

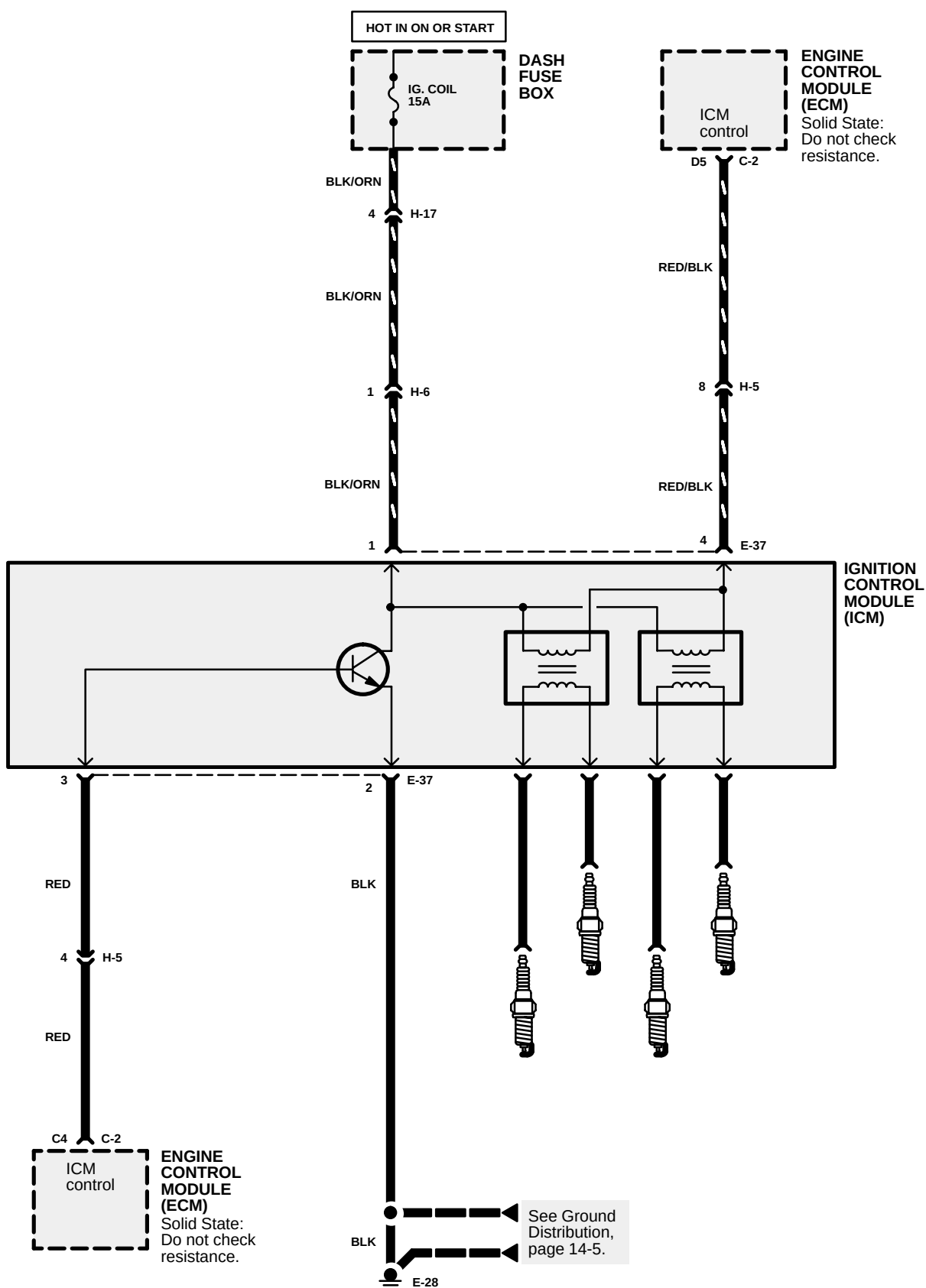
IGNITION SYSTEM

Component Index

- Camshaft Position (CMP) Sensor
- Condenser
- Crankshaft Position (CKP) Sensor
- Dash Fuse Box
- Engine or Powertrain Control Module (ECM or PCM)
- Ignition Control Module (ICM)
- No. 1 Ignition Coil
- No. 2 Ignition Coil
- No. 3 Ignition Coil
- No. 4 Ignition Coil
- No. 5 Ignition Coil
- No. 6 Ignition Coil

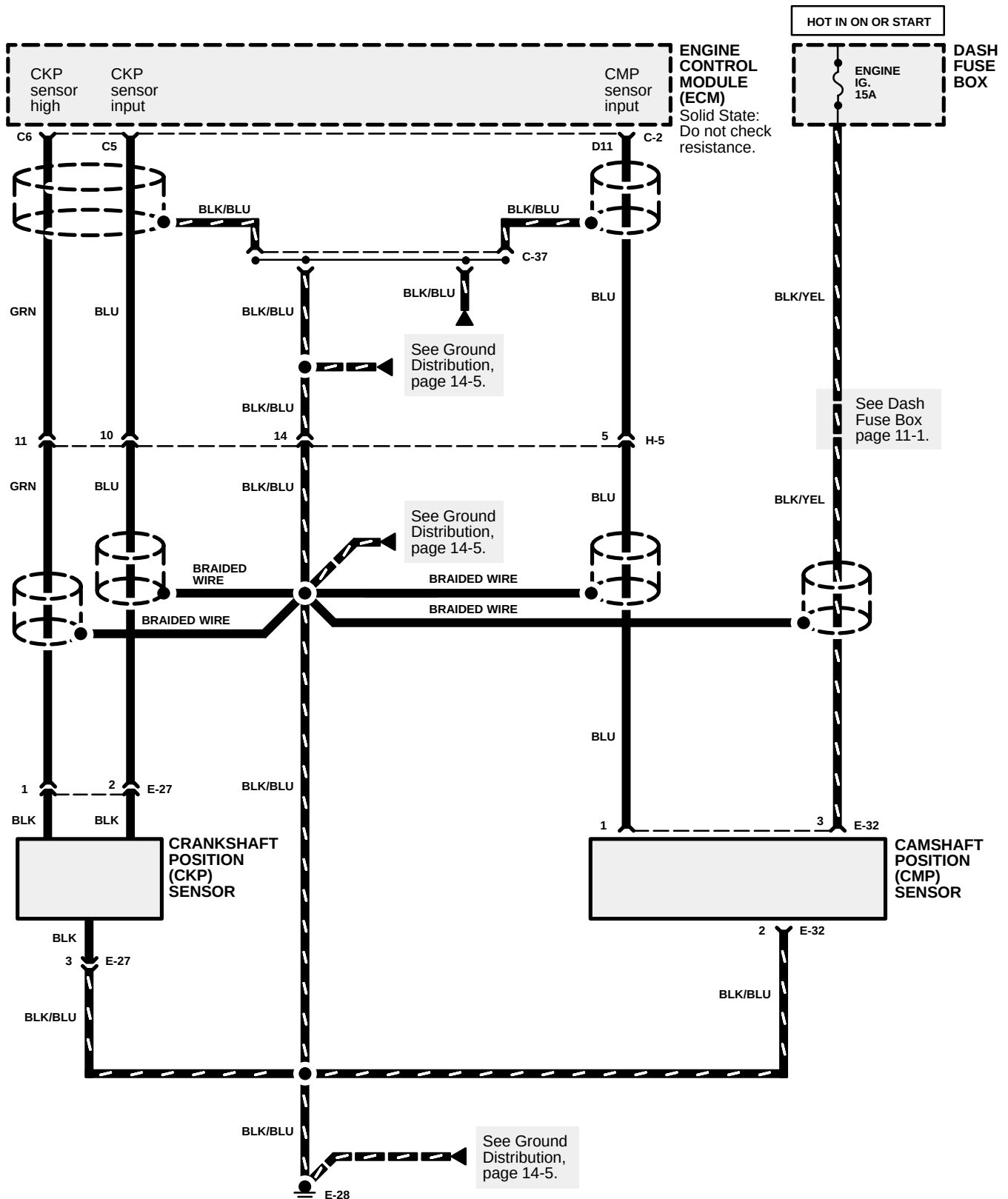
IGNITION SYSTEM: 2.2L

Circuit Schematic



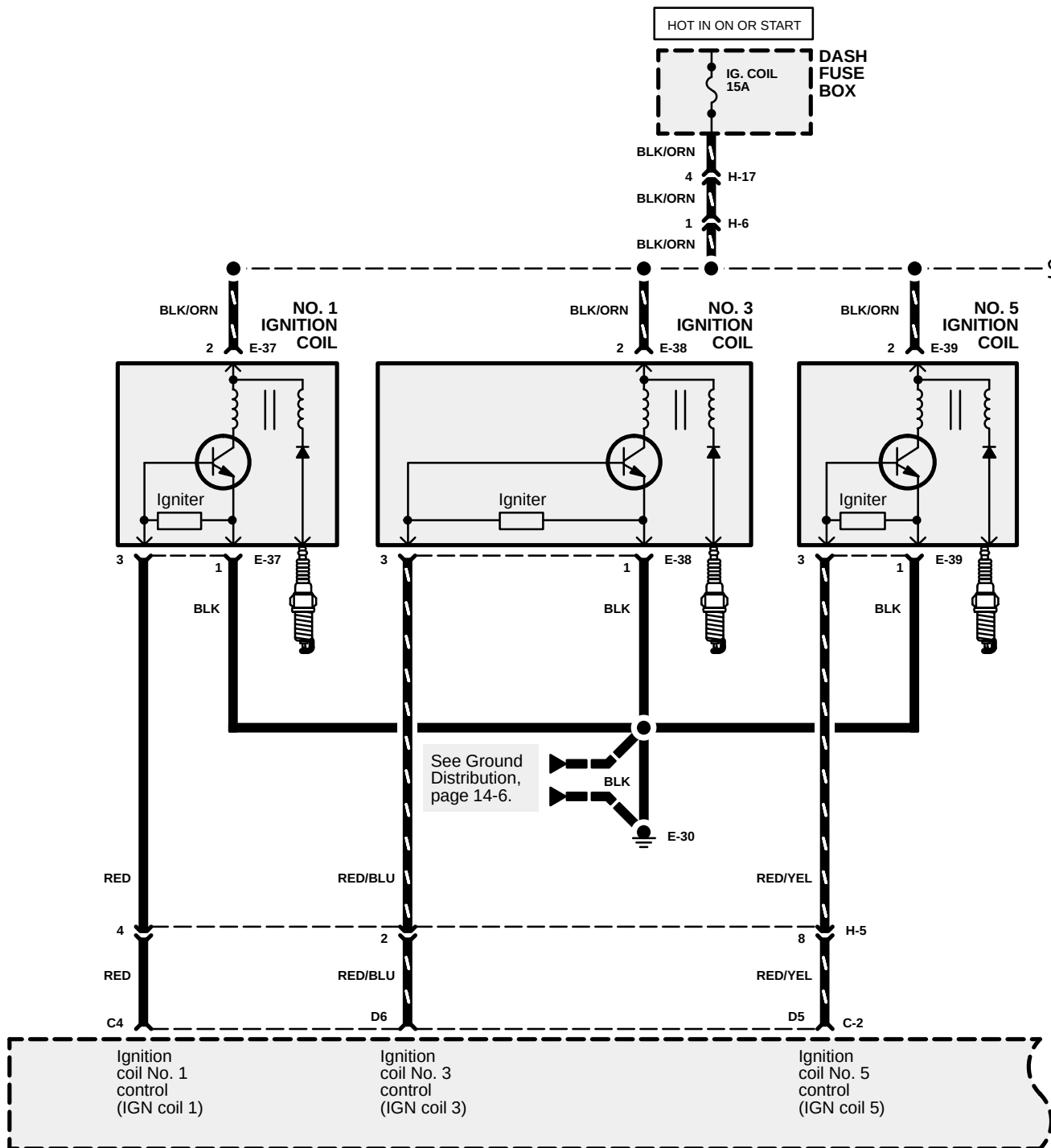
IGNITION SYSTEM: 2.2L

Circuit Schematic



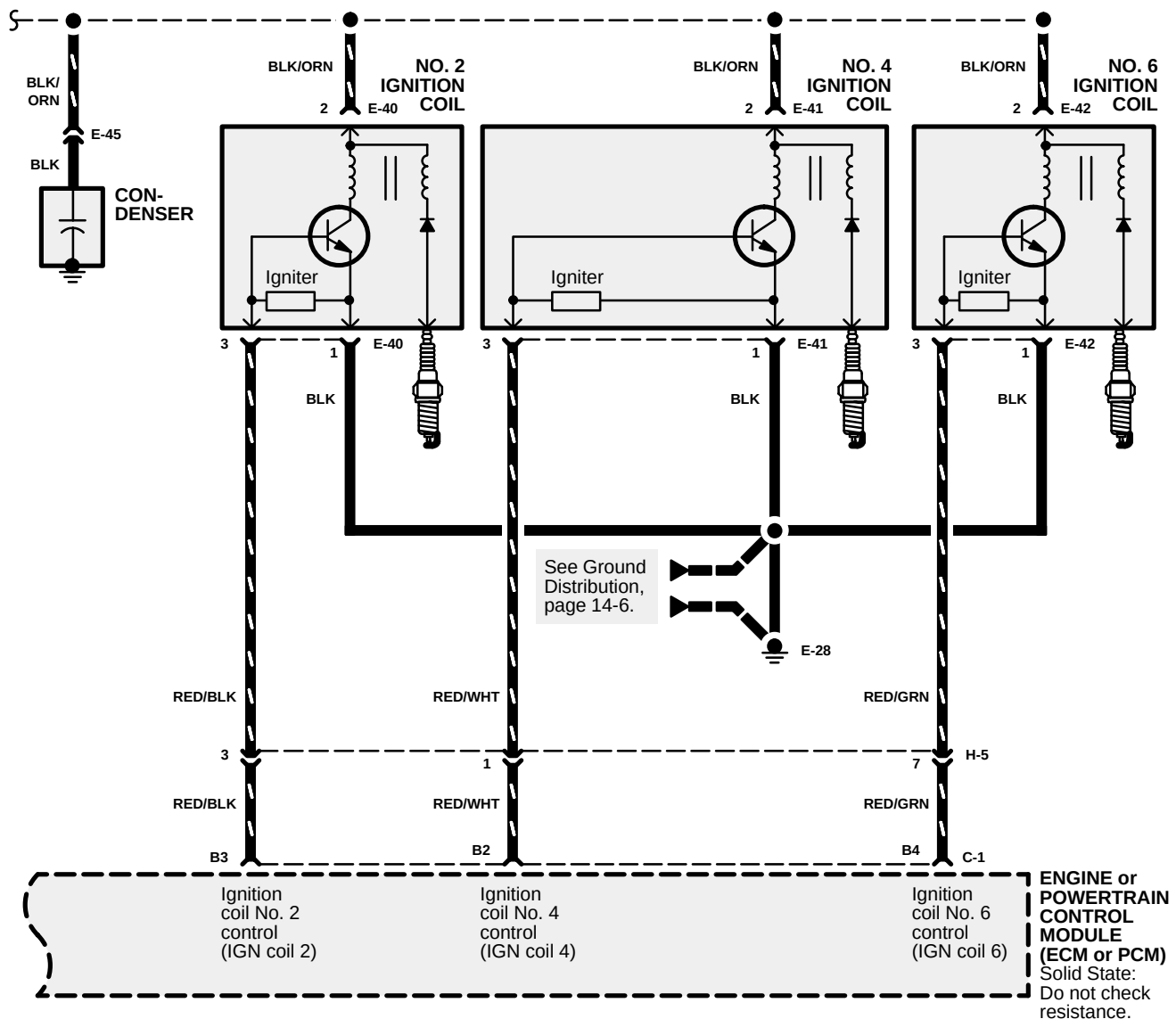
IGNITION SYSTEM: 3.2L

Circuit Schematic



IGNITION SYSTEM: 3.2L

Circuit Schematic



IGNITION SYSTEM

Component Location Index

(Refer to Section 201 for photographs.)

Component	Photo No.
Camshaft Position (CMP)	
Sensor	Top center front of engine 42
Condenser	Top right front of engine 43
Crankshaft Position (CKP)	
Sensor	Lower front of engine
Dash Fuse Box	Left side of I/P, behind panel 58
ECM/PCM Main Relay	Right side of engine compartment, in fuse/relay box 21
Engine or Powertrain Control	
Module (ECM or PCM)	Below center of I/P 73
Ignition Control Module	
(ICM)	Right rear of engine 34
No. 1 Ignition Coil	On right engine bank 53
No. 2 Ignition Coil	On left engine bank 49
No. 3 Ignition Coil	On right engine bank 53
No. 4 Ignition Coil	On left engine bank 49
No. 5 Ignition Coil	On right engine bank 49
No. 6 Ignition Coil	On left engine bank 53
Connector	
C-37 (2.2L) (22-WHT)	Below center of I/P, below PCM 123
E-45 (1-BLK)	Front of engine, near throttle body 44
H-5 (16-GRN)	Left side of engine compartment, below brake fluid reservoir 11
H-6 (16-BLU)	Left side of engine compartment, below brake fluid reservoir 11
H-17 (10-BLK) (M/T)	Behind left kick panel 62
H-17 (20-BLK) (A/T)	Behind left kick panel 62
Ground	
E-28 (2.2L)	Right rear of engine 34
E-28 (3.2L)	Left side of engine 51
E-30	Top right rear of engine 55

Circuit Operation

With the starter switch in ON or START, battery voltage is applied to the Engine (M/T) or Powertrain (A/T) Control Module (ECM) or (PCM), various engine sensors, and the ignition control module (ICM)/(2.2L) or ignition coils (3.2L). When the engine is cranked to start, the crank shaft position (CKP) sensor sends timing information directly to the ECM/PCM, which breaks the ground path in the primary of the ignition coils, thus creating a high voltage secondary impulse which fires the spark plugs, and the engine starts. The ECM/PCM receives information such as firing order and starting timing at each ignition coil from the CKP sensor. The ECM/PCM relies on information from various engine sensors to determine correct ignition timing.

(The 2.2L utilizes the “waste spark” system, that fires two spark plugs simultaneously, with the highest voltage intensity in the cylinder under compression.)