



SYSTEM OUTLINE

WHEN THE IGNITION SW IS TURNED TO **ACC** POSITION THE CURRENT FROM THE **CIG** FUSE FLOWS TO **TERMINAL 1** OF THE SHIFT LOCK ECU. IN THE **ON** POSITION, THE CURRENT FROM THE **ECU-IG** FUSE FLOWS TO **TERMINAL 3** OF THE ECU.

1. SHIFT LOCK MECHANISM

WITH THE IGNITION SW ON, WHEN A SIGNAL THAT THE BRAKE PEDAL IS DEPRESSED (STOP LIGHT SW ON) AND A SIGNAL THAT THE SHIFT LEVER IS PUT IN "P" POSITION (CONTINUITY BETWEEN P1 AND P OF THE SHIFT POSITION SW) IS INPUT TO THE ECU. THE ECU OPERATES AND CURRENT FLOWS FROM **TERMINAL 3** OF THE ECU → **TERMINAL SL+** OF THE SHIFT LOCK SOLENOID → SOLENOID → **TERMINAL SL-** → **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 POSITION THAN THE "P" POSITION.

2. KEY INTER LOCK MECHANISM

WITH THE IGNITION SW IN **ON** OR **ACC** POSITION, WHEN THE SHIFT LEVER IS PUT IN "P" POSITION (NO CONTINUITY BETWEEN P2 AND P OF LOCK CONTROL SW). THE CURRENT FLOWING FROM **TERMINAL 4** OF THE ECU → KEY INTER LOCK SOLENOID IS CUT OFF. THIS CAUSES THE KEY INTER LOCK SOLENOID TO TURN OFF (LOCK LEVER DISENGAGES FROM LOCK POSITION) AND THE IGNITION KEY CAN BE TURNED FROM **ACC** TO **LOCK** POSITION.

SERVICE HINTS

S 8 SHIFT LOCK ECU

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

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
F13	23	K 3	23	S 8	24
J 5	23	S 7	23		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID2	28	COWL WIRE AND FLOOR NO. 1 WIRE (LEFT KICK PANEL)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	28	LEFT KICK PANEL
BF	30	UNDER THE CENTER CONSOLE BOX

F13
(SEE PAGE 20)

