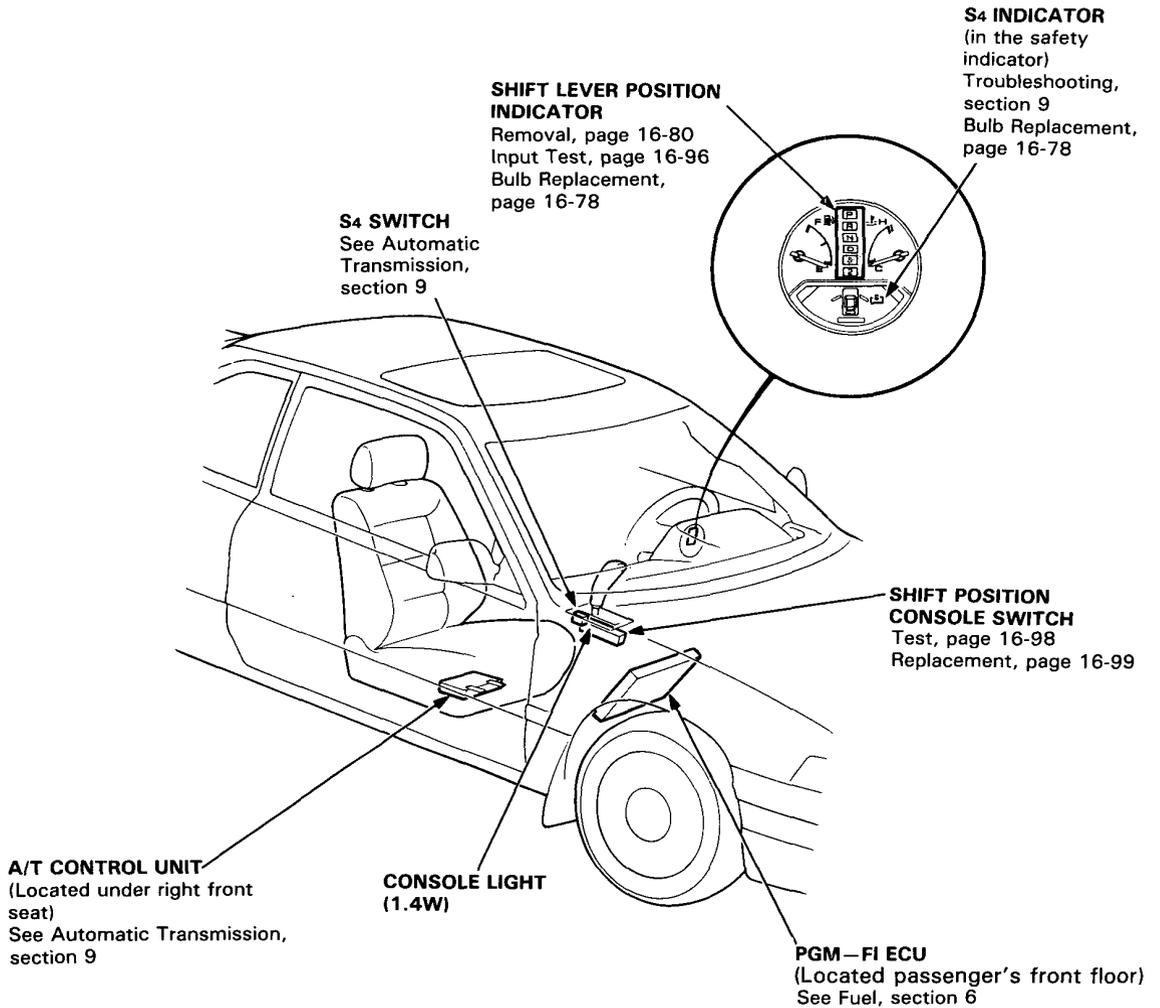


Shift Lever Position Indicator

Component Location Index

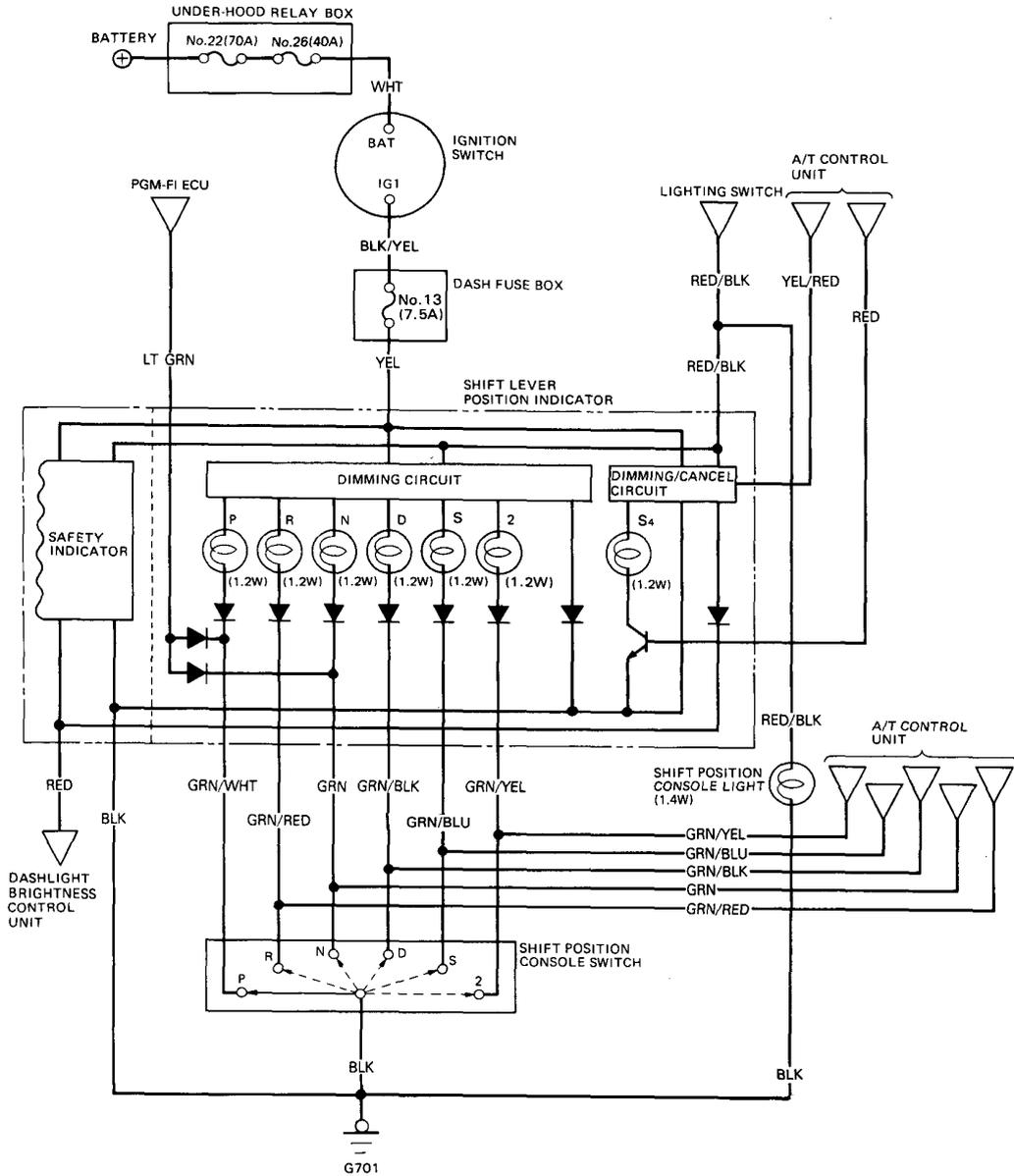
• A/T CONTROL SYSTEM

See Automatic Transmission, section 9





Circuit Diagram



Shift Lever Position Indicator

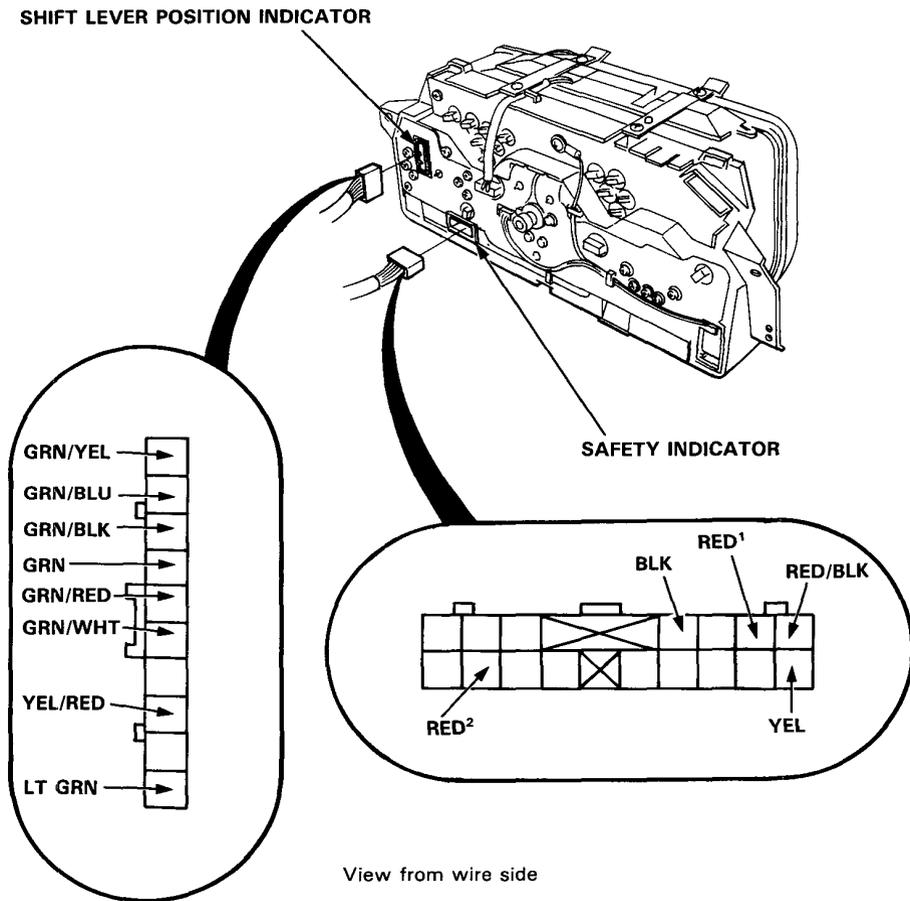
Indicator Input Test

Remove the gauge assembly from the dashboard to disconnect the 10-P and 16-P connectors from the indicators.

Make the following input tests at the harness pins.

If all tests prove OK, yet the indicator still fails to work, replace the indicator assembly.

NOTE: Several different wires have the same color. They have been given a number suffix to distinguish them (for example RED¹ and RED² are not the same).



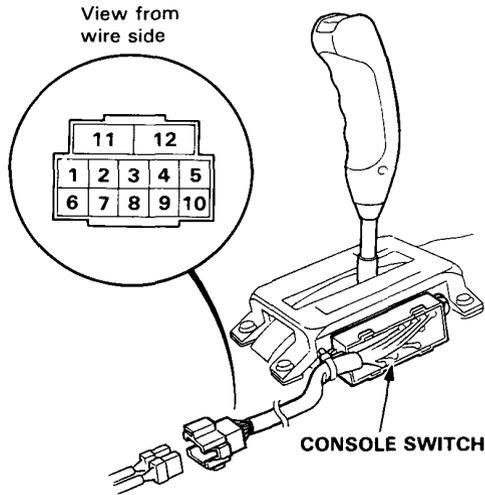


No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	<ul style="list-style-type: none"> • Poor ground (G701). • An open in the wire.
2	YEL	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 13 (7.5A) fuse. • An open in the wire.
3	GRN/WHT	Shift lever position in P.	Check for continuity to ground: should be continuity.	<ul style="list-style-type: none"> • Faulty shift position console switch. • Poor ground (G701). • An open in the wire.
	GRN/RED	Shift lever position in R.		
	GRN	Shift lever position in N.		
	GRN/BLK	Shift lever position in D.		
	GRN/BLU	Shift lever position in S.		
	GRN/YEL	Shift lever position in 2.		
4	RED/BLK and RED ¹	Lighting switch ON and dashlight brightness control dial on full bright.	Check for voltage between RED/BLK and RED ¹ terminals: should be battery voltage.	<ul style="list-style-type: none"> • Faulty dashlight brightness control system. • An open in the wire.
5	LT GRN	Ignition switch ON.	Check for voltage to ground: should be about 10V.	<ul style="list-style-type: none"> • Faulty PGM-FI system. • An open in the wire.
6	YEL/RED or RED ²	Ignition switch ON, S ₄ switch ON and shift lever position switch in S.	Check for voltage to ground: should be battery voltage between RED ² terminal and ground when the pilot light in the S ₄ switch is on.	<ul style="list-style-type: none"> • Faulty A/T control system. • Faulty S₄ switch. • An open in the wire.

Shift Lever Position Indicator

Console Switch Test

1. Remove the front console and the center instrument panel, then disconnect the 10-P and 2-P connectors from the console switch.
2. Check for continuity between the terminals in each switch position according to the tables.



Indicator Switch

Terminal Position	1	9	8	3	10	6	7
2	○	○					
S	○		○				
D	○			○			
N	○				○		
R	○					○	
P	○						○

Shift Position Switch (for cruise control)

Terminal Position	1	2
	○	○
	○	○
	○	○

(Internal connection)

Neutral Safety Switch

Terminal Position	11	12
2		
S		
D		
N	○	○
R		
P	○	○

Back-up Light Switch

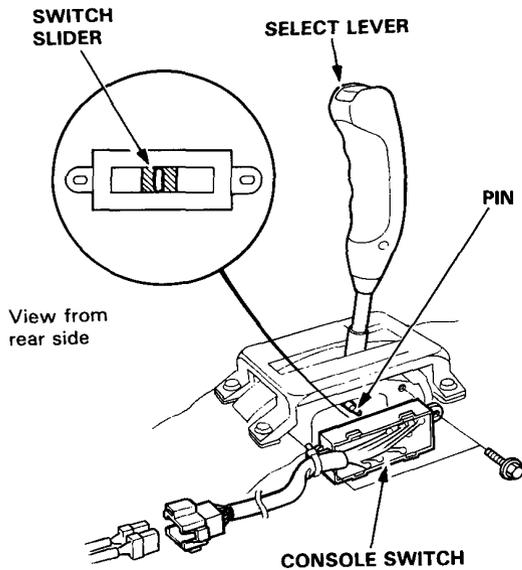
Terminal Position	4	5
	○	○

Washer Level Warning System



Console Switch Replacement

1. Remove the front console and the center instrument panel, then disconnect the 10-P and 2-P connectors from the console switch.
2. Remove the 2 bolts to replace the console switch.

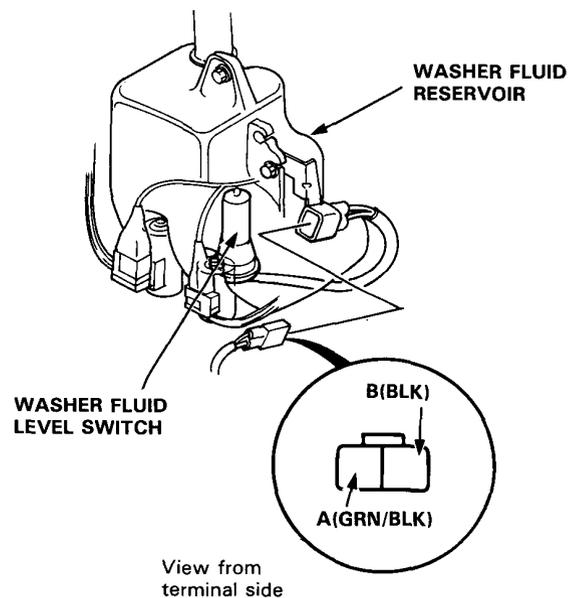


4. Position the switch slider to "Neutral" as shown above.
5. Shift the select lever to "Neutral", then slip the console switch into position.
6. Tighten the switch with the 2 bolts.

Warning Light Test

NOTE: Refer to page 16-76 for wiring description of the washer level warning circuit.

1. Turn the ignition switch on.
If the washer level warning light comes on, check the washer fluid level, and add washer fluid if necessary.
2. Remove the front bumper, then disconnect the 2-P connector from the washer fluid level switch. Connect the A (GRN/BLK) terminal to the B (BLK) terminal with a jumper wire. The warning light should come on as the ignition switch is turned on.



- If the light comes on, the problem is the washer fluid level switch.
- If the light does not come on, check for:
 - Poor ground (G201 or G701).
 - No power to the warning circuit.
 - An open in the GRN/BLK wire to the gauge assembly.
 - Bad bulb.
 - Faulty warning circuit.