

GROUP 54A

CHASSIS ELECTRICAL

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⚠ WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

WARNINGS REGARDING SERVICING OF SUPPLEMENTAL RESTRAINT SYSTEM (SRS) EQUIPPED VEHICLES

⚠ WARNING

- Improper service or maintenance of any component of the SRS, or any SRS-related component, can lead to personal injury or death to service personnel (from inadvertent firing of the air bag) or to the driver and passenger (from rendering the SRS inoperative).
- Service or maintenance of any SRS component or SRS-related component must be performed only at an authorized MITSUBISHI dealer.
- MITSUBISHI dealer personnel must thoroughly review this manual, and especially its GROUP 52B - Supplemental Restraint System (SRS) before beginning any service or maintenance of any component of the SRS or any SRS-related component.

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BATTERY

ON-VEHICLE SERVICE

BATTERY CHECK

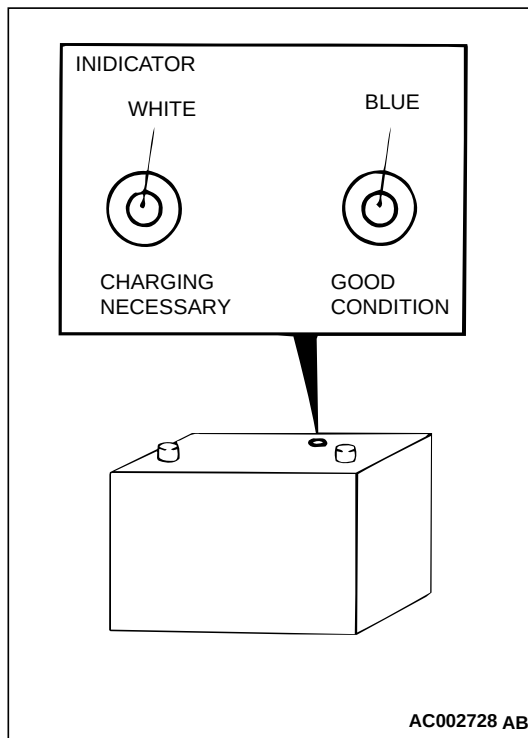
M1541001000267

⚠ WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

BATTERY VISUAL INSPECTION (1)

The battery contains a visual test indicator which gives a blue signal when an adequate charge level exists, and a white signal when charging is required.



BATTERY VISUAL INSPECTION (2)

Make sure the ignition switch is in "LOCK" (OFF) position and all battery fed accessories are OFF.

1. Disconnect the negative cable from battery before disconnecting the positive cable.

** WARNING**

Care should be taken in the event battery case is cracked or leaking to protect hands from the electrolyte. A suitable pair of rubber gloves (not the household type) should be worn when removing battery by hand.

2. Remove the battery from the vehicle.
3. Inspect the battery carrier for damage caused by loss of acid from battery. If acid damage is present, it is necessary to clean area with a solution of clean warm water and baking soda. Scrub area with a stiff bristle brush. Wipe clean with a cloth moistened with ammonia or baking soda in water.
4. Clean the battery, especially the top with same solutions as described in step 3.
5. Inspect the battery case and cover for cracks. If cracks are present, battery must be replaced.
6. Clean the battery post with a suitable battery post cleaning tool.
7. Clean the inside surfaces of the terminal clamps with a suitable battery terminal cleaning tool. Replace damaged or frayed cables and broken terminal clamps.
8. Install the battery in the vehicle.
9. Connect the positive and negative cables to the battery in the order of mention.
10. Tighten the clamp nut securely.

BATTERY CHARGING

M1541001100253

** WARNING**

When batteries are being charged, an explosive gas forms beneath the cover of each cell. Do not smoke near batteries on charge or which have recently been charged. Do not break live circuits at the terminals of the batteries on charge. A spark will occur where the live circuit is broken. Keep all open flames away from the battery.

Battery electrolyte temperature may temporarily be allowed to rise to 55C° (131F°). Increase of electrolyte temperature above 55C ° (131F°) is harmful to the battery, causing deformation of battery cell, decrease in life of battery, etc.

CHARGE RATE

If the test indicator is white, the battery should be charged as outlined below. When the dot appears or when maximum charge shown below is reached, charging should be stopped.

Charge Rate Chart

BATTERY	75D23L (520amps)
Slow charging	5 amps 10.4 hours
	10 amps 5.2 hours
Fast charging	20 amps 2.6 hours
	30 amps 1.8hours

BATTERY TEST

M1541001200250

BATTERY TESTING PROCEDURE**STEP 1. Check the battery cables.**

Remove the negative cable, then the positive cable.
Check for dirty or corroded connections.

Q: Are the battery cables dirty or have corroded connections?

YES : Clean the battery cables. Then go to Step 2.

NO : Go to Step 2.

STEP 2. Check the battery post.

Check for loose battery post.

Q: Are the battery post faulty?

Yes : Replace the battery. Then go to Step 4.

NO : Go to Step 3.

STEP 3. Check the battery case and cover.

- (1) Remove the hold-downs and shields.
- (2) Check for broken/cracked case or cover.

Q: Is the battery case or cover faulty?

YES : Replace the battery. Then go to Step 4.

NO : Go to Step 4.

STEP 4. Check the open circuit voltage.

- (1) Turn headlights on for 15 seconds.
- (2) Turn headlights off for two minutes to allow battery positive voltage to stabilize.
- (3) Disconnect the battery cables.
- (4) Read open circuit voltage.

Q: Is open circuit voltage 12.4 volts or more?

NO : Go to Step 5.

YES : Go to Step 6.

STEP 5. Charge battery.

Q: Charging the battery?

YES : Charge the battery at 5 amps for 15 hours.
Then re-test, go to Step 4.

NO : Go to Step 6.

STEP 6. Check the load test.

- (1) Connect a load tester to the battery.
- (2) Load the battery at the recommended discharge rate (See LOAD TEST RATE CHART) for 15 seconds.
- (3) Read voltage after 15 seconds, then remove load.
- (4) Compare the measured value with the minimum voltage. (See LOAD TEST CHART.)

Q: Is the voltage higher than minimum voltage?

NO : Replace the battery. Then go to Step 4.

YES : The battery is normal.

LOAD TEST CHART

TEMPERATURE °C (°F)	21 (70) AND ABOVE	16 (60)	10 (50)	4 (40)	-1 (30)	-7 (20)	-12 (10)	-18 (0)
Minimum voltage	9.6	9.5	9.4	9.3	9.1	8.9	8.7	8.5

LOAD TEST RATE CHART

Load test	260 amps
Cranking ratio (0°F)	520 amps
Reserve capacity	118 minutes
Application	75D23L

IGNITION SWITCH

GENERAL DESCRIPTION

Ignition key reminder tone alarm

The ignition key reminder tone alarm will sound under the following condition, and warn the driver to remove the ignition key.

- The driver's door is opened when the ignition switch is at "LOCK" (OFF) or "ACC" position without removing the ignition key. However, the light reminder tone alarm will take precedence over this function.

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EQUIPMENT DIAGNOSIS

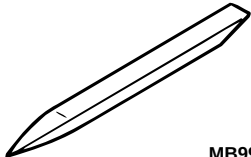
IGNITION SWITCH DIAGNOSIS

The Ignition key reminder tone alarm is controlled by the Simplified Wiring System (SWS). For troubleshooting, refer to GROUP 54B, SWS Diagnosis [P.54B-23](#).

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SPECIAL TOOLS

M1543000601823

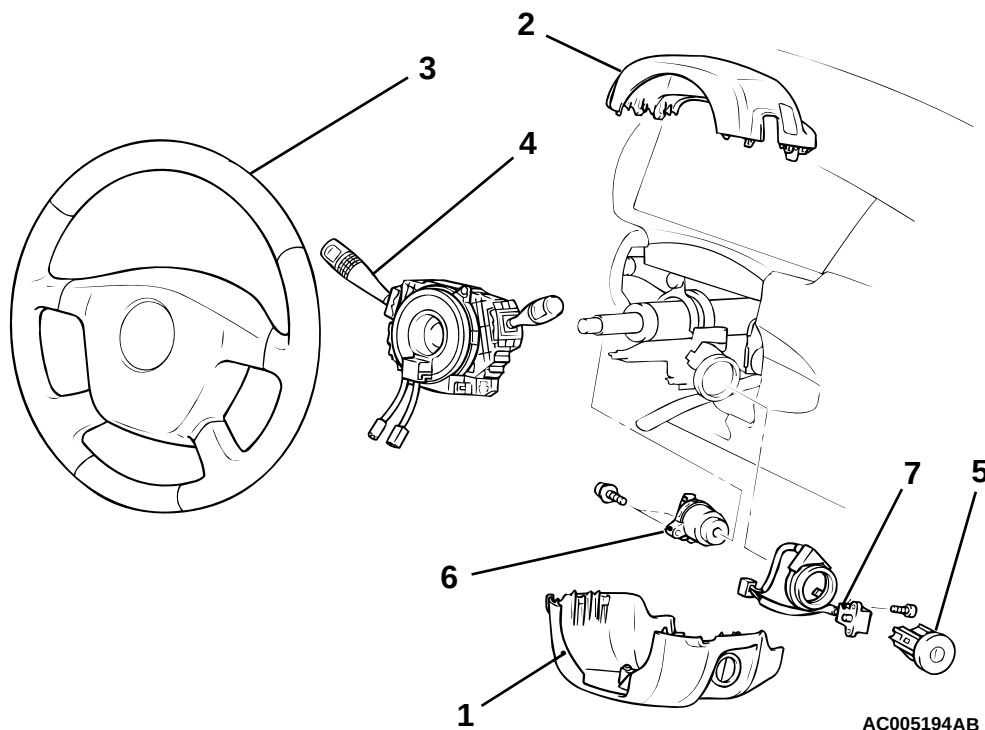
TOOL	TOOL NUMBER AND NAME	SUPERSESSION	APPLICATION
 MB990784	MB990784 Ornament remover	General service tool	Removal of trim, etc.

IGNITION SWITCH
REMOVAL AND INSTALLATION

M1543002100478

⚠ WARNING

- Before removal of the air bag module, refer to **GROUP 52B, SRS Service Precautions P.52B-16** and **Air Bag Module and Clock Spring P.52B-16**.
- When removing and installing the steering wheel, do not let it bump against the air bag module.

**IGNITION SWITCH REMOVAL STEPS**

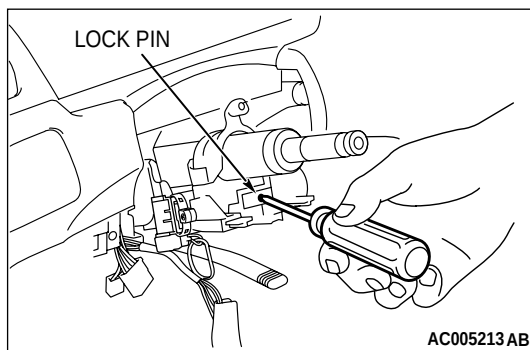
1. LOWER COLUMN COVER (REFER TO GROUP 52A - INSTRUMENT PANEL P.52A-3.)
2. UPPER COLUMN COVER (REFER TO GROUP 52A - INSTRUMENT PANEL P.52A-3.)

<<A>>

3. STEERING WHEEL (REFER TO GROUP 37A P.37A-25.)
4. CLOCK SPRING COLUMN SWITCH ASSEMBLY (REFER TO GROUP 37A - STEERING SHAFT P.37A-25.)
5. STEERING LOCK CYLINDER
6. IGNITION SWITCH
7. KEY REMINDER SWITCH

REMOVAL SERVICE POINT**<<A>> STEERING LOCK CYLINDER REMOVAL**

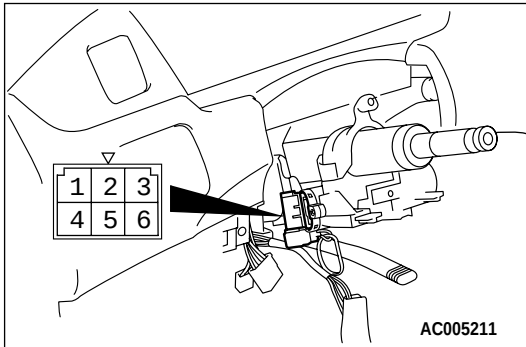
1. Insert the key into steering lock cylinder to turn the ignition key to the "ACC" position.
2. Insert the locking pin with a small cross-tipped screwdriver, etc., and remove the steering lock cylinder.



INSPECTION

IGNITION SWITCH CONTINUITY CHECK

Disconnect ignition switch connector C-87 without removing the ignition switch and steering lock cylinder. Then check the continuity.

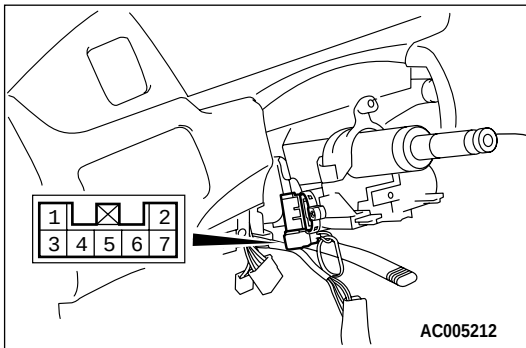


SWITCH POSITION	TESTER CONNECTION	SPECIFIED CONNECTION
"LOCK" (OFF)	1 – 2, 1 – 4, 1 – 5, 1 – 6	Open circuit
"ACC"	1 – 6	Less than 2 ohms
"ON"	1 – 2 – 4 – 6	Less than 2 ohms
"START"	1 – 2 – 5	Less than 2 ohms

KEY REMINDER SWITCH AND IGNITION KEY RING ANTENNA CONTINUITY CHECK

1. Ignition key reminder switch continuity check.

Disconnect key reminder switch connector C-88 without removing the ignition switch and steering lock cylinder. Then check the continuity.



STATUS OF IGNITION KEY	TESTER CONNECTION	SPECIFIED CONNECTION
Removed	4 – 6	Less than 2 ohms
Inserted	4 – 6	Open circuit

2. Ignition key ring antenna check.

Check for continuity between terminal 3 and terminal 7.

Standard value: two ohm or less

HOW TO READ AND ERASE DIAGNOSTIC TROUBLE CODES

Required Special Tools:

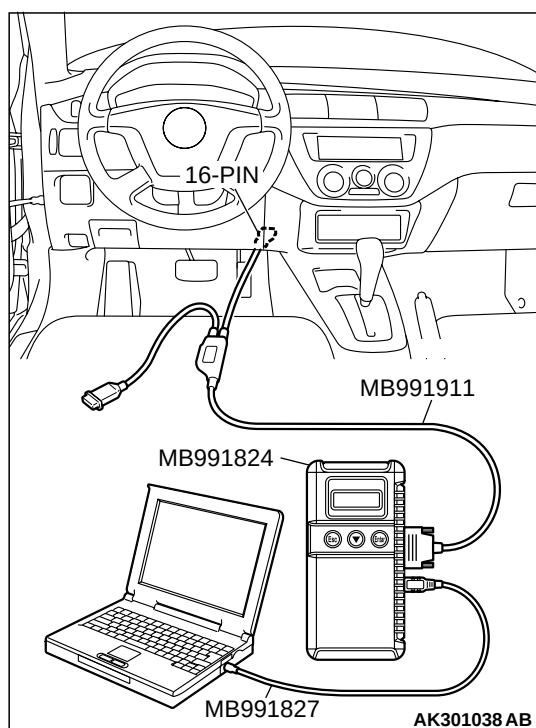
- MB991958: Scan Tool (MUT-III Sub Assembly)
 - MB991824: Vehicle Communication Interface (V.C.I.)
 - MB991827: MUT-III USB Cable
 - MB991911: MUT-III Main Harness A (Vehicles with CAN communication system)

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

NOTE: If the battery voltage is low, diagnostic trouble codes will not be set. Check the battery if scan tool MB991958 does not display.

1. Connect scan tool MB991958 to the data link connector.
2. Turn the ignition switch to "ON" position.
3. Select "Interactive Diagnosis" from the start-up screen.
4. Select "System select."
5. Choose "Meter" from the "BODY" tab.
6. Select "Diagnostic Trouble Code."
7. If a DTC is set, it is shown.
8. Choose "Erase DTCs" to erase the DTC.



SYMPTOM CHART

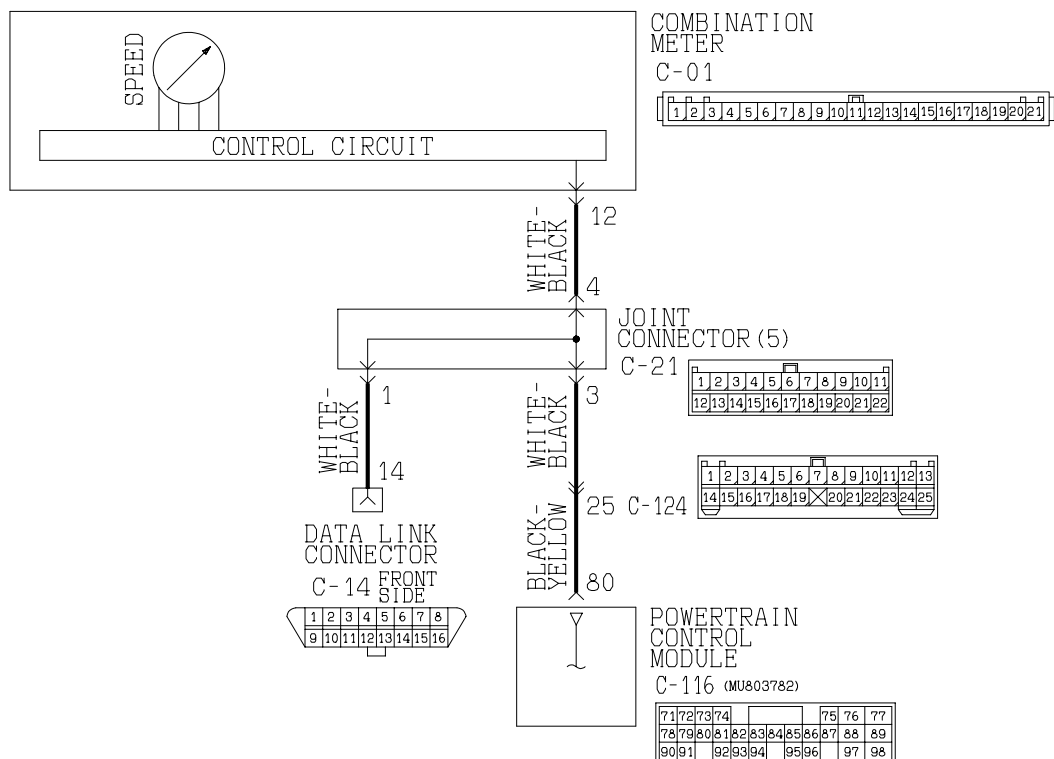
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SYMPTOMS	INSPECTION PROCEDURE	REFERENCE PAGE
Speedometer does not work <A/T>.	1	P.54A-12
Speedometer does not work. <M/T>	2	P.54A-17
Tachometer does not work.	3	P.54A-21
Fuel gauge does not work.	4	P.54A-26
Engine coolant temperature gauge does not work.	5	P.54A-30
Combination meter does not work.	6	P.54A-34

SYMPTOM PROCEDURES

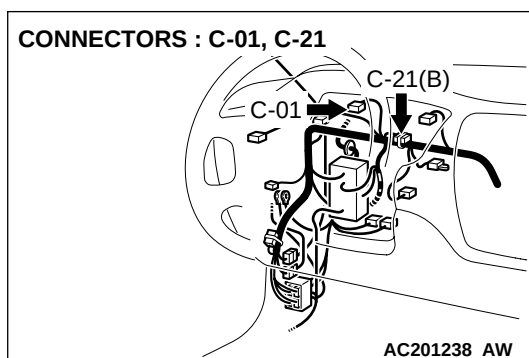
INSPECTION PROCEDURE 1: Speedometer does not Work. <A/T>

Speedometer Circuit <A/T>

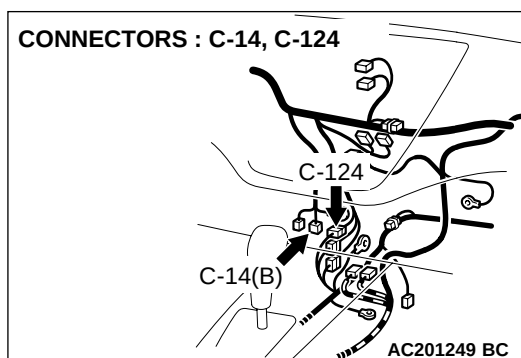


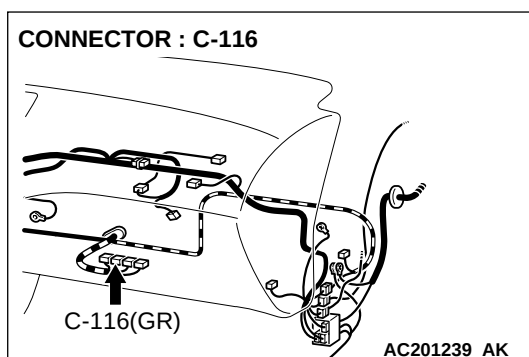
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CONNECTORS : C-01, C-21



CONNECTORS : C-14, C-124



**CIRCUIT OPERATION**

- The ignition switch (IG1) circuit is the power source for the speedometer and output shaft speed sensor.
- The output shaft speed sensor is incorporated in the transaxle. The signals from the output shaft speed sensor are referenced for PCM to send a vehicle speed signal to the speedometer. The speedometer calculates the vehicle speed signal to operate the needle of the meter. At the same time, the travel distance is calculated.

TECHNICAL DESCRIPTION (COMMENT)

The cause may be due to malfunction of the output shaft speed sensor circuitry, PCM or speedometer. Vehicle speed sensor is also used by the powertrain control module (PCM) and auto-cruise control-ECU.

TROUBLESHOOTING HINTS

- Malfunction of the output shaft speed sensor
- Malfunction of the combination meter (printed-circuit board or speedometer and tachometer)
- Malfunction of the PCM
- Damaged wiring harness or connectors

DIAGNOSIS**Required Special Tools:**

- MB991223: Harness Set
- MB991958: Scan Tool (MUT-III Sub Assembly)
 - MB991824: Vehicles Communication Interface (V.C.I.)
 - MB991827: MUT-III USB Cable
 - MB991911: MUT-III Main Harness B (Vehicles without CAN communication system)

STEP 1. Check with other meter.

Check to see that the tachometer, fuel gauge and water thermometer are operating normally.

Q: Do all other meters operate?

YES <other meters all operate. > : Go to Step 2.

NO <one of the meters do not operate.> : Refer to INSPECTION PROCEDURE 6 [P.54A-34](#).

STEP 2. Using scan tool MB991958, read the diagnostic trouble code.

⚠ CAUTION

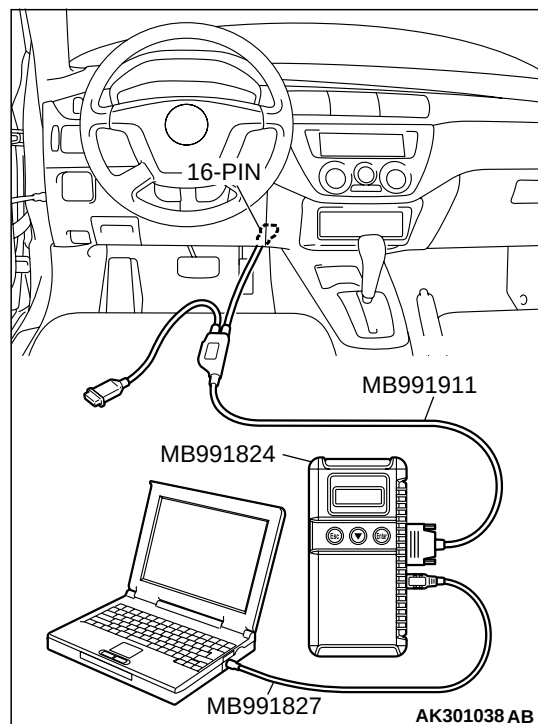
To prevent damage to scan tool MB991958, always turn the ignition switch to "LOCK" (OFF) position before connecting or disconnecting scan tool.

1. Connect scan tool MB991958 to the data link connector.
2. Turn the ignition switch to the "ON" position.
3. Read the MFI system diagnostic trouble code.

Q: Is DTC P0720 output?

YES : Refer to GROUP 13A, Multiport Fuel Injection (MFI) Diagnosis [P.13A-29](#) or GROUP 13B, Multiport Fuel Injection (MFI) Diagnosis [P.13B-31](#).

NO : Go to Step 3.

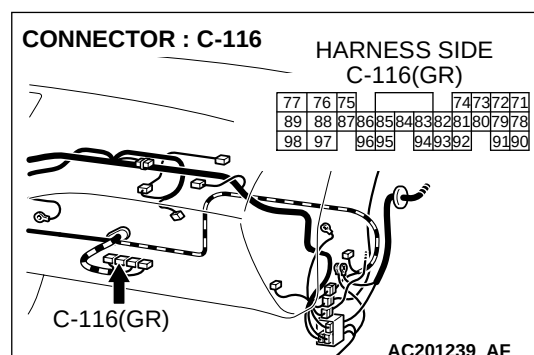
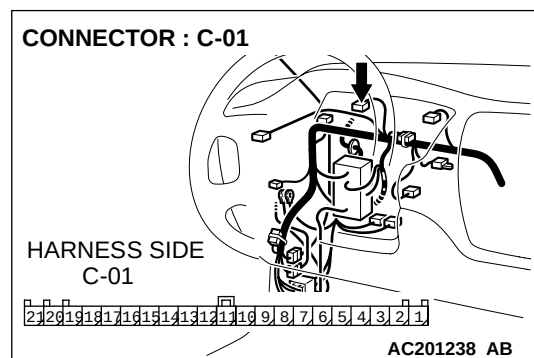


STEP 3. Check combination meter connector C-01 and PCM connector C-116 for damage.

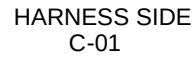
Q: Are combination meter connector C-01 and PCM connector C-116 in good condition?

YES : Go to Step 4.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The speedometer should work normally.

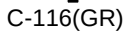


CONNECTOR : C-01



AC201238 AB

HARNESS SIDE
C-116(GR)



AC201239 AF

C-21(B)



AC201238 AF

C-124



AC201249 AF

NO : Repair the wiring harness. The speedometer should work normally.

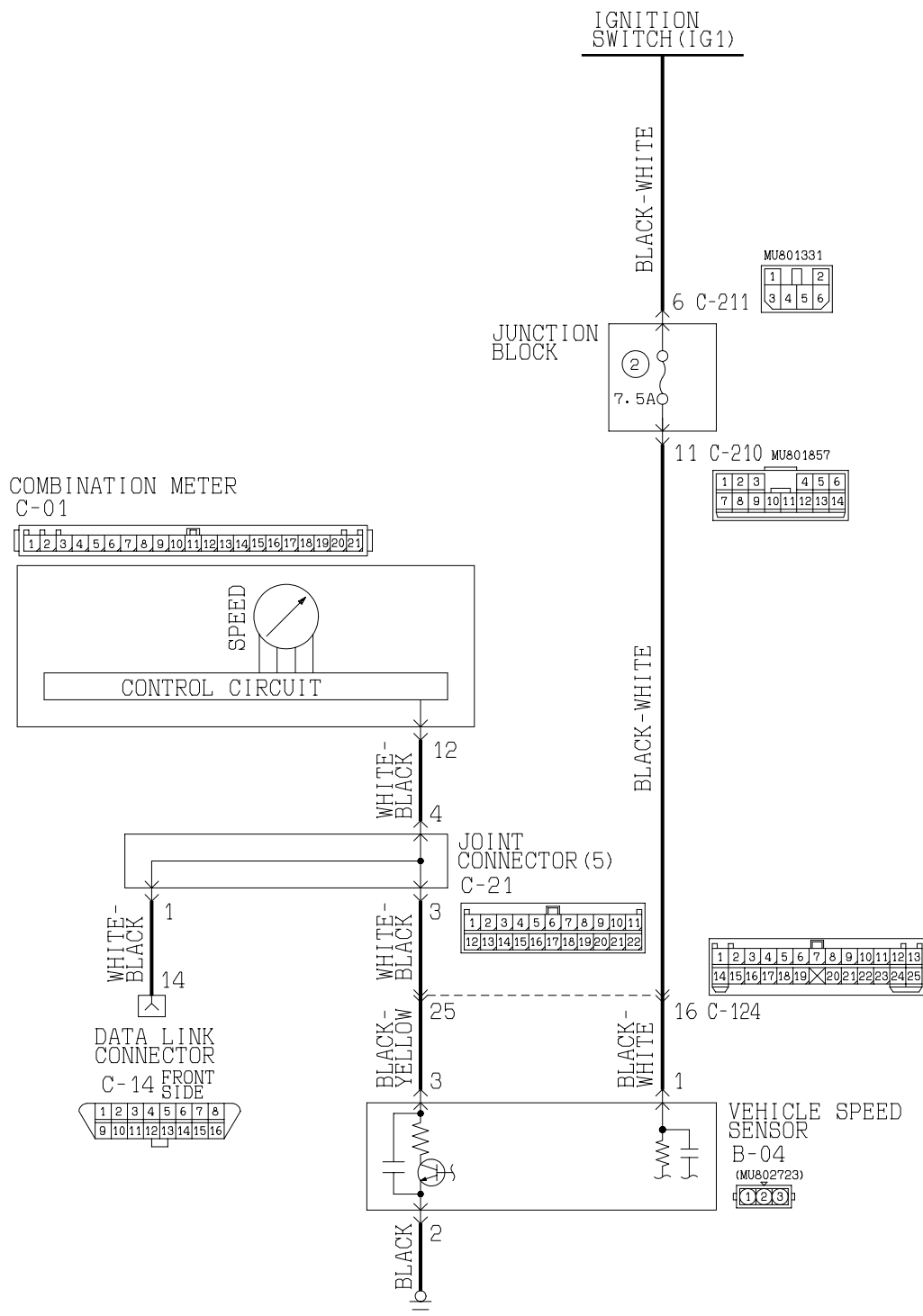
STEP 5. Check in auto-cruise control.**Q: Does auto-cruise control take effect?**

YES : Replace the combination meter. The speedometer should work normally.

NO : Replace the PCM. The speedometer should work normally.

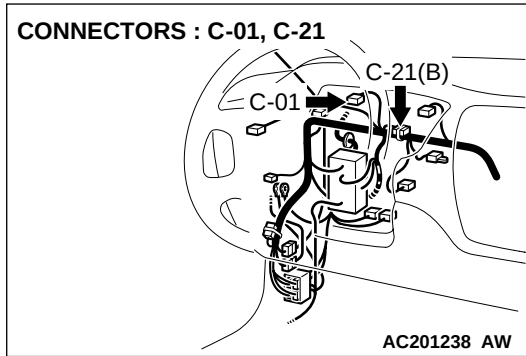
INSPECTION PROCEDURE 2: Speedometer does not Work. <M/T>

Speedometer Cuircuit <M/T>

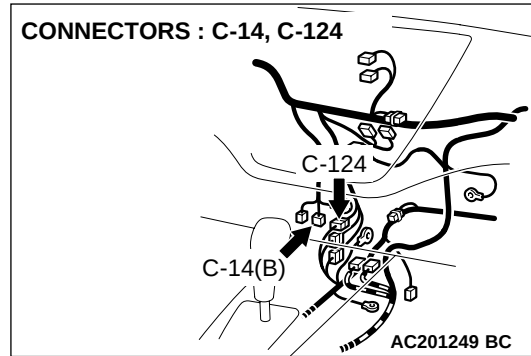


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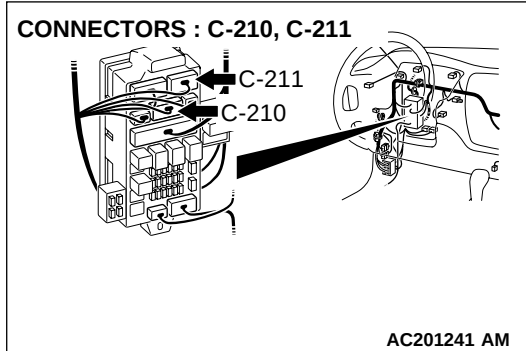
CONNECTORS : C-01, C-21



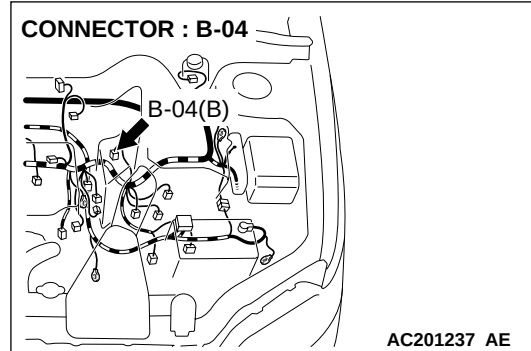
CONNECTORS : C-14, C-124



CONNECTORS : C-210, C-211



CONNECTOR : B-04

**CIRCUIT OPERATION**

- The ignition switch (IG1) circuit is the power source for the speedometer and vehicle speed sensor.
- The vehicle speed sensor are installed on the transaxle. Four pulses are generated with one turn of the vehicle speed sensor shaft. these pulse signals are sent into the speedometer. The speedometer calculates the pulse signals to operate the needle of the meter. At the same time, the travel distance is calculated.

TECHNICAL DESCRIPTION (COMMENT)

The cause may be a faulty vehicle speed sensor circuit system or a faulty speedometer. Vehicle speed sensor is also used by the engine control module (ECM) and auto-cruise control-ECU.

TROUBLESHOOTING HINTS

- Malfunction of the vehicle speed sensor
- Malfunction of the combination meter (printed-circuit board or speedometer and tachometer)
- Damaged wiring harness or connectors

DIAGNOSIS**Required Special Tools:**

- MB991223: Harness Set
- MB991958: Scan Tool (MUT-III Sub Assembly)
 - MB991824: Vehicles Communication Interface (V.C.I.)
 - MB991827: MUT-III USB Cable
 - MB991911: MUT-III Main Harness B (Vehicles without CAN communication system)

STEP 1. Check with other meter.

Check to see that the tachometer, fuel gauge and water thermometer are operating normally.

Q: Do all other meters operate?

YES <other meters all operate. > : Go to Step 2.

NO <one of the meters do not operate.> : Refer to INSPECTION PROCEDURE 6 [P.54A-34](#).

STEP 2. Using scan tool MB991958, read the diagnostic trouble code.

⚠ CAUTION

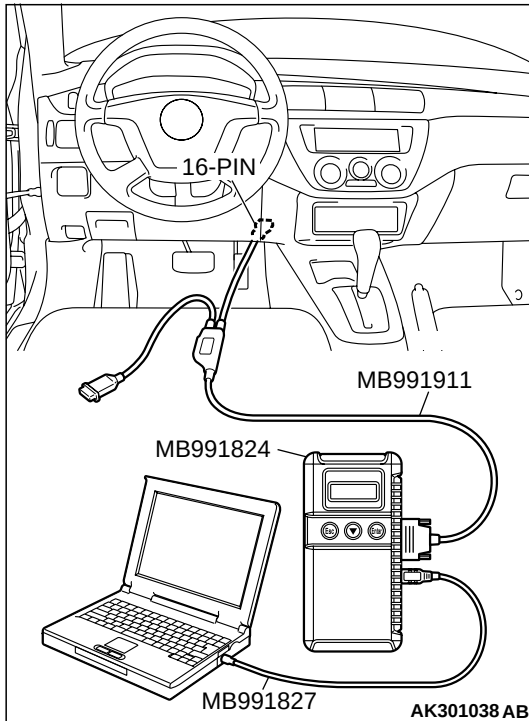
To prevent damage to scan tool MB991958, always turn the ignition switch to "LOCK" (OFF) position before connecting or disconnecting scan tool.

1. Connect scan tool MB991958 to the data link connector.
2. Turn the ignition switch to the "ON" position.
3. Read the MFI system diagnostic trouble code.

Q: Is DTC P0500 output?

YES : Refer to GROUP 13A, Multiport Fuel Injection (MFI) Diagnosis [P.13A-29](#) or GROUP 13B, Multiport Fuel Injection (MFI) Diagnosis [P.13B-31](#).

NO : Go to Step 3.

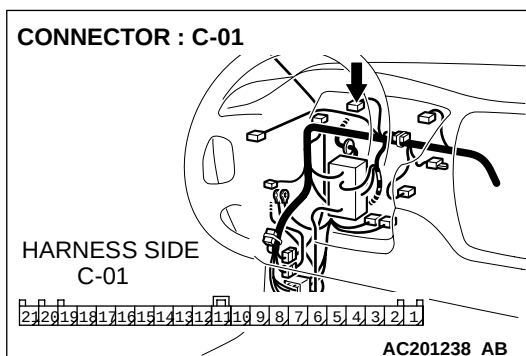
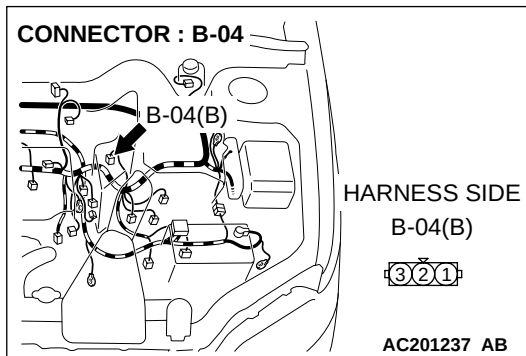


STEP 3. Check combination meter connector C-01 and vehicle speed sensor connector B-04 for damage.

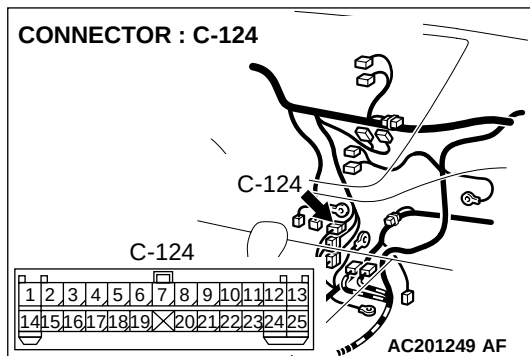
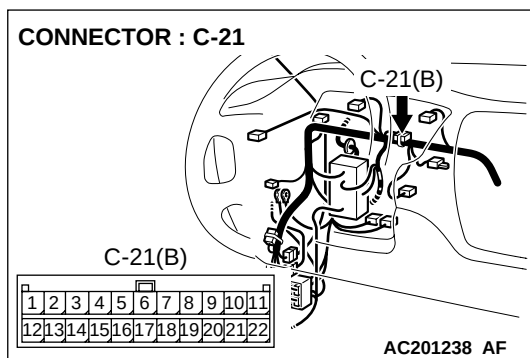
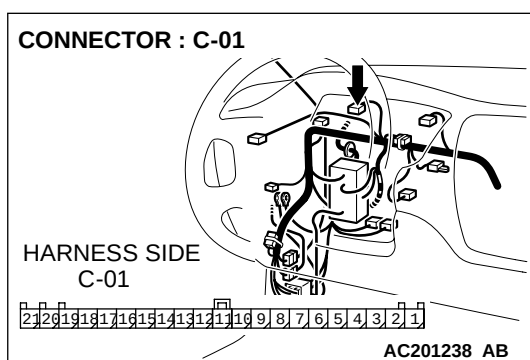
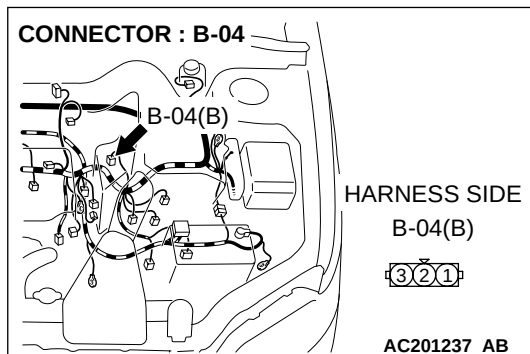
Q: Are combination meter connector C-01 and vehicle speed sensor connector B-04 in good condition?

YES : Go to Step 4.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The speedometer should work normally.



STEP 4. Check the wiring harness between combination meter connector C-01 (terminal 12) and vehicle speed sensor connector B-04 (terminal 3).



NOTE: Also check joint connector (5) C-21 and intermediate connector C-124. If joint connector (5) C-21 or intermediate connectors C-124 is damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection [P.00E-2](#).

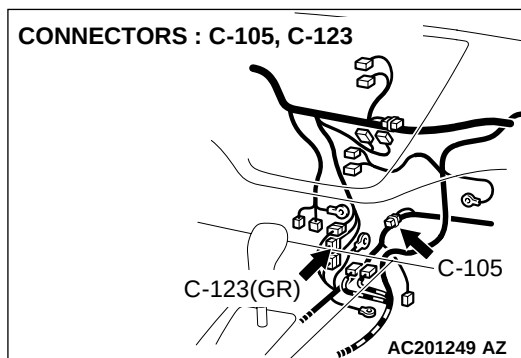
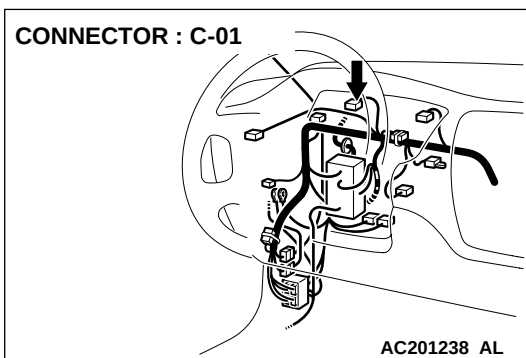
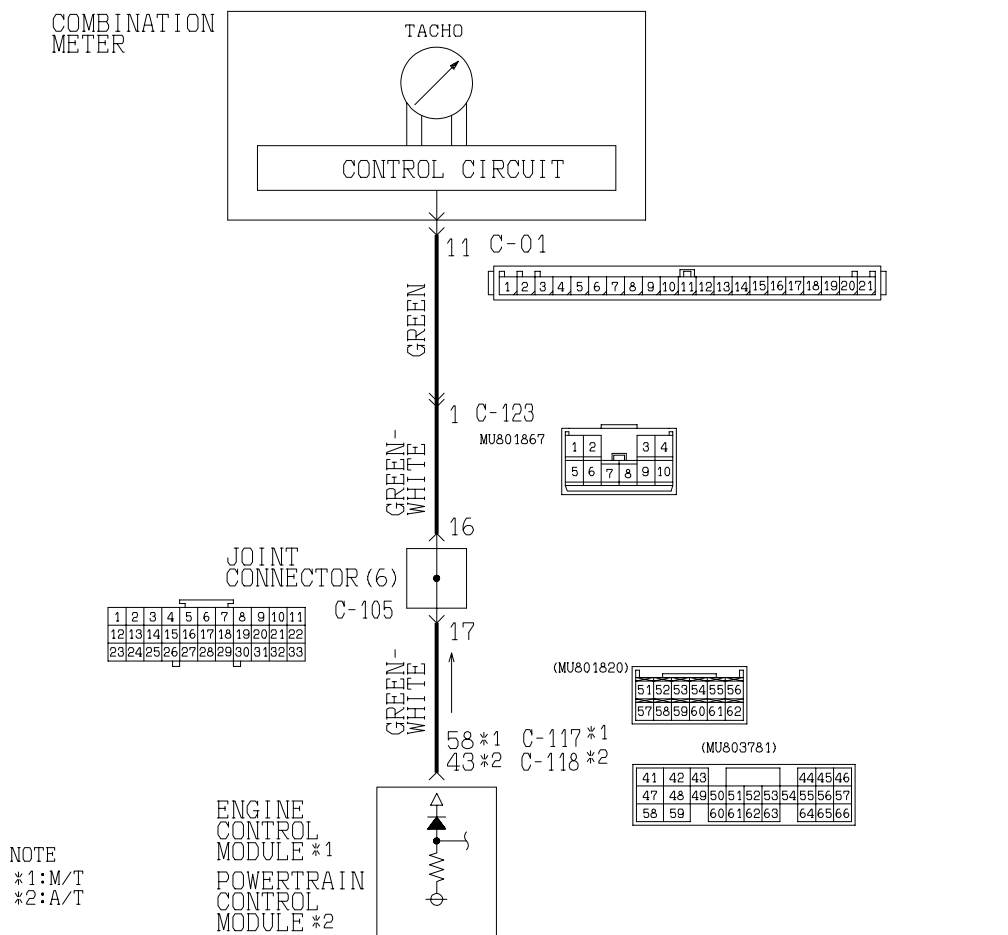
Q: Are the wiring harness between combination meter connector C-01 (terminal 12) and vehicle speed sensor connector B-04 (terminal 3) in good condition?

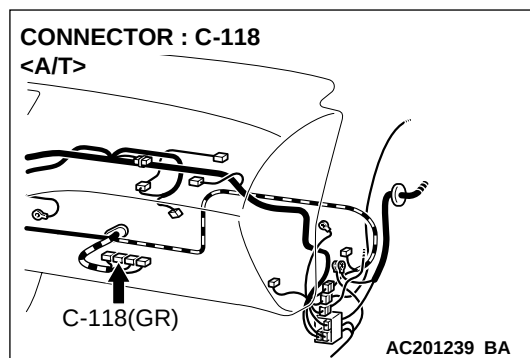
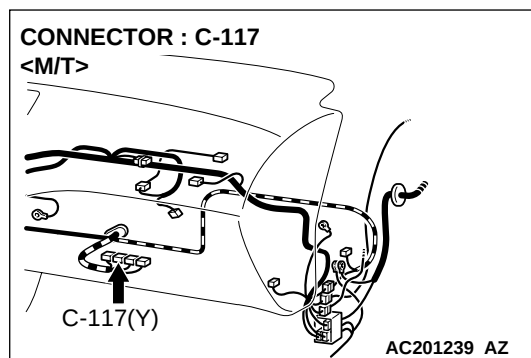
YES : Replace the combination meter. The speedometer should work normally.

NO : Repair the wiring harness. The speedometer should work normally.

INSPECTION PROCEDURE 3: Tachometer does not Work.

Tachometer Circuit



**CIRCUIT OPERATION**

- The tachometer power is supplied from the ignition switch (IG) circuit.
- The tachometer calculates the engine revolution (r/min) according to the ECM <M/T> or PCM <A/T> signals to operate the needle.

TECHNICAL DESCRIPTION (COMMENT)

The cause is thought to be because ECM <M/T> or PCM <A/T> signals are not transmitted or due to combination meter error.

TROUBLESHOOTING HINTS

- Malfunction of the combination meter (printed circuit board or speedometer and tachometer)
- Malfunction of the ECM <M/T> or PCM <A/T>
- Damaged wiring harness or connectors

DIAGNOSIS**Required Special Tools:**

- MB991223: Harness Set
- MB991958: Scan Tool (MUT-III Sub Assembly)
 - MB991824: Vehicles Communication Interface (V.C.I.)
 - MB991827: MUT-III USB Cable
 - MB991911: MUT-III Main Harness B (Vehicles without CAN communication system)

STEP 1. Check with other meter.

Check to see that the speedometer, fuel gauge and water thermometer operate normally.

Q: Do all other meters operate?

YES< other meters all operate >. : Go to Step 2.

NO< one of the meters do not operate >. : Refer to INSPECTION PROCEDURE 5 [P.54A-34](#).

STEP 2. Using scan tool MB991958, read the diagnostic trouble code.

⚠ CAUTION

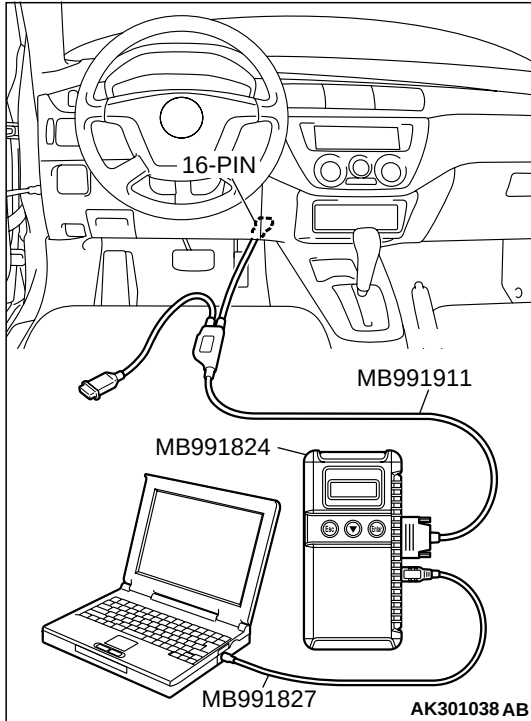
To prevent damage to scan tool MB991502 or MB991958, always turn the ignition switch to "LOCK" (OFF) position before connecting or disconnecting scan tool.

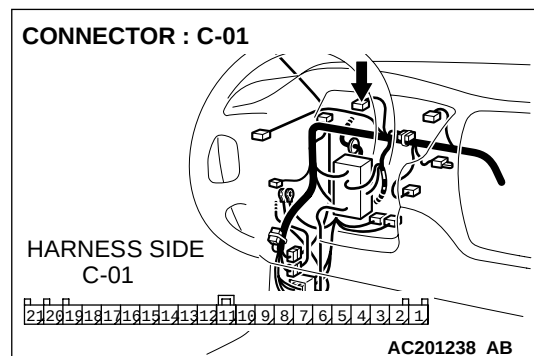
- (1) Connect scan tool MB991958 to the data link connector.
- (2) Turn the ignition switch to "ON" position.
- (3) Read the MFI system diagnostic trouble code.

Q: Is DTC output to the MFI system?

YES : Refer to GROUP 13A, Multiport Fuel Injection (MFI) Diagnosis [P.13A-29](#) or GROUP 13B, Multiport Fuel Injection (MFI) Diagnosis [P.13B-31](#).

NO : Go to Step 3.



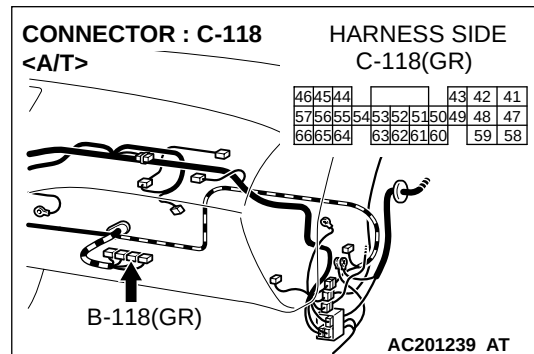
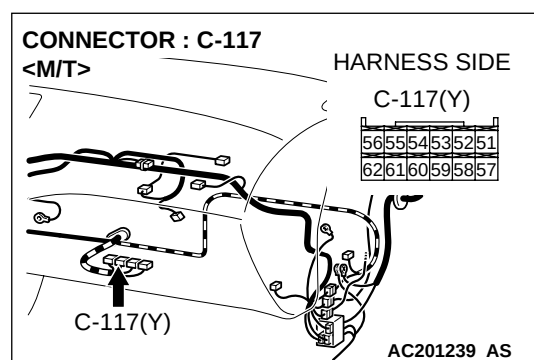


STEP 3. Check combination meter connector C-01 and ECM connector C-117 <M/T> or PCM connector C-118 <A/T> for damage.

Q: Are combination meter connector C-01 and ECM connector C-117 <M/T> or PCM connector C-118 <A/T> in good condition?

YES : Go to Step 4.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The tachometer should work normally.

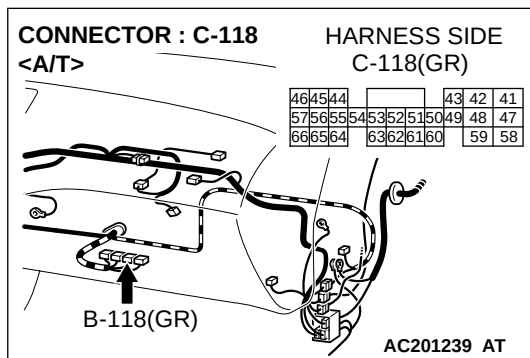
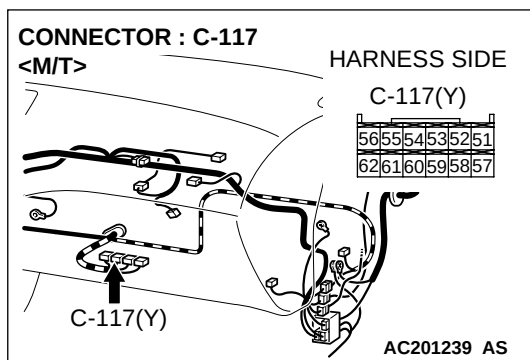
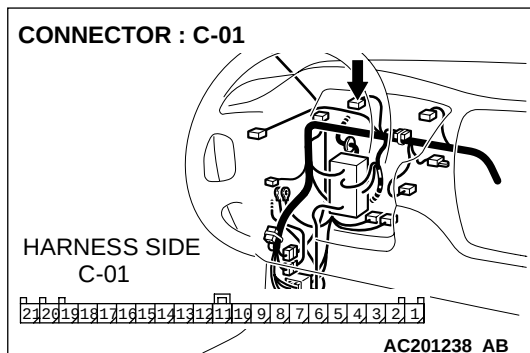


STEP 4. Check the wiring harness between combination meter connector C-01 (terminal 11) and ECM connector C-117 <M/T> (terminal 58) or PCM connector C-118 <A/T> (terminal 43).

Q: Are the wiring harness between combination meter connector C-01 (terminal 11) and ECM connector C-117 <M/T> (terminal 58) or PCM connector C-118 <A/T> (terminal 43) in good condition?

YES : Go to Step 5.

NO : Repair the wiring harness. The tachometer should work normally.



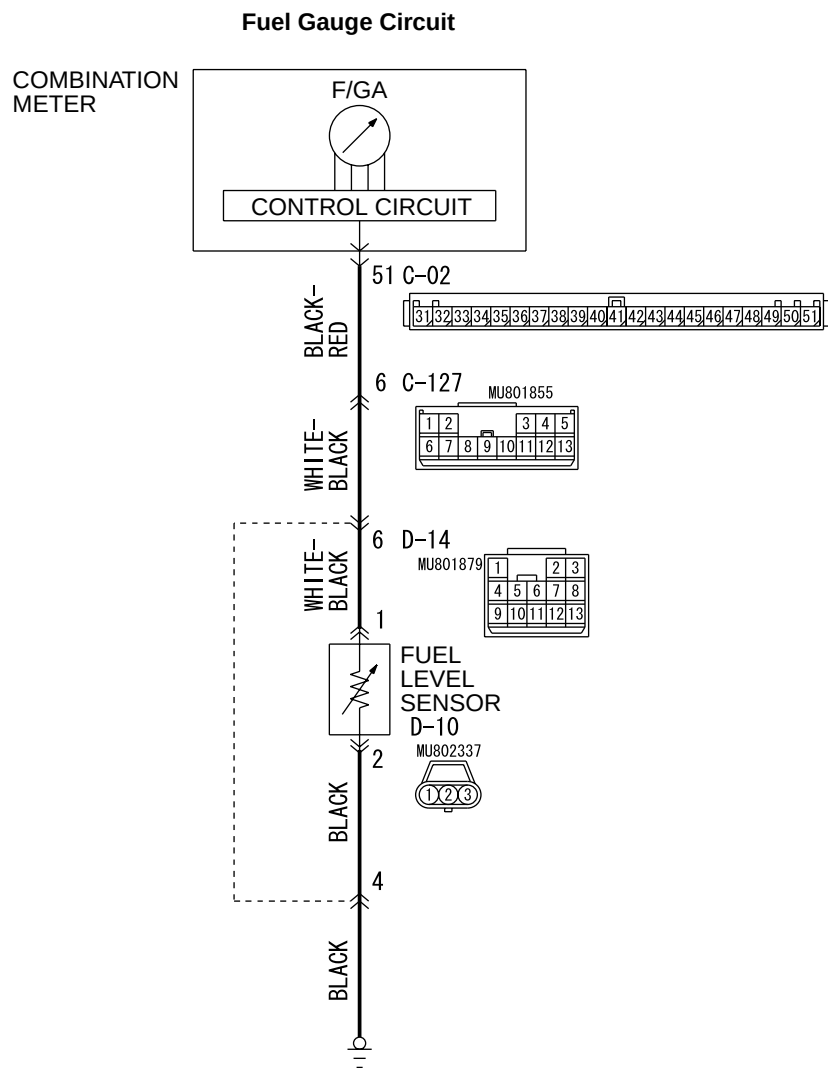
STEP 5. Replace the combination meter and check.

Q: Does the tachometer operate?

YES : There is no action to be taken.

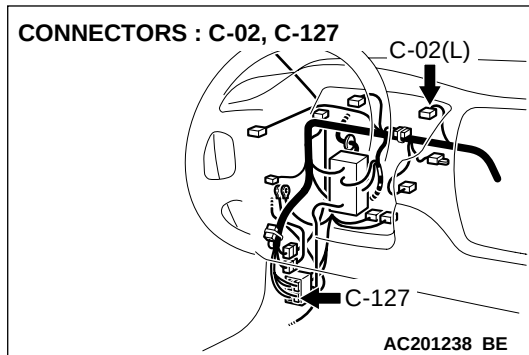
NO : Replace the PCM. The tachometer should work normally.

INSPECTION PROCEDURE 4: Fuel Gauge does not Work.

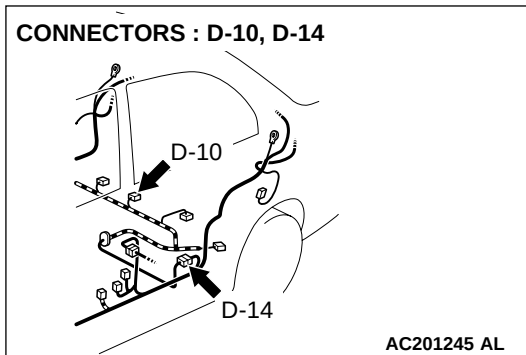


W4J54M139A

CONNECTORS : C-02, C-127



CONNECTORS : D-10, D-14

**CIRCUIT OPERATION**

- The ignition switch (IG1) circuit is the power source for the fuel gauge.

- The resistance value fluctuates causing the circuit current to fluctuate when the fuel level sensor the float moves up and down.
- The fuel gauge moves the needle by the circuit current.

TECHNICAL DESCRIPTION (COMMENT)

The cause is thought to be due to malfunction of the fuel level sensor or combination meter.

TROUBLESHOOTING HINTS

- Malfunction of the fuel level sensor
- Malfunction of the combination meter (printed-circuit board or fuel gauge assembly)

DIAGNOSIS

Required Special Tool:
MB991223: Harness Set

STEP 1. Check with other meter.

Check to see that the speedometer, fuel gauge and water thermometer operate normally.

Q: Do all other meters operate?

YES <other meters all operate.> : Go to Step 2.

NO <one of the meters do not operate.> : Refer to INSPECTION PROCEDURE 6 [P.54A-34](#).

STEP 2. Check the fuel level sensor.

Check to see if the fuel gauge is normal. Refer to [P.54A-44](#).

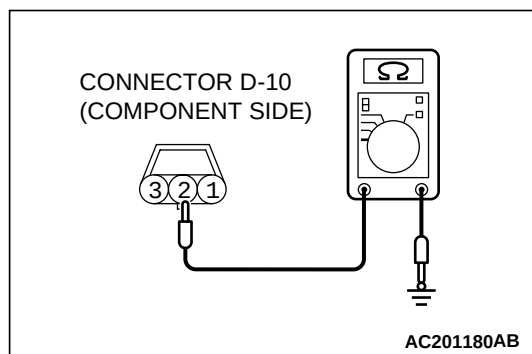
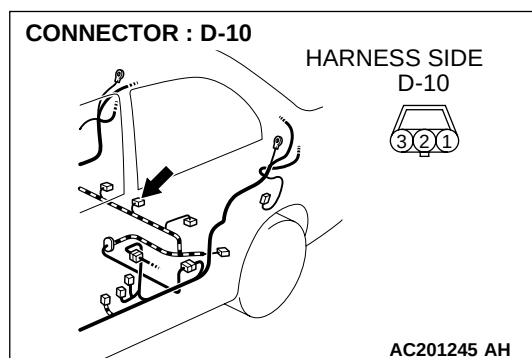
Q: Is the fuel level sensor normal?

YES : Go to Step 3.

NO : Replace the fuel level sensor. The fuel gauge should work normally.

STEP 3. Measure at fuel level sensor connector D-10 in order to the ground circuit to the fuel level sensor.

(1) Disconnect fuel level sensor connector D-10, and measure at the wiring harness side.



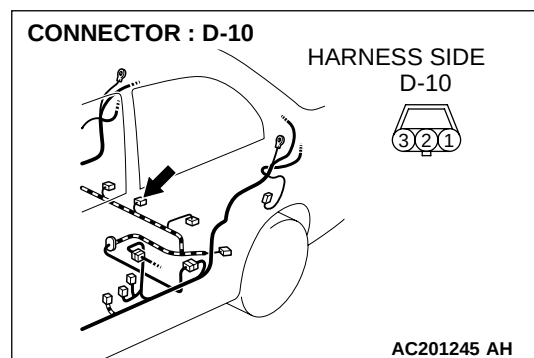
(2) Measure the resistance value between terminal 2 and ground.

- The measured value should be 2 ohm or less.

Q: Does the measured resistance value correspond with this range?

YES : Go to Step 6.

NO : Go to Step 4.

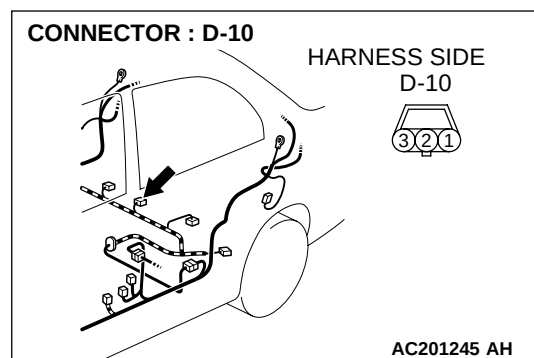


STEP 4. Check fuel level sensor connector D-10 for damage.

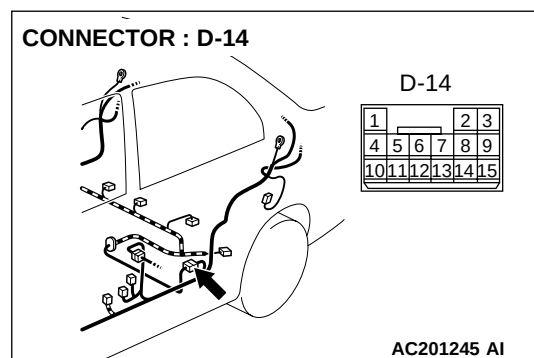
Q: Is fuel level sensor connector D-10 in good condition?

YES : Go to Step 6.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The fuel gauge should work normally.



STEP 5. Check the wiring harness between fuel level sensor connector D-10 (terminal 2) and ground.

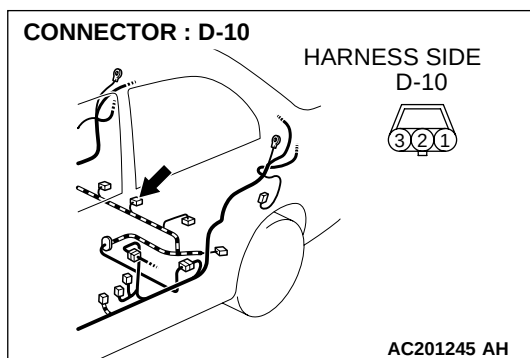
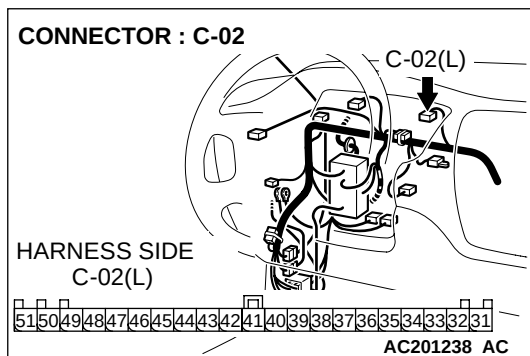


NOTE: Also check intermediate connector D-14. If intermediate connector D-14 is damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection [P.00E-2](#).

Q: Is the wiring harness between fuel level sensor connector D-10 (terminal 2) and ground in good condition?

YES : There is no action to be taken.

NO : Repair the wiring harness. The fuel gauge should work normally.

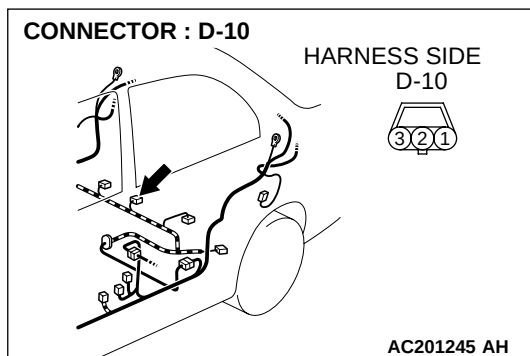


STEP 6. Check fuel level sensor connector D-10 and combination meter connector C-02 for damage.

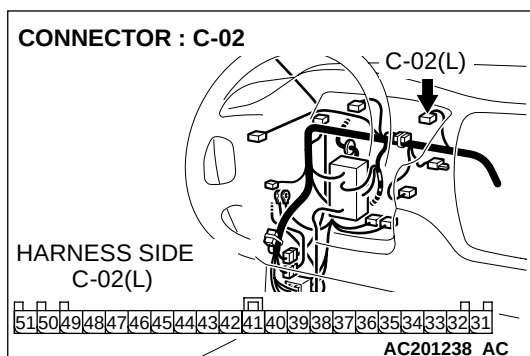
Q: Are fuel level sensor connector D-10 and combination meter connector C-02 in good condition?

YES : Go to Step 7.

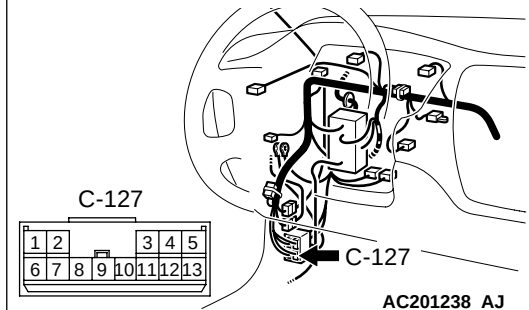
NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The fuel gauge should work normally.



STEP 7. Check the wiring harness between fuel level sensor connector D-10 (terminal 1) and combination meter connector C-02 (terminal 51).



CONNECTOR : C-127



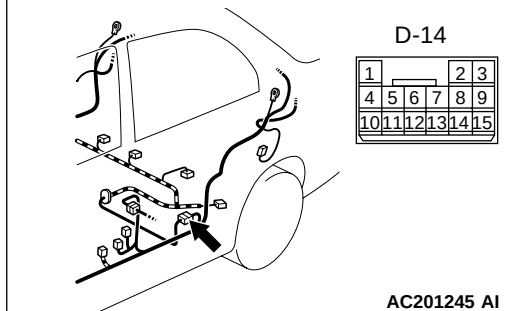
NOTE: Also check intermediate connectors C-127 and D-14. If intermediate connector C-127 or D-14 are damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection [P.00E-2](#).

Q: Are the wiring harness between fuel level sensor connector D-10 (terminal 1) and combination meter connector C-02 (terminal 51) in good condition?

YES : Repair or replace the combination meter. The fuel gauge should work normally.

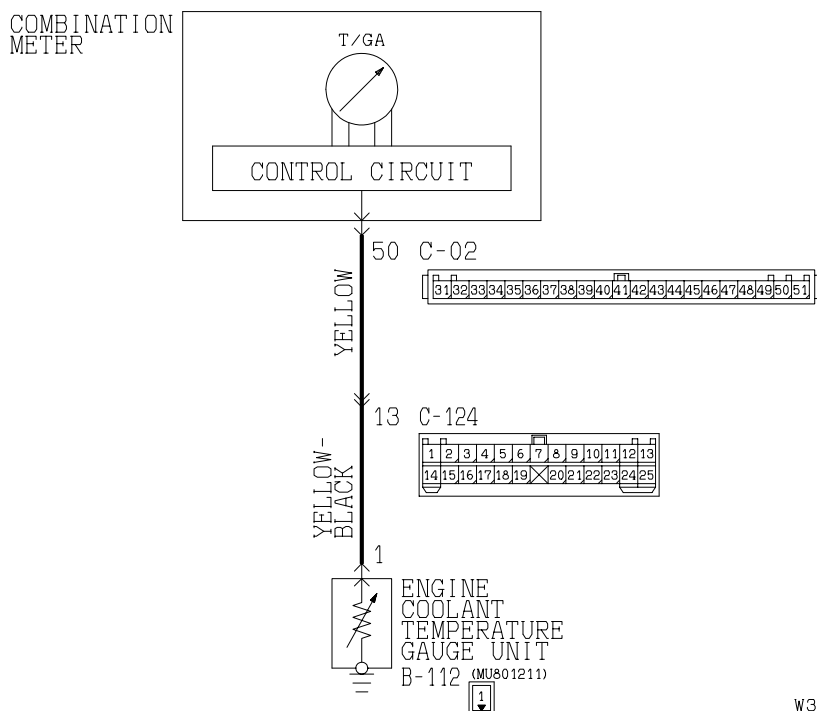
NO : Repair the wiring harness. The fuel gauge should work normally.

CONNECTOR : D-14

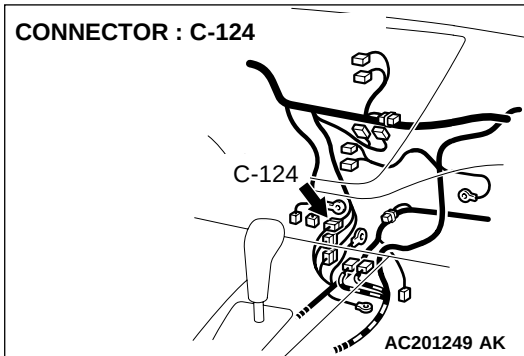
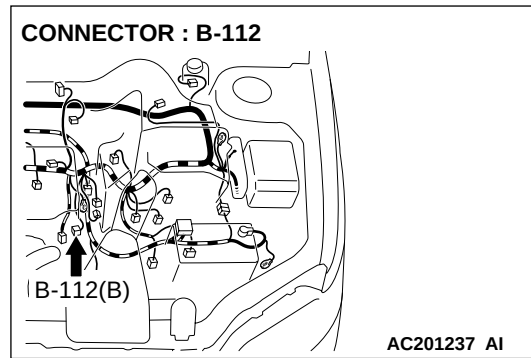
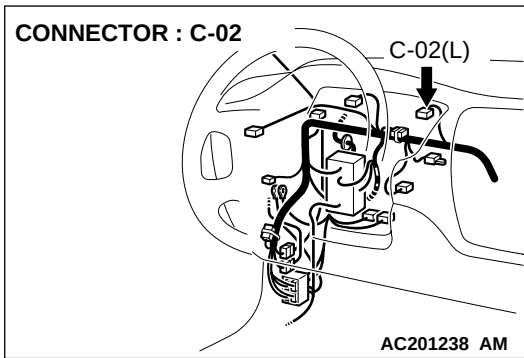


INSPECTION PROCEDURE 5: Engine Coolant Temperature Gauge does not Work.

Engine Coolant Temperature Gauge Circuit



W3J11M05AA



CIRCUIT OPERATION

- The ignition switch (IG1) circuit is the power source for the engine coolant temperature gauge.
- Resistance value, which the engine coolant temperature gauge unit sends to the combination meter, is dependent on temperature of the engine coolant. This causes circuit current to fluctuate.

- The engine coolant temperature gauge moves the needle according to the circuit current.

TECHNICAL DESCRIPTION (COMMENT)

The cause is thought to be due to malfunction of engine coolant temperature gauge unit or the combination meter.

TROUBLESHOOTING HINTS

- Malfunction of the engine coolant temperature gauge unit
- Malfunction of the combination meter
- Damaged wiring harness or connectors

DIAGNOSIS

Required Special Tool:

MB991223: Harness Set

STEP 1. Check with other meter.

Check to see that the speedometer, tachometer and fuel gauge operate normally.

Q: Do all other meters operate?

YES< other meters all operate >. : Go to Step 2.

NO< one of the meters do not operate >. : Refer to INSPECTION PROCEDURE 6 P.54A-34.

STEP 2. Check the engine coolant temperature gauge unit.
Check to see that the engine coolant temperature gauge unit operate normally. Refer to [P.54A-45](#).

Q: Is the engine coolant temperature gauge unit normal?

YES : Go to Step 3.

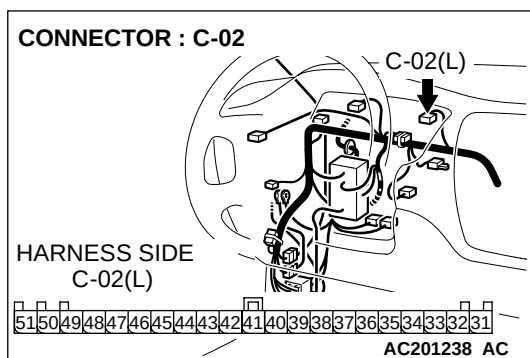
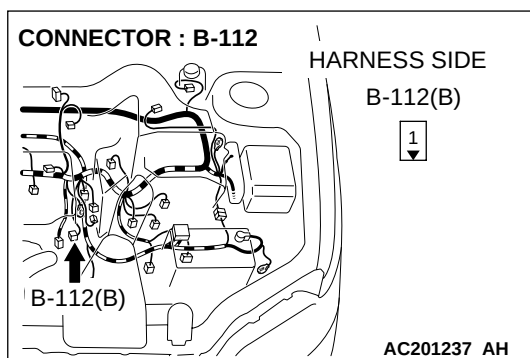
NO : Replace the engine coolant temperature gauge unit.
The fuel gauge should work normally.

STEP 3. Check engine coolant temperature gauge unit connector B-112 and combination meter connector C-02 for damage.

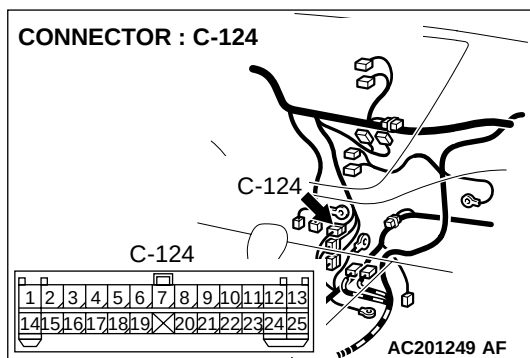
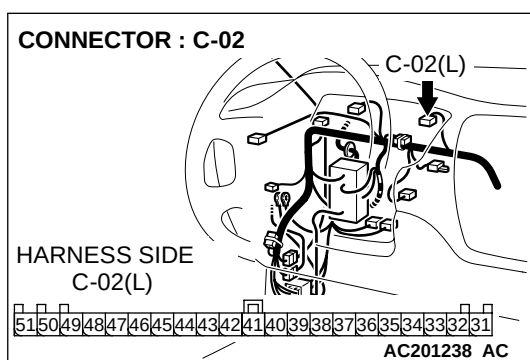
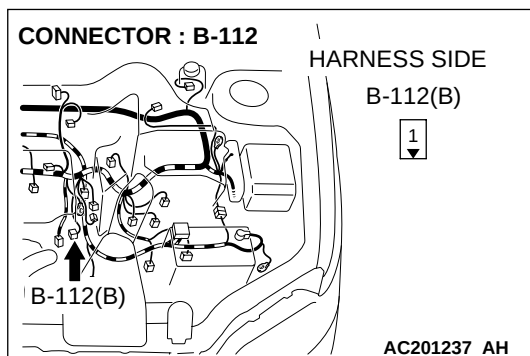
Q: Are engine coolant temperature gauge unit connector B-112 and combination meter connector C-02 in good condition?

YES : Go to Step 4.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The fuel gauge should work normally.



STEP 4. Check the wiring harness between engine coolant temperature gauge unit connector B-112 (terminal 1) and combination meter connector C-02 (terminal 50).



NOTE: Also check intermediate connector C-124. If intermediate connector C-124 is damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection [P.00E-2](#).

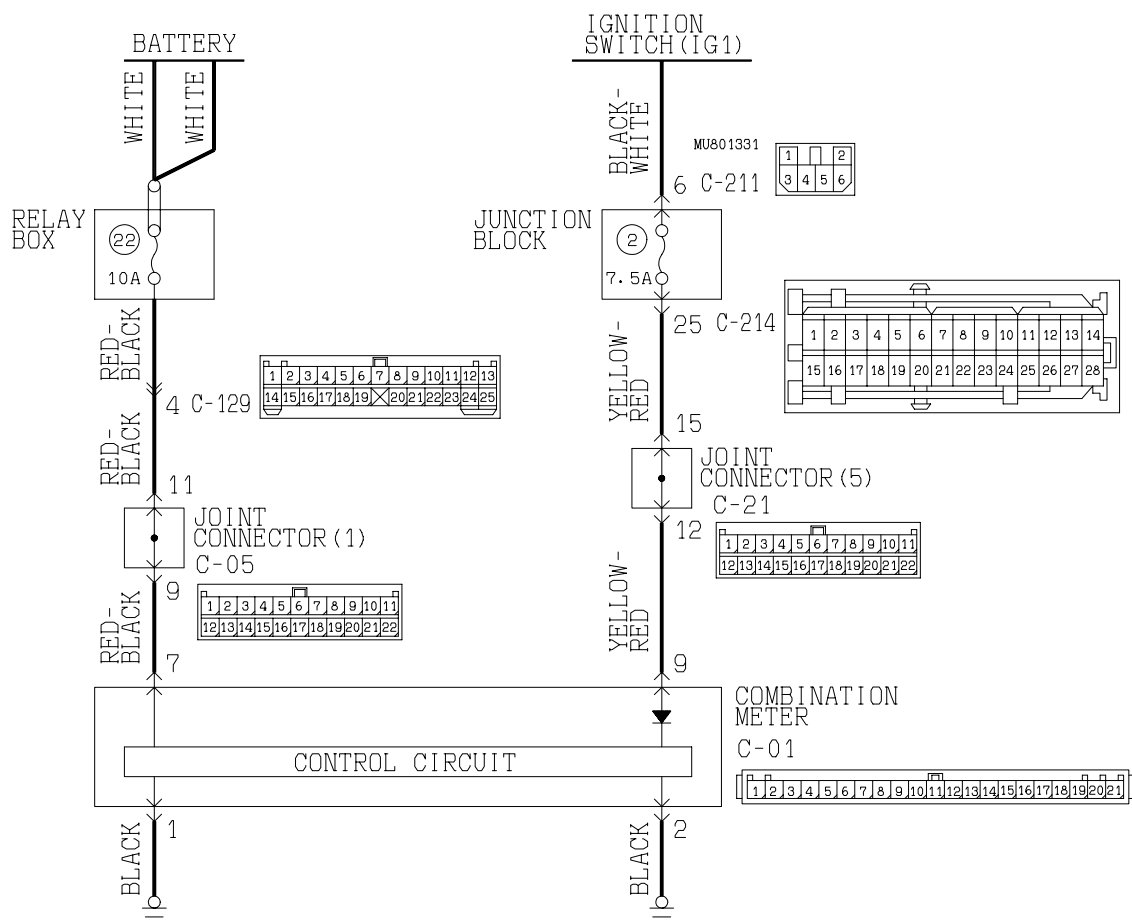
Q: Are the wiring harness between engine coolant temperature gauge unit connector B-112 (terminal 1) and combination meter connector C-02 (terminal 50) in good condition?

YES : Repair or replace the combination meter. The fuel gauge should work normally.

NO : Repair the wiring harness. The fuel gauge should work normally.

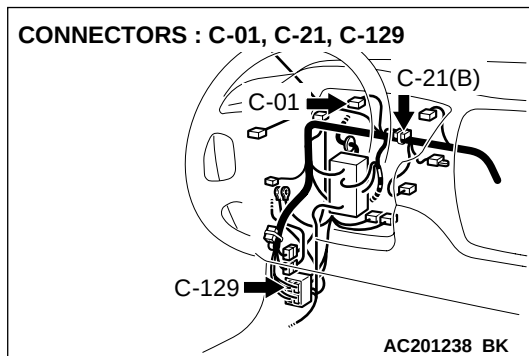
INSPECTION PROCEDURE 6: Combination meter does not work.

Combination Meter Power Supply Circuit

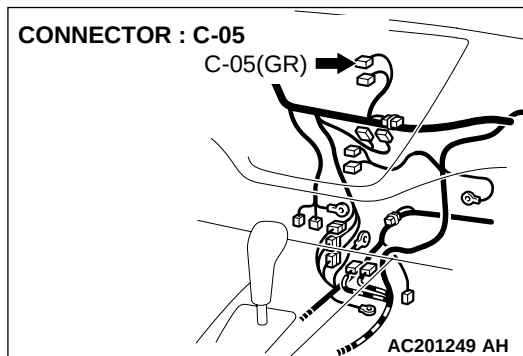


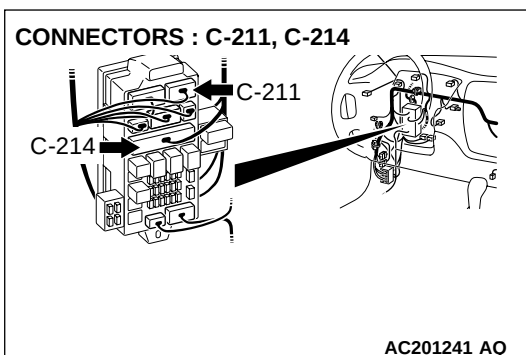
W3J11M06AA

CONNECTORS : C-01, C-21, C-129



CONNECTOR : C-05





CIRCUIT OPERATION

The combination meter is powered by the ignition switch (IG1) and battery.

TECHNICAL DESCRIPTION (COMMENT)

The cause is thought to be malfunction of the power, ground circuitry or combination meter.

TROUBLESHOOTING HINTS

- Malfunction of the combination meter (printed-circuit board or speedometer and tachometer)
- Damaged wiring harness or connectors

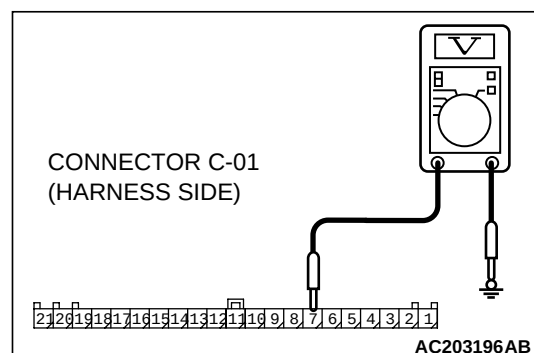
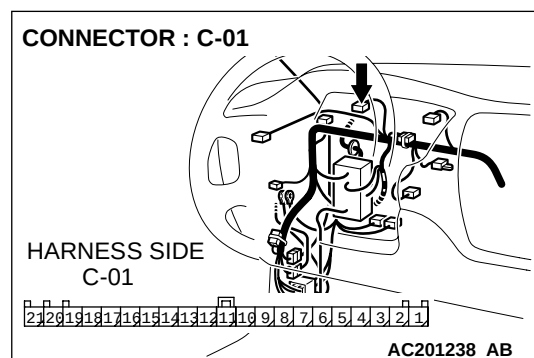
DIAGNOSIS

Required Special Tools:

- MB991223: Harness Set

STEP 1. Measure at combination meter connector C-01 in order to check the battery circuit of power supply system to the combination meter.

- (1) Disconnect combination meter connector C-01, and measure at the wiring harness side.

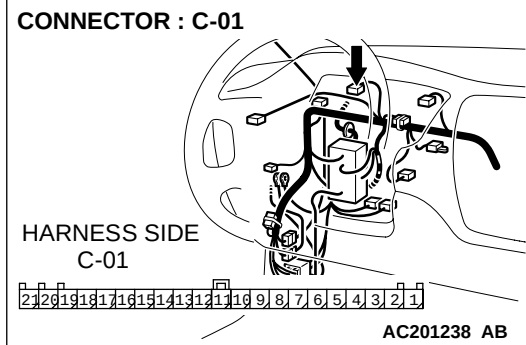


- (2) Measure the voltage between terminal 7 and ground.
 - The measured value should be approximately 12 volts (battery positive voltage).

Q: Does the measured voltage correspond with this range?

YES : Go to Step 4.

NO : Go to Step 2.

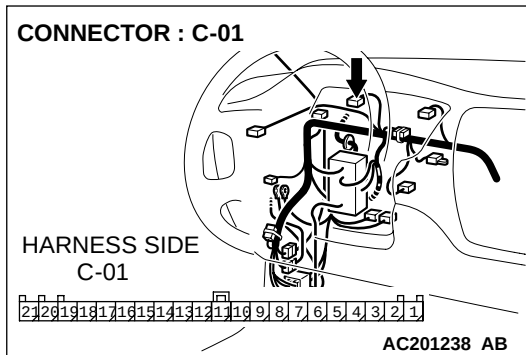


STEP 2. Check combination meter connector C-01 for damage.

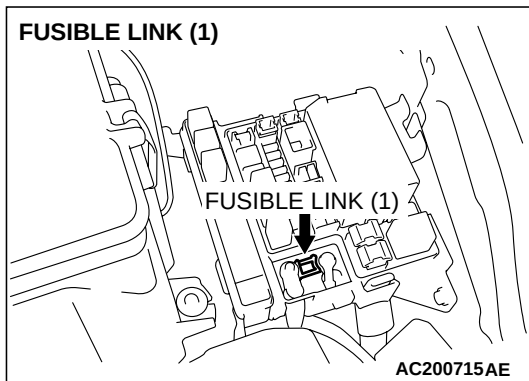
Q: Is combination meter connector C-01 in good condition?

YES : Go to Step 3.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). Check to see that all meters operate.



STEP 3. Check the wiring harness between combination meter connector C-01 (terminal 7) and battery.

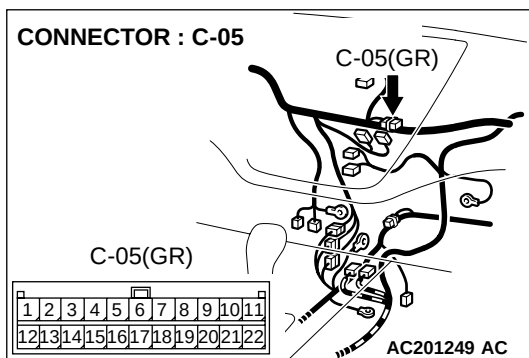
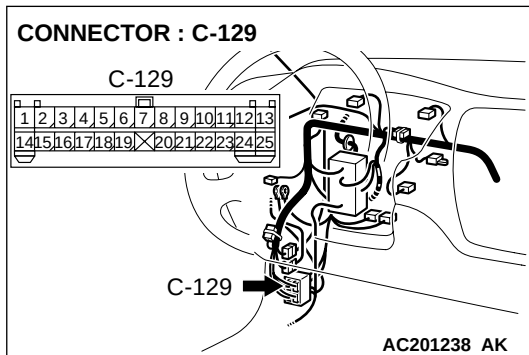


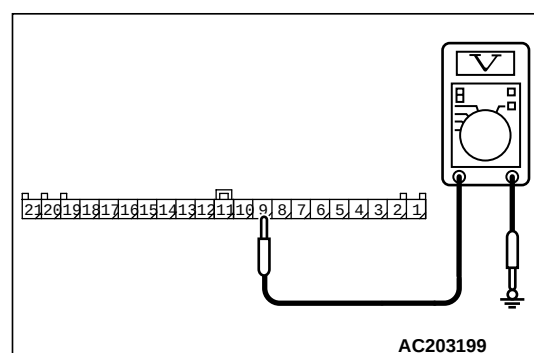
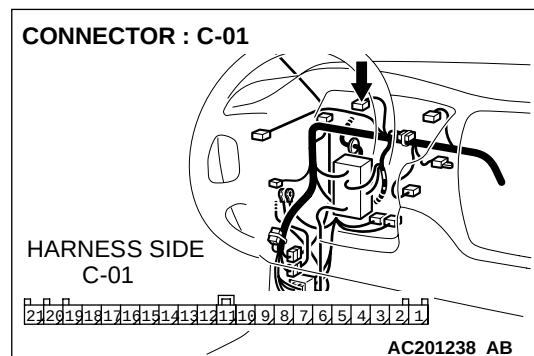
NOTE: Also check intermediate connector C-129 and joint connector (1) C-05. If intermediate connectors C-129 or joint connector (1) C-05 is damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection [P.00E-2](#).

Q: Are the wiring harness between combination meter connector C-01 (terminal 7) and battery in good condition?

YES : There is no action to be taken.

NO : Repair the wiring harness. Check to see that all meters operate.





STEP 4. Measure at combination meter connector C-01 in order to check the battery circuit of power supply system to the combination meter.

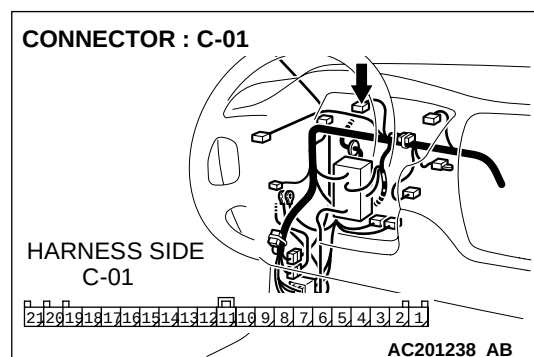
- (1) Disconnect combination meter connector C-01, and measure at the wiring harness side.
- (2) Turn the ignition switch to "ON" position.

- (3) Measure the voltage between terminal 9 and ground.
 - The measured value should be approximately 12 volts (battery positive voltage).

Q: Does the measured voltage correspond with this range?

YES : Go to Step 7.

NO : Go to Step 5.



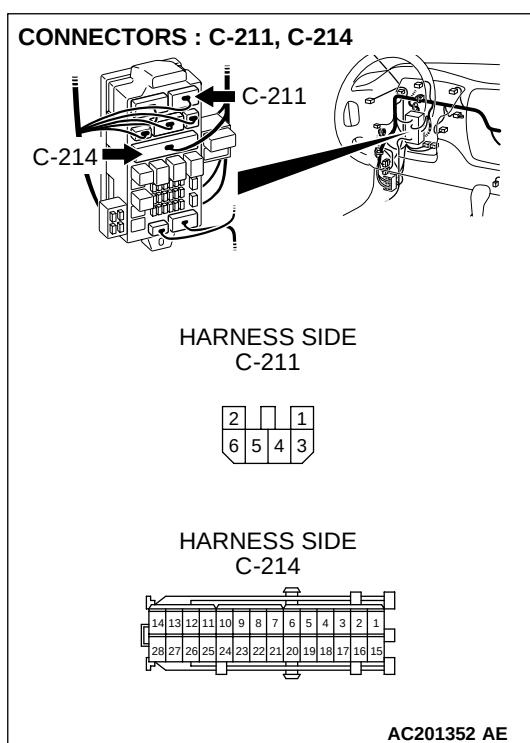
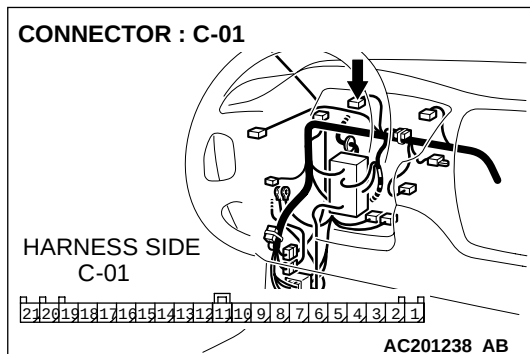
STEP 5. Check combination meter connector C-01 for damage.

Q: Is combination meter connector C-01 in good condition?

YES : Go to Step 6.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). Check to see that all meters operate.

STEP 6. Check the wiring harness between combination meter connector C-01 (terminal 9) and ignition switch (IG1).

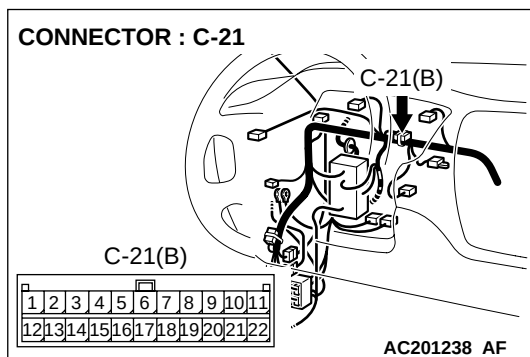


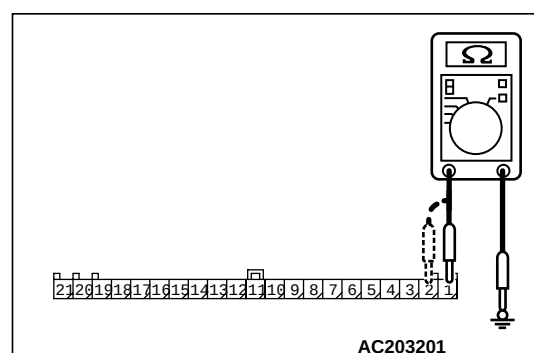
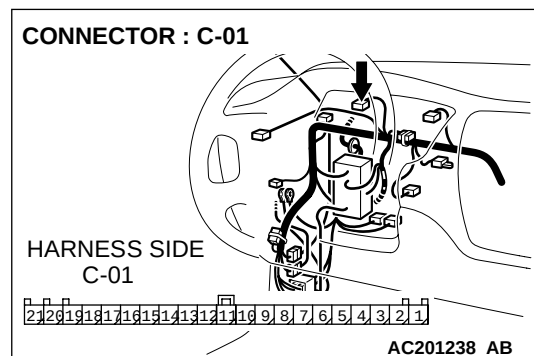
NOTE: Also check junction block connectors C-211, C-214 and joint connector (5) C-21. If junction block connectors C-211, C-214 or joint connector (5) C-21 are damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection [P.00E-2](#).

Q: Are the wiring harness between combination meter connector C-01 (terminal 9) and ignition switch (IG1) in good condition?

YES : There is no action to be taken.

NO : Repair the wiring harness. Check to see that all meters operate.





STEP 7. Measure at combination meter connector C-01 in order to check the ground circuit to the combination meter.

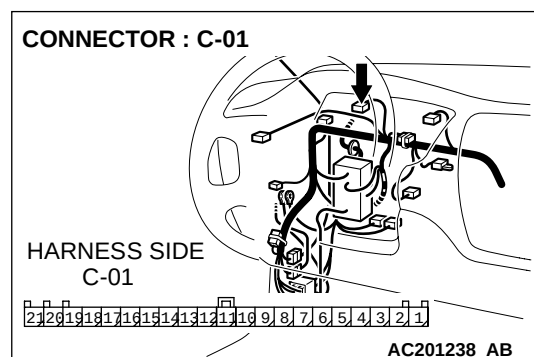
(1) Disconnect combination meter connector C-01, and measure at the wiring harness side.

- (2) Measure the resistance between terminal 1 and ground.
 • The measured value should be 2 ohm or less.
- (3) Measure the resistance between terminal 2 and ground.
 • The measured value should be 2 ohm or less.

Q: Does the measured voltage correspond with this range?

YES : Repair the combination meter. Check to see that all meters operate.

NO : Go to Step 8.

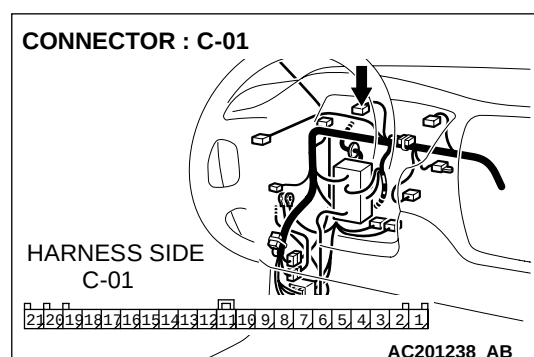


STEP 8. Check combination meter connector C-01 for damage.

Q: Is combination meter connector C-01 in good condition?

YES : Go to Step 9.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). Check to see that all meters operate.



STEP 9. Check the wiring harness between combination meter connector C-01 (terminal 1 and 2) and ground.

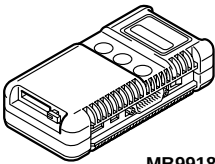
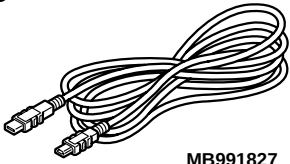
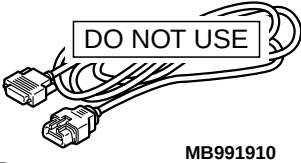
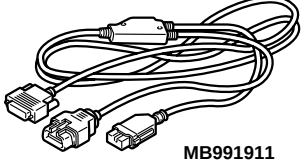
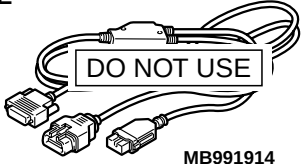
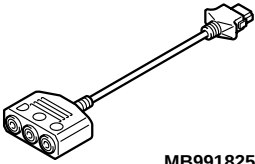
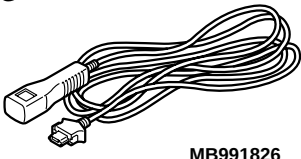
Q: Are the wiring harness between combination meter connector C-01 (terminal 1 and 2) and ground in good condition?

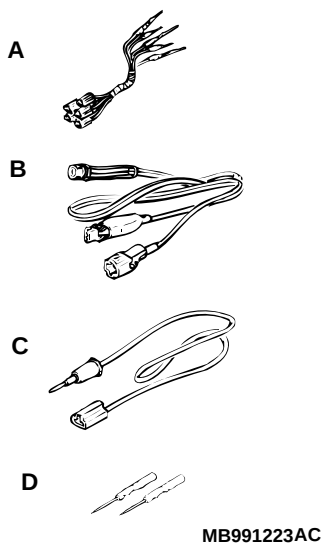
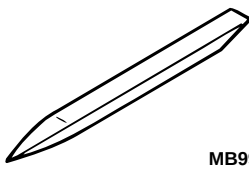
YES : There is no action to be taken.

NO : Repair the wiring harness. Check to see that all meters operate.

SPECIAL TOOLS

M1543000601834

TOOL	TOOL NUMBER AND NAME	SUPERSESION	APPLICATION
A  MB991824 B  MB991827 C  MB991910 D  MB991911 E  MB991914 F  MB991825 G  MB991826 MB991958	MB991958 A: MB991824 B: MB991827 C: MB991910 D: MB991911 E: MB991914 F: MB991825 G: MB991826 MUT-III sub assembly A: Vehicle communication interface (V.C.I.) B: MUT-III USB cable C: MUT-III main harness A (Vehicles with CAN communication system) D: MUT-III main harness B (Vehicles without CAN communication system) E: MUT-III main harness C (for Daimler Chrysler models only) F: MUT-III measurement adapter G: MUT-III trigger harness	MB991824-KIT <i>NOTE: G: MB991826 MUT-III Trigger Harness is not necessary when pushing V.C.I. ENTER key.</i>	Reading MFI system diagnostic trouble code CAUTION MUT-III main harness B (MB991911) should be used. MUT-III main harness A and C should not be used for this vehicle.

TOOL	TOOL NUMBER AND NAME	SUPERSESSION	APPLICATION
 MB991223AC	MB991223 Harness set A: MB991219 Test harness B: MB991220 LED harness C: MB991221 LED harness adapter D: MB991222 Probe	General service tools	Making voltage and resistance measurements during troubleshooting A: Connect pin contact pressure inspection B: Power circuit inspection C: Power circuit inspection D: Commercial tester connection
 MB990784	MB990784 Ornament remover	General service tool	Removal of meter bezel

ON-VEHICLE SERVICE

SPEEDOMETER CHECK

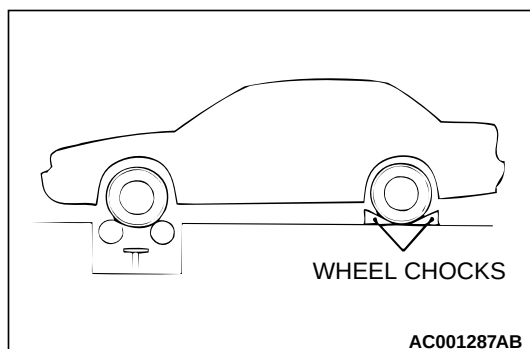
M1543000900467

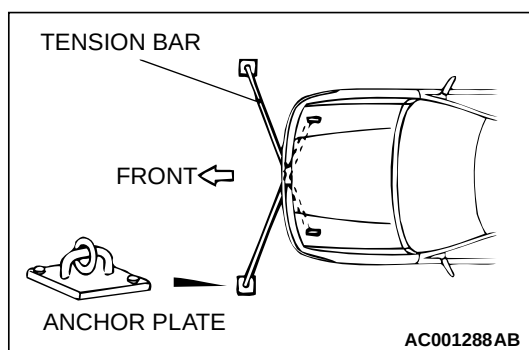
1. Adjust the pressure of tires to the specified level. (Refer to GROUP 31, On-vehicle Service [P.31-7.](#))

CAUTION

Do not operate the clutch suddenly. Do not increase/decrease speed rapidly while testing.

2. Set the vehicle onto a speedometer tester and use wheel chocks to hold the front wheels.
3. Set the vehicle onto a speedometer tester and use wheel chocks to hold the rear wheels.





- To prevent the front wheel from moving from side to side, attach tension bars to the tie-down hook, and secure both ends to anchor plates.
- To prevent the vehicle from moving, attach a chain or wire to the rear retraction hook, and make sure the end of the chain or wire is secured.
- Check if the speedometer indicator range is within the standard values.

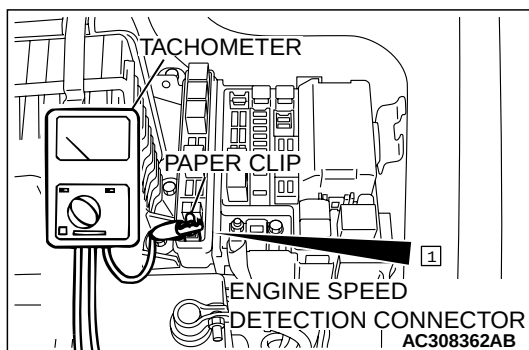
Standard value:

STANDARD INDICATION km/h (mph)	ALLOWANCE RANGE km/h (mph)
32 (20)	31 – 35 (19 – 22)
64 (40)	61 – 71 (38 – 44)
97 (60)	92 – 106 (57 – 66)
129 (80)	122 – 142 (76 – 88)
161 (100)	151 – 177 (94 – 110)

- If not to the standard value, inspect for proper tire size. If not correct, replace the tires with original size tires and retest. If correct, replace the speedometer. If still not to standard value, replace the vehicle speed sensor.

TACHOMETER CHECK

M1543001000478



- Attach an external high quality tachometer to the engine speed detection connector on the harness side (such as with a paper clip).
NOTE: For tachometer check, use an external high quality inductive tachometer.
- Compare the readings of the vehicle tachometer and the external tachometer at every engine speed, and check if the variations are within the standard values.

Standard values:

Engine speed (r/min)	Indication allowance of tachometer r/min
700	± 100
3 000	– 100 + 225
5 000	– 125 + 325
6 000	– 125 + 375

FUEL LEVEL SENSOR CHECK

M1543001200557

Remove the fuel pump module and then remove the fuel level sensor. (Refer to GROUP 13C, Fuel Tank [P.13C-9](#).)

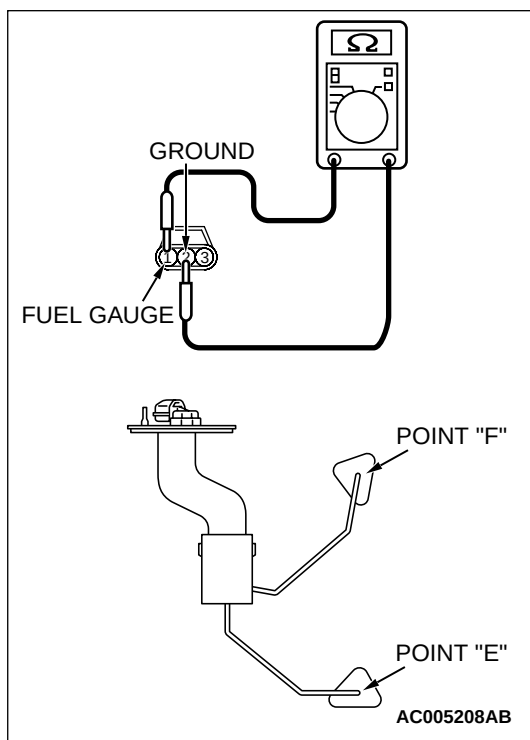
Fuel Level Sensor Resistance

1. Check that resistance value between terminals 2 and 1 is at the standard value when the fuel level sensor float is between point "F" (highest) and point "E" (lowest).

Standard value:

- Point "F": 3 ± 0.8 ohm
- Point "E": 110 ± 2.5 ohm

2. Check that resistance value changes smoothly when the float moves slowly between point "F" (highest) and point "E" (lowest).
3. If all checks are correct, go to fuel level sensor float height check. If any check is not correct, replace the fuel level sensor.

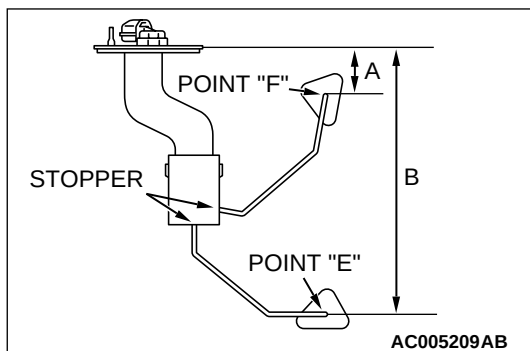
**Fuel Level Sensor Float Height**

1. Move the float and measure height A at point "F" (highest) and B at point "E" (lowest) with the float arm touching stopper.

Standard value:

- A: 24.1 ± 2 mm (0.95 inch)
- B: 151.6 ± 2 mm (5.97 inches)

2. Adjust the float arm to the standard value, then go to the thermistor check.



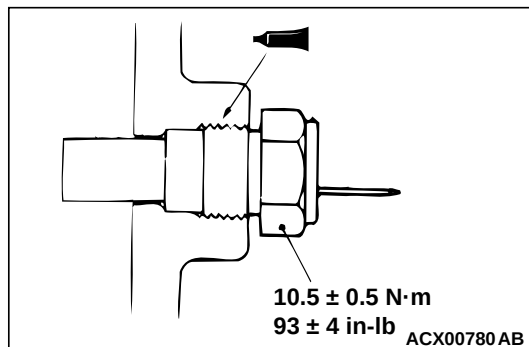
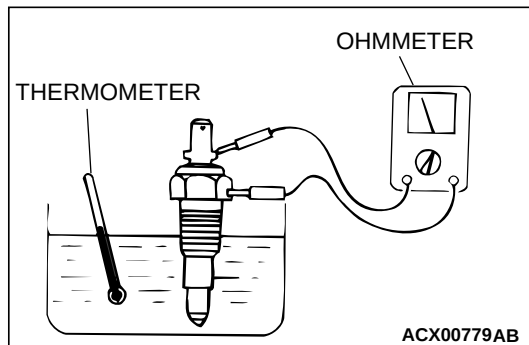
ENGINE COOLANT TEMPERATURE GAUGE UNIT
CHECK

M1543001500428

1. Drain the engine coolant. (Refer to GROUP 00, Maintenance Service – Engine Coolant [P.00-56](#).)
2. Remove the engine coolant temperature gauge unit.
3. Put water temperature gauge unit into the hot water in specified temperature, and ensure that basic resistance is within standard value.

Standard value: 70C° (150°F) 104 ± 13.5 ohm**Reference value:**

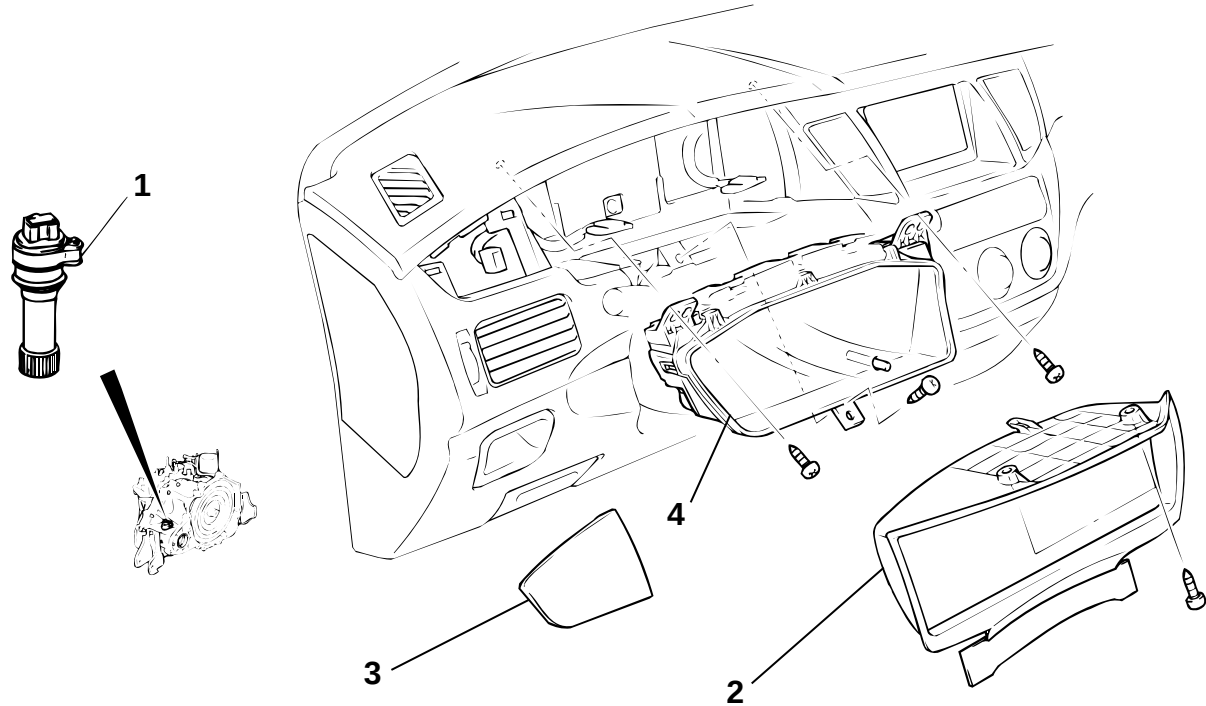
Temperature	Resistance Ω
50°C (122°F)	230 ± 23
60°C (140°F)	155 ± 15.5
80°C (176°F)	73 ± 7.3



4. After inspection, apply specified sealant at threads of water temperature gauge unit, and tighten to the specified torque.
Semi-drying sealant: 3M™ ADD part No.2310 or equivalent
5. Refill coolant. (Refer to GROUP 00, Maintenance Service – Engine Coolant [P.00-56](#).)

**COMBINATION METER ASSEMBLY
REMOVAL AND INSTALLATION**

M1543002900258



AC005195AB

1. VEHICLE SPEED SENSOR

**COMBINATION METER REMOVAL
STEPS**

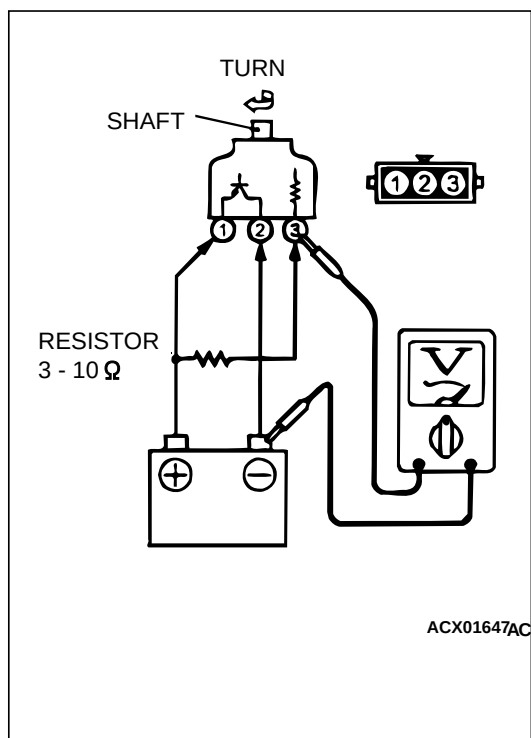
2. METER BEZEL
3. INSTRUMENT PANEL ORNAMENT
4. COMBINATION METER

M1543019502645

INSPECTION

VEHICLE SPEED SENSOR CHECK <M/T>

1. Remove the vehicle speed sensor and connect a 3 – 10 kilohms resistor as shown in the illustration.
2. Turn the shaft of the vehicle speed sensor and check that there is voltage between terminals 2 – 3. (1 turn = 4 pulses)
3. If within the standard value, the vehicle speed sensor is OK. If not within the standard value, replace the vehicle speed sensor.

Standard value: 0 or Battery Voltage (1turn = 4pulses)

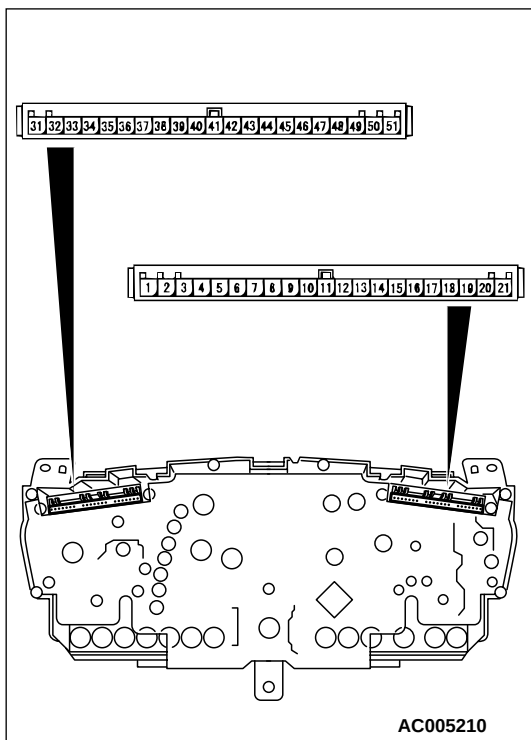
OUTPUT SHAFT SPEED SENSOR CHECK <A/T>

Refer to [P.23A-80](#) or [P.23B-81](#).COMBINATION METER INTERNAL RESISTANCE
CHECK

Use circuit tester to measure combination meter internal resistance.

Standard Value:

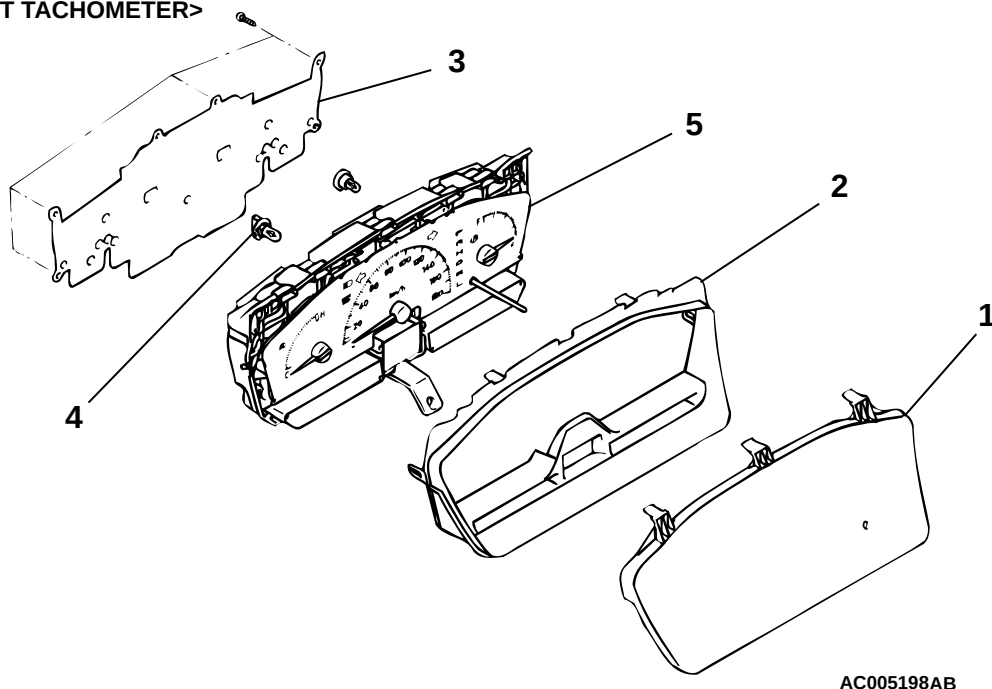
measuring terminal No.	Terminal name	Standard value (Ω)
1-21	Engine coolant temperature gauge to ground	233 ± 3
31-51	Fuel gauge to ground	181 ± 2



DISASSEMBLY AND ASSEMBLY

M1543003100181

<VEHICLE WITHOUT TACHOMETER>



AC005198AB

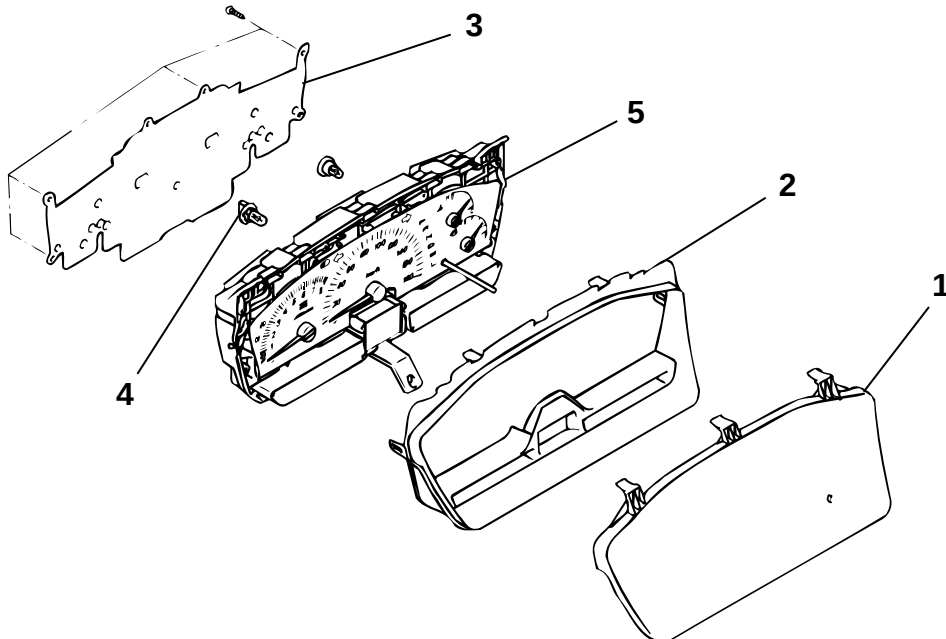
DISASSEMBLY STEPS

1. GLASS
2. WINDOW PLATE
3. CIRCUIT BOARD COVER

DISASSEMBLY STEPS (Continued)

4. BULB
5. METER ASSEMBLY

<VEHICLE WITH TACHOMETER>



AC005199AB

DISASSEMBLY STEPS

1. GLASS
2. WINDOW PLATE
3. CIRCUIT BOARD COVER

DISASSEMBLY STEPS (Continued)

4. BULB
5. METER ASSEMBLY

HEADLIGHT, FRONT SIDE MARKER LIGHT AND POSITION LIGHT ASSEMBLY

LIGHTING SYSTEM DIAGNOSIS

HEADLIGHT DIAGNOSIS

M1542010500382

INTRODUCTION

The headlights (including DRL) are controlled by the Simplified Wiring System (SWS). For troubleshooting, refer to GROUP 54B, SWS Diagnosis [P.54B-23](#).

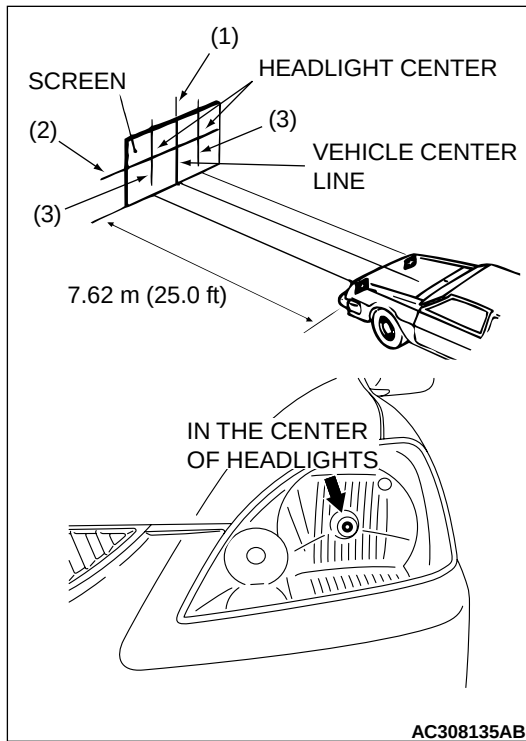
ON-VEHICLE SERVICE

HEADLIGHT AIMING

M1542000900561

PRE-AIMING INSTRUCTIONS

1. Inspect for badly rusted or faulty headlight assemblies.
2. These conditions must be corrected before a satisfactory adjustment can be made.
3. Inspect tire inflation, and adjust if it is necessary.
4. If the fuel tank is not full, place a weight in the trunk of the vehicle to simulate weight of a full tank [3 kg (6.5 pounds) per gallon].
5. There should be no other load in the vehicle other than driver or substituted weight of approximately 70 kg (150 pounds) placed in driver's position.
6. Thoroughly clean the headlight lenses.
7. Place the vehicle on a level floor, perpendicular to a flat screen 7.62m (25.0 feet) away from the bulb center-marks on the headlight lens.
8. Rock vehicle sideways to allow vehicle to assume its normal position.
9. Bounce the front suspension through three (3) oscillations by applying the body weight to hood or bumper.



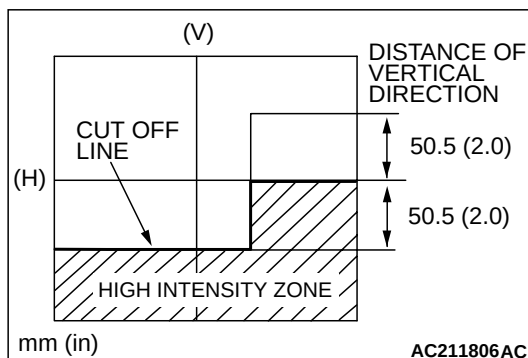
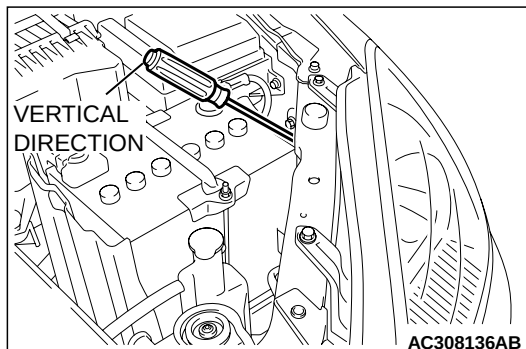
10. Four lines of adhesive tape (or equivalent markings) are required on screen or wall:

- (1) Position a vertical tape or mark so that it is aligned with the vehicle center line.
- (2) Measure the distance from the center-marks on the headlight lens to the floor (reference value: 637.5 mm). Transfer the measurement to the screen. Horizontal tape or mark on the screen is for reference of vertical adjustment.
- (3) Measure the distance from the center line of the vehicle to the center of each headlight. Transfer the measurement to the screen. Vertical tape or mark on the screen with reference to the center line of each headlight bulb.

HEADLIGHT ADJUSTMENT

NOTE: When adjusting headlight, disconnect the other headlight harness.

1. The low beam headlight should project on the screen upper edge of the beam (cut-off).
2. If not the case, turn the adjusting screws to achieve the specified low-beam cut-off location on the aiming screen.



Standard value:

(Vertical direction) Horizontal center line ± 50.5 mm (± 2.0 inches) (0.38 degrees angle)

CAUTION

Do not cover a headlight for more than three minutes to prevent the plastic headlight lens deformation.

NOTE: There is no horizontal aim adjustment. Horizontal aim is preset and does not require adjustment. High-beam pattern should be correct when the low-beams are adjusted properly.

INTENSITY MEASUREMENT

M1542001000204

1. Set the headlights to high-beam
2. Using a photometer, and following its manufacturer's instruction manual, measure the headlight center intensity and check to be sure that the limit value is satisfied.

Limit: 40,000 cd or more {When a screen is set 18.3m (60.0 feet) ahead of the vehicle}

NOTE: When measuring the intensity, maintain an engine speed of 2,000 r/min, with the battery fully charged.

There may be special local regulations pertaining to headlight intensity. Be sure to make any adjustments necessary to satisfy such regulations.

If an illuminometer is used to make the measurements, convert its values to photometer values by using the following formula.

I = Er² Where:

- I = intensity (cd)
- E = illumination (lux)
- r = distance (m) from headlights to illuminometer

⚠ CAUTION

1. **On the headlight not yet adjusted, perform aiming with connector removed and the lights switched off, if applicable. In addition, care should be taken to prevent a change of optical axis when connector is reconnected.**
2. **Plastic outer lens are equipped with headlights. When lens surface is covered with materials for not penetrating light, headlight operation time should be within 3 minutes. In addition, masking such as taping should not be performed.**

BULB REPLACEMENT

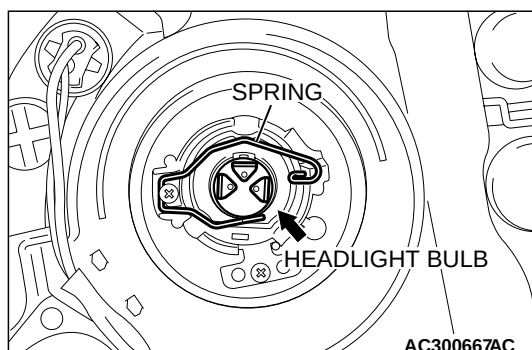
M1542001300722

Headlight Bulb

⚠ CAUTION

Do not touch the surface of the bulb with hands or dirty gloves as the bulb may pop after a short time. If the surface does become dirty, clean it with alcohol or thinner, and let it dry thoroughly before installing.

1. Disconnect the battery.
2. Disconnect the connector.
3. Remove the socket cover.
4. Remove bulb mounting spring to pull out bulb.
5. After bulb is replaced, properly reconnect connector.

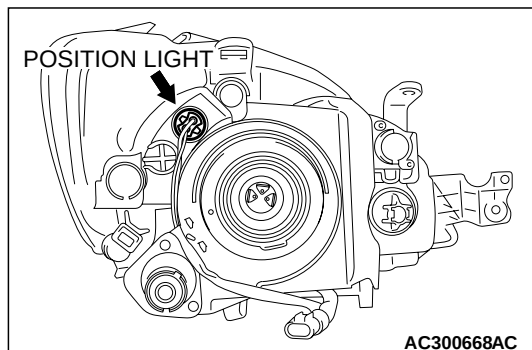


Position Light Bulb

⚠ CAUTION

Do not touch the bulb surface bare-handed or with dirty gloves. If dirt is attached on surface of the bulb, immediately use alcohol or thinner to remove dirt, and install the bulb after well dried.

1. Disconnect the connector.
2. Screw out the position light socket to pull out position light bulb.

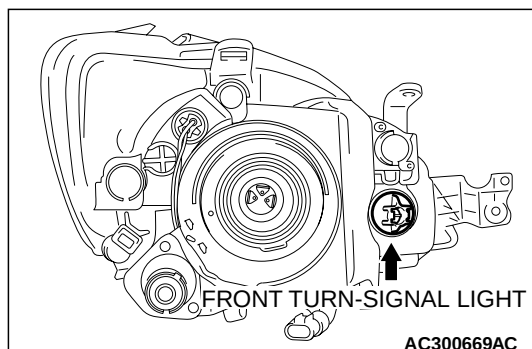


Front Turn-Signal Light bulb

⚠ CAUTION

Do not touch the bulb surface bare-handed or with dirty gloves. If dirt is attached on surface of the bulb, immediately use alcohol or thinner to remove dirt, and install the bulb after well dried.

1. Disconnect the connector.
2. Screw out front turn-signal light socket to pull out front turn-signal light bulb.

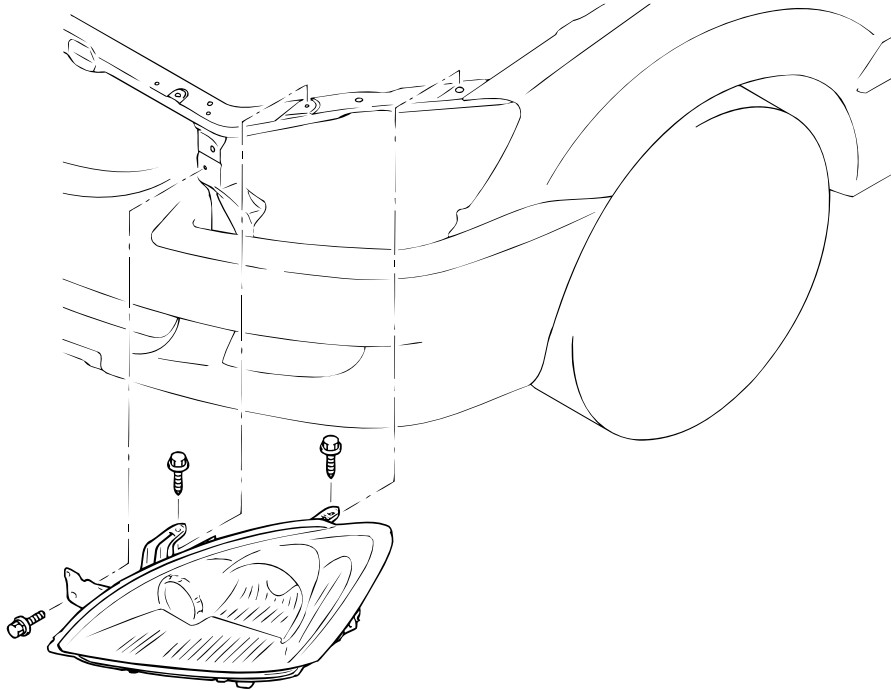


HEADLIGHT REMOVAL AND INSTALLATION

M1542002700370

Post-installation Operation

Headlight Aiming Adjustment (Refer to [P.54A-49.](#))



AC304719

<<A>>

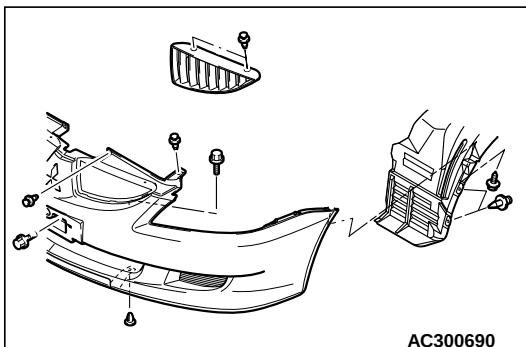
REMOVAL STEPS

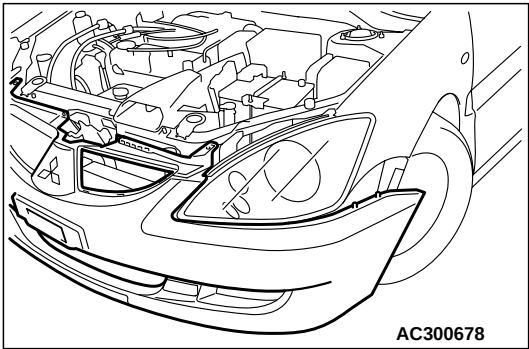
1. HEADLIGHT ASSEMBLY

REMOVAL SERVICE POINT

<<A>> HEADLIGHT ASSEMBLY REMOVAL

1. Remove the splash shield, the radiator grill, the front bumper assembly installation clips, the screws and the bolts as shown.





2. Slide the front bumper assembly and remove the headlight assembly.

FOG LIGHT

SPECIAL TOOL

M1542000600968

TOOL	TOOL NUMBER AND NAME	SUPERSESSSION	APPLICATION
MB990784	MB990784 Ornament remover	General service tool	Instrument panel ornament removal

LIGHTING SYSTEM DIAGNOSIS

M1542000701407

When the front fog light switch is turned to ON with the tail light or the headlight on (the tail light switch or the headlight switch is ON), the fog light relay turns on, and the fog lights will illuminate.

If the tail lights or the headlights are turned off with the lighting switch OFF while the fog lights are on, the front fog lights turn off at the same time to prevent unattended operation.

If the tail lights are turned off by the headlight automatic shutdown function, the fog lights turn off at the same time. However, if the tail lights illuminate again, the fog lights do not.

The front fog lights are controlled by the Smart Wiring System (SWS). For troubleshooting, refer to GROUP 54B, SWS Diagnosis [P.54B-23](#).

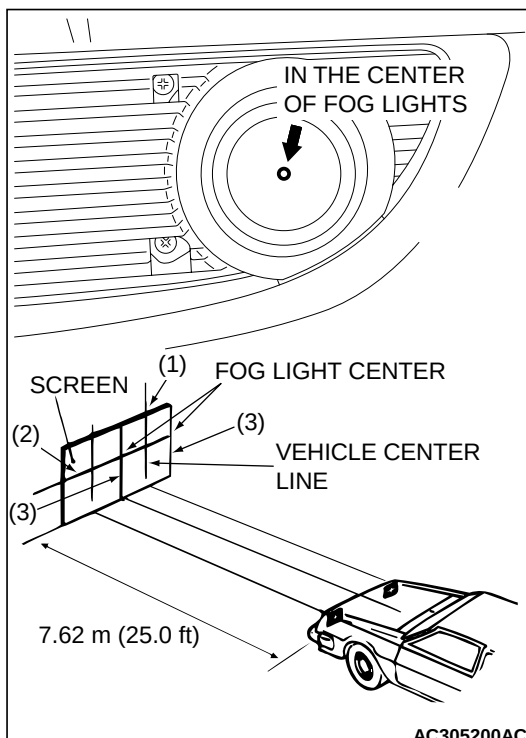
ON-VEHICLE SERVICE

FOG LIGHT AIMING

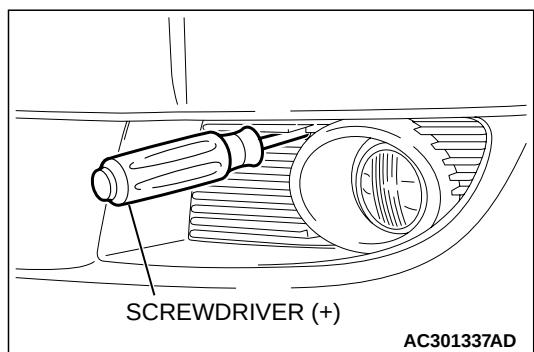
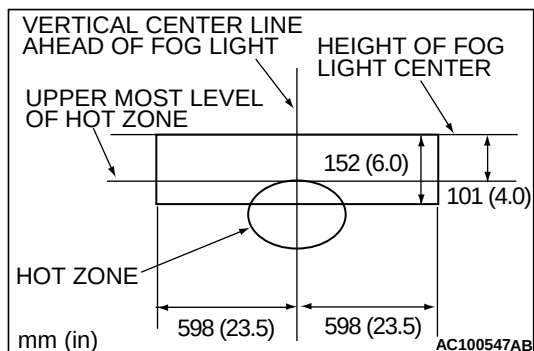
M1542001100483

PRE-AIMING INSTRUCTIONS

1. Inspect for badly rusted or faulty fog light assemblies.
2. These conditions must be corrected before a satisfactory adjustment can be made.
3. Inspect tire inflation, and adjust if necessary.
4. If the fuel tank is not full, place a weight in the trunk of the vehicle to simulate weight of a full tank [3 kg (6.5 pounds) per gallon].
5. There should be no other load in the vehicle other than driver or substituted weight of approximately 70 kg (150 pounds) placed in driver's position.
6. Thoroughly clean the fog light lenses.
7. Place the vehicle on a level floor, perpendicular to a flat screen 7.62 meters (25.0 feet) away from the bulb center-marks on the fog light lens.
8. Rock the vehicle sideways to allow the vehicle to assume its normal position.
9. Bounce the front suspension through three (3) oscillations by applying the body weight to the hood or bumper.
10. Measure the center of the fog lights as shown in the illustration.
11. Four lines of adhesive tape (or equivalent markings) are required on screen or wall:
 - (1) Position a vertical tape or mark so that it is aligned with the vehicle center line.
 - (2) Measure the distance from the center of the fog light lens to the floor. Transfer the measurement to the screen. Horizontal tape or mark on the screen is for reference of vertical adjustment.
 - (3) Measure the distance from the center line of the vehicle to the center of each fog light. Transfer the measurement to the screen. Vertical tape or mark on the screen is for reference to the center line of each fog light.



FOG LIGHT ADJUSTMENT



1. Check if the beam shining onto the screen is at the standard value.
2. If it is not within the standard value range, adjust by turning the adjusting screw.

Standard value:

(Vertical direction): Top of the hot zone should be 101 mm (4.0 inches) (0.76 degrees angle) downward from the height of the fog light center.

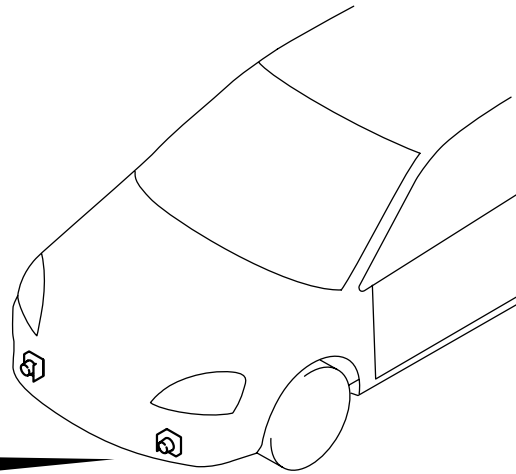
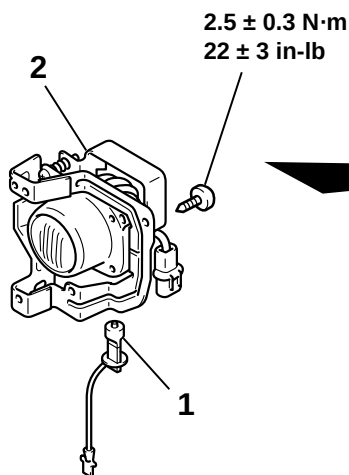
Limit:

(Vertical direction): Top of the hot zone should be 152mm (6.0 inches) (1.14 degrees angle) in maximum downward from the height of the fog light center.

NOTE: The horizontal direction is non-adjustable. If deviation of the light beam axis exceeds the standard value, check that the mounting location or some other points are not faulty.

FOG LIGHT REMOVAL AND INSTALLATION

M1542001500500



AC306439AB

REMOVAL STEPS

- SIDE UNDER COVER

<<A>>

REMOVAL STEPS (Continued)

1. FRONT FOG LIGHT BULB
2. FRONT FOG LIGHT ASSEMBLY

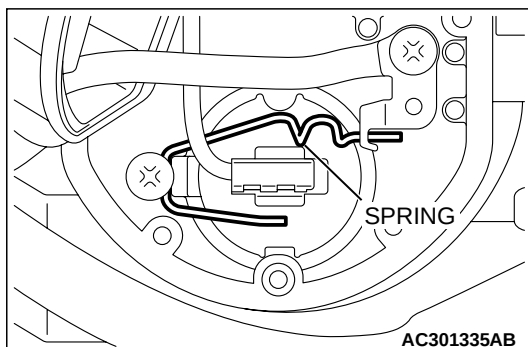
REMOVAL SERVICE POINT

<<A>> FRONT FOG LIGHT BULB REMOVAL

⚠ CAUTION

Do not touch the surface of the bulb with bare hands or dirty gloves. If the surface (glass section) should become dirty, clean it immediately with alcohol or thinner, and let it dry thoroughly before installing it.

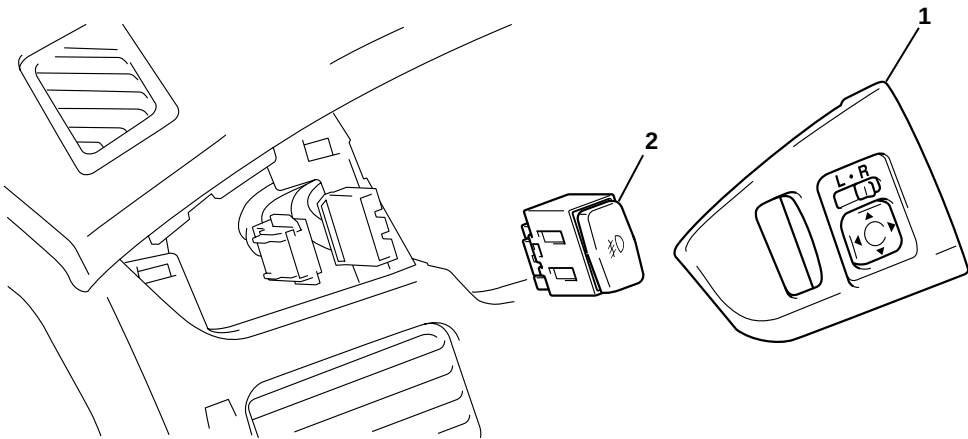
1. Remove the bulb cover.
2. Remove the bulb installation spring and extract the bulb.



AC301335AB

FOG LIGHT SWITCH
REMOVAL AND INSTALLATION

M1542013900055



AC306436AB

REMOVAL STEPS

1. INSTRUMENT PANEL ORNAMENT
(REFER TO GROUP 52A, INSTRUMENT
PANEL ASSEMBLY [P.52A-3.](#))
2. FOG LIGHT SWITCH

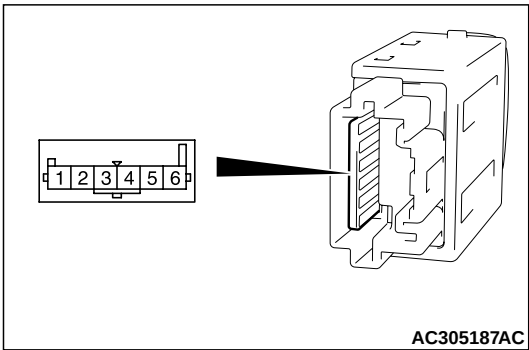
Required Special Tool:

MB990784: Ornament remover

INSPECTION

M1542011200975

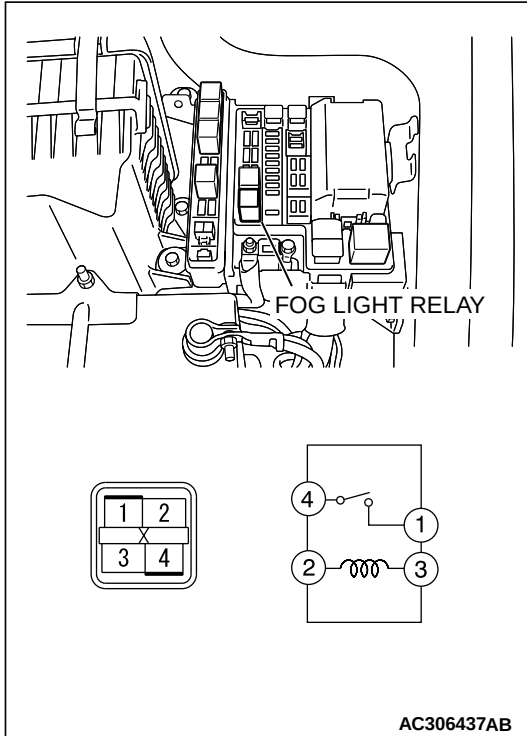
FOG LIGHT SWITCH CONTINUITY CHECK



AC305187AC

SWITCH POSITION	TESTER CONNECTION	SPECIFIED CONDITION
Pressed	1 – 2	Less than 2 ohms
Released	1 – 2	Open circuit

FOG LIGHT RELAY CHECK

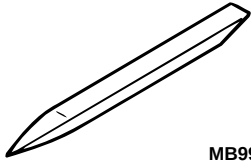


BATTERY VOLTAGE	TESTER CONNECTION	SPECIFIED CONDITION
Not supplied	1 – 4	Open circuit
- Connect terminal 2 to the positive battery terminal - Connect terminal 3 to the negative battery terminal	1 – 4	Less than 2 ohms

SIDE TURN SIGNAL LIGHT

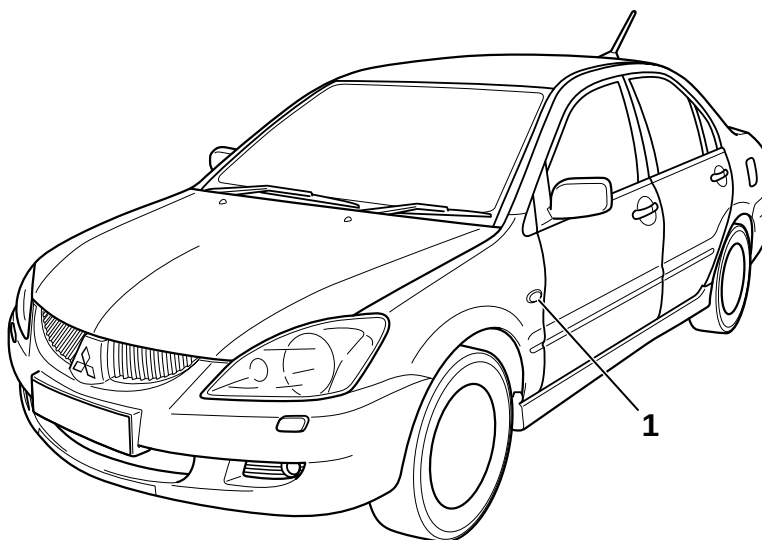
SPECIAL TOOL

M1542000600979

TOOL	TOOL NUMBER AND NAME	SUPERSESSSION	APPLICATION
 MB990784	MB990784 Ornament remover	General service tool	Side turn-signal light removal

REMOVAL AND INSTALLATION

M1542003300160



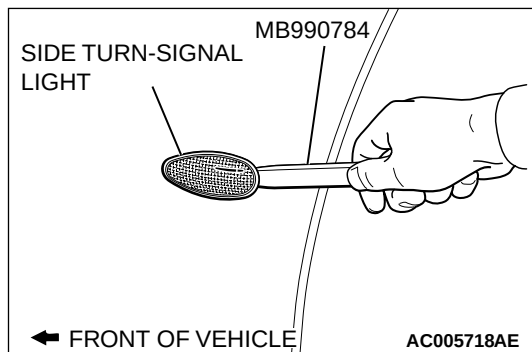
AC308307AB

REMOVAL STEPS
<<A>> >>A<< 1. SIDE TURN-SIGNAL LIGHT

Required Special Tool:
MB990784: Ornament remover

REMOVAL SERVICE POINT**<<A>> SIDE TURN-SIGNAL LIGHT REMOVAL**

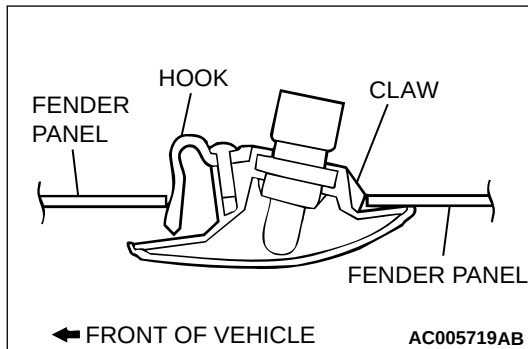
Use special tool MB990784, etc. to press and deflect the hook to vehicle front from fender, and unhook the pawls to remove the side turn-signal light.



INSTALLATION SERVICE POINT

>>A<< SIDE TURN-SIGNAL LIGHT INSTALLATION

Insert the pawls into the fender panel and install the side turn-signal light.



REAR COMBINATION LIGHT

DIAGNOSIS

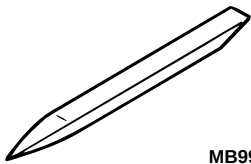
The taillights and turn-signal lights are controlled by the Simplified Wiring System (SWS). For troubleshooting, refer to GROUP 54B, SWS Diagnosis

[P.54B-7.](#)

M1542000700675

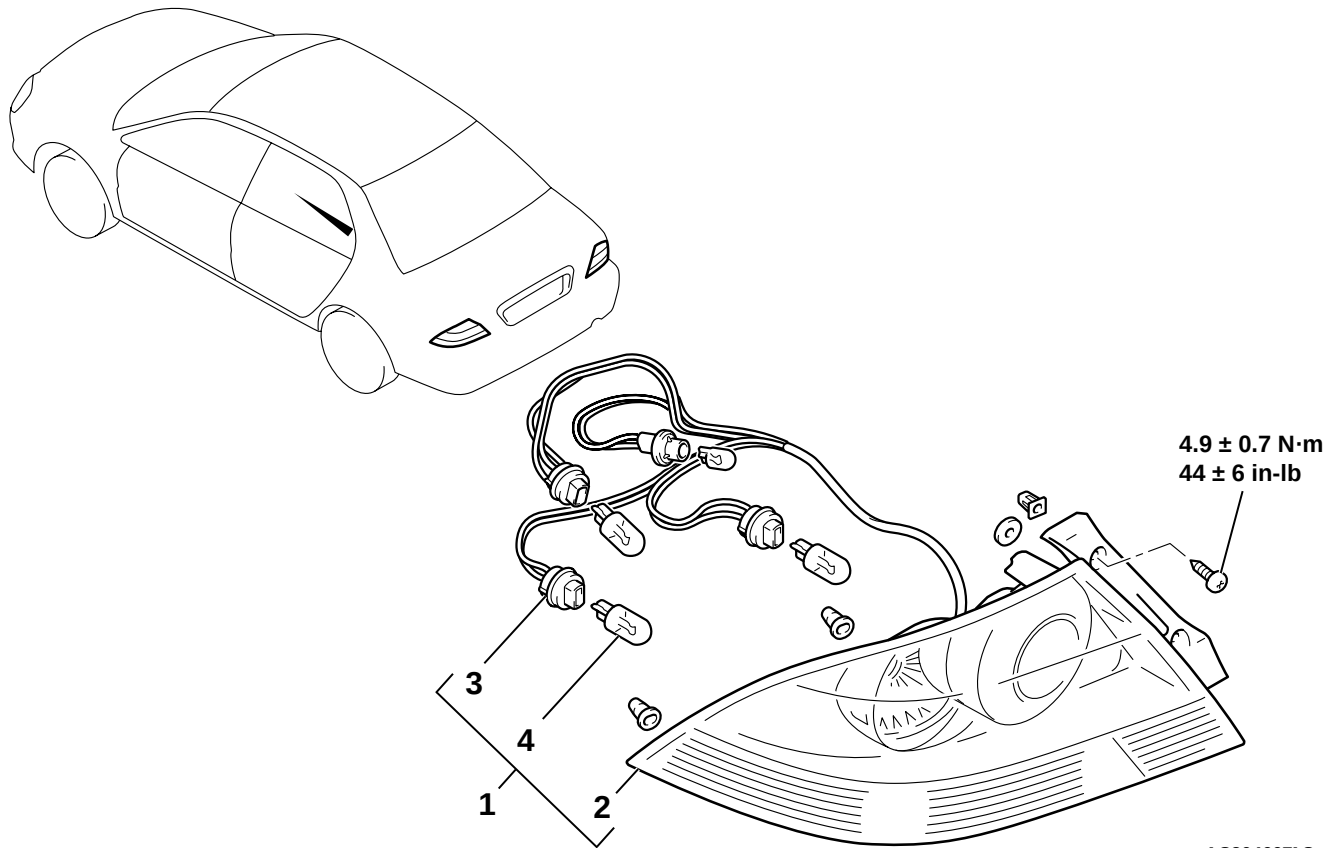
SPECIAL TOOL

M1542000600258

TOOL	TOOL NUMBER AND NAME	SUPERSESSION	APPLICATION
 MB990784	MB990784 Ornament remover	General service tool	Rear combination light removal

**REAR COMBINATION LIGHT
REMOVAL AND INSTALLATION**

M1542003900485

**REMOVAL STEPS**

1. REAR COMBINATION LIGHT ASSEMBLY
2. REAR COMBINATION LIGHT BODY
3. SOCKET ASSEMBLY
4. BULB

Required Special Tool:

MB990784: Ornament remover

AC304667AC

DOME LIGHT

LIGHTING SYSTEM DIAGNOSIS

DOME LIGHT DIAGNOSIS

The dome light is controlled by the Simplified Wiring System (SWS). For troubleshooting, refer to GROUP 54B, SWS Diagnosis [P.54B-23](#).

M1542010500393

HIGH-MOUNTED STOPLIGHT

ON-VEHICLE SERVICE

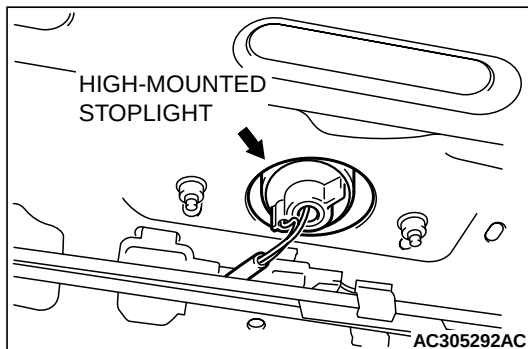
HIGH-MOUNTED STOP LIGHT BULB REPLACEMENT

M1542014700010

CAUTION

Do not touch bulb surface bare-handed or with dirty gloves. If dirt is attached on glass surface of the bulb, immediately use alcohol or thinner to remove dirt, and install the bulb after well dried.

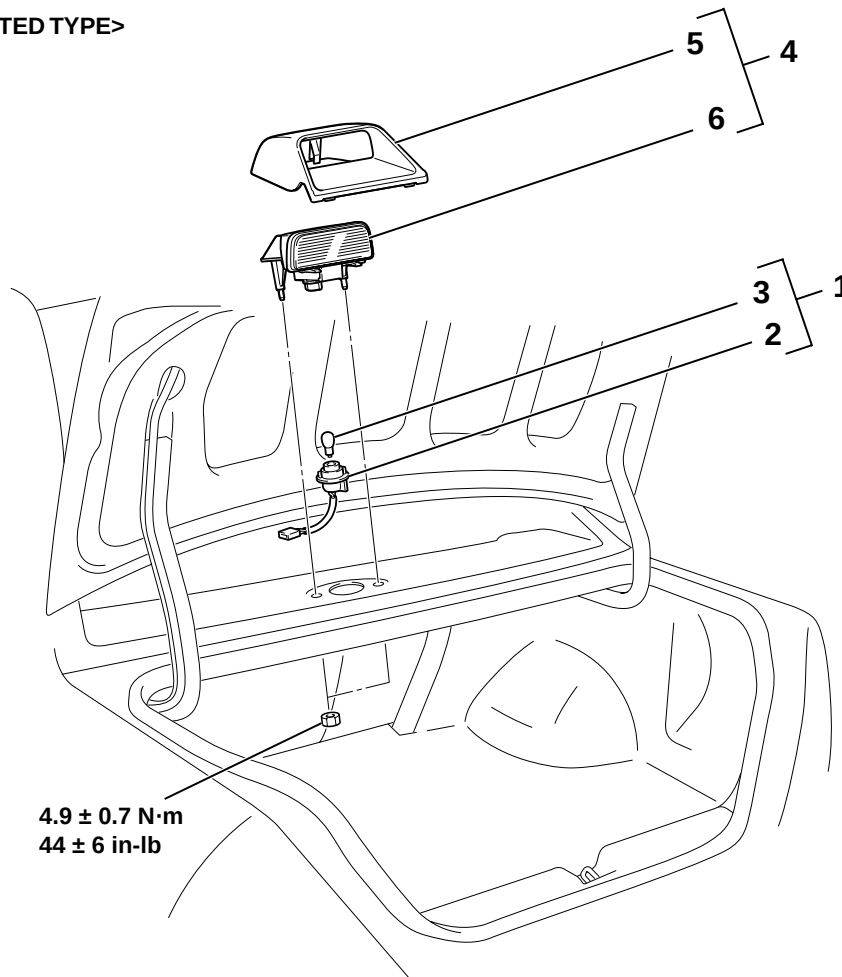
Remove socket from trunk compartment, and replace bulb.



HIGH-MOUNTED STOPLIGHT
REMOVAL AND INSTALLATION

M1542005100485

<REAR SHELF MOUNTED TYPE>



AC308326AB

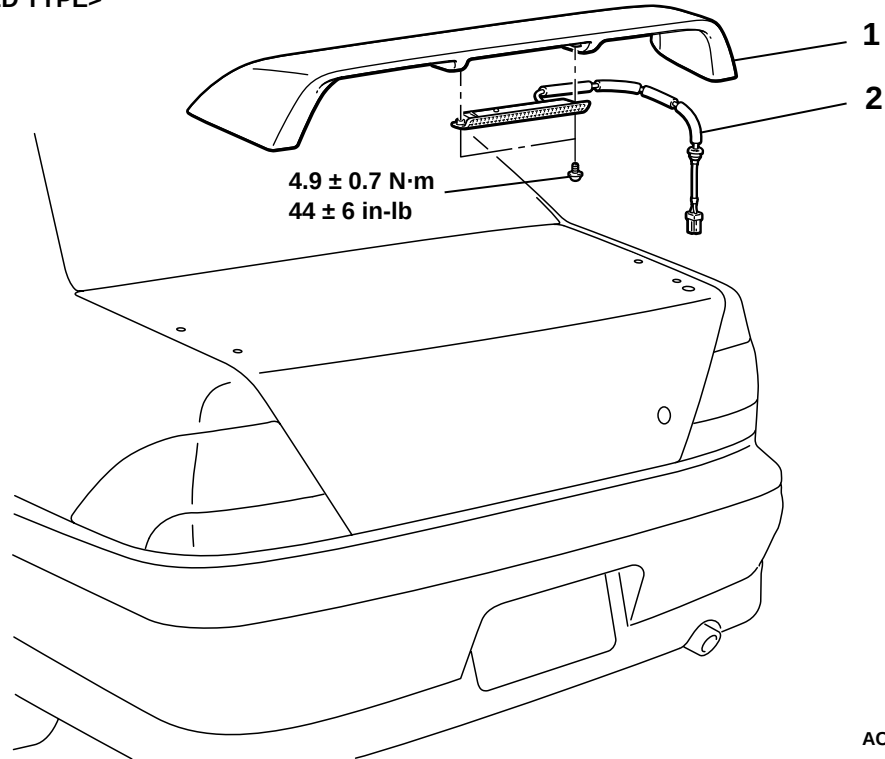
REMOVAL STEPS

1. SOCKET ASSEMBLY
2. SOCKET
3. BULB

REMOVAL STEPS (Continued)

4. HIGH-MOUNTED STOPLIGHT ASSEMBLY
5. HIGH-MOUNTED STOPLIGHT COVER
6. HIGH-MOUNTED STOPLIGHT BODY

<REAR SPOILER MOUNTED TYPE>



REMOVAL STEPS

1. REAR SPOILER (REFER TO GROUP 51, REAR SPOILER [P.51-14.](#))
2. HIGH MOUNTED STOPLIGHT

<<A>>

REMOVAL SERVICE POINT

<<A>> HIGH-MOUNTED STOP LIGHT REMOVAL <WITH REAR SPOILER>

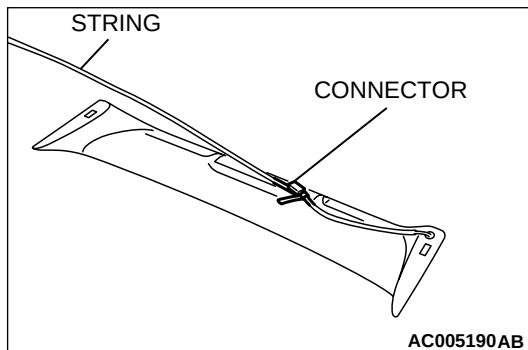
Use the following steps to easily route high-mounted stop light harness in the event of installation:

1. Tie a string on the high-mounted stop light harness (at the connector side).

⚠ CAUTION

Ensure that the string is tightly tied.

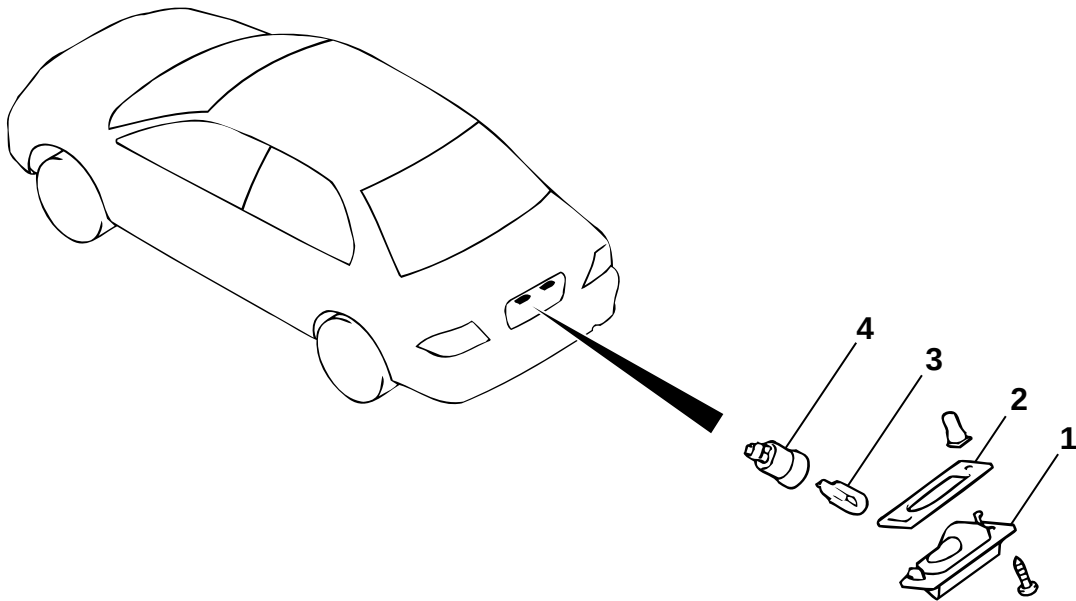
2. Carefully pull out the high-mounted stop light.



LICENSE PLATE LIGHT

REMOVAL AND INSTALLATION

M1542004200229



AC300672AB

REMOVAL STEPS

- 1. LICENSE PLATE LIGHT UNIT
- 2. LICENSE PLATE LIGHT BASE GASKET
- 3. SOCKET ASSEMBLY
- 4. BULB

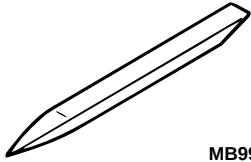
Required Special Tool:

MB990784: Ornament remover

HAZARD WARNING LIGHT SWITCH

SPECIAL TOOL

M1542000600269

TOOL	TOOL NUMBER AND NAME	SUPERSESSSION	APPLICATION
 MB990784	MB990784 Ornament remover	General service tool	Center panel assembly removal

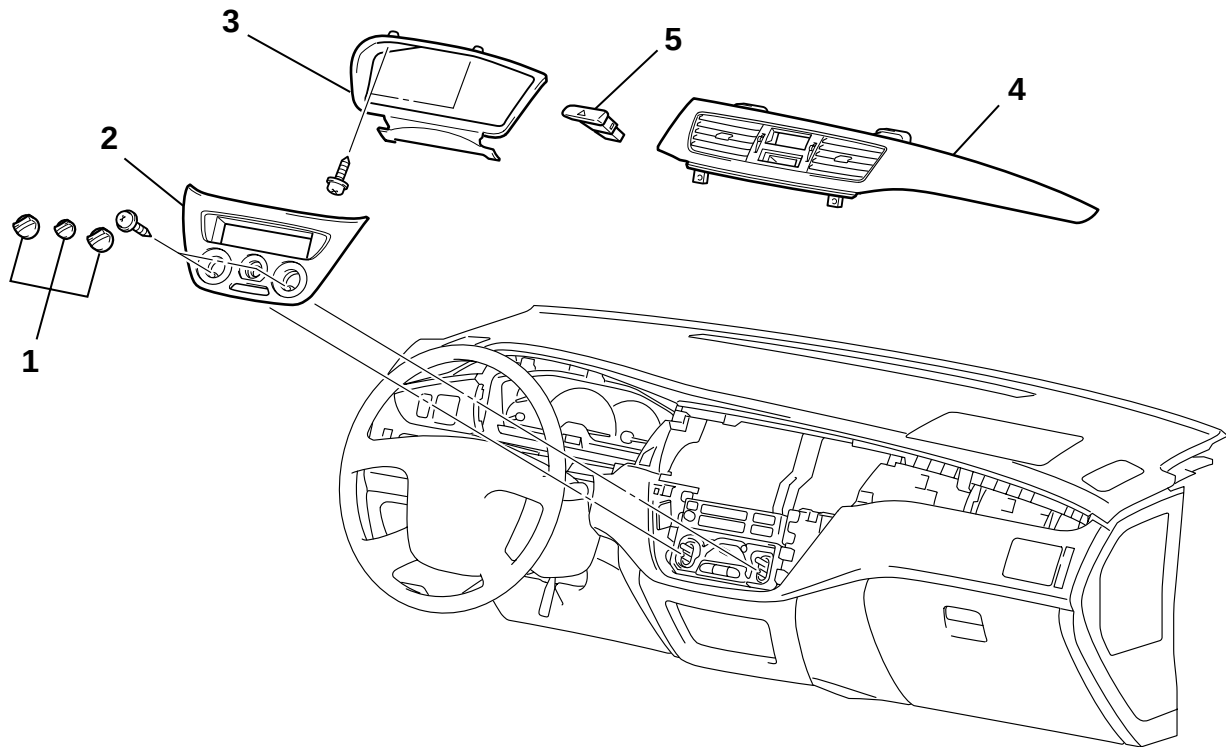
DIAGNOSIS

M1542000700686

The hazard warning lights are controlled by the Simplified Wiring System (SWS). For troubleshooting, refer to GROUP 54B, SWS Diagnosis [P.54B-7](#).

HAZARD WARNING LIGHT SWITCH REMOVAL AND INSTALLATION

M1542006600472



AC005191AB

HAZARD WARNING LIGHT SWITCH REMOVAL STEPS

1. KNOB ASSEMBLY (REFER TO GROUP 55, HEATER CONTROL ASSEMBLY, A/C SWITCH [P.55-105](#).)
2. CENTER PANEL ASSEMBLY (REFER TO GROUP 52A INSTRUMENT PANEL [P.52A-3](#).)
3. METER BEZEL (REFER TO [P.54A-46](#).)

HAZARD WARNING LIGHT SWITCH REMOVAL STEPS (Continued)

4. CENTER AIR OUTLET PANEL (REFER TO GROUP 52A, INSTRUMENT PANEL [P.52A-3](#).)
5. HAZARD WARNING LIGHT SWITCH

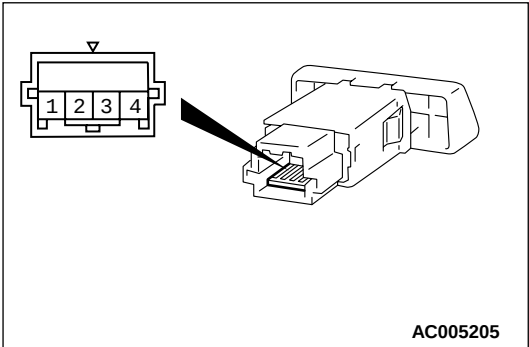
Required Special Tool:

MB990784: Ornament remover

INSPECTION

M1542011200276

HAZARD WARNING LIGHT SWITCH CONTINUITY
CHECK

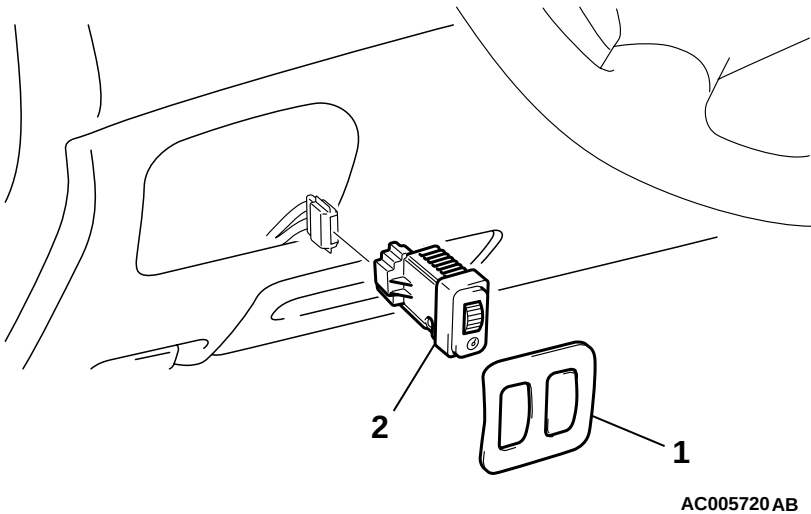


SWITCH POSITION	TESTER CONNECTION	SPECIFIED CONDITION
OFF	1 – 2	Open Circuit
ON	1 – 2	Less than 2 ohms

RHEOSTAT

REMOVAL AND INSTALLATION

M1542006000168

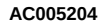


RHEOSTAT REMOVAL STEPS

1. SWITCH PANEL
2. RHEOSTAT

M1543019501277

1. Connect a test light (40 W) as shown in the illumination.
2. Operate the rheostat, If the luminance of the lamp changes steadily with no flashing, the rheostat is functioning normally.

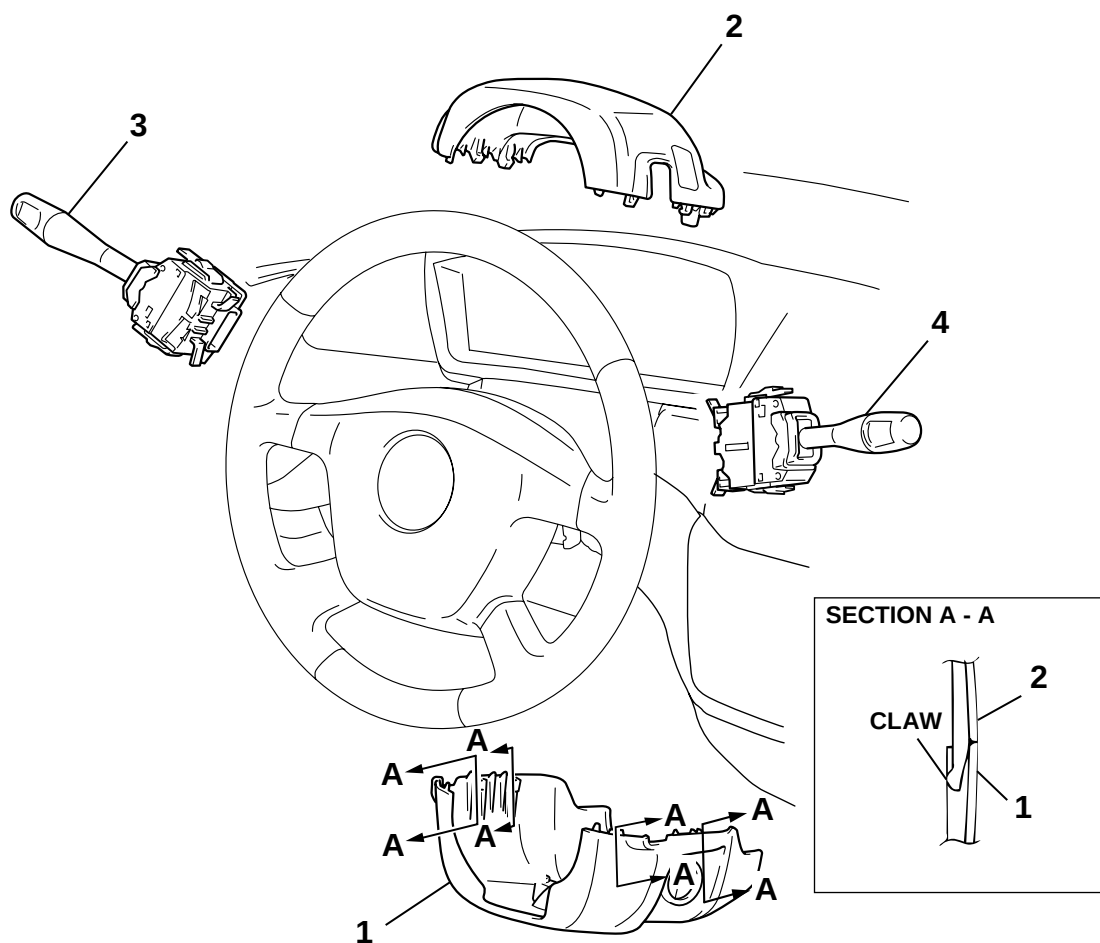


M1542000600270

MB990784

REMOVAL AND INSTALLATION

M1543009100479



AC005196AB

REMOVAL STEPS

1. COLUMN COVER LOWER
2. COLUMN COVER UPPER
3. TURN-SIGNAL AND LIGHTING SWITCH
4. WINDSHIELD WIPER AND WINDSHIELD WASHER SWITCH

Required Special Tool:

MB990784: Ornament remover

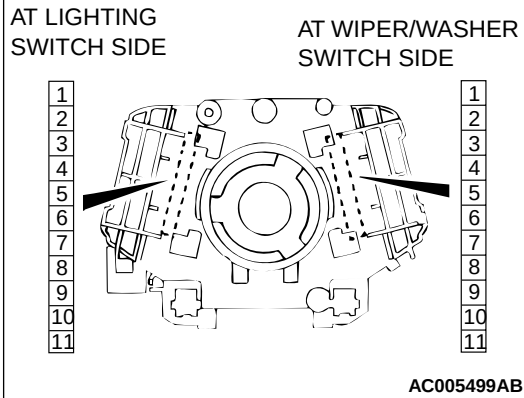
INSPECTION

M1543019501288

Integrated column ECU does not allow lighting switch continuity test. For inspection, troubleshooting in GROUP 54B should be performed [P.54B-23](#).

COLUMN SWITCH CONTINUITY CHECK (AT SWITCH BODY)

1. Remove the lighting switch and the wiper/washer switch.
2. Among individual connectors of the column switch body remaining in the steering column, check for continuity between same number terminals (No. 3-11).



COLUMN SWITCH BODY	TERMINAL NO.	SPECIFIED CONDITION
Connector at the lighting switch side	3 – 3	Less than 2 ohms
Connector at the wiper/washer switch side	4 – 4	
	5 – 5	
	6 – 6	
	7 – 7	
	8 – 8	
	9 – 9	
	10 – 10	
	11 – 11	

HORN

HORN DIAGNOSIS <VEHICLE WITH KEYLESS ENTRY SYSTEM>

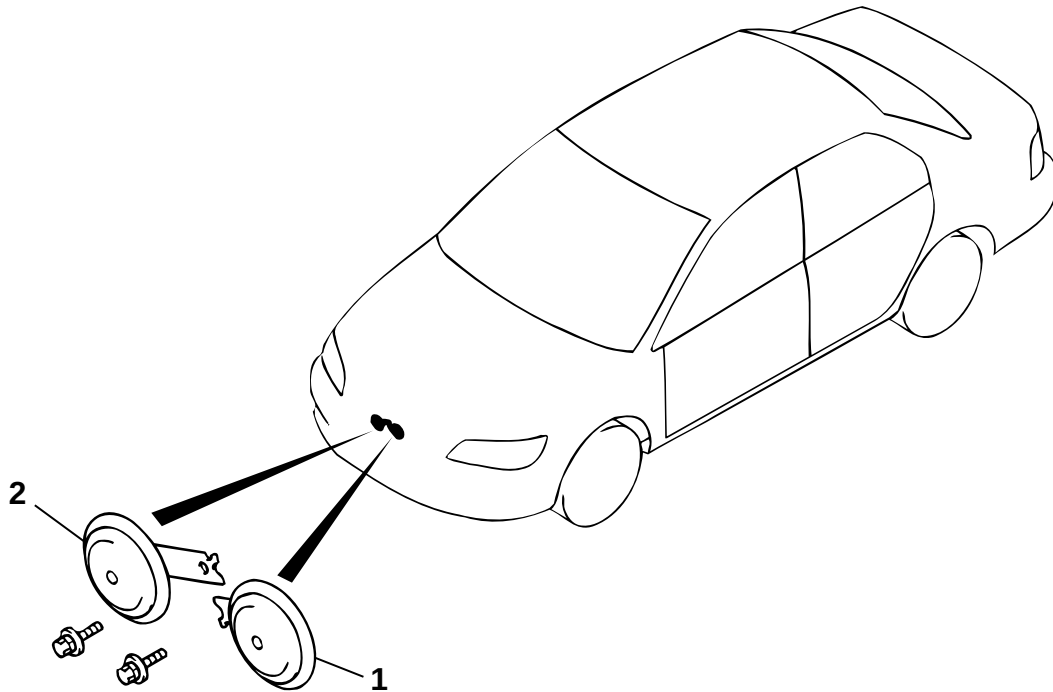
M1543000700559

The keyless entry system horn answerback is controlled by the Simplified Wiring System (SWS). For troubleshooting, refer to GROUP 54B, SWS Diagnosis [P.54B-23](#).

HORN

REMOVAL AND INSTALLATION

M1543007900253



AC005160AB

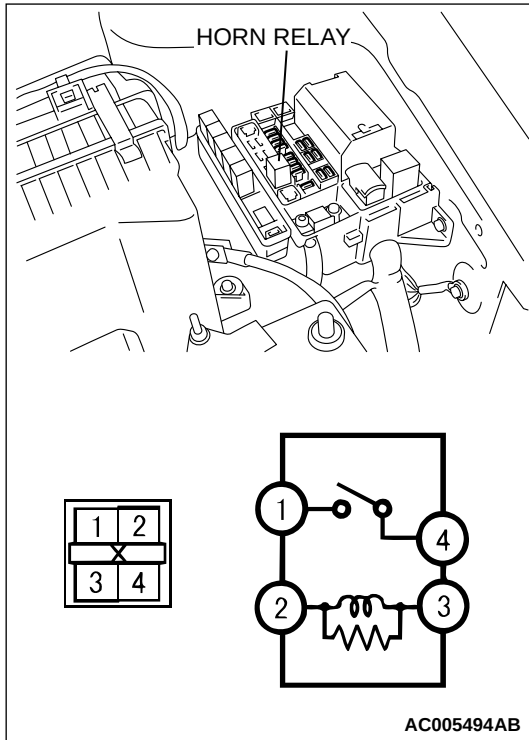
REMOVAL STEPS

1. HORN (LOW)
2. HORN (HI)

INSPECTION

M1543019501299

HORN RELAY CONTINUITY CHECK

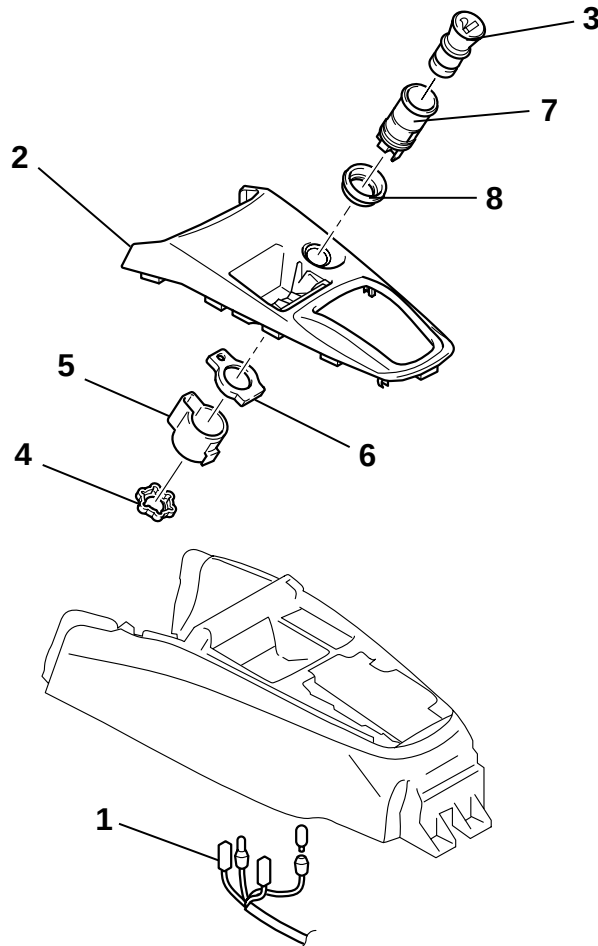


BATTERY VOLTAGE	TESTER CONNECTION	SPECIFIED CONDITION
Not applied	1 – 4	Open circuit
- Connect terminal 2 to the positive battery terminal - Connect terminal 3 to the negative battery terminal	1 – 4	Less than 2 ohms

CIGARETTE LIGHTER

REMOVAL AND INSTALLATION

M1543013500135



AC005712AC

CIGARETTE LIGHTER REMOVAL STEPS

1. HARNESS
2. FRONT FLOOR CONSOLE (REFER TO GROUP52A, FRONT FLOOR CONSOLE [P.52A-8.](#))
3. PLUG

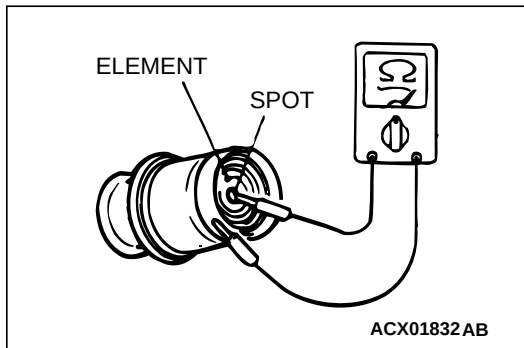
CIGARETTE LIGHTER REMOVAL STEPS (Continued)

4. FIXING RING
5. SOCKET CASE
6. SOCKET WASHER
7. SOCKET
8. PROTECTOR

INSPECTION

M1543019501307

CIGARETTE LIGHTER CHECK

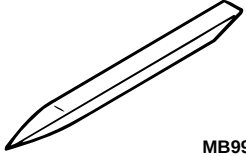


- Take out the plug, and check for a worn edge on the element spot connection, and for shreds of tobacco or other material on the element.
- Using an ohmmeter, check that the element resistance value is 1.7 ohms.

CLOCK

SPECIAL TOOL

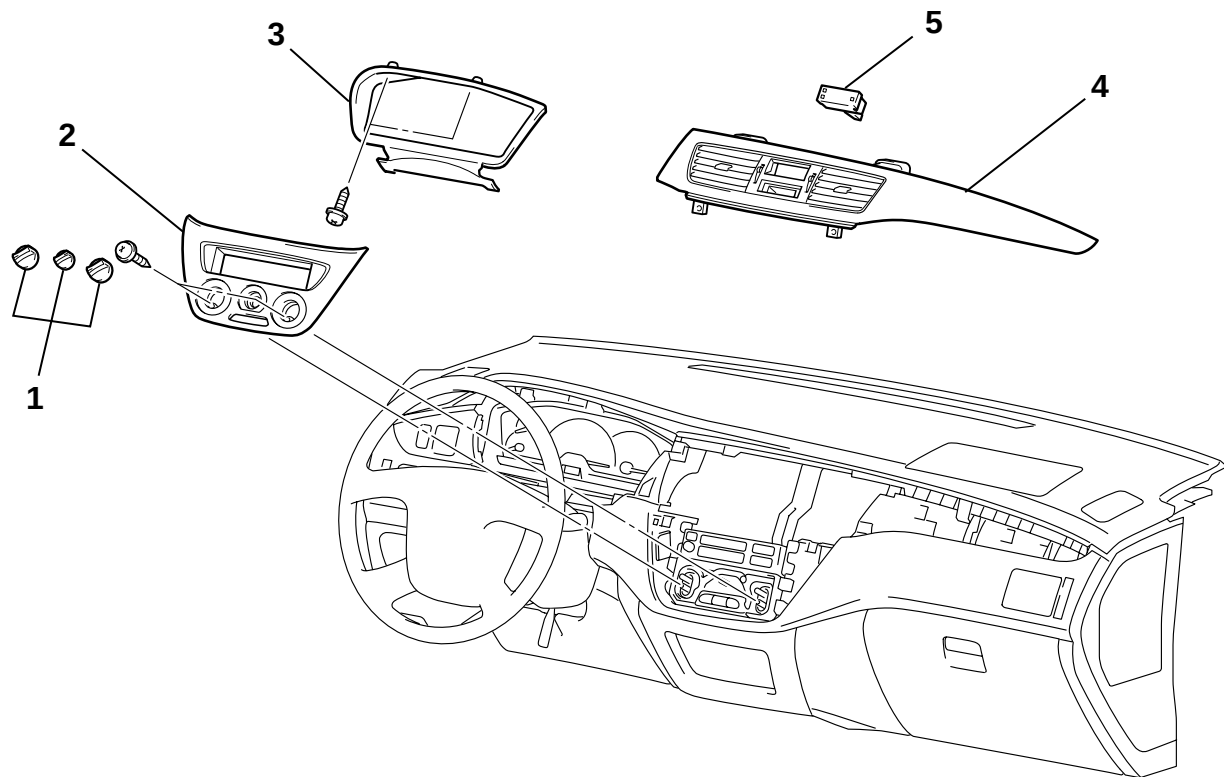
M1542000600281

TOOL	TOOL NUMBER AND NAME	REPLACED BY MILLER TOOL NUMBER	APPLICATION
 MB990784	MB990784 Ornament remover	General service tool	Hood panel and center hood removal

CLOCK

REMOVAL AND INSTALLATION

M1543005900246



AC005192AB

CLOCK SWITCH REMOVAL STEPS

1. KNOB ASSEMBLY (REFER TO GROUP 55, HEATER CONTROL ASSEMBLY AND A/C SWITCH [P.55-105.](#))
2. CENTER PANEL ASSEMBLY (REFER TO GROUP 52A, INSTRUMENT PANEL [P.52A-3.](#))
3. METER BEZEL (REFER TO [P.54A-46.](#))

CLOCK SWITCH REMOVAL STEPS

4. CENTER AIR OUTLET PANEL (REFER TO GROUP 52A, INSTRUMENT PANEL [P.52A-3.](#))
5. CLOCK

Required Special Tool:

MB990784: Ornament remover

RADIO AND CD PLAYER

RADIO WITH CD PLAYER, SPEAKER AND ANTENNA DIAGNOSIS

INTRODUCTION TO AUDIO SYSTEM DIAGNOSIS

M1543009900958

The diagnosis for symptoms such as noise being emitted, no sound being played, or sound coming only out of one side while listening to the audio system or tape is provided.

TROUBLESHOOTING STRATEGY

M1544004800283

Use these steps to plan your diagnostic strategy. If you follow them carefully, you will be sure that you have exhausted most of the possible ways to find audio system fault.

1. Gather information from the customer.
2. Verify that the condition described by the customer exists.
3. Find the malfunction by following the Symptom Chart.
4. Verify malfunction is eliminated.

TROUBLE SYMPTOM CHART

M1544004900310

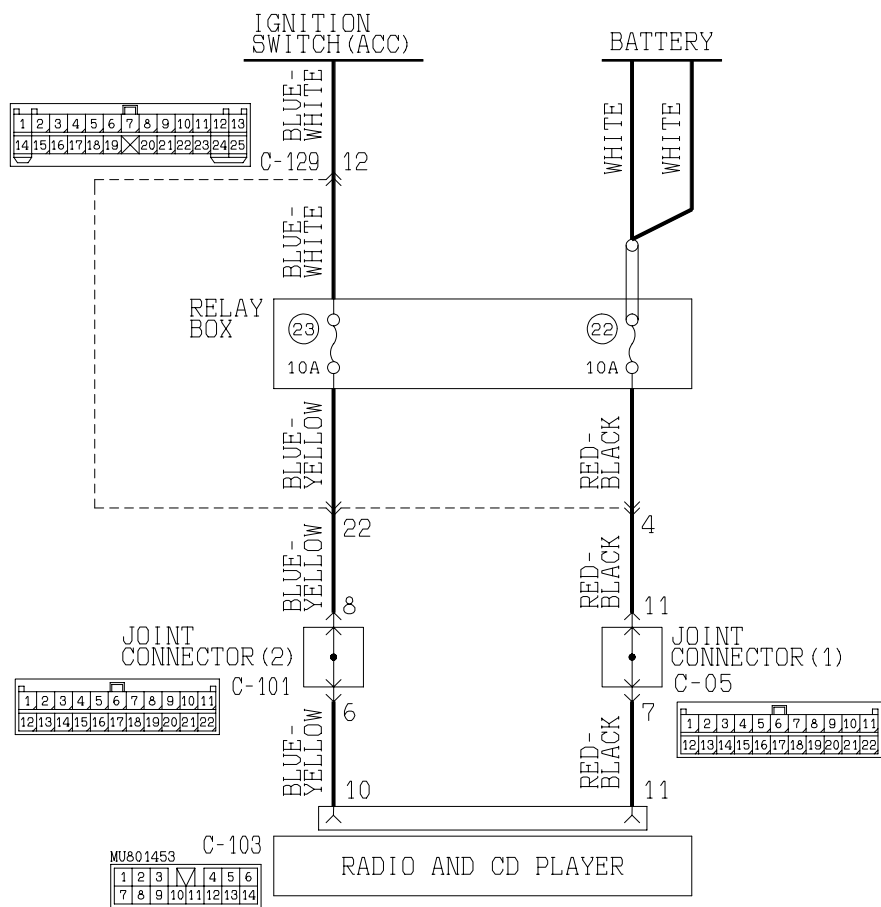
SYMPTOMS		INSPECTION PROCEDURE	REFERENCE PAGE
Power of radio and CD player does not turn ON when the ignition switch is in the "ACC" position or "ON" position.		1	P.54A-78
No sound from one speaker. <Vehicle without amplifier>		2	P.54A-83
CD auto changer does not operate.		3	P.54A-97
Noise	Noise appears at certain places when traveling (AM).	4	P.54A-97
	Noise appears at certain places when traveling (FM).	5	P.54A-98
	Mixed with noise, only at night (AM).	6	P.54A-99
	Broadcasts can be heard but both AM and FM have a lot of noise.	7	P.54A-99
	There is more noise on either AM or FM.	8	P.54A-100
	There is noise when starting the engine.	9	P.54A-102
	Some noise appears when there is vibration or shocks during traveling.	10	P.54A-103
	Noise sometimes appears on FM during traveling.	11	P.54A-104
	Ever-present noise.	12	P.54A-105
Radio	There is noise but no reception for both AM and FM or no sound from AM, or no sound from FM.	13	P.54A-106
	Poor reception.	14	P.54A-106
	Distortion on AM or on both AM and FM.	15	P.54A-107
	Distortion on FM only.	16	P.54A-108
	Using the auto select function, too few automatic stations are selected.	17	P.54A-108
	Preset stations are erased.	18	P.54A-109

SYMPTOMS		INSPECTION PROCEDURE	REFERENCE PAGE
CD player	CD can not be inserted.	19	P.54A-112
	No sound (CD only).	20	P.54A-112
	CD sound skips.	21	P.54A-113
	Sound quality is poor.	22	P.54A-113
	CD cannot be ejected.	23	P.54A-114

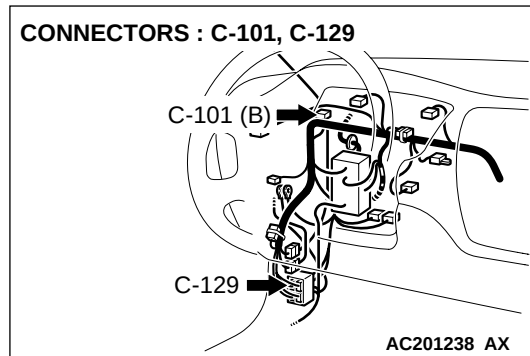
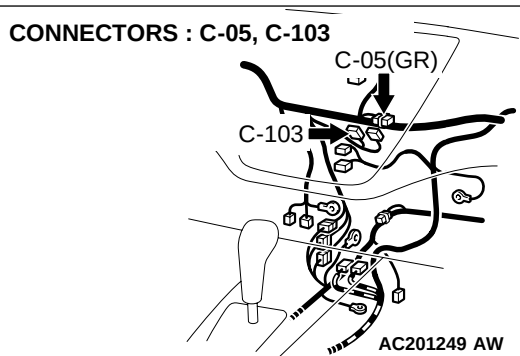
SYMPTOM PROCEDURES

INSPECTION PROCEDURE 1: Power of radio and CD player does not turn ON when the ignition switch is in the "ACC" position or "ON" position.

Radio and CD Player supply Circuit



W3J11M07AA

**CIRCUIT OPERATION**

Power is supplied to the radio and CD player when the ignition switch is in the "ACC" position or "ON" position. When the previous ignition switch is in the "OFF" position by battery power, the "ON" or "OFF" state of the radio and CD player is saved.

TECHNICAL DESCRIPTION (COMMENT)

The cause is probably a faulty radio and CD player power supply circuit system.

TROUBLESHOOTING HINTS

- Damaged wiring harness or connector.
- Malfunction of the radio and CD player.

DIAGNOSIS**Required Special Tool:**

- MB991223: Harness set

STEP 1. Check to see that the power turns ON when the power switch is turned ON.

- (1) Turn the ignition switch to "ACC" position.
- (2) Turn ON the radio and CD player power switch.

Q: Is it possible to put the radio and CD player power in the "ON" position?

YES : Go to Step 2.

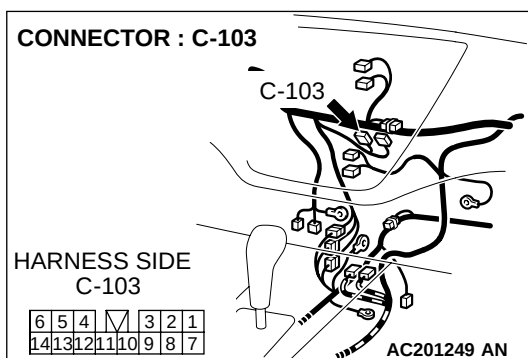
NO : Go to Step 5.

STEP 2. Check radio and CD player connector C-103 for damage.

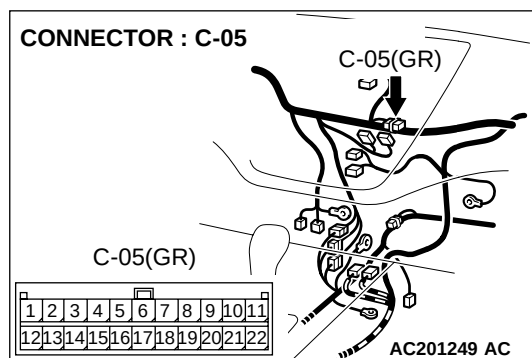
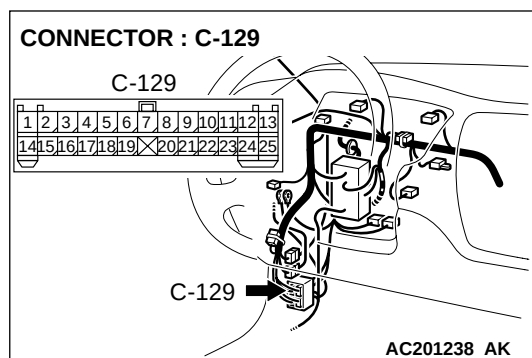
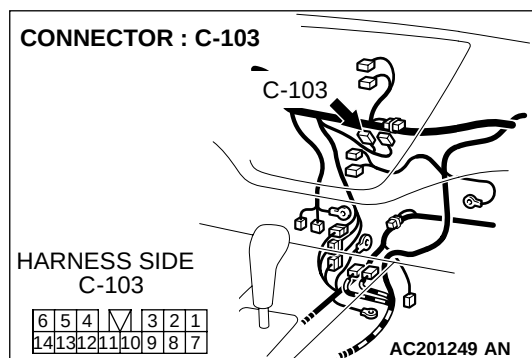
Q: Are radio and CD player connector C-103 in good condition?

YES : Go to Step 3.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). If the power switch is turned on, the radio and CD player should operate normally.



STEP 3. Check the wiring harness between radio and CD player connector C-103 (terminal 11) and battery.



NOTE: Also check intermediate connector C-129 and joint connector (1) C-05. If intermediate connector C-129 or joint connector (1) C-05 are damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection P.00E-2.

Q: Are the wiring harness between radio and CD player connector C-103 (terminal 11) and battery in good condition?

YES : Go to Step 4.

NO : Repair the wiring harness. If the power switch is turned on, the radio and CD player should operate normally.

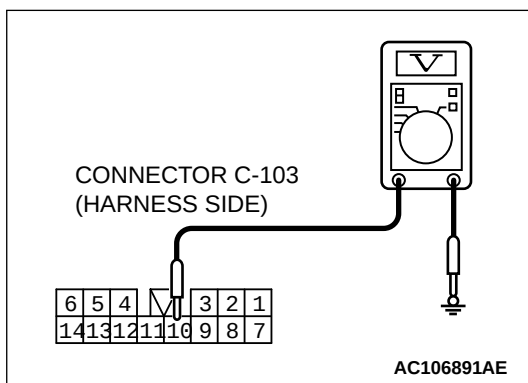
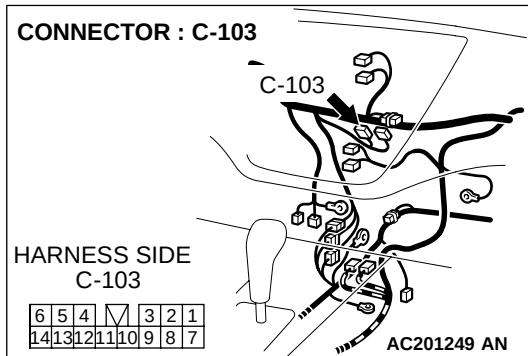
STEP 4. Check the assembling state of the radio and CD player.

NOTE: The radio and CD player are grounded to the instrument panel center reinforcement directly.

Q: Are the radio and CD player installed correctly?

YES : Repair or replace the radio and CD player. If the power switch is turned on, the radio and CD player should operate normally.

NO : Install properly. If the power switch is turned on, the radio and CD player should operate normally.



STEP 5. Measure at radio and CD player connector C-103 in order to check the battery circuit of power supply system to the radio and CD player (ignition switch ACC).

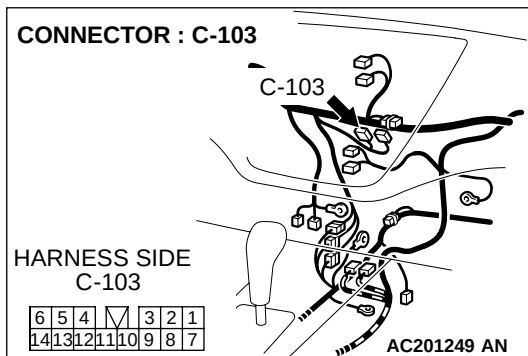
- (1) Disconnect radio and CD player connector C-103, and measure at the wiring harness side.
- (2) Turn the ignition switch to "ACC" position.

- (3) Measure the voltage between terminal 10 and ground by backprobing.
 - The measured value should be approximately 12 volts (battery positive voltage).

Q: Does the measured voltage correspond with this range?

YES : Go to Step 8.

NO : Go to Step 6.



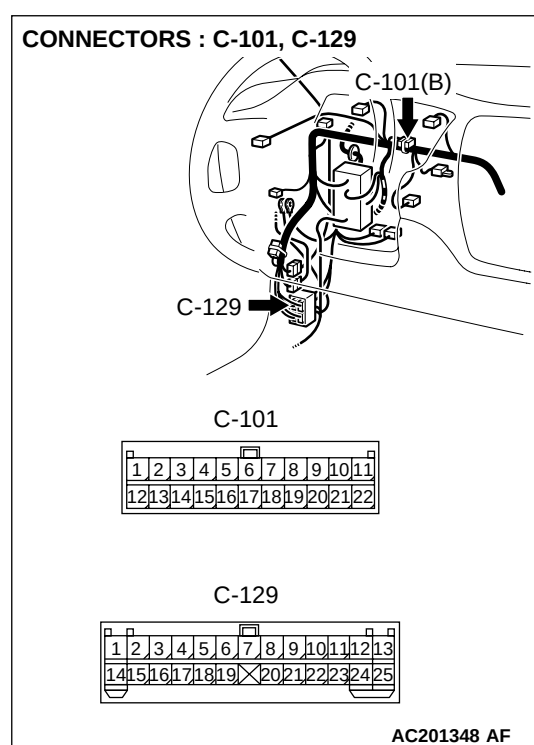
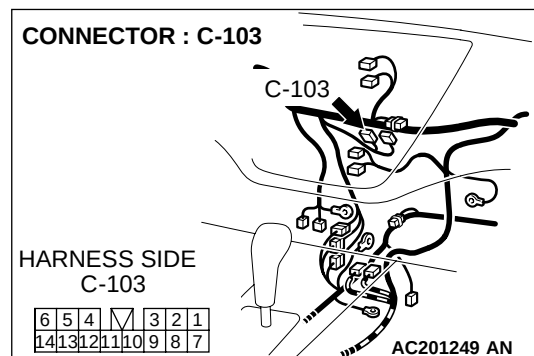
STEP 6. Check radio and CD player connector C-103 for damage.

Q: Are radio and CD player connector C-103 in good condition?

YES : Go to Step 7.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). If the power switch is turned on, the radio and CD player should operate normally.

STEP 7. Check the wiring harness between radio and CD player connector C-103 (terminal 10) and ignition switch (ACC).



NOTE: Also check intermediate connector C-129 and joint connector C-101. If intermediate connector C-129 or joint connector C-101 are damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection P.00E-2.

Q: Are the wiring harness between radio and CD player connector C-103 (terminal 10) and ignition switch (ACC) in good condition?

YES : There is no action to be taken.

NO : Repair the wiring harness. If the power switch is turned on, the radio and CD player should operate normally.

STEP 8. Check the assembling state of the radio and CD player.

NOTE: The radio and CD player are grounded to the instrument panel center reinforcement directly.

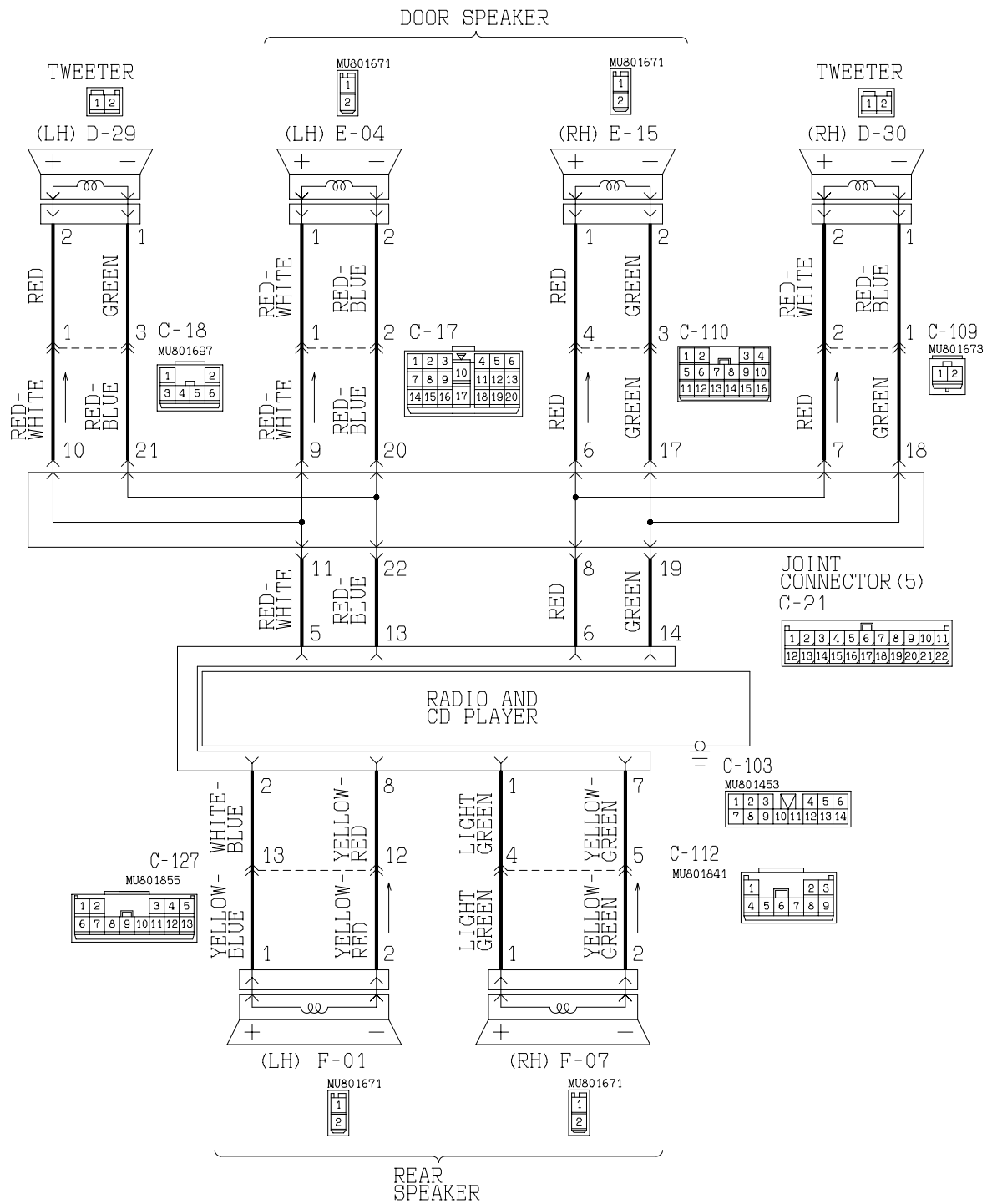
Q: Are the radio and CD player installed correctly?

YES : Repair or replace the radio and CD player. If the power switch is turned on, the radio and CD player should operate normally.

NO : Install properly. If the power switch is turned on, the radio and CD player should operate normally.

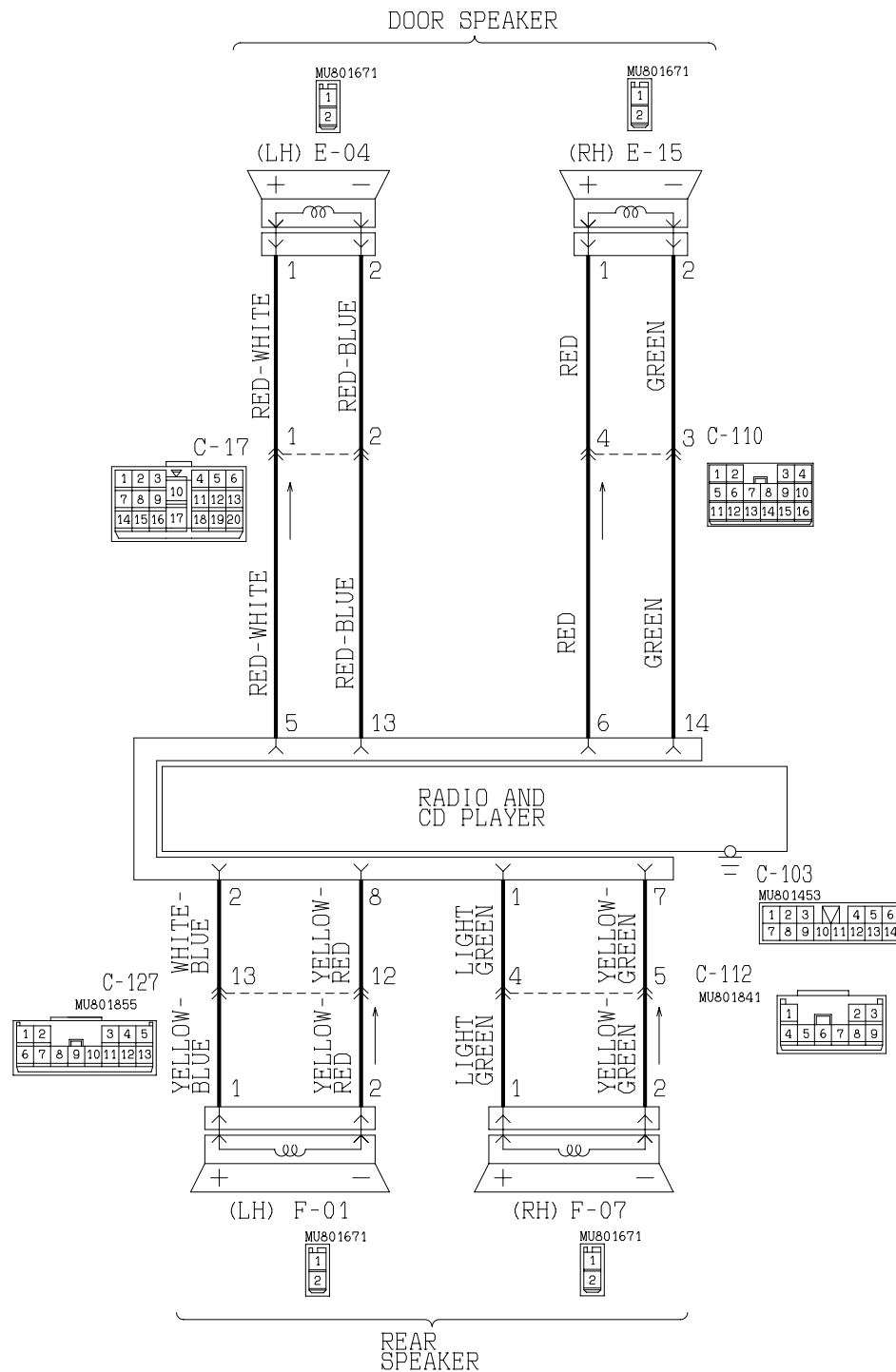
INSPECTION PROCEDURE 2: No Sound from One Speaker.

Speaker System Circuit <6 speaker>

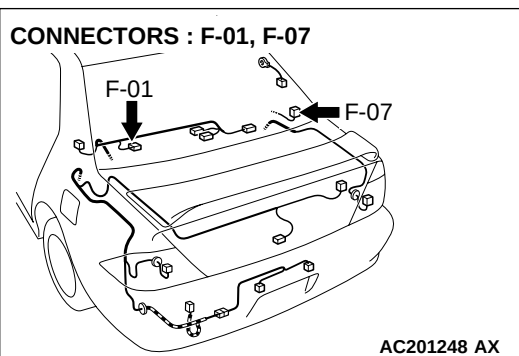
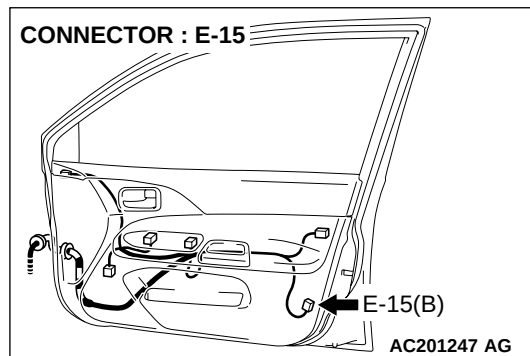
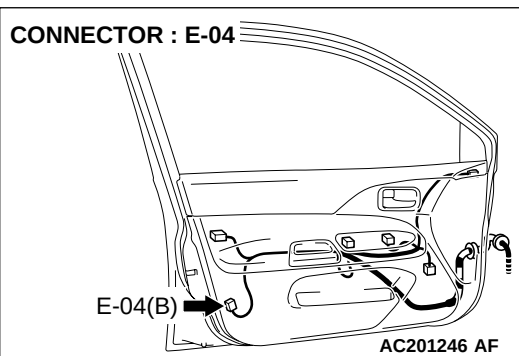
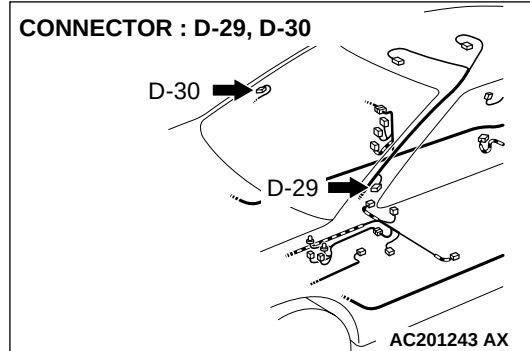
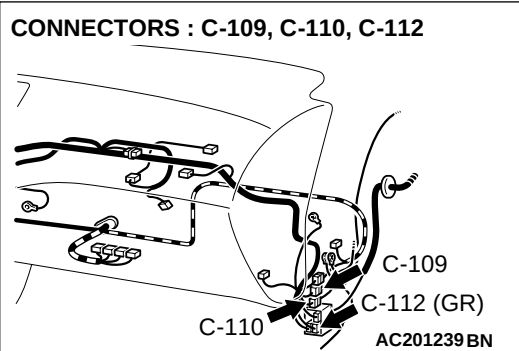
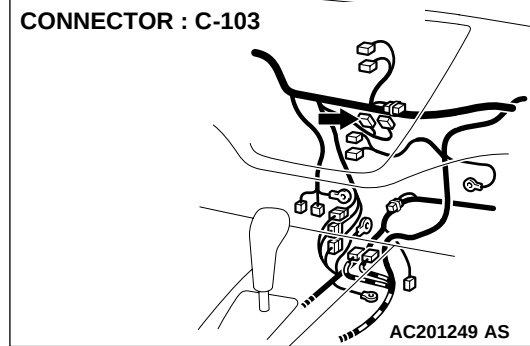
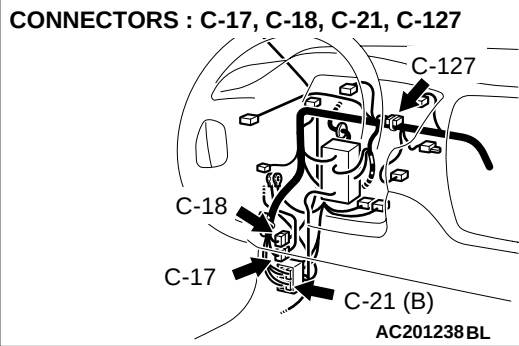


W3J11M08AA

Speaker System Circuit <4 speaker>



W3J11M09AA



CIRCUIT OPERATION

- The sound is heard from the speaker according to audio signal output from the radio and CD player.

TECHNICAL DESCRIPTION (COMMENT)

The cause is probably a faulty speaker circuit system.

TROUBLESHOOTING HINTS

- Malfunction of the speaker.
- Damaged wiring harness or connector.
- Malfunction of the radio and CD player.

DIAGNOSIS

STEP 1. Check to see which speaker the sound is not output from.

Use the speaker test to determine which speaker does not sound.

Q: Which speaker is not working?

Door speaker (LH) : Go to Step 2.

Door speaker (RH) : Go to Step 5.

Rear speaker (LH) : Go to Step 8.

Rear speaker (RH) : Go to Step 11.

Tweeter (LH) : Go to Step 14.

Tweeter (RH) : Go to Step 17.

STEP 2. Check the door speaker (LH).

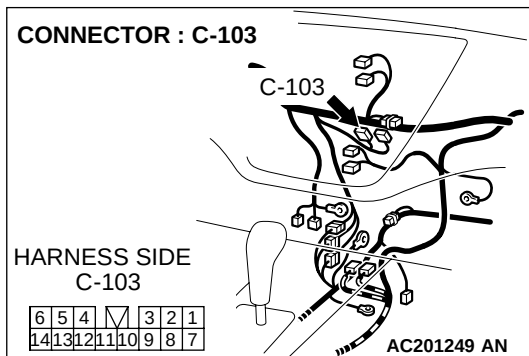
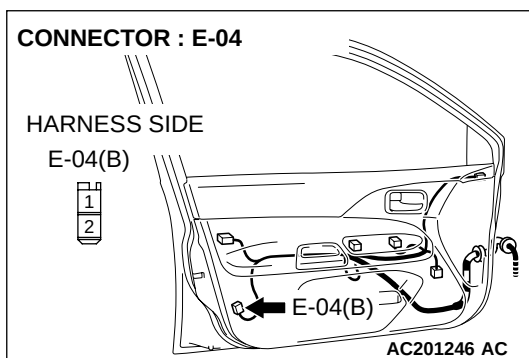
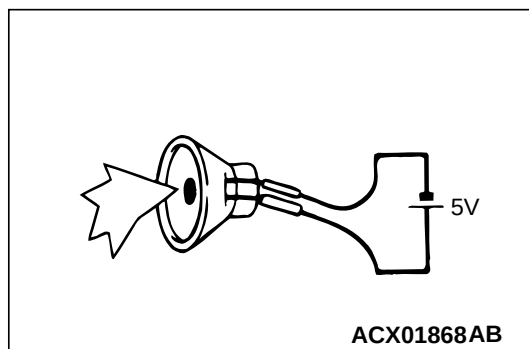
(1) Remove the door speaker (LH). Refer to [P.54A-117](#).

(2) Check that the door speaker (LH) generates noise when a five-volt voltage is applied on the door speaker (LH) terminal.

Q: Is the door speaker (LH) generating noise?

YES : Go to Step 3.

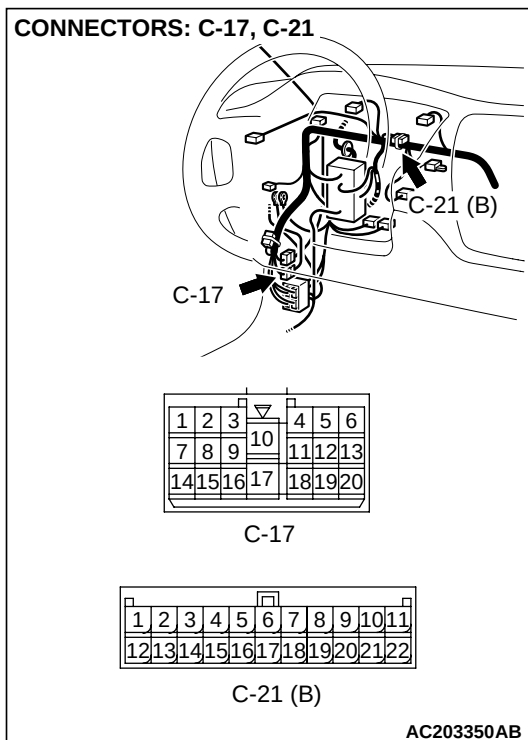
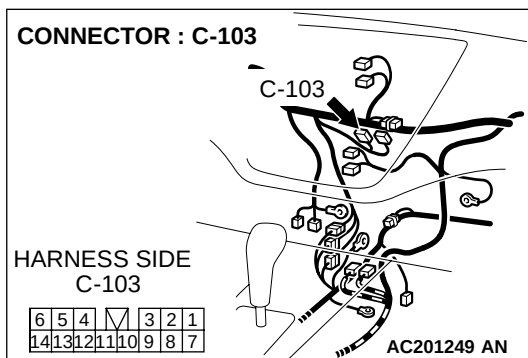
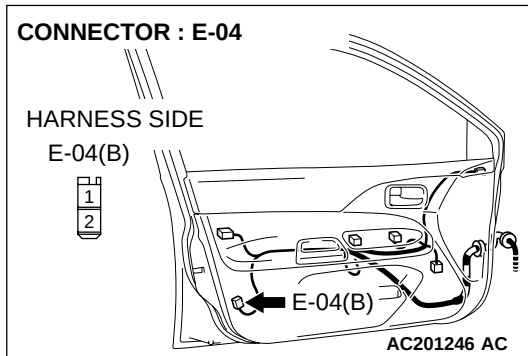
NO : Replace the door speaker (LH). The door speaker (LH) should sound.

**STEP 3. Check door speaker (LH) connector E-04 and radio and CD player connector C-103 for damage.****Q: Are harness connectors E-04 and C-103 in good condition?**

YES : Go to Step 4.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The door speaker (LH) should sound.

STEP 4. Check the wiring harness between door speaker (LH) connector E-04 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 5 and 13).

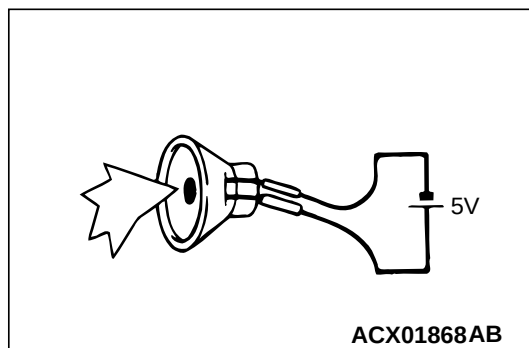


NOTE: Also check intermediate connector C-17 or joint connector C-21 <vehicle with 6 speaker>. If intermediate connector C-17 or joint connector C-21 <vehicle with 6 speaker> are damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection [P.00E-2](#).

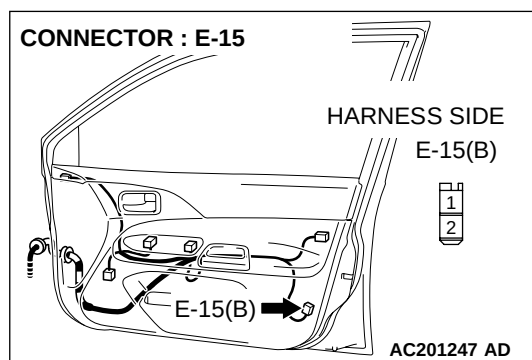
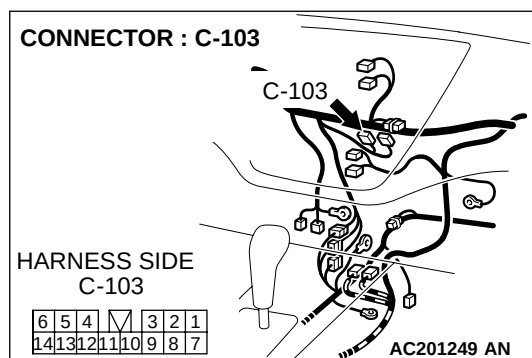
Q: Are the wiring harness between door speaker (LH) connector E-04 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 5 and 13) in good condition?

YES : Repair or replace the radio and CD player. The door speaker (LH) should sound.

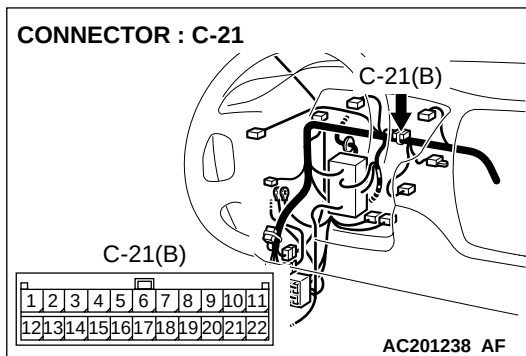
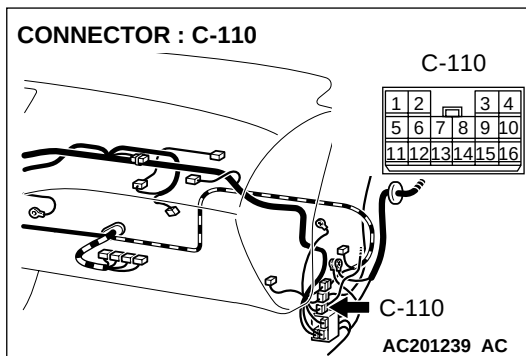
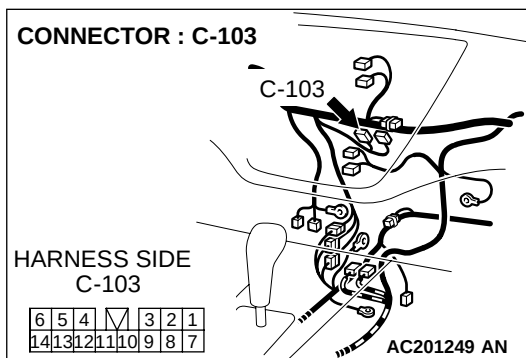
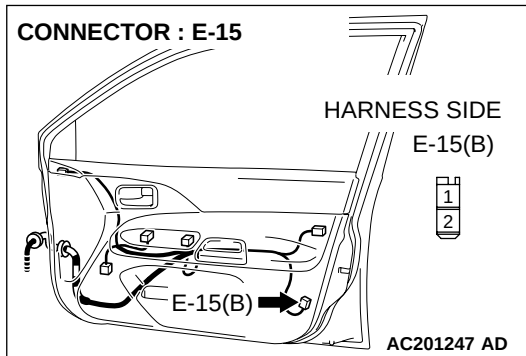
NO : Repair the wiring harness. The door speaker (LH) should sound.

**STEP 5. Check the door speaker (RH).**

- (1) Remove the door speaker (RH). Refer to [P.54A-117](#).
- (2) Check that the door speaker (RH) generates noise when a five-volt voltage is applied on the door speaker (RH) terminal.

Q: Is the door speaker (RH) generating noise?**YES :** Go to Step 6.**NO :** Replace the door speaker (RH). The door speaker (RH) should sound.**STEP 6. Check door speaker (RH) connector E-15 and radio and CD player connector C-103 for damage.****Q: Are harness connectors E-15 and C-103 in good condition?****YES :** Go to Step 7.**NO :** Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The door speaker (RH) should sound.

STEP 7. Check the wiring harness between door speaker (RH) connector E-15 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 6 and 14).

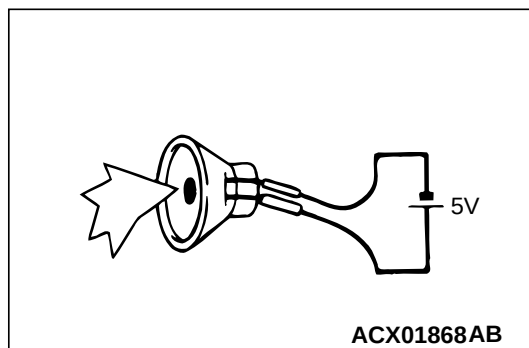


NOTE: Also check intermediate connector C-110 and joint connector (5) C-21 <vehicle with 6 speaker>. If intermediate connector C-110 or joint connector (5) C-21 <vehicle with 6 speaker> are damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection P.00E-2.

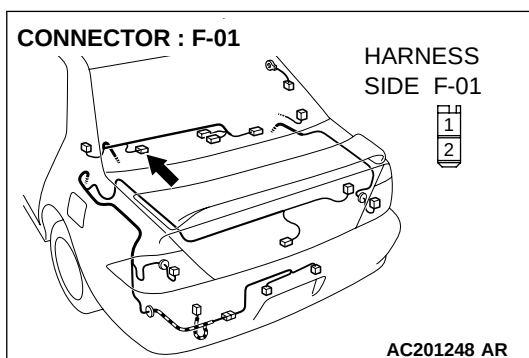
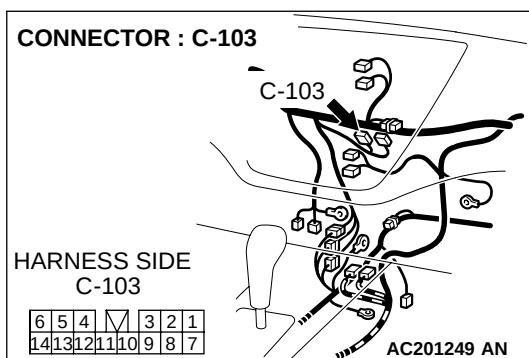
Q: Are the wiring harness between door speaker (RH) connector E-15 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 6 and 14) in good condition?

YES : Repair or replace the radio and CD player. The door speaker (RH) should sound.

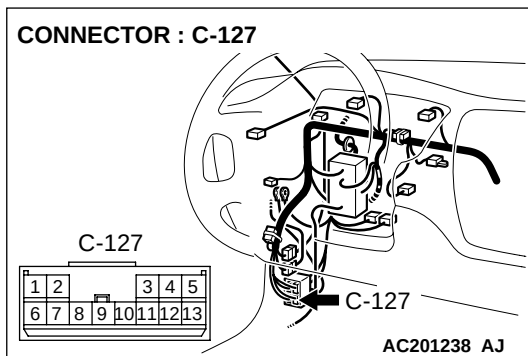
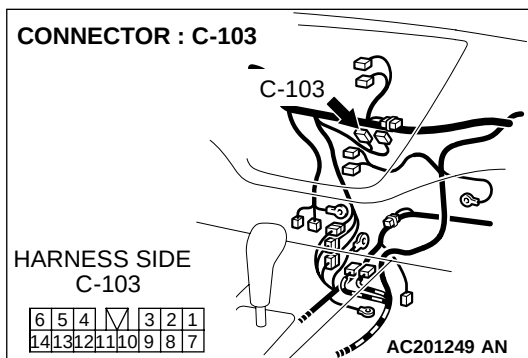
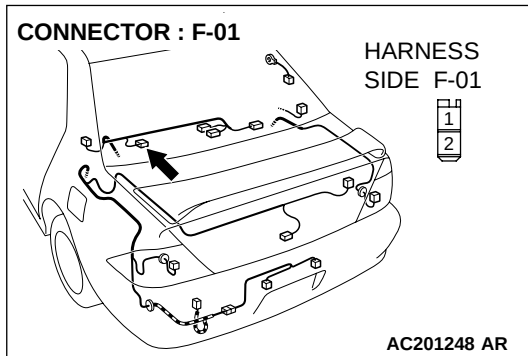
NO : Repair the wiring harness. The door speaker (RH) should sound.

**STEP 8. Check the rear speaker (LH).**

- (1) Remove the rear speaker (LH). Refer to [P.54A-117](#).
- (2) Check that the rear speaker (LH) generates noise when a five-volt voltage is applied on the rear speaker (LH) terminal.

Q: Is the rear speaker (LH) generating noise?**YES :** Go to Step 9.**NO :** Replace the rear speaker (LH). The rear speaker (LH) should sound.**STEP 9. Check rear speaker (LH) connector F-01 and radio and CD player connector C-103 for damage.****Q: Are harness connectors F-01 and C-103 in good condition?****YES :** Go to Step 10.**NO :** Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The rear speaker (LH) should sound.

STEP 10. Check the wiring harness between rear speaker (LH) connector F-01 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 2 and 8).



NOTE: Also check intermediate connector C-127. If intermediate connector C-127 is damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection [P.00E-2](#).

Q: Are the wiring harness between the rear speaker (LH) connector F-01 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 2 and 8) in good condition?

YES : Repair or replace the radio and CD player. The rear speaker (LH) should sound.

NO : Repair the wiring harness. The rear speaker (LH) should sound.

STEP 11. Check the rear speaker (RH).

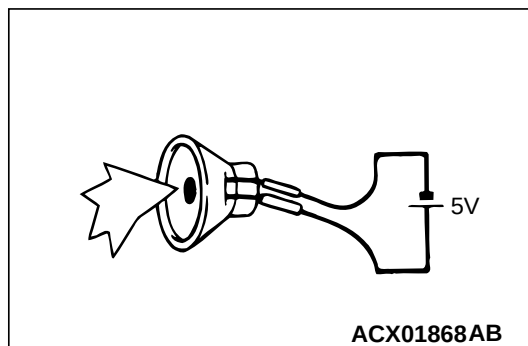
(1) Remove the rear speaker (RH). Refer to [P.54A-117](#).

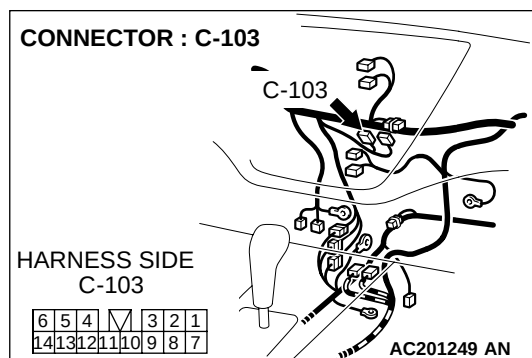
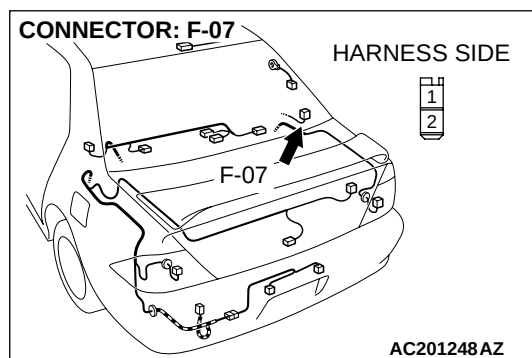
(2) Check that the rear speaker (RH) generates noise when a five-volt voltage is applied on the rear speaker (RH) terminal.

Q: Is the rear speaker (RH) generating noise?

YES : Go to Step 12.

NO : Replace the rear speaker (RH). The rear speaker (RH) should sound.





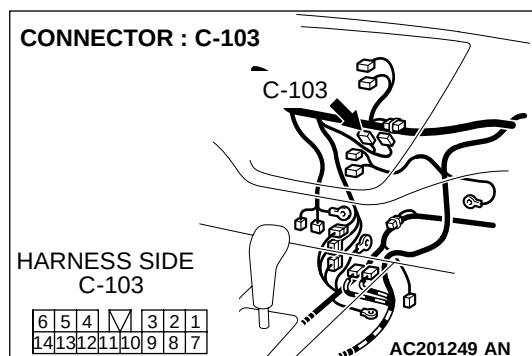
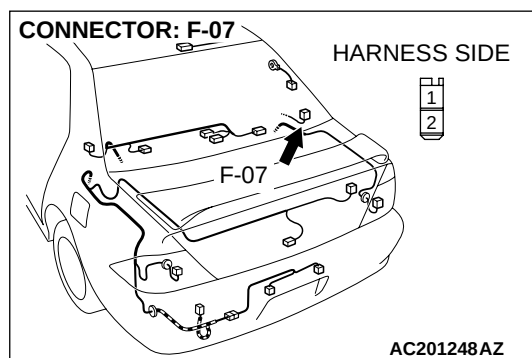
STEP 12. Check rear speaker (RH) connector F-07 and radio and CD player connector C-103 for damage.

Q: Are harness connectors F-07 and C-103 in good condition?

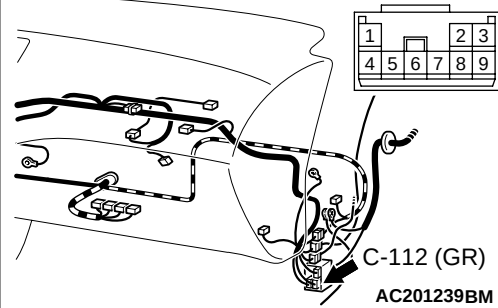
YES : Go to Step 13.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The rear speaker (RH) should sound.

STEP 13. Check the wiring harness between rear speaker (RH) connector F-07 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 1 and 7).



CONNECTOR: C-112



NOTE: Also check intermediate connector C-112. If intermediate connector C-112 is damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection [P.00E-2](#).

Q: Are the wiring harness between rear speaker (RH) connector F-07 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 1 and 7) in good condition?

YES : Repair or replace the radio and CD player. The rear speaker (RH) should sound.

NO : Repair the wiring harness. The rear speaker (RH) should sound.

STEP 14. Check the tweeter (LH).

- (1) Remove the tweeter (LH).
- (2) Check that the tweeter (LH) generates noise when a five-volt voltage is applied on the tweeter (LH) terminal.

Q: Is the tweeter (LH) generating noise?

YES : Go to Step 15.

NO : Replace the tweeter (LH). The tweeter (LH) should sound.

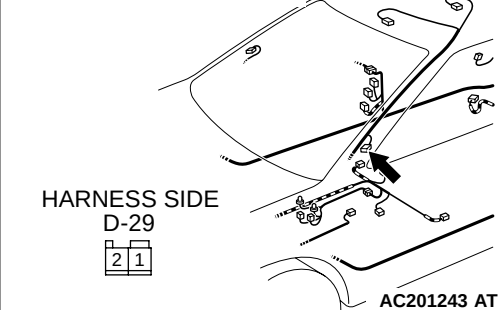
STEP 15 Check tweeter (LH) connector D-29 and radio and CD player connector C-103 for damage.

Q: Are harness connectors D-29 and C-103 in good condition?

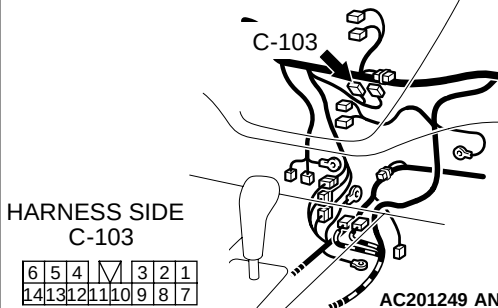
YES : Go to Step 16.

NO : Repair or replace them. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The tweeter (LH) should sound.

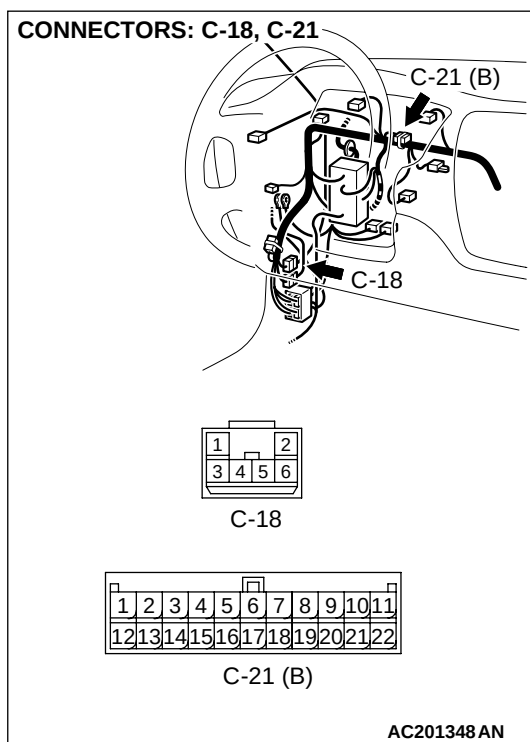
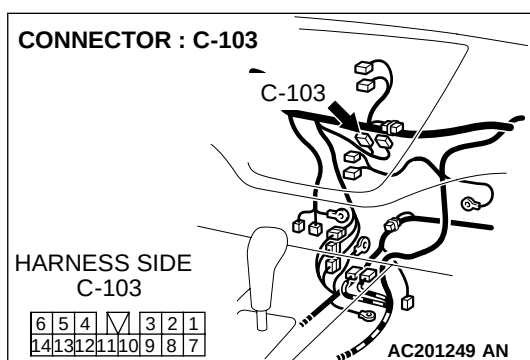
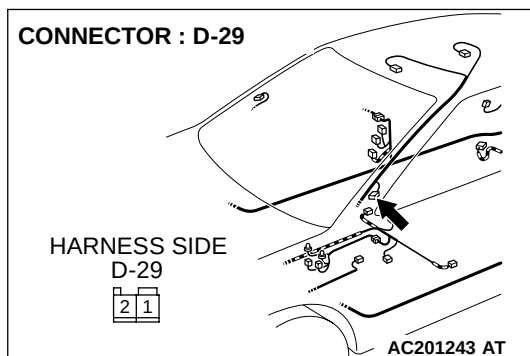
CONNECTOR : D-29



CONNECTOR : C-103



STEP 16. Check the harness wires between tweeter (LH) connector D-29 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 13 and 5).



NOTE: After inspecting intermediate connector C-18 and joint connector C-21 <vehicle with 6 speaker>, inspect the wire. If intermediate connector C-18 or joint connector C-21 <vehicle with 6 speaker> are damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#).

Q: Are the harness wires between tweeter (LH) connector D-29 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 13 and 5) in good condition?

YES : Repair or replace the radio and CD player. The tweeter (LH) should sound.

NO : Repair them. The tweeter (LH) should sound.

STEP 17. Check the tweeter (RH).

- (1) Remove the tweeter (RH).
- (2) Check that the tweeter (RH) generates noise when a five-volt voltage is applied on the speaker terminal.

Q: Is the tweeter (RH) generating noise?

YES : Go to Step 18.

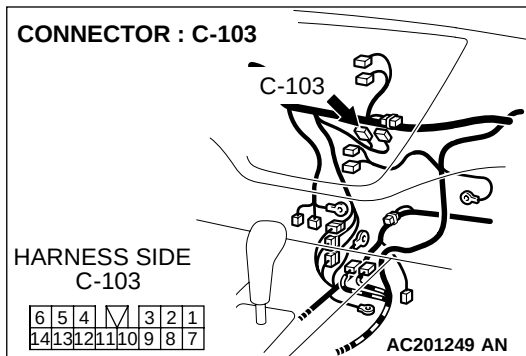
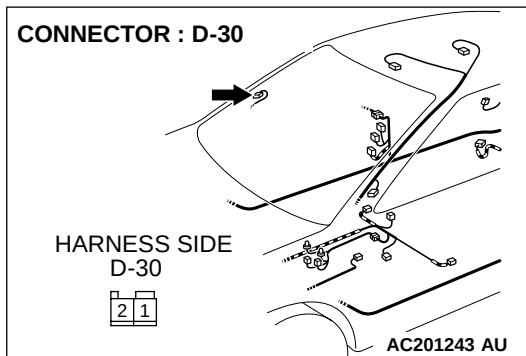
NO : Replace the tweeter (RH). The tweeter (RH) should sound.

STEP 18. Check tweeter (RH) connector D-30 and radio and CD player connector C-103 for damage.

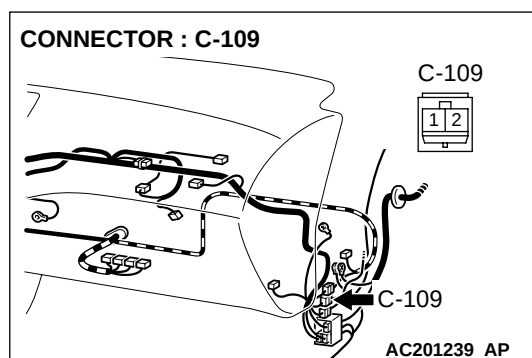
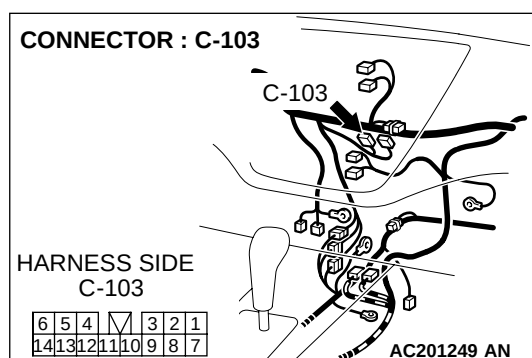
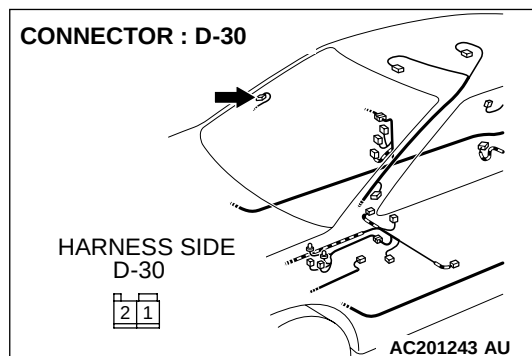
Q: Are harness connectors D-30 and C-103 in good condition?

YES : Go to Step 19.

NO : Repair or replace them. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). The tweeter (RH) should sound.



STEP 19. Check the harness wires between tweeter (RH) connector D-30 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 14 and 6).

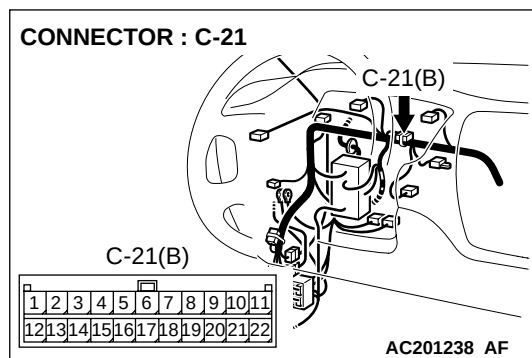


NOTE: After inspecting intermediate connector C-109 and joint connector C-21 <vehicle with 6 speaker>, inspect the wire. If intermediate connector C-109 or joint connector C-21 <vehicle with 6 speaker> are damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#).

Q: Are the harness wires between tweeter (RH) connector D-30 (terminal 1 and 2) and radio and CD player connector C-103 (terminal 14 and 6) in good condition?

YES : Repair or replace the radio and CD player. The tweeter (RH) should sound.

NO : Repair them. The tweeter (RH) should sound.



INSPECTION PROCEDURE 3: CD Auto Changer does Not Operate.

TECHNICAL DESCRIPTION (COMMENT)

The CD auto changer is connected via only the DIN cable to the radio and CD player. Therefore, if the DIN cable is defective, the audio system does not operate normally.

TROUBLESHOOTING HINTS

- Damaged DIN cable.
- Malfunction of the CD auto changer.
- Malfunction of the radio and CD player.

DIAGNOSIS

If the DIN cable between CD auto changer and radio and CD player is damaged, repair or replace it. The CD auto changer should operate normally.

If the DIN cable is in good condition, repair or replace the CD auto changer or radio and CD player. The CD auto changer should operate normally.

INSPECTION PROCEDURE 4: Noise Appears at Certain Places when Traveling (AM).

STEP 1. Check the noise occur when entering or near a particular structure (building, tunnel, mountain, etc.)

Q: Does the noise occur when entering or near a particular structure (building, tunnel, mountain, etc.)?

YES : Go to Step 3.

NO : Go to Step 2.

STEP 2. After taking the following measures to prevent the noise, check that no noise appears.

- (1) Change to a different station with a stronger wave to boost resistance to interference.
- (2) Suppress high tones to reduce noise.
- (3) Extend antenna completely.

Q: Do the following measures eliminate the noise?

YES : The following causes can be considered.

NO : Go to Step 4.

STEP 3. Ask the owner about the state of the noise.

- (1) Find out the following information from the owner.
- (2) Place where the noise occurs.
- (3) Locality conditions (valley, mountain, etc.)
- (4) Name and frequency of stations affected by noise

Q: Which is the noise, vehicle noise or external noise?

Vehicle noise : It may not be possible to prevent noise if the signal is weak.

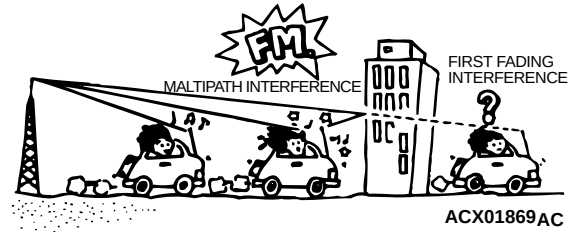
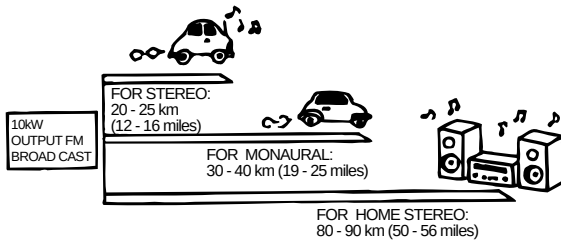
External noise : In almost all cases, prevention on the receiver side is impossible. Weak signals especially are susceptible to interference. Go to Step 4.

STEP 4. Check that there is no noise.

Q: Does noise still exist?

YES : If there is more noise than on radios in other vehicles, find out the noise condition and the name and frequency of the receiving stations from the owner, and consult with the radio manufacturer's service center.

NO : Normal.

INSPECTION PROCEDURE 5: Noise Appears at Certain Places when Traveling (FM).**DIAGNOSIS**

NOTE: About FM waves: FM waves have the same properties as light, and can be deflected and blocked. Wave reception is not possible in the shadow of obstructions such as buildings or mountains.

1. The signal becomes weak as the distance from the station's transmission antenna increases. This may depend on the signal strength of the transmitting station and intervening geographical formation of buildings. Generally speaking, the area of good reception is approximately 20 - 25 km (12 - 16 miles) for stereo reception, and 30 - 40 km (19 - 25 miles) for monaural reception.
2. The signal becomes weak when an area of shadow from the transmitting antenna (places where there are obstructions such as mountains or buildings between the station transmitter and the vehicle), and noise will appear. <This is called first fading, and gives a steady buzzing noise.>
3. If a direct signal hits the antenna at the same time as a signal reflected by obstructions such as mountains or buildings, interference of the two signals will generate noise. During traveling, noise will appear each time the vehicle's antenna passes through this kind of obstructed area. The strength and interval of the noise varies according to the signal strength and the conditions of deflection. <This is called multipath noise, and is a repetitive buzzing.>

4. Since FM stereo transmission and reception has a weaker field than monaural, it is often accompanied by a hissing noise.

After taking measures to prevent the noise, check that no noise occurs.

5. Change to a different station with a stronger wave to boost resistance to interference.
6. Suppress high tones to reduce noise.
7. Extend antenna completely.

If there is noise, the following causes can be considered.

8. If due to vehicle noise: It may not be possible to prevent noise if the signal is weak.
9. If due to external noise: In almost all cases, prevention on the receiver side is impossible. Weak signals especially are susceptible to interference.

If there is more noise than on radios in other vehicles, find out the noise condition and the name and frequency of the receiving stations from the owner, and consult with the radio manufacturer's service center.

INSPECTION PROCEDURE 6: Mixed with Noise, Only at Night (AM).

The following factors can be considered as possible causes of noise appearing at night.

1. Factors due to signal conditions: Due to the fact that long-distance signals are more easily received at night, even stations that are received without problem during the day may experience interference in a general worsening of reception conditions. The weaker a station is the more susceptible it is to interference, and a change to different station or the appearance of a beating sound* may occur.

NOTE: Beat sound: Two signals close in frequency interfere with each other, creating a repetitious high-pitched sound. This sound is generated not only by sound signals but electrical waves as well.*

2. Factors due to vehicles noise: other electrical components noise may be a cause.

DIAGNOSIS

STEP 1. Check that the noise still obvious even when the lights are off.

Q: Is the noise still obvious even when the lights are off?

YES : Go to Step 2.

NO : Go to Step 3.

STEP 2. Check hat the following actions.

- (1) Tune to a station with a stronger wave.
- (2) Tune to a station with a stronger wave without completely extending the antenna (Whip antenna).

Q: Is there more noise than on radio in other vehicles?

YES : Consult the radio manufacturer's service center.

NO : Check that there is no noise.

STEP 3. Check that the noise fades away when the vehicle harness is moved away from the radio (if the harness is not in the proper position).

Q: Does the noise fade away when the vehicle harness is moved any from the radio (If the harness is not in the proper position)?

YES : Consult the radio manufacturer's service center.

NO : If there is more noise than other radios, consult the radio manufacturer's service center.

INSPECTION PROCEDURE 7: Broadcasts can be Heard but Both AM and FM have a lot of Noise.

DIAGNOSIS

STEP 1. Check the state of the antenna.

Q: Is the mast antenna assembled?

YES : Go to Step 2.

NO : Assemble the mast antenna. Check to see that the noise is gone.

STEP 2. Check that the noise occur when the engine is stopped or the engine is running.

Q: Does noise occur when the engine is stopped or the engine is running?

When the engine is stopped : Go to Step 3.

When the engine is running : Check the vehicle's noise suppressor. (Refer to Inspection Procedure 11 [P.54A-102.](#))

STEP 3. Check that the following actions disappear the noise.

- (1) Tune to a station with a stronger wave.
- (2) Extend the antenna completely (Mast antenna).
- (3) Adjust the sound quality to suppress high tones.

Q: Is the noise eliminated?

YES : Consult the radio manufacturer's service center.

NO : Go to Step 4.

STEP 4. Check that the radio is correctly grounded

The radio is connected to the ground with an assembling screw.

Q: Is the radio correctly grounded?

YES : Go to Step 5.

NO : Consult the radio manufacturer's service center.

STEP 5. Check the connection of the antenna plug and radio and CD player.

Q: Is the antenna plug thoroughly connected to the radio and CD player?

YES : Go to Step 7.

NO : Go to Step 6.

STEP 6. Check that the noise is eliminated when the antenna plug is properly attached.

Q: Is the noise eliminated?

YES : Consult the radio manufacturer's service center.

NO : Go to Step 7.

STEP 7. Check that the antenna is in good condition and is it properly mounted.

Q: Is the antenna in good condition and is it properly mounted?

YES : Consult the radio manufacturer's service center.

NO : Either repair or replace the antenna assembly. Check to see that the noise is gone.

INSPECTION PROCEDURE 8: There is More Noise on Either AM or FM.

DIAGNOSIS

There is much noise only on AM. Due to differences in AM and FM systems, AM is more susceptible to noise interference.

STEP 1. Check that there is noise under the following state(s).

- A motorcycle was passing.
- Lighting was flashing.
- A vehicle passed close by, but it appeared to be a vehicle generating a particularly large amount of noise radiation.
- Passed beneath a power line.
- Passed beneath a telephone line.
- Passed close by a signal generator.
- Passed close by some other sources of electrical noise.
- Passed under a bridge.

Q: Is there noise in the above states?

YES : Go to Step 3.

NO : Go to Step 2.

STEP 2. Continue to check for static; when static is detected, check for the conditions listed above.

Q: Is there noise in the state described in Step 1?

YES : Noise prevention on the radio side is difficult. If the problem is particularly worse than other radios, consult a service center.

NO : Go to Step 3.

STEP 3. Check noise prevention on the radio side is difficult.

Q: Is the noise level worse than other radios?

YES : Consult a service center. Noise encountered during FM reception only. Due to differences in FM and AM systems, FM is not as susceptible as AM to interference from engines, power lines, lighting, etc. On the other hand, due to the characteristics of FM waves, there are sometimes cases of noise or distortion which are generated by typical noise interference (first fading and multipath). (Refer to Inspection Procedure 8 [P.54A-99](#).) <Noise (hissing) occurs in weak signal areas such as mountainous regions, but this is not due to Furthermore, the amount of interference will be comparatively less for vehicles equipped with a diversity antenna system*. If there is an equivalent amount of distortion in vehicles or radios of the same type, then differences will be because of differences in antenna systems, and this should be explained to the user. a problem with the radio.> Furthermore, the amount of interference will be comparatively less for vehicles equipped with a diversity antenna system*. If there is an equivalent amount of distortion in vehicles or radios of the same type, then differences will be because of differences in antenna systems, and this should be explained to the user.

NO : f the noise level is roughly the same as other radios, there is no action to be taken.

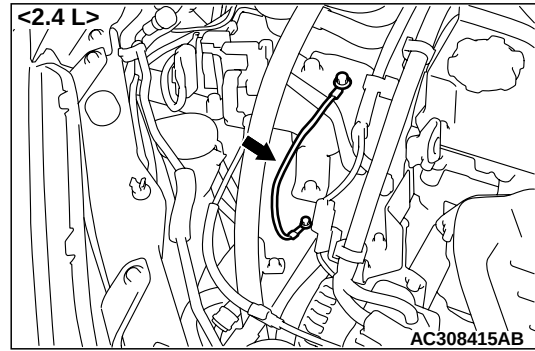
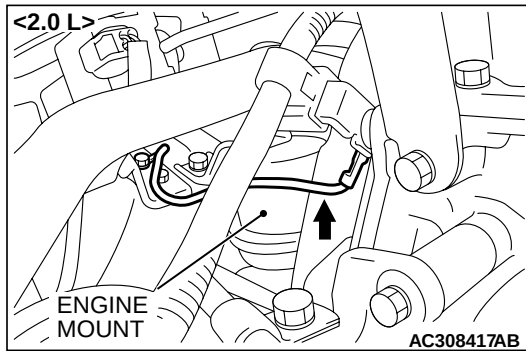
INSPECTION PROCEDURE 9: There is Noise when Starting the Engine.**DIAGNOSIS****⚠ CAUTION**

- Connecting a high tension cable to the noise filter may destroy the noise filter and should never be done.
- Check that there is no external noise. Since failure to do this may result in an incorrect diagnosis due to the inability to identify the noise source, this operation must be performed.
- Noise prevention should be performed by suppressing strong sources of noise step by step.

NOTE: Capacitor: The capacitor does not pass DC current, but as the number of waves increases when it passes AC current, impedance (resistance against AC) decreases, and current flow is facilitated. A noise suppressing capacitor which take advantage of this property is inserted between the power line for the noise source and the ground. This suppresses noise by grounding the noise component (AC or pulse signal) to the body of the vehicle.

NOTE: Coil: The coil passes DC current, but impedance rises as the number of waves increases relative to the AC current. A noise suppressing coil which takes advantage of this property is inserted into the power line for the noise source, and works by preventing the noise component from flowing or radiating out of the line.

NOISE TYPE SOUNDS ARE IN PARENTHESES	CONDITIONS	CAUSE	REMEDY
AM, FM: ignition noise (popping, snapping, cracking, buzzing)	• Increasing the engine speed causes the generator whine sound to speed up and the volume to decrease • Disappears when the ignition switch turned to "ACC."	• Mainly due to the spark plugs • Due to engine noise	• Check or replace the ground cable. • Check or replace the noise capacitor.
Other electrical components	—	Noise may occur as the electrical components become older.	Repair or replace the electrical components.
Static electricity (cracking, crinkling)	• Disappears when the vehicle is completely stopped. • Severe when the clutch is engaged	Occurs when parts or wiring move for some reason and contact metal parts of the body.	Return parts or wiring to their proper position.
Static electricity (cracking, crinkling)	• Various noise are produced depending on the body part of the vehicle.	Due to removal of the front hood, bumpers, exhaust pipe and muffler, suspension, etc.	Ground parts by bonding. Cases where the problem is not eliminated by a signal response to one area are common, due to several body parts being imperfectly grounded.



INSPECTION PROCEDURE 10: Some Noise Appears When There is Vibration or Shocks During Traveling.

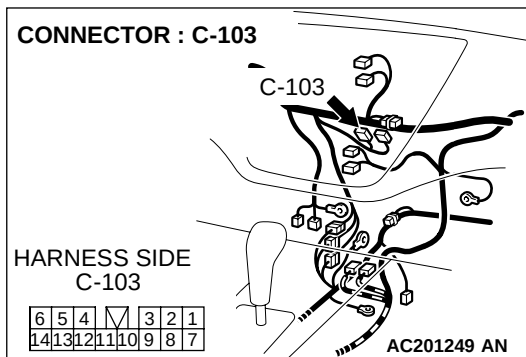
DIAGNOSIS

STEP 1. Check radio and CD player connector C-103 for damage.

Q: Is radio and CD player connector C-103 in good condition?

YES : Go to Step 2.

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). Check that there is no noise.



STEP 2. Check that noise appear when the radio switch is turned on while the vehicle is stopped and the radio is tapped while tuned away from a station.

NOTE: Static electricity noise: Body static electric from the shock absorber rubber bushings used to prevent vibration, tires, etc. occurs because of separation from the ground, causing a buzzing noise. Since no measures can be taken to discharge the static electricity of the vehicle body. Check that there is no noise.

Q: Does noise appear when the radio switch is turned on while the vehicle is stopped and the radio is tapped while tuned away from a station?

YES : Go to Step 3.

NO : It may be static electricity noise.

STEP 3. Check that the radio correctly grounded.

The radio is connected to the ground with an assembling screw.

Q: Is the radio correctly grounded?

YES : Go to Step 4.

NO : Tighten the screw securely. Check that there is no noise.

STEP 4. Check by replacing radio and CD player.

Q: Are operations normal when using another radio and CD player?

YES : Either repair or replace the radio and CD player. Check that there is no noise.

NO : Either repair or replace the antenna assembly. Check that there is no noise.

INSPECTION PROCEDURE 11: Noise Sometimes Appears on FM during Traveling.

DIAGNOSIS

STEP 1. Check the state of the antenna.

Q: Is the mast antenna assembled?

YES : Go to Step 2.

NO : Assemble the mast antenna. Check that there is no noise.

STEP 2. The check after adjusting the radio.

Q: Readjust the radio. Is the noise eliminated?

YES : Check that there is no noise.

NO : Go to Step 3.

STEP 3. Check with several broadcasting stations.

NOTE: Multipath noise and fading noise: Because of the frequency of FM waves in extremely high, it is highly susceptible to effects from geological formations and buildings. These effects disrupt the broadcast signal and obstruct reception in several ways.

- **Multipath noise**

This describes the echo that occurs when the broadcast signal is reflected by a large obstruction and enters the receiver with a slight time delay relative to the direct signal (repetitious buzzing).

- **Fading noise**

This is a buzzing noise that occurs when the broadcast beam is disrupted by obstructing objects and the signal strength fluctuates intricately within a narrow range.

Q: Is the abnormality in reception generated only within a certain range?

YES : The effect of an electrical field condition (multipath noise, fading noise) could be the cause. Check that there is not noise.

NO : Go to Step 4.

STEP 4. Check that noise appears when the radio switch is turned on while the vehicle is stopped.

NOTE: Static electricity noise: Body static electric from the shock absorber rubber bushings used to prevent vibration, tires, etc. occurs because of separation from the ground, causing a buzzing noise. There is no measures to discharge the static electricity of the vehicle body. Check that there is no noise.

Q: Does noise appear when the radio switch is turned on while the vehicle is stopped and the radio is tapped while tuned away from a station?

YES : Go to Step 5.

NO : It may be static electricity noise.

STEP 5. Check that the radio is correctly grounded.

The radio is connected to the ground with an assembling screw.

Q: Is the radio correctly grounded?

YES : Go to Step 6.

NO : Tighten the screw securely. Check that there is no noise.

STEP 6. Check by replacing radio and CD player.

Q: Are operations normal when using another radio and CD player?

YES : Either repair or replace the radio and CD player. Check that there is no noise.

NO : Either repair or replace the antenna assembly. Check that there is no noise.

INSPECTION PROCEDURE 12: Ever-Present Noise.**DIAGNOSIS**

Noise is often created by the following factors, and often the radio is OK when it is checked individually.

- Traveling conditions of the vehicle
- Terrain of area traveled through
- Surrounding buildings
- Signal conditions
- Time period

For this reason, if there are still problems with noise even after the measures described in inspection procedure 7 to 14 have been taken, get information on the factors listed above as well as determining whether the problem occurs with AM or FM, the station names, frequencies, etc. and contact the radio manufacturer's service center.

INSPECTION PROCEDURE 13: There is Noise but No Reception for Both AM and FM or No Sound from AM, or No Sound from FM.

DIAGNOSIS

STEP 1. Check the state of the antenna.

Q: Is the mast antenna assembled?

YES : Go to Step 2.

NO : Assemble the mast antenna. The radio should sound normally.

STEP 2. Check to see if inspections are taking place in an area exposed to special electric fields.

Q: Are inspections taking place under special electric field conditions? (underground garage, inside a building, etc.)?

YES : Go to Step 3.

NO : Go to Step 4.

STEP 3. Relocate and check.

Automatically receive in a good reception area that is not exposed to special electric fields.

Q: Is reception of the strongest radio frequency possible within the area?

YES : There is no action to be taken.

NO : Go to Step 4.

STEP 4. Tune then check.

Q: Did the sensitivity improve after tuning?

YES : There is no action to be taken.

NO : Go to Step 5.

STEP 5. Check the connection of the antenna plug and radio and CD player.

Q: Is the antenna plug thoroughly connected to the radio and CD player?

YES : Go to Step 6.

NO : Thoroughly connect the antenna plug and the radio and CD player. The radio should sound normally.

STEP 6. Check by replacing radio and CD player.

Q: Are operations normal when using another radio and CD player?

YES : Either repair or replace the radio and CD player. The radio should sound normally.

NO : Either repair or replace the antenna assembly. The radio should sound normally.

INSPECTION PROCEDURE 14: Poor Reception.

DIAGNOSIS

STEP 1. Check the state of the antenna.

Q: Is the mast antenna assembled?

YES : Go to Step 2.

NO : Assemble the mast antenna. Check that a poor reception is resolved.

STEP 2. Check to see if inspections are taking place in an area exposed to special electric fields.

Q: Are inspections taking place under special electric field conditions? (underground garage, inside a building, etc.)?

YES : Go to Step 3.

NO : Go to Step 4.

STEP 3. Relocate and check.

Automatically receive in a good reception area that is not exposed to special electric fields.

Q: Is reception of the strongest radio frequency possible within the area?

YES : Check that a poor reception is resolved.

NO : Go to Step 4.

STEP 4. Tune then check.

Q: Did the sensitivity improve after tuning?

YES : Check that a poor reception is resolved.

NO : Go to Step 5.

STEP 5. Check with several broadcasting stations.

NOTE: Multipath noise and fading noise: Because the frequency of FM waves is extremely high, it is highly susceptible to effects from geological formations and buildings. These effects disrupt the broadcast signal and obstruct reception in several ways.

- **Multipath noise**

This describes the echo that occurs when the broadcast signal is reflected by a large obstruction and enters the receiver with a slight time delay relative to the direct signal (repetitious buzzing).

- **Fading noise**

This is a buzzing noise that occurs when the broadcast beam is disrupted by obstructing objects and the signal strength fluctuates intricately within a narrow range.

Q: Is the abnormality in reception generated only within a certain range?

YES : Check that a poor reception is resolved.

NO : Go to Step 6.

STEP 6. Check the connection of the antenna plug and radio and CD player.

Q: Is the antenna plug thoroughly connected to the radio and CD player?

YES : Go to Step 7.

NO : Thoroughly connect the antenna plug and the radio and CD player. Check that a poor reception is resolved.

STEP 7. Check by replacing radio and CD player.

Q: Are operations normal when using another radio and CD player?

YES : Either repair or replace the radio and CD player. Check that a poor reception is resolved.

NO : Either repair or replace the antenna assembly. Check that a poor reception is resolved.

INSPECTION PROCEDURE 15: Distortion on AM or on Both AM and FM.**DIAGNOSIS****STEP 1. Check the degree in which distortion is generated.**

Q: How much distortion is generated?

Occasional distortion : Go to Step 2.

Constant distortion : Go to Step 3.

STEP 2. Check by the transmission antenna.

Q: Is there distortion by the transmission antenna?

YES : The input from the antenna is too big.

NO : Go to Step 3.

STEP 3. Check how the speakers are setup.

Q: Are any cords coming in contact with the paper cones of the speakers?

YES : Move the cords so that they do not come in contact with the paper cones of the speaker. Check that a distortion is resolved.

NO : Go to Step 4.

STEP 4. Check the speakers.

1. Remove the speakers.
2. Check to see if there is any ripping of the paper cones or any foreign obstacles in the paper cone.

Q: Are the speakers normal?

YES : Go to Step 5.

NO : Repair or replace the speakers. Check that a distortion is resolved.

STEP 5. Check how the speakers are setup.

Q: Check to see if the speakers are setup in a deformed manner.

YES : Correct the way the speakers are setup so they are securely setup. Check that a distortion is resolved.

NO : Repair or replace the radio and CD player. Check that a distortion is resolved.

INSPECTION PROCEDURE 16: Distortion on FM Only.

DIAGNOSIS

STEP 1. Check with another broadcasting station.

- Q: Is there distortion when turning to another broadcasting station?**
YES : Go to Step 2.
NO : The signal from that station is too weak.

STEP 2. Relocate the reception area and check.

- Q: When relocating the reception area does the distortion increase or decrease?**
YES : The cause may be multipath noise.
NO : Repair or replace the radio and CD player.
Check that a distortion is resolved.

INSPECTION PROCEDURE 17: Using the Auto Select Function, Too Few Automatic Stations are Selected.

DIAGNOSIS

STEP 1. Check the state of the antenna.

- Q: Is the mast antenna assembled?**
YES : Go to Step 2.
NO : Assemble the mast antenna. The auto-select function should operate normally.

STEP 2. Check the number of radio stations.

- Q: Are there sufficient numbers of radio stations within the area?**
YES : Go to Step 3.
NO : Go to Step 4.

STEP 3. Check the distance from the transmission antenna.

- Q: Is there a transmission antenna within a range of 2 miles?**
YES : Go to Step 5.
NO : Go to Step 4.

STEP 4. The check if there are not that many radio stations and when there is no transmission antenna in the vicinity.

Execute automatic selection and check to see that the strongest radio frequency is receivable within the area.

- Q: Is reception of the strongest radio frequency possible within the area?**
YES : There is no action to be taken.
NO : Go to Step 5.

STEP 5. Check to see if inspections are taking place in an area exposed to special electric fields.

- Q: Are inspections taking place under special electric field conditions? (underground garage, inside a building, etc.)?**
YES : Go to Step 6.
NO : Go to Step 7.

STEP 6. Relocate and check.

Automatically receive in a good reception area that is not exposed to special electric fields.

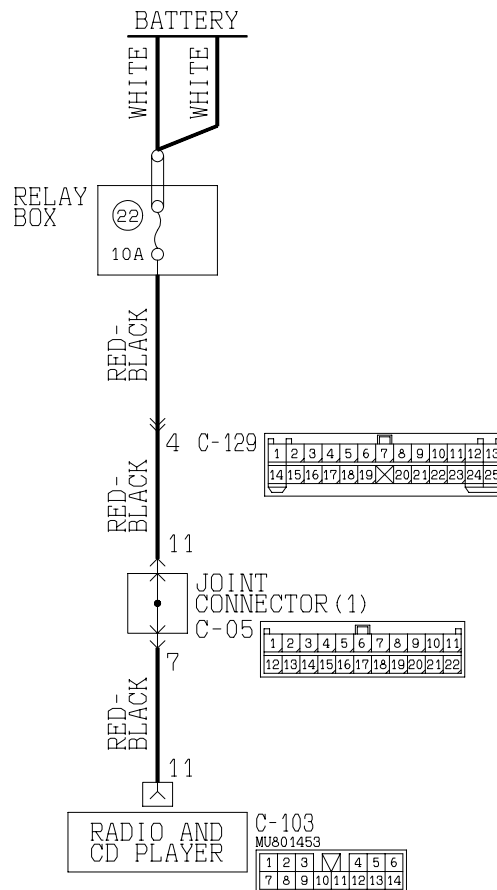
- Q: Is reception of the strongest radio frequency possible within the area?**
YES : There is no action to be taken.
NO : Go to Step 7.

STEP 7. Check the connection of the antenna plug and radio and CD player.

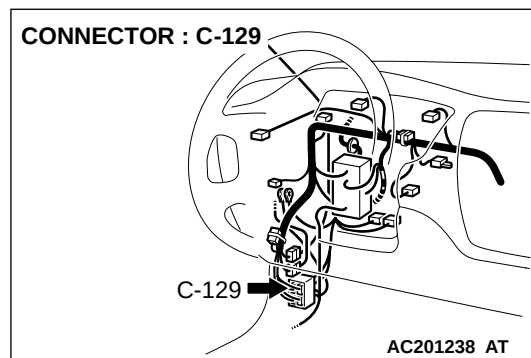
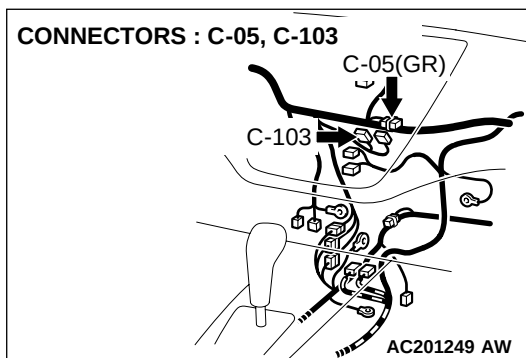
- Q: Is the antenna plug thoroughly connected to the radio and CD player?**
YES : Repair or replace the radio and CD player.
The auto-select function should operate normally.
NO : Thoroughly connect the antenna plug and the radio and CD player. The auto-select function should operate normally.

INSPECTION PROCEDURE 18: Preset Station are Erased.

Memory Backup Power Supply Circuit



W3J11M10AA



CIRCUIT OPERATION

The power is constantly supplied to the radio and CD player.

TECHNICAL DESCRIPTION (COMMENT)

The cause is probably a faulty radio and CD player memory backup power supply circuit system.

TROUBLESHOOTING HINTS

- Damaged wiring harness or connector.
- Malfunction of the radio and CD player.

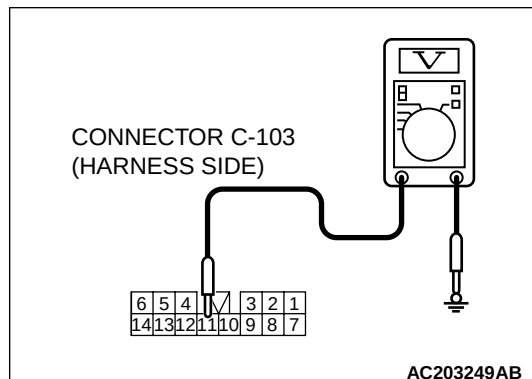
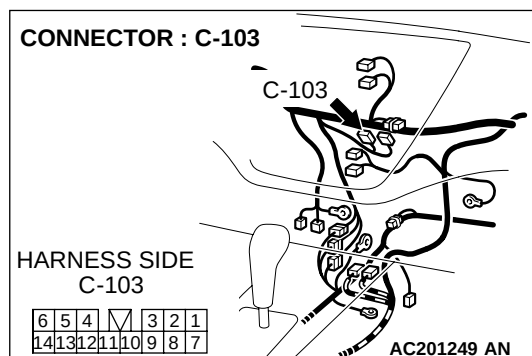
DIAGNOSIS

Required Special Tool:

- MB991223: Harness set

STEP 1. Check at radio and CD player connector C-103 in order to check the power supply circuit to the radio and CD player (through the battery).

(1) Do not disconnect radio and CD player connector C-103.



(2) Measure the voltage between terminal number 11 and ground.

- The measured value should be approximately 12 volts (battery positive voltage).

Q: Does the measured voltage correspond with this range?

When YES <radio and CD player does not execute memory save then.> : Either repair or replace the radio and CD player. Check that a memory is retained.

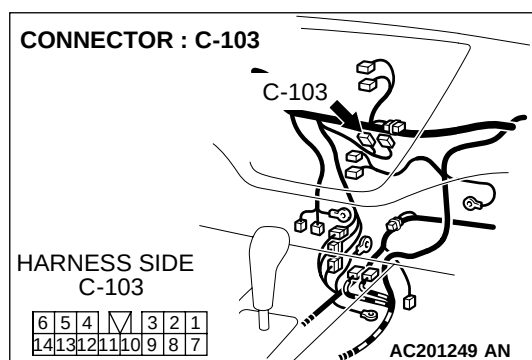
NO : Go to Step 2.

STEP 2. Check radio and CD player connector C-103 for damage.

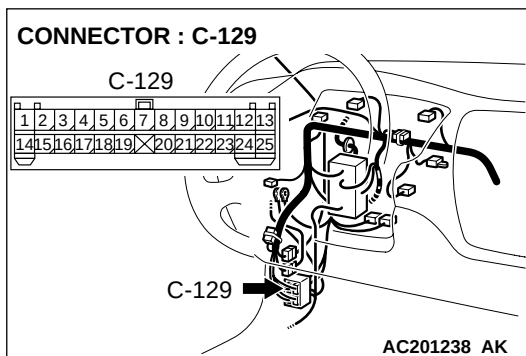
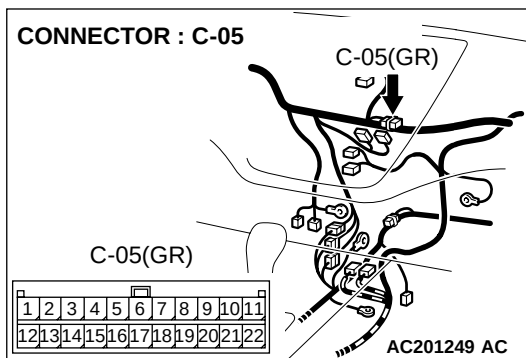
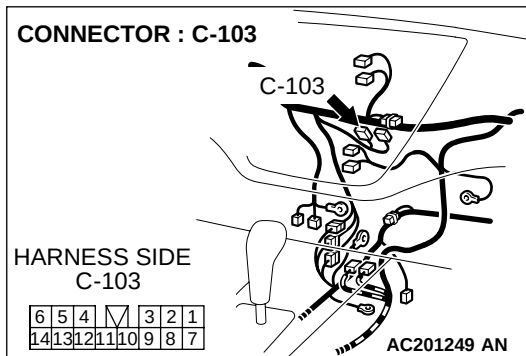
Q: Is radio and CD player connector C-103 in good condition?

YES : Go to Step 3 .

NO : Repair or replace the connector. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). Check that a memory is retained.



STEP 3. Check the wiring harness between radio and CD player connector C-103 (terminal 11) and battery.



NOTE: Also check joint connector C-05 and intermediate connector C-129. If joint connector C-05 or intermediate connectors C-129 is damaged, repair or replace the connector as described in GROUP 00E, Harness Connector Inspection P.00E-2.

Q: Are the wiring harness between radio and CD player connector C-103 (terminal 11) and battery in good condition?

YES : Repair or replace the radio and CD player. Check that a memory is retained.

NO : Repair the wiring harness. Check that a memory is retained.

INSPECTION PROCEDURE 19: CD can Not be Inserted.

DIAGNOSIS

STEP1. Check that a CD has been already loaded.**Q: Has a CD been already loaded?****NO :** Go to Step 2.**YES :** Take out the CD (If the CD can not be ejected, refer to INSPECTION PROCEDURE 24 [P.54A-114](#).) Check that a CD can be inserted.

STEP 2. Check how a CD is inserted.

- Ensure that the ignition switch is at "ACC" or "ON".

NOTE: If you try to load a CD when the ignition switch is at the positions other than "ACC" or "ON", the CD will not be inserted completely and then rejected.

Q: If you try to load the CD, does the CD stops halfway and then rejected?**YES :** Refer to INSPECTION PROCEDURE 24 [P.54A-114](#).**NO :** Go to Step 3.

STEP3. Check after the CD is loaded.

NOTE: Even though the CD is loaded, "E" (error) is sometimes displayed with the CD rejected because of vibration/shock or dew on the CD face or optical lens.

Q: Though the CD is inserted completely, is "E" (error) displayed and the CD ejected?**YES :** Go to Step 4.**NO :** There is no action to be taken.

STEP 4. Check the CD.

Check the CD for the conditions below:

- Is the CD loaded with its label facing down?
- Is the recorded face dirty or scratched?
- Is there dew on the recorded face?

Q: Is the CD in good condition?**YES :** Go to Step 5.**NO :** The original CD is defective. Check that a CD can be inserted.

STEP 5. Check again using a normal CD, which is not dirty or scratched.

- Load another normal CD.
- Check that the CD player recognizes and play the CD.

Q: When you substitute another normal CD, is the CD loaded correctly?**YES :** The original CD is defective. Check that a CD can be inserted.**NO :** Replace or repair the CD player. Check that a CD can be inserted.

INSPECTION PROCEDURE 20: No Sound. (CD only)

DIAGNOSIS

STEP 1. Check again using a normal CD, which is not dirty or scratched.**Q: When you substitute another normal CD, is the CD played normally?****YES :** The original CD is defective. The CD player should sound normally.**NO :** Go to Step 2.

STEP 2. Check power supply to the CD player when the ignition switch is at "ACC" or "ACC".**Q: Is the radio and CD player energized when the ignition switch is turned to the "ACC" or "ON" position?****YES :** Replace or repair the CD player. The CD player should sound normally.**NO :** Check the memory backup power supply circuit. Refer to Inspection Procedure 1 [P.54A-78](#).

INSPECTION PROCEDURE 21: CD Sound Skips.

DIAGNOSIS

Step 1. Check the state in which the sound on the CD jumps.

Q: Does the sound jump when the car is parked?

YES : Go to Step 2.

NO : Go to Step 4.

Step 2. Check the surface of the CD.

Q: Are there any scratches or soiling on the CD?

YES : The CD is defective if there are any scratches. Clean the CD surface if it is dirty. Check that a CD sound skip is resolved.

NO : Go to Step 3.

Step 3. Check when replacing with a CD that can be played normally without any scratches or soiling.

Q: Does the CD play normally when replaced with a CD that is not scratched or dirty and can play normally?

YES : Defective CD used. Check that a CD sound skip is resolved.

NO : Go to Step 4.

Step 4. Check by tapping the radio and CD player.

NOTE: Check by using a proper CD which is free from scratches, dirt or any other abnormality.

Q: Does the sound jump when tapping the radio and CD player?

YES : Securely mount the radio and CD player.

Check that a CD sound skip is resolved.

NO : Either repair or replace the radio and CD player. (Take the following measures if a servicing shop is closeby).

1. Investigate in detail the state when the sound jumps while driving the car.
2. Describe the state to the service shop for consultation.
3. Either repair or replace the radio and CD player according to the instructions of the service shop.

Check that a CD sound skip is resolved.

INSPECTION PROCEDURE 22: Sound Quality is Poor.

DIAGNOSIS

Check to see that the CD can be played normally and that it is free of any scratches or soiling.

Replace with better sound quality CD.

Q: Is the sound quality better replacing the CD with a clean CD without any scratches that can be played?

YES : Defective CD used. The sound quality should return to normal.

NO : Either repair or replace the radio and CD player. The sound quality should return to normal.

INSPECTION PROCEDURE 23: CD can not be ejected.

DIAGNOSIS

Check the power of ignition switch "ACC".

Q: Does the radio and CD player power turn ON when the ignition switch is in the "ACC" or "ON" position?

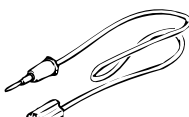
YES : Either repair or replace the radio and CD player. Check that a CD can be ejected normally.

NO : Check the memory backup power supply circuit. Refer to Inspection Procedure 1

[P.54A-78.](#)

SPECIAL TOOLS

M1544000600209

TOOL	TOOL NUMBER AND NAME	SUPERSESSION	APPLICATION
A  B  C  D  MB991223AC	MB991223 A: MB991219 B: MB991220 C: MB991221 D: MB991222 Harness set A: Test harness B: LED harness C: LED harness adapter D: Probe	General service tools	Making voltage and resistance measurements during troubleshooting A: Connect pin contact pressure inspection B: Power circuit inspection C: Power circuit inspection D: Commercial tester connection

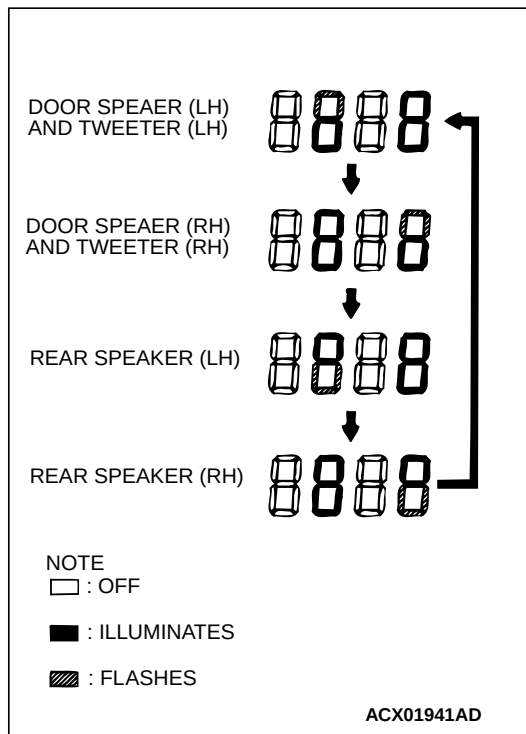
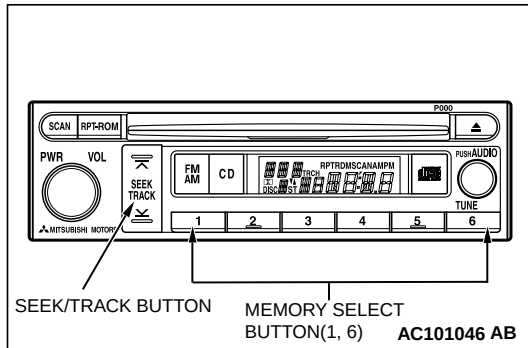
ON-VEHICLE SERVICE

SPEAKER TEST

M1544005400330

Enter the speaker test mode according to the following steps:

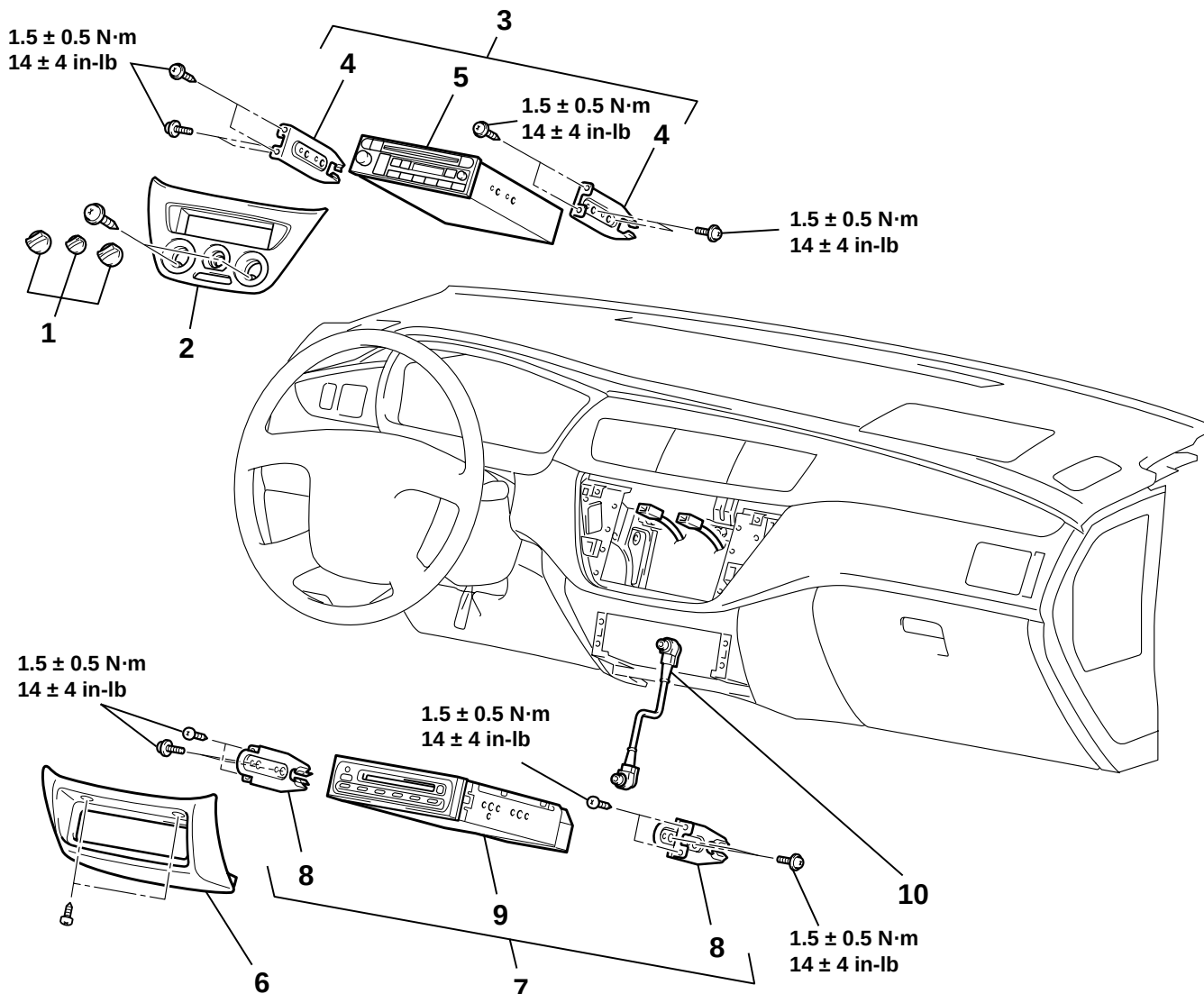
1. Turn the Ignition switch to the "ACC" or "ON" position and switch off the radio and CD player.
2. Press the following buttons in that order within sixty seconds from step (1).
 - (1) Memory select "1" button
 - (2) "TUNE/SEEK (DOWN)" button
 - (3) "TUNE/SEEK (UP)" button
 - (4) Memory select "6" button



3. Check that the speaker, which is displayed on the multi-center display, sounds (If the memory select "6" button is pressed, the speaker will be changed).
4. If a button other than the memory select "6" button and "EJECT" button is pressed, or the ignition switch is turned to "LOCK" (OFF) position, you will exit from the speaker test mode.

RADIO WITH CD PLAYER
REMOVAL AND INSTALLATION

M1544001400208



AC005159AB

RADIO REMOVAL STEPS

1. KNOB ASSEMBLY (REFER TO GROUP 55, HEATER CONTROL ASSEMBLY, A/C SWITCH [P.55-105.](#))
2. CENTER PANEL ASSEMBLY (REFER TO GROUP 52A, INSTRUMENT PANEL [P.52A-3.](#))
3. RADIO AND CD PLAYER ASSEMBLY
4. RADIO BRACKET
5. RADIO AND CD PLAYER

CD AUTO CHANGER REMOVAL STEPS

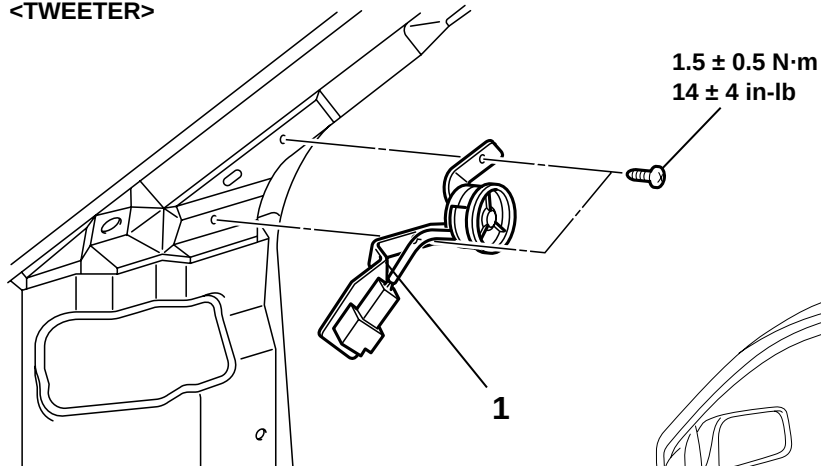
6. CENTER LOWER CASE (REFER TO GROUP 52A, INSTRUMENT PANEL [P.52A-3.](#))
7. CD AUTO CHANGER ASSEMBLY
8. CD AUTO CHANGER BRACKET
9. CD AUTO CHANGER
5. DIN CABLE

SPEAKER

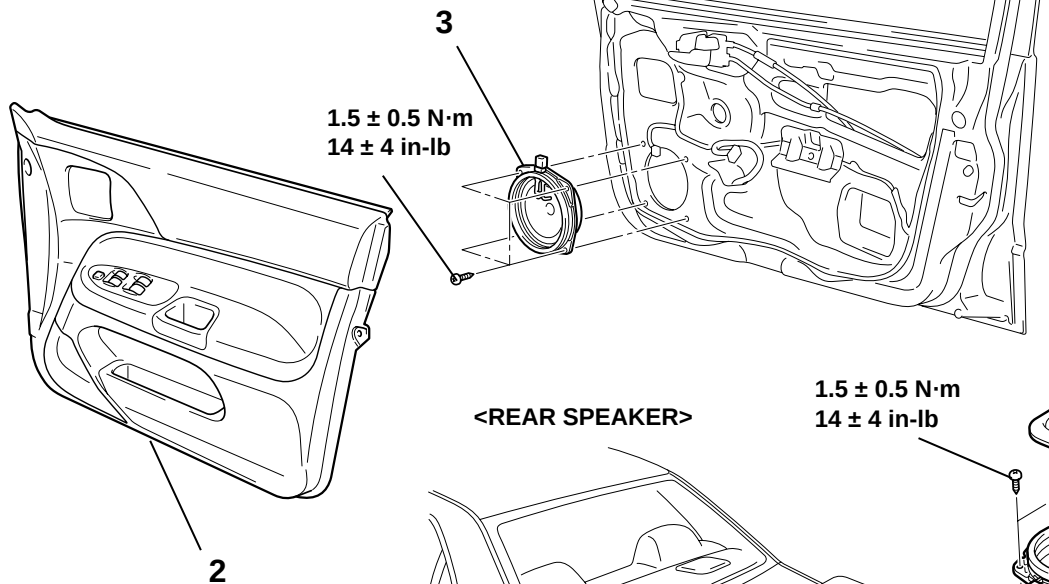
REMOVAL AND INSTALLATION

M1544002600506

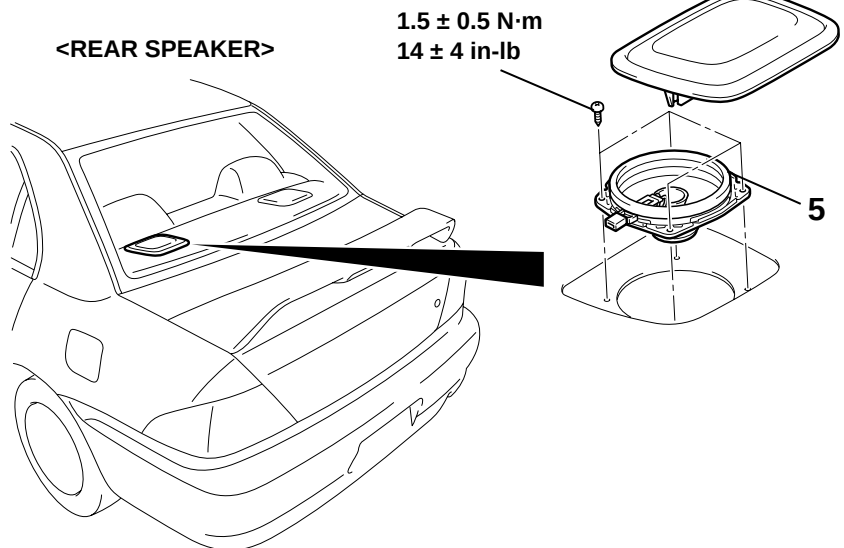
<TWEETER>



<FRONT SPEAKER>

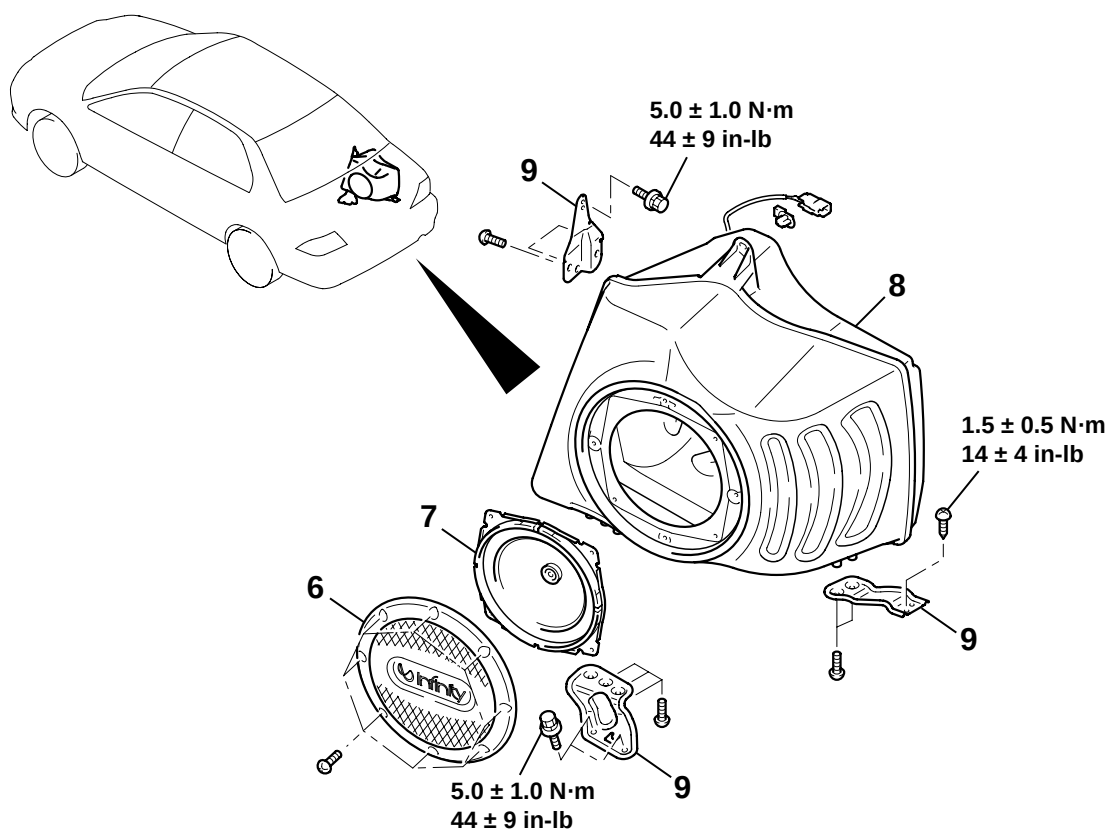


<REAR SPEAKER>



AC101020AB

<BOX WOOFER>



AC308414AB

TWEETER REMOVAL STEPS

- FRONT PILLAR TRIM (REFER TO GROUP 52A, TRIMS [P.52A-12.](#))

1. TWEETER

FRONT SPEAKER REMOVAL STEPS

2. DOOR TRIM (REFER TO GROUP 42 DOOR TRIM AND WATERPROOF FILM [P.42-37.](#))
3. FRONT DOOR SPEAKER

REAR SPEAKER REMOVAL STEPS

4. REAR SPEAKER GARNISH
 5. REAR SPEAKER
- REAR SPEAKER (WOOFER) REMOVAL STEPS**
- TRUNK FLOOR BOARD
6. REAR SPEAKER (WOOFER) GARNISH
 7. REAR SPEAKER (WOOFER)
 8. ENCLOSURE
 9. BRACKET

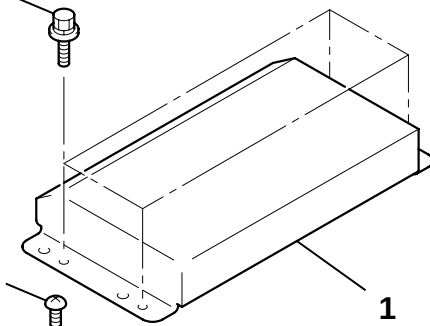
AMPLIFIER

REMOVAL AND INSTALLATION

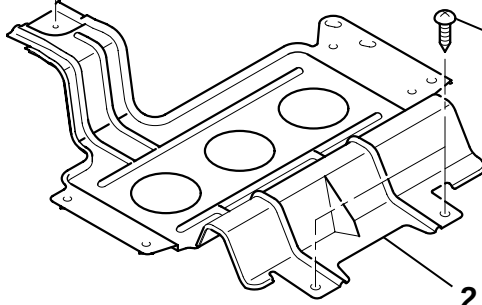
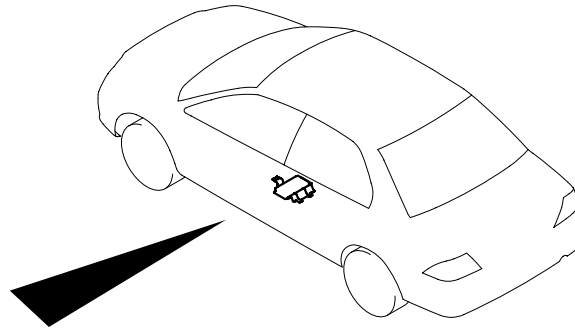
M1544004100303

$5.0 \pm 1.0 \text{ N}\cdot\text{m}$
 $44 \pm 9 \text{ in}\cdot\text{lb}$

$1.4 \pm 0.5 \text{ N}\cdot\text{m}$
 $14 \pm 4 \text{ in}\cdot\text{lb}$



1



2

$1.4 \pm 0.5 \text{ N}\cdot\text{m}$
 $14 \pm 4 \text{ in}\cdot\text{lb}$

REMOVAL STEPS

- FRONT SEAT ASSEMBLY (RH)
(REFER TO GROUP 52A, FRONT
SEAT [P.52A-21.](#))

AC308395AB

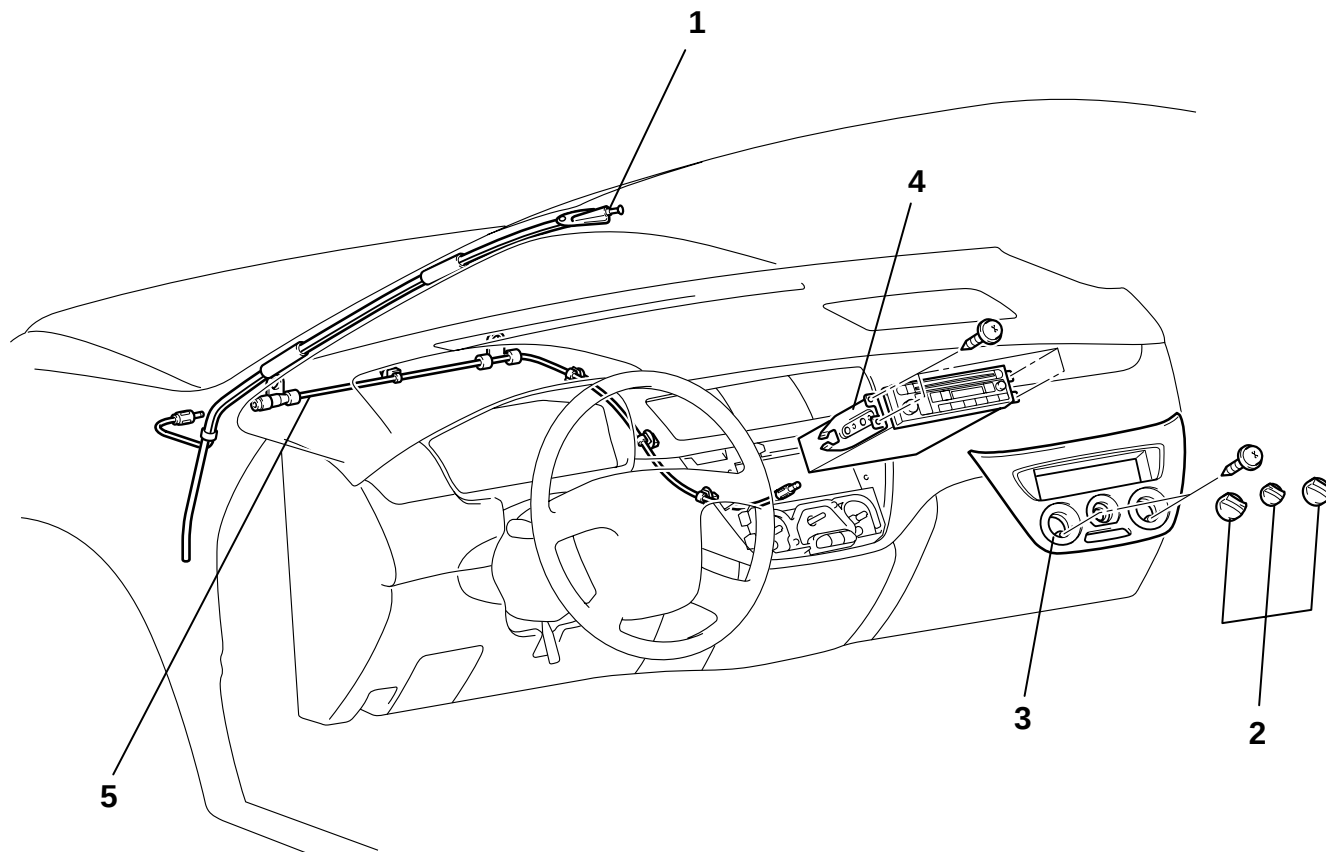
REMOVAL STEPS (Continued)

1. AUDIO AMPLIFIER
2. AMPLIFIER BOX BRACKET

ANTENNA

REMOVAL AND INSTALLATION <FRONT PILLAR-MOUNTED TYPE>

M1544002900284



AC005157AB

<<A>>

ANTENNA REMOVAL STEPS

1. ANTENNA BASE
2. KNOB ASSEMBLY (REFER TO GROUP 55, HEATER CONTROL ASSEMBLY AND A/C SWITCH [P.55-105.](#))
3. CENTER PANEL ASSEMBLY (REFER TO GROUP 52A, INSTRUMENT PANEL [P.52A-3.](#))

ANTENNA REMOVAL STEPS

4. RADIO AND CD PLAYER OR CD AUTO CHANGER (REFER TO [P.54A-116.](#))
 - INSTRUMENT UNDER COVER (REFER TO GROUP 52A, INSTRUMENT PANEL [P.52A-3.](#))
 - INSTRUMENT PANEL (REFER TO GROUP 52A [P.52A-3.](#))
5. ANTENNA FEEDER CABLE

REMOVAL SERVICE POINT

<<A>> ANTENNA BASE REMOVAL

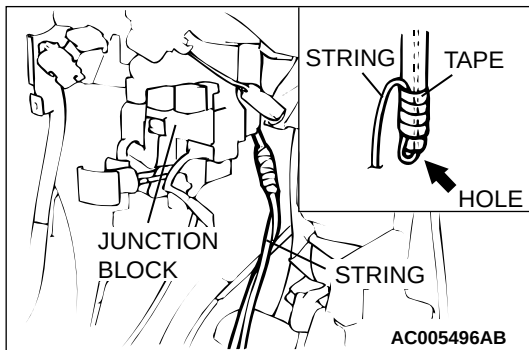
Use the following steps to easily route the antenna feeder cable in the event of installation:

1. Tie a string at the top end of the feeder cable.
2. Pull out the feeder cable until the pipe end of the antenna base is visible.
3. Insert the string into the hole at the pipe end of antenna base, and wrap vinyl tape on the string.

CAUTION

Tape should be wrapped so that the string cannot be removed.

4. Gradually pull out remove the antenna base.

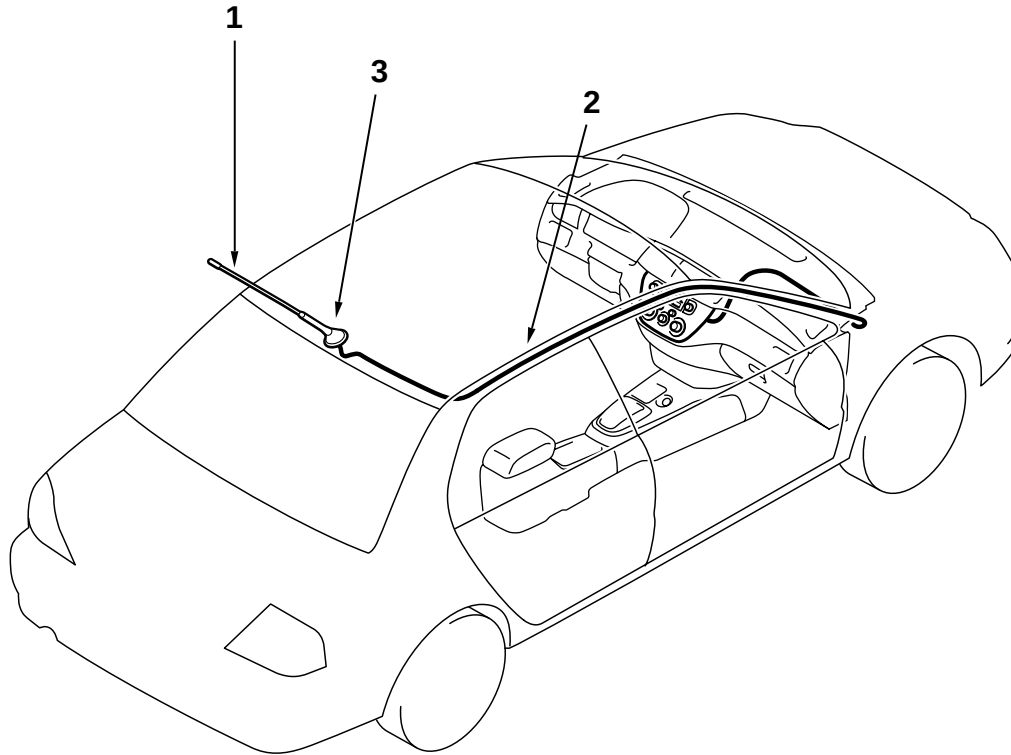


REMOVAL AND INSTALLATION <ROOF-MOUNTED TYPE>

M1544002900295

Pre-removal and Post-installation Operation

- Front Pillar Trim, Rear Trim and Lower/Upper Center Pillar Trim Removal and Installation (Refer to GROUP 52A - Trim [P.52A-12.](#))
- Assist Strap Removal and Installation (Refer to GROUP 52A - Headlining [P.52A-19.](#))
- Front Dome Light and Rear Dome Light Removal and Installation
- Headlining Removal and Installation (Refer to GROUP 52A - Headlining [P.52A-19.](#))



1. ROOF ANTENNA POLE.

AC005156AB

**ANTENNA FEEDER CABLE
REMOVAL STEPS**

2. ROOF ANTENNA BASE.
 - INSTRUMENT PANEL (REFER TO GROUP 52A, INSTRUMENT PANEL [P.52A-3.](#))
3. ANTENNA FEEDER CABLE

REAR WINDOW DEFOGGER

GENERAL DESCRIPTION

OPERATION

M1543000100137

Rear Defogger operation

- The defogger relay turns ON if the defogger switch built-in the A/C-ECU is turned ON when the ignition switch is in the "ON" position. When the defogger relay turns ON, power is supplied to the defogger and the defogger is activated. The defogger comes with a timer function that causes the defogger switch to automatically turn OFF in about 11 minutes after the defogger switch is turned ON.

EQUIPMENT DIAGNOSIS

REAR WINDOW DEFOGGER DIAGNOSIS

M1543000700667

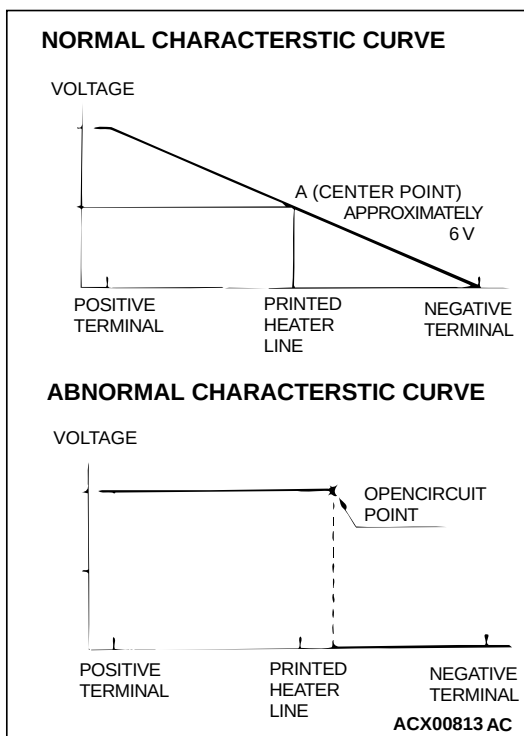
The rear window defogger is controlled by the A/C-ECU. For troubleshooting, refer to GROUP 55, Manual A/C Diagnosis [P.55-5](#).

ON-VEHICLE SERVICE

PRINTED-HEATER LINES CHECK

M1543001800173

- Run engine at 2,000 r/min. Check heater element with battery at full.
- Turn "ON" rear window defogger switch. Measure heater element voltage with circuit tester at rear window glass center A. Condition is good if it indicates about 6 V.
- If 12 V is indicated at A, there is a break in the negative terminals from A. Move test bar slowly to negative terminal to detect where voltage changes suddenly (0V).
- If 0 V is indicated at A, there is a break in the positive terminals from A. Defect where the voltage changes suddenly (12 V) in the same method described above.



REAR WINDOW DEFOGGER SWITCH

REMOVAL AND INSTALLATION

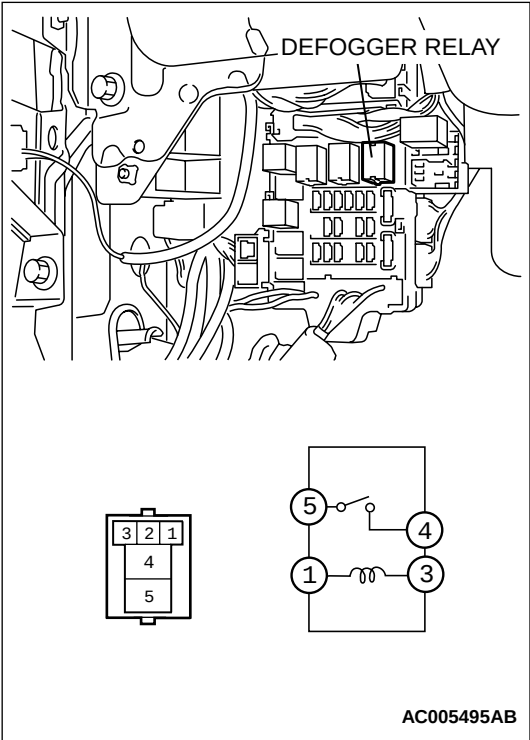
Refer to GROUP 55, Heater Control Assembly and Blower Switch Assembly [P.55-105](#).

M1543006200176

INSPECTION

DEFOGGER RELAY CHECK

M1543019501318



BATTERY VOLTAGE	TERMINAL NO. TO BE CONNECTED TO BATTERY	SPECIFIED CONDITION
Not applied	5 – 4	Open circuit
- Connect terminal 3 to the positive battery terminal - Connect terminal 1 to the negative battery terminal	5 – 4	Less than 2 ohms

SPECIFICATIONS**FASTENER TIGHTENING SPECIFICATIONS**

M1544004600290

ITEMS	SPECIFICATIONS
Audio amplifier mounting bolt	5.0 ± 1.5 N·m (44 ± 9 in-lb)
Audio amplifier bracket mounting screw	1.4 ± 0.5 N·m (14 ± 4 in-lb)
Door speaker mounting screw	1.5 ± 0.5 N·m (14 ± 4 in-lb)
Engine coolant temperature gauge unit	10.5 ± 0.5 N·m (93 ± 4 in-lb)
Headlight mounting bolt	4.9 ± 0.7 N·m (44 ± 6 in-lb)
High-mounted stop light mounting nut <Rear shelf mounted type>	4.9 ± 0.7 N·m (44 ± 6 in-lb)
High-mounted stop light mounting screw <Rear spoiler mounted type>	4.9 ± 0.7 N·m (44 ± 6 in-lb)
Radio, tape player, CD player and CD auto changer mounting screw	1.5 ± 0.5 N·m (14 ± 4 in-lb)
Radio bracket mounting bolt	1.5 ± 0.5 N·m (14 ± 4 in-lb)
Rear combination light mounting nut	4.9 ± 0.7 N·m (44 ± 6 in-lb)
Rear speaker mounting screw	1.5 ± 0.5 N·m (14 ± 4 in-lb)
Rear speaker (woofer) bracket mounting bolt	5.0 ± 1.0 N·m (44 ± 9 in-lb)
Rear speaker (woofer) bracket mounting screw	1.5 ± 0.5 N·m (14 ± 4 in-lb)
Tweeter mounting nut	1.5 ± 0.5 N·m (14 ± 4 in-lb)

SERVICE SPECIFICATIONS

M1543000300153

<COMBINATION METER>

ITEMS		STANDARD VALUE
Speedometer indication allowance range mph (km/h)	20 (32)	19 – 22 (31 – 35)
	40 (64)	38 – 44 (61 – 71)
	60 (97)	57 – 66 (92 – 106)
	80 (129)	76 – 88 (122 – 142)
	100 (161)	94 – 110 (151 – 177)
Tachometer indication allowance range r/min	700	+120
	3,000	– 100 +225
	5,000	– 125 +325
	6,000	– 125 +375
Fuel gauge unit resistance Ω	Float point "F"	3 ± 0.8
	Float point "E"	110 ± 2.5
Fuel gauge unit float height mm (in)	A (Float point "F")	24.1 ± 2 (0.95)
	B (Float point "E")	151.6 ± 2 (5.97)
Engine coolant temperature gauge unit resistance Ω		$104 + 13.5$
Combination meter internal resistance Ω	Water temperature gauge to ground	233 ± 3
	Fuel gauge to earth	181 ± 2

<HEADLIGHT>

ITEMS		STANDARD VALUE	LIMIT
Headlight aiming	Vertical direction	Headlight center line 53 mm (2.1 inches)	–
Headlight intensity cd		–	40,000 or more

SEALANTS AND ADHESIVE

M1543000500146

<COMBINATION METER>

ITEM	SPECIFIED SEALANT	REMARK
Engine coolant temperature gauge unit threaded portion	3M™ ADD part No. 2310 or equivalent	Drying sealant