A INTRODUCTION

This manual consists of the following 11 sections:

No.	Section	Description
A	INDEX	Index of the contents of this manual.
	INTRODUCTION	Brief explanation of each section.
B	HOW TO USE THIS MANUAL	Instructions on how to use this manual.
C	TROUBLE-SHOOTING	Describes the basic inspection procedures for electrical circuits.
D	ABBREVIATIONS	Defines the abbreviations used in this manual.
E	GLOSSARY OF TERMS AND SYMBOLS	Defines the symbols and functions of major parts.
F	RELAY LOCATIONS	Shows position of the Electronic Control Unit, Relays, Relay Block, etc. This section is closely related to the system circuit.
G	ELECTRICAL WIRING ROUTING	Describes position of Parts Connectors, Splice points, Ground points, etc. This section is closely related to the system circuit.
H	POWER SOURCE (Current Flow Chart)	Describes power distribution from the power supply to various electrical loads.
I	INDEX	Index of the system circuits.
	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.
J	GROUND POINTS	Shows ground positions of all the parts decribed in this manual.
K	OVERALL ELECTRICAL WIRING DIAGRAM	Provides circuit diagrams showing the circuit connections.

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

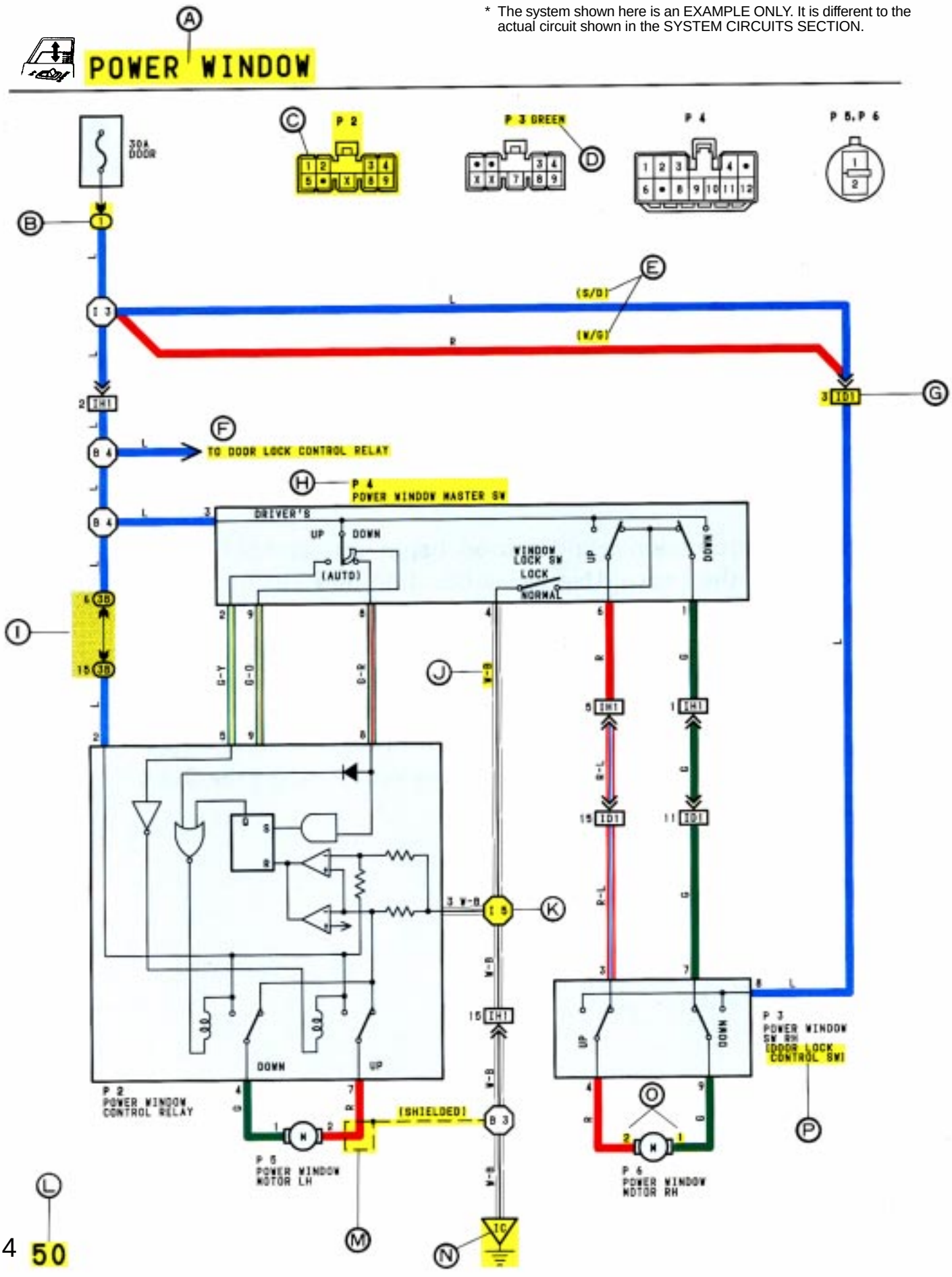
The actual wiring of each system circuit is shown from the point where the power source is received from the battery as far as each ground point. (All circuit diagrams are shown with the switches in the OFF position.)

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 Wiring 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 Electrical Wiring Diagram at the end of this manual.

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



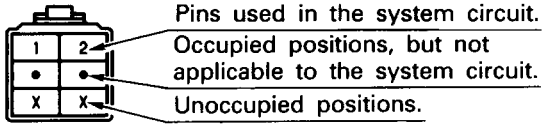
Ⓐ : System Title

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

Example: Indicates Relay Block No. 1.

Ⓒ : 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.

Ⓓ : Connector Color

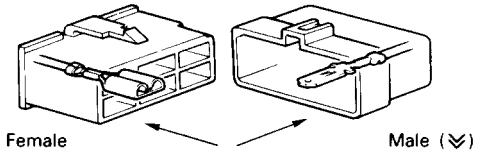
Connectors not indicated are milky white in color.

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

Ⓕ : Indicates related system.

Ⓖ : Indicates the wiring harness and wiring harness connector. The wiring harness with male terminal is shown with arrows (⩔).

Outside numerals are pin numbers.



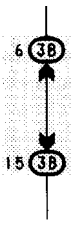
The first letter of the code for each wiring harness and wiring harness connector(s) indicates the component's location, e.g., "E" for the Engine Compartment, "I" for the Instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

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.

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

Ⓘ : 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:



3B indicates that it is inside Junction Block No. 3.

Ⓙ : 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

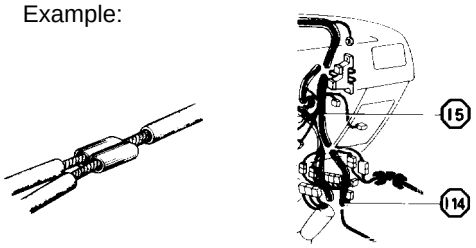
The first letter indicates the basic wire color and the second letter indicates the color of the stripe.

Example: L - Y

(Blue) (Yellow)

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

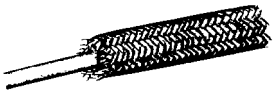
Example:



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

Ⓛ : Page No.

Ⓜ : Indicates a shielded cable.



Ⓝ : Indicates a ground point.

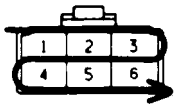
The first letter of the code for each ground point(s) indicates the component's location, e.g., "E" for the Engine Compartment, "I" for the Instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

Ⓞ : Indicates the pin number of the connector.

The numbering system is different for female and male connectors.

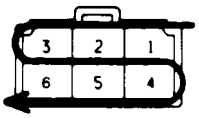
Example:

Numbered in order from upper left to lower right



Female

Numbered in order from upper right to lower left



Male

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

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 FLOW 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 FLOW **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

P 2 POWER WINDOW CONTROL RELAY

3-GROUND: ALWAYS CONTINUITY

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

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

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

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

P 4 POWER WINDOW MASTER SW

4-GROUND: ALWAYS CONTINUITY

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

WINDOW LOCK SW

OPEN WITH THE WINDOW LOCK SW AT **LOCK** POSITION

S

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
P 2	21	**P 4**	21	**P 6**	21
P 3	21	**P 5**	21		

T

: RELAY BLOCKS

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

U

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
3B	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 HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	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 “P 4” (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 the letter.

Example: P 4

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 “ID1”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.

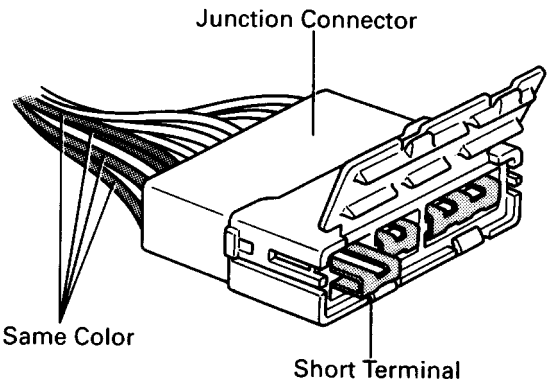
Ⓦ : Indicates the reference page showing the position of the ground points on the vehicle.

Example: Ground point “IC” 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 “I 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.)

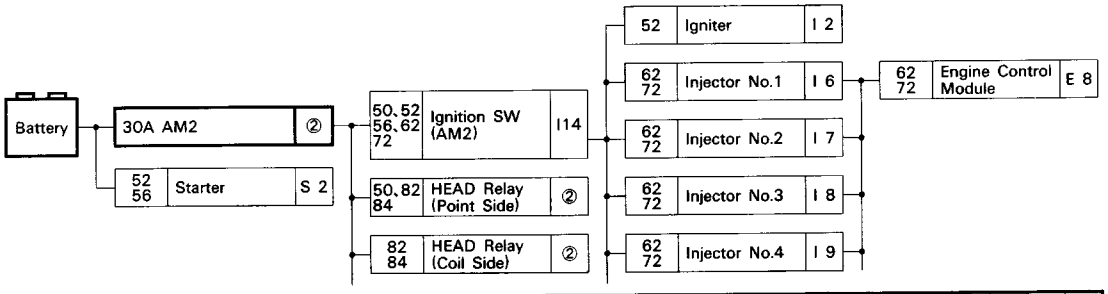
Wire harness sharing the same short terminal grouping have the same color.

The “Current Flow Chart” section, describes which parts each power source (fuses, fusible links, and circuit breakers) transmits current to. In the Power Source circuit diagram, the conditions when battery power is supplied to each system are explained. Since all System Circuit diagrams start from the power source, the power source system must be fully understood.

H POWER SOURCE (Current Flow Chart)

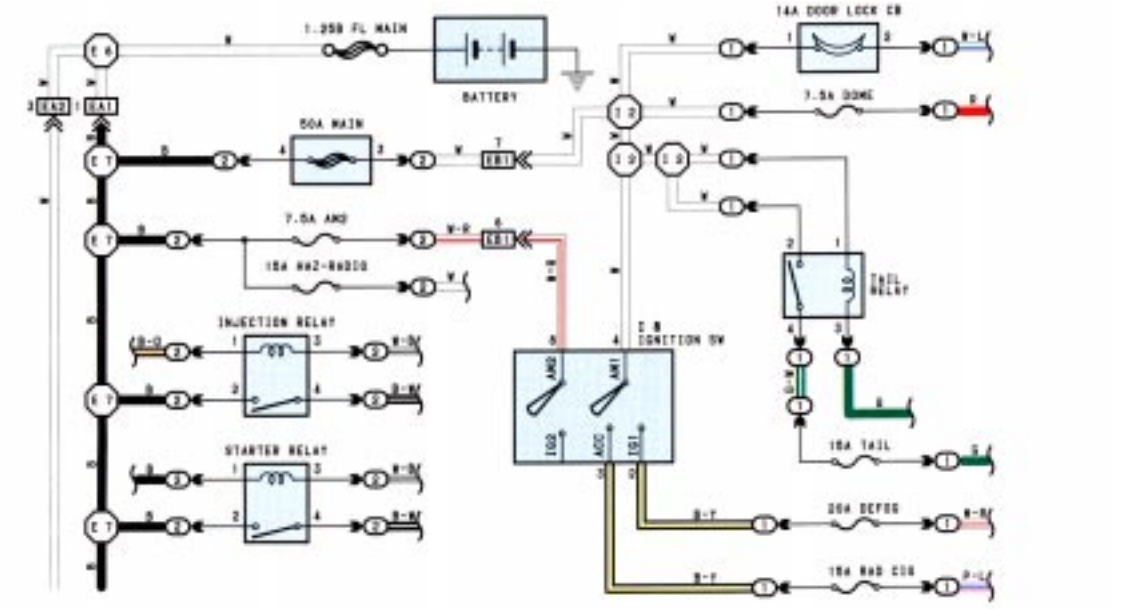
The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.

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



Page Nos. of Related Systems	120		132 138	166	120	120 132 138	120	174		90 174	138	127	90	166 168	98	170	98	164	90	62 72	164
Parts	ABS Actuator	ABS Relay	ADD Indicator SW	Auto Antenna Motor	ABS Deceleration Sensor	ABS ECU		A/C Amplifier	A/C Dual Pressure SW	A/C SW	ADD Control Relay	Airbag Sencor Assembly	Ashtray Illumination	Auto Antenna Control Relay	Back-Up Light SW	Brake Fluid Level Warning SW	Back-Up Light Relay	Cigarette Lighter	Cigarette Lighter Illumination	Circuit Opening Relay	Clock
Code or Location																					
Location CB or Fuse	A 2	A 3	A 4	A 6	A 8	A 9	A10	A11	A12	A13	A14	A16	A17	A19	A20	B 1	B 2	B 3	C 4	C 5	C 6	C 7
15A ECU-B							●						●									
10A GAUGE	●		●	●			●	●							●	●	●	●				
10A TURN																						
① 15A ECU-IG						●	●															

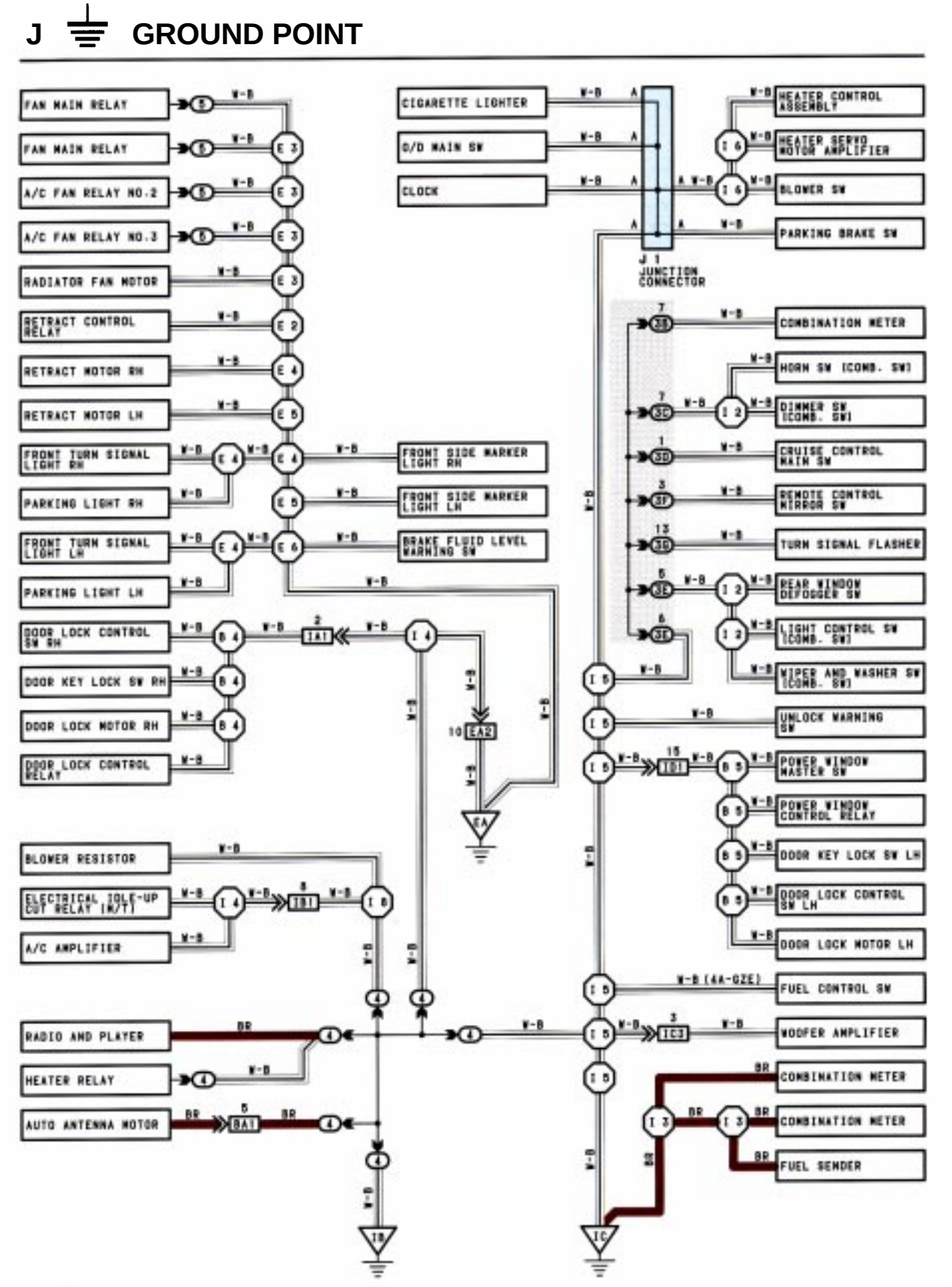
POWER SOURCE



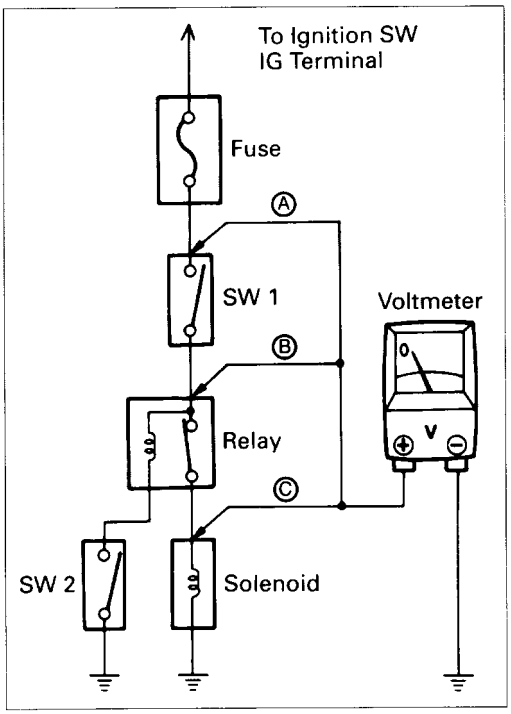
* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the SYSTEM CIRCUITS SECTION.

The ground points circuit diagram shows the connections from all major parts to the respective ground points. When troubleshooting a faulty ground point, checking the system circuits which use a common ground may help you identify the problem ground quickly. The relationship between ground points (EA , IB , and IC shown below) can also be checked this way.

J GROUND POINT



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



VOLTAGE CHECK

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

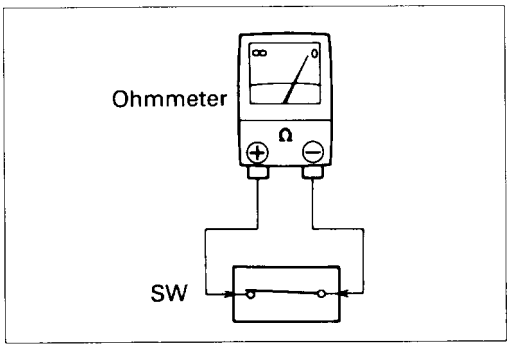
Example:

Ⓐ - Ignition SW on

Ⓑ - Ignition SW and SW 1 on

Ⓒ - Ignition SW, SW 1 and Relay on (SW2 off)

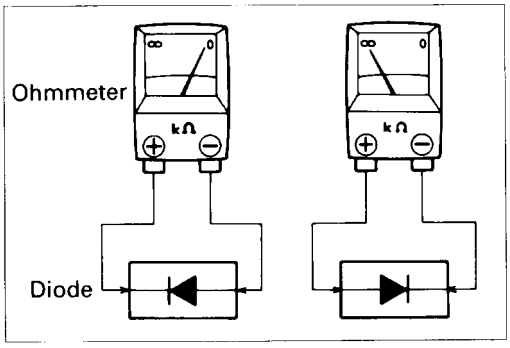
(b) Using a voltmeter, connect the negative lead to a good ground point or negative battery terminal, and the positive lead to the connector or component terminal. This check can be done with a test light instead of a voltmeter.



CONTINUITY AND RESISTANCE CHECK

(a) Disconnect the battery terminal or wire so there is no voltage between the check points.

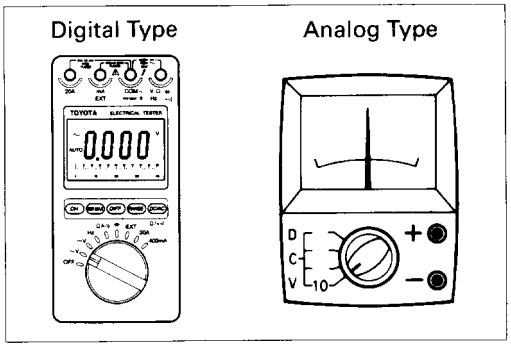
(b) Contact the two leads of an ohmmeter to each of the check points.



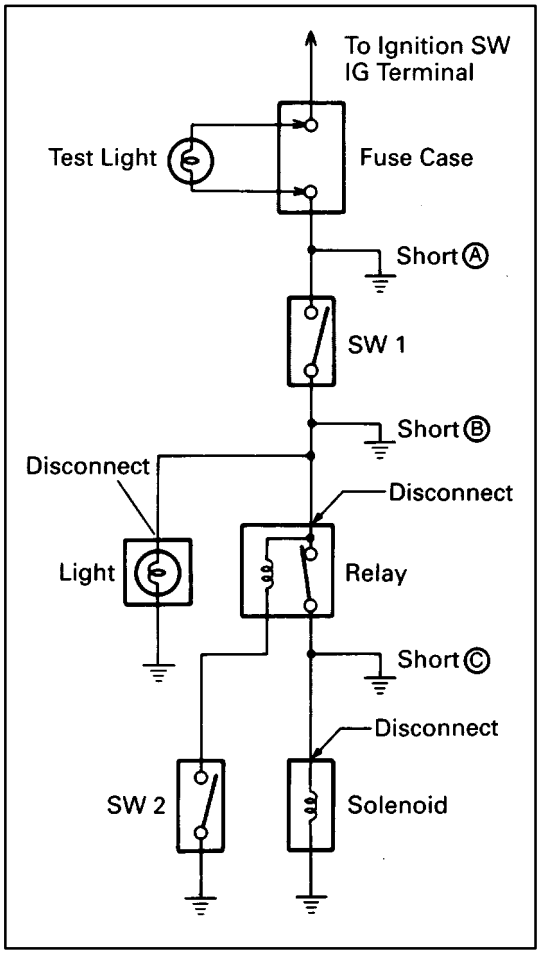
If the circuit has diodes, reverse the two leads and check again.

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 the volt/ohmmeter with high impedance (10 kΩ/V minimum) for troubleshooting of the electrical circuit.



FINDING A SHORT CIRCUIT

(a) Remove the blown fuse and disconnect all loads of the fuse.

(b) Connect a test light in place of the fuse.

(c) 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)

(d) 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.

(e) Find the exact location of the short by lightly shaking the problem wire along the body.

CAUTION:

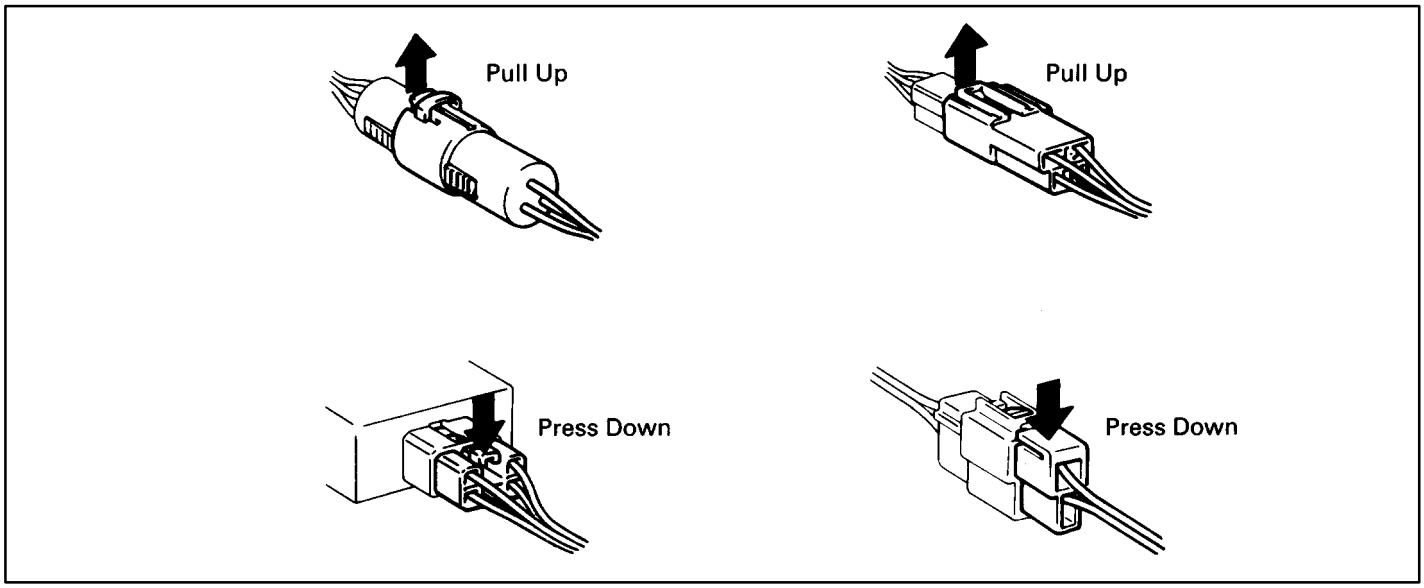
(a) Do not open the cover or the case of the ECU unless absolutely necessary. (If the IC terminals are touched, the IC may be destroyed by static electricity.)

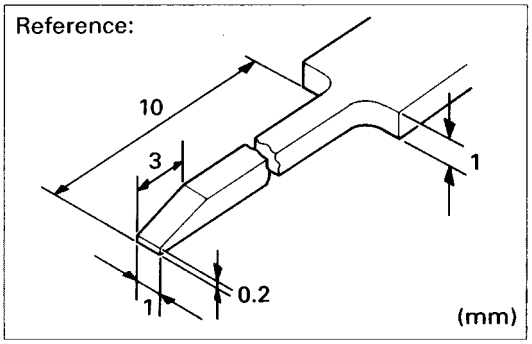
(b) When replacing the internal mechanism (ECU part) of the digital meter, be careful that no part of your body or clothing comes in contact with the terminals of leads from the IC, etc. of the replacement part (spare part).

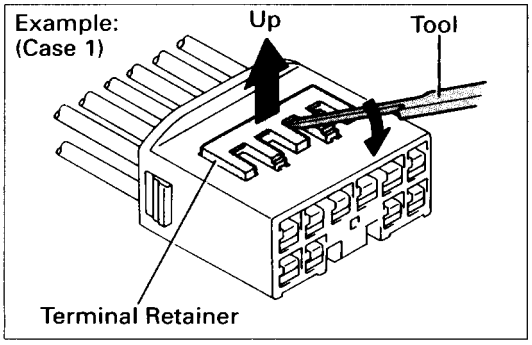
DISCONNECTION OF MALE AND FEMALE CONNECTORS

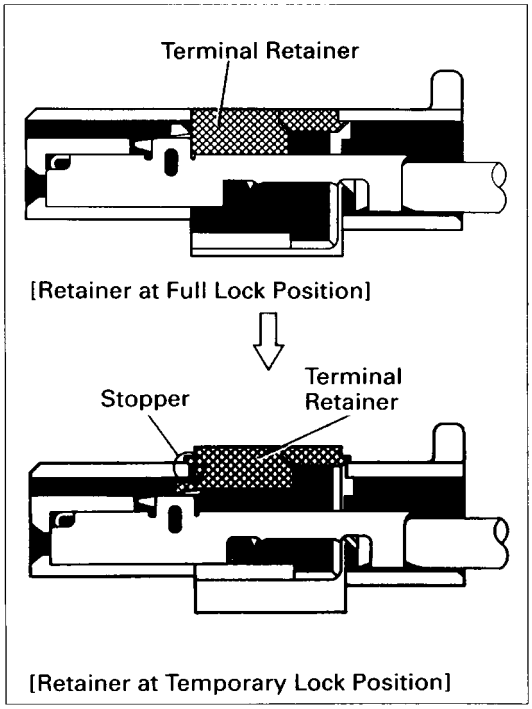
To pull apart the connectors, pull on the connector itself, not the wire harness.

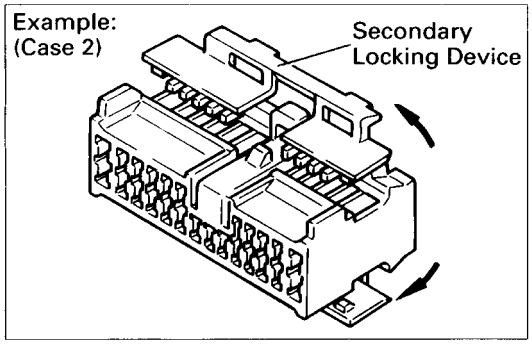
HINT: Check to see what kind of connector you are disconnecting before pulling apart.











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

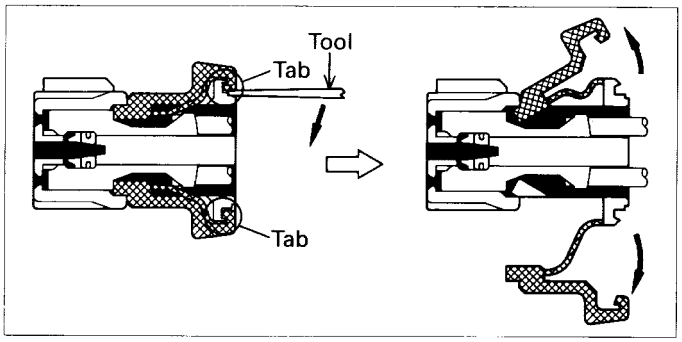
HINT: The needle insertion position varies according to the connector's shape (number of terminals etc.), so check the position before inserting it.

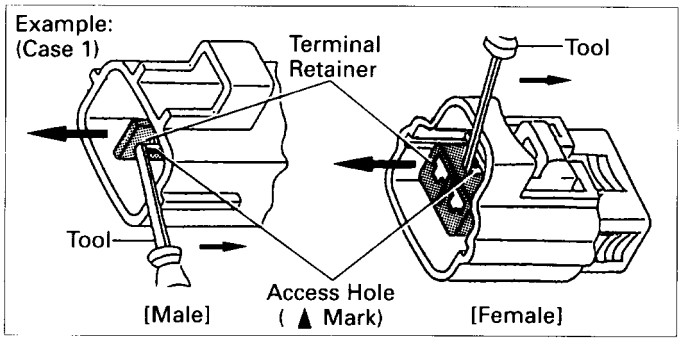
"Case 1"

Raise the terminal retainer up to the temporary lock position.

"Case 2"

Open the secondary locking device.



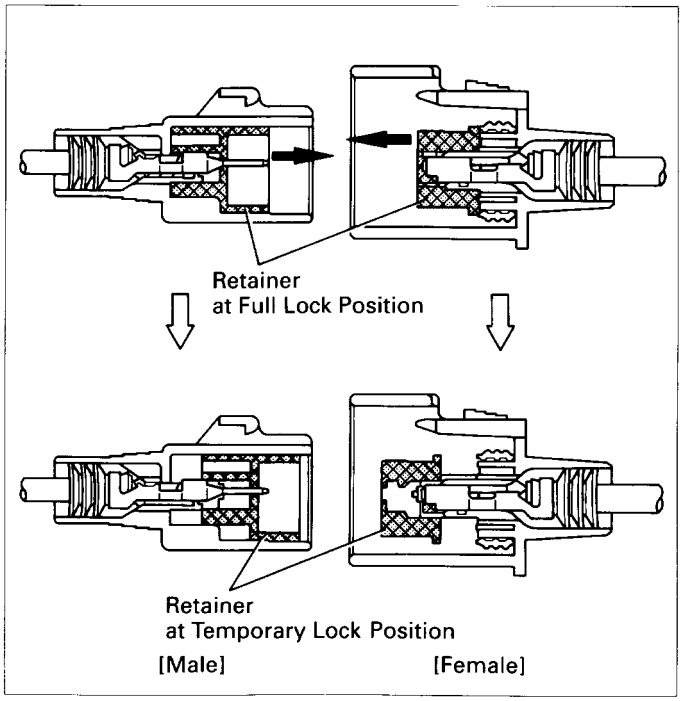


Ⓑ For Waterproof Type Connector

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

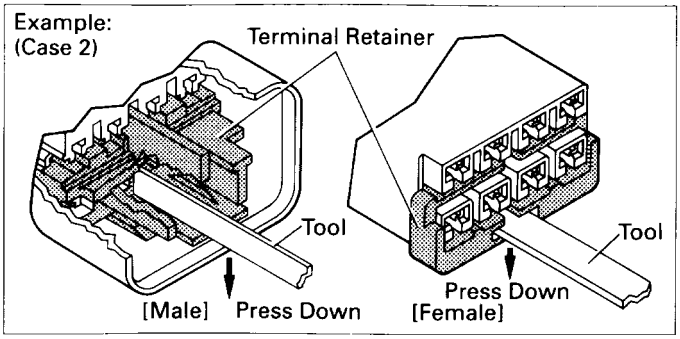


"Case 1"

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

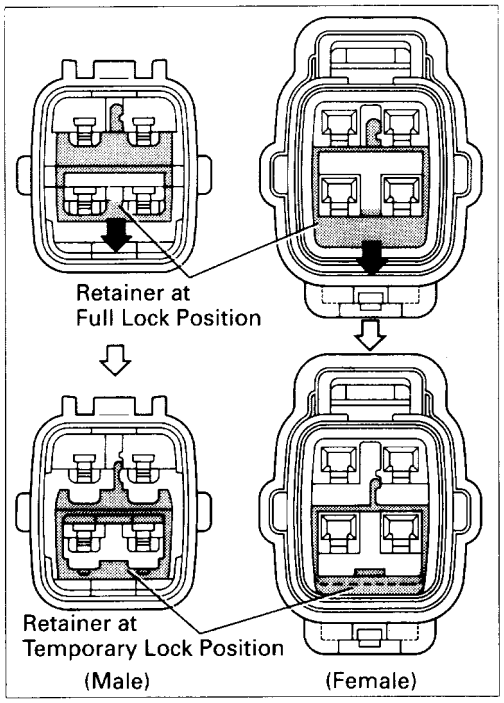
Insert the special tool into the terminal retainer access hole (▲ Mark) and pull the terminal retainer up to the temporary lock position.

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

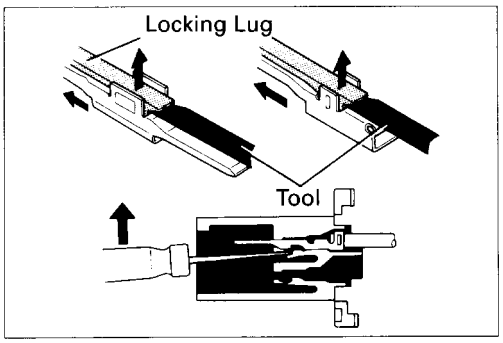


"Case 2"

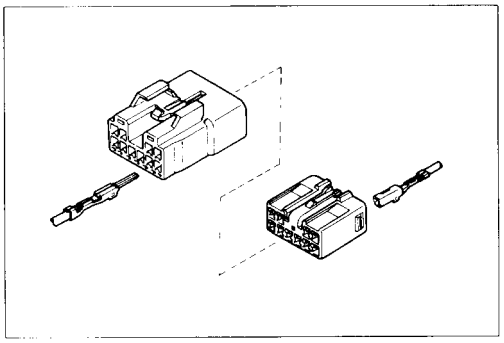
Type which cannot be pulled as far as Power Lock insert the tool straight into the access hole of terminal retainer as shown.



Push the terminal retainer down to the temporary lock position.



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

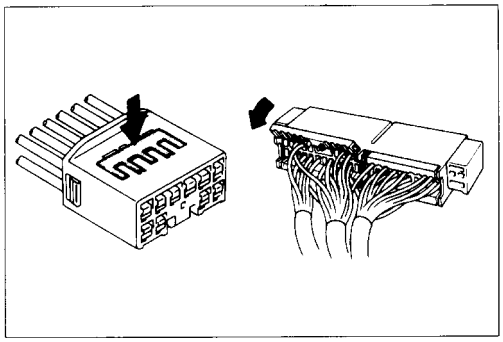


4. INSTALL TERMINAL TO CONNECTOR

(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 into the full lock position.

5. CONNECT CONNECTOR

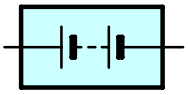
ABBREVIATIONS

The following abbreviations are used in this manual.

ABS	=	Anti-Lock Brake System
A/C	=	Air Conditioning
A/T	=	Automatic Transaxle
COMB.	=	Combination
C/P	=	Coupe Type
ECU	=	Electronic Control Unit
EGR	=	Exhaust Gas Recirculation
ESA	=	Electronic Spark Advance
FL	=	Fusible Link
IC	=	Integrated Circuit
J/B	=	Junction Block
L/B	=	Liftback Type
LH	=	Left-Hand
M/T	=	Manual Transaxle
O/D	=	Overdrive
R/B	=	Relay Block
RH	=	Right-Hand
SFI	=	Sequential Multiport Fuel Injection
SRS	=	Supplemental Restraint System
SW	=	Switch
TEMP.	=	Temperature
VSV	=	Vacuum Switching Valve
W/	=	With
W/O	=	Without

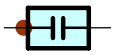
* The titles given inside the components are the names of the terminals (terminal codes) and are not treated as being abbreviations.

E GLOSSARY OF TERMS AND SYMBOLS



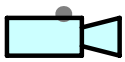
BATTERY

Stores chemical energy and converts it into electrical energy. Provides DC current for the auto's various electrical circuits.



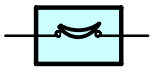
CAPACITOR (Condenser)

A small holding unit for temporary storage of electrical voltage.



CIGARETTE LIGHTER

An electric resistance heating element.



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.

DIODE

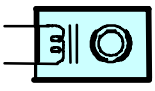
A semiconductor which allows current flow in only one direction.

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.

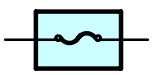
PHOTODIODE

The photodiode is a semiconductor which controls the current flow according to the amount of light.



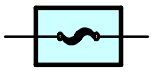
DISTRIBUTOR, IIA

Channels high-voltage current from the ignition coil to the individual spark plugs.



FUSE

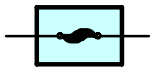
A thin metal strip which burns through when too much current flows through it, thereby stopping current flow and protecting a circuit from damage.



(for Medium Current Fuse)

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.

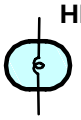


(for High Current Fuse or Fusible Link.)

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.

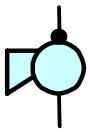
HEADLIGHTS



1. SINGLE FILAMENT

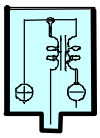
2. DOUBLE FILAMENT

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.



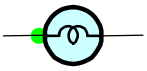
HORN

An electric device which sounds a loud audible signal.



IGNITION COIL

Convert low-voltage DC current into high-voltage ingition current for firing the spark plugs.



LIGHT

Current flow through a filament causes the filament to heat up and emit light.

LED (LIGHT EMITTING DIODE)

Upon current flow, these diodes emit light without producing the heat of a comparable light.

METER, ANALOG

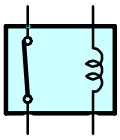
Current flow activates a magnetic coil which causes a needle to move, thereby providing a relative display against a background calibration.

METER, DIGITAL

Current flow activates one or many LED's, LCD's, or fluorescent displays, which provide a relative or digital display.

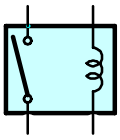
MOTOR

A power unit which converts electrical energy into mechanical energy, especially rotary motion.



RELAY

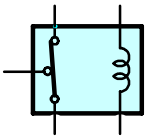
1. NORMALLY CLOSED



2. NORMALLY OPEN

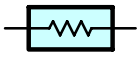
Basically, an electrically operated switch which may be normally closed (1) or open (2).

Current flow through a small coil creates a magnetic field which either opens or closes an attached switch.



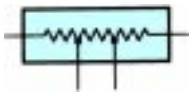
RELAY, DOUBLE THROW

A relay which passes current through one set of contacts or the other.



RESISTOR

An electrical component with a fixed resistance, placed in a circuit to reduce voltage to a specific value.

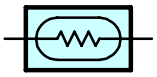


RESISTOR, TAPPED

A resistor which supplies two or more different non adjustable resistance values.

RESISTOR, VARIABLE OR RHEOSTAT

A controllable resistor with a variable rate of resistance. Also called a potentiometer or rheostat.

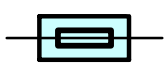


SENSOR (Thermistor)

A resistor which varies its resistance with temperature.

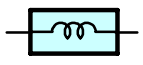
SENSOR, SPEED

Uses magnetic impulses to open and close a switch to create a signal for activation of other components.



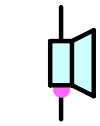
SHORT PIN

Used to provide an unbroken connection within a juction block.



SOLENOID

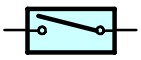
An electromagnetic coil which forms a magnetic field when current flows, to move a plunger, etc.



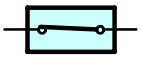
SPEAKER

An electromechanical device which creates sound waves from current flow.

SWITCH, MANUAL

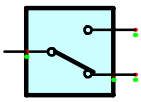


1. NORMALLY OPEN



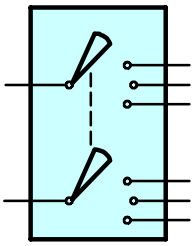
2. NORMALLY CLOSED

Opens and closes circuits, thereby stopping (1) or allowing (2) current flow.



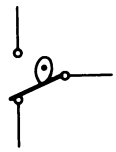
SWITCH, DOUBLE THROW

A switch which continuously passes current through one set of contacts or the other.



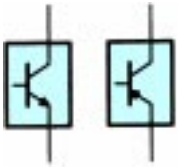
SWITCH, IGNITION

A key operated switch with several positions which allows various circuits, particularly the primary ignition circuit, to become operational.



SWITCH, WIPER PARK

Automatically returns wipers to the stop position when the wiper switch is turned off.

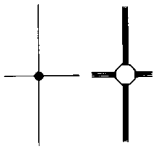


TRANSISTOR

A solid state device typically used as an electronic relay; stops or passes current depending on the voltage applied at “base.”

WIRES

(1) NOT CONNECTED

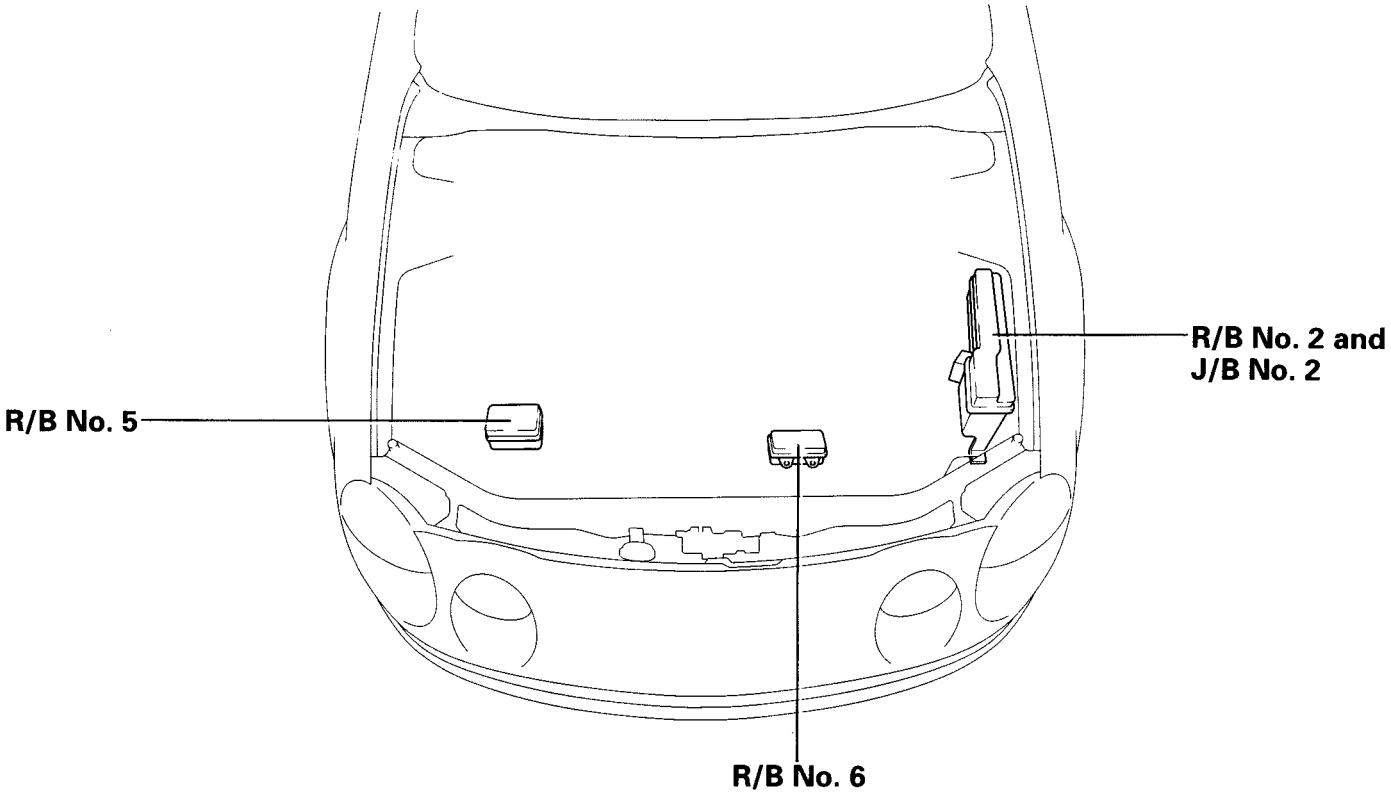


(2) SPLICED

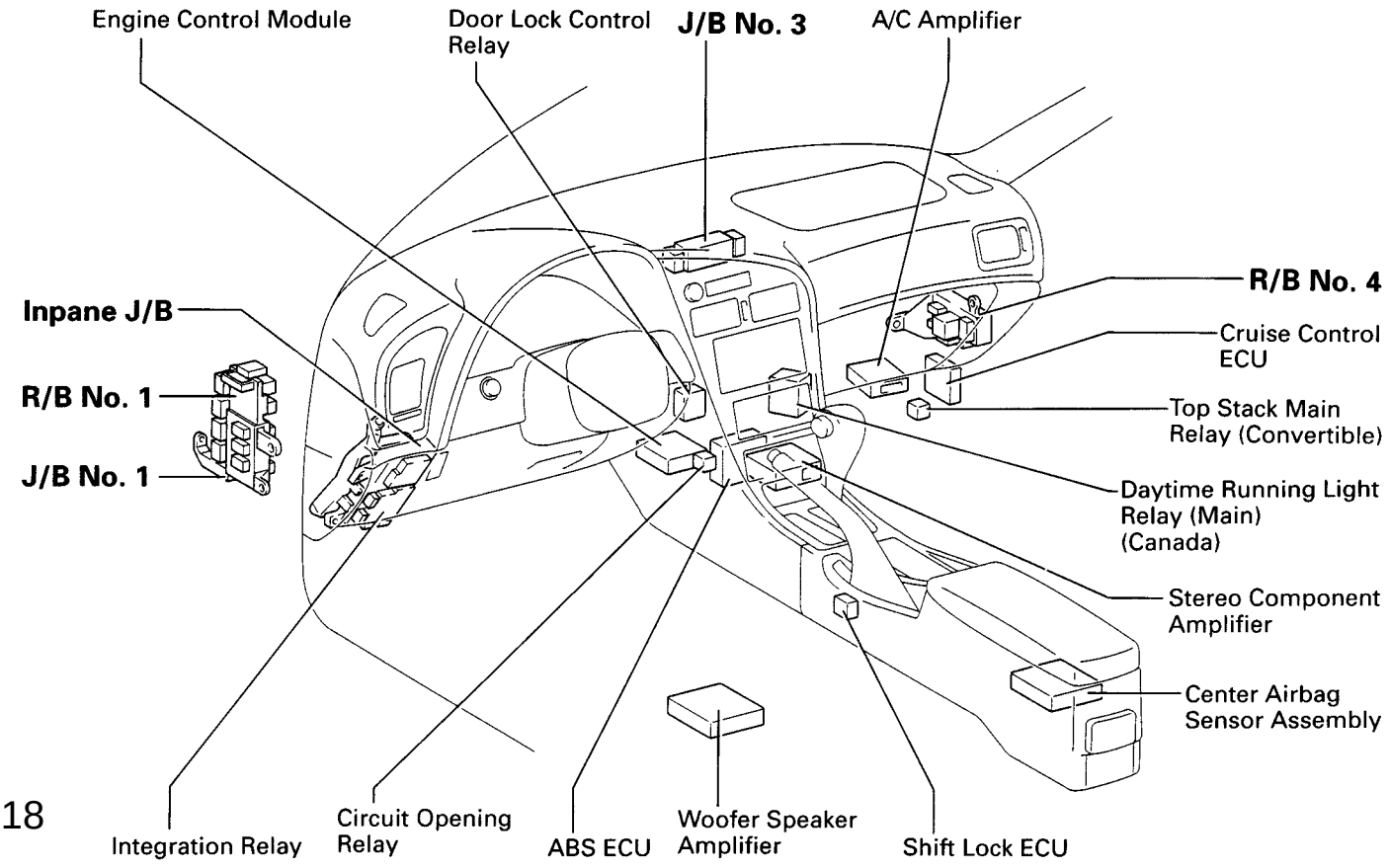
Wires are always drawn as straight lines on wiring diagrams. Crossed wires (1) without a black dot at the junction are not joined; crossed wires (2) with a black dot or octagonal (⬡) mark at the juction as spliced (joined) connections.

F RELAY LOCATIONS

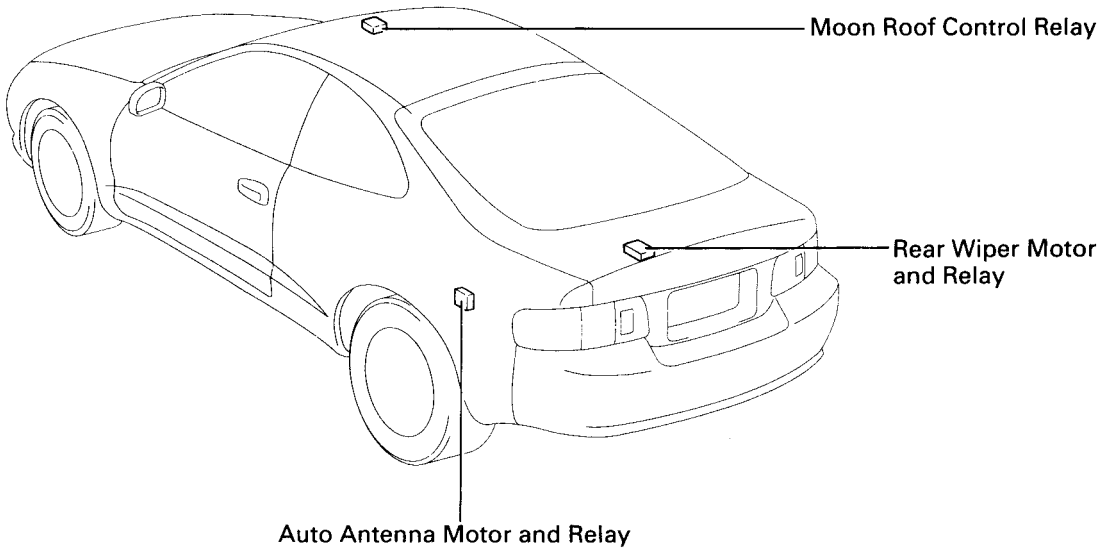
[Engine Compartment]



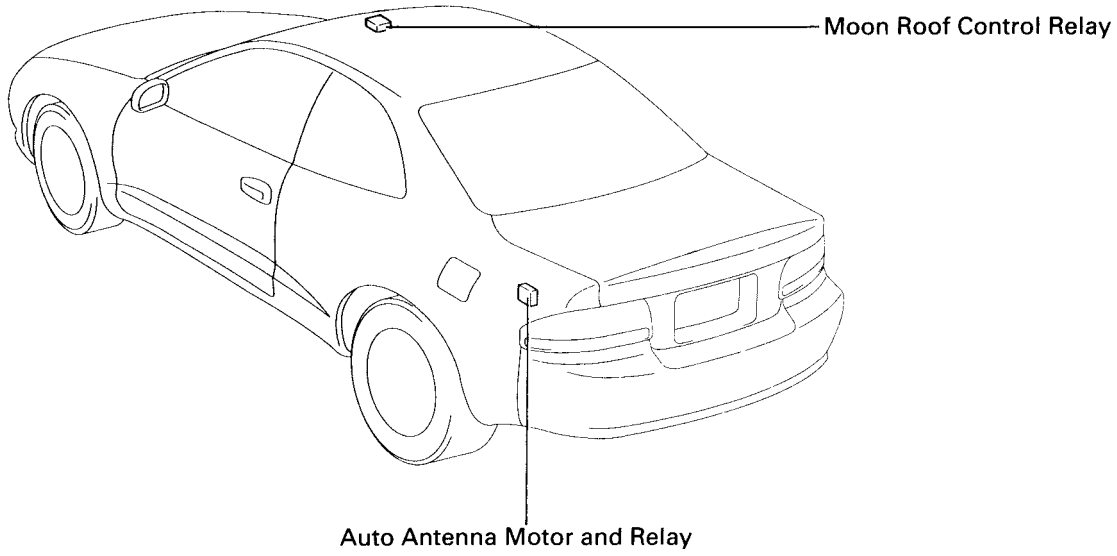
[Instrument Panel]



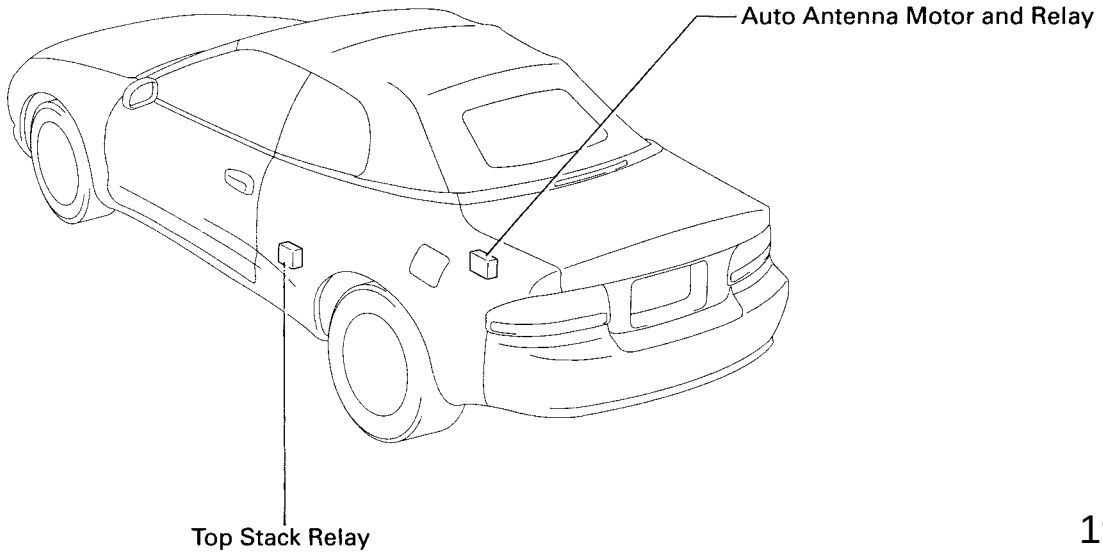
[Body]
[L/B]



[Body]
[C/P]

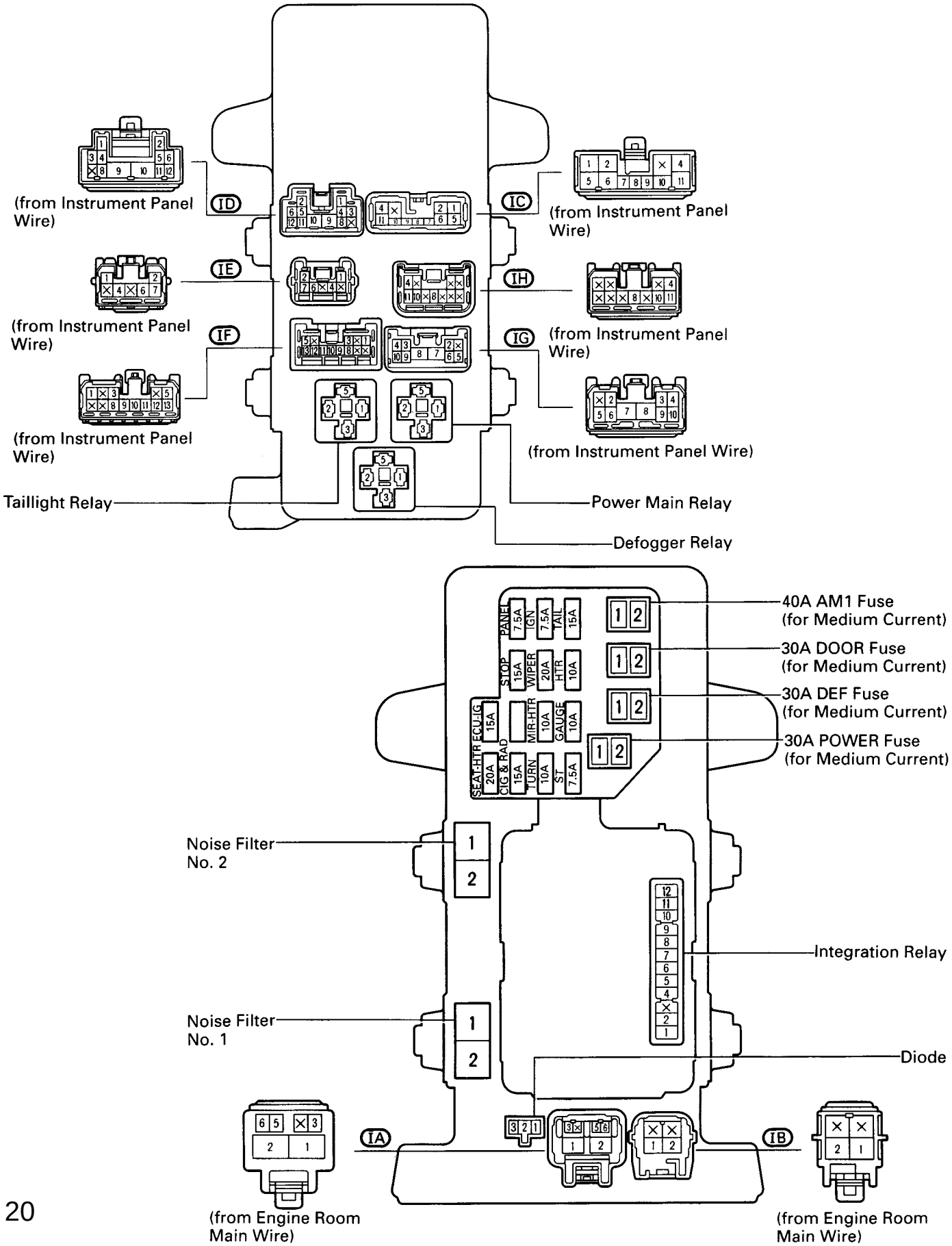


[Body]
[Convertible]

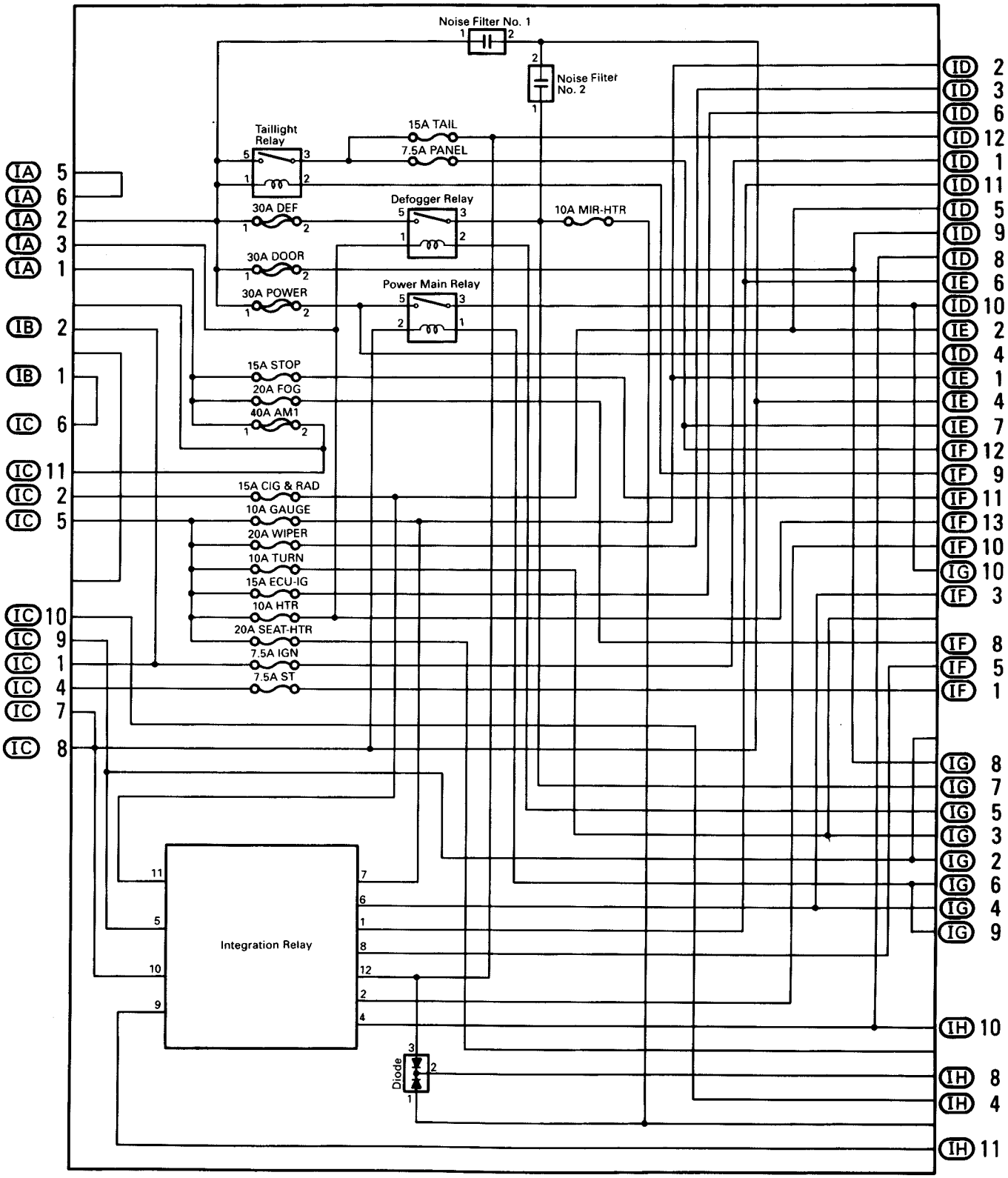


F RELAY LOCATIONS

: Inpane J/B	Left Kick Panel (See Page 18)

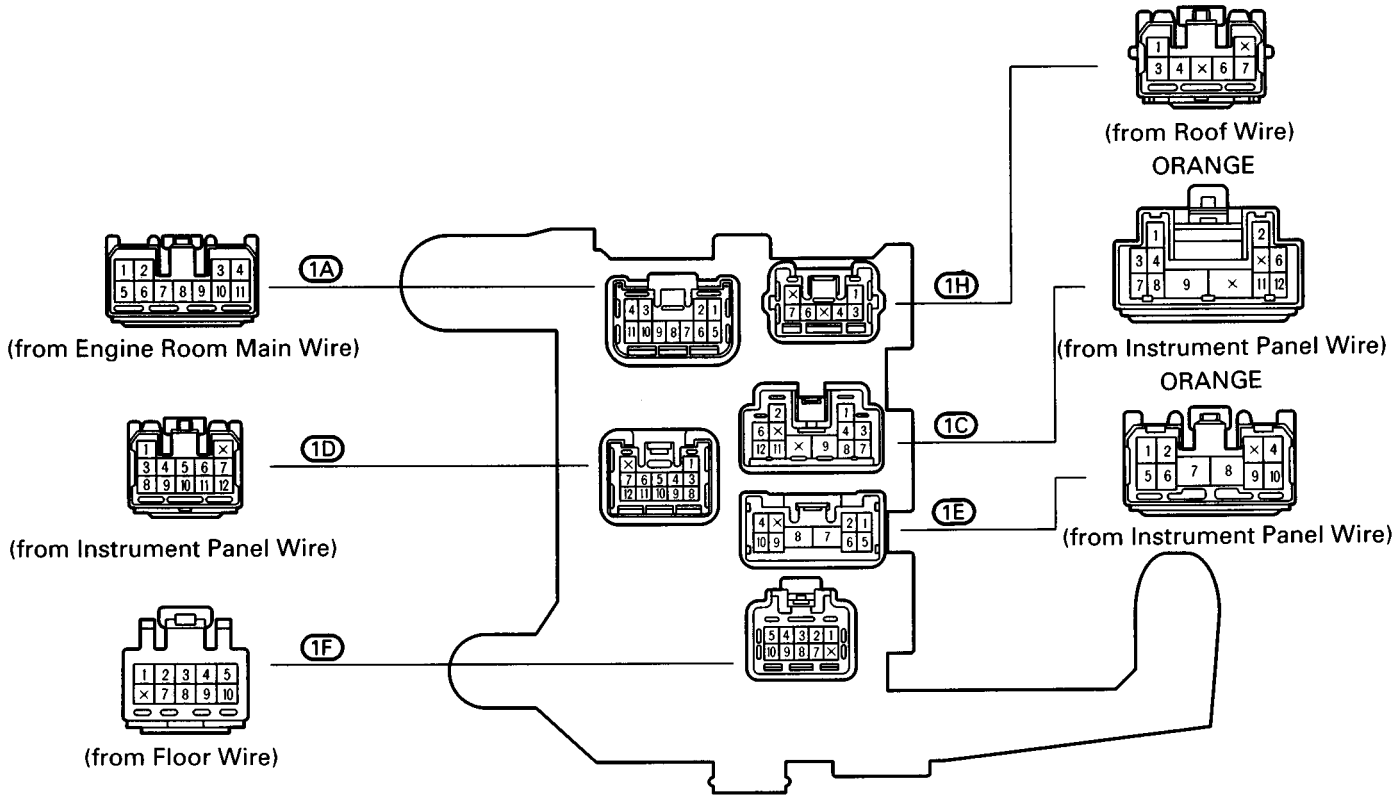


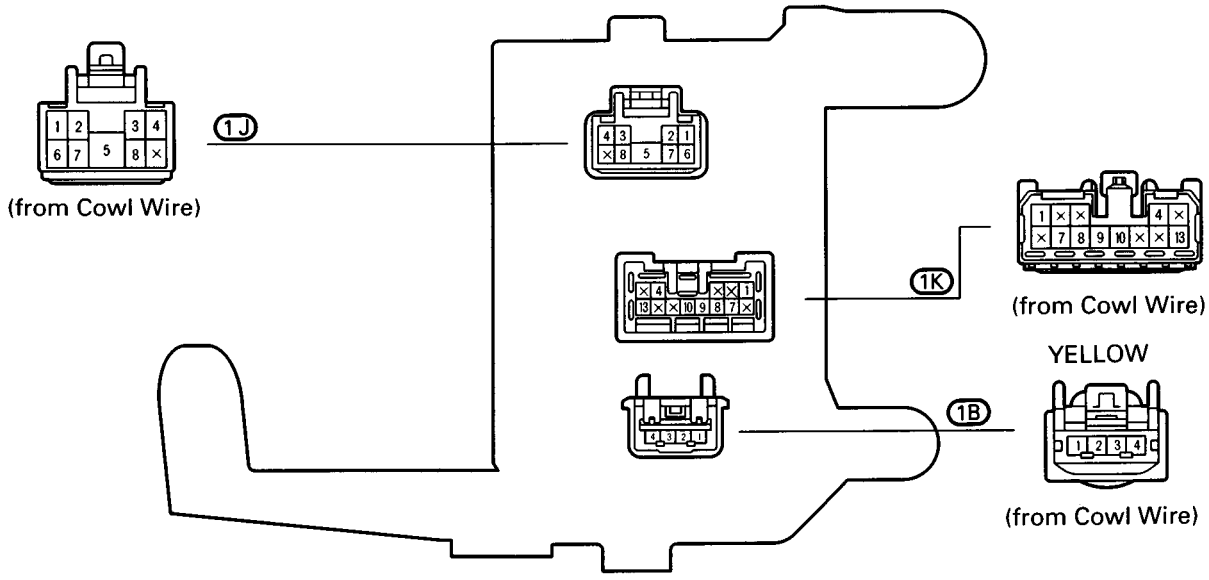
[Inpane J/B Inner Circuit]



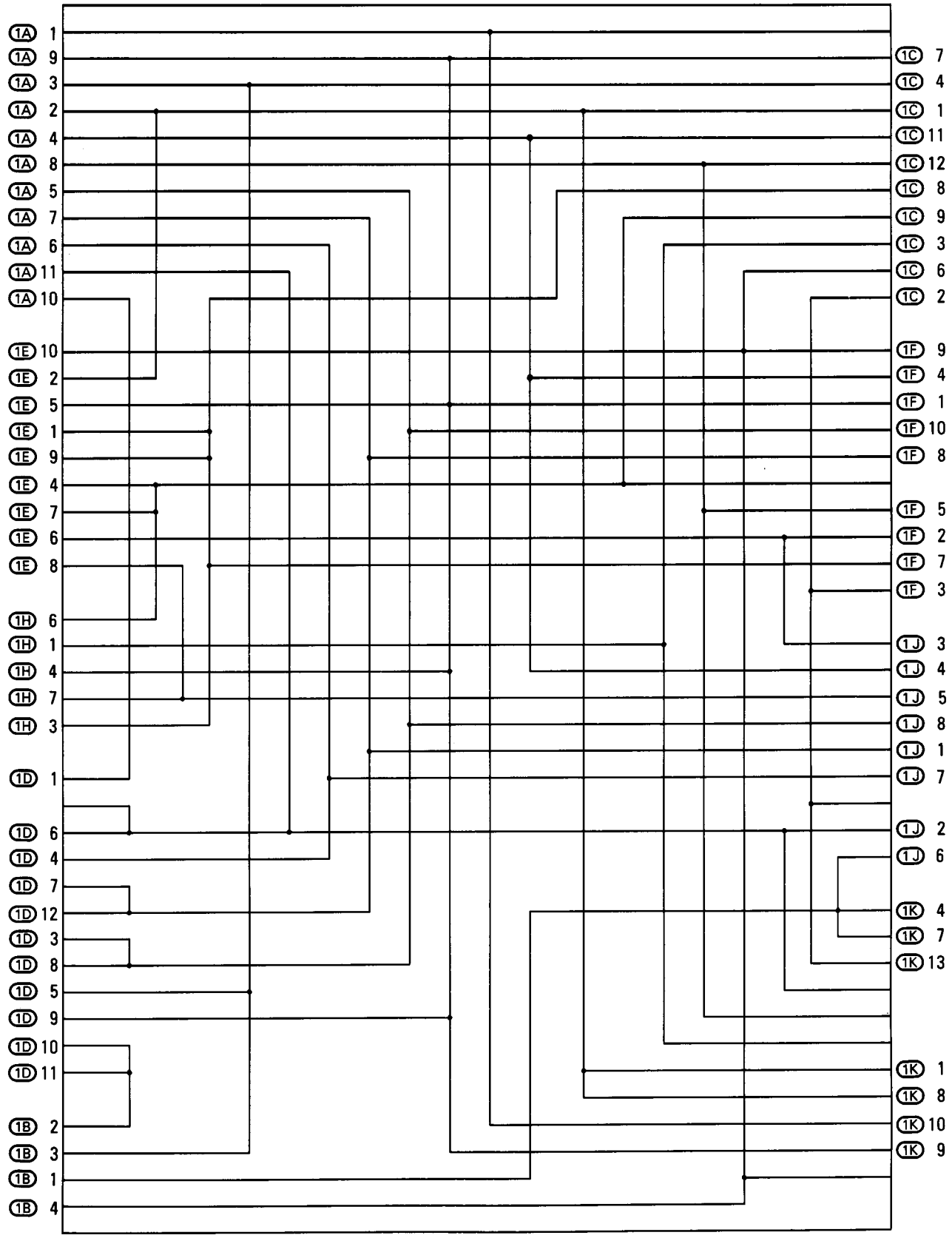
F RELAY LOCATIONS

: J/B No. 1	Left Kick Panel (See Page 18)



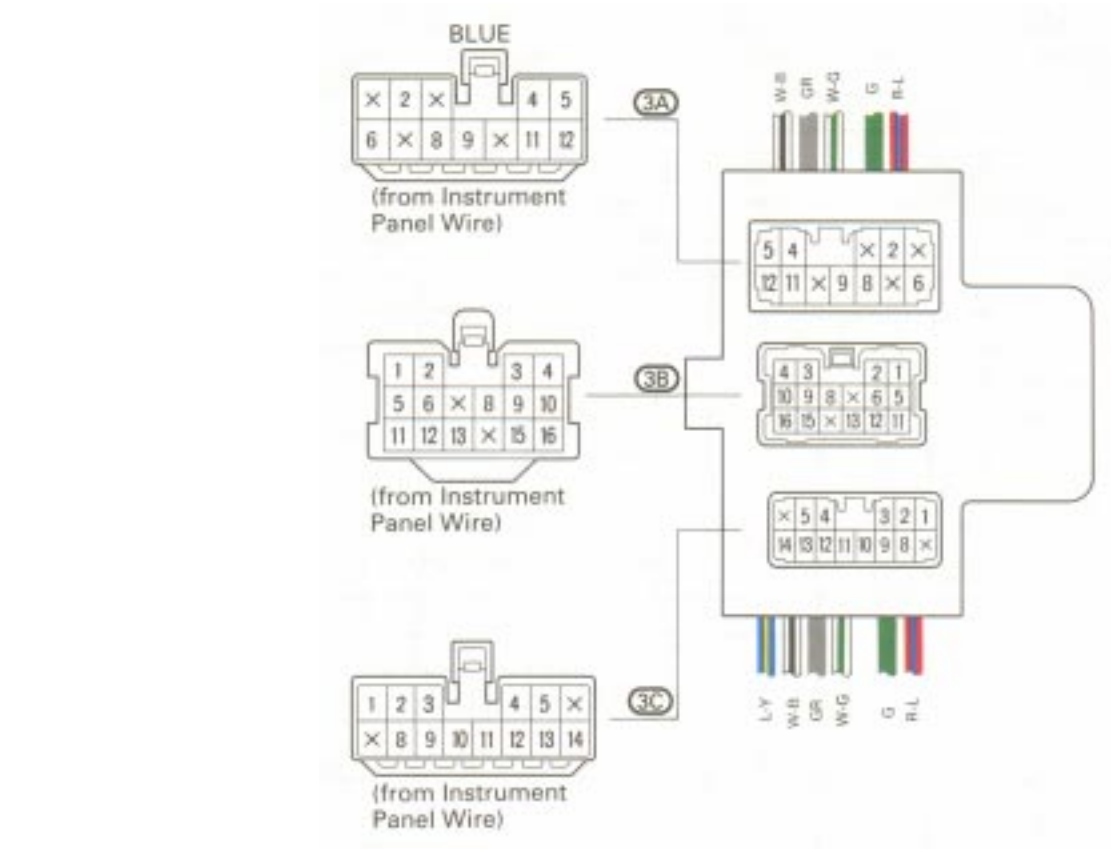


[J/B No. 1 Inner Circuit]

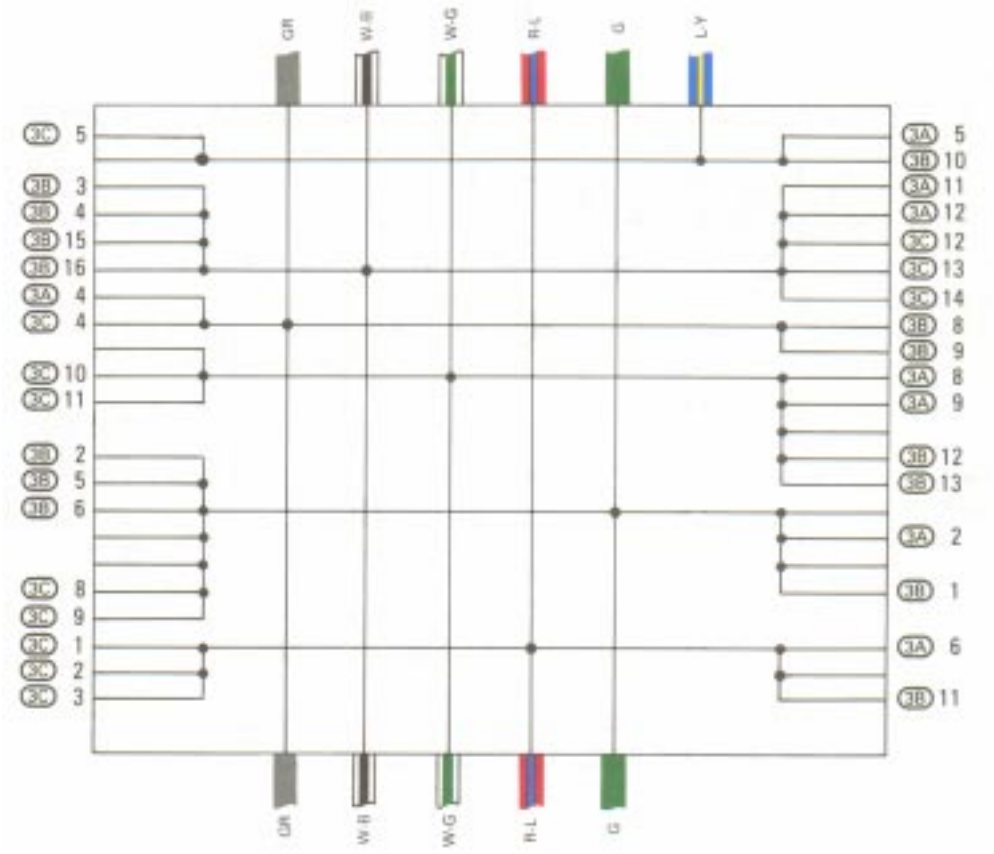


F RELAY LOCATIONS

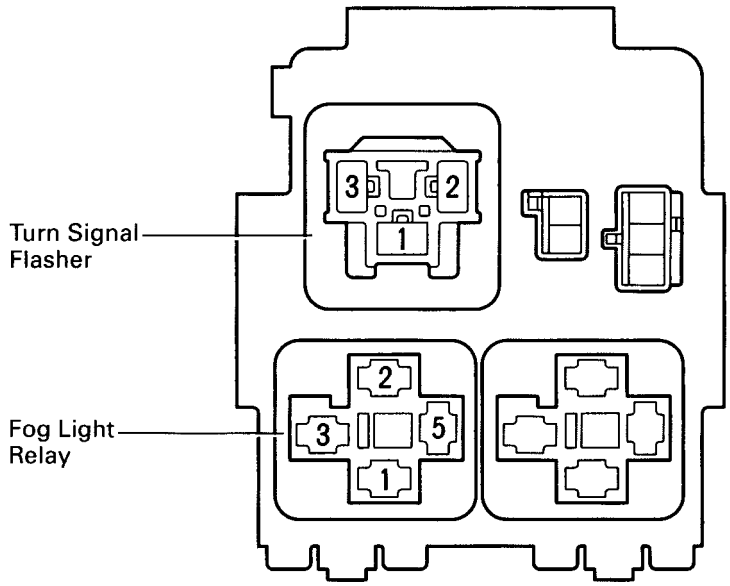
: J/B No. 3	Behind the Instrument Panel Center (See Page 18)



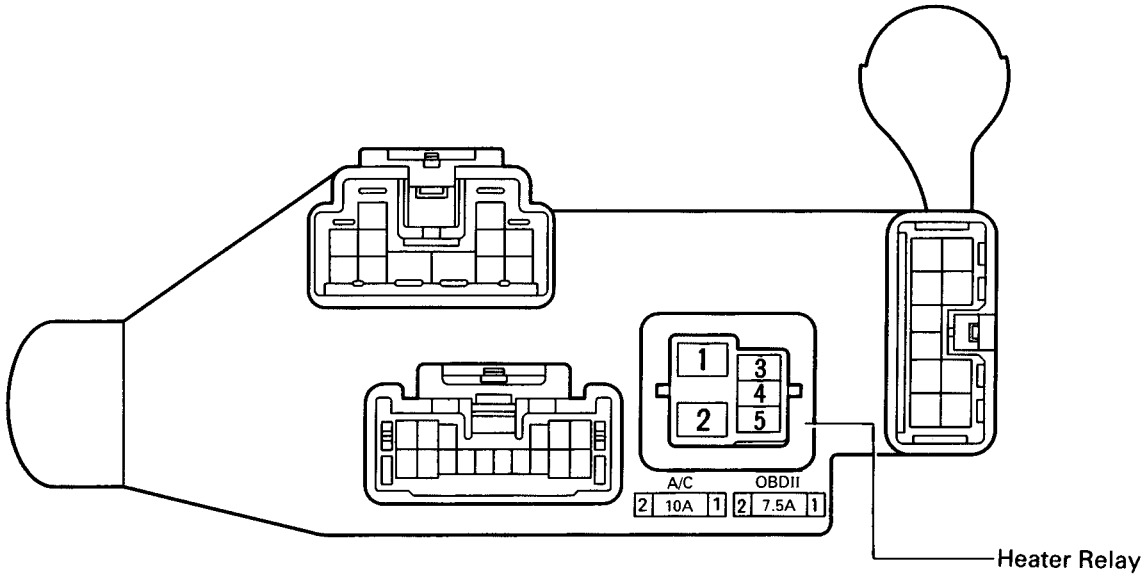
[J/B No. 3 Inner Circuit]



① : R/B No. 1	Left Kick Panel (See Page 18)



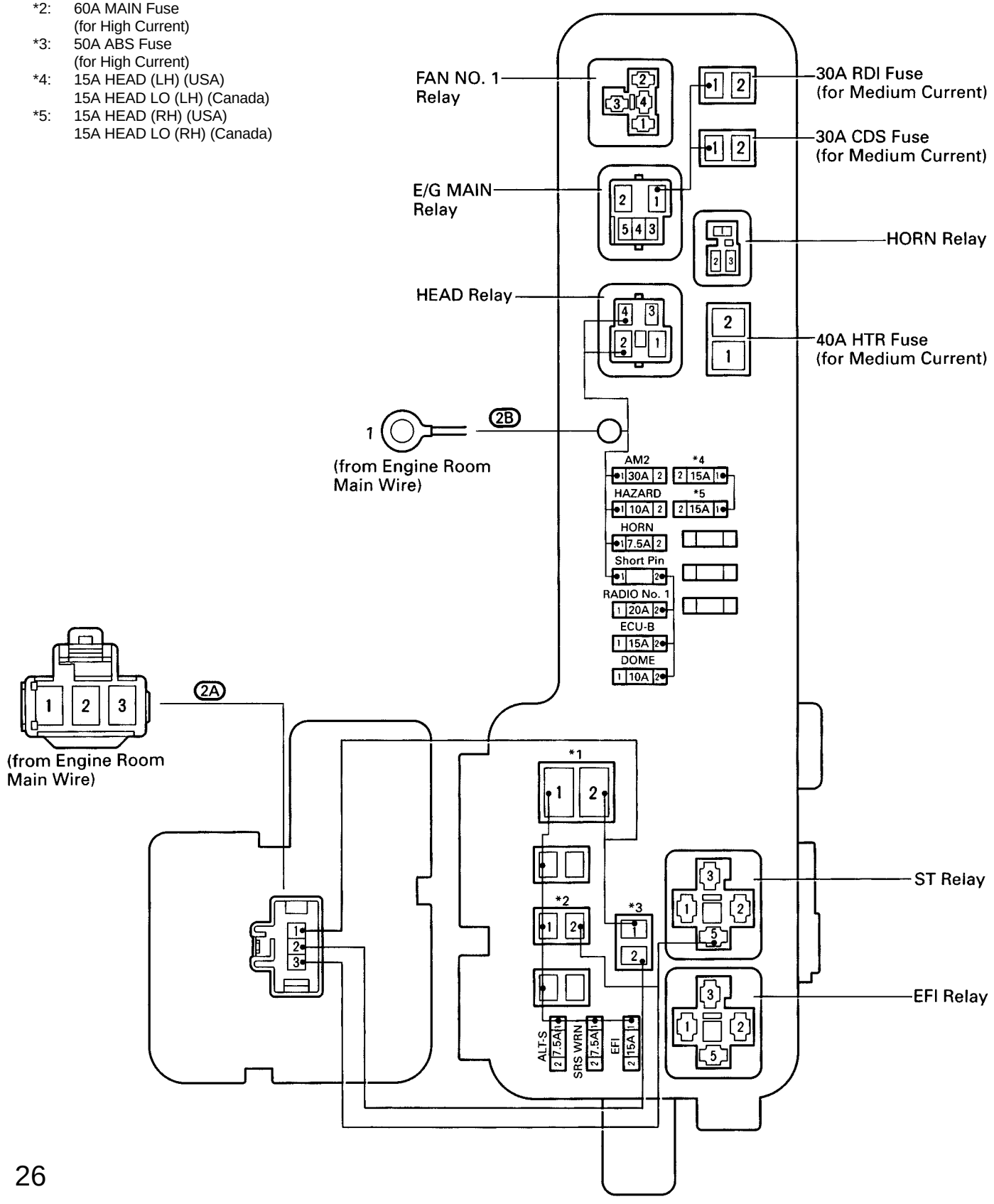
④ : R/B No. 1	Right Kick Panel (See Page 18)



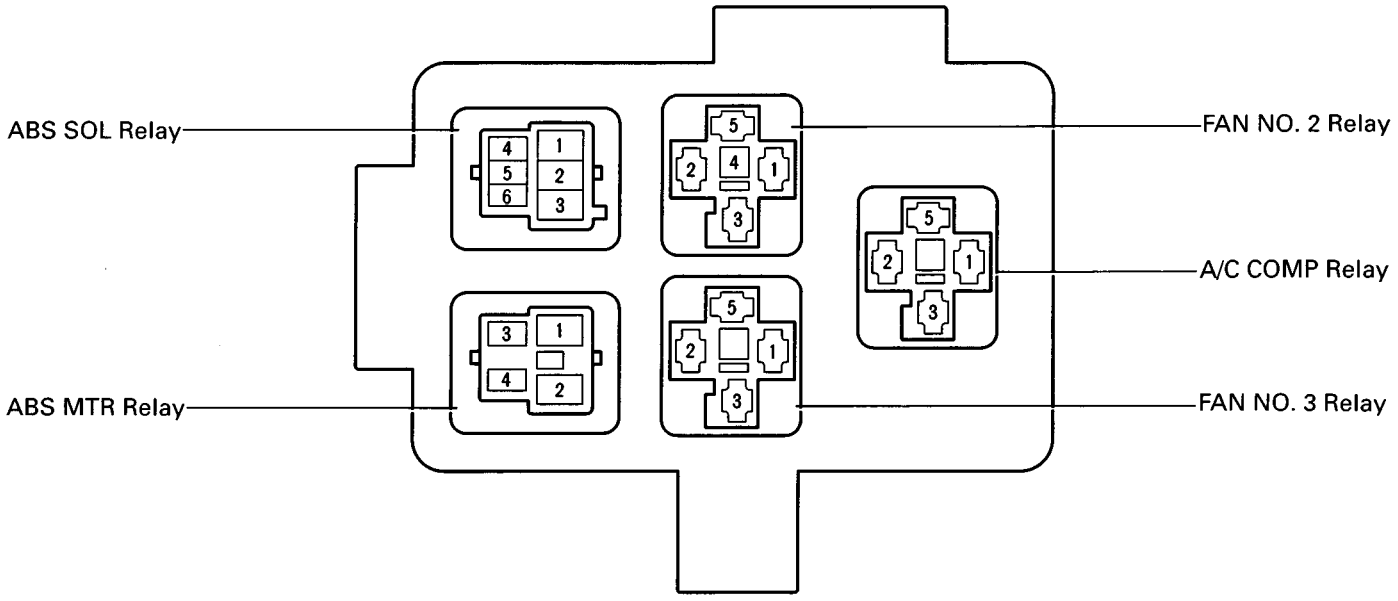
F RELAY LOCATIONS

② : R/B No. 2 ⬭ : J/B No. 2	**Engine Compartment Left (See Page 18)**

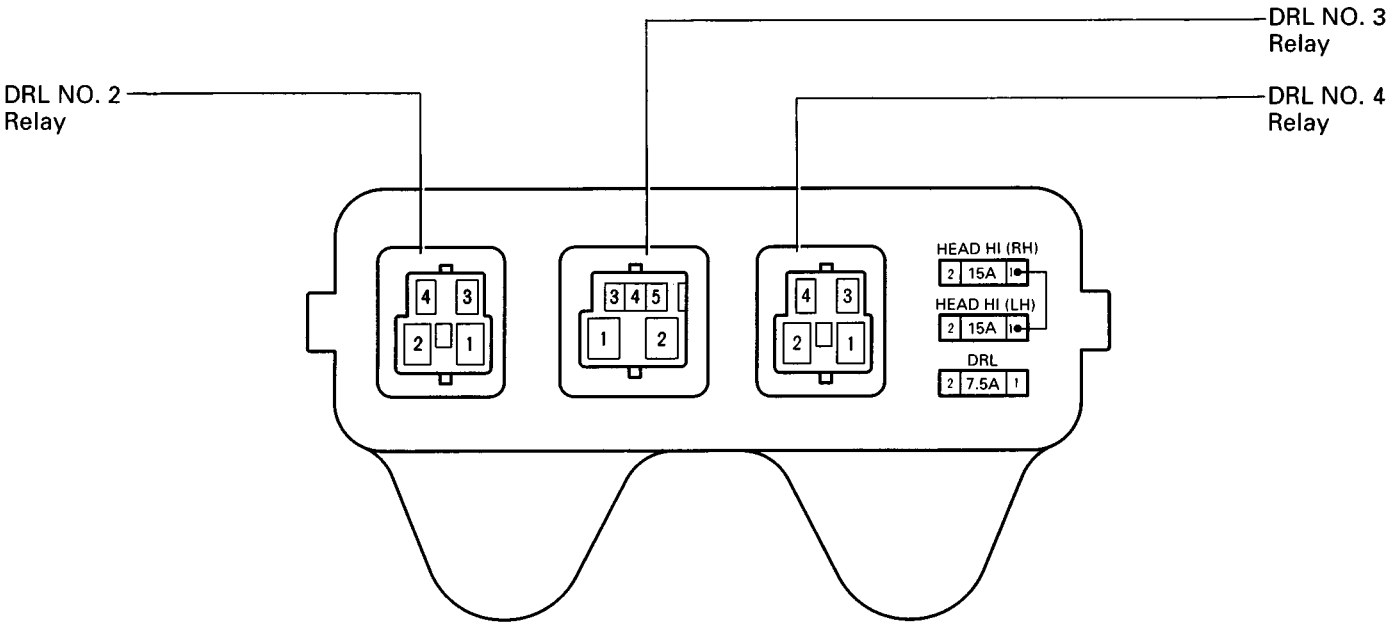
*1: 100A ALT Fuse (for High Current)
*2: 60A MAIN Fuse (for High Current)
*3: 50A ABS Fuse (for High Current)
*4: 15A HEAD (LH) (USA)
15A HEAD LO (LH) (Canada)
*5: 15A HEAD (RH) (USA)
15A HEAD LO (RH) (Canada)



⑤ : R/B No. 5	Engine Compartment Front Right (See Page 18)

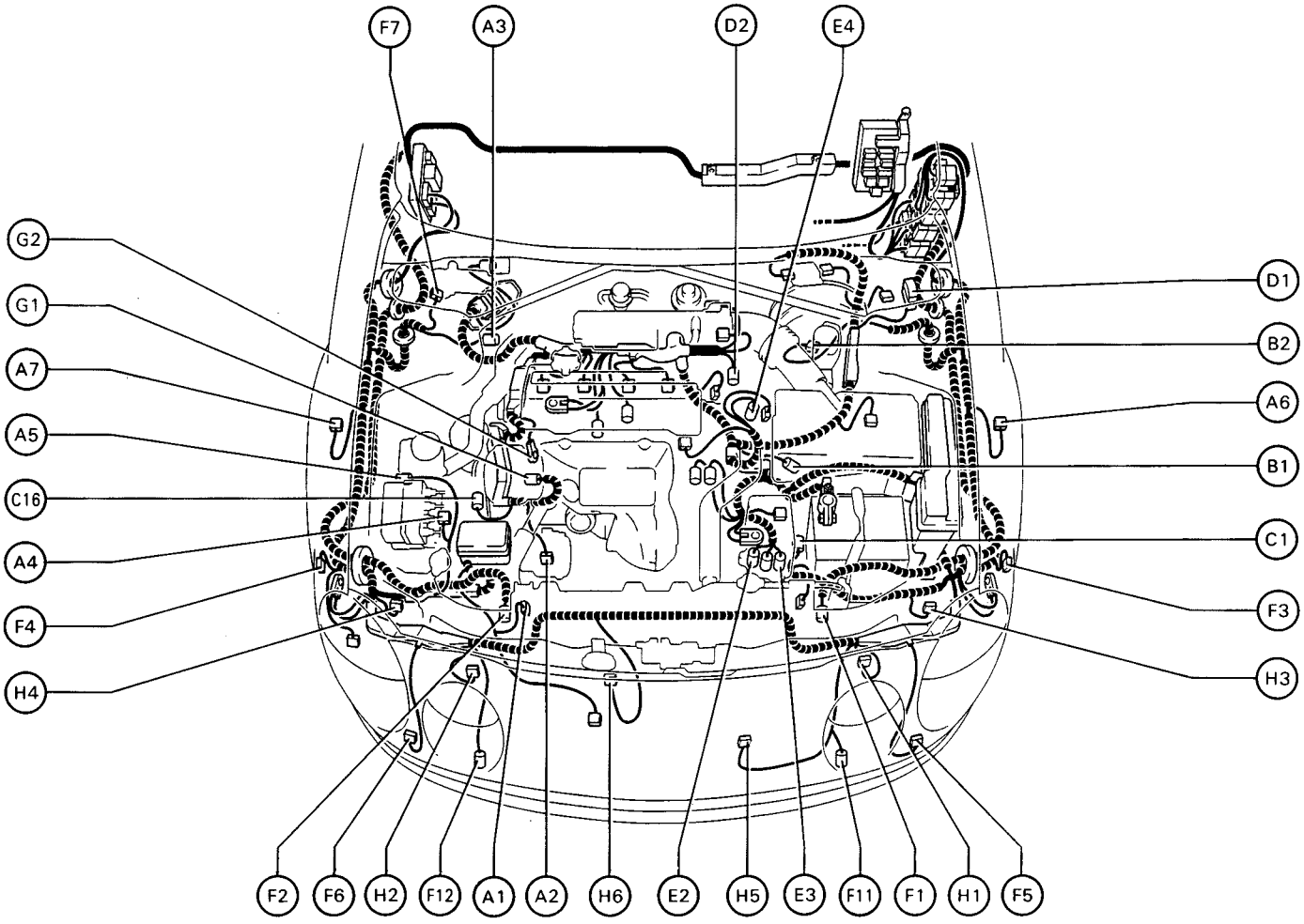


⑥ : R/B No. 6	Engine Compartment Front Left (See Page 18)



Position of Parts in Engine Compartment

[5S-FE]



A 1 A/C Condenser Fan Motor
A 2 A/C Magnetic Clutch and Lock Sensor
A 3 A/C Triple Pressure SW (A/C Dual and Single Pressure SW)
A 4 ABS Actuator
A 5 ABS Actuator
A 6 ABS Speed Sensor Front LH
A 7 ABS Speed Sensor Front RH

B 1 Back-Up Light SW
B 2 Brake Fluid Level Warning SW

C 1 Cruise Control Actuator
C 16 Crankshaft Position Sensor

D 1 Data Link Connector 1
D 2 Distributor

E 2 Electronically Controlled Transmission Solenoid
E 3 Electronically Controlled Transmission Solenoid
E 4 Engine Coolant Temp. Sensor

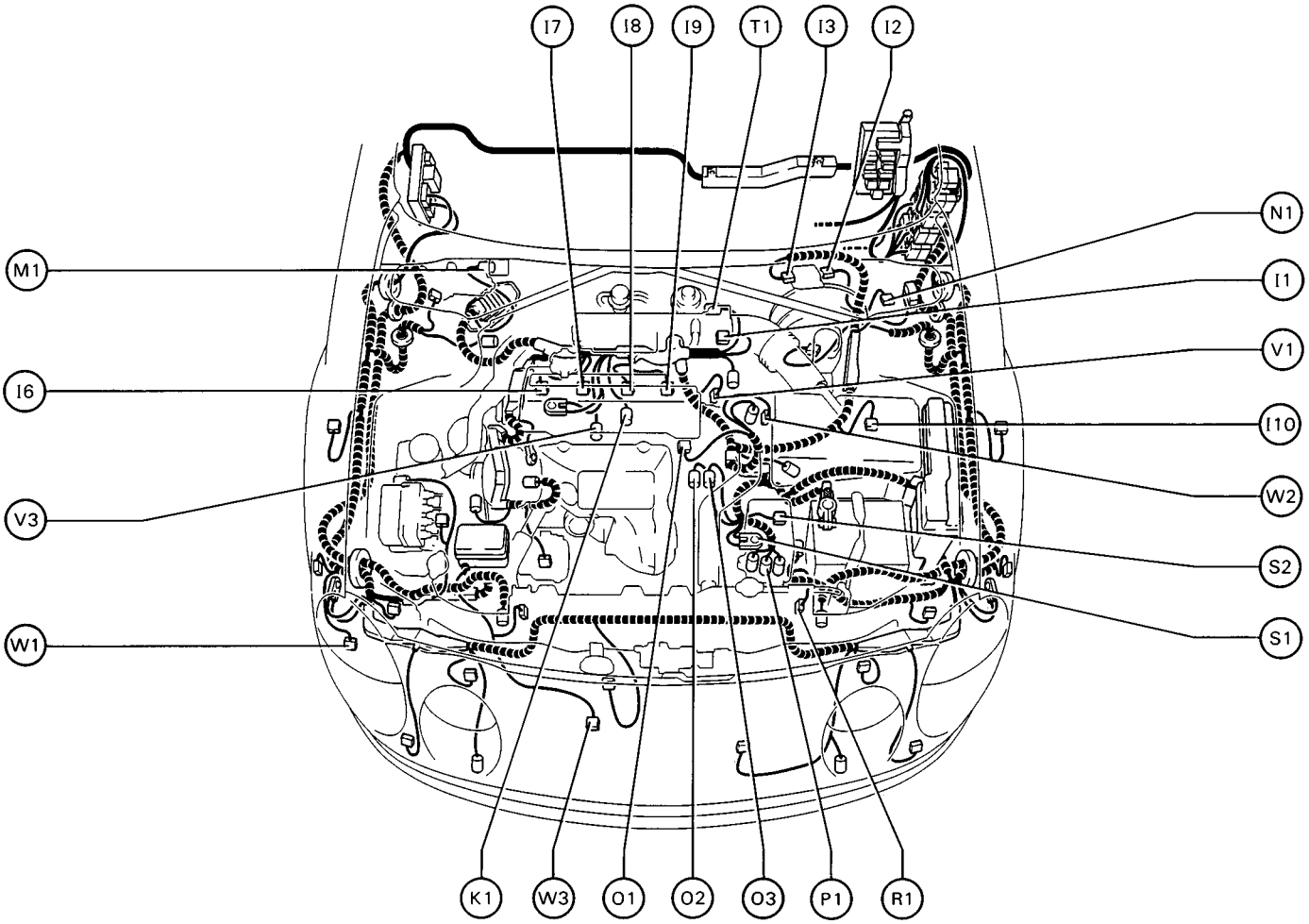
F 1 Front Airbag Sensor LH
F 2 Front Airbag Sensor RH
F 3 Front Side Marker Light LH
F 4 Front Side Marker Light RH
F 5 Front Turn Signal Light and Parking Light LH
F 6 Front Turn Signal Light and Parking Light RH
F 7 Front Wiper Motor
F 11 Front Fog Light LH
F 12 Front Fog Light RH

G 1 Generator
G 2 Generator

H 1 Headlight Hi LH
H 2 Headlight Hi RH
H 3 Headlight Lo LH
H 4 Headlight Lo RH
H 5 Horn LH
H 6 Horn RH

Position of Parts in Engine Compartment

[5S-FE]



I 1 Idle Air Control Valve
I 2 Igniter
I 3 Ignition Coil
I 6 Injector No. 1
I 7 Injector No. 2
I 8 Injector No. 3
I 9 Injector No. 4
I 10 Intake Air Temp. Sensor

K 1 Knock Sensor

M 1 Manifold Absolute Pressure Sensor

N 1 Noise Filter (Ignition System)

O 1 Oil Pressure SW
O 2 Oxygen Sensor (Bank 1 Sensor 1)
O 3 Oxygen Sensor (Bank 1 Sensor 2)

P 1 Park/Neutral Position SW

R 1 Radiator Fan Motor

S 1 Starter
S 2 Starter

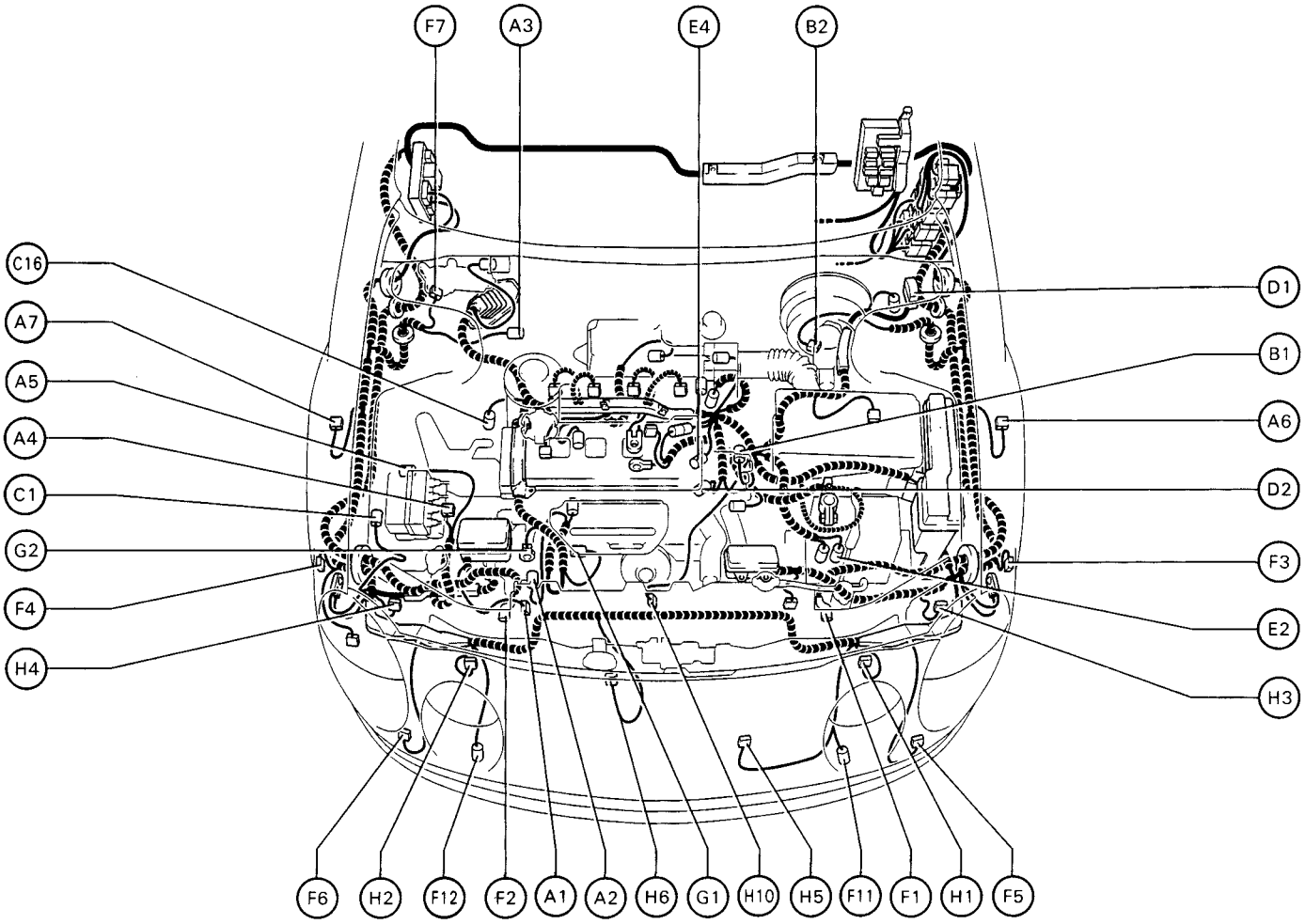
T 1 Throttle Position Sensor

V 1 Vehicle Speed Sensor (Combination Meter)
V 3 VSV (EGR)

W 1 Washer Motor
W 2 Water Temp. Sender
W 3 Water Temp. SW (Radiator Fan)

Position of Parts in Engine Compartment

[7A-FE]



A 1 A/C Condenser Fan Motor
A 2 A/C Magnetic Clutch
A 3 A/C Triple Pressure SW (A/C Dual and Single Pressure SW)
A 4 ABS Actuator
A 5 ABS Actuator
A 6 ABS Speed Sensor Front LH
A 7 ABS Speed Sensor Front RH

B 1 Back-Up Light SW
B 2 Brake Fluid Level Warning SW

C 1 Cruise Control Actuator
C 16 Crankshaft Position Sensor

D 1 Data Link Connector 1
D 2 Distributor

E 2 Electronically Controlled Transmission Solenoid
E 4 Engine Coolant Temp. Sensor

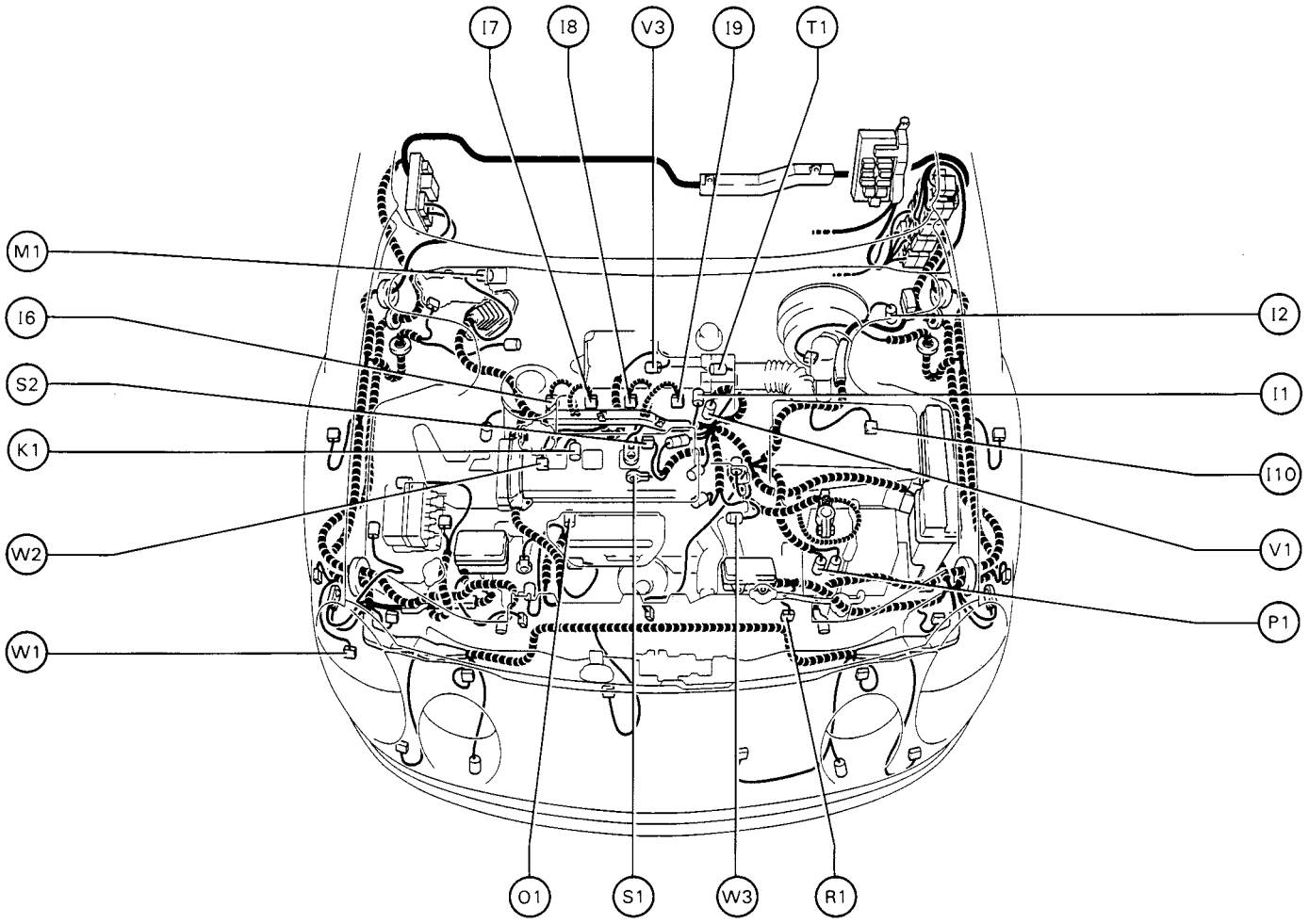
F 1 Front Airbag Sensor LH
F 2 Front Airbag Sensor RH
F 3 Front Side Marker Light LH
F 4 Front Side Marker Light RH
F 5 Front Turn Signal Light and Parking Light LH
F 6 Front Turn Signal Light and Parking Light RH
F 7 Front Wiper Motor
F 11 Front Fog Light LH
F 12 Front Fog Light RH

G 1 Generator
G 2 Generator

H 1 Headlight Hi LH
H 2 Headlight Hi RH
H 3 Headlight Lo LH
H 4 Headlight Lo RH
H 5 Horn LH
H 6 Horn RH
H 10 Oxygen Sensor (Bank 1 Sensor 1)

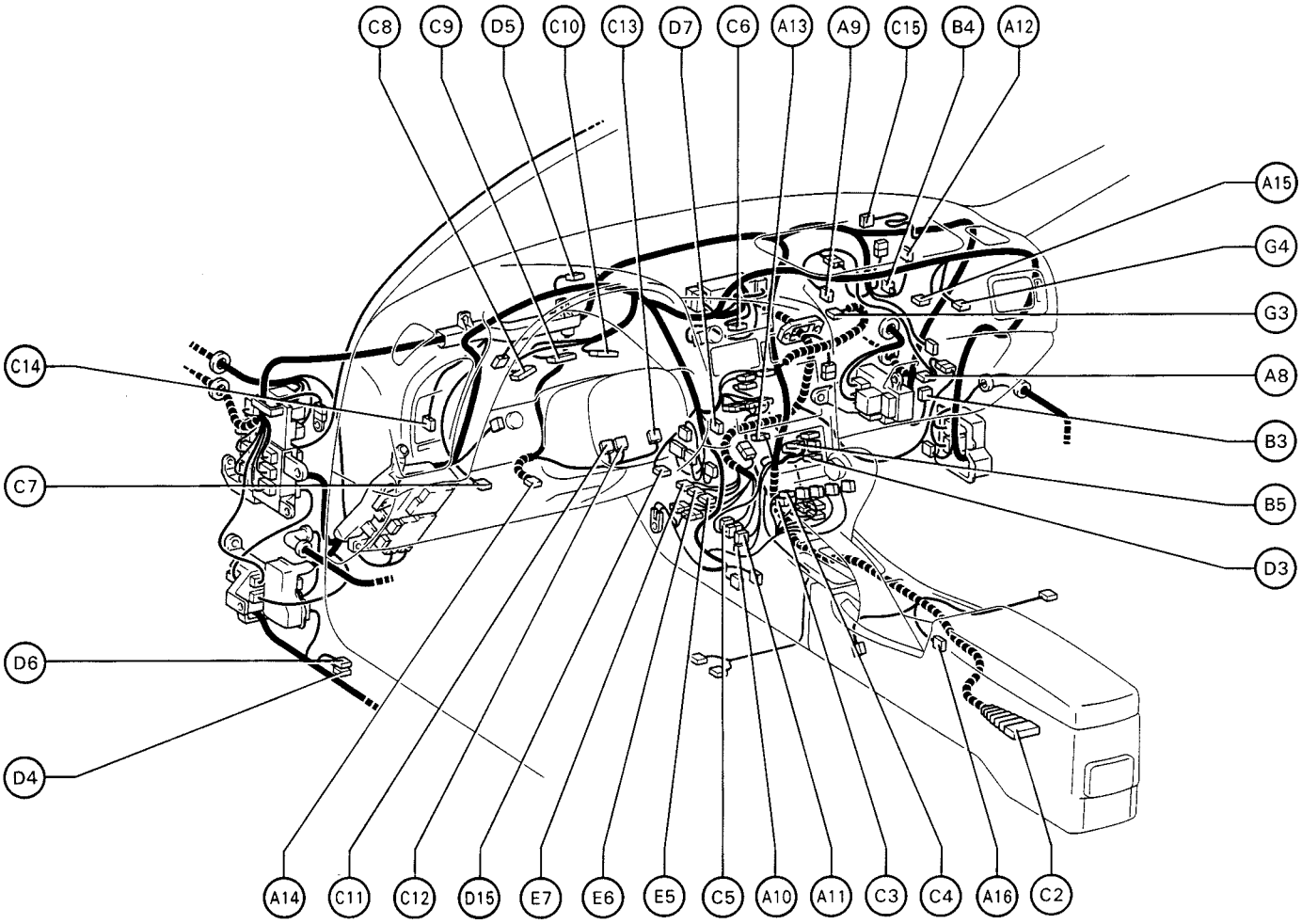
Position of Parts in Engine Compartment

[7A-FE]



I	1	Idle Air Control Valve
I	2	Igniter
I	6	Injector No. 1
I	7	Injector No. 2
I	8	Injector No. 3
I	9	Injector No. 4
I	10	Intake Air Temp. Sensor
K	1	Knock Sensor
M	1	Manifold Absolute Pressure Sensor
O	1	Oil Pressure SW
P	1	Park/Neutral Position SW
R	1	Radiator Fan Motor
S	1	Starter
S	2	Starter
T	1	Throttle Position Sensor
V	1	Vehicle Speed Sensor (Combination Meter)
V	3	VSV (EGR)
W	1	Washer Motor
W	2	Water Temp. Sender
W	3	Water Temp. SW (Radiator Fan)

Position of Parts in Instrument Panel



A 8 A/C Amplifier
A 9 A/C Thermistor
A 10 ABS ECU
A 11 ABS ECU
A 12 Air Inlet Control Servo Motor
A 13 Air Vent Mode Control Servo Motor
A 14 Airbag Squib (Steering Wheel Pad)
A 15 Airbag Squib (Front Passenger Airbag Assembly)
A 16 Ashtray Illumination

B 3 Blower Motor
B 4 Blower Resistor
B 5 Blower SW

C 2 Center Airbag Sensor Assembly
C 3 Cigarette Lighter
C 4 Cigarette Lighter Illumination
C 5 Circuit Opening Relay
C 6 Clock
C 7 Clutch Start SW
C 8 Combination Meter
C 9 Combination Meter
C 10 Combination Meter
C 11 Combination SW
C 12 Combination SW
C 13 Combination SW
C 14 Cruise Control Clutch SW
C 15 Cruise Control ECU

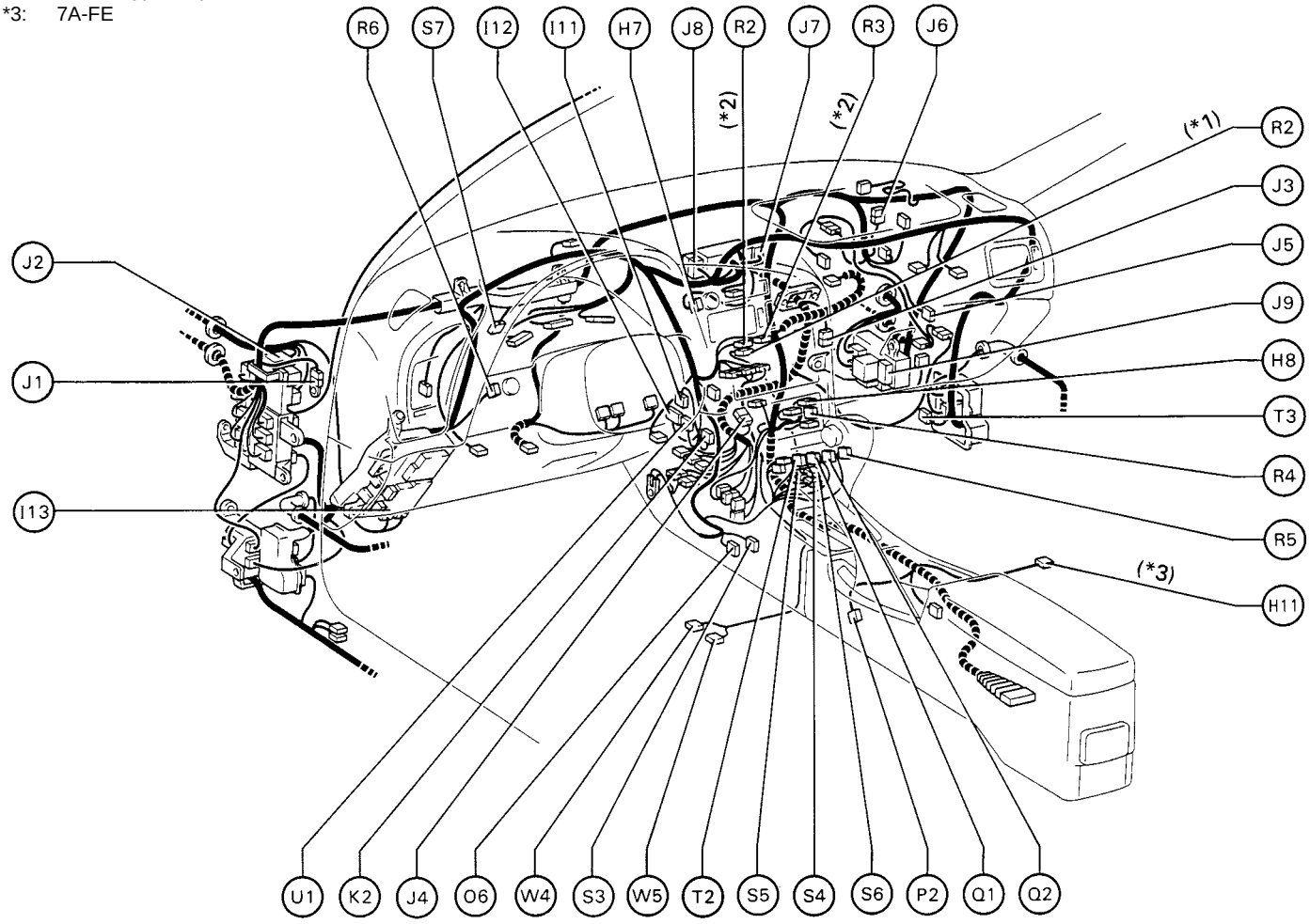
D 3 Daytime Running Light Relay (Main)
D 4 Diode (Door Courtesy Light)
D 5 Diode (Key Off Operation)
D 6 Diode (Luggage Compartment Light)
D 7 Door Lock Control Relay
D 15 Data Link Connector 3

E 5 Engine Control Module
E 6 Engine Control Module
E 7 Engine Control Module

G 3 Glove Box Light
G 4 Glove Box Light SW

Position of Parts in Instrument Panel

*1: Separate Type Amplifier
*2: Built-in Type Amplifier
*3: 7A-FE



H 7 Hazard SW
H 8 Heater Control SW
H 11 Heated Oxygen Sensor (Bank 1 Sensor 2)

I 11 Ignition Key Cylinder Light
I 12 Ignition SW
I 13 Integration Relay

J 1 Junction Connector (Earth)
J 2 Junction Connector
J 3 Junction Connector
J 4 Junction Connector
J 5 Junction Connector
J 6 Junction Connector
J 7 Junction Connector
J 8 Junction Connector
J 9 Junction Connector (Earth)

K 2 Key Interlock Solenoid

O 6 O/D Main SW

P 2 Parking Brake SW

Q 1 Quarter Power Window SW LH (Convertible)
Q 2 Quarter Power Window SW RH (Convertible)

R 2 Radio and Player
R 3 Radio and Player
R 4 Rear Window Defogger SW
R 5 Remote Control Mirror SW (w/o Power Window)
R 6 Rheostat

S 3 Shift Lock ECU
S 4 Stereo Component Amplifier
S 5 Stereo Component Amplifier
S 6 Stereo Component Amplifier
S 7 Stop Light SW

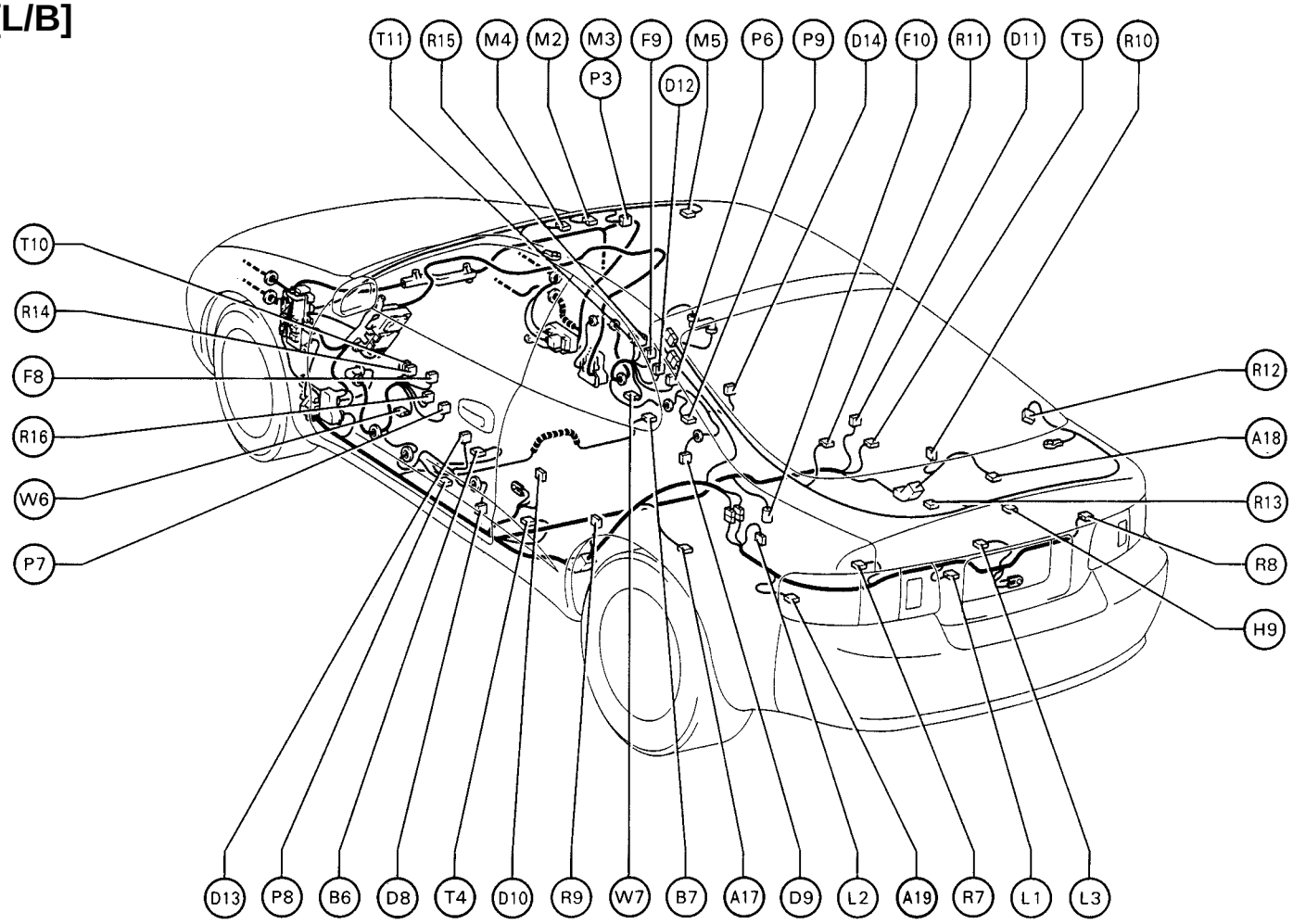
T 2 Top Stack Control SW (Convertible)
T 3 Top Stack Main Relay (Convertible)

U 1 Unlock Warning SW

W 4 Woofer Speaker Amplifier
W 5 Woofer Speaker Amplifier

Position of Parts in Body

[L/B]



A 17 ABS Speed Sensor Rear LH
A 18 ABS Speed Sensor Rear RH
A 19 Auto Antenna Motor and Relay

B 6 Buckle SW LH
B 7 Buckle SW RH

D 8 Door Courtesy Light LH
D 9 Door Courtesy Light RH
D 10 Door Courtesy SW LH
D 11 Door Courtesy SW RH
D 12 Door Lock Control SW (Passenger's Side)
D 13 Door Lock Motor, Door Unlock Detection SW and Door Key Lock and Unlock SW LH
D 14 Door Lock Motor, Door Unlock Detection SW and Door Key Lock and Unlock SW RH

F 8 Front Door Speaker LH
F 9 Front Door Speaker RH
F 10 Fuel Sender and Pump

H 9 High Mounted Stop Light

L 1 License Plate Light
L 2 Luggage Compartment Light
L 3 Luggage Compartment Light SW

M 2 Moon Roof Control Relay
M 3 Moon Roof Control SW and Personal Light (w/ Moon Roof)
M 4 Moon Roof Limit SW
M 5 Moon Roof Motor

P 3 Personal Light (w/o Moon Roof)
P 6 Power Window Control SW (Passenger's Side)
P 7 Power Window Master SW
P 8 Power Window Motor LH
P 9 Power Window Motor RH

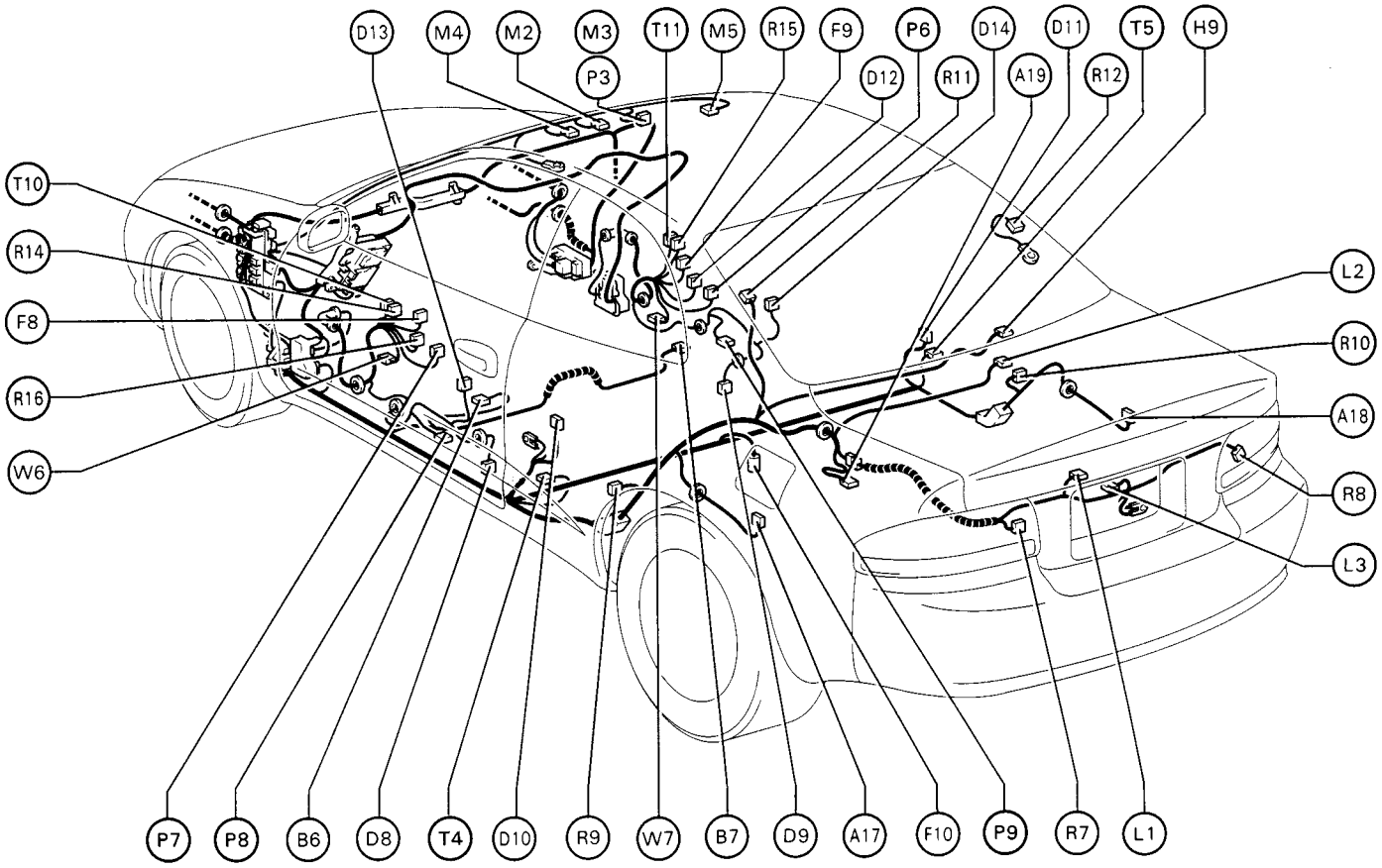
R 7 Rear Combination Light LH
R 8 Rear Combination Light RH
R 9 Rear Speaker LH
R 10 Rear Speaker RH
R 11 Rear Window Defogger (+)
R 12 Rear Window Defogger (-)
R 13 Rear Wiper Motor and Relay
R 14 Remote Control Mirror LH
R 15 Remote Control Mirror RH
R 16 Remote Control Mirror SW (w/ Power Window)

T 4 Tension Reducer Solenoid LH
T 5 Tension Reducer Solenoid RH
T 10 Tweeter Speaker LH
T 11 Tweeter Speaker RH

W 6 Woofer Speaker LH
W 7 Woofer Speaker RH

Position of Parts in Body

[C/P]



A 17 ABS Speed Sensor Rear LH
A 18 ABS Speed Sensor Rear RH
A 19 Auto Antenna Motor and Relay

B 6 Buckle SW LH
B 7 Buckle SW RH

D 8 Door Courtesy Light LH
D 9 Door Courtesy Light RH
D 10 Door Courtesy SW LH
D 11 Door Courtesy SW RH
D 12 Door Lock Control SW (Passenger's Side)
D 13 Door Lock Motor, Door Unlock Detection SW and Door Key Lock and Unlock SW LH
D 14 Door Lock Motor, Door Unlock Detection SW and Door Key Lock and Unlock SW RH

F 8 Front Door Speaker LH
F 9 Front Door Speaker RH
F 10 Fuel Sender and Pump

H 9 High Mounted Stop Light

L 1 License Plate Light
L 2 Luggage Compartment Light
L 3 Luggage Compartment Light SW

M 2 Moon Roof Control Relay
M 3 Moon Roof Control SW and Personal Light (w/ Moon Roof)
M 4 Moon Roof Limit SW
M 5 Moon Roof Motor

P 3 Personal Light (w/o Moon Roof)
P 6 Power Window Control SW (Passenger's Side)
P 7 Power Window Master SW
P 8 Power Window Motor LH
P 9 Power Window Motor RH

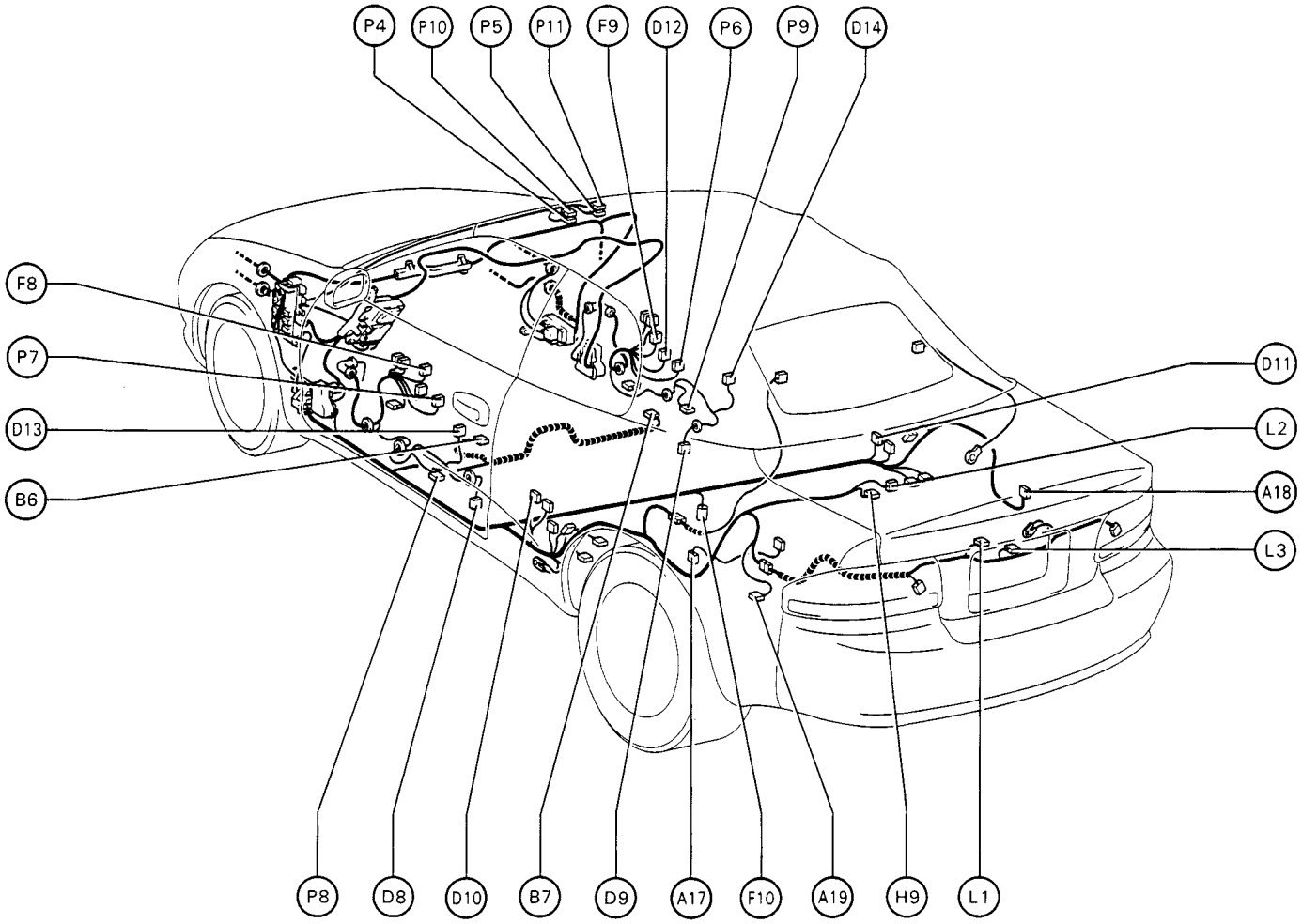
R 7 Rear Combination Light LH
R 8 Rear Combination Light RH
R 9 Rear Speaker LH
R 10 Rear Speaker RH
R 11 Rear Window Defogger (+)
R 12 Rear Window Defogger (-)
R 14 Remote Control Mirror LH
R 15 Remote Control Mirror RH
R 16 Remote Control Mirror SW (w/ Power Window)

T 4 Tension Reducer Solenoid LH
T 5 Tension Reducer Solenoid RH
T 10 Tweeter Speaker LH
T 11 Tweeter Speaker RH

W 6 Woofer Speaker LH
W 7 Woofer Speaker RH

Position of Parts in Body

[Convertible]



A 17 ABS Speed Sensor Rear LH
A 18 ABS Speed Sensor Rear RH
A 19 Auto Antenna Motor and Relay

B 6 Buckle SW LH
B 7 Buckle SW RH

D 8 Door Courtesy Light LH
D 9 Door Courtesy Light RH
D 10 Door Courtesy SW LH
D 11 Door Courtesy SW RH
D 12 Door Lock Control SW (Passenger's Side)
D 13 Door Lock Motor, Door Unlock Detection SW and Door Key Lock and Unlock SW LH
D 14 Door Lock Motor, Door Unlock Detection SW and Door Key Lock and Unlock SW RH

F 8 Front Door Speaker LH
F 9 Front Door Speaker RH
F 10 Fuel Sender and Pump

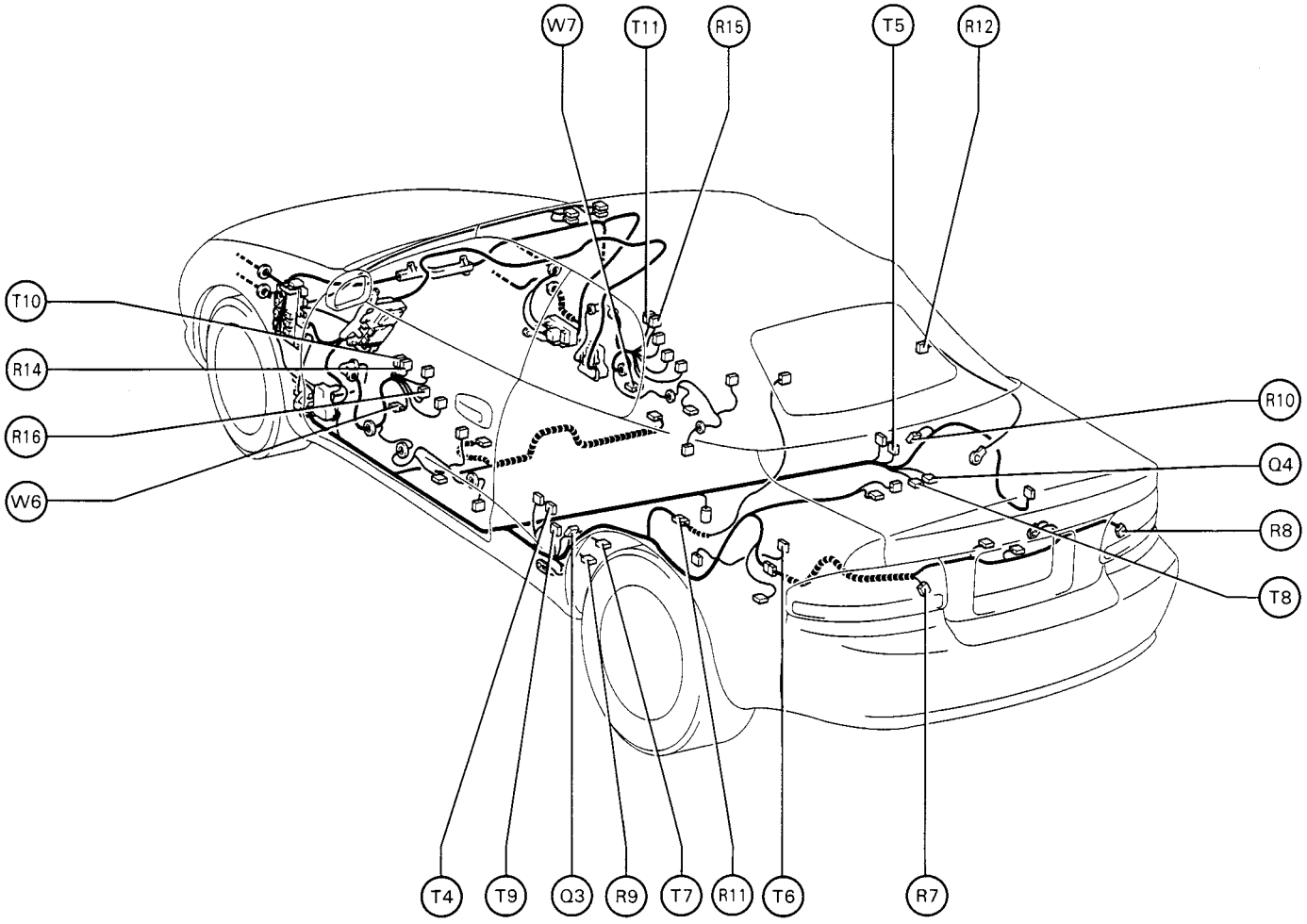
H 9 High Mounted Stop Light

L 1 License Plate Light
L 2 Luggage Compartment Light
L 3 Luggage Compartment Light SW

P 4 Personal Light LH
P 5 Personal Light RH
P 6 Power Window Control SW (Passenger's Side)
P 7 Power Window Master SW
P 8 Power Window Motor LH
P 9 Power Window Motor RH
P 10 Personal Light LH
P 11 Personal Light RH

Position of Parts in Body

[Convertible]



Q 3 Quarter Power Window Motor LH
Q 4 Quarter Power Window Motor RH

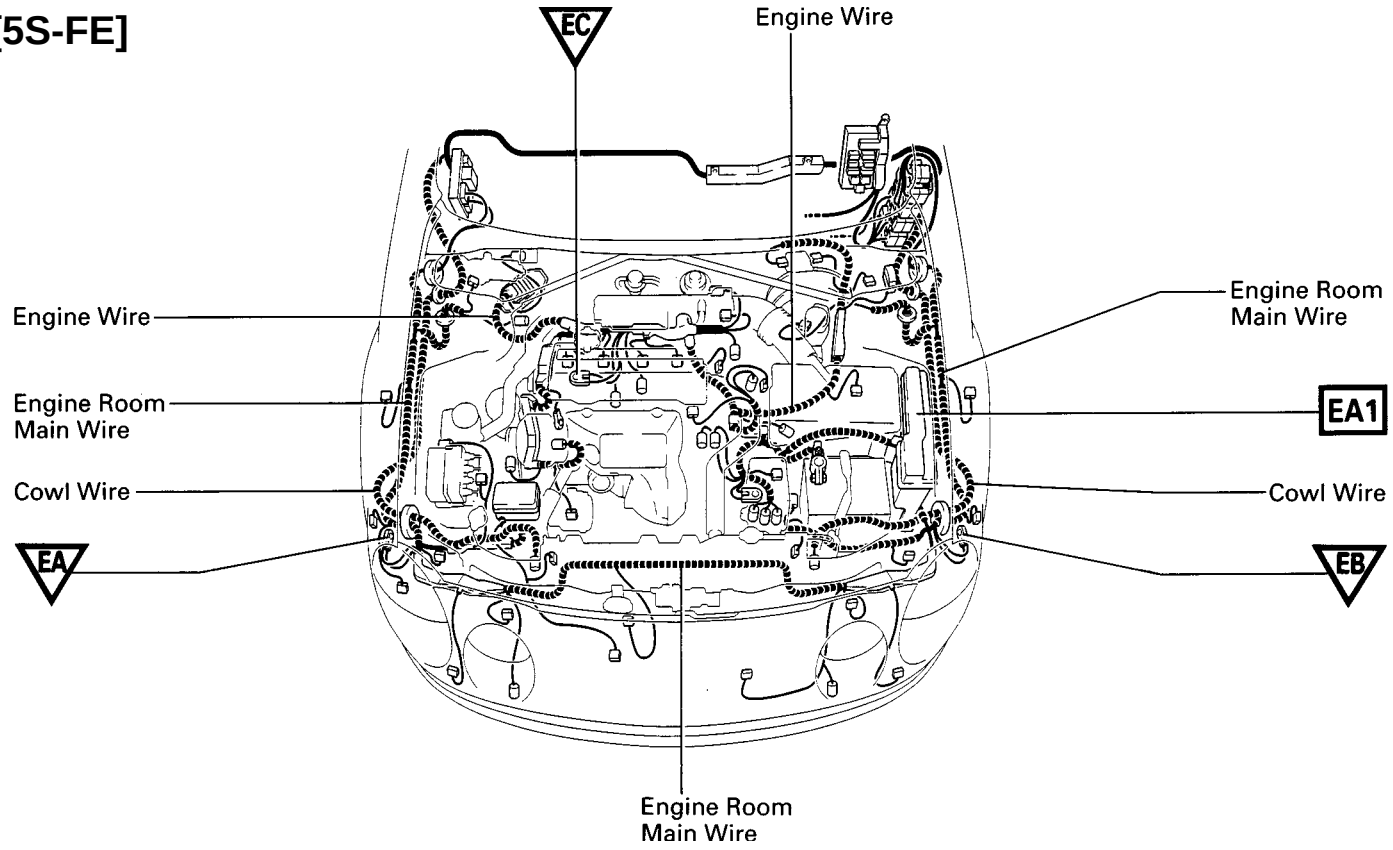
R 7 Rear Combination Light LH
R 8 Rear Combination Light RH
R 9 Rear Speaker LH
R 10 Rear Speaker RH
R 11 Rear Window Defogger (+)
R 12 Rear Window Defogger (-)
R 14 Remote Control Mirror LH
R 15 Remote Control Mirror RH
R 16 Remote Control Mirror SW (w/ Power Window)

T 4 Tension Reducer Solenoid LH
T 5 Tension Reducer Solenoid RH
T 6 Top Stack Bypass SW
T 7 Top Stack Motor LH
T 8 Top Stack Motor RH
T 9 Top Stack Relay
T 10 Tweeter Speaker LH
T 11 Tweeter Speaker RH

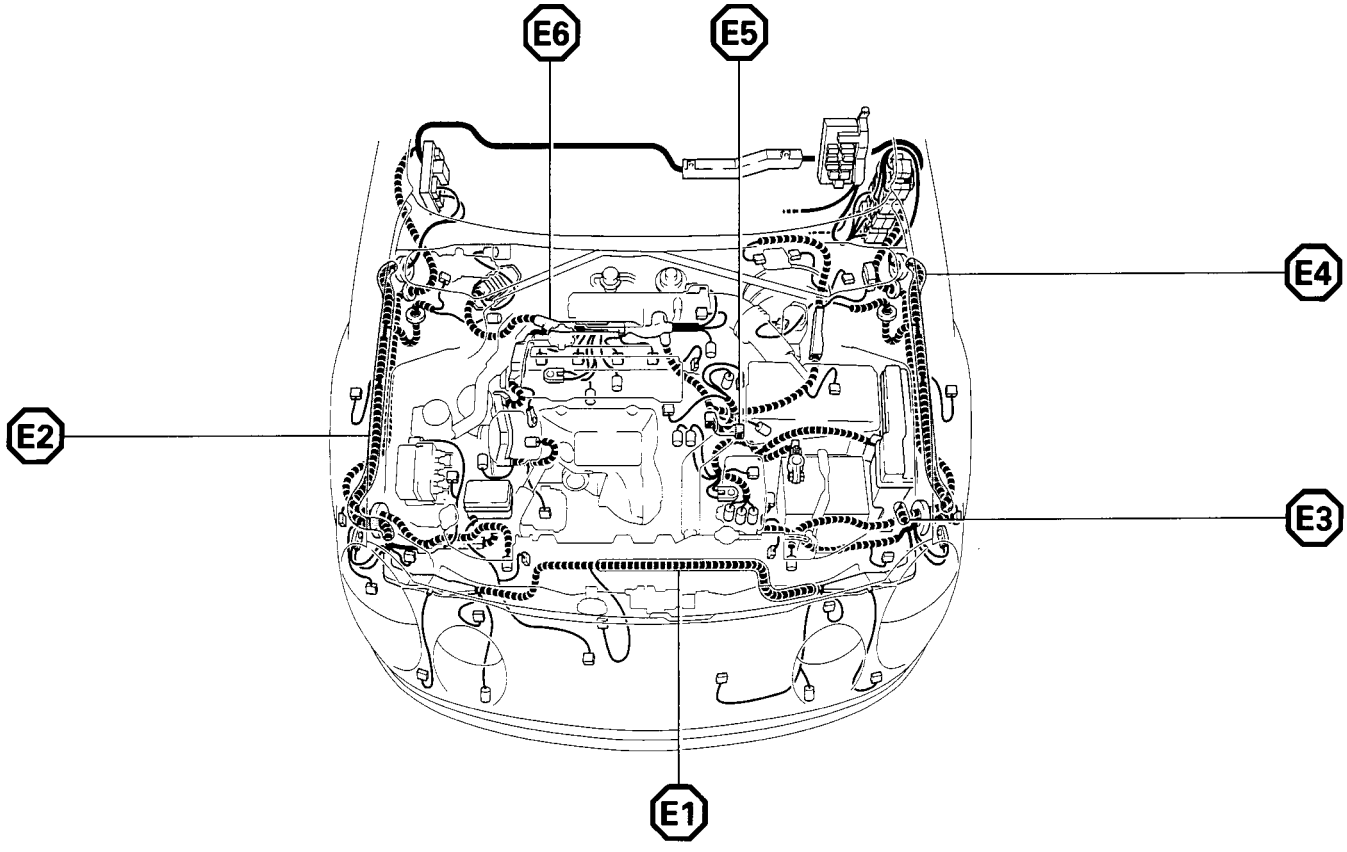
W 6 Woofer Speaker LH
W 7 Woofer Speaker RH

▭ : Location of Connector Joining Wire Harness and Wire Harness
▽ : Location of Ground Points

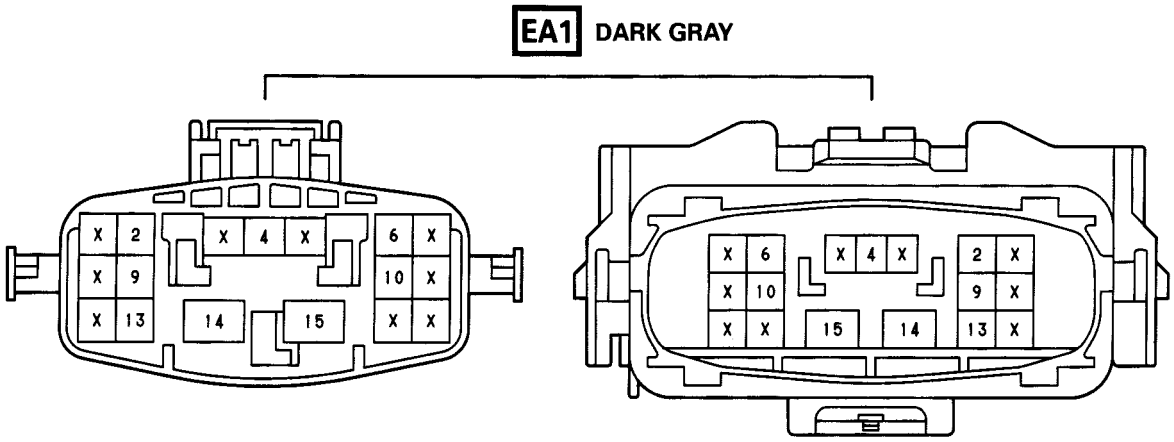
[5S-FE]



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

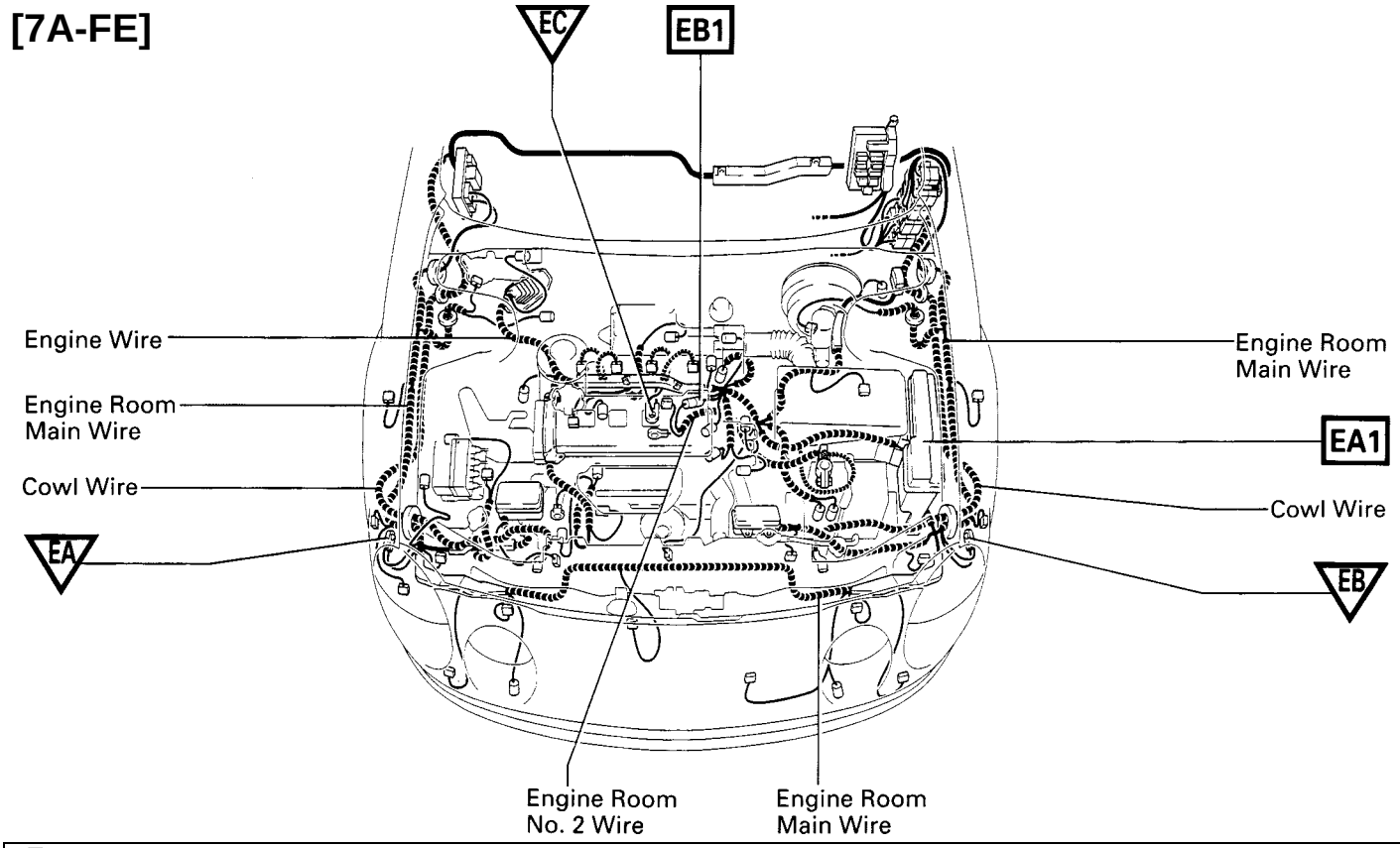


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)

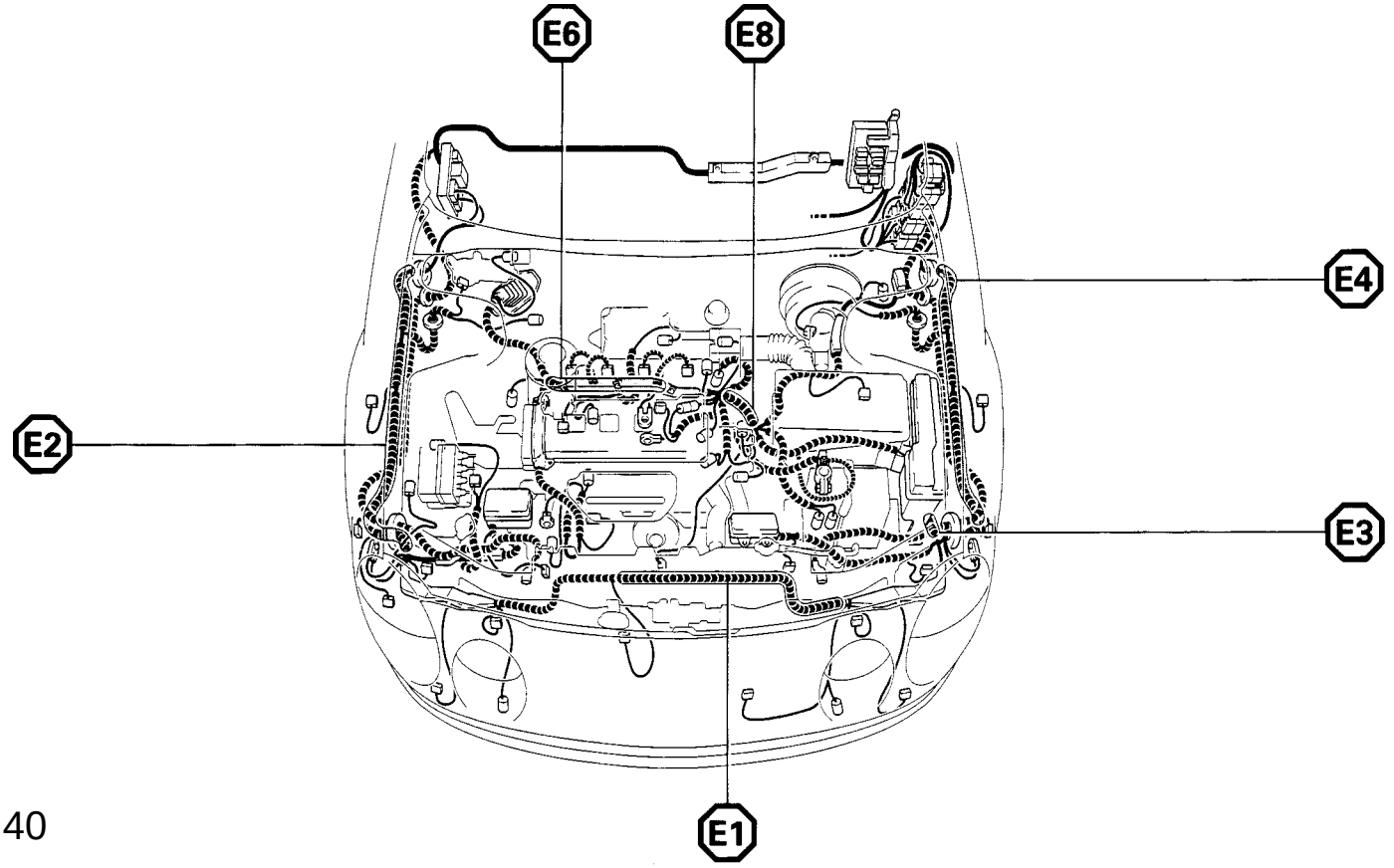
▭ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

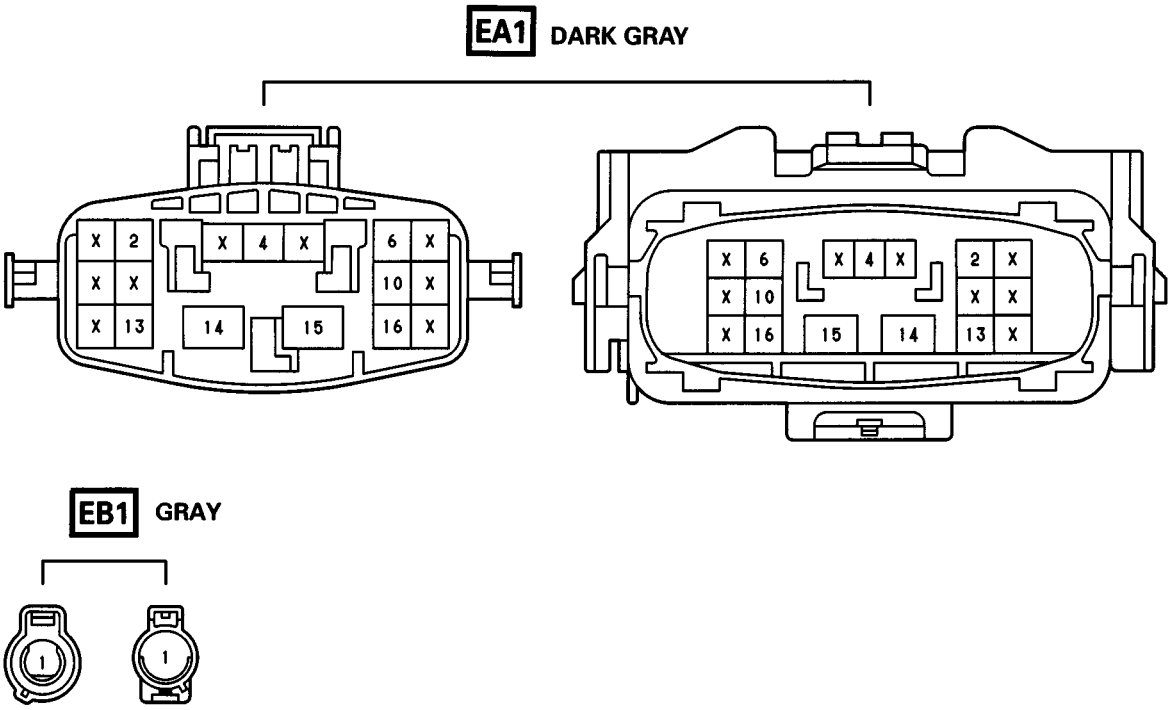
[7A-FE]



○ : Location of Splice Points

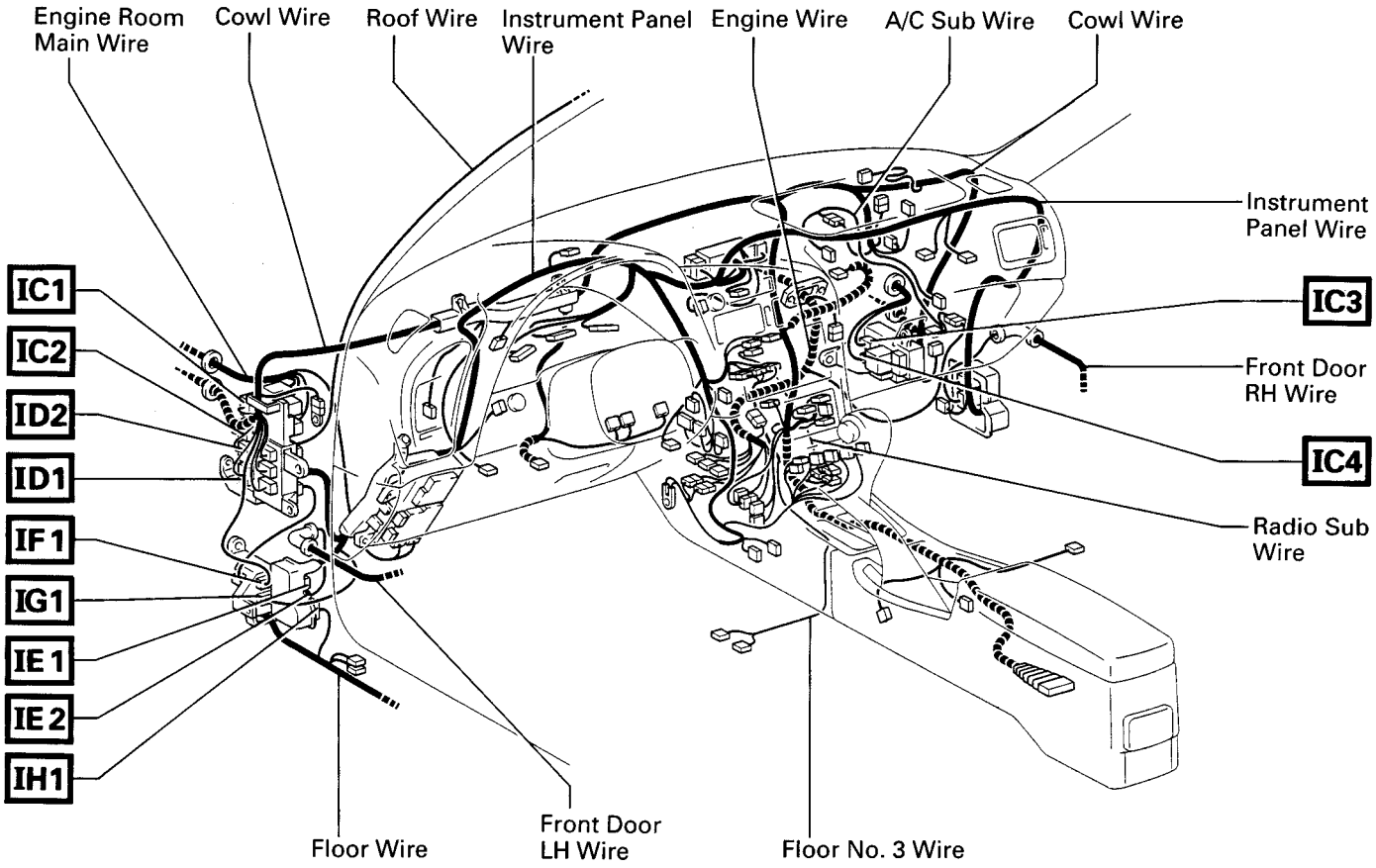


Connector Joining Wire Harness and Wire Harness

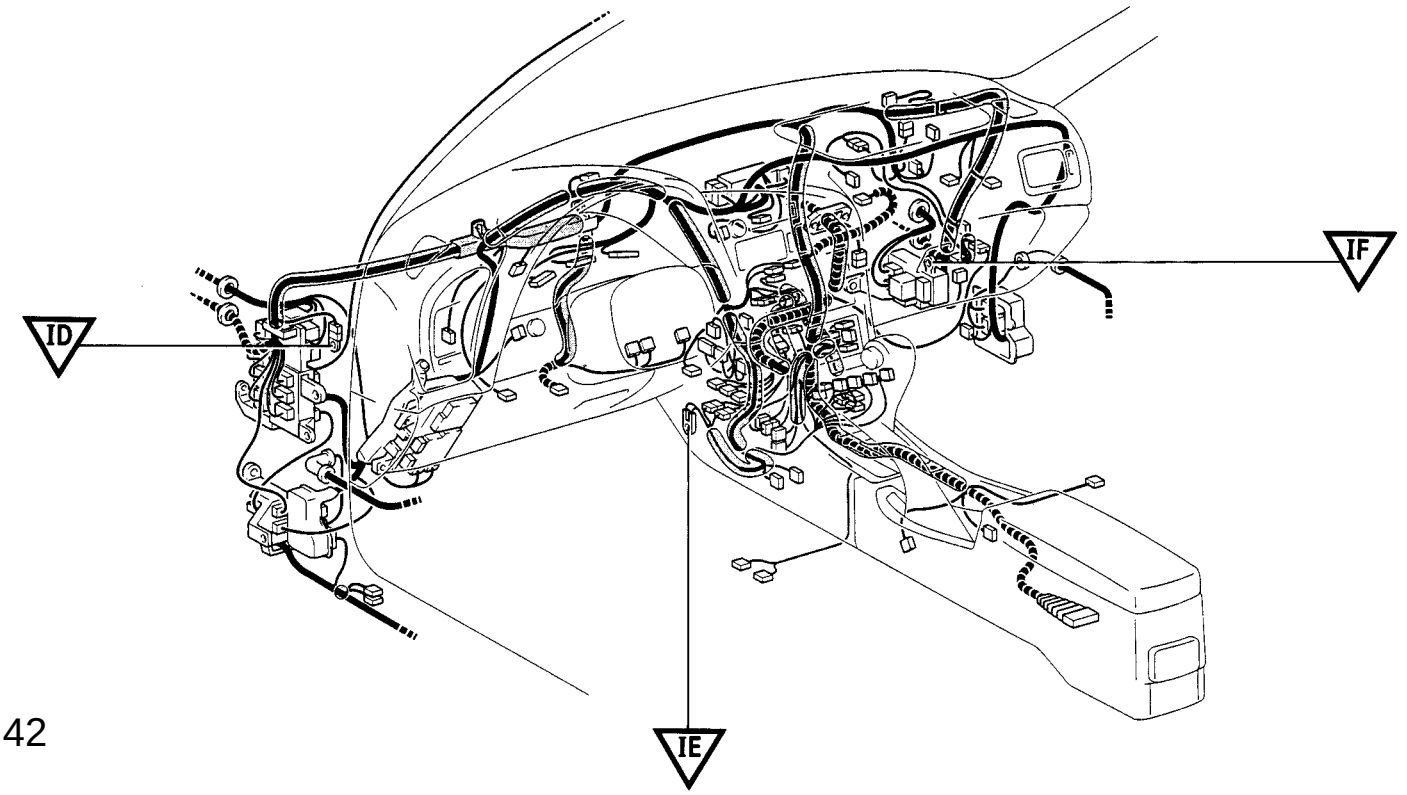


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
EB1	ENGINE ROOM NO.2 WIRE AND ENGINE WIRE (NEAR THE STARTER)

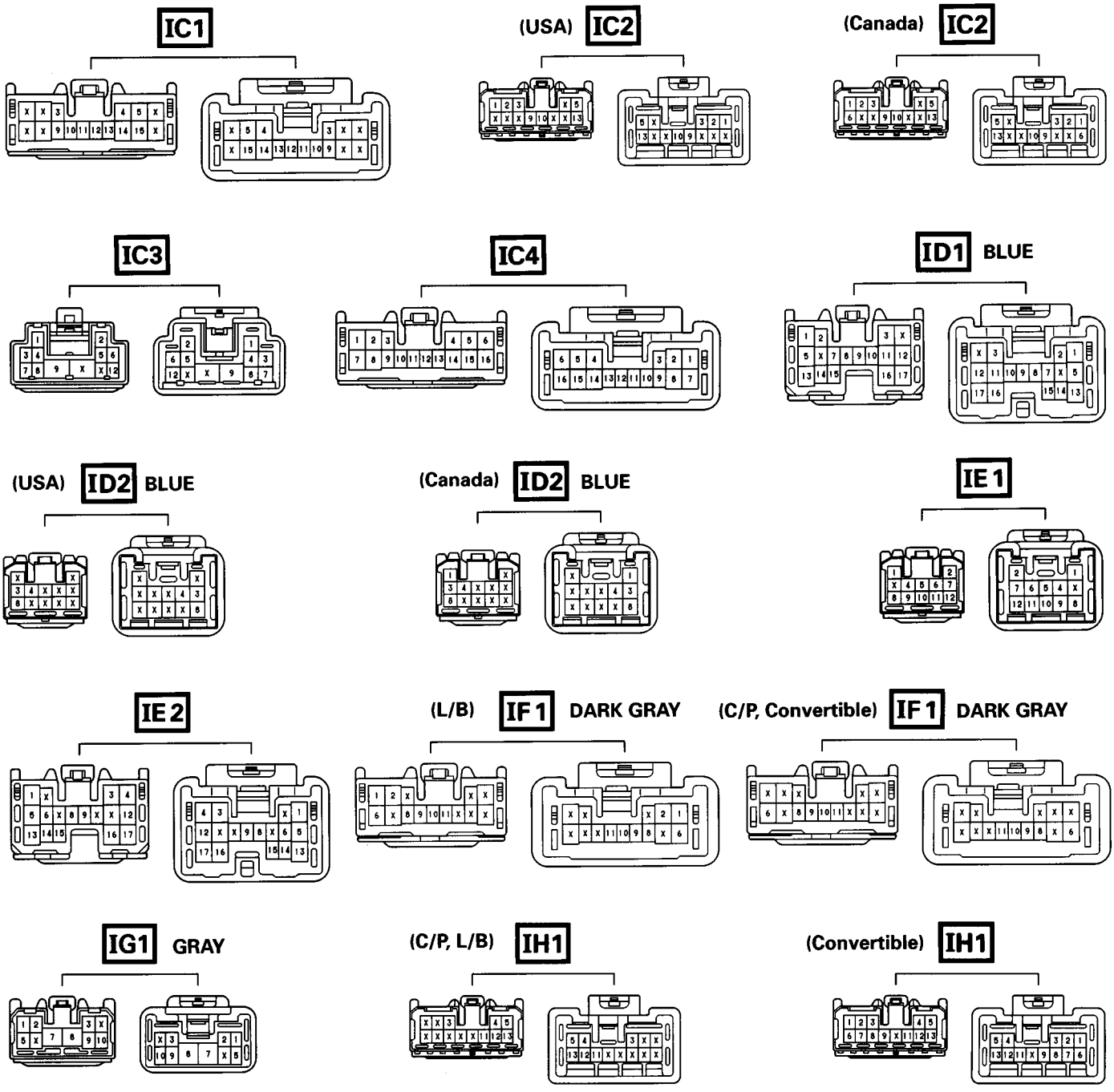
▭ : Location of Connector Joining Wire Harness and Wire Harness



▽ : Location of Ground Points

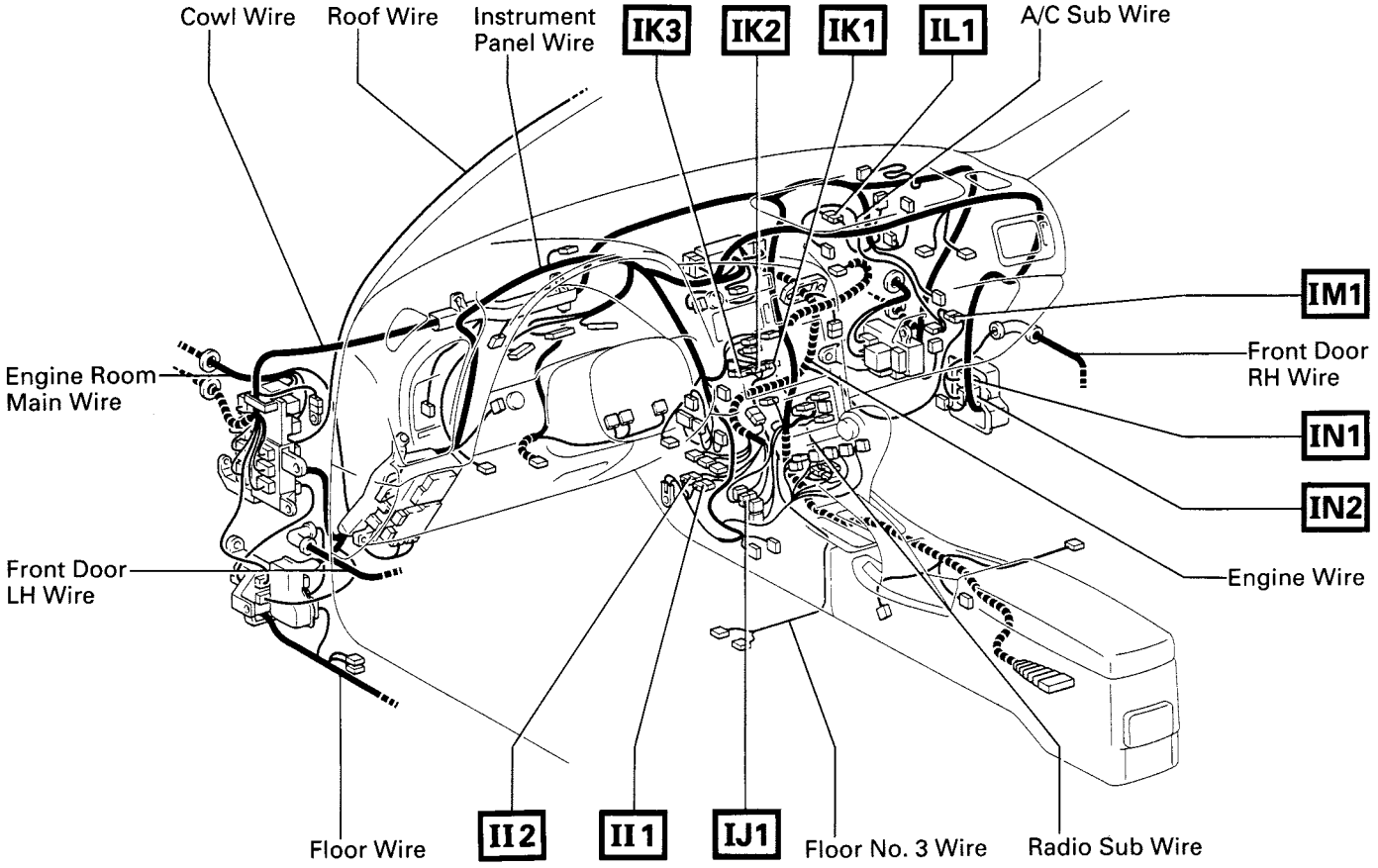


Connector Joining Wire Harness and Wire Harness

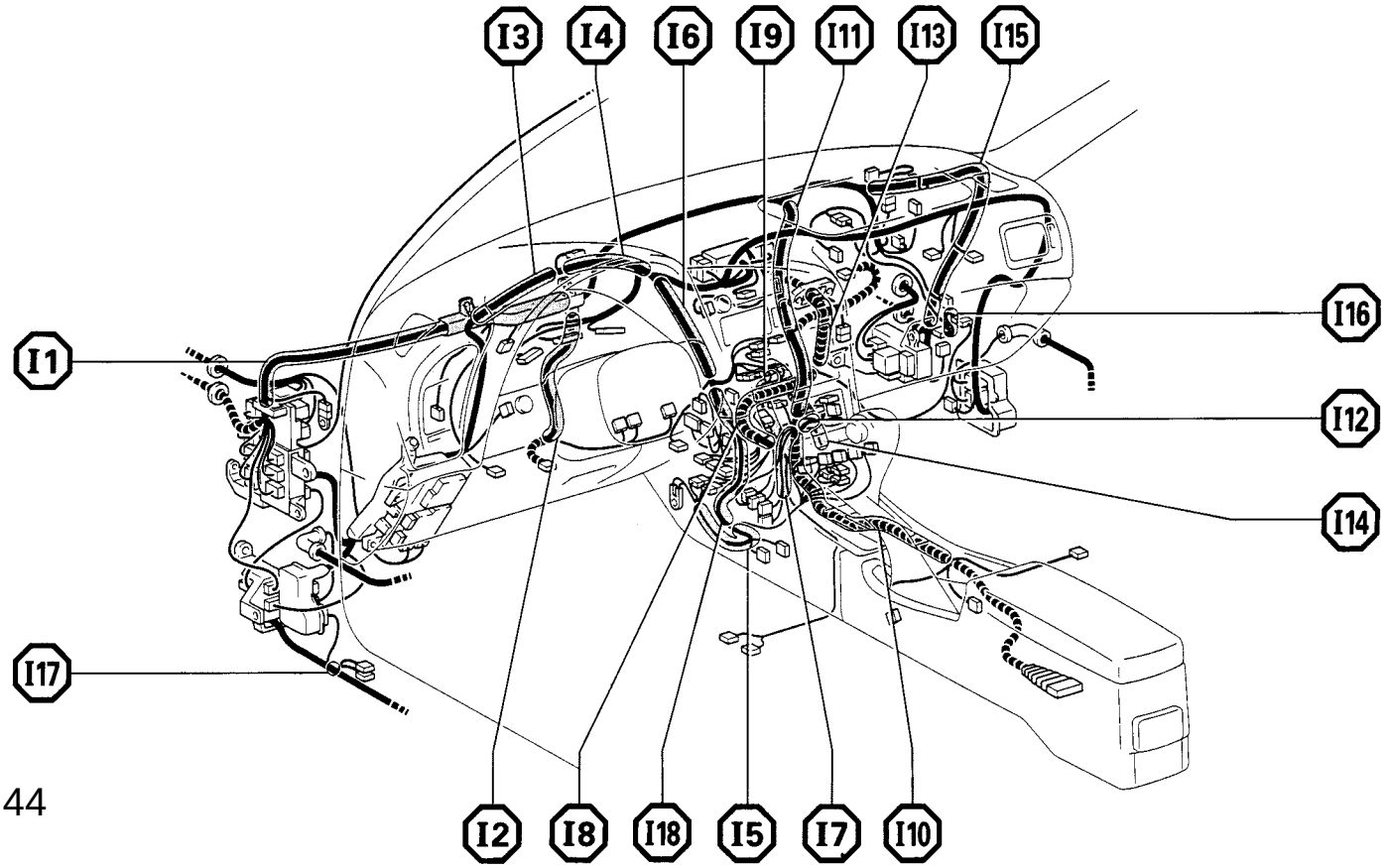


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC1	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
IC2	
IC3	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4)
IC4	
ID1	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
ID2	
IE1	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IE2	
IF1	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IG1	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IH1	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)

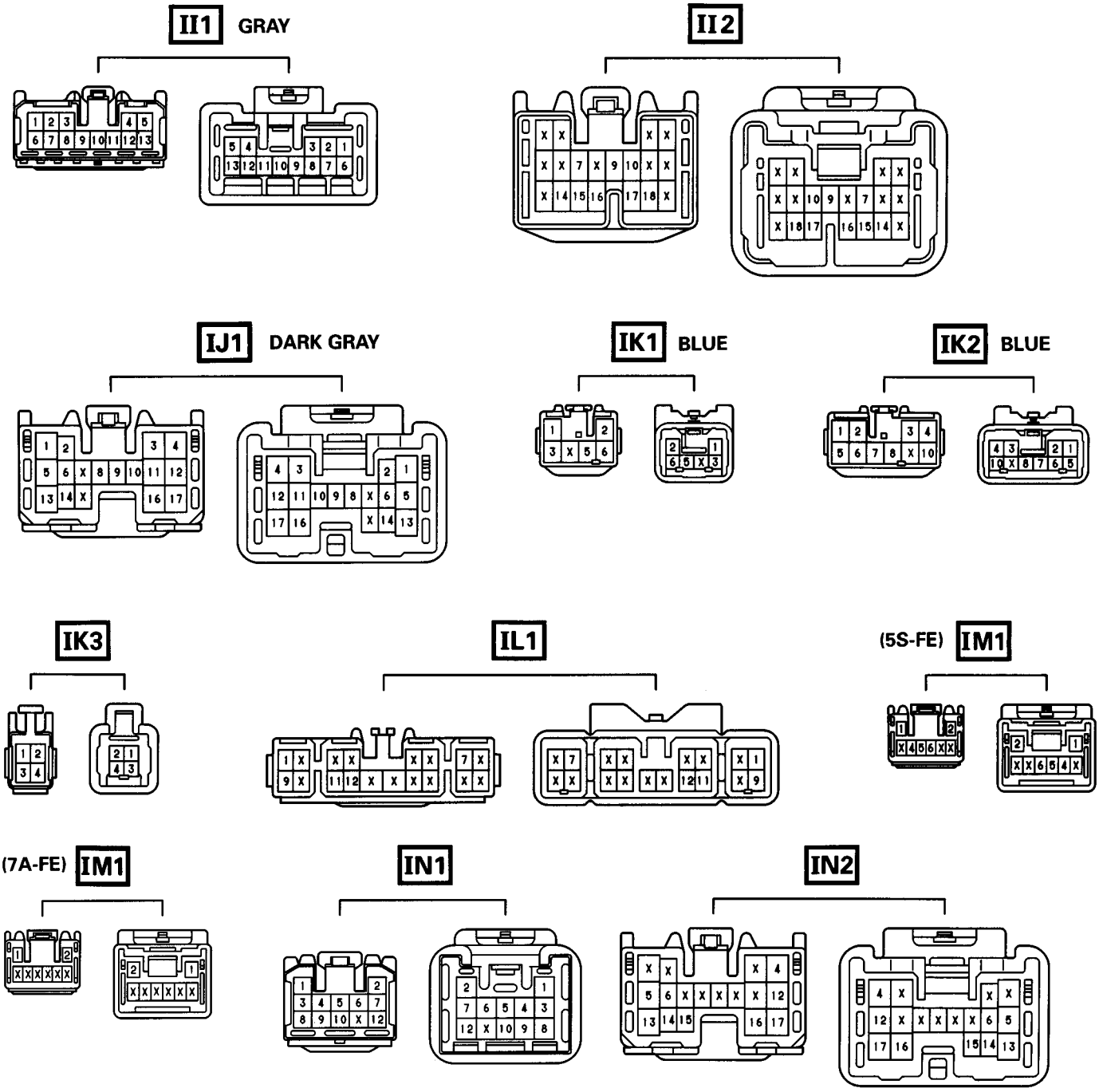
▭ : Location of Connector Joining Wire Harness and Wire Harness



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

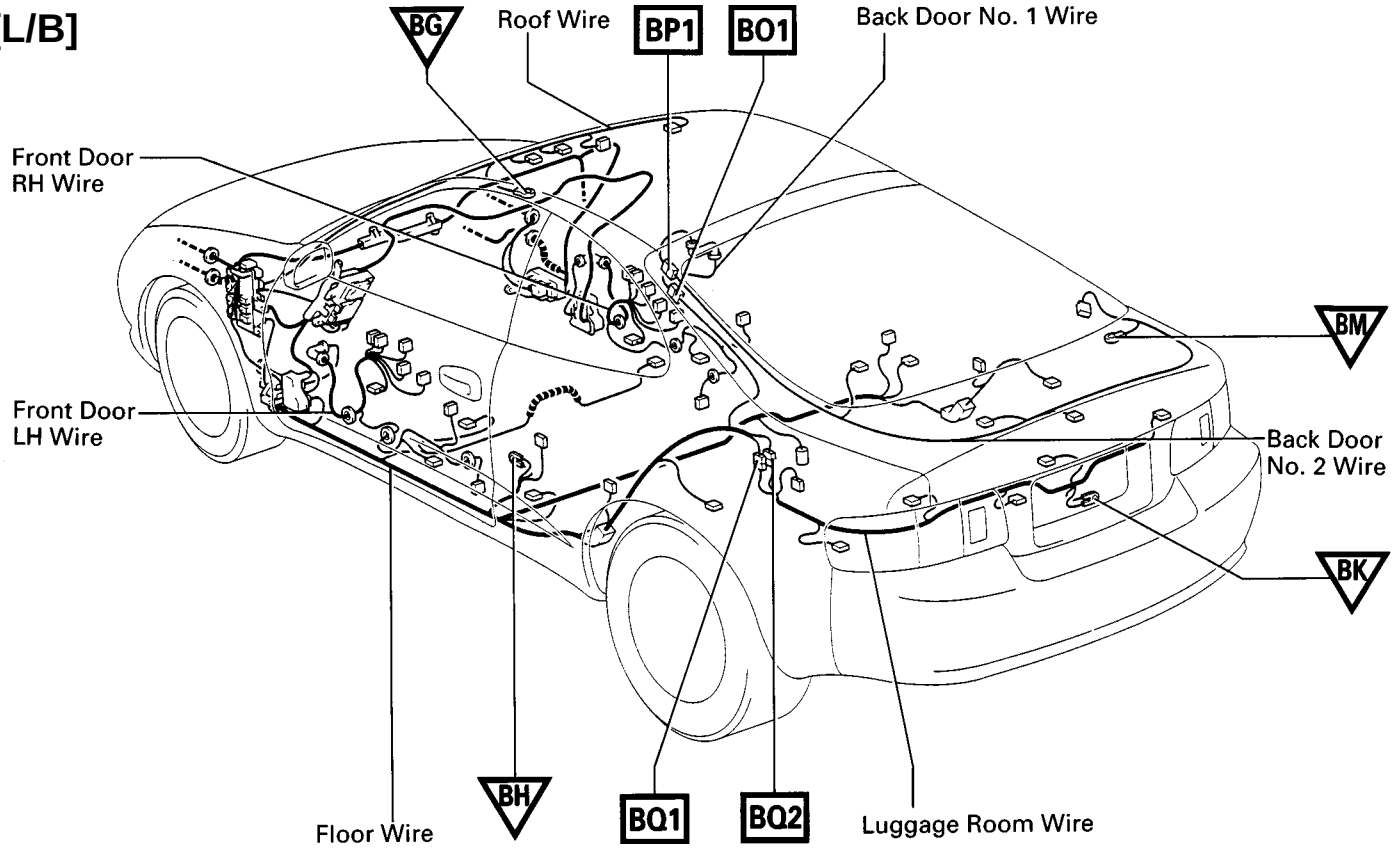


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
II1	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
II2	
IJ1	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)
IK1	INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER)
IK2	
IK3	
IL1	COWL WIRE AND A/C SUB WIRE (UPPER THE A/C UNIT)
IM1	ENGINE WIRE AND A/C SUB WIRE (NEAR THE BLOWER MOTOR)
IN1	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IN2	

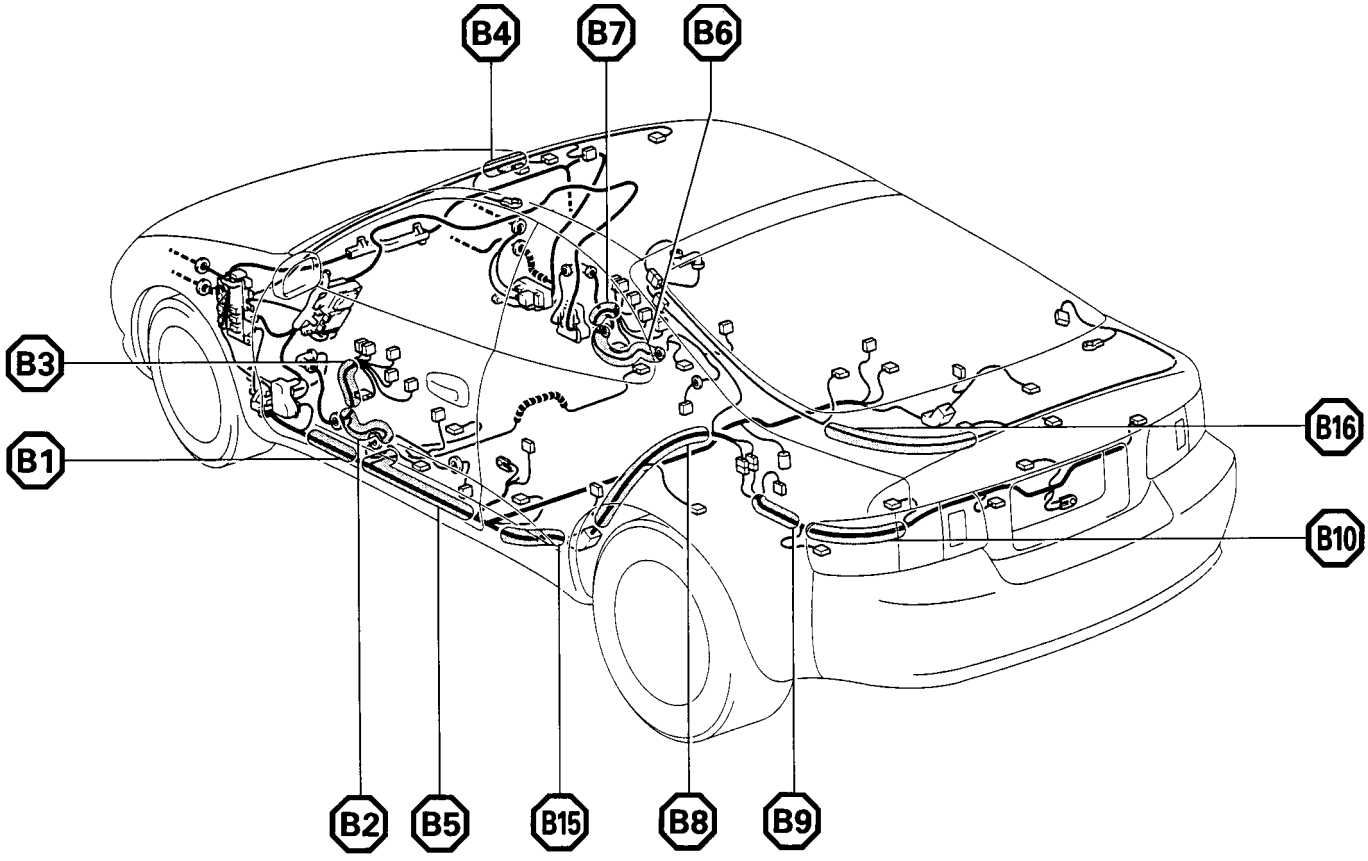
▭ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

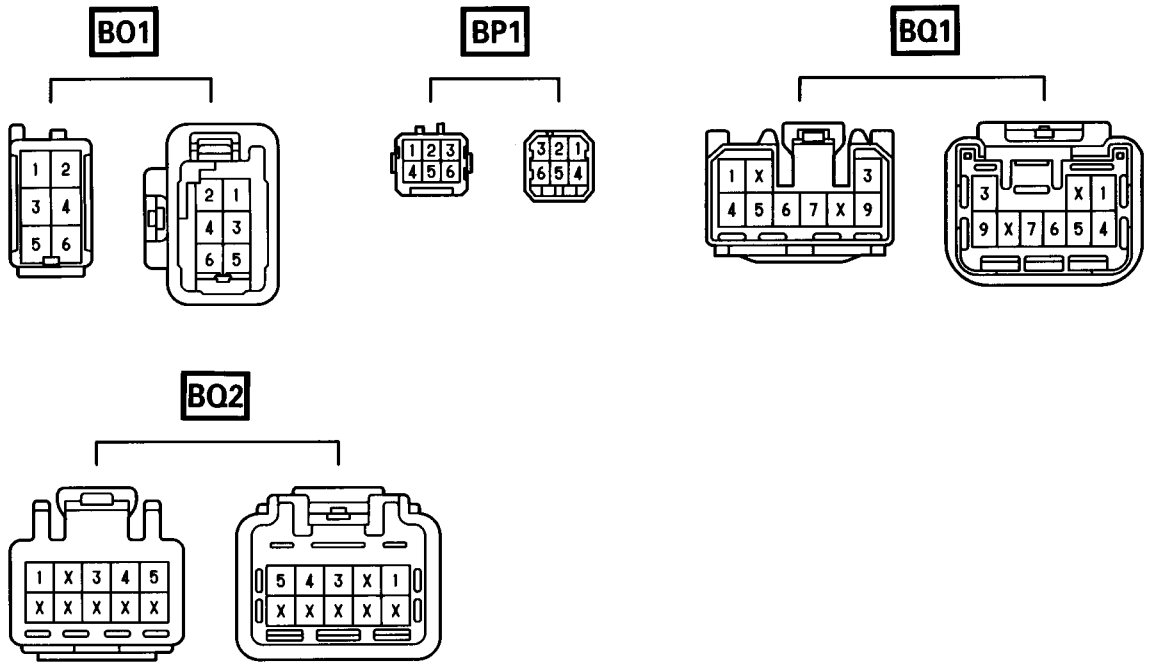
[L/B]



○ : Location of Splice Points



Connector Joining Wire Harness and Wire Harness

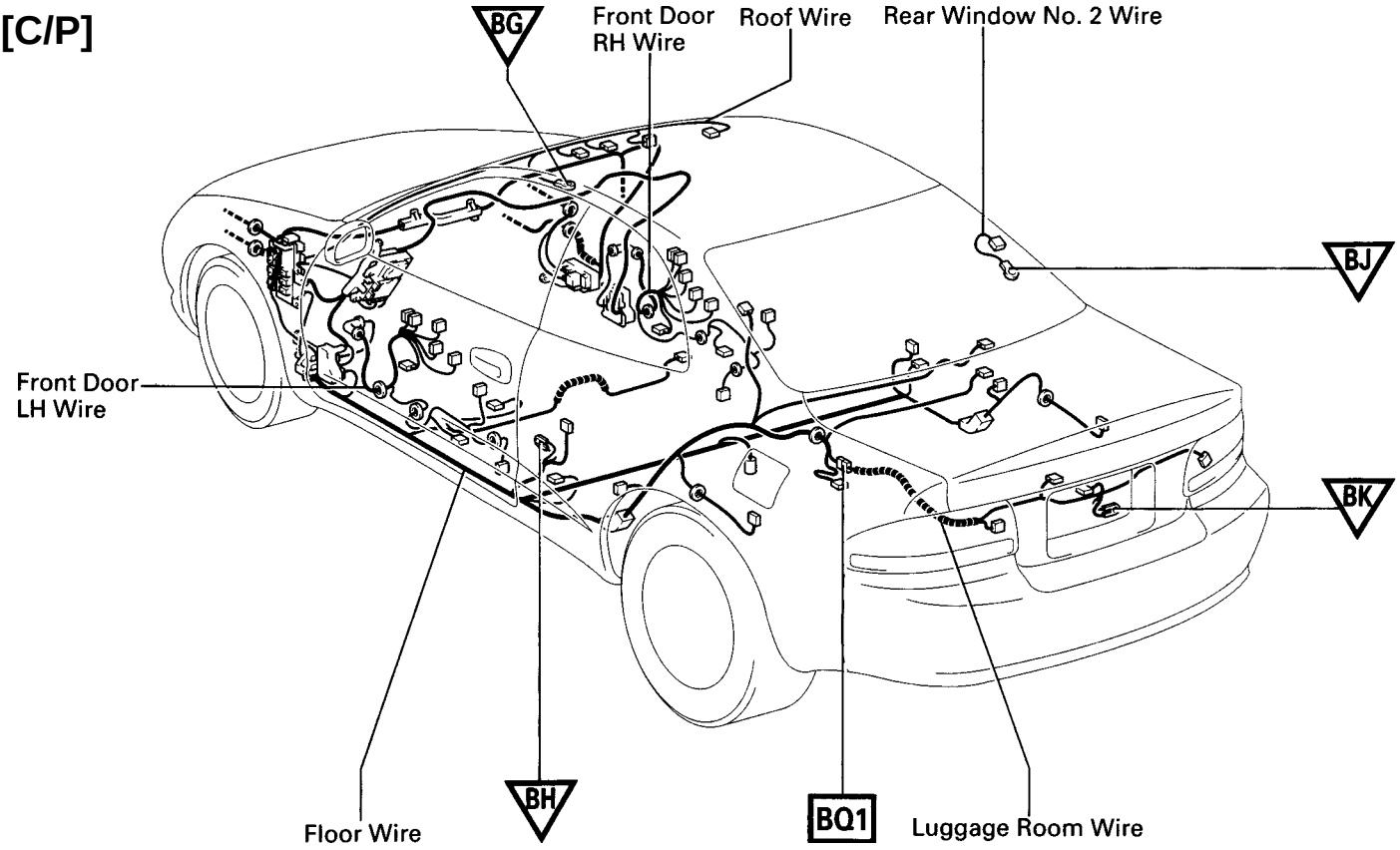


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
BO1	BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)
BP1	BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT)
BQ1	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)
BQ2	

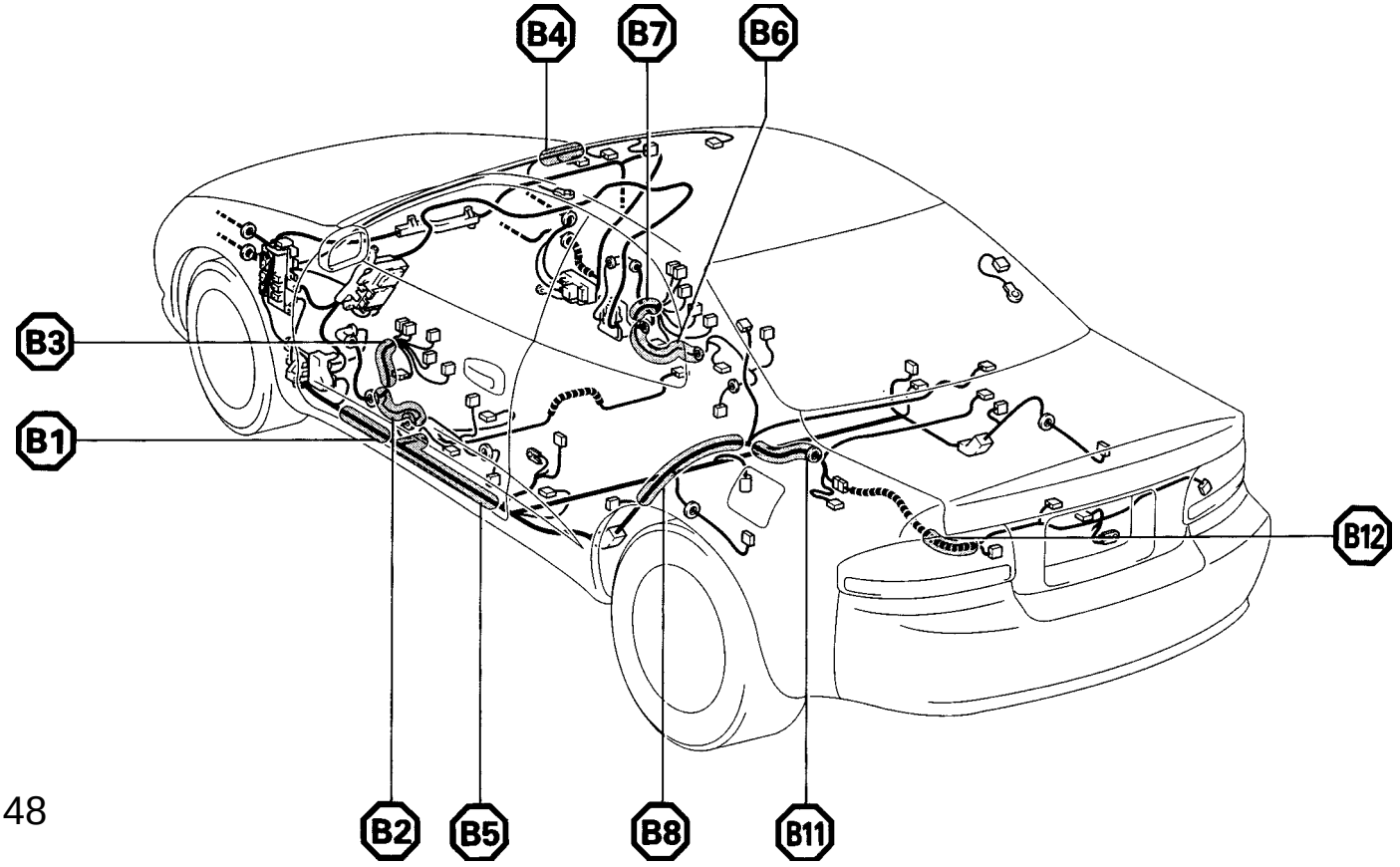
▭ : Location of Connector Joining Wire Harness and Wire Harness

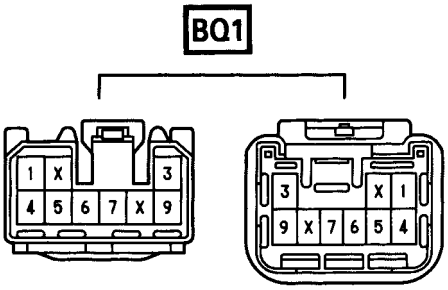
▽ : Location of Ground Points

[C/P]



○ : Location of Splice Points



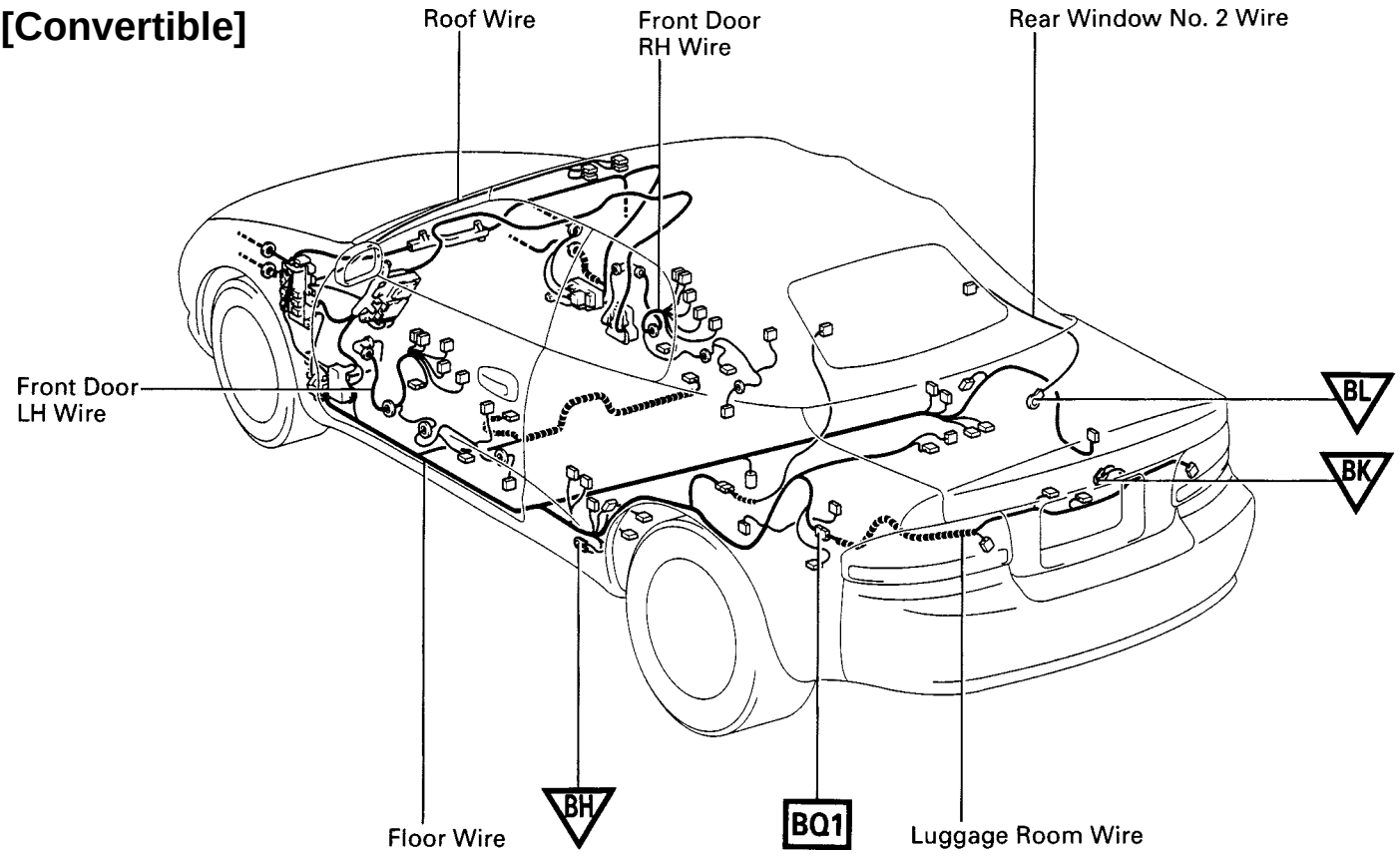


CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
BQ1	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)

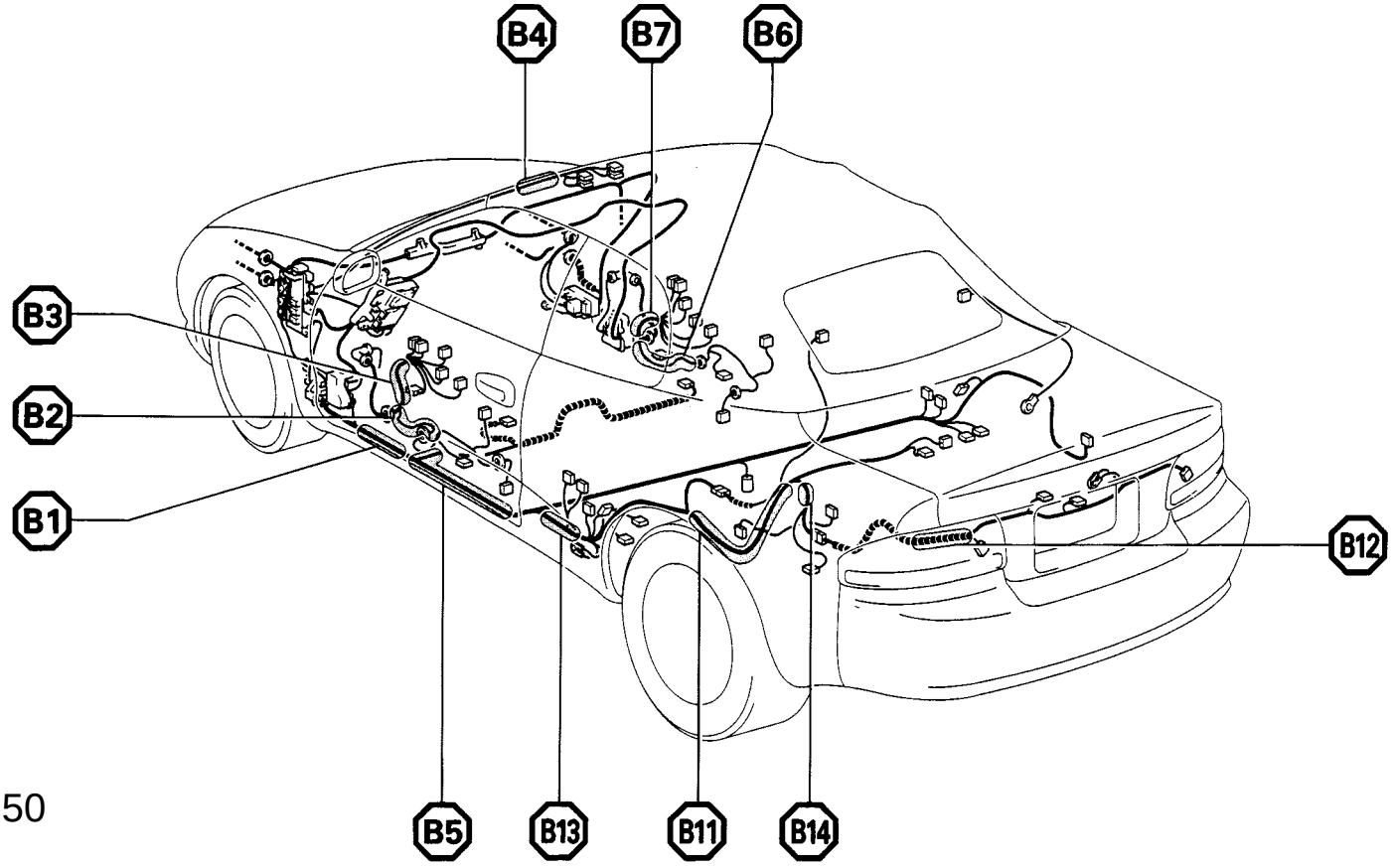
▭ : Location of Connector Joining Wire Harness and Wire Harness

▽ : Location of Ground Points

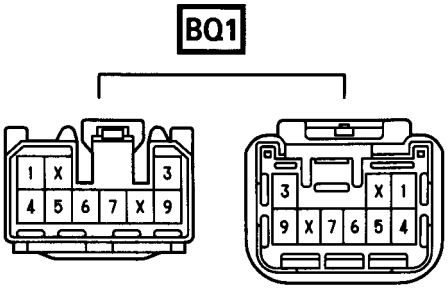
[Convertible]



○ : Location of Splice Points



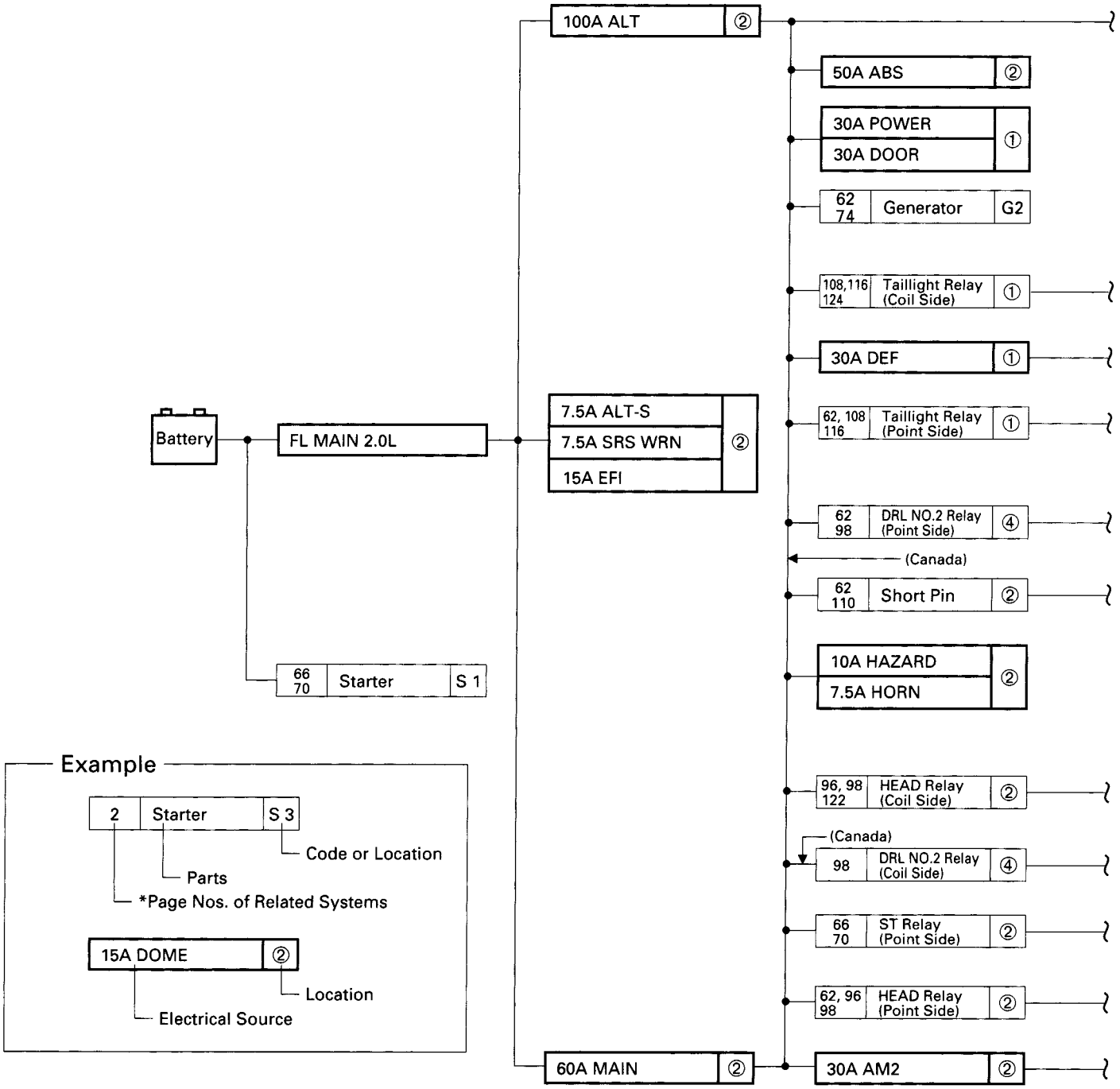
Connector Joining Wire Harness and Wire Harness



CODE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
BQ1	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)

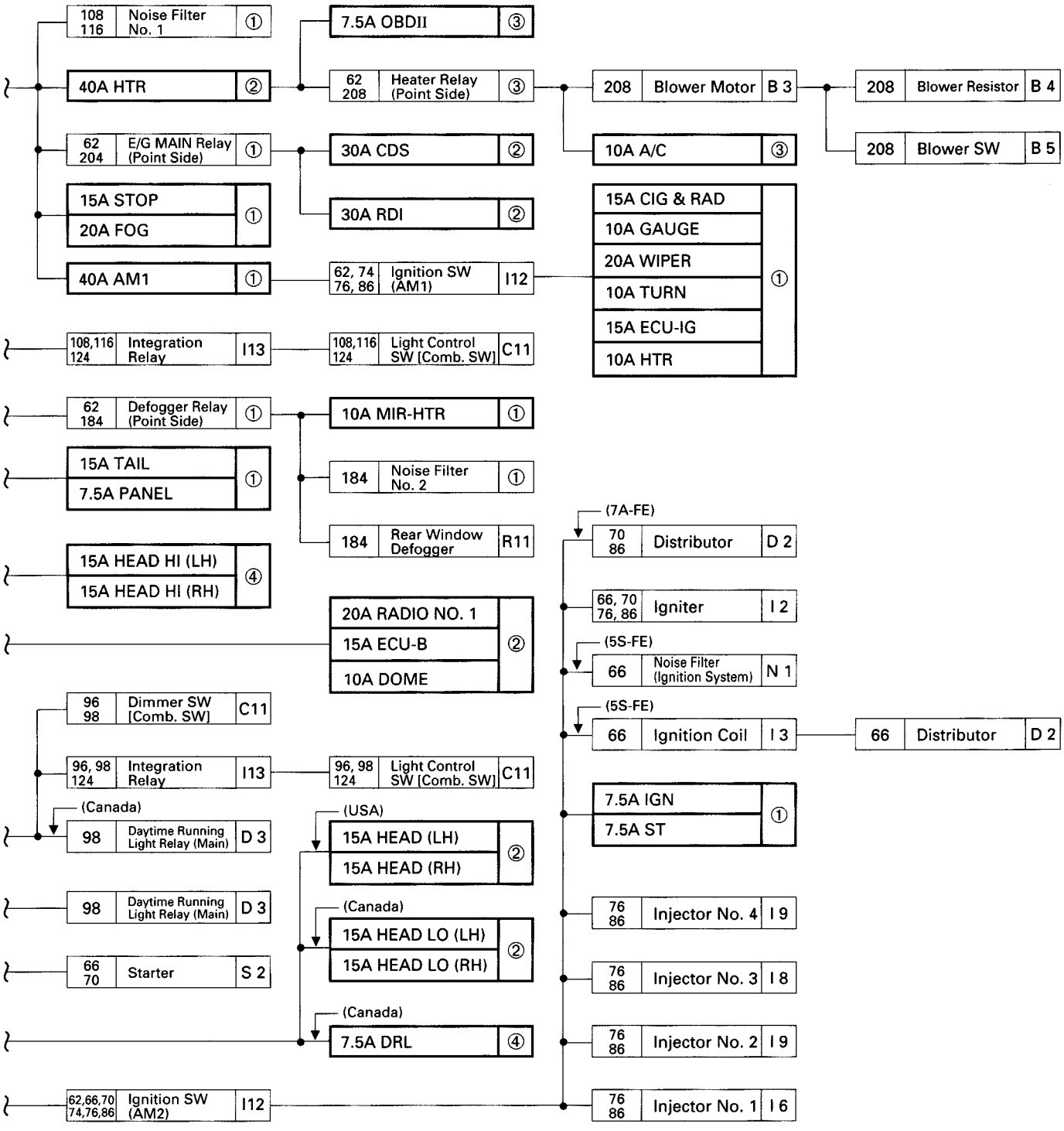
H POWER SOURCE (Current Flow Chart)

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.



* 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.

[LOCATION] ① : Inpane J/B (See page 20) ② : R/B No. 2, J/B No. 2 (See page 26)



③ : R/B No. 4 (See page 25)

④ : R/B No. 6 (See page 27)

H POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		* Page Nos. of Related Systems	204	208	208	204 208	162	208	102	208	208	108	186	122	208	182	182	167	154	108	76 86	154	66 70 76 86	74
			Parts	A/C Condenser Fan Motor	A/C Magnetic Clutch and Lock Sensor (5S-FE)	A/C Magnetic Clutch (7A-FE)	A/C Triple Pressure SW (A/C Dual and Single Pressure SW)	ABS Actuator	A/C Amplifier	ABS ECU	Air Inlet Control Servo Motor	Air Vent Mode Control Servo Motor	Ashtray Illumination	Auto Antenna Motor and Relay	Back-Up Light SW	Blower SW	Buckle SW LH	Buckle SW RH	Center Airbag Sensor Assembly	Cigarette Lighter	Cigarette Lighter Illumination	Circuit Opening Relay	Clock	Clutch Start SW	Charge Warning Light [Comb. Meter]
			Code or Location	A 1	A 2	A 2	A 3	A 5	A 8	A11	A12	A13	A16	A19	B 1	B 5	B 6	B 7	C 2	C 3	C 4	C 5	C 6	C 7	C 8
①	30A	DOOR																							
	30A	POWER																							
	20A	FOG																							
	20A	WIPER																							
	15A	CIG & RAD												●					●	●			●		
	15A	ECU-IG					●			●													●		
	15A	STOP								●															
	15A	TAIL																							
	10A	GAUGE								●				●	●		●	●							
	10A	HTR		●	●				●		●	●				●									
	10A	MIR-HTR																							
	10A	TURN																							
	7.5A	IGN																	●						●
	7.5A	PANEL											●								●		●		
	7.5A	ST																				●		●	
③	50A	ABS						●																	
	30A	CDS	●																						
	30A	RDI																							
	20A	RADIO NO. 1																							
	15A	ECU-B																							
	15A	EFI																				●			
	15A	HEAD (LH) (USA)																							
	15A	HEAD (RH) (USA)																							
	15A	HEAD LO (LH) (CANADA)																							
	15A	HEAD LO (RH) (CANADA)																							
	10A	DOME												●									●		
	10A	HAZARD																							
	7.5A	ALT-S																							
	7.5A	HORN																							
	7.5A	SRS WRN																	●						
④	10A	A/C					●		●																
	7.5A	OBDII																							
⑥	15A	HEAD HI (LH) (CANADA)																							
	15A	HEAD HI (RH) (CANADA)																							
	7.5A	DRL																							

* These are the page numbers of the first page on which the related system is shown.
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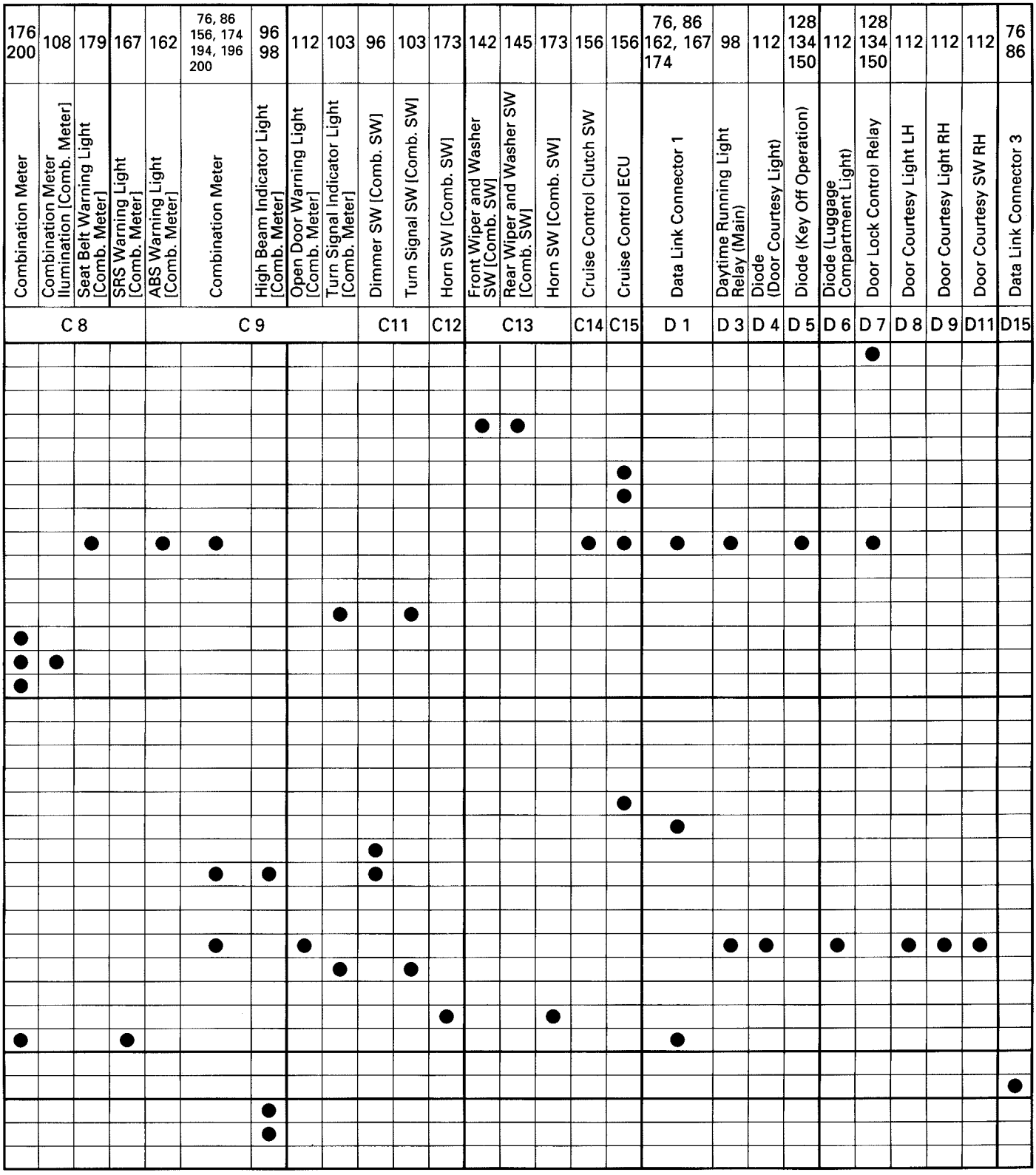
[LOCATION] ① : Inpane J/B (See page 20)
② : R/B No. 1 (See page 25)
③ : R/B No. 2, J/B No. 2 (See page 26)
④ : R/B No. 4 (See page 25)
⑤ : R/B No. 5 (See page 27)
⑥ : R/B No. 6 (See page 27)


176 200
108
179
167
162
76, 86 156, 174 194, 196 200
96 98
112
103
96
103
173
142
145
173
156
156
76, 86 162, 167 174
98
112
128 134 150
112
128 134 150
112
112
112
76 86
Combination Meter
Combination Meter Ilumination [Comb. Meter]
Seat Belt Warning Light [Comb. Meter]
SRS Warning Light [Comb. Meter]
ABS Warning Light [Comb. Meter]
Combination Meter
High Beam Indicator Light [Comb. Meter]
Open Door Warning Light [Comb. Meter]
Turn Signal Indicator Light [Comb. Meter]
Dimmer SW [Comb. SW]
Turn Signal SW [Comb. SW]
Horn SW [Comb. SW]
Front Wiper and Washer SW [Comb. SW]
Rear Wiper and Washer SW [Comb. SW]
Horn SW [Comb. SW]
Cruise Control Clutch SW
Cruise Control ECU
Data Link Connector 1
Daytime Running Light Relay (Main)
Diode (Door Courtesy Light)
Diode (Key Off Operation)
Diode (Luggage Compartment Light)
Door Lock Control Relay
Door Courtesy Light LH
Door Courtesy Light RH
Door Courtesy SW RH
Data Link Connector 3
C 8
C 9
C11
C12
C13
C14
C15
D 1
D 3
D 4
D 5
D 6
D 7
D 8
D 9
D11
D15

H POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		* Page Nos. of Related Systems	86	66, 70 76, 86 174, 184 204	116	116	103 116	103 116	142	76 86	106	106	74	108	108	96 98	96 98	96 98	96 98	173	173	103 108	108 208
			Parts	Engine Control Module	Engine Control Module	Front Side Marker Light LH	Front Side Marker Light RH	Front Turn Signal Light and Parking Light LH	Front Turn Signal Light and Parking Light RH	Front Wiper Motor	Fuel Sender and Pump	Front Fog Light LH	Front Fog Light RH	Generator	Glove Box Light	Glove Box Light SW	Headlight Hi LH	Headlight Hi RH	Headlight Lo LH	Headlight Lo RH	Horn LH	Horn RH	Hazard SW	Heater Control SW
			Code or Location	E 5	E 7	F 3	F 4	F 5	F 6	F 7	F10	F11	F12	G 1	G 3	G 4	H 1	H 2	H 3	H 4	H 5	H 6	H 7	H 8
①	30A	DOOR																						
	30A	POWER																						
	20A	FOG										●	●											
	20A	WIPER								●														
	15A	CIG & RAD																						
	15A	ECU-IG		●																				
	15A	STOP		●																				
	15A	TAIL		●	●	●	●	●																
	10A	GAUGE	●	●										●										
	10A	HTR																						●
	10A	MIR-HTR		●																				
	10A	TURN						●	●														●	
	7.5A	IGN												●										
	7.5A	PANEL													●	●							●	●
	7.5A	ST	●	●																				
③	50A	ABS																						
	30A	CDS																						
	30A	RDI																						
	20A	RADIO NO. 1																						
	15A	ECU-B																						
	15A	EFI		●							●													
	15A	HEAD (LH) (USA)															●		●					
	15A	HEAD (RH) (USA)																●		●				
	15A	HEAD LO (LH) (CANADA)																	●					
	15A	HEAD LO (RH) (CANADA)																		●				
	10A	DOME																						
	10A	HAZARD						●	●														●	
	7.5A	ALT-S												●										
	7.5A	HORN																			●	●		
	7.5A	SRS WRN																						
④	10A	A/C																						●
	7.5A	OBDII																						
⑥	15A	HEAD HI (LH) (CANADA)															●	●						
	15A	HEAD HI (RH) (CANADA)																						
	7.5A	DRL																						

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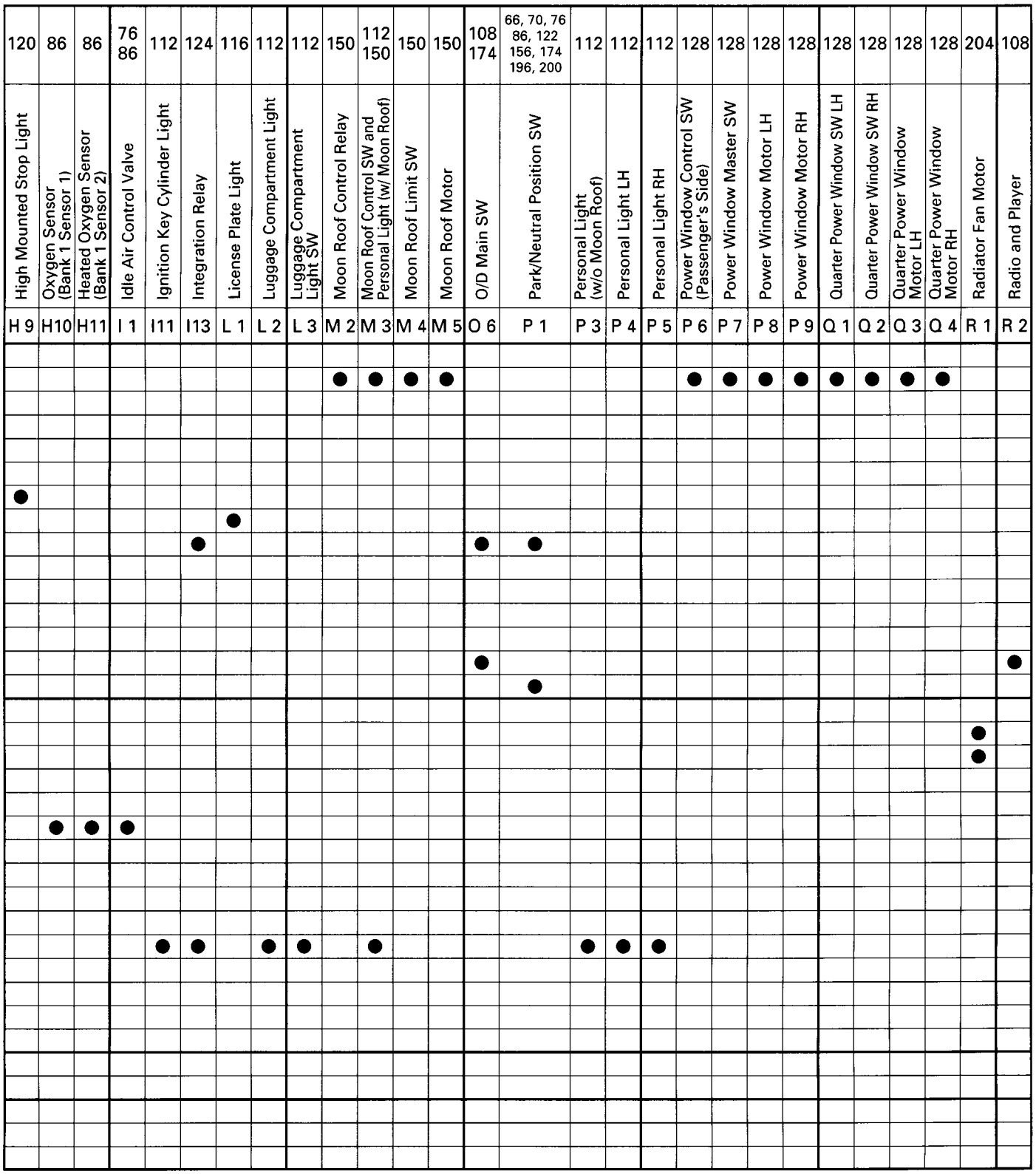
[LOCATION] ① : Inpane J/B (See page 20)
② : R/B No. 1 (See page 25)
③ : R/B No. 2, J/B No. 2 (See page 26)
④ : R/B No. 4 (See page 25)
⑤ : R/B No. 5 (See page 27)
⑥ : R/B No. 6 (See page 27)



	120	86	86	76 86	112	124	116	112	112	150	112 150	150	150	108 174	66, 70, 76 86, 122 156, 174 196, 200	112	112	112	128	128	128	128	128	128	128	128	204	108
	High Mounted Stop Light	Oxygen Sensor (Bank 1 Sensor 1)	Heated Oxygen Sensor (Bank 1 Sensor 2)	Idle Air Control Valve	Ignition Key Cylinder Light	Integration Relay	License Plate Light	Luggage Compartment Light	Luggage Compartment Light SW	Moon Roof Control Relay	Moon Roof Control SW and Personal Light (w/ Moon Roof)	Moon Roof Limit SW	Moon Roof Motor	O/D Main SW	Park/Neutral Position SW	Personal Light (w/o Moon Roof)	Personal Light LH	Personal Light RH	Power Window Control SW (Passenger's Side)	Power Window Master SW	Power Window Motor LH	Power Window Motor RH	Quarter Power Window SW LH	Quarter Power Window SW RH	Quarter Power Window Motor LH	Quarter Power Window Motor RH	Radiator Fan Motor	Radio and Player
	H 9	H10	H11	I 1	I11	I13	L 1	L 2	L 3	M 2	M 3	M 4	M 5	O 6	P 1	P 3	P 4	P 5	P 6	P 7	P 8	P 9	Q 1	Q 2	Q 3	Q 4	R 1	R 2

H POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		* Page Nos. of Related Systems	108 186 192	108 184	140	108	122	103	120	116	122	103	120	116	145	138 140	138 140	138	138	108 186 188	108	76, 86 120, 148 156, 162 174
			Parts	Radio and Player	Rear Window Defogger SW	Remote Control Mirror SW (w/o Power Window)	Rheostat	Back-Up Light LH [Rear Comb. Light LH]	Rear Turn Signal Light LH [Rear Comb. Light LH]	Stop Light LH [Rear Comb. Light LH]	Taillight and Rear Side Marker Light LH [Rear Comb. Light LH]	Back-Up Light RH [Rear Comb. Light RH]	Rear Turn Signal Light RH [Rear Comb. Light RH]	Stop Light RH [Rear Comb. Light RH]	Taillight and Rear Side Marker Light RH [Rear Comb. Light RH]	Rear Wiper Motor and Relay	Remote Control Mirror LH	Remote Control Mirror RH	Remote Control Mirror SW (w/ Power Window)	Shift Lock ECU	Stereo Component Amplifier	Stereo Component Amplifier	Stop Light SW
				R 3	R 4	R 5	R 6	R 7				R 8				R13	R14	R15	R16	S 3	S 4	S 6	S 7
①	30A	DOOR																					
	30A	POWER																					
	20A	FOG																					
	20A	WIPER														●							
	15A	CIG & RAD	●		●												●	●	●	●	●		
	15A	ECU-IG																		●			
	15A	STOP							●					●						●			●
	15A	TAIL								●					●								
	10A	GAUGE						●				●											
	10A	HTR		●																			
	10A	MIR-HTR																					
	10A	TURN							●				●										
	7.5A	IGN																			●	●	
	7.5A	PANEL	●	●		●																	
	7.5A	ST																					
③	50A	ABS																					
	30A	CDS																		●			
	30A	RDI																					
	20A	RADIO NO. 1	●																		●		
	15A	ECU-B																					
	15A	EFI																					
	15A	HEAD (LH) (USA)																					
	15A	HEAD (RH) (USA)																					
	15A	HEAD LO (LH) (CANADA)																					
	15A	HEAD LO (RH) (CANADA)																					
	10A	DOME																					
	10A	HAZARD							●				●										
	7.5A	ALT-S																					
	7.5A	HORN																					
	7.5A	SRS WRN																					
④	10A	A/C																					
	7.5A	OBDII																					
⑥	15A	HEAD HI (LH) (CANADA)																					
	15A	HEAD HI (RH) (CANADA)																					
	7.5A	DRL																					

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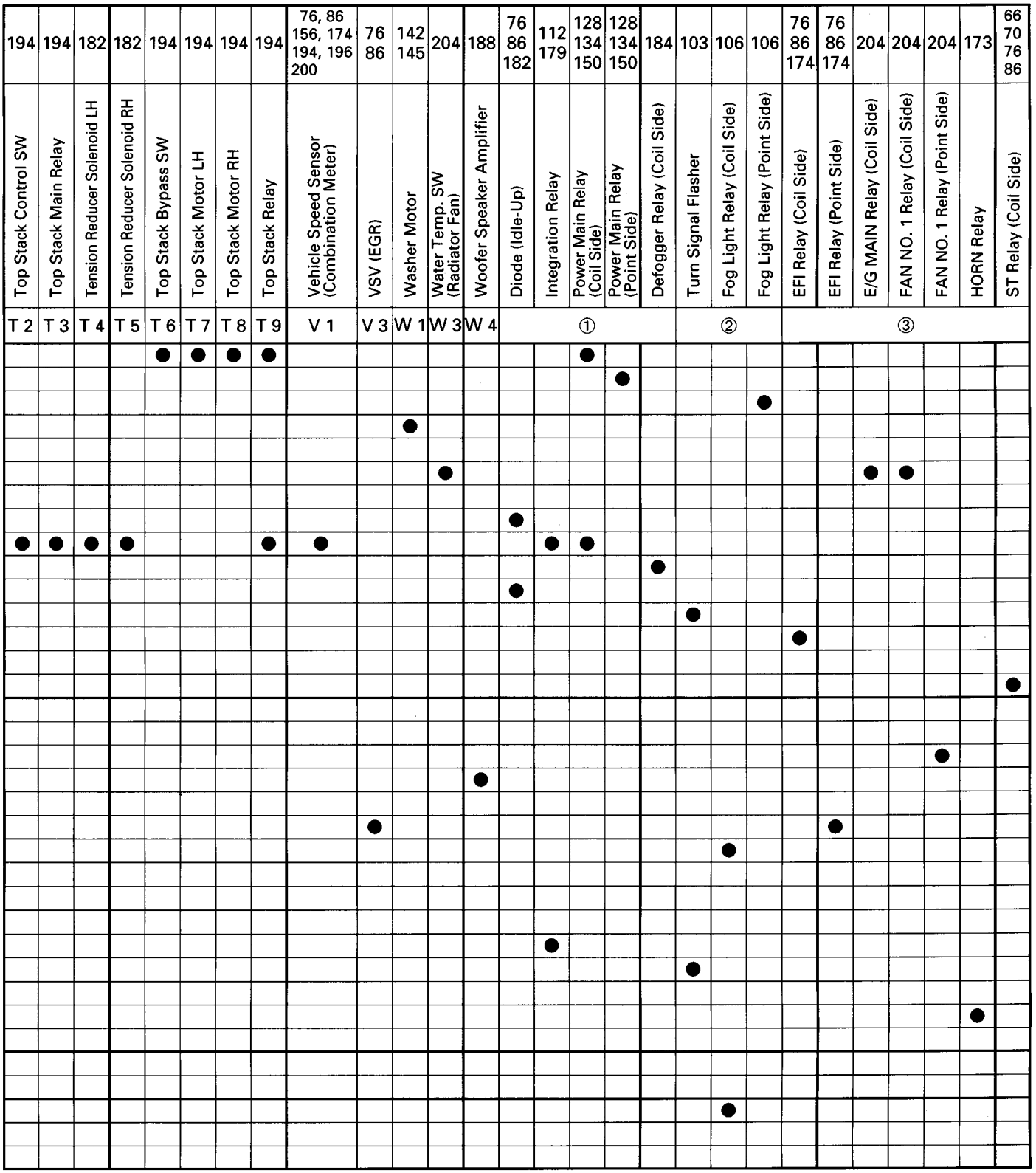
③ : R/B No. 2, J/B No. 2 (See page 26)
④ : R/B No. 4 (See page 25)
⑤ : R/B No. 5 (See page 27)
⑥ : R/B No. 6 (See page 27)


194 Top Stack Control SW T 2
194 Top Stack Main Relay T 3
182 Tension Reducer Solenoid LH T 4
182 Tension Reducer Solenoid RH T 5
194 Top Stack Bypass SW T 6
194 Top Stack Motor LH T 7
194 Top Stack Motor RH T 8
194 Top Stack Relay T 9
76, 86 156, 174 194, 196 200 Vehicle Speed Sensor (Combination Meter) V 1
76 86 VSV (EGR) V 3
142 145 Washer Motor W 1
204 Water Temp. SW (Radiator Fan) W 3
188 Woofer Speaker Amplifier W 4
76 86 182 Diode (Idle-Up) ①
112 179 Integration Relay ①
128 134 150 Power Main Relay (Coil Side) ①
128 134 150 Power Main Relay (Point Side) ①
184 Defogger Relay (Coil Side)
103 Turn Signal Flasher ②
106 Fog Light Relay (Coil Side) ②
106 Fog Light Relay (Point Side) ②
76 86 174 EFI Relay (Coil Side) ③
76 86 174 EFI Relay (Point Side) ③
204 E/G MAIN Relay (Coil Side) ③
204 FAN NO. 1 Relay (Coil Side) ③
204 FAN NO. 1 Relay (Point Side) ③
173 HORN Relay ③
66 70 76 86 ST Relay (Coil Side)

H POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		* Page Nos. of Related Systems	208	208	162	162	204	204	204	98	98	98	98
			Parts	Heater Relay (Coil Side)	A/C COMP Relay	ABS MTR Relay (Point Side)	ABS SOL Relay (Point Side)	FAN NO. 2 Relay (Coil side)	FAN NO. 2 Relay (Point Side)	FAN NO. 3 Relay (Point Side)	DRL NO. 3 Relay (Coil Side)	DRL NO. 3 Relay (Point Side)	DRL NO. 4 Relay (Coil Side)	DRL NO. 4 Relay (Point Side)
			Code or Location	④			⑤					⑥		
①	30A	DOOR												
	30A	POWER												
	20A	FOG												
	20A	WIPER												
	15A	CIG & RAD												
	15A	ECU-IG						●						
	15A	STOP												
	15A	TAIL												
	10A	GAUGE					●							
	10A	HTR		●	●									
	10A	MIR-HTR												
	10A	TURN												
	7.5A	IGN												
	7.5A	PANEL												
	7.5A	ST												
③	50A	ABS				●	●							
	30A	CDS							●	●				
	30A	RDI												
	20A	RADIO NO. 1												
	15A	ECU-B												
	15A	EFI												
	15A	HEAD (LH) (USA)												
	15A	HEAD (RH) (USA)												
	15A	HEAD LO (LH) (CANADA)												
	15A	HEAD LO (RH) (CANADA)												
	10A	DOME												
	10A	HAZARD												
	7.5A	ALT-S												
	7.5A	HORN												
	7.5A	SRS WRN												
④	10A	A/C												
	7.5A	OBDII												
⑥	15A	HEAD HI (LH) (CANADA)												●
	15A	HEAD HI (RH) (CANADA)										●		●
	7.5A	DRL									●		●	

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[LOCATION] ① : Inpane J/B (See page 20)
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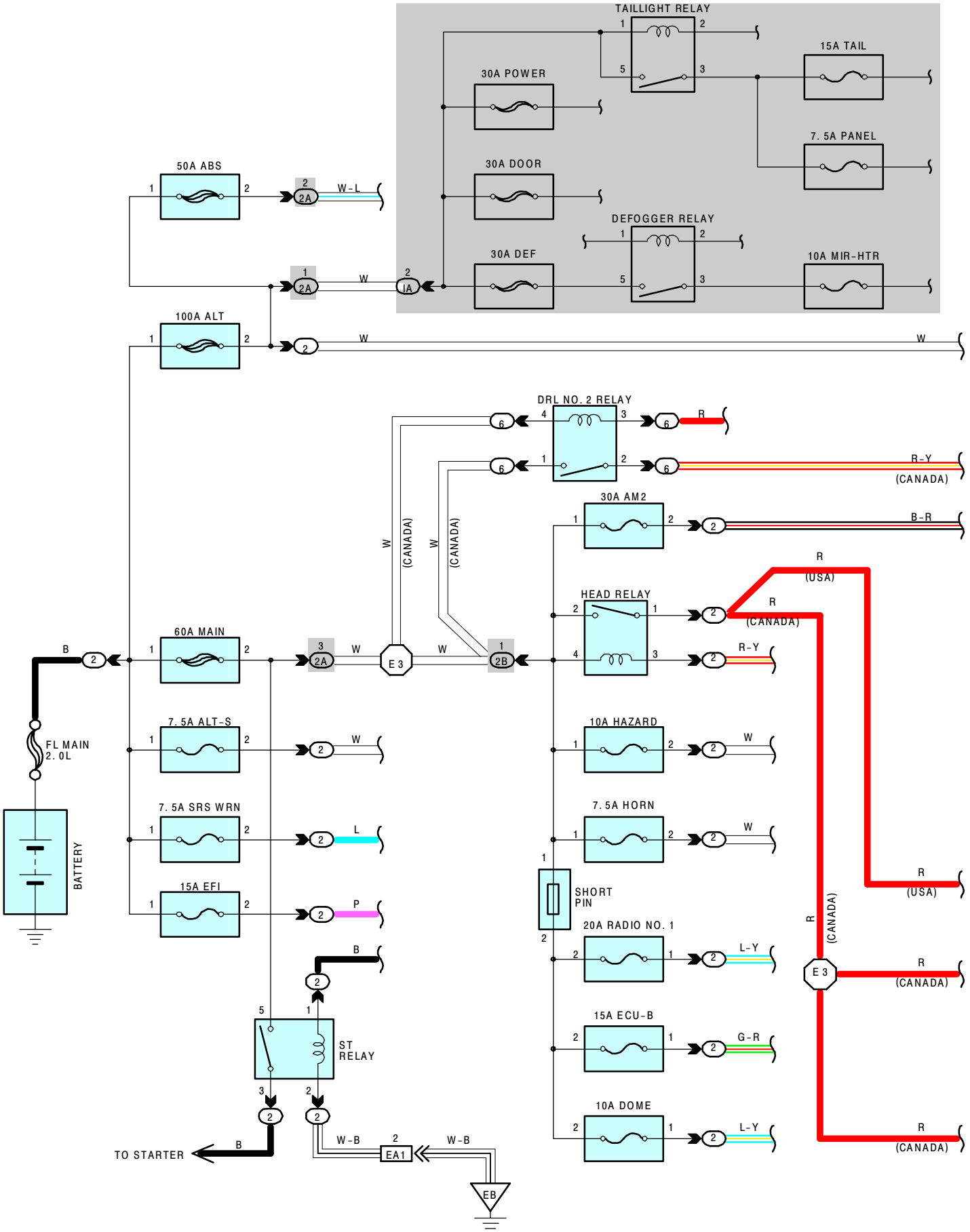
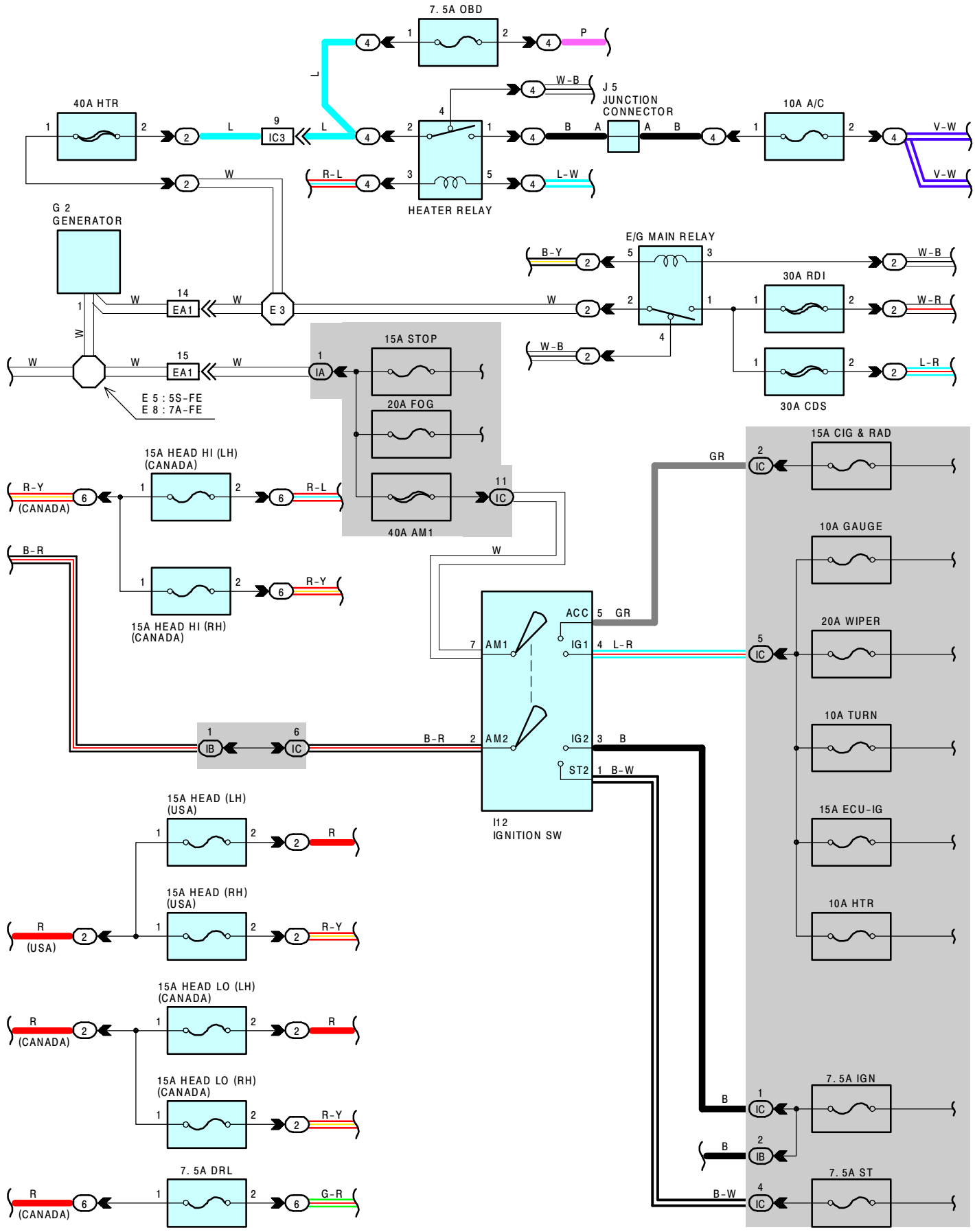
④ : R/B No. 4 (See page 25)
⑤ : R/B No. 5 (See page 27)
⑥ : R/B No. 6 (See page 27)


TAILLIGHT RELAY
15A TAIL
30A POWER
7. 5A PANEL
30A DOOR
DEFOGGER RELAY
30A DEF
10A MIR-HTR
50A ABS
W-L
100A ALT
W
DRL NO. 2 RELAY
R
R-Y
(CANADA)
30A AM2
B-R
HEAD RELAY
R
(USA)
R
(CANADA)
R-Y
60A MAIN
B
E 3
FL MAIN
2. 0L
7. 5A ALT-S
10A HAZARD
7. 5A SRS WRN
L
7. 5A HORN
BATTERY
15A EFI
P
SHORT
PIN
20A RADIO NO. 1
L-Y
ST
RELAY
15A ECU-B
G-R
10A DOME
TO STARTER
W-B
EA1
EB


7. 5A OBD
40A HTR
J 5
JUNCTION
CONNECTOR
10A A/C
HEATER RELAY
G 2
GENERATOR
E/G MAIN RELAY
30A RDI
30A CDS
15A STOP
20A FOG
40A AM1
E 5 : 5S-FE
E 8 : 7A-FE
15A HEAD HI (LH)
(CANADA)
15A HEAD HI (RH)
(CANADA)
15A HEAD (LH)
(USA)
15A HEAD (RH)
(USA)
15A HEAD LO (LH)
(CANADA)
15A HEAD LO (RH)
(CANADA)
7. 5A DRL
I12
IGNITION SW
15A CIG & RAD
10A GAUGE
20A WIPER
10A TURN
15A ECU-IG
10A HTR
7. 5A IGN
7. 5A ST

POWER SOURCE

SERVICE HINTS

HEAD RELAY (USA)
2-1 : CLOSED WITH THE LIGHT CONTROL SW AT **HEAD** POSITION OR THE DIMMER SW AT **FLASH** POSITION
HEAD RELAY (CANADA)
2-1 : CLOSED WITH THE LIGHT CONTROL SW AT **HEAD** POSITION OR THE DIMMER SW AT **FLASH** POSITION
CLOSED WITH THE ENGINE RUNNING AND THE PARKING BRAKE LEVER RELEASED (PARKING BRAKE SW OFF)
TAILLIGHT RELAY
5-3 : CLOSED WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
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 **ST** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
G 2	28 (5S-FE), 30 (7A-FE)	**I12**	33	**J 5**	33

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT
4	25	RIGHT KICK PANEL
6	27	ENGINE COMPARTMENT FRONT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IB		
IC	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
2A	26	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

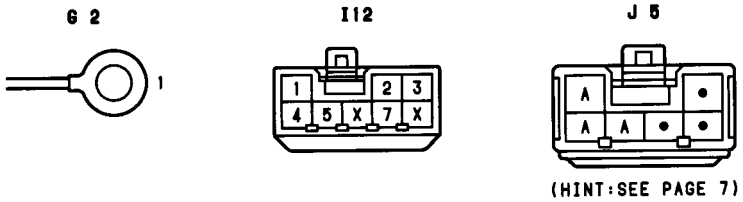
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	38 (5S-FE) 40 (7A-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
IC3	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4)

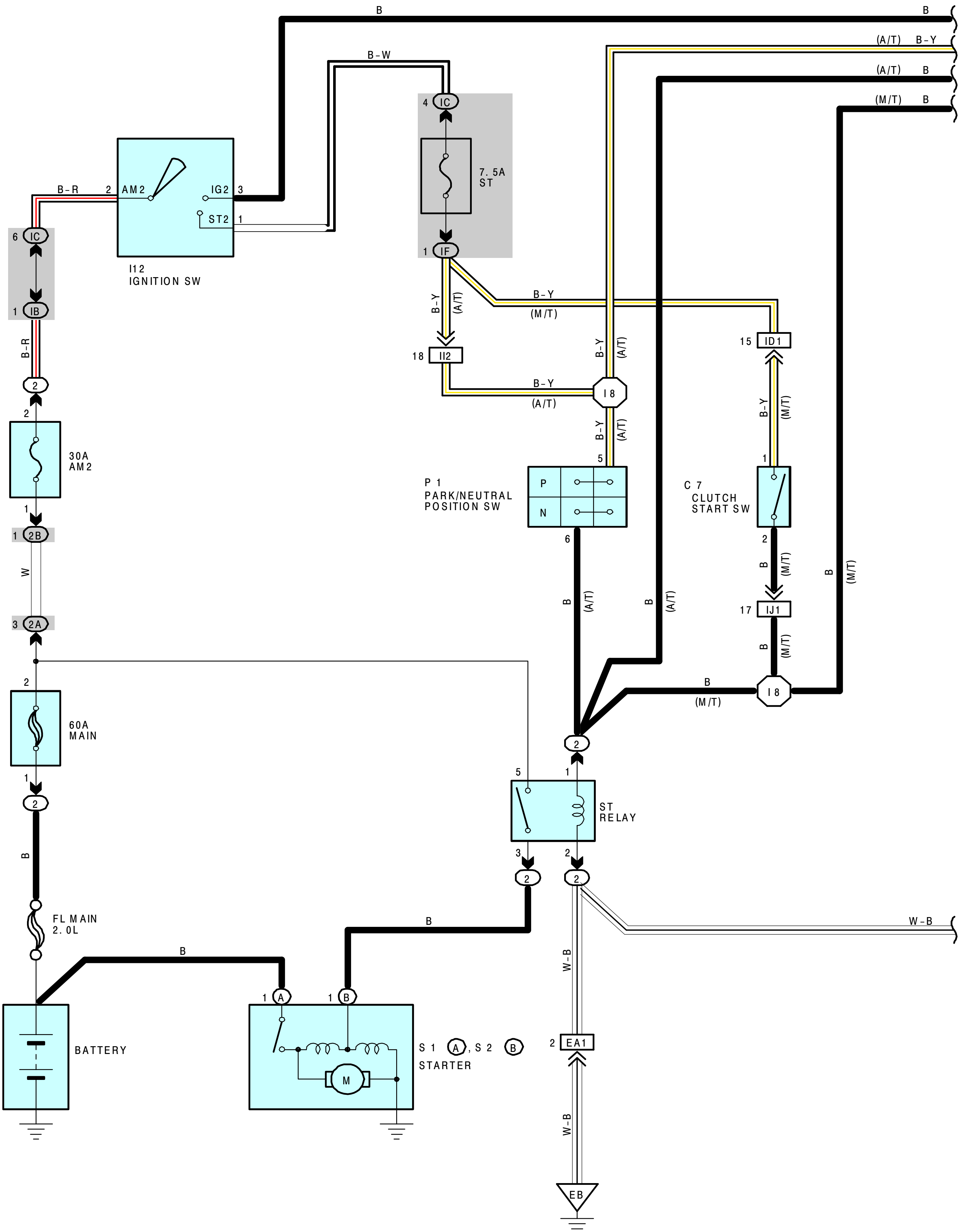
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	38 (5S-FE) 40 (7A-FE)	FRONT SIDE OF LEFT FENDER

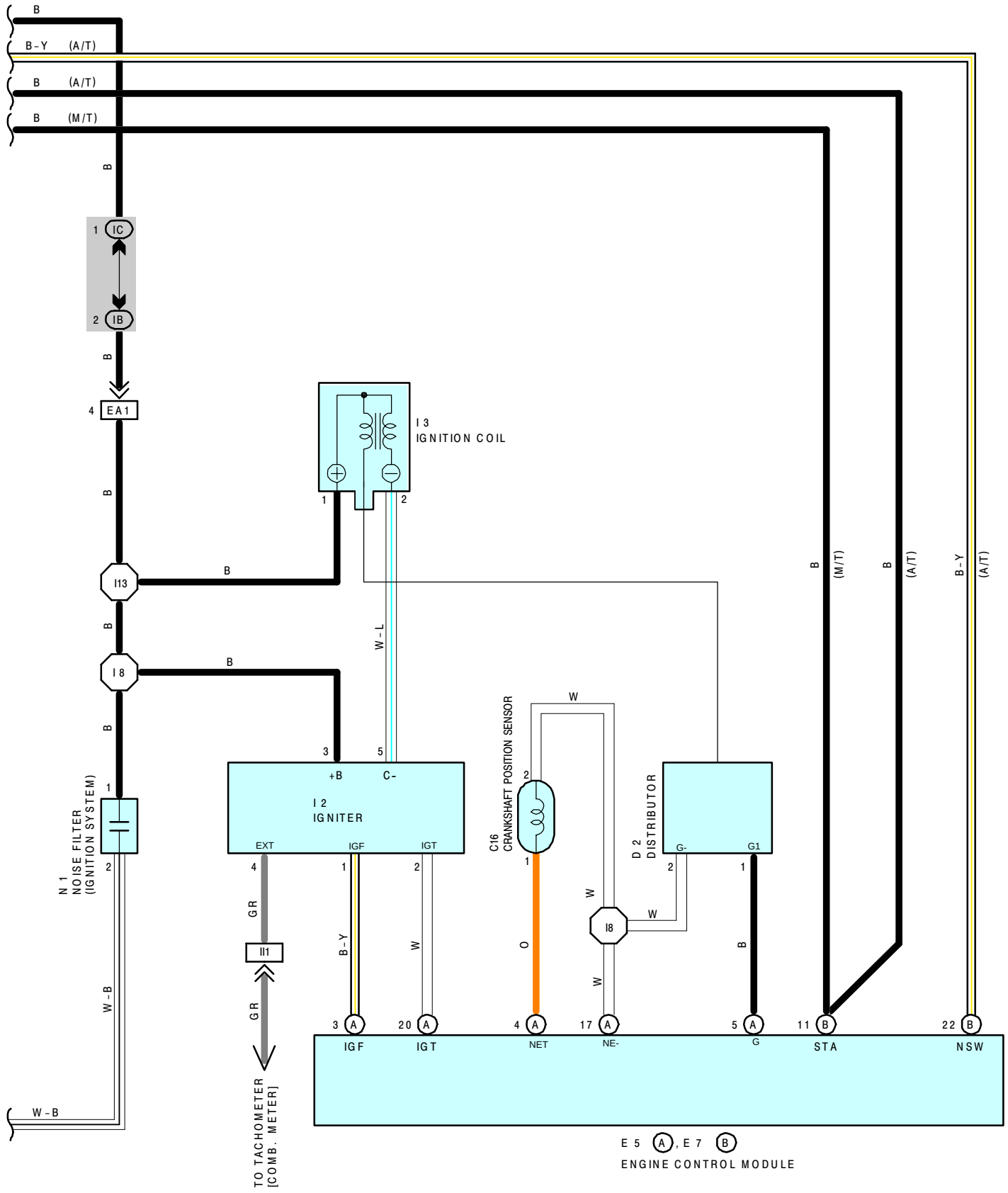
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 3	38 (5S-FE) 40 (7A-FE)	ENGINE ROOM MAIN WIRE	**E 5**	38 (5S-FE)	ENGINE WIRE
			E 8	44 (7A-FE)	





B
(A/T) B-Y
(A/T) B
(M/T) B
B-W
4 IC
7. 5A
ST
1 IF
B-R
2 AM2
IG2 3
ST2 1
I12
IGNITION SW
6 IC
1 IB
B-Y
(A/T)
(M/T)
18 II2
(A/T)
15 ID1
I8
5
P 1
PARK/NEUTRAL
POSITION SW
P
N
6
C 7
CLUTCH
START SW
17 IJ1
2
30A
AM2
1 2B
W
3 2A
60A
MAIN
ST
RELAY
FL MAIN
2. 0L
W-B
2 EA1
EB
BATTERY
S 1 A, S 2 B
STARTER
M


B
B-Y (A/T)
B (A/T)
B (M/T)
1 IC
2 IB
4 EA1
I3 IGNITION COIL
I13
I8
N1 NOISE FILTER (IGNITION SYSTEM)
I2 IGNITER
+B
C-
EXT
IGF
IGT
C16 CRANKSHAFT POSITION SENSOR
D2 DISTRIBUTOR
G-
G1
I8
I11
W-L
W-B
GR
B-Y
W
O
B
TO TACHOMETER [COMB. METER]
IGF
IGT
NET
NE-
G
STA
NSW
E5 A, E7 B
ENGINE CONTROL MODULE

SERVICE HINTS

I 12 IGNITION SW
2-3 : CLOSED WITH THE IGNITION SW AT **ON** OR **ST** POSITION
2-1 : CLOSED WITH THE IGNITION SW AT **ST** POSITION
C 7 CLUTCH START SW (M/T)
1-2 : CLOSED WITH THE CLUTCH PEDAL FULLY DEPRESSED
ST RELAY
(2) 3- **(2)** 5 : CLOSED WITH THE CLUTCH START SW ON (M/T), PARK/NEUTRAL POSITION SW ON (A/T) AND THE IGNITION SW AT **ST** POSITION
S 1 (A), **S 2 (B) STARTER**
POINTS CLOSED WITH THE CLUTCH START SW ON AND THE IGNITION SW AT **ST** POSITION (M/T)
POINTS CLOSED WITH PARK/NEUTRAL POSITION SW ON AND THE IGNITION SW AT **ST** POSITION (A/T)
P 1 PARK/NEUTRAL POSITION SW (A/T)
5-6 : CLOSED WITH THE A/T SHIFT LEVER AT **P** OR **N** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 7	32	**E 7** B	32	**N 1**	29
C16	28	**I 2**	29	**P 1**	29
D 2	28	**I 3**	29	**S 1** A	29
E 5 A	32	**I12**	33	**S 2** B	29

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IB	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IC	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IF		
2A	26	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	38 (5S-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
II2		
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	38 (5S-FE)	FRONT SIDE OF LEFT FENDER

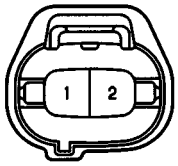
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 8	44	ENGINE WIRE	**I13**	44	ENGINE WIRE

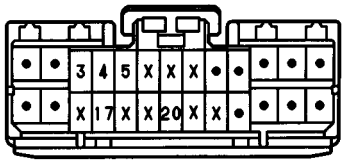
C 7

C16 DARK GRAY

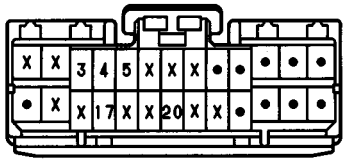
D 2 BLACK



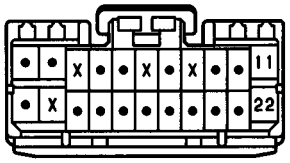
(A/T) E 5 Ⓐ DARK GRAY



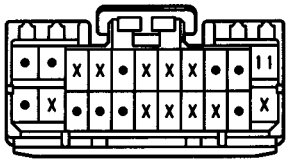
(M/T) E 5 Ⓐ DARK GRAY



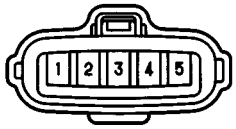
(A/T) E 7 Ⓑ DARK GRAY



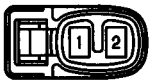
(M/T) E 7 Ⓑ DARK GRAY



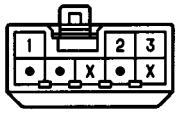
I 2 BLACK



I 3 BLACK

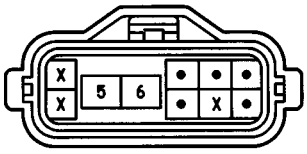


I12



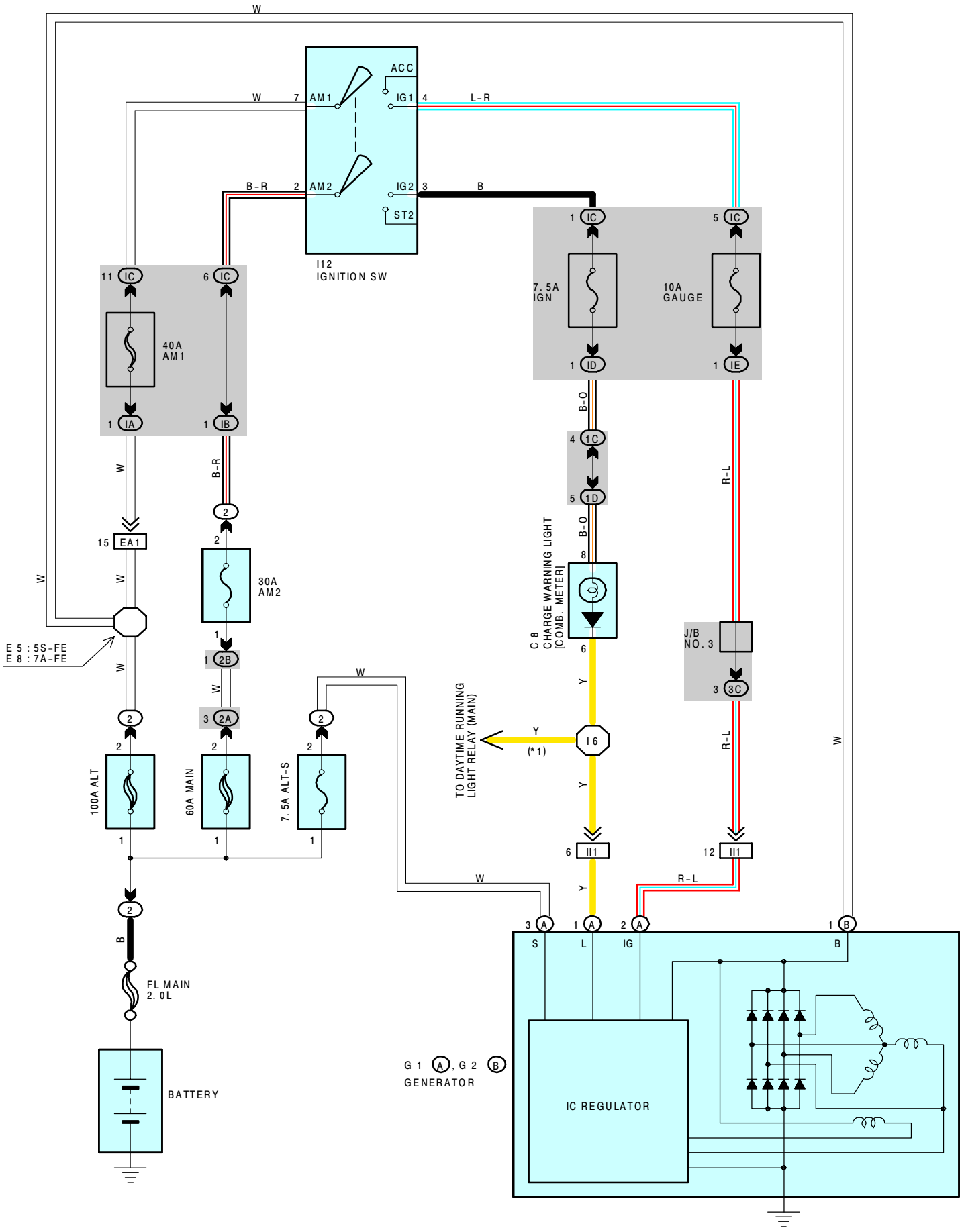
N 1 GRAY

P 1 GRAY



S 1 Ⓐ

S 2 Ⓑ BLACK


W
ACC
W 7 AM1
IG1 4 L-R
B-R 2 AM2
IG2 3 B
ST2
I12
IGNITION SW
11 IC
6 IC
40A
AM1
1 IA
1 IB
1 IC
7.5A
IGN
1 ID
5 IC
10A
GAUGE
1 IE
B-O
4 1C
5 1D
B-O
8
C 8
CHARGE WARNING LIGHT
[COMB. METER]
6
R-L
J/B
NO. 3
3 3C
R-L
W
15 EA1
W
B-R
2
2
30A
AM2
1
1 2B
W
3 2A
2
2
2
2
100A ALT
60A MAIN
7.5A ALT-S
1
1
1
W
W
E 5 : 5S-FE
E 8 : 7A-FE
TO DAYTIME RUNNING
LIGHT RELAY (MAIN)
Y
(*1)
I 6
Y
Y
6 II1
12 II1
R-L
W
2
B
FL MAIN
2.0L
BATTERY
3 A
1 A
2 A
1 B
S
L
IG
B
IC REGULATOR
G 1 A, G 2 B
GENERATOR

SERVICE HINTS

G 1 (A) GENERATOR

(A) 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)

(A) 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
C 8		32	**G 2**	B	28 (5S-FE), 30 (7A-FE)		
G 1	A	28 (5S-FE), 30 (7A-FE)	**I12**		33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IB		
IC	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
ID		
IE		
IC	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
ID		
2A	26	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B		
3C	24	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)

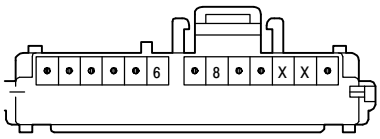
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	38 (5S-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
	40 (7A-FE)	
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)

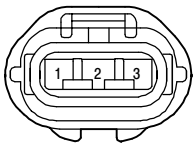
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 5	38 (5S-FE)	ENGINE WIRE	**I 6**	44	INSTRUMENT WIRE
E 8	40 (7A-FE)				

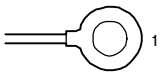
C 8 BLUE



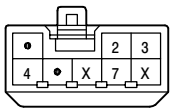
G 1 (A) BLACK



G 2 (B)



I12



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.

3. INPUT SIGNALS

(1) ENGINE COOLANT TEMP. SIGNAL SYSTEM

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

(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 CONTROL MODULE.

(3) OXYGEN SENSOR SIGNAL SYSTEM

THE OXYGEN DENSITY IN THE EXHAUST EMISSIONS IS DETECTED AND INPUT AS A CONTROL SIGNAL TO **TERMINALS OX1** AND **OX2** OF THE ENGINE CONTROL MODULE.

(4) RPM SIGNAL SYSTEM

CRANKSHAFT POSITION AND ENGINE RPM ARE DETECTED BY THE COIL INSTALLED INSIDE THE DISTRIBUTOR. CRANKSHAFT POSITION IS INPUT AS A CONTROL SIGNAL TO **TERMINAL NE+** OF THE ENGINE CONTROL MODULE, AND ENGINE RPM IS INPUT TO **TERMINAL G.**

(5) THROTTLE SIGNAL SYSTEM

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

(6) VEHICLE SPEED SIGNAL SYSTEM

THE VEHICLE SPEED SENSOR DETECTS THE VEHICLE SPEED AND INPUTS A CONTROL SIGNAL TO **TERMINAL SPD** OF THE ENGINE CONTROL MODULE VIA THE COMBINATION METER.

(7) PARK/NEUTRAL POSITION SW SIGNAL SYSTEM

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

(8) A/C SW SIGNAL SYSTEM

THE OPERATING VOLTAGE OF THE A/C MAGNETIC CLUTCH IS DETECTED AND IS INPUT IN THE FORM OF A CONTROL SIGNAL TO **TERMINAL ACT** OF THE ENGINE CONTROL MODULE, AND OPERATION A/C IDLE-UP VSV IS DETECTED AND IS INPUT IN THE FORM OF A CONTROL SIGNAL TO **TERMINAL AC1** OF THE ENGINE CONTROL MODULE.

(9) BATTERY SIGNAL SYSTEM

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

(10) INTAKE AIR VOLUME SIGNAL SYSTEM

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

(11) STA SIGNAL SYSTEM

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

(12) 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.

4. CONTROL SYSTEM

* SFI SYSTEM

THE SFI SYSTEM MONITORS THE ENGINE CONDITION THROUGH THE SIGNALS, WHICH ARE INPUT FROM EACH SENSOR (INPUT SIGNALS FROM (1) TO (12) ETC.). THE BEST FUEL INJECTION VOLUME IS DECIDED BASED ON THIS DATA AND THE PROGRAM MEMORIZED BY THE ENGINE CONTROL MODULE, AND THE CONTROL SIGNAL IS OUTPUT TO **TERMINALS #10**, **#20**, **#30**, AND **#40** OF THE ENGINE CONTROL MODULE TO OPERATE THE INJECTOR (INJECT THE FUEL). THE SFI SYSTEM PRODUCES CONTROL OF FUEL INJECTION OPERATION BY THE ENGINE CONTROL MODULE IN RESPONSE TO THE DRIVING CONDITIONS.

DURING ENGINE CRANKING (SIGNAL INPUT TO **TERMINAL STA**) OR FOR APPROX. **2** SECONDS AFTER NE SIGNAL INPUT, ENGINE CONTROL MODULE OPERATION ENERGIZES (POINT CLOSED) THE FUEL PUMP CIRCUIT INSIDE THE CIRCUIT OPENING RELAY, CAUSING THE FUEL PUMP TO OPERATE.

* ESA SYSTEM

THE ESA SYSTEM MONITORS THE ENGINE CONDITIONS USING THE SIGNALS (INPUT SIGNALS (1 TO 5, 9, 10)) INPUT TO THE ENGINE CONTROL MODULE FROM EACH SENSOR. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ENGINE CONTROL MODULE, THE MOST APPROPRIATE IGNITION TIMING IS DECIDED AND CURRENT IS OUTPUT TO **TERMINAL IGT** OF THE ENGINE CONTROL MODULE. THIS OUTPUT CONTROLS THE IGNITER TO PRODUCE THE MOST APPROPRIATE IGNITION TIMING FOR THE DRIVING CONDITIONS.

* IDLE AIR CONTROL SYSTEM

THE IDLE AIR CONTROL SYSTEM (ROTARY SOLENOID TYPE) 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 CONTROL MODULE EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1 TO 3, 5, 8, 10, 12)), OUTPUTS CURRENT TO **TERMINALS ISCC** AND **ISCO**, AND CONTROLS THE IDLE AIR CONTROL VALVE.

* EGR CUT CONTROL SYSTEM

THE EGR CUT CONTROL SYSTEM CONTROLS THE VSV (EGR) BY EVALUATING THE SIGNALS FROM EACH SENSOR INPUT TO THE ENGINE CONTROL MODULE (INPUT SIGNALS (1 TO 6, 10)) AND BY SENDING OUTPUT TO **TERMINAL EGR** OF THE ENGINE CONTROL MODULE.

* A/C CUT CONTROL SYSTEM

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

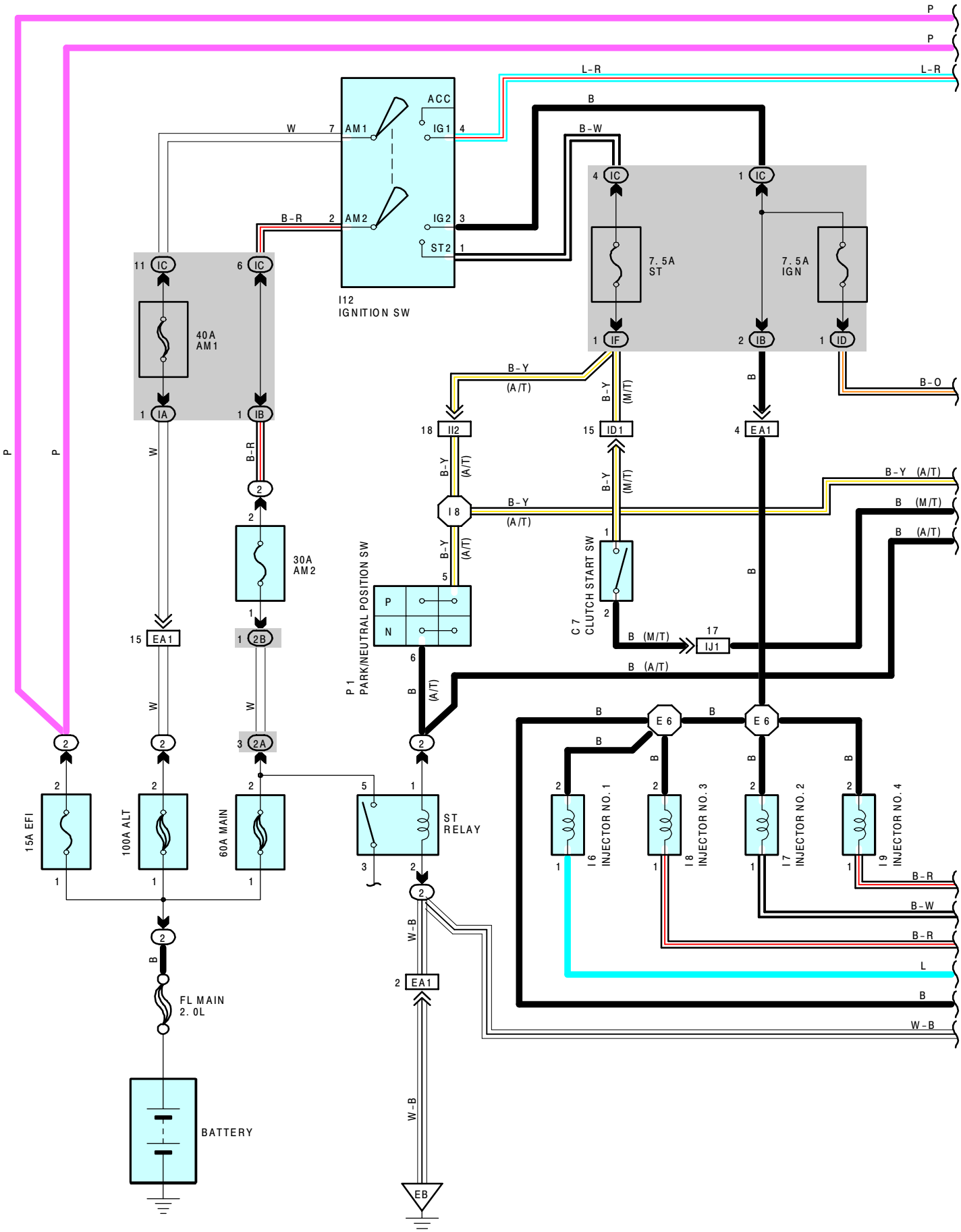
THE ENGINE CONTROL MODULE RECEIVES INPUT SIGNALS (4 TO 6, 8), AND OUTPUTS SIGNALS TO **TERMINAL ACT**.

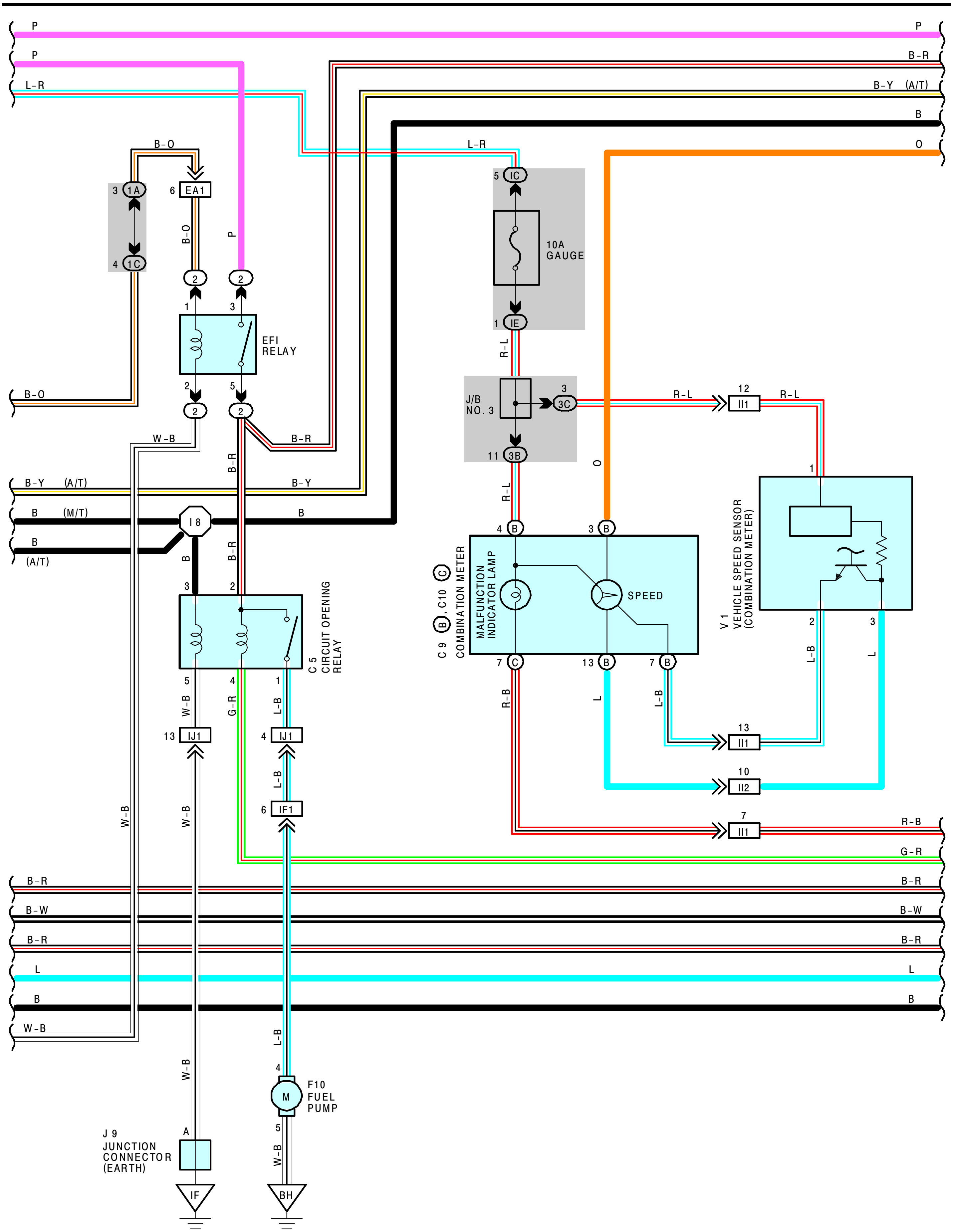
5. DIAGNOSIS SYSTEM

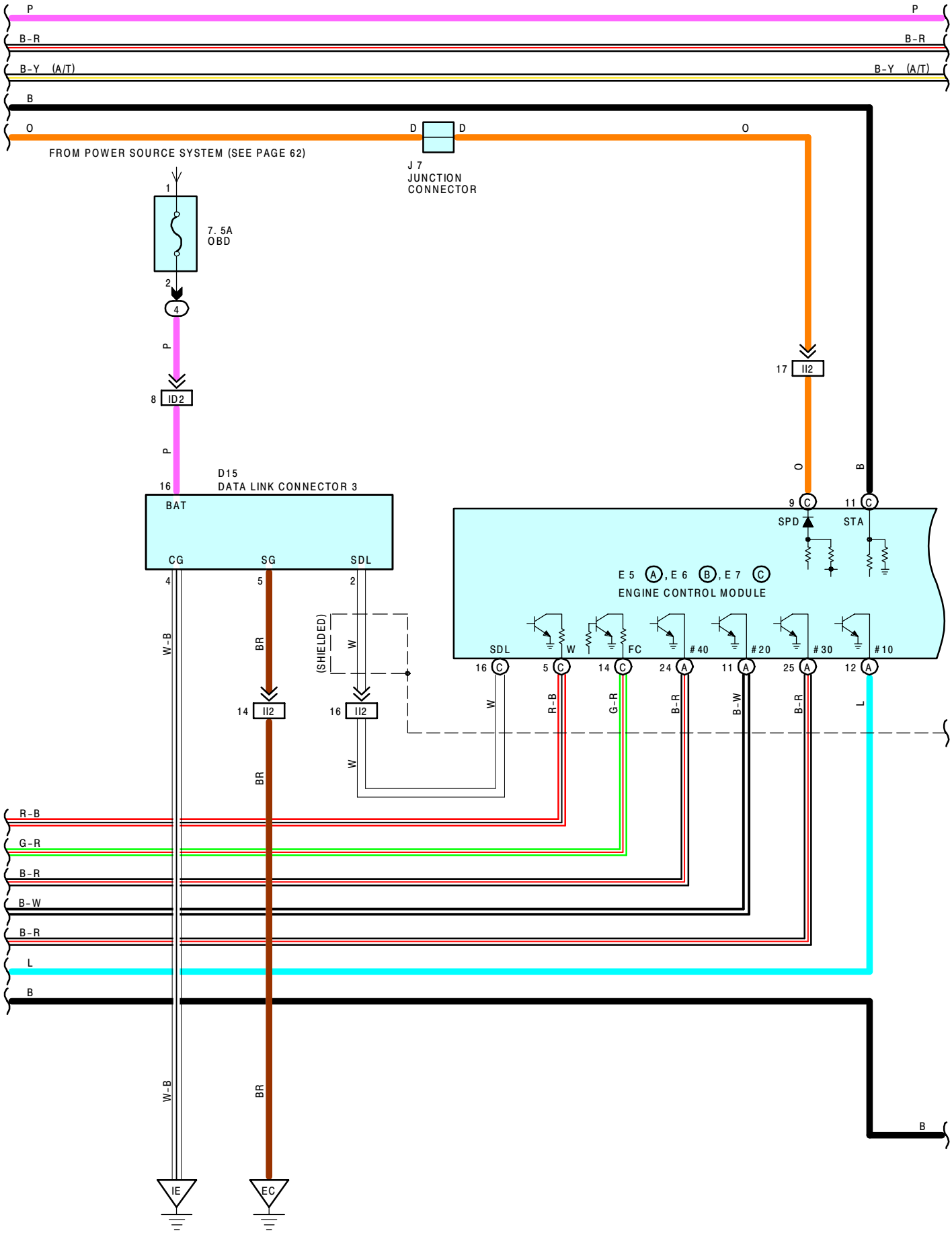
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTIONING IN THE ENGINE CONTROL MODULE SIGNAL SYSTEM, THE MALFUNCTION SYSTEM IS RECORDED IN THE MEMORY. THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE MALFUNCTION INDICATOR LAMP.

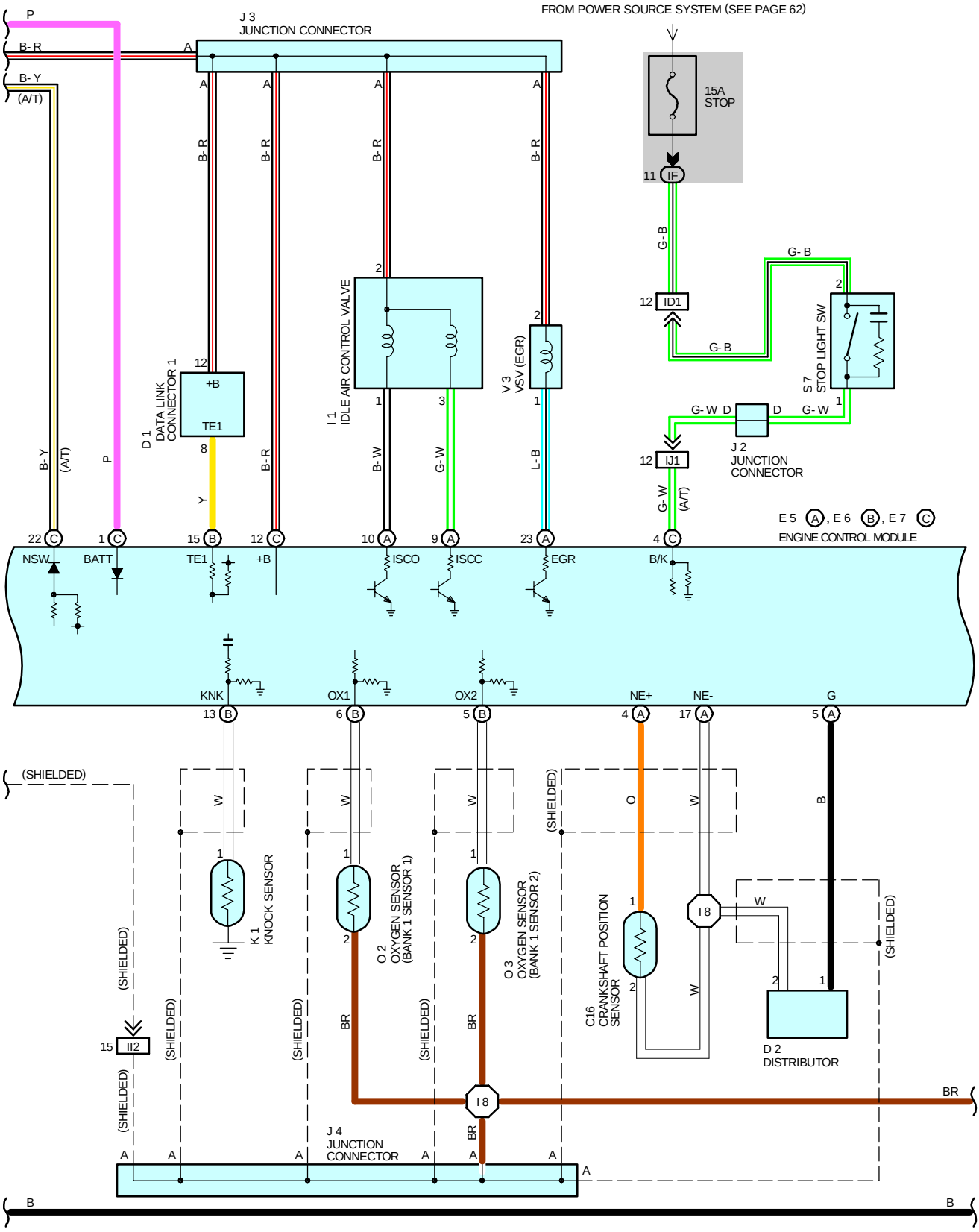
6. FAIL-SAFE SYSTEM

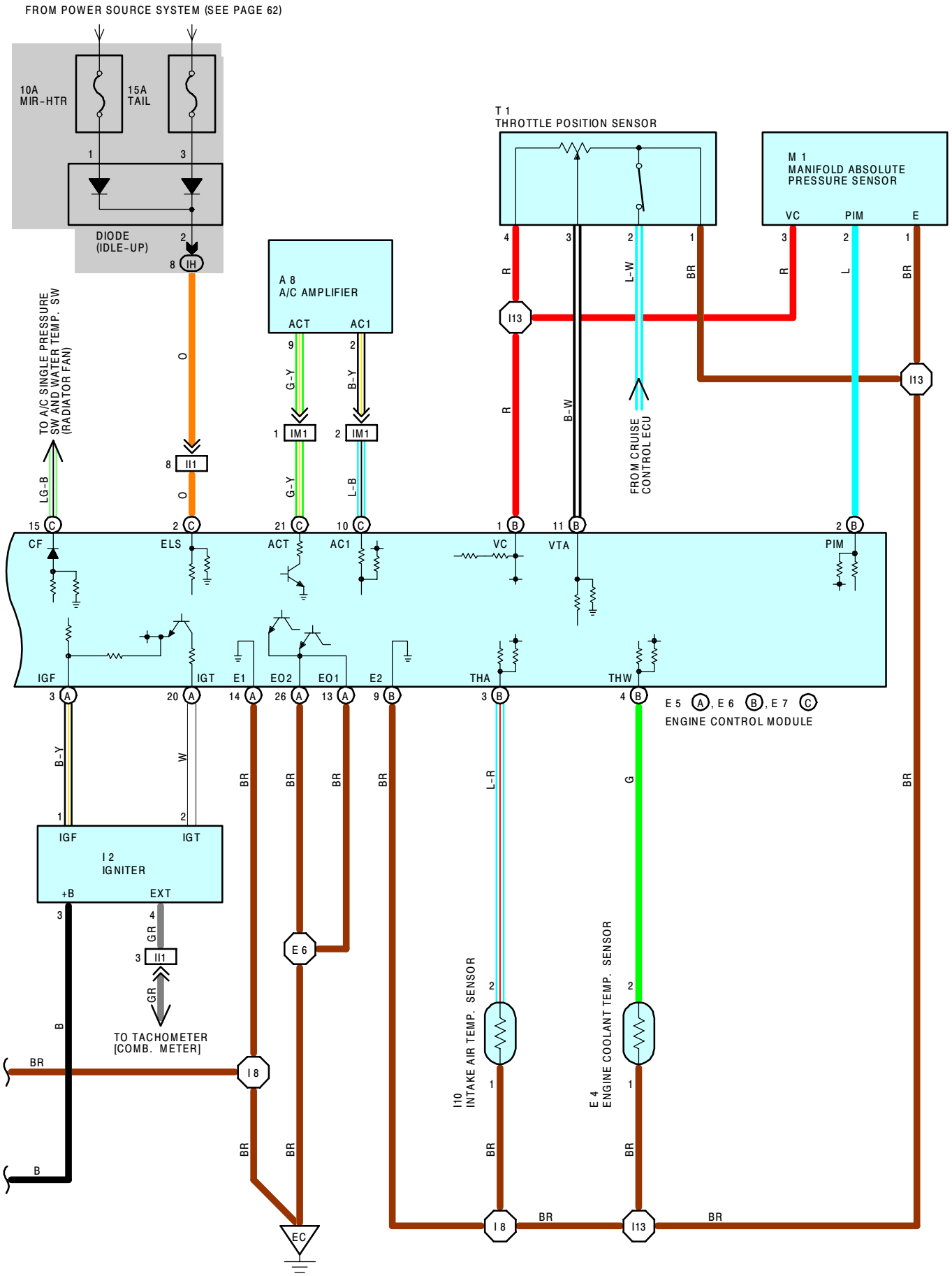
WHEN A MALFUNCTION OCCURS IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL-SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE CONTROL MODULE MEMORY OR ELSE STOPS THE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


P
P
L-R
L-R
ACC
IG1
IG2
ST2
AM1
AM2
W
B-R
I12
IGNITION SW
B
B-W
7.5A
ST
7.5A
IGN
40A
AM1
30A
AM2
B-O
B-Y
(A/T)
B-Y
(M/T)
I2
ID1
EA1
I8
B (M/T)
B (A/T)
C7
CLUTCH START SW
IJ1
P1
PARK/NEUTRAL POSITION SW
P
N
E6
15A EFI
100A ALT
60A MAIN
2A
2B
ST
RELAY
INJECTOR NO.1
INJECTOR NO.3
INJECTOR NO.2
INJECTOR NO.4
I6
I8
I7
I9
W-B
L
FL MAIN
2.0L
BATTERY
EB


P
P
L-R
B-R
B-Y (A/T)
B
O
B-O
1A
1C
EA1
10A GAUGE
IC
IE
EFI RELAY
B-O
J/B NO. 3
3C
3B
R-L
II1
W-B
B-R
B-Y (A/T)
B-Y
B (M/T)
B
B (A/T)
I8
VEHICLE SPEED SENSOR (COMBINATION METER)
V1
C9 B, C10 C COMBINATION METER
MALFUNCTION INDICATOR LAMP
SPEED
C5 CIRCUIT OPENING RELAY
IJ1
IF1
II2
R-B
G-R
B-W
L
W-B
L-B
F10 FUEL PUMP
M
J9 JUNCTION CONNECTOR (EARTH)
IF
BH


P
B-R
B-Y (A/T)
B
O
FROM POWER SOURCE SYSTEM (SEE PAGE 62)
D
D
J 7
JUNCTION
CONNECTOR
O
1
7. 5A
OBD
2
4
P
8 ID2
P
16
D15
DATA LINK CONNECTOR 3
BAT
CG
SG
SDL
4
5
2
W-B
BR
(SHIELDED)
W
14 II2
16 II2
BR
W
17 II2
O
B
9 C
11 C
SPD
STA
E 5 A, E 6 B, E 7 C
ENGINE CONTROL MODULE
SDL
W
FC
#40
#20
#30
#10
16 C
5 C
14 C
24 A
11 A
25 A
12 A
W
R-B
G-R
B-R
B-W
B-R
L
R-B
G-R
B-R
B-W
B-R
L
B
W-B
BR
IE
EC
B


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
J 3
JUNCTION CONNECTOR
15A
STOP
11 IF
G- B
12 ID1
S 7
STOP LIGHT SW
J 2
JUNCTION
CONNECTOR
12 IJ1
G- W
(A/T)
D 1
DATA LINK
CONNECTOR 1
+B
TE1
I 1
IDLE AIR CONTROL VALVE
V 3
VSV (EGR)
B- Y
(A/T)
P
B- R
B- W
G- W
L- B
Y
E 5 A, E 6 B, E 7 C
ENGINE CONTROL MODULE
NSW
BATT
TE1
+B
ISCO
ISCC
EGR
B/K
KNK
OX1
OX2
NE+
NE-
G
K 1
KNOCK SENSOR
O 2
OXYGEN SENSOR
(BANK 1 SENSOR 1)
O 3
OXYGEN SENSOR
(BANK 1 SENSOR 2)
C16
CRANKSHAFT POSITION
SENSOR
D 2
DISTRIBUTOR
I 8
II2
J 4
JUNCTION
CONNECTOR
(SHIELDED)
W
O
B
BR


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A MIR-HTR
15A TAIL
DIODE (IDLE-UP)
T 1 THROTTLE POSITION SENSOR
M 1 MANIFOLD ABSOLUTE PRESSURE SENSOR
VC PIM E
A 8 A/C AMPLIFIER
ACT AC1
TO A/C SINGLE PRESSURE SW AND WATER TEMP. SW (RADIATOR FAN)
FROM CRUISE CONTROL ECU
CF ELS ACT AC1 VC VTA PIM
IGF IGT E1 EO2 EO1 E2 THA THW
I 2 IGNITER
+B EXT
IGF IGT
TO TACHOMETER [COMB. METER]
I10 INTAKE AIR TEMP. SENSOR
E 4 ENGINE COOLANT TEMP. SENSOR
E 5 A, E 6 B, E 7 C ENGINE CONTROL MODULE
EC

SERVICE HINTS

E 5 (A), E 6 (B), E 7 (C) ENGINE CONTROL MODULE

BATT -E1 : ALWAYS **9.0-14.0** VOLTS
+B -E1 : **9.0-14.0** VOLTS (IGNITION SW AT **ON** POSITION)
VC -E2 : **4.5-5.5** VOLTS (IGNITION SW AT **ON** POSITION)
VTA -E2 : **0.3-0.8** VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
3.2-4.9 VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
PIM -E2 : **3.3-3.9** VOLTS (IGNITION SW AT **ON** POSITION)
#10, #20, #30, #40-E01, E02 : **9.0-14.0** VOLTS (IGNITION SW AT **ON** POSITION
THA -E2 : **0.5-3.4** VOLTS (IGNITION SW ON AND INTAKE AIR TEMP. **20**° C (**68**° F))
THW -E2 : **0.2-1.0** VOLTS (IGNITION SW ON AND COOLANT TEMP. **80**° C (**176**° F))
STA -E1 : **6.0-14.0** VOLTS (ENGINE CRANKING)
IGT -E1 : **0.8-1.2** VOLTS (ENGINE CRANKING OR IDLING)
W -E1 : **9.0-14.0** VOLTS (NO TROUBLE AND ENGINE RUNNING)
ACT -E1 : **4.5-5.5** VOLTS (IGNITION SW ON AND AIR CONDITIONING ON)
AC1 -E1 : **0-3.0** VOLTS (IGNITION SW ON AND AIR CONDITIONING ON)
ISCC, ISCO -E1 :**9.0 -14.0** VOLTS (IGNITION SW AT **ON** POSITION)
TE1 -E1 : **9.0-14.0** VOLTS (IGNITION SW ON AND DATA LINK CONNECTOR 1 TE1-E1 NOT CONNECTED)
0-3.0 VOLTS (IGNITION SW ON AND DATA LINK CONNECTOR 1 TE1-E1 CONNECTED)
NSW -E1 : **0-3.0** VOLTS (IGNITION SW ON AND PARK/NEUTRAL POSITION SW AT **P** OR **N** POSITION)
9.0-14.0 VOLTS (IGNITION SW ON AND PARK/NEUTRAL POSITION SW AT EXCEPT **P** AND **N** POSITION)
B/K -E1 : **9.0-14.0** VOLTS (BRAKE PEDAL DEPRESSED)

RESISTANCE OF ECU WIRING CONNECTORS

(DISCONNECT WIRING CONNECTOR)
VTA -E2 : **3.3**- **10.0** KΩ (THROTTLE VALVE FULLY OPEN)
0.2- **0.8** KΩ (THROTTLE VALVE FULLY CLOSED)
VC -E2 : **3.0**- **7.0** KΩ
THA -E2 : **2.0**- **3.0** KΩ (INTAKE AIR TEMP. **20**° C (**68**° F))
THW -E2 : **0.2**- **0.4** KΩ (COOLANT TEMP. **80**° C (**176**° F))
ISCC, ISCO -+B ; **19.3-22.3** Ω

C 5 CIRCUIT OPENING RELAY

1-2 : CLOSED WITH THE STARTER CRANKING AND ENGINE RUNNING

EFI RELAY

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

E 4 ENGINE COOLANT TEMP. SENSOR

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

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

1-2 : APPROX. **13.8** Ω

T 1 THROTTLE POSITION SENSOR

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

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 8	32	**F10**	34 (L/B), 35 (C/P)	**J 7**	33
C 5	32		36 (CONVERTIBLE)	**J 9**	33
C 7	32	**I 1**	29	**K 1**	29
C 9 B	32	**I 2**	29	**M 1**	29
C10 C	32	**I 6**	29	**O 2**	29
C16	28	**I 7**	29	**O 3**	29
D 1	28	**I 8**	29	**P 1**	29
D 2	28	**I 9**	29	**S 7**	33
D15	32	**I10**	29	**T 1**	29
E 4	28	**I12**	33	**V 1**	29
E 5 A	32	**J 2**	33	**V 3**	29
E 6 B	32	**J 3**	33		
E 7 C	32	**J 4**	33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT
4	25	RIGHT KICK PANEL

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IB		
IC	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
ID		
IE		
IF		
IH		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2A	26	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B		
3B	24	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	38 (5S-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
ID2		
IF1	42	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
II2		
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)
IM1	44	ENGINE WIRE AND A/C SUB WIRE (NEAR THE BLOWER MOTOR)

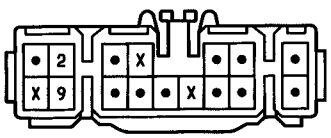
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	38 (5S-FE)	FRONT SIDE OF LEFT FENDER
EC	38 (5S-FE)	INTAKE MANIFOLD
IE	42	INSTRUMENT PANEL BRACE LH
IF	42	R/B NO.4 SET BOLT
BH	46 (L/B)	UNDER THE LEFT CENTER PILLAR
	48 (C/P)	
	50 (CONVERTIBLE)	

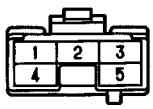
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 6	38 (5S-FE)	ENGINE WIRE	I13	44	ENGINE WIRE
I 8	44				

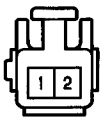
A 8 BLACK



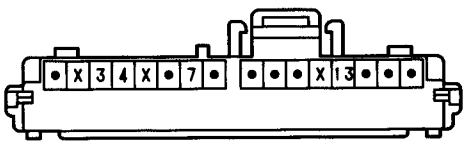
C 5 DARK GRAY



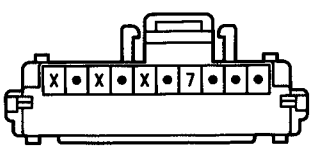
C 7



C 9 (B)

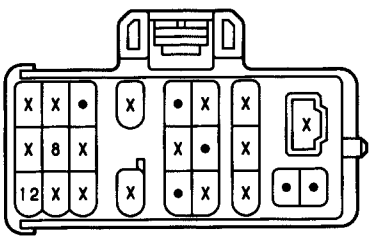


C10 (C) GRAY

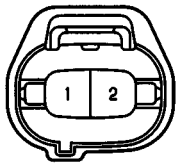


C16 DARK GRAY

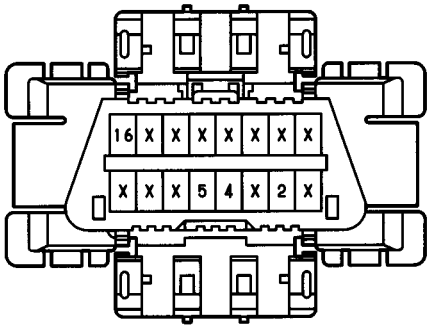
D 1 BLACK



D 2 BLACK

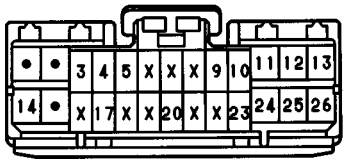


D15

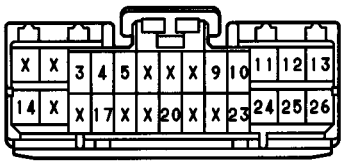


E 4 DARK GRAY

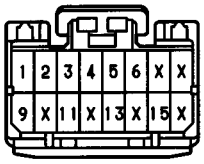
(A/T) E 5 Ⓐ DARK GRAY



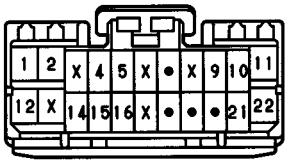
(M/T) E 5 Ⓐ DARK GRAY



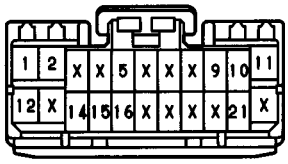
E 6 Ⓑ DARK GRAY



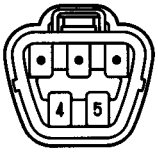
(A/T) E 7 Ⓒ DARK GRAY



(M/T) E 7 Ⓒ DARK GRAY

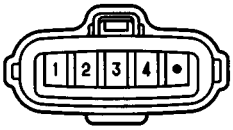


F10 DARK GRAY



I 1 GRAY

I 2 BLACK

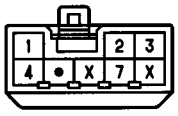


I 6, I 8 BROWN

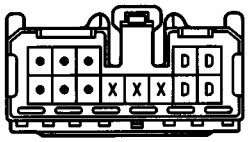
I 7, I 9 GRAY

I10 BLACK

I12



J 2



(HINT:SEE PAGE 7)

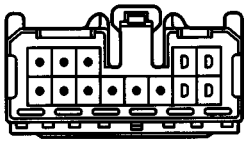
J 3

(HINT:SEE PAGE 7)

J 4

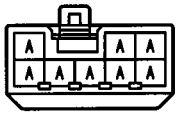
(HINT:SEE PAGE 7)

J 7



(HINT:SEE PAGE 7)

J 9



(HINT:SEE PAGE 7)

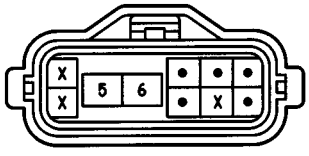
K 1 DARK GRAY

M 1 BLACK

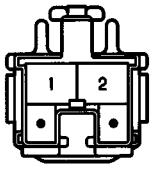
O 2 DARK GRAY

O 3 DARK GRAY

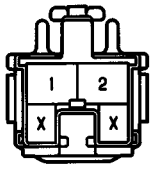
P 1 GRAY



(W/ CRUISE S 7 CONTROL)



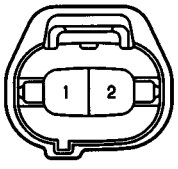
(W/O CRUISE S 7 CONTROL)



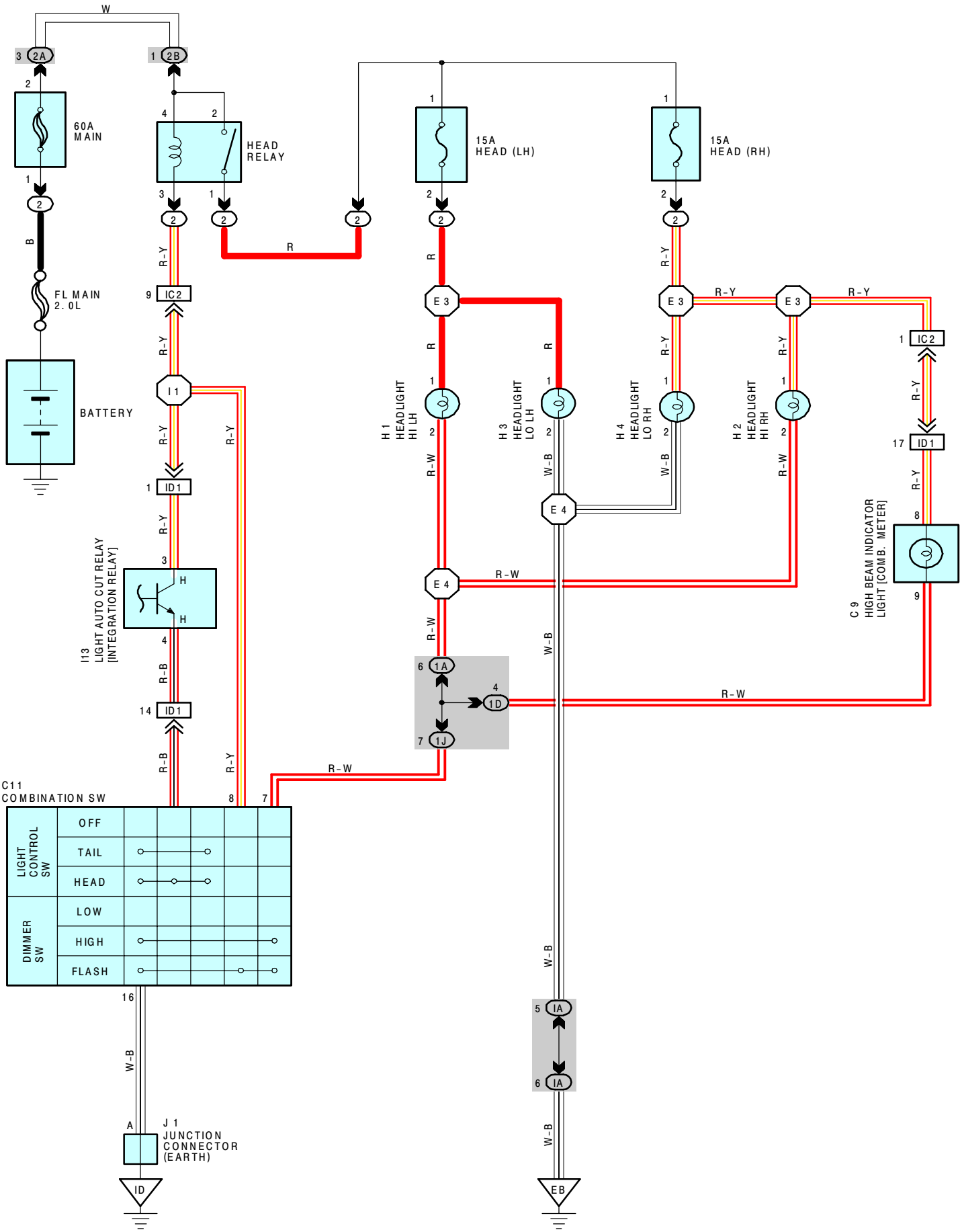
T 1 BLACK

V 1 BLACK

V 3 GRAY



HEADLIGHT (USA)



SERVICE HINTS

HEAD RELAY
(2) 2- **(2)** 1 : CLOSED WITH THE LIGHT CONTROL SW AT **HEAD** POSITION OR THE DIMMER SW AT **FLASH** POSITION
C11 LIGHT CONTROL SW [COMB. SW]
13-16 : CLOSED WITH THE LIGHT CONTROL SW AT **HEAD** POSITION
C11 DIMMER SW [COMB. SW]
8-16 : CLOSED WITH THE DIMMER SW AT **FLASH** POSITION
7-16 : CLOSED WITH THE DIMMER SW AT **HIGH** OR **FLASH** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 9	32	**H 2**	28 (5S-FE), 30 (7A-FE)	**I13**	33
C11	32	**H 3**	28 (5S-FE), 30 (7A-FE)	**J 1**	33
H 1	28 (5S-FE), 30 (7A-FE)	**H 4**	28 (5S-FE), 30 (7A-FE)		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IA	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J	22	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2A	26	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)

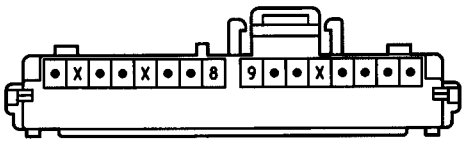
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	38 (5S-FE)	FRONT SIDE OF LEFT FENDER
	40 (7A-FE)	
ID	42	LEFT KICK PANEL

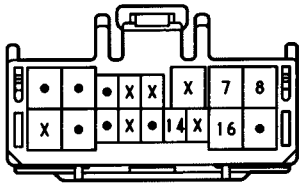
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E3	38 (5S-FE)	ENGINE ROOM MAIN WIRE	**E 4**	40 (7A-FE)	ENGINE ROOM MAIN WIRE
	40 (7A-FE)		**I 1**	44	COWL WIRE
E4	38 (5S-FE)				

C 9



C11



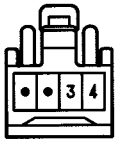
H 1 BLACK

H 2 BLACK

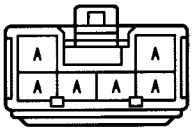
H 3 BROWN

H 4 BROWN

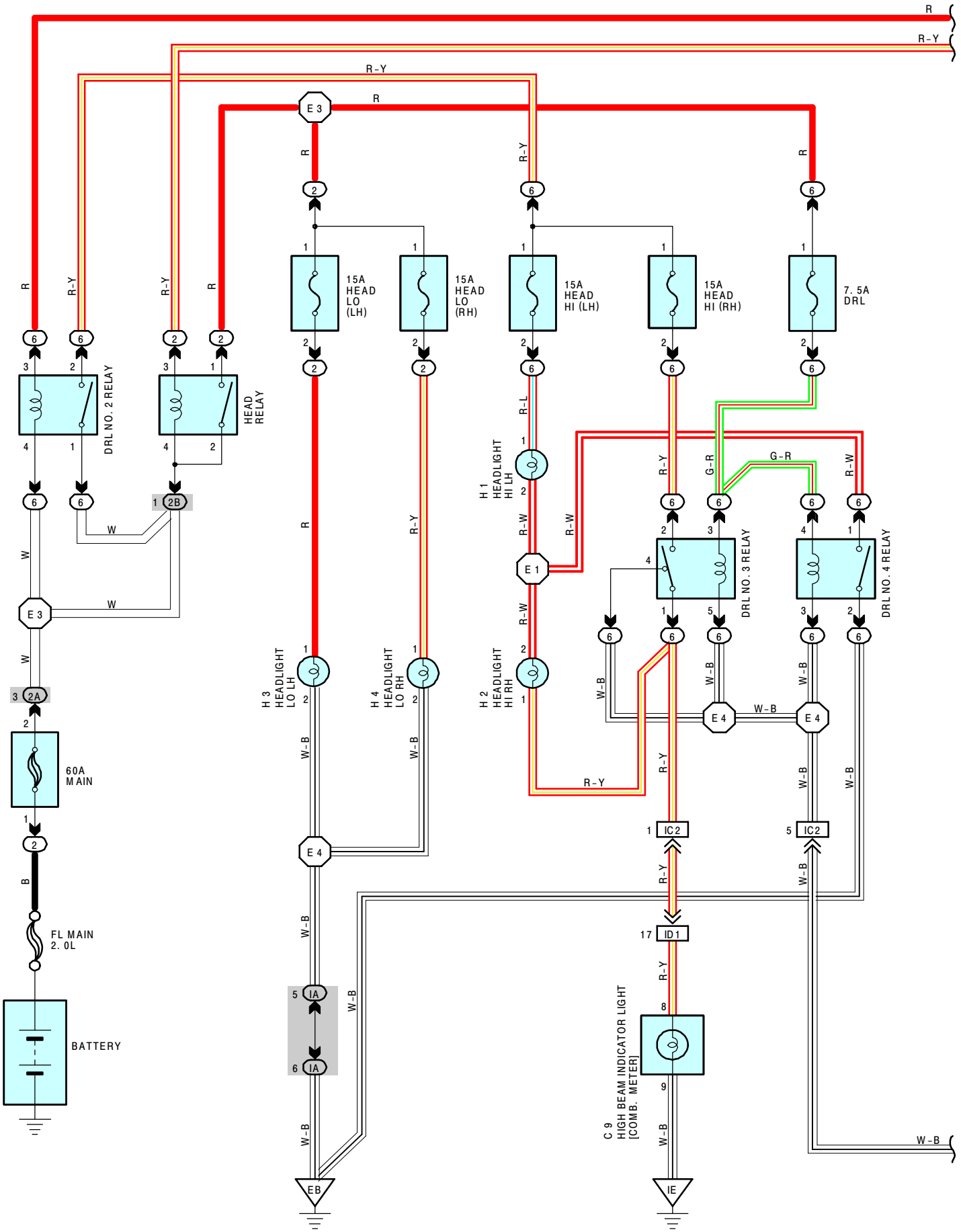
I13

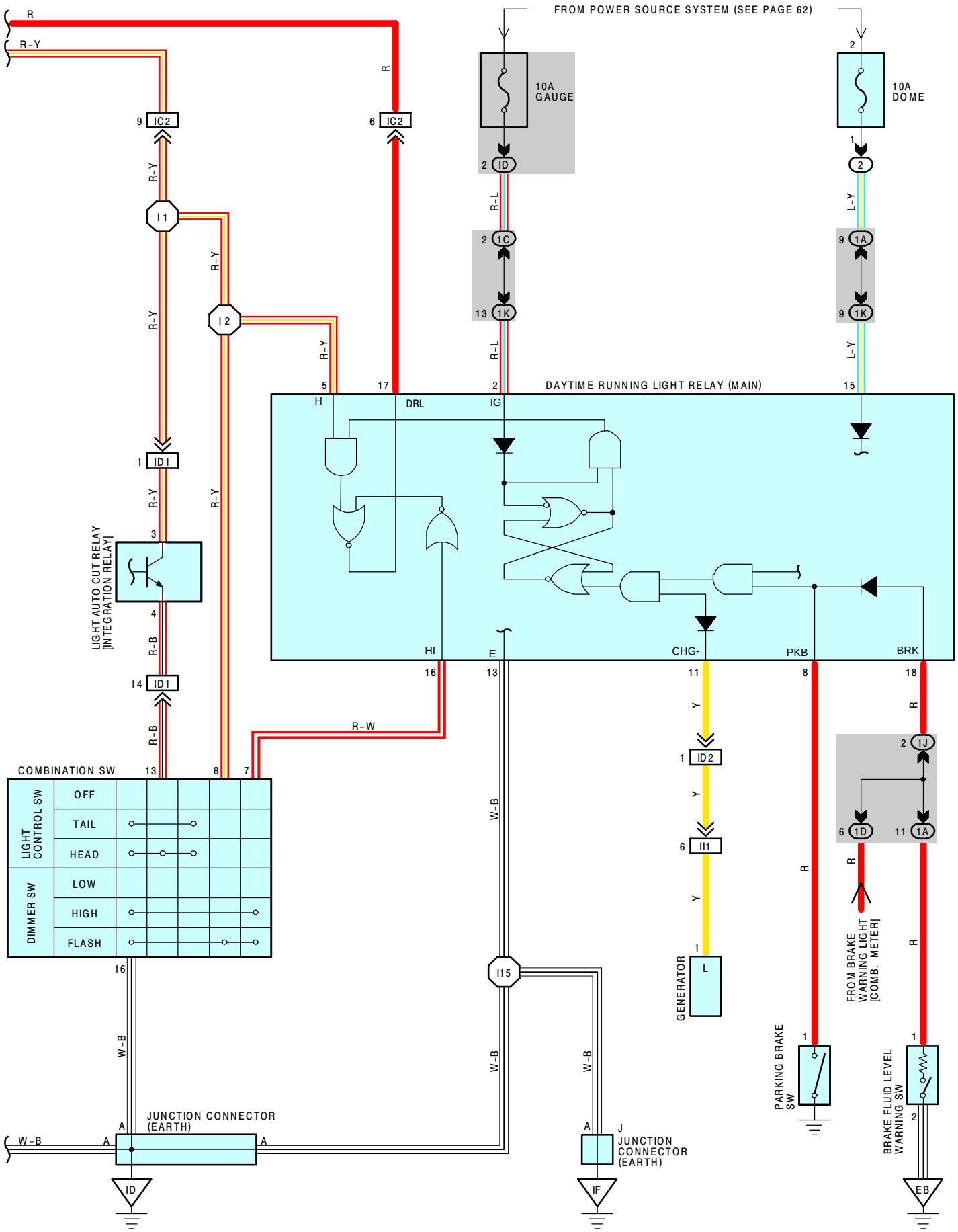


J 1



(HINT:SEE PAGE 7)


R
R-Y
E 3
15A HEAD LO (LH)
15A HEAD LO (RH)
15A HEAD HI (LH)
15A HEAD HI (RH)
7. 5A DRL
DRL NO. 2 RELAY
HEAD RELAY
DRL NO. 3 RELAY
DRL NO. 4 RELAY
H 1 HEADLIGHT HI LH
H 2 HEADLIGHT HI RH
H 3 HEADLIGHT LO LH
H 4 HEADLIGHT LO RH
E 1
E 4
2B
2A
60A MAIN
FL MAIN 2. 0L
BATTERY
IC2
ID1
IA
EB
IE
C 9 HIGH BEAM INDICATOR LIGHT [COMB. METER]
R-L
R-W
W
W-B
G-R


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A GAUGE
10A DOME
DAYTIME RUNNING LIGHT RELAY (MAIN)
DRL
IG
HI
E
CHG-
PKB
BRK
LIGHT AUTO CUT RELAY [INTEGRATION RELAY]
COMBINATION SW
LIGHT CONTROL SW
OFF
TAIL
HEAD
DIMMER SW
LOW
HIGH
FLASH
GENERATOR
PARKING BRAKE SW
FROM BRAKE WARNING LIGHT [COMB. METER]
BRAKE FLUID LEVEL WARNING SW
JUNCTION CONNECTOR (EARTH)
JUNCTION CONNECTOR (EARTH)
R
R-Y
R-L
L-Y
R-B
R-W
W-B
Y
IC2
I1
I2
ID1
ID
1C
1K
1A
1D
1J
ID2
II1
I15
L
ID
IF
EB

HEADLIGHT (CANADA)

SYSTEM OUTLINE

VOLTAGE IS ALWAYS APPLIED FROM THE **MAIN** FUSE, THROUGH THE HEAD RELAY (COIL SIDE) TO **TERMINAL 5** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN), **TERMINAL 3** OF LIGHT AUTO CUT RELAY (INTEGRATION RELAY), **TERMINAL 8** OF DIMMER SW, THROUGH DRL NO.2 RELAY (COIL SIDE), TO **TERMINAL 17** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN). WHEN THE IGNITION SW IS TURNED ON, VOLTAGE FROM THE **GAUGE** FUSE IS APPLIED TO **TERMINAL 2** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN).

1. DAYTIME RUNNING LIGHT OPERATION

WHEN THE ENGINE STARTS, VOLTAGE FROM **TERMINAL "L"** OF THE GENERATOR IS APPLIED TO **TERMINAL 11** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN). IF THE PARKING BRAKE LEVER IS PULLED UP (PARKING BRAKE SW ON) AT THIS TIME, THE RELAY AND THE DAYTIME RUNNING LIGHTS DO NOT OPERATE.

WHEN THE PARKING BRAKE IS RELEASED (PARKING BRAKE SW OFF), A SIGNAL IS OUTPUT FROM **TERMINAL 1** OF THE PARKING BRAKE SW TO **TERMINAL 8** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN). THIS ACTIVATES THE DAYTIME RUNNING LIGHT RELAY (MAIN), TURNING ON THE DRL NO.2 RELAY. CURRENT ALSO FLOWS FROM THE **MAIN** FUSE TO DRL NO.2 RELAY (POINT SIDE) → **HEAD HI (LH)** FUSE → HEADLIGHT HI LH → HEADLIGHT HI RH → **TERMINAL 1** OF DRL NO.3 RELAY → **TERMINAL 4** → **GROUND**, CAUSING THE HEADLIGHTS TO LIGHT UP AT HALF THEIR NORMAL BRIGHTNESS.

ONCE THE DAYTIME RUNNING LIGHT RELAY (MAIN) HAS BEEN ACTIVATED AND THE HEADLIGHTS LIGHT UP, THE HEADLIGHTS REMAIN ON EVEN IF THE PARKING BRAKE LEVER IS ENGAGED AGAIN (PARKING BRAKE SW ON).

2. HEADLIGHT OPERATION

WHEN THE LIGHT CONTROL SW IS AT **HEAD** POSITION AND THE DIMMER SW IS AT **LOW** POSITION, CURRENT FLOWS FROM THE HEAD RELAY (COIL SIDE) TO **TERMINAL 3** OF THE LIGHT AUTO CUT RELAY (INTEGRATION RELAY) → **TERMINAL 4** → **TERMINAL 14** OF LIGHT CONTROL SW → **TERMINAL 16** → **GROUND**, ACTIVATING THE HEAD RELAY.

THIS CAUSES CURRENT TO FLOW FROM THE HEAD RELAY (POINT SIDE) TO THE **HEAD LO** FUSE → HEADLIGHT LO → **GROUND**, CAUSING THE HEADLIGHT TO LIGHT UP AT NORMAL BRIGHTNESS. SIMULTANEOUSLY, CURRENT FLOWS FROM THE **DRL** FUSE TO DRL NO.3 RELAY (COIL SIDE) → **GROUND**, ACTIVATING RELAY NO.3.

WHEN THE DIMMER SW IS AT HIGH POSITION, **TERMINAL 7** OF THE DIMMER SW OUTPUTS A SIGNAL TO **TERMINAL 16** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN) TO ACTIVATE IT. THIS TURNS ON DRL NO.2 RELAY, SO CURRENT FLOWS FROM DRL NO.2 RELAY (POINT SIDE) TO THE **HEAD HI (LH)** FUSE → HEADLIGHT HI LH → DRL NO.4 RELAY (POINT SIDE) → **GROUND**, AND FROM THE **HEAD HI (RH)** FUSE TO DRL NO.3 RELAY (POINT SIDE) → HEADLIGHT HI RH → DRL NO.4 RELAY (POINT SIDE) → **GROUND**, CAUSING THE HEADLIGHTS TO OPERATE AT HI.

WHEN THE DIMMER SW IS AT **FLASH** POSITION, CURRENT FROM THE HEAD RELAY (COIL SIDE) FLOWS TO **TERMINAL 8** OF THE DIMMER SW → **TERMINAL 16** → **GROUND**, ACTIVATING THE RELAY. SIMULTANEOUSLY, CURRENT FROM THE HEAD RELAY (POINT SIDE) FLOWS TO HEADLIGHT LO, LIGHTING UP HEADLIGHT LO AND ACTIVATING DRL NO.3 RELAY. THEN **TERMINAL 7** OF THE DIMMER SW OUTPUTS A SIGNAL TO **TERMINAL 16** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN), ACTIVATING THE DAYTIME RUNNING LIGHT RELAY (MAIN) SO THAT CURRENT FLOWS TO HEADLIGHT HI LIKE IT DOES FOR **HIGH** POSITION. THIS CAUSES ALL HEADLIGHTS TO LIGHT UP.

SERVICE HINTS

D 3 DAYTIME RUNNING LIGHT RELAY (MAIN)

15-GROUND : ALWAYS APPROX. **12** VOLTS
2-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
13-GROUND : ALWAYS CONTINUITY
5-GROUND : APPROX. **12** VOLTS WITH THE DAYTIME RUNNING LIGHT SYSTEM DOES NOT OPERATE OR THE LIGHT CONTROL SW AT **OFF** OR **TAIL** POSITION (WITH THE CONNECTOR DISCONNECTED, ALWAYS APPROX. **12** VOLTS)
8-GROUND : CONTINUITY WITH THE PARKING BRAKE LEVER PULLED

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 2	28 (5S-FE), 30 (7A-FE)	**H 1**	28 (5S-FE), 30 (7A-FE)	**J 1**	33
C 9	32	**H 2**	28 (5S-FE), 30 (7A-FE)	**J 9**	33
C11	32	**H 3**	28 (5S-FE), 30 (7A-FE)	**P 2**	33
D 3	32	**H 4**	28 (5S-FE), 30 (7A-FE)		
G 1	28 (5S-FE), 30 (7A-FE)	**I13**	33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT
6	27	ENGINE COMPARTMENT FRONT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D		
1J	22	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1K		
2A	26	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT)
2B		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
ID2		
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)

: GROUND POINTS

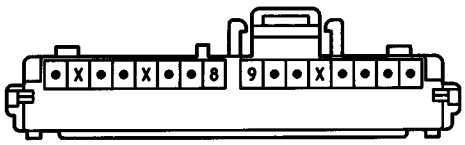
CODE	SEE PAGE	GROUND POINTS LOCATION
EB	38 (5S-FE)	FRONT SIDE OF LEFT FENDER
	40 (7A-FE)	
ID	42	LEFT KICK PANEL
IE	42	INSTRUMENT PANEL BRACE LH
IF	42	R/B NO.4 SET BOLT

: SPLICE POINTS

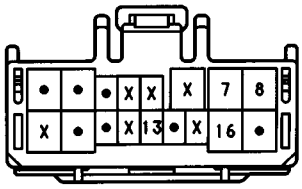
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	38 (5S-FE)	ENGINE ROOM MAIN WIRE	**E 4**	40 (7A-FE)	ENGINE ROOM MAIN WIRE
	40 (7A-FE)		**I 1**	44	COWL WIRE
E 3	38 (5S-FE)		**I 2**		
	40 (7A-FE)		**I15**		
E 4	38 (5S-FE)				

B 2 GRAY

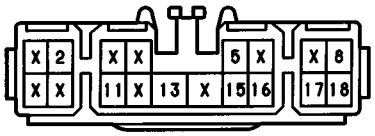
C 9



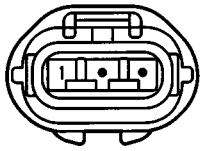
C11



D 3 GRAY



G 1 BLACK



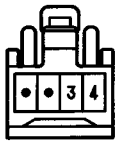
H 1 BLACK

H 2 BLACK

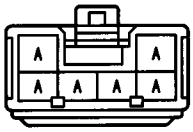
H 3 BROWN

H 4 BROWN

I13

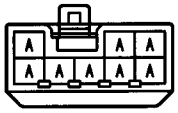


J 1



(HINT:SEE PAGE 7)

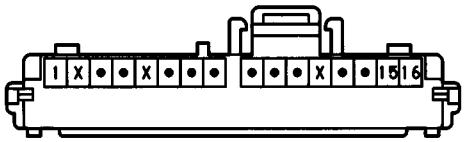
J 9



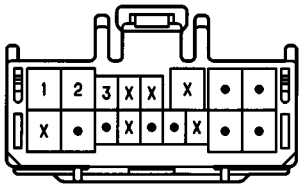
(HINT:SEE PAGE 7)

P 2 BLACK

C 9



C11

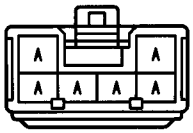


F 5 GRAY

F 6 GRAY

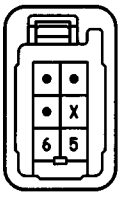
H 7 BLACK

J 1

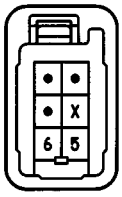


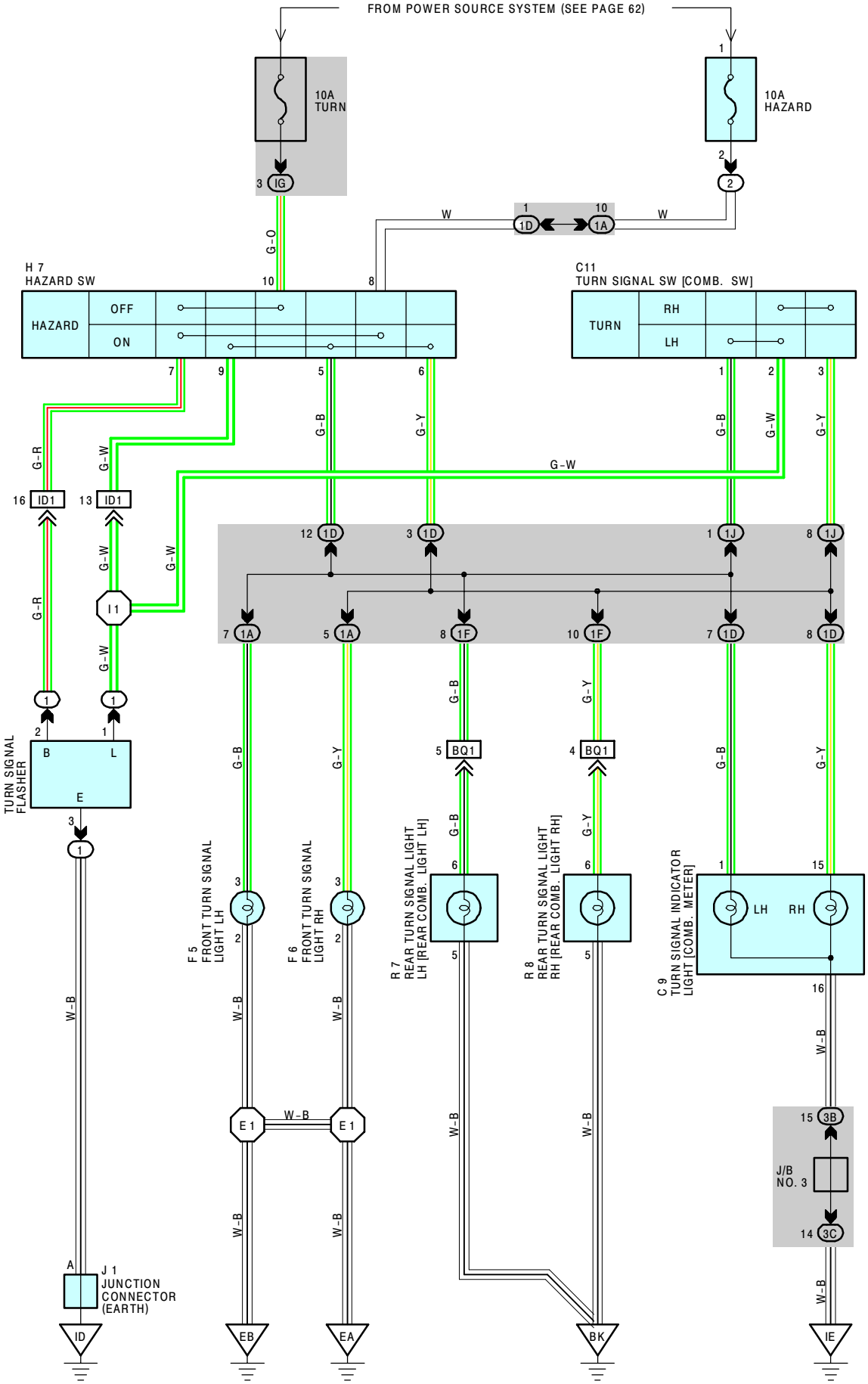
(HINT:SEE PAGE 7)

R 7



R 8




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A TURN
10A HAZARD
IG
W
1D
1A
G-O
H 7
HAZARD SW
HAZARD
OFF
ON
C11
TURN SIGNAL SW [COMB. SW]
TURN
RH
LH
G-R
G-W
G-B
G-Y
ID1
I1
1J
1F
BQ1
TURN SIGNAL FLASHER
B
L
E
W-B
J/B NO. 3
3B
3C
F 5
FRONT TURN SIGNAL LIGHT LH
F 6
FRONT TURN SIGNAL LIGHT RH
R 7
REAR TURN SIGNAL LIGHT LH [REAR COMB. LIGHT LH]
R 8
REAR TURN SIGNAL LIGHT RH [REAR COMB. LIGHT RH]
C 9
TURN SIGNAL INDICATOR LIGHT [COMB. METER]
LH
RH
E1
J 1
JUNCTION CONNECTOR (EARTH)
ID
EB
EA
BK
IE

SERVICE HINTS

TURN SIGNAL FLASHER

(1) 2-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON OR THE HAZARD SW ON

(1) 1-GROUND : CHANGES FROM **12** TO **0** VOLTS WITH THE IGNITION SW ON AND THE TURN SIGNAL SW LEFT OR RIGHT, AND WITH THE HAZARD SW ON

(1) 3-GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 9	32	**H 7**	33	**R 8**	34 (L/B), 35 (C/P)
C11	32	**J 1**	33		37 (CONVERTIBLE)
F 5	28 (5S-FE), 30 (7A-FE)	**R 7**	34 (L/B), 35 (C/P)		
F 6	28 (5S-FE), 30 (7A-FE)		37 (CONVERTIBLE)		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	25	LEFT KICK PANEL
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IG	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	22	FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J	22	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
3B	24	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

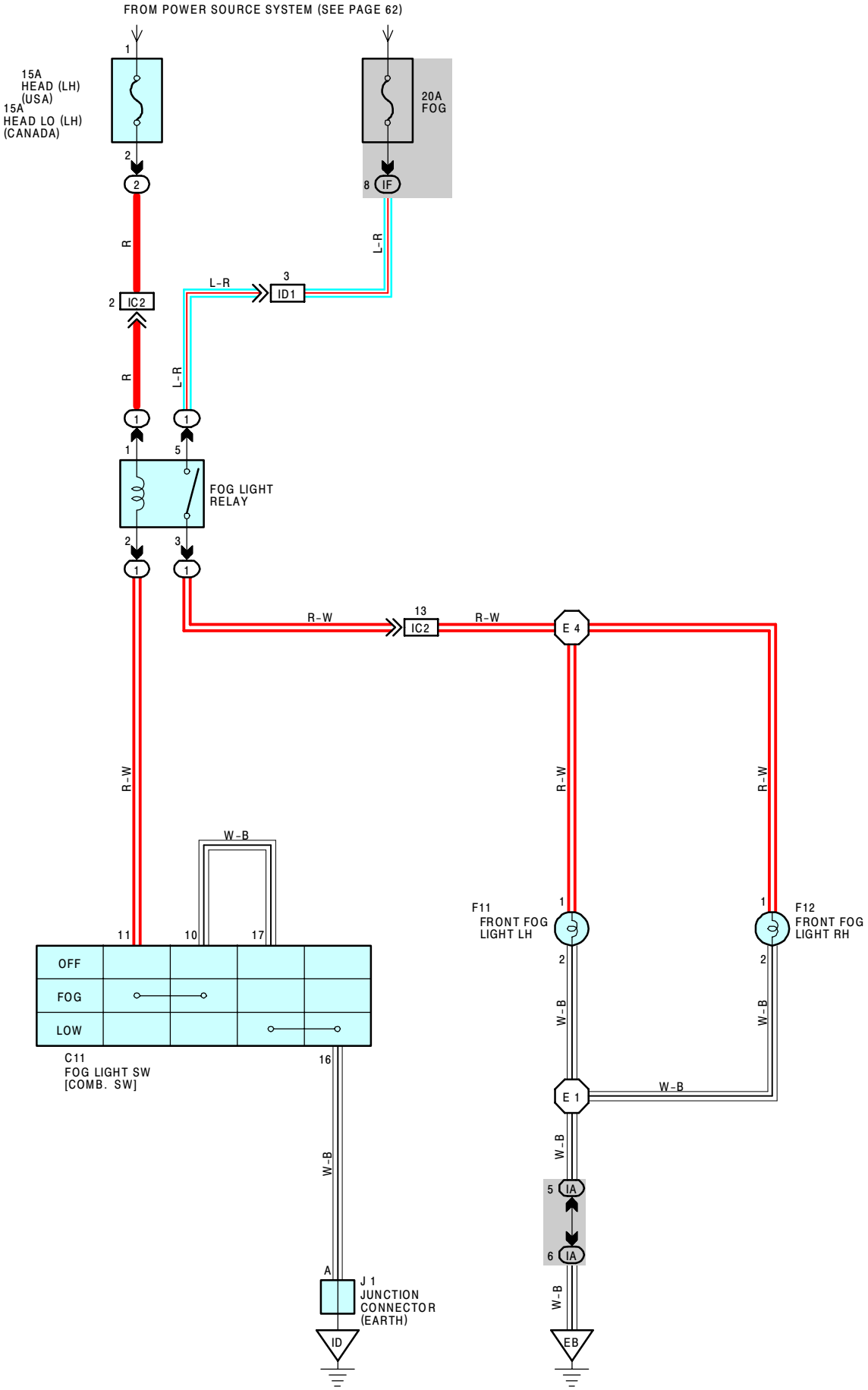
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
BQ1	46 (L/B)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)
	48 (C/P)	
	50 (CONVERTIBLE)	

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	38 (5S-FE)	FRONT SIDE OF RIGHT FENDER
	40 (7A-FE)	
EB	38 (5S-FE)	FRONT SIDE OF LEFT FENDER
	40 (7A-FE)	
ID	42	LEFT KICK PANEL
IE	42	INSTRUMENT PANEL BRACE LH
BK	46 (L/B)	BACK DOOR CENTER
	48 (C/P)	
	50 (CONVERTIBLE)	

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	38 (5S-FE)	ENGINE ROOM MAIN WIRE	**I 1**	44	COWL WIRE
	40 (7A-FE)				


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
15A
HEAD (LH)
(USA)
15A
HEAD LO (LH)
(CANADA)
20A
FOG
IF
IC2
ID1
FOG LIGHT
RELAY
R
L-R
R-W
W-B
OFF
FOG
LOW
C11
FOG LIGHT SW
[COMB. SW]
J 1
JUNCTION
CONNECTOR
(EARTH)
ID
E 4
E 1
IA
EB
F11
FRONT FOG
LIGHT LH
F12
FRONT FOG
LIGHT RH

SERVICE HINTS

FOG LIGHT RELAY

(1) 3- **(1)** 5 : CLOSED WITH THE LIGHT CONTROL SW AT **HEAD** POSITION, DIMMER SW AT **LOW** POSITION AND THE FOG LIGHT SW AT **ON** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C11	32	**F12**	28 (5S-FE), 30 (7A-FE)		
F11	28 (5S-FE), 30 (7A-FE)	**J 1**	33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	25	LEFT KICK PANEL
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IF	20	INSTRUMENT PANEL AND COWL WIRE (LEFT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)

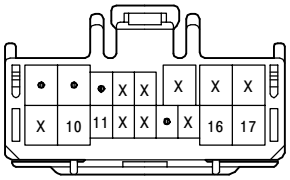
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	38 (5S-FE) 40 (7A-FE)	FRONT SIDE OF LEFT FENDER
ID	42	LEFT KICK PANEL

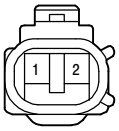
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	38 (5S-FE) 40 (7A-FE)	ENGINE ROOM MAIN WIRE	**E 4**	38 (5S-FE) 40 (7A-FE)	ENGINE ROOM MAIN WIRE

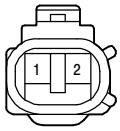
C11



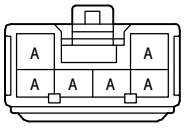
F11 BLACK



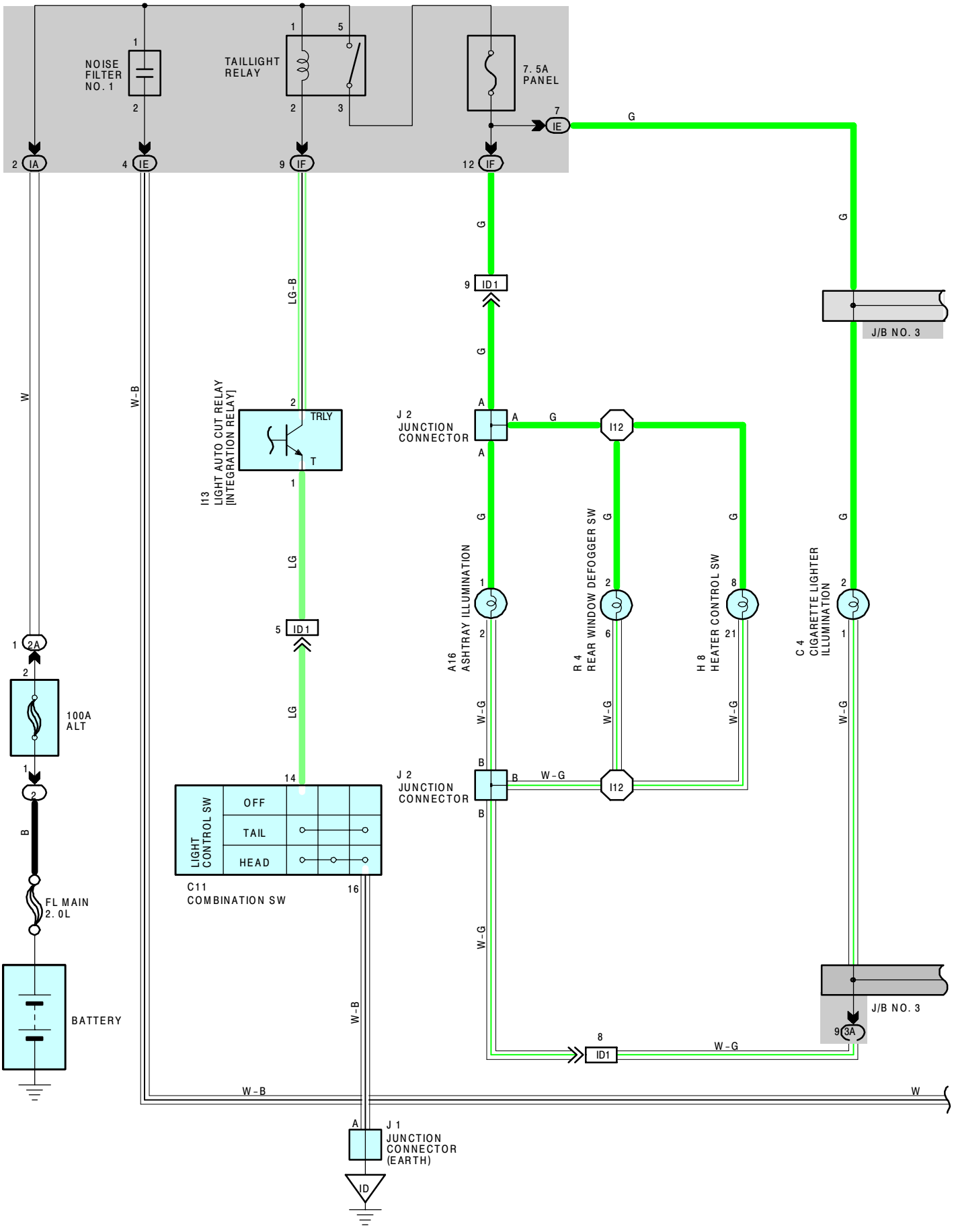
F12 BLACK



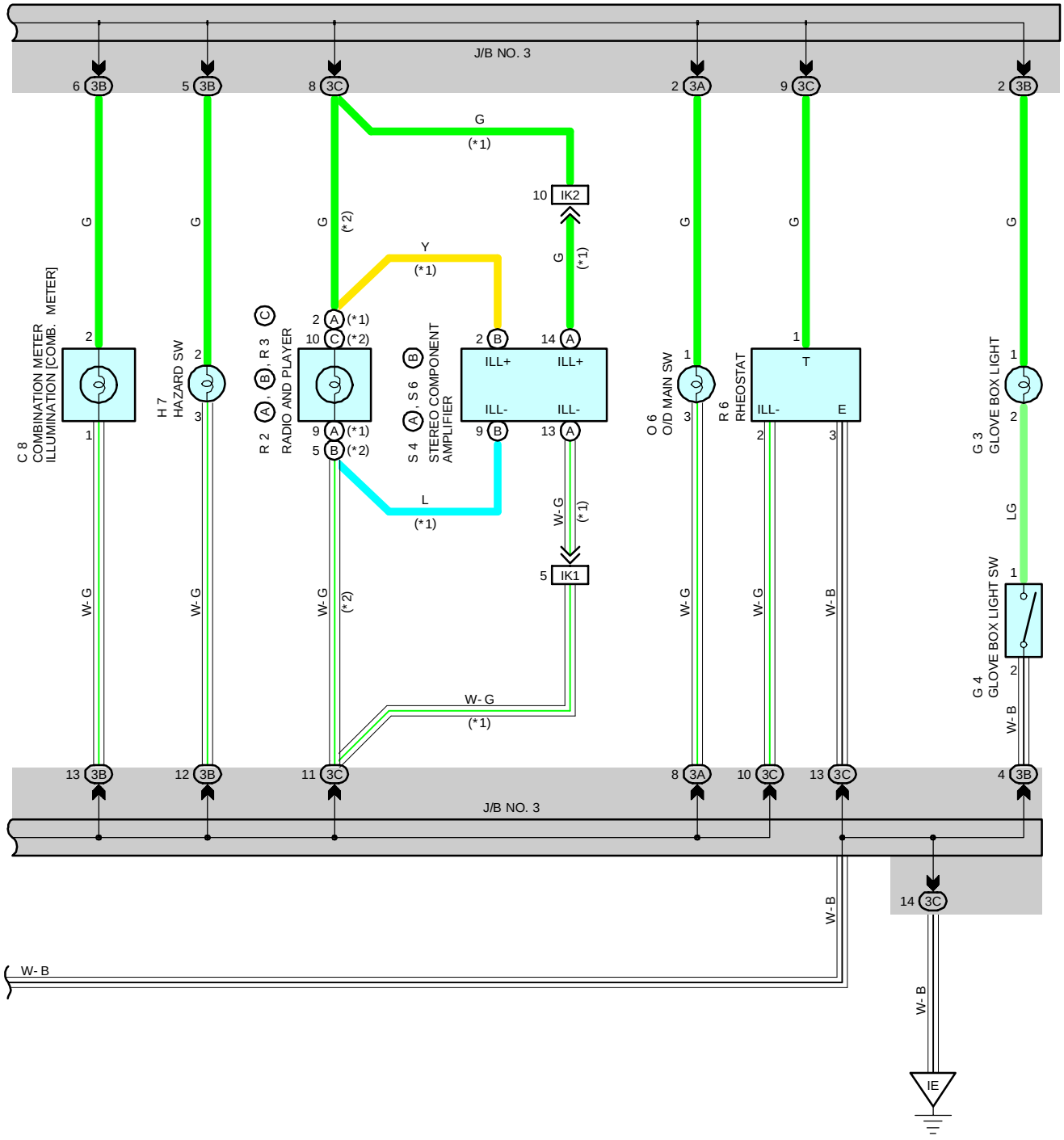
J 1



(HINT : SEE PAGE 7)


NOISE FILTER NO. 1
TAILLIGHT RELAY
7. 5A PANEL
2 IA
4 IE
9 IF
12 IF
7 IE
G
9 ID1
J/B NO. 3
W
W-B
LG-B
I13 LIGHT AUTO CUT RELAY [INTEGRATION RELAY]
TRLY
T
J 2 JUNCTION CONNECTOR
I12
A16 ASHTRAY ILLUMINATION
R 4 REAR WINDOW DEFOGGER SW
H 8 HEATER CONTROL SW
C 4 CIGARETTE LIGHTER ILLUMINATION
LG
5 ID1
1 2A
100A ALT
B
FL MAIN 2. 0L
BATTERY
14
LIGHT CONTROL SW
OFF
TAIL
HEAD
C11 COMBINATION SW
16
W-G
8 ID1
9 3A
A J 1 JUNCTION CONNECTOR (EARTH)
ID

*1 : SEPARATE TYPE AMPLIFIER
*2 : BUILT- IN TYPE AMPLIFIER



SERVICE HINTS

TAILLIGHT RELAY
5-3 : CLOSED WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
C11 LIGHT CONTROL SW [COMB. SW]
14-16 : CLOSED WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
A16	32	**H 8**		33	**R 3**	C	33
C 4	32	**I13**		33	**R 4**		33
C 8	32	**J 1**		33	**R 6**		33
C11	32	**J 2**		33	**S 4**	A	33
G 3	32	**O 6**		33	**S 6**	B	33
G 4	32	**R 2**	A	33			
H 7	33		B	33			

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IE	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IF		
2A	26	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3A	24	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)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IK1	44	INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER)
IK2		

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	42	LEFT KICK PANEL
IE	42	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I12	44	COWL WIRE			

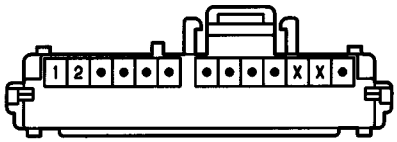
*1 : SEPARATE TYPE AMPLIFIER

*2 : BUILT-IN TYPE AMPLIFIER

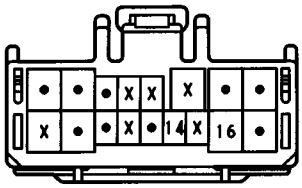
A16

C 4

C 8 BLUE



C11

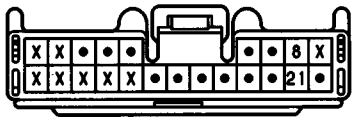


G 3

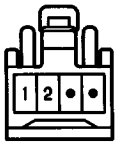
G 4 BLACK

H 7 BLACK

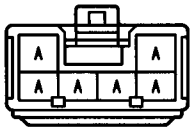
H 8 ORANGE



I13

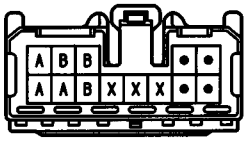


J 1



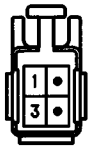
(HINT:SEE PAGE 7)

J 2

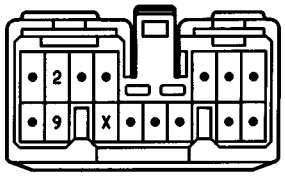


(HINT:SEE PAGE 7)

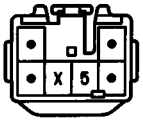
O 6 BLUE



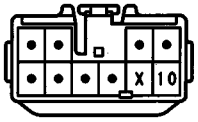
(*1) R 2 (A)



(*2) R 2 (B) BLUE



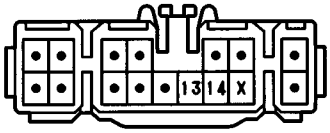
R 3 (C) BLUE



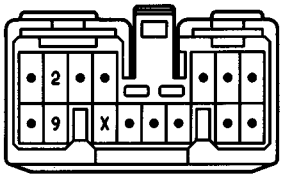
R 4

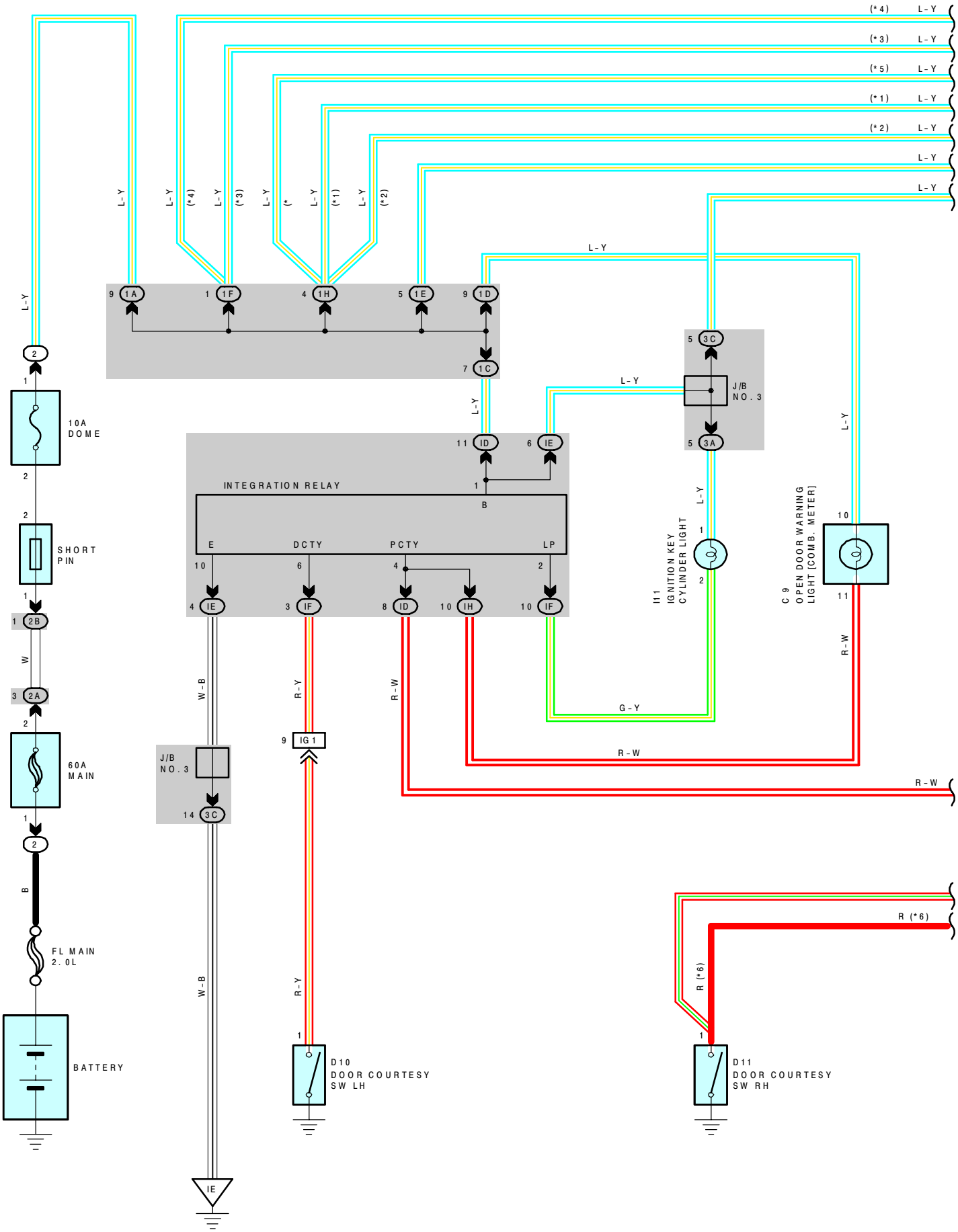
R 6 BLACK

S 4 (A)

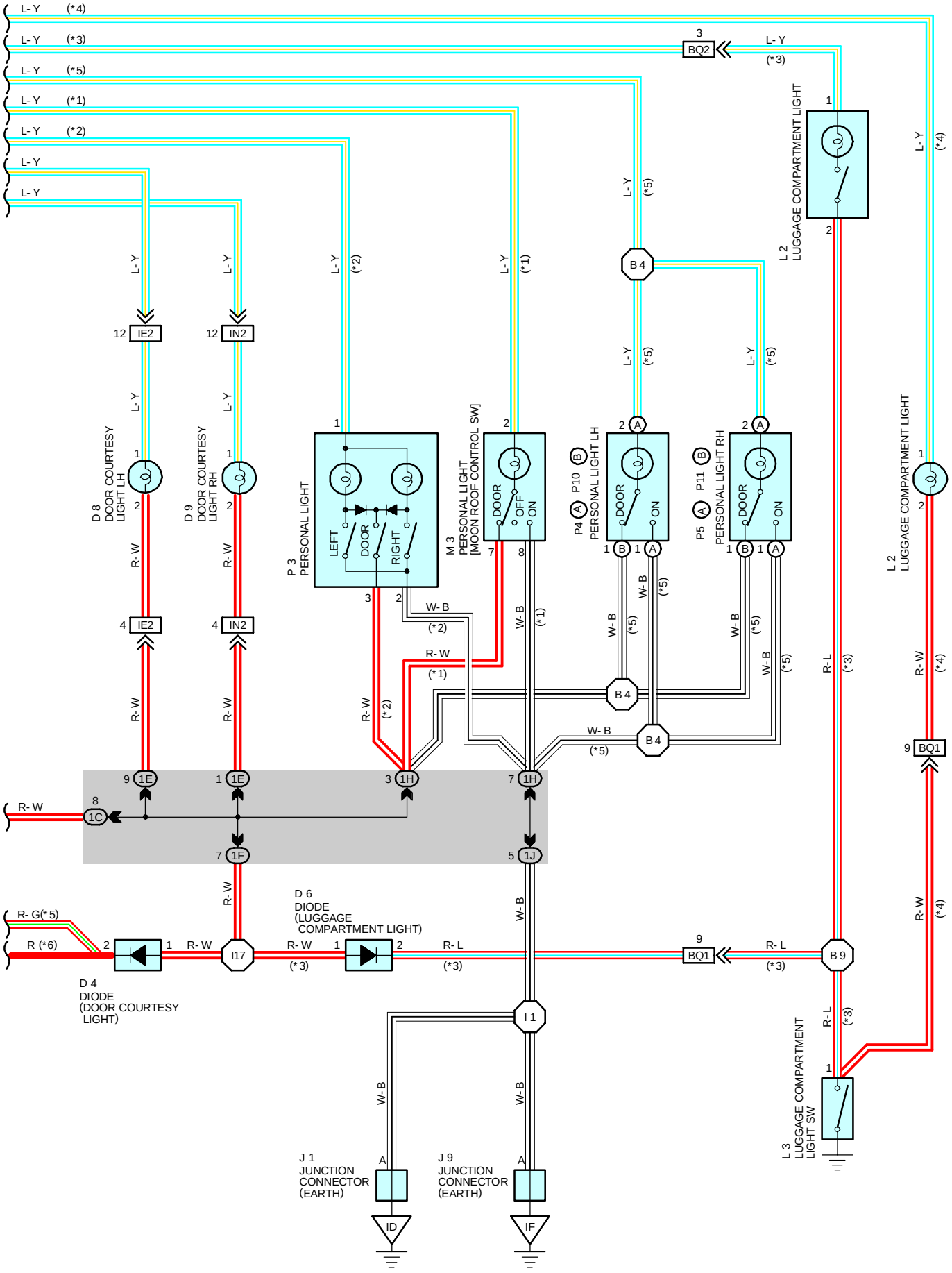


S 6 (B) BLUE




(*4) L-Y
(*3) L-Y
(*5) L-Y
(*1) L-Y
(*2) L-Y
L-Y
L-Y
9 1A
1 1F
4 1H
5 1E
9 1D
7 1C
5 3C
J/B NO. 3
5 3A
11 ID
6 IE
1 B
INTEGRATION RELAY
E
DCTY
PCTY
LP
10
6
4
2
4 IE
3 IF
8 ID
10 IH
10 IF
10A DOME
SHORT PIN
1 2B
W
3 2A
60A MAIN
2
B
FL MAIN 2.0L
BATTERY
W-B
J/B NO. 3
14 3C
IE
R-Y
9 IG1
D10 DOOR COURTESY SW LH
R-W
G-Y
I11 IGNITION KEY CYLINDER LIGHT
C 9 OPEN DOOR WARNING LIGHT [COMB. METER]
10
11
R (*6)
D11 DOOR COURTESY SW RH

*1 : W/ MOON ROOF
*2 : W/O MOON ROOF
*3 : L/B
*4 : C/P, CONVERTIBLE
*5 : CONVERTIBLE
*6 : L/B, C/P



INTERIOR LIGHT

SERVICE HINTS

INTEGRATION RELAY
1-GROUND : ALWAYS APPROX. **12** VOLTS
6-GROUND : CONTINUITY WITH THE LH DOOR OPEN
4-GROUND : CONTINUITY WITH THE RH DOOR OPEN
D10, D11 DOOR COURTESY SW LH, RH
1-GROUND : CLOSED WITH THE DOOR OPEN
L 3 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 9	32	**D10**	36 (CONVERTIBLE)	**L 3**		34 (L/B), 35 (C/P)
D 4	32	**D11**	34 (L/B), 35 (C/P)			36 (CONVERTIBLE)
D 6	32		36 (CONVERTIBLE)	**M 3**		34 (L/B), 35 (C/P)
D 8	34 (L/B), 35 (C/P)	**I11**	33	**P 3**		34 (L/B), 35 (C/P)
	36 (CONVERTIBLE)	**J 1**	33	**P 4**	A	36 (CONVERTIBLE)
D 9	34 (L/B), 35 (C/P)	**J 9**	33	**P 5**	A	36 (CONVERTIBLE)
	36 (CONVERTIBLE)	**L 2**	34 (L/B), 35 (C/P)	**P10**	B	36 (CONVERTIBLE)
D10	34 (L/B), 35 (C/P)		36 (CONVERTIBLE)	**P11**	B	36 (CONVERTIBLE)

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
IH		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D		
1E		
1F	22	FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL)
1H	22	ROOF WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J	22	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2A	26	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B		
3A	24	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	42	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IN2	44	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BQ1	46 (L/B)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)
	48 (C/P)	
	50 (CONVERTIBLE)	
BQ2	46 (L/B)	

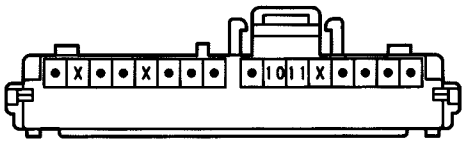
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	42	LEFT KICK PANEL
IE	42	INSTRUMENT PANEL BRACE LH
IF	42	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	44	COWL WIRE	**B 4**	50 (CONVERTIBLE)	ROOF WIRE
I17	44	FLOOR WIRE	**B 9**	46 (L/B)	LUGGAGE ROOM WIRE

C 9



D 4

D 6

D 8 GRAY

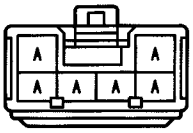
D 9 GRAY

D10

D11

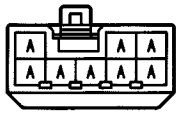
I11

J 1



(HINT:SEE PAGE 7)

J 9



(HINT:SEE PAGE 7)

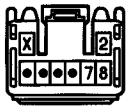
(*3) L 2

(*5) L 2

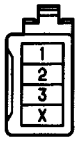
(C/P) L 2

L 3 GRAY

(*1) M 3



(*2) P 3



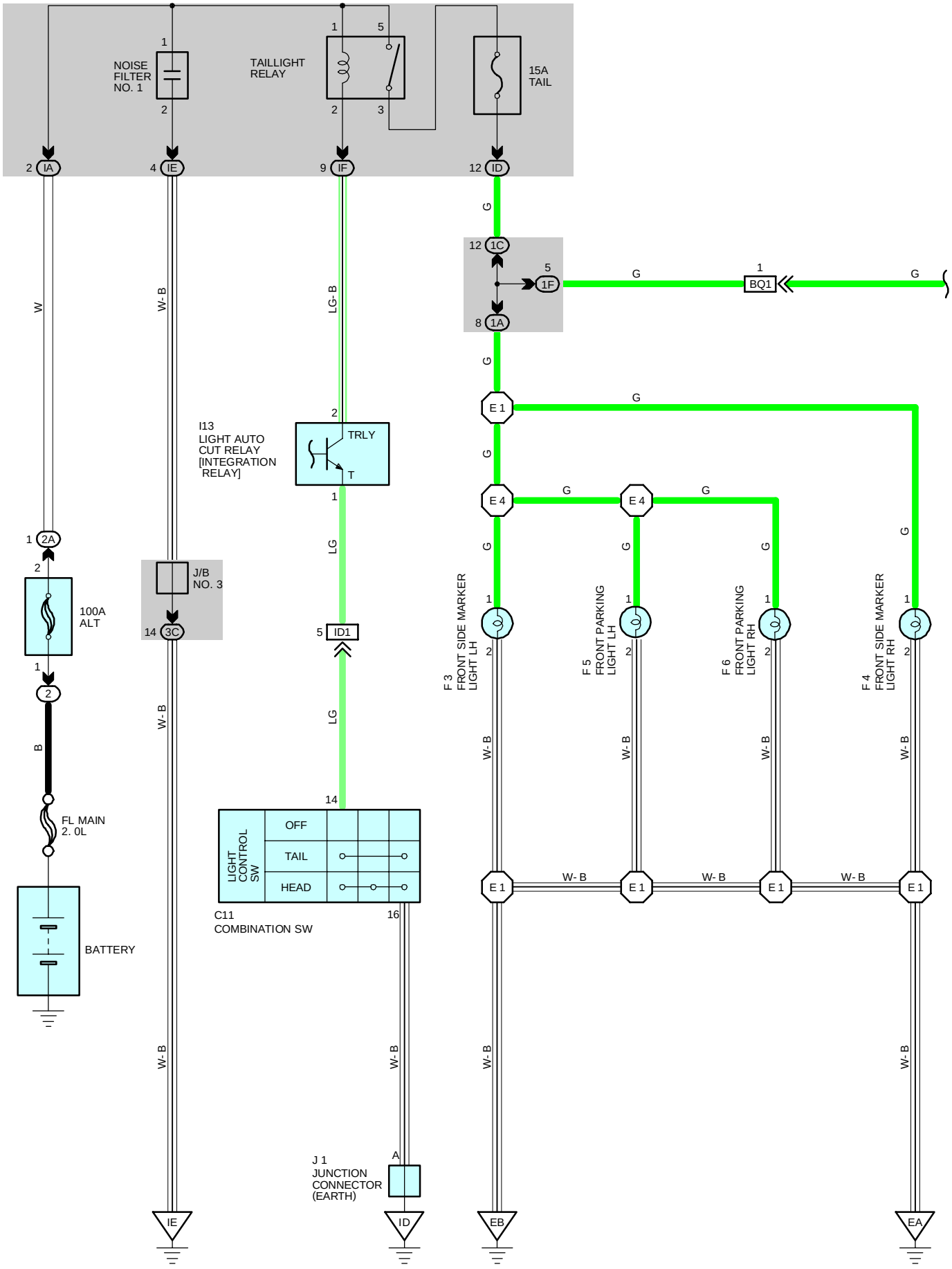
P 4 (A)

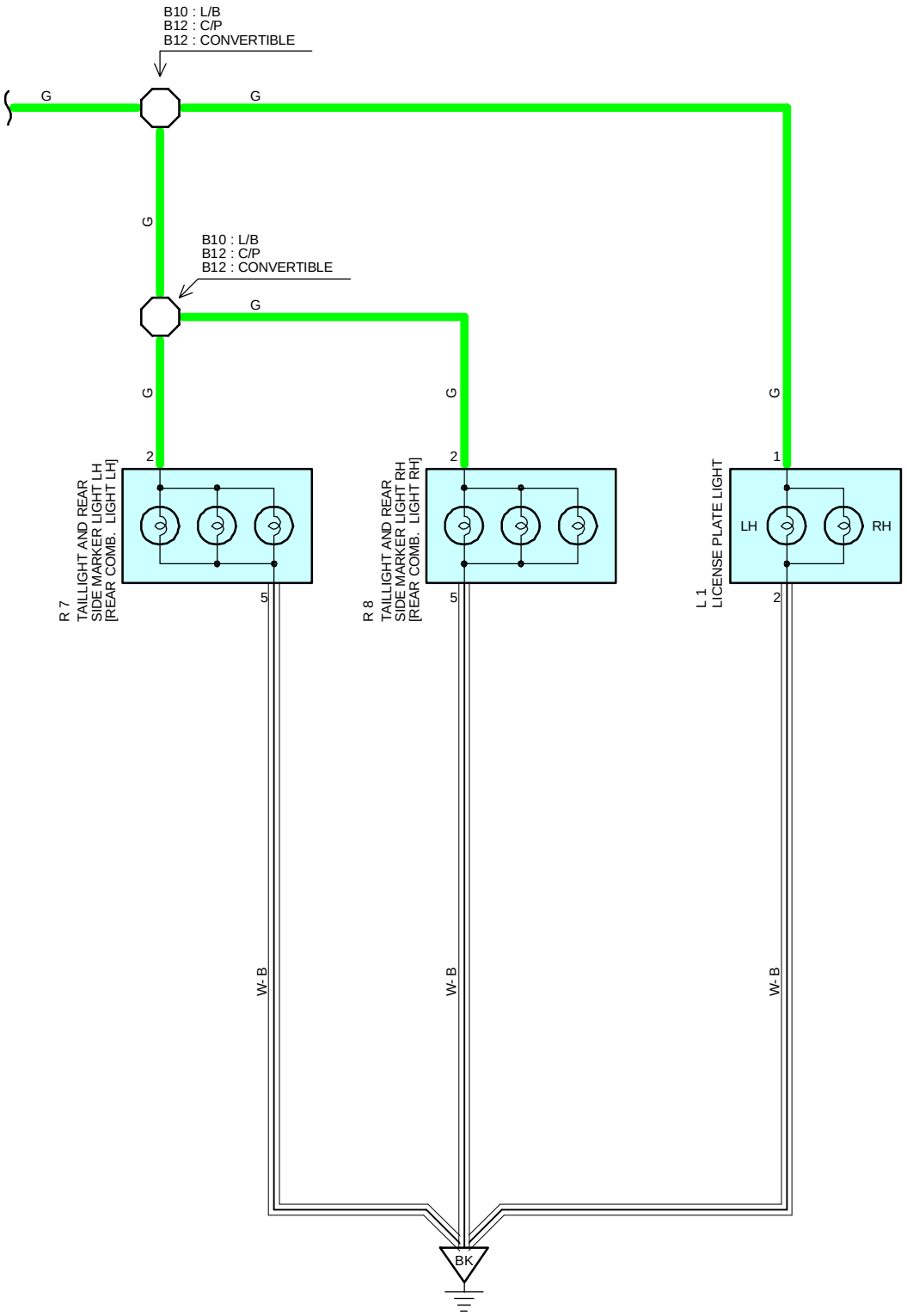
P 5 (A)

P10 (B)

P11 (B)

*1 :W/ MOON ROOF *4 : C/P, CONVERTIBLE
*2 : W/O MOON ROOF *5 : CONVERTIBLE
* 3 :L/B


NOISE FILTER NO. 1
TAILLIGHT RELAY
15A TAIL
2 IA
4 IE
9 IF
12 ID
W
W- B
LG- B
G
12 1C
5 1F
8 1A
1 BQ1
E 1
E 4
I13 LIGHT AUTO CUT RELAY [INTEGRATION RELAY]
TRLY
T
1 2A
100A ALT
J/B NO. 3
14 3C
5 ID1
LG
B
FL MAIN 2. 0L
BATTERY
F 3 FRONT SIDE MARKER LIGHT LH
F 5 FRONT PARKING LIGHT LH
F 6 FRONT PARKING LIGHT RH
F 4 FRONT SIDE MARKER LIGHT RH
LIGHT CONTROL SW
OFF
TAIL
HEAD
C11 COMBINATION SW
16
J 1 JUNCTION CONNECTOR (EARTH)
A
IE
ID
EB
EA


B10 : L/B
B12 : C/P
B12 : CONVERTIBLE
G
G
G
B10 : L/B
B12 : C/P
B12 : CONVERTIBLE
G
G
G
G
2
2
1
R 7
TAILLIGHT AND REAR
SIDE MARKER LIGHT LH
[REAR COMB. LIGHT LH]
R 8
TAILLIGHT AND REAR
SIDE MARKER LIGHT RH
[REAR COMB. LIGHT RH]
L 1
LICENSE PLATE LIGHT
LH
RH
5
5
2
W- B
W- B
W- B
BK

TAILLIGHT

SERVICE HINTS

TAILLIGHT RELAY

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

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C11	32	**I13**	33	**R7**	37 (CONVERTIBLE)
F3	28 (5S-FE), 30 (7A-FE)	**J1**	33	**R8**	34 (L/B), (35 (C/P)
F4	28 (5S-FE), 30 (7A-FE)	**L1**	34 (L/B), (35 (C/P)		37 (CONVERTIBLE)
F5	28 (5S-FE), 30 (7A-FE)		36 (CONVERTIBLE)		
F6	28 (5S-FE), 30 (7A-FE)	**R7**	34 (L/B), 35 (C/P)		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1F	22	FLOOR WIRE AND J/B NO. 1 (LEFT KICK PANEL)
2A	26	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3C	24	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)
ID1	42 (C/P)	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
BQ1	46 (L/B)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)
	48 (C/P)	
	50 (CONVERTIBLE)	

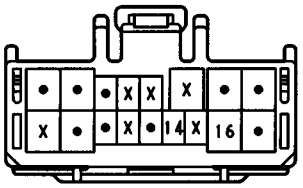
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	38 (5S-FE)	FRONT SIDE OF RIGHT FENDER
	40 (7A-FE)	
EB	38 (5S-FE)	FRONT SIDE OF LEFT FENDER
	40 (7A-FE)	
ID	42	LEFT KICK PANEL
IE	42	INSTRUMENT PANEL BRACE LH
BK	46 (L/B)	BACK DOOR CENTER
	48 (C/P)	
	50 (CONVERTIBLE)	

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E1	38 (5S-FE)	ENGINE ROOM MAIN WIRE	**B10**	46 (L/B)	LUGGAGE ROOM WIRE
	40 (7A-FE)		**B12**	48 (C/P)	
E4	38 (5S-FE)			50 (CONVERTIBLE)	
	40 (7A-FE)				

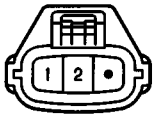
C11



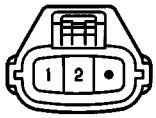
F 3 BROWN

F 4 BROWN

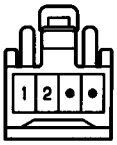
F 5 GRAY



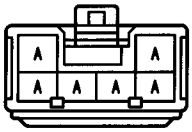
F 6 GRAY



I13



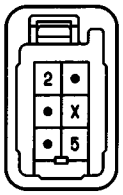
J 1



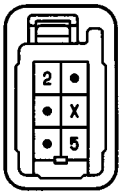
(HINT:SEE PAGE 7)

L 1

R 7



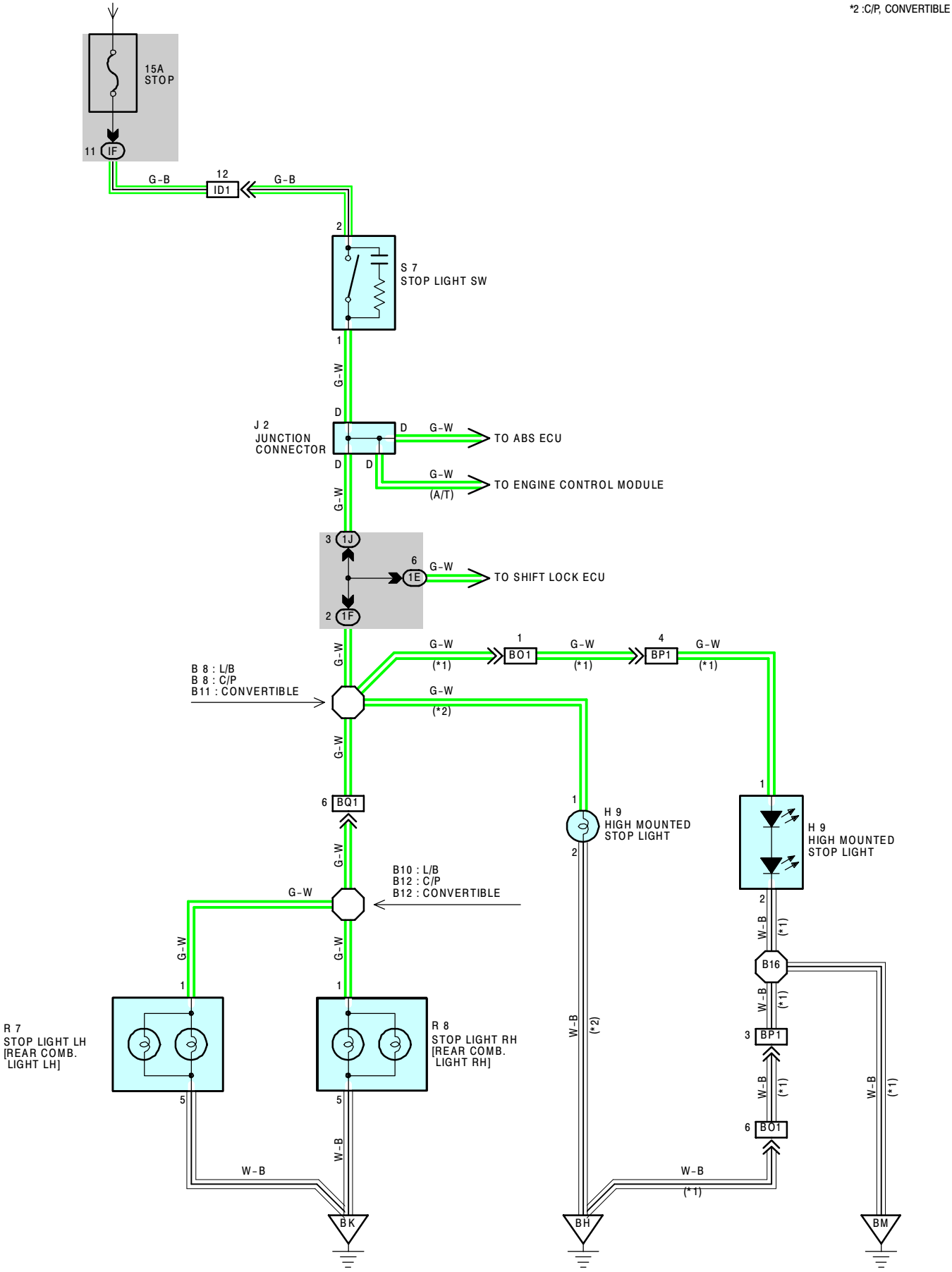
R 8



STOP LIGHT

FROM POWER SOURCE SYSTEM (SEE PAGE 62)

*1 : L/B
*2 :C/P, CONVERTIBLE



SERVICE HINTS

S 7 STOP LIGHT SW

2-1 : CLOSED WITH THE BRAKE PEDAL DEPRESSED

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
H 9	34 (L/B), 35 (C/P)	**R 7**	34 (L/B), 35 (C/P)	**R 8**	37 (CONVERTIBLE)
	36 (CONVERTIBLE)		37 (CONVERTIBLE)	**S 7**	33
J 2	33	**R 8**	34 (L/B), 35 (C/P)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IF	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
1E	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	22	FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J	22	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
BO1	46 (L/B)	BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)
BP1	46 (L/B)	BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT)
BQ1	46 (L/B)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)
	48 (C/P)	
	50 (CONVERTIBLE)	

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BH	46 (L/B)	UNDER THE LEFT CENTER PILLAR
	48 (C/P)	
	50 (CONVERTIBLE)	
BK	46 (L/B)	BACK DOOR CENTER
	48 (C/P)	
	50 (CONVERTIBLE)	
BM	46 (L/B)	BACK DOOR RIGHT

: SPLICE POINTS

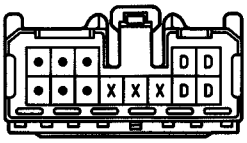
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 8	46 (L/B)	FLOOR WIRE	**B12**	48 (C/P)	LUGGAGE ROOM WIRE
	48 (C/P)			50 (CONVERTIBLE)	
B10	46 (L/B)	LUGGAGE ROOM WIRE	**B16**	46 (L/B)	BACK DOOR NO.2 WIRE
B11	50 (CONVERTIBLE)	FLOOR WIRE			

(L/B) H 9

(C/P) H 9

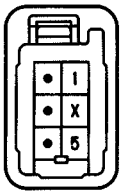
(CONVERTIBLE) H 9

J 2

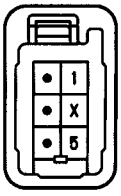


(HINT:SEE PAGE 7)

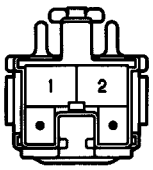
R 7



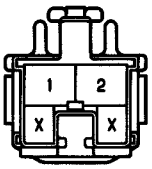
R 8

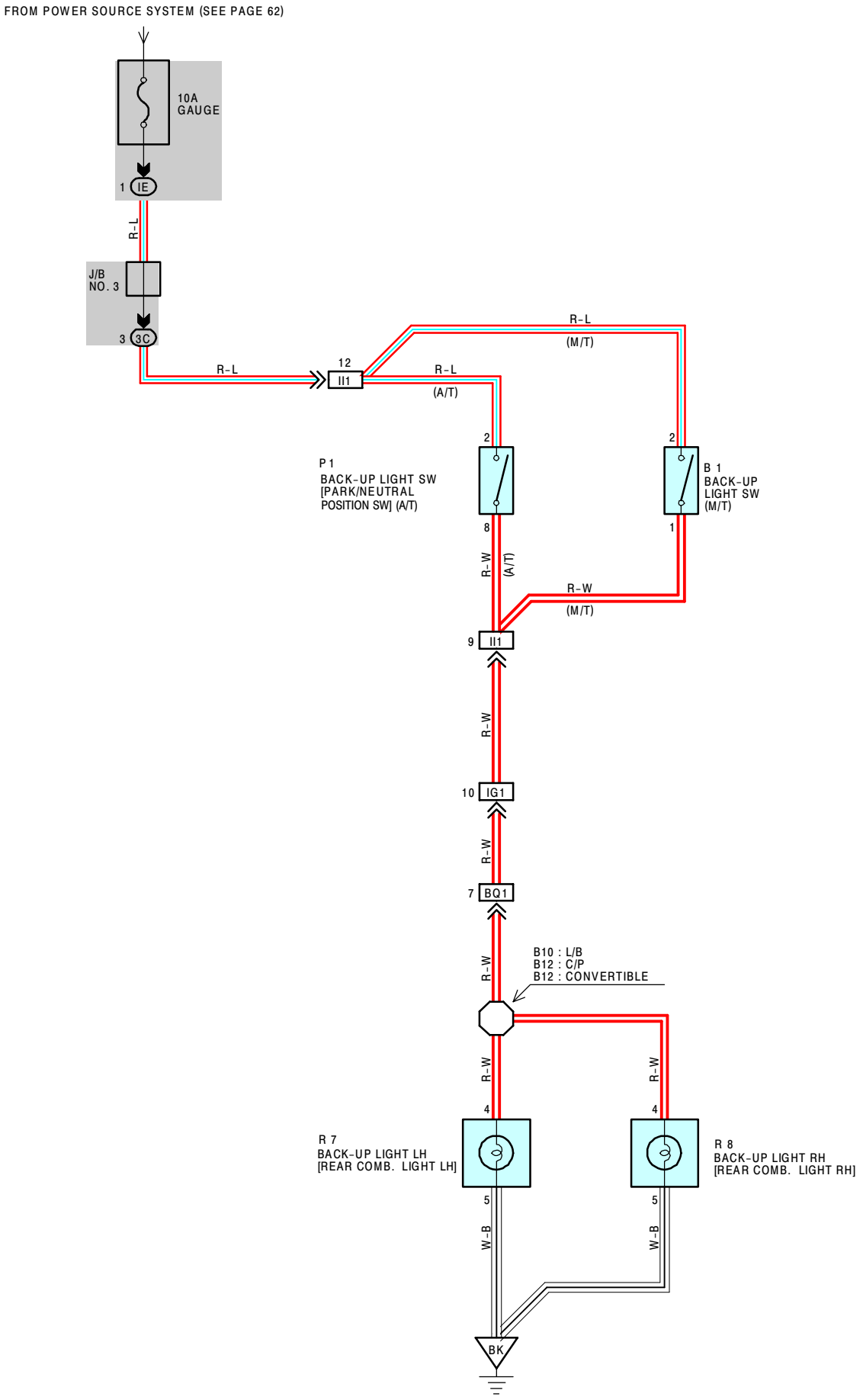


(W/ CRUISE CONTROL) S 7



(W/O CRUISE CONTROL) S 7




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A
GAUGE
1 IE
R-L
J/B
NO. 3
3 3C
R-L
12
II1
R-L
(M/T)
R-L
(A/T)
2
P 1
BACK-UP LIGHT SW
[PARK/NEUTRAL
POSITION SW] (A/T)
2
B 1
BACK-UP
LIGHT SW
(M/T)
8
1
R-W
(A/T)
R-W
(M/T)
9 II1
R-W
10 IG1
R-W
7 BQ1
R-W
B10 : L/B
B12 : C/P
B12 : CONVERTIBLE
R-W
R-W
4
4
R 7
BACK-UP LIGHT LH
[REAR COMB. LIGHT LH]
R 8
BACK-UP LIGHT RH
[REAR COMB. LIGHT RH]
5
5
W-B
W-B
BK

SERVICE HINTS

P 1 BACK-UP LIGHT SW [PARK/NEUTRAL POSITION SW] (A/T)
2-8 : CLOSED WITH THE SHIFT LEVER AT **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	28 (5S-FE), 30 (7A-FE)	**R 7**	34 (L/B), 35 (C/P)	**R 8**	34 (L/B), 35 (C/P)
P 1	29 (5S-FE), 31 (7A-FE)		37 (CONVERTIBLE)		37 (CONVERTIBLE)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IE	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
3C	24	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)
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
BQ1	46 (L/B)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)
	48 (C/P)	
	50 (CONVERTIBLE)	

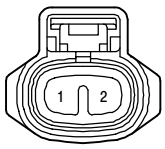
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BK	46 (L/B)	BACK DOOR CENTER
	48 (C/P)	
	50 (CONVERTIBLE)	

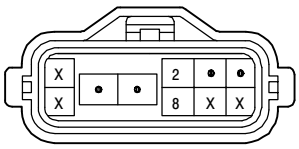
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B10	46 (L/B)	LUGGAGE ROOM WIRE	**B12**	50 (CONVERTIBLE)	LUGGAGE ROOM WIRE
B12	48 (C/P)				

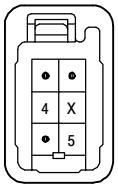
B 1 GRAY



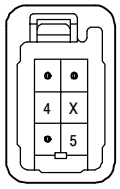
P 1 GRAY

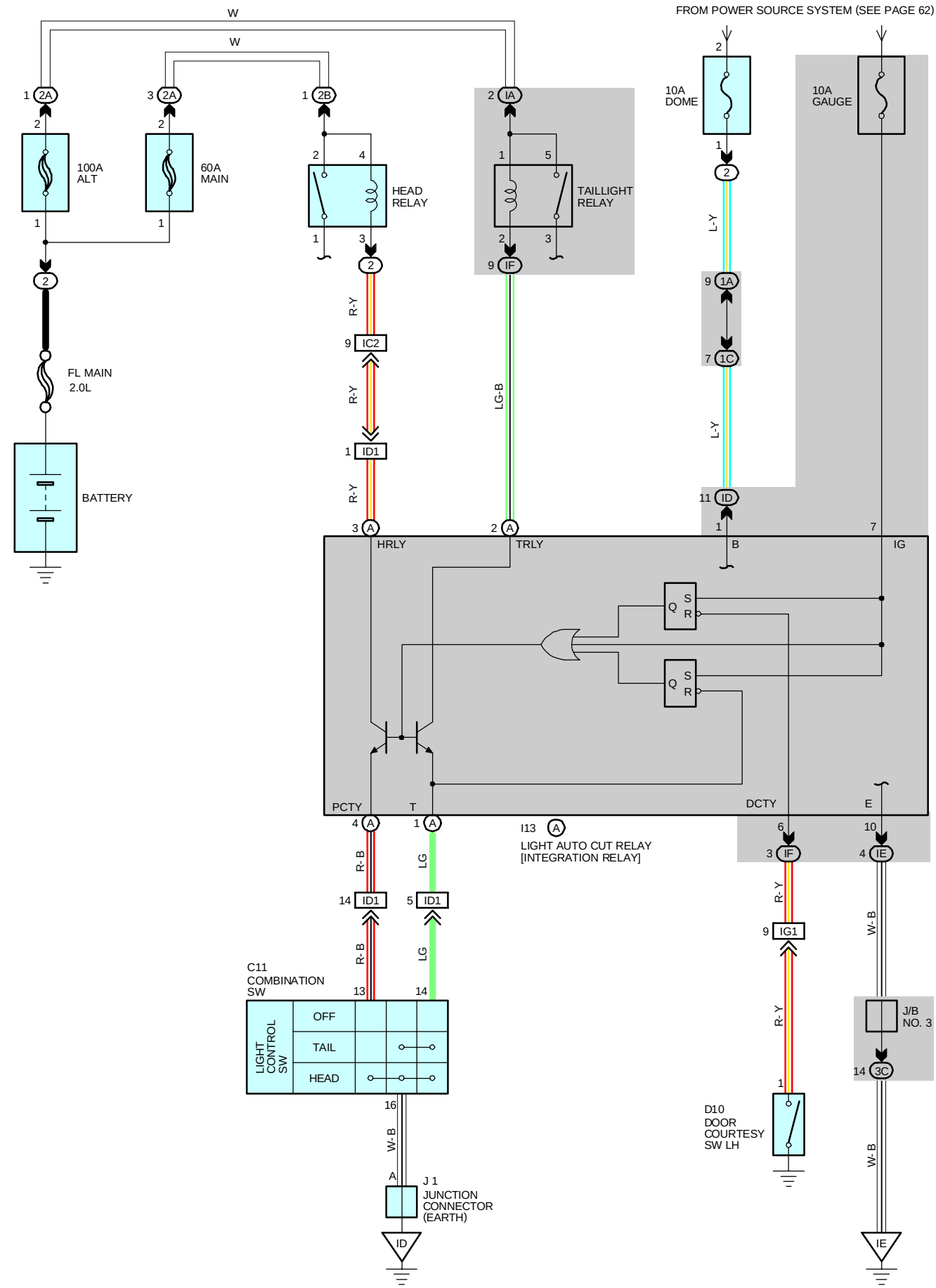


R 7



R 8




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
W
W
1 2A
2
100A ALT
1
3 2A
2
60A MAIN
1
1 2B
2 4
HEAD RELAY
1 3
2 IA
1 5
TAILLIGHT RELAY
2 3
9 IF
2
FL MAIN 2.0L
BATTERY
R-Y
9 IC2
R-Y
1 ID1
R-Y
3 A
HRLY
LG-B
2 A
TRLY
10A DOME
2
1
2
L-Y
9 1A
7 1C
L-Y
11 ID
1
B
10A GAUGE
7
IG
Q S R
Q S R
PCTY
T
4 A
1 A
I13 A
LIGHT AUTO CUT RELAY [INTEGRATION RELAY]
DCTY
E
6
3 IF
10
4 IE
R-B
14 ID1
LG
5 ID1
R-B
13
LG
14
C11 COMBINATION SW
LIGHT CONTROL SW
OFF
TAIL
HEAD
16
W-B
A
J 1 JUNCTION CONNECTOR (EARTH)
ID
R-Y
9 IG1
R-Y
1
D10 DOOR COURTESY SW LH
W-B
J/B NO. 3
14 3C
W-B
IE

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, 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 HEAD RELAY (COIL SIDE).

1. NORMAL LIGHTING OPERATION

***** TURN TAILLIGHT ON

WITH LIGHT CONTROL SW TURNED TO **TAIL** POSITION, A SIGNAL IS INPUT TO **TERMINAL (A) 1** OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, CURRENT FROM **TERMINAL (A) 2** OF THE RELAY FLOWS TO **TERMINAL (A) 1** → **TERMINAL 14** OF THE LIGHT CONTROL SW → **TERMINAL 16** → **GROUND**, AND THE TAILLIGHT RELAY CAUSES TAILLIGHT TO TURN ON.

***** TURN HEADLIGHT ON

WITH LIGHT CONTROL SW TURNED TO **HEAD** POSITION, A SIGNAL IS INPUT TO **TERMINAL (A) 4** OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, CURRENT FROM **TERMINAL (A) 3** OF THE RELAY FLOWS TO **TERMINAL (A) 4** → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 16** → **GROUND** IN THE HEADLIGHT CIRCUIT, AND HEADLIGHT RELAY CAUSES HEADLIGHTS TO TURN ON.

2. LIGHT AUTO TURN OFF OPERATION

WITH LIGHT ON AND THE 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 CURRENT IS CUT OFF 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

HEAD RELAY

2-1 : CLOSED WITH THE LIGHT CONTROL SW AT **HEAD** POSITION OR THE DIMMER SW AT **FLASH** POSITION (USA)
CLOSED WITH THE ENGINE RUNNING AND THE PARKING BRAKE LEVER RELEASED,
THE LIGHT CONTROL SW AT **HEAD** POSITION OR THE DIMMER SW AT **FLASH** POSITION (CANADA)

TAILLIGHT RELAY

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

D10 DOOR COURTESY SW LH

1-GROUND : CLOSED WITH THE LH DOOR OPEN

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

7-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
6-GROUND : CONTINUITY WITH THE LH DOOR OPEN
10-GROUND : ALWAYS CONTINUITY
(A) 2-GROUND : ALWAYS APPROX. **12** VOLTS
(A) 3-GROUND : ALWAYS APPROX. **12** VOLTS
(A) 4-GROUND : CONTINUITY WITH THE LIGHT CONTROL SW AT **HEAD** POSITION
(A) 1-GROUND : CONTINUITY WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

LIGHT AUTO TURN OFF

: PARTS LOCATION

CODE	SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
C11	32	**D10**		36 (CONVERTIBLE)	**J1**	33
D10	34 (L/B), 35 (C/P)	**I13**	A	33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

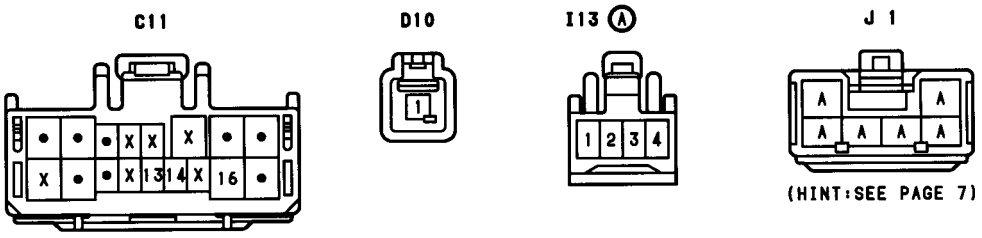
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2A	26	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B		
3C	24	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)
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	42	LEFT KICK PANEL
IE	42	INSTRUMENT PANEL BRACE LH



SYSTEM OUTLINE

CURRENT ALWAYS THROUGH THE **POWER** FUSE FLOWS 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 FLOWS FROM **TERMINAL 3** OF THE POWER MAIN RELAY → **TERMINAL 7** OF THE POWER WINDOW MASTER SW, TO **TERMINAL 4** OF THE POWER WINDOW CONTROL SW (PASSENGER'S SIDE) AND TO **TERMINAL 4** OF THE QUARTER POWER WINDOW SW LH, RH (CONVERTIBLE).

1. MANUAL OPERATION BY POWER WINDOW SW (DRIVER'S WINDOW)

WITH THE IGNITION SW TURNED ON AND WITH THE POWER WINDOW MASTER SW IN **UP** POSITION, CURRENT TO **TERMINAL 7** OF THE POWER WINDOW MASTER SW FLOWS TO **TERMINAL 8** OF THE MASTER SW → **TERMINAL 1** OF THE POWER WINDOW MOTOR LH → MOTOR → **TERMINAL 2** → **TERMINAL 6** OF THE MASTER SW → **TERMINAL 9** → **GROUND**, CAUSING 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** OF THE POWER WINDOW MASTER SW TO **TERMINAL 6** OF THE MASTER SW CAUSES THE FLOW OF CURRENT FROM **TERMINAL 2** OF THE MOTOR → MOTOR → **TERMINAL 1** → **TERMINAL 8** OF THE MASTER SW → **TERMINAL 9** → **GROUND**, FLOWING IN THE OPPOSITE DIRECTION TO MANUAL UP OPERATION, CAUSING THE MOTOR TO ROTATE IN REVERSE AND LOWERING THE WINDOW.

2. AUTO DOWN OPERATION

WITH THE IGNITION SW ON AND THE DRIVER'S SW OF THE POWER WINDOW MASTER SW IN DOWN POSITION, CURRENT TO **TERMINAL 7** OF THE MASTER SW FLOWS TO **TERMINAL 6** OF THE MASTER SW → **TERMINAL 2** OF THE POWER WINDOW MOTOR LH → MOTOR → **TERMINAL 1** → **TERMINAL 8** OF THE MASTER SW → **TERMINAL 9** → **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 FLOWING BETWEEN **TERMINAL 8** OF THE MASTER SW AND **TERMINAL 9** INCREASES. AS A RESULT, THE SOLENOID STOPS OPERATING, THE DRIVER'S SW TURNS OFF AND THE FLOW FROM **TERMINAL 7** OF THE MASTER SW TO **TERMINAL 6** 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** OF THE MASTER SW TO **TERMINAL 9**, 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 CONTROL SW (PASSENGER'S SIDE) PUSHED TO THE UP SIDE, CURRENT FROM **TERMINAL 4** OF THE POWER WINDOW CONTROL SW FLOWS TO **TERMINAL 1** OF THE POWER WINDOW CONTROL SW → **TERMINAL 2** OF THE WINDOW MOTOR RH → MOTOR → **TERMINAL 1** → **TERMINAL 3** OF THE POWER WINDOW CONTROL SW → **TERMINAL 5** → **TERMINAL 4** OF THE POWER WINDOW MASTER SW → WINDOW LOCK SW → **TERMINAL 9** → **GROUND**, CAUSING 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, CURRENT TO THE MOTOR FLOWS IN THE OPPOSITE DIRECTION, FROM **TERMINAL 1** TO MOTOR → **TERMINAL 2**, AND THE MOTOR ROTATES IN REVERSE. WHEN THE WINDOW LOCK SW IS PUSHED OUT TO THE NORMAL SIDE, THE GROUND CIRCUIT TO THE PASSENGER'S WINDOW BECOMES OPEN.

AS A RESULT, EVEN IF OPEN/CLOSE OPERATION OF THE PASSENGER'S WINDOW IS TRIED, CURRENT FROM **TERMINAL 7** OF THE POWER WINDOW MASTER SW IS NOT GROUNDED AND THE MOTOR DOES NOT ROTATE, SO THE PASSENGER'S WINDOW CANNOT BE OPERATED AND WINDOW LOCK OCCURS.

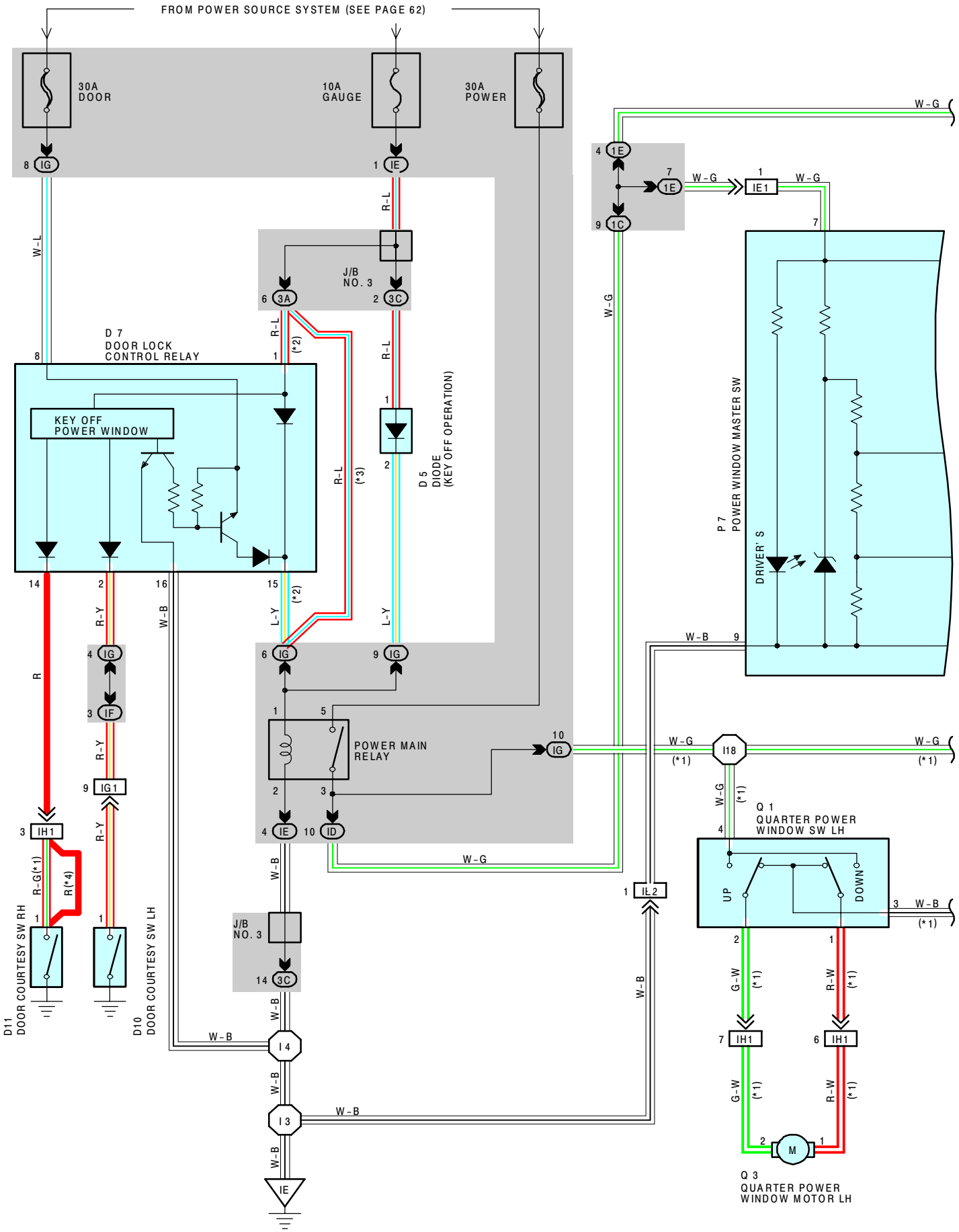
5. KEY OFF POWER WINDOW OPERATION

WITH THE IGNITION SW TURNED FROM ON TO OFF, THE DOOR LOCK ECU OPERATES AND CURRENT FLOWS FROM THE **DOOR** FUSE TO **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 15** → **TERMINAL 1** OF THE POWER MAIN RELAY → **TERMINAL 2** → **GROUND** FOR ABOUT **60** SECONDS. THE SAME AS NORMAL OPERATION, CURRENT FLOWS FROM THE POWER FUSE TO **TERMINAL 5** OF THE POWER MAIN RELAY → **TERMINAL 3** → **TERMINAL 7** OF THE POWER WINDOW MASTER SW AND **TERMINAL 4** OF POWER WINDOW CONTROL SW (PASSENGER'S SIDE). AS A RESULT, FOR ABOUT **60** SECONDS AFTER THE IGNITION SW IS TURNED OFF, IT IS POSSIBLE TO RAISE AND LOWER THE POWER WINDOW BY THE FUNCTIONING OF THIS RELAY. ALSO, BY OPENING THE DOOR (DOOR COURTESY SW ON) WITHIN ABOUT **60** SECONDS AFTER TURNING THE IGNITION SW TO OFF, A SIGNAL IS INPUT TO **TERMINAL 2**, **14** OF DOOR LOCK CONTROL RELAY. AS A RESULT, THE ECU TURNS OFF, AND UP AND DOWN OF THE MOVEMENT OF THE WINDOW STOPS.

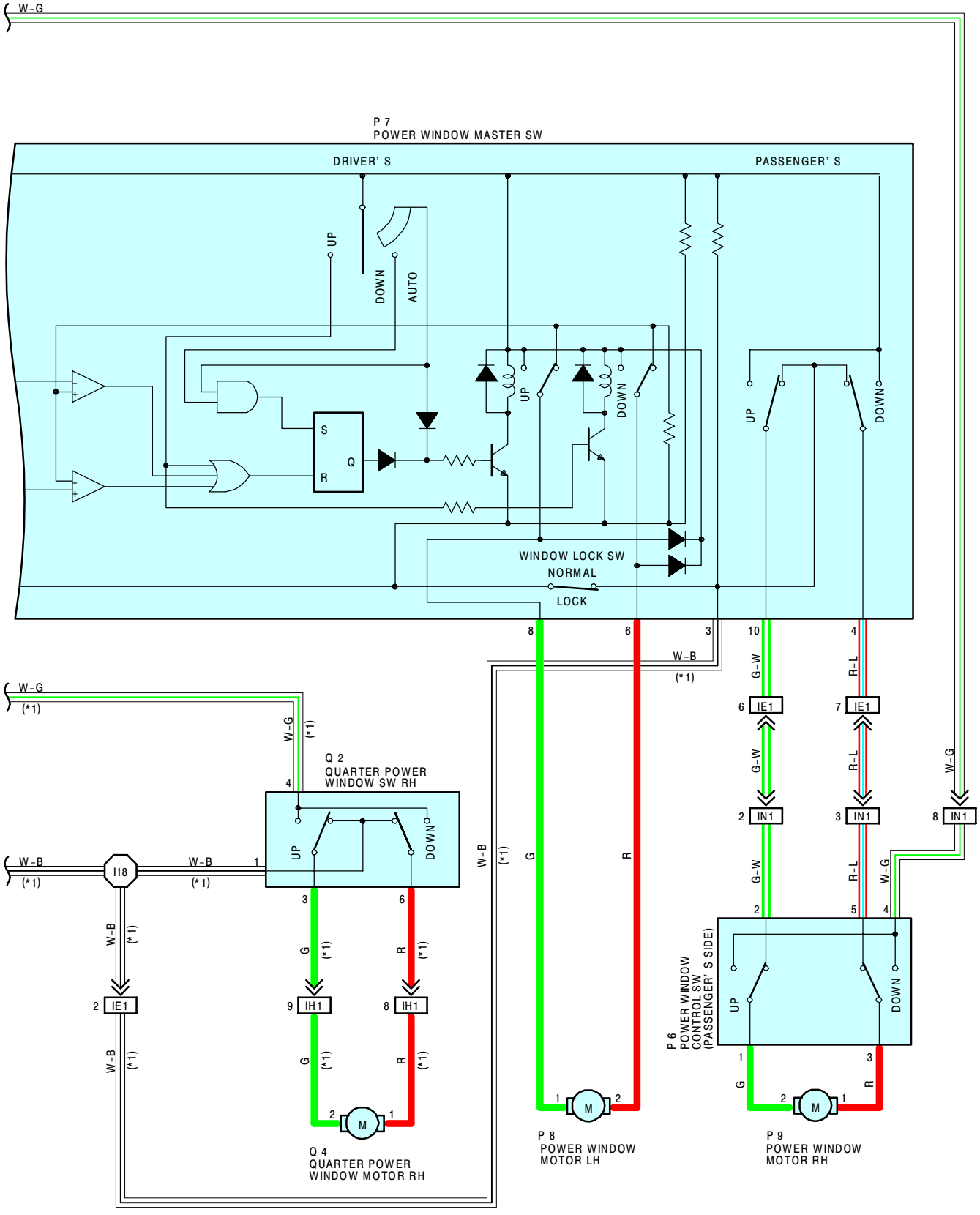
6. MANUAL OPERATION BY QUARTER WINDOW SW (CONVERTIBLE)

WITH THE QUARTER POWER WINDOW SW PUSHED TO UP SIDE, CURRENT FROM **TERMINAL 4** OF THE QUARTER POWER WINDOW SW LH, RH FLOWS TO **TERMINAL 2** (LH), **3** (RH) → **TERMINAL 2** OF THE QUARTER POWER WINDOW MOTOR → MOTOR → **TERMINAL 1** OF THE MOTOR → **TERMINAL 1** (LH), **6** (RH) OF THE QUARTER POWER WINDOW SW → **TERMINAL 3** (LH), **1** (RH) → **TERMINAL 3** OF THE POWER WINDOW MASTER SW → WINDOW LOCK SW → **TERMINAL 9** → **GROUND**, CAUSING THE QUARTER POWER WINDOW MOTOR TO ROTATE IN THE UP DIRECTION. UP OPERATION CONTINUES ONLY WHILE THE QUARTER POWER WINDOW SW IS PUSHED TO UP SIDE. WHEN THE WINDOW DESCENDS, THE CURRENT FLOW TO THE MOTOR FLOWS IN THE OPPOSITE DIRECTION, FROM **TERMINAL 1** OF THE MOTOR → MOTOR → **TERMINAL 2**, AND THE MOTOR ROTATES IN REVERSE.

WHEN THE WINDOW LOCK SW IS PUSHED OUT TO THE NORMAL SIDE, THE **GROUND** CIRCUIT TO THE QUARTER POWER WINDOW BECOMES OPEN. AS A RESULT, EVEN IF OPEN/CLOSE OPERATION OF QUARTER WINDOW IS TRIED, CURRENT FROM **TERMINAL 3** (LH), **1** (RH) OF THE QUARTER POWER WINDOW SW IS NOT GROUNDED AND THE MOTOR DOES NOT ROTATE, SO THE QUARTER POWER WINDOW CAN NOT BE OPERATED AND WINDOW LOCK OCCURS.


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
30A DOOR
10A GAUGE
30A POWER
8 IG
1 IE
W-L
R-L
J/B NO. 3
6 3A
2 3C
D 7 DOOR LOCK CONTROL RELAY
KEY OFF POWER WINDOW
D 5 DIODE (KEY OFF OPERATION)
(*2)
(*3)
14
2
16
15
R
R-Y
W-B
L-Y
4 IG
3 IF
9 IG1
6 IG
9 IG
POWER MAIN RELAY
1
5
2
3
4 IE
10 ID
10 IG
W-G
4 1E
7 1E
9 1C
1 IE1
7
P 7 POWER WINDOW MASTER SW
DRIVER'S
W-B 9
I18
(*1)
Q 1 QUARTER POWER WINDOW SW LH
UP
DOWN
4
3 W-B
2
1
G-W
R-W
7 IH1
6 IH1
M
Q 3 QUARTER POWER WINDOW MOTOR LH
3 IH1
R-G(*1)
R(*4)
1
D11 DOOR COURTESY SW RH
D10 DOOR COURTESY SW LH
J/B NO. 3
14 3C
I 4
I 3
IE
1 IL2

*1 : CONVERTIBLE
*2 : W/ DOOR LOCK CONTROL
*3 : W/O DOOR LOCK CONTROL
*4 : L/B, C/P



SERVICE HINTS

D 7 DOOR LOCK CONTROL RELAY
8-GROUND : ALWAYS APPROX. **12** VOLTS
16-GROUND : ALWAYS CONTINUITY
1-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
2-GROUND : CONTINUITY WITH THE LH DOOR OPEN
14-GROUND : CONTINUITY WITH THE RH DOOR OPEN
15-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON AND STAYS AT **12** VOLTS FOR **60** SECONDS AFTER THE IGNITION SW IS TURNED OFF, BUT IF THE DOOR IS OPENED IN THIS **60** SECOND PERIOD, VOLTAGE WILL DROP TO **0** VOLTS

D10, D11 DOOR COURTESY SW LH, RH
1-GROUND : CLOSED WITH THE DOOR OPEN

P 6 POWER WINDOW CONTROL SW (PASSENGER'S SIDE)
4-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON AND STAYS AT **12** VOLTS FOR **60** SECONDS AFTER THE IGNITION SW IS TURNED OFF, BUT IF THE DOOR IS OPENED IN THIS **60** SECONDS PERIOD, VOLTAGE WILL DROP TO **0** VOLTS

P 7 POWER WINDOW MASTER SW
9-GROUND : ALWAYS CONTINUITY
7-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON AND STAYS AT **12** VOLTS FOR **60** SECONDS AFTER THE IGNITION SW IS TURNED OFF, BUT IF THE DOOR IS OPENED IN THIS **60** SECONDS PERIOD, VOLTAGE WILL DROP TO **0** VOLTS
8-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE MASTER SW AT **UP** POSITION
6-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE MASTER SW AT **DOWN** OR **AUTO DOWN** POSITION

Q 1, Q 2 QUARTER POWER WINDOW SW LH, RH
4-GROUND : APPROX. **12** VOLTS WITH IGNITION SW ON AND STAYS AT **12** VOLTS FOR **60** SECONDS AFTER THE IGNITION SW IS TURNED OFF, BUT IF A DOOR IS OPENED IN THIS **60** SECONDS PERIOD, VOLTAGE WILL DROP TO **0** VOLTS

WINDOW LOCK SW
OPEN WTH THE WINDOW LOCK SW AT **NORMAL** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 5	32	**P 6**	34 (L/B), 35 (C/P)	**P 9**	34 (L/B), 35 (C/P)
D 7	32		36 (CONVERTIBLE)		36 (CONVERTIBLE)
D10	34 (L/B), 35 (C/P)	**P 7**	34 (L/B), 35 (C/P)	**Q 1**	33 (CONVERTIBLE)
	36 (CONVERTIBLE)		36 (CONVERTIBLE)	**Q 2**	33 (CONVERTIBLE)
D11	34 (L/B), 35 (C/P)	**P 8**	34 (L/B), 35 (C/P)	**Q 3**	37 (CONVERTIBLE)
	36 (CONVERTIBLE)		36 (CONVERTIBLE)	**Q 4**	37 (CONVERTIBLE)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
IG		
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1E		
3A	24	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)
IE1	42	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IE2		
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IH1	42	FLOOR WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IN1	44	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

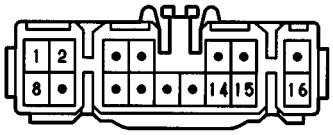
CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	44	INSTRUMENT PANEL WIRE	**I18**	44	INSTRUMENT PANEL WIRE
I 4					

D 5 BLACK

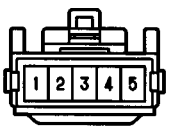
D 7



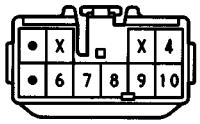
D10

D11

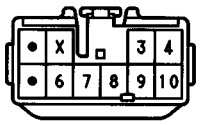
P 6



(L/B, C/P) P 7 BLUE



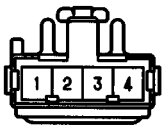
(CONVERTIBLE) P 7 BLUE



P 8

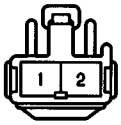
P 9

Q 1

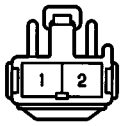


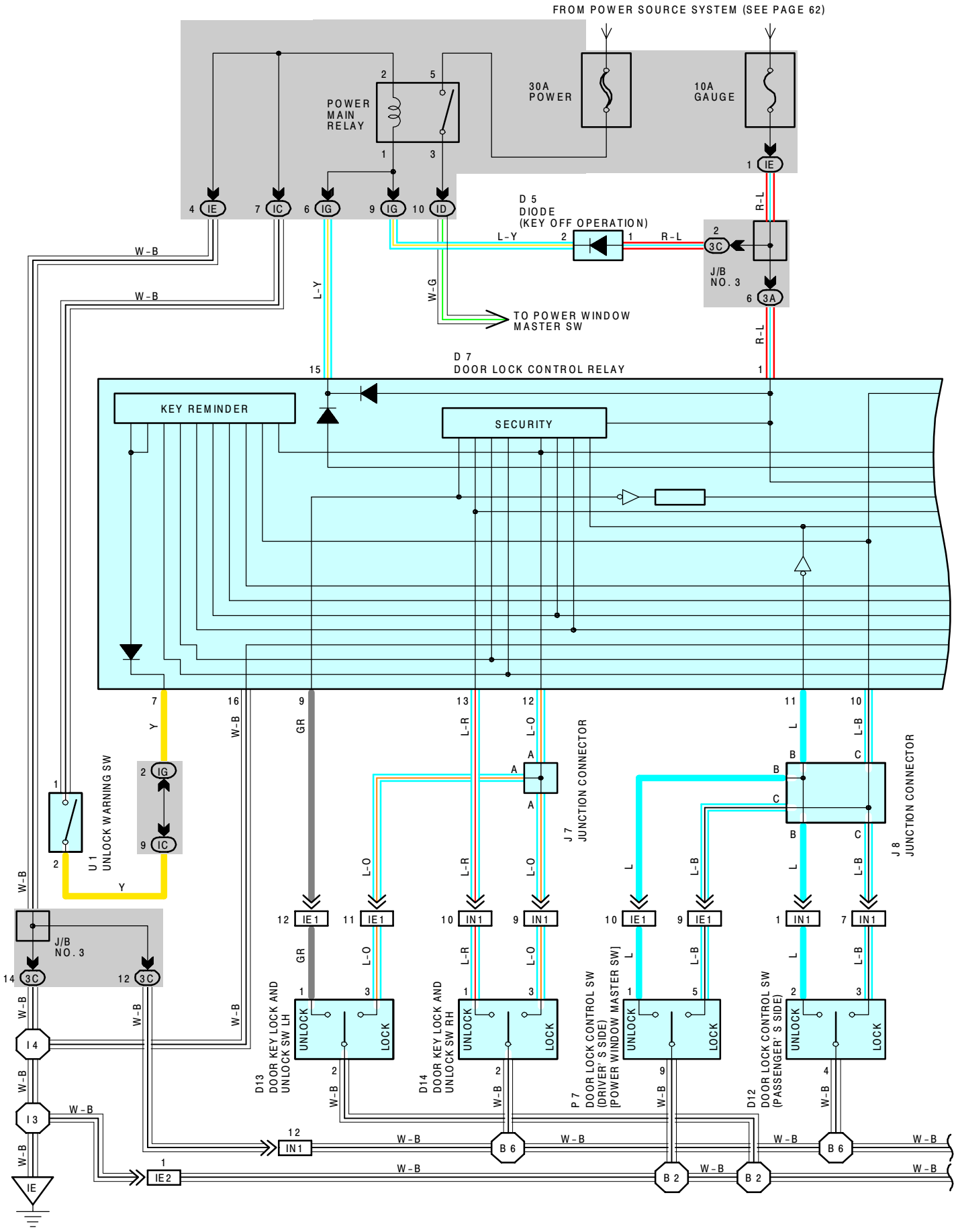
Q 2 BLACK

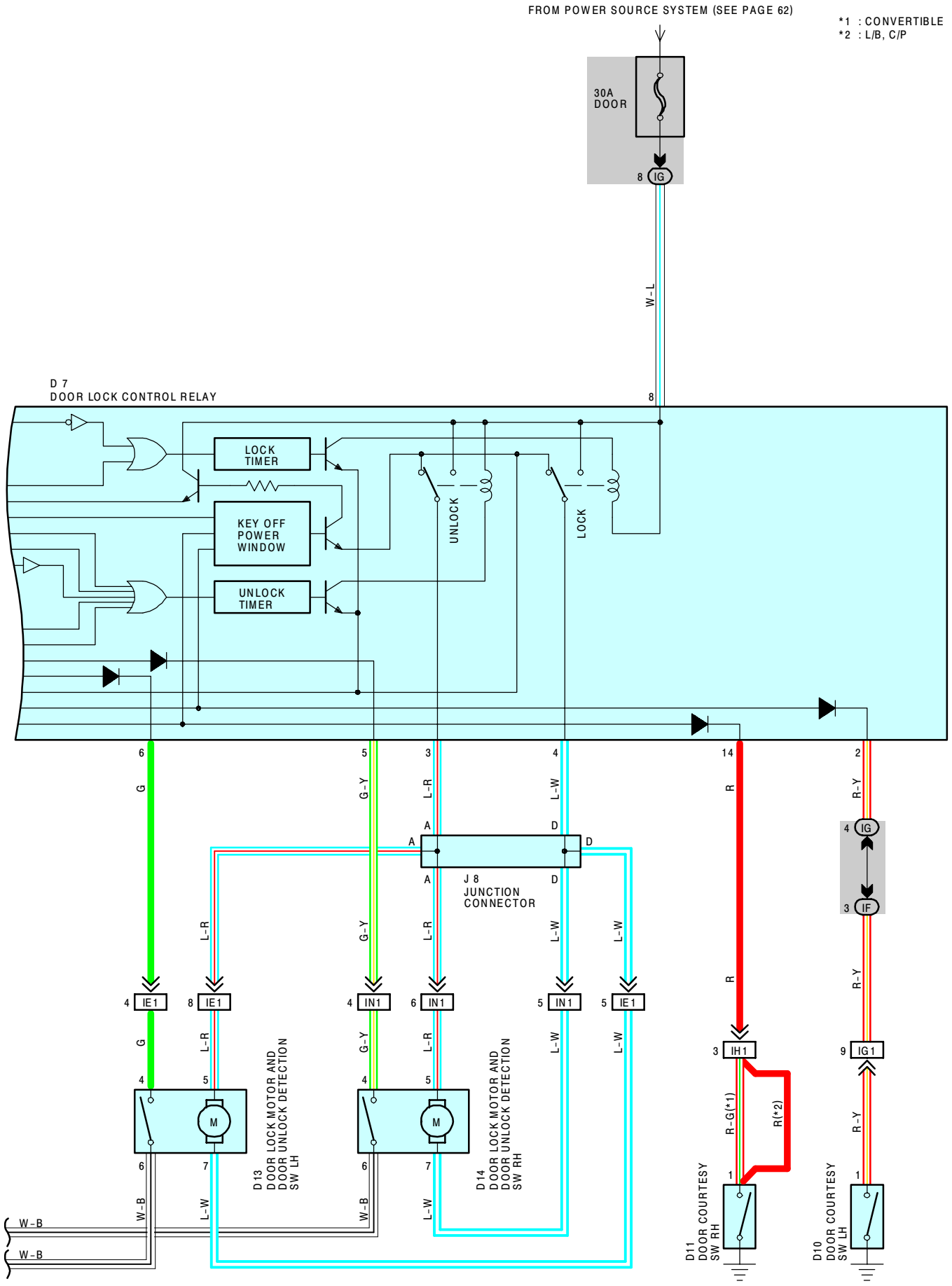
Q 3 BLACK



Q 4 BLACK




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
POWER MAIN RELAY
30A POWER
10A GAUGE
D 5 DIODE (KEY OFF OPERATION)
J/B NO. 3
TO POWER WINDOW MASTER SW
D 7 DOOR LOCK CONTROL RELAY
KEY REMINDER
SECURITY
U 1 UNLOCK WARNING SW
J 7 JUNCTION CONNECTOR
J 8 JUNCTION CONNECTOR
D13 DOOR KEY LOCK AND UNLOCK SW LH
D14 DOOR KEY LOCK AND UNLOCK SW RH
P 7 DOOR LOCK CONTROL SW (DRIVER' S SIDE) [POWER WINDOW MASTER SW]
D12 DOOR LOCK CONTROL SW (PASSENGER' S SIDE)
UNLOCK
LOCK
W-B
L-Y
W-G
R-L
GR
L-O
L-R
L-B
Y
L


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
*1 : CONVERTIBLE
*2 : L/B, C/P
30A
DOOR
8 IG
W-L
D 7
DOOR LOCK CONTROL RELAY
8
LOCK
TIMER
KEY OFF
POWER
WINDOW
UNLOCK
TIMER
UNLOCK
LOCK
6 G
5 G-Y
3 L-R
4 L-W
14 R
2 R-Y
A
D
J 8
JUNCTION
CONNECTOR
4 IG
3 IF
4 IE1
8 IE1
4 IN1
6 IN1
5 IN1
5 IE1
3 IH1
9 IG1
M
D13
DOOR LOCK MOTOR AND
DOOR UNLOCK DETECTION
SW LH
D14
DOOR LOCK MOTOR AND
DOOR UNLOCK DETECTION
SW RH
R-G(*1)
R(*2)
D11
DOOR COURTESY
SW RH
D10
DOOR COURTESY
SW LH
W-B
W-B

DOOR LOCK CONTROL

SYSTEM OUTLINE

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

WHEN THE IGNITION SW TURNED ON, CURRENT FLOWS THROUGH THE **GAUGE** FUSE TO **TERMINAL 1** OF THE RELAY.

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**, **12** (FOR KEY SW) OF THE DOOR LOCK CONTROL RELAY, CAUSING THE RELAY TO FUNCTION. CURRENT FLOWS FROM **TERMINAL 8** OF THE RELAY TO **TERMINAL 4** → **TERMINAL 7** OF THE DOOR LOCK MOTORS → **TERMINAL 5** → **TERMINAL 3** OF THE RELAY → **TERMINAL 16** → **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**, **9** (FOR KEY SW LH) OR **13** (FOR KEY SW RH) OF THE DOOR LOCK CONTROL RELAY, CAUSING THE RELAY TO FUNCTION. CURRENT FLOWS FROM **TERMINAL 8** OF THE RELAY TO **TERMINAL 3** → **TERMINAL 5** OF THE DOOR LOCK MOTORS → **TERMINAL 7** → **TERMINAL 4** OF THE RELAY → **TERMINAL 16** → **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 RELAY. AS A RESULT OF THE RELAY ACTIVATION, CURRENT FLOWS FROM **TERMINAL 8** OF THE RELAY TO **TERMINAL 3** → **TERMINAL 5** OF THE DOOR LOCK MOTORS → **TERMINAL 7** → **TERMINAL 4** OF THE ECU → **TERMINAL 16** → **GROUND**, CAUSING ALL THE DOORS TO UNLOCK. THE SAME APPLIES TO OPERATION OF THE DOOR LOCK CONTROL SW AND THE DOOR LOCK KEY SW.

***** KEYLESS LOCK OPERATION

WHEN THE IGNITION KEY IS STILL INSERTED IN THE CYLINDER (UNLOCK WARNING SW ON), THE DOOR IS OPENED 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 RELAY FROM THE DOOR COURTESY SW. THIS ACTIVATES THE RELAY AND EACH DOOR IS UNLOCKED.

SERVICE HINTS

D10, D11 DOOR COURTESY SW LH, RH
1-GROUND : CLOSED WITH THE DOOR OPEN

D13, D14 DOOR KEY LOCK AND UNLOCK SW LH, RH
1-2 : CLOSED WITH THE DOOR LOCK CYLINDER UNLOCKED WITH THE KEY
3-2 : CLOSED WITH THE DOOR LOCK CYLINDER LOCKED WITH THE KEY

D13, D14 DOOR LOCK MOTOR AND DOOR UNLOCK DETECTION SW LH, RH
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 7 DOOR LOCK CONTROL RELAY
11-GROUND : CONTINUITY WITH THE DOOR LOCK CONTROL SW AT **UNLOCK** POSITION
10-GROUND : CONTINUITY WITH THE DOOR LOCK CONTROL SW AT **LOCK** POSITION
1-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
7-GROUND : CONTINUITY WITH THE IGNITION KEY IN THE CYLINDER
6-GROUND : CONTINUITY WITH THE LH DOOR AT **UNLOCK** POSITION
5-GROUND : CONTINUITY WITH THE RH DOOR AT **UNLOCK** POSITION
9-GROUND : CONTINUITY WITH THE DOOR LOCK KEY SW LH AT **UNLOCK** POSITION
13-GROUND : CONTINUITY WITH THE DOOR LOCK KEY SW RH AT **UNLOCK** POSITION
12-GROUND : CONTINUITY WITH THE DOOR LOCK KEY SW AT **LOCK** POSITION
16-GROUND : ALWAYS CONTINUITY
8-GROUND : ALWAYS APPROX. **12** VOLTS

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 5	32	**D12**	34 (L/B), 35 (C/P)	**J 7**	33
D 7	32		36 (CONVERTIBLE)	**J 8**	33
D10	34 (L/B), 35 (C/P)	**D13**	34 (L/B), 35 (C/P)	**P 7**	34 (L/B), 35 (C/P)
	36 (CONVERTIBLE)		36 (CONVERTIBLE)		37 (CONVERTIBLE)
D11	34 (L/B), 35 (C/P)	**D14**	34 (L/B), 35 (C/P)	**U 1**	33
	36 (CONVERTIBLE)		36 (CONVERTIBLE)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IC	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
ID		
IE		
IF		
IG		
3A	24	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL)
3C		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	42	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IE2		
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IH1	42	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IN1	44	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

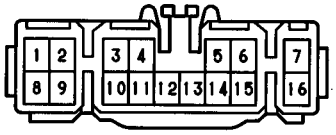
CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	44	INSTRUMENT PANEL WIRE	**B 2**	50 (CONVERTIBLE)	FRONT DOOR LH WIRE
I 4			**B 6**	46 (L/B)	FRONT DOOR RH WIRE
B 2	46 (L/B)	FRONT DOOR LH WIRE		48 (C/P)	
	48 (C/P)			50 (CONVERTIBLE)	

D 5 BLACK

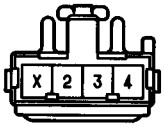
D 7



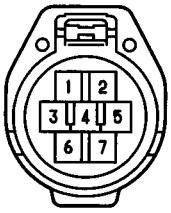
D10

D11

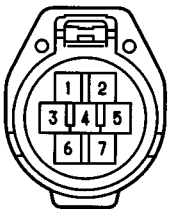
D12



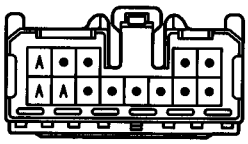
D13 GRAY



D14 GRAY

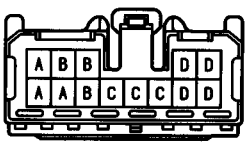


J 7



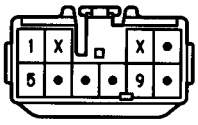
(HINT:SEE PAGE 7)

J 8 BLUE



(HINT:SEE PAGE 7)

(L/B, C/P) P 7 BLUE



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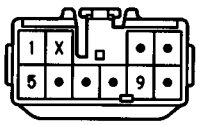
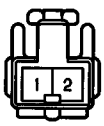
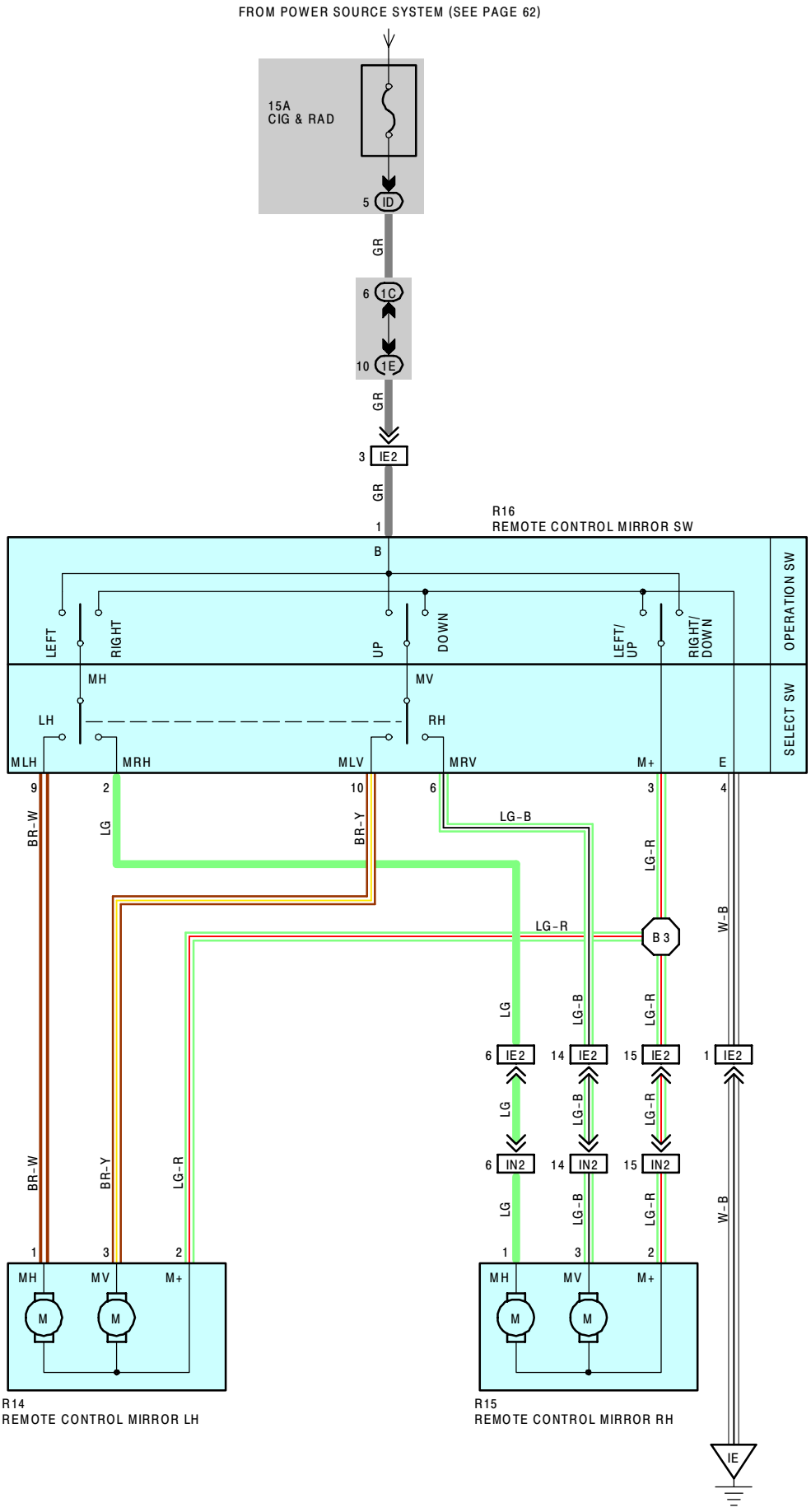


U 1 GRAY




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
15A
CIG & RAD
5 ID
GR
6 1C
10 1E
GR
3 IE2
GR
1
R16
REMOTE CONTROL MIRROR SW
B
OPERATION SW
SELECT SW
LEFT
RIGHT
UP
DOWN
LEFT/
UP
RIGHT/
DOWN
MH
MV
LH
RH
MLH
MRH
MLV
MRV
M+
E
9
2
10
6
3
4
BR-W
LG
BR-Y
LG-B
LG-R
B 3
W-B
LG
LG-B
LG-R
6 IE2
14 IE2
15 IE2
1 IE2
LG
LG-B
LG-R
6 IN2
14 IN2
15 IN2
BR-W
BR-Y
LG-R
LG
LG-B
LG-R
W-B
1
3
2
MH
MV
M+
M
M
R14
REMOTE CONTROL MIRROR LH
R15
REMOTE CONTROL MIRROR RH
IE

SERVICE HINTS

R16 REMOTE CONTROL MIRROR SW

1-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION
3-4 ; CONTINUITY WITH THE OPERATION SW AT **UP** OR **LEFT** POSITION
9-4 : CONTINUITY WITH THE OPERATION SW AT **RIGHT** POSITION AND THE SELECT **SW** AT **LH** POSITION
10-4 : CONTINUITY WITH THE OPERATION SW AT **DOWN** POSITION AND THE SELECT **SW** AT **LH** POSITION
2-4 : CONTINUITY WITH THE OPERATION SW AT **RIGHT** POSITION AND THE SELECT **SW** AT **RH** POSITION
6-4 : CONTINUITY WITH THE OPERATION SW AT **DOWN** POSITION AND THE SELECT **SW** AT **RH** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
R14	34 (L/B), 35 (C/P)	**R15**	34 (L/B), 35 (C/P)	**R16**	34 (L/B), 35 (C/P)
	37 (CONVERTIBLE)		37 (CONVERTIBLE)		37 (CONVERTIBLE)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT BLOCK PANEL WIRE AND INPANE J/B (EFT JKICK PANEL)
1C	22	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)
IE2	42	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IN2	44	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH

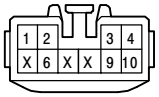
: SPLICE POINTS

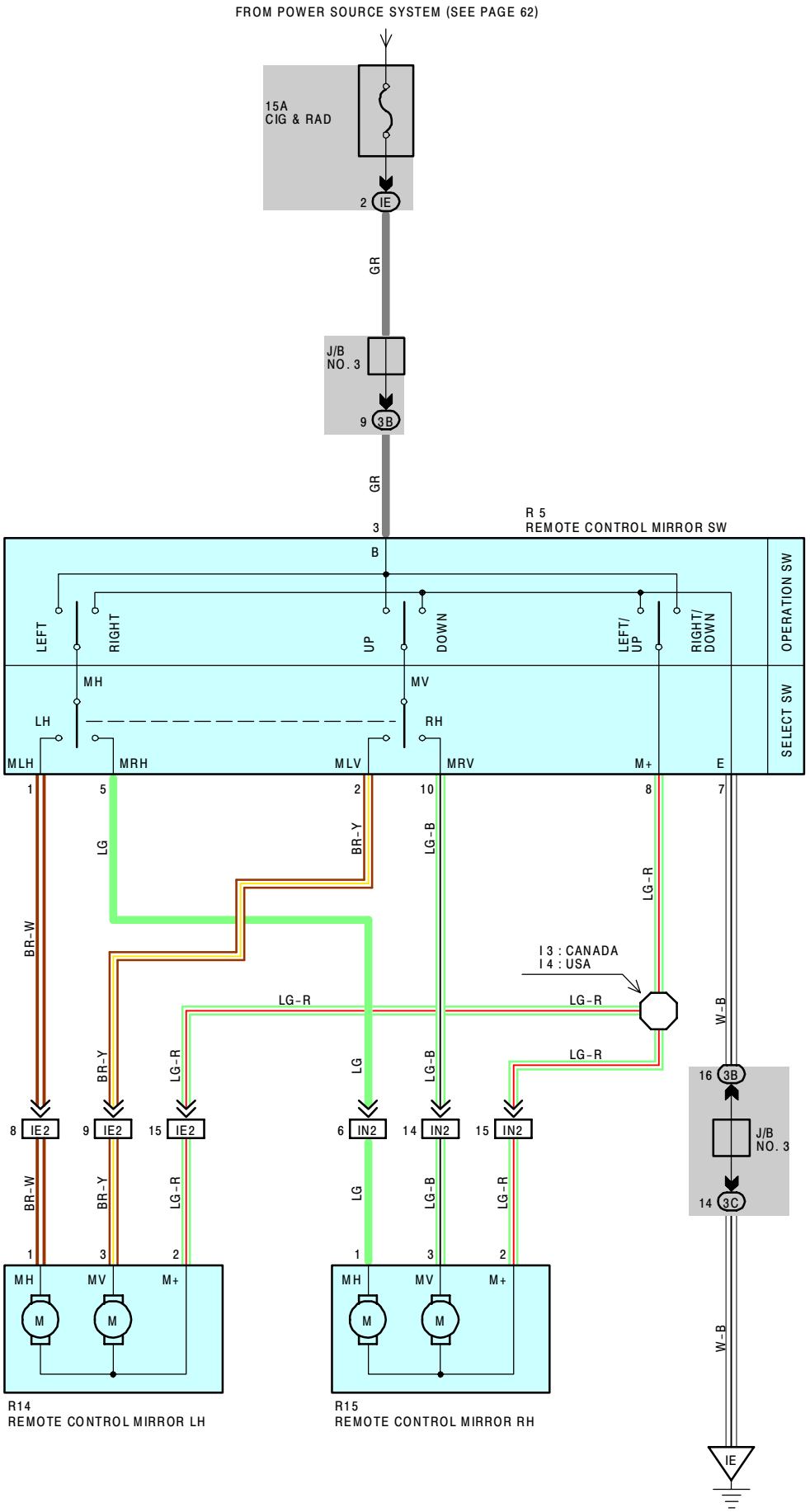
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B3	46 (L/B)	FRONT DOOR LH WIRE	**B3**	50 (CONVERTIBLE)	FRONT DOOR LH WIRE
	48 (C/P)				

R14

R15

R16




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
15A
CIG & RAD
2 IE
GR
J/B
NO. 3
9 3B
GR
3
R 5
REMOTE CONTROL MIRROR SW
B
LEFT
RIGHT
UP
DOWN
LEFT/
UP
RIGHT/
DOWN
OPERATION SW
MH
MV
LH
RH
SELECT SW
MLH
MRH
MLV
MRV
M+
E
1
5
2
10
8
7
LG
BR-Y
LG-B
LG-R
BR-W
I 3 : CANADA
I 4 : USA
LG-R
LG-R
W-B
BR-Y
LG-R
LG
LG-B
LG-R
16 3B
J/B
NO. 3
14 3C
8 IE2
9 IE2
15 IE2
6 IN2
14 IN2
15 IN2
BR-W
BR-Y
LG-R
LG
LG-B
LG-R
W-B
1
3
2
1
3
2
MH
MV
M+
MH
MV
M+
M
M
M
M
R14
REMOTE CONTROL MIRROR LH
R15
REMOTE CONTROL MIRROR RH
IE

SERVICE HINTS

R 5 REMOTE CONTROL MIRROR SW

3-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION
8-7 : CONTINUITY WITH THE OPERATION SW AT **UP** OR **LEFT** POSITION
1-7 : CONTINUITY WITH THE OPERATION SW AT **RIGHT** POSITION AND THE SELECT SW AT **LH** POSITION
2-7 : CONTINUITY WITH THE OPERATION SW AT **DOWN** POSITION AND THE SELECT SW AT **LH** POSITION
5-7 : CONTINUITY WITH THE OPERATION SW AT **RIGHT** POSITION AND THE SELECT SW AT **RH** POSITION
10-7 : CONTINUITY WITH THE OPERATION SW AT **DOWN** POSITION AND THE SELECT SW AT **RH** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
R 5	33	**R14**	34 (L/B), 35 (C/P)	**R15**	34 (L/B), 35 (C/P)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IE	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
3B	24	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	42	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IN2	44	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

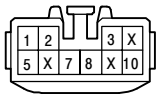
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH

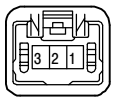
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	44	INSTRUMENT PANEL WIRE	**I 4**	44	INSTRUMENT PANEL WIRE

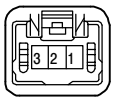
R 5



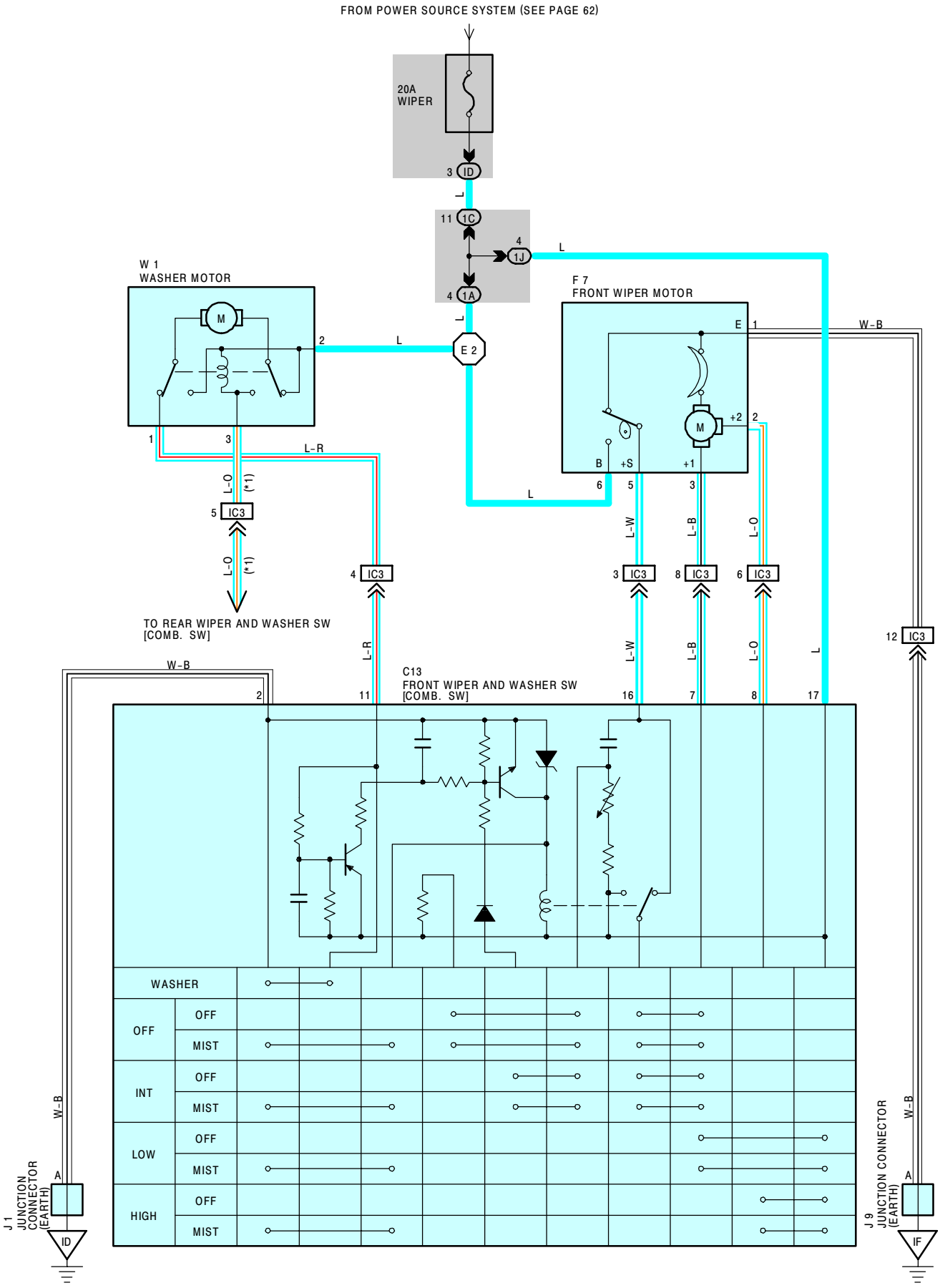
R14



R15



*1 :W/ REAR WIPER



SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, CURRENT FLOWS TO **TERMINAL 17** 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 THE WIPER SW TURNED TO **LOW** POSITION, CURRENT FLOWS FROM **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW TO **TERMINAL 7** → **TERMINAL 3** OF THE FRONT WIPER MOTOR → WIPER MOTOR → **TERMINAL 1** → **GROUND**, CAUSING THE WIPER MOTOR TO RUN AT LOW SPEED.

2. HIGH SPEED POSITION

WITH THE WIPER SW TURNED TO **HIGH** POSITION, CURRENT FLOWS FROM **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW TO **TERMINAL 8** → **TERMINAL 2** OF THE FRONT WIPER MOTOR → WIPER MOTOR → **TERMINAL 1** → **GROUND**, CAUSING THE WIPER MOTOR TO RUN AT HIGH SPEED.

3. INT POSITION

WITH THE WIPER SW TURNED TO **INT** POSITION, THE RELAY OPERATES AND THE CURRENT WHICH IS CONNECTED BY RELAY FUNCTION FLOWS FROM **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW TO **TERMINAL 2** → **GROUND**. THIS OPERATES THE INTERMITTENT CIRCUIT AND CURRENT FLOWS FROM **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW → **TERMINAL 7** → **TERMINAL 3** OF THE FRONT WIPER MOTOR → WIPER MOTOR → **TERMINAL 1** → **GROUND**, AND OPERATING 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 THE WIPER SW TURNED TO **MIST** POSITION, CURRENT FLOWS FROM **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW TO FRONT WIPER MIST SW → **TERMINAL 2** → **GROUND**, AND CURRENT FLOWS FROM **TERMINAL 17** TO **TERMINAL 7** → **TERMINAL 3** OF THE FRONT WIPER MOTOR → WIPER MOTOR → **TERMINAL 1** → **GROUND**, CAUSING THE WIPER MOTOR TO RUN AT LOW SPEED.

5. WASHER CONTINUITY OPERATION

WITH THE WASHER SW PUSHED TO ON, CURRENT FLOWS FROM **TERMINAL 2** OF THE WASHER MOTOR TO **TERMINAL 1** → **TERMINAL 11** OF THE FRONT WIPER AND WASHER SW → **TERMINAL 2** → **GROUND**, CAUSING THE WASHER MOTOR TO RUN, AND THE WINDOW WASHER EMITS A WATER SPRAY. THIS CAUSES CURRENT TO FLOW TO WASHER CONTINUITY OPERATION CIRCUIT IN **TERMINAL 17** OF THE FRONT WIPER AND WASHER SW → **TERMINAL 7** → **TERMINAL 3** OF THE FRONT WIPER MOTOR → WIPER MOTOR → **TERMINAL 1** → **GROUND**, OPERATING THE WIPER.

SERVICE HINTS

C13 FRONT WIPER AND WASHER SW [COMB. SW]

2-GROUND : ALWAYS CONTINUITY
17-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
7-GROUND : APPROX. **12** VOLTS WITH WIPER AND WASHER SW AT **LOW** OR **MIST** POSITION
APPROX. **12** VOLTS **2** TO **12** SECONDS INTERMITTENTLY WITH THE WIPER AND WASHER SW AT **INT** POSITION
16-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON UNLESS THE WIPER MOTOR AT **STOP** POSITION
8-GROUND : APPROX**. 12** VOLTS WITH THE WIPER AND WASHER SW AT **HIGH** POSITION

F7 FRONT WIPER MOTOR

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

*2 :W/CRUISE CONTROL
*3 :W/O CRUISE CONTROL

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C13	32	**J1**	33	**W1**	29 (5S-FE), 31 (7A-FE)
F7	28 (5S-FE), 30 (7A-FE)	**J9**	33		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1J	22	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC3	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO. 4)

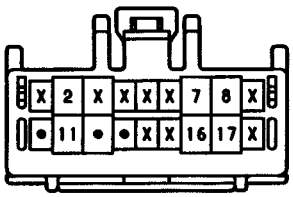
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	42	LEFT KICK PANEL
IF	42	R/B NO. 4 SET BOLT

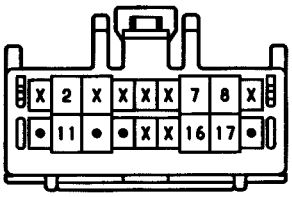
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E2	38 (5S-FE)	ENGINE ROOM MAIN WIRE	**E2**	40 (7A-FE)	ENGINE ROOM MAIN WIRE

(*2) C13 BLACK

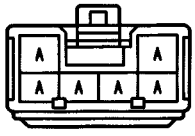


(*3) C13 BLACK



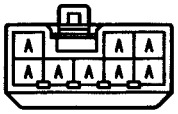
F 7 BLACK

J 1



(HINT:SEE PAGE 7)

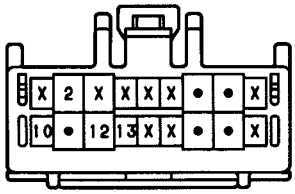
J 9



(HINT:SEE PAGE 7)

W 1 GRAY

(*1) C13 BLACK



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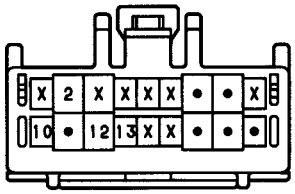
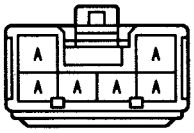
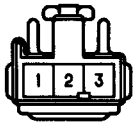


J 1



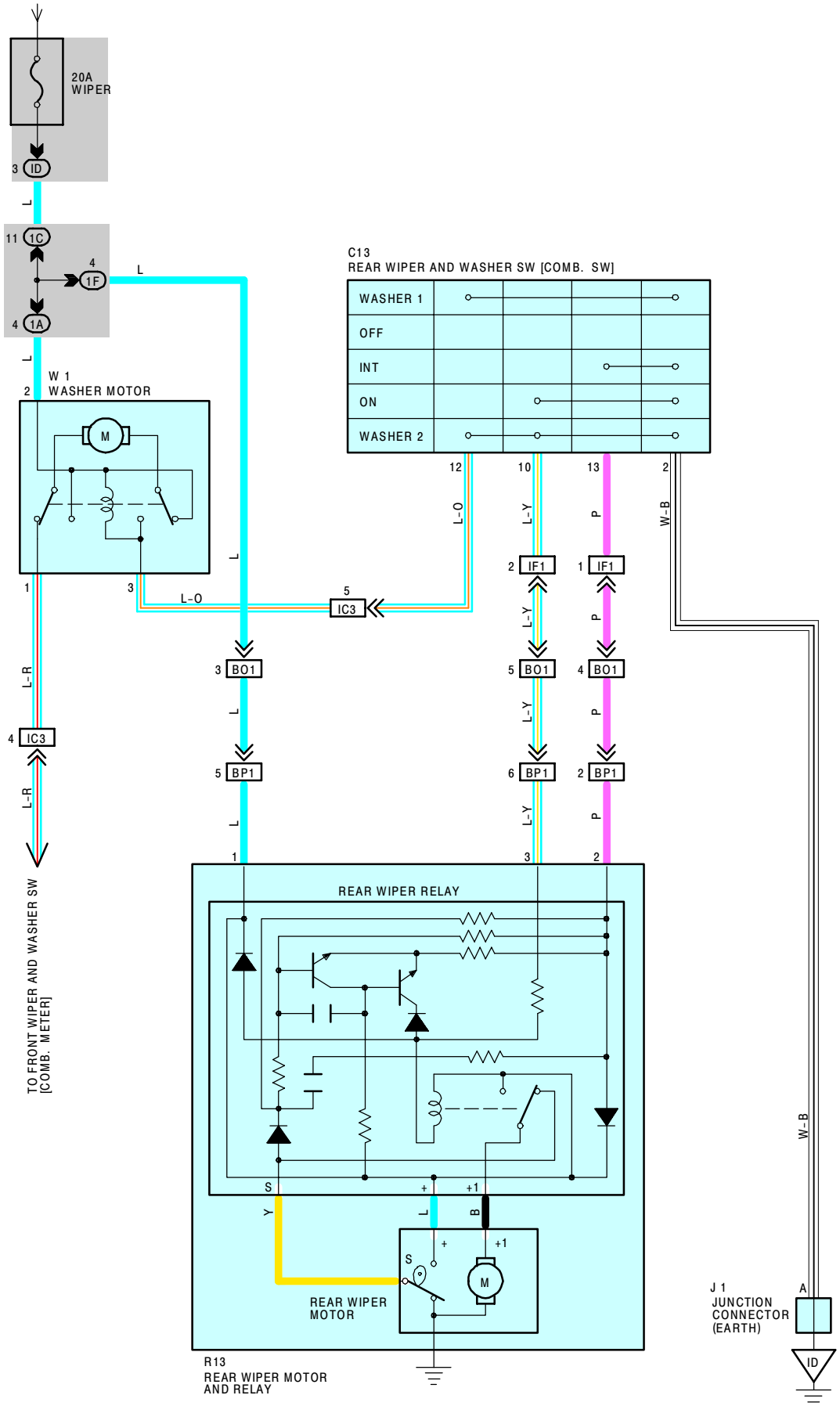
(HINT:SEE PAGE 7)

R13



W 1 GRAY

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


20A
WIPER
3 ID
L
11 1C
4 1F
4 1A
L
W 1
2 WASHER MOTOR
M
C13
REAR WIPER AND WASHER SW [COMB. SW]
WASHER 1
OFF
INT
ON
WASHER 2
12
10
13
2
L-O
L-Y
P
W-B
2 IF1
1 IF1
1
3
L-O
5 IC3
L
3 BO1
5 BO1
4 BO1
L-Y
P
L-R
4 IC3
L
5 BP1
6 BP1
2 BP1
L-Y
P
L-R
1
3
2
REAR WIPER RELAY
TO FRONT WIPER AND WASHER SW
[COMB. METER]
S
+
+1
Y
L
B
S
+
+1
M
REAR WIPER
MOTOR
R13
REAR WIPER MOTOR
AND RELAY
W-B
J 1
JUNCTION
CONNECTOR
(EARTH)
A
ID

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, CURRENT TO **TERMINAL 1** OF THE REAR WIPER RELAY FLOWS TO **TERMINAL 3** OF THE RELAY → **TERMINAL 10** OF THE REAR WIPER AND WASHER SW → **TERMINAL 2** → **GROUND**. THUS, THE RELAY COIL IS ACTIVATED AND CURRENT TO **TERMINAL +1** → **TERMINAL +1** OF THE REAR WIPER MOTOR → MOTOR → **GROUND**, CAUSING THE MOTOR TO OPERATE THE WIPER.

2. REAR WIPER INTERMITTENT OPERATION

WHEN THE IGNITION SW IS TURNED ON AND THE REAR WIPER AND WASHER SW IS TURNED TO **INT** POSITION, CURRENT TO **TERMINAL 1** OF THE REAR WIPER MOTOR AND RELAY FLOWS TO **TERMINAL 2** OF THE RELAY → **TERMINAL 13** OF THE REAR WIPER AND WASHER SW → **TERMINAL 2** → **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, CURRENT TO **TERMINAL 2** OF THE WASHER MOTOR FLOWS TO **TERMINAL 3** OF THE MOTOR → **TERMINAL 12** OF THE REAR WIPER AND WASHER SW → **TERMINAL 2** → **GROUND** SO THAT THE WASHER MOTOR ROTATES AND THE WINDOW WASHER EMITS A WATER, ONLY WHILE THE SWITCH IS FULLY TURNED.

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

SERVICE HINTS

W 1 WASHER MOTOR
2-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
3-GROUND : CONTINUITY WITH THE WASHER SW TURNED ON

R 13 REAR WIPER MOTOR AND RELAY
1-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
2-GROUND : CONTINUITY WITH THE REAR WIPER AND WASHER SW AT **INT** POSITION
3-GROUND : CONTINUITY WITH THE REAR WIPER AND WASHER SW AT **ON** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C13	32	**R13**	34 (L/B)		
J 1	33	**W 1**	29 (5S-FE), 31 (7A-FE)		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

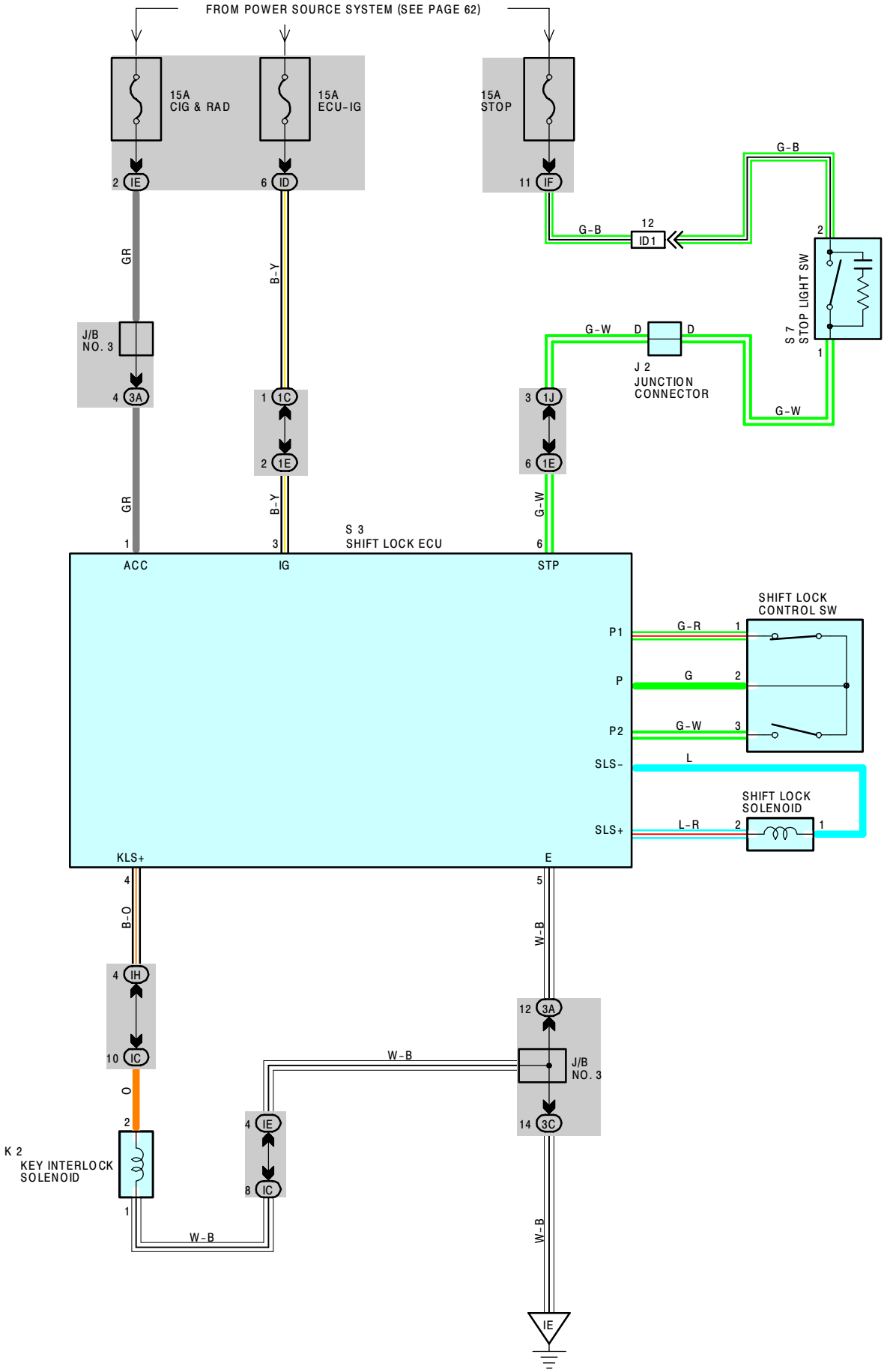
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	22	FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC3	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4)
IF1	42	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
BO1	46 (L/B)	BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)
BP1	46 (L/B)	BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	42	LEFT KICK PANEL


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
15A CIG & RAD
15A ECU-IG
15A STOP
2 IE
6 ID
11 IF
G-B
12 ID1
2
S 7 STOP LIGHT SW
1
G-W D D
J 2 JUNCTION CONNECTOR
G-W
GR
B-Y
J/B NO. 3
4 3A
1 1C
2 1E
3 1J
6 1E
G-W
S 3 SHIFT LOCK ECU
1 ACC
3 IG
6 STP
SHIFT LOCK CONTROL SW
P1
G-R 1
P
G 2
P2
G-W 3
SLS-
L
SHIFT LOCK SOLENOID
SLS+
L-R 2 1
KLS+
E
4
B-O
5
W-B
4 IH
10 IC
12 3A
W-B
J/B NO. 3
O
2
4 IE
8 IC
14 3C
K 2 KEY INTERLOCK SOLENOID
1
W-B
W-B
IE

SYSTEM OUTLINE

WHEN THE IGNITION SW IS AT **ACC** POSITION, CURRENT FROM THE **CIG & RAD** FUSE FLOWS TO **TERMINAL 1** OF THE SHIFT LOCK ECU.

WHEN IGNITION SW IS AT **ON** POSITION, CURRENT FROM THE **ECU-IG** FUSE FLOWS TO **TERMINAL 3** OF THE SHIFT LOCK ECU.

1. SHIFT LOCK MECHANISM

WITH THE IGNITION SW ON, WHEN A SIGNAL THAT THE BRAKE PEDAL IS DEPRESSED (STOP LIGHT SW ON) AND A SIGNAL THAT THE SHIFT LEVER IS AT **P** POSITION (CONTINUITY BETWEEN P1 AND P OF THE SHIFT LOCK CONTROL SW) IS INPUT TO THE ECU. THE ECU OPERATES AND CURRENT FLOWS FROM **TERMINAL 3** OF THE ECU TO **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 AT "P" POSITION (NO CONTINUITY BETWEEN P2 AND P OF THE SHIFT LOCK CONTROL SW). CURRENT FROM **TERMINAL 1** OF THE ECU TO 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 3 SHIFT LOCK ECU

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

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J2	33	**S3**	33		
K2	33	**S7**	33		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IC	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
ID		
IE		
IF		
IH		
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1E		
1J	22	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
3A	24	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C		

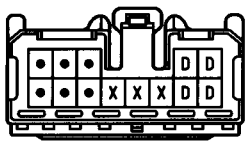
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH

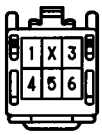
J 2

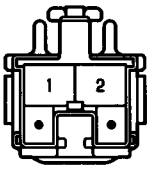


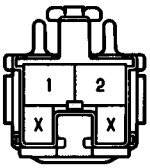
(HINT:SEE PAGE 7)

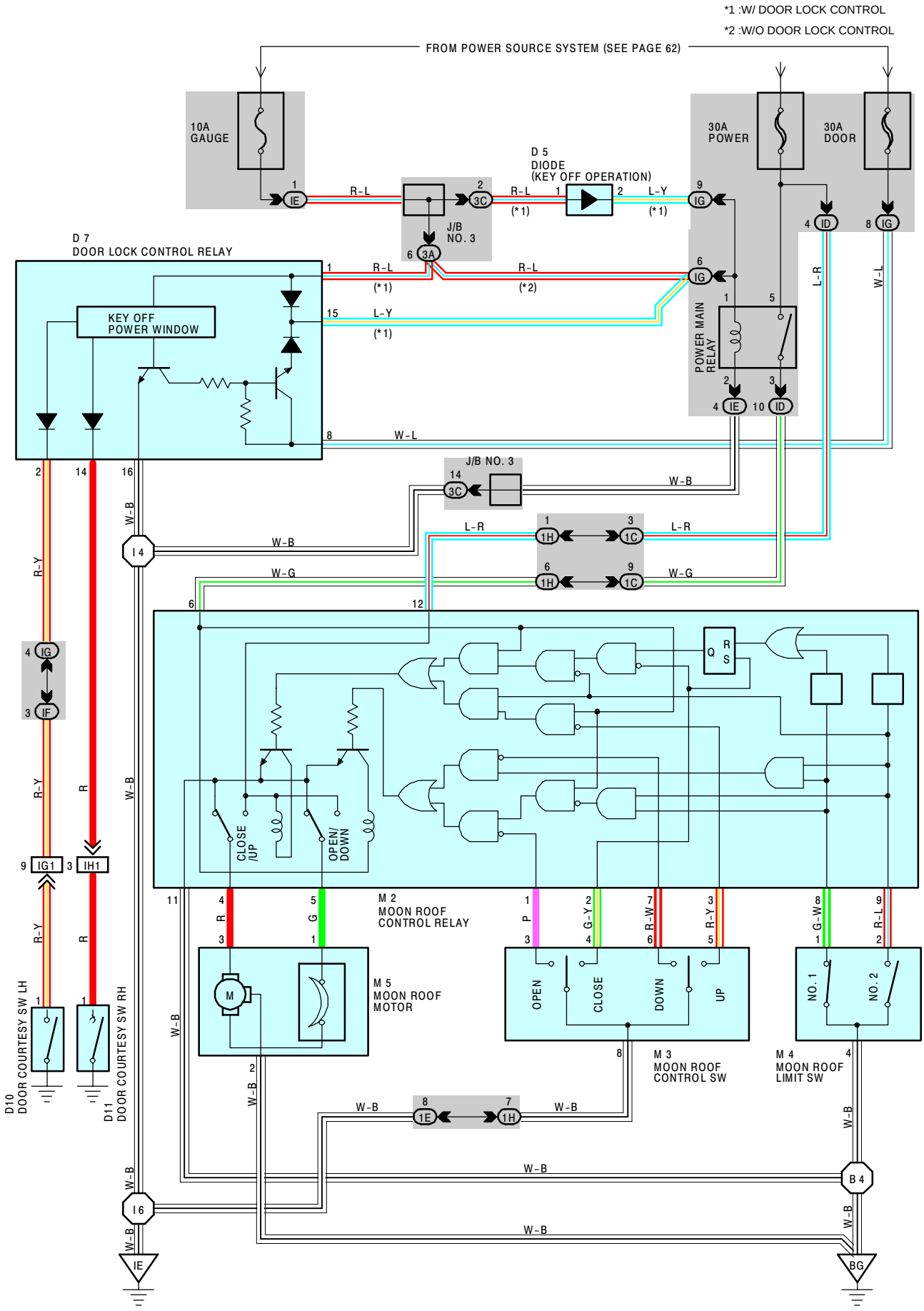
K 2

S 3 (W/ CRUISE CONTROL) S 7 (W/O CRUISE CONTROL) S 7








*1 :W/ DOOR LOCK CONTROL
*2 :W/O DOOR LOCK CONTROL
FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A GAUGE
30A POWER
30A DOOR
D 5 DIODE (KEY OFF OPERATION)
J/B NO. 3
D 7 DOOR LOCK CONTROL RELAY
KEY OFF POWER WINDOW
POWER MAIN RELAY
J/B NO. 3
CLOSE /UP
OPEN/ DOWN
M 2 MOON ROOF CONTROL RELAY
M 5 MOON ROOF MOTOR
OPEN
CLOSE
DOWN
UP
M 3 MOON ROOF CONTROL SW
NO. 1
NO. 2
M 4 MOON ROOF LIMIT SW
D10 DOOR COURTESY SW LH
D11 DOOR COURTESY SW RH
R-L
L-Y
L-R
W-L
W-B
W-G
R-Y
R
G-Y
R-W
G-W
P
(*1)
(*2)

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, CURRENT FLOWS TO **TERMINAL 1** OF THE POWER MAIN RELAY → **TERMINAL 2** → **GROUND** THROUGH THE **GAUGE** FUSE.

AS A RESULT, POWER MAIN RELAY IS ACTIVATED AND 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, CURRENT FLOWS FROM **TERMINAL 1** OF THE MOON ROOF CONTROL RELAY TO **TERMINAL 3** OF THE MOON ROOF CONTROL SW → **TERMINAL 8** → **GROUND**. THE MOON ROOF LIMIT SW NO.1 OR NO.2 IS ON AT THIS TIME.

WHEN THIS OCCURS, THE RELAY IS ACTIVATED AND CURRENT TO **TERMINAL 12** OF THE MOON ROOF CONTROL RELAY FLOWS FROM **TERMINAL 5** TO **TERMINAL 1** OF THE MOON ROOF MOTOR → **TERMINAL 3** → **TERMINAL 4** OF THE MOON ROOF CONTROL RELAY → **TERMINAL 11** → **GROUND**, ROTATING 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 AND THE MOON ROOF LIMIT SW NO.1 AND NO.2 BOTH ON (THE MOON ROOF COMPLETELY OPENING), WHEN THE MOON ROOF CONTROL SW IS PUSHED TO **CLOSE** POSITION, CURRENT FLOWS FROM **TERMINAL 2** OF THE MOON ROOF CONTROL RELAY TO **TERMINAL 4** OF THE MOON ROOF CONTROL SW → **TERMINAL 8** → **GROUND**.

WHEN THIS OCCURS, THE RELAY IS ACTIVATED AND CURRENT TO **TERMINAL 12** OF THE MOON ROOF CONTROL RELAY FLOWS FROM **TERMINAL 4** TO **TERMINAL 3** OF THE MOON ROOF MOTOR → **TERMINAL 1** → **TERMINAL 5** OF THE MOON ROOF CONTROL RELAY → **TERMINAL 11** → **GROUND**, ROTATING 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 **200** MM (**7.874** IN.) BEFORE FULLY AT **CLOSE** 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 CONTINUOUS 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 LIMIT SW NO.2 IS OFF), CURRENT FLOWS FROM **TERMINAL 3** OF THE MOON ROOF CONTROL RELAY TO **TERMINAL 5** OF THE MOON ROOF CONTROL SW → **TERMINAL 8** → **GROUND**. AS A RESULT, THE RELAY IS ACTIVATED AND CURRENT TO **TERMINAL 12** OF THE MOON ROOF CONTROL RELAY FLOWS FROM **TERMINAL 4** OF THE RELAY TO **TERMINAL 3** OF THE MOON ROOF MOTOR → **TERMINAL 1** → **TERMINAL 5** OF THE MOON ROOF CONTROL RELAY → **TERMINAL 11** → **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), CURRENT FLOWS FROM **TERMINAL 7** OF THE MOON ROOF CONTROL RELAY TO **TERMINAL 6** OF THE MOON ROOF CONTROL SW → **TERMINAL 8** → **GROUND**.

AS A RESULT, THE RELAY IS ACTIVATED AND CURRENT TO **TERMINAL 12** OF THE MOON ROOF CONTROL RELAY FLOWS FROM **TERMINAL 5** OF THE RELAY TO **TERMINAL 1** OF THE MOON ROOF MOTOR → **TERMINAL 3** → **TERMINAL 4** OF THE MOON ROOF CONTROL RELAY → **TERMINAL 11** → **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.)

5. KEY OFF MOON ROOF OPERATION

WITH THE IGNITION SW TURNED FROM ON TO OFF, THE DOOR LOCK CONTROL RELAY OPERATES AND CURRENT FLOWS FROM THE **DOOR** FUSE THROUGH **TERMINAL 8** OF THE RELAY OR FROM THE **GAUGE** FUSE THROUGH **TERMINAL 1** OF THE DOOR LOCK CONTROL RELAY TO **TERMINAL 15** → **TERMINAL 1** OF THE POWER MAIN RELAY → **TERMINAL 2** → **GROUND** FOR ABOUT **60** SECONDS. THE SAME AS NORMAL OPERATION, CURRENT FLOWS FROM THE **POWER** FUSE → **TERMINAL 5** OF THE POWER MAIN RELAY → **TERMINAL 3** → **TERMINAL 6** OF THE MOON ROOF CONTROL RELAY. AS A RESULT, FOR ABOUT **60** SECONDS AFTER THE IGNITION SW IS TURNED OFF, THE FUNCTIONING OF THIS RELAY MAKES IT POSSIBLE TO OPEN AND CLOSE THE MOON ROOF. ALSO, BY OPENING THE FRONT DOOR (DOOR COURTESY SW ON) WITHIN ABOUT **60** SECONDS AFTER TURNING THE IGNITION SW TO OFF, A SIGNAL IS INPUT TO **TERMINALS 2** OR **14** OF THE DOOR LOCK CONTROL RELAY.

AS A RESULT, THE ECU TURNS OFF, AND OPEN AND CLOSE MOVEMENT OF THE MOON ROOF STOPS.

SERVICE HINTS

POWER MAIN RELAY

3-5 : CLOSED WITH THE IGNITION SW AT **ON** POSITION OR KEY OFF MOON ROOF OPERATION

M 2 MOON ROOF CONTROL RELAY

11-GROUND :ALWAYS CONTINUITY

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

4-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON AND THE MOON ROOF CONTROL SW AT **CLOSE** OR **UP** POSITION (EXCEPT APPROX. **200** MM (**7.874** IN.) BEFORE FULLY AT **CLOSED** POSITION)

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

M 3 MOON ROOF CONTROL SW

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

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

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

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

8-GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 5	32	**D11**	34 (L/B), 35 (C/P)	**M 4**	34 (L/B), 35 (C/P)
D 7	32	**M 2**	34 (L/B), 35 (C/P)	**M 5**	34 (L/B), 35 (C/P)
D10	34 (L/B), 35 (C/P)	**M 3**	34 (L/B), 35 (C/P)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
IG		
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1E		
1H	22	ROOF WIRE AND J/B NO.1 (LEFT KICK PANEL)
3A	24	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)
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IH1	42	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)

: GROUND POINTS

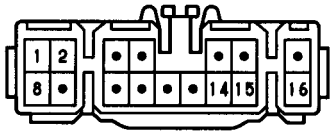
CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH
BG	46 (L/B)	ROOF LEFT
	48 (C/P)	

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 4	44	INSTRUMENT PANEL WIRE	**B 4**	46 (L/B)	ROOF WIRE
I 6				48 (C/P)	

D 5 BLACK

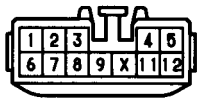
D 7



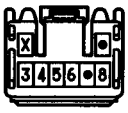
D10

D11

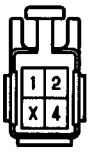
M 2



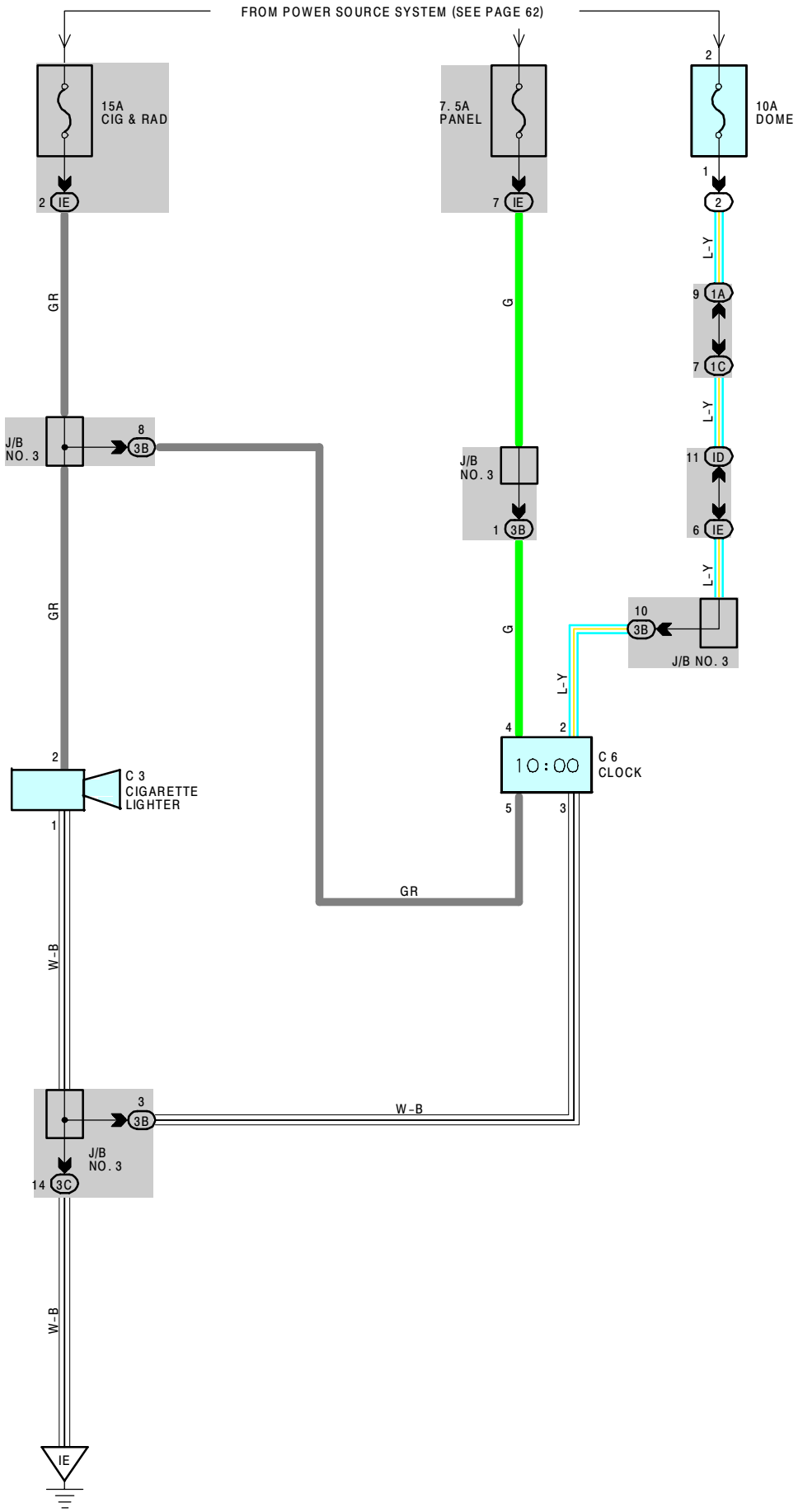
M 3



M 4



M 5


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
15A
CIG & RAD
7.5A
PANEL
10A
DOME
2 IE
7 IE
2
1
2
GR
G
L-Y
9 1A
7 1C
L-Y
J/B
NO. 3
8
3B
J/B
NO. 3
1 3B
11 ID
6 IE
L-Y
10
3B
J/B NO. 3
GR
G
L-Y
4
2
2
C 3
CIGARETTE
LIGHTER
10:00
C 6
CLOCK
1
5
3
GR
W-B
3
3B
W-B
J/B
NO. 3
14 3C
W-B
IE

SERVICE HINTS

C 3 CIGARETTE LIGHTER
2-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION
1-GROUND : ALWAYS CONTINUITY

C 6 CLOCK
2-GROUND : ALWAYS **12** VOLTS (POWER FOR CLOCK)
5-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION (POWER FOR INDICATION)
3-GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 3	33	**C 6**	32		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

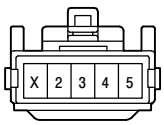
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
3B	24	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C		

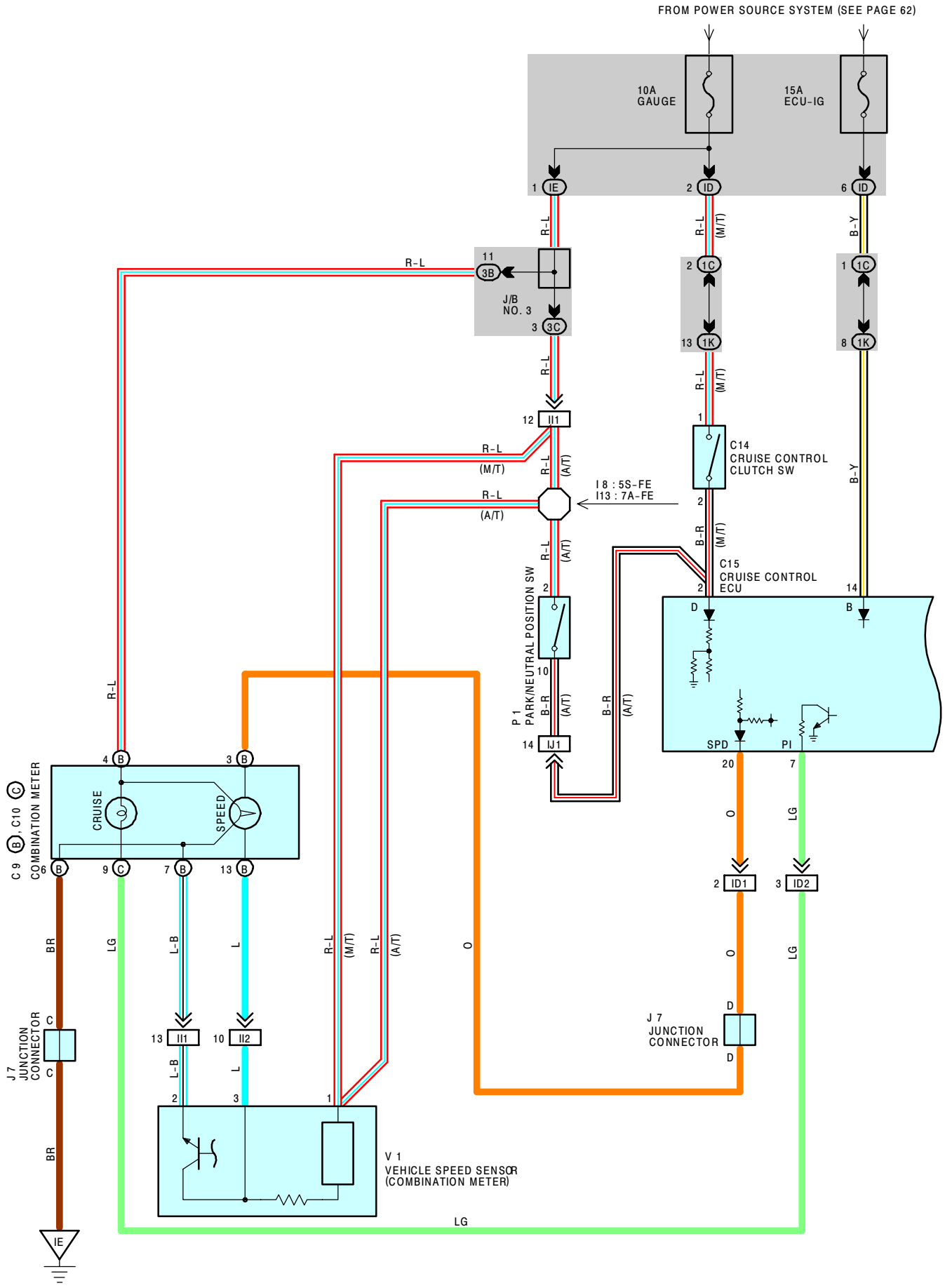
: GROUND POINTS

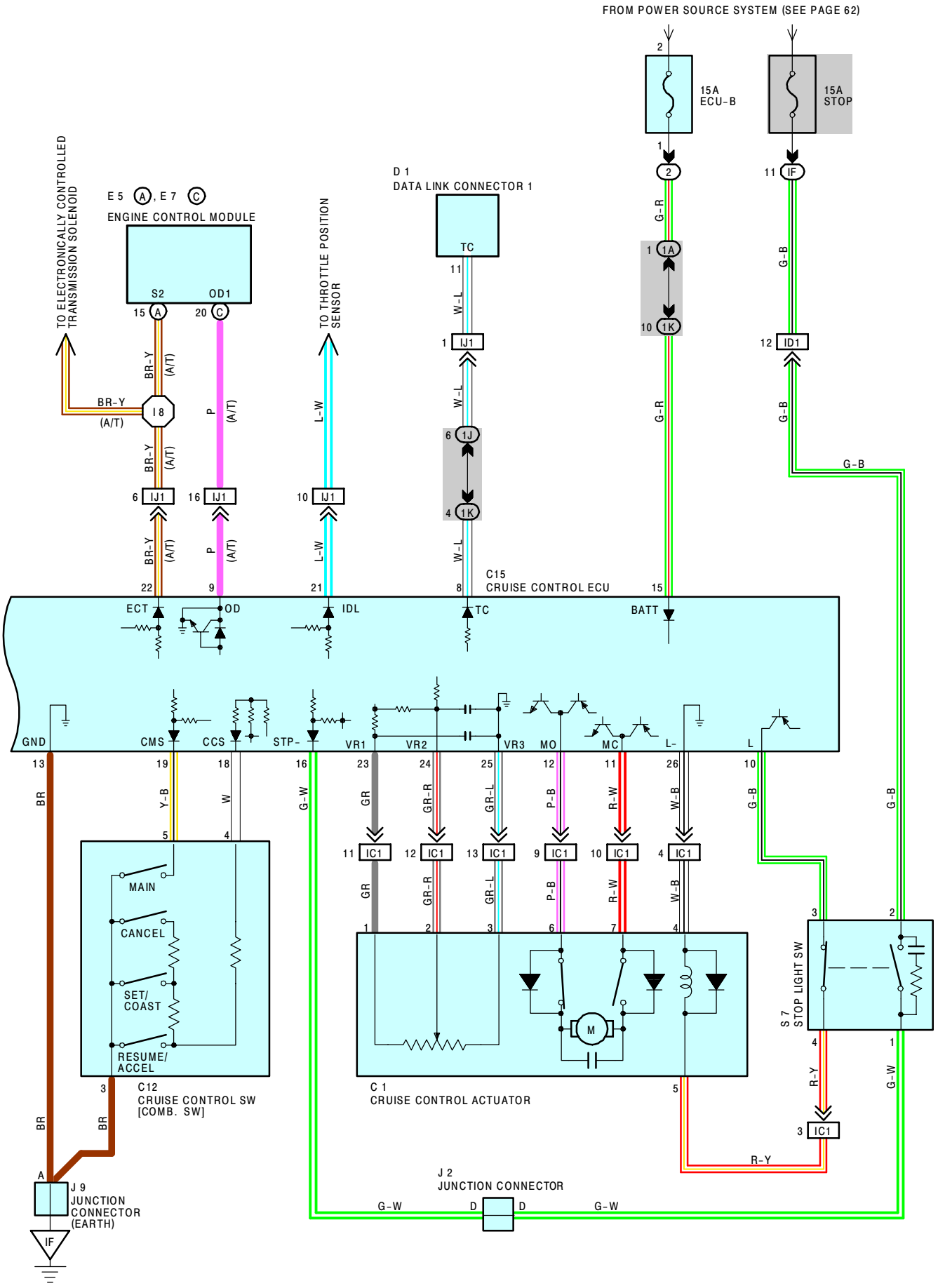
CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH

C 3

C 6




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A GAUGE
15A ECU-IG
J/B NO. 3
C14 CRUISE CONTROL CLUTCH SW
C15 CRUISE CONTROL ECU
I 8 : 5S-FE
I13 : 7A-FE
P 1 PARK/NEUTRAL POSITION SW
C 9 , C10 COMBINATION METER
CRUISE
SPEED
SPD
PI
J 7 JUNCTION CONNECTOR
J 7 JUNCTION CONNECTOR
V 1 VEHICLE SPEED SENSOR (COMBINATION METER)
IE
R-L
R-L (M/T)
R-L (A/T)
B-Y
B-R (M/T)
B-R (A/T)
BR
LG
L-B
L
O


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
15A ECU-B
15A STOP
TO ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID
E 5 (A), E 7 (C)
ENGINE CONTROL MODULE
S2
OD1
TO THROTTLE POSITION SENSOR
D 1
DATA LINK CONNECTOR 1
TC
I 8
1A
1K
1J
IJ1
ID1
IF
C15
CRUISE CONTROL ECU
ECT
OD
IDL
TC
BATT
GND
CMS
CCS
STP-
VR1
VR2
VR3
MO
MC
L-
L
IC1
MAIN
CANCEL
SET/ COAST
RESUME/ ACCEL
C12
CRUISE CONTROL SW [COMB. SW]
C 1
CRUISE CONTROL ACTUATOR
M
S 7
STOP LIGHT SW
J 9
JUNCTION CONNECTOR (EARTH)
J 2
JUNCTION CONNECTOR
BR
Y-B
W
G-W
GR
GR-R
GR-L
P-B
R-W
W-B
G-B
R-Y
W-L
L-W
BR-Y
P
(A/T)

SYSTEM OUTLINE

CURRENT IS APPLIED AT ALL TIMES THROUGH THE **STOP** FUSE TO **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 (B) 4** OF THE COMBINATION METER AND CURRENT THROUGH THE **ECU-IG** FUSE FLOWS TO **TERMINAL 14** OF THE CRUISE CONTROL ECU.

WHEN THE IGNITION SW ON AND THE CRUISE CONTROL MAIN SWITCH IS PUSHED ON, A SIGNAL IS INPUT FROM **TERMINAL 19** OF THE CRUISE CONTROL ECU TO **TERMINAL 5** OF THE CRUISE CONTROL SW. AS A RESULT, THE CRUISE CONTROL ECU FUNCTIONS AND CURRENT FLOWS TO **TERMINAL 14** OF THE CRUISE CONTROL ECU → **TERMINAL 13** → **GROUND**, AND THE CRUISE CONTROL SYSTEM IS IN A CONDITION READY FOR OPERATION.

AT THE SAME TIME, CURRENT THROUGH THE **GAUGE** FUSE FLOWS FROM **TERMINAL (B) 4** OF THE CRUISE CONTROL INDICATOR LIGHT TO **TERMINAL (C) 9** → **TERMINAL 7** OF THE CRUISE CONTROL ECU → **TERMINAL 13** → **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 PUSHED ON AND THE SET SW IS TURNED WITH THE VEHICLE SPEED WITHIN THE SET LIMIT (APPROX. **40** KM/H, **25** MPH TO **200** KM/H, **124** MPH), A SIGNAL IS INPUT TO **TERMINAL 18** OF THE CRUISE CONTROL ECU AND THE VEHICLE SPEED AT THE TIME 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 TO **TERMINAL 20** OF THE CRUISE CONTROL ECU FROM THE VEHICLE SPEED SENSOR, AND CONTROLS THE CRUISE CONTROL ACTUATOR TO MAINTAIN THE SET SPEED.

WHEN THE ACTUAL SPEED IS LOWER THAN THE SET SPEED, THE ECU CAUSES CURRENT TO THE CRUISE CONTROL ACTUATOR TO FLOW FROM **TERMINAL 12** TO **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, CURRENT TO THE CRUISE CONTROL ACTUATOR FLOWS FROM **TERMINAL 11** OF THE ECU TO **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 VEHICLE SPEED.

3. COAST CONTROL

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

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 (PARK/NEUTRAL POSITION SW EXCEPT “D” POSITION). “SIGNAL IS NOT INPUT TO **TERMINAL 2** OF THE ECU” (A/T)

∗ DEPRESSED THE CLUTCH PEDAL (CRUISE CONTROL CLUTCH SW OFF). “SIGNAL IS NOT INPUT TO **TERMINAL 2** OF THE ECU” (M/T)

∗ DEPRESSED THE BRAKE PEDAL (STOP LIGHT SW ON). “SIGNAL IS INPUT TO **TERMINAL 16** OF THE ECU”

∗ PUSHED THE CANCEL SWITCH (CANCEL SW ON). “SIGNAL IS 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 FLOWING TO THE MAGNETIC CLUTCH IS STOPPED AND THE CRUISE CONTROL IS RELEASED. (MAIN SW PUSH OUT OFF.) WHEN THIS OCCURS, THE IGNITION SW MUST BE TURNED OFF ONCE BEFORE THE MAIN SW WILL PUSH ON.

- WHEN CURRENT CONTINUES 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 PUSH OUT OFF.) WHEN THIS OCCURS, THE CANCEL STATE IS CLEARED AS THE MAIN SW WILL PUSH ON AGAIN.

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

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

- WHEN THE VEHICLE SPEED FALLS BELOW THE MINIMUM SPEED LIMIT, APPROX. **40** KM/H (**25** MPH)
- WHEN POWER TO THE CRUISE CONTROL SYSTEM IS 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 2** OF THE STOP LIGHT SW.

8. AUTOMATIC TRANSMISSION CONTROL FUNCTION

- IN OVERDRIVE, IF THE VEHICLE SPEED BECOMES LOWER THAN THE OVERDRIVE CUT SPEED (SET SPEED MINUS APPROX. **4** KM/H, **2**.**5** MPH) DURING CRUISE CONTROL OPERATION, SUCH AS DRIVING UP A HILL, THE OVERDRIVE IS RELEASED AND THE POWER INCREASES TO PREVENT A REDUCTION IN VEHICLE SPEED,
- AFTER RELEASING THE OVERDRIVE, VEHICLE SPEED BECOMES HIGHER THAN THE OVERDRIVE RETURN SPEED (SET SPEED MINUS APPROX. **2** KM/H, **1**.**2** MPH) AND THE ECU JUDGES BY THE SIGNALS FROM THE ACTUATOR’S POTENTIOMETER THAT THE UPWARD SLOPE HAS FINISHED, THE OVERDRIVE IS RESUMED AFTER APPROX. **2** SECONDS.
- DURING CRUISE CONTROL DRIVING, THE CRUISE CONTROL OPERATION SIGNAL IS OUTPUT FROM THE CRUISE CONTROL ECU TO THE ENGINE CONTROL MODULE. UPON RECEIVING THIS SIGNAL, THE ENGINE CONTROL MODULE CHANGES THE SHIFT PATTERN TO NORMAL.

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

SERVICE HINTS

C 1 CRUISE CONTROL ACTUATOR

1-3 : APPROX. **2** Ω
5-4 : APPROX. **38** Ω

C12 CRUISE CONTROL SW [COMB. SW]

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

C15 CRUISE CONTROL ECU

14-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
15-GROUND : ALWAYS APPROX. **12** VOLTS
20-GROUND : **4** PULSES WITH **1** ROTATION OF THE ROTOR SHAFT
18-GROUND : APPROX. **418** Ω WITH THE CANCEL SW ON IN THE 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 CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 1	28 (5S-FE), 30 (7A-FE)	C15	32	J 7	33
C 9 B	32	D 1	28 (5S-FE), 30 (7A-FE)	J 9	33
C10 C	32	E 5 A	32	P 1	29 (5S-FE), 31 (7A-FE)
C12	32	E 7 C	32	S 7	33
C14	32	J 2	33	V 1	29 (5S-FE), 31 (7A-FE)

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J	22	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1K		
3B	24	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)
IC1	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
ID2		
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
II2		
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)

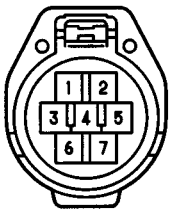
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH
IF	42	R/B NO.4 SET BOLT

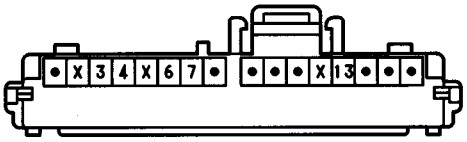
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 8	44	ENGINE WIRE	I13	44	ENGINE WIRE

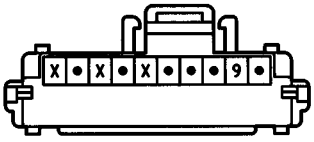
C 1 GRAY



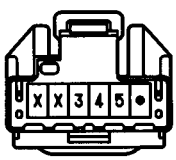
C 9 (B)



C10 (C) GRAY

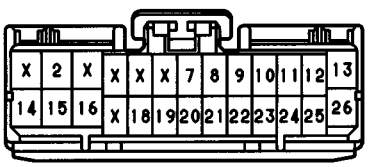


C12 BLACK

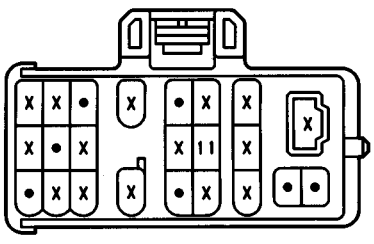


C14 BLUE

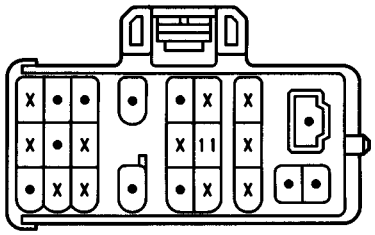
C15 GREEN



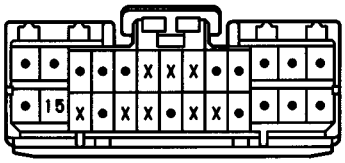
(5S-FE) D 1 BLACK



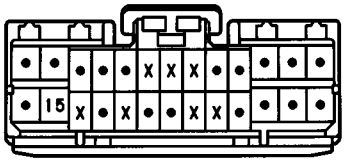
(7A-FE) D 1 BLACK



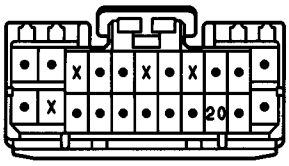
(5S-FE A/T) E 5 (A) DARK GRAY



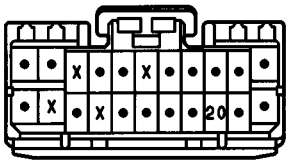
(7A-FE A/T) E 5 (A) DARK GRAY



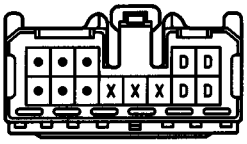
(5S-FE A/T) E 7 (C) DARK GRAY



(7A-FE A/T) E 7 (C) DARK GRAY

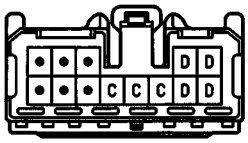


J 2



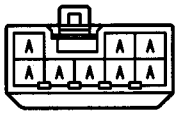
(HINT:SEE PAGE 7)

J 7



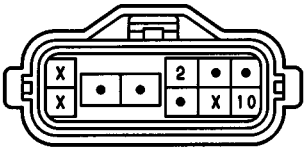
(HINT:SEE PAGE 7)

J 9

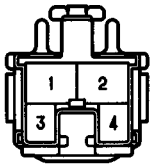


(HINT:SEE PAGE 7)

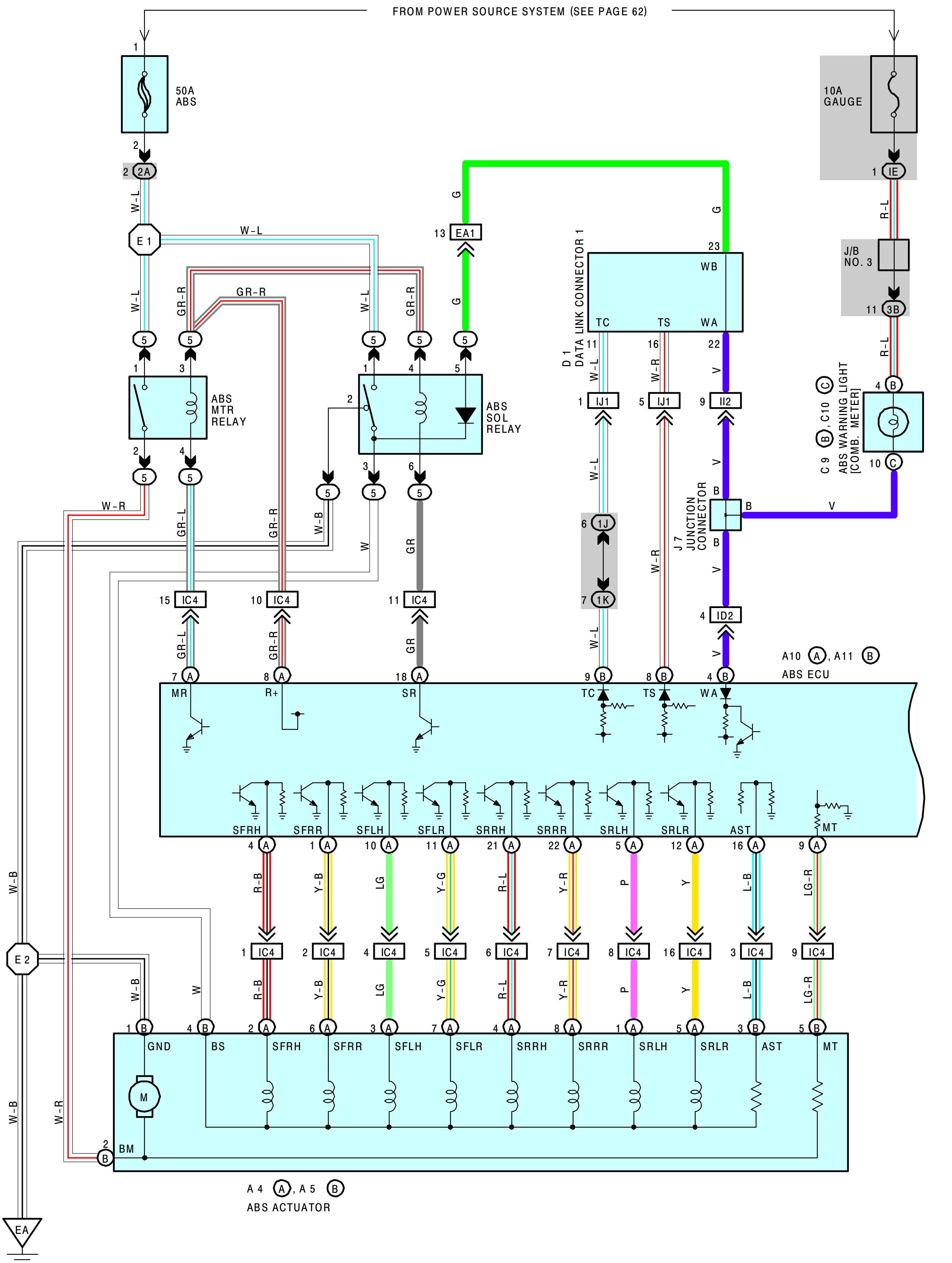
P 1 GRAY

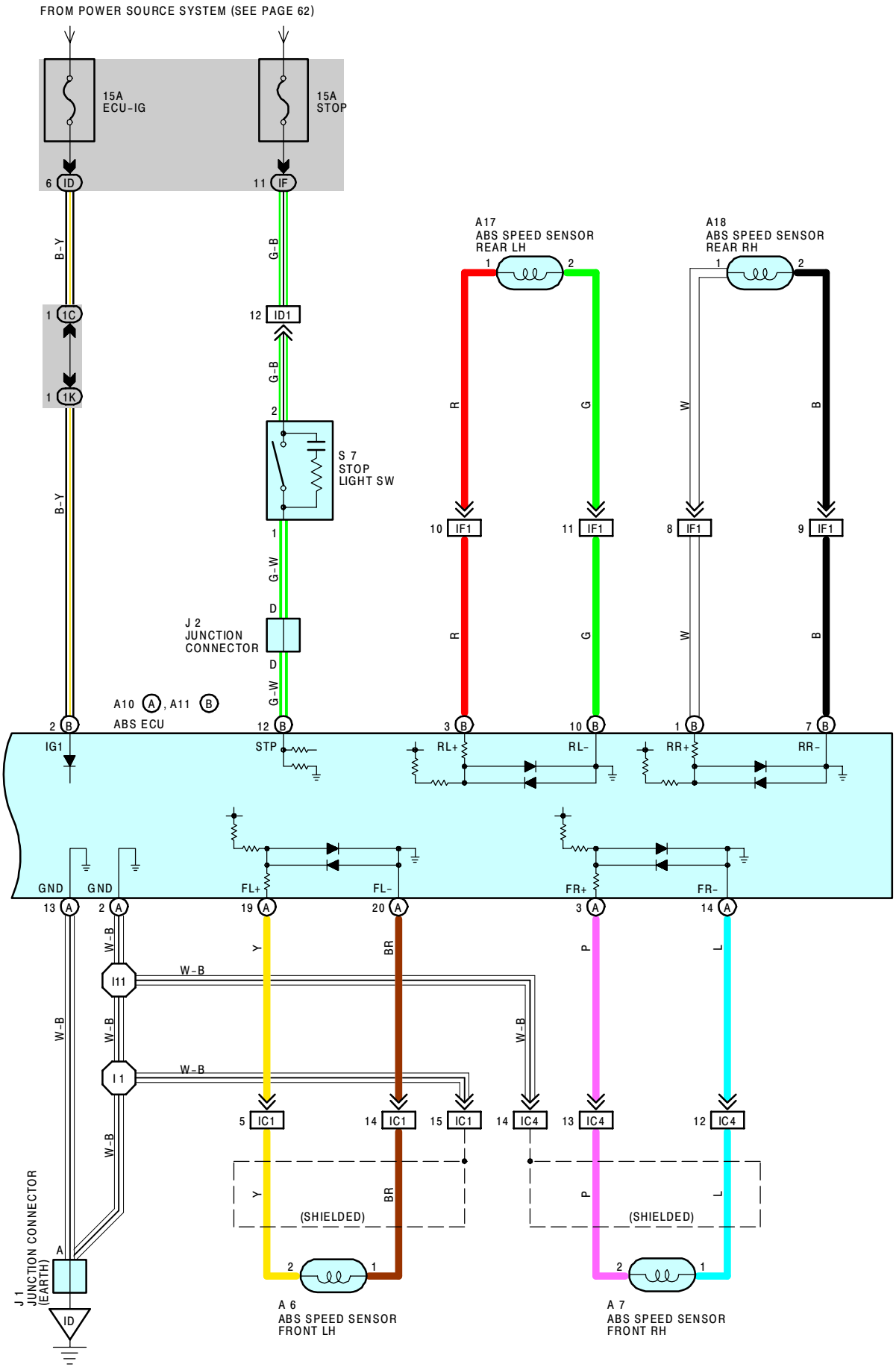


S 7



V 1 BLACK


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
50A ABS
10A GAUGE
E 1
E 2
W-L
GR-R
G
R-L
J/B NO. 3
ABS MTR RELAY
ABS SOL RELAY
D 1 DATA LINK CONNECTOR 1
WB
TC
TS
WA
EA1
IJ1
II2
1J
1K
ID2
IC4
IE
3B
2A
C 9 (B), C10 (C) ABS WARNING LIGHT [COMB. METER]
J 7 JUNCTION CONNECTOR
A10 (A), A11 (B) ABS ECU
MR
R+
SR
SFRH
SFRR
SFLH
SFLR
SRRH
SRRR
SRLH
SRLR
AST
MT
GND
BS
BM
M
A 4 (A), A 5 (B) ABS ACTUATOR
W-R
W-B
GR-L
GR
W
V
R-B
Y-B
LG
Y-G
Y-R
P
Y
L-B
LG-R
EA


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
15A
ECU-IG
15A
STOP
6 ID
11 IF
B-Y
G-B
1 1C
1 1K
12 ID1
2
S 7
STOP
LIGHT SW
1
G-W
D
J 2
JUNCTION
CONNECTOR
D
G-W
A10 A , A11 B
ABS ECU
2 B
IG1
12 B
STP
A17
ABS SPEED SENSOR
REAR LH
1
2
R
G
10 IF1
11 IF1
3 B
10 B
RL+
RL-
A18
ABS SPEED SENSOR
REAR RH
W
B
8 IF1
9 IF1
1 B
7 B
RR+
RR-
GND
GND
13 A
2 A
FL+
FL-
19 A
20 A
FR+
FR-
3 A
14 A
W-B
I11
I 1
Y
BR
P
L
5 IC1
14 IC1
15 IC1
14 IC4
13 IC4
12 IC4
(SHIELDED)
(SHIELDED)
J 1
JUNCTION CONNECTOR
(EARTH)
A
ID
2
1
A 6
ABS SPEED SENSOR
FRONT LH
A 7
ABS SPEED SENSOR
FRONT RH

SYSTEM OUTLINE

THIS SYSTEM CONTROLS THE RESPECTIVE BRAKE FLUID PRESSURES ACTING ON THE 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 DEPRESSED.

2. SYSTEM OPERATION

DURING SUDDEN BRAKING THE ABS ECU WHICH HAS SIGNALS INPUT FROM EACH OF THE SENSORS, CONTROLS CURRENT TO THE SOLENOID INSIDE THE ACTUATOR AND CAUSES 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, 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

A10 (A), A11 (B) ABS ECU

(CONNECT THE ECU CONNECTOR)

(B) 8-GROUND : APPROX.**12** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE DATA LINK CONNECTOR 1 **TS-E1** NOT CONNECTED

(B) 9-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE DATA LINK CONNECTOR 1 **TC-E1** NOT CONNECTED

(A) 1-GROUND :
(A) 4-GROUND :
(A) 5-GROUND :
(A) 10-GROUND :
(A) 11-GROUND :
(A) 12-GROUND :
(A) 21-GROUND :
(A) 22-GROUND :

} APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE ABS WARNING LIGHT GOES OFF

(B) 2-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION

(B) 12-GROUND : APPROX. **12** VOLTS WITH THE BRAKE PEDAL DEPRESSED

(DISCONNECT THE ECU CONNECTOR)

(A) 3 - **(A)** 14 :
(A) 19 - **(A)** 20 :

} **1.0 - 2.6** KΩ

(B) 1 - **(B)** 7 :
(B) 3 - **(B)** 10 :

} **0.8 - 2.05** KΩ

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
A4	A	28 (5S-FE), 30 (7A-FE)	**A17**		34 (L/B), 35 (C/P)	**D1**	28 (5S-FE), 30 (7A-FE)
A5	B	28 (5S-FE), 30 (7A-FE)			36 (CONVERTIBLE)	**J1**	33
A6		28 (5S-FE), 30 (7A-FE)	**A18**		34 (L/B), 35 (C/P)	**J2**	33
A7		28 (5S-FE), 30 (7A-FE)			36 (CONVERTIBLE)	**J7**	33
A10	A	32	**C9**	B	32	**S7**	33
A11	B	32	**C10**	C	32		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
5	27	R/B NO. 5 (ENGINE COMPARTMENT FRONT RIGHT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1J	22	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1K		
2A	26	ENGINE ROOM MAIN WIRE AND J/B. NO. 2 (ENGINE COMPARTMENT LEFT)
3B	24	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	38 (5S-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
	40 (7A-FE)	
IC1	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
IC4	42	ENGINE ROOM MAIN WIRE ANE COWL WIRE (INSIDE OF R/B NO. 4)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
ID2		
IF1	42	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
II2	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)

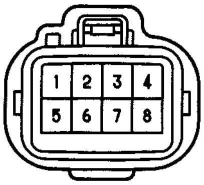
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	38 (5S-FE)	FRONT SIDE OF RIGHT FENDER
	40 (7A-FE)	
ID	42	LEFT KICK PANEL

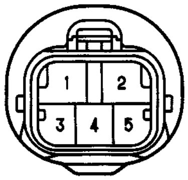
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E1	38 (5S-FE)	ENGINE ROOM MAIN WIRE	**E2**	40 (7A-FE)	ENGINE ROOM MAIN WIRE
	40 (7A-FE)		**I1**	44	COWL WIRE
E2	38 (5S-FE)		**I11**		

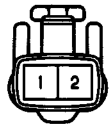
A 4 (A) GRAY



A 5 (B) GRAY

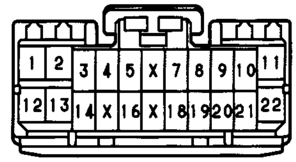


A 6 GRAY

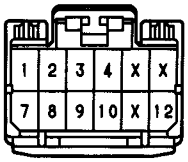


A 7 GRAY

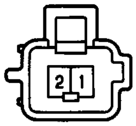
A10 (A)



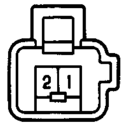
A11 (B)



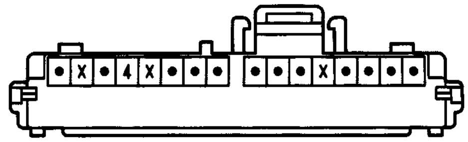
A17 GRAY



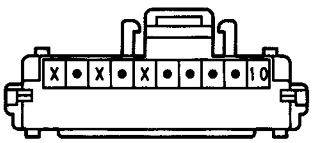
A18 GRAY



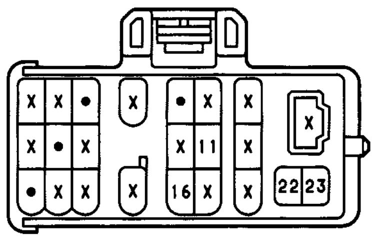
C 9 (B)



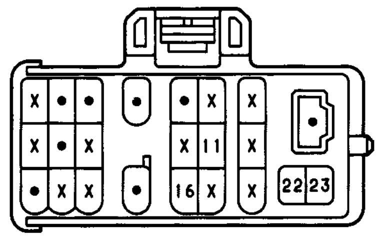
C10 (C) GRAY



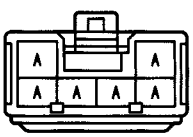
(5S-FE) D 1 BLACK



(7A-FE) D 1 BLACK

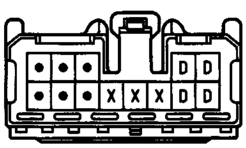


J 1



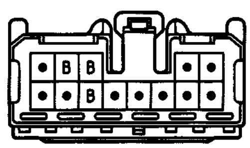
(HINT:SEE PAGE 7)

J 2



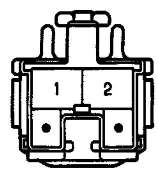
(HINT:SEE PAGE 7)

J 7

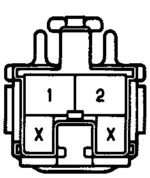


(HINT:SEE PAGE 7)

(W/ CRUISE CONTROL) S 7



(W/O CRUISE CONTROL) S 7



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

- Malfunction symptoms of the supplemental restraint system are difficult to confirm, so the diagnostic trouble codes become the most important source of information when troubleshooting.

  When troubleshooting the supplemental restraint system, always inspect the diagnostic trouble codes before disconnecting the battery.

- Work must be started after 90 seconds from the time the Ignition SW is set to the “LOCK” position and the negative (-) terminal cable is disconnected from the battery.

  (The supplement restraint system is equipped with a back-up power source so that if work is started within 90 seconds of disconnecting the negative (-) terminal cable of the battery, the SRS may be activated.)

  When the negative (-) terminal cable is disconnected from the battery, memory of the clock and audio system will be cancelled. So, before starting work, make a record of the contents memorized by each memory system. When work is finished, reset the clock and audio system as before and adjust the clock.

  To avoid erasing the memory of each memory system, never use a back-up power supply from outside the vehicle.

- When removing the steering wheel pad or handling a new steering wheel pad, keep the pad upper surface facing upward. Also, lock the lever of the twin lock type connector at the rear of the pad and take care not to damage the connector.

  (Storing the pad with its metallic surface up may lead to a serious accident if the SRS inflates for some reason.)

- Always store a removed or new front passenger airbag assembly with the airbag door facing up. Storing the airbag assembly with the airbag door facing down could cause a serious accident if the airbag inflates.

- Store the steering wheel pad where the ambient temperature remains below 93° C (200° F), without high humidity and away from electrical noise.

- Never use SRS parts from another vehicle. When replacing SRS parts, replace them with new parts.

- Never disassemble and repair the steering wheel pad, front passenger airbag assembly and center airbag sensor assembly or front airbag sensors.

- Before repairing the body, remove the airbag sensors if during repair shocks are likely to be applied to the sensors due to vibration of the body or direct tapping with tools or other parts.

- Do not reuse a steering wheel pad or front airbag sensors.

  After evaluating whether the center airbag sensor assembly is damaged or not, decide whether or not to reuse it. (See the Repair Manual for the method for evaluating the center airbag sensor assembly.)

- When troubleshooting the supplemental restraint system, use a high-impedance (Min. 10kΩ/V) tester.

- The wire harness of the supplemental restraint system is integrated with the cowl wire harness assembly, engine wire harness assembly and instrument panel wire harness assembly.

  The vehicle wiring harness exclusively for the airbag system is distinguished by corrugated yellow tubing, as are the connectors.

- Do not measure the resistance of the airbag squibs.

  (It is possible this will deploy the airbag and is very dangerous.)

- If the wire harness used in the supplemental restraint system is damaged, replace the whole wire harness assembly.

  When the connector to the front airbag sensors can be repaired alone (when there is no damage to the wire harness), use the repair wire specially designed for the purpose.

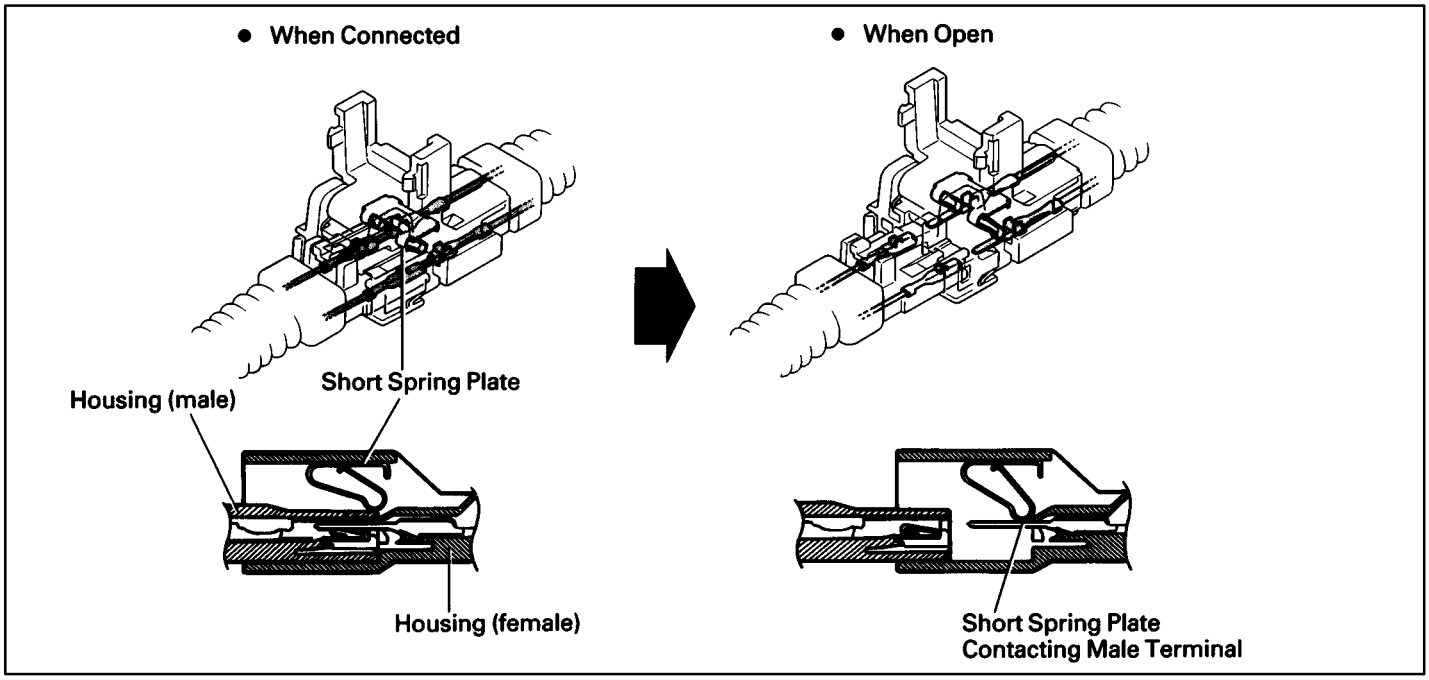
  (Refer to the Repair Manual for the applicable Model year for details of the replacement method.)

- INFORMATION LABELS (NOTICES) are attached to the periphery of the SRS components. Follow the instructions on the notices.

The supplemental restraint system has connectors which possess the functions described below:

1. SRS ACTIVATION PREVENTION MECHANISM

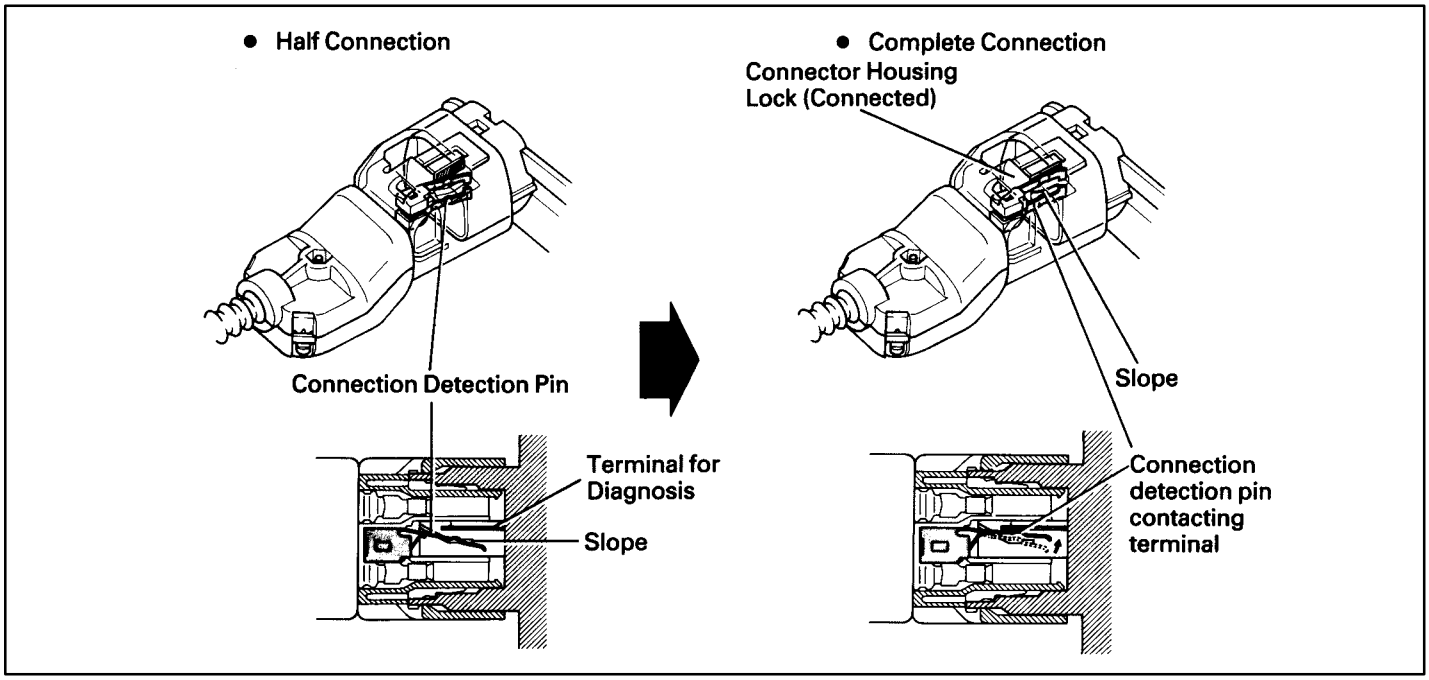
   Each connector contains a short spring plate. When the connector is disconnected, the short spring plate automatically connects the power source and grounding terminals of the squib to preclude a potential difference between the terminals.



2. ELECTRICAL CONNECTION CHECK MECHANISM

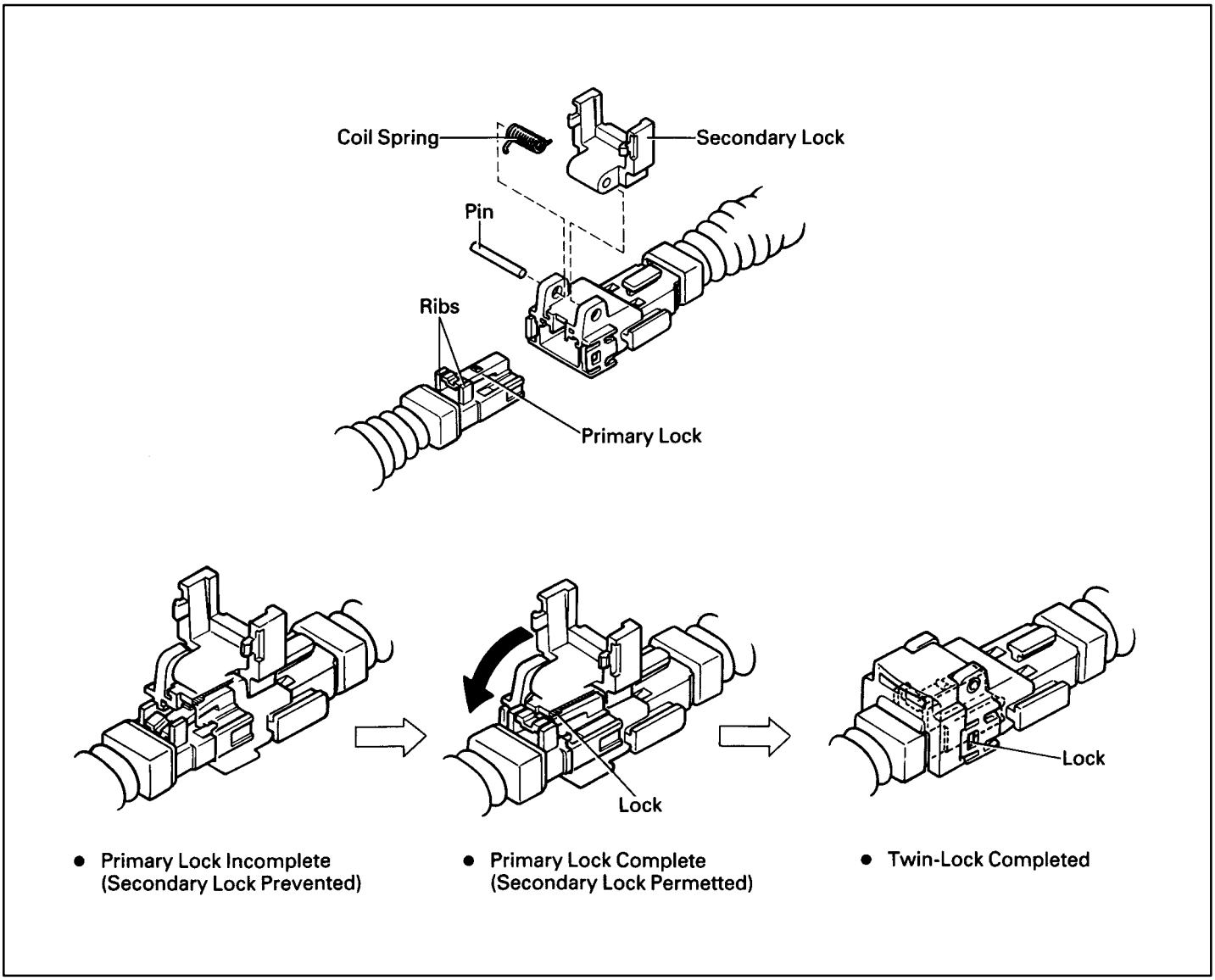
   This mechanism is designed to electrically check if connectors are connected correctly and completely.

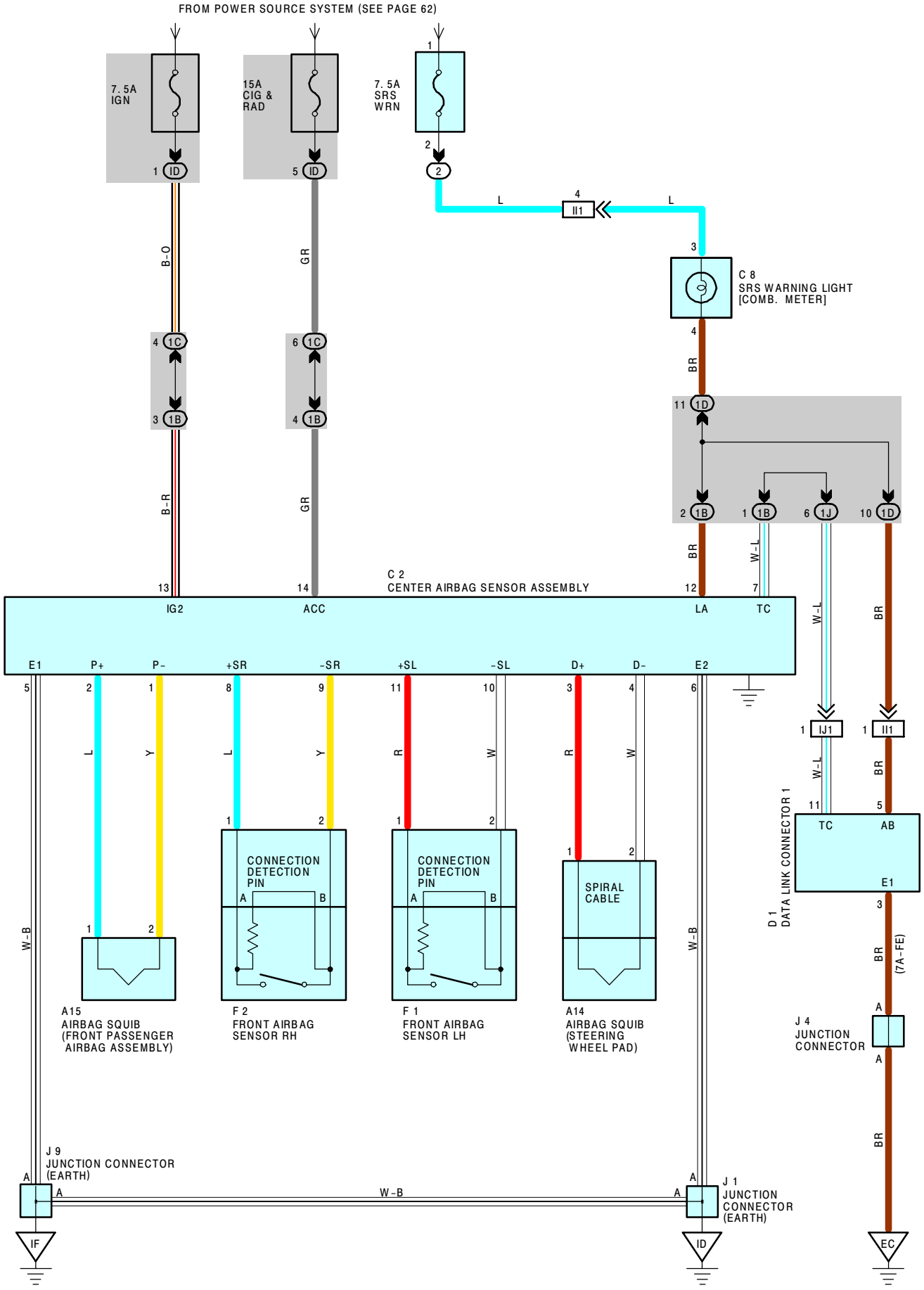
   The electrical connection check mechanism is designed so that the connection detection pin connects with the diagnosis terminals when the connector housing lock is in the locked condition.



3. CONNECTOR TWIN-LOCK MECHANISM

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




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
7.5A IGN
15A CIG & RAD
7.5A SRS WRN
C 8
SRS WARNING LIGHT [COMB. METER]
C 2
CENTER AIRBAG SENSOR ASSEMBLY
IG2
ACC
LA
TC
E1
P+
P-
+SR
-SR
+SL
-SL
D+
D-
E2
CONNECTION DETECTION PIN
SPIRAL CABLE
A15
AIRBAG SQUIB (FRONT PASSENGER AIRBAG ASSEMBLY)
F 2
FRONT AIRBAG SENSOR RH
F 1
FRONT AIRBAG SENSOR LH
A14
AIRBAG SQUIB (STEERING WHEEL PAD)
D 1
DATA LINK CONNECTOR 1
J 4
JUNCTION CONNECTOR
J 9
JUNCTION CONNECTOR (EARTH)
J 1
JUNCTION CONNECTOR (EARTH)
IF
ID
EC
B-O
GR
B-R
BR
W-L
L
Y
R
W
W-B
(7A-FE)

SYSTEM OUTLINE

THE SRS IS A DRIVER AND PASSENGER PROTECTION DEVICE WHICH HAS A SUPPLEMENTAL ROLE TO THE SEAT BELTS.

WHEN THE IGNITION SW IS TURNED TO ACC OR ON, CURRENT FROM THE **CIG & RAD** FUSE FLOWS TO **TERMINAL 14** OF THE CENTER AIRBAG SENSOR ASSEMBLY. ONLY WHEN THE IGNITION SW IS ON DOES CURRENT FROM THE **IGN** FUSE FLOW TO **TERMINAL 13**.

IF AN ACCIDENT OCCURS WHILE DRIVING, DECELERATION CAUSED BY A FRONTAL IMPACT IS DETECTED BY EACH OF THE SENSORS AND THE SWITCH, IN THE CENTER AIRBAG SENSOR ASSEMBLY AND WHEN THE FRONTAL INPACT EXCEEDS A SET LEVEL (WHEN THE SAFING SENSOR BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON AND THE CENTER AIRBAG SENSOR IS ON, THE FRONT AIRBAG SENSORS ARE OFF), CURRENT FROM THE **CIG & RAD** OR THE **IGN** FUSE FLOWS TO **TERMINALS 3**, **2** OF THE CENTER AIRBAG SENSOR ASSEMBLY TO **TERMINAL 1** OF THE AIRBAG SQUIB → **TERMINAL 2** → **TERMINALS 4**, **1** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 5**, **TERMINAL 6** OR **BODY GROUND** → **GROUND**.

WHEN THE SAFING SENSOR BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON AND THE FRONT AIRBAG SENSOR LH OR RH IS ON, THE CENTER AIRBAG SENSOR IS OFF AND CURRENT FROM THE **CIG & RAD** OR THE **IGN** FUSE FLOWS TO **TERMINALS 3**, **2** OF THE CENTER AIRBAG SENSOR ASSEMBLY TO **TERMINAL 1** OF THE AIRBAG SQUIB → **TERMINAL 2** → **TERMINALS 4**, **1** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 8** OR **11** → **TERMINAL 1** OF THE FRONT AIRBAG SENSOR → **TERMINAL 2** → **TERMINAL 9** OR **10** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 5**, **TERMINAL 6** OR **BODY GROUND** → **GROUND**, WHEN THE SAFING SENSOR BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON, AND THE FRONT AIRBAG SENSOR LH OR RH IS ON AND THE CENTER AIRBAG SENSOR IS ON, ONE OF THE ABOVE-MENTIONED CIRCUITS IS ACTIVATED SO THAT CURRENT FLOWS TO THE AIRBAG SQUIBS, CAUSING IT TO OPERATE.

THE AIRBAG STORED INSIDE THE STEERING WHEEL PAD IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO THE DRIVER. SIMULTANEOUSLY, THE AIRBAG STORED INSIDE THE PASSENGER'S INSTRUMENT PANEL IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO THE PASSENGER.

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A14	32	**D1**	28 (5S-FE) , 30 (7A-FE)	**J4**	33
A15	32	**F1**	28 (5S-FE) , 30 (7A-FE)	**J9**	33
C2	32	**F2**	28 (5S-FE) , 30 (7A-FE)		
C8	32	**J1**	33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
1B	22	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1D		
1J	22	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)

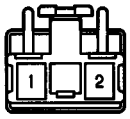
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)

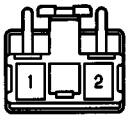
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	38 (5S-FE)	INTAKE MANIFOLD
	40 (7A-FE)	
ID	42	LEFT KICK PANEL
IF	42	R/B NO. 4 SET BOLT

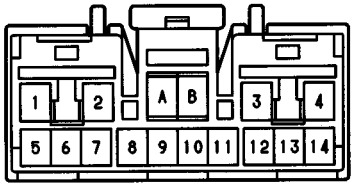
A14 YELLOW



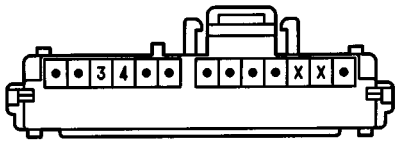
A15 YELLOW



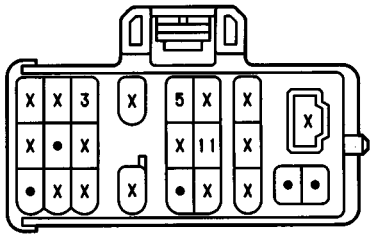
C 2 YELLOW



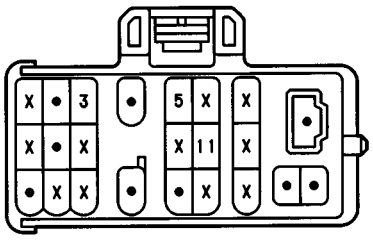
C 8 BLUE



(5S-FE) D 1 BLACK



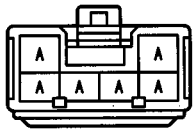
(7A-FE) D 1 BLACK



F 1 YELLOW

F 2 YELLOW

J 1

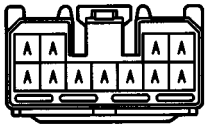


(HINT:SEE PAGE 7)

(5S-FE) J 4

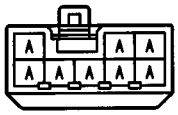
(HINT:SEE PAGE 7)

(7A-FE) J 4

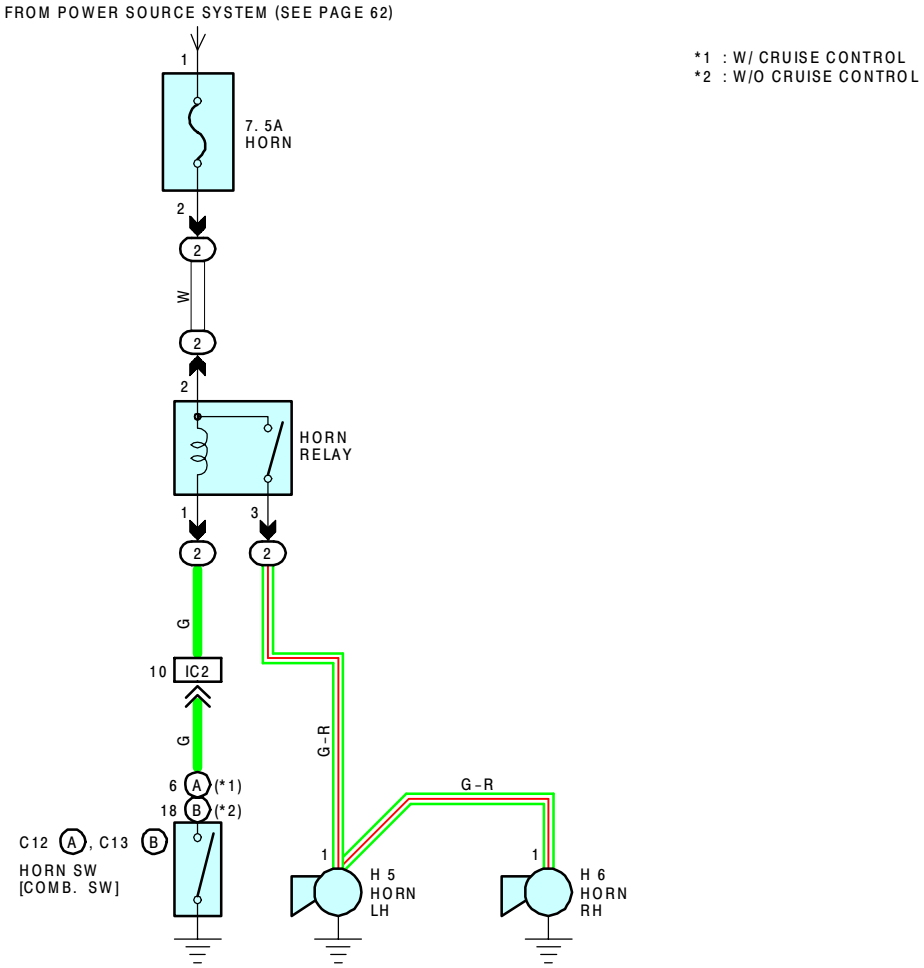


(HINT:SEE PAGE 7)

J 9



(HINT:SEE PAGE 7)



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
C12	A	32	**H5**	28 (5S-FE) , 30 (7A-FE)		
C13	B	32	**H6**	28 (5S-FE) , 30 (7A-FE)		

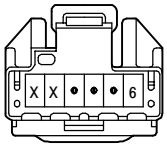
: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

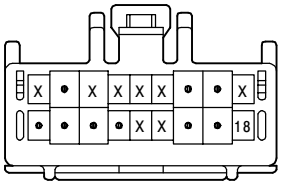
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)

(*1) C12 A BLACK

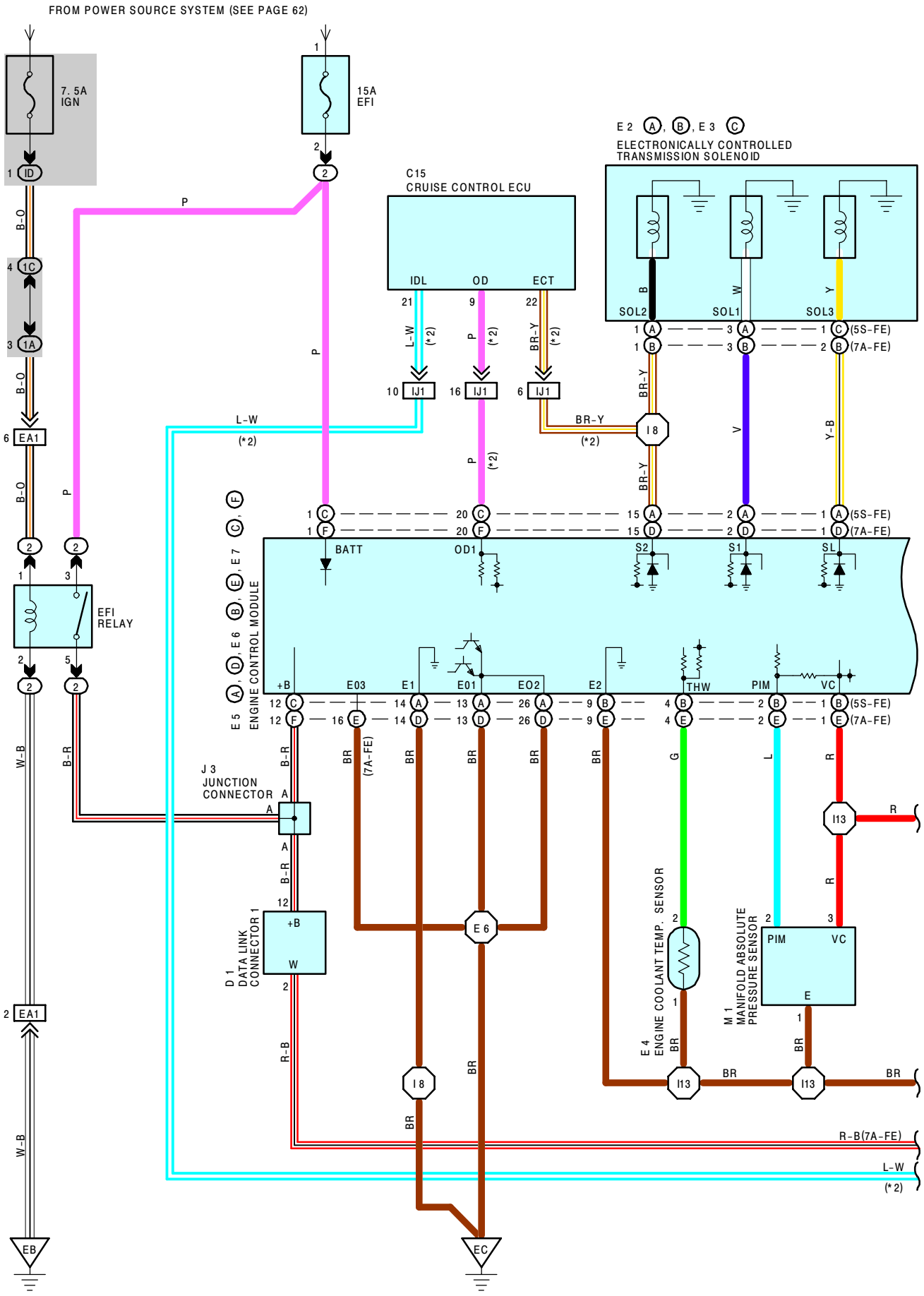


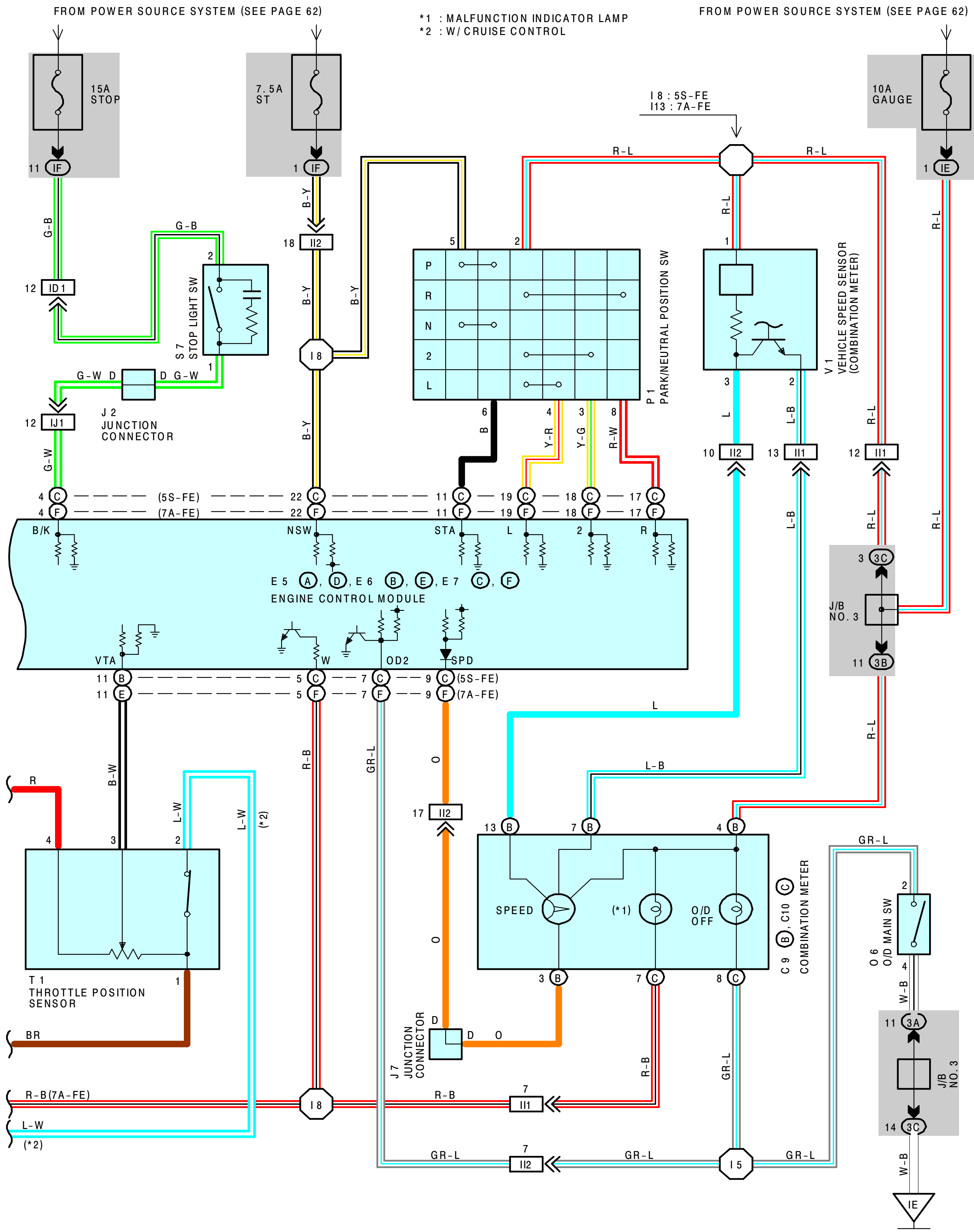
(*2) C13 B BLACK



H5 BLACK

H6 BLACK


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
7.5A IGN
15A EFI
C15 CRUISE CONTROL ECU
IDL
OD
ECT
E2 A, B, E3 C
ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID
SOL2
SOL1
SOL3
(5S-FE)
(7A-FE)
EFI RELAY
BATT
OD1
S2
S1
SL
E5 ENGINE CONTROL MODULE
+B
E03
E1
E01
EO2
E2
THW
PIM
VC
J3 JUNCTION CONNECTOR
D1 DATA LINK CONNECTOR 1
E4 ENGINE COOLANT TEMP. SENSOR
M1 MANIFOLD ABSOLUTE PRESSURE SENSOR
EB
EC
R-B(7A-FE)
L-W
(*2)


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
*1 : MALFUNCTION INDICATOR LAMP
*2 : W/ CRUISE CONTROL
FROM POWER SOURCE SYSTEM (SEE PAGE 62)
15A STOP
7.5A ST
10A GAUGE
I 8 : 5S-FE
I13 : 7A-FE
S 7 STOP LIGHT SW
J 2 JUNCTION CONNECTOR
P 1 PARK/NEUTRAL POSITION SW
V 1 VEHICLE SPEED SENSOR (COMBINATION METER)
J/B NO. 3
E 5 A, D, E 6 B, E, E 7 C, F
ENGINE CONTROL MODULE
(5S-FE)
(7A-FE)
T 1 THROTTLE POSITION SENSOR
J 7 JUNCTION CONNECTOR
C 9 B, C10 C COMBINATION METER
SPEED
(*1)
O/D OFF
O 6 O/D MAIN SW
J/B NO. 3
R-B(7A-FE)
L-W
(*2)

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. ACCORDING TO THE VEHICLE DRIVING CONDITIONS AND ENGINE OPERATING CONDITIONS AS DETECTED BY VARIOUS SENSORS.

1. GEAR SHIFT OPERATION

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

FOR 2ND SPEED, CURRENT FLOWS FROM **TERMINAL S1** OF THE ENGINE CONTROL MODULE TO **TERMINAL 3** OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **GROUND**, AND FROM **TERMINAL S2** OF THE ENGINE CONTROL MODULE TO **TERMINAL 1** OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID → **GROUND**, AND CONTINUITY TO SOLENOIDS NO.1 AND NO.2 CAUSES THE SHIFT.

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

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

2. LOCK-UP OPERATION

WHEN THE ENGINE CONTROL MODULE JUDGES FROM EACH SIGNAL THAT LOCK-UP OPERATION CONDITIONS HAVE BEEN MET, CURRENT FLOWS FROM **TERMINAL SL** OF THE ENGINE CONTROL MODULE TO **TERMINAL 1** (5S-FE), **2** (7A-FE) OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOIDS → **GROUND**, CAUSING CONTINUITY 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 B/K** OF THE ENGINE CONTROL MODULE, AND THE ENGINE CONTROL MODULE OPERATES AND CONTINUITY 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 CONTROL MODULE, AND ENGINE CONTROL MODULE 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), CURRENT THROUGH THE O/D OFF INDICATOR LIGHT FLOWS THROUGH THE O/D MAIN SW TO **GROUND**, CAUSING THE INDICATOR LIGHT TO LIGHT UP. AT THE SAME TIME, A SIGNAL IS INPUT TO **TERMINAL OD2** OF THE ENGINE CONTROL MODULE AND ENGINE CONTROL MODULE OPERATION PREVENTS SHIFT INTO OVERDRIVE.

SERVICE HINTS

E5 (A), (D), E 6 (B), (E), E7 (C), (F) ENGINE CONTROL MODULE

BATT	-E1	: **9.0-14.0** VOLTS (ALWAYS CONTINUITY)
+B	-E1	: **9.0-14.0** VOLTS (IGNITION SW AT ON POSITION)
VTA	-E2	: **0.3-0.8** VOLTS (IGNITION SW ON AND THROTTLE VALVE FULLY CLOSED)
		3.2-4.9 VOLTS (IGNTION SW ON AND THROTTLE VALVE OPEN)
PIM	-E2	: **3.3-3.9** VOLTS (IGNITION SW AT ON POSITION)
VC	-E2	: **4.5-5.5** VOLTS (IGNITION SW AT ON POSITION)
SPD	-E1	: **4.5-5.5** VOLTS (IGNITION SW AT ON POSTION)
THW	-E2	: **0.2-1.0** VOLTS (IGNITION SW ON AND COOLANT TEMP. **80**°C (**176**°F))
B/K	-E1	: **9.0-14.0** VOLTS (BRAKE PEDAL DEPRESSED)
S1, S2	-E1	: **9.0-14.0** VOLTS WITH THE IGNITION SW AT ON POSITION (ENGINE RUNNING)
OD1	-E1	: **9.0-14.0** VOLTS
OD2	-E1	: **0-3.0** VOLTS WITH THE O/D MAIN SW TURNED ON
		9.0-14.0 VOLTS WITH THE O/D MAIN SW TURNED OFF
2	-E1	: **7.5-14.0** VOLTS WITH THE SHIFT LEVER AT **2** POSITION
		0-1.5 VOLTS WITH THE SHIFT LEVER AT EXCEPT **2** POSTION
L	-E1	: **7.5 14.0** VOLTS WITH THE SHIFT LEVER AT **L** POSITION
		0-1.5 VOLTS WITH THE SHIFT LEVER AT EXCEPT **L** POSITION
R	-E1	: **7.5-14.0** VOLTS WITH THE SHIFT LEVER AT **R** POSITION (7A-FE)
		0-1.5 VOLTS WITH THE SHIFT LEVER AT EXCEPT **R** POSITION (7A-FE)

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
C 9	B	32	**E5**	A	32 (5S-FE)	**J7**	33
C10	C	32		D	32 (7A-FE)	**M1**	29 (5S-FE), 31 (7A-FE)
C15		32	**E6**	B	32 (5S-FE)	**O6**	33
D1		28 (5S-FE), 30 (7A-FE)		E	32 (7A-FE)	**P1**	29 (5S-FE), 31 (7A-FE)
E2	A	28 (5S-FE)	**E7**	C	32 (5S-FE)	**S7**	33
	B	30 (7A-FE)		F	32 (7A-FE)	**T1**	29 (5S-FE), 31 (7A-FE)
E3	C	28 (5S-FE)	**J2**		33	**V1**	29 (5S-FE), 31 (7A-FE)
E4		28 (5S-FE), 30 (7A-FE)	**J3**		33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
3A	24	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)
EA1	38 (5S-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
	40 (7A-FE)	
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
II2		
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)

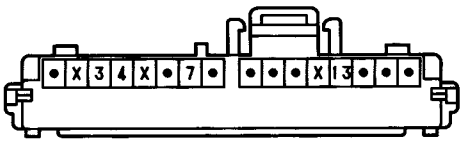
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	38 (5S-FE)	FRONT SIDE OF LEFT FENDER
	40 (7A-FE)	
EC	38 (5S-FE)	INTAKE MANIFOLD
	40 (7A-FE)	
IE	42	INSTRUMENT PANEL BRACE LH

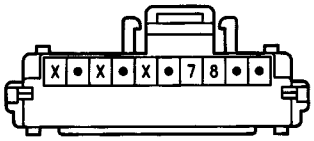
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 6	38 (5S-FE) 40 (7A-FE)	ENGINE WIRE	I 8 I13	44	ENGINE WIRE
I 5	44	INSTRUMENT PANEL WIRE			

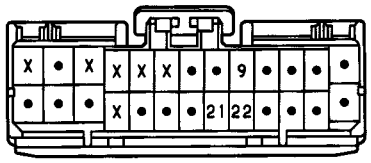
C 9 (B)



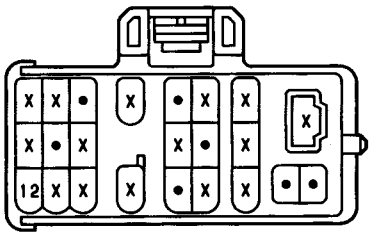
C10 (C) GRAY



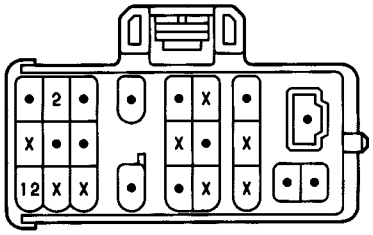
C15 GREEN



(5S-FE) D 1 BLACK



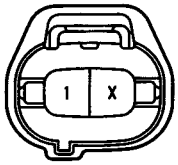
(7A-FE) D 1 BLACK



(5S-FE) E 2 (A) BLACK

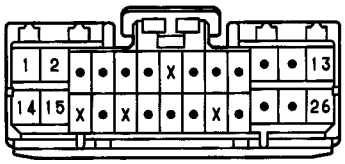
(7A-FE) E 2 (B) BLACK

(5S-FE) E 3 (C) GRAY

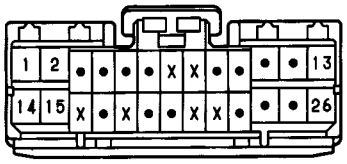


E 4 DARK GRAY

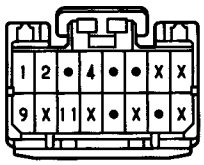
(5S-FE) E 5 (A) DARK GRAY



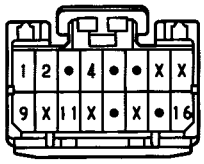
(7A-FE) E 5 (D) DARK GRAY



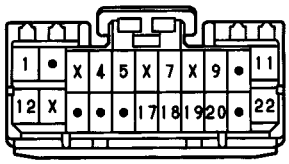
(5S-FE) E 6 (B) DARK GRAY



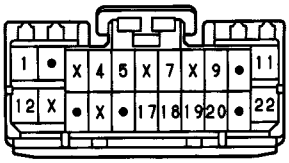
(7A-FE) E 6 (E) DARK GRAY



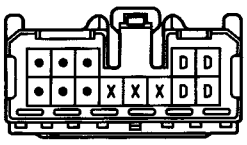
(5S-FE) E 7 (C) DARK GRAY



(7A-FE) E 7 (F) DARK GRAY



J 2

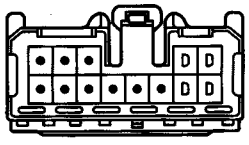


(HINT:SEE PAGE 7)

J 3

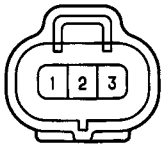
(HINT:SEE PAGE 7)

J 7

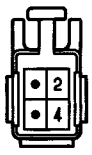


(HINT:SEE PAGE 7)

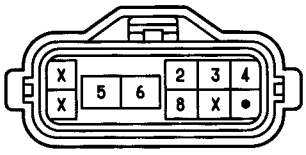
M 1 BLACK



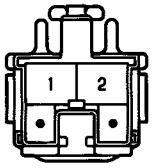
O 6 BLUE



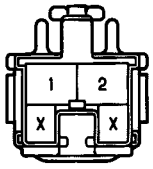
P 1 GRAY



(W/ CRUISE S 7 CONTROL)



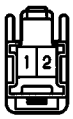
(W/O CRUISE S 7 CONTROL)



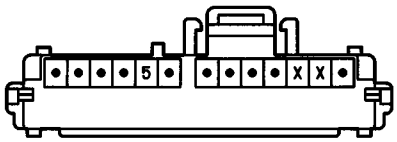
T 1 BLACK

V 1 BLACK

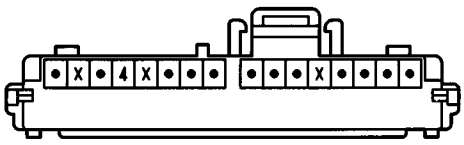
B 6



C 8 (A) BLUE

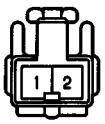


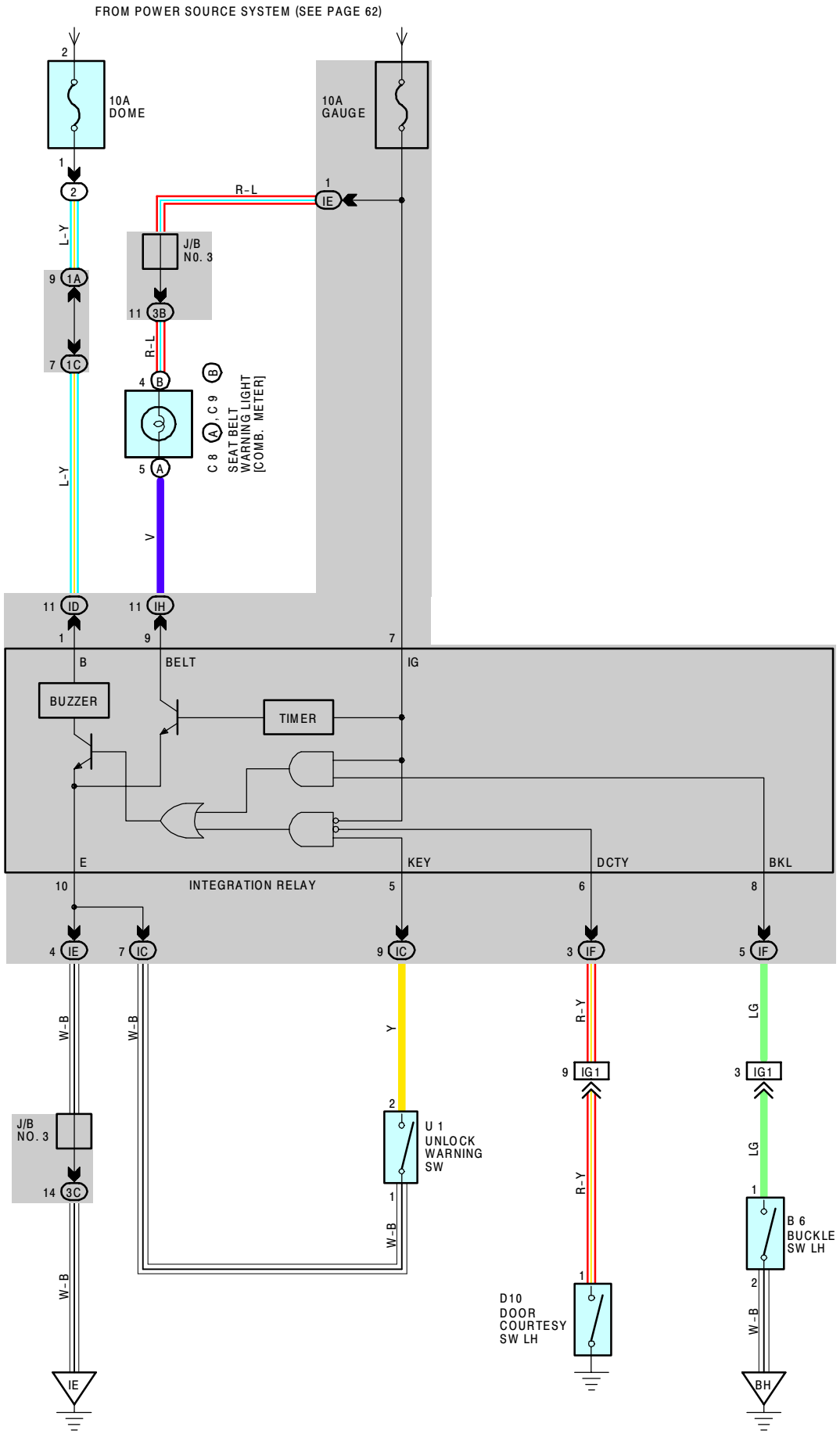
C 9 (B)



D10

U 1 GRAY




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A DOME
10A GAUGE
R-L
J/B NO. 3
L-Y
V
SEAT BELT WARNING LIGHT [COMB. METER]
C 8 (A), C 9 (B)
BUZZER
TIMER
B
BELT
IG
E
KEY
DCTY
BKL
INTEGRATION RELAY
W-B
Y
R-Y
LG
U 1 UNLOCK WARNING SW
D10 DOOR COURTESY SW LH
B 6 BUCKLE SW LH
IG1
IE
BH

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 THROUGH THE WARNING LIGHT FLOWS FROM **TERMINAL 9** OF THE RELAY TO **TERMINAL 10** → **GROUND**, CAUSING THE WARNING LIGHT TO LIGHT UP. A BUCKLE SW OFF SIGNAL IS INPUT TO **TERMINAL 8** OF THE RELAY, CURRENT TO **TERMINAL 7** OF THE RELAY FLOWS FROM **TERMINAL 10** TO **GROUND** AND THE SEAT BELT WARNING BUZZER SOUNDS FOR APPROX. **4-8** SECONDS. 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 FLOWING FROM **TERMINAL 7** OF THE RELAY TO **TERMINAL 10** → **GROUND** IS CUT, CAUSING THE BUZZER TO STOP.

2. UNLOCK WARNING SYSTEM

WITH THE IGNITION KEY INSERTED IN THE IGNITION 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 TO **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

D10 DOOR COURTESY SW LH
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 CONTINUITY
6-GROUND : CONTINUITY WITH THE DRIVER'S DOOR OPEN
5-GROUND : CONTINUITY WITH THE IGNITION KEY IN THE CYLINDER
8-GROUND : CONTINUITY WITH THE DRIVER'S SEAT BELT IN USE
9-GROUND : **0** VOLTS WITH THE IGNITION SW ON AND THE BUCKLE SW OFF
1-GROUND : ALWAYS APPROX. **12** VOLTS

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
B6		34 (L/B), 35 (C/P)	**C9**	B	32	**U1**	33
		36 (CONVERTIBLE)	**D10**		34 (L/B), 35 (C/P)		
C8	A	32			36 (CONVERTIBLE)		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

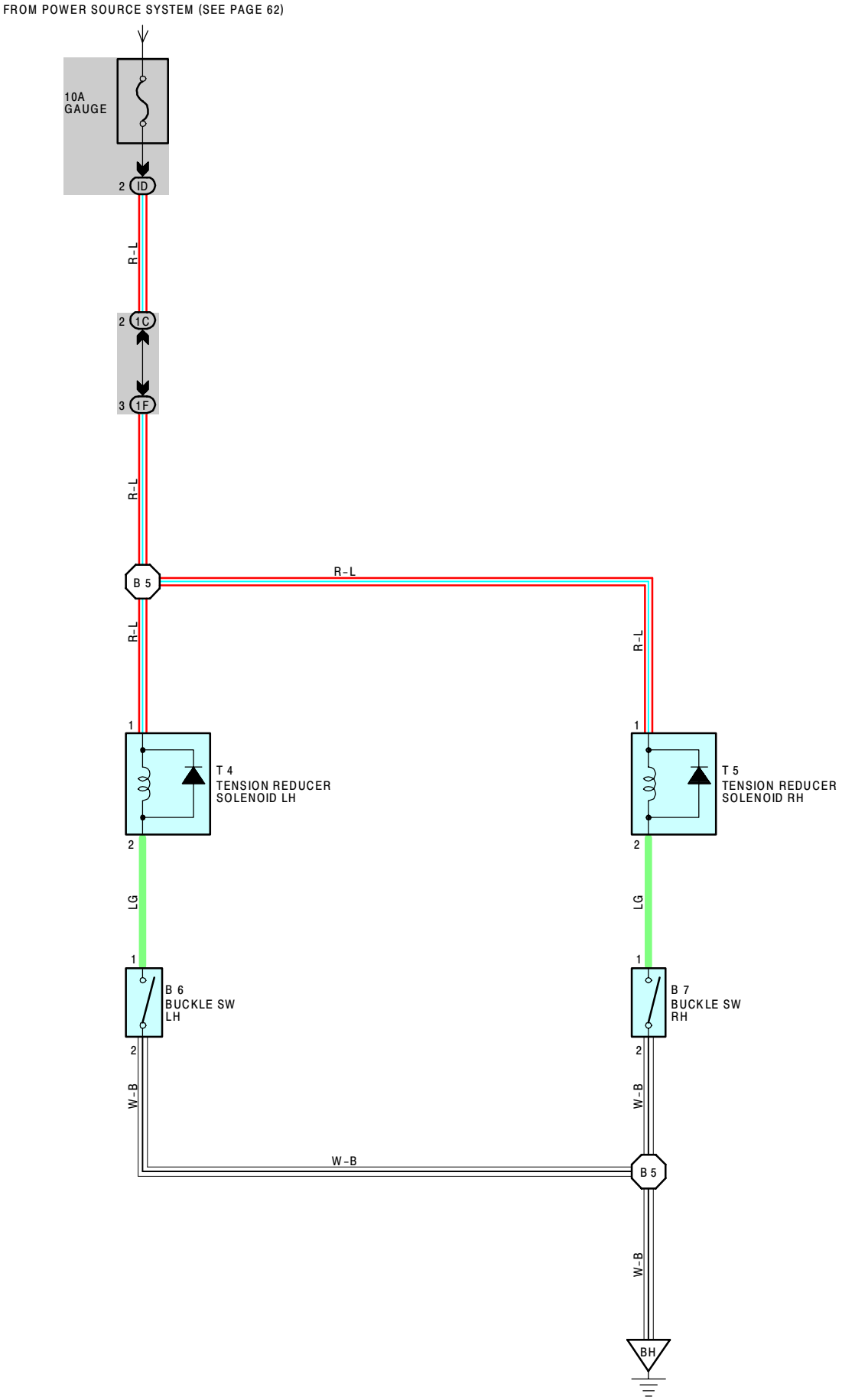
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IC	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
ID		
IE		
IF		
IH		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
3B	24	INSTRUMENT PANEL WIRE AND J/B 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)
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH
BH	46 (L/B)	UNDER THE LEFT CENTER PILLAR
	48 (C/P)	
	50 (CONVERTIBLE)	


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A
GAUGE
2 ID
R-L
2 1C
3 1F
R-L
B 5
R-L
R-L
R-L
1
T 4
TENSION REDUCER
SOLENOID LH
2
1
T 5
TENSION REDUCER
SOLENOID RH
2
LG
LG
1
B 6
BUCKLE SW
LH
2
1
B 7
BUCKLE SW
RH
2
W-B
W-B
W-B
B 5
W-B
BH

SERVICE HINTS

B 6 BUCKLE SW LH
1-2 : CLOSED WITH THE DRIVER'S SEAT BELT IN USE
B 7 BUCKLE SW RH
1-2 : CLOSED WITH THE PASSENGER'S SEAT BELT IN USE
T 4, T 5 TENSION REDUCER SOLENOID LH, RH
1-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 6	34 (L/B), 35 (C/P)	**B 7**	36 (CONVERTIBLE)	**T 5**	34 (L/B), 35 (C/P)
	36 (CONVERTIBLE)	**T 4**	34 (L/B), 35 (C/P)		37 (CONVERTIBLE)
B 7	34 (L/B), 35 (C/P)	**T 4**	37 (CONVERTIBLE)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

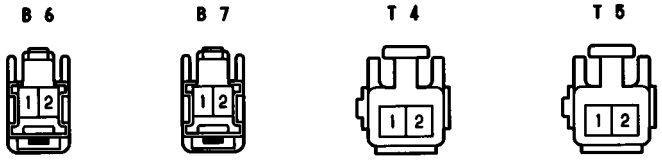
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	22	FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL)

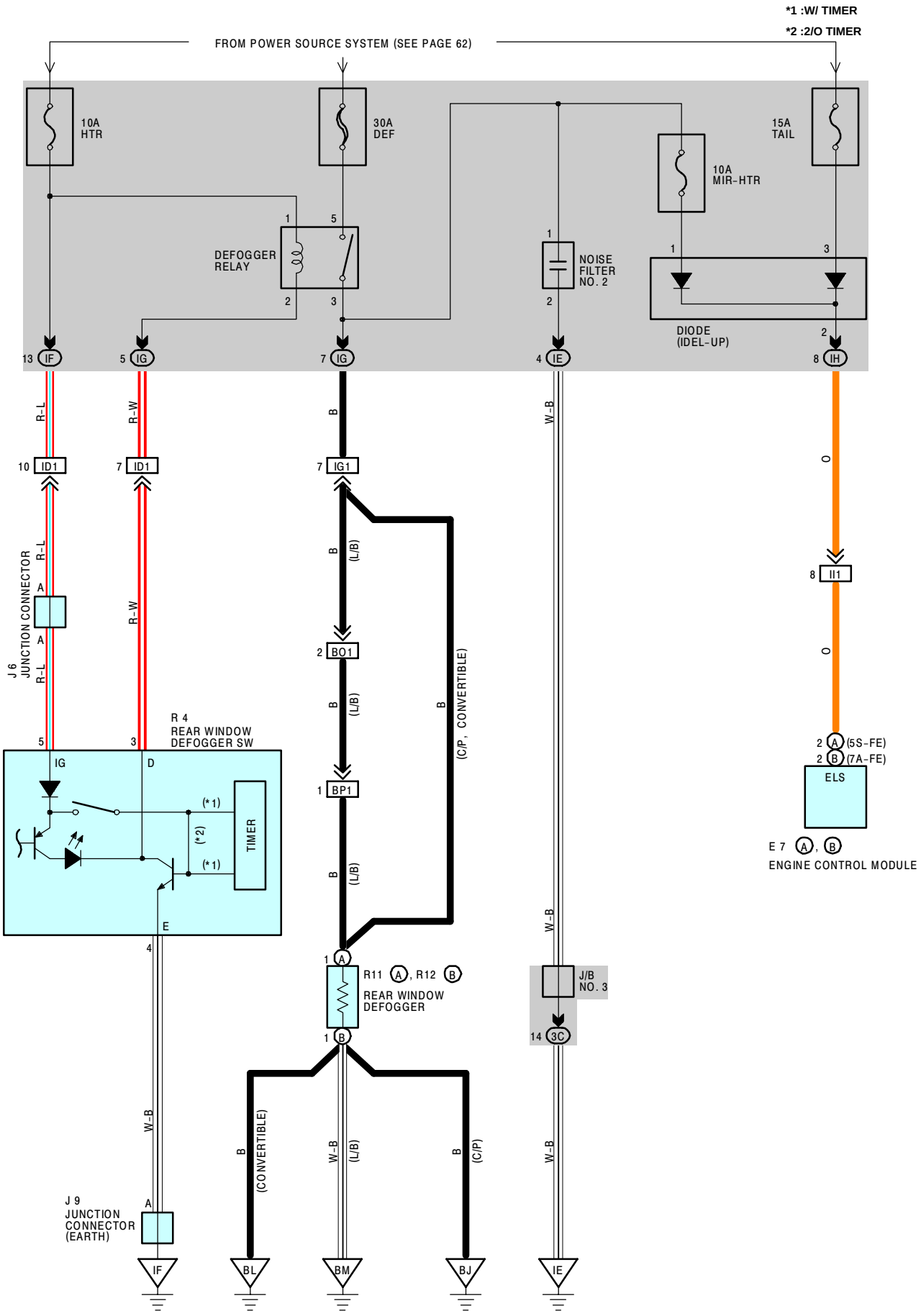
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
BH	46 (L/B)	UNDER THE LEFT CENTER PILLAR
	48 (C/P)	
	50 (CONVERTIBLE)	

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B5	46 (L/B)	FLOOR WIRE	**B 5**	50 (CONVERTIBLE)	FLOOR WIRE
	48 (L/B)				




*1 :W/ TIMER
*2 :2/O TIMER
FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A HTR
30A DEF
15A TAIL
10A MIR-HTR
DEFOGGER RELAY
NOISE FILTER NO. 2
DIODE (IDEL-UP)
13 IF
5 IG
7 IG
4 IE
8 IH
R-L
R-W
B
W-B
O
10 ID1
7 ID1
7 IG1
8 II1
J 6 JUNCTION CONNECTOR
R 4 REAR WINDOW DEFOGGER SW
IG
D
E
TIMER
(*1)
(*2)
2 BO1
1 BP1
(L/B)
(C/P, CONVERTIBLE)
2 A (5S-FE)
2 B (7A-FE)
ELS
E 7 A, B
ENGINE CONTROL MODULE
R11 A, R12 B
REAR WINDOW DEFOGGER
J/B NO. 3
14 3C
J 9 JUNCTION CONNECTOR (EARTH)
(CONVERTIBLE)
(C/P)
IF
BL
BM
BJ
IE

SERVICE HINTS

DEFOGGER RELAY

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

R 4 REAR WINDOW DEFOGGER

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

4-GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
E7	A	32 (5S-FE)	**J9**		33	**R11**	A	37 (CONVERTIBLE)
	B	32 (7A-FE)	**R4**		33	**R12**	B	34 (L/B), 35 (C/P)
J6		33	**R11**	A	34 (L/B), 35 (C/P)			37 (CONVERTIBLE)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IE	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IF		
IG		
IH		
3C	24	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)

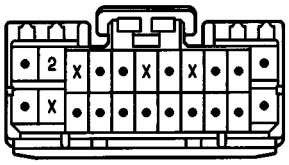
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
II1	44	ENGINE WIRE AND INSTRUMENT WIRE (NEAR THE ENGINE CONTROL MODULE)
BO1	46 (L/B)	BACK DOOR NO. 1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)
BP1	46 (L/B)	BACK DOOR NO. 2 WIRE AND BACK DOOR NO. 1 WIRE (BACK DOOR UPPER LEFT)

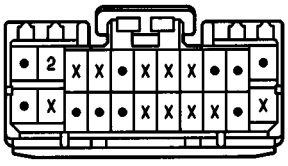
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH
IF	42	R/B NO. 4 SET BOLT
BJ	48 (C/P)	RIGHT REAR PILLAR
BL	50 (CONVERTIBLE)	ROOM PARTITION PANEL
BM	46 (L/B)	BACK DOOR RIGHT

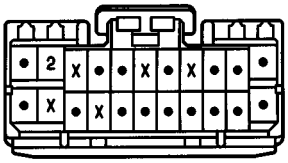
(5S-FE A/T) E 7 (A) DARK GRAY



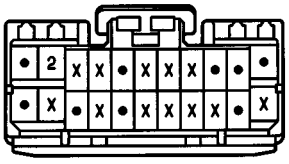
(5S-FE M/T) E 7 (A) DARK GRAY



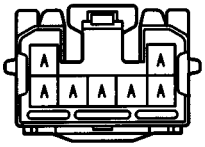
(7A-FE A/T) E 7 (B) DARK GRAY



(7A-FE M/T) E 7 (B) DARK GRAY

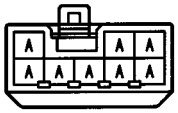


J 6



(HINT:SEE PAGE 7)

J 9



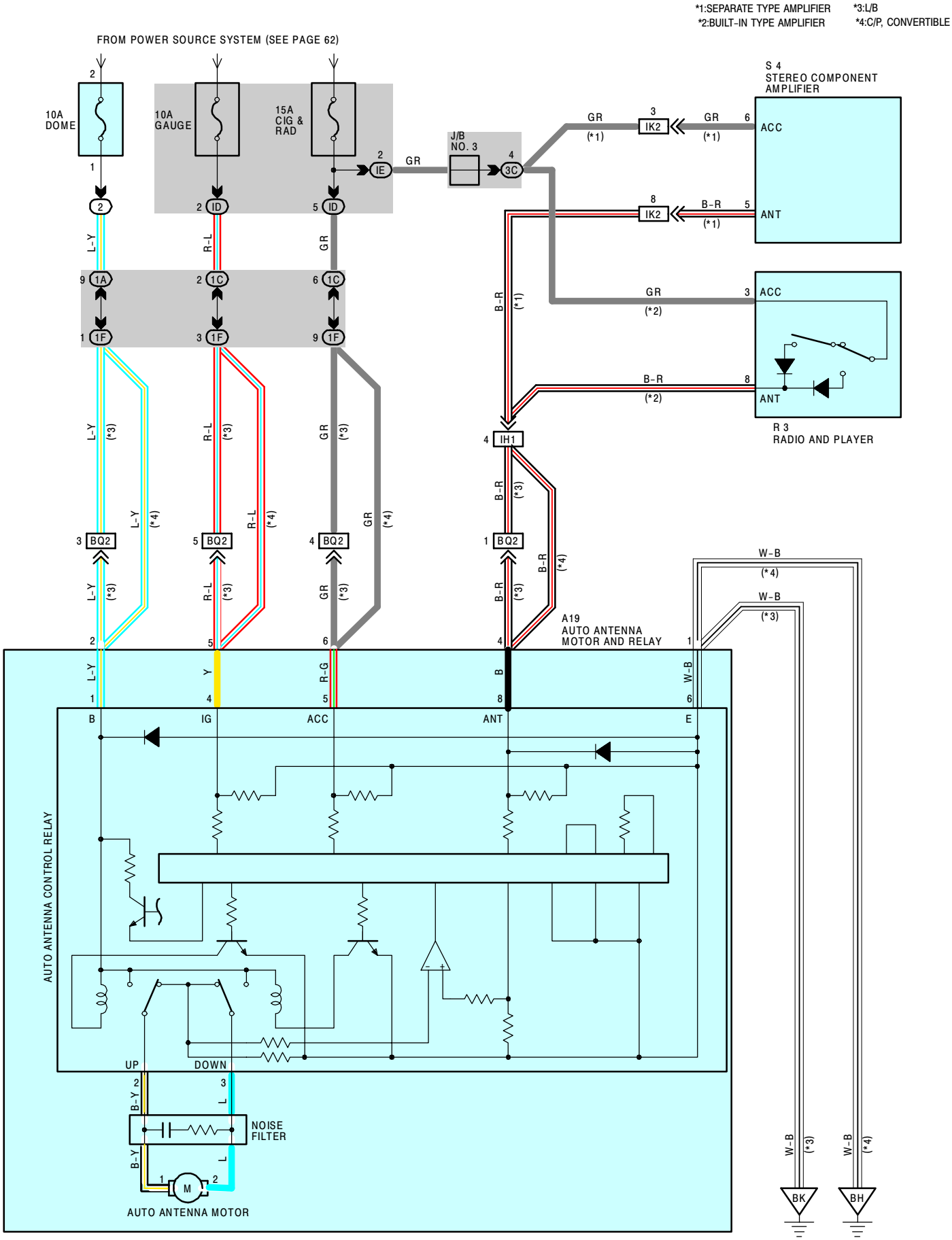
(HINT:SEE PAGE 7)

R 4

(L/B, C/P) R11 (A) BLACK

(CONVERTIBLE) R11 (A) GRAY

R12 (B) BLACK


*1:SEPARATE TYPE AMPLIFIER
*2:BUILT-IN TYPE AMPLIFIER
*3:L/B
*4:C/P, CONVERTIBLE
FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A DOME
10A GAUGE
15A CIG & RAD
J/B NO. 3
S 4 STEREO COMPONENT AMPLIFIER
ACC
ANT
R 3 RADIO AND PLAYER
A19 AUTO ANTENNA MOTOR AND RELAY
AUTO ANTENNA CONTROL RELAY
B
IG
ACC
ANT
E
UP
DOWN
NOISE FILTER
AUTO ANTENNA MOTOR
M
BK
BH

SERVICE HINTS

A19 AUTO ANTENNA MOTOR AND RELAY
2-GROUND : ALWAYS APPROX. **12** VOLTS
5-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
6-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION
1-GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A19	34 (L/B), 35 (C/P)	**R 3**	33		
	36 (CONVERTIBLE)	**S 4**	33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F	22	FLOOR WIRE AND J/B NO.1 (LEFT KICK PANEL)
3C	24	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

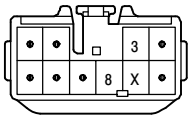
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IH1	42	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IK2	44	INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER)
BQ2	46 (L/B)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)

: GROUND POINTS

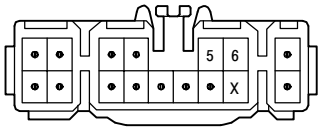
CODE	SEE PAGE	GROUND POINTS LOCATION
BH	48 (C/P)	UNDER THE LEFT CENTER PILLAR
	50 (CONVERTIBLE)	
BK	46 (L/B)	BACK DOOR CENTER

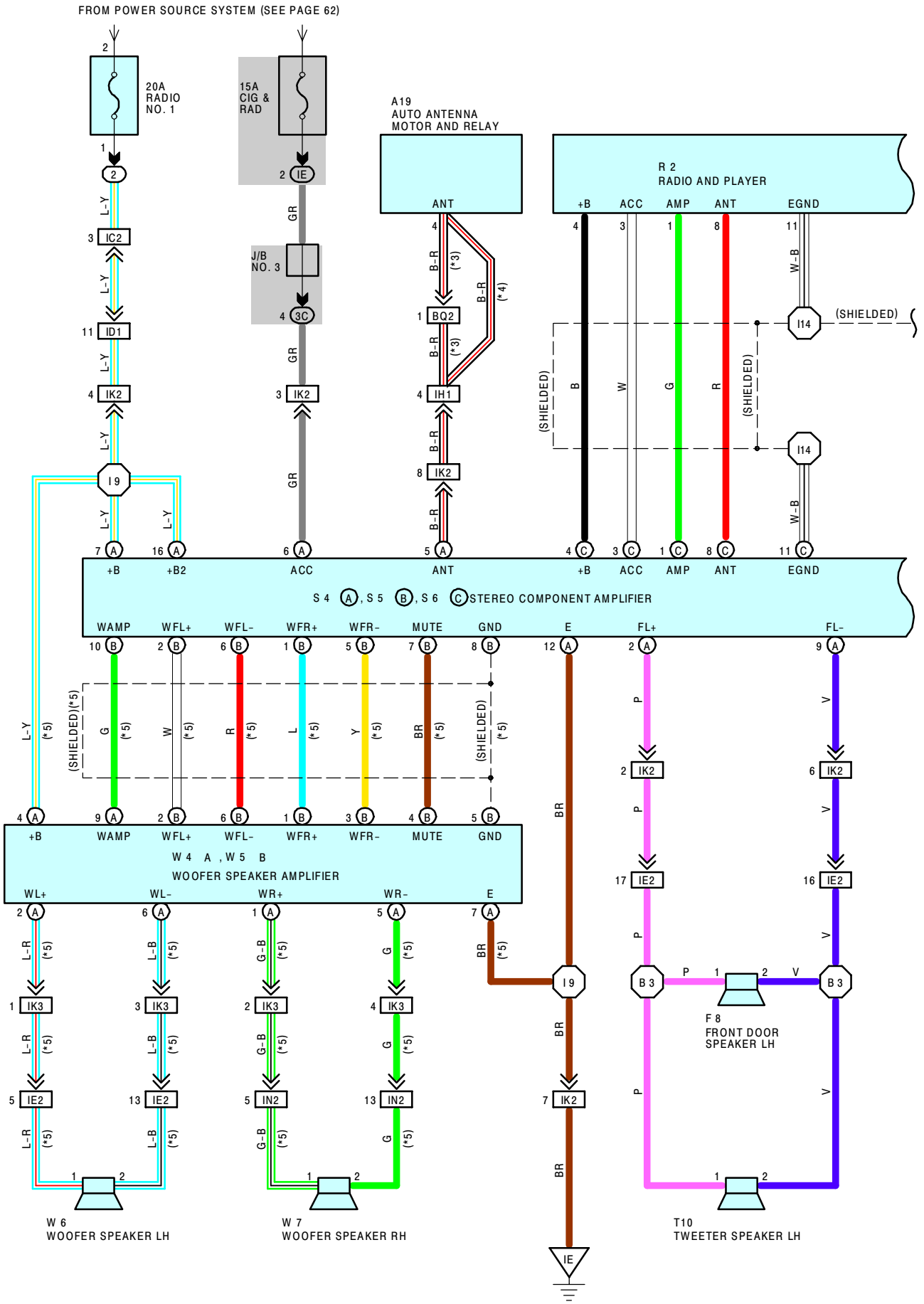
A19

R 3 BLUE



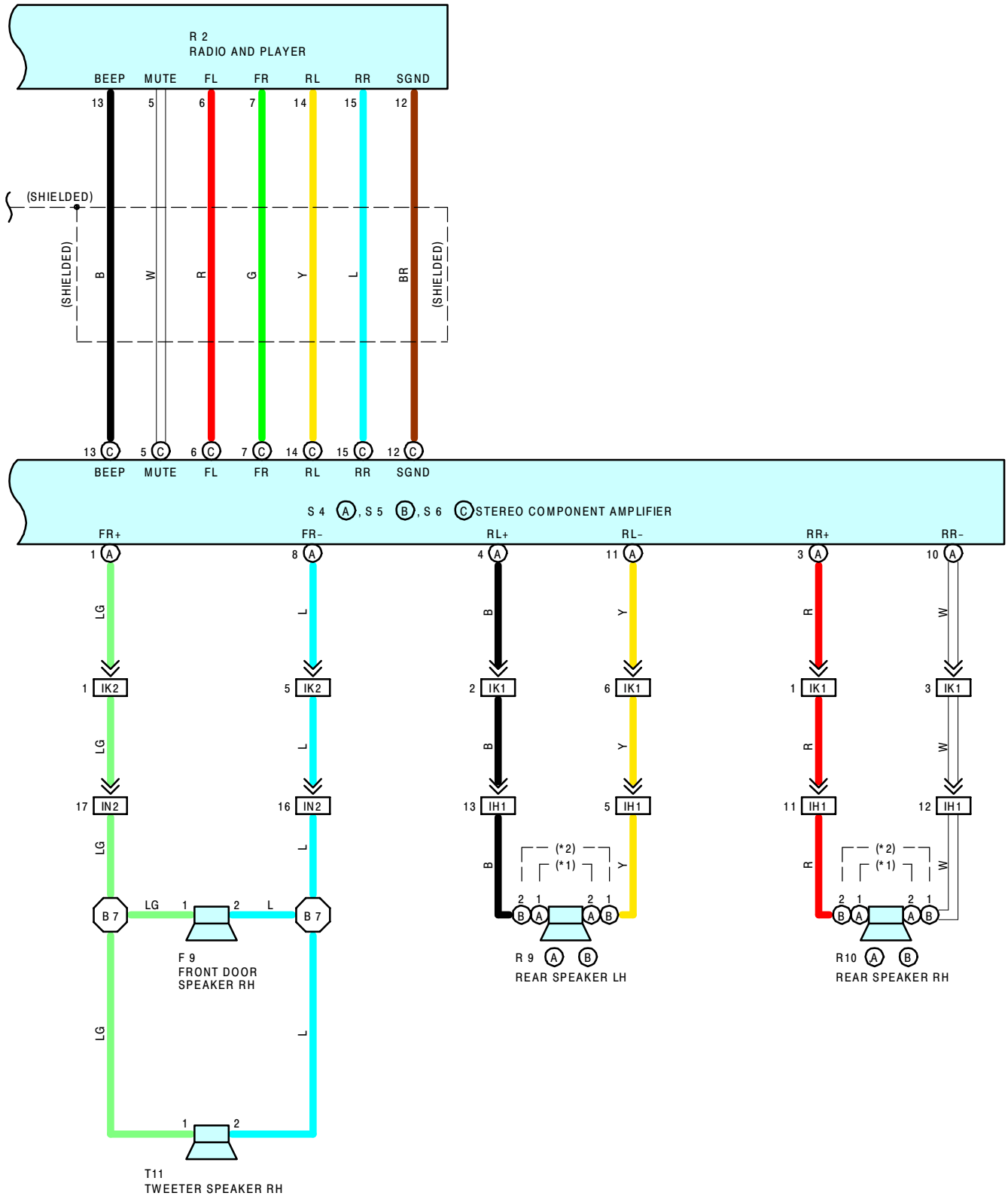
S 4




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
20A RADIO NO. 1
15A CIG & RAD
A19 AUTO ANTENNA MOTOR AND RELAY
R 2 RADIO AND PLAYER
+B ACC AMP ANT EGND
J/B NO. 3
(SHIELDED)
S 4 A, S 5 B, S 6 C STEREO COMPONENT AMPLIFIER
WAMP WFL+ WFL- WFR+ WFR- MUTE GND E FL+ FL-
W 4 A, W 5 B WOOFER SPEAKER AMPLIFIER
WL+ WL- WR+ WR- E
W 6 WOOFER SPEAKER LH
W 7 WOOFER SPEAKER RH
F 8 FRONT DOOR SPEAKER LH
T10 TWEETER SPEAKER LH

*1: L/B, C/P *3 :L/B

*2 :CONVERTIBLE *4 : C/P. CONVERTIBLE *5 :W/ CD PLAYER



RADIO AND PLAYER (SEPARATE TYPE AMPLIFIER)

SERVICE HINTS

S 4 (A) STEREO COMPONENT AMPLIFIER

(A) 6-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ACC** OR **ON** POSITION

(A) 7, **(A)** 16-GROUND : ALWAYS APPROX. **12** VOLTS

(A) 12-GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A19	34 (L/B), 35 (C/P)	**R 9** B	37 (CONVERTIBLE)	**T11**	34 (L/B), 35 (C/P)
	36 (CONVERTIBLE)	**R10** A	34 (L/B), 35 (C/P)		37 (CONVERTIBLE)
F 8	34 (L/B), 35 (C/P)	B	37 (CONVERTIBLE)	**W 4** A	33
	36 (CONVERTIBLE)	**S 4** A	33	**W 5** B	33
F 9	34 (L/B), 35 (C/P)	**S 5** B	33	**W 6**	34 (L/B), 35 (C/P)
	36 (CONVERTIBLE)	**S 6** C	33		37 (CONVERTIBLE)
R 2	33	**T10**	34 (L/B), 35 (C/P)	**W 7**	34 (L/B), 35 (C/P)
R 9 A	34 (L/B), 35 (C/P)		37 (CONVERTIBLE)		37 (CONVERTIBLE)

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IE	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
3C	24	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)
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2	42	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IH1	42	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IK1	44	INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER)
IK2		
IK3		
IN2	44	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BQ2	46 (L/B)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 9	44	FLOOR NO.3 WIRE	**B 3**	50 (CONVERTIBLE)	FRONT DOOR LH WIRE
I14	44	RADIO SUB WIRE	**B 7**	46 (L/B)	FRONT DOOR RH WIRE
B 3	46 (L/B)	FRONT DOOR LH WIRE		48 (C/P)	
	48 (C/P)			50 (CONVERTIBLE)	

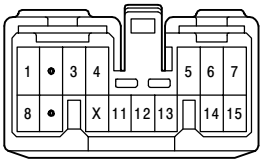
*1 : L/B, C/P
*2 : CONVERTIBLE

A19

F 8

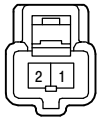
F 9

R 2



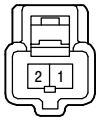
(*1) R 9 (A)

(*2) R 9 (B)

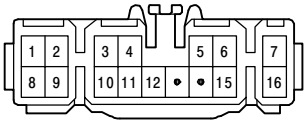


(*1) R10 (A)

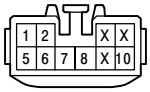
(*2) R10 (B)



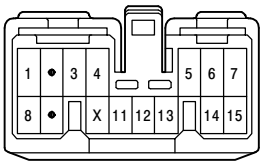
S 4 (A)



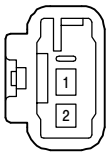
S 5 (B)



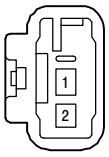
S 6 (C) BLUE



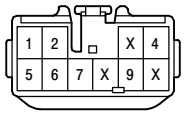
T10



T11

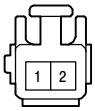


W 4 (A)

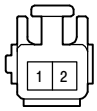


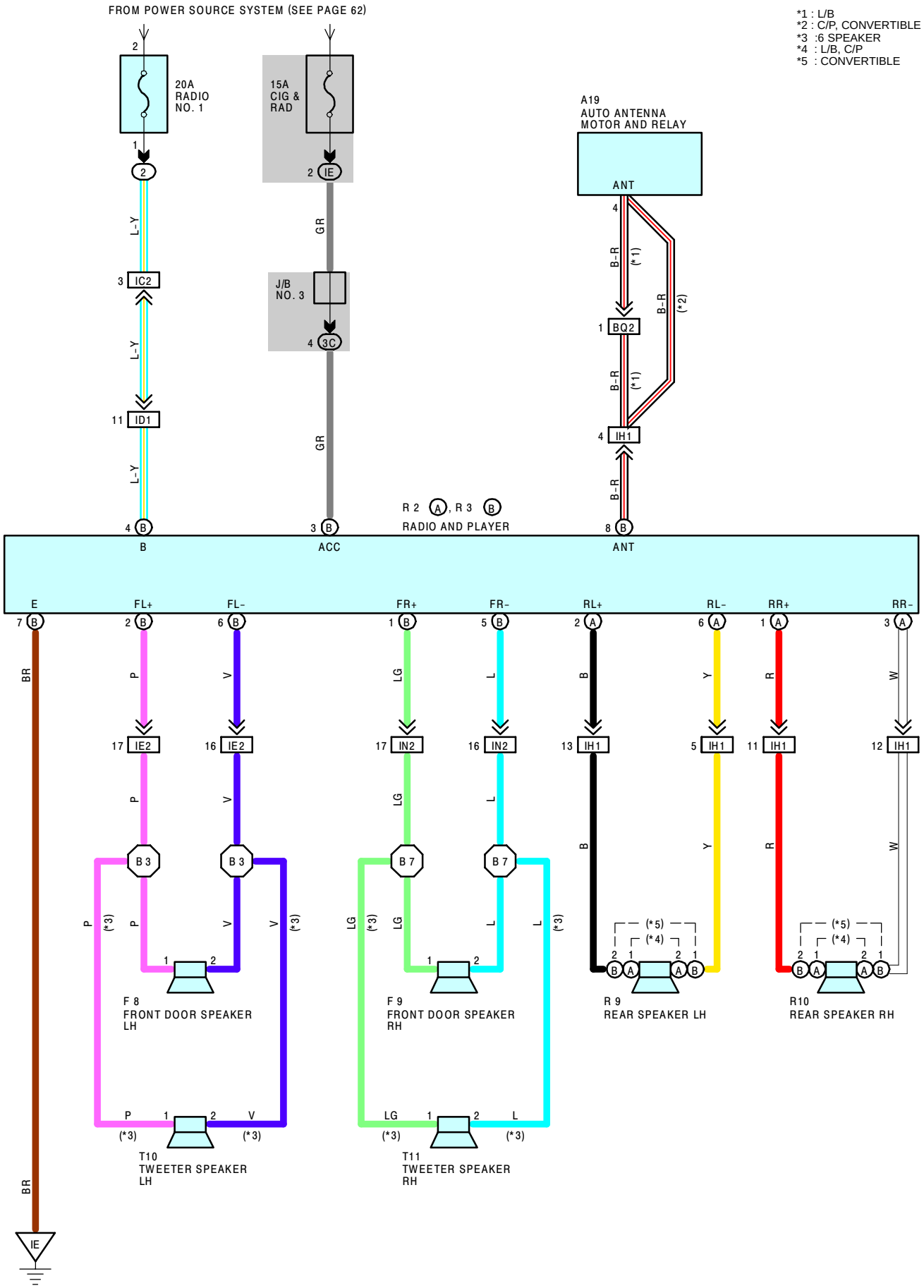
W 5 (B)

W 6



W 7




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
*1 : L/B
*2 : C/P, CONVERTIBLE
*3 :6 SPEAKER
*4 : L/B, C/P
*5 : CONVERTIBLE
20A RADIO NO. 1
15A CIG & RAD
J/B NO. 3
A19 AUTO ANTENNA MOTOR AND RELAY
ANT
IC2
ID1
IE
3C
BQ2
IH1
L-Y
GR
B-R
(*1)
(*2)
R 2 (A), R 3 (B)
RADIO AND PLAYER
B
ACC
ANT
E
FL+
FL-
FR+
FR-
RL+
RL-
RR+
RR-
IE2
IN2
B 3
B 7
F 8
FRONT DOOR SPEAKER LH
F 9
FRONT DOOR SPEAKER RH
R 9
REAR SPEAKER LH
R10
REAR SPEAKER RH
T10
TWEETER SPEAKER LH
T11
TWEETER SPEAKER RH
(*3)
(*4)
(*5)

(BUILT-IN TYPE AMPLIFIER)

*4 : L/B, C/P
*5 : CONVERTIBLE

SERVICE HINTS

R 3 **(B) RADIO AND PLAYER**

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

: PARTS LOCATION

CODE	SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
A19	34 (L/B), 35 (C/P)	**R 2**	A	33	**T10**	34 (L/B), 35 (C/P)
	36 (CONVERTIBLE)	**R 3**	B	33		37 (CONVERTIBLE)
F 8	34 (L/B), 35 (C/P)	**R 9**	A	34 (L/B), 35 (C/P)	**T11**	34 (L/B), 35 (C/P)
	36 (CONVERTIBLE)		B	37 (CONVERTIBLE)		37 (CONVERTIBLE)
F 9	34 (L/B), 35 (C/P)	**R10**	A	34 (L/B), 35 (C/P)		
	36 (CONVERTIBLE)		B	37 (CONVERTIBLE)		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IE	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
3C	24	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)
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IE2	42	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IH1	42	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IN2	44	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BQ2	46 (L/B)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)

: GROUND POINTS

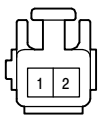
CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

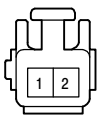
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 3	46 (L/B)	FRONT DOOR LH WIRE	**B 7**	46 (L/B)	FRONT DOOR RH WIRE
	48 (C/P)			48 (C/P)	
	50 (CONVERTIBLE)			50 (CONVERTIBLE)	

A19

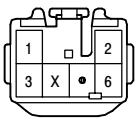
F 8



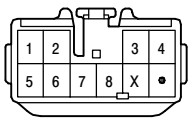
F 9



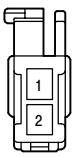
R 2 (A) BLUE



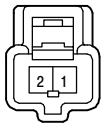
R 3 (B) BLUE



(*4) R 9 (A)

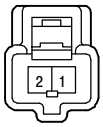


(*5) R 9 (B)

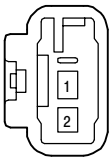


(*4) R10 (A)

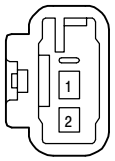
(*5) R10 (B)

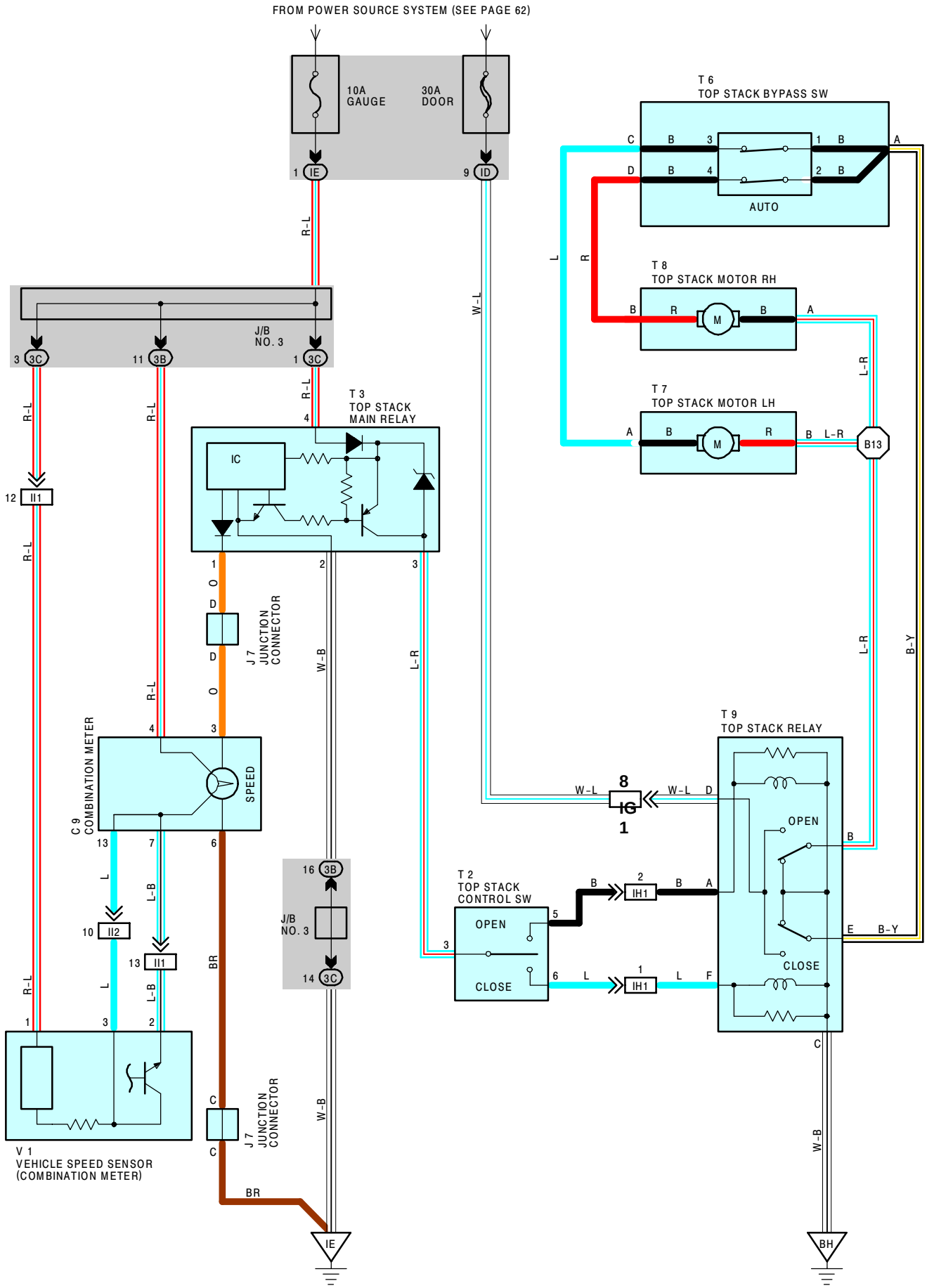


T10



T11




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A GAUGE
30A DOOR
1 IE
9 ID
R-L
J/B NO. 3
3 3C
11 3B
1 3C
T 6
TOP STACK BYPASS SW
AUTO
T 8
TOP STACK MOTOR RH
T 7
TOP STACK MOTOR LH
B13
W-L
L
R
L-R
T 3
TOP STACK MAIN RELAY
IC
12 II1
J 7 JUNCTION CONNECTOR
W-B
L-R
B-Y
C 9 COMBINATION METER
SPEED
T 9
TOP STACK RELAY
OPEN
CLOSE
8 IG 1
T 2
TOP STACK CONTROL SW
IH1
10 II2
13 II1
L
L-B
BR
16 3B
14 3C
J/B NO. 3
V 1
VEHICLE SPEED SENSOR (COMBINATION METER)
IE
BH

SERVICE HINTS

T 2 TOP STACK CONTROL SW
3-5 : CLOSED WITH THE TOP STACK SW AT **OPEN** POSITION
3-6 : CLOSED WITH THE TOP STACK SW AT **CLOSE** POSITION

T 3 TOP STACK MAIN RELAY
4-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
1-GROUND : **4** PULSE WITH **1** ROTATION OF ROTOR SHAFT
2-GROUND : ALWAYS CONTINUITY

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 9	32	**T 3**	33	**T 8**	37
J 7	33	**T 6**	37	**T 9**	37
T 2	33	**T 7**	37	**V 1**	29 (5S-FE)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL AND FLOOR WIRE (LEFT KICK PANEL)
IE		
3B	24	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)
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE WIRE (LEFT KICK PANEL)
IH1	42	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
II2		

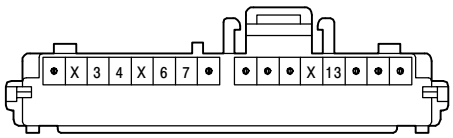
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH
BH	50 (CONVERTIBLE)	UNDER THE LEFT CENTER PILLAR

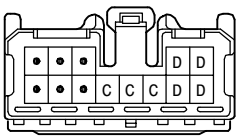
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B13	50 (CONVERTIBLE)	FLOOR WIRE			

C 9



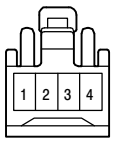
J 7



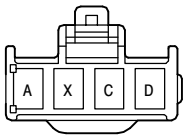
(HINT : SEE PAGE 7)

T 2

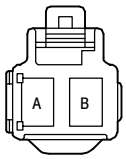
T 3



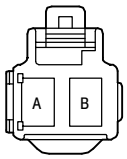
T 6 BLACK



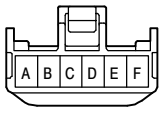
T 7 BLACK



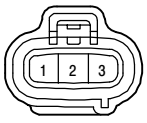
T 8 BLACK



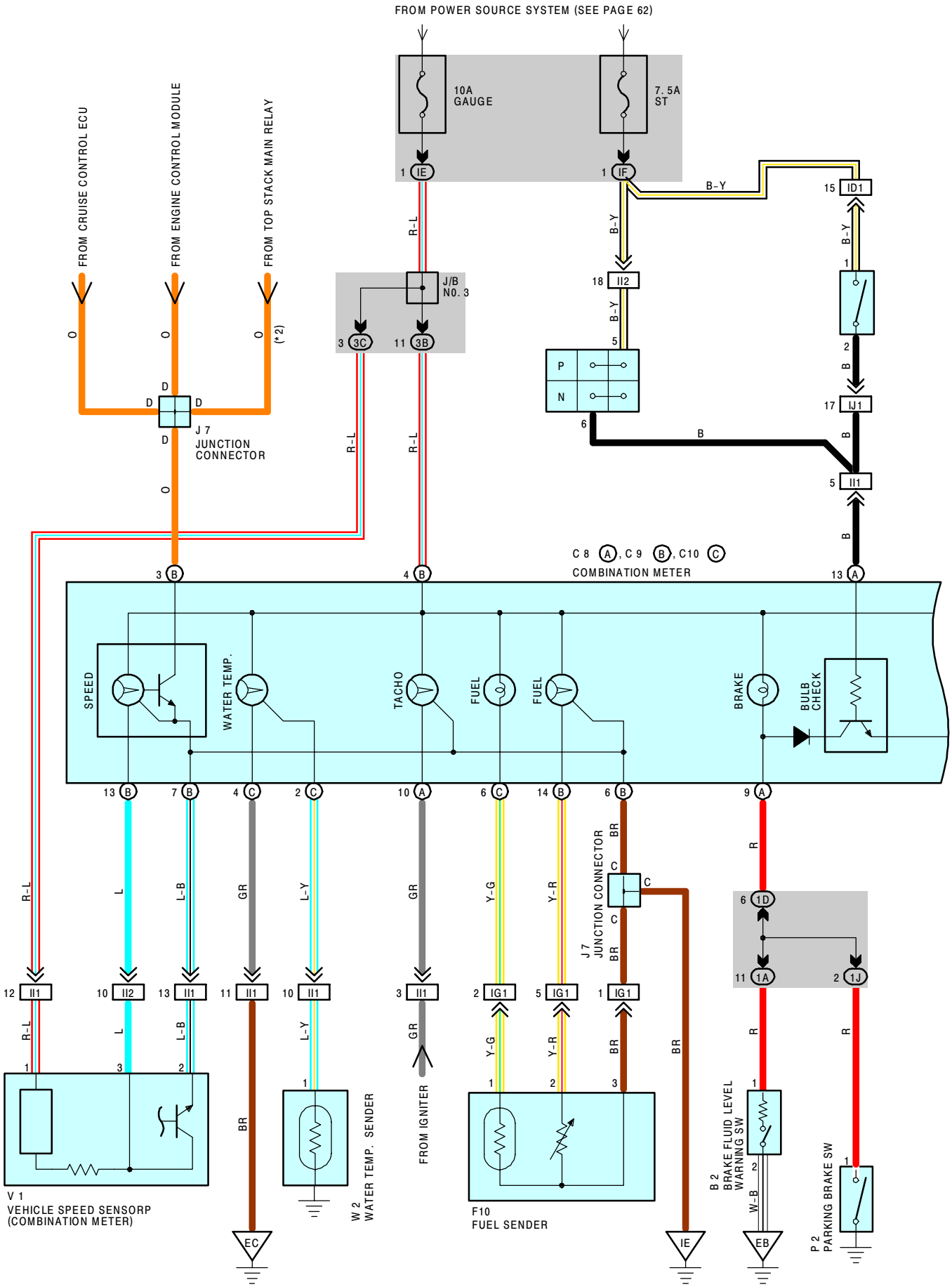
T 9 BLACK



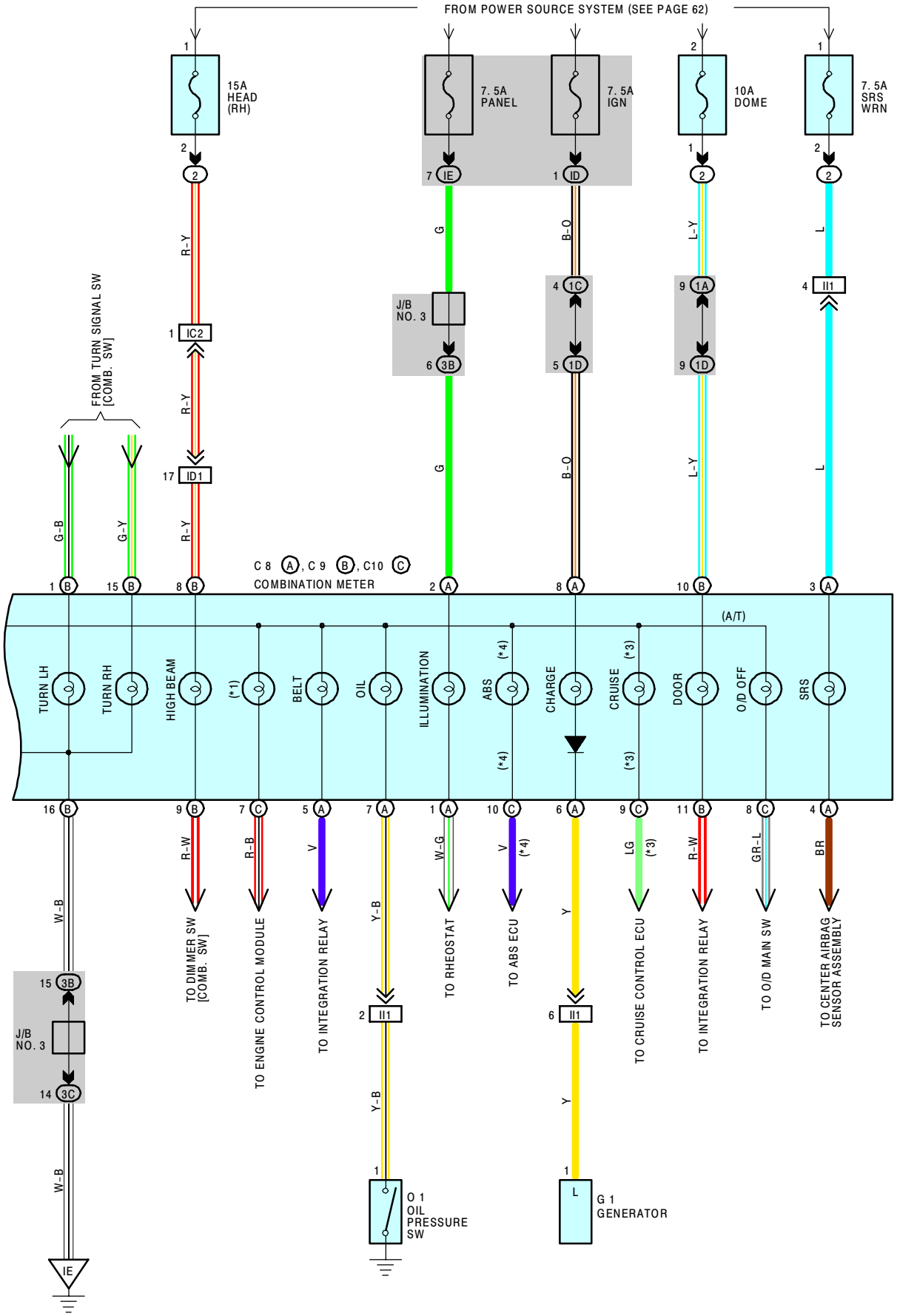
V 1 BLACK



COMBINATION METER (USA)



*1 :MALFUNCTION INDICATOR LAMP
*2 :CONVERTIBLE
*3 :W/ CRUISE CONTROL
*4 :W/ ABS



COMBINATION METER (USA)

SERVICE HINTS

B 2 BRAKE FLUID LEVEL WARNING SW
1-2 : CLOSED WITH THE FLOAT DOWN
P 2 PARKING BRAKE SW
1-GROUND : CLOSED WITH THE PARKING BRAKE LEVER PULLED UP
O 1 OIL PRESSURE SW
1-GROUND : OPENED WITH THE OIL PRESSURE ABOVE APPROX. **0.2** KG/CM^2 (**2.8** PSI, **19.6** KPA)
W 2 WATER TEMP. SENDER
1-GROUND : APPROX. **160-240** Ω (**50**° C, **122**° F)
APPROX. **17.1- 20.4** Ω (**120**° C, **248**° F)
F10 FUEL SENDER
1-2 : APPROX. **3** Ω AT FUEL FULL
APPROX. **110** Ω AT FUEL EMPTY
C 8 (A), C 9 (B), C10 (C) COMBINATION METER
(A) 8, (B) 4-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
(B) 6, (B) 16, (C) 4-GROUND : ALWAYS CONTINUITY
(A) 3, (B) 10-GROUND : ALWAYS APPROX. **12** VOLTS

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 2		28 (5S-FE), 30 (7A-FE)	**F10**	34 (L/B), 35 (C/P)	**P 1**	29 (5S-FE), 31 (7A-FE)
C 7		32		36 (CONVERTIBLE)	**P 2**	33
C 8	A	32	**G 1**	28 (5S-FE), 30 (7A-FE)	**V 1**	29 (5S-FE), 31 (7A-FE)
C 9	B	32	**J 7**	33	**W 2**	29 (5S-FE), 31 (7A-FE)
C10	C	32	**O 1**	29 (5S-FE), 31 (7A-FE)		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D		
1J	22	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
3B	24	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)
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
II2		
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)

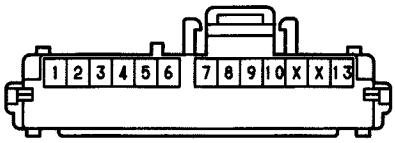
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	38 (5S-FE)	FRONT SIDE OF LEFT FENDER
	40 (7A-FE)	
EC	38 (5S-FE)	INTAKE MANIFOLD
	40 (7A-FE)	
IE	42	INSTRUMENT PANEL BRACE LH

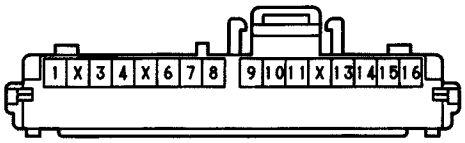
B 2 GRAY

C 7

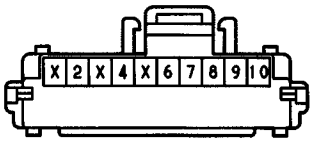
C 8 (A) BLUE



C 9 (B)

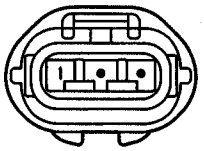


C10 (C) GRAY

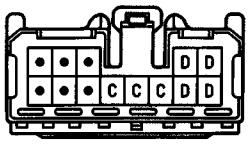


F10 DARK GRAY

G 1 BLACK



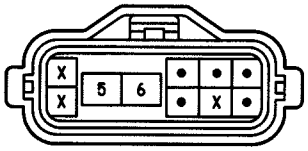
J 7



(HINT:SEE PAGE 7)

O 1 BLACK

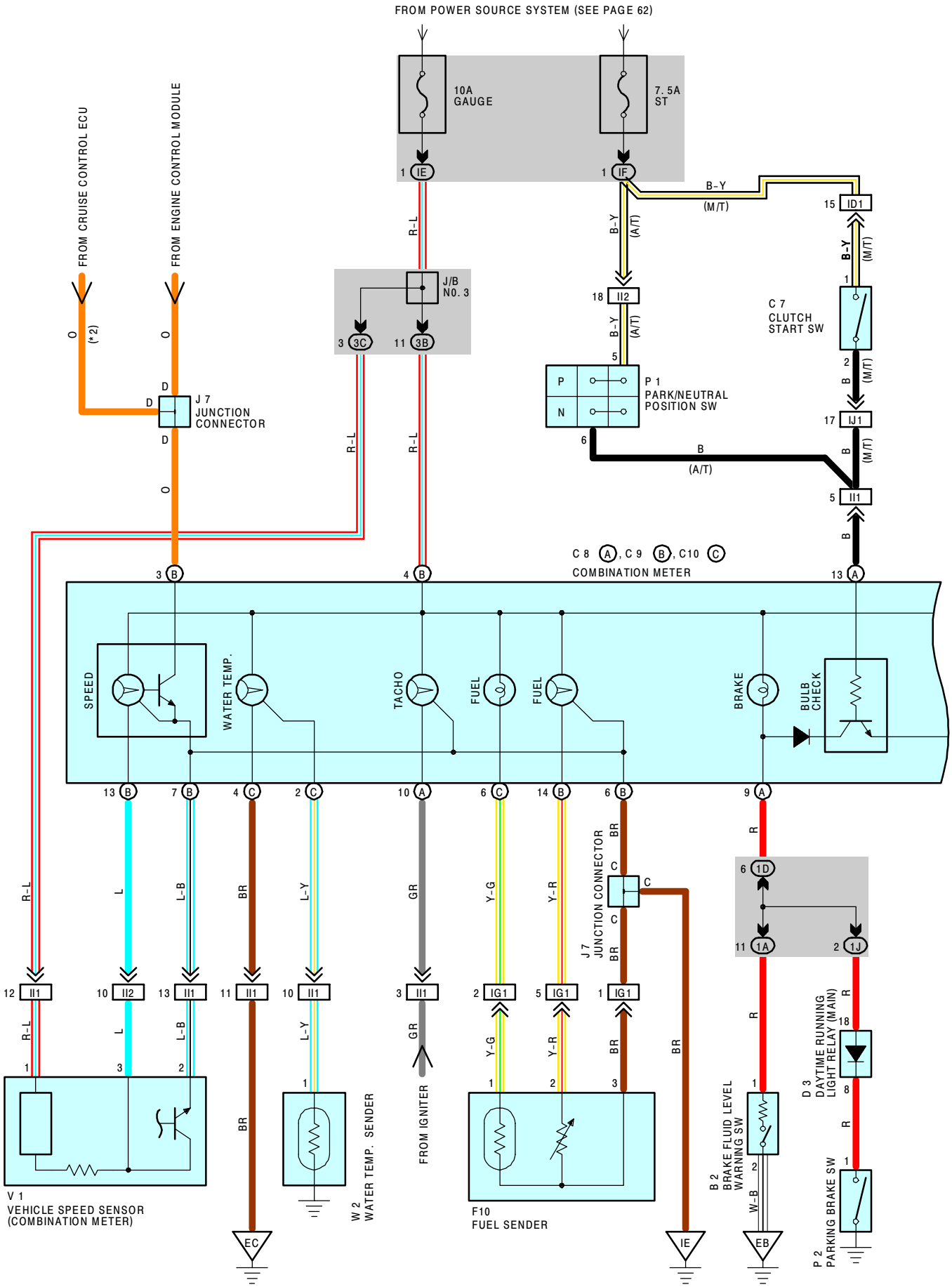
P 1 GRAY

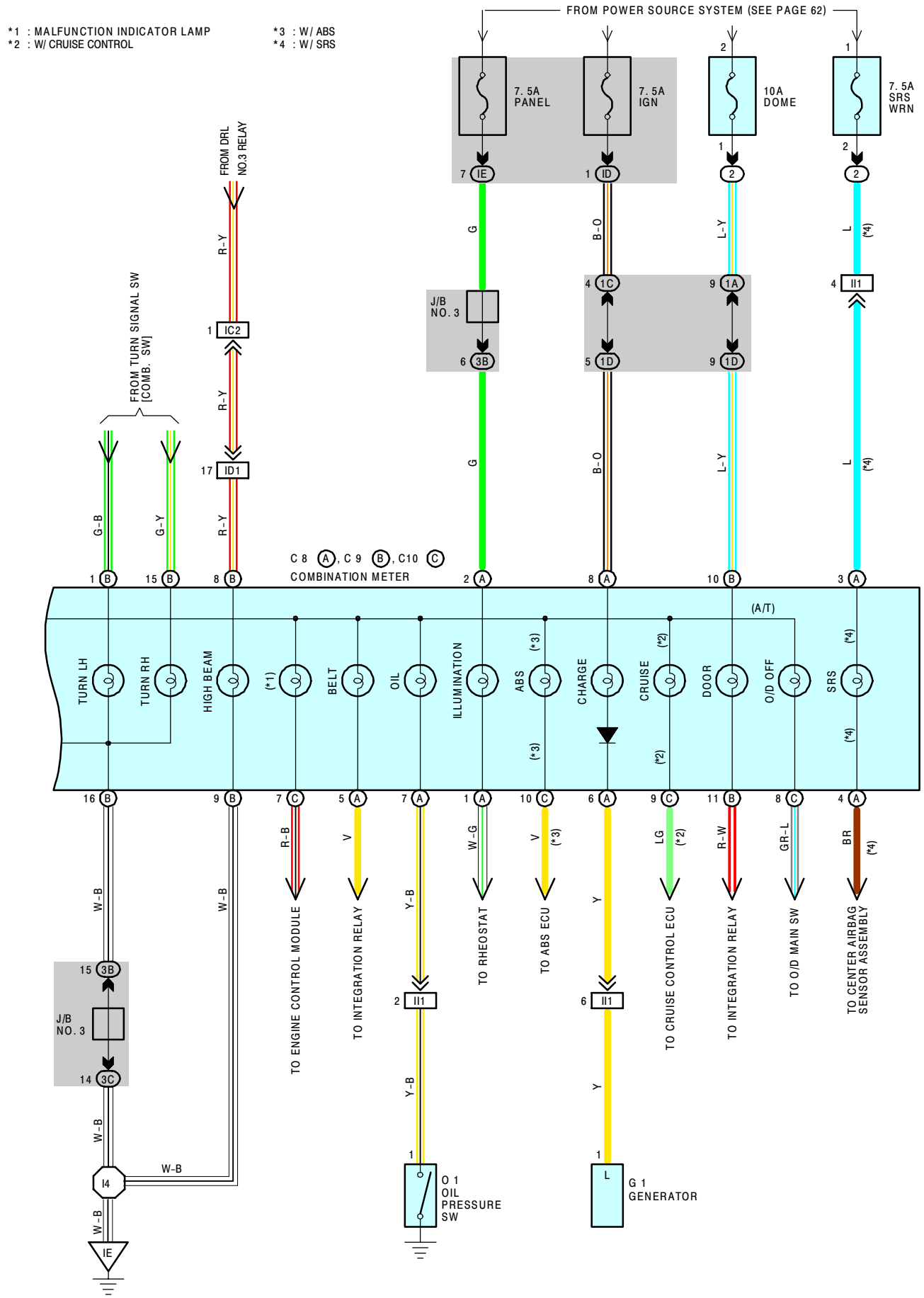


P 2 BLACK

V 1 BLACK

W 2 GRAY


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A GAUGE
7.5A ST
FROM CRUISE CONTROL ECU
FROM ENGINE CONTROL MODULE
(*2)
J/B NO. 3
J7 JUNCTION CONNECTOR
P1 PARK/NEUTRAL POSITION SW
C7 CLUTCH START SW
C8 (A), C9 (B), C10 (C) COMBINATION METER
SPEED
WATER TEMP.
TACHO
FUEL
FUEL
BRAKE
BULB CHECK
J7 JUNCTION CONNECTOR
V1 VEHICLE SPEED SENSOR (COMBINATION METER)
W2 WATER TEMP. SENDER
FROM IGNITER
F10 FUEL SENDER
B2 BRAKE FLUID LEVEL WARNING SW
D3 DAYTIME RUNNING LIGHT RELAY (MAIN)
P2 PARKING BRAKE SW
EC
IE
EB


*1 : MALFUNCTION INDICATOR LAMP
*2 : W/ CRUISE CONTROL
*3 : W/ ABS
*4 : W/ SRS
FROM POWER SOURCE SYSTEM (SEE PAGE 62)
7.5A PANEL
7.5A IGN
10A DOME
7.5A SRS WRN
FROM DRL NO.3 RELAY
FROM TURN SIGNAL SW [COMB. SW]
J/B NO. 3
C8 (A), C9 (B), C10 (C)
COMBINATION METER
(A/T)
TURN LH
TURN RH
HIGH BEAM
(*1)
BELT
OIL
ILLUMINATION
ABS
CHARGE
CRUISE
DOOR
O/D OFF
SRS
TO ENGINE CONTROL MODULE
TO INTEGRATION RELAY
TO RHEOSTAT
TO ABS ECU
TO CRUISE CONTROL ECU
TO INTEGRATION RELAY
TO O/D MAIN SW
TO CENTER AIRBAG SENSOR ASSEMBLY
O 1 OIL PRESSURE SW
G 1 GENERATOR

COMBINATION METER (CANADA)

SERVICE HINTS

B 2 BRAKE FLUID LEVEL WARNING SW
1-2: CLOSED WITH THE FLOAT DOWN
P 2 PARKING BRAKE SW
1-GROUND : CLOSED WITH THE PARKING BRAKE LEVER PULLED UP
O 1 OIL PRESSURE SW
1-GROUND : OPENED WITH THE OIL PRESSURE ABOVE APPROX. **0.2** KG/CM^2 (**2.8** PSI, **19.6** KPA)
W 2 WATER TEMP. SENDER
1-GROUND : APPROX. **160-240** Ω (**50**°C, **122**°F)
APPROX. **17.1-20.4** Ω (**120**°C, **248**°F)
F10 FUEL SENDER
1-2 : APPROX. **3** Ω AT FUEL FULL
APPROX. **110** Ω AT FUEL EMPTY
C 8 (A), C 9 (B), C10 (C) COMBINATION METER
(A) 8, (B) 4-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
(B) 6, (B) 9, (B) 16, (C) 4 -GROUND : ALWAYS CONTINUITY
(A) 3, (B) 10-GROUND : ALWAYS APPROX. **12** VOLTS

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B2		28 (5S-FE) 30 (7A-FE)	**D3**	32	**P1**	29 (5S-FE) 31 (7A-FE)
C7		32	**F10**	34 (L/B)	**P2**	33
C8	A	32	**G1**	28 (5S-FE) 30 (7A-FE)	**V1**	29 (5S-FE) 31 (7A-FE)
C9	B	32	**J7**	33	**W2**	29 (5S-FE) 31 (7A-FE)
C10	C	32	**O1**	29 (5S-FE) 31 (7A-FE)		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	R/B NO. 2 (ENGINE COMPARTMENT LEFT)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1D		
1J	22	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
3B	24	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)
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
II2		
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)

: GROUND POINTS

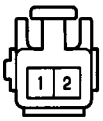
CODE	SEE PAGE	GROUND POINTS LOCATION
EB	38 (5S-FE)	FRONT SIDE OF LEFT FENDER
	40 (7A-FE)	
EC	38 (5S-FE)	INTAKE MANIFOLD
	40 (7A-FE)	
IE	42	INSTRUMENT PANEL BRACE LH

: SPLICE POINTS

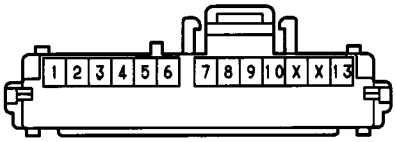
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I4	44	INSTRUMENT PANEL WIRE			

B 2 GRAY

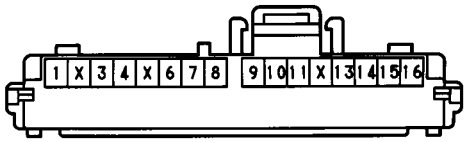
C 7



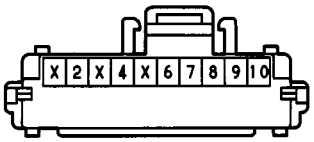
C 8 (A) BLUE



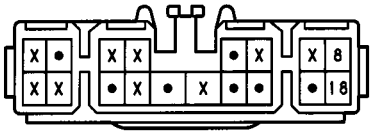
C 9 (B)



C10 (C) GRAY

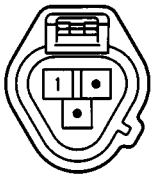


D 3 GRAY

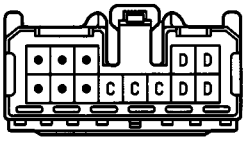


F10 DARK GRAY

G 1 BLACK



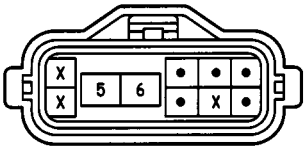
J 7



(HINT:SEE PAGE 7)

O 1 BLACK

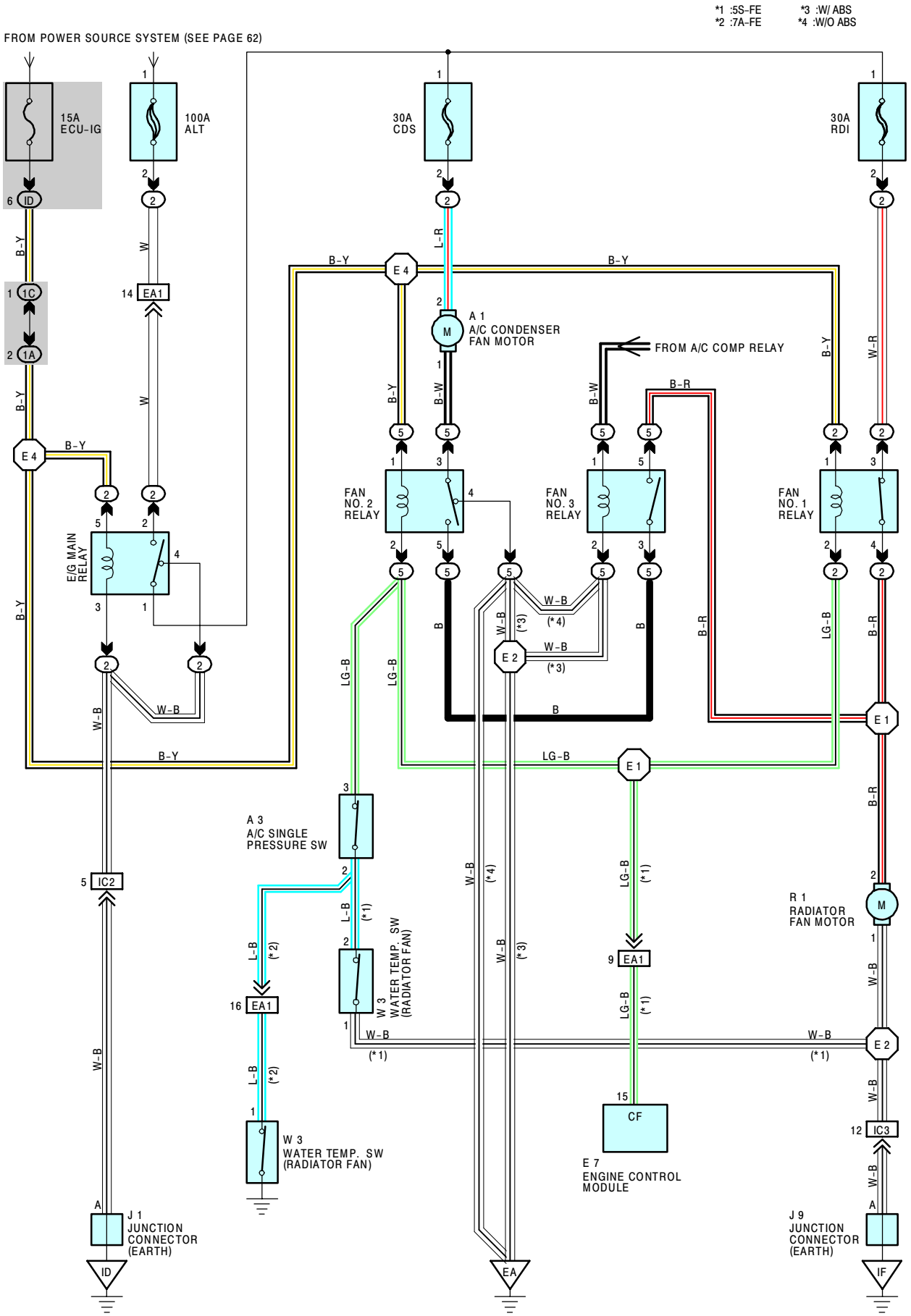
P 1 GRAY



P 2 BLACK

V 1 BLACK

W 2 GRAY


*1 :5S-FE
*2 :7A-FE
*3 :W/ ABS
*4 :W/O ABS
FROM POWER SOURCE SYSTEM (SEE PAGE 62)
15A ECU-IG
100A ALT
30A CDS
30A RDI
6 ID
1 1C
2 1A
14 EA1
E 4
E/G MAIN RELAY
FAN NO. 2 RELAY
FAN NO. 3 RELAY
FAN NO. 1 RELAY
A 1 A/C CONDENSER FAN MOTOR
FROM A/C COMP RELAY
E 2
E 1
A 3 A/C SINGLE PRESSURE SW
5 IC2
16 EA1
W 3 WATER TEMP. SW (RADIATOR FAN)
J 1 JUNCTION CONNECTOR (EARTH)
ID
EA
9 EA1
15 CF
E 7 ENGINE CONTROL MODULE
R 1 RADIATOR FAN MOTOR
12 IC3
J 9 JUNCTION CONNECTOR (EARTH)
IF
B-Y
W
L-R
B-W
B-R
W-B
L-B
LG-B
B
(*1)
(*2)
(*3)
(*4)

SYSTEM OUTLINE

1. FAN MOTOR OPERATION

WHEN THE IGNITION SW IS TURNED ON, CURRENT FROM THE **ECU-IG** FUSE FLOWS TO THE FAN NO.1 RELAY (COIL SIDE) AND THE FAN NO.2 RELAY (COIL SIDE) → **TERMINAL 3** OF THE A/C SINGLE PRESSURE SW → **TERMINAL 2** → **TERMINAL 2** (5S-FE), **1** (7A-FE) OF THE WATER TEMP. SW (RADIATOR FAN) → **TERMINAL 1** (5S-FE) → **GROUND**, AND THE FAN NO.1 RELAY AND THE FAN NO.2 RELAY ARE TURNED ON.

AT THE SAME TIME THAT THIS CURRENT FLOWS, CURRENT FROM THE **ECU-IG** FUSE FLOWS TO THE E/G MAIN RELAY (COIL SIDE) TO **GROUND**, CAUSING THE E/G MAIN RELAY TO TURN 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 COMP RELAY (POINT SIDE) TO THE FAN NO.3 RELAY (COIL SIDE) → **GROUND**, CAUSING THE FAN NO.3 RELAY TO TURN ON. AS A RESULT, CURRENT FROM THE **CDS** FUSE FLOWS TO **TERMINAL 2** OF THE A/C CONDENSER FAN MOTOR → **TERMINAL 1** → THE FAN NO.2 RELAY (POINT SIDE) → THE FAN NO.3 RELAY (POINT SIDE) → **TERMINAL 2** OF THE RADIATOR FAN MOTOR → **TERMINAL 1** → **GROUND**, AND EACH OF THE FAN MOTOR. 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. **15.5** KG/CM^2 (**220** PSI, **1520** KPA) OR LESS, BOTH THE WATER TEMP. SW (FOR RADIATOR FAN) AND THE A/C DUAL PRESSURE SW ARE CLOSED, SO THAT THE FAN NO.1 RELAY AND THE FAN NO.2 RELAY ARE TURNED ON. AS A RESULT, EACH OF THE FAN MOTORS OPERATE AT LOW SPEED.

***** HIGH SPEED OPERATION

WHEN, DURING A/C OPERATION, THE REFRIGRERANT PRESSURE BECOMES HIGHER THAN ORDINARY LEVEL (APPROX. **15.5** KG/CM^2 (**220** PSI, **1520** KPA)), THE A/C SINGLE PRESSURE SW IS TURNED OFF. AS A RESULT, THE FAN NO.1 RELAY AND THE FAN NO.2 RELAY ARE TURNED OFF, AND CURRENT FLOWS FROM THE **RDI** FUSE TO FAN NO.1 RELAY (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 NO.2 RELAY {POINT SIDE) → **GROUND**, AND TO EACH OF THE FAN MOTOR IN PARALLEL, THUS CAUSING THE FAN MOTOR TO OPERATE AT HIGH SPEED.

NOTE THAT, BECAUSE CURRENT FLOWS IN THE SAME MANNER EVEN IF THE ENGINE WATER TEMPERATURE IS APPROX. **90**°C (**194**°F) OR HIGHER, THE FAN MOTOR STILL OPERATES AT HIGH SPEED.

SERVICE HINTS

A 3 A/C SINGLE PRESSURE SW
3-2 : OPEN ABOVE APPROX. **15.5** KG/CM^2 (**220** PSI, **1520** KPA)
CLOSE BELOW APPROX. **12.5** KG/CM^2 (**178** PSI, **1226** KPA)

W 3 WATER TEMP. SW (RADIATOR FAN) (5S-FE)
2-1 : OPEN ABOVE APPROX. **90**°C (**194**°F)
CLOSED BELOW APPROX. **83**°C (**181.4**°F)

W 3 WATER TEMP. SW (RADIATOR FAN) (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	28 (5S-FE), 30 (7A-FE)	**J 1**	33	**W 3**	29 (5S-FE), 31 (7A-FE)
A 3	28 (5S-FE), 30 (7A-FE)	**J 9**	33		
E 7	32	**R 1**	29 (5S-FE), 31 (7A-FE)		

▭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT
5	27	ENGINE COMPARTMENT FRONT RIGHT

▭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	38 (5S-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
	40 (7A-FE)	
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
IC3	42	ENGINE ROOM MAIN WIRE AND COWL WIPER (INSIDE OF R/B NO. 4)

: GROUND POINTS

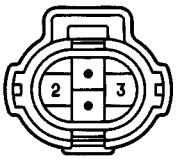
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	38 (5S-FE)	FRONT SIDE OF RIGHT FENDER
	40 (7A-FE)	
ID	42	LEFT KICK PANEL
IF	42	R/B NO. 4 SET BOLT

: SPLICE POINTS

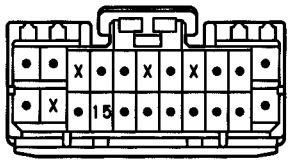
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E1	38 (5S-FE)	ENGINE ROOM MAIN WIRE	**E2**	40 (7A-FE)	ENGINE ROOM MAIN WIRE
	40 (7A-FE)		**E4**	38 (5S-FE)	
E2	38 (5S-FE)			40 (7A-FE)	

A 1 BLACK

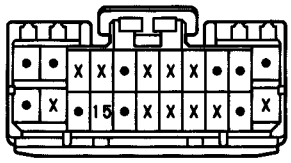
A 3 GRAY



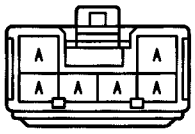
(5S-FE A/T) E 7 DARK GRAY



(5S-FE M/T) E 7 DARK GRAY

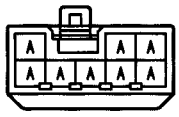


J 1



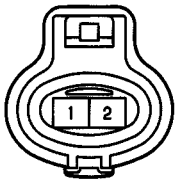
(HINT:SEE PAGE 7)

J 9



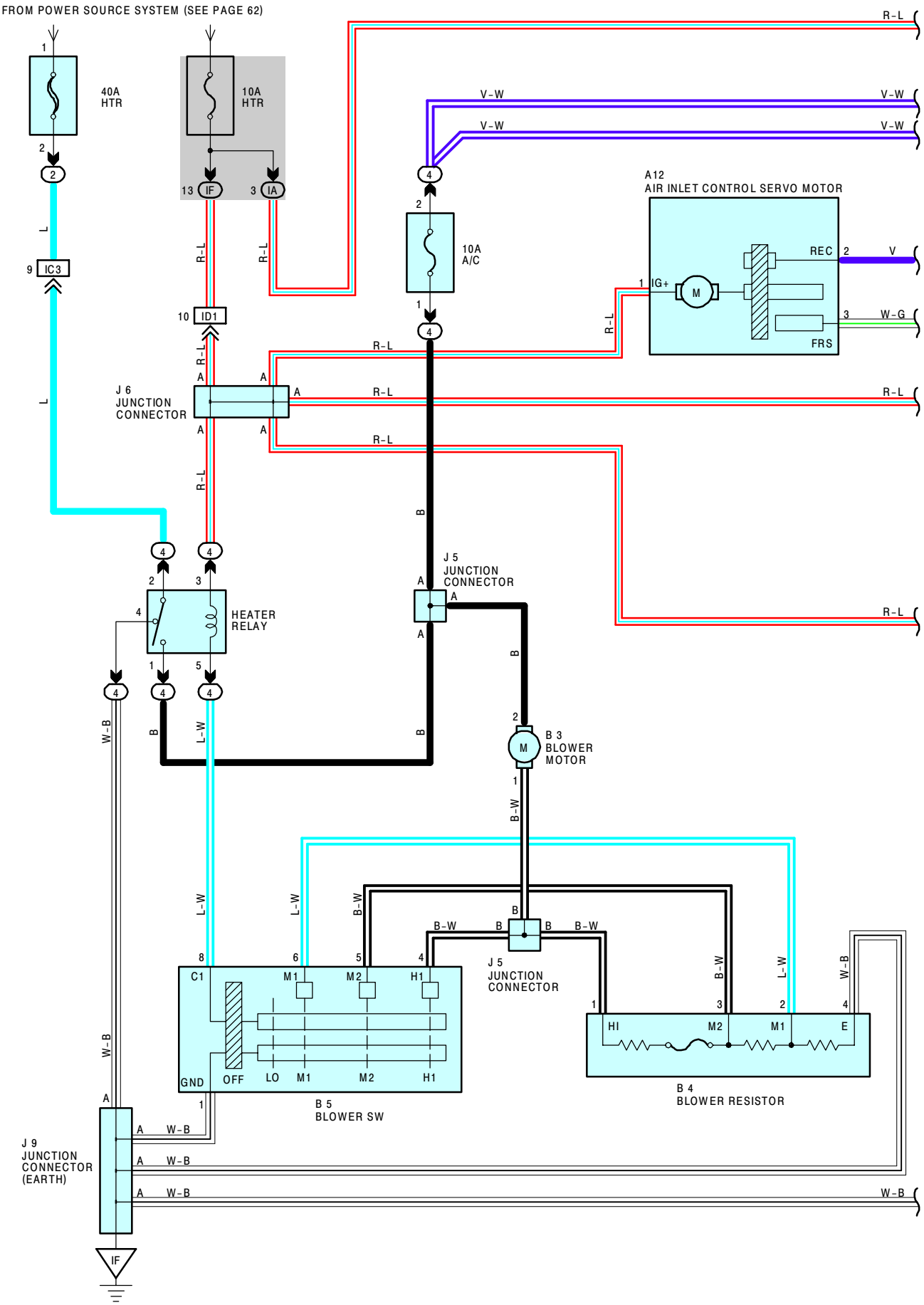
(HINT:SEE PAGE 7)

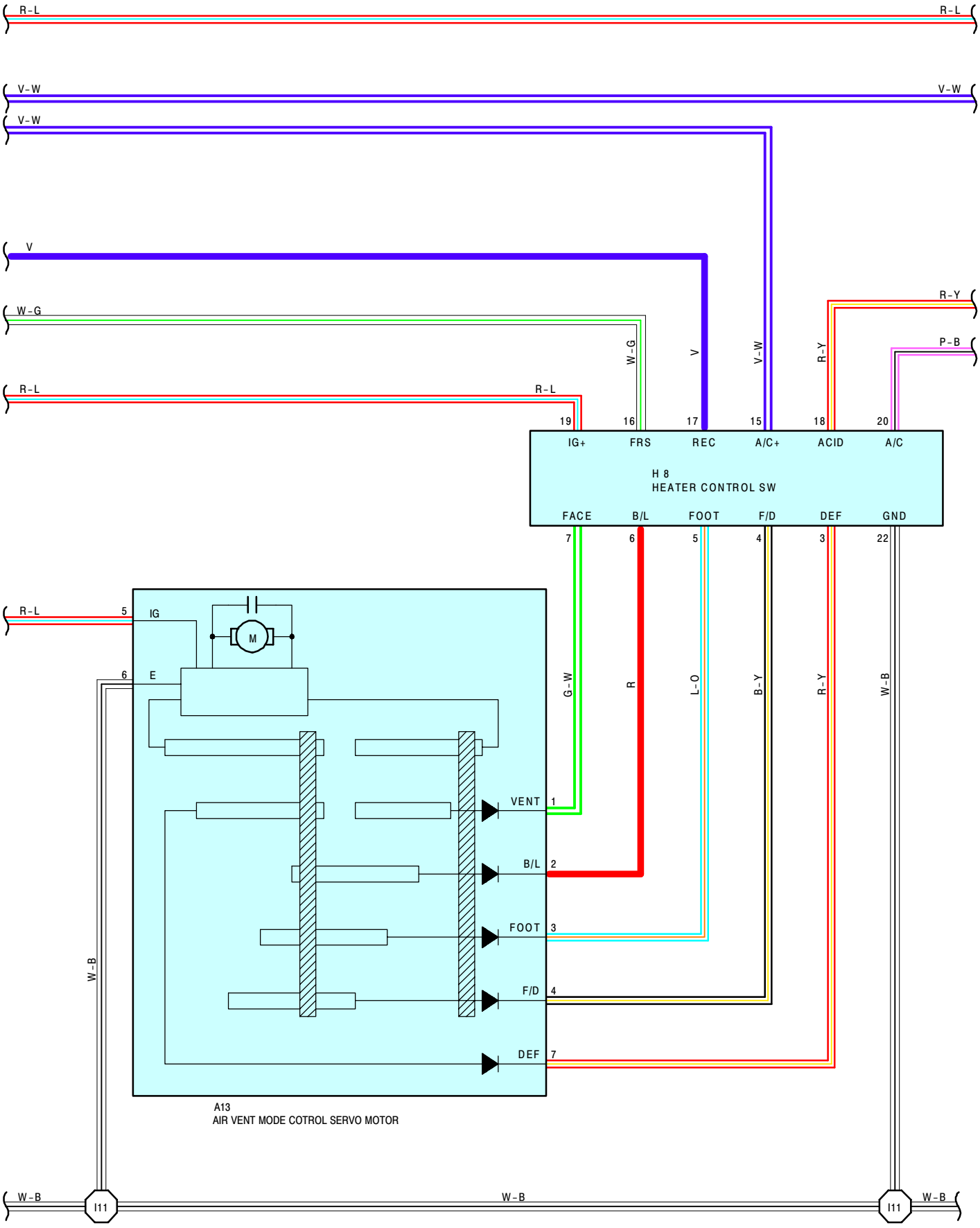
R 1 GRAY

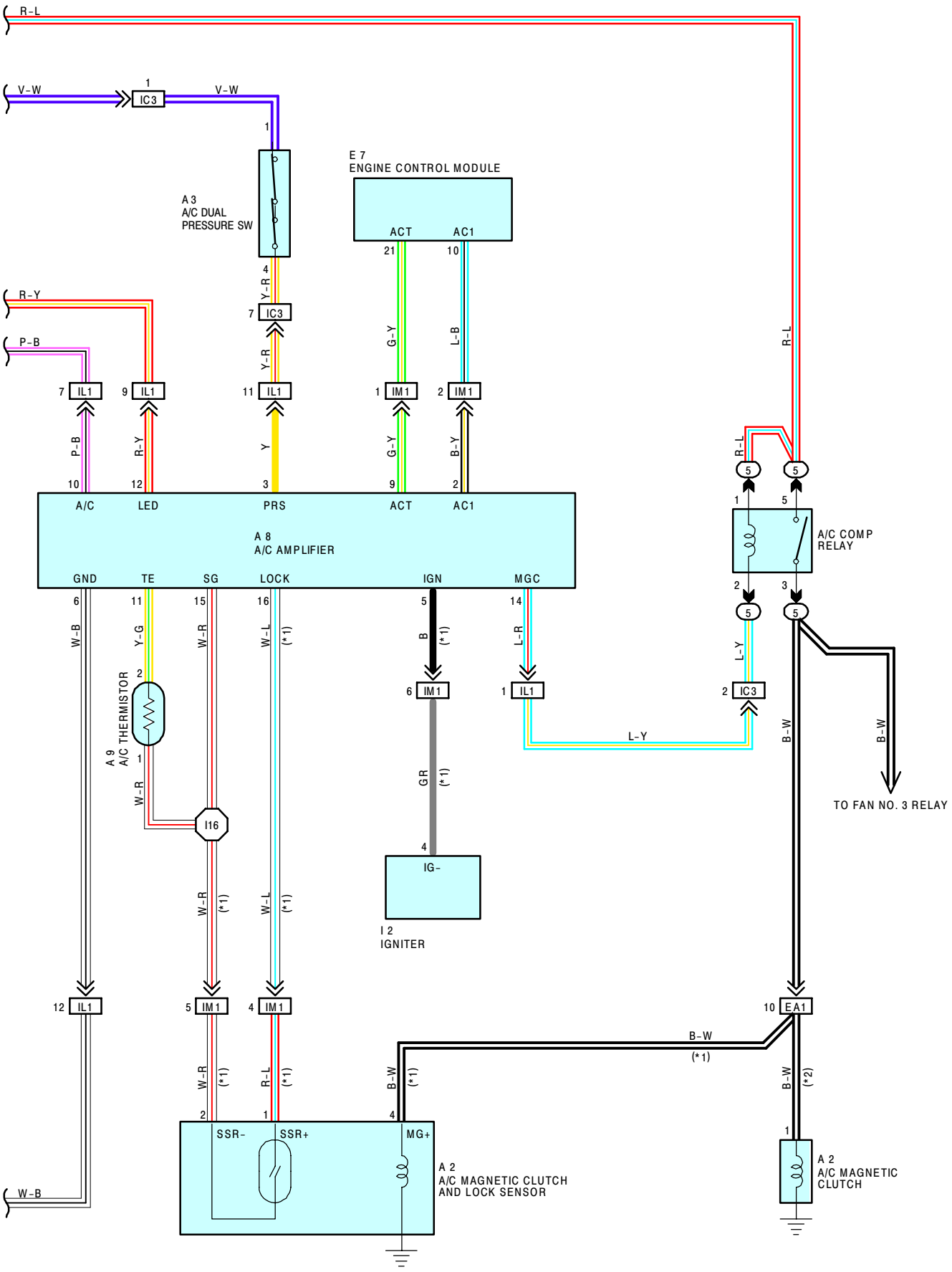


(5S-FE) W 3 GRAY

(7A-FE) W 3 DARK GRAY


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
40A HTR
10A HTR
10A A/C
A12
AIR INLET CONTROL SERVO MOTOR
REC
FRS
IG+
IC3
ID1
IF
IA
J 6 JUNCTION CONNECTOR
J 5 JUNCTION CONNECTOR
HEATER RELAY
B 3 BLOWER MOTOR
B 5 BLOWER SW
B 4 BLOWER RESISTOR
J 9 JUNCTION CONNECTOR (EARTH)
R-L
V-W
W-G
L
B
B-W
L-W
W-B
GND
OFF
LO
M1
M2
H1
HI
E


R-L
R-L
V-W
V-W
V-W
V
W-G
R-L
R-L
W-G
V
V-W
R-Y
R-Y
P-B
19
16
17
15
18
20
IG+
FRS
REC
A/C+
ACID
A/C
H 8
HEATER CONTROL SW
FACE
B/L
FOOT
F/D
DEF
GND
7
6
5
4
3
22
R-L
5
IG
M
6
E
G-W
R
L-O
B-Y
R-Y
W-B
VENT
1
B/L
2
FOOT
3
F/D
4
DEF
7
W-B
A13
AIR VENT MODE COTROL SERVO MOTOR
W-B
I11
W-B
W-B
I11
W-B


R-L
V-W
1
IC3
V-W
1
A 3
A/C DUAL
PRESSURE SW
E 7
ENGINE CONTROL MODULE
ACT
AC1
21
10
4
Y-R
7
IC3
G-Y
L-B
R-Y
P-B
7
IL1
9
IL1
11
IL1
1
IM1
2
IM1
P-B
R-Y
Y
G-Y
B-Y
10
12
3
9
2
A/C
LED
PRS
ACT
AC1
A 8
A/C AMPLIFIER
R-L
5
5
1
5
A/C COMP
RELAY
2
3
5
5
GND
TE
SG
LOCK
IGN
MGC
6
11
15
16
5
14
W-B
Y-G
W-R
W-L
(*1)
B
(*1)
L-R
L-Y
2
6
IM1
1
IL1
2
IC3
A 9
A/C THERMISTOR
1
W-R
I16
GR
(*1)
L-Y
B-W
B-W
TO FAN NO. 3 RELAY
4
IG-
I 2
IGNITER
W-R
(*1)
W-L
(*1)
12
IL1
5
IM1
4
IM1
10
EA1
B-W
(*1)
W-R
(*1)
R-L
(*1)
B-W
(*1)
B-W
(*2)
2
1
4
1
SSR-
SSR+
MG+
A 2
A/C MAGNETIC CLUTCH
AND LOCK SENSOR
A 2
A/C MAGNETIC
CLUTCH
W-B

SYSTEM OUTLINE

1. HEATER BLOWER MOTOR OPERATION

CURRENT IS APPLIED AT ALL TIMES THROUGH THE **HTR** FUSE (40A) TO **TERMINAL 2** OF THE HEATER RELAY.

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS THROUGH THE **HTR** FUSE (10A) TO **TERMINAL 3** OF THE HEATER RELAY → THE COIL SIDE → **TERMINAL 5** → **TERMINAL 8** OF THE BLOWER SW.

***** LOW SPEED OPERATION

WHEN THE BLOWER SW IS MOVED TO **LO** POSITION, 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) TO **TERMINAL 2** OF THE HEATER RELAY → **TERMINAL 1** → **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, CURRENT FLOWS TO **TERMINAL 8** OF THE BLOWER SW → **TERMINAL 1** → **GROUND**, TURNING THE HEATER RELAY TO SWITCH ON. THIS CAUSES THE CURRENT TO FLOW FROM THE **HTR** FUSE (40A) TO **TERMINAL 2** OF THE HEATER RELAY → **TERMINAL 1** → **TERMINAL 2** OF THE BLOWER MOTOR → **TERMINAL 1** → **TERMINAL 1** OF THE BLOWER RESISTOR → **TERMINAL 2** → **TERMINAL 6** OF THE BLOWER SW → **TERMINAL 1** → **GROUND**. AT THIS TIME, THE BLOWER RESISTANCE OF THE BLOWER RESISTOR IS LESS THAN AT LOW SPEED, SO THE BLOWER MOTOR ROTATES AT MEDIUM LOW SPEED.

WHEN THE BLOWER SW IS MOVED TO **M2** POSITION, CURRENT FLOWS THROUGH THE MOTOR FLOWS FROM **TERMINAL 1** OF THE BLOWER RESISTOR TO **TERMINAL 3** → **TERMINAL 5** OF THE BLOWER SW → **TERMINAL 1** → **GROUND**. AT 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, CURRENT FLOWS TO **TERMINAL 8** OF THE BLOWER SW → **TERMINAL 1** → **GROUND**, TURNING THE HEATER RELAY TO SWITCH ON.

THIS CAUSES THE CURRENT TO FLOW FROM THE **HTR** FUSE (40A) TO **TERMINAL 2** OF THE HEATER RELAY → **TERMINAL 1** → **TERMINAL 2** OF THE BLOWER MOTOR → **TERMINAL 1** → **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, 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, CURRENT FLOWS FROM **TERMINAL 1** OF THE AIR INLET CONTROL SERVO MOTOR TO **TERMINAL 2** → **TERMINAL 17** OF THE HEATER CONTROL SW → **TERMINAL 22** → **GROUND**. THE MOTOR ROTATES AND THE DAMPER MOVES TO THE RECIRC SIDE. WHEN IT IS IN THE **RECIRC** POSITION, CURRENT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS AT THAT POSITION.

***** SWITCHING FROM RECIRC TO FRESH

WITH THE IGNITION SW TURNED ON, WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE FRESH SIDE, CURRENT FLOWS FROM **TERMINAL 1** OF THE AIR INLET CONTROL SERVO MOTOR TO **TERMINAL 3** → **TERMINAL 16** OF THE HEATER CONTROL SW → **TERMINAL 22** → **GROUND**. THE MOTOR ROTATES AND THE DAMPER MOVES TO THE FRESH SIDE. WHEN IT IS IN THE **FRESH** POSITION, 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, CURRENT FLOWS FROM **HTR** (10A) 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 ON. WHEN THE MODE SELECTION SW OF THE HEATER CONTROL SW IS MOVED TO **DEF** POSITION FROM THE DAMPER IN THE **FACE** POSITION, CURRENT FLOWS FROM **TERMINAL 7** OF THE AIR VENT MODE CONTROL SERVO MOTOR TO **TERMINAL 3** OF THE HEATER CONTROL SW → **TERMINAL 22** → **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 : CURRENT FLOWS FROM **TERMINAL 4** OF THE SERVO MOTOR TO **TERMINAL 4** OF THE HEATER CONTROL SW.
2. **FOOT** POSITION : CURRENT FLOWS FROM **TERMINAL 3** OF THE SERVO MOTOR TO **TERMINAL 5** OF THE HEATER CONTROL SW.
3. **BI-LEVEL** POSITION : CURRENT FLOWS FROM **TERMINAL 2** OF THE SERVO MOTOR TO **TERMINAL 6** OF THE HEATER CONTROL SW.
4. **FACE** POSITION : CURRENT FLOWS FROM **TERMINAL 1** OF THE SERVO MOTOR TO **TERMINAL 7** OF THE HEATER CONTROL SW.

SERVICE HINTS

A 3 A/C DUAL PRESSURE SW
1-4 : OPEN WITH THE PRESSURE LESS THAN **2.0** KG/CM^2 (**28.4** PSI, **196** KPA) OR ABOVE **32** KG/CM^2 (**455** PSI, **3138** KPA)

A 8 A/C AMPLIFIER
14-6 : CONTINUITY WITH THE A/C SW (HEATER CONTROL SW) ON AND THE IGNITION SW AT **ON** POSITION
15-GROUND : ALWAYS CONTINUITY
6-GROUND : ALWAYS CONTINUITY
14-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON

A 9 A/C THERMISTOR
1-2 : APPROX. **2341** ± **234** Ω AT **15**°C (**59**°F)

B 4 BLOWER RESISTOR
1-3 : APPROX. **0.47** Ω
1-2 : APPROX. **1.42** Ω
1-4 : APPROX. **2.28** Ω

B 5 BLOWER SW
8-1 : CONTINUITY WITH THE BLOWER SW AT **LO, M1, M2** AND **HI** POSITIONS
6-1 : CONTINUITY WITH THE BLOWER SW AT **M1** POSITION
5-1 : CONTINUITY WITH THE BLOWER SW AT **M2** POSITION
4-1 : CONTINUITY WITH THE BLOWER SW AT **HI** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 2	28 (5S-FE), 30 (7A-FE)	**A13**	32	**H 8**	33
A 3	28 (5S-FE), 30 (7A-FE)	**B 3**	32	**I 2**	29 (5S-FE)
A 8	32	**B 4**	32	**J 5**	33
A 9	32	**B 5**	32	**J 6**	33
A12	32	**E 7**	32	**J 9**	33

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT
4	25	RIGHT KICK PANEL
5	27	ENGINE COMPARTMENT FRONT RIGHT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IF	20	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)
EA1	38 (5S-FE) 40 (7A-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
IC3	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IL1	44	COWL WIRE AND A/C SUB WIRE (UPPER THE A/C UNIT)
IM1	44	ENGINE WIRE AND A/C SUB WIRE (NEAR THE BLOWER MOTOR)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	42	R/B NO.4 SET BOLT

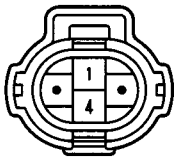
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I11	44	COWL WIRE	**I16**	44	A/C SUB WIRE

(5S-FE) A 2 GRAY

(7A-FE) A 2 GRAY

A 3 GRAY



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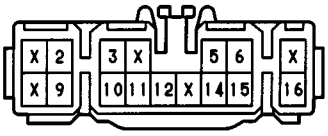
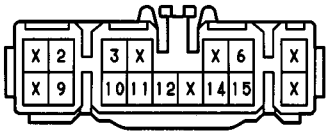
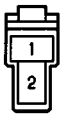


(7A-FE) A 8 BLACK



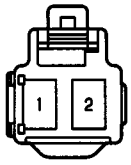
A 9



A12 BLUE

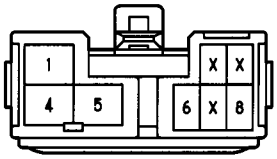
A13 BLACK

B 3 BLACK

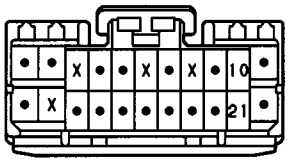


B 4 BLACK

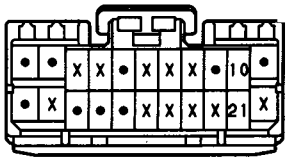
B 5



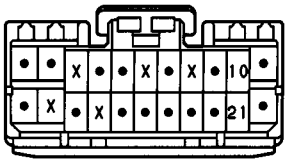
(5S-FE A/T) E 7 DARK GRAY



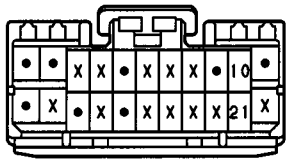
(5S-FE M/T) E 7 DARK GRAY



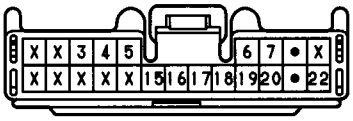
(7A-FE A/T) E 7 DARK GRAY



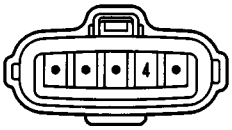
(7A-FE M/T) E 7 DARK GRAY



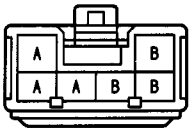
H 8 ORANGE



I 2 BLACK

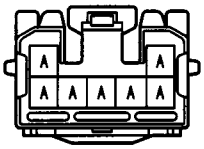


J 5



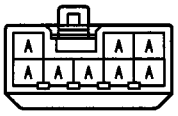
(HINT:SEE PAGE 7)

J 6



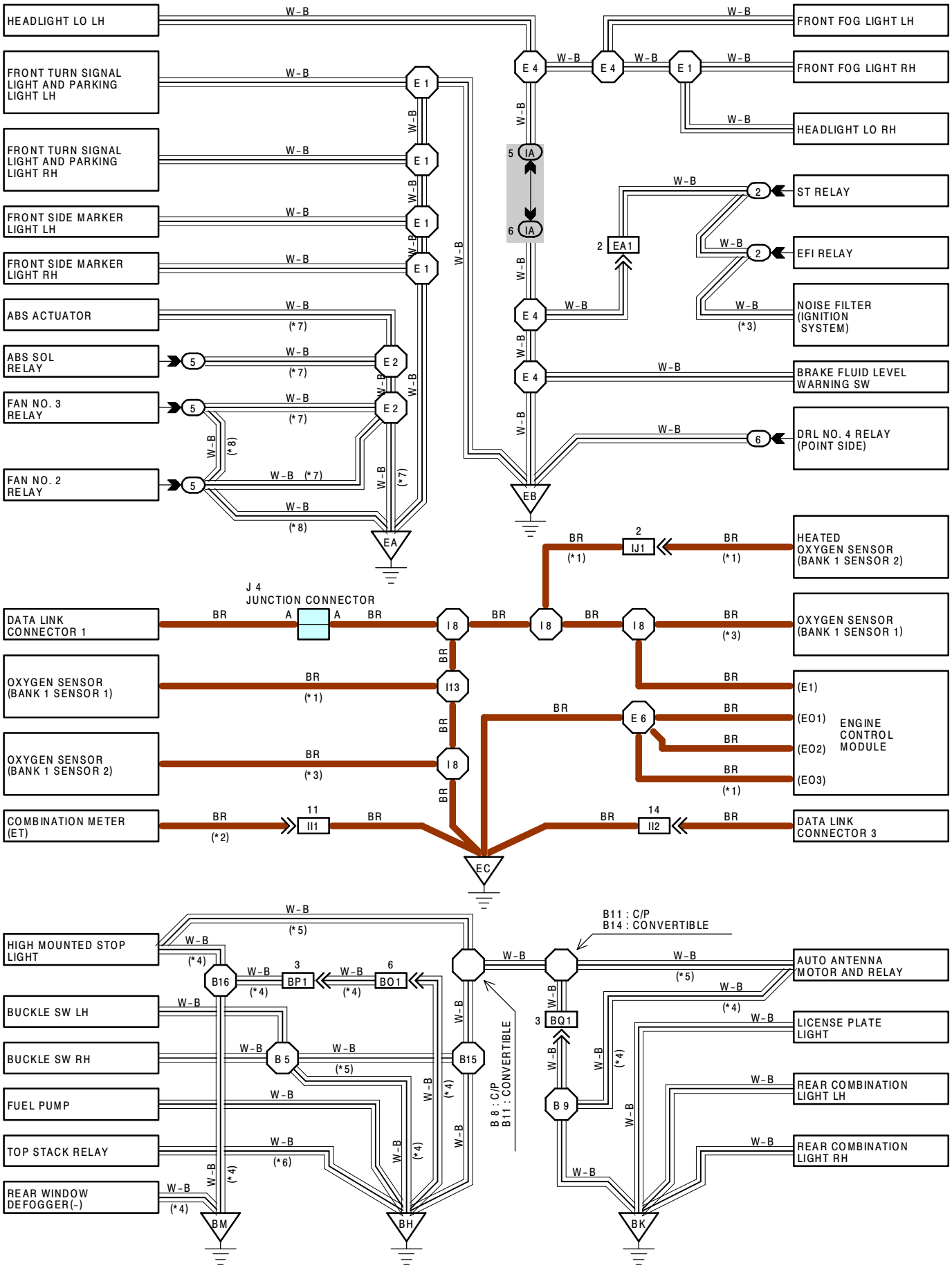
(HINT:SEE PAGE 7)

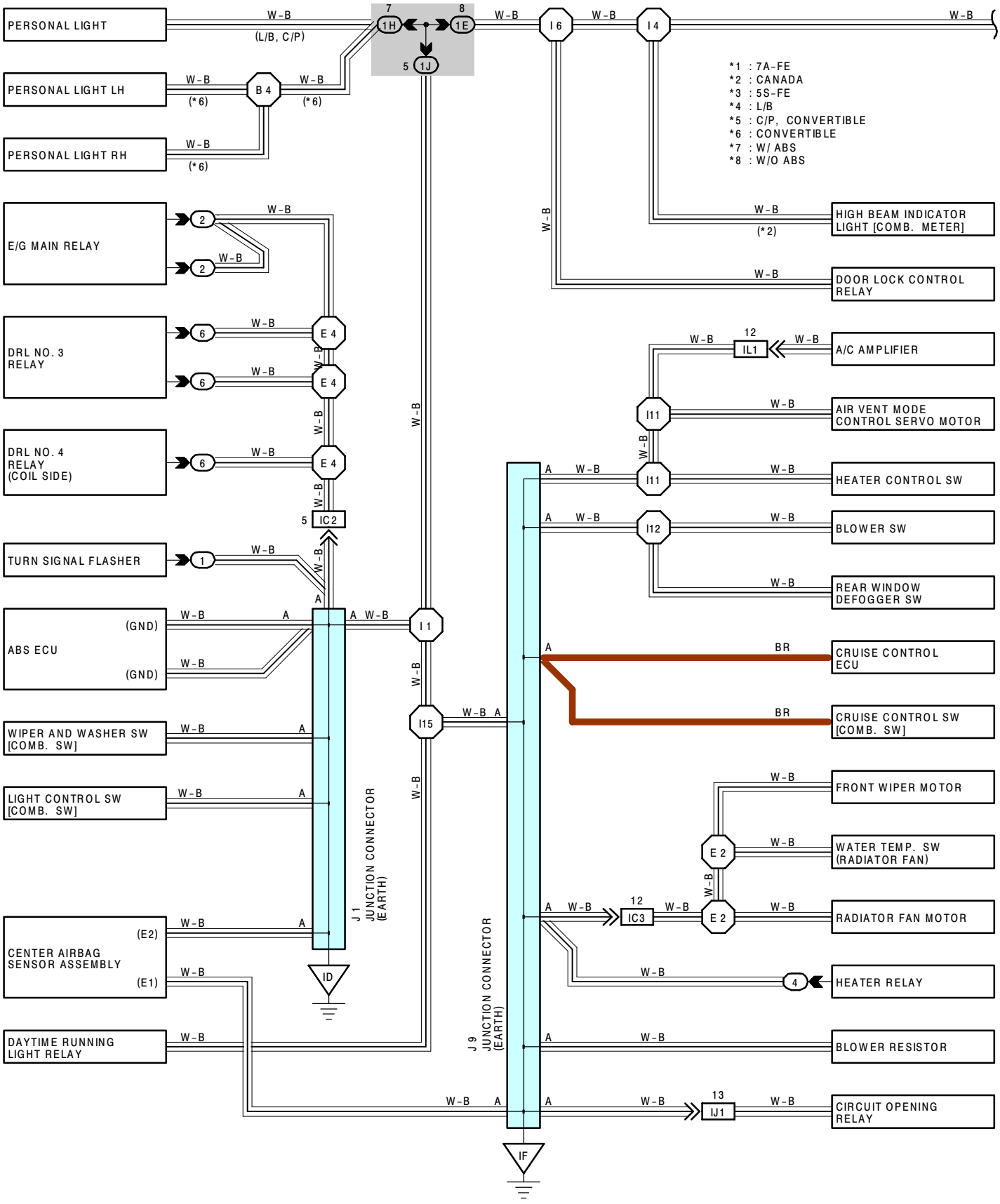
J 9



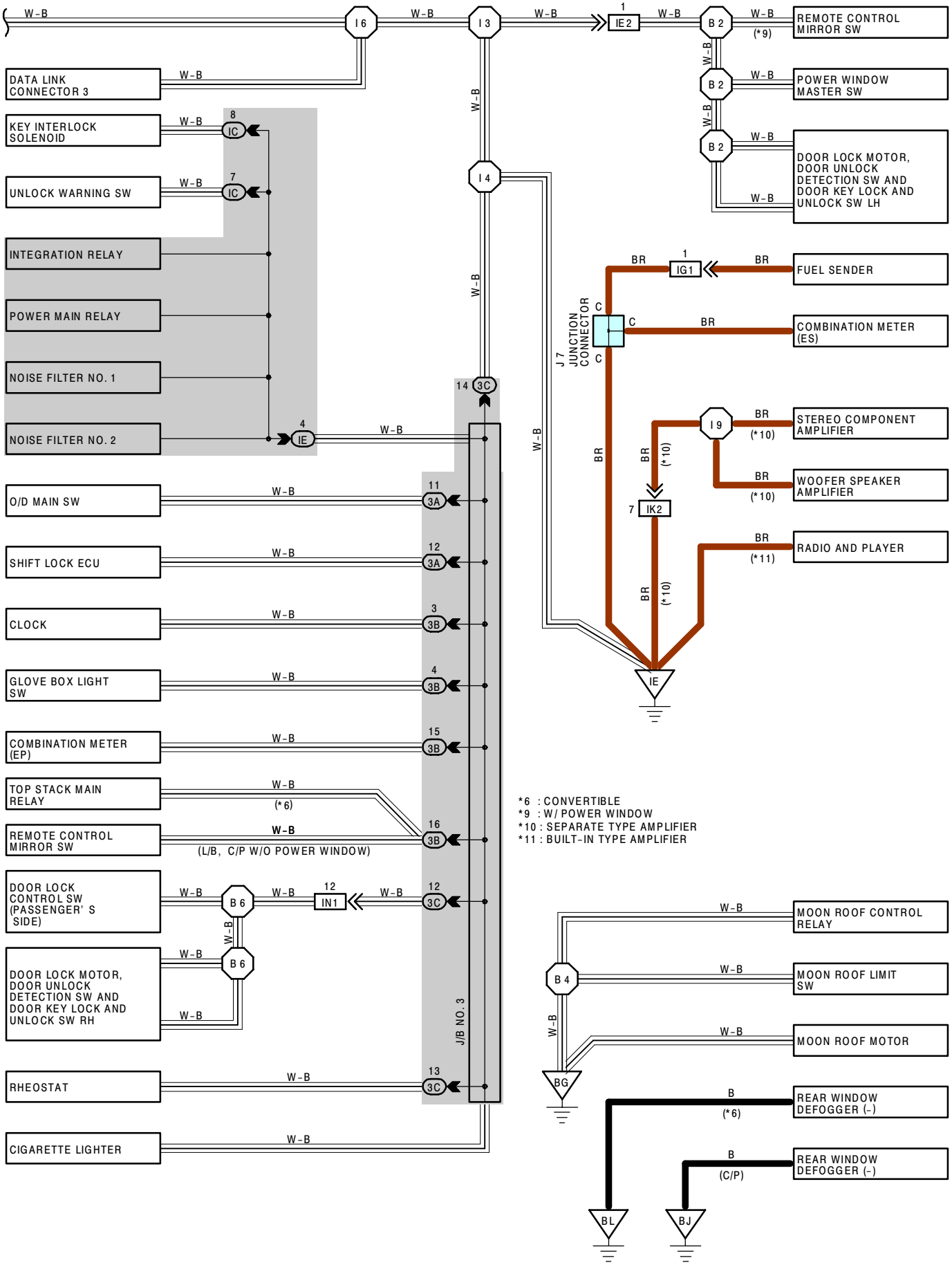
(HINT:SEE PAGE 7)

J GROUND POINT




PERSONAL LIGHT
W-B
(L/B, C/P)
7
1H
8
1E
5
1J
W-B
I6
W-B
I4
W-B
PERSONAL LIGHT LH
W-B
(*6)
B4
W-B
(*6)
PERSONAL LIGHT RH
W-B
(*6)
*1 : 7A-FE
*2 : CANADA
*3 : 5S-FE
*4 : L/B
*5 : C/P, CONVERTIBLE
*6 : CONVERTIBLE
*7 : W/ ABS
*8 : W/O ABS
E/G MAIN RELAY
2
W-B
2
W-B
W-B
HIGH BEAM INDICATOR LIGHT [COMB. METER]
(*2)
W-B
DOOR LOCK CONTROL RELAY
DRL NO. 3 RELAY
6
W-B
E4
W-B
6
W-B
E4
W-B
DRL NO. 4 RELAY (COIL SIDE)
6
W-B
E4
W-B
5
IC2
W-B
12
IL1
W-B
A/C AMPLIFIER
I11
W-B
AIR VENT MODE CONTROL SERVO MOTOR
W-B
A
W-B
I11
W-B
HEATER CONTROL SW
A
W-B
I12
W-B
BLOWER SW
W-B
REAR WINDOW DEFOGGER SW
TURN SIGNAL FLASHER
1
W-B
W-B
A
ABS ECU
(GND)
W-B
A
A
W-B
I1
W-B
(GND)
W-B
A
BR
CRUISE CONTROL ECU
BR
CRUISE CONTROL SW [COMB. SW]
WIPER AND WASHER SW [COMB. SW]
W-B
A
I15
W-B
A
LIGHT CONTROL SW [COMB. SW]
W-B
A
W-B
FRONT WIPER MOTOR
W-B
E2
W-B
WATER TEMP. SW (RADIATOR FAN)
W-B
J1 JUNCTION CONNECTOR (EARTH)
A
W-B
12
IC3
W-B
E2
W-B
RADIATOR FAN MOTOR
CENTER AIRBAG SENSOR ASSEMBLY
(E2)
W-B
A
(E1)
W-B
ID
W-B
4
HEATER RELAY
J9 JUNCTION CONNECTOR (EARTH)
DAYTIME RUNNING LIGHT RELAY
W-B
A
W-B
BLOWER RESISTOR
W-B
A
A
W-B
13
IJ1
W-B
CIRCUIT OPENING RELAY
IF

J GROUND POINT



: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 1	33	**J 7**	33		
J 4	33	**J 9**	33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	25	LEFT KICK PANEL
2	26	ENGINE COMPARTMENT LEFT
4	25	RIGHT KICK PANEL
5	27	ENGINE COMPARTMENT FRONT RIGHT
6	27	ENGINE COMPARTMENT FRONT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IC	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
1E	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1H	22	ROOF WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J	22	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
3A	24	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)
EA1	38 (5S-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
	40 (7A-FE)	
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
IC3	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4)
IE2	42	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
II2		
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)
IK2	44	INSTRUMENT PANEL WIRE AND FLOOR NO.3 WIRE (BEHIND THE RADIO AND PLAYER)
IL1	44	COWL WIRE AND A/C SUB WIRE (UPPER THE A/C UNIT)
IN1	44	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
BO1	46 (L/B)	BACK DOOR NO.1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)
BP1	46 (L/B)	BACK DOOR NO.2 WIRE AND BACK DOOR NO.1 WIRE (BACK DOOR UPPER LEFT)
BQ1	46 (L/B)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)
	48 (C/P)	
	50 (CONVERTIBLE)	

J GROUND POINT

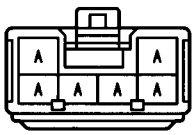
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	38 (5S-FE)	FRONT SIDE OF RIGHT FENDER
	40 (7A-FE)	
EB	38 (5S-FE)	FRONT SIDE OF LEFT FENDER
	40 (7A-FE)	
EC	38 (5S-FE)	INTAKE MANIFOLD
	40 (7A-FE)	
ID	42	LEFT KICK PANEL
IE	42	INSTRUMENT PANEL BRACE LH
IF	42	R/B NO.4 SET BOLT
BG	46 (L/B)	ROOF LEFT
	48 (C/P)	
BH	46 (L/B)	UNDER THE LEFT CENTER PILLAR
	48 (C/P)	
	50 (CONVERTIBLE)	
BJ	48 (C/P)	RIGHT REAR PILLAR
BK	46 (L/B)	BACK DOOR CENTER
	48 (C/P)	
	50 (CONVERTIBLE)	
BL	50 (CONVERTIBLE)	ROOM PARTITION PANEL
BM	46 (L/B)	BACK DOOR RIGHT

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	38 (5S-FE)	ENGINE ROOM MAIN WIRE	**B 2**	48 (C/P)	FRONT DOOR LH WIRE
	40 (7A-FE)			50 (CONVERTIBLE)	
E 2	38 (5S-FE)		**B 4**	46 (L/B)	ROOF WIRE
	40 (7A-FE)			48 (C/P)	
E 4	38 (5S-FE)			50 (CONVERTIBLE)	
	40 (7A-FE)		**B 5**	46 (L/B)	FLOOR WIRE
E 6	38 (5S-FE)	ENGINE WIRE	**B 5**	48 (C/P)	FLOOR WIRE
	40 (7A-FE)			50 (CONVERTIBLE)	
I 1	44	COWL WIRE	**B 6**	46 (L/B)	FRONT DOOR RH WIRE
I 3	44	INSTRUMENT PANEL WIRE		48 (C/P)	
I 4				50 (CONVERTIBLE)	
I 6			**B 8**	46 (L/B)	FLOOR WIRE
I 8	44	ENGINE WIRE		48 (C/P)	
I 9	44	FLOOR NO. 3 WIRE	**B 9**	46 (L/B)	LUGGAGE ROOM WIRE
I11	44	COWL WIRE	**B11**	48 (C/P)	FLOOR WIRE
I12			**B14**	50 (CONVERTIBLE)	
I13	44	ENGINE WIRE	**B15**	46 (L/B)	FLOOR WIRE
I15	44	COWL WIRE	**B16**	46 (L/B)	BACK DOOR NO. 2 WIRE
B 2	46 (L/B)	FRONT DOOR LH WIRE			

J 1



(HINT:SEE PAGE 7)

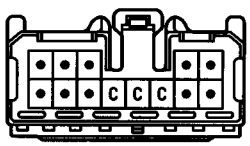
(5S-FE) J 4

(HINT:SEE PAGE 7)

(7A-FE) J 4

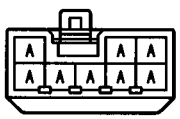
(HINT:SEE PAGE 7)

J 7



(HINT:SEE PAGE 7)

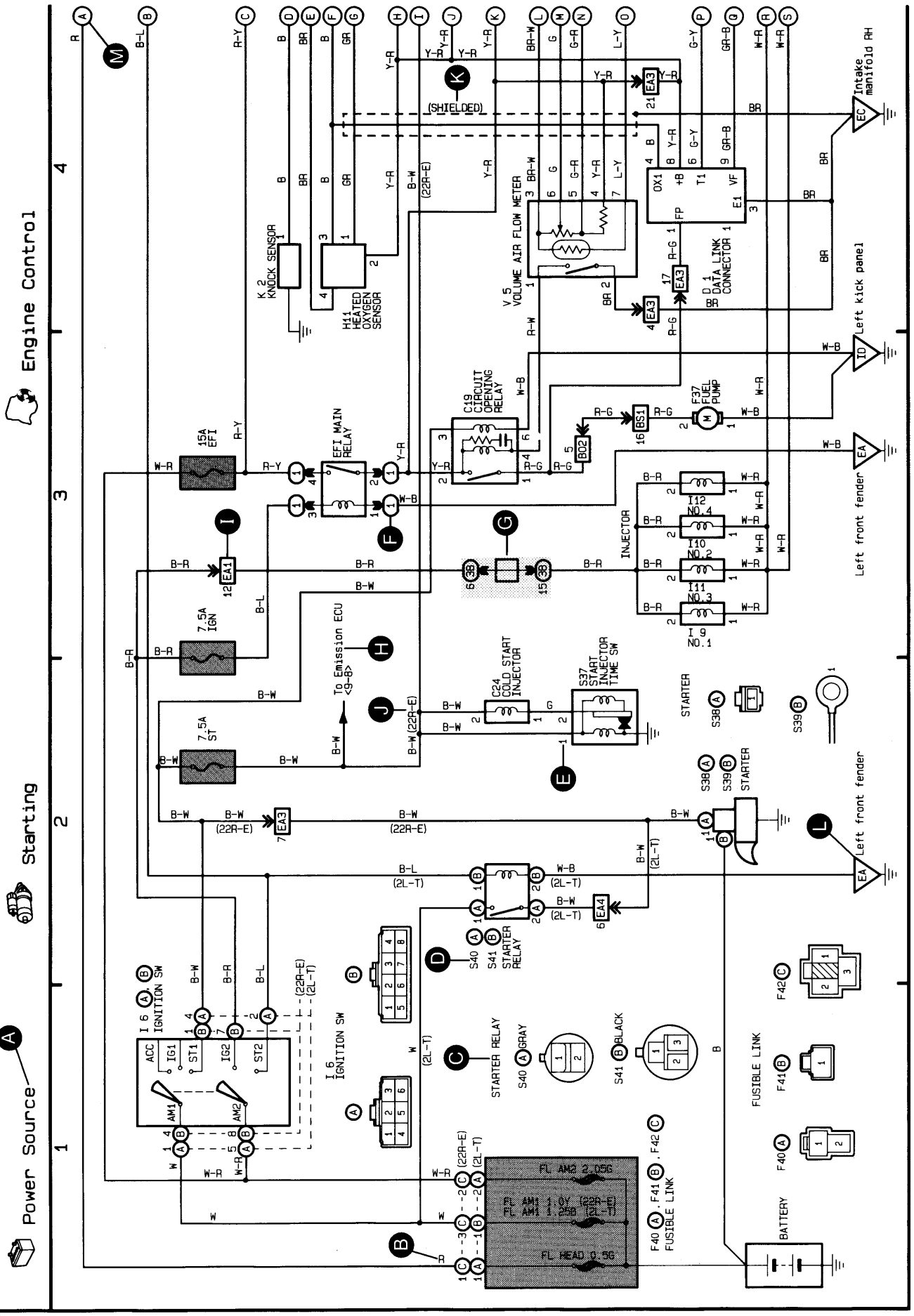
J 9



(HINT:SEE PAGE 7)

K OVERALL ELECTRICAL WIRING DIAGRAM

* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the wiring diagram section.



Ⓐ: System Title

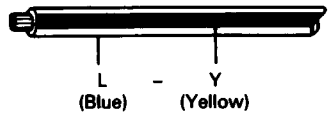
Ⓑ: Indicates the wiring color.

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



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

Ⓓ: The position of the parts is the same as shown in the wiring diagram and wire routing.

Ⓔ: 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

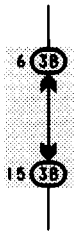
The numbering system for the overall wiring diagram is the same as above.

Ⓕ: 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.

Ⓖ: 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).

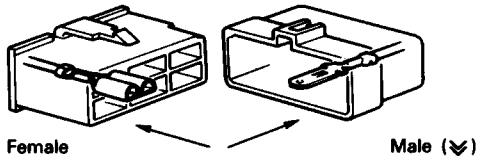
Example:



3B indicates that it is inside Junction Block No. 3.

Ⓗ: Indicates related system.

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



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

Ⓚ: Indicates a shielded cable.

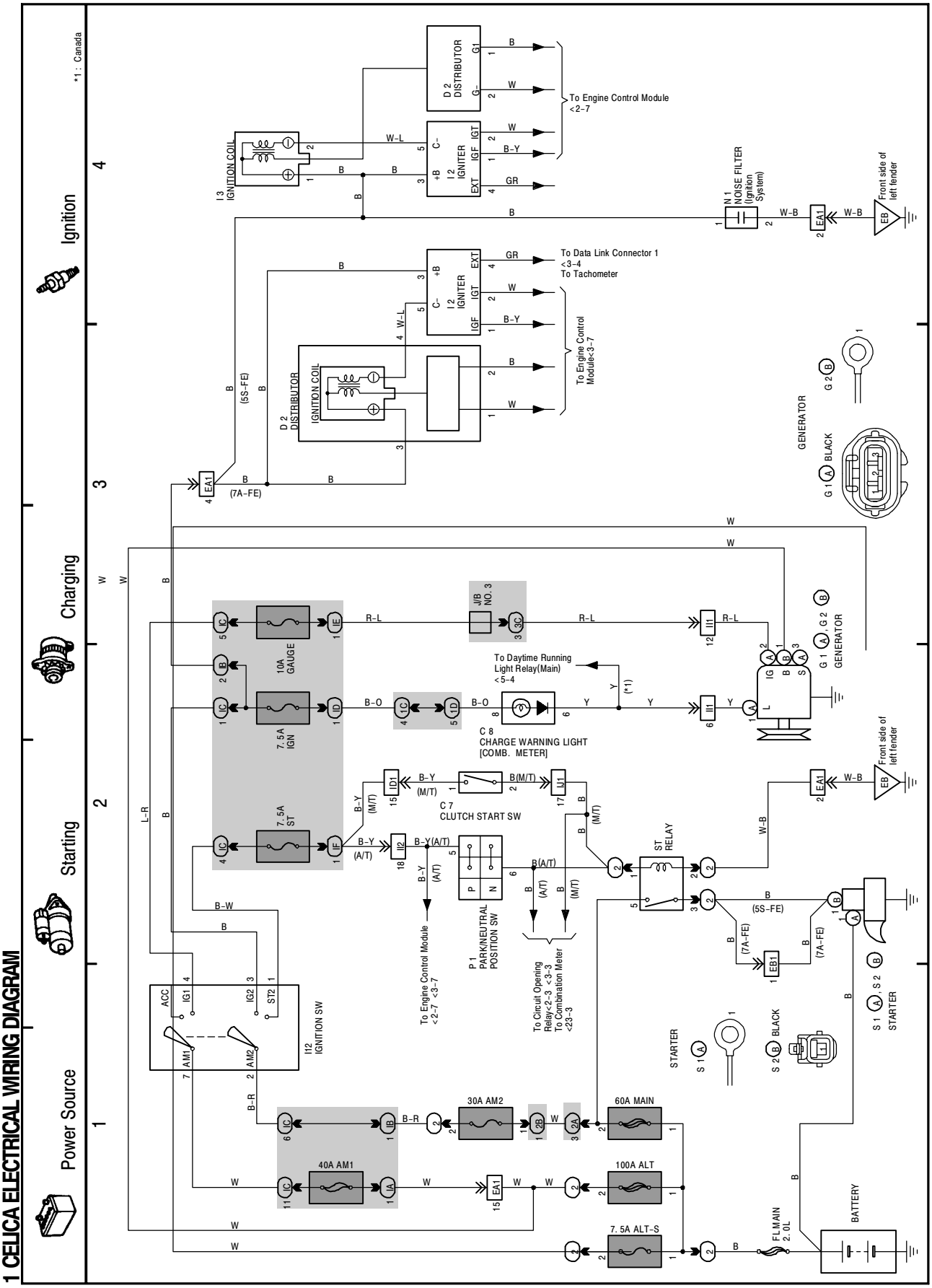
Ⓛ: Indicates and located on ground point.

Ⓜ: The same code occuring on the next page indicates that the wire harness is continuous.

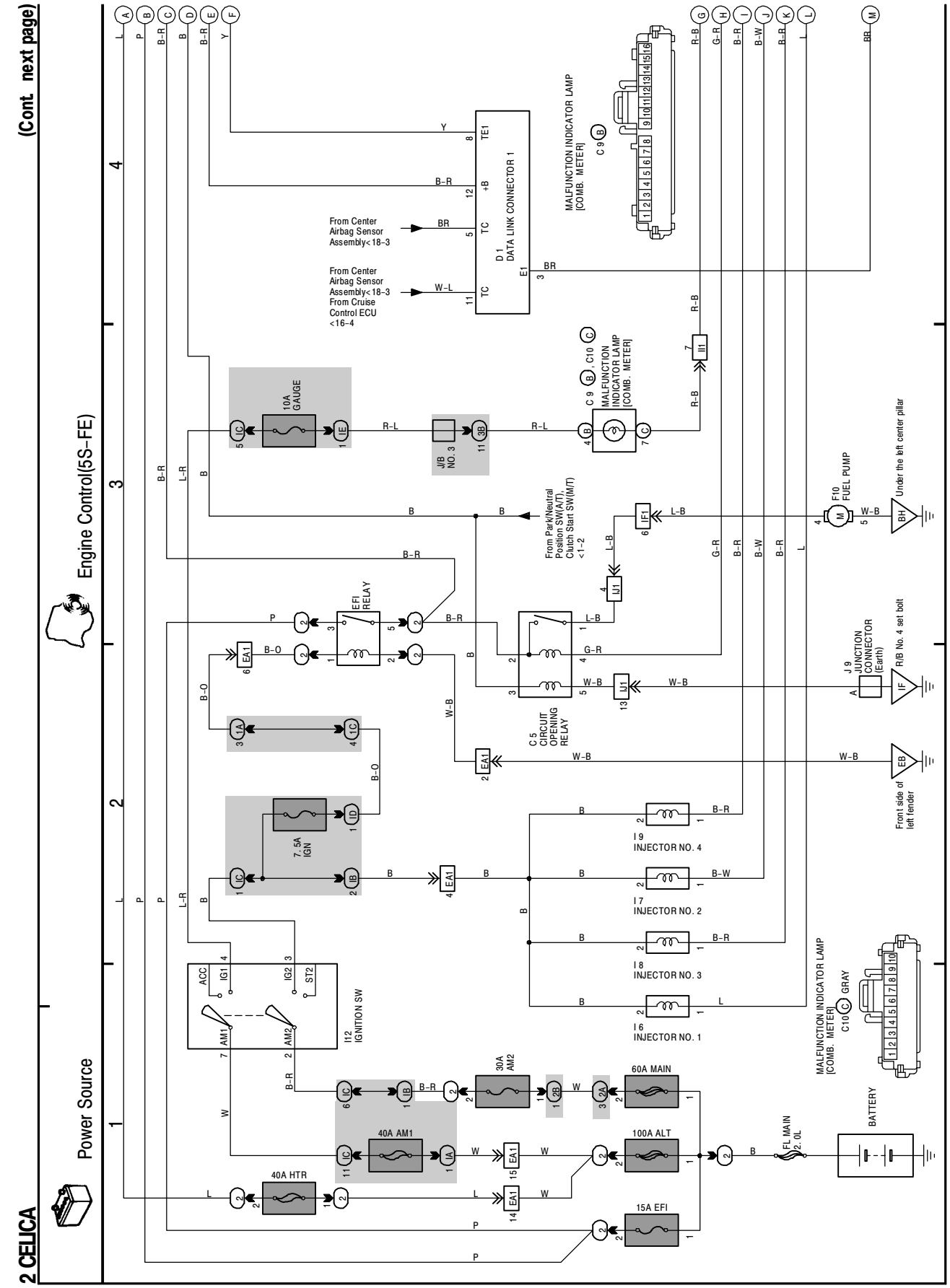
SYSTEM INDEX

1996 Model (Location No. 1 to 27)

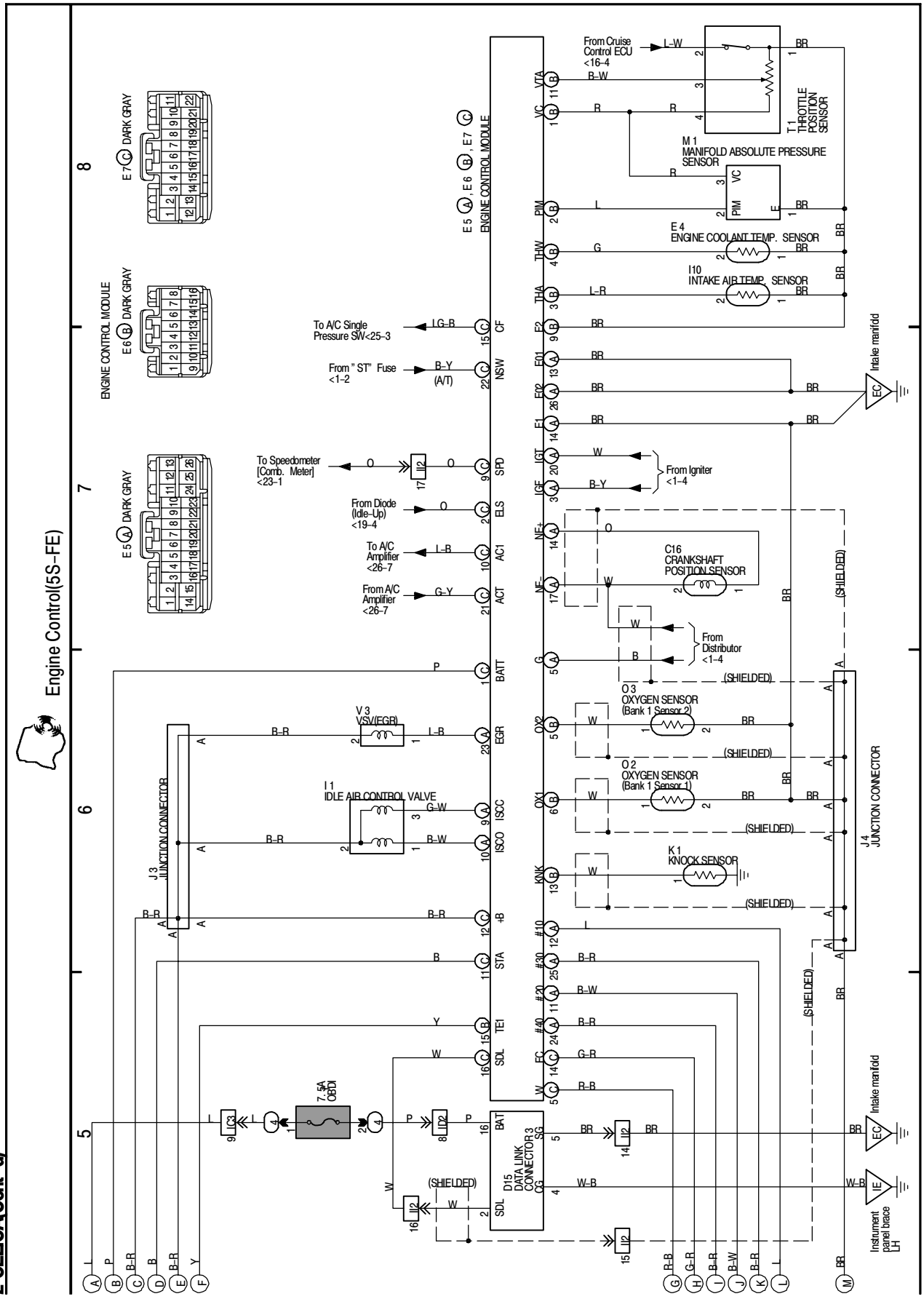
1 CELICA ELECTRICAL WIRING DIAGRAM



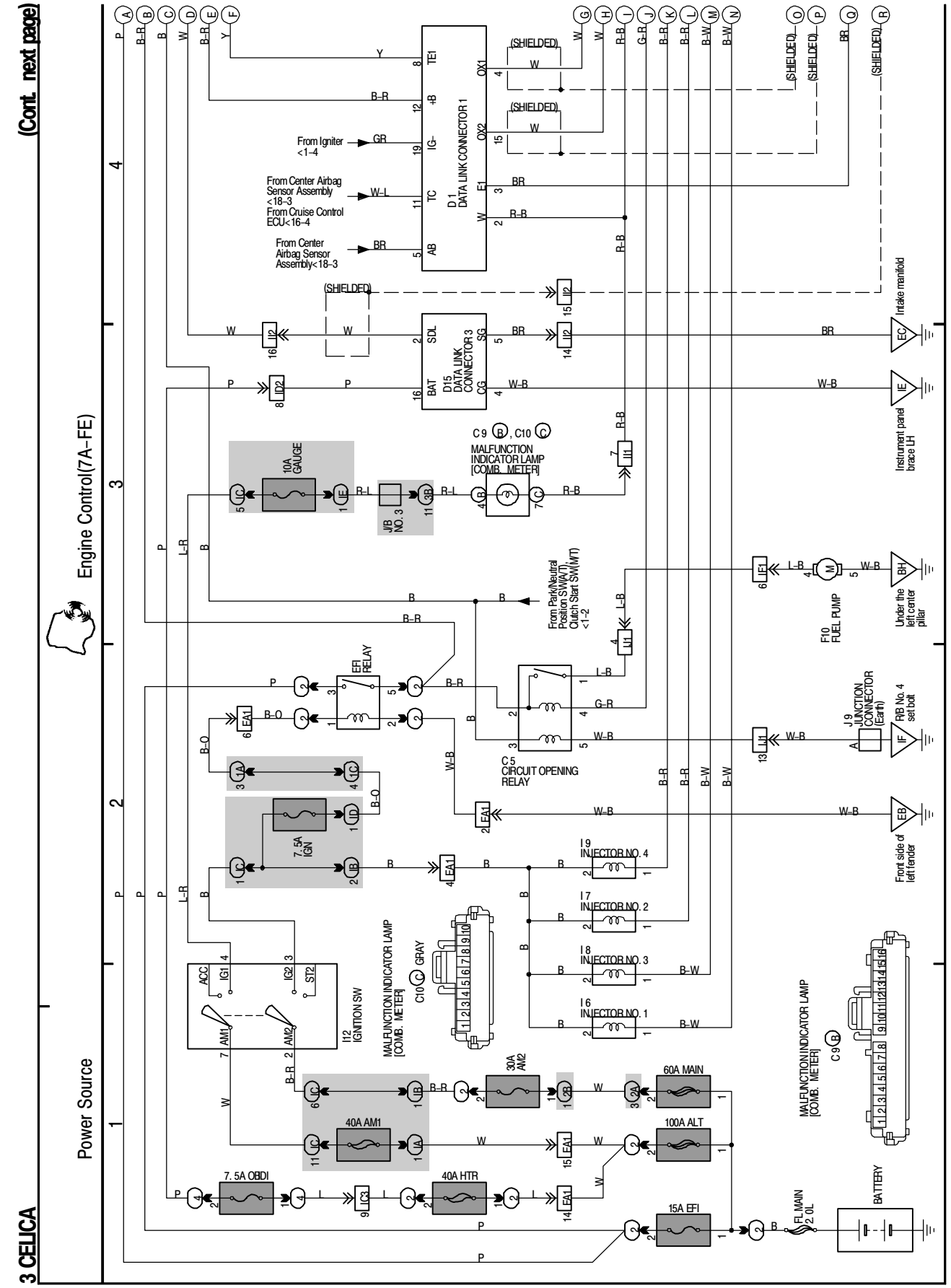
K OVERALL ELECTRICAL WIRING DIAGRAM



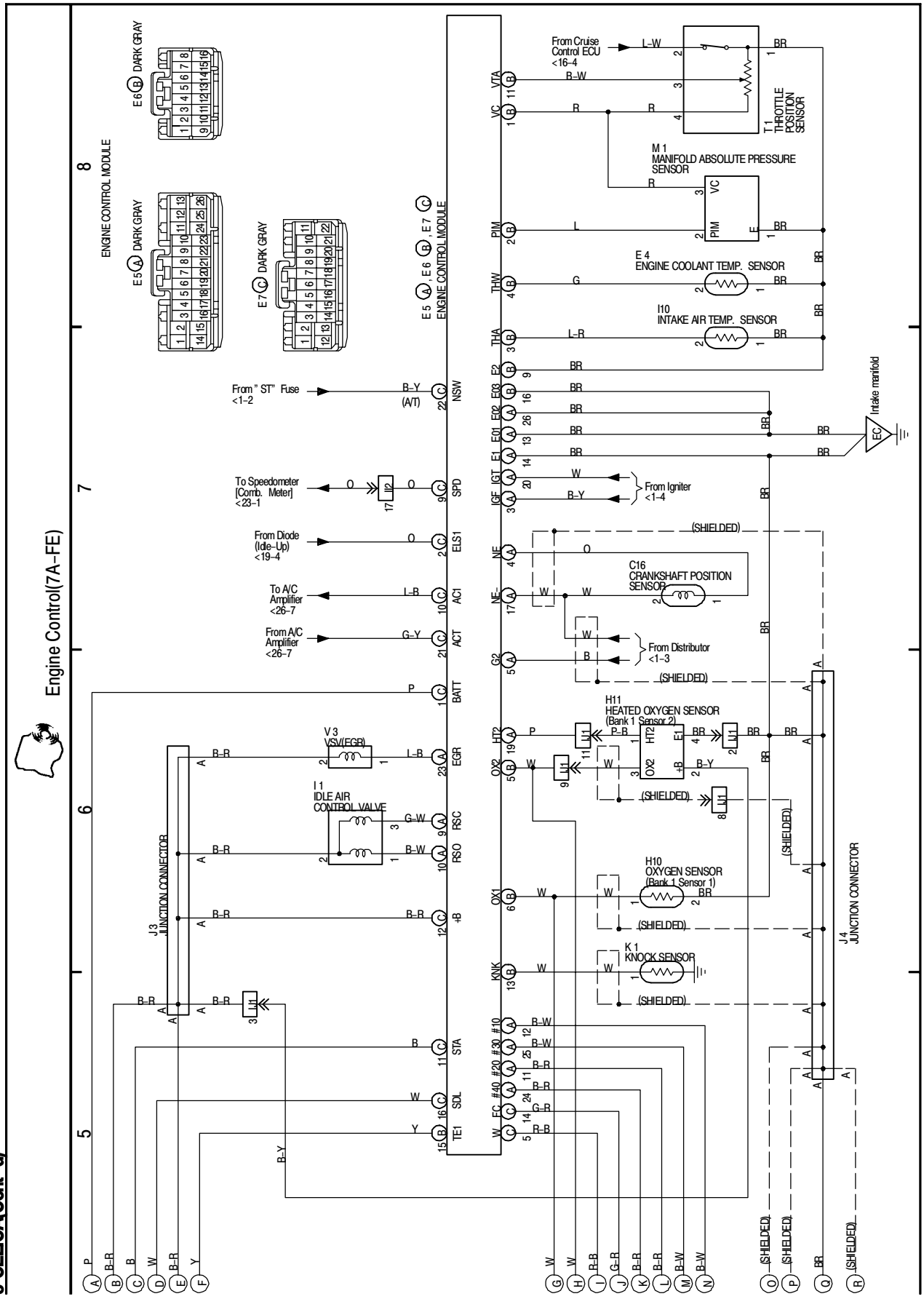
2 CELICA(Cont' d)



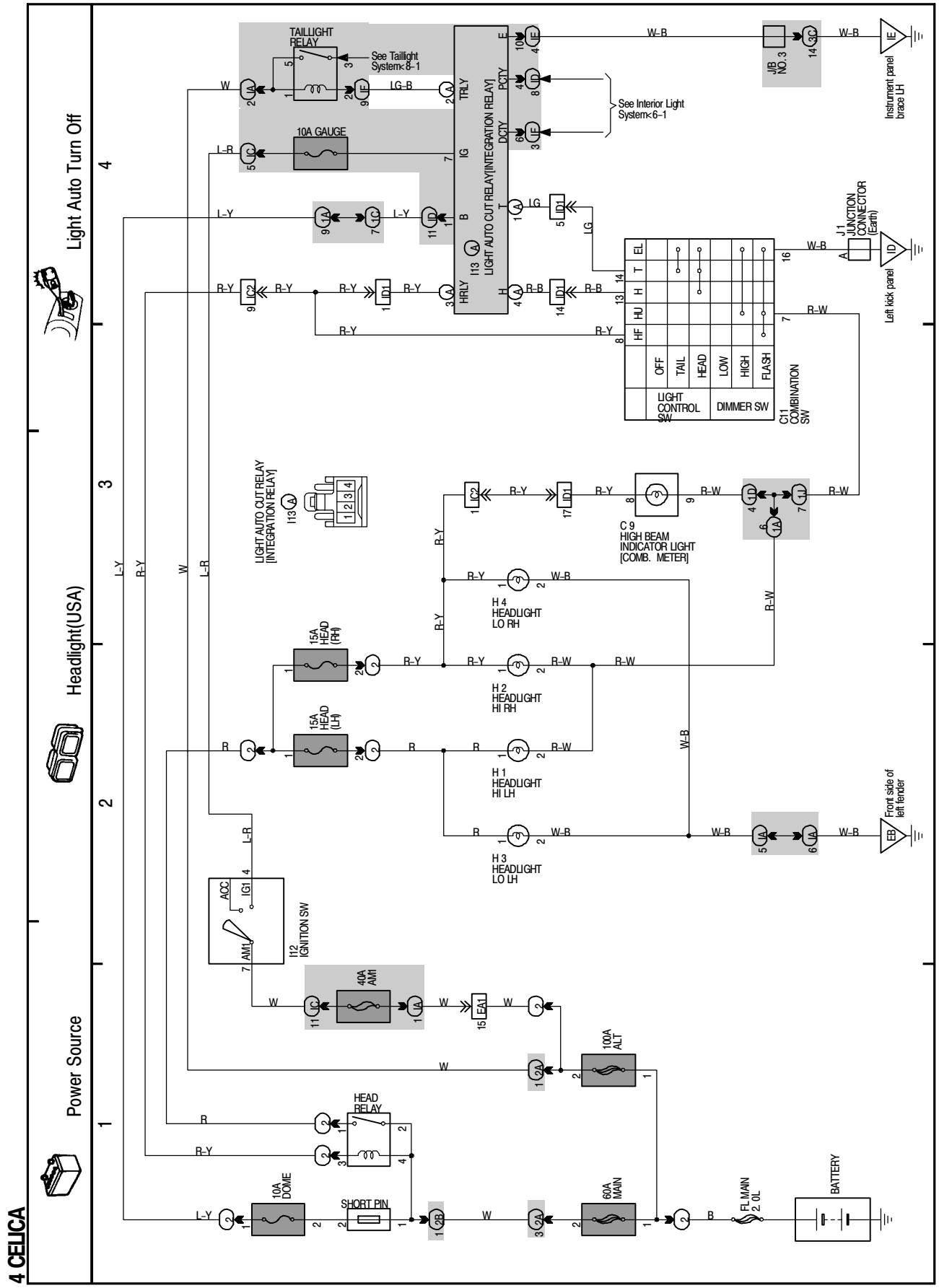
K OVERALL ELECTRICAL WIRING DIAGRAM

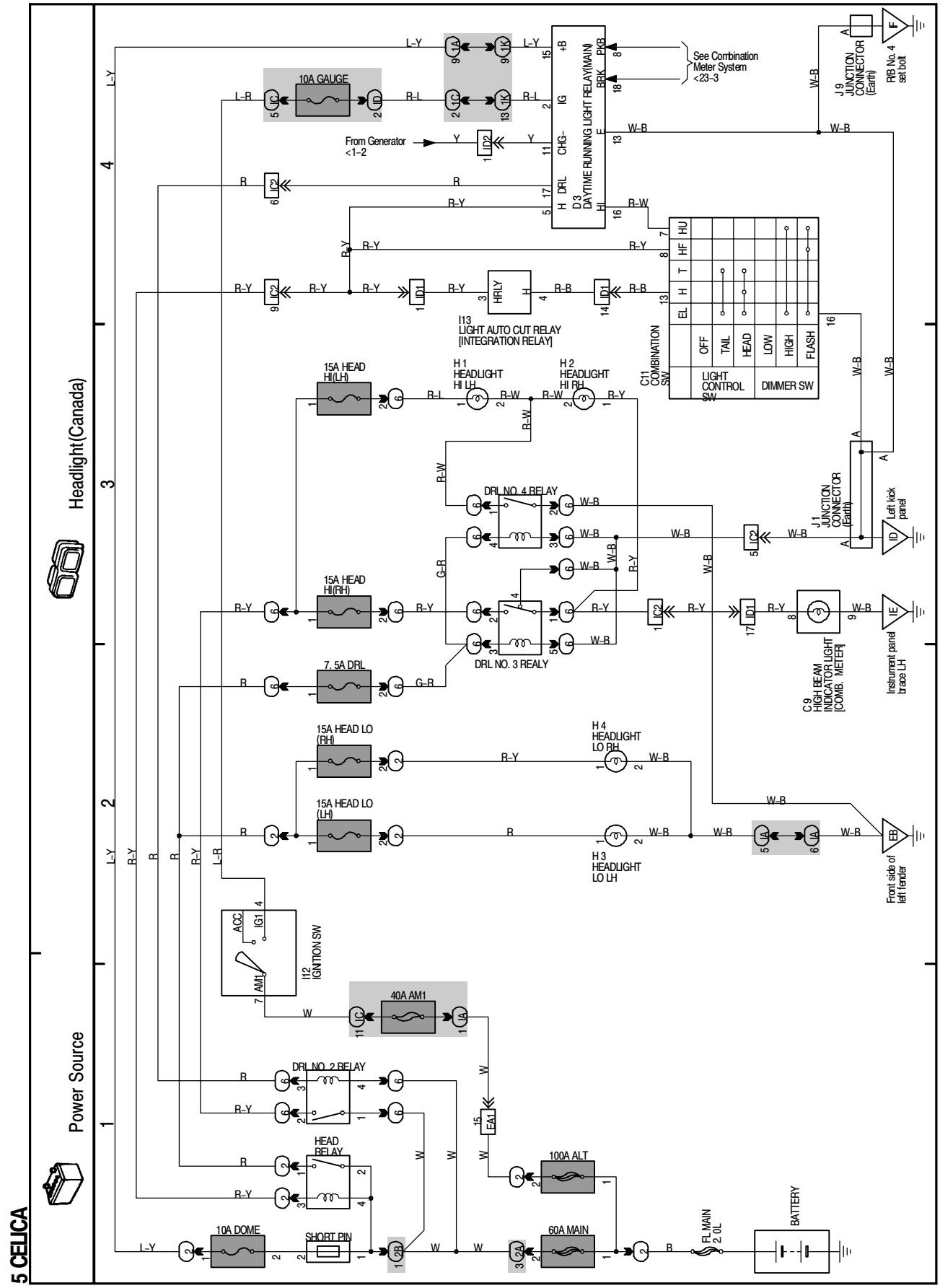


3 CELICA(Cont' d)

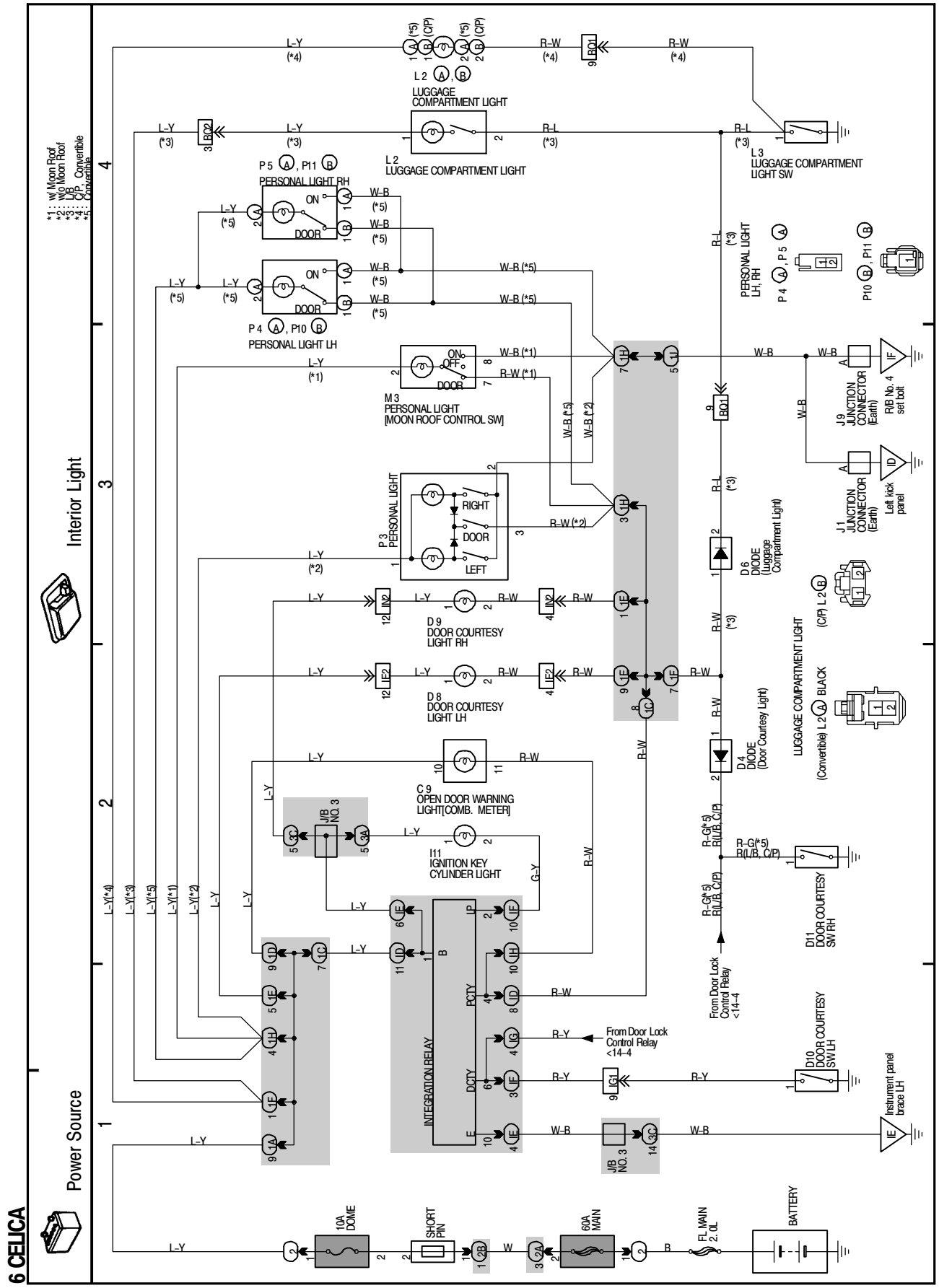


K OVERALL ELECTRICAL WIRING DIAGRAM

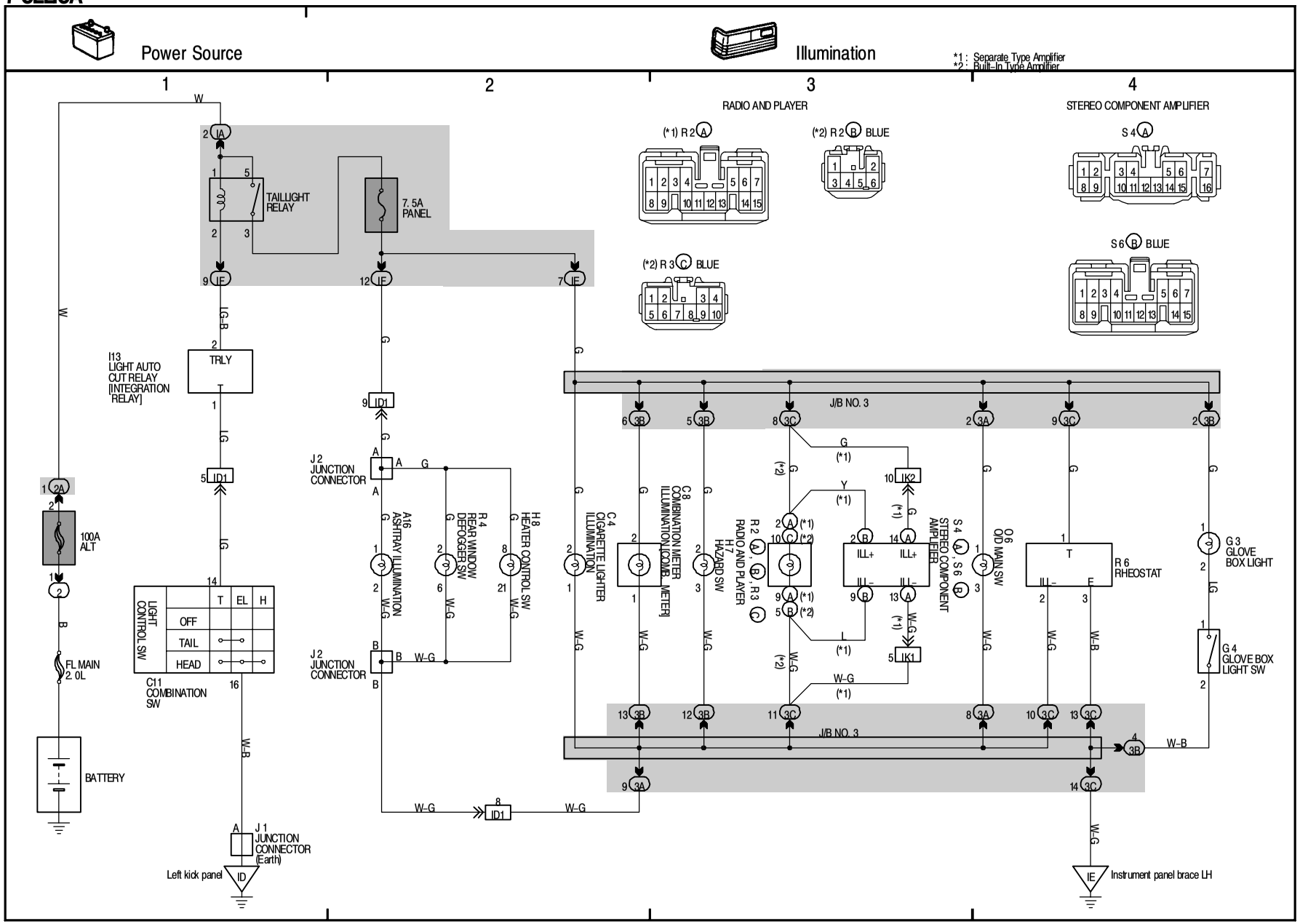



5 CELICA
Power Source
Headlight(Canada)
10A GAUGE
From Generator
<1-2
See Combination
Meter System
<23-3
D3
DAYTIME RUNNING LIGHT RELAY(MAIN)
J9
JUNCTION
CONNECTOR
(Earth)
R/B No. 4
set bolt
J1
JUNCTION
CONNECTOR
(Earth)
Left kick
panel
I13
LIGHT AUTO CUT RELAY
[INTEGRATION RELAY]
HRLY
C11
COMBINATION
SW
LIGHT
CONTROL
SW
DIMMER SW
OFF
TAIL
HEAD
LOW
HIGH
FLASH
15A HEAD
HI(LH)
H 1
HEADLIGHT
HI LH
H 2
HEADLIGHT
HI RH
DRL NO. 4 RELAY
15A HEAD
HI(RH)
7. 5A DRL
DRL NO. 3 REALY
C 9
HIGH BEAM
INDICATOR LIGHT
[COMB. METER]
Instrument panel
brace LH
15A HEAD LO
(RH)
H 4
HEADLIGHT
LO RH
15A HEAD LO
(LH)
H 3
HEADLIGHT
LO LH
Front side of
left fender
I12
IGNITION SW
ACC
IG1
AM1
40A AM1
DRL NO. 2 RELAY
HEAD
RELAY
100A ALT
10A DOME
SHORT PIN
60A MAIN
FL MAIN
2.0L
BATTERY

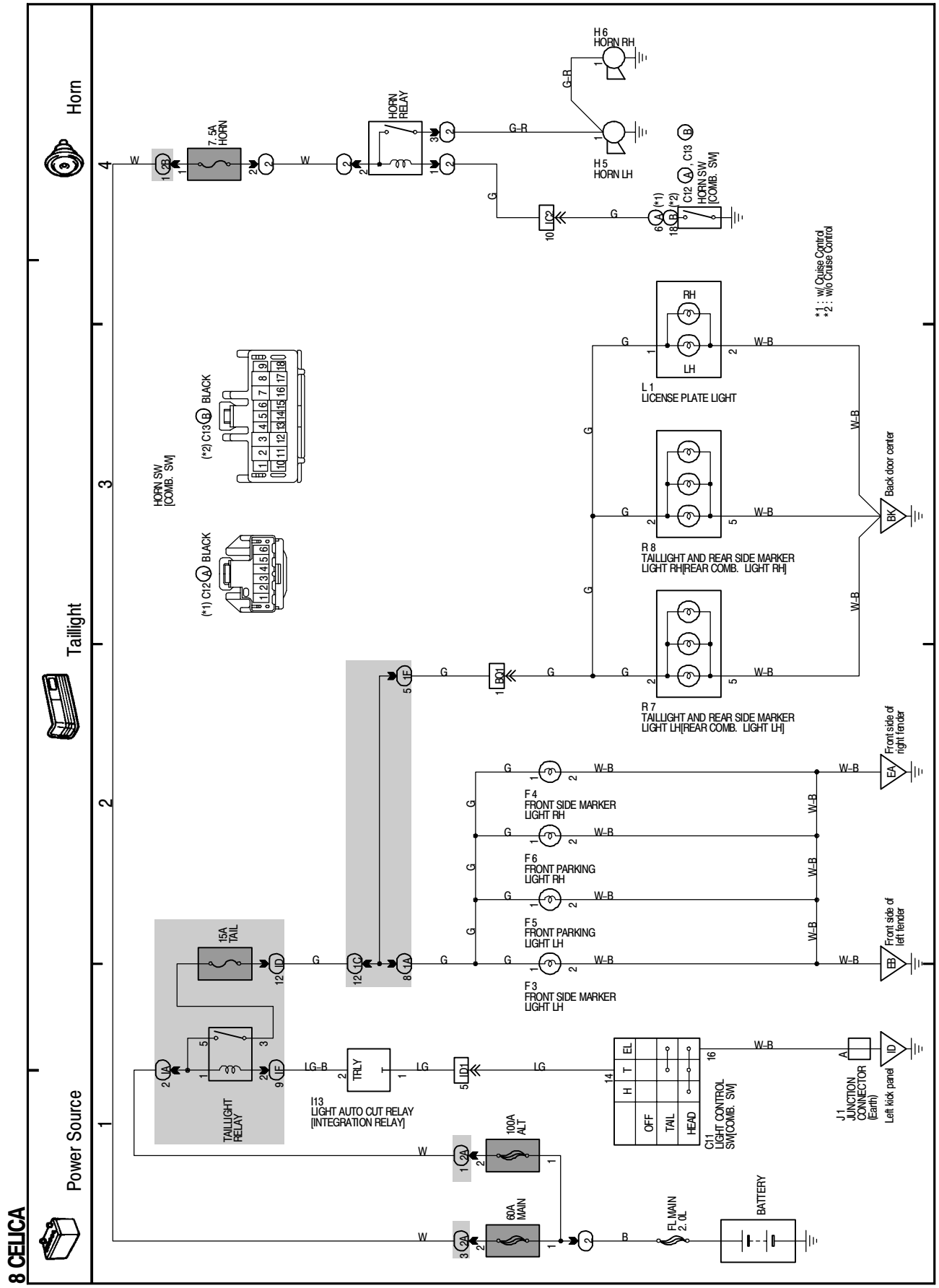
K OVERALL ELECTRICAL WIRING DIAGRAM

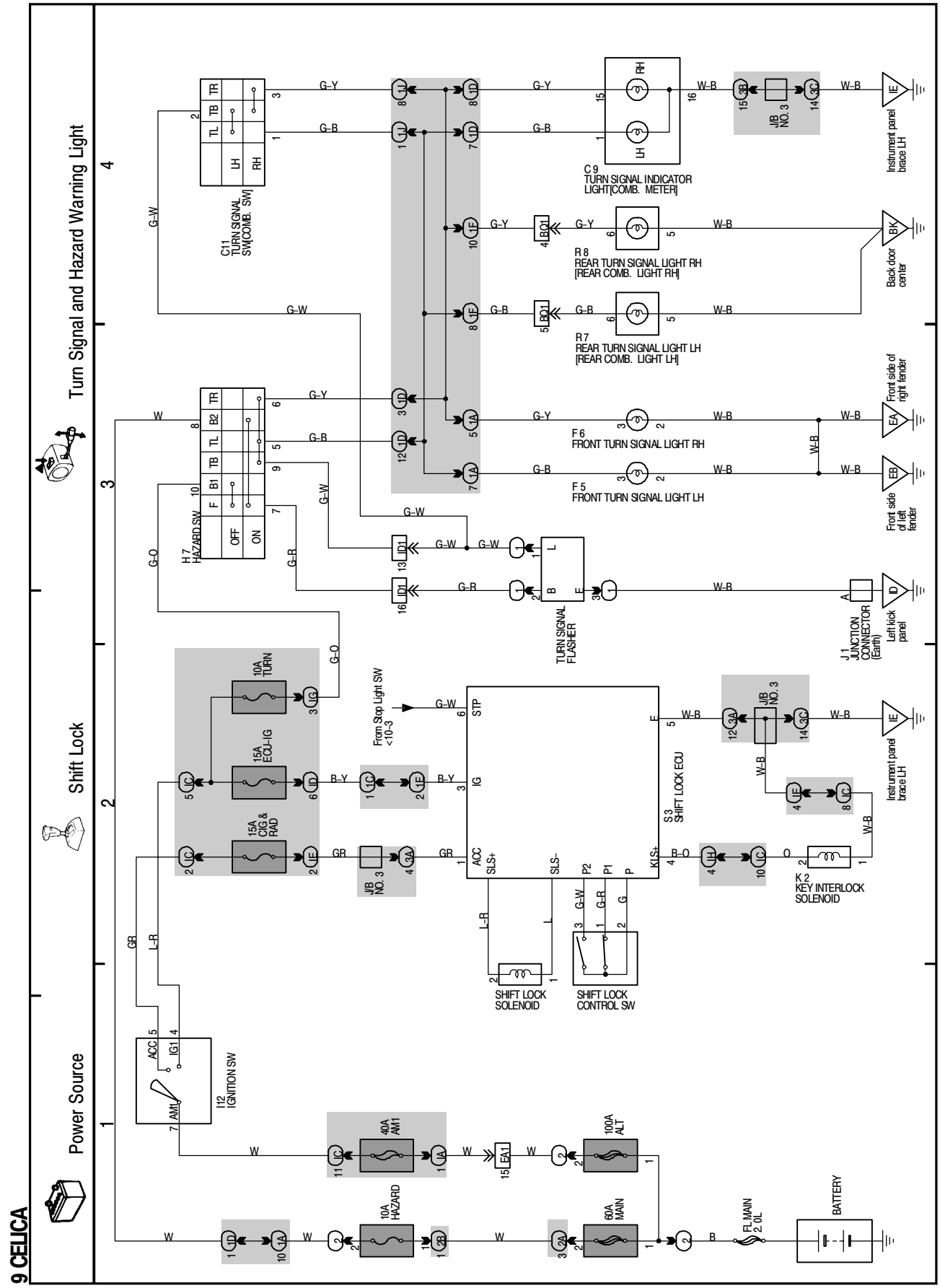


7 CELICA

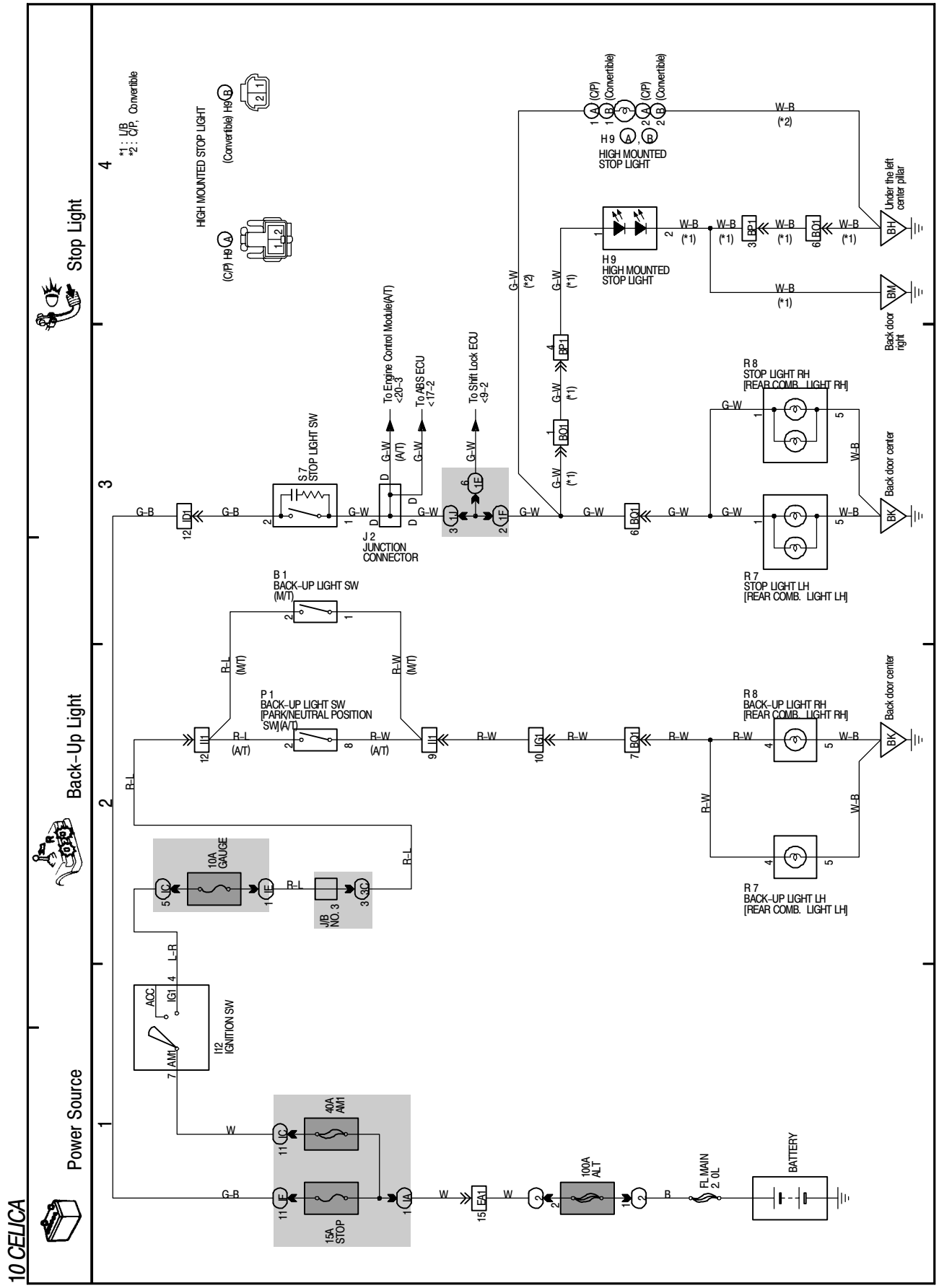

Power Source
Illumination
*1 : Separate Type Amplifier
*2 : Built-In Type Amplifier
1
2
3
4
RADIO AND PLAYER
STEREO COMPONENT AMPLIFIER
(*1) R 2 A
(*2) R 2 B BLUE
(*2) R 3 C BLUE
S 4 A
S 6 B BLUE
TAILLIGHT RELAY
7.5A PANEL
I13 LIGHT AUTO CUT RELAY [INTEGRATION RELAY]
TRLY
100A ALT
FL MAIN 2.0L
BATTERY
LIGHT CONTROL SW
OFF
TAIL
HEAD
C11 COMBINATION SW
J 1 JUNCTION CONNECTOR (Earth)
Left kick panel
J 2 JUNCTION CONNECTOR
A16 ASHTRAY ILLUMINATION
R 4 REAR WINDOW DEFOGGER SW
H 8 HEATER CONTROL SW
C 4 CIGARETTE LIGHTER ILLUMINATION
C 8 COMBINATION METER ILLUMINATION [COMB. METER]
H 7 HAZARD SW
R 2 , R 3 RADIO AND PLAYER
S 4 , S 6 STEREO COMPONENT AMPLIFIER
O 6 OD MAIN SW
R 6 RHEOSTAT
G 3 GLOVE BOX LIGHT
G 4 GLOVE BOX LIGHT SW
J/B NO. 3
Instrument panel brace LH

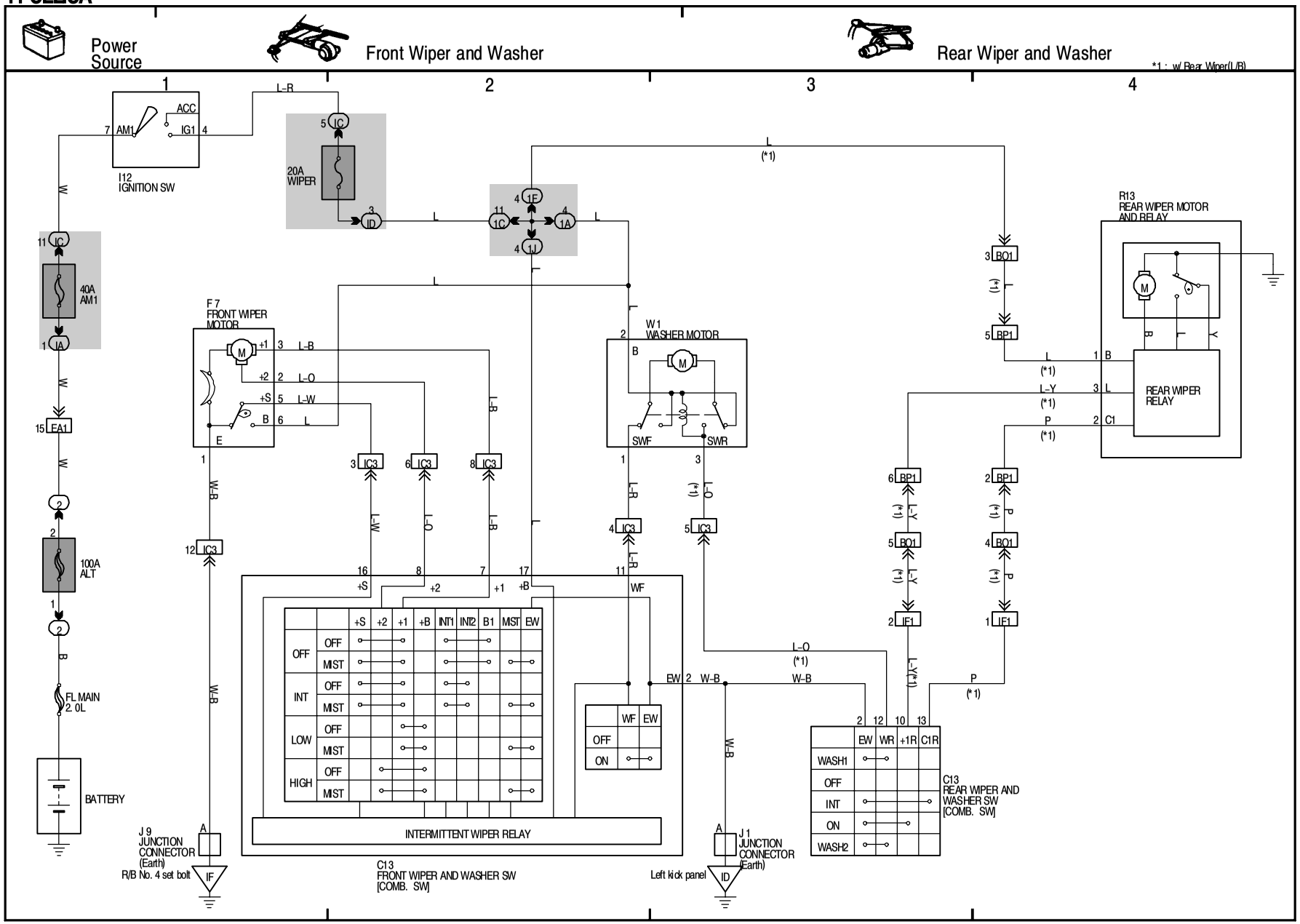
K OVERALL ELECTRICAL WIRING DIAGRAM



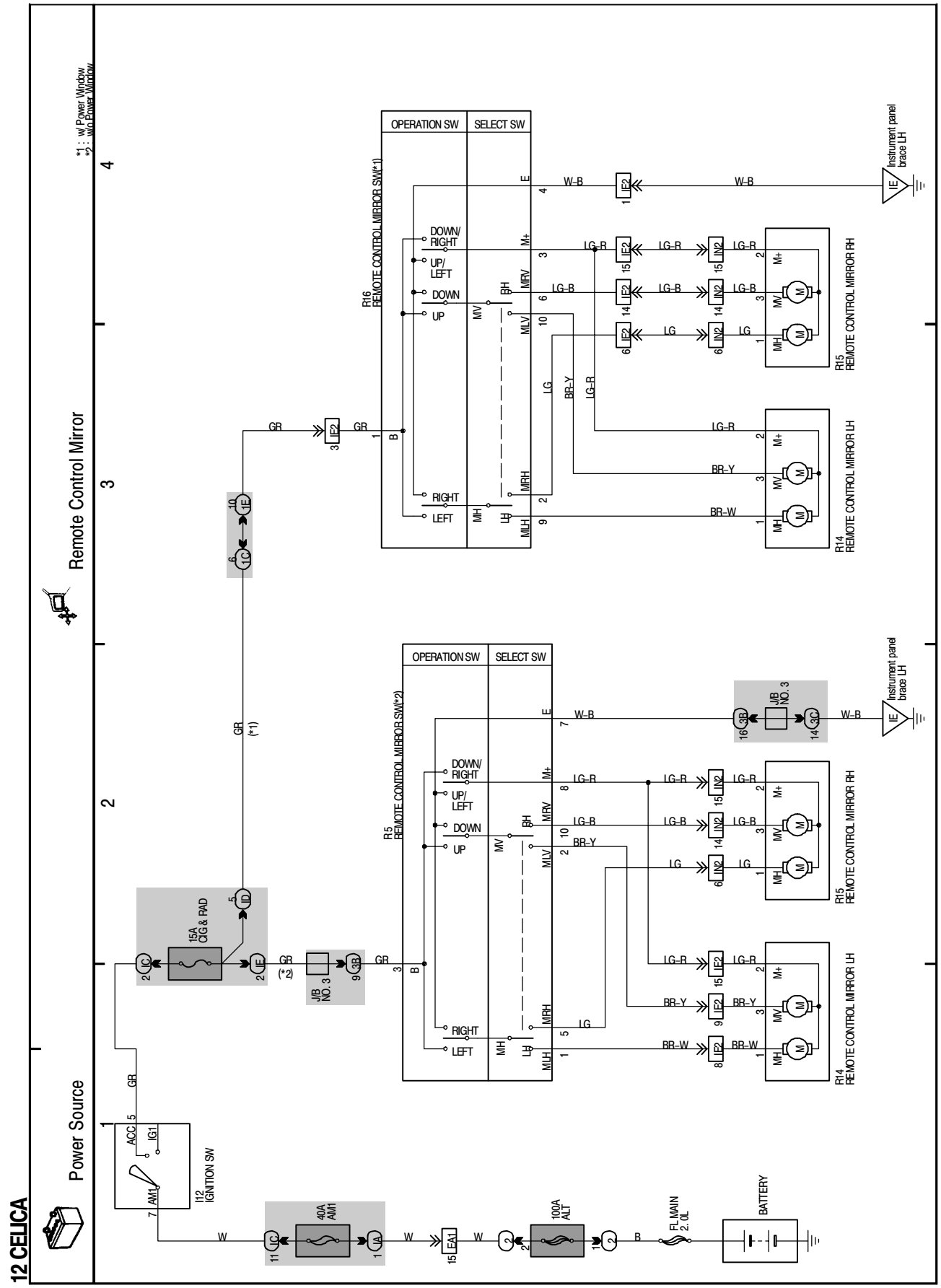

9 CELICA
Power Source
Shift Lock
Turn Signal and Hazard Warning Light
1
2
3
4
BATTERY
FL MAIN 2.0L
60A MAIN
100A ALT
40A AM1
10A HAZARD
15A CIG & RAD
15A ECU-IG
10A TURN
I12 IGNITION SW
ACC
IG1
AM1
H7 HAZARD SW
OFF
ON
C11 TURN SIGNAL SW(COMB. SW)
TR
TB
TL
B1
B2
F
LH
RH
C9 TURN SIGNAL INDICATOR LIGHT(COMB. METER)
R8 REAR TURN SIGNAL LIGHT RH (REAR COMB. LIGHT RH)
R7 REAR TURN SIGNAL LIGHT LH (REAR COMB. LIGHT LH)
F6 FRONT TURN SIGNAL LIGHT RH
F5 FRONT TURN SIGNAL LIGHT LH
TURN SIGNAL FLASHER
J1 JUNCTION CONNECTOR (Earth)
Left kick panel
Front side of left fender
Front side of right fender
Back door center
Instrument panel brace LH
J/B NO. 3
From Stop Light SW <10-3
S3 SHIFT LOCK ECU
STP
IG
ACC
SLS+
SLS-
P2
P1
P
KLS+
SHIFT LOCK SOLENOID
SHIFT LOCK CONTROL SW
K2 KEY INTERLOCK SOLENOID
W
G-W
G-Y
G-B
G-O
G-R
GR
L-R
B-Y
B-O
W-B

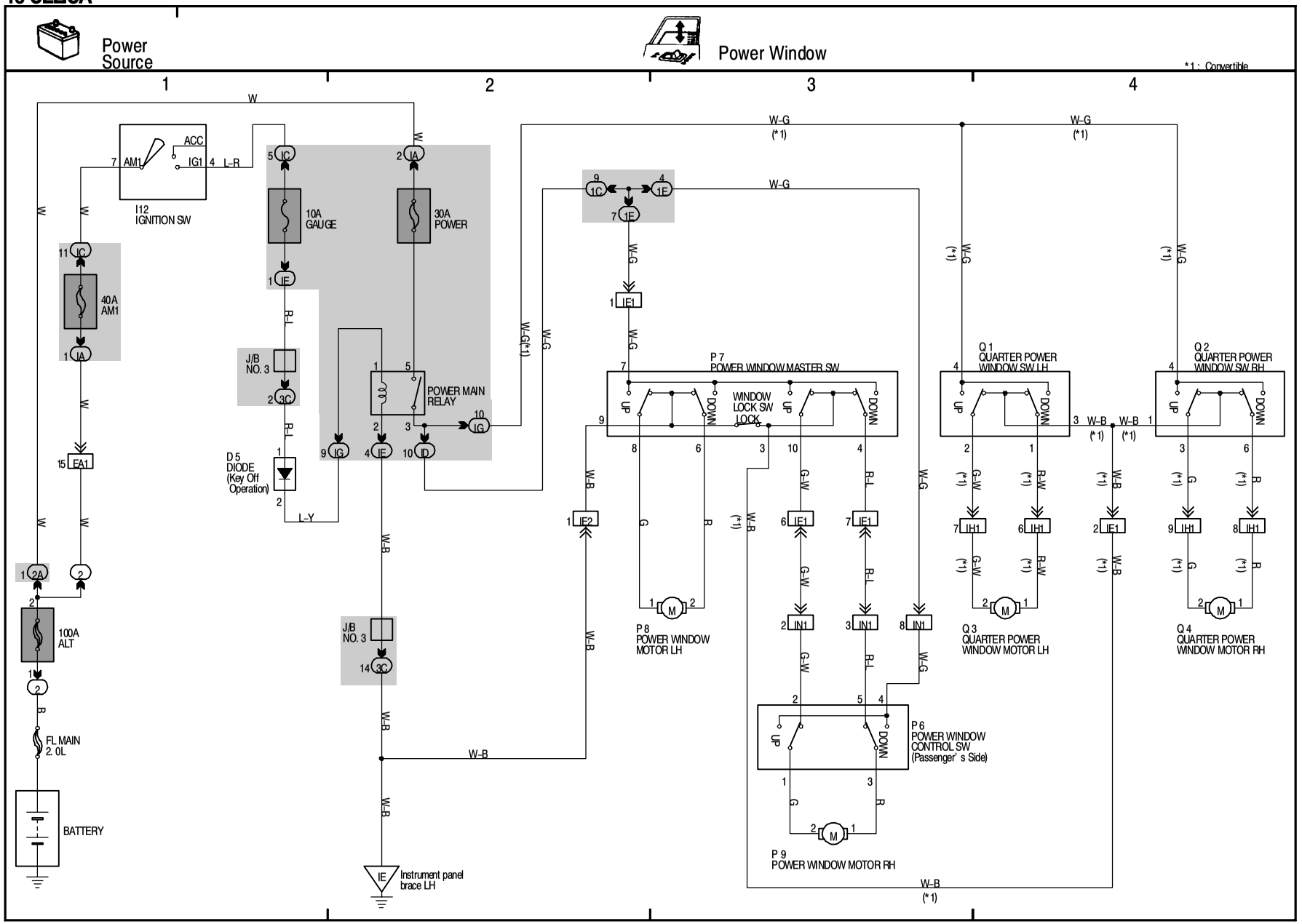
K OVERALL ELECTRICAL WIRING DIAGRAM




Power Source
Front Wiper and Washer
Rear Wiper and Washer
*1 : w/ Rear Wiper(L/B)
1
2
3
4
I12
IGNITION SW
ACC
IG1
AM1
20A
WIPER
40A
AM1
100A
ALT
FL MAIN
2.0L
BATTERY
F7
FRONT WIPER
MOTOR
W1
WASHER MOTOR
SWF
SWR
R13
REAR WIPER MOTOR
AND RELAY
REAR WIPER
RELAY
INTERMITTENT WIPER RELAY
OFF
INT
LOW
HIGH
MIST
WASH1
WASH2
ON
C13
FRONT WIPER AND WASHER SW
[COMB. SW]
C13
REAR WIPER AND
WASHER SW
[COMB. SW]
J9
JUNCTION
CONNECTOR
(Earth)
R/B No. 4 set bolt
J1
JUNCTION
CONNECTOR
(Earth)
Left kick panel

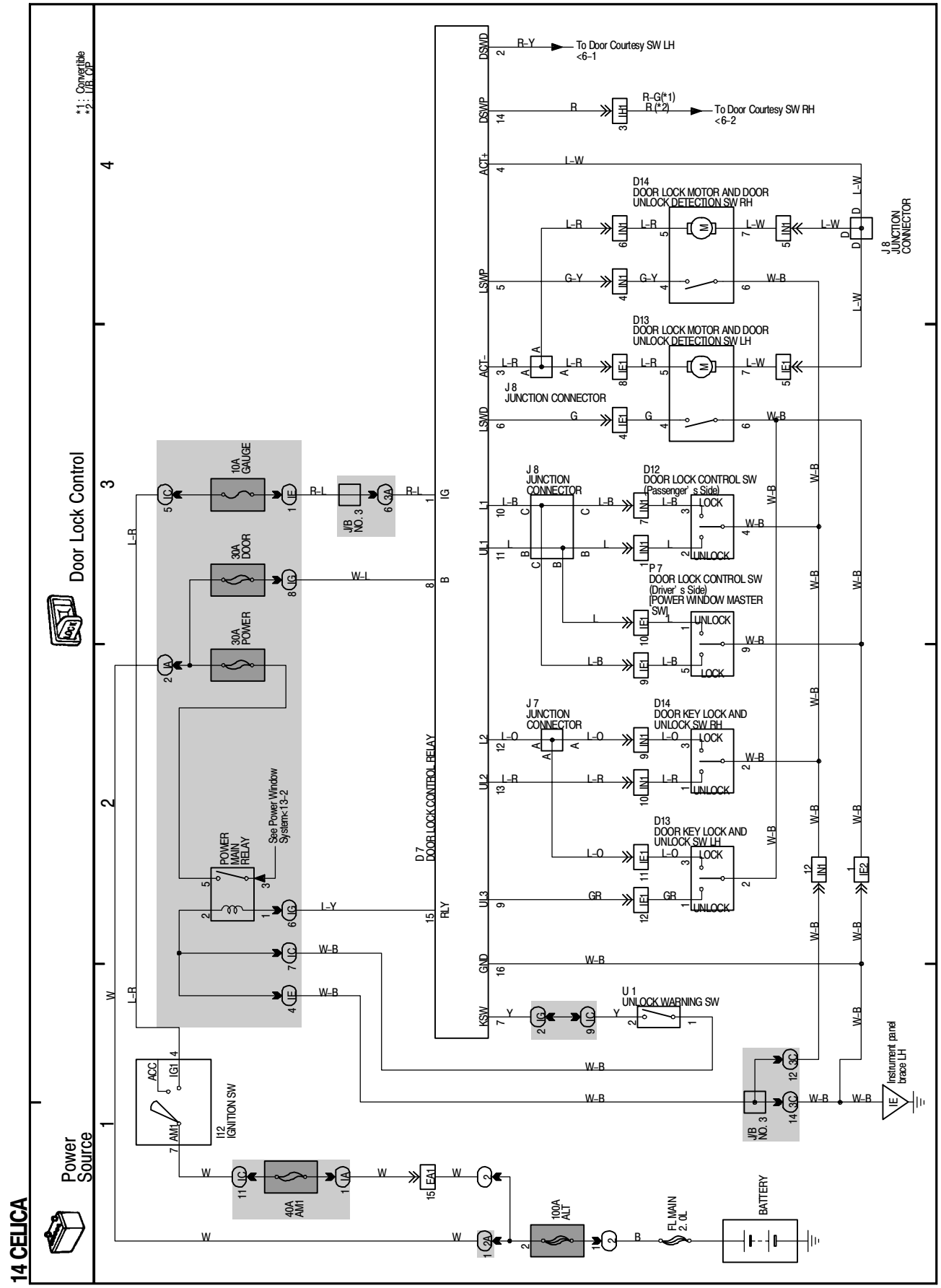
K OVERALL ELECTRICAL WIRING DIAGRAM

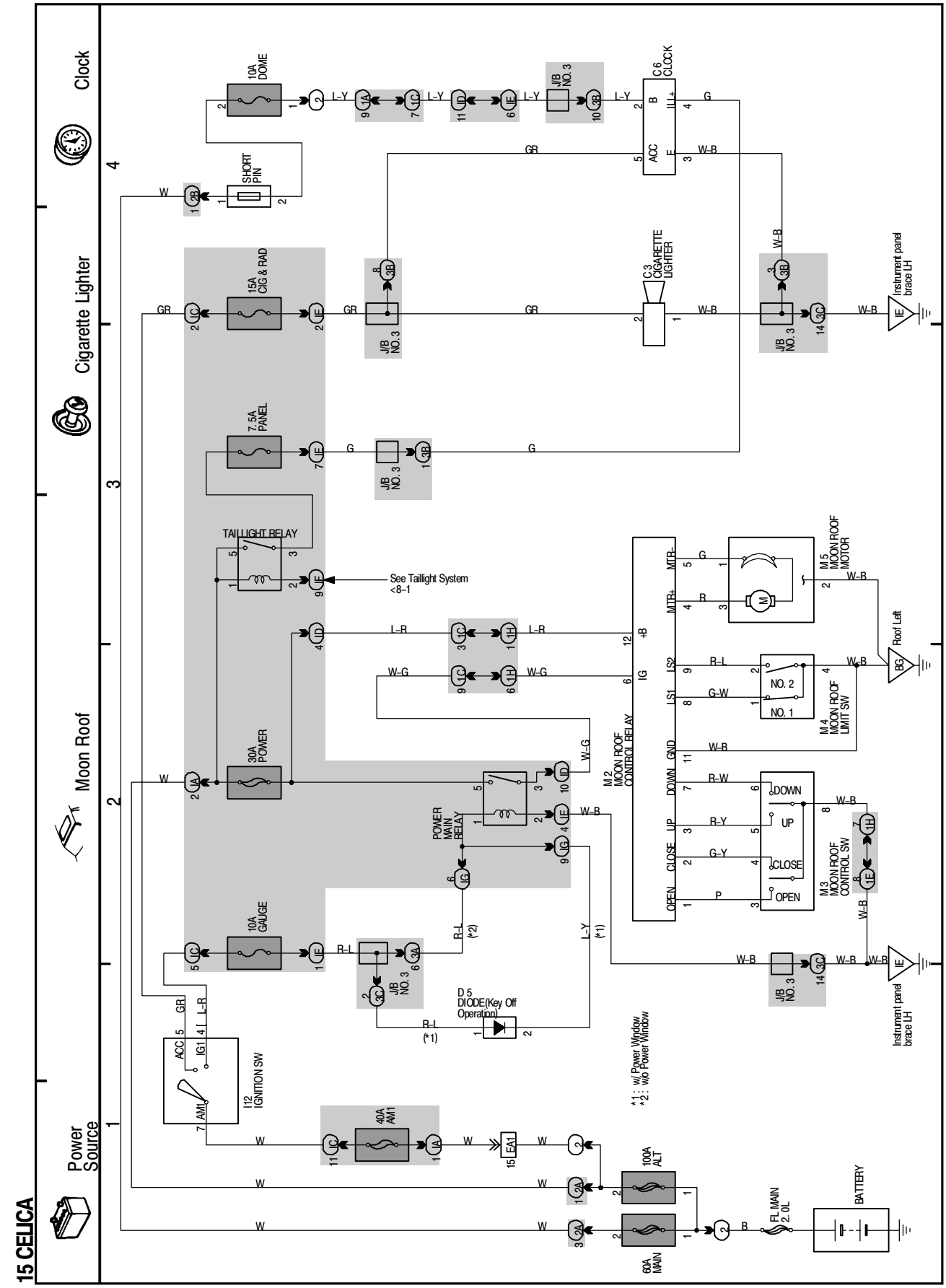



Power Source
Power Window
*1 : Convertible
1
2
3
4
W
ACC
IG1
AM1
L-R
I12
IGNITION SW
10A
GAUGE
30A
POWER
40A
AM1
15 FA1
100A
ALT
FL MAIN
2.0L
BATTERY
J/B
NO. 3
POWER MAIN
RELAY
D 5
DIODE
(Key Off
Operation)
L-Y
W-G
(*1)
P 7
POWER WINDOW MASTER SW
WINDOW
LOCK SW
LOCK
UP
DOWN
P 8
POWER WINDOW
MOTOR LH
P 6
POWER WINDOW
CONTROL SW
(Passenger's Side)
P 9
POWER WINDOW MOTOR RH
Q 1
QUARTER POWER
WINDOW SW LH
Q 2
QUARTER POWER
WINDOW SW RH
Q 3
QUARTER POWER
WINDOW MOTOR LH
Q 4
QUARTER POWER
WINDOW MOTOR RH
W-B
(*1)
Instrument panel
brace LH

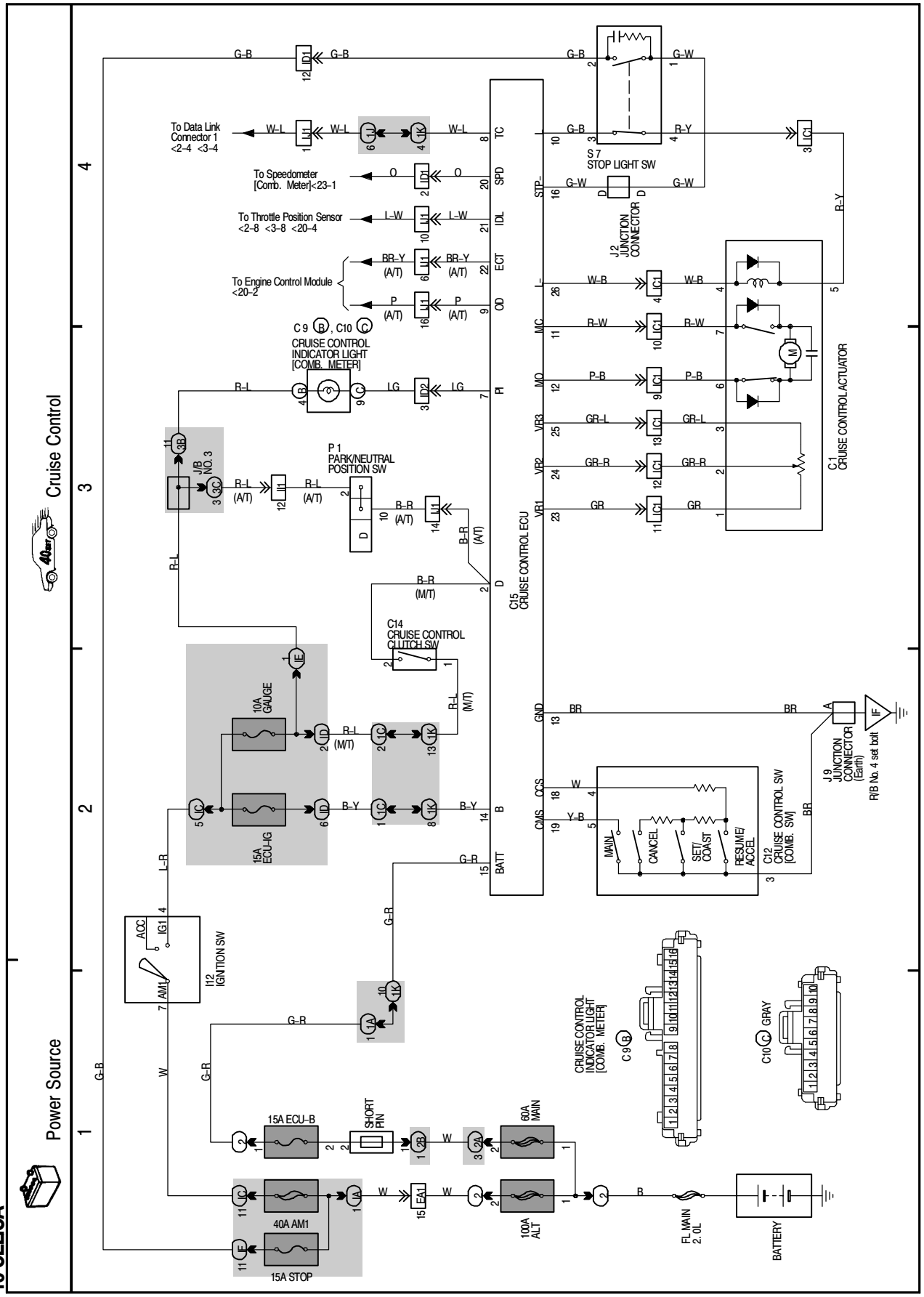
K

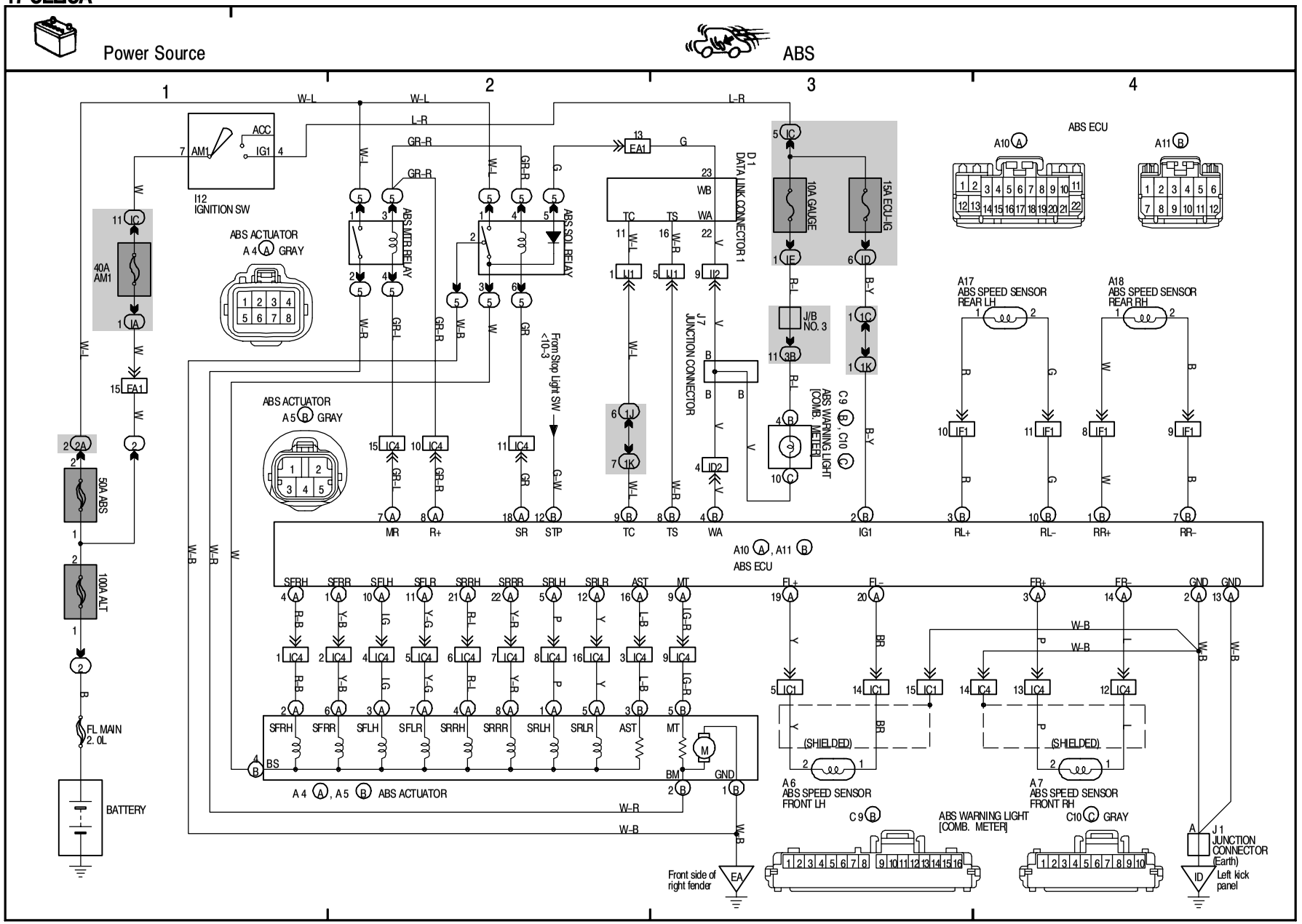
K OVERALL ELECTRICAL WIRING DIAGRAM




15 CELICA
Power Source
Moon Roof
Cigarette Lighter
Clock
10A DOME
SHORT PIN
15A CIG & RAD
7.5A PANEL
TAILLIGHT RELAY
See Taillight System <8-1
30A POWER
10A GAUGE
POWER MAIN RELAY
40A AM1
100A ALT
60A MAIN
FL MAIN 2.0L
BATTERY
I12 IGNITION SW
D 5 DIODE(Key Off Operation)
M 2 MOON ROOF CONTROL RELAY
M 3 MOON ROOF CONTROL SW
M 4 MOON ROOF LIMIT SW
M 5 MOON ROOF MOTOR
NO. 1
NO. 2
UP
DOWN
OPEN
CLOSE
C 3 CIGARETTE LIGHTER
C 6 CLOCK
J/B NO. 3
Roof Left
Instrument panel brace LH
*1: w/ Power Window
*2: w/o Power Window

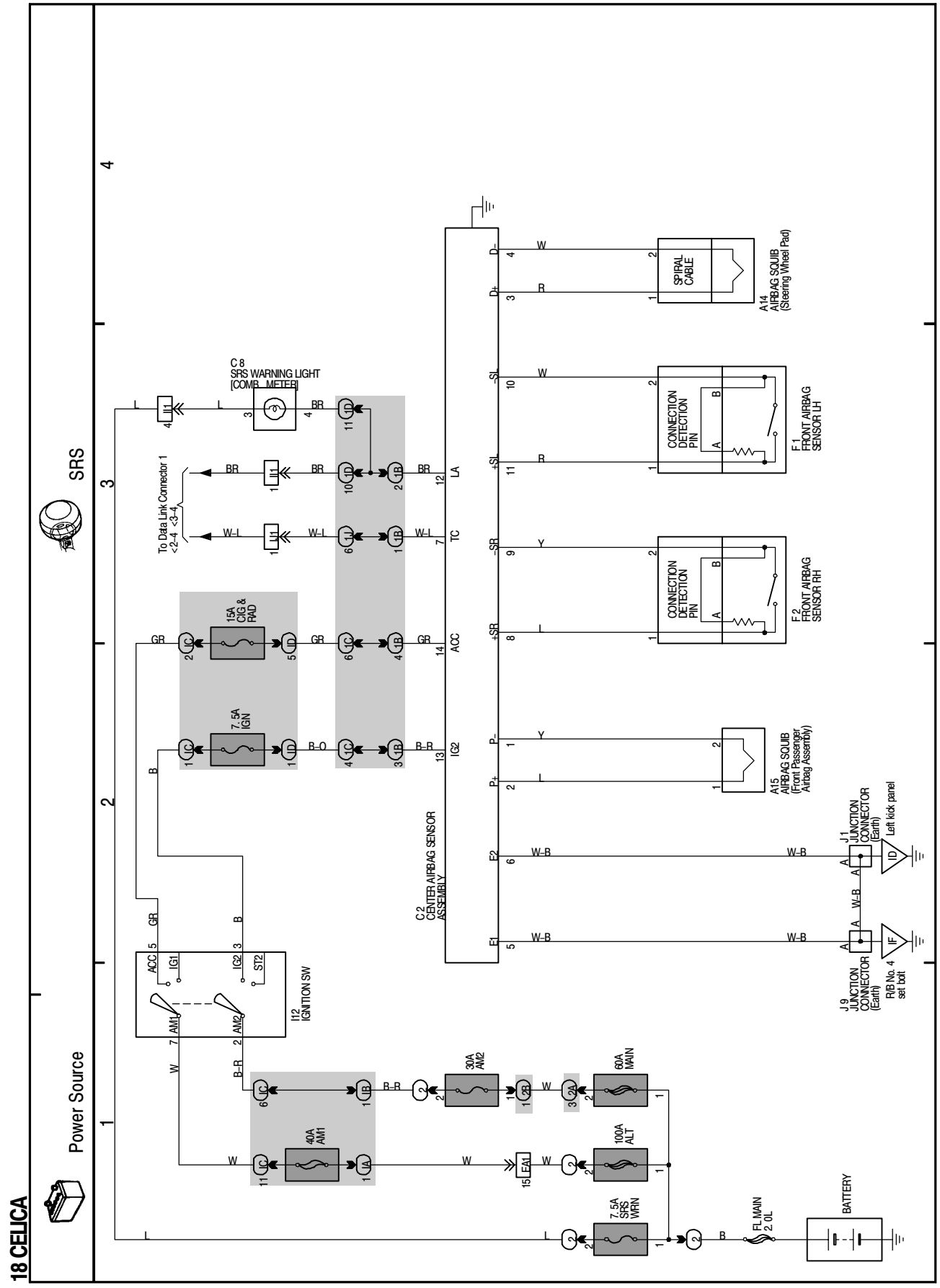
K OVERALL ELECTRICAL WIRING DIAGRAM

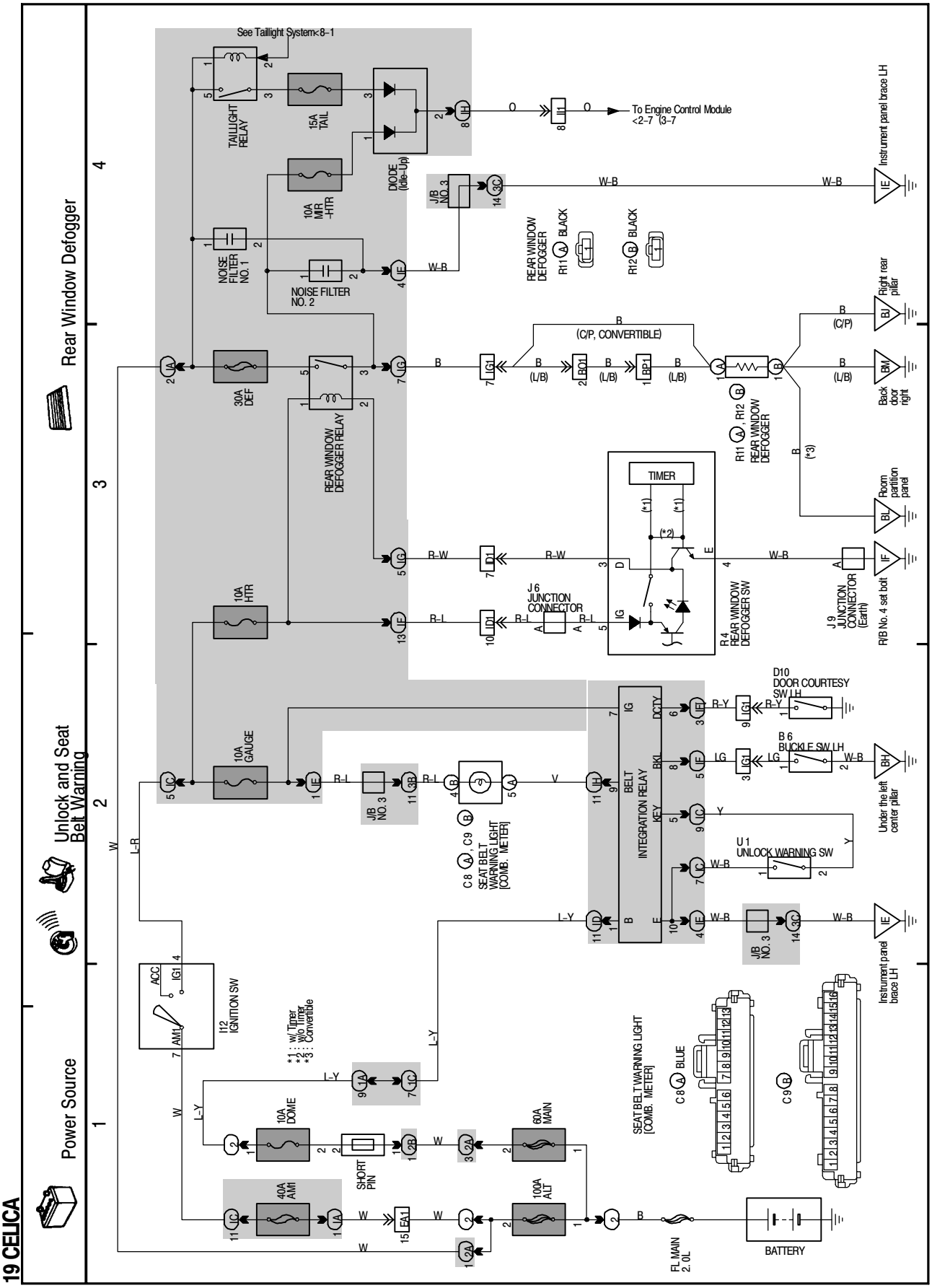



Power Source
ABS
1
2
3
4
I12
IGNITION SW
ACC
IG1
AM1
ABS ACTUATOR
A 4 A GRAY
ABS MTR RELAY
ABS SOL RELAY
40A
AM1
50A ABS
100A ALT
FL MAIN
2. 0L
BATTERY
D 1
DATA LINK CONNECTOR 1
10A GAUGE
15A ECU-IG
J/B
NO. 3
J7
JUNCTION CONNECTOR
From Stop Light SW
<10-3>
ABS ACTUATOR
A 5 B GRAY
ABS WARNING LIGHT
[COMB. METER]
ABS ECU
A10 A
A11 B
A17
ABS SPEED SENSOR
REAR LH
A18
ABS SPEED SENSOR
REAR RH
MR
R+
SR
STP
TC
TS
WA
IG1
RL+
RL–
RR+
RR–
A10 A , A11 B
ABS ECU
SFRH
SFRR
SFLH
SFLR
SRRH
SRRR
SRLH
SRLR
AST
MT
FL+
FL–
FR+
FR–
GND
GND
BS
BM
GND
A 4 A , A 5 B ABS ACTUATOR
A 6
ABS SPEED SENSOR
FRONT LH
A 7
ABS SPEED SENSOR
FRONT RH
(SHIELDED)
(SHIELDED)
C 9 B
ABS WARNING LIGHT
[COMB. METER]
C10 C GRAY
Front side of
right fender
EA
J 1
JUNCTION
CONNECTOR
(Earth)
Left kick
panel
ID

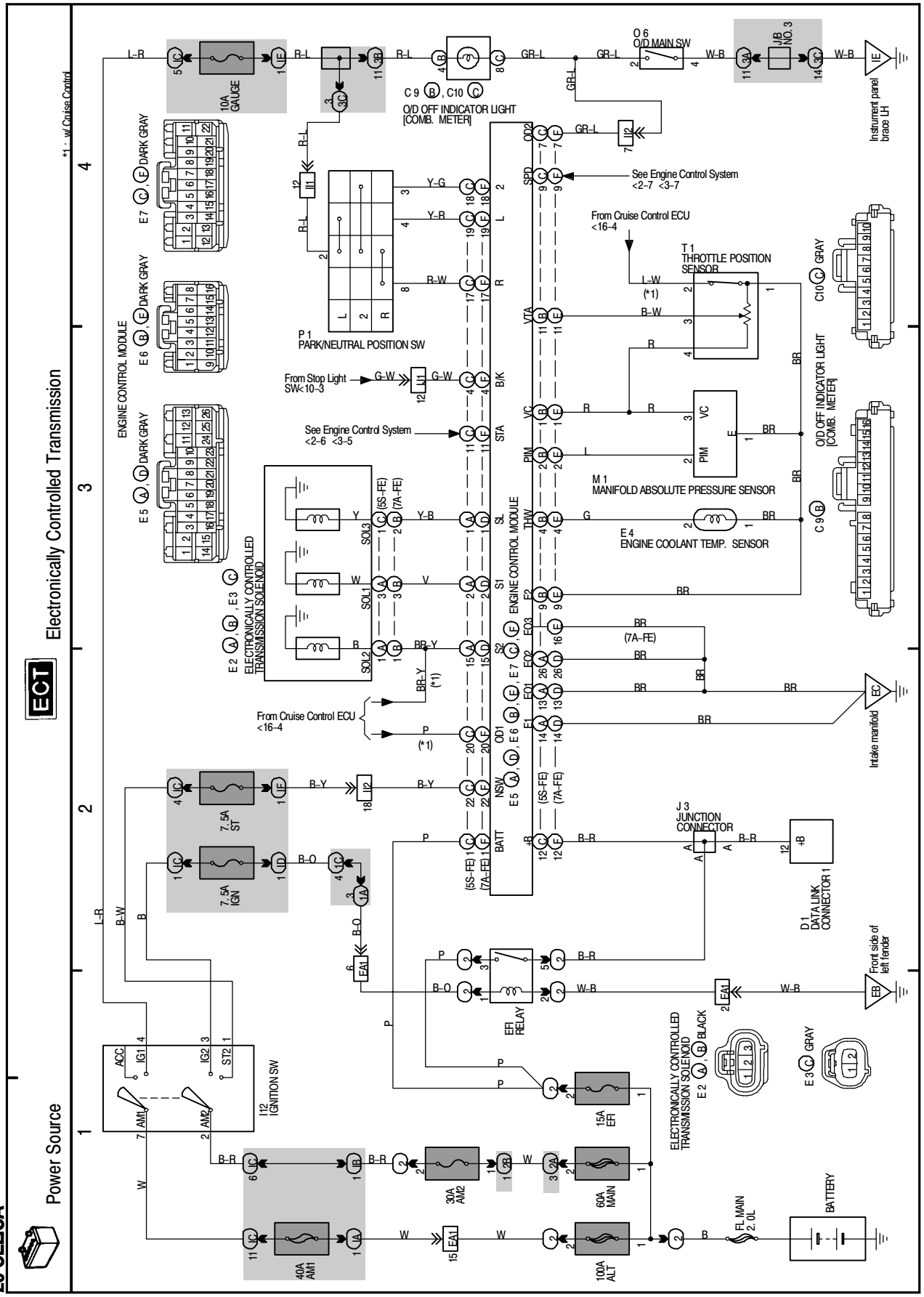
K

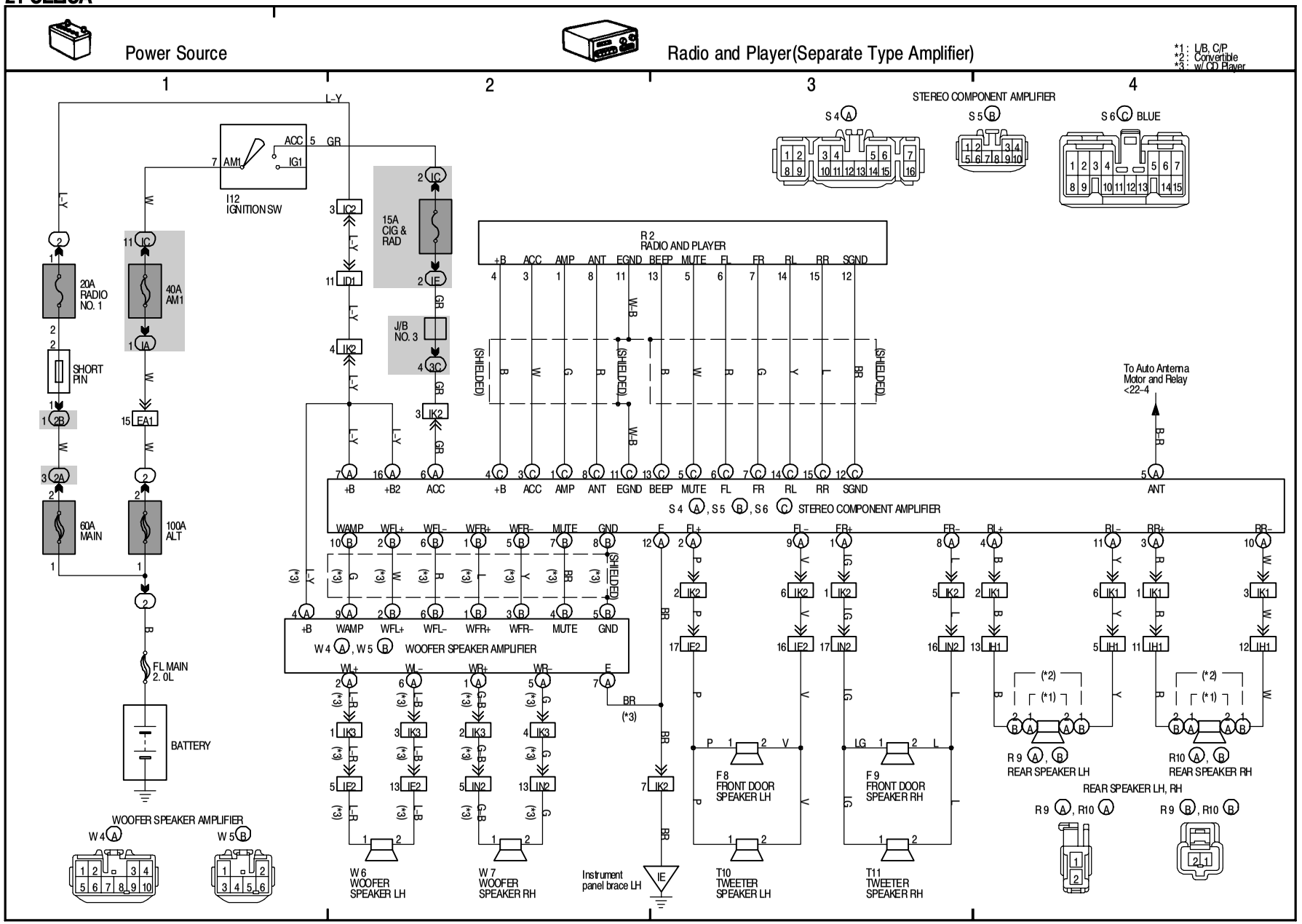
K OVERALL ELECTRICAL WIRING DIAGRAM




19 CELICA
Power Source
Unlock and Seat Belt Warning
Rear Window Defogger
See Taillight System<8-1
TAILLIGHT RELAY
15A TAIL
DIODE (Idle-Up)
To Engine Control Module <2-7 ,3-7
10A MIR -HTR
J/B NO. 3
Instrument panel brace LH
NOISE FILTER NO. 1
NOISE FILTER NO. 2
REAR WINDOW DEFOGGER
R11 BLACK
R12 BLACK
30A DEF
REAR WINDOW DEFOGGER RELAY
(C/P, CONVERTIBLE)
Right rear pillar
Back door right
Room partition panel
TIMER
R11, R12 REAR WINDOW DEFOGGER
R4 REAR WINDOW DEFOGGER SW
J6 JUNCTION CONNECTOR
J9 JUNCTION CONNECTOR (Earth)
R/B No. 4 set bolt
10A HTR
10A GAUGE
D10 DOOR COURTESY SW LH
B6 BUCKLE SW LH
Under the left center pillar
U1 UNLOCK WARNING SW
SEAT BELT WARNING LIGHT [COMB. METER]
BELT INTEGRATION RELAY
I12 IGNITION SW
*1 : w/ Timer
*2 : w/o Timer
*3 : Convertible
10A DOME
60A MAIN
40A AM1
100A ALT
SHORT PIN
SEAT BELT WARNING LIGHT [COMB. METER]
FL MAIN 2.0L
BATTERY
Instrument panel brace LH

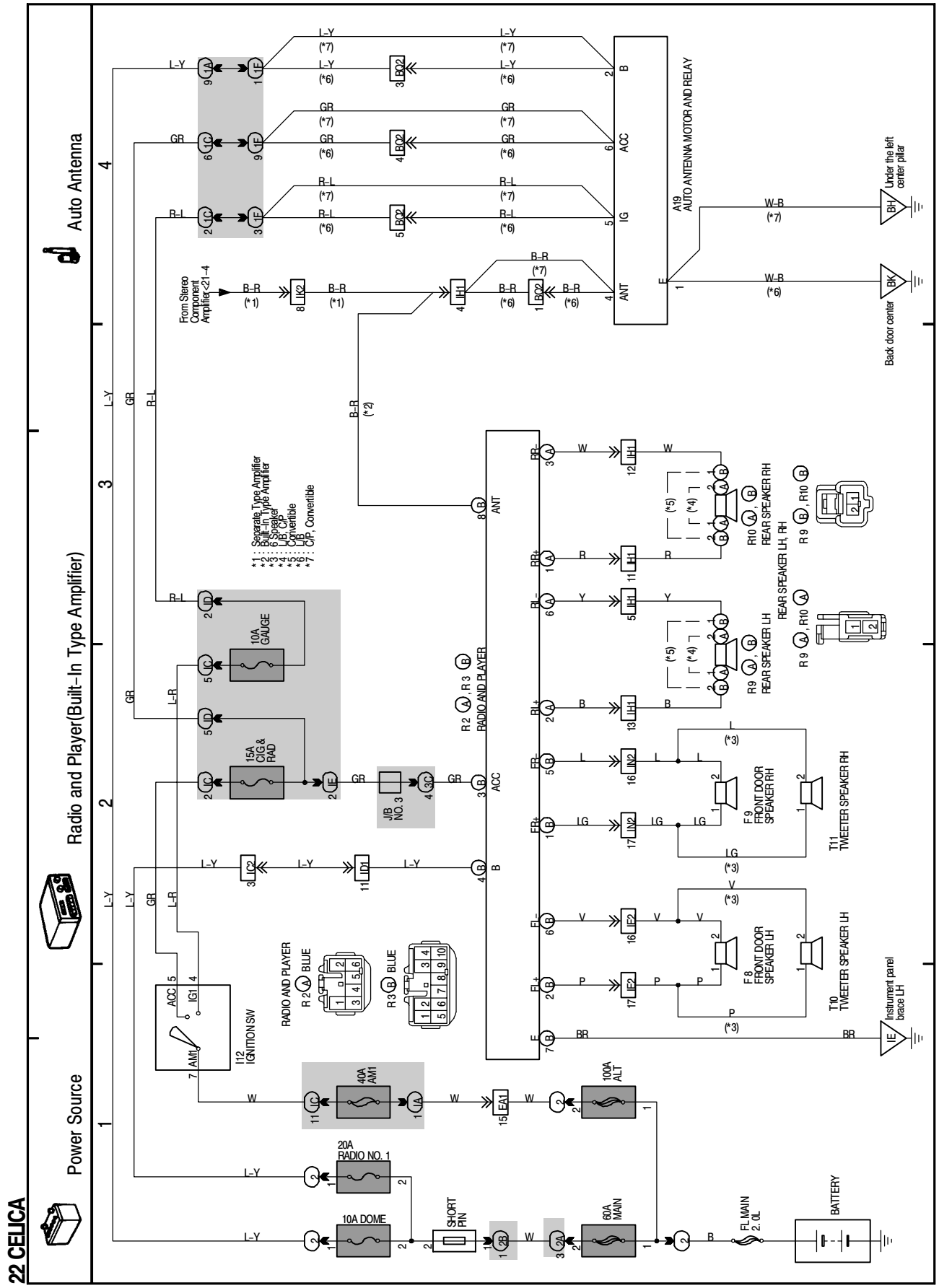
K OVERALL ELECTRICAL WIRING DIAGRAM

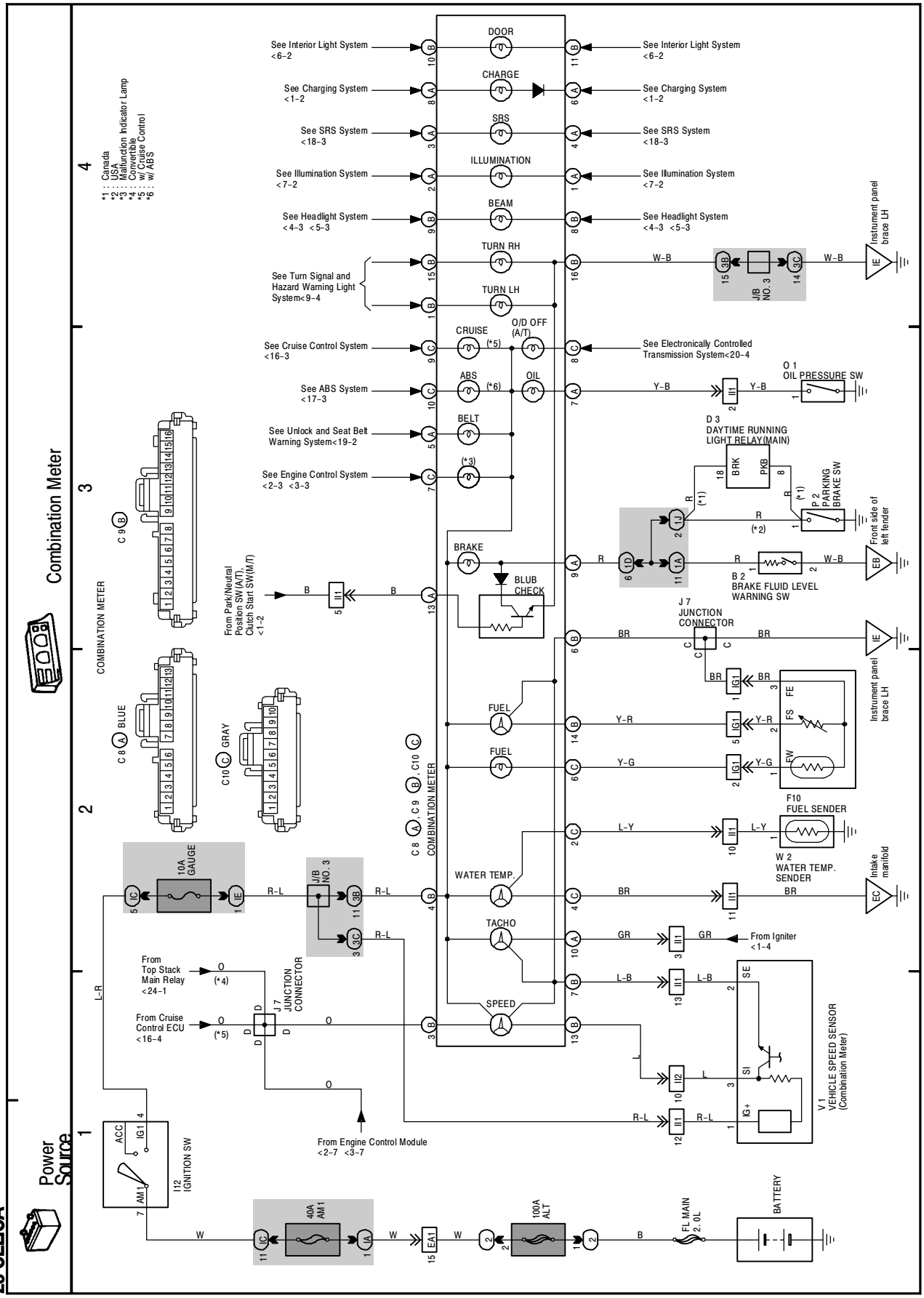



Power Source
Radio and Player(Separate Type Amplifier)
*1: L/B, C/P
*2: Convertible
*3: w/ CD Player
1
2
3
4
STEREO COMPONENT AMPLIFIER
S4 A
S5 B
S6 C BLUE
I12
IGNITION SW
ACC
IG1
AM1
20A
RADIO
NO. 1
40A
AM1
SHORT
PIN
60A
MAIN
100A
ALT
FL MAIN
2.0L
BATTERY
15A
CIG &
RAD
J/B
NO. 3
R2
RADIO AND PLAYER
+B
ACC
AMP
ANT
EGND
BEEP
MUTE
FL
FR
RL
RR
SGND
(SHIELDED)
To Auto Antenna
Motor and Relay
<22-4
ANT
S4 A, S5 B, S6 C STEREO COMPONENT AMPLIFIER
WAMP
WFL+
WFL−
WFR+
WFR−
MUTE
GND
W4 A, W5 B WOOFER SPEAKER AMPLIFIER
WL+
WL−
WR+
WR−
F
FL+
FL−
FR+
FR−
RL+
RL−
RR+
RR−
WOOFER SPEAKER AMPLIFIER
W4 A
W5 B
W6
WOOFER
SPEAKER LH
W7
WOOFER
SPEAKER RH
Instrument
panel brace LH
F8
FRONT DOOR
SPEAKER LH
F9
FRONT DOOR
SPEAKER RH
T10
TWEETER
SPEAKER LH
T11
TWEETER
SPEAKER RH
R9 A, B
REAR SPEAKER LH
R10 A, B
REAR SPEAKER RH
REAR SPEAKER LH, RH
R9 A, R10 A
R9 B, R10 B

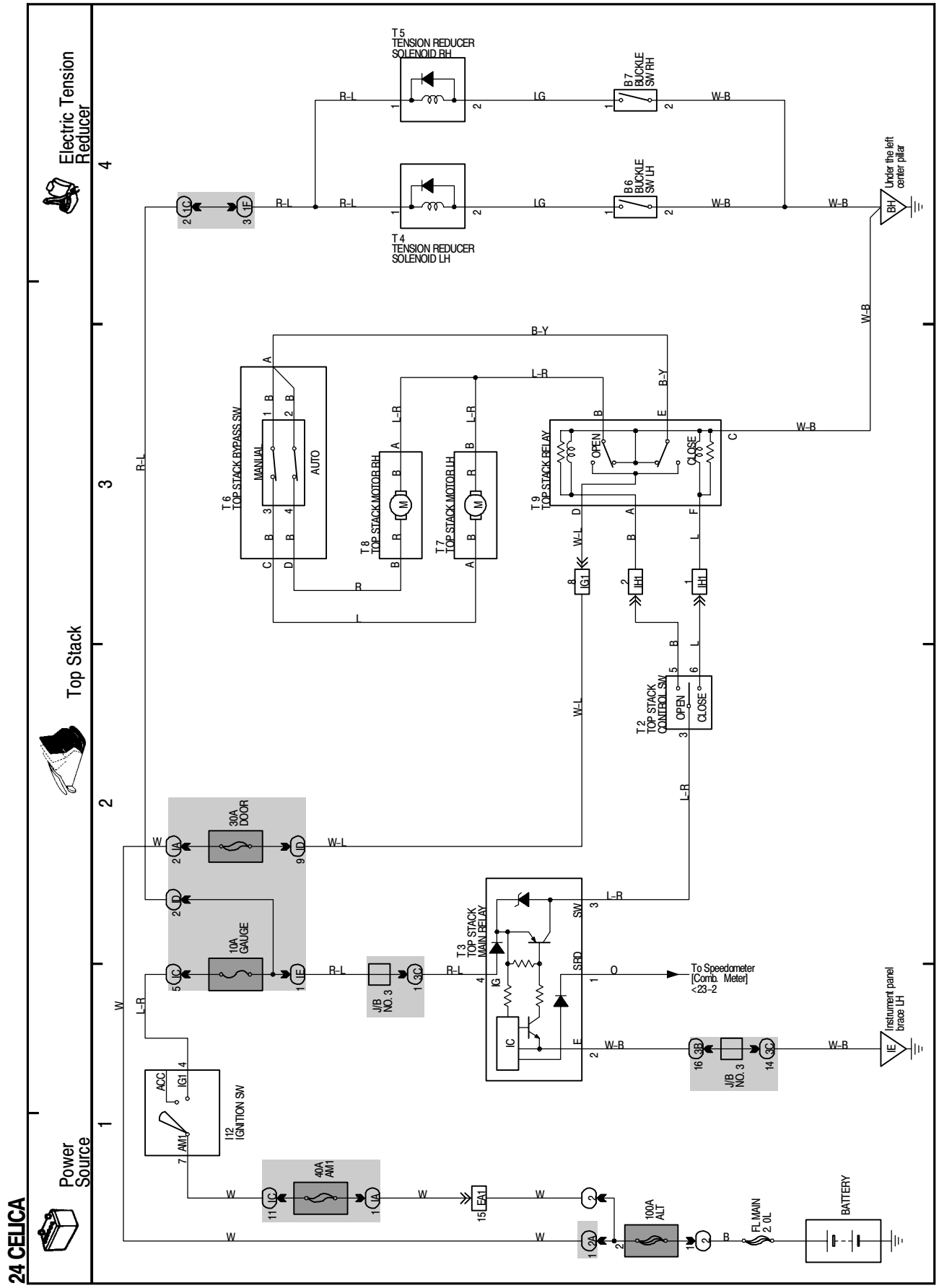
K

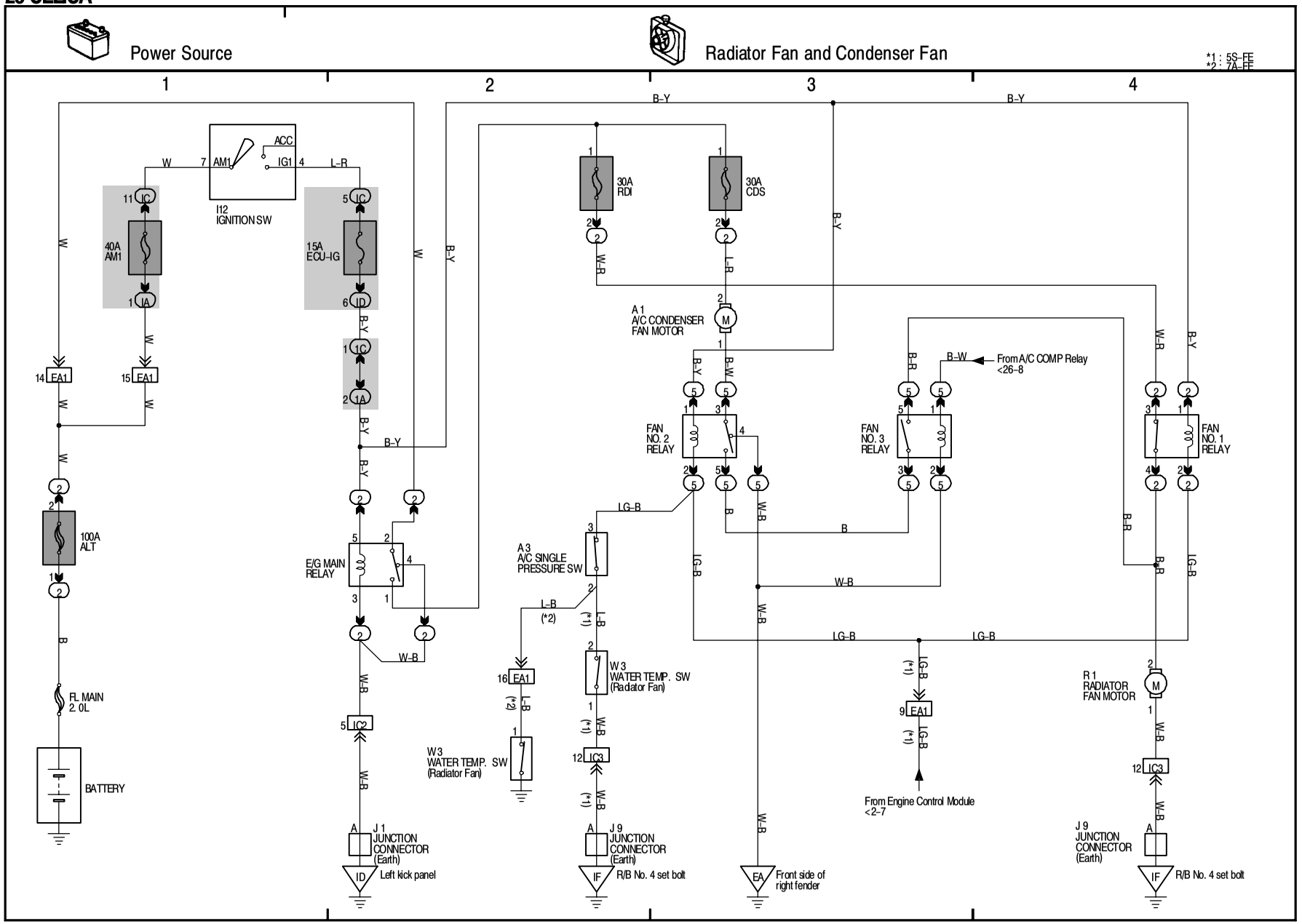
K OVERALL ELECTRICAL WIRING DIAGRAM



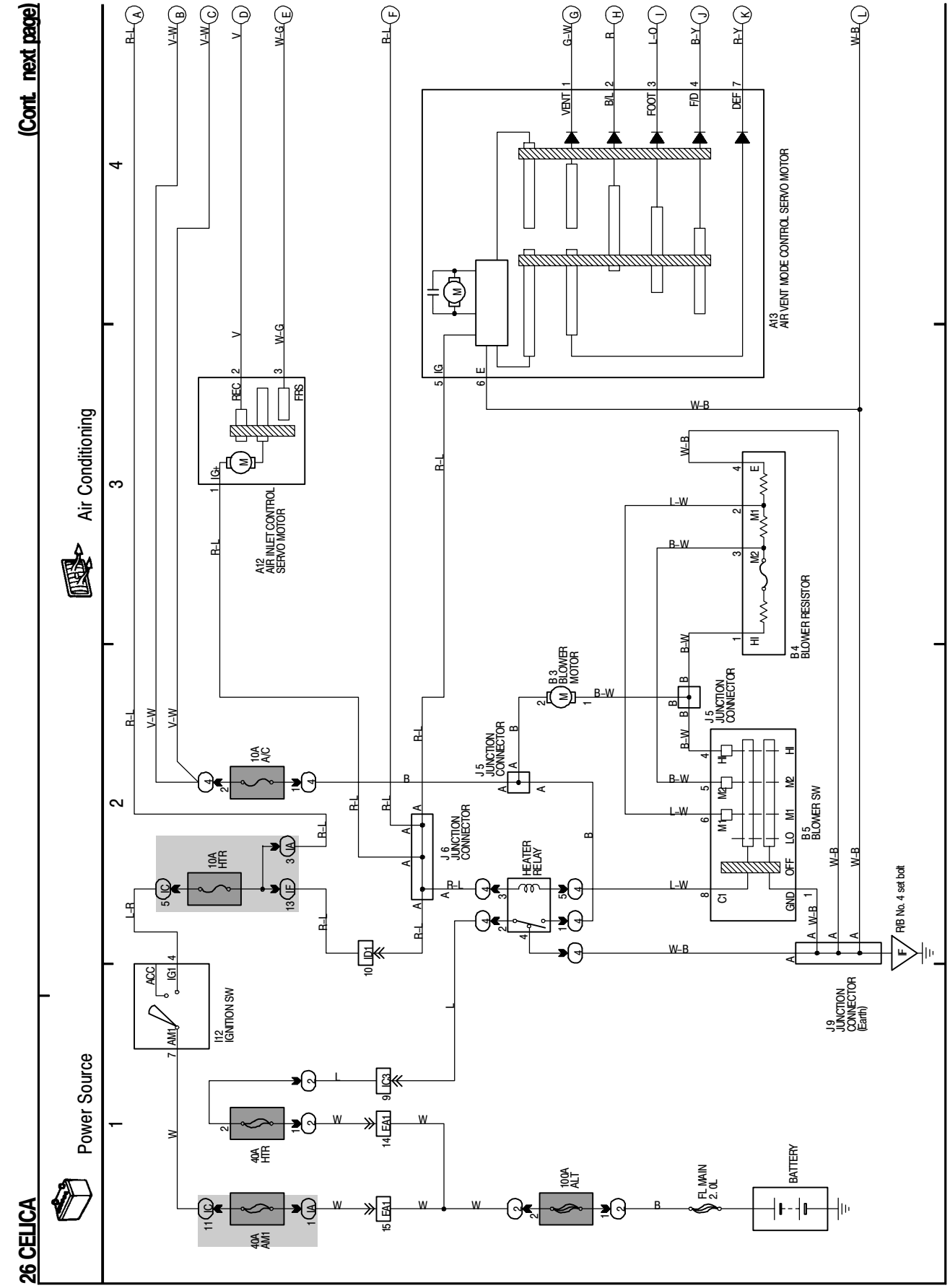

23 CELICA
Power Source
Combination Meter
1
2
3
4
*1 : Canada
*2 : USA
*3 : Malfunction Indicator Lamp
Connector
*4 : M/T
*5 : w/ Cruise Control
*6 : w/ ABS
See Interior Light System <6-2
See Charging System <1-2
See SRS System <18-3
See Illumination System <7-2
See Headlight System <4-3 <5-3
See Turn Signal and Hazard Warning Light System<9-4
See Cruise Control System <16-3
See ABS System <17-3
See Unlock and Seat Belt Warning System<19-2
See Engine Control System <2-3 <3-3
DOOR
CHARGE
SRS
ILLUMINATION
BEAM
TURN RH
TURN LH
CRUISE
O/D OFF (A/T)
ABS
OIL
BELT
BRAKE
BLUB CHECK
FUEL
WATER TEMP.
TACHO
SPEED
See Electronically Controlled Transmission System<20-4
O 1 OIL PRESSURE SW
D 3 DAYTIME RUNNING LIGHT RELAY(MAIN)
P 2 PARKING BRAKE SW
B 2 BRAKE FLUID LEVEL WARNING SW
J 7 JUNCTION CONNECTOR
F10 FUEL SENDER
W 2 WATER TEMP. SENDER
V 1 VEHICLE SPEED SENSOR (Combination Meter)
I12 IGNITION SW
J/B NO. 3
10A GAUGE
40A AM1
100A ALT
FL MAIN 2. 0L
BATTERY
COMBINATION METER
From Park/Neutral Position SW (A/T), Clutch Start SW(M/T) <1-2
From Top Stack Main Relay <24-1
From Cruise Control ECU <16-4
From Engine Control Module <2-7 <3-7
From Igniter <1-4
Instrument panel brace LH
Front side of left fender
Intake manifold

K OVERALL ELECTRICAL WIRING DIAGRAM

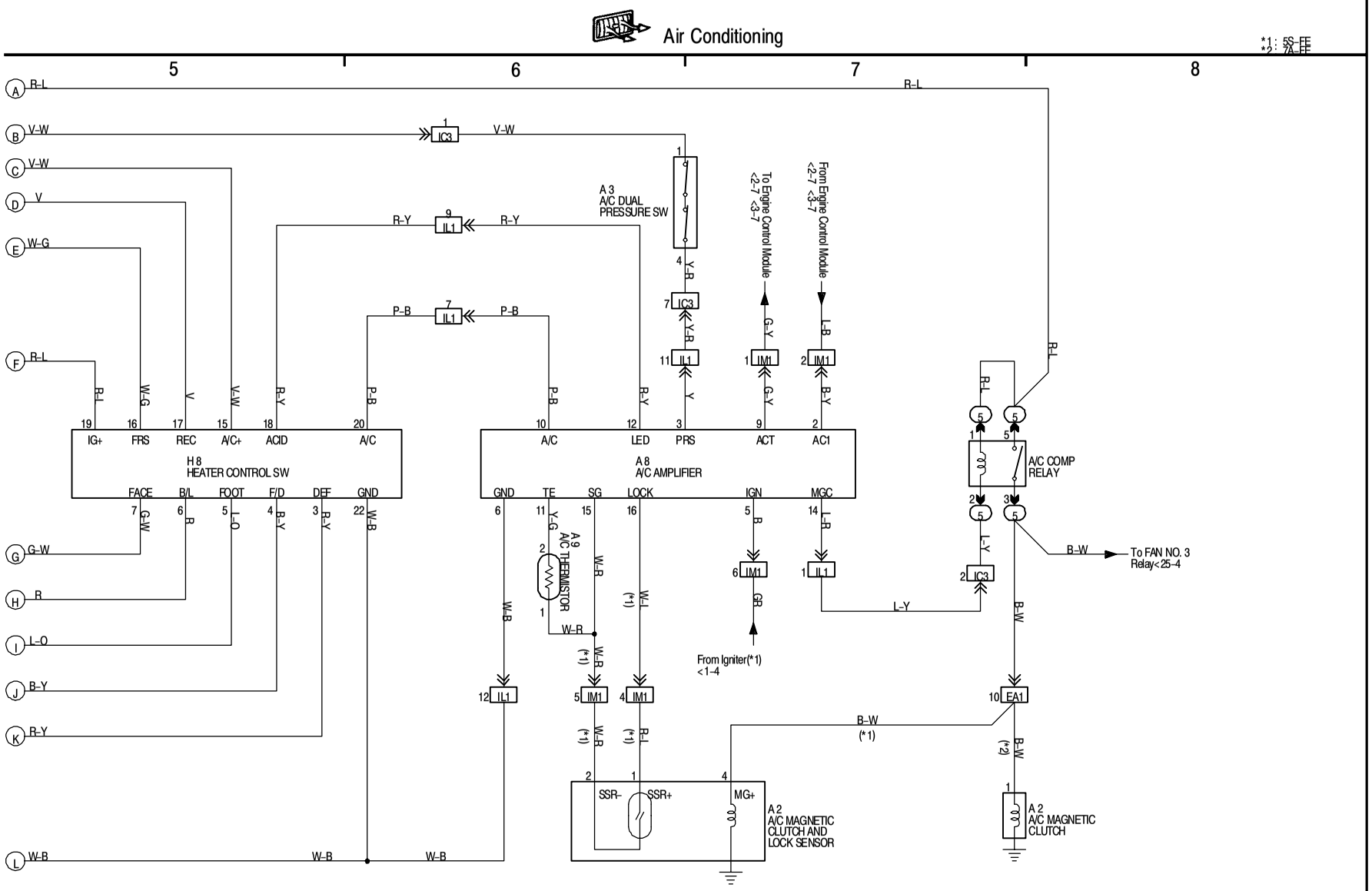



Power Source
Radiator Fan and Condenser Fan
*1 : 5S-FE
*2 : 7A-FE
1
2
3
4
ACC
IG1
AM1
W
L-R
I12
IGNITION SW
40A
AM1
15A
ECU-IG
30A
RDI
30A
CDS
B-Y
W-R
L-R
A1
A/C CONDENSER
FAN MOTOR
B-W
From A/C COMP Relay
<26-8
FAN
NO. 2
RELAY
FAN
NO. 3
RELAY
FAN
NO. 1
RELAY
100A
ALT
E/G MAIN
RELAY
A3
A/C SINGLE
PRESSURE SW
LG-B
W-B
L-B
(*2)
(*1)
W3
WATER TEMP. SW
(Radiator Fan)
From Engine Control Module
<2-7
R1
RADIATOR
FAN MOTOR
FL MAIN
2.0L
BATTERY
J1
JUNCTION
CONNECTOR
(Earth)
Left kick panel
J9
JUNCTION
CONNECTOR
(Earth)
R/B No. 4 set bolt
Front side of
right fender

K OVERALL ELECTRICAL WIRING DIAGRAM



26 CELICA(Cont' d)



K

K OVERALL ELECTRICAL WIRING DIAGRAM