

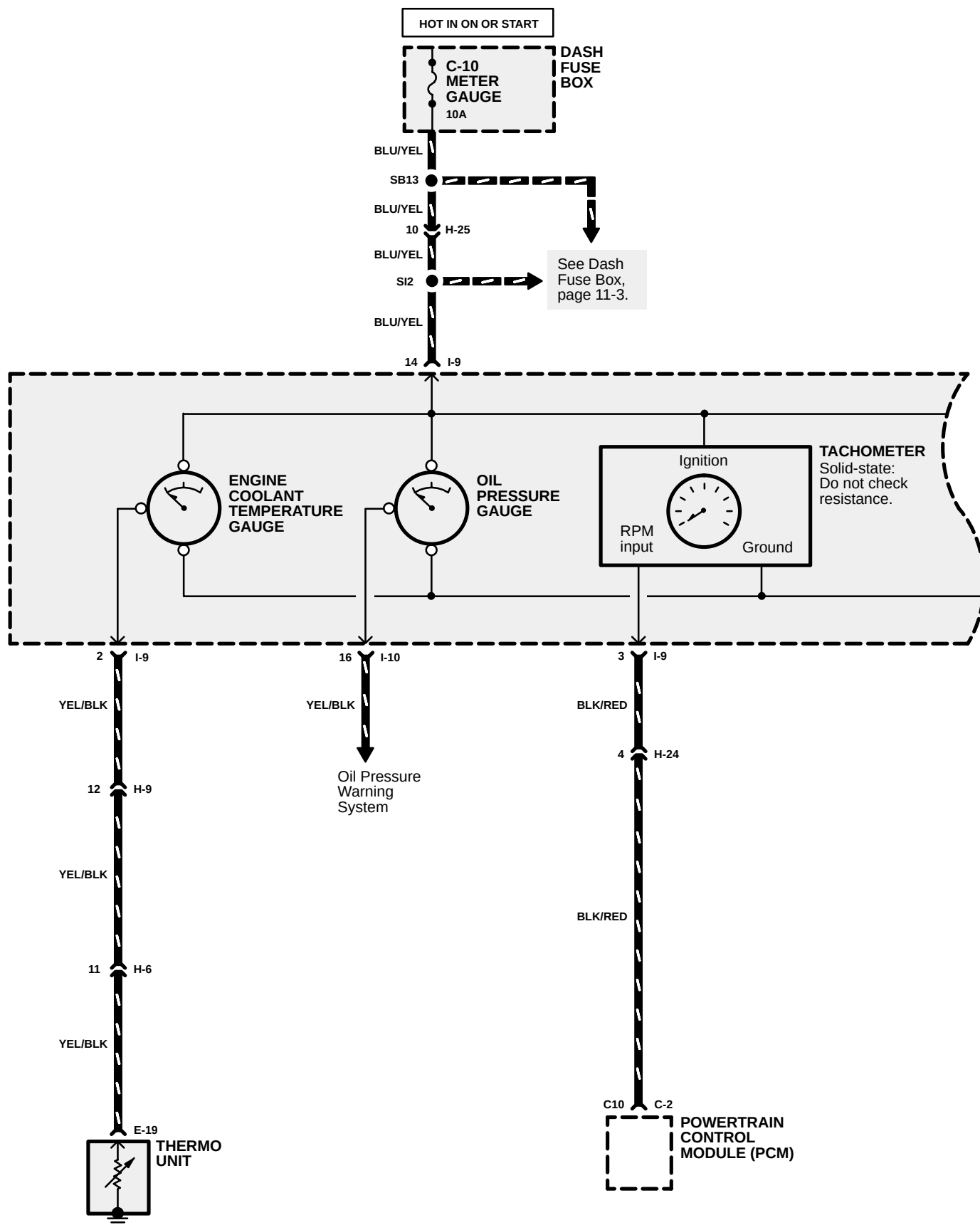
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Component Index

- Dash Fuse Box
- Powertrain Control Module (PCM)
- Thermo Unit

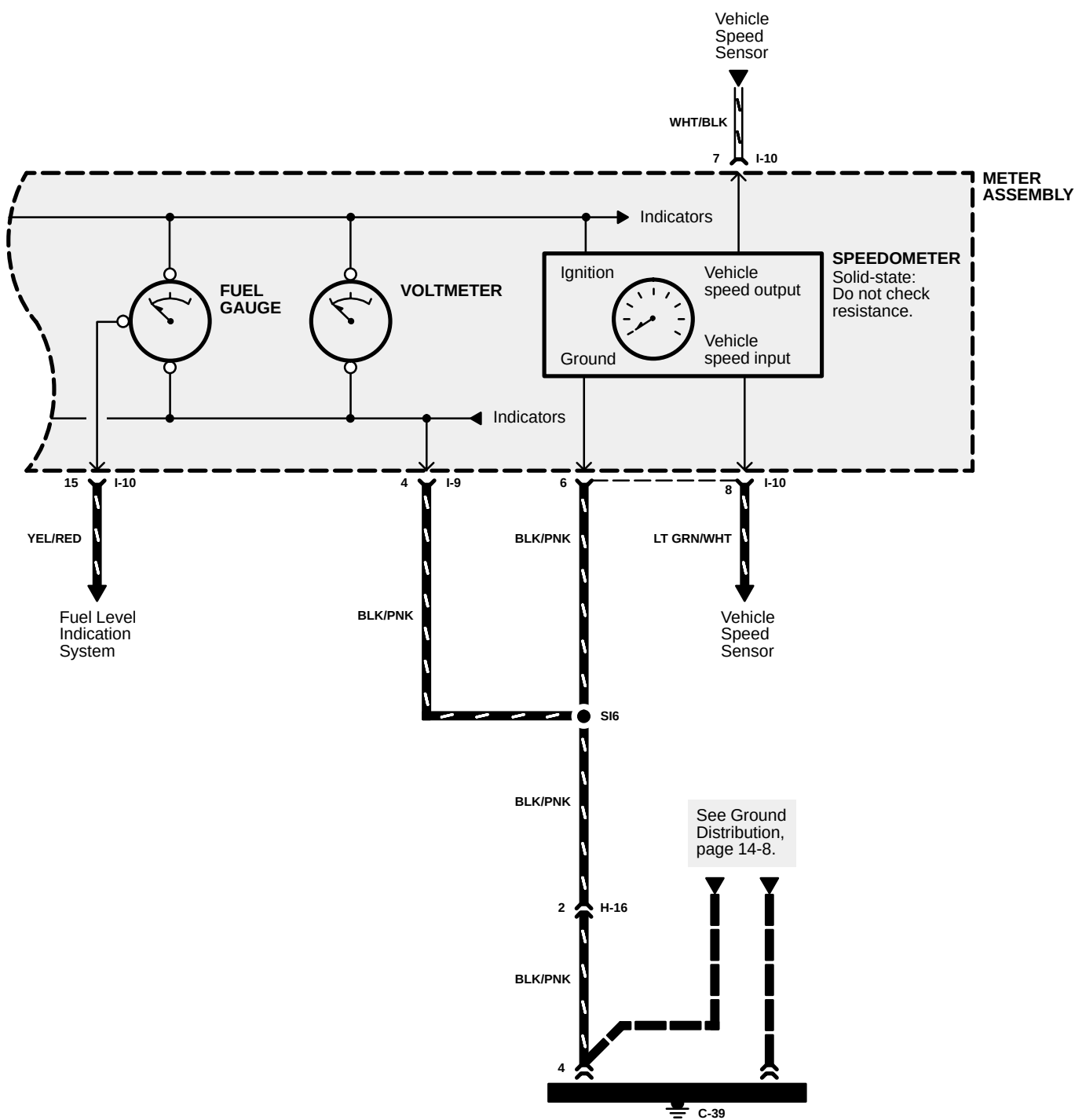
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Circuit Schematic



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Circuit Schematic



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Component Location Index

(Refer to Section 201 for photographs.)

Component	Photo No.
Dash Fuse Box	Behind left dash side trim panel 51
Powertrain Control Module (PCM)	Behind the lower cluster assembly 62
Thermo Unit	Right rear of engine 115

Connector

H-6 (16-BLK)	Left side of engine compartment 13
H-9 (20-BLU)	Below I/P, above left dash side trim panel, on bracket 53
H-16 (22-WHT)	Behind right dash side trim panel 73
H-24 (18-YEL)	Below I/P, above left dash side trim panel, on bracket 53
H-25 (22-BLU)	Below I/P, above left dash side trim panel, on bracket 54
I-9 (16-BLK)	On left rear of meter assembly 45
I-10 (16-WHT)	On right rear of meter assembly 45

Ground

C-39	Right rear corner of engine compartment, on inner fender panel 40
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Circuit Operation

Engine Coolant Temperature Gauge

The engine coolant temperature gauge consists of two intersecting coils wound around a permanent magnet rotor. When voltage from fuse C-10 is applied to the coils, a magnetic field is generated. This causes the rotor to rotate and the gauge needle to move. The magnetic field is controlled by the thermo unit. As the resistance in the thermo unit varies, current through the gauge coils changes. The gauge needle moves according to the changing magnetic field.

Tachometer

The tachometer displays engine speed in RPM. Voltage pulses are taken from the ignition system and sent to the tachometer. The tachometer responds to the frequency of the voltage pulses, which increases with engine speed. Solid-state circuits process these pulses into a signal that causes the gauge needle to move.

Oil Pressure Gauge

The oil pressure gauge consists of two intersecting coils wound around a permanent magnet rotor (see engine coolant temperature gauge for operation).

Voltmeter

The voltmeter measures the voltage through fuse C-10 when the starter switch is in ON or START.