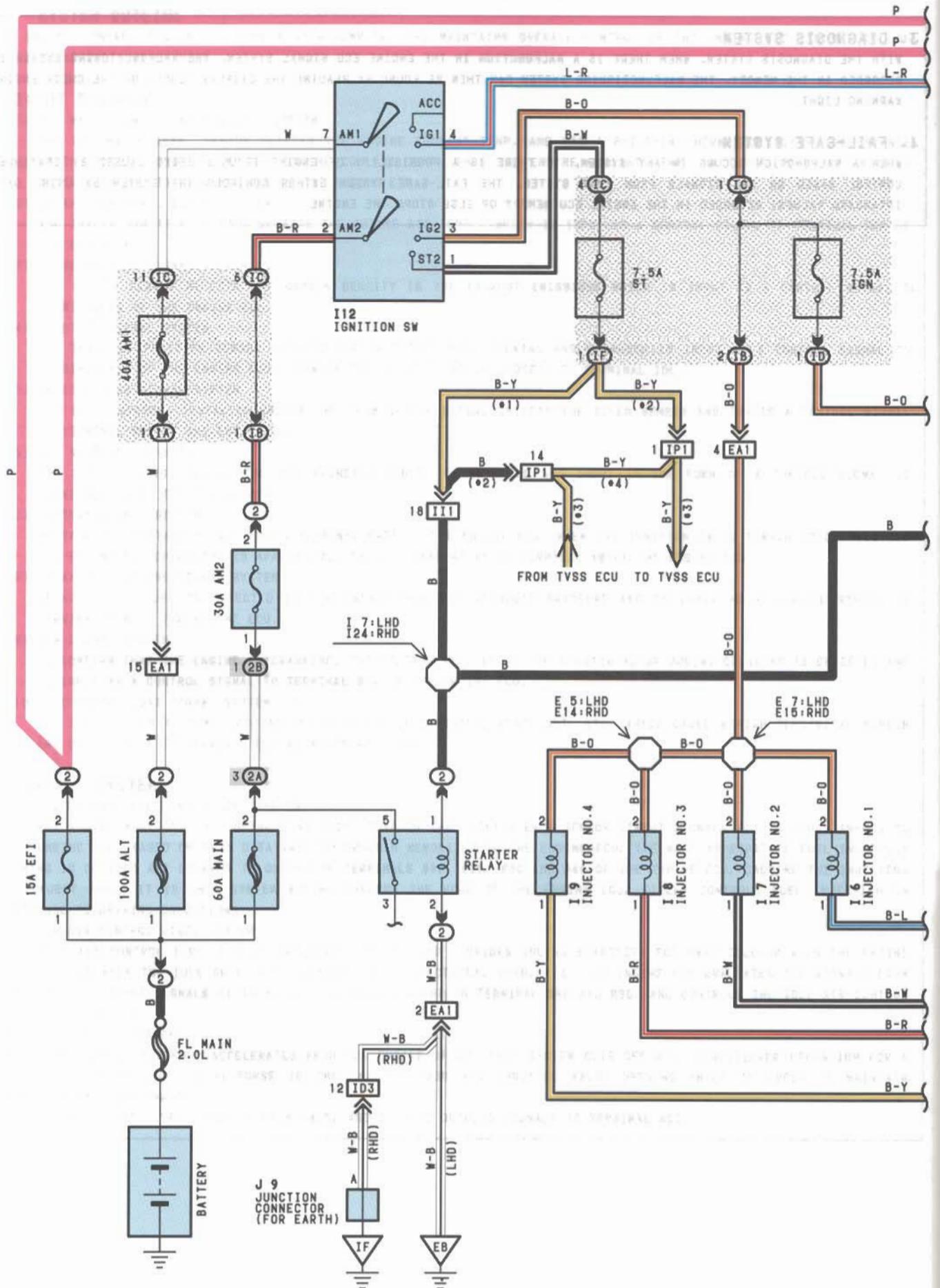
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTION IN THE ENGINE ECU SIGNAL SYSTEM, THE MALFUNCTIONING SYSTEM IS RECORDED IN THE MEMORY. THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE CHECK ENGINE WARNING LIGHT.

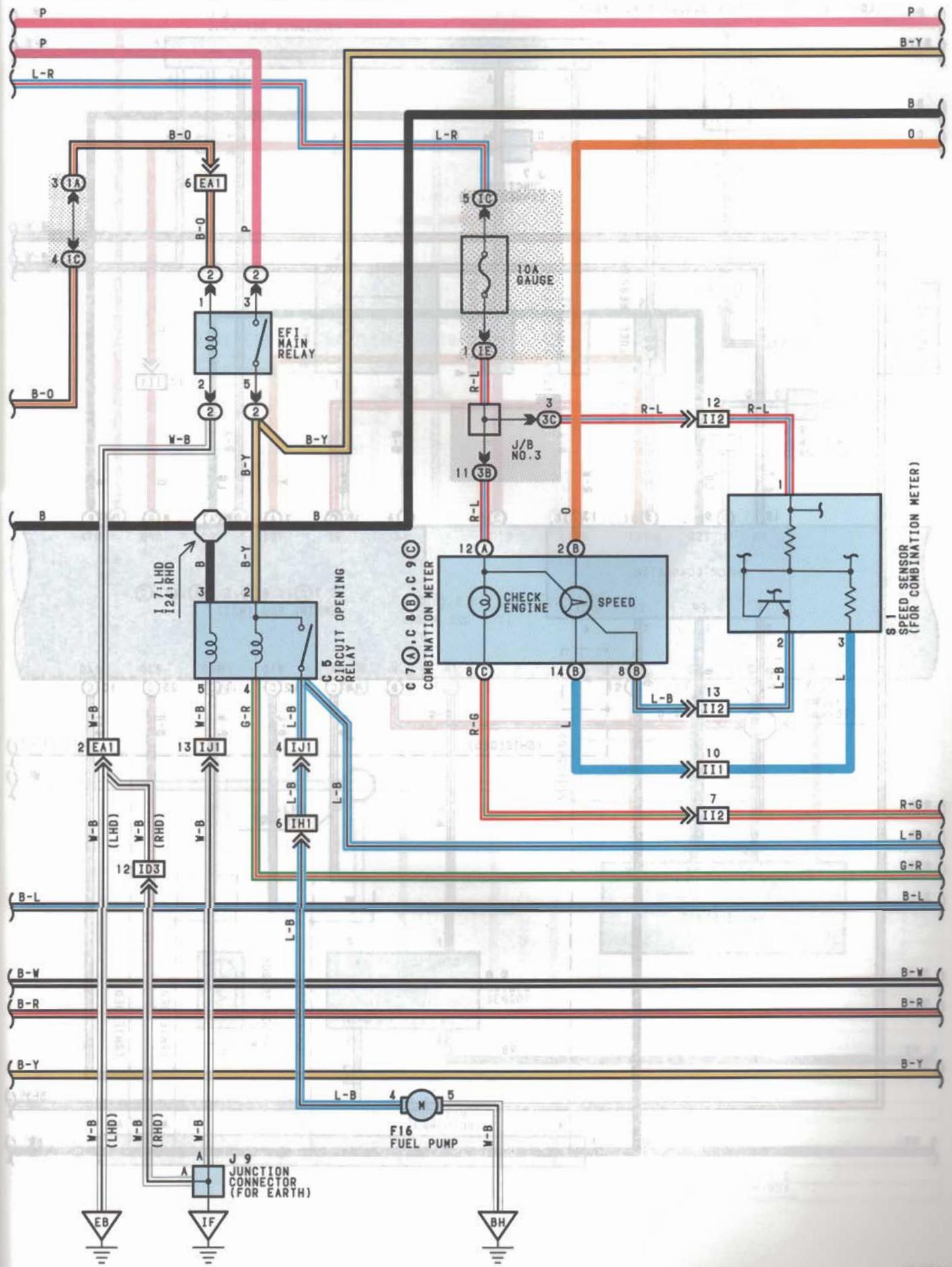
4. FAIL-SAFE SYSTEM

WHEN A MALFUNCTION OCCURS IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL-SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE ECU MEMORY OR ELSE STOPS THE ENGINE.

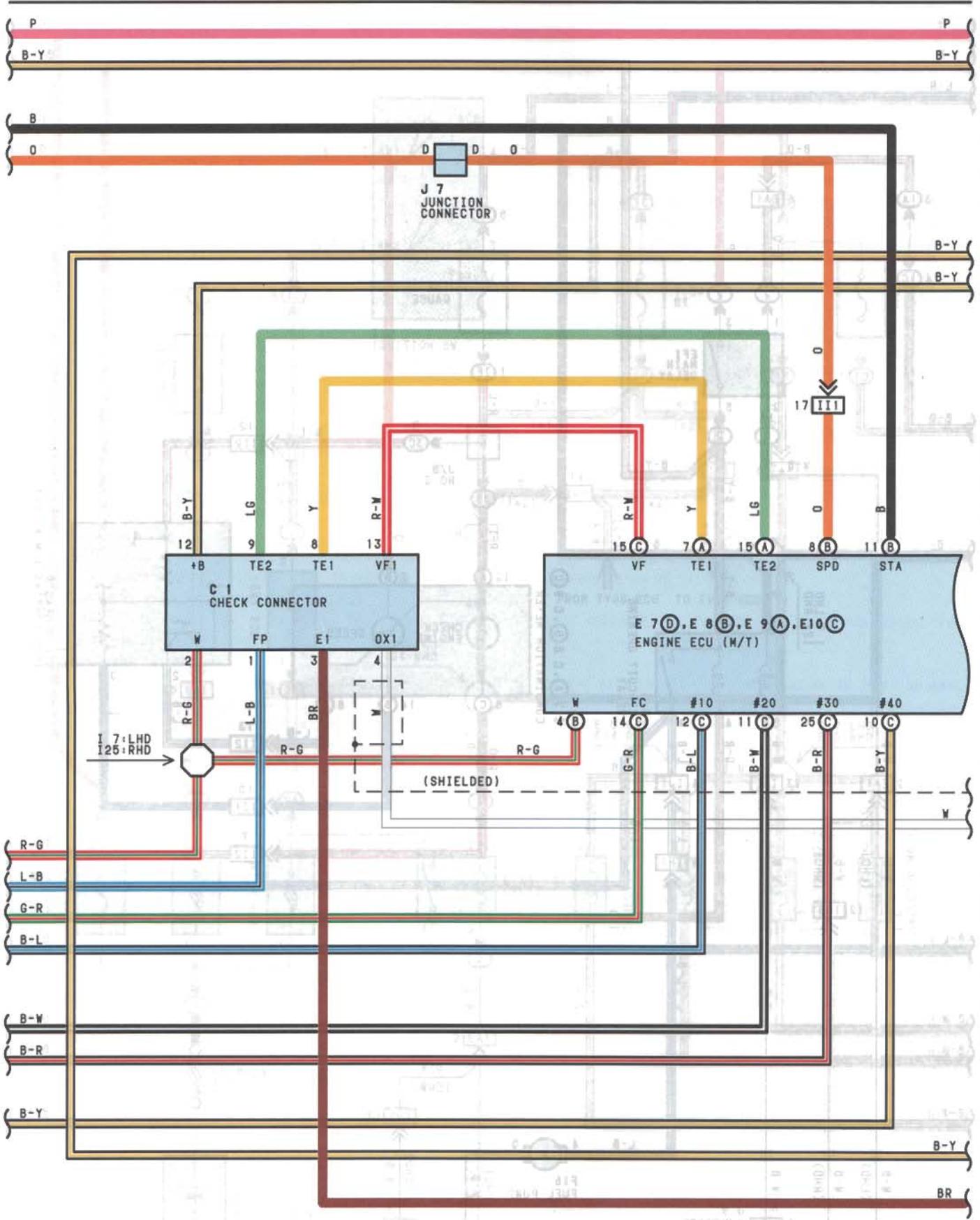


ENGINE CONTROL (3S-GE)

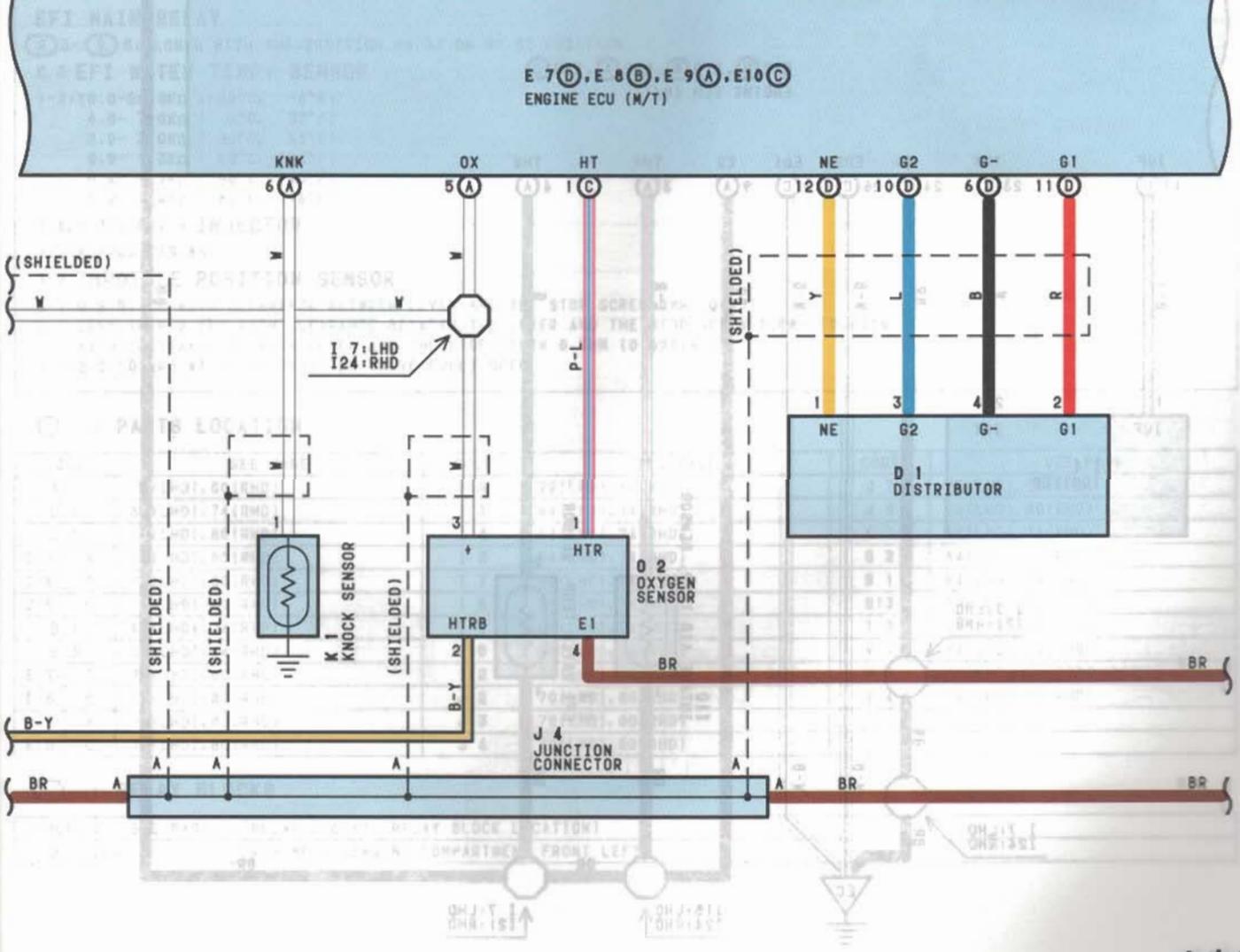
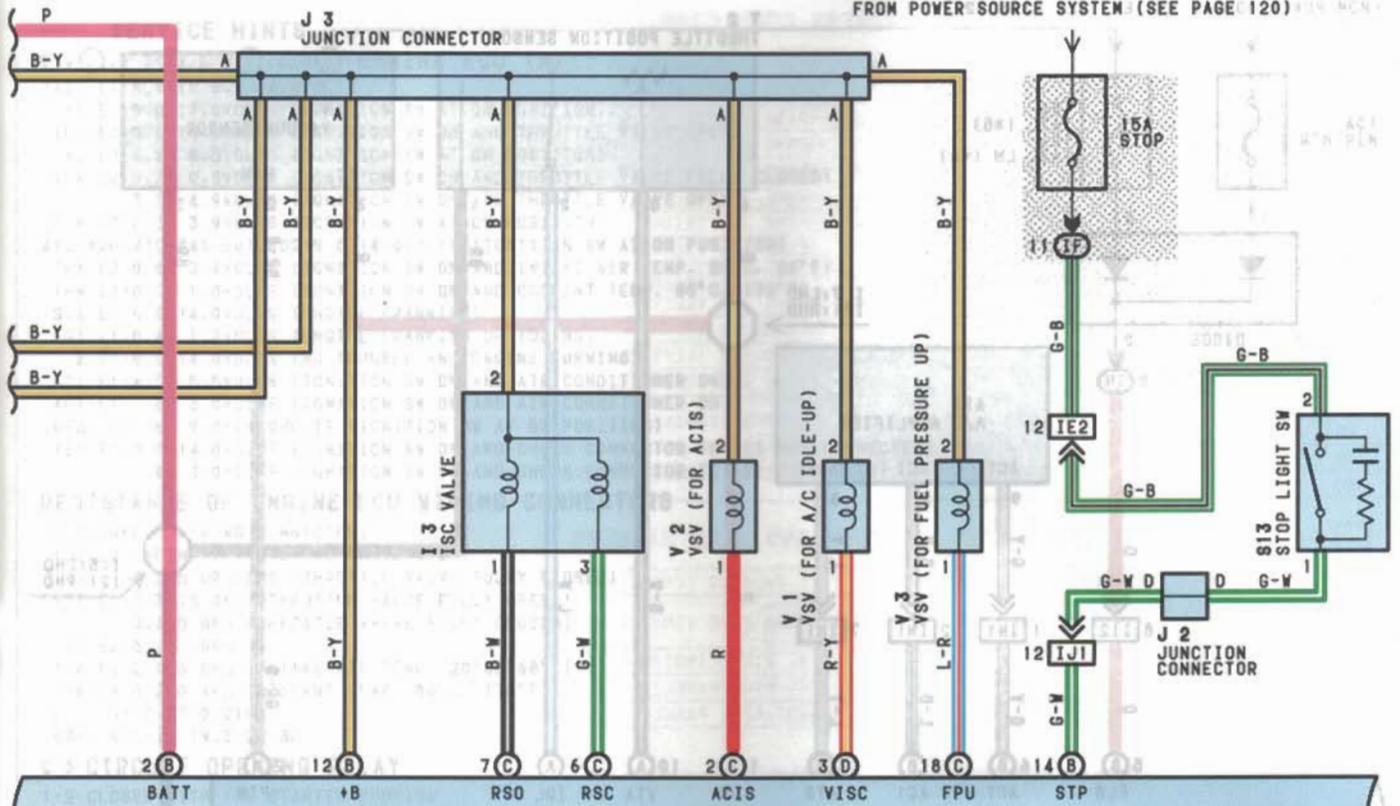




ENGINE CONTROL (3S-GE)



FROM POWER SOURCE SYSTEM (SEE PAGE 120)

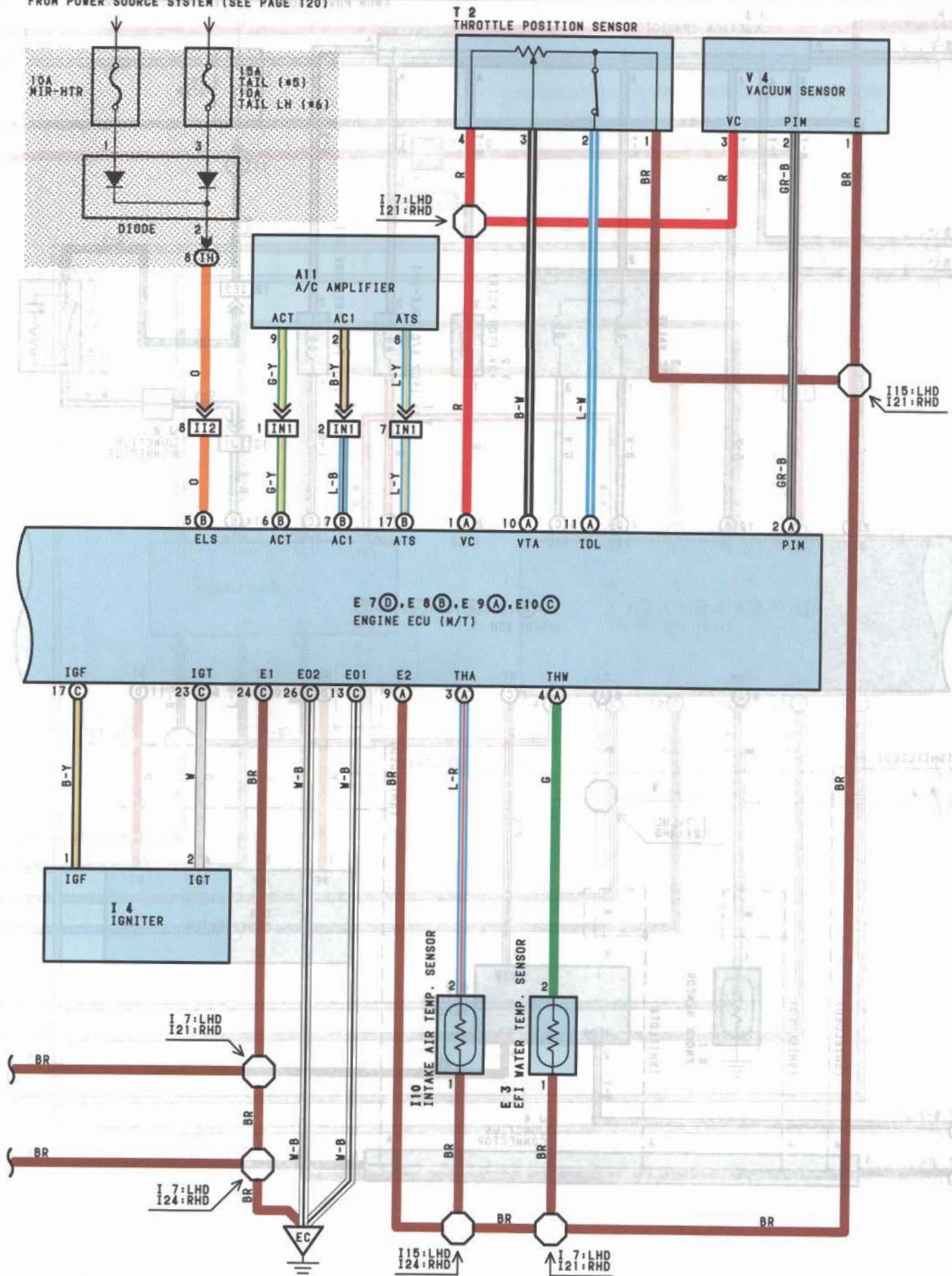




ENGINE CONTROL (3S-GE)

05 : EX. GERMANY
06 : GERMANY

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS

E 7 ①, E 8 ②, E 9 ③, E 10 ④ ENGINE ECU (M/T)

BATT-E1: ALWAYS 9.0-14.0VOLTS
 +B-E1: 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
 IDL-E2: 9.0-14.0VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
 VC-E2: 4.5- 5.5VOLTS (IGNITION SW AT ON POSITION)
 VTA-E2: 0.3- 0.8VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
 :3.2- 4.9VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
 PIM-E2: 3.3- 3.9VOLTS (IGNITION SW AT ON POSITION)
 #10, #20, #30, #40-E01, E02: 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
 THA-E2: 0.5- 3.4VOLTS (IGNITION SW ON AND INTAKE AIR TEMP. 20°C, 68°F)
 THW-E2: 0.2- 1.0VOLTS (IGNITION SW ON AND COOLANT TEMP. 80°C, 176°F)
 STA-E1: 6.0-14.0VOLTS (ENGINE CRANKING)
 IGT-E1: 0.8- 1.2VOLTS (ENGINE CRANKING OR IDLING)
 W-E1: 9.0-14.0VOLTS (NO TROUBLE AND ENGINE RUNNING)
 ACT-E1: 4.5- 5.5VOLTS (IGNITION SW ON AND AIR CONDITIONER ON)
 AC1-E1: 0- 3.0VOLTS (IGNITION SW ON AND AIR CONDITIONER ON)
 RSD, RSC-E1: 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
 TE1-E1: 9.0-14.0VOLTS (IGNITION SW ON AND CHECK CONNECTOR TE1-E1 NOT CONNECTED)
 0- 3.0VOLTS (IGNITION SW ON AND CHECK CONNECTOR TE1-E1 CONNECTED)

RESISTANCE OF ENGINE ECU WIRING CONNECTORS

(DISCONNECT WIRING CONNECTOR)
 IDL-E2: INFINITY (THROTTLE VALVE OPEN)
 2.3KΩ OR LESS (THROTTLE VALVE FULLY CLOSED)
 VTA-E2: 3.3-10.0KΩ (THROTTLE VALVE FULLY OPEN)
 0.2-0.8KΩ (THROTTLE VALVE FULLY CLOSED)
 VC-E2: 3.0-7.0KΩ
 THA-E2: 2.0-3.0KΩ (INTAKE AIR TEMP. 20°C, 68°F)
 THW-E2: 0.2-0.4KΩ (COOLANT TEMP. 80°C, 176°F)
 G1 - G1: 0.17-0.21KΩ
 RSD, RSC-+B: 19.3-22.3Ω

C 5 CIRCUIT OPENING RELAY

1-2: CLOSED WITH THE STARTER RUNNING

EFI MAIN RELAY

② 3- ② 5: CLOSED WITH THE IGNITION SW AT ON OR ST POSITION

E 3 EFI WATER TEMP. SENSOR

1-2: 10.0-20.0KΩ (-20°C, -4°F)
 4.0- 7.0KΩ (0°C, 32°F)
 2.0- 3.0KΩ (20°C, 68°F)
 0.9- 1.3KΩ (40°C, 104°F)
 0.4- 0.7KΩ (60°C, 140°F)
 0.2- 0.4KΩ (80°C, 176°F)

I 6, I 7, I 8, I 9 INJECTOR

1-2: APPROX. 13.8Ω

T 2 THROTTLE POSITION SENSOR

3-1: 0.2-5.7KΩ WITH CLEARANCE BETWEEN LEVER AND THE STOP SCREW 0MM (0IN.)
 2-1: LESS THAN 2.3KΩ WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW 0.5MM (0.02IN.)
 WITH CLEARANCE BETWEEN LEVER AND THE STOP SCREW 0.7MM (0.028IN.)
 3-1: 2.0-10.2KΩ WITH THE THROTTLE VALVE FULLY OPEN

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|-------|------------------|------|------------------|------|------------------|
| A11 | 70(LHD), 80(RHD) | F16 | 72(LHD), 82(RHD) | J 7 | 70(LHD), 80(RHD) |
| C 1 | 64(LHD), 74(RHD) | I 3 | 64(LHD), 74(RHD) | J 9 | 70(LHD), 80(RHD) |
| C 5 | 70(LHD), 80(RHD) | I 4 | 64(LHD), 74(RHD) | K 1 | 64(LHD), 74(RHD) |
| C 7 A | 70(LHD), 80(RHD) | I 6 | 64(LHD), 74(RHD) | O 2 | 64(LHD), 74(RHD) |
| C 8 B | 70(LHD), 80(RHD) | I 7 | 64(LHD), 74(RHD) | S 1 | 64(LHD), 74(RHD) |
| C 9 C | 70(LHD), 80(RHD) | I 8 | 64(LHD), 74(RHD) | S13 | 70(LHD), 80(RHD) |
| D 1 | 64(LHD), 74(RHD) | I 9 | 64(LHD), 74(RHD) | T 2 | 64(LHD), 74(RHD) |
| E 3 | 64(LHD), 74(RHD) | I10 | 64(LHD), 74(RHD) | V 1 | 64(LHD), 74(RHD) |
| E 7 D | 70(LHD), 80(RHD) | I12 | 70(LHD), 80(RHD) | V 2 | 64(LHD), 74(RHD) |
| E 8 B | 70(LHD), 80(RHD) | J 2 | 70(LHD), 80(RHD) | V 4 | 64(LHD), 74(RHD) |
| E 9 A | 70(LHD), 80(RHD) | J 3 | 70(LHD), 80(RHD) | | |
| E10 C | 70(LHD), 80(RHD) | J 4 | 70(LHD), 80(RHD) | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |



ENGINE CONTROL (3S-GE)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 1A | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1B | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1C | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1D | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1E | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1F | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2B | | |
| 3B | | |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|---------------|--|
| EA1 | 84(LHD 3S-GE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| | 96(RHD 3S-GE) | |
| ID3 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IH1 | 90(LHD) | COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| | 102(RHD) | COWL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| I11 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| | 104(RHD) | |
| I12 | 92(LHD) | |
| | 104(RHD) | |
| IJ1 | 92(LHD) | ENGINE WIRE AND COWL WIRE (BEHIND THE ABS ECU) |
| | 104(RHD) | ENGINE WIRE AND COWL WIRE (NEAR THE ENGINE ECU) |
| IP1 | 104(RHD) | TYSS NO.1 SUB WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |

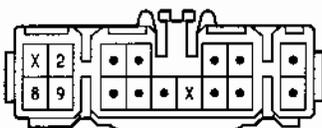
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|---------------|-------------------------------|
| EB | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 96(RHD 3S-GE) | |
| IF | 90(LHD) | R/B NO.4 SET BOLT |
| | 102(RHD) | |
| BH | 94(LHD) | UNDER THE LEFT CENTER PILLAR |
| | 106(RHD) | UNDER THE RIGHT CENTER PILLAR |

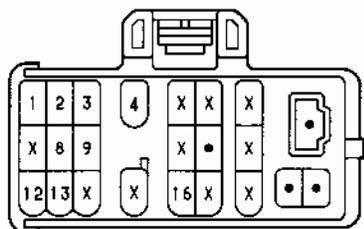
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|----------|---------------------------------|
| E 5 | 84(LHD 3S-GE) | ENGINE WIRE | I15 | 92(LHD) | ENGINE WIRE |
| E 7 | | | I21 | 104(RHD) | |
| E14 | | | I24 | | |
| E15 | I25 | | | | |
| I 7 | 92(LHD) | | | | |

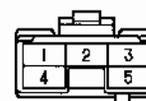
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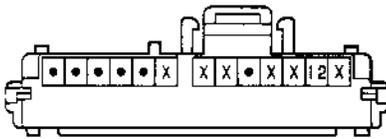
C 1 BLACK



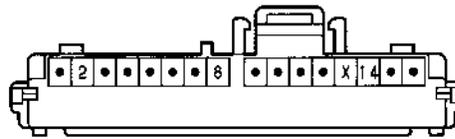
C 5 DARK GRAY



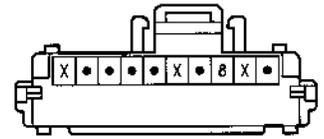
C 7 (A) B...JE



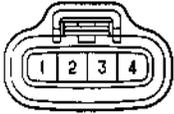
C 8 (B)



C 9 (C) GRAY



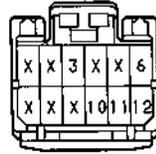
D 1 BLACK



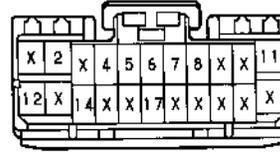
E 3 DARK GRAY



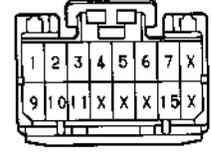
E 7 (D) DARK GRAY



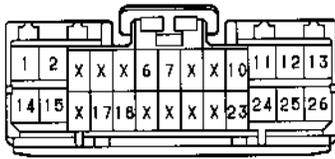
E 8 (B) DARK GRAY



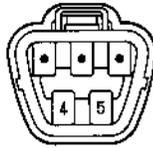
E 9 (A) DARK GRAY



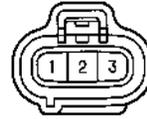
E10 (C) DARK GRAY



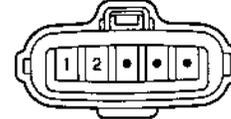
F16 DARK GRAY



I 3 GRAY



I 4 BLACK



I 6, I 8 BROWN



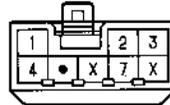
I 7, I 9 GRAY



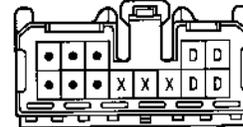
I10 BLACK



I12

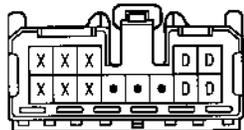


(LHD) J 2 BLUE



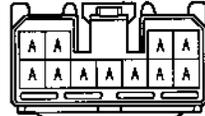
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(RHD) J 2 BLUE



(HINT:SEE PAGE 7.23.39)

J 3



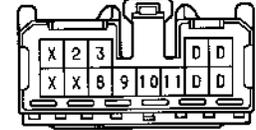
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J 4



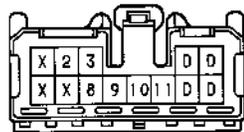
(HINT:SEE PAGE 7.23.39)

(LHD) J 7



(HINT:SEE PAGE 7.23.39)

(RHD) J 7 BLUE



(HINT:SEE PAGE 7.23.39)

J 9

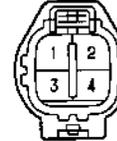


(HINT:SEE PAGE 7.23.39)

K 1 DARK GRAY



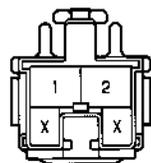
O 2 DARK GRAY



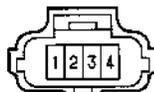
S 1 BLACK



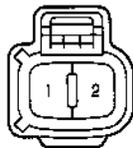
S13



T 2 BLACK



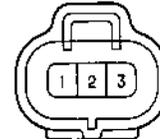
V 1 BLACK



V 2 DARK GRAY



V 4 BLACK





ENGINE CONTROL (3S-FE)

SYSTEM OUTLINE

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

1. INPUT SIGNALS

(1) EFI WATER TEMP. SENSOR SIGNAL SYSTEM

THE EFI WATER TEMP. SENSOR DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT-IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE ENGINE COOLANT TEMP. THUS THE ENGINE COOLANT TEMP. IS INPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL THW OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(2) INTAKE AIR TEMP. SIGNAL SYSTEM

THE INTAKE AIR TEMP. SENSOR DETECTS THE INTAKE AIR TEMP., WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL THA OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(3) 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 ECU OR ENGINE AND ECT ECU, OR WHEN THE VALVE IS FULLY CLOSED, TO TERMINAL IDL.

(4) SPEED SENSOR SIGNAL SYSTEM

THE SPEED SENSOR, INSTALLED INSIDE THE COMBINATION METER, DETECTS THE SPEED SENSOR AND INPUTS A CONTROL SIGNAL TO TERMINAL SPD OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(5) NEUTRAL START SW SIGNAL SYSTEM

THE NEUTRAL START SW DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL OR NOT, AND INPUTS A CONTROL SIGNAL TO TERMINAL STA OF THE ENGINE AND ECT ECU.

(6) A/C SW 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 ECU OR ENGINE AND ECT ECU.

(7) BATTERY SIGNAL SYSTEM

VOLTAGE IS CONSTANTLY APPLIED TO TERMINAL BATT OF THE ENGINE ECU OR ENGINE AND ECT ECU. WHEN THE IGNITION SW IS TURNED TO ON, VOLTAGE FOR ENGINE ECU OR ENGINE AND ECT ECU OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO TERMINAL +B OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(8) INTAKE AIR VOLUME SIGNAL SYSTEM

INTAKE AIR VOLUME IS DETECTED BY THE INTAKE MANIFOLD ABSOLUTE PRESSURE AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL PIN OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(9) STA SIGNAL SYSTEM

TO CONFIRM THAT THE ENGINE IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL STA OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(10) ELECTRICAL LOAD SIGNAL SYSTEM

THE SIGNAL WHEN SYSTEMS SUCH AS THE REAR WINDOW DEFOGGER, HEADLIGHT, ETC. WHICH CAUSE A HIGH ELECTRICAL BURDEN ARE ON IS INPUT TO TERMINAL ELS AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

• EFI (ELECTRONIC FUEL INJECTION) SYSTEM

THE EFI SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE SIGNALS EACH SENSOR (INPUT SIGNALS (1) TO (10)) INPUTS TO THE ENGINE ECU OR ENGINE AND ECT ECU. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ENGINE ECU OR ENGINE AND ECT ECU, THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO TERMINALS #10 AND #20 OF THE ENGINE ECU OR ENGINE AND ECT ECU, CAUSING THE INJECTORS TO INJECT FUEL. IT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ENGINE ECU OR ENGINE AND ECT ECU, FINELY CONTROLS FUEL INJECTION IN RESPONSE TO DRIVING CONDITIONS.

• IDLE-UP AIR CONTROL (ISC) SYSTEM

THE IDLE AIR CONTROL (ISC) 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, ETC. THE ENGINE ECU OR ENGINE AND ECT ECU EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1 TO 4,10)), OUTPUTS CURRENT TO TERMINAL RSC AND RSD, AND CONTROLS THE IDLE AIR CONTROL VALVE (ISC VALVE).

• A/C CUT CONTROL SYSTEM

WHEN THE VEHICLE SUDDENLY ACCELERATES FROM LOW ENGINE SPEED, THIS SYSTEM CUTS OFF AIR CONDITIONER OPERATION FOR A FIXED PERIOD OF TIME IN RESPONSE TO THE SPEED SENSOR, THROTTLE VALVE OPENING ANGLE AND INTAKE MANIFOLD PRESSURE IN ORDER TO MAINTAIN ACCELERATION PERFORMANCE.

THE ENGINE ECU OR ENGINE AND ECT ECU RECEIVES INPUT SIGNALS (3,4 AND 8), AND OUTPUTS SIGNALS TO TERMINAL ACT.

3. DIAGNOSIS SYSTEM

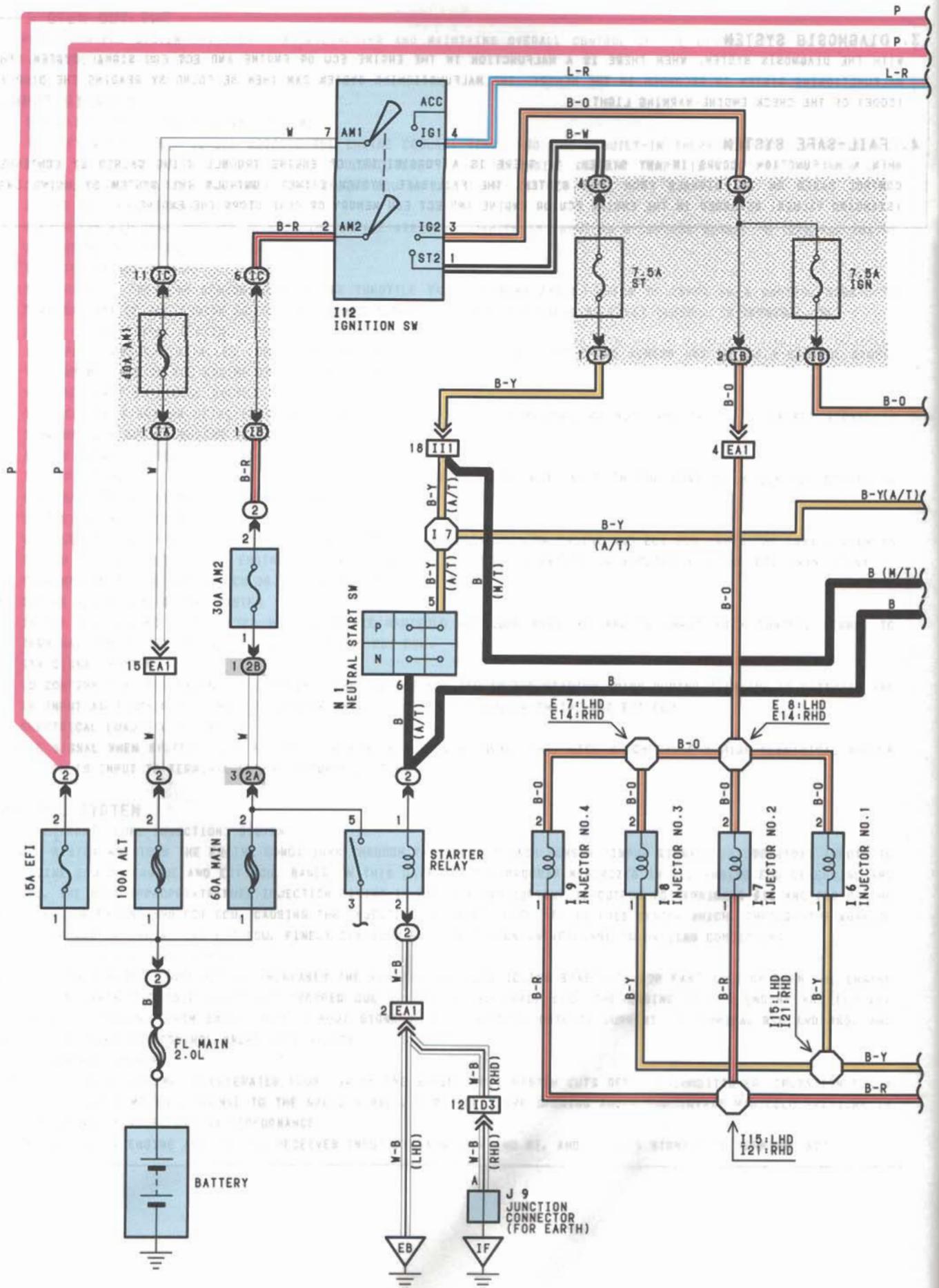
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTION IN THE ENGINE ECU OR ENGINE AND ECT ECU SIGNAL SYSTEM, THE MALFUNCTIONING SYSTEM IS RECORDED IN THE MEMORY. THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE CHECK ENGINE WARNING LIGHT.

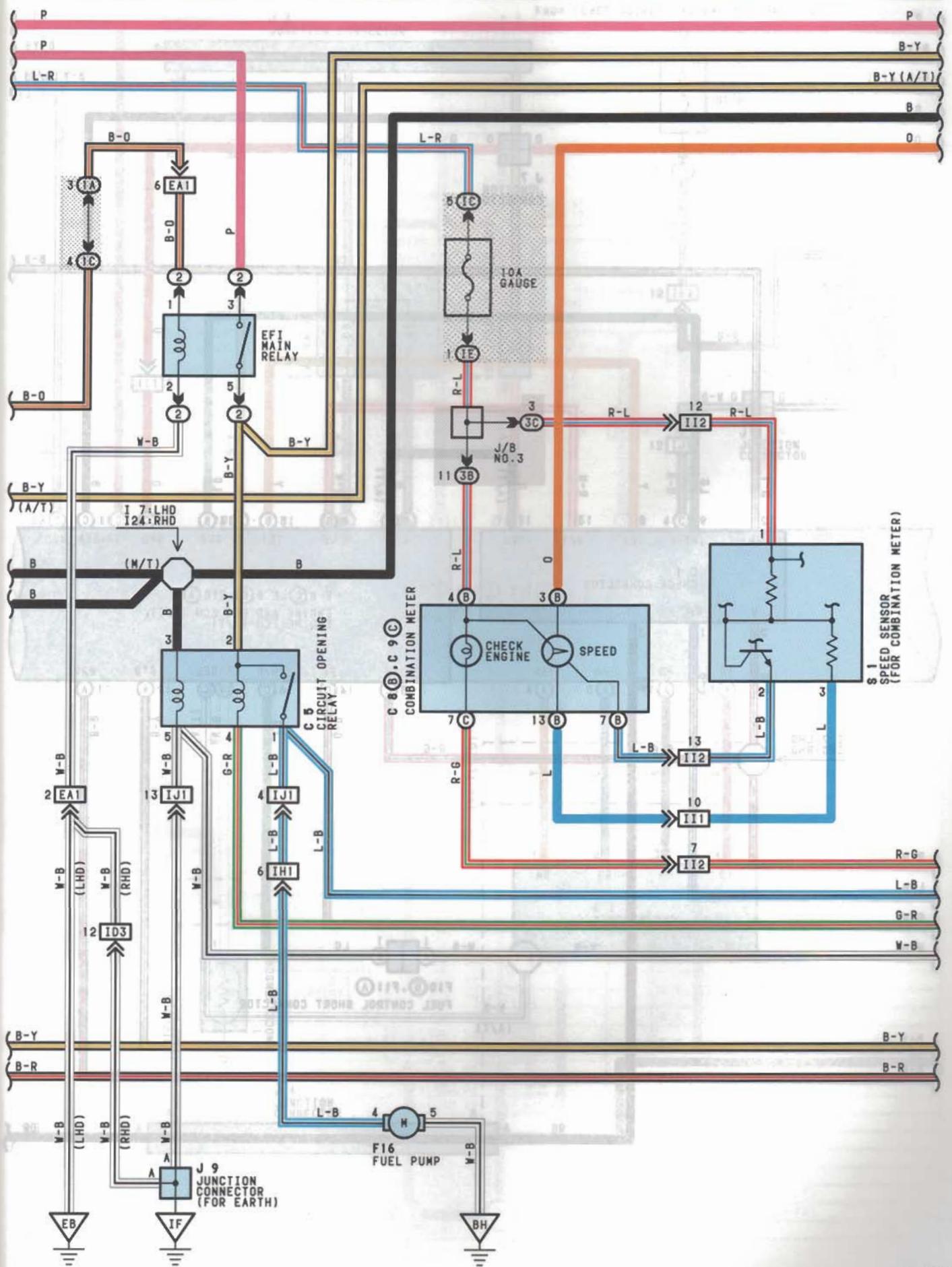
4. FAIL-SAFE SYSTEM

WHEN A MALFUNCTION OCCURS IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL-SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE ECU OR ENGINE AND ECT ECU MEMORY OR ELSE STOPS THE ENGINE.



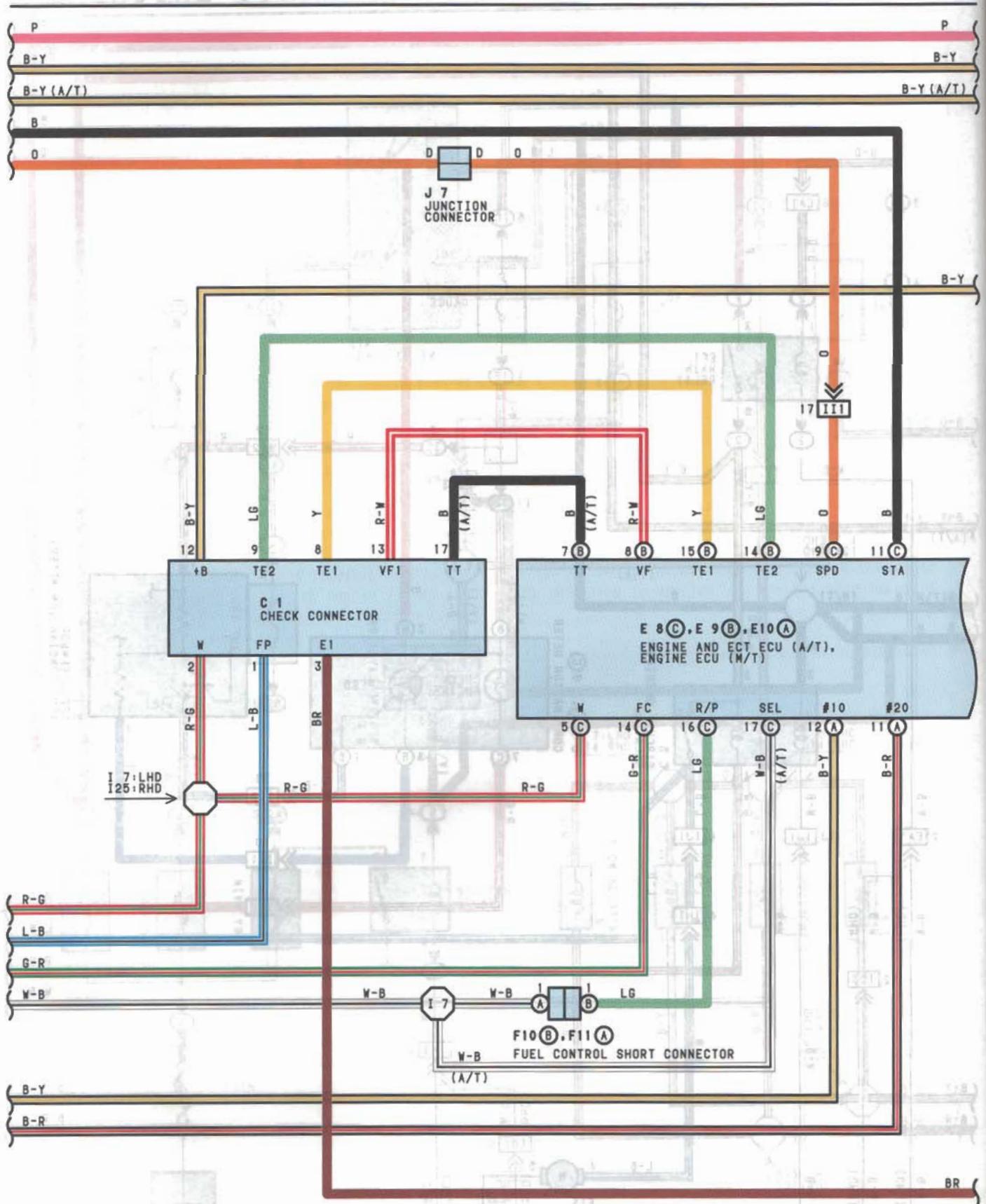
ENGINE CONTROL (3S-FE)



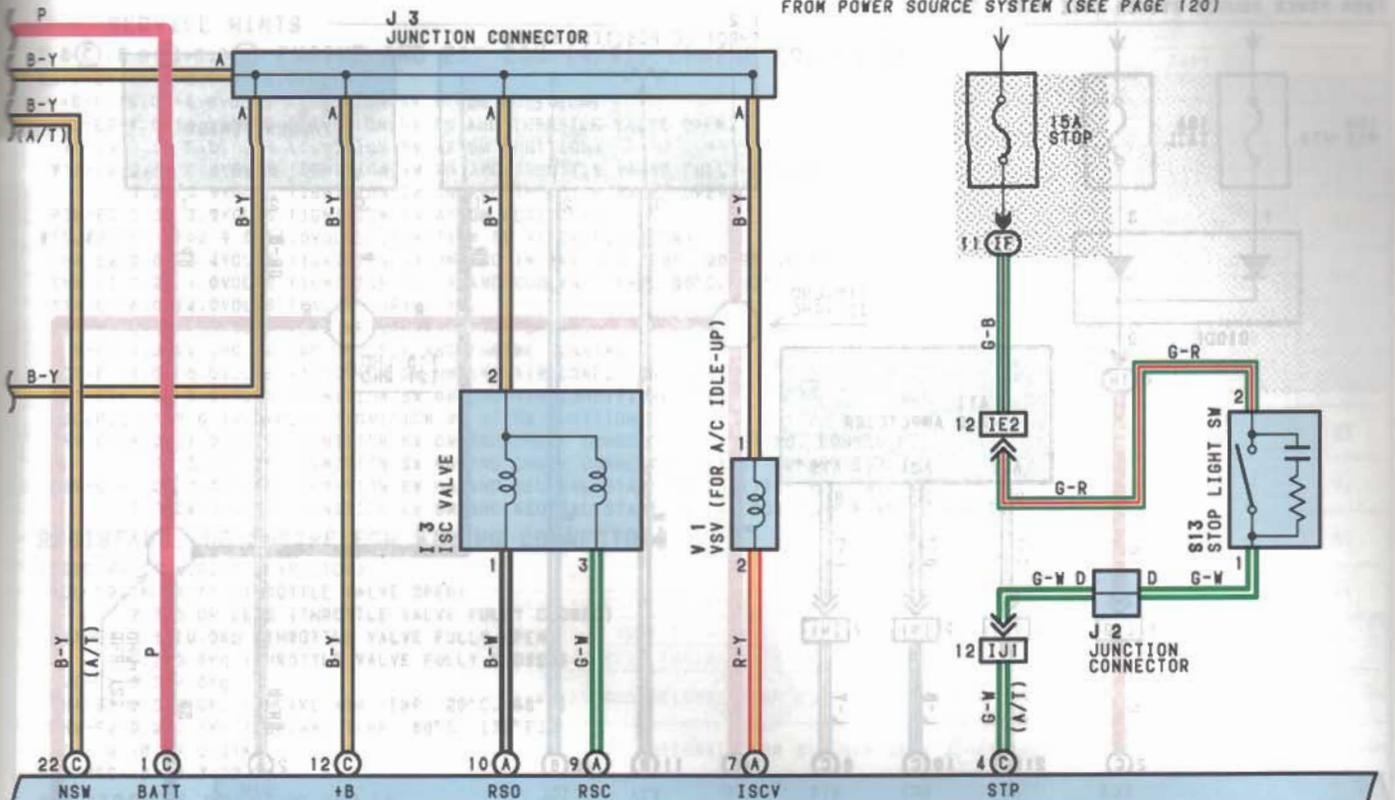




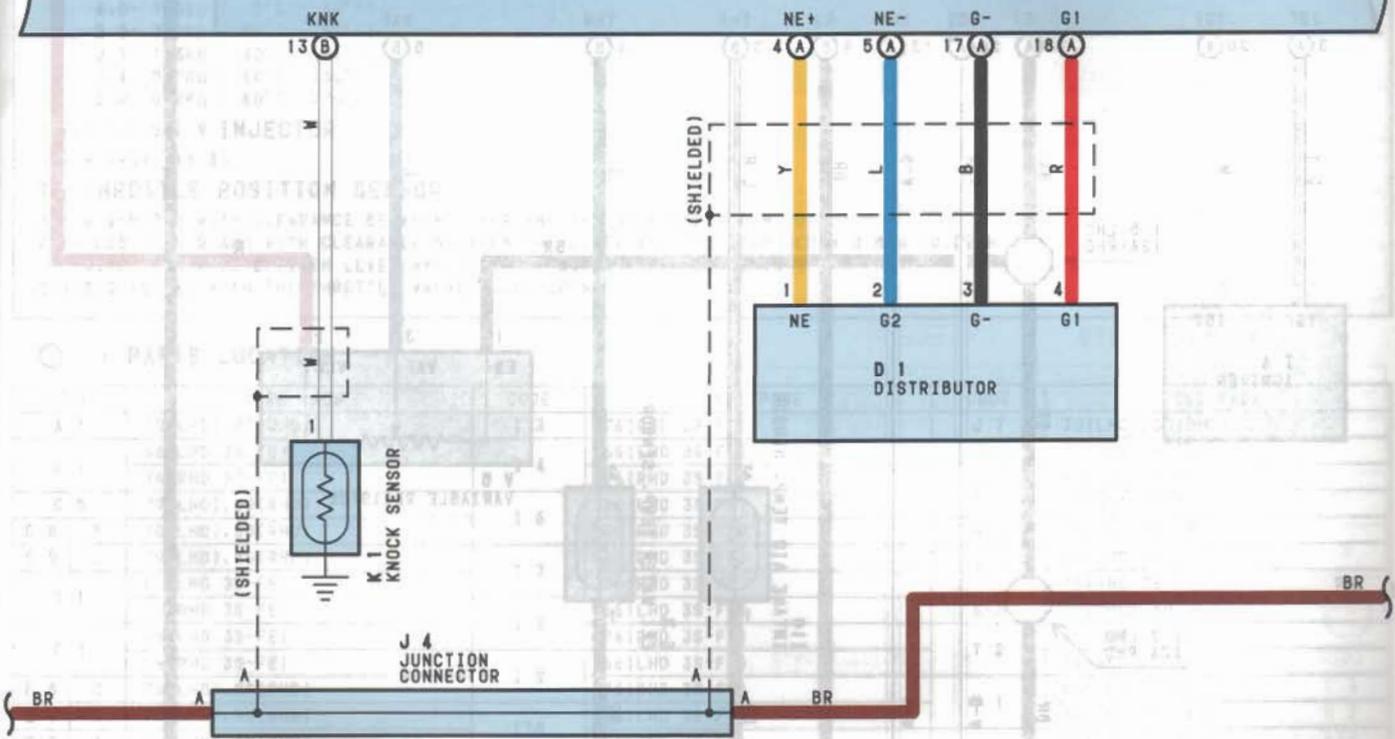
ENGINE CONTROL (3S-FE)



FROM POWER SOURCE SYSTEM (SEE PAGE 120)



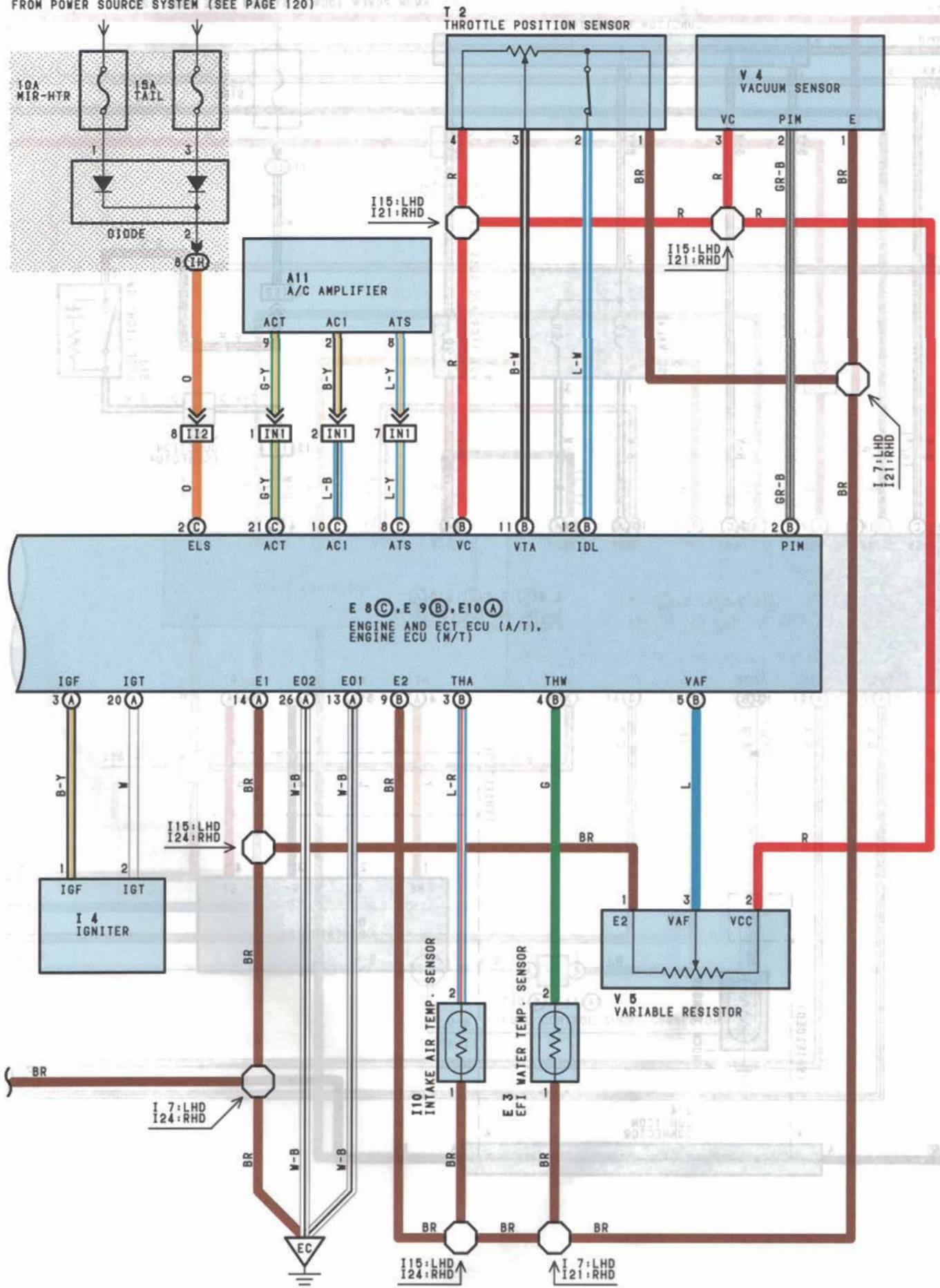
E 8 (C), E 9 (B), E 10 (A)
ENGINE AND ECT ECU (A/T),
ENGINE ECU (M/T)





ENGINE CONTROL (3S-FE)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS

E 8 ①, E 9 ②, E10 ③ ENGINE AND ECT ECU (A/T), ENGINE ECU (M/T)

BATT-E1: ALWAYS 9.0-14.0VOLTS
 +B-E1: 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
 IDL-E2: 9.0-14.0VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
 VC-E2: 4.5- 5.5VOLTS (IGNITION SW AT ON POSITION)
 VTA-E2: 0.3- 0.8VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
 +3.2- 4.9VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
 PIM-E2: 3.3- 3.9VOLTS (IGNITION SW AT ON POSITION)
 #10, #20-E01, E02: 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
 THA-E2: 0.5- 3.4VOLTS (IGNITION SW ON AND INTAKE AIR TEMP. 20°C, 68°F)
 THW-E2: 0.2- 1.0VOLTS (IGNITION SW ON AND COOLANT TEMP. 80°C, 176°F)
 STA-E1: 6.0-14.0VOLTS (ENGINE CRANKING)
 IGT-E1: 0.8- 1.2VOLTS (ENGINE CRANKING OR IDLING)
 W-E1: 9.0-14.0VOLTS (NO TROUBLE AND ENGINE RUNNING)
 ACT-E1: 4.5- 5.5VOLTS (IGNITION SW ON AND AIR CONDITIONER ON)
 AC1-E1: 0- 3.0VOLTS (IGNITION SW ON AND AIR CONDITIONER ON)
 RSD, RSC-E1: 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
 TE1-E1: 9.0-14.0VOLTS (IGNITION SW ON AND CHECK CONNECTOR TE1-E1 NOT CONNECTED)
 0- 3.0VOLTS (IGNITION SW ON AND CHECK CONNECTOR TE1-E1 CONNECTED)
 NSW-E1: 0- 3.0VOLTS (IGNITION SW ON AND NEUTRAL START SW POSITION P OR N RANGE)
 9.0-14.0VOLTS (IGNITION SW ON AND NEUTRAL START SW EX. POSITION P AND N RANGE)

RESISTANCE OF ENGINE ECU WIRING CONNECTORS

(DISCONNECT WIRING CONNECTOR)
 IDL-E2: INFINITY (THROTTLE VALVE OPEN)
 2.3KΩ OR LESS (THROTTLE VALVE FULLY CLOSED)
 VTA-E2: 3.3-10.0KΩ (THROTTLE VALVE FULLY OPEN)
 0.2-0.8KΩ (THROTTLE VALVE FULLY CLOSED)
 VC-E2: 3.0-7.0KΩ
 THA-E2: 2.0-3.0KΩ (INTAKE AIR TEMP. 20°C, 68°F)
 THW-E2: 0.2-0.4KΩ (COOLANT TEMP. 80°C, 176°F)
 G1 - G-: 0.17-0.21KΩ
 RSD, RSC-+B: 19.3-22.3Ω

C 5 CIRCUIT OPENING RELAY

1-2: CLOSED WITH THE STARTER RUNNING

EFI MAIN RELAY

② 3- ② 5: CLOSED WITH THE IGNITION SW AT ON OR ST POSITION

E 3 EFI WATER TEMP. SENSOR

1-2: 10.0-20.0KΩ (-20°C, -4°F)
 4.0- 7.0KΩ (0°C, 32°F)
 2.0- 3.0KΩ (20°C, 68°F)
 0.9- 1.3KΩ (40°C, 104°F)
 0.4- 0.7KΩ (60°C, 140°F)
 0.2- 0.4KΩ (80°C, 176°F)

I 6, I 7, I 8, I 9 INJECTOR

1-2: APPROX. 13.0Ω

T 2 THROTTLE POSITION SENSOR

3-1: 0.2-0.7KΩ WITH CLEARANCE BETWEEN LEVER AND THE STOP SCREW 0MM (0IN.)
 2-1: LESS THAN 2.3KΩ WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW 0.5MM (0.02IN.)
 WITH CLEARANCE BETWEEN LEVER AND THE STOP SCREW 0.7MM (0.028IN.)
 3-1: 2.0-10.2KΩ WITH THE THROTTLE VALVE FULLY OPEN

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|-------|------------------|------|------------------|------|------------------|
| A11 | 70(LHD), 80(RHD) | I 3 | 76(RHD 3S-FE) | J 7 | 70(LHD), 80(RHD) |
| C 1 | 66(LHD 3S-FE) | I 4 | 66(LHD 3S-FE) | J 9 | 70(LHD), 80(RHD) |
| | 76(RHD 3S-FE) | | 76(RHD 3S-FE) | | K 1 |
| C 5 | 70(LHD), 80(RHD) | I 6 | 66(LHD 3S-FE) | N 1 | 76(RHD 3S-FE) |
| C 8 B | 70(LHD), 80(RHD) | | 76(RHD 3S-FE) | | 66(LHD 3S-FE) |
| C 9 C | 70(LHD), 80(RHD) | I 7 | 66(LHD 3S-FE) | S 1 | 66(LHD 3S-FE) |
| | 66(LHD 3S-FE) | | 76(RHD 3S-FE) | | 76(RHD 3S-FE) |
| D 1 | 76(RHD 3S-FE) | I 8 | 66(LHD 3S-FE) | S13 | 70(LHD), 80(RHD) |
| | 66(LHD 3S-FE) | | 76(RHD 3S-FE) | | T 2 |
| E 3 | 76(RHD 3S-FE) | I 9 | 66(LHD 3S-FE) | V 1 | 76(RHD 3S-FE) |
| | 66(LHD 3S-FE) | | 76(RHD 3S-FE) | | 76(RHD 3S-FE) |
| E 8 C | 70(LHD), 80(RHD) | I10 | 66(LHD 3S-FE) | V 4 | 66(LHD 3S-FE) |
| E 9 B | 70(LHD), 80(RHD) | | 76(RHD 3S-FE) | | 76(RHD 3S-FE) |
| E10 A | 70(LHD), 80(RHD) | I12 | 70(LHD), 80(RHD) | V 5 | 66(LHD 3S-FE) |
| F10 B | 70(LHD), 80(RHD) | | J 2 | | 70(LHD), 80(RHD) |
| F11 A | 70(LHD), 80(RHD) | J 3 | 70(LHD), 80(RHD) | V 5 | 66(LHD 3S-FE) |
| F16 | 72(LHD), 82(RHD) | | J 3 | | 70(LHD), 80(RHD) |
| I 3 | 66(LHD 3S-FE) | J 4 | 70(LHD), 80(RHD) | | |



ENGINE CONTROL (3S-FE)

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IB | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IC | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IH | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IA | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IC | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2B | | |
| 3B | | |
| 3C | 68 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|---------------|---|
| EA1 | 86(LHD 3S-FE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| | 98(RHD 3S-FE) | |
| ID3 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IH1 | 90(LHD) | COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| | 102(RHD) | COWL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| II1 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| | 104(RHD) | |
| II2 | 92(LHD) | |
| | 104(RHD) | |
| IJ1 | 92(LHD) | ENGINE WIRE AND COWL WIRE (BEHIND THE ABS ECU) |
| | 104(RHD) | ENGINE WIRE AND COWL WIRE (NEAR THE ENGINE ECU) |
| IN1 | 92(LHD) | ENGINE WIRE AND A/C SUB WIRE (NEAR THE BLOWER MOTOR) |
| | 104(RHD) | ENGINE WIRE AND A/C SUB WIRE (UNDER THE BLOWER UNIT) |

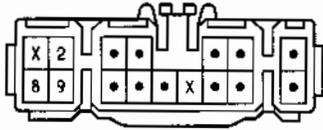
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|---------------|-------------------------------|
| EB | 86(LHD 3S-FE) | FRONT SIDE OF LEFT FENDER |
| EC | 86(LHD 3S-FE) | INTAKE MANIFOLD |
| | 98(RHD 3S-FE) | |
| IF | 90(LHD) | R/B NO.4 SET BOLT |
| | 102(RHD) | |
| BH | 94(LHD) | UNDER THE LEFT CENTER PILLAR |
| | 106(RHD) | UNDER THE RIGHT CENTER PILLAR |

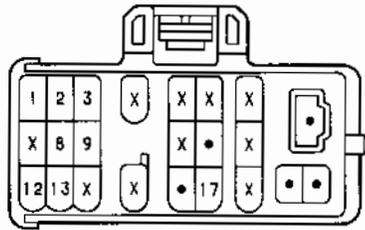
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|----------|---------------------------------|
| E 7 | 86(LHD 3S-FE) | ENGINE WIRE | I15 | 92(LHD) | ENGINE WIRE |
| E 8 | | | I21 | | |
| E14 | 98(RHD 3S-FE) | | I24 | 104(RHD) | |
| I 7 | 92(LHD) | | I25 | | |

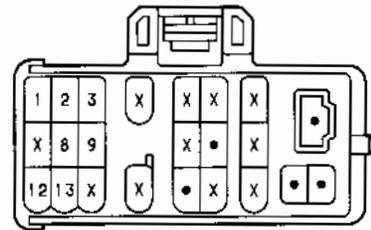
A11 BLACK



(A/T) C 1 BLACK



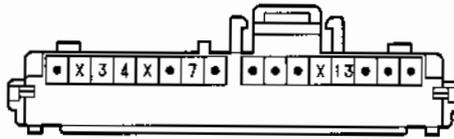
(M/T) C 1 BLACK



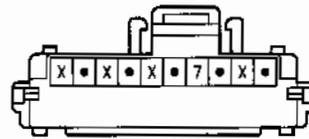
C 5 DARK GRAY



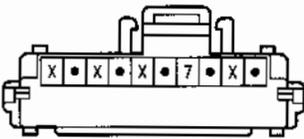
C 8 (B)



(M/T) C 9 (C) GRAY



(A/T) C 9 (C) GRAY



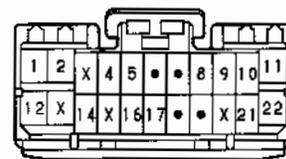
D 1 BLACK



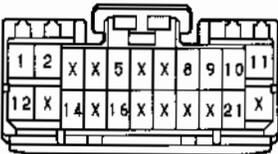
E 3 DARK GRAY



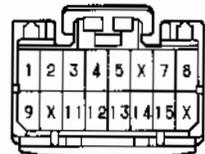
(A/T) E 8 (C) DARK GRAY



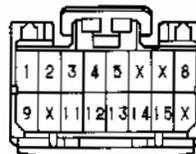
(M/T) E 8 (C) DARK GRAY



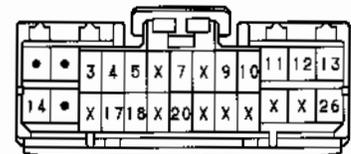
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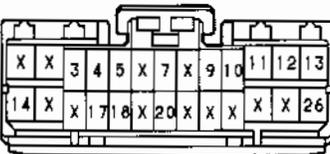
(M/T) E 9 (B) DARK GRAY



(A/T) E10 (A) DARK GRAY



(M/T) E10 (A) DARK GRAY



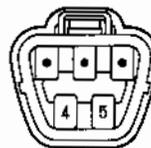
F10 (B)



F11 (A)



F16 DARK GRAY



I 3 GRAY



I 4 BLACK



I 6 BROWN



I 7 GRAY



I 8 BROWN



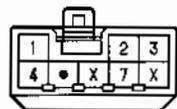
I 9 GRAY



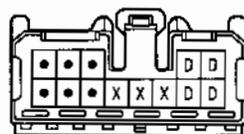
I10 BLACK



I12

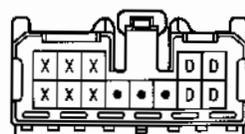


(LHD) J 2 BLUE



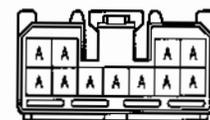
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(RHD) J 2 BLUE



(HINT: SEE PAGE 7, 23, 39)

J 3

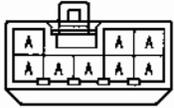


(HINT: SEE PAGE 7, 23, 39)



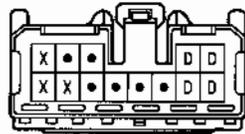
ENGINE CONTROL (3S-FE)

J 4



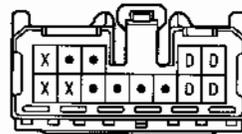
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(LHD) J 7



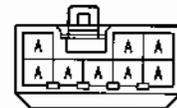
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(RHD) J 7 BLUE



(HINT: SEE PAGE 7, 23, 39)

J 9

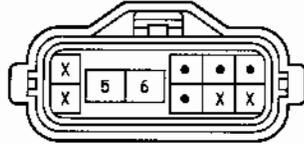


(HINT: SEE PAGE 7, 23, 39)

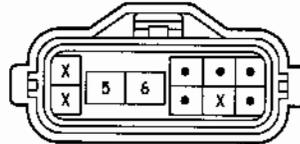
K 1 DARK GRAY



(LHD) N 1 GRAY



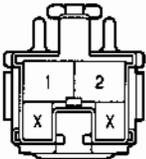
(RHD) N 1 GRAY



S 1 BLACK



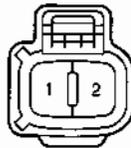
S13



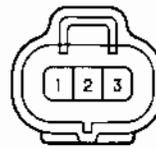
T 2 BLACK



V 1 BLACK



V 4 BLACK



V 5 BLACK





ENGINE CONTROL (7A-FE)

SYSTEM OUTLINE

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

1. INPUT SIGNALS

(1) EFI WATER TEMP. SENSOR SIGNAL SYSTEM

THE EFI WATER TEMP. SENSOR DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT-IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE ENGINE COOLANT TEMP. THUS THE ENGINE COOLANT TEMP. IS INPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL THW OF THE ENGINE ECU.

(2) INTAKE AIR TEMP. SIGNAL SYSTEM

THE INTAKE AIR TEMP. SENSOR DETECTS THE INTAKE AIR TEMP., WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL THA OF THE ENGINE ECU.

(3) OXYGEN SENSOR SIGNAL SYSTEM

THE OXYGEN SENSOR DETECTS THE OXYGEN DENSITY IN THE EXHAUST EMISSIONS WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL OXI OF THE ENGINE ECU.

(4) THROTTLE SIGNAL SYSTEM

THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE, WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL VTA OF THE ENGINE ECU. OR WHEN THE VALVE IS FULLY CLOSED, TO TERMINAL IDL.

(5) SPEED SENSOR SIGNAL SYSTEM

THE SPEED SENSOR, INSTALLED INSIDE THE COMBINATION METER, DETECTS THE SPEED SENSOR AND INPUTS A CONTROL SIGNAL TO TERMINAL SPD OF THE ENGINE ECU.

(6) A/C SW 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 ECU.

(7) BATTERY SIGNAL SYSTEM

VOLTAGE IS CONSTANTLY APPLIED TO TERMINAL BATT OF THE ENGINE ECU. WHEN THE IGNITION SW IS TURNED TO ON, VOLTAGE FOR ENGINE ECU OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO TERMINAL +B OF THE ENGINE ECU.

(8) INTAKE AIR VOLUME SIGNAL SYSTEM

INTAKE AIR VOLUME IS DETECTED BY THE INTAKE MANIFOLD ABSOLUTE PRESSURE AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL PIN OF THE ENGINE CONTROL MODULE (ENGINE ECU).

(9) STA SIGNAL SYSTEM

TO CONFIRM THAT THE ENGINE IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL STA OF THE ENGINE ECU.

(10) ELECTRICAL LOAD SIGNAL SYSTEM

THE SIGNAL WHEN SYSTEMS SUCH AS THE REAR WINDOW DEFROGGER, HEADLIGHT, ETC. WHICH CAUSE A HIGH ELECTRICAL BURDEN ARE ON IS INPUT TO TERMINAL ELS AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

* EFI (ELECTRONIC FUEL INJECTION) SYSTEM

THE MFI (EFI) SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE SIGNALS EACH SENSOR (INPUT SIGNALS (1) TO (10)) INPUTS TO THE ENGINE ECU. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ENGINE ECU, THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO TERMINALS #10 AND #20 OF THE ENGINE ECU, CAUSING THE INJECTORS TO INJECT FUEL. IT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ENGINE ECU, FINELY CONTROLS FUEL INJECTION IN RESPONSE TO DRIVING CONDITIONS.

* IDLE-UP AIR CONTROL (ISC) SYSTEM

THE IDLE AIR CONTROL (ISC) 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, ETC. THE ENGINE ECU EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1 TO 5, 10)), OUTPUTS CURRENT TO TERMINAL RSC AND RSO, AND CONTROLS THE IDLE AIR CONTROL VALVE (ISC VALVE).

* A/C CUT CONTROL SYSTEM

WHEN THE VEHICLE SUDDENLY ACCELERATES FROM LOW ENGINE SPEED, THIS SYSTEM CUTS OFF AIR CONDITIONER OPERATION FOR A FIXED PERIOD OF TIME IN RESPONSE TO THE SPEED SENSOR, THROTTLE VALVE OPENING ANGLE AND INTAKE MANIFOLD PRESSURE IN ORDER TO MAINTAIN ACCELERATION PERFORMANCE.

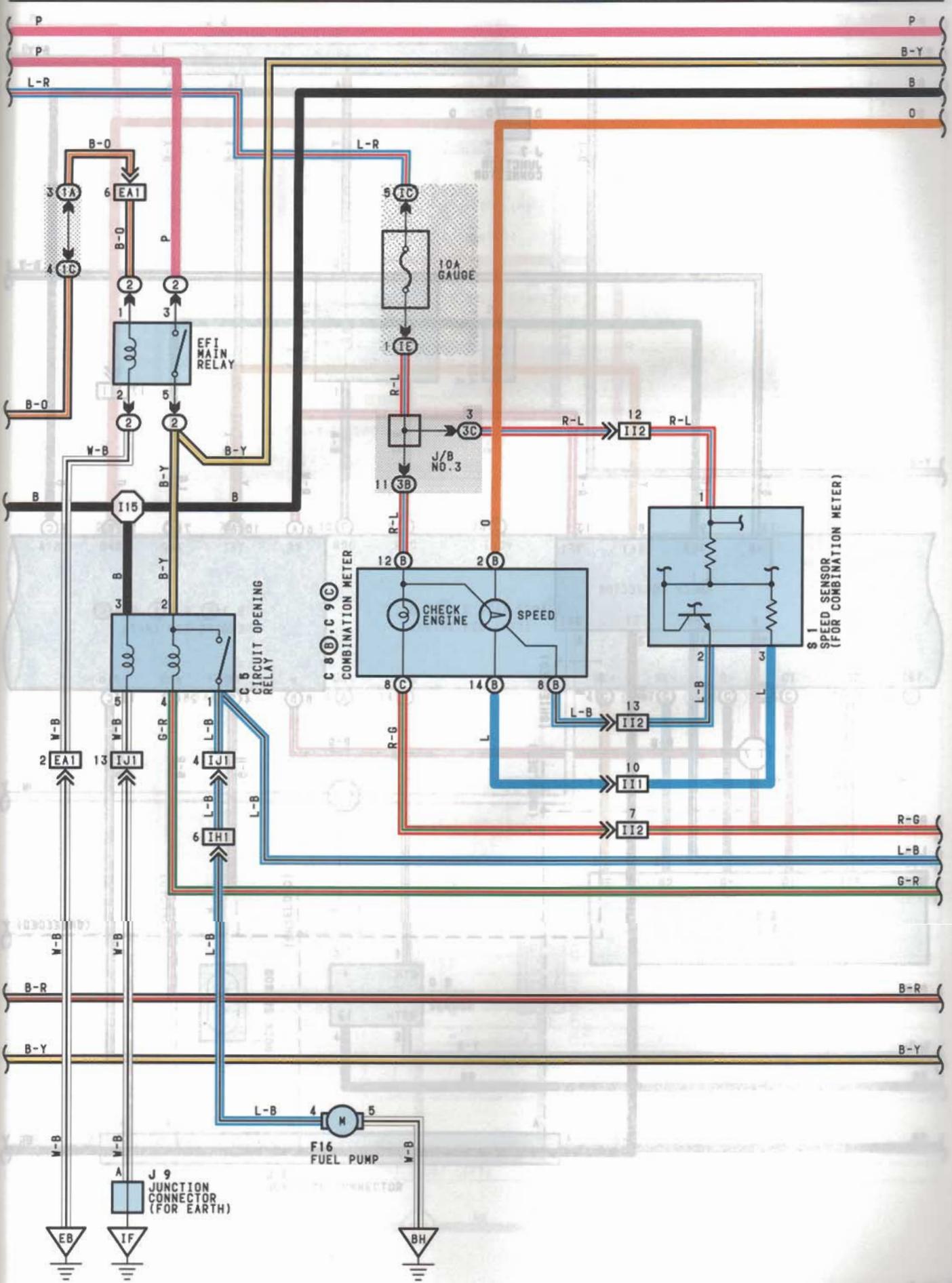
THE ENGINE ECU RECEIVES INPUT SIGNALS (4, 5 AND 8), AND OUTPUTS SIGNALS TO TERMINAL ACT.

3. DIAGNOSIS SYSTEM

WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTIONING IN THE ENGINE ECU SIGNAL SYSTEM, THE MALFUNCTION SYSTEM IS RECORDED IN THE MEMORY. THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE CHECK ENGINE WARNING LIGHT.

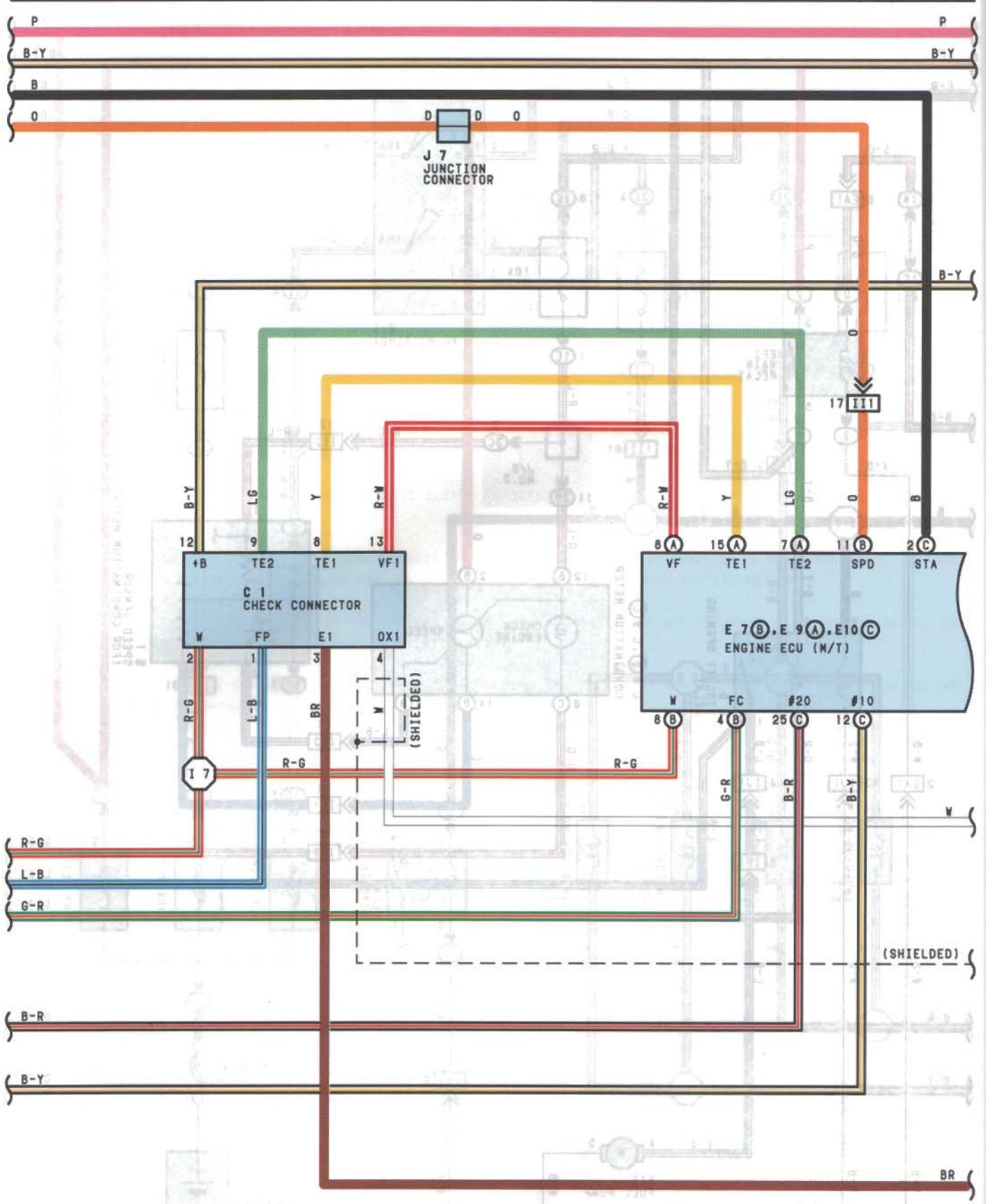
4. FAIL-SAFE SYSTEM

WHEN A MALFUNCTION OCCURS IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL-SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE ECU MEMORY OR ELSE STOPS THE ENGINE.





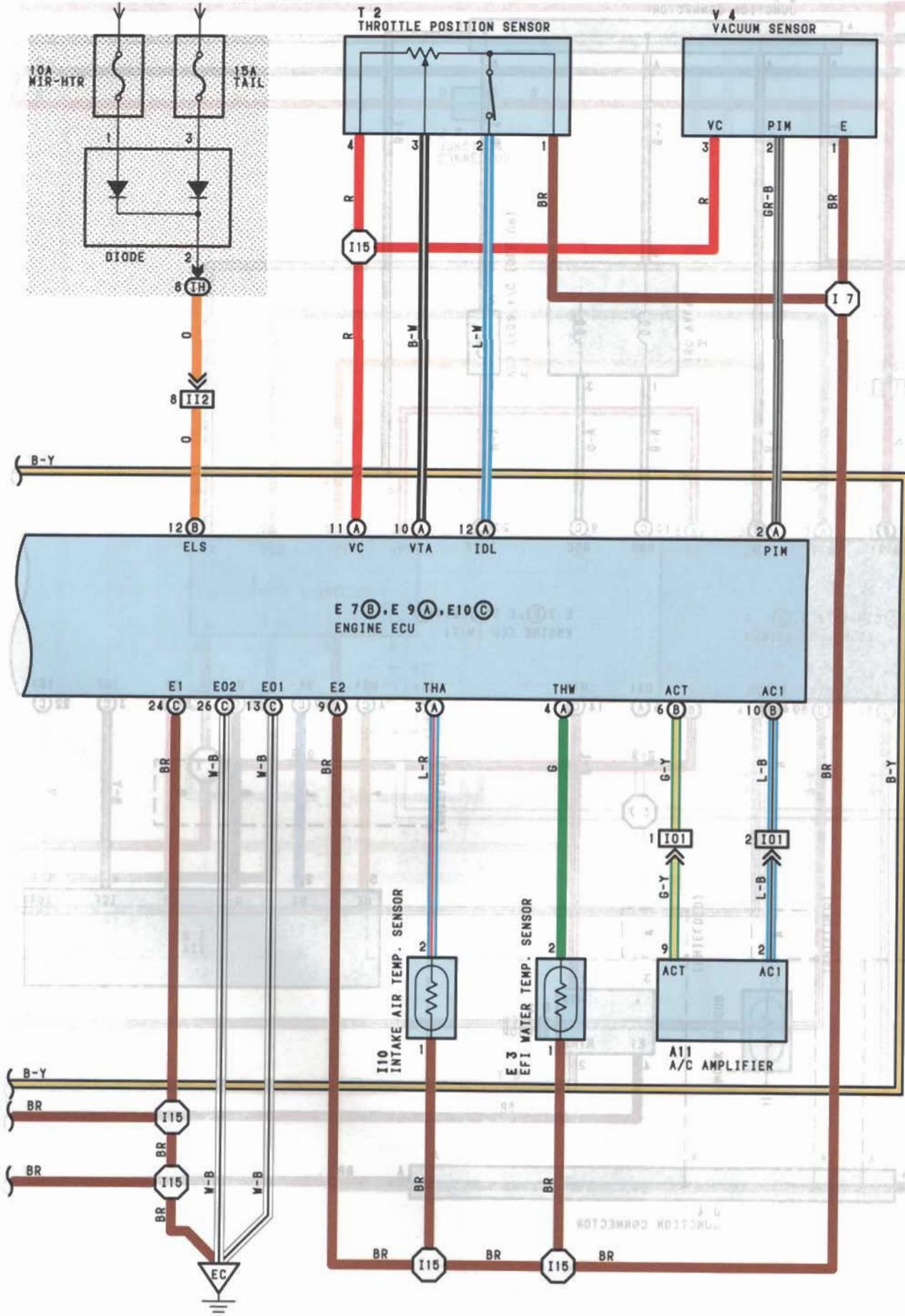
ENGINE CONTROL (7A-FE)





ENGINE CONTROL (7A-FE)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS

E 7 **B**, E 9 **A**, E10 **C** ENGINE ECU (M/T)

BATT-E1: 9.0-14.0VOLTS (ALWAYS)
B-E1: 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
IDL-E2: 9.0-14.0VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
VTA-E2: 0.3-0.8VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
 : 3.2-4.9VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
PIM-E2: 3.3-3.9VOLTS (IGNITION SW AT ON POSITION)
VC-E2: 4.5-5.5VOLTS (IGNITION SW ON)
#10, #20-E1, E2: 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
THA-E2: 0.5-3.4VOLTS (IGNITION SW ON AND INTAKE AIR TEMP. 20°C (68°F))
SPD-E2: 4.5-5.5VOLTS (IGNITION SW AT ON POSITION)
THW-E2: 0.2-1.0VOLTS (IGNITION SW ON COOLANT TEMP. 80°C (176°F))
STA-E1: 6.0-14.0VOLTS (CRANKING)
IGT-E1: 0.8-1.2VOLTS (IDLING)
TE1-E1: 9.0-14.0VOLTS (IGNITION SW ON AND CHECK CONNECTOR TE1-E1 NOT CONNECTED)
 : 0-3.0VOLTS (IGNITION SW ON AND CHECK CONNECTOR TE1-E1 CONNECTED)
W-E1: 9.0-14.0VOLTS (NO TROUBLE AND ENGINE RUNNING)
AC1-E1: 2.0VOLTS OR LESS (IGNITION SW ON AND AIR CONDITIONER ON)
ACT-E1: 4.5-5.5VOLTS (IGNITION SW ON AND AIR CONDITIONER ON)

RESISTANCE OF ENGINE ECU WIRING CONNECTORS

IDL-E2: INFINITY (THROTTLE VALVE OPEN)
 : 2.3KΩ OR LESS (THROTTLE VALVE FULLY CLOSED)
VTA-E2: 3.3-10.0KΩ (THROTTLE VALVE FULLY OPEN)
 : 0.2-0.8KΩ (THROTTLE VALVE FULLY CLOSED)
VC-E2: 3.0-7.0KΩ
THA-E2: 2.0-3.0KΩ (INTAKE AIR TEMP. 20°C (68°F))
THW-E2: 0.2-0.4KΩ (COOLANT TEMP. 80°C (176°F))
G1, NE-B: 0.17-0.21KΩ
R8C, R8D+B: 19.3-22.3Ω

C 5 CIRCUIT OPENING RELAY

1-2: CLOSED WITH THE STARTER RUNNING

EFI MAIN RELAY

② 3-② 5: CLOSED WITH THE IGNITION SW AT ON OR ST POSITION

E 3 EFI WATER TEMP. SENSOR

1-2: 10.0-20.0KΩ (-20°C, -4°F)
 4.0- 7.0KΩ (0°C, 32°F)
 2.0- 3.0KΩ (20°C, 68°F)
 0.9- 1.3KΩ (40°C, 104°F)
 0.4- 0.7KΩ (60°C, 140°F)
 0.2- 0.4KΩ (80°C, 176°F)

I 6, I 7, I 8, I 9 INJECTOR

1-2: APPROX. 13.8Ω

T 2 THROTTLE POSITION SENSOR

3-1: 0.3-6.3KΩ WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW 0MM (0IN.)
 2-1: LESS THAN 2.3KΩ WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW 0.35MM (0.014IN.)
 WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW 0.7MM (0.0276IN.)
 3-1: 3.5-10.3KΩ WITH THE THROTTLE VALVE FULLY OPEN

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| A11 | 70 | I 2 | 68 | J 7 | 70 |
| C 1 | 68 | I 3 | 68 | J 9 | 70 |
| C 5 | 70 | I 6 | 68 | K 1 | 68 |
| C 8 | B 70 | I 7 | 68 | O 2 | 68 |
| C 9 | C 70 | I 8 | 68 | S 1 | 68 |
| E 3 | 68 | I 9 | 68 | T 2 | 68 |
| E 7 | B 70 | I10 | 68 | V 1 | 68 |
| E 9 | A 70 | I12 | 70 | V 4 | 68 |
| E10 | C 70 | J 3 | 70 | | |
| F16 | 72 | J 4 | 70 | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

ENGINE CONTROL (7A-FE)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IB | | |
| IC | | |
| ID | | |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IF | | |
| IH | | |
| I1 | | |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| 1C | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2B | | |
| 3B | | |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

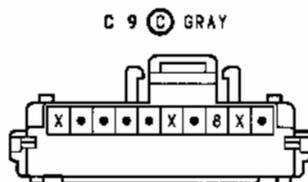
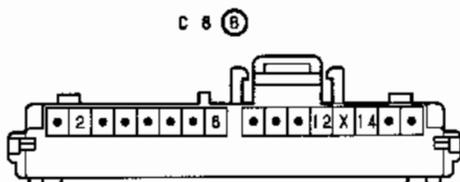
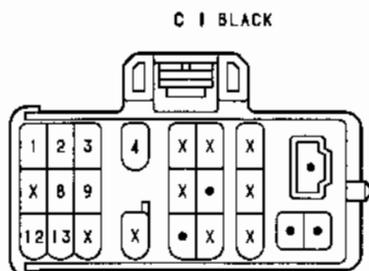
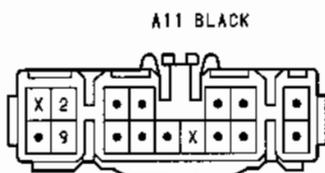
| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|---------------|---|
| EA1 | 88(LHD 7A-FE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| IH1 | 90(LHD) | COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| I11 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| I12 | | |
| IJ1 | 92(LHD) | ENGINE WIRE AND COWL WIRE (BEHIND THE ABS ECU) |
| IO1 | 92(LHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |

▽ : GROUND POINTS

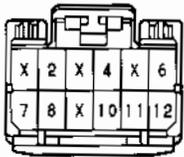
| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|---------------|------------------------------|
| EB | 88(LHD 7A-FE) | FRONT SIDE OF LEFT FENDER |
| EC | 88(LHD 7A-FE) | INTAKE MANIFOLD |
| IF | 90(LHD) | R/B NO.4 SET BOLT |
| BH | 94(LHD) | UNDER THE LEFT CENTER PILLAR |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|----------|---------------------------------|
| E 7 | 88(LHD 7A-FE) | ENGINE WIRE | I15 | 92(LHD) | ENGINE WIRE |
| I 7 | 92(LHD) | | | | |



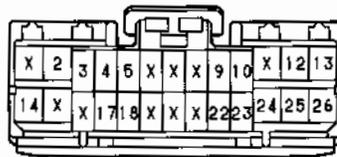
E 7 **B** DARK GRAY



E 9 **A** DARK GRAY



E10 **C** DARK GRAY



F16 DARK GRAY



I 2 DARK GRAY



I 3 GRAY



I 6 GRAY



I 7 GRAY



I 8 GRAY



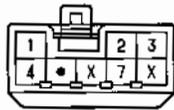
I 9 GRAY



I10 BLACK



I12



J 3



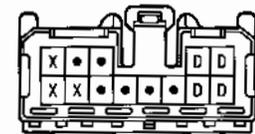
(HINT:SEE PAGE 7. 23, 39)

J 4



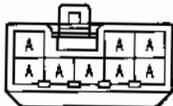
(HINT:SEE PAGE 7. 23, 39)

J 7



(HINT:SEE PAGE 7. 23, 39)

J 9



(HINT:SEE PAGE 7. 23, 39)

K 1 DARK GRAY



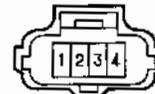
O 2 DARK GRAY



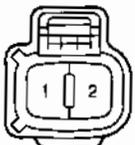
S 1 BLACK



T 2 BLACK



V 1 BLACK



V 4 BLACK





ENGINE CONTROL (5S-FE)

SYSTEM OUTLINE

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

1. INPUT SIGNALS

(1) EFI WATER TEMP. SENSOR SIGNAL SYSTEM

THE EFI WATER TEMP. SENSOR DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT-IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE ENGINE COOLANT TEMP. THUS THE ENGINE COOLANT TEMP. IS INPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL THW OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(2) INTAKE AIR TEMP. SIGNAL SYSTEM

THE INTAKE AIR TEMP. SENSOR DETECTS THE INTAKE AIR TEMP., WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL THA OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(3) OXYGEN SENSOR SIGNAL SYSTEM

THE OXYGEN SENSOR DETECTS THE OXYGEN DENSITY IN THE EXHAUST EMISSIONS WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL OX1 OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(4) THROTTLE SIGNAL SYSTEM

THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE, WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL YTA OF THE ENGINE ECU OR ENGINE AND ECT ECU, OR WHEN THE VALVE IS FULLY CLOSED, TO TERMINAL IDL.

(5) SPEED SENSOR SIGNAL SYSTEM

THE SPEED SENSOR, INSTALLED INSIDE THE COMBINATION METER, DETECTS THE SPEED SIGNAL AND INPUTS A CONTROL SIGNAL TO TERMINAL SPD OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(6) NEUTRAL START SW SIGNAL SYSTEM (A/T)

THE NEUTRAL START SW DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL OR NOT, AND INPUTS A CONTROL SIGNAL TO TERMINAL STA OF THE ENGINE AND ECT ECU.

(7) A/C SW 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 ECU OR ENGINE AND ECT ECU, AND OPERATION OF THE A/C IDLE-UP VSV IS DETECTED AND INPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL AC2 OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(8) BATTERY SIGNAL SYSTEM

VOLTAGE IS CONSTANTLY APPLIED TO TERMINAL BATT OF THE ENGINE ECU OR ENGINE AND ECT ECU. WHEN THE IGNITION SW IS TURNED TO ON, VOLTAGE FOR ENGINE ECU OR ENGINE AND ECT ECU OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO TERMINAL +B OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(9) INTAKE AIR VOLUME SIGNAL SYSTEM

INTAKE AIR VOLUME IS DETECTED BY THE INTAKE MANIFOLD ABSOLUTE PRESSURE AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL PIM OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(10) STA SIGNAL SYSTEM

TO CONFIRM THAT THE ENGINE IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL STA OF THE ENGINE ECU OR ENGINE AND ECT ECU.

(11) ELECTRICAL LOAD SIGNAL SYSTEM

THE SIGNAL WHEN SYSTEMS SUCH AS THE REAR WINDOW DEFOGGER, HEADLIGHT, ETC. WHICH CAUSE A HIGH ELECTRICAL BURDEN ARE ON IS INPUT TO TERMINAL ELS AS A CONTROL SIGNAL.

2. CONTROL SYSTEM

• EFI (ELECTRONIC FUEL INJECTION) SYSTEM

THE EFI SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE SIGNALS EACH SENSOR (INPUT SIGNALS (1) TO (11)) INPUTS TO THE ENGINE ECU OR ENGINE AND ECT ECU. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ENGINE ECU OR ENGINE AND ECT ECU, THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO TERMINALS #10 AND #20 OF THE ENGINE ECU OR ENGINE AND ECT ECU, CAUSING THE INJECTORS TO INJECT FUEL. IT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ENGINE ECU OR ENGINE AND ECT ECU, FINELY CONTROLS FUEL INJECTION IN RESPONSE TO DRIVING CONDITIONS.

• IDLE AIR CONTROL (ISC) SYSTEM

THE IDLE AIR CONTROL (ISC) 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, ETC. THE ENGINE ECU OR ENGINE AND ECT ECU EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1 TO 5,11)), OUTPUTS CURRENT TO TERMINAL R90 AND R9C, AND CONTROLS THE IDLE AIR CONTROL VALVE (ISC VALVE).

• A/C CUT CONTROL SYSTEM

WHEN THE VEHICLE SUDDENLY ACCELERATES FROM LOW ENGINE SPEED, THIS SYSTEM CUTS OFF AIR CONDITIONER OPERATION FOR A FIXED PERIOD OF TIME IN RESPONSE TO THE SPEED SENSOR AND THROTTLE VALVE OPENING ANGLE IN ORDER TO MAINTAIN ACCELERATION PERFORMANCE.

THE ENGINE ECU OR ENGINE AND ECT ECU RECEIVES INPUT SIGNALS (4,5, AND 9), AND OUTPUTS SIGNALS TO TERMINAL ACT.

3. DIAGNOSIS SYSTEM

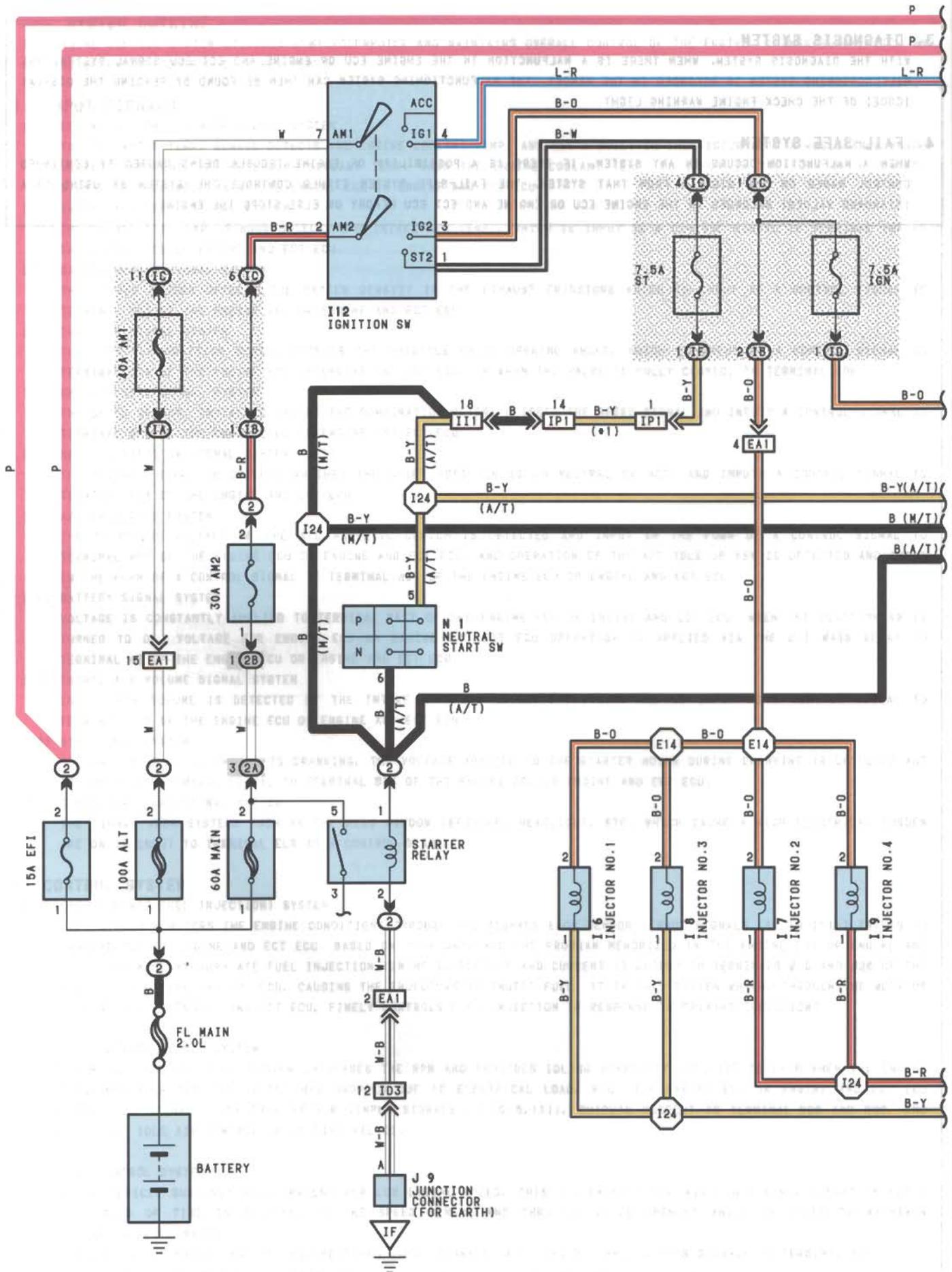
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTION IN THE ENGINE ECU OR ENGINE AND ECT ECU SIGNAL SYSTEM, THE MALFUNCTIONING SYSTEM IS RECORDED IN THE MEMORY. THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE CHECK ENGINE WARNING LIGHT.

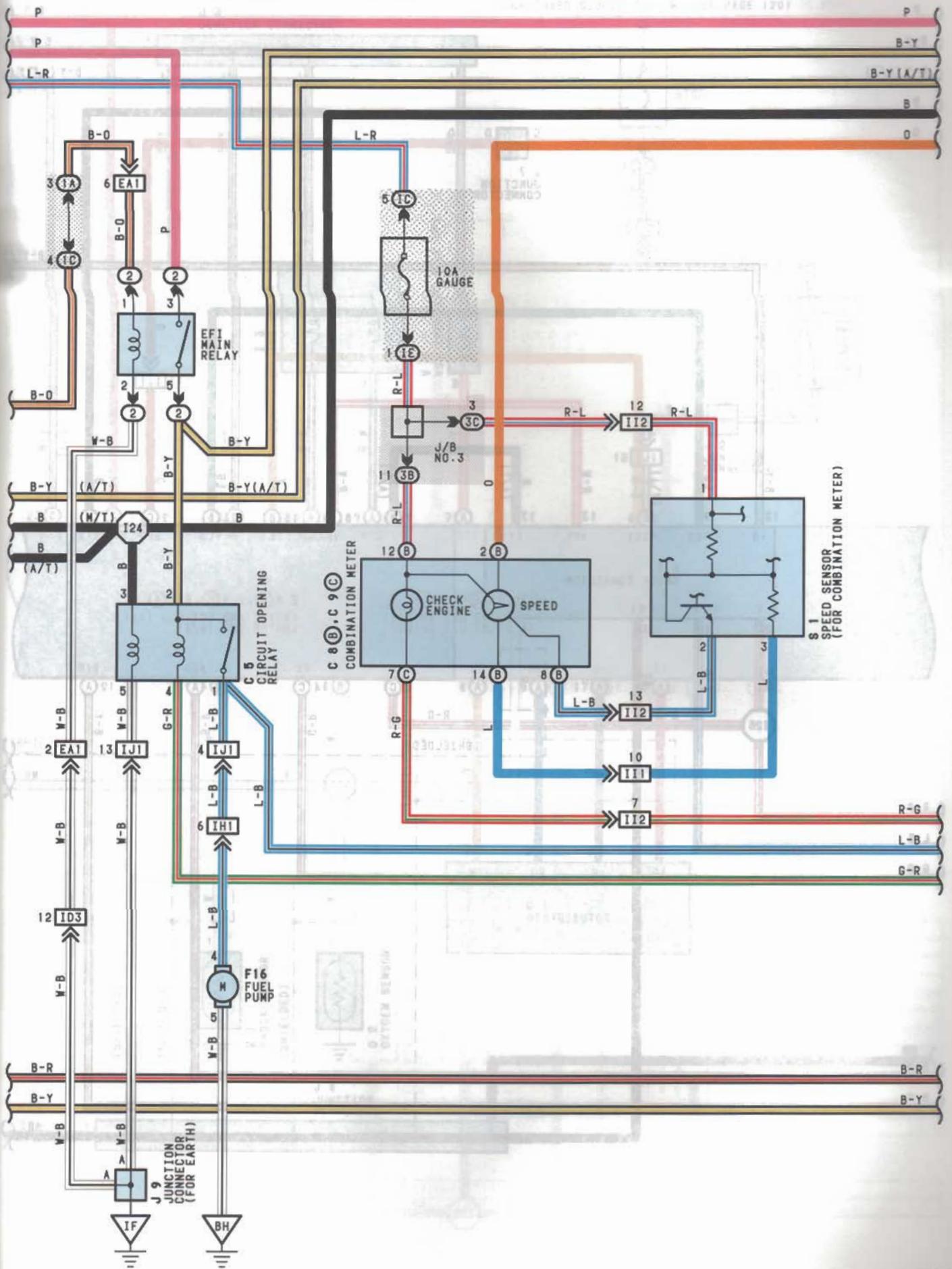
4. FAIL-SAFE SYSTEM

WHEN A MALFUNCTION OCCURS IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL-SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE ECU OR ENGINE AND ECT ECU MEMORY OR ELSE STOPS THE ENGINE.



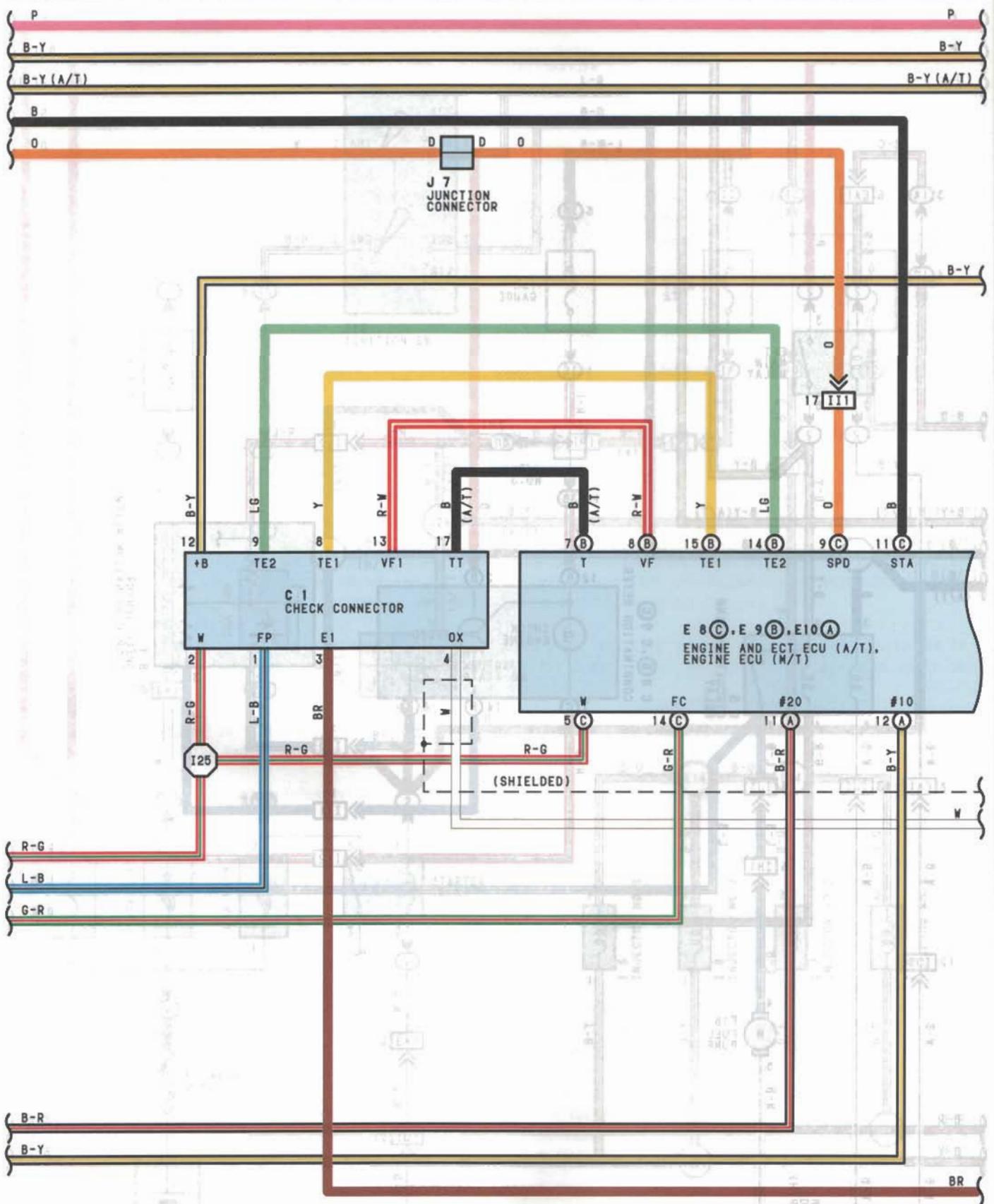
ENGINE CONTROL (5S-FE)







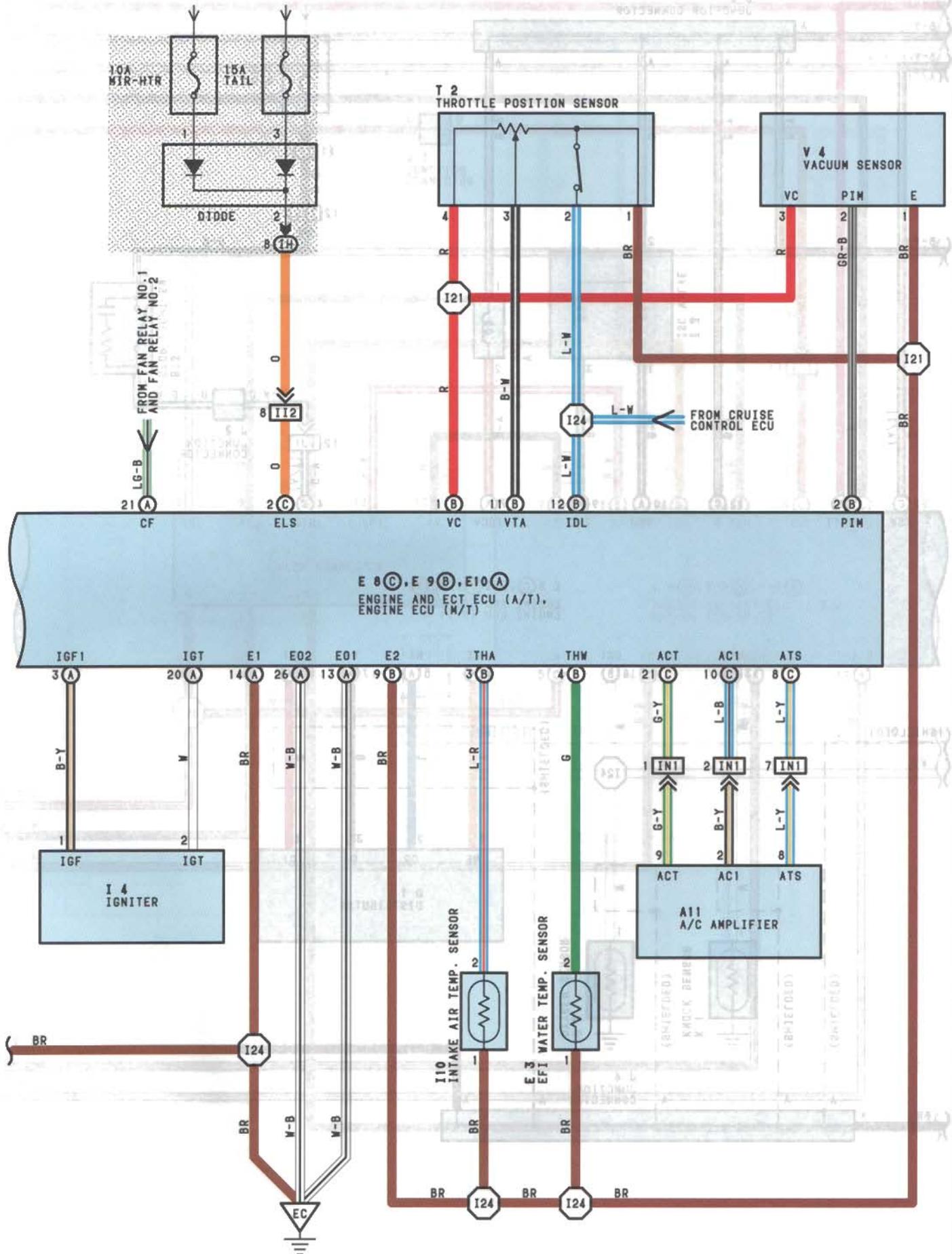
ENGINE CONTROL (5S-FE)





ENGINE CONTROL (5S-FE)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS

E 3 (C), E 9 (B), E 7 (C) ENGINE AND ECT ECU (A/T), ENGINE ECU (M/T)

BATT-E1: ALWAYS 9.0-14.0VOLTS
 B-E1: 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
 IDL-E2: 9.0-14.0VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
 VC-E2: 4.5- 6.5VOLTS (IGNITION SW AT ON POSITION)
 VTA-E2: 0.3- 0.8VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
 3.2- 4.9VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
 PIM-E2: 3.3- 3.9VOLTS (IGNITION SW AT ON POSITION)
 #10, #20-E01, E02: 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
 THA-E2: 0.5- 3.4VOLTS (IGNITION SW ON AND INTAKE AIR TEMP. 20°C, 68°F)
 THW-E2: 0.2- 1.0VOLTS (IGNITION SW ON AND COOLANT TEMP. 80°C, 176°F)
 STA-E1: 6.0-14.0VOLTS (ENGINE CRANKING)
 IGT-E1: 0.8- 1.2VOLTS (ENGINE CRANKING OR IDLING)
 W-E1: 9.0-14.0VOLTS (NO TROUBLE AND ENGINE RUNNING)
 ACT-E1: 4.5- 5.5VOLTS (IGNITION SW ON AND AIR CONDITIONER ON)
 AC1-E1: 0- 3.0VOLTS (IGNITION SW ON AND AIR CONDITIONER ON)
 RSD, RSC: 9.0-14.0VOLTS (IGNITION SW AT ON POSITION)
 TE1-E1: 9.0-14.0VOLTS (IGNITION SW ON AND CHECK CONNECTOR TE1-E1 NOT CONNECTED)
 0- 3.0VOLTS (IGNITION SW ON AND CHECK CONNECTOR TE1-E1 CONNECTED)
 NSW-E1: 0- 3.0VOLTS (IGNITION SW ON AND NEUTRAL START SW POSITION P OR N RANGE)
 9.0-14.0VOLTS (IGNITION SW ON AND NEUTRAL START SW EX. POSITION P AND N RANGE)

RESISTANCE OF ENGINE ECU WIRING CONNECTORS

(DISCONNECT WIRING CONNECTOR)
 IDL-E2: INFINITY (THROTTLE VALVE OPEN)
 2.3KΩ OR LESS (THROTTLE VALVE FULLY CLOSED)
 VTA-E2: 3.3-10.0KΩ (THROTTLE VALVE FULLY OPEN)
 0.2-0.8KΩ (THROTTLE VALVE FULLY CLOSED)
 VC-E2: 3.0-7.0KΩ
 THA-E2: 2.0-3.0KΩ (INTAKE AIR TEMP. 20°C, 68°F)
 THW-E2: 0.2-0.4KΩ (COOLANT TEMP. 80°C, 176°F)
 G1 - G-: 0.17-0.21KΩ
 RSD, RSC-#B: 19.3-22.3Ω

C 5 CIRCUIT OPENING RELAY

1-2: CLOSED WITH THE STARTER RUNNING

EFI MAIN RELAY

2 3- 2 5: CLOSED WITH THE IGNITION SW AT ON OR ST POSITION

E 3 EFI WATER TEMP. SENSOR

1-2: 10.0-20.0KΩ (-20°C, -4°F)
 4.0- 7.0KΩ (0°C, 32°F)
 2.0- 3.0KΩ (20°C, 68°F)
 0.9- 1.3KΩ (40°C, 104°F)
 0.4- 0.7KΩ (60°C, 140°F)
 0.2- 0.4KΩ (80°C, 176°F)

I 6, I 7, I 8, I 9 INJECTOR

1-2: APPROX. 13.8Ω

T 2 THROTTLE POSITION SENSOR

3-1: 0.2-5.7KΩ WITH CLEARANCE BETWEEN LEVER AND THE STOP SCREW 0MM (0IN.)
 2-1: LESS THAN 2.3KΩ WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW 0.8MM (0.02IN.)
 WITH CLEARANCE BETWEEN LEVER AND THE STOP SCREW 0.7MM (0.028IN.)
 3-1: 2.0-10.2KΩ WITH THE THROTTLE VALVE FULLY OPEN

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| A11 | 80 | I 3 | 78 | J 7 | 80 |
| C 1 | 78 | I 4 | 78 | J 9 | 80 |
| C 5 | 80 | I 6 | 78 | K 1 | 78 |
| C 8 | B 80 | I 7 | 78 | N 1 | 78 |
| C 9 | C 80 | I 8 | 78 | D 2 | 78 |
| D 1 | 78 | I 9 | 78 | S 1 | 78 |
| E 3 | 78 | I10 | 78 | S13 | 80 |
| E 8 | C 80 | I12 | 80 | T 2 | 78 |
| E 9 | B 80 | J 2 | 80 | V 1 | 78 |
| E10 | A 80 | J 3 | 80 | V 4 | 78 |
| F16 | 82 | J 4 | 80 | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |



ENGINE CONTROL (5S-FE)

● : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IB | | |
| IC | | |
| ID | | |
| IE | | |
| IF | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2A | | |
| 2B | | |
| 3B | | |
| 3C | | |
| IF | 58 | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IH | | |
| 2A | | |
| 2B | | |
| 3B | | |
| 3C | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2A | | |
| 2B | | |
| 3B | | |
| 3C | | |
| IF | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| IH | | |
| 2A | | |
| 2B | | |
| 3B | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

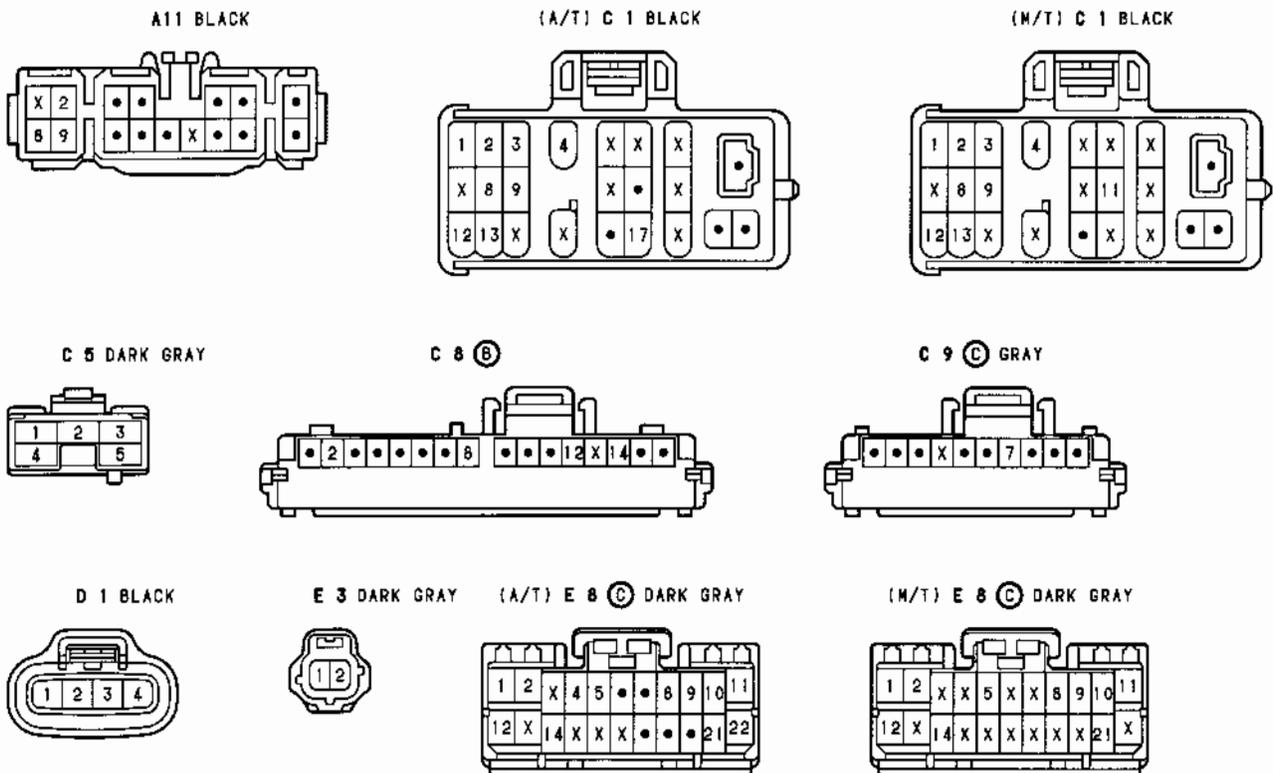
| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------------|--|
| EA1 | 100(RHD 5S-FE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| ID3 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IE2 | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IH1 | 102(RHD) | COWL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| II1 | 104(RHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| II2 | | |
| IJ1 | 104(RHD) | ENGINE WIRE AND COWL WIRE (NEAR THE ENGINE ECU) |
| IN1 | 104(RHD) | ENGINE WIRE AND A/C SUB WIRE (UNDER THE BLOWER UNIT) |
| IP1 | 104(RHD) | TVSS NO.1 SUB WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |

▽ : GROUND POINTS

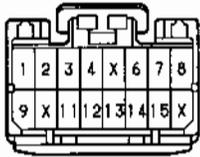
| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|-------------------------------|
| EC | 100(RHD 5S-FE) | INTAKE MANIFOLD |
| IF | 102(RHD) | R/B NO.4 SET BOLT |
| BH | 106(RHD) | UNDER THE RIGHT CENTER PILLAR |

○ : SPLICE POINTS

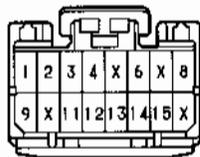
| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------------|---------------------------------|------|----------|---------------------------------|
| E14 | 100(RHD 5S-FE) | ENGINE WIRE | 124 | 104(RHD) | ENGINE WIRE |
| I21 | 104(RHD) | | 125 | | |



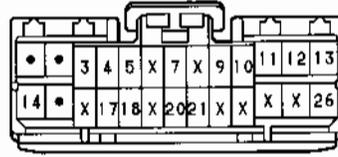
(A/T) E 9 B DARK GRAY



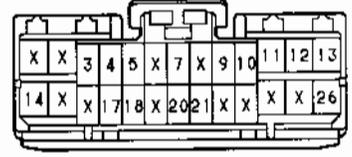
(M/T) E 9 B DARK GRAY



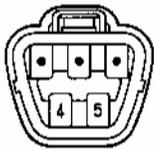
(A/T) E10 A DARK GRAY



(M/T) E10 A DARK GRAY



F16 DARK GRAY



I 3 GRAY



I 4 BLACK



I 6 BROWN



I 7 GRAY



I 8 BROWN



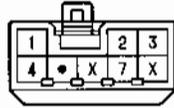
I 9 GRAY



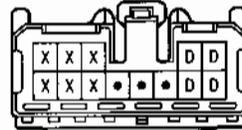
I10 BLACK



I12



J 2 BLUE



(HINT:SEE PAGE 7, 23, 39)

J 3



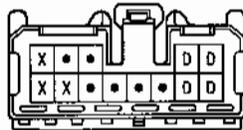
(HINT:SEE PAGE 7, 23, 39)

J 4



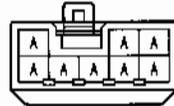
(HINT:SEE PAGE 7, 23, 39)

J 7 BLUE



(HINT:SEE PAGE 7, 23, 39)

J 9

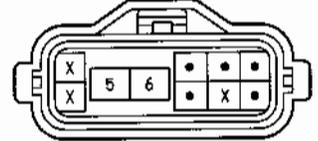


(HINT:SEE PAGE 7, 23, 39)

K 1 DARK GRAY



M 1 GRAY



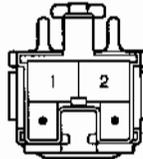
O 2 DARK GRAY



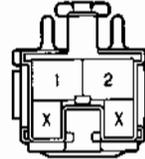
S 1 BLACK



(W/ CRUISE CONTROL) S13



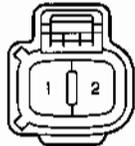
(W/O CRUISE CONTROL) S13



T 2 BLACK



V 1 BLACK

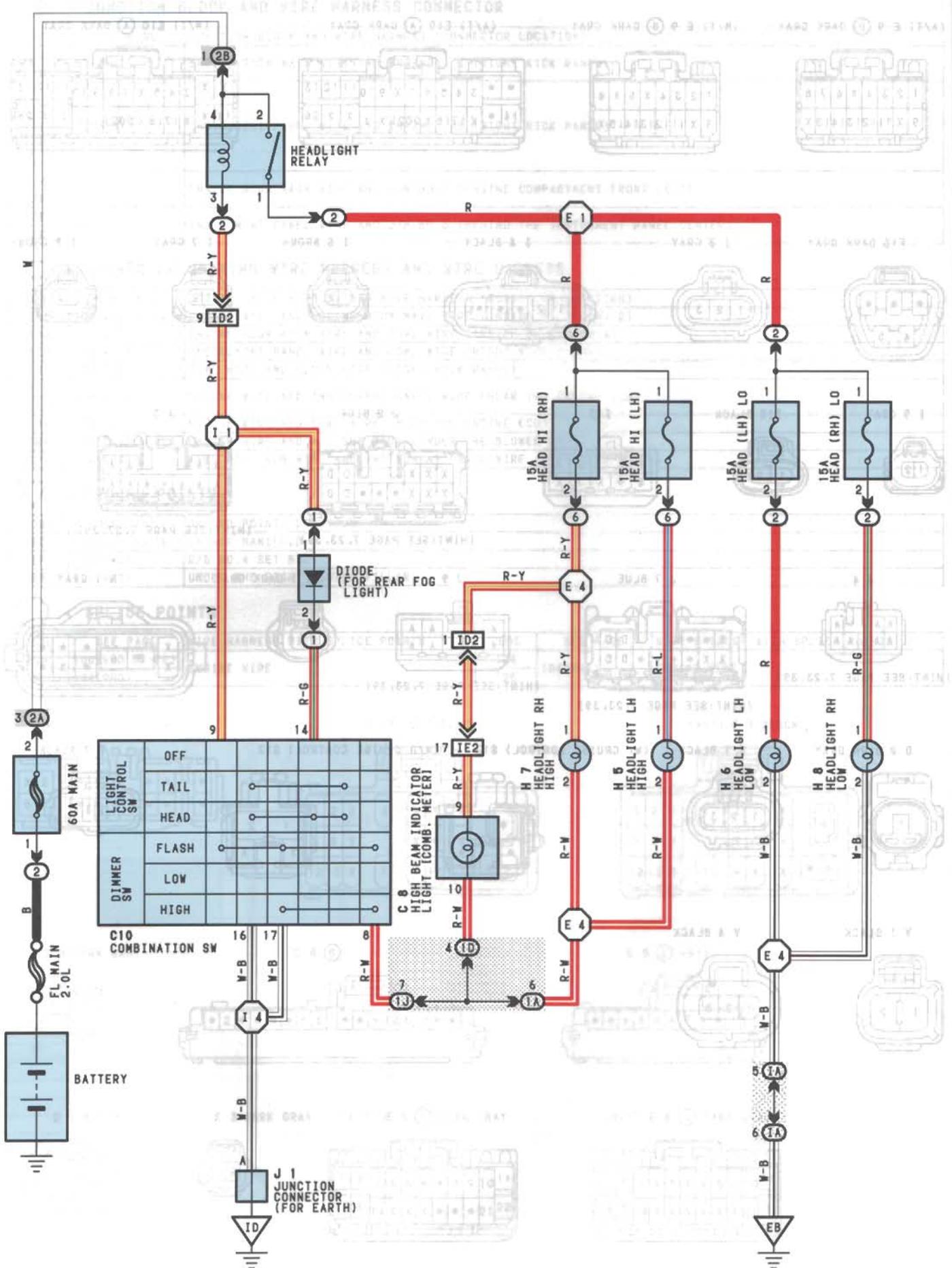


V 4 BLACK





HEADLIGHT (GERMANY) (FE)



SERVICE HINTS

HEADLIGHT RELAY

② 2-② 1: CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION OR THE DIMMER SW AT FLASH POSITION

C10 LIGHT CONTROL SW (COMB. SW)

14-16: CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION

C10 DIMMER SW (COMB. SW)

9-17: CLOSED WITH THE DIMMER SW AT FLASH POSITION

8-17: CLOSED WITH THE DIMMER SW AT HIGH OR FLASH POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|---------------|------|---------------|------|---------------|
| C 8 | 70 | H 6 | 64(LHD 3S-GE) | H 8 | 64(LHD 3S-GE) |
| C10 | 70 | | 68(LHD 7A-FE) | | 68(LHD 7A-FE) |
| H 5 | 64(LHD 3S-GE) | H 7 | 64(LHD 3S-GE) | J 1 | 70 |
| | 68(LHD 7A-FE) | | 68(LHD 7A-FE) | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 1 | 59(LHD) | R/B NO.1 (LEFT KICK PANEL) |
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 6 | 62(LHD) | R/B NO.6 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| 1D | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| 1J | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2B | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

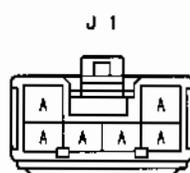
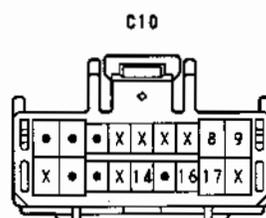
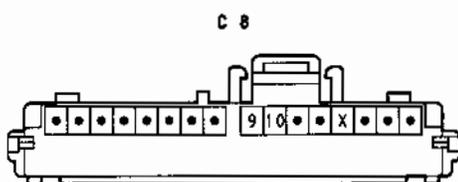
| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| ID2 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|---------------|---------------------------|
| EB | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 88(LHD 7A-FE) | |
| ID | 90(LHD) | LEFT KICK PANEL |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|---------------|---------------------------------|
| E 1 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E 4 | 88(LHD 7A-FE) | ENGINE ROOM MAIN WIRE |
| | 88(LHD 7A-FE) | | I 1 | 92(LHD) | COWL WIRE |
| E 4 | 84(LHD 3S-GE) | I 4 | | | |

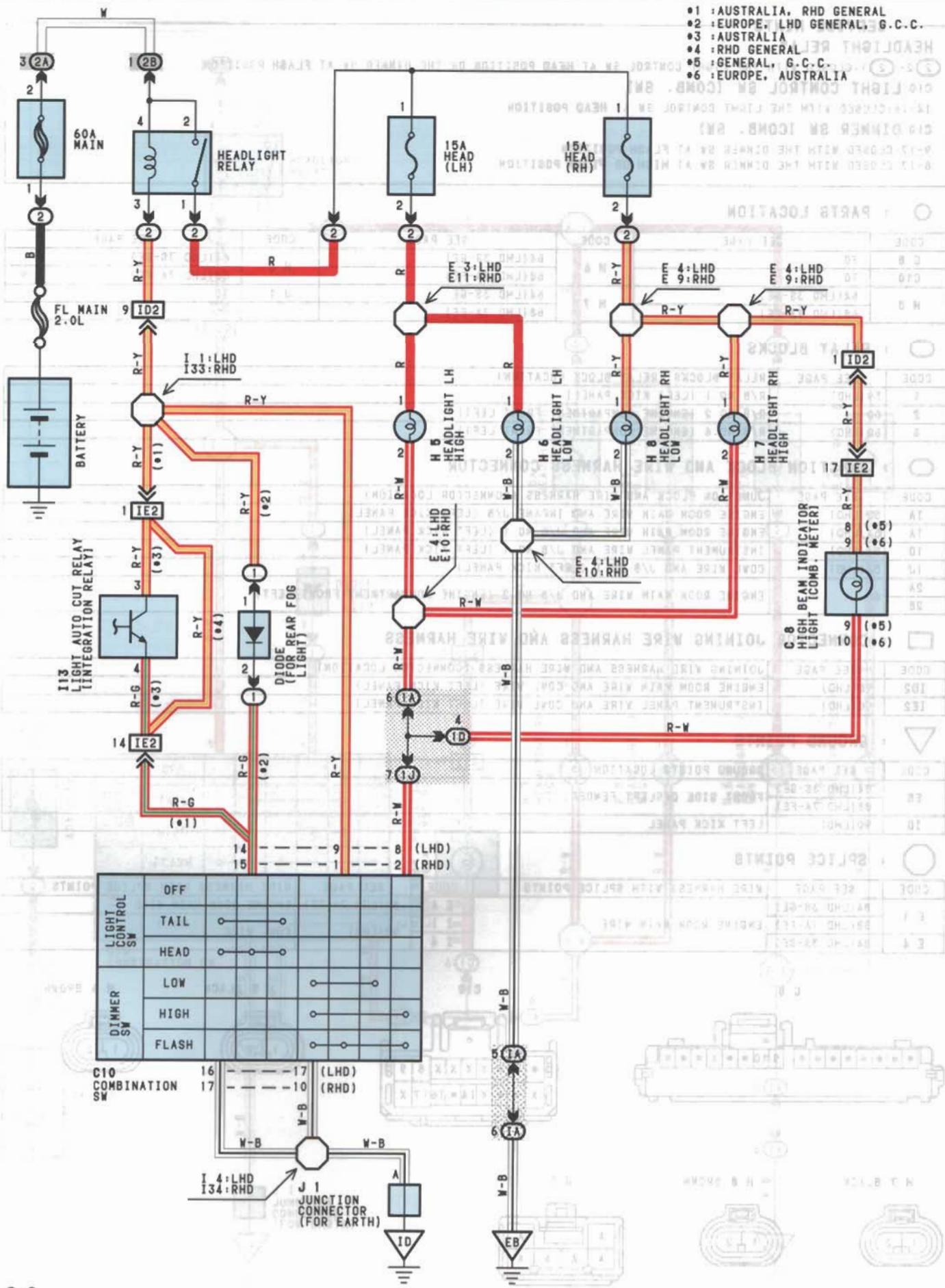


(HINT: SEE PAGE 7, 23, 39)

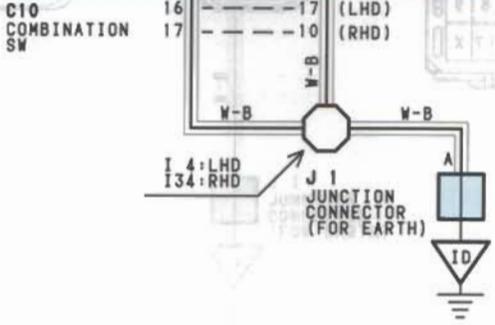


HEADLIGHT (EX. GERMANY)

- 1 : AUSTRALIA, RHD GENERAL
- 2 : EUROPE, LHD GENERAL, G.C.C.
- 3 : AUSTRALIA
- 4 : RHD GENERAL
- 5 : GENERAL, G.C.C.
- 6 : EUROPE, AUSTRALIA



| | | | | | | | |
|------------------|-------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| LIGHT CONTROL SW | OFF | | | | | | |
| | TAIL | <input type="checkbox"/> |
| | HEAD | <input type="checkbox"/> |
| DIMMER SW | LOW | <input type="checkbox"/> |
| | HIGH | <input type="checkbox"/> |
| | FLASH | <input type="checkbox"/> |



SERVICE HINTS

HEADLIGHT RELAY

② 2-② 1: CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION OR THE DIMMER SW AT FLASH POSITION

C10 LIGHT CONTROL SW (COMB. SW)

14-16(LHD), 15-17(RHD): CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION

C10 DIMMER SW (COMB. SW)

9-17(LHD), 1-10(RHD): CLOSED WITH THE DIMMER SW AT FLASH POSITION

8-17(LHD), 2-10(RHD): CLOSED WITH THE DIMMER SW AT HIGH OR FLASH POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|---------------|---------------|------------------|---------------|
| C 8 | 70(LHD), 80(RHD) | H 6 | 68(LHD 7A-FE) | H 8 | 64(LHD 3S-GE) |
| C10 | 70(LHD), 80(RHD) | | 74(RHD 3S-GE) | | 66(LHD 3S-FE) |
| H 5 | 64(LHD 3S-GE) | | 76(RHD 3S-FE) | | 68(LHD 7A-FE) |
| | 66(LHD 3S-FE) | | 78(RHD 5S-FE) | | 74(RHD 3S-GE) |
| | 68(LHD 7A-FE) | 64(LHD 3S-GE) | 76(RHD 3S-FE) | | |
| | 74(RHD 3S-GE) | 66(LHD 3S-FE) | 78(RHD 5S-FE) | | |
| | 76(RHD 3S-FE) | 68(LHD 7A-FE) | I13 | 80 | |
| H 6 | 78(RHD 5S-FE) | 74(RHD 3S-GE) | J 1 | 70(LHD), 80(RHD) | |
| | 64(LHD 3S-GE) | 76(RHD 3S-FE) | | | |
| | 66(LHD 3S-FE) | 78(RHD 5S-FE) | | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 1 | 59(LHD) | R/B NO.1 (LEFT KICK PANEL) |
| | 59(RHD) | R/B NO.1 (RIGHT KICK PANEL) |
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| 1A | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1D | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1J | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2B | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| 1D2 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| 1E2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|---------------------------|
| EB | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| 1D | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |



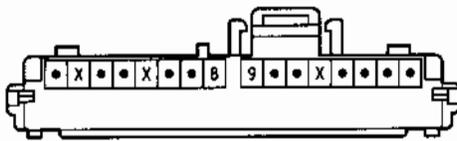
HEADLIGHT (EX. GERMANY)



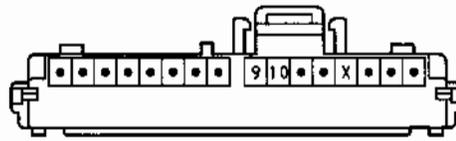
SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | |
|----------------|-----------------|---------------------------------|------|-----------------|---------------------------------|-----------|
| E 3 | 84 (LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E 10 | 98 (RHD 3S-FE) | ENGINE ROOM MAIN WIRE | |
| | 86 (LHD 3S-FE) | | | 100 (RHD 5S-FE) | | |
| | 86 (LHD 7A-FE) | | E 11 | 96 (RHD 3S-GE) | | |
| 84 (LHD 3S-GE) | 98 (RHD 3S-FE) | | | | | |
| E 4 | 86 (LHD 3S-FE) | | I 1 | 100 (RHD 5S-FE) | | COWL WIRE |
| | 86 (LHD 7A-FE) | | | 92 (LHD) | | |
| | 96 (RHD 3S-GE) | | | I 4 | 104 (RHD) | |
| E 9 | 98 (RHD 3S-FE) | | I 33 | | | |
| | 100 (RHD 5S-FE) | | | I 34 | | |
| E 10 | 96 (RHD 3S-GE) | | | | | |

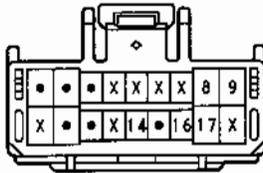
(*5) C 8



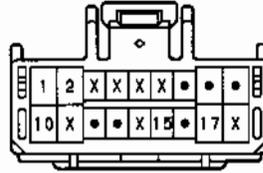
(*6) C 8



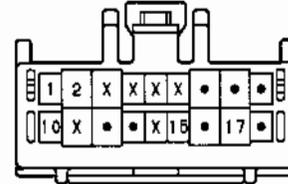
(LHD) C10



(RHD W/ CRUISE CONTROL) C10



(RHD W/O CRUISE CONTROL) C10



H 5 BLACK



H 6 BROWN



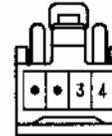
H 7 BLACK



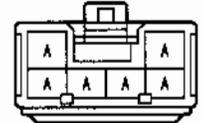
H 8 BROWN



I 13



J 1

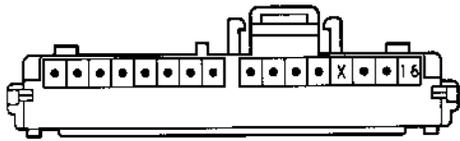


(HINT: SEE PAGE 7, 23, 39)

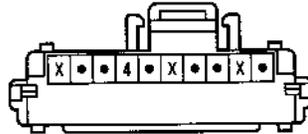
REAR FOG LIGHT



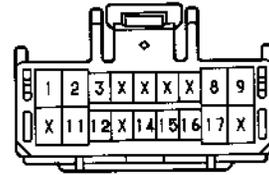
C 8 (B)



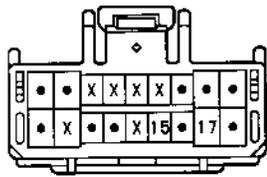
C 9 (C) GRAY



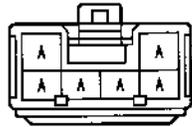
(LHD) C10



(RHD) C10



J 1

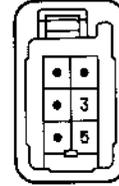


(HINT: SEE PAGE 7, 23, 39)

R 4



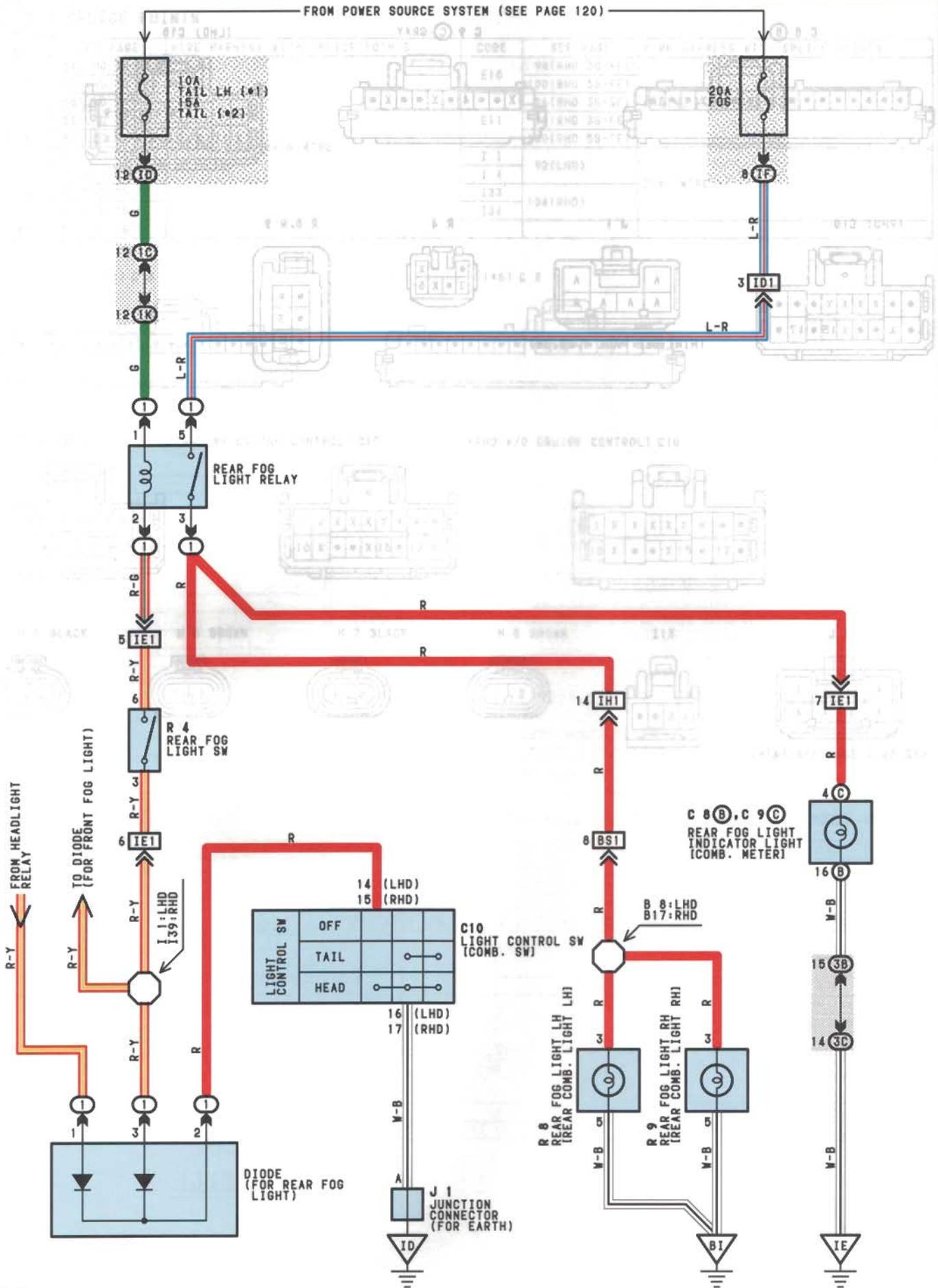
R 8, R 9





REAR FOG LIGHT (GERMANY)

#1 : GERMANY
#2 : EX. GERMANY



SERVICE HINTS

REAR FOG LIGHT RELAY

① 5- ① 3: CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION OR TAIL POSITION THE REAR FOG LIGHT SW ON

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|--------------------|------|------------------|------|------------------|
| C 8 | B 70(LHD), 80(RHD) | J 1 | 70(LHD), 80(RHD) | R 9 | 72(LHD), 82(RHD) |
| C 9 | C 70(LHD), 80(RHD) | R 4 | 70(LHD), 80(RHD) | | |
| C 10 | 70(LHD), 80(RHD) | R 8 | 72(LHD), 82(RHD) | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|-------------------------------------|
| I | 59(LHD) | R/B NO.1 (LEFT KICK PANEL) |
| | 59(RHD) | R/B NO.1 (RIGHT KICK PANEL) |

⊙ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IC | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IK | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 3B | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| ID1 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IE1 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IH1 | 90(LHD) | COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| | 102(RHD) | COWL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| BS1 | 94(LHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT) |
| | 106(RHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT) |

▽ : GROUND POINTS

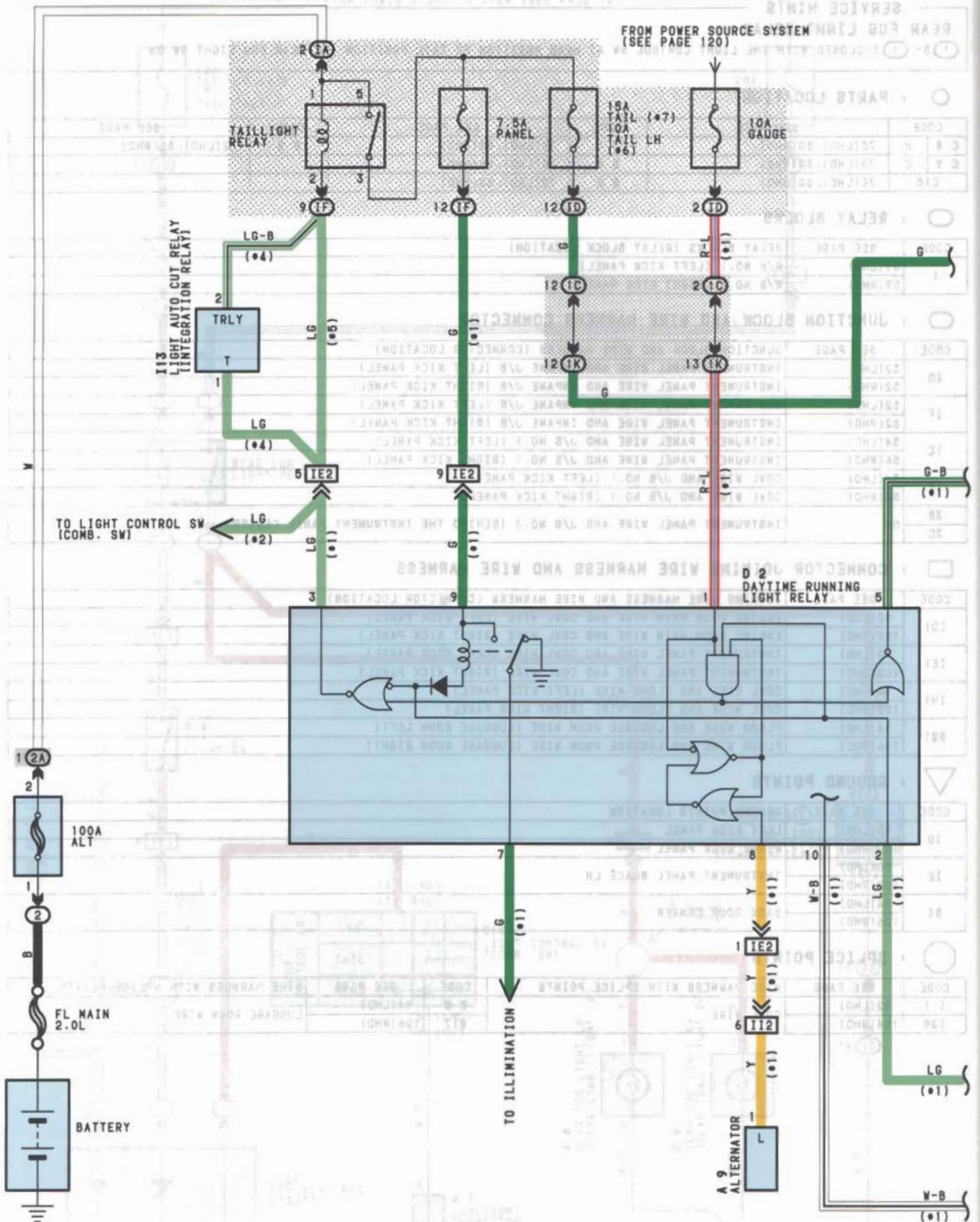
| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| ID | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |
| BI | 94(LHD) | BACK DOOR CENTER |
| | 106(RHD) | |

⊙ : SPLICE POINTS

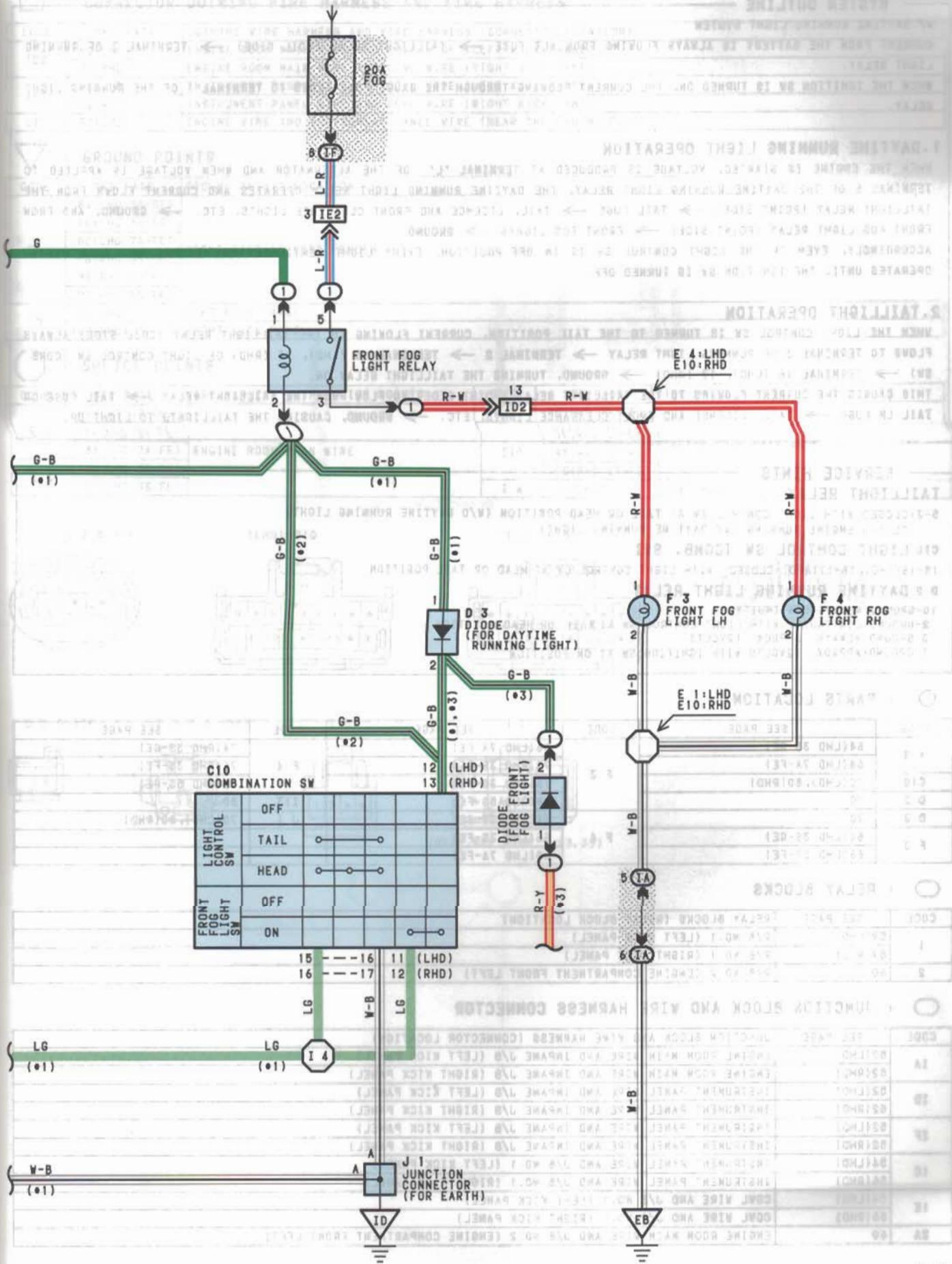
| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I 1 | 92(LHD) | COWL WIRE | B 8 | 94(LHD) | LUGGAGE ROOM WIRE |
| I 39 | 104(RHD) | | B 17 | 106(RHD) | |



FRONT FOG LIGHT



FROM POWER SOURCE SYSTEM (SEE PAGE 120)





FRONT FOG LIGHT

SYSTEM OUTLINE

W/ DAYTIME RUNNING LIGHT SYSTEM

CURRENT FROM THE BATTERY IS ALWAYS FLOWING FROM ALT FUSE → TAILLIGHT RELAY (COIL SIDE) → TERMINAL 3 OF RUNNING LIGHT RELAY.

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWING THROUGH THE GAUGE FUSE FLOWS TO TERMINAL 1 OF THE RUNNING LIGHT RELAY.

1. DAYTIME RUNNING LIGHT OPERATION

WHEN THE ENGINE IS STARTED, VOLTAGE IS PRODUCED AT TERMINAL 'L' OF THE ALTERNATOR AND WHEN VOLTAGE IS APPLIED TO TERMINAL 8 OF THE DAYTIME RUNNING LIGHT RELAY, THE DAYTIME RUNNING LIGHT RELAY OPERATES AND CURRENT FLOWS FROM THE TAILLIGHT RELAY (POINT SIDE) → TAIL FUSE → TAIL, LICENCE AND FRONT CLEARANCE LIGHTS, ETC. → GROUND, AND FROM FRONT FOG LIGHT RELAY (POINT SIDE) → FRONT FOG LIGHTS → GROUND.

ACCORDINGLY, EVEN IF THE LIGHT CONTROL SW IS IN OFF POSITION, EVERY LIGHT MENTIONED HERE LIGHTS UP. THIS SYSTEM OPERATES UNTIL THE IGNITION SW IS TURNED OFF.

2. TAILLIGHT OPERATION

WHEN THE LIGHT CONTROL SW IS TURNED TO THE TAIL POSITION, CURRENT FLOWING TO THE TAILLIGHT RELAY (COIL SIDE) ALWAYS FLOWS TO TERMINAL 3 OF RUNNING LIGHT RELAY → TERMINAL 2 → TERMINAL 15 (LHD), 16 (RHD) OF LIGHT CONTROL SW (COMB. SW) → TERMINAL 16 (LHD), 17 (RHD) → GROUND, TURNING THE TAILLIGHT RELAY ON.

THIS CAUSES THE CURRENT FLOWING TO THE TAILLIGHT RELAY (POINT SIDE) TO FLOW FROM THE TAILLIGHT RELAY → TAIL FUSE OR TAIL LH FUSE → TAIL, LICENSE AND FRONT CLEARANCE LIGHTS, ETC. → GROUND, CAUSING THE TAILLIGHTS TO LIGHT UP.

SERVICE HINTS

TAILLIGHT RELAY

5-3-CLOSED WITH LIGHT CONTROL SW AT TAIL OR HEAD POSITION (W/O DAYTIME RUNNING LIGHT)
CLOSED ENGINE RUNNING (W/ DAYTIME RUNNING LIGHT)

C10 LIGHT CONTROL SW (COMB. SW)

15-16(LHD), 16-17(RHD):CLOSED WITH LIGHT CONTROL SW AT HEAD OR TAIL POSITION

D 2 DAYTIME RUNNING LIGHT RELAY

10-GROUND:ALWAYS CONTINUITY

2-GROUND:CONTINUITY WITH LIGHT CONTROL SW AT TAIL OR HEAD POSITION

3-GROUND:ALWAYS APPROX. 12VOLTS

1-GROUND:APPROX. 12VOLTS WITH IGNITION SW AT ON POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE | |
|------|------------------|------|---------------|------|------------------|--|
| A 9 | 64(LHD 3S-GE) | F 3 | 68(LHD 7A-FE) | F 4 | 74(RHD 3S-GE) | |
| | 68(LHD 7A-FE) | | 74(RHD 3S-GE) | | 76(RHD 3S-FE) | |
| C10 | 70(LHD), 80(RHD) | | 76(RHD 3S-FE) | | 78(RHD 5S-FE) | |
| D 2 | 70 | | 78(RHD 5S-FE) | I13 | 80 | |
| D 3 | 70 | F 4 | 64(LHD 3S-GE) | J 1 | 70(LHD), 80(RHD) | |
| F 3 | 64(LHD 3S-GE) | | 66(LHD 3S-FE) | | | |
| | 66(LHD 3S-FE) | | 68(LHD 7A-FE) | | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 1 | 59(LHD) | R/B NO.1 (LEFT KICK PANEL) |
| | 59(RHD) | R/B NO.1 (RIGHT KICK PANEL) |
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND IMPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND IMPANE J/B (RIGHT KICK PANEL) |
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND IMPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL) |
| IF | 52(LHD) | INSTRUMENT PANEL WIRE AND IMPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND IMPANE J/B (RIGHT KICK PANEL) |
| IC | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IK | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| I02 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| II1 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |

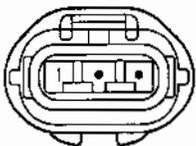
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|---------------------------|
| E0 | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| ID | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |

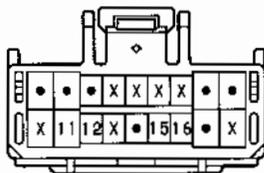
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|---------------|---------------------------------|
| E 1 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E 4 | 88(LHD 7A-FE) | ENGINE ROOM MAIN WIRE |
| | 86(LHD 3S-FE) | | E10 | 96(RHD 3S-GE) | |
| | 88(LHD 7A-FE) | | | 98(RHD 3S-FE) | |
| E 4 | 84(LHD 3S-GE) | | I 4 | 92(LHD) | COWL WIRE |
| | 86(LHD 3S-FE) | | | | |

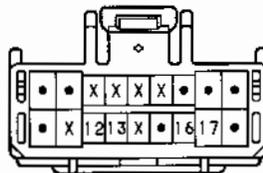
A 9 BLACK



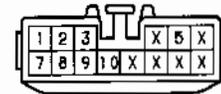
(LHD) C10



(RHD) C10



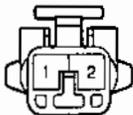
D 2



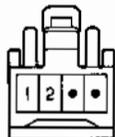
D 3 BLACK



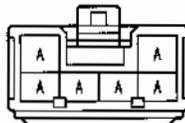
F 3, F 4 GRAY



I13



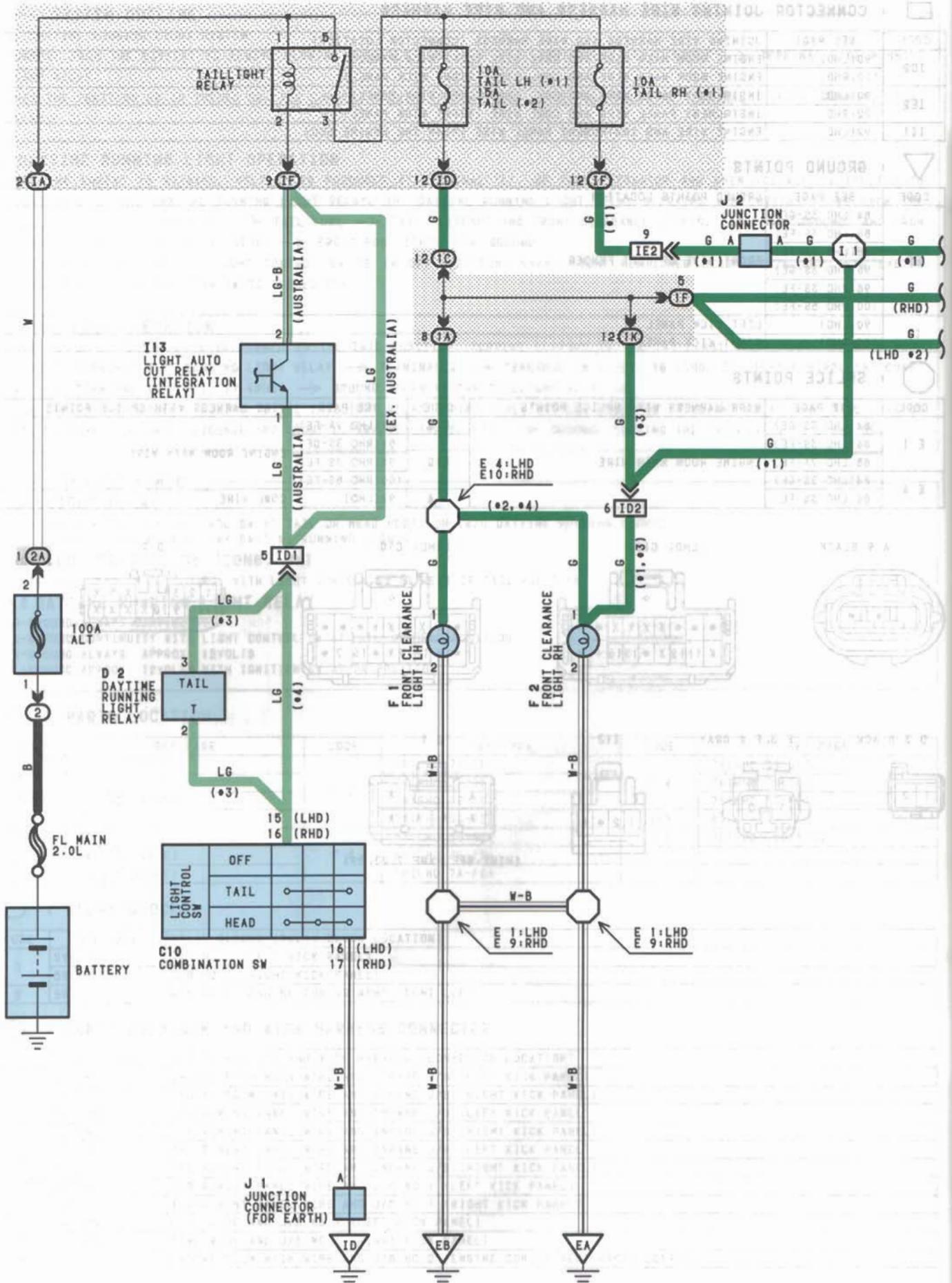
J 1



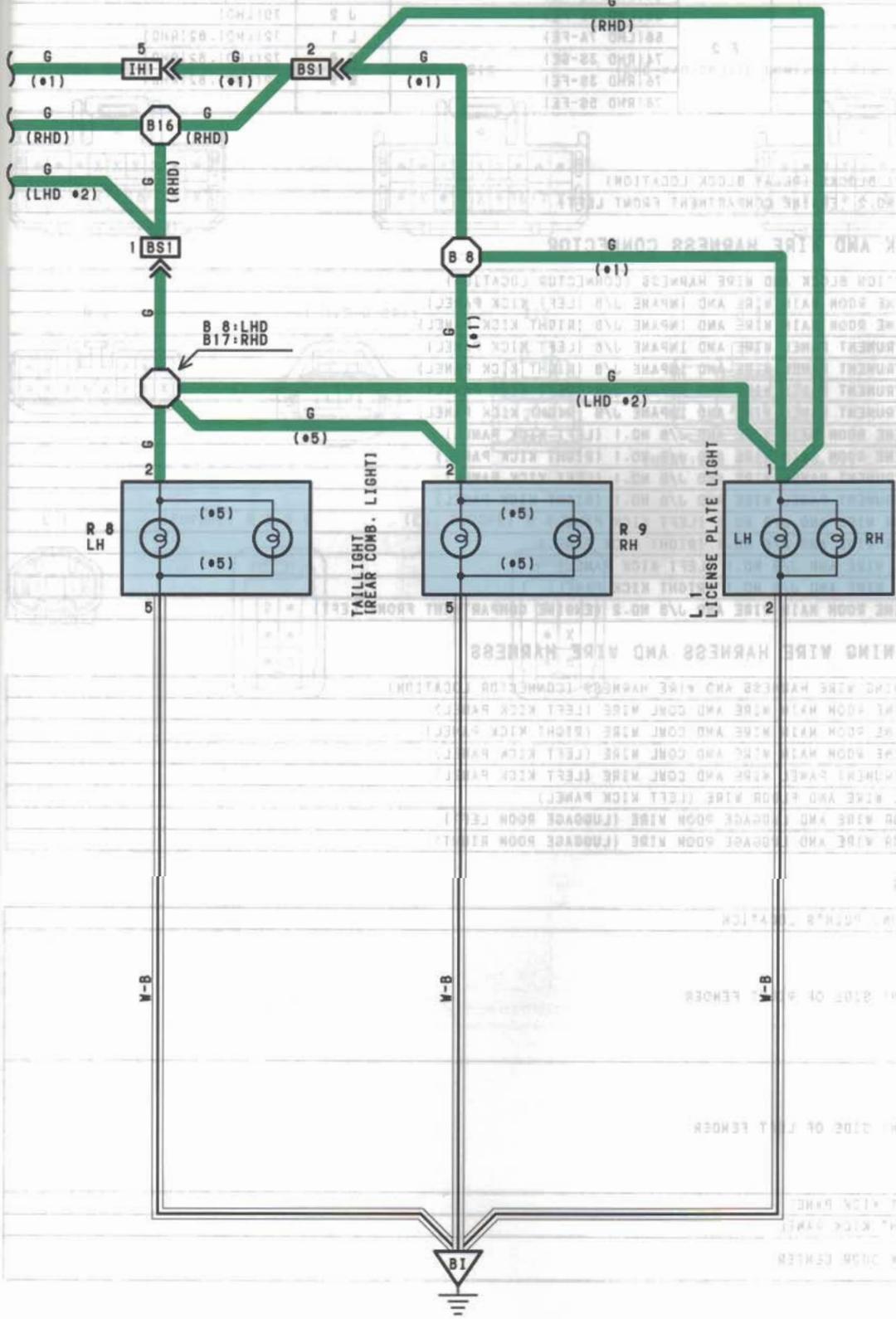
(HINT:SEE PAGE 7,23,39)



TAILLIGHT LIGHT



- 1 : GERMANY
- 2 : EX. GERMANY
- 3 : W/ DAYTIME RUNNING LIGHT
- 4 : W/O DAYTIME RUNNING LIGHT
- 5 : W/O REAR FOG LIGHT





TAILLIGHT

SERVICE HINTS

TAILLIGHT RELAY

5-3: CLOSED WITH LIGHT CONTROL SW AT TAIL OR HEAD POSITION (W/O DAYTIME RUNNING LIGHT)
 CLOSED ENGINE RUNNING (W/ DAYTIME RUNNING LIGHT)

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|---------------|------|------------------|
| C10 | 70(LHD), 80(RHD) | F 1 | 78(RHD 5S-FE) | I13 | 80(RHD) |
| D 2 | 70(LHD) | F 2 | 64(LHD 3S-GE) | J 1 | 70(LHD), 80(RHD) |
| F 1 | 64(LHD 3S-GE) | | 66(LHD 3S-FE) | J 2 | 70(LHD) |
| | 66(LHD 3S-FE) | | 68(LHD 7A-FE) | L 1 | 72(LHD), 82(RHD) |
| | 68(LHD 7A-FE) | | 74(RHD 3S-GE) | R 8 | 72(LHD), 82(RHD) |
| | 74(RHD 3S-GE) | | 76(RHD 3S-FE) | R 9 | 72(LHD), 82(RHD) |
| | 76(RHD 3S-FE) | | 78(RHD 5S-FE) | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

⊙ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IA | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IC | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IF | 54(LHD) | FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | FLOOR WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IK | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| ID1 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| ID2 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| IH1 | 90(LHD) | COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| BS1 | 94(LHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT) |
| | 106(RHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT) |

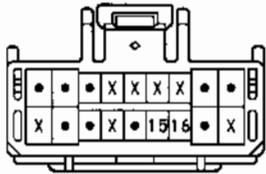
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|----------------------------|
| EA | 84(LHD 3S-GE) | FRONT SIDE OF RIGHT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| EB | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| ID | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |
| BI | 94(LHD) | BACK DOOR CENTER |
| | 106(RHD) | |

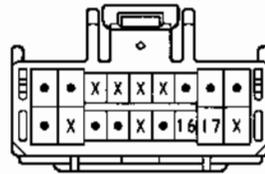
**: SPLICE POINTS**

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------------|---------------------------------|------|----------------|---------------------------------|
| E 1 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E10 | 96(RHD 3S-GE) | ENGINE ROOM MAIN WIRE |
| | 86(LHD 3S-FE) | | | 98(RHD 3S-FE) | |
| | 88(LHD 7A-FE) | | | 100(RHD 5S-FE) | |
| E 4 | 84(LHD 3S-GE) | | I 1 | 92(LHD) | COWL WIRE |
| | 88(LHD 7A-FE) | | B 8 | 94(LHD) | LUGGAGE ROOM WIRE |
| E 9 | 96(RHD 3S-GE) | | B16 | 106(RHD) | FLOOR WIRE |
| | 98(RHD 3S-FE) | | B17 | 106(RHD) | LUGGAGE ROOM WIRE |
| | 100(RHD 5S-FE) | | | | |

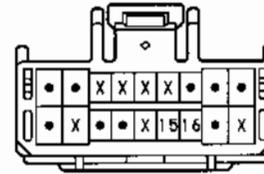
(LHD) C10



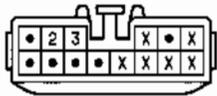
(RHD W/ CRUISE CONTROL) C10



(RHD W/O CRUISE CONTROL) C10



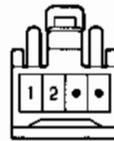
D 2



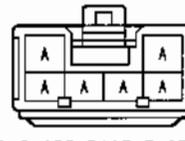
F 1, F 2 GRAY



I13

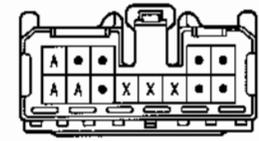


J 1



(HINT:SEE PAGE 7.23,39)

J 2 BLUE

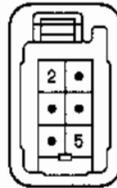


(HINT:SEE PAGE 7.23,39)

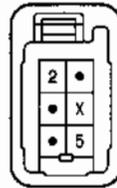
L 1



(EUROPE) R 8, R 9

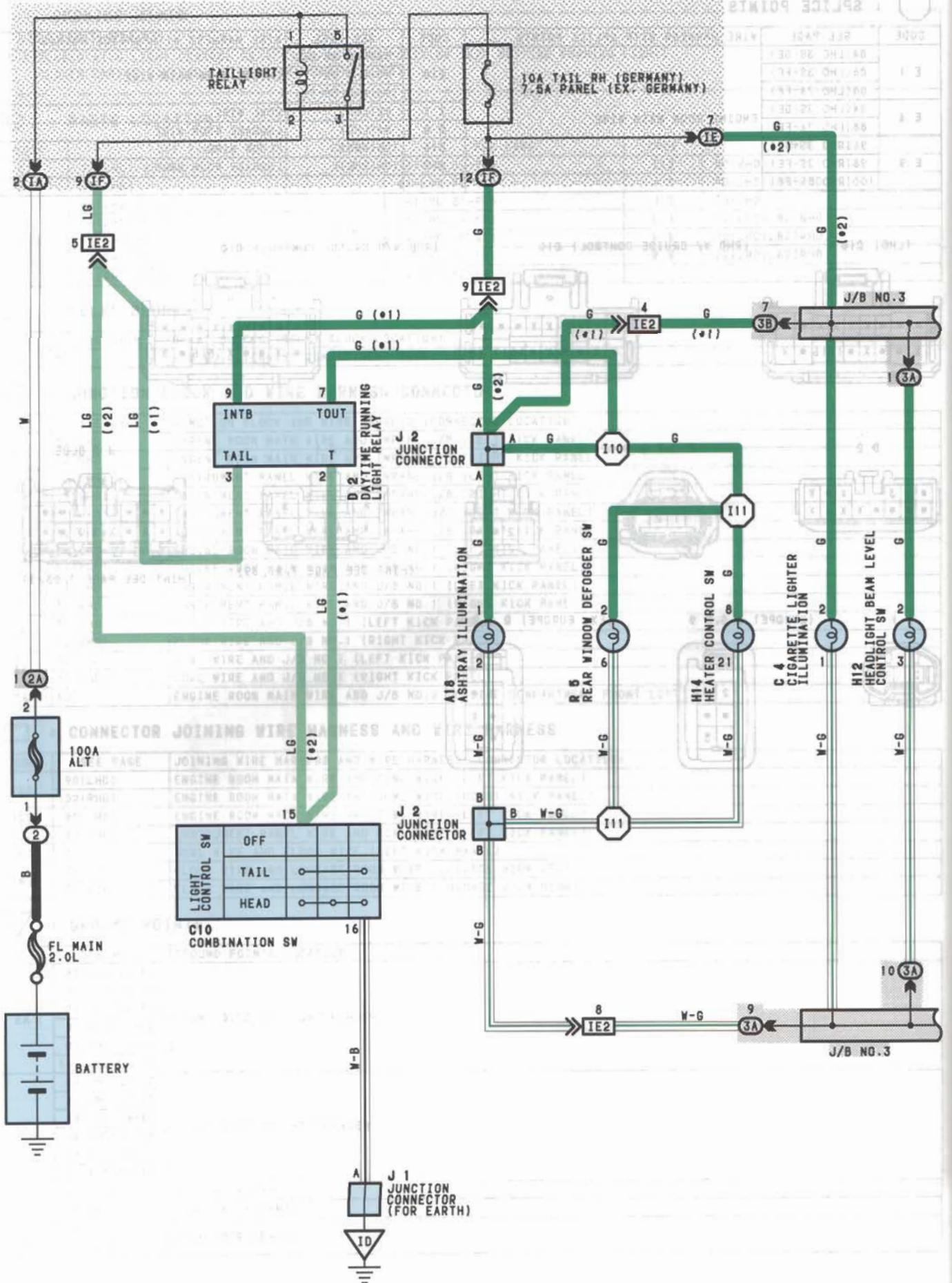


(EX. EUROPE) R 8, R 9





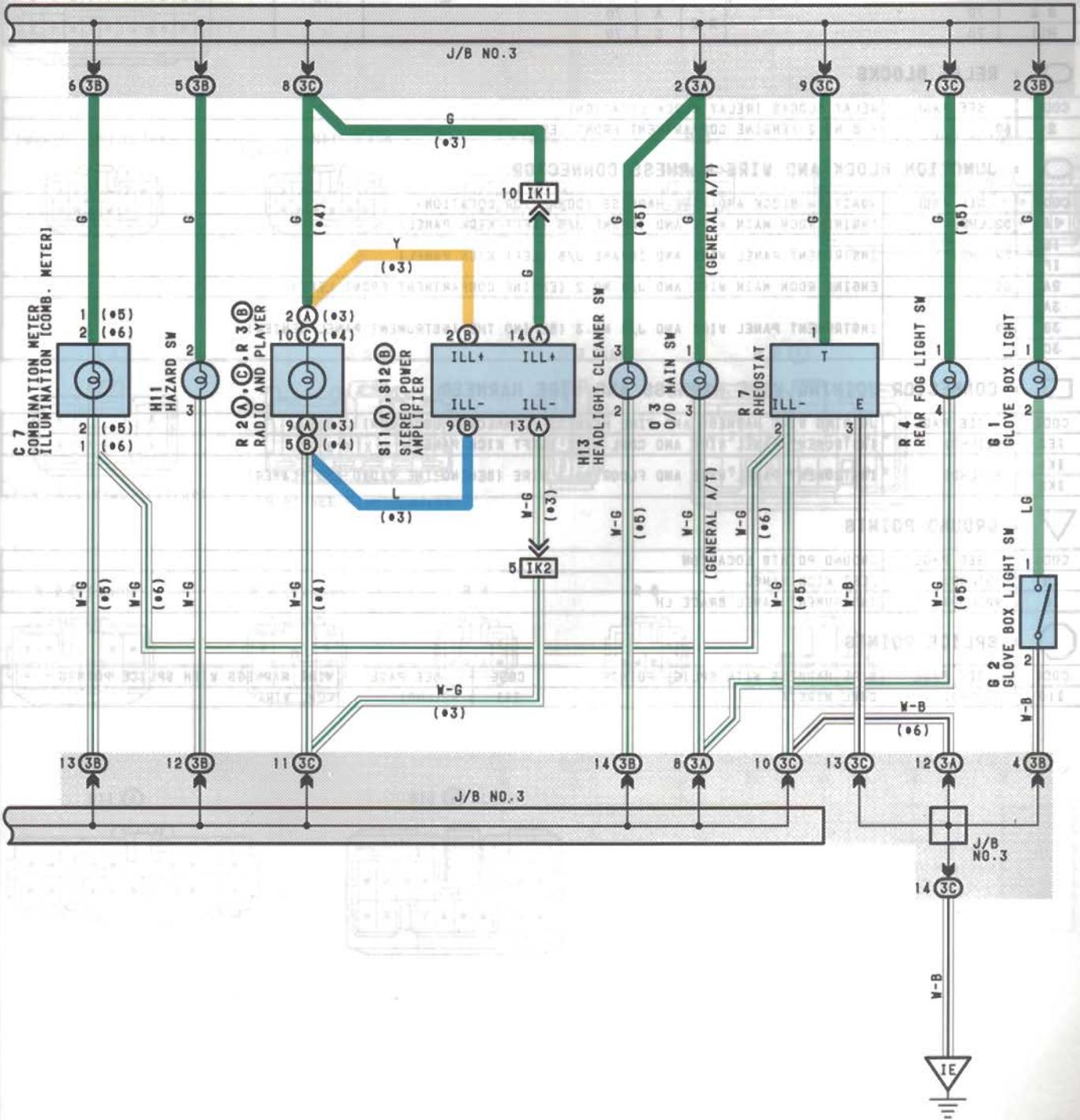
ILLUMINATION (LHD)



SPLICE POINTS

| WIRE | SELF PAGE | CODE |
|-----------------|-----------|------|
| 98 LHC 28 0E 1 | E 1 | |
| 98 LHC 28 0E 2 | E 2 | |
| 98 LHC 28 0E 3 | E 3 | |
| 98 LHC 28 0E 4 | E 4 | |
| 98 LHC 28 0E 5 | E 5 | |
| 98 LHC 28 0E 6 | E 6 | |
| 98 LHC 28 0E 7 | E 7 | |
| 98 LHC 28 0E 8 | E 8 | |
| 98 LHC 28 0E 9 | E 9 | |
| 98 LHC 28 0E 10 | E 10 | |
| 98 LHC 28 0E 11 | E 11 | |
| 98 LHC 28 0E 12 | E 12 | |
| 98 LHC 28 0E 13 | E 13 | |
| 98 LHC 28 0E 14 | E 14 | |
| 98 LHC 28 0E 15 | E 15 | |
| 98 LHC 28 0E 16 | E 16 | |
| 98 LHC 28 0E 17 | E 17 | |
| 98 LHC 28 0E 18 | E 18 | |
| 98 LHC 28 0E 19 | E 19 | |
| 98 LHC 28 0E 20 | E 20 | |

- 1 :W/ DAYTIME RUNNING LIGHT
- 2 :W/O DAYTIME RUNNING LIGHT
- 3 :W/ POWER AMPLIFIER
- 4 :W/O POWER AMPLIFIER
- 5 :EUROPE
- 6 :G.C.C., GENERAL





ILLUMINATION(LHD)

SERVICE HINTS

TAILLIGHT RELAY

5-3:CLOSED WITH LIGHT CONTROL SW AT TAIL OR HEAD POSITION (W/O DAYTIME RUNNING LIGHT)
CLOSED ENGINE RUNNING (W/ DAYTIME RUNNING LIGHT)

C10 LIGHT CONTROL SW (COMB. SW)

15-16:CLOSED WITH THE LIGHT CONTROL SW AT TAIL OR HEAD POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|-------|----------|
| A18 | 70 | H12 | 70 | R 3 B | 70 |
| C 4 | 70 | H13 | 70 | R 4 | 70 |
| C 7 | 70 | H14 | 70 | R 5 | 70 |
| C10 | 70 | J 1 | 70 | R 7 | 70 |
| D 2 | 70 | J 2 | 70 | S11 A | 70 |
| G 1 | 70 | O 3 | 70 | S12 B | 70 |
| G 2 | 70 | R 2 | A | | |
| H11 | 70 | | C | 70 | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IF | | |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 3A | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3B | | |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| IK1 | 92(LHD) | INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER) |
| IK2 | | |

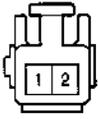
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| ID | 90(LHD) | LEFT KICK PANEL |
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I10 | 92(LHD) | COWL WIRE | I11 | 92(LHD) | COWL WIRE |

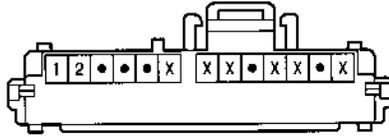
A18



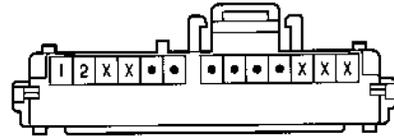
C 4



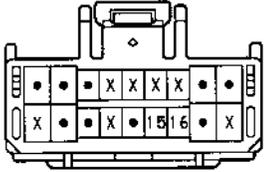
(EUROPE) C 7 BLUE



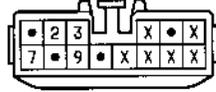
(EX. EUROPE) C 7 BLUE



D10



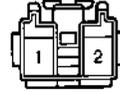
D 2



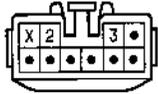
G 1



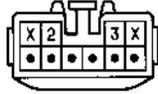
G 2 BLACK



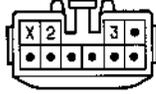
(EUROPE) H11 BLACK



(EX. EUROPE) H11 BLACK



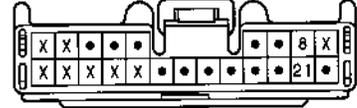
H12 BLACK



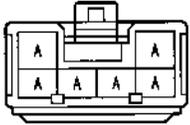
H13



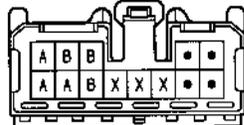
H14 ORANGE



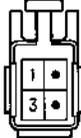
J 1



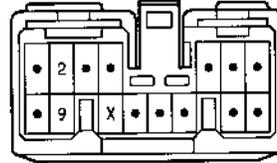
J 2 BLUE



O 3 BLUE



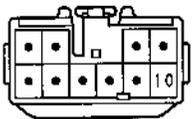
R 2 (A)



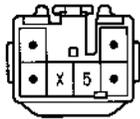
(HINT: SEE PAGE 7, 23, 39)

(HINT: SEE PAGE 7, 23, 39)

R 2 (C) BLUE



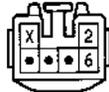
R 3 (B) BLUE



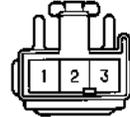
R 4



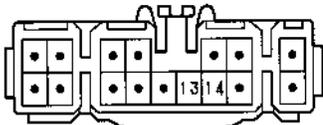
R 5



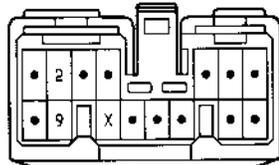
R 7 BLACK



S11 (A)

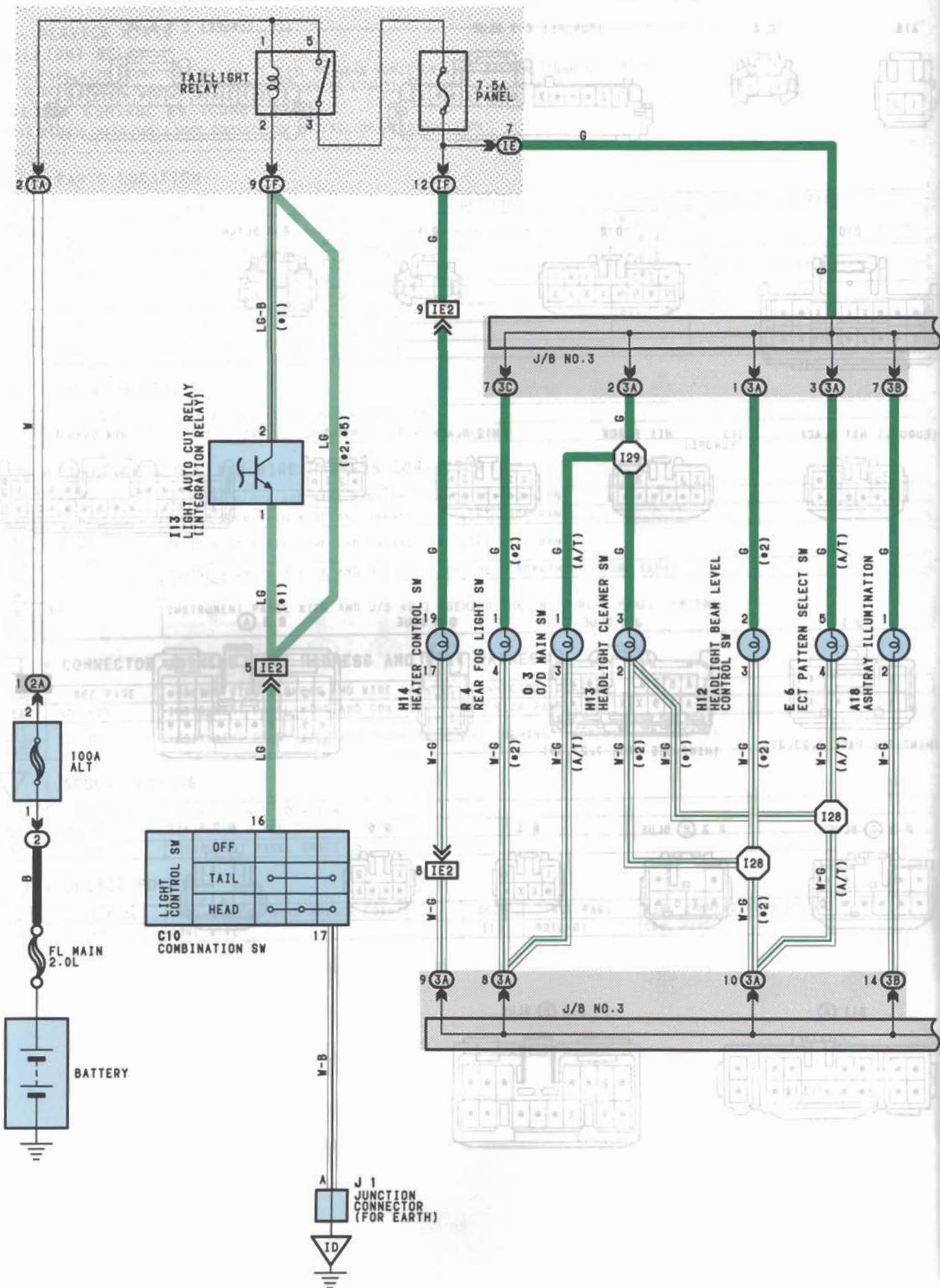


S12 (B) BLUE

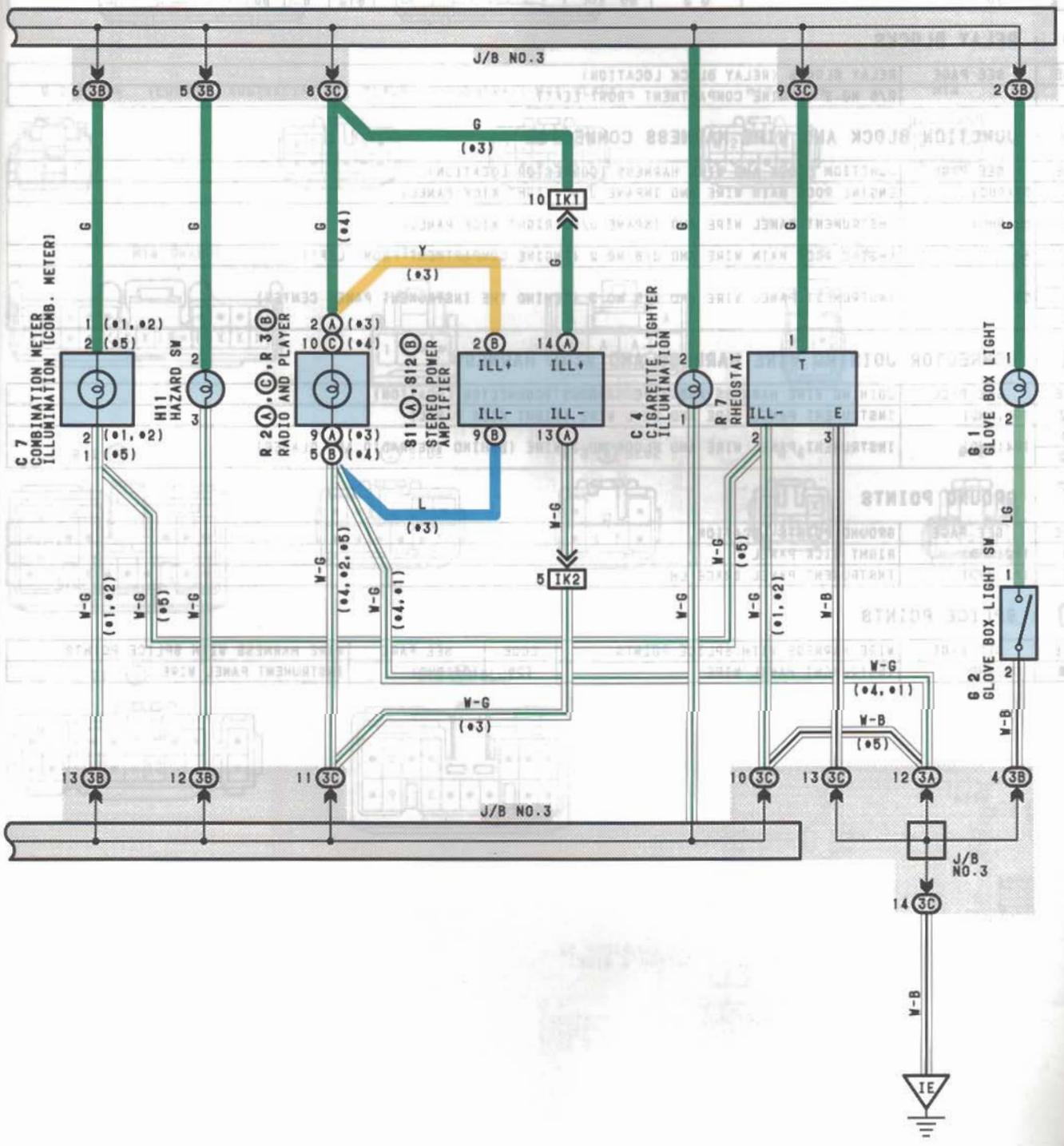




ILLUMINATION (RHD)



- 1 : AUSTRALIA
- 2 : EUROPE
- 3 : W/ POWER AMPLIFIER
- 4 : W/O POWER AMPLIFIER
- 5 : GENERAL





ILLUMINATION(RHD)

SERVICE HINTS

TAILLIGHT RELAY

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

C10 LIGHT CONTROL SW (COMB. SW)

16-17:CLOSED WITH THE LIGHT CONTROL SW AT TAIL OR HEAD POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|----------|----------|
| A18 | 80 | H11 | 80 | R 2 | A 80 |
| C 4 | 80 | H12 | 80 | | C 80 |
| C 7 | 80 | H13 | 80 | R 3 | B 80 |
| C10 | 80 | H14 | 80 | | R 4 80 |
| E 6 | 80 | I13 | 80 | R 7 | 80 |
| G 1 | 80 | J 1 | 80 | | S11 A 80 |
| G 2 | 80 | O 3 | 80 | S12 B 80 | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | | |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 3A | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3B | | |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IE2 | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IK1 | 104(RHD) | INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER) |
| IK2 | | |

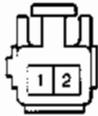
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| ID | 102(RHD) | RIGHT KICK PANEL |
| IE | 102(RHD) | INSTRUMENT PANEL BRACE LH |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I28 | 104(RHD) | INSTRUMENT PANEL WIRE | I29 | 104(RHD) | INSTRUMENT PANEL WIRE |

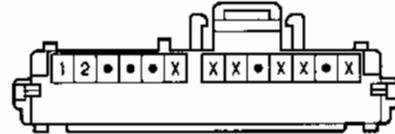
A18



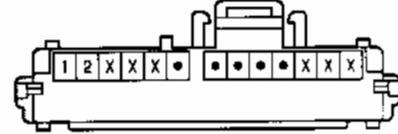
C 4



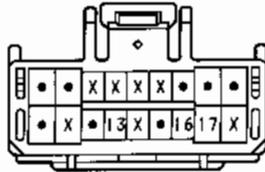
(AUSTRALIA, EUROPE) C 7 BLUE



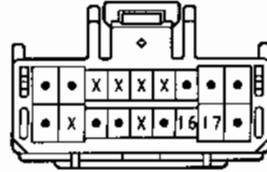
(GENERAL) C 7 BLUE



(W/ CRUISE CONTROL) C10



(W/O CRUISE CONTROL) C10



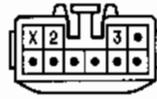
E 6



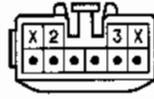
G 1



G 2 BLACK (EUROPE, AUSTRALIA) H11 BLACK



(GENERAL) H11 BLACK



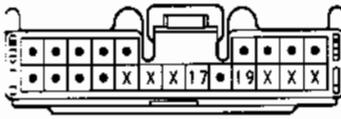
H12 BLACK



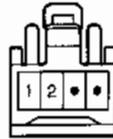
H13



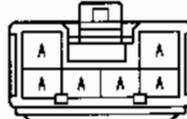
H14 ORANGE



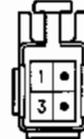
I13



J 1

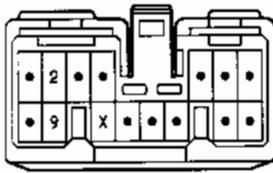


O 3 BLUE

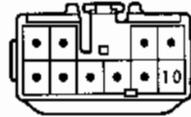


(HINT:SEE PAGE 7, 23, 39)

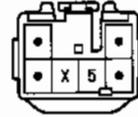
R 2 (A)



R 2 (C) BLUE



R 3 (B) BLUE



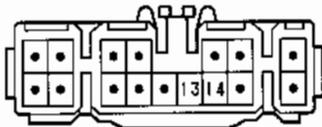
R 4



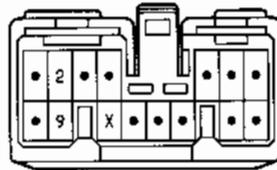
R 7

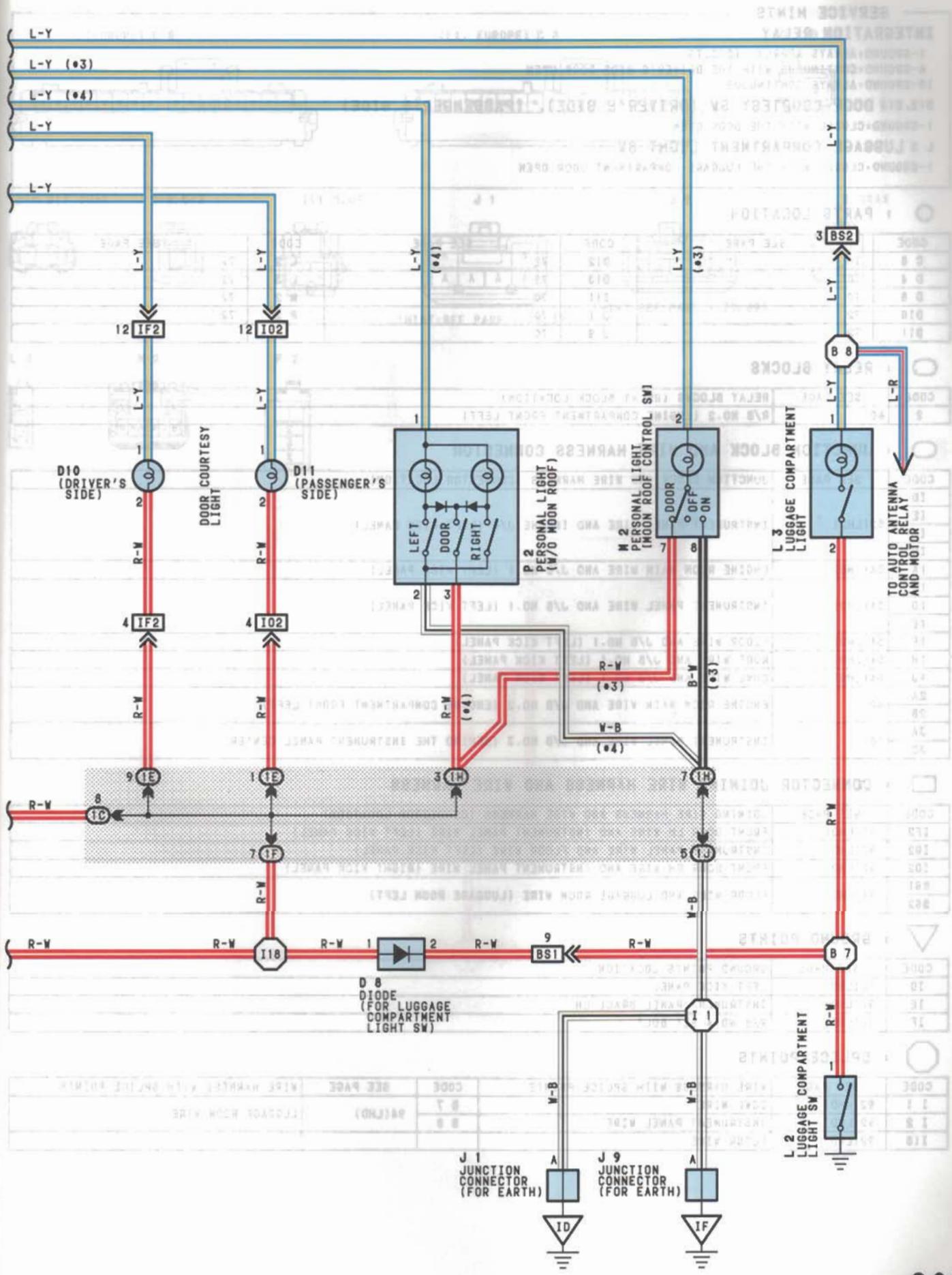


S11 (A)



S12 (B) BLUE







INTERIOR LIGHT(LHD)

SERVICE HINTS

INTEGRATION RELAY

1-GROUND:ALWAYS APPROX. 12VOLTS

6-GROUND:CONTINUOUS WITH THE DRIVER'S SIDE DOOR OPEN

10-GROUND:ALWAYS CONTINUOUS

D12,D13 DOOR COURTESY SW (DRIVER'S SIDE), (PASSENGER'S SIDE)

1-GROUND:CLOSED WITH THE DOOR OPEN

L 2 LUGGAGE COMPARTMENT LIGHT SW

1-GROUND:CLOSED WITH THE LUGGAGE COMPARTMENT DOOR OPEN

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| C 8 | 70 | D12 | 72 | L 2 | 72 |
| D 4 | 70 | D13 | 72 | L 3 | 72 |
| D 8 | 70 | I11 | 70 | M 2 | 72 |
| D10 | 72 | J 1 | 70 | P 2 | 72 |
| D11 | 72 | J 9 | 70 | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IE | | |
| IF | | |
| IH | | |
| IA | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| IC | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| ID | | |
| IE | | |
| IF | 54(LHD) | FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| IH | 54(LHD) | ROOF WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| IJ | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2B | | |
| 3A | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IF2 | 90(LHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| IG2 | 90(LHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| IO2 | 92(LHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| BS1 | 94(LHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT) |
| BS2 | | |

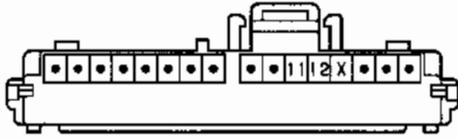
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| ID | 90(LHD) | LEFT KICK PANEL |
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| IF | 90(LHD) | R/B NO.4 SET BOLT |

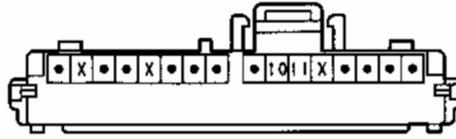
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I 1 | 92(LHD) | COWL WIRE | B 7 | 94(LHD) | LUGGAGE ROOM WIRE |
| I 2 | 92(LHD) | INSTRUMENT PANEL WIRE | B 8 | | |
| I18 | 92(LHD) | FLOOR WIRE | | | |

(EUROPE) C 8



(EX. EUROPE) C 8



D 4, D 8



D10, D11 GRAY



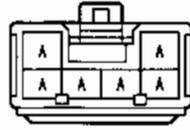
D12, D13



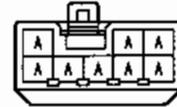
I11 BLUE



J 1



J 9



L 2 GRAY



(HINT:SEE PAGE 7, 23, 39)

(HINT:SEE PAGE 7, 23, 39)

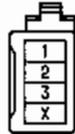
L 3



M 2

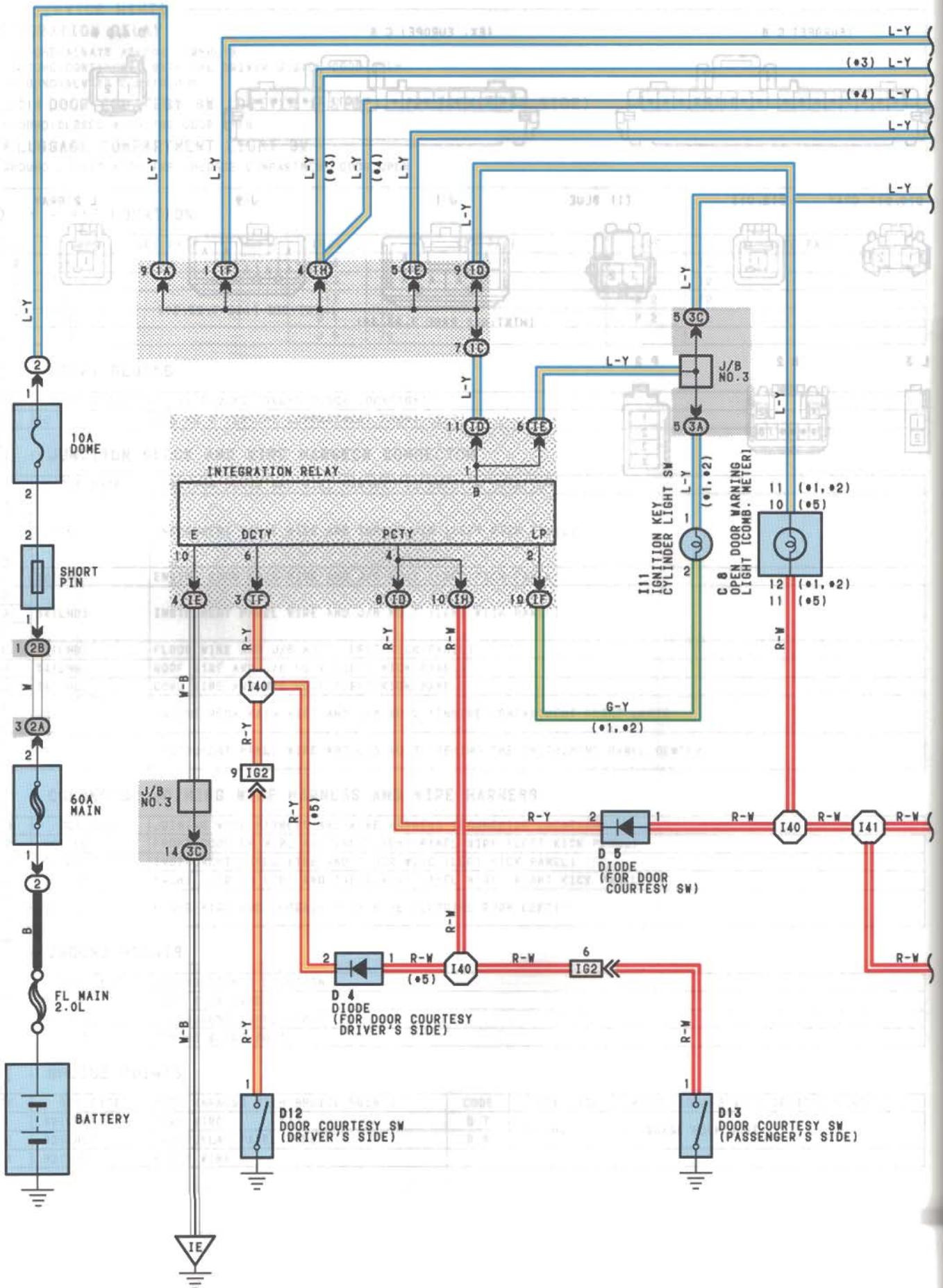


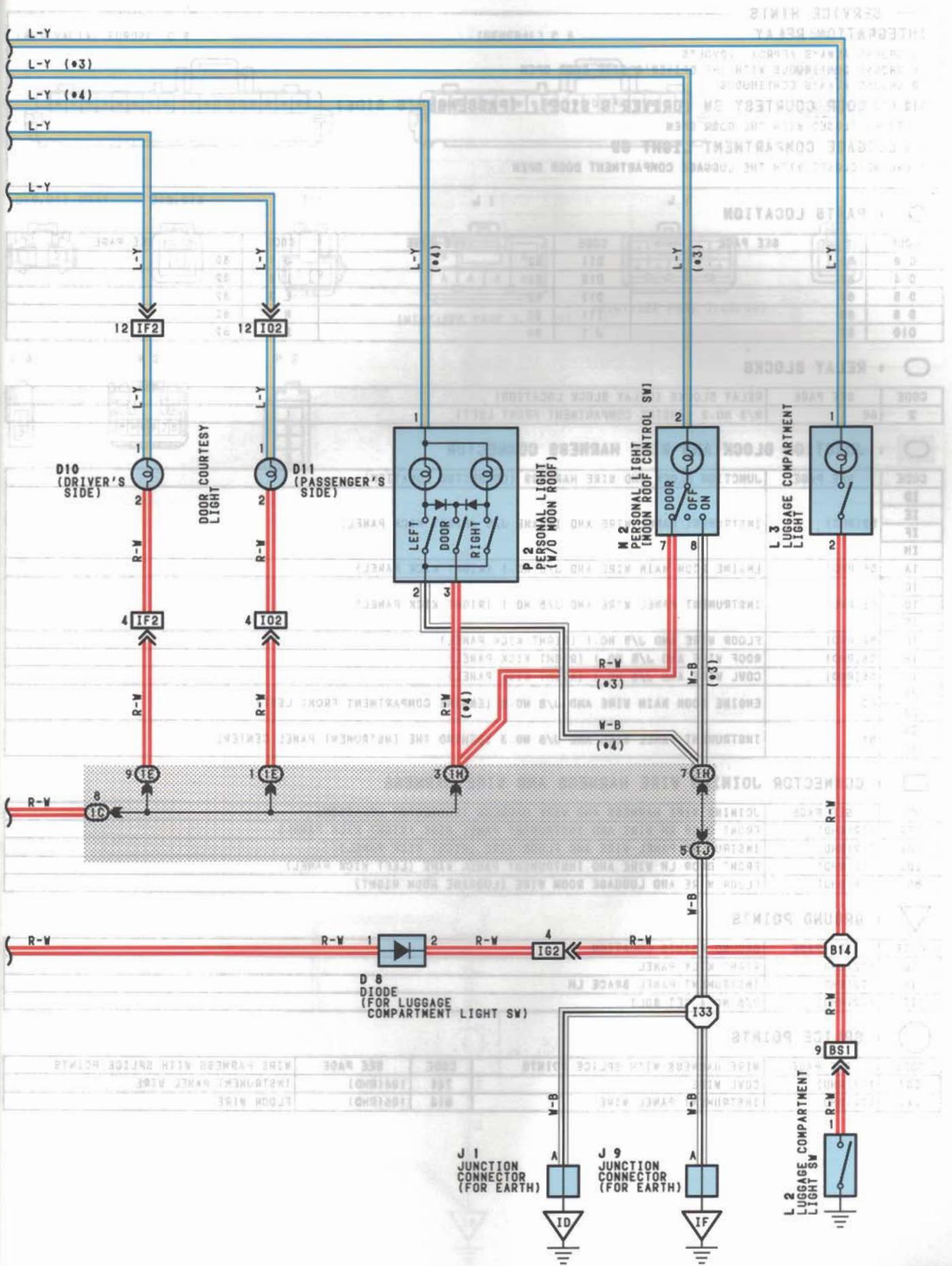
P 2





INTERIOR LIGHT (RHD)







INTERIOR LIGHT(RHD)

SERVICE HINTS

INTEGRATION RELAY

1-GROUND:ALWAYS APPROX. 12VOLTS
 6-GROUND:CONTINUOUS WITH THE DRIVER'S SIDE DOOR OPEN
 10-GROUND:ALWAYS CONTINUOUS
D12,D13 DOOR COURTESY SW (DRIVER'S SIDE). (PASSENGER'S SIDE)
 1-GROUND:CLOSED WITH THE DOOR OPEN
L 2 LUGGAGE COMPARTMENT LIGHT SW
 1-GROUND:CLOSED WITH THE LUGGAGE COMPARTMENT DOOR OPEN

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| C 8 | 80 | D11 | 82 | J 9 | 80 |
| D 4 | 80 | D12 | 82 | L 2 | 82 |
| D 5 | 80 | D13 | 82 | L 3 | 82 |
| D 8 | 80 | I11 | 80 | N 2 | 82 |
| D10 | 82 | J 1 | 80 | P 2 | 82 |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | | |
| IF | | |
| IH | | |
| 1A | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1C | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1D | | |
| 1E | | |
| 1F | 56(RHD) | FLOOR WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1H | 56(RHD) | ROOF WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1J | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 2B | | |
| 3A | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IF2 | 102(RHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IG2 | 102(RHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| IO2 | 104(RHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| BS1 | 106(RHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT) |

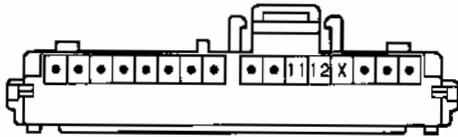
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| ID | 102(RHD) | RIGHT KICK PANEL |
| IE | 102(RHD) | INSTRUMENT PANEL BRACE LH |
| IF | 102(RHD) | R/B NO.4 SET BOLT |

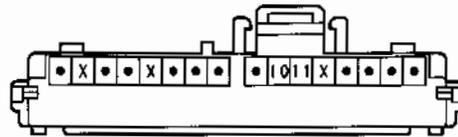
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I33 | 104(RHD) | COWL WIRE | I41 | 104(RHD) | INSTRUMENT PANEL WIRE |
| I40 | 104(RHD) | INSTRUMENT PANEL WIRE | B14 | 106(RHD) | FLOOR WIRE |

(AUSTRALIA, EUROPE) C 8



(GENERAL) C 8



D 4, D 5, D 8



D10, D11 GRAY



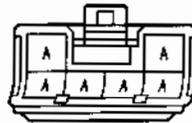
D12, D13



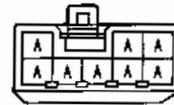
I11



J 1



J 9



L 2 GRAY



(HINT:SEE PAGE 7.23.39)

(HINT:SEE PAGE 7.23.39)

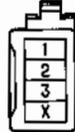
- 3



M 2



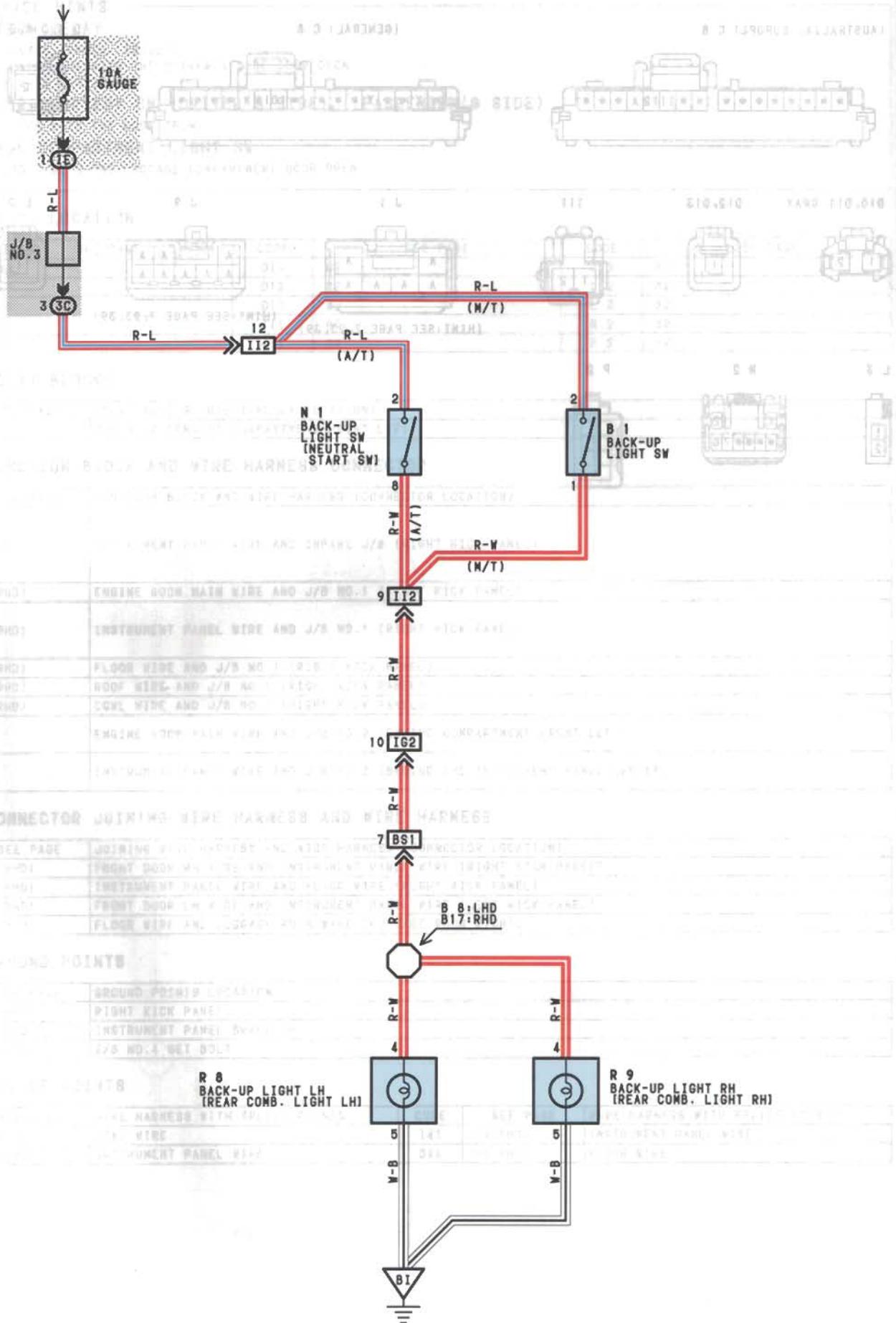
P 2





BACK-UP LIGHT (RHD)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS

N 1 BACK-UP LIGHT SW (NEUTRAL START SW) (A/T)

2-8: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 | 64(LHD 3S-GE) | B 1 | 76(RHD 3S-FE) | R 8 | 72(LHD), 82(RHD) |
| | 66(LHD 3S-FE) | | 78(RHD 5S-FE) | R 9 | 72(LHD), 82(RHD) |
| | 68(LHD 7A-FE) | N 1 | 66(LHD 3S-FE) | | |
| | 74(RHD 3S-GE) | | 78(RHD 5S-FE) | | |

⊙ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 1E | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 162 | 90(LHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| 112 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| | 104(RHD) | |
| B81 | 94(LHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT) |
| | 106(RHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT) |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|------------------------|
| B1 | 94(LHD) | BACK DOOR CENTER |
| | 106(RHD) | |

⊙ : SPLICE POINTS

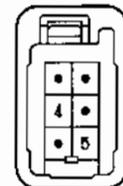
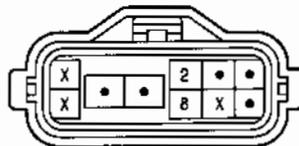
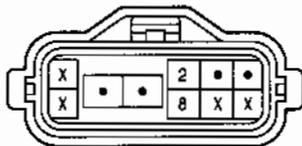
| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| B 8 | 94(LHD) | LUGGAGE ROOM WIRE | B17 | 106(RHD) | LUGGAGE ROOM WIRE |

B 1 GRAY

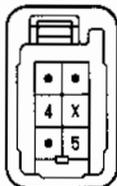
(LHD) N 1 GRAY

(RHD) N 1 GRAY

(EUROPE) R 8,R 9



(EX. EUROPE) R 8,R 9

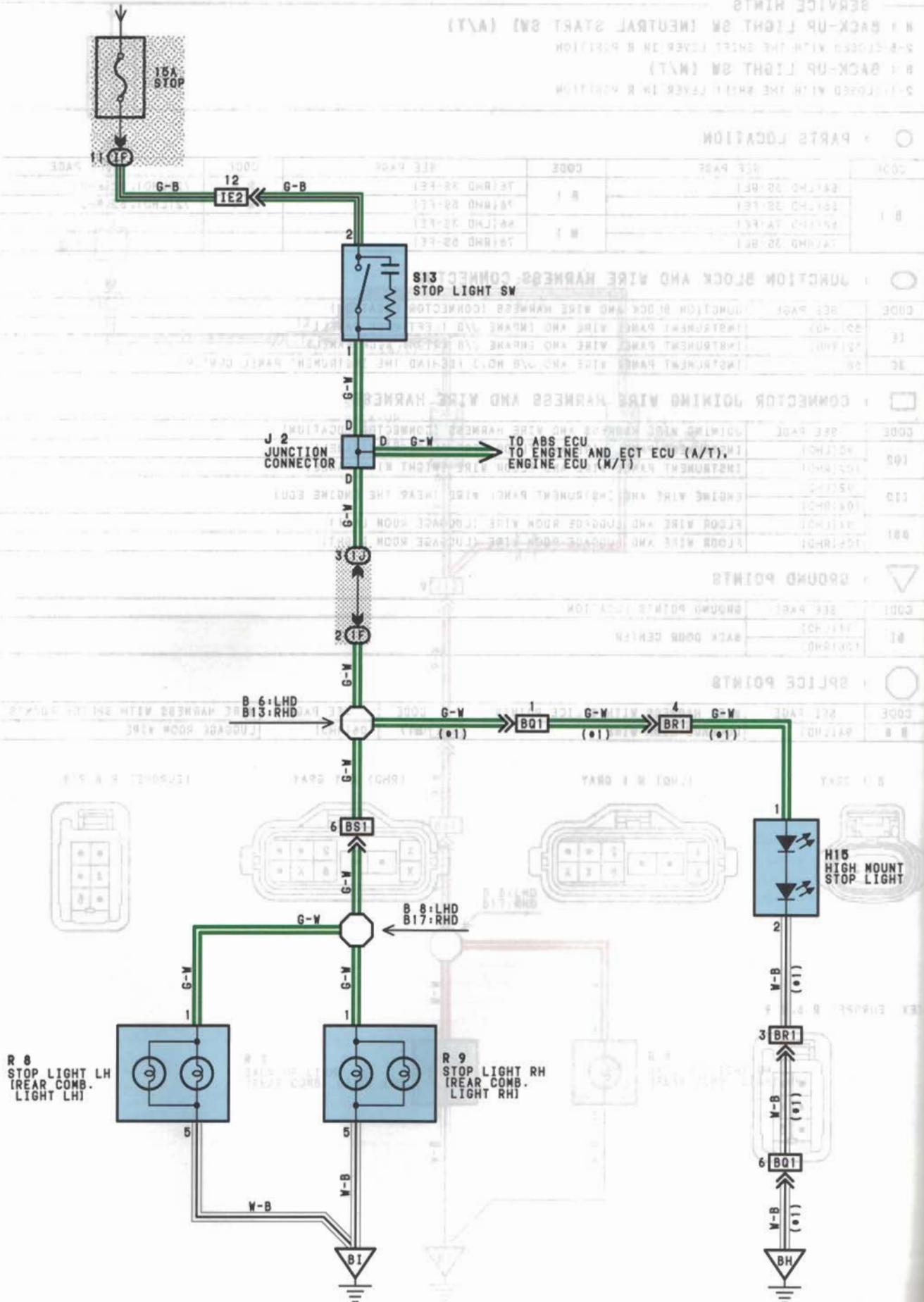




STOP LIGHT

• 1 • W / HIGH MOUNT STOP LIGHT

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS

S13 STOP LIGHT SW

1-2: CLOSED WITH THE BRAKE PEDAL DEPRESSED

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|------------------|------|------------------|
| H15 | 72(LHD), 82(RHD) | R 8 | 72(LHD), 82(RHD) | S13 | 70(LHD), 80(RHD) |
| J 2 | 70(LHD), 80(RHD) | R 9 | 72(LHD), 82(RHD) | | |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 1F | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1F | 54(LHD) | FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | FLOOR WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1J | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| 1E2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| BQ1 | 94(LHD) | BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT) |
| | 106(RHD) | |
| BR1 | 94(LHD) | BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT) |
| | 106(RHD) | |
| BS1 | 94(LHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT) |
| | 106(RHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT) |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|-------------------------------|
| BH | 94(LHD) | UNDER THE LEFT CENTER PILLAR |
| | 106(RHD) | UNDER THE RIGHT CENTER PILLAR |
| BI | 94(LHD) | BACK DOOR CENTER |
| | 106(RHD) | |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| B 6 | 94(LHD) | FLOOR WIRE | B13 | 106(RHD) | FLOOR WIRE |
| B 8 | 94(LHD) | LUGGAGE ROOM WIRE | B17 | 106(RHD) | LUGGAGE ROOM WIRE |

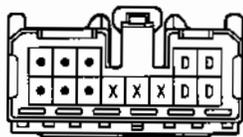
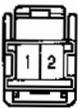
H15

(LHD) J 2 BLUE

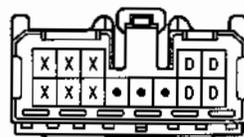
(RHD) J 2

(EUROPE) R 8, R 9

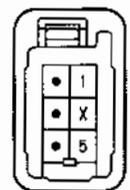
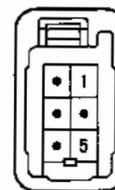
(EX. EUROPE) R 8, R 9



(HINT: SEE PAGE 7, 23, 39)

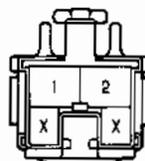
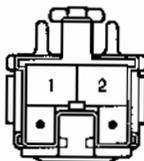


(HINT: SEE PAGE 7, 23, 39)



(W/ CRUISE CONTROL) S13

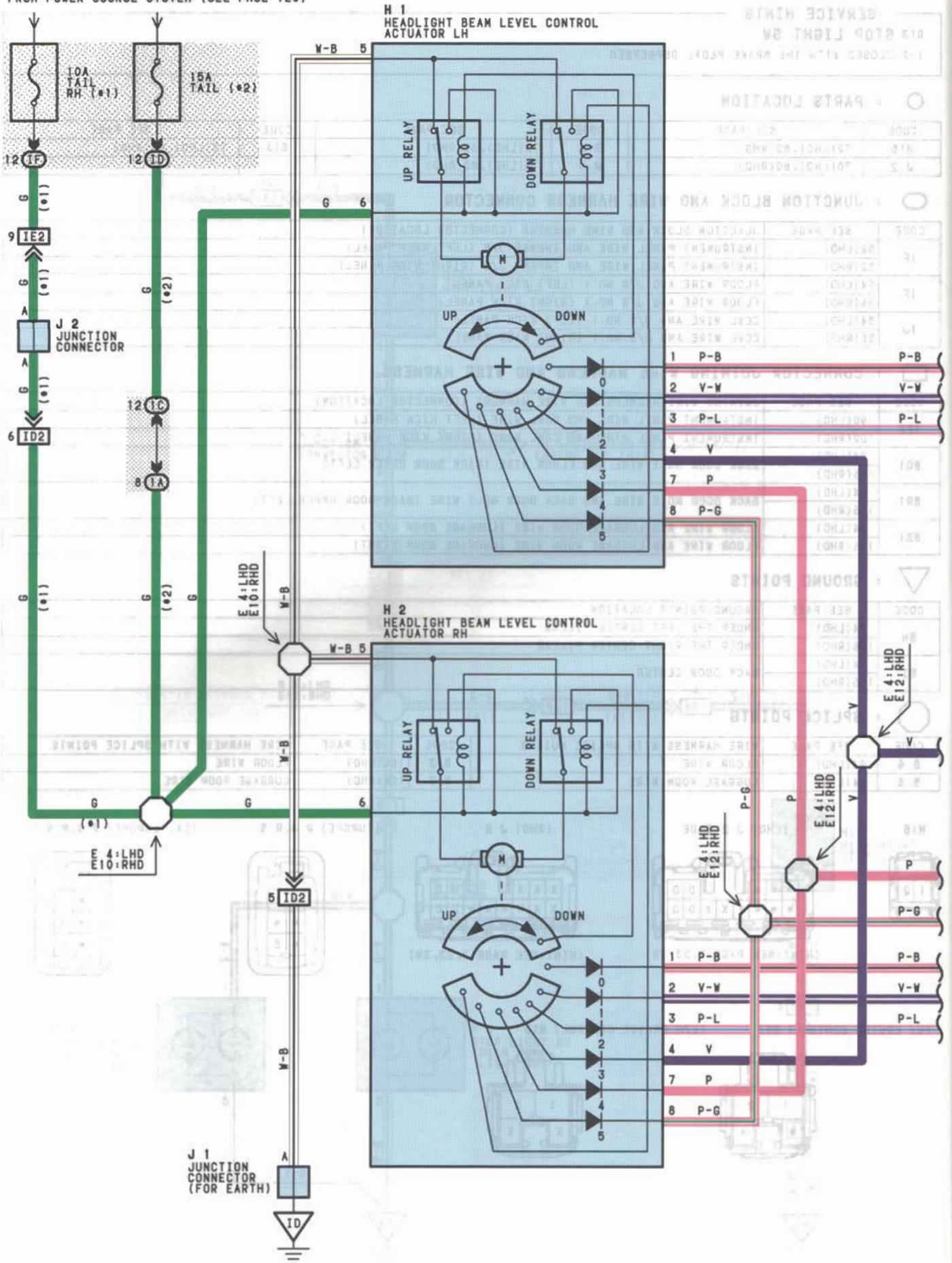
(W/O CRUISE CONTROL) S13





HEADLIGHT BEAM LEVEL CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



| | | | |
|------------------|------|---|---|
| LIGHT CONTROL SW | OFF | | |
| | TAIL | ○ | ○ |
| | HEAD | ○ | ○ |

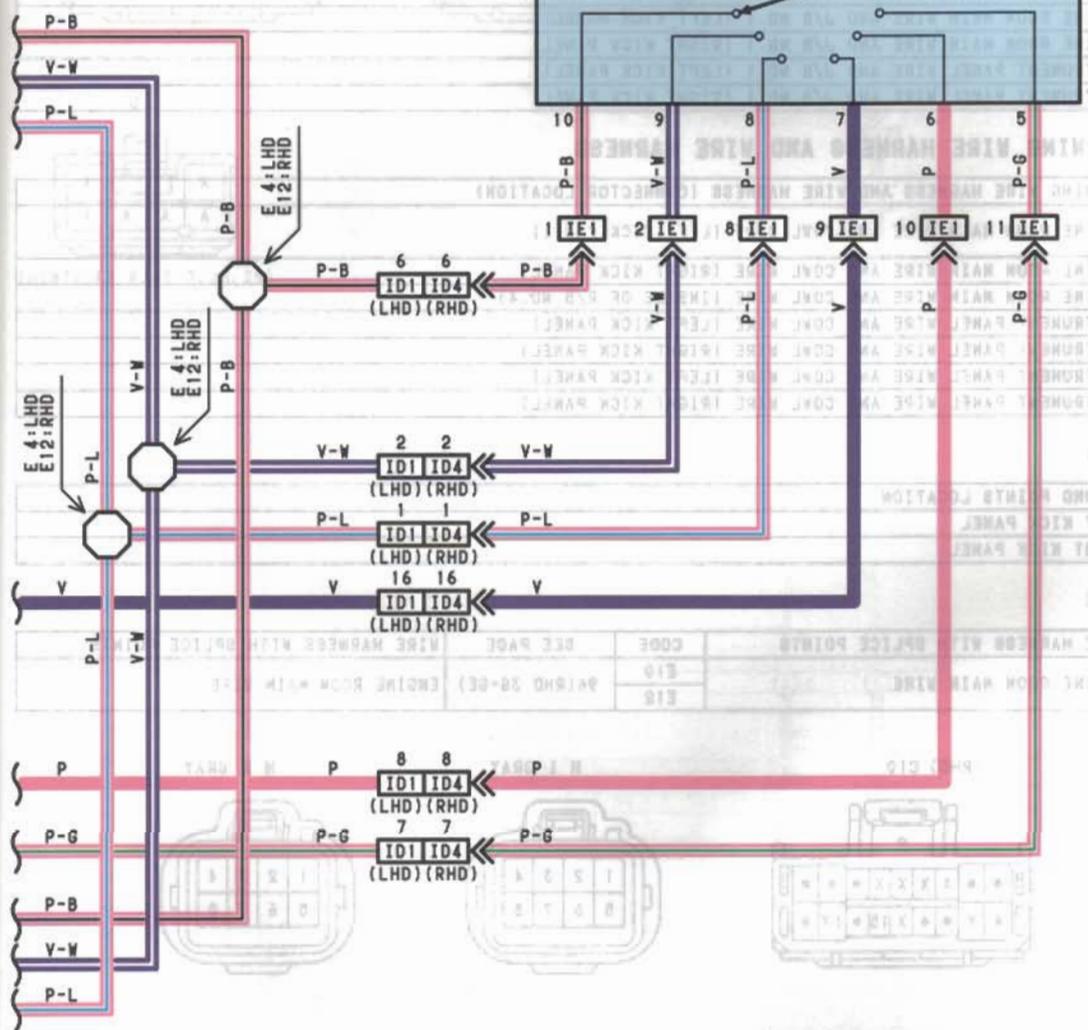
C10
LIGHT CONTROL SW
(COMB. SW)

14 --- 16 (LHD)
15 --- 17 (RHD)

R-G

14 IE2

H12
HEADLIGHT BEAM
LEVEL CONTROL SW



J 1
JUNCTION
CONNECTOR
(FOR EARTH)





HEADLIGHT BEAM LEVEL CONTROL

SERVICE HINTS

H 1, H 2 HEADLIGHT BEAM LEVEL CONTROL ACTUATOR

6-GROUND: APPROX. 12VOLTS WITH THE LIGHT CONTROL SW AT TAIL OR HEAD POSITION
 5-GROUND: ALWAYS CONTINUOUS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|------------------|------|------------------|
| C10 | 70(LHD), 80(RHD) | H 2 | 64(LHD, 3S-GE) | J 1 | 70(LHD), 80(RHD) |
| | 64(LHD, 3S-GE) | | 68(LHD, 7A-FE) | | J 2 |
| H 1 | 68(LHD, 7A-FE) | H12 | 74(RHD, 3S-GE) | | |
| | 74(RHD, 3S-GE) | | 70(LHD), 80(RHD) | | |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1C | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| ID1 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| ID4 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IE1 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |

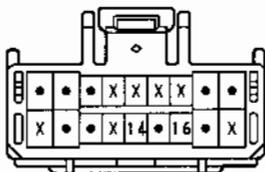
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|------------------------|
| ID | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |

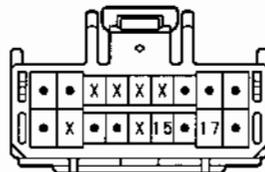
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|---------------|---------------------------------|
| E 4 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E10 | 96(RHD 3S-GE) | ENGINE ROOM MAIN WIRE |
| | 88(LHD 7A-FE) | | E12 | | |

(LHD) C10



(RHD) C10



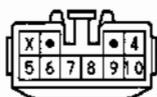
H 1 GRAY



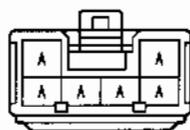
H 2 GRAY



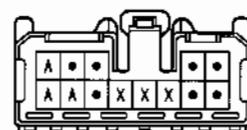
H12 BLACK



J 1



J 2 BLUE



(HINT: SEE PAGE 7.23.39)

(HINT: SEE PAGE 7.23.39)

LIGHT AUTO TURN OFF



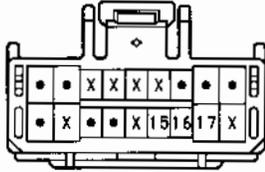
□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| ID2 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IE2 | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IG2 | 102(RHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |

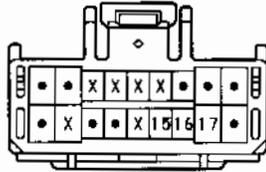
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|------------------------|
| ID | 102(RHD) | RIGHT KICK PANEL |

(W/ CRUISE CONTROL) C10



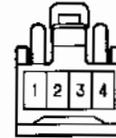
(W/O CRUISE CONTROL) C10



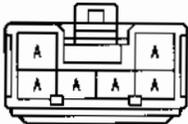
D12



I13 (A)



J 1



(HINT: SEE PAGE 7, 23, 39)

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO TERMINAL 7 OF THE INTEGRATION RELAY THROUGH THE GAUGE FUSE. VOLTAGE IS APPLIED AT ALL TIMES TO TERMINAL (A) 2 OF THE INTEGRATION RELAY THROUGH THE TAILLIGHT RELAY (COIL SIDE), AND TO TERMINAL (A) 3 THROUGH THE HEADLIGHT RELAY (COIL SIDE).

1. NORMAL LIGHTING OPERATION

* TURN TAILLIGHT ON

WITH LIGHT CONTROL SW TURNED TO TAIL POSITION, A SIGNAL IS INPUT INTO TERMINAL (A) 1 OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, THE CURRENT FLOWING TO TERMINAL (A) 2 OF THE RELAY FLOWS TO TERMINAL (A) 1 → TERMINAL 16 OF THE LIGHT CONTROL SW → TERMINAL 17 → TO GROUND AND TAILLIGHT RELAY CAUSES TAILLIGHT TO TURN ON.

* TURN HEADLIGHT ON

WITH LIGHT CONTROL SW TURNED TO HEAD POSITION, A SIGNAL IS INPUT INTO TERMINALS (A) 1 AND (A) 4 OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, THE CURRENT FLOWING TO TERMINAL (A) 3 OF THE RELAY FLOWS TO TERMINAL (A) 4 → TERMINAL 15 OF THE LIGHT CONTROL SW → TERMINAL 17 → TO GROUND IN THE HEADLIGHT CIRCUIT, AND CAUSES THE TAILLIGHT AND HEADLIGHT RELAY TO TURN THE LIGHT ON. THE TAILLIGHT CIRCUIT IS THE SAME AS ABOVE.

2. LIGHT AUTO TURN OFF OPERATION

WITH LIGHT ON AND IGNITION SW TURNED OFF (INPUT SIGNAL GOES TO TERMINAL 7 OF THE RELAY), WHEN THE DRIVER'S DOOR IS OPENED (INPUT SIGNAL GOES TO TERMINAL 6 OF THE RELAY), THE RELAY OPERATES AND THE CURRENT IS CUT OFF FLOWING FROM TERMINAL (A) 2 OF THE RELAY TO TERMINAL (A) 1 IN TAILLIGHT CIRCUIT AND FROM TERMINAL (A) 3 TO TERMINAL (A) 4 IN HEADLIGHT CIRCUIT.

AS A RESULT, ALL LIGHTS ARE TURNED OFF AUTOMATICALLY.

SERVICE HINTS

HEADLIGHT RELAY

2-1: CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION OR THE DIMMER SW AT FLASH POSITION

TAILLIGHT RELAY

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

D12 DOOR COURTESY SW (DRIVER'S SIDE)

1-GROUND: CLOSED WITH THE DOOR OPEN

I13 (A) LIGHT AUTO CUT RELAY (INTEGRATION RELAY)

7-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION

6-GROUND: CONTINUOUS WITH THE DRIVER'S DOOR OPEN

1-GROUND: ALWAYS APPROX. 12VOLTS

(A) 2-GROUND: ALWAYS APPROX. 12VOLTS

(A) 3-GROUND: ALWAYS APPROX. 12VOLTS

(A) 4-GROUND: CONTINUOUS WITH THE LIGHT CONTROL SW AT HEAD POSITION

(A) 1-GROUND: CONTINUOUS WITH THE LIGHT CONTROL SW AT TAIL OR HEAD POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| C10 | 80 | I13 | A 80 | | |
| D12 | 82 | J 1 | 20 | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| 1A | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| ID | | |
| IF | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1A | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1C | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 2A | | |
| 2B | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

SYSTEM OUTLINE

WHEN THE IGNITION SW IS TURNED ACC, CURRENT FLOWS TO TERMINAL 11 OF THE LIGHT REMINDER RELAY THROUGH THE CIG & RAD FUSE. WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS TO TERMINAL 7 OF THE LIGHT REMINDER RELAY THROUGH THE GAUGE FUSE. WHEN THE LIGHT CONTROL SW IS TURNED TO TAIL OR HEAD POSITION, CURRENT IS APPLIED TO TERMINAL 12 OF THE LIGHT REMINDER RELAY.

LIGHT REMINDER SYSTEM

WHEN THE LIGHT CONTROL SW IS AT TAIL OR HEAD POSITION, THE IGNITION SW IS TURNED TO OFF OR ACC FROM ON POSITION, AND THE DRIVER'S DOOR IS OPENED (DOOR COURTESY SW ON), THE CURRENT FLOW TO TERMINAL 7 OF THE LIGHT REMINDER RELAY STOPS. AS A RESULT, THE RELAY IS ACTIVATED AND CURRENT FLOWS FROM TERMINAL 12 OF THE RELAY → TERMINAL 10 → TO GROUND, SOUNDING THE LIGHT REMINDER BUZZER.

SERVICE HINTS

TAILLIGHT RELAY

5-3: CLOSED WITH LIGHT CONTROL SW AT TAIL OR HEAD POSITION (W/O DAYTIME RUNNING LIGHT)
CLOSED ENGINE RUNNING (W/ DAYTIME RUNNING LIGHT)

LIGHT REMINDER RELAY (INTEGRATION RELAY)

7-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION
12-GROUND: APPROX. 12VOLTS WITH THE LIGHT CONTROL SW AT TAIL OR HEAD POSITION
6-GROUND: CONTINUITY WITH THE DRIVER'S DOOR OPEN
11-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ACC POSITION
10-GROUND: ALWAYS CONTINUOUS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|------------------|------|----------|
| C10 | 70(LHD), 80(RHD) | D12 | 72(LHD), 82(RHD) | | |
| D 2 | 70 | J 1 | 70(LHD), 80(RHD) | | |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

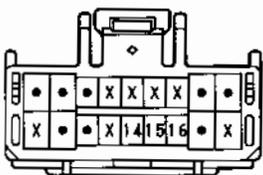
□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| I02 | 90(LHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |

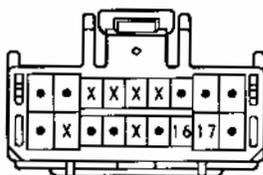
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| ID | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |

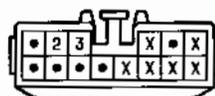
(LHD) C10



(RHD) C10



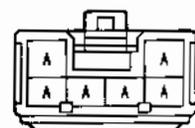
D 2



D12



J 1



(HINT: SEE PAGE 7, 23, 39)

SERVICE HINTS

H 4 HEADLIGHT CLEANER RELAY

5-2: CLOSE WITH THE LIGHT CONTROL SW AT HEAD POSITION AND THE HEADLIGHT CLEANER SW ON

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|---------------|------|------------------|
| C10 | 70(LHD), 80(RHD) | H 3 | 74(LHD 3S-GE) | H 4 | 74(RHD 3S-GE) |
| H 3 | 64(LHD 3S-GE) | H 4 | 64(LHD 3S-GE) | H13 | 70(LHD), 80(RHD) |
| | 68(LHD 7A-FE) | | 68(LHD 7A-FE) | J 1 | 70(LHD), 80(RHD) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS CONNECTOR LOCATION |
|------|----------|---|
| 1B | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1D | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1C | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| 102 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| 1E1 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| 1E2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |

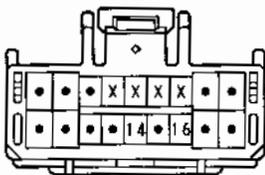
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|---------------|----------------------------|
| EA | 84(LHD 3S-GE) | FRONT SIDE OF RIGHT FENDER |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| 1D | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |

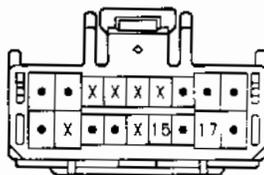
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|---------------|---------------------------------|
| E 2 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E10 | 96(RHD 3S-GE) | ENGINE ROOM MAIN WIRE |
| | 88(LHD 7A-FE) | | | | |

(LHD) C10



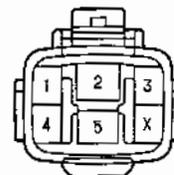
(RHD) C10



H 3 BLACK



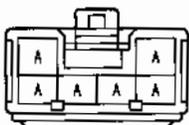
H 4 BLACK



H13



J 1



(HINT: SEE PAGE 7, 23, 39)

SERVICE HINTS

TURN SIGNAL FLASHER

- ① 2-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW ON OR THE HAZARD SW ON
- ① 1-GROUND: CHANGES FROM 12 TO 0VOLTS WITH THE IGNITION SW ON AND THE TURN SIGNAL SW LEFT OR RIGHT, OR WITH THE HAZARD SW ON
- ① 3-GROUND: ALWAYS CONTINUOUS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|---------------|------------------|---------------|---------------|------------------|---------------|
| C 8 | 70(LHD), 80(RHD) | F 6 | 68(LHD 7A-FE) | F 8 | 64(LHD 3S-GE) |
| C10 | 70(LHD), 80(RHD) | | 74(RHD 3S-GE) | | 66(LHD 3S-FE) |
| F 5 | 64(LHD 3S-GE) | | 76(RHD 3S-FE) | | 68(LHD 7A-FE) |
| | 66(LHD 3S-FE) | | 78(RHD 5S-FE) | | 74(RHD 3S-GE) |
| | 68(LHD 7A-FE) | F 7 | 64(LHD 3S-GE) | 76(RHD 3S-FE) | |
| | 74(RHD 3S-GE) | | 66(LHD 3S-FE) | 78(RHD 5S-FE) | |
| 76(RHD 3S-FE) | 68(LHD 7A-FE) | | H11 | 70(LHD), 80(RHD) | |
| 78(RHD 5S-FE) | 74(RHD 3S-GE) | | J 1 | 70(LHD), 80(RHD) | |
| F 6 | 64(LHD 3S-GE) | 76(RHD 3S-FE) | R 8 | 72(LHD), 82(RHD) | |
| | 66(LHD 3S-FE) | 78(RHD 5S-FE) | R 9 | 72(LHD), 82(RHD) | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 1 | 59(LHD) | R/B NO.1 (LEFT KICK PANEL) |
| | 59(RHD) | R/B NO.1 (RIGHT KICK PANEL) |
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 1G | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1D | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1F | 54(LHD) | FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | FLOOR WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1J | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 3B | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| BS1 | 94(LHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT) |
| | 106(RHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT) |



TURN SIGNAL AND HAZARD WARNING LIGHT

▽ : GROUND POINTS

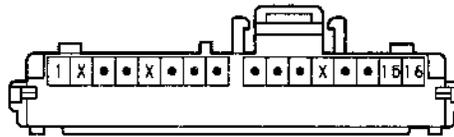
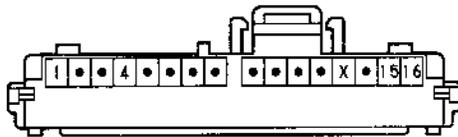
| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|----------------------------|
| EA | 84(LHD 3S-GE) | FRONT SIDE OF RIGHT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| EB | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| ID | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |
| BI | 94(LHD) | BACK DOOR CENTER |
| | 106(RHD) | |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | |
|---------------|---------------|---------------------------------|------|----------------|---------------------------------|-----------|
| E 1 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E 9 | 98(RHD 3S-FE) | ENGINE ROOM MAIN WIRE | |
| | 86(LHD 3S-FE) | | | 100(RHD 5S-FE) | | |
| | 88(LHD 7A-FE) | | E 10 | 96(RHD 3S-GE) | | |
| 84(LHD 3S-GE) | 98(RHD 3S-FE) | | | | | |
| E 4 | 86(LHD 3S-FE) | | I 1 | 92(LHD) | | COWL WIRE |
| | 88(LHD 7A-FE) | | | I 33 | | |
| E 9 | 96(RHD 3S-GE) | | | | | |

(EUROPE, AUSTRALIA) C 8

(G.C.C., GENERAL) C 8

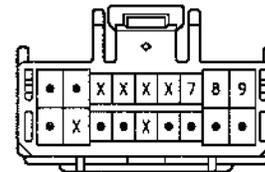
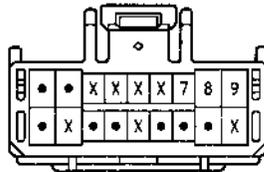
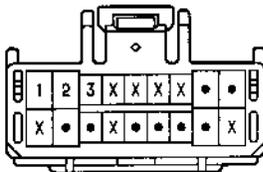


(LHD) C10

(RHD W/ CRUISE CONTROL) C10

(RHD W/O CRUISE CONTROL) C10

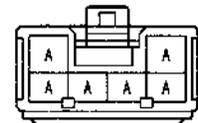
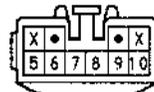
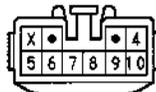
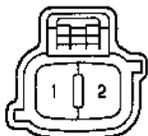
F 5, F 6



F 7, F 8 GRAY (EUROPE, AUSTRALIA) H11 BLACK

(G.C.C., GENERAL) H11 BLACK

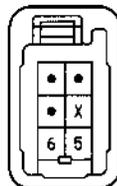
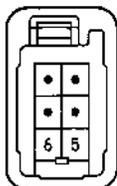
J 1



(HINT: SEE PAGE 7, 23, 39)

(EUROPE) R 8, R 9

(EX. EUROPE) R 8, R 9





CRUISE CONTROL

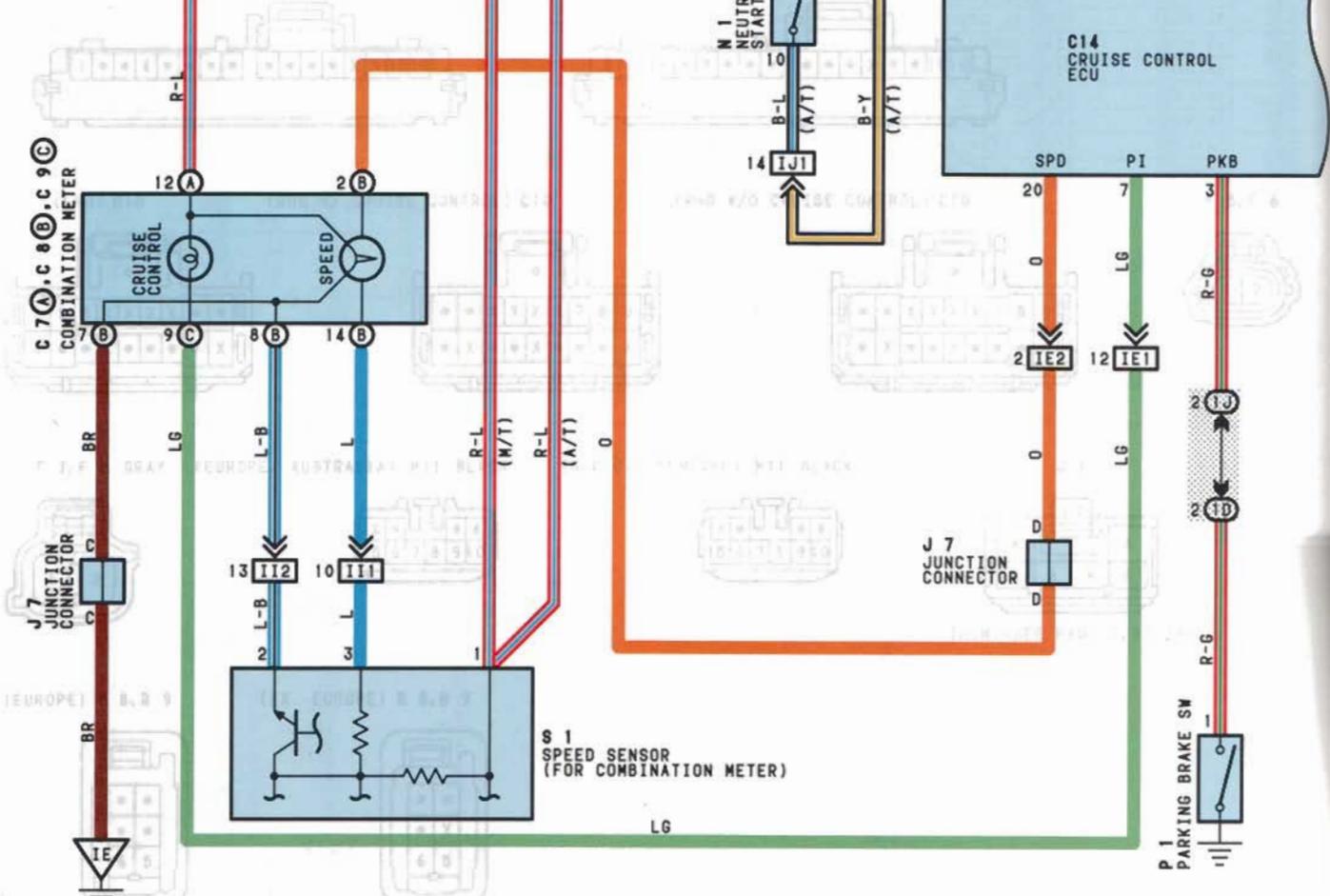
HAZARD WARNING

FROM POWER SOURCE SYSTEM (SEE PAGE 120)

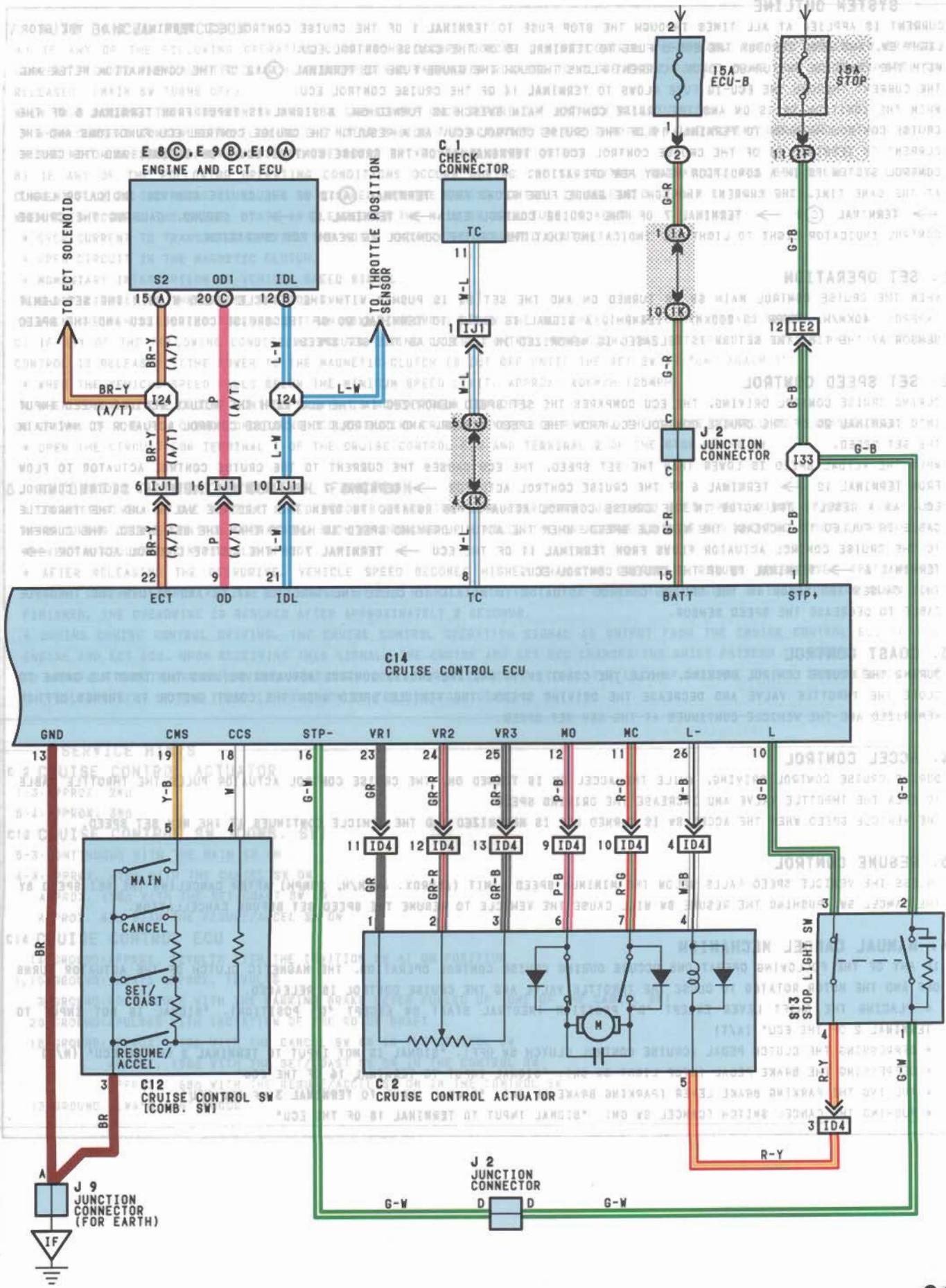
| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|-----------------------------|
| EA | 84(LHD) 38-DE | FRONT SIDE OF RIGHT FENDLER |
| | 84(LHD) 38-FE | |
| | 84(LHD) 7A-FE | |
| | 94(LHD) 38-DE | |
| | 94(LHD) 38-FE | |
| EB | 100(RHC) 85-FE | FRONT SIDE OF LEFT FENDER |
| | 84(LHD) 38-DE | |
| | 86(LHD) 38-FE | |
| | 88(LHD) 7A-FE | |
| | 94(LHD) 38-DE | |
| ED | 102(RHD) | LEFT KICK PANEL |
| | 102(LHD) | |
| | 102(RHD) | |
| EF | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |
| | 102(LHD) | |
| EG | 94(LHD) | BACK DROP CENTER |
| | 106(LHD) | |

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|
| E 1 | 84(LHD) | ENGINE HOOD WITH SCHED |
| | 84(LHD) | |
| | 84(LHD) | |
| E 4 | 84(LHD) | FRONT ENGINE HOOD WITH SCHED |
| | 84(LHD) | |
| | 84(LHD) | |
| E 9 | 94(LHD) | FRONT ENGINE HOOD WITH SCHED |
| | 94(LHD) | |
| | 94(LHD) | |

EUROPE AUSTRALIA C 8



FROM POWER SOURCE SYSTEM (SEE PAGE 120)





CRUISE CONTROL

SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH THE STOP FUSE TO TERMINAL 1 OF THE CRUISE CONTROL ECU TERMINAL 2 OF THE STOP LIGHT SW, AND ALSO THROUGH THE ECU-B FUSE TO TERMINAL 15 OF THE CRUISE CONTROL ECU.

WITH THE IGNITION SW TURNED TO ON, CURRENT FLOWS THROUGH THE GAUGE FUSE TO TERMINAL (A) 12 OF THE COMBINATION METER AND THE CURRENT THROUGH THE ECU-IG FUSE FLOWS TO TERMINAL 14 OF THE CRUISE CONTROL ECU.

WHEN THE IGNITION SW IS ON AND THE CRUISE CONTROL MAIN SWITCH IS TURNED ON, A SIGNAL IS INPUT FROM TERMINAL 5 OF THE CRUISE CONTROL MAIN SW TO TERMINAL 19 OF THE CRUISE CONTROL ECU. AS A RESULT, THE CRUISE CONTROL ECU FUNCTIONS AND THE CURRENT TO TERMINAL 14 OF THE CRUISE CONTROL ECU TO TERMINAL 13 OF THE CRUISE CONTROL ECU → 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) 12 OF THE CRUISE CONTROL INDICATOR LIGHT → TERMINAL (C) 9 → TERMINAL 7 OF THE CRUISE CONTROL ECU → TERMINAL 13 → TO GROUND, CAUSING THE CRUISE CONTROL INDICATOR LIGHT TO 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. 40KM/H, 25MPH TO 200KM/H, 124MPH), A SIGNAL IS INPUT TO TERMINAL 20 OF THE CRUISE CONTROL ECU AND THE SPEED SENSOR AT THE TIME THE SET SW IS RELEASED IS MEMORIZED IN THE ECU AS THE SET SPEED.

2. SET SPEED CONTROL

DURING CRUISE CONTROL DRIVING, THE ECU COMPARES THE SET SPEED MEMORIZED IN THE ECU WITH THE ACTUAL VEHICLE SPEED INPUT INTO TERMINAL 20 OF THE CRUISE CONTROL ECU FROM THE 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 → TERMINAL 6 OF THE CRUISE CONTROL ACTUATOR → TERMINAL 7 → 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 ACTUAL DRIVING SPEED IS HIGHER THAN THE SET SPEED, THE CURRENT TO THE CRUISE CONTROL ACTUATOR FLOWS FROM TERMINAL 11 OF THE ECU → TERMINAL 7 OF THE CRUISE CONTROL ACTUATOR → TERMINAL 6 → 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 SPEED SENSOR.

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 DRIVING SPEED. THE VEHICLE SPEED WHEN THE COAST SWITCH IS TURNED OFF IS MEMORIZED AND THE VEHICLE CONTINUES AT THE NEW SET SPEED.

4. ACCEL CONTROL

DURING 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. 40KM/H, 25MPH) AFTER CANCELING THE SET SPEED BY THE CANCEL SW, PUSHING THE RESUME SW WILL CAUSE THE VEHICLE TO RESUME THE SPEED SET BEFORE CANCELLATION.

6. MANUAL CANCEL MECHANISM

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

- PLACING THE SHIFT LEVER EXCEPT "D" POSITION (NEUTRAL START SW EXCEPT "D" POSITION). "SIGNAL IS NOT INPUT TO TERMINAL 2 OF THE ECU" (A/T)
- DEPRESSING THE CLUTCH PEDAL (CRUISE CONTROL CLUTCH SW OFF). "SIGNAL IS NOT INPUT TO TERMINAL 2 OF THE ECU" (M/T)
- DEPRESSING THE BRAKE PEDAL (STOP LIGHT SW ON). "SIGNAL INPUT TO TERMINAL 16 OF THE ECU"
- PULLING THE PARKING BRAKE LEVER (PARKING BRAKE SW ON). "SIGNAL INPUT TO TERMINAL 3 OF THE ECU"
- PUSHING THE CANCEL SWITCH (CANCEL SW ON). "SIGNAL INPUT TO TERMINAL 18 OF THE ECU"

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 MOTOR ROTATES TO CLOSE THE THROTTLE VALVE 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 16KM/H (10MPH) 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. 40KM/H (25MPH)
- * WHEN POWER TO THE CRUISE CONTROL SYSTEM IS MOMENTARILY CUT OFF.

D) IF ANY OF THE FOLLOWING CONDITIONS OCCURS DURING CRUISE CONTROL OPERATION, THE CRUISE CONTROL IS RELEASED.

- * OPEN THE CIRCUIT FOR TERMINAL 1 OF THE CRUISE CONTROL ECU AND TERMINAL 2 OF THE STOP LIGHT SW.

8. AUTOMATIC TRANSAXLE CONTROL FUNCTION

* IN OVERDRIVE, IF THE VEHICLE SPEED BECOMES LOWER THAN THE OVERDRIVE CUT SPEED (SET SPEED MINUS APPROX. 4KM/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. 2KM/H, 1.2MPH) 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 AND ECT ECU. UPON RECEIVING THIS SIGNAL, THE ENGINE AND ECT ECU CHANGES THE SHIFT PATTERN TO NORMAL.

TO MAINTAIN SMOOTH CRUISE CONTROL OPERATION (ON A DOWNWARD SLOPE ETC.), THE LOCK-UP RELEASE OF THE TRANSMISSION WHEN THE IDLING POINT OF THE THROTTLE POSITION IS "ON" IS FORBIDDEN.

SERVICE HINTS

C 2 CRUISE CONTROL ACTUATOR

1-3: APPROX. 2K Ω

5-4: APPROX. 38 Ω

C12 CRUISE CONTROL SW (COMB. SW)

5-3: CONTINUOUS 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

C14 CRUISE CONTROL ECU

14-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION

1, 15-GROUND: ALWAYS APPROX. 12VOLTS

3-GROUND: CONTINUOUS WITH THE PARKING BRAKE LEVER PULLED UP (ONE OF THE CANCEL SW)

20-GROUND: 4PULSES WITH ROTATION OF THE ROTOR SHAFT

18-GROUND: APPROX. 418 Ω WITH THE CANCEL SW ON IN THE CONTROL SW

APPROX. 198 Ω WITH THE SET/COAST SW ON IN THE CONTROL SW

APPROX. 68 Ω WITH THE RESUME/ACCEL SW ON IN THE CONTROL SW

13-GROUND: ALWAYS CONTINUOUS



CRUISE CONTROL

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|-------|----------|-------|----------|------|----------|
| C 1 | 78 | C14 | 80 | J 9 | 80 |
| C 2 | 78 | E 8 C | 80 | N 1 | 78 |
| C 8 B | 80 | E 9 B | 80 | P 1 | 80 |
| C 9 C | 80 | E10 A | 80 | S 1 | 78 |
| C12 | 80 | J 2 | 80 | S13 | 80 |
| C13 | 80 | J 7 | 80 | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | | |
| IE | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | | |
| 1A | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1C | | |
| 1D | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1J | | |
| 1K | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 3B | | |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 1D4 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IE1 | | |
| IE2 | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| II1 | | |
| II2 | 104(RHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| IJ1 | 104(RHD) | ENGINE WIRE AND COWL WIRE (NEAR THE ENGINE ECU) |

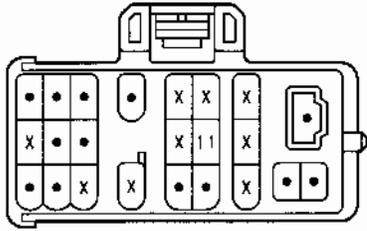
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| IE | 102(RHD) | INSTRUMENT PANEL BRACE LH |
| IF | 102(RHD) | R/B NO.4 SET BOLT |

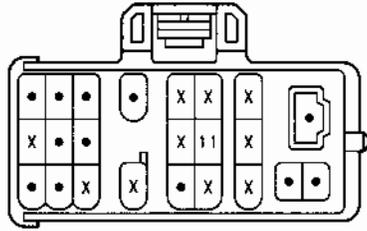
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I23 | 104(RHD) | COWL WIRE | I33 | 104(RHD) | COWL WIRE |
| I24 | 104(RHD) | ENGINE WIRE | | | |

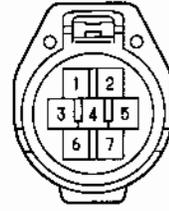
(A/T) C 1 BLACK



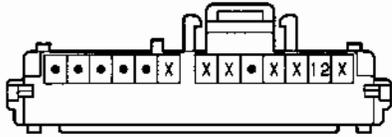
(M/T) C 1 BLACK



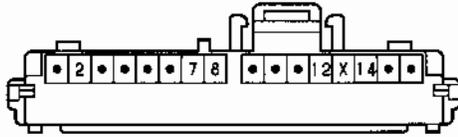
C 2 GRAY



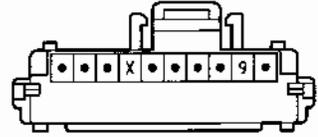
C 7 (A) BLUE



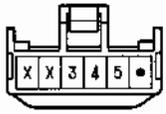
C 8 (B)



C 9 (C) GRAY



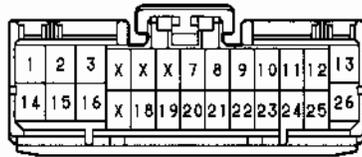
C12 BLACK



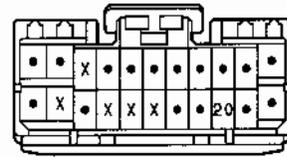
C13 BLUE



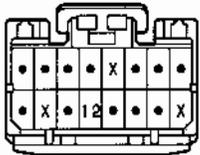
C14 GREEN



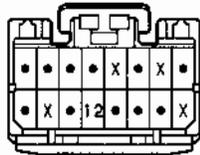
E 8 (C) DARK GRAY



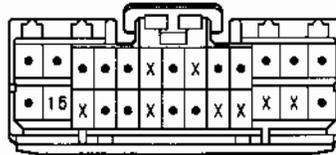
(A/T) E 9 (B) DARK GRAY



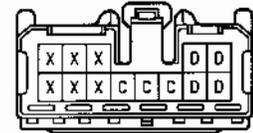
(M/T) E 9 (B) DARK GRAY



E10 (A) DARK GRAY

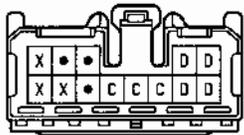


J 2 BLUE

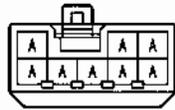


(HINT:SEE PAGE 7, 23, 39)

J 7 BLUE



J 9



(HINT:SEE PAGE 7, 23, 39)

N 1 GRAY



P 1 BLACK

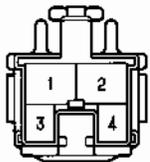


S 1 BLACK



(HINT:SEE PAGE 7, 23, 39)

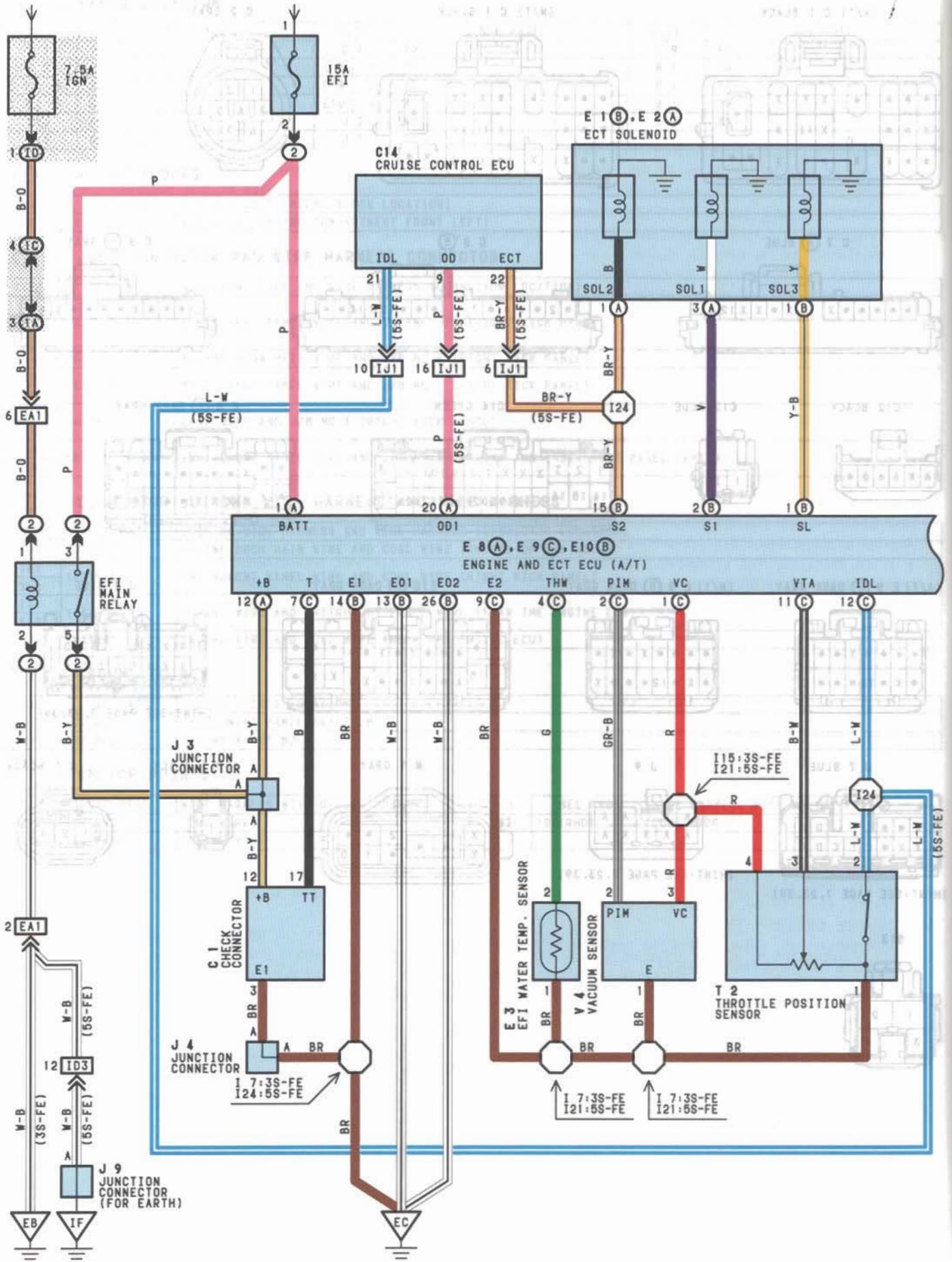
S13





ECT (ELECTRONIC CONTROLLED TRANSMISSION)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



ECT ECT (ELECTRONIC CONTROLLED TRANSMISSION)

SYSTEM OUTLINE

THIS SYSTEM ELECTRONICALLY CONTROLS THE GEAR SHIFT TIMING, LOCK-UP TIMING, THE CLUTCH AND BRAKE HYDRAULIC PRESSURE, AND THE ENGINE TORQUE DURING SHIFTING TO ACHIEVE OPTIMUM SHIFT FEELING. IN ACCORDING TO THE VEHICLE DRIVING CONDITIONS AND ENGINE OPERATING CONDITIONS AS DETECTED BY VARIOUS SENSORS.

1. GEAR SHIFT OPERATION

DURING DRIVING, THE ENGINE AND ECT ECU SELECTS THE SHIFT FOR EACH GEAR WHICH IS MOST APPROPRIATE TO THE DRIVING CONDITIONS, BASED ON INPUT SIGNALS FROM THE EFI WATER TEMP. SENSOR TO **TERMINAL THW** OF THE ENGINE AND ECT ECU, AND ALSO THE INPUT SIGNALS TO **TERMINAL SPD** OF THE ENGINE AND ECT ECU FROM THE SPEED SENSOR DEVOTED TO THE ELECTRONIC CONTROLLED TRANSMISSION. CURRENT IS THEN OUTPUT TO THE ECT SOLENOIDS. WHEN SHIFTING TO 1ST SPEED, CURRENT FLOWS FROM **TERMINAL S1** OF THE ENGINE AND ECT ECU → **TERMINAL 3** OF THE ECT SOLENOIDS → **GROUND**, AND CONTINUES TO THE NO.1 SOLENOID CAUSES THE SHIFT.

FOR 2ND SPEED, CURRENT FLOWS FROM **TERMINAL S1** OF THE ENGINE AND ECT ECU → **TERMINAL 3** OF THE ECT SOLENOIDS → **GROUND**, AND FROM **TERMINAL S2** OF THE ENGINE AND ECT ECU → **TERMINAL 1** OF THE ECT SOLENOIDS → **GROUND**, AND CONTINUES TO SOLENOIDS NO.1 AND NO.2 CAUSES THE SHIFT.

FOR 3RD SPEED, THERE IS NO CONTINUOUS TO NO.1 SOLENOID, ONLY TO NO.2, CAUSING THE SHIFT.

SHIFTING INTO 4TH SPEED (OVERDRIVE) TAKES PLACE WHEN THERE IS NO CONTINUOUS TO EITHER NO.1 OR NO.2 SOLENOID.

2. LOCK-UP OPERATION

WHEN THE ENGINE AND ECT ECU JUDGES FROM EACH SIGNAL THAT LOCK-UP OPERATION CONDITIONS HAVE BEEN MET, CURRENT FLOWS FROM **TERMINAL SL** OF THE ENGINE AND ECT ECU → **TERMINAL 1** OF THE ECT SOLENOIDS → **GROUND**, CONTINUES TO THE LOCK-UP SOLENOID 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 AND ECT ECU. THE ENGINE AND ECT ECU OPERATES AND CURRENT TO THE LOCK-UP SOLENOID 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 **TERMINAL OD2** OF THE ENGINE AND ECT ECU AND ENGINE AND ECT ECU OPERATION CAUSES GEAR SHIFT WHEN THE CONDITIONS FOR OVERDRIVE ARE MET.

* O/D MAIN SW OFF

WHEN THE O/D MAIN SW IS TURNED OFF (SW POINT IS CLOSED), THE CURRENT FLOWING THROUGH THE O/D OFF INDICATOR LIGHT FLOWS THROUGH THE O/D MAIN SW TO **GROUND**. CAUSING THE INDICATOR LIGHT TO LIGHT UP. AT THE SAME TIME, A SIGNAL IS INPUT TO **TERMINAL OD2** OF THE ENGINE AND ECT ECU AND ENGINE AND ECT ECU OPERATION PREVENTS SHIFT INTO OVERDRIVE.

SERVICE HINTS

E 8(A), E 9(C), E10(B) ENGINE AND ECT ECU (A/T)

BATT-E1:9.0-14.0VOLTS (ALWAYS)

+B -E1:9.0-14.0VOLTS (IGNITION SW ON)

IDL -E2:9.0-14.0VOLTS (IGNITION SW ON AND THROTTLE VALVE CLOSED)

VTA -E2:3.2-4.9VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)

PIW -E2:3.3-3.9VOLTS (IGNITION SW AT ON POSITION)

VC -E2:4.5-5.5VOLTS (IGNITION SW ON)

SPD -E2:4.5-5.5VOLTS (IGNITION SW AT ON POSITION)

THW -E2:0.2-1.0VOLTS (IGNITION SW ON AND COOLANT TEMP. 80C° (176F°))

STP -E1:9.0-14.0VOLTS (BRAKE PEDAL DEPRESS)

S1, S2-E1:9.0-14.0VOLTS WITH THE IGNITION SW ON (ENGINE RUNNING)

OD1-E1:9.0-14.0VOLTS

OD2-E1:0-3.0VOLTS WITH THE O/D SW TURNED ON

:9.0-14.0VOLTS WITH THE O/D SW TURNED OFF

2-E1:7.5-14.0VOLTS WITH THE SHIFT LEVER AT 2 POSITION

:0-1.5VOLTS WITH THE SHIFT LEVER AT EX. 2 POSITION

L-E1:7.5-14.0VOLTS WITH THE SHIFT LEVER AT L POSITION

:0-1.5VOLTS WITH THE SHIFT LEVER AT EX. L POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------------|------|--------------------|------|----------------------|
| C 1 | 66(3S-FE), 78(5S-FE) | E 6 | 80 | J 9 | 80 |
| C 7 | A 80 | E 8 | A 70(LHD), 80(RHD) | N 1 | 66(3S-FE), 78(5S-FE) |
| C 8 | B 70(LHD), 80(RHD) | E 9 | C 70(LHD), 80(RHD) | O 3 | 70(LHD), 80(RHD) |
| C 9 | C 70(LHD), 80(RHD) | E10 | B 70(LHD), 80(RHD) | S 1 | 66(3S-FE), 78(5S-FE) |
| C14 | 80 | J 2 | 70(LHD), 80(RHD) | S13 | 70(LHD), 80(LHD) |
| E 1 | B 66(3S-FE), 78(5S-FE) | J 3 | 70(LHD), 80(RHD) | T 2 | 66(3S-FE), 78(5S-FE) |
| E 2 | A 66(3S-FE), 78(5S-FE) | J 4 | 70(LHD), 80(RHD) | V 4 | 66(3S-FE), 78(5S-FE) |
| E 3 | 66(3S-FE), 78(5S-FE) | J 7 | 70(LHD), 80(RHD) | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 1A | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1C | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1D | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1E | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1F | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 3A | | |
| 3B | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------------|---|
| EA1 | 86(LHD 3S-FE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| | 100(RHD 5S-FE) | |
| 1D3 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| 1E2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| 1I1 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| | 104(RHD) | |
| 1I2 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| | 104(RHD) | |
| 1J1 | 92(LHD) | ENGINE WIRE AND COWL WIRE (BEHIND THE ABS ECU) |
| | 104(RHD) | ENGINE WIRE AND COWL WIRE (NEAR THE ENGINE ECU) |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|---------------------------|
| EB | 86(LHD 3S-FE) | FRONT SIDE OF LEFT FENDER |
| EC | 86(LHD 3S-FE) | INTAKE MANIFOLD |
| | 100(RHD 5S-FE) | |
| 1E | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |
| 1F | 102(RHD) | R/B NO.4 SET BOLT |

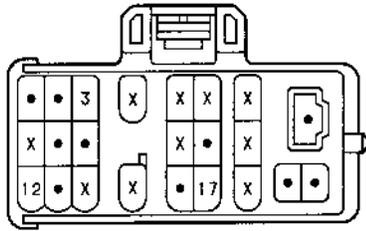
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I 5 | 92(LHD) | INSTRUMENT PANEL WIRE | I24 | 104(RHD) | ENGINE WIRE |
| I 7 | 92(LHD) | ENGINE WIRE | I30 | 104(RHD) | INSTRUMENT PANEL WIRE |
| | | | I36 | | |
| I21 | 104(RHD) | ENGINE WIRE | | | |

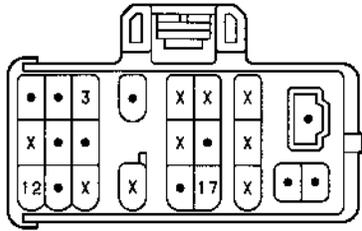


ECT (ELECTRONIC CONTROLLED TRANSMISSION)

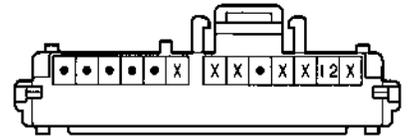
(3S-FE) C 1 BLACK



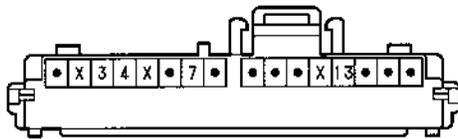
(5S-FE) C 1 BLACK



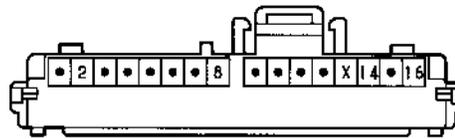
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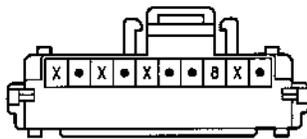
(3S-FE) C 8 (B)



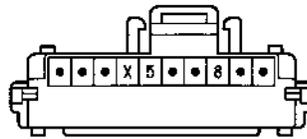
(5S-FE) C 8 (B)



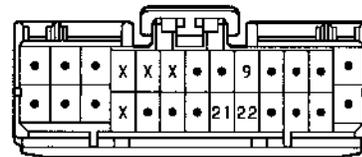
(3S-FE) C 9 (C) GRAY



(5S-FE) C 9 (C) GRAY



C14 GREEN



E 1 (B) GRAY



E 2 (A) BLACK



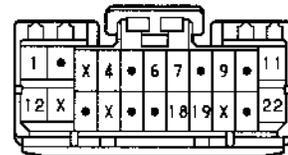
E 3 DARK GRAY



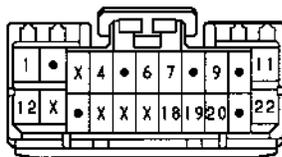
E 6



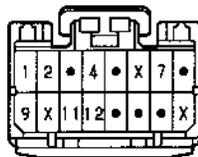
(3S-FE) E 8 (A) DARK GRAY



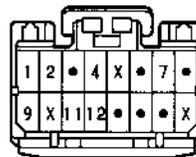
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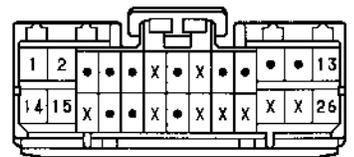
(3S-FE) E 9 (C) DARK GRAY



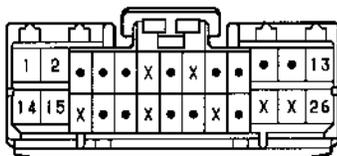
(5S-FE) E 9 (C) DARK GRAY



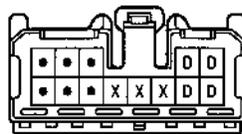
(3S-FE) E10 (B) DARK GRAY



(5S-FE) E10 (B) DARK GRAY

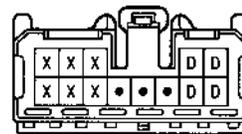


(LHD) J 2 BLUE



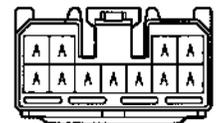
(HINT:SEE PAGE 7, 23, 39)

(RHD) J 2 BLUE



(HINT:SEE PAGE 7, 23, 39)

J 3



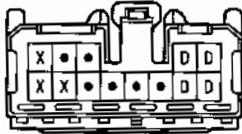
(HINT:SEE PAGE 7, 23, 39)

J 4



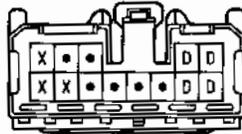
(HINT:SEE PAGE 7, 23, 39)

(LHD) J 7



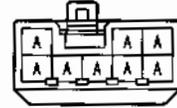
(HINT:SEE PAGE 7, 23, 39)

(RHD) J 7 BLUE



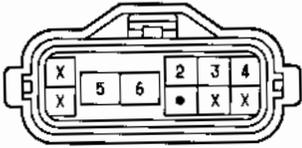
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J 9

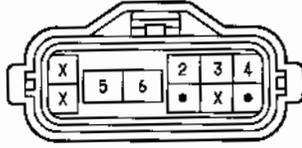


(HINT:SEE PAGE 7, 23, 39)

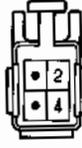
(LHD) N 1 GRAY



(RHD) N 1 GRAY



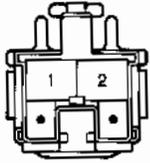
O 3 BLUE



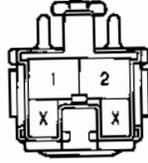
S 1 BLACK



(W/ CRUISE S13 CONTROL)



(W/O CRUISE S13 CONTROL)



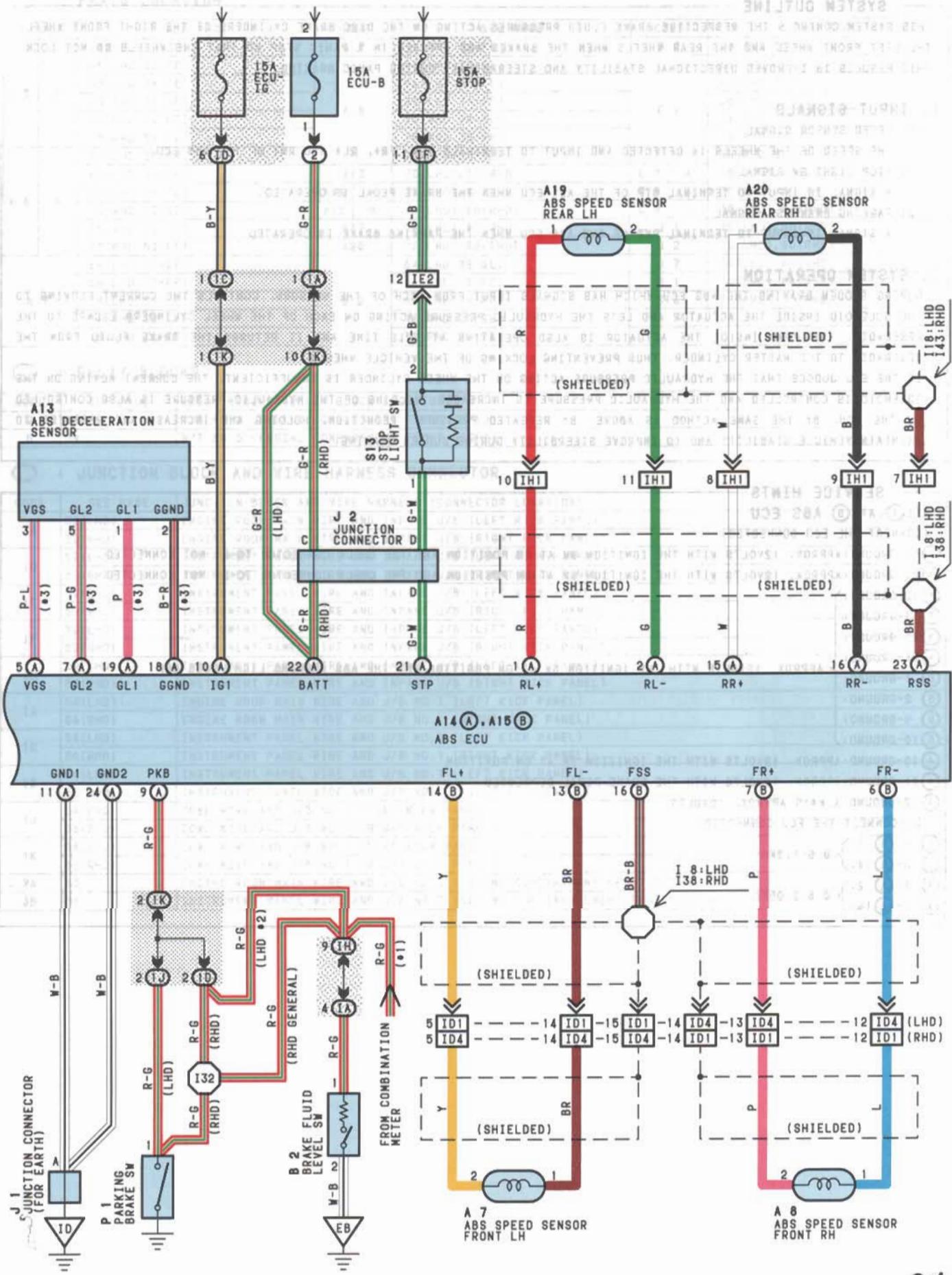
T 2 BLACK



V 4 BLACK



FROM POWER SOURCE SYSTEM (SEE PAGE 120)



ABS (ANTI-LOCK BRAKE SYSTEM)

SYSTEM OUTLINE

THIS SYSTEM CONTROLS THE RESPECTIVE BRAKE FLUID PRESSURES ACTING ON THE DISC BRAKE CYLINDERS OF THE RIGHT FRONT WHEEL, THE LEFT FRONT WHEEL AND THE 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 THE BRAKE PEDAL IS OPERATED.

(3) PARKING BRAKE SW SIGNAL

A SIGNAL IS INPUT TO TERMINAL PKB OF THE ABS ECU WHEN THE PARKING BRAKE IS OPERATED.

2. SYSTEM OPERATION

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

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

SERVICE HINTS

A14 (A), A15 (B) ABS ECU

(CONNECT THE ECU CONNECTOR)

- (A) 6-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION AND THE CHECK CONNECTOR TS-E1 NOT CONNECTED
- (A) 20-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION AND THE CHECK CONNECTOR TC-E1 NOT CONNECTED
- (A) 12-GROUND: }
- (A) 13-GROUND: }
- (A) 25-GROUND: }
- (A) 26-GROUND: } APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION AND THE ABS WARNING LIGHT GOES OFF
- (B) 1-GROUND: }
- (B) 2-GROUND: }
- (B) 9-GROUND: }
- (B) 10-GROUND: }
- (A) 10-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION
- (A) 21-GROUND: APPROX. 12VOLTS WITH THE BRAKE PEDAL DEPRESSED
- (A) 22-GROUND: ALWAYS APPROX. 12VOLTS

(DISCONNECT THE ECU CONNECTOR)

- (B) 6- (B) 7: } 0.6-1.8K Ω
- (B) 13- (B) 14: }
- (A) 1- (A) 2: } 0.8-2.05K Ω
- (A) 15- (A) 16: }

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|---------------|---------------|---------------|----------|------------------|----------|
| A 5 | A | 64(LHD 3S-GE) | A 7 | 78(RHD 5S-FE) | B 2 |
| | | 66(LHD 3S-FE) | A 8 | 64(LHD 3S-GE) | C 1 |
| | | 68(LHD 7A-FE) | | 66(LHD 3S-FE) | |
| | | 74(RHD 3S-GE) | | 68(LHD 7A-FE) | |
| | | 76(RHD 3S-FE) | | 74(RHD 3S-GE) | |
| 78(RHD 5S-FE) | 76(RHD 3S-FE) | | | | |
| A 6 | B | 64(LHD 3S-GE) | A 13 | 70(LHD), 80(RHD) | C 7 A |
| | | 66(LHD 3S-FE) | A 14 A | 70(LHD), 80(RHD) | C 8 B |
| | | 68(LHD 7A-FE) | A 15 B | 70(LHD), 80(RHD) | C 9 C |
| | | 74(RHD 3S-GE) | A 19 | 72(LHD), 82(RHD) | J 1 |
| | | 76(RHD 3S-FE) | A 20 | 72(LHD), 82(RHD) | J 2 |
| A 7 | B 2 | 64(LHD 3S-GE) | B 2 | 64(LHD 3S-GE) | J 7 |
| | | 66(LHD 3S-FE) | | 66(LHD 3S-FE) | P 1 |
| | | 68(LHD 7A-FE) | | 68(LHD 7A-FE) | S 13 |
| | | 74(RHD 3S-GE) | | 74(RHD 3S-GE) | |
| | | 76(RHD 3S-FE) | | 76(RHD 3S-FE) | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|---|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 5 | 59 | R/B NO.5 (ENGINE COMPARTMENT FRONT RIGHT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IH | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1C | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1D | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1J | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1K | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 2A | 60 | ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 3B | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |



ABS (ANTI-LOCK BRAKE SYSTEM)

☐ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------------|--|
| EA1 | 84(LHD 3S-GE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| ID1 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| ID4 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IE1 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IH1 | 90(LHD) | COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| | 102(RHD) | COWL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| IJ1 | 92(LHD) | ENGINE WIRE AND COWL WIRE (BEHIND THE ABS ECU) |
| | 104(RHD) | ENGINE WIRE AND COWL WIRE (NEAR THE ENGINE ECU) |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|----------------------------|
| EA | 84(LHD 3S-GE) | FRONT SIDE OF RIGHT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| EB | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| ID | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |

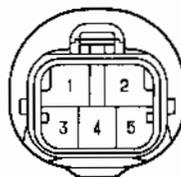
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------------|---------------------------------|------|----------------|---------------------------------|
| E 1 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E10 | 96(RHD 3S-GE) | ENGINE ROOM MAIN WIRE |
| | 86(LHD 3S-FE) | | | 98(RHD 3S-FE) | |
| | 88(LHD 7A-FE) | | | 100(RHD 5S-FE) | |
| E 2 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | I 8 | 92(LHD) | COWL WIRE |
| | 86(LHD 3S-FE) | | I18 | 92(LHD) | FLOOR WIRE |
| | 88(LHD 7A-FE) | | I32 | 104(RHD) | INSTRUMENT PANEL WIRE |
| E 9 | 96(RHD 3S-GE) | ENGINE ROOM MAIN WIRE | I38 | 104(RHD) | COWL WIRE |
| | 98(RHD 3S-FE) | | I43 | 104(RHD) | FLOOR WIRE |
| | 100(RHD 5S-FE) | | | | |

A 5 (A) GRAY



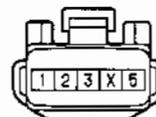
A 6 (B) GRAY



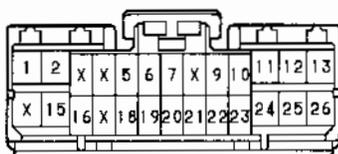
A 7, A 8 GRAY



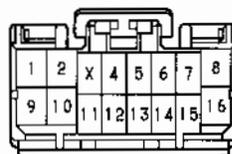
A13 GRAY



A14 (A)



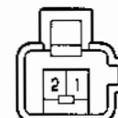
A15 (B)



A19 GRAY



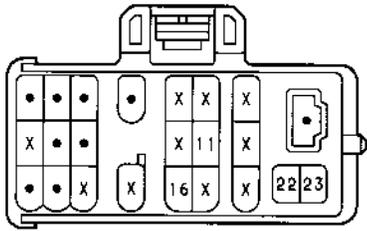
A20 GRAY



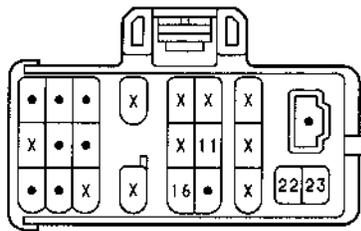
B 2 GRAY



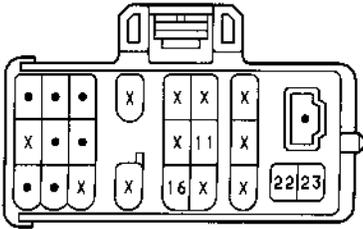
(3S-GE, 7A-FE, C 1 BLACK
 6S-FE M/T)



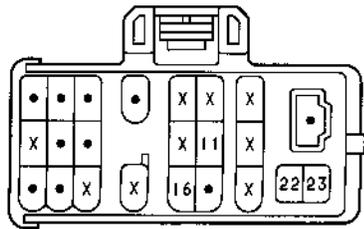
(3S-FE A/T) C 1 BLACK



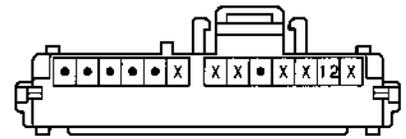
(3S-FE M/T) C 1 BLACK



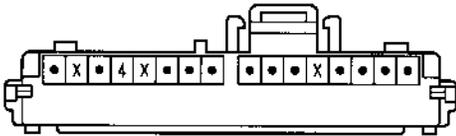
(5S-FE A/T) C 1 BLACK



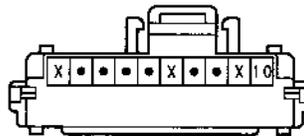
(*1) C 7 (A) BLUE



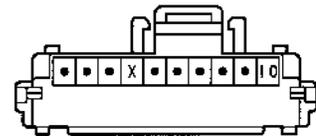
(*2) C 8 (B)



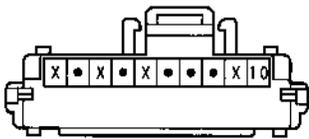
(EUROPE) C 9 (C) GRAY



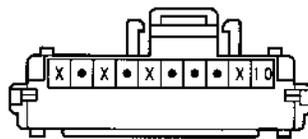
(AUSTRALIA) C 9 (C) GRAY



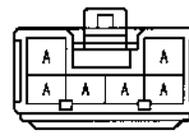
(*3) C 9 (C) GRAY



(GENERAL A/T) C 9 (C) GRAY

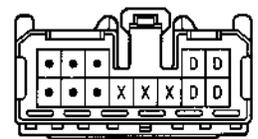


J 1



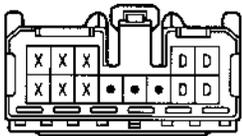
(HINT: SEE PAGE 7, 23, 39)

(LHD) J 2 BLUE



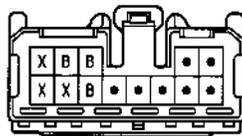
(HINT: SEE PAGE 7, 23, 39)

(RHD) J 2 BLUE



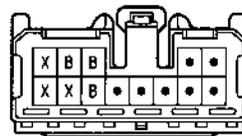
(HINT: SEE PAGE 7, 23, 39)

(LHD) J 7



(HINT: SEE PAGE 7, 23, 39)

(RHD) J 7 BLUE

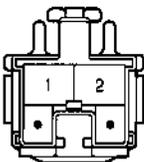


(HINT: SEE PAGE 7, 23, 39)

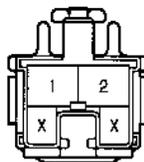
P 1 BLACK



(W/ CRUISE CONTROL) S13



(W/O CRUISE CONTROL) S13



SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO TERMINAL 17 (LHD), 11 (RHD) OF THE FRONT WIPER AND WASHER SW, TERMINAL 2 OF THE WASHER MOTOR AND TERMINAL 6 OF THE FRONT WIPER MOTOR THROUGH THE WIPER FUSE.

1. LOW SPEED POSITION

WITH WIPER SW TURNED TO LOW POSITION, THE CURRENT FLOWS FROM TERMINAL 17 (LHD), 11 (RHD) OF THE WIPER AND WASHER SW → TERMINAL 7 (LHD), 3 (RHD) → TERMINAL 3 OF THE WIPER MOTOR → WIPER MOTOR → TERMINAL 1 → TO GROUND AND CAUSES THE WIPER MOTOR TO RUN AT LOW SPEED.

2. HIGH SPEED POSITION

WITH WIPER SW TURNED TO HIGH POSITION, THE CURRENT FLOWS FROM TERMINAL 17 (LHD), 11 (RHD) OF THE WIPER AND WASHER SW → TERMINAL 8 (LHD), 2 (RHD) → TERMINAL 2 OF THE WIPER MOTOR → WIPER MOTOR → TERMINAL 1 → TO GROUND AND CAUSES THE WIPER MOTOR TO RUN AT HIGH SPEED.

3. INT POSITION

WITH WIPER SW TURNED TO INT POSITION, THE RELAY OPERATES AND THE CURRENT WHICH IS CONNECTED BY RELAY FUNCTION FLOWS FROM TERMINAL 17 (LHD), 11 (RHD) OF THE WIPER AND WASHER SW → TERMINAL 2 (LHD), 8 (RHD) → TO GROUND. THIS FLOW OF CURRENT OPERATES THE INTERMITTENT CIRCUIT AND THE CURRENT FLOWS FROM TERMINAL 17 (LHD), 11 (RHD) OF THE WIPER AND WASHER SW → TERMINAL 7 (LHD), 3 (RHD) → TERMINAL 3 OF THE WIPER MOTOR → WIPER MOTOR → TERMINAL 1 → TO GROUND AND OPERATES THE WIPER.

THE INTERMITTENT OPERATION IS CONTROLLED BY A CONDENSER'S CHARGED AND DISCHARGED FUNCTION INSTALLED IN THE RELAY AND THE INTERMITTENT TIME IS CONTROLLED BY A TIME CONTROL SW TO CHANGE THE CHARGING TIME OF THE CONDENSER.

4. MIST POSITION

WITH WIPER SW TURNED TO MIST POSITION, THE CURRENT FLOWS FROM TERMINAL 17 (LHD), 11 (RHD) OF THE WIPER AND WASHER SW → TERMINAL 7 (LHD), 3 (RHD) → TERMINAL 3 OF THE WIPER MOTOR → WIPER MOTOR → TERMINAL 1 → TO GROUND AND CAUSES THE WIPER MOTOR TO RUN AT LOW SPEED.

5. WASHER CONTINUOUS OPERATION (W/ INT CONTROL)

WITH WASHER SW TURNED TO ON, THE CURRENT FLOWS FROM TERMINAL 2 OF THE WASHER MOTOR → TERMINAL 1 → TERMINAL 11 (LHD), 17 (RHD) OF THE WIPER AND WASHER SW → TERMINAL 2 (LHD), 8 (RHD) → TO GROUND AND CAUSES TO THE WASHER MOTOR TO RUN. AND THE WINDOW WASHER EMITS A WATER SPRAY. THIS CAUSES THE CURRENT TO FLOW TO WASHER CONTINUOUS OPERATION CIRCUIT IN TERMINAL 17 (LHD), 11 (RHD) OF THE WIPER AND WASHER SW → TERMINAL 7 (LHD), 3 (RHD) → TERMINAL 3 OF THE WIPER MOTOR → WIPER MOTOR → TERMINAL 1 → TO GROUND AND OPERATES THE WIPER.

SERVICE HINTS

C11 FRONT WIPER AND WASHER SW (COMB. SW)

2(LHD), 8(RHD)-GROUND:ALWAYS CONTINUOUS
 17(LHD), 11(RHD)-GROUND:APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION
 7(LHD), 3(RHD)-GROUND:APPROX. 12VOLTS WITH THE WIPER AND WASHER SW AT LOW OR MIST POSITION
 APPROX. 12VOLTS 2 TO 12SECONDS INTERMITTENTLY WITH THE WIPER AND WASHER SW AT INT POSITION
 16(LHD), 12(RHD)-GROUND:APPROX. 12VOLTS WITH THE IGNITION SW ON UNLESS THE WIPER MOTOR AT STOP POSITION
 8(LHD), 2(RHD)-GROUND:APPROX. 12VOLTS WITH THE WIPER AND WASHER SW AT HIGH POSITION

F 9 FRONT WIPER MOTOR

6-5-CLOSED UNLESS THE WIPER MOTOR AT STOP POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|------------------|---------------|---------------|
| C11 | 70(LHD), 80(RHD) | F 9 | 76(RHD 3S-FE) | W 1 | 66(LHD 3S-FE) |
| | 64(LHD 3S-GE) | | 78(RHD 5S-FE) | | 68(LHD 7A-FE) |
| F 9 | 66(LHD 3S-FE) | J 1 | 70(LHD), 80(RHD) | | 74(RHD 3S-GE) |
| | 68(LHD 7A-FE) | J 9 | 70(LHD), 80(RHD) | | 76(RHD 3S-FE) |
| | 74(RHD 3S-GE) | W 1 | 64(LHD 3S-GE) | 78(RHD 5S-FE) | |



FRONT WIPER AND WASHER

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1C | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1J | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| 102 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| 103 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| | 102(RHD) | |

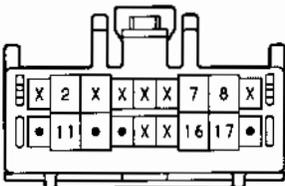
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|------------------------|
| ID | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |
| IF | 90(LHD) | R/B NO.4 SET BOLT |
| | 102(RHD) | |

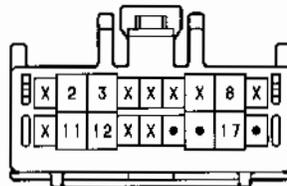
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|----------------|---------------------------------|
| E 1 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E 9 | 96(RHD 3S-GE) | ENGINE ROOM MAIN WIRE |
| | 86(LHD 3S-FE) | | | 98(RHD 3S-FE) | |
| | 88(LHD 7A-FE) | | | 100(RHD 5S-FE) | |

(LHD) C11 BLACK



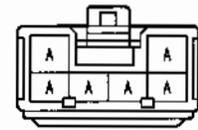
(RHD) C11 BLACK



F 9 BLACK

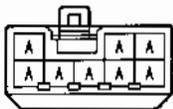


J 1

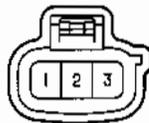


(HINT: SEE PAGE 7, 23, 39)

J 9



W 1 GRAY



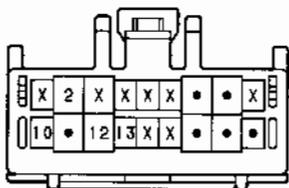
(HINT: SEE PAGE 7, 23, 39)

REAR WIPER AND WASHER

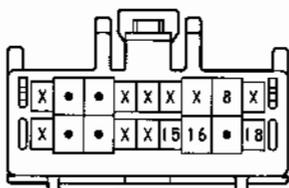
 : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|------------------------|
| ID | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |

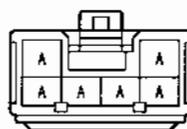
(LHD) C11 BLACK



(RHD) C11 BLACK

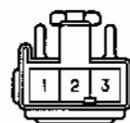


J 1



(HINT: SEE PAGE 7, 23, 39)

R14



W 1 GRAY

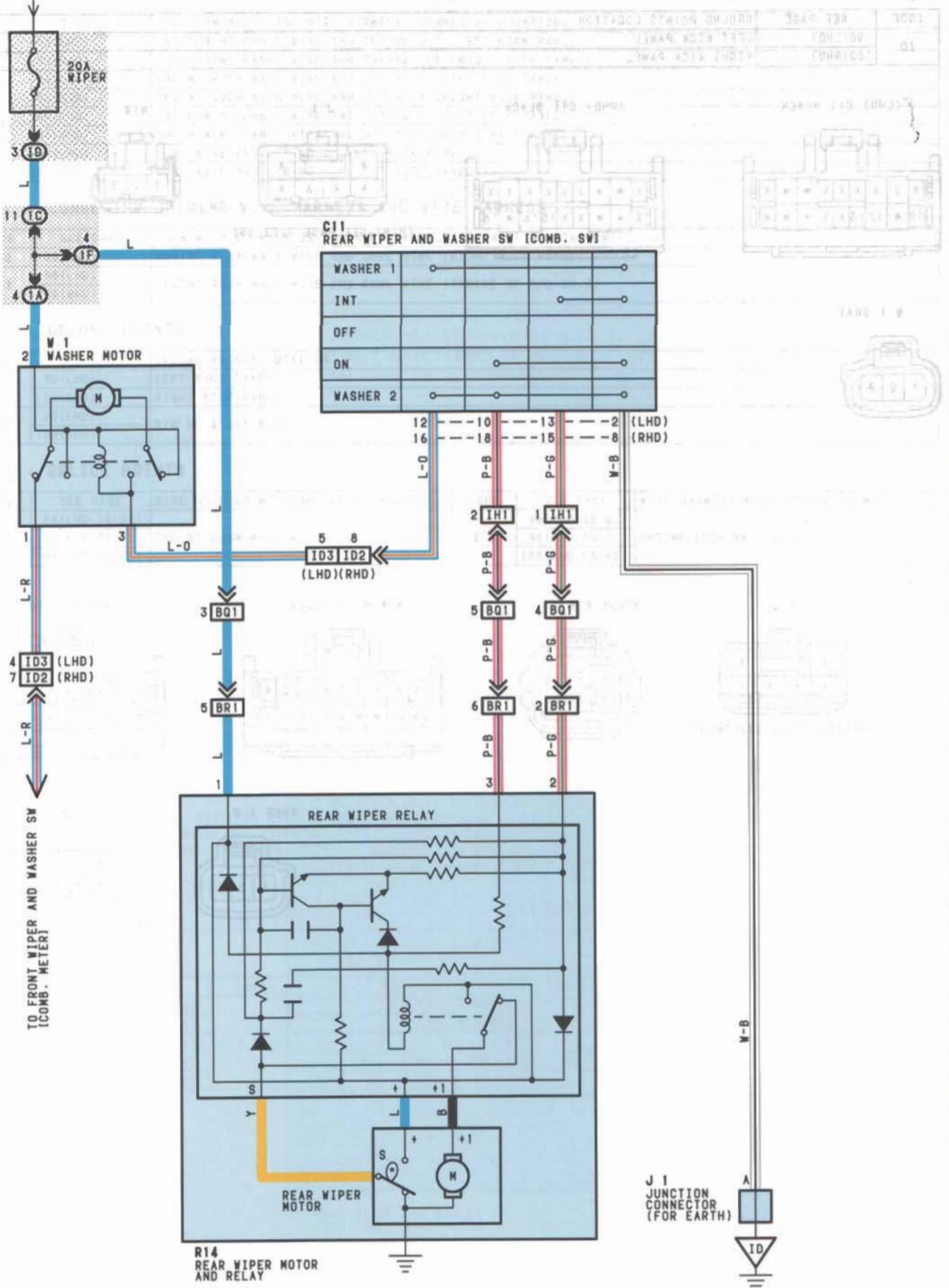




REAR WIPER AND WASHER

FROM POWER SOURCE SYSTEM (SEE PAGE 120)

GROUND POINTS



SYSTEM OUTLINE

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS TO TERMINAL 2 OF THE WASHER MOTOR, TERMINAL 1 OF THE REAR WIPER MOTOR AND RELAY THROUGH THE WIPER FUSE.

1. REAR WIPER NORMAL OPERATION

WITH THE IGNITION SW TURNED ON AND REAR WIPER AND WASHER SW TURNED ON, THE CURRENT FLOWING TO TERMINAL 1 OF THE REAR WIPER RELAY FLOWS TO TERMINAL 3 OF THE RELAY → TERMINAL 10 (LHD), 18 (RHD) OF THE REAR WIPER AND WASHER SW → TERMINAL 2 (LHD), 8 (RHD) → TO GROUND. THUS, THE RELAY COIL IS ACTIVATED AND THE CURRENT TO TERMINAL 3 OF THE RELAY FLOWS TO TERMINAL +1 → TERMINAL +1 OF THE REAR WIPER MOTOR → MOTOR → TO GROUND AND CAUSES THE MOTOR TO OPERATE THE WIPER.

2. REAR WIPER INTERMITTENT OPERATION

WHEN THE IGNITION SW IS ON AND THE REAR WIPER AND WASHER SW IS TURNED TO INT POSITION, CURRENT FLOWING TO TERMINAL 1 OF THE REAR WIPER MOTOR AND RELAY FLOWS TO TERMINAL 2 OF THE RELAY → TERMINAL 13 (LHD), 15 (RHD) OF THE REAR WIPER AND WASHER SW → TERMINAL 2 (LHD), 8 (RHD) → GROUND.

THIS CAUSES THE MOTOR TO OPERATE (THE POINT CHANGES) AND THE INTERMITTENT CIRCUIT OF THE RELAY OPERATES. INTERMITTENT OPERATION OF THE CIRCUIT IS CONTROLLED BY THE CHARGING AND DISCHARGING OF THE CONDENSER INSTALLED INSIDE THE RELAY.

3. WASHER OPERATION

WITH THE IGNITION SW TURNED ON AND THE REAR WIPER AND WASHER SW TURNED TO ON POSITION, WHEN THE WIPER SW IS TURNED FURTHER, THE CURRENT FLOWING TO TERMINAL 2 OF THE WASHER MOTOR FLOWS TO TERMINAL 3 OF THE MOTOR → TERMINAL 12 (LHD), 16 (RHD) OF THE REAR WIPER AND WASHER SW → TERMINAL 2 (LHD), 8 (RHD) → TO GROUND SO THAT THE WASHER MOTOR ROTATES AND THE WINDOW WASHER EJECTS THE SPRAY, ONLY WHILE THE SWITCH IS FULLY TURNED.

WHEN THE WIPER SW IS OFF AND THEN TURNED TO WASHER ON (WIPER OFF SIDE), ONLY THE WASHER OPERATES.

SERVICE HINTS

W 1 WASHER MOTOR

2-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION

3-GROUND: CONTINUOUS WITH THE WASHER SW TURNED ON

R14 REAR WIPER MOTOR AND RELAY

1-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION

2-GROUND: CONTINUOUS WITH THE REAR WIPER AND WASHER SW AT INT POSITION

3-GROUND: CONTINUOUS WITH THE REAR WIPER AND WASHER SW AT ON POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|---------------|------|---------------|
| C11 | 70(LHD), 80(RHD) | W 1 | 64(LHD 3S-GE) | W 1 | 74(RHD 3S-GE) |
| J 1 | 70(LHD), 80(RHD) | | 66(LHD 3S-FE) | | 76(RHD 3S-FE) |
| R14 | 72(LHD), 82(RHD) | | 68(LHD 7A-FE) | | 78(RHD 5S-FE) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1C | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1F | 54(LHD) | FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | FLOOR WIRE AND J/B NO.1 (RIGHT KICK PANEL) |

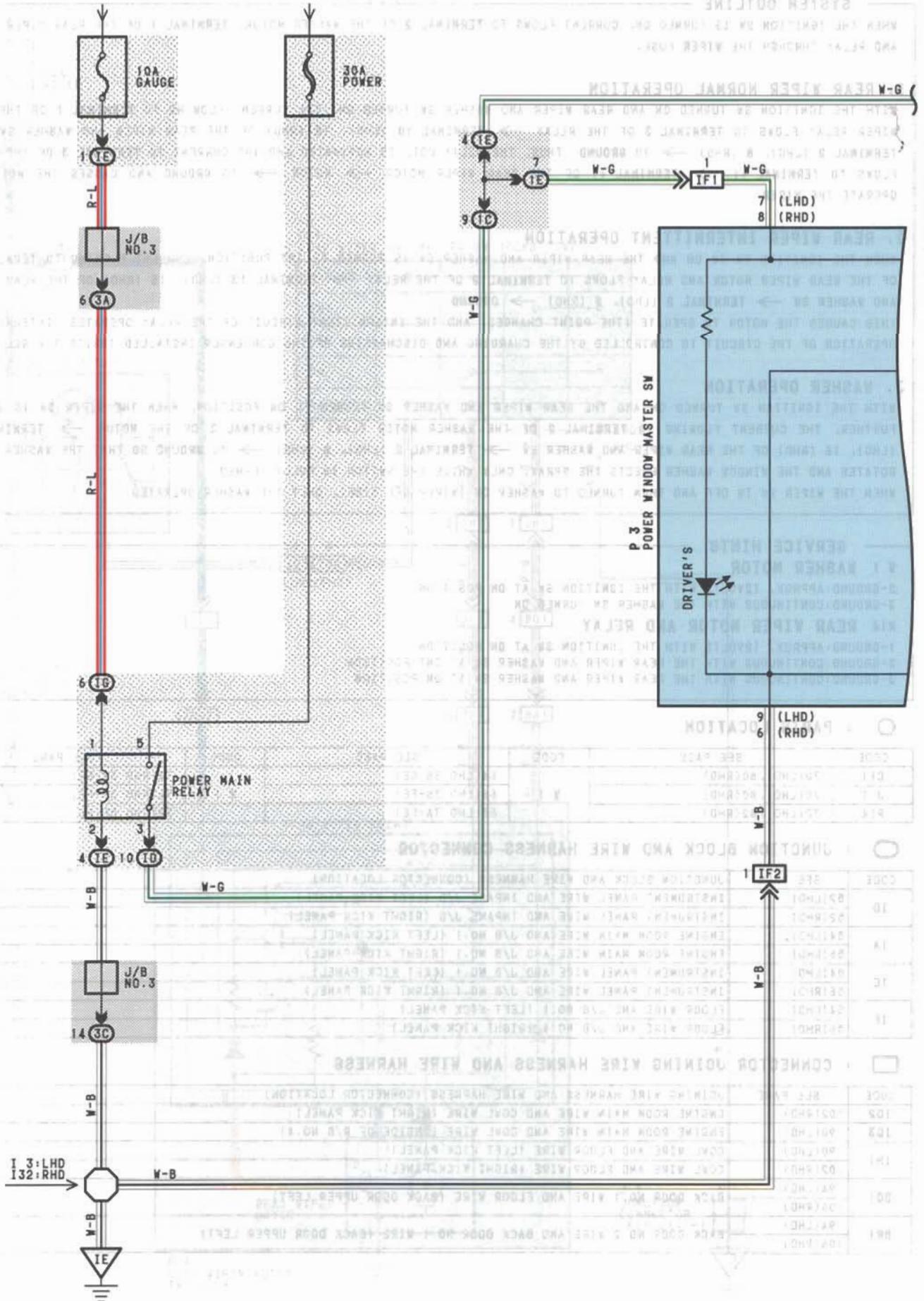
□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| ID2 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| ID3 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IH1 | 90(LHD) | COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| | 102(RHD) | COWL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| BQ1 | 94(LHD) | BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT) |
| | 106(RHD) | |
| BR1 | 94(LHD) | BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT) |
| | 106(RHD) | |

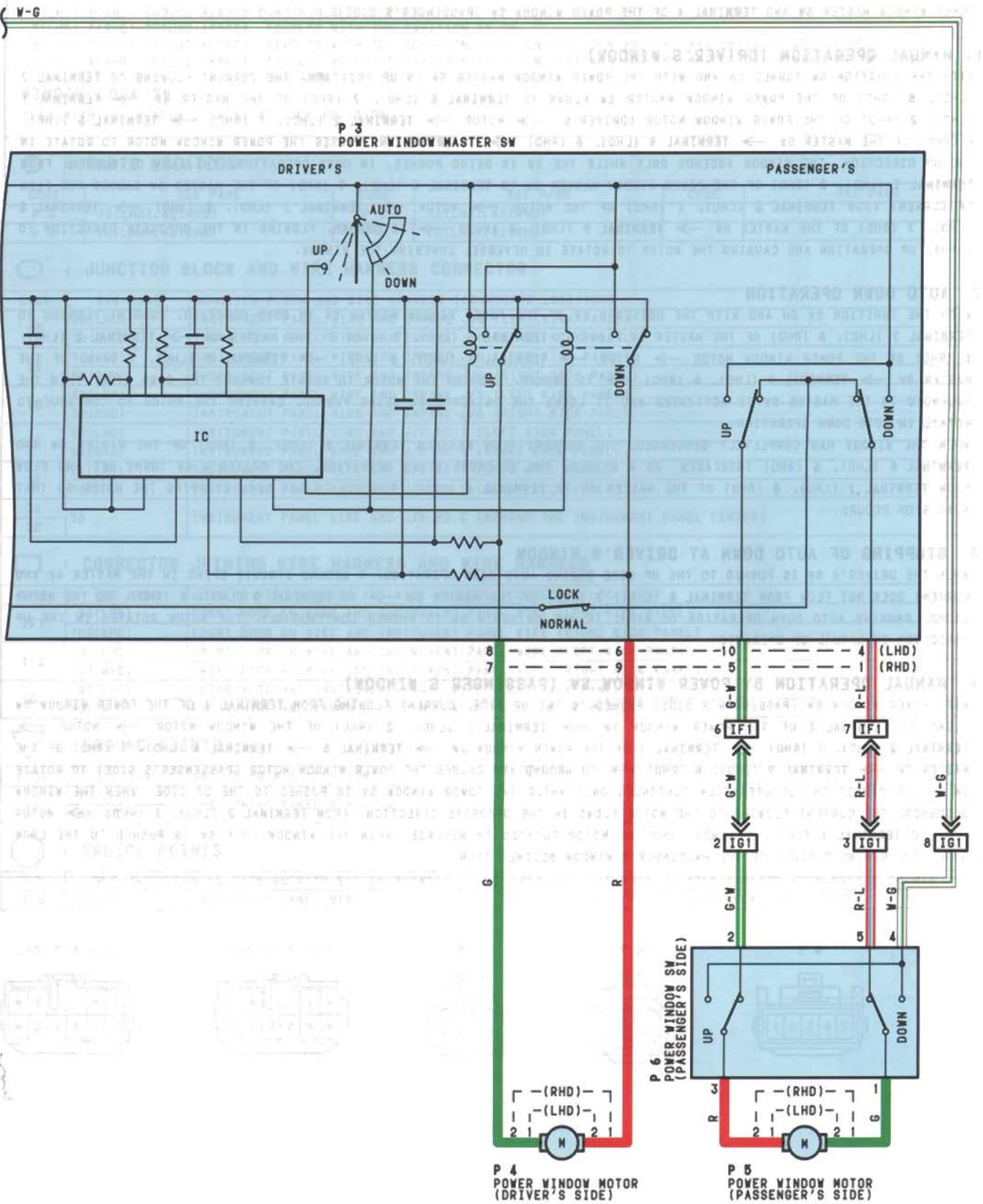


POWER WINDOW

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SYSTEM OUTLINE
 POINTS TO BE CHECKED THROUGH THE POWER LUBE TO TERMINAL 8 OF THE POWER WINDOW REGULATOR/DRIVER'S SIDE AND
 (LH) TO TERMINAL 1 OF THE POWER WINDOW REGULATOR/DRIVER'S SIDE AND (RH) TO TERMINAL 1 OF THE POWER WINDOW
 REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 2 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 3 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 4 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 5 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 6 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 7 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 8 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 9 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 10 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 11 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 12 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 13 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 14 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 15 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 16 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 17 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 18 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 19 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 20 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 21 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 22 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 23 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 24 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 25 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 26 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 27 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 28 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 29 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 30 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 31 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 32 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 33 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 34 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 35 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 36 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 37 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 38 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 39 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 40 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 41 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 42 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 43 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 44 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 45 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 46 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 47 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 48 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 49 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 50 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 51 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 52 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 53 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 54 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 55 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 56 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 57 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 58 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 59 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 60 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 61 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 62 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 63 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 64 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 65 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 66 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 67 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 68 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 69 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 70 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 71 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 72 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 73 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 74 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 75 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 76 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 77 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 78 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 79 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 80 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 81 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 82 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 83 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 84 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 85 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 86 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 87 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 88 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 89 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 90 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 91 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 92 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 93 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 94 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 95 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 96 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 97 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 98 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO
 TERMINAL 99 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (LH) TO TERMINAL 100 OF THE POWER WINDOW REGULATOR/PASSENGER'S SIDE AND (RH) TO





POWER WINDOW

SYSTEM OUTLINE

CURRENT ALWAYS FLOWS THROUGH THE POWER FUSE TO TERMINAL 5 OF THE POWER MAIN RELAY. WITH THE IGNITION SW TURNED ON, CURRENT FLOWS THROUGH THE GAUGE FUSE TO TERMINAL 1 OF THE POWER MAIN RELAY → TERMINAL 2 → TO GROUND. THIS ACTIVATES THE RELAY AND CURRENT FLOWING TO TERMINAL 3 OF THE POWER MAIN RELAY → TO TERMINAL 7 (LHD), 8 (RHD) OF THE POWER WINDOW MASTER SW AND TERMINAL 4 OF THE POWER WINDOW SW (PASSENGER'S SIDE).

1. MANUAL OPERATION (DRIVER'S WINDOW)

WITH THE IGNITION SW TURNED ON AND WITH THE POWER WINDOW MASTER SW IN UP POSITION, THE CURRENT FLOWING TO TERMINAL 7 (LHD), 8 (RHD) OF THE POWER WINDOW MASTER SW FLOWS TO TERMINAL 8 (LHD), 7 (RHD) OF THE MASTER SW → TERMINAL 1 (LHD), 2 (RHD) OF THE POWER WINDOW MOTOR (DRIVER'S) → MOTOR → TERMINAL 2 (LHD), 1 (RHD) → TERMINAL 6 (LHD), 9 (RHD) OF THE MASTER SW → TERMINAL 9 (LHD), 6 (RHD) → TO GROUND AND CAUSES THE POWER WINDOW MOTOR TO ROTATE IN THE UP DIRECTION. THE WINDOW ASCENDS ONLY WHILE THE SW IS BEING PUSHED. IN DOWN OPERATION, THE FLOW OF CURRENT FROM TERMINAL 7 (LHD), 8 (RHD) OF THE POWER WINDOW MASTER SW TO TERMINAL 6 (LHD), 9 (RHD) OF THE MASTER SW CAUSES THE FLOW OF CURRENT FROM TERMINAL 2 (LHD), 1 (RHD) OF THE MOTOR → MOTOR → TERMINAL 1 (LHD), 2 (RHD) → TERMINAL 8 (LHD), 7 (RHD) OF THE MASTER SW → TERMINAL 9 (LHD), 6 (RHD) → TO GROUND, FLOWING IN THE OPPOSITE DIRECTION TO MANUAL UP OPERATION AND CAUSING THE MOTOR TO ROTATE IN REVERSE, LOWERING THE WINDOW.

2. AUTO DOWN OPERATION

WITH THE IGNITION SW ON AND WITH THE DRIVER'S SW OF THE POWER WINDOW MASTER SW IN DOWN POSITION, CURRENT FLOWING TO TERMINAL 7 (LHD), 8 (RHD) OF THE MASTER SW FLOWS TO TERMINAL 6 (LHD), 9 (RHD) OF THE MASTER SW → TERMINAL 2 (LHD), 1 (RHD) OF THE POWER WINDOW MOTOR → MOTOR → TERMINAL 1 (LHD), 2 (RHD) → TERMINAL 8 (LHD), 7 (RHD) OF THE MASTER SW → TERMINAL 9 (LHD), 6 (RHD) → TO GROUND, CAUSING THE MOTOR TO ROTATE TOWARDS THE DOWN SIDE. THEN THE SOLENOID IN THE MASTER SW IS ACTIVATED AND IT LOCKS THE DRIVER'S SW BEING PUSHED, CAUSING THE MOTOR TO CONTINUE TO ROTATE IN AUTO DOWN OPERATION.

WHEN THE WINDOW HAS COMPLETELY DESCENDED, THE CURRENT FLOW BETWEEN TERMINAL 8 (LHD), 6 (RHD) OF THE MASTER SW AND TERMINAL 9 (LHD), 6 (RHD) INCREASES. AS A RESULT, THE SOLENOID STOPS OPERATING. THE DRIVER'S SW TURNS OFF AND FLOW FROM TERMINAL 7 (LHD), 8 (RHD) OF THE MASTER SW TO TERMINAL 6 (LHD), 9 (RHD) IS CUT OFF, STOPPING THE MOTOR SO THAT AUTO STOP OCCURS.

3. STOPPING OF AUTO DOWN AT DRIVER'S WINDOW

WHEN THE DRIVER'S SW IS PUSHED TO THE UP SIDE DURING AUTO DOWN OPERATION, A GROUND CIRCUIT OPENS IN THE MASTER SW AND CURRENT DOES NOT FLOW FROM TERMINAL 8 (LHD), 7 (RHD) OF THE MASTER SW → TO TERMINAL 9 (LHD), 6 (RHD), SO THE MOTOR STOPS, CAUSING AUTO DOWN OPERATION TO STOP. IF THE DRIVER'S SW IS PUSHED CONTINUOUSLY, THE MOTOR ROTATES IN THE UP DIRECTION IN MANUAL UP OPERATION.

4. MANUAL OPERATION BY POWER WINDOW SW (PASSENGER'S WINDOW)

WITH POWER WINDOW SW (PASSENGER'S SIDE) PUSHED TO THE UP SIDE, CURRENT FLOWING FROM TERMINAL 4 OF THE POWER WINDOW SW FLOWS TO TERMINAL 3 OF THE POWER WINDOW SW → TERMINAL 1 (LHD), 2 (RHD) OF THE WINDOW MOTOR → MOTOR → TERMINAL 2 (LHD), 1 (RHD) → TERMINAL 1 OF THE POWER WINDOW SW → TERMINAL 5 → TERMINAL 4 (LHD), 1 (RHD) OF THE MASTER SW → TERMINAL 9 (LHD), 6 (RHD) → TO GROUND AND CAUSES THE POWER WINDOW MOTOR (PASSENGER'S SIDE) TO ROTATE IN THE UP DIRECTION. UP OPERATION CONTINUES ONLY WHILE THE POWER WINDOW SW IS PUSHED TO THE UP SIDE. WHEN THE WINDOW DESCENDS, THE CURRENT FLOWING TO THE MOTOR FLOWS IN THE OPPOSITE DIRECTION, FROM TERMINAL 2 (LHD), 1 (RHD) → MOTOR → TO TERMINAL 1 (LHD), 2 (RHD), AND THE MOTOR ROTATES IN REVERSE. WHEN THE WINDOW LOCK SW IS PUSHED TO THE LOCK SIDE, THE GROUND CIRCUIT TO THE PASSENGER'S WINDOW BECOMES OPEN.

SERVICE HINTS

P 6 POWER WINDOW SW (PASSENGER'S SIDE)

4-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW ON

P 3 POWER WINDOW MASTER SW

9(LHD), 6(RHD)-GROUND: ALWAYS CONTINUOUS

7(LHD), 8(RHD)-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW ON

8(LHD), 7(RHD)-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION AND THE MASTER SW AT UP POSITION

6(LHD), 9(RHD)-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION AND THE MASTER SW AT DOWN OR AUTO DOWN POSITION

WINDOW LOCK SW

OPEN WITH THE WINDOW LOCK SW AT LOCK POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|------------------|------|----------|
| P 3 | 72(LHD), 82(RHD) | P 5 | 72(LHD), 82(RHD) | | |
| P 4 | 72(LHD), 82(RHD) | P 6 | 72(LHD), 82(RHD) | | |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IG | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IC | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IE | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 3A | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IF1 | 90(LHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IF2 | 90(LHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IG1 | 90(LHD) | FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | FLOOR WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |

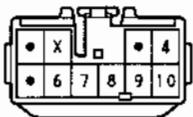
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |

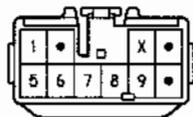
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I 3 | 92(LHD) | INSTRUMENT PANEL WIRE | I 32 | 104(RHD) | INSTRUMENT PANEL WIRE |

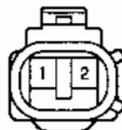
(LHD) P 3 BLUE



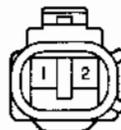
(RHD) P 3 BLUE



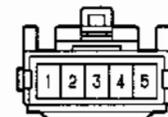
P 4



P 5

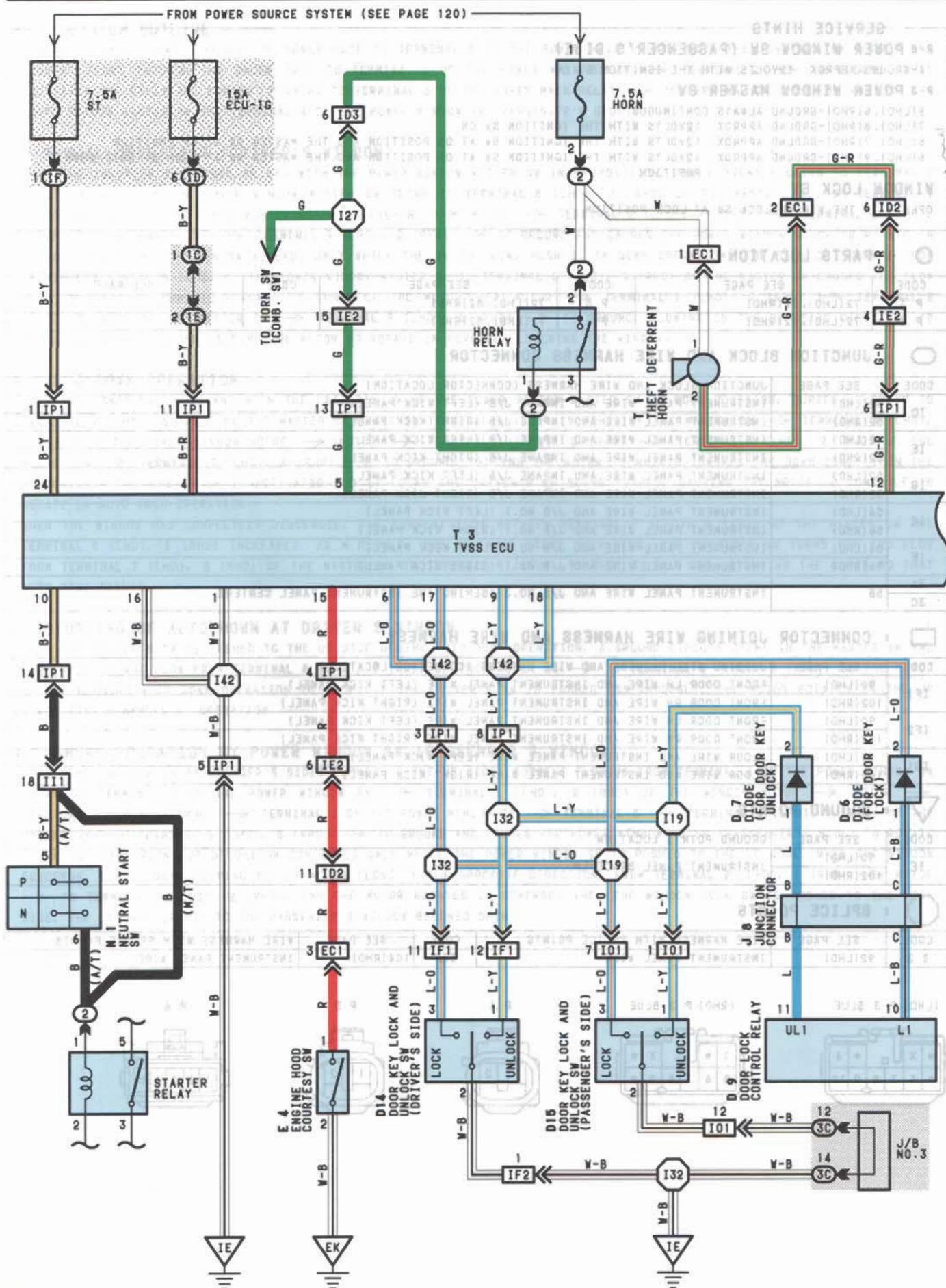


P 6

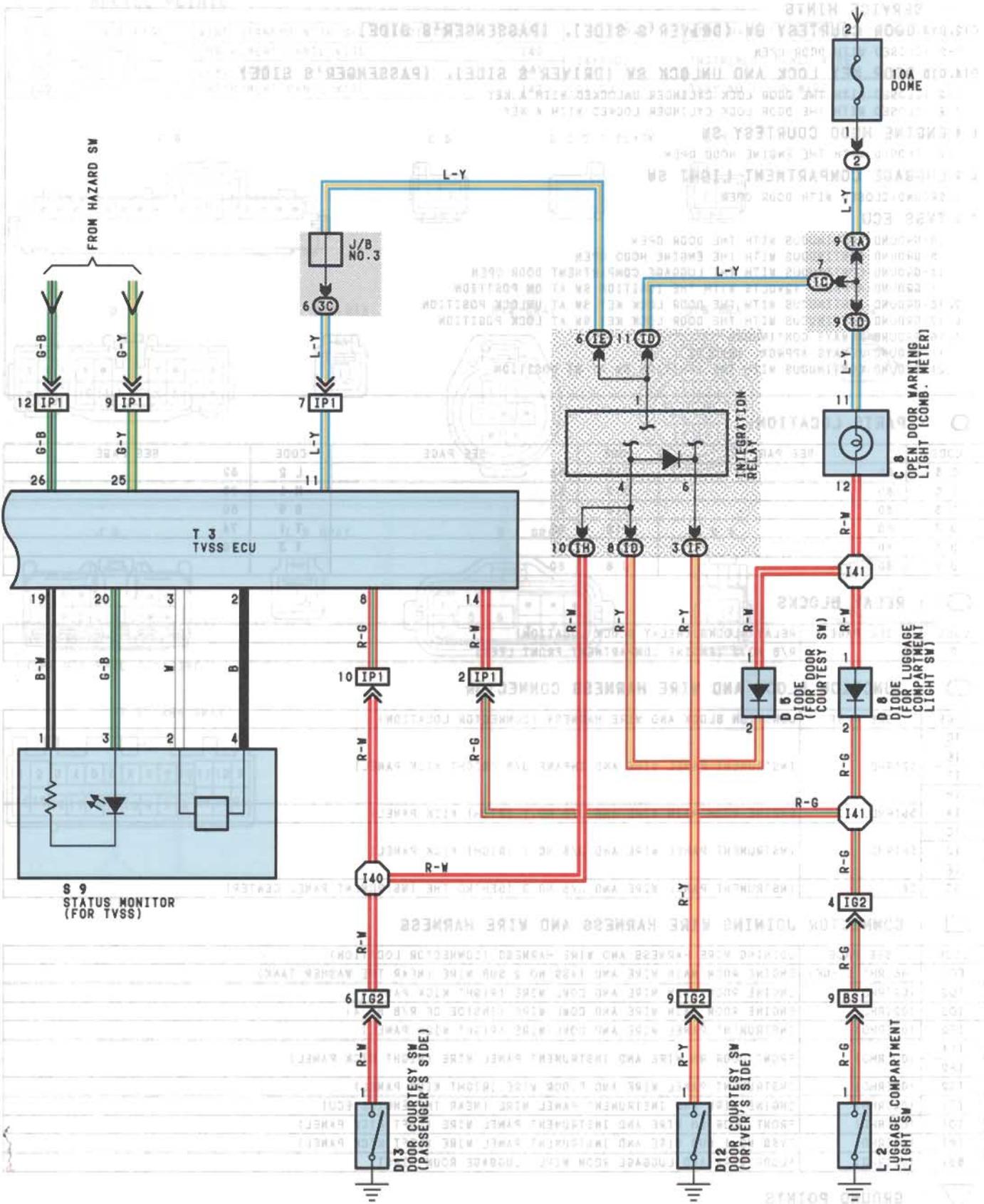




TVSS (TOYOTA VEHICLE SECURITY SYSTEM)



FROM POWER SOURCE SYSTEM (SEE PAGE 120)





TVSS (TOYOTA VEHICLE SECURITY SYSTEM)

SERVICE HINTS

D12, D13 DOOR COURTESY SW (DRIVER'S SIDE), (PASSENGER'S SIDE)

1-2 :CLOSED WITH DOOR OPEN

D14, D15 DOOR KEY LOCK AND UNLOCK SW (DRIVER'S SIDE), (PASSENGER'S SIDE)

1-2 :CLOSED WITH THE DOOR LOCK CYLINDER UNLOCKED WITH A KEY

3-2 :CLOSED WITH THE DOOR LOCK CYLINDER LOCKED WITH A KEY.

E 4 ENGINE HOOD COURTESY SW

1-2 :CLOSED WITH THE ENGINE HOOD OPEN

L 2 LUGGAGE COMPARTMENT LIGHT SW

1-GROUND:CLOSED WITH DOOR OPEN

T 3 TVSS ECU

8-GROUND:CONTINUOUS WITH THE DOOR OPEN

15-GROUND:CONTINUOUS WITH THE ENGINE HOOD OPEN

14-GROUND:CONTINUOUS WITH THE LUGGAGE COMPARTMENT DOOR OPEN

4-GROUND:APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION

9, 18-GROUND:CONTINUOUS WITH THE DOOR LOCK KEY SW AT UNLOCK POSITION

6, 17-GROUND:CONTINUOUS WITH THE DOOR LOCK KEY SW AT LOCK POSITION

1, 16-GROUND:ALWAYS CONTINUOUS

11-GROUND:ALWAYS APPROX. 12VOLTS

24-GROUND:CONTINUOUS WITH THE IGNITION SW AT ST POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| C 8 | 80 | D12 | 82 | L 2 | 82 |
| D 5 | 80 | D13 | 82 | N 1 | 78 |
| D 6 | 80 | D14 | 82 | S 9 | 80 |
| D 7 | 80 | D15 | 82 | T 1 | 74 |
| D 8 | 80 | E 4 | 74 | T 3 | 80 |
| D 9 | 80 | J 8 | 80 | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | | |
| IF | | |
| IM | | |
| IA | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IC | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| ID | | |
| IE | | |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|---------------|---|
| EC1 | 96(RHD 3S-GE) | ENGINE ROOM MAIN WIRE AND TVSS NO.2 SUB WIRE (NEAR THE WASHER TANK) |
| ID2 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| ID3 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IE2 | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IF1 | 102(RHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IF2 | | |
| I02 | 102(RHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| II1 | 104(RHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| I01 | 104(RHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| IP1 | 104(RHD) | TVSS NO.1 SUB WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| B81 | 106(RHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT) |

▽ : GROUND POINTS

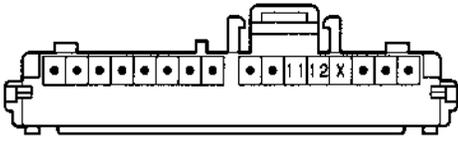
| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|---------------|-----------------------------|
| EK | 96(RHD 3S-GE) | FRONT SUSPENSION SUPPORT RH |
| IE | 102(RHD) | INSTRUMENT PANEL BRACE LH |



: SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I19 | 104(RHD) | INSTRUMENT PANEL WIRE | I40 | 104(RHD) | INSTRUMENT PANEL WIRE |
| I27 | 104(RHD) | CONVL WIRE | I41 | | |
| I32 | 104(RHD) | INSTRUMENT PANEL WIRE | I42 | 104(RHD) | TVSS NO.1 SUB WIRE |

C 8



D 5



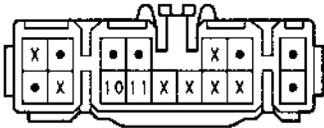
D 6, D 7 BLACK



D 8



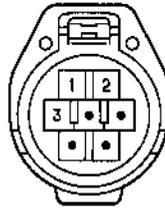
D 9



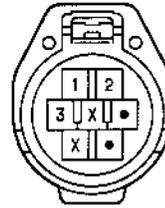
D12, D13



D14 GRAY



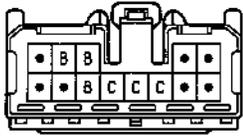
D15 GRAY



E 4



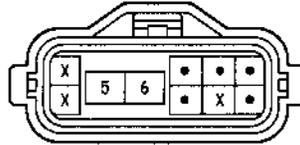
J 8



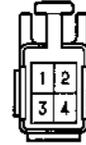
L 2 GRAY



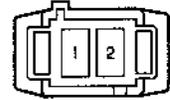
N 1 GRAY



S 9

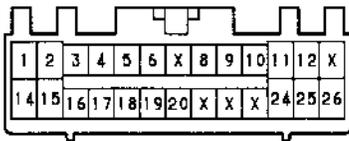


T 1



(HINT:SEE PAGE 7, 23, 39)

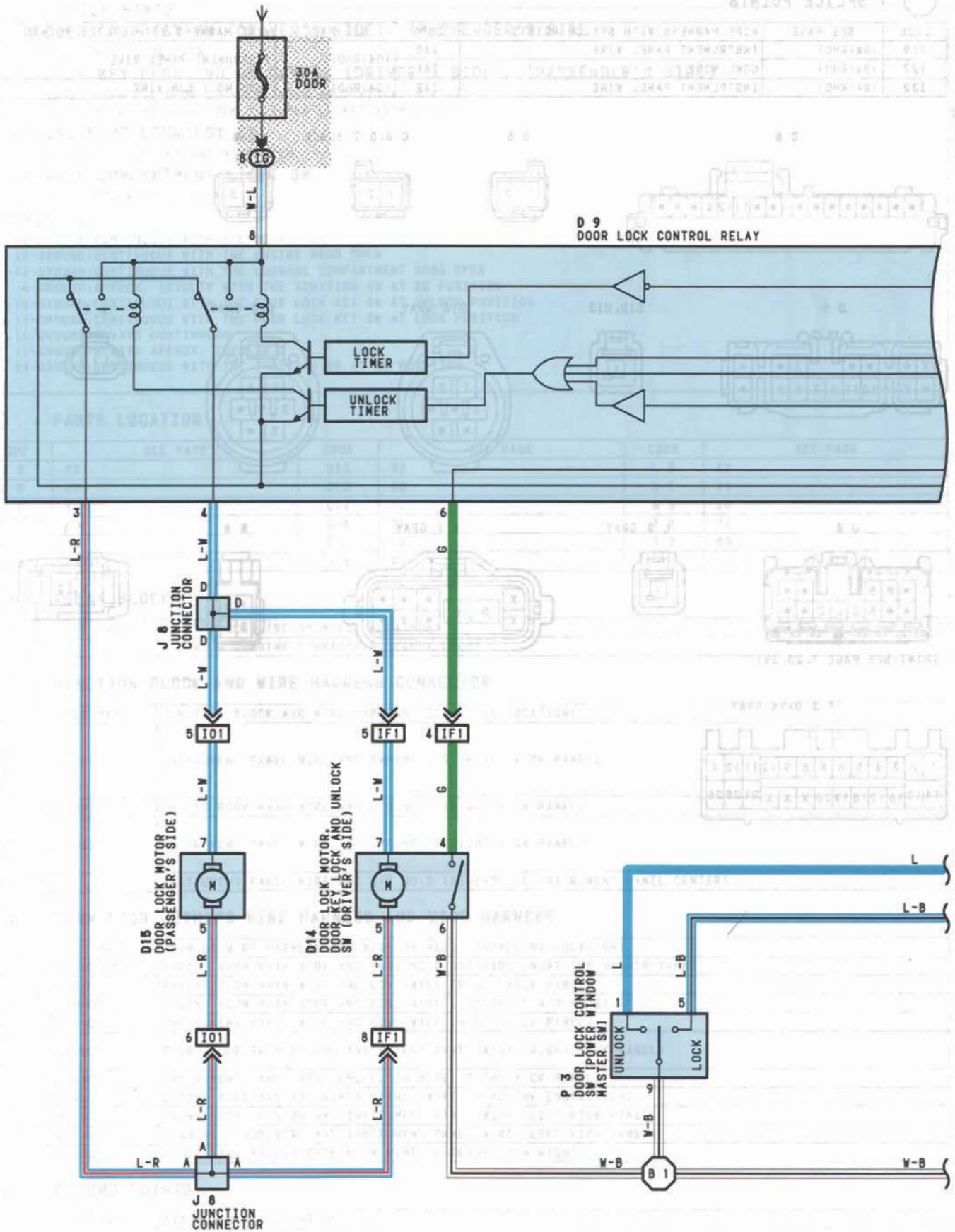
T 3 DARK GRAY





DOOR LOCK CONTROL (LHD)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)





DOOR LOCK CONTROL (LHD)

SYSTEM OUTLINE

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

1. MANUAL LOCK OPERATION

WHEN THE DOOR CONTROL SW OR KEY SW ARE PUSHED TO LOCK POSITION, A LOCK SIGNAL IS INPUT TO TERMINAL 10 OF THE DOOR LOCK CONTROL RELAY AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM TERMINAL 8 OF THE ECU → TERMINAL 4 → TERMINAL 7 OF THE DOOR LOCK MOTORS → TERMINAL 5 → TERMINAL 3 OF THE ECU → TERMINAL 16 → TO GROUND AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW OR KEY SW ARE PUSHED TO UNLOCK POSITION, AN UNLOCK SIGNAL IS INPUT TO TERMINAL 13 OF THE DOOR LOCK CONTROL RELAY. CURRENT FLOWS FROM TERMINAL 8 OF THE ECU → TERMINAL 3 → TERMINAL 5 OF THE DOOR LOCK MOTORS → TERMINAL 7 → TERMINAL 4 OF THE ECU → TERMINAL 16 → TO GROUND AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO UNLOCK.

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

3. IGNITION KEY REMINDER OPERATION

- OPERATION OF 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 MOTOR), THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED SOON BY THE OPERATION OF THE ECU. AS A RESULT OF ECU ACTIVATION, THE CURRENT FLOWS FROM TERMINAL 8 OF THE ECU → TERMINAL 3 → TERMINAL 5 OF THE DOOR LOCK MOTORS → TERMINAL 7 → TERMINAL 4 OF THE ECU → TERMINAL 16 → TO GROUND AND CAUSES ALL THE DOORS TO UNLOCK. THE SAME APPLIES TO OPERATION OF THE DOOR LOCK CONTROL SW AND THE DOOR LOCK KEY SW.

SERVICE HINTS

D12 DOOR COURTESY SW (DRIVER'S SIDE)

1-GROUND :CLOSED WITH THE DOOR OPEN

D14,D15 DOOR KEY LOCK AND UNLOCK SW (DRIVER'S SIDE), (PASSENGER'S SIDE)

1-2 :CLOSED WITH THE DOOR LOCK CYLINDER UNLOCKED WITH THE KEY

3-2 :CLOSED WITH THE DOOR LOCK CYLINDER LOCKED WITH THE KEY.

D14 DOOR LOCK MOTOR, DOOR KEY LOCK UNLOCK SW (DRIVER'S SIDE)

4-6 :CLOSED WITH THE DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW AT UNLOCK POSITION

U 1 UNLOCK WARNING SW

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

D 9 DOOR LOCK CONTROL RELAY

13-GROUND:CONTINUOUS WITH THE DOOR LOCK CONTROL SW AND DOOR LOCK KEY SW AT UNLOCK POSITION

10-GROUND:CONTINUOUS WITH THE DOOR LOCK CONTROL SW AND DOOR LOCK KEY SW AT LOCK POSITION

7-GROUND:CONTINUOUS WITH THE IGNITION KEY IN THE CYLINDER

6-GROUND:CONTINUOUS WITH THE LH DOOR AT UNLOCK POSITION

16-GROUND:ALWAYS CONTINUOUS

8-GROUND:ALWAYS APPROX. 12VOLTS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| D 9 | 70(LHD) | D15 | 72(LHD) | U 1 | 70(LHD) |
| D12 | 72(LHD) | J 8 | 70(LHD) | | |
| D14 | 72(LHD) | P 3 | 72(LHD) | | |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IC | | |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IF | | |
| IG | | |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

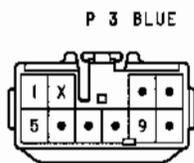
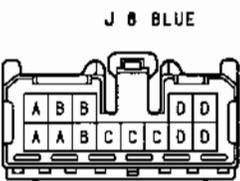
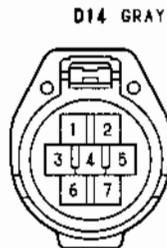
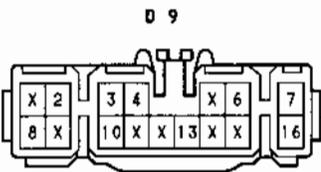
| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IF1 | 90(LHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| IF2 | | |
| IG2 | 90(LHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| ID1 | 92(LHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| ID2 | | |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I 3 | 92(LHD) | INSTRUMENT PANEL WIRE | B 1 | 94(LHD) | FRONT DOOR LH WIRE |
| I 6 | | | | | |



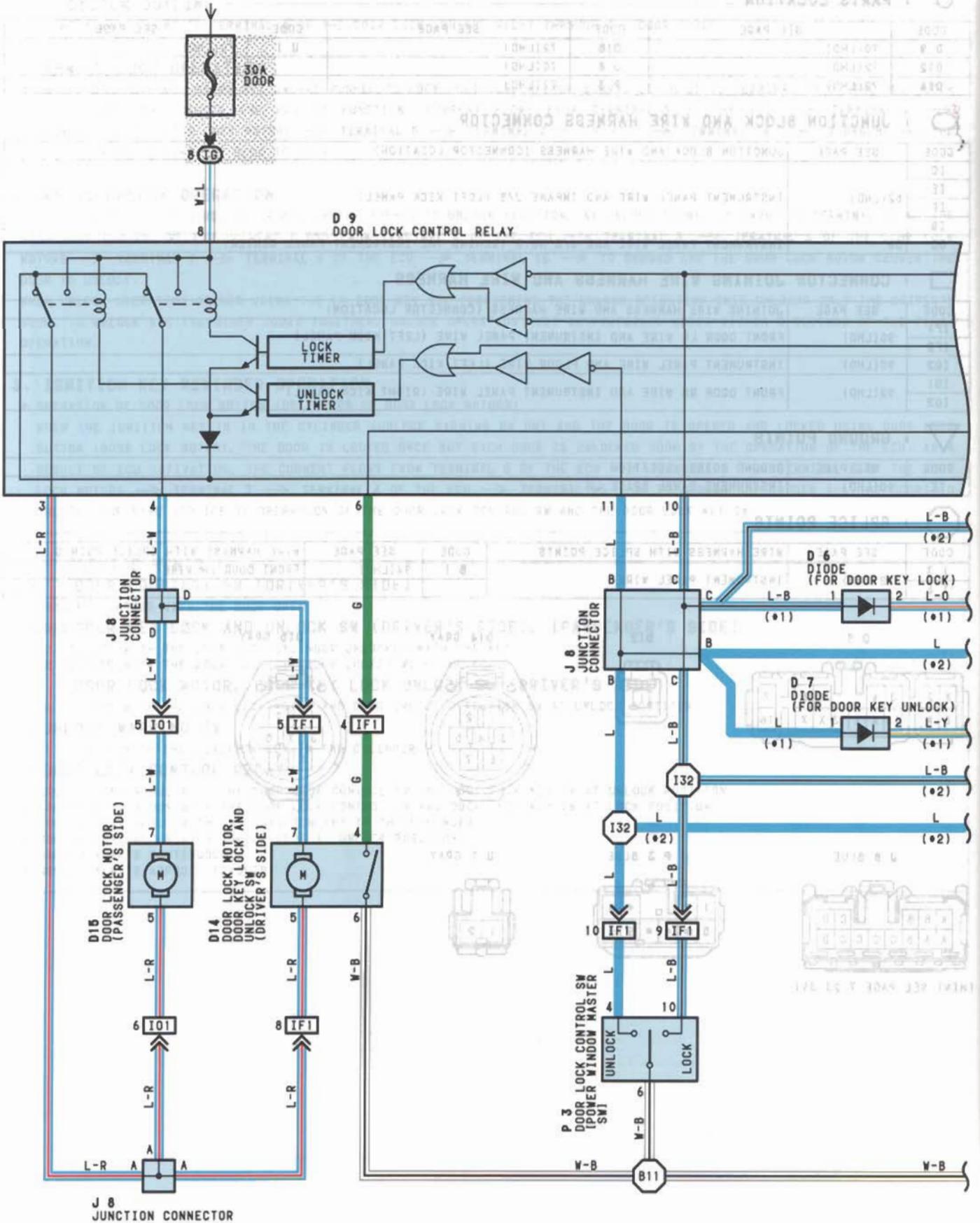
(HINT:SEE PAGE 7. 23. 39)



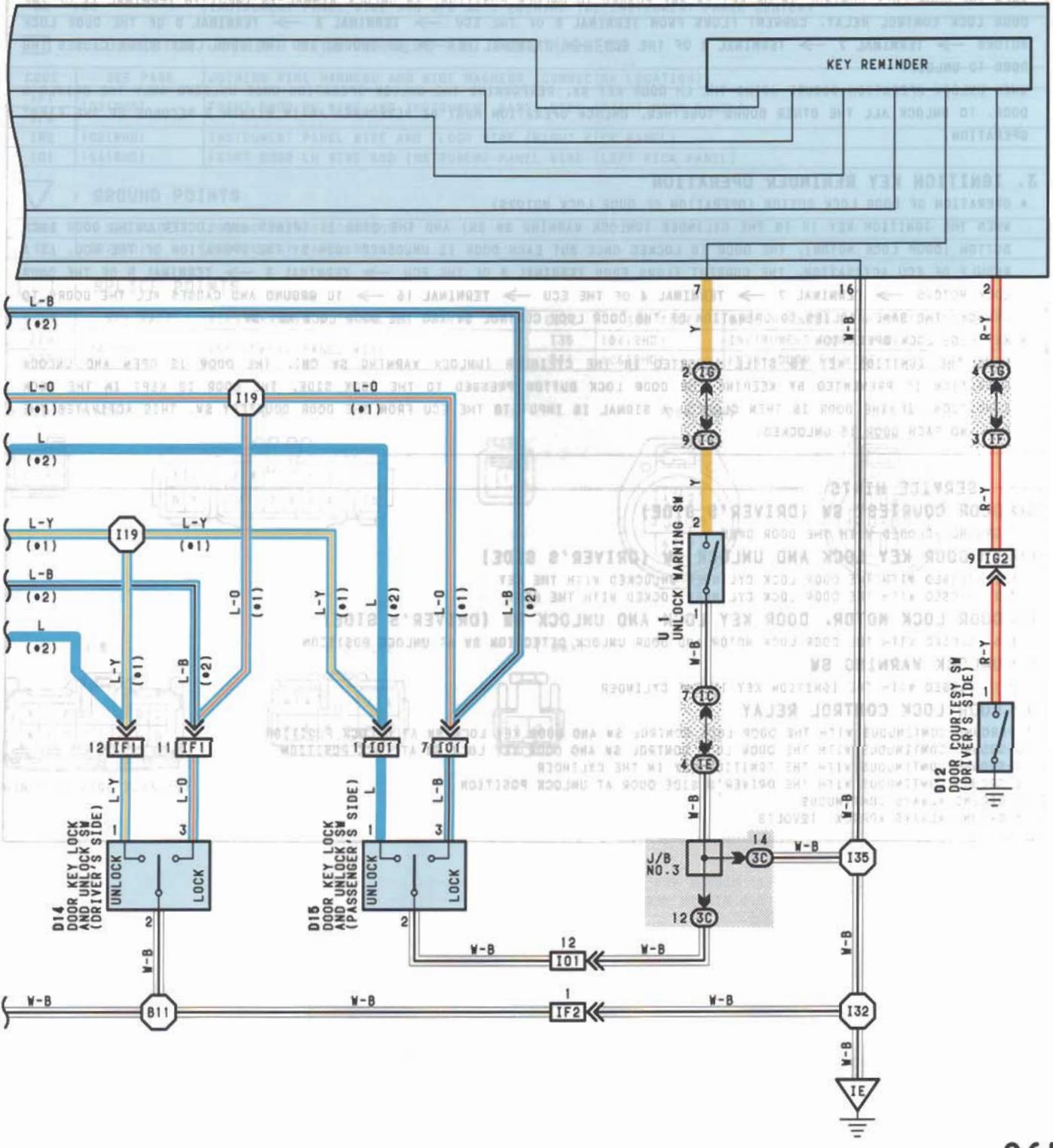
DOOR LOCK CONTROL (RHD)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)

PARTS LOCATION



D 9 DOOR LOCK CONTROL RELAY





DOOR LOCK CONTROL (RHD)

SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY THROUGH THE **DOOR FUSE**.
WHEN THE IGNITION SW TURNED ON.

1. MANUAL LOCK OPERATION

WHEN THE DOOR CONTROL SW OR KEY SW ARE PUSHED TO **LOCK** POSITION, A LOCK SIGNAL IS INPUT TO **TERMINAL 10** OF THE DOOR LOCK CONTROL RELAY AND CAUSES THE ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL 8** OF THE ECU → **TERMINAL 4** → **TERMINAL 7** OF THE DOOR LOCK MOTORS → **TERMINAL 5** → **TERMINAL 3** OF THE ECU → **TERMINAL 16** → TO GROUND AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO LOCK.

2. MANUAL UNLOCK OPERATION

WHEN THE DOOR LOCK CONTROL SW OR KEY SW ARE PUSHED TO **UNLOCK** POSITION, AN UNLOCK SIGNAL IS INPUT TO **TERMINAL 11** OF THE DOOR LOCK CONTROL RELAY. CURRENT FLOWS FROM **TERMINAL 8** OF THE ECU → **TERMINAL 3** → **TERMINAL 5** OF THE DOOR LOCK MOTORS → **TERMINAL 7** → **TERMINAL 4** OF THE ECU → **TERMINAL 16** → TO GROUND AND THE DOOR LOCK MOTOR CAUSES THE DOOR TO UNLOCK.

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

3. IGNITION KEY REMINDER OPERATION

• OPERATION OF 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 MOTOR), THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED SOON BY THE OPERATION OF THE ECU. AS A RESULT OF ECU ACTIVATION, THE CURRENT FLOWS FROM **TERMINAL 8** OF THE ECU → **TERMINAL 3** → **TERMINAL 5** OF THE DOOR LOCK MOTORS → **TERMINAL 7** → **TERMINAL 4** OF THE ECU → **TERMINAL 16** → TO GROUND AND CAUSES ALL THE DOORS TO UNLOCK. THE SAME APPLIES TO OPERATION OF THE DOOR LOCK CONTROL SW AND THE DOOR LOCK KEY SW.

• 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 ECU FROM THE DOOR COURTESY SW. THIS ACTIVATES THE ECU AND EACH DOOR IS UNLOCKED.

SERVICE HINTS

D12 DOOR COURTESY SW (DRIVER'S SIDE)

1-GROUND :CLOSED WITH THE DOOR OPEN

D14.D15 DOOR KEY LOCK AND UNLOCK SW (DRIVER'S SIDE)

1-2 :CLOSED WITH THE DOOR LOCK CYLINDER UNLOCKED WITH THE KEY

3-2 :CLOSED WITH THE DOOR LOCK CYLINDER LOCKED WITH THE KEY.

D14 DOOR LOCK MOTOR, DOOR KEY LOCK AND UNLOCK SW (DRIVER'S SIDE)

4-6 :CLOSED WITH THE DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW AT UNLOCK POSITION

U 1 UNLOCK WARNING SW

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

D 9 DOOR LOCK CONTROL RELAY

11-GROUND:CONTINUOUS WITH THE DOOR LOCK CONTROL SW AND DOOR KEY LOCK SW AT UNLOCK POSITION

10-GROUND:CONTINUOUS WITH THE DOOR LOCK CONTROL SW AND DOOR KEY LOCK SW AT LOCK POSITION

7-GROUND:CONTINUOUS WITH THE IGNITION KEY IN THE CYLINDER

6-GROUND:CONTINUOUS WITH THE DRIVER'S SIDE DOOR AT UNLOCK POSITION

16-GROUND:ALWAYS CONTINUOUS

8-GROUND:ALWAYS APPROX. 12VOLTS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| D 6 | 80 | D12 | 82 | J 8 | 80 |
| D 7 | 80 | D14 | 82 | P 3 | 82 |
| D 9 | 80 | D15 | 82 | U 1 | 80 |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IC | | |
| IE | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | | |
| IG | | |
| 3C | 56 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IF1 | 102(RHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IF2 | | |
| IG2 | 102(RHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| IO1 | 104(RHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| IE | 102(RHD) | INSTRUMENT PANEL BRACE LH |

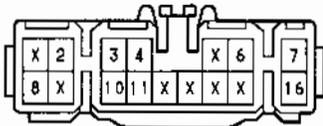
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I19 | 104(RHD) | INSTRUMENT PANEL WIRE | I35 | 104(RHD) | INSTRUMENT PANEL WIRE |
| I32 | | | B11 | 106(RHD) | FRONT DOOR RH WIRE |

D 6, D 7 BLACK



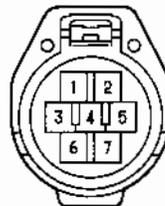
D 9



D12



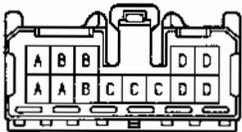
D14 GRAY



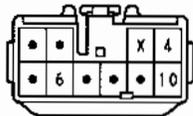
D15 GRAY



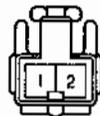
J 8



P 3 BLUE



U 1 GRAY



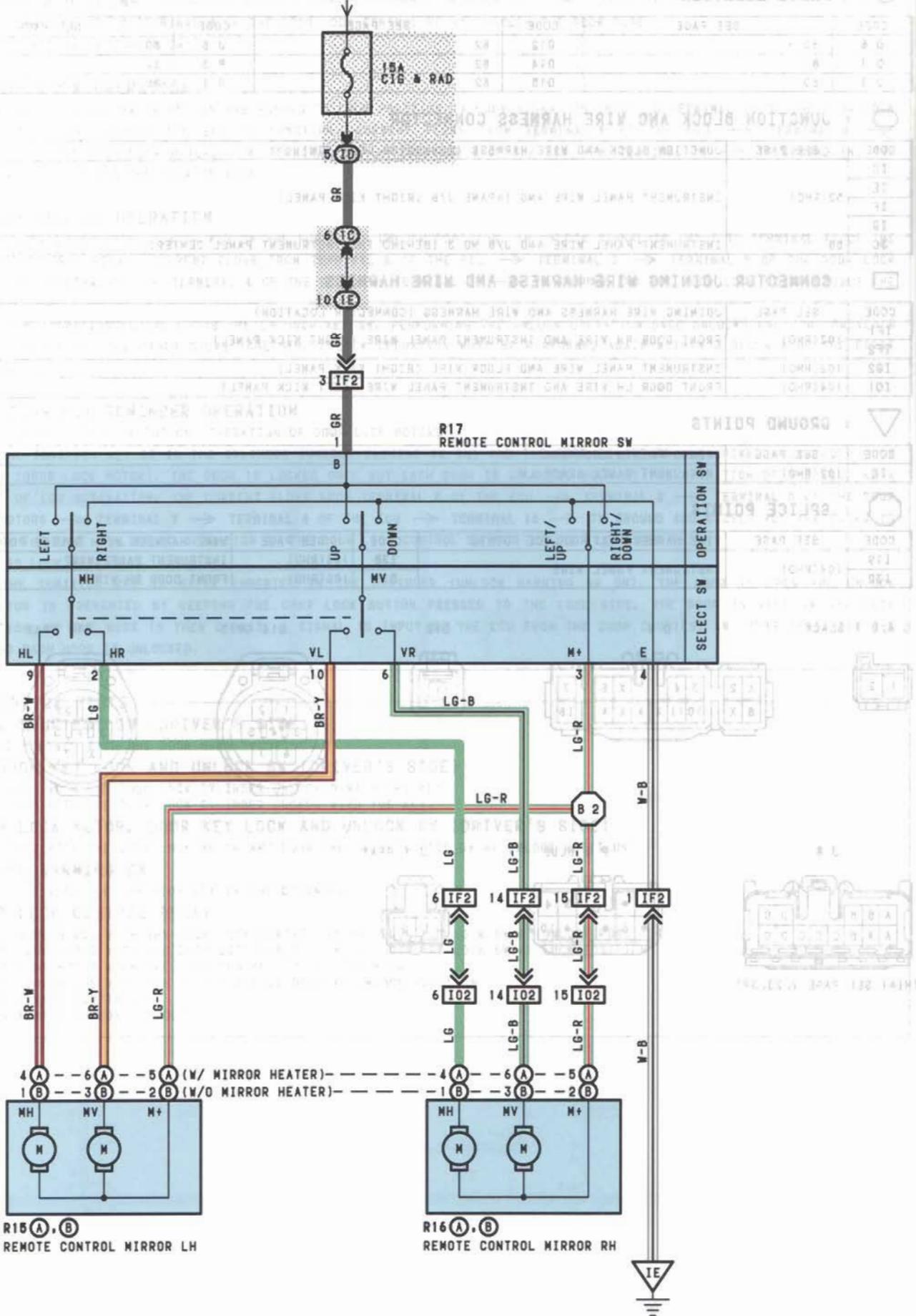
(HINT:SEE PAGE 7.23.39)



REMOTE CONTROL MIRROR (LHD)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)

PARIS LOCATION



SERVICE HINTS

R17 REMOTE CONTROL MIRROR SW

1-GROUND:APPROX. 12VOLTS WITH THE IGNITION SW AT ACC OR ON POSITION
 3-4:CONTINUOUS WITH THE OPERATION SW AT UP OR LEFT POSITION
 1-3:CONTINUOUS WITH THE OPERATION SW AT DOWN DR RIGHT POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| R15 | A 72 | R16 | A 72 | R17 | 72 |
| | B 72 | | B 72 | | |

⊙ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| 1C | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| 1E | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IF2 | 90(LHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| IO2 | 92(LHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |

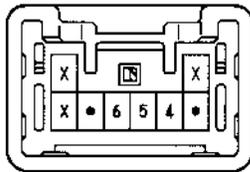
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| 1E | 90(LHD) | INSTRUMENT PANEL BRACE LH |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| B 2 | 94(LHD) | FRONT DOOR LH WIRE | | | |

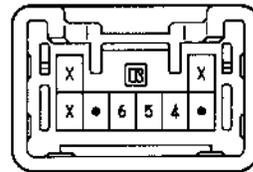
(W/ MIRROR HEATER) R15 ④



(W/O MIRROR HEATER) R15 ⑤



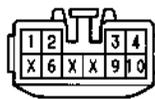
(W/ MIRROR HEATER) R16 ①



(W/O MIRROR HEATER) R16 ②



R17

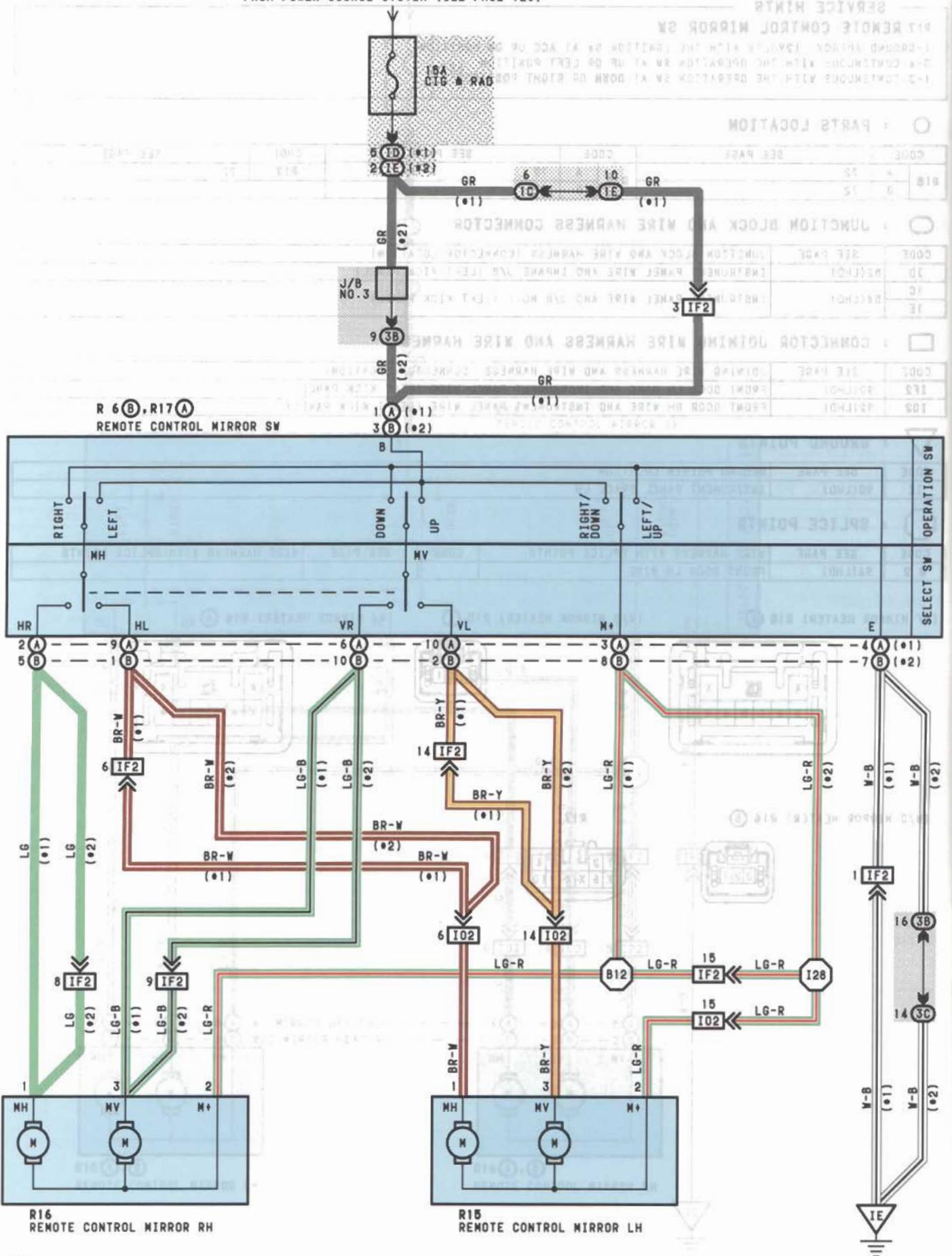




REMOTE CONTROL MIRROR(RHD)

•1 :W/ POWER WINDOW
•2 :W/O POWER WINDOW

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS

- R 6 (B), R17 (A) REMOTE CONTROL MIRROR SW
 (A) 1, (B) 3-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ACC OR ON POSITION
 (A) 3-(A) 4, (B) 6-(B) 7: CONTINUOUS WITH THE OPERATION SW AT UP OR LEFT POSITION
 (A) 1-(A) 3, (B) 3-(B) 8: CONTINUOUS WITH THE OPERATION SW AT DOWN OR RIGHT POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|-------|----------|-------|----------|------|----------|
| R 6 B | 80 | R16 | 82 | | |
| R15 | 82 | R17 A | 82 | | |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | | |
| IC | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1E | | |
| 3B | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IF2 | 102(RHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| I02 | 104(RHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |

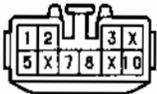
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| IE | 102(RHD) | INSTRUMENT PANEL BRACE LH |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I20 | 104(RHD) | INSTRUMENT PANEL WIRE | B12 | 106(RHD) | FRONT DOOR RH WIRE |

(*2) R 6 (B)



R15



R16

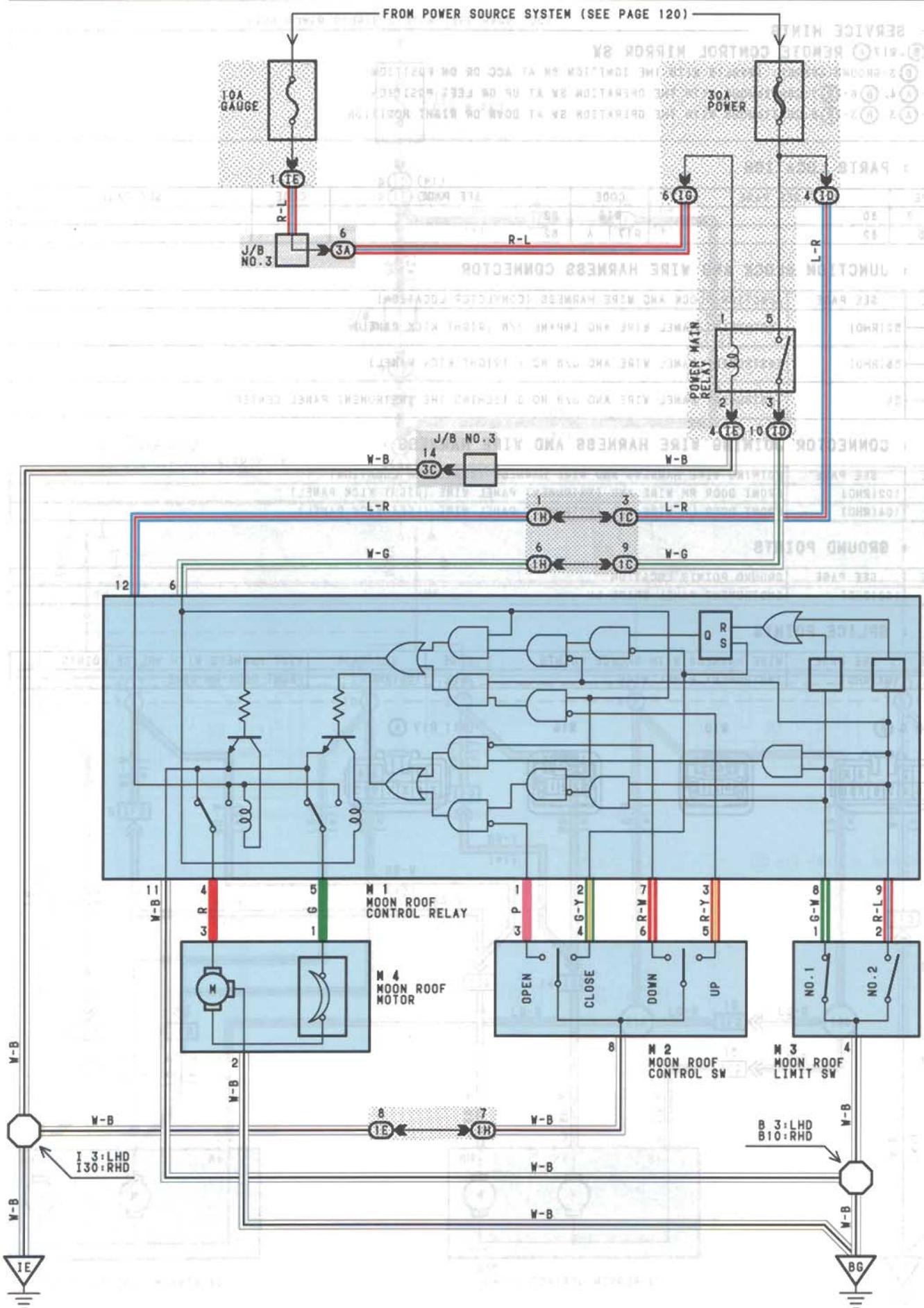


(*1) R17 (A)





MOON ROOF



SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH THE POWER FUSE TO TERMINAL 5 OF THE POWER MAIN RELAY AND TERMINAL 12 OF THE MOON ROOF CONTROL RELAY. WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO TERMINAL 1 OF THE POWER MAIN RELAY → TERMINAL 2 → TO GROUND THROUGH THE GAUGE FUSE.

AS A RESULT, POWER MAIN RELAY IS ACTIVATED AND THE CURRENT TO TERMINAL 5 OF THE POWER MAIN RELAY FLOWS FROM TERMINAL 3 OF THE POWER MAIN RELAY TO TERMINAL 6 OF THE MOON ROOF CONTROL RELAY.

1. SLIDE OPEN OPERATION

WHEN THE IGNITION SW IS TURNED ON AND THE MOON ROOF CONTROL SW IS PUSHED TO OPEN POSITION, A SIGNAL IS INPUT FROM TERMINAL 1 OF THE MOON ROOF CONTROL RELAY TO TERMINAL 3 OF THE MOON ROOF CONTROL SW. THE MOON ROOF LIMIT SW NO.1 OR NO.2 IS ON AT THIS TIME.

WHEN THIS OCCURS, THE RELAY IS ACTIVATED AND THE CURRENT TO TERMINAL 12 OF THE MOON ROOF CONTROL RELAY FLOWS FROM TERMINAL 5 → TERMINAL 1 OF THE MOON ROOF MOTOR → TERMINAL 3 → TERMINAL 4 OF THE MOON ROOF CONTROL RELAY → TERMINAL 11 → TO GROUND AND ROTATES THE MOTOR TO OPEN THE MOON ROOF WHILE THE SW IS BEING PUSHED TO OPEN POSITION.

2. SLIDE CLOSE OPERATION

WITH THE IGNITION SW TURNED ON, THE MOON ROOF COMPLETELY OPEN AND THE MOON ROOF LIMIT SW NO.1 AND NO.2 BOTH ON, WHEN THE MOON ROOF CONTROL SW IS PUSHED TO CLOSE POSITION A SIGNAL IS INPUT FROM TERMINAL 2 OF THE MOON ROOF CONTROL RELAY TO TERMINAL 4 OF THE MOON ROOF CONTROL SW.

WHEN THIS OCCURS, THE RELAY IS ACTIVATED AND THE CURRENT TO TERMINAL 12 OF THE MOON ROOF CONTROL RELAY FLOWS FROM TERMINAL 4 → TERMINAL 3 OF THE MOON ROOF MOTOR → TERMINAL 1 → TERMINAL 5 OF THE MOON ROOF CONTROL RELAY → TERMINAL 11 → TO GROUND AND ROTATES THE MOTOR TO CLOSE THE MOON ROOF WHILE THE SW IS BEING PUSHED TO CLOSE POSITION.

THE MOON ROOF LIMIT SW NO.1 TURNS OFF (LIMIT SW NO.2 IS ON) AND AT 100MM (3.9IN) BEFORE FULLY AT CLOSED POSITION, SIGNAL IS INPUT FROM TERMINAL 1 OF THE LIMIT SW NO.1 TO TERMINAL 8 OF THE MOON ROOF CONTROL RELAY. THIS SIGNAL ACTIVATES THE RELAY AND STOPS THE CURRENT FROM TERMINAL 12 OF THE MOON ROOF CONTROL RELAY TO TERMINAL 11. AS A RESULT, THE MOON ROOF STOPS AT THIS POSITION. TO CLOSE THE MOON ROOF COMPLETELY, PUSHING THE MOON ROOF CONTROL SW AGAIN TO THE CLOSE SIDE CAUSES A SIGNAL TO BE INPUT AGAIN TO TERMINAL 2 OF THE MOON ROOF CONTROL RELAY. THIS ACTIVATES THE RELAY AND THE MOON ROOF WILL CLOSE AS LONG AS THE MOON ROOF CONTROL SW IS BEING PUSHED, ALLOWING THE MOON ROOF TO FULLY CLOSE.

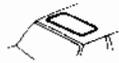
3. TILT UP OPERATION

WHEN THE MOON ROOF CONTROL SW IS PUSHED TO TILT UP POSITION, WITH THE IGNITION SW TURNED ON AND THE MOON ROOF COMPLETELY CLOSED (MOON ROOF LIGHT SW NO.2 IS OFF), A SIGNAL IS INPUT FROM TERMINAL 3 OF THE MOON ROOF CONTROL RELAY TO TERMINAL 5 OF THE MOON ROOF CONTROL SW. AS A RESULT, THE RELAY IS ACTIVATED AND THE CURRENT TO TERMINAL 12 OF THE MOON ROOF CONTROL RELAY FLOWS FROM TERMINAL 4 OF THE RELAY → TERMINAL 3 OF THE MOON ROOF MOTOR → TERMINAL 1 → TERMINAL 5 OF THE MOON ROOF CONTROL RELAY → TERMINAL 11 TO GROUND AND ROTATES THE MOTOR SO THAT TILT UP OPERATION OCCURS AS LONG AS THE MOON ROOF CONTROL SW IS PUSHED ON THE TILT UP SIDE.

4. TILT DOWN OPERATION

WHEN THE MOON ROOF CONTROL SW IS PUSHED TO TILT DOWN POSITION, WITH THE IGNITION SW TURNED ON AND THE MOON ROOF TILTED UP (NO.1 AND NO.2 MOON ROOF LIMIT SW ARE BOTH OFF), A SIGNAL IS INPUT FROM TERMINAL 7 OF THE MOON ROOF CONTROL RELAY TO TERMINAL 6 OF THE MOON ROOF CONTROL SW.

AS A RESULT, THE RELAY IS ACTIVATED AND THE CURRENT TO TERMINAL 12 OF THE MOON ROOF CONTROL RELAY FLOWS FROM TERMINAL 5 OF THE RELAY → TERMINAL 1 OF THE MOON ROOF MOTOR → TERMINAL 3 → TERMINAL 4 OF THE MOON ROOF CONTROL RELAY → TERMINAL 11 → TO GROUND AND ROTATES THE MOTOR SO THAT TILT DOWN OPERATION OCCURS AS LONG AS THE MOON ROOF CONTROL SW IS PUSHED ON THE TILT DOWN SIDE. (DURING TILT DOWN, LIMIT SW NO.1 IS CHANGED FROM OFF TO ON.)



MOON ROOF

SERVICE HINTS

POWER MAIN RELAY

3-5: CLOSED WITH THE IGNITION SW AT ON POSITION

M 1 MOON ROOF CONTROL RELAY

11-GROUND: ALWAYS CONTINUOUS

6-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION

4-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW ON, AND THE MOON ROOF CONTROL SW AT CLOSE OR UP POSITION (EXCEPT APPROX. 100MM (3.941IN) BEFORE AT FULLY CLOSED POSITION

5-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW ON, AND THE MOON ROOF CONTROL SW AT OPEN OR DOWN POSITION

M 2 MOON ROOF CONTROL SW

5-8: CLOSED WITH THE MOON ROOF CONTROL SW AT UP POSITION

4-8: CLOSED WITH THE MOON ROOF CONTROL SW AT CLOSE POSITION

6-8: CLOSED WITH THE MOON ROOF CONTROL SW AT DOWN POSITION

3-8: CLOSED WITH THE MOON ROOF CONTROL SW AT OPEN POSITION

8-GROUND: ALWAYS CONTINUOUS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|------------------|------|----------|
| M 1 | 72(LHD), 82(RHD) | M 3 | 72(LHD), 82(RHD) | | |
| M 2 | 72(LHD), 82(RHD) | M 4 | 72(LHD), 82(RHD) | | |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IG | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IC | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IE | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IH | 54(LHD) | ROOF WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ROOF WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 3A | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

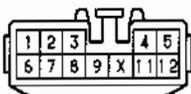
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |
| BG | 94(LHD) | ROOF LEFT |
| | 106(RHD) | ROOF RIGHT |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I 3 | 92(LHD) | INSTRUMENT PANEL WIRE | B 3 | 94(LHD) | ROOF WIRE |
| I30 | 104(RHD) | | B10 | 106(RHD) | |

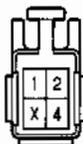
M 1



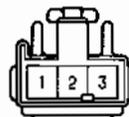
M 2



M 3



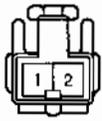
M 4



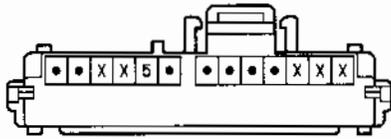
UNLOCK AND SEAT BELT WARNING(G.C.C.)



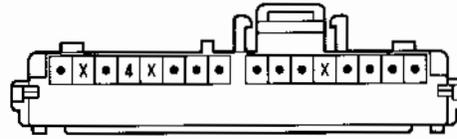
B 6



C 7 (A)



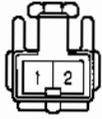
C 8 (B)



D12

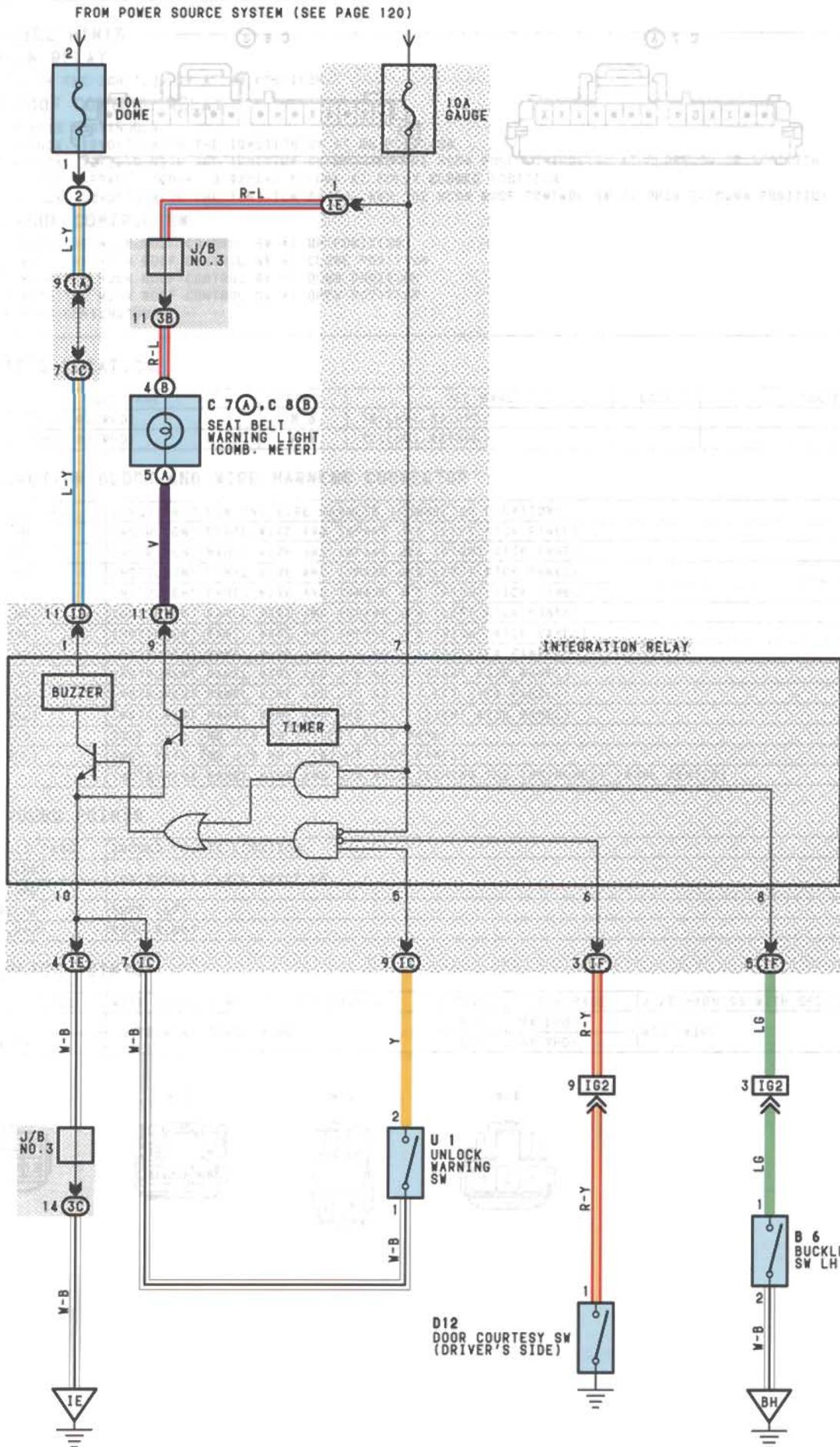


U 1 GRAY





UNLOCK AND SEAT BELT WARNING (G.C.C.)



SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO TERMINAL 1 OF THE INTEGRATION RELAY THROUGH THE DOME FUSE.

1. SEAT BELT WARNING SYSTEM

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS FROM THE GAUGE FUSE TO TERMINAL 7 OF THE INTEGRATION RELAY. AT THE SAME TIME, CURRENT FLOWS TO TERMINAL 9 OF THE RELAY FROM THE GAUGE FUSE THROUGH THE SEAT BELT WARNING LIGHT. THIS CURRENT ACTIVATES THE INTEGRATION RELAY AND CURRENT FLOWING THROUGH THE WARNING LIGHT FLOWS FROM TERMINAL 9 OF THE RELAY → TERMINAL 10 → GROUND. CAUSING THE WARNING LIGHT TO LIGHT UP. A BUCKLE SW OFF SIGNAL IS INPUT TO TERMINAL 8 OF THE RELAY, THE CURRENT FLOWING TO TERMINAL 7 OF THE RELAY FLOWS FROM TERMINAL 10 → GROUND AND THE SEAT BELT WARNING BUZZER SOUNDS FOR APPROX. 4-8SECONDS. HOWEVER, IF THE SEAT BELT IS PUT ON DURING THIS PERIOD (WHILE THE BUZZER IS SOUNDING), SIGNAL INPUT TO TERMINAL 8 OF THE RELAY STOPS AND THE CURRENT FLOW FROM TERMINAL 7 OF THE RELAY → TERMINAL 10 → GROUND IS CUT, CAUSING THE BUZZER TO STOP.

2. UNLOCK WARNING SYSTEM

WITH THE IGNITION KEY INSERTED IN THE KEY CYLINDER (UNLOCK SW ON), THE IGNITION SW STILL OFF AND THE DRIVER'S DOOR OPEN (DOOR COURTESY SW ON), WHEN A SIGNAL IS INPUT TO TERMINAL 6 OF THE RELAY, THE INTEGRATION RELAY OPERATES. CURRENT FLOWS FROM TERMINAL 7 OF THE RELAY → TERMINAL 10 → GROUND AND THE UNLOCK WARNING BUZZER SOUNDS.

SERVICE HINTS

B 6 BUCKLE SW LH

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

D12 DOOR COURTESY SW (DRIVER'S SIDE)

1-GROUND:CLOSED WITH THE LH DOOR OPEN

U 1 UNLOCK WARNING SW

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

INTEGRATION RELAY

10-GROUND:ALWAYS CONTINUOUS

6-GROUND:CONTINUOUS WITH THE DRIVER'S DOOR OPEN

5-GROUND:CONTINUOUS WITH THE IGNITION KEY IN THE CYLINDER

8-GROUND:CONTINUOUS WITH THE DRIVER'S LAP BELT IN USE

9-GROUND:0VOLTS WITH THE IGNITION SW ON AND THE BUCKLE SW OFF

1-GROUND:ALWAYS APPROX. 12VOLTS

7-GROUND:APPROX 12VOLTS WITH THE IGNITION SW AT ON POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|-----------|------|-----------|------|----------|
| B 6 | 72(LHD) | C 8 | B 70(LHD) | U 1 | 70(LHD) |
| C 7 | A 70(LHD) | D12 | 72(LHD) | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IC | | |
| ID | | |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IF | | |
| IH | | |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| 1C | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| 3B | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

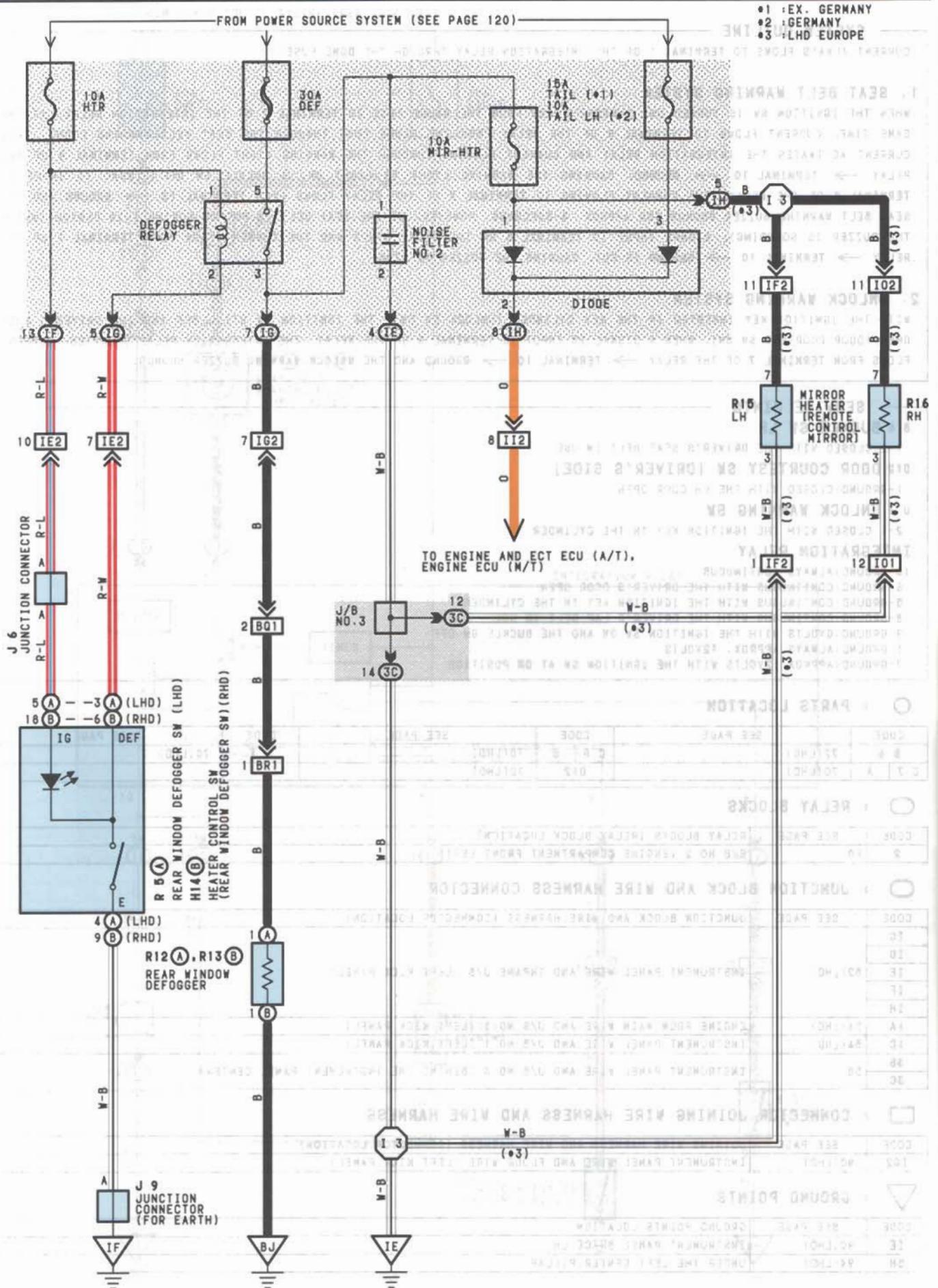
| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| I62 | 90(LHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|------------------------------|
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| BH | 94(LHD) | UNDER THE LEFT CENTER PILLAR |



REAR WINDOW DEFOGGER AND MIRROR HEATER



SERVICE HINTS

DEFOGGER RELAY

5-3:CLOSED WITH THE IGNITION SW ON AND THE DEFOGGER SW ON

R 5 (A) REAR WINDOW DEFOGGER SW (LHD)

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

(A) 4-GROUND:ALWAYS CONTINUOUS

H14 (B) HEATER CONTROL SW (REAR WINDOW DEFOGGER SW) (RHD)

(B) 18-GROUND:APPROX. 12VOLTS WITH IGNITION SW AT ON POSITION

(B) 9-GROUND:ALWAYS CONTINUOUS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|-------|------------------|-------|------------------|------|----------|
| H14 B | 80 | R 5 A | 70 | R15 | 72 |
| J 6 | 70(LHD), 80(RHD) | R12 A | 72(LHD), 82(RHD) | R16 | 72 |
| J 9 | 70(LHD), 80(RHD) | R13 B | 72(LHD), 82(RHD) | | |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IG | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IH | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IF2 | 90(LHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| IG2 | 90(LHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| II2 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| | 104(RHD) | |
| I01 | 92(LHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| I02 | | |
| BQ1 | 94(LHD) | BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT) |
| | 106(RHD) | |
| BR1 | 94(LHD) | BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT) |
| | 106(RHD) | |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |
| IF | 90(LHD) | R/B NO.4 SET BOLT |
| | 102(RHD) | |
| BJ | 94(LHD) | BACK DOOR RIGHT |
| | 106(RHD) | |

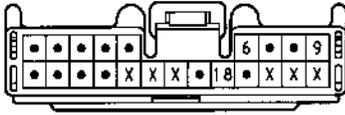
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I 3 | 92(LHD) | INSTRUMENT PANEL WIRE | | | |



REAR WINDOW DEFOGGER AND MIRROR HEATER

(RHD) H14 (B) ORANGE

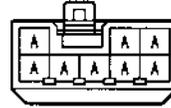


J 6



(HINT: SEE PAGE 7, 23, 39)

J 9



(HINT: SEE PAGE 7, 23, 39)

(LHD) R 5 (A)



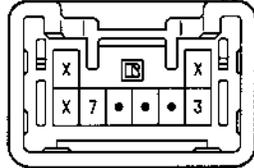
R12 (A) BLACK



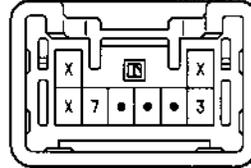
R13 (B) BLACK



R15



R16

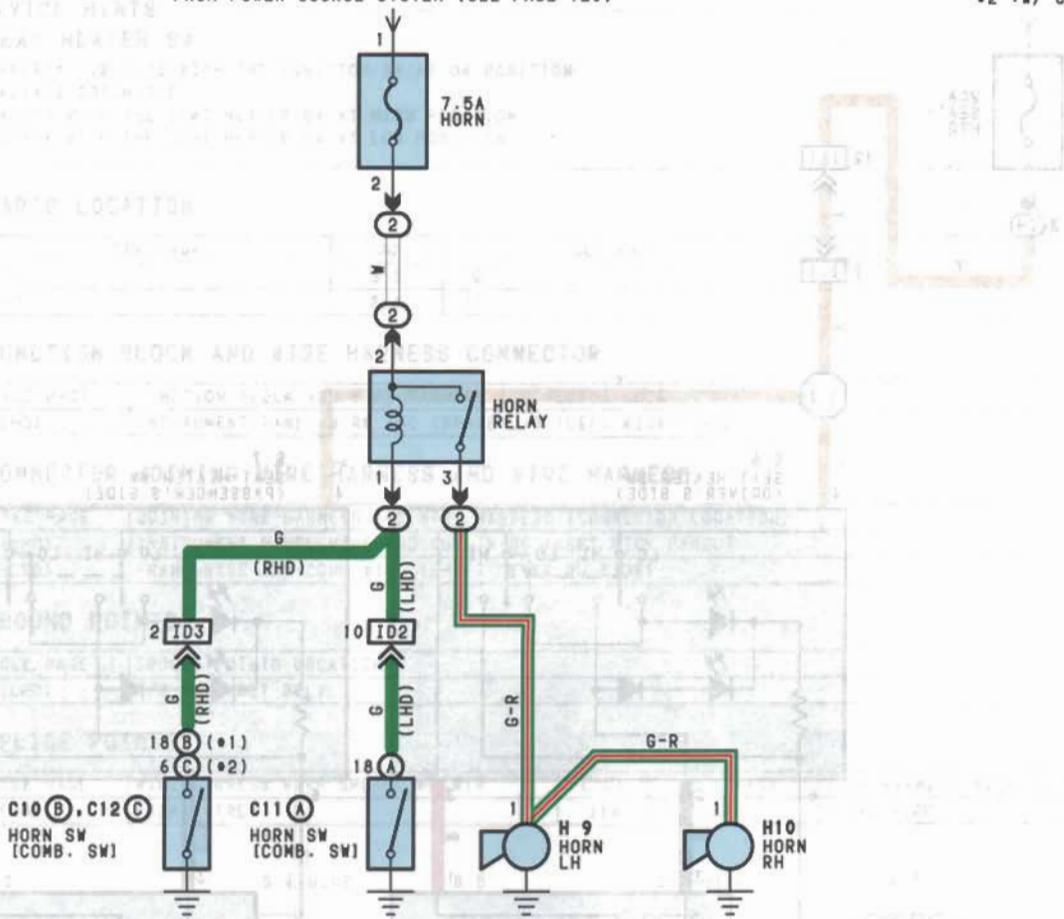




FROM POWER SOURCE SYSTEM (SEE PAGE 120)

(SEE PAGE 120)

•1 :W/O CRUISE CONTROL
•2 :W/ CRUISE CONTROL



SERVICE HINTS

HORN RELAY

② 2- ② 3:CLOSED WITH THE HORN SW ON

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|-------|---------------|------|---------------|------|---------------|
| C10 B | 80 | H 9 | 68(LHD 7A-FE) | H10 | 66(LHD 3S-FE) |
| C11 A | 70 | | 74(RHD 3S-GE) | | 68(LHD 7A-FE) |
| C12 C | 80 | | 76(RHD 3S-FE) | | 74(RHD 3S-GE) |
| H 9 | 64(LHD 3S-GE) | | 78(RHD 5S-FE) | | 76(RHD 3S-FE) |
| | 66(LHD 3S-FE) | H10 | 64(LHD 3S-GE) | | 78(RHD 5S-FE) |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| ID2 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| ID3 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |

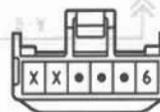
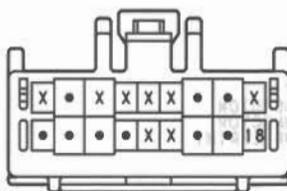
(RHD •1) C10 (B)

(LHD) C11 (A) BLACK

(RHD •2) C12 (C) BLACK

H 9 BLACK

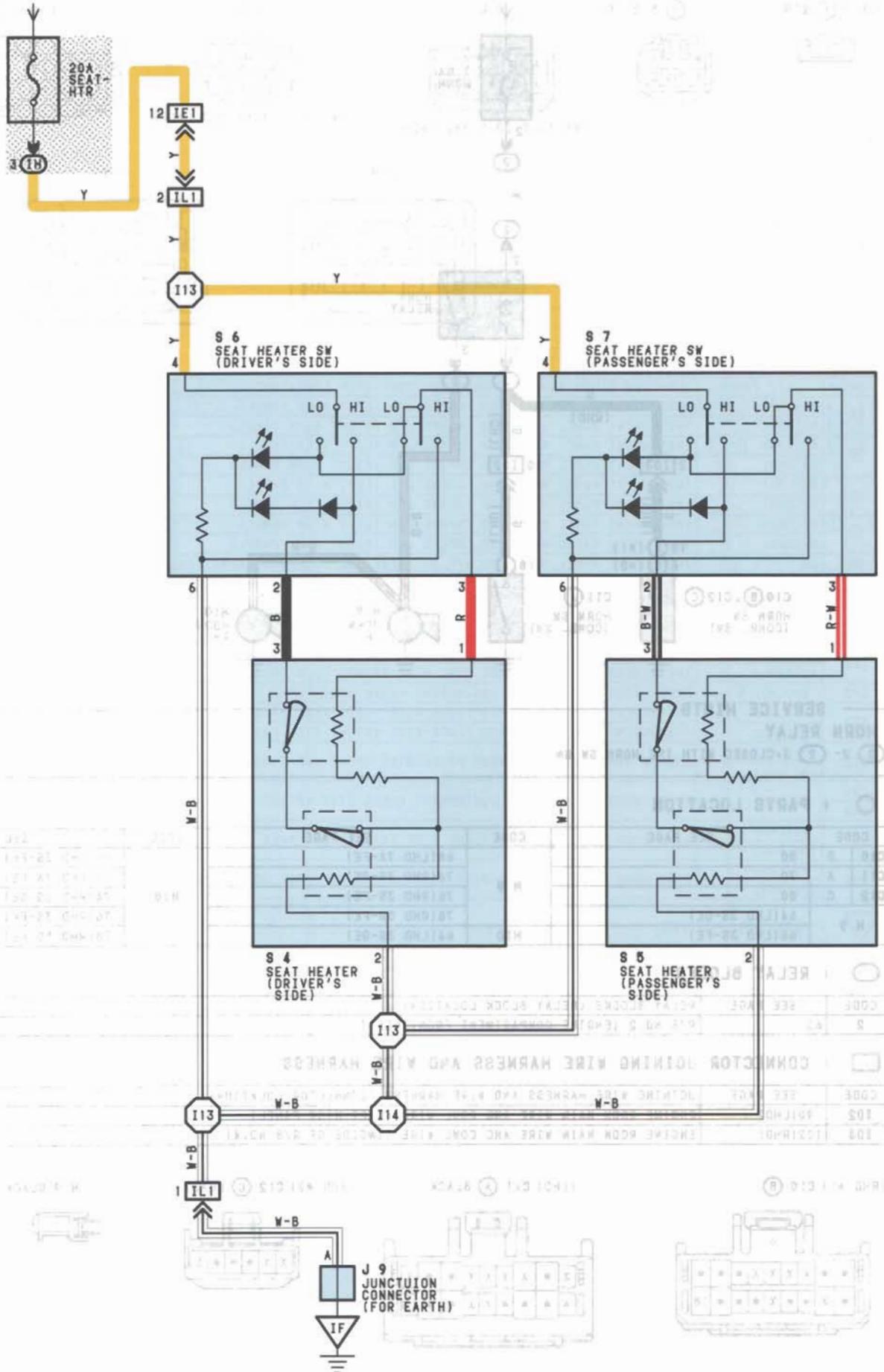
H10 BLACK





SEAT HEATER(LHD EUROPE)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS

S 6, S 7 SEAT HEATER SW

- 4-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION
- 6-GROUND: ALWAYS CONTINUOUS
- 4-2: CONTINUITY WITH THE SEAT HEATER SW AT HIGH POSITION
- 4-3: CONTINUITY WITH THE SEAT HEATER SW AT LOW POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| J 9 | 70 | S 5 | 70 | S 7 | 70 |
| S 4 | 70 | S 6 | 70 | | |

⊙ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IN | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IE1 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| IL1 | 92(LHD) | FRAME WIRE AND COWL WIRE (SHIFT LEVER RH SIDE) |

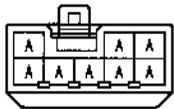
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|------------------------|
| IF | 90(LHD) | R/B NO.4 SET BOLT |

⊘ : SPLICE POINTS

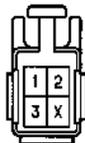
| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I13 | 92(LHD) | FRAME WIRE | I14 | 92(LHD) | FRAME WIRE |

J 9

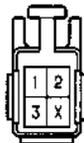


(HINT:SEE PAGE 7, 23, 39)

S 4 BLUE



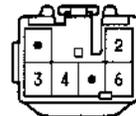
S 5



S 6 BLUE



S 7



SYSTEM OUTLINE

WHEN THE IGNITION SW IS AT ACC POSITION THE CURRENT FROM THE CIG & RAD FUSE FLOWS TO TERMINAL 1 OF THE SHIFT LOCK ECU. AT ON POSITION, THE CURRENT FROM THE ECU-IG FUSE FLOWS TO TERMINAL 3 OF THE 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 IN "P" POSITION (CONTINUITY BETWEEN P1 AND P OF THE SHIFT POSITION SW) IS INPUT TO THE ECU. THE ECU OPERATES AND CURRENT FLOWS FROM TERMINAL 3 OF THE ECU → TERMINAL SLS+ OF THE SHIFT LOCK SOLENOID → SOLENOID → TERMINAL SLS- → TERMINAL 5 OF THE ECU → GROUND. THIS CAUSES THE SHIFT LOCK SOLENOID TO TURN ON (PLATE STOPPER DISENGAGES) AND THE SHIFT LEVER CAN SHIFT INTO OTHER POSITIONS THAN THE "P" POSITION.

2. KEY INTERLOCK MECHANISM

WITH THE IGNITION SW AT ON OR ACC POSITION, WHEN THE SHIFT LEVER IS IN "P" POSITION (NO CONTINUOUS BETWEEN P2 AND P OF THE LOCK CONTROL SW). THE CURRENT FLOWING FROM TERMINAL 1 OF THE ECU → THE KEY INTERLOCK SOLENOID IS CUT OFF. THIS CAUSES THE KEY INTERLOCK SOLENOID TO TURN OFF (THE LOCK LEVER DISENGAGES FROM LOCK POSITION) AND THE IGNITION KEY CAN BE TURNED FROM ACC TO LOCK POSITION.

SERVICE HINTS

S 8 SHIFT LOCK ECU

- 1-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ACC OR ON POSITION
- 3-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION
- 5-GROUND: ALWAYS CONTINUOUS
- 6-GROUND: APPROX. 12VOLTS WITH THE BRAKE PEDAL DEPRESSED

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| J 2 | 70 | S 8 | 70 | | |
| K 2 | 70 | S13 | 70 | | |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IC | | |
| ID | | |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IF | | |
| IH | | |
| IC | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| IE | | |
| IJ | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| 3A | | |
| 3B | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

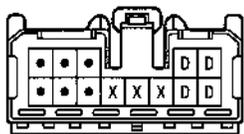
□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |

▽ : GROUND POINTS

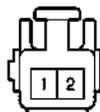
| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |

J 2 BLUE

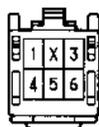


(HINT: SEE PAGE 7, 23, 39)

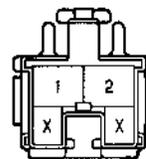
K 2



S 8

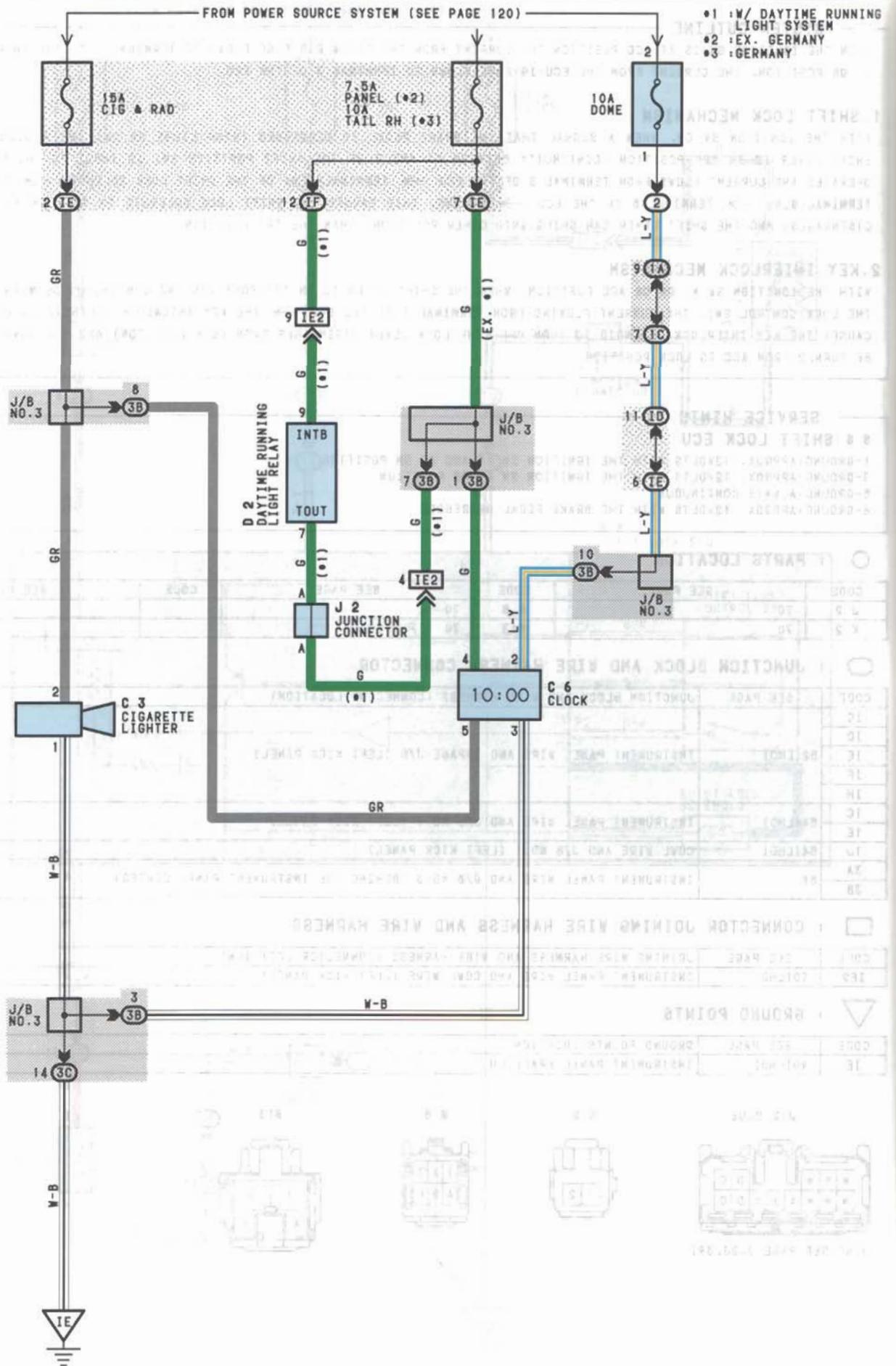


S13





CIGARETTE LIGHTER AND CLOCK



SERVICE HINTS

C 3 CIGARETTE LIGHTER

2-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ACC OR ON POSITION
 1-GROUND: ALWAYS CONTINUOUS

C 6 CLOCK

2-GROUND: ALWAYS 12VOLTS (POWER FOR CLOCK)
 5-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ACC OR ON POSITION
 (POWER FOR INDICATION)
 3-GROUND: ALWAYS CONTINUOUS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|----------|------|----------|
| C 3 | 70(LHD), 80(RHD) | D 2 | 70 | | |
| C 6 | 70(LHD), 80(RHD) | J 2 | 70 | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1C | 64(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 3B | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|--|
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |

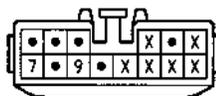
C 3



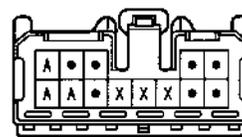
C 6 BLACK



D 2



J 2 BLUE



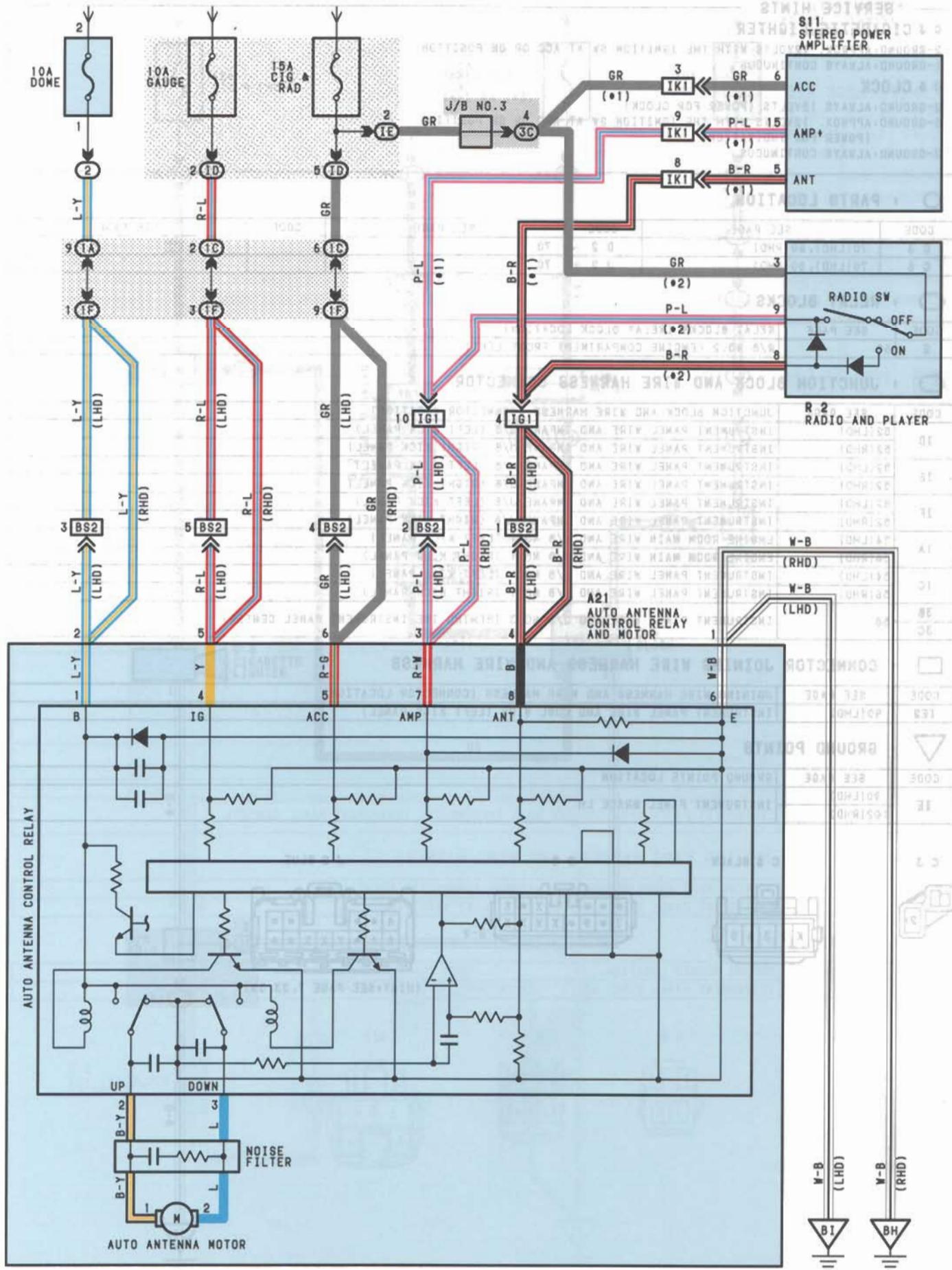
(HINT: SEE PAGE 7, 23, 39)



AUTO ANTENNA

•1 :W/ POWER AMPLIFIER
•2 :W/O POWER AMPLIFIER

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



SERVICE HINTS

A21 AUTO ANTENNA MOTOR AND RELAY

- 2-GROUND: ALWAYS APPROX. 12VOLTS
- 5-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION
- 6-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ACC OR ON POSITION
- 1-GROUND: ALEAYS CONTINUOUS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|------|------------------|------|------------------|
| A21 | 72(LHD), 82(RHD) | R 2 | 70(LHD), 80(RHD) | S11 | 70(LHD), 80(RHD) |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 1D | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1E | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1A | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1C | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 1F | 54(LHD) | FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | FLOOR WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 1G1 | 90(LHD) | FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | FLOOR WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IK1 | 92(LHD) | INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER) |
| | 104(RHD) | |
| B82 | 94(LHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT) |

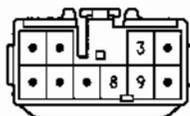
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|-------------------------------|
| BH | 106(RHD) | UNDER THE RIGHT CENTER PILLAR |
| BI | 94(LHD) | BACK DOOR CENTER |

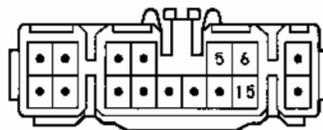
A21



R 2 BLUE



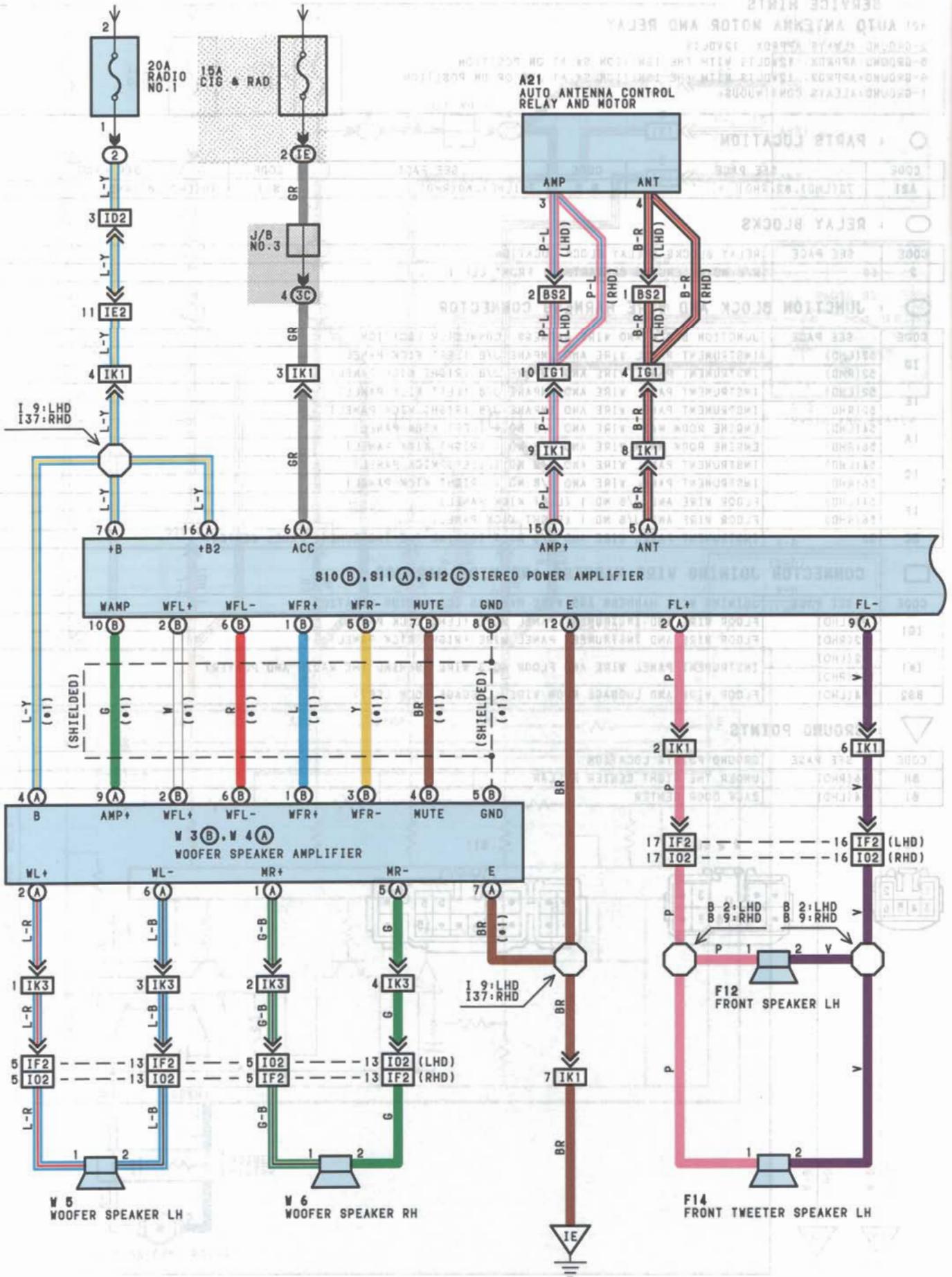
S11

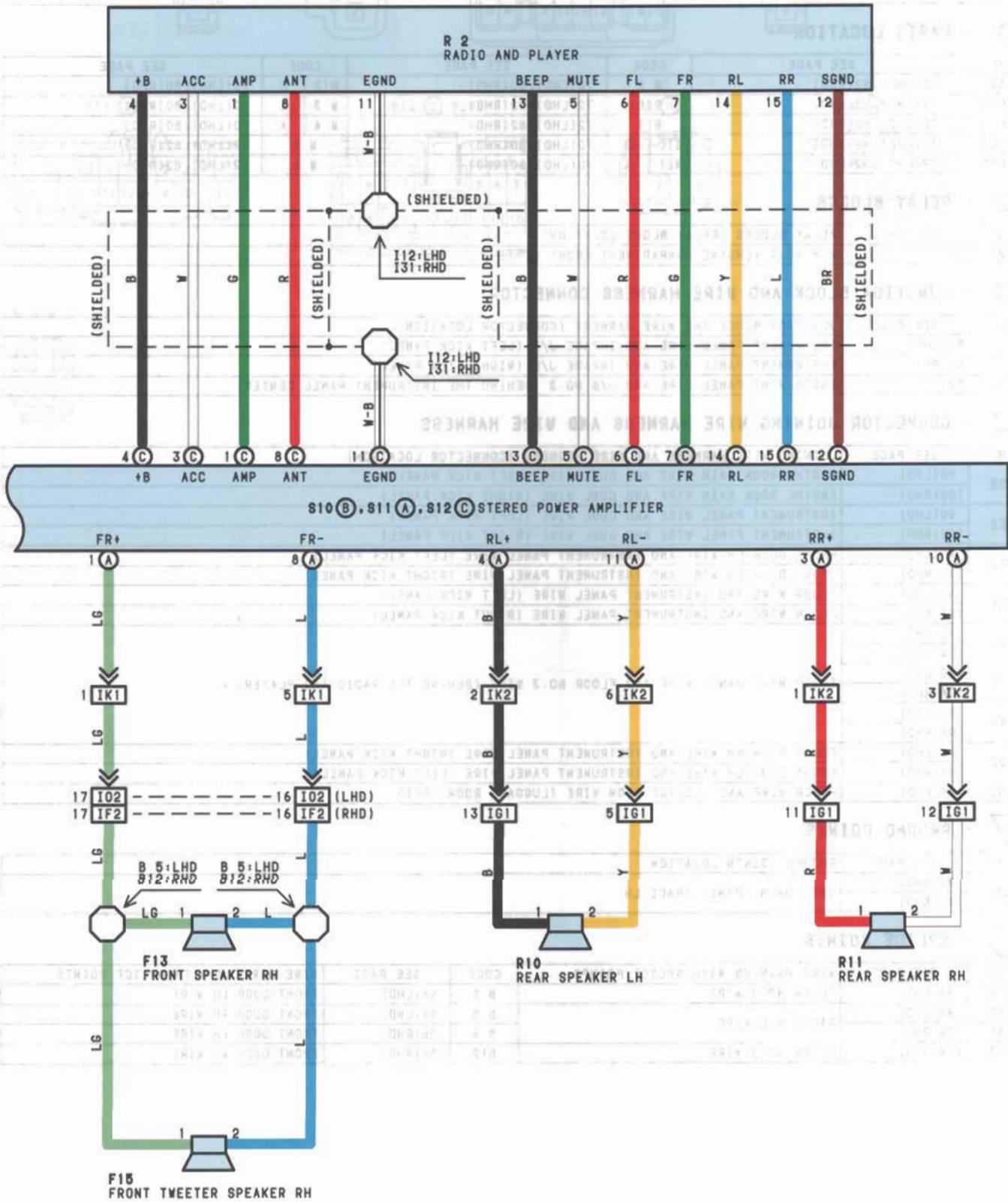




RADIO AND PLAYER (w/ POWER AMPLIFIER)

FROM POWER SOURCE SYSTEM (SEE PAGE 120)







RADIO AND PLAYER(w/ POWER AMPLIFIER)

SERVICE HINTS

S11 (A) STEREO POWER AMPLIFIER

- (A) 16, (A) 7-GROUND: ALWAYS APPROX. 12VOLTS
- (A) 6-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON OR ACC POSITION
- (A) 12-GROUND: ALWAYS CONTINUOUS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|-------|------------------|-------|------------------|
| A21 | 72(LHD), 82(RHD) | R 2 | 70(LHD), 80(RHD) | S12 C | 70(LHD), 80(RHD) |
| F12 | 72(LHD), 82(RHD) | R10 | 72(LHD), 82(RHD) | W 3 B | 70(LHD), 80(RHD) |
| F13 | 72(LHD), 82(RHD) | R11 | 72(LHD), 82(RHD) | W 4 A | 70(LHD), 80(RHD) |
| F14 | 72(LHD), 82(RHD) | S10 B | 70(LHD), 80(RHD) | W 5 | 72(LHD), 82(RHD) |
| F15 | 72(LHD), 82(RHD) | S11 A | 70(LHD), 80(RHD) | W 6 | 72(LHD), 82(RHD) |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

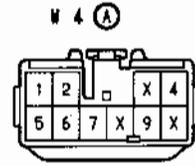
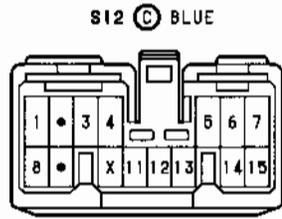
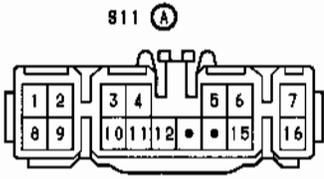
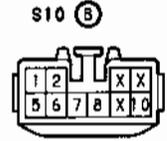
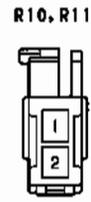
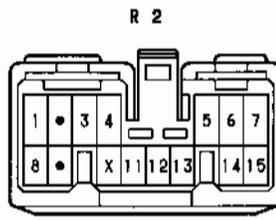
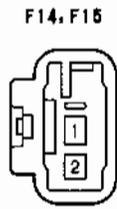
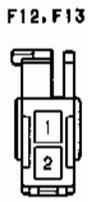
| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID2 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IF2 | 90(LHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IB1 | 90(LHD) | FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | FLOOR WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IK1 | 92(LHD) | INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER) |
| | 104(RHD) | |
| IK2 | 92(LHD) | |
| | 104(RHD) | |
| IK3 | 92(LHD) | |
| | 104(RHD) | |
| IO2 | 92(LHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| | 104(RHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| BS2 | 94(LHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT) |

▽ : GROUND POINTS

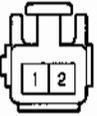
| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I 9 | 92(LHD) | FLOOR NO.3 WIRE | B 2 | 94(LHD) | FRONT DOOR LH WIRE |
| I12 | 92(LHD) | RADIO SUB WIRE | B 5 | 94(LHD) | FRONT DOOR RH WIRE |
| I31 | 104(RHD) | | B 9 | 106(RHD) | FRONT DOOR LH WIRE |
| I37 | 104(RHD) | FLOOR NO.3 WIRE | B12 | 106(RHD) | FRONT DOOR RH WIRE |



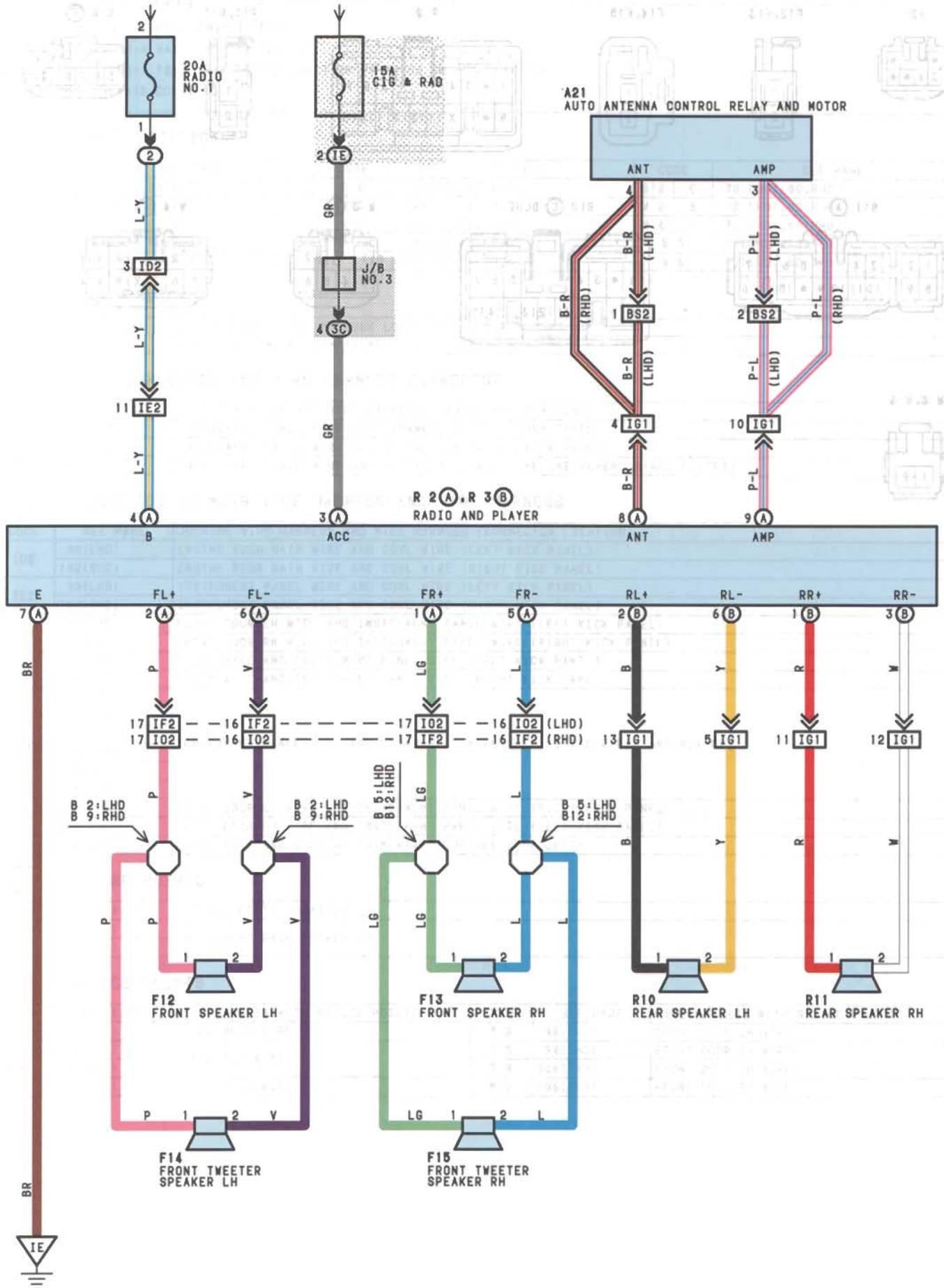
W 5, W 6





RADIO AND PLAYER

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



(w/o POWER AMPLIFIER)

SERVICE HINTS

R 2 Ⓐ RADIO AND PLAYER

- Ⓐ 4-GROUND: ALWAYS APPROX. 12VOLTS
- Ⓐ 3-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW AT ON OR ACC POSITION
- Ⓐ 7-GROUND: ALWAYS CONTINUOUS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|------------------|---------|------------------|---------|------------------|
| A21 | 72(LHD), 82(RHD) | F14 | 72(LHD), 82(RHD) | R 3 B | 70(LHD), 80(RHD) |
| F12 | 72(LHD), 82(RHD) | F15 | 72(LHD), 82(RHD) | R10 | 72(LHD), 82(RHD) |
| F13 | 72(LHD), 82(RHD) | R 2 A | 70(LHD), 80(RHD) | R11 | 72(LHD), 82(RHD) |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 1E | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 3C | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

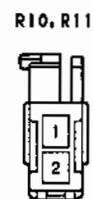
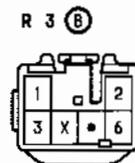
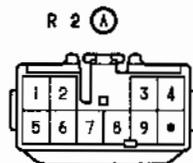
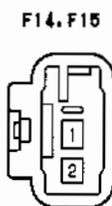
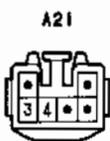
| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 1D2 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| 1E2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| 1F2 | 90(LHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| 1G1 | 90(LHD) | FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | FLOOR WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| 1D2 | 92(LHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| | 104(RHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| B52 | 94(LHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT) |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------|---------------------------|
| 1E | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |

○ : SPLICE POINTS

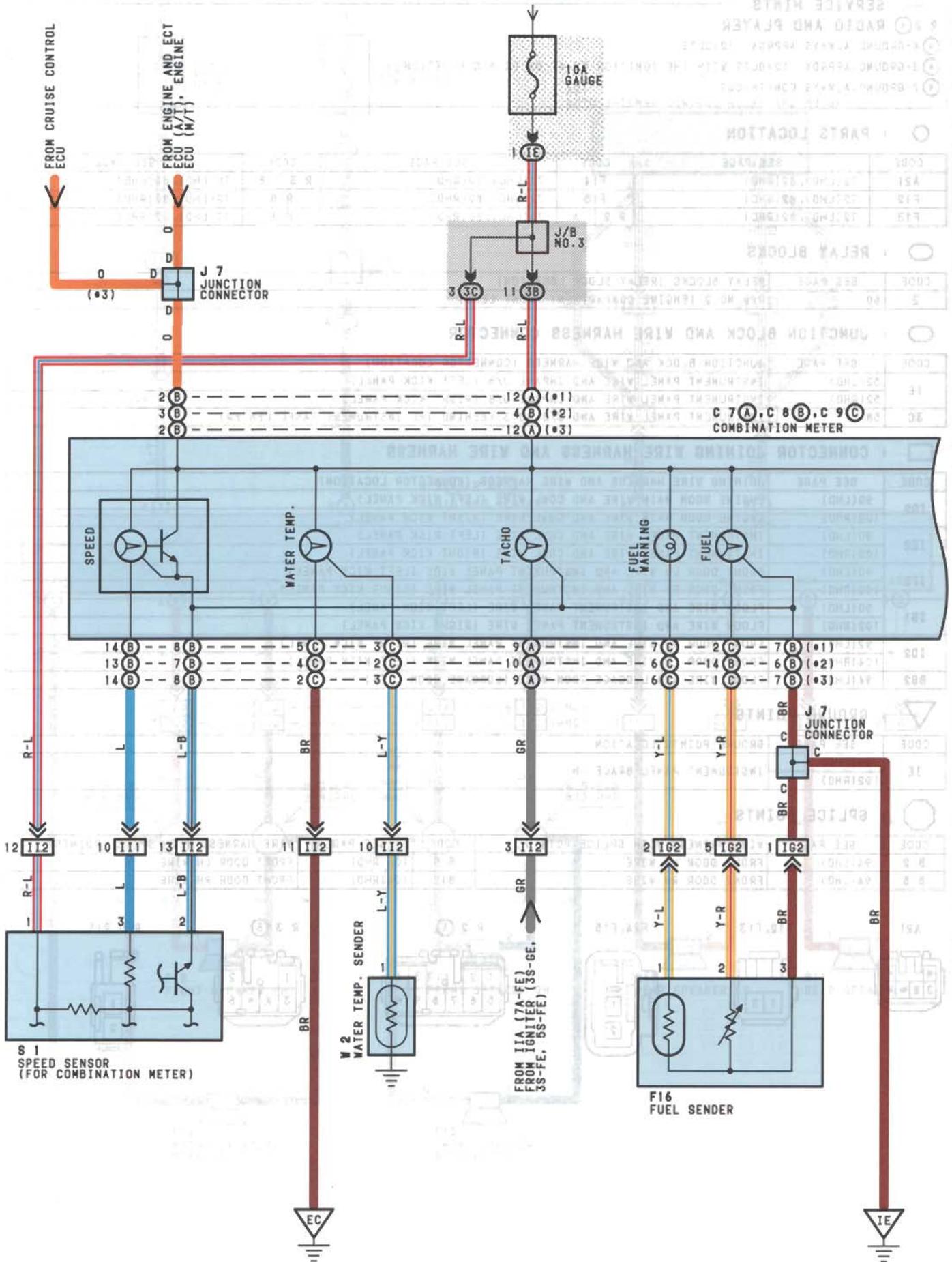
| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|----------|---------------------------------|------|----------|---------------------------------|
| B 2 | 94(LHD) | FRONT DOOR LH WIRE | B 9 | 106(RHD) | FRONT DOOR LH WIRE |
| B 5 | 94(LHD) | FRONT DOOR RH WIRE | B12 | 106(RHD) | FRONT DOOR RH WIRE |





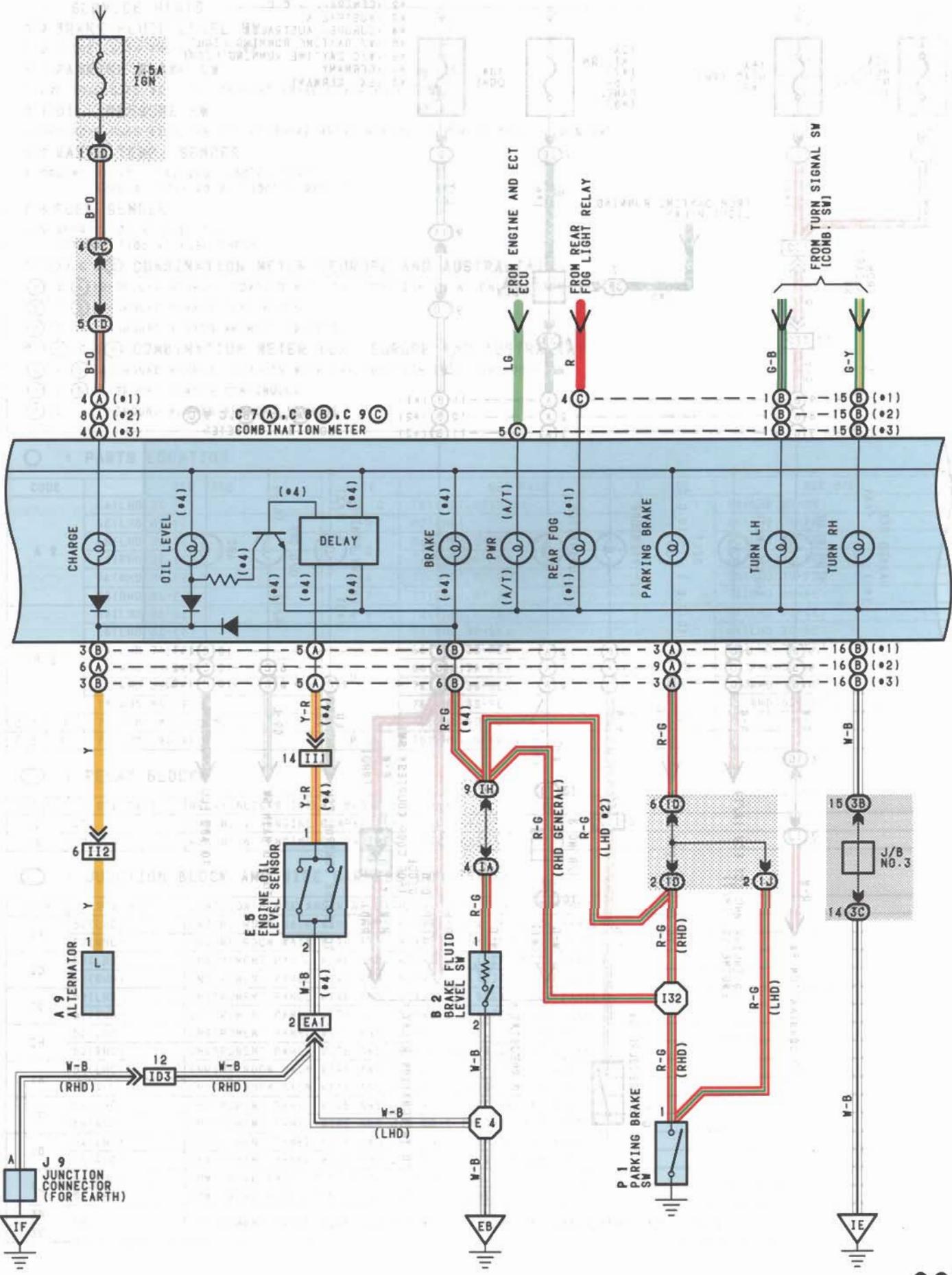
COMBINATION METER

FROM POWER SOURCE SYSTEM (SEE PAGE 120)



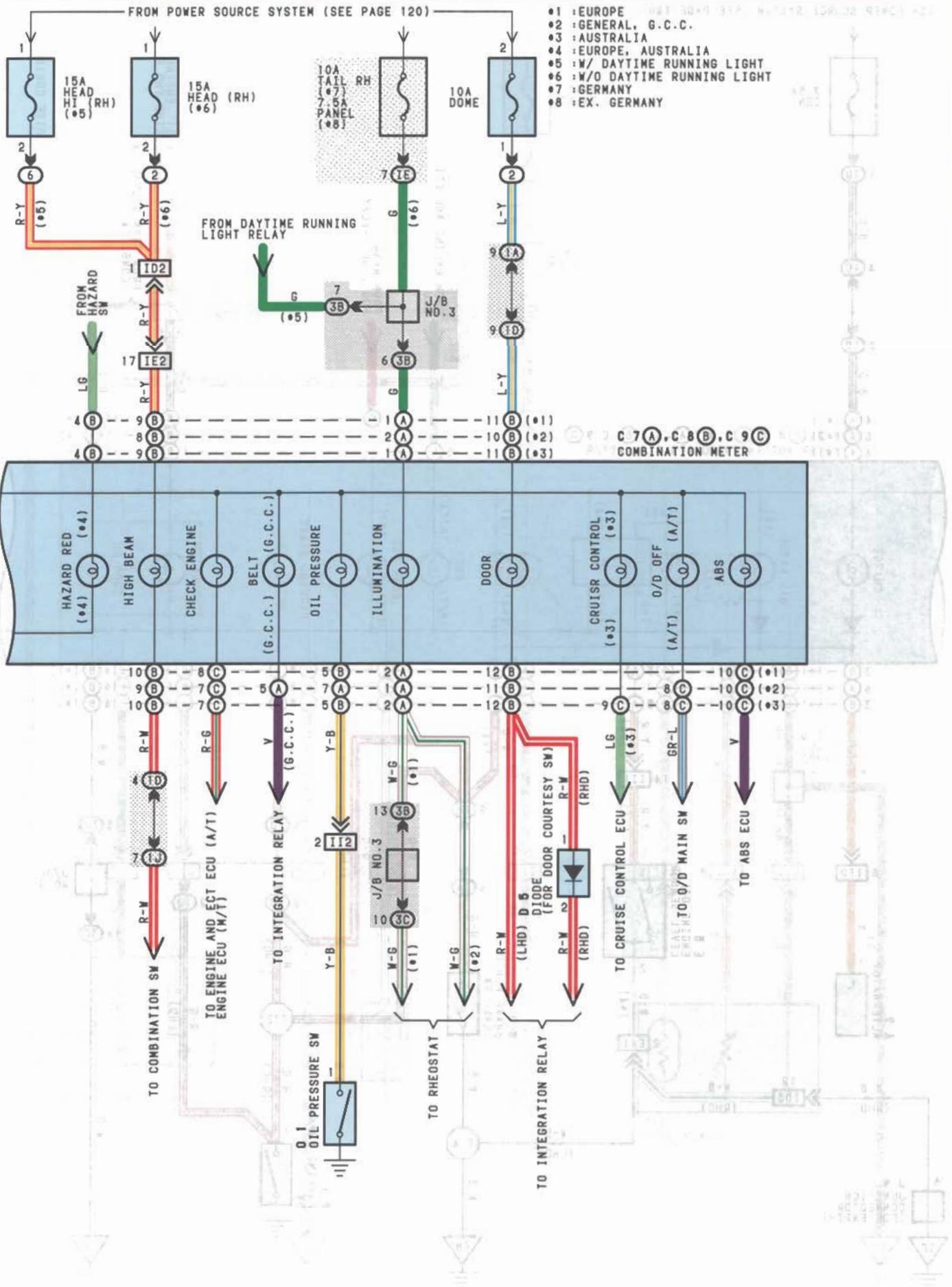
- 1 : EUROPE
- 2 : GENERAL, G.C.C.
- 3 : AUSTRALIA
- 4 : EUROPE, AUSTRALIA
- 5 : W/ DAYTIME RUNNING LIGHT
- 6 : W/O DAYTIME RUNNING LIGHT

FROM POWER SOURCE SYSTEM (SEE PAGE 120)





COMBINATION METER



SERVICE HINTS

B 2 BRAKE FLUID LEVEL SW

1-2:CLOSED WITH THE FLOAT DOWN

P 1 PARKING BRAKE SW

1-GROUND:CLOSED WITH THE PARKING BRAKE LEVER PULLED UP

O 1 OIL PRESSURE SW

1-GROUND:CLOSED WITH THE OIL PRESSURE ABOVE APPROX. 20KPA (2.8PSI, 0.2KG/CM²)

W 2 WATER TEMP. SENDER

1-GROUND:APPROX. 160-240Ω (50°C, 122°F)
APPROX. 17.1-20.4Ω (120°C, 288°F)

F16 FUEL SENDER

1-2:APPROX. 3Ω AT FUEL FULL
APPROX. 110Ω AT FUEL EMPTY

C 7 (A), C 8 (B) COMBINATION METER (EUROPE AND AUSTRALIA)

(A) 4, (A) 12-GROUND:APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION

(B) 7, (B) 16-GROUND:ALWAYS CONTINUOUS

(B) 11 -GROUND:ALWAYS APPROX. 12VOLTS

C 7 (A), C 8 (B) COMBINATION METER (EX. EUROPE AND AUSTRALIA)

(A) 8, (B) 4-GROUND:APPROX. 12VOLTS WITH THE IGNITION SW AT ON POSITION

(B) 6, (B) 16-GROUND:ALWAYS CONTINUOUS

(B) 10 -GROUND:ALWAYS APPROX. 12VOLTS

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|---------------|---------------|------|---------------|------|---------------|
| A 9 | 64(LHD 3S-GE) | C 9 | C | B 1 | 64(LHD 3S-GE) |
| | 66(LHD 3S-FE) | D 5 | | | 66(LHD 3S-FE) |
| | 68(LHD 7A-FE) | E 5 | | | 68(LHD 7A-FE) |
| | 74(RHD 3S-GE) | | | | 74(RHD 3S-GE) |
| | 76(RHD 3S-FE) | F16 | | | 76(RHD 3S-FE) |
| B 2 | 78(RHD 5S-FE) | J 7 | | W 2 | 78(RHD 5S-FE) |
| | 64(LHD 3S-GE) | J 9 | | | 64(LHD 3S-GE) |
| | 66(LHD 3S-FE) | | | | 66(LHD 3S-FE) |
| | 68(LHD 7A-FE) | O 1 | | | 68(LHD 7A-FE) |
| | 74(RHD 3S-GE) | | 64(LHD 3S-GE) | | 74(RHD 3S-GE) |
| 76(RHD 3S-FE) | 66(LHD 3S-FE) | | 76(RHD 3S-FE) | | |
| 78(RHD 5S-FE) | 68(LHD 7A-FE) | | 78(RHD 5S-FE) | | |
| | 74(RHD 3S-GE) | | | | |
| C 7 | A | | | | |
| C 8 | B | | | | |
| | | P 1 | | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|--|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 6 | 62(LHD) | R/B NO.6 (ENGINE COMPARTMENT FRONT LEFT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| ID | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IH | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IA | 54(LHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | ENGINE ROOM MAIN WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IC | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| ID | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IJ | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 3B | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3C | | |



COMBINATION METER

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|---------------|---|
| EA1 | 84(LHD 3S-GE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| ID2 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| ID3 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IG2 | 90(LHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| II1 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| | 104(RHD) | |
| II2 | 92(LHD) | |
| | 104(RHD) | |

 : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|---------------------------|
| EB | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| EC | 84(LHD 3S-GE) | INTAKE MANIFOLD |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| | 102(RHD) | |
| IF | 102(RHD) | R/B NO.4 SET BOLT |

 : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|----------|---------------------------------|
| E 4 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | I32 | 104(RHD) | INSTRUMENT PANEL WIRE |
| | 88(LHD 7A-FE) | | | | |

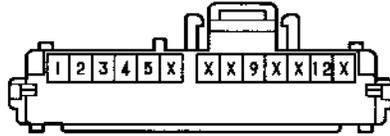
A 9 BLACK



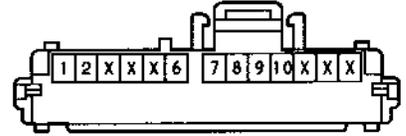
B 2 GRAY



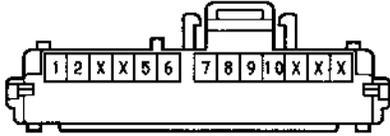
(EUROPE) C 7 (A) BLUE



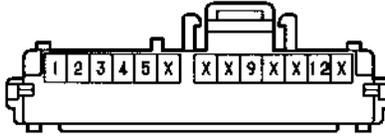
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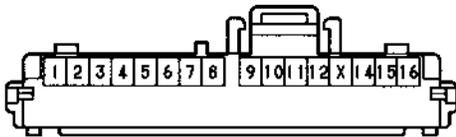
(LHD EX. EUROPE) C 7 (A) BLUE



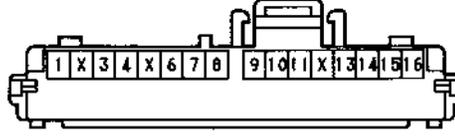
(AUSTRALIA) C 7 (A) BLUE



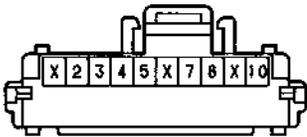
(EUROPE, AUSTRALIA) C 8 (B)



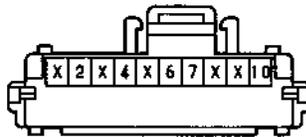
(GENERAL, G.C.C.) C 8 (B)



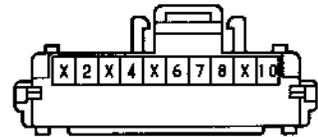
(EUROPE) C 9 (C) GRAY



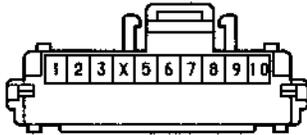
(GENERAL M/T, G.C.C.) C 9 (C) GRAY



(GENERAL A/T) C 9 (C) GRAY



(AUSTRALIA) C 9 (C) GRAY



D 5



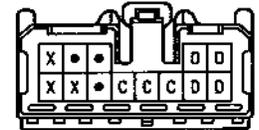
E 5 GRAY



F16 DARK GRAY

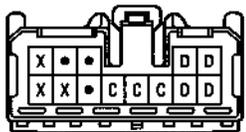


(LHD) J 7



(HINT:SEE PAGE 7.23,39)

(RHD) J 7 BLUE



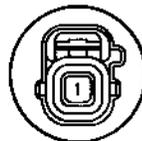
(HINT:SEE PAGE 7.23,39)

J 9



(HINT:SEE PAGE 7.23,39)

O 1 BLACK



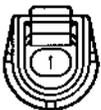
P 1 BLACK



S 1 BLACK



W 2 GRAY



SYSTEM OUTLINE

1. FAN MOTOR OPERATION

WHEN THE IGNITION SW IS TURNED ON, CURRENT FROM THE ECU-IG FUSE FLOWS TO THE FAN RELAY NO.1 (COIL SIDE) AND THE FAN RELAY NO.2 (COIL SIDE) → TERMINAL 3 OF THE A/C SINGLE PRESSURE SW → TERMINAL 2 → TERMINAL 2 (EX. 7A-FE), 1 (7A-FE) OF THE A/C WATER TEMP. SW → TERMINAL 1 (EX. 7A-FE) → GROUND, AND THE FAN RELAY NO.1 AND THE FAN RELAY NO.2 ARE TURNED ON.

AT THE SAME TIME THAT THIS CURRENT FLOWS, CURRENT FROM THE ECU-IG FUSE FLOWS TO THE ENGINE MAIN RELAY (COIL SIDE) → GROUND, AND THE ENGINE MAIN RELAY IS TURNED ON. AS A RESULT, CURRENT FROM THE ALT FUSE FLOWS TO THE CDS FUSE AND RDI FUSE.

•LOW SPEED OPERATION

WHEN THE IGNITION SW IS TURNED ON AND THE A/C IS ACTIVATED, CURRENT FLOWS FROM THE A/C MAGNETIC CLUTCH RELAY (POINT SIDE) → THE FAN RELAY NO.3 (COIL SIDE) → GROUND, AND THE FAN RELAY NO.3 IS TURNED ON. AS A RESULT, CURRENT FROM THE CDS FUSE FLOWS TO TERMINAL 2 OF THE A/C CONDENSER FAN MOTOR → TERMINAL 1 → THE FAN RELAY NO.2 (POINT SIDE) → THE FAN RELAY NO.3 (POINT SIDE) → TERMINAL 2 OF THE RADIATOR FAN MOTOR → TERMINAL 1 → GROUND, AND BOTH OF THE FAN MOTORS, WITH THE RESULT THAT THE FANS ARE ACTIVATED AT LOW SPEED.

IF THE ENGINE COOLANT TEMPERATURE IS APPROX. 90°C (194°F) OR LESS, AND THE REFRIGERANT PRESSURE IS APPROX. 15.5KG/CM² (1323KPA, 191.7PSI) OR LESS, BOTH THE WATER TEMP. SW AND THE A/C HIGH PRESSURE SW ARE CLOSED, SO THAT THE FAN RELAY NO.1 AND THE FAN RELAY NO.2 ARE TURNED ON. AS A RESULT, BOTH OF THE FAN MOTOR OPERATE AT LOW SPEED.

•HIGH SPEED OPERATION

WHEN, DURING A/C OPERATION, THE REFRIGERANT PRESSURE BECOMES HIGHER THAN ORDINARY LEVEL (APPROX. 15.5KG/CM² (1323PSI, 191.7KPA)), THE A/C SINGLE PRESSURE SW IS TURNED OFF. AS A RESULT, THE FAN RELAY NO.1 AND THE FAN RELAY NO.2 ARE TURNED OFF, AND THE CURRENT FLOWS FROM THE RDI FUSE TO FAN RELAY NO.1 (POINT SIDE) → TERMINAL 2 OF THE RADIATOR FAN MOTOR → TERMINAL 1 → GROUND, AND CURRENT FROM THE CDS FUSE FLOWS TO TERMINAL 2 OF THE A/C CONDENSER FAN MOTOR → TERMINAL 1 → THE FAN RELAY NO.2 (POINT SIDE) → GROUND, AND TO BOTH OF THE FAN MOTORS IN PARALLEL, THUS CAUSING THE FAN MOTORS TO OPERATE AT HIGH SPEED.

NOTE THAT, BECAUSE THE CURRENT FLOWS IN THE SAME MANNER EVEN IF THE COOLANT TEMPERATURE IS APPROX. 90°C (194°F) OR HIGHER, THE FAN MOTORS STILL OPERATE AT HIGH SPEED.

SERVICE HINTS

A 3 A/C SINGLE PRESSURE SW

2-3: OPEN ABOVE APPROX. 15.5KG/CM² (191.7PSI, 1323KPA)
CLOSE BELOW APPROX. 12.5KG/CM² (142PSI, 980KPA)

A 4 A/C WATER TEMP. SW (EX. 7A-FE)

1-2: OPEN ABOVE APPROX. 90°C (194°F)
CLOSED BELOW APPROX. 83°C (181.4°F)

A 4 A/C WATER TEMP. SW (7A-FE)

1-GROUND: OPEN ABOVE APPROX. 90°C (194°F)
CLOSED BELOW APPROX. 83°C (181.4°F)

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|---------------|---------------|------|---------------|------|------------------|
| A 1 | 64(LHD 3S-GE) | A 3 | 74(RHD 3S-GE) | E10 | 70(LHD), 80(RHD) |
| | 66(LHD 3S-FE) | | 76(RHD 3S-FE) | J 1 | 70(LHD), 80(RHD) |
| | 68(LHD 7A-FE) | | 78(RHD 5S-FE) | J 9 | 70(LHD), 80(RHD) |
| | 74(RHD 3S-GE) | A 4 | 64(LHD 3S-GE) | R 1 | 64(LHD 3S-GE) |
| | 76(RHD 3S-FE) | | 66(LHD 3S-FE) | | 66(LHD 3S-FE) |
| | 78(RHD 5S-FE) | | 68(LHD 7A-FE) | | 68(LHD 7A-FE) |
| 64(LHD 3S-GE) | 74(RHD 3S-GE) | | 74(RHD 3S-GE) | | |
| 66(LHD 3S-FE) | 76(RHD 3S-FE) | | 76(RHD 3S-FE) | | |
| 68(LHD 7A-FE) | 78(RHD 5S-FE) | | 78(RHD 5S-FE) | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|---|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 5 | 59 | R/B NO.5 (ENGINE COMPARTMENT FRONT RIGHT) |



RADIATOR FAN AND CONDENSER FAN

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| 1D | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| 1C | 54(LHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------------|--|
| EA1 | 84(LHD 3S-GE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| 1D2 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| 1D3 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| | 102(RHD) | |

▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|----------------------------|
| EA | 84(LHD 3S-GE) | FRONT SIDE OF RIGHT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| EB | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| 1D | 90(LHD) | LEFT KICK PANEL |
| | 102(RHD) | RIGHT KICK PANEL |
| 1F | 90(LHD) | R/B NO.4 SET BOLT |
| | 102(RHD) | |

○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|----------------|----------------|---------------------------------|
| E 1 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | E 4 | 88(LHD 7A-FE) | ENGINE ROOM MAIN WIRE |
| | 86(LHD 3S-FE) | | | 96(RHD 3S-GE) | |
| | 88(LHD 7A-FE) | | | 98(RHD 3S-FE) | |
| E 2 | 84(LHD 3S-GE) | | E 10 | 100(RHD 5S-FE) | |
| | 86(LHD 3S-FE) | | | 96(RHD 3S-GE) | |
| | 88(LHD 7A-FE) | | | 98(RHD 3S-FE) | |
| E 4 | 84(LHD 3S-GE) | | 100(RHD 5S-FE) | | |
| | 86(LHD 3S-FE) | | | | |

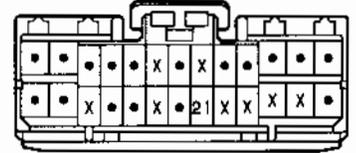
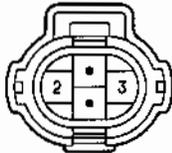
A 1 BLACK

A 3 GRAY

(EX. 7A-FE) A 4 GRAY

(7A-FE) A 4 DARK GRAY

(A/T) E10 DARK GRAY

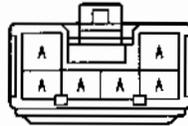
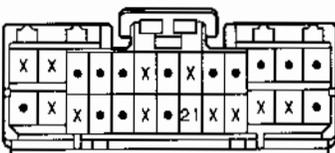


(M/T) E10 DARK GRAY

J 1

J 9

R 1 GRAY



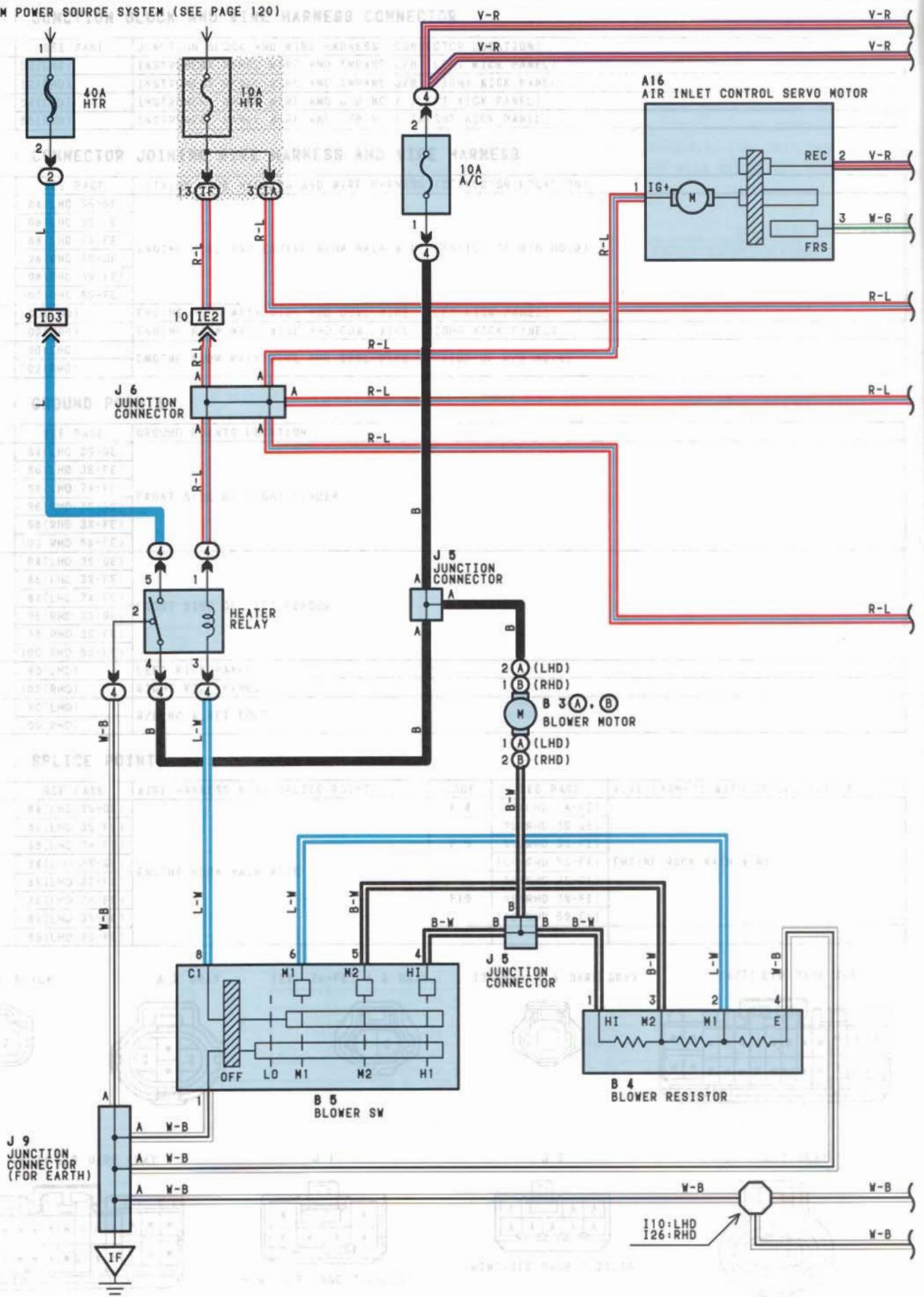
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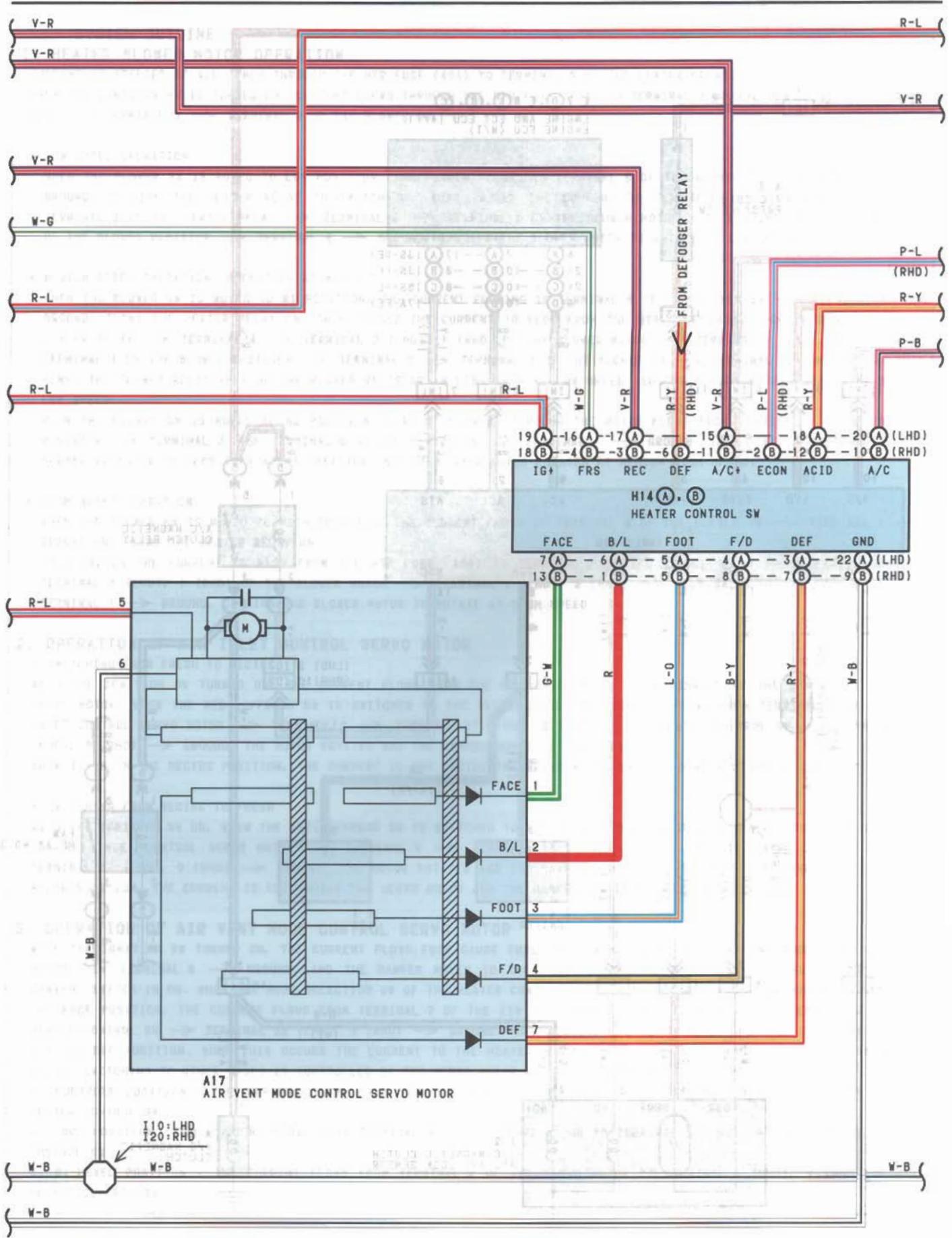
(HINT:SEE PAGE 7, 23, 39)



AIR CONDITIONER

FROM POWER SOURCE SYSTEM (SEE PAGE 120)

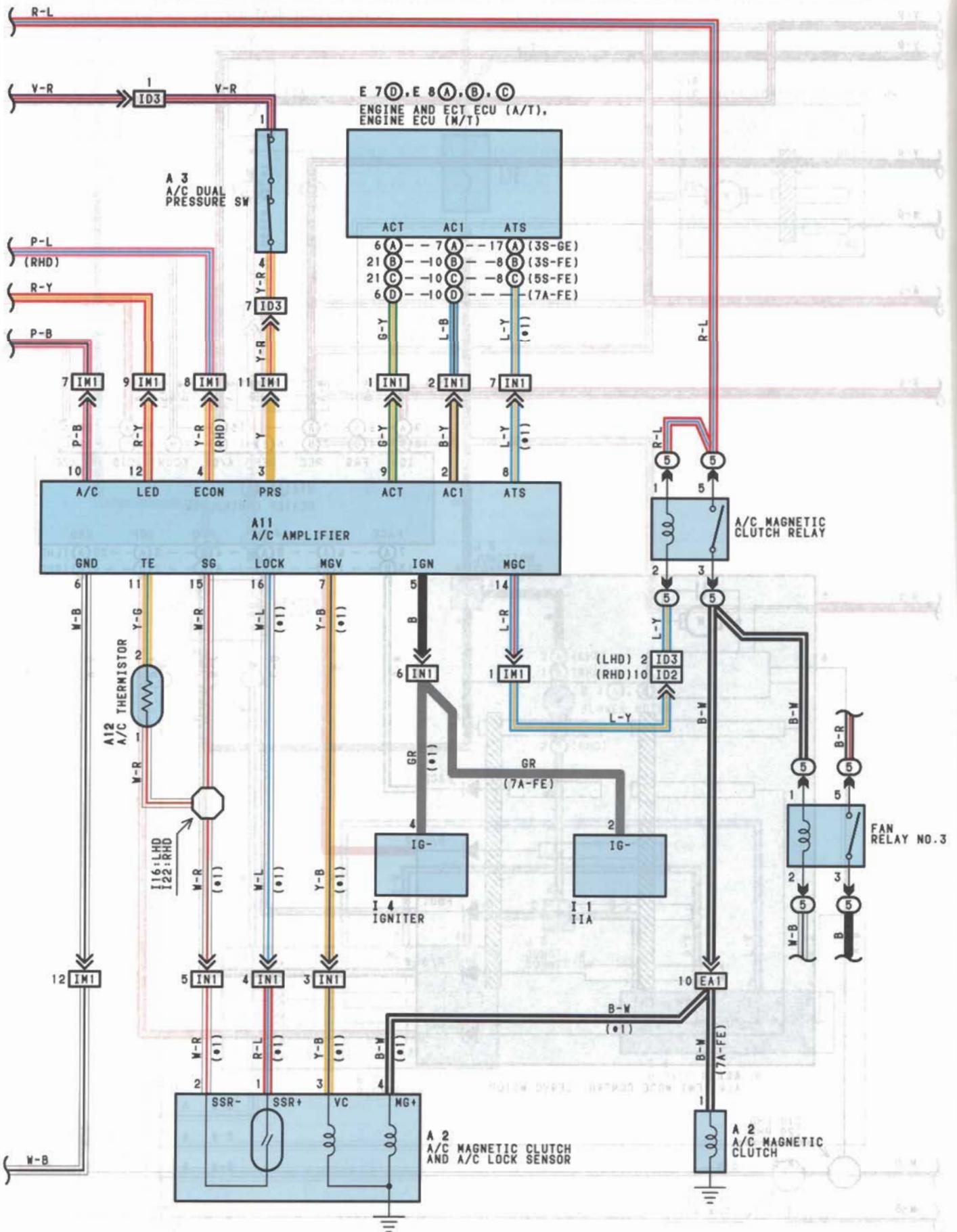






AIR CONDITIONER

#1 EX. 7A-FE



SYSTEM OUTLINE

1. HEATER BLOWER MOTOR OPERATION

CURRENT IS APPLIED AT ALL TIMES THROUGH THE HTR FUSE (40A) TO TERMINAL 5 OF THE HEATER RELAY.

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS THROUGH THE HTR FUSE (10A) TO TERMINAL 1 OF THE HEATER RELAY → THE COIL → TERMINAL 3 → TERMINAL 8 OF THE BLOWER SW.

• LOW SPEED OPERATION

WHEN THE BLOWER SW IS MOVED TO LOW POSITION, THE CURRENT FLOWS TO TERMINAL 8 OF THE BLOWER SW → TERMINAL 1 → GROUND, CAUSING THE HEATER RELAY TO SWITCH ON. THIS CAUSES THE CURRENT TO FLOW FROM THE HTR FUSE (40A) → TERMINAL 5 OF THE HEATER RELAY → TERMINAL 4 → TERMINAL 2 OF THE BLOWER MOTOR → TERMINAL 1 → TERMINAL 1 OF THE BLOWER RESISTOR → TERMINAL 4 → GROUND, CAUSING THE BLOWER MOTOR TO ROTATE AT LOW SPEED.

• MEDIUM SPEED OPERATION (OPERATION AT M1, M2)

WHEN THE BLOWER SW IS MOVED TO M1 POSITION, THE CURRENT FLOWING TO TERMINAL 8 OF THE BLOWER SW → TERMINAL 1 → GROUND, TURNS THE HEATER RELAY ON. THIS CAUSES THE CURRENT TO FLOW FROM THE HTR FUSE (40A) → TERMINAL 5 OF THE HEATER RELAY → TERMINAL 4 → TERMINAL 2 (LHD), 1 (RHD) OF THE BLOWER MOTOR → TERMINAL 1 (LHD), 2 (RHD) → TERMINAL 1 OF THE BLOWER RESISTOR → TERMINAL 2 → TERMINAL 6 OF THE BLOWER SW → TERMINAL 1 → GROUND. 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, CURRENT FLOWING THROUGH THE MOTOR FLOWS FROM TERMINAL 1 OF THE BLOWER RESISTOR → TERMINAL 3 → TERMINAL 5 OF THE BLOWER SW → TERMINAL 1 → GROUND. THIS TIME, RESISTANCE OF 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 HIGH POSITION, THE CURRENT FLOWS TO TERMINAL 8 OF THE BLOWER SW → TERMINAL 1 → GROUND AND TURNS THE HEATER RELAY ON.

THIS CAUSES THE CURRENT TO FLOW FROM THE HTR FUSE (40A) TO TERMINAL 5 OF THE HEATER RELAY → TERMINAL 4 → TERMINAL 2 (LHD), 1 (RHD) OF THE BLOWER MOTOR → TERMINAL 1 (LHD), 2 (RHD) → TERMINAL 4 OF THE BLOWER SW → TERMINAL 1 → GROUND, CAUSING THE BLOWER MOTOR TO ROTATE AT HIGH SPEED.

2. OPERATION OF AIR INLET CONTROL SERVO MOTOR

• SWITCHING FROM FRESH TO RECIRC

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS FROM THE HTR FUSE (10A) TO TERMINAL 1 OF THE AIR INLET CONTROL SERVO MOTOR. WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE RECIRC SIDE, THE CURRENT FLOWS FROM TERMINAL 1 OF THE AIR INLET CONTROL SERVO MOTOR → TERMINAL 2 → TERMINAL 17 (LHD), 3 (RHD) OF THE HEATER CONTROL SW → TERMINAL 22 (LHD), 9 (RHD) → GROUND. THE MOTOR ROTATES AND THE DAMPER MOVES TO THE RECIRC SIDE.

WHEN IT IS IN THE RECIRC POSITION, THE CURRENT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS AT THAT POSITION.

• SWITCHING FROM RECIRC TO FRESH

WITH THE IGNITION SW ON, WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE FRESH SIDE, THE CURRENT FLOWS FROM TERMINAL 1 OF THE AIR INLET CONTROL SERVO MOTOR → TERMINAL 3 → TERMINAL 16 (LHD), 4 (RHD) OF THE HEATER CONTROL SW → TERMINAL 22 (LHD), 9 (RHD) → GROUND. THE MOTOR ROTATES AND THE DAMPER MOVES TO THE FRESH SIDE. WHEN IT IS IN THE FRESH POSITION, THE CURRENT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS AT THAT POSITION.

3. OPERATION OF AIR VENT MODE CONTROL SERVO MOTOR

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS FROM GAUGE FUSE TO TERMINAL 5 OF THE AIR VENT MODE CONTROL SERVO MOTOR → TERMINAL 6 → GROUND, AND THE DAMPER MOVES TO THE POSITION OF THE MODE SELECTION SW OF THE HEATER CONTROL SWITCH IS ON. WHEN THE MODE SELECTION SW OF THE HEATER CONTROL SW IS MOVED TO DEF POSITION FROM THE DAMPER IN THE FACE POSITION, THE CURRENT FLOWS FROM TERMINAL 7 OF THE AIR VENT MODE CONTROL SERVO MOTOR TO TERMINAL 3 OF THE HEATER CONTROL SW → TERMINAL 22 (LHD), 9 (RHD) → GROUND. AS A RESULT, THE SERVO MOTOR OPERATES UNTIL THE DAMPER REACHES DEF POSITION. WHEN THIS OCCURS THE CURRENT TO THE HEATER CONTROL SW IS SHUT OFF AND ROTATION OF THE MOTOR STOPS. SWITCHING TO OTHER MODES IS CONTROLLED BY THE SERVO MOTOR ACCORDING THE FLOWING CURRENT:

1. FOOT/DEF POSITION : THE CURRENT FLOWS FROM TERMINAL 4 OF THE SERVO MOTOR TO TERMINAL 4 (LHD), 8 (RHD) OF THE HEATER CONTROL SW.

2. FOOT POSITION : THE CURRENT FLOWS FROM TERMINAL 3 OF THE SERVO MOTOR TO TERMINAL 5 (LHD), 5 (RHD) OF THE HEATER CONTROL SW.

3. BI-LEVEL POSITION : THE CURRENT FLOWS FROM TERMINAL 2 OF THE SERVO MOTOR TO TERMINAL 6 (LHD), 1 (RHD) OF THE HEATER CONTROL SW.



AIR CONDITIONER

SERVICE HINTS

A 3 A/C DUAL PRESSURE SW

1-4: OPEN WITH THE PRESSURE LESS THAN 2.0KG/CM² (30PSI, 206KPA) OR ABOVE 32KG/CM² (384PSI, 2648KPA)

A11 A/C AMPLIFIER

14- 6 : CONTINUOUS WITH THE A/C SW (HEATER CONTROL SW) ON AND THE IGNITION SW AT ON POSITION

15-GROUND: ALWAYS CONTINUOUS

6-GROUND: ALWAYS CONTINUOUS

3-GROUND: APPROX. 12VOLTS WITH THE IGNITION SW ON

A12 A/C THERMISTOR

1-2: APPROX. 2341±234Ω AT 15°C (59°F)

B 4 BLOWER RESISTOR

1-3: APPROX. 0.47Ω

1-2: APPROX. 1.42Ω

1-4: APPROX. 2.28Ω

B 5 BLOWER SW

8-1: CONTINUOUS WITH THE BLOWER SW AT LO, M1, M2 OR HI POSITION

6-1: CONTINUOUS WITH THE BLOWER SW AT M1 POSITION

5-1: CONTINUOUS WITH THE BLOWER SW AT M2 POSITION

4-1: CONTINUOUS WITH THE BLOWER SW AT HI POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE | |
|---------------|---------------|------|--------------------|------|------------------|------------------|
| A 2 | 64(LHD 3S-GE) | A11 | 70(LHD), 80(RHD) | H14 | A 70 | |
| | 66(LHD 3S-FE) | A12 | 70(LHD), 80(RHD) | | B 80 | |
| | 68(LHD 7A-FE) | A16 | 70(LHD), 80(RHD) | I 1 | 68 | |
| | 74(RHD 3S-GE) | A17 | 70(LHD), 80(RHD) | | I 4 | 64(LHD 3S-GE) |
| | 76(RHD 3S-FE) | B 3 | A 70 | | | 66(LHD 3S-FE) |
| 78(RHD 5S-FE) | B 80 | | 74(RHD 3S-GE) | | | |
| A 3 | 64(LHD 3S-GE) | B 4 | 70(LHD), 80(RHD) | J 5 | | 76(RHD 3S-FE) |
| | 66(LHD 3S-FE) | B 5 | 70(LHD), 80(RHD) | | 78(RHD 5S-FE) | |
| | 68(LHD 7A-FE) | E 7 | D 70 | J 6 | 70(LHD), 80(RHD) | |
| | 74(RHD 3S-GE) | E 8 | A 70(LHD), 80(RHD) | | J 9 | 70(LHD), 80(RHD) |
| | 76(RHD 3S-FE) | | B 70(LHD), 80(RHD) | | | 70(LHD), 80(RHD) |
| | 78(RHD 5S-FE) | | C 80 | | | 70(LHD), 80(RHD) |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|---|
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 4 | 61(LHD) | R/B NO.4 (RIGHT KICK PANEL) |
| | 61(RHD) | R/B NO.4 (LEFT KICK PANEL) |
| 5 | 59 | R/B NO.5 (ENGINE COMPARTMENT FRONT RIGHT) |

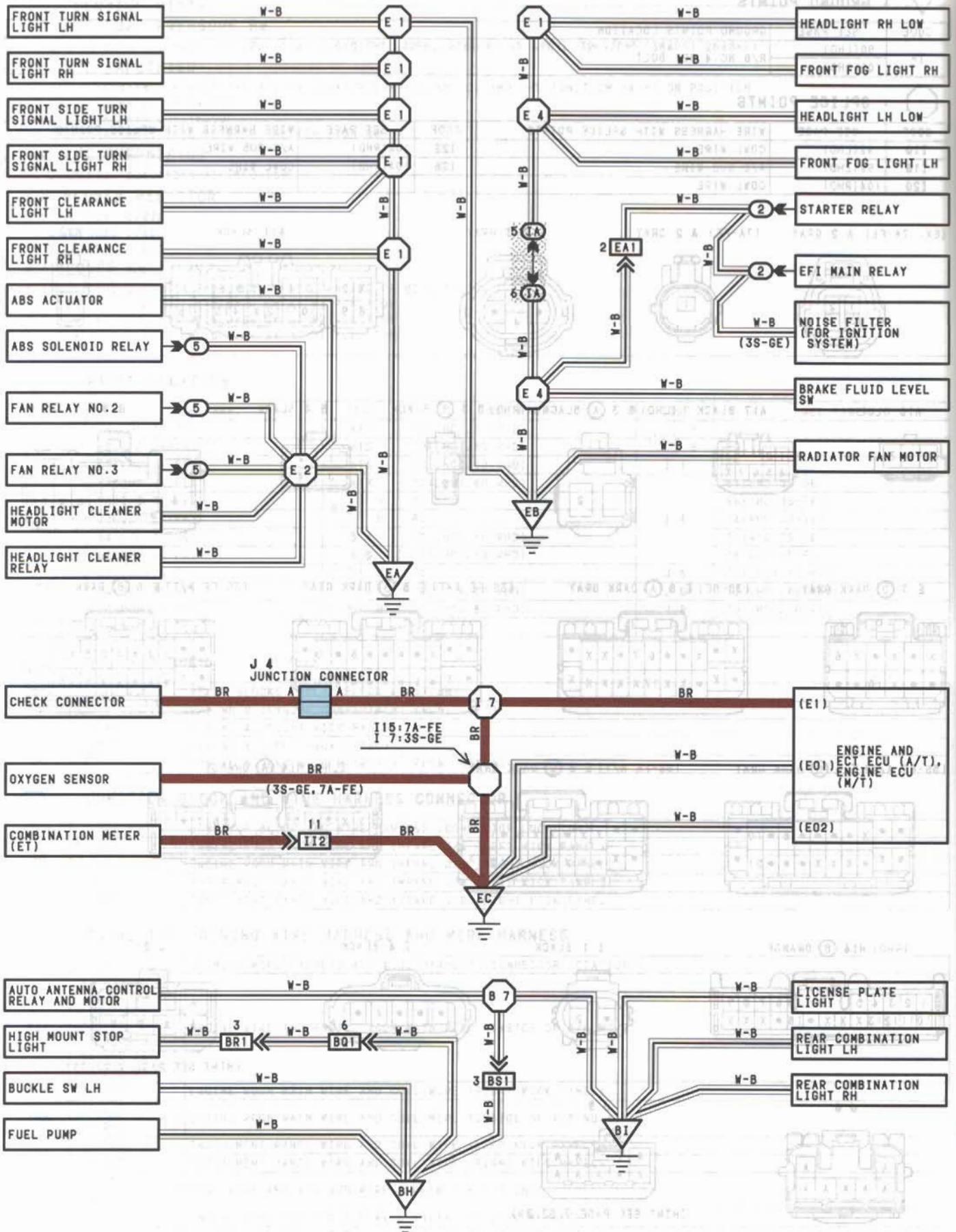
○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

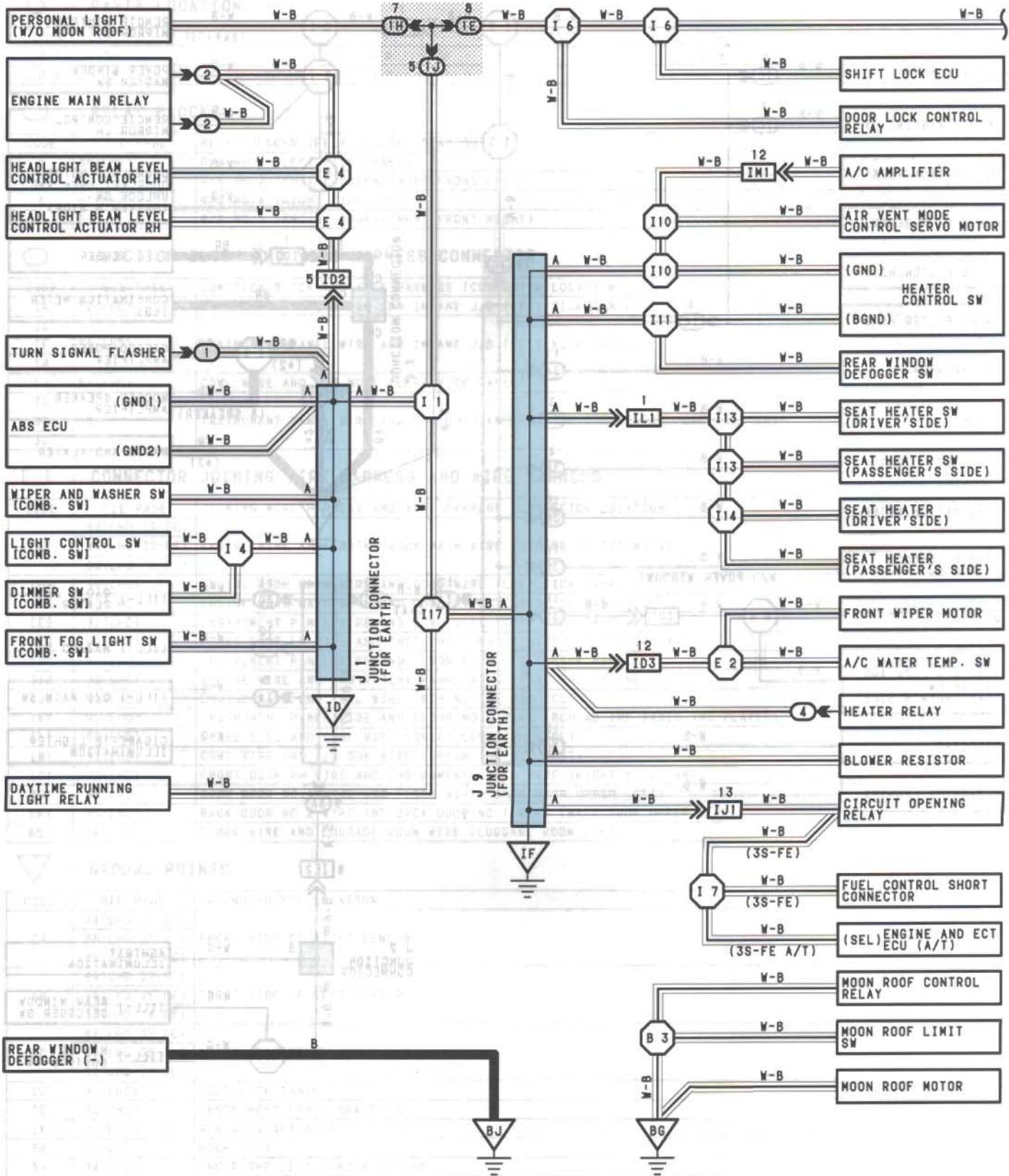
| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IF | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------------|--|
| EA1 | 84(LHD 3S-GE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| | 96(RHD 3S-GE) | |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| ID2 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| ID3 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| | 102(RHD) | |
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IM1 | 92(LHD) | COWL WIRE AND A/C SUB WIRE (UPPER THE A/C UNIT) |
| | 104(RHD) | |
| IN1 | 92(LHD) | ENGINE WIRE AND A/C SUB WIRE (NEAR THE BLOWER MOTOR) |
| | 104(RHD) | ENGINE WIRE AND A/C SUB WIRE (UNDER THE BLOWER UNIT) |

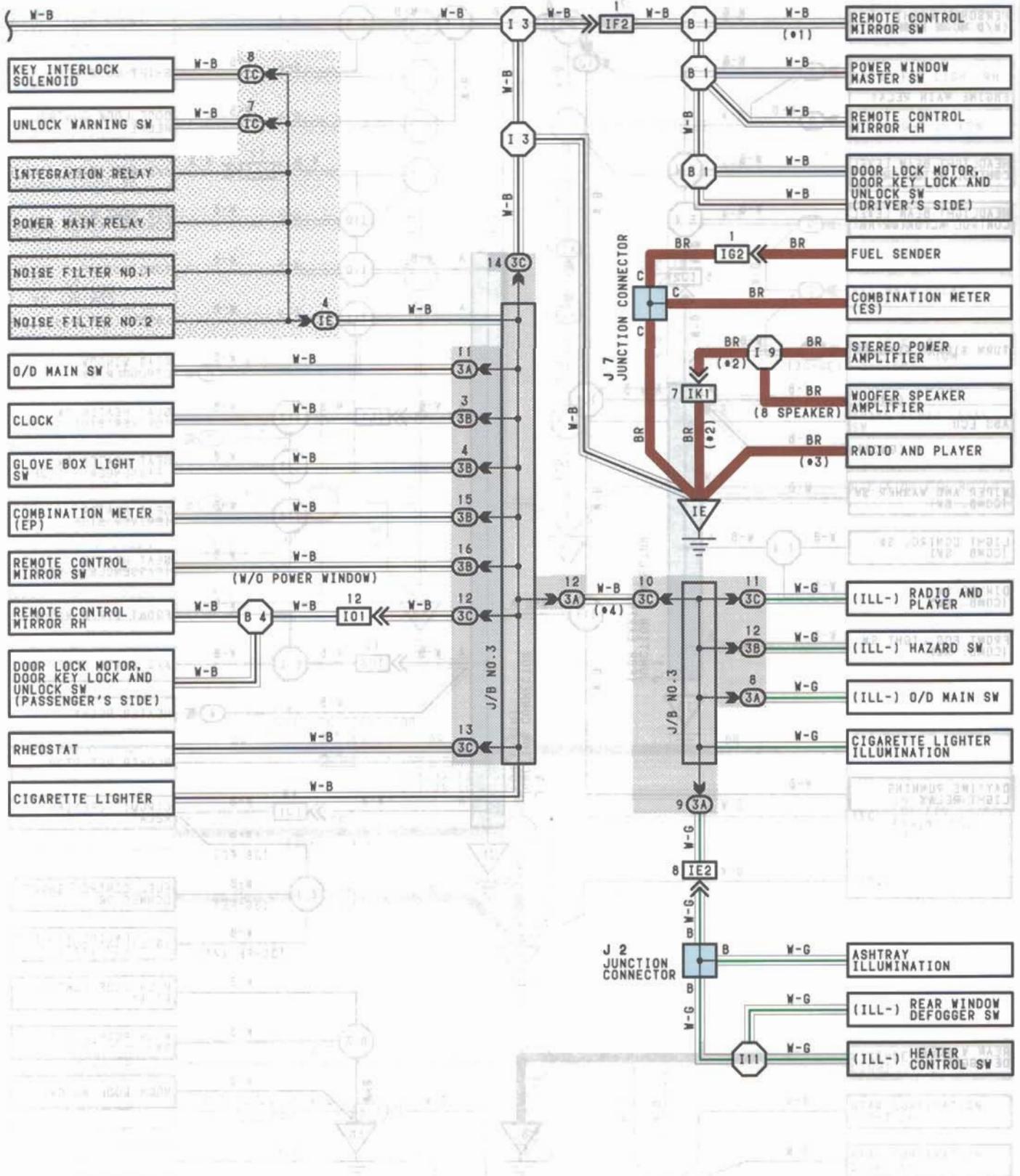
J GROUND POINT (LHD)





J GROUND POINT (LHD)

•1 : W/ POWER WINDOW •3 : W/O POWER AMPLIFIER
 •2 : W/ POWER AMPLIFIER •4 : GENERAL, G.C.C.



○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| J 1 | 70 | J 4 | 70 | J 9 | 70 |
| J 2 | 70 | J 7 | 70 | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|---|
| 1 | 59(LHD) | R/B NO.1 (LEFT KICK PANEL) |
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 4 | 61(LHD) | R/B NO.4 (RIGHT KICK PANEL) |
| 5 | 59 | R/B NO.5 (ENGINE COMPARTMENT FRONT RIGHT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(LHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IC | | |
| IE | 52(LHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL) |
| IH | | |
| IJ | 54(LHD) | COWL WIRE AND J/B NO.1 (LEFT KICK PANEL) |
| 3A | | |
| 3B | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|---------------|---|
| EA1 | 84(LHD 3S-GE) | ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2) |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| ID2 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |
| ID3 | 90(LHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IE2 | 90(LHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL) |
| IF2 | 90(LHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| IG2 | 90(LHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL) |
| II2 | 92(LHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| IJ1 | 92(LHD) | ENGINE WIRE AND COWL WIRE (BEHIND THE ABS ECU) |
| IK1 | 92(LHD) | INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER) |
| IL1 | 92(LHD) | FRAME WIRE AND COWL WIRE (SHIFT LEVER RH SIDE) |
| IM1 | 92(LHD) | COWL WIRE AND A/C SUB WIRE (UPPER THE A/C UNIT) |
| IO1 | 92(LHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| BO1 | 94(LHD) | BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT) |
| BR1 | 94(LHD) | BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT) |
| BS1 | 94(LHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT) |

▽ : GROUND POINTS

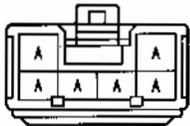
| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|---------------|------------------------------|
| EA | 84(LHD 3S-GE) | FRONT SIDE OF RIGHT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| EB | 84(LHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| EC | 84(LHD 3S-GE) | INTAKE MANIFOLD |
| | 86(LHD 3S-FE) | |
| | 88(LHD 7A-FE) | |
| ID | 90(LHD) | LEFT KICK PANEL |
| IE | 90(LHD) | INSTRUMENT PANEL BRACE LH |
| IF | 90(LHD) | R/B NO.4 SET BOLT |
| BG | 94(LHD) | ROOF LEFT |
| BH | 94(LHD) | UNDER THE LEFT CENTER PILLAR |
| BI | 94(LHD) | BACK DOOR CENTER |
| BJ | 94(LHD) | BACK DOOR RIGHT |

J GROUND POINT (LHD)

 : SPLICE POINTS

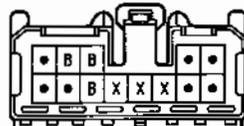
| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------|---------------|---------------------------------|------|----------|---------------------------------|
| E 1 | 84(LHD 3S-GE) | ENGINE ROOM MAIN WIRE | I 4 | 92(LHD) | COWL WIRE |
| | 86(LHD 3S-FE) | | I 6 | 92(LHD) | INSTRUMENT PANEL WIRE |
| | 88(LHD 7A-FE) | | I 7 | 92(LHD) | ENGINE WIRE |
| E 2 | 84(LHD 3S-GE) | | I 9 | 92(LHD) | FLOOR NO.3 WIRE |
| | 86(LHD 3S-FE) | | I10 | 92(LHD) | COWL WIRE |
| | 88(LHD 7A-FE) | | I11 | | |
| E 3 | 84(LHD 3S-GE) | | I13 | 92(LHD) | FRAME WIRE |
| | 86(LHD 3S-FE) | | I14 | | |
| | 88(LHD 7A-FE) | | I15 | 92(LHD) | ENGINE WIRE |
| E 4 | 84(LHD 3S-GE) | | I17 | 92(LHD) | COWL WIRE |
| | 86(LHD 3S-FE) | | B 3 | 94(LHD) | ROOF WIRE |
| | 88(LHD 7A-FE) | | B 4 | 94(LHD) | FRONT DOOR RH WIRE |
| I 1 | 92(LHD) | COWL WIRE | B 7 | 94(LHD) | LUGGAGE ROOM WIRE |
| I 3 | 92(LHD) | INSTRUMENT PANEL WIRE | | | |

J 1



(HINT:SEE PAGE 7, 23, 39)

J 2 BLUE



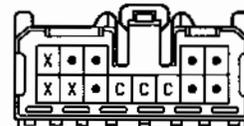
(HINT:SEE PAGE 7, 23, 39)

J 4



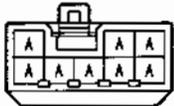
(HINT:SEE PAGE 7, 23, 39)

J 7



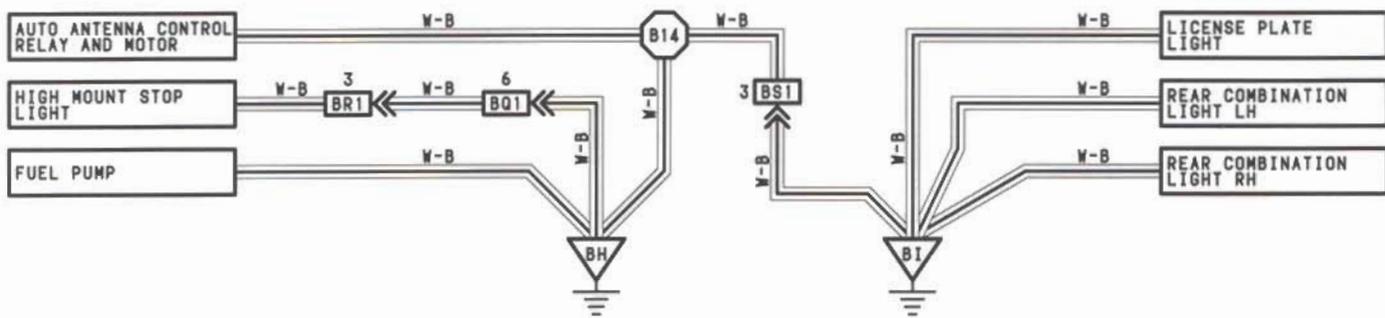
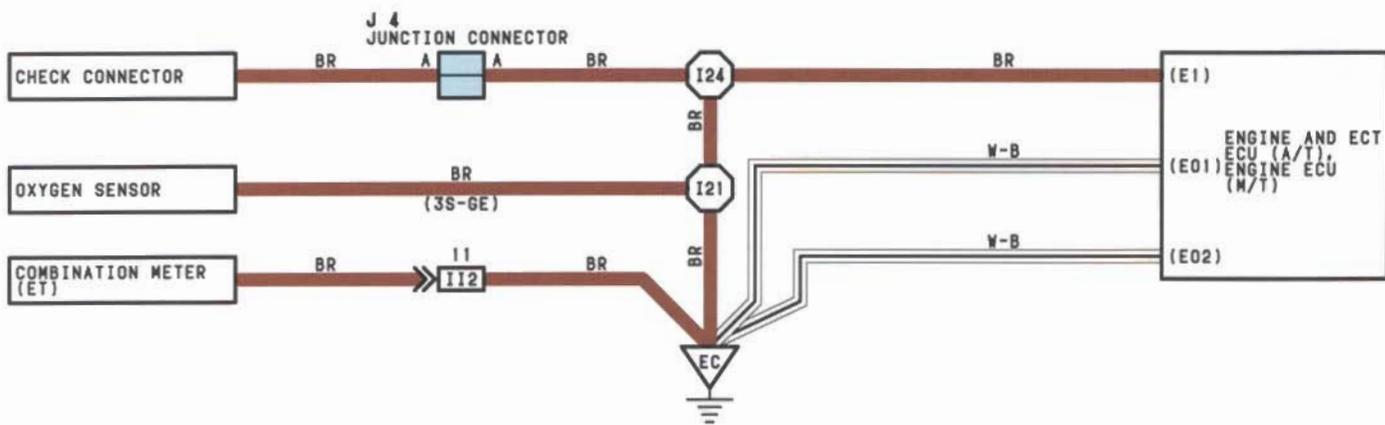
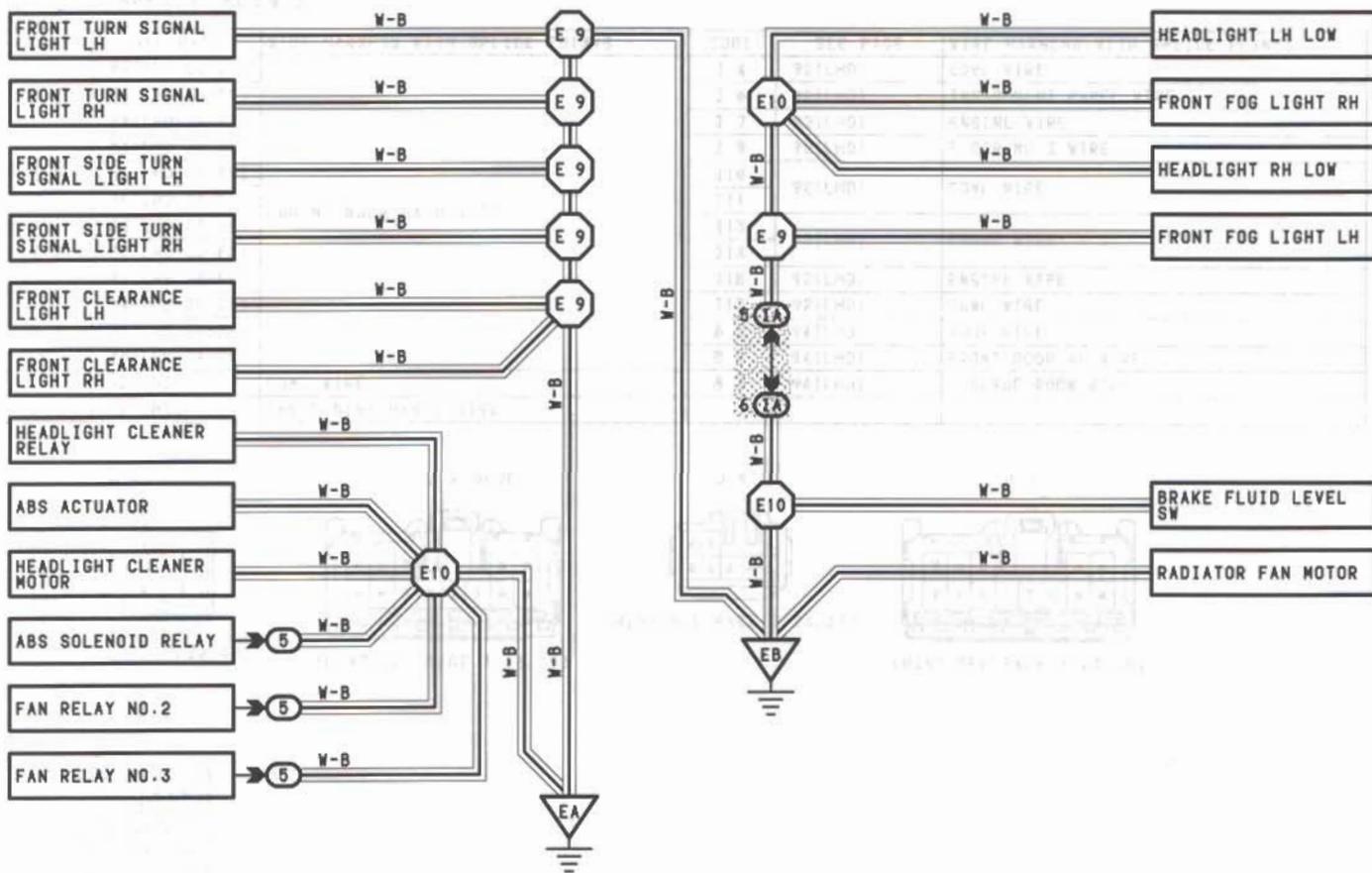
(HINT:SEE PAGE 7, 23, 39)

J 9



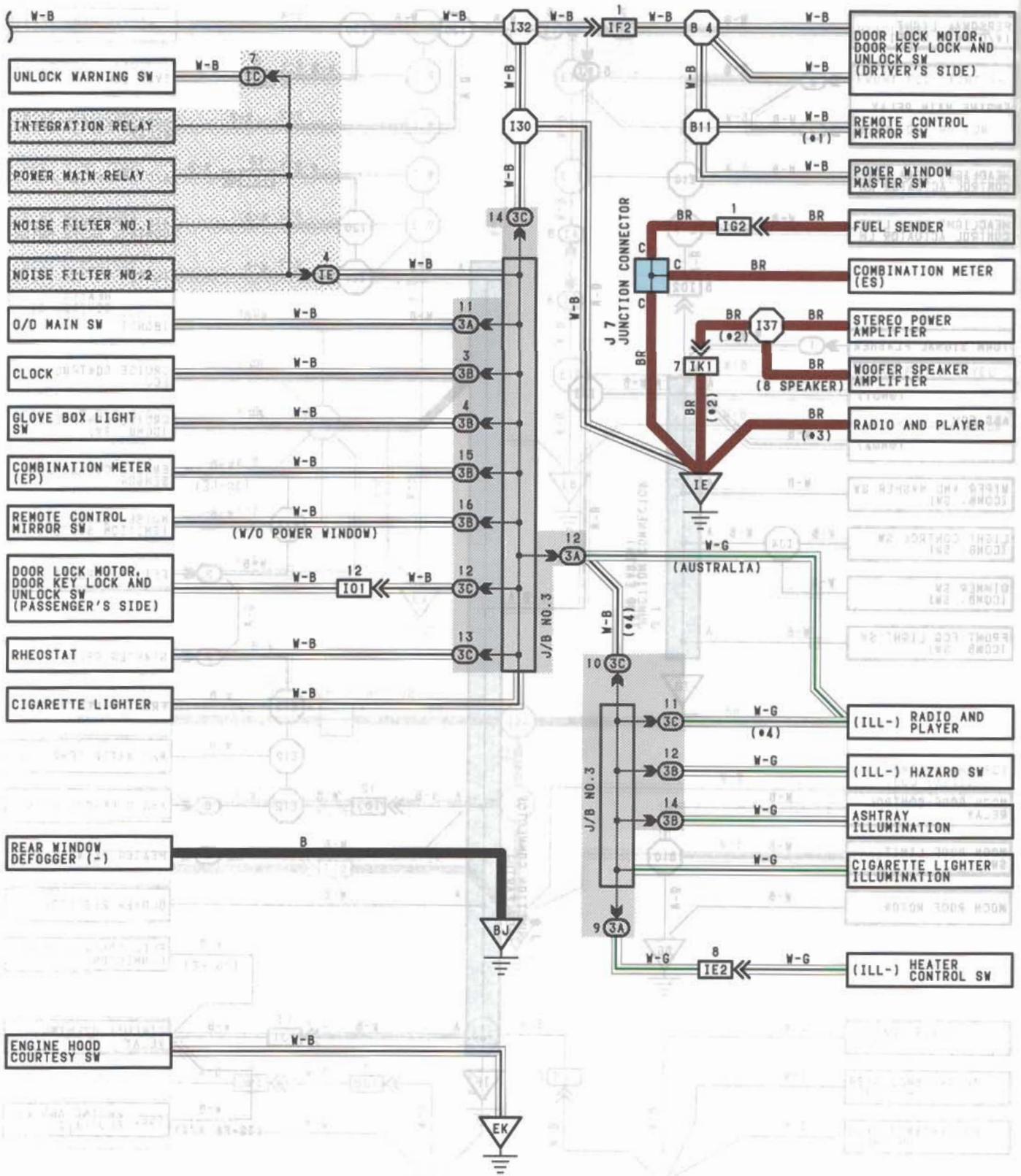
(HINT:SEE PAGE 7, 23, 39)

J GROUND POINT (RHD)



J GROUND POINT (RHD)

•1 : W/ POWER WINDOW •3 : W/O POWER AMPLIFIER
 •2 : W/ POWER AMPLIFIER •4 : GENERAL



○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------|----------|------|----------|------|----------|
| J 1 | 80 | J 7 | 80 | | |
| J 4 | 80 | J 9 | 80 | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|------|----------|---|
| 1 | 59(RHD) | R/B NO.1 (RIGHT KICK PANEL) |
| 2 | 60 | R/B NO.2 (ENGINE COMPARTMENT FRONT LEFT) |
| 4 | 61(RHD) | R/B NO.4 (LEFT KICK PANEL) |
| 5 | 59 | R/B NO.5 (ENGINE COMPARTMENT FRONT RIGHT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| IA | 52(RHD) | ENGINE ROOM MAIN WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IC | 52(RHD) | INSTRUMENT PANEL WIRE AND INPANE J/B (RIGHT KICK PANEL) |
| IE | | |
| IE | 56(RHD) | INSTRUMENT PANEL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IH | 56(RHD) | ROOF WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| IJ | 56(RHD) | COWL WIRE AND J/B NO.1 (RIGHT KICK PANEL) |
| 3A | 58 | INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER) |
| 3B | | |
| 3C | | |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------|----------|---|
| ID2 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| ID3 | 102(RHD) | ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4) |
| IE2 | 102(RHD) | INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL) |
| IF2 | 102(RHD) | FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL) |
| IG2 | 102(RHD) | INSTRUMENT PANEL WIRE AND FLOOR WIRE (RIGHT KICK PANEL) |
| II2 | 104(RHD) | ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE ECU) |
| IJ1 | 104(RHD) | ENGINE WIRE AND COWL WIRE (NEAR THE ENGINE ECU) |
| IK1 | 104(RHD) | INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER) |
| IM1 | 104(RHD) | COWL WIRE AND A/C SUB WIRE (UPPER THE A/C UNIT) |
| IO1 | 104(RHD) | FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| IP1 | 104(RHD) | TVSS NO.1 SUB WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL) |
| BQ1 | 106(RHD) | BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT) |
| BR1 | 106(RHD) | BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT) |
| BS1 | 106(RHD) | FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM RIGHT) |

▽ : GROUND POINTS

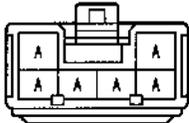
| CODE | SEE PAGE | GROUND POINTS LOCATION |
|------|----------------|-------------------------------|
| EA | 96(RHD 3S-GE) | FRONT SIDE OF RIGHT FENDER |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| EB | 96(RHD 3S-GE) | FRONT SIDE OF LEFT FENDER |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| EC | 96(RHD 3S-GE) | INTAKE MANIFOLD |
| | 98(RHD 3S-FE) | |
| | 100(RHD 5S-FE) | |
| EK | 96(RHD 3S-GE) | FRONT SUSPENSION SUPPORT RH |
| | 100(RHD 5S-FE) | |
| ID | 102(RHD) | RIGHT KICK PANEL |
| IE | 102(RHD) | INSTRUMENT PANEL BRACE LH |
| IF | 102(RHD) | R/B NO.4 SET BOLT |
| BG | 106(RHD) | ROOF RIGHT |
| BH | 106(RHD) | UNDER THE RIGHT CENTER PILLAR |
| BI | 106(RHD) | BACK DOOR CENTER |
| BJ | 106(RHD) | BACK DOOR RIGHT |

J GROUND POINT (RHD)

: SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | |
|------|-----------------|---------------------------------|-------------|-----------|---------------------------------|-----------------------|
| E 9 | 96 (RHD 3S-GE) | ENGINE ROOM MAIN WIRE | I21 | 104 (RHD) | ENGINE WIRE | |
| | 98 (RHD 3S-FE) | | I24 | | | |
| | 100 (RHD 5S-FE) | | I26 | 104 (RHD) | COWL WIRE | |
| E10 | 96 (RHD 3S-GE) | | I30 | 104 (RHD) | INSTRUMENT PANEL WIRE | |
| | 98 (RHD 3S-FE) | | I32 | | | |
| | 100 (RHD 5S-FE) | | I33 | | | |
| E12 | 96 (RHD 3S-GE) | | ENGINE WIRE | I34 | 104 (RHD) | COWL WIRE |
| | 98 (RHD 3S-FE) | | | I35 | 104 (RHD) | INSTRUMENT PANEL WIRE |
| | 100 (RHD 5S-FE) | | | I37 | 104 (RHD) | FLOOR NO.3 WIRE |
| E13 | 96 (RHD 3S-GE) | | | B 4 | 94 (LHD) | FRONT DOOR RH WIRE |
| | 98 (RHD 3S-FE) | B10 | | 106 (RHD) | ROOF WIRE | |
| | 100 (RHD 5S-FE) | B11 | | 106 (RHD) | FRONT DOOR RH WIRE | |
| I20 | 104 (RHD) | COWL WIRE | | B14 | 106 (RHD) | FLOOR WIRE |

J 1



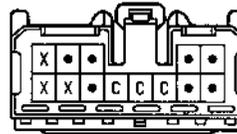
(HINT: SEE PAGE 7, 23, 39)

J 4



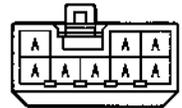
(HINT: SEE PAGE 7, 23, 39)

J 7 BLUE



(HINT: SEE PAGE 7, 23, 39)

J 9



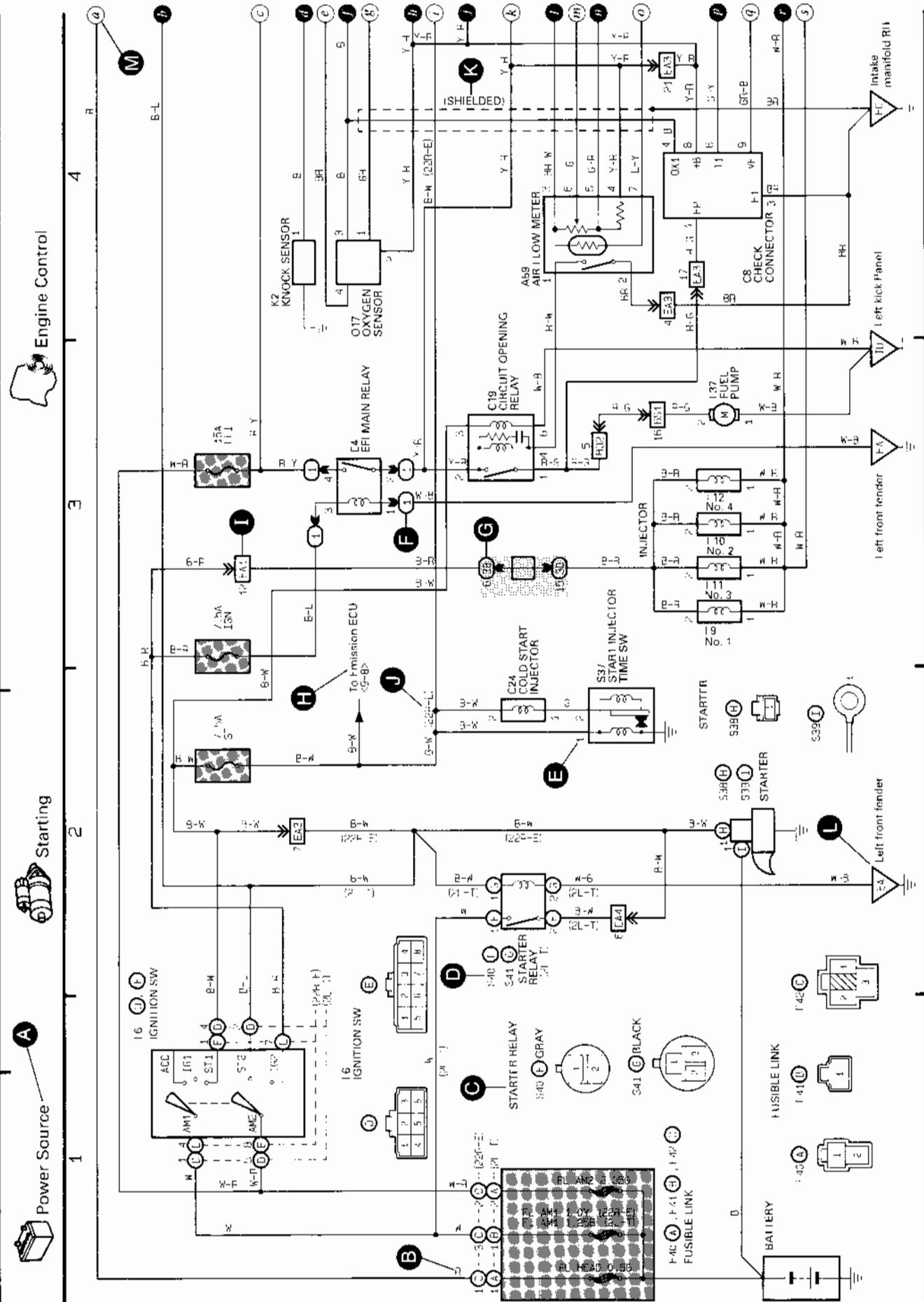
(HINT: SEE PAGE 7, 23, 39)

HOW TO READ THIS SECTION



* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the wiring diagram section.

K OVERALL ELECTRICAL WIRING DIAGRAM



A: System Title

B: Indicates the wiring color.

Wire colors are indicated by an alphabetical code.

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

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

Example: L - Y

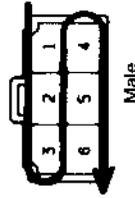
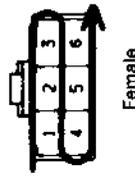


C: Indicates the connector to be connected to a part (the numeral indicates the pin No.)

D: The position of the parts is the same as shown in the wiring diagram and wire routing.

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

Example: Numbered in order from upper left to lower right



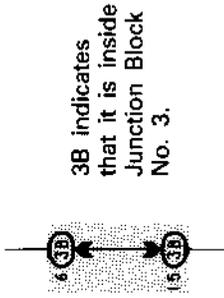
The numbering system for the overall wiring diagram is the same as above.

F: Indicates a Relay Block. No shading is used and only the Relay Block No. is shown to distinguish it from the J/B.

Example: **1** Indicates Relay Block No. 1.

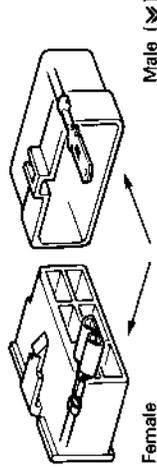
G: Junction Block (The number in the circle is the J/B No. and the connector code is shown beside it). Junction Blocks are shaded to clearly separate them from other parts (different junction blocks are shaded differently for further clarification).

Example:



H: Indicates related system.

I: Indicates the wiring harness and wiring harness connector. The wiring harness with male terminal is shown with arrows (↗). Outside numerals are pin numbers.



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

K: Indicates a shielded cable.



L: Indicates and located on ground point.

M: The same code occurring on the next page indicates that the wire harness is continuous.

SYSTEM INDEX

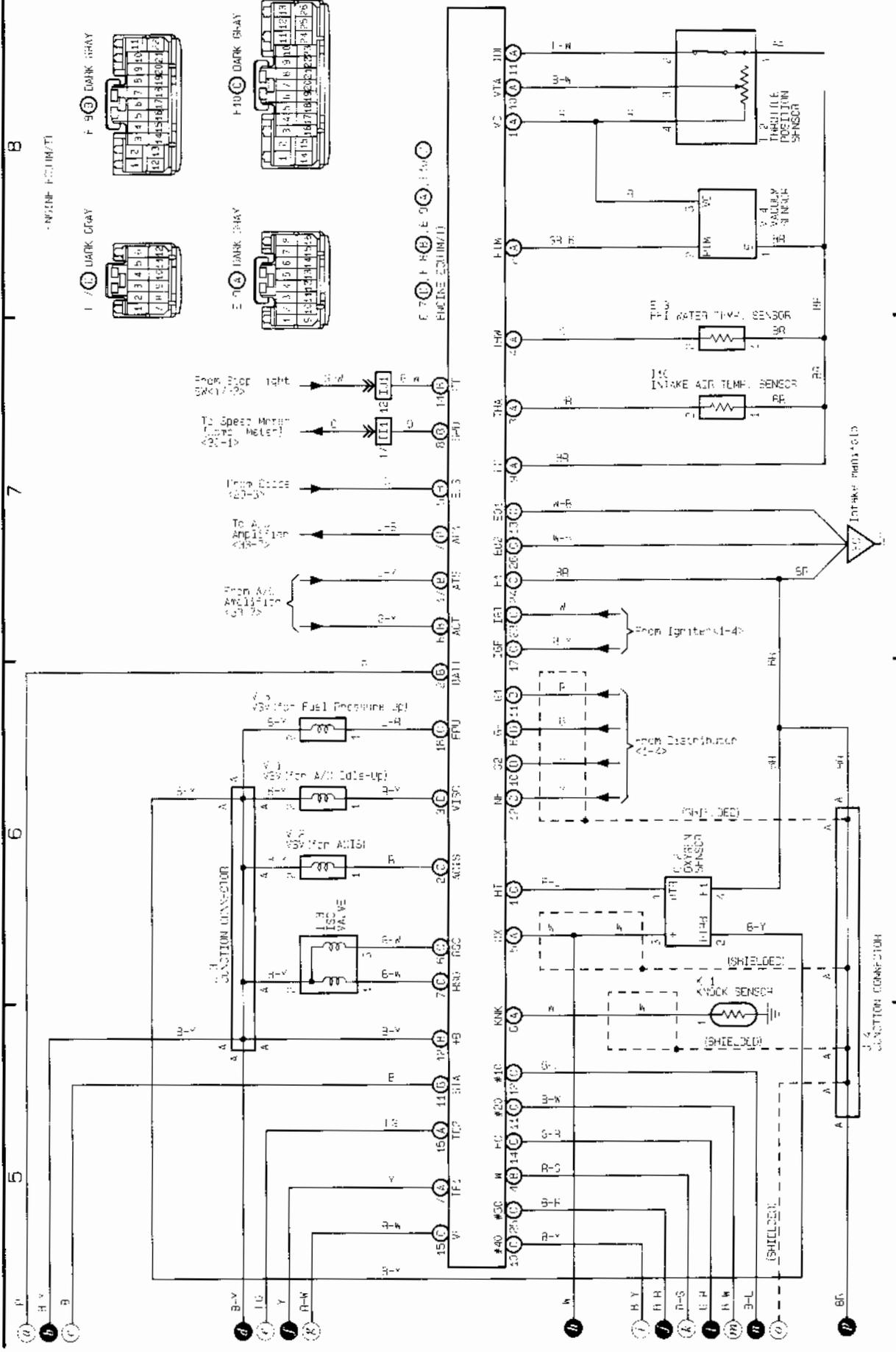
Model (Location No. 1 to 33)

| SYSTEMS | LOCATION | SYSTEMS | LOCATION | SYSTEMS | LOCATION |
|--|--|---------------------------------|---|--|--|
| ABS (Anti-Lock Brake System) |  20-3 | Headlight |  7-3 (w/ Daytime Running Light)
8-3 (Germany)
10-3 (w/o Daytime Running Light) | Rear Fog Light |  12-3 |
| Air Conditioner |  33-3 | Headlight Beam Level Control |  9-3 | Rear Window Defogger and Mirror Heater |  29-3 |
| Auto Antenna |  23-4 | Headlight Cleaner |  16-2 | Rear Wiper and Washer |  21-4 |
| Back-Up Light |  17-2 | Horn |  15-4 | Remote Control Mirror |  25-3 |
| Charging |  1-3 | Ignition |  1-4 | Seat Heater |  16-4 |
| Cigarette Lighter |  28-3 | Illumination |  13-3 | Shift Lock |  18-2 |
| Clock |  28-4 | Interior Light |  14-3 | Starting |  1-2 |
| Combination Meter |  30-3 | Light Auto Turn Off (Australia) |  10-4 | Stop Light |  17-4 |
| Cruise Control |  19-3 | Light Reminder Buzzer |  11-1 | Taillight |  15-3 |
| Door Lock Control |  26-3 (LHD)
27-3 (RHD) | Moon Roof |  28-2 | Turn Signal and Hazard Warning Light |  18-4 |
| ECT (Electronic Controlled Transmission) |  6-3 | Power Source |  1-33-1 | TVSS (Toyota Vehicle Security System) |  31-3 |
| Engine Control |  2-3 (3S-GE)
3-3 (3S-FE)
4-3 (7A-FE)
5-3 (5S-FE) | Power Window |  24-3 | Unlock and Seat Belt Warning (G.C.C.) |  8-4 |
| Front Fog Light |  11-3 | Radiator Fan and Condenser Fan |  32-3 | | |
| Front Wiper and Washer |  21-2 | Radio and Player |  22-3 (w/ Power Amplifier)
23-2 (w/o Power Amplifier) | | |

K OVERALL ELECTRICAL WIRING DIAGRAM

2 CELICA (Cont'd)

Engine Control (3S-6E)



8

7

6

5

1 (1) DARK GRAY

2 (2) DARK GRAY

3 (3) DARK GRAY

4 (4) DARK GRAY

5 (5) DARK GRAY

6 (6) DARK GRAY

7 (7) DARK GRAY

8 (8) DARK GRAY

9 (9) DARK GRAY

10 (10) DARK GRAY

11 (11) DARK GRAY

12 (12) DARK GRAY

13 (13) DARK GRAY

14 (14) DARK GRAY

15 (15) DARK GRAY

16 (16) DARK GRAY

17 (17) DARK GRAY

18 (18) DARK GRAY

19 (19) DARK GRAY

20 (20) DARK GRAY

21 (21) DARK GRAY

22 (22) DARK GRAY

23 (23) DARK GRAY

24 (24) DARK GRAY

25 (25) DARK GRAY

26 (26) DARK GRAY

27 (27) DARK GRAY

28 (28) DARK GRAY

29 (29) DARK GRAY

30 (30) DARK GRAY

31 (31) DARK GRAY

32 (32) DARK GRAY

33 (33) DARK GRAY

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35 (35) DARK GRAY

36 (36) DARK GRAY

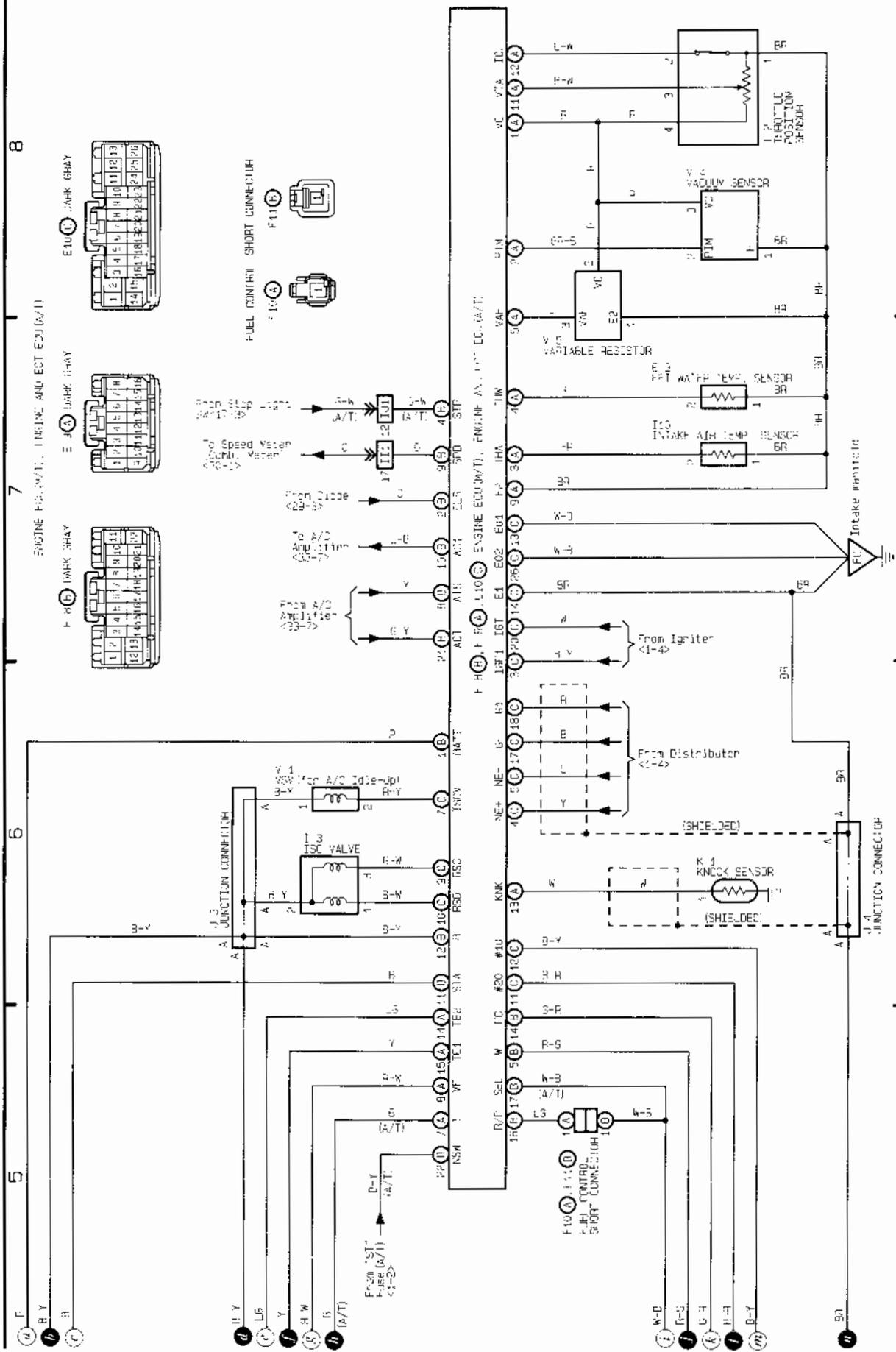
37 (37) DARK GRAY

38 (38) DARK GRAY

39 (39) DARK GRAY

40 (40) DARK GRAY

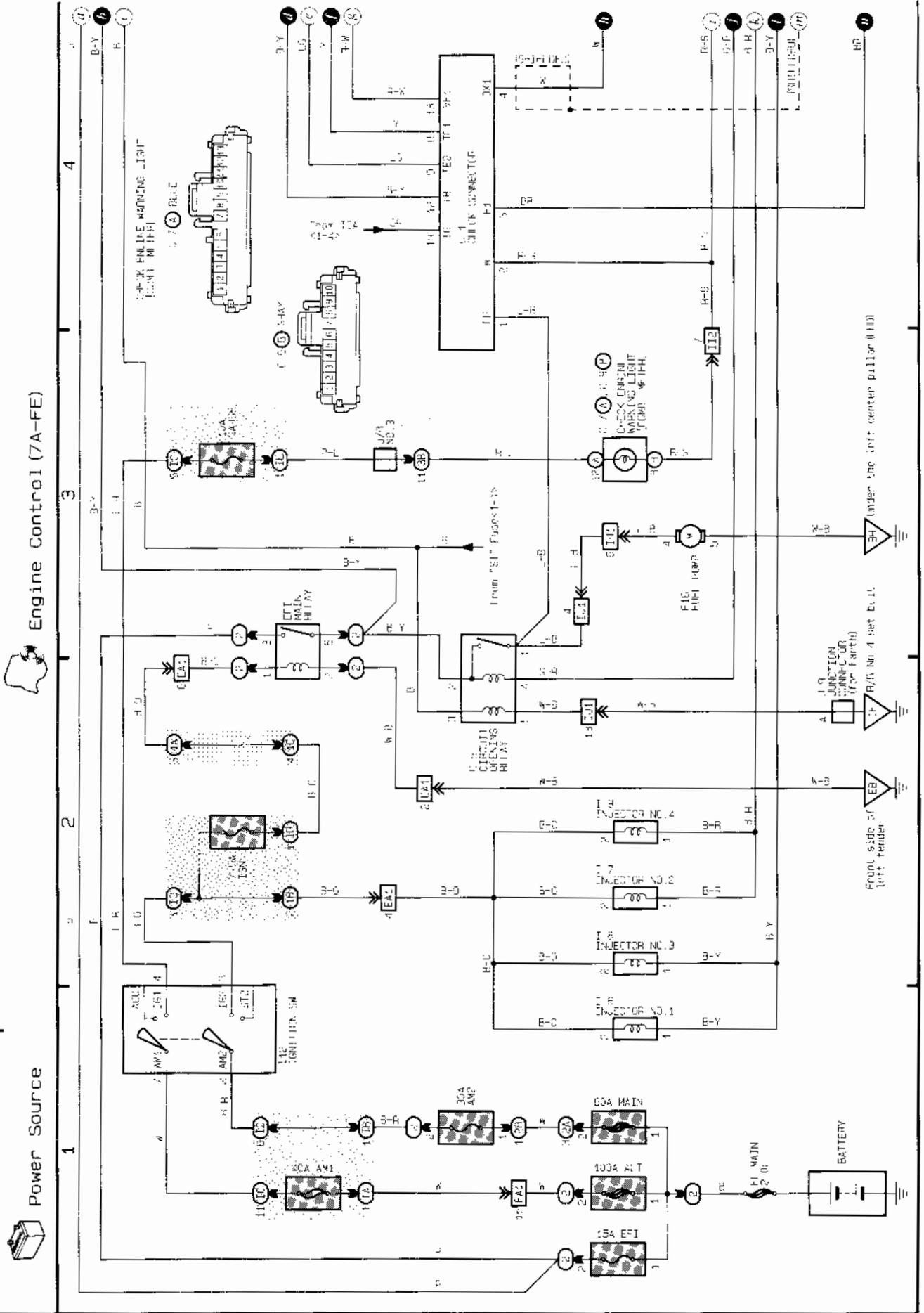
Engine Control (3S-FE)



K OVERALL ELECTRICAL WIRING DIAGRAM

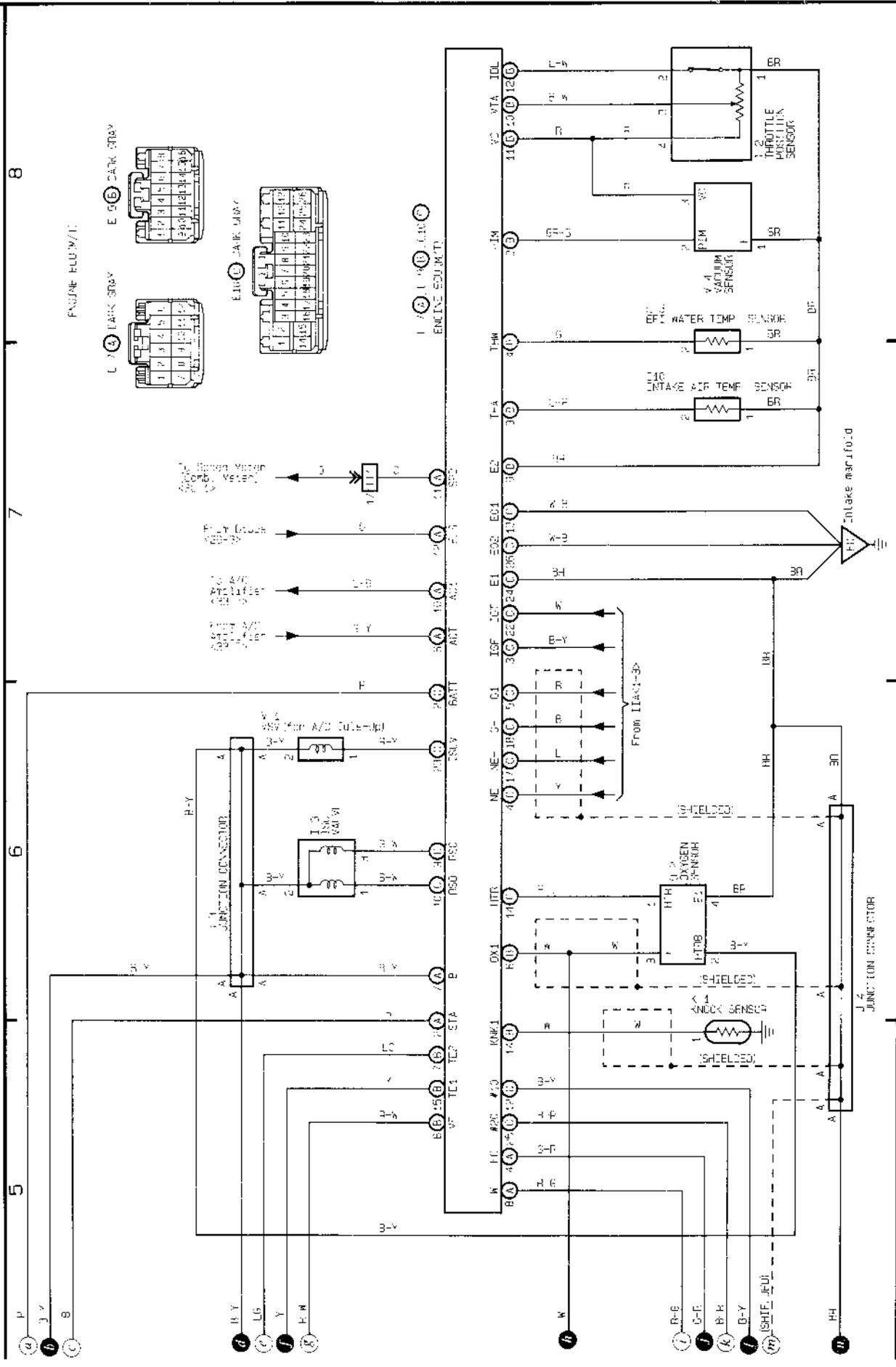
(Cont. next page)

4 CELICA

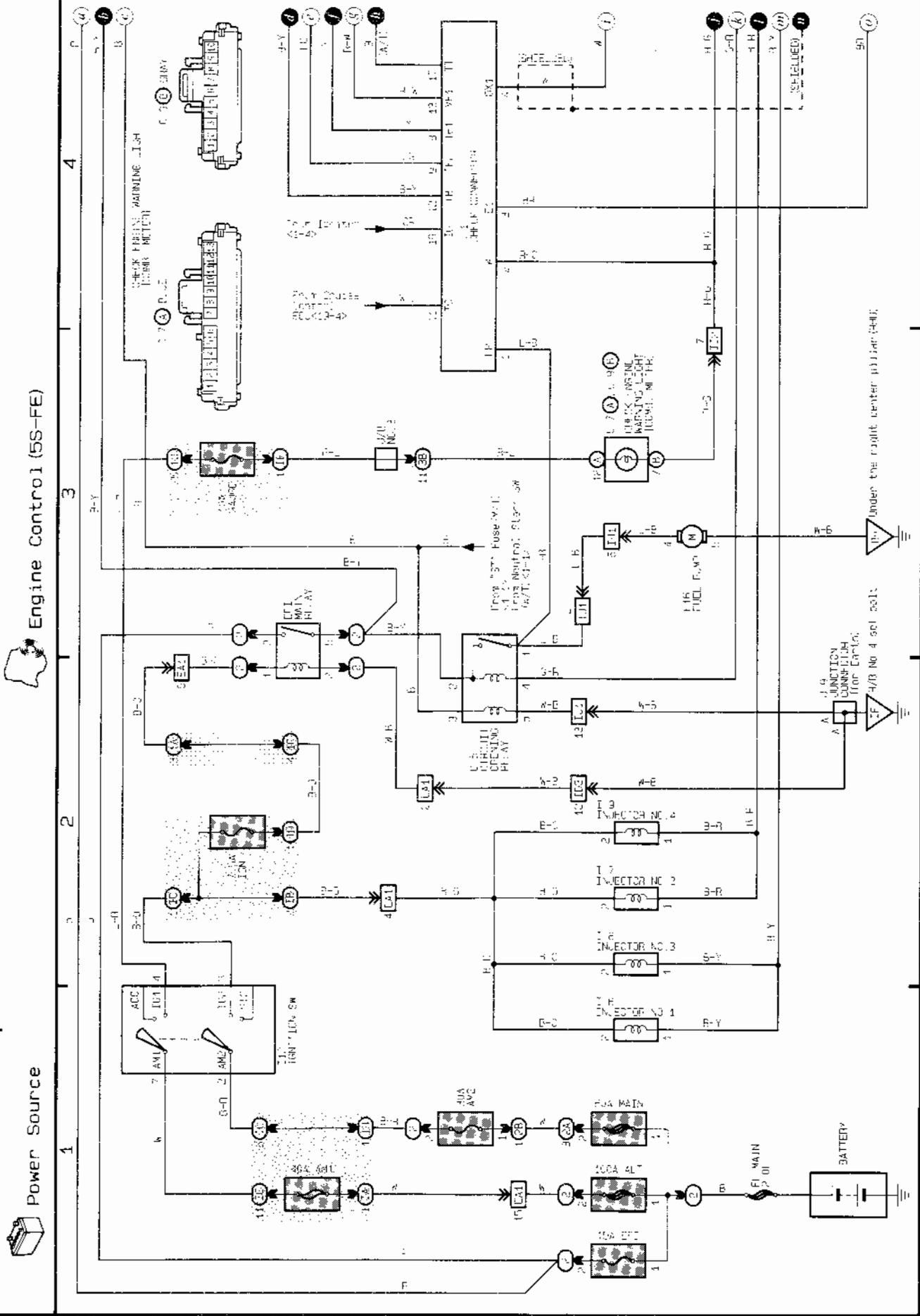


4 CELICA (Cont.'d)

Engine Control (7A-FE)

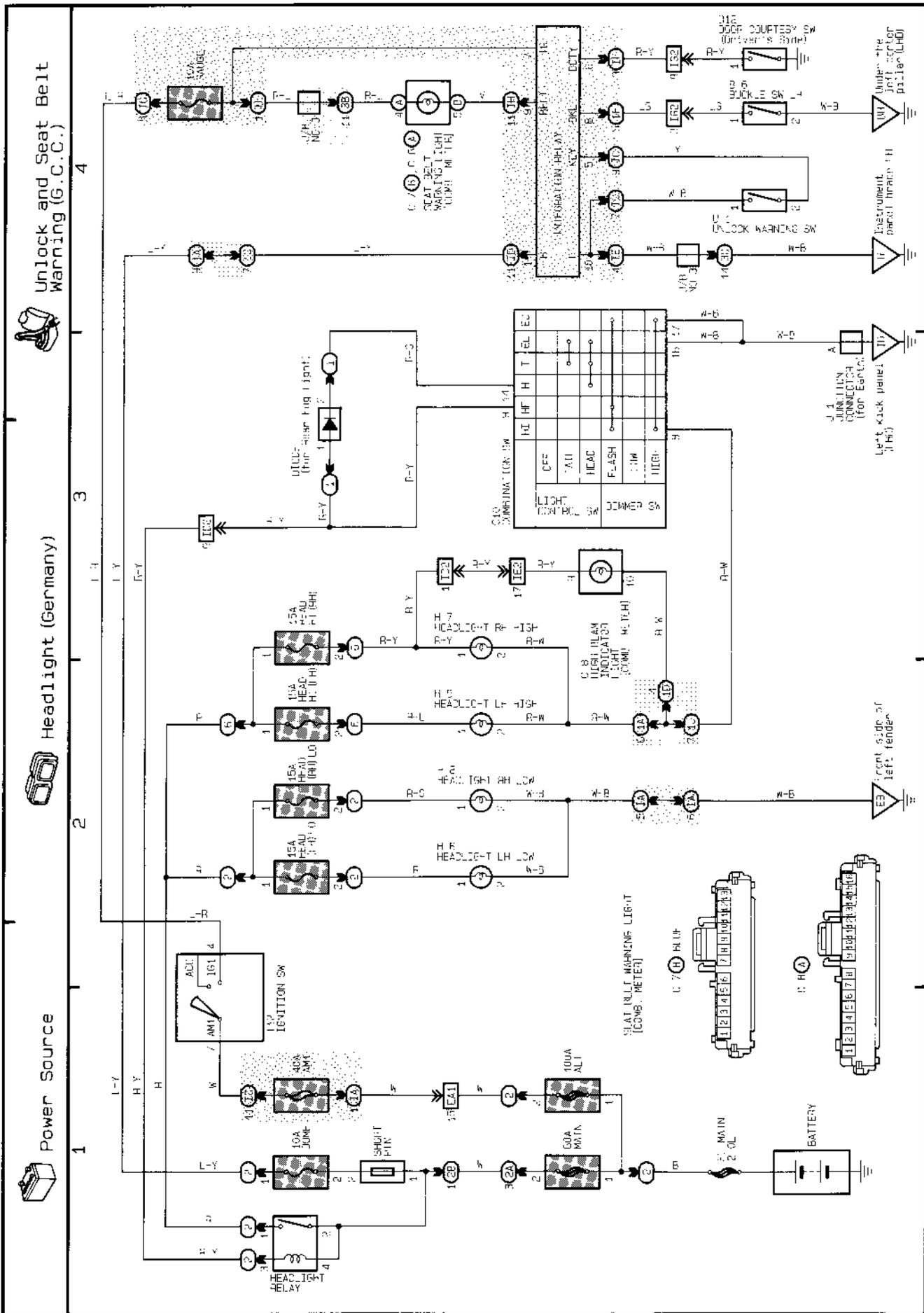


K OVERALL ELECTRICAL WIRING DIAGRAM



K OVERALL ELECTRICAL WIRING DIAGRAM

8 CELICA

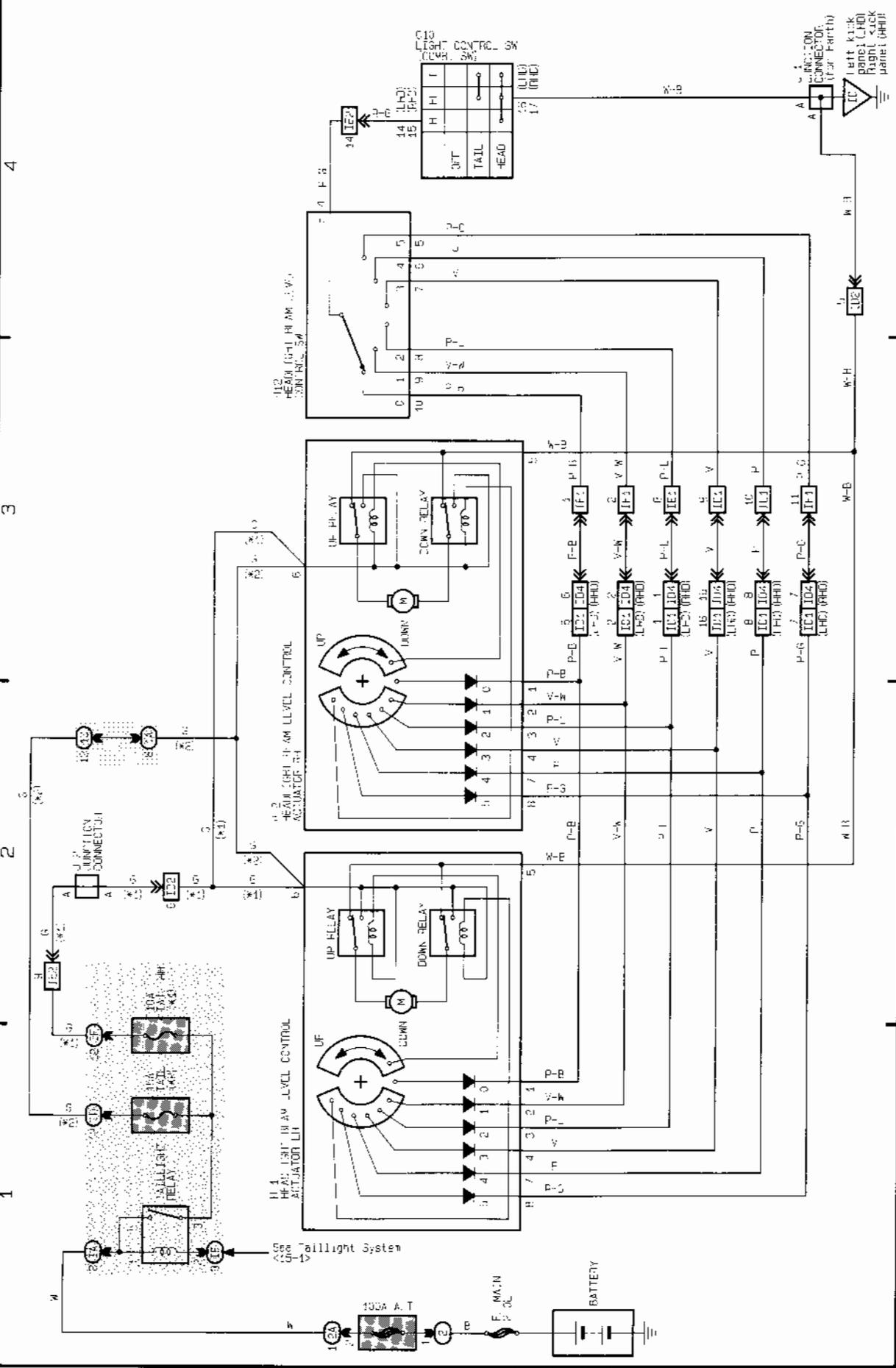


9 CELICA

Power Source

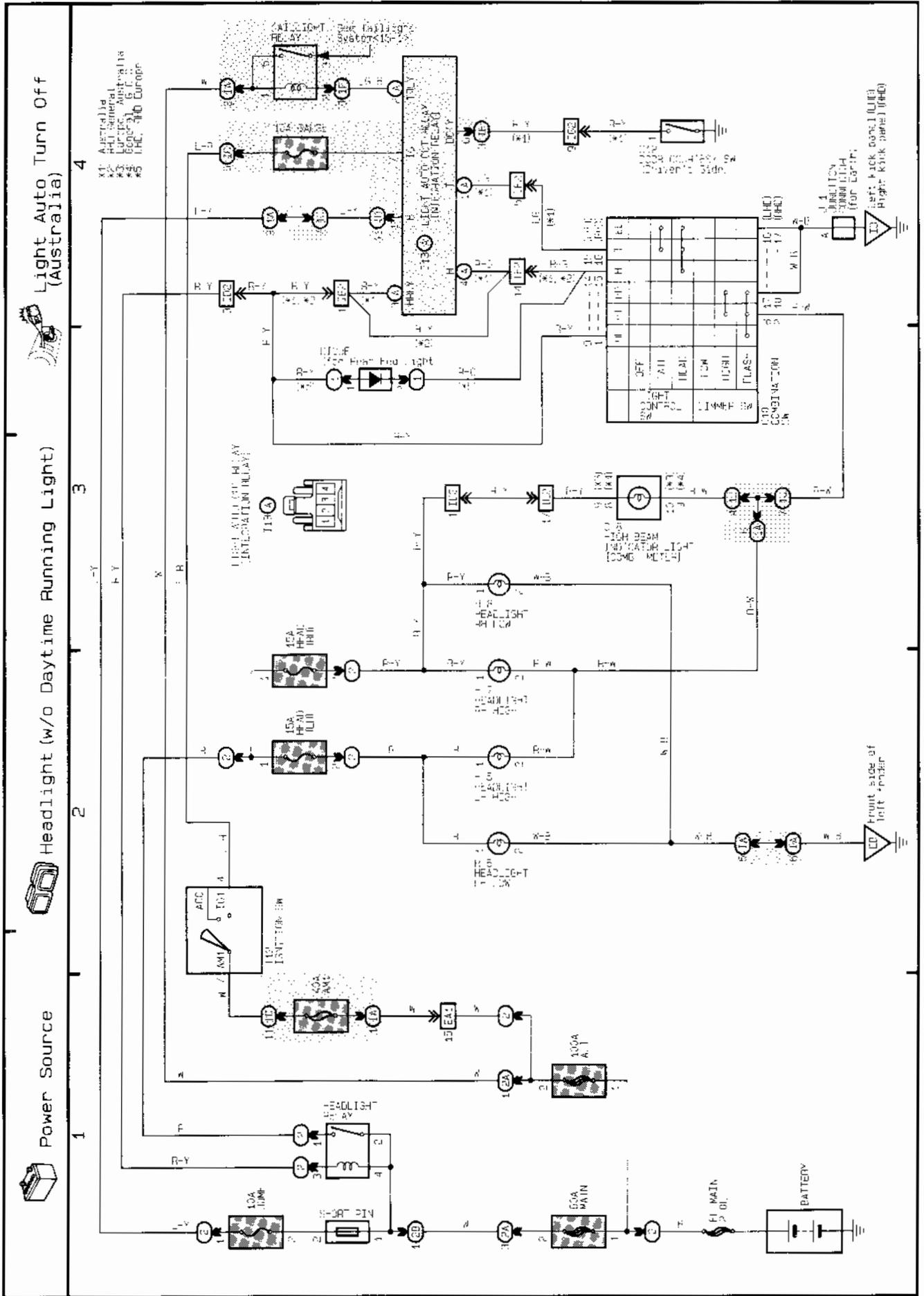
Headlight Beam Level Control

X1 Germany
X2 Ex. Germany



K OVERALL ELECTRICAL WIRING DIAGRAM

10 CELICA



11 CELICA



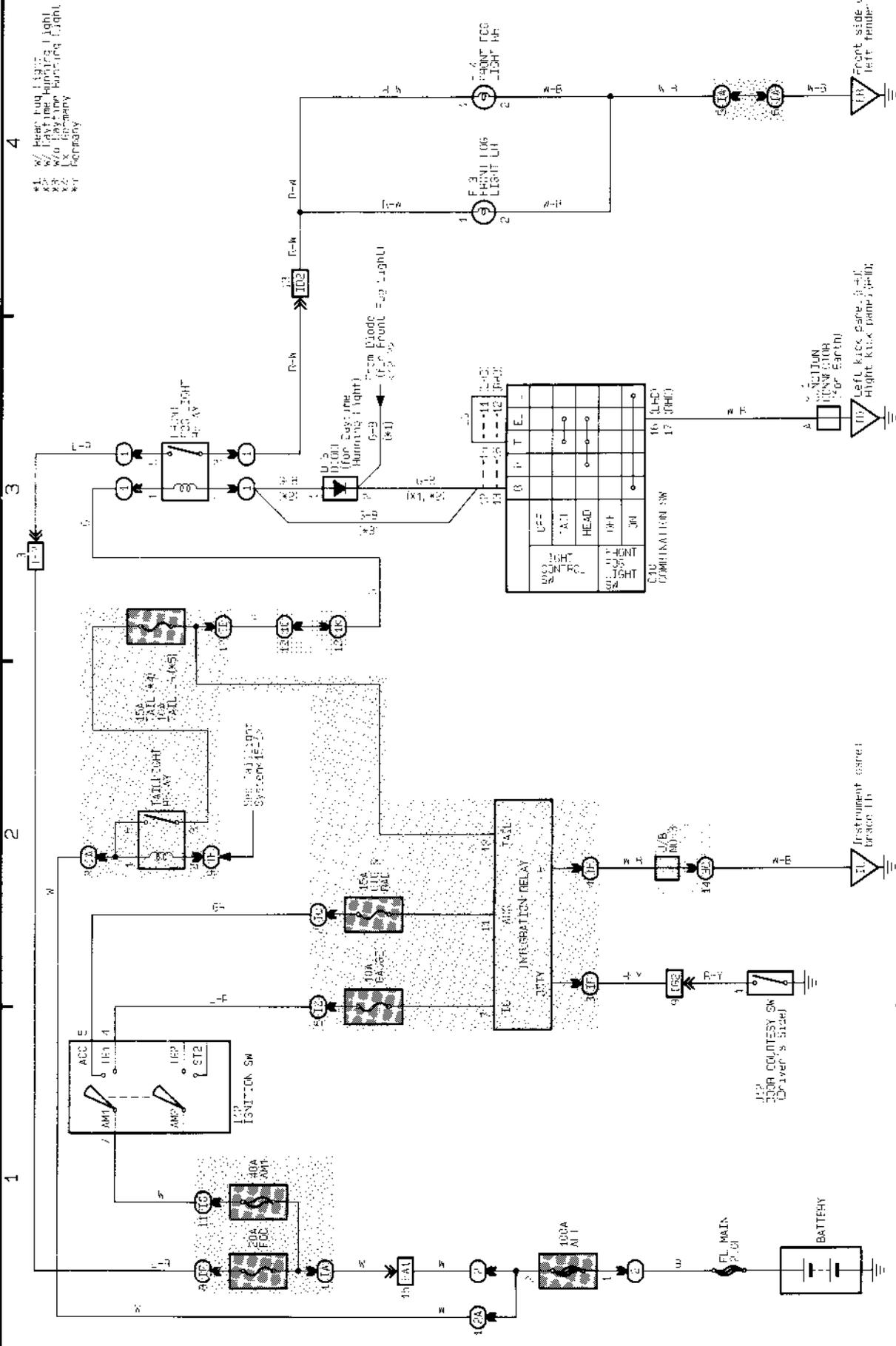
Power Source



Light Reminder Buzzer



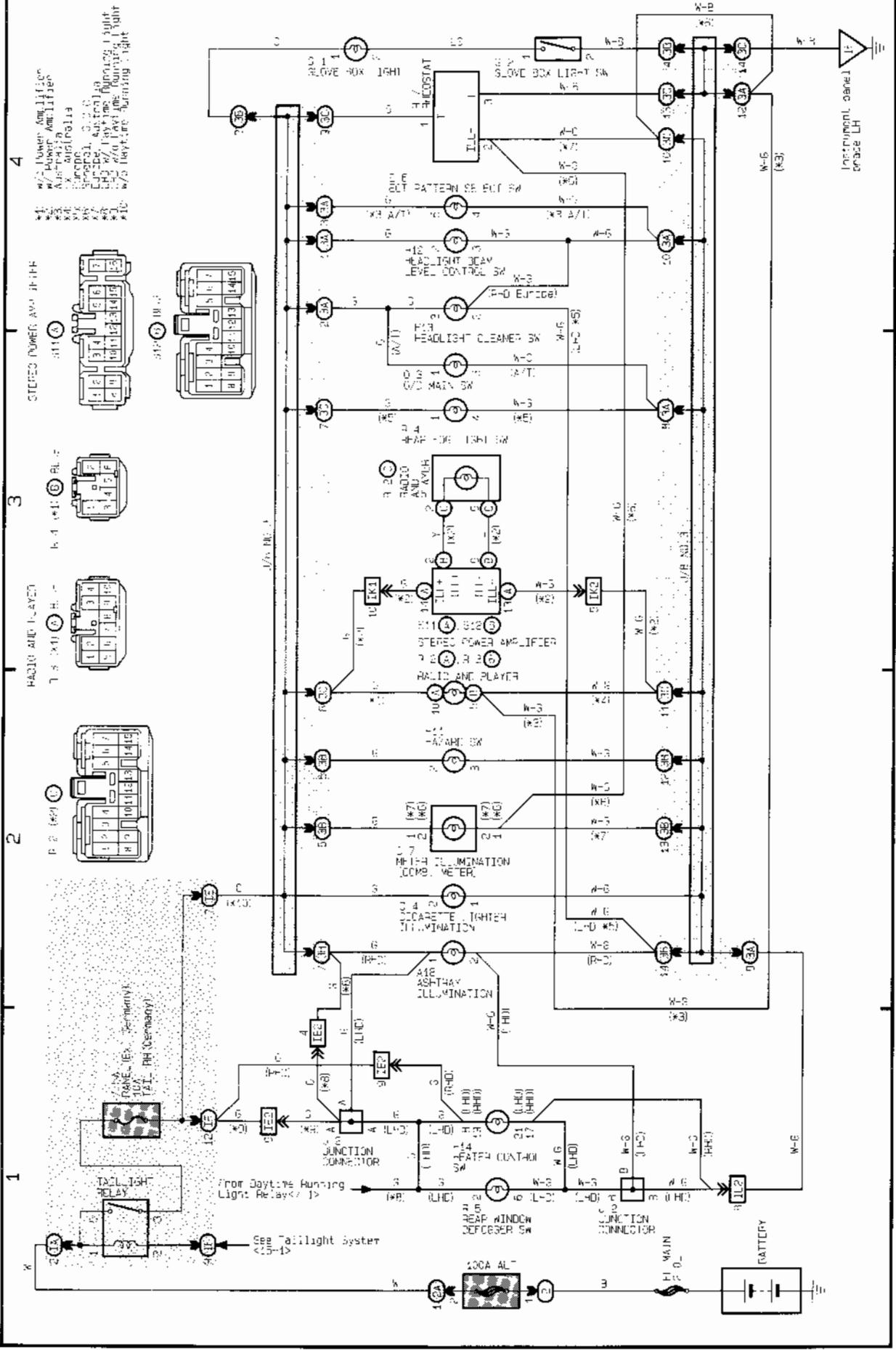
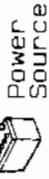
Front Fog Light



1987 CELICA
 1988 CELICA
 1989 CELICA
 1990 CELICA
 1991 CELICA
 1992 CELICA
 1993 CELICA
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 2025 CELICA

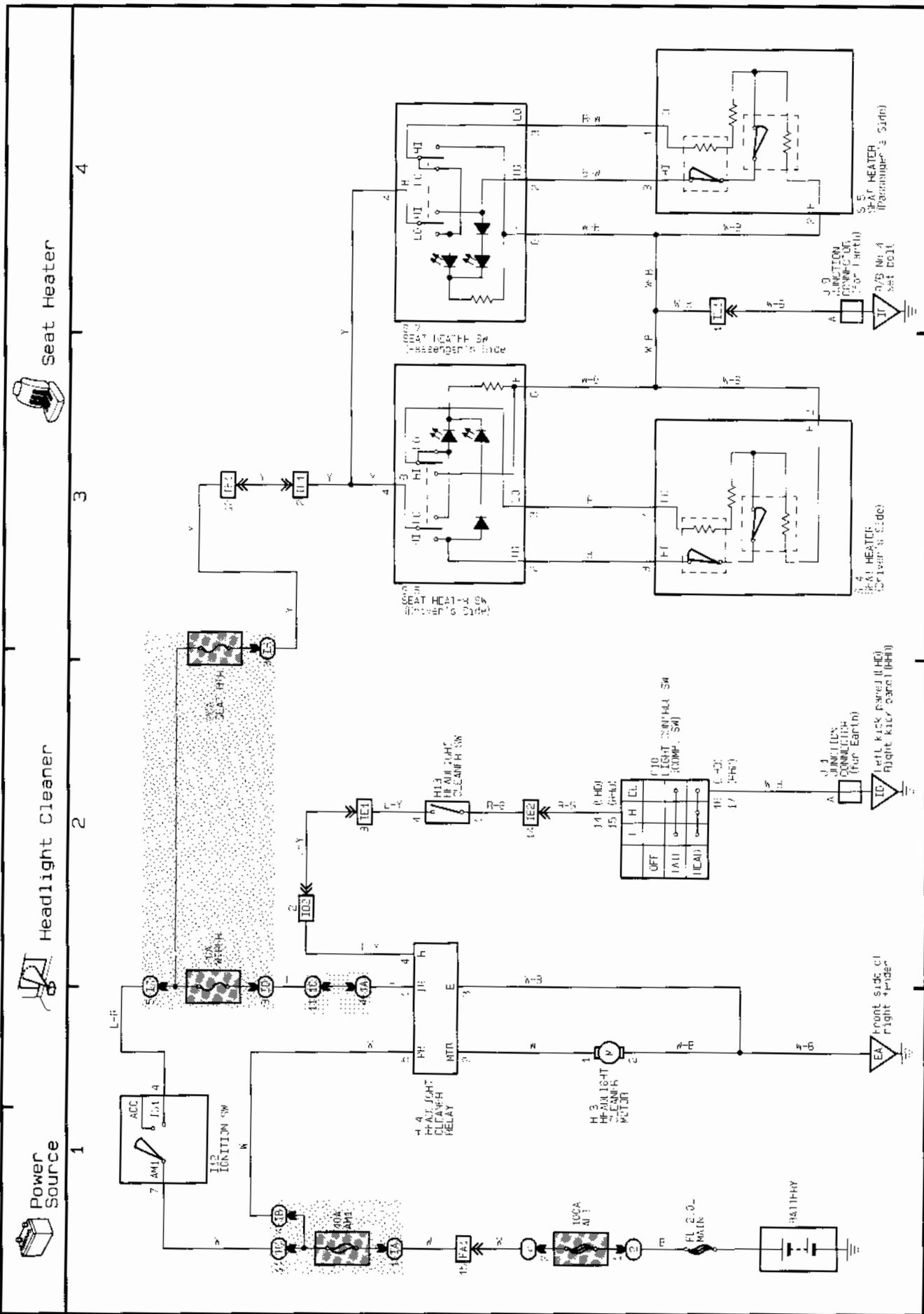
13 CELICA

Illumination



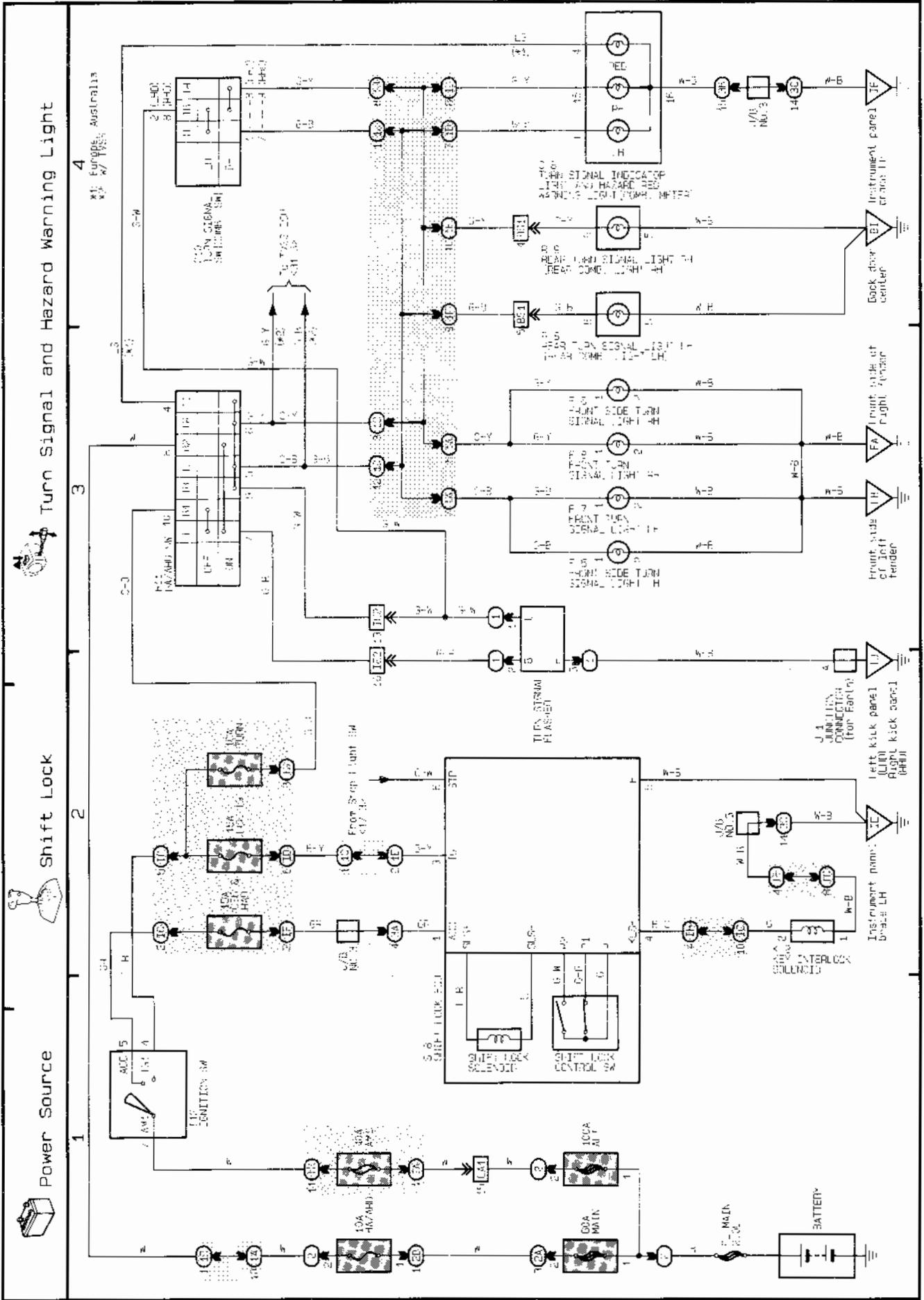
K OVERALL ELECTRICAL WIRING DIAGRAM

16 CELICA



K OVERALL ELECTRICAL WIRING DIAGRAM

18 CELICA



Power Source



Remote Control Mirror

4

3

2

- *1 POWER WINDOW
- *2 MIRROR HEATER
- *3 MIRROR HEATER
- *4 MIRROR HEATER

1

3

4

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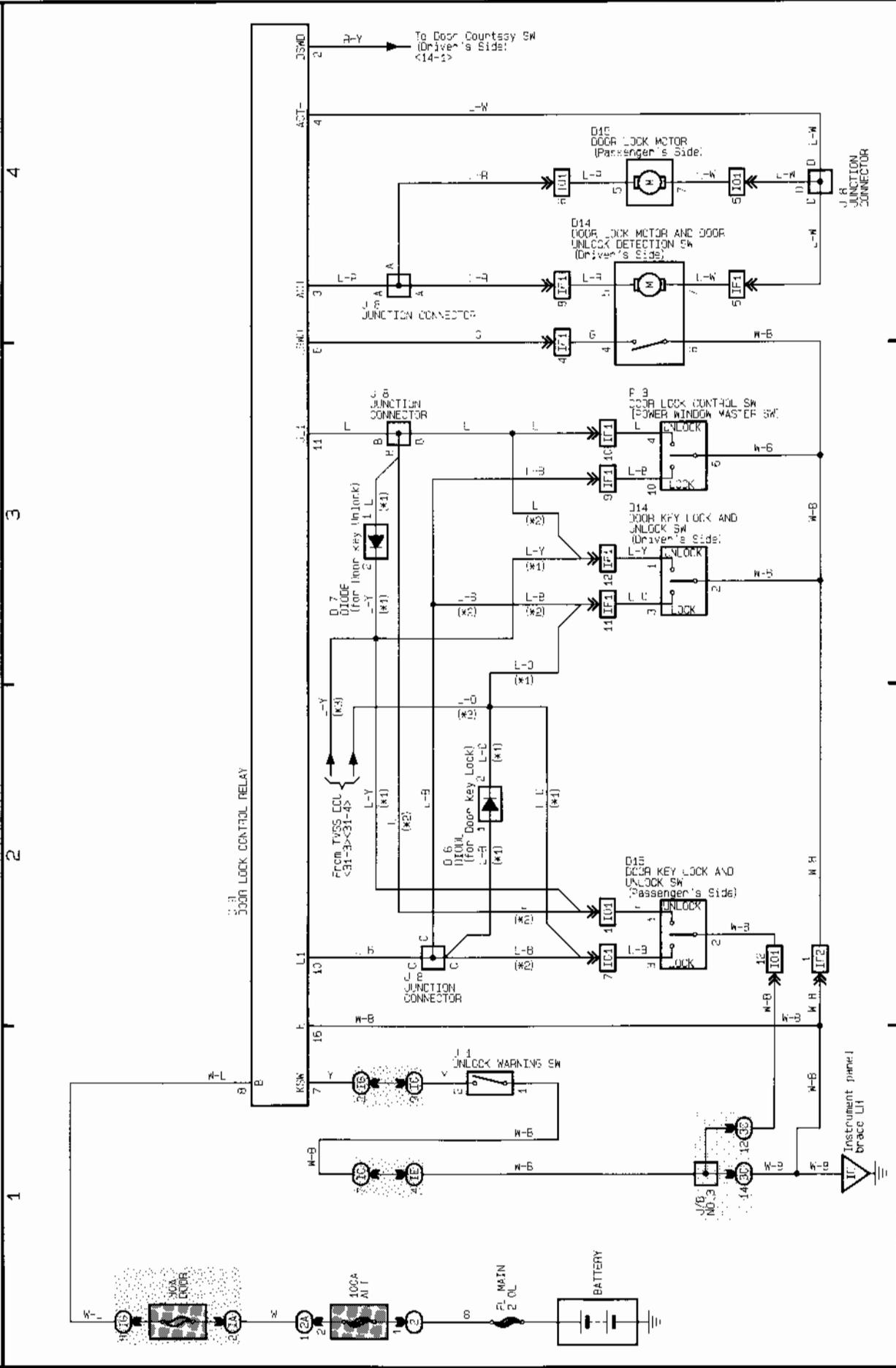


Power Source



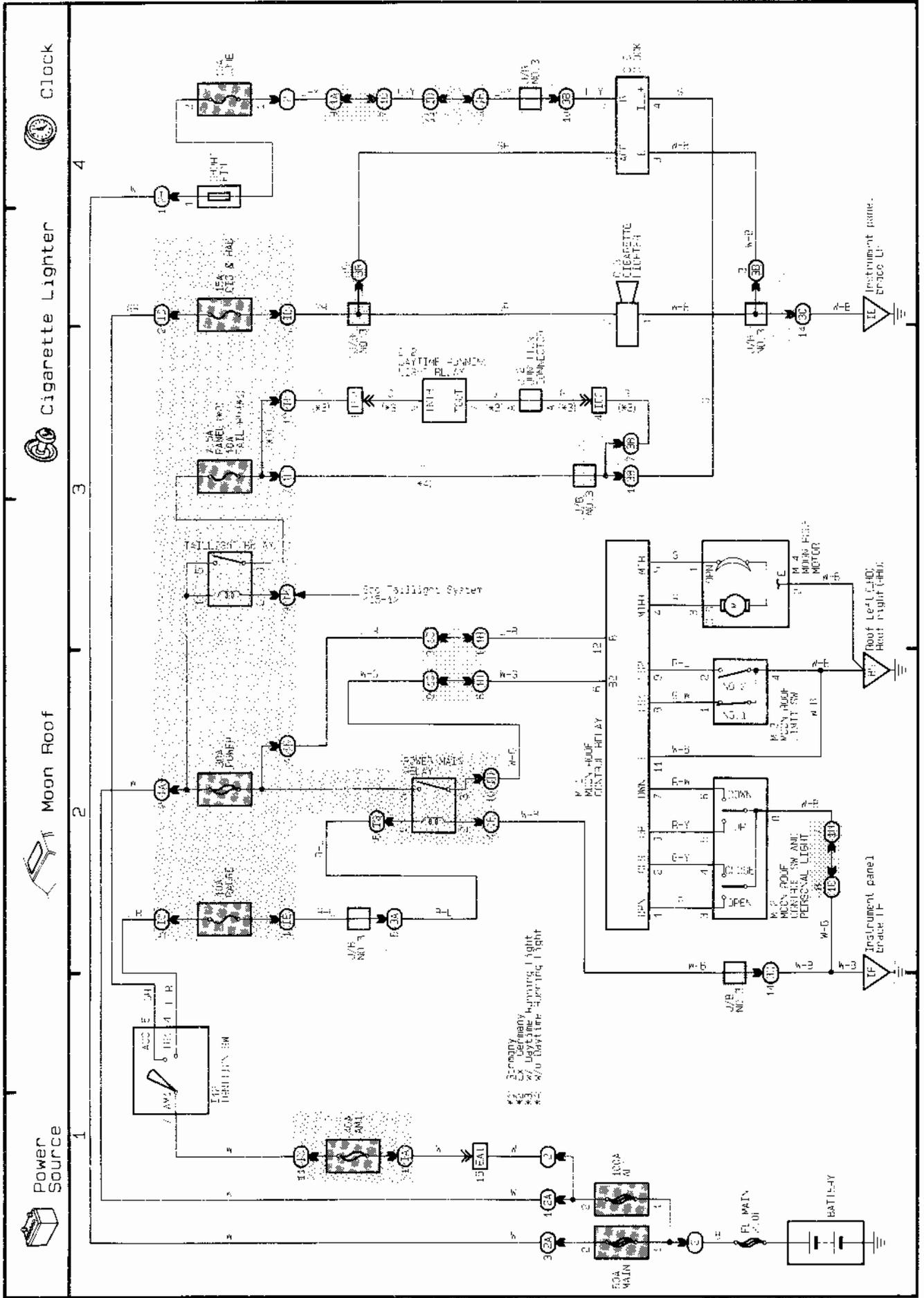
Door Lock Control (RHD)

Europe, Australia
General
XE
W/TWSS



K OVERALL ELECTRICAL WIRING DIAGRAM

28 CELICA



Power Source

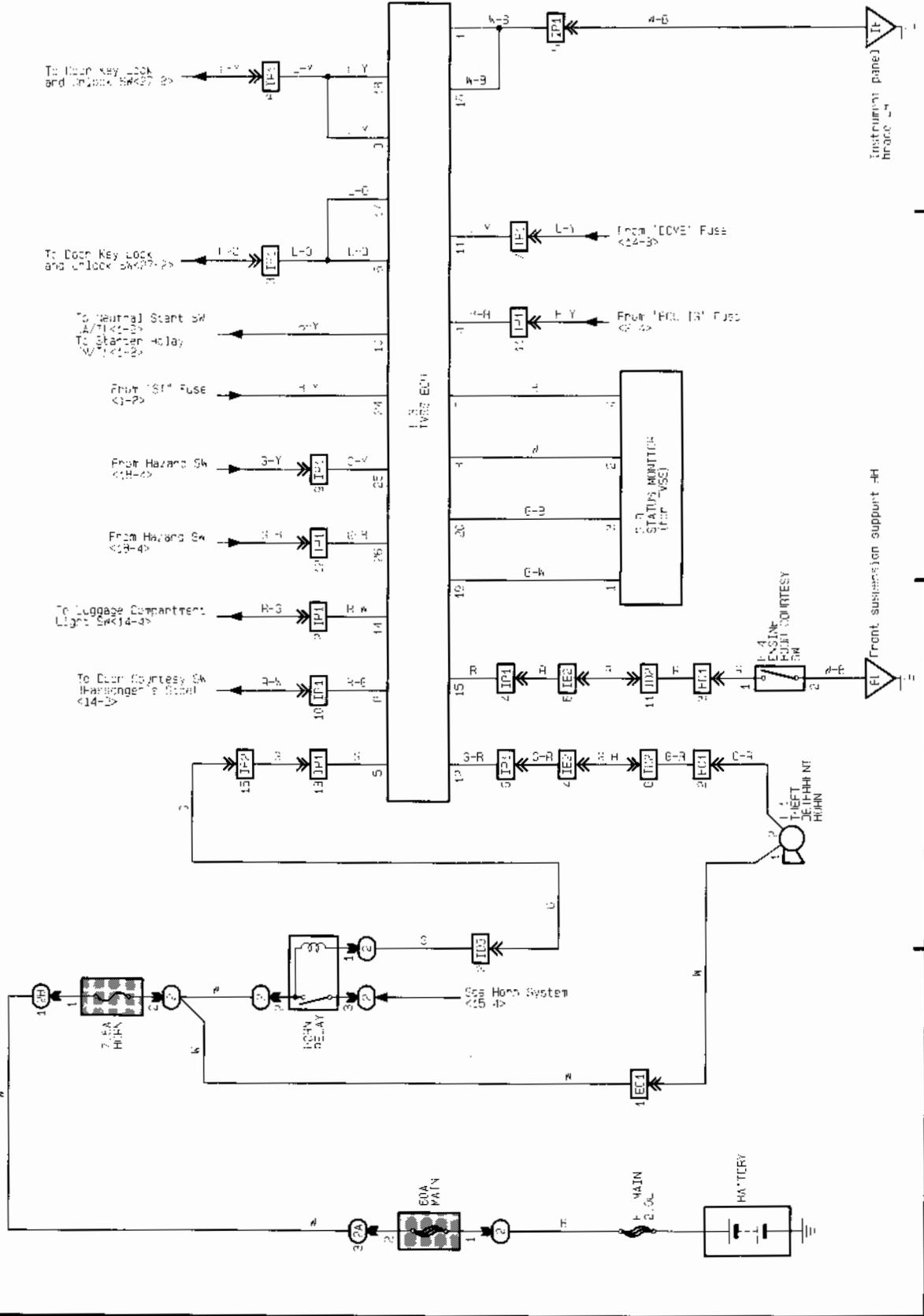
TVSS (Toyota Vehicle Security System)

4

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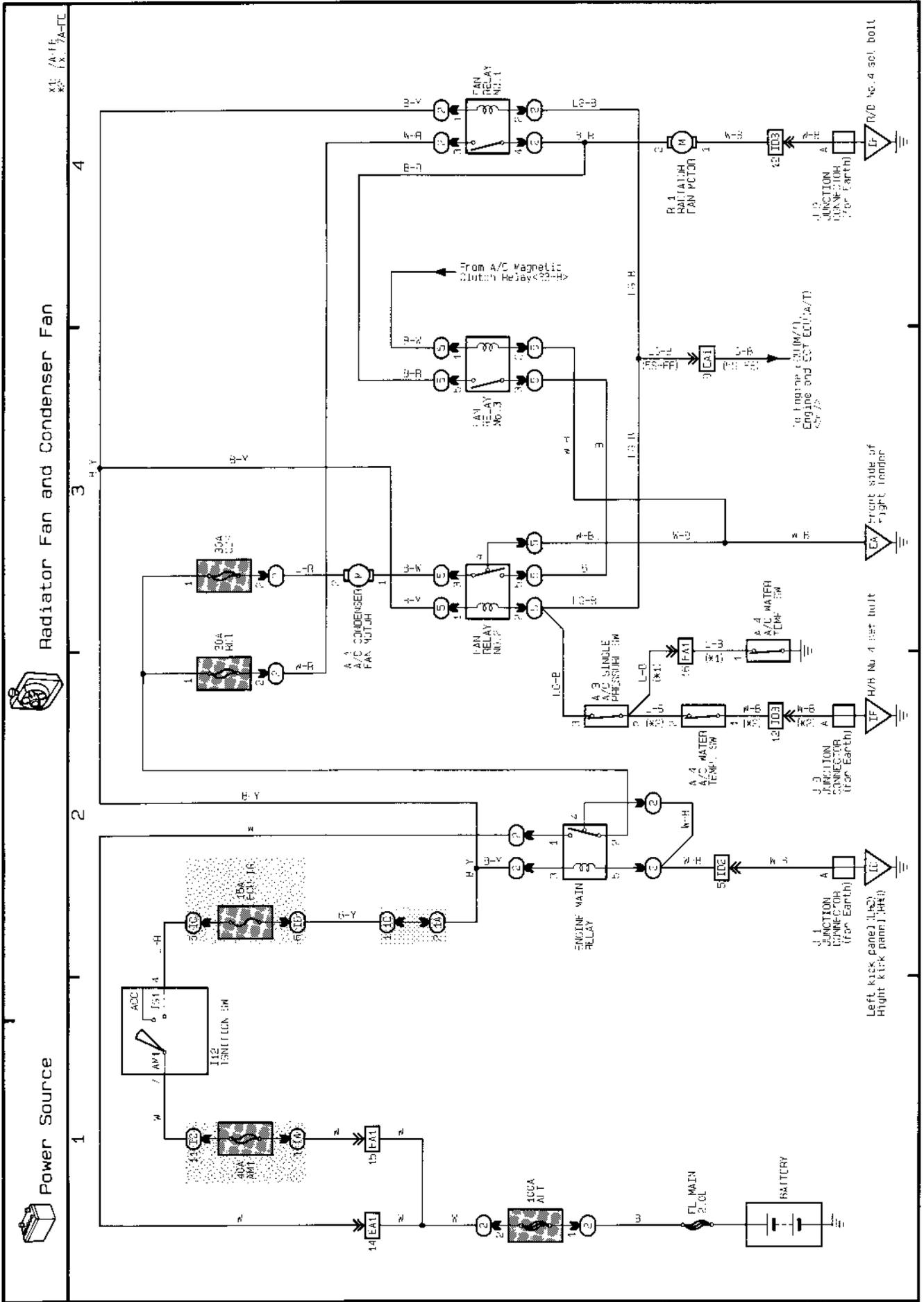
2

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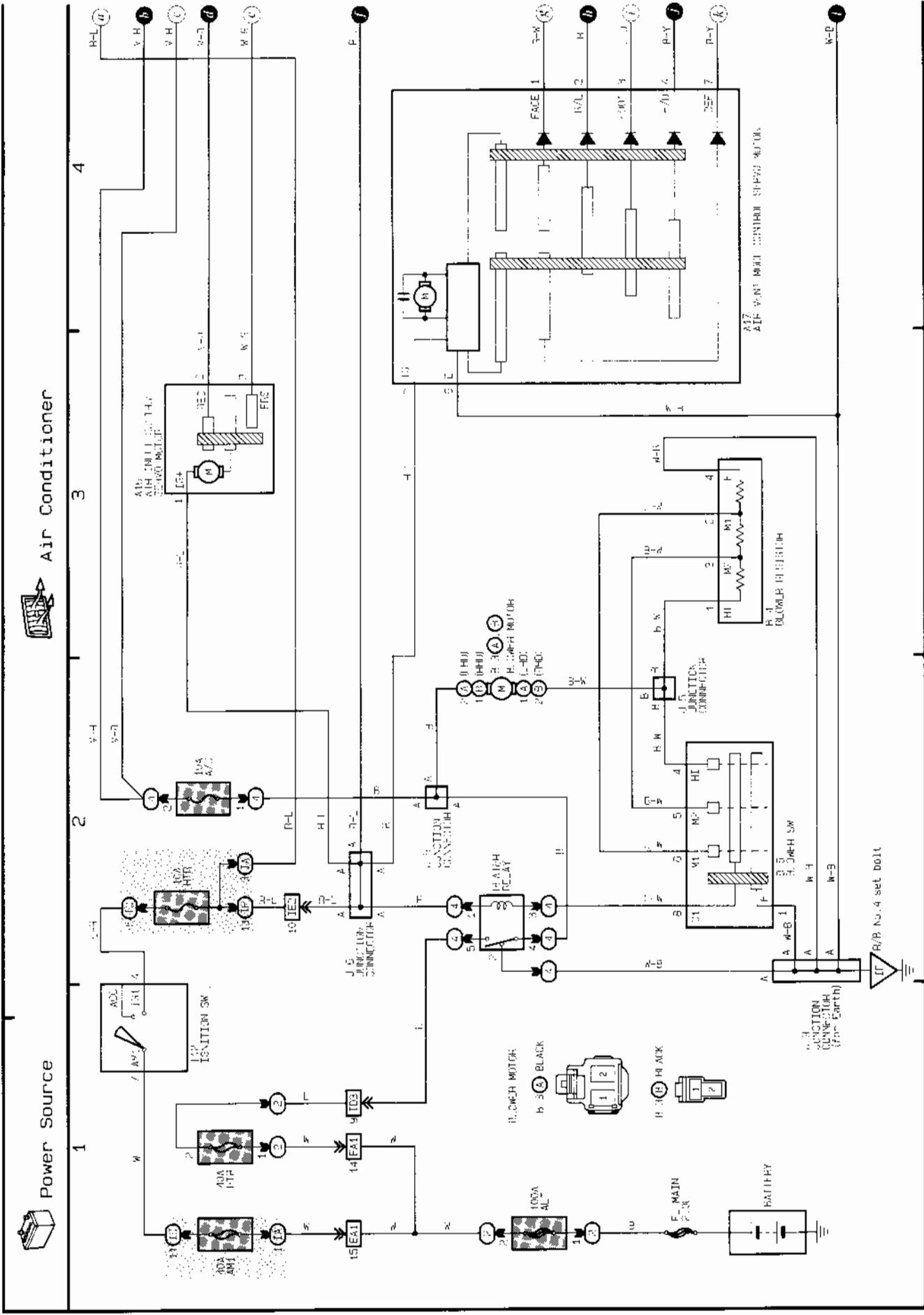


K OVERALL ELECTRICAL WIRING DIAGRAM

32 CELICA



K OVERALL ELECTRICAL WIRING DIAGRAM



33 CELICA (Cont 'd)

Air Conditioner

EX. / A HF
/ A HF

