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MODELS

VEHICLES FOR GENERAL EXPORT (Except BRAZIL, TAIWAN, HONG KONG, SOUTH AFRICA and ARGENTINA)

<Short wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V66W	MNDFL/R	4M40 Intercooler Turbo (2,835 mL)	V5M31 <5M/T>	Injection
	MNXFL			
	MRXFQL		V4A51 <4A/T>	
V63W	MRXVL	6G72-SOHC (2,972 mL)	V4A51 <4A/T>	MPI
	MRXVQL		V4A51 <4A/T>	
V65W	MYXVL	6G74-SOHC (3,496 mL)	V5A51 <5A/T>	
	MNXVQL		V5M31 <5M/T>	
	MYXVQL		V5A51 <5A/T>	

<Long wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V76W	LNDFL/R	4M40 Intercooler Turbo (2,835 mL)	V5M31 <5M/T>	Injection
	LNHFL/R			
	LNXFL/R			
	LRXFL/R		V4A51 <4A/T>	
	LNDFQL		V5M31 <5M/T>	
	LNHFQL/R			
	LNXFQL			
	LRXFQL/R		V4A51 <4A/T>	
V73W	LNDVL/R	6G72-SOHC (2,972 mL)	V5MT1 <5M/T>	MPI
	LNHVL/R		V5M31 <5M/T>	
	LNXVL			
	LRXVL/R		V4A51 <4A/T>	
	LNDVQL		V5MT1 <5M/T>	
	LNHVQL/R		V5M31 <5M/T>	
	LRHVQL		V4A51 <4A/T>	
	LNXVQL		V5M31 <5M/T>	
	LRXVQL/R		V4A51 <4A/T>	

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Model code		Engine model	Transmission model	Fuel supply system
V75W	LNXVL/R	6G74-SOHC (3,496 mL)	V5M31 <5M/T>	MPI
	LYXVL/R		V5A51 <5A/T>	
	LNXVQL		V5M31 <5M/T>	
	LYXVQL		V5A51 <5A/T>	
	LYXCQR	6G74 GDI (3,496 mL)		GDI
V78W	LNXFQL	4M41-DOHC Intercooler Turbo (3,200 mL)	V5M31 <5M/T>	Electronically-controlled high pressure fuel distribution
	LYXFQL/R		V5A51 <5A/T>	

(BRAZIL)
<Short wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V63W	MNXVQL1B	6G72-SOHC (2,972 mL)	V5M31 <5M/T>	MPI
V65W	MYXVQL1B	6G74-SOHC (3,496 mL)	V5A51 <5A/T>	

<Long wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V76W	LNXFQL1B	4M40 Intercooler Turbo (2,835 mL)	V5M31 <5M/T>	Injection
	LRXFQL1B		V4A51 <4A/T>	
V73W	LRXVQL1B	6G72-SOHC (2,972 mL)	V4A51 <4A/T>	MPI
V75W	LYXVQL1B	6G74-SOHC (3,496 mL)	V5A51 <5A/T>	
V78W	LNXFQL1B	4M41-DOHC Intercooler Turbo (3,200 mL)	V5M31 <5M/T>	Electronically-controlled high pressure fuel distribution
	LYXFQL1B		V5A51 <5A/T>	

(TAIWAN)
<Long wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V75W	LYXVQL1Q	6G74-SOHC (3,496 mL)	V5A51 <5A/T>	MPI

(HONG KONG)
<Long wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V73W	LNDVQR1D	6G72-SOHC (2,972 mL)	V5M31 <5M/T>	MPI
	LRUVQR1D		V4A51 <4A/T>	
V75W	LYXCQR1D	6G74 GDI (3,496 mL)	V5A51 <5A/T>	GDI

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(SOUTH AFRICA)
<Short wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V68W	MNXFR6S	4M41-DOHC Intercooler Turbo (3,200 mL)	V5M31 <5M/T>	Electronically-controlled high pressure fuel distribution
	MYXFR6S		V5A51 <5A/T>	
V65W	MYXVR6S	6G74-SOHC (3,496 mL)	V5A51 <5A/T>	MPI

<Long wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V78W	LNXFR6S	4M41-DOHC Intercooler Turbo (3,200 mL)	V5M31 <5M/T>	Electronically-controlled high pressure fuel distribution
	LYXFR6S		V5A51 <5A/T>	
V75W	LNXVR6S	6G74-SOHC (3,496 mL)	V5M31 <5M/T>	MPI
	LYXVR6S		V5A51 <5A/T>	

(ARGENTINA)
<Long wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V76W	LNXFL6A	4M40 Intercooler Turbo (2,835 mL)	V5M31 <5M/T>	Injection
V78W	LNXFL6A	4M41-DOHC Intercooler Turbo (3,200 mL)		Electronically-controlled high pressure fuel distribution

VEHICLES FOR GCC
<Short wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V63W	MNDVLW	6G72-SOHC (2,972 mL)	V5MT1 <5M/T>	MPI
	MNXVLW		V5M31 <5M/T>	
	MRXVLW		V4A51 <4A/T>	
V65W	MNDVLW	6G74-SOHC (3,496 mL)	V5M31 <5M/T>	
	MNXVLW			
	MYXVLW		V5A51 <5A/T>	

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<Long wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V73W	LNDVLW	6G72-SOHC (2,972 mL)	V5MT1 <5M/T>	MPI
	LRDVLW		V4A51 <4A/T>	
	LNHVLW		V5M31 <5M/T>	
	LRHVLW		V4A51 <4A/T>	
	LNXVLW		V5M31 <5M/T>	
	LRXVLW		V4A51 <4A/T>	
V75W	LNDVLW	6G74-SOHC (3,496 mL)	V5M31 <5M/T>	
	LNXVLW			
	LYXVLW		V5A51 <5A/T>	

VEHICLES FOR AUSTRALIA

<Long wheelbase>

Model code		Engine model	Transmission model	Fuel supply system
V78W	LNHFR8	4M41-DOHC Intercooler Turbo (3,200 mL)	V5M31 <5M/T>	Electronically-controlled high pressure fuel distribution
	LYHFR8		V5A51 <5A/T>	
	LNXFR8		V5M31 <5M/T>	
	LYXFR8		V5A51 <5A/T>	
	LNPFR8		V5M31 <5M/T>	
	LYPFR8		V5A51 <5A/T>	
V75W	LNHVR8	6G74-SOHC (3,496 mL)	V5M31 <5M/T>	MPI
	LYHVR8		V5A51 <5A/T>	
	LNXVR8		V5M31 <5M/T>	
	LYXVR8		V5A51 <5A/T>	
	LYPVR8			

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ABBREVIATION SYMBOLS

The following abbreviation symbols have been added.

1. Abbreviation symbols used for system name

Abbreviation symbol	Meaning	Abbreviation symbol	Meaning
M-ASTC	Mitsubishi active stability & traction control system	M-ATC	Mitsubishi active traction control system

2. Abbreviation symbols used for combination meters

Abbreviation symbol	Meaning	Abbreviation symbol	Meaning
4L	4LLc (Direct low-range 4-wheel drive) indicator lamp	M-ASTC	Active stability & traction control system operation indicator lamp
ACTIVE STABILITY CONTROL SYSTEM OFF	Active stability control system OFF indicator lamp	M-ATC	Active traction control system operation indicator lamp

OUTLINE OF CHANGES

WIRING HARNESS CONFIGURATION DIAGRAMS

Connector symbol	Name		Reference page	Description of changes
A	ENGINE COMPART-MENT	L.H. drive vehicles	1-2	● No connection (A-51) has been added.
B	ENGINE	4M41 <R.H. drive vehicles>	1-4	● Due to the abolition of wiper deicer, the connector name has been changed from wiper deicer (B-01) to no connection <Vehicles for South Africa and Australia>. ● Due to the adoption of M-ASTC, pressure sensor (B-61) has been added.
		MPI <L.H. drive vehicles>	1-6	● Due to the adoption of M-ATC, pressure sensor (B-61) has been added.
		MPI <R.H. drive vehicles>	1-8	● Due to the addition of vehicles for Hong Kong, the following connectors have been added. ● Detection sensor (B-05) ● Right bank oxygen sensor (B-124) ● Manifold differential pressure sensor (B-125) ● Left bank oxygen sensor (B-126) ● Due to the abolition of wiper deicer, the connector name has been changed from wiper deicer (B-01) to no connection <Vehicles for South Africa>. ● Due to the adoption of M-ATC, pressure sensor (B-61) has been added.
		GDI	1-12	● Due to the change of fuel pump circuit, fuel pump relay 2 (B-26X) has been added and the connector name has been changed from fuel pump relay (B-27X) to fuel pump relay 1.

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Connector symbol	Name		Reference page	Description of changes
C	TRANSMIS-SION	–	–	• Due to the addition of the 6G72 engine vehicles for Hong Kong and the GDI engine vehicles for General Export <Except for Hong Kong>, the application classification of oxygen sensor <MPI (Vehicles with catalytic converter (Except for Australia))> (C-19) has been changed to <Petrol (Vehicles with catalytic converter (Except for Hong Kong and Australia))>.

D	DASH PANEL	L.H. drive vehicles	1-14	• Due to the adoption of M-ATC, the following connectors have been added.
				  • Resister (D-39)
				  • J/C (9) (D-40)
				• Due to the adoption of side step lamp, side step lamp-ECU (D-155) has been added.
				• Due to the change of immobilizer system, the following connectors have been changed.
				  • The application classification of immobilizer-ECU <Vehicles for Taiwan> (D-133) has been changed to <Vehicles for Taiwan and Argentina>.
				  • The application classification of ignition key ring antenna <Vehicles for Taiwan> (D-201) has been changed to <Vehicles for Taiwan and Argentina>.
				• The number of pins and the colour of clock spring (D-205) connector have been changed from 4 to 6-B.
				• The number of pins of clock spring (D-206) connector has been changed from 2 to 4.

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Connector symbol	Name		Reference page	Description of changes
D	DASH PANEL	R.H. drive vehicles	1-20	● Due to the addition of the 6G72 engine vehicles for Hong Kong, the following connectors have been either changed or added. ● The application classification of automatic lighting control sensor <Vehicles for Hong Kong> (D-35) has been changed to <With automatic lighting system>. ● The application classification of engine-ECU <4M41, MPI-M/T> (D-110, 111, 112, 113) has been changed to <4M41, MPI-M/T (Except for Hong Kong)>. ● Engine-ECU <MPI-M/T (Vehicles for Hong Kong)> (D-157, 158, 159) has been addded. ● Due to the adoption of M-ATC and M-ASTC, the following connectors have been added. ● Resister (D-39) ● J/C (9) (D-40) ● Steering wheel sensor (D-277) ● Due to the adoption of side step lamp, side step lamp-ECU (D-155) has been added. ● No connection <Vehicles for Hong Kong-M/T> (D-41, 156) has been added. ● Due to the change of immobilizer system, the following connectors have been changed. ● The connector name has been changed from immobilizer-ECU <Vehicles for Australia (4M40)> or no connection <Vehicles for South Africa (4M41)> (D-133) to immobilizer-ECU. ● The connector name has been changed from ignition key ring antenna <Vehicles for Australia (4M40)> (D-201) to ignition key ring antenna. ● The number of pins and the colour of clock spring (D-205) connector have been changed from 4 to 6-B. ● The number of pins of clock spring (D-206) connector has been changed from 2 to 4.
E	FLOOR CONSOLE	L.H. drive vehicles	1-26	● Due to the adoption of M-ATC, the following connectors have been added. ● Instrument panel wiring harness and control wiring harness combination (E-25) ● G sensor (E-26) ● M-ATC-ECU (E-120, 121, 122) ● Control wiring harness and transmission wiring harness combination (E-123)
		R.H. drive vehicles	1-30	● Due to the adoption of M-ATC and M-ASTC, the following connectors have been added. ● Instrument panel wiring harness and control wiring harness combination (E-25) ● G sensor (E-26) ● G and yaw rate sensor (E-27) ● Active stability control switch (E-28) ● M-ATC-ECU (E-120, 121, 122) ● Control wiring harness and transmission wiring harness combination (E-123) ● M-ASTC-ECU (E-124, 125, 126) ● Due to the abolition of wiper deicer switch, the connector name has been changed from wiper deicer switch (E-15) to no connection <Vehicles for Hong Kong (GDI)>.

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Connector symbol	Name		Reference page	Description of changes

F	FRONT FLOOR AND ROOF	Short wheelbase models <L.H. drive vehicles>	1-34	• Due to the adoption of side step lamp, the following connectors have been added.
				  ● Side step lamp (RH) (F-39)
				  ● Side step lamp (LH) (F-40)
				• No connection (F-27, 37) have been added.

		Short wheelbase models <R.H. drive vehicles>	1-36	• Due to the adoption of side step lamp, the following connectors have been added.
				  ● Side step lamp (RH) (F-39)
				  ● Side step lamp (LH) (F-40)
				• No connection (F-37) has been added.

		Long wheel-base models <L.H. drive vehicles>	1-38	• Due to the adoption of side step lamp, the following connectors have been added.
				  ● Side step lamp (RH) (F-39)
				  ● Side step lamp (LH) (F-40)

		Long wheel-base models <R.H. drive vehicles>	1-40	• Due to the adoption of power seat for the front passenger's seat, power seat assembly (Passenger's side) (F-38) <Vehicles for Australia> has been added.
				• Due to the adoption of side step lamp, the following connectors have been added.
				  ● Side step lamp (RH) (F-39)
				  ● Side step lamp (LH) (F-40)
				• No connection (F-37) has been added.

G	REAR FLOOR AND UNDER-FLOOR	–	1-42	• Due to the change of back-up lamp, the application classification of back-up lamp (RH, LH) (G-20, 21) has been changed from <Vehicles for General Export (Except for Brazil, South Africa and Argentina) and GCC> to <2002 MY vehicles for Hong Kong>. • Due to the abolition of no connection <Vehicles for Hong Kong> (F-27), the application classification has been changed to <2002 MY vehicles for Hong Kong with 6G72>.

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SINGLE PART INSTALLATION POSITION

Location of changes	Reference page	Description of changes
RELAY	2-2	● Due to the change of fuel pump circuit, fuel pump relay 2 has been added and the name has been changed from fuel pump relay to fuel pump relay 1. <GDI>
ECU	2-2	● Due to the adoption of M-ASTC, M-ASTC-ECU has been added. ● Due to the adoption of M-ATC, M-ATC-ECU has been added. ● Due to the adoption of side step lamp, side step lamp-ECU has been added.
	–	● The application classifications of immobilizer-ECU have been changed from <4M40> to <Except GCC> and from <Except 4M40> to <GCC>, respectively.

SENSOR	2-3	● Due to the adoption of M-ATC and M-ASTC, the following sensors have been added.
		  ● G and yaw rate sensor
		  ● G sensor
		  ● Pressure sensor
		  ● Steering wheel sensor
		● Due to the addition of the 6G72 engine vehicles for Hong Kong, the following sensors have been added.
		  ● Left bank oxygen sensor
		  ● Right bank oxygen sensor
		● Due to the addition of the GDI engine vehicles for General Export <Except for Hong Kong>, the installation location of oxygen sensor has been added.

CIRCUIT DIAGRAMS

Main circuit	Circuit classifications	Reference page	Description of changes
CENTRALIZED JUNCTION	–	3-5	● Dedicated fuse No. 3 has been added. ● The connector symbol used for motor relay 2 (B-19X) has been changed. <M-ATC, M-ASTC> ● Fuel pump relay 2 (B-26X) has been added. ● The name has been changed from fuel pump relay (B-27X) to fuel pump relay 1. <GDI>
J/C	L.H. drive vehicles	3-6	● The circuits used for J/C (1), J/C (2), J/C (3), J/C (4) <Petrol>, J/C (6), J/C (7), and J/C (8) have been changed partially. ● J/C (9) has been added.
	R.H. drive vehicles	3-13	● The circuits used for J/C (1), J/C (3), J/C (4), J/C (5), J/C (6), J/C (7), and J/C (8) have been changed partially. ● J/C (9) has been added.

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Main circuit	Circuit classifications	Reference page	Description of changes
POWER DISTRIBUTION SYSTEM	Diesel <L.H. drive vehicles>	3-22	• The IG2 power supply circuit of front-ECU has been changed.
	Diesel <R.H. drive vehicles>	3-30	
	Petrol <L.H. drive vehicles>	3-38	
	Petrol <R.H. drive vehicles>	3-46	• The IG2 power supply circuit of front-ECU has been changed. • Dedicated fuse No.3 has been added.
IGNITION SYSTEM	MPI	3-55	• Due to the addition of the 6G72-M/T engine vehicles for Hong Kong, the circuit has been changed.
	GDI	3-56	• Due to the addition of the GDI engine vehicles for General Export <Except for Hong Kong>, the circuit has been changed according to the circuit classification that has been changed from GDI <Vehicles for Hong Kong> to GDI. • The earth circuit of engine-A/T-ECU has been changed.
CHARGING SYSTEM	GDI	3-59	• Due to the addition of the GDI engine vehicles for General Export <Except for Hong Kong>, the circuit has been changed according to the circuit classification that has been changed from GDI <Vehicles for Hong Kong> to GDI. • The circuit connected to J/C (4) (D-128) of the charging warning lamp circuit has been changed from terminal Nos. 25, 23 to terminal Nos. 32, 30.
ENGINE CONTROL SYSTEM	4M41 <R.H. drive vehicles>	3-60	• Due to the adotion of M-ASTC, the circuit has been changed. • The circuit connected from the engine-ECU (D-113) to J/C (5) (D-33) has been changed from terminal No. 9 to terminal No. 8. (Backup power supply circuit) • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6.

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Main circuit	Circuit classifications	Reference page	Description of changes
ENGINE CONTROL SYSTEM	MPI-M/T <R.H. drive vehicles>	–	• The circuit connected from the engine-ECU (D-113) to J/C (5) (D-33) has been changed from terminal No. 9 to terminal No. 8. (Backup power supply circuit) • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6.
	MPI-M/T <Vehicles for Hong Kong>	3-82	• Due to the addition of the 6G72 engine vehicles for Hong Kong, a new circuit has been established.
	MPI-A/T <L.H. drive vehicles for Taiwan>	3-72	• The backup power supply circuit of engine-A/T-ECU has been changed.
	MPI-A/T <R.H. drive vehicles>	–	• The circuit connected from the engine-A/T-ECU (D-120) to J/C (5) (D-33) has been changed from terminal No. 9 to terminal No. 8. (Backup power supply circuit) • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6.
	MPI-A/T <Vehicles for Hong Kong>	3-92	• Due to the addition of the 6G72 engine vehicles for Hong Kong, a new circuit has been established.

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Main circuit	Circuit classifications	Reference page	Description of changes
ENGINE CONTROL SYSTEM	GDI <R.H. drive vehicles>	3-102	• Due to the addition of the GDI engine vehicles for General Export <Except for Hong Kong>, the circuit has been changed according to the circuit classification that has been changed from GDI <Vehicles for Hong Kong> to GDI <R.H. drive vehicles>. • The fuel pump circuit has been changed. • The circuit connected from the engine-A/T-ECU (D-120) and the throttle valve controller (D-11) to J/C(5) (D-33) has been changed from terminal No. 9 to terminal No. 8. (Backup power supply circuit) • The circuit connected from the engine-A/T-ECU (D-122) to J/C (4) (D-128) has been changed from terminal No. 15 to terminal No. 14. (Stop lamp switch circuit) • The circuit connected from the GDI ECO indication lamp-ECU (E-112) to J/C (7) (D-31) has been changed from terminal No. 7 to terminal No. 8. • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. • The earth circuits of detonation sensor and engine-A/T-ECU have been changed. • The circuit connected between the engine-A/T-ECU (D-121) and terminal No. 1 of diagnosis connector (D-23) has been abolished.
ELC-4A/T	4M40 <L.H. drive vehicles>	–	• The circuit connected between the A/T-ECU (D-107) and terminal No. 1 of diagnosis connector (D-23) has been abolished. • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. • The diameter of wire connected between the 4LLc (Direct low range 4WD) switch (C-06) and the coupling connector (E-113) has been changed from 0.5 to 0.85. • The wire colour of terminal No. 36 at the combination meter (D-02) has been changed from W-L to R. (A/T fluid temperature warning lamp circuit) <LHD> • The circuit connected from the A/T-ECU (D-108) to J/C (5) (D-33) has been changed from terminal No. 9 to terminal No. 8. (Backup power supply circuit of ECU) <RHD> • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. <RHD>
	4M40 <R.H. drive vehicles>	–	

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Main circuit	Circuit classifications	Reference page	Description of changes
INVECS-II 4A/T	MPI <L.H. drive vehicles without sport mode>	–	• The wire colour of terminal No. 36 at the combination meter (D-02) has been changed from W-L to R. (A/T fluid temperature warning lamp circuit) • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. • The diameter of wire connected between the 4LLc (Direct low range 4WD) switch (C-06) and the coupling connector (E-113) has been changed from 0.5 to 0.75.
	MPI <L.H. drive vehicles with sport mode>	–	
	MPI <R.H. drive vehicles without sport mode>	3-116	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit has been changed. • The circuit connected from the engine-A/T-ECU (D-120) to J/C (5) (D-33) has been changed from terminal No. 9 to terminal No. 8. (Backup power supply circuit) <From 2003 MY> • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. <From 2003 MY> • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. <From 2003 MY> • The diameter of wire connected between the 4LLc (Direct low range 4WD) switch (C-06) and the coupling connector (E-113) has been changed from 0.5 to 0.75. <From 2003 MY>
	MPI <R.H. drive vehicles with sport mode>	–	• The circuit connected from the engine-A/T-ECU (D-120) to J/C (5) (D-33) has been changed from terminal No. 9 to terminal No. 8. (Backup power supply circuit) • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. • The diameter of wire connected between the 4LLc (Direct low range 4WD) switch (C-06) and the coupling connector (E-113) has been changed from 0.5 to 0.75.

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Main circuit	Circuit classifications	Reference page	Description of changes
INVECS-II 5A/T	4M41 <L.H. drive vehicles>	–	• The circuit connected between the A/T-ECU (D-107) and terminal No. 1 of diagnosis connector (D-23) has been abolished. • The wire colour of terminal No. 36 at the combination meter (D-02) has been changed from W-L to R. (A/T fluid temperature warning lamp circuit) • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. • The diameter of wire connected between the 4LLc (Direct low range 4WD) switch (C-06) and the coupling connector (E-113) has been changed from 0.5 to 0.85.
	4M41 <R.H. drive vehicles>	3-124	• Due to the adoption of M-ASTC, the circuit has been changed. • The circuit connected from the A/T-ECU (D-108) to J/C (5) (D-33) has been changed from terminal No. 9 to terminal No. 8. (Backup power supply circuit) • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. • The circuit connected between the A/T-ECU (D-107) and terminal No. 1 of diagnosis connector (D-23) has been abolished. • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. • The diameter of wire connected between the 4LLc (Direct low range 4WD) switch (C-06) and the coupling connector (E-113) has been changed from 0.5 to 0.85.
	MPI <L.H. drive vehicles>	3-134	• The backup power supply circuit of engine-A/T-ECU has been changed. <Vehicles for Taiwan> • The wire colour of terminal No. 36 at the combination meter (D-02) has been changed from W-L to R. (A/T fluid temperature warning lamp circuit) • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. • The diameter of wire connected between the 4LLc (Direct low range 4WD) switch (C-06) and the coupling connector (E-113) has been changed from 0.5 to 0.75.

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Main circuit	Circuit classifications	Reference page	Description of changes
INVECS-II 5A/T	MPI <R.H. drive vehicles>	–	• The circuit connected from the engine-A/T-ECU (D-120) to J/C (5) (D-33) has been changed from terminal No. 9 to terminal No. 8. (Backup power supply circuit) • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. • The diameter of wire connected between the 4LLc (Direct low range 4WD) switch (C-06) and the coupling connector (E-113) has been changed from 0.5 to 0.75.
	GDI <R.H. drive vehicles>	3-142	• Due to the addition of the GDI engine vehicles for General Export <Except for Hong Kong>, the circuit has been changed according to the circuit classification that has been changed from GDI <Vehicles for Hong Kong> to GDI <R.H. drive vehicles>. • The circuit connected from the engine-A/T-ECU (D-120) to J/C (5) (D-33) has been changed from terminal No. 9 to terminal No. 8. (Backup power supply circuit) • The circuit connected from the engine-A/T-ECU (D-122) to J/C (4) (D-128) has been changed from terminal No. 15 to terminal No. 14. (Stop lamp switch circuit) • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. • The circuit connected between the engine-A/T-ECU (D-121) and terminal No. 1 of diagnosis connector (D-23) has been abolished. • The wire colour of terminal No. 83 of the engine-A/T-ECU (D-121) has been changed from G-R to BR. • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. • The diameter of wire connected between the 4LLc (Direct low range 4WD) switch (C-06) and the coupling connector (E-113) has been changed from 0.5 to 0.75.

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Main circuit	Circuit classifications	Reference page	Description of changes
HEADLAMP	L.H. drive vehicles–halogen type	3-150	• The circuit classification has been changed from L.H. drive vehicles to L.H. drive vehicles – halogen type. • The IG2 power supply circuit of front-ECU has been changed. • Diagnosis connector (D-22) has been added to smart wiring system circuit.
	L.H. drive vehicles–discharge type	3-154	• The IG2 power supply circuit of front-ECU has been changed. • Diagnosis connector (D-22) has been added to smart wiring system circuit.
	R.H. drive vehicles–halogen type	3-158	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuits used for R.H. drive vehicles <Except for Hong Kong> and the circuits used for R.H. drive vehicles for Hong Kong have become integrated. • The IG2 power supply circuit of front-ECU has been changed. <From 2003 MY> • Diagnosis connector (D-22) has been added to smart wiring system circuit. <From 2003 MY> • The circuit connected from the front-ECU (A-08X) of smart wiring system circuit to J/C(7) (D-31) has been changed from terminal No. 22 to terminal No. 17. <From 2003 MY> • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. <From 2003 MY> • The wire diameter of terminal No. 35 at the combination meter (D-02) has been changed from 0.5 to 0.3. <From 2003 MY>
	R.H. drive vehicles–discharge type	3-162	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit has been changed according to the integration of circuits used for R.H. drive vehicles with discharge type <Except for Hong Kong> and R.H. drive vehicles with discharge type for Hong Kong. • The IG2 power supply circuit of front-ECU has been changed. <From 2003 MY> • Diagnosis connector (D-22) has been added to smart wiring system circuit. <From 2003 MY> • The circuit connected from the front-ECU (A-08X) of smart wiring system circuit to J/C(7) (D-31) has been changed from terminal No. 22 to terminal No. 17. <From 2003 MY>

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Main circuit	Circuit classifications	Reference page	Description of changes
HEADLAMP	R.H. drive vehicles– discharge type	3-162	• The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. <From 2003 MY> • The wire diameter of terminal No. 35 at the combination meter (D-02) has been changed from 0.5 to 0.3. <From 2003 MY>
TAIL LAMP, POSITION LAMP, LICENCE PLATE LAMP AND LIGHTING MONITOR BUZZER	L.H. drive vehicles <Except for Brazil and Argentina>	3-166	• The IG2 power supply circuit of front-ECU has been changed. • Diagnosis connector (D-22) has been added to smart wiring system circuit. • The number of tail lamp bulbs for the rear combination lamp has been changed from 2 to 1.
	L.H. drive vehicles for Brazil and Argentina	3-170	• The IG2 power supply circuit of front-ECU has been changed. • Diagnosis connector (D-22) has been added to smart wiring system circuit.
	R.H. drive vehicles <Except for Australia and South Africa>	3-174	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit has been changed according to the integration of circuits used for R.H. drive vehicles <Except for Australia, Hong Kong and South Africa> and R.H. drive vehicles for Hong Kong. • The IG2 power supply circuit of front-ECU has been changed. <From 2003 MY> • Diagnosis connector (D-22) has been added to smart wiring system circuit. <From 2003 MY> • The circuit connected from the front-ECU (A-08X) of smart wiring system circuit to J/C(7) (D-31) has been changed from terminal No. 22 to terminal No. 17. <From 2003 MY> • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. <From 2003 MY> • The number of tail lamp bulbs for the rear combination lamp has been changed from 2 to 1. <From 2003 MY>
	R.H. drive vehicles for Australia and South Africa	3-180	• The IG2 power supply circuit of front-ECU has been changed. • Diagnosis connector (D-22) has been added to smart wiring system circuit. • The circuit connected from the front-ECU (A-08X) of smart wiring system circuit to J/C(7) (D-31) has been changed from terminal No. 22 to terminal No. 17.

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Main circuit	Circuit classifications	Reference page	Description of changes
FRONT FOG LAMP	L.H. drive vehicles	3-184	• The IG2 power supply circuit of front-ECU has been changed. • Diagnosis connector (D-22) has been added to smart wiring system circuit. • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. • The circuit connected from the front-ECU (A-08X) of smart wiring system circuit to J/C(7) (D-31) has been changed from terminal No. 22 to terminal No. 17. <RHD>
	R.H. drive vehicles	3-188	
REAR FOG LAMP	Vehicles for Brazil and Argentina	3-192	• The IG2 power supply circuit of front-ECU has been changed. • Diagnosis connector (D-22) has been added to smart wiring system circuit. • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3.
	Vehicles for Australia and South Africa	3-196	• The IG2 power supply circuit of front-ECU has been changed. • Diagnosis connector (D-22) has been added to smart wiring system circuit. • The circuit connected from the front-ECU (A-08X) of smart wiring system circuit to J/C(7) (D-31) has been changed from terminal No. 22 to terminal No. 17. • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3.
SIDE STEP LAMP	L.H. drive vehicles	3-200	• Due to the adoption of side step lamp, a new circuit has been established.
	R.H. drive vehicles	3-206	
HEADLAMP LEVELING SYSTEM	L.H. drive vehicles	3-212	• The connector symbol used for headlamp leveling switch (D-140) has been changed.
	R.H. drive vehicles	3-214	
TURN-SIGNAL LAMP AND HAZARD WARNING LAMP	L.H. drive vehicles <Except for Brazil and Argentina >	3-216	• Diagnosis connector (D-22) has been added to smart wiring system circuit. • The circuit connected between the turn-signal lamp relay (RH) and the front and side turn signal lamp (RH) has been changed. • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3.
	L.H. drive vehicles for Brazil and Argentina	3-220	
	R.H. drive vehicles <Except for Australia and South Africa>	3-224	
	R.H. drive vehicles for Australia and South Africa>	3-228	
STOP LAMP	L.H. drive vehicles <Except for Brazil and Argentina>	3-231	• The number of stop lamp bulbs for the rear combination lamp has been changed from 2 to 1.
	R.H. drive vehicles <Except for Australia and South Africa>	3-232	

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Main circuit	Circuit classifications	Reference page	Description of changes
BACK-UP LAMP	L.H. drive vehicles	3-233	• Back-up lamp has been changed. <Except for Brazil and Argentina>
	R.H. drive vehicles without back-up warning buzzer	3-234	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit classification has been changed from R.H. drive vehicles <Except for Hong Kong> to R.H. drive vehicles without back-up warning buzzer. • Back-up lamp has been changed. <From 2003 MY except for Australia and South Africa>
	R.H. drive vehicles with back-up warning buzzer	3-236	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit classification has been changed from R.H. drive vehicles for Hong Kong to R.H. drive vehicles with back-up warning buzzer. • Back-up lamp has been changed. <From 2003 MY>
HORN	–	3-238	• Clock spring has been changed. • The type and diameter of wire connected between the horn (HI, LO) (A-28, 29) and J/C(3) (A-16) have been changed to flexible wire and from 0.5 to 2, respectively.
METER AND GAUGE	L.H. drive vehicles <Except for GCC>	3-240	• The wire diameter of both terminal Nos. 11 and 25 at the combination meter (D-03) has been changed from 0.5 to 0.3. • The connector symbol used for rheostat has been changed.
	L.H. drive vehicles for GCC	3-244	
	R.H. drive vehicles	3-248	• Due to the addition of the 6G72-M/T engine vehicles for Hong Kong, the circuit has been changed. • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. <From 2003 MY> • The wire diameter of both terminal Nos. 11 and 25 at the combination meter (D-03) has been changed from 0.5 to 0.3. <From 2003 MY> • The connector symbol used for rheostat has been changed. <From 2003 MY>
FUEL WARNING LAMP	L.H. drive vehicles	–	• The wire diameter of both terminal Nos. 11 and 25 at the combination meter (D-03) has been changed from 0.5 to 0.3. <From 2003 MY>
	R.H. drive vehicles	–	

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Main circuit	Circuit classifications	Reference page	Description of changes
POWER WINDOWS	Short wheelbase models <Vehicles for South Africa>	3-252	• Due to the abolition of the short wheelbase models for Hong Kong, the circuit classification has been changed from short wheelbase models <R.H. drive vehicles for Hong Kong and South Africa> to short wheelbase models <Vehicles for South Africa>. • Diagnosis connector (D-22) has been added to smart wiring system circuit. • Power windows timer function has been abolished. • Power windows main switch has been changed.
	Long wheelbase models <L.H. drive vehicles for Argentina>	3-256	• Diagnosis connector (D-22) has been added to smart wiring system circuit. • Power windows timer function has been abolished. <Vehicles for South Africa and Argentina> • Power windows main switch has been changed. <Vehicles for South Africa and Argentina>
	Long wheelbase models <R.H. drive vehicles for Hong Kong and South Africa>	3-262	
CENTRAL DOOR LOCKING SYSTEM AND FORGOTTEN KEY PREVENTION FUNCTION	L.H. drive vehicles with keyless entry system <Except for Taiwan>	3-268	• The circuit connected between the turn-signal lamp relay (RH) and the front and side turn signal lamp (RH) has been changed. • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3.
	L.H. drive vehicles with keyless entry system for Taiwan	3-276	
	R.H. drive vehicles without keyless entry system	3-284	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit has been changed.
	R.H. drive vehicles with keyless entry system	3-288	• The circuit connected between the turn-signal lamp relay (RH) and the front and side turn signal lamp (RH) has been changed. • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3.
HEATER	L.H. drive vehicles	–	• The circuit connected from the A/C switch (D-105) to J/C(6) (D-32) has been changed from terminal No. 4 to terminal No. 3. • The circuit connected from the illumination lamp of A/C switch (D-105) to J/C(8) (D-30) has been changed from terminal No. 33 to terminal No. 31.
	R.H. drive vehicles	–	• The circuit connected from the A/C switch (D-105) to J/C(8) (D-30) has been changed from terminal No. 2 to terminal No. 9.

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Main circuit	Circuit classifications	Reference page	Description of changes
REAR HEATER	L.H. drive vehicles <Built in floor console>	–	• The circuit connected from the rear blower relay (D-214) to J/C(6) (D-32) has been changed from terminal No. 3 to terminal No. 8. • The circuit connected from the illumination lamp of rear heater switch (E-101) to J/C(8) (D-30) has been changed from terminal No. 31 to terminal No. 33.
	L.H. drive vehicles <Built in underfloor>	–	
	R.H. drive vehicles <Built in underfloor>	3-296	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit has been changed. • The earthed point from the rear fan switch of rear heater switch (E-101) has been changed from No. 8 to No. 16. <From 2003 MY>
	R.H. drive vehicles <Built in floor console>	3-300	• The earthed points from the rear fan switch and the temperature adjustment switch of rear heater switch (E-101) have been changed from No. 8 to No. 16.
PTC HEATER	4M41 <R.H. drive vehicles>	3-303	• Due to the abolition of heater idle up, a new circuit has been established.
SINGLE MANUAL AIR CONDITIONER	4M40 <L.H. drive vehicles>	3-304	• Condenser fan circuit and A/C compressor circuit have been changed. • The circuit connected from the A/C switch (D-105) to J/C(6) (D-32) has been changed from terminal No. 4 to terminal No. 3. <LHD> • The circuit connected from the illumination lamp of A/C switch (D-105) to J/C(8) (D-30) has been changed from terminal No. 33 to terminal No. 31. <LHD> • The circuit connected from the A/C switch (D-105) to J/C(6) (D-32) has been changed from terminal No. 8 to terminal No. 4. <RHD> • The circuit connected from terminal No. 3 of A/C switch (D-105) to J/C(8) (D-30) has been changed from terminal No. 2 to terminal No. 9. <RHD>
	4M40 <R.H. drive vehicles>	3-310	
	4M41 <R.H. drive vehicles>	3-316	
	MPI <L.H. drive vehicles (Except for Taiwan)>	3-320	
	MPI <R.H. drive vehicles>	3-338	
	MPI <Vehicles for Taiwan>	3-326	• Condenser fan circuit and A/C compressor circuit have been changed. • The circuit connected from the illumination lamp of A/C switch (D-105) to J/C(8) (D-30) has been changed from terminal No. 33 to terminal No. 31.
	MPI <2002 MY vehicles for Hong Kong>	3-332	• Due to the addition of the 6G72 engine 2002 MY vehicles for Hong Kong, a circuit has been established.

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Main circuit	Circuit classifications	Reference page	Description of changes
DUAL MANUAL AIR CONDITIONER	4M40 <L.H. drive vehicles>	3-344	• Condenser fan circuit and A/C compressor circuit have been changed. • The circuit used for <L.H. drive vehicles without rear heater> and the circuit used for <L.H. drive vehicles with rear heater> have become integrated. <LHD> • The circuit connected from the A/C switch (D-105) to J/C(6) (D-32) has been changed from terminal No. 4 to terminal No. 3. <LHD> • The circuit connected from the rear blower relay (D-214) to J/C(6) (D-32) has been changed from terminal No. 3 to terminal No. 8. <LHD> • The circuit connected from the illumination lamp of A/C switch (D-105) to J/C(8) (D-30) has been changed from terminal No. 33 to terminal No. 31. <LHD> • The circuit connected from the illumination lamp of rear cooler switch (E-118) or rear A/C switch (E-119) to J/C(8) (D-30) has been changed from terminal No. 31 to terminal No. 33. <LHD> • The earthed point from the rear fan switch of rear cooler switch (E-118) or rear A/C switch (E-119) has been changed from No. 8 to No. 16. <RHD> • The harness wire diameter of terminal No. 3 of rear blower unit (G-04) or rear A/C unit (G-22) has been changed from 0.5 to 1.25. <RHD> • The circuit connected from the A/C switch (D-105) to J/C(6) (D-32) has been changed from terminal No. 8 to terminal No. 4. <RHD> • The circuit connected from terminal No. 3 of A/C switch (D-105) to J/C(8) (D-30) has been changed from terminal No. 2 to terminal No. 9. <RHD>
	4M40 <R.H. drive vehicles>	3-354	
	MPI <L.H. drive vehicles>	3-364	
	MPI <R.H. drive vehicles>	3-384	
	MPI <2002 MY vehicles for Hong Kong>	3-374	• Due to the addition of the 6G72 engine 2002 MY vehicles for Hong Kong, a circuit has been established.
SINGLE AUTOMATIC AIR CONDITIONER	4M40 <L.H. drive vehicles>	3-394	• Condenser fan circuit and A/C compressor circuit have been changed. • The circuit connected from the A/C-ECU (D-150) to J/C(6) (D-32) has been changed from terminal No. 6 to terminal No. 4.
	4M40 <R.H. drive vehicles>	3-400	• Condenser fan circuit and A/C compressor circuit have been changed. • The circuit connected from terminal No. 28 of A/C-ECU (D-132) to J/C(5) (D-33) has been changed from terminal No. 10 to terminal No. 11.

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Main circuit	Circuit classifications	Reference page	Description of changes
SINGLE AUTOMATIC AIR CONDITIONER	4M41 <Vehicles for South Africa>	3-406	• A/C compressor circuit has been changed. • The colour of shielded wire used for the earth circuit between the A/C-ECU and the center display has been changed from GR to BR-W. • The circuit connected from terminal No. 28 of A/C-ECU (D-132) to J/C(5) (D-33) has been changed from terminal No. 10 to terminal No. 11.
	MPI <L.H. drive vehicles>	3-410	• Condenser fan circuit and A/C compressor circuit have been changed.
	MPI <R.H. drive vehicles>	3-416	• A/C compressor circuit has been changed. • The colour of shielded wire used for the earth circuit between the A/C-ECU and the center display has been changed from GR to BR-W. <Vehicles for South Africa> • The circuit connected from terminal No. 28 of A/C-ECU (D-132) to J/C(5) (D-33) has been changed from terminal No. 10 to terminal No. 11.
DUAL AUTOMATIC AIR CONDITIONER	4M40 <L.H. drive vehicles>	3-422	• Condenser fan circuit and A/C compressor circuit have been changed. • The circuit connected from the rear blower relay (D-214) to J/C(6) (D-32) has been changed from terminal No. 3 to terminal No. 8. <LHD> • The circuit connected from the illumination lamp of rear cooler switch (E-118) or rear A/C switch (E-119) to J/C(8) (D-30) has been changed from terminal No. 31 to terminal No. 33. <LHD> • The colour of shielded wire used for the earth circuit between the A/C-ECU and the center display has been changed from GR to BR-W. <Vehicles for South Africa> • The earthed point from the rear fan switch of rear cooler switch (E-118) or rear A/C switch (E-119) has been changed from No. 8 to No. 16. <RHD> • The wire diameter of terminal No. 3 of rear blower unit (G-04) or rear A/C unit (G-22) has been changed from 0.5 to 1.25. <RHD> • The circuit connected from terminal No. 28 of A/C-ECU (D-132) to J/C(5) (D-33) has been changed from terminal No. 10 to terminal No. 11. <RHD>
	4M40 <R.H. drive vehicles>	3-432	
	4M41 <L.H. drive vehicles>	3-442	
	4M41 <R.H. drive vehicles>	3-452	
	MPI <L.H. drive vehicles>	3-462	
	MPI <R.H. drive vehicles>	3-482	
	MPI <2002 MY vehicles for Hong Kong>	3-472	• Due to the addition of the 6G72 engine 2002 MY vehicles for Hong Kong, a circuit has been established.

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Main circuit	Circuit classifications	Reference page	Description of changes
DUAL AUTOMATIC AIR CONDITIONER	GDI<R.H. drive vehicles>	3-492	• Due to the addition of the GDI engine vehicles for General Export <Except for Hong Kong>, the circuit has been changed according to the circuit classification that has been changed from GDI <Vehicles for Hong Kong> to GDI <R.H. drive vehicles>. • Condenser fan circuit and A/C compressor circuit have been changed. • The wire colour of terminal No. 83 of engine-A/T-ECU (D-121) has been changed from G-R to BR. • The earthed point from the rear fan switch of rear cooler switch (E-118) or rear A/C switch (E-119) has been changed from No. 8 to No. 16. • The wire diameter of terminal No. 3 of rear blower unit (G-04) or rear A/C unit (G-22) has been changed from 0.5 to 1.25. • The circuit connected from terminal No. 28 of A/C-ECU (D-132) to J/C(5) (D-33) has been changed from terminal No. 10 to terminal No. 11.
WINDSHIELD WIPER AND WASHER	L.H. drive vehicles	3-502	• The IG2 power supply circuit of front-ECU has been changed. • Diagnosis connector (D-22) has been added to smart wiring system circuit. • Windshield washer motor connector has been changed.
	R.H. drive vehicles without vehicle-speed-dependent wiper	3-506	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit classification has been changed from R.H. drive vehicles <Except for Hong Kong> to vehicles without vehicle-speed-dependent wiper. • The IG2 power supply circuit of front-ECU has been changed. <From 2003 MY> • Diagnosis connector (D-22) has been added to smart wiring system circuit. <From 2003 MY> • The circuit connected from the front-ECU (A-08X) of smart wiring system circuit to J/C(7) (D-31) has been changed from terminal No. 22 to terminal No. 17. <From 2003 MY> • Windshield washer motor connector has been changed. <From 2003 MY>

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Main circuit	Circuit classifications	Reference page	Description of changes
WINDSHIELD WIPER AND WASHER	R.H. drive vehicles with vehicle-speed-dependent wiper	3-510	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit has been changed according to the circuit classification that has been changed from R.H. drive vehicles for Hong Kong to vehicles with vehicle-speed-dependent wiper. • The IG2 power supply circuit of front-ECU has been changed. <From 2003 MY> • Diagnosis connector (D-22) has been added to smart wiring system circuit. <From 2003 MY> • The circuit connected from the front-ECU (A-08X) of smart wiring system circuit to J/C(7) (D-31) has been changed from terminal No. 22 to terminal No. 17. <From 2003 MY> • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. <From 2003 MY> • Windshield washer motor connector has been changed. <From 2003 MY>
REAR WIPER AND WASHER	L.H. drive vehicles	3-514	• Diagnosis connector (D-22) has been added to smart wiring system circuit.
	R.H. drive vehicles	3-518	
DEFOGGER AND DOOR MIRROR HEATER	L.H. drive vehicles with heater or manual air conditioner <Except for Taiwan>	–	• The circuit connected from the illumination lamp of A/C switch (D-105) to J/C(8) (D-30) has been changed from terminal No. 33 to terminal No. 31.
	Vehicles with manual air conditioner for Taiwan	–	
	R.H. drive vehicles with heater or manual air conditioner	3-522	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit has been changed. • The circuit connected from terminal No. 11 of A/C switch (D-105) to J/C(8) (D-30) has been changed from terminal No. 6 to terminal No. 9. <From 2003 MY>
ELECTRIC RETRACTABLE REMOTE-CONTROLLED MIRROR	R.H. drive vehicles with automatic restore function	3-524	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit has been changed according to the circuit classification that has been changed from <Vehicles for Hong Kong> to <R.H. drive vehicles with automatic restore function>. • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. <From 2003 MY>
HEADLAMP WASHER	L.H. drive vehicles	3-528	• The IG2 power supply circuit of front-ECU has been changed. • Diagnosis connector (D-22) has been added to smart wiring system circuit.
	R.H. drive vehicles	3-530	

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Main circuit	Circuit classifications	Reference page	Description of changes
RADIO AND TAPE PLAYER	L.H. drive vehicles	3-532	• The type and diameter of wire connected between the radio and tape player and the rear door speaker (RH) have been changed. <Vehicles for Taiwan>
	R.H. drive vehicles	3-536	• Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit has been changed. • The relay power supply circuit of motor antenna-ECU has been changed. <From 2003 MY>
CLOCK	–	3-541	• The power supply circuit between fusible link 2 and the clock has been changed. <L.H. drive vehicles>
RV METER	L.H. drive vehicles	3-542	• Diagnosis connector (D-22) has been added to smart wiring system circuit. • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. <RHD>
	R.H. drive vehicles	3-546	
CENTER DISPLAY	Vehicles for South Africa	3-550	
HBB, EBD AND ABS	Diesel <L.H. drive vehicles>	–	• The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. • The diameter of wire connected between the center differential lock detection switch (C-16) or 4WD detection switch (C-13) and the coupling connector (E-113) has been changed from 0.5 to 0.85.
	Diesel <R.H. drive vehicles>	–	
	Petrol <L.H. drive vehicles>	–	
	Petrol <R.H. drive vehicles>	3-556	• The circuit connected between terminal No. 47 of ABS-ECU (E-107) and the coupling connector (E-13) has been changed. <GDI> • The wire diameter of terminal No. 57 at the combination meter (D-01) has been changed from 0.5 to 0.3. • The diameter of wire connected between the center differential lock detection switch (C-16) or 4WD detection switch (C-13) and the coupling connector (E-113) has been changed from 0.5 to 0.85.
HBB, EBD, ABS AND M-ATC	L.H. drive vehicles	3-564	• Due to the adoption of M-ATC, a new circuit has been established.
	R.H. drive vehicles	3-574	
HBB, EBD, ABS AND M-ASTC	R.H. drive vehicles	3-584	• Due to the adoption of M-ASTC, a new circuit has been established.
AUTO-CRUISE CONTROL SYSTEM	4M41 <Vehicles for Argentina>	3-594	• Clock spring has been changed. • Auto-cruise control switch has been changed.

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Main circuit	Circuit classifications	Reference page	Description of changes
AUTO-CRUISE CONTROL SYSTEM	4M41 <R.H. drive vehicles>	3-600	• The circuit classification has been changed from 4M41 <Vehicles for South Africa> to 4M41 <R.H. drive vehicles>. • Due to the adotion of M-ASTC, the circuit has been changed. • Clock spring has been changed. • Auto-cruise control switch has been changed. • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. • The circuit connected from the engine-ECU (D-113) to J/C (5) (D-33) has been changed from terminal No. 9 to terminal No. 8. (Backup power supply circuit)
	MPI <L.H. drive vehicles>	3-608	• Clock spring has been changed.
	MPI <R.H. drive vehicles>	3-614	• Clock spring has been changed. • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. • The circuit connected from the auto-cruise control switch (D-205-3) to J/C (7) (D-31) has been changed from terminal No. 7 to terminal No. 8.
	GDI<R.H. drive vehicles>	3-620	• Due to the addition of the GDI engine vehicles for General Export <Except for Hong Kong>, the circuit has been changed according to the circuit classification that has been changed from GDI <Vehicles for Hong Kong> to GDI <R.H. drive vehicles>. • The circuit connected from the engine-A/T-ECU (D-120) and the throttle valve controller (D-11) to J/C(5) (D-33) has been changed from terminal No. 9 to terminal No. 8.(Backup power supply circuit) • The circuit connected from the engine-A/T-ECU (D-122) to J/C (4) (D-128) has been changed from terminal No. 15 to terminal No. 14. (Stop lamp switch circuit) • The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. • The circuit connected from the auto-cruise control switch (D-205-3) to J/C (7) (D-31) has been changed from terminal No. 7 to terminal No. 8.

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Main circuit	Circuit classifications	Reference page	Description of changes
AUTO-CRUISE CONTROL SYSTEM	GDI<R.H. drive vehicles>	3-620	● Clock spring has been changed. ● The earth circuit of engine-A/T-ECU has been changed. ● The circuit connected between the engine-A/T-ECU (D-121) and terminal No. 1 of diagnosis connector (D-23) has been abolished.
PART TIME 4WD SYSTEM	–	3-626	● 2WD and 4WD indicator lamp circuit has been changed. ● The circuit connected from the 4WD indicator-ECU (E-104) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. <RHD>
SUPER SELECT 4WD II SYSTEM	L.H. drive vehicles	3-628	● The circuits used for 4M40, 4M41, and MPI have become integrated. ● Due to the adoption of M-ATC, the circuit has been changed.
	MPI <2002 MY vehicles for Hong Kong>	3-636	● Due to the addition of the 6G72 engine vehicles for Hong Kong, the circuit has been changed.
	R.H. drive vehicles	3-640	● The circuits used for 4M40, 4M41, MPI, and GDI have become integrated. ● Due to adoption of M-ATC or M-ASTC, the circuit has been changed. ● The circuit connected from the transfer-ECU (E-105) to J/B (D-220) has been changed from terminal No. 6 to terminal No. 7.
REAR DIFFERENTIAL LOCK SYSTEM	L.H. drive vehicles	–	● The diameter of wire connected between the center differential lock detection switch (C-16) or 4WD detection switch (C-13) and the coupling connector (E-115) has been changed from 0.5 to 0.85. ● The circuit connected from the vehicle speed sensor (C-09) to J/C (7) (D-31) has been changed from terminal No. 8 to terminal No. 6. <RHD>
	R.H. drive vehicles	–	
SUPPLEMENTAL RESTRAINT SYSTEM (SRS)	L.H. drive vehicles	3-648	● Clock spring has been changed.
	R.H. drive vehicles	3-652	
SUNROOF	L.H. drive vehicles	3-656	● Sunroof timer function has been abolished. <Vehicles for South Africa and Argentina> ● Diagnosis connector (D-22) has been added to smart wiring system circuit.
	R.H. drive vehicles	3-660	
POWER SEAT	Except for Taiwan	3-664	● Power seat has been adopted for the front passenger's seat. <Vehicles for Australia>
THEFT-ALARM SYSTEM	Vehicles for Taiwan	3-666	● Diagnosis connector (D-22) has been added to smart wiring system circuit.

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Main circuit	Circuit classifications	Reference page	Description of changes
IMMOBILIZER SYSTEM	4M41 <L.H. drive vehicles>	3-674	• Immobilizer-ECU has been changed.
	4M41 <R.H. drive vehicles>	3-676	• Due to the change of immobilizer-ECU, a new circuit has been established.
	MPI <R.H. drive vehicles>	3-678	
	GDI <R.H. drive vehicles>	3-680	
RHEOSTAT	L.H. drive vehicles	3-682	• The connector symbol used for rheostat has been changed.
	R.H. drive vehicles	3-684	

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TABLE OF CIRCUIT DIAGRAMS

This table of circuit diagrams indicates those circuits in which changes and/or additions, etc. have been made; the circuits are here listed in the sequence in which they are presented in the wiring diagrams. Please use this table for reference when following maintenance or repair procedures.

NOTE

1. A (Added) : This circuit has been newly added.
2. R (Revised) : This circuit has been changed.
3. D (Deleted) : This circuit has been deleted.
4. I (Included) : This circuit is included in the previous manual(s).
5. N (Not applicable) : This circuit is not applicable.
6. P (Previous manual) : This circuits is not included, because it has not been changed. Refer to the previous manual(s).

Main circuit	Circuit classifications	Previous manual: Pub. No. PHJE0005 (Basic)	
J/B	–	I	1
J/C	L.H. drive vehicles	I	2
	R.H. drive vehicles	I	3
CENTRALIZED JUNCTION	–	I	4
POWER DISTRIBUTION SYSTEM	Diesel <L.H. drive vehicles>	I	5
	Diesel <R.H. drive vehicles>	I	6
	Petrol <L.H. drive vehicles>	I	7
	Petrol <R.H. drive vehicles>	I	8
STARTING SYSTEM	4M40	I	9
	4M41	I	10
	Petrol	I	11
IGNITION SYSTEM	MPI	I	12
	GDI <Vehicles for Hong Kong>	I	13
	GDI	N	14
CHARGING SYSTEM	Diesel	I	15
	MPI	I	16
	GDI <Vehicles for Hong Kong>	I	17
	GDI	N	18
GLOW SYSTEM	–	I	19
ENGINE CONTROL SYSTEM	4M40 <L.H. drive vehicles without EGR>	I	20
	4M40 <L.H. drive vehicles with EGR>	I	21
	4M40 <R.H. drive vehicles without EGR>	I	22
	4M40 <R.H. drive vehicles with EGR>	I	23
	4M41 <L.H. drive vehicles>	N	24
	4M41 <R.H. drive vehicles (Except for South Africa)>	N	25
	4M41 <Vehicles for South Africa>	I	26

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7. *1 : Indicates that <without sport mode> has been added to the classification.
8. *2 : Indicates that Argentina has been added to the circuit classification.
9. *3 : Indicates that the circuit designations have been changed from 4M41 <Vehicles for South Africa> to 4M41 <R.H. drive vehicles>.

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					'02 MY <Hong Kong-6G72>	'03 MY
1	**P**	**P**	**P**	**P**	**P**	
2	R	R	R	N	N	R
3	**P**	N	R	**P**	**P**	R
4	R	R	**P**	**P**	**P**	R
5	R	R	**P**	N	N	R
6	**P**	N	**P**	**P**	N	R
7	N	N	**P**	N	N	R
8	N	N	**P**	N	**P**	R
9	N	**P**	**P**	N	N	**P**
10	**P**	**P**	**P**	**P**	N	**P**
11	N	N	**P**	N	**P**	
12	N	N	**P**	N	R	
13	N	N	**P**	**P**	N	D
14	N	N	N	N	N	A
15	**P**	**P**	R	**P**	N	**P**
16	N	N	**P**	N	**P**	
17	N	N	**P**	**P**	N	D
18	N	N	N	N	N	A
19	**P**	**P**	**P**	**P**	N	**P**
20	N	N	**P**	N	N	**P**
21	N	**P**	**P**	N	N	**P**
22	N	N	**P**	N	N	**P**
23	N	N	**P**	N	N	**P**
24	A	A	R	N	N	**P**
25	A	N	D	N	N	
26	N	N	D	N	N	

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Main circuit	Circuit classifications	Previous manual: Pub. No. PHJE0005 (Basic)	
ENGINE CONTROL SYSTEM	4M41 <R.H. drive vehicles>	N	1
	MPI-M/T <L.H. drive vehicles>	I	2
	MPI-M/T <R.H. drive vehicles>	I	3
	MPI-M/T <Vehicles for Hong Kong>	N	4
	MPI-A/T <L.H. drive vehicles (Except for Taiwan)>	I	5
	MPI-A/T <L.H. drive vehicles for Taiwan>	I	6
	MPI-A/T <R.H. drive vehicles>	I	7
	MPI-A/T <Vehicles for Hong Kong>	N	8
	GDI <Vehicles for Hong Kong>	I	9
	GDI <R.H. drive vehicles>	N	10
ELC-4A/T	4M40 <L.H. drive vehicles>	I	11
	4M40 <R.H. drive vehicles>	I	12
INVECS-II 4A/T	MPI <L.H. drive vehicles without sport mode>*1	I	13
	MPI <L.H. drive vehicles with sport mode>	N	14
	MPI <R.H. drive vehicles without sport mode>*1	I	15
	MPI <R.H. drive vehicles with sport mode>	N	16
INVECS-II 5A/T	4M41 <L.H. drive vehicles>	N	17
	4M41 <R.H. drive vehicles (Except for South Africa)>	N	18
	4M41 <Vehicles for South Africa>	I	19
	4M41 <R.H. drive vehicles>	N	20
	MPI <L.H. drive vehicles>	I	21
	MPI <R.H. drive vehicles>	I	22
	GDI <Vehicles for Hong Kong>	I	23
	GDI <R.H. drive vehicles>	N	24
HEADLAMP	L.H. drive vehicles	I	25
	R.H. drive vehicles <Except for Hong Kong>	I	26
	R.H. drive vehicles for Hong Kong	I	27
	L.H. drive vehicles-discharge type	N	28
	R.H. drive vehicles-discharge type <Except for Hong Kong>	N	29
	R.H. drive vehicles with discharge type for Hong Kong	N	30
	L.H. drive vehicles-halogen type	N	31
	R.H. drive vehicles-halogen type	N	32
	R.H. drive vehicles-discharge type	N	33

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					'02 MY <Hong Kong-6G72>	'03 MY
1	N	N	A	R	N	R
2	N	N	R	N	N	**P**
3	N	N	R	N	N	**P**
4	N	N	N	N	A	
5	N	N	R	N	N	**P**
6	N	N	R	N	N	R
7	N	N	R	N	N	**P**
8	N	N	N	N	A	
9	N	N	R	N	N	D
10	N	N	N	N	N	A
11	N	N	R	N	N	**P**
12	N	N	R	N	N	**P**
13	N	N	R	N	N	**P**
14	N	N	A	N	N	**P**
15	N	N	R	N	R	
16	N	N	A	N	N	**P**
17	A	A	R	N	N	**P**
18	A	N	D	N	N	
19	N	N	D	N	N	
20	N	N	A	R	N	R
21	N	N	R	N	N	R
22	N	N	R	N	N	**P**
23	N	N	R	N	N	D
24	N	N	N	N	N	A
25	**P**	**P**	**P**	N	N	D
26	**P**	N	**P**	**P**	D	
27	N	N	**P**	N	D	
28	N	N	A	N	N	R
29	N	N	A	N	D	
30	N	N	A	N	D	
31	N	N	N	N	N	A
32	N	N	N	N	A	
33	N	N	N	N	A	

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TAIL LAMP, POSITION LAMP, LICENCE PLATE LAMP AND LIGHTING MONITOR BUZZER	L.H. drive vehicles <Except for Brazil and Argentina>*2	I	1
	L.H. drive vehicles for Brazil and Argentina*2	I	2
	R.H. drive vehicles <Except for Australia, Hong Kong and South Africa>	I	3
	R.H. drive vehicles for Australia and South Africa	I	4
	R.H. drive vehicles for Hong Kong	I	5
	R.H. drive vehicles <Except for Australia and South Africa>	N	6
FRONT FOG LAMP	L.H. drive vehicles	I	7
	R.H. drive vehicles	I	8
REAR FOG LAMP	Vehicles for Brazil and Argentina*2	I	9
	Vehicles for Australia and South Africa	I	10
ROOM LAMP, REAR PERSONAL LAMP AND LUGGAGE COMPARTMENT LAMP	Short wheelbase models <L.H. drive vehicles>	I	11
	Short wheelbase models <R.H. drive vehicles>	I	12
	Long wheelbase models <L.H. drive vehicles>	I	13
	Long wheelbase models <R.H. drive vehicles>	I	14
DOOR LAMP	L.H. drive vehicles	I	15
	R.H. drive vehicles	I	16
GLOVE BOX LAMP	–	I	17
VANITY MIRROR LAMP	L.H. drive vehicles	N	18
	R.H. drive vehicles	N	19
IGNITION KEY CYLINDER ILLUMINATION LAMP	L.H. drive vehicles	I	20
	R.H. drive vehicles	I	21
SIDE STEP LAMP	L.H. drive vehicles	N	22
	R.H. drive vehicles	N	23
HEADLAMP LEVELING SYSTEM	–	N	24
	L.H. drive vehicles	N	25
	R.H. drive vehicles	N	26
TURN-SIGNAL LAMP AND HAZARD WARNING LAMP	L.H. drive vehicles <Except for Brazil and Argentina>*2	I	27
	L.H. drive vehicles for Brazil and Argentina*2	I	28
	R.H. drive vehicles <Except for Australia and South Africa>	I	29
	R.H. drive vehicles for Australia and South Africa	I	30
STOP LAMP	L.H. drive vehicles <Except for Brazil and Argentina>*2	I	31
	L.H. drive vehicles for Brazil and Argentina*2	I	32

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					'02 MY <Hong Kong-6G72>	'03 MY
1	**P**	N	**P**	N	N	R
2	N	**P**	**P**	N	N	R
3	**P**	N	**P**	N	D	
4	N	N	**P**	**P**	N	R
5	N	N	**P**	N	D	
6	N	N	N	N	A	
7	**P**	**P**	**P**	N	N	R
8	**P**	N	R	**P**	**P**	R
9	N	**P**	**P**	N	N	R
10	N	N	R	**P**	N	R
11	N	N	**P**	N	N	**P**
12	N	N	R	N	N	**P**
13	**P**	**P**	**P**	N	N	**P**
14	**P**	N	R	**P**	**P**	
15	**P**	**P**	R	N	N	**P**
16	**P**	N	**P**	**P**	**P**	
17	N	**P**	**P**	N	**P**	
18	N	N	A	N	N	**P**
19	N	N	A	**P**	**P**	
20	**P**	**P**	**P**	N	N	**P**
21	**P**	N	**P**	**P**	**P**	
22	N	N	N	N	N	A
23	N	N	N	N	N	A
24	N	A	D	N	N	
25	N	N	A	N	N	R
26	N	N	A	N	**P**	R
27	**P**	N	R	N	N	R
28	N	**P**	R	N	N	R
29	**P**	N	**P**	N	**P**	R
30	N	N	**P**	**P**	N	R
31	**P**	N	**P**	N	N	R
32	N	**P**	**P**	N	N	**P**

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STOP LAMP	R.H. drive vehicles <Except for Australia and South Africa>	I	1
	R.H. drive vehicles for Australia and South Africa	I	2
BACK-UP LAMP	L.H. drive vehicles	I	3
	R.H. drive vehicles <Except for Hong Kong>	I	4
	R.H. drive vehicles for Hong Kong	I	5
	R.H. drive vehicles without back-up warning buzzer	N	6
	R.H. drive vehicles with back-up warning buzzer	N	7
HORN	–	I	8
METER AND GAUGE	L.H. drive vehicles <Except for GCC>	I	9
	L.H. drive vehicles for GCC	I	10
	R.H. drive vehicles	I	11
FUEL WARNING LAMP	L.H. drive vehicles	I	12
	R.H. drive vehicles	I	13
OIL PRESSURE WARNING LAMP	L.H. drive vehicles	I	14
	R.H. drive vehicles	I	15
BRAKE WARNING LAMP	L.H. drive vehicles	I	16
	R.H. drive vehicles	I	17
FUEL FILTER WARNING LAMP	Diesel <L.H. drive vehicles>	I	18
	Diesel <R.H. drive vehicles>	I	19
SEAT BELT WARNING LAMP	Vehicles for Taiwan	I	20
	Vehicles for GCC	I	21
	Vehicles for Australia	I	22
	Vehicles for Hong Kong	I	23
ENGINE OIL LEVEL WARNING LAMP	L.H. drive vehicles	N	24
	Vehicles for South Africa	I	25
POWER WINDOWS	Short wheelbase models <L.H. drive vehicles>	I	26
	Short wheelbase models <R.H. drive vehicles (Except for Hong Kong and South Africa)>	I	27
	Short wheelbase models <R.H. drive vehicles for Hong Kong and South Africa>	I	28
	Short wheelbase models <Vehicles for South Africa>	N	29
	Long wheelbase models <L.H. drive vehicles (Except for Argentina)>*2	I	30
	Long wheelbase models <L.H. drive vehicles for Argentina>	N	31
	Long wheelbase models <R.H. drive vehicles (Except for Hong Kong and South Africa)>	I	32

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					'02 MY <Hong Kong-6G72>	'03 MY
1	**P**	N	**P**	N	**P**	R
2	N	N	**P**	**P**	N	**P**
3	**P**	**P**	**P**	N	N	R
4	**P**	N	**P**	**P**	D	
5	N	N	**P**	N	D	
6	N	N	N	N	A	
7	N	N	N	N	A	
8	**P**	**P**	**P**	**P**	**P**	R
9	R	R	**P**	N	N	R
10	N	N	**P**	N	N	R
11	**P**	N	**P**	**P**	R	
12	**P**	**P**	**P**	N	N	**P**
13	**P**	N	**P**	**P**	**P**	
14	R	R	**P**	N	N	**P**
15	**P**	N	**P**	**P**	**P**	
16	**P**	**P**	**P**	N	N	**P**
17	**P**	N	**P**	**P**	**P**	
18	**P**	**P**	**P**	N	N	**P**
19	**P**	N	**P**	**P**	N	**P**
20	N	N	**P**	N	N	**P**
21	N	N	**P**	N	N	**P**
22	N	N	**P**	**P**	N	**P**
23	N	N	**P**	N	**P**	
24	N	A	**P**	N	N	**P**
25	N	N	**P**	N	N	**P**
26	N	N	**P**	N	N	**P**
27	N	N	**P**	N	N	**P**
28	N	N	**P**	N	N	D
29	N	N	N	N	N	A
30	**P**	**P**	**P**	N	N	**P**
31	N	A	**P**	N	N	R
32	**P**	N	**P**	**P**	N	**P**

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POWER WINDOWS	Long wheelbase models <R.H. drive vehicles for Hong Kong and South Africa>	I	1
CENTRAL DOOR LOCKING SYSTEM AND FORGOTTEN KEY PREVENTION FUNCTION	L.H. drive vehicles without keyless entry system	I	2
	L.H. drive vehicles with keyless entry system <Except for Taiwan>	I	3
	L.H. drive vehicles with keyless entry system for Taiwan	I	4
	R.H. drive vehicles without keyless entry system	I	5
	R.H. drive vehicles with keyless entry system	I	6
HEATER IDLE UP	4M41 <R.H. drive vehicles (Except for Argentina)>	N	7
PTC HEATER	4M41 <R.H. drive vehicles>	N	8
PTC HEATER AND HEATER IDLE UP	L.H. drive vehicles	N	9
	4M41 <L.H. drive vehicles>	N	10
	4M41 <Vehicles for South Africa>	I	11
HEATER	L.H. drive vehicles	I	12
	R.H. drive vehicles	I	13
REAR HEATER	L.H. drive vehicles <Built in floor console>	I	14
	L.H. drive vehicles <Built in underfloor>	I	15
	R.H. drive vehicles <Built in floor console>	I	16
	R.H. drive vehicles <Built in underfloor>	I	17
SINGLE MANUAL AIR CONDITIONER	4M40 <L.H. drive vehicles>	I	18
	4M40 <R.H. drive vehicles>	I	19
	4M41 <R.H. drive vehicles>	N	20
	MPI <L.H. drive vehicles (Except for Taiwan)>	I	21
	MPI <Vehicles for Taiwan>	I	22
	MPI <R.H. drive vehicles>	I	23
	MPI <2002 MY vehicles for Hong Kong>	N	24
DUAL MANUAL AIR CONDITIONER	4M40 <L.H. drive vehicles without rear heater>	I	25
	4M40 <L.H. drive vehicles with rear heater>	I	26
	4M40 <L.H. drive vehicles>	N	27
	4M40 <R.H. drive vehicles without rear heater>	I	28
	4M40 <R.H. drive vehicles with rear heater>	I	29
	4M40 <R.H. drive vehicles>	N	30
	MPI <L.H. drive vehicles without rear heater>	I	31
	MPI <L.H. drive vehicles with rear heater>	I	32
	MPI <L.H. drive vehicles>	N	33

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					'02 MY <Hong Kong-6G72>	'03 MY
1	N	N	**P**	N	**P**	R
2	**P**	R	R	N	N	**P**
3	**P**	R	R	N	N	R
4	N	N	R	N	N	R
5	**P**	N	**P**	**P**	R	
6	**P**	N	R	**P**	**P**	R
7	A	N	**P**	N	N	**P**
8	N	N	N	N	N	A
9	A	N	D	N	N	
10	N	A	R	N	N	**P**
11	N	N	R	N	N	D
12	N	N	**P**	N	N	**P**
13	N	N	R	N	N	**P**
14	N	N	**P**	N	N	**P**
15	N	**P**	**P**	N	N	**P**
16	N	N	R	N	N	R
17	N	N	R	**P**	R	
18	N	N	**P**	N	N	R
19	N	N	R	N	N	R
20	N	N	N	A	N	R
21	N	N	**P**	N	N	R
22	N	N	**P**	N	N	R
23	N	N	R	N	N	R
24	N	N	N	N	A	D
25	N	N	**P**	N	N	D
26	N	N	**P**	N	N	D
27	N	N	N	N	N	A
28	N	N	D	N	N	
29	N	N	D	N	N	
30	N	N	A	N	N	R
31	N	N	**P**	N	N	D
32	N	N	**P**	N	N	D
33	N	N	N	N	N	A

Main Index
Group TOC

Main circuit	Circuit classifications	Previous manual: Pub. No. PHJE0005 (Basic)	
DUAL MANUAL AIR CONDITIONER	MPI <R.H. drive vehicles without rear heater>	I	1
	MPI <R.H. drive vehicles with rear heater>	I	2
	MPI <R.H. drive vehicles>	N	3
	MPI <2002 MY vehicles for Hong Kong>	N	4
SINGLE AUTOMATIC AIR CONDITIONER	4M40 <L.H. drive vehicles>	I	5
	4M40 <R.H. drive vehicles>	I	6
	4M41 <Vehicles for South Africa>	I	7
	MPI <L.H. drive vehicles>	I	8
	MPI <R.H. drive vehicles>	I	9
	GDI <Vehicles for Hong Kong>	I	10
DUAL AUTOMATIC AIR CONDITIONER	4M40 <L.H. drive vehicles>	I	11
	4M40 <R.H. drive vehicles>	I	12
	4M41 <L.H. drive vehicles without rear heater>	N	13
	4M41 <L.H. drive vehicles>	N	14
	4M41 <R.H. drive vehicles without rear heater>	N	15
	4M41 <Vehicles for South Africa>	I	16
	4M41 <R.H. drive vehicles>	N	17
	MPI <L.H. drive vehicles>	I	18
	MPI <R.H. drive vehicles>	I	19
	MPI <2002 MY vehicles for Hong Kong>	N	20
	GDI <Vehicles for Hong Kong>	I	21
	GDI <R.H. drive vehicles>	N	22
WINDSHIELD WIPER AND WASHER	L.H. drive vehicles	I	23
	R.H. drive vehicles <Except for Hong Kong>	I	24
	R.H. drive vehicles for Hong Kong	I	25
	R.H. drive vehicles without vehicle-speed-dependent wiper	N	26
	R.H. drive vehicles with vehicle-speed-dependent wiper	N	27
REAR WIPER AND WASHER	L.H. drive vehicles	I	28
	R.H. drive vehicles	I	29
WIPER DEICER	Vehicles for South Africa	I	30
DEFOGGER AND DOOR MIRROR HEATER	L.H. drive vehicles with heater or manual air conditioner <Except for Taiwan>	I	31
	Vehicles with manual air conditioner for Taiwan	I	32
	L.H. drive vehicles with automatic air conditioner	I	33

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	Previous manual: Pub. No. PHJE0005-1 (Supplement)	Previous manual: Pub. No. PHJE0005-2 (Supplement)	Previous manual: Pub. No. PHJE0005-3 (Supplement)	Previous manual: Pub. No. PHJE0005-4 (Supplement)	This manual: Pub. No. PHJE0005-5 (Supplement)	
					'02 MY <Hong Kong-6G72>	'03 MY
1	N	N	D	N	N	
2	N	N	D	N	N	
3	N	N	A	N	N	R
4	N	N	N	N	A	D
5	N	N	**P**	N	N	R
6	N	N	R	N	N	R
7	N	N	R	N	N	R
8	N	N	**P**	N	N	R
9	N	N	R	N	N	R
10	N	N	R	N	N	D
11	N	**P**	**P**	N	N	R
12	N	N	R	N	N	R
13	A	N	**P**	N	N	D
14	N	A	**P**	N	N	R
15	A	N	D	N	N	
16	N	N	D	N	N	
17	N	N	A	**P**	N	R
18	N	N	**P**	N	N	R
19	N	N	R	N	N	R
20	N	N	N	N	A	D
21	N	N	R	N	N	D
22	N	N	N	N	N	A
23	**P**	**P**	**P**	N	N	R
24	**P**	N	**P**	**P**	D	
25	N	N	**P**	N	D	
26	N	N	N	N	A	
27	N	N	N	N	A	
28	**P**	**P**	R	N	N	R
29	**P**	N	**P**	**P**	**P**	R
30	N	N	**P**	N	N	D
31	N	N	**P**	N	N	**P**
32	N	N	**P**	N	N	**P**
33	**P**	**P**	**P**	N	N	**P**

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Group TOC

Main circuit	Circuit classifications	Previous manual: Pub. No. PHJE0005 (Basic)	
DEFOGGER AND DOOR MIRROR HEATER	R.H. drive vehicles with heater or manual air conditioner	I	1
	R.H. drive vehicles with automatic air conditioner	I	2
REMOTE-CONTROLLED MIRROR	L.H. drive vehicles	I	3
	R.H. drive vehicles	I	4
ELECTRIC RETRACTABLE REMOTE-CONTROLLED MIRROR	L.H. drive vehicles	N	5
	R.H. drive vehicles <Except for Hong Kong>	N	6
	Vehicles for Hong Kong	I	7
	R.H. drive vehicles with automatic restore function	N	8
HEADLAMP WASHER	L.H. drive vehicles	I	9
	R.H. drive vehicles	I	10
RADIO	L.H. drive vehicles	I	11
	R.H. drive vehicles	I	12
RADIO AND TAPE PLAYER	L.H. drive vehicles	I	13
	R.H. drive vehicles	I	14
RV METER	L.H. drive vehicles	I	15
	R.H. drive vehicles	I	16
CENTER DISPLAY	Vehicles for South Africa	I	17
CLOCK	–	I	18
CIGARETTE LIGHTER	–	I	19
ACCESSORY SOCKET	Short wheelbase models	I	20
	Long wheelbase models	I	21
HBB, EBD AND ABS	Diesel <L.H. drive vehicles>	I	22
	Diesel <R.H. drive vehicles>	I	23
	Petrol <L.H. drive vehicles>	I	24
	Petrol <R.H. drive vehicles>	I	25
HBB, EBD, ABS AND M-ATC	L.H. drive vehicles	N	26
	R.H. drive vehicles	N	27
HBB, EBD, ABS AND M-ASTC	R.H. drive vehicles	N	28
AUTO-CRUISE CONTROL SYSTEM	4M41 <Vehicles for Argentina>	N	29
	4M41 <Vehicles for South Africa>	I	30
	4M41 <R.H. drive vehicles>	N	31
	MPI <L.H. drive vehicles>	I	32
	MPI <R.H. drive vehicles>	I	33
	GDI <Vehicles for Hong Kong>	I	34
	GDI <R.H. drive vehicles>	N	35

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					'02 MY <Hong Kong-6G72>	'03 MY
1	N	N	R	**P**	R	
2	**P**	N	**P**	**P**	**P**	
3	**P**	**P**	D	N	N	
4	**P**	N	**P**	**P**	N	**P**
5	N	N	A	N	N	**P**
6	N	N	A	**P**	N	**P**
7	N	N	**P**	N	D	
8	N	N	N	N	A	
9	**P**	**P**	**P**	N	N	R
10	**P**	N	**P**	**P**	N	R
11	**P**	**P**	R	N	N	**P**
12	**P**	N	R	**P**	N	**P**
13	**P**	**P**	R	N	N	R
14	**P**	N	R	**P**	R	
15	R	R	**P**	N	N	R
16	R	N	R	**P**	N	R
17	N	N	R	N	N	R
18	N	N	R	**P**	**P**	R
19	**P**	**P**	**P**	**P**	**P**	
20	N	N	**P**	N	N	**P**
21	**P**	**P**	**P**	**P**	**P**	**P**
22	**P**	**P**	**P**	N	N	**P**
23	**P**	N	R	**P**	N	**P**
24	N	N	**P**	N	N	**P**
25	N	N	R	N	**P**	R
26	N	N	N	N	N	A
27	N	N	N	N	N	A
28	N	N	N	N	N	A
29	N	A	**P**	N	N	R
30	N	N	R	**P**	N	D
31	N	N	N	N	N	A
32	N	N	**P**	N	N	R
33	N	N	**P**	N	N	R
34	N	N	R	N	N	D
35	N	N	N	N	N	A

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Main circuit	Circuit classifications	Previous manual: Pub. No. PHJE0005 (Basic)	
PART TIME 4WD SYSTEM	–	I	1
SUPER SELECT 4WD II SYSTEM	4M40 <L.H. drive vehicles>	I	2
	4M40 <R.H. drive vehicles>	I	3
	4M41 <L.H. drive vehicles>	N	4
	4M41 <R.H. drive vehicles>*3	I	5
	MPI <L.H. drive vehicles>	I	6
	MPI <R.H. drive vehicles>	I	7
	GDI <Vehicles for Hong Kong>	I	8
	L.H. drive vehicles	N	9
	R.H. drive vehicles	N	10
	MPI <2002 MY vehicles for Hong Kong>	N	11
SUPPLEMENTAL RESTRAINT SYSTEM (SRS)	L.H. drive vehicles	I	12
	R.H. drive vehicles	I	13
REAR DIFFERENTIAL LOCK SYSTEM	L.H. drive vehicles	I	14
	R.H. drive vehicles	I	15
SUNROOF	L.H. drive vehicles	I	16
	R.H. drive vehicles	I	17
FUEL LINE HEATER	–	I	18
HEATED SEAT	L.H. drive vehicles	N	19
	Vehicles for Hong Kong and South Africa	I	20
POWER SEAT	Except for Taiwan	I	21
	Vehicles for Taiwan	I	22
IGNITION KEY REMINDER BUZZER	Vehicles for GCC and Taiwan	I	23
	Vehicles for Hong Kong	I	24
THEFT-ALARM SYSTEM	Vehicles for Taiwan	I	25
IMMOBILIZER SYSTEM	4M40 <Vehicles for Australia>	I	26
	4M41 <L.H. drive vehicles>	N	27
	4M41 <Vehicles for South Africa>	I	28
	4M41 <R.H. drive vehicles>	N	29
	Petrol vehicles for GCC	I	30
	Petrol vehicles for Taiwan	I	31
	Petrol vehicles for Australia, Hong Kong and South Africa	I	32
	MPI <R.H. drive vehicles>	N	33
	GDI <R.H. drive vehicles>	N	34
RHEOSTAT	L.H. drive vehicles	I	35
	R.H. drive vehicles	I	36

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					'02 MY <Hong Kong-6G72>	'03 MY
1	N	N	**P**	N	N	R
2	N	**P**	**P**	N	N	D
3	N	N	**P**	N	N	D
4	A	A	**P**	N	N	D
5	**P**	N	**P**	**P**	N	D
6	N	N	**P**	N	N	D
7	N	N	**P**	N	N	D
8	N	N	**P**	N	N	D
9	N	N	N	N	N	A
10	N	N	N	N	N	A
11	N	N	N	N	A	D
12	**P**	**P**	R	N	N	R
13	**P**	N	R	**P**	**P**	R
14	**P**	**P**	**P**	N	N	**P**
15	**P**	N	**P**	**P**	**P**	
16	**P**	**P**	R	N	N	R
17	**P**	N	R	**P**	**P**	R
18	**P**	R	R	**P**	N	**P**
19	N	A	**P**	N	N	**P**
20	N	N	**P**	N	N	**P**
21	**P**	**P**	**P**	**P**	N	R
22	N	N	R	N	N	**P**
23	N	N	**P**	N	N	**P**
24	N	N	**P**	N	**P**	
25	N	N	**P**	N	N	R
26	N	N	R	N	N	D
27	N	A	**P**	N	N	R
28	N	N	R	**P**	N	D
29	N	N	N	N	N	A
30	N	N	**P**	N	N	**P**
31	N	N	**P**	N	N	**P**
32	N	N	R	N	N	D
33	N	N	N	N	N	A
34	N	N	N	N	N	A
35	R	R	R	N	N	R
36	**P**	N	R	**P**	**P**	R