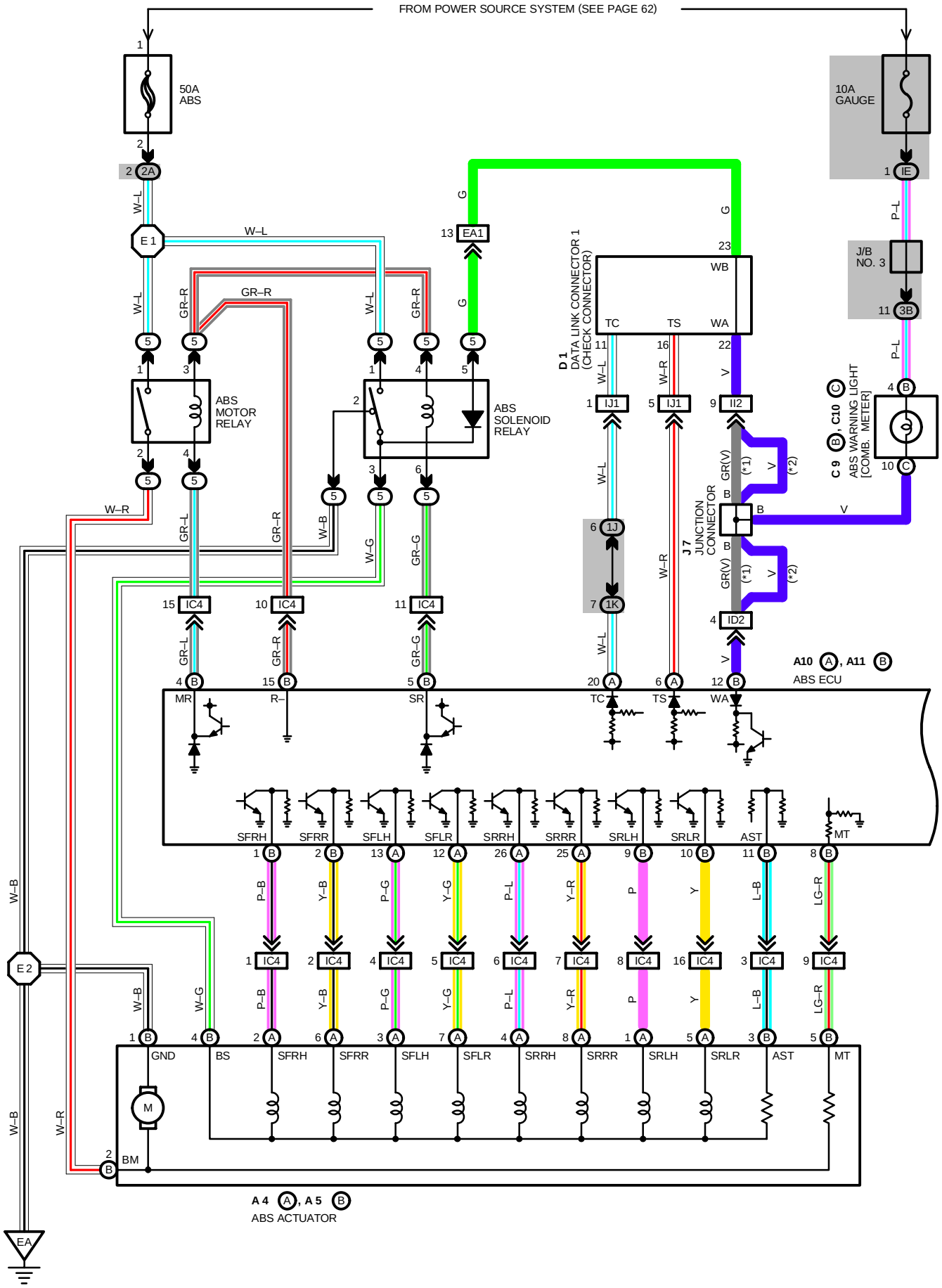
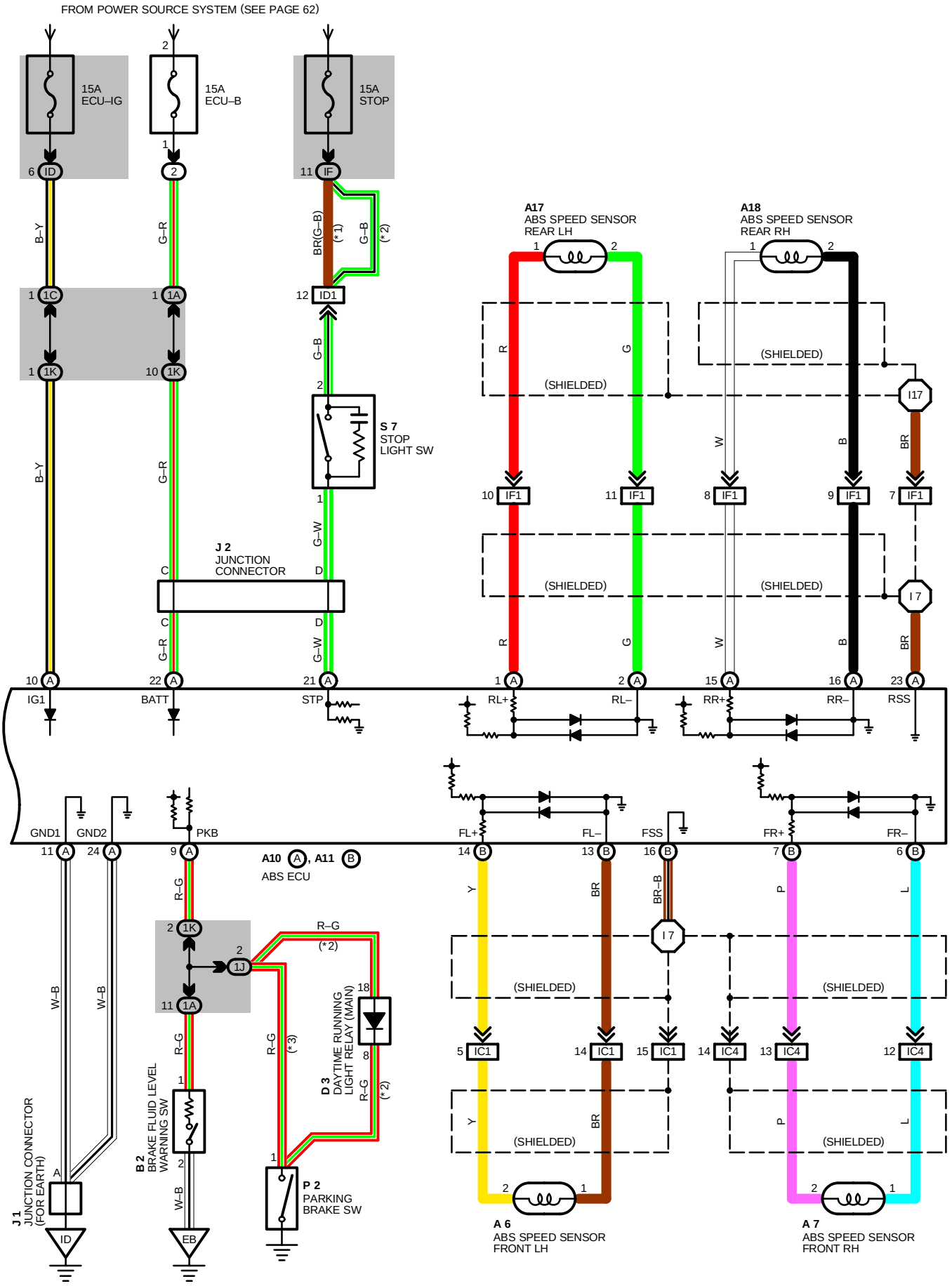
ABS (ANTI–LOCK BRAKE SYSTEM)



*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR.
FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.

*2 : CANADA
*3 : USA



ABS (ANTI–LOCK BRAKE SYSTEM)

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 IS DEPRESSED.

(3) PARKING BRAKE SW SIGNAL
A SIGNAL IS INPUT TO **TERMINAL PKB** OF THE ABS ECU WHEN THE PARKING BRAKE LEVER PULLED UP.

2. SYSTEM OPERATION

DURING SUDDEN BRAKING THE ABS ECU WHICH HAS SIGNALS INPUT FROM EACH OF THE SENSOR, CONTROLS CURRENT TO THE SOLENOID INSIDE THE ACTUATOR AND CAUSES THE HYDRAULIC PRESSURE ACTING ON EACH OF THE WHEEL CYLINDER 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)
(A) 6–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION AND THE DATA LINK CONNECTOR 1 (CHECK CONNECTOR) **TS–E1** NOT CONNECTED
(A)20–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION AND THE DATA LINK CONNECTOR 1 (CHECK CONNECTOR) **TC–E1** NOT CONNECTED
(A)12–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE ABS WARNING LIGHT GOES OFF
(A)13–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE ABS WARNING LIGHT GOES OFF
(A)25–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE ABS WARNING LIGHT GOES OFF
(A)26–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE ABS WARNING LIGHT GOES OFF
(B) 1–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 AND THE ABS WARNING LIGHT GOES OFF
(B) 9–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE ABS WARNING LIGHT GOES OFF
(B)10–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE ABS WARNING LIGHT GOES OFF
(A)10–GROUND : APPROX.. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
(A)21–GROUND : APPROX. **12** VOLTS WITH THE BRAKE PEDAL DEPRESSED
(A)22–GROUND : ALWAYS APPROX. **12** VOLTS
(DISCONNECT THE ECU CONNECTOR)
(B) 6– **(B)** 7 : **0.6–1.8** KΩ
(B)13–**(B)**14 : **0.6–1.8** KΩ
(A) 1– **(A)** 2 : **0.8–2.05** KΩ
(A)15–**(A)**16 : **0.8–2.05** KΩ

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
A 4	A	28 (5S–FE), 30 (7A–FE)	**A17**		36 (CONVERTIBLE)	**D 3**	32
A 5	B	28 (5S–FE), 30 (7A–FE)	**A18**		34 (L/B), 35 (C/P)	**J 1**	33
A 6		28 (5S–FE), 30 (7A–FE)			36 (CONVERTIBLE)	**J 2**	33
A 7		28 (5S–FE), 30 (7A–FE)	**B 2**		28 (5S–FE), 30 (7A–FE)	**J 7**	33
A10	A	32	**C 9**	B	32	**P 2**	33
A11	B	32	**C10**	C	32	**S 7**	33
A17		34 (L/B), 35 (C/P)	**D 1**		28 (5S–FE), 30 (7A–FE)		

: RELAY BLOCKS

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

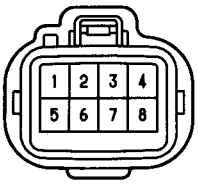
: GROUND POINTS

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

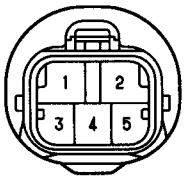
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	38 (5S–FE)	ENGINE ROOM MAIN WIRE	**I 7**	44	COWL WIRE
	40 (7A–FE)		**I17**	44	FLOOR WIRE

A 4 (A) GRAY



A 5 (B) GRAY



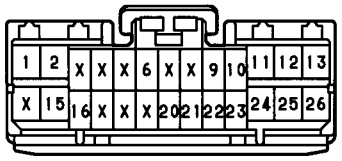
A 6 GRAY



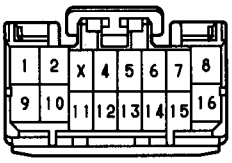
A 7 GRAY



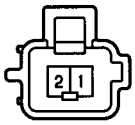
A10 (A)



A11 (B)



A17 GRAY



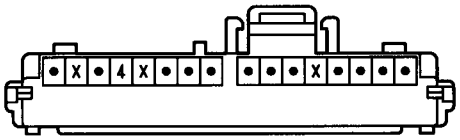
A18 GRAY



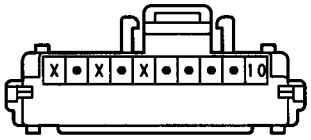
B 2 GRAY



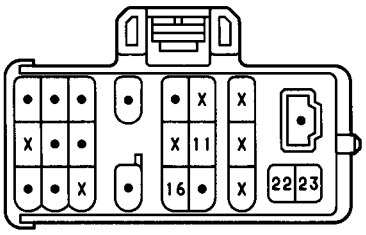
C 9 (B)



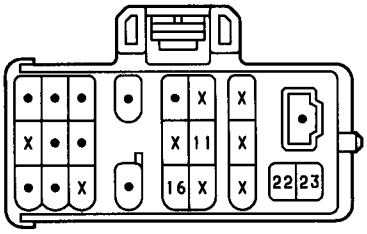
C10 (C) GRAY



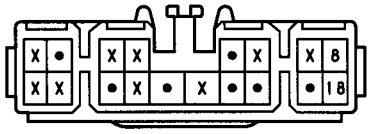
(A/T) D 1 BLACK



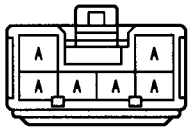
(M/T) D 1 BLACK



D 3 GRAY

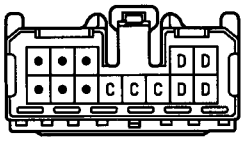


J 1



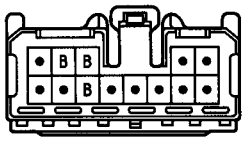
(HINT:SEE PAGE 7)

J 2 BLUE



(HINT:SEE PAGE 7)

J 7

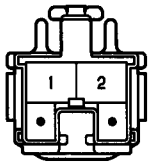


(HINT:SEE PAGE 7)

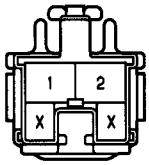
P 2 BLACK

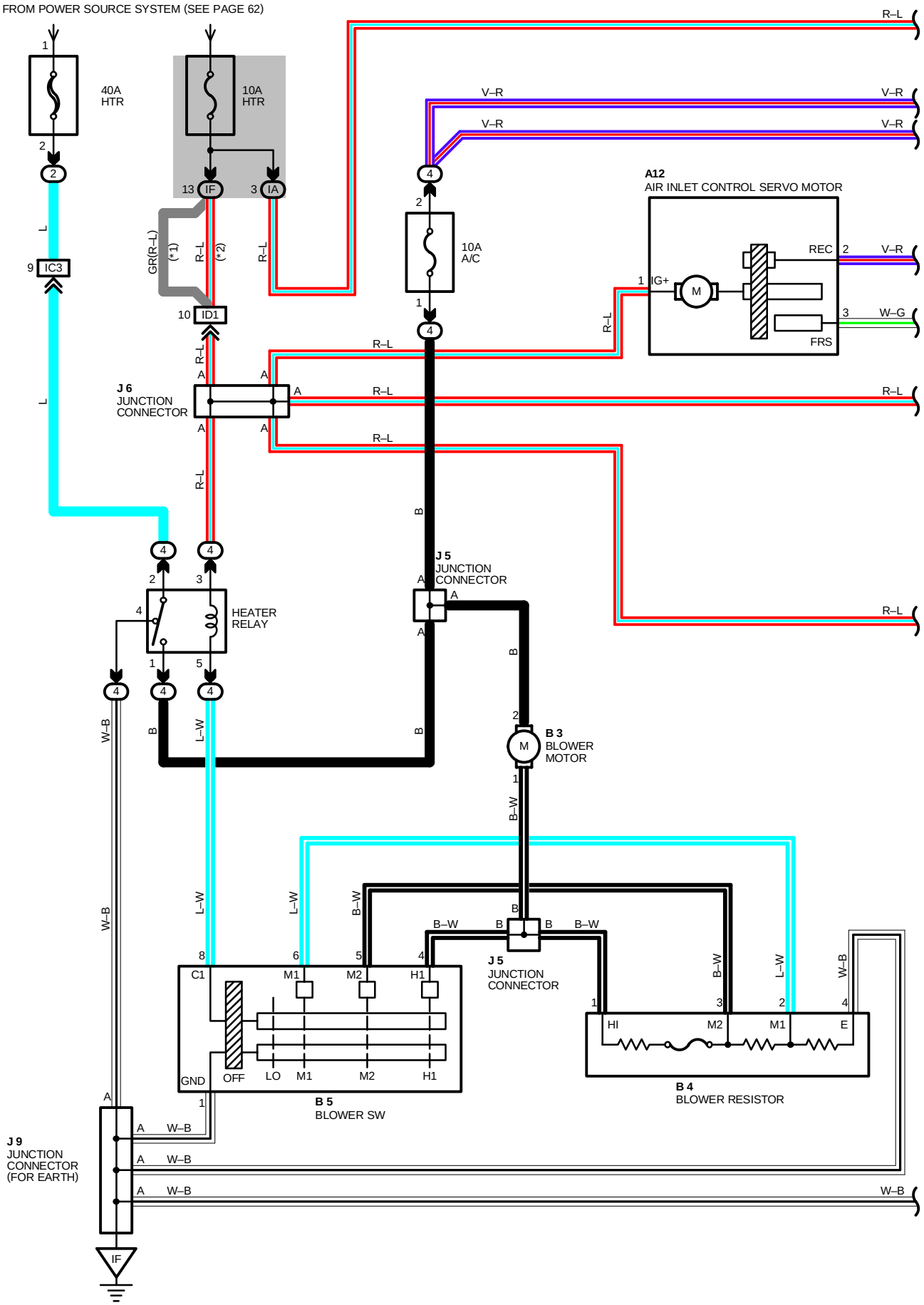


(W/ CRUISE CONTROL) S 7

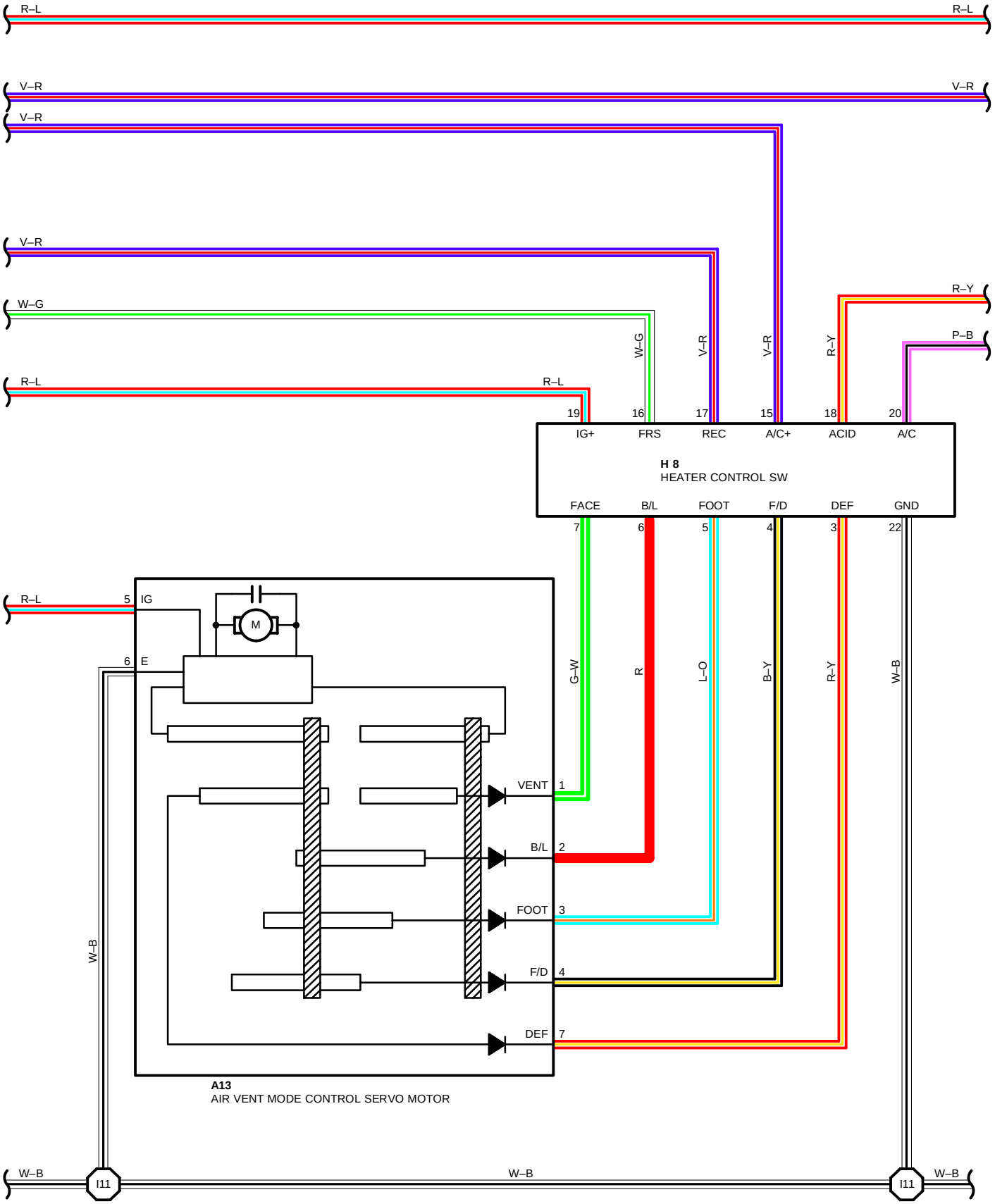


(W/O CRUISE CONTROL) S 7

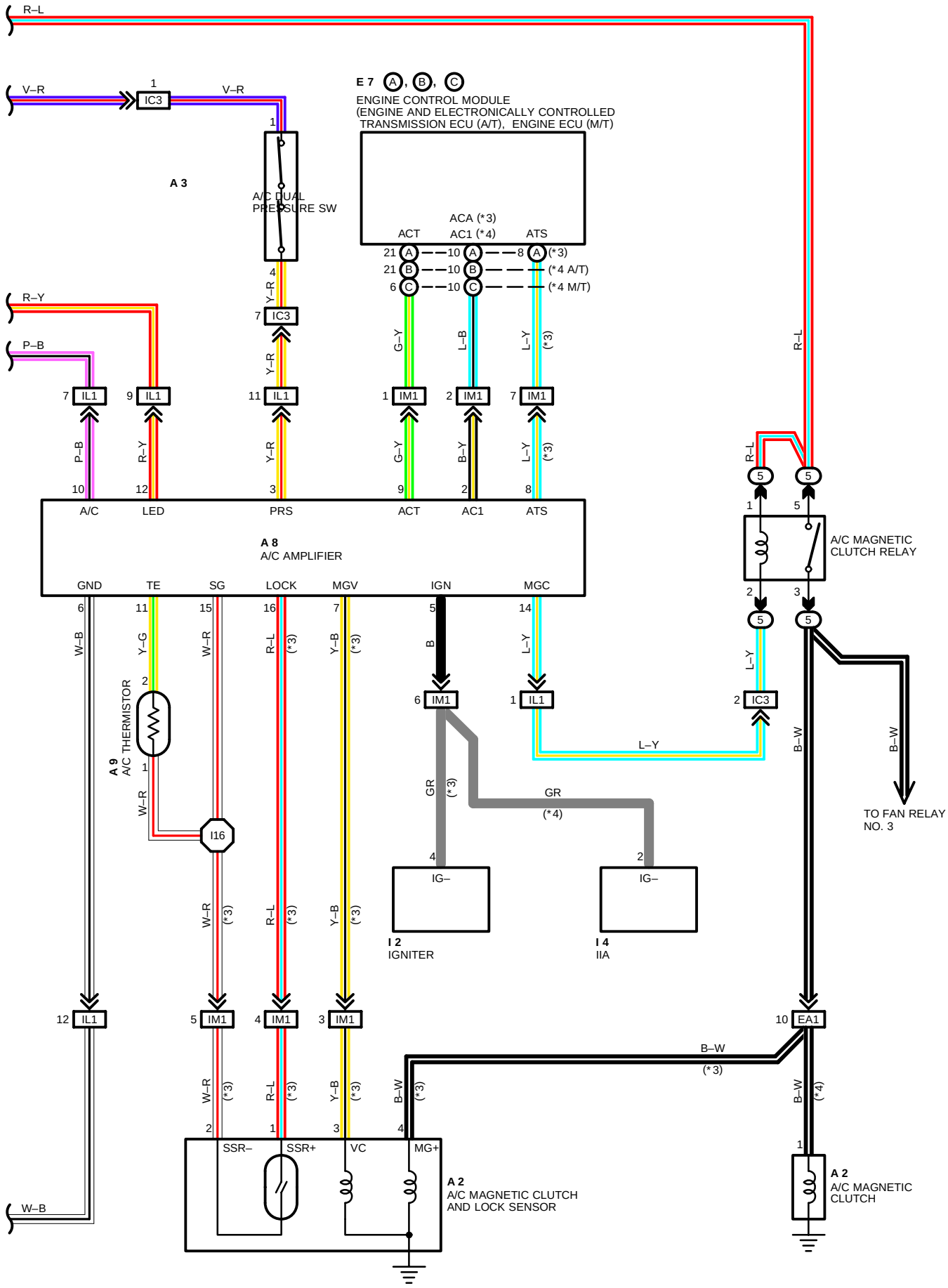



FROM POWER SOURCE SYSTEM (SEE PAGE 62)
40A HTR
10A HTR
10A A/C
IC3
ID1
IF
IA
GR(R–L)
(*1)
(*2)
R–L
V–R
L
W–B
L–W
B–W
B
A12
AIR INLET CONTROL SERVO MOTOR
REC
IG+
FRS
W–G
J 6
JUNCTION CONNECTOR
J 5
JUNCTION CONNECTOR
HEATER RELAY
B 3
BLOWER MOTOR
B 5
BLOWER SW
B 4
BLOWER RESISTOR
J 9
JUNCTION CONNECTOR (FOR EARTH)
GND
OFF
LO
M1
M2
H1
HI
E
C1

*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR.
FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.
*2 : CANADA



*3 : 5S–FE
*4 : 7A–FE


R–L
V–R
IC3
A 3
A/C DUAL PRESSURE SW
E 7 A, B, C
ENGINE CONTROL MODULE
(ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)
ACA (*3)
ACT
AC1 (*4)
ATS
(*3)
(*4 A/T)
(*4 M/T)
R–Y
P–B
Y–R
G–Y
L–B
L–Y
B–Y
IL1
IM1
A/C
LED
PRS
ACT
AC1
ATS
A 8
A/C AMPLIFIER
GND
TE
SG
LOCK
MGV
IGN
MGC
W–B
Y–G
W–R
R–L
Y–B
B
GR
A 9
A/C THERMISTOR
I16
A/C MAGNETIC CLUTCH RELAY
TO FAN RELAY NO. 3
B–W
I 2
IGNITER
I 4
IIA
IG–
EA1
SSR–
SSR+
VC
MG+
A 2
A/C MAGNETIC CLUTCH AND LOCK SENSOR
A/C MAGNETIC CLUTCH

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 **LOW** 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 RECIR/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 FOLLOWING 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.

AIR CONDITIONING

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 : CONTINUOUS WITH THE A/C SW (HEATER CONTROL SW) ON AND THE IGNITION SW AT **ON** POSITION
15–GROUND : ALWAYS CONTINUOUS
6–GROUND : ALWAYS CONTINUOUS
3–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON
A 9 A/C THERMISTOR
1–2 : APPROX. **2341± 234** AT **15**˚C (**59**˚F)
B 4 BLOWER RESISTOR
1–3 : APPROX. **0.47**
1–2 : APPROX. **1.42**
1–4 : APPROX. **2.28**
B 5 BLOWER SW
8–1 : CONTINUOUS WITH THE BLOWER SW AT **LO, M1, M2** AND **HI** POSITION
6–1 : CONTINUOUS WITH THE BLOWER SW AT **M1** POSITION
5–1 : CONTINUOUS WITH THE BLOWER SW AT **M2** POSITION
4–1 : CONTINUOUS WITH THE BLOWER SW AT **HI** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
A 2	28 (5S–FE), 30 (7A–FE)	**B 3**		32	**H 8**	33
A 3	28 (5S–FE), 30 (7A–FE)	**B 4**		32	**I 2**	29 (5S–FE)
A 8	32	**B 5**		32	**I 4**	31 (7A–FE)
A 9	32	**E 7**	A	32 (5S–FE)	**J 5**	33
A12	32		B	32 (7A–FE A/T)	**J 6**	33
A13	32		C	32 (7A–FE M/T)	**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

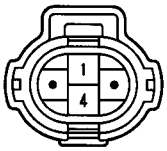
(5S-FE) A 2 GRAY



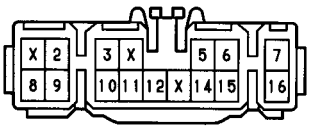
(7A-FE) A 2 GRAY



A 3 GRAY



(5S-FE) A 8 BLACK



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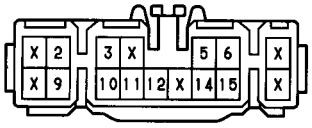
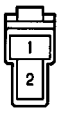


A 9



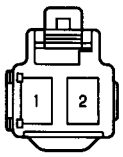
A12 BLUE



A13 BLACK



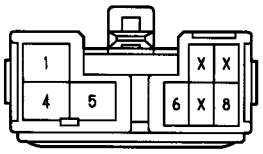
B 3 BLACK



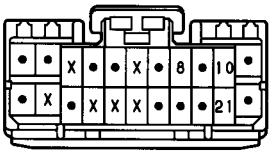
B 4 BLACK



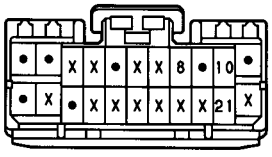
B 5



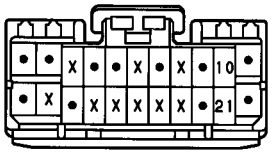
(5S-FE A/T) E 7 (A) DARK GRAY



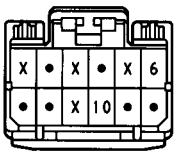
(5S-FE M/T) E 7 (A) DARK GRAY



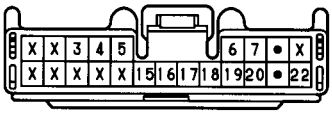
(7A-FE A/T) E 7 (B) DARK GRAY



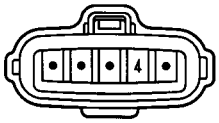
(7A-FE M/T) E 7 (C) DARK GRAY



H 8 ORANGE



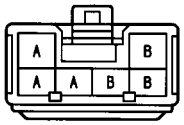
I 2 BLACK



I 4 DARK GRAY

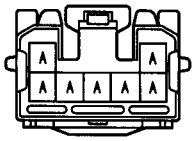


J 5



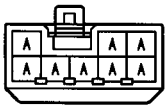
(HINT:SEE PAGE 7)

J 6



(HINT:SEE PAGE 7)

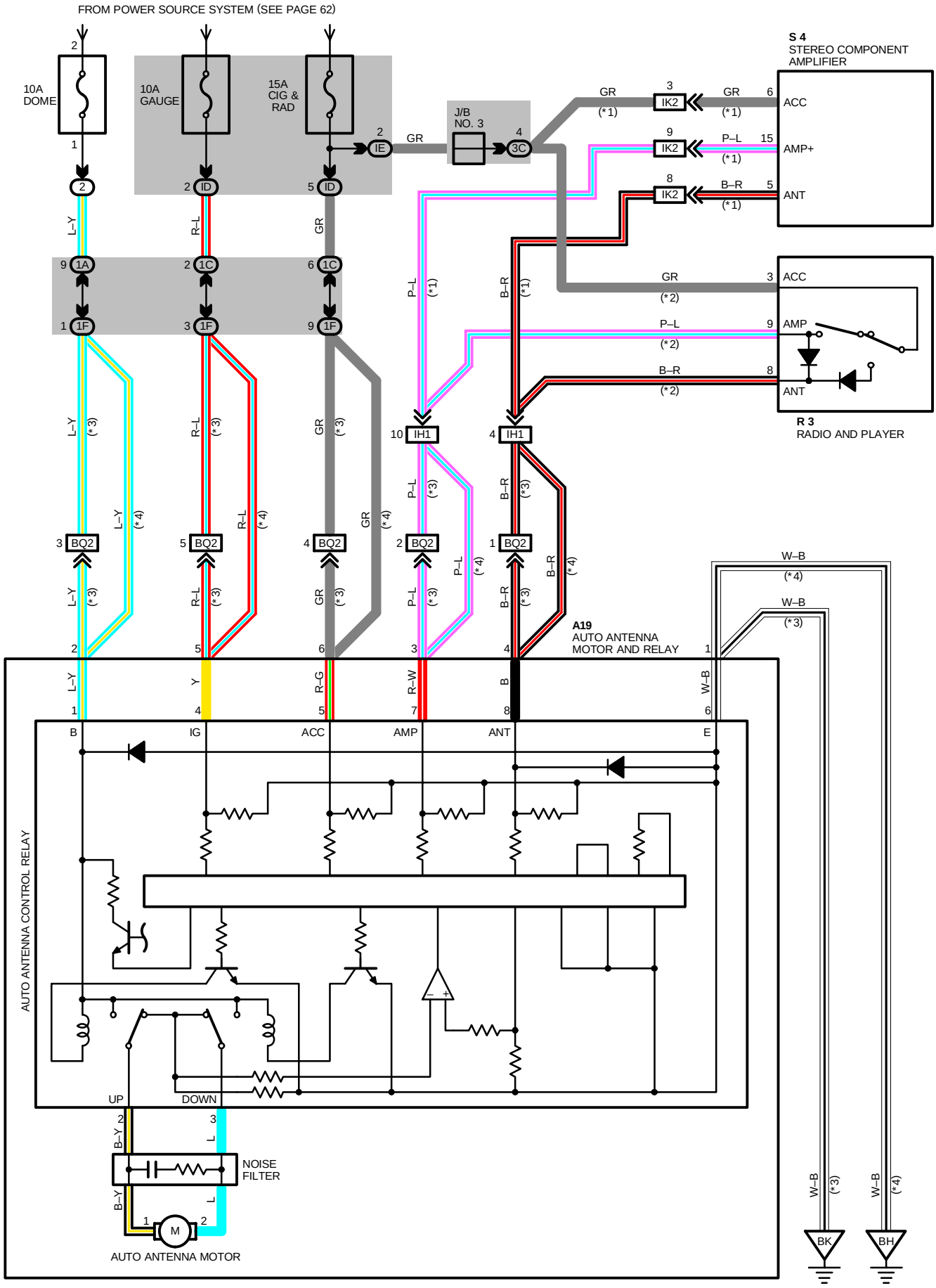
J 9



(HINT:SEE PAGE 7)

AUTO ANTENNA

*1 : SEPARATE TYPE AMPLIFIER
*2 : BUILT–IN TYPE AMPLIFIER
*3 : L/B
*4 : C/P, CONVERTIBLE



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 CONTINUOUS

: 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 (BEHIND THE RADIO AND PLAYER)
BQ2	46 (L/B)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)

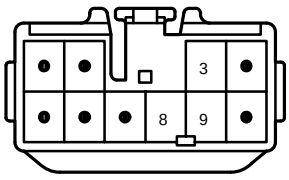
: GROUND POINTS

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

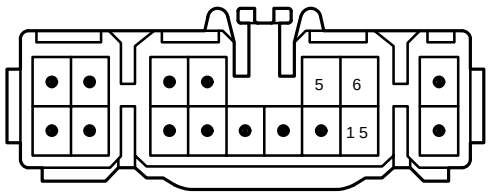
A19



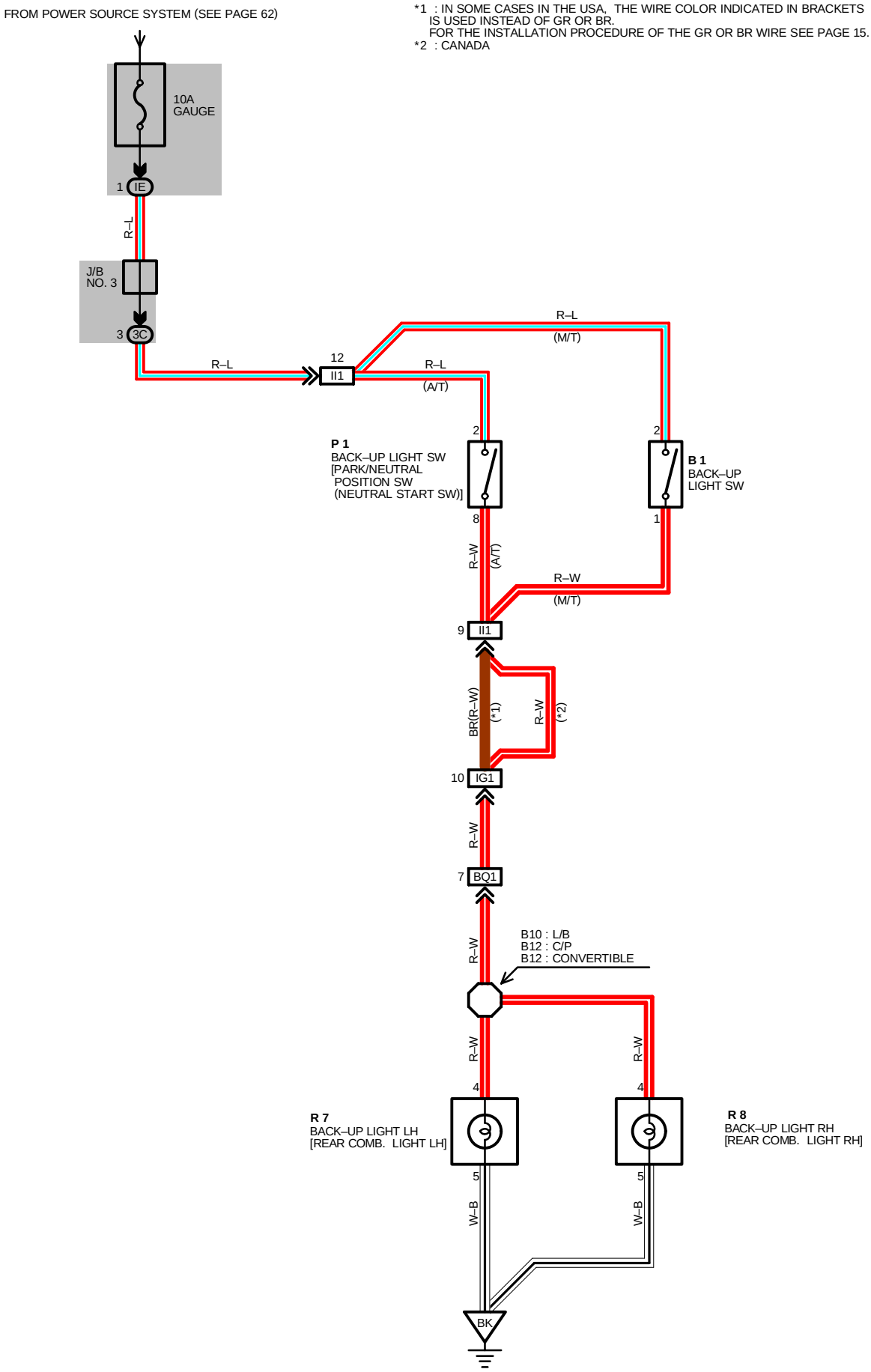
R 3 BLUE



S 4



BACK–UP LIGHT



SERVICE HINTS

P 1 BACK–UP LIGHT SW [PARK/NEUTRAL SW (NEUTRAL START 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)	

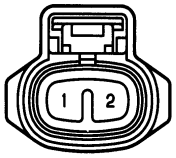
: GROUND POINTS

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

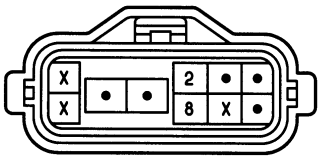
: SPLICE POINTS

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)				

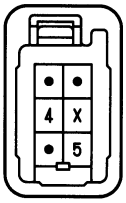
B 1 GRAY



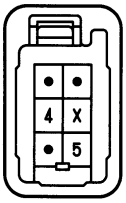
P 1 GRAY



R 7

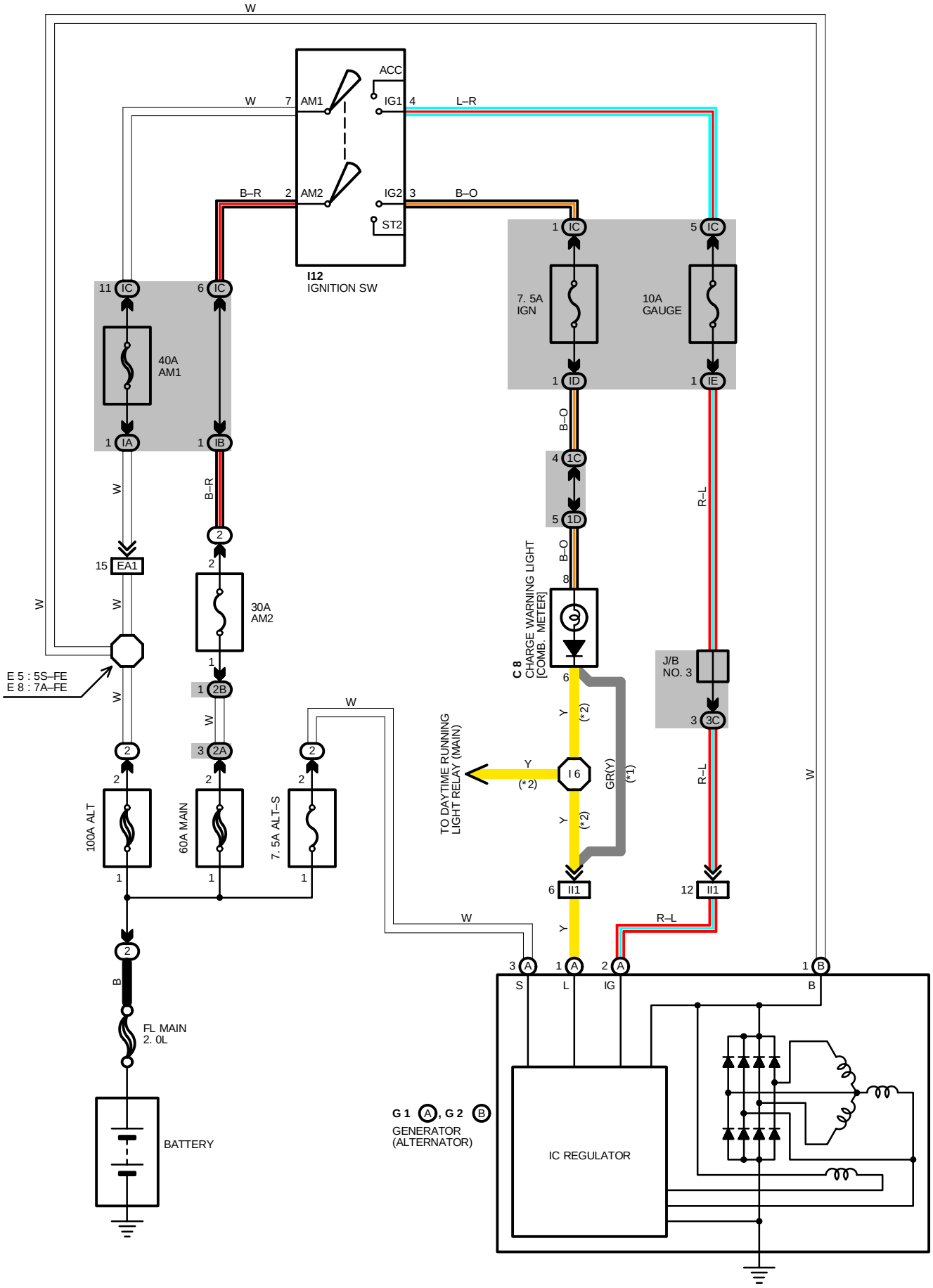


R 8



*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR.
FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.

*2 : CANADA



SERVICE HINTS

G 1 (A) GENERATOR (ALTERNATOR)

(A) 3–GROUND: **13.9–15.1** VOLTS WITH ENGINE RUNNING AT **2000** RPM AND **25**°C (**77**°F)
13.5–14.3 VOLTS WITH ENGINE RUNNING AT **5000** RPM AND **115**°C (**239**°F)

(A) 1–GROUND: **0–4** VOLTS WITH IGNITION SW AT **ON** POSITION AND 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		
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1D		
2A	26	ENGINE ROOM AMIN 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)

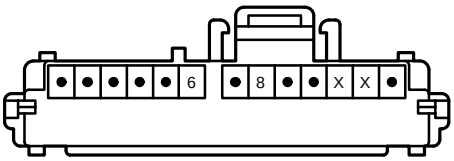
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

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)

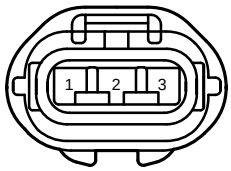
: SPLICE POINTS

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 PANEL WIRE
E 8	40 (7A–FE)				

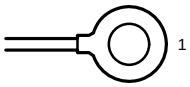
C 8 BLUE



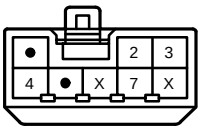
G 1 (A) BLACK



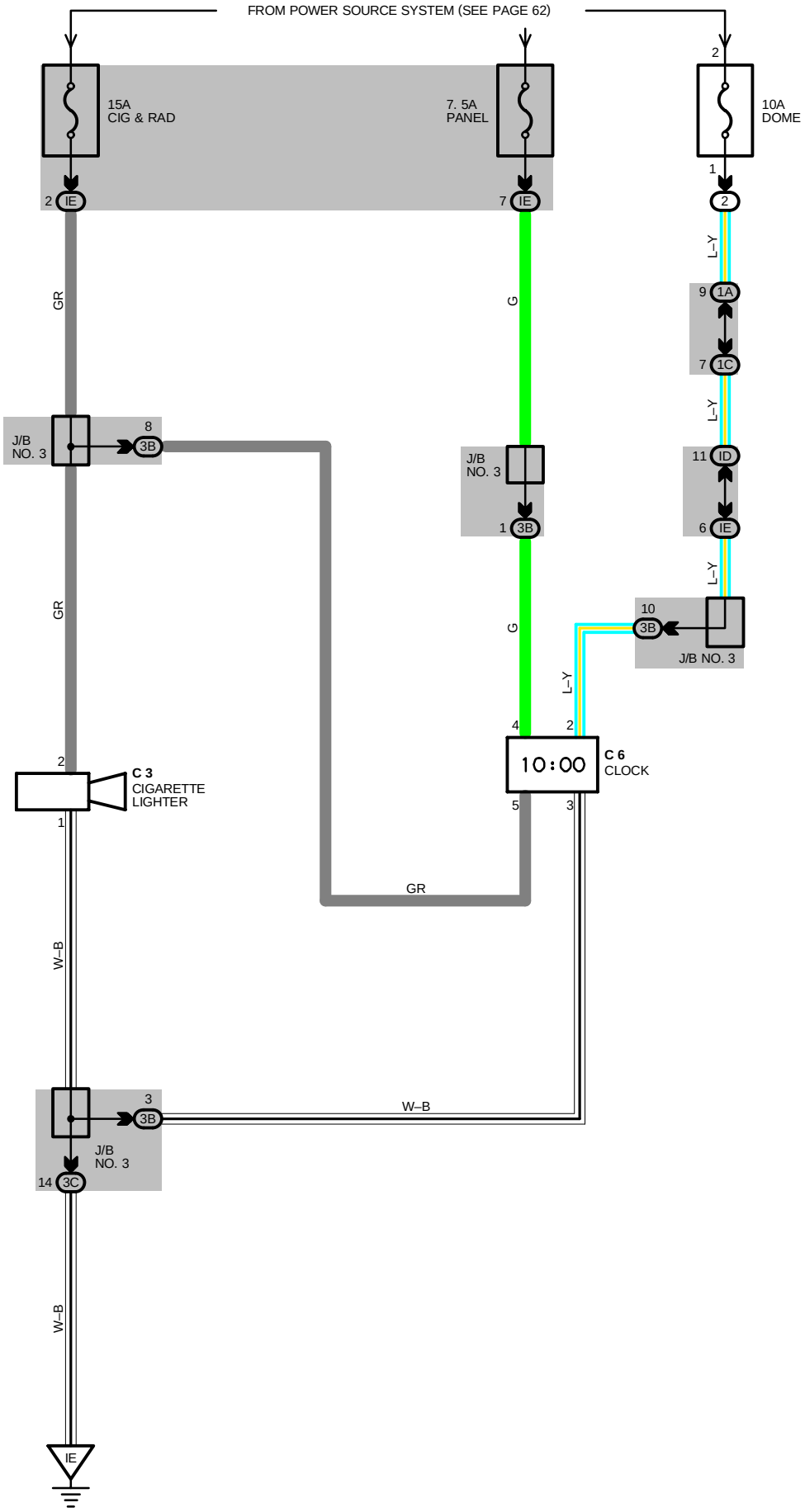
G 2 (B)



I12



CIGARETTE LIGHTER AND CLOCK



SERVICE HINTS

C 3 CIGARETTE LIGHTER

2–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION

1–GROUND : ALWAYS CONTINUOUS

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 CONTINUOUS

: 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

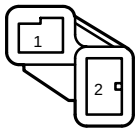
: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

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		

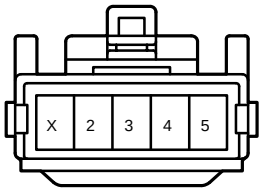
: GROUND POINTS

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

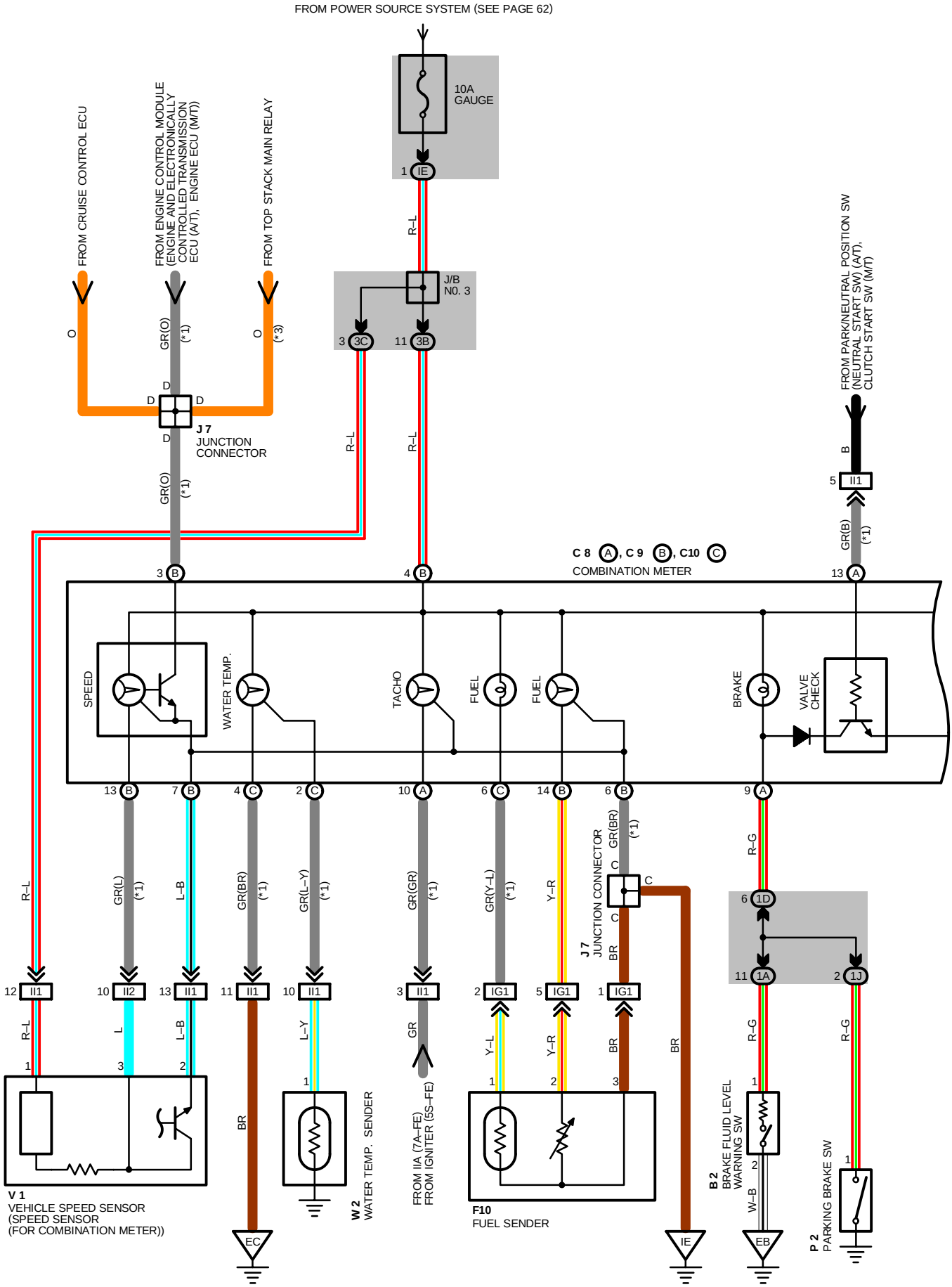
C 3



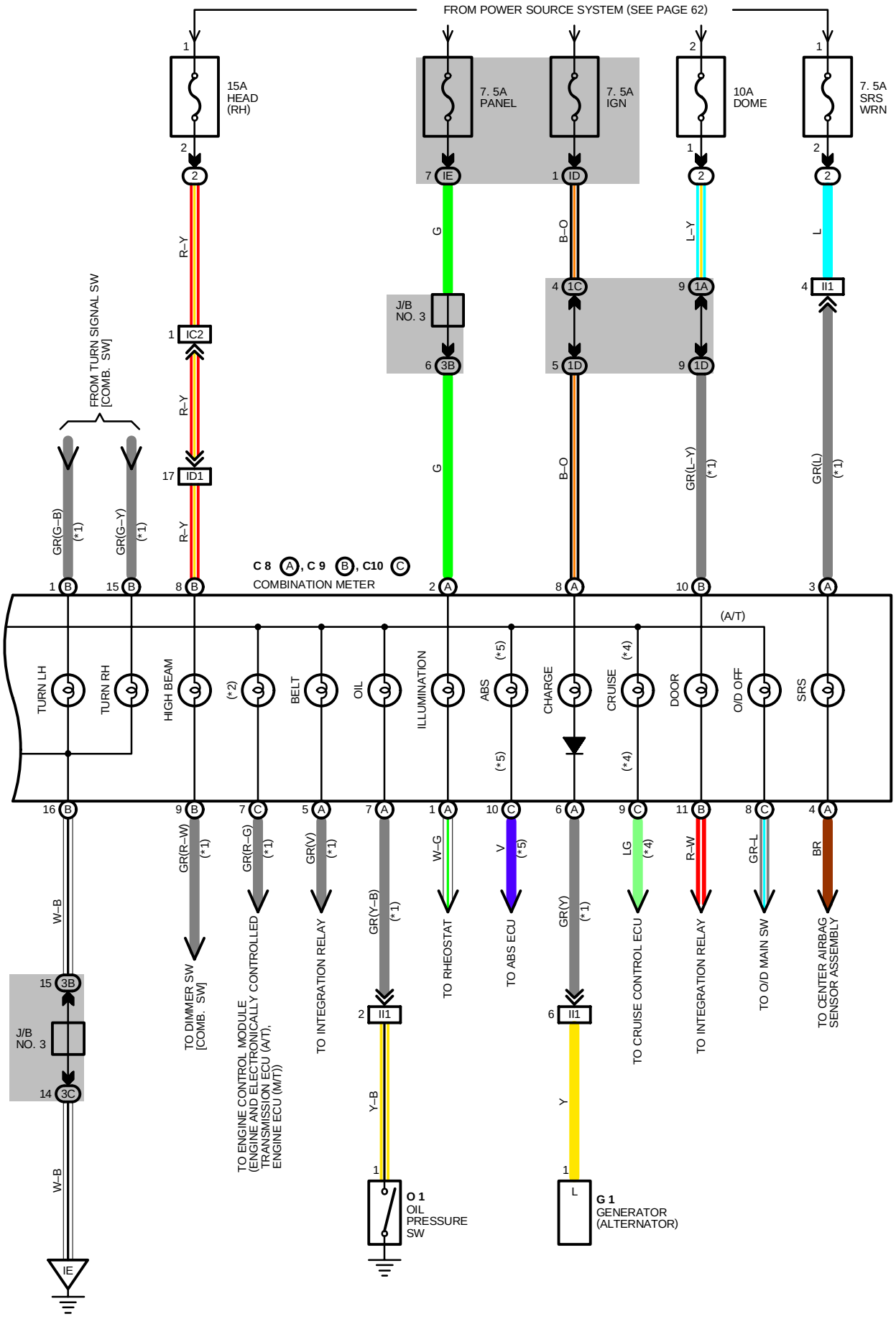
C 6



COMBINATION METER (USA)



*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR. FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.
*2 : MALFUNCTION INDICATOR LAMP (CHECK ENGINE WARNING LIGHT)
*3 : CONVERTIBLE
*4 : W/ CRUISE CONTROL
*5 : 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 CONTINUOUS
(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)	**O 1**	29 (5S–FE), 31 (7A–FE)
C 8	A	32		36 (CONVERTIBLE)	**P 2**	33
C 9	B	32	**G 1**	28 (5S–FE), 30 (7A–FE)	**V 1**	29 (5S–FE), 31 (7A–FE)
C10	C	32	**J 7**	33	**W 2**	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		
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		

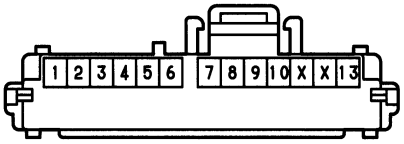
▽ : GROUND POINTS

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

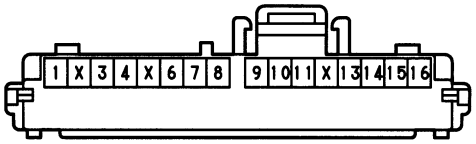
B 2 GRAY



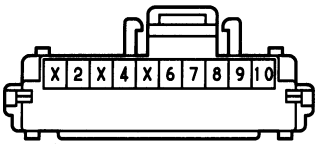
C 8 (A) BLUE



C 9 (B)



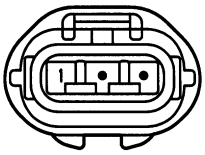
C10 (C) GRAY



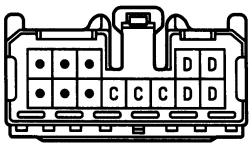
F10 DARK GRAY



G 1 BLACK



J 7



(HINT:SEE PAGE 7)

O 1 BLACK



P 2 BLACK

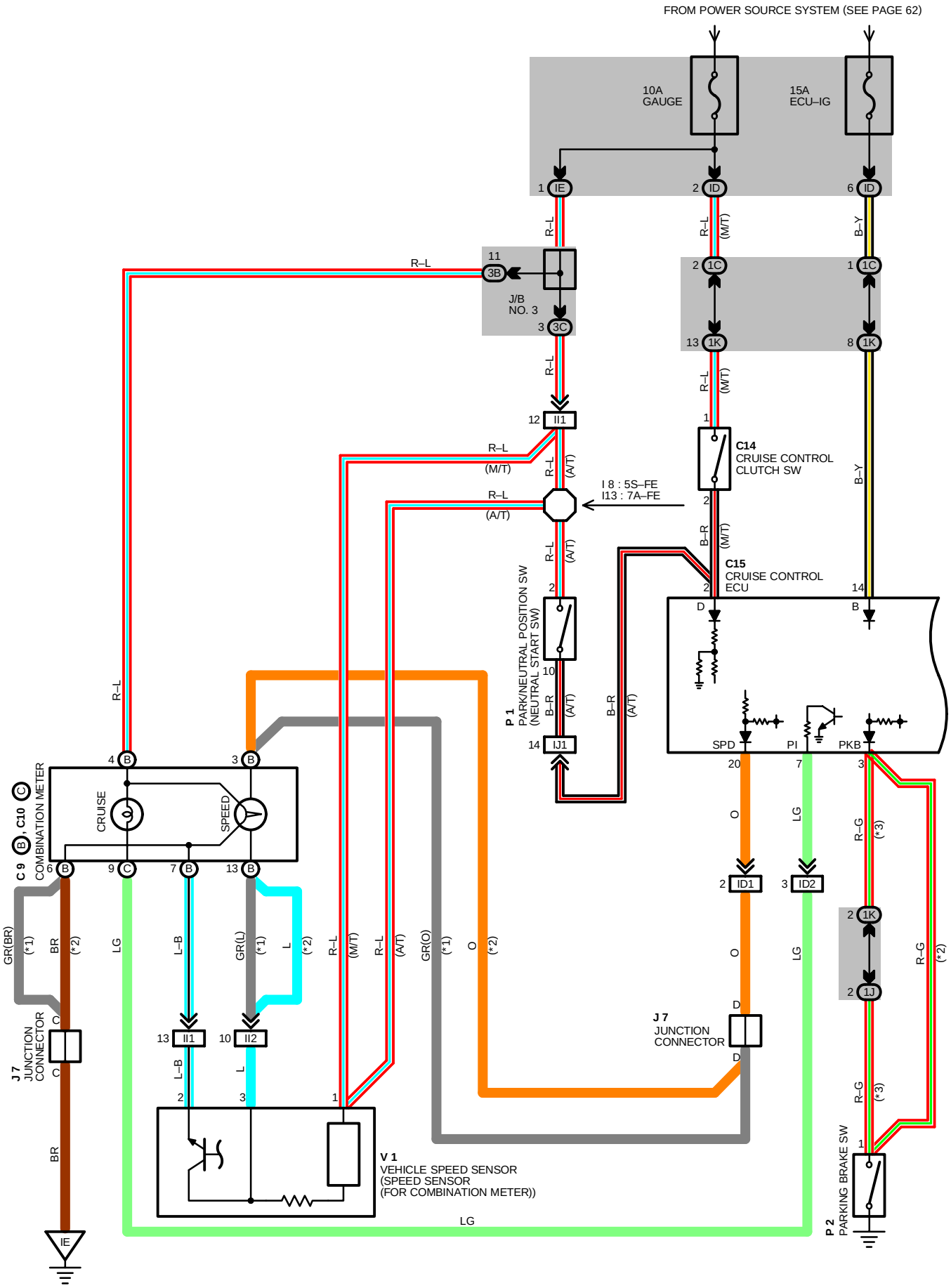


V 1 BLACK

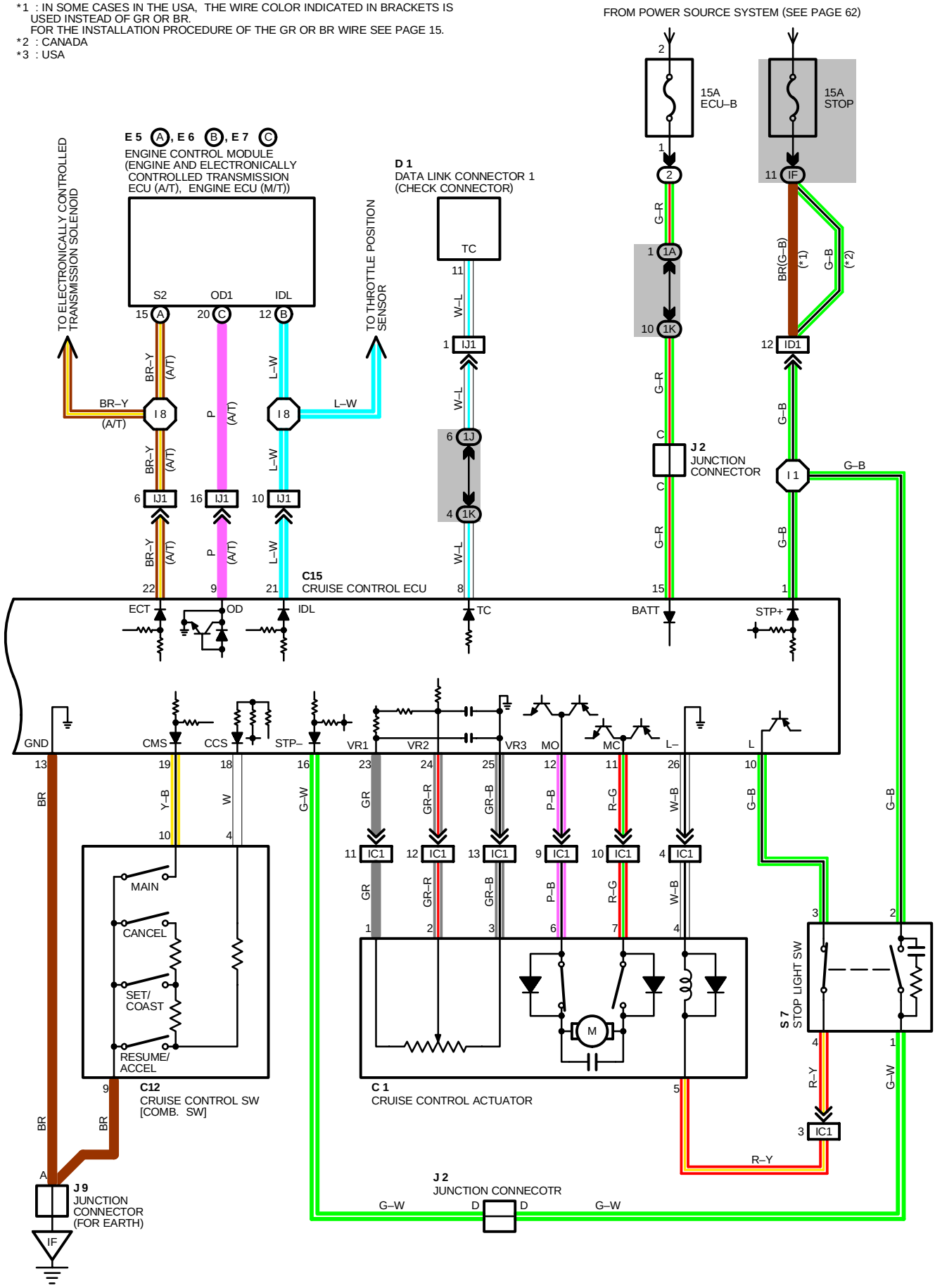


W 2 GRAY




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
P 1 PARK/NEUTRAL POSITION SW (NEUTRAL START SW)
I 8 : 5S–FE
I13 : 7A–FE
C 9, C10 COMBINATION METER
CRUISE
SPEED
J 7 JUNCTION CONNECTOR
J 7 JUNCTION CONNECTOR
V 1 VEHICLE SPEED SENSOR (SPEED SENSOR (FOR COMBINATION METER))
P 2 PARKING BRAKE SW
SPD
PI
PKB
R–L
R–L (M/T)
R–L (A/T)
B–Y
B–R
B–R (M/T)
B–R (A/T)
O
LG
R–G
GR(BR)
BR
L–B
GR(L)
L
GR(O)
(*1)
(*2)
(*3)
LG

*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR.
FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.
*2 : CANADA
*3 : USA



SYSTEM OUTLINE

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

WITH THE IGNITION SW TURNED TO ON, THE 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 IS ON AND THE CRUISE CONTROL MAIN SW IS PUSHED ON, A SIGNAL IS INPUT FROM **TERMINAL 19** OF THE CRUISE CONTROL ECU TO **TERMINAL 10** OF THE CRUISE CONTROL MAIN 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, THE 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 THE CRUISE CONTROL DRIVING, WHILE THE COAST SW IS ON, THE CRUISE CONTROL ACTUATOR RETURNS THE THROTTLE CABLE TO CLOSE THE THROTTLE VALVE AND DECREASE THE DRIVING SPEED. THE VEHICLE SPEED, WHEN THE COAST SWITCH IS TURNED OFF, IS MEMORIZED AND THE VEHICLE CONTINUES AT THE NEW SET SPEED.

4. ACCEL CONTROL

DURING CRUISE CONTROL DRIVING, WHILE THE ACCEL SW IS TURNED ON, THE CRUISE CONTROL ACTUATOR PULLS THE THROTTLE CABLE TO OPEN THE THROTTLE VALVE AND INCREASE THE DRIVING SPEED.

THE VEHICLE SPEED, WHEN THE ACCEL SW IS TURNED OFF, IS MEMORIZED AND THE VEHICLE CONTINUES AT THE NEW SET SPEED.

5. RESUME CONTROL

UNLESS THE VEHICLE SPEED FALLS BELOW THE MINIMUM SPEED LIMIT (APPROX. **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 (NEUTRAL START 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 ECU” (M/T)
- DEPRESSED THE BRAKE PEDAL (STOP LIGHT SW ON). “SIGNAL IS INPUT TO **TERMINAL 16** OF THE ECU”
- PULLED THE PARKING BRAKE LEVER (PARKING BRAKE SW ON). “SIGNAL IS INPUT TO **TERMINAL 3** 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 1** OF THE CRUISE CONTROL ECU AND **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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T)). UPON RECEIVING THIS SIGNAL, THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T)) 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**KΩ
5–4 : APPROX. **38**Ω

C12 CRUISE CONTROL SW [COMB. SW]

10–9 : CONTINUOUS WITH THE MAIN SW ON
4–9 : 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
1, 15–GROUND: ALWAYS APPROX. **12** VOLTS
3–GROUND : CONTINUOUS WITH THE PARKING BRAKE LEVER PULLED UP (ONE OF THE CANCEL SW)
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 CONTINUOUS

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 1	28 (5S–FE), 30 (7A–FE)	D 1	28 (5S–FE), 30 (7A–FE)	J 9	33
C 9 B	32	E 5 A	32	P 1	29 (5S–FE), 31 (7A–FE)
C10 C	32	E 6 B	32	P 2	33
C12	32	E 7 C	32	S 7	33
C14	32	J 2	33	V 1	29 (5S–FE), 31 (7A–FE)
C15	32	J 7	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)
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

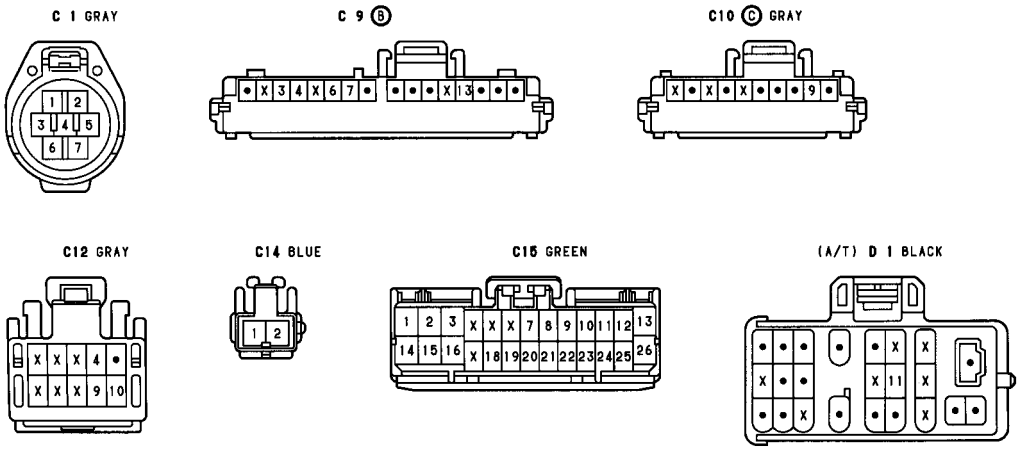
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC1	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
ID2		
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
II2		
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)

: GROUND POINTS

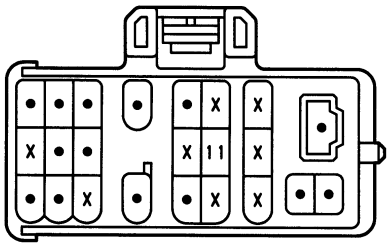
CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH
IF	42	R/B NO. 4 SET BOLT

: SPLICE POINTS

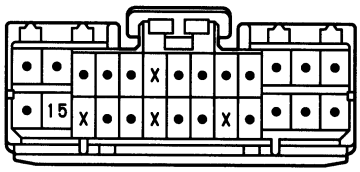
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 1	44	COWL WIRE	I13	44	ENGINE WIRE
I 8	44	ENGINE WIRE			



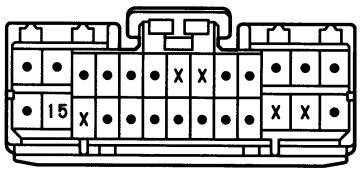
(M/T) D 1 BLACK



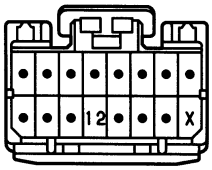
(5S-FE A/T) E 5 (A) DARK GRAY



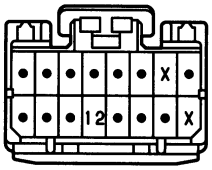
(7A-FE A/T) E 5 (A) DARK GRAY



(5S-FE A/T) E 6 (B) DARK GRAY



(5S-FE M/T) E 6 (B) DARK GRAY



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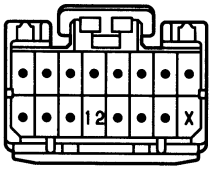
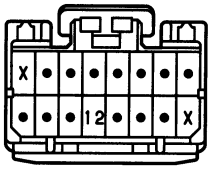
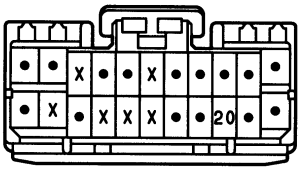


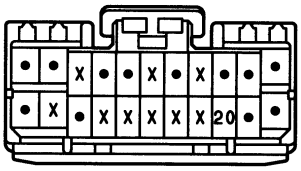
(7A-FE M/T) E 6 (B) DARK GRAY



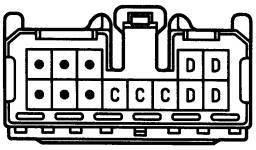
(5S-FE A/T) E 7 (C) DARK GRAY



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

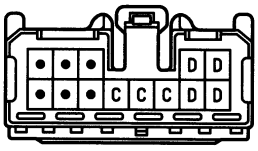


J 2 BLUE



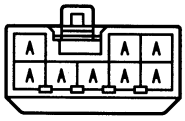
(HINT:SEE PAGE 7)

J 7



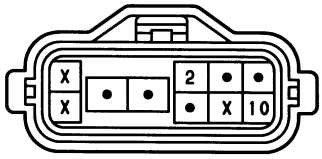
(HINT:SEE PAGE 7)

J 9



(HINT:SEE PAGE 7)

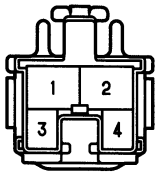
P 1 GRAY



P 2 BLACK



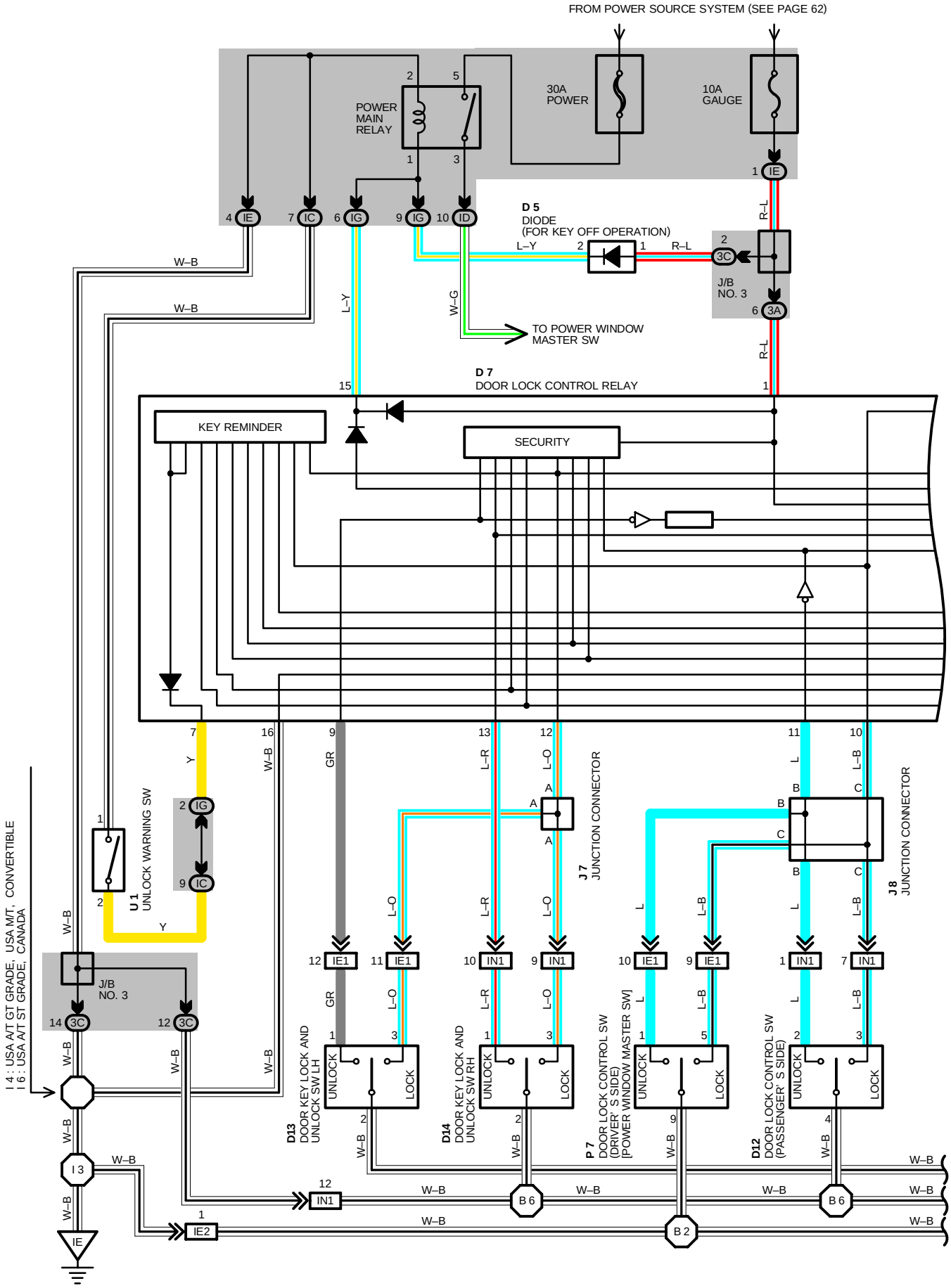
S 7

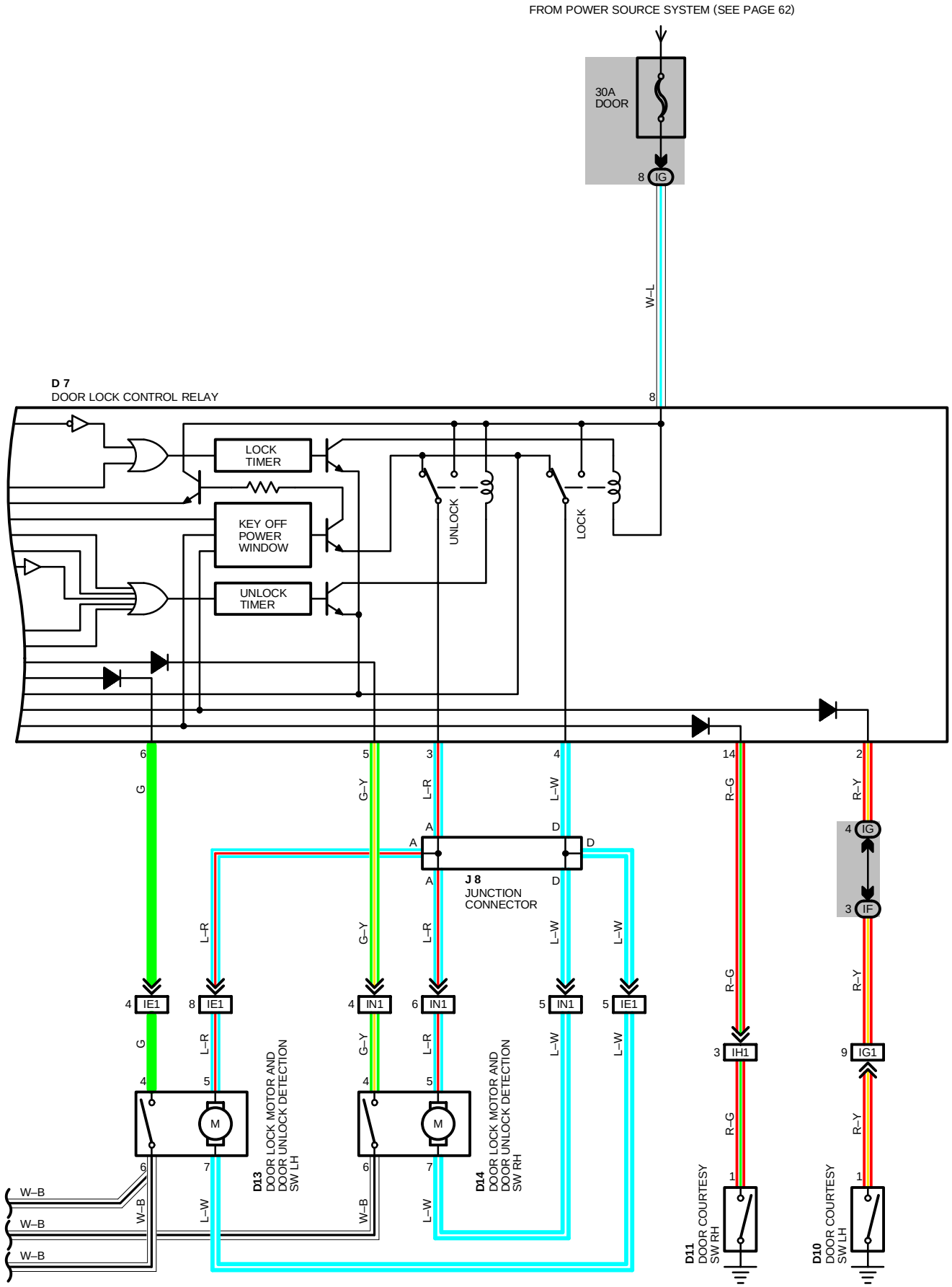


V 1 BLACK



DOOR LOCK CONTROL




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
30A
DOOR
8 IG
W–L
8
D 7
DOOR LOCK CONTROL RELAY
LOCK
TIMER
KEY OFF
POWER
WINDOW
UNLOCK
TIMER
UNLOCK
LOCK
6 G
5 G–Y
3 L–R
4 L–W
14 R–G
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
D11
DOOR COURTESY
SW RH
D10
DOOR COURTESY
SW LH
W–B
W–B
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 ECU.

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 ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL 8** OF THE ECU TO **TERMINAL 4** → **TERMINAL 7** OF THE DOOR LOCK MOTORS → **TERMINAL 5** → **TERMINAL 3** OF THE ECU → **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 ECU TO FUNCTION. CURRENT FLOWS FROM **TERMINAL 8** OF THE ECU TO **TERMINAL 3** → **TERMINAL 5** OF THE DOOR LOCK MOTORS → **TERMINAL 7** → **TERMINAL 4** OF THE ECU → **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 UNLOCK ONLY THE DRIVER'S DOOR. TO UNLOCK ALL THE OTHER DOORS TOGETHER, UNLOCK OPERATION MUST BE PERFORMED AGAIN WITHIN **3** SECONDS OF THE FIRST OPERATION.

3. IGNITION KEY REMINDER OPERATION

* OPERATION OF DOOR LOCK BUTTON (OPERATION OF DOOR LOCK MOTORS)
  WHEN THE IGNITION KEY IS IN THE CYLINDER (UNLOCK WARNING SW ON) AND THE DOOR IS OPENED AND LOCKED USING DOOR LOCK BUTTON (DOOR LOCK MOTOR), THE DOOR IS LOCKED ONCE BUT EACH DOOR IS UNLOCKED SOON BY THE OPERATION OF THE ECU. AS A RESULT OF THE ECU ACTIVATION, CURRENT FLOWS FROM **TERMINAL 8** OF THE ECU 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.
* KEY LESS 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 ECU FROM THE DOOR COURTESY SW. THIS ACTIVATES THE ECU 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:CONTINUOUS WITH THE DOOR LOCK CONTROL SW AT **UNLOCK** POSITION
10–GROUND:CONTINUOUS WITH THE DOOR LOCK CONTROL SW AT **LOCK** POSITION
1–GROUND :APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
7–GROUND :CONTINUOUS WITH THE IGNITION KEY IN THE CYLINDER
6–GROUND :CONTINUOUS WITH THE LH DOOR AT **UNLOCK** POSITION
5–GROUND :CONTINUOUS WITH THE RH DOOR AT **UNLOCK** POSITION
9–GROUND :CONTINUOUS WITH THE DOOR LOCK KEY SW LH AT **UNLOCK** POSITION
13–GROUND:CONTINUOUS WITH THE DOOR LOCK KEY SW RH AT **UNLOCK** POSITION
12–GROUND:CONTINUOUS WITH THE DOOR LOCK KEY SW AT **LOCK** POSITION
16–GROUND:ALWAYS CONTINUOUS
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 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 (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

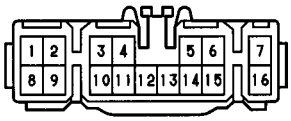
: SPLICE POINTS

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
I 6				48 (C/P)	
B 2	46 (L/B)	FRONT DOOR LH WIRE		50 (CONVERTIBLE)	
	48 (C/P)				

D 5 BLACK



D 7



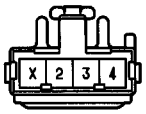
D10



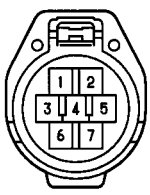
D11



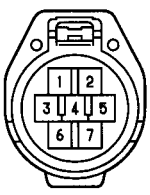
D12



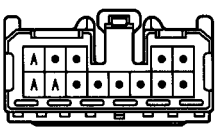
D13 GRAY



D14 GRAY

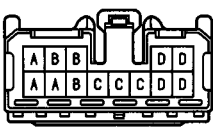


J 7



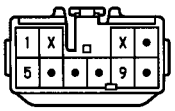
(HINT:SEE PAGE 7)

J 8 BLUE

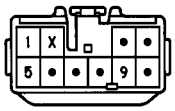


(HINT:SEE PAGE 7)

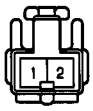
(L/B, C/P) P 7 BLUE



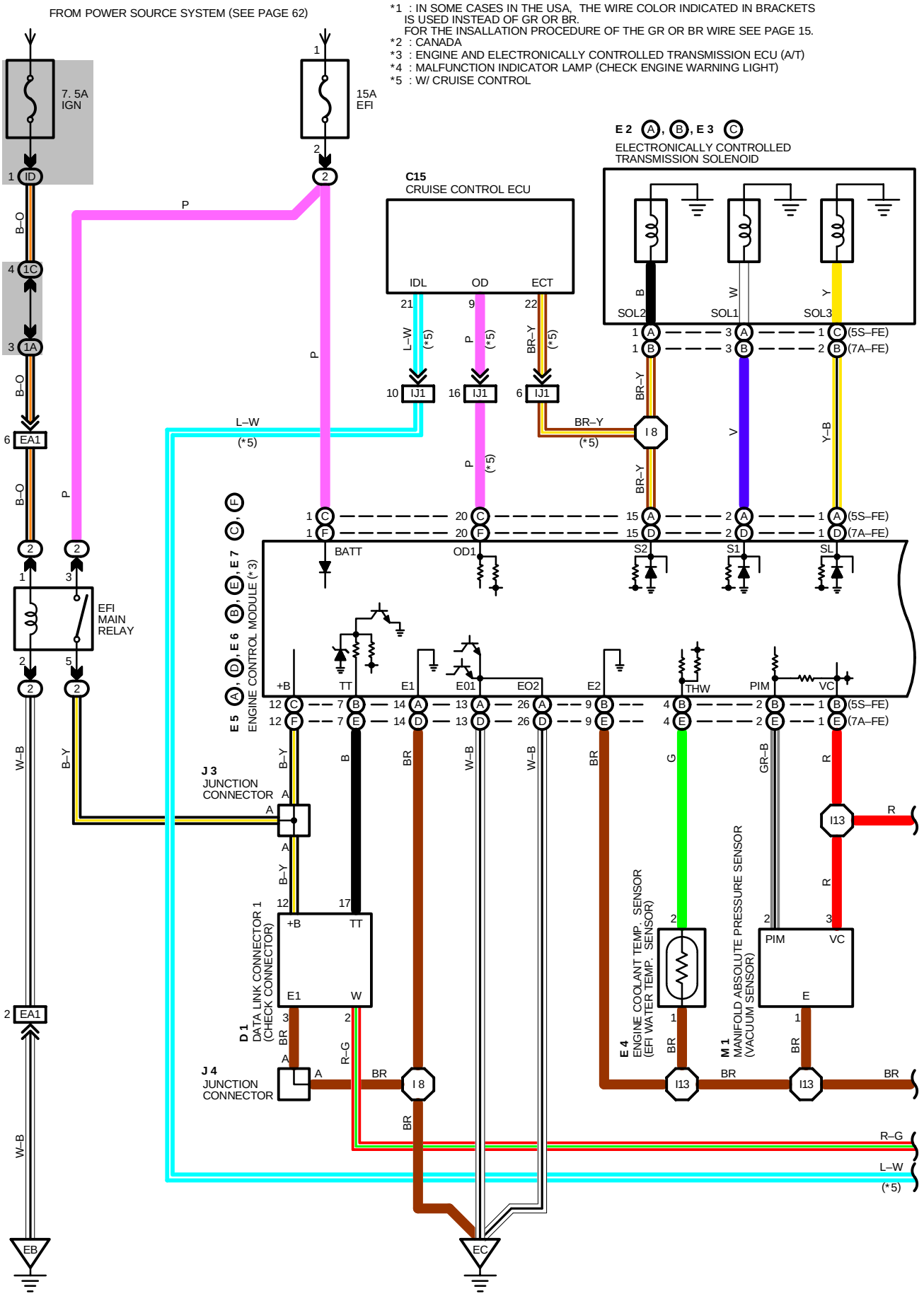
(CONVERTIBLE) P 7 BLUE

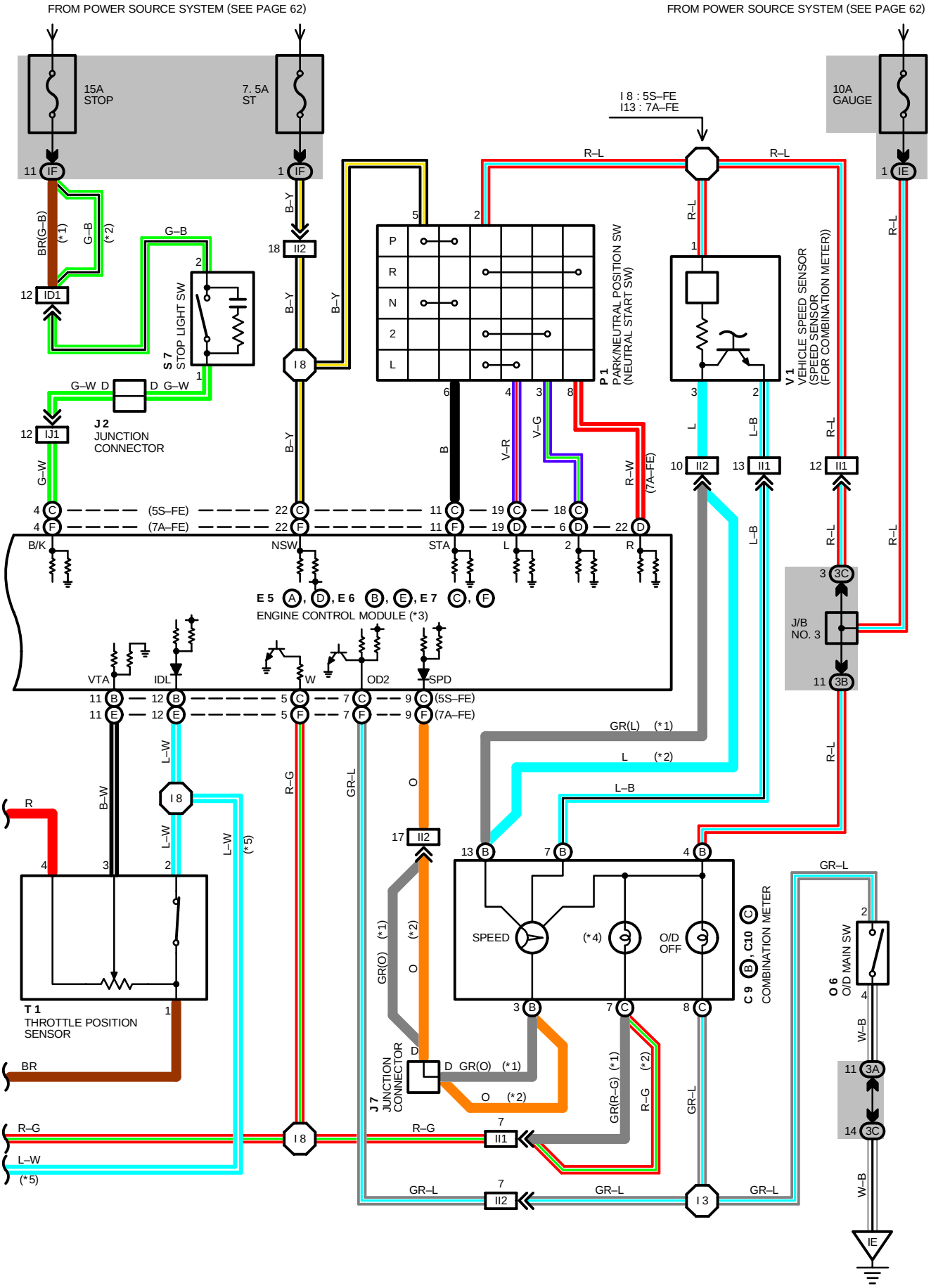


U 1 GRAY



ELECTRONICALLY CONTROLLED TRANSMISSION




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
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 (NEUTRAL START SW)
V 1 VEHICLE SPEED SENSOR (SPEED SENSOR (FOR COMBINATION METER))
E 5 A, D, E 6 B, E, E 7 C, F
ENGINE CONTROL MODULE (*3)
J/B NO. 3
T 1 THROTTLE POSITION SENSOR
J 7 JUNCTION CONNECTOR
C 9 B, C10 C COMBINATION METER
SPEED
O/D OFF
O 6 O/D MAIN SW

ELECTRONICALLY CONTROLLED TRANSMISSION

SYSTEM OUTLINE

THIS SYSTEM ELECTRONICALLY CONTROLS THE GEAR SHIFT TIMING, LOCK–UP TIMING, THE CLUTCH AND BRAKE HYDRAULIC PRESSURE, AND THE ENGINE TORQUE DURING SHIFTING TO ACHIEVE OPTIMUM SHIFT FEELING.

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

1. GEAR SHIFT OPERATION

DURING DRIVING, THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) SELECTS THE SHIFT FOR EACH GEAR WHICH IS MOST APPROPRIATE TO THE DRIVING CONDITIONS, BASED ON INPUT SIGNALS FROM THE ENGINE COOLANT TEMP. SENSOR (EFI WATER TEMP. SENSOR) TO **TERMINAL THW** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU), AND ALSO THE INPUT SIGNALS TO **TERMINAL SPD** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) FROM THE VEHICLE SPEED SENSOR (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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) TO **TERMINAL 3** OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOIDS → **GROUND**, AND CONTINUOUS TO THE NO.1 SOLENOID CAUSES THE SHIFT.

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

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

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

2. LOCK–UP OPERATION

WHEN THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) JUDGES FROM EACH SIGNAL THAT LOCK–UP OPERATION CONDITIONS HAVE BEEN MET, CURRENT FLOWS FROM **TERMINAL SL** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) TO **TERMINAL 1** (5S–FE), **2** (7A–FE) OF THE ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOIDS → **GROUND,** CAUSING CONTINUOUS 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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU), AND THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) OPERATES AND CONTINUOUS 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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU), AND ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) OPERATION CAUSES GEAR SHIFT WHEN THE CONDITIONS FOR OVERDRIVE ARE MET.

***** O/D MAIN SW OFF

WHEN THE O/D MAIN SW IS TURNED TO 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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) AND ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU) OPERATION PREVENTS SHIFT INTO OVERDRIVE.

SERVICE HINTS

E 5(A), (D), E 6(B), (E), E 7(C), (F) ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU)

BATT – **E1 : 9.0–14.0** VOLTS (ALWAYS CONTINUOUS)
+B – **E1 : 9.0–14.0** VOLTS (IGNITION SW AT ON POSITION)
IDL – **E2 : 9.0–14.0** VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
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)
VC – **E2 : 4.5–5.5** VOLTS (IGNITION SW AT ON POSITION)
SPD – **E1 : 4.5–5.5** VOLTS (IGNITION SW AT ON POSITION)
THW – **E2 : 0.2–1.0** VOLTS (IGNITION SW ON AND COOLANT TEMP. **80**°C (**176**°F))
B/K – **E2 : 9.0–14.0** VOLTS (BRAKE PEDAL DEPRESS)
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** POSITION
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	**E 5**	A	32 (5S–FE)	**J 4**	33
C10	C	32		D	32 (7A–FE)	**J 7**	33
C15		32	**E 6**	B	32 (5S–FE)	**M 1**	29 (5S–FE), 31 (7A–FE)
D 1		28 (5S–FE), 30 (7A–FE)		E	32 (7A–FE)	**O 6**	33
E 2	A	28 (5S–FE)	**E 7**	C	32 (5S–FE)	**P 1**	29 (5S–FE), 31 (7A–FE)
	B	30 (7A–FE)		F	32 (7A–FE)	**S 7**	33
E 3	C	28 (5S–FE)	**J 2**		33	**T 1**	29 (5S–FE), 31 (7A–FE)
E 4		28 (5S–FE), 30 (7A–FE)	**J 3**		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)
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) 40 (7A–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)

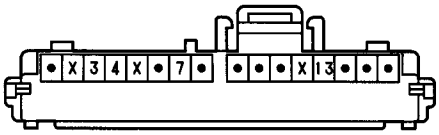
: GROUND POINTS

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

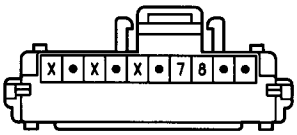
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I3	44	INSTRUMENT PANEL WIRE	I13	44	ENGINE WIRE
I8	44	ENGINE WIRE			

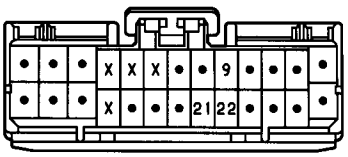
C 9 (B)



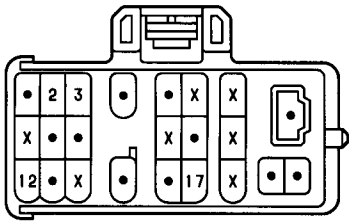
C10 (C) GRAY



C15 GREEN



D 1 BLACK



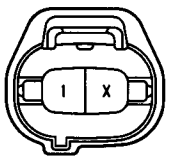
(5S-FE) E 2 (A) BLACK



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



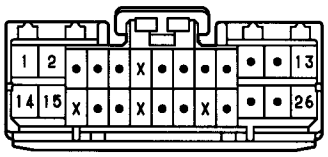
(5S-FE) E 3 (C) GRAY



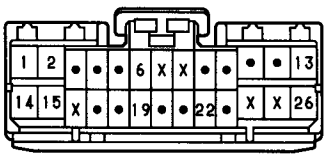
E 4 DARK GRAY



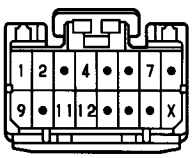
(5S-FE) E 5 (A) DARK GRAY



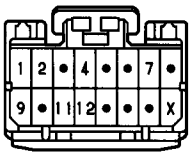
(7A-FE) E 5 (D) DARK GRAY



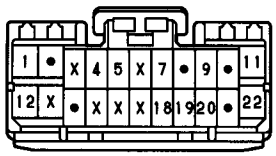
(5S-FE) E 6 (B) DARK GRAY



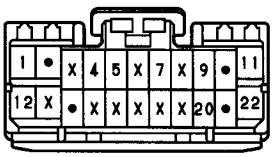
(7A-FE) E 6 (E) DARK GRAY



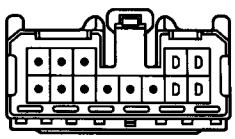
(5S-FE) E 7 (C) DARK GRAY



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



J 2 BLUE



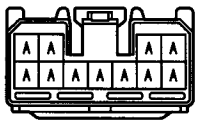
(HINT:SEE PAGE 7)

J 3



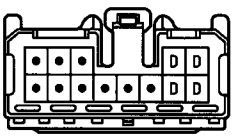
(HINT:SEE PAGE 7)

J 4



(HINT:SEE PAGE 7)

J 7

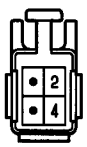


(HINT:SEE PAGE 7)

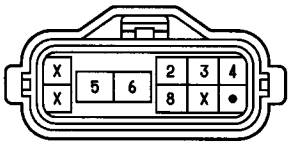
M 1 BLACK



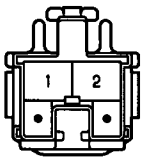
O 6 BLUE



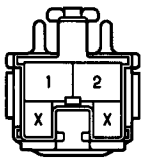
P 1 GRAY



(W/ CRUISE CONTROL) S 7



(W/O CRUISE CONTROL) S 7



T 1 BLACK



V 1 BLACK



SYSTEM OUTLINE

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

1. INPUT SIGNALS

(1) ENGINE COOLANT TEMP. (WATER TEMP.) SIGNAL SYSTEM
THE ENGINE COOLANT TEMP. SENSOR (EFI WATER TEMP. SENSOR) DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT–IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE ENGINE COOLANT TEMP.. THUS THE ENGINE COOLANT TEMP. IS INPUT IN THE FORM OF A CONTROL SIGNAL TO **TERMINAL THW** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(3) OXYGEN SENSOR SIGNAL SYSTEM
THE OXYGEN DENSITY IN THE EXHAUST EMISSIONS IS DETECTED AND INPUT AS A CONTROL SIGNAL TO **TERMINAL OX1** AND **OX2** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(4) RPM SIGNAL SYSTEM
CRANKSHAFT POSITION AND ENGINE RPM ARE DETECTED BY THE PICK–UP COIL INSTALLED INSIDE THE DISTRIBUTOR. CRANKSHAFT POSITION IS INPUT AS A CONTROL SIGNAL TO **TERMINALS G1** AND **G–** (CALIFORNIA), **G** AND **G–** (EXCEPT CALIFORNIA) OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), AND ENGINE RPM IS INPUT TO **TERMINALS NE** AND **G2** (CALIFORNIA), **NE+** AND **NE–** (EXCEPT CALIFORNIA).

(5) THROTTLE SIGNAL CIRCUIT
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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), OR WHEN THE VALVE IS FULLY CLOSED, TO **TERMINAL IDL**.

(6) VEHICLE SPEED SIGNAL SYSTEM
THE VEHICLE SPEED SENSOR (SPEED SENSOR) DETECTS THE VEHICLE SPEED AND INPUTS A CONTROL SIGNAL TO **TERMINAL SPD** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) VIA THE COMBINATION METER.

(7) PARK/NEUTRAL POSITION SW (NEUTRAL START SW) SIGNAL SYSTEM
THE PARK/NEUTRAL POSITION SW (NEUTRAL START SW) DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL OR NOT, AND INPUTS A CONTROL SIGNAL TO **TERMINAL NSW** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T)).

(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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), AND OPERATION A/C IDLE–UP VSV IS DETECTED AND IS INPUT IN THE FORM OF A CONTROL SIGNAL TO **TERMINAL ACA** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(9) BATTERY SIGNAL SYSTEM
VOLTAGE IS CONSTANTLY APPLIED TO **TERMINAL BATT** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)). WHEN THE IGNITION SW IS TURNED ON, VOLTAGE FOR ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO **TERMINAL +B** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(10) INTAKE AIR VOLUME SIGNAL SYSTEM
INTAKE AIR VOLUME IS DETECTED BY THE MANIFOLD ABSOLUTE PRESSURE SENSOR (VACUUM SENSOR) AND IS INPUT AS A CONTROL SIGNAL TO **TERMINAL PIM** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(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.

2. CONTROL SYSTEM

* MFI (MULTIPORT FUEL INJECTION) (EFI) SYSTEM

THE MFI (EFI) SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1) TO (12)) INPUT TO THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)). BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO **TERMINALS #1, #2, #3** AND **#4** (CALIFORNIA), **TERMINALS #10** AND **#20** (EXCEPT CALIFORNIA) OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), CAUSING THE INJECTORS TO INJECT FUEL. iT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), FINELY CONTROLS FUEL INJECTION IN RESPONSE TO DRIVING CONDITIONS.

DURING ENGINE CRANKING (SIGNAL INPUT TO **TERMINAL STA**) OR FOR APPROX. **2** SECONDS AFTER NE SIGNAL INPUT, ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) OPERATION ENERGIZES (POINT CLOSED) THE FUEL PUMP CIRCUIT INSIDE THE CIRCUIT OPENING RELAY, CAUSING THE FUEL PUMP TO OPERATE.

* ESA (ELECTRONIC SPARK ADVANCE) SYSTEM

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

* IDLE AIR CONTROL (ISC) SYSTEM

THE IDLE AIR CONTROL (ISC) 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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1 TO 3, 5, 8, 10, 12)), OUTPUTS CURRENT TO **TERMINAL ISCC** AND **ISCO**, AND CONTROLS THE IDLE AIR CONTROL VALVE (ISC VALVE).

* EGR CUT CONTROL SYSTEM

THE EGR CUT CONTROL SYSTEM CONTROLS THE VSV (FOR EGR) BY EVALUATING THE SIGNALS FROM EACH SENSOR INPUT TO THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) (INPUT SIGNALS (1 TO 6, 10)) AND BY SENDING OUTPUT TO **TERMINAL EGR** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

* A/C CUT CONTROL SYSTEM

WHEN THE VEHICLE SUDDENLY ACCELERATES FROM LOW ENGINE SPEED, THIS SYSTEM CUTS OFF AIR CONDITIONING (AIR CONDITIONER) 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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) RECEIVES INPUT SIGNALS (4 TO 6, 8), AND OUTPUTS SIGNALS TO **TERMINAL ACT**.

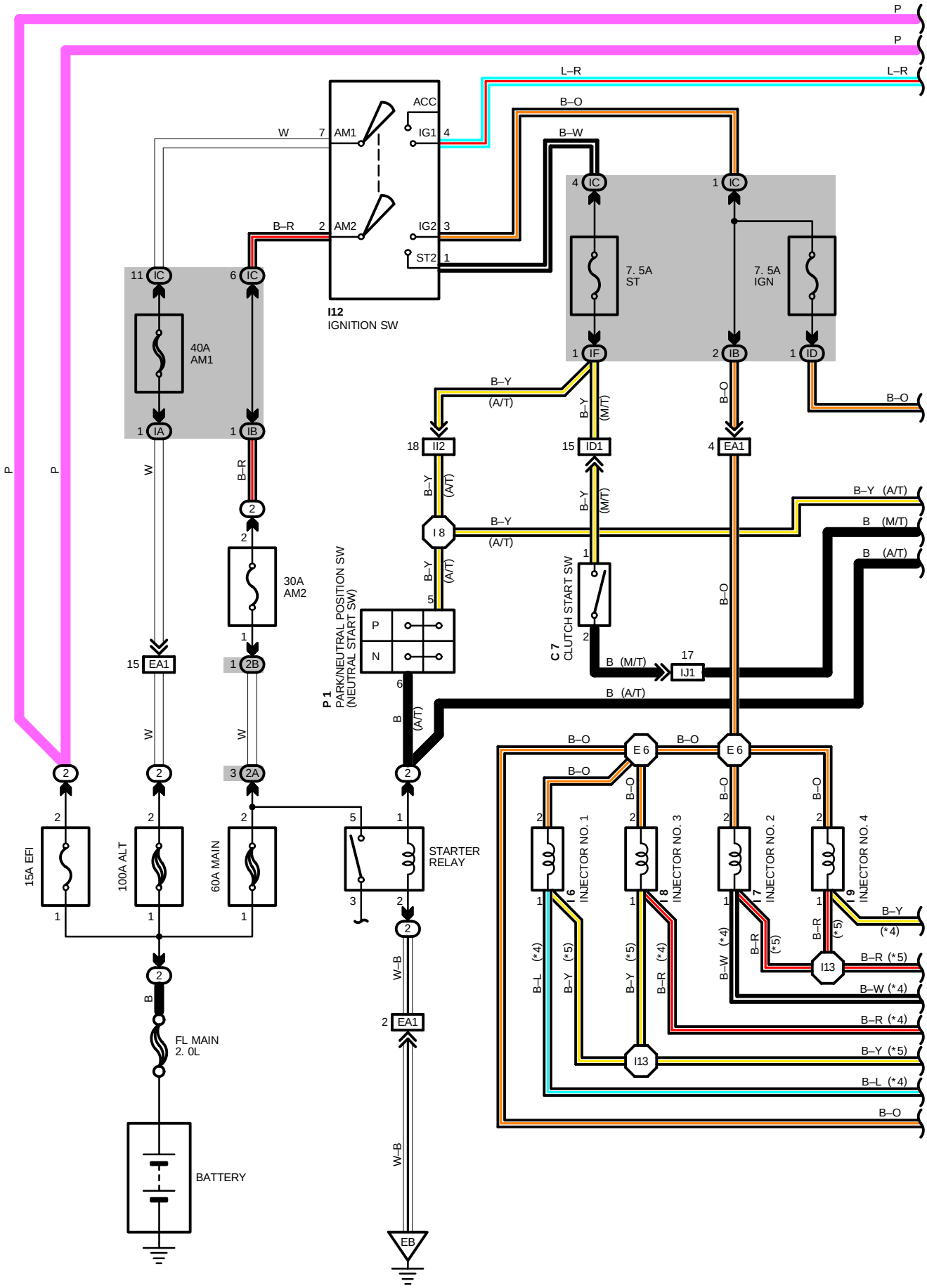
THE ENGINE CONTROL MODULE (ECU) JUDGES THE ENGINE SPEED BY THE SIGNALS ((4), (5)) FROM EACH SENSOR AND OUTPUTS SIGNALS TO THE **TERMINAL IACV** TO CONTROL THE VSV (FOR OPENING AND CLOSING THE INTAKE CONTROL VALVE).

3. DIAGNOSIS SYSTEM

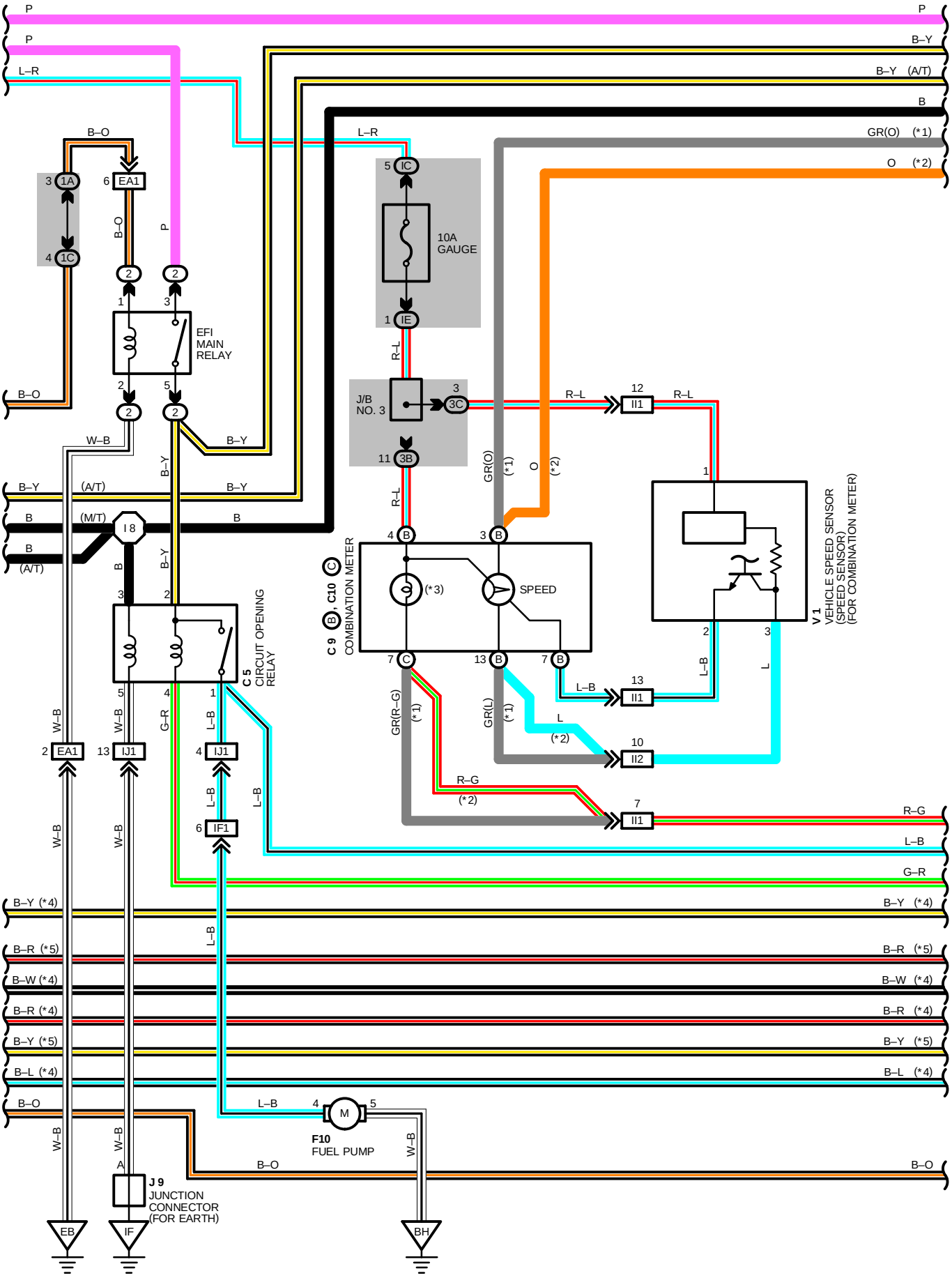
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTIONING IN THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) SIGNAL SYSTEM, THE MALFUNCTION SYSTEM IS RECORDED IN THE MEMORY. THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE MALFUNCTION INDICATOR LAMP (CHECK ENGINE WARNING LIGHT).

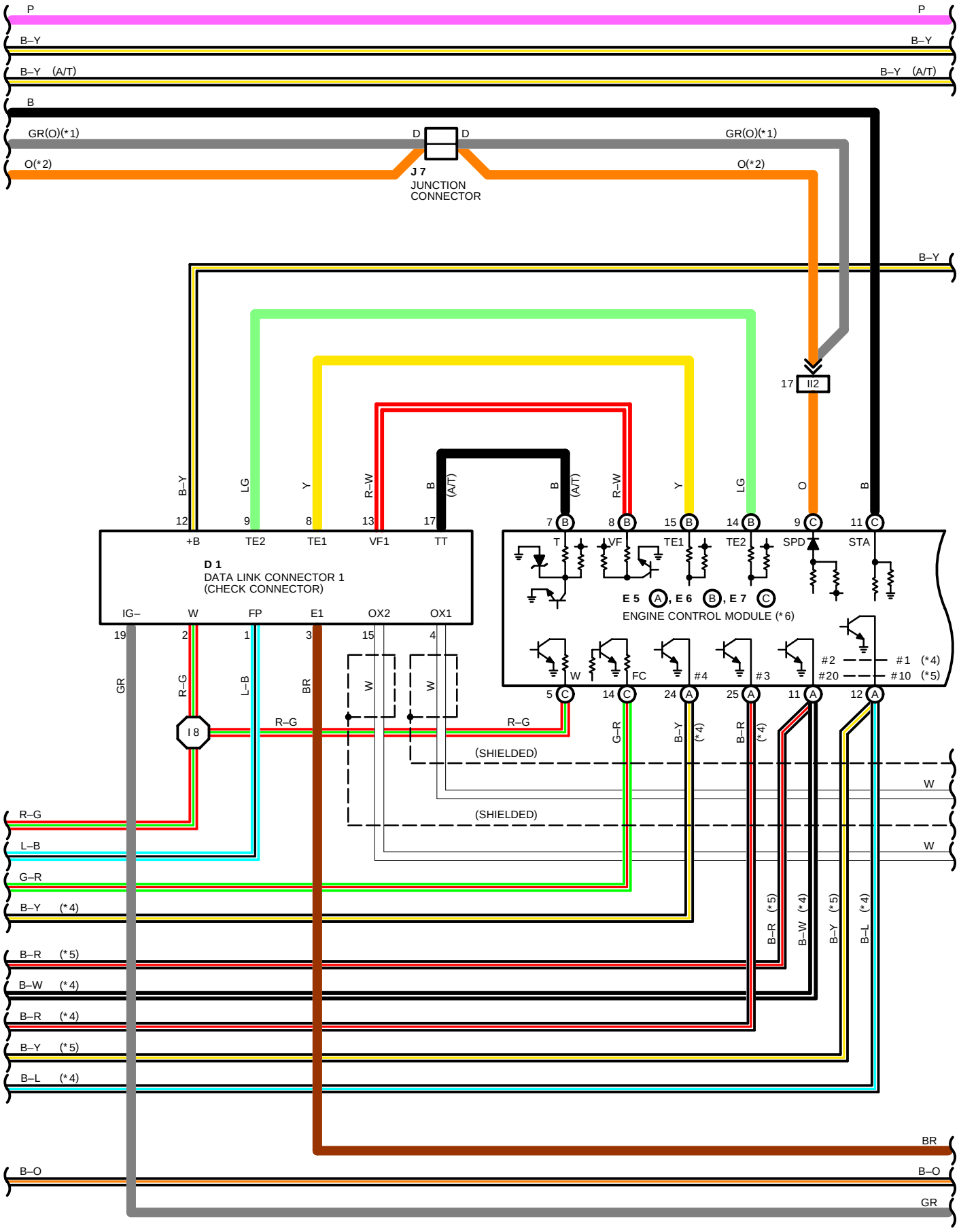
4. FAIL–SAFE SYSTEM

WHEN A MALFUNCTION HAS OCCURRED 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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) MEMORY OR ELSE STOPS THE ENGINE.


P
P
L–R
L–R
ACC
IG1
IG2
ST2
AM1
AM2
W
B–R
B–O
B–W
I12
IGNITION SW
7. 5A
ST
7. 5A
IGN
40A
AM1
30A
AM2
B–Y
(A/T)
(M/T)
B (M/T)
B (A/T)
I 8
P
N
P 1
PARK/NEUTRAL POSITION SW
(NEUTRAL START SW)
C 7
CLUTCH START SW
STARTER
RELAY
15A EFI
100A ALT
60A MAIN
FL MAIN
2. 0L
BATTERY
EB
W–B
E 6
INJECTOR NO. 1
INJECTOR NO. 3
INJECTOR NO. 2
INJECTOR NO. 4
I13
B–L (*4)
B–Y (*5)
B–R (*4)
B–W (*4)
B–R (*5)
B–Y (*4)
B–O

*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR.
FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.
*2 : CANADA
*3 : MALFUNCTION INDICATOR LAMP (CHECK ENGINE WARNING LIGHT)
*4 : CALIFORNIA
*5 : EXCEPT CALIFORNIA




P
B–Y
B–Y (A/T)
B
GR(O)(*1)
O(*2)
D
J 7
JUNCTION CONNECTOR
17 II2
B–Y
LG
Y
R–W
B (A/T)
O
12 +B
9 TE2
8 TE1
13 VF1
17 TT
D 1
DATA LINK CONNECTOR 1
(CHECK CONNECTOR)
IG–
W
FP
E1
OX2
OX1
19
2
1
3
15
4
GR
R–G
L–B
BR
W
I 8
7 T
8 VF
15 TE1
14 TE2
9 SPD
11 STA
E5 A, E6 B, E7 C
ENGINE CONTROL MODULE (*6)
#2 #1 (*4)
#20 #10 (*5)
5 W
14 FC
24 #4
25 #3
11 #2
12 #1
G–R
B–R (*4)
B–Y (*4)
B–R (*5)
B–W (*4)
B–Y (*5)
B–L (*4)
(SHIELDED)
(SHIELDED)
R–G
L–B
G–R
B–Y (*4)
B–R (*5)
B–W (*4)
B–R (*4)
B–Y (*5)
B–L (*4)
BR
B–O
GR

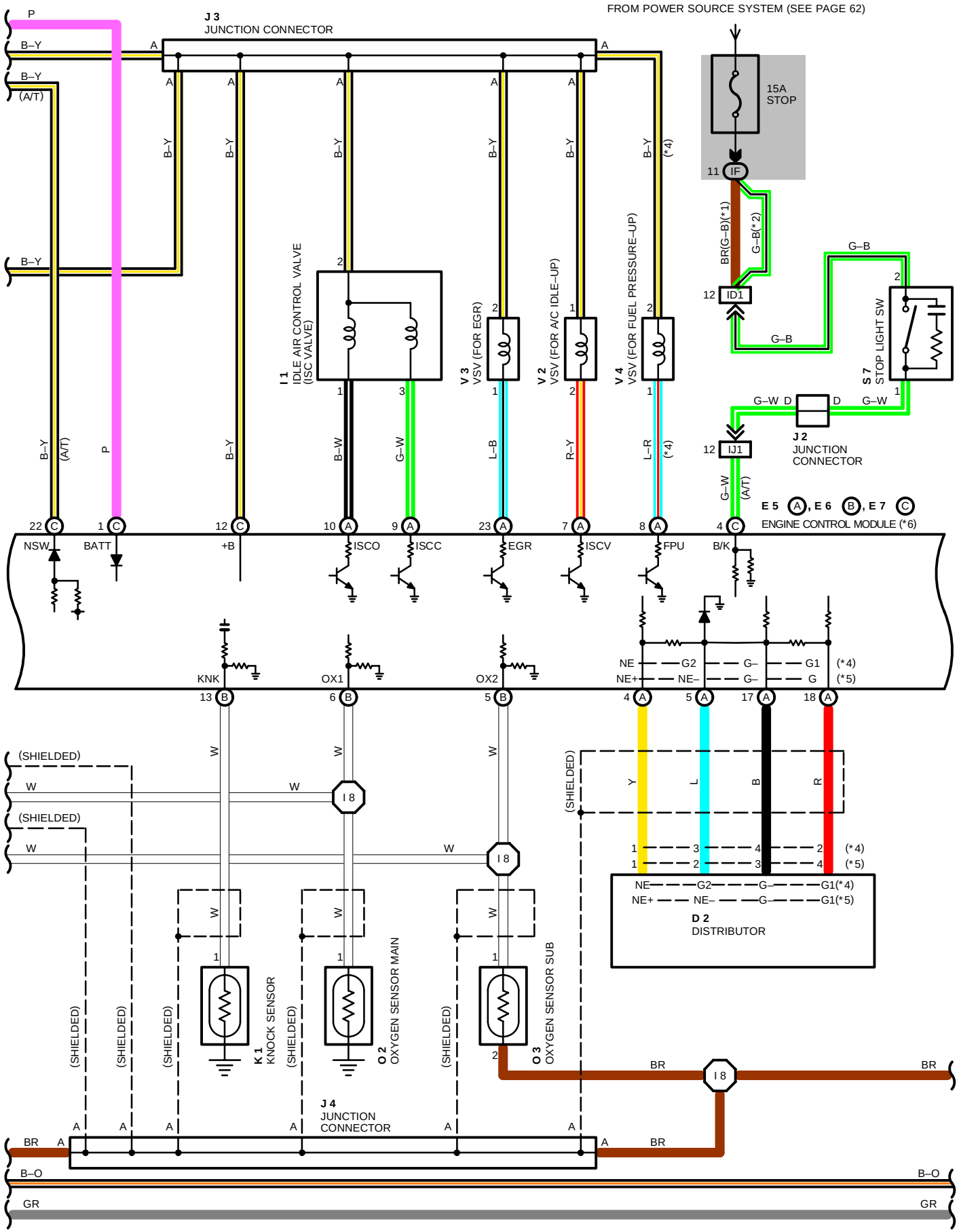
*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR. FOR THE INSTRALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15

*2 : CANADA

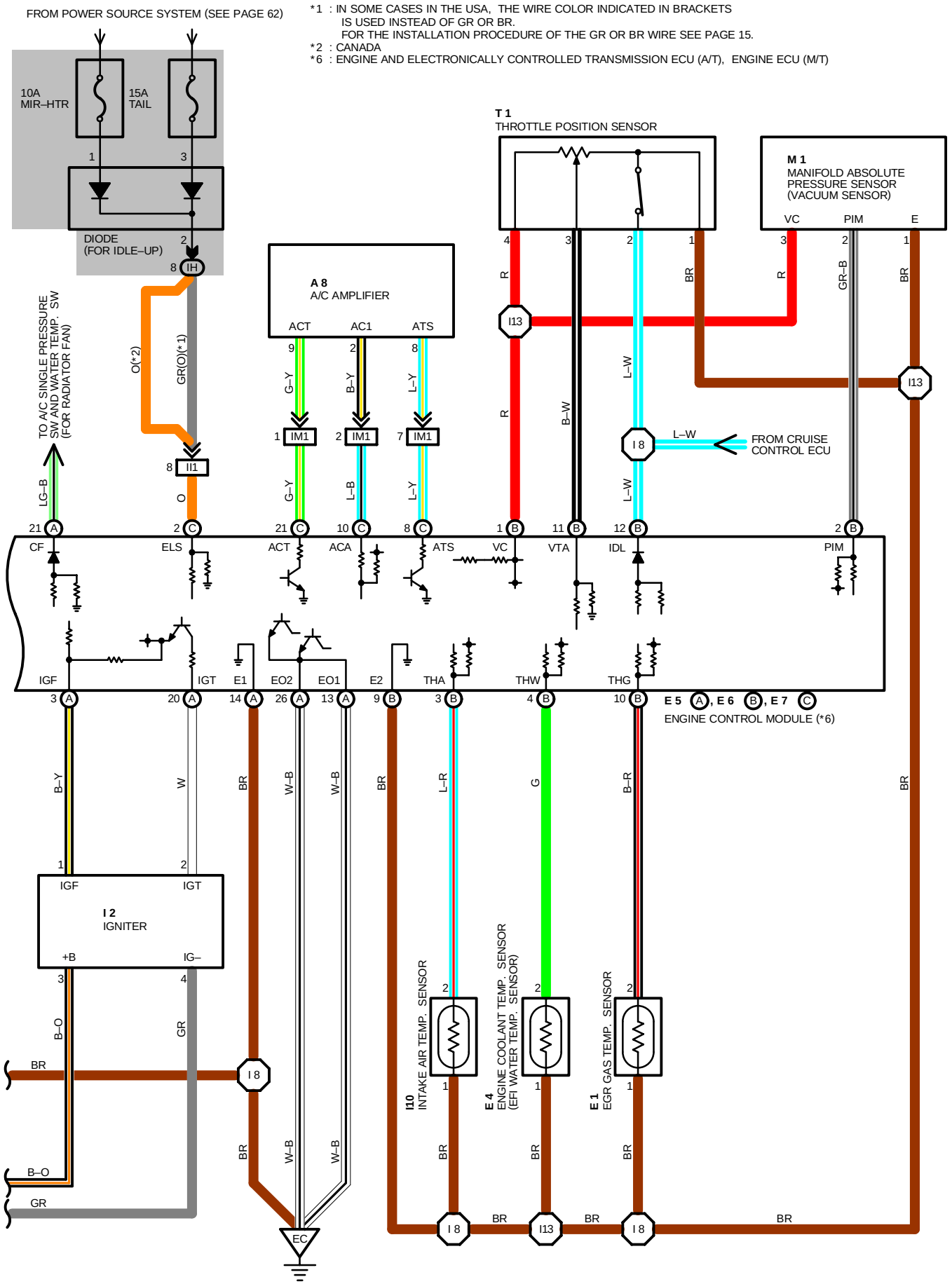
*4 : CALIFORNIA

*5 : EXCEPT CALIFORNIA

*6 : ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)



ENGINE CONTROL (5S–FE)



SERVICE HINTS

E 5(A), E 6(B), E 7(C), ENGINE CONTROL MODULE (ENGINE AND ELECTRONIC CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T))

BATT – E1 : ALWAYS **9.0** – **14.0** VOLTS
+B – E1 : **9.0 – 14.0** VOLTS (IGNITION SW AT **ON** POSITION)
IDL – E2 : **9.0 – 14.0** VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
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–E01, E02: **9.0–14.0** VOLTS (IGNITION SW AT **ON** POSITION) (EXCEPT CALIFORNIA)
#1, #2, #3, #4–E01, E02: **9.0 – 14.0** VOLTS (IGNITION SW AT **ON** POSITION) (CALIFORNIA)
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)
ACA – 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 (CHECK CONNECTOR) TE1 – E1 NOT CONNECTED)
0 – 3.0 VOLTS (IGNITION SW ON AND DATA LINK CONNECTOR 1 (CHECK CONNECTOR) TE1 – E1 CONNECTED)
NSW – E1 :**0 – 3.0** VOLTS (IGNITION SW ON AND PARK/NEUTRAL POSITION SW (NEUTRAL START SW) AT **P** OR **N** POSITION)
9.0 – 14.0 VOLTS (IGNITION SW ON AND PARK/NEUTRAL POSITION SW (NEUTRAL START SW) AT EXCEPT **P** OR **N** POSITION)
B/K – E1 :**9.0 – 14.0** VOLTS (BRAKE PEDAL DEPRESS)

RESISTANCE OF ECU WIRING CONNECTORS
(DISCONNECT WIRING CONNECTOR)
IDL – E2 :INFINITY (THROTTLE VALVE OPEN)
2.3 K OR LESS (THROTTLE VALVE FULLY CLOSED)
VTA – E2 : **3.3 – 10.0** K (THROTTLE VALVE FULLY OPEN)
0.2 – 0.8 K (THROTTLE VALVE FULLY CLOSED)
VC – E2 : **3.0 – 7.0** K
THA – E2 : **2.0 – 3.0** K (INTAKE AIR TEMP **20**˚C, **68**˚F)
THW – E2 : **0.2 – 0.4** K (IGNITION SW ON AND COOLANT TEMP. **80**˚C, **176**˚F)
G+ – G – :**0.17 – 0.21** K (EXCEPT CALIFORNIA)
G1 – G – :**0.17 – 0.21** K (CALIFORNIA)
ISCC, ISCO, – +B : **19.3 – 22.3**

C 5 CIRCUIT OPENING RELAY
1–2 : CLOSED WITH THE STARTER CRANKING AND ENGINE RUNNING

EFI MAIN RELAY
(2) 3– (2) 5 : CLOSED WITH IGNITION SW AT **ON** OR **ST** POSITION

E 4 ENGINE COOLANT TEMP. SENSOR (EFI WATER TEMP. SENSOR)
1–2 :**10.0 – 20.0** K (**–20**˚C, **–4**˚F)
:**4.0 – 7.0** K (**0**˚C, **32**˚F)
:**2.0 – 3.0** K (**20**˚C, **68**˚F)
:**0.9 – 1.3** K (**40**˚C, **104**˚F)
:**0.4 – 0.7** K (**60**˚C, **140**˚F)
:**0.2 – 0.4** K (**80**˚C, **176**˚F)

I 6, I 7, I 8, I 9 INJECTOR
1–2 : APPROX. **13.8**

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

○ : PARTS LOCATION

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

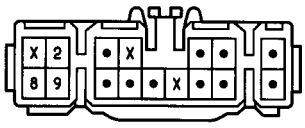
: GROUND POINTS

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

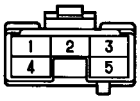
: SPLICE POINTS

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



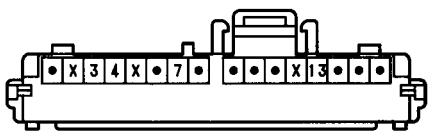
C 5 DARK GRAY



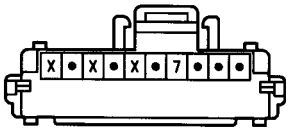
C 7



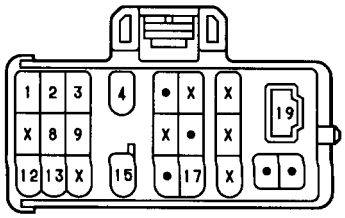
C 9 (B)



C10 (C) GRAY



(A/T) D 1 BLACK



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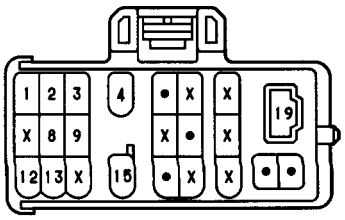


D 2 BLACK



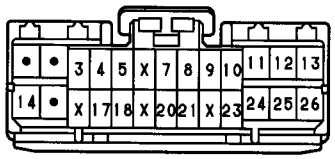
E 1 DARK GRAY



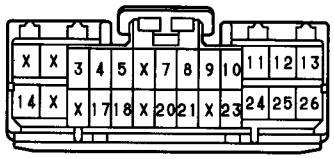
E 4 DARK GRAY



(A/T) E 5 (A) DARK GRAY



(M/T) E 5 (A) DARK GRAY



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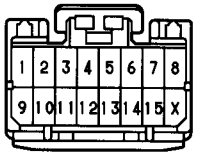

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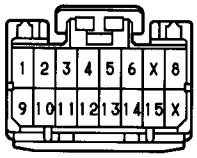
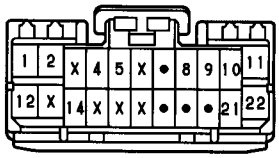
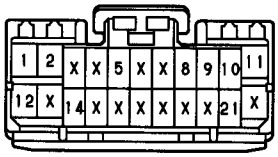


(A/T) E 7 (C) DARK GRAY



(M/T) E 7 (C) DARK GRAY



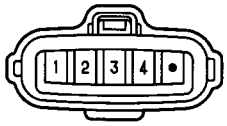
F10 DARK GRAY



I 1 GRAY



I 2 BLACK



I 6, I 8 BROWN



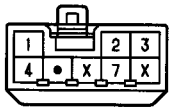
I 7, I 9 GRAY



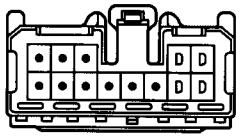
I10 BLACK



I12



J 2 BLUE



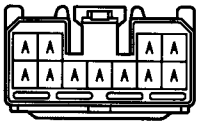
(HINT:SEE PAGE 7)

J 3



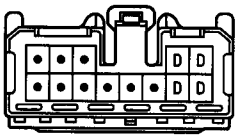
(HINT:SEE PAGE 7)

J 4



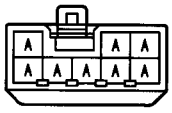
(HINT:SEE PAGE 7)

J 7



(HINT:SEE PAGE 7)

J 9



(HINT:SEE PAGE 7)

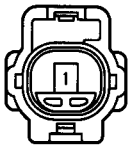
K 1 DARK GRAY



M 1 BLACK



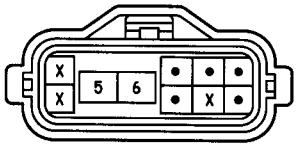
O 2 DARK GRAY



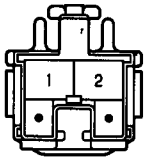
O 3 DARK GRAY



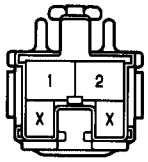
P 1 GRAY



(W/ CRUISE S 7 CONTROL)



(W/O CRUISE S 7 CONTROL)



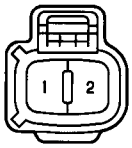
T 1 BLACK



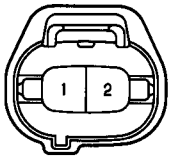
V 1 BLACK



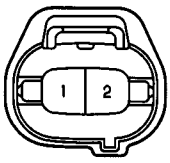
V 2 BLACK



V 3 GRAY



V 4 BROWN



SYSTEM OUTLINE

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

1. INPUT SIGNALS

(1) ENGINE COOLANT TEMP. (WATER TEMP.) SIGNAL SYSTEM
THE ENGINE COOLANT TEMP. SENSOR (EFI WATER TEMP. SENSOR) DETECTS THE ENGINE COOLANT TEMP. AND HAS A BUILT–IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE ENGINE COOLANT TEMP.. THUS THE ENGINE COOLANT TEMP. IS INPUT IN THE FORM OF A CONTROL SIGNAL TO **TERMINAL THW** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(3) OXYGEN SENSOR SIGNAL SYSTEM
THE OXYGEN DENSITY IN THE EXHAUST EMISSIONS IS DETECTED AND INPUT AS A CONTROL SIGNAL TO **TERMINAL OX** AND **OX2** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(4) RPM SIGNAL SYSTEM
CRANKSHAFT POSITION AND ENGINE RPM ARE DETECTED BY THE PICK–UP COIL INSTALLED INSIDE THE DISTRIBUTOR. CRANKSHAFT POSITION IS INPUT AS A CONTROL SIGNAL TO **TERMINALS G1** AND **G–** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), AND ENGINE RPM IS INPUT TO **TERMINALS NE+** AND **NE–**.

(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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), OR WHEN THE VALVE IS FULLY CLOSED, TO **TERMINAL IDL**.

(6) VEHICLE SPEED SIGNAL SYSTEM
THE VEHICLE SPEED SENSOR (SPEED SENSOR) DETECTS THE VEHICLE SPEED AND INPUTS A CONTROL SIGNAL TO **TERMINAL SPD** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) VIA THE COMBINATION METER.

(7) PARK/NEUTRAL POSITION SW (NEUTRAL START SW) SIGNAL SYSTEM
THE PARK/NEUTRAL POSITION SW (NEUTRAL START SW) DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL OR NOT, AND INPUTS A CONTROL SIGNAL TO **TERMINAL NSW** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T)).

(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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), 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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(9) BATTERY SIGNAL SYSTEM
VOLTAGE IS CONSTANTLY APPLIED TO **TERMINAL BATT** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)). WHEN THE IGNITION SW IS TURNED ON, VOLTAGE FOR ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO **TERMINAL +B** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(10) INTAKE AIR VOLUME SIGNAL SYSTEM
INTAKE AIR VOLUME IS DETECTED BY THE MANIFOLD ABSOLUTE PRESSURE SENSOR (VACUUM SENSOR) AND IS INPUT AS A CONTROL SIGNAL TO **TERMINAL PIM** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

(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.

2. CONTROL SYSTEM

* MFI (MULTIPORT FUEL INJECTION) (EFI) SYSTEM

THE MFI (EFI) SYSTEM MONITORS THE ENGINE CONDITIONS THROUGH THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1) TO (12)) INPUT TO THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)). BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO **TERMINALS #10,** AND **#20,** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), CAUSING THE INJECTORS TO INJECT FUEL. IT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)), FINELY CONTROLS FUEL INJECTION IN RESPONSE TO DRIVING CONDITIONS.

DURING ENGINE CRANKING (SIGNAL INPUT TO **TERMINAL STA**) OR FOR APPROX. **2** SECONDS AFTER NE SIGNAL INPUT, ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) OPERATION ENERGIZES (POINT CLOSED) THE FUEL PUMP CIRCUIT INSIDE THE CIRCUIT OPENING RELAY, CAUSING THE FUEL PUMP TO OPERATE.

* ESA (ELECTRONIC SPARK ADVANCE) SYSTEM

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

* IDLE AIR CONTROL (ISC) SYSTEM

THE IDLE AIR CONTROL (ISC) 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 (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS (1 TO 3, 5, 8, 10, 12)), OUTPUTS CURRENT TO **TERMINAL RSC** AND **RSO**, AND CONTROLS THE IDLE AIR CONTROL VALVE (ISC VALVE).

* EGR CUT CONTROL SYSTEM

THE EGR CUT CONTROL SYSTEM CONTROLS THE VSV (FOR EGR) BY EVALUATING THE SIGNALS FROM EACH SENSOR INPUT TO THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) (INPUT SIGNALS (1 TO 6, 10)) AND BY SENDING OUTPUT TO **TERMINAL EGR** OF THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)).

* A/C CUT CONTROL SYSTEM

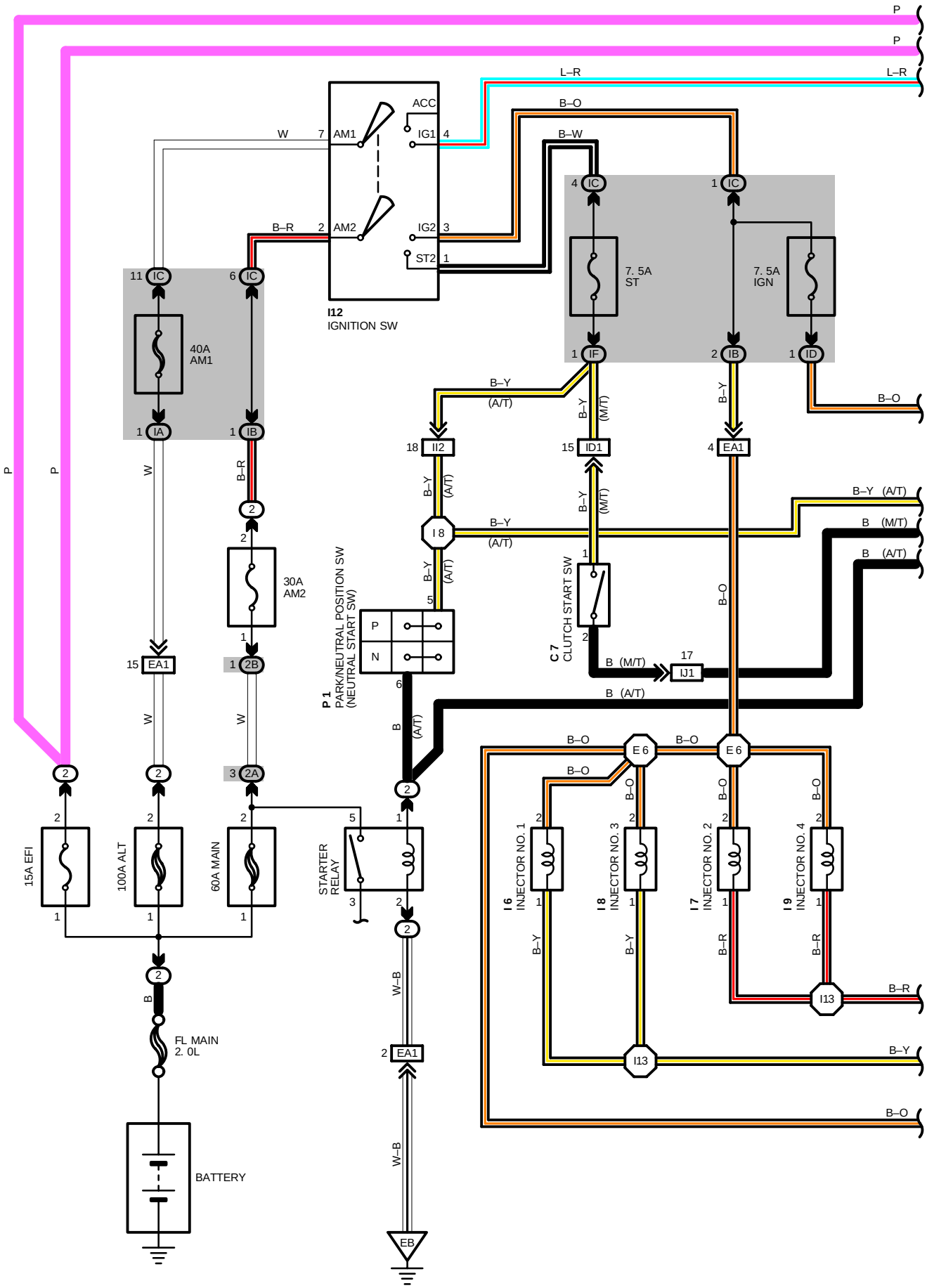
WHEN THE VEHICLE SUDDENLY ACCELERATES FROM LOW ENGINE SPEED, THIS SYSTEM CUTS OFF AIR CONDITIONING (AIR CONDITIONER) OPERATION FOR A FIXED PERIOD OF TIME IN RESPONSE TO THE VEHICLE SPEED, THROTTLE VALVE OPENING ANGLE AND INTAKE MANIFOLD PRESSURE IN ORDER TO MAINTAIN ACCELERATION PERFORMANCE. THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) RECEIVES INPUT SIGNALS (4 TO 6, 8), AND OUTPUTS SIGNALS TO **TERMINAL ACT**.

3. DIAGNOSIS SYSTEM

WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTIONING IN THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) 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 (CHECK ENGINE WARNING LIGHT).

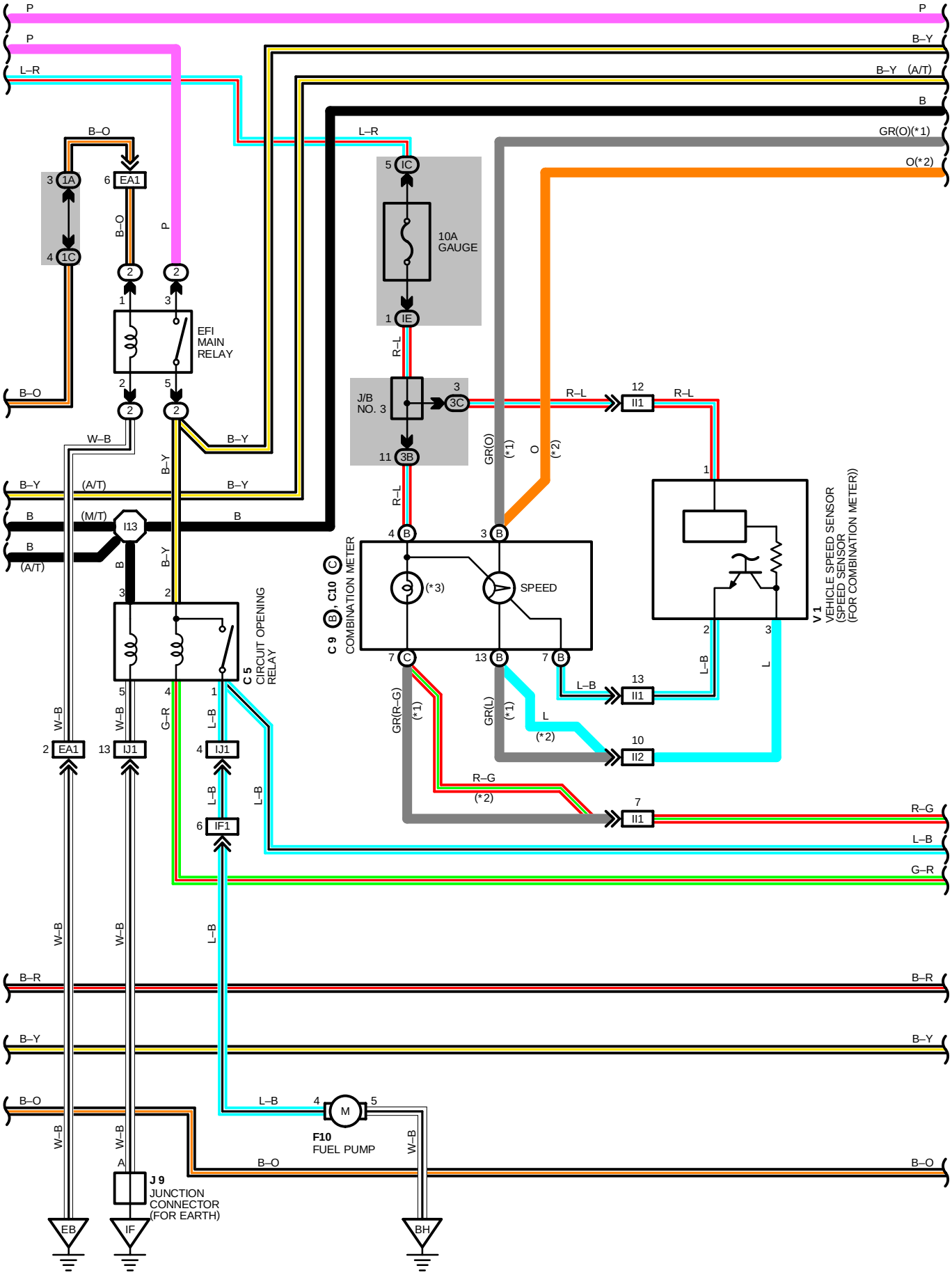
4. FAIL–SAFE SYSTEM

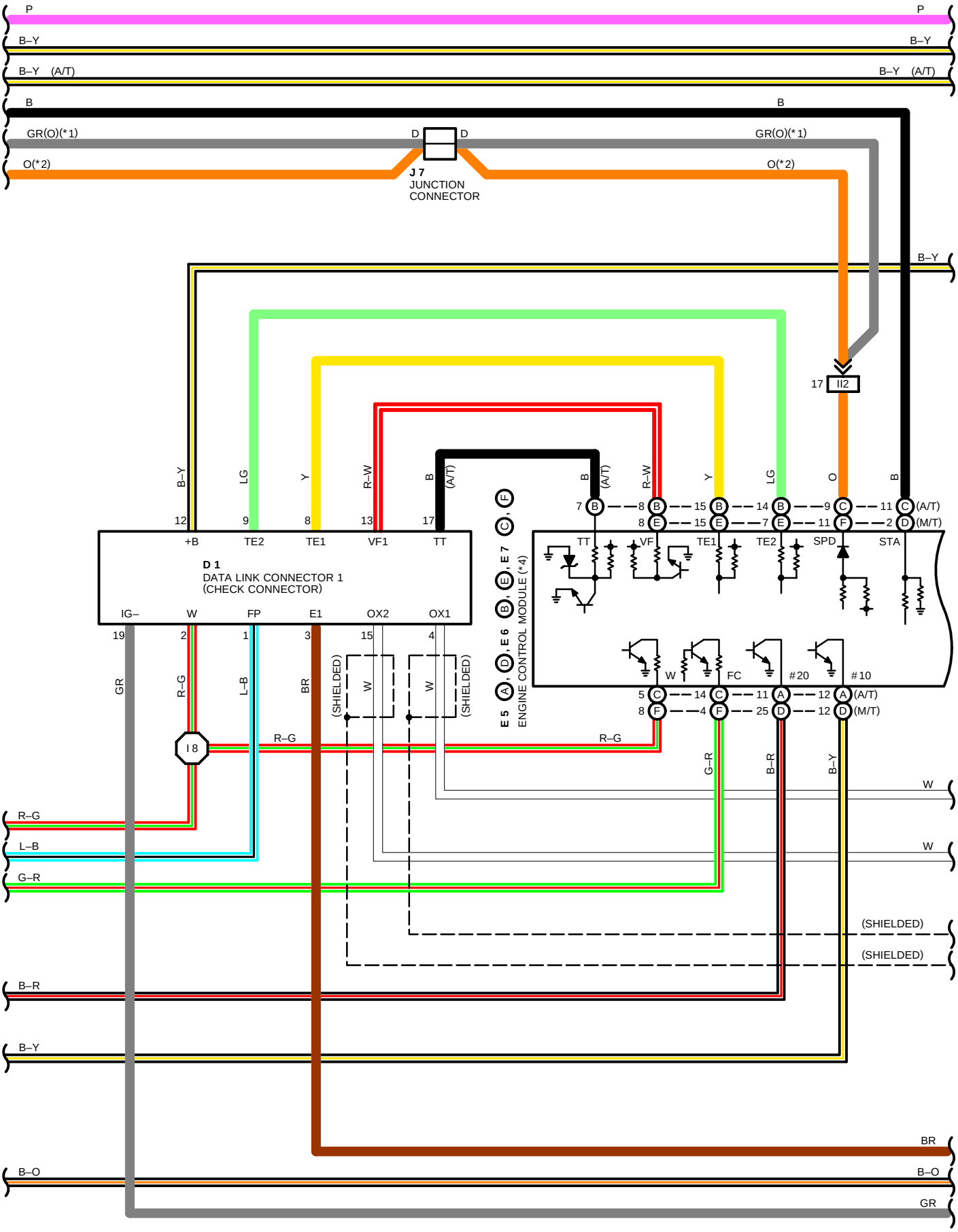
WHEN A MALFUNCTION HAS OCCURRED IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL–SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ENGINE CONTROL MODULE (ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)) MEMORY OR ELSE STOPS THE ENGINE.


P
P
L–R
L–R
B–O
B–W
ACC
IG1
AM1
W
B–R
AM2
IG2
ST2
I12
IGNITION SW
7. 5A
ST
7. 5A
IGN
40A
AM1
IC
IA
IB
IF
ID
B–Y
(A/T)
B–Y
(M/T)
II2
ID1
EA1
I 8
30A
AM2
P 1
PARK/NEUTRAL POSITION SW
(NEUTRAL START SW)
P
N
C 7
CLUTCH START SW
B (M/T)
B (A/T)
IJ1
2B
2A
E 6
15A EFI
100A ALT
60A MAIN
STARTER
RELAY
I 6
INJECTOR NO. 1
I 8
INJECTOR NO. 3
I 7
INJECTOR NO. 2
I 9
INJECTOR NO. 4
I13
W–B
FL MAIN
2. 0L
BATTERY
EB

*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR.
FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.

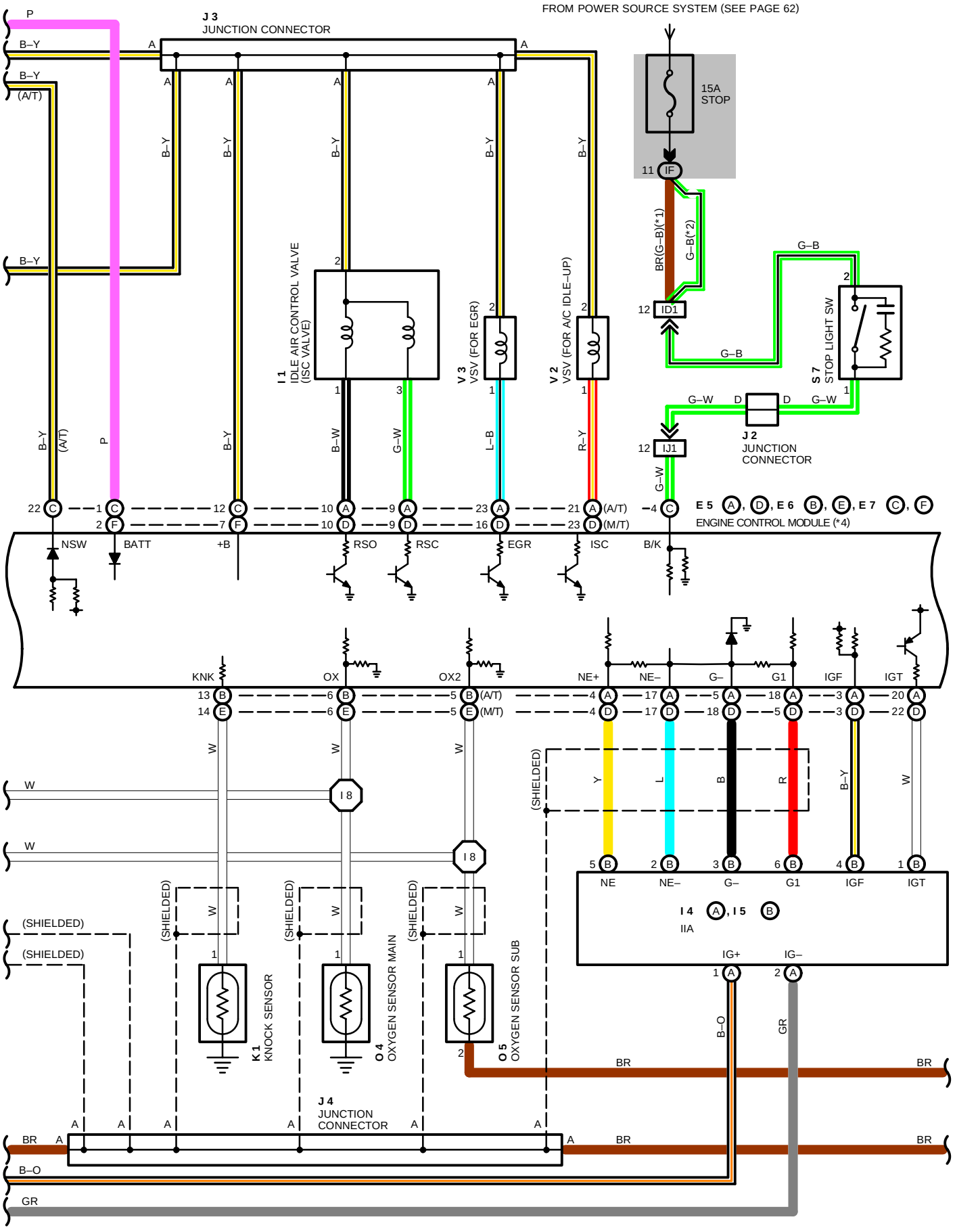
*2 : CANADA
*3 : MALFUNCTION INDICATOR LAMP (CHECK ENGINE WARNING LIGHT)

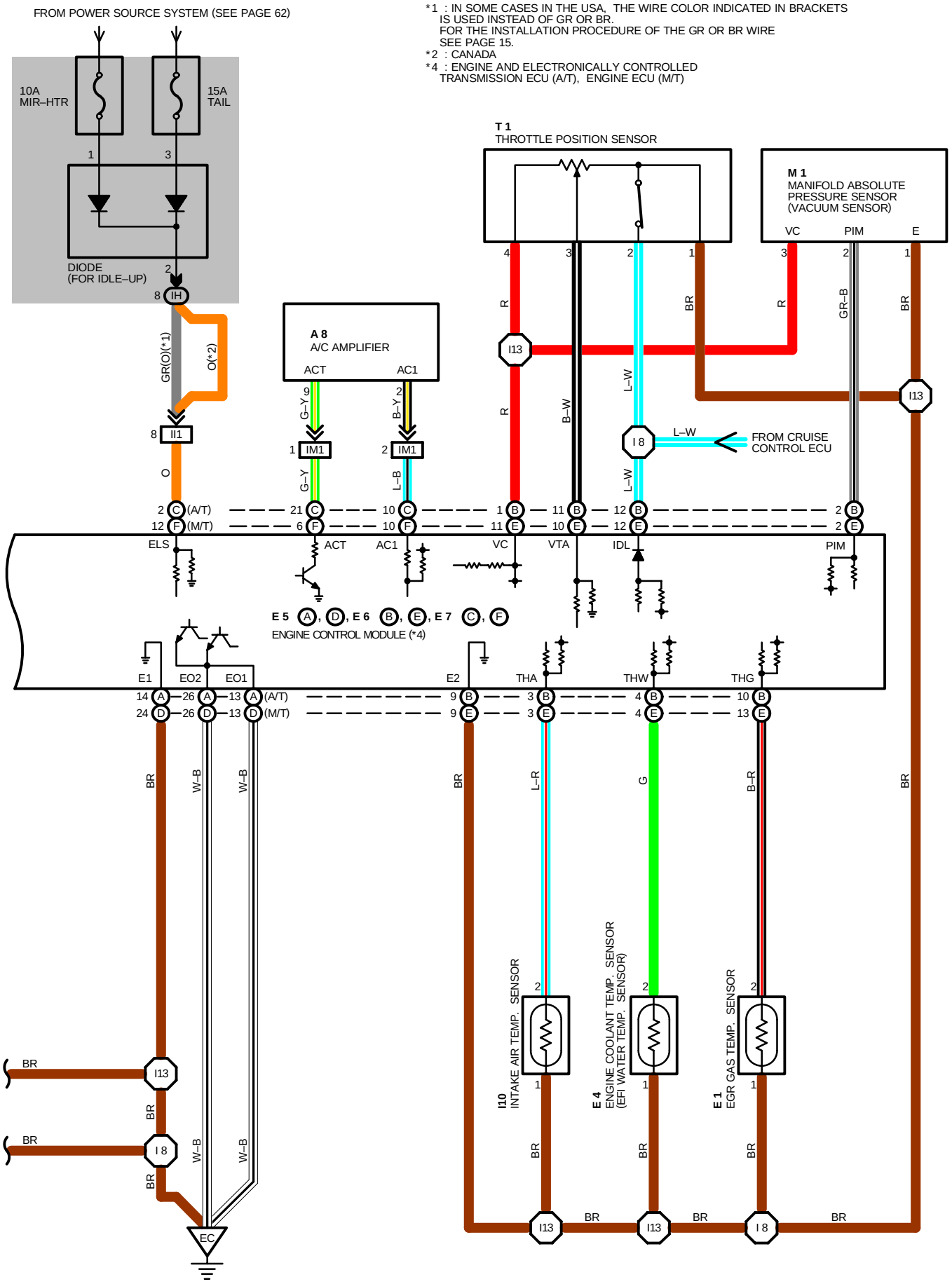



P
B–Y
B–Y (A/T)
B
GR(O)(*1)
O(*2)
D
J 7
JUNCTION CONNECTOR
17 II2
B–Y
LG
Y
R–W
B (A/T)
B
R–W
Y
LG
O
B
12 +B
9 TE2
8 TE1
13 VF1
17 TT
D 1
DATA LINK CONNECTOR 1
(CHECK CONNECTOR)
IG–
W
FP
E1
OX2
OX1
19
2
1
3
15
4
GR
R–G
L–B
BR
(SHIELDED)
W
I 8
R–G
E5 A, D, E6 B, E, E7 C, F
ENGINE CONTROL MODULE (*4)
7 B
8 B
8 E
15 B
15 E
14 B
7 E
9 C
11 F
11 C (A/T)
2 D (M/T)
TT
VF
TE1
TE2
SPD
STA
W
FC
#20
#10
5 C
8 F
14 C
4 F
11 A
25 D
12 A (A/T)
12 D (M/T)
G–R
B–R
B–Y
W
L–B
G–R
(SHIELDED)
B–R
B–Y
BR
B–O
GR

*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR.
FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.

*2 : CANADA
*4 : ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR. FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.
*2 : CANADA
*4 : ENGINE AND ELECTRONICALLY CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T)
10A MIR–HTR
15A TAIL
DIODE (FOR IDLE–UP)
T 1 THROTTLE POSITION SENSOR
M 1 MANIFOLD ABSOLUTE PRESSURE SENSOR (VACUUM SENSOR)
VC PIM E
A 8 A/C AMPLIFIER
ACT AC1
FROM CRUISE CONTROL ECU
GR(O)(*1)
O(*2)
G–Y
B–Y
L–B
R
B–W
L–W
BR
GR–B
O
ELS ACT AC1 VC VTA IDL PIM
E5 A, D, E6 B, E, E7 C, F
ENGINE CONTROL MODULE (*4)
E1 EO2 EO1 E2 THA THW THG
W–B
L–R
G
B–R
I10 INTAKE AIR TEMP. SENSOR
E4 ENGINE COOLANT TEMP. SENSOR (EFI WATER TEMP. SENSOR)
E1 EGR GAS TEMP. SENSOR
EC

SERVICE HINTS

E 5(A), (D), E 6(B), (E) E 7(C), (F) ENGINE CONTROL MODULE (ENGINE AND ELECTRONIC CONTROLLED TRANSMISSION ECU (A/T), ENGINE ECU (M/T))

BATT – E1 : **9.0** – **14.0** VOLTS (ALWAYS)
+B – E1 : **9.0 – 14.0** VOLTS (IGNITION SW AT **ON** POSITION)
IDL – E2 : **9.0 – 14.0** VOLTS (IGNITION SW ON AND THROTTLE VALVE OPEN)
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)
VC – E2 : **4.5 – 5.5** VOLTS (IGNITION SW ON)
#10, #20–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))
SPD – E2 : **4.5 – 5.5** VOLTS (IGNITION SW AT **ON** POSITION)
THW – E2 : **0.2 – 1.0** VOLTS (IGNITION SW ON AND COOLANT TEMP. **80**˚C (**176**˚F))
STA – E1 : **6.0 – 14.0** VOLTS (CRANKING)
IGT – E1 : **0.8 – 1.2** VOLTS (IDLELING)
TE1 – E1 : **9.0 – 14.0** VOLTS (IGNITION SW ON AND DATA LINK CONNECTOR 1 (CHECK CONNECTOR) TE1 – E1 NOT CONNECTED)
0 – 3.0 VOLTS (IGNITION SW ON AND DATA LINK CONNECTOR 1 (CHECK CONNECTOR) TE1 – E1 CONNECTED)
W – E1 : **9.0– 14.0** VOLTS (NO TROUBLE AND ENGINE RUNNING)
AC1 – E1 : **0 – 3.0** VOLTS (IGNITION SW ON AND AIR CONDITIONING ON)
ACT – E1 : **4.5 – 5.5** VOLTS (IGNITION SW ON AND AIR CONDITIONING ON)
NSW – E1 : **0 – 3.0** VOLTS (IGNITION SW ON AND PARK/NEUTRAL POSITION SW (NEUTRAL START SW) AT **P** OR **N** POSITION)
9.0 – 14.0 VOLTS (IGNITION SW ON AND PARK/NEUTRAL POSITION SW (NEUTRAL START SW) AT EXCEPT **P** AND **N** POSITION)
B/K – E1 : **9.0 – 14.0** VOLTS (BRAKE PEDAL DEPRESS)

RESISTANCE OF ECU WIRING CONNECTORS

IDL – E2 :INFINITY (THROTTLE VALVE OPEN)
2.3 K OR LESS (THROTTLE VALVE FULLY CLOSED)
VTA – E2 : **3.3 – 10.0** K (THROTTLE VALVE FULLY OPEN
0.2 – 0.8 K (THROTTLE VALVE FULLY CLOSED)
VC – E2 : **3.0 – 7.0** K
THA – E2 : **2.0 – 3.0** K (INTAKE AIR TEMP. **20**˚C (**68**˚F))
THW – E2 : **0.2 – 0.4** K (IGNITION SW ON AND COOLANT TEMP. **80**˚C (**176**˚F))
G1 – G– : **0.17 – 0.21** K
RSC, RSO – +B: **19.3 – 22.3**

C 5 CIRCUIT OPENING RELAY

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

EFI MAIN RELAY

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

E 4 ENGINE COOLANT TEMP. SENSOR (EFI WATER TEMP. SENSOR)

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

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

1–2 : APPROX. **13.8**

T 1 THROTTLE POSITION SENSOR

3–1 : **0.3–6.3** K WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW **0 MM** (**0** IN.)
2–1 : LESS THAN **2.3** K WITH CLEARANCE BETWEEN THE LEVER AND THE STOP SCREW **0.35 MM** (**0.014** IN.)
WITH CLEARANCE BETWEEN THE LEVER AND THE THE STOP SCREW **0.7 MM** (**0.028** IN.)
3–1 : **3.5–10.3** K WITH THROTTLE VALVE FULLY OPEN

: PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE	SEE PAGE
A 8		32	**E 7**	F	32 (M/T)	**J 4**	33
C 5		32	**F10**		34 (L/B), 35 (C/P)	**J 7**	33
C 7		32	**I 1**		31	**J 9**	33
C 9	B	32	**I 4**	A	31	**K 1**	31
C10	C	32	**I 5**	B	31	**M 1**	31
D 1		30	**I 6**		31	**O 4**	31
E 1		30	**I 7**		31	**O 5**	31
E 4		30	**I 8**		31	**P 1**	31
E 5	A	32 (A/T)	**I 9**		31	**S 7**	33
	D	32 (M/T)	**I10**		31	**T 1**	31
E 6	B	32 (A/T)	**I12**		33	**V 1**	31
	E	32 (M/T)	**J 2**		33	**V 2**	31
E 7	C	32 (A/T)	**J 3**		33	**V 3**	31

: 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		
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	40 (7A–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)
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)

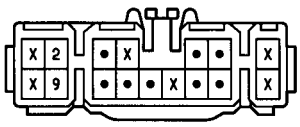
: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	40 (7A–FE)	FRONT SIDE OF LEFT FENDER
EC	40 (7A–FE)	INTAKE MANIFOLD
IF	42	R/B NO. 4 SET BOLT
BH	46 (L/B)	UNDER THE LEFT CENTER PILLAR
	48 (C/P)	

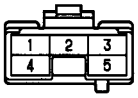
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 6	40 (7A–FE)	ENGINE WIRE	I13	44	ENGINE WIRE
I 8	44				

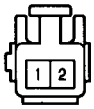
A 8 BLACK



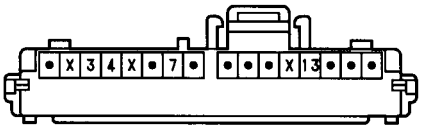
C 5 DARK GRAY



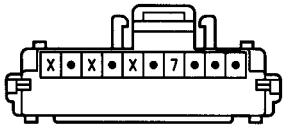
C 7



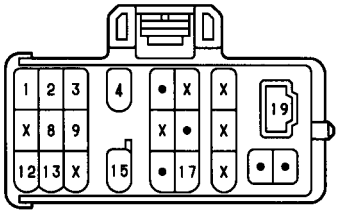
C 9 (B)



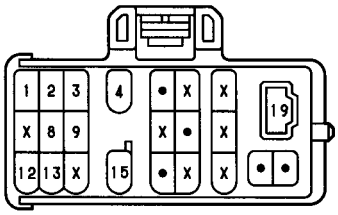
C10 (C) GRAY



(A/T) D 1 BLACK



(M/T) D 1 BLACK



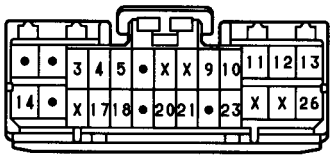
E 1 DARK GRAY



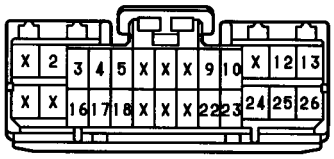
E 4 DARK GRAY



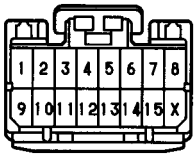
(A/T) E 5 (A) DARK GRAY



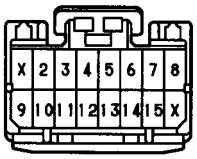
(M/T) E 5 (D) DARK GRAY



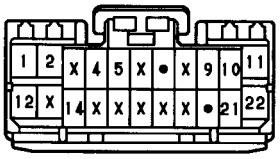
(A/T) E 6 (B) DARK GRAY



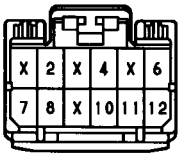
(M/T) E 6 (E) DARK GRAY



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



(M/T) E 7 (F) DARK GRAY



F10 DARK GRAY



I 1 GRAY



I 4 (A) DARK GRAY



I 5 (B) DARK GRAY



I 6 GRAY



I 7 GRAY



I 8 GRAY



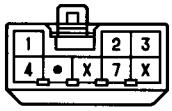
I 9 GRAY



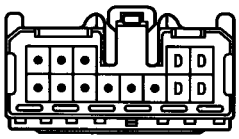
I10 BLACK



I12



J 2 BLUE



(HINT:SEE PAGE 7)

J 3



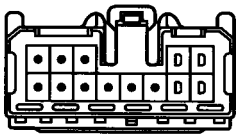
(HINT:SEE PAGE 7)

J 4



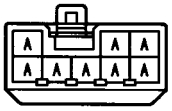
(HINT:SEE PAGE 7)

J 7



(HINT:SEE PAGE 7)

J 9



(HINT:SEE PAGE 7)

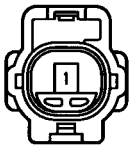
K 1 DARK GRAY



M 1 BLACK



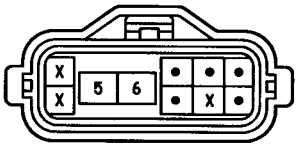
O 4 DARK GRAY



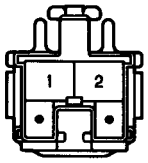
O 5 DARK GRAY



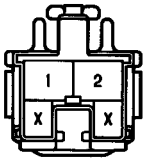
P 1 GRAY



(W/ CRUISE S 7 CONTROL)



(W/O CRUISE S 7 CONTROL)



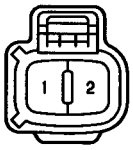
T 1 BLACK



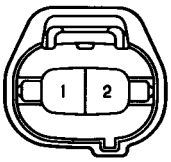
V 1 BLACK



V 2 BLACK

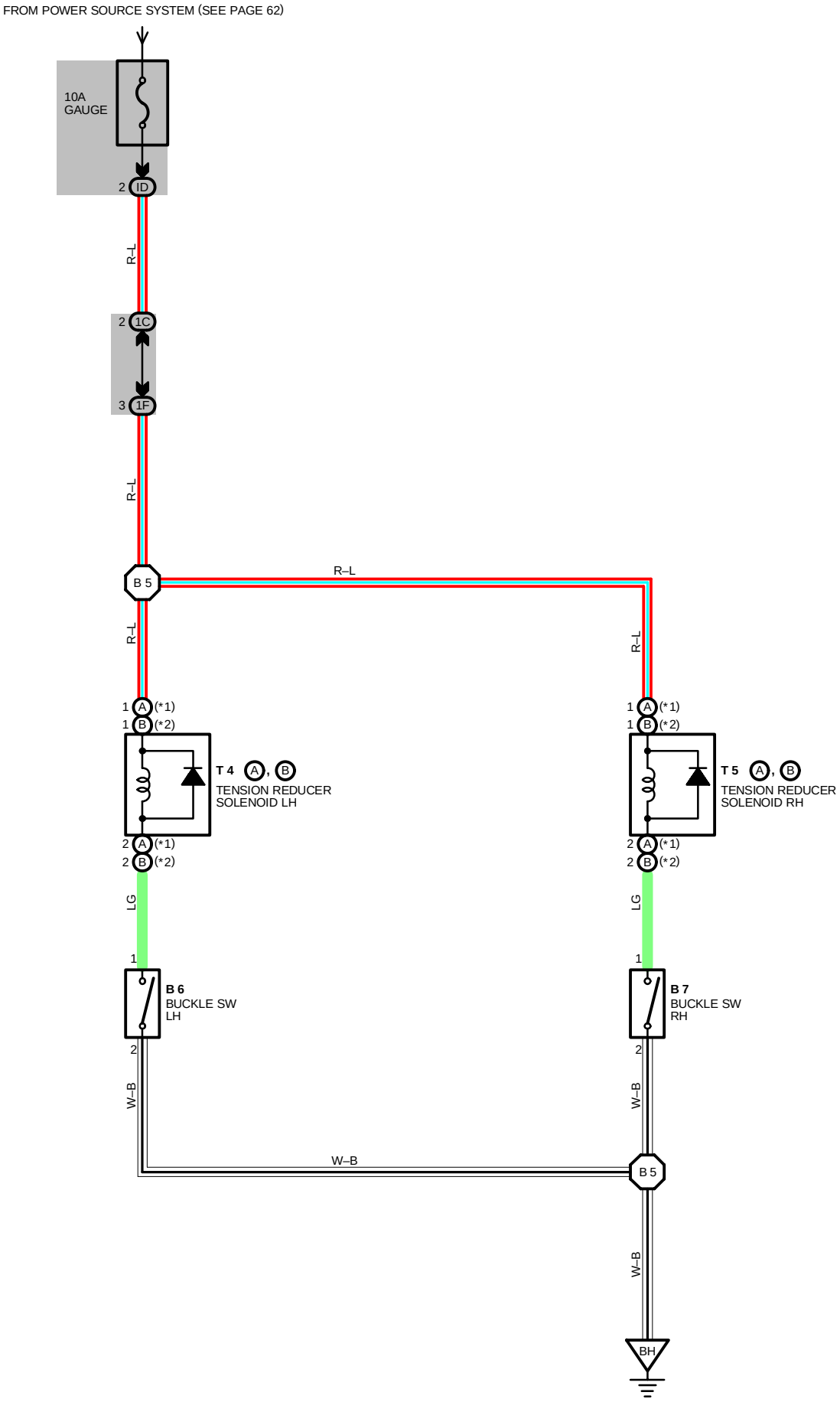


V 3 BROWN



ELECTRIC TENSION REDUCER

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



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 (A), (B), T5 (A), (B) 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**	A	34 (L/B), 35 (C/P)
	36 (CONVERTIBLE)	**T 4**	A	34 (L/B), 35 (C/P)		B	37 (CONVERTIBLE)
B 7	34 (L/B), 35 (C/P)		B	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)

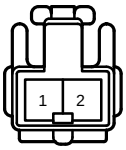
▽ : GROUND POINTS

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

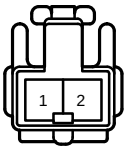
⯃ : SPLICE POINTS

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

B 6



B 7



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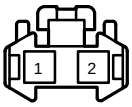

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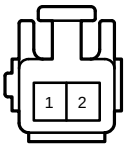

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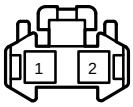

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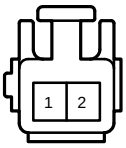
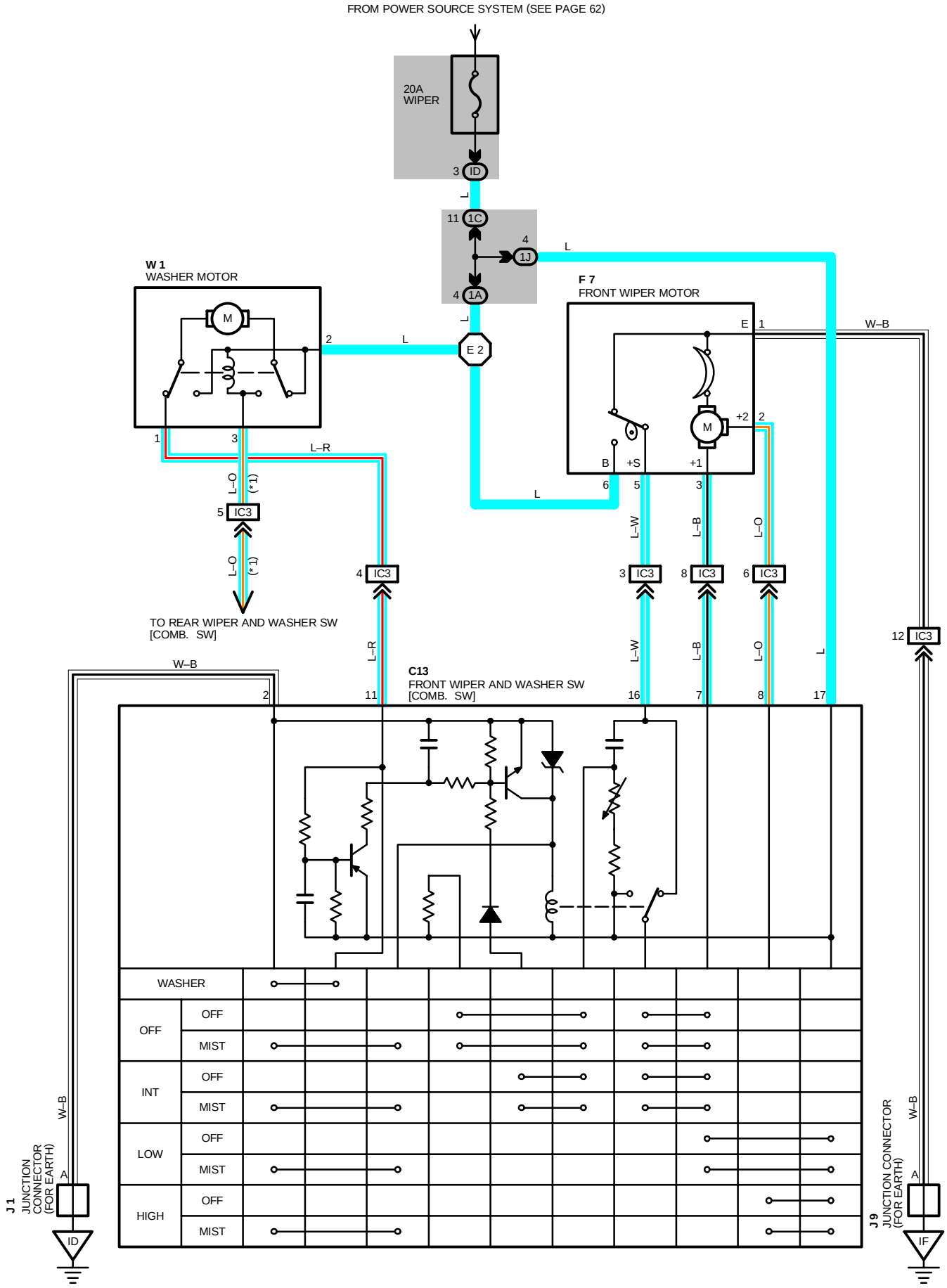


FRONT WIPER AND WASHER

*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 WIPER SW TO **TERMINAL 7** → **TERMINAL 3** OF THE WIPER MOTOR → WIPER MOTOR → **TERMINAL 1** → **GROUND**, CAUSING THE WIPER MOTOR TO RUN AT LOW SPEED.

2. HIGH SPEED POSITION

WITH WIPER SW TURNED TO **HIGH** POSITION, CURRENT FLOWS FROM **TERMINAL 17** OF THE WIPER AND WASHER SW TO **TERMINAL 8** → **TERMINAL 2** OF THE 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 WIPER AND WASHER SW TO **TERMINAL 2** → **GROUND**. THIS OPERATES THE INTERMITTENT CIRCUIT AND CURRENT FLOWS FROM **TERMINAL 17** OF THE WIPER AND WASHER SW → **TERMINAL 7** → **TERMINAL 3** OF THE 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 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 WIPER MOTOR → WIPER MOTOR → **TERMINAL 1** → **GROUND**, CAUSING THE WIPER MOTOR TO RUN AT LOW SPEED.

5. WASHER CONTINUOUS OPERATION

WITH THE WASHER SW PUSHED TO ON, CURRENT FLOWS FROM **TERMINAL 2** OF THE WASHER MOTOR TO **TERMINAL 1** → **TERMINAL 11** OF THE 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 CONTINUOUS OPERATION CIRCUIT IN **TERMINAL 17** OF THE WIPER AND WASHER SW → **TERMINAL 7** → **TERMINAL 3** OF THE WIPER MOTOR → WIPER MOTOR → **TERMINAL 1** → **GROUND**, OPERATING THE WIPER.

SERVICE HINTS

C13 FRONT WIPER AND WASHER SW [COMB. SW]

2–GROUND :ALWAYS CONTINUOUS
17–GROUND:APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
7–GROUND :APPROX. **12** VOLTS WITH THE 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

F 7 FRONT WIPER MOTOR

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

FRONT WIPER AND WASHER

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

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C13	32	**J 1**	33	**W 1**	29 (5S–FE), 31 (7A–FE)
F 7	28 (5S–FE), 30 (7A–FE)	**J 9**	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)

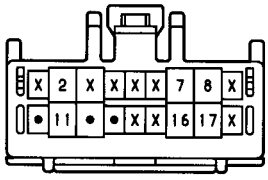
: GROUND POINTS

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
E 2	38 (5S–FE)	ENGINE ROOM MAIN WIRE	**E 2**	40 (7A–FE)	ENGINE ROOM MAIN WIRE

(*3) C13 BLACK



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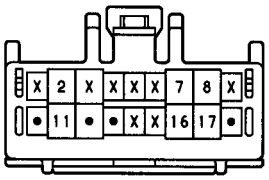
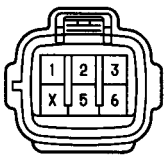
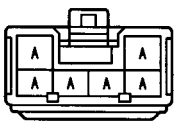


F 7 BLACK

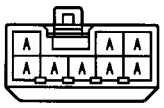


J 1



(HINT:SEE PAGE 7)

J 9

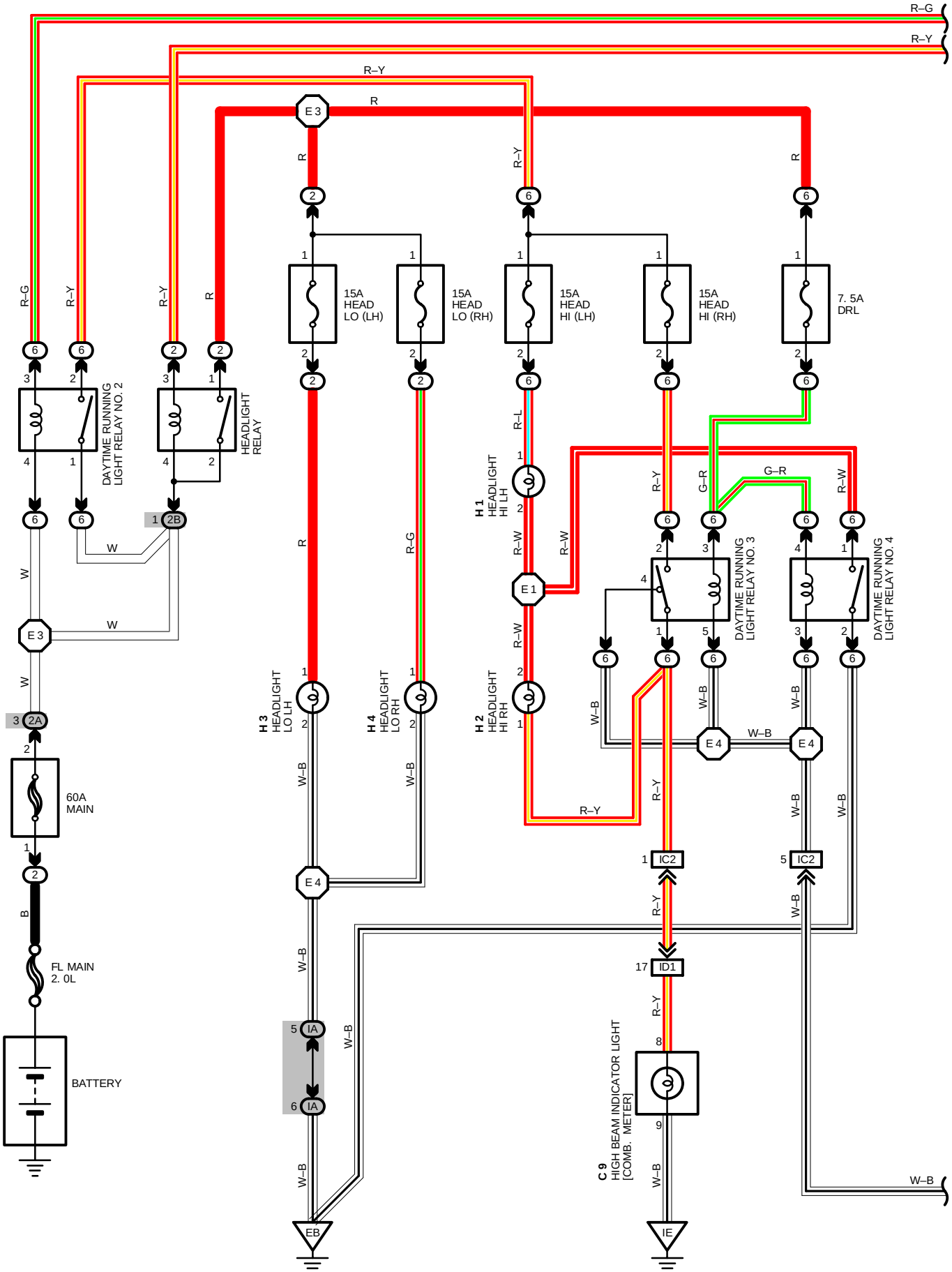


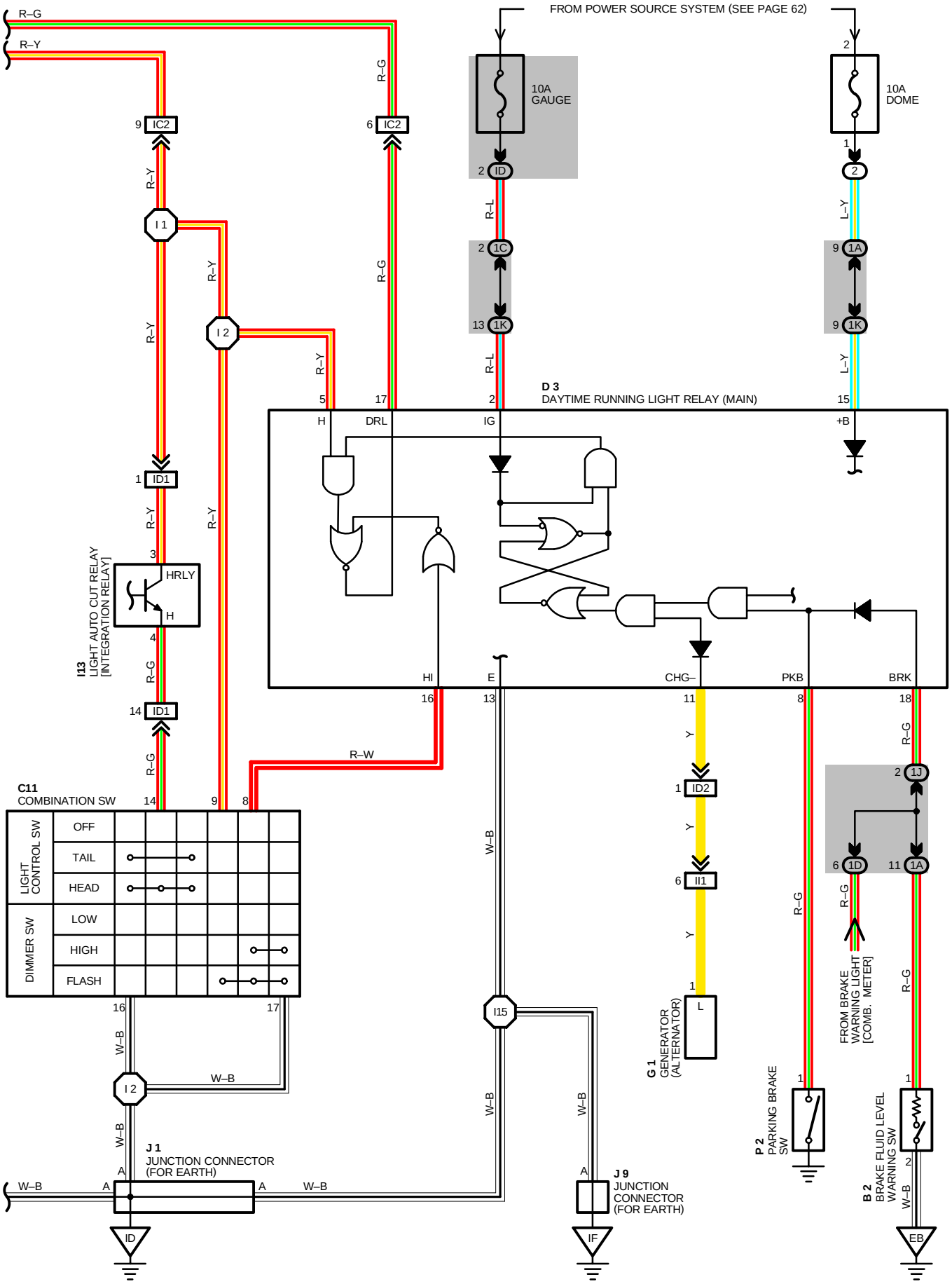
(HINT:SEE PAGE 7)

W 1 GRAY



HEADLIGHT (CANADA)




FROM POWER SOURCE SYSTEM (SEE PAGE 62)
10A GAUGE
10A DOME
D 3
DAYTIME RUNNING LIGHT RELAY (MAIN)
DRL
IG
+B
HI
E
CHG–
PKB
BRK
I13
LIGHT AUTO CUT RELAY [INTEGRATION RELAY]
HRLY
C11
COMBINATION SW
LIGHT CONTROL SW
DIMMER SW
OFF
TAIL
HEAD
LOW
HIGH
FLASH
J 1
JUNCTION CONNECTOR (FOR EARTH)
J 9
JUNCTION CONNECTOR (FOR EARTH)
G 1
GENERATOR (ALTERNATOR)
P 2
PARKING BRAKE SW
B 2
BRAKE FLUID LEVEL WARNING SW
FROM BRAKE WARNING LIGHT [COMB. METER]
R–G
R–Y
R–L
L–Y
R–W
W–B
Y
ID
IF
EB

HEADLIGHT (CANADA)

SYSTEM OUTLINE

VOLTAGE IS ALWAYS APPLIED FROM THE **MAIN** FUSE, THROUGH THE HEADLIGHT RELAY (COIL SIDE) TO **TERMINAL 5** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN), **TERMINAL 3** OF LIGHT AUTO CUT RELAY (INTEGRATION RELAY), **TERMINAL 9** OF DIMMER SW, THROUGH DAYTIME RUNNING LIGHT RELAY NO.2 (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 (ALTERNATOR) 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 LIGHT 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 DAYTIME RUNNING LIGHT RELAY NO.2 CURRENT ALSO FLOWS FROM THE **MAIN** FUSE TO DAYTIME RUNNING LIGHT RELAY NO.2 (POINT SIDE) → **HEAD HI (LH)** FUSE → HEADLIGHT HI LH → HEADLIGHT HI RH → **TERMINAL 1** OF DAYTIME RUNNING LIGHT RELAY NO.3 → **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 AT **LOW** POSITION, CURRENT FLOWS FROM THE HEADLIGHT 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 HEADLIGHT RELAY.

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

WHEN THE DIMMER SW IS AT **HIGH** POSITION, **TERMINAL 8** OF THE DIMMER SW OUTPUTS A SIGNAL TO **TERMINAL 16** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN) TO ACTIVATE IT. THIS TURNS ON DAYTIME RUNNING LIGHT RELAY NO.2 SO CURRENT FLOWS FROM DAYTIME RUNNING LIGHT RELAY NO.2 (POINT SIDE) TO THE **HEAD HI (LH)** FUSE → HEADLIGHT HI LH → DAYTIME RUNNING LIGHT RELAY NO.4 (POINT SIDE) → **GROUND**, AND FROM THE **HEAD HI (RH)** FUSE TO DAYTIME RUNNING LIGHT RELAY NO.3 (POINT SIDE) → HEADLIGHT HI RH → DAYTIME RUNNING LIGHT RELAY NO.4 (POINT SIDE) → **GROUND**, CAUSING THE HEADLIGHTS TO OPERATE AT HI.

WHEN THE DIMMER SW IS AT **FLASH** POSITION, CURRENT FROM THE HEADLIGHT RELAY (COIL SIDE) FLOWS TO **TERMINAL 9** OF THE DIMMER SW → **TERMINAL 17** → **GROUND**, ACTIVATING THE RELAY. SIMULTANEOUSLY, CURRENT FROM THE HEADLIGHT RELAY (POINT SIDE) FLOWS TO HEADLIGHT LO, LIGHTING UP HEADLIGHT LO AND ACTIVATING DAYTIME RUNNING LIGHT RELAY NO.3. THEN **TERMINAL 8** 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 IGNITION SW AT **ON** POSITION
13–GROUND : ALWAYS CONTINUOUS
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 IS DISCONNECTED, ALWAYS APPROX. **12** VOLTS)
8–GROUND : CONTINUOUS WITH THE PARKING BRAKE LEVER PULLED UP

: 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 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)
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

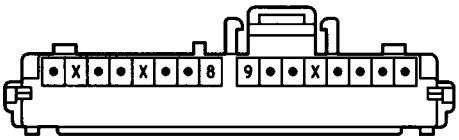
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	38 (5S–FE)	ENGINE ROOM MAIN WIRE	**E 4**	40 (7A–FE)	ENGINE ROOM MAIN WIRE
	40 (7A–FE)		**I 1**	44	COWL WIRE
E 3	38 (5S–FE)		**I 2**		
	40 (7A–FE)		**I15**		
E 4	38 (5S–FE)				

HEADLIGHT (CANADA)

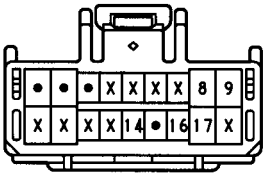
B 2 GRAY



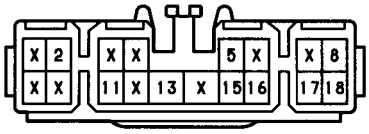
C 9



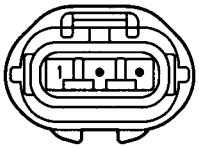
C11



D 3 GRAY



G 1 BLACK



H 1 BLACK



H 2 BLACK



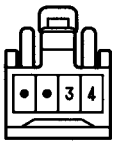
H 3 BROWN



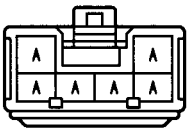
H 4 BROWN



I13

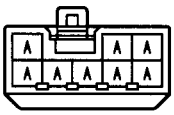


J 1



(HINT:SEE PAGE 7)

J 9

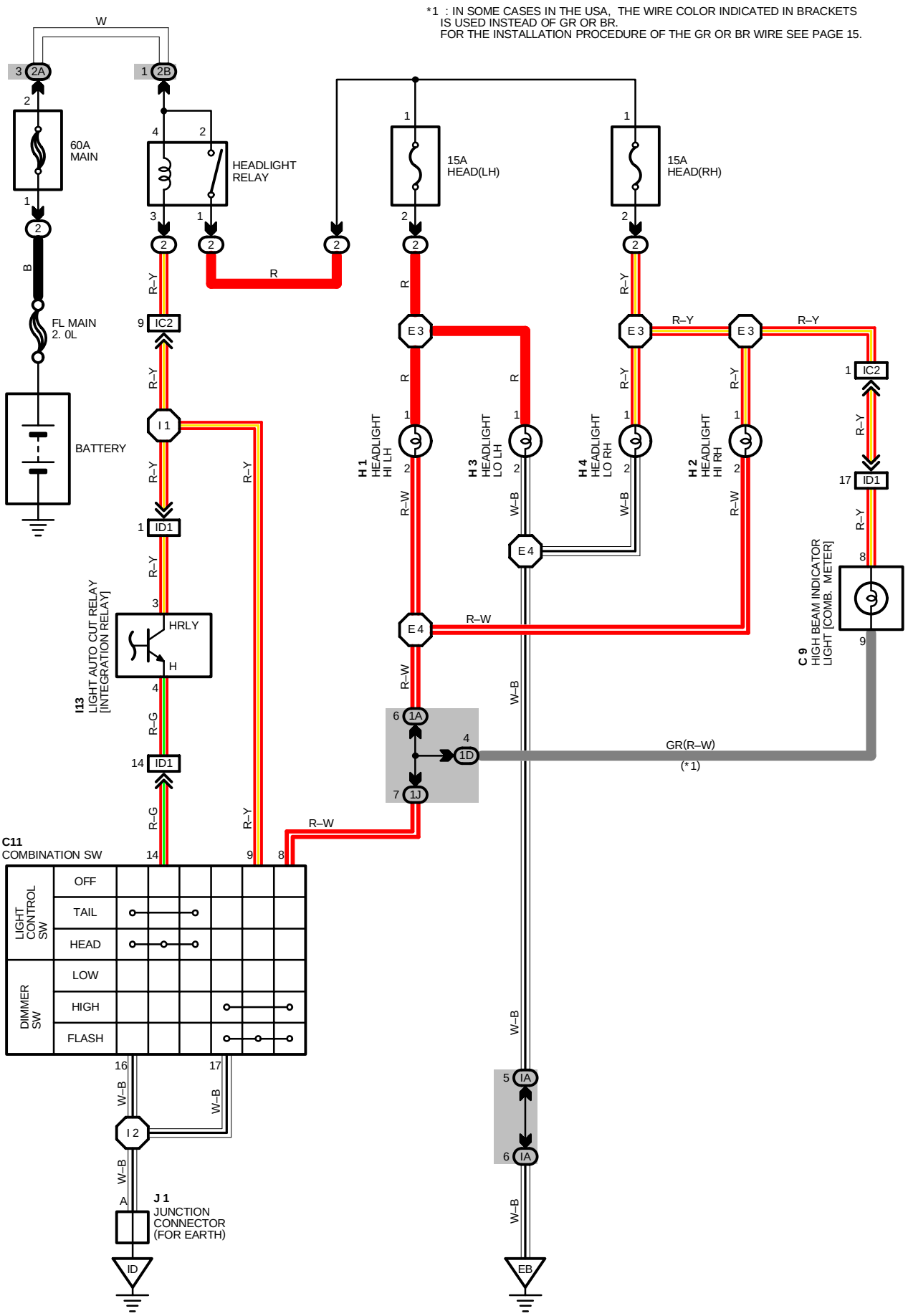


(HINT:SEE PAGE 7)

P 2 BLACK



HEADLIGHT (USA)



SERVICE HINTS

HEADLIGHT RELAY

(2) 2– (2) 1 :CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION OR THE DIMMER SW AT **FLASH** POSITION

C 11 LIGHT CONTROL SW [COMB. SW]

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

C11 DIMMER SW [COMB. SW]

9–17 :CLOSED WITH THE DIMMER SW AT **FLASH** POSITION

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

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C 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)
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)
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)

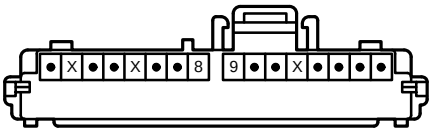
: GROUND POINTS

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

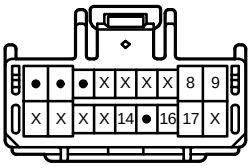
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 3	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 4	38 (5S–FE)		**I 2**		

C 9



C11



H 1 BLACK



H 2 BLACK



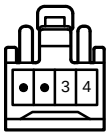
H 3 BROWN



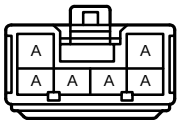
H 4 BROWN



I13



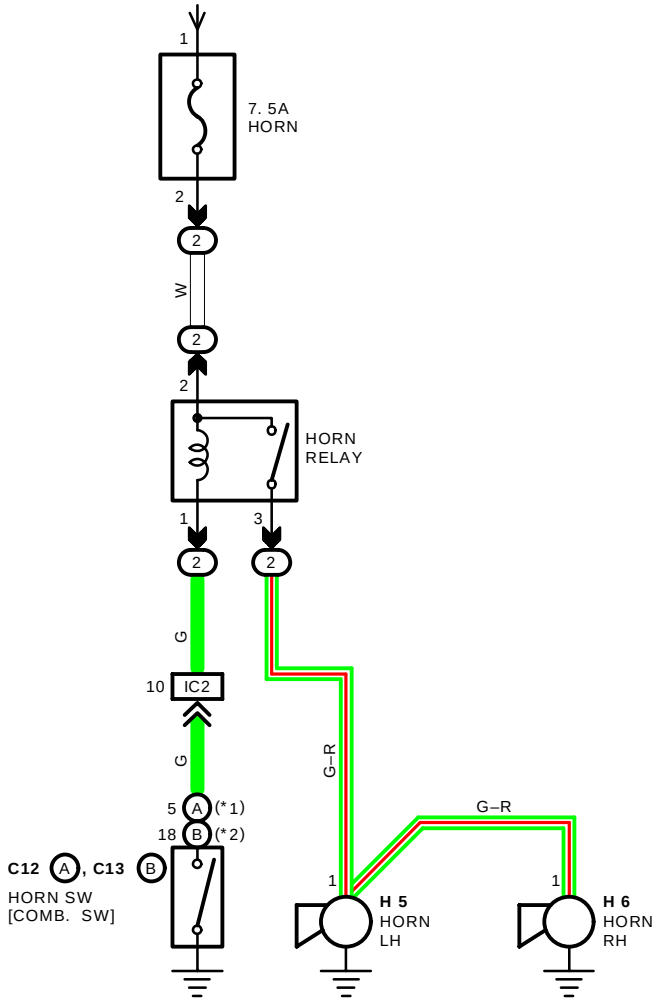
J 1



(HINT : SEE PAGE 7)

FROM POWER SOURCE SYSTEM (SEE PAGE 62)

*1 : W/ CRUISE CONTROL, USA W/O CRUISE CONTROL
*2 : CANADA W/O CRUISE CONTROL



SERVICE HINTS

HORN RELAY

(2) 2– (2) 3 : CLOSED WITH HORN SW ON

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C12	A	32	**H 5**	28 (5S–FE), 30 (7A–FE)		
C13	B	32	**H 6**	28 (5S–FE), 30 (7A–FE)		

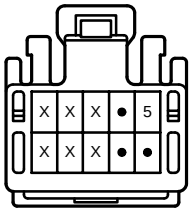
: RELAY BLOCKS

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

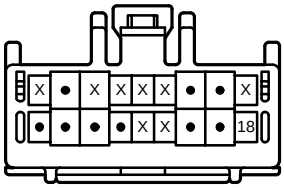
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

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

C12 A GRAY



C13 B BLACK

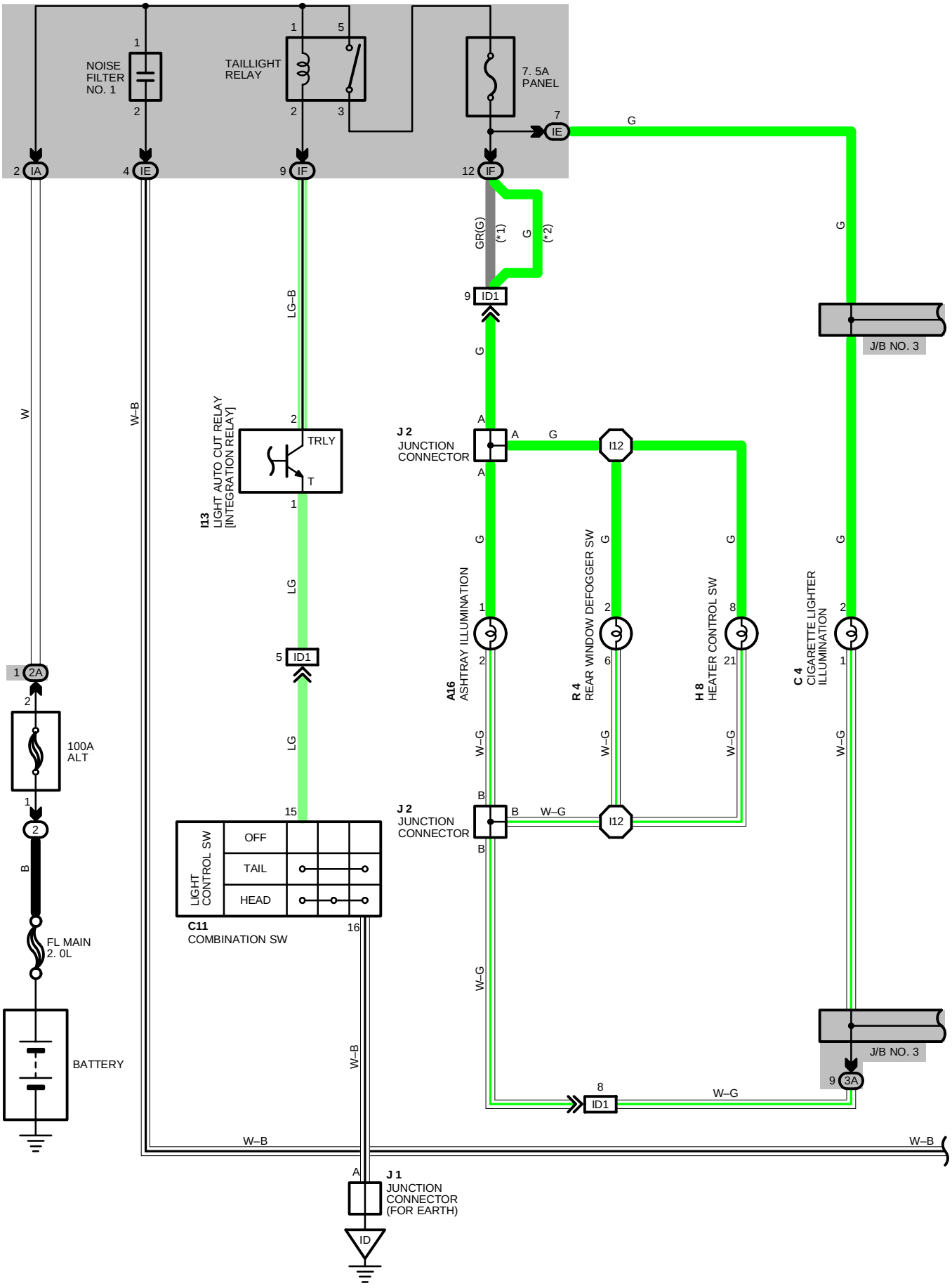


H 5 BLACK



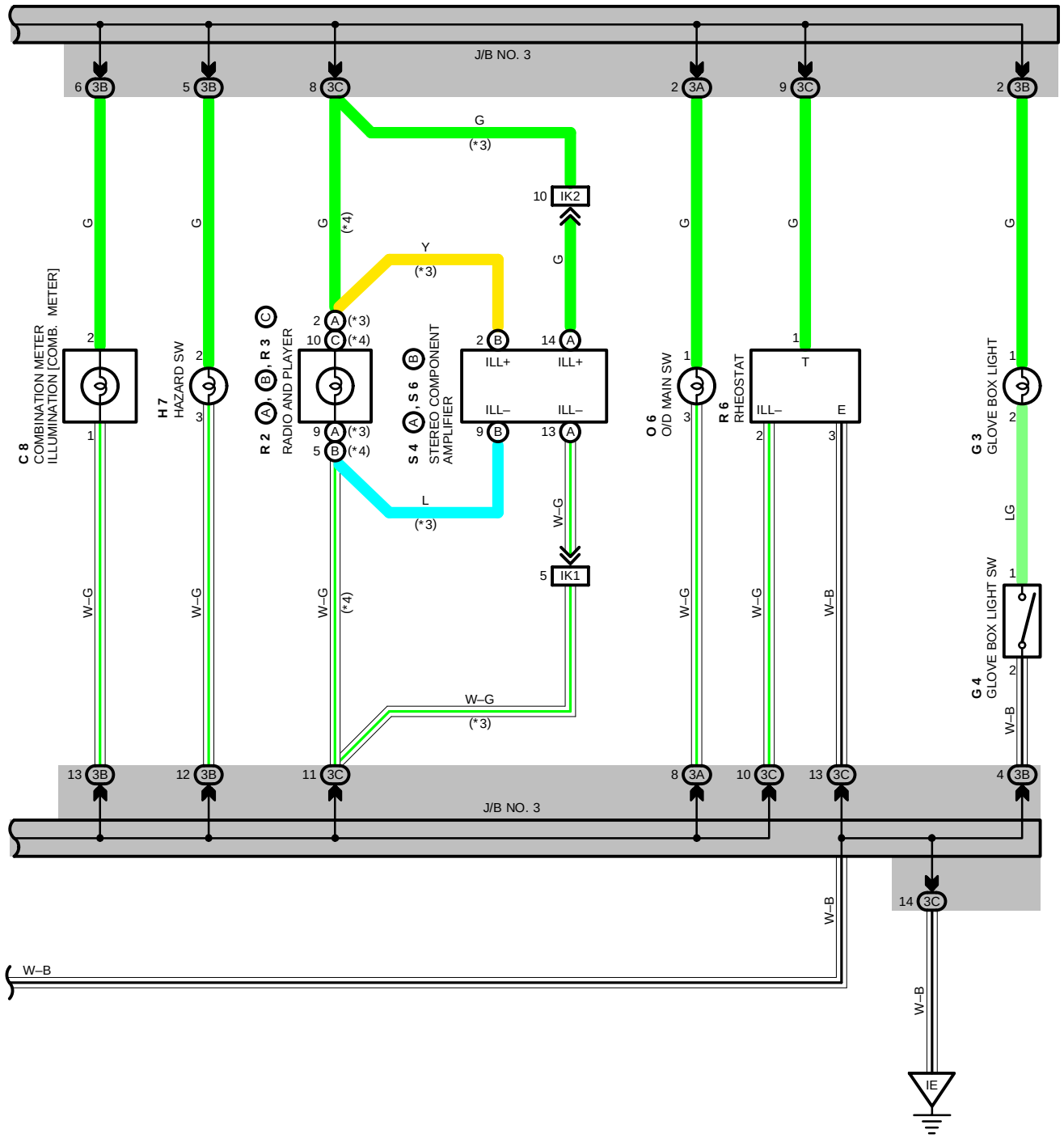
H 6 BLACK




NOISE FILTER NO. 1
TAILLIGHT RELAY
7. 5A PANEL
2 IA
4 IE
9 IF
12 IF
7 IE
G
GR(G)
(*1)
G
(*2)
9 ID1
J/B NO. 3
LG–B
W
W–B
2
TRLY
T
1
I13
LIGHT AUTO CUT RELAY [INTEGRATION RELAY]
J 2
JUNCTION CONNECTOR
A
A
G
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
15
LIGHT CONTROL SW
OFF
TAIL
HEAD
C11
COMBINATION SW
16
W–G
B
W–B
8
ID1
9 3A
A
J 1
JUNCTION CONNECTOR (FOR EARTH)
ID

*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR.
FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.

*2 : CANADA
*3 : SEPARATE TYPE AMPLIFIER
*4 : BUILT–IN TYPE AMPLIFIER



ILLUMINATION

SERVICE HINTS

TAILLIGHT RELAY

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

C11 LIGHT CONTROL SW [COMB. SW]

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

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
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	**R 2** 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		

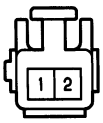
: GROUND POINTS

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			

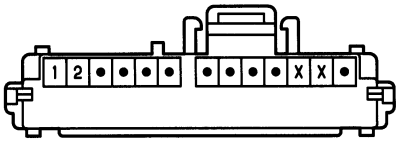
A16



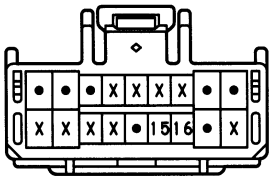
C 4



C 8 BLUE



C11



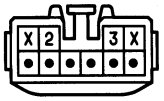
G 3



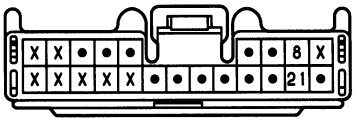
G 4 BLACK



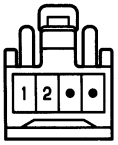
H 7 BLACK



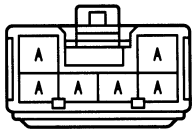
H 8 ORANGE



I13

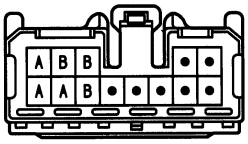


J 1



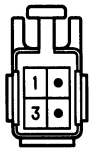
(HINT:SEE PAGE 7)

J 2 BLUE

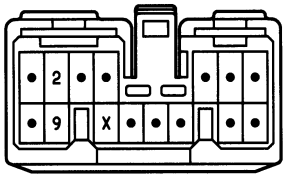


(HINT:SEE PAGE 7)

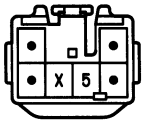
O 6 BLUE



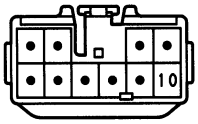
R 2 (A)



R 2 (B) BLUE



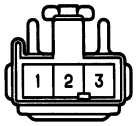
R 3 (C) BLUE



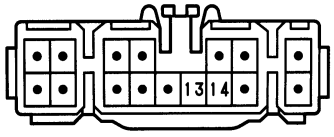
R 4



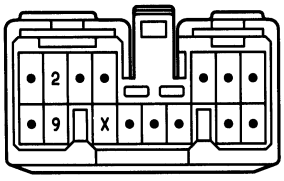
R 6 BLACK



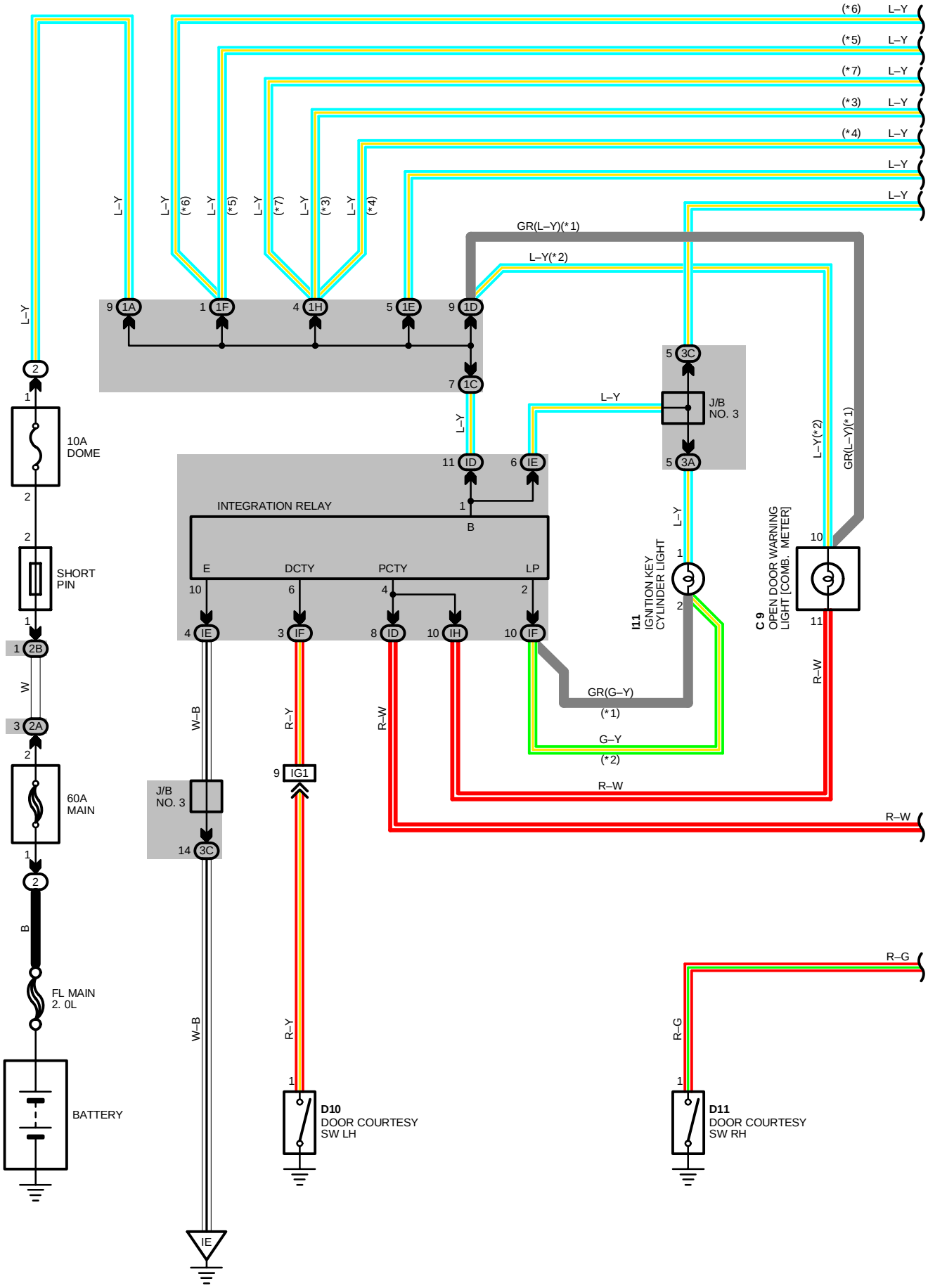
S 4 (A)



S 6 (B) BLUE



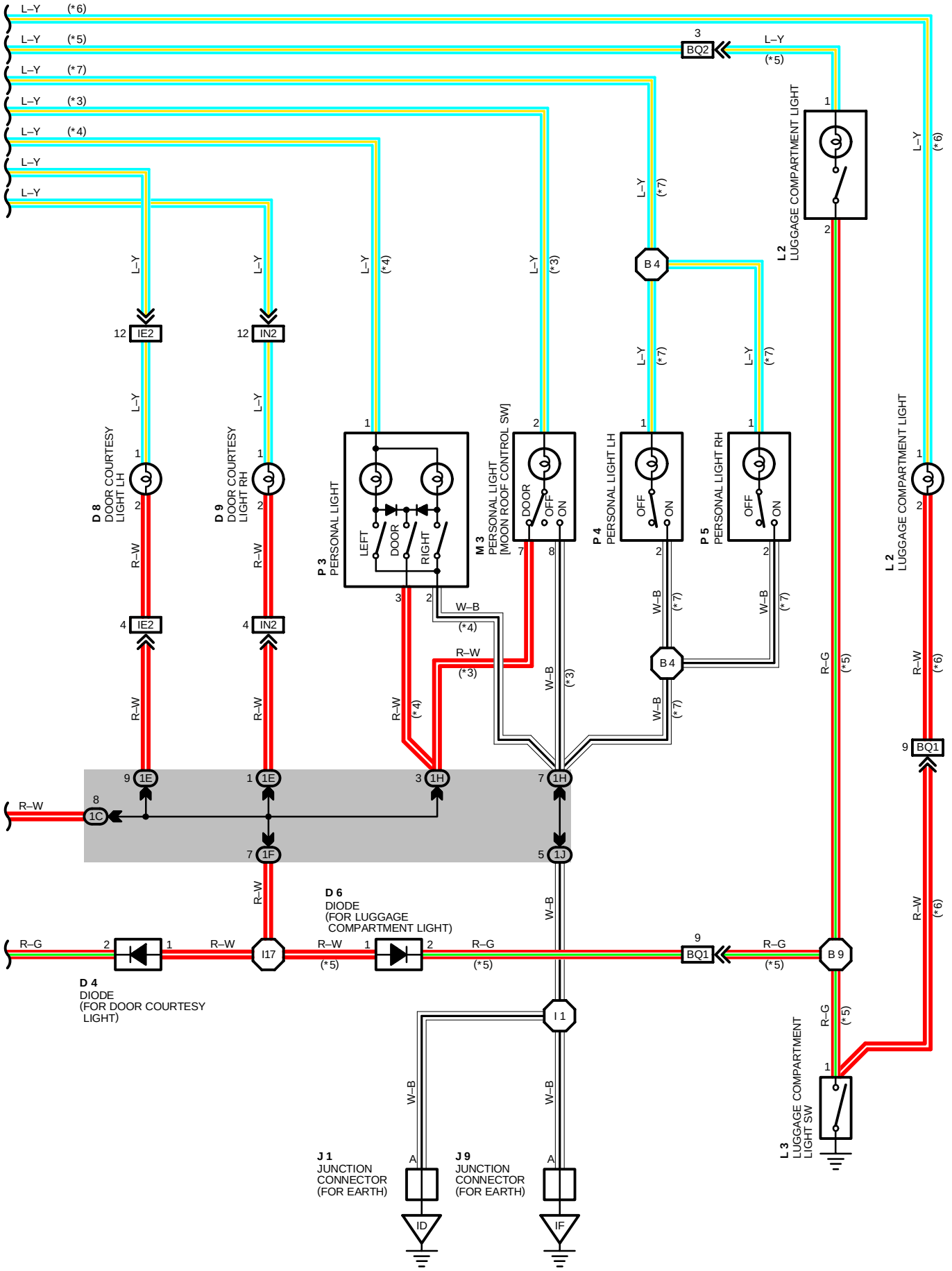
INTERIOR LIGHT



*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR.
FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.

*2 : CANADA
*3 : W/ MOON ROOF
*4 : W/O MOON ROOF

*5 : L/B
*6 : C/P, CONVERTIBLE
*7 : CONVERTIBLE



INTERIOR LIGHT

SERVICE HINTS

INTEGRATION RELAY
1–GROUND : ALWAYS APPROX. **12** VOLTS
6–GROUND : CONTINUOUS WITH THE LH DOOR OPEN
4–GROUND : CONTINUOUS 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**	36 (CONVERTIBLE)
D 9	34 (L/B), 35 (C/P)	**J 9**	33	**P 5**	36 (CONVERTIBLE)
	36 (CONVERTIBLE)	**L 2**	34 (L/B), 35 (C/P)		
D10	34 (L/B), 35 (C/P)		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 (LEFT 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

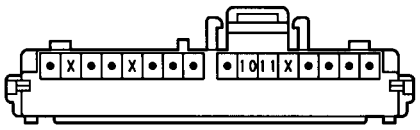
CODE	SEE PAGE	GROUND POINTS LOCATION
ID	42	LEFT KICK PANEL
IE	42	INSTRUMENT PANEL BRACE LH
IF	42	R/B NO. 4 SET BOLT

: 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

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

C 9



D 4



D 6



D 8 GRAY



D 9 GRAY



D10



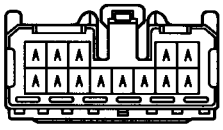
D11



I11

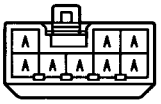


J 1 BLUE



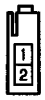
(HINT:SEE PAGE 7)

J 9



(HINT:SEE PAGE 7)

(*5) L 2



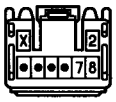
(*6) L 2



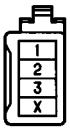
L 3 GRAY



(*3) M 3



(*4) P 3



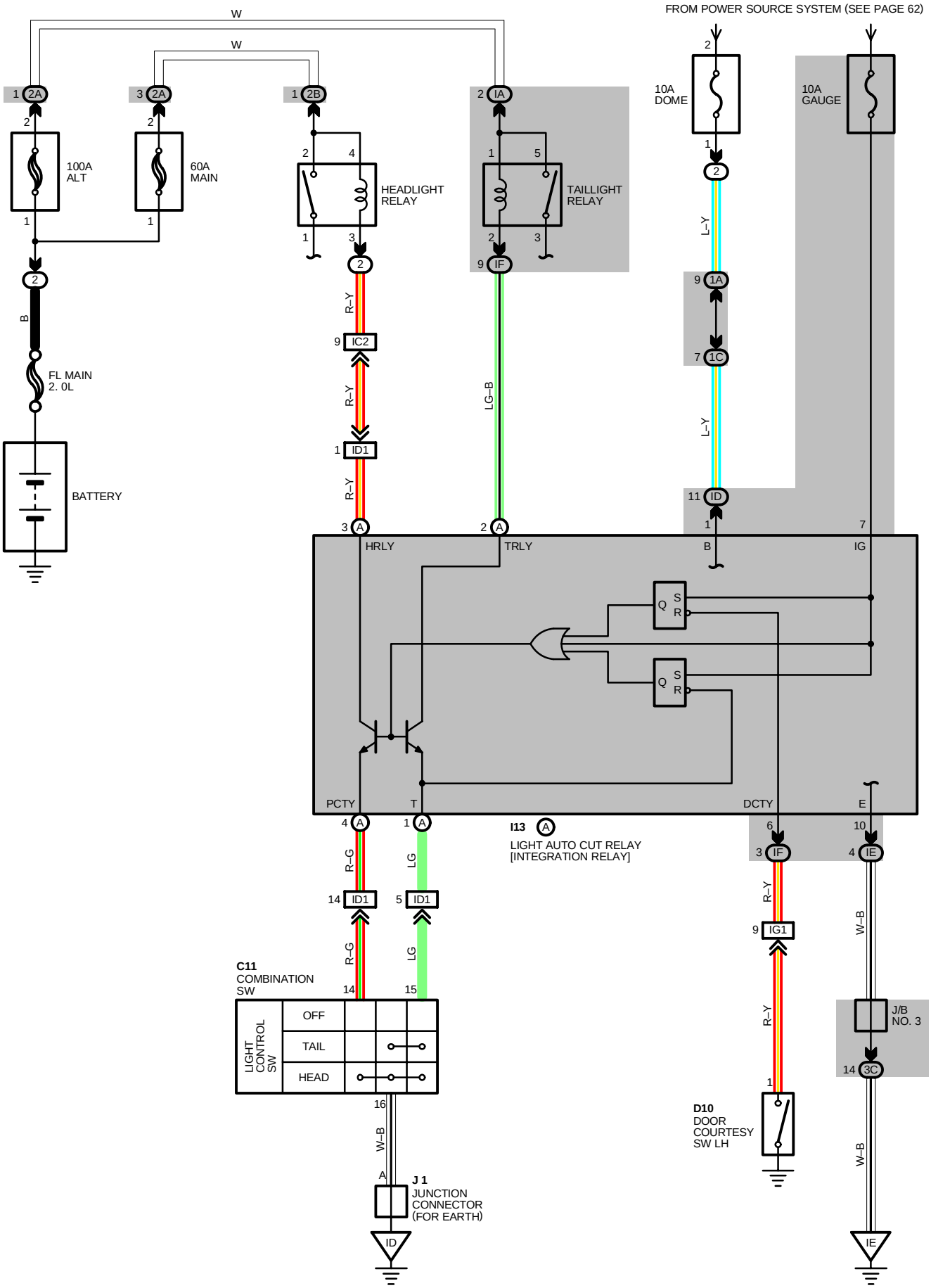
P 4



P 5



LIGHT AUTO TURN OFF



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 HEADLIGHT 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 15** 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 14** 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 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

HEADLIGHT 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	: CONTINUOUS WITH THE LH DOOR OPEN
10–GROUND	: ALWAYS CONTINUOUS
(A) 2–GROUND	: ALWAYS APPROX. **12** VOLTS
(A) 3–GROUND	: ALWAYS APPROX. **12** VOLTS
(A) 4–GROUND	: CONTINUOUS WITH THE LIGHT CONTROL SW AT **HEAD** POSITION
(A) 1–GROUND	: CONTINUOUS WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

LIGHT AUTO TURN OFF

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C11	32	**D10**	36 (CONVERTIBLE)	**J 1**	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

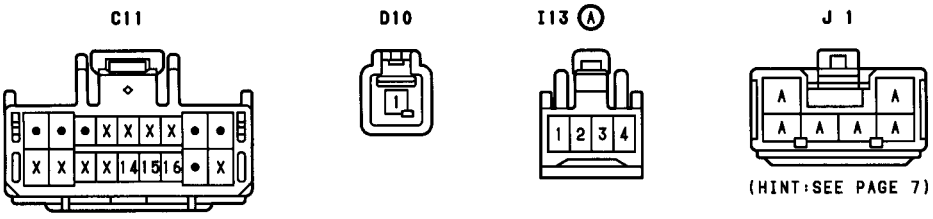
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1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

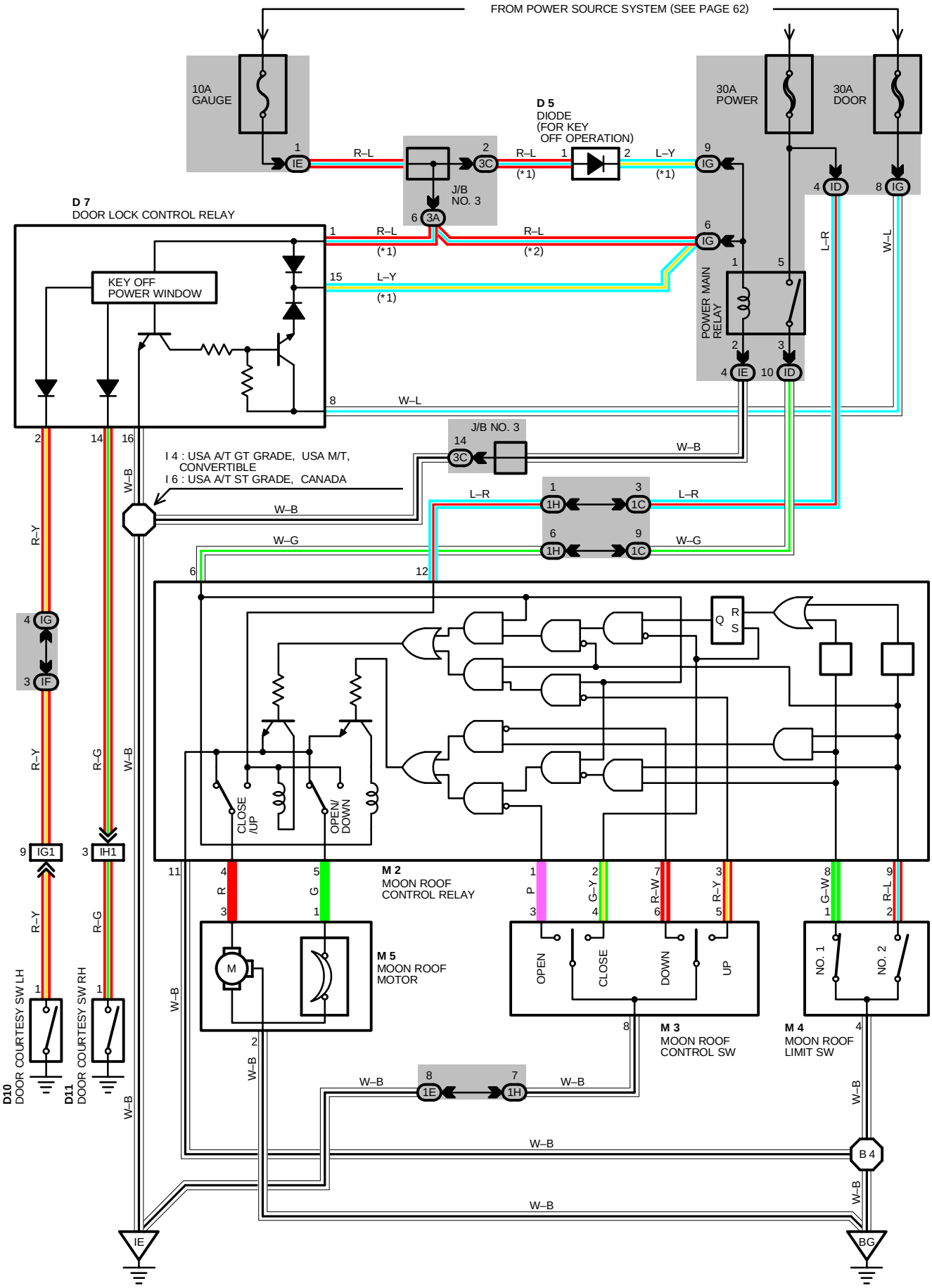
: GROUND POINTS

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



MOON ROOF

*1 : W/ DOOR LOCK
*2 : W/O DOOR LOCK



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 **CLOSED** POSITION, SIGNAL IS INPUT FROM **TERMINAL 1** OF THE LIMIT SW NO. 1 TO **TERMINAL 8** OF THE MOON ROOF CONTROL RELAY. THIS SIGNAL ACTIVATES THE RELAY AND STOPS 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 CAUSED 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 SWI ARE BOTH OFF), CURRENT 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.

MOON ROOF

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 CONTINUOUS
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 **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 MOON ROOF CONTROL SW AT **TILT UP** POSITION
4–8 : CLOSED WITH MOON ROOF CONTROL SW AT **CLOSE** POSITION
6–8 : CLOSED WITH MOON ROOF CONTROL SW AT **TILT DOWN** POSITION
3–8 : CLOSED WITH MOON ROOF CONTROL SW AT **OPEN** POSITION
8–GROUND : ALWAYS CONTINUOUS

○ : 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)
3B		

▭ : 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)
IH2	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)	

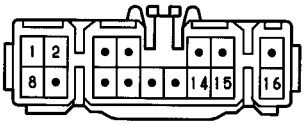
⯃ : SPLICE POINTS

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



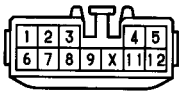
D10



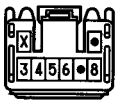
D11



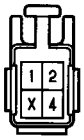
M 2



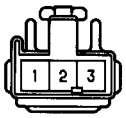
M 3



M 4



M 5



POWER WINDOW

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 MATER 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 (DRIVER'S) → 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 MATER 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 → 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 → 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 WHOLE 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 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

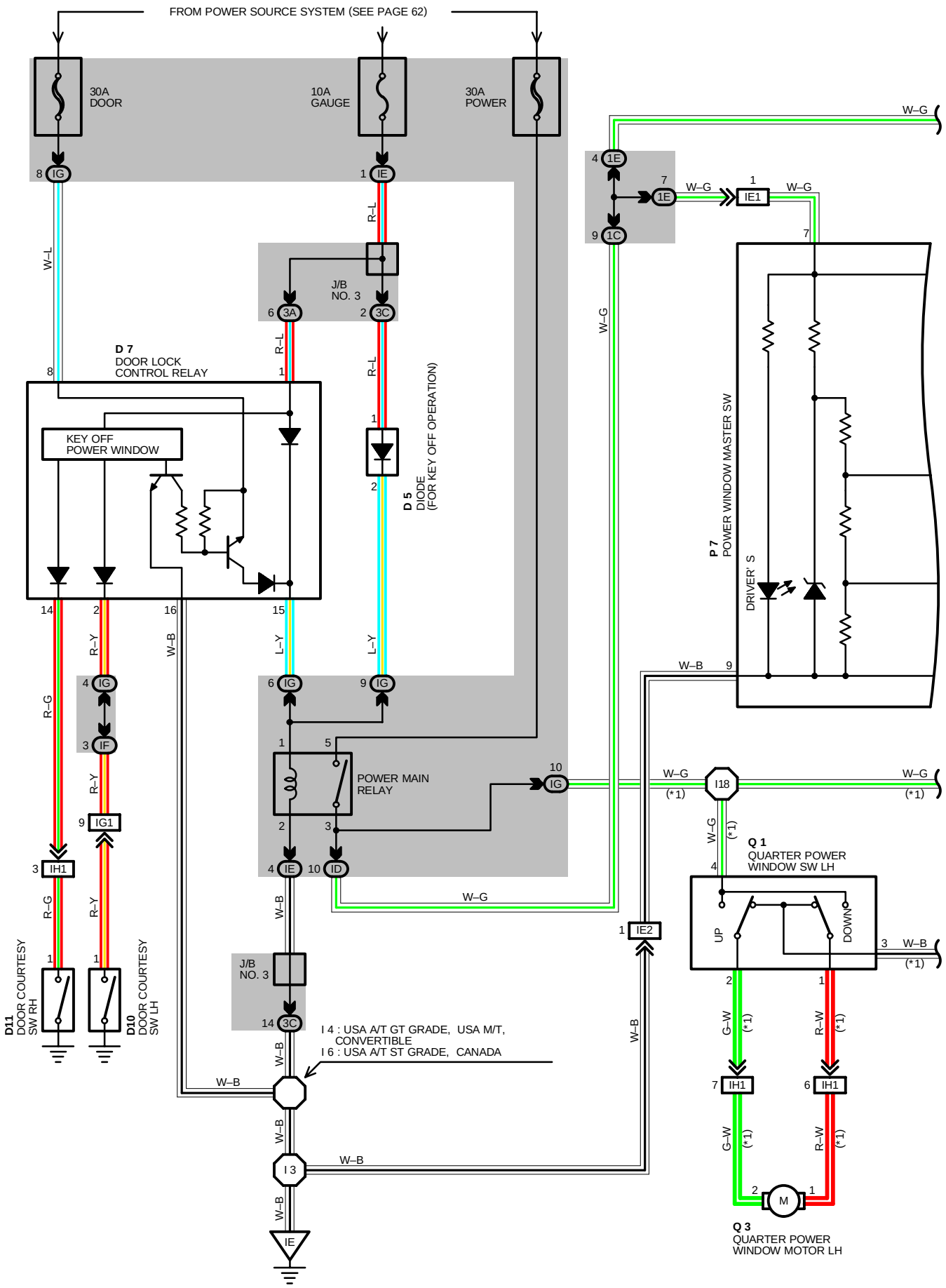
WITH THE IGNITION SW TURNED FROM ON TO OFF, THE DOOR LOCK ECU OPERATES AND CURRENT FLOWS FROM THE **DOOR** FUSE TO **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 15** → **TERMINAL 1** OF THE POWER MAIN RELAY → **TERMINAL 2** → **GROUND** FOR ABOUT **60** SECONDS. THE SAME AS NORMAL OPERATION, 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 THE DOOR LOCK CONTROL RELAY. AS A RESULT, THE ECU TURNS OFF, AND UP AND DOWN OF THE MOVEMENT OF THE WINDOW STOPS.

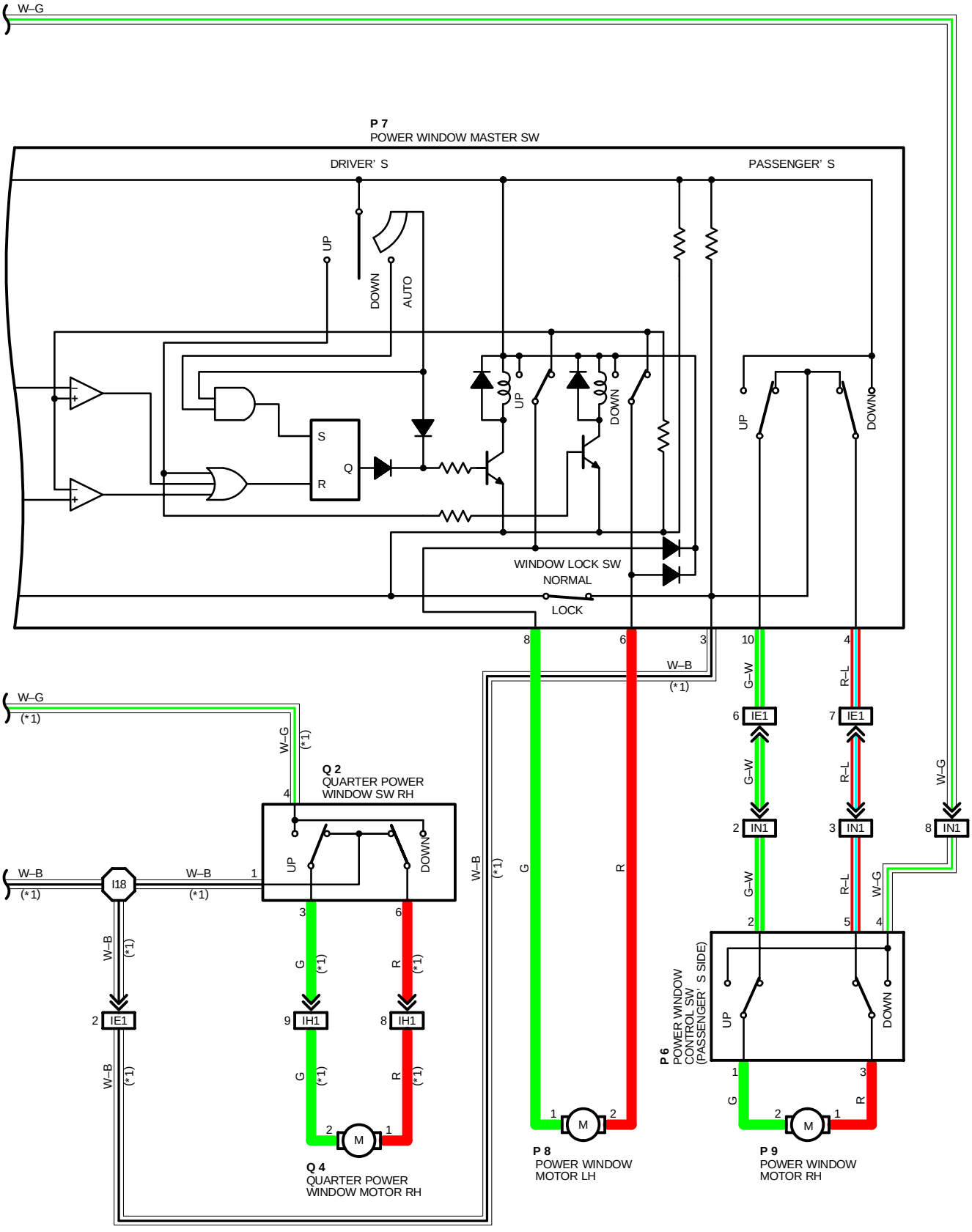
6. MANUAL OPERATION BY QUARTER WINDOW SW (CONVERTIBLE)

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 CONTINUESE 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 RESURT, 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.

POWER WINDOW




W–G
P 7
POWER WINDOW MASTER SW
DRIVER' S
PASSENGER' S
UP
DOWN
AUTO
S
Q
R
WINDOW LOCK SW
NORMAL
LOCK
W–B
(*1)
G–W
R–L
W–G
IE1
IN1
Q 2
QUARTER POWER
WINDOW SW RH
I18
IH1
Q 4
QUARTER POWER
WINDOW MOTOR RH
P 8
POWER WINDOW
MOTOR LH
P 9
POWER WINDOW
MOTOR RH
P 6
POWER WINDOW
CONTROL SW
(PASSENGER' S SIDE)
M

POWER WINDOW

SERVICE HINTS

D 7 DOOR LOCK CONTROL RELAY
8–GROUND: ALWAYS APPROX. **12** VOLTS
16–GROUND: ALWAYS CONTINUOUS
1–GROUND: APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
2–GROUND: CONTINUOUS WITH THE LH DOOR OPEN
14–GROUND: CONTINUOUS 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** SECONDS 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 CONTINUOUS
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 OR **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 WITH 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 (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

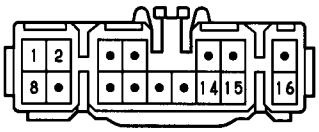
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	44	INSTRUMENT PANEL WIRE	**I 6**	44	INSTRUMENT PANEL WIRE
I 4			**I18**		

D 5 BLACK



D 7



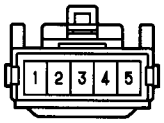
D10



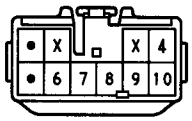
D11



P 6



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



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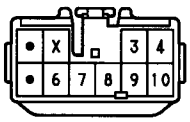


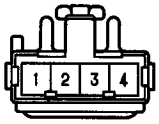
P 8



P 9



Q 1



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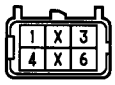

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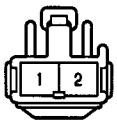

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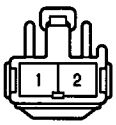
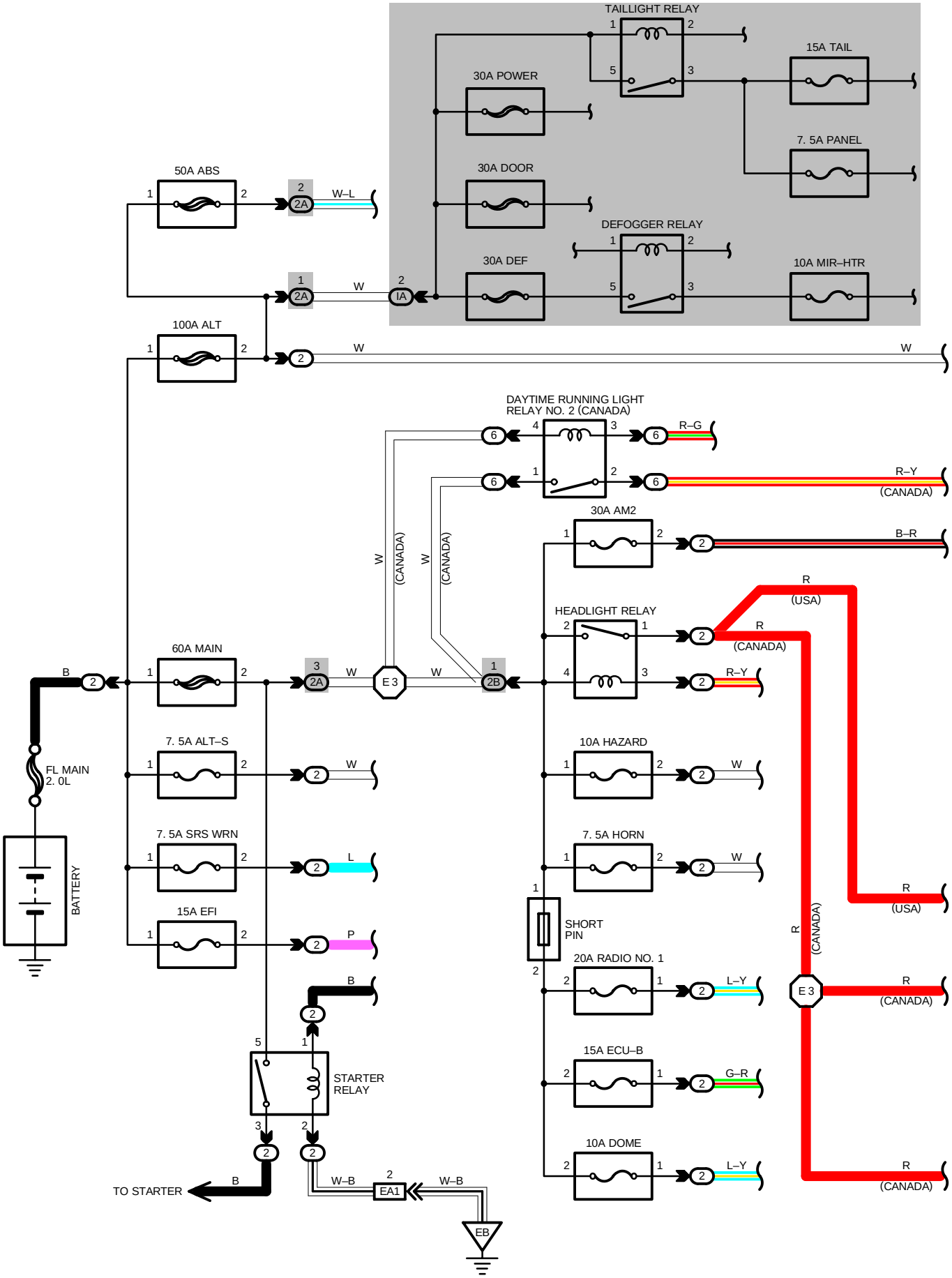
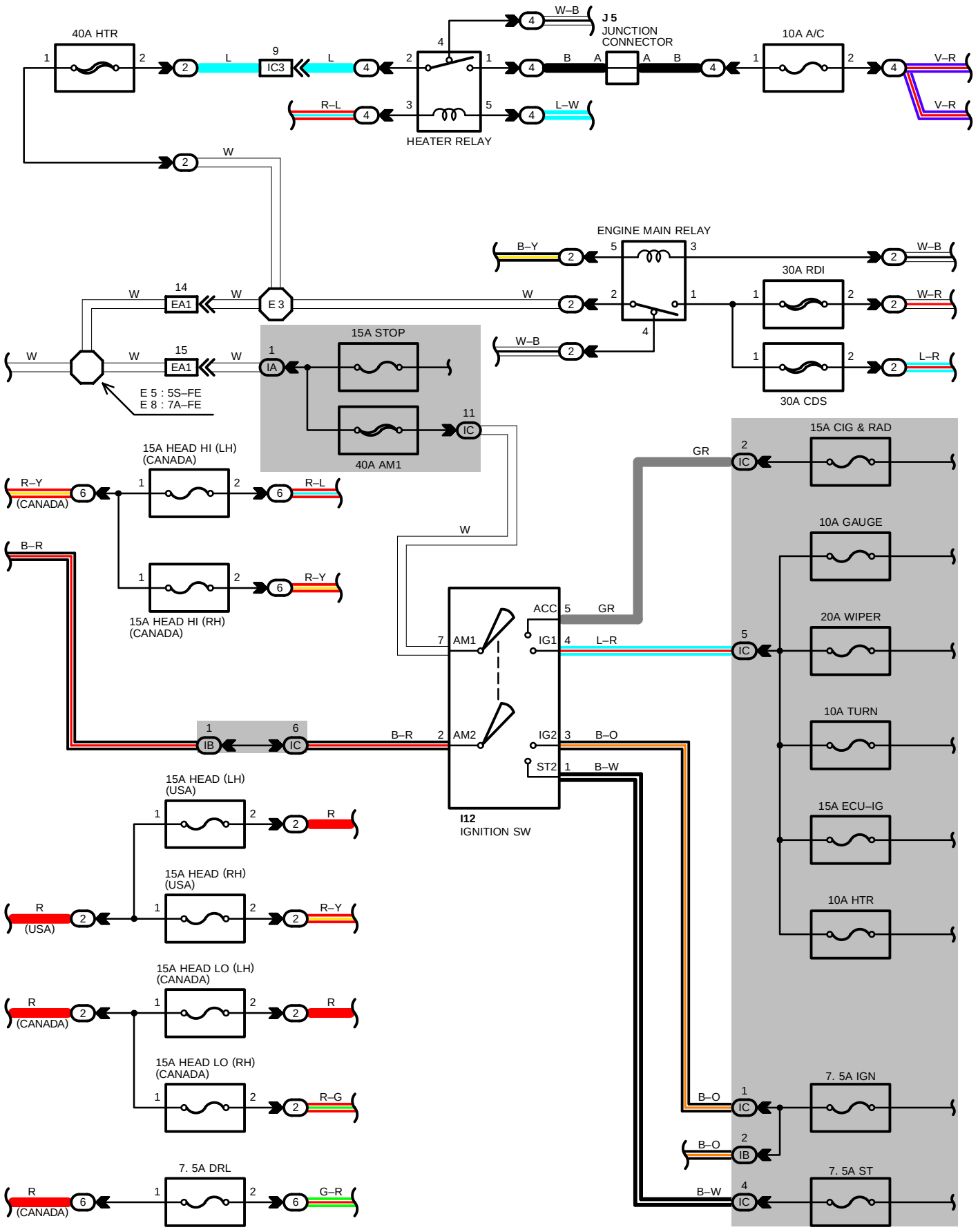


POWER SOURCE




40A HTR
IC3
HEATER RELAY
J 5
JUNCTION
CONNECTOR
10A A/C
ENGINE MAIN RELAY
30A RDI
30A CDS
EA1
E 3
15A STOP
40A AM1
E 5 : 5S–FE
E 8 : 7A–FE
15A HEAD HI (LH)
(CANADA)
15A HEAD HI (RH)
(CANADA)
15A CIG & RAD
10A GAUGE
20A WIPER
10A TURN
15A ECU–IG
10A HTR
7. 5A IGN
7. 5A ST
I12
IGNITION SW
ACC
IG1
IG2
ST2
AM1
AM2
15A HEAD (LH)
(USA)
15A HEAD (RH)
(USA)
15A HEAD LO (LH)
(CANADA)
15A HEAD LO (RH)
(CANADA)
7. 5A DRL

POWER SOURCE

SERVICE HINTS

HEADLIGHT RELAY (USA)
2–1 : CLOSED WITH THE LIGHT SW AT **HEAD** POSITION OR THE DIMMER SW AT **FLASH** POSITION

HEADLIGHT 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
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)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
	40 (7A–FE)	
IC3	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO. 4)

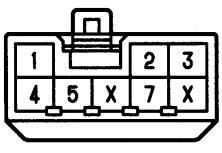
: GROUND POINTS

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

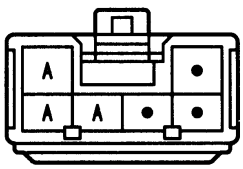
: SPLICE POINTS

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

I12

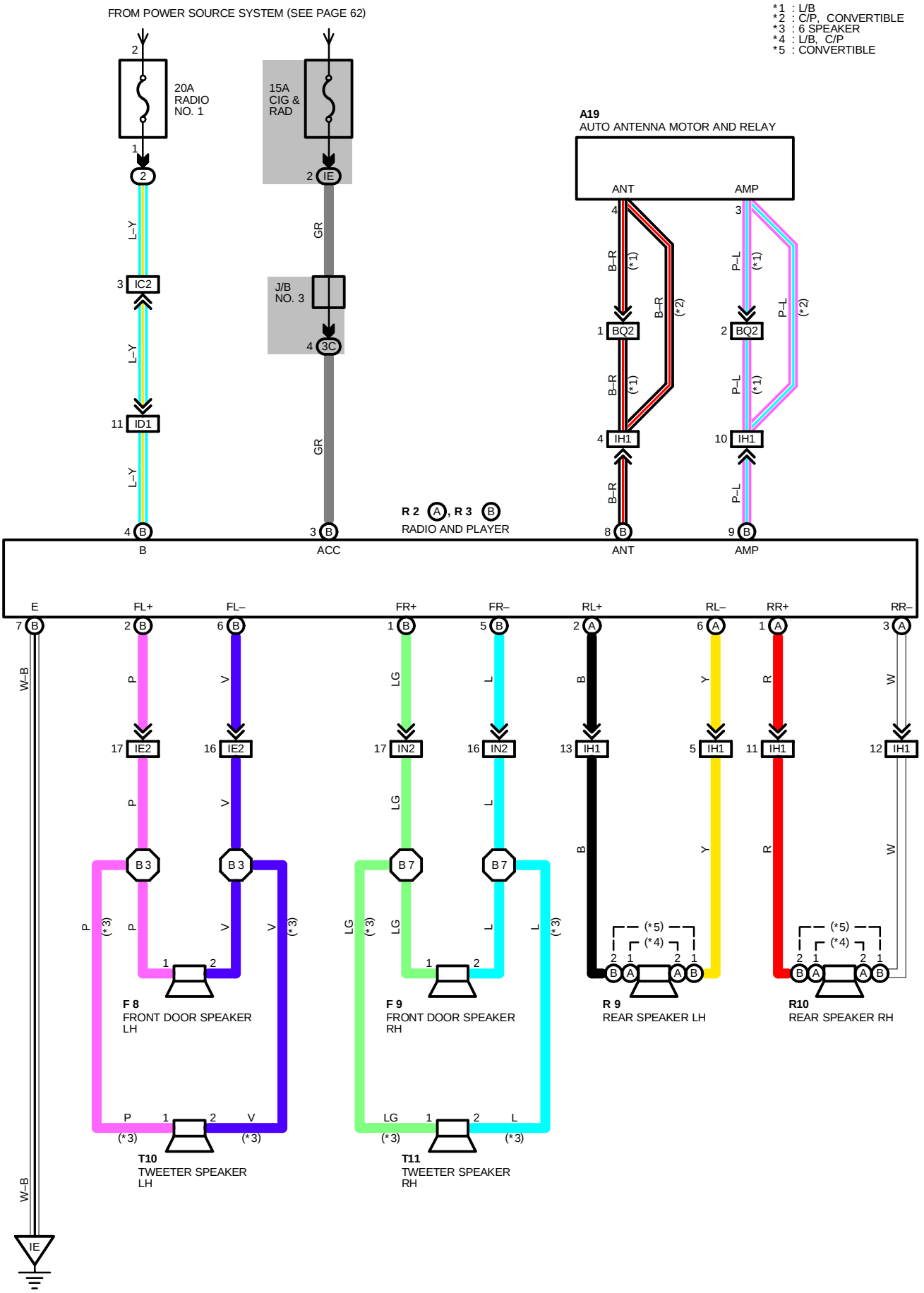


J 5



(HINT:SEE PAGE 7)

RADIO AND PLAYER



(BUILT–IN TYPE AMPLIFIER

SERVICE HINTS

R 2(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 CONTINUOUS

○ : 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

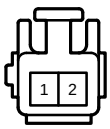
⯃ : SPLICE POINTS

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)	

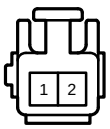
A19



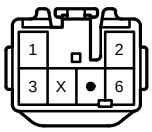
F 8



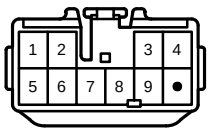
F 9



R 2 (A) BLUE



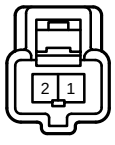
R 3 (B) BLUE



(*4) **R 9** (A)



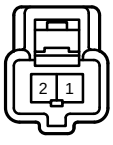
(*5) **R 9** (B)



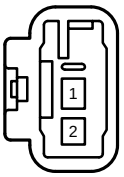
(*4) **R10** (A)



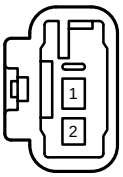
(*5) **R10** (B)



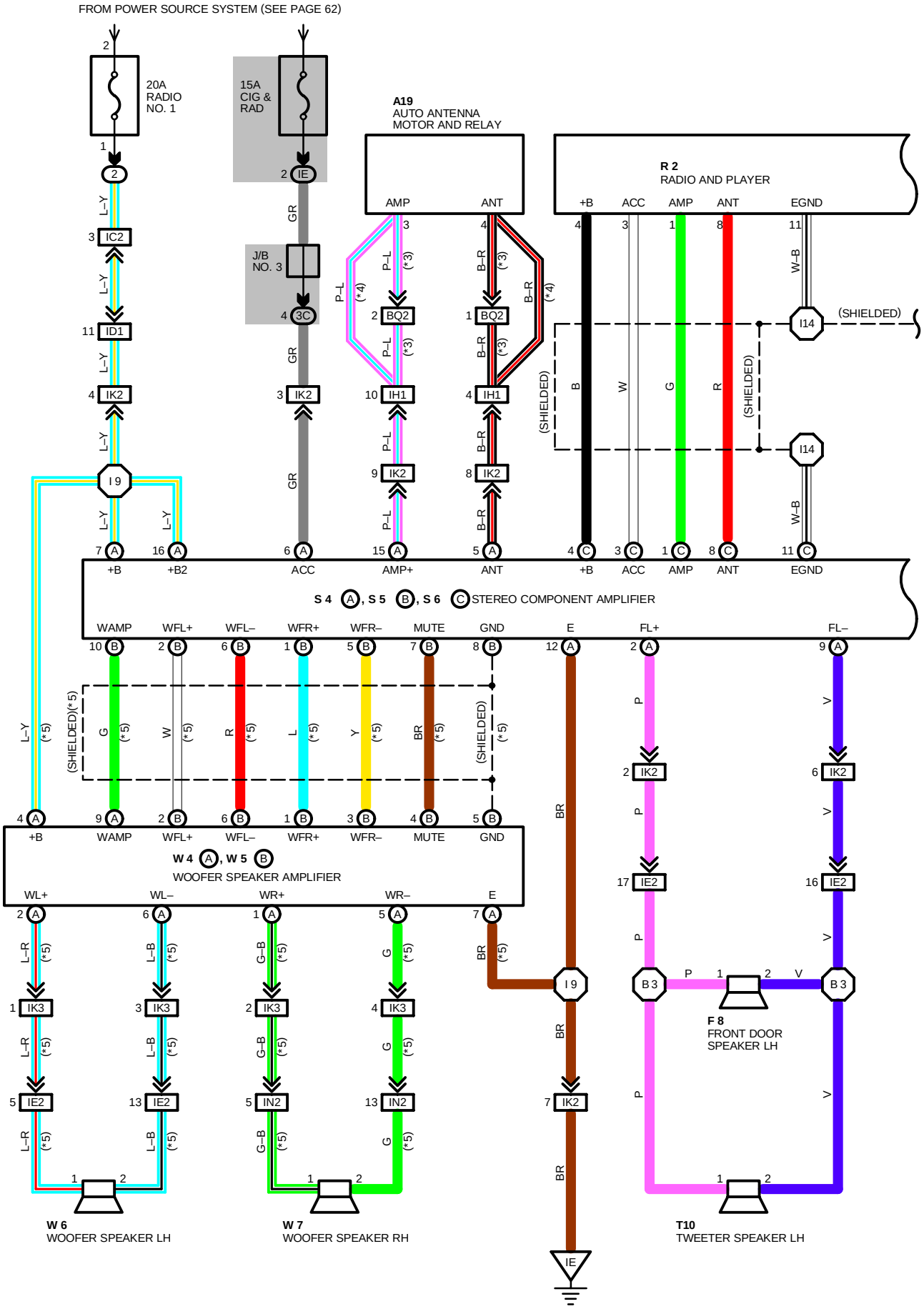
T10



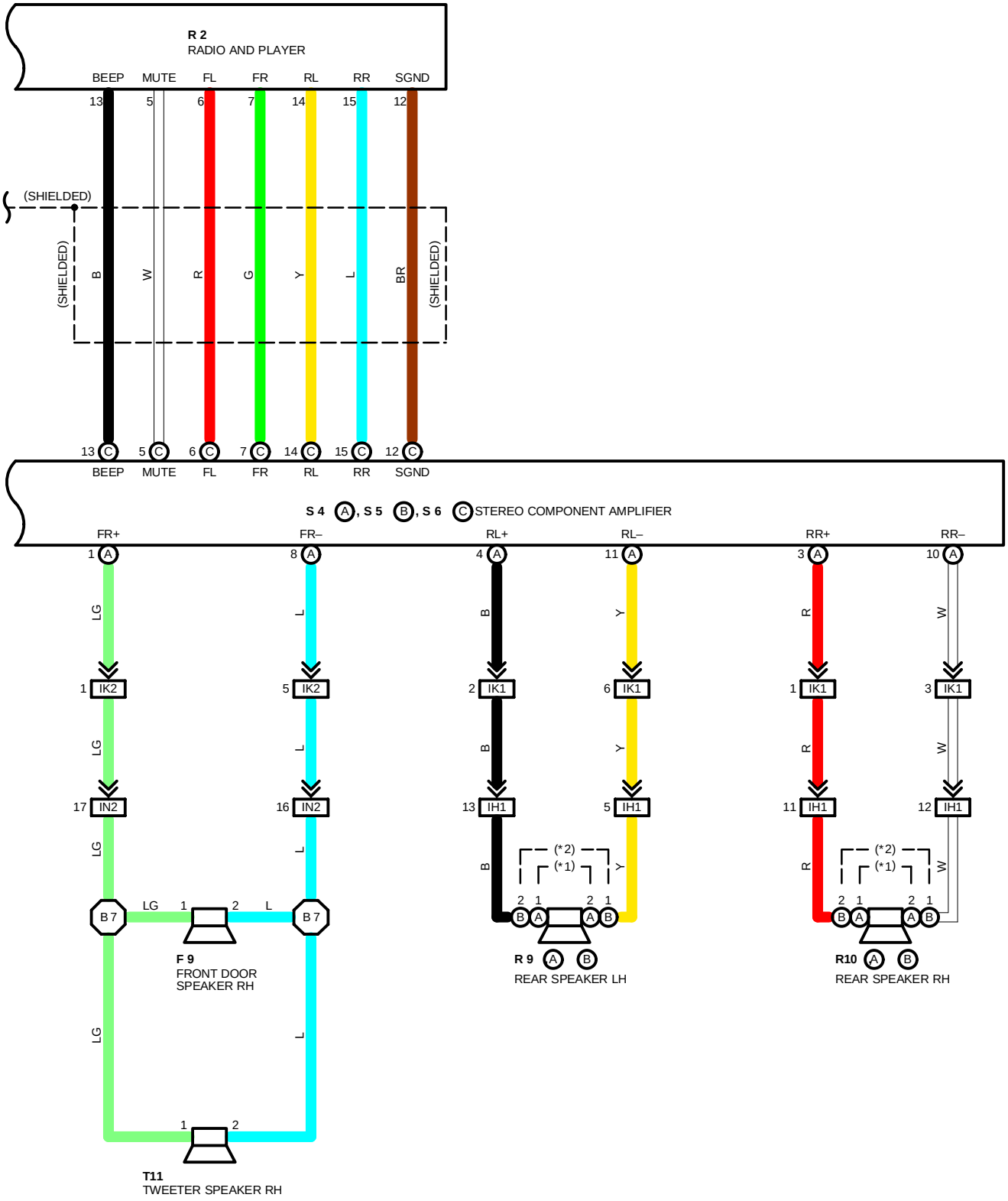
T11



RADIO AND PLAYER (SEPARATE TYPE AMPLIFIER)



*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 CONTINUOUS

○ : 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 2 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 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



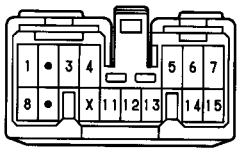
F 8



F 9



R 2



(*1) R 9 Ⓐ



(*2) R 9 Ⓑ



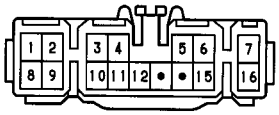
(*1) R10 Ⓐ



(*2) R10 Ⓑ



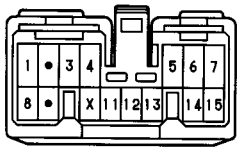
S 4 Ⓐ



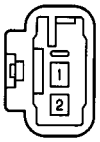
S 5 Ⓑ



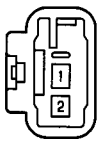
S 6 Ⓒ BLUE



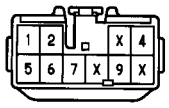
T10



T11



W 4 Ⓐ



W 5 Ⓑ



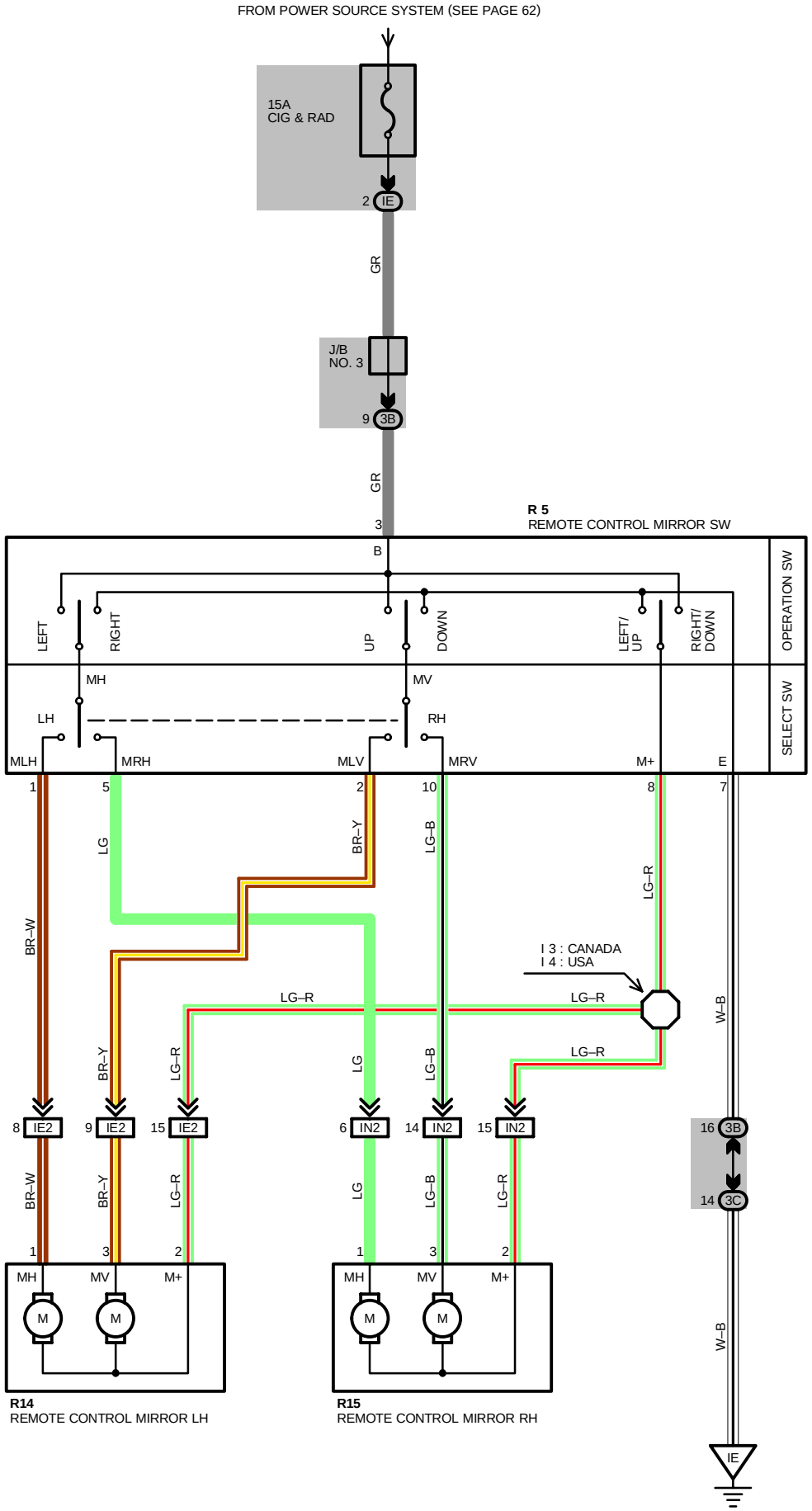
W 6



W 7



REMOTE CONTROL MIRROR (w/o POWER WINDOW)



SERVICE HINTS

R 5 REMOTE CONTROL MIRROR SW

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

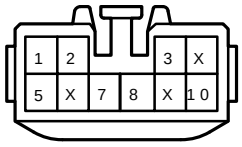
: GROUND POINTS

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

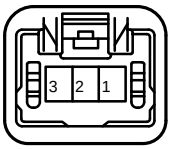
: SPLICE POINTS

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

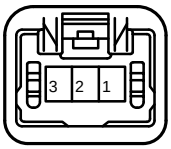
R 5



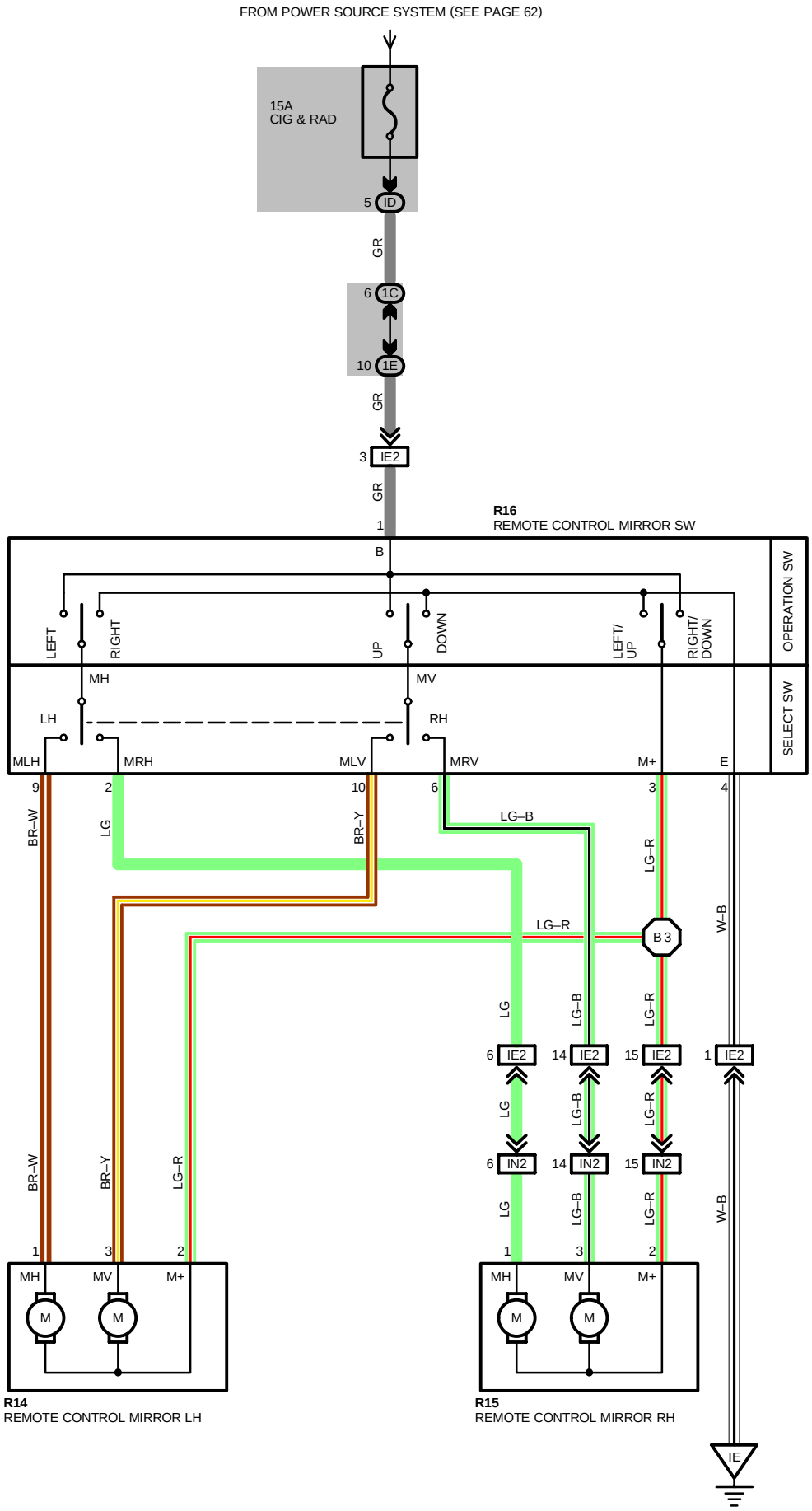
R 14



R 15



REMOTE CONTROL MIRROR (w/ POWER WINDOW)



SERVICE HINTS

R16 REMOTE CONTROL MIRROR SW

1–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
3–4 : CONTINUOUS WITH THE OPERATION SW AT **UP** OR **LEFT** POSITION
9–4 : CONTINUOUS WITH THE OPERATION SW AT **RIGHT** POSITION AND THE SELECT SW AT **LH** POSITION
10–4: CONTINUOUS WITH THE OPERATION SW AT **DOWN** POSITION AND THE SELECT SW AT **LH** POSITION
2–4 : CONTINUOUS WITH THE OPERATION SW AT **RIGHT** POSITION AND THE SELECT SW AT **RH** POSITION
6–4 : CONTINUOUS 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 PANEL WIRE AND INPANE J/B (LEFT KICK 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)

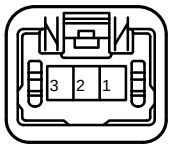
: GROUND POINTS

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

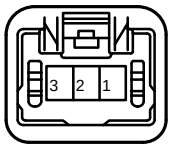
: SPLICE POINTS

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

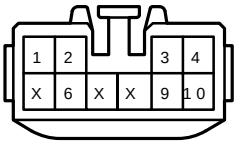
R 1 4



R 1 5

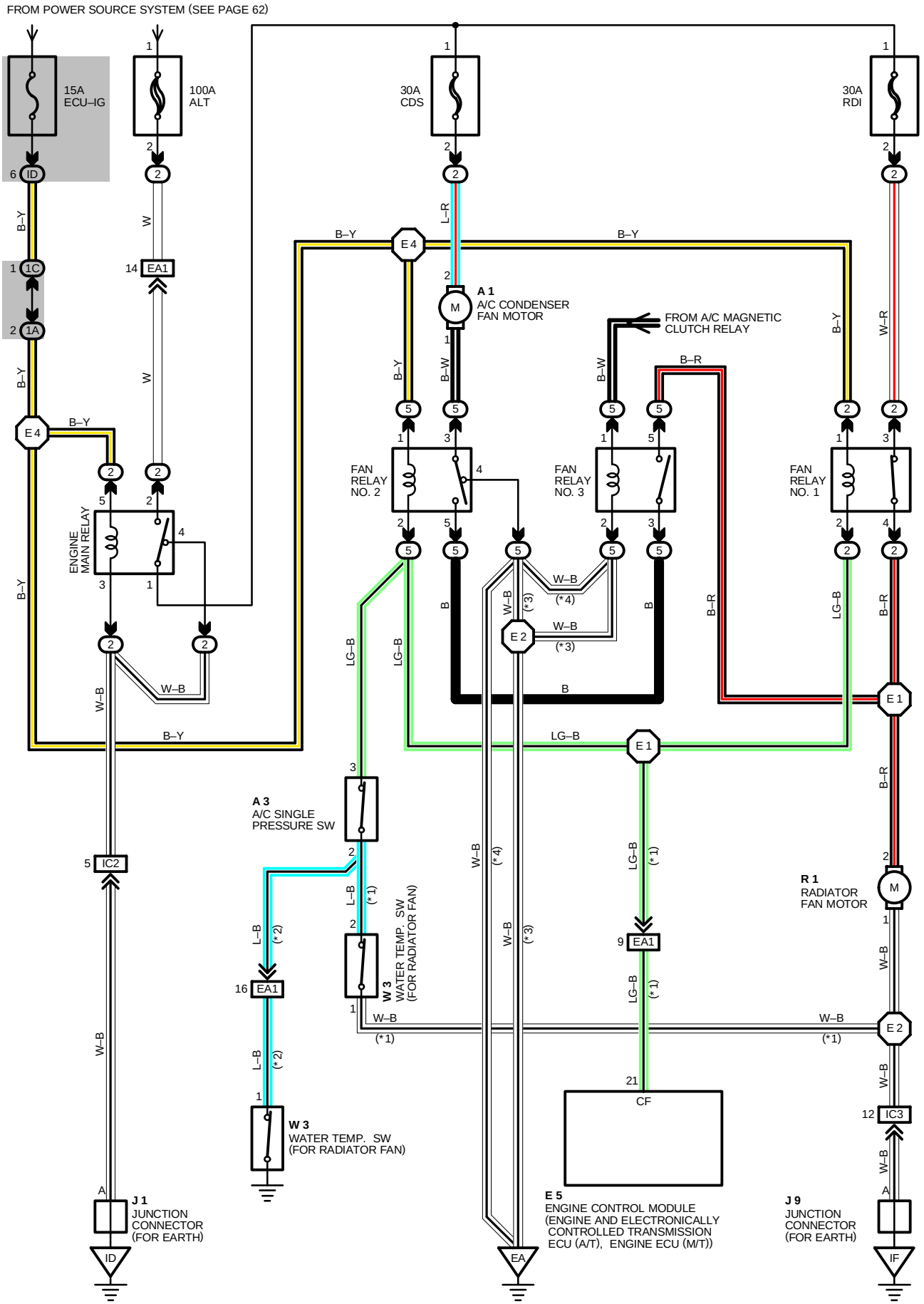


R 1 6



RADIATOR FAN AND CONDENSER FAN

*1 : 5S–FE
*2 : 7A–FE
*3 : W/ ABS
*4 : W/O ABS



SYSTEM OUTLINE

1. FAN MOTOR OPERATION

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

AT THE SAME TIME THAT THIS CURRENT FLOWS, CURRENT FROM THE **ECU–IG** FUSE FLOWS TO THE ENGINE MAIN RELAY (COIL SIDE) TO **GROUND**, CAUSING THE ENGINE 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 MAGNETIC CLUTCH RELAY (POINT SIDE) TO THE FAN RELAY NO. 3 (COIL SIDE) → **GROUND**, CAUSING THE FAN RELAY NO. 3 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 RELAY NO. 2 (POINT SIDE) → THE FAN RELAY NO. 3 (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 RELAY NO.1 AND THE FAN REALY NO. 2 ARE TURNED ON. AS A RESULT, EACH OF THE FAN MOTOR 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 RELAY NO. 1 AND THE FAN RELAY NO.2 ARE TURNED OFF, AND CURRENT FLOWS FROM THE **RDI** FUSE TO FAN RELAY NO. 1 (POINT SIDE) → **TERMINAL 2** OF THE RADIATOR FAN MOTOR → **TERMINAL 1** → **GROUND**, AND CURRENT FROM THE **CDS** FUSE FLOWS TO **TERMINAL 2** OF THE A/C CONDENSER FAN MOTOR → **TERMINAL 1** → THE FAN RELAY NO. 2 (POINT SIDE) → **GROUND**, AND TO 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 (FOR 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 (FOR 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 5	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)
3B	24	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3C		

RADIATOR FAN AND CONDENSER FAN

: 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)

: 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

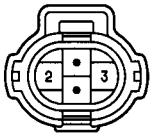
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	38 (5S–FE)	ENGINE ROOM MAIN WIRE	**E 2**	40 (7A–FE)	ENGINE ROOM MAIN WIRE
	40 (7A–FE)		**E 4**	38 (5S–FE)	
E 2	38 (5S–FE)			40 (7A–FE)	

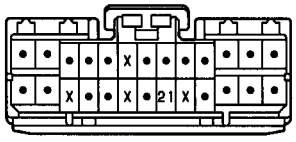
A 1 BLACK



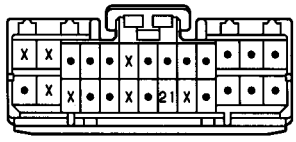
A 3 GRAY



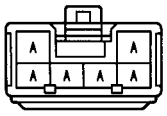
(5S-FE A/T) E 5 DARK GRAY



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

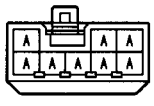


J 1



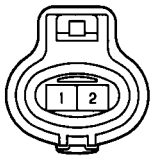
(HINT:SEE PAGE 7)

J 9



(HINT:SEE PAGE 7)

R 1 GRAY



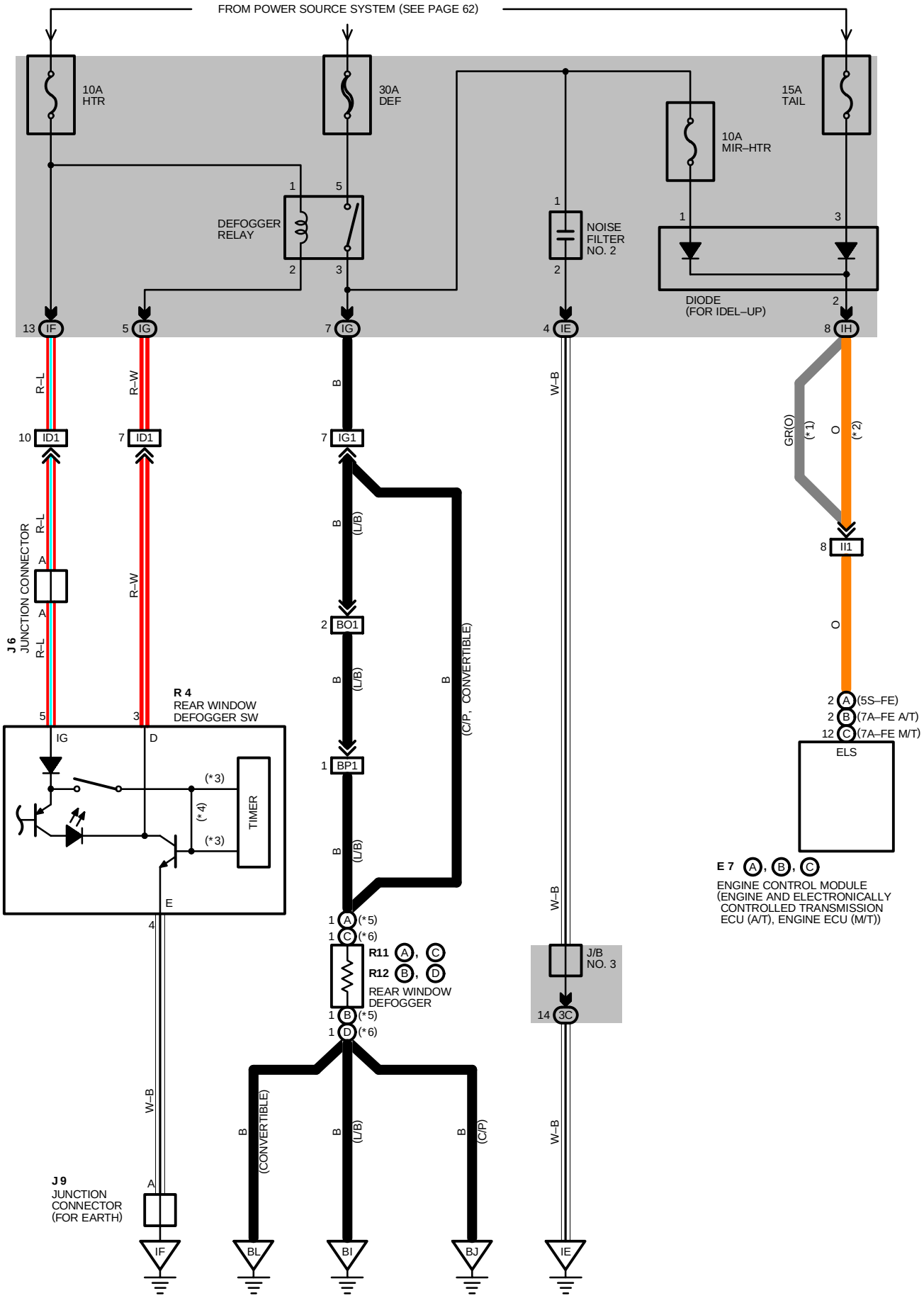
(5S-FE) W 3 GRAY



(7A-FE) W 3 DARK GRAY



REAR WINDOW DEFOGGER



*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR. FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.
*2 : CANADA

*3 : W/ TIMER
*4 : W/O TIMER
*5 : L/B, C/P
*6 : CONVERTIBLE

SERVICE HINTS

DEFOGGER RELAY

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

R 4 REAR WINDOW DEFOGGER SW

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

4–GROUND : ALWAYS CONTINUOUS

○ : PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
E 7	A	32 (5S–FE)	J 9		33	R12	B	34 (LB/), 35 (C/P)
	B	32 (7A–FE A/T)	R 4		33		D	37 (CONVERTIBLE)
	C	32 (7A–FE M/T)	R11	A	34 (L/B), 35 (C/P)			
J 6		33		B	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)

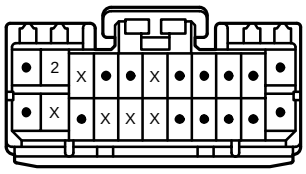
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

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 PANEL 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 (BACK DOOR UPPER LEFT)

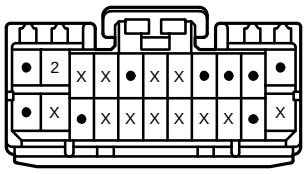
▽ : GROUND POINTS

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

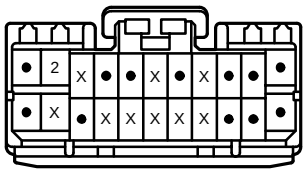
(5S–FE A/T) **E 7** (A) DARK GRAY



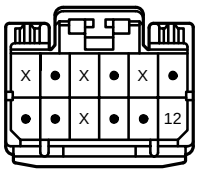
(5S–FE M/T) **E 7** (A) DARK GRAY



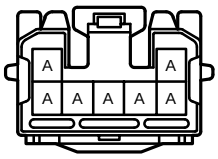
(7A–FE A/T) **E 7** (B) DARK GRAY



(7A–FE M/T) **E 7** (C) DARK GRAY

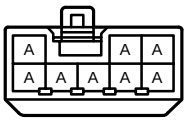


J 6



(HINT : SEE PAGE 7)

J 9



(HINT : SEE PAGE 7)

R 4



(*5) **R11** (A) BLACK



(*6) **R11** (C)



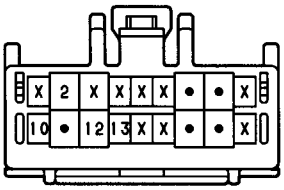
(*5) **R12** (B) BLACK



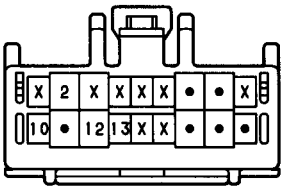
(*6) **R12** (D) BLACK



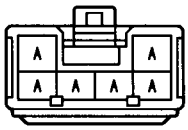
(*2) C13 BLACK



(*1) C13 BLACK



J 1

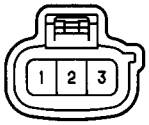


(HINT:SEE PAGE 7)

R13

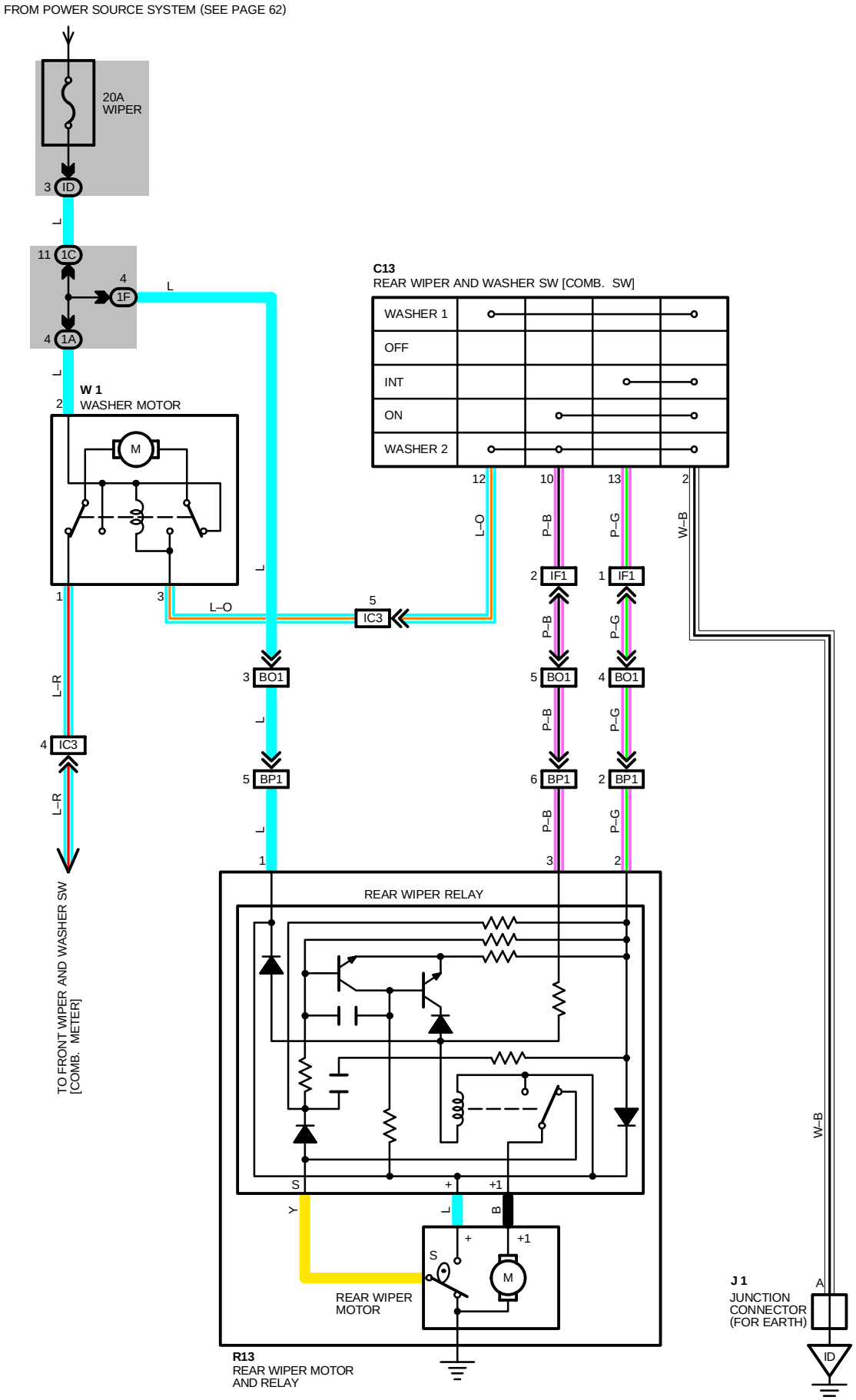


W 1 GRAY



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

REAR WIPER AND WASHER



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 FROM **TERMINAL 1** OF THE RELAY FLOWS **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 : CONTINUOUS WITH THE WASHER SW TURN ON

R13 REAR WIPER MOTOR AND RELAY
1–GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
2–GROUND : CONTINUOUS WITH THE REAR WIPER AND WASHER SW AT **INT** POSITION
3–GROUND : CONTINUOUS WITH THE REAR WIPER AND WASHER SW AT **ON** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
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

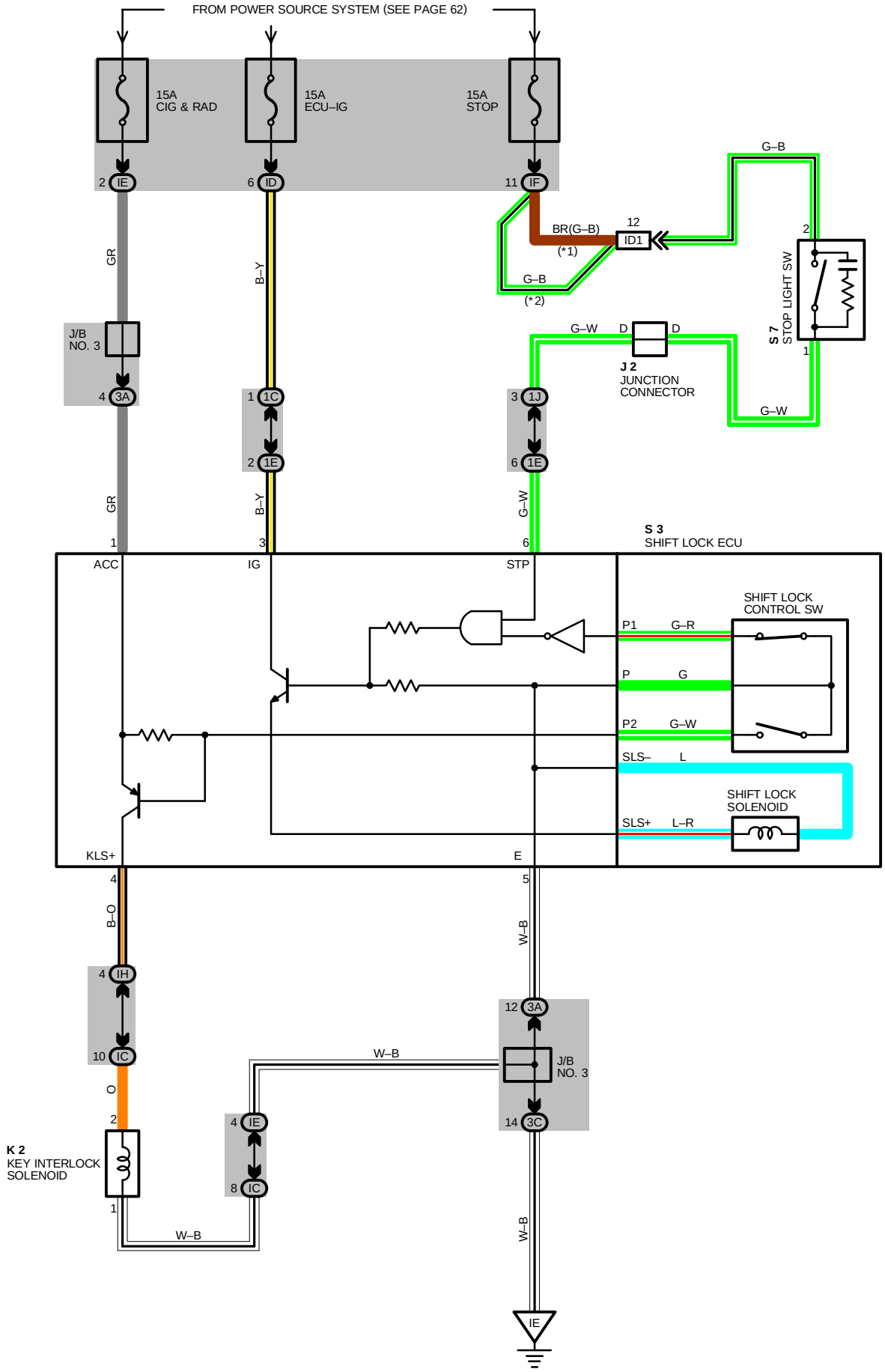
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC3	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO. 4)
IF1	42	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
BO1	46 (L/B)	BACK DOOR NO. 1 WIRE AND FLOOR WIRE (BACK DOOR UPPER LEFT)
BP1	46 (L/B)	BACK DOOR NO. 2 WIRE AND BACK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

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	42	LEFT KICK PANEL

SHIFT LOCK

*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR.
FOR THE INSTALLATION PROCEDURE OF TTHE GR OR BR WIRE SEE PAGE 15.
*2 : CANADA



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

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 2	33	**S 3**	33		
K 2	33	**S 7**	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		

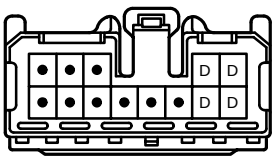
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

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

▽ : GROUND POINTS

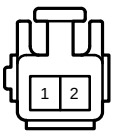
CODE	SEE PAGE	GROUND POINTS LOCATION
IE	42	INSTRUMENT PANEL BRACE LH

J 2 BLUE

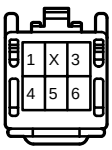


(HINT : SEE PAGE 7)

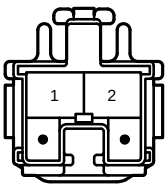
K 2



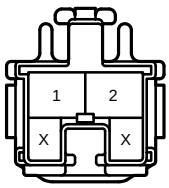
S 3



(W/ CRUISE CONTROL) **S 7**



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



NOTICE: When inspecting or repairing the SRS (supplemental restraint system), 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 supplemental 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 systems 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. This vehicle has tilt and telescopic steering, power seat and outside rear view mirror and power shoulder belt anchorage, which are all equipped with memory function, it is not possible to make a record of the memory contents. So when the work is finished, therefore it will be necessary to explain this fact to the customer, and ask the customer to adjust the features and reset the memory.

  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 lock 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.)
- 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, center SRS 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 room main wire harness assembly and cowl No. 2 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 squib.

  (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.

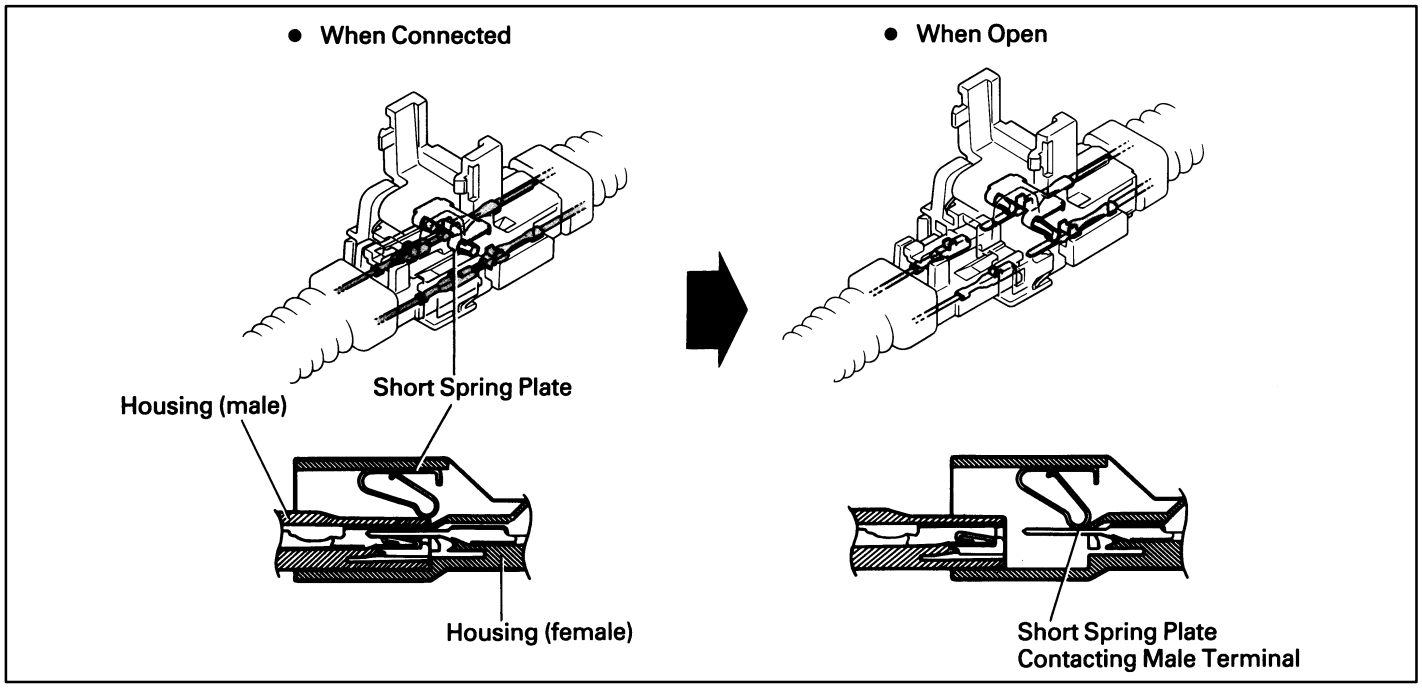
  When the connector to the airbag front sensors can be repaired alone (when there is no damage to the wire harness), use the repair wire specially designed for the purpose.

  (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

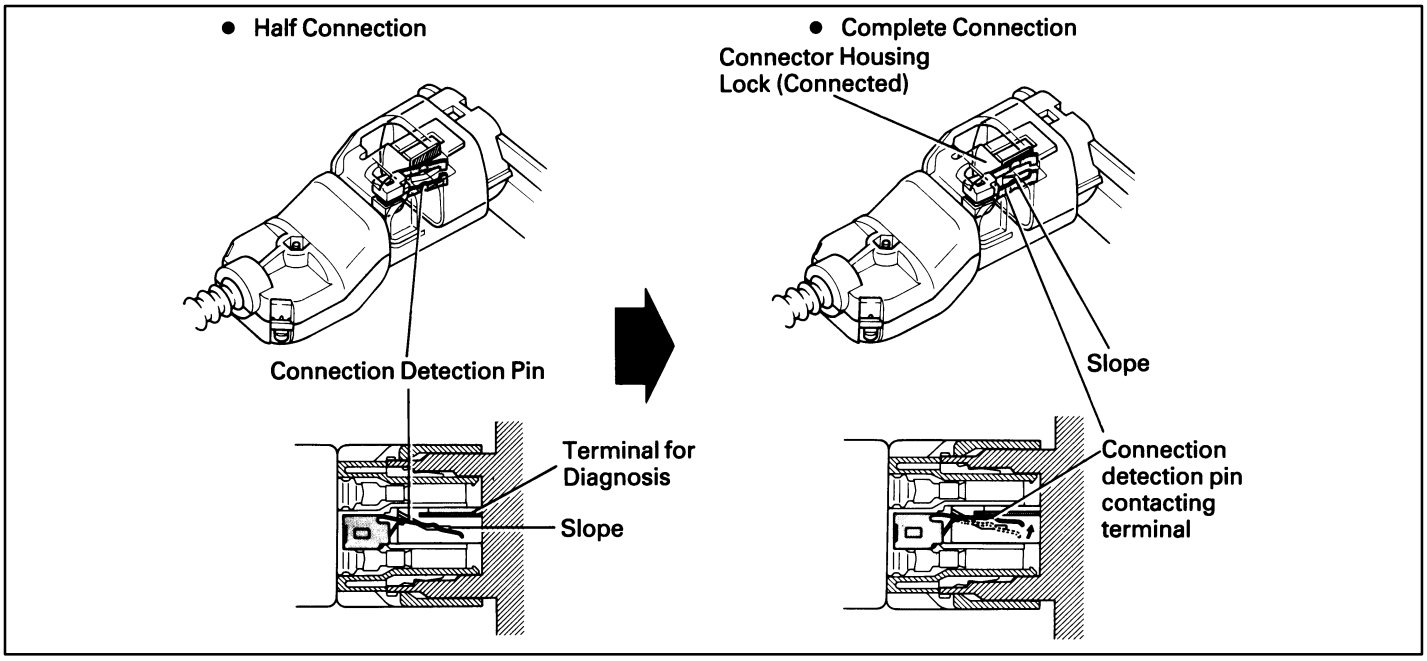
   Each connector contains a short spring plate. When the connector is disconnected, the short spring plate automatically connects the power source and grounding terminals of the squib to preclude a potential difference between the terminals.



2. ELECTRICAL CONNECTION CHECK MECHANISM

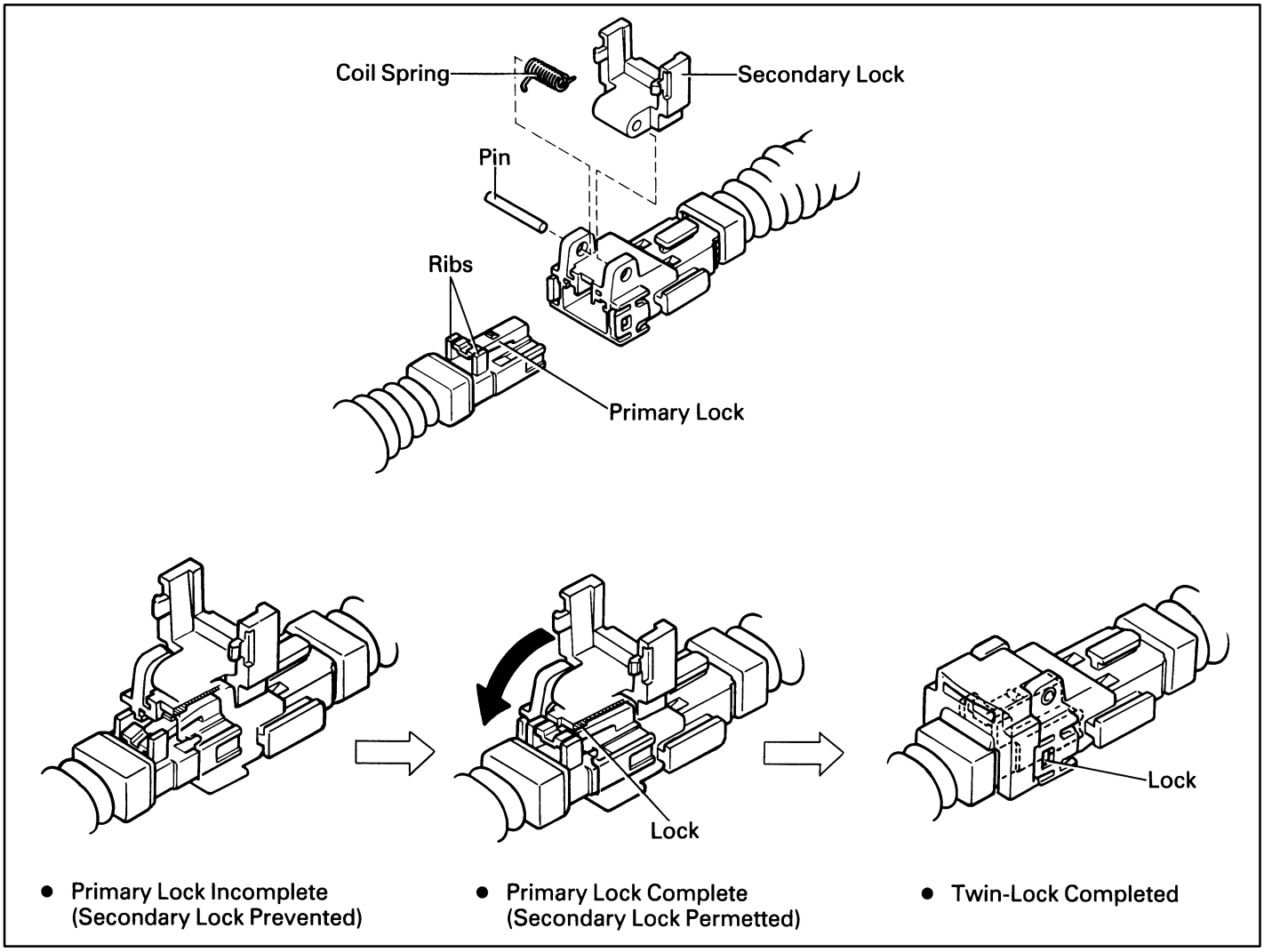
   This mechanism is designed to electrically check if connectors are connected correctly and completely.

   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.

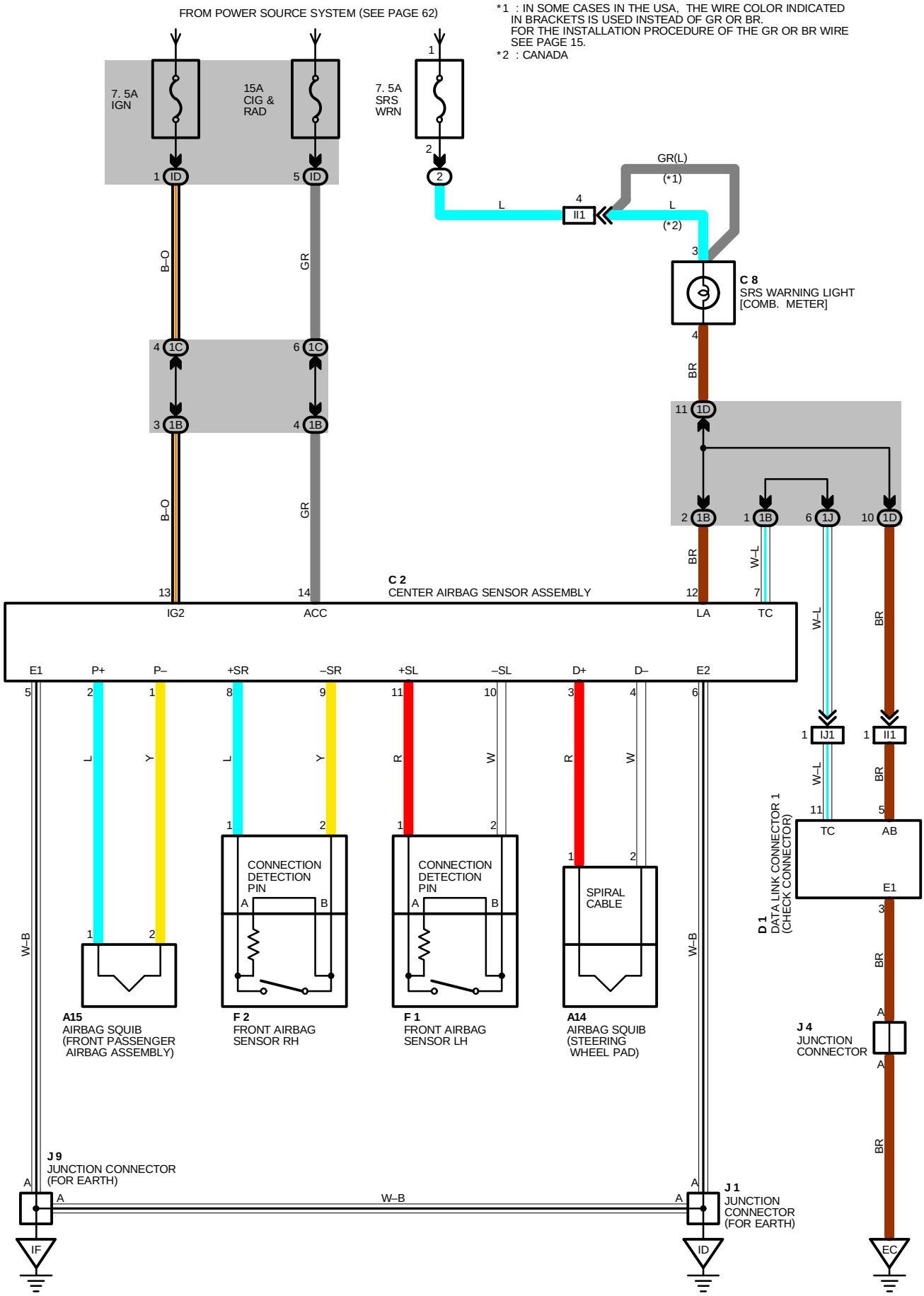


3. CONNECTOR TWIN–LOCK MECHANISM

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.



SRS (SUPPLEMENTAL RESTRAINT SYSTEM)



SYSTEM OUTLINE

THE SRS (SUPPLEMENTAL RESTRAINT SYSTEM) 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 FLOWS TO **TERMINAL 13**.
IF AN ACCIDENT OCCURS WHILE DRIVING, DECELERATION CAUSED BY A FRONTAL IMPACT IS DETECTED BY EACH SENSOR AND THE SWITCH, IN THE CENTER AIRBAG SENSOR ASSEMBLY AND WHEN THE FRONTAL IMPACT 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 → **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	**D 1**	28 (5S–FE), 30 (7A–FE)	**J 4**	33
A15	32	**F 1**	28 (5S–FE), 30 (7A–FE)	**J 9**	33
C 2	32	**F 2**	28 (5S–FE), 30 (7A–FE)		
C 8	32	**J 1**	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

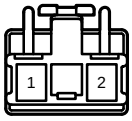
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
II1	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)

: GROUND POINTS

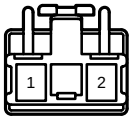
CODE	SEE PAGE	GROUND POINTS LOCATION
EC	38 (5S–FE)	INTAKE MANIFOLD
	40 (7A–FE)	
ID	42	LEFT KICK PANEL
IF	42	R/B NO. 4 SET BOLT

SRS (SUPPLEMENTAL RESTRAINT SYSTEM)

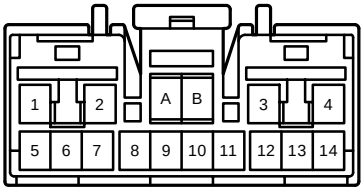
A14 YELLOW



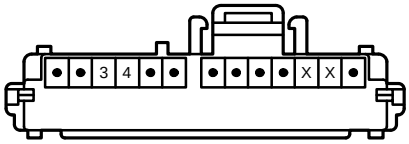
A15 YELLOW



C 2 YELLOW



C 8 BLUE



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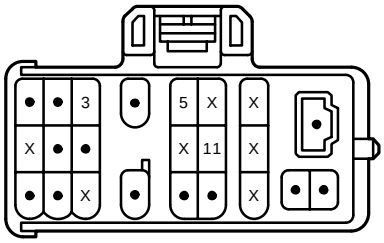

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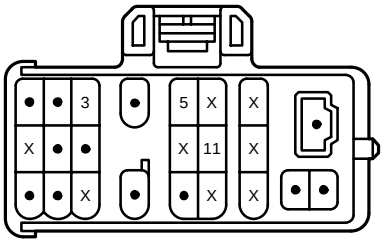


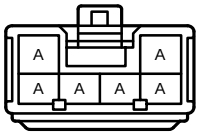
F 1 YELLOW



F 2 YELLOW

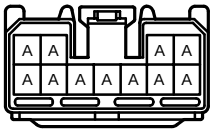


J 1



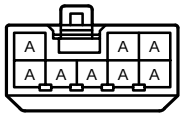
(HINT : SEE PAGE 7)

J 4

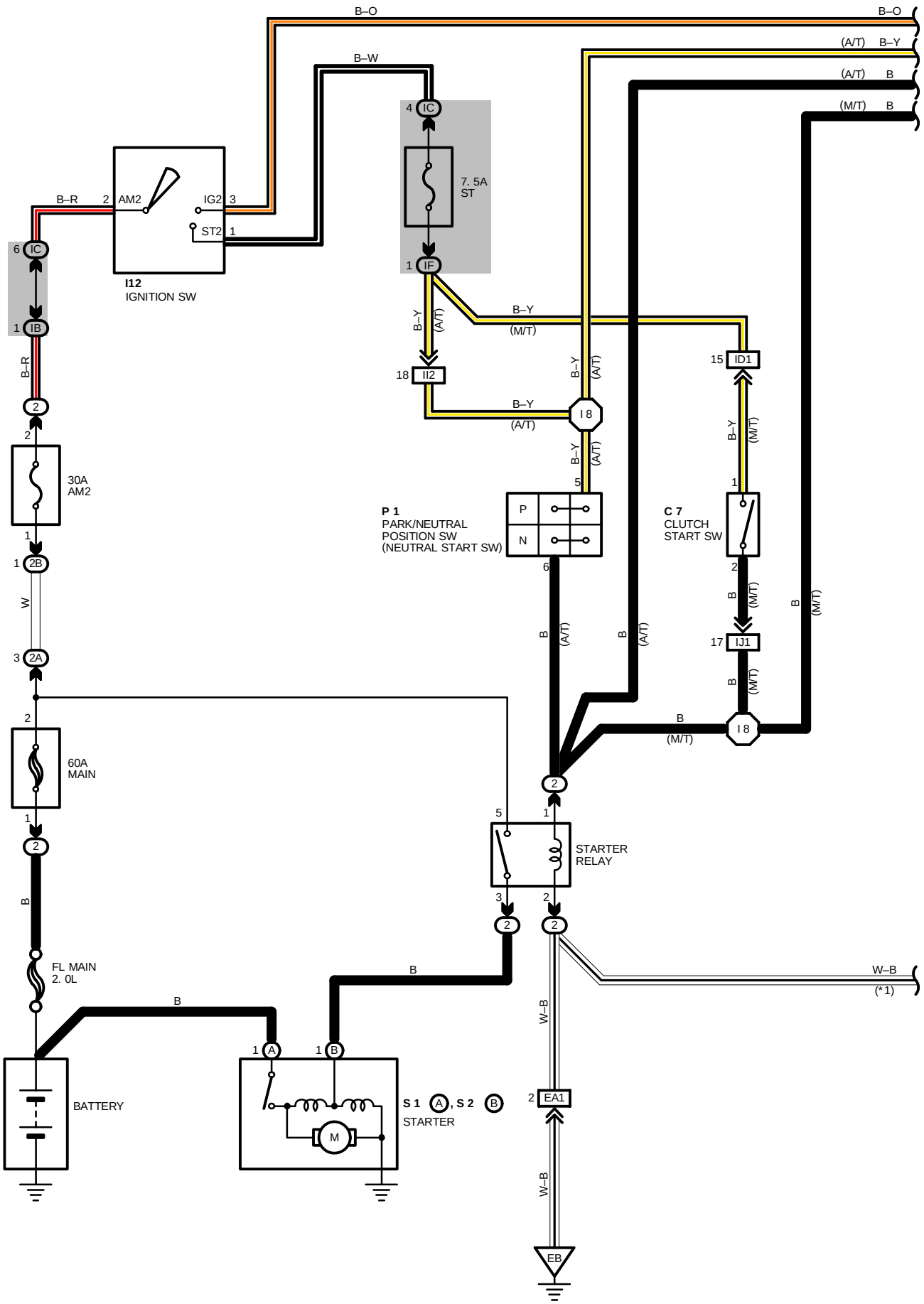


(HINT : SEE PAGE 7)

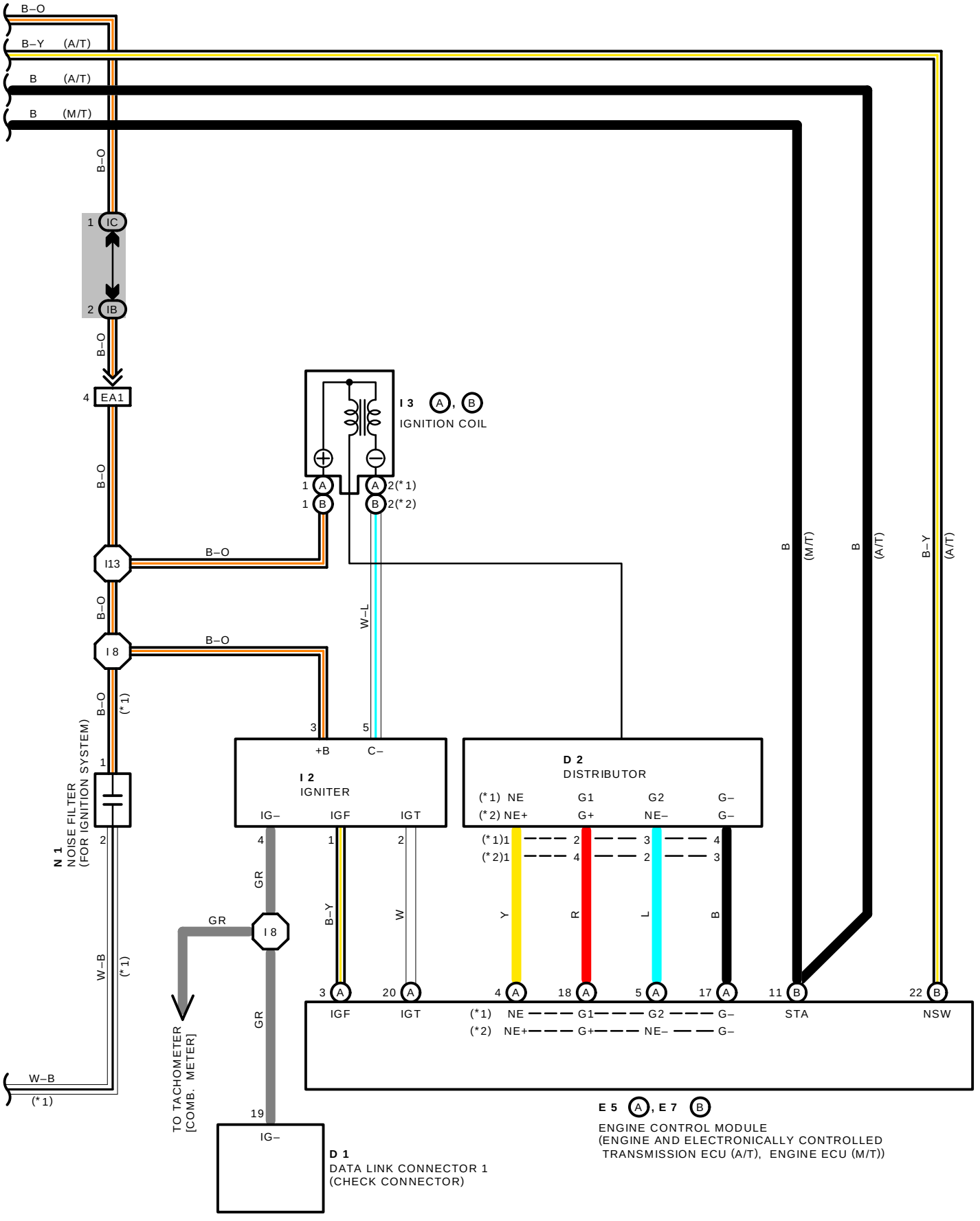
J 9



(HINT : SEE PAGE 7)


B–O
B–O
(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
6 IC
1 IB
I12
IGNITION SW
B–Y
(A/T)
B–Y
(M/T)
18 II2
B–Y
(A/T)
I 8
B–Y
(A/T)
15 ID1
B–Y
(M/T)
B–R
2
2
30A
AM2
1
1 2B
W
3 2A
2
60A
MAIN
1
2
B
FL MAIN
2. 0L
B
P 1
PARK/NEUTRAL
POSITION SW
(NEUTRAL START SW)
P
N
5
6
B
(A/T)
B
(A/T)
C 7
CLUTCH
START SW
1
2
B
(M/T)
17 IJ1
B
(M/T)
B
(M/T)
I 8
B
(M/T)
2
5
1
STARTER
RELAY
3
2
2
2
B
1 A
1 B
W–B
(*1)
W–B
2 EA1
W–B
EB
BATTERY
S 1 A, S 2 B
STARTER
M

*1 : CALIFORNIA
*2 : EXCEPT CALIFORNIA



STARTING AND IGNITION (5S–FE)

SERVICE HINTS

I12 IGNITION SW
2–3 : CLOSED WITH IGNITION SW AT **ON** OR **ST** POSITION
2–1 : CLOSED WITH IGNITION SW AT **ST** POSITION

C 7 CLUTCH START SW (M/T)
1–2 : CLOSED WITH CLUTCH PEDAL FULLY DEPRESSED

STARTER RELAY
(2) 3– (2) 5 : CLOSED WITH CLUTCH START SW ON (M/T), PARK/NEUTRAL POSITION SW (NEUTRAL START SW) ON (A/T) AND THE IGNITION SW AT **ST** POSITION.

S 1(A), S 2(B) STARTER
POINTS CLOSED WITH CLUTCH START SW ON AND THE IGNITION SW AT **ST** POSITION (M/T)
POINTS CLOSED WITH PARK/NEUTRAL POSITION SW (NEUTRAL START SW) ON AND THE IGNITION SW AT **ST** POSITION (A/T)

P 1 PARK/NEUTRAL POSITION SW (NEUTRAL START 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	**I 2**		29	**P 1**		29
D 1		28	**I 3**	A	29	**S 1**	A	29
D 2		28		B	29	**S 2**	B	29
E 5	A	32	**I12**		33			
E 7	B	32	**N 1**		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)
II2	44	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE ENGINE CONTROL MODULE)
IJ1	44	ENGINE WIRE AND COWL WIRE (INSTRUMENT PANEL CENTER)

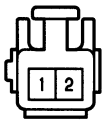
: GROUND POINTS

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

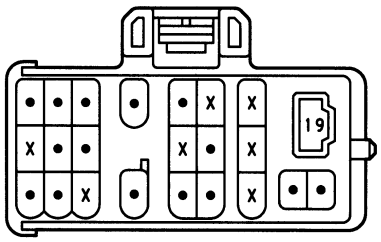
: SPLICE POINTS

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

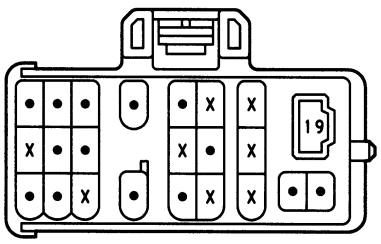
C 7



(A/T) D 1 BLACK



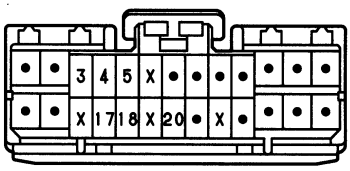
(M/T) D 1 BLACK



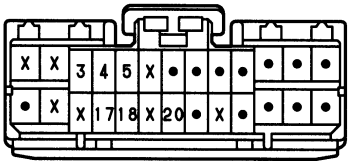
D 2 BLACK



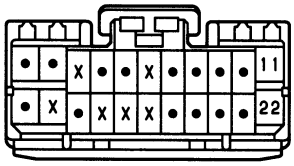
(A/T) E 5 (A) DARK GRAY



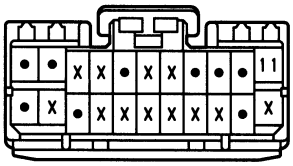
(M/T) E 5 (A) DARK GRAY



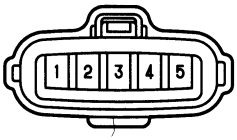
(A/T) E 7 (B) DARK GRAY



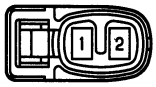
(M/T) E 7 (B) DARK GRAY



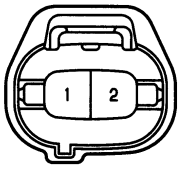
I 2 BLACK



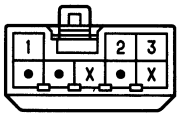
I 3 (A) BLACK



I 3 (B) BLACK



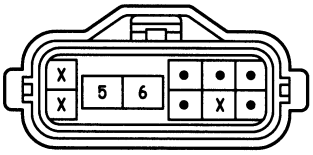
I12



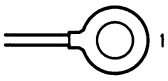
N 1 GRAY



P 1 GRAY

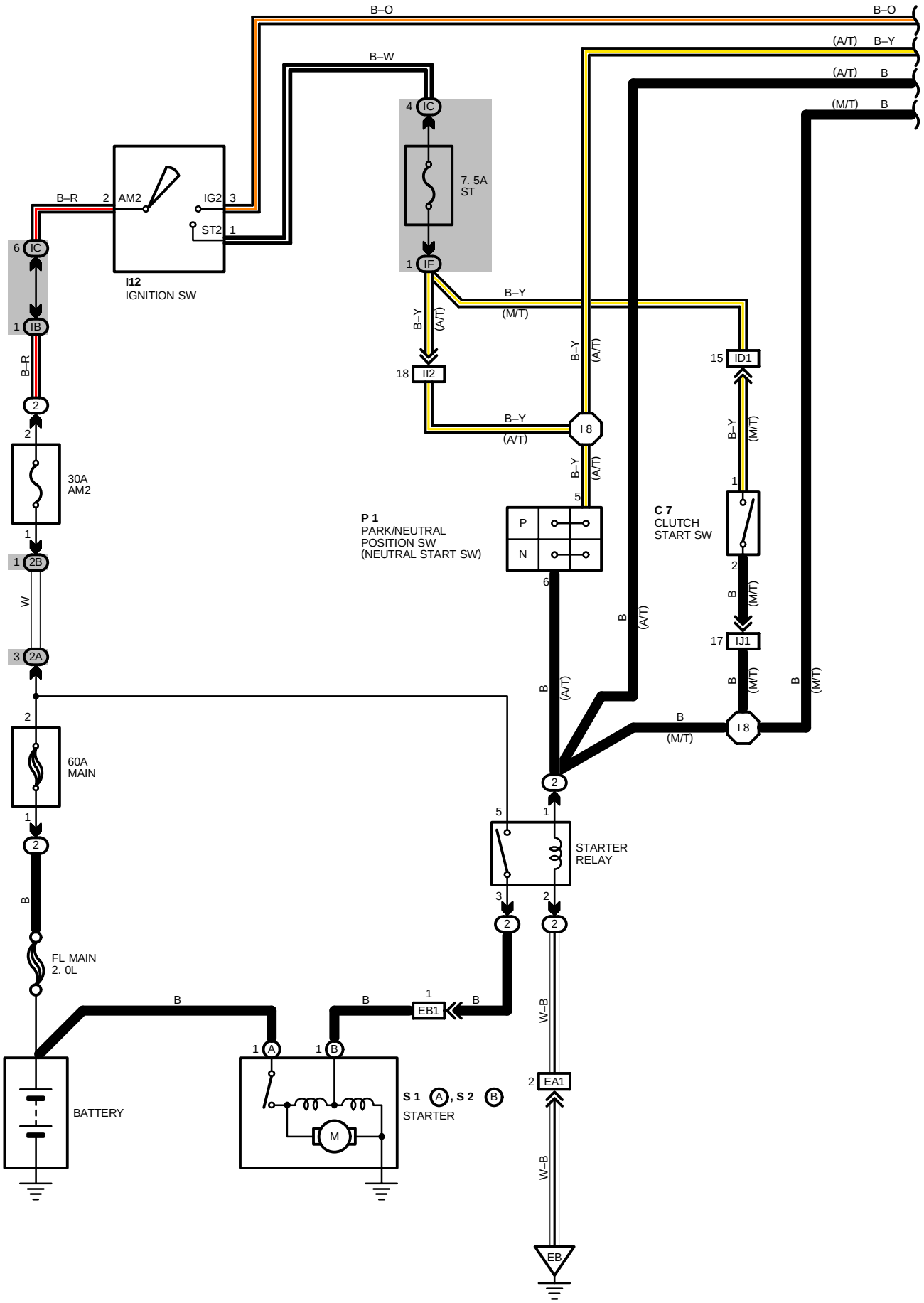


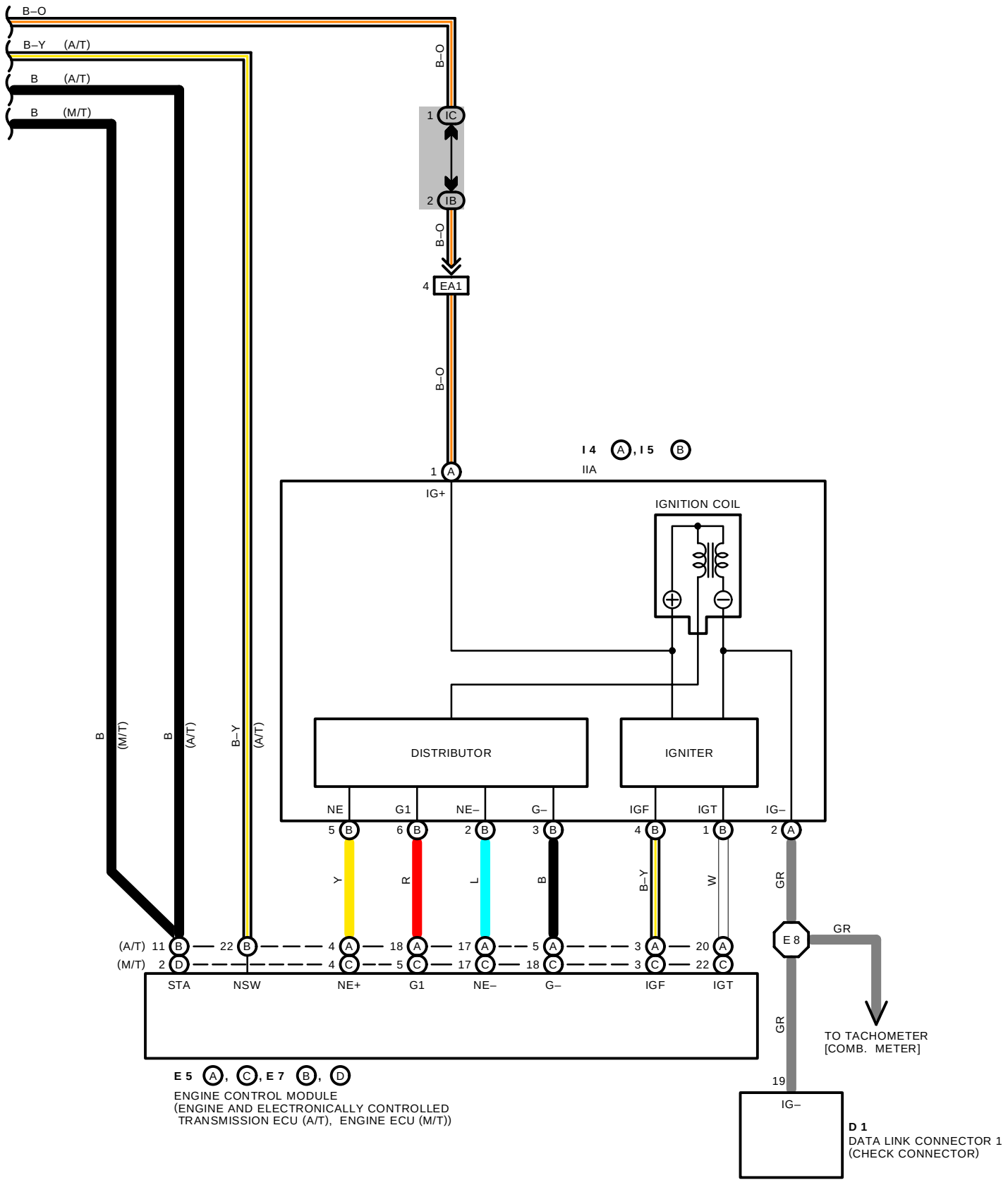
S 1 (A)



S 2 (B) BLACK




B–O
B–O
(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–R
2
2
30A
AM2
1
1 2B
W
3 2A
2
60A
MAIN
1
2
B
FL MAIN
2. 0L
B
B
1
EB1
B
1 A
1 B
BATTERY
M
S1 A, S2 B
STARTER
B–Y
(M/T)
B–Y
(A/T)
18 II2
B–Y
(A/T)
I 8
B–Y
(A/T)
5
P 1
PARK/NEUTRAL
POSITION SW
(NEUTRAL START SW)
P
N
6
B
(A/T)
B
(A/T)
B
(A/T)
15 ID1
B–Y
(M/T)
1
C 7
CLUTCH
START SW
2
B
(M/T)
17 IJ1
B
(M/T)
B
(M/T)
B
(M/T)
I 8
2
5
1
STARTER
RELAY
3
2
2
2
W–B
2 EA1
W–B
EB


B–O
B–Y (A/T)
B (A/T)
B (M/T)
B–O
1 IC
2 IB
B–O
4 EA1
B–O
1 A
I 4 A, I 5 B
IIA
IG+
IGNITION COIL
DISTRIBUTOR
IGNITER
NE G1 NE– G– IGF IGT IG–
5 B 6 B 2 B 3 B 4 B 1 B 2 A
Y R L B B–Y W GR
B (M/T) B (A/T) B–Y (A/T)
(A/T) 11 B 22 B 4 A 18 A 17 A 5 A 3 A 20 A
(M/T) 2 D 4 C 5 C 17 C 18 C 3 C 22 C
STA NSW NE+ G1 NE– G– IGF IGT
E 8
GR
GR
TO TACHOMETER
[COMB. METER]
19
IG–
E 5 A, C, E 7 B, D
ENGINE CONTROL MODULE
(ENGINE AND ELECTRONICALLY CONTROLLED
TRANSMISSION ECU (A/T), ENGINE ECU (M/T))
D 1
DATA LINK CONNECTOR 1
(CHECK CONNECTOR)

STARTING AND IGNITION (7A–FE)

SERVICE HINTS

I12 IGNITION SW
2–3 : CLOSED WITH IGNITION SW AT **ON** OR **ST** POSITION
2–1 : CLOSED WITH IGNITION SW AT **ST** POSITION

C 7 CLUTCH START SW (M/T)
1–2 : CLOSED WITH CLUTCH PEDAL FULLY DEPRESSED

STARTER RELAY
(2) 3– (2) 5 : CLOSED WITH CLUTCH START SW ON (M/T), PARK/NEUTRAL POSITION SW (NEUTRAL START SW) ON (A/T) AND THE IGNITION SW AT **ST** POSITION

S 1(A), S 2(B) STARTER
POINTS CLOSED WITH CLUTCH START SW ON AND THE IGNITION SW AT **ST** POSITION (M/T)
POINTS CLOSED WITH PARK/NEUTRAL POSITION SW (NEUTRAL START SW) ON AND THE IGNITION SW AT **ST** POSITION (A/T)

P 1 PARK/NEUTRAL POSITION SW (NEUTRAL START SW) (A/T)
5–6 : CLOSED WITH 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 (A/T)	**I12**		33
D 1		30		**D**	32 (M/T)	**P 1**		31
E5	**A**	32 (A/T)	**I 4**	**A**	31	**S 1**	A	31
	C	32 (M/T)	**I 5**	**B**	31	**S 2**	**B**	31

⬭ : 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	40 (7A–FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
EB1	40 (7A–FE)	ENGINE ROOM NO. 2 WIRE AND ENGINE WIRE (NEAR THE STARTER)
ID1	42	INSTRUMENT PANEL WIRE AND COWL 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)

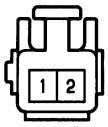
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	40 (7A–FE)	FRONT SIDE OF LEFT FENDER

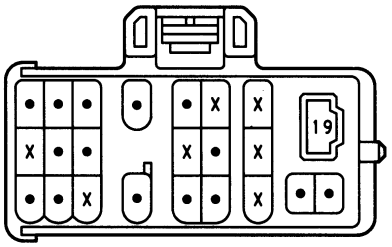
⯃ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 8	40 (7A–FE)	ENGINE WIRE	**I 8**	44	ENGINE WIRE

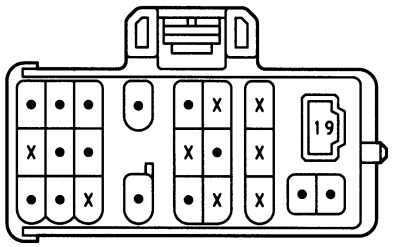
C 7



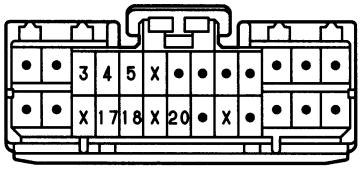
(A/T) D 1 BLACK



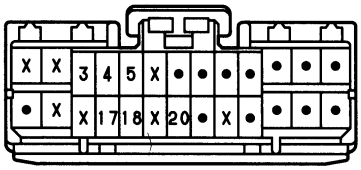
(M/T) D 1 BLACK



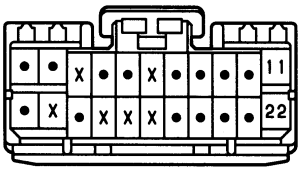
(A/T) E 5 (A) DARK GRAY



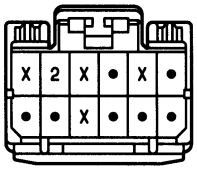
(M/T) E 5 (A) DARK GRAY



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



(M/T) E 7 (D) DARK GRAY



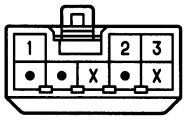
I 4 (A) DARK GRAY



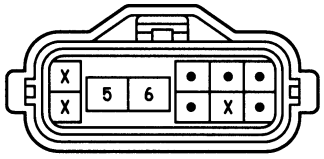
I 5 (B) DARK GRAY



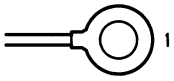
I12



P 1 GRAY



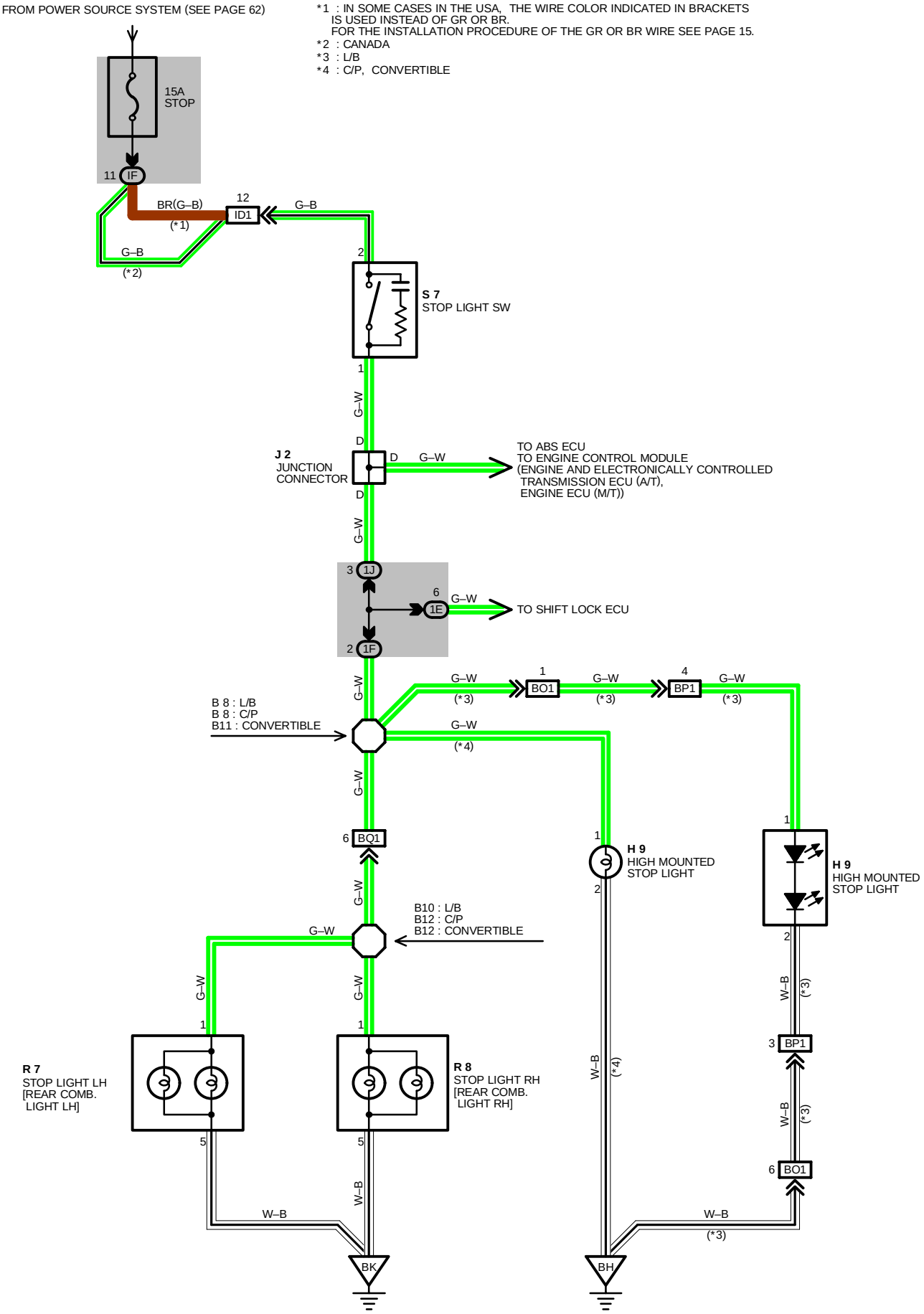
S 1 (A)



S 2 (B) BLACK



STOP LIGHT


FROM POWER SOURCE SYSTEM (SEE PAGE 62)
*1 : IN SOME CASES IN THE USA, THE WIRE COLOR INDICATED IN BRACKETS IS USED INSTEAD OF GR OR BR.
FOR THE INSTALLATION PROCEDURE OF THE GR OR BR WIRE SEE PAGE 15.
*2 : CANADA
*3 : L/B
*4 : C/P, CONVERTIBLE
15A
STOP
11
IF
BR(G–B)
(*1)
12
ID1
G–B
G–B
(*2)
2
S 7
STOP LIGHT SW
1
G–W
D
J 2
JUNCTION
CONNECTOR
D
G–W
TO ABS ECU
TO ENGINE CONTROL MODULE
(ENGINE AND ELECTRONICALLY CONTROLLED
TRANSMISSION ECU (A/T),
ENGINE ECU (M/T))
D
G–W
3
1J
6
1E
G–W
TO SHIFT LOCK ECU
2
1F
G–W
G–W
(*3)
1
BO1
G–W
(*3)
4
BP1
G–W
(*3)
B 8 : L/B
B 8 : C/P
B11 : CONVERTIBLE
G–W
(*4)
G–W
6
BQ1
1
H 9
HIGH MOUNTED
STOP LIGHT
2
1
H 9
HIGH MOUNTED
STOP LIGHT
2
G–W
B10 : L/B
B12 : C/P
B12 : CONVERTIBLE
G–W
G–W
W–B
(*3)
3
BP1
W–B
(*4)
W–B
(*3)
6
BO1
1
1
R 7
STOP LIGHT LH
[REAR COMB.
LIGHT LH]
R 8
STOP LIGHT RH
[REAR COMB.
LIGHT RH]
5
5
W–B
W–B
W–B
(*3)
BK
BH

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)
IJ	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 FLOOR WIRE (BACK DOOR UPPER LEFT)
BQ1	46 (L/B)	FLOOR WIRE AND LUGGAGE ROOM WIRE (LUGGAGE ROOM LEFT)
	48 (C/P)	
	50 (CONVERTIBLE)	

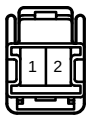
: GROUND POINTS

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)	

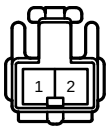
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 8	46 (L/B)	FLOOR WIRE	**B11**	50 (CONVERTIBLE)	FLOOR WIRE
	48 (C/P)		**B12**	48 (C/P)	LUGGAGE ROOM WIRE
B10	46 (L/B)	LUGGAGE ROOM WIRE		50 (CONVERTIBLE)	

(L/B) **H 9**



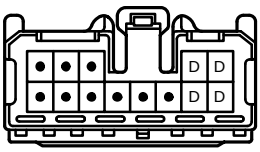
(C/P) **H 9**



(CONVERTIBLE) **H 9**

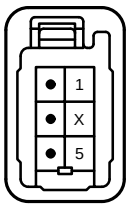


J 2 BLUE

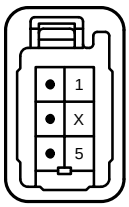


(HINT : SEE PAGE 7)

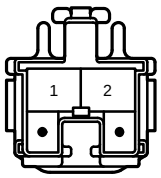
R 7



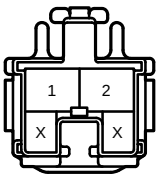
R 8



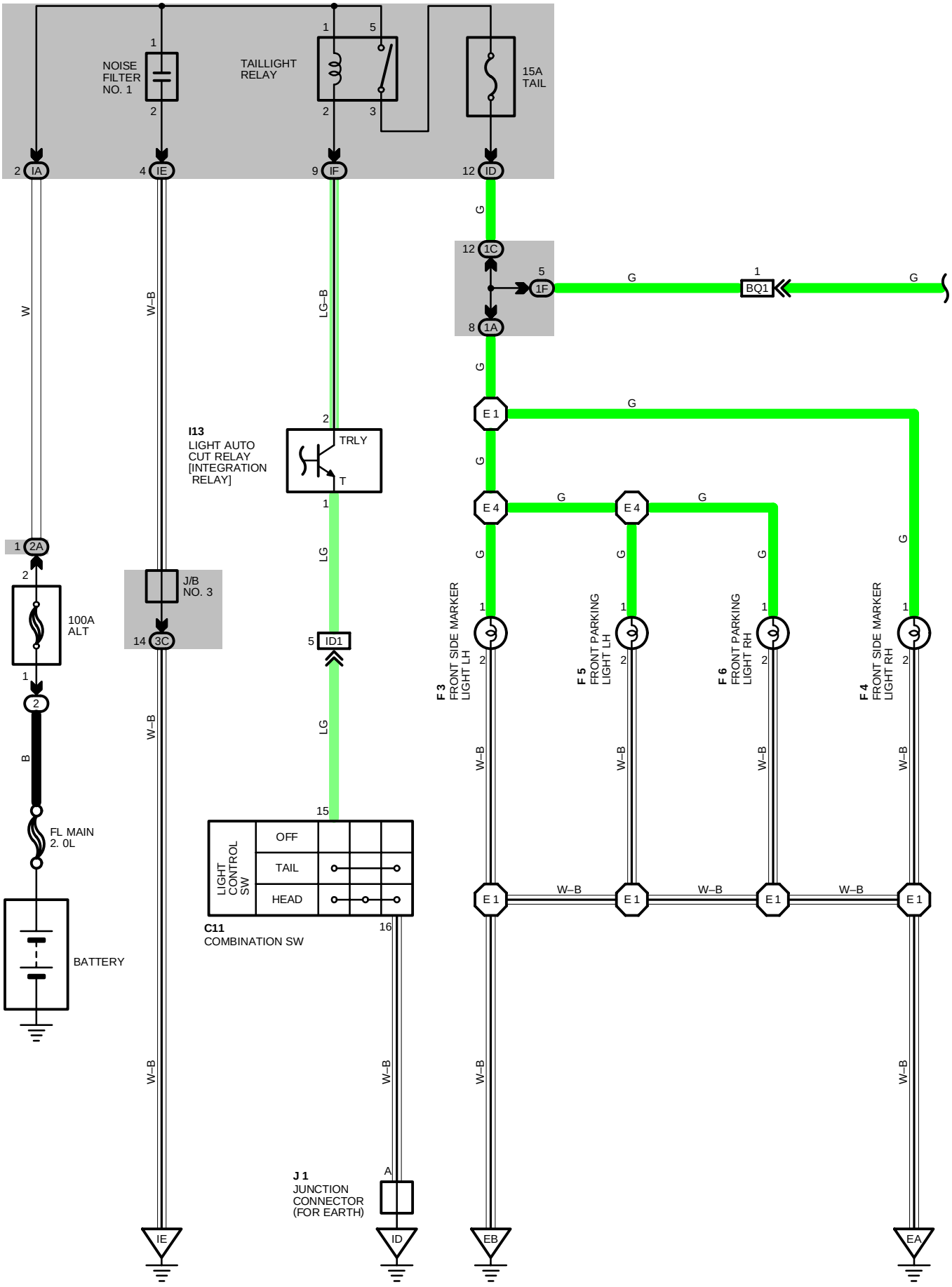
(W/ CRUISE CONTROL) **S 7**

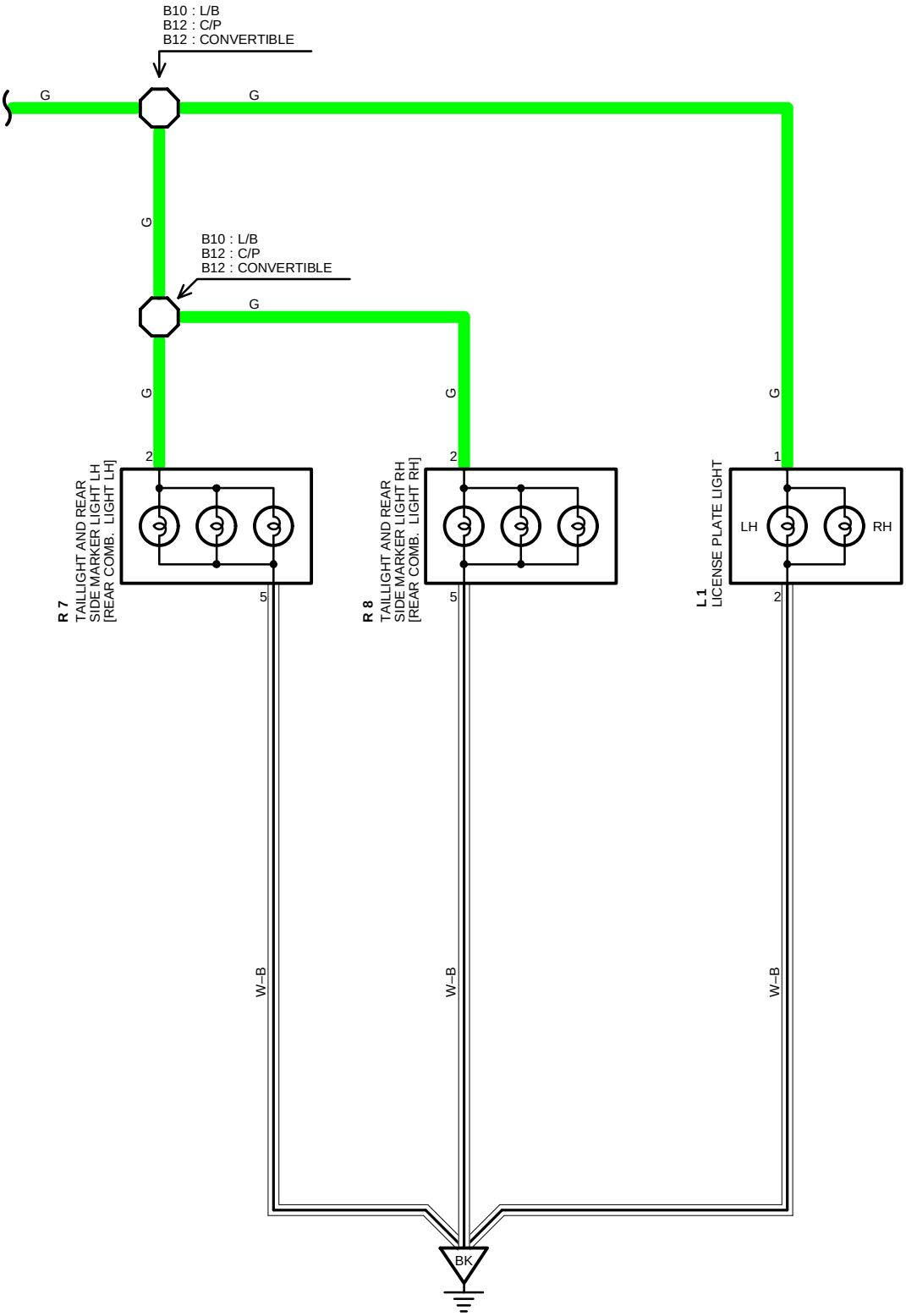


(W/O CRUISE CONTROL) **S 7**



TAILLIGHT


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
I13
LIGHT AUTO CUT RELAY [INTEGRATION RELAY]
TRLY
T
E 1
E 4
1 2A
100A ALT
J/B NO. 3
14 3C
5 ID1
LG
B
FL MAIN 2. 0L
BATTERY
LIGHT CONTROL SW
OFF
TAIL
HEAD
C11
COMBINATION SW
15
16
J 1
JUNCTION CONNECTOR (FOR EARTH)
A
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
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	**R 7**	37 (CONVERTIBLE)
F 3	28 (5S–FE), 30 (7A–FE)	**J 1**	33	**R 8**	34 (L/B), 35 (C/P)
F 4	28 (5S–FE), 30 (7A–FE)	**L 1**	34 (L/B), 35 (C/P)		37 (CONVERTIBLE)
F 5	28 (5S–FE), 30 (7A–FE)		36 (CONVERTIBLE)		
F 6	28 (5S–FE), 30 (7A–FE)	**R 7**	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)	

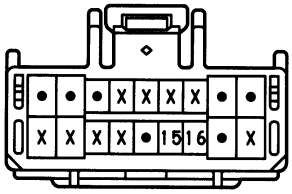
: GROUND POINTS

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
E 1	38 (5S–FE)	ENGINE ROOM MAIN WIRE	**B10**	46 (L/B)	LUGGAGE ROOM WIRE
	40 (7A–FE)		**B12**	48 (C/P)	
E 4	38 (5S–FE)			50 (CONVERTIBLE)	
	40 (7A–FE)				

C11



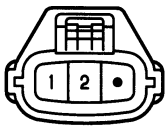
F 3 BROWN



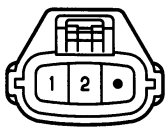
F 4 BROWN



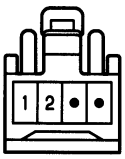
F 5 GRAY



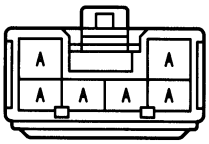
F 6 GRAY



I13



J 1

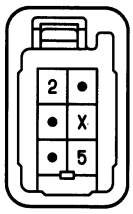


(HINT:SEE PAGE 7)

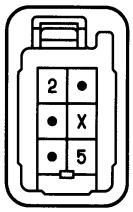
L 1



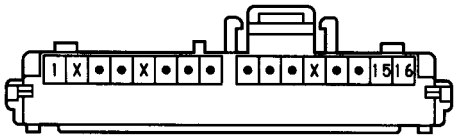
R 7



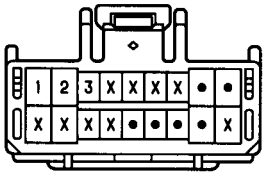
R 8



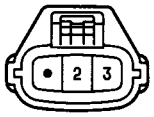
C 9



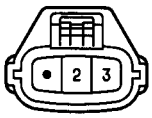
C11



F 5 GRAY



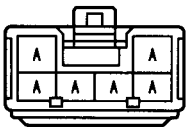
F 6 GRAY



H 7 BLACK

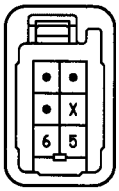


J 1

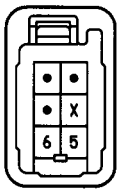


(HINT:SEE PAGE 7)

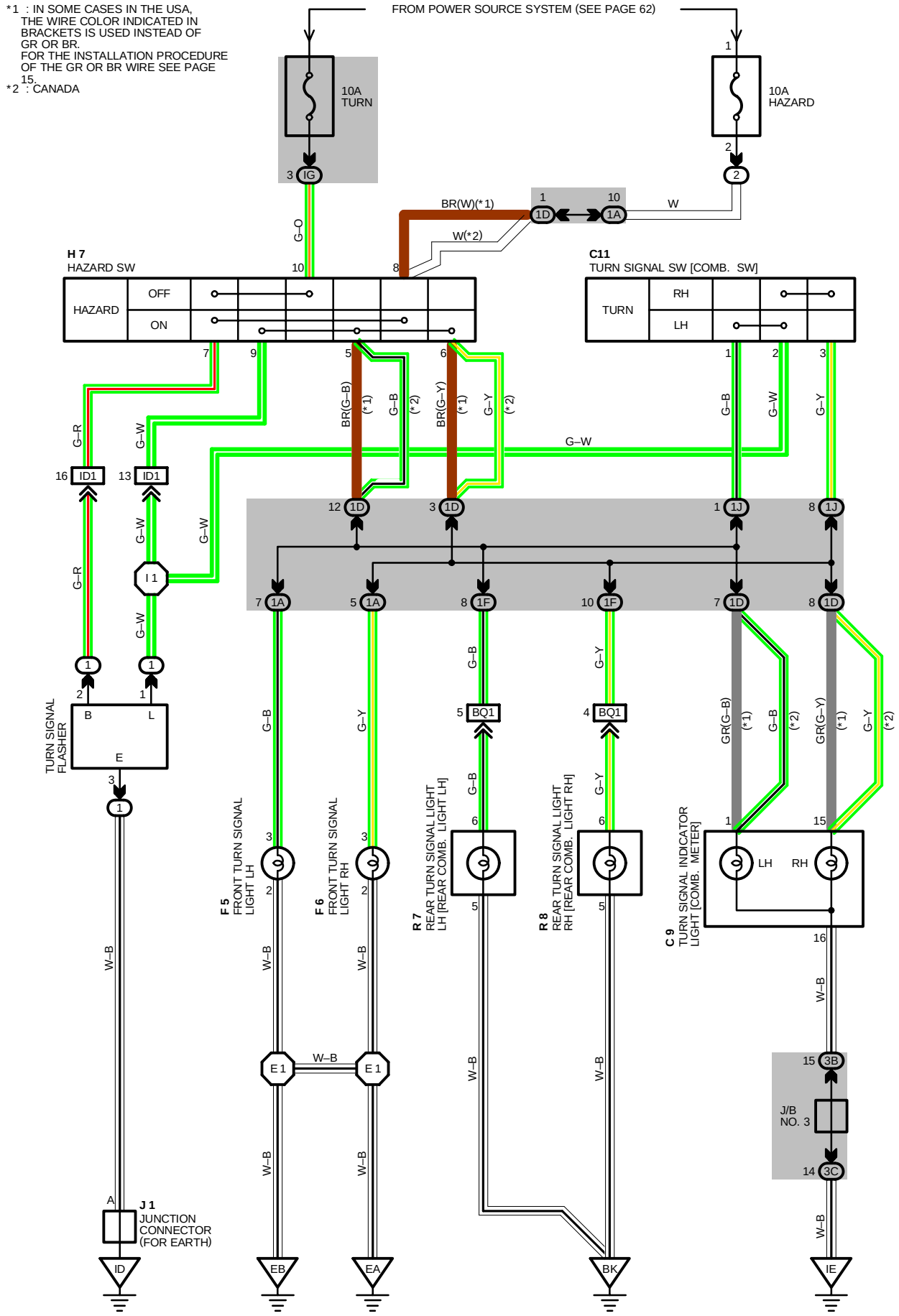
R 7



R 8



TURN SIGNAL AND HAZARD WARNING LIGHT



SERVICE HINTS

TURN SIGNAL FLASHER

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

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

(1) 3–GROUND: ALWAYS CONTINUOUS

: 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)	

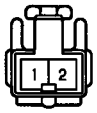
: GROUND POINTS

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)	

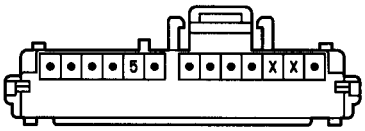
: SPLICE POINTS

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)				

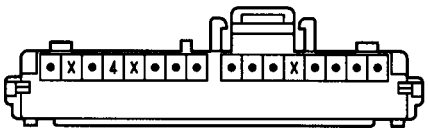
B 6



C 8 Ⓐ BLUE



C 9 Ⓑ



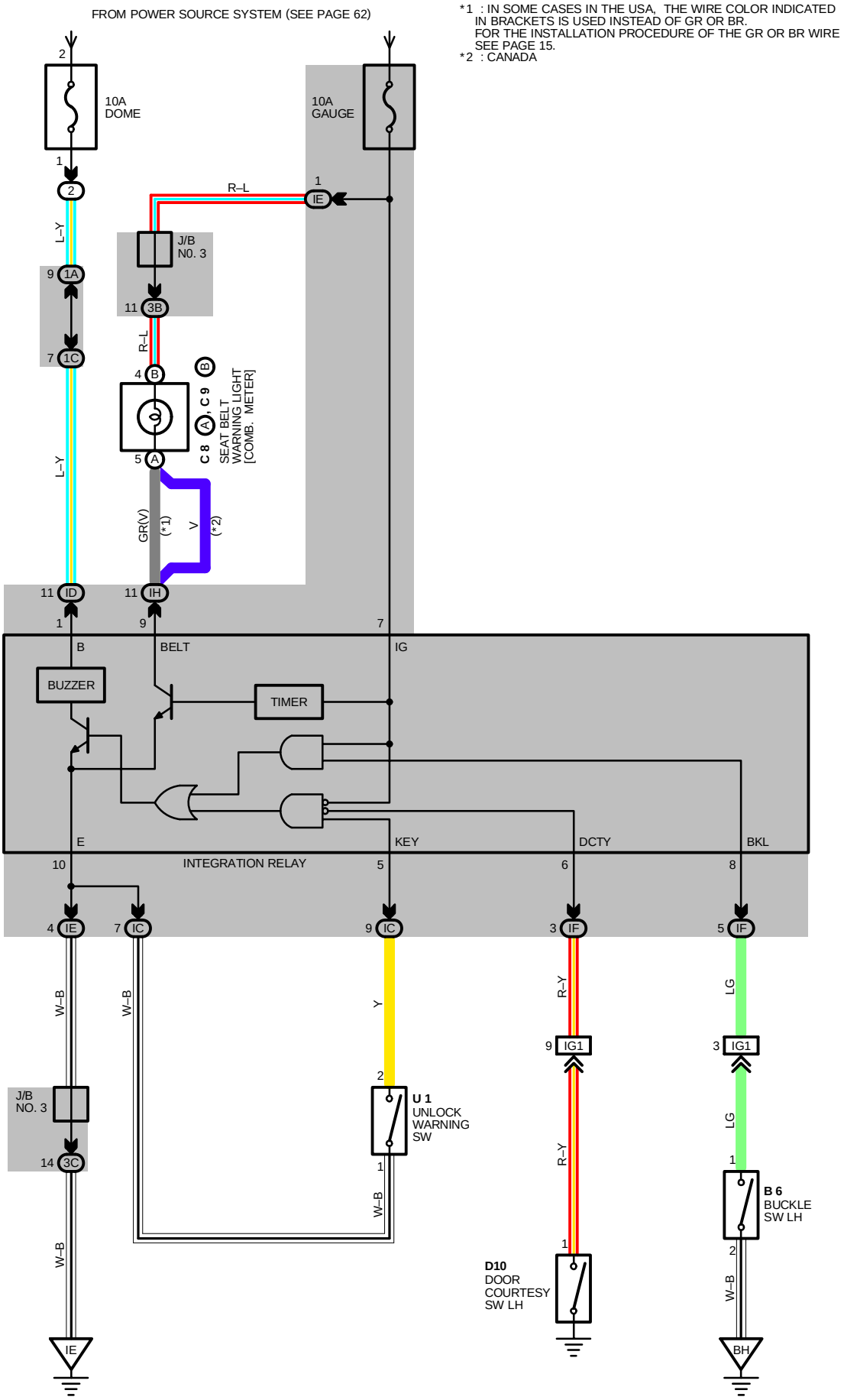
D10



U 1 GRAY



UNLOCK AND SEAT BELT WARNING



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 THE **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 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 **TERMINALS 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 CONTINUOUS
6–GROUND : CONTINUOUS WITH THE DRIVER'S DOOR OPEN
5–GROUND : CONTINUOUS WITH THE IGNITION KEY IN THE CYLINDER
8–GROUND : CONTINUOUS WITH THE DRIVER'S 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
B 6		34 (L/B), 35 (C/P)	**C 9**	B	32	**U 1**	33
		36 (CONVERTIBLE)	**D10**		34 (L/B), 35 (C/P)		
C 8	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)	