Electrical

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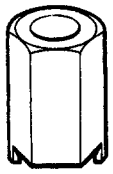
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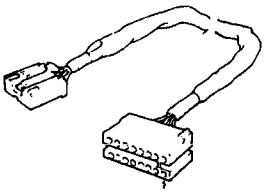


Special Tools

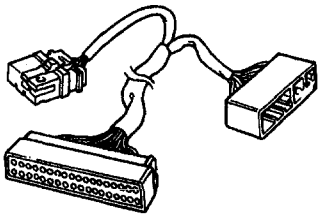
Ref. No.	Tool Number	Discription	Q'ty	Page Reference
①	07JAA-001 000B	Antenna Nut Wrench	1	23-236
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⑥	07HAZ-SG00500	Deployment Tool	1	23-340
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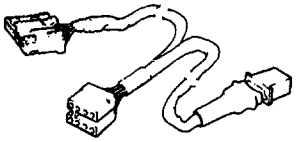
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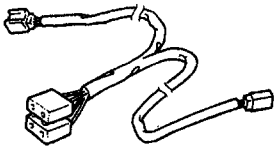
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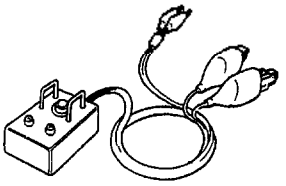
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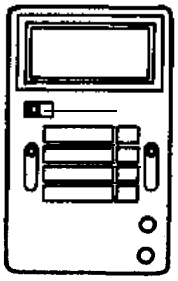
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Troubleshooting

-Troubleshooting Precautions

Before Troubleshooting

- Check the main fuse and the fuse box.
- Check the battery for damage, 'state of charge, and clean and tight connections.
- Check the alternator belt tension.

CAUTION:

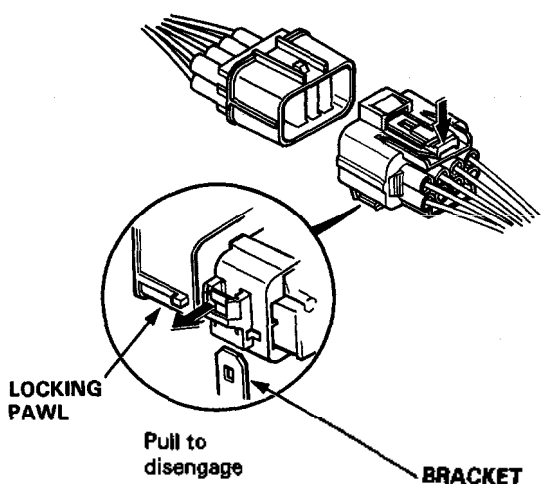
- Do not quick-charge a battery unless the battery ground cable has been disconnected, or you will damage the alternator diodes.
- Do not attempt to crank the engine with the battery ground cable connected incompletely or you will severely damage the wiring.

While You're Working

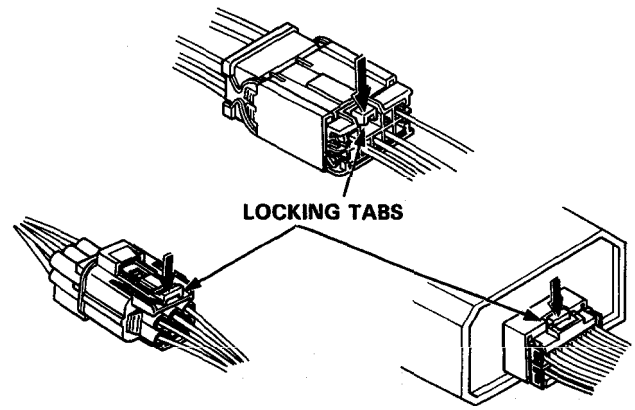
- Make sure connectors are clean, and have no loose pins or receptacles.
- Make sure multiple pin connectors are packed with grease (except watertight connectors).

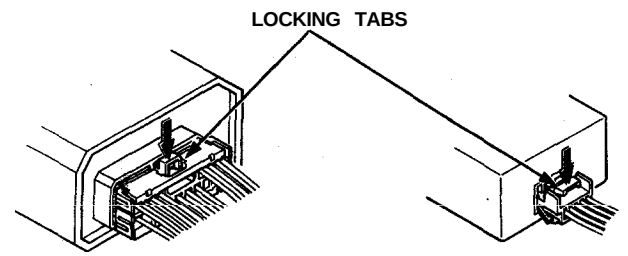
Since new type connectors are used, connection and disconnection of them should be done paying attention to the following precautions.

- Because all the connectors except terminal of 1-P are equipped with push-down type locks, unlock them first before disconnecting the connectors.
- On the connectors installed on the bracket a pull type lock is equipped between the bracket and the connector.
  Some connectors of this type can not' be disconnected unless they are removed from their brackets. When disconnecting, check their shapes.
- On the bracket mounted connector with dual locks, remove the connector from the bracket before disconnecting.



- Push the locking tab to disconnect.

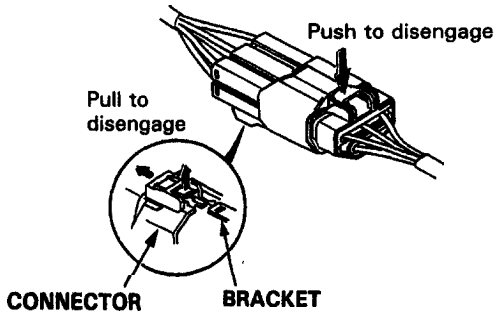




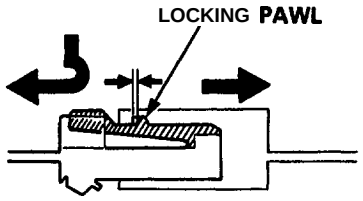
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-Troubleshooting Precautions (cont'd)

- Pull the locking tab to remove the connector from the bracket.

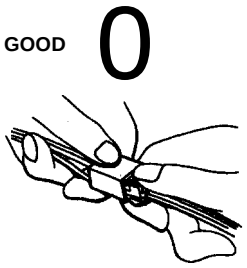


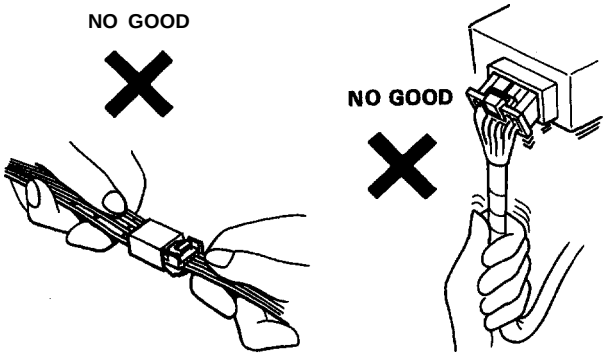
- When disconnecting locks, first press in the connector tightly (to provide clearance to the locking device), then operate the tab fully and remove the connector in the designated manner.



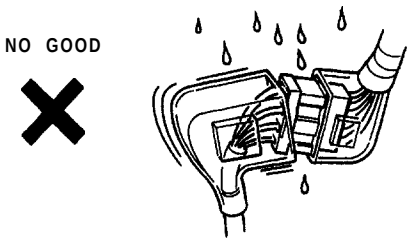
- When disconnecting a connector, pull it off from the mating connector by holding on both connectors.

- Never try to disconnect connectors by pulling on their wires.

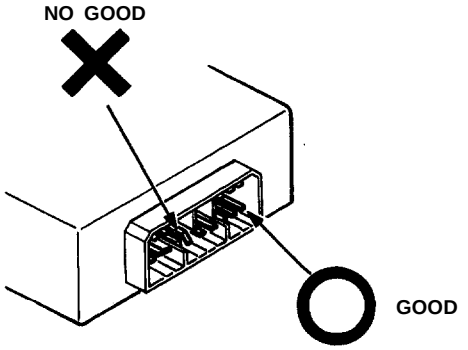




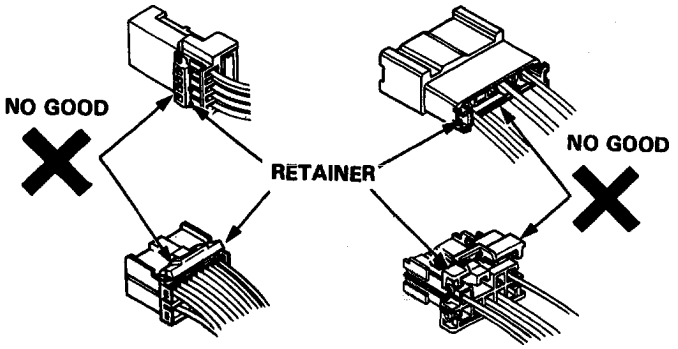
- Place the plastic cover over the mating connector after reconnecting. Also check that the cover is not distorted.



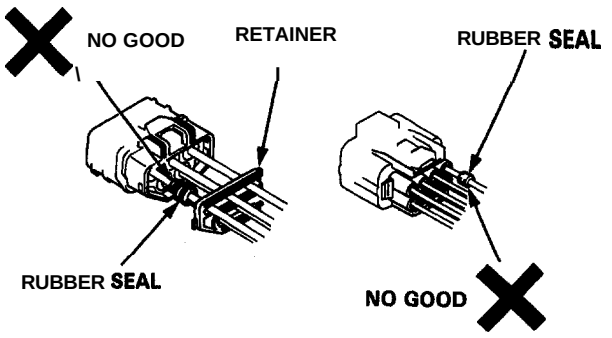
- Before connecting connectors, check to see that the terminals are in place and not bent or distorted.



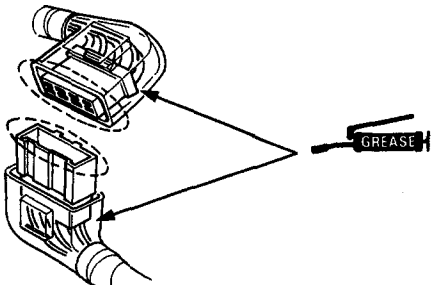
- Check for loose retainer and rubber seals.
  The illustration shows examples of terminal and seal abnormality.



- Example of waterproof connector:



- For the connector which uses insulation grease, clean the connector then apply grease if the grease is insufficient or contaminated.



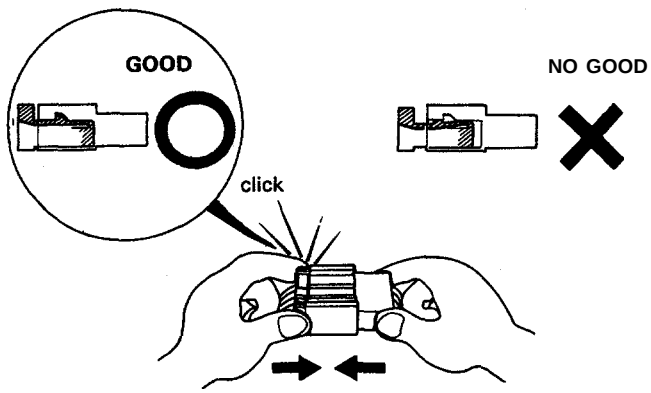
- Insert the connector tightly and make sure it is securely locked.
- Check all the wire harnesses are connected.
- There are two types of locking tab: one that you have to push and the other you should not touch when connecting the connector. Check the shape of the locking tab before connecting.
- The locking tab having a taper end should not be touched when connecting.



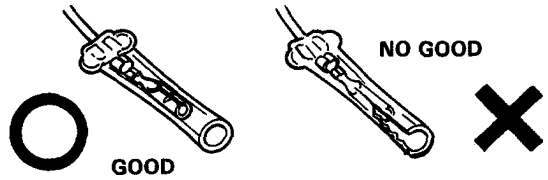
- The locking tab with an angle end should be pushed when connecting.



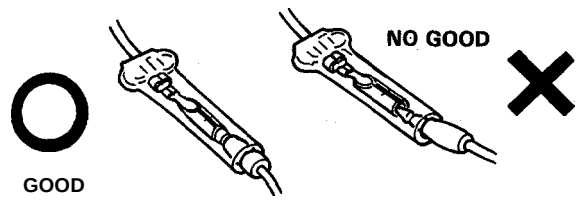
- Insert connectors fully until they will no longer go.
- The connectors must be aligned and engaged securely.
- Do not use wire harnesses with a loose wire or connector.



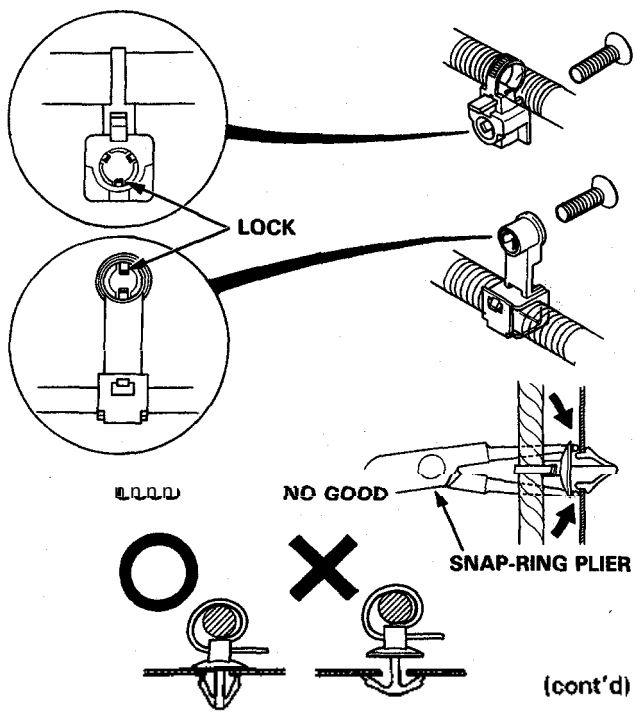
- Before connecting, check each connector cover for damage. Also make sure that the female connector is tight and not loosened from the previous use.



- Insert male connectors into the female connectors fully until they will no longer go.
- Be sure that plastic cover is placed over the connection.
- Position the wires so that the open end of the cover faces down.

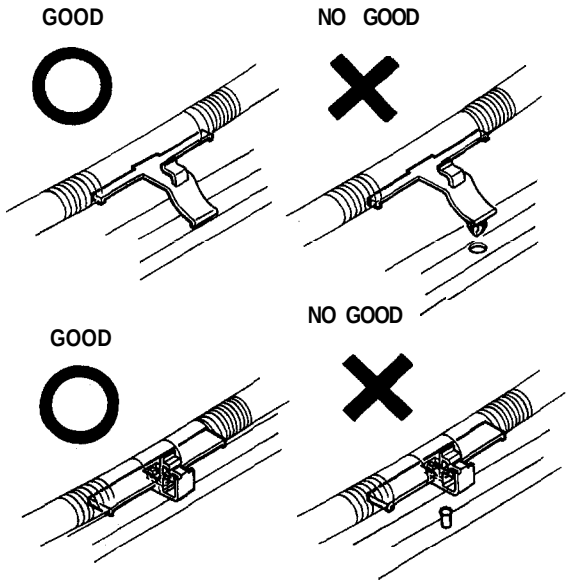


- Secure wires and wire harness to the frame with their respective wire bands at the designated locations.
  Position the wiring in the bands so that only the insulated surfaces contact the wires or harnesses.
- Remove with care not to damage the lock.



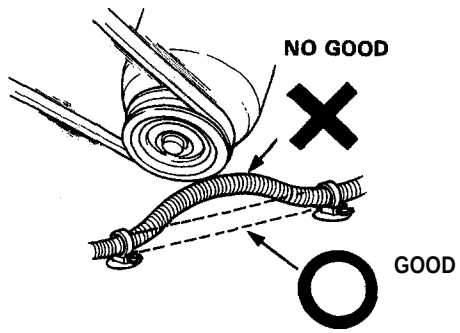
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Troubleshooting Precautions (cont'd)

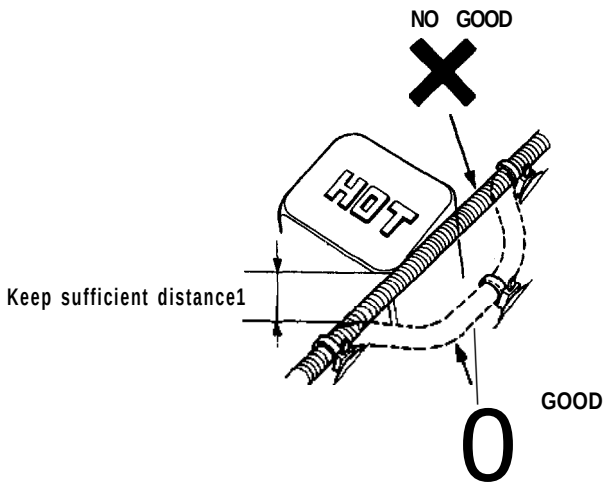


After clamping, check each harness to be certain that it is not interfering with any moving or sliding parts of the vehicle.

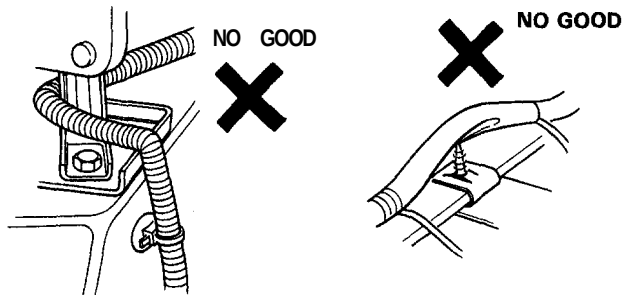
Keep wire harnesses away from the exhaust pipes and other hot parts.



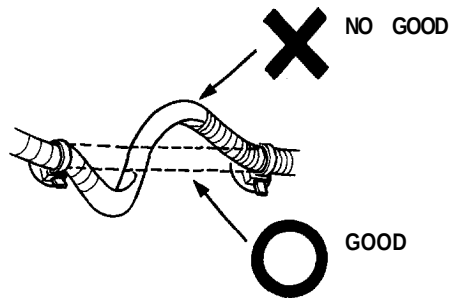
- Always keep a safe distance between wire harnesses and any heated parts.



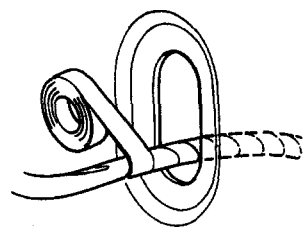
- Do not bring wire harnesses in direct contact with sharp edges or corners.
- Also avoid contact with the projected ends of bolts, screws and other fasteners.



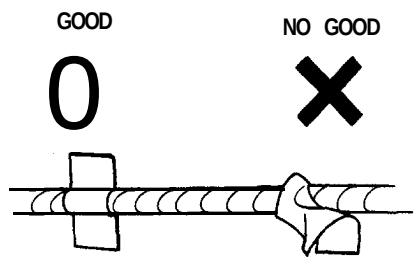
- Route harnesses so they are not pulled taut or slackened excessively.



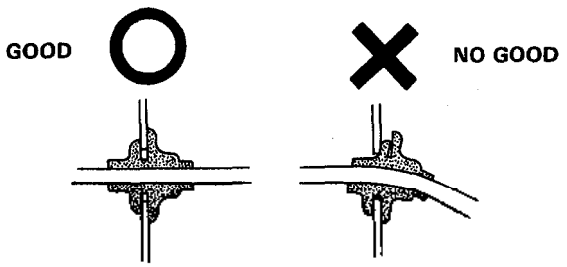
- Protect wires and harnesses with a tape or a tube if they are in contact with a sharp edge or corner.



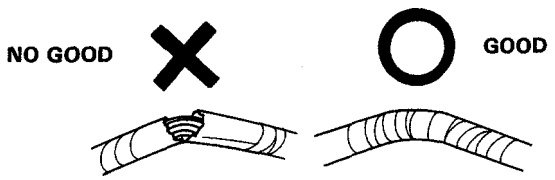
- Clean the attaching surface thoroughly if an adhesive is used. First, wipe with solvent or alcohol if necessary.



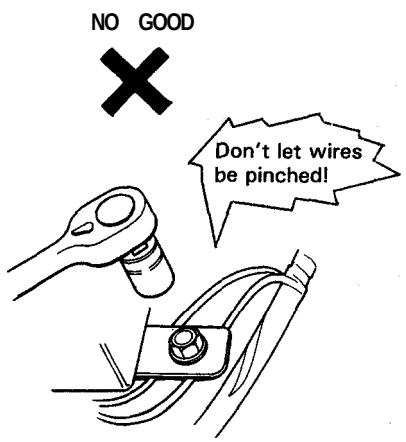
- Seat grommets in their grooves properly.



- Do not damage the insulation when connecting a wire.
- Do not use wires or harnesses with a broken insulation.
  Repair by wrapping with protective tape or replace with new ones if necessary.

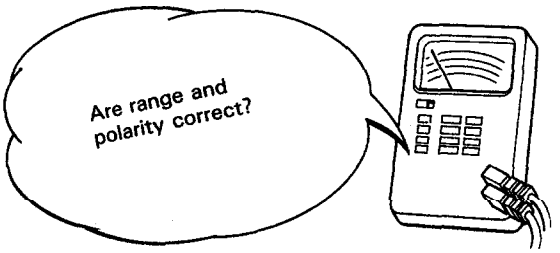


- After installing parts, make sure that wire harnesses are not pinched.

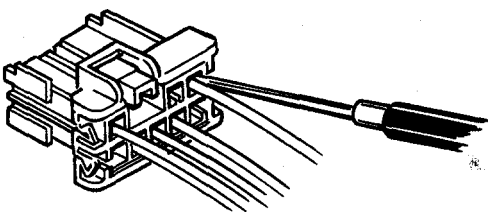


- After routing, check that the wire harnesses are not twisted or kinked.
- Wire harnesses should be routed so that they are not pulled taut, slackened excessively, pinched, or interfering with adjacent or surrounding parts in all steering positions.

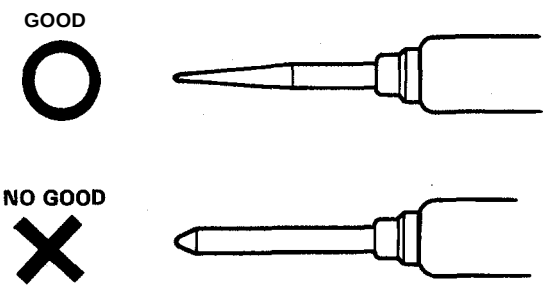
- When using the Service Tester, follow the manufacturer's instructions and those described in the Shop Manual.



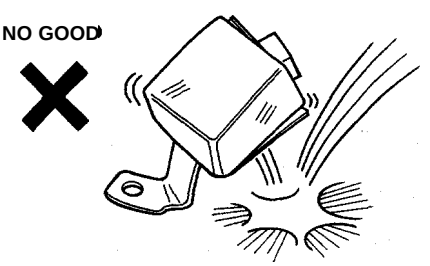
- Always insert the probe of the tester from the wire harness side (except waterproof connector).



- Make sure to use the probe with a tapered tip.



- Do not drop parts.



Five-Step Troubleshooting

1. **Verify The Complaint**
   Turn on all the components in the problem circuit to verify the customer complaint. Note the symptoms. Do not begin disassembly or testing until you have narrowed down the problem area.

2. **Analyze The Schematic**
   Look up the schematic for the problem circuit. Determine how the circuit is supposed to work by tracing the current paths from the power feed through the circuit components to ground. If several circuits fail at the same time, the fuse or ground is a likely cause.

   Based on the symptoms and your understanding of the circuit operation, identify one or more possible causes of the problem.

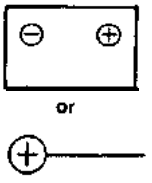
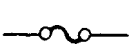
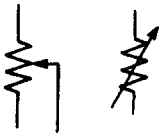
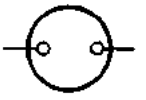
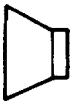
3. **Isolate The Problem By Testing The Circuit**
   Make circuit tests to check the diagnosis you made in step 2. Keep in mind that a logical, simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points that are easily accessible.

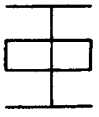
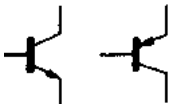
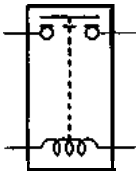
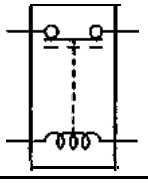
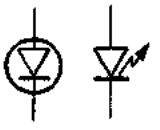
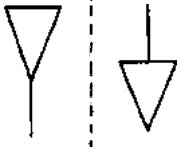
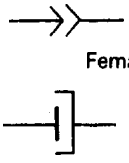
4. **Fix The Problem**
   Once the specific problem is identified, make the repair. Be sure to use proper tools and safe procedures.

5. **Make Sure The Circuit Works**
   Turn on all components in the repaired circuit in all modes to make sure you've fixed the entire problem. If the problem was a blown fuse, be sure to test all of the circuits on that fuse. Make sure no new problems turn up and the original problem does not recur.

How to Use This Section

Schematic Symbols

BATTERY	GROUND		FUSE	COIL. SOLENOID	CIGARETTE LIGHTER
	Ground terminal 	Component ground 			
RESISTOR	VARIABLE RESISTOR	THERMISTOR	IGNITION SWITCH	BULB	HEATER
					
MOTOR	PUMP	CIRCUIT BREAKER	HORN	DIODE	SPEAKER, BUZZER
					

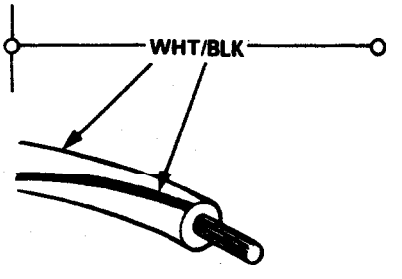
ANTENNA		TRANSISTOR (Tr)
Mast 	Window 	
RELAY (In normal condition)		CONDENSER
Normal open relay 	Normal closed relay 	
SWITCH (In normal condition)		LUMINOUS DIODE (LED)
Normal open switch 	Normal closed switch 	
CONNECTION	CONNECTOR	REED SWITCH
Input output 	Male Female 	

-Wire Color Codes

The following abbreviations are used to identify wire colors in the circuit schematics.

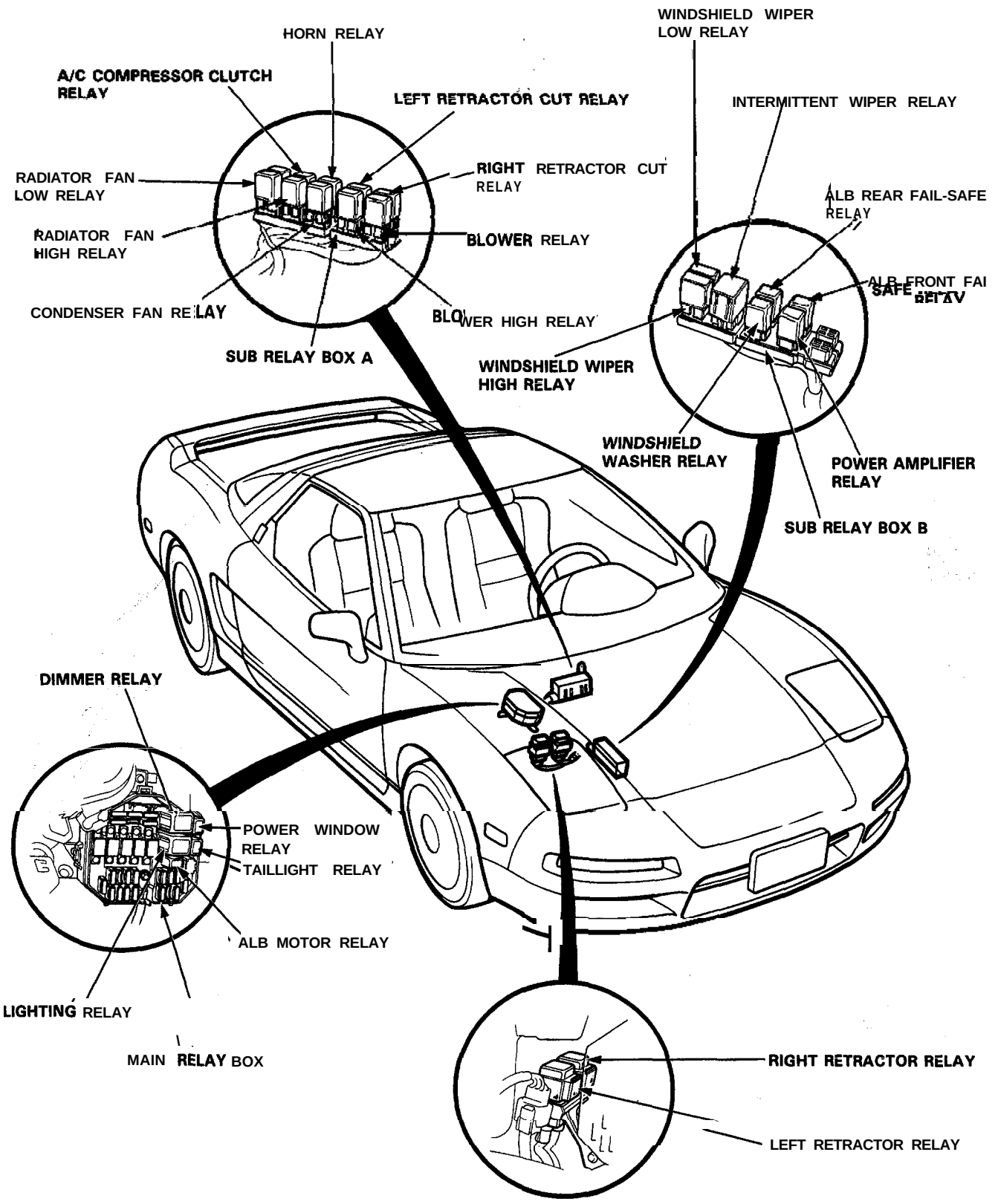
WHT	White
YEL	Yellow
BLK	Black
BLU	Blue
GRN	Green
RED	Red
ORN	Orange
PNK	Pink
BRN	Borwn
GRY	Gray
PUP	Purple
LT BLU	Light Blue
LT GRN	Light Green

Wire insulator has one color or one color with another color stripe. The second color is the stripe.

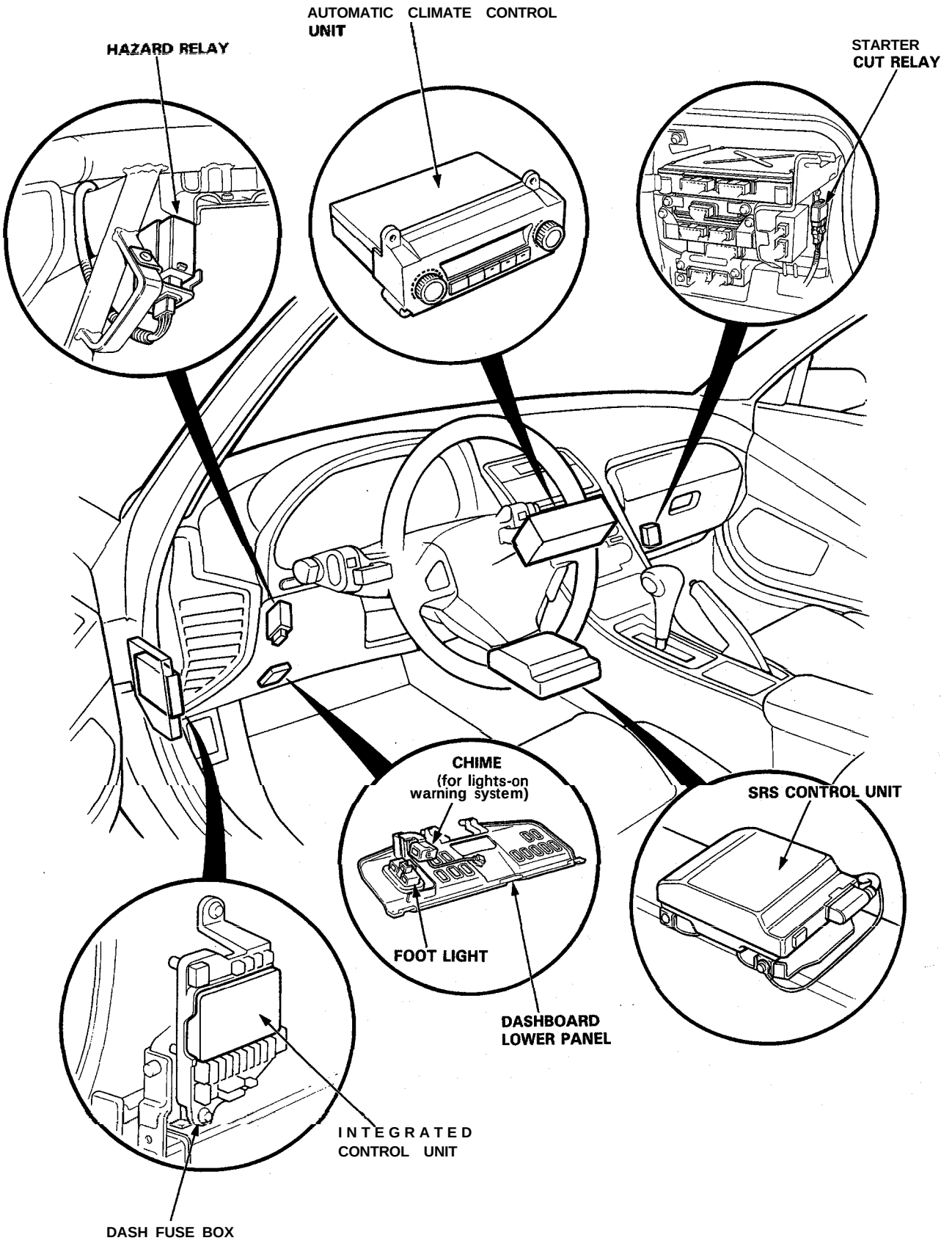


Relay and Control Unit Locations

- Front compartment

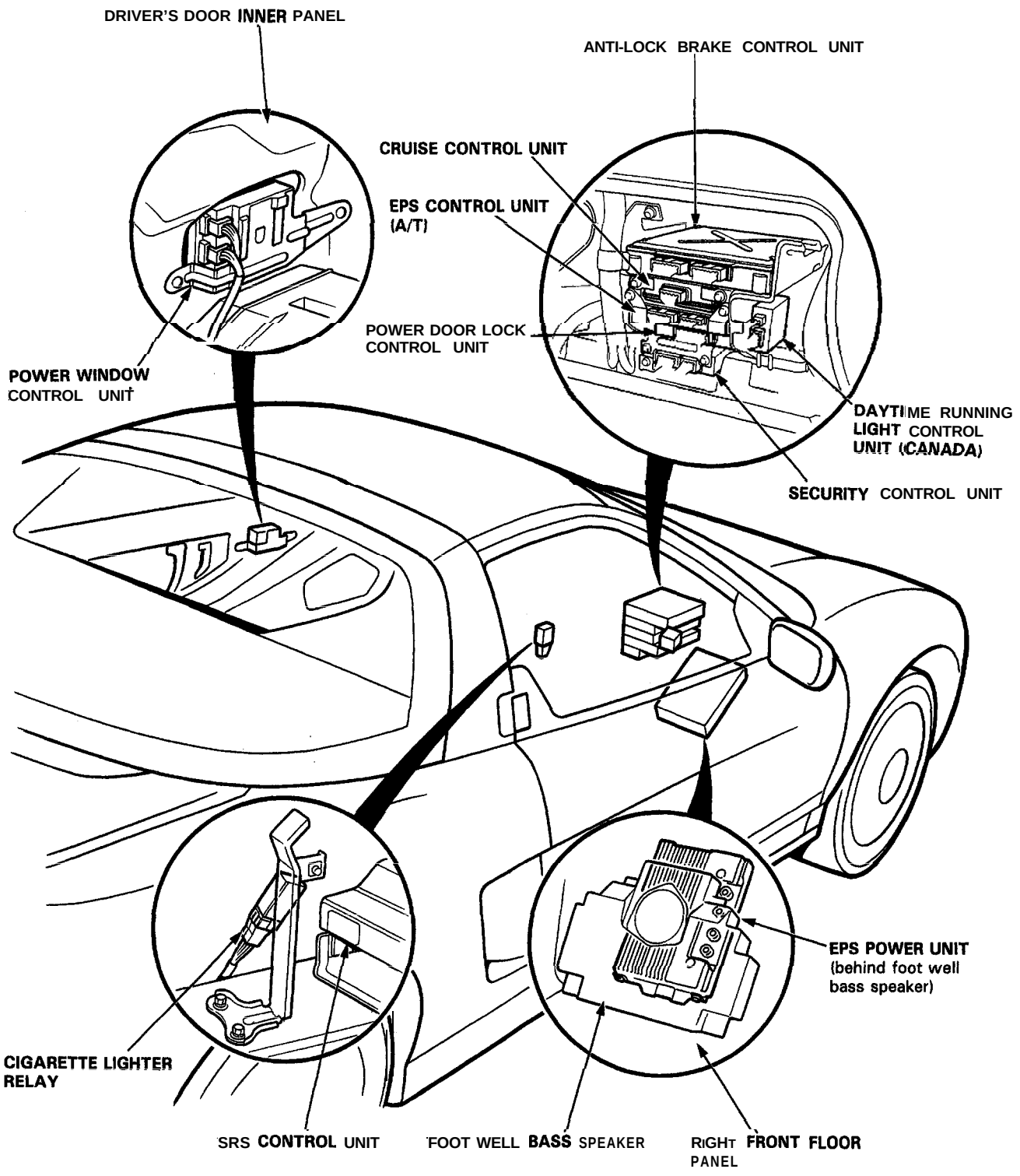


. Dashboard

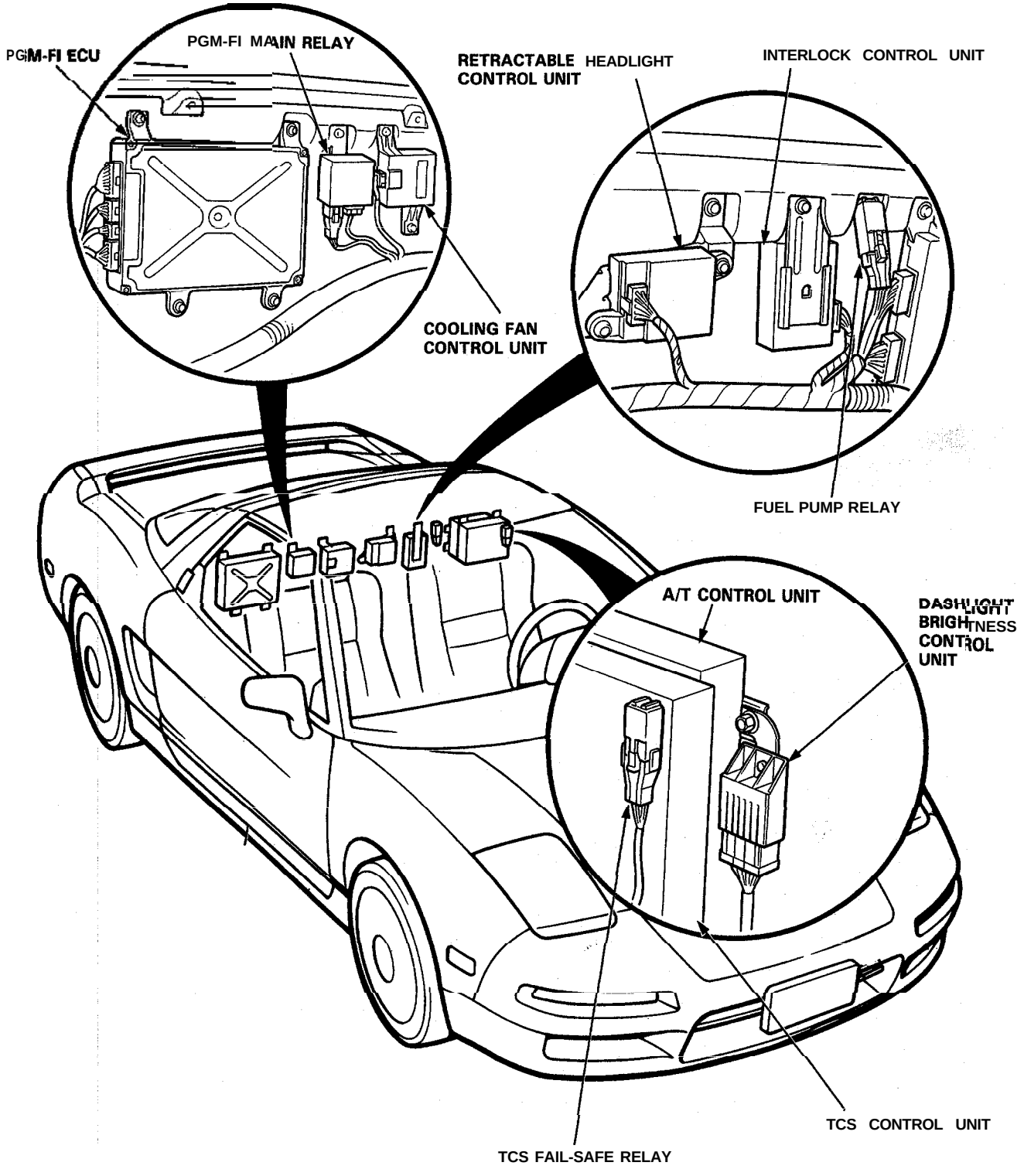

AUTOMATIC CLIMATE CONTROL UNIT
HAZARD RELAY
STARTER CUT RELAY
CHIME (for lights-on warning system)
SRS CONTROL UNIT
FOOT LIGHT
DASHBOARD LOWER PANEL
INTEGRATED CONTROL UNIT
DASH FUSE BOX

Relay and Control Unit Locations

Dashboard, Door and Floor

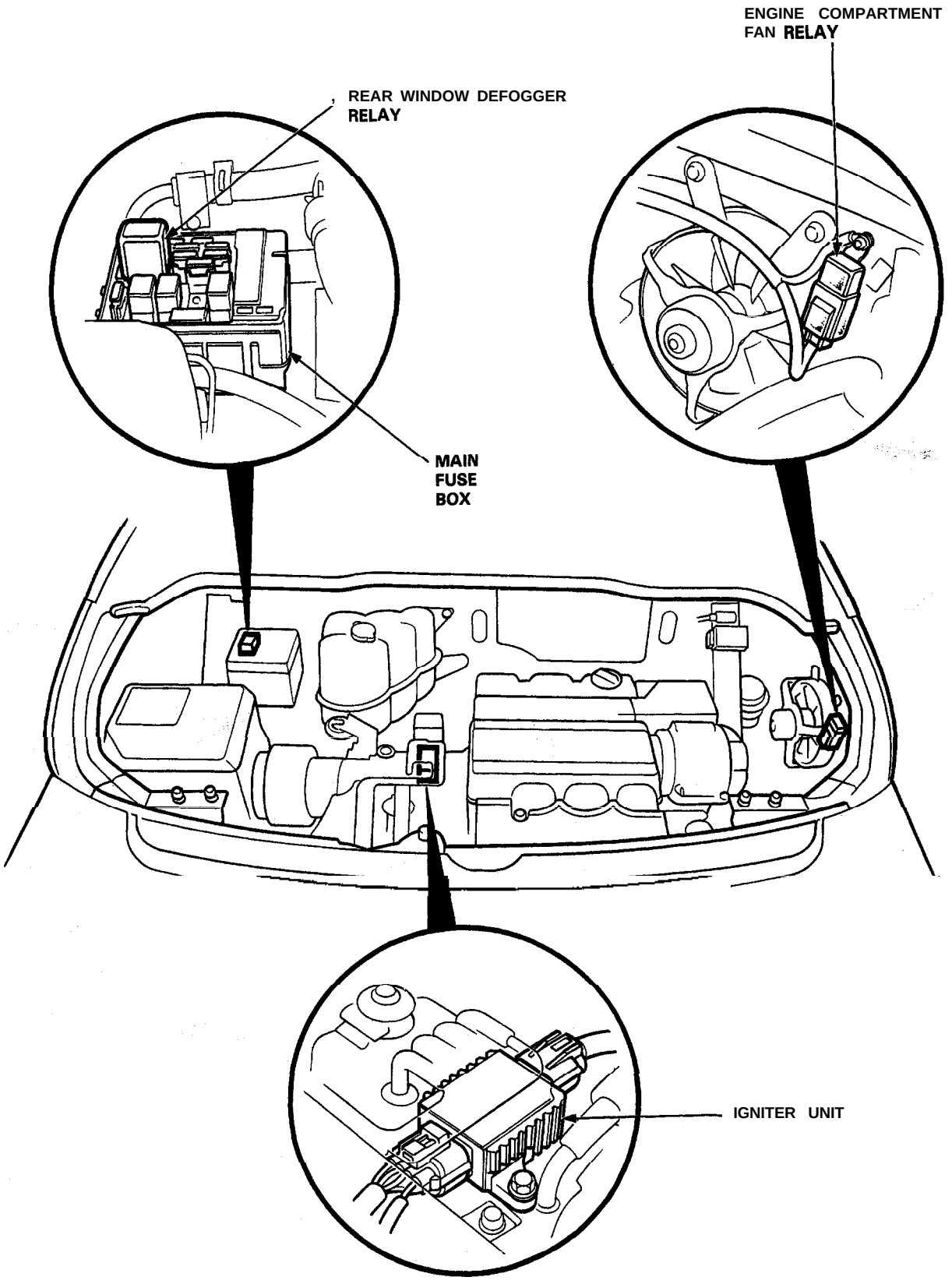


- Rear Bulkhead



Relay and Control Unit Locations

Engine Compartment



Connector and Wire Harness Routing

How to Identify Connectors:
Identifying numbers have been assigned to all connectors. The number is preceded by the letter "C" for connectors, "G" for ground terminals or "T" for non-ground terminals.

Location / Harness	Engine Compartment	Front compartment	Dashboard	Others (Floor, Door, Trunk, Roof, Side)
Starter Cable	T1 and T3	T2 and ⊕		
Battery Ground Wire		⊖ G1		
Engine Ground Wire A	T5 G2			
Engine Ground Wire B	T6 G2			
EPS Ground Wire		T7 G4		
Engine Wire Harness	CI01 thru CI61 T101 and T103 G101 thru G103			
Knock Sensor Sub Harness	CI71 thru CI73			
Front Compartment Wire Harness		C201 thru C222 C225 thru C250 C301 thru C321 T201 thru T208 G201 and G202 G301 and G302		
Right Retractor Sub Harness		C281 thru C283		
Left Retractor Sub Harness		C381 thru C383		
Floor Wire Harness			C401 thru C471 G401 and G402	C472 thru C508 G403 thru G405
Side Wire Harness				C521 thru C545
Rear Wire Harness				C551 thru C564 G551
Trunk Wire Harness				C581 and C582
Trunk Sub Wire Harness				C591 and C592
Driver's Door Wire Harness				C601 thru C615
Passenger's Door Wire Harness				C651 thru C660
SRS Main Wire Harness				C701 thru C706 G701
Roof Wire				C751 and C752
Fuel Tank Wires				C771 thru C773
Driver's Power Seat Wire Harness				C781 thru C786
Passenger's Power Seat Wire Harness				C791 thru C795
Hatch Wires				C801 thru C803 G801
Rear Window Deffoger Wire				C811 and C812
Main Fuse Box	c921			
Dash Fuse Box			C901 thru C907 C910 thru C913	
Main Relay Box		C934 thru C941		

starter Cable

Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
T1 T2 T3		Left side of engine compartment Right side of front compartment area Right side of engine compartment	To Main fuse box To Main relay box To Starter motor	
⊕		Battery	To Battery positive terminal	

Battery Ground Wire

G1		Middle of front compartment area	To Body ground, via battery ground wire	
⊖		Battery	To Battery negative terminal	

Engine Ground Wire A

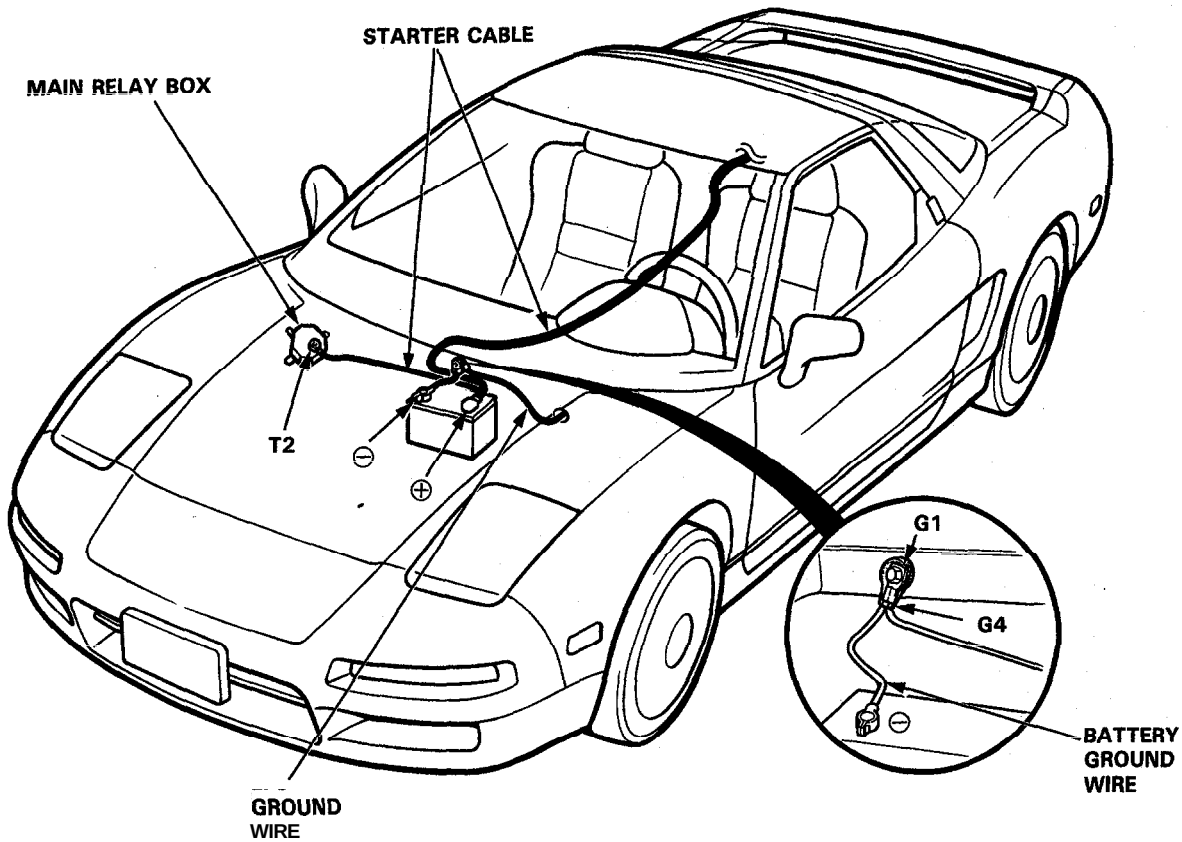
T5		Middle of engine compartment	To Transmission housing	
G2		Left side of engine compartment	To Body ground, via engine ground wire A	

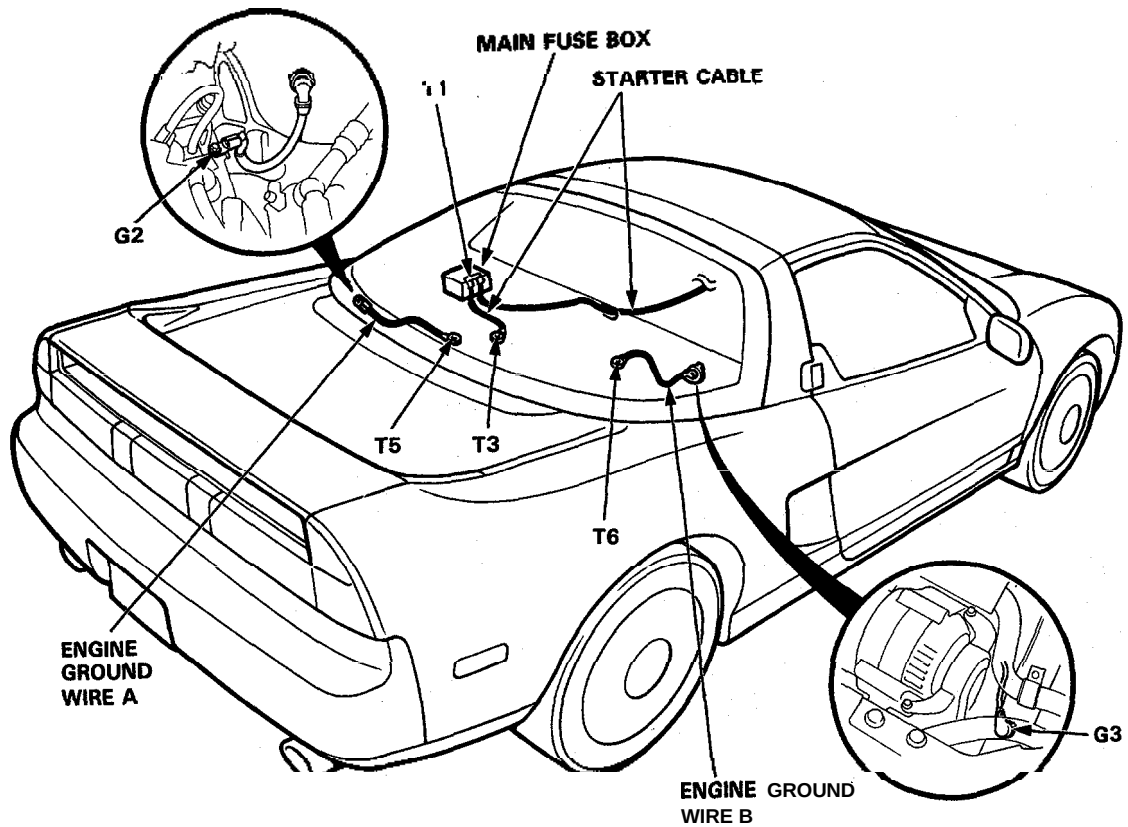
Engine Ground Wire B

T6		Right front corner of engine compartment	To Front head cover	
G3		Right front corner of engine compartment	To Body ground, via engine ground wire B	

EPS Ground Wire

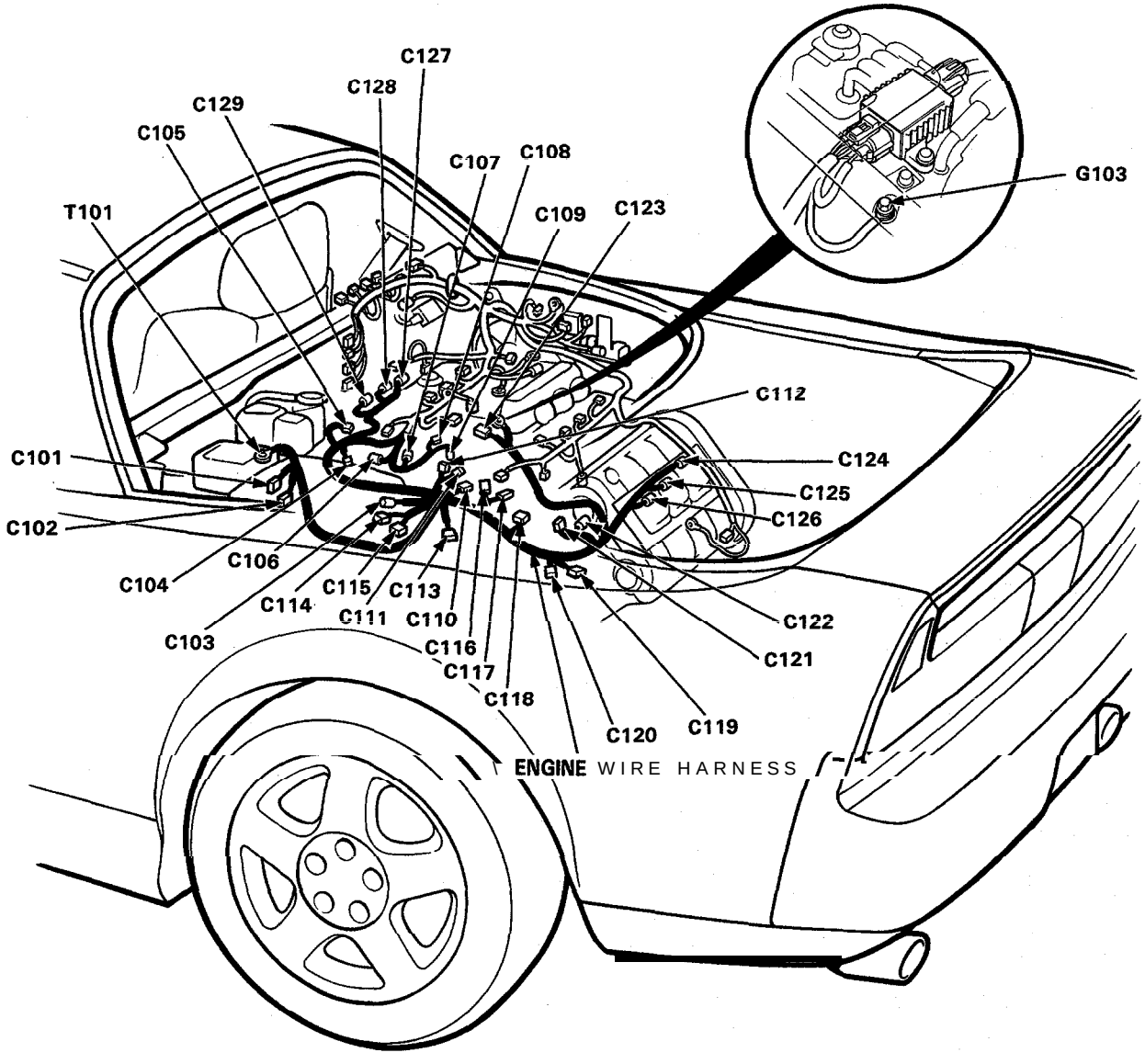
T7		Center front compartment ander area	To EPS Gearbox	
G4		Center front compartment ander area	To Body ground, via EPS ground wire	


STARTER CABLE
MAIN RELAY BOX
T2
G1
G4
BATTERY
GROUND
WIRE
GROUND
WIRE


MAIN FUSE BOX
STARTER CABLE
T1
G2
T5
T3
T6
ENGINE
GROUND
WIRE A
G3
ENGINE GROUND
WIRE B

Engine Wire Harness

Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
C101	14	Left side of engine compartment	To Side wire harness (C530)	A/T
C101	6	Left side of engine compartment	To Side wire harness (C530)	M/T
CI02	2	Left side of engine compartment	To Side wire harness (C531)	
CI03	1	Engine compartment	To Starter solenoid	
CI04	2	Engine compartment	To Engine oil pressure sensor	
CI05	1	Engine compartment	To Radio noise condenser	
CI06	2	Engine	To Front oil pressure switch B	
CI07	2	Engine compartment	To Front spool solenoid valve	
CI08	2	Engine	To Coolant temperature sensor (TW)	
CI09	1	Engine compartment	To Coolant temperature gauge sender	
CI10	2	Engine compartment	To Back-up light switch	M/T
CI11	3	Engine compartment	To NM speed pulser	A/T
C112	2	Engine compartment	To Lock-up control solenoid valve	A/T
C113	3	Engine compartment	To Neutral switch	M/T
C114	2	Engine compartment	To Shift control solenoid valve	A/T
C115	3	Engine compartment	To Linear solenoid valve	A/T
C116	3	Engine compartment	To Accel pedal sensor	
C117	2	Engine compartment	To Radiator coolant temperature sensor (TW)	
CI18	8	Engine compartment	To Jumper connector	
CI19	3	Engine compartment	To Speed sensor	
C120	2	Engine compartment	To NC speed pulser	A/T
C121	2	Engine compartment	To Rear spool solenoid valve	
C122	2	Engine	To Rear engine oil pressure switch B	
CI23	8	Engine	To Igniter	Rear
CI24	2	Engine	To No.1 Ignition coil	
CI25	2	Engine	To No.2 Ignition coil	
CI26	2	Engine	To No.3 Ignition coil	
CI27	2	Engine	To No.4 Ignition coil	
CI28	2	Engine	To No.5 Ignition coil	
C129	2	Engine	To No.6 Ignition coil	
T101		Left side of engine compartment	To Main fuse box	
G103		Engine compartment	To Engine ground via engine wire harness	


C127
C128
C129
C105
C107
C108
T101
C109
C123
G103
C112
C101
C124
C125
C102
C126
C106
C104
C115
C114
C113
C111
C110
C122
C103
C116
C121
C117
C118
C120
C119
ENGINE WIRE HARNESS

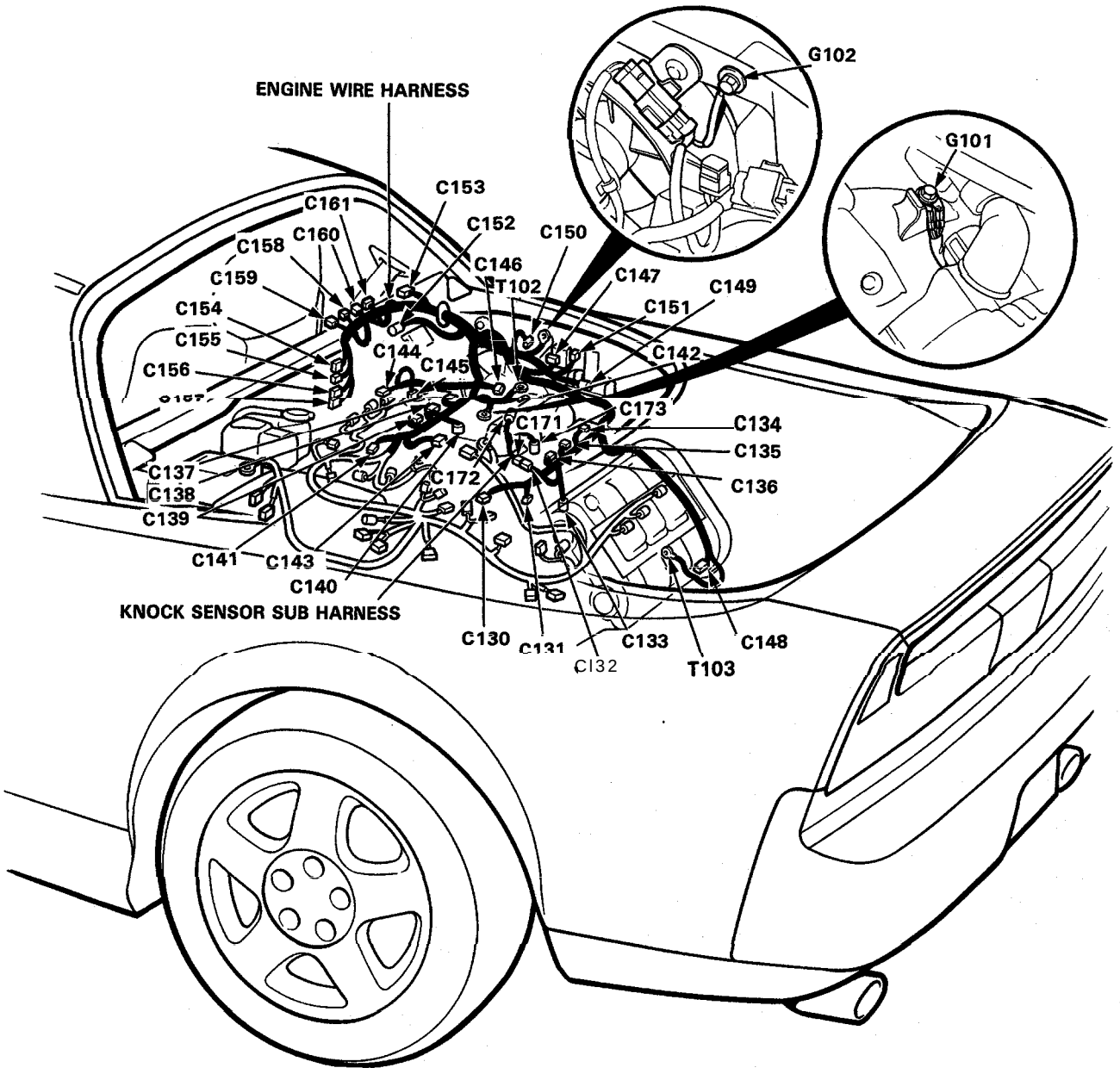
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Engine Wire Harness (Cont'd)

Connector or 'erminal Number	Number of pins	Location	Where the Wires Go	Remark
C130	3	Left side of engine compartment	To Throttle angle sensor	
C131	6	Left side of engine compartment	To Throttle motor	
C132	3	Left side of engine compartment	To Knock sensor sub harness (C 171)	
C133	2	Middle of engine	To EACV	
C134	2	Middle of engine	To No.1 Fuel injector	
C135	2	Middle of engine	To No.2 Fuel injector	
C136	2	Middle of engine	To No.3 Fuel injector	
C137	2	Middle of engine	To No.4 Fuel injector	
C138	2	Middle of engine	To No.5 Fuel injector	
C139	2	Middle of engine	To No.6 Fuel injector	
C140	2	Middle of engine	To intake air temperature sensor	
C141	3	Middle of engine	To EGR valve lift sensor	
C142	4	Middle of engine	To Voltage regulator	
C143	6	Middle of engine	To igniter	Front
C144	4	Right corner of front engine	To Front oxygen sensor	
C145	1	Right corner of front engine	To A/C compresor clutch	
C146	8	Middle of engine	To CRANK/CYL sensor	
C147	4	Right side of engine compartment	To Engine compartment fan relay	
C148	4	Right corner rear engine compartment	To Rear oxygen sensor	
C149	8	Right side of engine compartment	To Engine compartment fan resister	
C150	2	Right side of engine compartment	To Engine compartment fan	
C151	2	Right side of engine compartment	To ignition Ne service connector	
C152	2	Right front engine compartment	To Fuel pump resister	
C153	20	Right bulkhead	To Junction connector	
C154	26	Middle of behind middle of bulkhead	To PGM-Fi ECU	
C155	16	Middle of behind middle of bulkhead	To PGM-FI ECU	
C156	12	Middle of behind middle of bulkhead	To PGM-Fi ECU	
C157	22	Middle of behind middle of bulkhead	To PGM-Fi ECU	
C158	16	Behind right side of bulkhead	To Floor wire harness (C476)	
C159	8	Behind right side of bulkhead	To Floor wire harness (C475)	
C160	18	Behind right side of bulkhead	To Floor wire harness (C477)	
C161	20	Behind right side of bulkhead	To Floor wire harness (C478)	
T102		Middle of engine compartment	To Alternator	
T103		Engine rear cylinder head cover	To Oil pressure switch	
G101		Right middle of engine	To Engine ground, via engine wire harness	
G102		Right side of engine compartment	To Body ground, via engine wire harness	

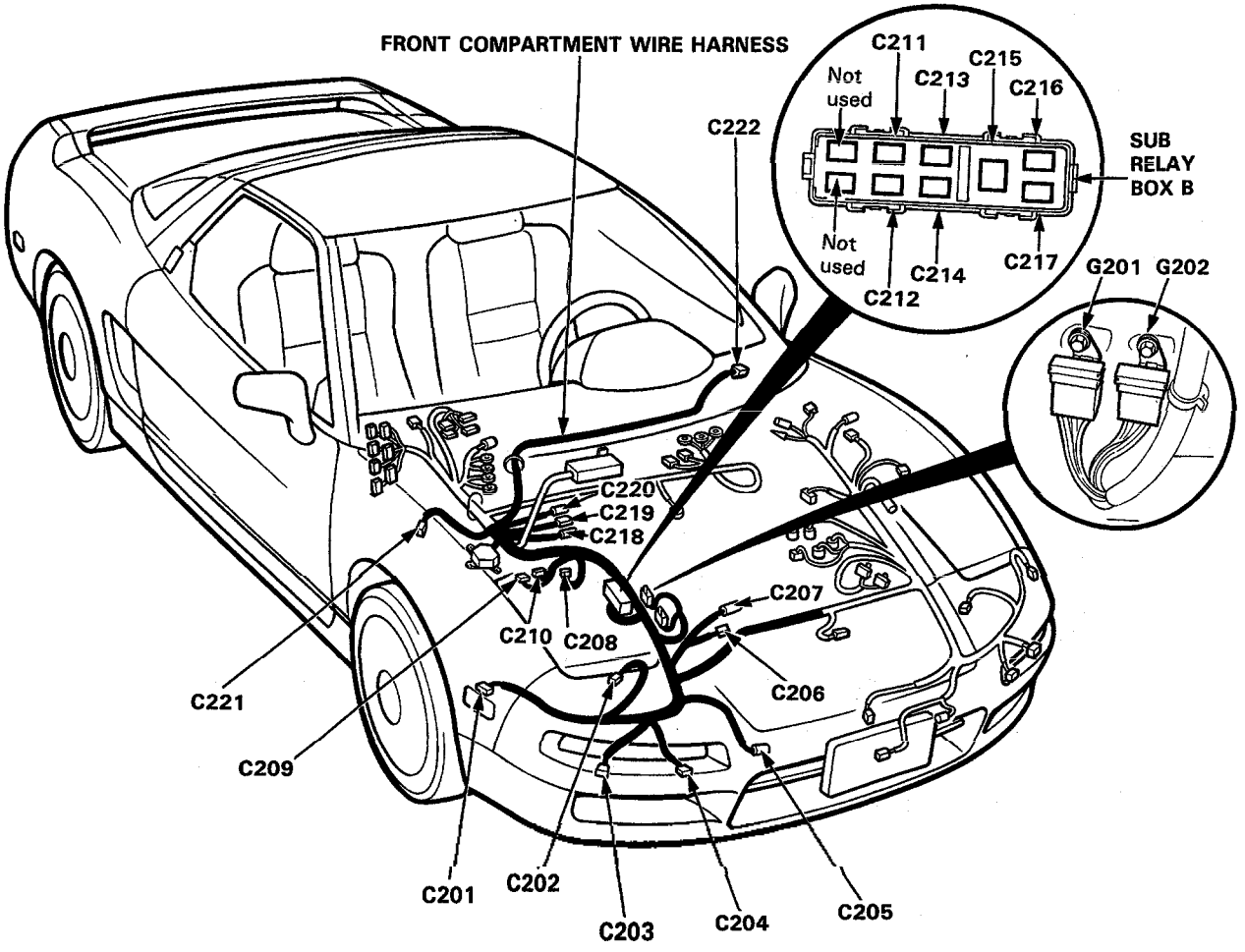
Knock Sensor Sub Harness

C171	3	Middle of engine	To Engine wire harness (C132)	
C172	2	Middle of engine	To Front knock sensor	
C173	2	Middle of engine	To Rear knock sensor	


G102
G101
ENGINE WIRE HARNESS
C153
C161
C152
C150
C160
C158
C146
C159
T102
C147
C149
C154
C151
C155
C144
C142
C156
C145
C173
C171
C134
C135
C137
C172
C136
C138
C139
C141
C143
C140
KNOCK SENSOR SUB HARNESS
C130
C131
C132
C133
C148
T103

Front Compartment Wire Herness

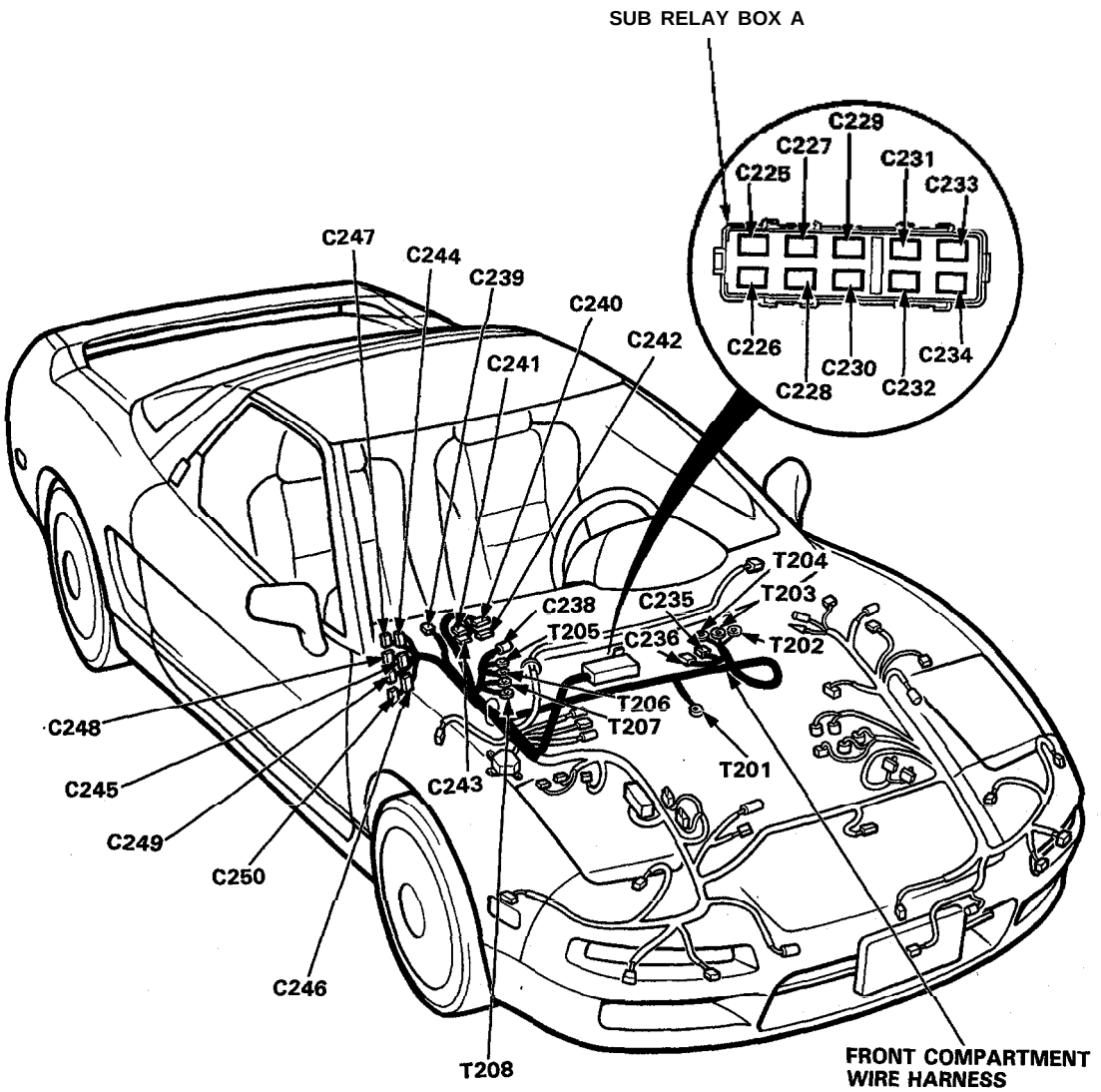
Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
C201	2	Right front corner of front compartment area	To R. Front side marker	
C202	2	Behind Right front bumper	To R. Condenser fan motor	
C203	2	Behind Right front bumper	To R. Front position light	
C204	2	Behind Right front bumper	To.R. Front turn signal light	
C205	2	Behind Right front bumper	To. R. Horn	
C206	2	Front end of front compartment area	To Radiator fan motor	
C207	3	Front end of front compartment area	To Radiator fan resister	
C208	14	Right side of front compartment area	To R. Retractor sub harness (C281)	
C209	6	Behind Right headlight	To R. Retractor relay	
C210	6	Behind Right headlight	To L. Retractor relay	
c211	4	Sub relay box B	To Power amplifier relay	
c212	4	Sub relay box B	To Anti-lock brake Front fail-safe relay	
C213	4	Sub relay box B	To Washer motor relay	
C214	4	Sub relay box B	To Anti-lock brake Rear fail-safe relay	
c215	5	Sub relay box B	To Intermittent wiper relay	
C216	4	Sub relay box B	To Windshield wiper high relay	
C217	4	Sub relay box B	To Windshield wiper low relay	
C218	6	Behind spare tire	To Recirculation control motor	
c219	2	Behind spare tire	To Blower motor	
C220	3	Behind spare tire	To Power transistor	
c221	2	Right front compartment area	To R. Front anti-lock brake speed sensor	
c222	5	Under air scoop	To Windshild wiper motor	
G201		Right side of front compartment area	To Body ground, via front compartment wire harness	
G202		Right side of front compartment area	To Body ground, via front compartment wire harness	


FRONT COMPARTMENT WIRE HARNESS
C222
C211
Not used
C213
C215
C216
SUB RELAY BOX B
Not used
C212
C214
C217
G201
G202
C220
C219
C218
C207
C210
C208
C206
C221
C209
C201
C202
C203
C204
C205

(cont'd)

Front Compartment Wire Harness (Cont'd)

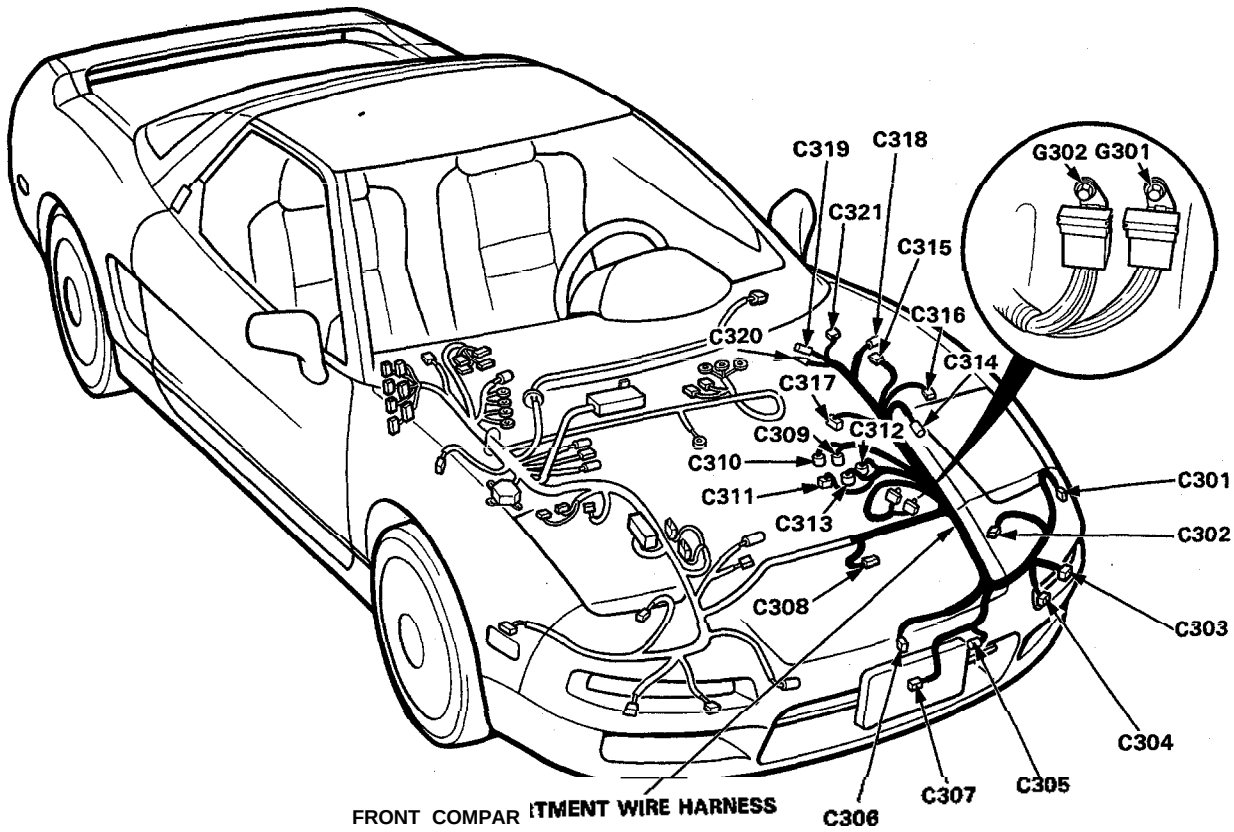
Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
C225	4	Sub relay box A	To Junction connector	
C226	4	Sub relay box A	To Radiator fan low relay	
C227	4	Sub relay box A	To A/C compressor clutch relay	
C228	4	Sub relay box A	To Radiator fan high relay	
c229	4	Sub relay box A	To Horn relay	
C230	4	Sub relay box A	To Condenser fan relay	
C231	4	Sub relay box A	To L. Retractor cut relay	
C232	4	Sub relay box A	To Blower high relay	
C233	4	Sub relay box A	To R. Retractor cut relay	
C234	4	Sub relay box A	To Blower relay	
C235	4	Rear under front compartment area	To EPS Tach generator	EPS
C236	6	Rear under front compartment area	To EPS Torque sensor	EPS
C237	20	Behind right kick panel	To Jaunction connector	
C238	14	Right front floor	To Power unit	EPS
C239	6	Right under dash	To Anti-lock brake inspection connector	
C240	20	Right under dash	To Anti-lock brake control unit	
C241	18	Right under dash	To Anti-lock brake control unit	
C242	18	Right under dash	To EPS control unit	
C243	12	Right under dash	To EPS control unit	
C244	20	Behind right kick panel	To Floor wire harness (C468)	
C245	18	Behind right kick panel	To Floor wire harness (C469)	
C246	16	Behind right kick panel	To Floor wire harness (C470)	
C247	14	Behind right kick panel	To Floor wire harness (C466)	
C248	12	Behind right kick panel	To Floor wire harness (C465)	
C249	10	Behind right kick panel	To Floor wire harness (C464)	
C250	7	Behind right kick panel	To Floor wire harness (C467)	
T201		Battery	To Battery negative terminal	EPS
T202		Rear under front compartment area	To Gearbox	EPS
T203		Rear under front compartment area	To Gearbox	EPS
T204		Rear under front compartment area	To Gearbox	EPS
T205		Right front floor	To Power unit	EPS
T206		Right front floor	To Power unit	EPS
T207		Right front floor	To Power unit	EPS
T208		Right front floor	To Power unit	EPS


SUB RELAY BOX A
C229
C227
C231
C225
C233
C247
C244
C239
C240
C242
C241
C226
C230
C234
C228
C232
T204
T203
C238
C235
T205
C236
T202
T206
T207
C248
T201
C245
C243
C249
C250
C246
T208
FRONT COMPARTMENT
WIRE HARNESS

(cont'd)

Front Comoartment Wire Harness (Cont'd)

Connector and 'erminal Number	Number of pins	Location	Where the Wires Go	Remark
C301	2	Left front compartment area	To L. Front side marker	
C302	2	Left behind front bumper	To L. Condenser fan motor	
C303	2	Left behind front bumper	To L. Front position light	
c 304	2	Left behind front bumper	To L. Front turn signal light	
C305	2	Left behind front bumper	To L. Horn	
C306	2	Behind middle of front bumper	To Front washer motor	
C307	2	Behind middle of front bumper	To Ambient sensor	
C308	2	Middle of front compartment area	To Hood switch	
C309	3	Left front compartment area	To Anti-lock brake left front solenoid	
C310	3	Left front compartment area	To Anti-lock brake left rear solenoid	
c311	2	Lefr f ront compartment area	To Anti-lock brake motor	
C312	3	Left front compartment area	To Anti-lock brake right front solenoid	
c313	3	Left front compartment area	To Anti-lock brake right rear solenoid	
c314	14	Left front compartment area	To Retractor sub harness (C381)	
c315	4	Left front compartment area	To Auto cruise actuator	
C316	2	Left front compartment area	To Security horn	
c317	2	Left front compartment area	To Anti-lock brake pressure switch	
C318	4	Left front compartment area	To A/C pressure switch	
c319	1	Left rear front compartment area	To Brake fluid level switch (+)	
C320	1	Left rear front compartment area	To Brake fluid level switch (–)	
C321	2	Left rear front compartment area	To L. Front anti-lock brake speed sensor	
G301		Left front compartment area	To Body ground, via front compartment harness	
G302		Left front compartment area	To Body ground, via front compartment harness	



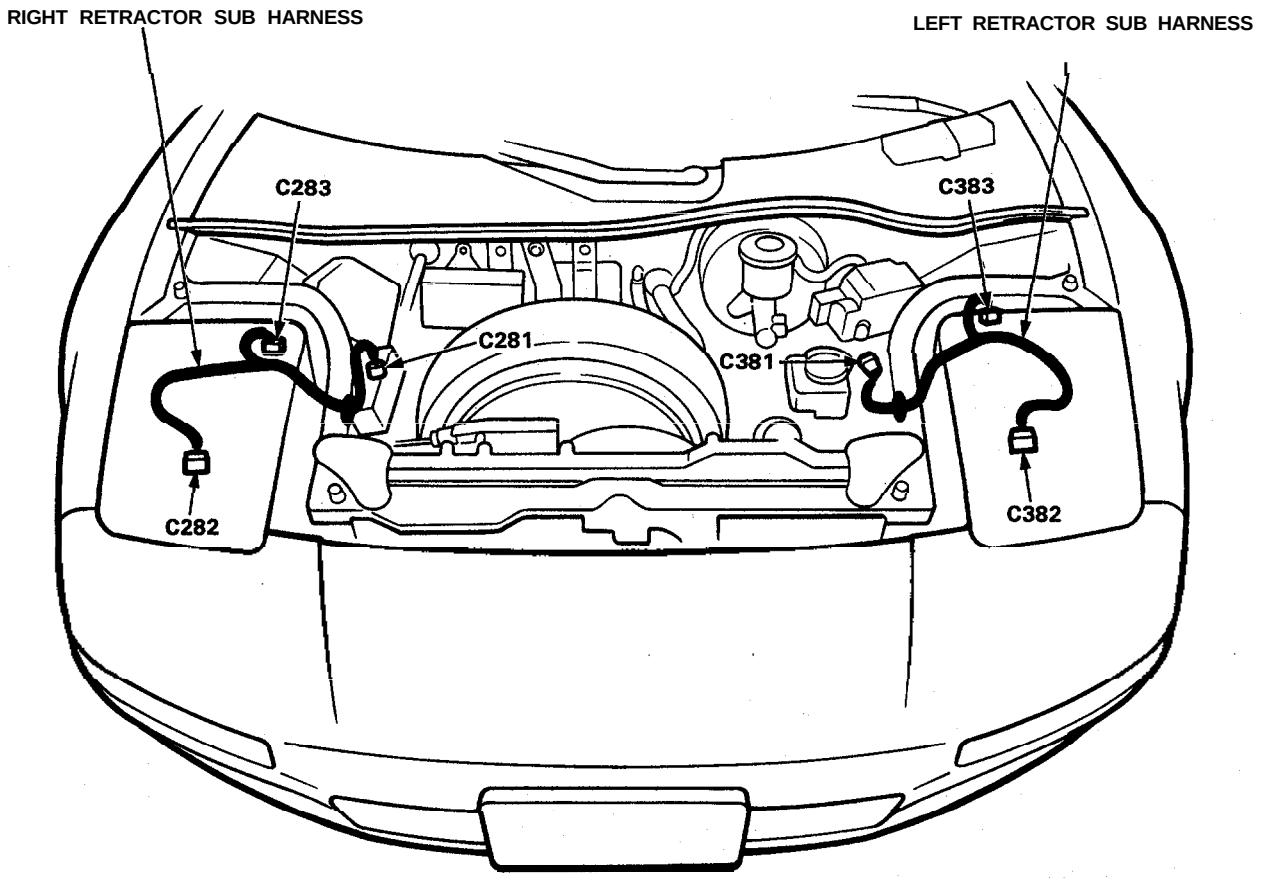
FRONT COMPARTMENT WIRE HARNESS

Right Retractor Sub Harness

Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
C281	14	Right front compartment area	To Front compartment wire harness (C208)	
C282	6	Behind Right headlight	To Right headlight	
C283	6	Right front compartment area	To Right retractor motor	

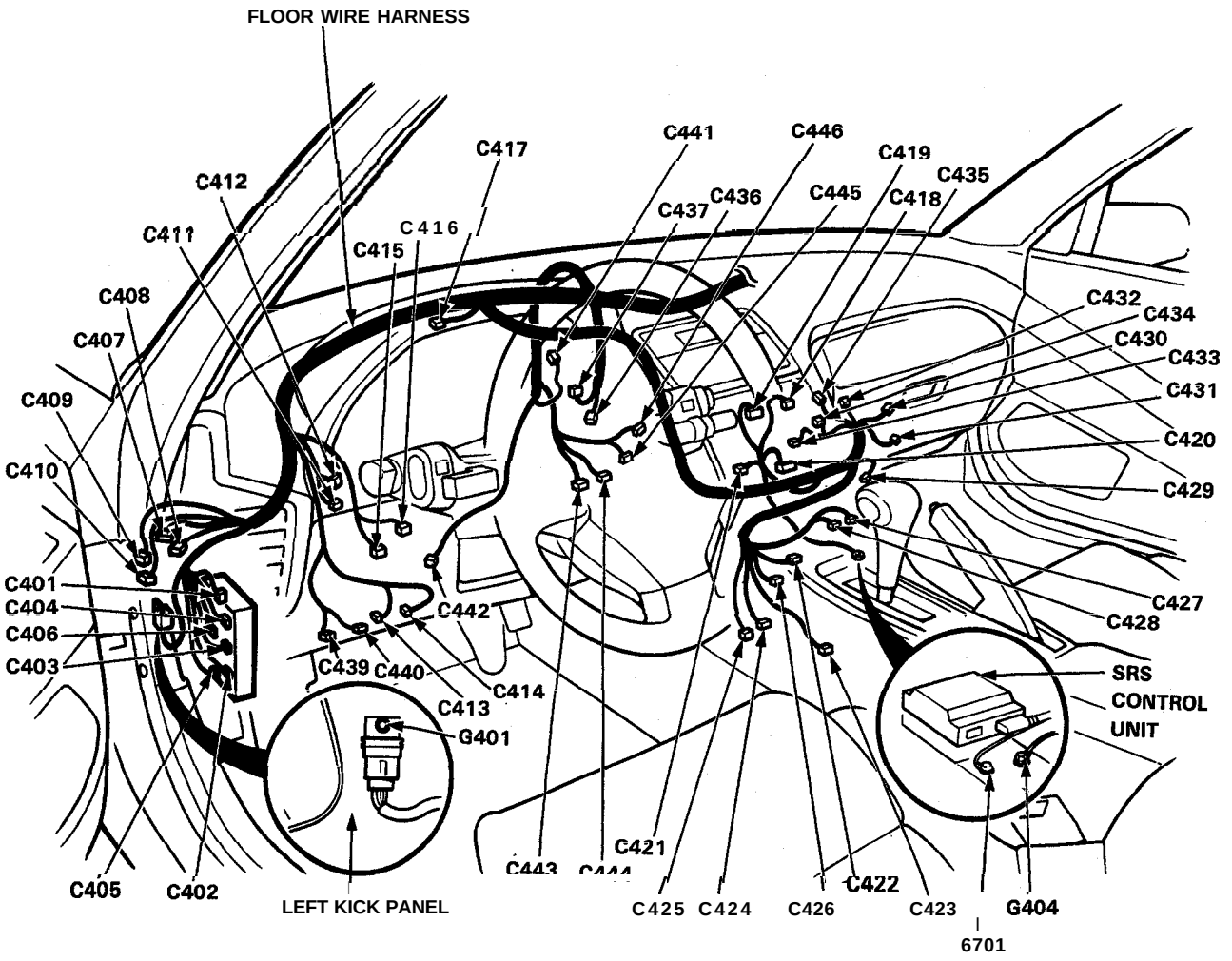
Left Retractor Sub Harness

C381	14	Left front compartment area	To Front compartment wire harness (C314)	
C382	6	Behind Left headlight	To Left headlight	
C383	6	Left front compartment area	To Left retractor motor	


RIGHT RETRACTOR SUB HARNESS
LEFT RETRACTOR SUB HARNESS
C283
C383
C281
C381
C282
C382

Floor Wire Harness

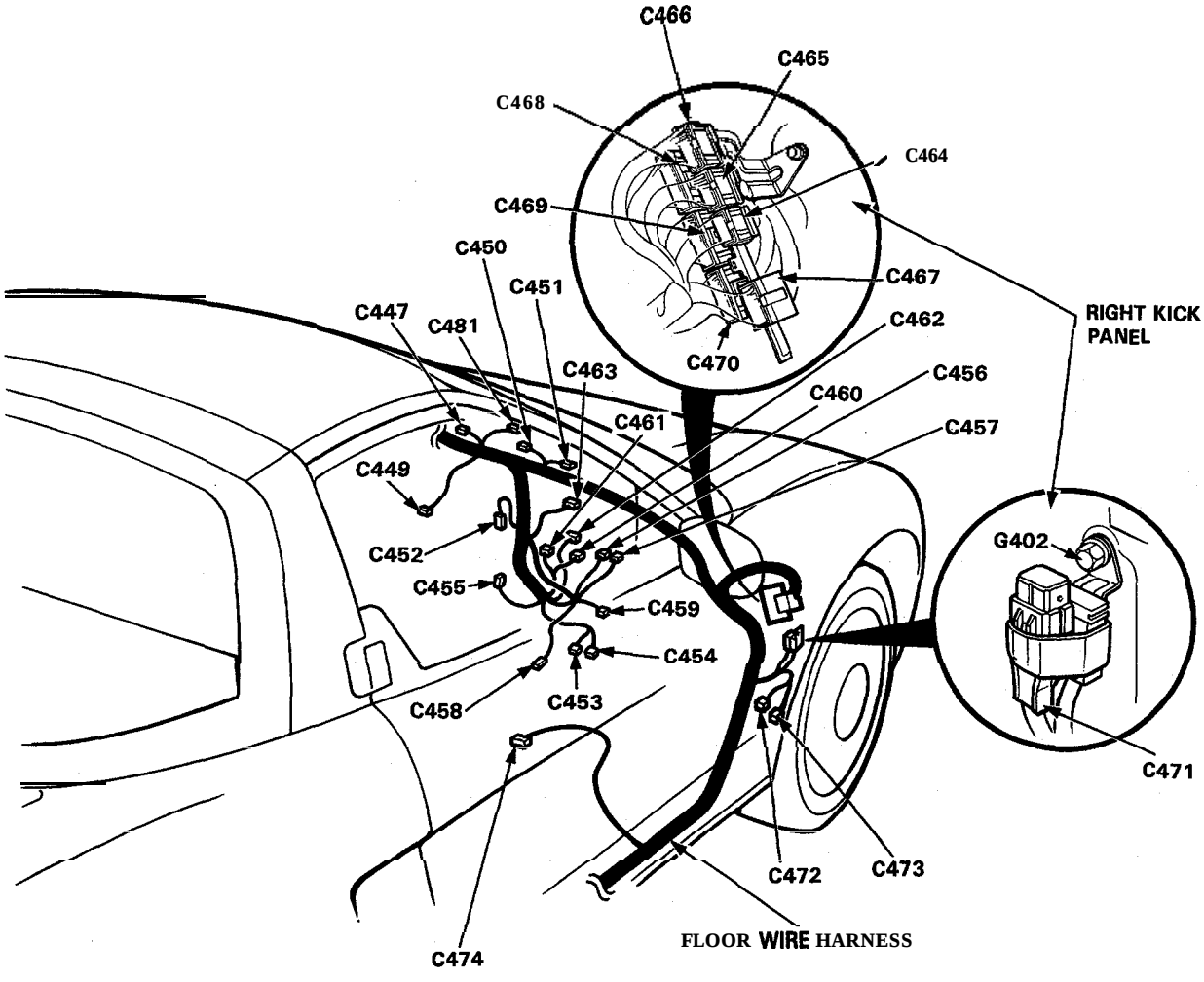
Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
C401	16	Behind left kick panel	To Integrated control unit	
C402	12	Behind left kick panel	To Dash fuse box (C904)	
C403	14	Behind left kick panel	To Dash fuse box (C901)	
C404	16	Behind left kick panel	To Dash fuse box (C902)	
C405	5	Behind left kick panel	To Dash fuse box (C905)	
C406	16	Behind left kick panel	To Dash fuse box (C903)	
C407	20	Behind left kick panel	To Side wire harness (C523)	
C408	2	Behind left kick panel	To Side wire harness (C524)	
C409	18	Behind left kick panel	To Driver's door wire harness (C601)	
C410	14	Behind left kick panel	To Driver's door wire harness (C602)	
c411	10	Behind instrument kick panel	To Retractor switch/Dashlight brightness controller	
C412	30	Behind gauge	To Gauge assembly	
c413	2	Left under dash	To Foot light	
c414	2	Left under dash	To Chime (lights-on warning)	
c415	6	Left under dash	To Turn signal/Hazard relay	
C416	16	Left under dash	To Combination switch (lighting & turn)	
c417	20	Behind gauge	To Junction connector	
C418	14	Under middle of dash	To Automatic climate control unit	
c419	30	Under middle of dash	To Automatic climate control unit	
C420	16	Under middle of dash	To Stereo radio/cassette player	
C421	2	Under middle of dash		
C422	4	Under center console	To Cigarette lighter relay	
C423	2	Under center console	To Shift position console light	A/T
C424	2	Under center console	To Shift position console switch	A/T
C425	12	Under center console	To Shift position console switch	A K
C426	3	Under center console	To Shift lock solenoid	A/T
C427	4	Under middle of dash	To In car temperature sensor	A/C
C428	3	Under middle of dash	To Cigarette lighter	
c429	4	Under right dash	To SRS main wire harness (C701)	
C430	2	Under right dash	To Glove box light	
c431	2	Behind glove box	To Trunk opener main switch	
C432	7	Right under dash	To Function contol motor	A/C
c433	6	Under middle of dash	To Air mix motor	A/C
c434	2	Under middle of dash	To Evaporator temperature sensor	A/C
c435	6	Under middle of dash	To Ventilation control motor	AIC
C436	5	Behind instrument panel	To TCS off switch	
c437	30	Behind gauges	To Gauge assembly	
G401		Behind left kick panel	To Body ground, via floor wire harness	
G404		Middle of floor	To Body ground, via floor wire harness	


FLOOR WIRE HARNESS
C441
C446
C417
C419
C435
C412
C437
C436
C445
C418
C411
C416
C415
C432
C408
C434
C407
C430
C433
C409
C431
C420
C410
C429
C401
C427
C404
C428
C406
C442
C439
C440
SRS
CONTROL
UNIT
C403
C414
C413
G401
C421
C443
C444
C405
C402
LEFT KICK PANEL
C425
C424
C426
C422
C423
G404
6701

(cont'd)

Floor Wire Harness (cont'd)
NOTE: See page 23-31 for illustrations of C439 thru C446 connector locations.

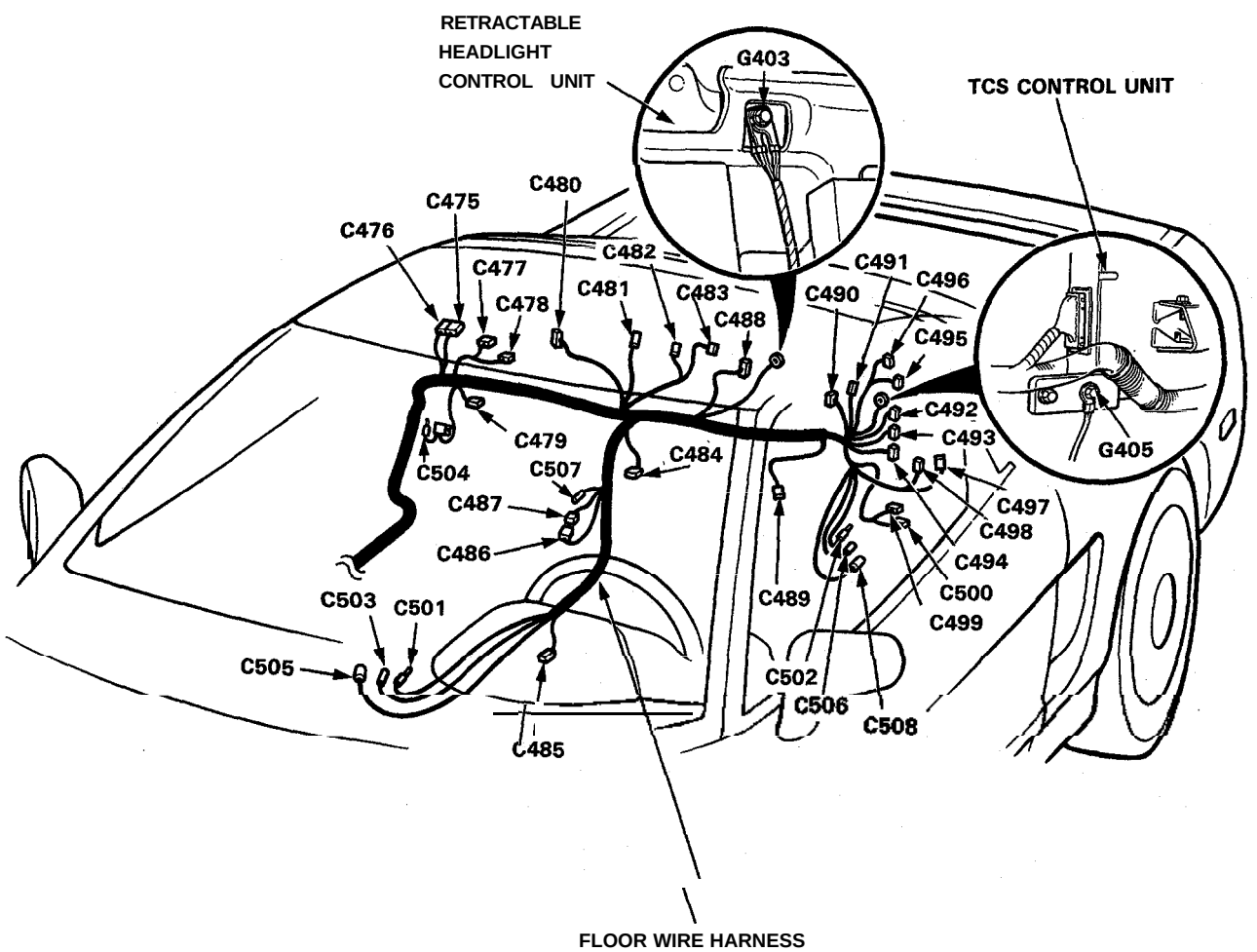
Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
c439	3	Left under dash	To Clutch switch (cruise control)	M/T
C440	2	Left under dash	To Clutch interlock switch	M/T
c441	2	Left under dash	To Water temperature sensor	A/C
C442	4	Left under dash	To Brake light switch	
c443	4	Left under dash	To Cruise control main switch	
c444	18	Left under dash	To Combination switch (windshield wiper and hazard)	
c445	8	Left under dash	To Ignition key switch/key interlock solenoid	
C446	7	Left under dash	To Ignition switch	
c447	20	Behind center dash	To Junction connector	
C448	2	Behind center dash	To Sunlight sensor	A/C
c449	4	Center under dash	To Clock	
C450	20	Behind right dash	To Junction connector	
c451	18	Behind right dash	To Junction connector	
C452	8	Right under dash	To Keyless door lock contol unit	OPTION
c453	6	Right under dash	To Foot well bass speaker	
c454	2	Right under dash	To Foot well bass speaker	
c455	4	Center under dash	To Starter cut relay	
C456	4	Right under dash	To Daytime running light control unit	CANADA
c457	8	Right under dash	To Daytime running light control unit	CANADA
C458	2	Right under dash	To Service check connector	
c459	2	Right under dash		
C460	16	Right under dash	To Security control unit	
C461	22	Right under dash	To Security control unit	
C462	18	Right under dash	To Power door lock control unit	
C463	14	Right under dash	To Cruise control unit	
C464	10	Behind right kick panel	To Front compartment wire harness (C249)	
C465	12	Behind right kick panel	To Front compartment wire harness (C248)	
C486	14	Behind right kick panel	To Front compartment wire harness (C247)	
C467	7	Behind right kick panel	To Front compartment wire harness (C250)	
C468	20	Behind right kick panel	To Front compartment wire harness (C244)	
C469	18	Behind right kick panel	To Front compartment wire harness (C245)	
C470	16	Behind right kick panel	To Front compartment wire harness (C246)	
c471	4	Behind right kick panel	To Junction connector	
C472	14	Behind right kick panel	To Passenger's door wire harness (C651)	
c473	10	Behind right kick panel	To Passenger's door wire harness (C652)	
c474	4	Under passenger's seat	To Passenger's power seat wire harness (C781)	
G402		Behind right kick panel	To Body ground, via floor wire harness	


C466
C465
C468
C464
C469
C450
C451
C467
C447
C481
C462
RIGHT KICK PANEL
C470
C463
C456
C460
C461
C457
C449
G402
C452
C455
C459
C454
C458
C453
C471
C472
C473
C474
FLOOR WIRE HARNESS

(cont'd)

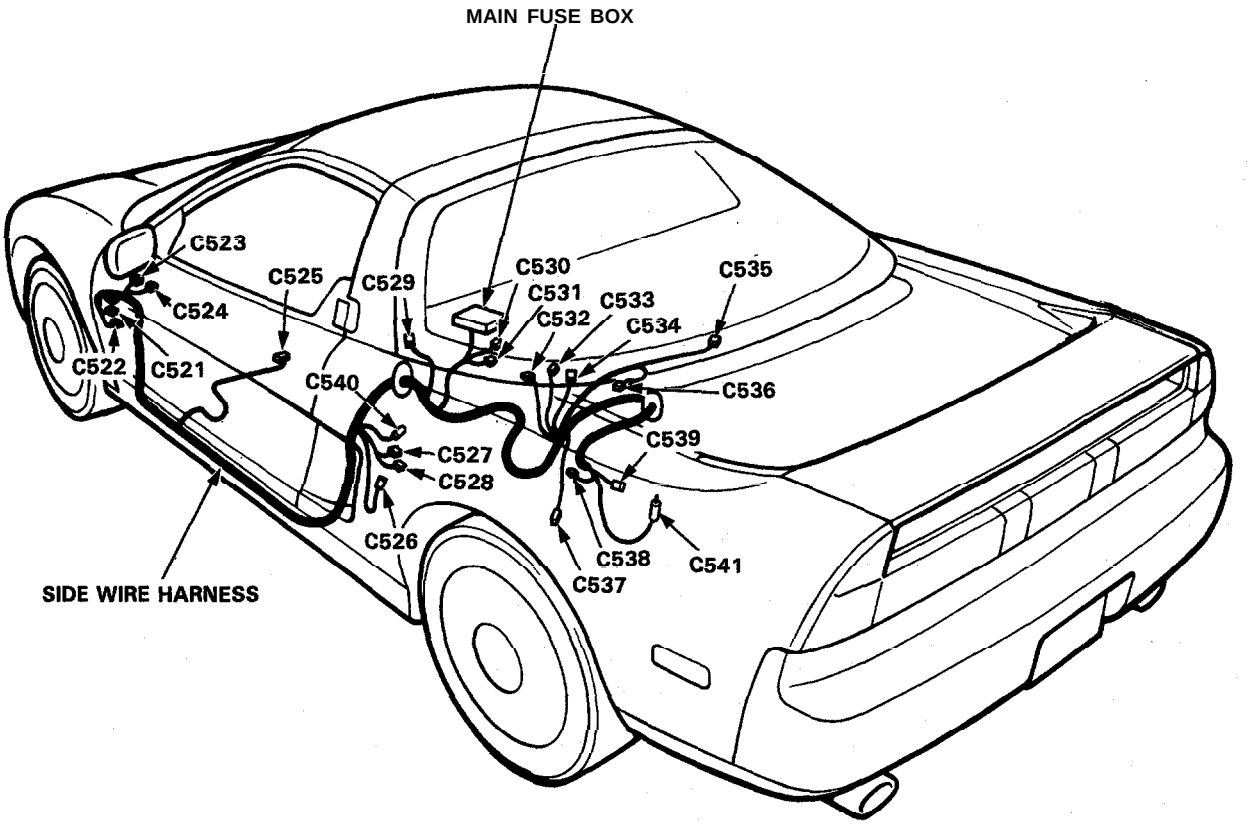
Floor Wire Harness (cont'd)

Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
c475	8	Right rear bulkhead	To Engine wire harness (C 159)	
C476	16	Right rear bulkhead	To Engine wire harness (Cl 58)	
c477	18	Right rear bulkhead	To Engine wire harness (C160)	
C478	20	Right rear bulkhead	To Engine wire harness (Cl 61)	
c479	20	Right rear bulkhead	To Junction connector	
C480	8	Right rear bulkhead	To PGM-FI ECU	
C481	4	Right rear bulkhead	To PGM-FI main relay	
C482	8	Right rear bulkhead	To PGM-FI main relay	
C483	12	Right rear bulkhead	To Cooling fan control unit	
C484	2	Center bulkhead	To Rear speaker	
C485	2	Center floor	To Parking brake switch	
C486	4	Center floor	To C487 connector	
C486	4	Center floor	To Car telephone system	OPTION
C487	4	Center floor	To C486 connector	
C487	4	Center floor	To Car telephone system	OPTION
C488	18	Left rear bulkhead	To Retractable headlight control unit	
C489	6	Left rear bulkhead	To Fuel tank wires (C771)	
C490	8	Left rear bulkhead	To Interlock control unit	A/T
c491	4	Left rear bulkhead	To Fuel pump relay	
c492	10	Left rear bulkhead	To TCS control unit	
c493	12	Left rear bulkhead	To TCS control unit	
c494	20	Left rear bulkhead	To TCS control unit	
c495	22	Left rear bulkhead	To A/T control unit	
C496	26	Left rear bulkhead	To A/T control unit	
c497	7	Left rear bulkhead	To Dashlight brigtness control unit	
C498	4	Left rear bulkhead	To TCS fail-safe relay	
c499	12	Left rear bulkhead	To Side wire harness (C528)	
C500	20	Left rear bulkhead	To Side wire harness (C527)	
C501		Center floor	To Stereo radio/cassette player	
C502		Left rear bulkhead	To Side wire harness (C540)	
C503		Center floor	To Stereo radio/cassette player	
C504		Right rear bulkhead	To Hatch wires (C802)	
C505		Center floor	To Compact disc system	OPTION
C 506		Left rear bulkhead	To Side wire harness	OPTION
C507		Center floor	To Car telephone system	OPTION
C508		Left rear bulkhead	To Side wire harness	OPTION
G403		Left rear bulkhead	To Body ground, via floor wire harness	
G405		Left rear bulkhead	To Body ground,via TCS control unit	


RETRACTABLE
HEADLIGHT
CONTROL UNIT
G403
TCS CONTROL UNIT
C475
C480
C476
C482
C477
C491
C496
C478
C481
C483
C490
C488
C495
C492
C479
C493
C504
C507
C484
G405
C487
C497
C498
C486
C494
C503
C501
C489
C500
C499
C505
C502
C506
C508
C485
FLOOR WIRE HARNESS

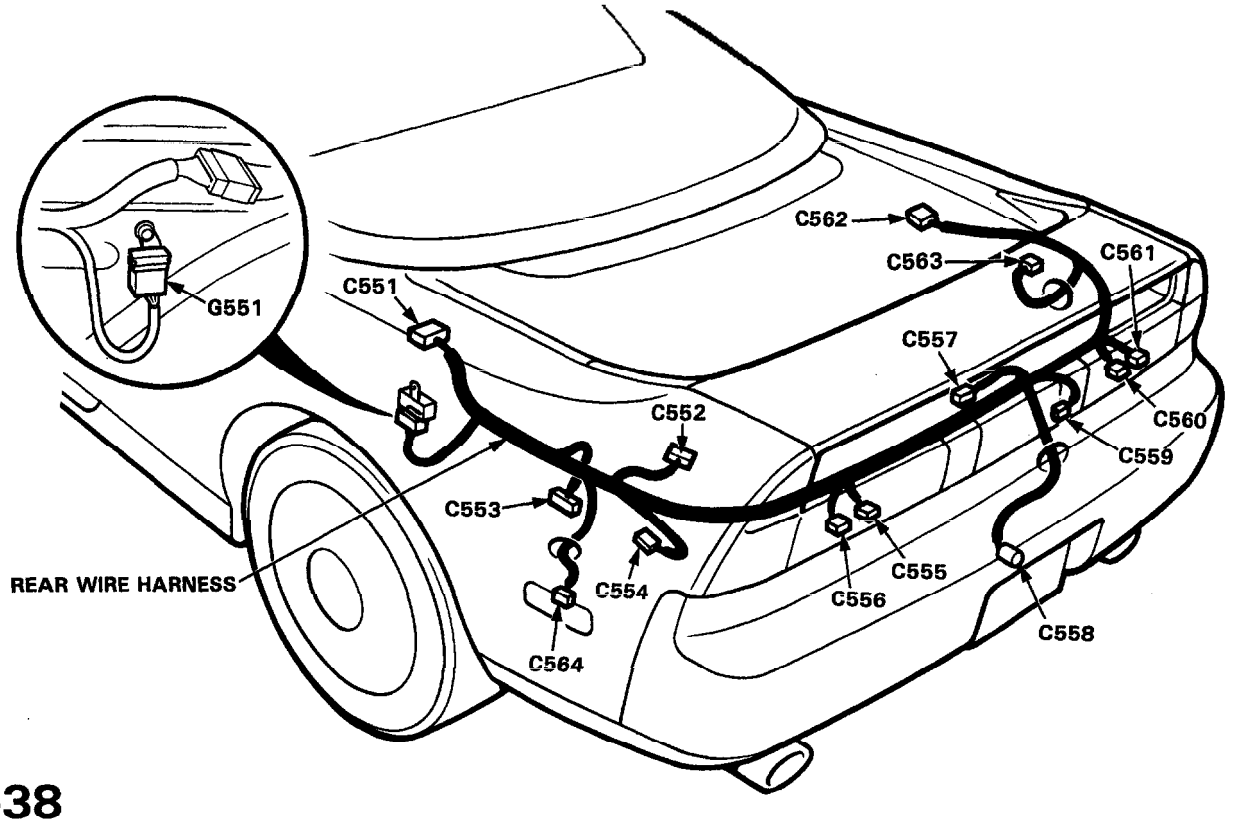
Side Wire Harness

Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
C521	20	Behind left kick panel	To Dash fuse box (C906)	
C522	2	Behind left kick panel	To Dash fuse box (C907)	
C523	20	Behind left kick panel	To Floor wire harness (C407)	
C524	2	Behind left kick panel	To Floor wire harness (C408)	
C525	6	Under driver's seat	To Driver's power seat wire harness (C791)	
C526	2	Left rear bulkhead	To Roof wire harness (C751)	
C527	20	Left rear bulkhead	To Floor wire harness (C500)	
C528	12	Left rear bulkhead	To Floor wire harness (C499)	
c529		Left rear window	To Rear defogger wire (C811)	
C530	14	Left front engine compartment	To Engine wire harness (C101)	A/T
C530	6	Left front engine compartment	To Engine wire harness (CI 01)	M/T
c531	2	Left front engine compartment	To Engine wire harness (C102)	
C532	6	Left front engine compartment	To Emission control box	
c533	3	Left front engine compartment	To Emission control box	
c534	3	Left front engine compartment	To Emission control box	
c535	2	Center engine compartment	To Engine hood switch	
C536	2	Center engine compartment	To Trunk wire harness (C581)	
c537	2	Left engine compartment	To L. Rear anti-lock brake speed sensor	
C538	4	Left trunk area	To Car telephone system	OPTIC)N
c539	20	Left trunk area	To Rear wire harness (C551)	
C540		Left rear bulkhead	To Floor wire harness (C502)	
c541		Left trunk area	To Power antenna motor	


MAIN FUSE BOX
C523
C525
C529
C530
C531
C533
C535
C524
C532
C534
C522
C521
C540
C536
C539
C527
C528
C526
C538
C541
C537
SIDE WIRE HARNESS

Rear Wire Harness

Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
c551	20	Left quarter panel area	To Side wire harness (C539)	
C552	3	Left trunk area	To Trunk light	
c553	4	Left trunk area	To Power antenna motor	
c554	2	Left trunk area	To Trunk opener solenoid	
c555	8	Left trunk area	To L. Taillight assembly	
C556	2	Left trunk area	To L. Rear turn signal light	
c557	3	Center trunk area	To Trunk latch switch	
C558	4	Center trunk area	To License plate lights	
c559	2	Center trunk area	To Security trunk key cylinder switch	
C 560	8	Right trunk area	To R. Taillight assembly	
C561	2	Right trunk area	To R. Rear turn signal light	
C562	2	Right quarter panel area	To R. Rear anti-lock brake speed sensor	
C563	2	Right trunk area	To R. Rear side marker	
C564	2	Left trunk area	To L. Rear side marker	
G551		Left quarter panel area	To Body ground, via rear wire harness	

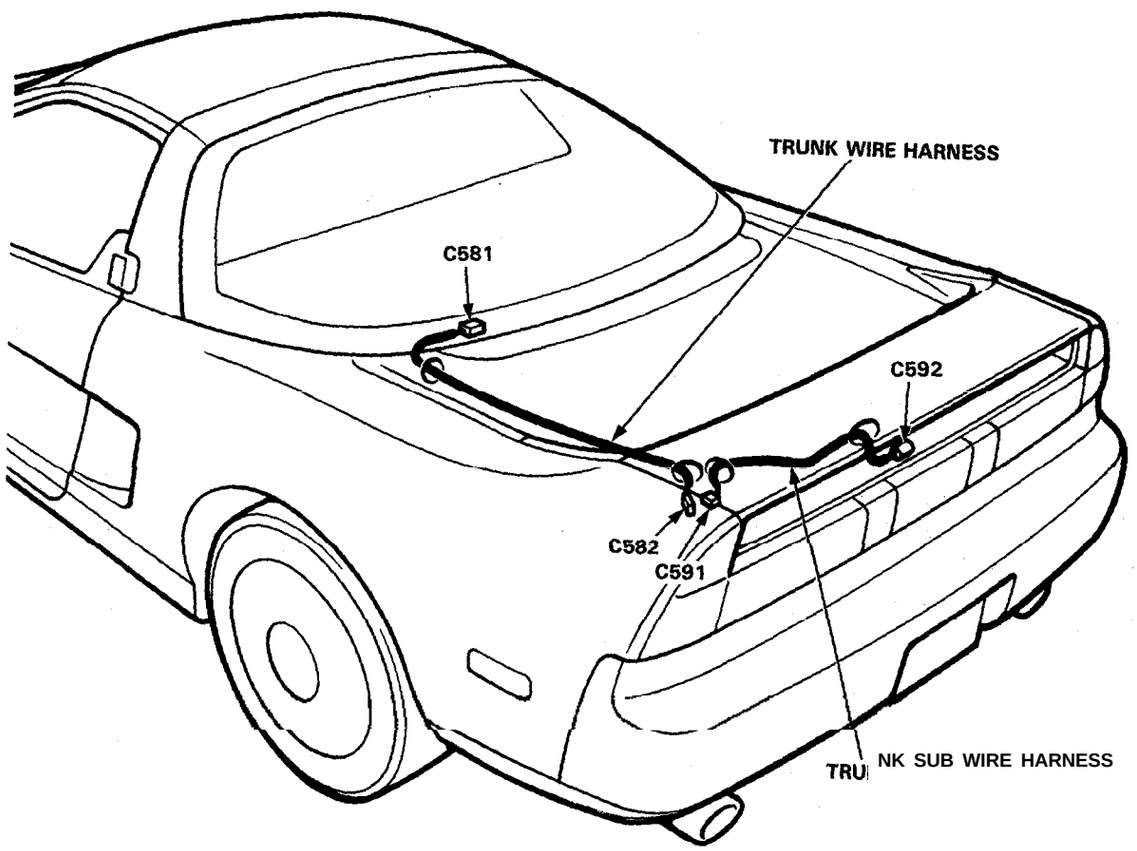


Trunk Wire Harness

Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
C581	2	Left front trunk area	To Side wire harness (C536)	
C582	2	Above center trunk area	To Trunk sub wire harness (C591)	

Trunk Sub Wire Harness

c591	2	Above center trunk area	To Trunk wire harness (C582)	
c592	2	Above center trunk area	To High mount brake light	



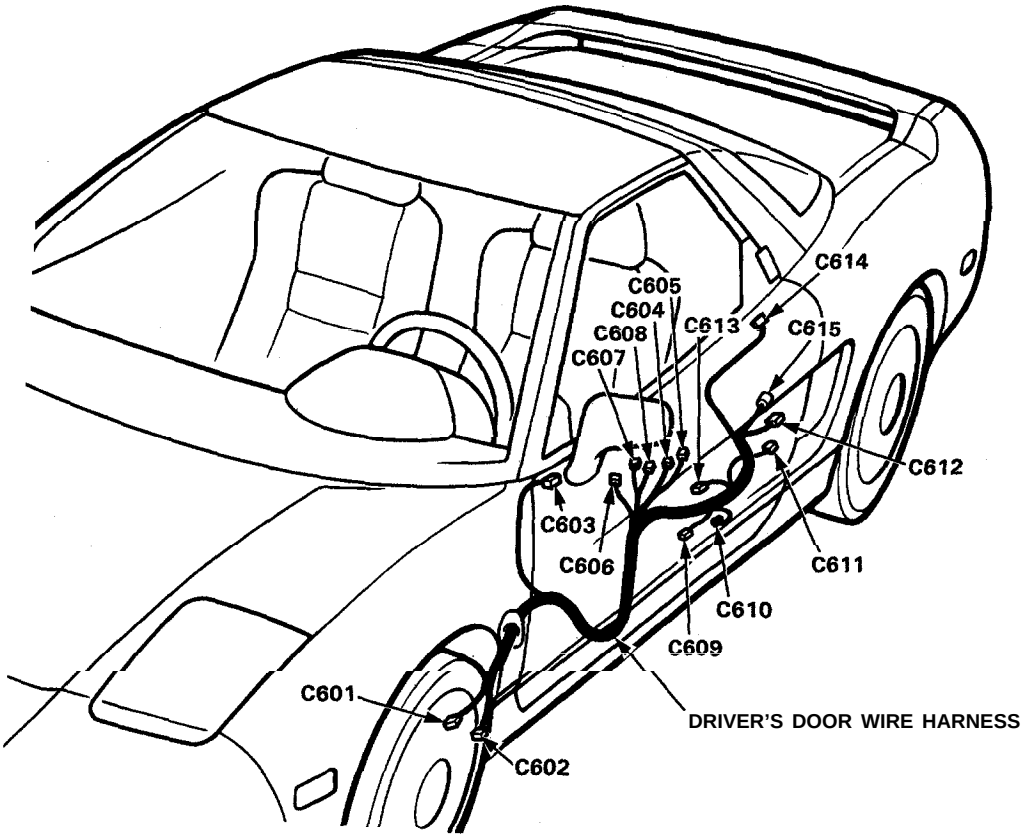
Connector and Wire Harness Routing

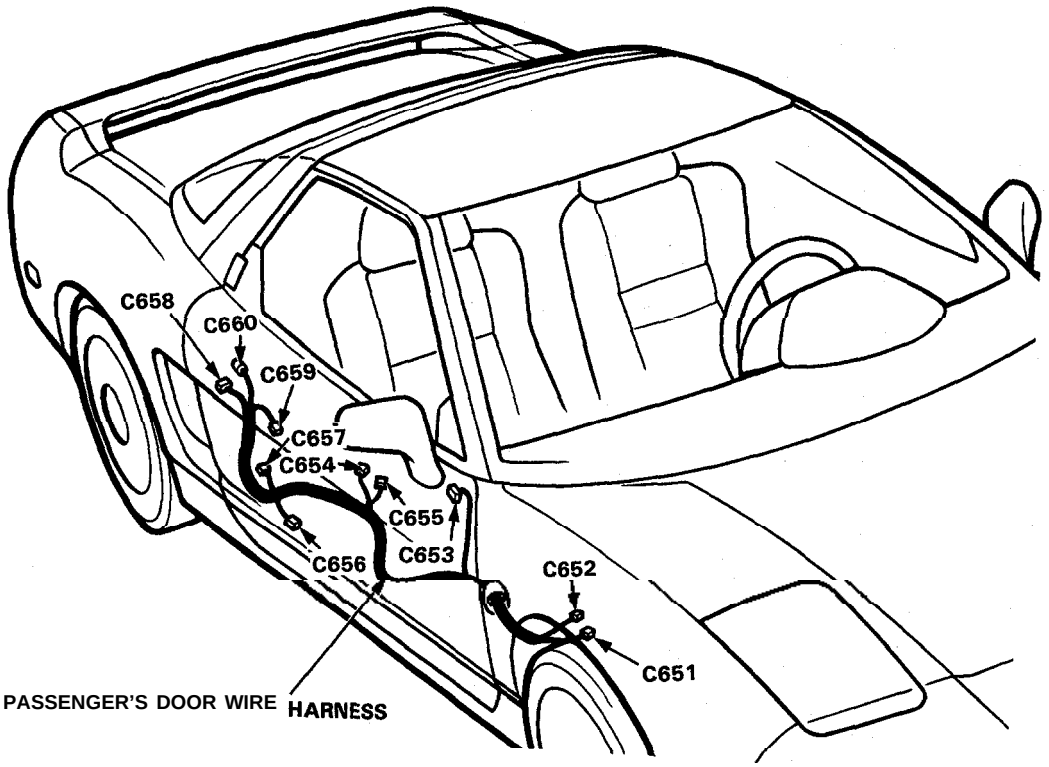
Driver's Door Wire Harness

Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
C601	18	Behind left kick panel	To Floor wire harness (C409)	
C602	14	Behind left kick panel	To Floor wire harness (C410)	
C603	3	Left door	To Left power door mirror	
C604	12	Left door	To Driver's power window switch	
C605	10	Left door	To Power door mirror switch	
C606	6	Left door	To Power window control unit	
C607	4	Left door	To Power window control unit	
C608	3	Left door	To Driver's door lock switch	
C609	5	Left door	To Left front speaker	
C610	2	Left door	To Trunk opener switch	
C611	3	Left door	To Driver's door courtesy light	
C612	8	Left door	To Driver's door key cylinder switch and door lock motor	
C613	4	Left door	To Driver's door power window motor	
C614	5	Left door	To Security indicator	
C615	2	Left door	To Driver's door switch	

Passanger's Door Wire Harness

C651	14	Behind right kick panel	To Floor wire harness (C472)	
C652	10	Behind right kick panel	To Floor wire harness (C473)	
C653	3	Right door	To Right power door mirror	
C654	8	Right door	To Passenger's power window switch	
C655	3	Right door	To Passenger's door lock switch	
C656	5	Right door	To Right front speaker	
C657	3	Right door	To Passenger's door courtesy light	
C658	8	Right door	To Passenger's door key cylinder switch and door lock motor	
C659	2	Right door	To Passenger's door power window motor	
C602	2	Right door	To Passenger's door switch	


C605
C604
C608
C607
C613
C614
C615
C612
C603
C606
C611
C610
C609
C601
C602
DRIVER'S DOOR WIRE HARNESS

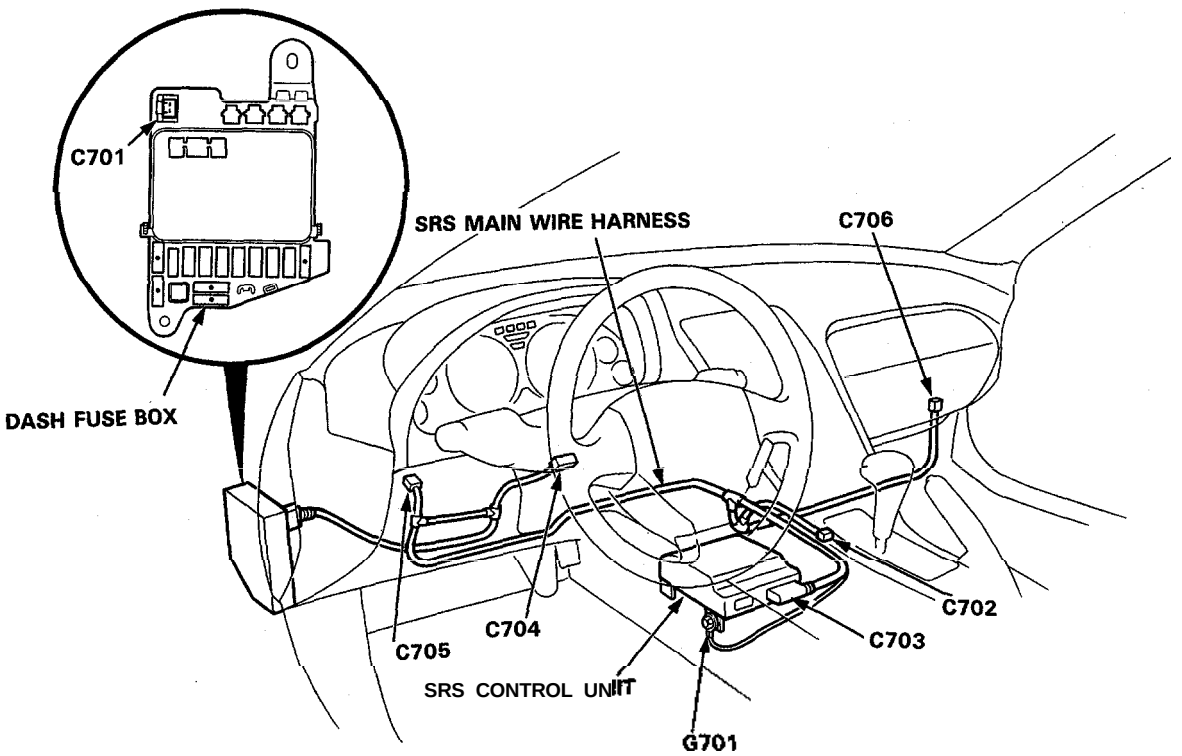

C658
C660
C659
C657
C654
C655
C656
C653
C652
C651
PASSENGER'S DOOR WIRE HARNESS

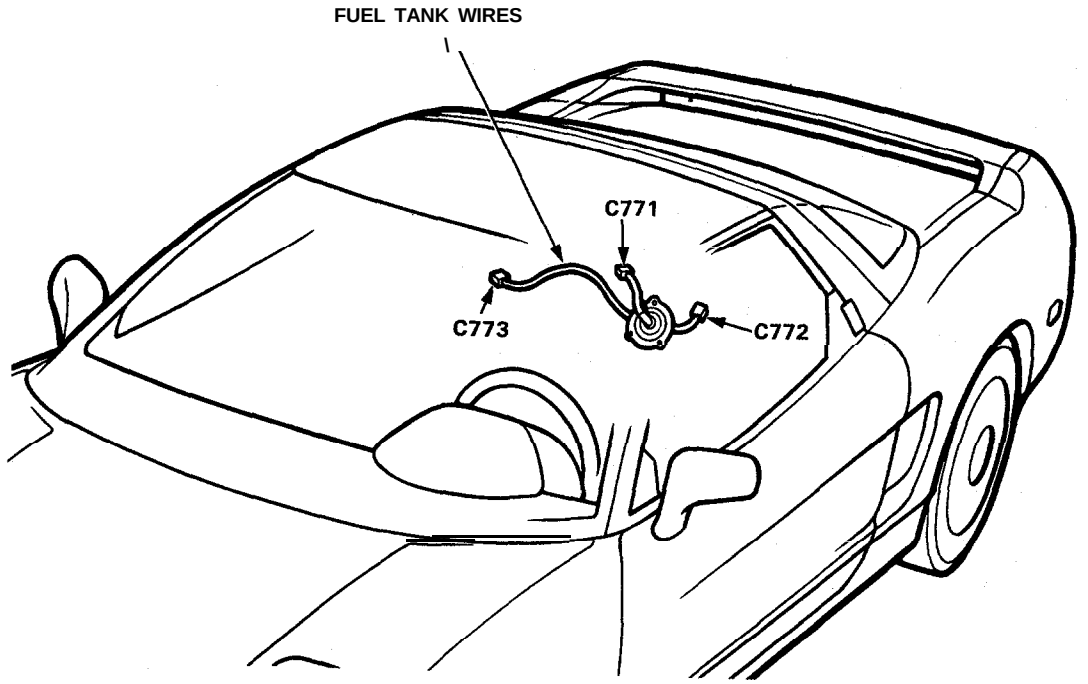
SRS Main Wire Harness

Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
C701	2	Behind left kick panel	To Dash fuse box (C908)	
C702	4	Right under dash	To Floor wire harness (C429)	
C703	18	Center under dash	To SRS control unit	
C704	6	Left under dash	To Cable reel	
C705	2	Left under dash	To Left dash sensor	
C706	2	Right under dash	To Right dash sensor	
G701		Center floor	To Body ground, via floor wire harness	

Fuel Tank Wires

c771	6	Left rear bulkhead	To Floor wire harness (C489)	
C772	3	Fuel tank area	To Fuel gauge sending unit	
c773	2	Fuel tank area	To Fuel pump	


C701
SRS MAIN WIRE HARNESS
C706
DASH FUSE BOX
C702
C704
C703
C705
SRS CONTROL UNIT
G701

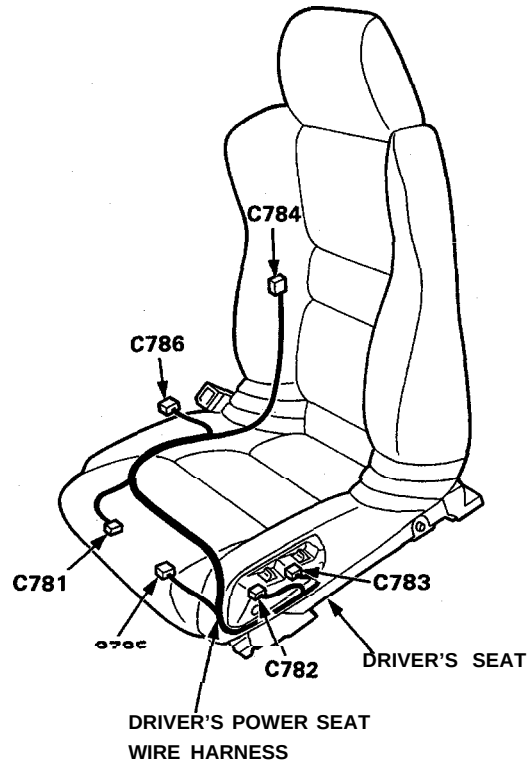

FUEL TANK WIRES
C771
C773
C772

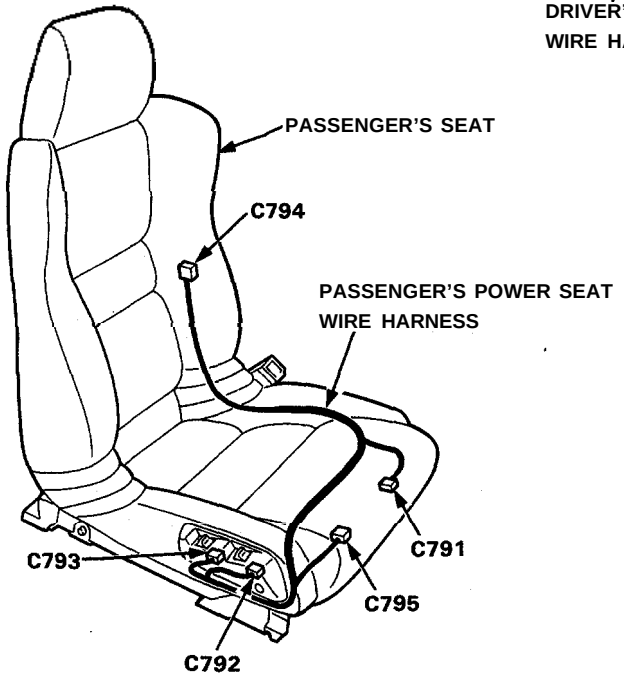
Driver's Power Seat Wire Harness

Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
C781	6	Under driver's seat	To Side wire harness (C525)	
C782	5	Left driver's seat	To Power seat sliding switch	
C783	5	Left driver's seat	To Power seat reclining switch	
C784	2	Right driver's seat back	To Power seat reclining motor	
C785	2	Under driver's seat	To Power seat sliding motor	
C786	2	Right driver's seat	To Belt switch	

Passenger's Power Seat Wire Harness

c791	4	Under passenger's seat	To Floor wire harness (C474)	
c792	5	Right passenger's seat	To Power seat sliding switch	
c793	5	Right passenger's seat	To Power seat reclining switch	
c794	2	Left passenger's seat back	To Power seat reclining motor	
c795	2	Under passenger's seat	To Power seat sliding motor	


C784
C786
C781
C783
C782
DRIVER'S SEAT
DRIVER'S POWER SEAT
WIRE HARNESS


PASSENGER'S SEAT
C794
PASSENGER'S POWER SEAT
WIRE HARNESS
C793
C791
C795
C792

Connector and Wire Harness Routing

Roof Wire

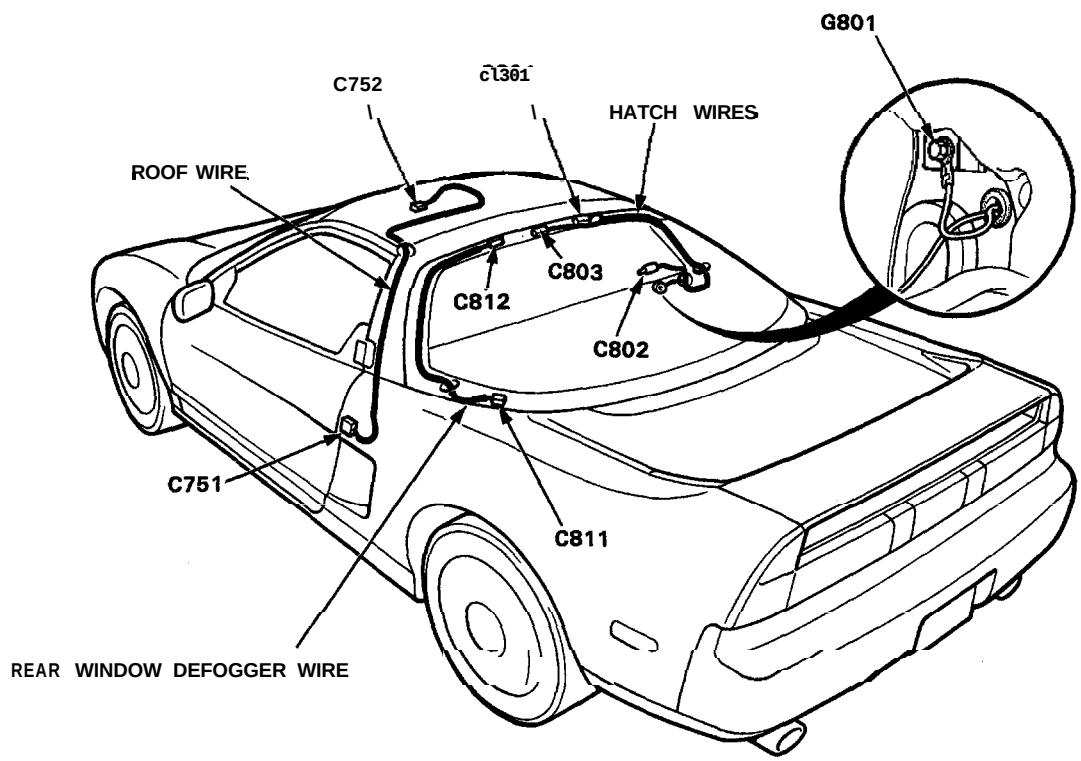
Connector or Terminal Number	Number of pins	Location	Where the Wires Go	Remark
c751	2	Left front engine compartment	To Side wire harness (C526)	
C752		Roof area	To Dome light	

Rear Window Defogger Wire

C811	1	Left front engine compartment	To Side wire harness (C529)	
C812	1	Rear window area	To Rear window defogger (+)	

Hatch Wires

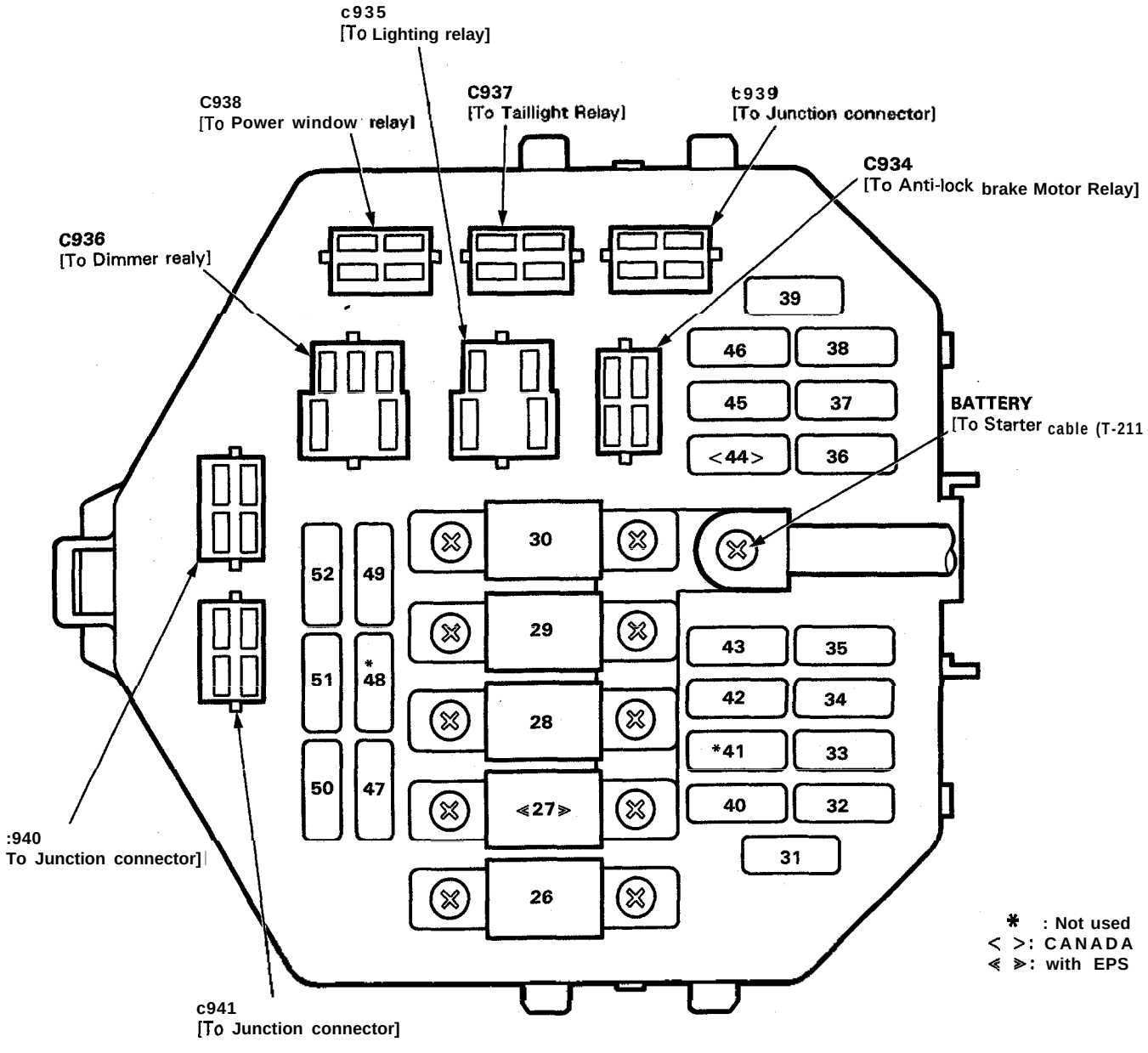
C801	1	Rear window area	To Rear window defogger (−)	
C802	1	Right rear bulkhead	To Floor wire harness (C504)	
C803	1	Rear window area	To Rear window glass antenna	
G801		Right engine compartment	To Body ground, via hatch wires	



Fuses

-Main Relay Box

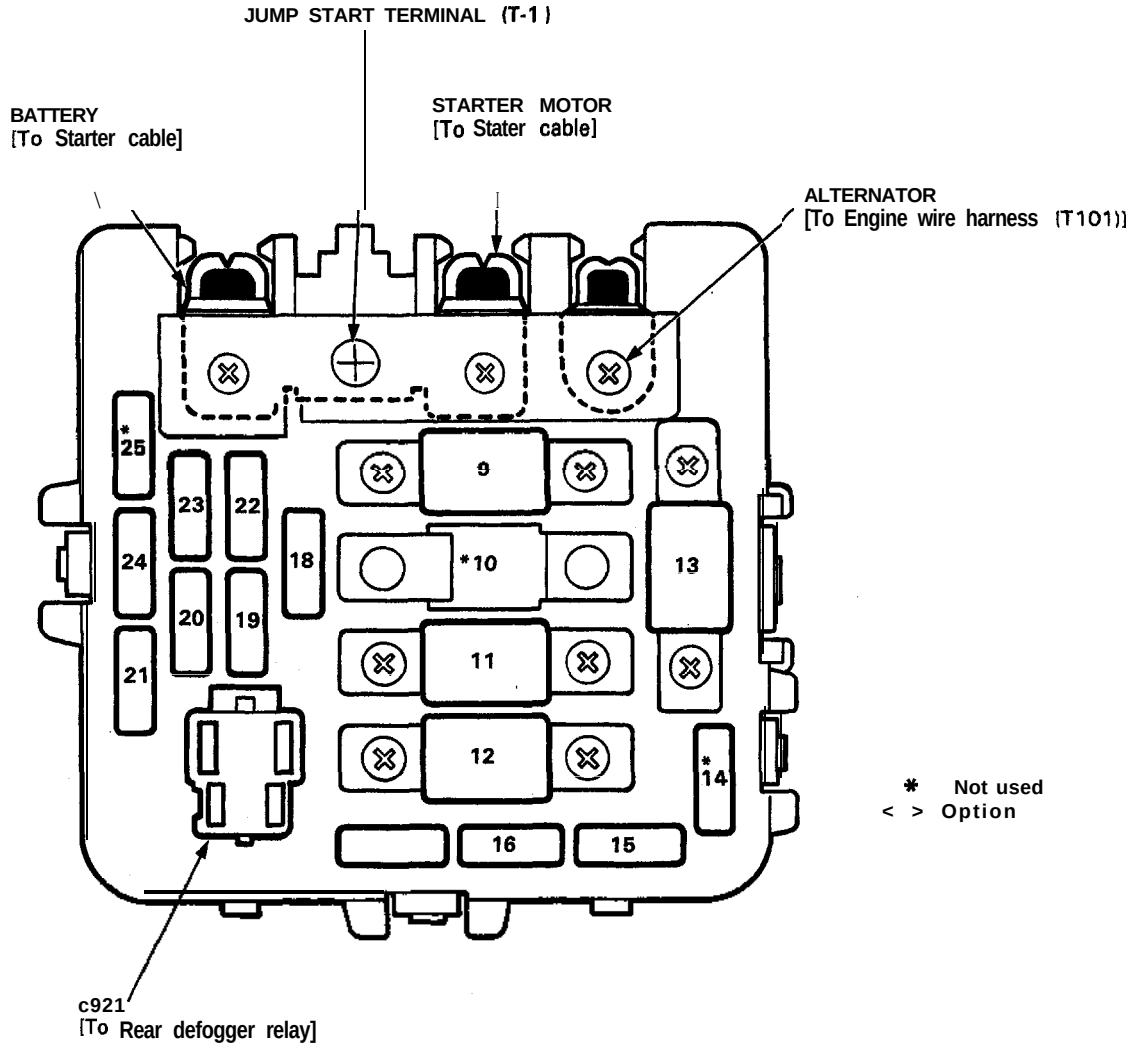
NOTE: Main relay box is located in the front compartment, right side.



Fuses

-Main Fuse Box

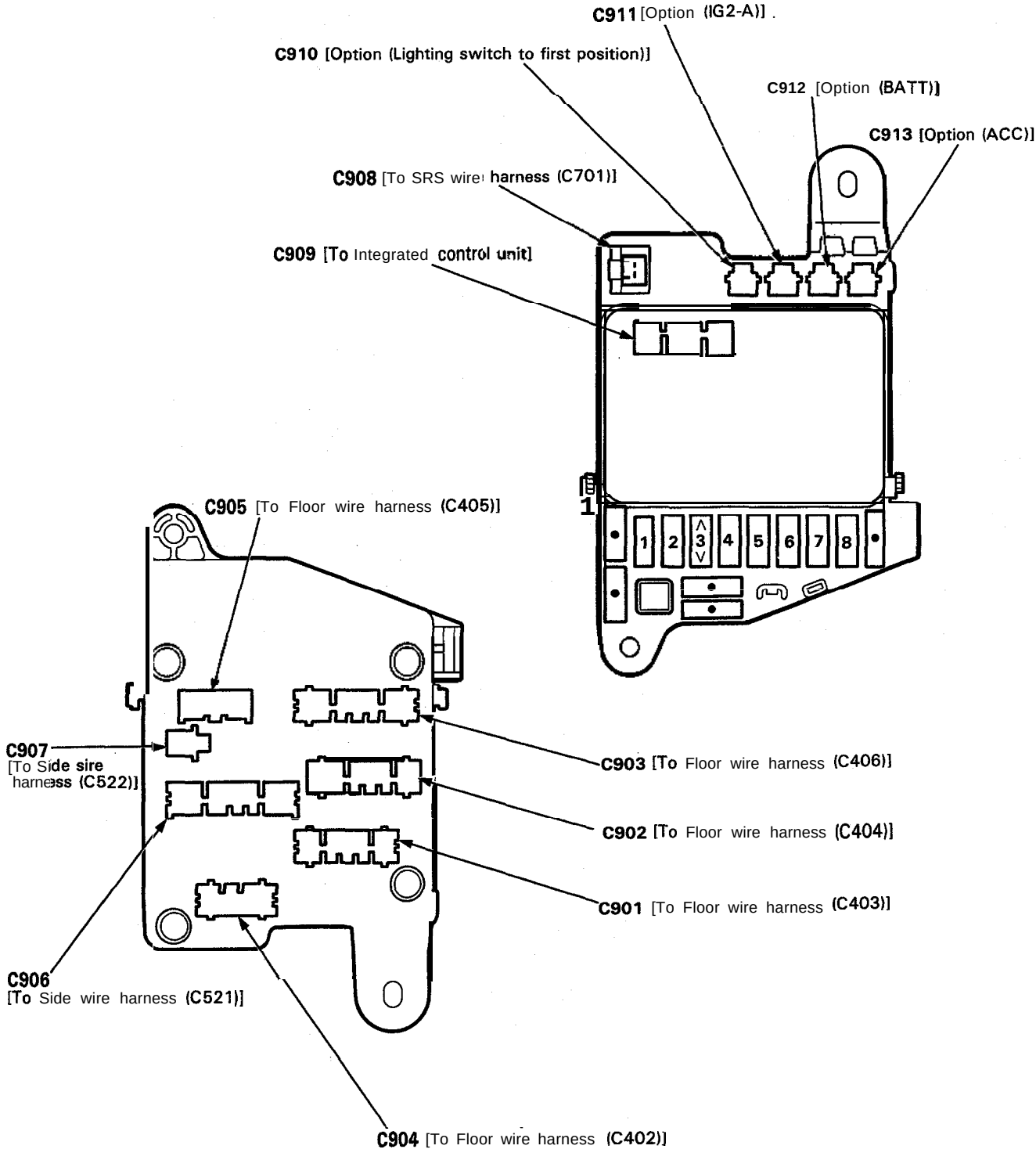
NOTE: Main fuse box is located in the engine compartement, left side.



-Dash Fuse Box

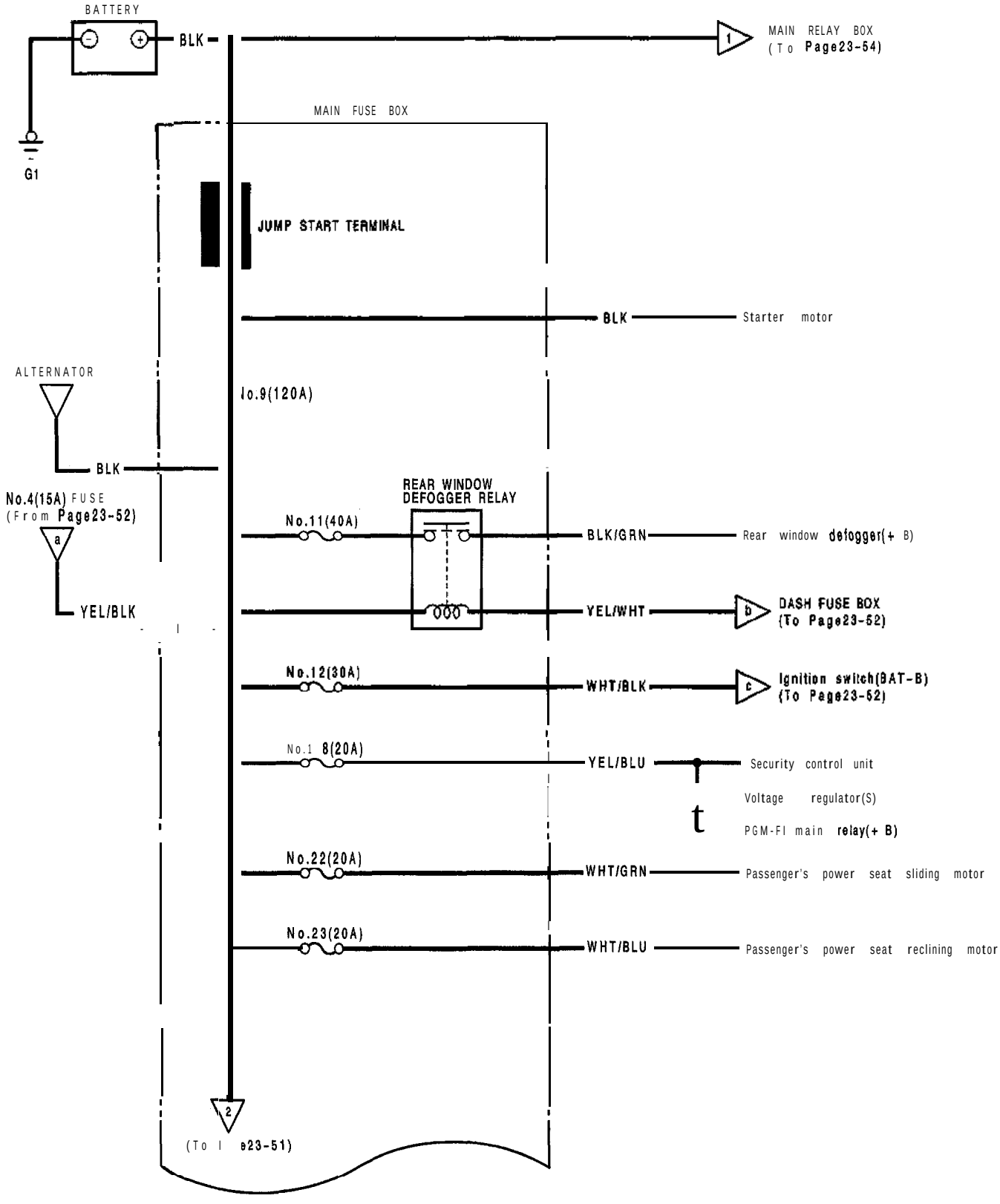
NOTE: Dash fuse box is located behind left kick panel.

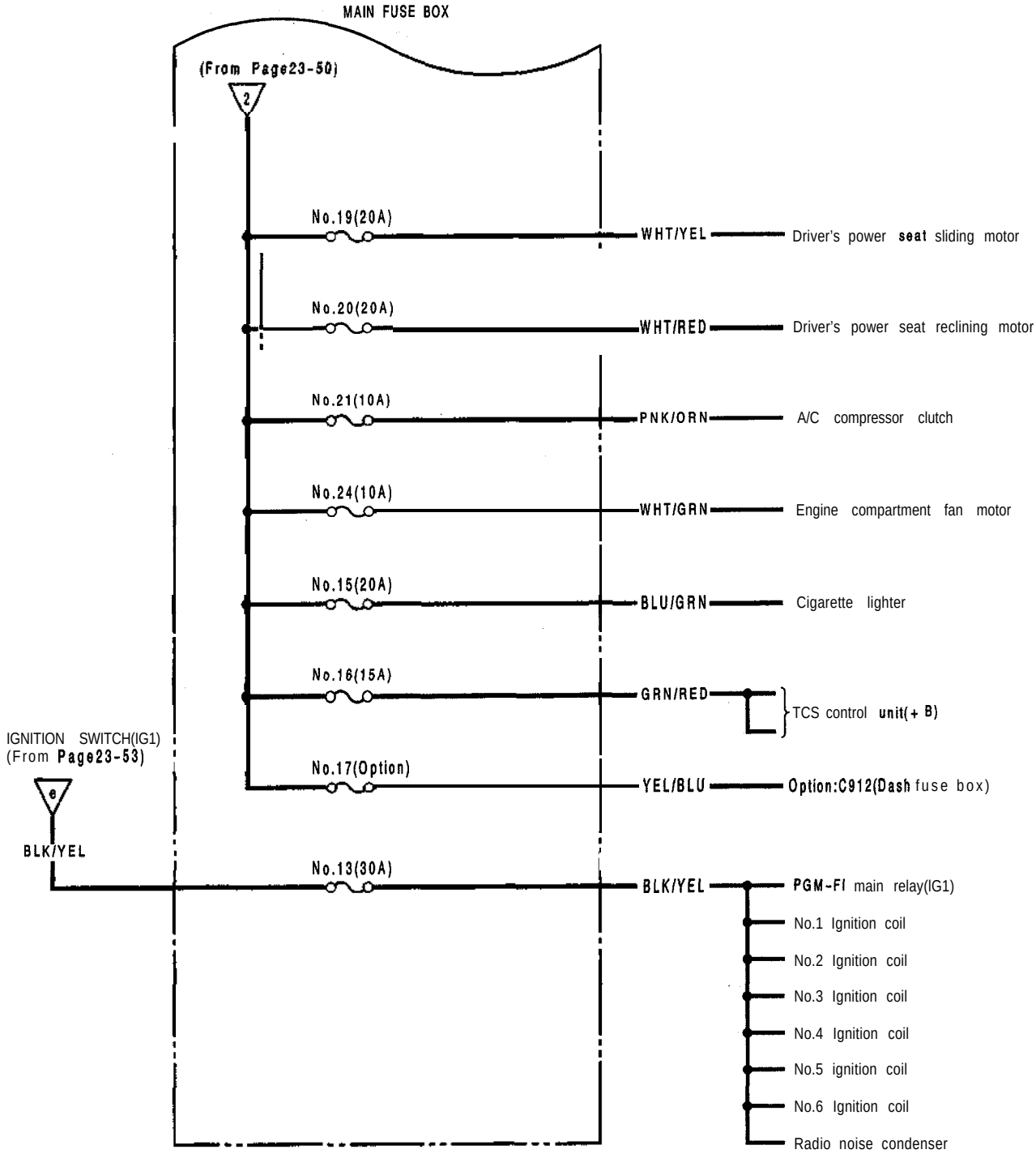
● : Spare fuse
< > : CANADA



Power Distribution

Circuit Identification

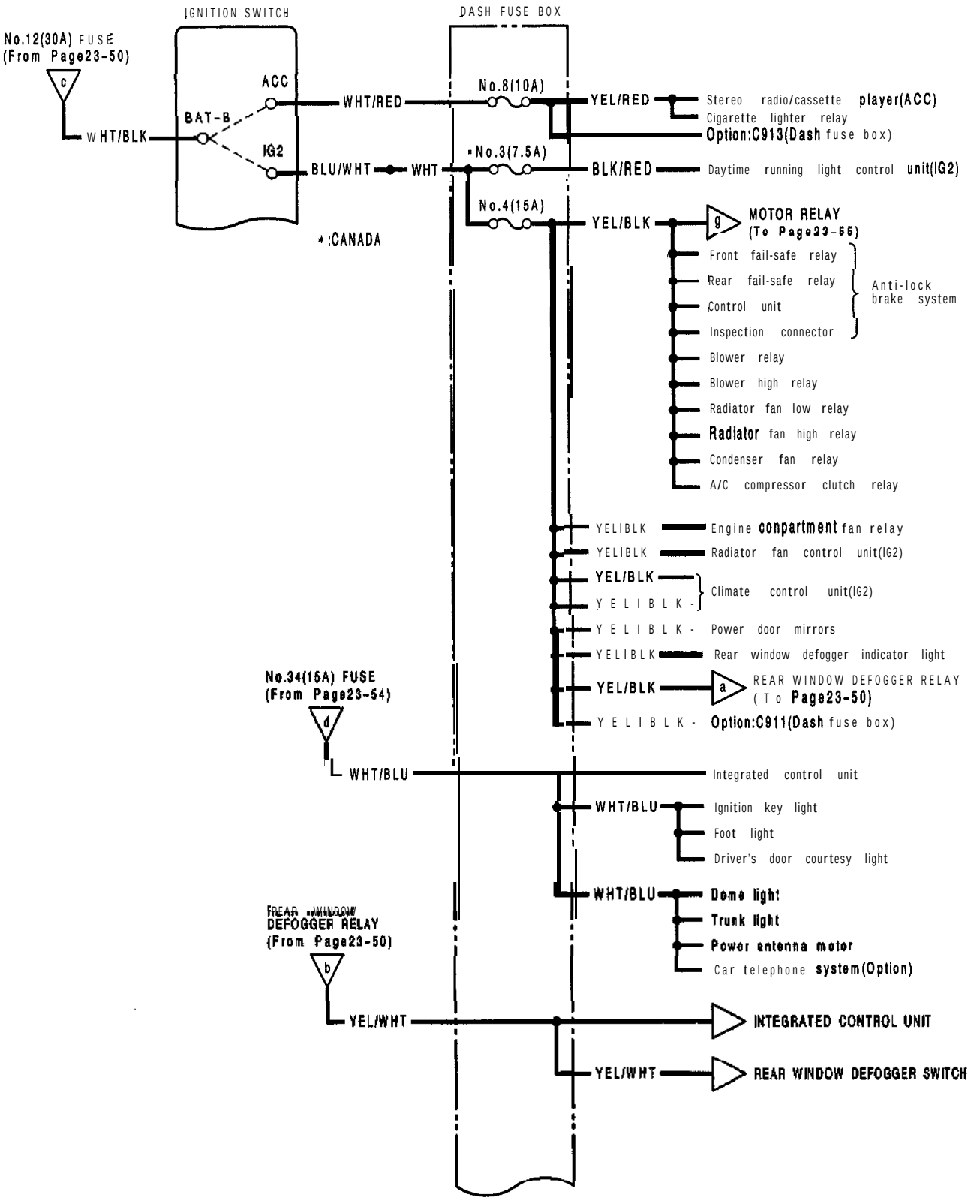


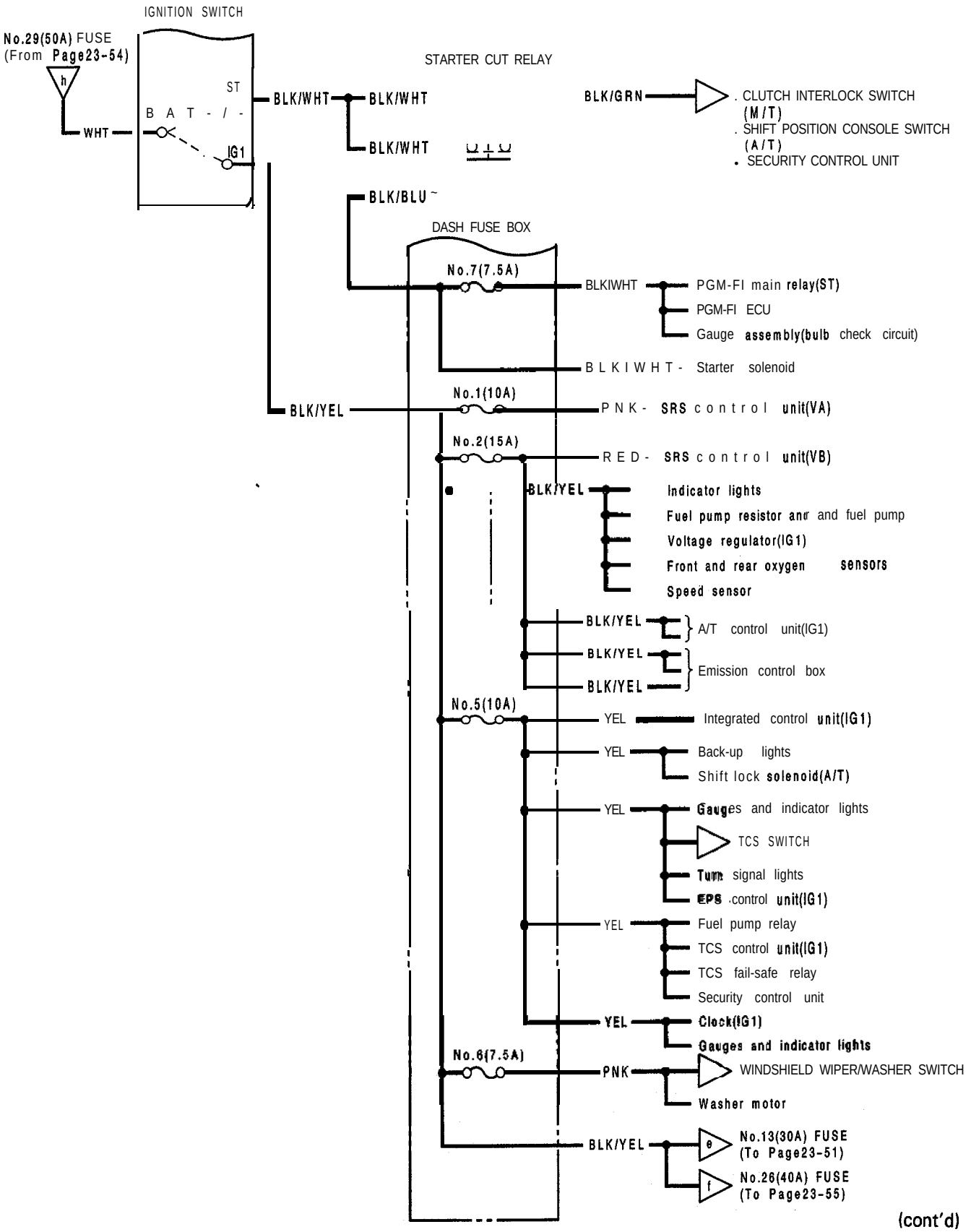

MAIN FUSE BOX
(From Page23-50)
2
No.19(20A)
WHT/YEL
Driver's power seat sliding motor
No.20(20A)
WHT/RED
Driver's power seat reclining motor
No.21(10A)
PNK/ORN
A/C compressor clutch
No.24(10A)
WHT/GRN
Engine compartment fan motor
No.15(20A)
BLU/GRN
Cigarette lighter
No.16(15A)
GRN/RED
TCS control unit(+ B)
IGNITION SWITCH(IG1)
(From Page23-53)
e
No.17(Option)
YEL/BLU
Option:C912(Dash fuse box)
BLK/YEL
No.13(30A)
BLK/YEL
PGM-FI main relay(IG1)
No.1 Ignition coil
No.2 Ignition coil
No.3 Ignition coil
No.4 Ignition coil
No.5 ignition coil
No.6 Ignition coil
Radio noise condenser

(cont'd)

Power Distribution

Circuit Identification (cont'd)

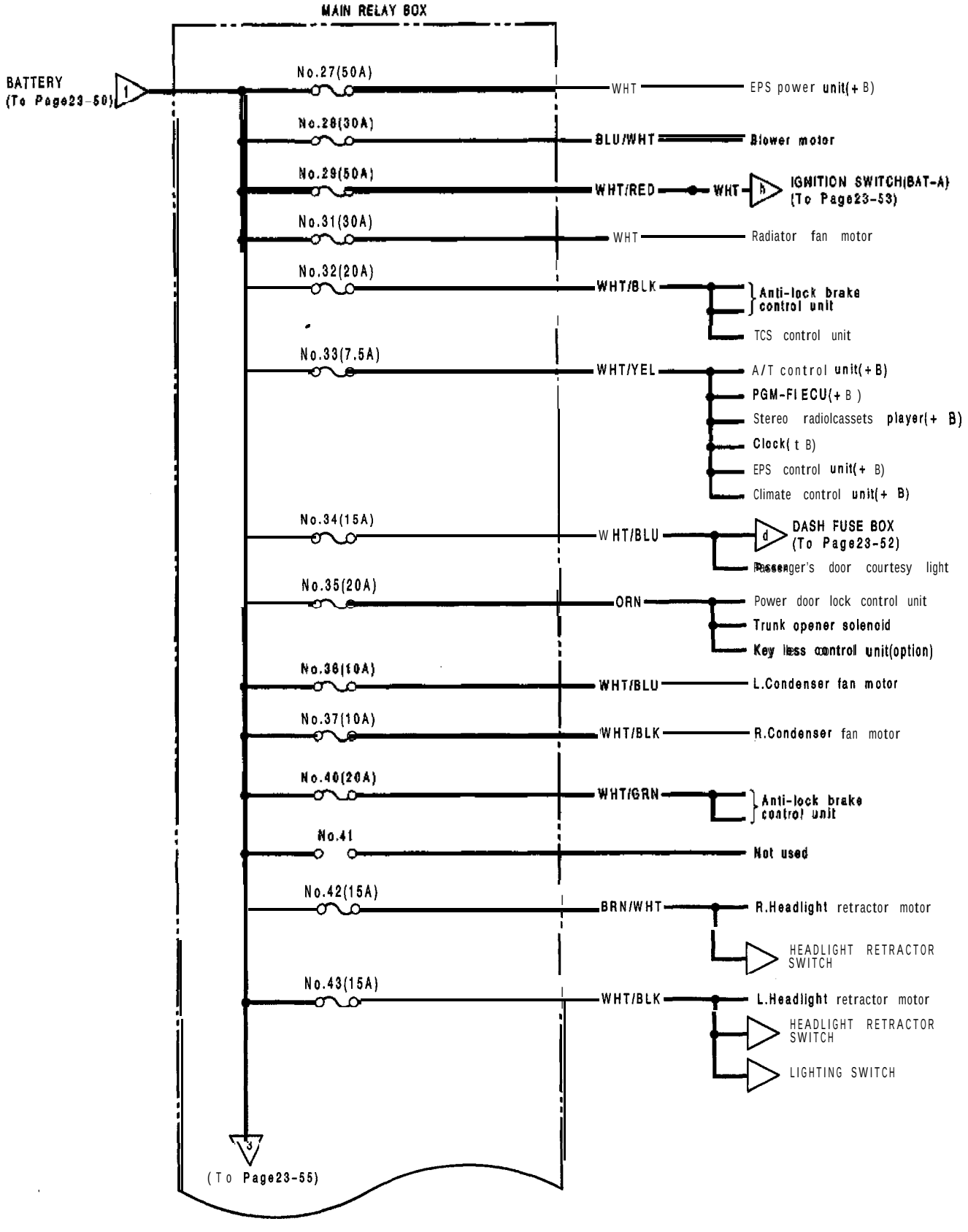


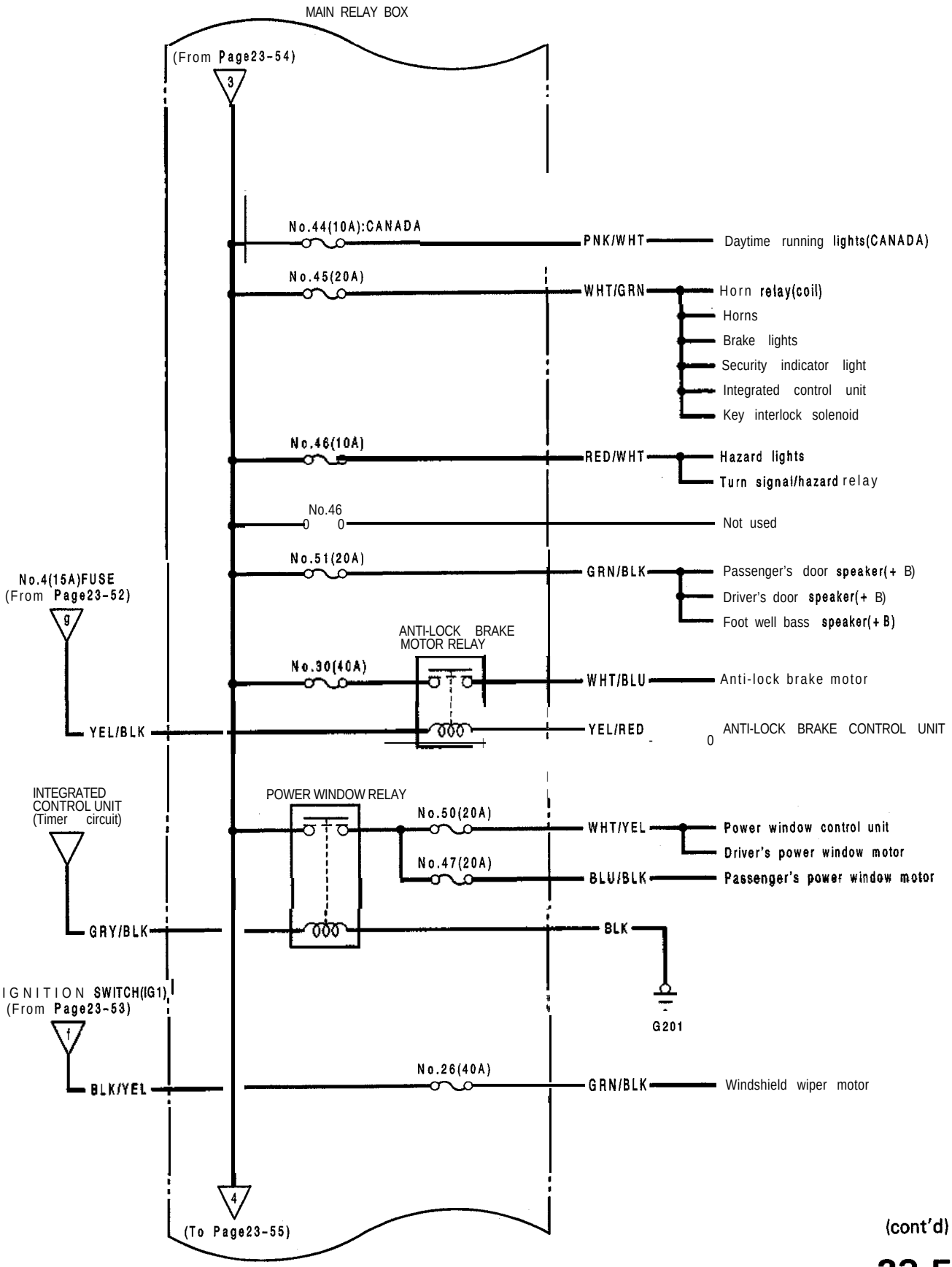

IGNITION SWITCH
No.29(50A) FUSE
(From Page23-54)
h
WHT
ST
B A T - / -
IG1
STARTER CUT RELAY
BLK/WHT
BLK/WHT
BLK/WHT
BLK/GRN
. CLUTCH INTERLOCK SWITCH (M/T)
. SHIFT POSITION CONSOLE SWITCH (A/T)
• SECURITY CONTROL UNIT
BLK/BLU
DASH FUSE BOX
No.7(7.5A)
BLKIWHT
PGM-FI main relay(ST)
PGM-FI ECU
Gauge assembly(bulb check circuit)
B L K I W H T - Starter solenoid
BLK/YEL
No.1(10A)
P N K - SRS c o n t r o l unit(VA)
No.2(15A)
R E D - SRS c o n t r o l unit(VB)
BLK/YEL
Indicator lights
Fuel pump resistor and and fuel pump
Voltage regulator(IG1)
Front and rear oxygen sensors
Speed sensor
BLK/YEL
BLK/YEL
BLK/YEL
A/T control unit(IG1)
Emission control box
No.5(10A)
YEL
Integrated control unit(IG1)
YEL
Back-up lights
Shift lock solenoid(A/T)
YEL
Gauges and indicator lights
TCS SWITCH
Turn signal lights
EPS control unit(IG1)
YEL
Fuel pump relay
TCS control unit(IG1)
TCS fail-safe relay
Security control unit
YEL
Clock(IG1)
Gauges and indicator lights
No.6(7.5A)
PNK
WINDSHIELD WIPER/WASHER SWITCH
Washer motor
BLK/YEL
e
No.13(30A) FUSE
(To Page23-51)
f
No.26(40A) FUSE
(To Page23-55)

(cont'd)

Power Distribution

Circuit Identification (cont'd)

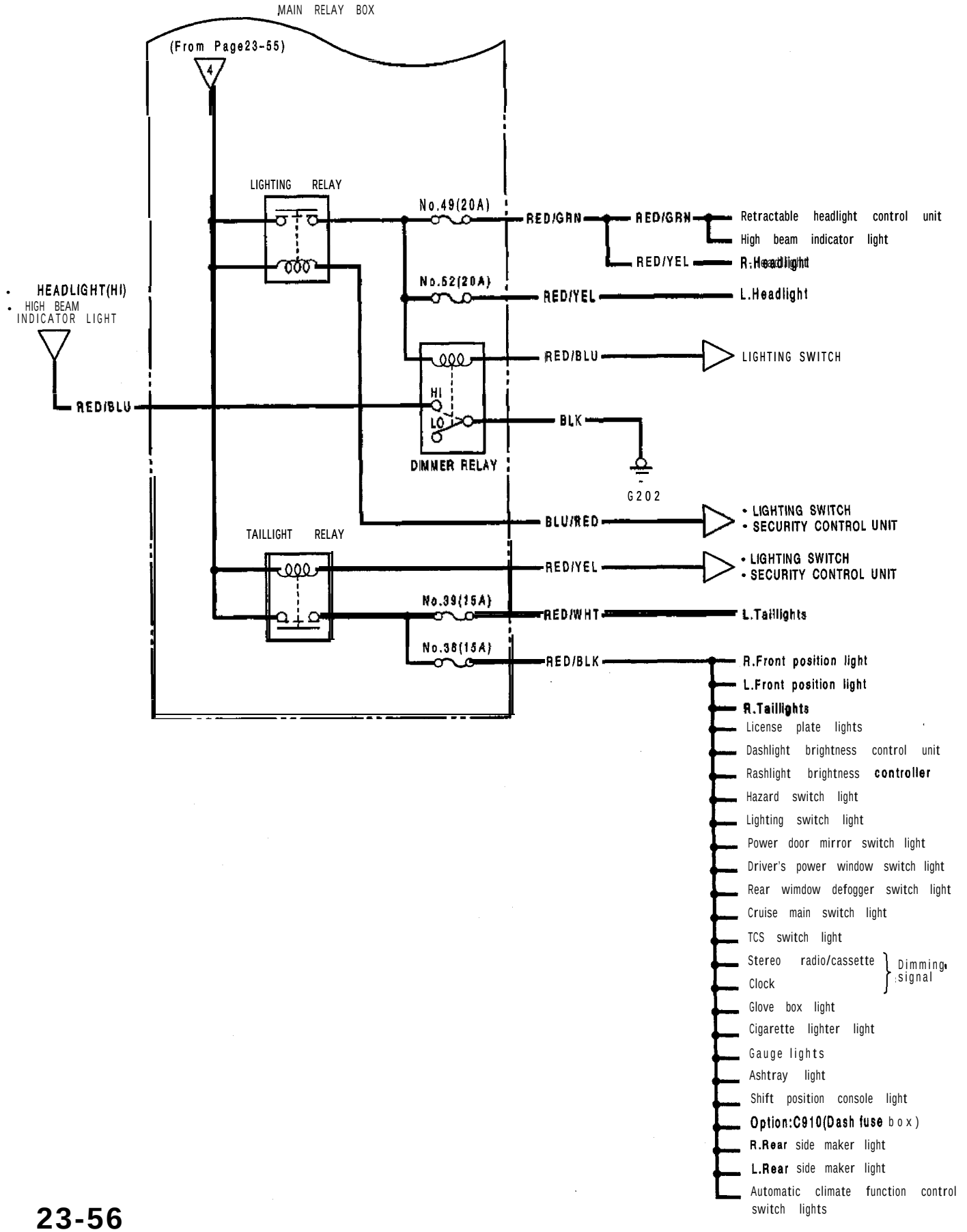



MAIN RELAY BOX
(From Page23-54)
3
No.44(10A):CANADA
PNK/WHT
Daytime running lights(CANADA)
No.45(20A)
WHT/GRN
Horn relay(coil)
Horns
Brake lights
Security indicator light
Integrated control unit
Key interlock solenoid
No.46(10A)
RED/WHT
Hazard lights
Turn signal/hazard relay
No.46
Not used
No.51(20A)
GRN/BLK
Passenger's door speaker(+ B)
Driver's door speaker(+ B)
Foot well bass speaker(+ B)
No.4(15A)FUSE
(From Page23-52)
9
ANTI-LOCK BRAKE
MOTOR RELAY
No.30(40A)
WHT/BLU
Anti-lock brake motor
YEL/BLK
YEL/RED
ANTI-LOCK BRAKE CONTROL UNIT
INTEGRATED
CONTROL UNIT
(Timer circuit)
POWER WINDOW RELAY
No.50(20A)
WHT/YEL
Power window control unit
Driver's power window motor
No.47(20A)
BLU/BLK
Passenger's power window motor
GRY/BLK
BLK
G201
IGNITION SWITCH(IG1)
(From Page23-53)
1
No.26(40A)
BLK/YEL
GRN/BLK
Windshield wiper motor
4
(To Page23-55)

(cont'd)

Power Distribution

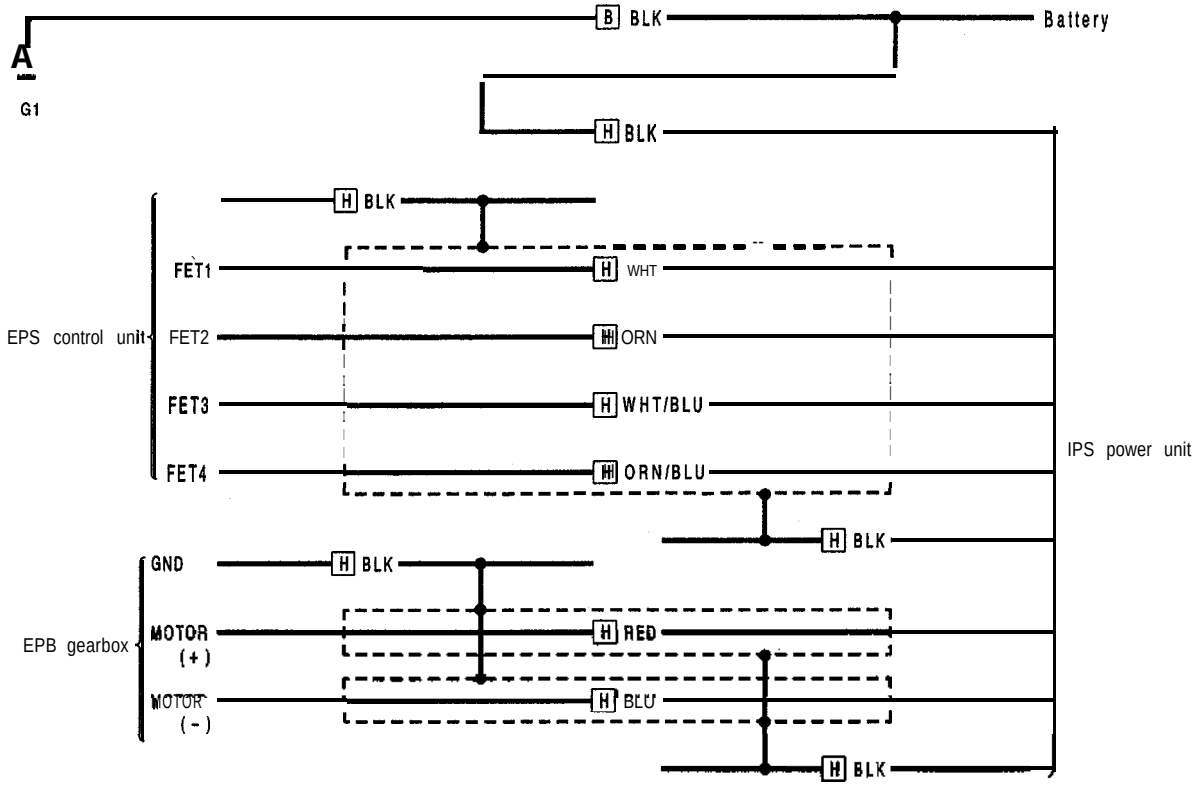
Circuit Identification (cont'd)

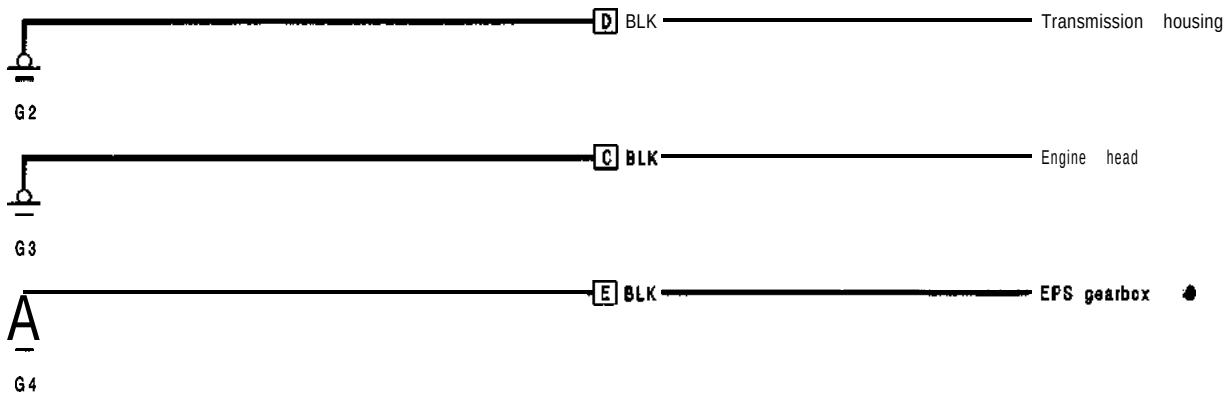


Ground Distribution

Circuit Identification

NOTE: See page 23-17 for illustrated ground locations.





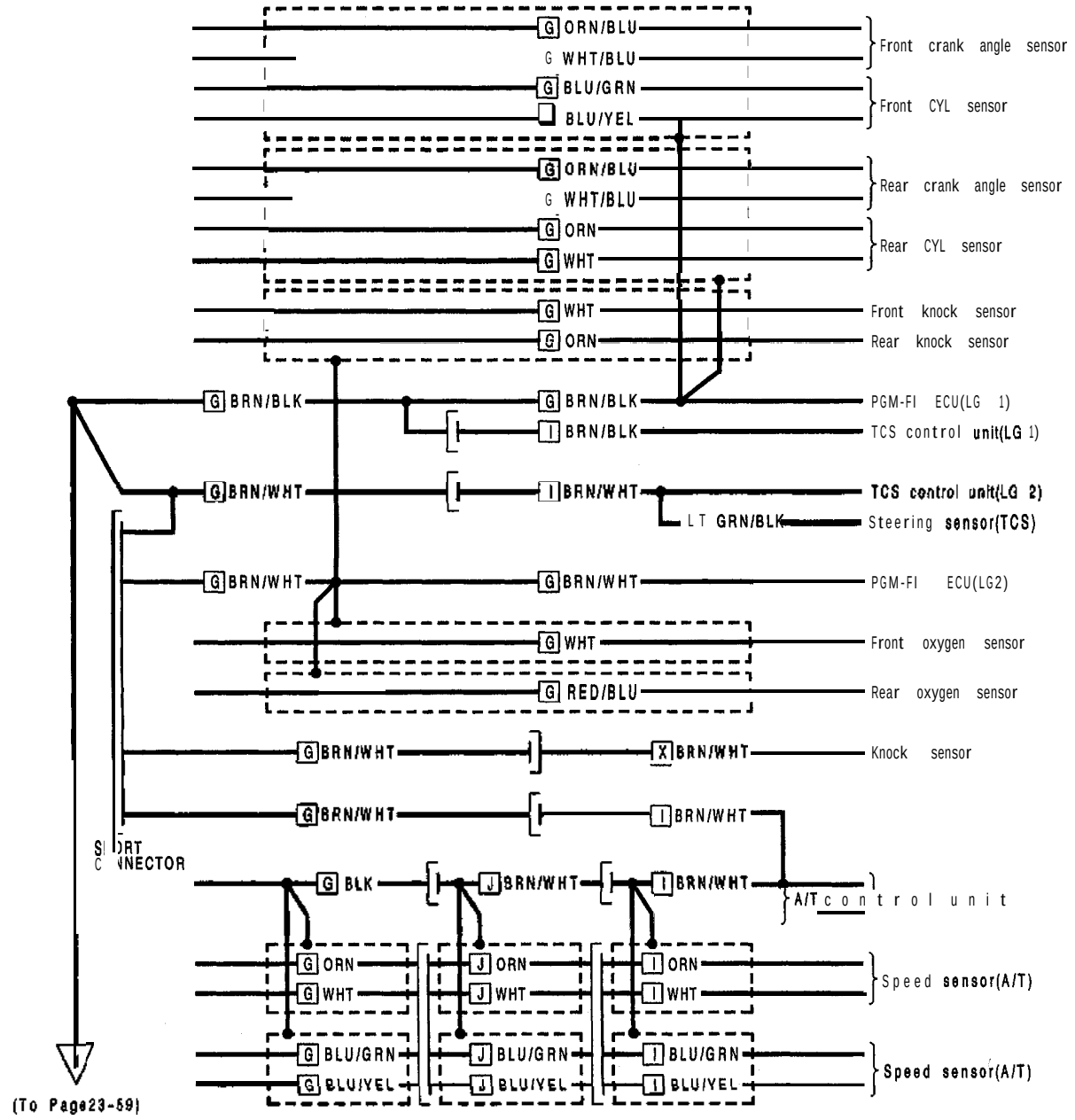
: Battery ground wire
: Engine ground wire B
: Engine ground wire A
: EPS ground wire
: Front compartment wire harness

--------- : Shielded wire

(cont'd)

Ground Distribution

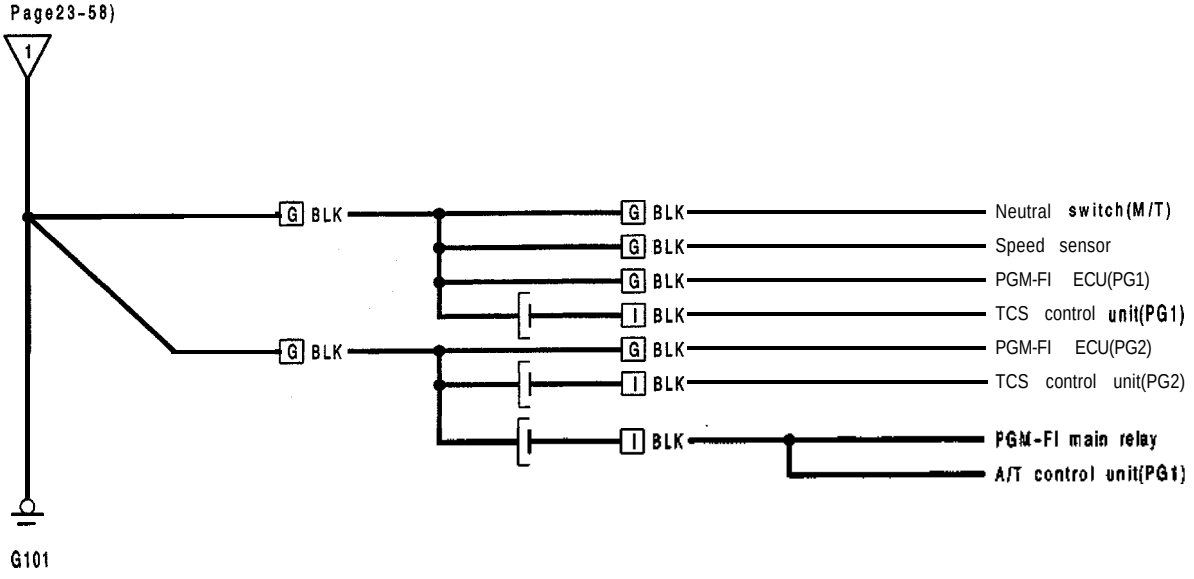
Circuit Identification (cont'd)

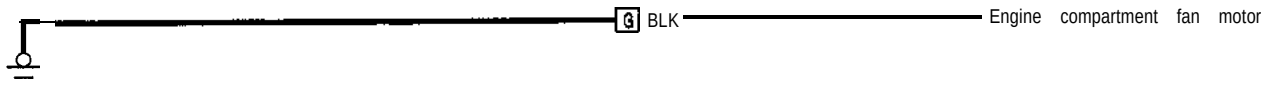


: Engine wire harness
: Floor wire harness
J : Side wire harness
: Knock sensor harness
--------- : Shielded wire

NOTE: See page 23-19 and 21 for illustrated ground locatons.

(From Page23-58)







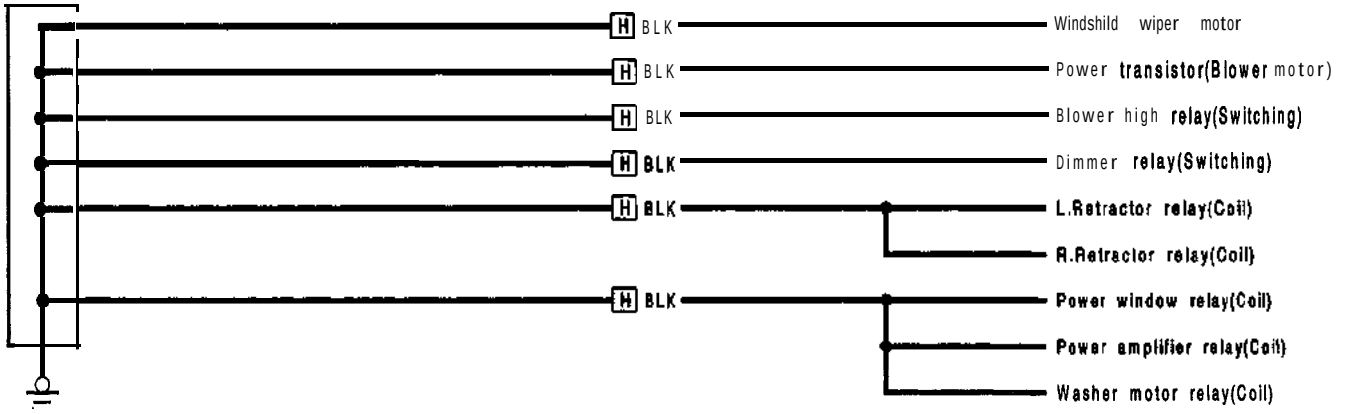
: Engine wire harness
: Floor wire harness

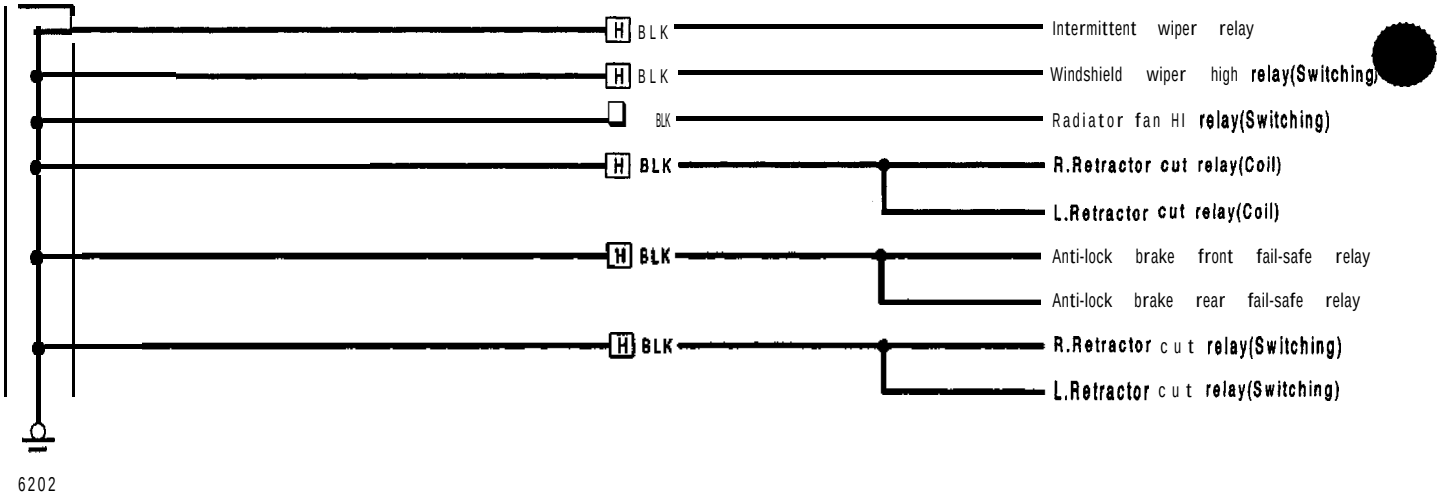
(cont'd)

Ground Distribution

Circuit Identification (cont'd)

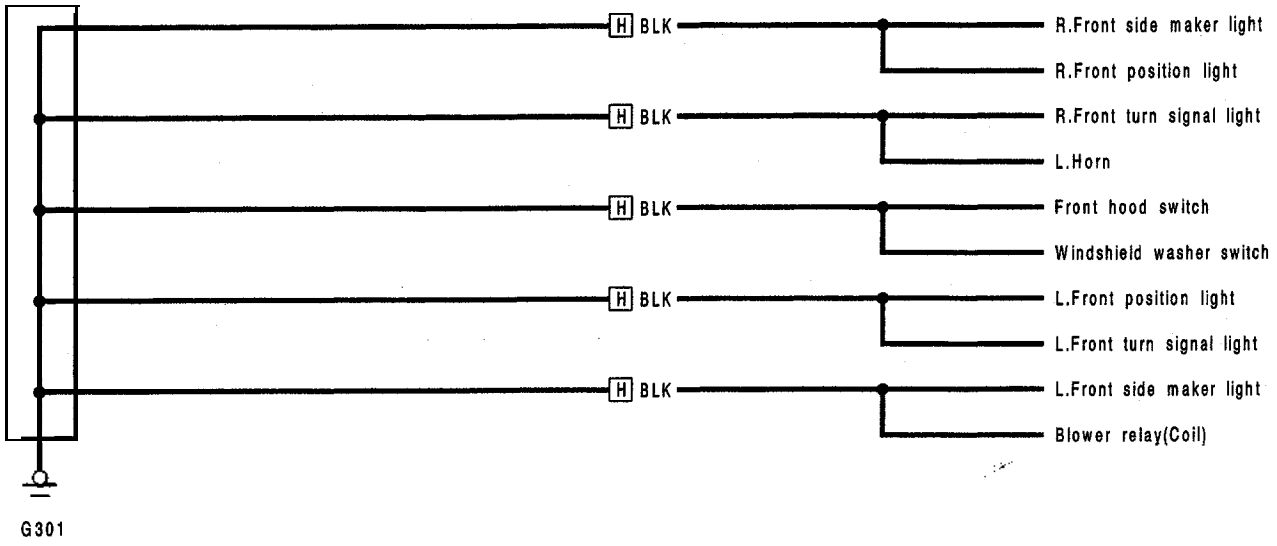
NOTE: See page 23-23 for illustrated ground locations.

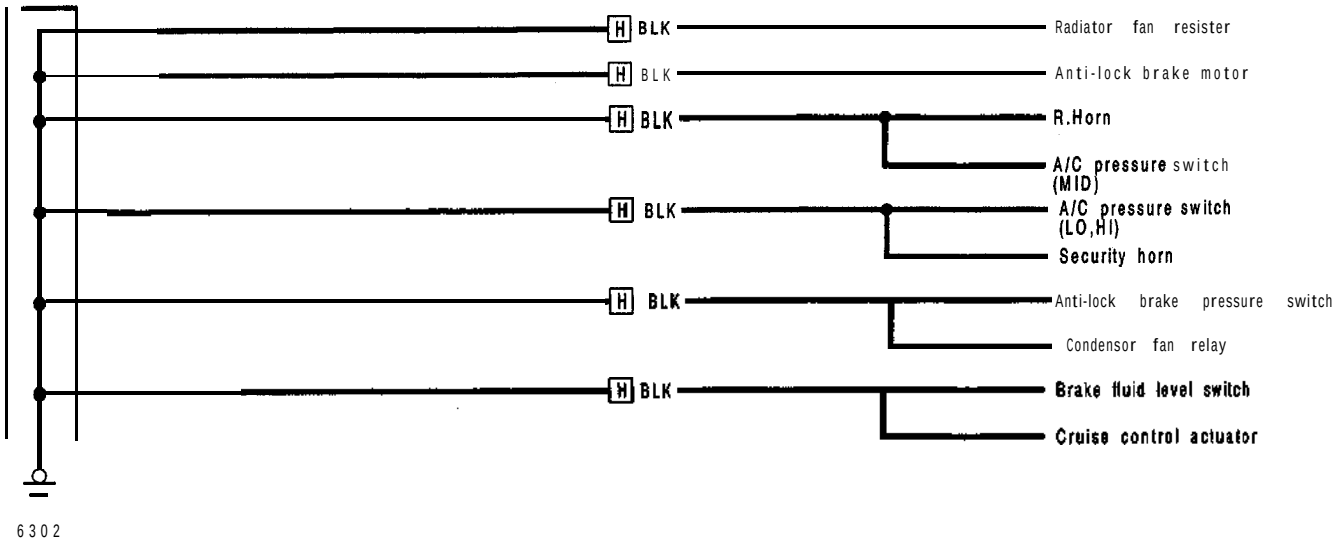




: Engine wire harness
: Front compartment wire harness

NOTE: See page 23-27 for illustrated ground locations.



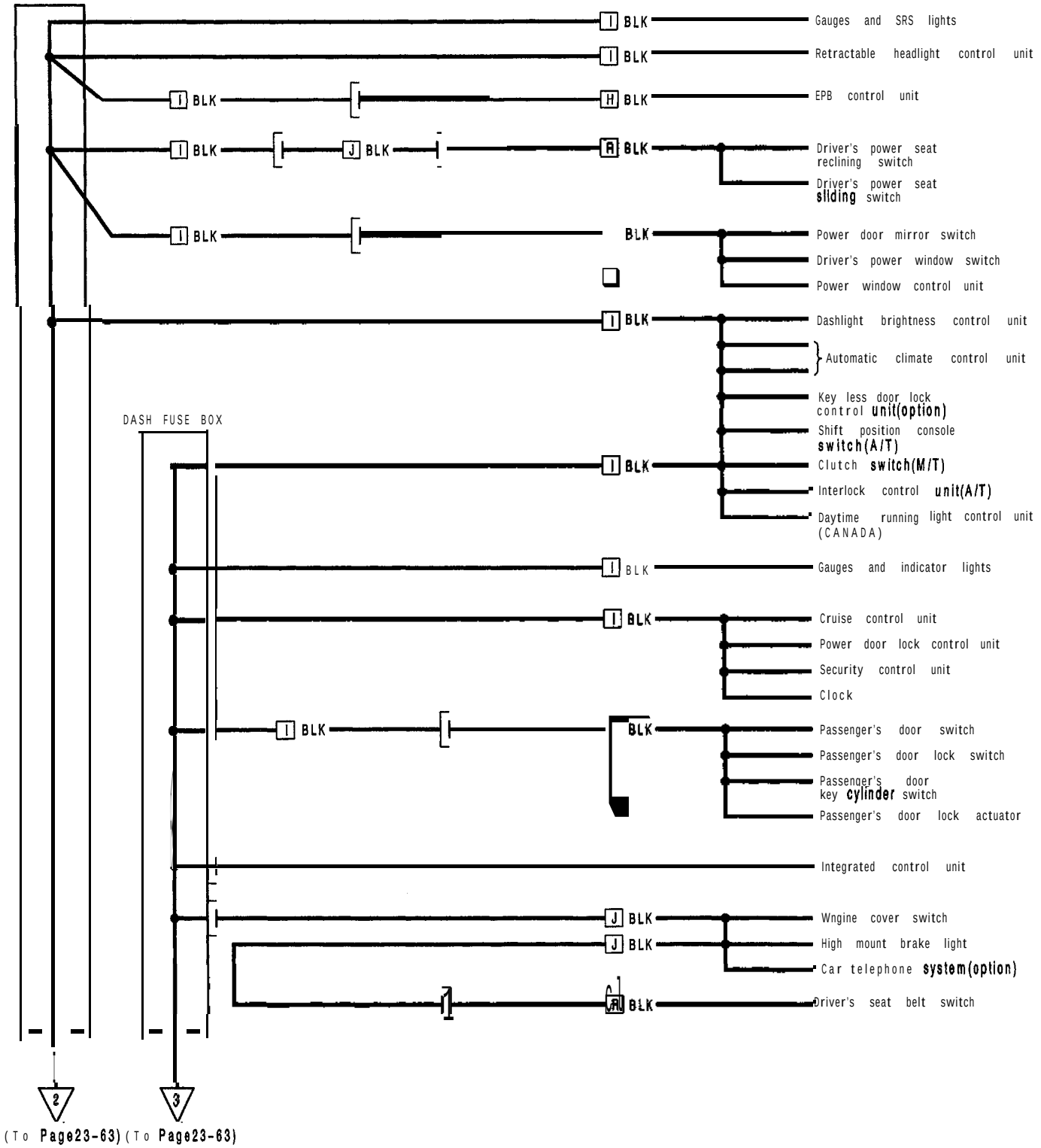


❑ : Front compartment wire harness

(cont'd)

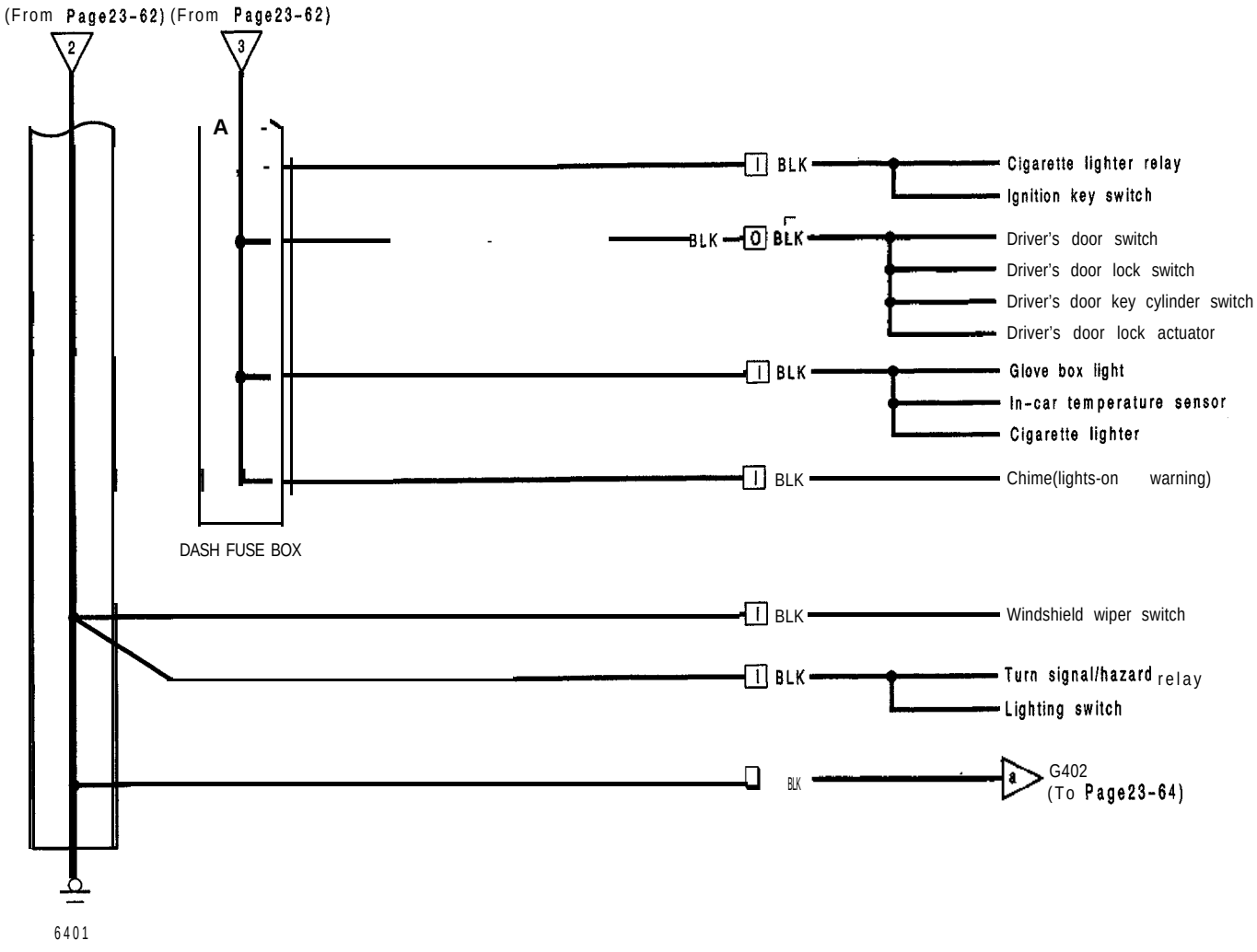
Ground Distribution

Circuit Identification (cont'd)



: Front compartment wire harness
: Floor wire harness
J : Side wire harness
: Driver's door wire harness
: Passenger's door wire harness
: Driver's power seat wire harness

NOTE: See page 23-31 for illustrated ground locations.



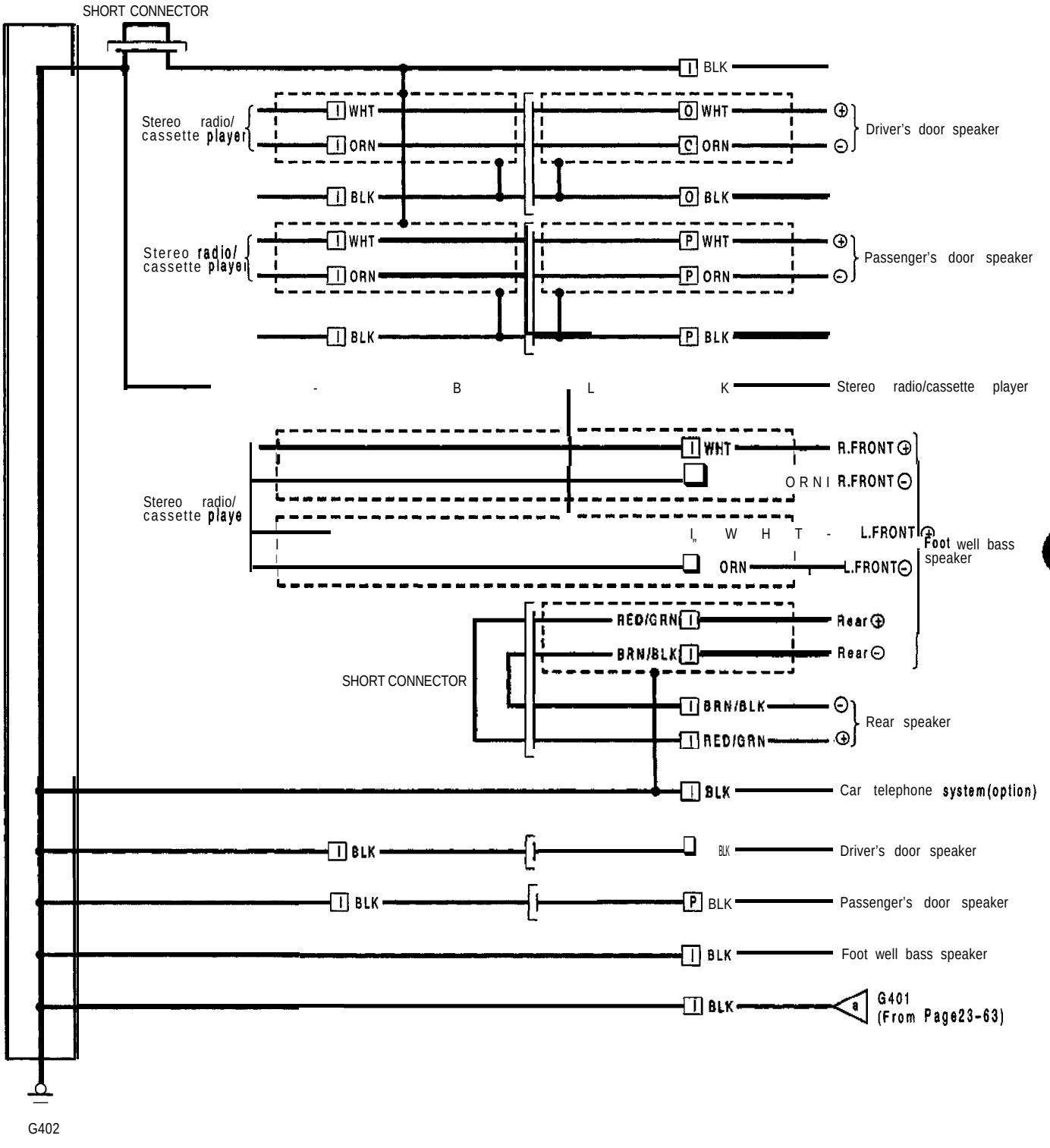
: Floor wire harness
: Driver's door wire harness

(cont'd)

Ground Distribution

Circuit Identification (cont'd)

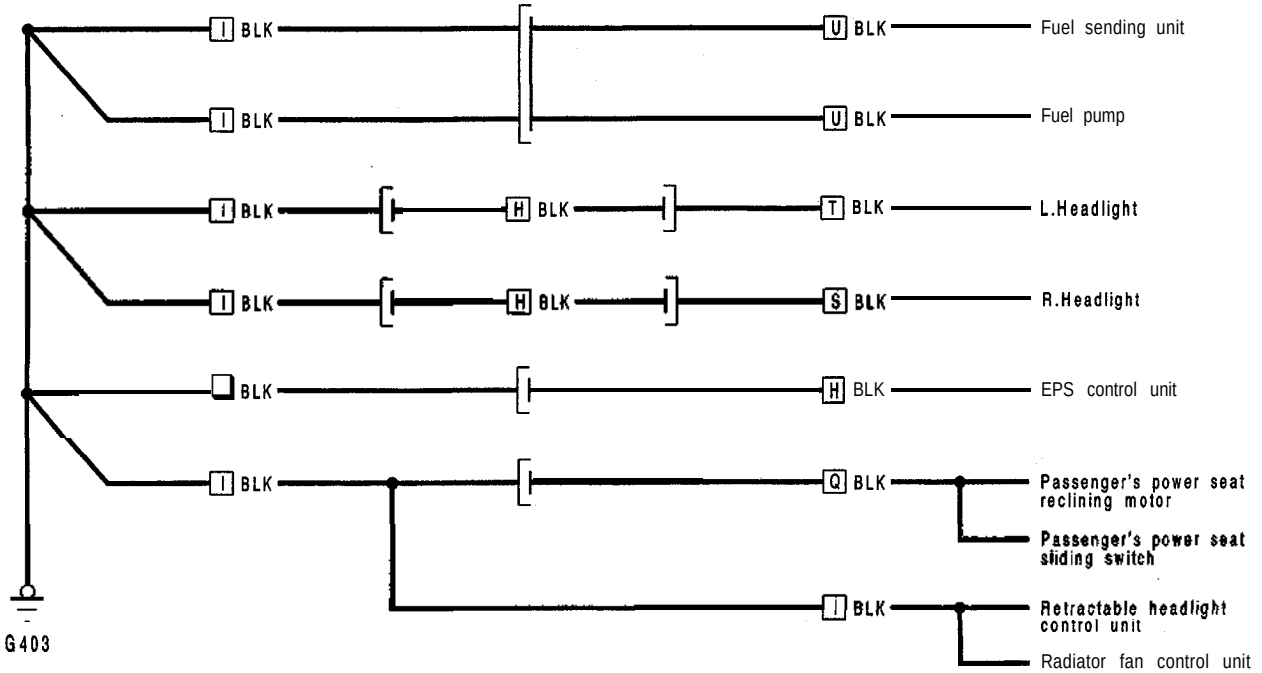
NOTE: See page 23-33 for illustrated ground locations.

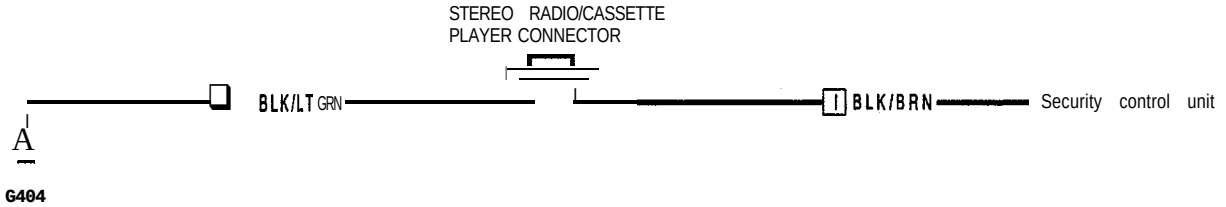


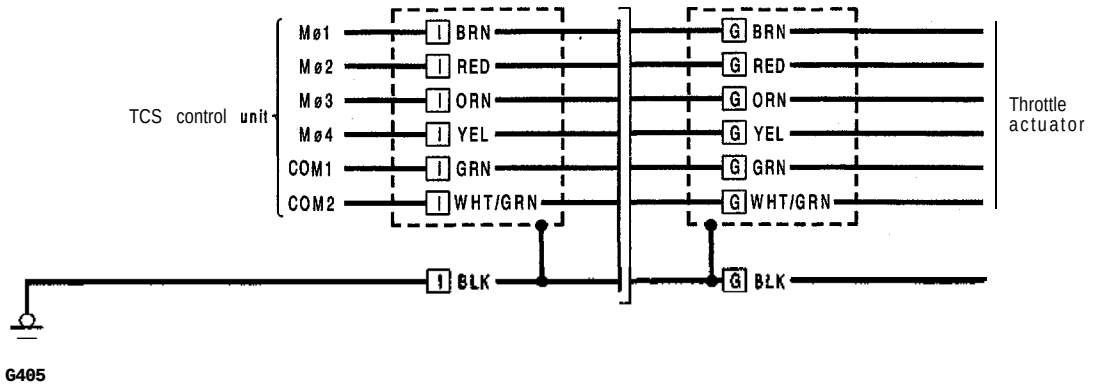
: Floor wire harness
: Driver's door wire harness
: Passenger's door wire harness

------- : Shielded wire

NOTE: See page 23-31 thru 33 for illustrated ground locations.







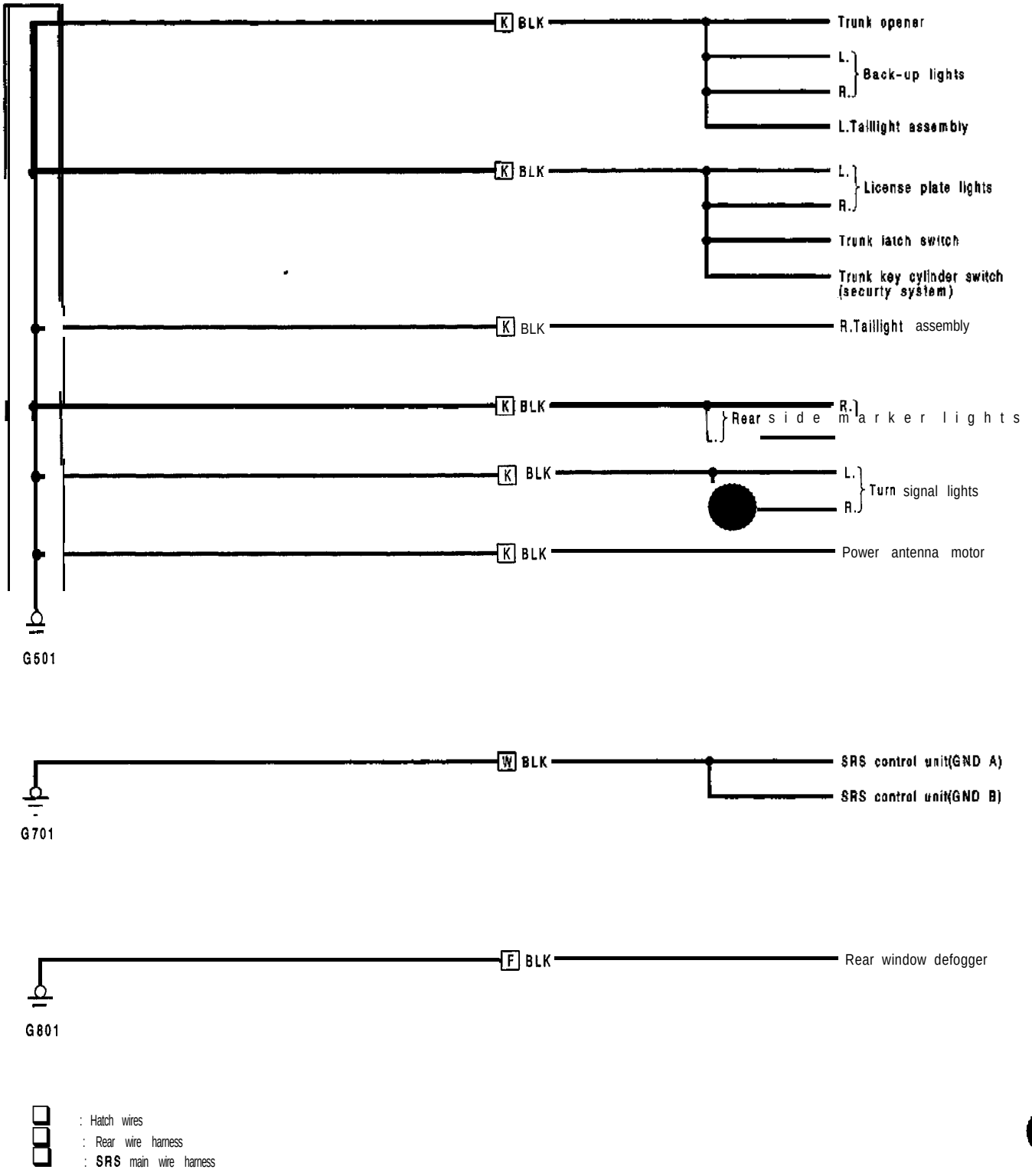
: Engine wire harness
: Front compartment wire harness
: Floor wire harness
: Passenger's power seat wire harness
: R.Retractor headlight wire harness
: L.Retractor headlight wire harness
: Fuel tank wires

(cont'd)

Ground Distribution

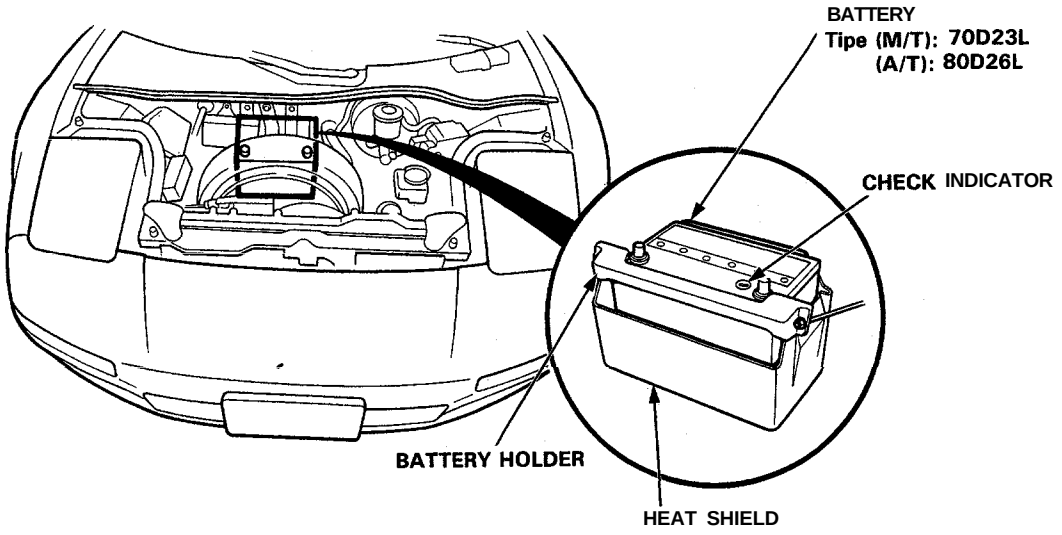
Circuit Indentification (cont'd)

NOTE: See page 23-38, 43 and 46 for illustrated ground locations.



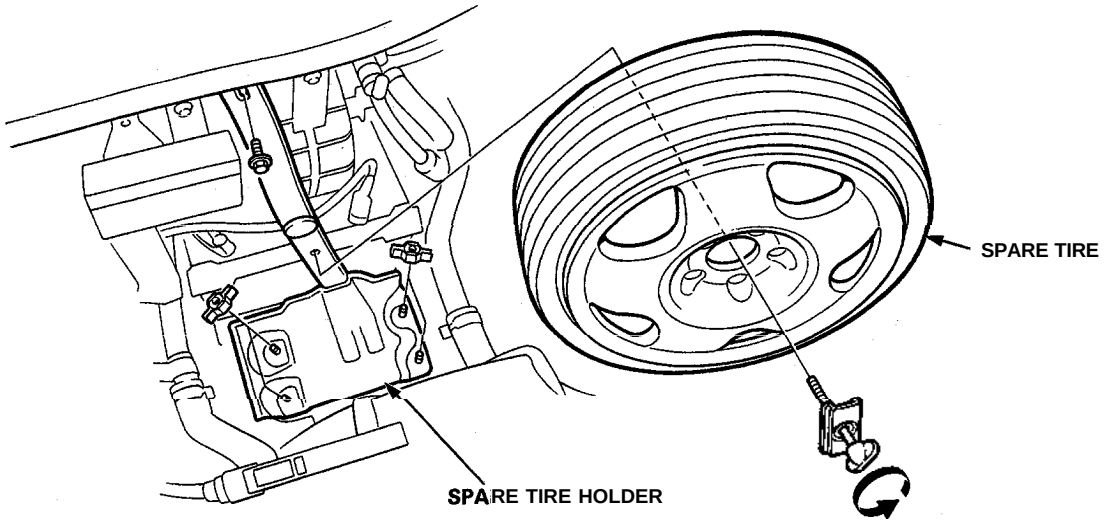
Battery .

Component Location Index



Replacement

1. Remove the spare tire and the spare tire holder.
2. **Disconnect both the negative cable and positive cable from the battery.**
3. **Remove the battery holder, then take out the battery.**



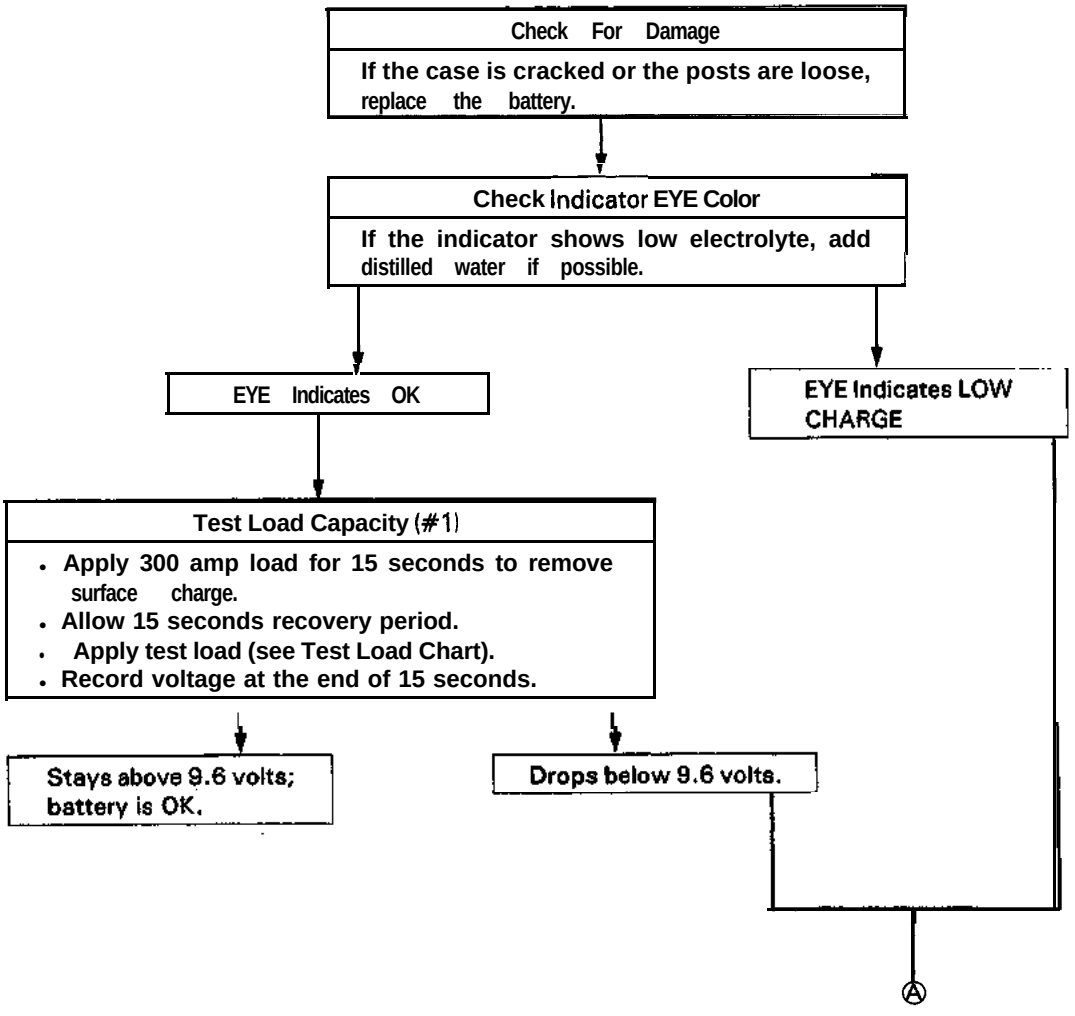
Test

⚠ WARNING

- **Batterv fluid (electrolyte) contains sulfuric acid. It may cause severe burns if it gets on your skin or in your eyes.** Wear protective clothing and a face shield.
  - **If electrolyte gets on your skin or clothes, rinse it off with water immediately.**
  - If electrolyte gets in your eyes, flush it out by splashing water in your eyes for at least 15 minutes; call a physician immediately.
- A battery gives off hydrogen gas. If ignited, the hydrogen will explode and could crack the battery case and splatter acid on you. **Keep sparks, flames, and cigarettes away from the battery.**
- **Overcharging will raise the temperature of the electrolyte. This may force electrolyte to spray out of the battery vents. Follow the charger manufacturer's instructions and charge the battery at a proper rate.**

If you're using a computerized battery tester, follow the test procedure provided with it. If you don't have a computerized tester, follow this conventional test produre:

To get accurate results, the temperature of the electrolyte must be between 21 °C (70°F) and 38°C (100°F).



Ⓐ

Charge on High Setting (40 amps)

Charge until EYE shows charge is OK; plus an additional 30 minutes to assure full charge.

NOTE: If the battery charge is very low, it may be necessary to bypass the charger's polarity protection circuitry.

If the EYE does not show charge is OK within 3 hours, the battery is no good; replace it.

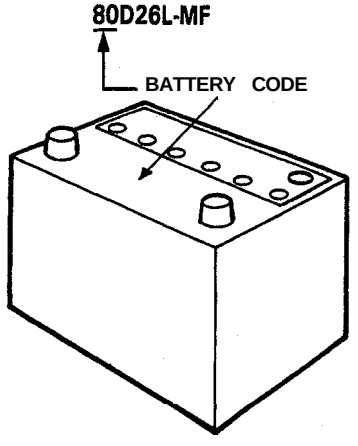
Write down how long battery was charged here: ☐ hrs. charged.

Test Load Capacity (#2)

- **Apply 300 amp load for 15 seconds to remove surface charge.**
- **Allow 15 seconds recovery period.**
- **Apply test load (see Test Load Chart).**
- **Record voltage at the end of 15 seconds.**

Stays above 9.6 volts; battery is OK.

Drops below 9.6 volts; battery is no good.



LOAD TEST CHART

Use the test load or 1/2 the cold cranking amps (CCA) printed on the label on the top of the battery. If neither is indicated, use **the information below:**

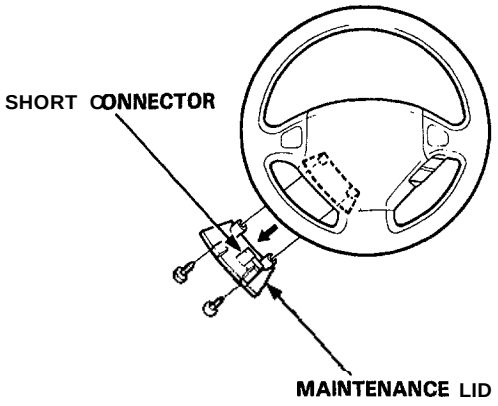
BATTERY CODE	COLD CRANKING AMPS (CCA)	LOAD (amps)
80	550	270
70	440	220

Dash Fuse Box

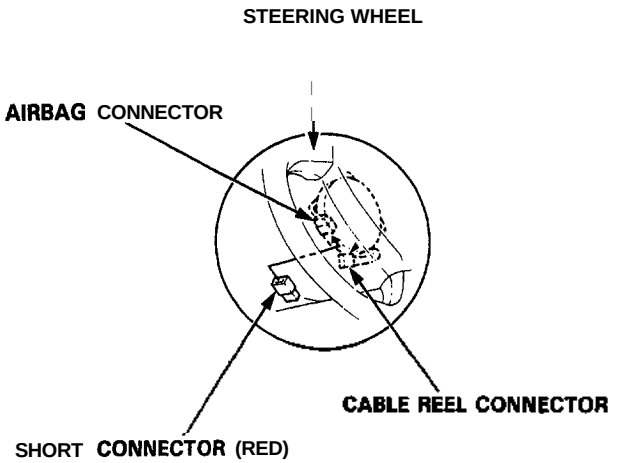
Removal/Installation

CAUTION;
- Be sure to install the SRS wiring so that it is not pinched or interfering with other car parts.
- Always keep the short connector on the airbag connector when the harness is disconnected.

Removal:
1. Disconnect both the negative cable and positive cable from the battery.
2. Remove the maintenance lid A below the airbag, then remove the short connector.



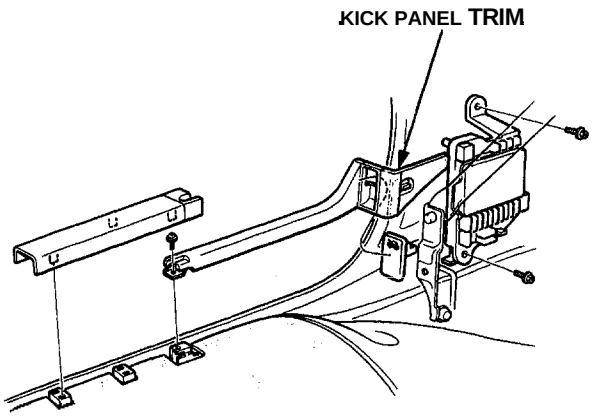
3. Disconnect the connector between the airbag and cable reel.
4. Connect the short connector to the airbag side of the connector.

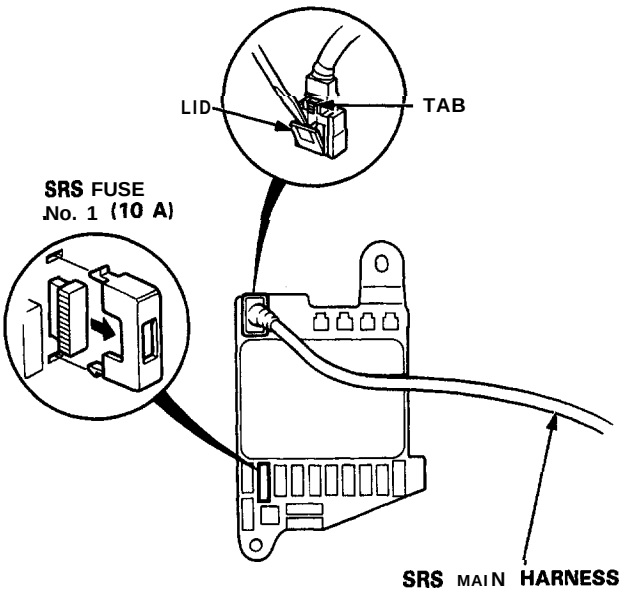


5. Remove the door sill molding.
6. Remove the kick panel trim pieces, as necessary.
7. Remove the fuse box mounting bolts.
8. Disconnect the fuse box connectors.

   NOTE: The SRS main harness connector is double locked. To remove it, first lift the connector lid with a thin screwdriver, then press the connector tab down and pull the connector out.

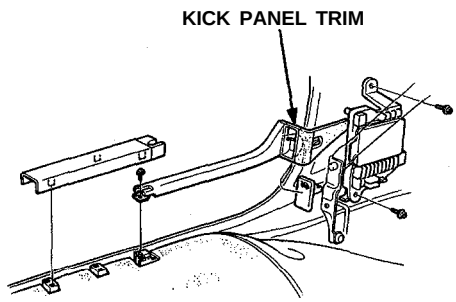
9. Take out the fuse box.





Installation:

1. **Install the dash fuse box.**

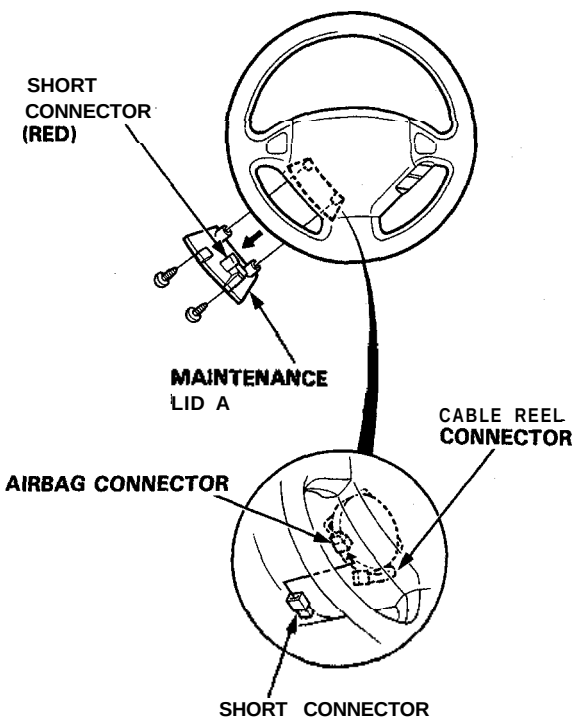


2. **Connect the connectors to the dash fuse box.**

   NOTE: To reinstall the SRS main harness connector, push it into position until it clicks, then close the connector lid.

3. Install the kick panel trim pieces.

4. **Disconnect the short connector from the airbag.**



5. Connect the airbag 2-P connector and cable reel 2-P connector.

6. **Attach the short connector to the lid A and attach to the steering wheel.**

7. Connect both the negative cable and positive cable **to the battery.**

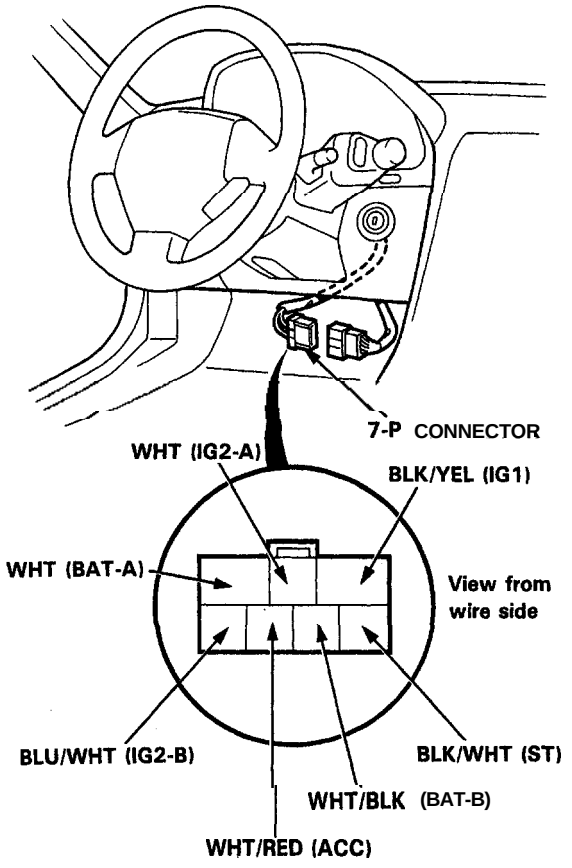
8. **After installing the dash fuse box, confirm that all** systems work properly.

Ignition Switch

Test

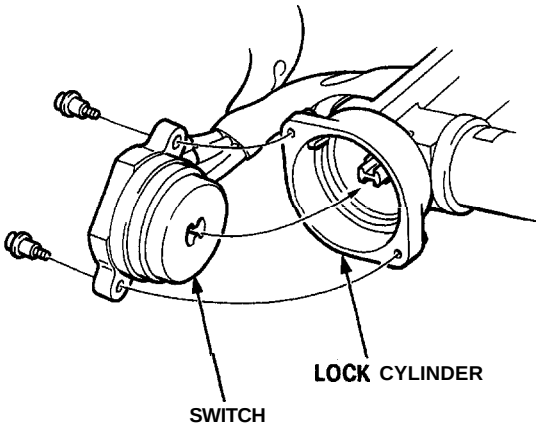
1. Remove the dashboard lower panel. (See page 23-I 28)
2. Disconnect the 7-P connector from the floor wire harness.
3. Check for continuity between the terminals in each switch position according to the table.

Terminal / Position	WHT/ RED (ACC)	WHT/ BLK (BAT-B)	BLU/ WHT (IG2-B)	WHT (BAT-A)	BLK/ YEL (IG1)	WHT (IG2-A)	BLK/ WHT (ST)
0							
I	o——	——o					
II	o——	——	——o	o——	——	——o	
III				o——	——	——	——o



Electrical Switch Replacement

1. Remove the dashboard lower panel. (See page 23-I 28)
2. Disconnect the 7-P connector from the floor wire harness.
3. Insert the key and turn it to "0".
4. Remove the 2 screws and replace the switch.

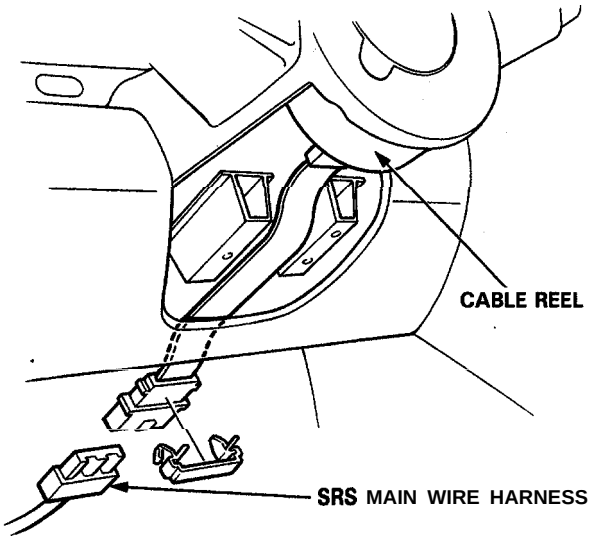


Steering Lock Replacement

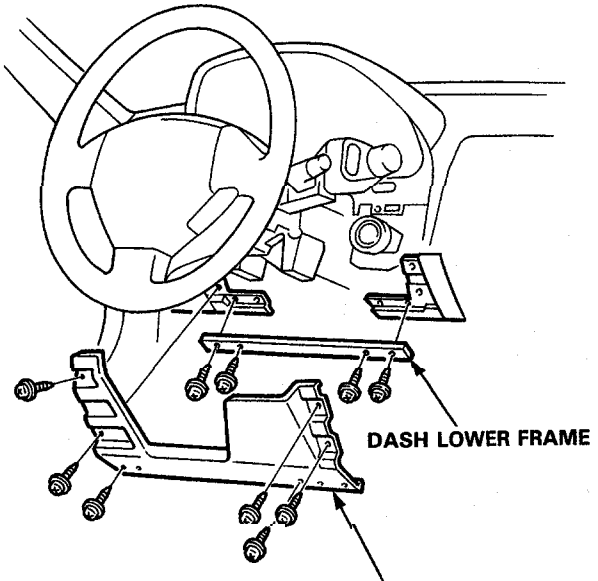
SRS wire harness is routed near the steering lock assembly.

⚠ WARNING All SRS wire harnesses and connectors are colored yellow. Do not electrical test equipment on these circuit.

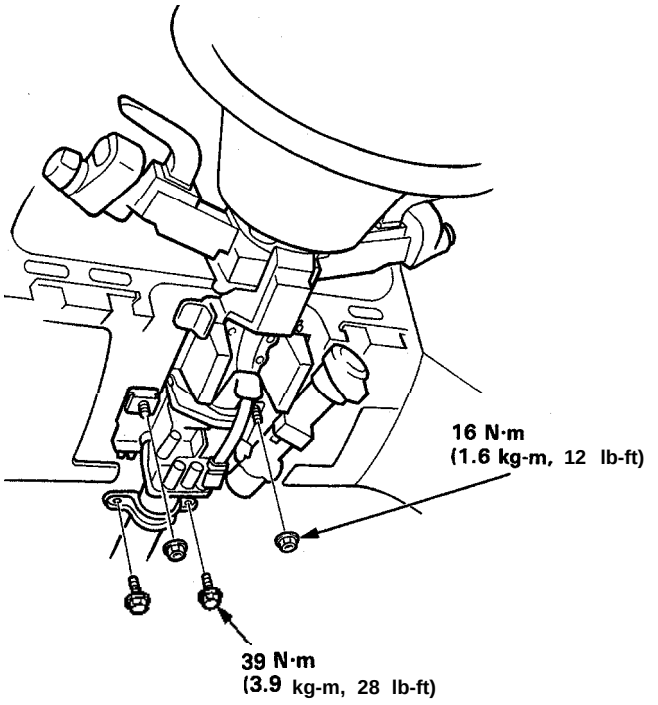
CAUTION: Be careful not to damage the SRS wire harness when servicing the steering lock.



1. Remove the dashboard lower and center panels.
2. **Remove the steering column covers.**
3. Remove the knee bolster and dash lower frame.
4. **Disconnect the 7-P and 6-P connectors.**



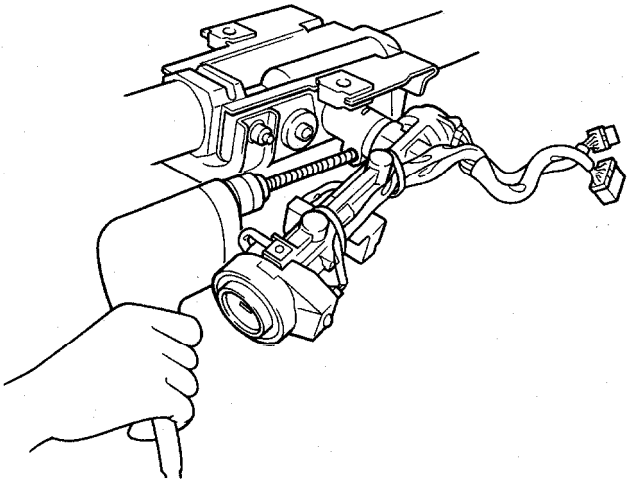
4. **Remove the column holder mount bolts.**
5. **Remove the mounting nuts.**



6. Lower the steering column assy.
7. Center punch each of the shear bolts and drill their **heads off with a 3/16 in. drill bit.**

CAUTION: Do not damage the switch body when removing the shear bolt head.

8. **Remove the shear bolts from the switch body.**



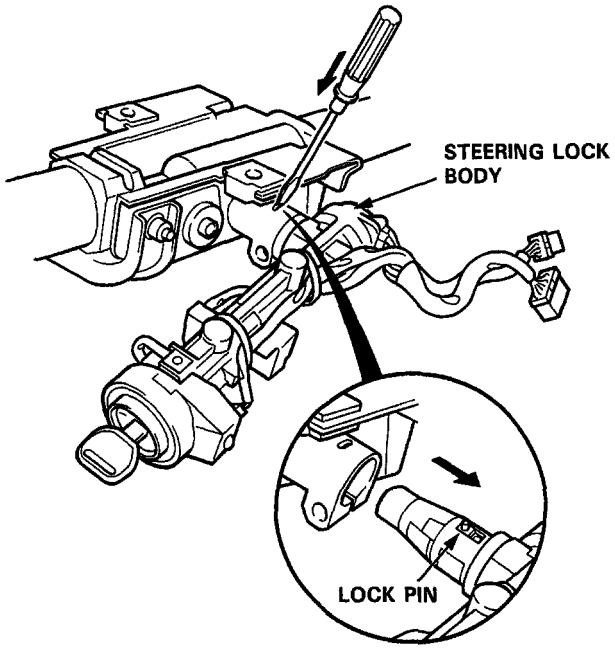
NOTE: The illustration shows A/T.

(cont'd)

Steering Lock Replacement (cont'd)

9. Insert the key and turn it to ''1''.

   NOTE: The illustration shows A/T.



10. Push the lock pin and pull out the steering lock assembly.

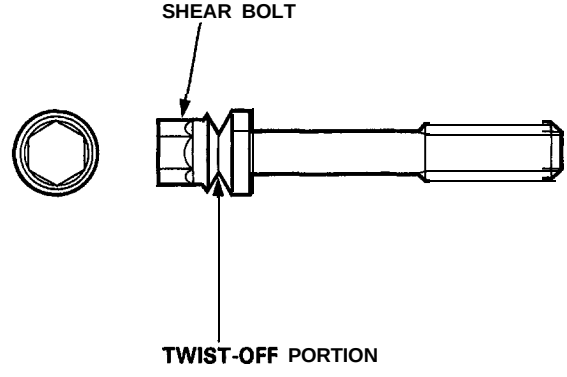
11. Turn the key to the ''1'', push the pin and insert the steering lock assembly into the steering column until the clicks into place.

12. Loosely tighten the new shear bolt.

    NOTE: Make sure the projection on the ignition switch is aligned with the hole in the steering column.

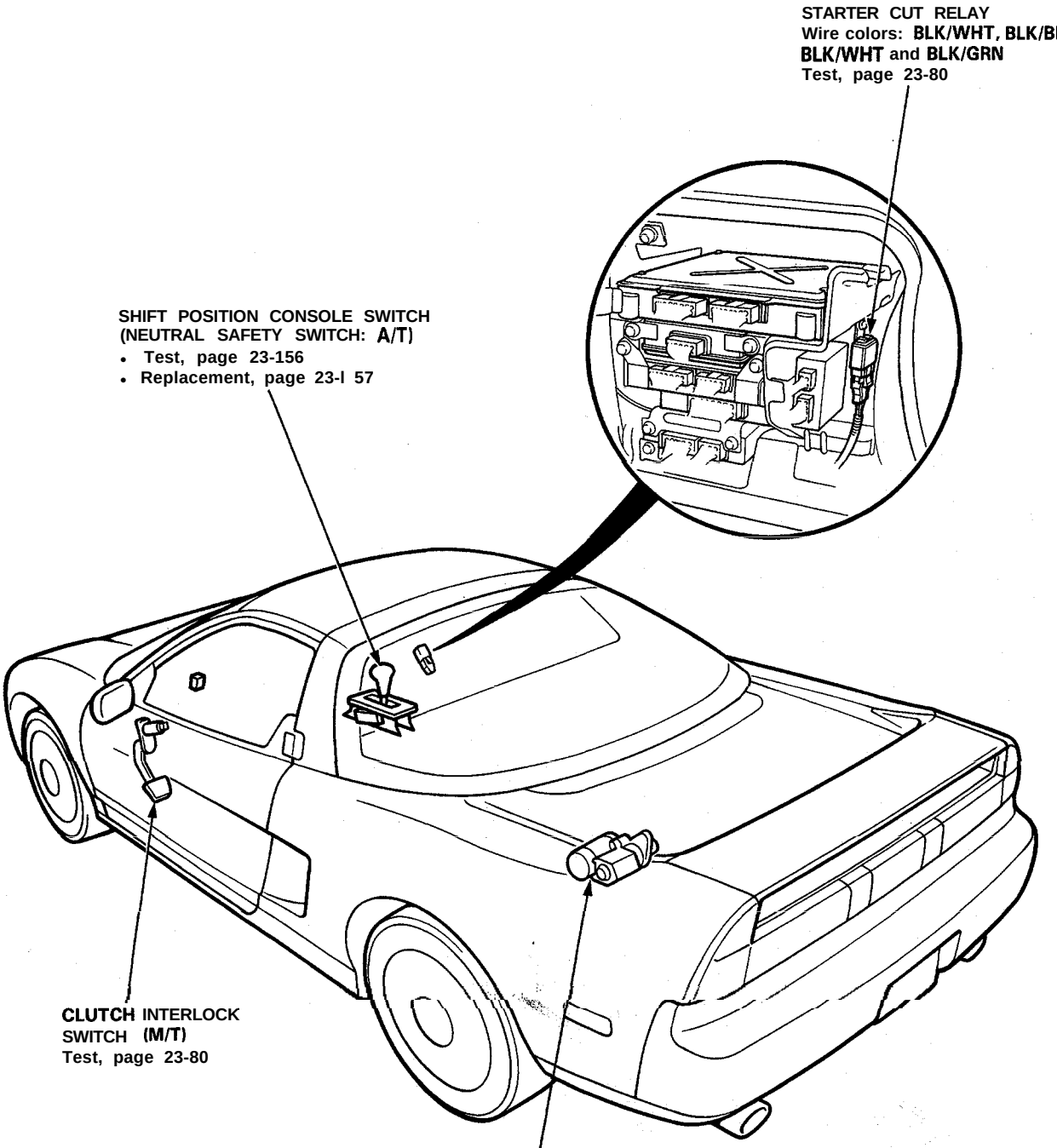
13. Insert the ignition key and check for proper operation of the steering wheel lock and that ignition key turns freely.

14. Tighten the shear bolts until the hex heads twist off.



Starting System

Component Location Index

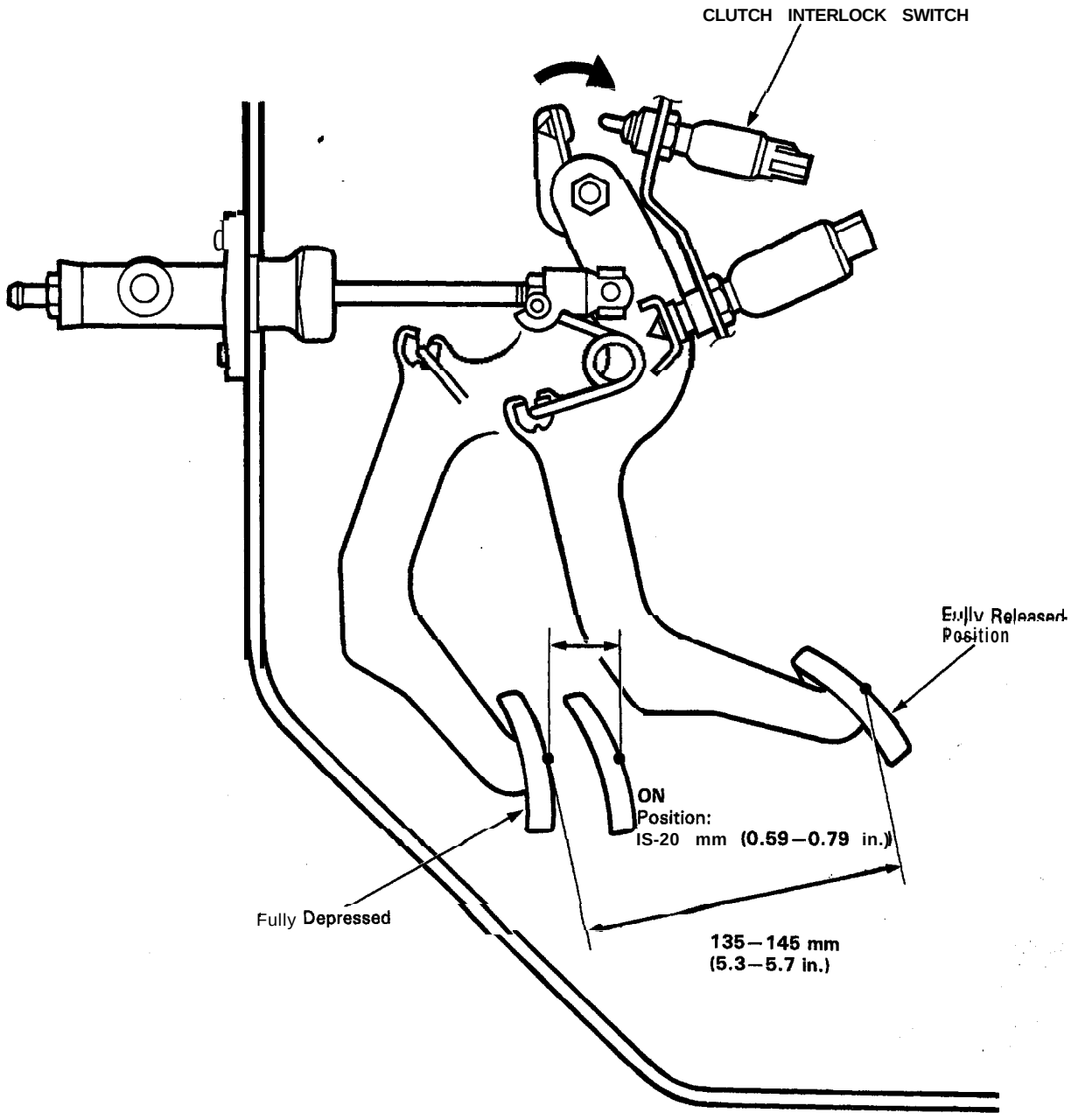


Description

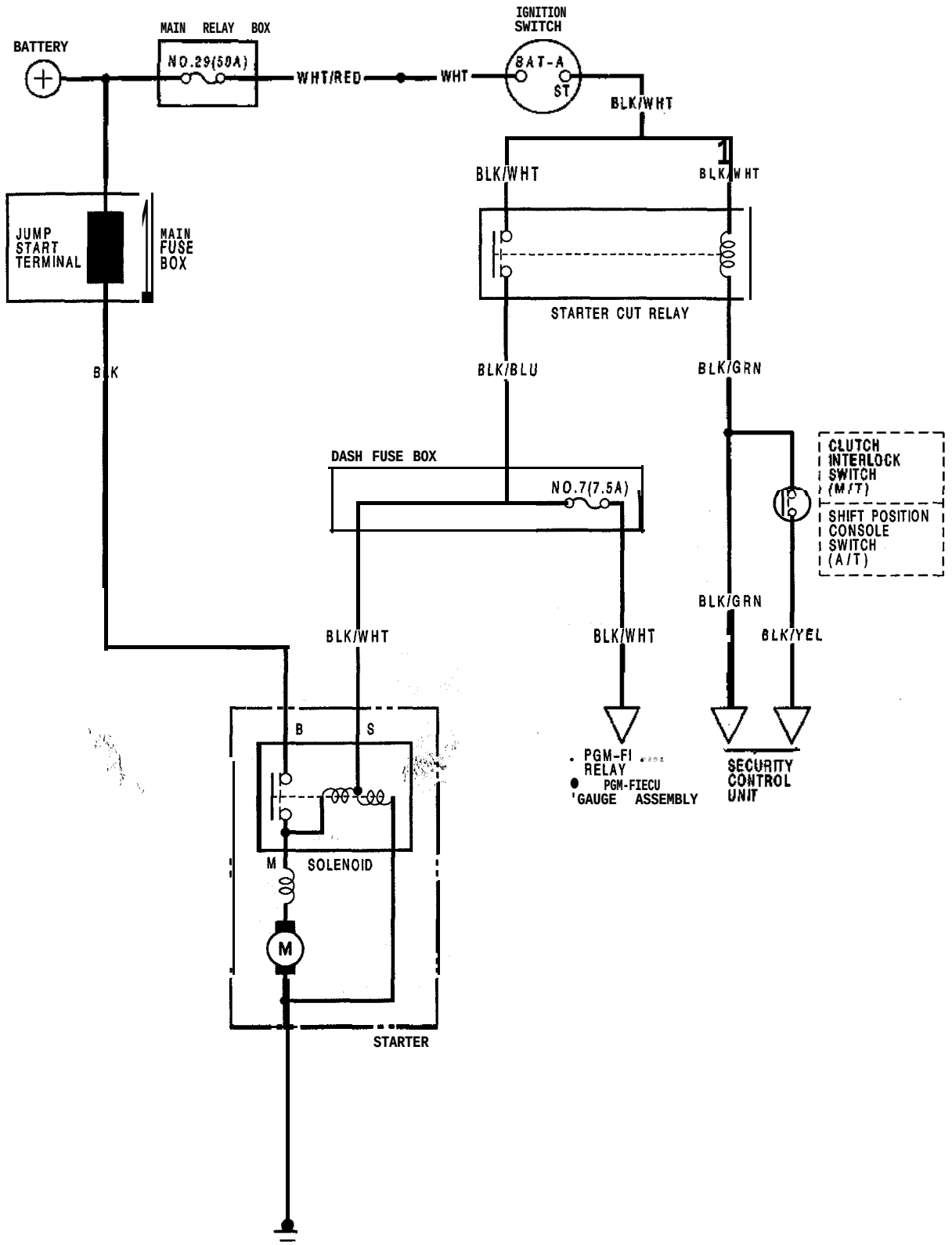
Starter interlock System (M/T only):
The starter interlock system prevents the engine from starting unless the clutch pedal is fully depressed.

The clutch interlock switch turns on at the position where the clutch disengages: 15-20 mm (0.59-0.79 in) from fully depressed position.

NOTE: Full stroke of clutch pedal is 135-145 mm (5.3-5.7 in) from fully released position.



Circuit Diagram



Starter Test

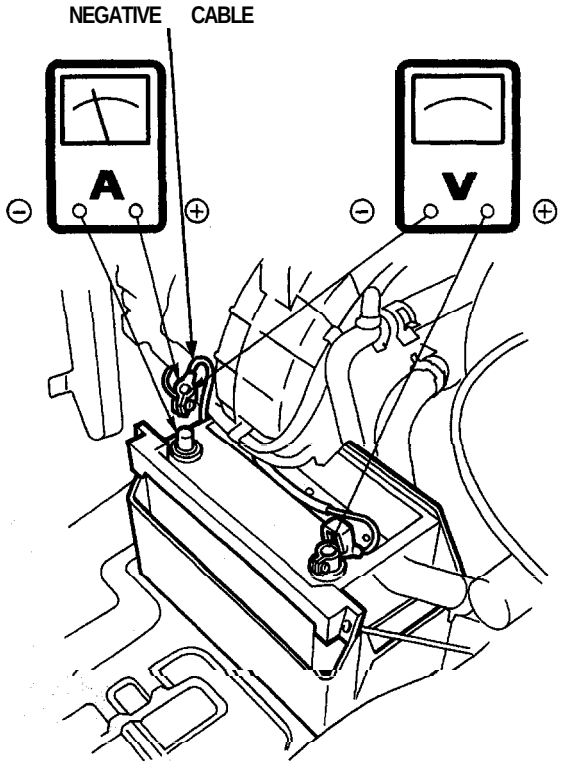
NOTE: The air temperature must be between 15 and 38°C (59 and 100°F) before testing.

Recommended Procedure:

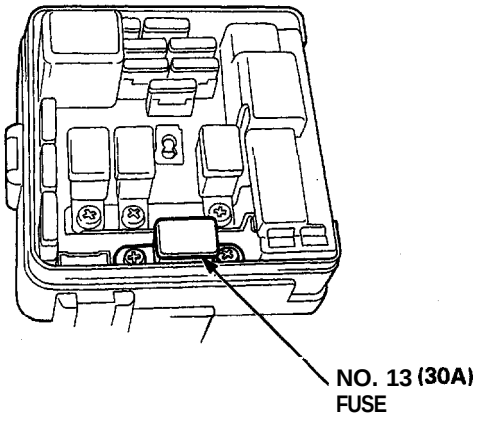
Use a starter system tester.
Connect and operate the equipment in accordance with manufacturer's instrucions.
Test and trobleshoot as described.

Alternate Procedure:

- Use the following equipment:
  - Ammeter, O-400A
  - Voltmeter, 0-20V (accurate within 0.1 volt)
  - Tachometer, O-1200 rpm
- Hook up voltmeter and ammeter as shown.

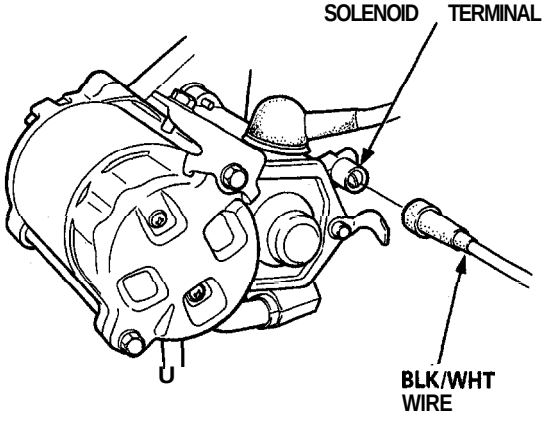


1. Disconnect the No. 13 (30A) fuse from the main fuse box.



2. Check the starter engagement:
   Press the clutch pedal all the way (M/T only), and turn the ignition switch to "Start." The starter should crank the engine.
   NOTE: On cars equipped with manual transmission, the engine will not crank unless the clutch pedal is fully depressed.

- If the starter still does not crank the engine, check the battery, battery positive cable, ground and the wire connections for looseness or corrosion.
- Test again.
  If the starter still does not crank the engine, bypass the ignition switch circuit as follows: Unplug the connector (BLK/WHT wire) from the starter. Connect a jumper wire from the battery positive (+) terminal to the solenoid terminal. The starter should crank the engine.



– If the starter still does not crank the engine, remove the starter and diagnose its internal problems.

– If the starter cranks the engine, check for an open in the BLK/WHT wire circuit between the starter and ignition switch, and connectors. Check the ignition switch.
On cars with automatic transmission, check the shift position console switch (neutral safety switch) and connector.
On cars with manual transmission, check the starter relay, clutch interlock switch and connectors.

NOTE: Check the No. 29 (50A) fuse and the starter cut relay, and investigate the security alarm system.

3. Check for wear or damage:
The starter should crank the engine smoothly and steadily.

If the starter engages, but cranks the engine erratically, remove the starter motor. Inspect the starter, drive gear and flywheel ring gear for damage.
Check the drive gear overrunning clutch for binding or slipping when the armature is rotated with the drive gear held. Replace the gears if damaged.

4. Check cranking voltage and current draw:
Voltage should be no less than 8.5 volts.
Current should be no more than 350 amperes.

If voltage is too low, or current draw too high, check for:

- Battery fully charged.
- Open circuit in starter armature commutator segments.
- Starter armature dragging.
- Shorted armature winding.
- Excessive drag in engine.

5. Check cranking rpm:
Engine speed during cranking should be above 100 rpm.

- Loose battery or starter terminals.
- Excessively worn starter brushes.
- Open circuit in commutator segments.
- Dirty or damaged helical spline or drive gear.
- Defective drive gear overrunning clutch.

6. Check the starter disengagement:
Press the clutch pedal all the way (M/T only), turn the ignition switch to "Start" and release to "Run." The starter drive gear should disengage from the flywheel ring gear.

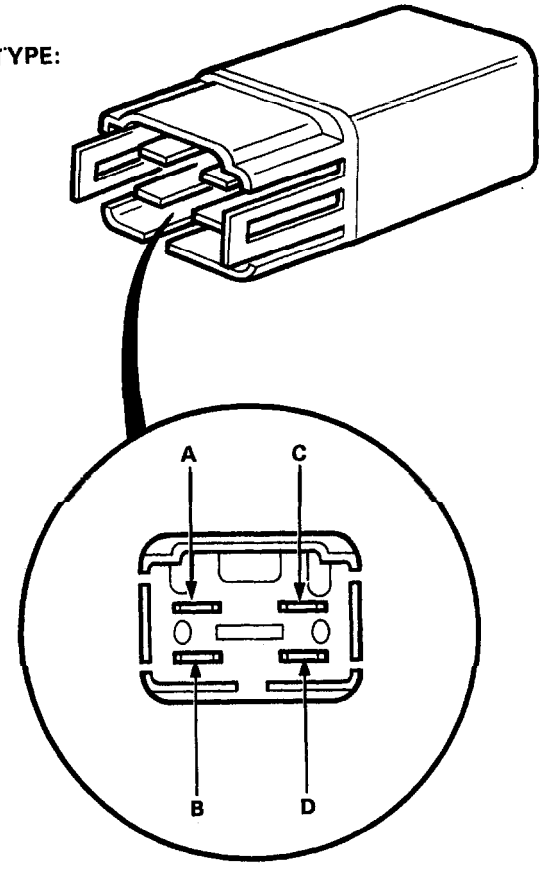
If the drive gear hangs up on the flywheel ring gear, check for:

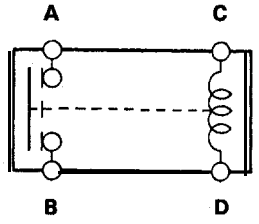
- Solenoid plunger and switch for malfunction.
- Drive gear assembly for dirt or damaged overuning clutch.

Starter Cut Relay Test

1. Remove the glove box (See section 20).
2. Disconnect the 4-P connector from the starter cut relay.
   (Wire colors of 4-P connector: BLK/GRN, BLK/WHT, BLK/BLU and BLK/WHT)
3. There should be continuity between the A and B terminals when the battery is connected to the C and D terminals.
   There should be no continuity when the battery is disconnected.

A-TYPE:

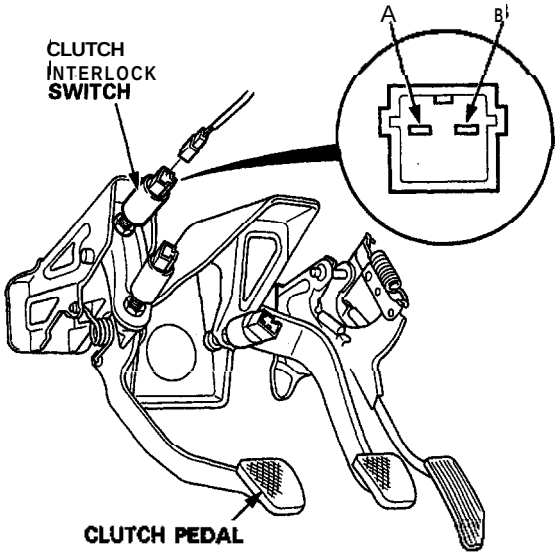




Clutch Interlock Switch Test (M/T)

1. Remove the dashboard lower panel and knee bolster, then disconnect the 2-P connector from the switch.
2. Check for continuity between the terminals according to the table.

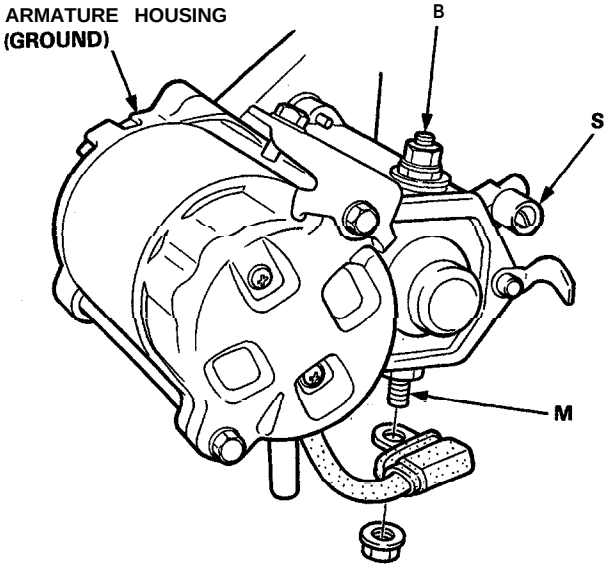
Terminal / Clutch Pedal	A	B
RELEASED		
PUSHED		

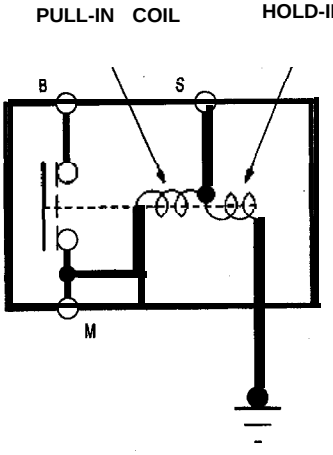


3. If necessary, replace the switch or adjust the switch position (see section 12).

Starter Solenoid Test

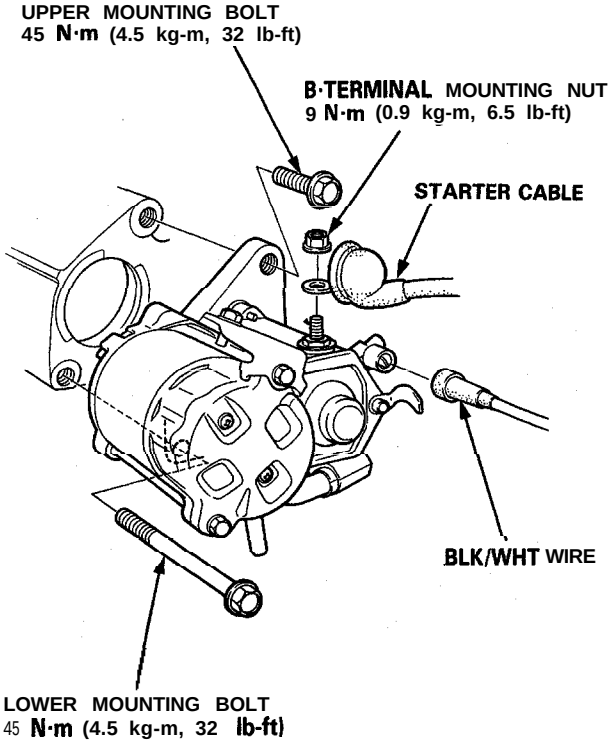
1. Check the hold-in coil for continuity between the S terminal and the armature housing (ground).
   Coil is OK if there is continuity.
2. Check the pull-in coil for continuity between the S and M terminals.
   Coil is OK if there is continuity.





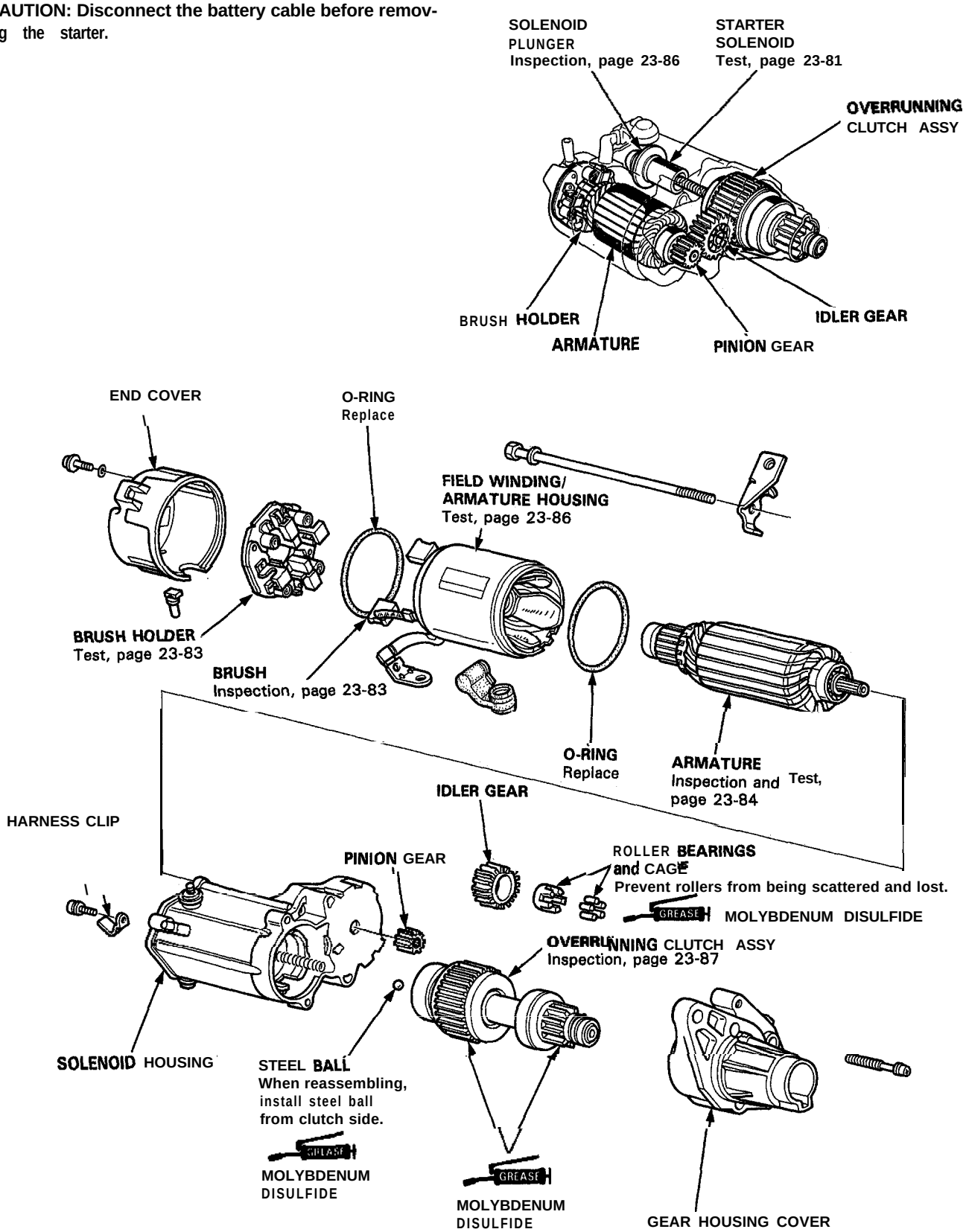
Starter Replacement

1. Disconnect the battery negative (–) cable.
2. Remove the engine wire harness from the harness clip on the starter motor.
3. Disconnect the starter cable from the B terminal on the solenoid, and the BLK/WHT wire from the S terminal.
4. Remove the 2 bolts holding the starter, and remove the starter.



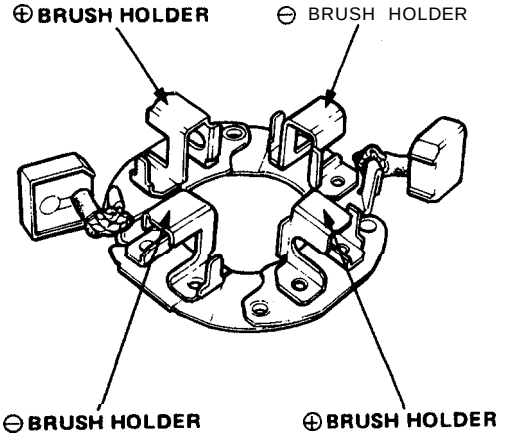
Starter Overhaul

CAUTION: Disconnect the battery cable before removing the starter.



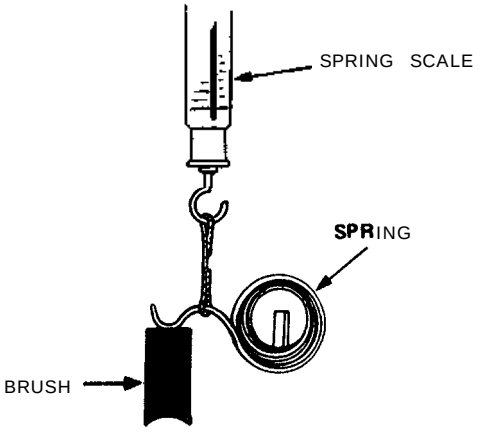
Starter Brush Holder Test

1. Check that there is no continuity between the ⊕ and ⊖ brush holders.
   If continuity exists, replace the brush holder assembly.



2. Insert the brush into the brush holder, and bring the brush into contact with the commutator, then attach a spring scale to the spring. Measure the spring tension at the moment the spring lifts off the brush.

   Spring Tension: 19-24 N (1.9-2.4 kg, 4.2-5.3 lb)

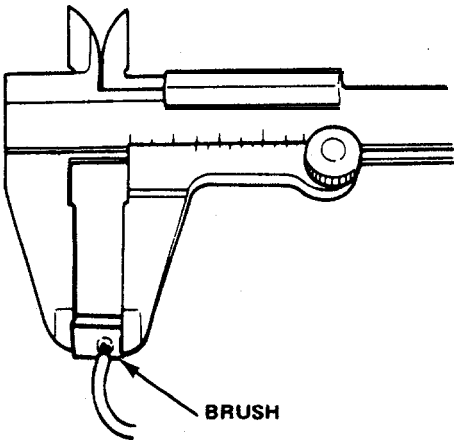


Starter Brush Inspection

Measure the brush length. If not within the service limit, replace the armature housing and brush holder assembly.

Brush Length

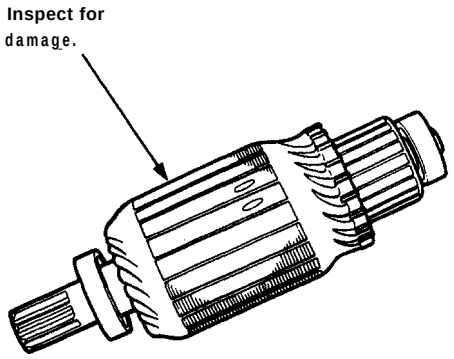
Standard (New): 15.0– 15.5 mm (0.59-0.61 in)
Service Limit : 10.0 mm (0.39 in)



NOTE: To seat new brushes after installing them in their holders, slip a strip of #500 or #600 sand paper, with the grit side up, over the commutator, and smoothly rotate the armature. The contact surface of the brushes will be sanded to same contour as the commutator.

Armature Inspection and Test

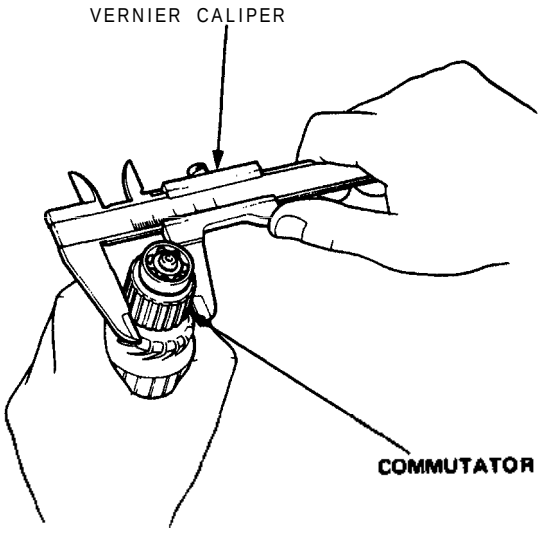
1. **Inspect the armature for wear or damage due to** contact with the field coil magnets.



2. A dirty or burnt commutator surface may be resurfaced with emery cloth or a lathe within the following specifications.

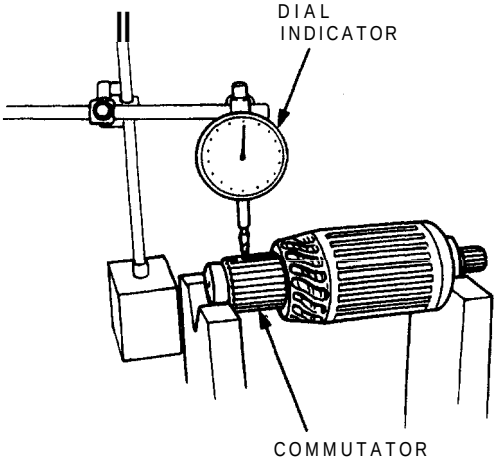
Commutator Diameter

Standard (New): 29.9-30.0 mm (1.177–1.181 in)
Service Limit : 29.0 mm (1.14 in)



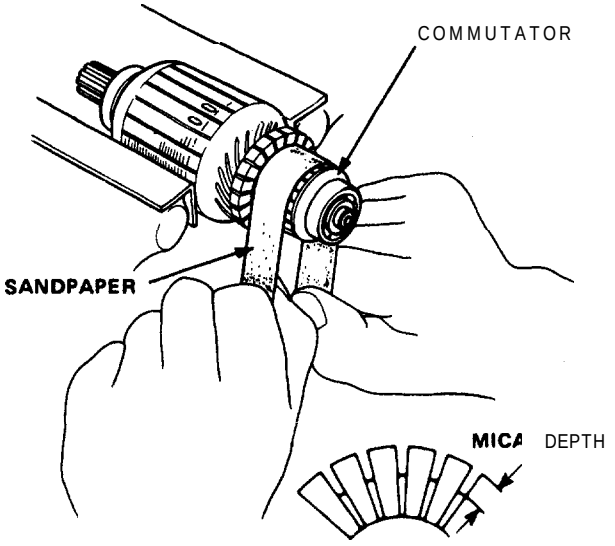
Commutator **Runout**

Standard (New): O-0.02 mm (O-0.0008 in)
Service Limit : 0.04 mm (0.0016 in)



3. **If the commutator runout and diameter are within limits, check the commutator for damage or for** carbon dust or brass chips between the segments.

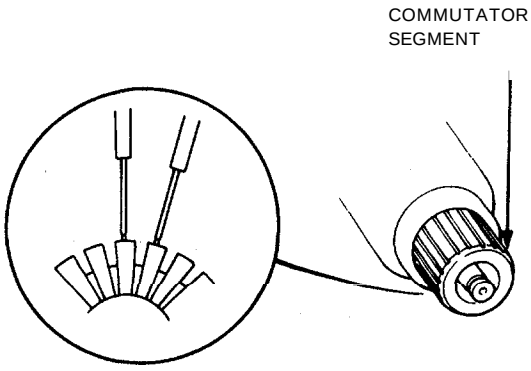
4. **If surface is dirty, recondition it with a #500 or #600** sandpaper. Then, check mica depth. If necessary, undercut mica with a hacksaw blade to achieve proper depth.



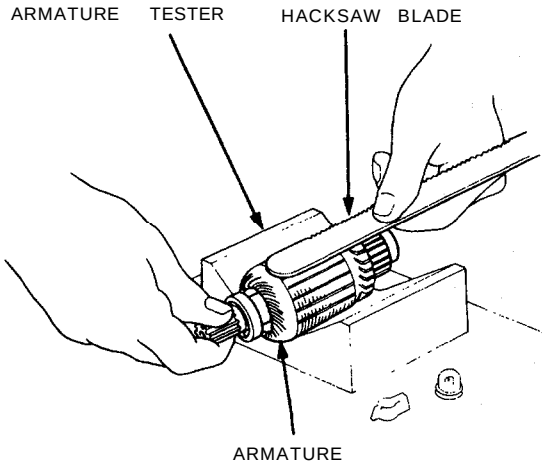
Commutator Mica Depth

Standard (New): 0.5-0.8 mm (0.019-0.031 in)
Service Limit : 0.2 mm (0.008 in)

5. Check for continuity between each segment of the commutator. If an open circuit exists between any segment, replace the armature.

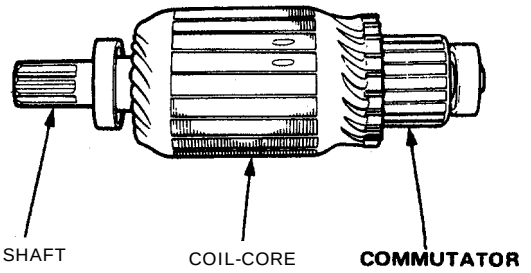


6. Place the armature on an armature tester. Hold a hacksaw blade on the armature core.



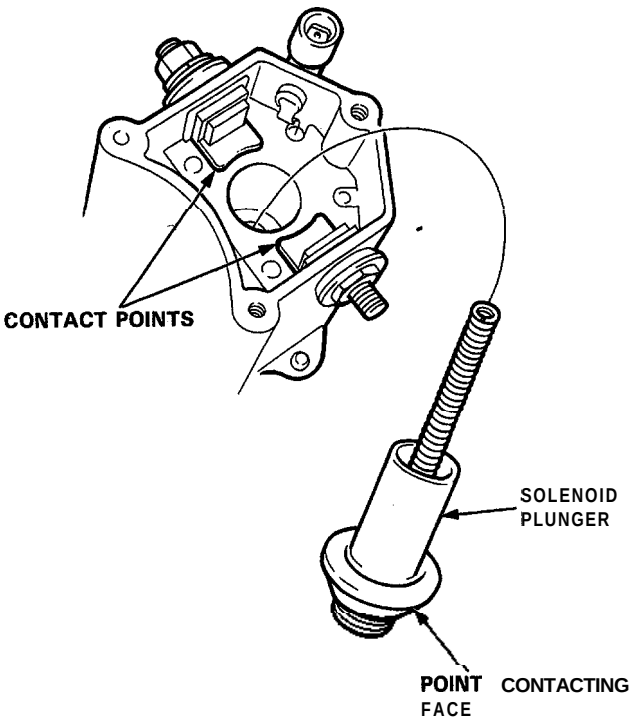
If the blade is attracted to the core or vibrates while core is turned, the armature is shorted. Replace the armature.

7. With an ohmmeter, check that no continuity exists between the commutator and armature coil core, and between the commutator and armature shaft. If continuity exists, replace the armature.



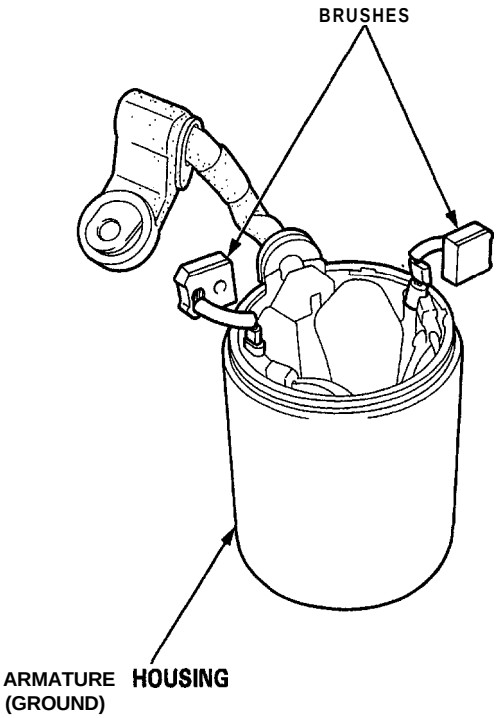
Solenoid Plunger Inspection

Check the contact points, and the face of the starter solenoid plunger for burning, pitting or any other defects. If surfaces are rough, recordition with a strip of # 500 or # 600 sandpaper.



Starter Field Winding Test

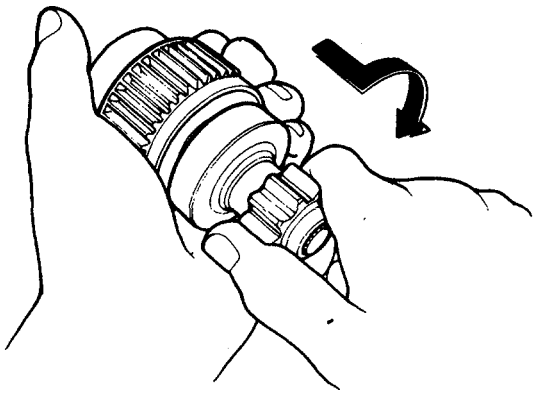
1. Check for continuity between the brushes. If there's no continuity, replace the armature housing.
2. Check for continuity between each brush and the armature housing (ground).
   If continuity exists, replace the armature housing.



Overrunning Clutch Inspection

Move the overrunning clutch along the shaft.

If it doesn't move freely, or if the clutch slips when the armature is rotated while holding the drive gear, replace the clutch assembly.



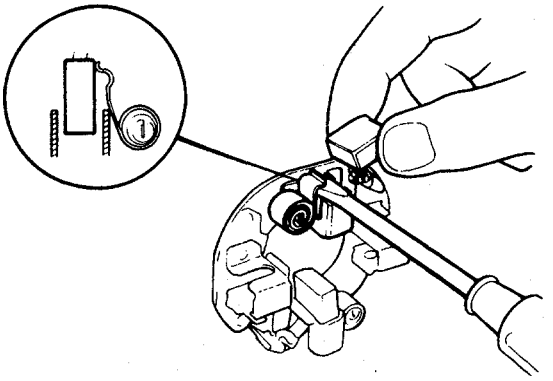
If the gear is worn or damaged, replace the overrunning clutch assembly; the gear is not available separately.

NOTE: Check the condition of the flywheel or torque converter ring gear if the starter drive gear teeth are damaged.

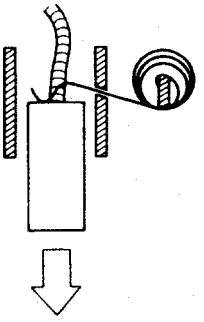
Starter Reassembly

Reassemble the starter in the reverse order of disassembly.

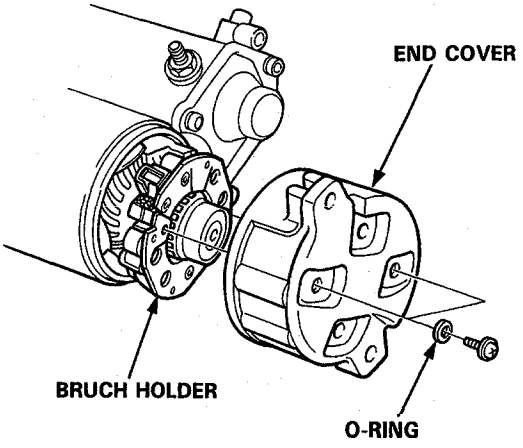
1. Pry back each brush spring with a screwdriver, then position the brush about halfway out of its holder, and release the spring to hold it there.



2. Install the armature in the housing. Next pry back each brush spring again and push the brush down until it seats against the commutator, then release the spring against the end of the brush.

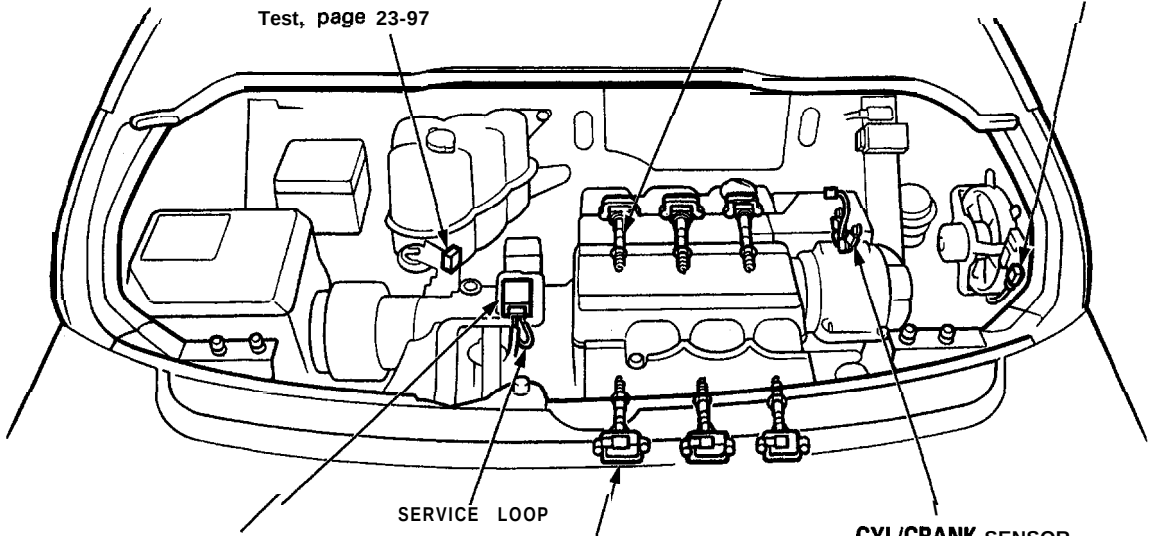


3. Install the end cover on the brush holder.



Component Location Index

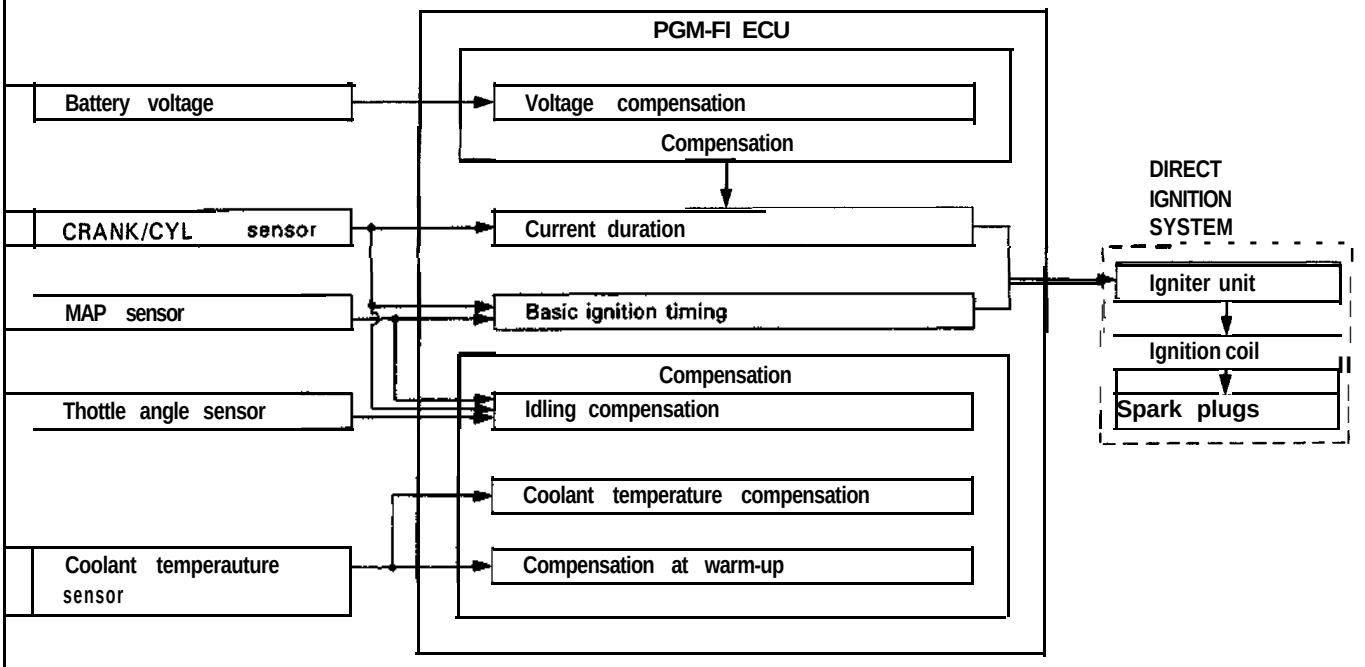
IGNITION TIMING CONTROL SYSTEM
- **Troubleshooting, section 11**
- **Inspection and setting, page 23-91**
- **Description, page 23-89**



Description

ignition Timing Control:

The programmed ignition (PGM-IG) employed in this engine provides optimum control of ignition timing by determining the optimum timing using a microcomputer in response to engine speed and vacuum pressure in the intake manifold, which are transmitted by signals from CRANK/CYL sensor, throttle angle sensor, coolant temperature sensor and MAP sensor. This system, not dependent on a governor or vacuum diaphragm, is capable of setting lead angles with complicated characteristics which cannot be provided by conventional governors.



Basic Control

Determination of ignition timing/current duration:

The control unit has stored within it the optimum basic ignition timing for operating conditions based upon engine speed and intake manifold pressure. With compensation by signals from sensors, the system determines optimum timing for ambient conditions and sends voltage pulses to the igniter unit.

Compensation of ignition timing:

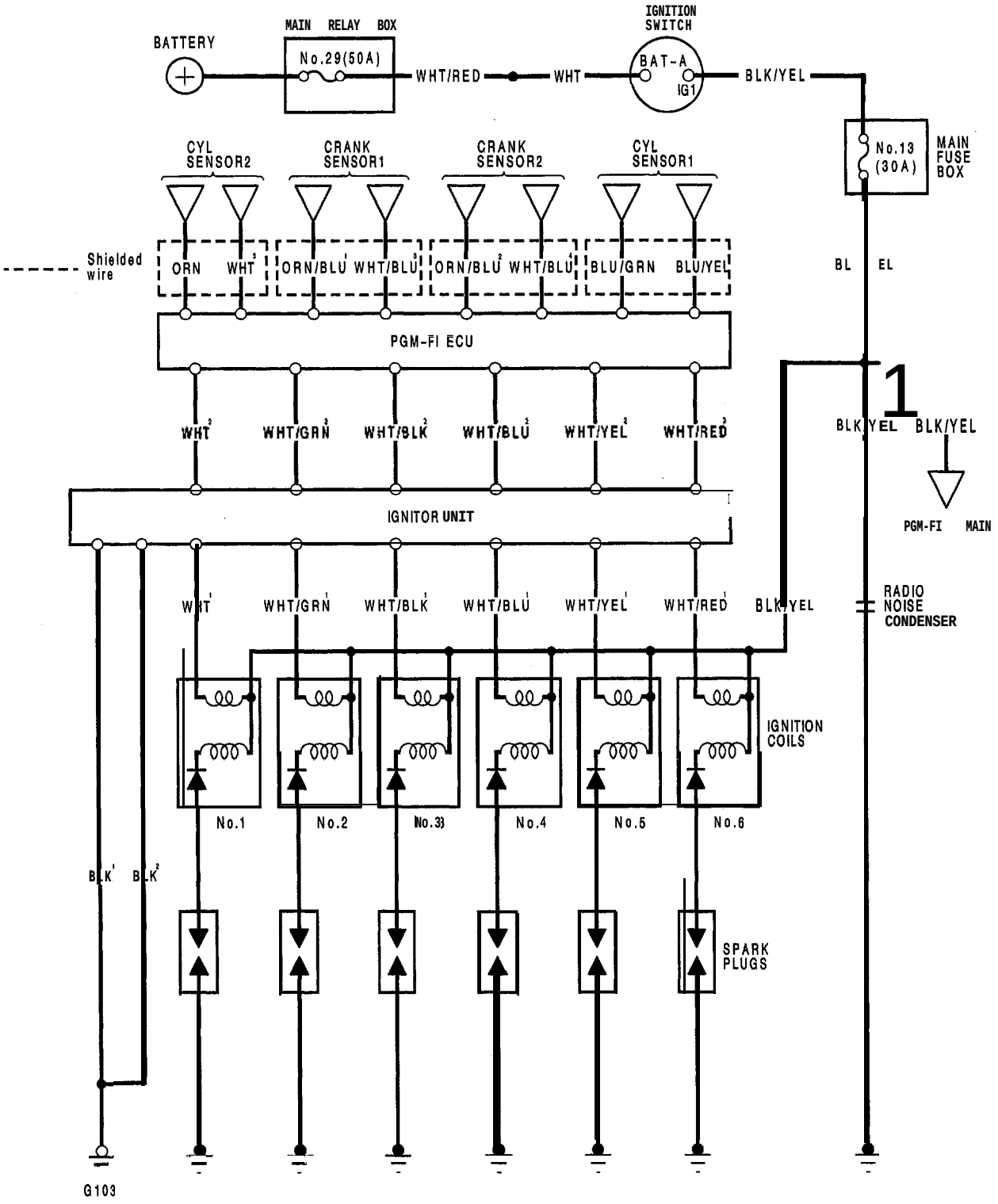
Compensation Item	Related Sensor and Information	Description
Iding	CRANK/CYL sensor MAP sensor	Ignition timing is controlled to the target speed with compensation according to the idling speed.
Compensation at warm-up	Coolant temperature sensor	Lag angle is adjusted in accordance with the warming up conditions to bring about a good balance between operating performance and exhaust gas level.
Coolant temperature compensation	Coolant temperature sensor	Compensation for lead angle at low coolant temperature and lag angle at high coolant temperature.

Control at Start

Ignition timing is fixed at BTDC 15° for cranking. The cranking is detected by the CYL sensor (cranking revolution) and starter signal.

Circuit Diagram

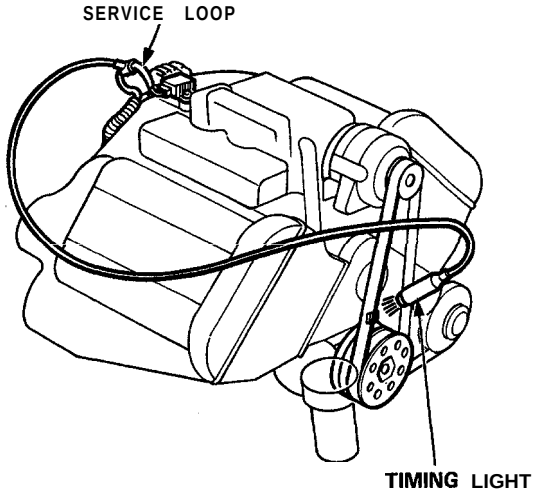
NOTE: Several different wires have the same color. They have been given a number suffix to distinguish them (for example WHT^1 and WHT^2 are not the same).



Ignition Timing Inspection and Setting

1. Start the engine and allow it to warm up (cooling fan comes on).

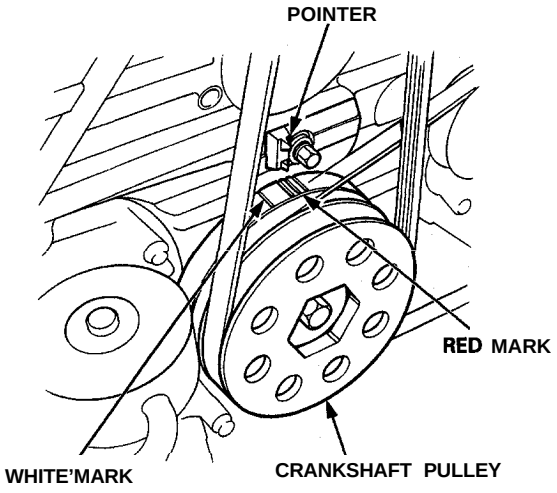
2. Connect a timing light to the engine; while the engine idles, point the light toward the pointer on the timing belt cover.



3. Inspect ignition timing at idle.

   Ignition Timing: 15° ± 2° BTDC (RED)

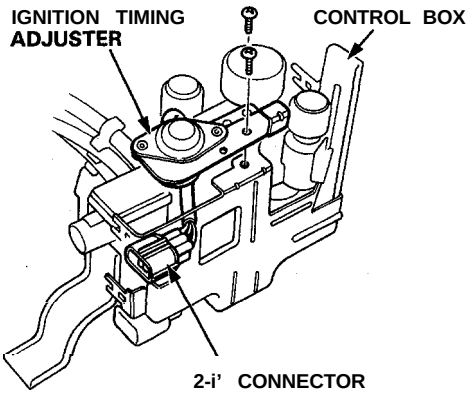
   - Manual Trasmission [at BOO ± 50 min^{-1} (rpm) in neutral]
   - Automatic Transmission [at 750 ± 50 min^{-1} (rpm) in gear]



4. Adjust ignition timing, if necessary, by turning the adjusting screw on the ignition timing adjuster in control box.

5. Remove the control box cover.

6. Remove the 2 screws from the control box then disconnect the 3-P connector from the ignition timing adjuster.

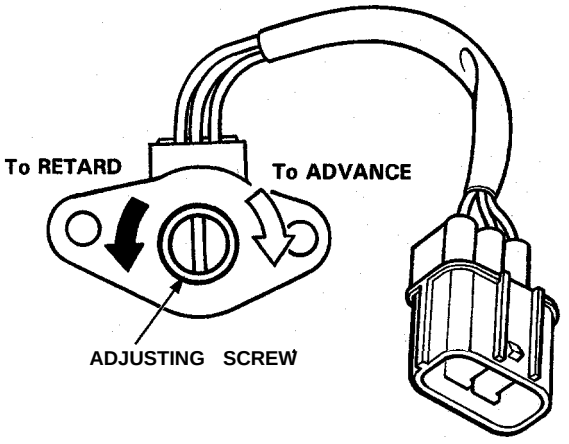


7. Remove the ignition timing adjuster from the control box.

8. Drill the 2 rivets off with a 3/16 in. drill bit, then separate the stay cover from the adjuster.

   CAUTION: Do not damage the adjuster when removing the rivets.

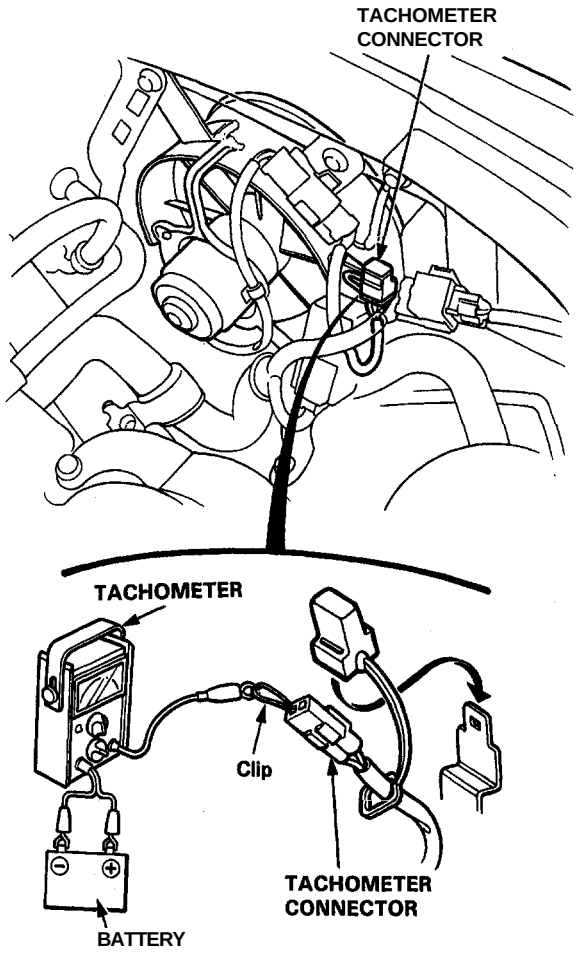
   - Re-connect the adjuster to the car, start the engine, and turn the adjusting screw counterclockwise to retard the timing, or clockwise to advance it, as necessary.



9. After adjusting, reinstall the stay cover to the ignition timing adjuster with new rivets, then reinstall the adjuster to the control box.

- Idle Speed Inspection

1. Start the engine and allow it to warm up (cooling fan comes on).
2. Connect a tachometer to the tachometer connector.



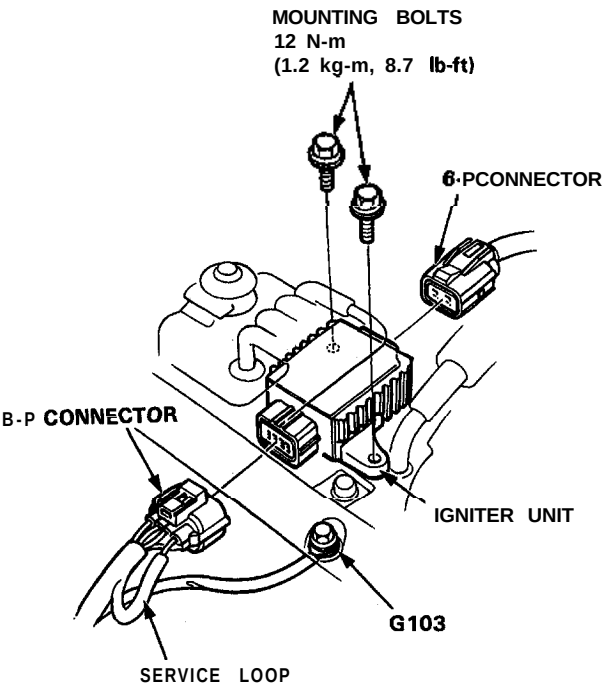
Idle speed:
M/T: 800 ± 50 min⁻¹ (rpm) in neutral
AK: 750 ± 50 min⁻¹ (rpm) in gear

3. Ajust the idle speed, if necessary, see section 1 1.

- Igniter Unit Replacement

1. Disconnect the 8-P and 6-P connectors from the igniter unit.
2. Remove the 2 mounting bolts from the igniter unit.
3. Pry or slide the igniter unit pull out of the front side.

CAUTION: Be careful not to damage the vacuum hose when removing igniter unit.

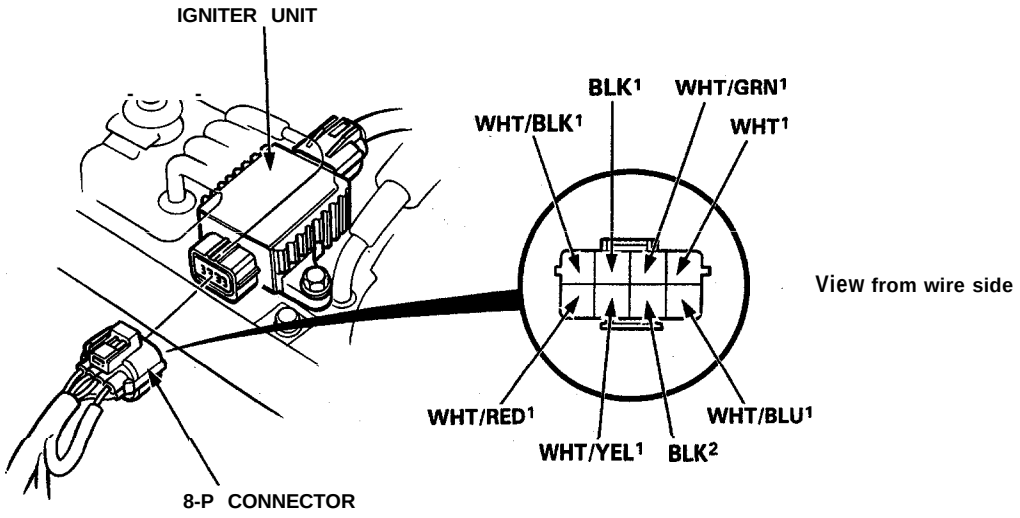


Igniter Unit Input Test

Disconnect the 8-P connector from the igniter unit. Make the following input tests at the harness pins. If all tests prove OK, yet the system still fails to work, replace the igniter unit

NOTE:

- See section 11 when self-diagnostic indicator blinks.
- Perfrom an input test on the igniter unit after finishing the fundamental tests for the ignition system and fuel emission system.
- The tachometer should operated nomally.



No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK¹	Under all conditions.	Check for continuity to ground There should be continuity.	• Poor ground (G403). • An open in the wire.
2	BLK²			
3	WHT'	Ignition switch "ON".	Check for voltage to ground: There should be battery voltage.	• Blown NO 13 (30 A) fuse. • Faulty ignition coil. • An open in the wire.
4	WHT/GRN¹			
5	WHT/BLK¹			
6	WHT/BLU¹			
7	WHT/YEL¹			
8	WHT/RED			

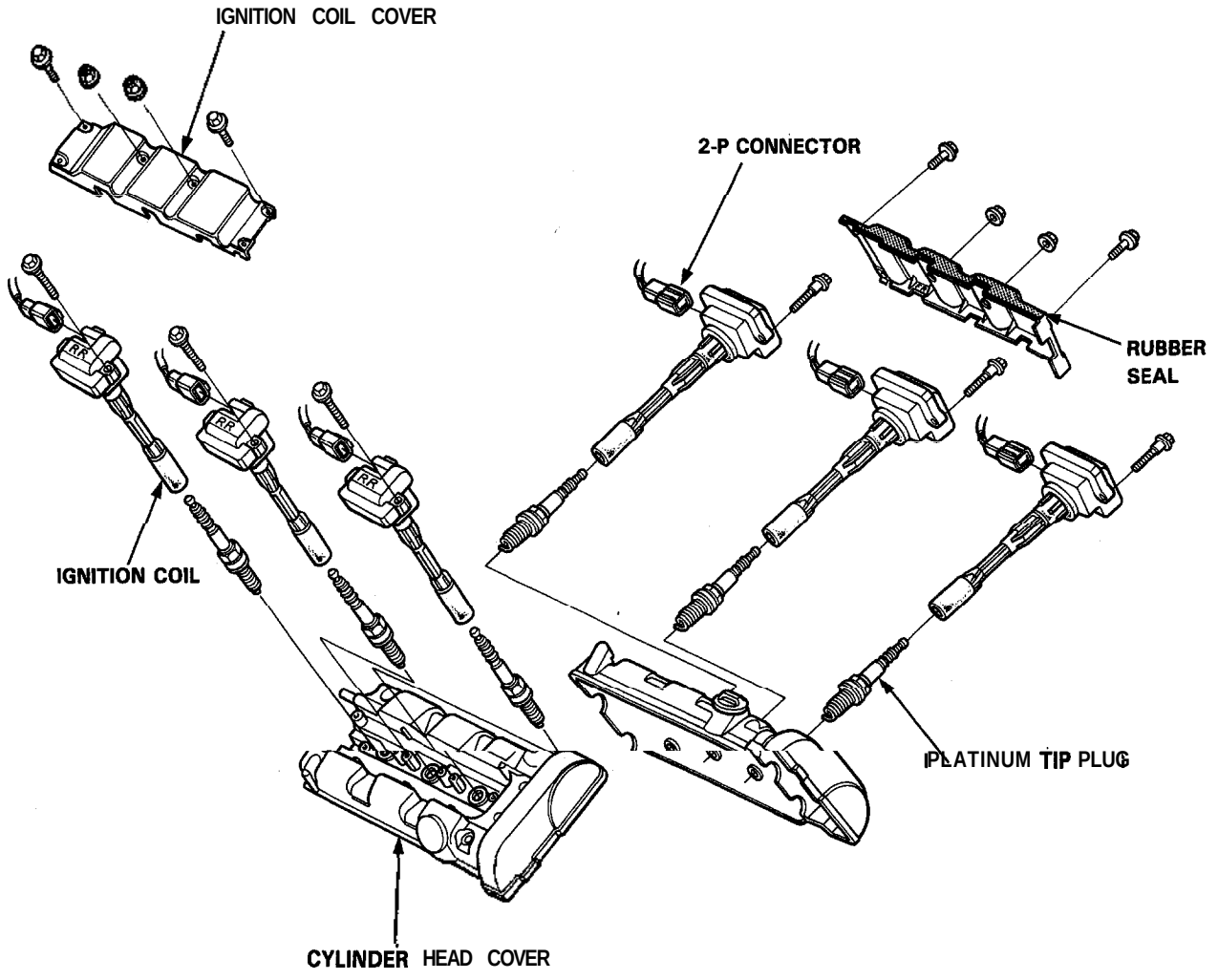
Ignition System

Ignition coil/plug Removal

CAUTION:
Ignition coils and plugs can become very hot in use, do not touch them: handle the ignition coils and plugs carefully.

1. Remove the ignition coil covers.
2. Disconnect the 2-P connectors from the ignition coils.
3. Remove the ignition coils.
4. Remove the plugs.

NOTE:
Different ignition coils and ignition coil covers are used for the front side and rear side. Be sure to use corrent ones when mounting them.



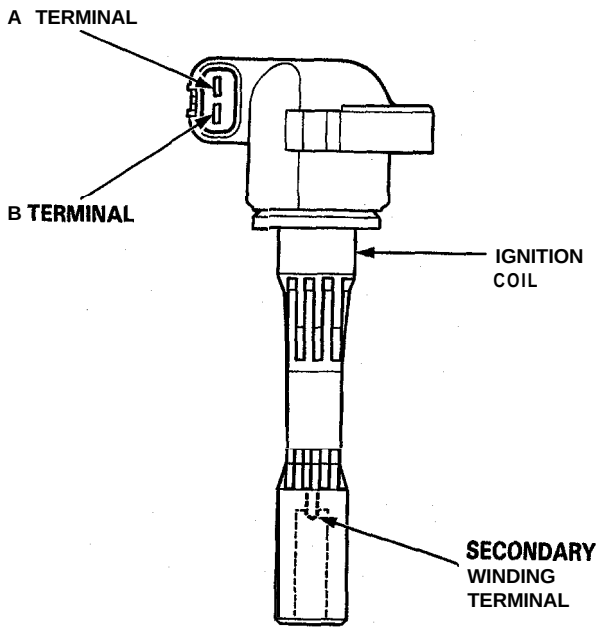
- Ignition Coil Test

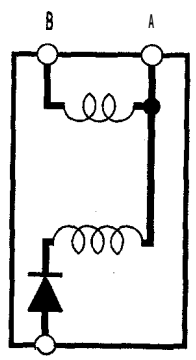
1. With the Ignition switch OFF, remove the ignition coil.

2. Using an ohmmeter, measure resistance between the terminals. Replace the coil if the resistance is not within specification.
   NOTE: Resistance will vary with the coil temperature; specification is at 25°C (77°F)

   Primary Winding Resistance
   (between the A and B terminals):
   0.9–1.1 ohms

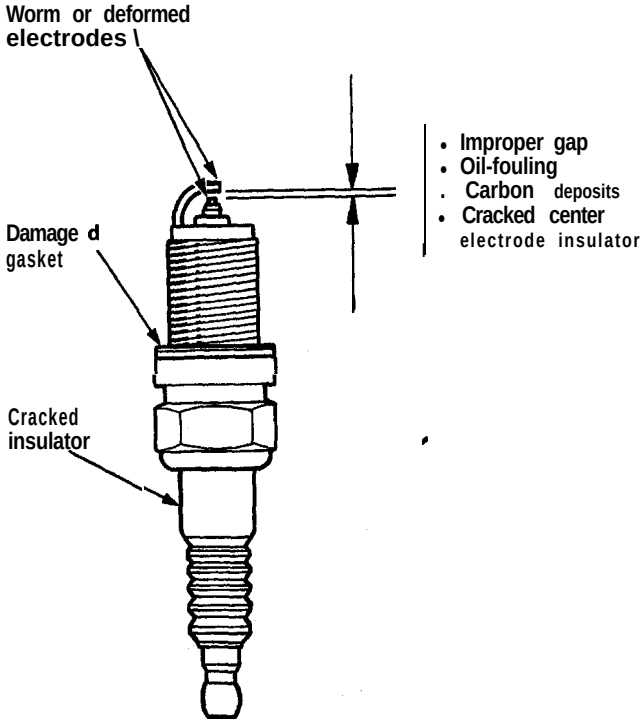
   - If primary winding resistance is OK, substitute a known-good ignition coil and check the system operation.
     If the system is normal, replace the orginal ignition coil.





Spark Plug Inspection

1. Inspect the electrodes and ceramic insulator for:



Burned or worn electrodes may be caused by:
- Advanced ignition timing
- Loose spark plug
- Plug heat range too low
- Insufficient cooling

Fouled plug may be caused by:
- Retarded ignition timing
- Oil in combustion chamber
- Incorrect spark plug gap
- Plug heat range too high
- Excessive idling/low speed running
- Clogged air cleaner element
- Deteriorated ignition coil

2. If the electrode is contaminated with accumulated objects or dirt, clean the electrode using the plug cleaner.

CAUTION: The plug cleaner should be used with the air pressure of lees then 6 kg/cm² (85 PSI) and for less than 20 seconds.

3. Replace the plug if the center electrode is rounded as shown below:

NOTE: Do not use spark plugs other than those listed below, because these plugs are a new type (ISO standard).



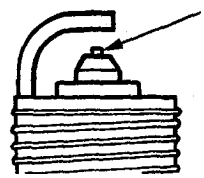
These marks are sealed on the air cleaner cover.

Spark plug:

PFR6G-11 (NGK) PK20PR-L11 (ND)	For all normal driving
PFR7G-11 (NGK) PK22PR-L11 (ND)	For hot climates or continuous high speed driving.

4. Make sure that the 1.3 mm (0.051 in.) plug gauge does not go into the gap for the platinum tip plug. If the gauge goes into the gap, do not attempt to adjust but replace the plug with new bne.

Electrode Gap: 1 .1 mm (0.043 in.)



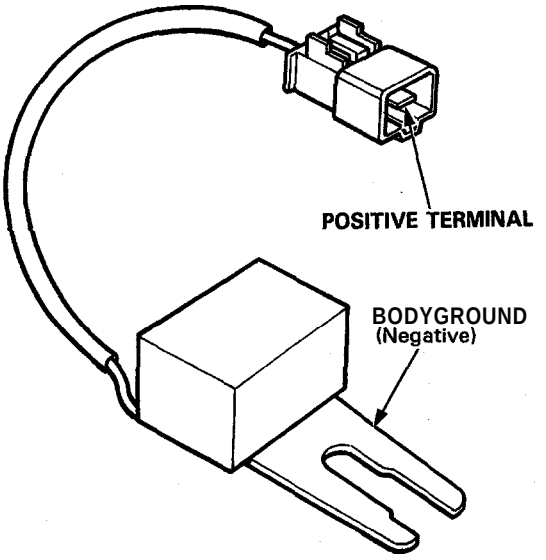
Platinum tip plug:
Check and confirm that the 1.3 mm (0.051 in) plug gauge does not go into the gap.

5. Screw the plugs into the cylinder head finger tight, then torque them to 18 N·m (1 .8 kg-m, 13 lb-ft).

- Radio Noise Condenser Capacity - Test

1. Use a commercially available condenser tester. Connect the tester probes and measure the condenser capacity.

   Condenser capacity: 0.47 ± 0.09 microfarads (μF)

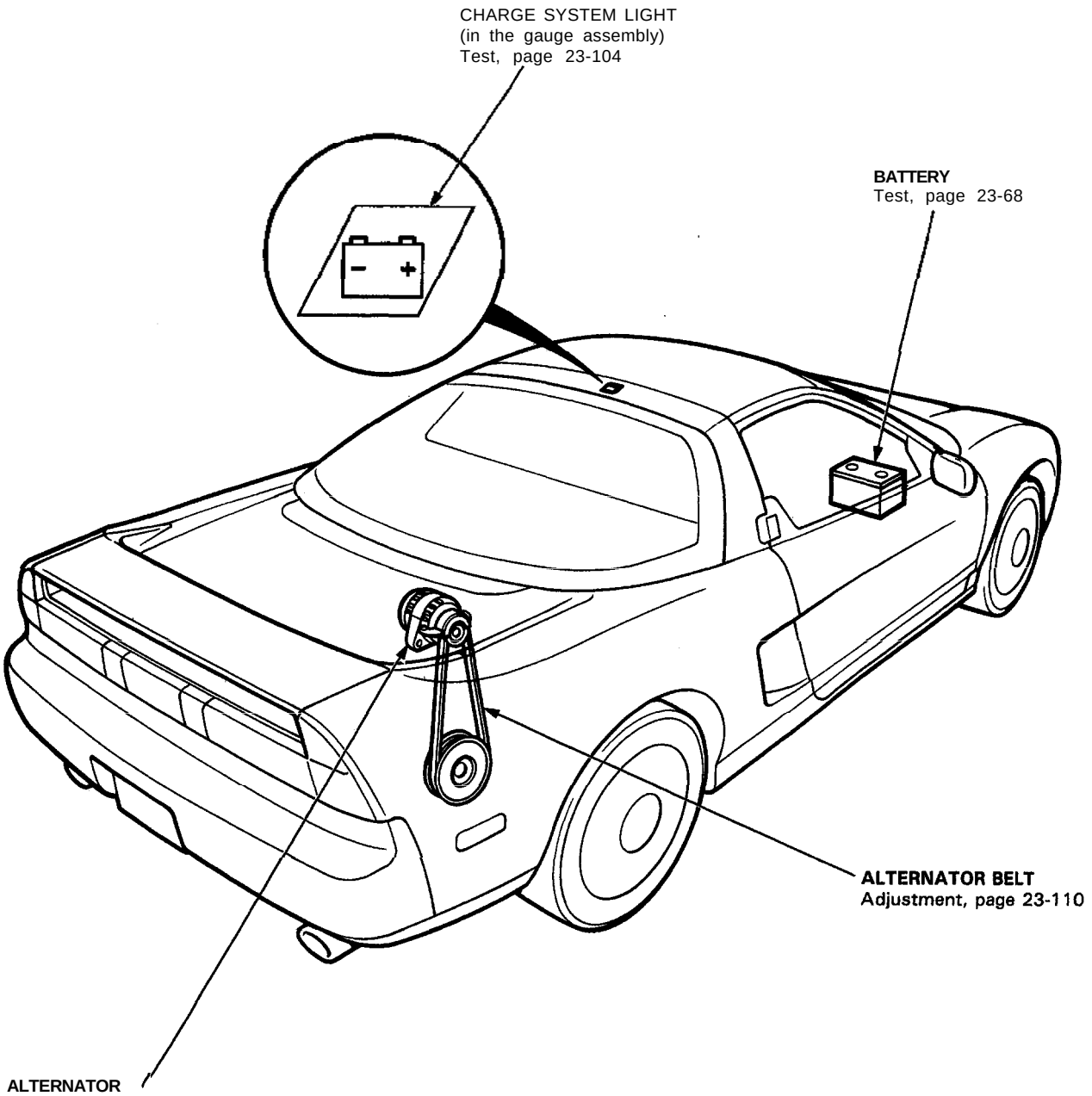


   NOTE: The radio noise condenser is intended to reduce ignition noise. However, condenser failure may cause the engine to stop running.

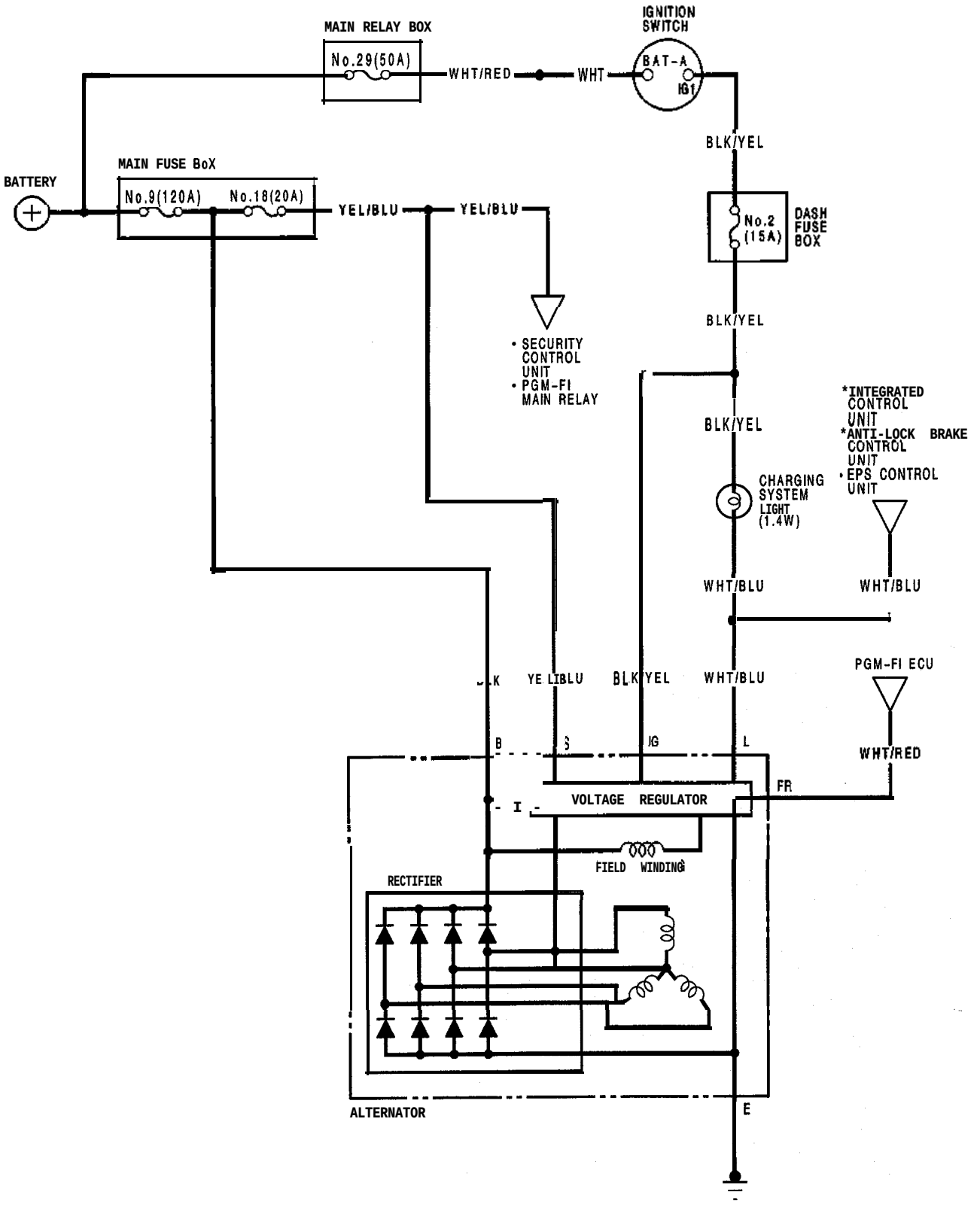
2. **If not within the specifications, replace the radio** noise condenser.

Charging System

– Component Location Index



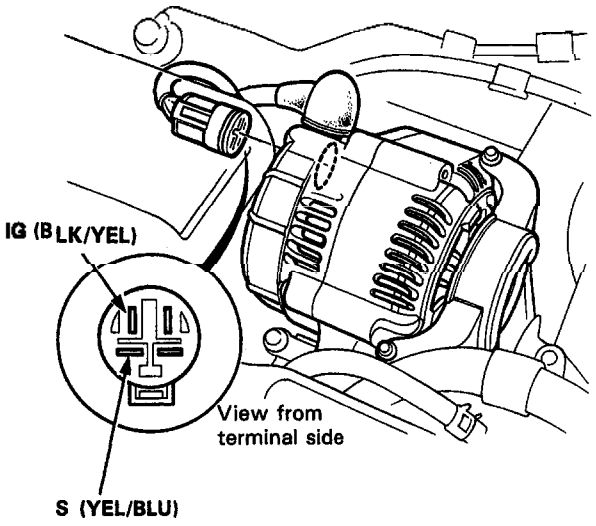
- Circuit Diagram



Alternator and Regulator Test

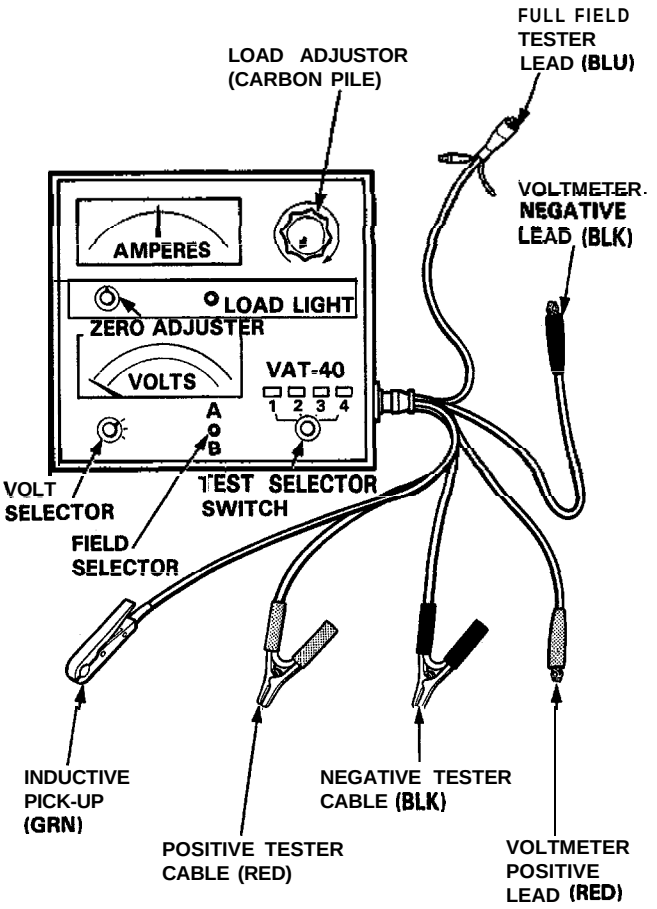
1. First make sure you have a good battery, and that the alternator belt is tight and in good condition. Also make sure the connections at the alternator and main fuses are good. Next, check the No. 2 (15 A) fuse in the dash fuse box and the No. 18 (20 A) fuse in the main fuse box. (if blown, the charge system light will come on even if the system's working properly.)

2. Disconnect the 4-P connector from the alternator. With the ignition switch on, there should be battery voltage between the IG (BLK/YEL) terminal and body ground, and between the S (YEL/BLU) terminal and body ground.



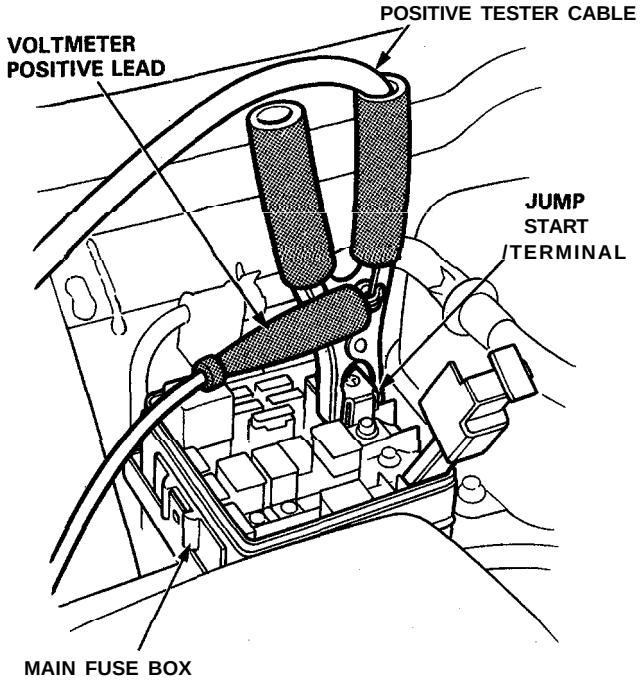
- If there is no voltage, check for:
  - Blown No. 2 (15 A) fuse in the dash fuse box or No. 18 (20 A) fuse in the main fuse box.
  - An open in the BLK/YEL wire between the dash fuse box and the voltage regulator, or the YEL/BLU wire between the main fuse box and the voltage regulator.
- If there is battery voltage, go to step 3.

NOTE: Test use the SUN VAT-40 (or equivalent).

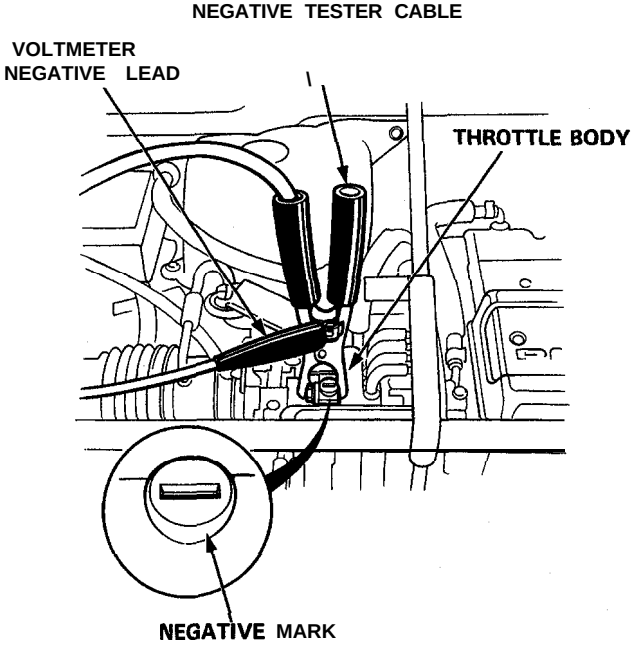


3. Following the illustrations instructions, connect the SUN VAT-40 (or equivalent) and turn the test selector switch to the "STARTING (No. 1)" position.

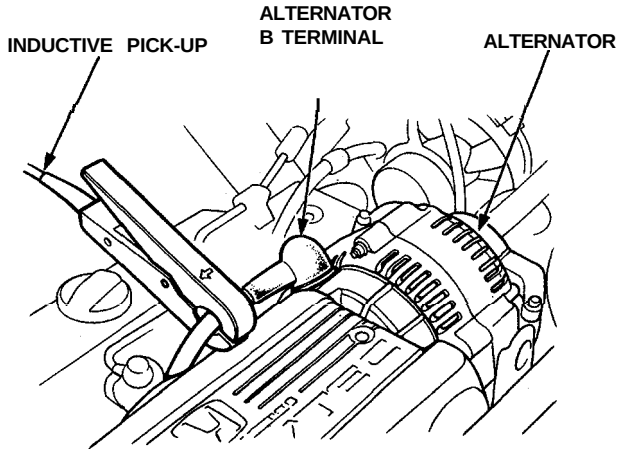
Positive tester cable, voltmeter positive lead:
Attach the positive tester cable and the voltmeter positive lead to the jump start terminal at the main fuse box.



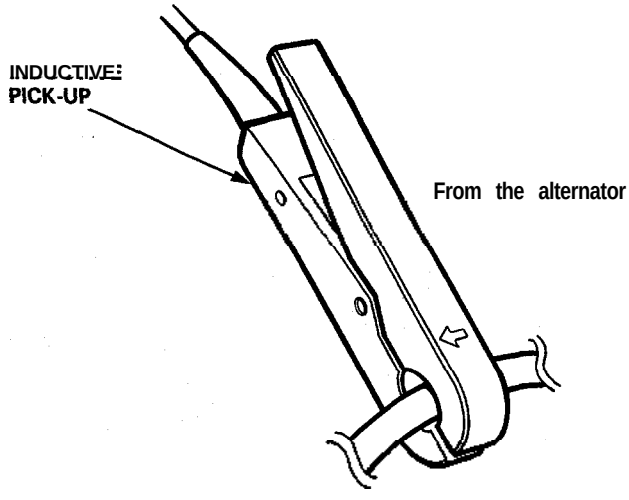
Negative tester cable, voltmeter negative lead:
Attach the negative tester cable and the voltmeter negative lead to the top of throttle body.



Inductive pick-up:
Attach the inductive pick-up to the B terminal at the alternator.



NOTE: The arrow is pointing opposite direction from the alternator B terminal.

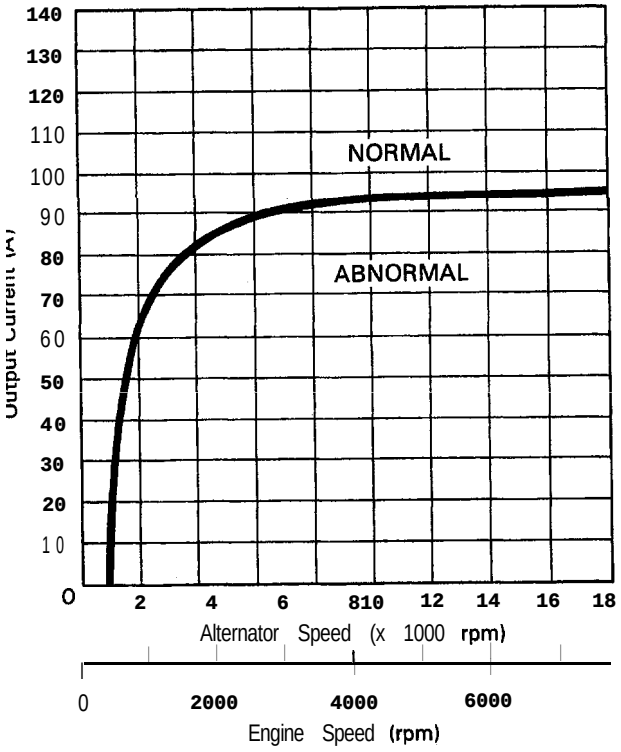


(cont'd)

Alternator and Regulator Test (cont'd)

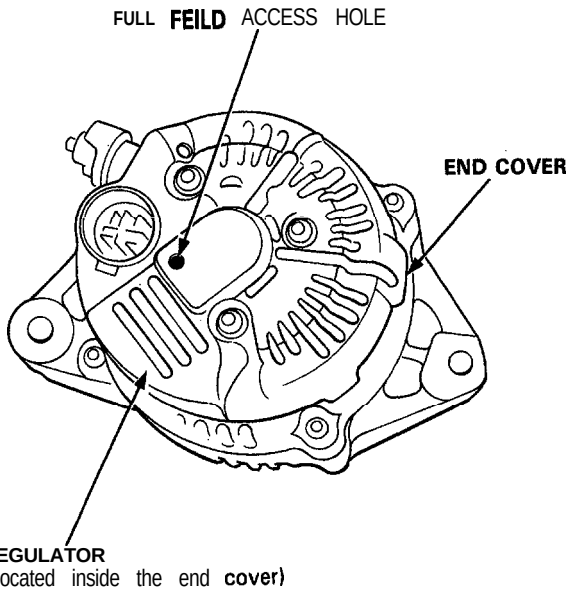
4. Start the engine. Turn off all accessories, move the selector switch to the "CHARGING (No. 2)" position.

5. Raise engine speed to 2,000 rpm and hold (make sure cooling fans are off).
   Apply a "load" with the carbon pile, so the voltage drops to no less than 12 volts.
   Check the maximum amperage reading and compare with the chart below.



- If amperage is "NORMAL" the system is OK: Proceed to the Charge System Light Test (see page 23-103).
- If amperage is "ABNORMAL" go to step 6.

6. Stop the engine. Perform full field test:
   Insert the full field tester lead into the full field access hole at the back of the alternator.

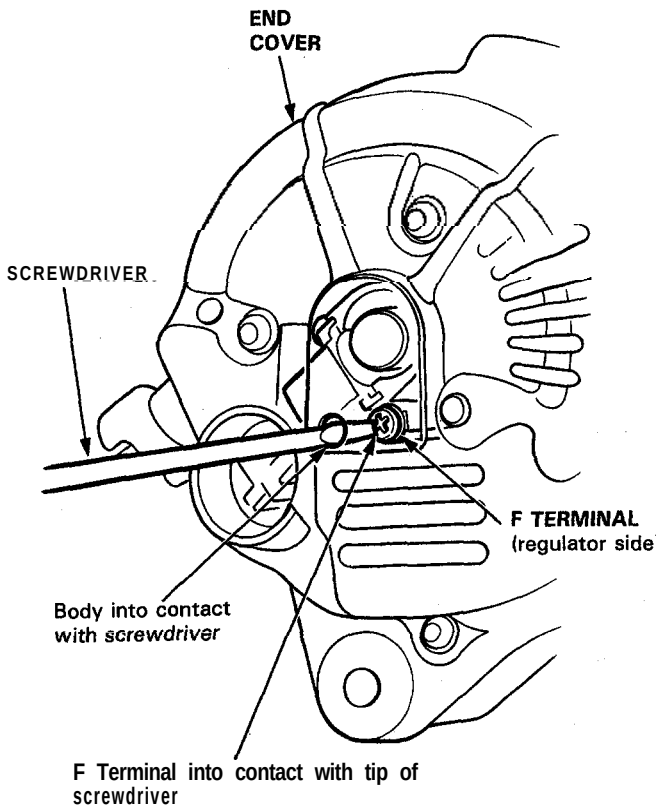


7. Move the test selector switch to the "STARTING (No. I)" position.

8. Start the engine. Raise engine speed to 2,000 rpm and hold (make sure cooling fans are off).

9. Switch the field selector to the "A (Ground)" position momentarily and check amperage reading.

NOTE: As an alternative, use a screwdriver and an ammeter to full field the alternator.



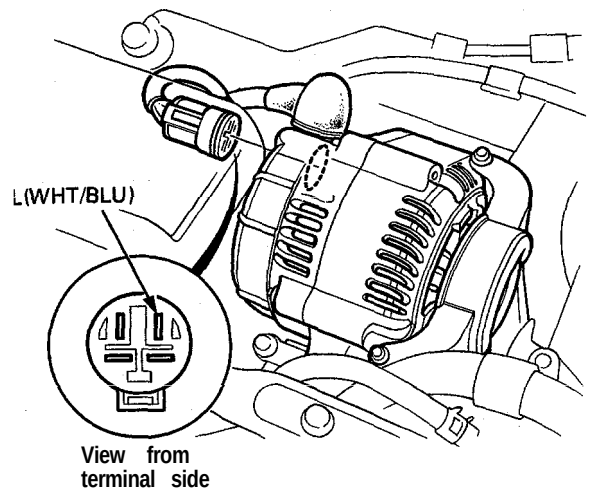
CAUTION: The voltage will rise quickly when the alternator is full fielded. Do not allow the voltage to exceed 18 volts or damage to the electrical system may result.

- If the amperage is within specification, replace the regulator.
- If the amperage is not within specification, replace the alternator.

Charge System Light Test

NOTE: Before testing, check the wire harness connection, alternator belt tension, No. 2 (15 A) fuse in the dash fuse box and No. 18 (20 A) fuse in the main fuse box.

1. Turn the ignition switch on. The charge system light should come on.
   If it does not come on, disconnect the alternator connector and short the pin of the L(WHT/BLU) terminal to ground.



- If the light still does not come on, check for:
  - Bad bulb.
  - An open in the WHT/BLU wire between the light and voltage regulator.
  - An open in the BLK/YEL wire between the light and the dash fuse box, or the dash fuse box and the ignition switch.
- If the light comes on, check the alternator and regulator (see page 23-100).

2. Start the engine and let it idle. The charge system light should go off.
   If it stays on this time, check the YEL/BLU wire between the main fuse box and the alternator.
   If the fuse and wire are OK, check the alternator and regulator (see page 23-100).
   If the system is charging, proceed as follows.

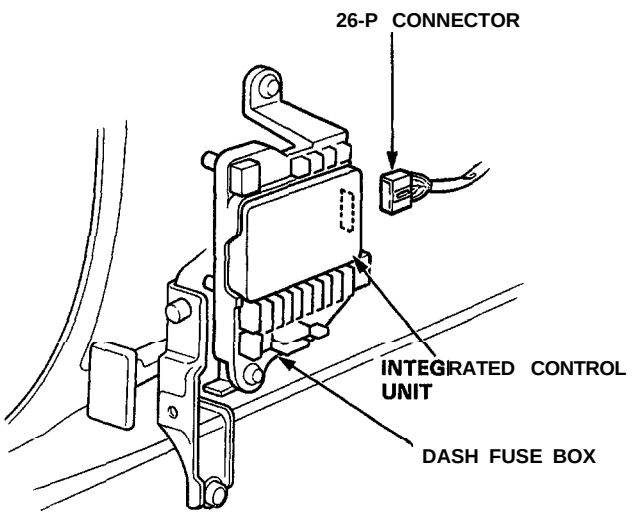
(cont'd)

- Charging System Light Test (cont'd)

3. Remove the door sill molding and cowl lining pieces.

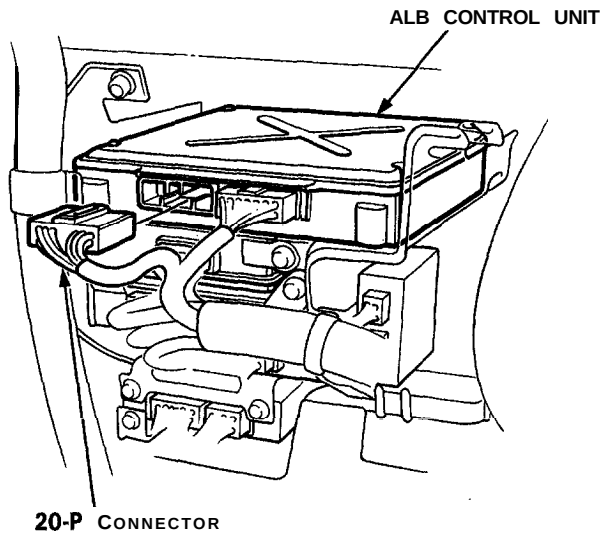
4. Remove the 26-P connector from the integrated control unit on the dash fuse box.
   With the engine running, the charge system light should go off.

   NOTE: Don't disconnect all of the connectors from the dash fuse box.



- If the light goes off, there is a short in the integrated control unit.
- If the light does not go off, there is a short to ground in the WHT/BLU wire between the light and the control unit.

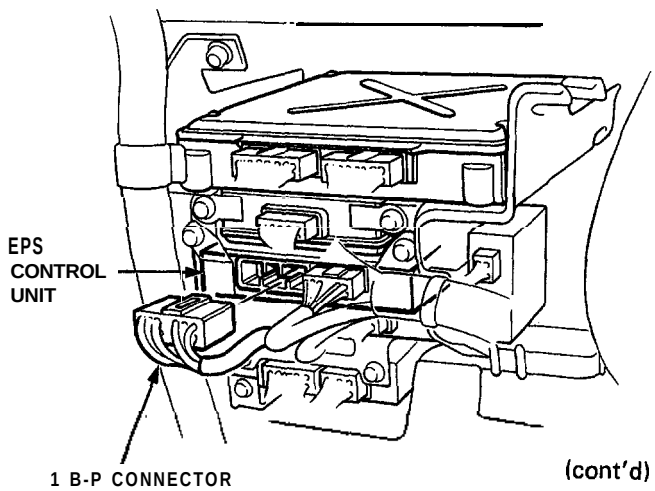
5. Remove the glove box (See section 20) and disconnect the 20-P connector from the ALB control unit.
   With the engine running, the charge system light should go off.



- If the light goes off, there is a short in the ALB control unit.
- If the light does not go out, there is a short to ground in the WHT/BLU wire between the light and the ALB control unit.

A/T:

6. Disconnect the 18-P connector from the EPS control unit. With the engine running, the charge light should go off.

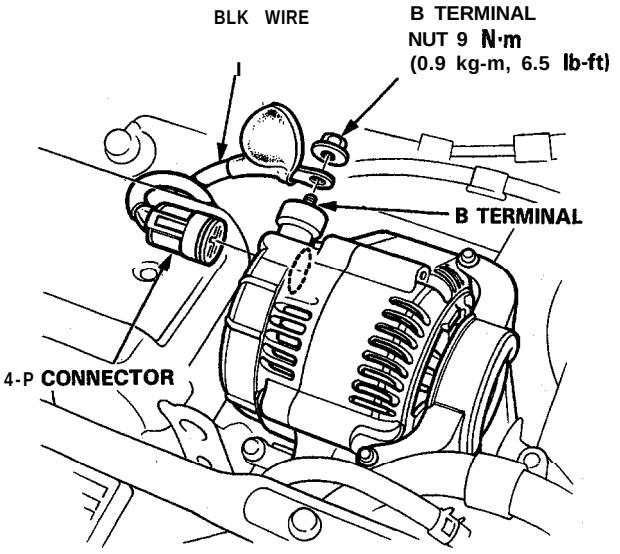


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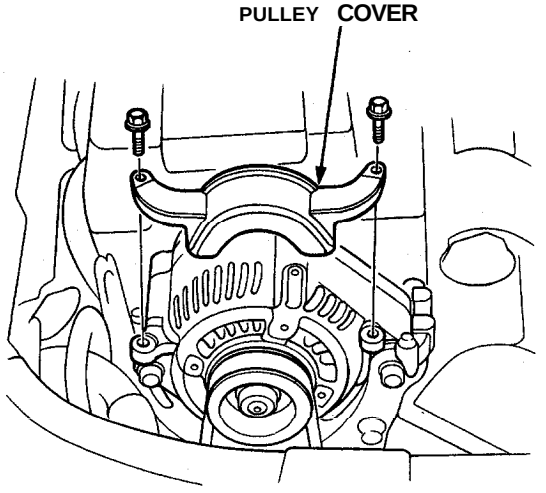
- If the light goes off, there is a short in the EPS control unit.
- If the light does not go off, there is a short to ground in the WHT/BLU wire between the charge system light and the EPS control unit.

Alternator Replacement

1. Disconnect the ground wire from the battery negative (–) post.
2. Disconnect the 4-P connector from the alternator.
3. Remove the terminal nut and the BLK wire from the B terminal.



4. Remove the pulley cover from the alternator.

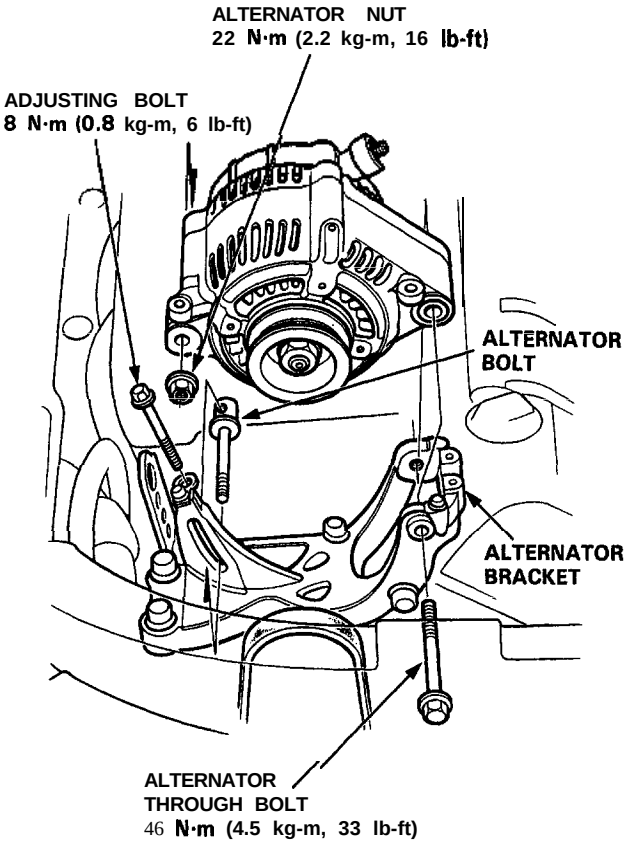


(cont'd)

Alternator Replacement (cont'd)

5. Remove the alternator nut, and loosen the through bolt and adjusting bolt, then remove the belt from the pulley.

6. Remove the adjusting bolt and through bolt, then alternator from the bracket.



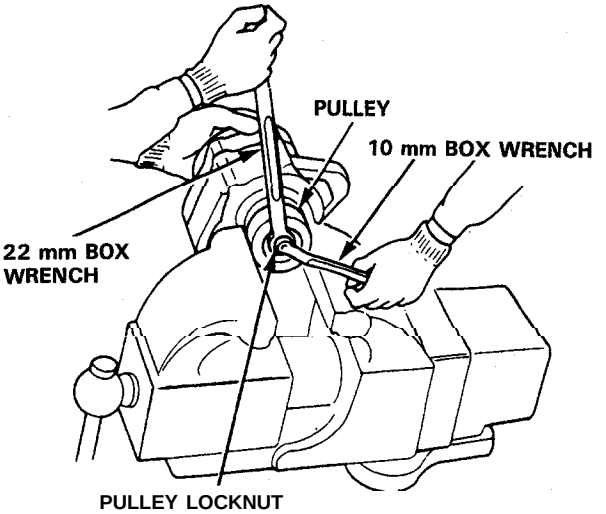
7. Alternator installation is the reverse order of removal.

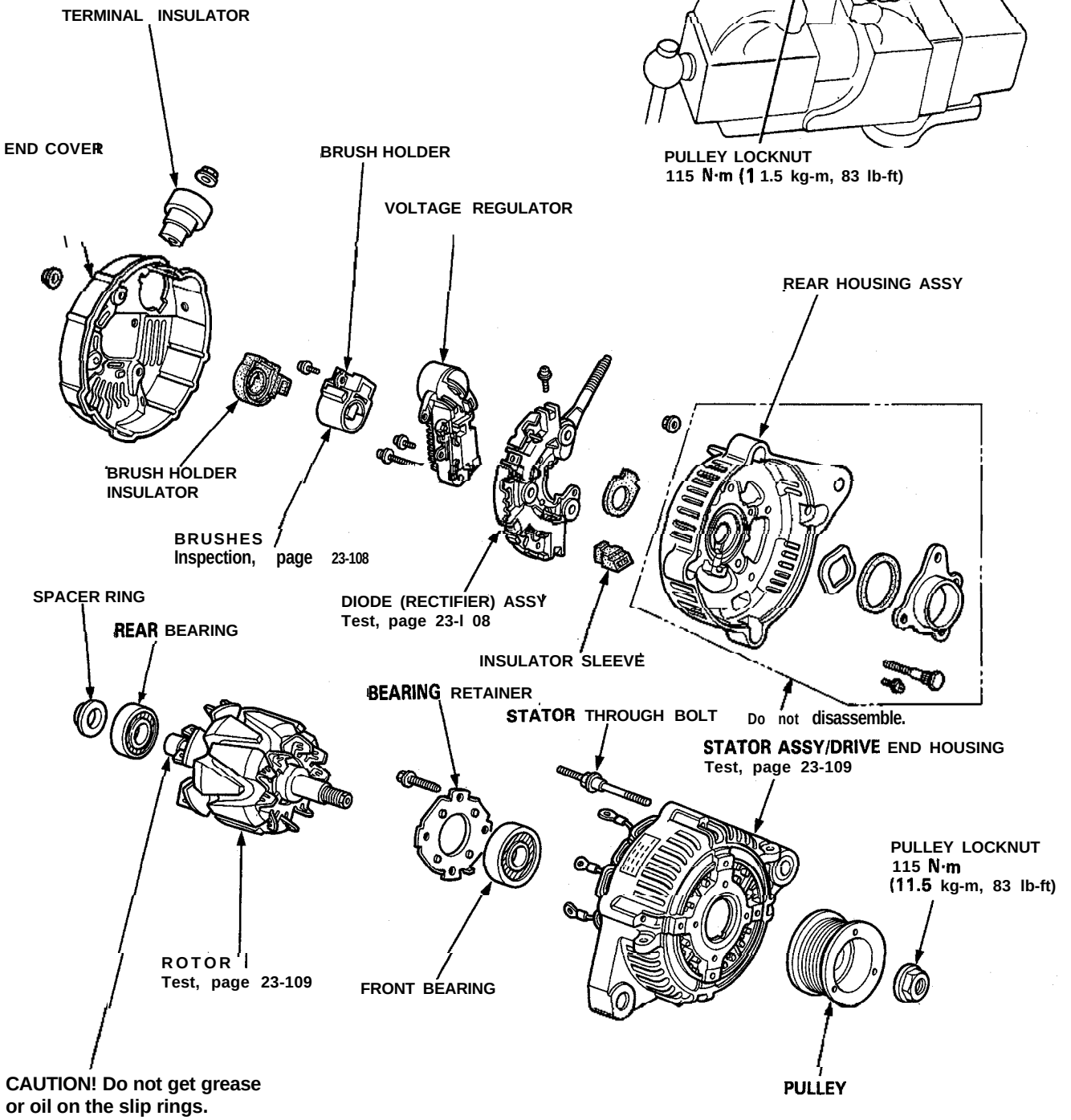
NOTE: Adjust the alternator belt tension after installing (See page 23-I 10).

Alternator Overhaul

NOTE: It is only necessary to separate the pulley, drive end housing and rotor when the front bearing needs replacement.

To remove the pulley and rotor, use 10 mm and 22 mm box wrenches to loosen the pulley locknut. Use an impact wrench to remove the nut if necessary.



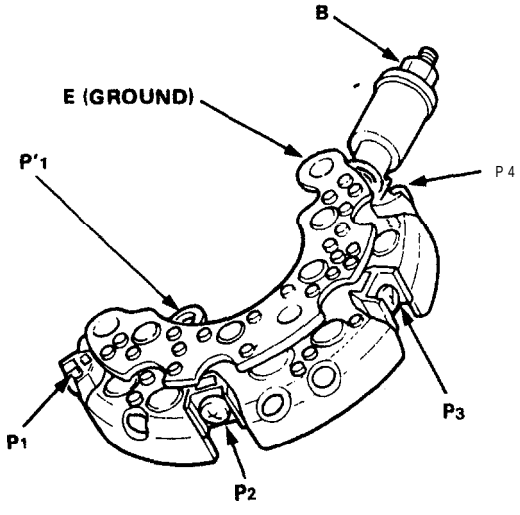


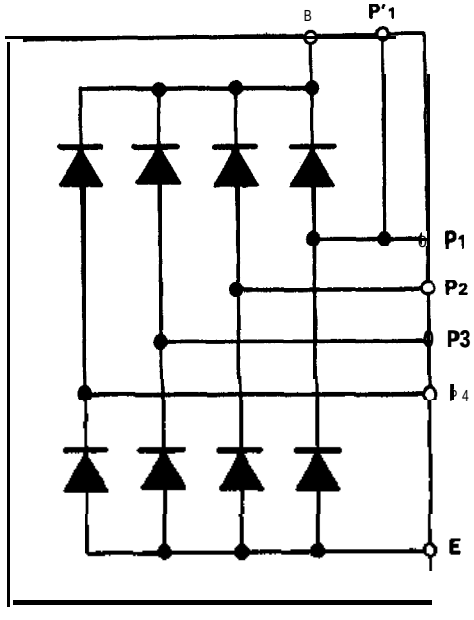
Rectifier Test

NOTE:

- The diodes are designed to pass current in one direction and block current in the opposite direction. Since the alternator rectifier is made up of eight diodes (4 pairs), each diode must be tested for continuity in both directions; a total of 16 checks.
- Use an ohmeter capable of checking diodes.

1. Check for continuity in each direction, between the B and P (of each diode pair) terminals, and between the E (ground) and P (of each diode pair) terminals. All diodes should have continuity in only one direction.



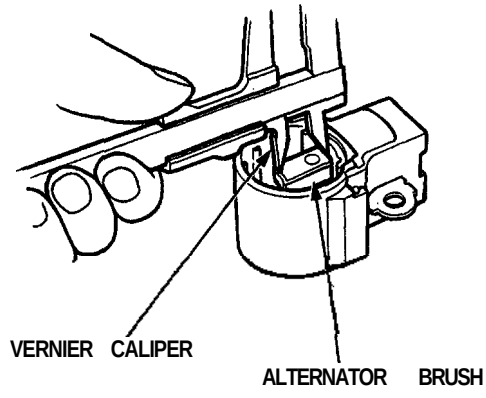


2. If any of the 8 diodes fails, replace the rectifier assembly. (Diodes are not available separately.)

Alternator Brush Inspection

1. Remove the end cover, then take out the brush holder by removing its 2 screws.
2. Measure length of the brushes with a vernier caliper.

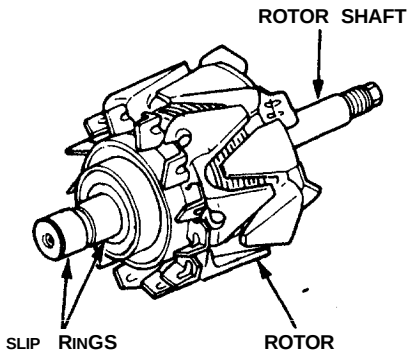
Alternator Brush Length:
Standard : 10.5 mm (0.41 in)
Service Limit: 1.5 mm (0.06 in)



If the brushes are not inside the service limit, replace the brushe holder assembly.

Rotor Slip Ring Test

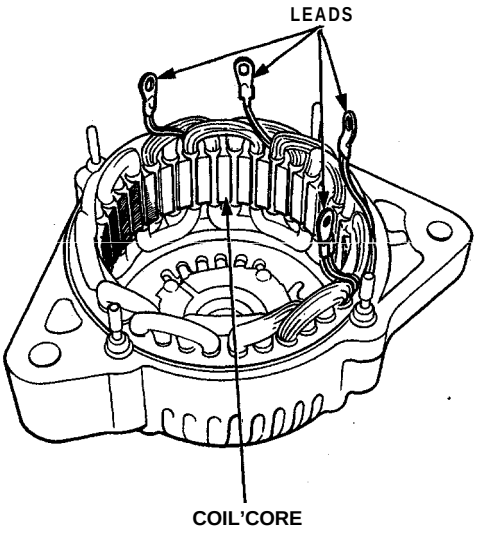
1. Check that there is continuity between the slip rings.
2. Check that there is no continuity between the rings and the rotor or rotor shaft.



3. If the rotor fails either continuity check, replace it.

Stator Test

1. Check that there is continuity between each pair of leads.
2. Check that there is no continuity between each lead and the coil core.



3. If the coil fails either continuity check, replace the stator.

Alternator Belt Adjustment

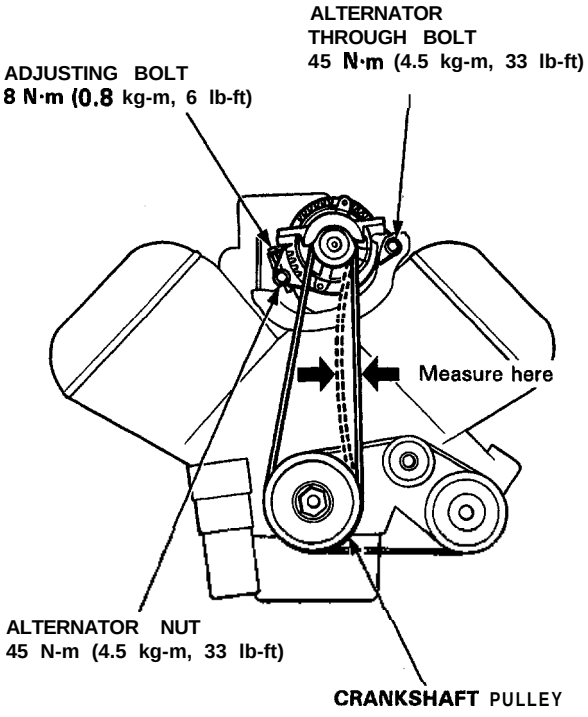
Deflection method:

Apply a force of 98 N (IO kg, 22 lb) and measure the deflection between the alternator and crankshaft pulley.

Deflection: 12 — 14 mm (0.47 — 0.55 in)

NOTE:

- **On a brand - new belt, the deflection should be 7 — 9 mm (0.28 — 0.35 in) when first measured.**
- **If there are cracks or any damage evident on the belt, replace it with a new one.**



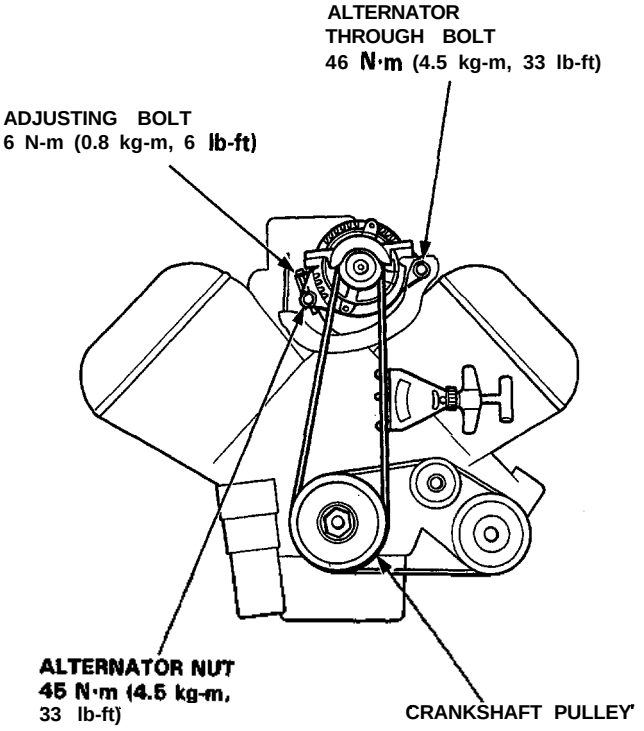
Tension gauge method:

Attach the belt tension gauge to the belt and measure the tension of the belt.

Tension: 392 — 492 N (40 — 50 kg, 88 — 121 lb)

NOTE:

- **On a brand-new belt, the tension should be 784 — 882 N (80 — 90 kg, 176 — 198 lb) when first measured.**
- **See the instruction for the belt tension gauge.**
- **If there are cracks or any damage evident on the belt, replace it with a new one.**



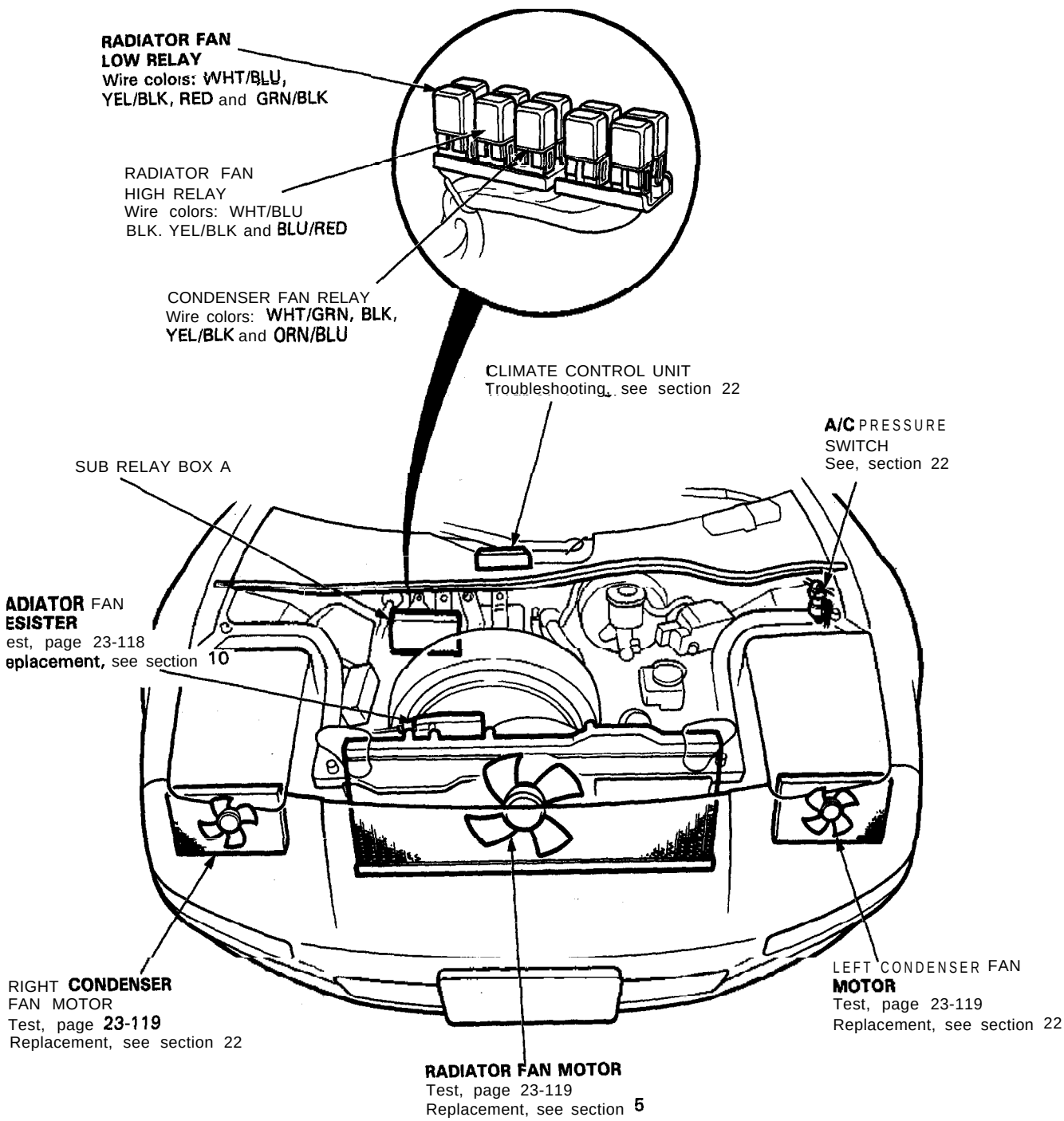
If adjustment is necessary:

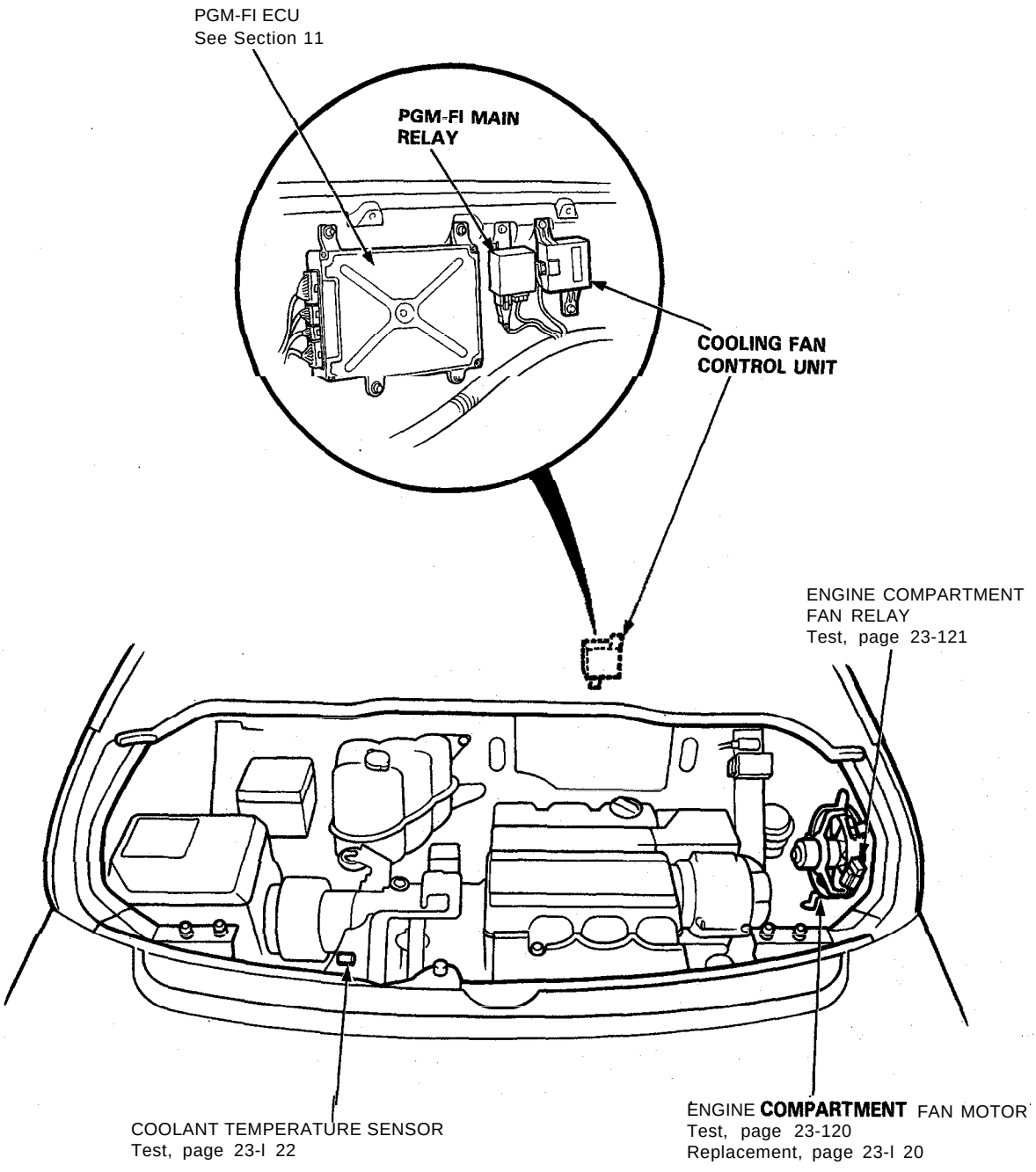
1. **Loosen the alternator nut and through bolt.**
2. **Move the alternator by turning the adjusting bolt to obtain the proper belt tension, then retighten the bolt and nut.**
3. **Recheck the deflection of the belt.**



Cooling Fan Control

Component Location Index

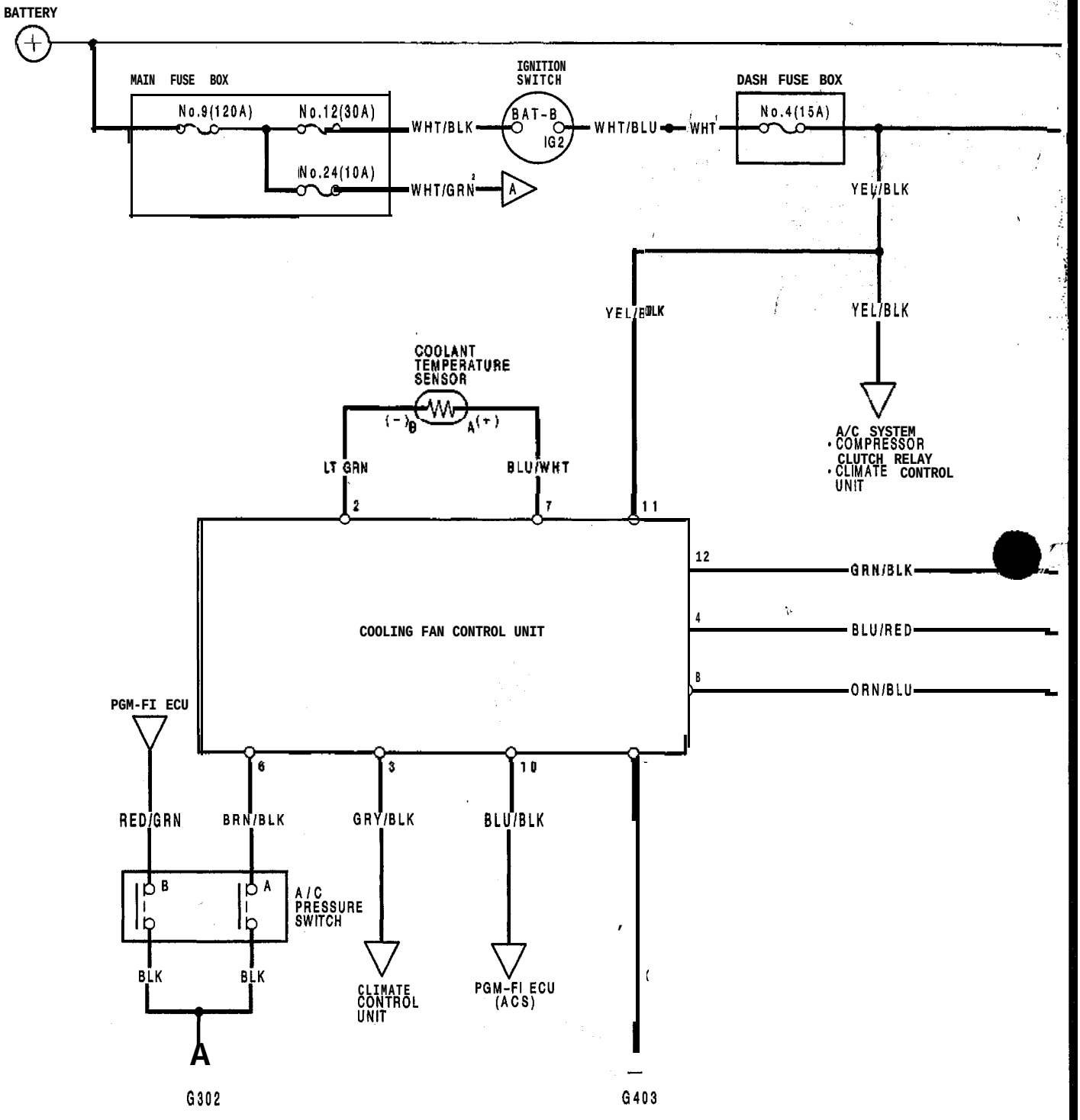



PGM-FI ECU
See Section 11
PGM-FI MAIN RELAY
COOLING FAN CONTROL UNIT
ENGINE COMPARTMENT FAN RELAY
Test, page 23-121
COOLANT TEMPERATURE SENSOR
Test, page 23-l 22
ENGINE COMPARTMENT FAN MOTOR
Test, page 23-120
Replacement, page 23-l 20

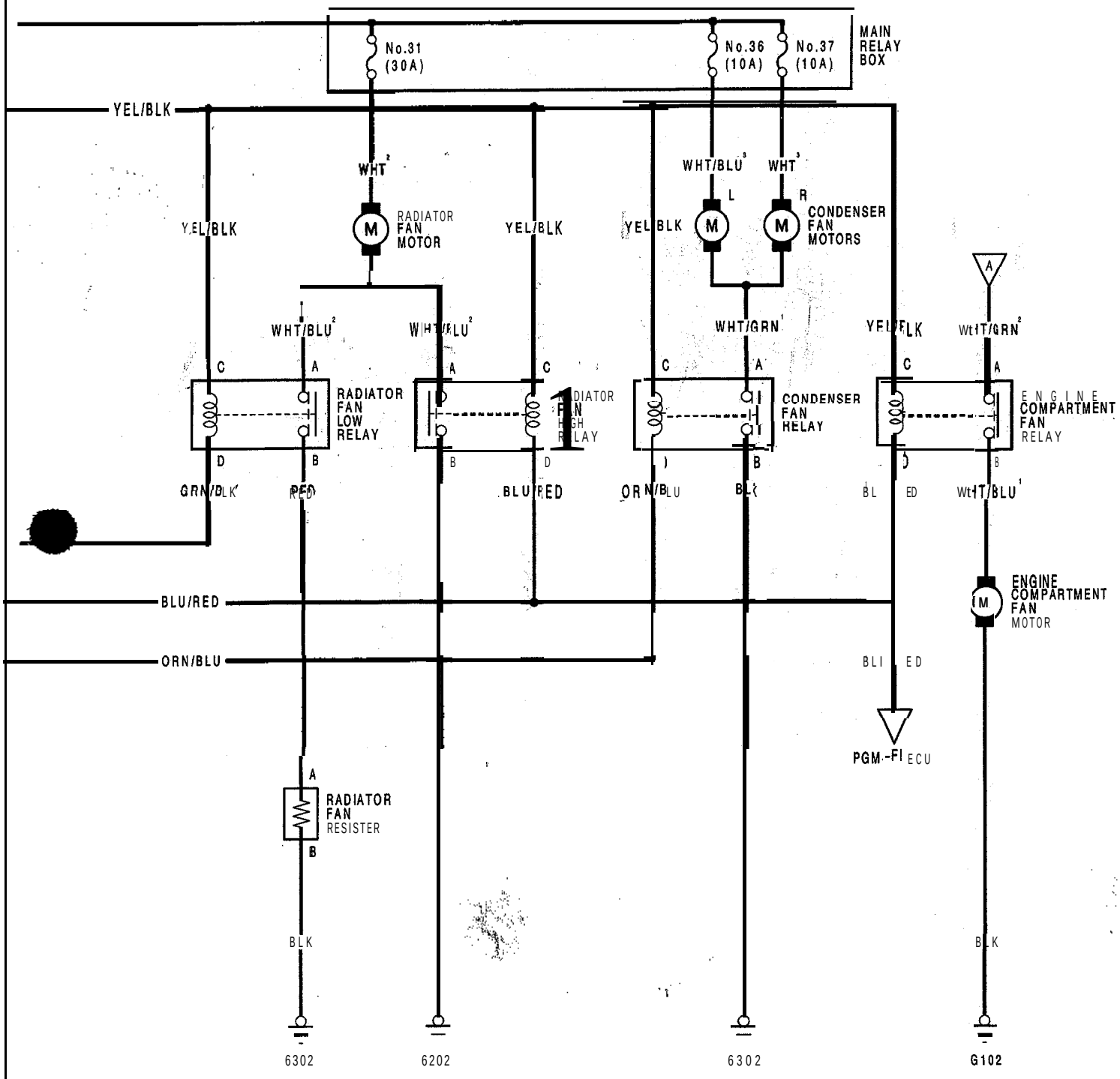
Cooling Fan Control

· Circuit Diagram

'NOTE Several different wires have the same color. They have-been given a number suffix to distinguish them (for example WHT' and WHT^2 are not the same).



A/C PRESSURE SWITCH
A (HI, LO): ON between 210 kpa (2.1 kg/cm², 30 psi) and 2700 kpa (27 kg/cm², 384 psi)
B (MID): ON below 1250 kpa (1 2.5 kg/cm², 178 psi)


No.31 (30A)
No.36 (10A)
No.37 (10A)
MAIN RELAY BOX
YEL/BLK
WHT
WHT/BLU
WHT
RADIATOR FAN MOTOR
L
R
CONDENSER FAN MOTORS
WHT/BLU
WHT/BLU
WHT/GRN
YEL/BLK
WHT/GRN
RADIATOR FAN LOW RELAY
RADIATOR FAN HIGH RELAY
CONDENSER FAN RELAY
ENGINE COMPARTMENT FAN RELAY
GRN/BLK
RED
BLU/RED
ORN/BLU
BLU/RED
ORN/BLU
RADIATOR FAN RESISTER
PGM-FI ECU
ENGINE COMPARTMENT FAN MOTOR
BLK
BLK
6302
6202
6302
G102

Cooling Fan Control

- Discription

Fan control system:

The cooling fan system is comprised of radiator fan, condenser fan (left, right), engine compartment fan, radiator fan low relay radiator fan high relay, condenser fan relay, engine room fan relay, radiator fan resistor, coolant temperature **sensor, A/C pressure switch, cooling fan control unit, climate control unit and PGM-FI ECU.**

The fan control unit controls the operation of the radiator fan and condenser fan.
It uses inputs from the coolant temperature sensor and A/C pressure switch (A and B) on the A/C system to determine **when the fans should run and at what speed.**
Additionally the temperature switch shuts down the A/C system if the coolant temperature exceeds 130°C (266°F).
If the pressure in the A/C system is higher than normal, pressure switch A closes and the fans will run at high speed only. **See the A/C section for description and specification of that funciton.**

Function / Operating Condition	ON	OFF
At low speed	84°C (183°F)	78°C (172°F)
At high speed	90°C (194°F)	84°C (183°F)
A/C cut	130°C (266°F)	128°C (262°F)

Fans operating condiiton:

Operating condition / Fans	At low speed	At high speed
Radiator fan motor	ON	ON
Engine compartment fan motor	OFF	ON

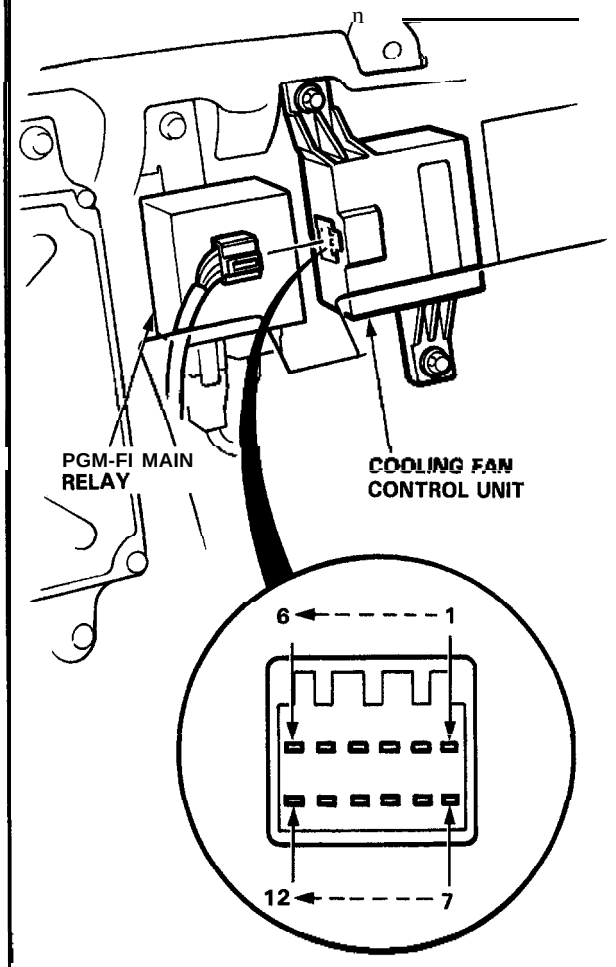
NOTE: The numbers in the table show the troubleshooting sequence.

Item to be inspected / Symptom		Blown No. 31 (30A), No. 37 (10A) or No. 51 (10A) fuse (in the main reldy box)	Blown No. 24 (10A) fuse (in the main fuse box)	Blown No. 4 (15A) fuse (in the dash fuse box)	Relay	Resistor	Coolant temerature sensor	Radiator fan motor	Engine compartment fan motor	Condenser fan motors	* A/C and PGM-FI systems	Faulty fan control unit	Faulty A/C pressure switch	Poor ground	Open circuit in wires or loose or disconnected terminals
Only one fan operates (with engine and A/C ON).		1	2					3	4	5					WHT[2], WHT/BLU[2], WHT[3], WHT/BLU[3], WHT/GRN[1], WHT/GRN[2], or WHT/BLU[1]
Fans do not rotate.	Under all conditions.			1			2					3		G403	YEL/BLK, BLU/WHT or LT GRN
	At low speed	1			3	2	4					5		G302 or G403	YEL/BLK, WHT[2], WHT/BLU[2], RED, GRN/BLK, BLUNVHT or LT GRN
	At high speed.	1	4		2		3					5		G102, G202 or G403	YEL/BLK, WHT/BLU[2] BLU/RED, WHT/GRN WHT/BLU[1], BLU/WH or LT GRN
Compressor cluch does not engage as necessary.											1	3	2	G302 or G403	GRY/BLK, BLU/BLK, BRN/BLK, BLU/WHT or LT GRN

*** : Refer to section 22 for A/C pressure inspection of the A/C system**

Cooling Fan Control

Control Unit Terminals



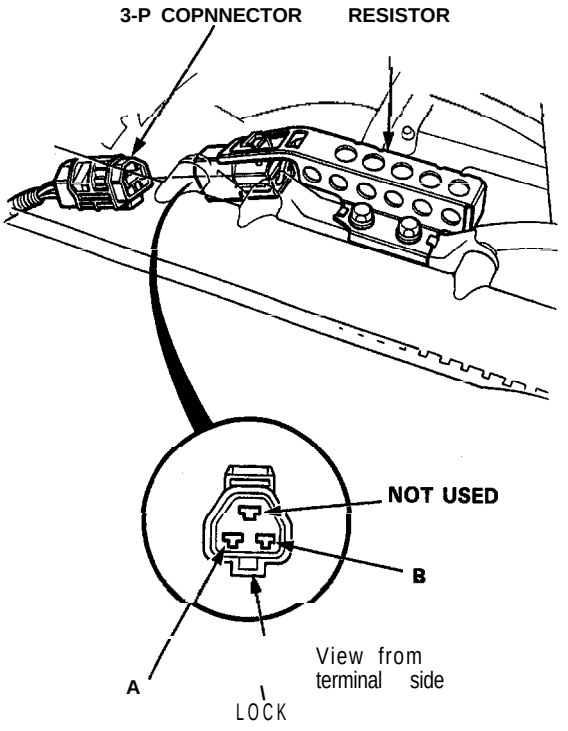
Terminal	Wire	Destination
1		Not used
2	LT GRN	Coolant temperature sensor ⊖
3	GRY/BLK	Climate control unit
4	BLU/RED	Radiator fan high and engine room fan relays coil ⊖
5	BLK	Ground (G403)
6	BRN/BLK	A/C pressure switch A
7	BLU/WHT	Coolant temperature sensor ⊕
8		Not used
9	ORN/BLU	Condenser fan relay coil ⊖
10	BLU/BLK	PGM-FI ECU (ACS)
11	YEL/BLK	IG2 (power supply)
12	GRN/BLK	Radiator fan low relay coil ⊖

Resistor Test

1. Disconnect the 3-P connector from the resistor.
2. Using an ohmmeter, measure resistance between the A and B termianls. Replace the resistor if the resistance is not within specifications.

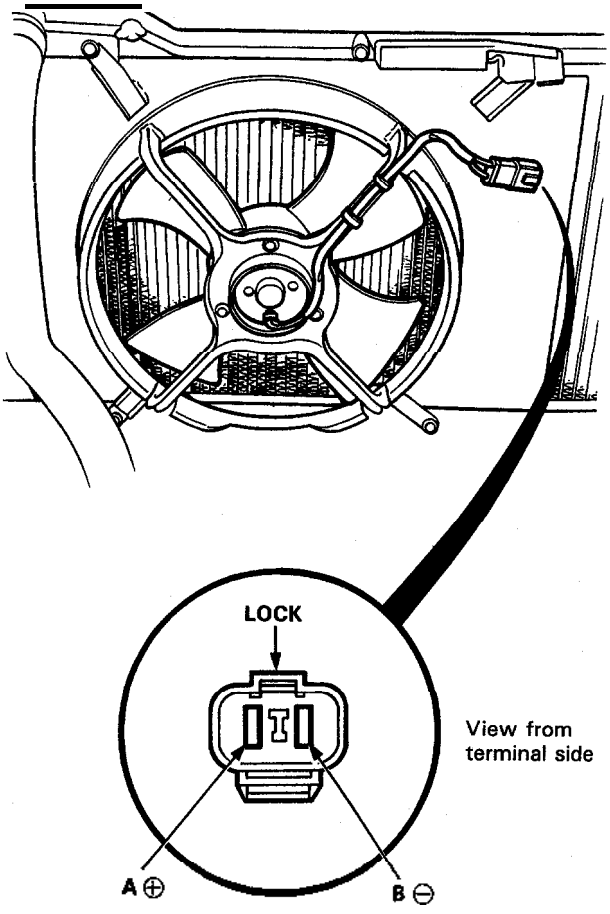
NOTE: Resistance will vary with the resistor temperature; specifications are at 20°C (70°F)

Radiator Fan Resistor
Resistance: 0.54–0.66 ohms



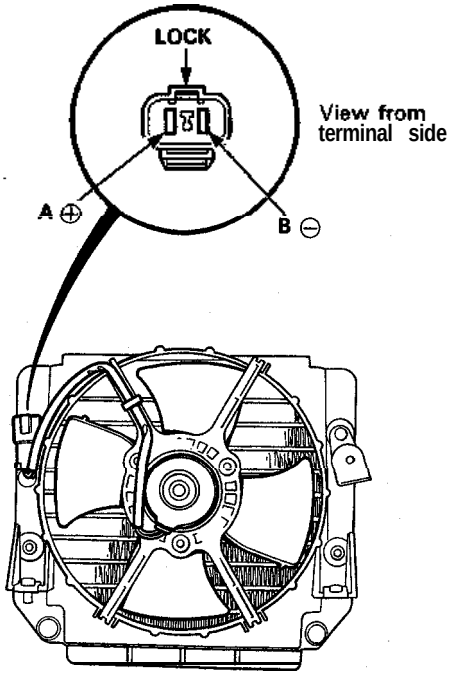
Radiator Fan Motor Test

1. Disconnect the 2-P connector from the radiator fan motor.
2. Test motor operation by connecting battery positive to the A terminal, and negative to the B termianal.
3. If the motor fails to run smoothly, replace it.



Condenser Fan Motor Test

1. Disconnect the 2-P connector from the radiator fan motor.
2. Test motor operation by connecting battery positive to the A terminal, and negative to the B terminal.
3. If the motor fails to run smoothly, replace it.

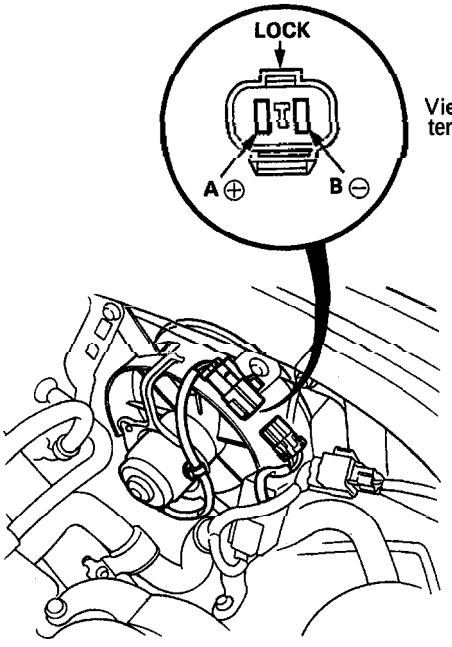


NOTE: The illustration shows right condenser.

Cooling Fan Control

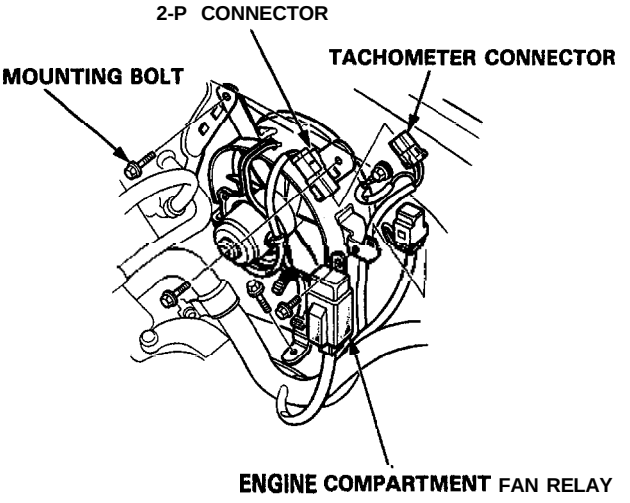
Engine Compartment Fan Motor Test

1. Disconnect the 2-P connector from the engine compartment fan motor.
2. Test motor operation by connecting battery positive to the A terminal, and negative to the B terminal.
3. If the motor fails to run smoothly, replace it.



Engine Compartment Fan Motor Replacement

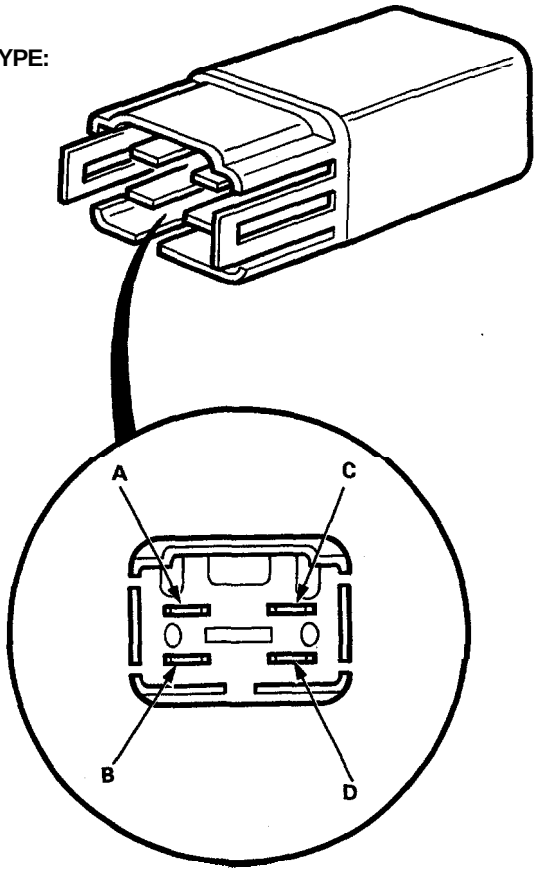
1. Disconnect the 2-P connector from the engine compartment fan motor.
2. Remove the engine compartment fan motor relay, tachometer connector and engine wire harness from the engine compartment fan stay.
3. Remove the 3 mounting bolts.

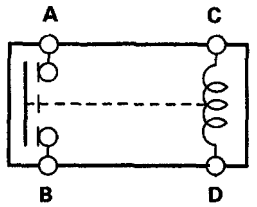


Relay Test

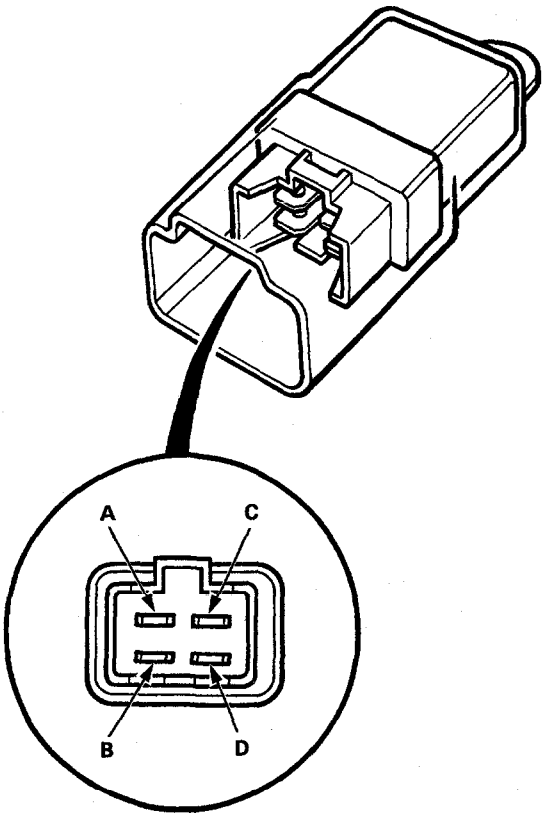
There should be continuity between the A and B terminals when the battery is connected to the C and D terminals.
There should be no continuity when the battery is disconnected.

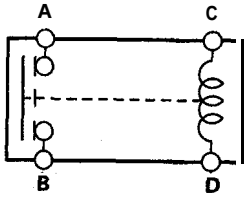
A-TYPE:





B-TYPE:





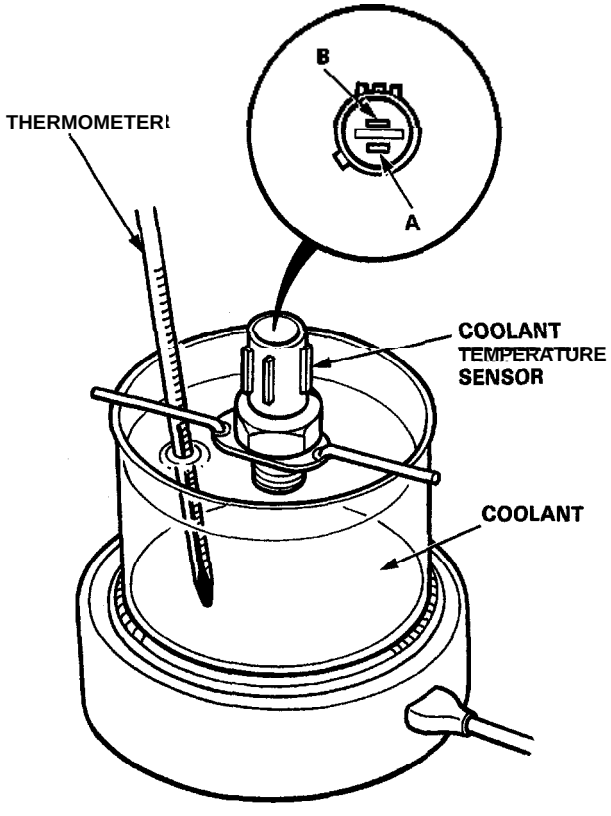
Cooling Fan Control

Coolant Temperature Sensor Test

NOTE: Bleed air of the cooling system after installing the coolant temperature sensor (see section 10).

CAUTION: Failure to comply with the bleeding procedure could cause imperfect bleeding, which may result in severe engine damage.

1. Remove the coolant temperature sensor from the thermostat housing.
2. Suspend the coolant temperature sensor in a container of coolant as shown.



3. Heat the coolant and check coolant temperature with a thermometer (see table below).
4. Measure the resistance between the A and B terminals according to the table.

Temperature	84° (183°F)	90° (194°F)	108° (226°F)	110° (230°F)
Resistance (KΩ)	1.047—1.255	0.872—1.024	0.519—0.573	0.489—0.541

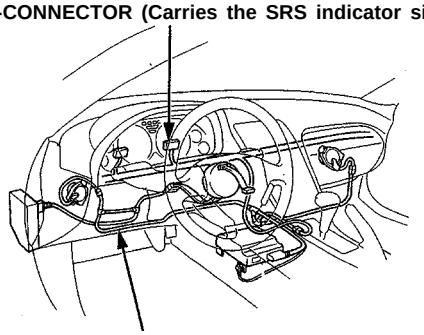
5. If unable to obtain the above readings, replace the temperature switch.

Gauge Assembly

Gauge/Indicator Location Index

⚠ WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the gauge assembly.



SPEEDOMETER:
indicates 60 mdh [60 km/h] at 1.026 [637] rpm of the speed sensor.

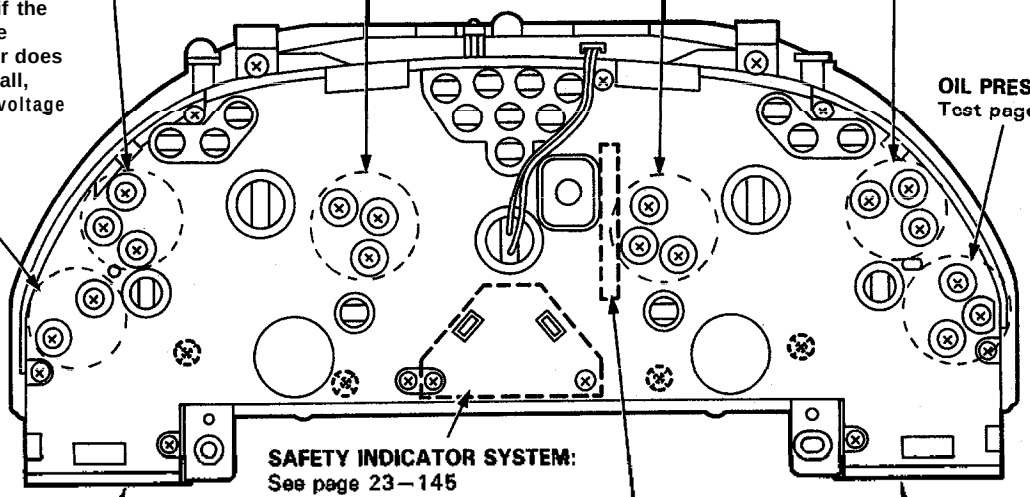
FUEL GAUGE:
- Gauge Test, page 23—134
- Sending Unit Test, page 23-135

TACHOMETER:
Indicates 100r/min at 300 pulses per minute of the igniter unit.

COOLANT TEMPERATURE GAUGE:
- Gauge Test, page 23-136
- Sender Test, page 23-136

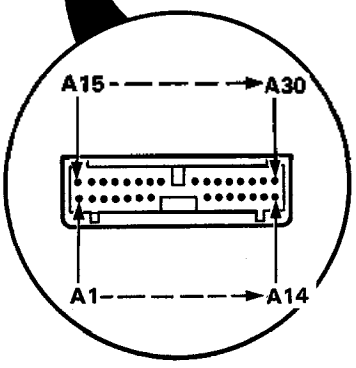
VOLTAGE METER:
The No.5 (15A) fuse and other gauges are OK, but if the pointer of the voltage meter does not move at all, replace the voltage meter.

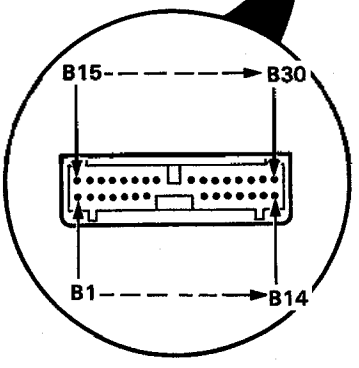
OIL PRESSURE GAUGE:
Test page 23-137



SAFETY INDICATOR SYSTEM:
See page 23—145

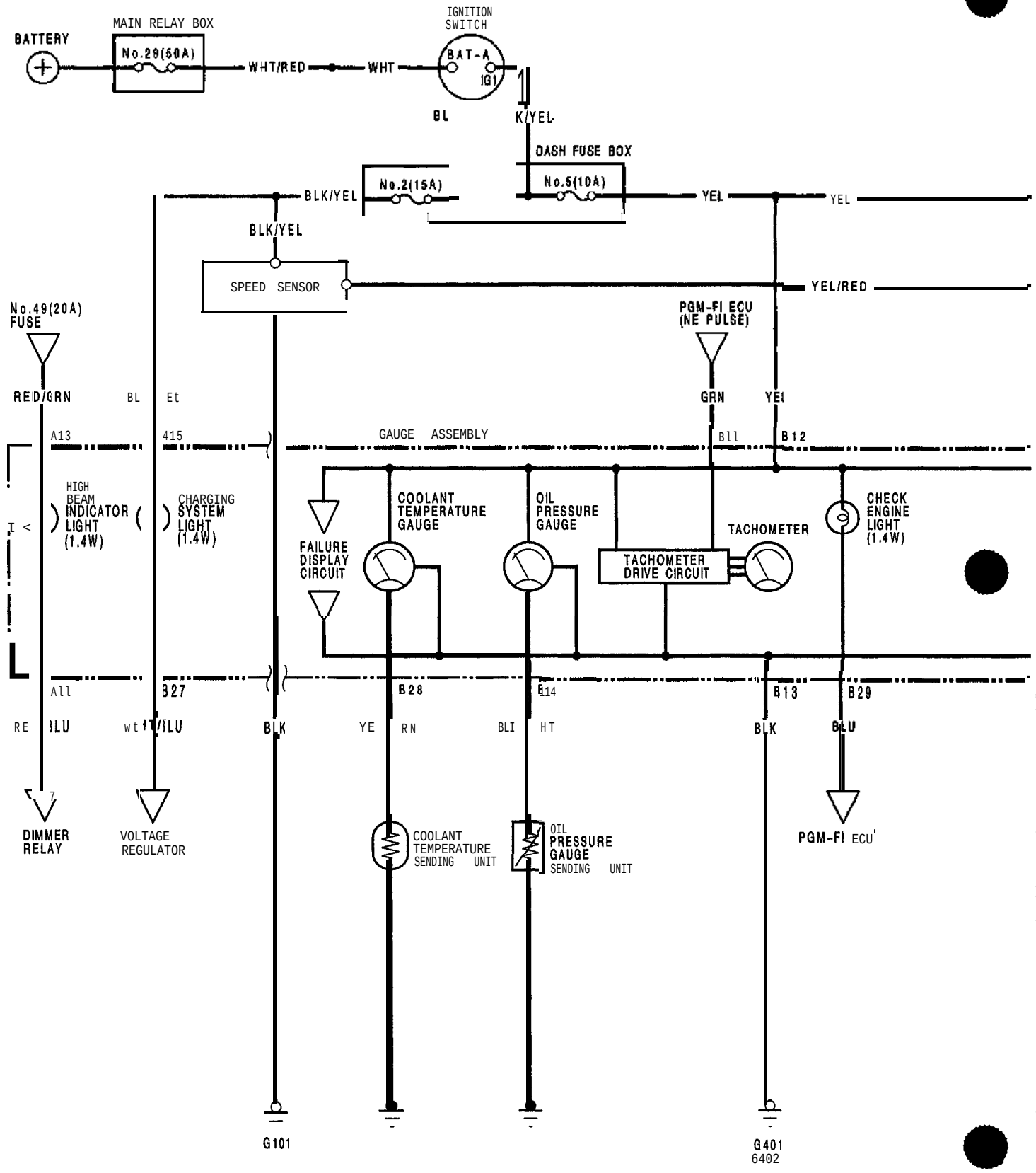
SHIFT LEVER POSITION INDICATOR:
See page 23-I 52

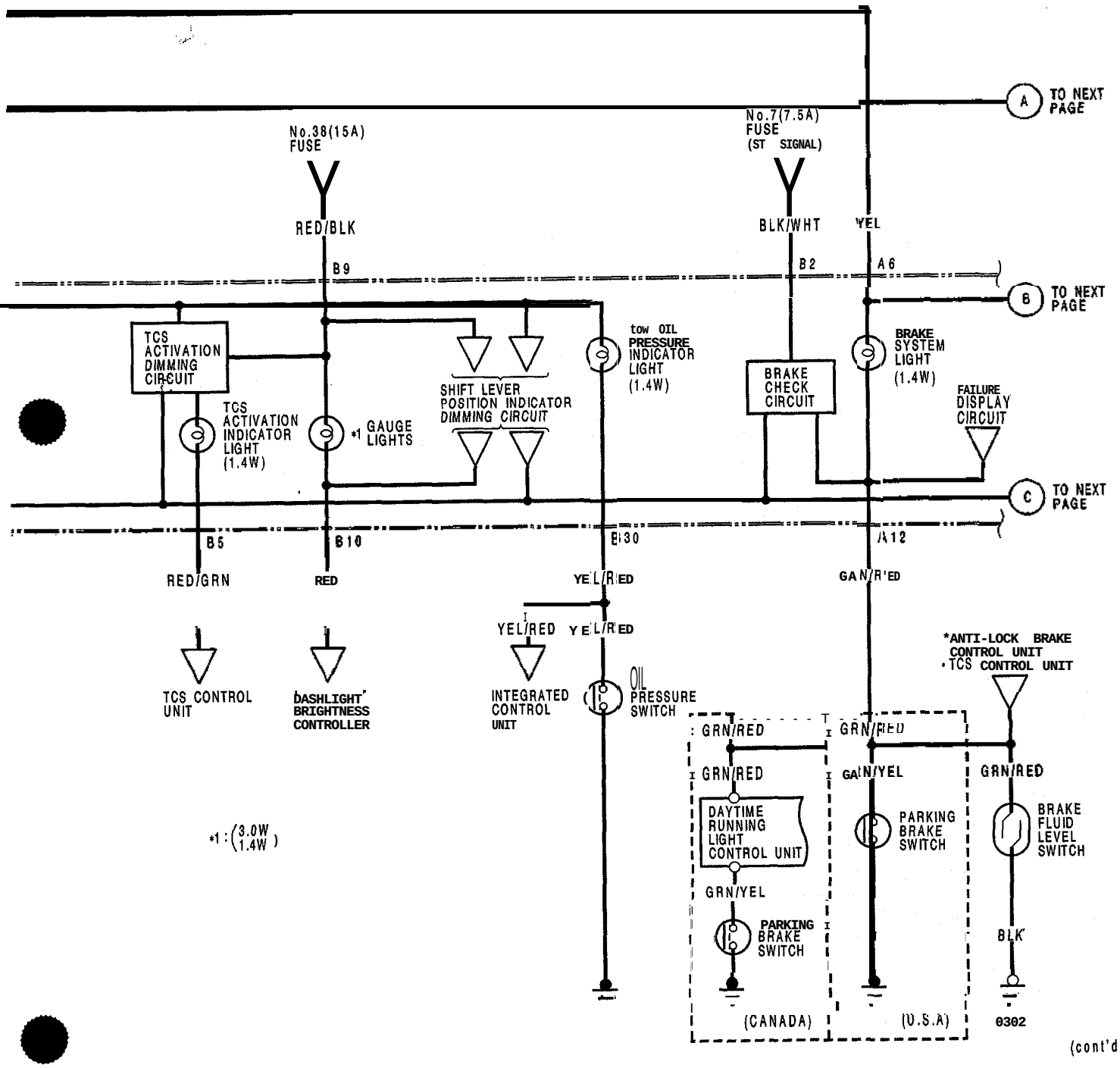




Gauge Assembly

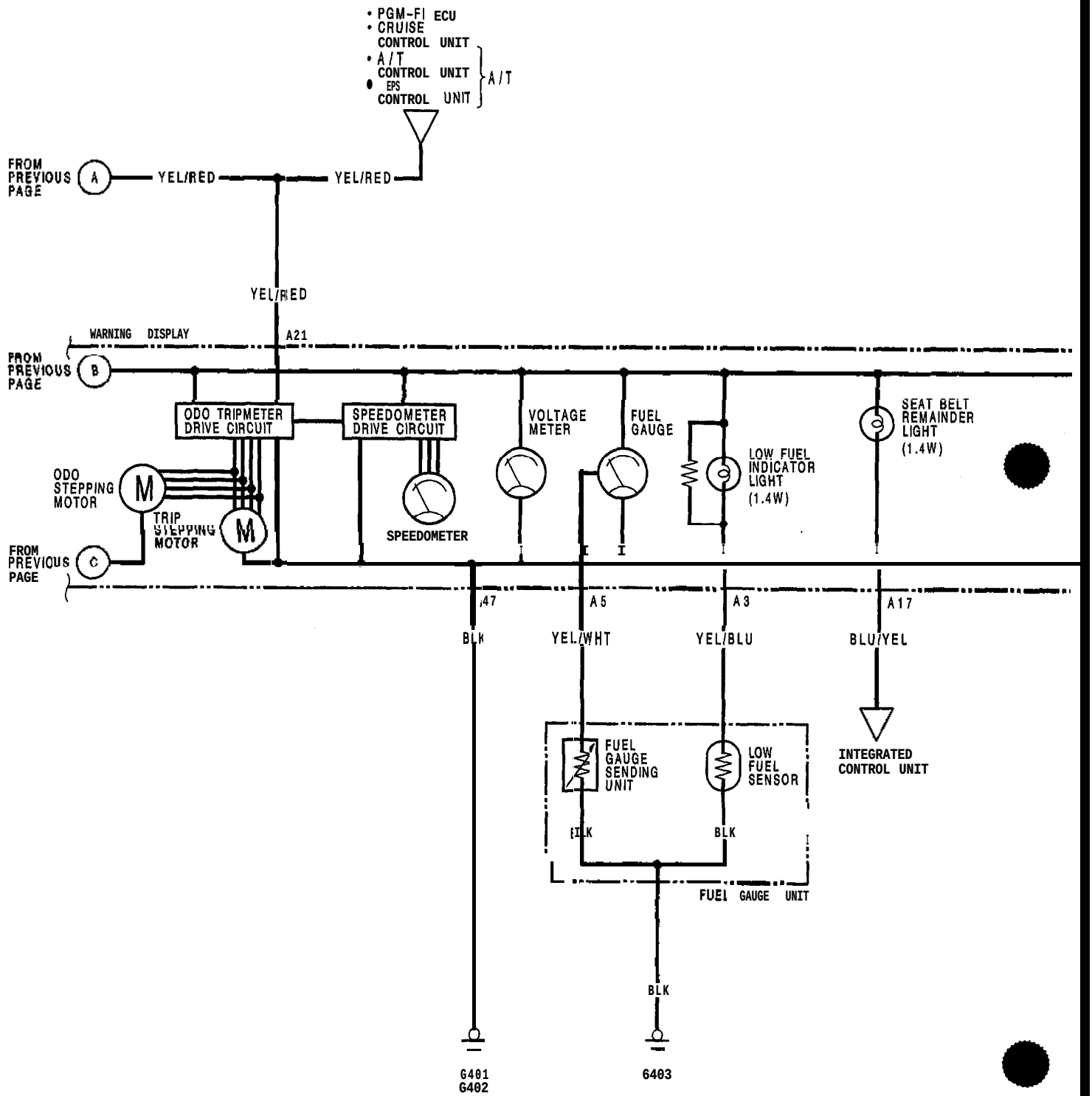
– Circuit diagram

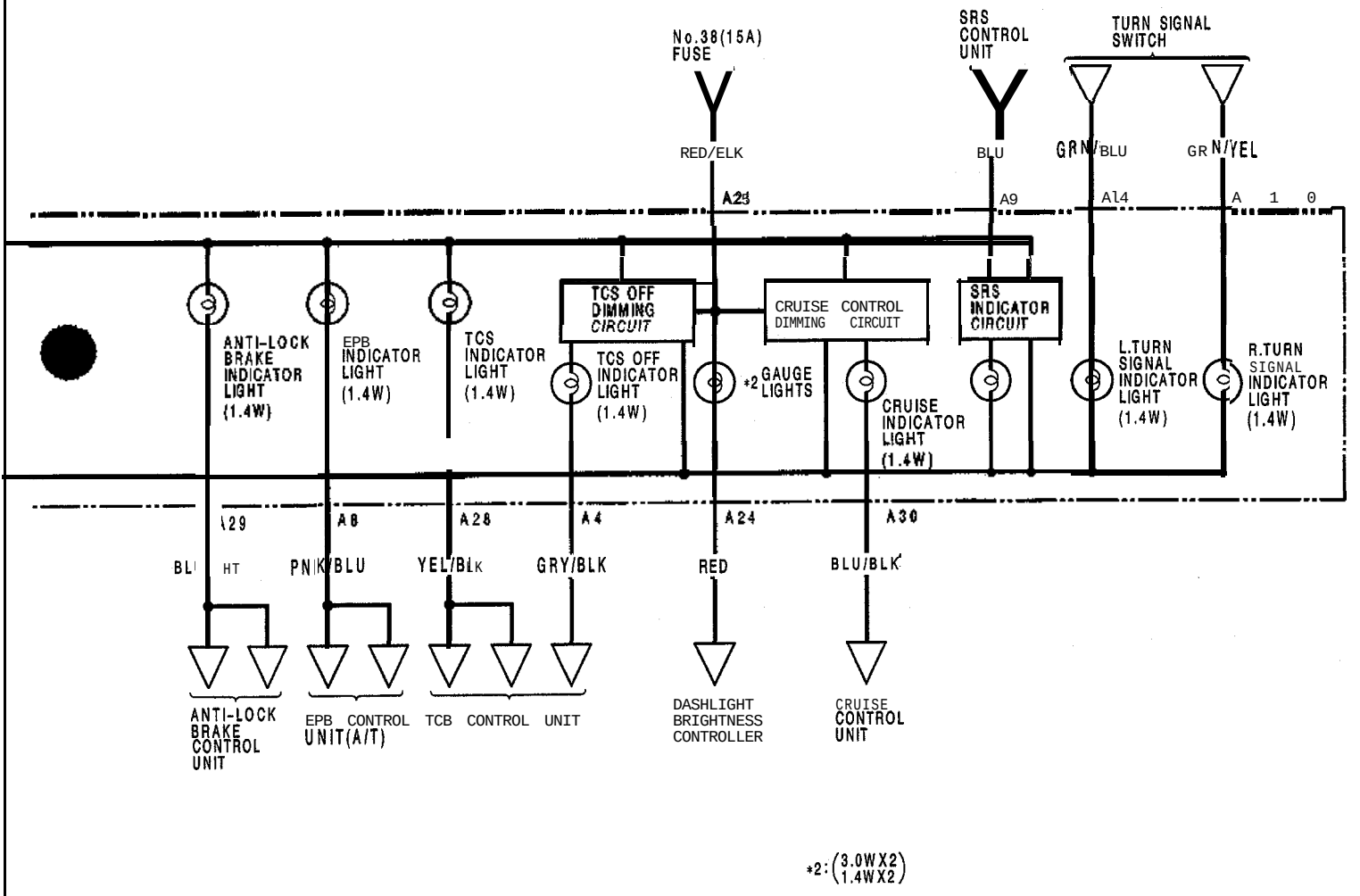



A
TO NEXT PAGE
No.38(15A) FUSE
No.7(7.5A) FUSE (ST SIGNAL)
RED/BLK
BLK/WHT
YEL
B9
B2
A6
B
TO NEXT PAGE
TCS ACTIVATION DIMMING CIRCUIT
TCS ACTIVATION INDICATOR LIGHT (1.4W)
*1 GAUGE LIGHTS
SHIFT LEVER POSITION INDICATOR DIMMING CIRCUIT
tow OIL PRESSURE INDICATOR LIGHT (1.4W)
BRAKE CHECK CIRCUIT
BRAKE SYSTEM LIGHT (1.4W)
FAILURE DISPLAY CIRCUIT
C
TO NEXT PAGE
B5
B10
B30
A12
RED/GRN
RED
YEL/RED
GRN/RED
YEL/RED
YEL/RED
TCS CONTROL UNIT
DASHLIGHT BRIGHTNESS CONTROLLER
INTEGRATED CONTROL UNIT
OIL PRESSURE SWITCH
*ANTI-LOCK BRAKE CONTROL UNIT
•TCS CONTROL UNIT
GRN/RED
GRN/RED
GRN/RED
GRN/YEL
GRN/RED
DAYTIME RUNNING LIGHT CONTROL UNIT
PARKING BRAKE SWITCH
BRAKE FLUID LEVEL SWITCH
GRN/YEL
PARKING BRAKE SWITCH
BLK
(CANADA)
(U.S.A)
0302
*1 : (3.0W / 1.4W)

(cont'd)

Circuit Diagram (cont'd)



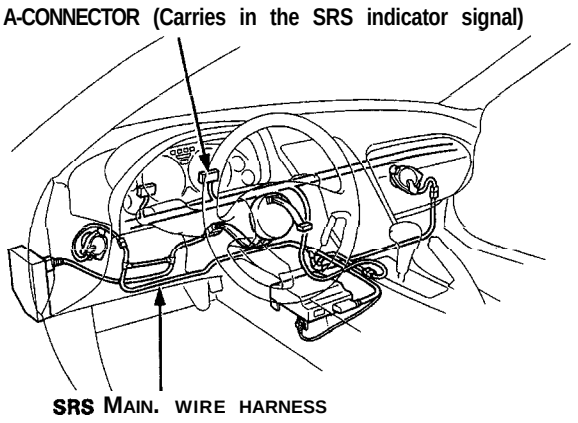

No.38(15A) FUSE
SRS CONTROL UNIT
TURN SIGNAL SWITCH
RED/ELK
BLU
GRN/BLU
GRN/YEL
A25
A9
A14
A10
ANTI-LOCK BRAKE INDICATOR LIGHT (1.4W)
EPB INDICATOR LIGHT (1.4W)
TCS INDICATOR LIGHT (1.4W)
TCS OFF DIMMING CIRCUIT
TCS OFF INDICATOR LIGHT (1.4W)
*2 GAUGE LIGHTS
CRUISE CONTROL DIMMING CIRCUIT
CRUISE INDICATOR LIGHT (1.4W)
SRS INDICATOR CIRCUIT
L.TURN SIGNAL INDICATOR LIGHT (1.4W)
R.TURN SIGNAL INDICATOR LIGHT (1.4W)
A29
A8
A28
A4
A24
A30
BLU/BLK
PNK/BLU
YEL/BLK
GRY/BLK
RED
BLU/BLK
ANTI-LOCK BRAKE CONTROL UNIT
EPB CONTROL UNIT(A/T)
TCB CONTROL UNIT
DASHLIGHT BRIGHTNESS CONTROLLER
CRUISE CONTROL UNIT
*2: (3.0WX2) (1.4WX2)

Gauge Assembly

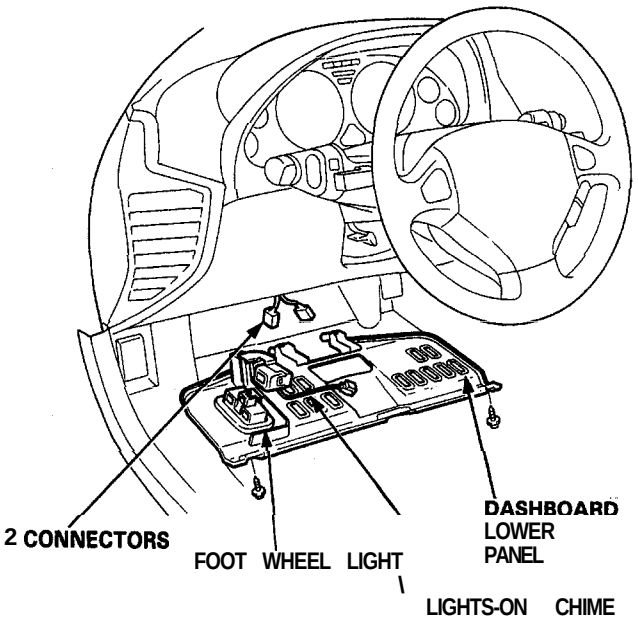
- Removal

CAUTION:

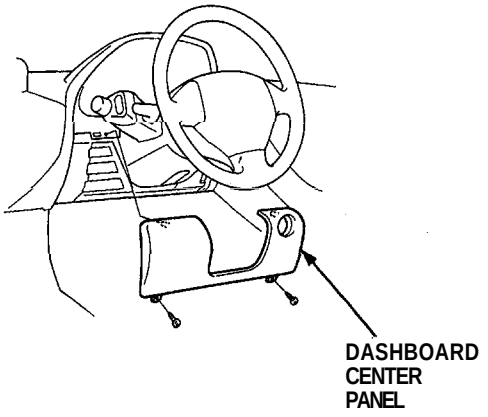
- All SRS electrical wiring harnesses are covered with yellow outer insulaton.
- Replace the entire affected SRS harness assembly if there is an open circuit or damage to the wiring.
- After installation of the gauge assembly, recheck the operation of the SRS Indicator light.



1. Remove the dashboard lower panel and disconnect the two connectors from the floor wire harness.

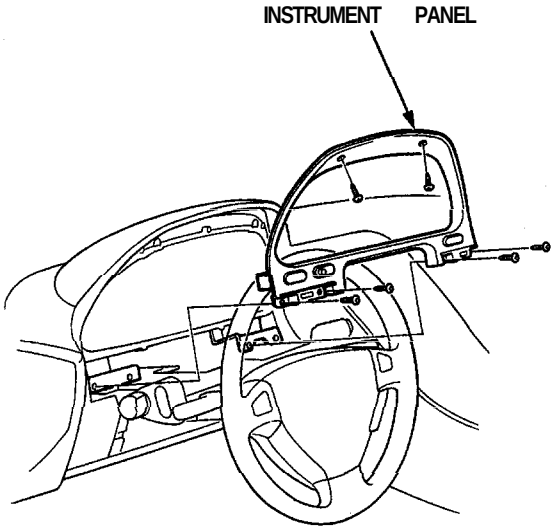


2. Remove the 2 screws, then remove the dashboard center panel from the dashboard.

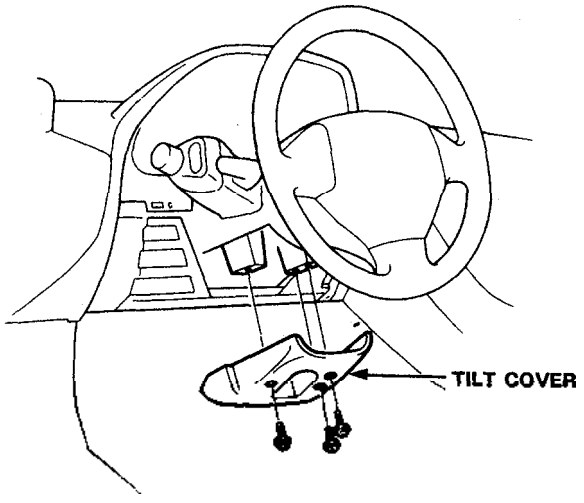


3. Disconnect the TCS switch and the retractor switch connectors.

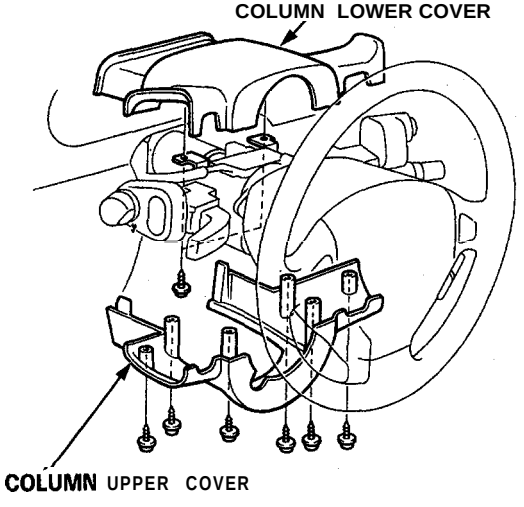
4. Remove the 6 screws, then remove the instrument panel from the dashboard.



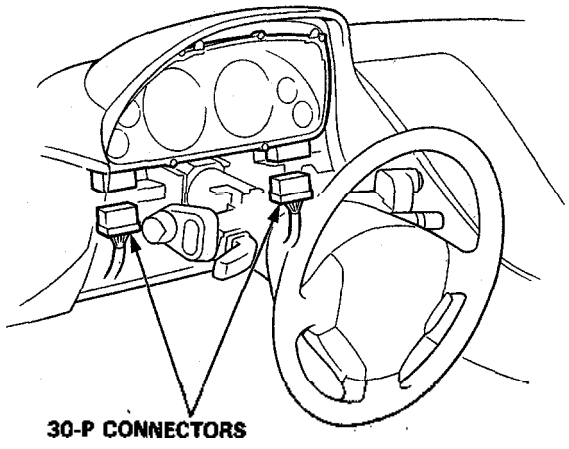
5. Remove the 2 screws, then remove the tilt cover from the steering column.



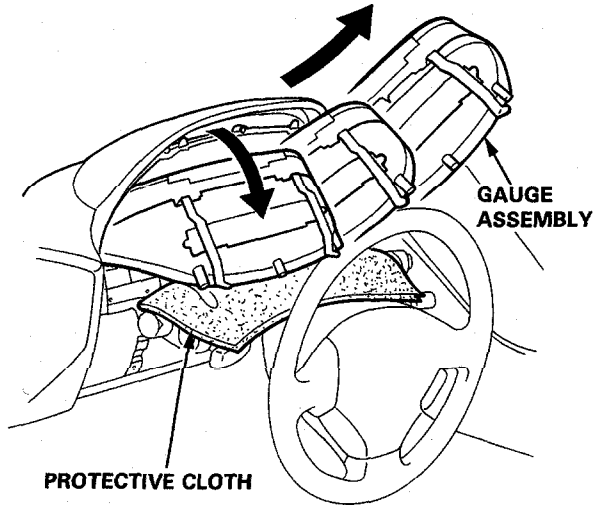
6. Remove the 8 screws, then remove the steering column upper and lower covers.



7. Disconnect the 30-P connectors from both sides from the gauge assembly.

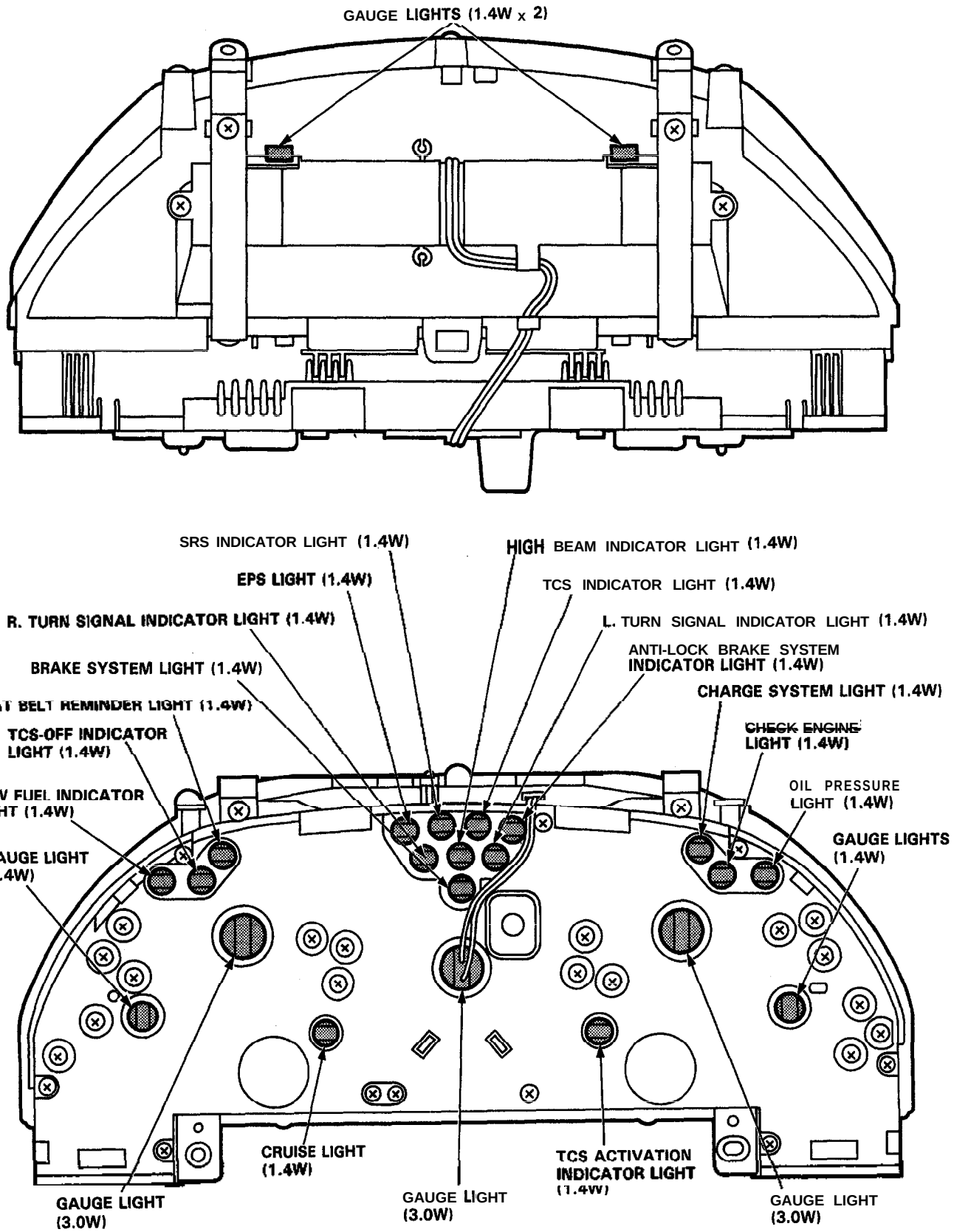


8. Use a protective cloth on the combination switch to prevent scratching the gauge assembly. Remove the 4 screws, then take out the gauge assembly as shown.



Gauge Assembly

-Bulb Locations

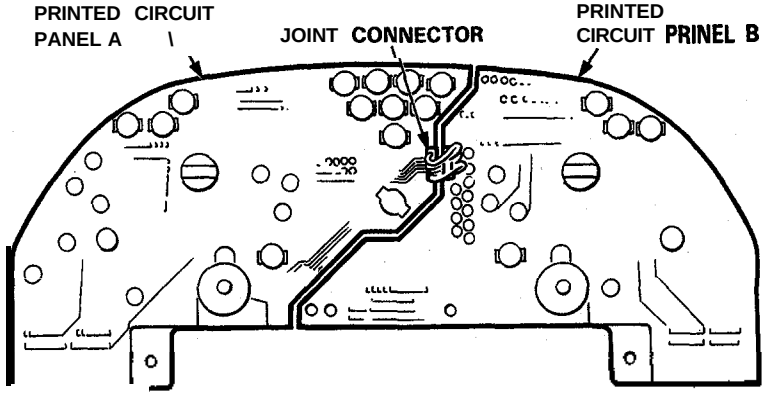


Speedo/Tripmeter/Odometer

Troubleshooting

NOTE: The numbers in the table show the troubleshooting sequence.

Item to be inspected / Symptom	Blown No. 5 (10A)fuse (in the dash fuse box)	Speedometer	Odometer	Tripmeter	Printed circuit panel A	Printed circuit panel B	Speed sensor input test	Speed sensor is not in stalled correctly	Undone joint connector	Poor ground	Open circuit in wires or loose or disconnected terminals
Speedomter operates, but deflection error is great.					2			1			
Odometer and tripmeter operate, but speedometer does not operate.		1			2						
Speedometer and tripmeter operate, but odometer does not operate.			2		4	3			1		
Speedometer and odometer operate, but tripmeter does not operate.				1	2						
Speedometer operates, but odometer and tripmeter do not operate.					1						
Speedometer, odometer and tripmeter do not operate.	1				3		2			G401 G402	YEL

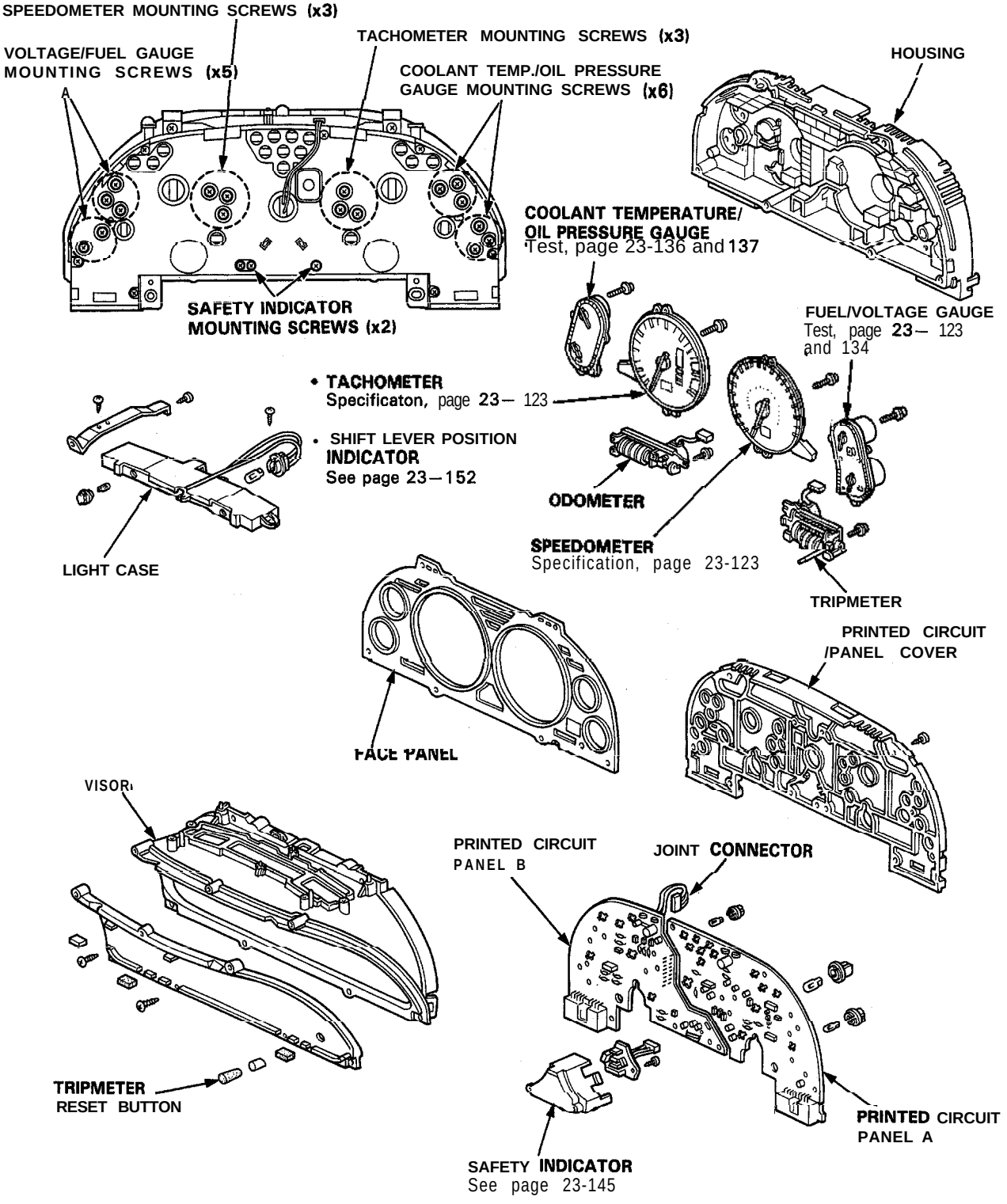


View from the back of the gauge assembly.

Gauge Assembly

– Disassembly

NOTE:
- Handle the terminals and printed circuit panels carefully to avoid damaging them.
- If replacement is required, replace the speedometer, tripmeter and printed circuit panel A as a unit.
- If replacement is required, replace the tachometer, odo meter and printed circuit panel B as a unit.

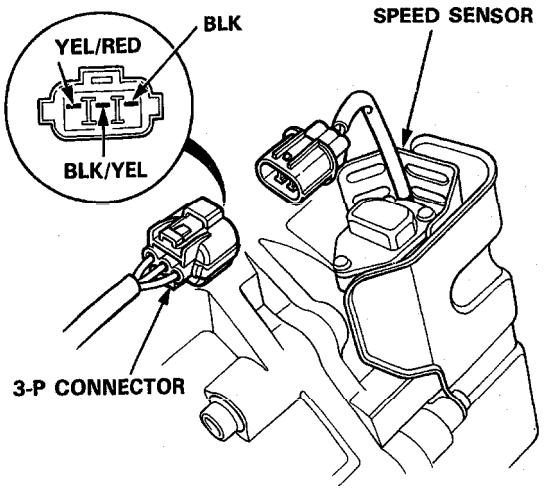


-Speed Sensor Input Test

NOTE: Check the No. 2 (1 5 A) fuse in the dash fuse box, before tesing.

1. Disconnect the 3-P connector from the speed sensor.

View from terminal side



2. Check for continuity between the BLK terminal and the body ground.
   There should continuity.
   - If there is no continuity, check for:
     - An open in the BLK wire.
     - Poor ground (G101)
   - If there is continuity, go to step 3.

3. Check for voltage between the BLK/YEL terminal and the body ground with the ignition switch ON.
   There should be battery voltage.
   - If there is no voltage, check for an open in the BLK/YEL wire.
   - If there is battery voltge, go to step 4.

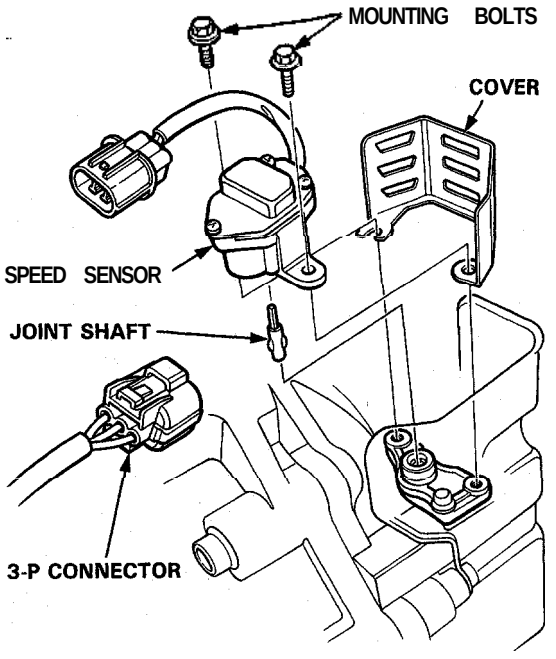
4. Check for voltage between the YEL/RED terminal and body ground with the ignition switch ON.
   There should be approximately 5 V.
   - If there is no voltage, check for:
     - Defective gauge assembly, check for the A21 terminal of the A connector. (See page 23— 123)
   - If there is approximately 5 V, go to step 5.

5. If all continuity and voltage tests are normal, but the speedometer and the odo/tripmeter do not operate, replace the speed sensor.

-Replacement

1. Disconnect the 3-P connector from the speed sensor.

2. Remove the mounting bolts and the speed sensor, then take out the speed sensor assembly.



3. Install in the reverse order of removal.
   NOTE: Be careful not to lose the joint shaft, because it is a tiny part.

Fuel Gauge

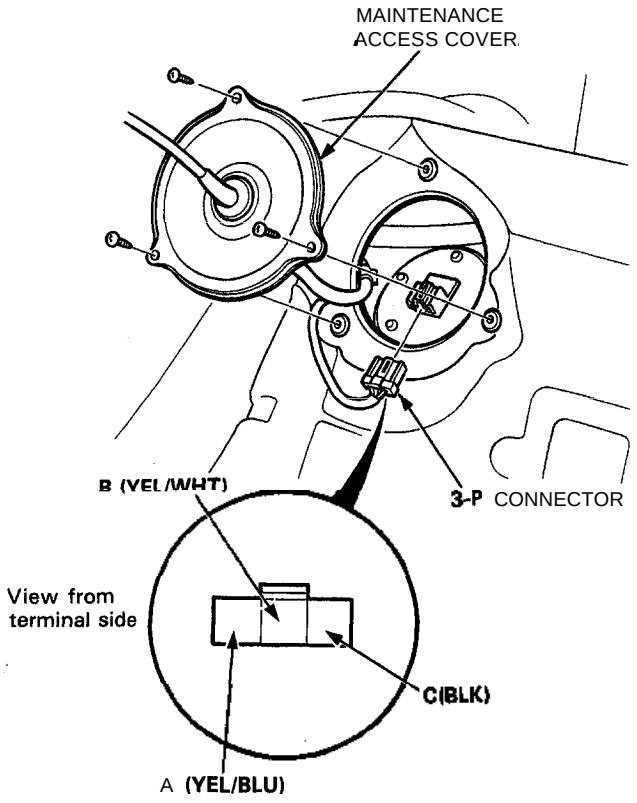
Gauge Test

NOTE:

- Refer to page 23— 126 for wiring description of the fuel gauge system circuit.
- Check the No.5 (IO A) fuse in the dash fuse box before testing.

1. Remove the maintenance access cover.

2. Disconnect the 3-P connector from the fuel gauge sending unit.



3. Connect the voltmeter positive probe to the B (YEL/WHT) terminal and the negative probe to the C (BLK) terminal, then turn the ignition switch ON. There should be between 5 and BV.

- If the voltage is as specified, go to step 4.
- If the voltage is not as specified, check for:
  - An open in the YEL, YEL/WHT or BLK wire.
  - Poor ground (G403)

4. Turn the ignition switch OFF. Attach a jumper wire between the B (YEL/WHT) and C (BLK) terminals.

Turn the ignition switch ON.
Check that the pointer of the fuel gauge starts moving toward "F" mark.

CAUTION: Turn the ignition switch OFF before the pinter reaches "F" mark on the gauge dial. Failure to turn the ignition switch OFF before the pointer reaches the "F" mark may cause damage to the fuel gauge.

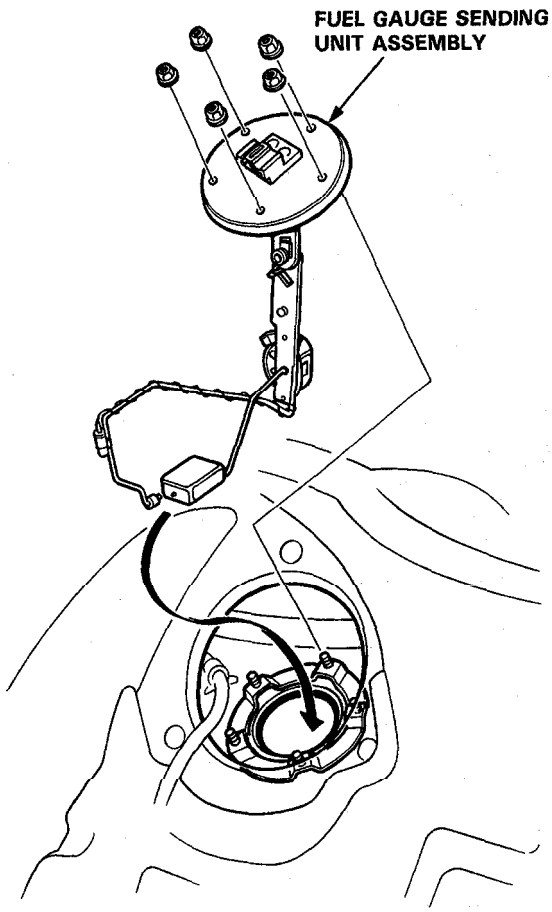
NOTE: The fuel gauge is a bobbin (cross coil) type, hence the fuel level is continuously indicated even when the ignition switch is OFF, and the pointer moves more slowly than that of a bimetal type.

- If the pointer of the fuel gauge does not swing at all, replace the gauge.
- Inspect the fuel gauge sending unit if the gauge is OK.

Sending Unit Test

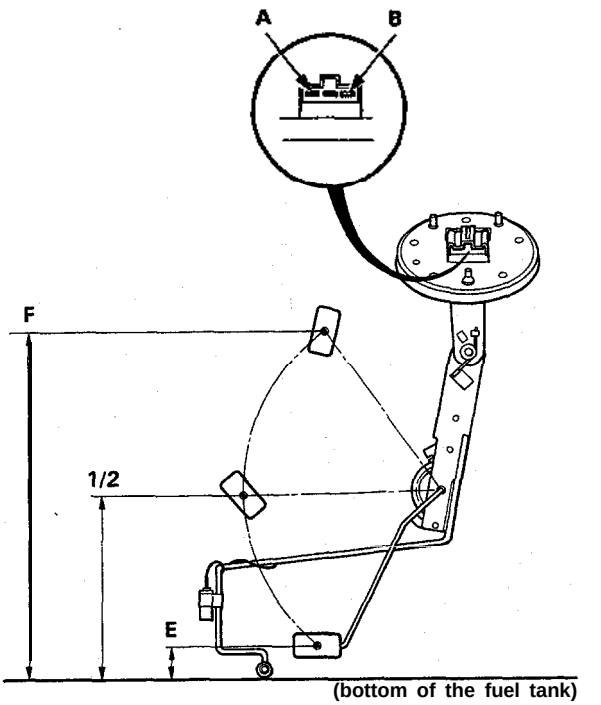
WARNING Do not smoke while working on fuel system. Keep open flame away from work area.

1. Remove the maintenace access cover.
2. With the ignition switch OFF, disconnect the 3-P connector from the fuel gauge sending unit.
3. Remove the 5 nuts, then take out the fuel gauge sending unit assembly from the fuel tank.



4. Measure the resistance between the A and B terminals at E (EMPTY), 'I/2 (HALF FULL) and F (FULL) by moving the float.

Float Position	E	112	F
Resistance (Ω)	105-I 10	25.5–39.5	2 - 5



E	1/2	F
25.0mm (0.98in)	144mm (5.67in)	275mm (10.8in)

5. If unable to obtain the above readings, replace the fuel gauge sending unit.

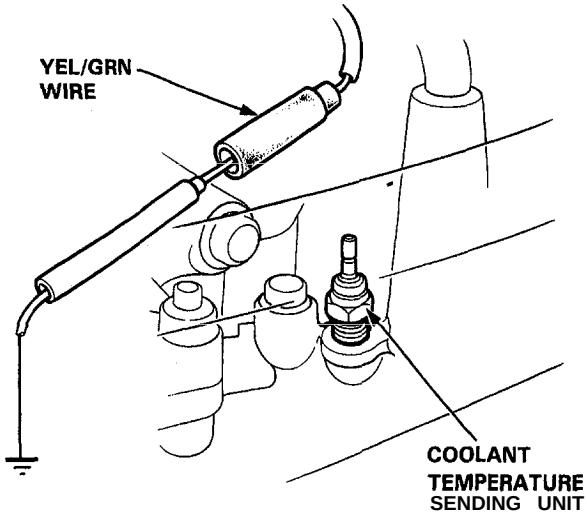
Coolant Temperature Gauge

Gauge Test

NOTE:

- Refer to page 23-I 24 for wiring description of the coolant temperature gauge circuit.
- Check the No. 5 (IO A) fuse in the dash fuse box before testing.

1. Make sure the ignition switch is OFF, then disconnect the YEL/GRN wire from the coolant temperature gauge sender and ground it with a jumper wire.



2. Turn the ignition switch ON.
   Check that the pointer of the coolant temperature gauge starts moving toward "H" mark.

   CAUTION: Turn the ignition switch OFF before the pointer reaches "H" mark on the gauge dial. Failure to turn the ignition OFF quickly enough may cause damage to the gauge.

   - If the pointer of the gauge does not swing at all, check for:
     - An open in the YEL or YEL/GRN wire.

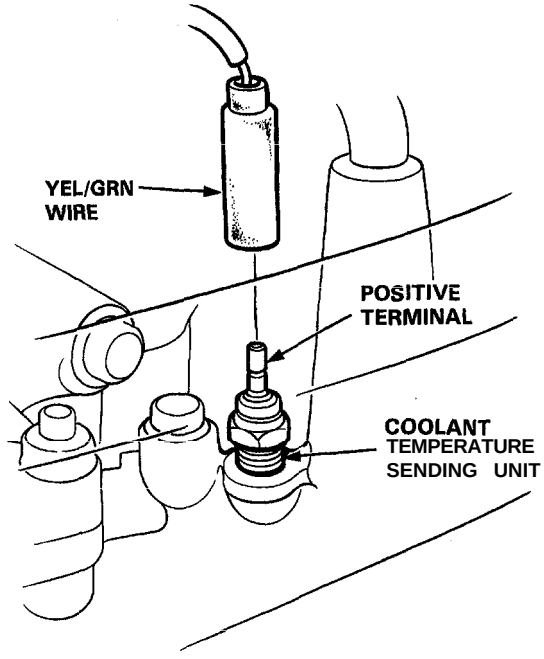
       Repalce the coolant temperature gauge if the fuse and wiring are normal.

   - Inspect the gauge sender if the gauge is OK.

Sending Unit Test

1. Disconnect the YEL/GRN wire from the sender.

2. With the engine cold, use an ohmmeter to measure resistance between the positive terminal and the engine (ground).



3. Check the temperature of the coolant.

4. Run the engine and measure the change in resistance with the enigne at operating temperature (Cooling fan comes on).

Temperature	56°C (133°F) ["C" mark]	85°C (185°F)– 100°C (212°F)
Resistance (Ω)	142	49-32

5. If obtained readings are substantially different from specifications above, replace the gauge sender.

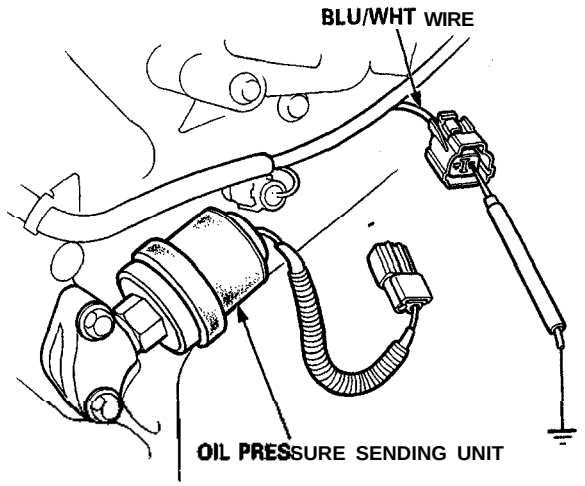
Oil pressure gauge

-Gauge Test

NOTE:

- Refer to page 23-124 for wiring description of the coolant temperature gauge circuit.
- Check the No.5 (IO A) fuse in the dash fuse box before testing.

1. Make sure the ignition switch is OFF, then disconnect the 2-P connector from the oil pressure sending unit and ground it with a jumper wire.



2. Turn the ignition switch ON.
   Check that the pointer of the oil pressure gauge starts moving toward "8" mark.

   CAUTION: Turn the ignition switch OFF before the pointer reaches "8" mark on the gauge dial. Failure to turn the ignition OFF quickly enough may cause damage to the gauge.

   - If the pointer of the gauge does not swing at all, check for:
     - An open in the YEL or BLU/WHT wire.

       Replace the oil pressure gauge if the fuse and wiring are normal.

   - Inspect the engine oil pressure if the gauge is OK.

3. Chcek the oil pressure of the engine (See section 8).

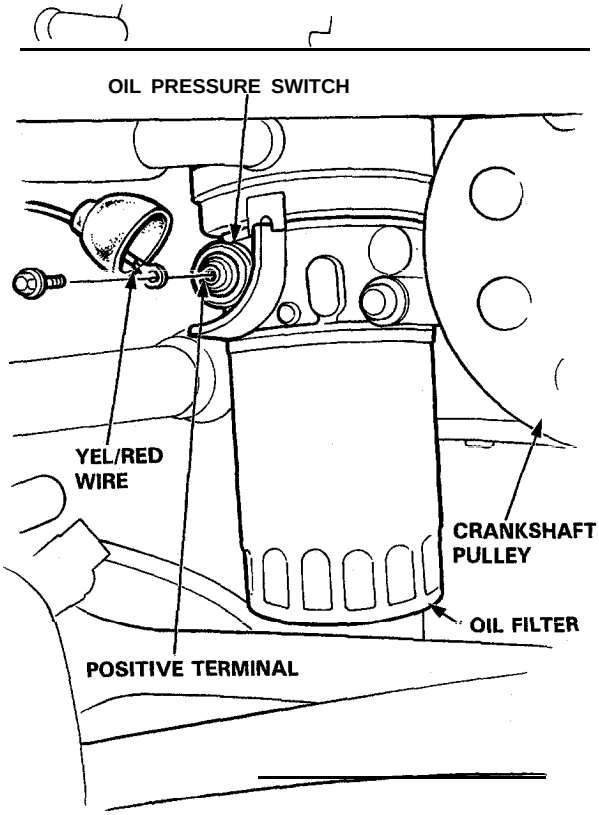
   - Replace the oil pressure sending unit if the engine oil pressure is OK.

Oil pressure Warning System

- Oil Pressure Switch Test

1. Raise the car and place safety stands in the proper locations (See section 1).
2. Remove the right rear tire.
3. Remove the YEL/RED wire from the oil pressure switch.

   There should be continuity between the positive terminal and the engine (ground) with the engine stopped. There should be no continuity when the engine runs.

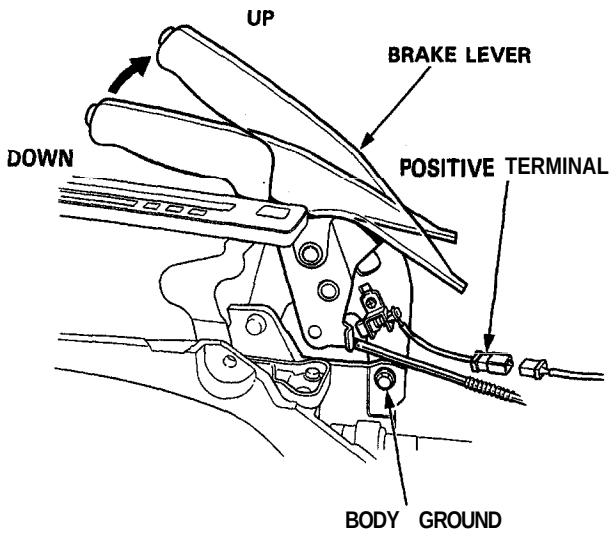


4. If the switch fails to operate, check the engine oil level, then inspect the oil pump and pressure if the oil level is correct (see section 8).

Brake Warning System

-Parking Brake Switch Test

1. Remove the center console and disconnect the connector from the switch.
2. There should be continuity between the positive terminal and body ground with the brake lever up. There should be no continuity with the brake lever down.

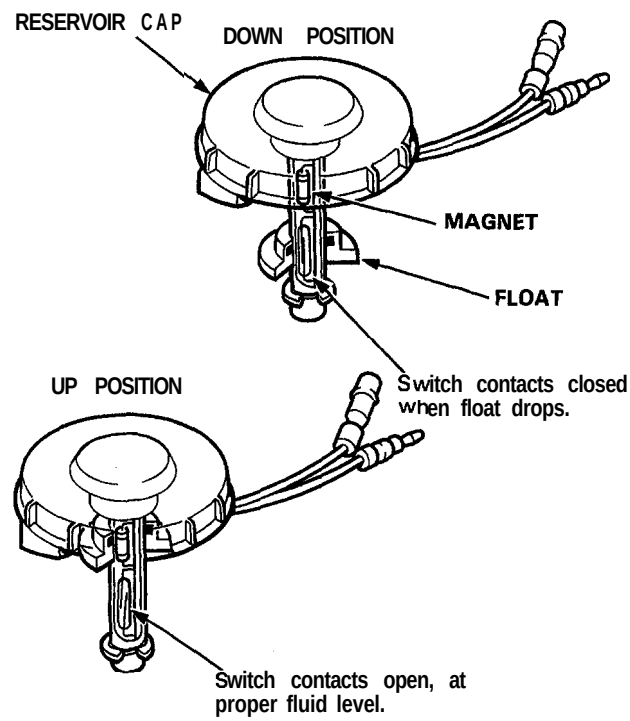


NOTE: CANADA only

If the parking brake switch is OK but the brake warning system does not function, perform input test for daytime running light control unit (see page 23-176)

-Brake Fluid Level Switch Test

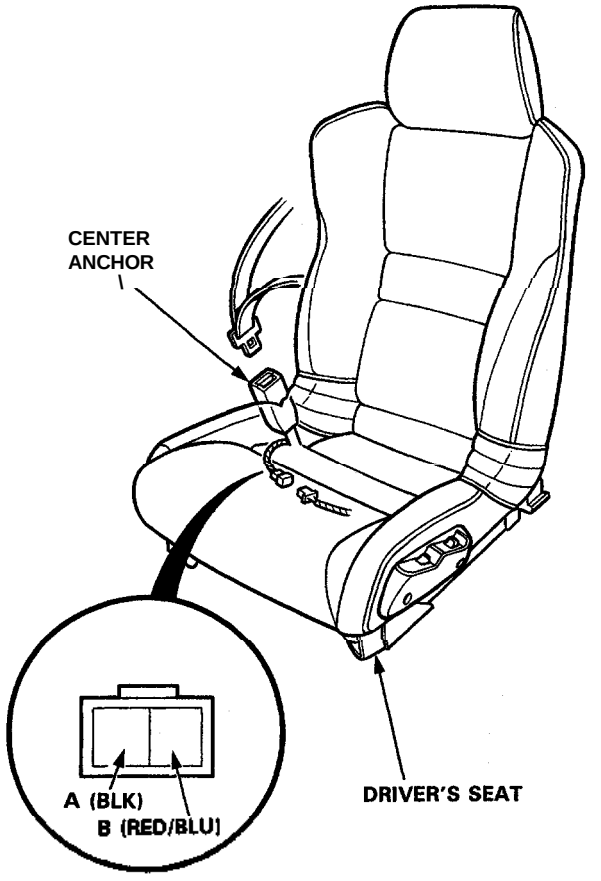
1. Remove the reservoir cap. Check that the float moves up and down freely.
   Replace the reservoir cap assembly if the float does not move freely.
2. Check for continuity between the terminals with the float up and down.
   There should be continuity with the float and no continuity with the float up.
   Replace the reservoir cap assembly if necessary.



Seat Belt Reminder System

Seat Belt Switch Test

1. Slide the driver's seat forward until the seat belt center anchor bolt is accessible, then disconnect the 2-P connector from the seat belt switch.
2. There should be continuity between the A and B terminals when the driver's seat belt is not buckled. There should be no continuity when the driver's seat belt is buckled.



View from wire side

Low Fuel Indicator System

Indicator Light Test

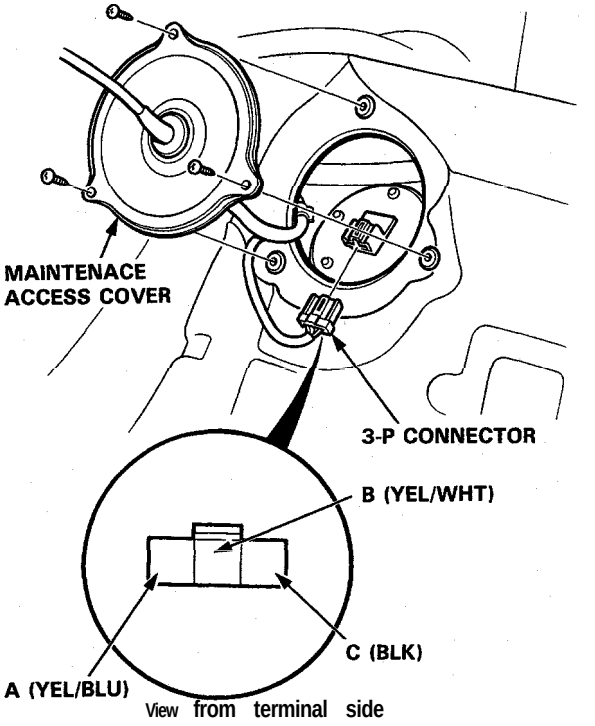
NOTE: Refer to page 23-I 26 for wiring description of the low fuel indicator circuit.

1. Park car on level ground.

   ⚠ WARNING Do not smoke while working on fuel system. Keep open flame away from work area. Drain fuel only into an approved container.

2. Drain fuel tank into an approved container. Then install the drain bolt with a new washer.
3. Add less than 11 ℓ (2.4 U.S.Gal, 2.9 Imp. Gal) of fuel and turn the ignition switch on. The low fuel Indicator light should come on within 4 minutes.
4. Then add one more gallon of fuel [approx. 4 ℓ (1.1 U.S. Gal, 0.9 Imp. Gal)] The light should go out within 4 minutes.

   - If the light did not come on in step 3, remove the maintanace access cover and disconnect the 3-P connector from the fuel gauge sending unit. Connect the A (YEL/BLU) teminal to the C (BLK) terminal with a jumper wire.
     - If the light comes on, the problem is either the sending unit or its ground.
     - If the light does not come on, the problem is an open in the YEL/BLU wire to the gauge assembly, no power to the gauge or bad bulb.



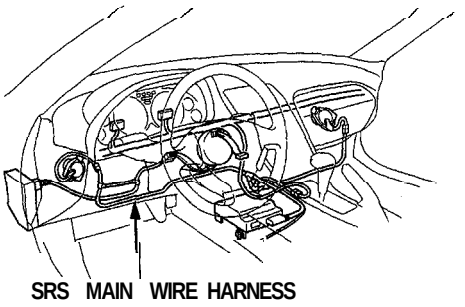
View from terminal side

Interlock System

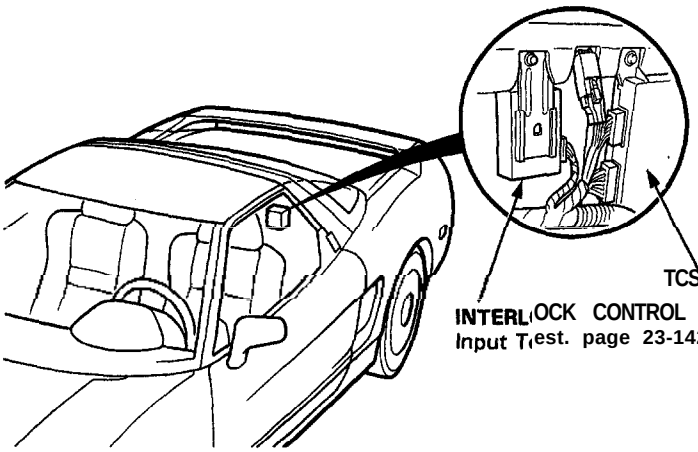
Compornent Location Index

WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuit.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the interlock system.



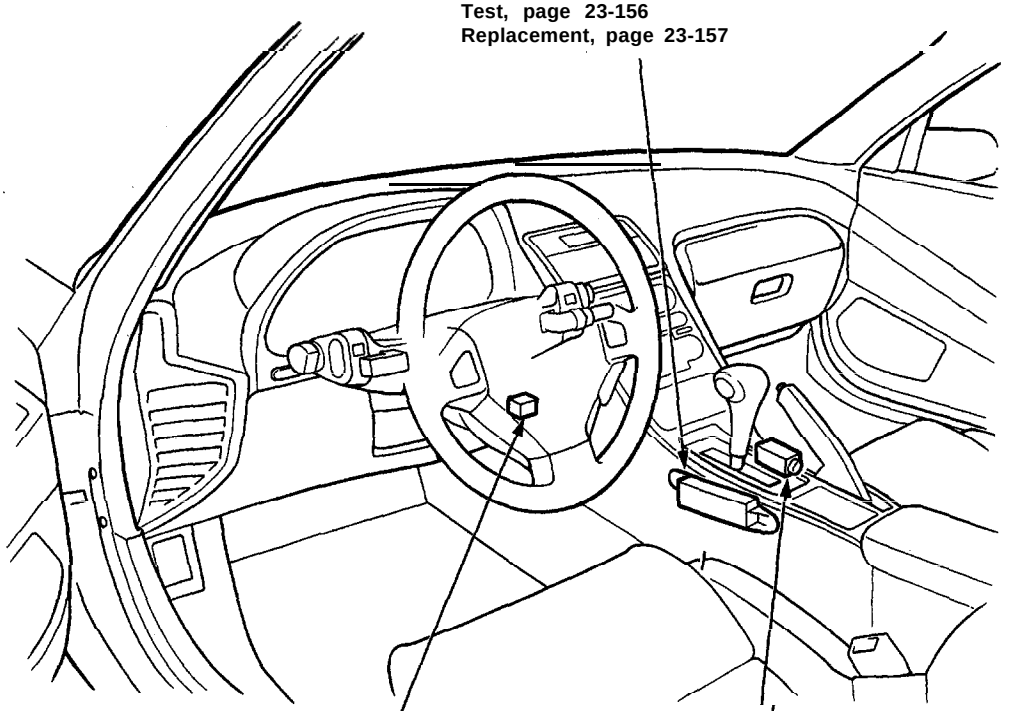
SRS MAIN WIRE HARNESS



TCS CONTROL UNIT

INTERLOCK CONTROL UNIT,
Input Test. page 23-142

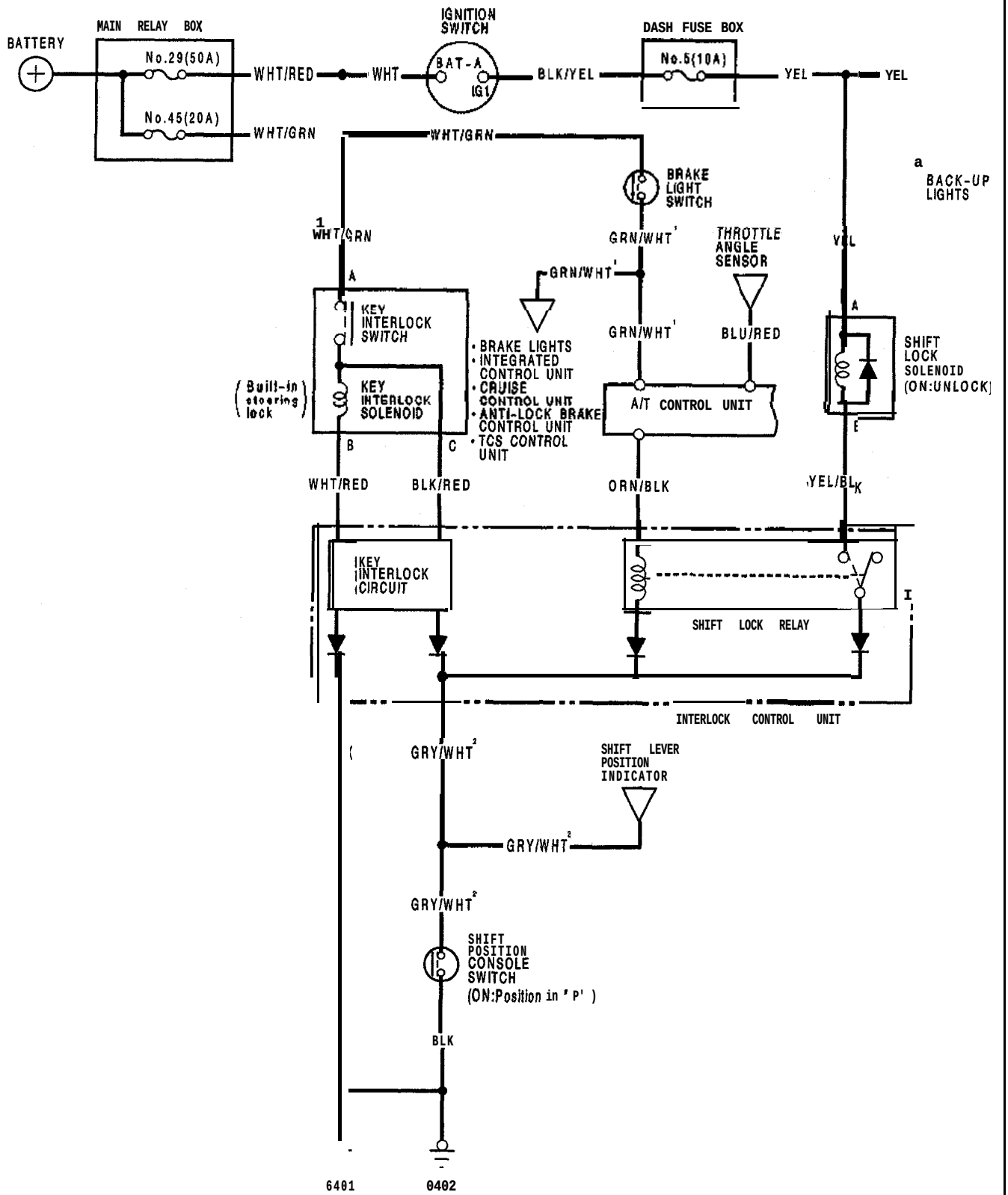
SHIFT POSITION CONSOLE SWITCH
Test, page 23-156
Replacement, page 23-157



KEY INTERLOCK, SOLENOID
and KEY INTERLOCK SWITCH
(in the steering lock assembly)
Test, page 23-143

SHIFT LOCK SOLENOID
Test, page 23-144
Replacement, page 23-144

Circuit Diagram

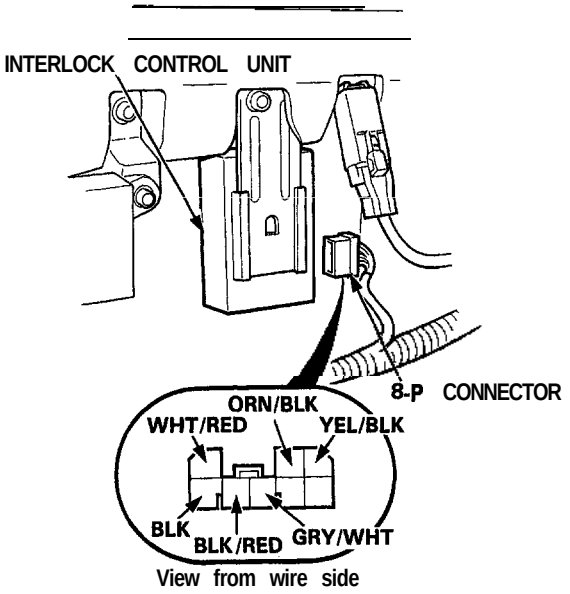


Interlock System

-Control Unit Input Test

Disconnect the 8-P connector from the control unit.
Make the following input tests at the harness pins. If all tests prove OK, yet the system still fails to work, substitute the control unit with a known-good one. If the system is OK, replace the control unit.

NOTE: If the shift lock solenoid clicks when the ignition switch is ON and the brake pedal is pushed (the shift lever is in the P position), the shift lock system is electronically normal. If the shift lever cannot be shifted from P position, see page 23-l 56 and section 14.



Shift Lock System:

No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	ORN/BLK	Ignition switch ON. Brake pedal pushed.	Check for voltage to ground: should be battery voltage.	• Blown No. 45 (20 A) fuse. • Faulty brake light switch. • Faulty throttle angle sensor. • Faulty A/T control unit. • An open in the wire.
		Ignition switch ON. Step on the brake pedal and the accelerator at the same time.	Check for voltage to ground: should not be battery voltage.	
2	GRY/WHT	Shift lever position in P.	Check for continuity to ground: should be continuity.	• Faulty shift position console switch. • Poor ground (G401, G402). • An open in the wire.
3	YEL/BLK	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10 A) fuse. • Faulty shift lock solenoid. • An open in the wire.

Key Interlock System:

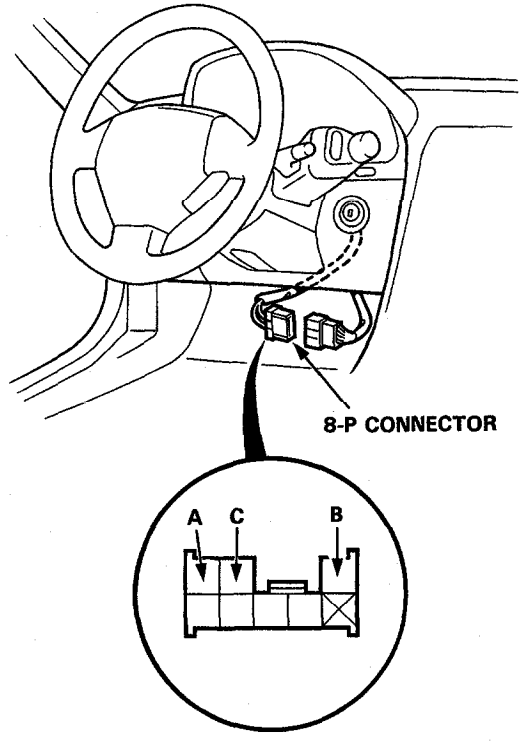
No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	GRN/WHT[2]	Shift lever position in P.	Check for continuity to ground: should be continuity.	• Faulty shift position console switch. • Poor ground (G401, G402). • An open in the wire.
3	WHT/RED	Ignition switch turned to ACC and the key pushed in.	Check for voltage to ground: should be battery voltage.	• Blown No. 45 (20 A) fuse. • Faulty steering lock assembly (key interlock solenoid). • An open in the wire.
4	BLK/RED	Ignition switch turned to ACC and the key pushed in.	Check for voltage to ground: should be battery voltage.	• Blown No. 45 (20 A) fuse. • Faulty steering lock assembly (key interlock solenoid). • An open in the wire.

-Key Interlock Solenoid Test

1. Remove the dashboard lower panel and center panel.
2. **Disconnect the 8-P connector from the floor wire harness.**
3. Check for continuity between the terminal in each switch position according to the table.

Position \ Terminal		A	B	C
Ignition switch ACC	Key pushed in.	C	o	o
	Key released.		o	4

4. Check that the key cannot be removed when the battery is connected to the A and C terminals.
   - If the key cannot be removed, the key interlock solenoid is OK.
   - **If the key can be removed, replace the steering** lock assembly (key interlock solenoid is not available separately).



View from wire side

Interlock System

Shift Lock Solenoid Test/Replacement

Test:

1. Remove the console, then disconnect the 3-P connector of the shift lock solenoid from the dashboard wire harness.

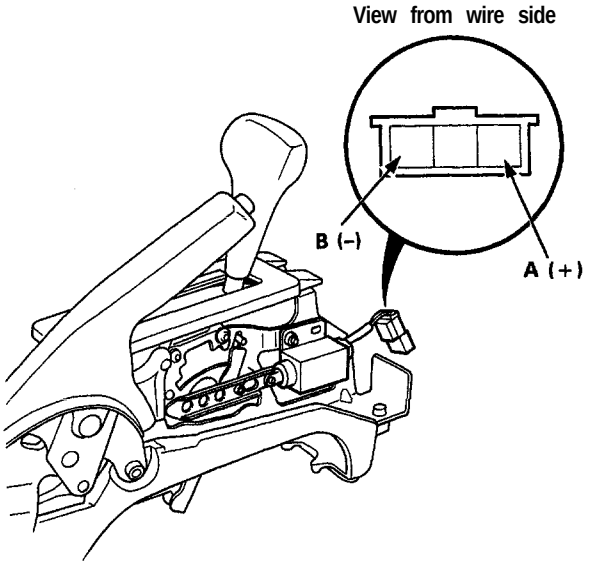
NOTE:

- Do not connect the battery terminals to wrong polarities because a diode is inside the solenoid.

2. Connect the battery positive to the A terminal and negative to the B terminal momentarily. Check the solenoid operation. If does not operate, replace it.

NOTE:

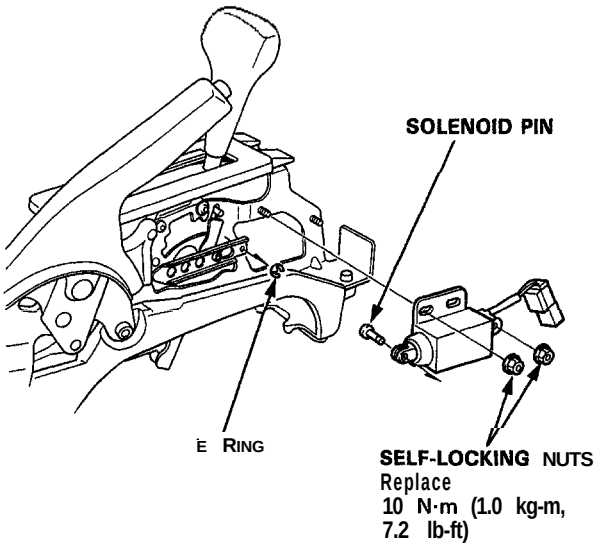
- When the shift lock solenoid is ON, check that there is clearance of 2.5 ± 0.5 mm (0.098 ± 0.02 in) between the top of shift lock lever and lock pin groove (see clearance check on this page).
  When the shift lock solenoid is OFF, make sure that the lock pin is blocked by the shift lock lever.
- If not, adjust the position of shift lock solenoid.



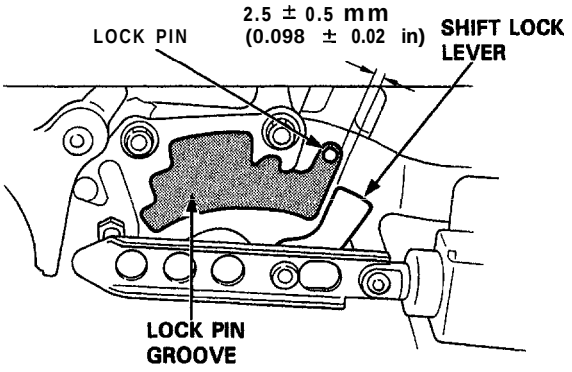
Replacement:

1. Remove the E ring and the solenoid pin.

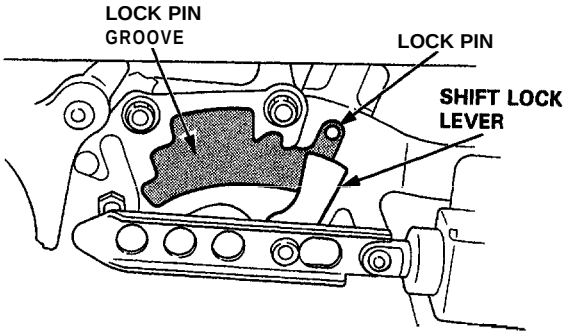
2. Remove the self-looking nuts and shift lock solenoid.



3. Install the shift lock solenoid in the reverse order of removal and adjust the position of shift lock solenoid.
   - When the shift lock solenoid is ON, check that there is a clearance of 2.5 ± 0.5 mm (0.098 ± 0.02 in.) between the top of shift lock lever and the lock pin groove, then tighten the self-locking nuts.
     NOTE: Use brand-new self-locking nuts.



- When the shift lock solenoid is OFF, make sure that the lock pin is blocked by the shift lock lever.
  NOTE: Test for the solenoid operation after assembling.

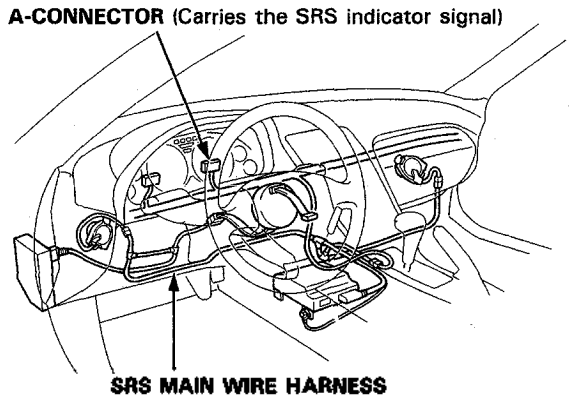


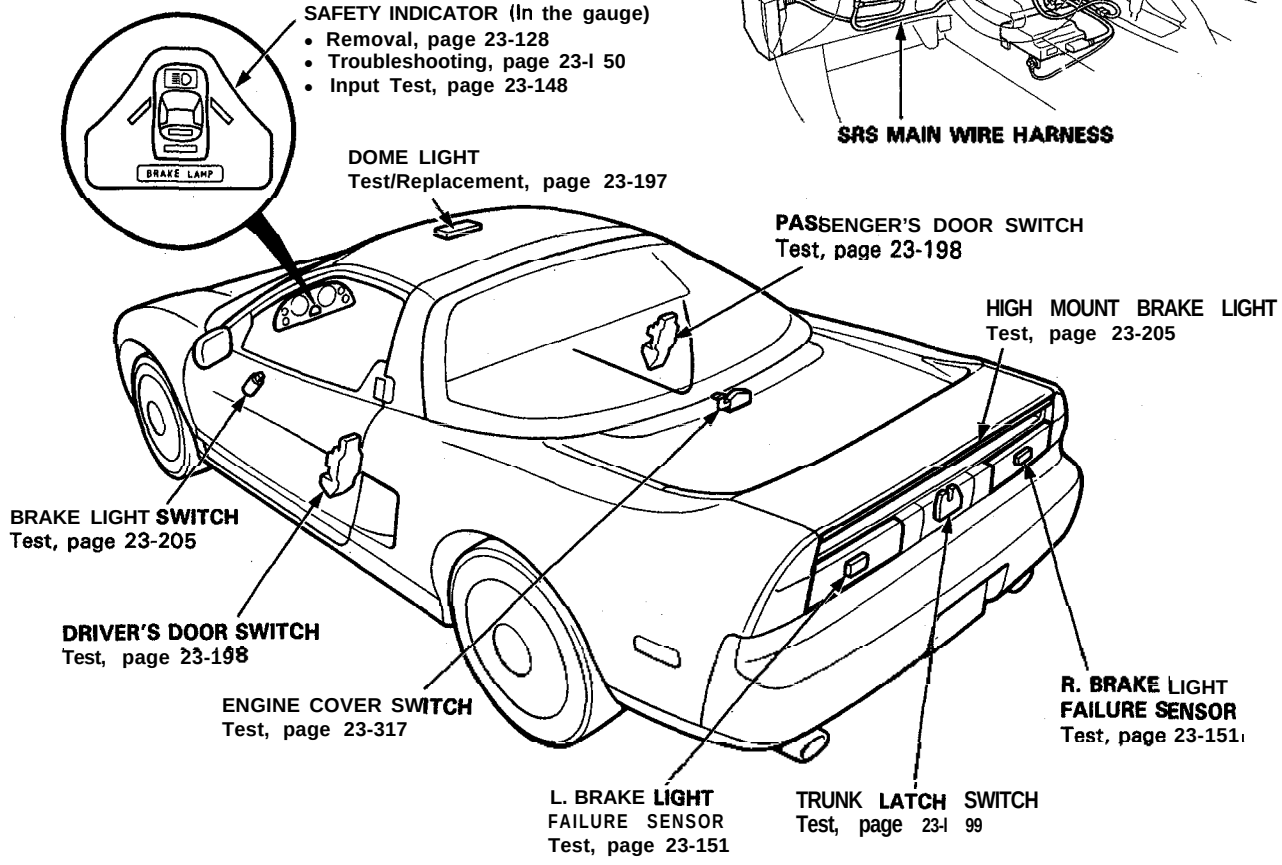
Safety Indicator

Component Location Index

WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the safety indicator system.





Description

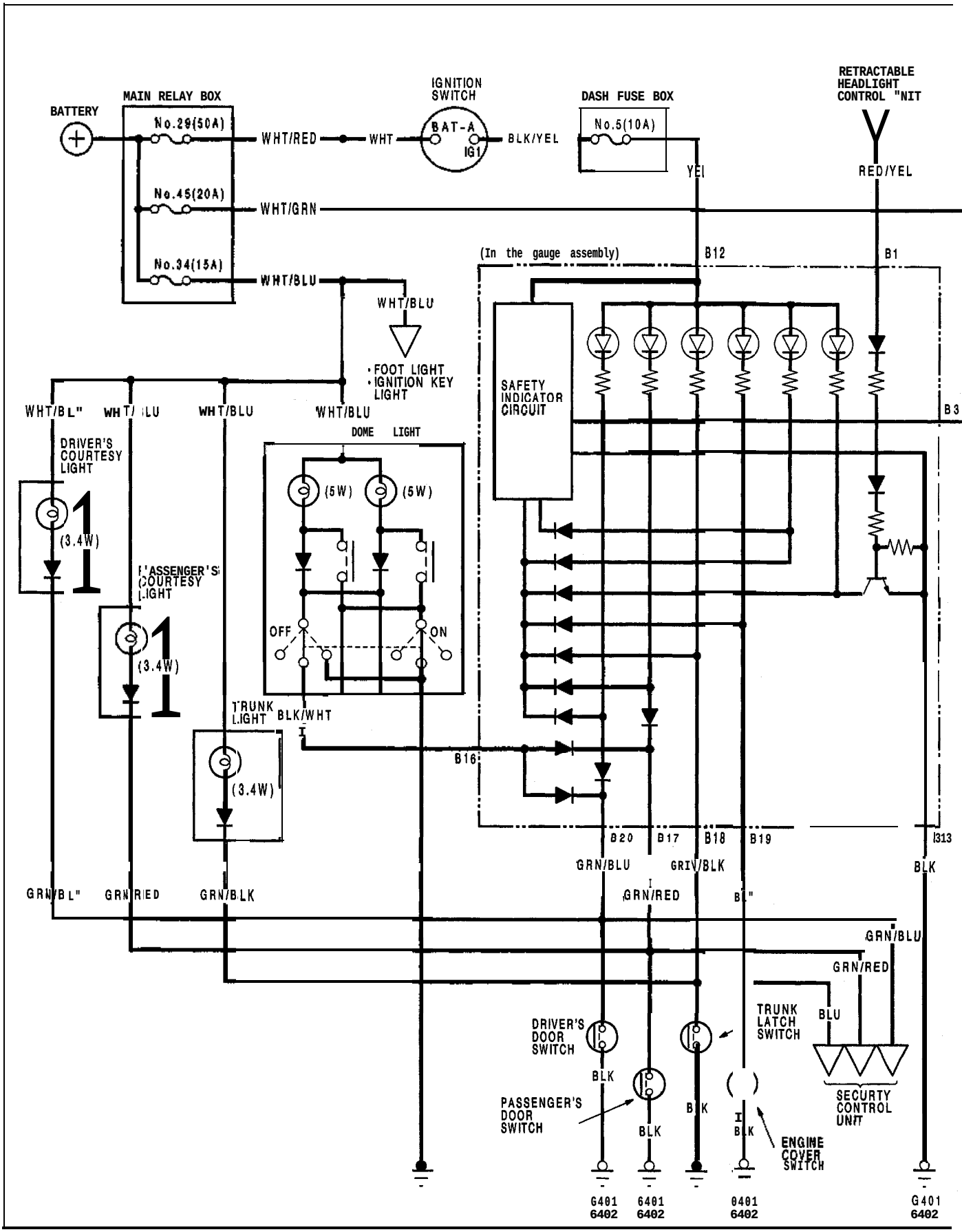
Safety Indicator System:

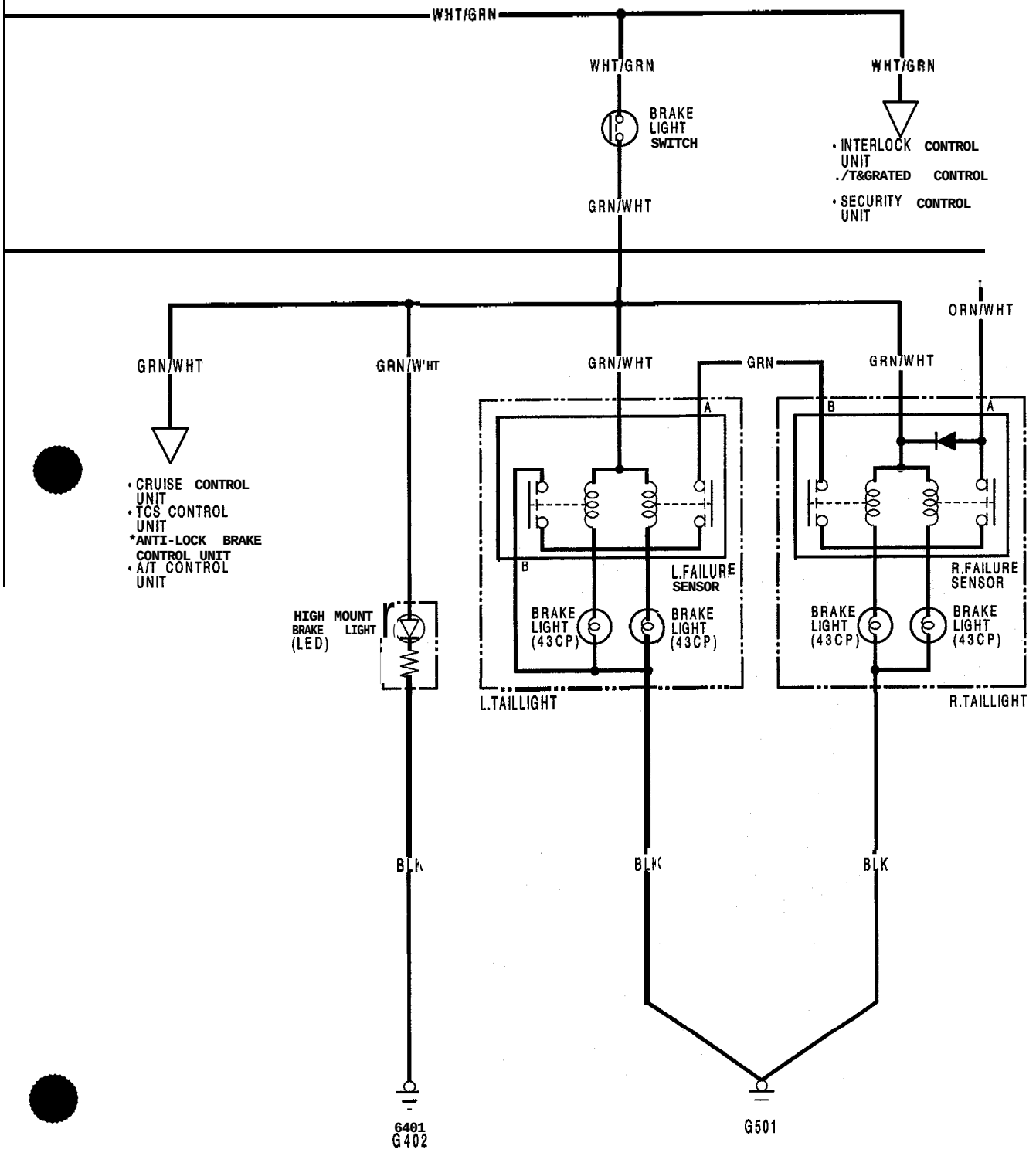
LED's are used to indicate when the turnk lid or a door is not fully closed, or when a brake light is faulty. the LED's will remain ON for about 2 seconds after the ignition switch has been turned ON to show that the system circuit is funcitoning.

Brake Light Bulb Failure Indicator:

If all brake light bulbs are OK, the Indicator light stays off because the ORN/WHT wire is constantly being grounded by the two brake light failure sensors connected in series. With the brake light off, the ground is provided through the diode, the failure sensor relay coil and bulb filaments to ground. With the brake light on, all 4 relays, (2 in the left sensor, 2 in the right sensor) connected in series, supply ground. If any of the 4 bulbs is not working, the chain is broken and **the ORN/WHT wire is not being grounded. The Indicator light comes on.**

Safety Indicator




WHT/GRN
WHT/GRN
WHT/GRN
BRAKE LIGHT SWITCH
• INTERLOCK CONTROL UNIT
./T&GRATED CONTROL
• SECURITY CONTROL UNIT
GRN/WHT
ORN/WHT
GRN/WHT
GRN/WHT
GRN/WHT
GRN
GRN/WHT
• CRUISE CONTROL UNIT
• TCS CONTROL UNIT
*ANTI-LOCK BRAKE CONTROL UNIT
• A/T CONTROL UNIT
HIGH MOUNT BRAKE LIGHT (LED)
A
B
B
A
L.FAILURE SENSOR
R.FAILURE SENSOR
BRAKE LIGHT (43CP)
BRAKE LIGHT (43CP)
BRAKE LIGHT (43CP)
BRAKE LIGHT (43CP)
L.TAILLIGHT
R.TAILLIGHT
BLK
BLK
BLK
6401
G402
G501

Safety Indicator

Indicator Input Test

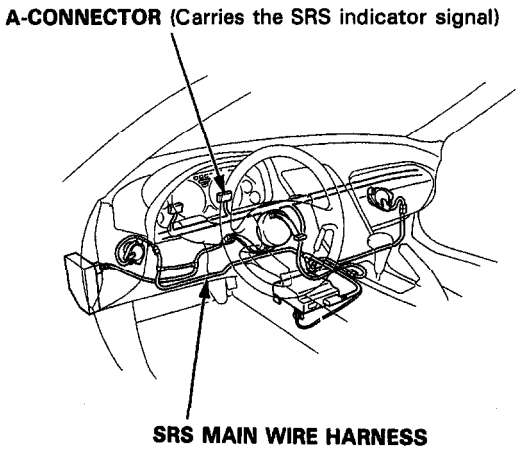
⚠ WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

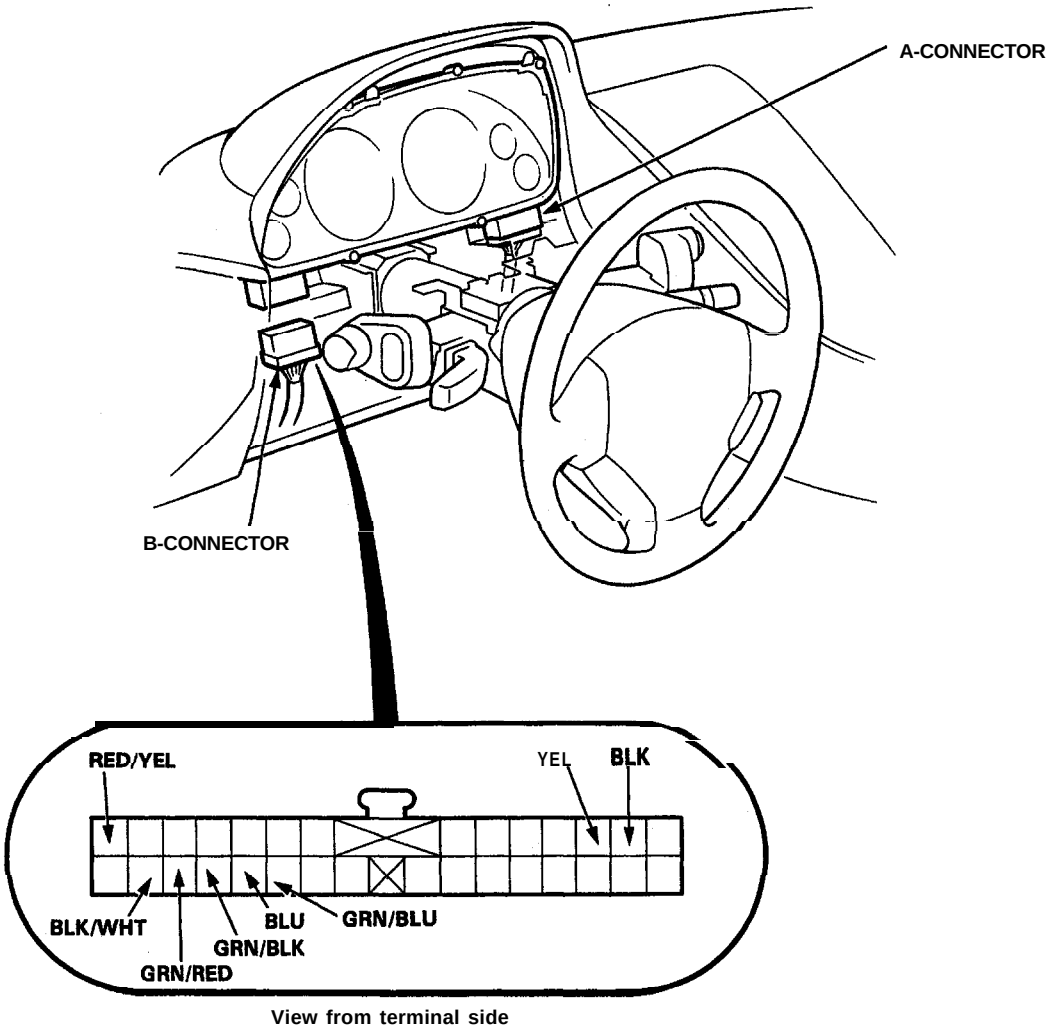
CAUTION: Be careful not to damage the SRS wire harnesses when servicing the safety indicator system.

Remove the dashboard lower panel, center panel and instrument panel. Disconnect the B-connector (30-P) from the gauge assembly.

(See page 23-128)

Make the following input tests at the harness pins. If all tests prove OK, yet the indicator still fails to work, replace the safety indicator.





View from terminal side

No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, 402) • An open in the wire.
2	YEL	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10 A) fuse. • An open in the wire.
3	ORN/WHT	Brake pedal pushed.	Check for continuity to ground: should be continuity with the pedal pushed.	• Blown No. 45 (20 A) fuse. • Faulty brake light switch. • Blown brake light bulbs. • Faulty brake light failure sensors. • Poor ground (G501). • An open in the ORN/WHT or GRN/WHT wire.
4	BLU	Engine cover opened.	Check for continuity to ground: should be continuity.	• Faulty engine cover switch. • An open in the wire.
5	GRN/BLK	Trunk lid opened.	Check for continuity to ground: should be continuity. NOTE: Before testing, remove No.34 (15 A) fuse.	• Faulty trunk latch switch. • An open in the wire.
8	RED/BLK and RED	Lighting switch ON and dashlight brightness control dial in full bright.	Check for voltage between RED/BLK (+) and RED (−) terminals: should be battery boltage.	• Faulty dashlight brightness control system. • An open in the wire.
7	GRN/BLU	Driver's door opened.	Check for continuity to ground: should be continuity. NOTE: Before testing, remove No. 34 (15 A) fuse.	• Faulty door switch. • An open in the wire.
	GRN/RED	Passenger's door opened.		
8	BLK/WHT	Dome light switch in MIDDLE position.	Connect to ground: Dome light should come on.	• Blown No. 34 (15 A) fuse. • Faulty dome light. • An open in the WHT/BLU or BLK/WHT wire.
9	RED/YEL	Dissconnected the 14-P connector of retractor sub harness left or right.	* Connect the battery voltage to BLU/RED teminal (R. retractor) or BLU teminal (L. retractor), after about 4 seconds should be battery voltage.	• Faulty retractable headlight control unit. • Frozen, stuck, or improperly installed retractor likage.

*: Terminal is floor wire harness side.

Safety Indicator

· Troubleshooting

NOTE: The numbers in the table show the troubleshooting sequence.

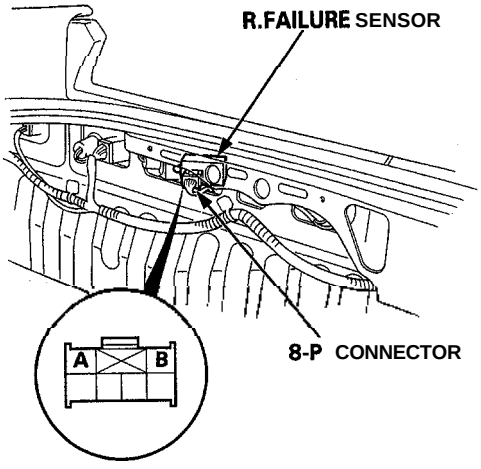
Item to be inspected / Symptom	Blown No. 5 (10 A) fuse (in the dash fuse box)	Blown No. 34 (15 A) fuse (in the dash fuse box)	Safety indicator input	Safety indicator (diodes)	Blown bulb	Brake light failure sensor	Door switch	Trunk latch switch	Retractable headlight controll unit (See page 23-174)	Poor ground	Open circuit in wires or loose or disconnected terminals
No indicators operate.	1		2							G401 G402	YEL
Indicator panel illumination not lit with lighting switch ON.					1						RED/BLK or RED
Indicator lights fail to come on when ignition switch is turned to ON.			1								
Door warning lights not lit with doors opened.			2				1				GRN/BLU or GRN/RED
Trunk warning light not lit with trunk lid opened.		1	3					2			GRN/BLK
Brake Indicator light not lit with blown brake light bulb.			1								ORN/WHT or GRN
Brake Indicator light remains on with good brake light bulbs.			2			1				G501	
Dome light not on with door opened (When switch position is in MIDDLE).				1							BLK/WHT
Retractor motor Indicator light remains on with good retractor motor.			1						2		
Retractor motor Indicator light not lit with faulty retractor motor (Stuck by foreign matter)			1						2		RED/YEL

-Brake Light Failure Sensor Test

1. First make sure the brake lights come on when the brake pedal is pressed.

   - If none of the brake lights come on, check the brake light circuit (See page 23-204).
   - If one of the brake lights does not come on, check whether the bulb is blown. If the bulb is OK, go to step 2.
   - If all the brake lights come on, go to step 2.

2. Open the trunk lid and remove the trim panel that covers the right taillight. Make sure the BRAKE LAMP of the safety indicator does not come on when the A(WHT/GRN) terminal of the 8-P connector is grounded and the ignition switch is turned OFF to ON.



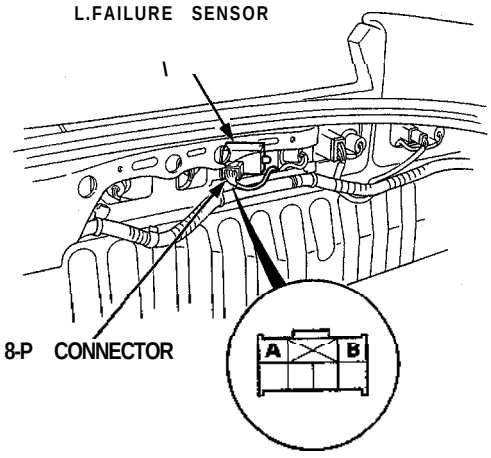
View from wire side

   - If the BRAKE LAMP comes on, check for an open in the A(WHT/GRN) wire between the safety indicator, the right failure sensor and whether the safety indicator circuit has a problem.
   - If the BRAKE LAMP does not come on, go to step 3.

3. Make sure the BRAKE LAMP does not come on when the ignition switch is turned OFF to ON with the B(GRN) terminal of the 8-P connector grounded and the brake pedal pressed.

   - If the BRAKE LAMP comes on, replace the right failure sensor.
   - If the BRAKE LAMP does not come on, go to step 4.

4. Remove the rear trim panel that covers the left taillight. Make sure the BRAKE LAMP does not come on when the ignition switch is turned OFF to ON with the A(GRN) terminal of the 8-P connector grounded and the brake pedal pressed.



View from wire side

   - If the BRAKE LAMP comes on, there is an open in the A(GRN) wire between the left failure sensor and the right failure sensor.
   - If the BRAKE LAMP does not come on, go to step 5.

5. Make sure the BRAKE LAMP does not come on when the ignition switch is turned OFF to ON with the B(BLK) terminal of the 8-P connector grounded and the brake pedal pressed.

   - If the BRAKE LAMP comes on, replace the left failure sensor.
   - If the BRAKE LAMP does not come on, check for an open in the B(BLK) wire between the left failure sensor and ground, and check whether the G501 terminal is poor.

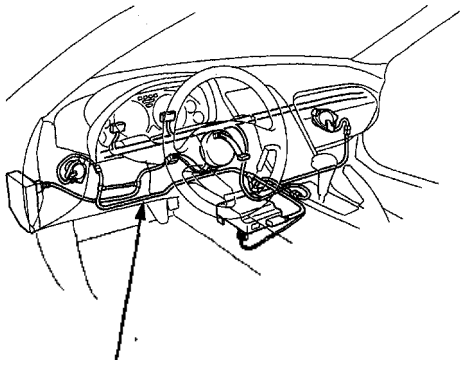
Shift Lever Position Indicator

Component Location Index

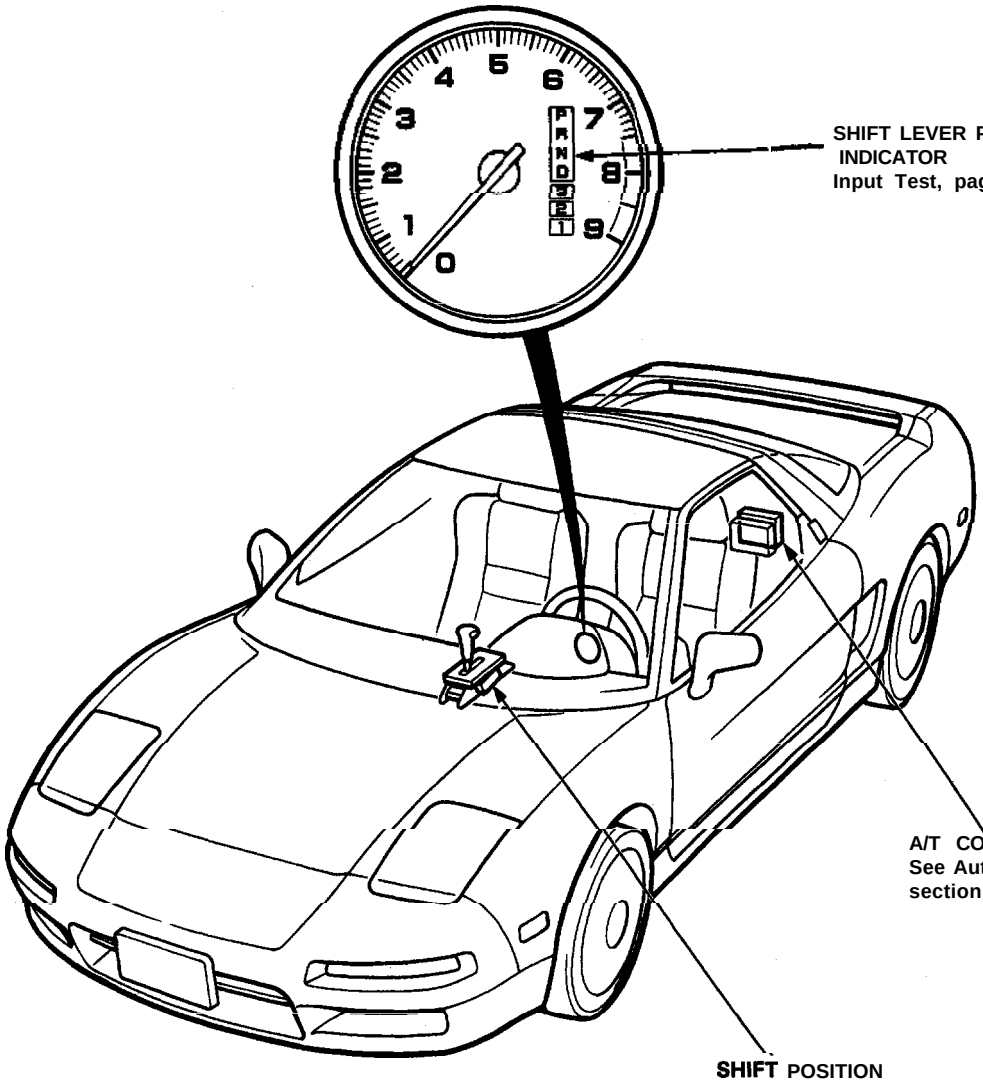
WARNING All SRS **wire** harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS **wire** harnesses when servicing the shift lever position indicator.

- **GAUGE ASSEMBLY**
  Removal, page 23-I 28
  Disassembly, pages 23-132
- **INTERLOCK SYSTEM**
  See page, 23-140
- **A/T CONTROL SYSTEM**
  See Automatic Transmission, section 14



SRS MAIN WIRE HARNESS

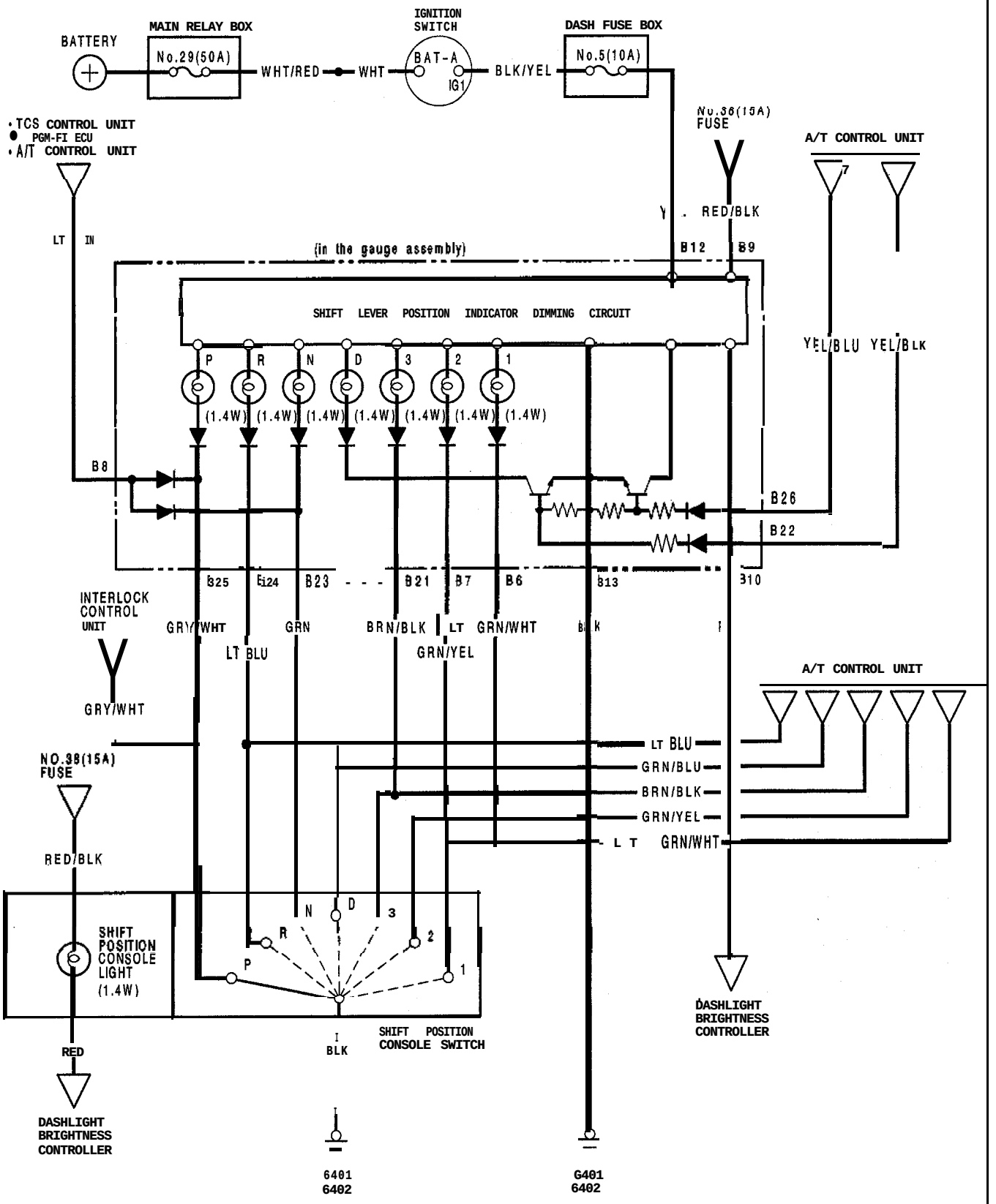


SHIFT LEVER POSITION INDICATOR
Input Test, page 23-154

A/T CONTROL UNIT
See Automatic Transmission section 14

SHIFT POSITION CONSOLE SWITCH
Test, page 23-I 58
Replacement, page 23-I 57

Circuit Diagram



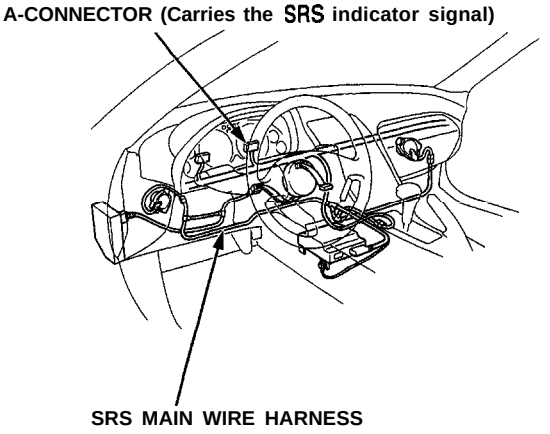
Shift Lever Position Indicator

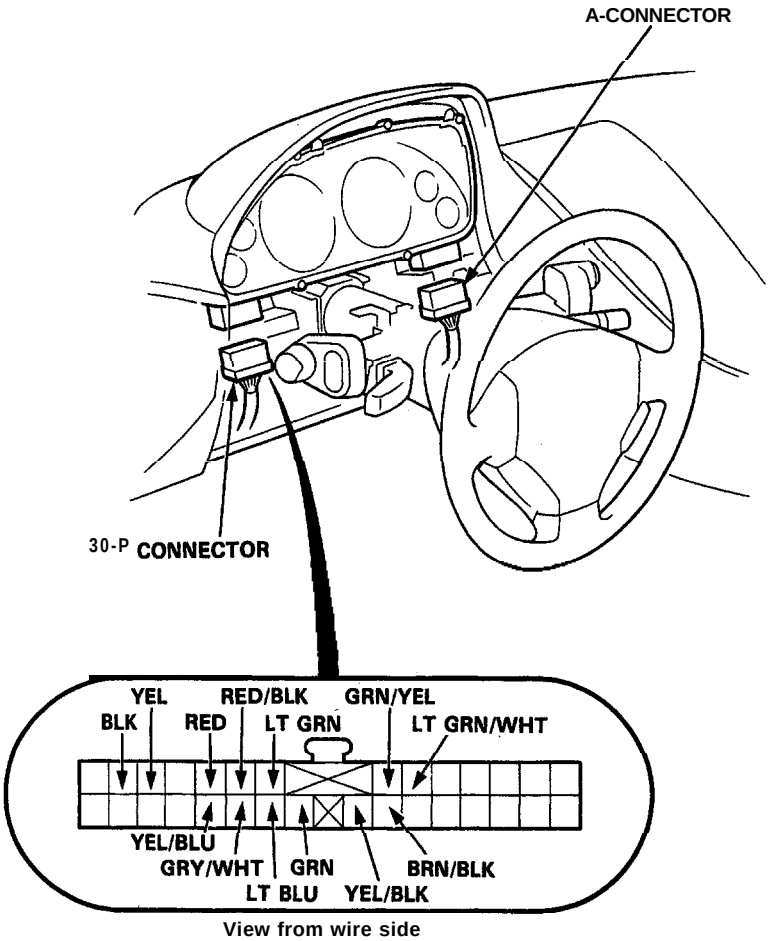
Indicator Input Test

WARNING: All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when performing the Indicator input test.

Remove the gauge assembly from the dashboard and disconnect the 30-P connector from the gauge assembly. Make the following input tests at the harness pins. If all tests prove OK, yet the indicator still fails to work, replace the main printed circuit panel, speedometer, tachometer and odo/tripmeter.





View from wire side

No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	YEL	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10 A) fuse. • An open in the wire.
3	GRY/WHT	Shift lever position in P.	Check for continuity to ground: should be continuity.	• Faulty shift position console switch • Poor ground (G401, G402). • An open in the wire.
	LT BLU	Shift lever position in R.		
	GRN	Shift lever position in N.		
	BRN/BLK	Shift lever position in 3.		
	GRN/YEL	Shift lever positon in 2.		
	LT GRN/WHT	Shift lever position in 1.		
4	GRN/BLU	Shift lever position in D.	Check for continuity to ground: should be continuity.	• Faulty shift position console switch. • Faulty A/T control system. • Poor ground (G401, G402). • An open in the wire.
5	RED/BLK and RED	Lighting switch ON and dashlight brightness control dial on full bright.	Check for voltage between RED/BLK and RED terminals: should be battery voltage.	• Faulty dashlight brightness control system. • An open in the wire.
6	YEL/BLK	Ignition switch ON, shift lever positon in 2 or 3 and D switch ON.	Check for voltage to ground: should be about 5 V.	• Faulty D switch. • Faulty shift position consle switch. • Faulty A/T control system. • An open in the wire.
7	YEL/BLU	Ignition switch ON, shift lever position in 2 or 3 and D switch ON.	Check for voltage to ground: should be battery voltage.	• Faulty D switch. • Faulty shift position console switch. • Faulty A/T control system. • An open in the wire.
8	LT GRN	Ignition switch ON.	Check for voltage to ground: should be about 5 V.	• Faulty PGM-FI ECU and A/T control unit. • An open in the wire.

Shift Lever Position Indicator

-Shift Position Console Switch Test

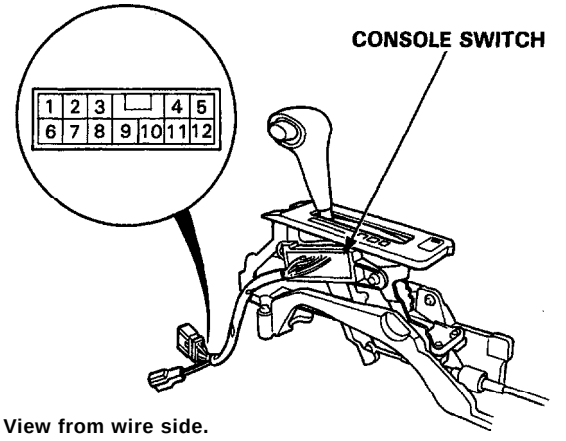
CAUTION:

- All SRS electrical wiring harness& are covered with yellow outer insulation.
- Replace the entire affected SRS harness assembly if there is an open circuit or damage to the wiring.

1. Remove the console, then disconnect the 12-P and 2-P connectors from the console switch.
2. Check for continuity between the terminals in each switch position according to the table.

NOTE:

- Move the lever back and forth without touching the push button at each switch position, and check for continuity within a range of free play of the shift lever.
- If there's no continuity within the range of free play, adjust the installation position of the console switch.



View from wire side.

Shift Position Console Switch

Back-up Light Switch

Neutral Safety Switch

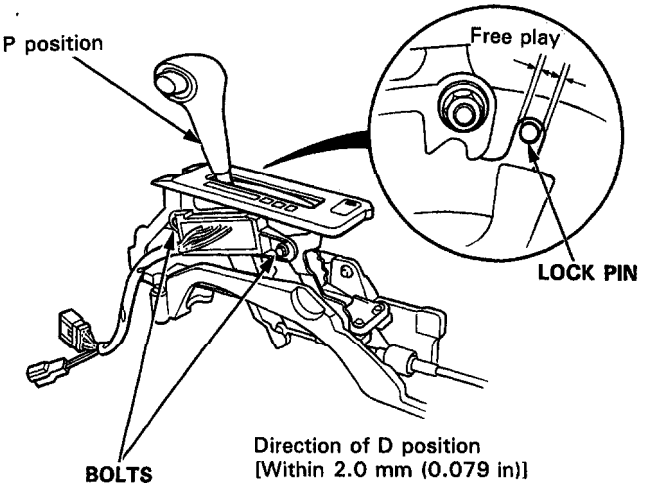
Terminal / Position	8	1	2	3	4	5	6	7	11	9	10	13	14
1	○				○								
2	○			○		○							
3	○		○			○							
D	○	○				○							
N	○						○					○	○
R	0							0		0	3		
P	○								0			0	0

Adjustment:

1. Shift to the "P" position, then loosen the bolts.
2. Slide the switch in the direction of D position [within 2.0 mm (0.079 in)] so that there is continuity between No. 8 and No. 11 terminals (within the range of free play of the shift lever).
3. Recheck for continuity between each of the terminals.

NOTE:

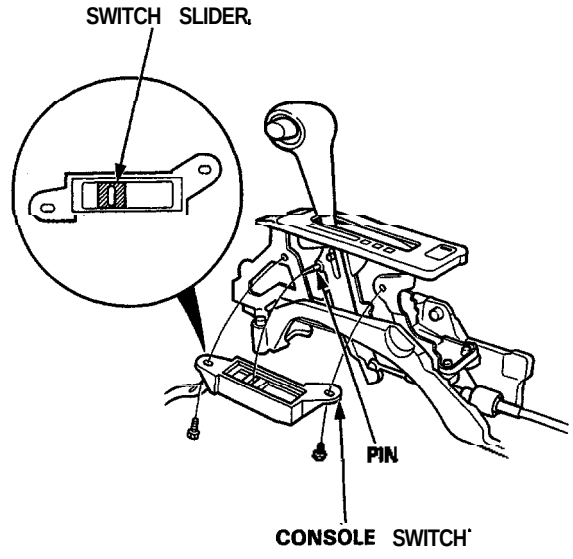
- If adjustment is not possible, check for damage to the shift lever detent and/or bracket.
  If there is no damage, replace the console switch.
- The engine should start when the shift lever is in N position (within the range of free play).



Shift Position Console Switch Replacement

CAUTION:
- All SRS electrical wiring harnesses are covered with yellow outer insulation.
- Replace the entire affected SRS harness assembly if there is an open circuit or damage to the wiring.

1. Remove the console, then disconnect the 12-P and 2-P connectors from the console switch.
2. Remove the 2 console switch mounting bolts.

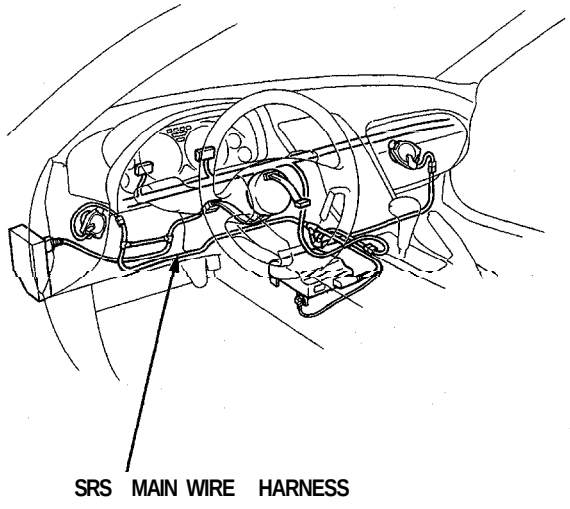


3. Position the switch slider to "Neutral" as shown above.
4. Shift the select lever to "Neutral", then slip the console switch into position.
5. Attach the switch with the 2 bolts.
6. Test the console switch in the P and N positions. (see page 23-I 56)

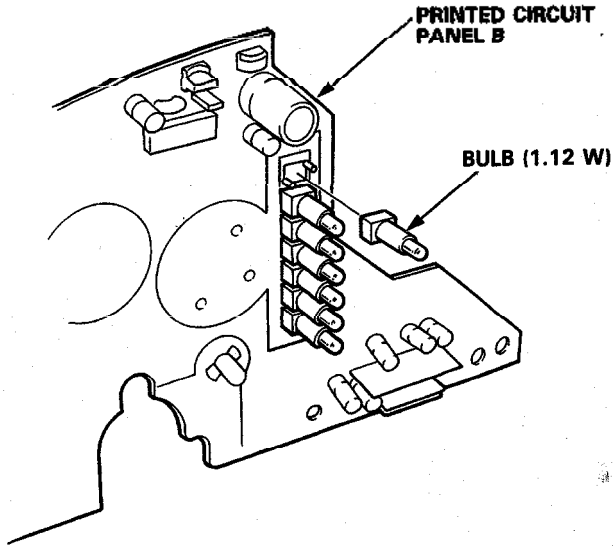
   NOTE: The engine should start when the shift lever is in the N position (within the range of free play).
7. Connect the 12-P and 2-P connectors, clamp the harness and install the console.

Bulb Replacement

CAUTION:
- All SRS electrical wiring harnesses are covered with yellow outer insulation.
- Replace the entire affected SRS harness assembly, if there is an open circuit or damage to the wiring.



1. Remove the gauge assembly (See page 23-128).
2. Disassemble the gauge assembly (See page 23-I 32).
3. Remove the bulb.

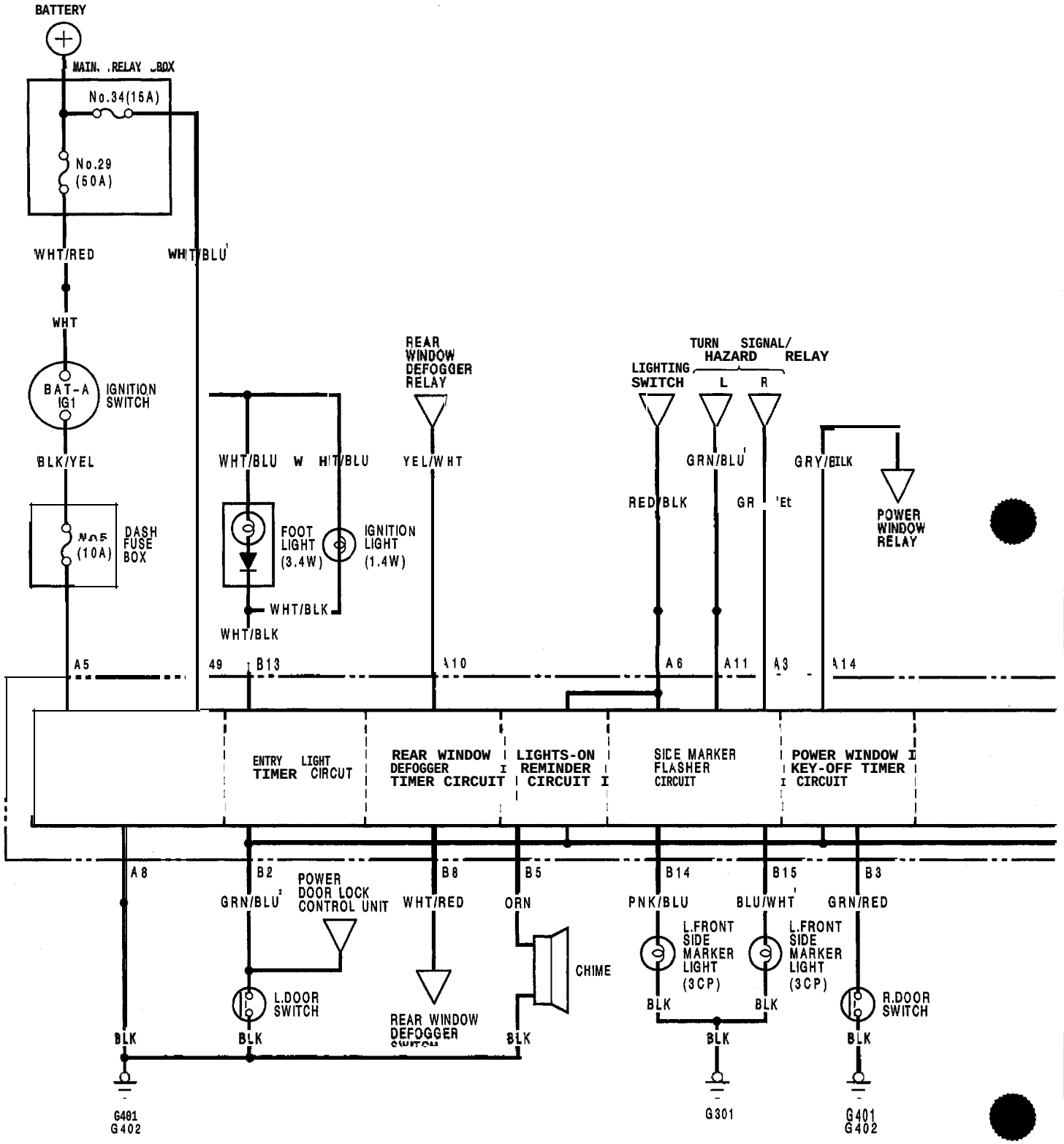


4. Installation is in the reverse order of removal.

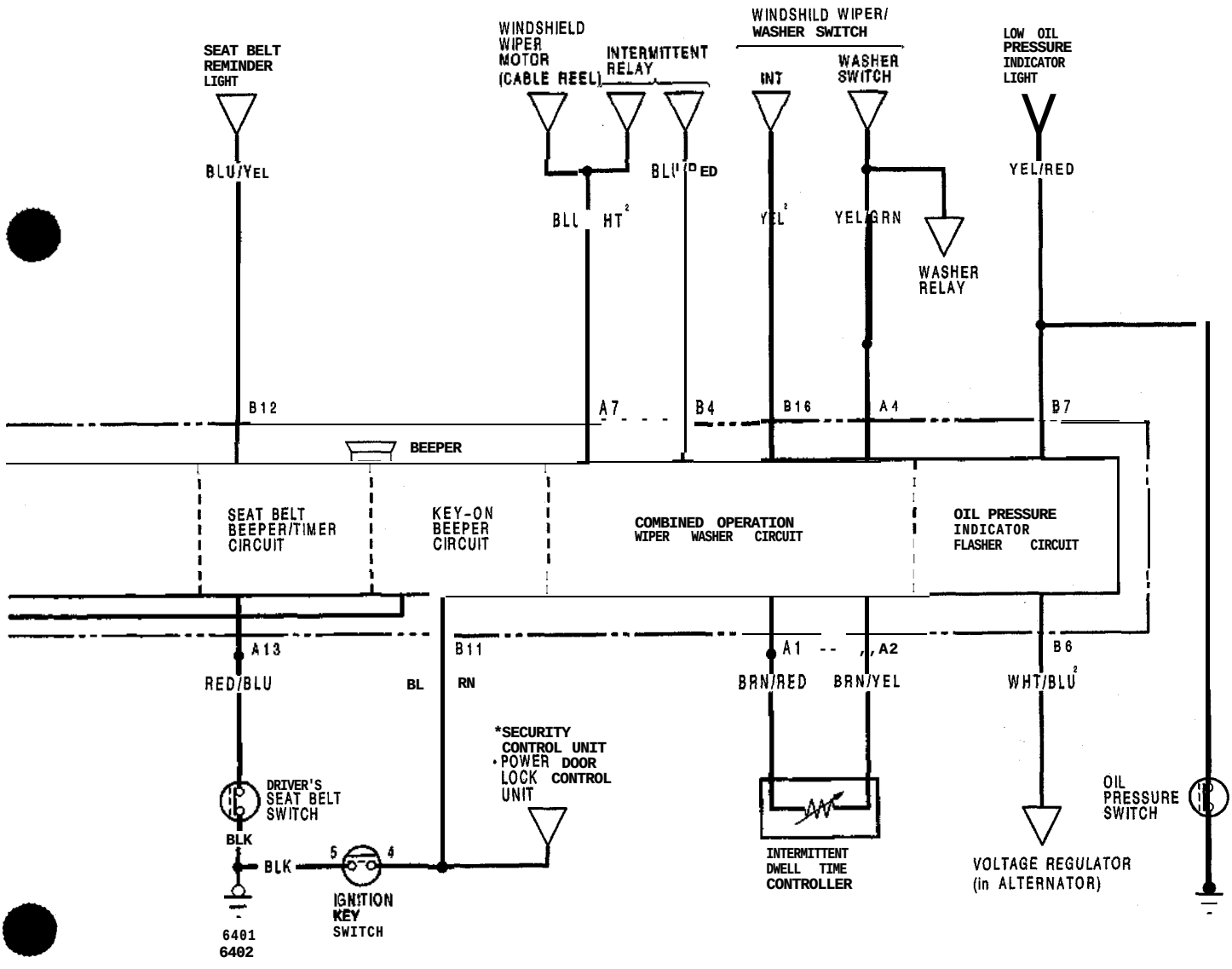
Integrated Control Unit

-Circuit Diagram

NOTE: Several different wires have the same color. They have been given a number suffix to distinguish them (for example YEL' and YEL[2] are not the same).



Description:
A multi-function control unit located on the left side kick panel integrates the functions of the entry light timer, key-on reminder, light-on reminder, seat belt reminder, oil pressure light, side marker light flasher, power window key-off timer and rear window defogger timer onto one circuit board, sharing common circuit functions.



Integrated Control Unit

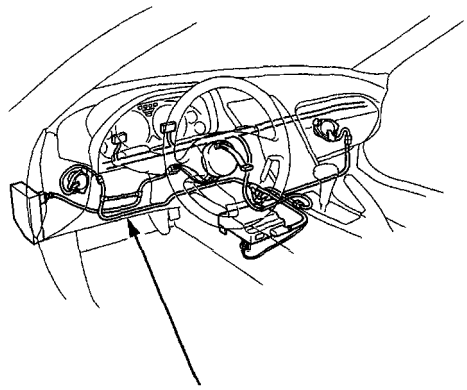
– Input Test

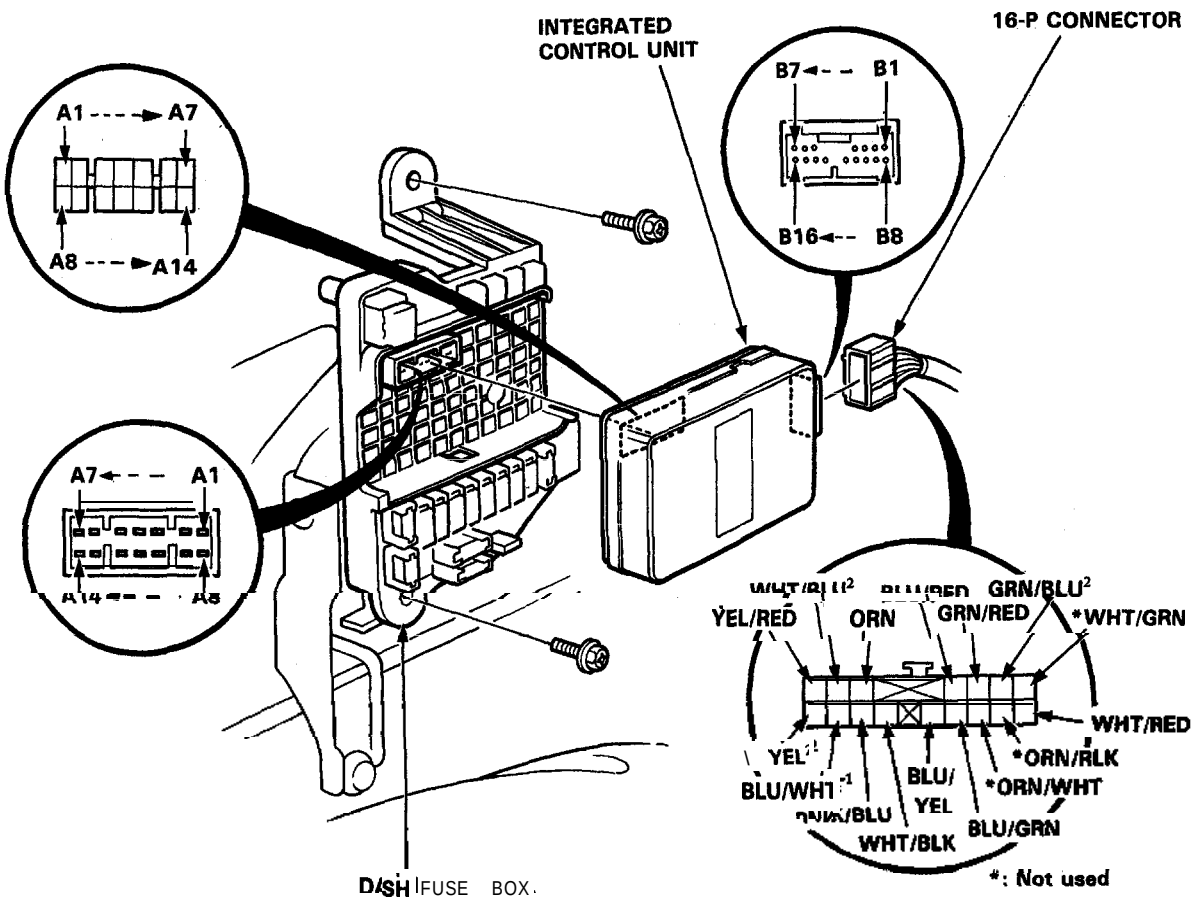
CAUTION:

- All **SRS** electrical wiring harnesses are covered with **yellow outer insulation.**
- Replace the entire affected **SRS** harness assembly if there is an open circuit or damage to the wiring.

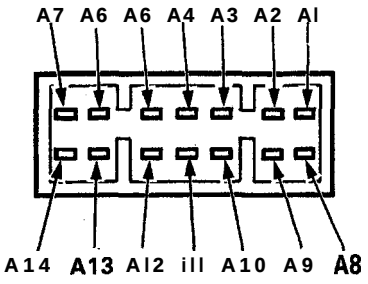
Remove the left side kick panel cover, and the dash relay holder from the bracket, to disconnect the 16-P connector from the integrated control unit.
Remove the integrated control unit from the dash fuse box.
Make the following input tests at the harness pins.
If all tests prove OK, yet the system still falls to work, replace the control unit.

NOTE: Several different wires have the same color. They have been given a number suffix to distinguish them (for example YEL[1] and YEL[2] are not the same).

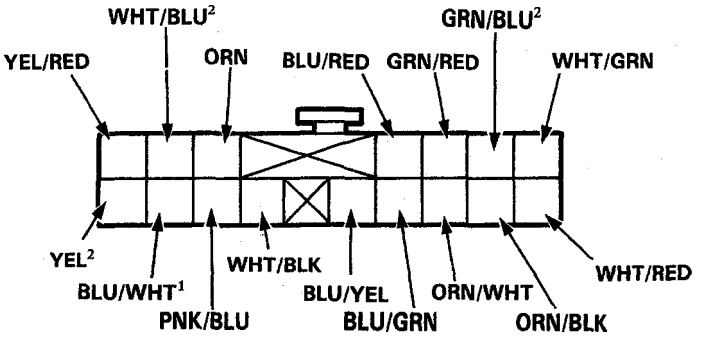




View from wire side



View from terminal side



View from wire side

Entry Light Timer System:

No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	A8	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	A9	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 34 (15A) fuse. • An open in the wire.
3	WHT/BLK	Under all conditions.	Connect to ground: Ignition key and foot lights should come on.	• Blown bulb or No. 34 (15A) fuse. • An open in the wire.
4	GRN/BLU[2]	Driver's door opened.	Check for continuity to ground: should be continuity. NOTE: Before testing, remove No. 34 (15A) fuse.	• Faulty left door switch. • An open in the wire.

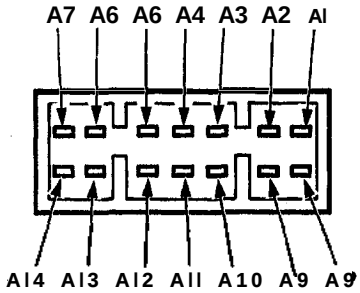
Key-on Riminder System:

No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	A8	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	A9	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 34 (15A) fuse. • An open in the wire.
3	GRN/BLU[2]	Driver's door opened.	Check for continuity to ground: should be continuity. NOTE: Before testing, remove No. 34 (15A) fuse.	• Faulty left door switch. • An open in the wire.
4	BLU/GRN	Key inserted into the ignition switch.	Check for continuity to ground: should be continuity.	• Faulty ignition key switch. • Poor ground (G401, G402). • An open in the wire.

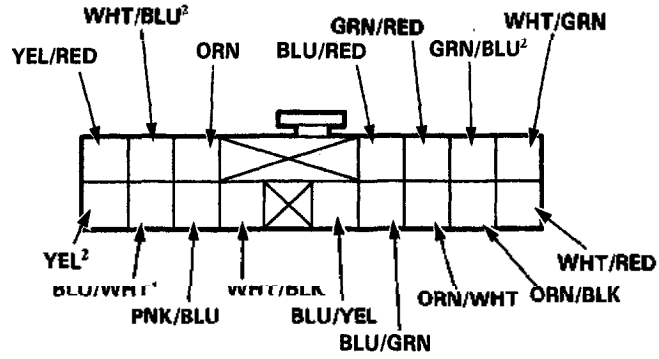
(cont'd)

Integrated Control Unit

Input Test (cont'd)



View from terminal side



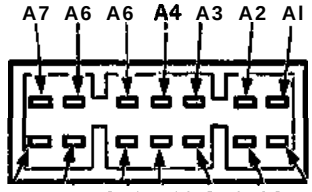
View from wire side

Lights-on Riminder System:

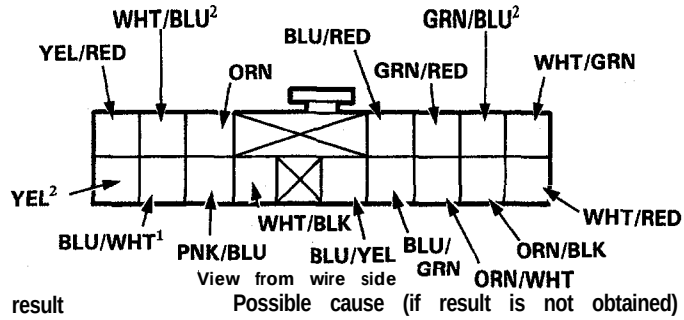
No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	A8	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	A9	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 34 (15A) fuse. • An open in the wire.
3	A5	ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10A) or No. 29 (50 A) fuse. • An open in the wire.
4	GRN/BLU²	Driver's door opened.	Check for continuity to ground: should be continuity. NOTE: Before testing, remove No. 34 (15A) fuse.	• Faulty left door switch. • An open in the wire.
5	A6	Lighting switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 38 (15) fuse. • Faulty lighting switch. • An open in the wire. • Faulty taillight relay.
6	ORN	Connect the A9 terminal to the ORN terminal.	Check chime operation: Chime should activate each time the battery is connected.	• Faulty chime. • An open in the wire.

Seat Belt Reminder System:

No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	A8	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	A9	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 34 (15A) fuse. • An open in the wire.
3	A5	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10A) or No. 29 (50A) fuse. • An open in the wire.
4	BLU/YEL	Ignition switch ON.	Connect to ground: Seat belt warning light should come on.	• Blown No. 5 (10A) fuse. • Blown bulb. • An open in the wire.'
5	A13	Driver's seat belt not buckled.	Check for continuity to ground: should be continuity.	• Faulty seat belt switch. • Poor ground (G401, G402). • An open in the wire.



Rear Window Defogger Timer System:
View from terminal side



View from wire side

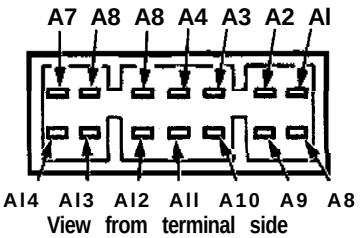
No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	A8	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	A9	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 34 (15A) fuse. • An open in the wire.
3	A5	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10A) or No. 29 (50 A) fuse. • An open in the wire.
4	WHT/RED	Defogger switch pushed.	Check for continuity to ground: should be continuity as the switch is pushed.	• Faulty defogger switch. • Poor ground (G401, G402). • An open in the wire.
5	A10	Ignition switch ON.	Connect to ground: Rear window defogger should work and the defogger switch indicator light should come on.	• Blown No. 4 (15 A) fuse. • Faulty defogger relay. • Blown bulb. • An open in the wire.

Oil Pressure Indicator System:

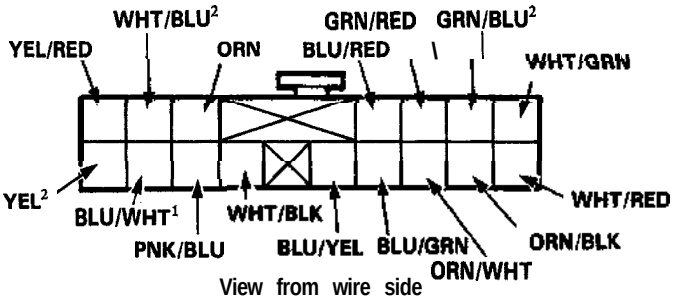
No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	A8	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	A9	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 34 (15A) fuse. • An open in the wire.
3	A5	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10A) or No. 29 (50A) fuse. • An open in the wire.
4	WHT/BLU2	Engine running.	Check for voltage to ground: should be battery voltage.	• Faulty charging system. • An open in the wire.
5	YEL/RED	Ignition switch OFF	Check for continuity to ground: should be continuity.	• Faulty oil pressure switch. • An open in the wire.
		Ignition switch ON.	Check light operation. If the light does not come on, attach the YEL/RED terminal to ground: Light should come on as the ignition switch is turned ON.	• Blown bulb. • An open in the wire.
		Start the engine.	Check for voltage to ground: should be battery voltage.	• Insufficient oil. • Improper lubricaiton. • Faulty oil pressure switch.

Integrated Control Unit

Input Test (cont'd)



View from terminal side



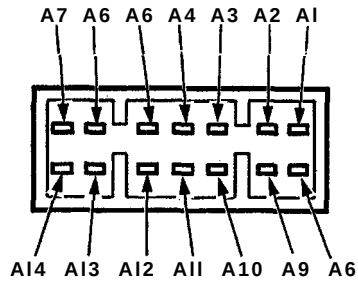
View from wire side

Side Marker Light Flasher System:

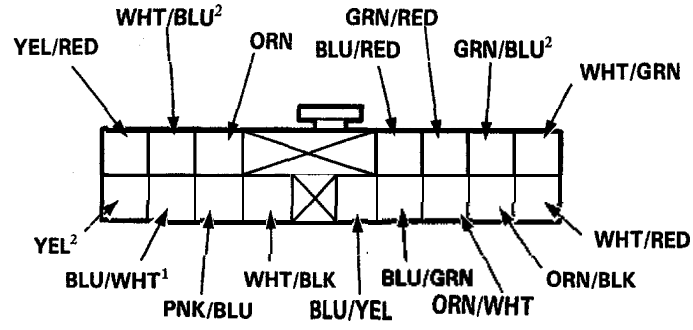
No.	Terminal	Test condition	Test: desired result	Possible cause (If result is not obtained)
1	A8	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	A9	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 34 (15A) fuse. • An open in the wire.
3	A5	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10A) or No. 29 (50 A) fuse. • An open in the wire.
4	A6	Lighting switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 38 (15A) fuse. • Faulty lighting switch. • An open in the wire.
5	A11	Ignition switch ON and turn signal switch in left position.	Check for voltage to ground: should be battery voltage.	• Blown No. 46 (10A) fuse. • Faulty turn signal system. • An open in the wire.
6	A3	Ignition switch ON and turn signal switch in right position.		
7	PNK/BLU	Connect the A9 terminal to the PNK/BLU (or BLU/WHT) terminal	Check marker light operation: left (or right) front side marker light should come on.	• Blown bulb. • Poor ground (G301). • An open in the wire.
8	BLU/WHT			

Power Window key-off Timer System:

No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	A8	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	A9	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 34 (15A) fuse. • An open in the wire.
3	A5	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10A) or No. 29 (50A) fuse. • An open in the wire.
4	GRN/BLU	Left door opened.	Check for continuity to ground: should be continuity. NOTE: Before testing, remove No. 38 (15A) fuse.	• Faulty door switch. • An open in the wire.
5	GRN/RED	Right door opened.		
6	A14	Connect the A9 terminal to the A14 terminal.	Check window operation: Power windows should operate.	• Faulty power window relay. • Poor ground (G201). • An open in the wire.



View from terminal side



View from wire side

Wiper System:

No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	A8	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	A9	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 34 (15A) fuse. • An open in the wire.
3	A5	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10A) *or No. 29* (50 A) fuse. • An open in the wire.
4	BLU/RED	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 26 (40A) fuse. • Faulty intermittent relay. • An open in the wire.
5	YEL[2]	Ignition switch ON. and wiper switch INT.	Check for voltage to ground: should be battery voltage.	• Blown No. 6 (7.5A) fuse. • Faulty wiper switch. • An open in the wire.
6	A4	ignition switch ON and washer switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 6 (7.5A) fuse. • Faulty washer switch. • An open in the wire.
7	AI and A2	Intermittent dwell time control ring turned.	Check for resistance between the AI and A2 terminals: should vary from 0 to 25,000 ohms as the ring is turned.	• Faulty intermittent dwell time controller. • An open in the wire.
8	A7	Ignition switch ON, wiper switch OFF	Check for voltage to ground: should be battery voltage.	• Faulty wiper motor (automatic-stop circuit). • An open in the wire.

Lights-on Reminder System

-Description

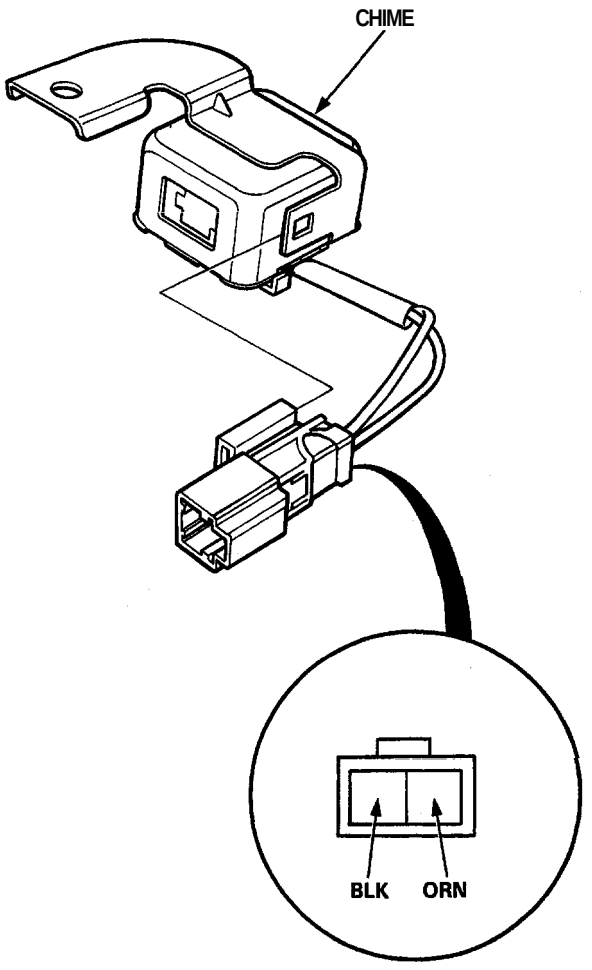
NOTE: Refer to page 23-158 for wiring description of the lights-on reminder circuit, and page 23-162 for the input test of the circuit.

When the ignition key is turned to "0" position and removed, with the lights on, voltage is applied to the reminder circuit on the integrated control unit. When you open the driver's door, the circuit senses ground through the closed door switch.

With voltage at the ''A6'' terminal, ground at the "B2" terminal and no voltage at the ''A5'' terminal, the chime is activated to remind the driver to turn off the lights.

-Chime Test

1. Remove the dashboad lower panel, then disconnect the 2-P connector from the foot light.
2. Disconnect the 2-P connector from the floor wire harness.
3. Test chime operation by connecting battery positive to the ORN terminal, and negative to the BLK terminal, and cycling the power on-off repeatedly.
4. If the chime fails to sound every time power is cycled, replace it.



View from wire side

Key-on Reminder System

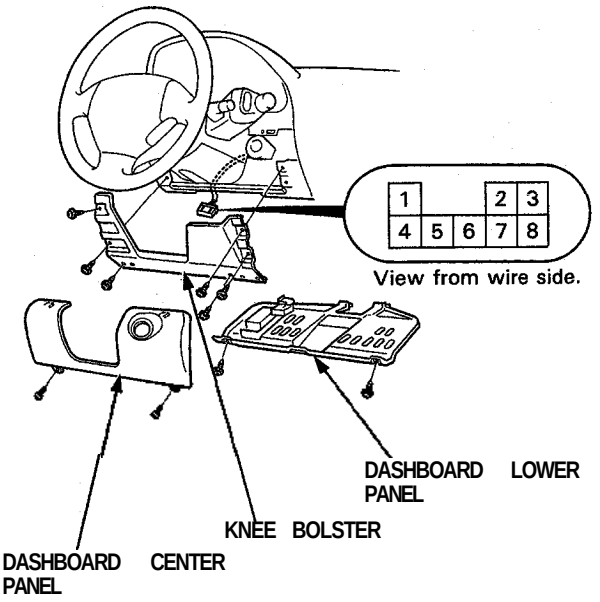
Description

NOTE: Refer to page 23-I 58 for wiring description of the key-on beeper circuit, and page 23-I 60 for input test of the beeper circuit.

When the ignition key is not removed, the key-on beeper in the integrated control unit senses ground through the closed ignition key switch. When you open the driver's door, the beeper circuit senses ground through the closed door switch. With ground at thee "Al 1" and "B2" terminals, the beeper sounds.

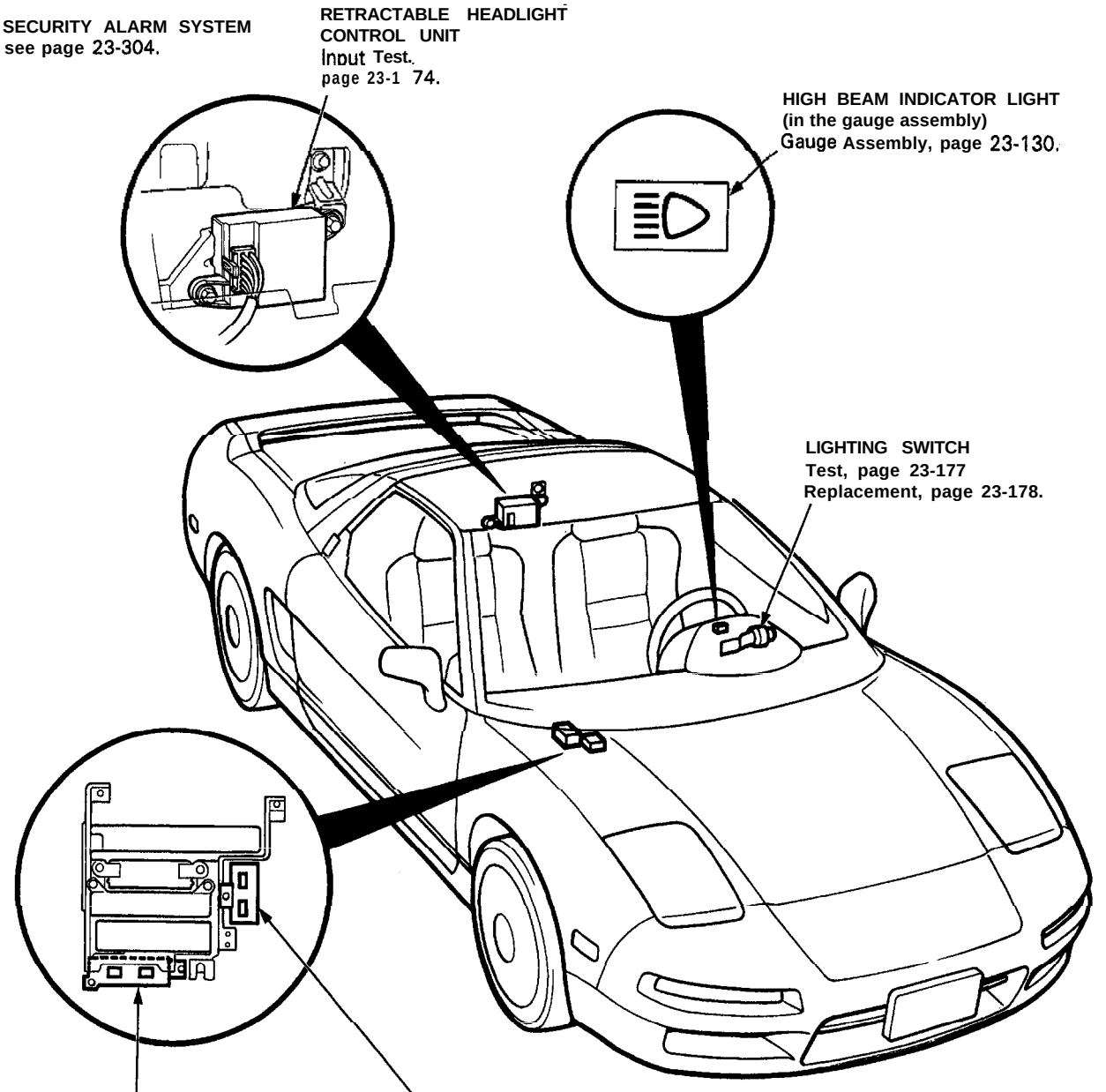
-Ignition Key Switch Test

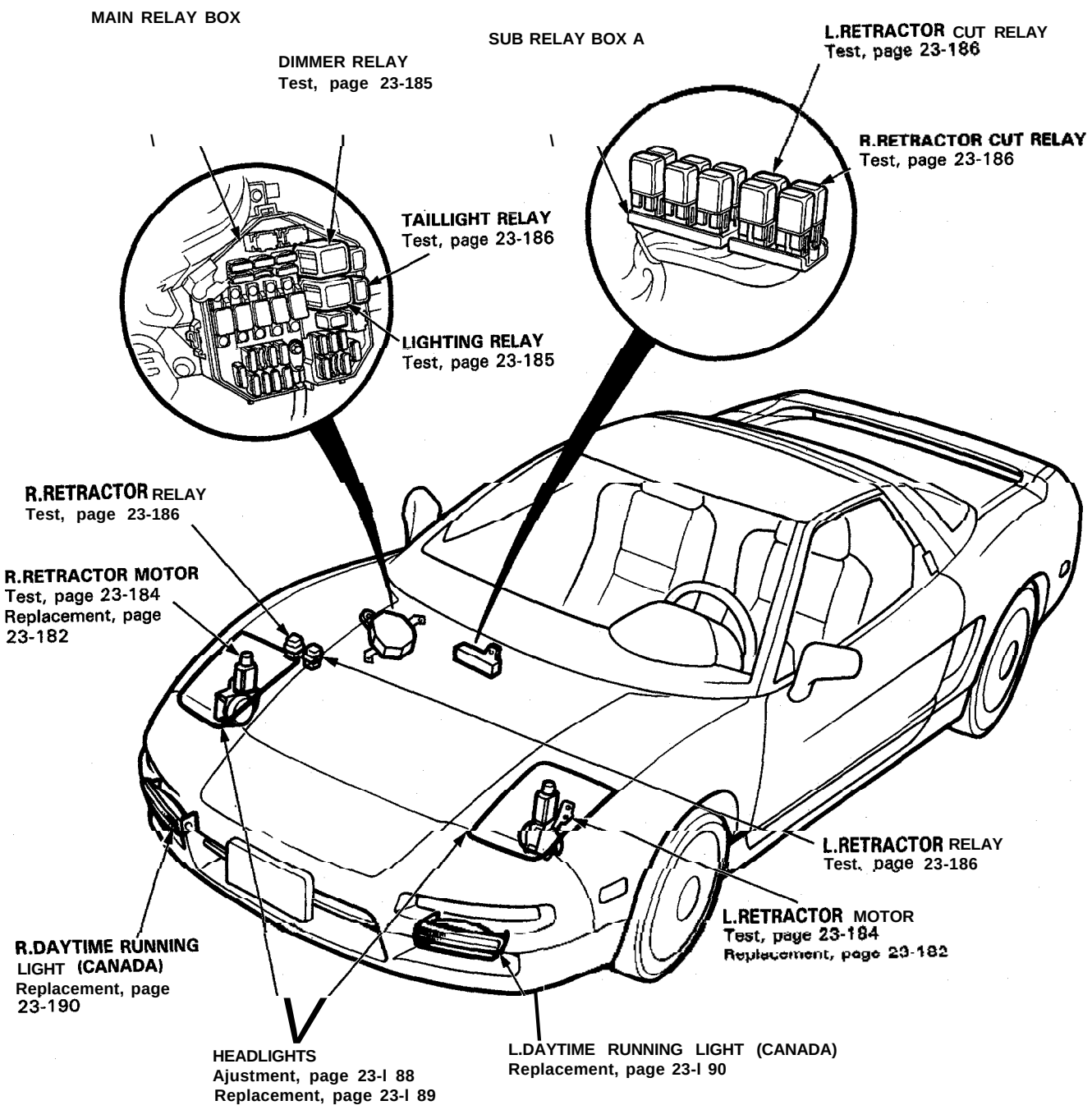
1. Remove the dashboad lower panel and dashboard center panel.
2. If necessary, remove the knee bolster.
3. Disconnect the 8-P connector from the floor wire harness.
4. There should be continuity between the No. 8 and No. 7 terminal when the ignition key is inserted into the ignition key cylinder.
   There should be no continuity when the ignition key is removed.



Lighting System

Component Location Index

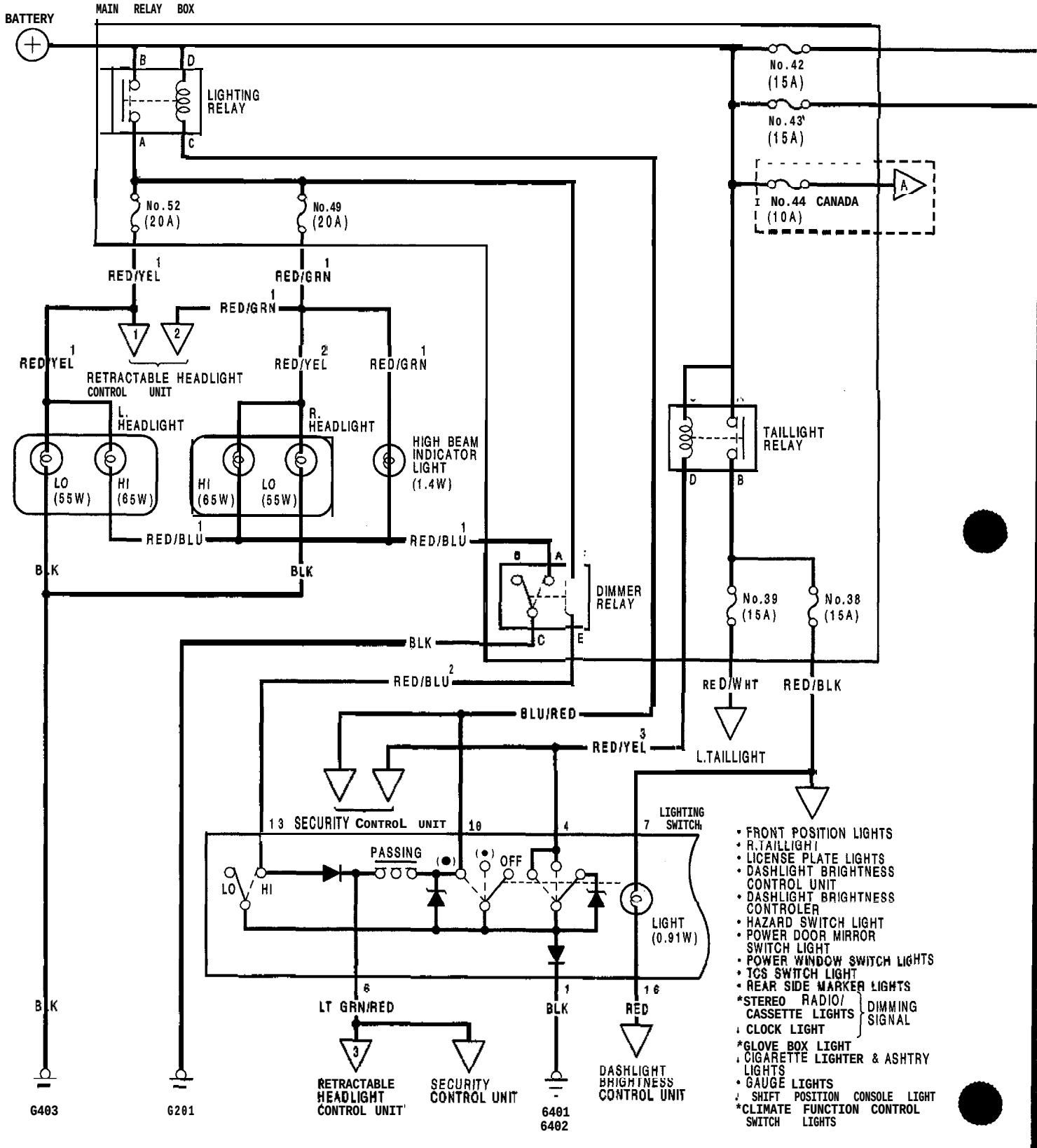


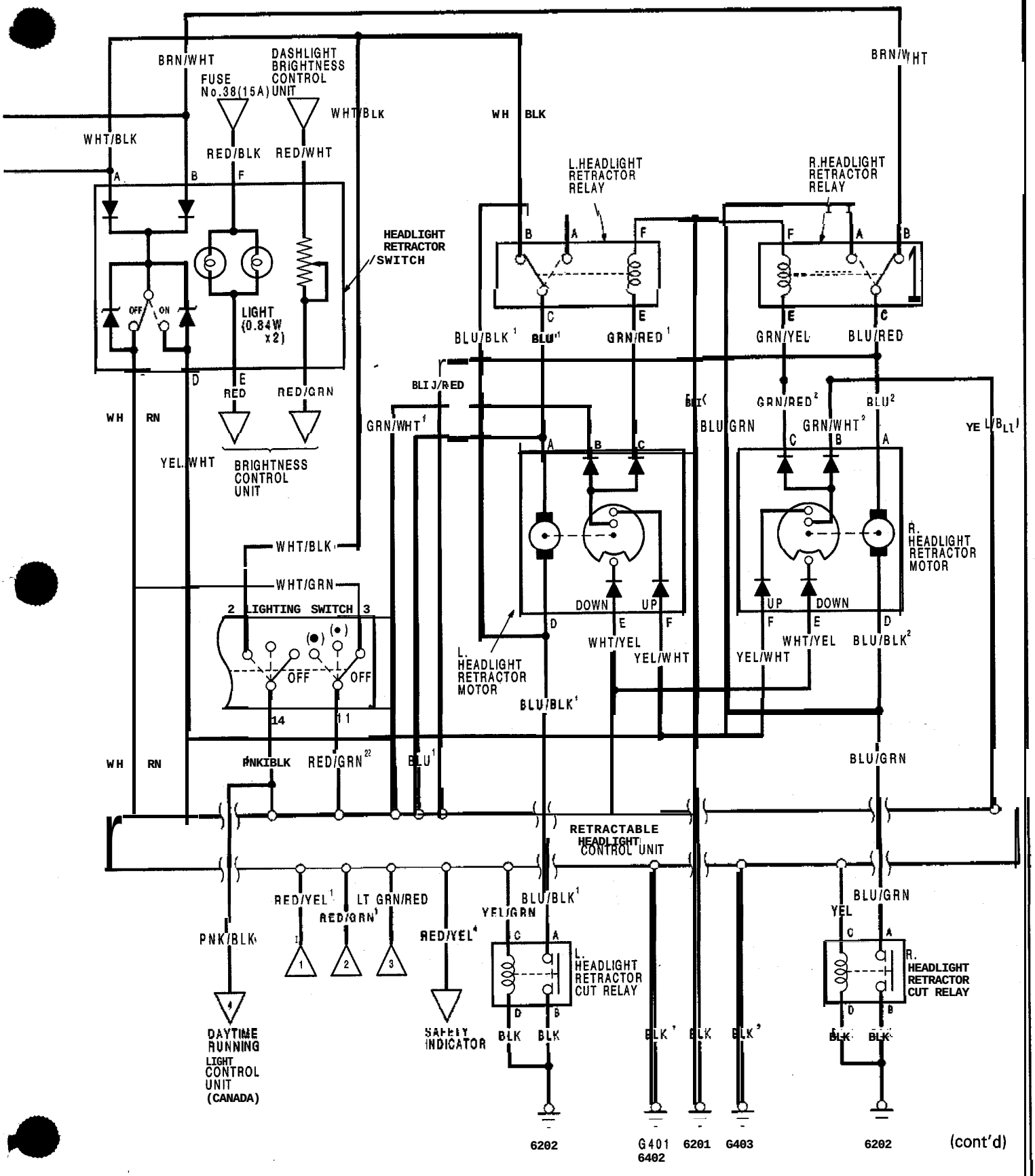

MAIN RELAY BOX
DIMMER RELAY
Test, page 23-185
SUB RELAY BOX A
L.RETRACTOR CUT RELAY
Test, page 23-186
R.RETRACTOR CUT RELAY
Test, page 23-186
TAILLIGHT RELAY
Test, page 23-186
LIGHTING RELAY
Test, page 23-185
R.RETRACTOR RELAY
Test, page 23-186
R.RETRACTOR MOTOR
Test, page 23-184
Replacement, page 23-182
L.RETRACTOR RELAY
Test, page 23-186
L.RETRACTOR MOTOR
Test, page 23-184
Replacement, page 23-182
R.DAYTIME RUNNING LIGHT (CANADA)
Replacement, page 23-190
HEADLIGHTS
Ajustment, page 23-I 88
Replacement, page 23-I 89
L.DAYTIME RUNNING LIGHT (CANADA)
Replacement, page 23-I 90

Lighting System

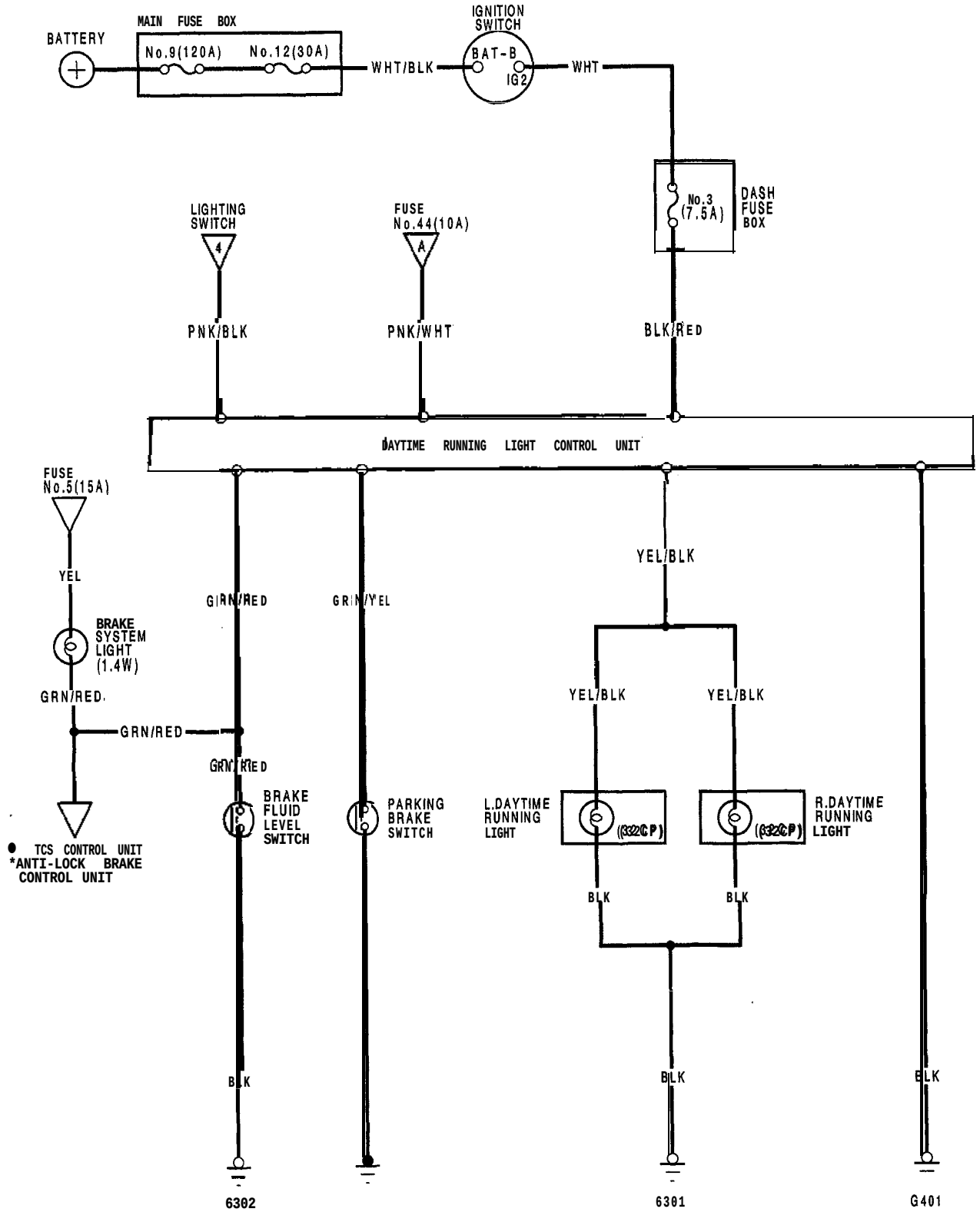
-Circuit Diagram

NOTE: Several different wires have the same color. They have been given a number suffix to distinguish them (for example BLU' and BLU² are not the same).



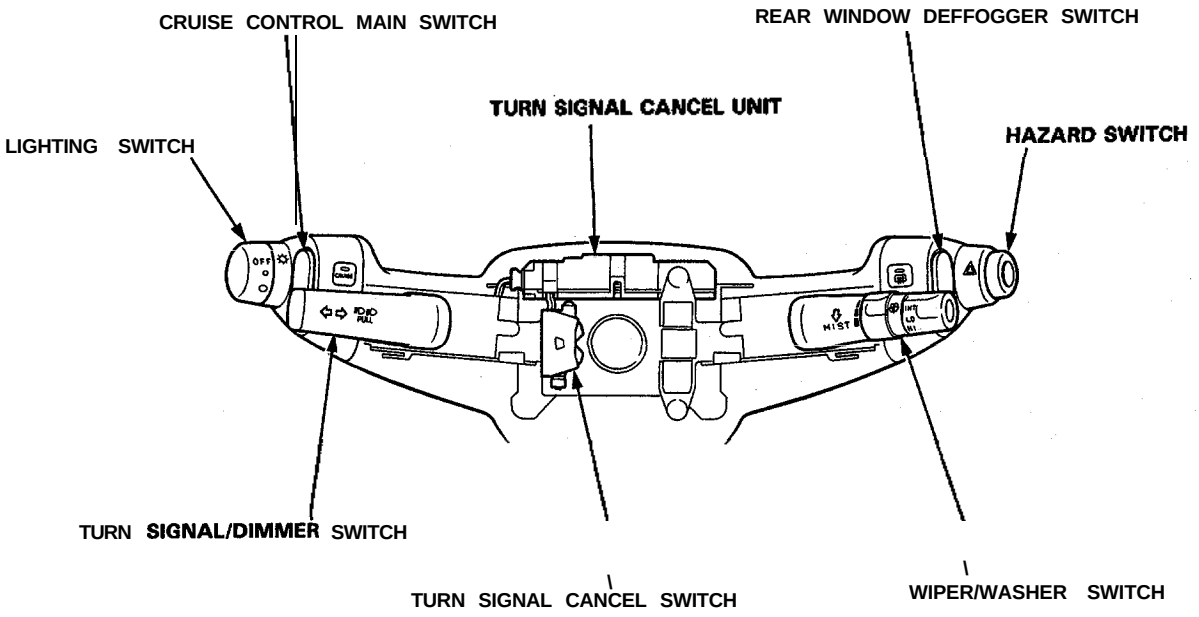

BRN/WHT
DASHLIGHT BRIGHTNESS CONTROL UNIT
FUSE No.38(15A)
WHT/BLK
WHT/BLK
RED/BLK
RED/WHT
WH BLK
L.HEADLIGHT RETRACTOR RELAY
R.HEADLIGHT RETRACTOR RELAY
HEADLIGHT RETRACTOR SWITCH
LIGHT (0.84W x2)
OFF
ON
BLU/BLK 1
BLU 1
GRN/RED 1
GRN/YEL
BLU/RED
BLU/RED
RED
RED/GRN
WH RN
GRN/WHT 1
BLU/GRN
GRN/RED 2
BLU 2
GRN/WHT 2
YEL/WHT
BRIGHTNESS CONTROL UNIT
WHT/BLK
WHT/GRN
2 LIGHTING SWITCH 3
OFF
OFF
14
11
DOWN
UP
UP
DOWN
WHT/YEL
YEL/WHT
YEL/WHT
WHT/YEL
BLU/BLK 2
R. HEADLIGHT RETRACTOR MOTOR
L. HEADLIGHT RETRACTOR MOTOR
BLU/BLK 1
WH RN
PNK/BLK
RED/GRN 22
BLU 1
BLU/GRN
RETRACTABLE HEADLIGHT CONTROL UNIT
RED/YEL 1
LT GRN/RED
RED/GRN 1
RED/YEL 4
BLU/BLK 1
YEL/GRN
BLU/GRN
YEL
PNK/BLK
DAYTIME RUNNING LIGHT CONTROL UNIT (CANADA)
SAFETY INDICATOR
L. HEADLIGHT RETRACTOR CUT RELAY
R. HEADLIGHT RETRACTOR CUT RELAY
BLK
BLK
BLK
BLK
BLK
BLK
6202
G401
6402
6201
G403
6202
(cont'd)

Circuit Diagram <CANADA> cont'd



Description

The combination switch system is comprised of 7 switches, and the turn signal cancel unit.

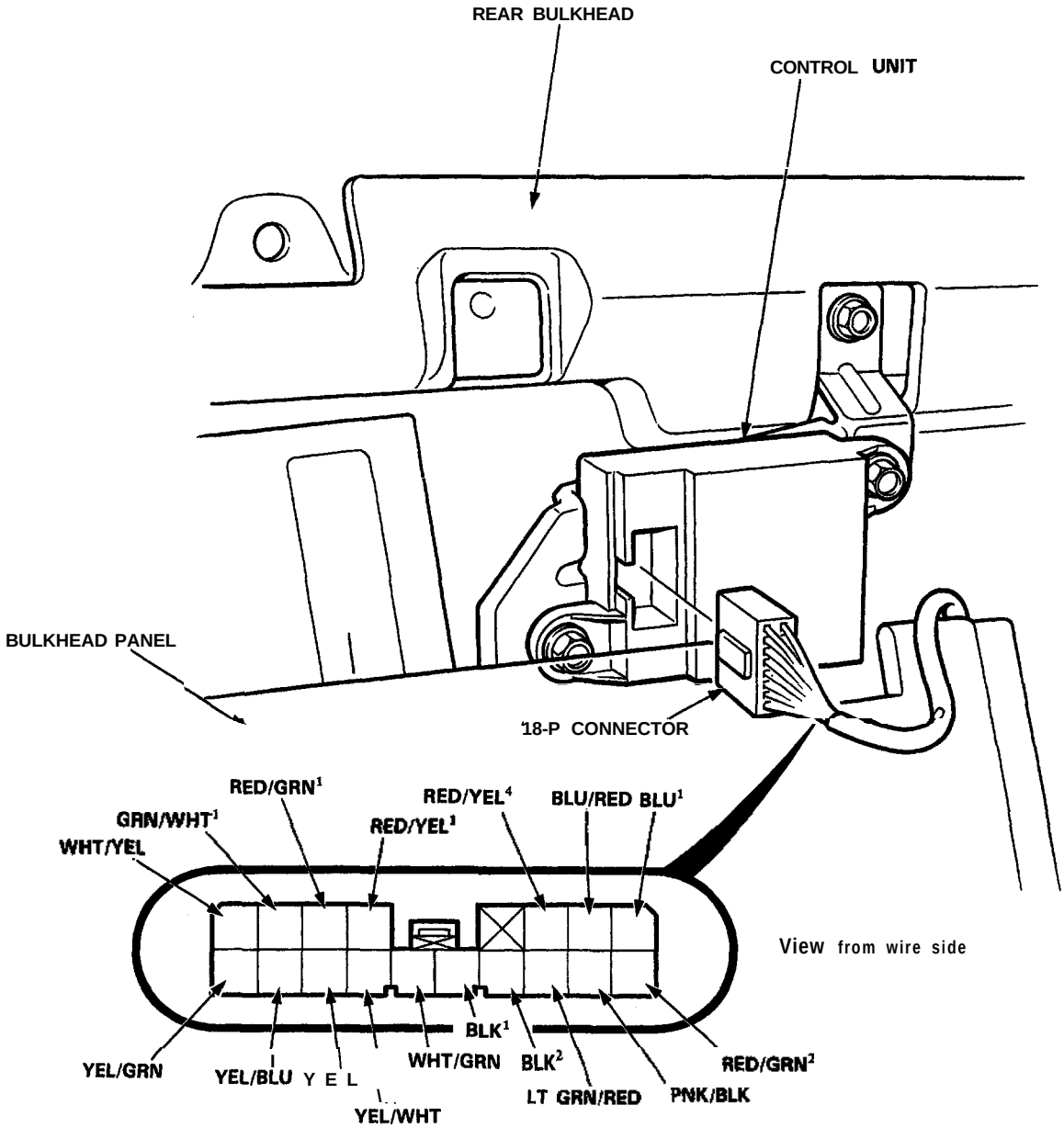


-Retractable Headlight Control Unit Input Test

Remove the bulkhead panels and disconnect the 18-P connector from the control unit.
Make the following input tests at the harness pins.

NOTE:

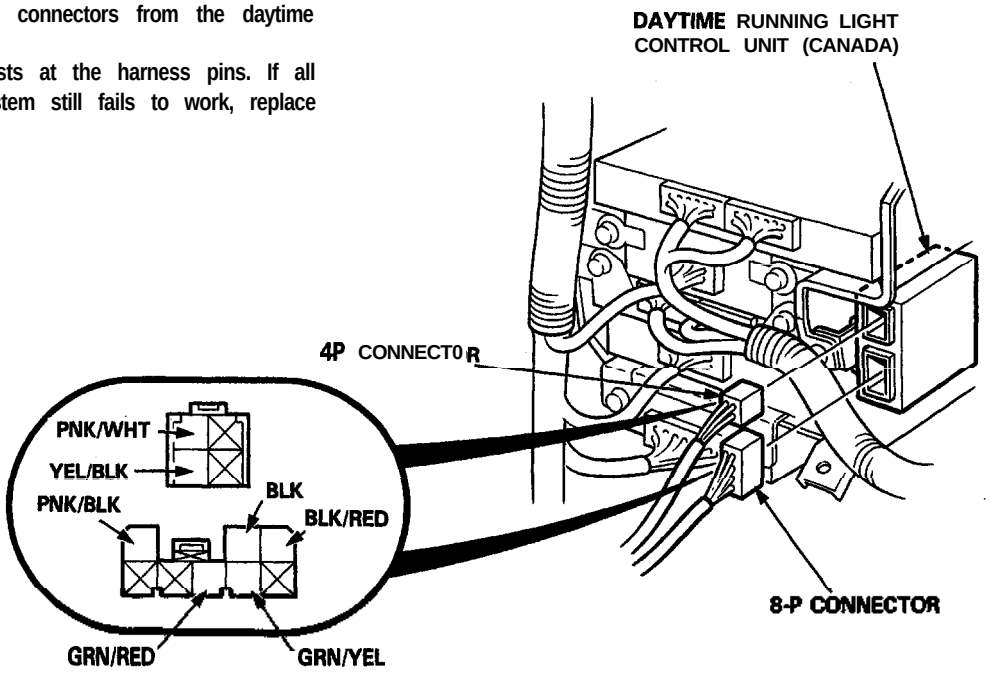
- Recheck the connections between the 13-P connector and control unit. then replace the control unit if all input tests prove OK.
- Several different wires have the same color. They have been given a number suffix to distinguish them (for example RED/YEL[1] and RED/YEL[4] are not the same).



No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK[1]	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401). • An open in the wire.
	BLK[2]			• Poor ground (G403). • An open in the wire.
2	RED/GRN[2]	Lighting switch OFF and retractor switch OFF.	Check for voltage to ground: should be battery voltage.	• Blown No. 42 (15 A) and No. 43 (15 A) fuses. • Faulty retractor switch or lighting switch. • An open in the wire.
3	WHT/GRN	Retractor switch OFF.	Check for voltage to ground: should be battery voltage.	• Blown No. 42 (15 A) and No. 43 (15 A) fuses. • Faulty retractor switch. • An open in the wire.
4	YEL/WHT	Retractor switch ON.	Check for voltage to ground: should be battery voltage.	• Faulty retractor switch. • An open in the wire.
5	PNK/BLK	Lighting switch " • ". (headlights on)	Check for voltage to ground: should be battery voltage.	• Blown No. 43 (15 A) fuse. • Faulty lighting switch. • An open in the wire.
6	RED/YEL[1]	Lighting switch " • ". (headlights on)	Check for voltage to ground: should be battery voltage.	• Faulty lighting relay or lighting switch. • Blown No. 52 (20 A) fuse. • An open in the wire.
	RED/GRN[1]			• Faulty lighting relay or lighting switch. • Blown No. 49 (20 A) fuse. • An open in the wire.
7	LT GRN/ RED	Passing switch ON.	Check for voltage to ground: should be battery voltage.	• Faulty lighting relay or dimmer relays. • Blown No. 49 (20 A) and No. 52 (20 A) fuses. • Faulty lighting switch. • An open in the wire.
B	BLU/RED	Retractor motor stationary.	Check for voltage to ground: should be battery voltage.	• Blown No. 42 (15 A) fuse. • Faulty R. retractor relay. • An open in the wire.
	BLU'			• Blown No. 43 (15 A) fuse. • Faulty L. retractor relay. • An open in the wire.
9	YEL	Under all conditions.	Check for continuity to ground: should be continuity.	• Faulty R. retractor cut relay. • Poor ground (G202). • An open in the wire.
	YEL/GRN			• Faulty L. retractor cut relay. • Poor ground (G202). • An open in the wire.

Daytime Running Light Control Unit Input Test

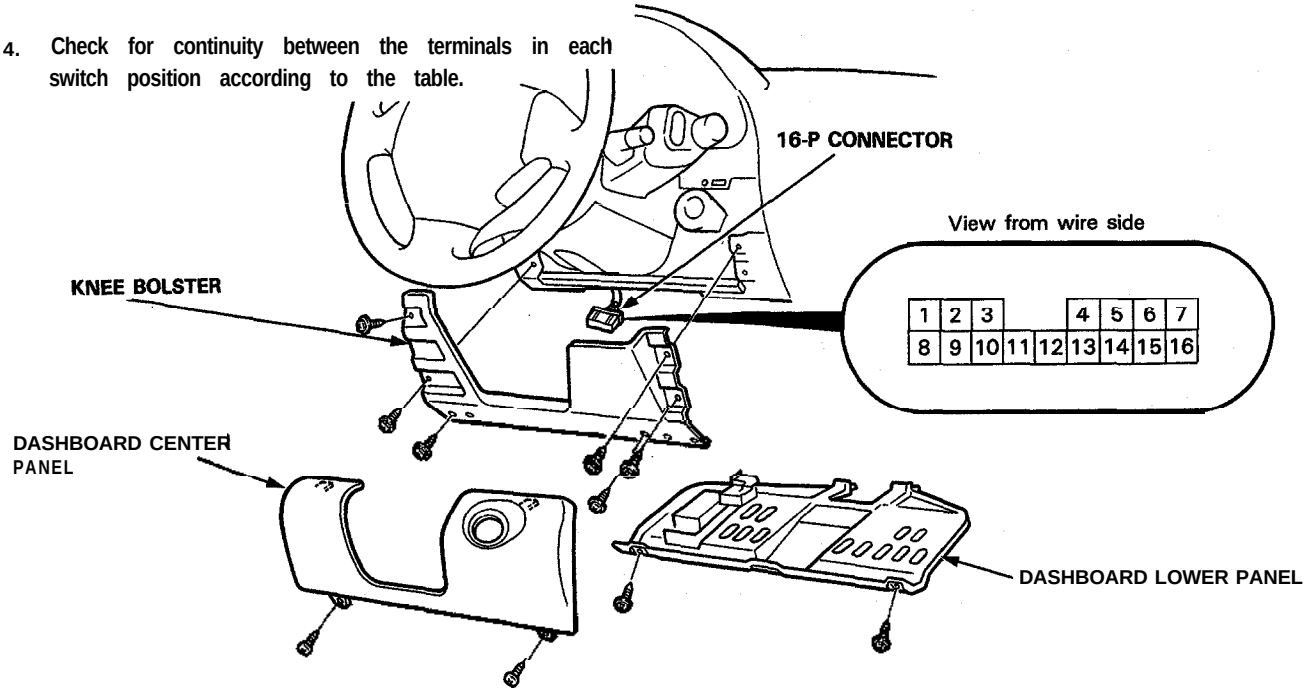
Remove the glove box lower panel and glove box.
Disconnect the 8-P and 4-P connectors from the daytime running light control unit.
Make the following input tests at the harness pins. If all tests prove OK, yet the system still fails to work, replace the control unit.



No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401) • An open in the wire.
2	PNK/WHT	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 44 (10A) fuse. • An open in the wire.
3	BLK/RED	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 3 (7.5A) fuse. • An open in the wire.
4	PNK/BLK	Lighting switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 43 (15A) fuse. • Faulty lighting switch. • An open in the wire.
5	YEL/BLK	Under all conditions.	Check for continuity to ground: should be continuity.	• Blown daytime running light bulbs. • Poor ground (G301). • An open in the wire.
6	GRN/RED	Ignition switch ON.	Connect to ground: Brake light bulb failure light should come on.	• Blown No. 5 (10 A) fuse. • Blown bulb. • An open in the wire.
7	GRNNEL	Parking brake switch ON (parking brake lever up).	Check for continuity to ground: should be continuity.	• Faulty parking brake switch. • An open in the wire.

Lighting/Turn Signal Switch Test

1. Remove the dashboard lower panel and dashboard center panel.
2. If necessary, remove the knee bolster.
3. Disconnect the 16-P connector from the floor wire harness.
4. Check for continuity between the terminals in each switch position according to the table.



Lighting/Dimmer/Passing Switch

Position \ Terminal		1		4	6	7		10	13	16
Lighting switch	OFF				○		○	○	○	
	•	○	○							
	●	○	○					○		
		○	○							
Dimmer switch	LOW	○	○					○		
		○	○							
	HIGH	○	○						○	
		○	○							
Passing switch	OFF				○		○		○	
	ON				○		○	○	○	
					○					

Turn Signal Switch

Position \ Terminal	5		8	9
R	○	▶	○	
NEUTRAL				
L	○	▶	○	○

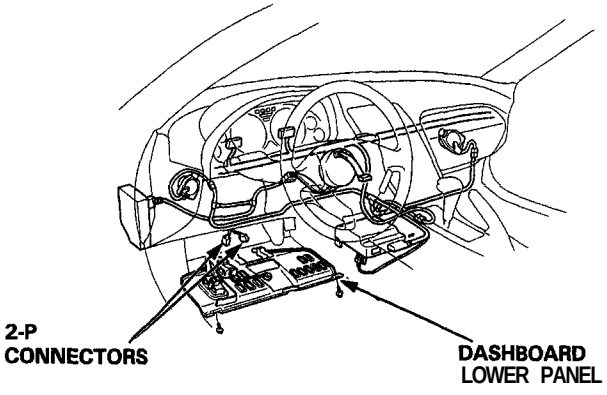
Lighting System

-Lighting Switch Replacement

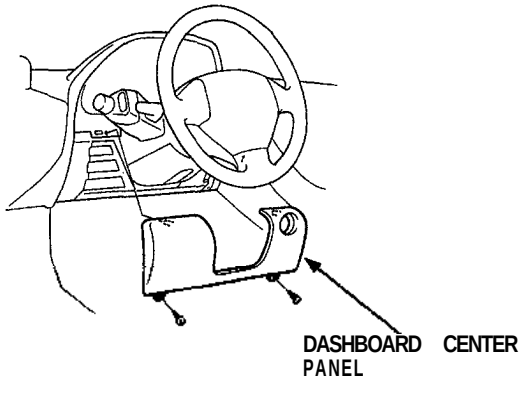
⚠ WARNING **All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.**

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the lighting system.

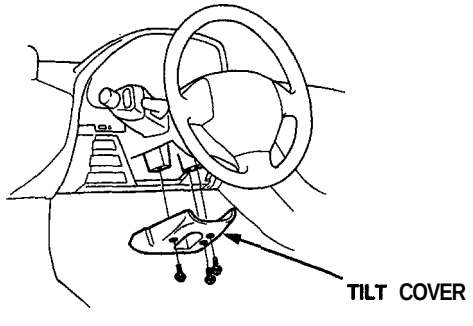
1. Remove the dashboard lower panel and disconnect the 2-P connectors from the floor wire harness.



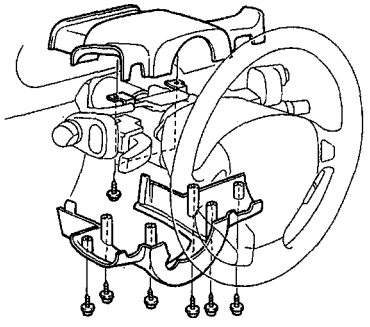
2. Remove the dashboard center panel.



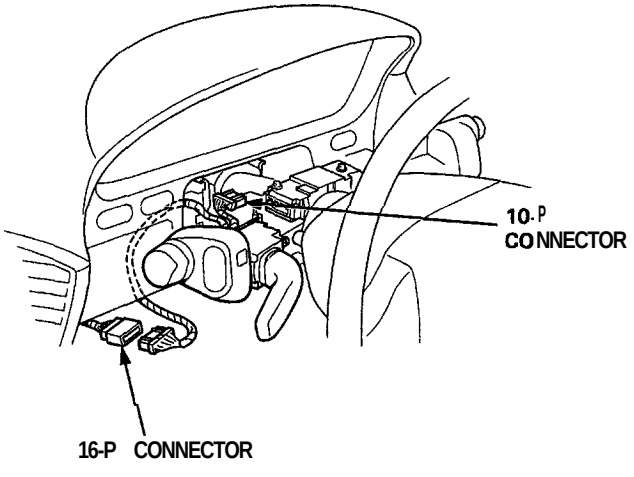
3. Remove the tilt cover.



4. Remove the steering column lower cover and upper cover.

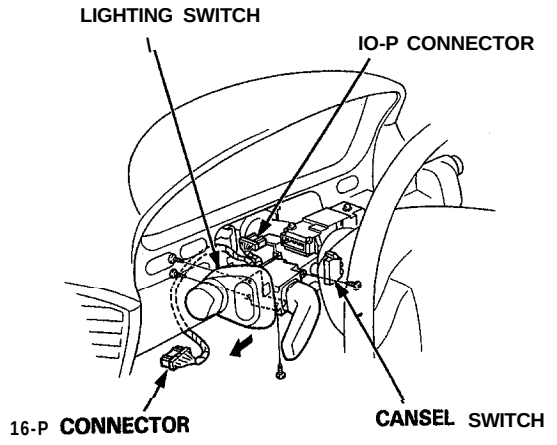


5. Disconnect the 16-P connector and 10-P connector.

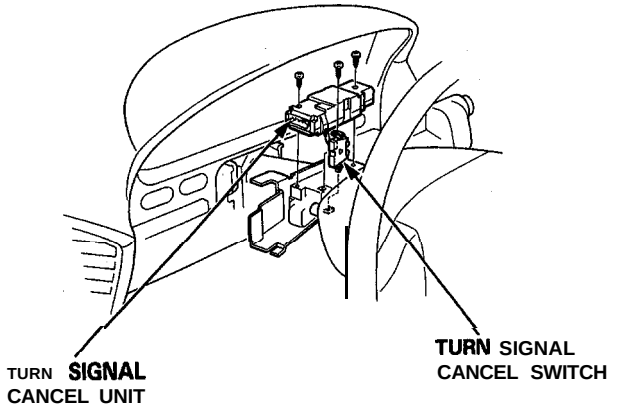


6. Remove the 4 screws from the lighting switch.

7. Disconnect the 1 O-P connector from the cancel unit, then remove the lighting switch.



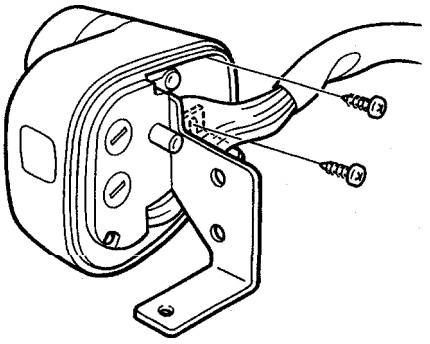
8. If necessary, remove the cancel unit and cancel switch.



Lighting Switch Light Bulb Replacement

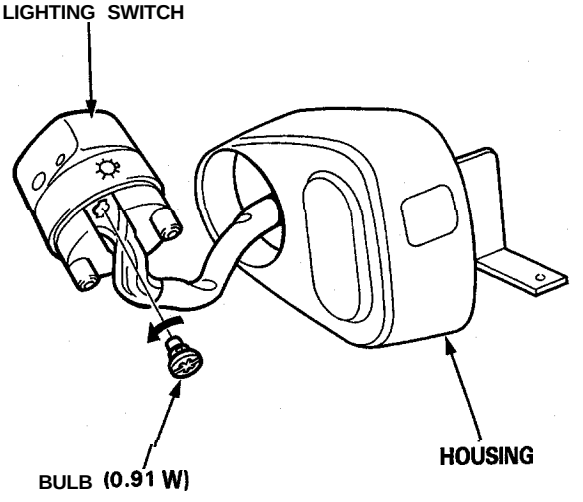
1. Remove the steering coloumn covers.

2. Remove the 2 screws.



3. Slide the lighting switch out of the housing as shown.

4. Remove the bulb from the lighting switch by turning the bulb 45°.

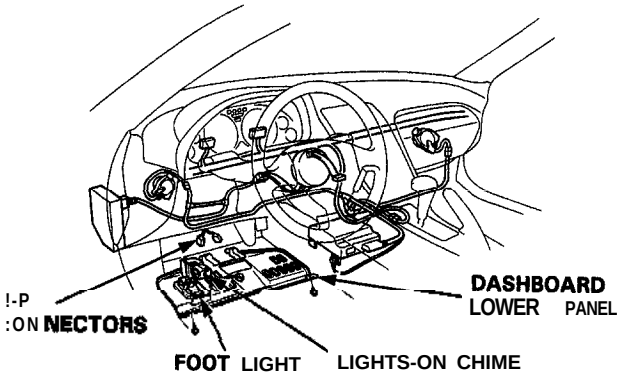


-Retractor Switch Removal

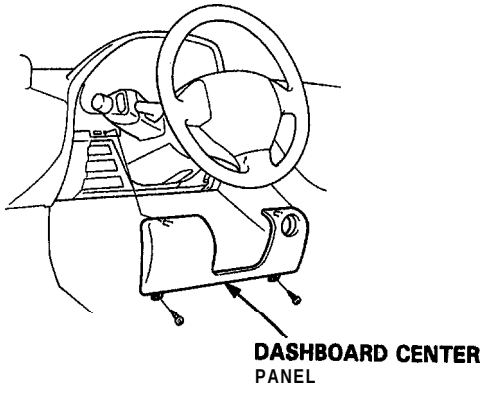
WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the lighting system.

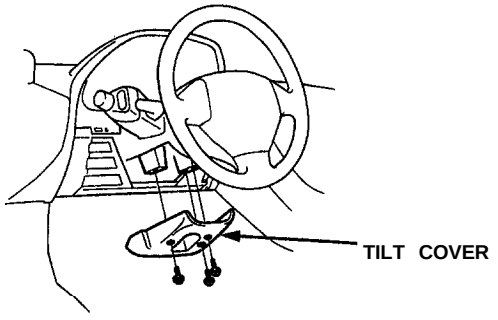
1. Remove the dashboard lower panel and disconnect the 2-P connectors from the floor wire harness.



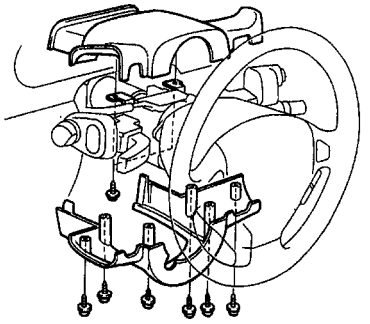
2. Remove the dashboard center panel.



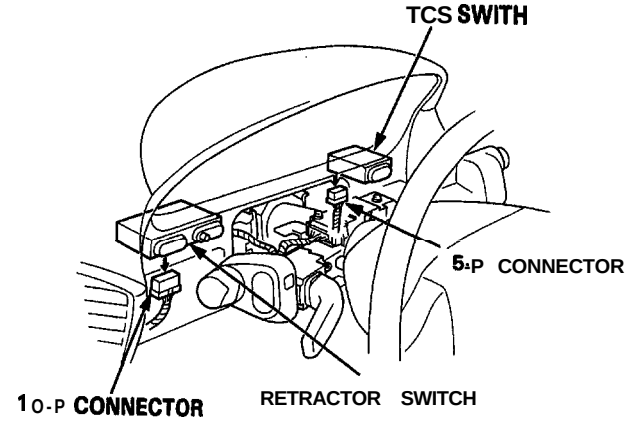
3. Remove the tilt cover.



4. Remove the steering column lower cover and upper cover.

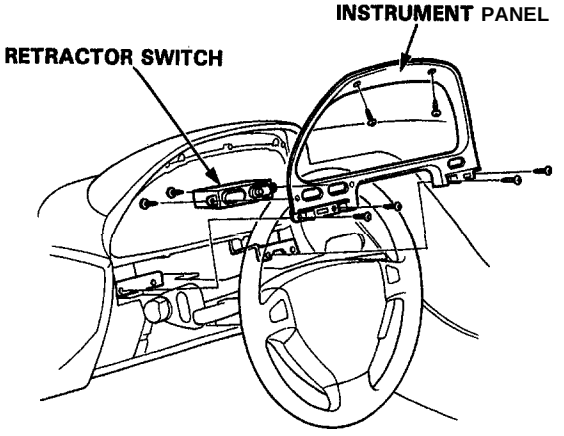


5. Disconnect the 5-P and IO-P connectors from the each switch.



6. Remove the 6 screws, then remove the instrument panel from the dashboard.

7. Remove the retractor switch from the instrument panel.



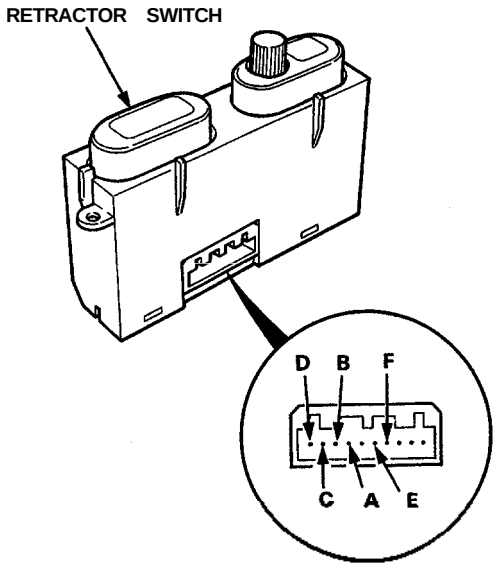
Retractor Switch Test

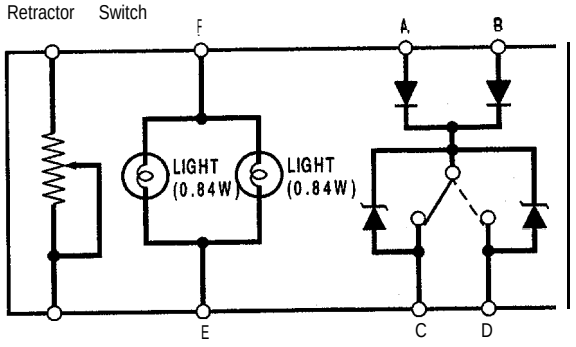
1. Remove the retractor switch.
2. Check for continuity between the terminals in each switch position according to the table.

Retractor Switch

Terminal / Position	A		B		C	D
OFF						
ON						

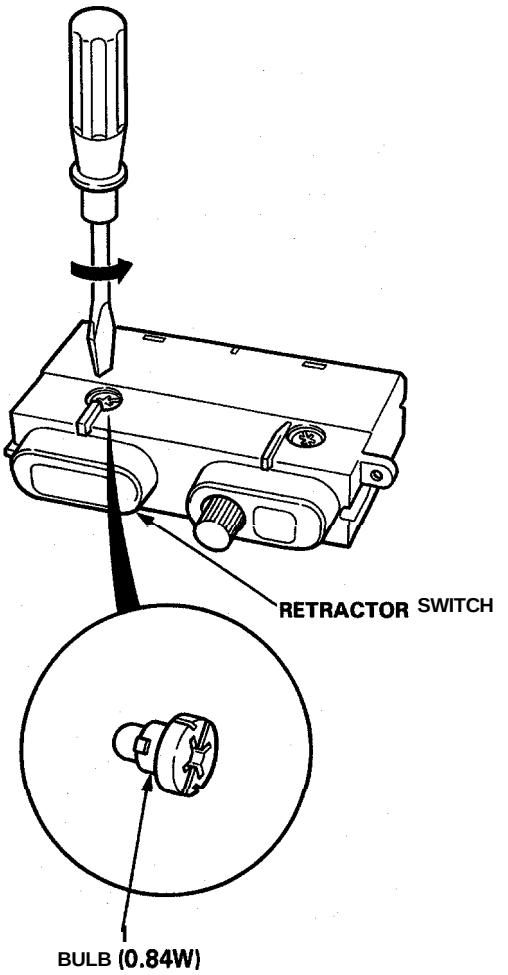
Switch lights terminals: F and E





Retractor Switch Light Bulb Replacement

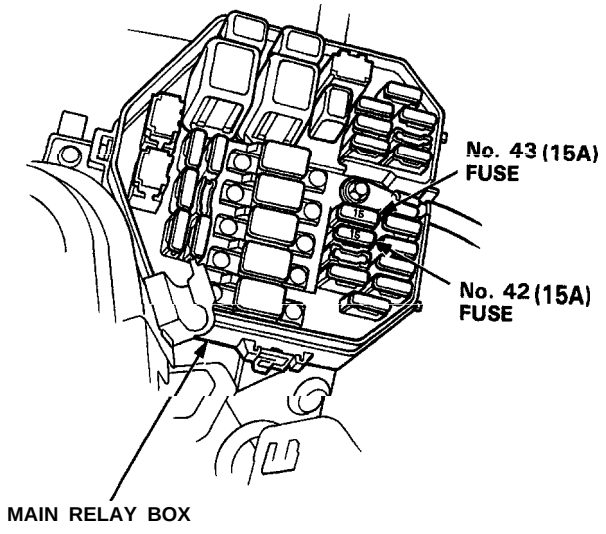
1. Remove the retractor switch.
2. Turn the socket 45° counterclockwise to remove it.



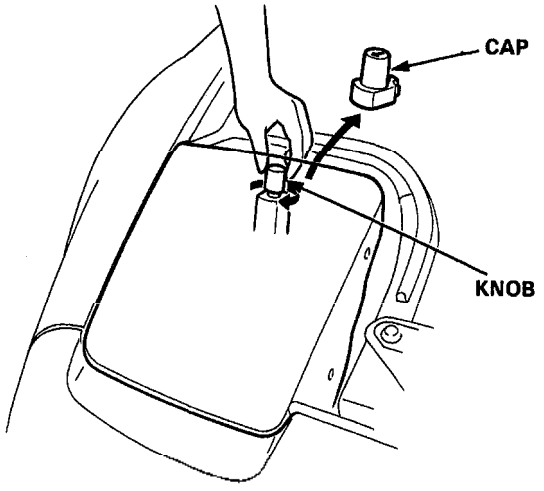
Retractor Motor Replacement

CAUTION:
- Halogen headlights can become very hot in use: do not touch them or the attaching hardware immediately after they have been turned off.
- Do not try to replace or clean headlights with the lights on.

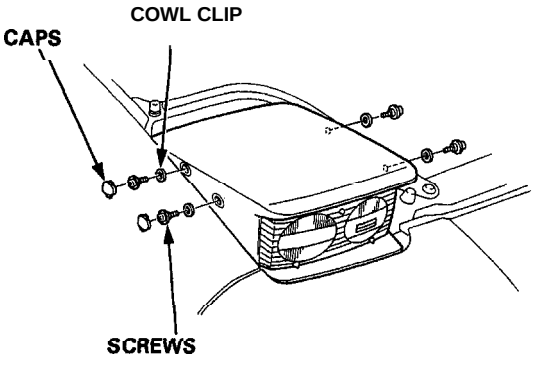
1. Remove the No. 42 (15 A, R. Retractor motor) and No. 43 (15A, L. Retractor motor) fuses in the main relay box.



2. Turn the knob clockwise to raise the headlight.

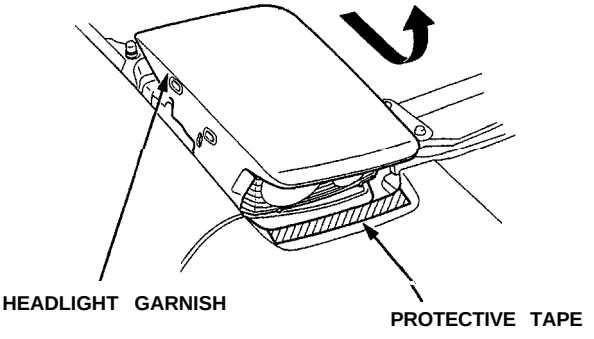


3. Remove the 2 caps and 4 screws and cowl clips.



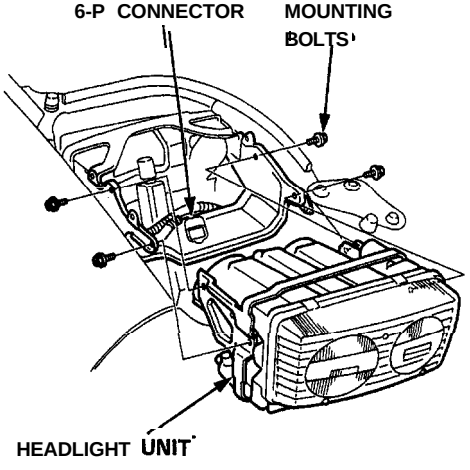
4. Slide the headlight garnish upward to remove it.

NOTE: Be careful not to damage the front bumper or the headlight garnish when upward to remove it.



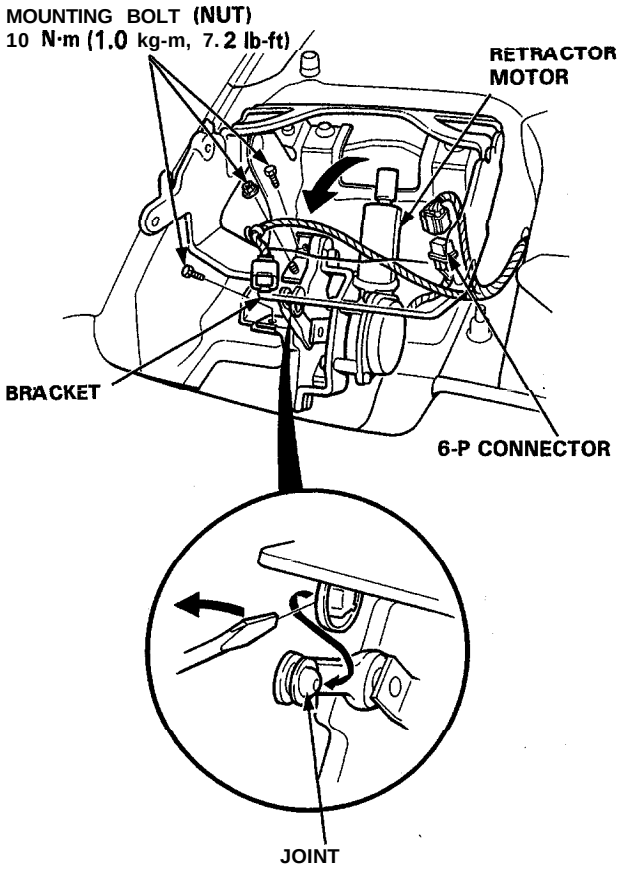
5. Disconnect the 6-P connector from the headlight unit.

6. Remove the 4 mounting bolts, then remove the unit.



7. Disconnect the 6-P connector.

8. Remove the 2 mounting bolts and the mounting nut.



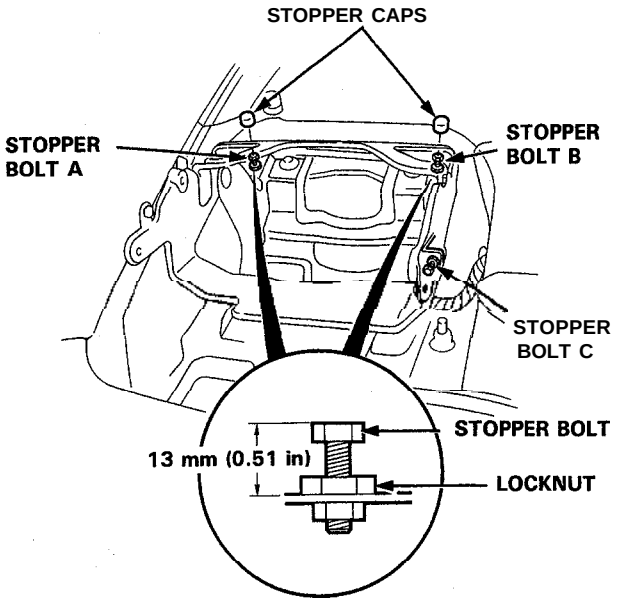
9. Pry the retractor linkage off the motor arm.

10. Pull out the retractor motor.

11. Install in the reverse order of the removal, and:
- Make sure there is no interference between the wire harness and linkage.
- Coat the joint with grease and make sure the linkage moves smoothly.

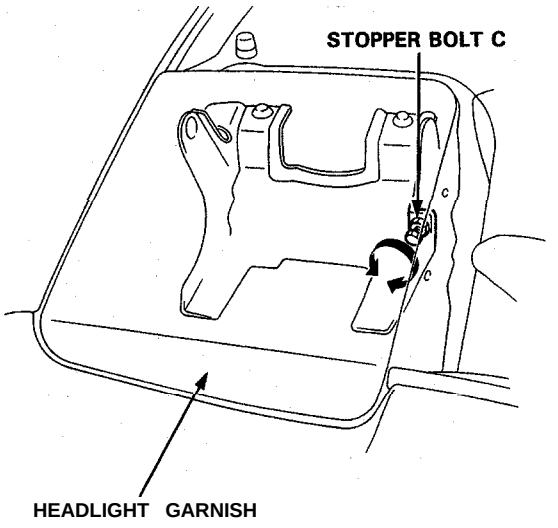
-Adjustment

1. Remove the stopper caps.



2. Adjust the stopper bolt A and B.

3. Adjust the stopper bolt C fore or aft until the headlight garnish fits flush with the front fender when the headlights are closed.

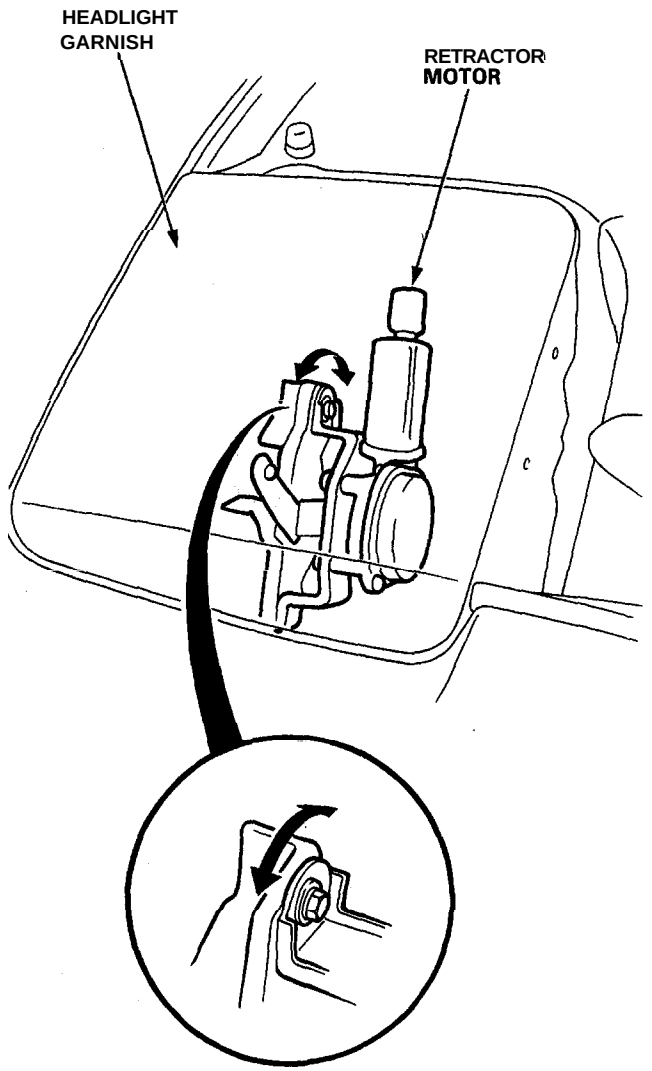


(cont'd)

-Adjustment (cont'd)

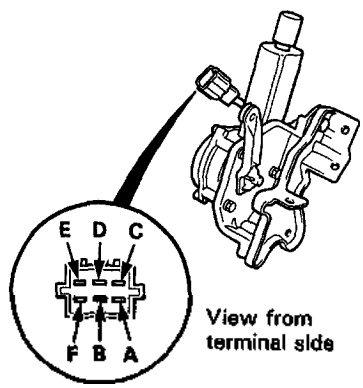
4. Adjust the retractor motor fore or aft until the headlight garnish fits flush with the front fender when the headlight are closed.

   NOTE: Be careful not to damage the headlight garnish.

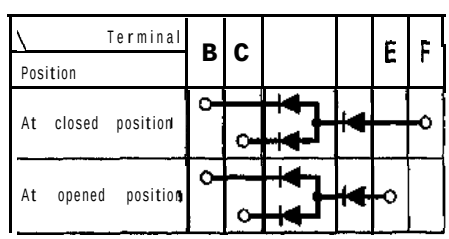


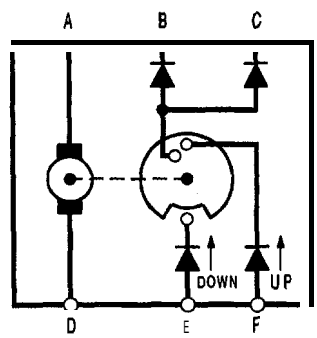
- Retractor Motor Test

1. Remove the retractor motor.
2. Test motor operation by connecting battery positive wire to the A terminal and negative to the D terminal. The motor should run continuously.
3. If the motor fails to run smoothly, replace it.



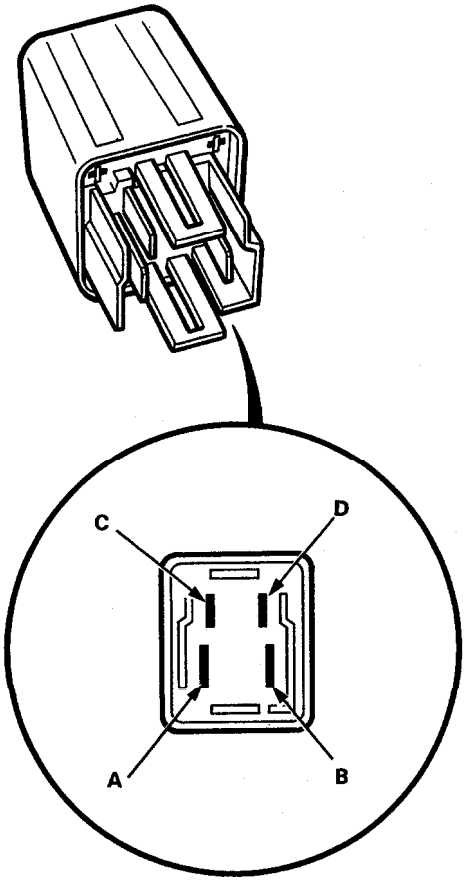
4. Disconnect the power supply and check for continuity between the terminals according to the table while turning the knob clockwise, as shown above.

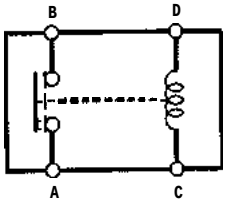




Lighting Relay Test

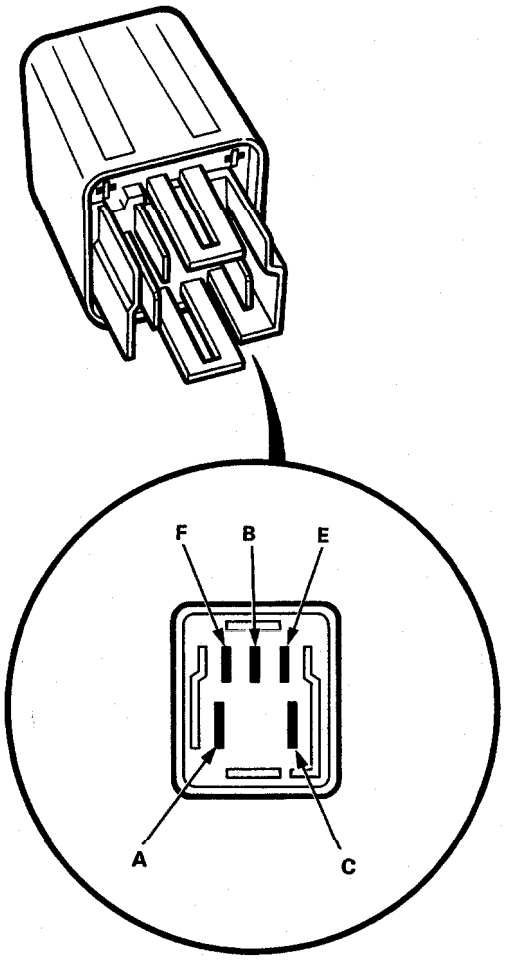
1. Remove the lighting relay from the main relay box.
2. There should be continuity between the C and D terminals.
3. There should be continuity between the A and B terminals when the battery is connected to C and D terminals.
   There should be no continuity when the battery is disconnected.

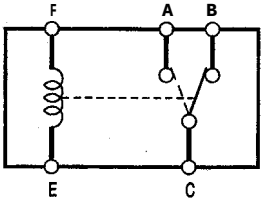




Dimmer Relay Test

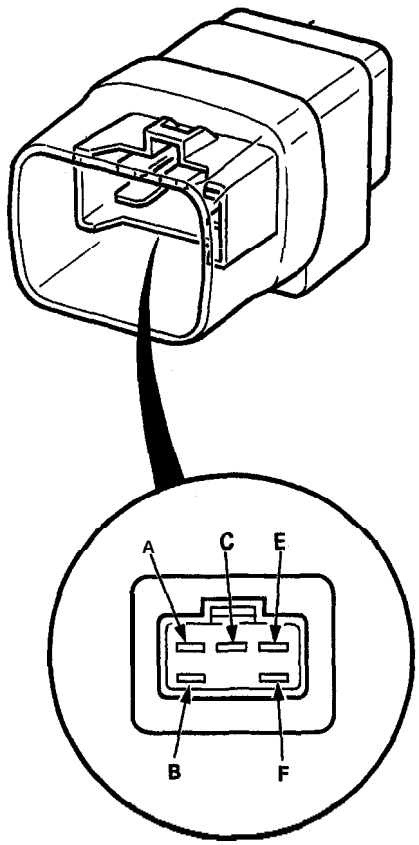
1. Remove the dimmer relay from the main relay box.
2. There should be continuity between the F and E terminals and between the B and C terminals.
3. There should be continuity between the A and C terminals when the battery is connected to the E and F terminals.
   There should be no continuity when the battery is disconnected.

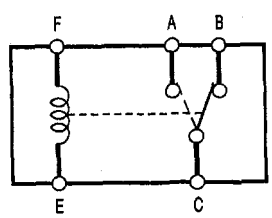




-Retractor Relay Test

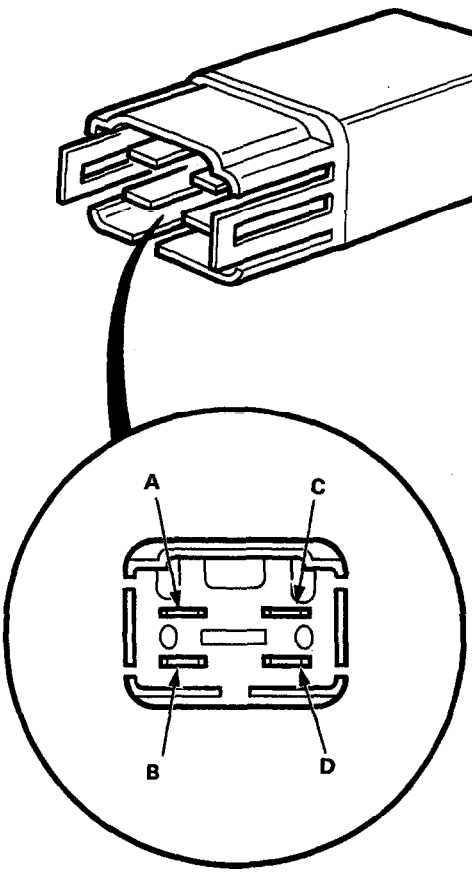
1. Remove the retractor relay (located in the right side of the front compartment area).
2. There should be continuity between the E and F terminals and between the B and C terminals.
3. There should be continuity between the A and C terminals when the battery is connected to the E and F terminals.
   There should be no continuity when the battery is disconnected.

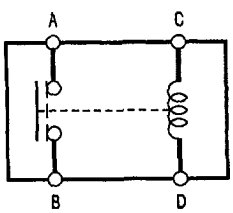




- Retractor Cut/Taillight Relay Test

1. Remove the retractor cut relay from sub relay box A.
2. There should be continuity between the C and D terminals.
3. There should be continuity between the A and B terminals when the battery is connected to the C and D terminals.
   There should be no continuity when the battery is disconnected.

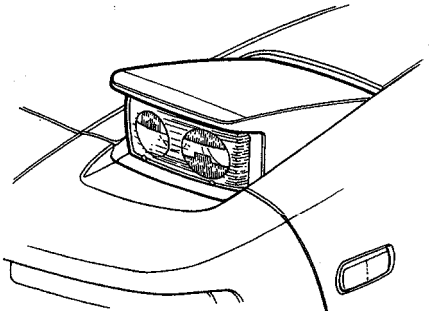


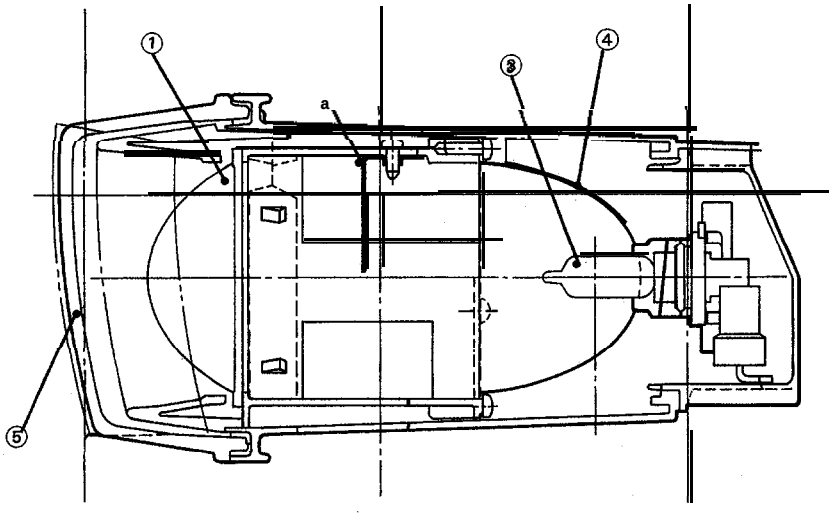


Headlights

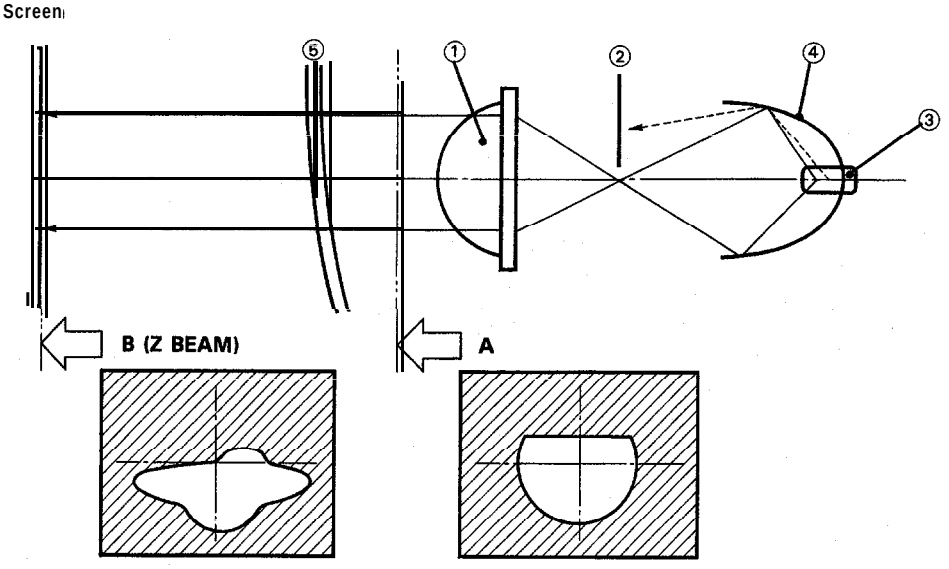
Description

The light first forms a basic pattern A after being interrupted by the interrupter plate and passed through the convex lense. The interrupter plate determines the form. The outer lense distributes the light into the pattern B.





1. CONVEX LENSE
2. INTERRUPTER PLATE
3. BULB
4. REFLECTOR
5. OUTER LENSE

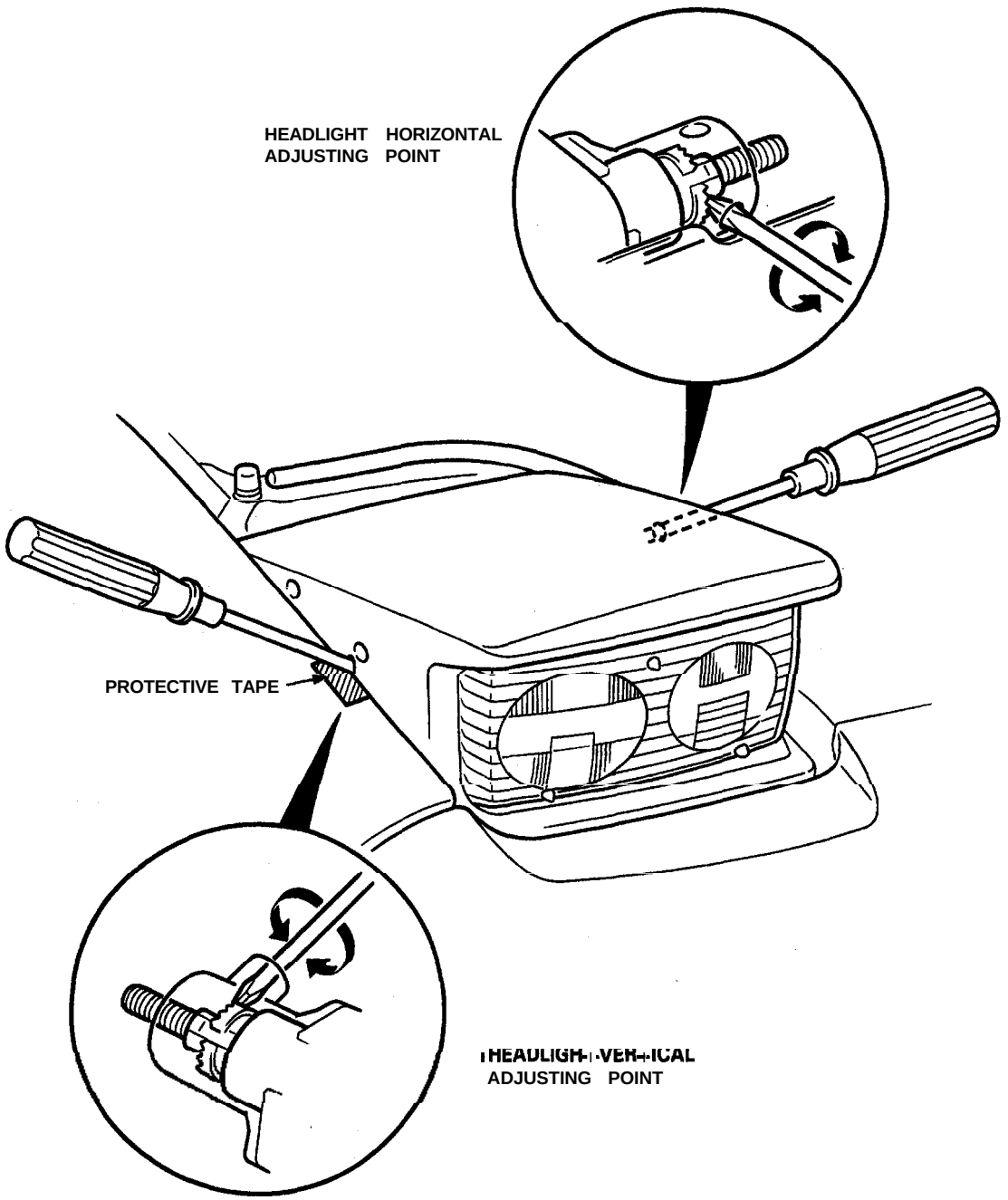


Headlights

Adjustment

Adjust the beadlights to local requirements.

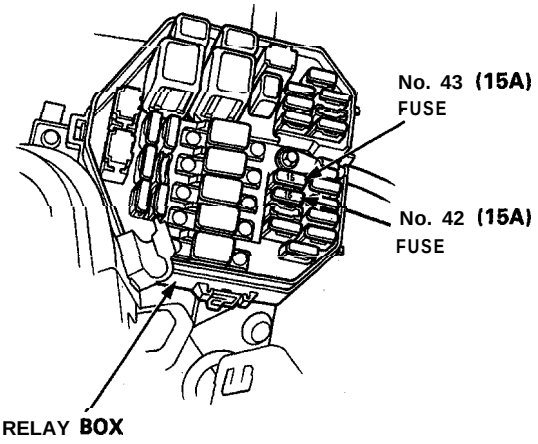
NOTE: Be careful not to damage the front fender or the headlight garnish when adjusting.



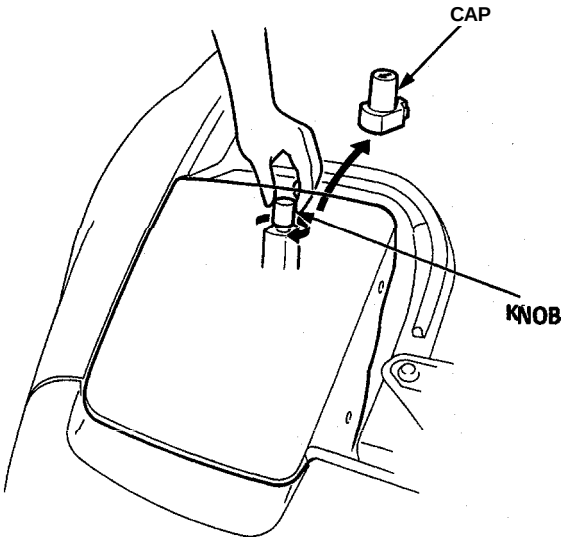
Headlight Replacement

CAUTION:
- Halogen headlights can become very hot in use: do not touch them or the attaching hardware immediately after they have been turned off.
- Do not try to replace or clean the headlights with the lights on.

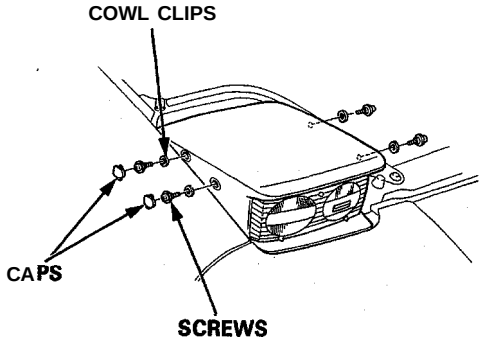
1. Remove the No. 42 (15 A, R. Retractor motor) and No. 43 (15A, L. Retractor motor) fuses in the main relay box.



2. Turn the knob clockwise to raise the headlight.

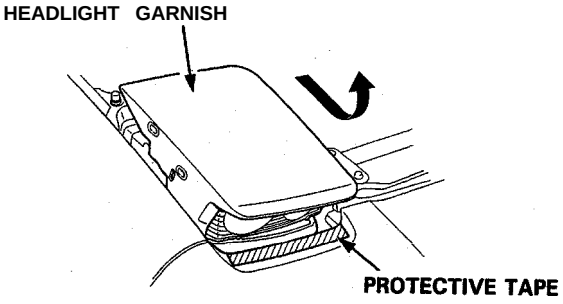


3. Remove the 2 caps and 4 screws and cowl clips.



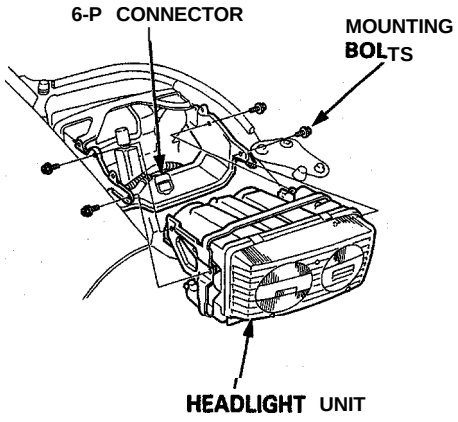
4. Slide the headlight garnish upward to remove it.

NOTE: Be careful not to damage the front bumper or the headlight garnish when removing it.



5. Disconnect the 6-P connector from thee headlight unit.

6. Remove the 4 mounting bolts, then remove the unit.



7. After installing the unit, adjust the headlights to local requirements.

Headlights

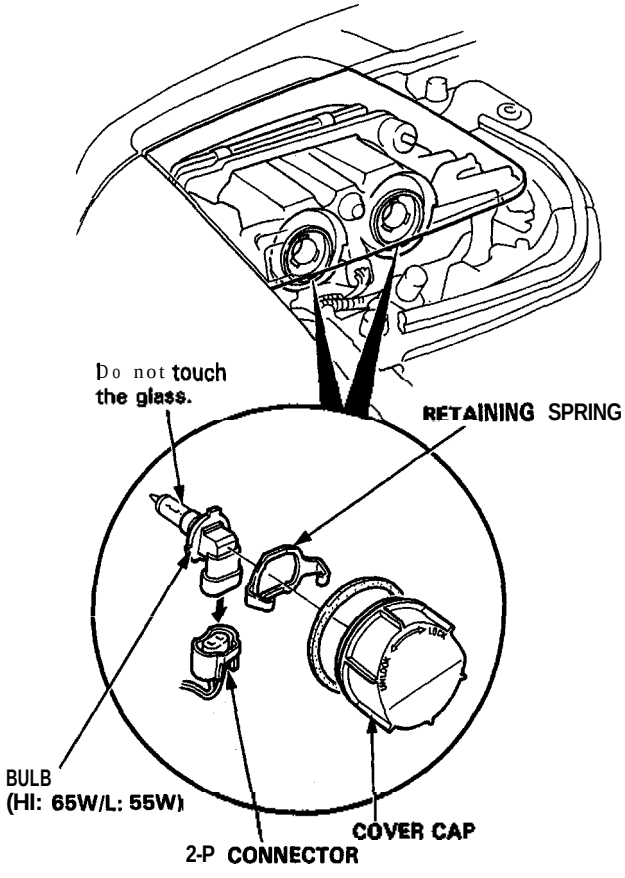
Bulb Replacement

CAUTION:

- Halogen headlights can become very hot in use; do not touch them or the attaching hardware immediately after they have been turned off.
- Do not try to replace or clean the headlights with the lights on.

1. Remove the cover cap.
2. Disconnect the 2-P connector, then remove the retaining spring and bulb.

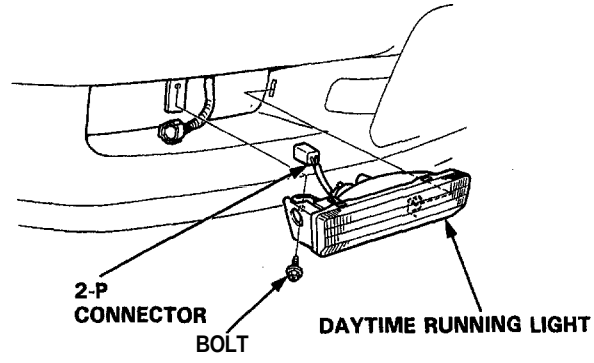
NOTE: If necessary, remove the headlight garnish.

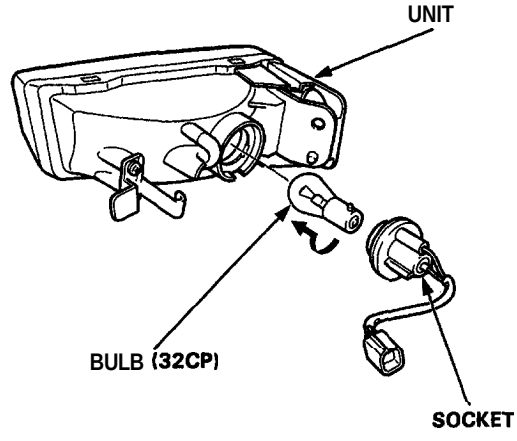


Daytime Running Lights (CANADA)

Replacement

1. Remove the bolt and pull out the daytime running light, then disconnect the 2-P connector.



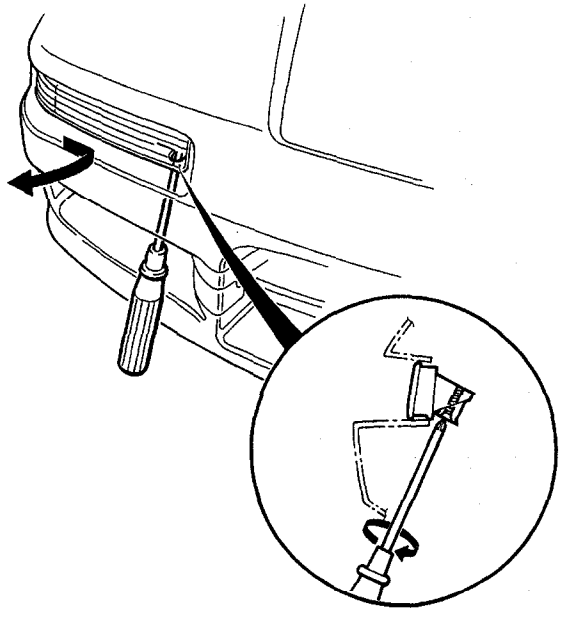


2. If necessary, remove the bulb.

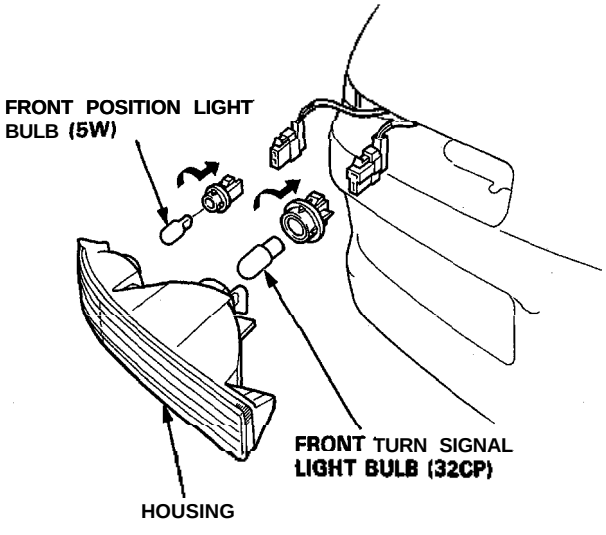
Front Turn Signal/Front Position Lights

Replacement

1. Remove the screw and pull out the light assembly from the front bumper.



2. Disconnect the 2-P connectors from the bulb sockets.
3. Turn the bulb socket 45° counterclockwise to remove it from the housing.

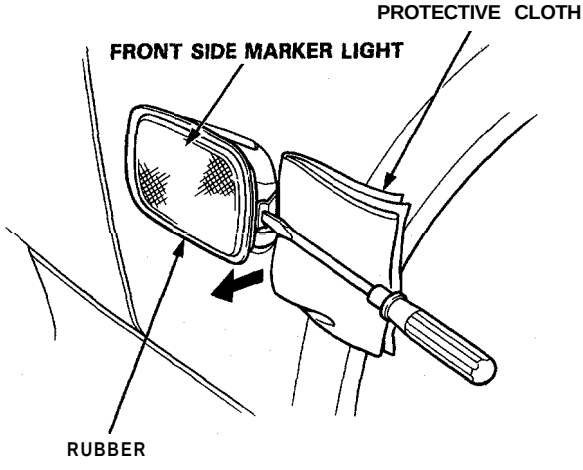


Front Side Marker Lights

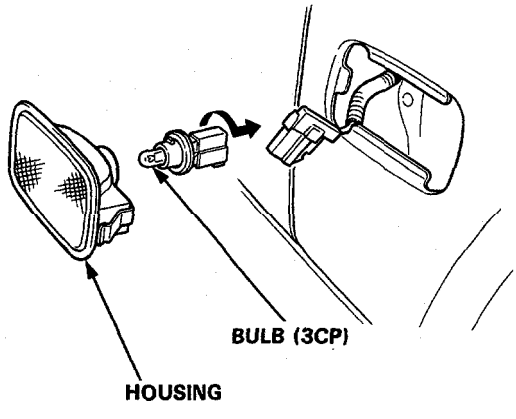
Replacement

1. Carefully pry out the front side marker light from the front fender.

   NOTE: Be carefully not to damage the front side marker light or the front fender when prying out the front side marker light.



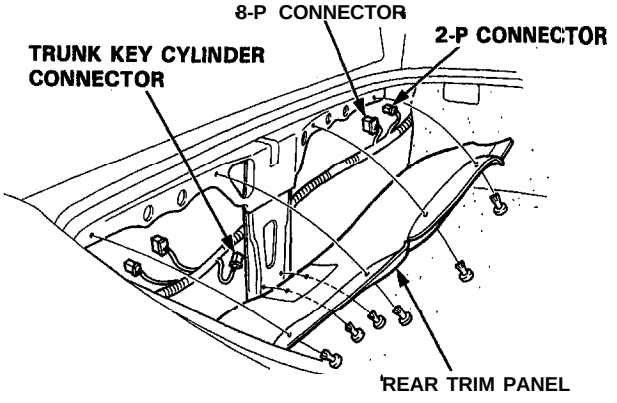
2. Disconnect the 2-P connector from the front side marker light.
3. Turn the bulb socket 45° counterclockwise to remove it from the housing.



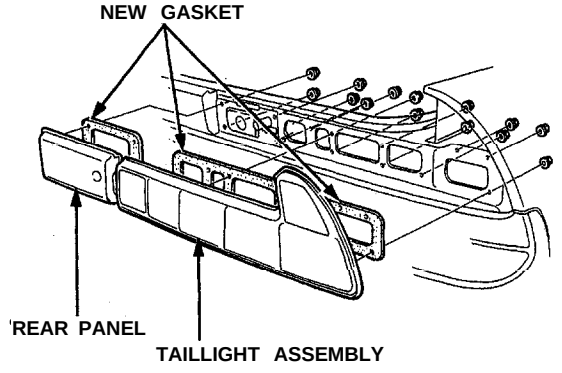
Taillights

Replacement

1. Open the trunk-lid and remove the rear trim panel.
2. Disconnect the 8-P connector and 2-P connector from the taillight assembly.
3. Disconnect the 2-P connector from the trunk key cylinder switch.



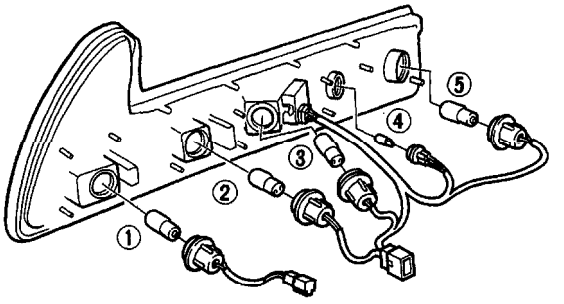
4. Remove the 4 mounting nuts and rear panel, then remove the 10 mounting nuts and the taillight assembly.



NOTE:
- inspect the gasket; replace if it is distorted or overly compressed.
- Make sure that there is no weter leakage in the taillights, after installing the taillights.

Bulb Replacement

1. Open the trunk lid and rear trim panel.
2. Turn the socket 45° counterclockwise to remove it from the taillight housing.



① : TURN SIGNAL LIGHT BULB (45CP)
② BRAKE LIGHT/TAILLIGHT
③ BULBS (43CP/3CP)
④ : TAILLIGHT BULB (3CP)
⑤ : BACK-UP LIGHT BULB (45Cp)

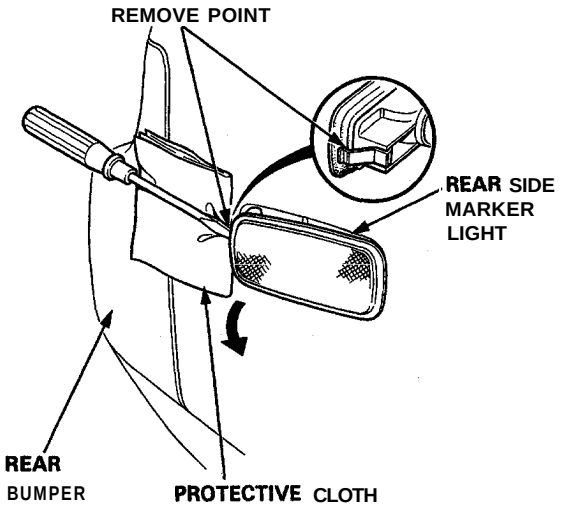
3. Remove the bulbs from the socket.

Rear Side Marker Lights

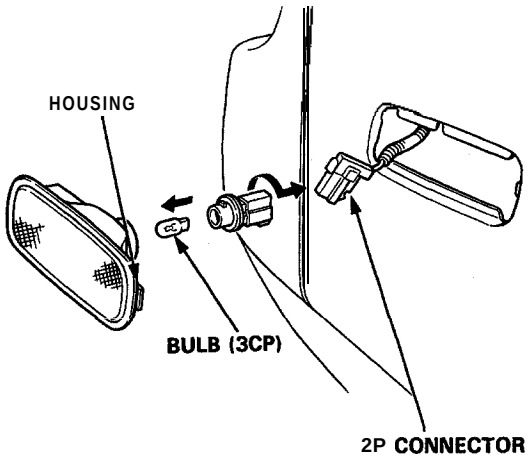
Replacement

1. Carefully pry out the rear side marker light from the rear fender.

   NOTE: Be carefully not to damage the rear side marker light or the rear fender when prying out the rear side marker light.



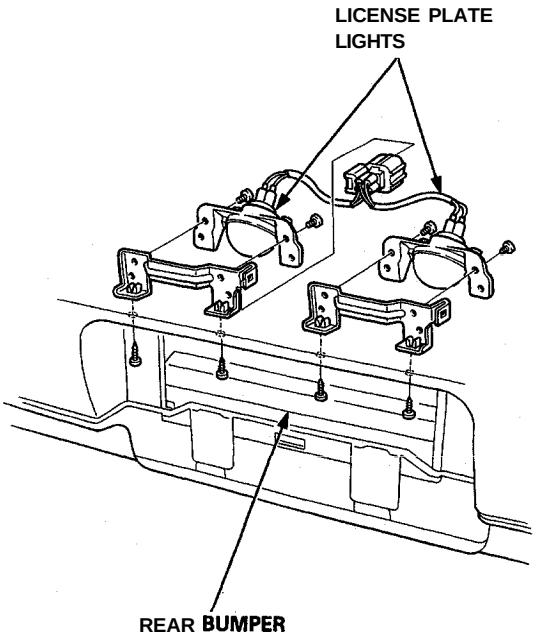
2. Disconnect the 2-P connector from the rear side marker light.
3. Turn the bulb socket 45° counterclockwise to remove it from the rear side marker light.



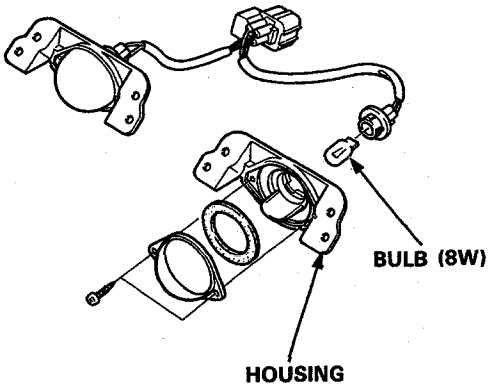
License Plate Lights

Replacement

1. Remove the 8 screws and disconnect the 4-P connector.



2. Turn the bulb socket 45° counterclockwise to remove it from the housing.

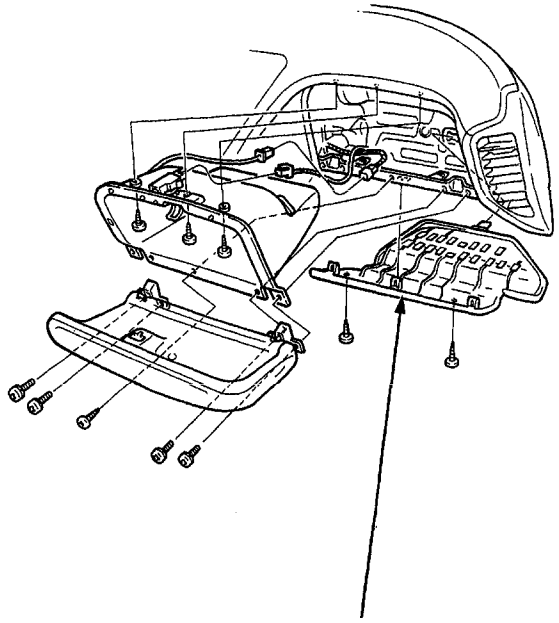


3. If necessary, separate the lens from the housing by removing the 2 screws.

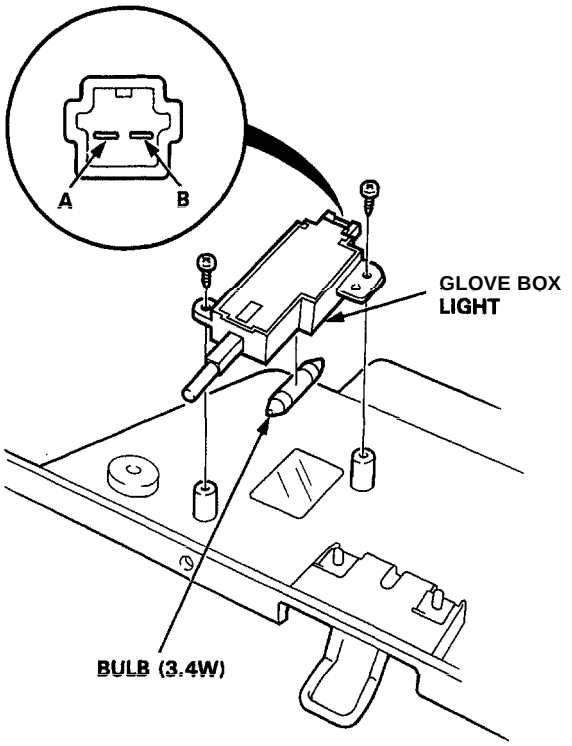
Glove Box Light

Replacement/Test

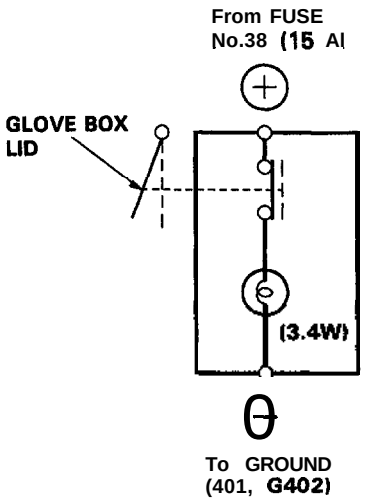
1. Remove the glove box lower panel.
2. Remove the 8 screws then pull out the glove box.
3. Disconnect the 2-P connectors then remove the glove box.



4. Remove the 2 screws from the glove box light.

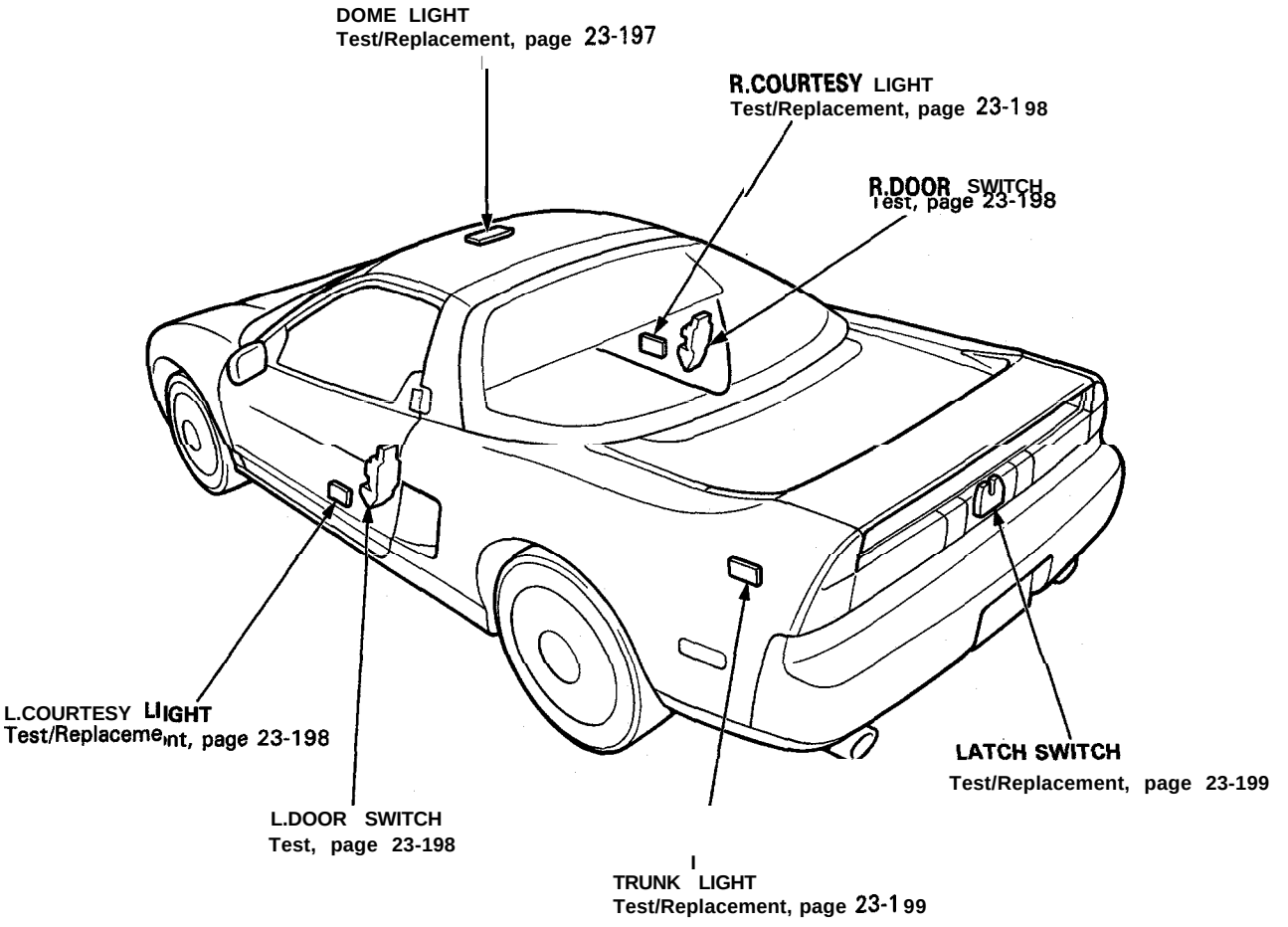


5. Theres should be continuity between the A terminal and B terminal with a bulb installed. There should be no continuity when the switch is pushed.



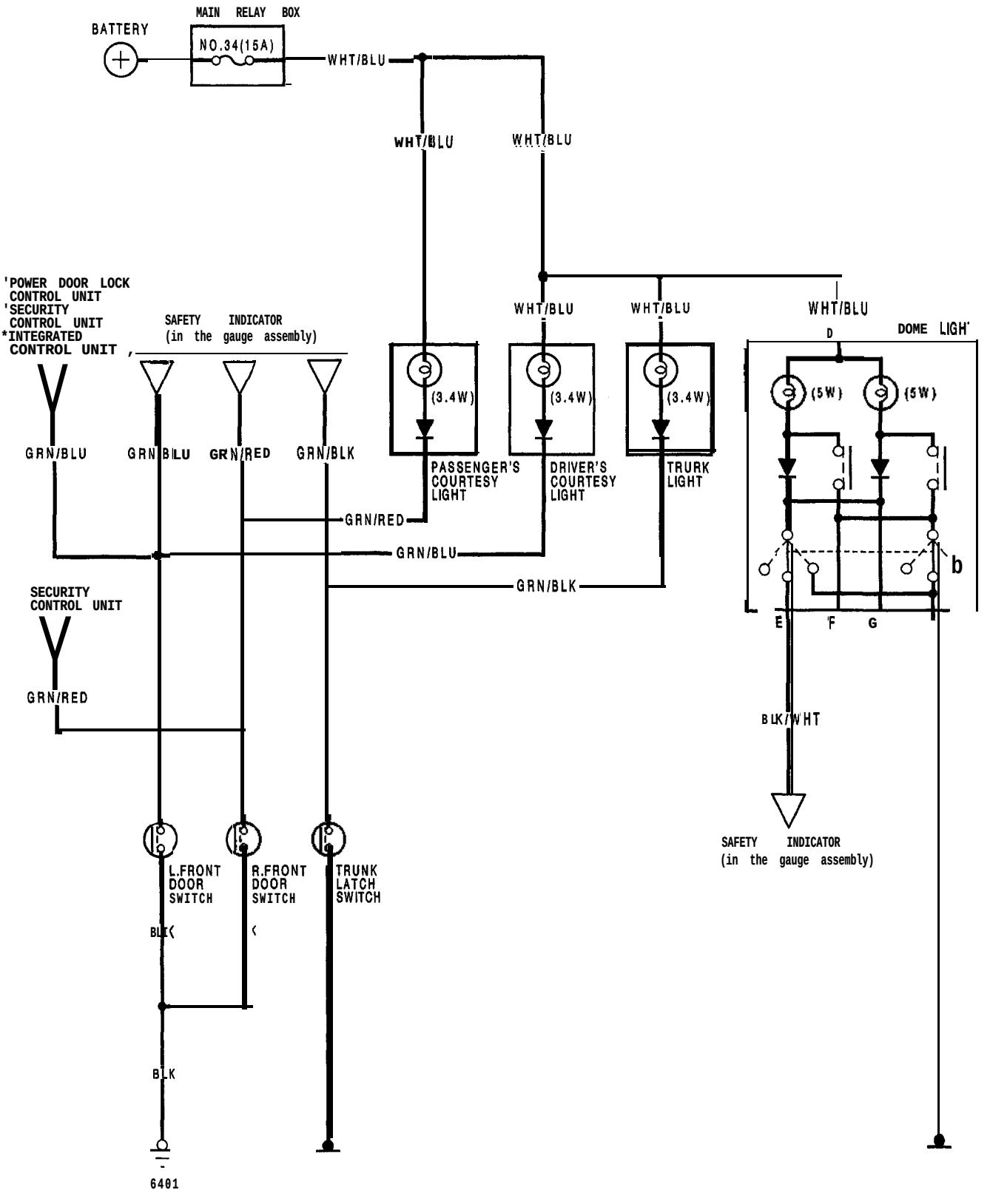
Dome/Courtesy/Trunk Lights

· Component Location Index



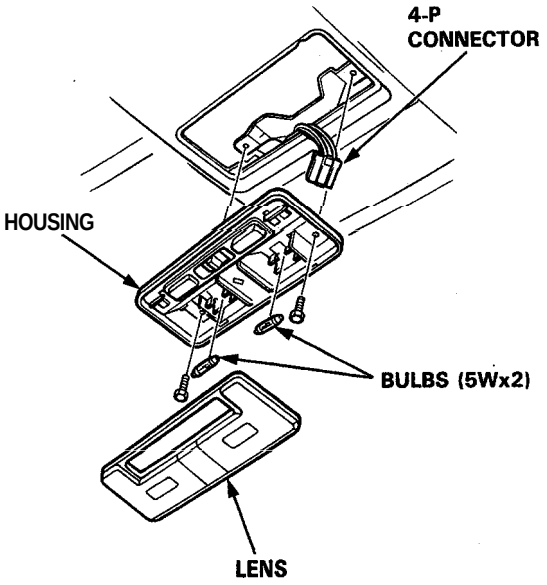
Dome/Courtesy/Trunk Lights

Circuit Diagram



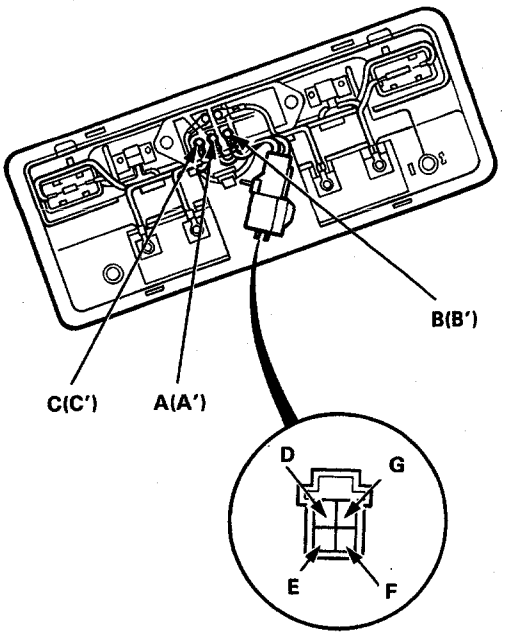
Dome Light Test/Replacement

1. **Turn the light switch OFF.**
2. **Pry off the lens.**
3. **Remove the 2 bolts and the housing.**
4. Disconnect the 4-P connector from the housing.

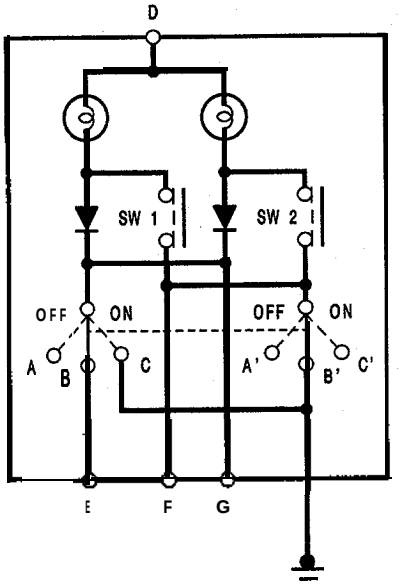


5. Check for continuity between the terminals in each switch position according to the table.

Position \ Terminal		A (A')	B (B')	C (C')	D	E	F	G
OFF		○		○	○			○
DOOR			○	○	○	○		○
ON				○	○			○
SW 1	ON				○		○	
	OFF							
SW 2	ON				○		○	
	OFF							



View from terminal side



AT MOUNTING BOLTS

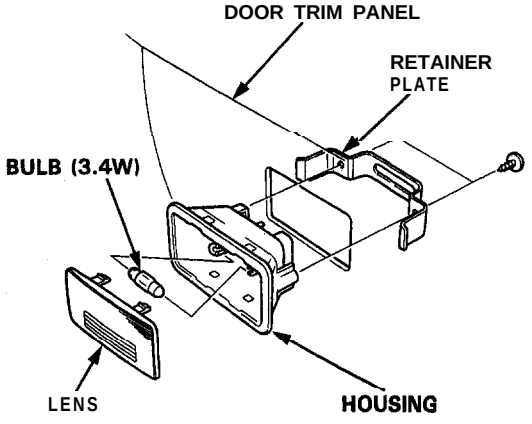
Dome/Courtesy/Trunk Lights

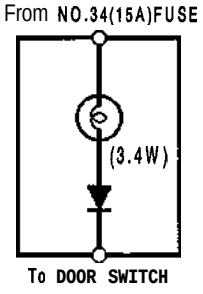
- Courtesy Light Test/Replacement -

NOTE: The bulb or lens alone can be replaced without having to remove the door trim panel.

1. Remove the door trim panel.
2. Remove the 2 screws and the retainer plate to remove the light from behind the door trim panel.
3. Make sure that the bulb is in good condition. Check for continuity between the terminals.

   NOTE: Do not connect the tester probes in the wrong polarity because there is a diode inside the courtesy light.

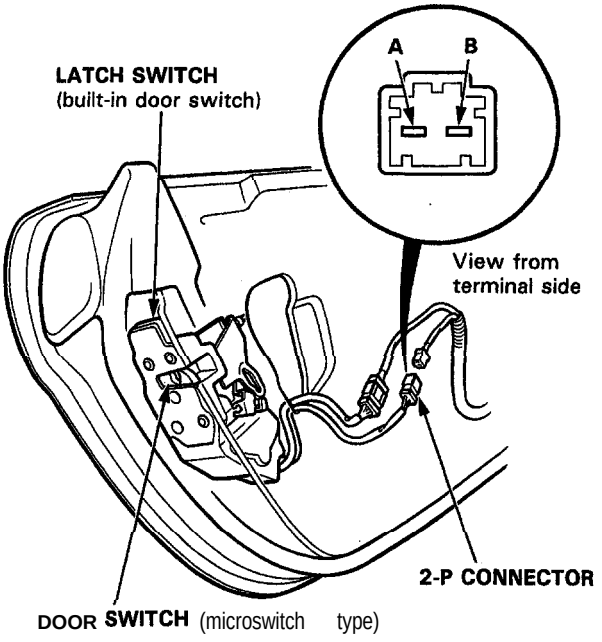




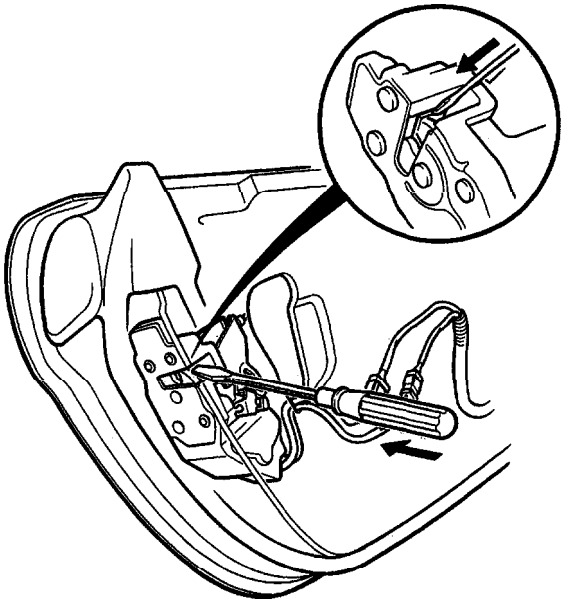
- Door Switch Test

NOTE: Be careful not to damage the door trim panel when remove it.

1. Remove the door trim panel.
2. Disconnect the 2-P connector from the door switch.



3. There should be continuity between the A terminal and B terminal with the switch released [door opened).
4. There should be no continuity with the switch pushed (door closed).

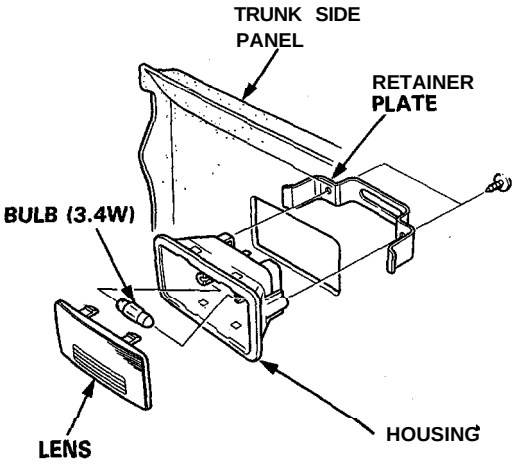


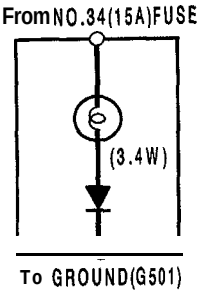
Trunk Light Test/Replacement

NOTE: The bulb or lens alone can be replaced without having to remove the trunk side trim panel.

1. Remove the trunk side trim panel.
2. Disconnect the 3-P connector from the housing.
3. Remove the 2 screws and the retainer plate to remove the light from the trunk side trim panel.
4. Make sure that the bulb is in good condition. Check for continuity between the terminals.

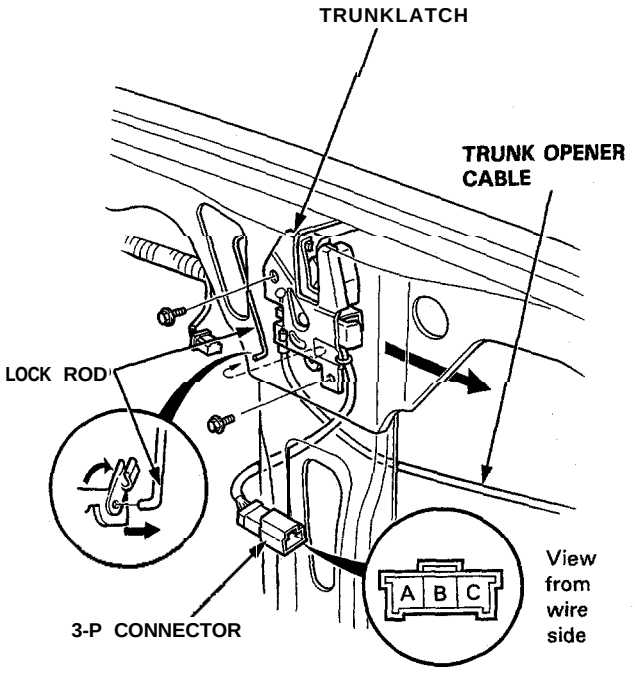
   NOTE: Do not connect the tester probes in the wrong polarity because there is a diode inside the trunk light.





Latch Switch Test/Replacement

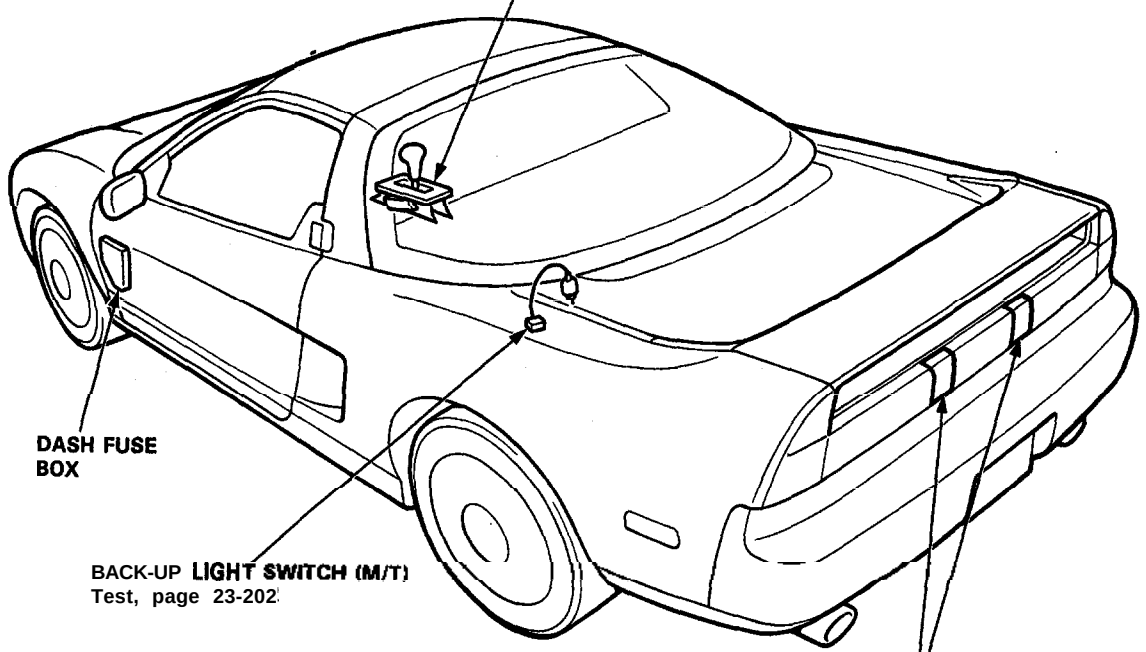
1. Open the trunk lid and remove the trunk rear trim panel.
2. Disconnect the 3-P connector from the trunk latch.
3. There should be continuity between the A terminal and body ground. Theree should be continuity when the latch is open position.



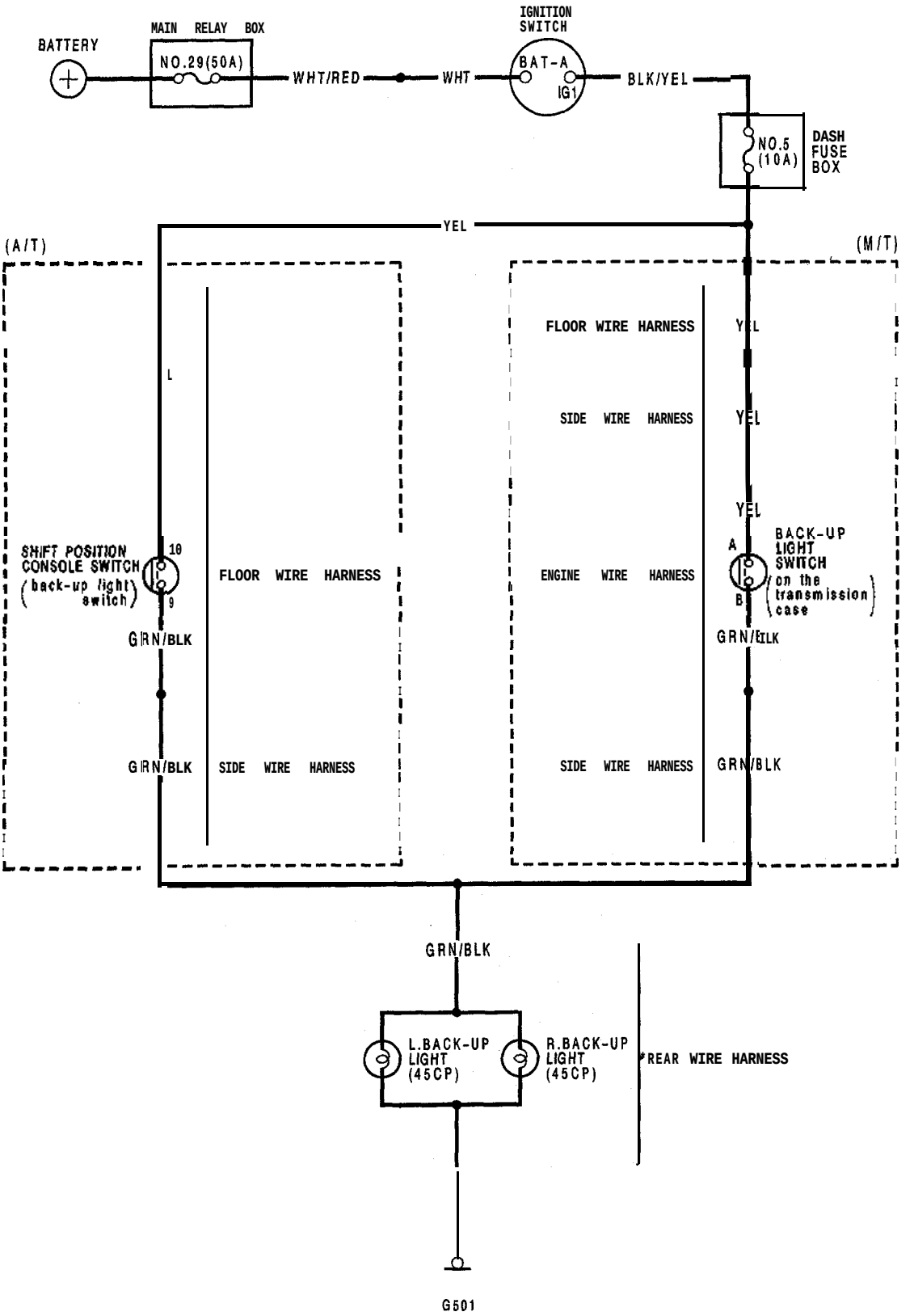
4. If necessary, disconnect the lock rod from the latch, then remove the 2 bolts to pull out the latch from the trunk rear panel.
5. Disconnect the trunk opener cable from the latch.

Back-up Lights

Component Location Index



- Circuit Diagram



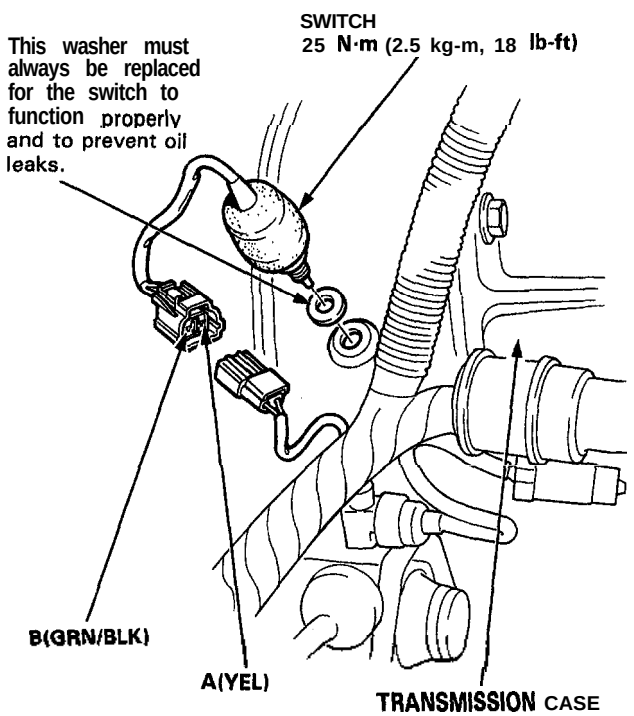
Back-up Lights

Test

Manual Transmission:

NOTE: Check the No. 5 (10 A) fuse in the dash fuse box before testing.

1. Test the back-up light switch by placing the select lever in reverse and turning the ignition switch to ON.
2. If the back-up lights do not go on, check the back-up light bulbs in the taillight assembly.
3. If the fuse and bulbs are OK, disconnect the connector from the back-up light switch.



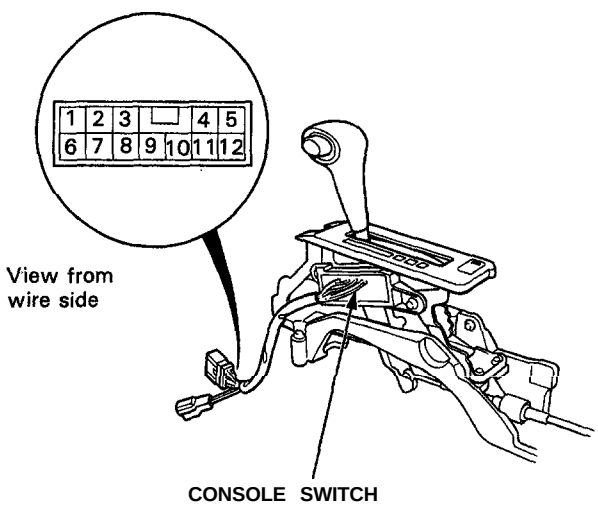
4. Check for continuity between the A and B wires with the switch installed in the transmission case. There should be continuity as the select lever engages "R".
   - If there is no continuity, replace the switch.
   - If there is continuity, but the back-up lights do not go on, inspect for:
     - Poor ground (G501).
     - An open in the YEL or GRN/BLK wire.

Automatic Transmission:

NOTE: Check the No. 5 (10 A) fuse in the dash fuse box before testing.

1. Test the back-up light switch by shifting the select lever to "R" and turning the ignition switch ON.
2. If the back-up lights do not go on, check the back-up light bulbs in the taillight assembly.
3. If the fuse and bulbs are OK, remove the center console, then disconnect the 12-P connector from the shift position console switch (back-up light switch).

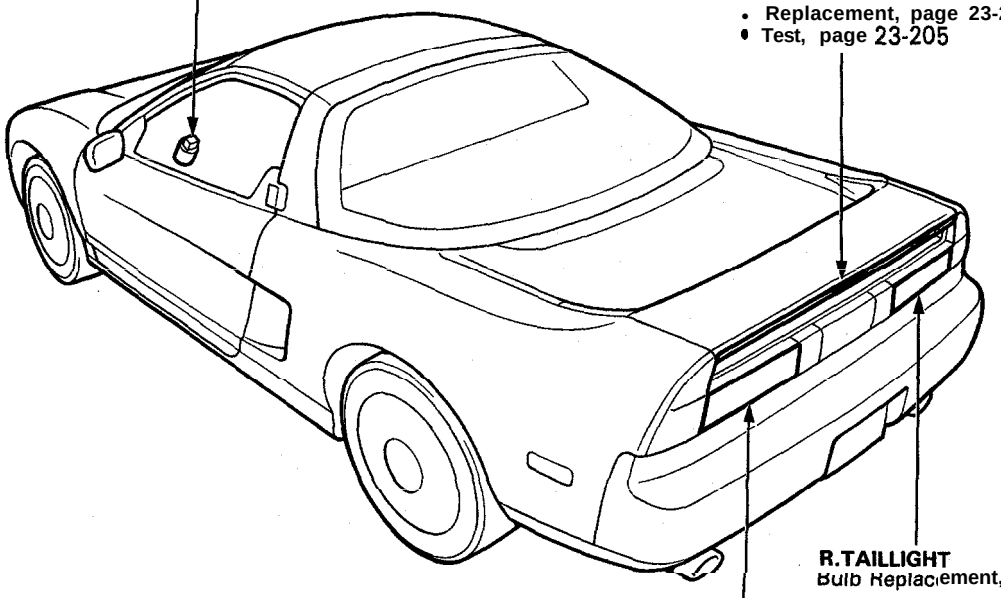
   CAUTION: Do not damage the yellow-covered SRS wiring.



4. Check for continuity between No. 9 and No. 10 terminals. Move the lever back and forth without touching the push button at the "R" position, and check for continuity within the range of free play of the shift lever.
   - If there is no continuity within the range of free play, adjust the installation position of the console switch (see page 23-I 56).
   - If there is continuity, but the back-up lights do not go on, inspect for:
     - An open in the YEL or GRN/BLK wire.

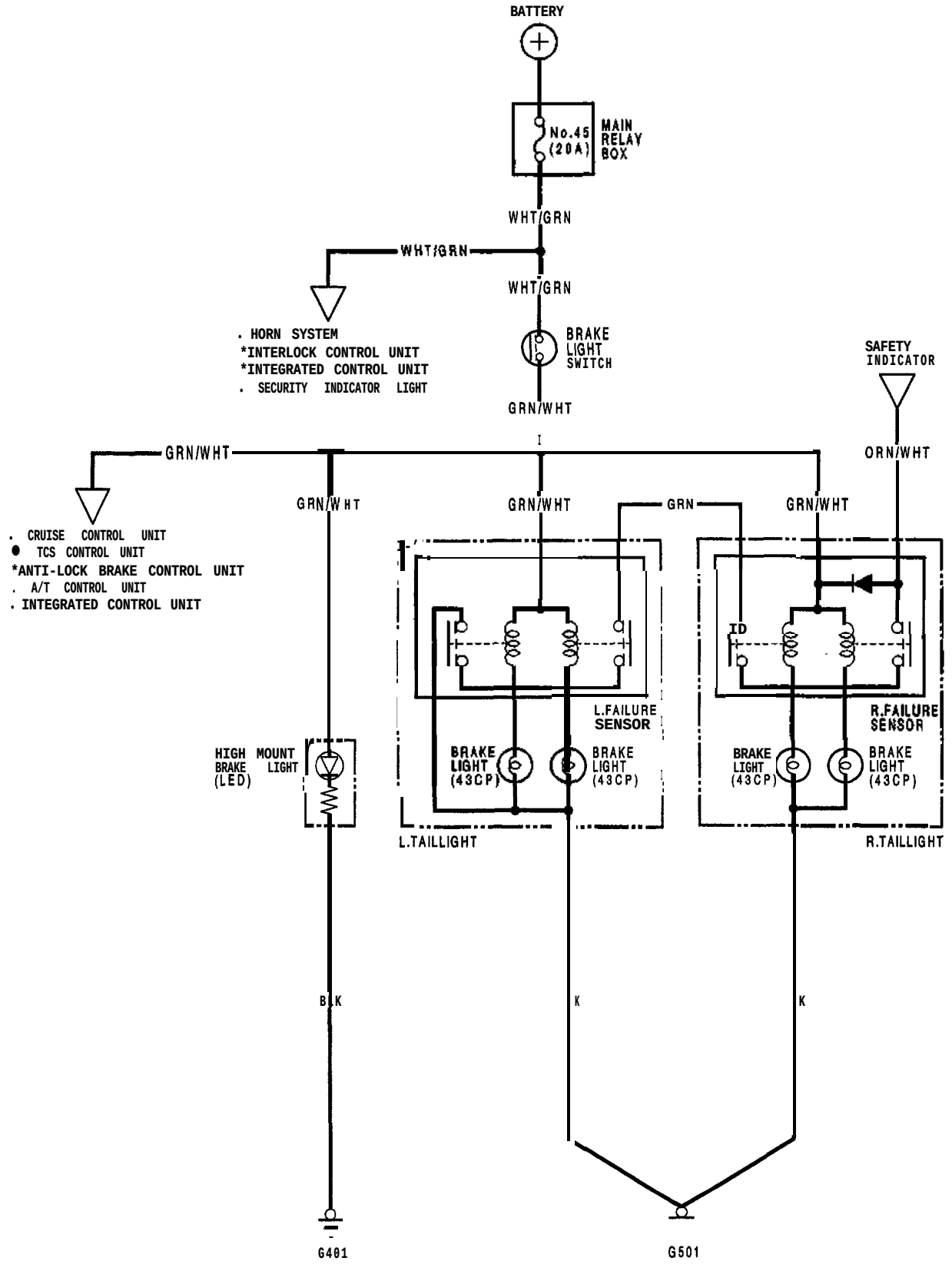
Brake Lights

Conponent Location Index



Brake Lights

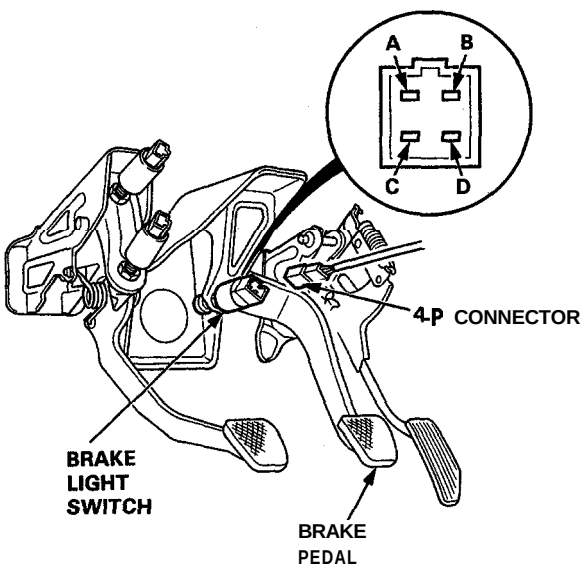
· Circuit Diagram



Brake Light Switch Test

1. If the brake lights do not go on, check the No. 45 (20A) fuse in the main relay box, and the brake light bulbs in the taillight assembly, and the LED in the high mount brake light.

2. If the fuse and bulbs are OK, disconnect the 4-P connector from the brake light switch.



3. Check for continuity between the B and C terminals. There should be continuity with the brake pedal pushed.

   - If there is no continuity, replace the switch or adjust pedal height (see section 19).

   - If there is continuity, but the brake lights do not go on, inspect for:

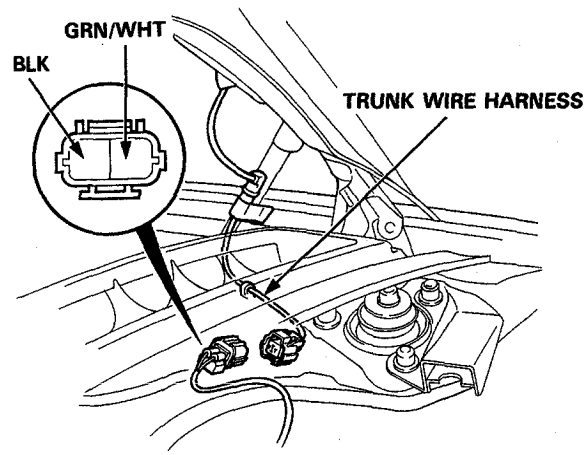
   — Poor ground (G401, G501).
   — An open is the WHT/GRN or GRN/WHT wire.
   — Faulty brake light failure sensors (see page 23-151).

High Mount Brake Light Test

1. Open the trunk lid and engine cover.

2. Disconnect the 2-P connector from the trunk wire harness.

View from terminal side



3. Connect voltmeter positive probe to the GRN/WHT terminal, negative probe to BLK terminal.
   When the brake pedal is pushed, check for voltage between GRN/WHT and BLK terminals. There should be voltage.
   - If there is no voltage, check for:
   — Blown No. 45 (20 A) fuse in the main relay box.
   — An open in th GRN/WHT or BLK wire.
   — Faulty brake light switch.
   - If there is battery voltage, go to step 4.

4. Connect battery positive to GRN/WHT terminal, negative to BLK terminal.
   Check go on all the LEDs of the high mount brake light.

   - If the high mount brake light does not go on, check for an open in the wires in the trunk lid. If the wires in the trunk lid are OK, replace the high mount brake light.

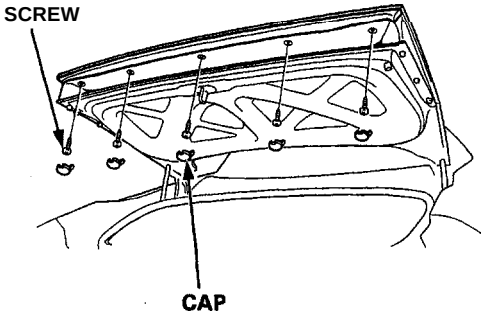
5. If some of the high mount brake light LEDs do not go on, replace the high mount brake light assembly.

Brake Lights

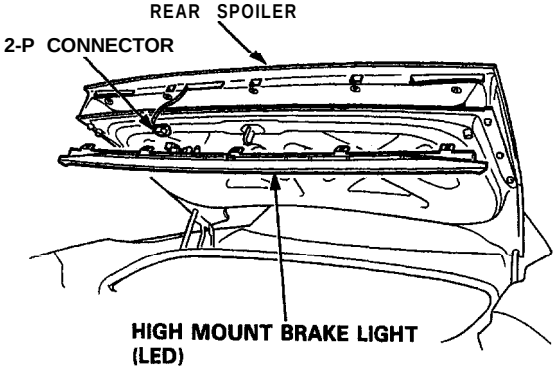
High Brake Light LED Replacement

CAUTION: Be careful not to damage the high mount brake light. rear spoiler and trunk lid.

1. **Open the trunk lid.**
2. Remove the cpas and 5 screws from the rear spoiler.



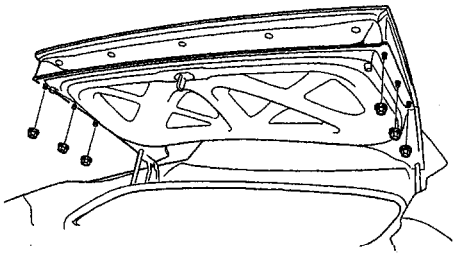
3. **Carefully pull out the high mount brake light from the rear spoiler, then disconnect the 2-P connector from the high mount brake light.**



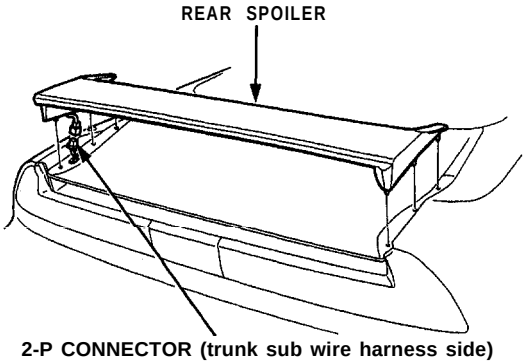
Rear Spoiler Replacement

CAUTION: Be careful not to damage the high mount brake light, rear spoiler and trun lid.

1. **Open the trunk lid.**
2. **Remove the 6 mounting nuts.**



3. Carefully pull out the spoiler assembly from the rear **trunk lid.**
4. **Disconnect the 2-P connector from the trunk sub** wire harness.

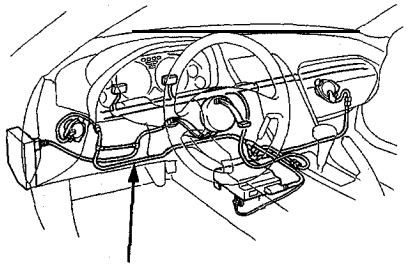


Side Marker/Turn Signal/Hazard Flasher System

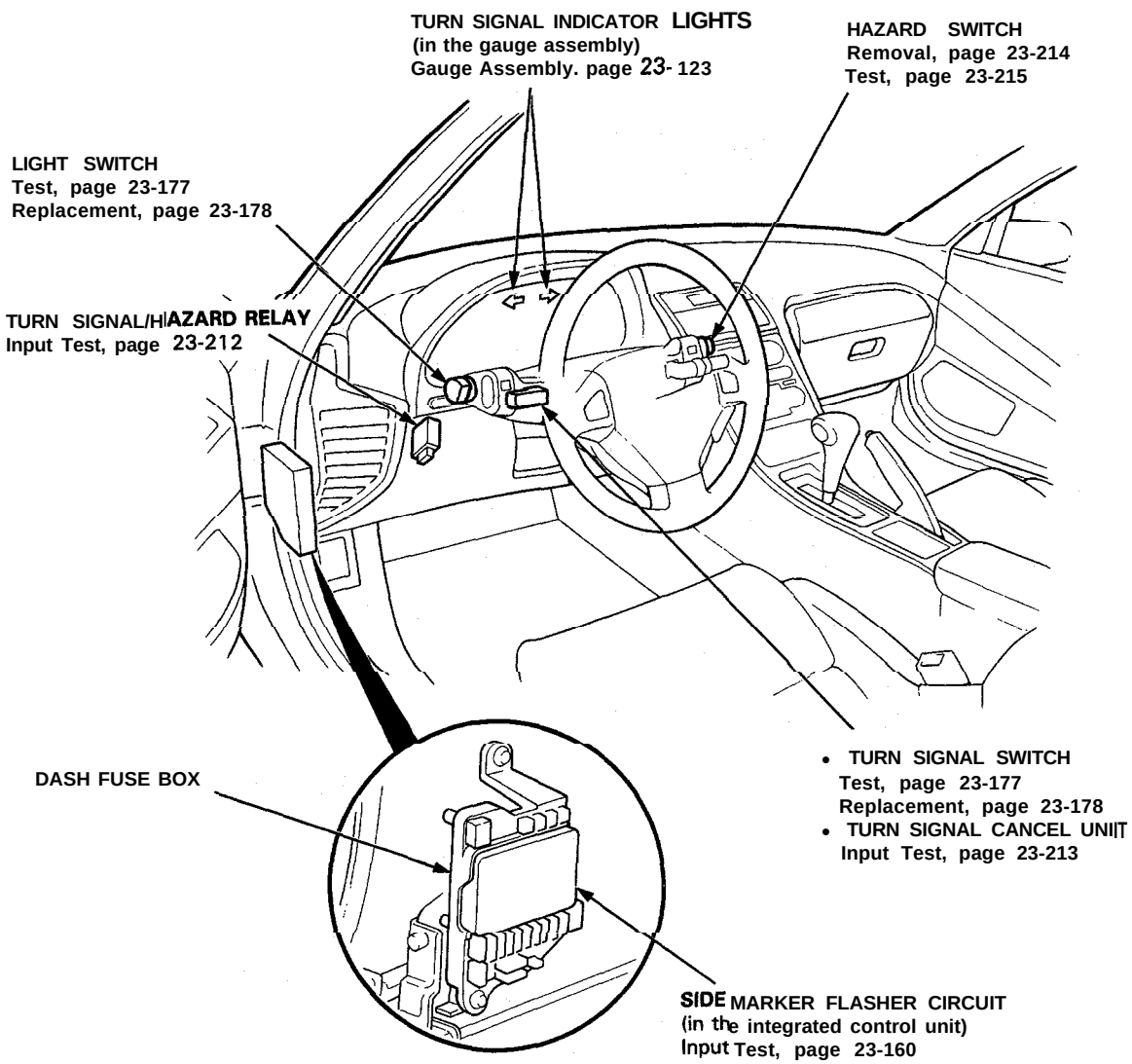
Component Location Index

WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the flasher system.

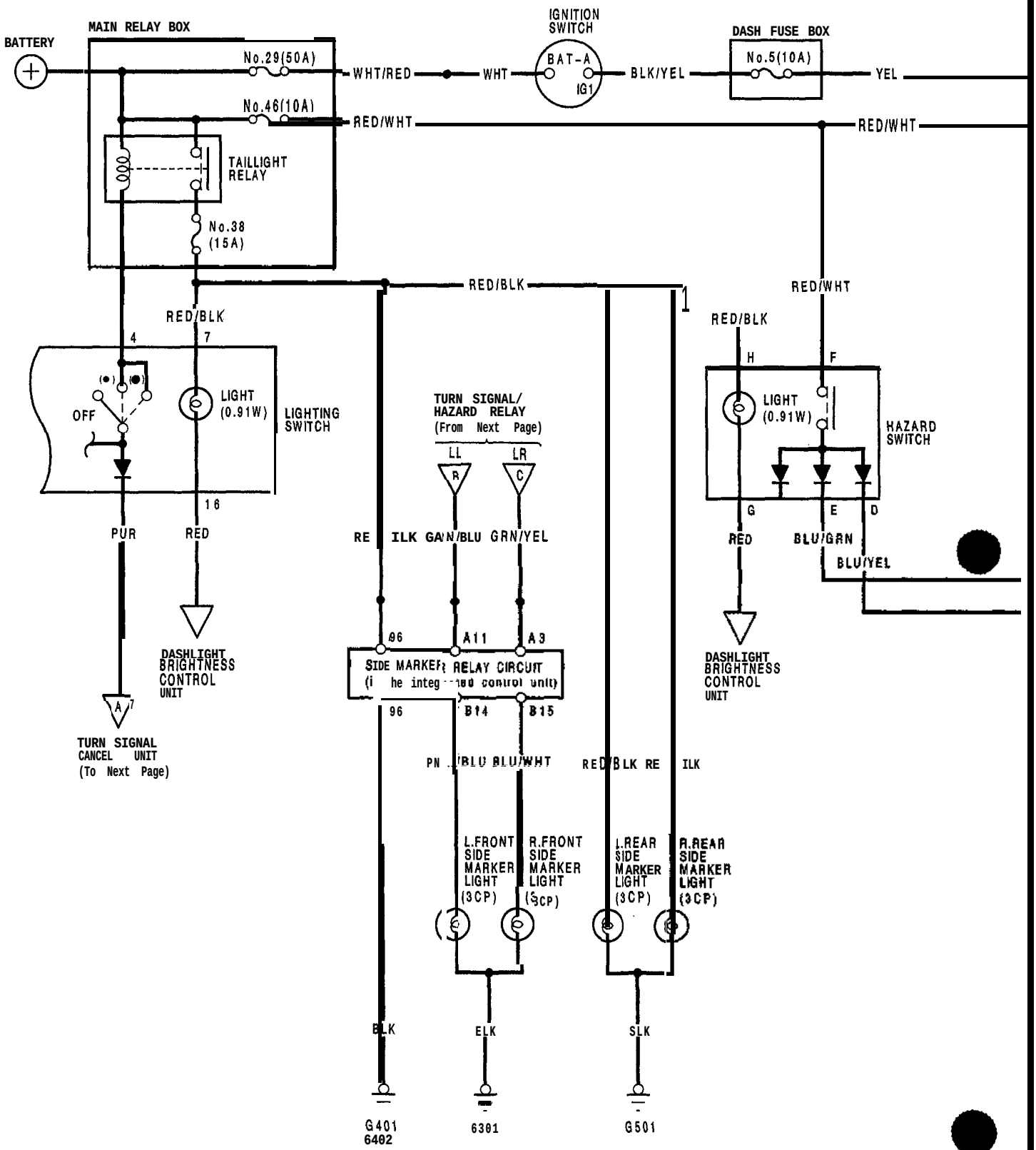


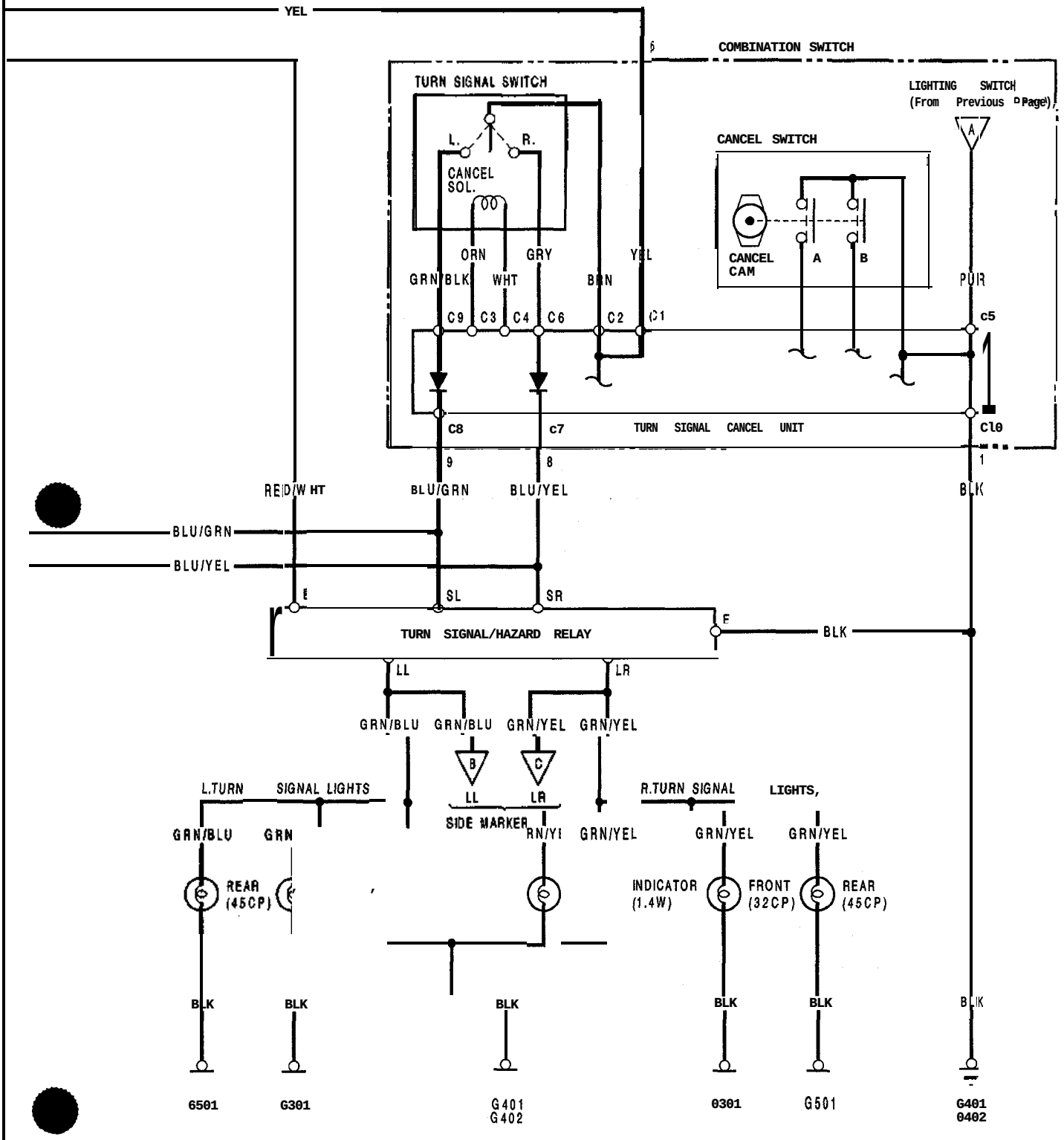
SRS MAIN WIRE HARNESS



Side Marker/Turn Signal/Hazard Flasher System

– Circuit Diagram



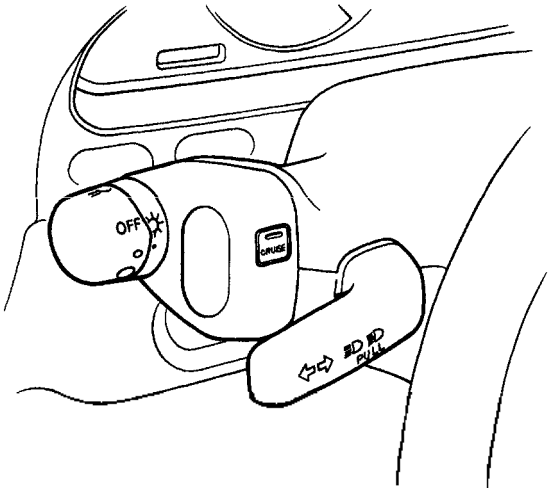

YEL
COMBINATION SWITCH
TURN SIGNAL SWITCH
L.
R.
CANCEL SOL.
LIGHTING SWITCH (From Previous Page)
CANCEL SWITCH
CANCEL CAM
A
B
ORN
GRY
YEL
GRN/BLK
WHT
BRN
PUR
C9
C3
C4
C6
C2
C1
c5
C8
c7
TURN SIGNAL CANCEL UNIT
C10
9
8
1
RED/WHT
BLU/GRN
BLU/YEL
BLK
BLU/GRN
BLU/YEL
E
SL
SR
F
TURN SIGNAL/HAZARD RELAY
BLK
LL
LR
GRN/BLU
GRN/BLU
GRN/YEL
GRN/YEL
B
C
L.TURN SIGNAL LIGHTS
LL
LR
SIDE MARKER
R.TURN SIGNAL LIGHTS,
GRN/BLU
GRN
GRN/YEL
GRN/YEL
GRN/YEL
REAR (45CP)
INDICATOR (1.4W)
FRONT (32CP)
REAR (45CP)
BLK
BLK
BLK
BLK
BLK
BLK
6501
G301
G401
G402
0301
G501
G401
0402

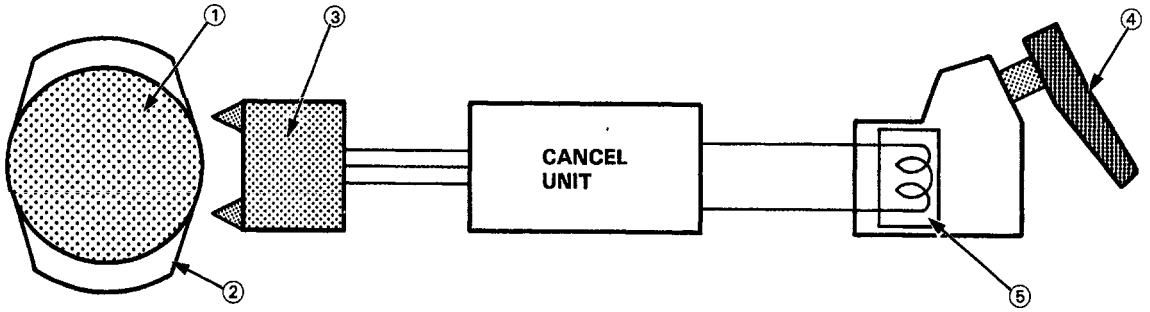
Side Marker/Turn Signal/Hazard Flasher System

-Description

To cope with dimentional requirements for the airbag components and to offer better operational feel, the turn signal lever and the cancel mechanism are separated mechanically, and connected electrically instead.

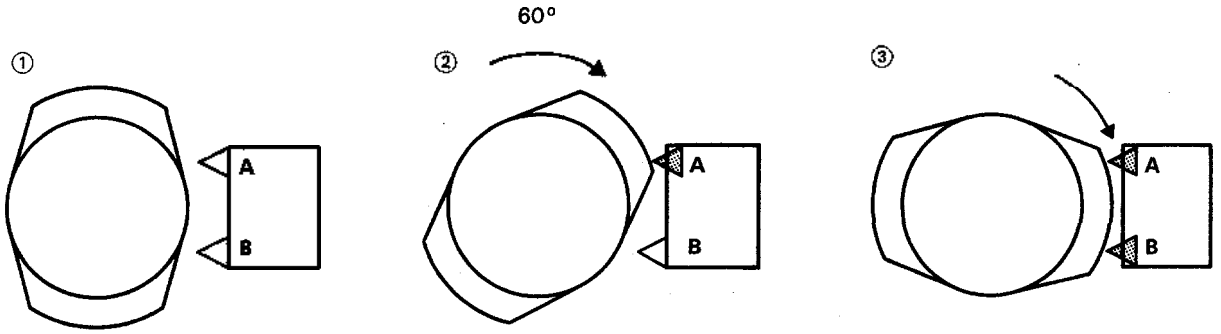
The system cancels the turn signals electrically, by means of a solenoid, when a turn is accomplished. To monitor the steering, a sensor mechanism which consists of cancel cams on the steering shaft and a switch, is used.





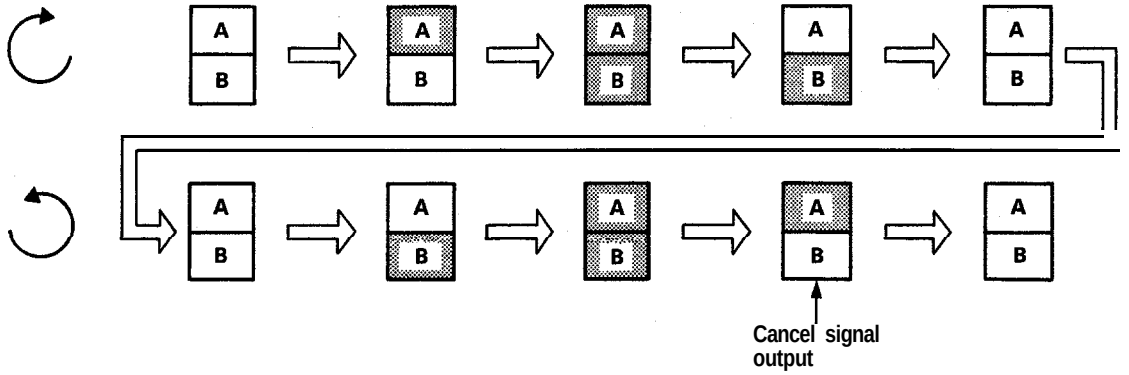
① Steering shaft
② Cancel cam
③ Cancel switch
④ Turn signal lever
⑤ Solenoid

① Around the steering shaft, a cam plate is installed. Beside it, a pair of switches (A and B) are installed.
@When the steering is turned in direction of the arrow, switch A turns on first.
③ Then switch B turns on.

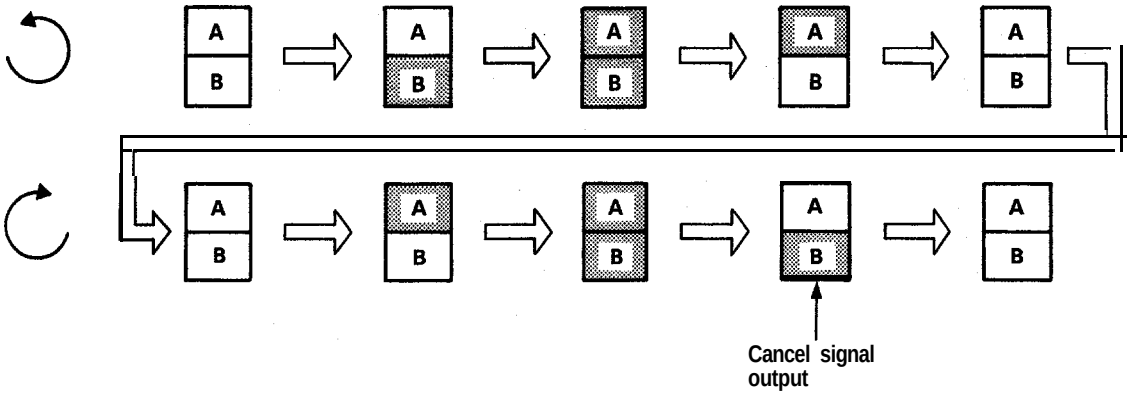


By this pattern, steering rotation is monitored.

R. turn signal



L. turn signal



Side Marker/Turn Signal/Hazard Flash System

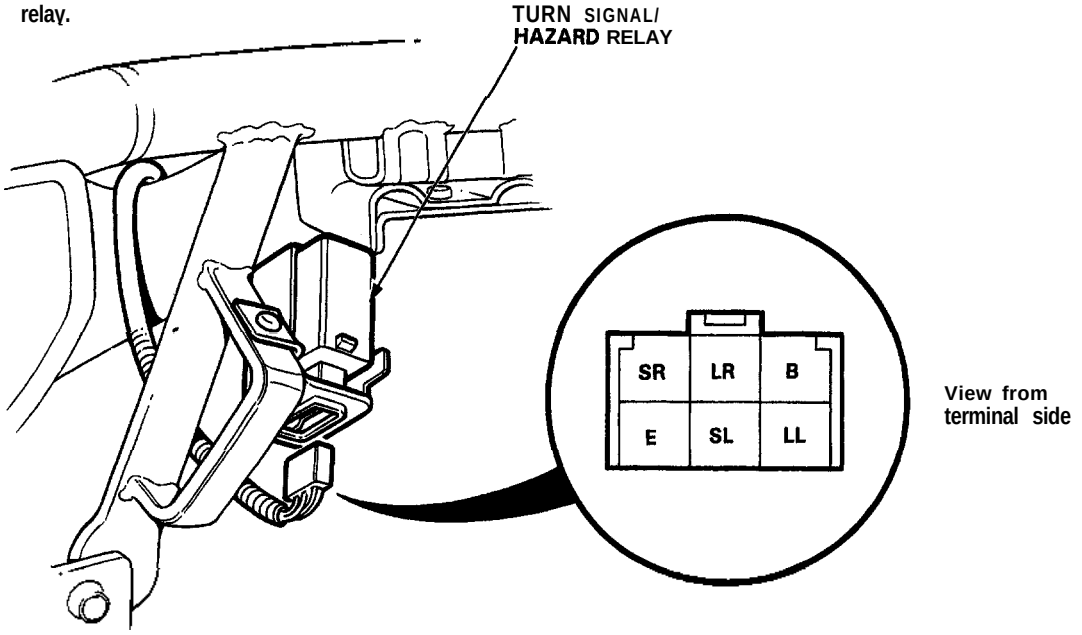
-Turn Signal/Hazard Relay Input Test

Remove the dashboard lower panel.

Remove the turn signal/hazard relay from the left kick panel then disconnect the 6-P connector.

Make the following input tests at the 6-P connector terminals.

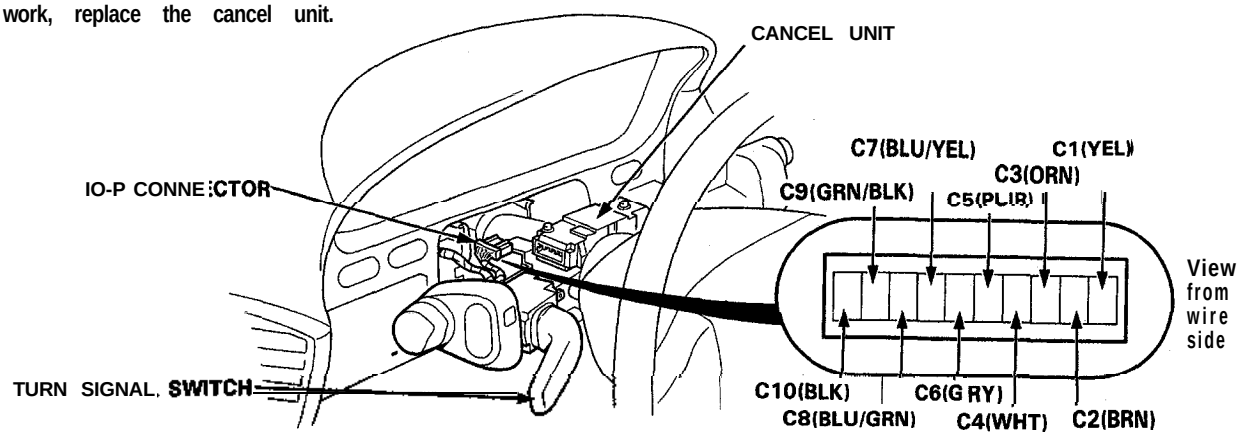
If all tests prove OK, but the relay fails to work, replace the turn signal/hazard relay.



No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	E	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402) • An open in the BLK wire
2	B	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 46 (10A) fuse. • An open in the RED/WHT wire.
3	SR	Ignition switch ON and turn signal switch in R.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10A) fuse. • Faulty turn signal switch or cancel unit. • An open in the YEL, BLU/GRN, or BLU/YEL wire.
	SL	Ignition switch ON and turn signal switch in L.		
4	SR	Hazard switch ON.	Check for voltage to ground: should be battery voltage.	• Faulty hazard switch. • An open in the RED/WHT, BLU/GRN or BLU/YEL wire.
	SL			
5	LR	Connect the B terminal to the LR terminal.	R. turn signal lights should come on as the battery is connected.	• Blown bulb. * Faulty side marker relay circuit. • Poor ground (G301, G401, G402, G501) • An open in the GRN/YEL or BLU/WHT wire.
6	LL	Connect the B terminal to the LL terminal.	L. turn signal lights should come on as the battery is connected.	• Blown bulb. . Faulty side marker relay circuit. • Poor ground (G301, G401, G402, G501). • An open in the GRN/BLU or PNK/BLU wire.

-Cancel Unit Input Test

Remove the steering column covers.
Disconnect the 10-P connector from the cancel unit.
Make the following input tests at the 1 O-P connector terminals.
If all tests prove OK, but the turn signal lights fails to work, replace the cancel unit.



No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	C10 (BLK)	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402) • An open in the wire.
2	C1 (YEL)	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10A) fuse. • An open in the wire.
3	c5 (PUR)	Lighting switch (•)	Check for voltage to ground: should be battery voltage.	• Faulty lighting switch or taillight relay. • An open in the wire.
4	c2 (BRN) C6 (GRY)	Turn signal switch (R.)	Check for continuity between the C2 and C6 terminals: should' be continuity.	• Faulty turn signal switch. • An open in the wire.
5	c2 (BRN) C9 (GRN/BLK)	Turn signal switch (L.)	Check for continuity between the C2 and C9 terminals: should be continuity.	• Faulty turn signal switch. • An open in the wire.
6	c3 (ORN) c4 (WHT)	Under all conditions.	Check for continuity between the C3 and C4 terminals: should be continuity.	• Faulty turn signal switch solenoid. • An open in the wire.
7	c7 (BUL/YEL)	Connect the Cl terminal to the C7 terminal then ignition switch ON.	R. turn signal lights should come on as the battery connected.	• Blown bulb. * Faulty turn signal/hazard relay. • Poor ground (G301, G401, G403, G501) • An open in the wire.
	C8 (BLU/GRN)	Connect the Cl terminal to the C8 terminal then ignition switch ON.	L. turn signal lights should come on as the battery connected.	• Blown bulb. * Faulty turn signal/hazard relay. • Poor ground (G301, G401, G402, G501). • An open in the wire.

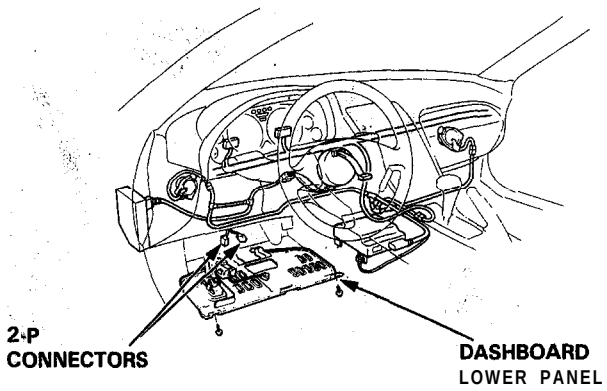
Side Maker/Turn Signal/Hazard Flasher System

-Hazard Switch Removal

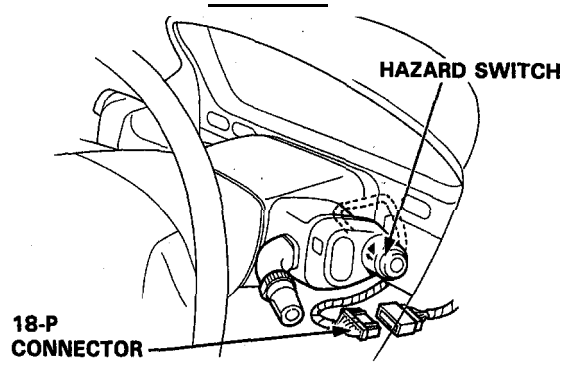
⚠ WARNING **All SRS wire harnesses and connectors are colored yellow. Do not use electtical test equipment on these circuits.**

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the lighting system.

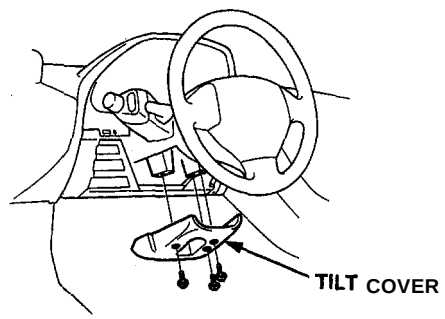
1. Remove the dashboard lower panel and disconnect the 2-P connectors from the floor wire harness.



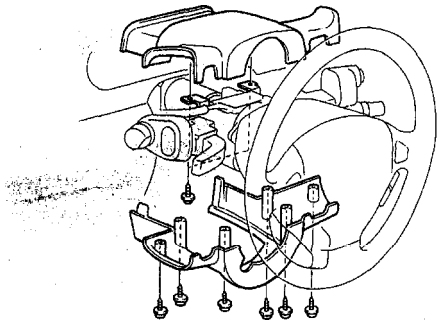
2. Disconnect the 18-P connector from floor wire harness.



3. Remove the tilt cover.

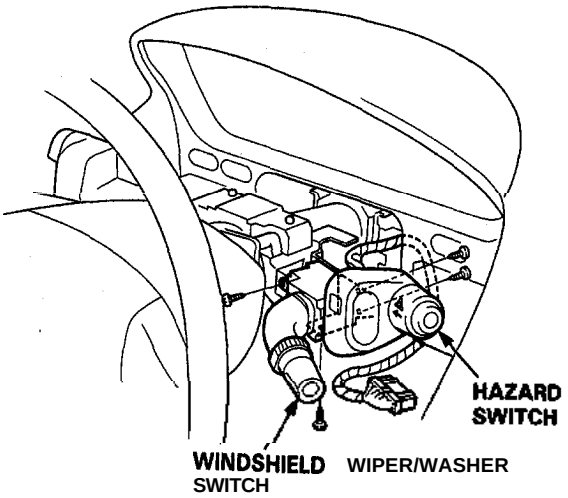


4. Remove the steering column lower cover and upper cover.



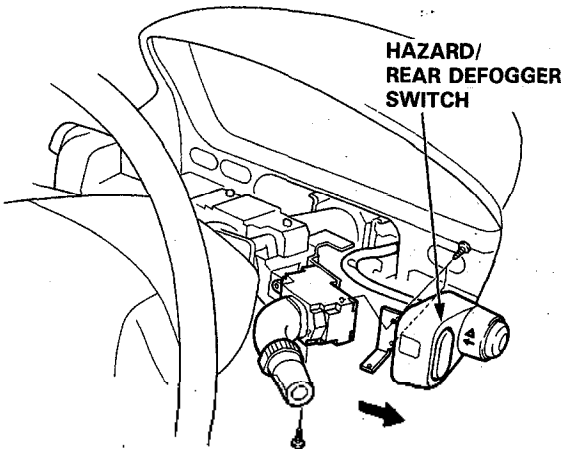
NOTE: Be careful not to damage steering column covers.

5. Remove the 4 screws then remove the hazard switch and wiper/washer switch assembly.

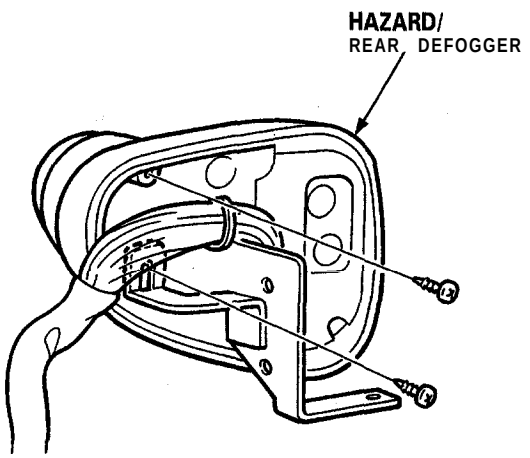


Hazard Switch Light Bulb Replacement

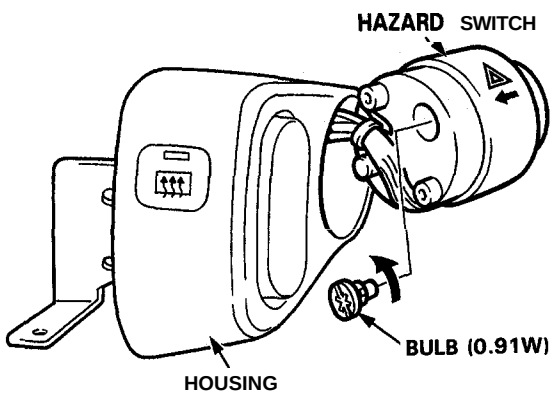
1. Remove the steering column covers.
2. Remove the 3 screws.



3. Remove the 2 screws.

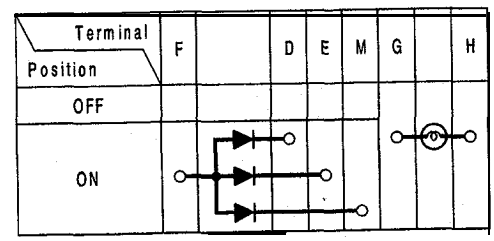


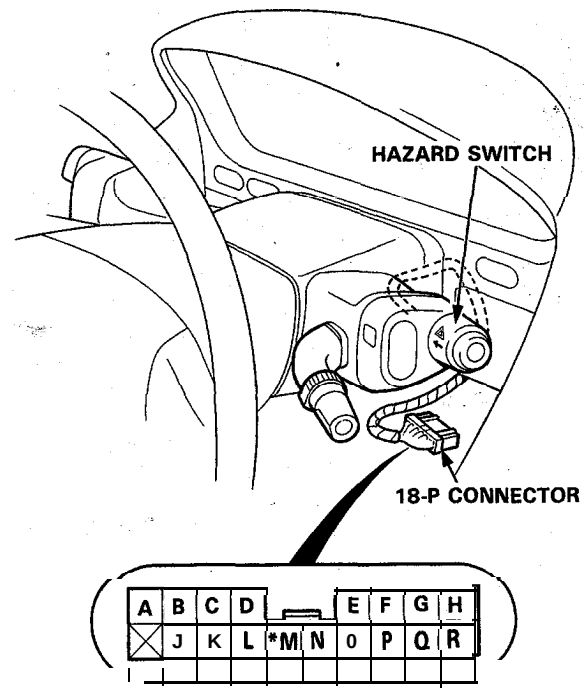
4. Side the hazard switch out of the housing as shown.
5. Remove the bulb from the hazard switch by turning the bulb 45°.



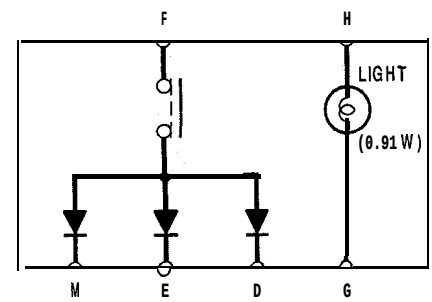
'Hazard Switch Test

1. Remove the dashboard lower panel (see page 23-214).
2. Disconnect the 18-P connector from the floor wire harness.
3. Check for continuity between the terminals in each switch position according to the table.



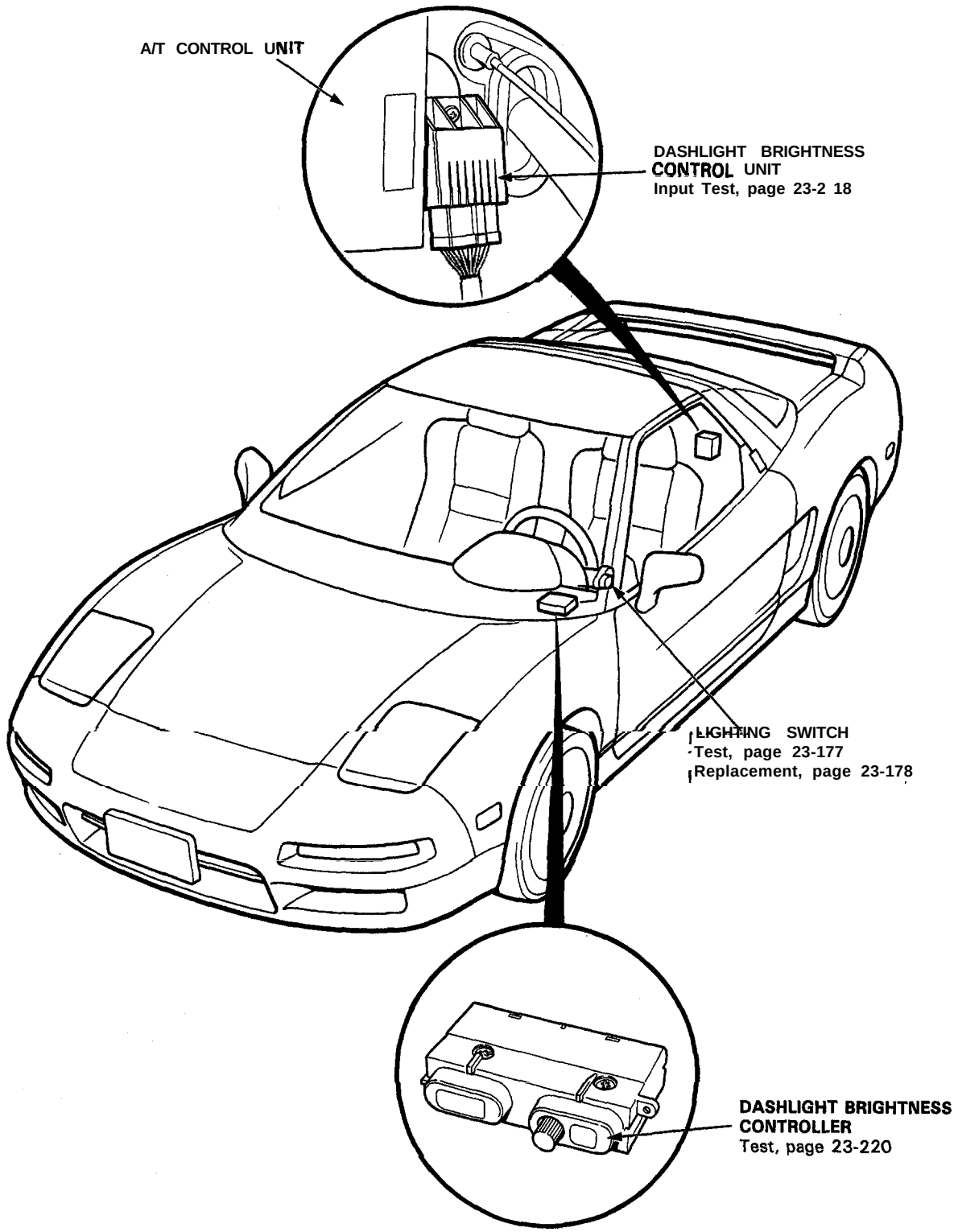


View from wire side *M: Not used

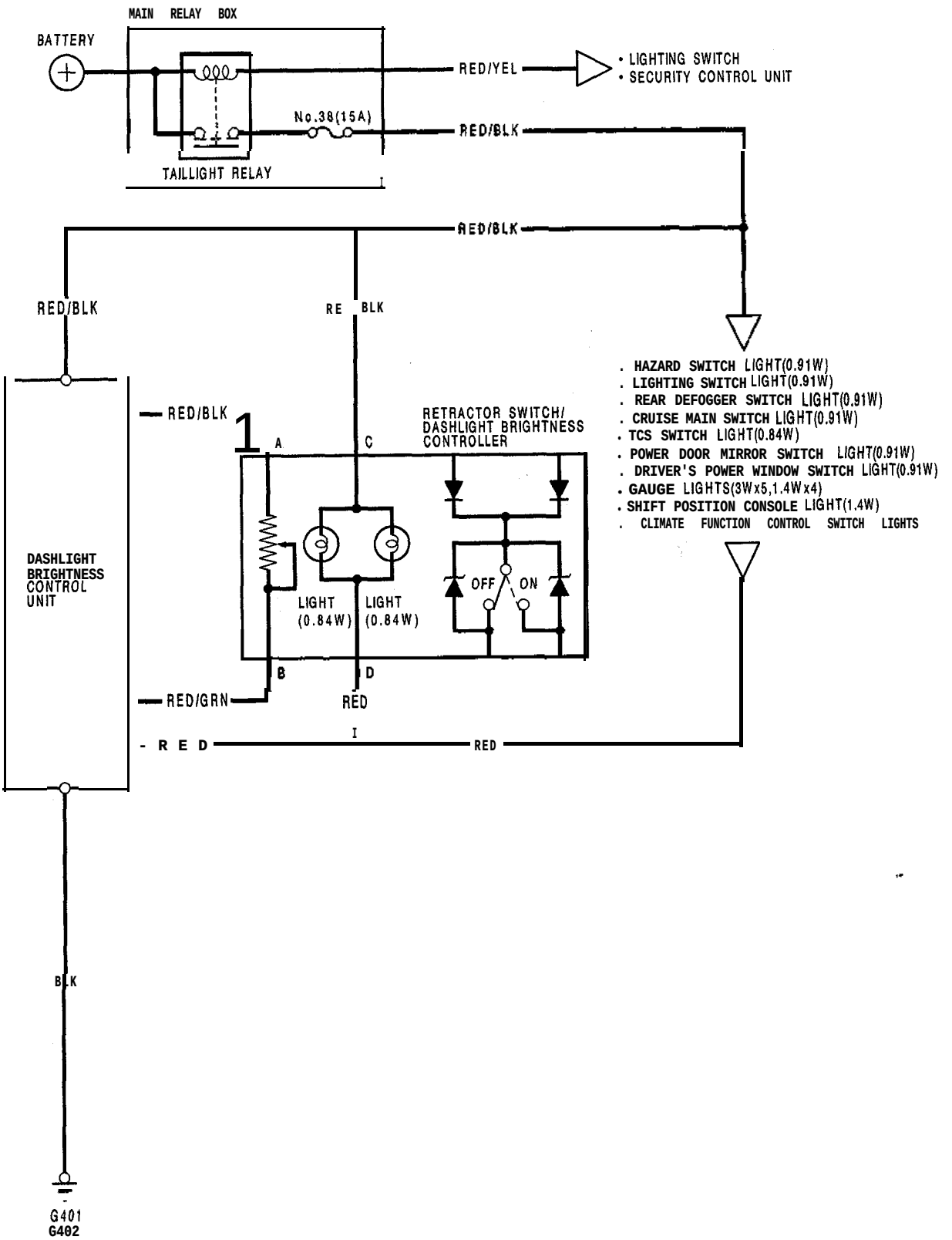


Dashlight Brightness Control

Component Location Index



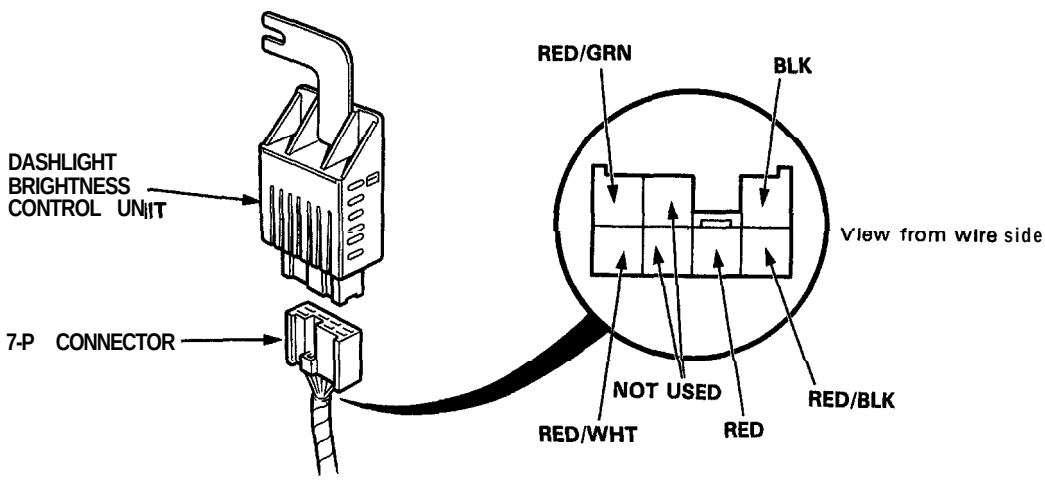
Circuit Diagram



Dashlight Brightness Control

-Control Unit Input Test

Disconnect the 7-P connector from the control unit.
Make the following input tests at the harness pins.
If all tests prove OK, yet the dashlights still cannot be controlled, check the connector for a good connection. If OK, substitute a known-good control unit and recheck.



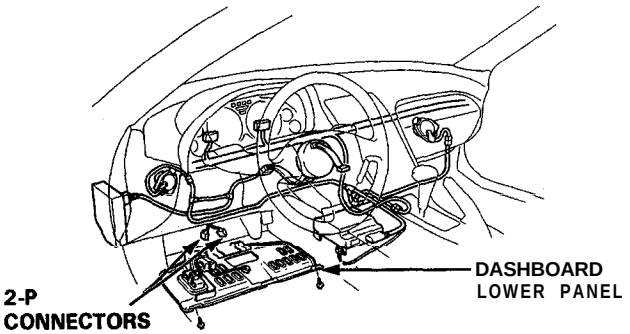
No.	Terminal	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402) • An open in the wire.
2	RED/BLK	Lighting switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 38 (15A) fuse. • Faulty taillight relay. • Faulty lighting switch. • An open in the wire.
3	RED	Lighting switch ON.	Attach to ground: dashlights should come on full bright.	• An open in the RED/BLK or RED wire.
4	RED/GRN and RED/WHT	Adjusting dial rotated.	Check for resistance between the RED/GRN and RED/WHT terminals: should vary from 0 to 24,000 ohms as the dial is rotated.	• Faulty controller. • An open in the wire.

Controller Removal

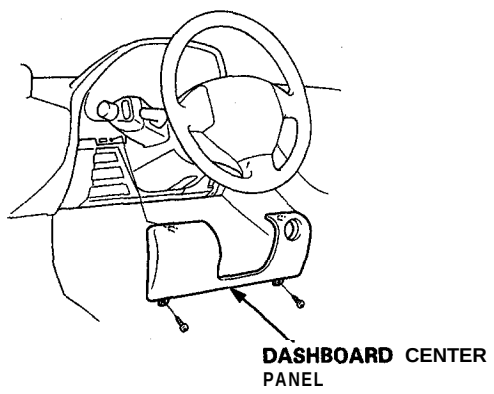
WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful no to damage the SRS wire harnesses when servicing the lighting system.

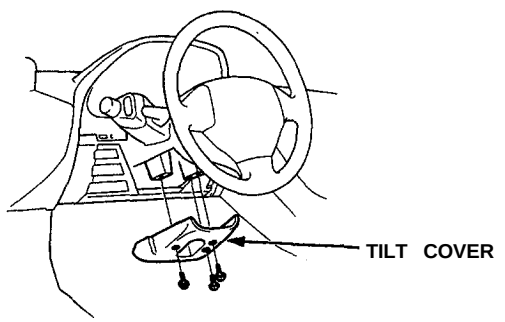
1. Remove the dashboard lower panel and disconnect the 2-P connectors from the floor wire harness.



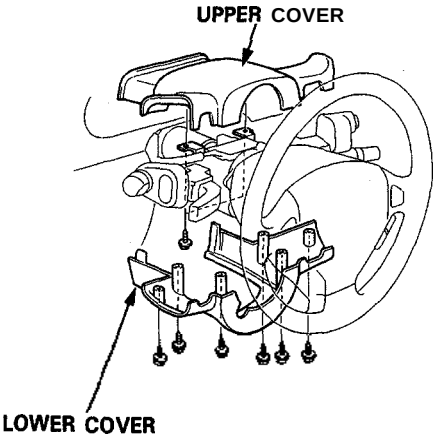
2. Remove the dashboard center panel.



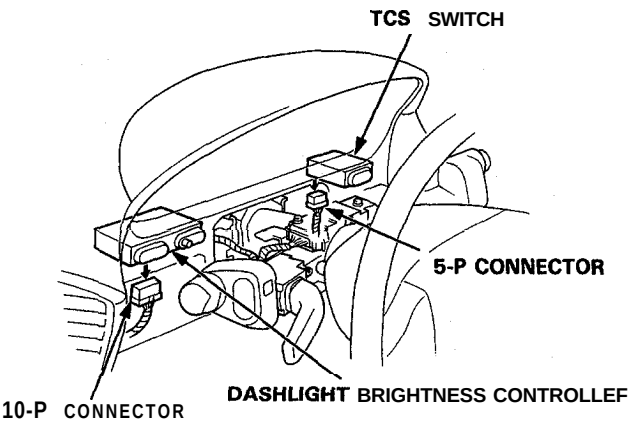
3. Remove the tilt cover.



4. Remove the steering column lower cover and upper cover.



5. Disconnect the TCS switch connector and dashlight brightness controller connector.



6. Remove the 6 screws, then remove the instrument panel from the dashboard.

7. Remove the dashlight brightness controller from the instrument panel.

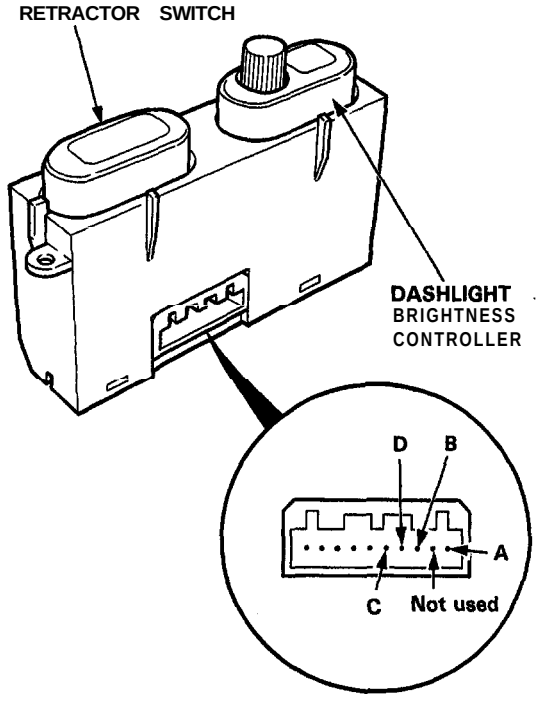
Dashlight Brightness Control

Controller Test

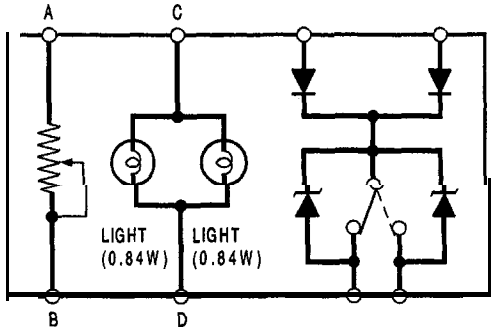
1. Remove the dashlight brightness controller from the instrument panel.
2. Measure resistance between A and B terminals while rotating the adjusting dial.

   Resistance should vary from 0 to 24,000 ohms as the dial is rotated.

   NOTE: Resistance will vary slightly with temperature.

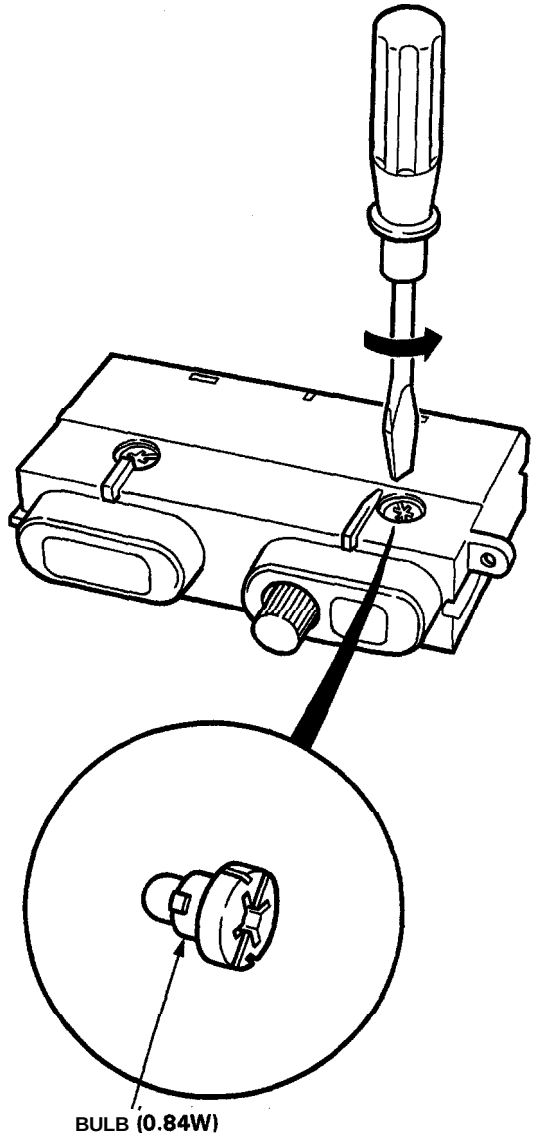


Dashlight brightness controller



Controller Light Bulb Replacement

1. Remove the dashlight brightness controller.
2. Turn the socket 45° counterclockwise to remove it.



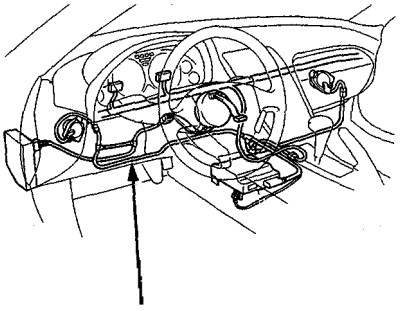
Entry Light Timer System

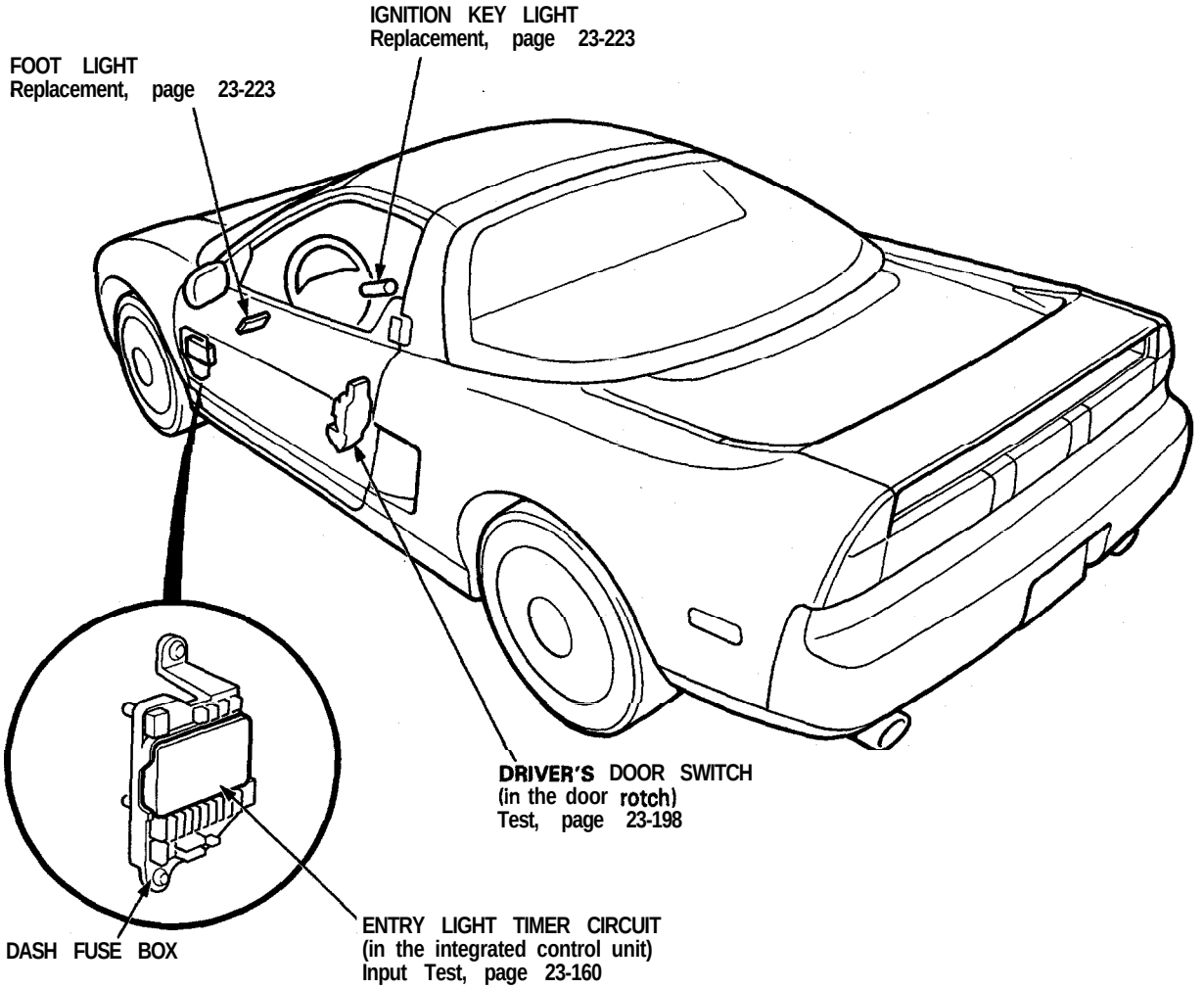
Component Location Index

⚠ WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the entry light timer system.

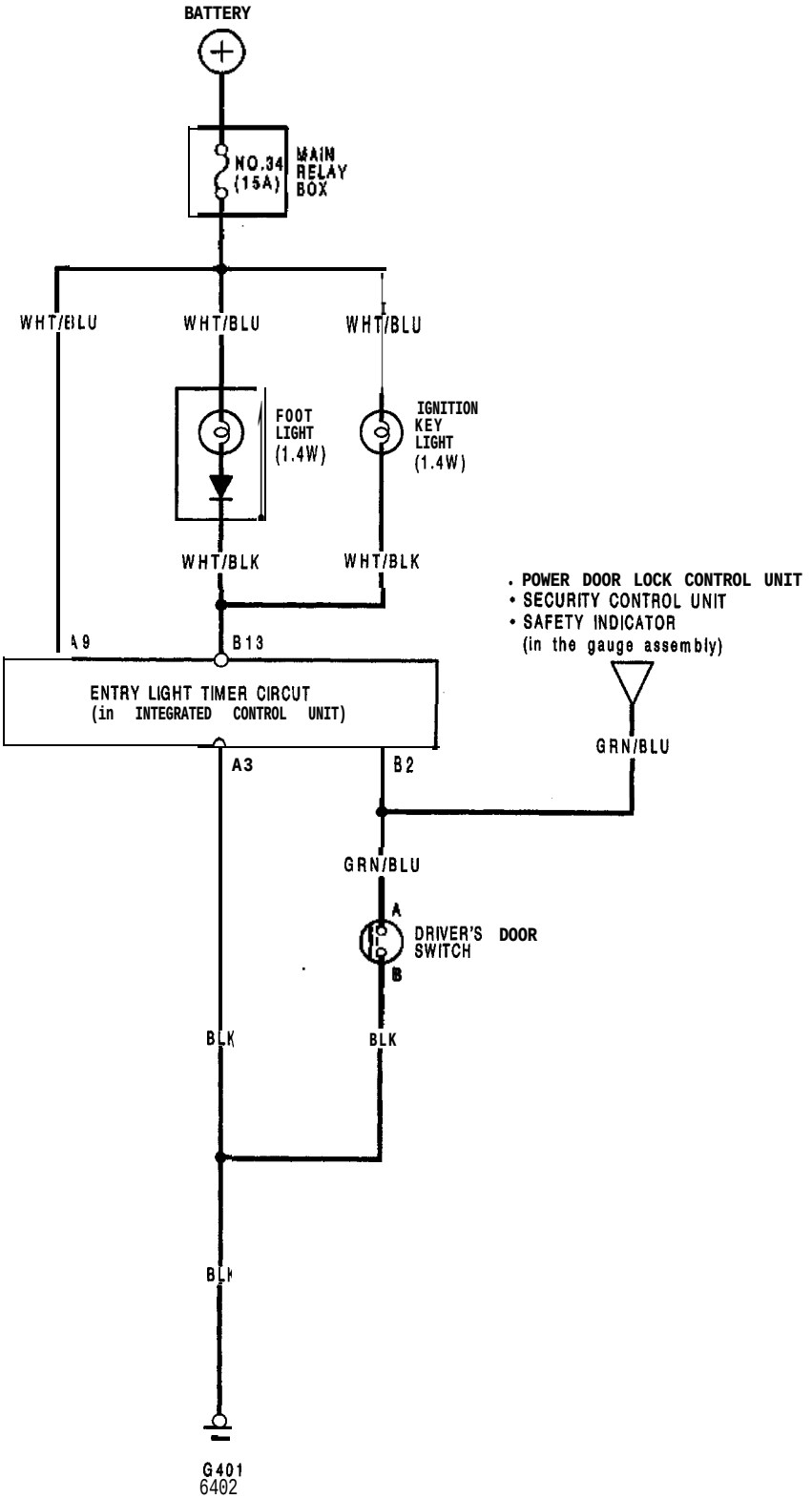
Description: If the driver's door has been opened by the outer handle, a foot light and a light at the ignition switch go on and stay on for about 8 seconds after the driver's door is closed.





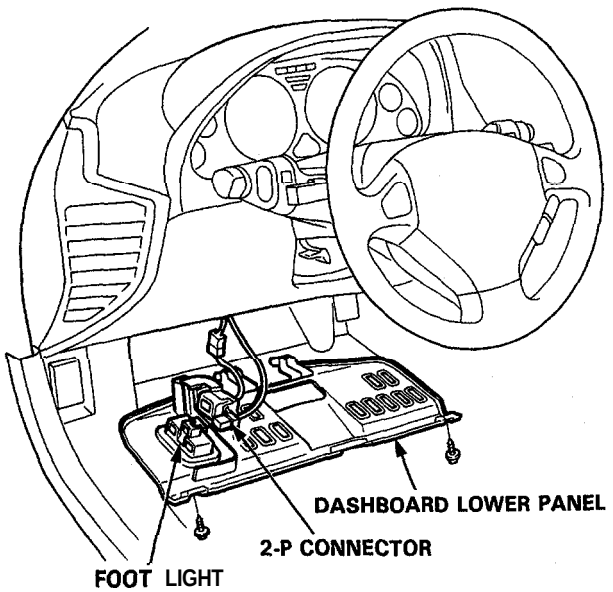
Entry Light Timer System

Circuit Diagram

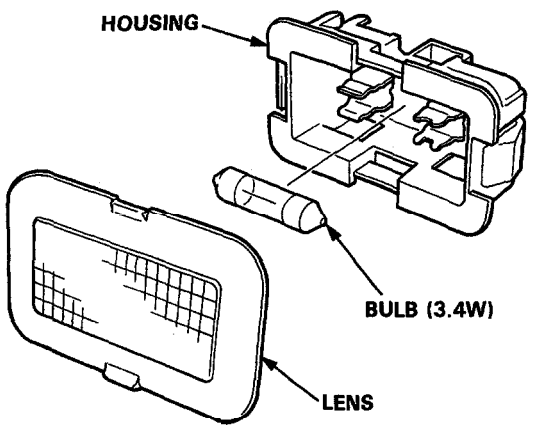


-Foot Light Replacement

1. Remove the dashboard lower panel.
2. Disconnect the 2-P connector from the foot light.
3. Push out the foot light from the dashboard lower panel.

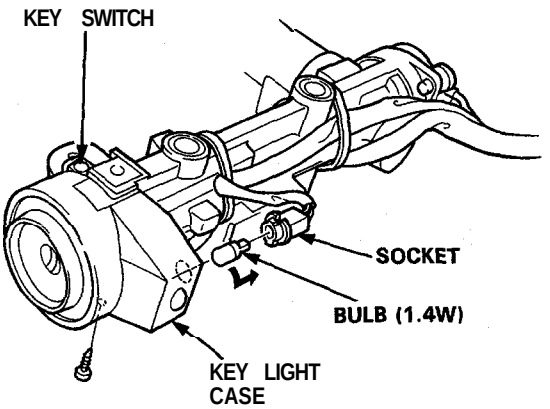


4. Remove the foot light bulb.



- Ignition Key Light Replacement

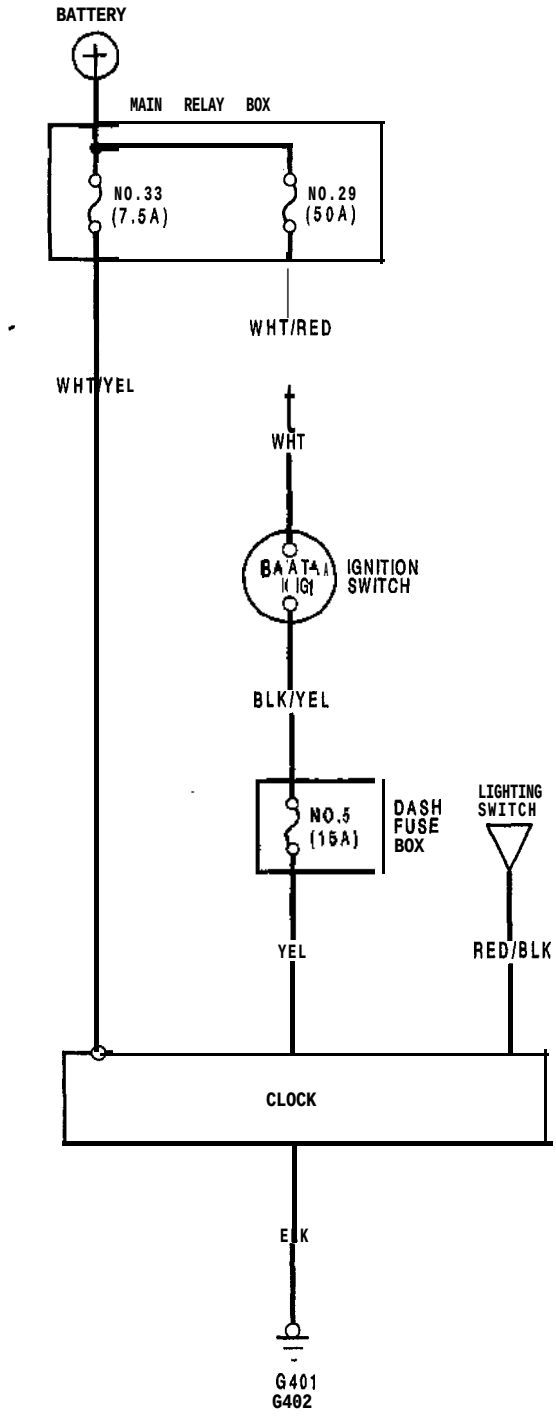
1. Remove the dashboard lower panel.
2. Remove the dashboard center panel.
3. Remove the bulb/socket from the key light case by turning the socket 45°.



4. Remove the key light case from the key cylinder by removing the attaching screw.

Clock

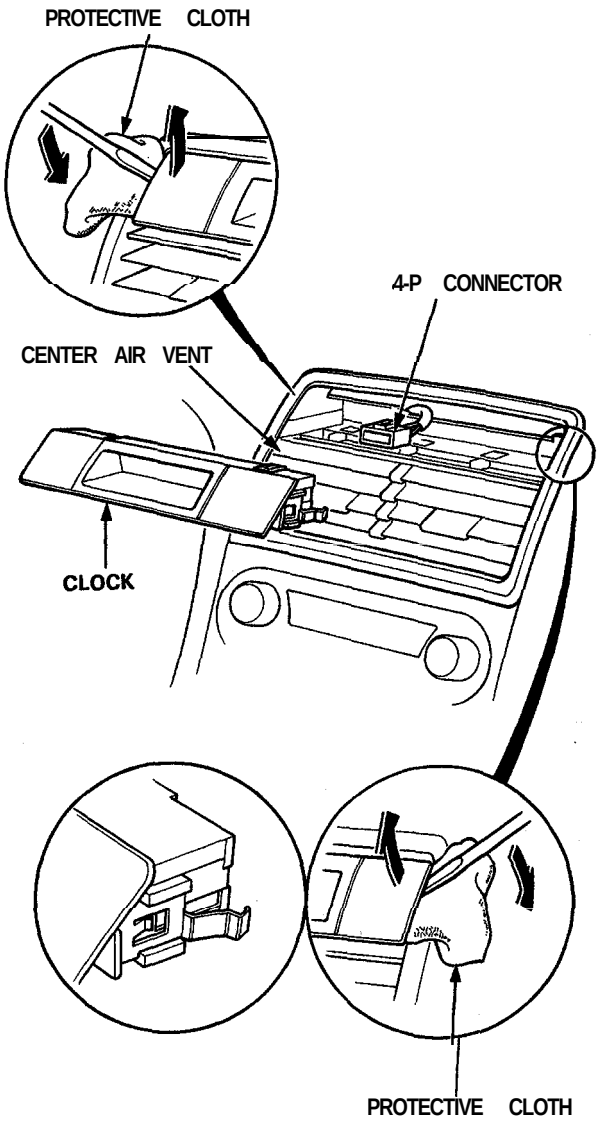
Circuit Diagram



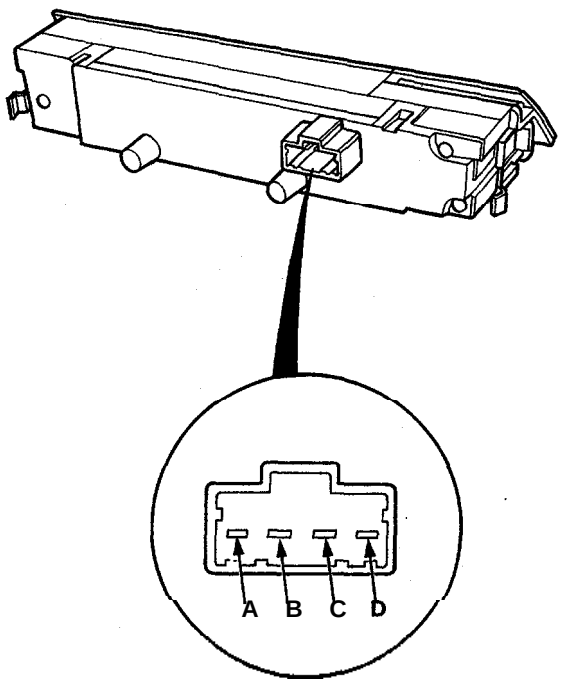
Removal

CAUTION: Be careful not to damage the center air vent or clock.

1. Remove the clock as shown.
2. Disconnect the 4-P connector from the clock.



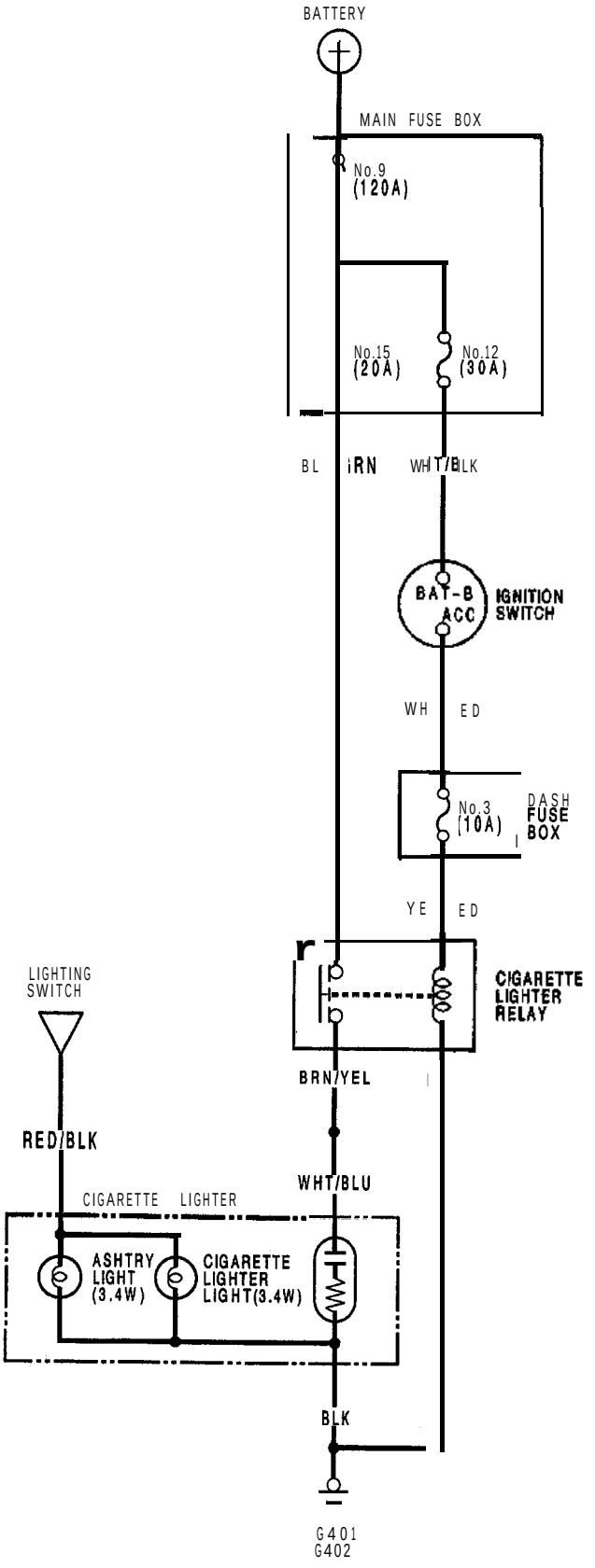
Terminals



Terminal	Wire	Destination
A	BLK	Ground
B	RED/BLK	Light-on signal
C	WHT/YEL	Constant power (Time memory)
D	YEL	IGI (Main clock power supply)

Cigarette Lighter

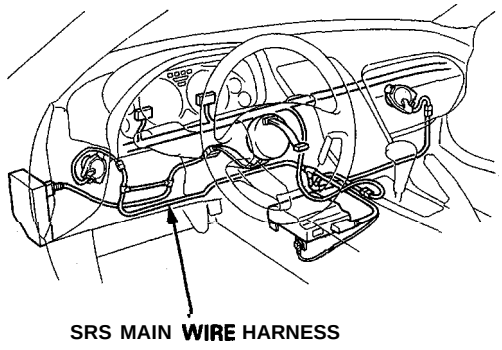
Circuit Diagram



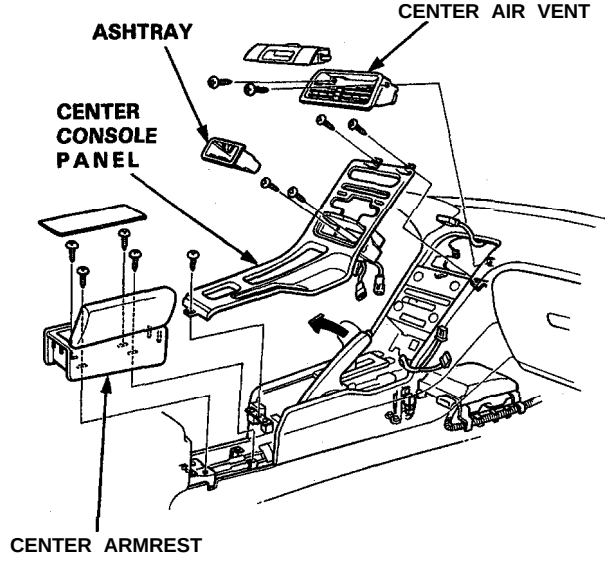
Replacement

WARNING Ail SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

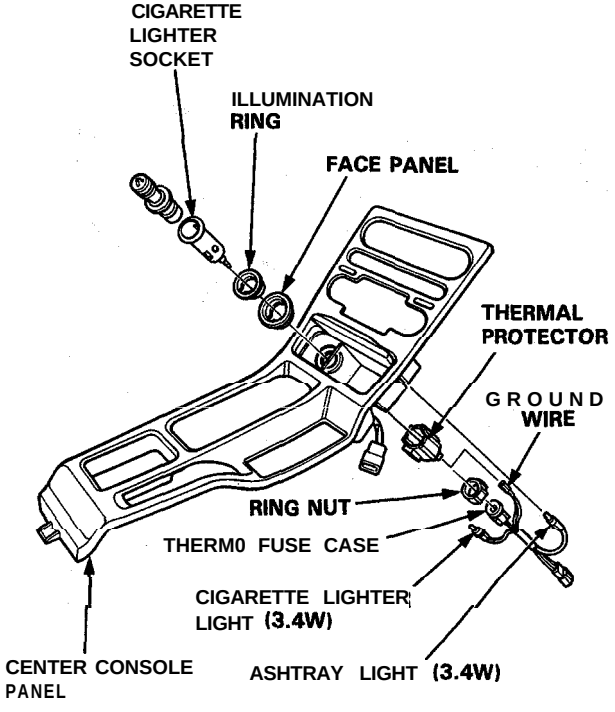
CAUTION: Be careful not to damage the SRS wire harnesses when servicing the cigarette lighter.



1. Remove the clock (see page 23-225).
2. Remove the 2 screws, then remove the center air vent.
3. Remove the 4 screws, then remove the center armrest.
4. Take out the ashtray.
5. Remove the 5 screws and center console panel, then disconnect the 3-P connector and 4-P conenctor from the floor wire harness.



6. Disconnect the thermo fuse case from the socket end.
7. Remove the ring nut and separate the cigarette lighter socket from the thermal protector.
8. When installing the cigarette lighter, align each lug on the face panel, illumination ring and cigarette lighter socket with the groove of the hole, then position the bulb case on the thermal protector between the stoppers of the center console panel.
9. Make sure that the ground wire, bulb socket and thermo fuse case are seated to the cigarette lighter assembly.

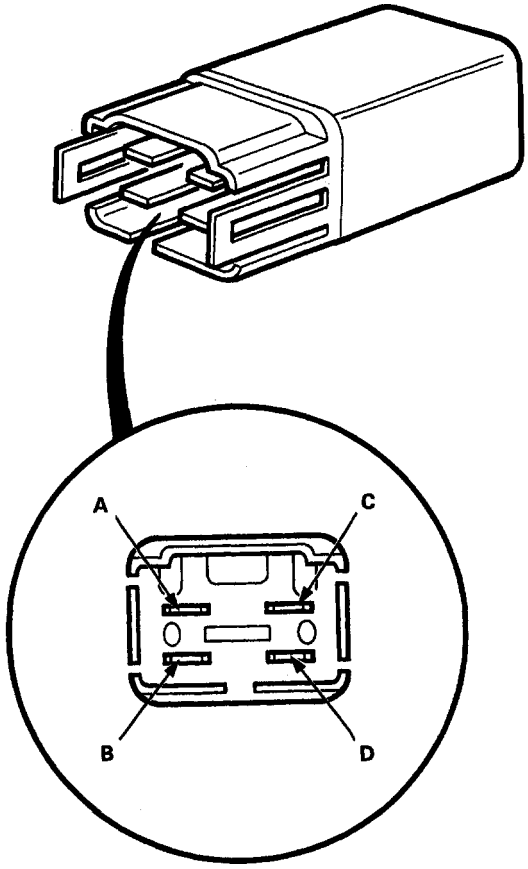


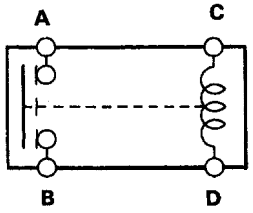
- Relay Test

1. **Remove the glove box (see section 20).**

2. **Disconnect the 4-P connector from the cigarette lighter relay. (Wire colors of 4-P conneclor: BLU/GRN, YEL/RED, BRN/YEL, BLK)**

3. There should be continuity between the A and B terminals when the battery is conencted to the C and D terminals.
   there should be no continuity when the battery is disconencted.



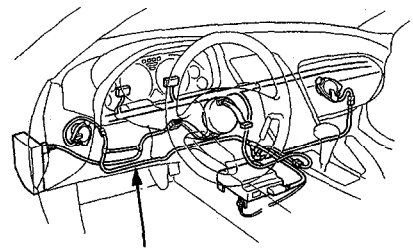


Stereo Sound System

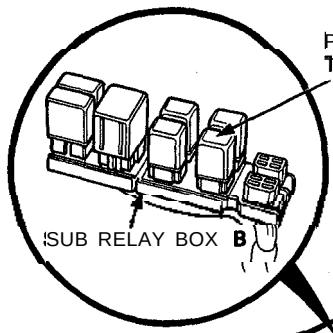
- Component Location Index

⚠ WARNING **All SRS wire harnesses- and connectors are colored yellow. Do not use electrical test equipment on these circuits.**

CAUTION: Be careful not to damage the SRS wire harness when servicing the stereo sound system.



SRS MAIN WIRE HARNESS



POWER AMPLIFIER RELAY
Test, page 23-234

SUB RELAY BOX B

STEREO RADIO/CASSETTE PLAYER
- Removal, page 23-232
- Terminals, page 23-234

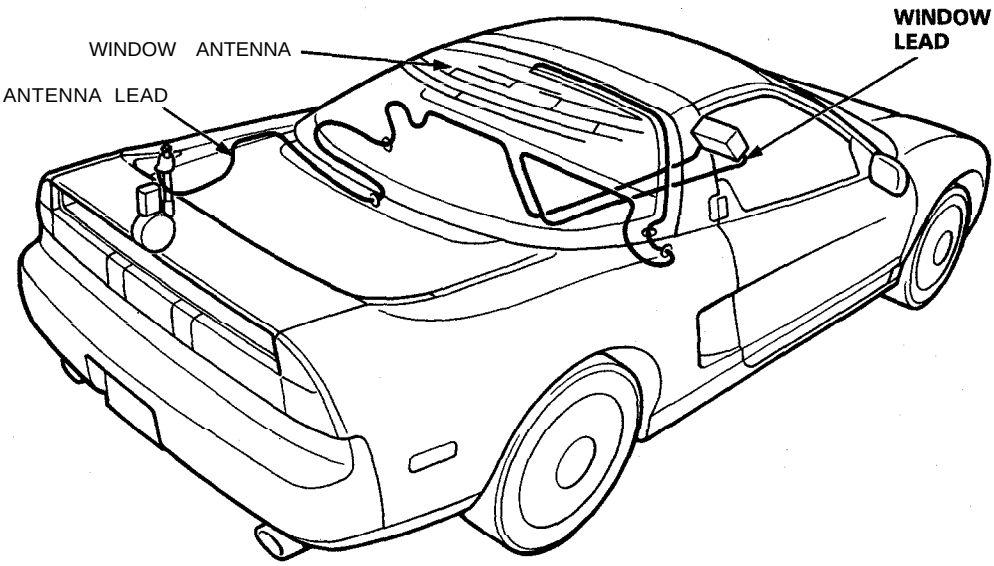
FOOT WHEEL BASS SPEAKER
Replacement, page 23-238

PASSENGER'S DOOR SPEAKER
Replacement, page 23-237

DRIVER'S DOOR SPEAKER
Replacement, page 23-237

REAR SPEAKER
Replacement, page 23-238

POWER ANTENNA MOTOR
- Test, page 23-235
- Replacement, page 23-237



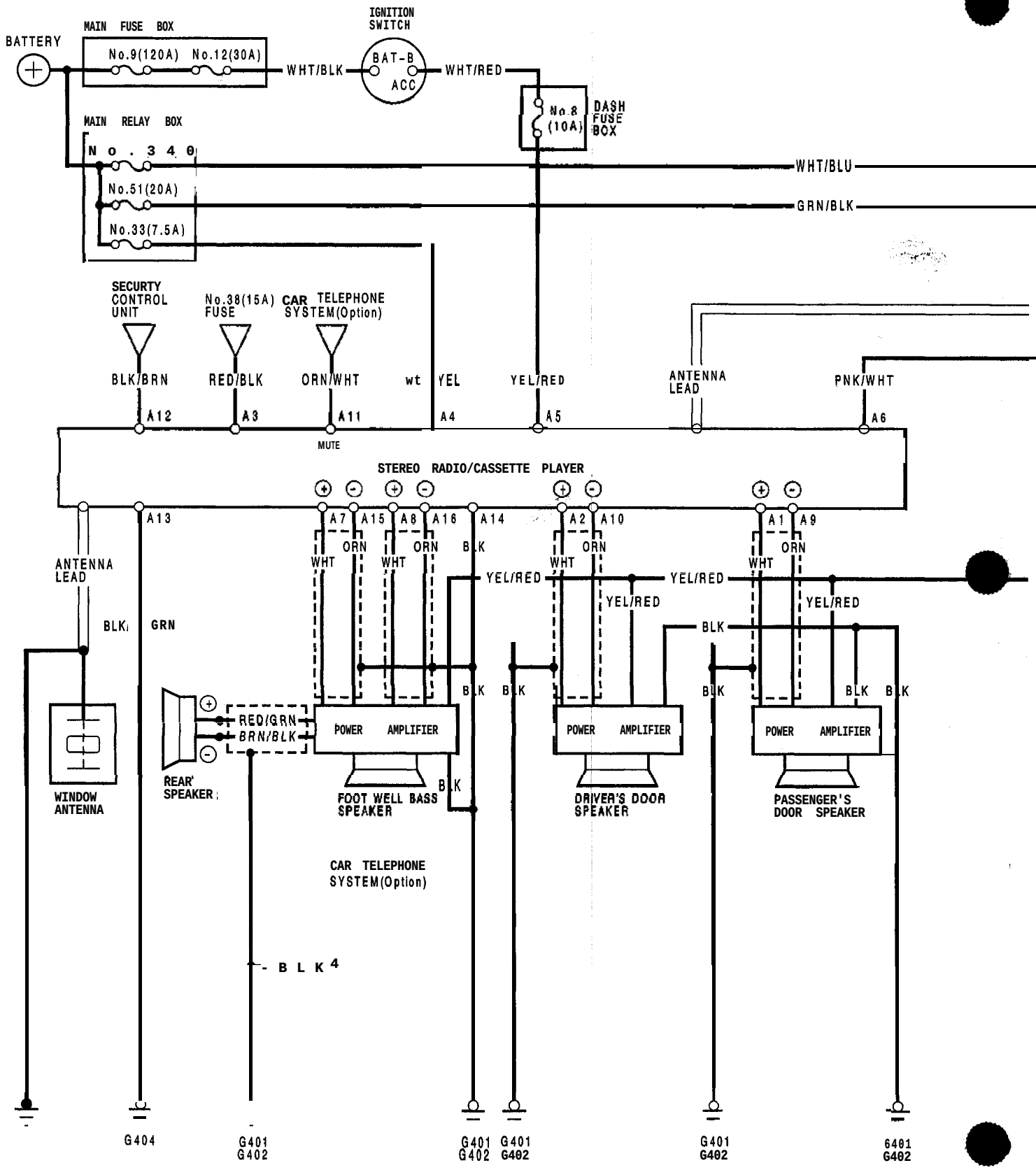
WINDOW ANTENNA

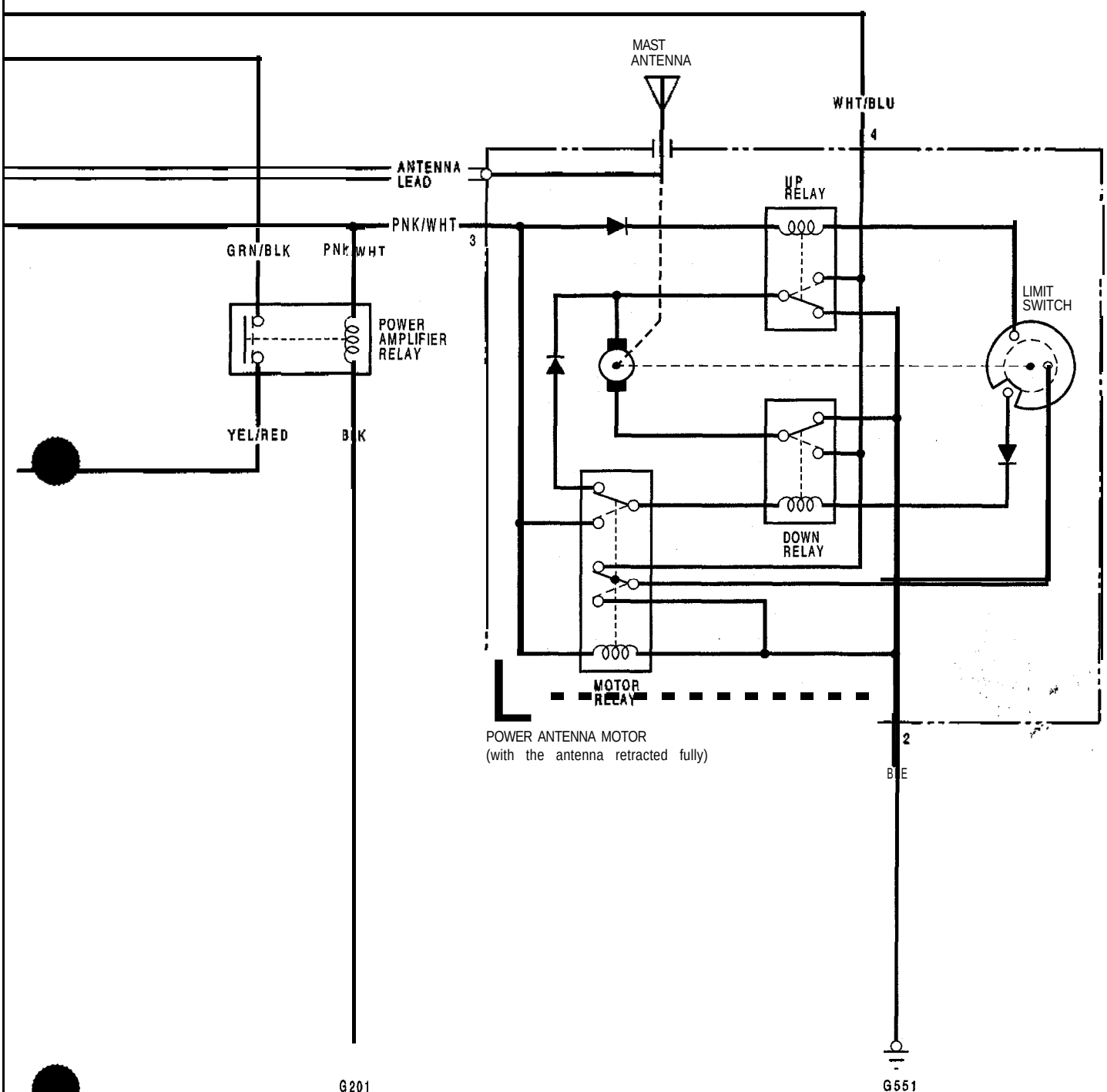
MAST ANTENNA LEAD

WINDOW ANTENNA **LEAD**

Stereo Sound System

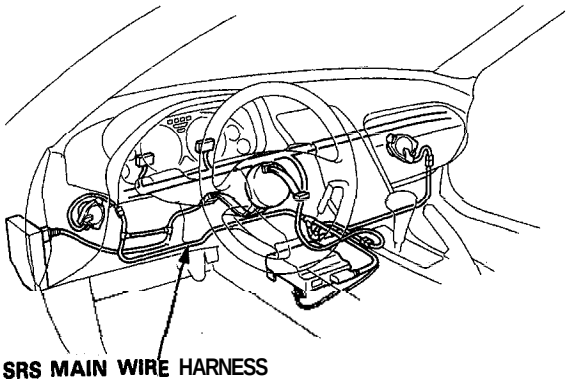
Circuit Diagram



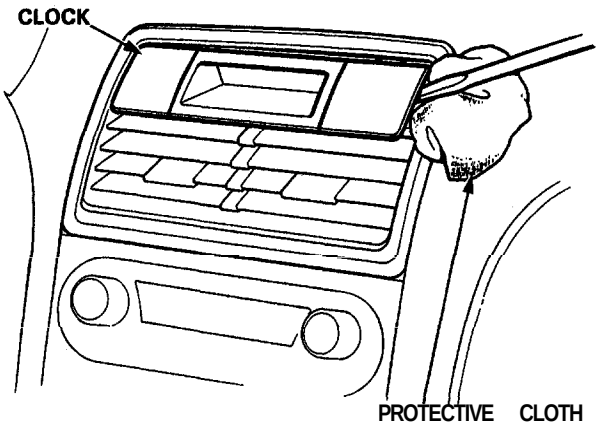

MAST
ANTENNA
WHT/BLU
4
ANTENNA
LEAD
PNK/WHT
3
GRN/BLK
PNK/WHT
POWER
AMPLIFIER
RELAY
YEL/RED
BLK
UP
RELAY
LIMIT
SWITCH
DOWN
RELAY
MOTOR
RELAY
POWER ANTENNA MOTOR
(with the antenna retracted fully)
2
BLK
G201
G551

Unit Removal

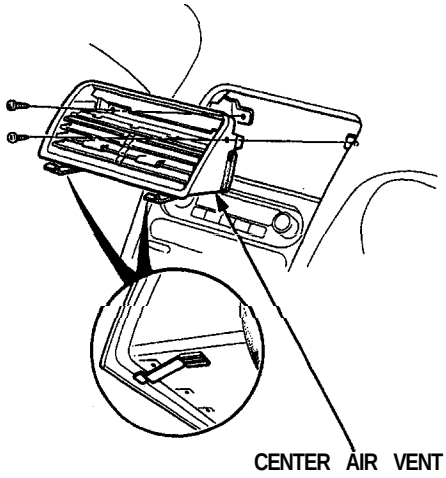
CAUTION:
- All SRS electrical wiring harnesses are covered with yellow outer insutation.
- Replace the entire affected **SRS** harness assembly if there is an open circuit or damage to the wiring.



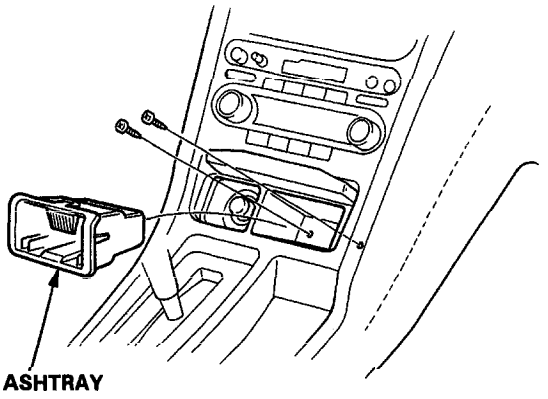
1. Remove the clock.



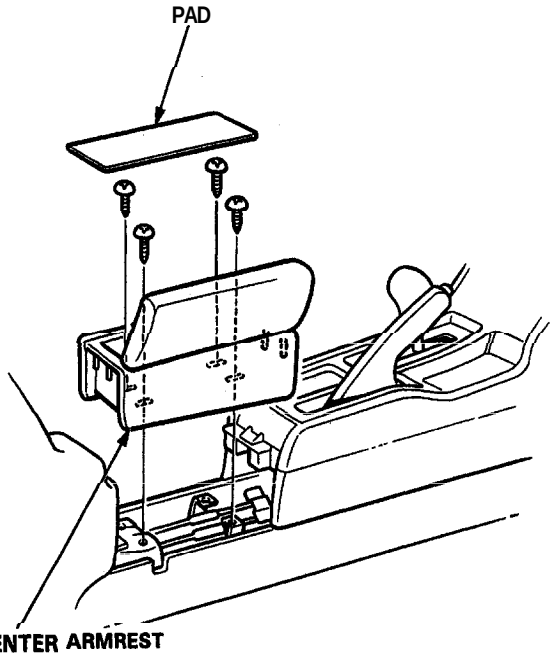
2. Remove the 2 screws, then remove the center air vent.



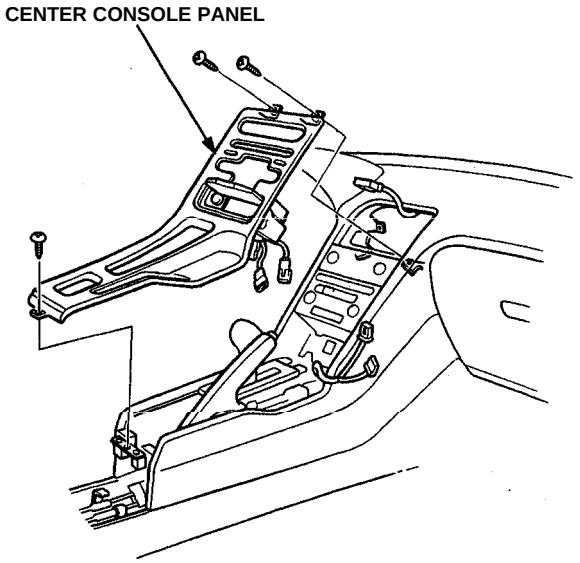
3. Take out the ashtray. Remove the 2 screws under the ashtray.



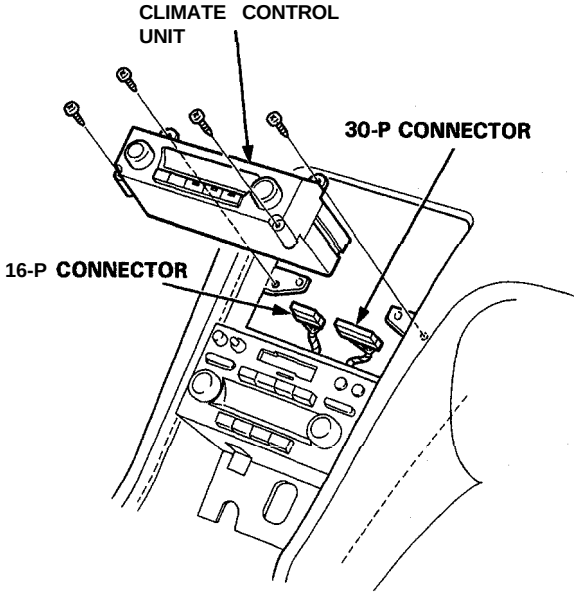
4. Remove the 4 screws, then remove the center armrest.



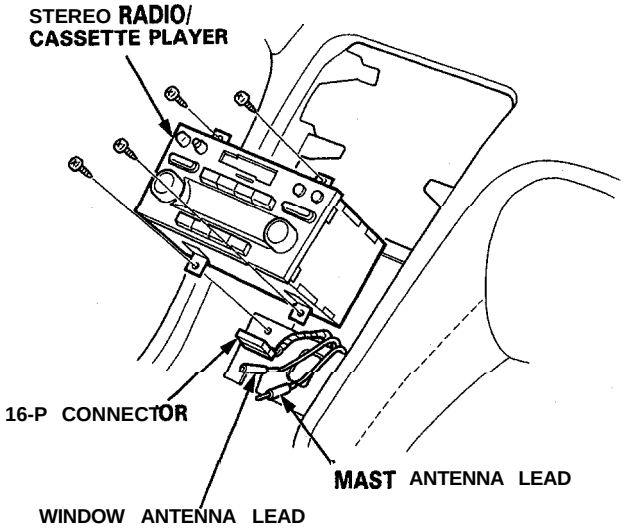
5. Remove the 3 screws and center console panel, then disconnect the 3-P connector and 4-P connector from the floor wire harness.



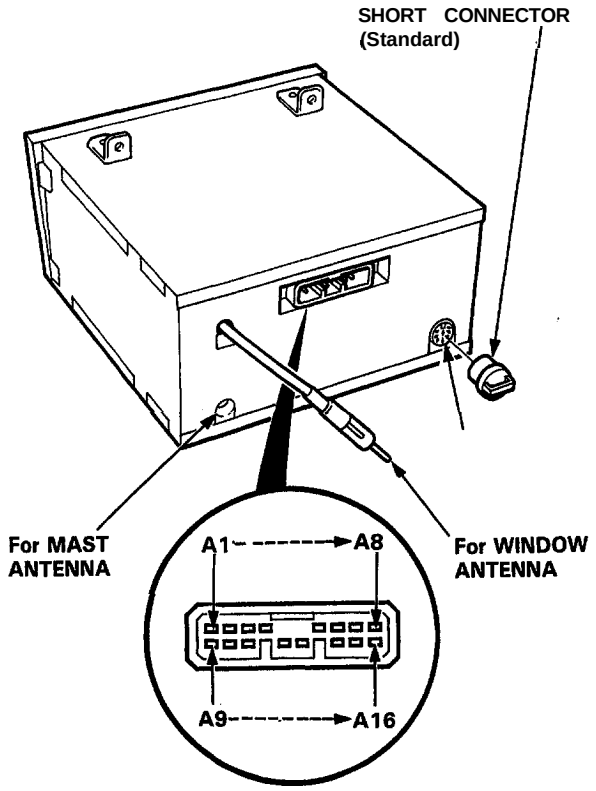
6. Remove the 4 screws, then disconnect the 14-P and 30-P connectors from the floor wire harness. Take out the climate control unit.



7. Remove the 4 screws, then disconnect the 16-P connector, mast antenna lead and window antenna lead. Take out the stereo radio/cassette player.



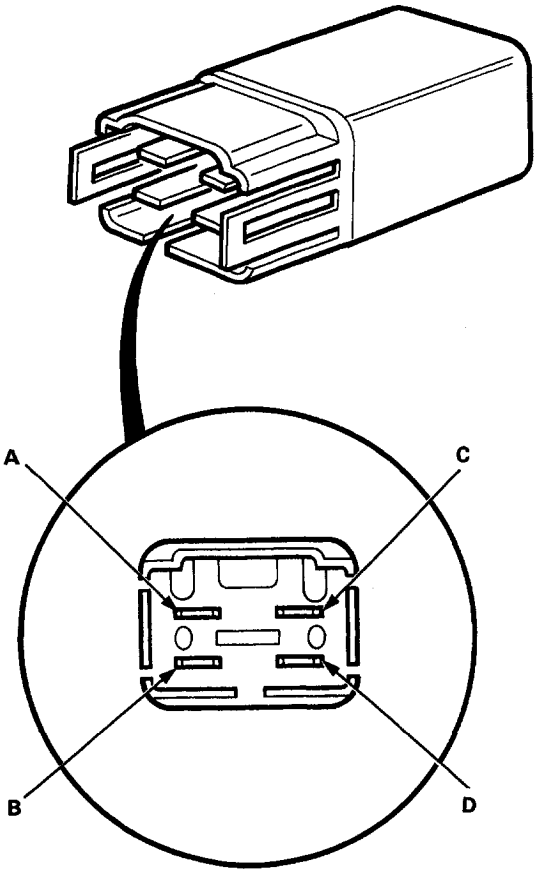
Unit Terminals

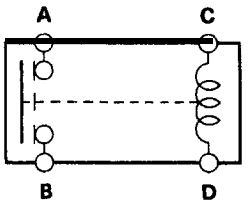


Terminal	Wire	Destination
AI	WHT	Passenger's door speaker amplifier ⊕
A2	WHT	Driver's door speaker amplifier ⊕
A3	RED/BLK	Light-on signal
A4	WHT/YEL	Constant power (Tuning memory)
A5	YEL/RED	ACC (Main stereo power supply)
A 6	PNK/WHT	Radio switched power (To antenna and relay)
A7	WHT	Foot well bass speaker (Driver's ⊕)
A6	WHT	Foot well bass speaker (Passenger's ⊕)
A9	ORN	Passenger's door speaker amplifier ⊖
A10	ORN	Drivers door speaker amplifier ⊖
AI 1	ORN/WHT	Telephone mute signal
AI 2	BLK/BRN	Security (IN)
AI3	BLK/LT GRN	Security (OUT)
AI4	BLK	Ground (G401, 402)
AI 5	ORN	Foot well bass speaker (Driver's ⊖)
AI6	ORN	Foot well bass speaker (Passenger's ⊖)

-Power Amplifier Relay Test

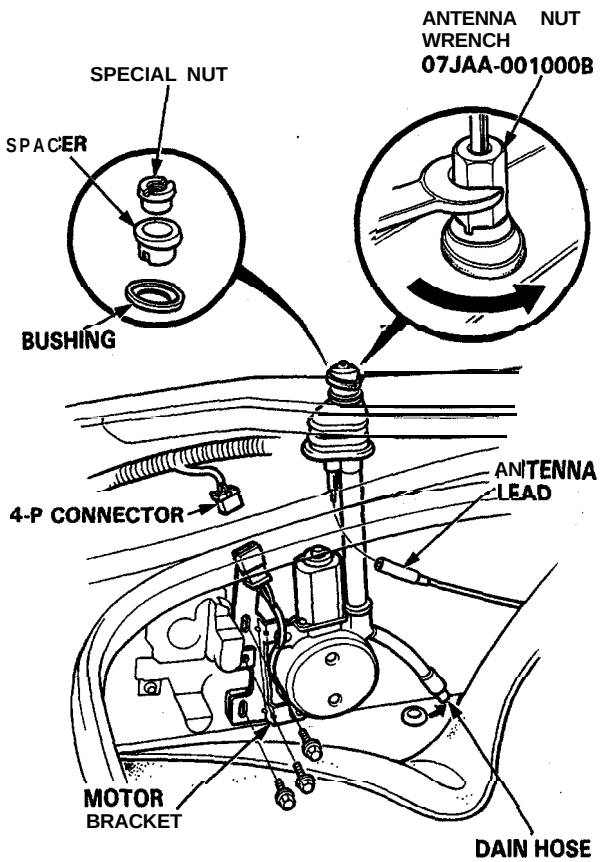
1. Remove the power amplifier relay from the sub relay box B.
2. There sould be continuity between the A and B terminals when the battery is connected to the C and D terminals.
   There should be no continuity when the battery is disconnected.





Power Antenna Motor Replacement

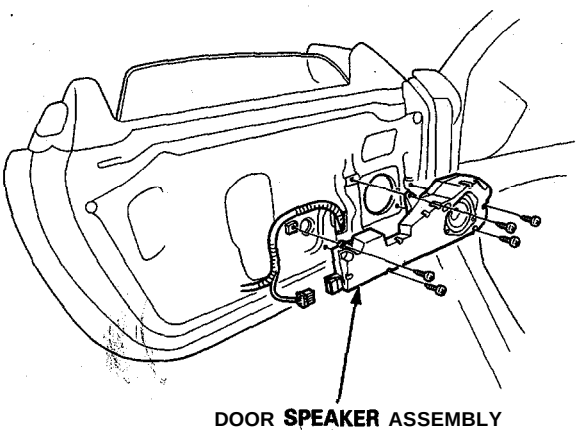
1. Open the trunk lid and remove the side trim panel.
2. Disconnect the 4-P connector and antenna lead from the motor, then remove the special nut and 3 mounting nuts to take out the motor.



3. install in reverse order of removal.
   NOTE: Tighten the special nut, then tighten 2 mounting nuts to motor bracket.

Front Speaker Replacement

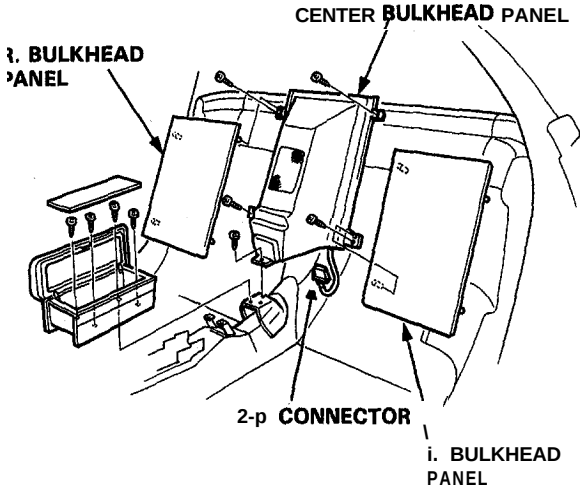
1. Remove the door trim panel (see section 20).
2. Remove the door speaker assembly from the door panel by removing the 5 screws.



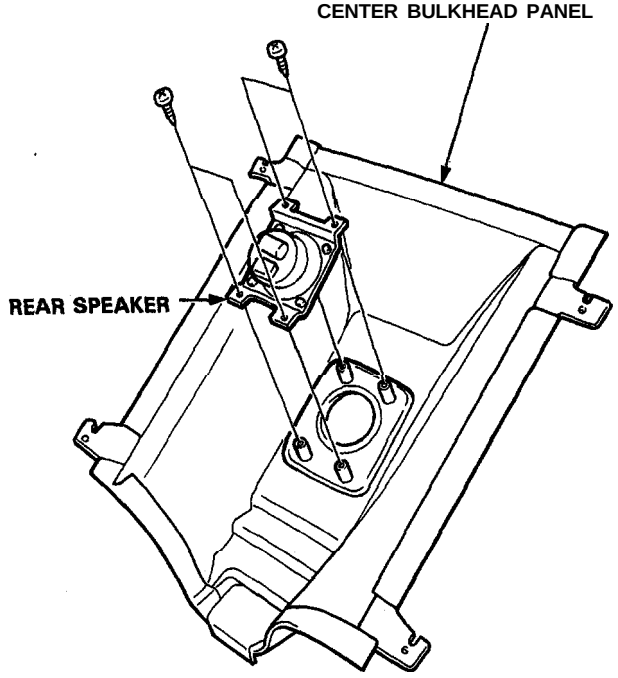
Stereo Sound System

Rear Speaker Replacement

1. Remove the center armrest and upper bulkhead panel (See section 20).
2. Remove the bulkhead panels.
3. Remove the 5 screws, then disconnect the 2-P connector from the floor wire harness.

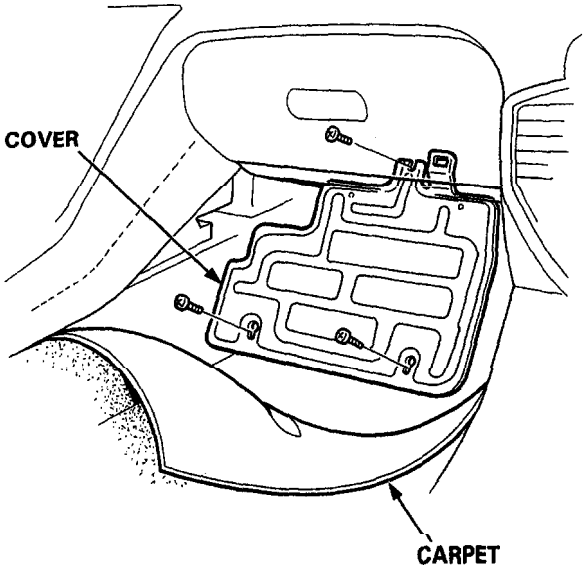


4. Remove the 4 screws, then take the rear speaker out of the center bulkhead panel.

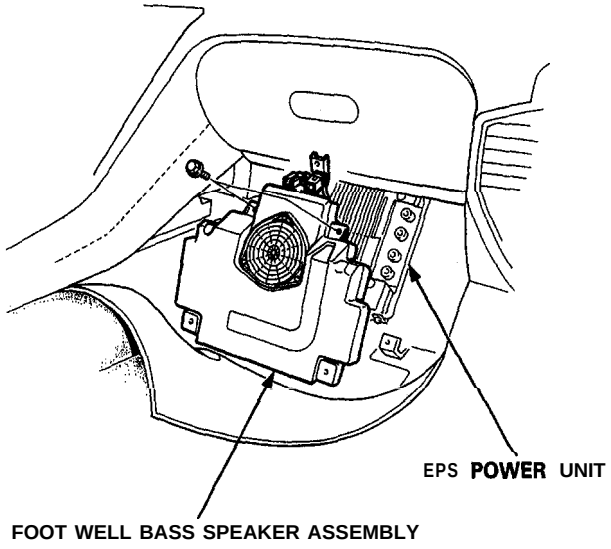


Foot Well Bass Speaker Replacement

1. Pull the right front floor carpet back.
2. Remove the foot well bass speaker cover.



3. Disconnect the 2-P and 6-P connectors, then remove the 2 bolts from the EPS power unit. Remove the foot well bass speaker assembly.

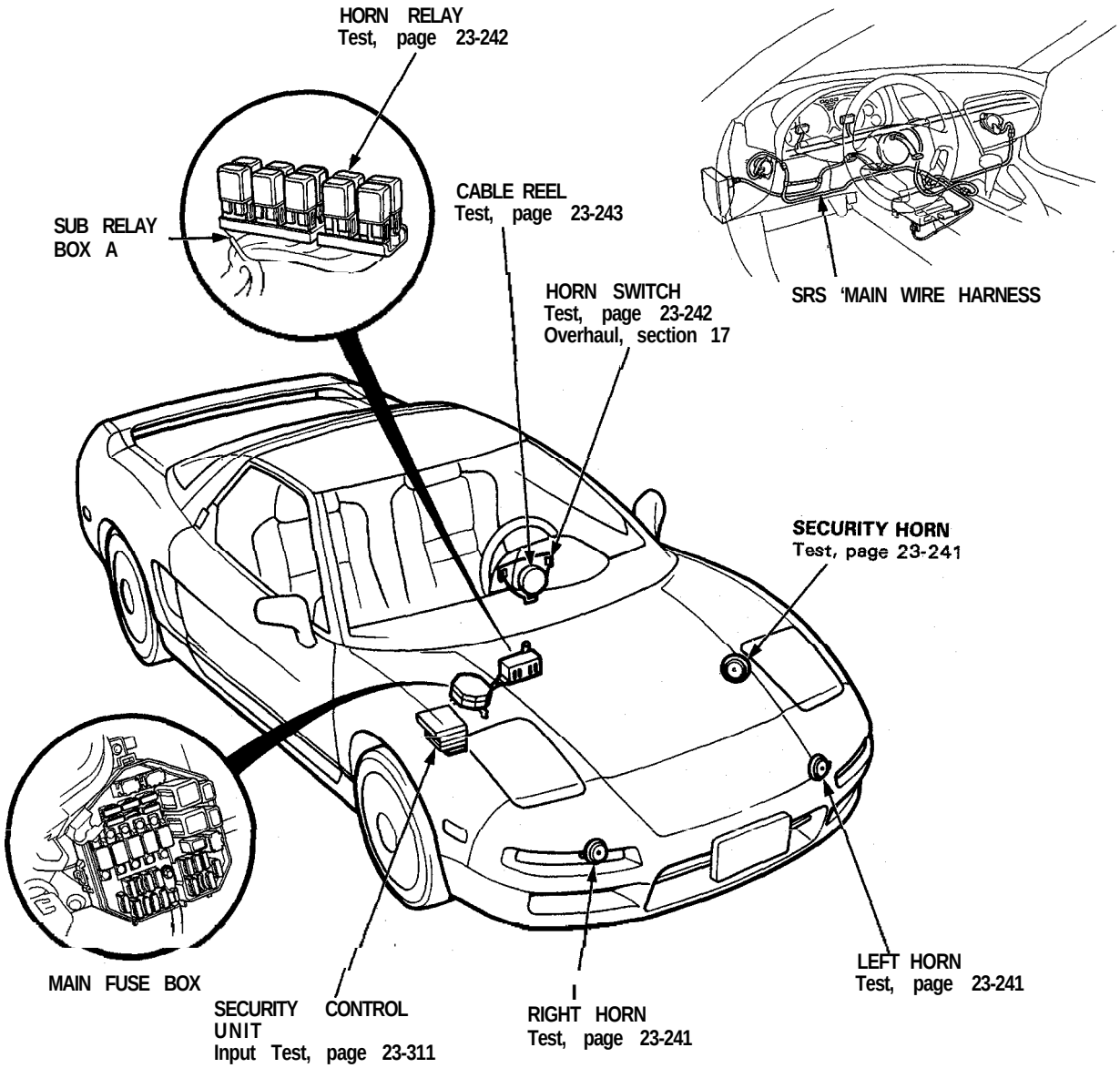


Component Location Index

SRS wire harness is routed near the horns and related parts (SRS wire harness locations, page 23-323).

WARNING All SRS wire harnesses and connections are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the horn system.



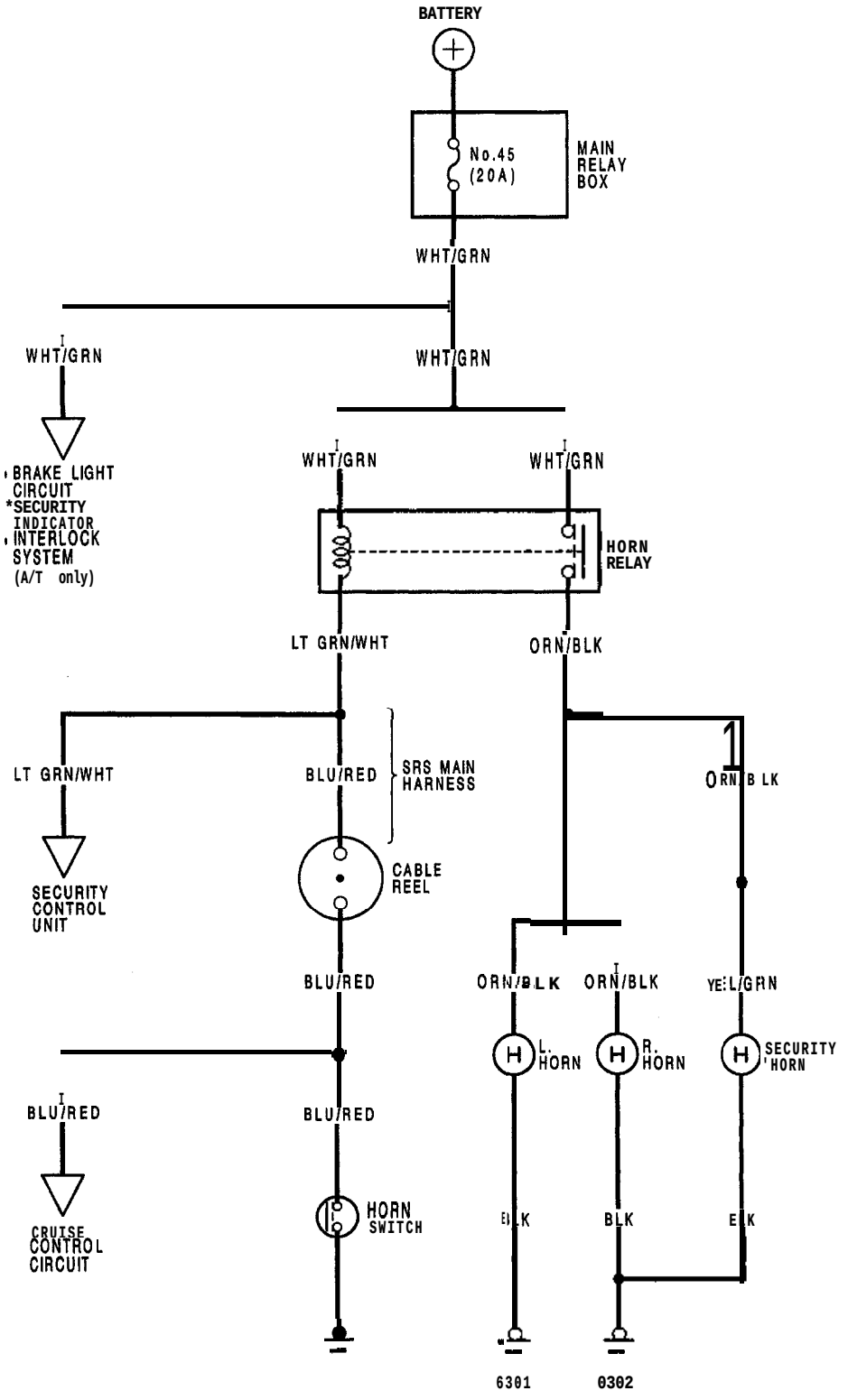
Description

Security Alarm System:

The security alarm system is an anti-theft alarm system. If someone tries to open the trunk, hood or either door without the ignition key, the security control unit senses a signal from the sensors and activates relays to flash the headlights and sound the horn for about two minutes.

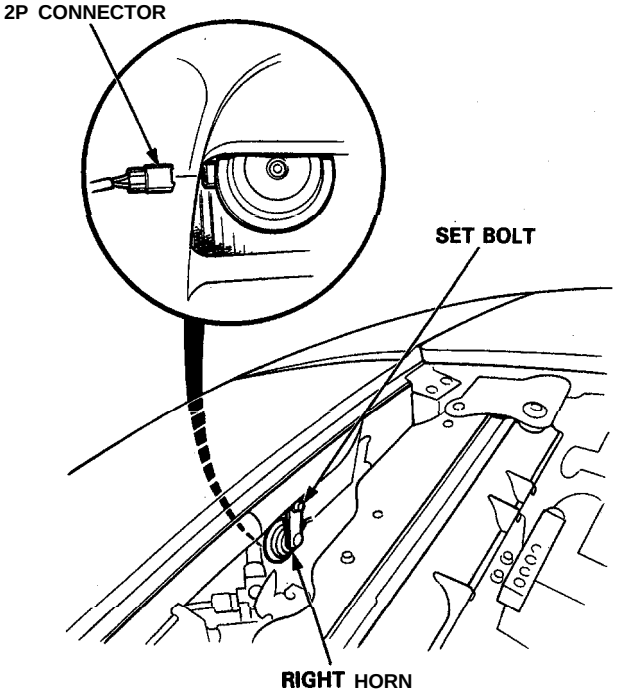
Horns

Circuit Diagram

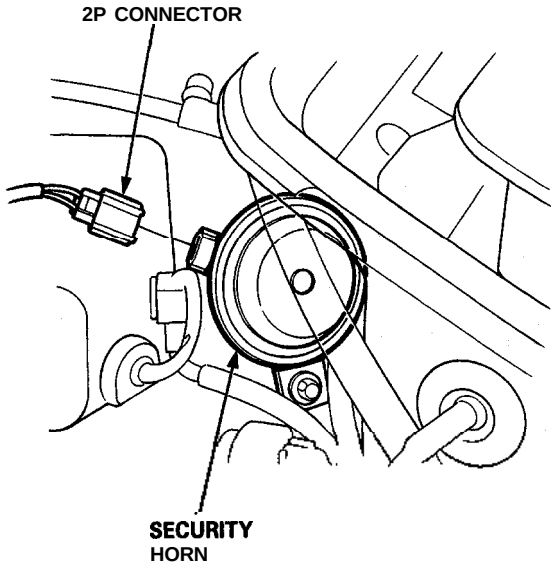


Horn Test

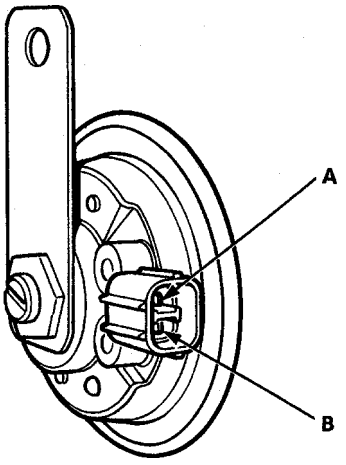
1. Disconnect the 2P connector from the horn.
2. Remove the right and left horns.



Security Horn:



3. Test the horn by connecting battery voltage to the A and B terminals. The horn should sound.

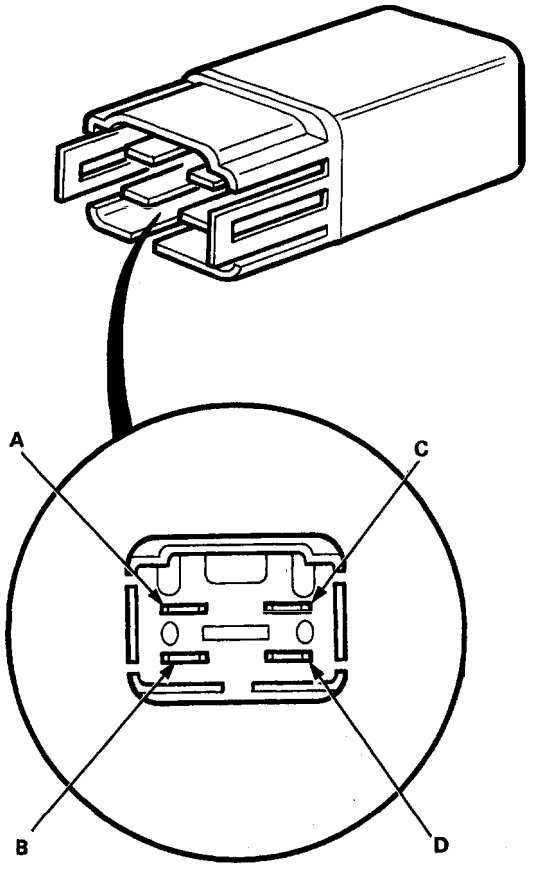


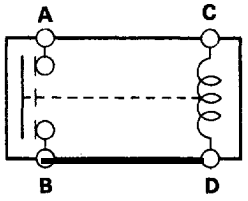
4. If the horn fails to sound replace it.

Horns

Relay Test

1. Open the hood and remove the horn relay from sub relay box A.
2. There should be continuity between the A and B terminals when the battery is connected to the C and D terminals.
   There should be no continuity when the battery is disconnected.





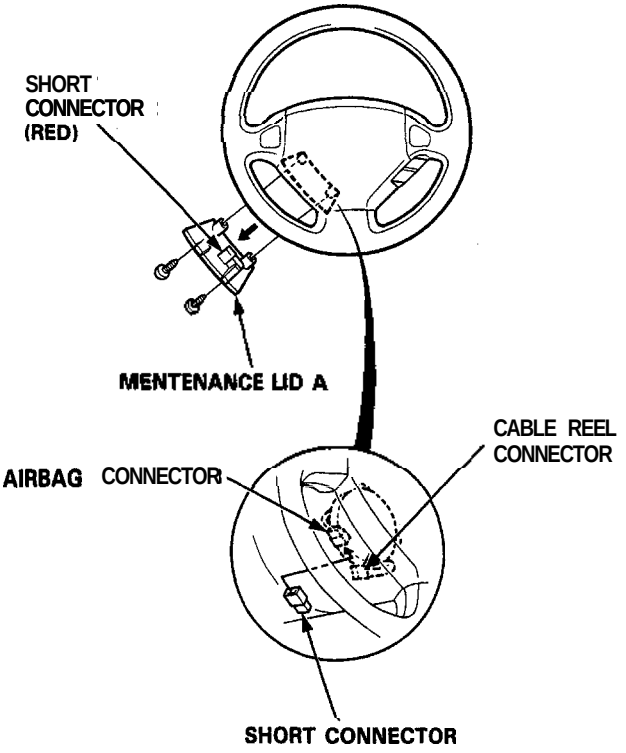
Switch Test

⚠ WARNING **Store a removed airbag assembly with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.**

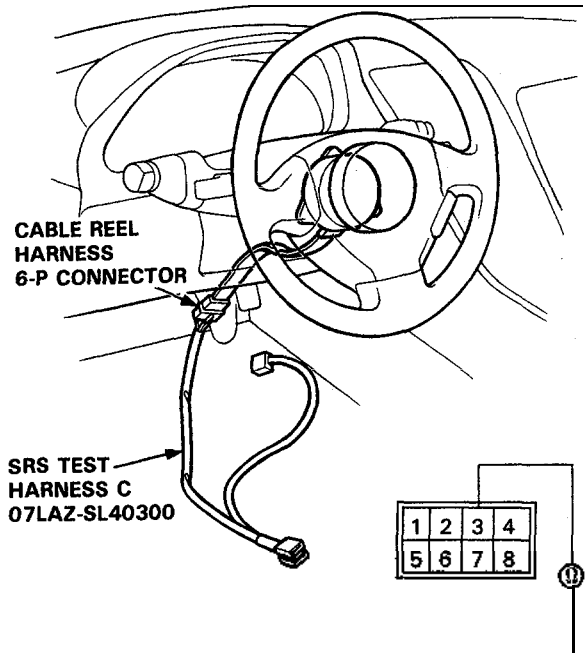
CAUTION:

- Carefully inspect the **airbag** assembly before installing. **Do not install an airbag assembly that shows** signs of being dropped or improperly handled, such as dents, cracks or deformation.
- Always keep the short connector on the **airbag** connector when the harness is disconnected.
- **Do not disassembly or tamper with the airbag assembly.**

1. Disconnect the battery negative terminal and then disconnect the positive terminal.
2. Make sure the wheels are aligned straight forward.
3. Remove the dashboard lower panel.
4. Remove the steering wheel maintenance lid A, and disconnect the cable reel harness and airbag assembly 2P connector. Connect the short connector (Red) **to the airbag connector.**



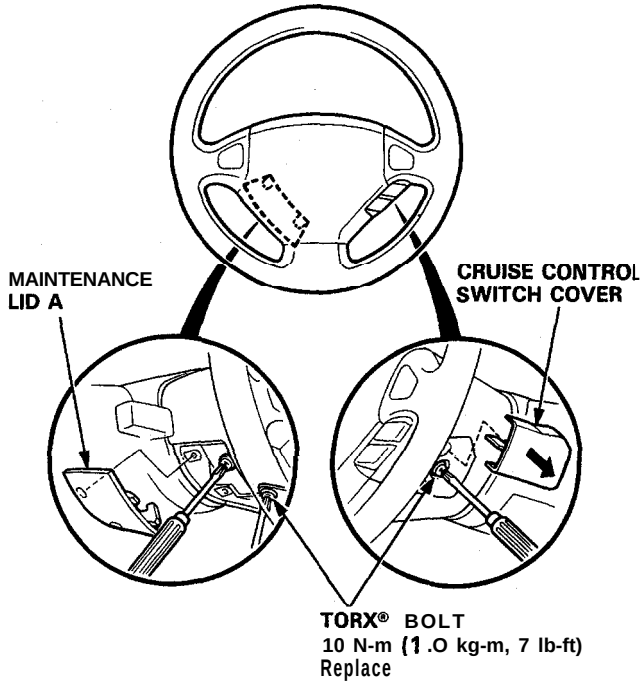
5. Disconnect the cable reel harness and main harness's 6-P connector, and connect the SRS test harness C only to the cable reel harness side 6-P connector.



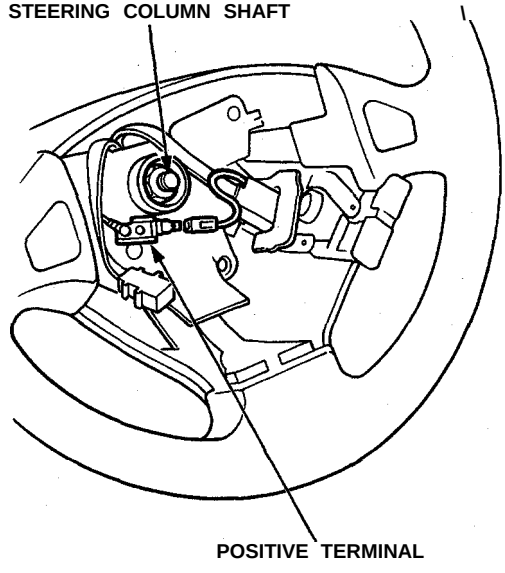
6. Check for countinuity between the No. 3 terminal and body ground with the horn switch pressed.
There should be continuity.

- If there is continuity, the horn switch is OK.
- If there is no coutinuity, go to step 7.

7. Remove the TORX® bolts using TORX® T30 bit, then remove the airbag assembly.



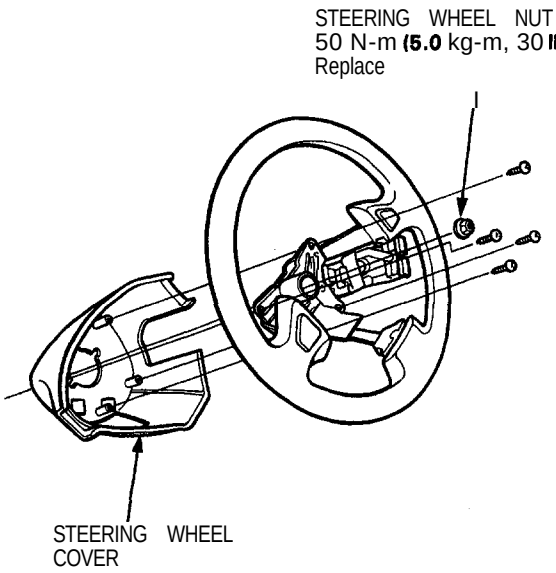
8. Check for continuity between the horn positive terminal and the steering column shaft with the horn switch pressed.
There should be no continuity.



(cont'd)

Switch Test (cont'd)

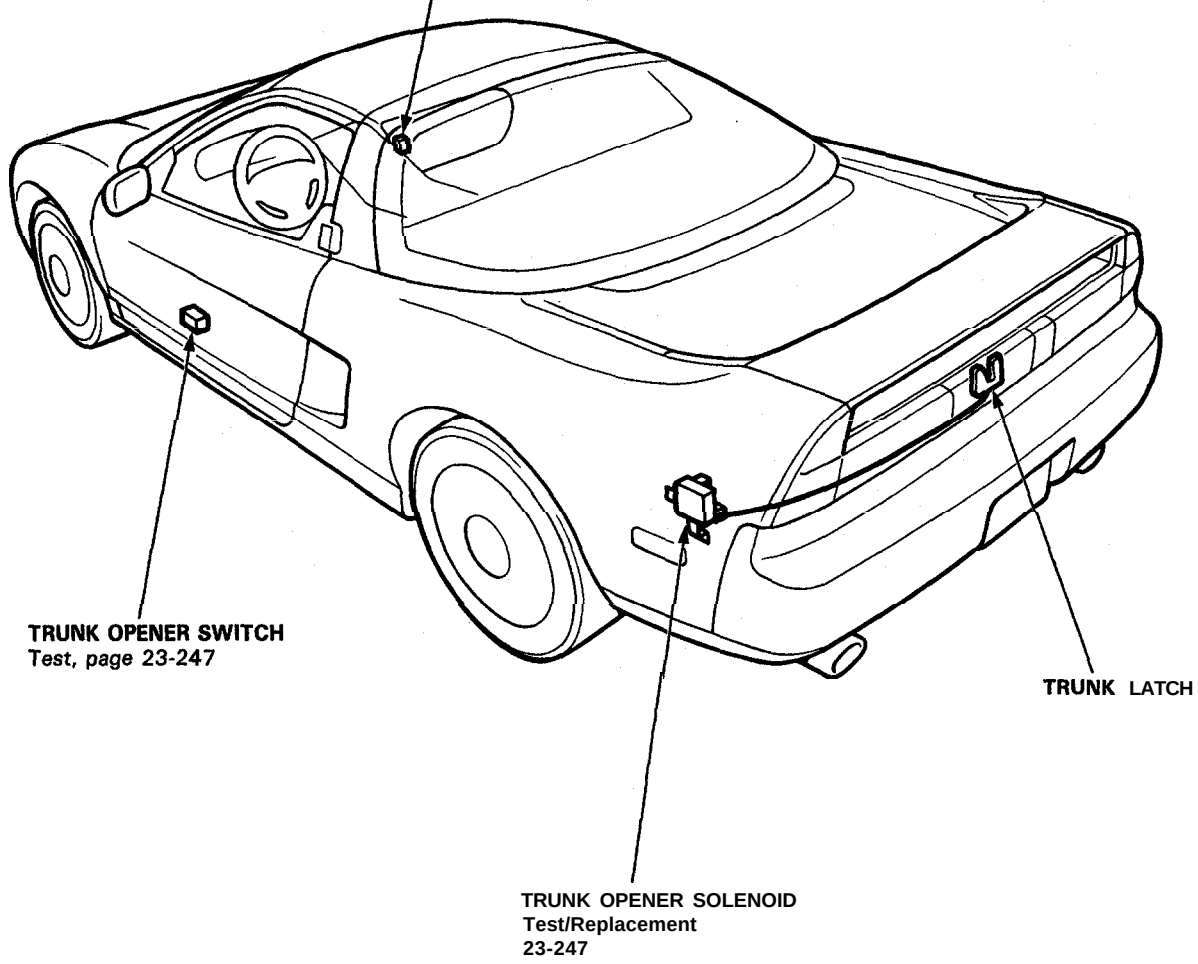
- If there is continuity, replace the cable reel.
- If there is no continuity, remove the nut and the 4 screws then remove the steering wheel cover. Replace the horn switch.



9. Install the steering wheel (Section 17).

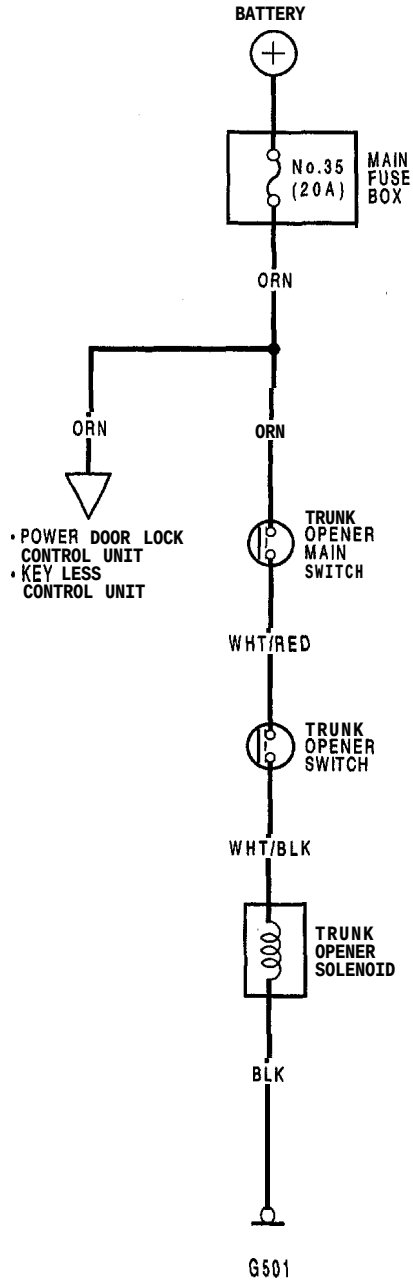
Trunk Opener

Component Location Index



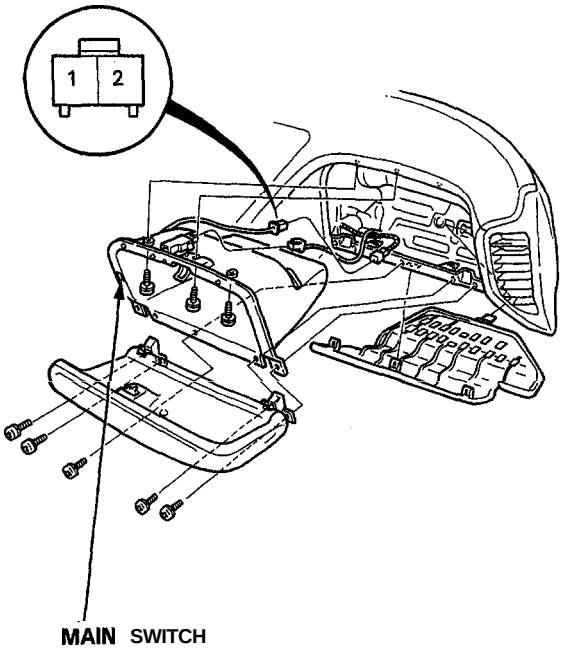
Trunk Opener

Circuit Diagram

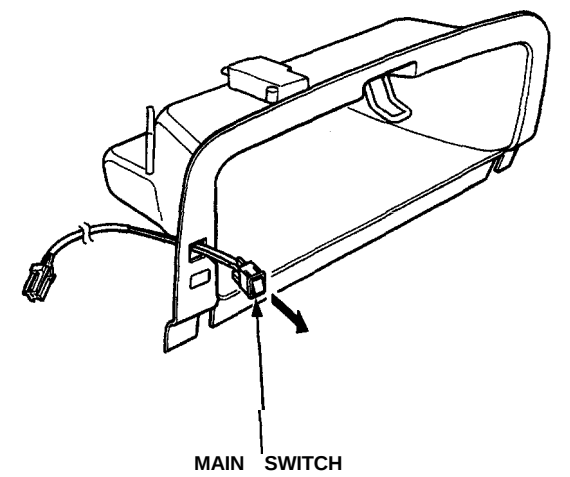


Main Switch Test

1. Remove the glove box to disconnect the 2-P connector from the switch.
2. There should be coutinuity between the No. 1 terminal and No. 2 terminal with the main switch ON. There should be no continuity with the main switch OFF.

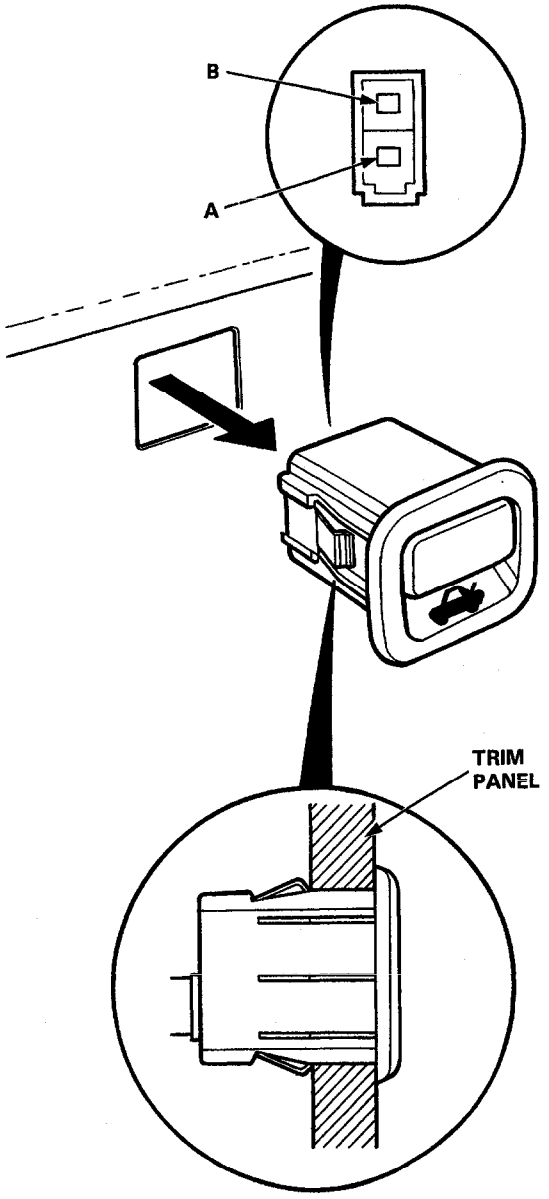


3. If necessary, replace the switch.



Opener Switch Test

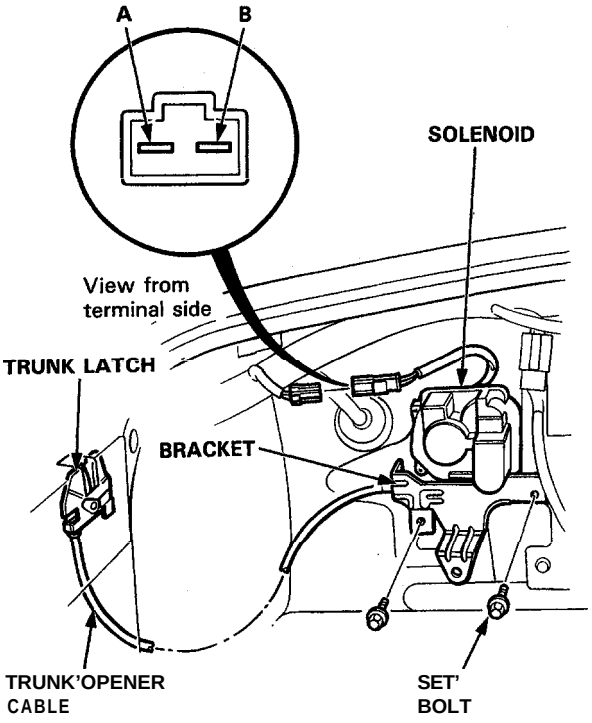
1. Remove the door trim panel, then push out the switch from the door trim panel as shown.



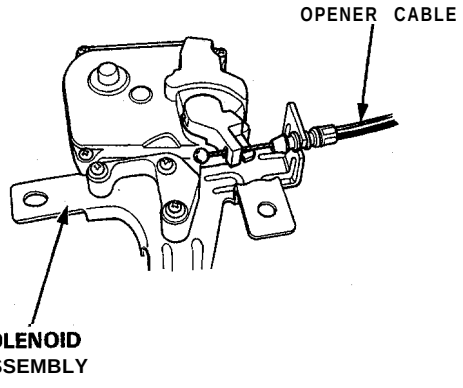
2. There should be continuity between the A and B terminals when the switch is pushed.
   There should be no continuity when the switch is released.

Solenoid Test/Replacement

1. Open the trunk lid and remove the trunk side trim panel.
2. Disconnect the Z-P connector from the solenoid.
3. Test the solenoid operation by connecting battery voltage to the A and B terminals momentarily.

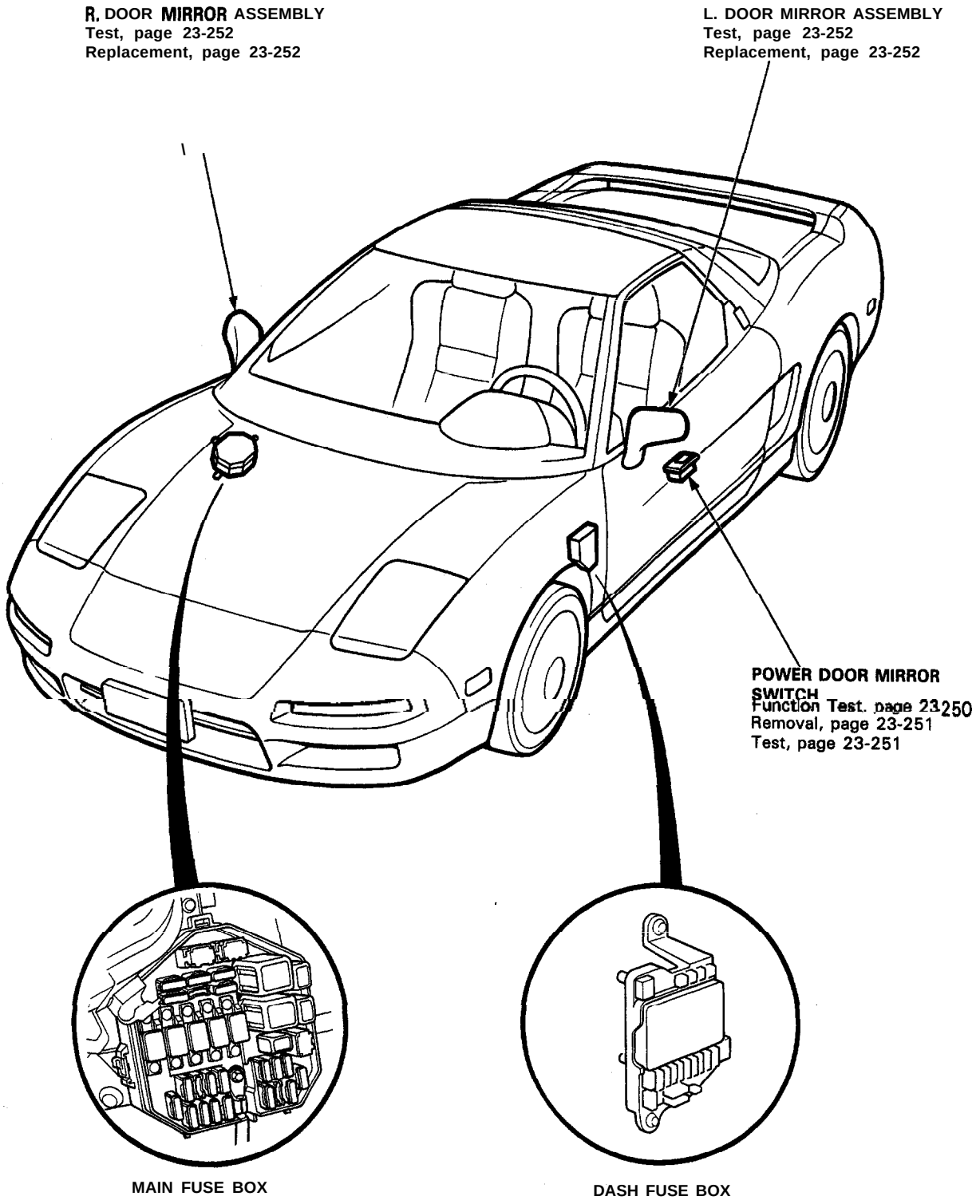


4. If necessary, remove the 2 bolts, then disconect the trunk opener cable from the solenoid assembly.

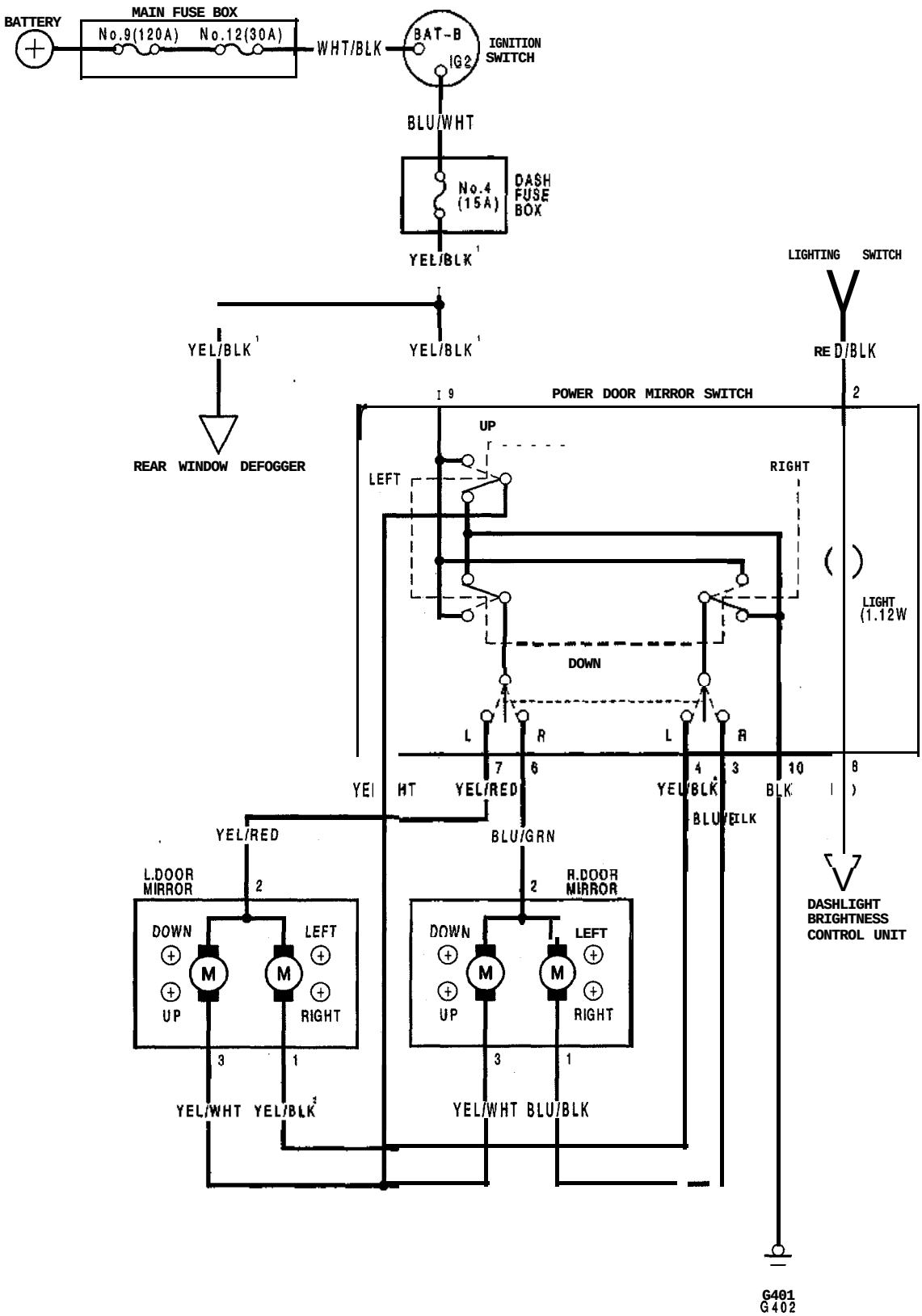


Power Door Mirrors

- Component Location Index



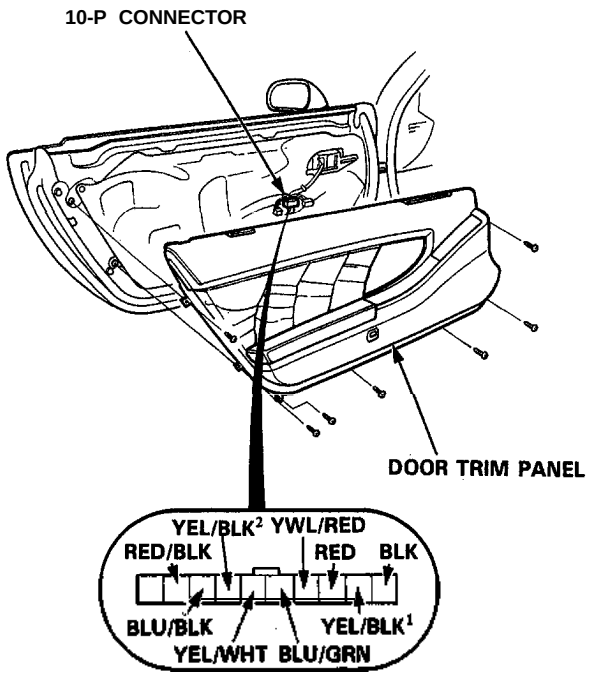
Circuit Diagram



Power Door Mirrors

· Function Test

NOTE: Before testing, remove the left door trim panel, then disconnect all of the connectors from the door trim panel.



View from wire side

Mirror Test:

NOTE: Check the No. 4 (15A) fuse in the dash fuse box before testing.

One or both inoperative:

1. **Check for voltage between the YEL/BLK[1] terminal and body ground with the ignition switch ON.**
   There should be battery voltage.

   - **If there is no voltage, check for an open in the YEL/BLK[1] wire.**

   - **If there is battery voltage, go to step 2.**

2. Check for continuity between the BLK teminal and body ground.
   There should be continuity.

   - **If there is no continuity, check for:**
     - **An open in the BLK wire.**
     - **Poor ground (G401).**

Left inoperative:

Connect the YEL/BLK[1] terminal to the YEL/RED terminal and the YEL/WHT (or YEL/BLK[2]) terminal to the body ground with jumper wires.
The left mirror should tilt down (or swing left) when the ignitin switch is turned ON.

- If the mirror does not tilt down (or does not swing left), **remove the left door trim panel and check for open in the YEL/WHT (or YEL/BLK[2]) wire between the left door mirror and switch.**
  If the wire is OK, check the left door mirror.

- If the mirror neither tilts down nor swings left, repair **the YEL/RED wire.**

- **If the mirror operates properly, check the mirror switch.**

Right inoperative:

Connect the YEL/BLK[1] terminal to the BLU/GRN terminal and the YEL/WHT (or BLU/BLK) teminal to the body ground with jumper wires.
The right mirror should tilt down (or swing left) when the ignition switch is turned ON.

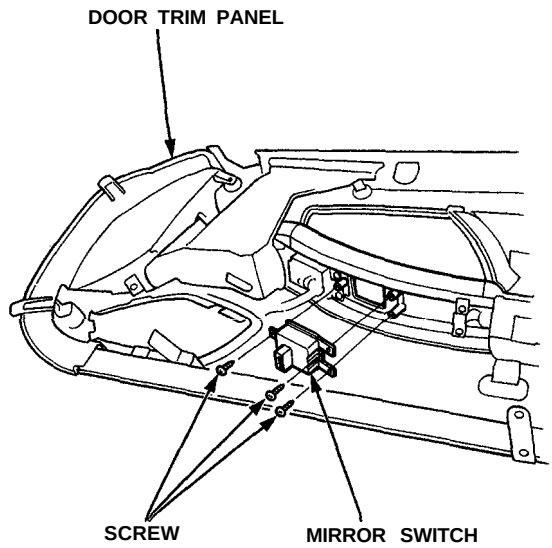
- If the mirror does not tilt down (or does not swing left), remove the right door trim panel and check for open **in the YEL/WHT or BLU/BLK) wire between the right door mirror and the switch.**
  If the wire is OK, check the right door mirror.

- If the mirror neither tilts down nor swings left, repair **the BLU/GRN wire.**

- **If the mirror operates properly, check the mirror switch.**

▪ Switch Removal

1. Remove the left door trim panel, then disconnect all of the connectors from the door trim panel (see section 20).
2. Remove the 3 screws, then remove the mirror switch from the armrest.

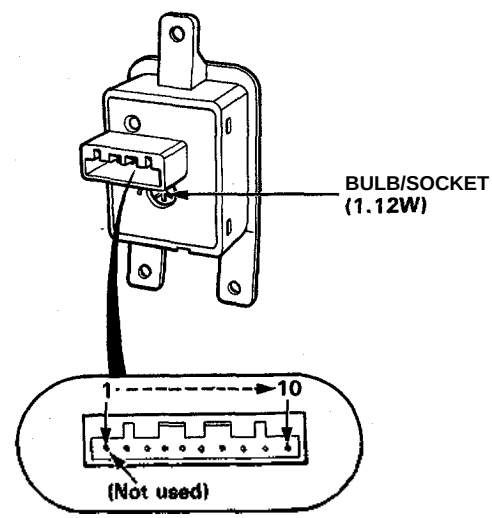


▪ Switch Test

1. Remove the power door mirror switch from the armrest.
2. **Check for continuity between the terminal in each switch position according to the table.**

Mirror Switch

Position \ Terminal		3	4	5	6	7	9	10	2		8
R	OFF	C	-	-	O	-	-	O	———	O	
	UP			O	———			O			
	DOWN	O	———			O	———	O			
	LEFT			O	———			O			
					O	———		O			
	RIGHT	O	———				O				
L	OFF		O	———	O	———		O	O	———	O
	UP			O	———		O				
	DOWN		O	———			O				
						O	———				
	LEFT			O	———		O				
						O	———				
	RIGHT		O	———			O				



Power Door Mirrors

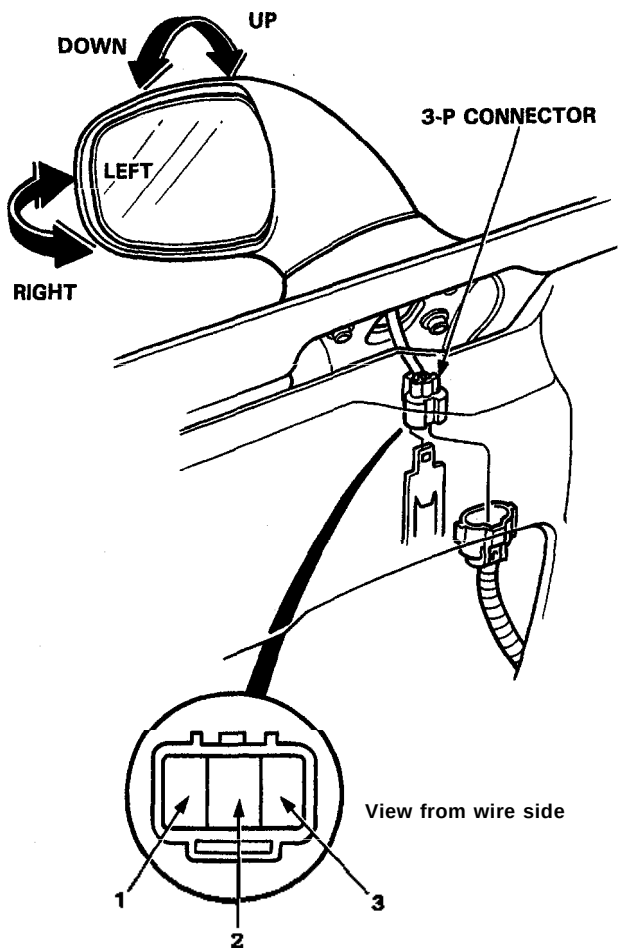
Door Mirror Test

1. Remove the door trim panel and carefully remove the plastic cover (see section 20).

2. Disconnect the power mirror 3-P connector.

3. Test actuator operation:
   - TILT UP: Connect battery positive to the No. 3 terminal and negative to the No. 2 terminal.
   - TILT DOWN: Connect battery positive to the No. 2 terminal and negative to the No. 3 terminal.
   - SWING LEFT: Connect battery positive to the No. 2 terminal and negative to the No. 1 terminal.
   - SWING RIGHT: Connect battery positive to the No. 1 terminal and negative to the No. 2 terminal.

4. If the mirror fails to operate properly, replace it.

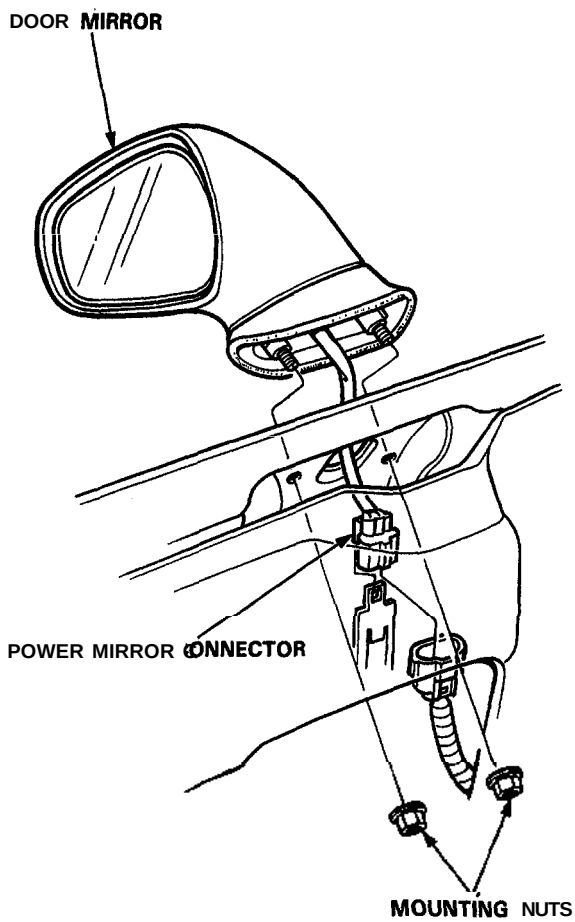


Door Mirror Replacement

1. Remove the door trim panel and carefully remove the plastic cover (see section 20).

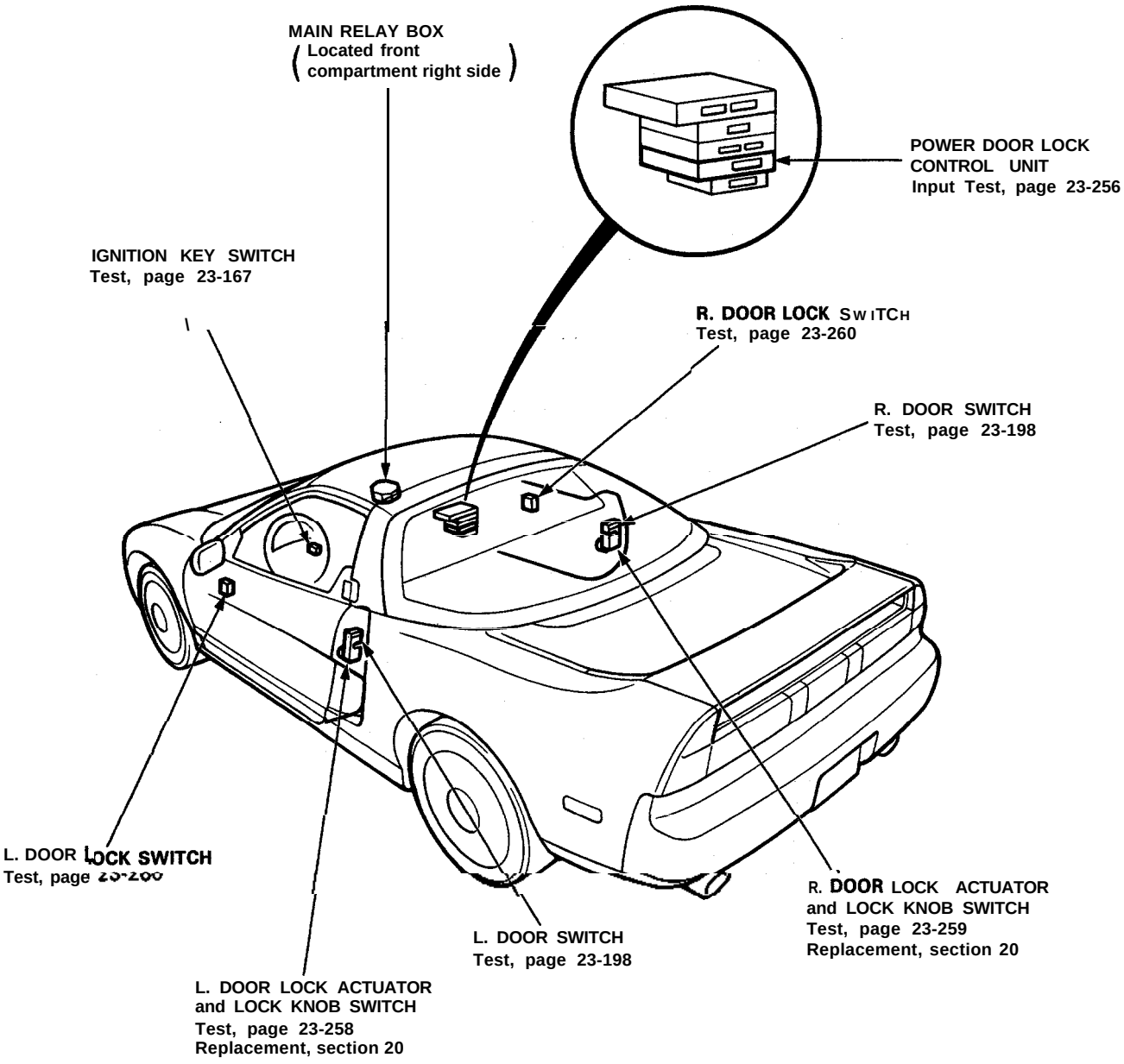
2. Disconnect the power mirror 3-P connector.

3. Remove the 2 mounting nuts while holding the mirror.



Power Door Locks

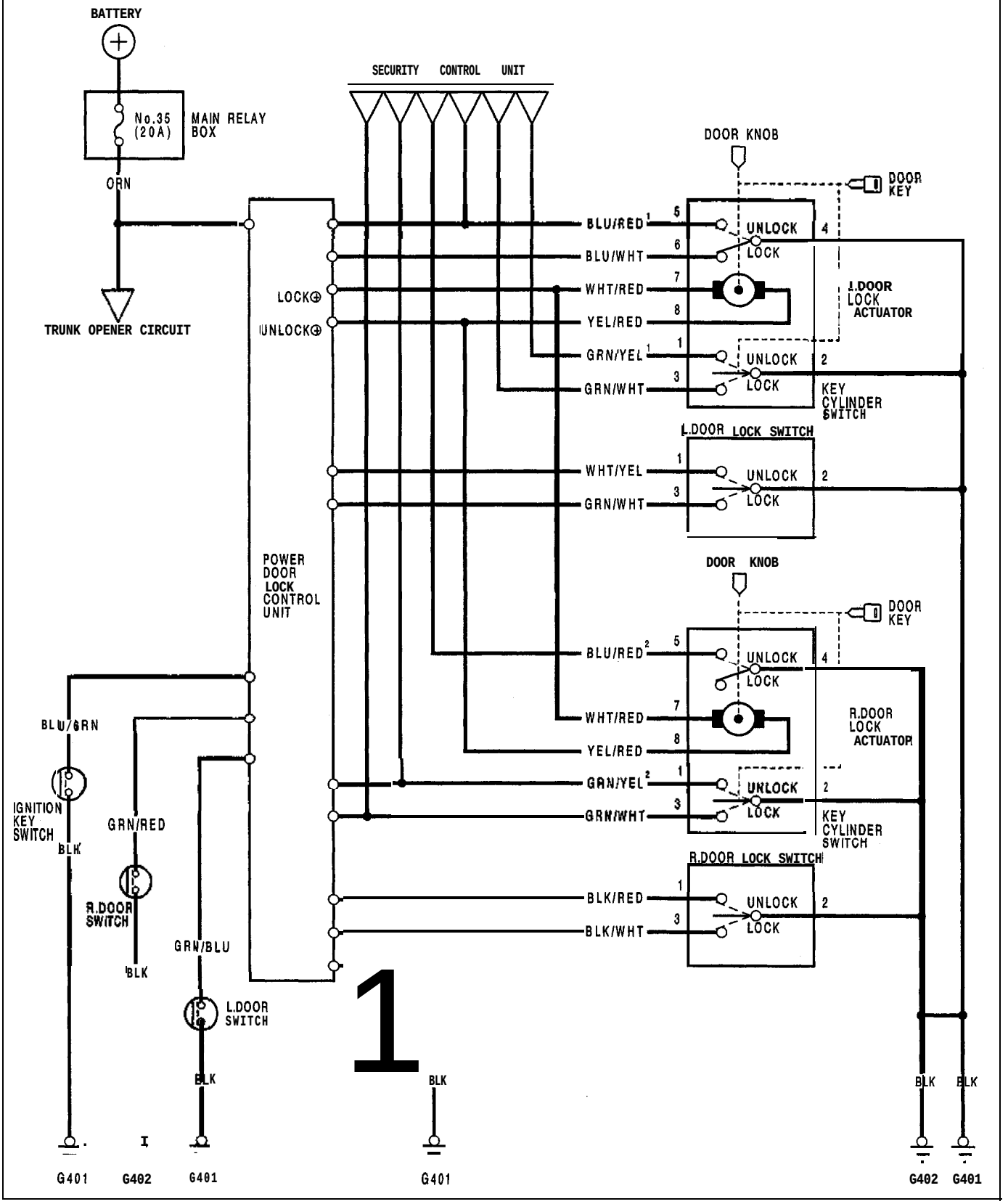
Component Location Index



Power Door Locks

· Circuit Diagram

NOTE: Several different wires have the same color. They have been given a number suffix to distinguish them (for example GRN/YEL[1] and GRN/YEL[2], BLU/RED[1] and BLU/RED[2] are not the same).



Troubleshooting

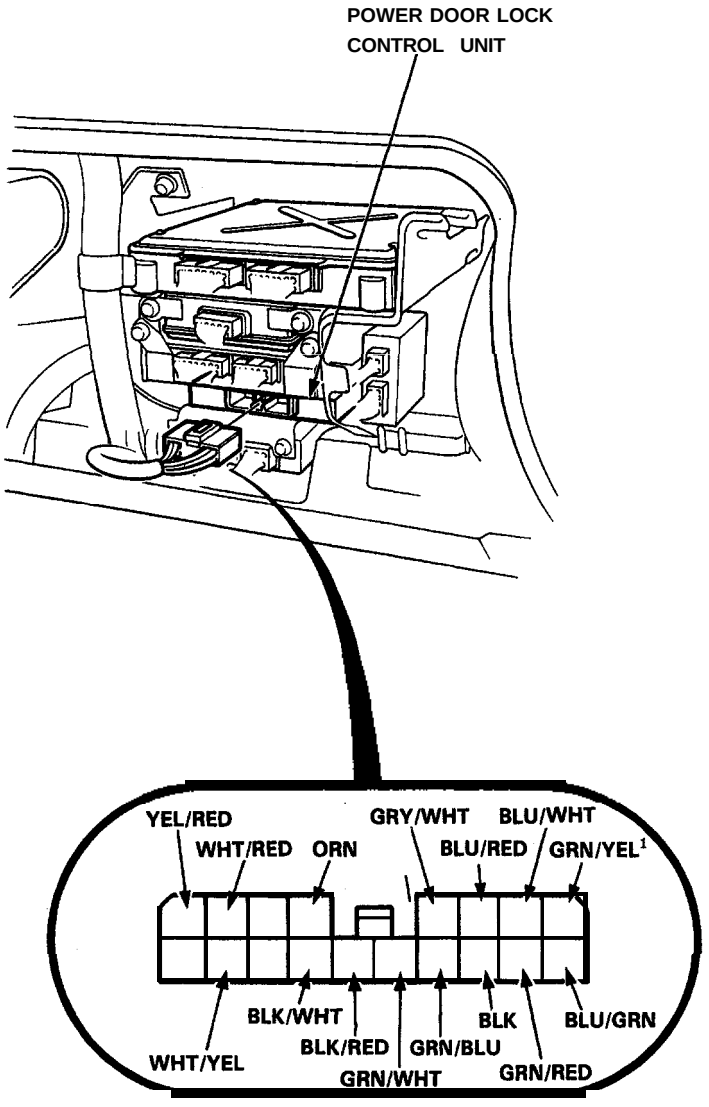
NOTE: The numbers in the table show the troubleshooting sequence.

Symptom / Item to be inspected		Blown No. 35 (20A) fuse (in the main relay box)	Disconnected or obstructed door lock rod/linkage	L. Door lock knob switch (in the left door lock actuator)	Ignition key switch	L. Door switch	L. Door lock actuator	R. Door lock actuator	L. Door lock switch	R. Door lock switch	Control unit input	Poor ground	Open circuit in wires or loose or disconnected terminals
Power door lock system doesn't operate at all.		1									2	G401 G402	ORN
Doors don't lock or unlock with the left door lock switch.	Both doors								1		2	G401 G402	WHT/YEL or YEL/RED
	Either door		1				2				3		WHT/RED, or YEL/RED
Doors don't lock or unlock with the right door lock switch.	Both doors									1	2		BLK/RED or BLK/WHT
	Either door		1				2				3		WHT/RED or YEL/RED
Doors don't lock or unlock with the left door lock knob.	Both door			1							2	G401 G402	BLU/WHT or BLU/RED
	Either door		1				2				3		WHT/RED or YEL/RED
The door is not supposed to be locked, but it is locked. (When the ignition key is inserted and the door is opened.)					1	2					3	G401 G402	BLU/GRN or GRN/BLU

Control Unit Input Test

Remove the glove box, then disconnect the 18-P connector from the control unit.
Make the following input tests at the harness pins.

NOTE: • Recheck the connections between the 18-P connector and the control unit, then replace the control unit if all input tests prove OK.



View from wire side

No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, 402) • An open in the wire.
2	ORN	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 35 (20A) fuse. • An open in the wire.
3	GRN/WHT	Left door lock switch in LOCK.	Check for voltage to ground: should be 1 V or less.	• Faulty left door lock switch. • Poor ground (G401, 402). • An open in the wire.
	WHT/YEL	Left door lock switch in UNLOCK.		
4	BLK/WHT	Right door lock switch in LOCK.	Check for voltage to ground: should be 1 V or less.	• Faulty right door lock switch. • Poor ground (G401, 402). • An open in the wire.
	BLK/RED	Right door lock switch in UNLOCK.		
5	BLU/WHT	Left door lock knob in LOCK.	Check for voltage to ground: should be 1 V or less.	• Faulty left door lock actuator. • Poor ground (G401, 402). • An open in the wire.
	BLU/RED[1]	Left door lock knob in UNLOCK.		
6	GRY/WHT	Right door lock key cylinder switch in LOCK.	Check for voltage to ground: should be 1 V or less.	• Faulty right door lock actuator. • Poor ground (G402). • An open in the wire.
	GRN/YEL[2]	Right door lock key cylinder switch in UNLOCK.		
7	GRN/BLU	Left door opened.	Check for voltage to ground: should be 1 V or less.	• Faulty left or Right door switch. • An open in the wire.
	GRN/RED	Right door opened.		
8	BLU/GRN	Ignition key is inserted into the ignitin switch.	Check for voltage to ground: should be 1 V or less.	• Faulty ignition key switch. • Poor ground (G401, 402). • An open in the wire.
9	WHT/RED and YEL/RED	Connect the ORN terminal to the WHT/RED terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check door lock operation: Left (or right) door should lock as the battery is connected momentarily.	• Faulty actuator. • An open in the wire.
		Connect the ORN terminall to the YEL/RED terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: Left (or right) door should unlock as the battery is connected momentarily.	

CAUTION: To prevent damage to the motor, apply battery voltage only momentarily.

Power Door Locks

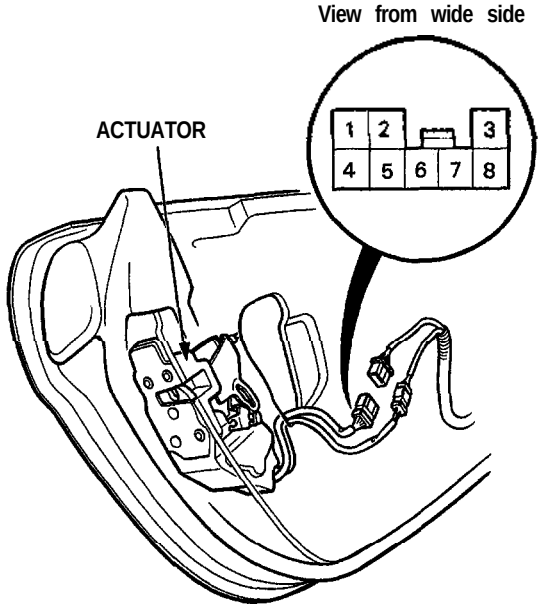
▪ Left Door Actuator Test

1. Remove the door trim panel.
2. Disconnect the 8-P connector of the actuator.
3. Test actuator operation:

   LOCK: With battery positive connected to the No. 7 terminal, connect negative to the No. 8 terminal momentarily.

   UNLOCK: With battery positive connected to the No. 8 terminal, connect negative to the No. 7 terminal momentarily.

   CAUTION: To prevent damage to the motor, apply battery voltage only momentarily.



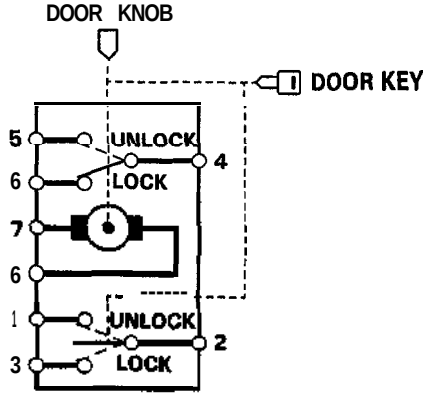
4. If the actuator fails to operate properly, replace it.
5. Check for continuity between the terminals in each switch position according to the table.

<KEY CYLINDER SWITCH>

Terminal / Position	1	2	3
UNLOCK	0	0	
NEUTRAL			
LOCK		0	0

<DOOR LOCK KNOB SWITCH>

Terminasl / Position	4	5	6
LOCK	0		0
UNLOCK			



· Right Door Actuator Test

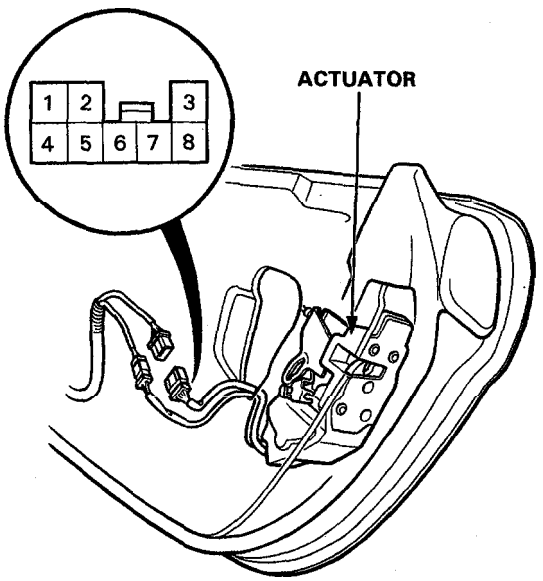
1. **Remove the door trim panel.**
2. Disconnect the 4-P connector of the actuator.
3. **Test actuator operation:**

   LOCK: With battery positive connected to the No. 7 terminal, connect negative to the No. 8 terminal momentarily.

   UNLOCK: With battery positive connected to the No. 8 terminal, connect negative to the No. 7 terminal momentarily.

   CAUTION: To prevent damage to the motor, apply battery voltage only momentarily.

View from wide side



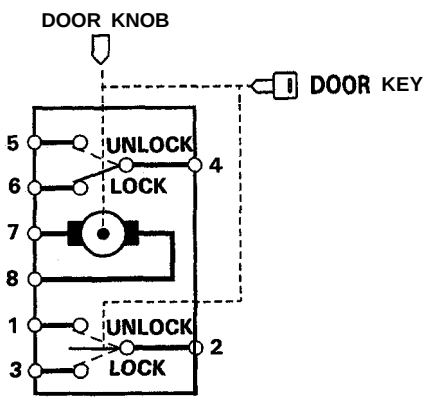
4. If the actuator fails to operate properly, replace it.
5. Check for continuity between the terminals in each switch position according to the table.

<KEY CYLINDER SWITCH>

Terminal / Position	1	2	3
UNLOCK	○	○	
NEUTRAL			
LOCK		○	○

<DOOR LOCK KNOB SWITCH>

Terminesl / Position	4	5
LOCK	○	
UNLOCK	○	○

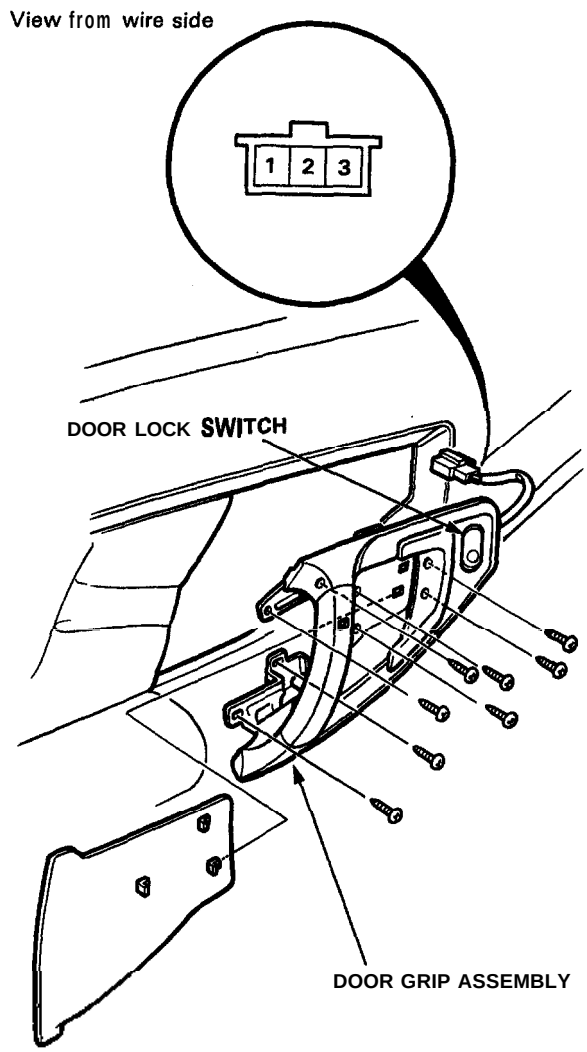


Power Door Locks

Door Lock Switch Test

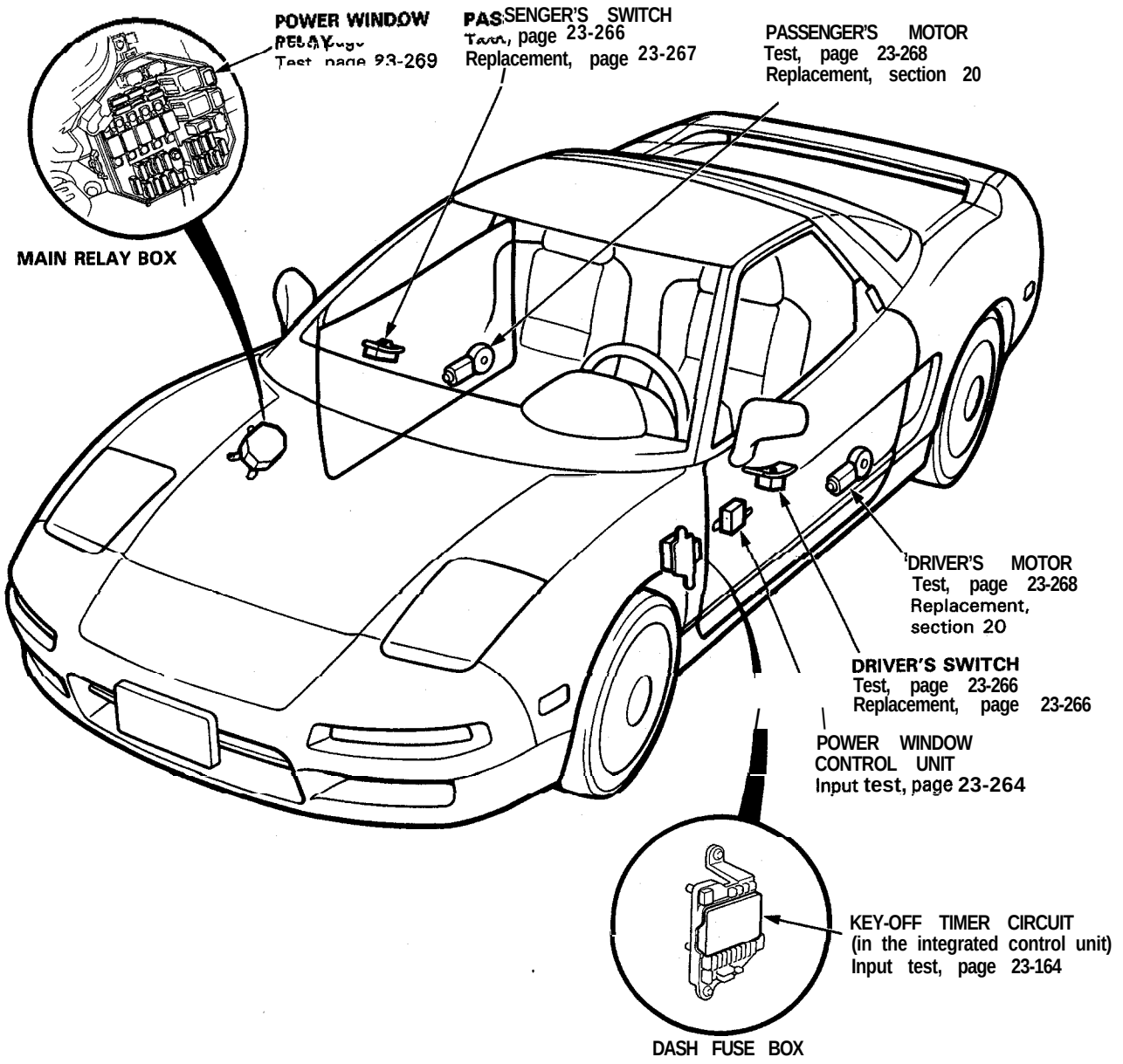
1. Remove the door grip assembly.
2. Disconnect the 3-P connector of the switch.
3. Check for continuity between the terminals in each switch position according to the tables.

Terminal / Position	1	2	3
UNLOCK		○——○	
OFF			
LOCK	○——○		



Power Windows

Conponent Location Index



Description

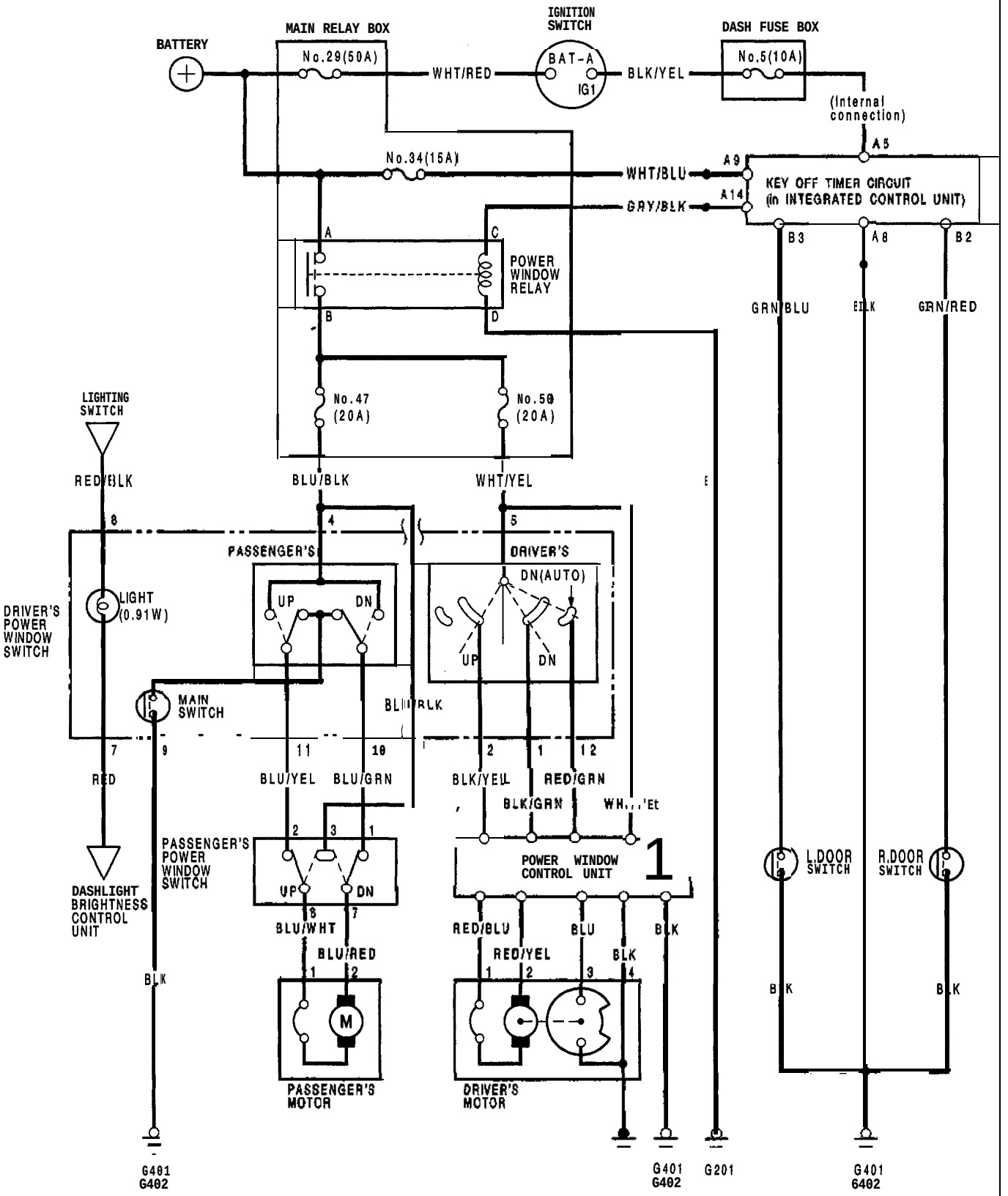
Power Window Key-off Timer Operation:

The power windows can still be operated for about 10 minutes after the ignition switch is turned from the "II" to the "I" or ''O'' position as long as neither of the doors has been opened. this provides a convenience to parked occupants while offering a degree of security against unwanted or accidental window operation.

Power Windows

-Circuit Diagram

NOTE: "DN" in the switch circuit denotes DOWN.



NOTE: The numbers in the table show the troubleshooting sequence.

Item to be inspected / Symptom	Blown No. 5 (10A) fuse (in the dash fuse box)	Blown No. 34 (15A) fuse in the main relay box	Blown No. 47 (20A) fuse in the main relay box	Blown No. 50 (20A) fuse in the main relay box	Power window relay	Control unit input	Driver's switch	Passenger's switch	Driver's motor	Pulser (in driver's motor)	Passenger's motor	Window regulator	Key-off timer circuit (in the integrated control unit)	Poor ground	Open circuit in wires or loose or disconnected terminals
Both windows do not oprate.	1				2								3	G201	YEL
Driver's window does not operate in any position.				1		4	2		3			5		G401 G402	WHTNEL
Driver's window does not operate in AUTO.						3	1			2					RED/GRN or BLU
Passenger's window does not operate.			1				2	3			4	5		G401 G402	BLU/BLK, BLUNEL, BLUIGRN, BLU/RED, or BLU/WHT
Both windows do not operate within minutes after the ignition switch is OFF.	1	2				3							4	G401 G402	WHT/BLU or GRN/RED

Power Windows

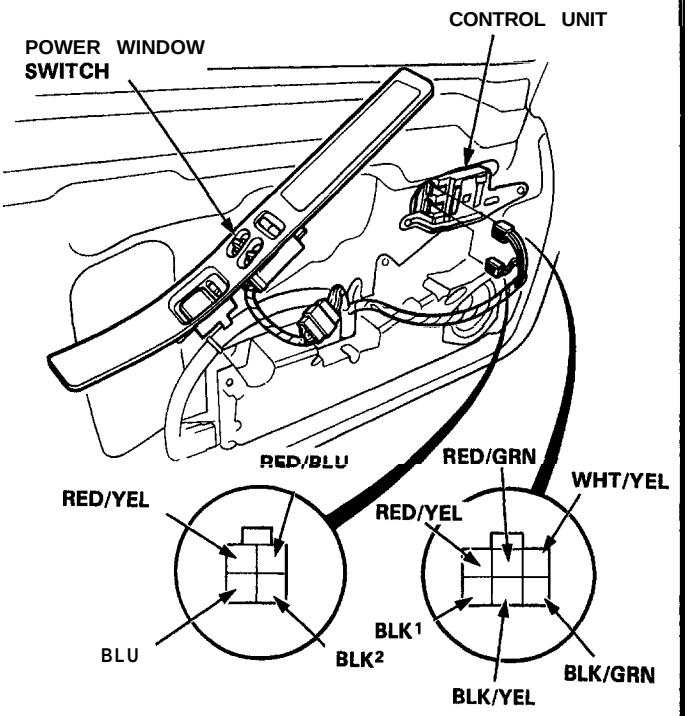
-Control Unit Input Test

NOTE: The control unit only controls the driver's door window.

Remove the driver's door trim panel and disconnect the 4-P and 6-P connectors from the control unit.
Make sure the following input tests at the harness pins.

NOTE:

- To test the unit, keep the driver's switch connector connected with the door wire harness.
- Recheck the connections between the 4-P and 6-P connectors, and the control unit, then replace the control unit if all input tests prove OK.

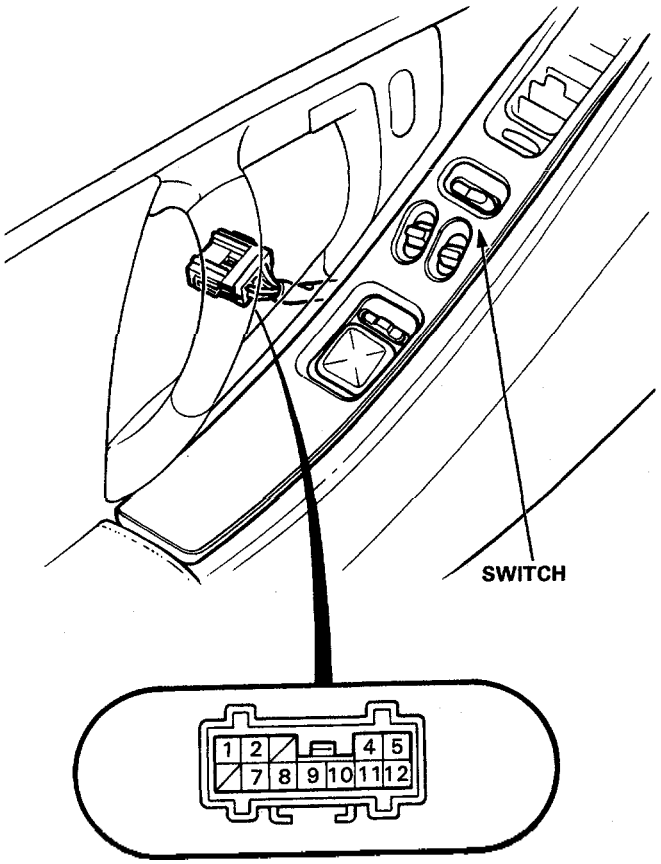


View from wire side

No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK'	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, 402). • An open in the wire.
2	WHTNEL	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 50 (20A) fuse. • Faulty power window relay. • Faulty key-off timer system. • Poor ground (G201). • An open in the wire.
3	BLKNEL	Ignition switch ON and driver's switch UP.	Check for voltage to ground: should be battery voltage as the switch is turned.	• Faulty driver's switch. • An open in the wire.
4	BLK/GRN	Ignition switch ON and driver's switch DOWN.		
5	RED/GRN	Ignition switch ON and driver's switch DOWN (AUTO).		
6	BLU and BLK2	Connect the WHTNEL terminal to the RED/BLU terminal, and the BLK terminal to the REDNEL terminal.	Check for resistance between the BLU and BLK terminals: should indicate between 20-50 ohms as the motor runs.	• Faulty pulser. • Faulty driver's motor. • An open in the wire.

· Driver's Switch Test

1. **Remove the door trim panel. (see section 20)**
2. Check for continuity between the terminals in each switch position according to the tables.



View from wire side

Driver's Switch

Position \ Terminal	2	5	1	12
UP	○—○			
OFF				
DOWN		○—○		
DOWN (AUTO)		○—○	○	○

Passenger's Switch

Position	Main Switch	4	11	9	10
UP	ON	○—○		○—○	
	OFF	○—○			
OFF	ON		○—○	○	○
	OFF		○—○	○	○
DOWN	ON	○	○—○	○	○
	OFF	○	○	○	○

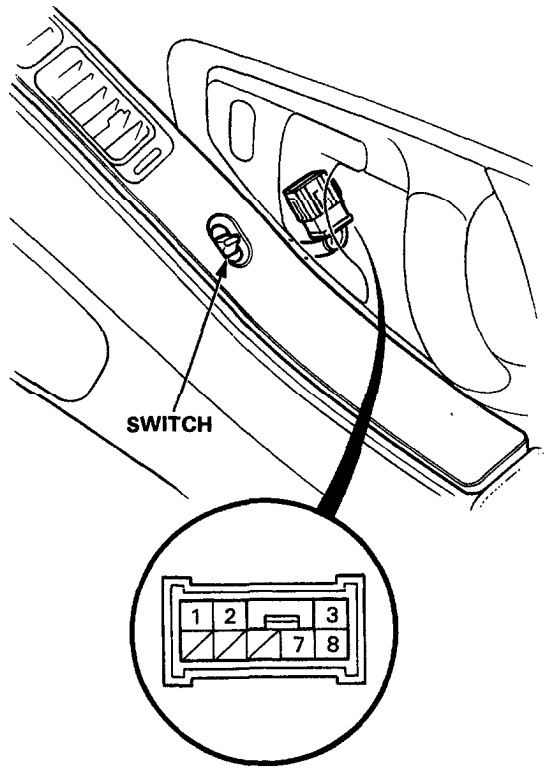
Switch Light

8		7
○	n	○

Power Windows

- Passenger's Switch Test

1. **Remove the door trim panel (see section 20).**
2. **Check for continuity between the terminals in each switch position according to** the table.

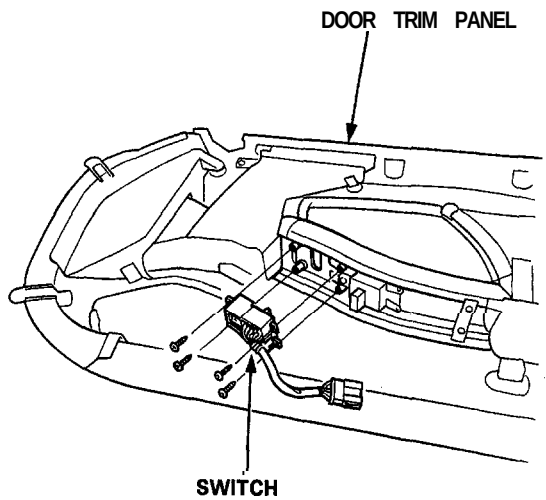


View from wire side

Terminal / Position	3	8	1	2	7
UP	○	○			
			○	○	
OFF			○	○	
		○		○	
DOWN	○			○	
		○		○	

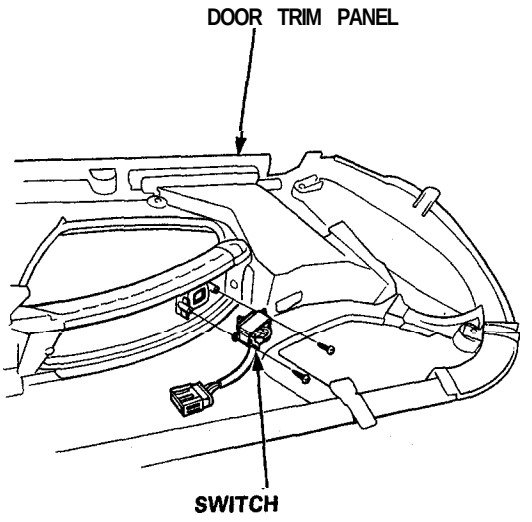
Driver's Switch Replacement

1. **Remove the door trim panel (see section 20).**
2. **Remove the 4 screws, then remove the power window switch from the door panel.**



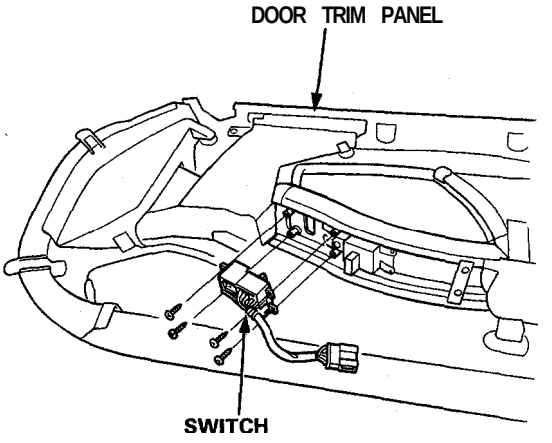
- Passenger's Switch Replacement -

1. Remove the door trim panel (see section 20).
2. Remove the 2 screws, then remove the power window switch from the door trim panel.

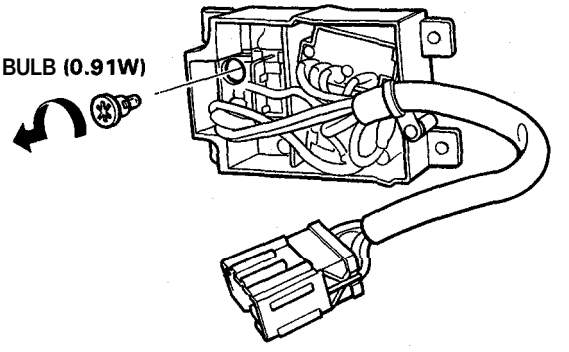


-Switch Light Bulb Replacement —

1. Remove the door trim panel (see section 20).
2. Remove the 4 screws, then remove the power window switch from the door trim panel.



3. Remove the power window switch bulb.

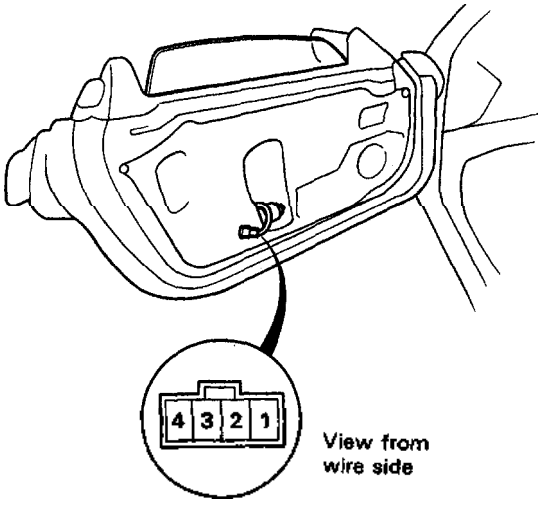


Driver's Motor Test

Motor Test:

1. **Remove the door trim panel (see section 20).**
2. **Disconnect the 4-P connector from the driver's motor.**
3. Test motor operation by connecting battery voltage **to the No. 1 and No. 2 terminals.**
   Test the motor in each direction, by switching the leads from the battery.

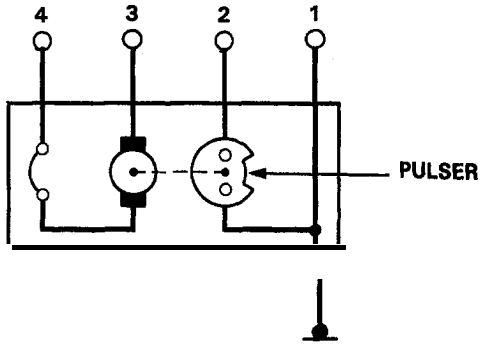
   CAUTION: When a motor stops running, disconnected battery terminal immediately.
4. **If the motor does not run, replace it.**



Pulser Test:

Using an analog ohmmeter, running the motor by connecting battery voltage to the No. 1 and No. 2 terminals, check for needle movement when connecting the test leads to the No. 3 and No. 4 terminals.

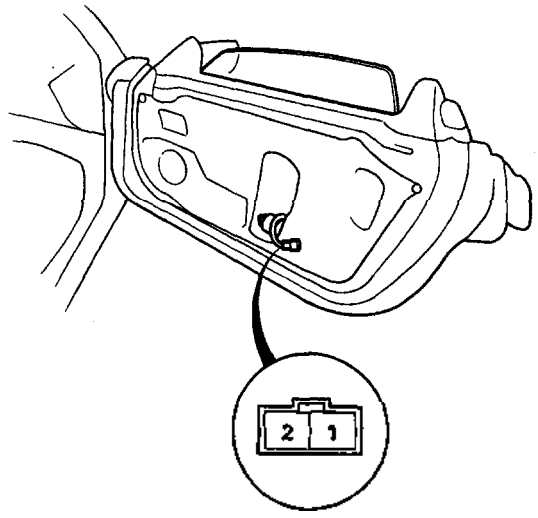
The analog ohmmeter needle should move back and forth alternately.



Passenger's Motor Test

1. **Remove the door trim panel (see section 20).**
2. **Disconnect the 2-P connector from the motor.**
3. Test motor operation by connecting battery voltalge **to the No. 1 and No. 2 terminals.**
   Test the motor in each direction, by switching the leads from the battery.

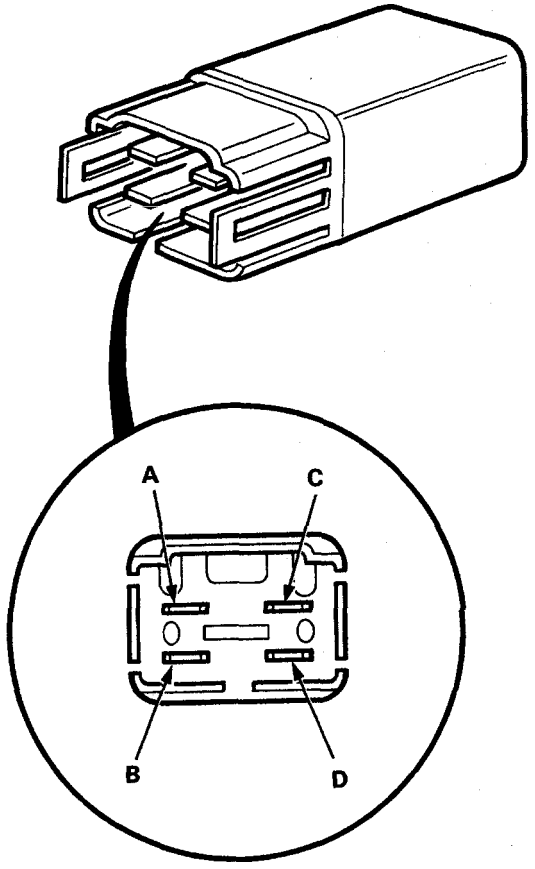
   CAUTION: When a motor stops running, disconnected battery terminal immediately.
4. **If the motor does not run, replace it.**

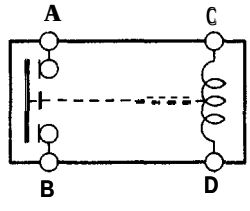


View from wire side

– Relay Test

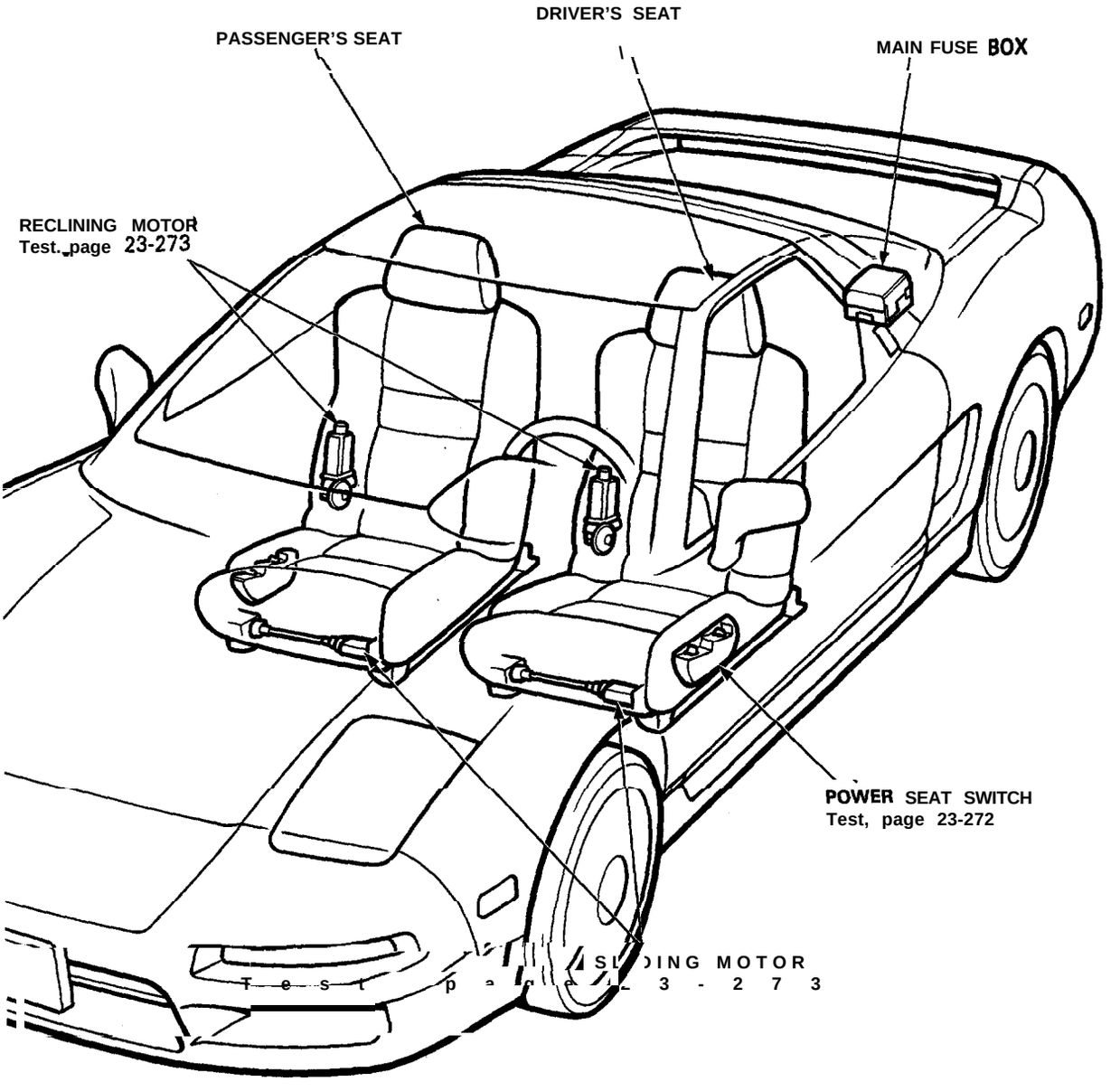
1. Remove the power window relay in the main relay box.
2. There should be continuity between the A and B terminals when the battery is connected to the C and D terminals.
   There should be no continuity when the battery is disconnected.



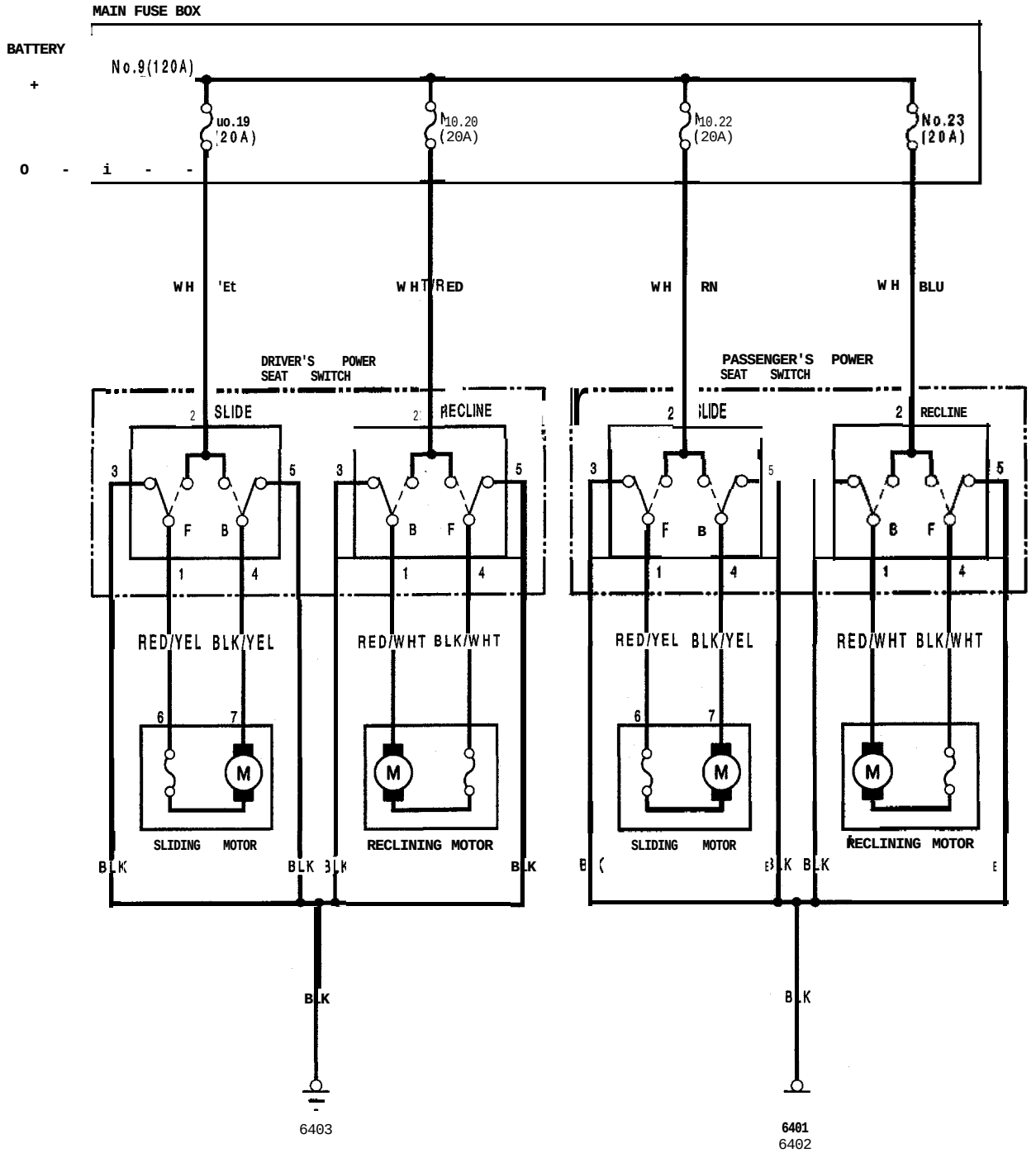


Power Seats

Component Location Index



-Circuit Diagram



F: FORWARD
B: BACKWARD

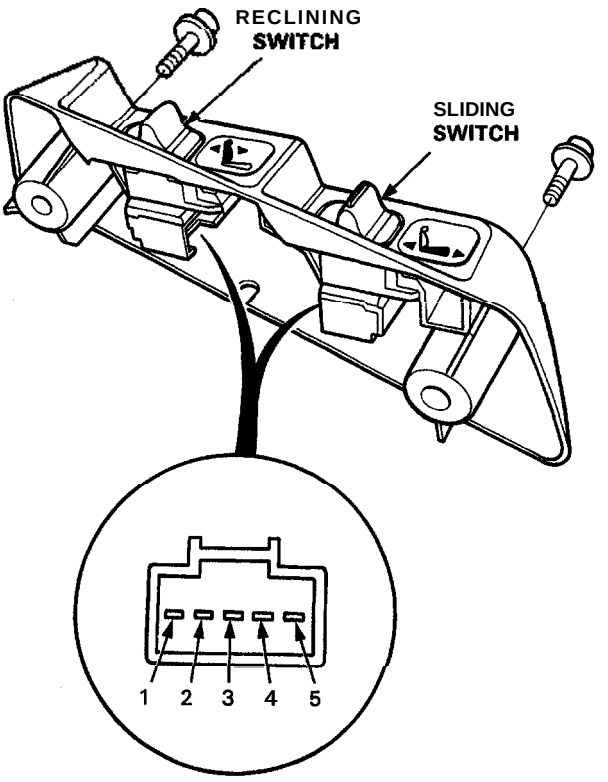
Power Seats

-Seat Switch Test

CAUTION: Be careful not to damage the seats, the interior trim or the body.

1. Remove the 2 screws, then remove the power seat switch from the power seat.
2. Disconnect the 5-P connectors from the power seat each switch.
3. Check for continuity between the terminals in each switch position according to the table.

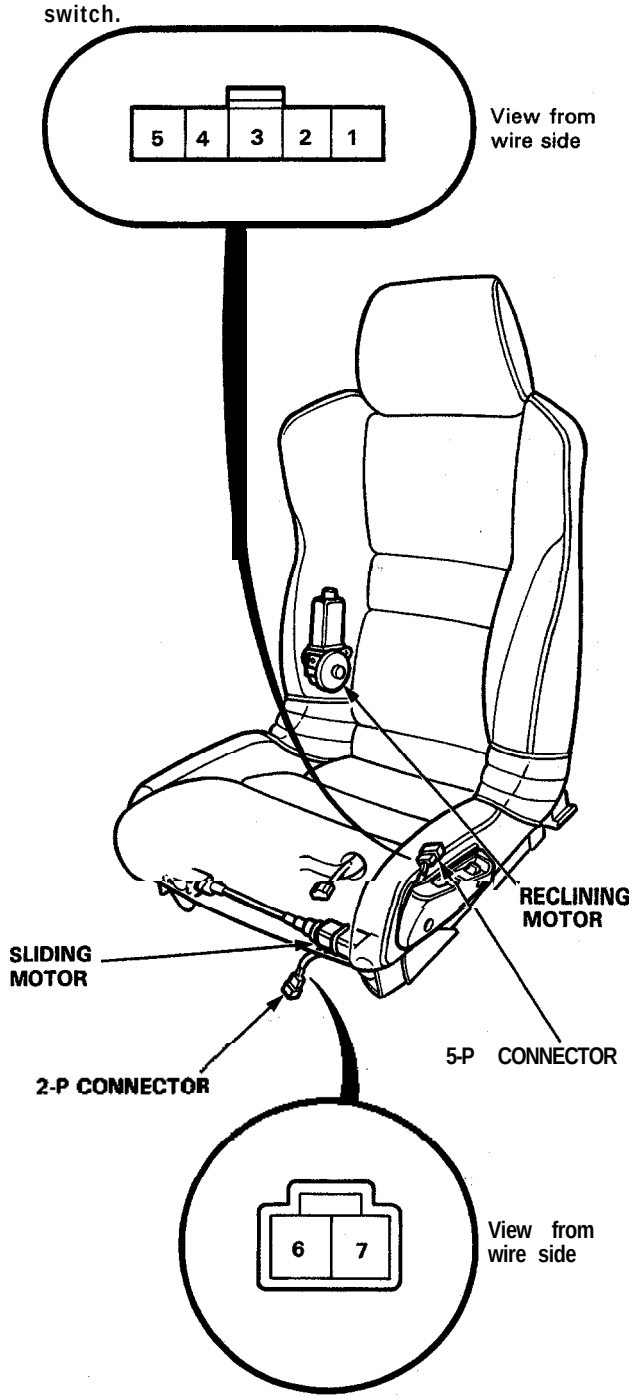
Position \ Terminal		3	5	4	2	1
SLIDE	FORWARD		○—○		○—○	
	NEUTRAL	○—○			○—○	
	BACKWARD	○—○		○—○		
RECLINE	FORWARD	○—○		○—○		
	NEUTRAL	○—○			○—○	
	BACKWARD		○—○		○—○	



-Motor Test

CAUTION: Be careful not to damage the seats, the interior trim or the body.

1. **Remove the power seat, then disconnect the 2-P** connector from the sliding motor.
2. Remove the 2 screws then remove the power seat **switch from the power seat.**
3. **Disconnect the 5-P connector from the reclining** switch.



4. Test motor operation.

CAUTION: When the motor stops running, disconnect a battery terminal immediately.

FORWARD SLIDING: Connect battery positive to the No. **6 terminal and negative to the No.** 7 terminal.

BACKWARD SLIDING: Connect battery positive to the No. **7 terminal and negative to the No.** 6 terminal.

FORWARD RECLINE: Connect battery positive to the No. **4 terminal and negative to the No.** 1 terminal.

BACKWARD RECLINE: Connect battery positive to the No. **1 terminal and negative to the No.** 4 terminal.

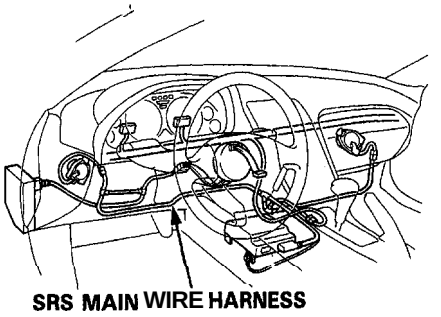
NOTE: When a motor does not run, reverse the battery terminal connection. If the motor still does not **run, the motor or the wire harness is defective.**

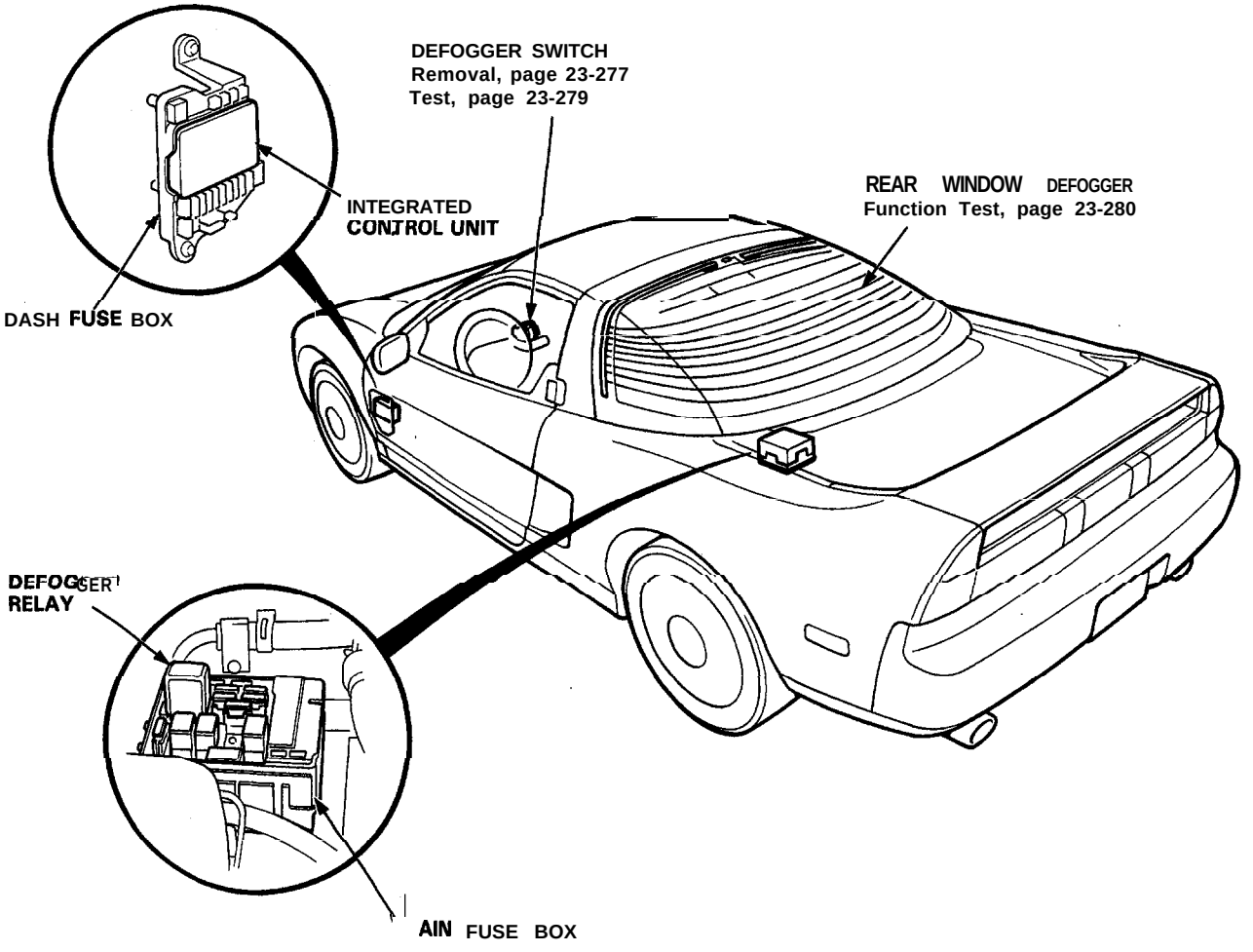
Rear Window Defogger

-Component Location Index

⚠ WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the rear window defogger system.





-Description

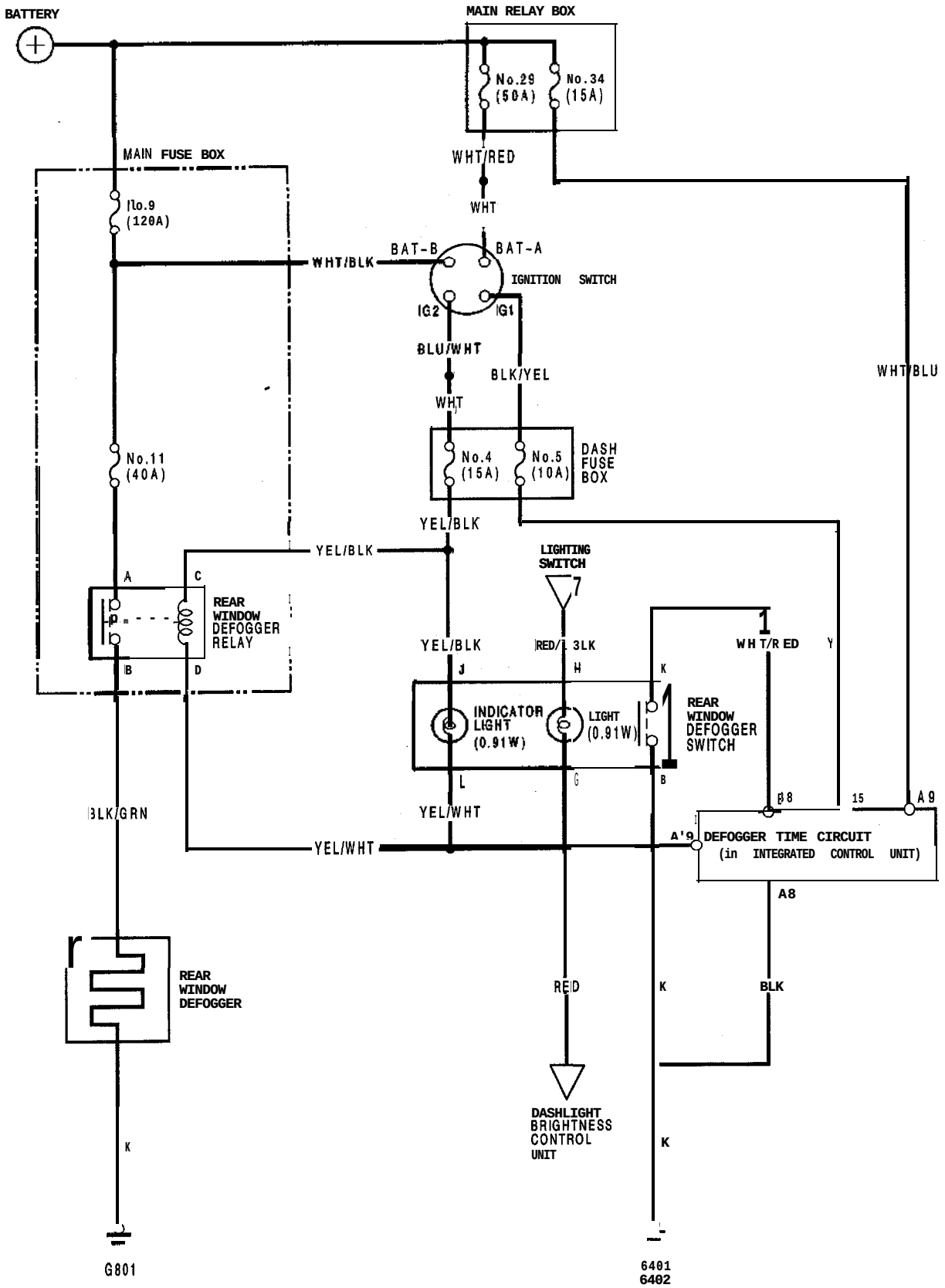
Function:

The rear window defogger is controlled by the integrated control unit.

When the defogger switch in the combination switch is pushed, it sends a signai to the defogger timer in the integrated control unit and the defogger stays on for 25 minutes or unitl the ignition switch is switched off.

The indicator light in the switch shows when the defogger is on.

-Circuit Diagram



Rear Window Defogger

-Troubleshooting

NOTE: The numbers in the table show the troubleshooting sequence.

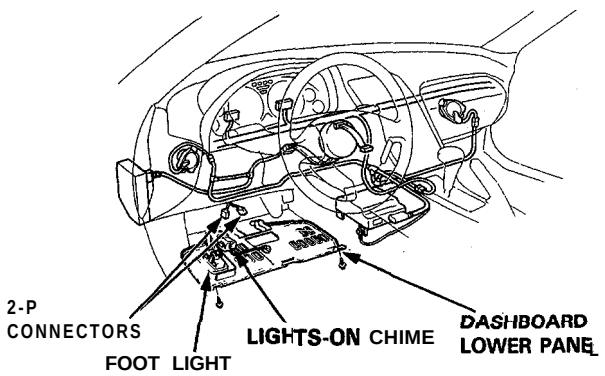
Symptom \ item to be inspected	Blown indicator light bulb	Blown No 4 (15A) fuse (in the dash fuse box)	Defogger timer circuit input (in the integrated control unit)	Blown No. 5 (10A) fuse (in the dash fuse box)	Blown No. 11 (40A) fuse (in the main fuse box)	Function test	Defogger relay	Broken defogger wire	Poor ground	Open uit in wires loose or discon ted termina
Defogger operates, but indicator light does not go on.	1									YEL/BLK or YEL/WHT
Defogger does not operate and indicator light does not go on.		1	3	2					3401	YEL or YELIWHT
Defogger does not operate, but indicator light goes on.					1	2	3	4	3801	YEL/WHT, YEL/BLK, BLK/GRN
Operate time is too long or too short (Normal operation time is 25 minutes).			1							WHT/RED or BLK

Switch Removal

WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

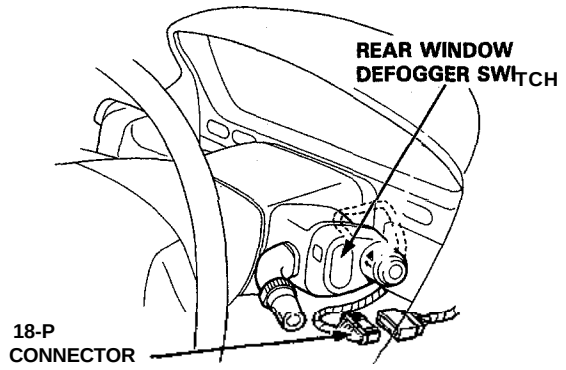
CAUTION: Be careful not to damage the SRS wire harnesses when servicing the rear window defogger system.

1. Remove the dashboard lower panel and disconnect the 2-P connectors from the floor wire harness.

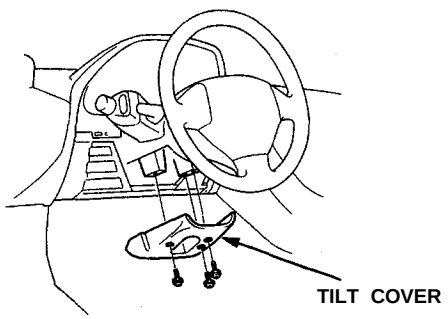


2. Disconnect the 18-P connector from the floor wire harness.

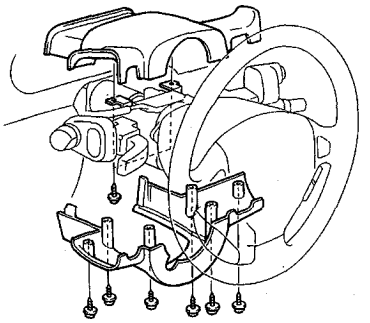
CAUTION: Be careful not to damage SRS wire.



3. Remove the tilt cover.

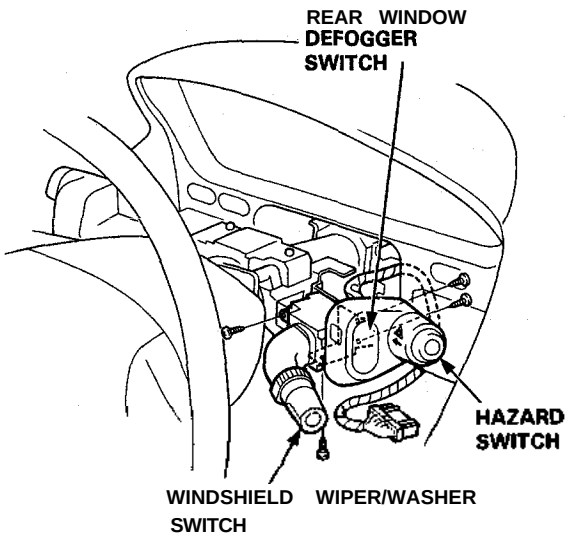


4. Remove the steering column lower cover and upper cover.



NOTE: Be careful not to damage steering column covers.

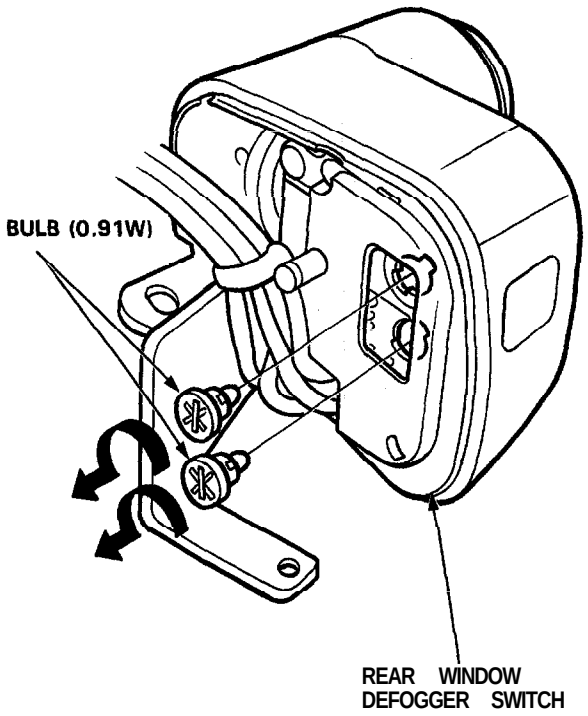
5. Remove the 4 screws, then remove the rear window defogger switch and wiper/washer switch assembly.



Rear Window Defogger

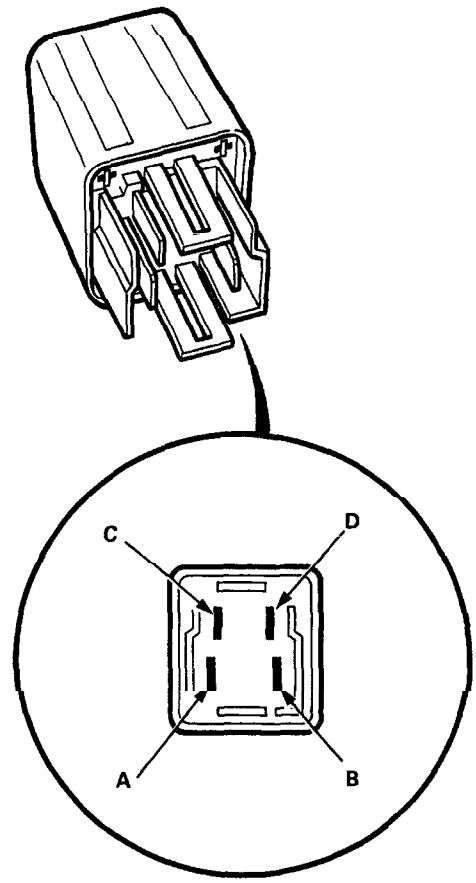
-Switch Light Bulb Replacement

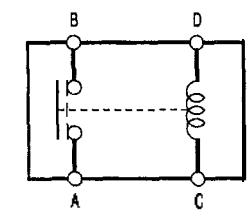
1. Remove the steering column lower and upper cover.
2. Remove the 3 screws from the combination switch.
3. Remove the rear window defogger switch.
4. Remove the rear window defogger switch bulb.



-Relay Test

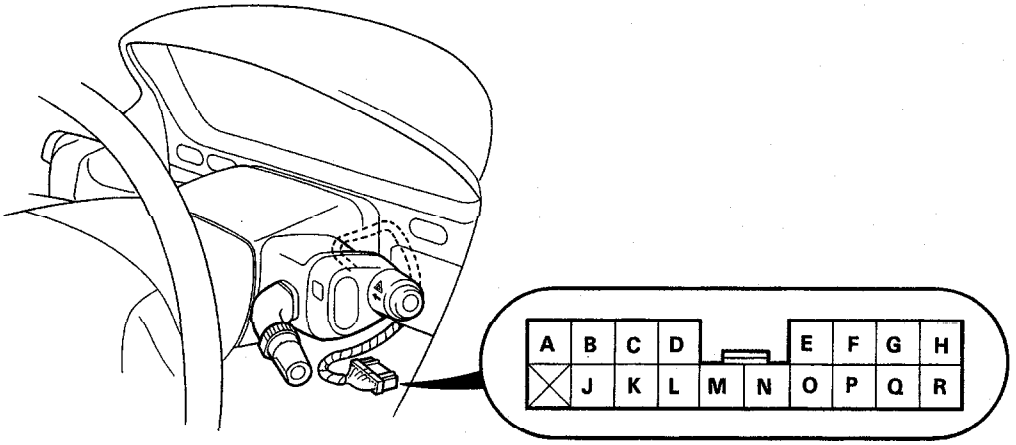
1. Remove the defogger relay in the main fuse box.
2. There should be continuity between the C and D terminals.
3. There should be continuity between the A and B terminals when the battery is connected to the C and D terminals.
   There should be no continuity when the battery is disconnected.





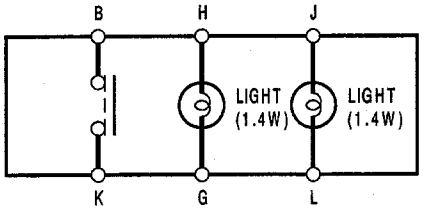
-Switch Test

1. Remove the dashboard lower panel.
2. If necessaly, remove the knee bolster.
3. Disconnect the 18-P connector from the floor wire harness.
4. Check for continuity between the terminals in each switch position according to the table.



View from wire side

Terminal / Position	B	K	H		G	J		L
PUSHED	○—○		○—◎—○			○—◎—○		
RELEASED								

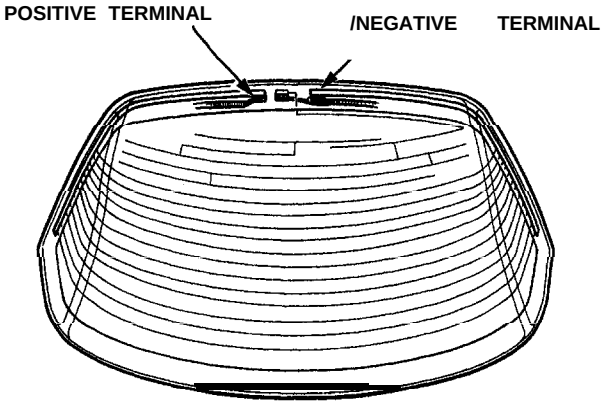


Function Test

CAUTION: Be careful not to scratch or damage the defogger wires with the tester probe end.

1. Check for voltage between the positive terminal and body ground with the ignition switch and the defogger switch ON.
   There should be battery voltage.

   - If there is no voltage, check for:
     - Faulty defogger relay.
     - An open in the BLK/GRN wire.
   - If there is battery voltage, go to step 2.



2. Check for continuity between the negative terminal and body ground.
   If no continuity, check for open in the defogger ground wire.

3. Connect the voltmeter positive probe to the middle of each defogger wire, and the negative probe to the negative terminal.
   The should be approximately 6 V with the ignition switch and the defogger switch ON.

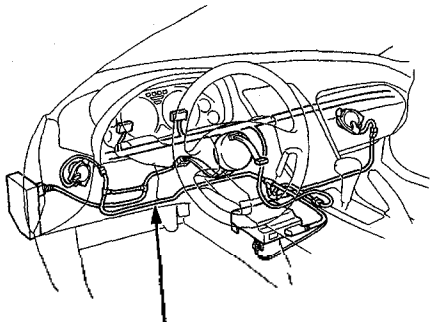
   - If the voltage is as specified, the defogger wire is OK.
   - If there is battery voltage, the defogger wire is broken in the negative side.
   - If there is no voltage the defogger wire is broken in the positive side.

Wipers/Washers

-Component Location Index

⚠ WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

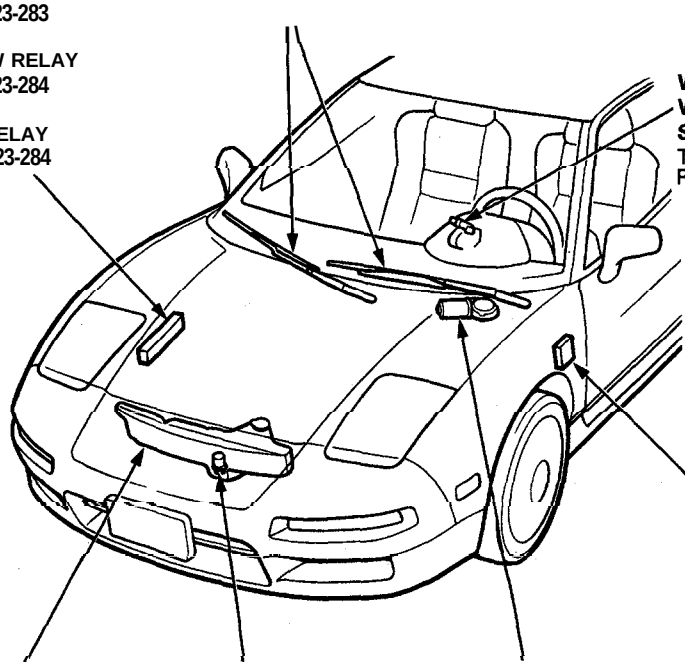
CAUTION: Be careful not to damage the SRS wire harnesses when servicing the wiper/washer system.



SRS MAIN WIRE HARNESS

SUB RELAY BOX B
- WIPER INTERMITTENT RELAY
  Test, page 23-283
- WIPER LOW RELAY
  Test, page 23-284
- WASHER RELAY
  Test, page 23-284

WINDSHIELD WIPER ARMS/BLADES
Replacement, page 23-285



WINDSHIELD WIPER/WASHER SWITCH
Test, page 23-288
Replacement 23-286

INTEGRATED CONTROL UNIT
Test, page 23-165

WASHER FLUID RESERVOIR
Replacement, page 23-289

WINDSHIELD WASHER MOTOR
Test, page 23-289

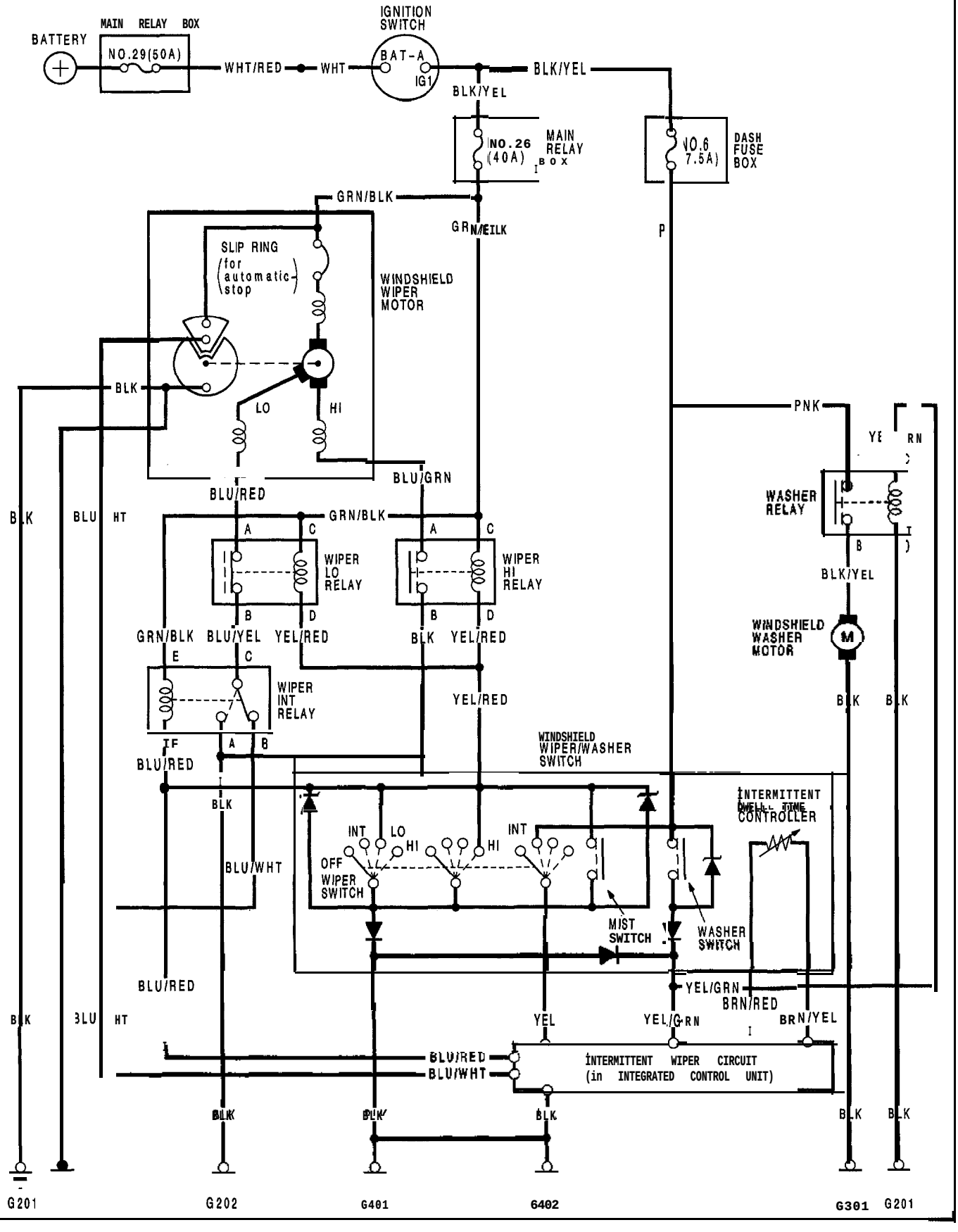
WINDSHIELD WIPER MOTOR
Test, page 23-285
Replacement, page 23-286

-Description

The system is equipped with an intermittent relay, a low relay and a high relay.
The wiper operation of INT and LO position is controlled by the intermittent wiper circuit (incorporated in the integrated control unit).

Wipers/Washers

-Circuit Diagram



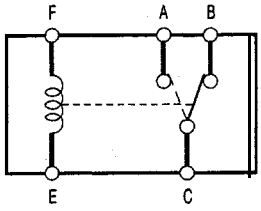
-Troubleshooting

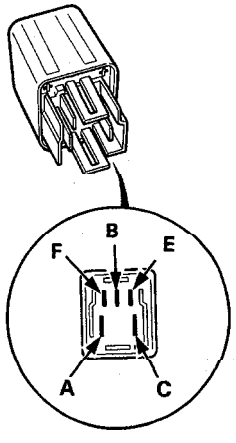
NOTE: The numbers in the table show the troubleshooting sequence.

Symptom \ Item to be inspected		Blown No. 26 (40A) fuse (in the main relay box)	Blown No. 6 (7.5A) fuse (in the dash fuse box)	Wiper switch	Mist switch	Wiper motor assembly	Washer switch	Washer motor	Intermittent wiper relay	Wiper low relay	Wiper high relay	Washer relay	Intermittent wiper circuit (in the integrated control unit)	Combined operation with wiper/ washer (in the integrated control unit)	Insufficient washer fluid in reservoir	Disconnected blocked washer hose or clogged outlet	Disconnected wiper linkages	Intermittent dwell time controller	Poor ground	Open circuit in wires or loose or disconnected terminals
Wipers do not operate.	In all position s	1		4		2											3		G201	GRN/BLK
	In INT			1		4			2	3			5						G202	BLU/WHT
	In LO			1		4			2	3			5						G202	BLU/RED
	In HI			1		3					2								G401	BLU/GRN
	In MIST				1						2								G401	YEL/RED
Blades do not return to park position when wipers are turned OFF.				2		1			3	4										BLU/WHT
Erratic intermittent cycle or wipers do not operate intermittently.									1				3					2		BLU/RED, BRN/RED or BRNNEL
Little or no washer fluid is pumped.			2				6	4				5			1	3			G201 G301	PINK or YEL/GRN
Wipers do not operate simultaneously with washer.														1						BLU/RED

- Intermittent Relay Test

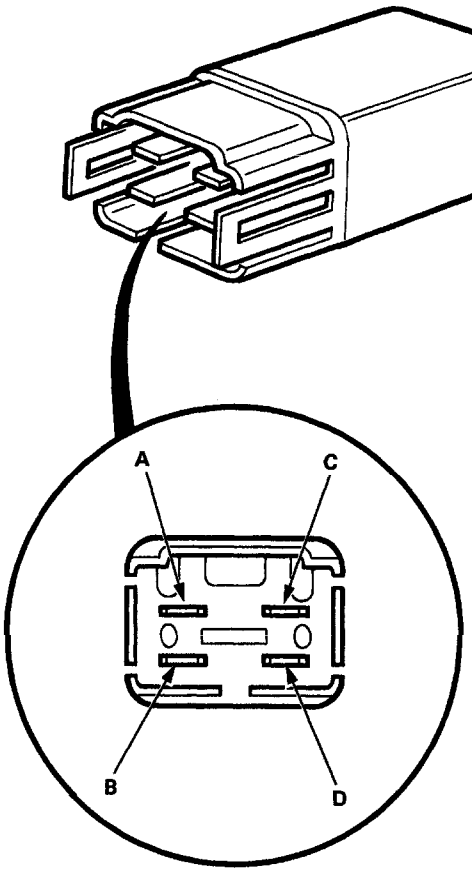
1. Remove the wiper intermittent relay from sub relay box B.
2. There should be continuity between the A and C terminals when the battery is connected to the E and F terminals.
   The should be continuity between the B and C terminals when the battery is disconnected.

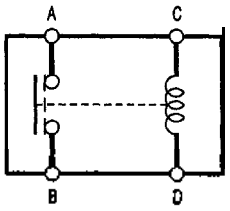




-High Relay/Washer Relay Test

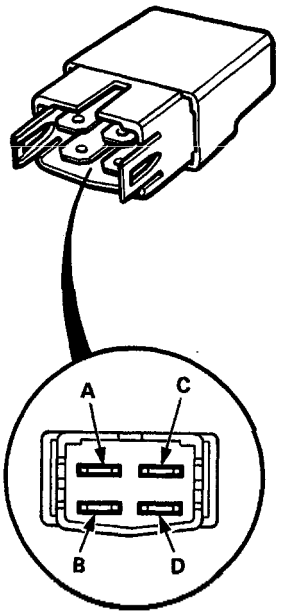
1. Remove the wiper high relay or the washer relay from sub relay box B.
2. There should be continuity between the A and B terminals when the battery is connected to the C and D terminals.
   There should be no continuity when the battery is disconnected.

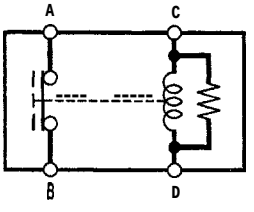




-Low Relay Test

1. **Remove the wiper low relay from sub relay box B.**
2. **There should be no continuity between the A and B terminals when the battery is connected to the C and D terminals.**
   There should be continuity when the battery is disconnected.

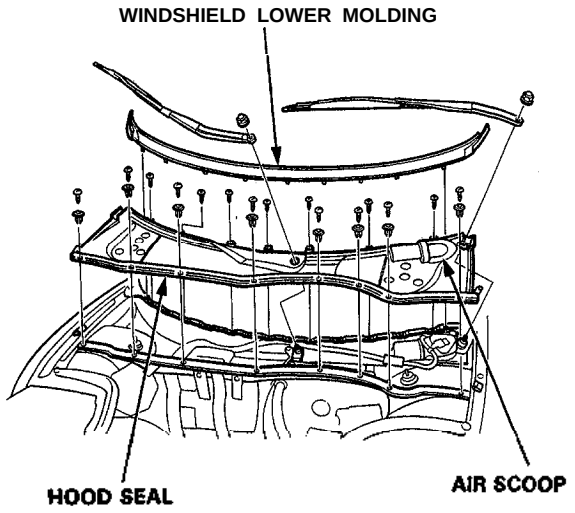




-Windshield Wiper Motor Test

1. Open the hood and remove the cap nuts and the wiper arms.
   NOTE: Carefully remove the wiper arms so that they do not touch the hood.

2. Remove the windshield lower molding, hood seal and air scoop by prying off the trim clips and removing the screws.

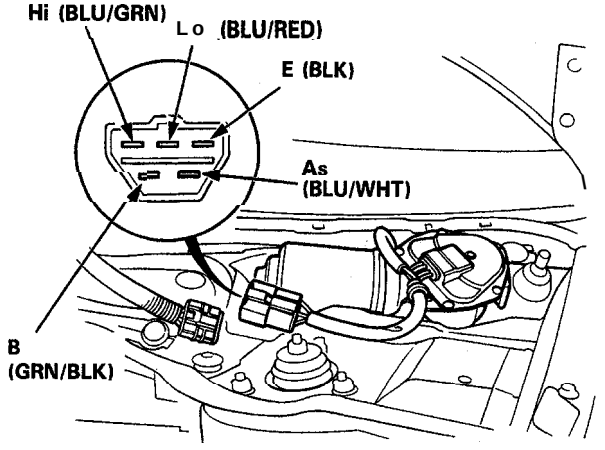


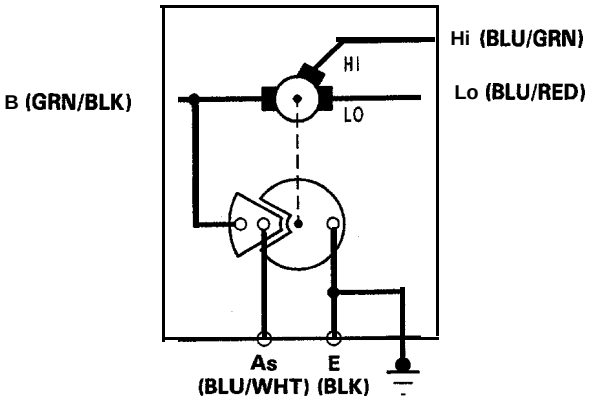
3. Disconnect the 5-P connector from the wiper motor assembly.

4. Test motor operation:

   LOW SPEED: Connect battery positive to the B (GRN/BLK) terminal and negative to the Lo (BLU/RED) terminal.
   HIGH SPEED: Connect battery positive to the B (GRN/BLK) terminal and negative to the Hi (BLU/GRN) terminal.

5. If the motor fails to run smoothly, replace it.





6. Reconnect the 5-P connector to the wiper motor assembly.

7. Connect an analog voltmeter, between the As (BLU/WHT) and the E (BLK) terminals. Run the motor by turning the wiper switch is turned ON (Lo or Hi position).

   Voltmeter should indicate 0 V-more than 4 V alternately.

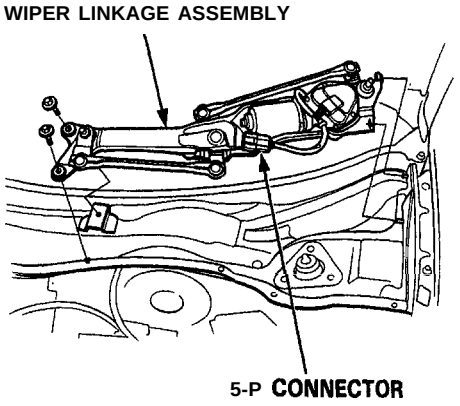
-Windshield Wiper Motor Replacement

1. Open the hood and remove the cap nuts and the wiper arms.

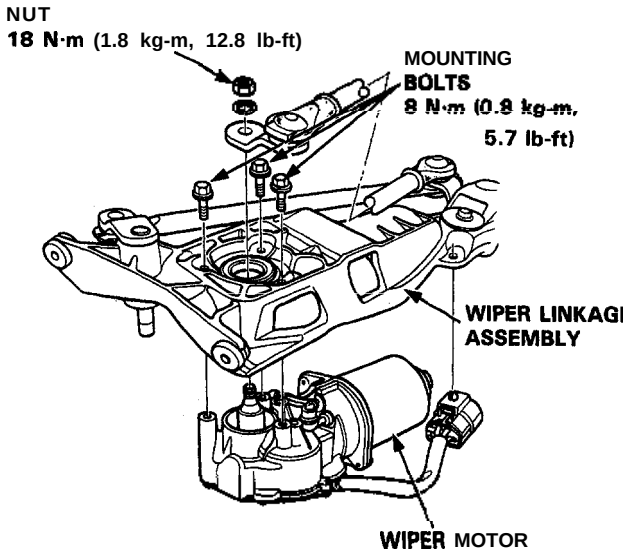
   NOTE: Carefully remove the wiper arms so that they do not touch the hood.

2. Remove the windshield lower molding, hood seal and air scoop by prying off the trim clips and removing the screws. (see page 23-285).

3. Disconnect the 5-P connector from the wiper motor assembly, then remove the 2 mounting bolts and the wiper linkage assembly.



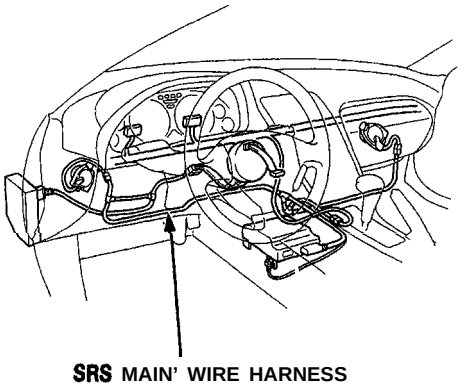
4. Remove the 3 mounting bolts and 1 nut from the wiper linkage assembly to remove the wiper motor assembly.



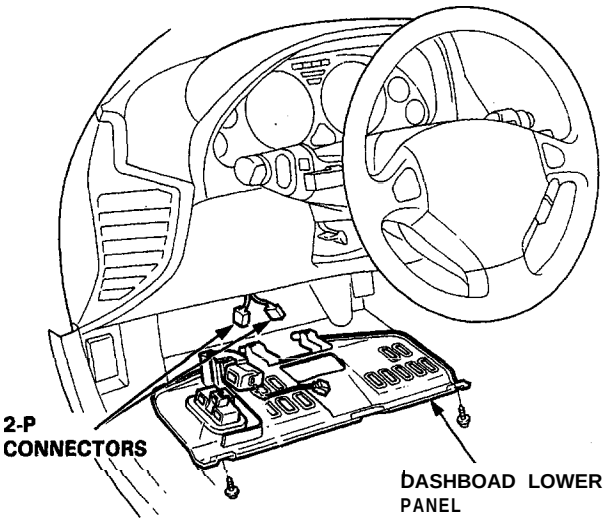
5. Install the wiper motor assembly in the reverse order of removal.

-Wiper/Washer Switch Replacement -

CAUTION:
- All SRS electrical wiring harnesses are covered with yellow outer insulation.
- Replace the entire affected SRS harness assembly if there is an open circuit or damage to the wiring.

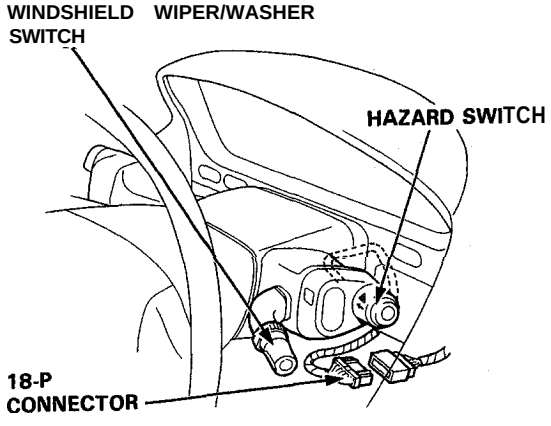


1. Remove the dashboad lower panel and disconnect the 2-P connectors from the floor wire harness.

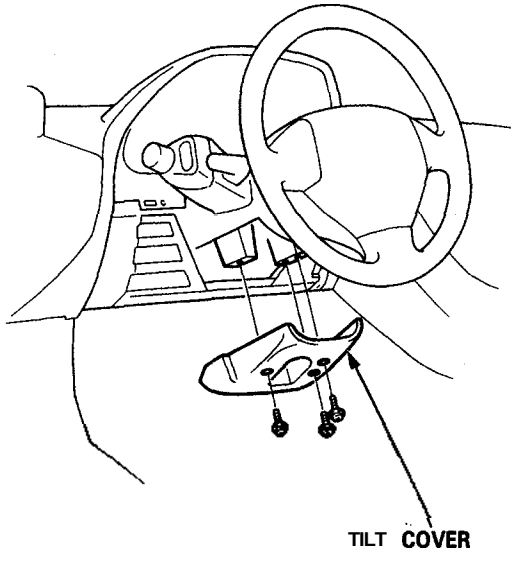


2. Disconnect the 18-P connector from the floor wire harness.

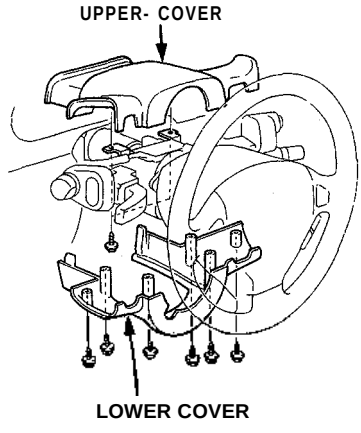
CAUTION: Be careful not to damage the SRS wires.



3. Remove the tilt cover.

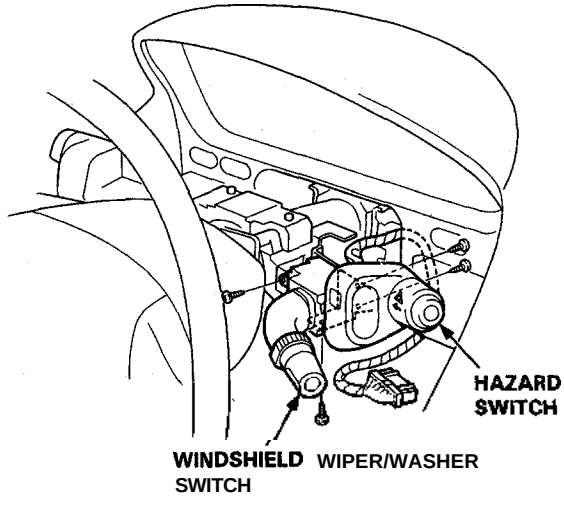


4. Remove the steering column lower cover and upper cover.



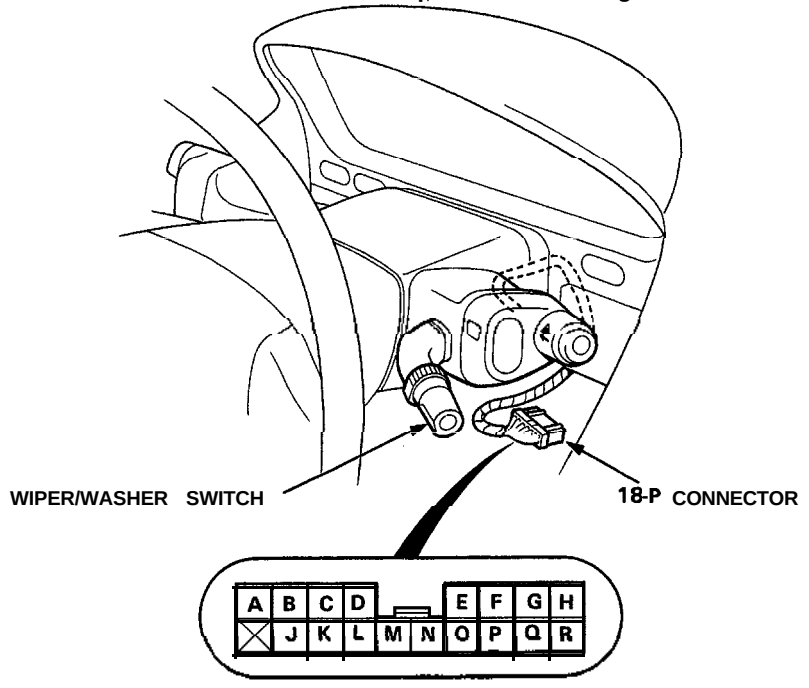
NOTE: Be careful not to damage the steering column covers.

5. Remove the 4 screws, then remove the hazard switch and wiper/washer switch assembly.

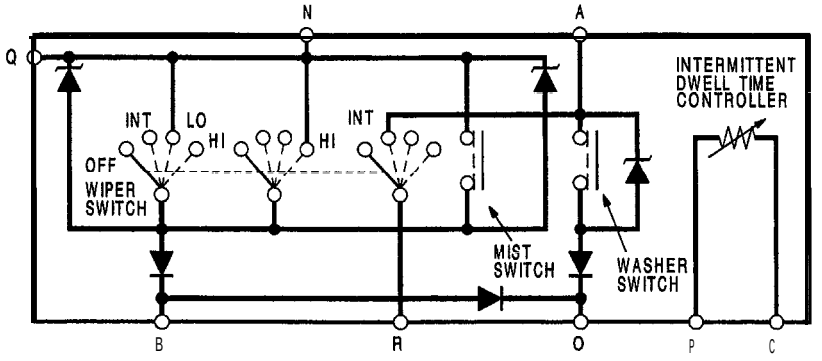


Wiper/Washer Switch Test

1. Remove the dashboard lower panel (see page 23-128).
2. Disconnect the 18-P connector from the floor wire harness.
3. Check for continuity between the terminals in each switch position according to the table.



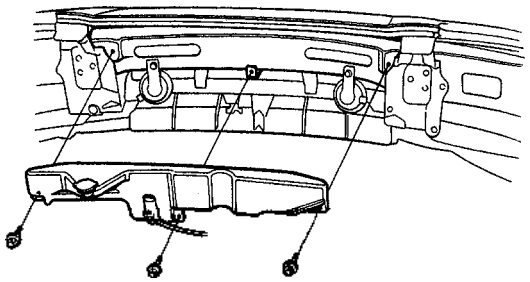
View from wire side



Terminal / Positoin	A	B	C		N		O	P	Q	R
INT	o									o
LO		o							o	
HI		o			o					
Mist switch ' ON'										
Washer switch ' ON'										
Intermittent dwell time controller turned			o			0-25KΩ		o		

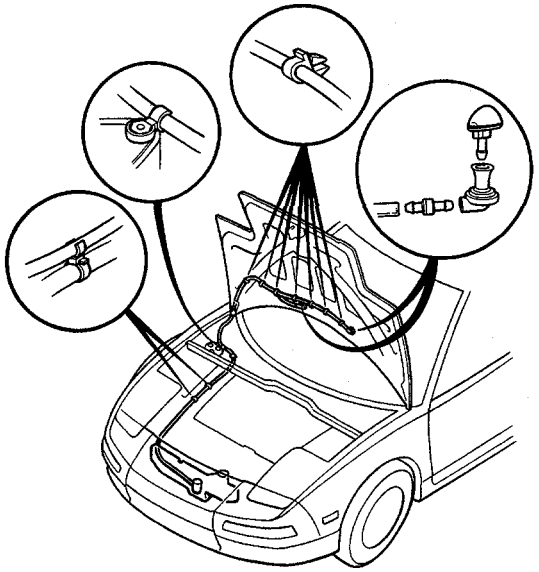
Washer Replacement

1. Disconnect the hose and the 2-P connectors from the washer motor.
2. Remove the bumper, then remove the washer reservoir by removing the 3 mounting bolts.
3. Remove the washer nozzles.



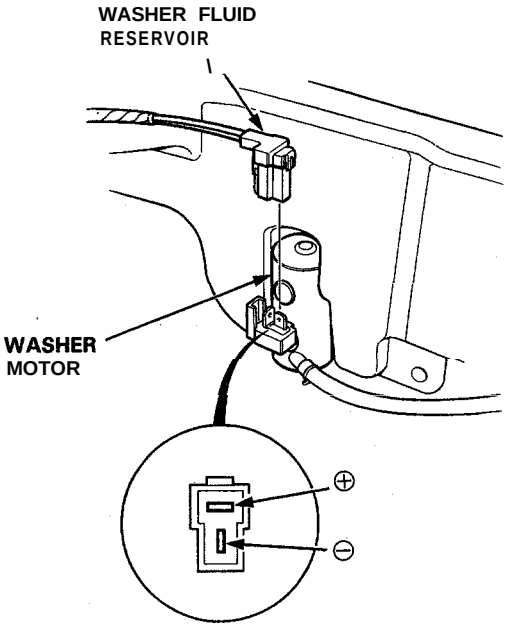
NOTE:

- Clamp the hose at the front harness.
  - Take care not to pinch hoses during reinstallation.
- Install the grommets firmly.
  - After installation, adjust the washer nozzles.



Washer Motor Test

1. Disconnect the 2-P connector from the washer motor and remove the front bumper.
2. Test the washer motor operation by connecting the battery positive to the ⊕ terminal and the negative to the ⊖ terminal.



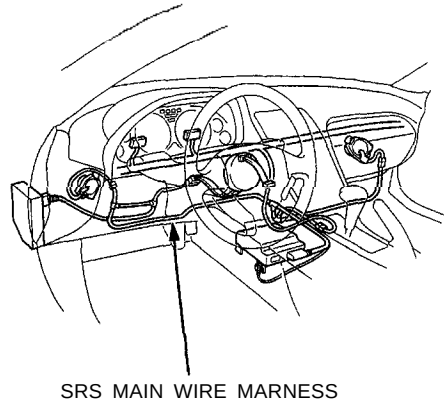
- If the motor fails to run smoothly, replace it.
- If the motor runs smoothly but little or no washer fluid is pumped, check for a disconnected or blocked washer hose, or a clogged pump outlet in the motor.

Cruise Control

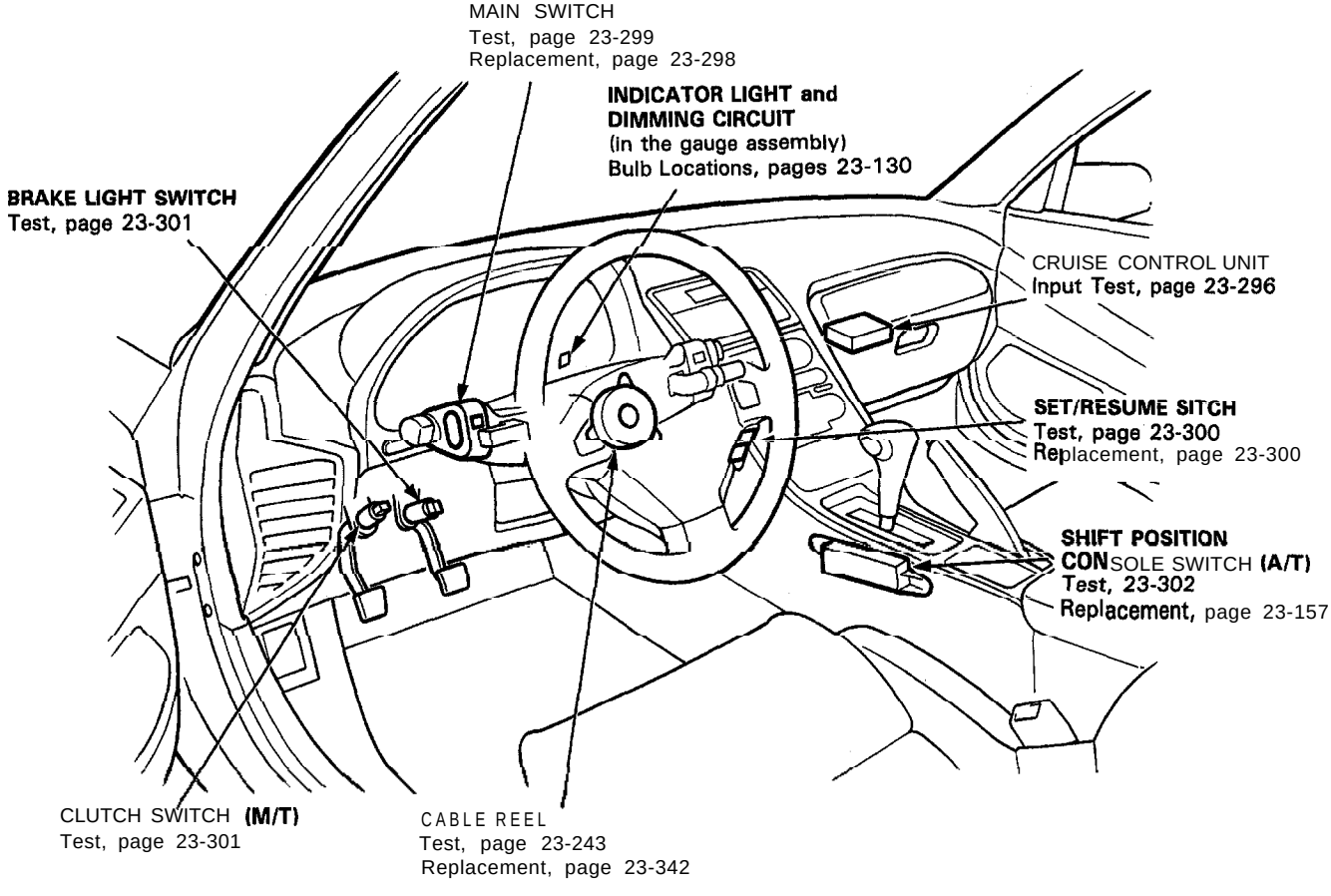
Component Location Index

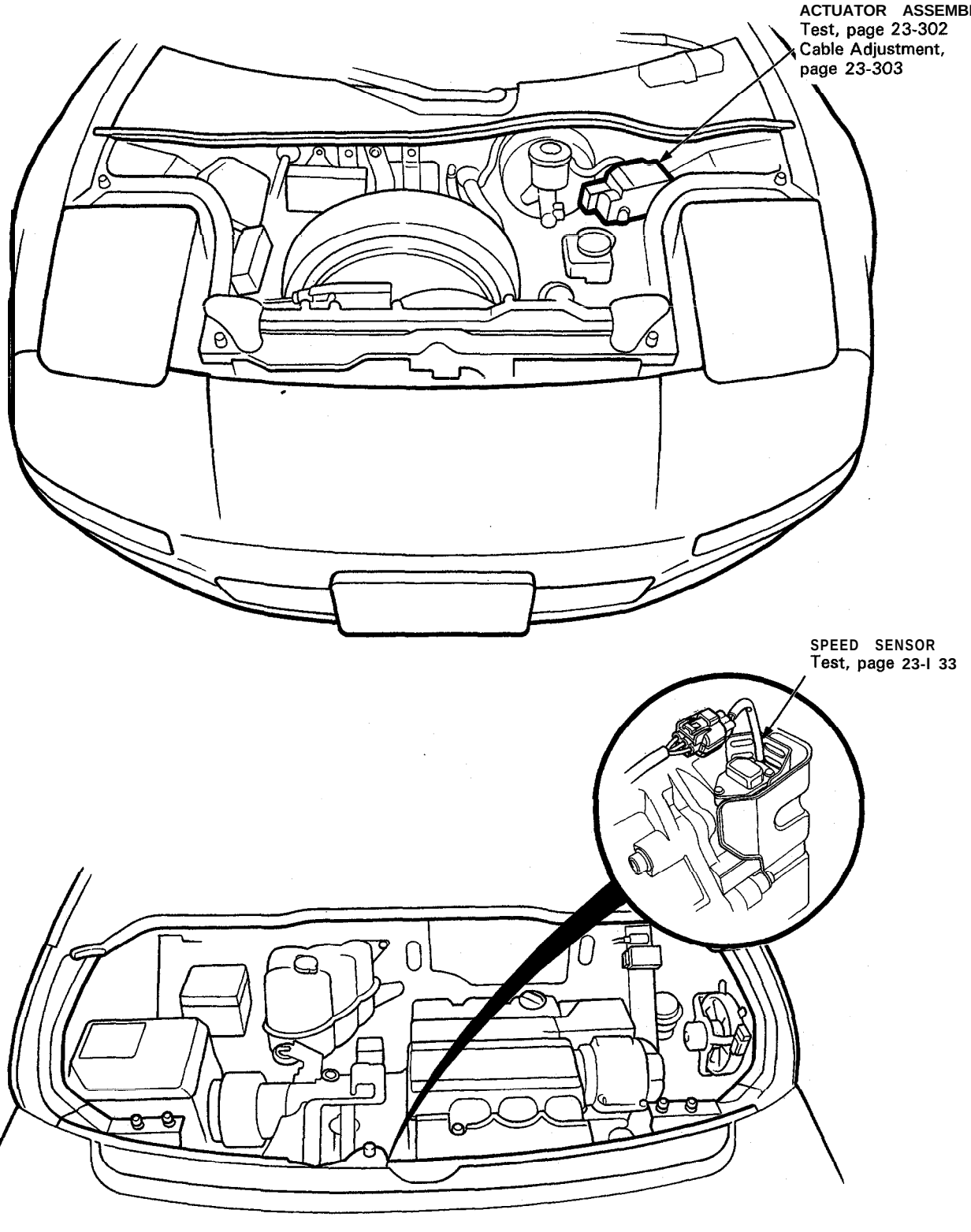
WARNING: All SRS wire harnesses and connectors **are colored yellow.** Do not use electrical test equipement on these circuits.

CAUTION: Be **carefull** not to damage the SRS wire harnesses when servicing the cruise control system.



SRS MAIN WIRE MARNESS




ACTUATOR ASSEMBLY
Test, page 23-302
Cable Adjustment, page 23-303
SPEED SENSOR
Test, page 23-I 33

Cruise Control

Description

The cruise control system uses mechanically and electrically operated devices to maintain vehicle speed at a setting selected by the driver.

The cruise control unit receives command signals from the cruise control main switch and the cruise control set/resume switch. It receives information about operating conditions from the brake switch, PGM-FI ECU, speed sensor, the clutch switch (with manual transmission), or the shift lever position switch (with automatic transmission). The cruise control unit sends operational signals to the devices that regulate the throttle position. The throttle position maintains the selected vehicle speed. Essentially, the control unit compares the actual speed of the vehicle to the selected speed. Then, the control unit uses the result of that comparison to open or close the throttle.

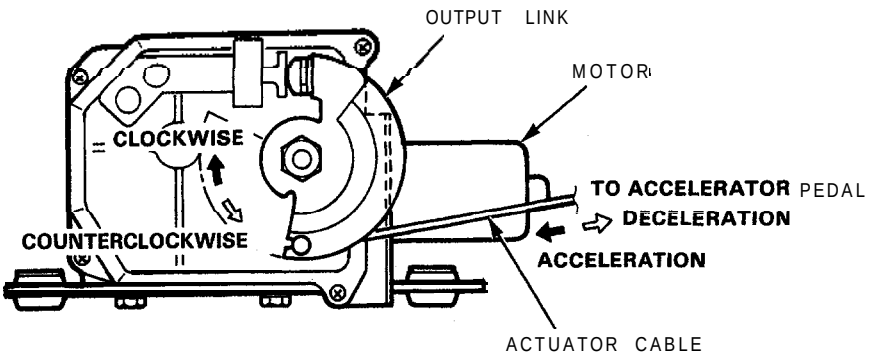
The brake switch releases the system's control of the throttle at the instant the driver depresses the brake pedal. The switch sends an electronic signal to the control unit when the brake pedal is depressed; the control unit responds by allowing the throttle to close. The clutch switch (manual transmission) or the shift lever position switch (automatic transmission) sends a disengage signal input to the control unit that also allows the throttle to close.

Operation:

The cruise control system will set and automatically maintain any speed above 30 mph (45 kph). To set, make sure that the main switch is in the "ON" position. After reaching the desired speed, press the set switch. The cruise control unit will receive a set signal input and, in turn, will actuate the cruise control actuator. When the set switch is depressed and the cruise control system is on, the "cruise control" on indicator in the gauge assembly will light up. You can cancel the cruise control system by pushing the main switch to "OFF." This removes power to the control unit and erases the set speed from memory. If the system is disengaged temporarily by the brake switch, clutch switch, or gear selector switch and vehicle speed is still above 30 mph, press the resume switch. With the resume switch depressed and the set memory retained, the vehicle automatically returns to the previous set speed.

For gradual acceleation without depressing the accelerator pedal, push the resume switch down and hold it there until the desired speed is reached. This will send an acceleration signal input to the control unit. When the switch is released, the system will be reprogrammed for the new speed. To slow the vehicle down, depress the set switch. This will send a deceleration signal input to the control unit causing the vehicle to coast until the desired speed is reached. When the desired speed is reached, release the set switch. This will reprogram the system for the new speed.

The electrically operated actuator controls the throttle position the same as a vacuum operated actuator. The magnetic clutch is part of the safety system and controls acceleration or deceleration.

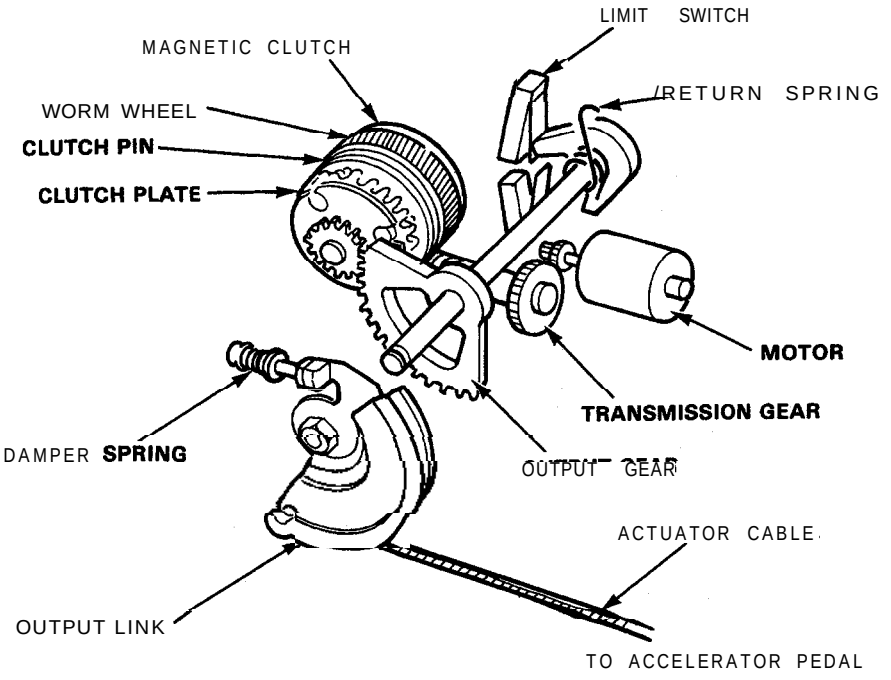


Acceleration

The motor actuates; then power is transmitted to the magnetic clutch by the transmission gear and the worm wheel. The magnetic clutch is rotated and magnetized. The magnetic clutch attracts the clutch plate, then power is transmitted to the output link by the gear directly connected to the clutch plate and the output gear. The output link rotates clockwise, then the actuator cable opens the throttle, and the car accelerates.

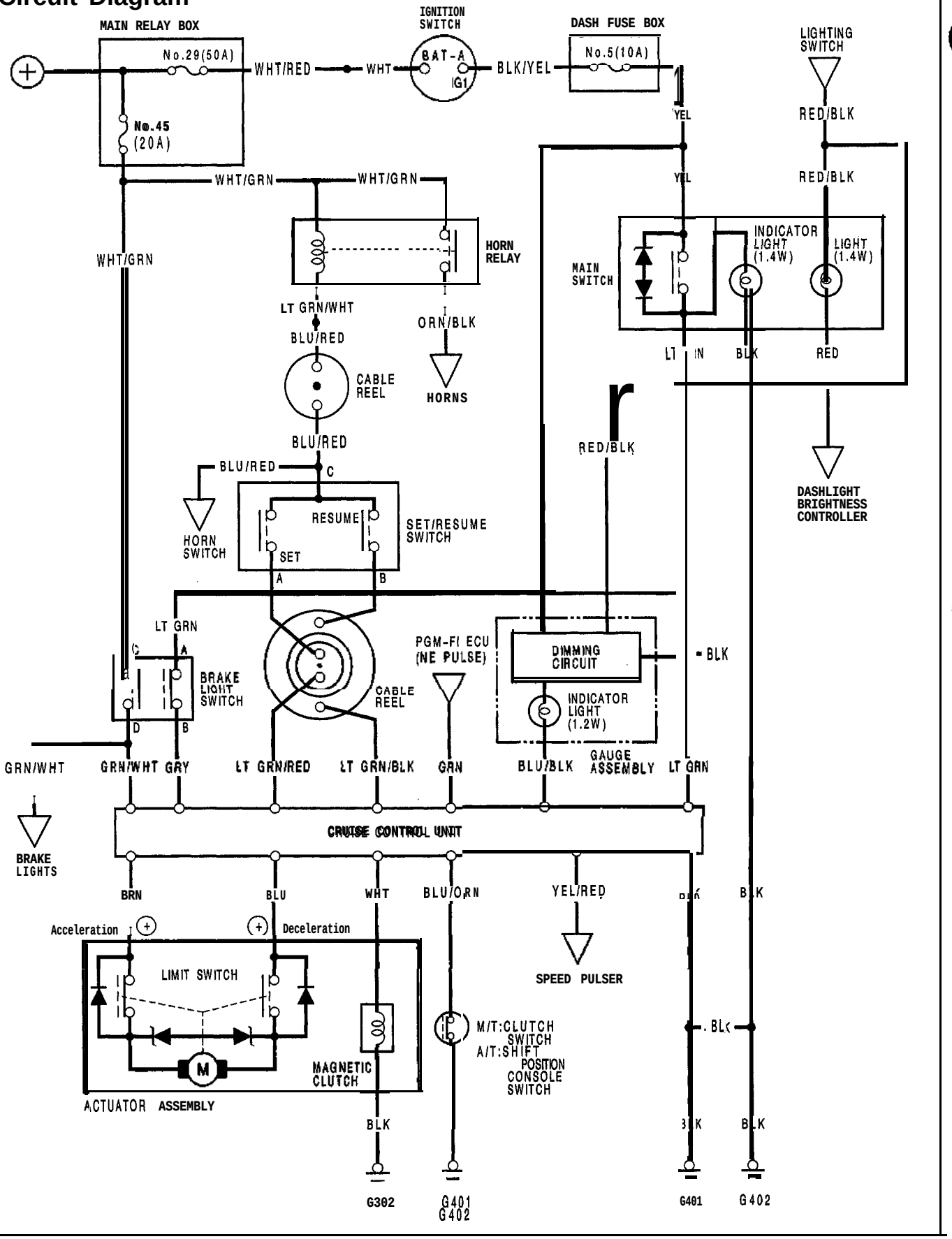
Deceleration

The motor rotates in the reverse direction of acceleration; then in the same way, the power is transmitted to the output link. The output link rotates counterclockwise, then the actuator cable closes the throttle, and the car decelerates.



Cruise Control

-Circuit Diagram



Troubleshooting

NOTE:

- The numbers in the table show the troubleshooting sequence.
- Before troubleshooting.
  - Check the No. 5 (10A) fuse in the dash fuse box, and the No. 29 (50A), No. 45 (20A) fuses in the main relay box,
  - Check that the horns sound.
  - Check the tachomater for proper operation.

Items to be inspected. / Symptom	Main switch	SET/RESUME switch	Brake light switch/adjustment	Clutch switch/adjustment (M/T)	Shift lever position switch (A/T)	PGM-FI ECU (NE PULSE)	Dimming circuit in gauges	Actuator and cable deflection	Control unit	Poor ground	Open circuit in wires or loose or disconnected terminals
Cruise control can't be set.	2	3	4	5					1	G302 G401 G402	BLU/RED, LT GRN/RED, GRN, YEL, LT GRN, GRY, BRN, BLU, WHT, BLU/ORN or YEL/RED
Cruise control can be set, but indicator light does not go on.							2		1	G401 G402	YEL or BLU/BLK
Cruise speed noticeably higher or lower than what was set.						1		2	3		
Excessive overshooting and/or undershooting when trying to set speed.						2		1	3		
Steady speed not held even on a flat road with cruise control set.						1		2	3		
Car does not decelerate or accelerate accordingly when SET or RESUME button is pushed.		1							2		LT GRN/BLK LT GRN/RED
Set speed not cancelled when clutch pedal is pushed (M/T).				1					2		
Set speed not cancelled when shift lever is moved to N (A/T).					1				2		
Set speed not cancelled when brake pedal is pushed.			1						2		
Set speed not cancelled when main switch is pushed OFF.	1								2		
Set speed not resumed when RESUME button is pushed (with main switch on, but set speed temporarily cancelled).		1							2		

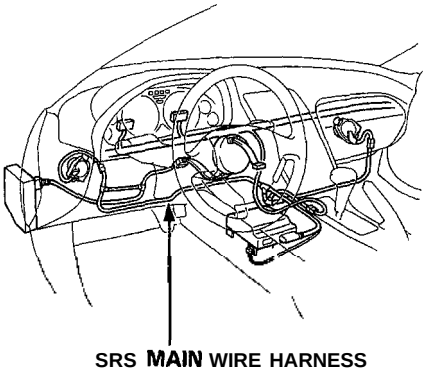
-Control Unit Input Test

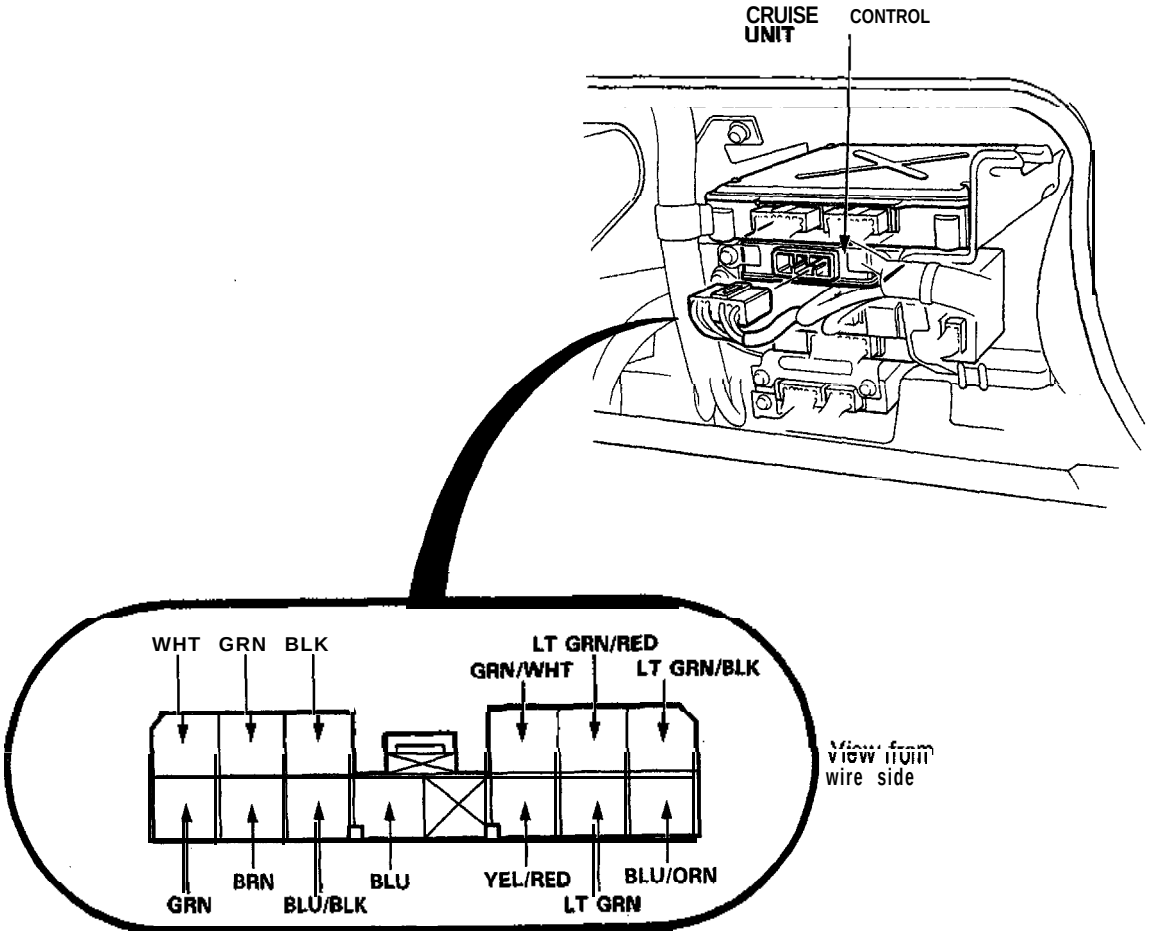
CAUTION:

- ALL SRS electrical wiring harnesses are covered with yellow outer insulation.
- Replace the entire affected SRS harness assembly if there is an open circuit or damage to the wiring.

Remove the glove box, then disconnect the 14-P connector from the control unit. Make the following tests at harness pins:

NOTE: Recheck the connections between the 14-P connector and the control unit, then replace the control unit **if all input tests prove OK.**





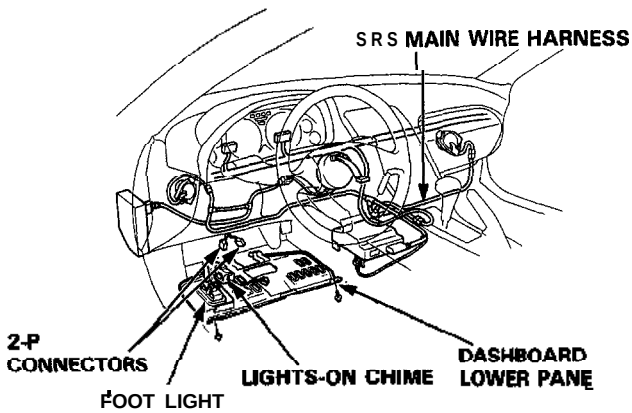
No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	LT GRN	Ignition switch ON and main switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10A) fuse. • Faulty main switch. • An open in the LT GRN or YEL wire.
3	LT GRN/ BLK	RESUME button pushed.	Ground each terminal: Horns should sound as the switch is pushed.	• Blown No. 45 (20A) fuse. • Faulty SET/RESUME switch. • Faulty cable reel. • An open in the WHT/GRN, BLUIRED, LT GRN/BLK or LT GRN/RED wire.
4	LT GRNI RED	SET button pushed.		
5	BLU/ORN	M/T: Clutch pedal pushed. A/T: Shift lever in 2, 3 or D.	Check for continuity to ground: should be continuity.	• Faulty or misadjusted clutch switch (M/T). • Faulty shift position console switch (A/T). • Poor ground (G401, G402). • An open in the wire.
6	GRN	Start the engine.	Check for voltage to ground: should be battery voltage.	• Faulty ignition system or PGM-FI ECU. • An open in the wire.
7	YEL/RED	Ignition switch ON and main switch ON. Raise the rear of the car rotate one wheel slowly.	Check for voltage between the LT GRN ⊕ and YEL/RED ⊖ terminals: should be 0-5-O-5 V repeatedly.	• Faulty speed sensor. • An open in the wire.
8	GRY	Ignition switch ON, main switch ON and brake pedal pushed, then released.	Check for voltage to ground: should be 0 V with the pedal pushed and battery voltage with the pedal released.	• Faulty brake light switch. • An open in the GRY or LT GRN wire.
9	GRN/WHT	Brake pedal pushed, then relelased.	Check for voltage to ground: should be battery voltage with the pedal pushed, and 0 V with the pedal released.	• Faulty brake light switch. • An open in the wire.
10	BLU/BLK	Ignition switch ON.	Attach to ground: Indicator light in the gauge assembly comes on.	• Blown bulb. • Blown No. 5 (10A) fuse. • Faulty dimming circuit in the gauge assembly. • An open in the wire.
11	BRN	Connect the battery positive to the BRN terminal and negative to the BLU terminal.	Check the operation of the actuator motor: should be able to hear motor.	• Faulty actuator. • An open in the wire
12	BLU			
13	WHT	Connect the battery positive to the BRN/ WHT terminal and negative to ground.	Check the operation of the magnetic clutch: clutch should click and output link should be locked.	• Faulty actuator. • An open in the wire. • Poor ground (G302).

Main Switch Replacement

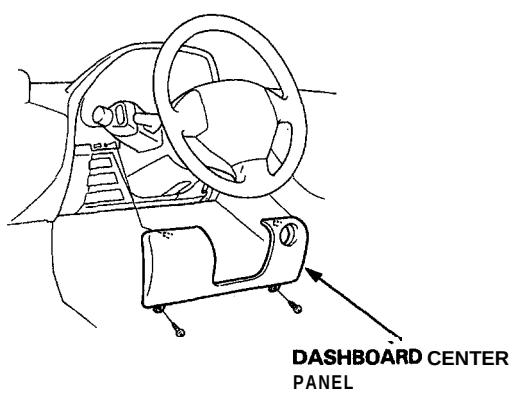
WARNING **All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipemnt on these circuits.**

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the lighting system.

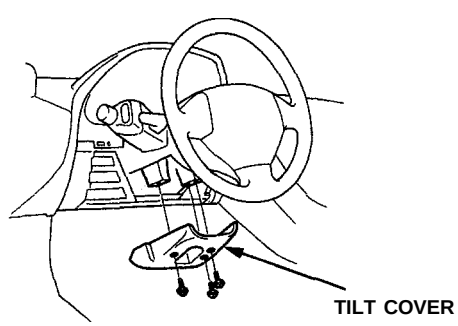
1. Remove the dashboard lower panel and disconnect the 2-P connectors from the floor wire harness.



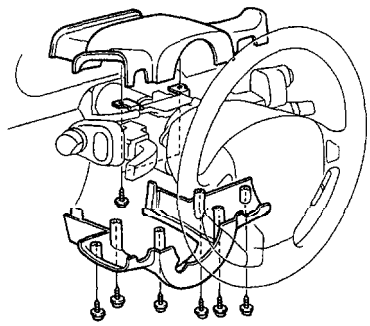
2. Remove the dashboard center panel.



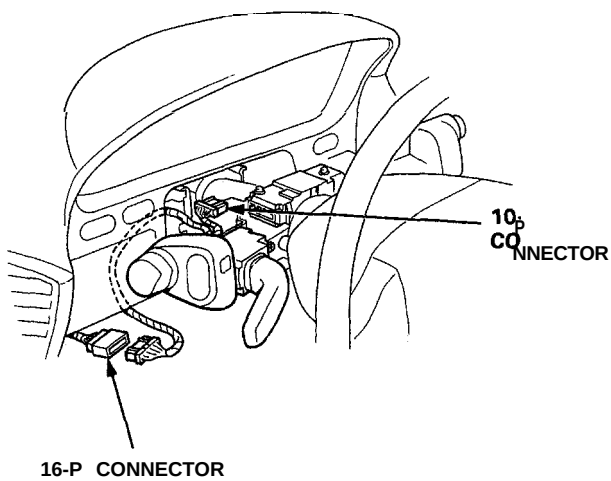
3. Remove the tilt cover.



4. Remove the steering column lower cover and upper cover.



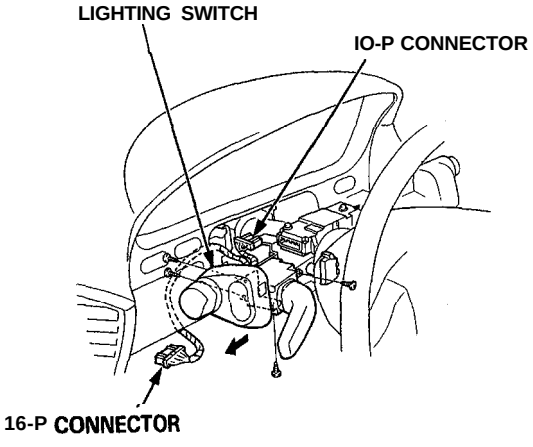
5. Disconnect the 16-P connector and the 10-P connector.



CAUTION: Be careful not to damage the SRS wires.

CAUTION: Be careful not to damage the SRS wires.

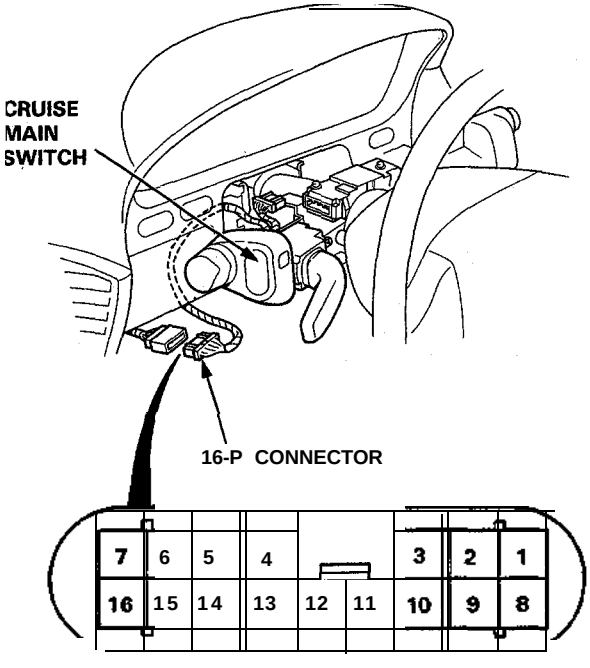
6. **Remove the 4 screws from the lighting switch.**
7. **Remove the lighting switch (main switch).**

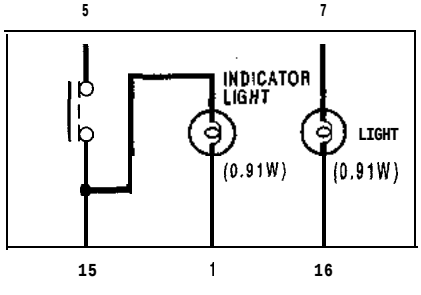


-Main Switch Test

1. Remove the dashboard lower panel and dashboard center panel.
2. If nesessary, remove the knee bolster.
3. Check for continuity between the terminals in each switch position according to the table.

Terminal / Position	5	15		1	7		16
OFF		○	○	○		○	○
ON	○	○	○	○	○	○	○

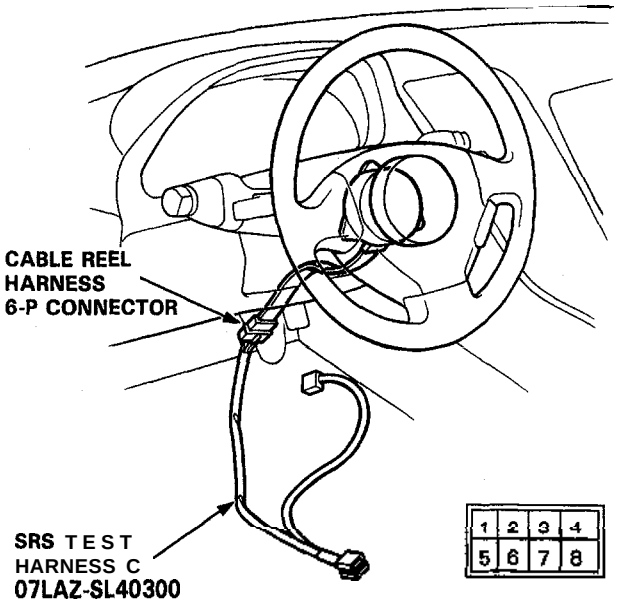




- SET/RESUME Switch Test

CAUTION: Disconnect both the negative and positive battery cables. Connect the short connector to the airbag assembly (see page 23-324).

1. Disconnect the cable reel harness and main harness 6-P connector, and connect the SRS test harness C only to the cable reel harness side 6-P connector.

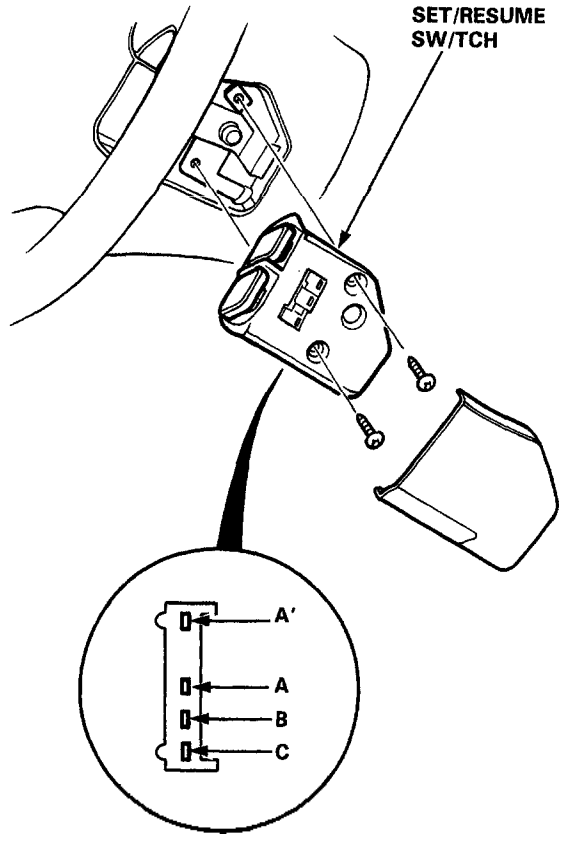


2. Check for continuity between the terminals in each switch position according to the table.

Terminal / Position	3 (BLU/RED)	2 (LT GRN/RED)	1 (LT GRN/BLK)
SET (ON)	○	○	
RESUME (ON)	○		○

- If there is no continuity, check the cable reel.
- If OK, go to step 3.

3. Remove the switch cover from the SET/RESUME switch, then separate the SET/RESUME switch by removing the 2 screws.



4. Check for continuity between the terminals in each switch position according to the tables.

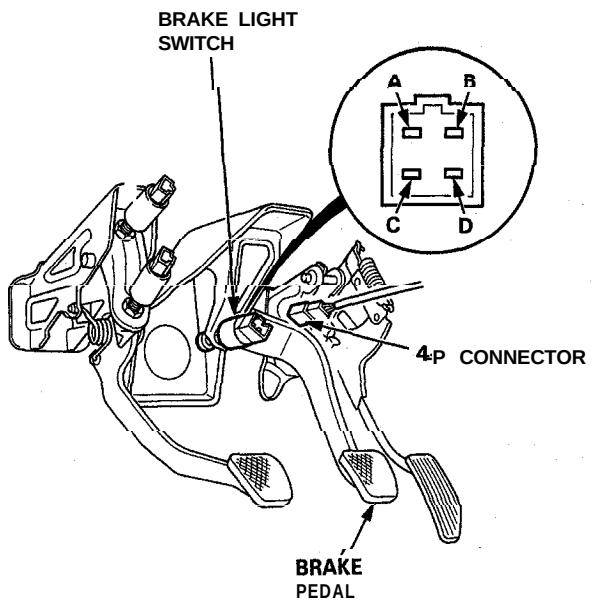
Terminal / Position	A or A'	B	C
SET (ON)	0		0
RESUME (ON)	0	0	

- If there is no continuity, replace the switch.

Brake Light Switch Test

1. Disconnect the 4-P connector from the switch.
2. Check for continuity between the terminals according to the table.

Terminal / Brake pedal	A	B	C	D
RELEASED	0	—0		
PUSHED			○	—0

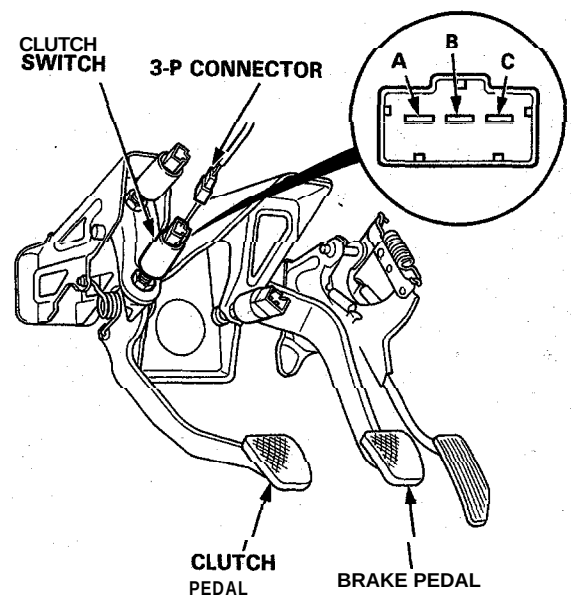


3. If necessary, replace the switch or adjust pedal height (see section 12).

Clutch Switch Test

1. Disconnect the 3-P connector from the switch.
2. Check for continuity between the terminals according to the table.

Terminal / Clutch pedal	B	C
RELEASED	○	○
PUSHED		

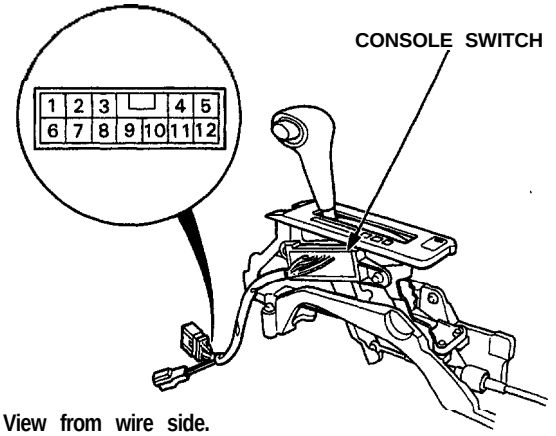


3. If necessary, replace the switch or adjust pedal height (see selection 12).

Shift Position Console Switch Test

1. Remove the front console, then disconnect the 12-P connector from the console switch.
2. Check for continuity between the terminals in each switch position according to the table.

NOTE:
- Move the lever back and forth without touching the push knob at each position, and check for continuity within the range of free play of the shift lever.
- If there is no continuity within the range of free play, adjust the installation positin of the console switch (see page 23-l 56).



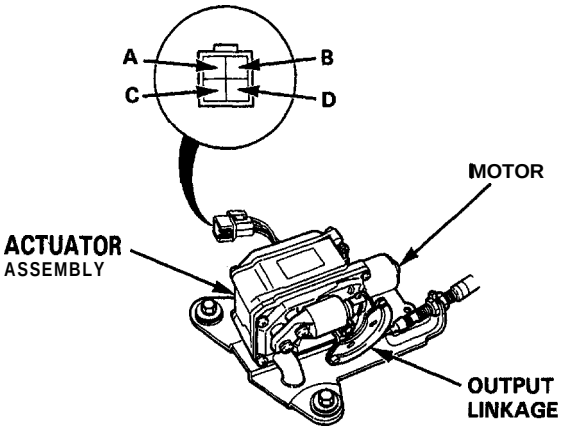
View from wire side.

Shift Position Switch (for cruise control)

Terminal / Position	5	8
1		
2	0	0
3	0	0
D	0	○
N		
R		
P		

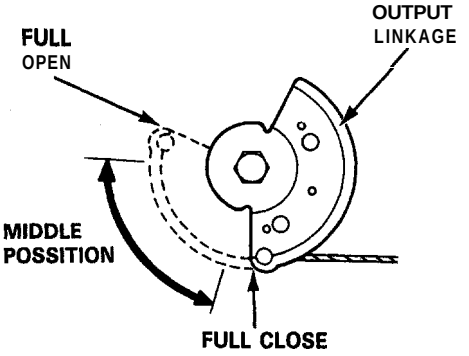
Actuator Assembly Test

1. Disconnect 4-P connector from the actuator.
2. Check the output linkage moves smoothly.
3. Connect the battery positive to the D terminal and negative to the A terminal.
4. Check for a clinking sound from the magnetic clutch and that the output linkage is locked. You should be able to hear the motor.
5. If the output linkage is not locked, replace the actuator assembly.



6. Check the operation of the actuator motor in each output linkage position according to the table. You should be able to hear the motor.

Battery polarities		Output linkage position		
⊕	⊖	FULL CLOSE	MIDDLE POSITION	FULL OPEN
C Terminal	8 Terminal	The motor opreates	The motor operates	The motor stops
B Terminal	C Terminal	The motor stops	The motor operates	The motor operates

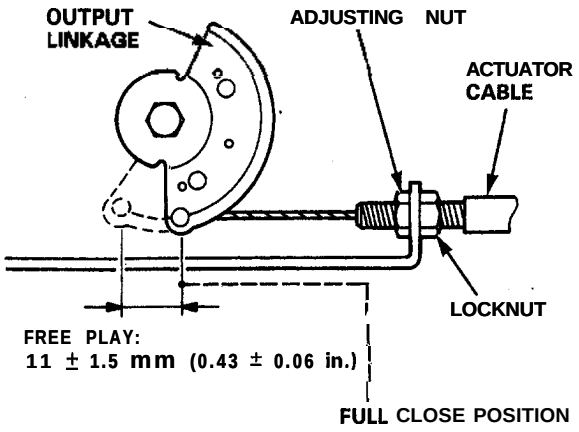


Actuator Cable Adjustment

1. Check that the actuator cable operates smoothly with no binding or sticking.

2. Start the engine and warm it up to normal operating temperature (the cooling fan comes on twice).

3. Measure the amount of movement of the output linkage until the engine speed starts to increase.
   At first, the output linkage should be located at the full close position. Free play should be 11 ± 1.5 mm (0.43 ± 0.06 in.)



4. If the free play is not within specs, loosen the locknut and turn the adjusting nut as required.

   NOTE: If necessary, check the throttle control system (Section 1 I), then recheck the output linkage free play.

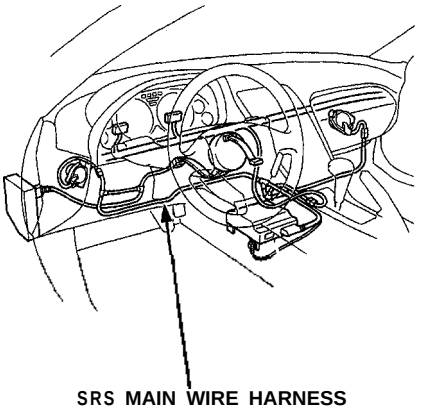
5. Retighten the locknut and recheck the free play.

Security Alarm System

· Component Location Index

CAUTION:

- All SRS electrical wiring harnesses are covered with yellow outer insulation.
- Replace the entire affected SRS harness assembly if there is an open circuit or damage to the wiring.



SRS MAIN WIRE HARNESS

R. REAR SIDE MARKER LIGHT
Replacement, page 23-193

IGNITION SWITCH
Test, page 23-72

IGNITION KEY SWITCH
Test, page 23-318

HORN RELAY
Test, page 23-242

R. DOOR KEY CYLINDER SWITCH
Test, page 23-315
Replacement, section 20

SUB RELAY BOX A

BATTERY
Test, page 23-68

R. DOOR LOCK KNOB and DOOR SWITCH
Test, page 23-315 and 198

SECURITY HORN
Test, page 23-241

SECURITY CONTROL UNIT
Input Test, page 23-311

L. HEADLIGHT
Replacement, page 23-189

DIMMER RELAY
Test, page 23-185

TAILLIGHT RELAY
Test, page 23-186

MAIN RELAY BOX

L. FRONT POSITION LIGHT
Replacement, page 23-191

RETRACTOR RELAYS
Test, page 23-186

LEFT (LOW) HORN
Test, page 23-241

R. HEADLIGHT
Replacement, page 23-189

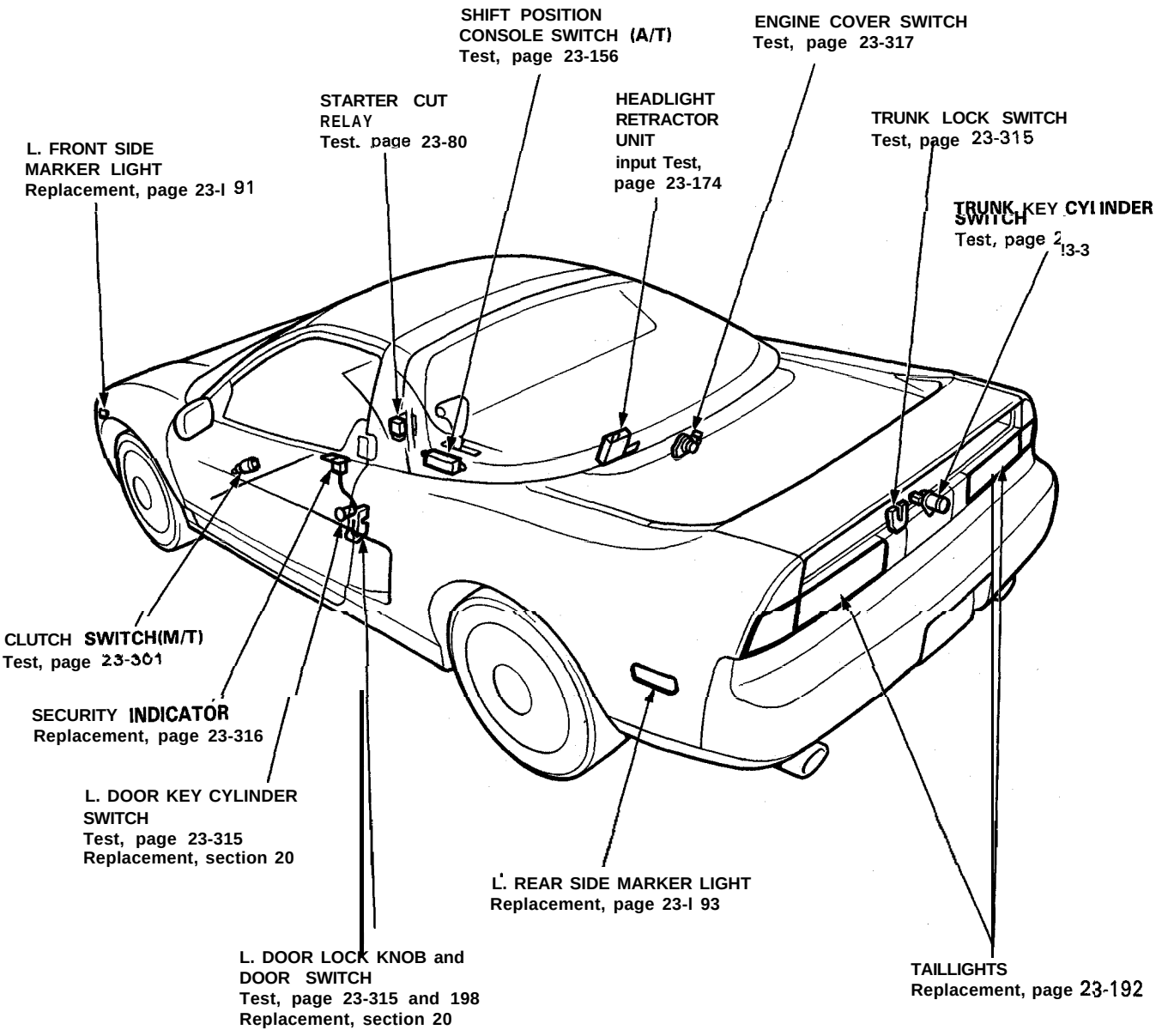
HOOD SWITCH
Test, page 23-317

LIGHTING/RELAY
Test, page 23-185

RIGHT (HIGH) HORN
Test, page 23-241

R. FRONT SIDE MARKER LIGHT
Replacement, page 23-191

R. FRONT POSITION LIGHT
Replacement, page 23-191


SHIFT POSITION CONSOLE SWITCH (A/T) Test, page 23-156
ENGINE COVER SWITCH Test, page 23-317
STARTER CUT RELAY Test. page 23-80
HEADLIGHT RETRACTOR UNIT input Test, page 23-174
TRUNK LOCK SWITCH Test, page 23-315
L. FRONT SIDE MARKER LIGHT Replacement, page 23-I 91
TRUNK KEY CYLINDER SWITCH Test, page 2 13-3
CLUTCH SWITCH(M/T) Test, page 23-301
SECURITY INDICATOR Replacement, page 23-316
L. DOOR KEY CYLINDER SWITCH Test, page 23-315 Replacement, section 20
L. REAR SIDE MARKER LIGHT Replacement, page 23-I 93
L. DOOR LOCK KNOB and DOOR SWITCH Test, page 23-315 and 198 Replacement, section 20
TAILLIGHTS Replacement, page 23-192

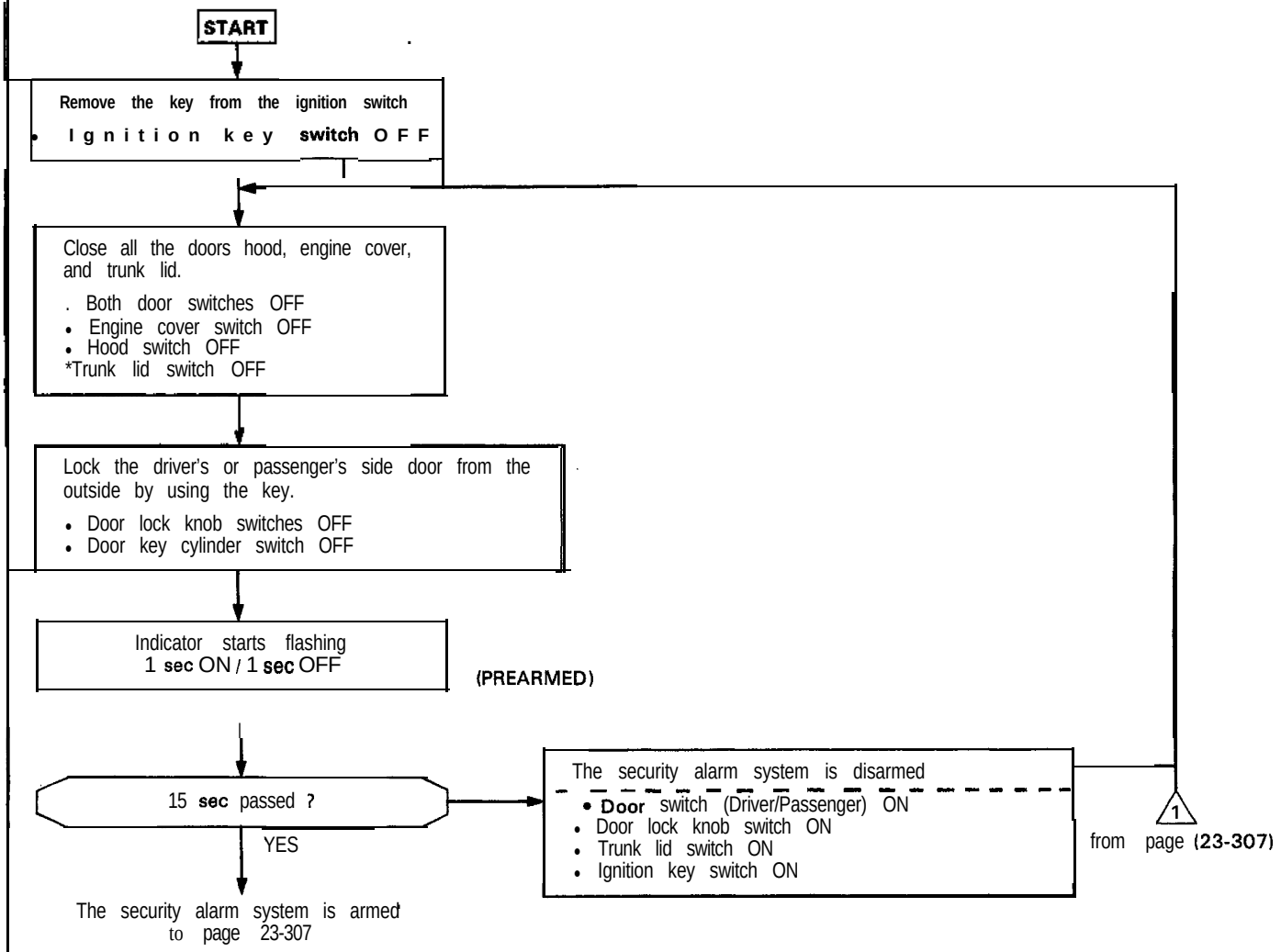
Security Alarm System

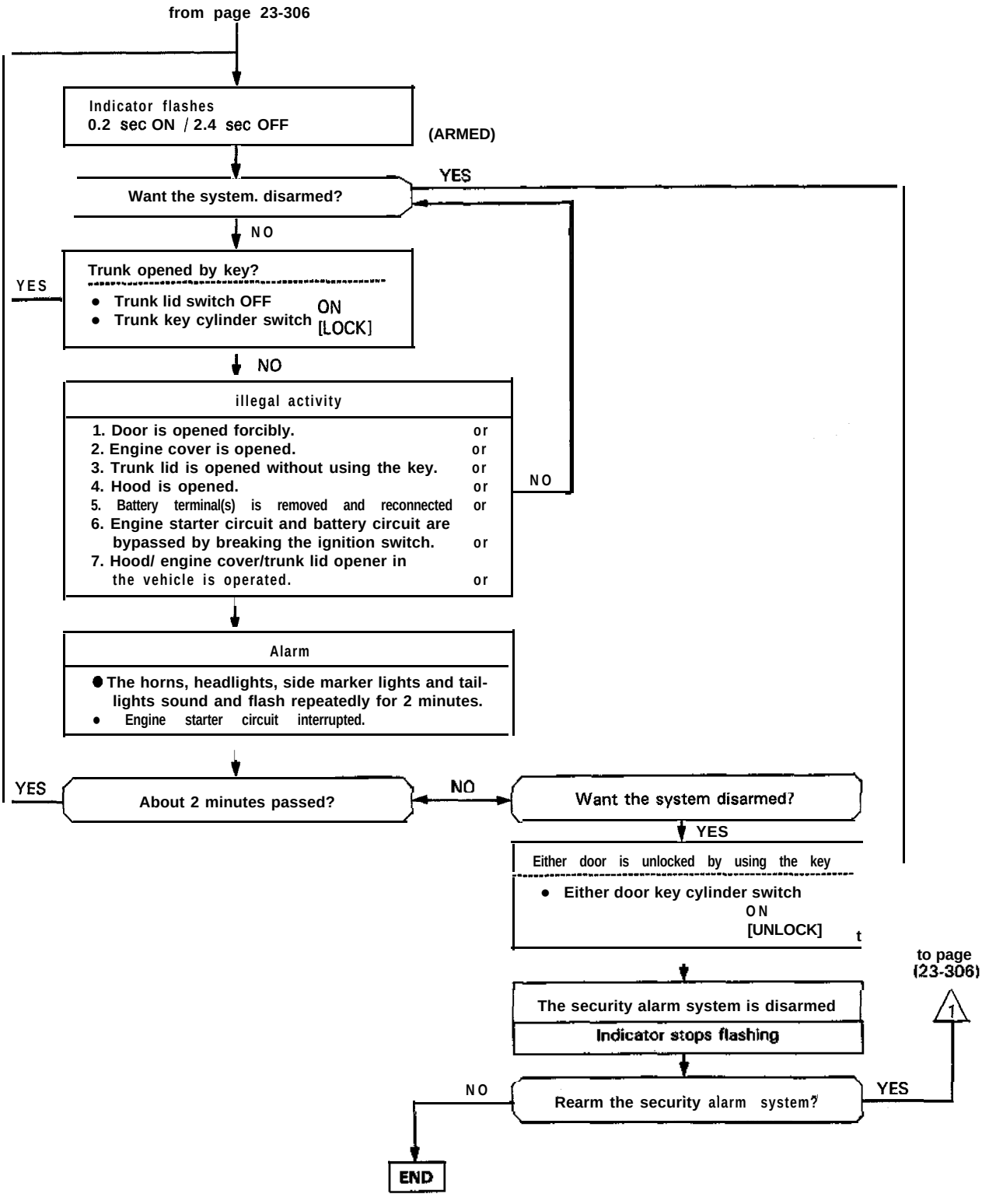
-Description

This system is activated automatically 15 seconds after everything has been closed and locked. The security alarm system indicator light located on the driver's side door trim panel will flash after the doors are properly locked.
If any of the following conditions occur, the horns will sound, the headlights will pop up and flash, and the side marker lights, position lights and taillights will flash for about 2 minutes, or until the system is disarmed by unlocking either door from the outside keylock with the key.

① Door is opened forcibly.
② Engine cover is opened.
③ Trunk lid is opened without using the key.
④ Hood is opened.
⑤ Battery terminal(s) are removed and reconnected.
⑥ Engine starter circuit and battery circuit are bypassed by breaking the ignition switch.
⑦ Hood/engine cover/trunk lid opener in the vehicle is operated.

Flowchart of the security alarm system operation:

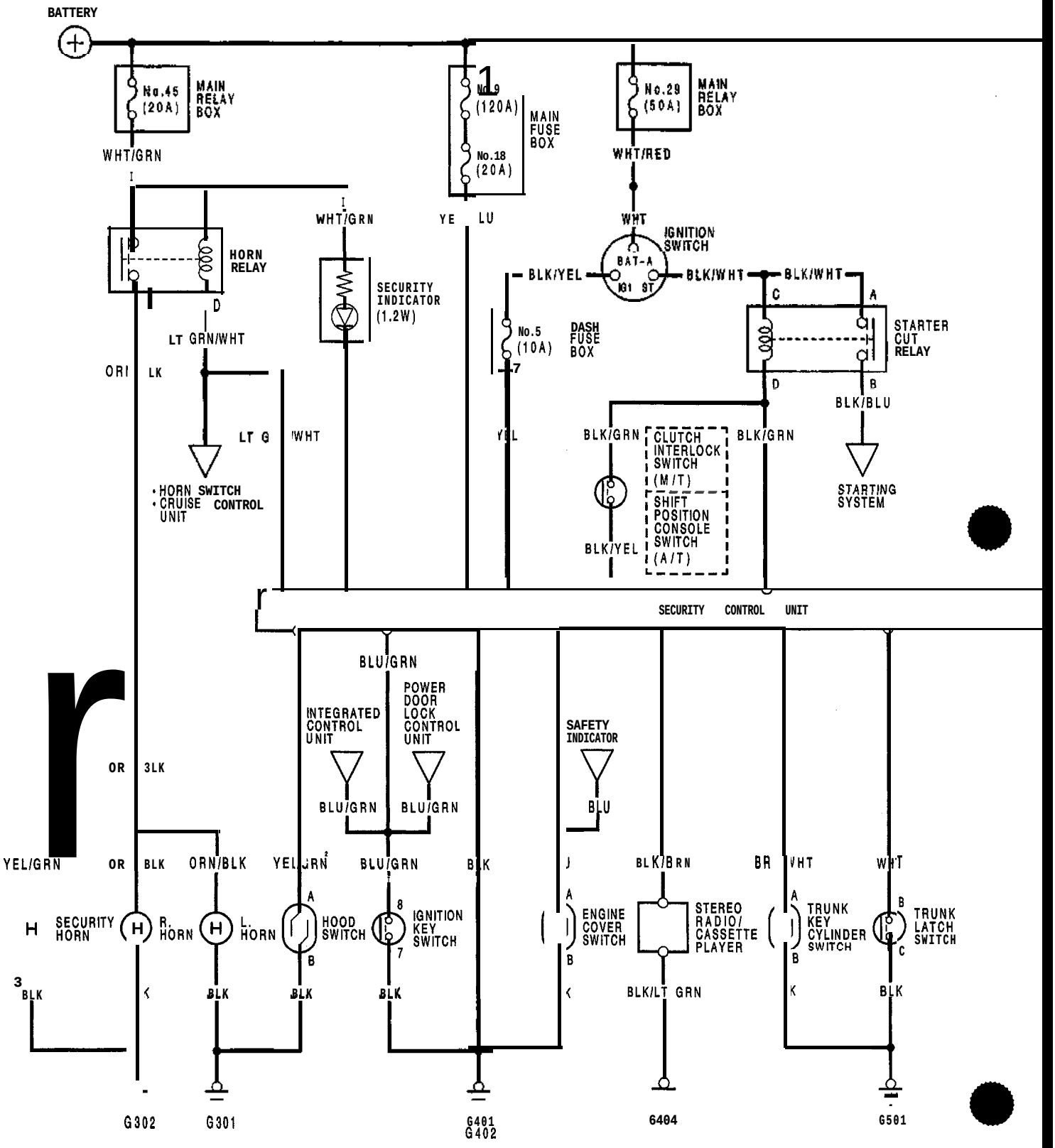


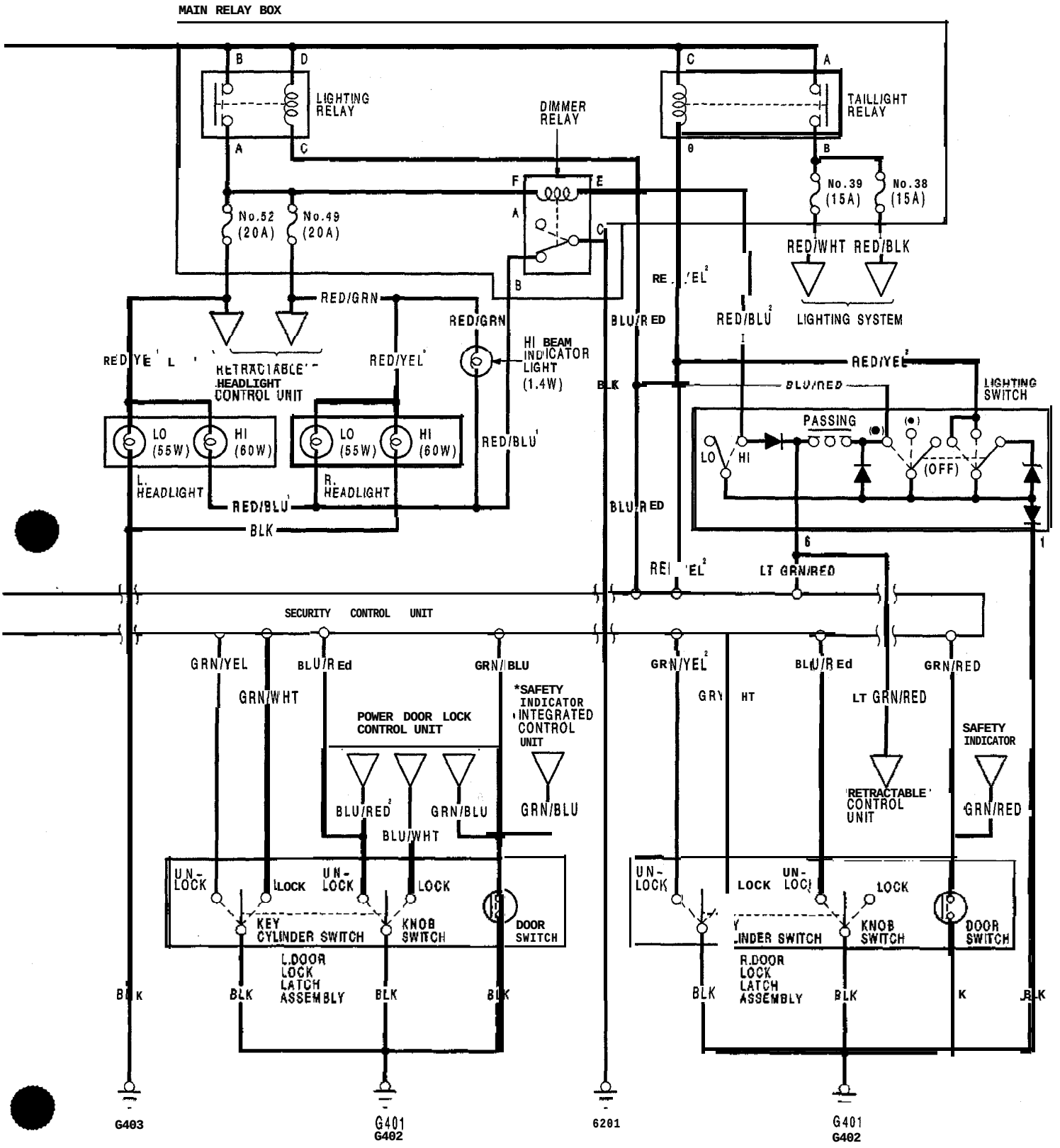

from page 23-306
Indicator flashes
0.2 sec ON / 2.4 sec OFF
(ARMED)
Want the system. disarmed?
YES
NO
Trunk opened by key?
YES
• Trunk lid switch OFF
• Trunk key cylinder switch ON [LOCK]
NO
illegal activity
1. Door is opened forcibly. or
2. Engine cover is opened. or
3. Trunk lid is opened without using the key. or
4. Hood is opened. or
5. Battery terminal(s) is removed and reconnected or
6. Engine starter circuit and battery circuit are bypassed by breaking the ignition switch. or
7. Hood/ engine cover/trunk lid opener in the vehicle is operated. or
NO
Alarm
● The horns, headlights, side marker lights and tail-lights sound and flash repeatedly for 2 minutes.
• Engine starter circuit interrupted.
YES
About 2 minutes passed?
NO
Want the system disarmed?
YES
Either door is unlocked by using the key
• Either door key cylinder switch ON [UNLOCK]
t
to page (23-306)
1
The security alarm system is disarmed
Indicator stops flashing
NO
Rearm the security alarm system?
YES
END

Security Alarm System

Circuit Diagram

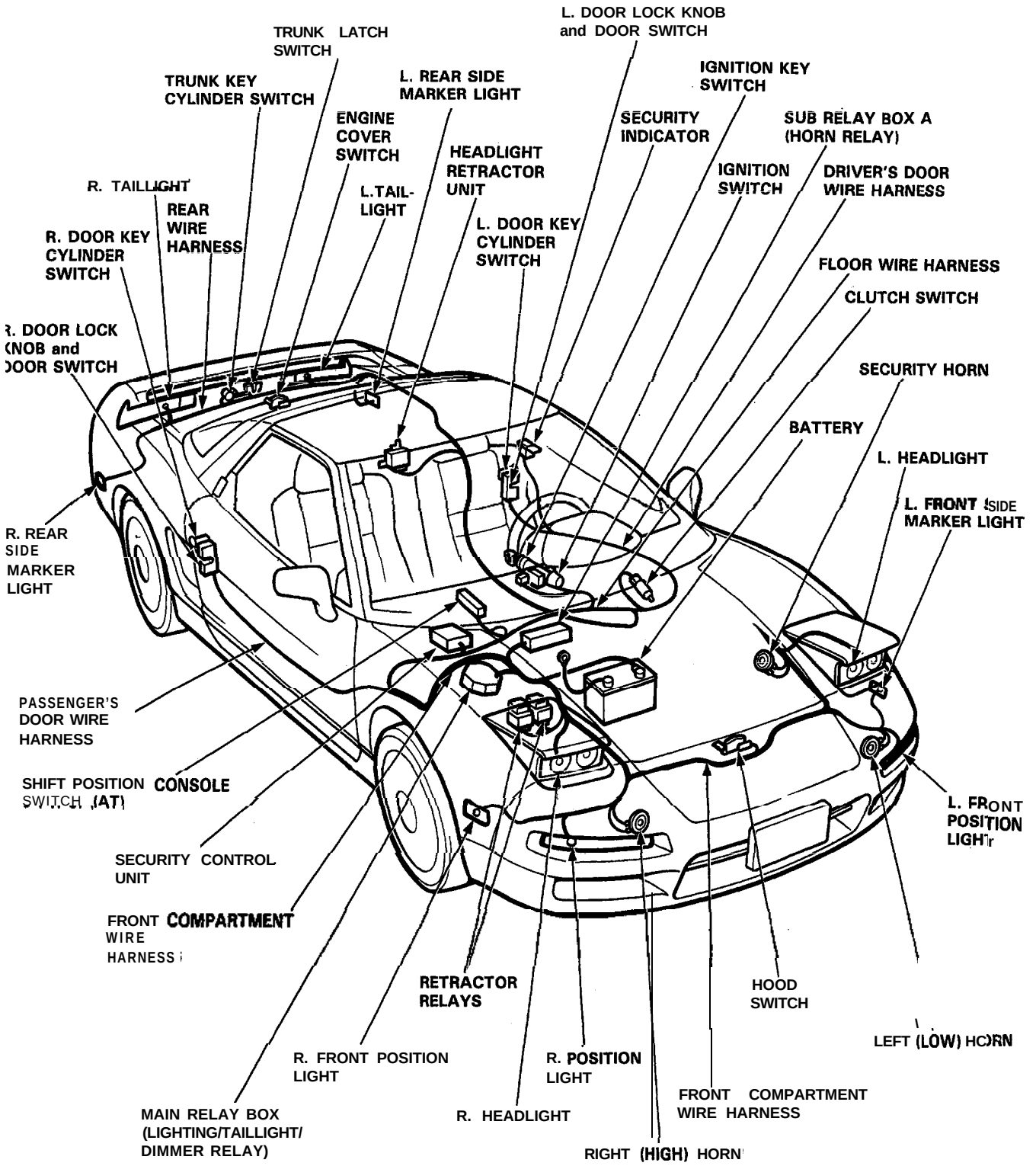
NOTE: Several different wires have the same color. Thev have been given a number suffix to distinguish them (for example YEL/GRN[1] and YEL/GRN[2] are not the same).




MAIN RELAY BOX
LIGHTING RELAY
DIMMER RELAY
TAILLIGHT RELAY
No.52 (20A)
No.49 (20A)
No.39 (15A)
No.38 (15A)
RED/WHT
RED/BLK
LIGHTING SYSTEM
RED/GRN
RED/YEL
RETRACTABLE HEADLIGHT CONTROL UNIT
HI BEAM INDICATOR LIGHT (1.4W)
BLU/RED
RED/BLU
LO (55W)
HI (60W)
L. HEADLIGHT
R. HEADLIGHT
BLK
LIGHTING SWITCH
PASSING
LO
HI
(OFF)
LT GRN/RED
SECURITY CONTROL UNIT
GRN/YEL
GRN/WHT
BLU/RED
GRN/BLU
*SAFETY INDICATOR INTEGRATED CONTROL UNIT
POWER DOOR LOCK CONTROL UNIT
BLU/WHT
UN-LOCK
LOCK
KEY CYLINDER SWITCH
KNOB SWITCH
DOOR SWITCH
L.DOOR LOCK LATCH ASSEMBLY
R.DOOR LOCK LATCH ASSEMBLY
SAFETY INDICATOR
RETRACTABLE CONTROL UNIT
GRN/RED
G403
G401
G402
6201

Security Alarm System

- Wiring Locations



NOTE: The numbers in the table show the troubleshooting sequence.

Item to be inspected / Symptom		Blown No. 8 (20A) fuse in the main fuse box	Blown No. 5 (10A) fuse in the main fuse box	Blown No. 45 (20A) fuse in the main relay box	Faulty indicator light (LED)	Horn circuit	Starting system	A/T: Shift position console switch M/T: Clutch interlock switch	Lighting system	Door key switch	Ignition key switch	Trunk key switch	Trunk latch switch	Hood switch	Engine cover switch	Door switch	Control unit input	Poor ground	
Security alarm can't be set (and indicator light does not flash).		1	2	3	4						5							G401 5402 or G404	YEL/BLU, YEL, WHT/GRN, GRN or BLU/GRN
Starting ststem is not operated.							1	2									3	G401 G402 or 3404	BLK/WHT, BLK/GRN or BLK/YEL
Security alarm can be set, but alarm not operated when the trunk, hood or either door is unlocked without the key.	Horn alarm			1		2											3		NHTIGRN, ORN/BLK, YEL/GRN[1] or LT GRN/WHT
	Headlight alarm								1								2		LT GRN/RED, BLU/RED[1] or RED/YEL
	Both alarms																1		
Alarm not cancelled when the door keylock is unlocked with the key.										1							2	3401 3402 or 3404	GRN/YEL[1], GRN/YEL[2], BLU/RED[2] or BLU/RED[3]
Alarm not cancelled when the key is inserted the ignition switch.			1								2						3		YEL
Alarm not cancelled when the trunk lid is opened with the key.												1	2				3	3501	BRN/WHT or WHT
Alarm not operated when the hood is opened.														1			2	3301	YEL/GRN[2]
Alarm not operated when the engine cover is opened.															1		2	3401 3402	BLU
Alarm not operated when the doors is opened.																1	2	3401 3402	GRN/BLU or GRN/RED

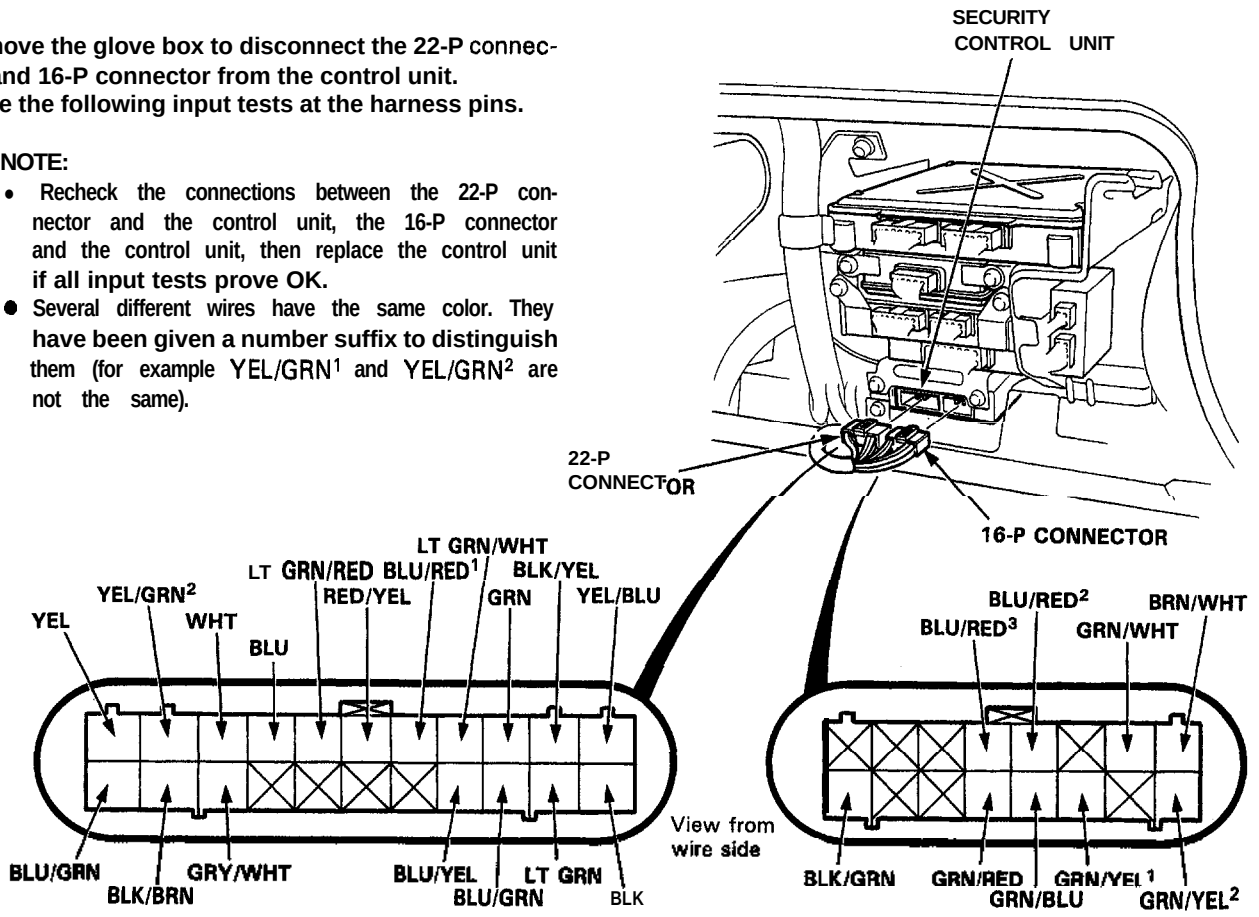
Security Alarm System

- Control Unit Input Test

Remove the glove box to disconnect the 22-P connector and 16-P connector from the control unit.
Make the following input tests at the harness pins.

NOTE:

- Recheck the connections between the 22-P connector and the control unit, the 16-P connector and the control unit, then replace the control unit if all input tests prove OK.
- Several different wires have the same color. They have been given a number suffix to distinguish them (for example YEL/GRN[1] and YEL/GRN[2] are not the same).



No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G401, G402). • An open in the wire.
2	YEL/BLU	Under all conditions.	Check for voltage to ground: should be battery voltage.	• Blown No. 18 (20A) fuse. • An open in the wire.
3	GRN	Under all conditions.	Connect to ground: security indicator should come on.	• Blown No. 45 (20A) fuse. • Faulty security indicator. • An open in the wire.
4	YEL	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 5 (10A) fuse. • An open in the wire.
5	BLK/GRN	Ignition switch START.	Check for voltage to ground: should be battery voltage.	• Faulty starter cut relay. • An open in the wire.
6	BLK/YEL	Ignition switch START and; Clutch pedal pushed (M/T), Shift position P (A/T).	Attach to ground: Starter should crank the engine.	• Blown No. 29 (50A) fuse. • Faulty starting system. • Faulty starter cut relay. • Faulty clutch interlock switch (M/T, A/T) • An open in the wire.
7	LT GRN/WHT	Under all conditions.	Attach to ground: All horns should sound.	• Blown No. 45 (20A) fuse. • Faulty horn relay. • Faulty either horn. • Poor ground (G201 or G203). • An open in the wire.

No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
8	BLU/RED	Under all conditions.	Attach to ground: headlights should come on.	• Faulty lighting relay. • Faulty lighting system. • An open in the wire.
9	RED/YEL	Under all conditions.	Connect to ground: Taillights should come on.	• Faulty taillight relay. • Fautly taillight system. • An open in the wire.
10	LT GRN/ RED	Passing swich ON.	Check for voltage to ground: should be battery voltage.	• Faulty passig switch. • Faulty dimmer relay. • Faulty lighting relay. • An open in the wire.

Reconnect the 22-P and 16-P connectors to the control unit.

No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
11	YEL/GRN[2]	Hood opened.	Check for voltage to ground: should be 1 V or less.	• Faulty hood switch. Misadjusted hood switch. Poor ground (G301). • An open in the wire.
		Hood closed.	Check for voltage to ground: should be 5 V or more.	
12	BLU/GRN	Ignition key is inserted into the ignition switch.	Check for voltage to ground: should be 1 V or less.	• Faulty ignition key switch. • Poor ground (G401, G402). • An open in the wire.
		Ignition key is removed from the ignition switch.	Check for voltage to ground: should be 5 V or more.	
13	BLU	Engine cover opened.	Check for voltageto ground: should be 1 V or less.	• Faulty engine cover switch. • Misadjusted engine cover switch. • Poor ground (G401, G402). • An open in the wire.
		Engine cover closed.	Check for voltage to ground: should be 5 V or more.	
14	BLK/BRN or BLK/ LT GRN	Under all conditions.	Check for voltage to ground: should be 1 V or less.	• Poor ground (G404). • An open in the wire.
15	BRN/WHT	Trunk key in UNLOCK.	Check for voltage to ground: should be 1 V or less.	• Faulty trunk key. • Poor ground (G501). • An open in the wire.
16	WHT	Trunk lid opened.	Check for voltage to ground: should be 1 V or less.	• Faulty trunk latch switch. Misadjusted trunk latch switch. • Poor ground (G501). • An open in the wrie.
		Trunk lid closed.	Check for voltage to ground: should be 5 V or more.	

(cont'd)

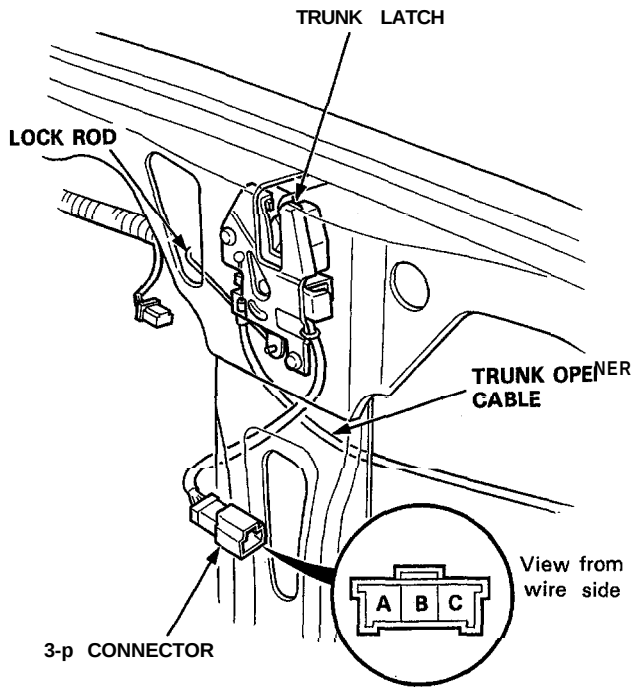
Security Alarm System

Control Unit Input Test (cont'd)

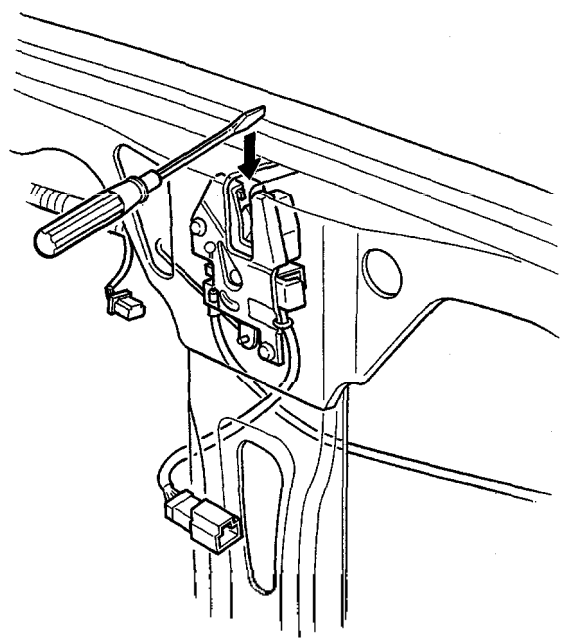
No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
17	GRN/BLU	Left door opened.	Check for voltage to ground: when the door is oppened, there should be 1 V or less, and when the door is closed, there should be 5 V or more.	• Faulty right door switch. • An open in the wire.
		Left door closed.		
18	GRN/RED	Right door opened.		
		Right door closed.		
19	GRNNEL'	Left door key in UNLOCK.	Check for voltage to ground: should be 1 V or less.	• Faulty left or right door key switch. • Poor ground (G401, G402). • An open in the wire.
2 0	GRN/YEL[2]	Right door key in UNLOCK		
21	GRN/WHT	Left door key in LOCK.	Check for voltage to ground: should be 1 V or less, as the door keylock is turned in LOCK	• Faulty left or right door key switch. • Poor ground (G401, G402). • An open in the wire.
22	GRY/WHT	Right door key in LOCK.		
2 3	BLU/RED[2]	Left door lock knob in UNLOCK.	Check for voltage to ground: should be 1 V or less.	• Faulty left door lock knob switch. (built in the actuator). • Poor ground (G401, G402). • An open in the wire.
2 4	BLU/RED[3]	Right door lock knob in UNLOCK.	Check for voltage to ground: should be 1 V or less.	• Faulty right door lock knob switch. (built in the actuator). • Poor ground (G401, G402). • An open in the wire.

Trunk Latch Switch Test

1. Open the trunk lid and remove the trunk rear trim panel.
2. Disconnect the 3-P connector from the trunk latch.
3. There should be continuity between the B and C terminals with the trunk lid opened.



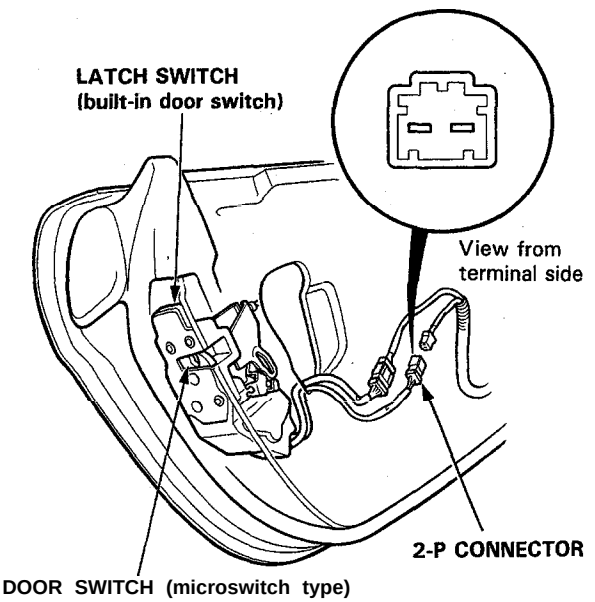
4. There should be no continuity with the trunk latch in LOCK (trunk lid closed) position.



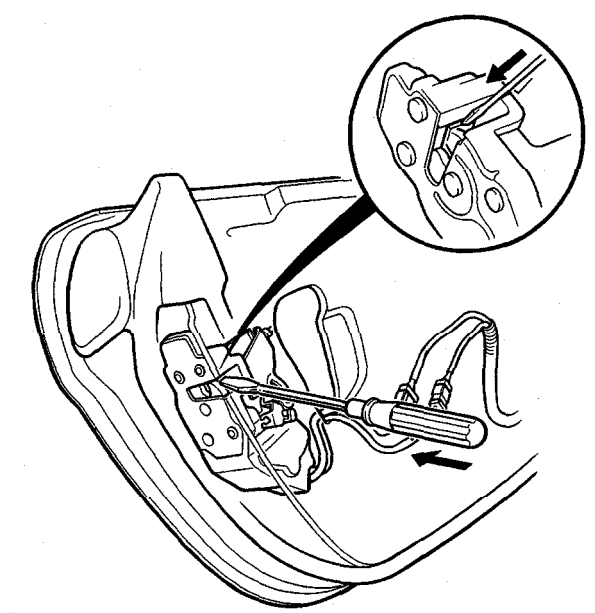
Door Switch Test

NOTE: Be careful not to damage the door trim panel when remove it.

1. Remove the door trim panel (See section 20).
2. Disconnect the 2-P connector from the door switch.



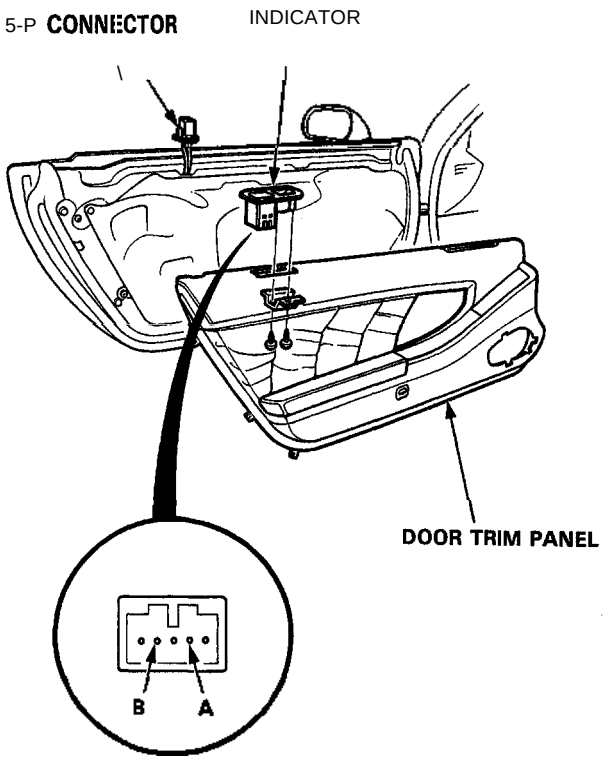
3. There should be continuity between the A terminal and B terminal with the door opened.
4. There should be no continuity with the switch pushed (door closed).

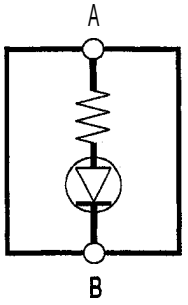


Security Alarm System

indicator Replacement

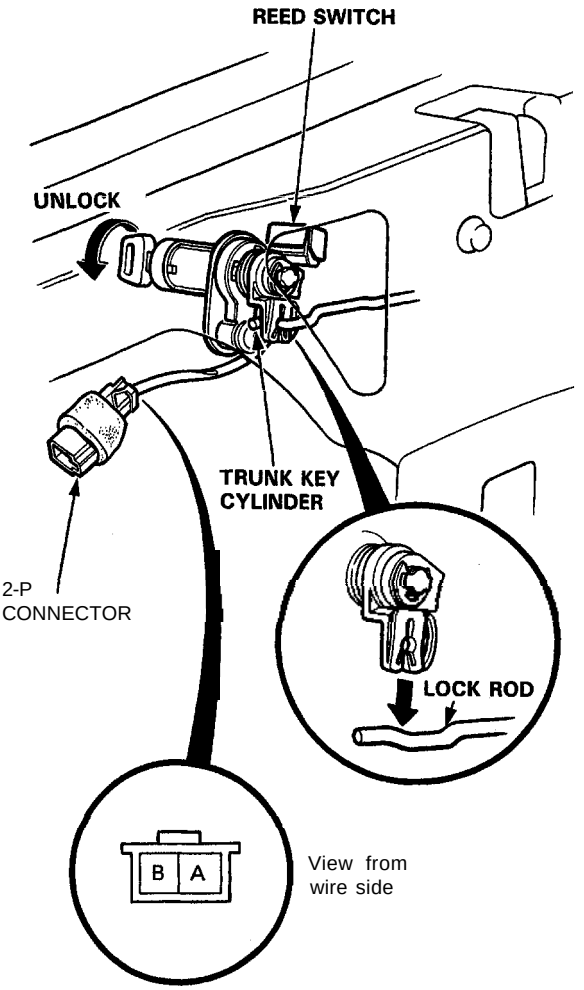
1. Remove the door trim panel (see section 20).
2. Remove the 2 screws from the indicator.
3. Remove the indicator from the door trim panel.





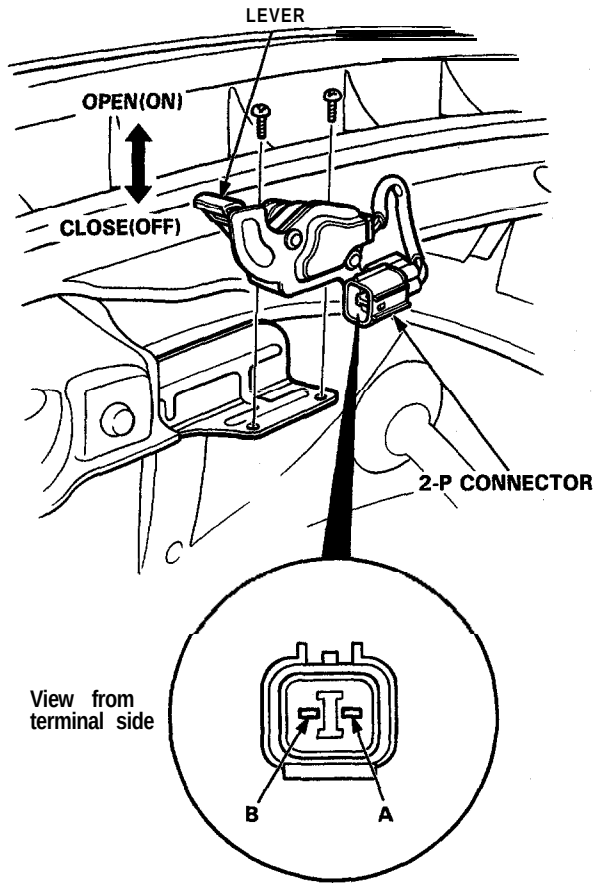
Trunk Key Cylinder Switch Test

1. Open the trunk lid and remove the trunk rear trim panel.
2. Disconnect the 2-P connector from the trunk key cylinder switch.
3. There should be continuity between the A and B terminals when the trunk keylock is turned to UNLOCK with the key.
   There should be no continuity when the keylock is released.



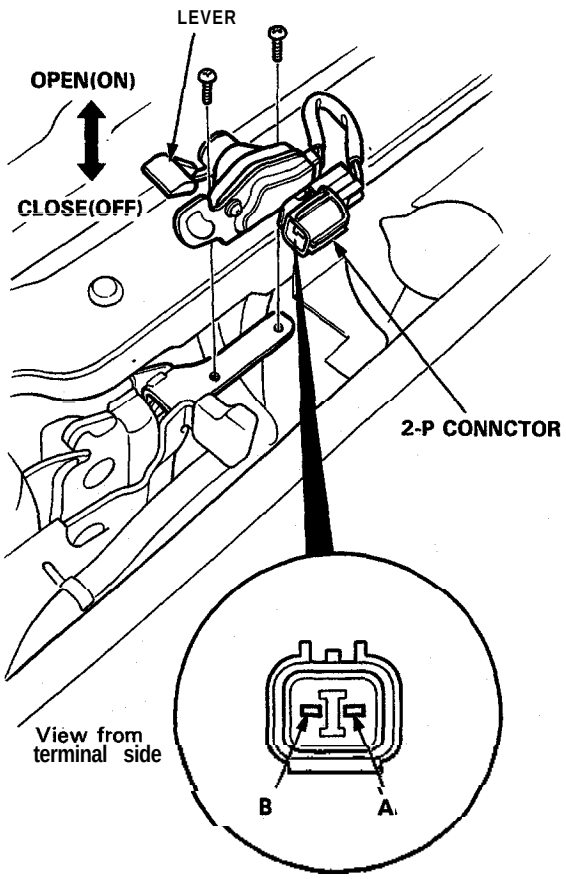
-Engine Cover Switch Test

1. Open the engine cover.
2. Disconnect the 2-P connector from the engine cover switch.
3. There should be continuity between the A and B terminals with the lever released (cover opened). There should be no continuity with the lever pushed down (cover closed).



-Hood Switch Test

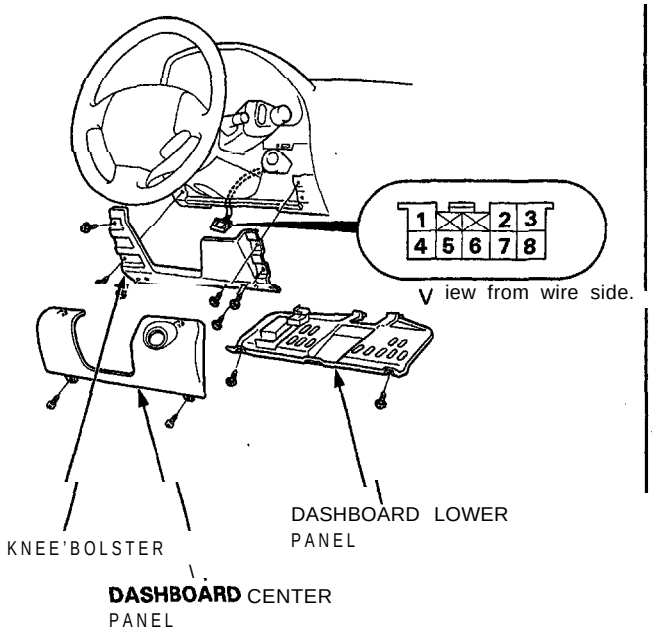
1. Open the hood.
2. Disconnect the 2-P connector from the hood switch.
3. There should be continuity between the A and B terminals with the lever released (hood opened). There should be no continuity with the lever pushed down (hood closesd).



Security Alarm System

Ignition Key Switch Test

1. Remove the dashboard lower panel and dashboard center panel.
2. If necessary, remove the knee bolster.
3. **Disconnect the 8-P connector from the floor wire harness.**
4. **There should be continuity between the No. 8 and No. 7 terminals when the ignition key is inserted into the ignition key cylinder.**
   There should be no continuity when the ignition key is removed.



Supplemental Restraint System (SRS)

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- Installation 23-339
- Disposal 23-340

Cable Reel
- Removal 23-342
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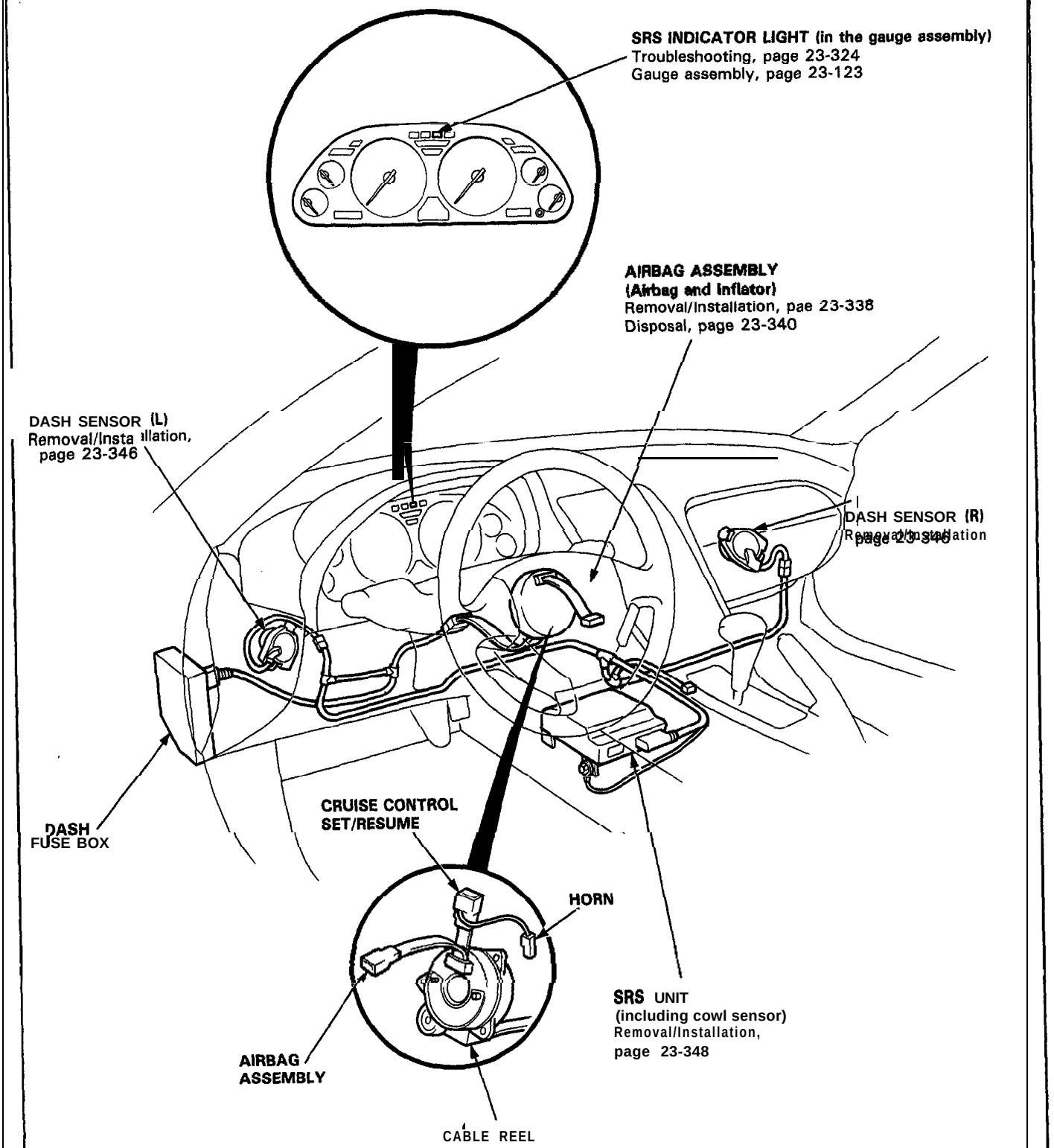
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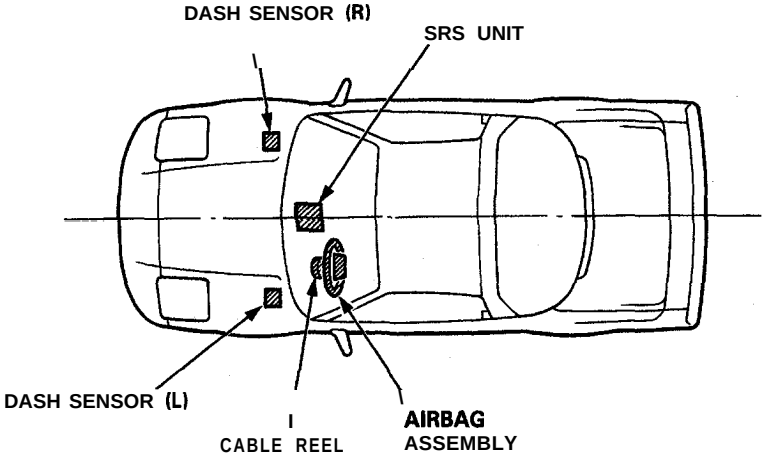
Supplemental Restraint System (SRS)

Component Location Index



Description

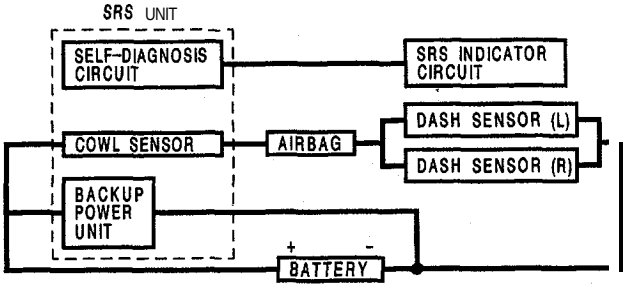
The SRS is a safety device which, when used in conjunction with the seat belt, is designed to protect the driver by operating only when the car receives a frontal impact exceeding a certain set limit.
The system is composed of left and right dash sensors, the SRS unit (includes cowl sensor), the cable reel and airbag assembly.



OPERATION:
As shown in the diagram below, the left and right dash sensors are connected in parallel. The parallel sets of sensors are connected in series by the airbag inflator circuit and the car battery. In addition, a backup power unit is connected in parallel with the car battery. The backup power unit and the cowl sensor are located inside the SRS unit.

The SRS operational sequence is as follows:
(1) Cowl sensor activates and one or both dash sensors activate.
(2) Electrical energy is supplied to the airbag inflator by the battery, or the backup power unit if the battery voltage is too low.
(3) Airbag deployment.

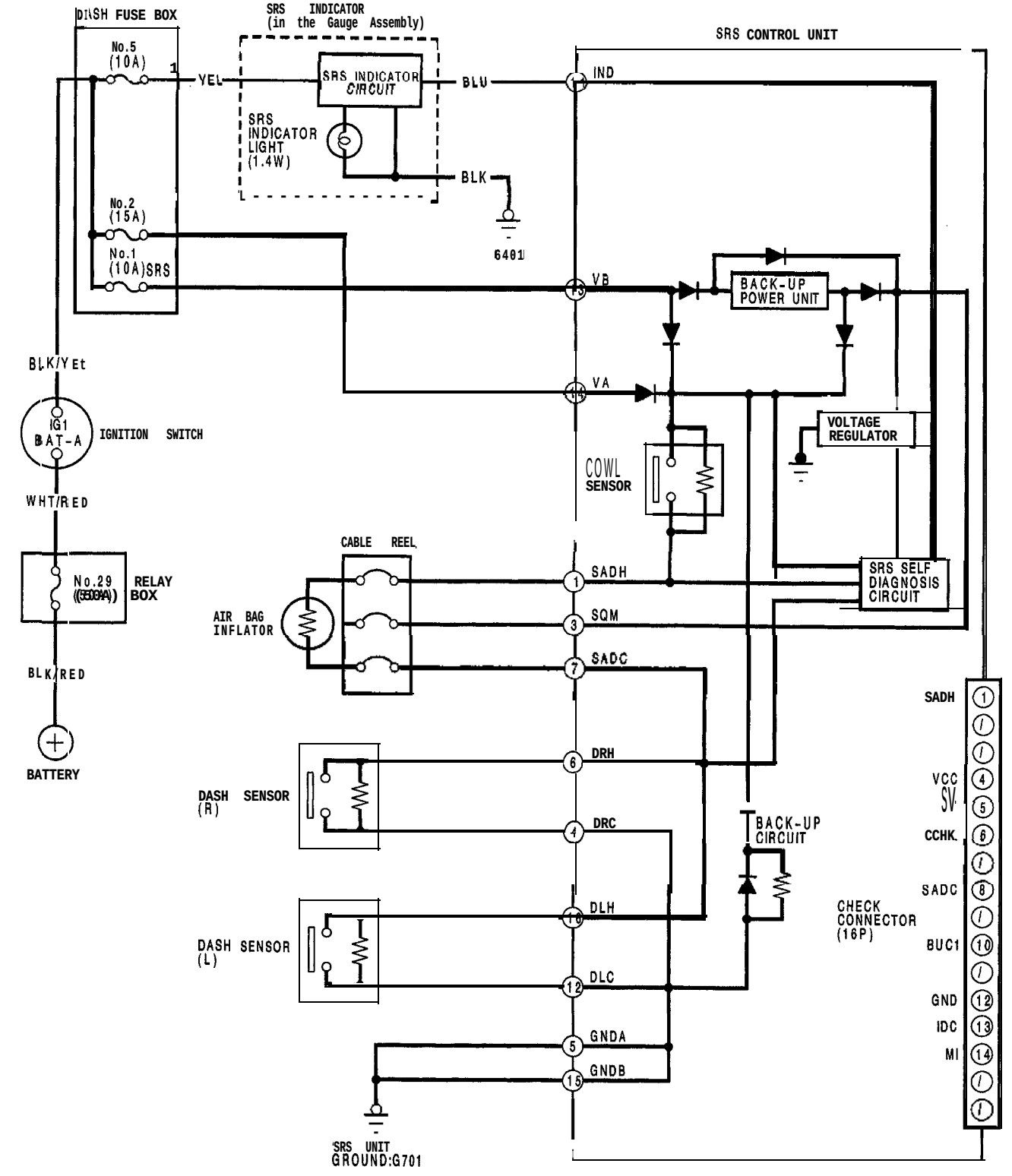
At least the cowl and one dash sensor must be activated simultaneously for at least 0.002 seconds in order for the airbag to be deployed.



Self-diagnosis system
A self-diagnosis circuit is built into the SRS unit; when the ignition switch is turned ON, the SRS warning light comes on and goes out after about 6 seconds if the system is operating normally. If the light does not light, or does not go out after 6 seconds, or if it comes on while dirving, this indicates an abnormality in the system. It must be inspected and repaired as soon as possible.

Supplemental Restraint System (SRS)

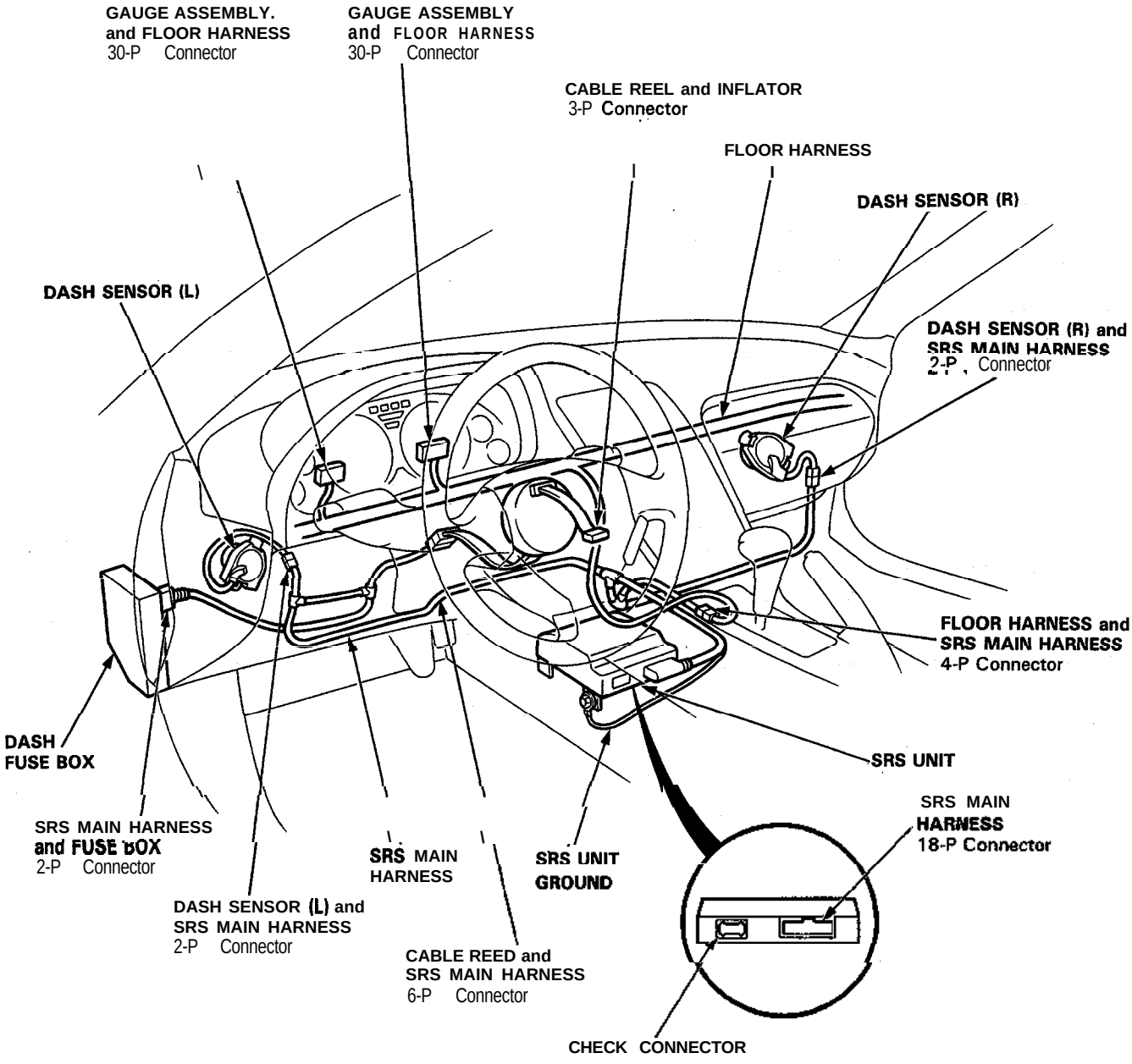
. Circuit Diagram



Wiring Locations

CAUTION:
Make sure all SRS ground locations are clean and grounds are securely attached.

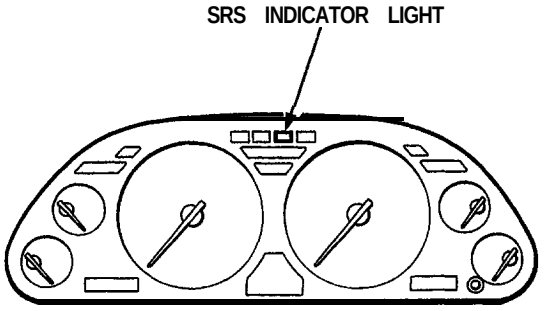
NOTE:
- All SRS electrical wiring harnesses are covered with yellow outer insulation.
- Replace the entire affected SRS harness assembly if there is an open cirucit or damage to the wiring.



Troubleshooting

Self-diagnosis Function

The SRS unit includes a self-diagnosis function. If there is a failure in the sensors, SRS unit, inflator, or their circuits, the SRS light in the instrument panel goes ON.



As a system check the SRS light also comes on when the ignition is first turned to the II position. if the light goes off after approximately 6 seconds the system is OK.

If the SRS light remains on (or fails to come on the system check mode) one of the SRS components (or the wiring/connectors in-between) is faulty.

Troubleshooting precautions

- When attaching any of the test harnesses, push the connectors straight-in unit they are secure; do not bend the connector pins.
- Always use the test harness. Do not use test probes directly on component connector pins or wires; you may damage them or the control unit.
- Always keep the short connector on the airbag connector when the harness is disconnected.

SRS Indicator light troubleshooting

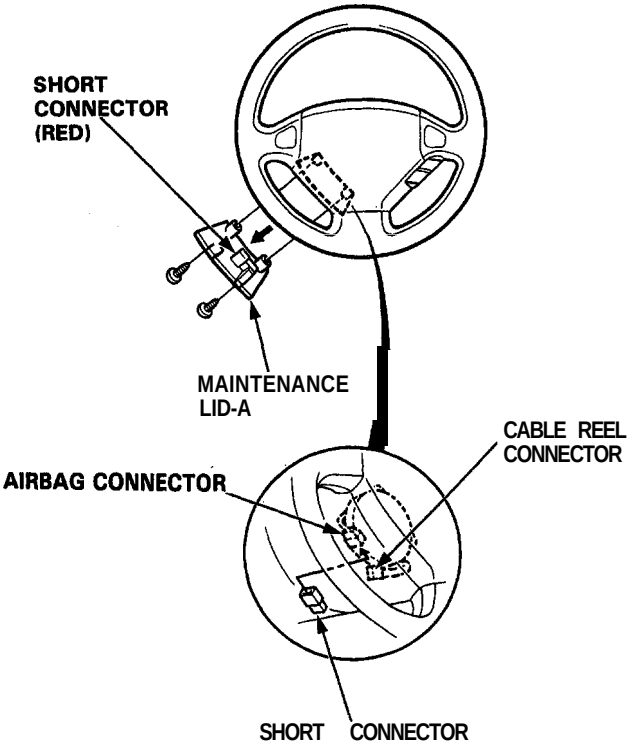
Possible conditions:

1. SRS light does not come on at ail – see page 23-326.
2. SRS light stays on constantly – see page 23-330.
3. SRS light comes on in combination with a failure of another electrical system (brake indicator, engine check light etc.). Check for damage/corrosion at the dash fuse box.

NOTE:

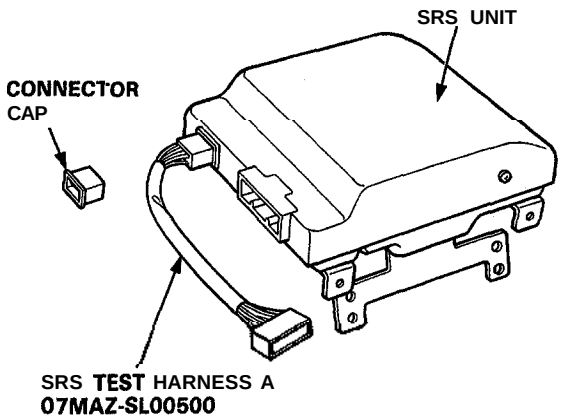
- Before starting the applicable troubleshooting, check the condition of ail SRS connectors and ground points.
- if the fault is not found after completing the applicable troubleshooting, substitute a known-good SRS unit and check whether the light indication goes away.

CAUTION: Disconnect both the negative and positive battery cables. Connect the short connector to the airbag assembly.



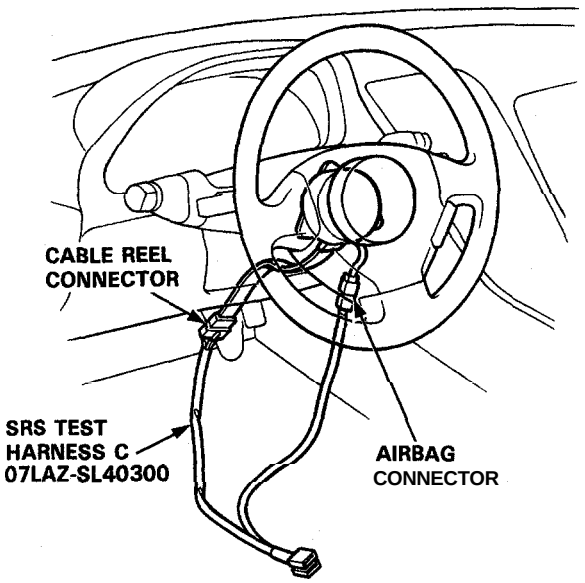
-Test Harness Attachment

SRS test harness A



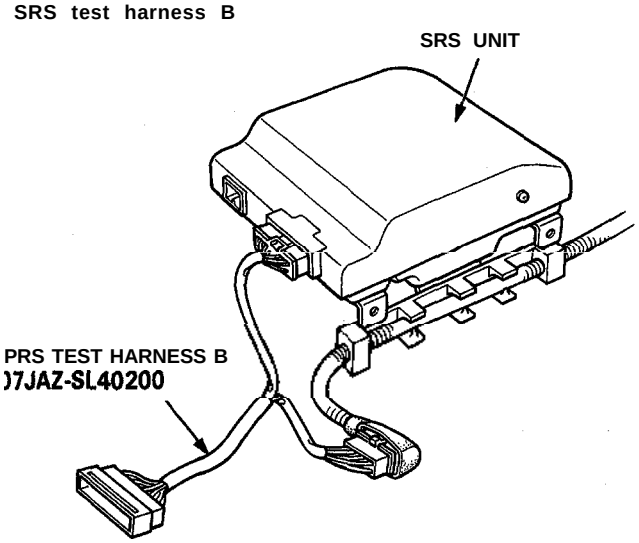
12	3	4	5	6	7	8	
9	10	11	12	13	14	15	16

SRS test harness C



1	2	3	4
5	6	7	8

SRS test harness B

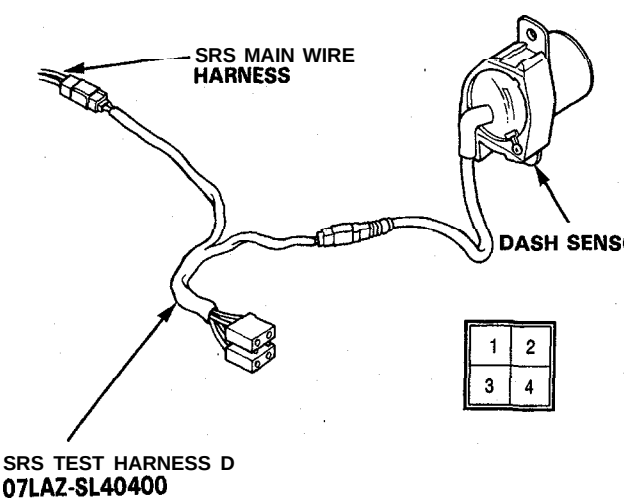


A-SIDE (SRS UNIT SIDE)

A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
B	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18

B-SIDE (WIRE HARNESS SIDE)

SRS test harness D



1	2
3	4

(Cont'd)

The SRS Indicator Does Not Light

CAUTION:
- **Use only the dIgital multimeter (KS-AHM-32-003) to check the system.**

Disconnect the battery negative terminal and then disconnect the positive terminal. Connect the short connector to the airbag assembly (see page 23-324).

Connect the battery positive terminal and then connect the negative terminal.

Turn the ignition switch ON

Is another indicator light (TCS, ALB etc.) ON. (in the dash panel)

NO → inspect No. 5 fuse

Is No. 5 fuse OK?

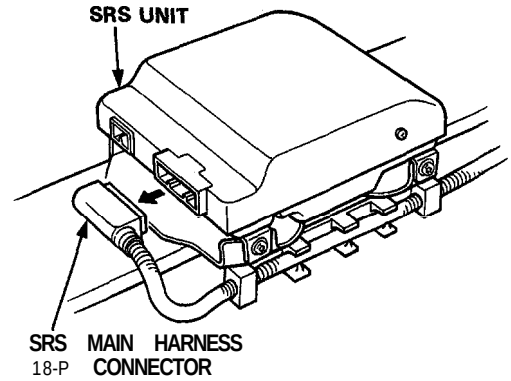
NO → Replace fuse.

YES → Repair open in floor harness between the No. 5 fuse and gauge assembly.

YES

Turn the ignition switch OFF.

Disconnect the SRS main harness 18-P connector from the SRS control unit.



Turn the ignition switch ON.

Is SRS indicator light comes on?

YES → The SRS unit assembly faulty.

NO

Turn the ignition switch OFF

(To page 23-327)

(From page 23-326)

Disconnect the SRS main wire harness 4-P connector from the floor wire harness.

Turn the ignition switch ON.

Is SRS indicator light ON ?

YES → The SRS main harness is faulty.

NO

Turn the ignition switch OFF.

Remove the gauge assembly then inspect the SRS indicator light bulb.

Is the SRS indicator light bulb OK?

NO → Replace the indicator light bulb.

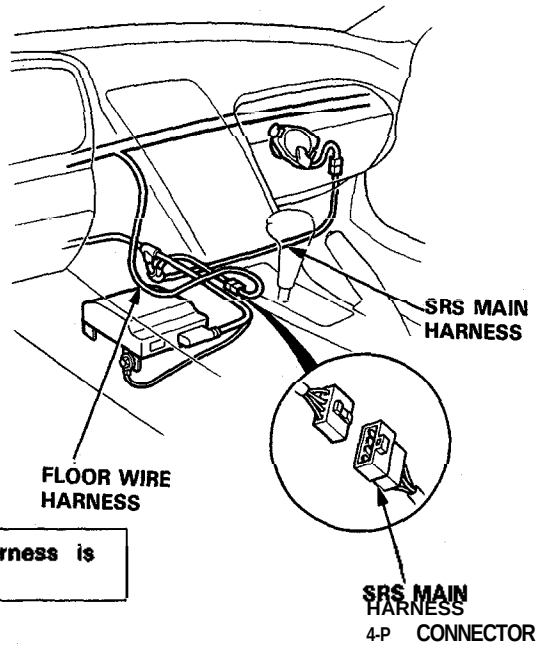
YES

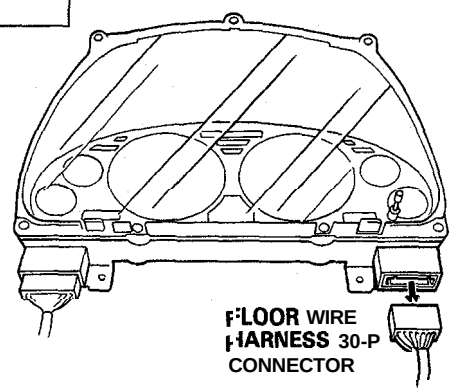
Connect a voltmeter between the No. 9 terminal of the 30P connector and body ground.

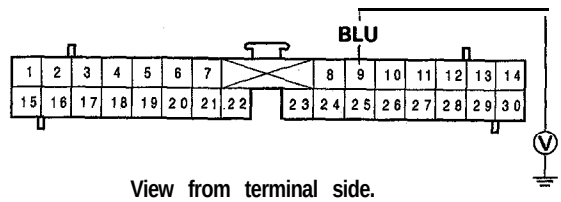
Turn the ignition switch ON.

Measure the voltage between the No. 9 terminal and body ground.

(To page 23-328)







View from terminal side.

(cont'd)

(From page 23-327)

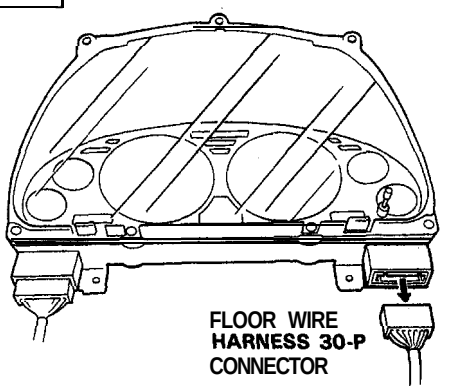
Is there less than 4V for 6 seconds after ignition is first turned on.

NO → Repair short in No. 9 terminal (BLU wire) of the floor wire harness.

YES

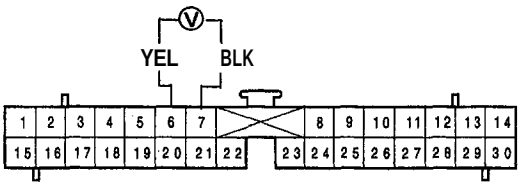
Turn the ignition switch OFF

Connect the voltmeter between the No. 6 terminal (+) and the No. 7 terminal (−) of the floor harness's 30P connector.



Turn the ignition switch ON.

Measure the voltage between the No. 6 terminal and the No. 7 terminal.



View from terminal side

Is there battery voltage?

NO → Check for continuity between the No. 7 terminal and body ground.

YES

Turn the ignition switch OFF.

Does continuity exist?

NO → Repair open in the No. 7 terminal (BLK wire) between the gauge assembly and body ground or poor ground (G401).

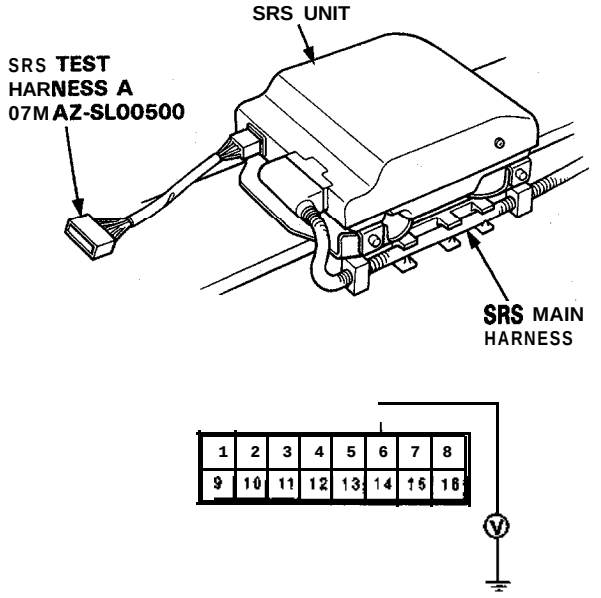
YES → Repair open in the No. 6 terminal (YEL wire) of the floor wire harness.

(To page 23-329)

(From page 23-328)

Reconnect each connector to the gauge assembly and SRS unit then connect the SRS test harness A to the SRS unit.

Measure the voltage between the No. 6 terminal and body ground for 6 seconds after ignition is first turned on.



Is there more than 9V?

YES → SRS indicator unit is faulty.

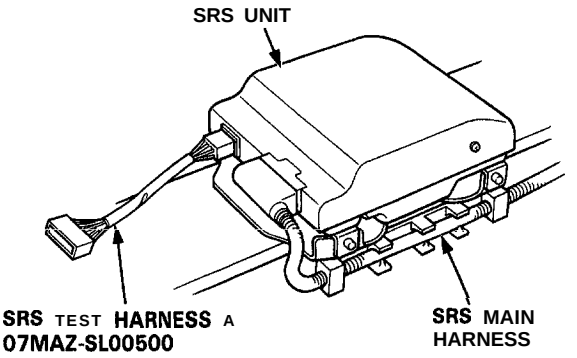
NO → SRS unit assembly is faulty.

(Cont'd)

SRS Indicator Light Stays On Continuously

Connect test harness A to the SRS unit and check voltages (to ground) according to the chart below.

NOTE:
- Turn the Ignition switch ON.
- Voltages in the chart assume an original "battery voltage" of approximately 12V.
- A significantly discharged battery (less than 12V) will result in differeent and possibly false readings.
- Do not connect the short connector to the airbag connector when checking these voltages.



1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16

Terminal No / Failure mode	① SADH	④ VCC	⑤ SV	⑥ CCHK1	⑧ SADC	⑩ BUC1	⑫ GND	⑬ IDC	⑭ MI
Normal	5.1-6.9	4.0-5.5	10.0-14.0	9.06-14.0	5.1-6.9	o- 2.0	O-2.0	10.0~ 14.0	9.0-14.0
A Cowl sensor open, or dash sensor short	0~2.0	4.0~5.5	10.0~14.0	9.0~14.0	0~2.0	0~2.0	0~2.0	4.0~9.0	9.0~14.0
9 Cowl sensor short, or dash sensor open.	10.0~14.0	4.0~5.5	10.0~14.0	9.0~14.0	10.0~14.0	0~2.0	0~2.0	4.0~9.0	9.0~14.0
C One dash sensor open	7.0~9.0	4.0~5.5	10.0~14.0	9.0~14.0	7.0~9.0	0~2.0	0~2.0	4.0~9.0	9.0~14.0
D Inflator or cable reel open.	10.0~14.0	4.0~5.5	10.0~14.0	9.0~14.0	0~2.0	0~2.0	0~2.0	4.0~9.0	9.0~14.0
E SRS fuse (No. 1) open.	5.1~6.9	0~1.0	0~2.0	9.0~14.0	5.1~6.9	0~6.9	0~2.0	4.0~9.0	9.0~14.0
F SRS indicator wire harness short. (open.)	5.1~6.9	4.0~5.5	10.0~14.0	9.0~14.0	5.1~6.9	0~2.0	0~2.0	0 (10.0~14.0)	9.0~14.0
G SRS unit ground and SRS unit mounting bolts (GND) open.	7.0~16.0	7.0~16.0	7.0~16.0	7.0~16.0	7.0~16.0	7.0~16.0	7.0~16.0	4.0~9.0	7.0~16.0

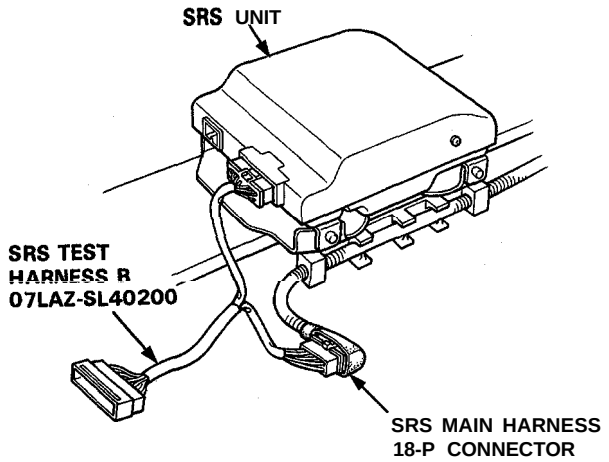
- If output signal is not in accordance with the chart first check the contact condition of each connector and terminal of the SRS system.
- If contact condition is OK, substitute a known-good control unit and perform troubleshooting again.

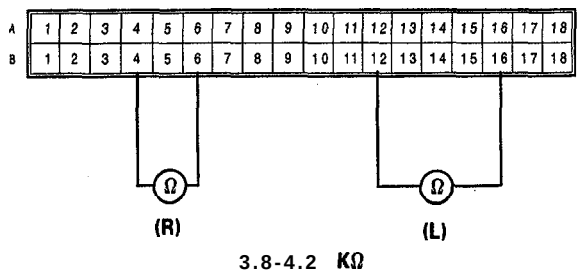
Mode A: Cowl sensor open, or dash sensor short.

CAUTION: Disconnect the battery negative terminal and then disconnect the positive terminal. Connect the short connector to the airbag assembly (See page 23-324).

1. Connect the SRS test harness B between the SRS unit and SRS main harness 18-P conector.

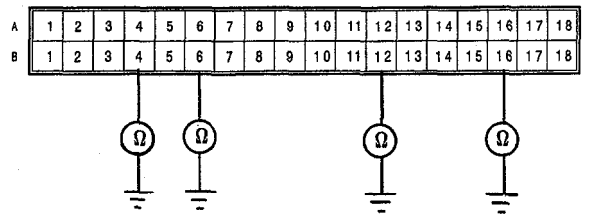
2. Reconnect the battery cables then check the resistance between the left dash sensor terminals B 12 and B 16, and between the right dash sensor terminals B4 and B6.





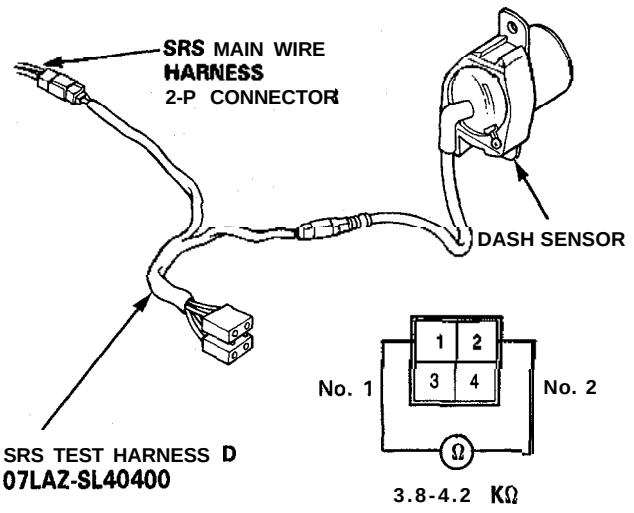
- If resistance is more than 3.8 – 4.2 KΩ for either sensor, go to step 3.
- If resistance is less than 3.8-4.2 KΩ for either sensor, go to step 4.

3. Check to make sure there is no continuity between body ground and each terminal of both dash sensors.



- If there is no continuity the SRS unit is faulty. Substitute a known good SRS unit and recheck the voltages according to the chart on page 23-330.
- If there is continuity at any of the terminals, go to step 5.

4. Connect the SRS test harness D between the dash sensor and SRS main harness 2-P connector. Check the resistance between the No. 1 terminal and No. 2 terminal.



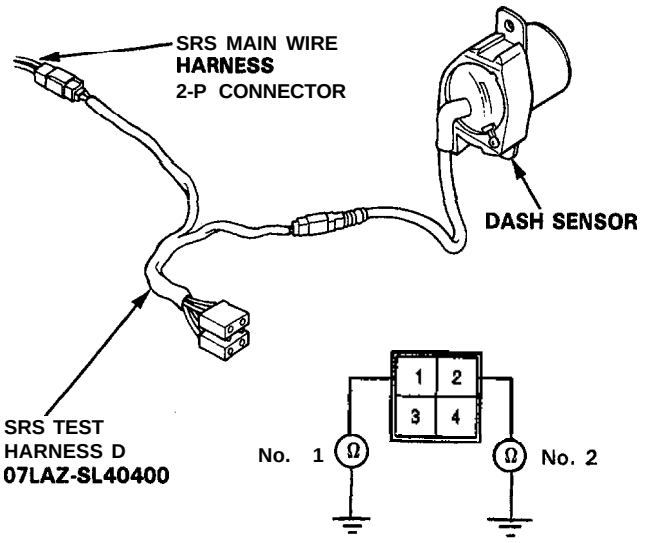
NOTE: The left and right sensors cannot be checked at the same time.

(cont'd)

- If resistance is less than 3.8 – 4.2 KΩ the respective dash sensor is faulty, replace the dash sensor and recheck the voltages according to the chart on page 23-330.

- If resistance is more than 3.8-4.2 KΩ, replace the SRS main wire harness and recheck the voltages according to the chart on page 23-330.

5. Connect the SRS test harness D between the dash sensor and SRS main harness 2-P connector.
Check to make sure there is no continuity between the No. 1 terminal and body ground, and between the No. 2 terminal and body ground.



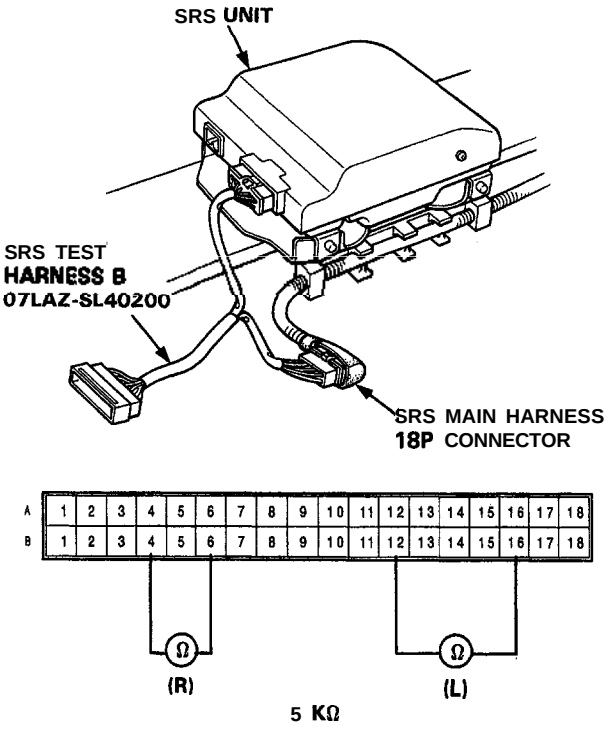
- If there is continuity, the dash sensor is faulty: replace and recheck the voltages according to the chart on page 23-330.

- If there is no continuity, replace the SRS main wire harness and recheck the voltages according to the chart on page 23-330.

Mode B: Cowl sensor short, or dash sensor open.
Mode C: One dash sensor open.

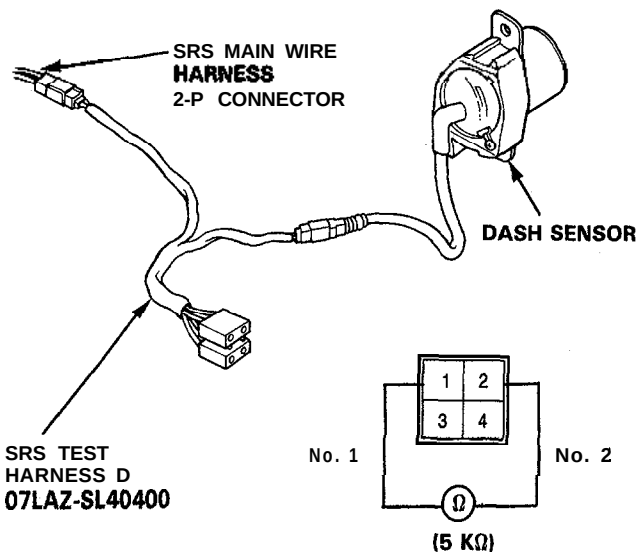
CAUTION: Disconnect the battery negative terminal and then disconnect the positive terminal.
Connect the short connector to the airbag assembly.

1. Connect the SRS test harness B between the SRS unit and SRS main harness 18-P conector.
Check the resistance between the left dash sensor terminals B 12 and B 16, and between the right dash sensor terminals B4 and B6.



- If resistance is more than 5 KΩ, go to step 2.
- If resistance is less than 5 Kg, the SRS unit is faulty, substitute a known good SRS unit and recheck the voltages according to the chart on page 23-330.

2. Connect the SRS test harness D between the dash sensor and SRS main harness 2-P connector. Check the resistance between the No. 1 terminal and No. 2 terminal.

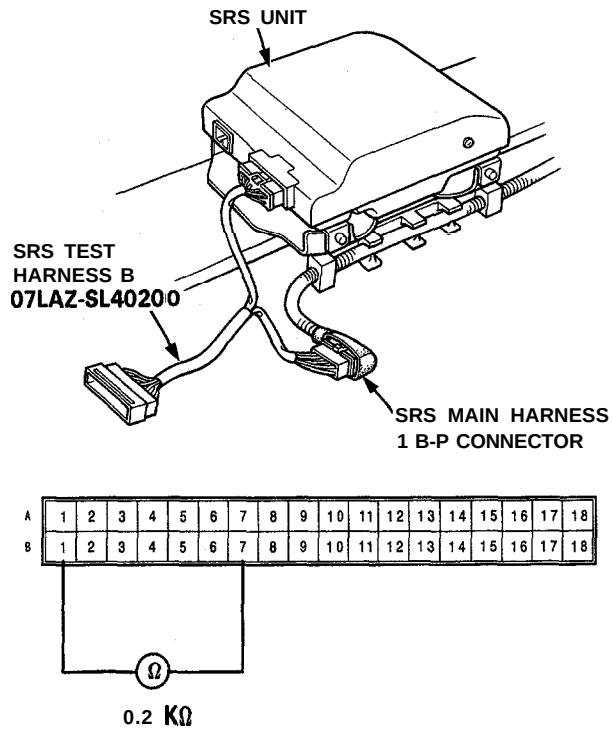


- If resistance is more than 5 KΩ, the dash sensor is faulty: replace and recheck the voltages according to the chart on page 23-330.
- If resistance is less than 5 KΩ, the SRS main wire harness is faulty: replace the SRS main wire harness and recheck the voltages according to the chart on 'page 23-330.

Mode D: Airbag inflator or cable reel open.

1. Disconnect the battery negative terminal and then disconnect the positive terminal.

2. Connect the SRS test harness B between the SRS unit and SRS main harness's 18-P connector. Measure the resistance between the B 1 and the B7 terminal.



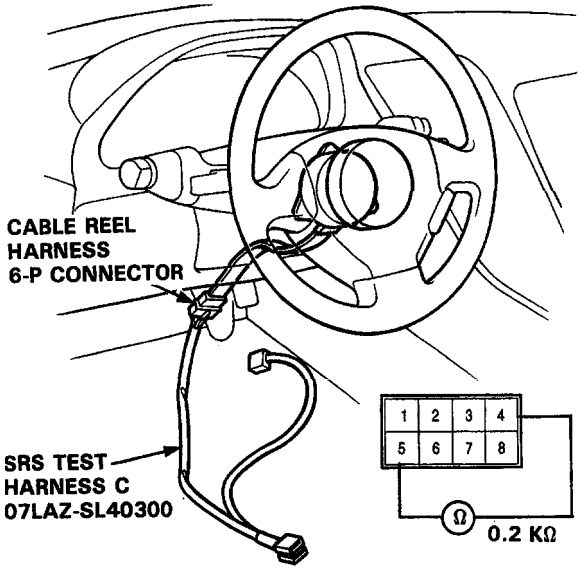
- If resistance is more than 0.2 KΩ, go to step 3.
- If resistance is less than 0.2 KΩ, the SRS unit is faulty, substitute a known good SRS unit and recheck the voltages according to the chart on page 23-330.

3. Disconnect the cable reel harness and main harness's 6-P connector, and connect the SRS test harness C only to the cable reel harness side 6-P connector.

4. Measure the resistance between the No. 4 terminal and the No. 5 terminal.

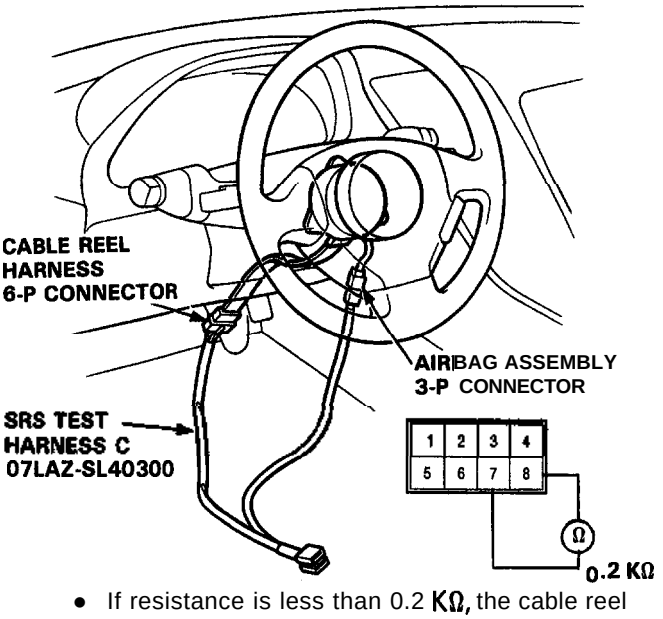
(cont'd)

Troubleshooting (cont'd)



- If resistance is more than 0.2 KΩ, go to step 5.
- If resistance is less than 0.2 KΩ, the SRS main harness is faulty: replace the SRS main harness and recheck the voltages according to the chart on page 23-330.

5. Disconnect the airbag assembly and cable reel harness 3-P connector, and connect SRS test harness C to the airbag assembly harness's 3-P connector. Measure the resistance between terminals No. 7 and No. 8.

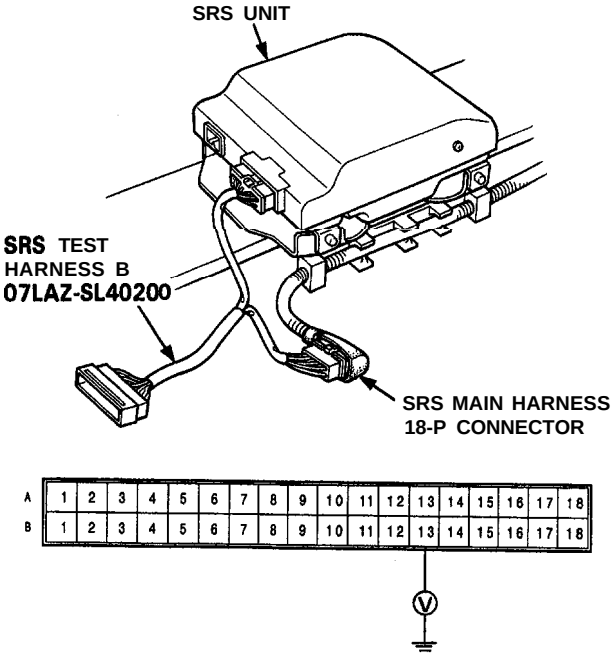


- If resistance is less than 0.2 KΩ, the cable reel is faulty: replace the cable reel and recheck the voltages according to the chart on page 23-330.
- If resistance is more than 0.2 KΩ, the inflator is faulty: replace the airbag assembly and recheck the voltages according to the chart on page 23-330.

Mode E: SRS No. 1 fuse open.

CAUTION: Disconnect the battery negative terminal and then disconnect the positive terminal. Connect the short connector to the airbag assembly (See page 23-324).

1. Connect the SRS test harness B between the SRS unit and SRS main harness 18-P connector.
2. Reconnect the battery positive terminal and negative terminal.
3. Measure the voltage between the B 13 terminal and body ground with the ignition switch ON.

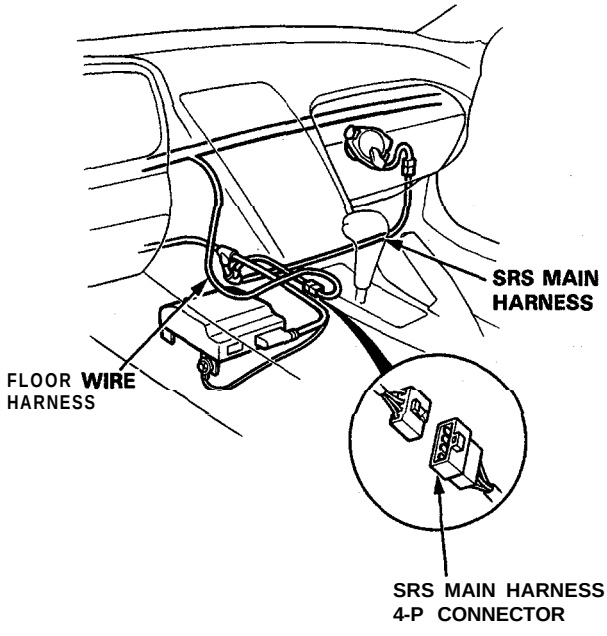


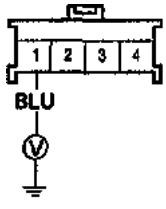
- If there is battery voltage, the SRS unit is faulty; replace and recheck the voltages according to the chart on page 23-330.
- If less than battery voltage, the main harness is faulty; replace the SRS main wire harness and recheck the voltages according to the chart on page 23-330.

Mode F: SRS indicator wire harness open or short.

CAUTION: Disconnect the battery negative terminal and then disconnect the positive terminal. Connect the short connector to the airbag assembly (See page 23-324).

1. Reconnect the battery positive terminal and negative terminal.
2. Disconnect the SRS main harness's 4-P connector from the floor wire harness.
3. Measure the voltage between the No. 1 terminal and body ground on the SRS main harness 4-P connector side, with the ignition switch ON.

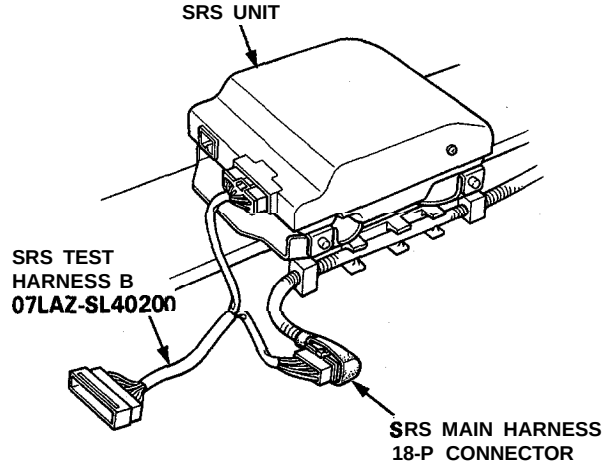


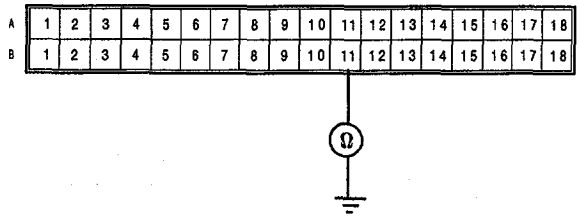


View from terminal side

- If voltage is less than 9 V, go to step 4.
- If voltage is more than 9 V, go to step 6.

4. Connect the SRS test harness B between the SRS unit and SRS main harness's 18-P connector. Check for continuity between the B1 1 terminal and body ground.

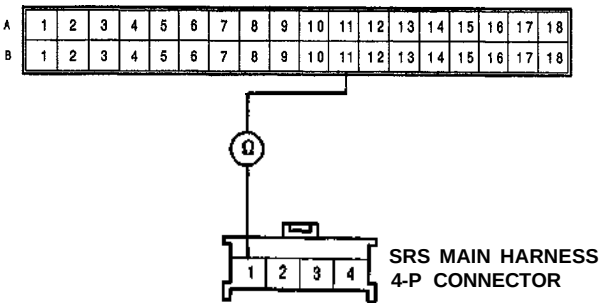




- If there is continuity, the SRS main harness is faulty: replace the SRS main wire harness and recheck the voltages according to the chart on page 23-330.
- If there is no continuity, go to step 5.

(cont'd)

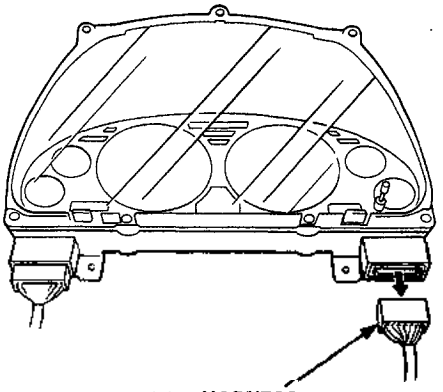
5. Check for continuity between the B11 terminal of the SRS test harness B and No. 1 terminal of the SRS main harness's 4-P connector.



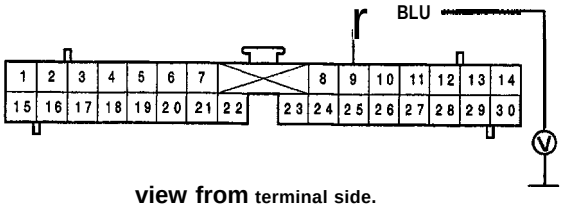
SRS MAIN HARNESS
4-P CONNECTOR

- If there is continuity, the SRS unit is faulty; replace and recheck the voltages according to the chart on page 23-330.
- If there is no continuity, the SRS main harness is faulty; replace the SRS main wire harness and recheck the voltages according to the chart on page 23-330.

6. Connect the SRS main harness's 4-P connector to the floor harness, then disconnect the floor harness's 30-P connector from the gauge assembly, and measure the voltage between the No. 9 terminal and body ground with ignition switch on.



FLOOR HARNESS
30-P CONNECTOR



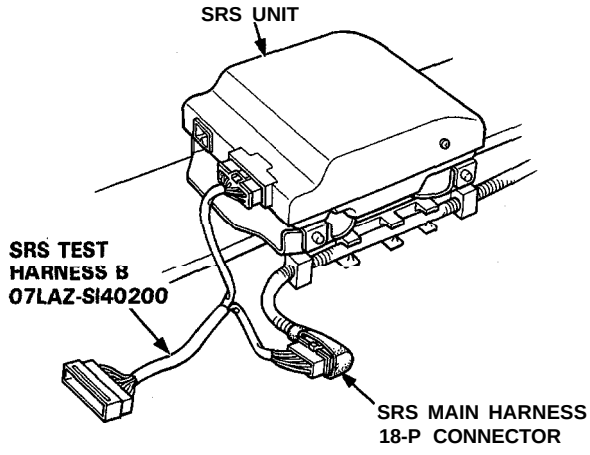
view from terminal side.

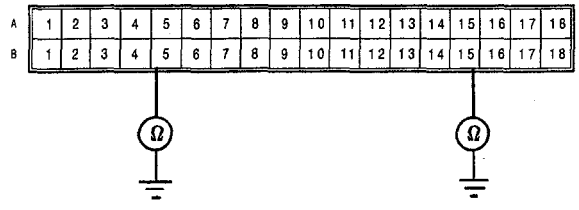
- If voltage is less than 9 V, the floor wire harness is faulty; repair open or short in BLU wire of the floor wire harness and recheck the voltages according to the chart on page 23-330.
- If voltage is more than 9 V, the SRS indicater circuit is faulty (in the gauge assembly); replace the gauge assembly and recheck the voltages according to the chart on page 23-330.

Mode G: SRS unit ground and component ground open.

CAUTION: Disconnect the battery negative terminal and then disconnect the positive terminal. Connect the short connector to the airbag assembly. (See page 23-324).

1. Connect the SRS test harness B between the SRS unit and SRS main harness's 18-P connector.
2. Check for continuity between the B5, B15 terminal and body ground.





- **If there is continuity, the SRS unit is faulty;** replace and recheck the voltages according to the **chart on page 23-330.**
- If there is no continuity, the SRS unit ground, the control unit component grounds or the main harness is faulty; check the ground (check wire and **control unit mounting bolts.) and, if necessary, replace the main harness and recheck the voltages according to the chart on page** 23-330.

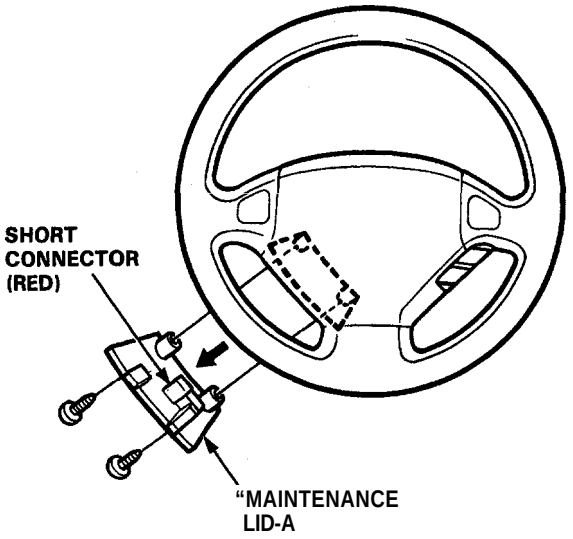
- Airbag Assembly Removal

WARNING Store a removed airbag assembly with the pad surface up, if the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

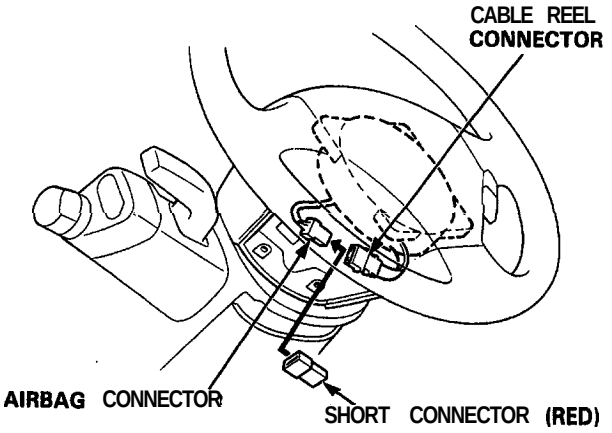
CAUTION:

- Do not install used SRS parts from another car. When repairing, use only new SRS parts.
- Carefully inspect the airbag assembly before installing. Do not install an airbag assembly that shows signs of being dropped or improperly handied, such as dents, cracks or deformation.
- Always keep the short connector on the airbag connector when the harness is disconnected.
- Do not disassemble or tamper with the airbag assembly.

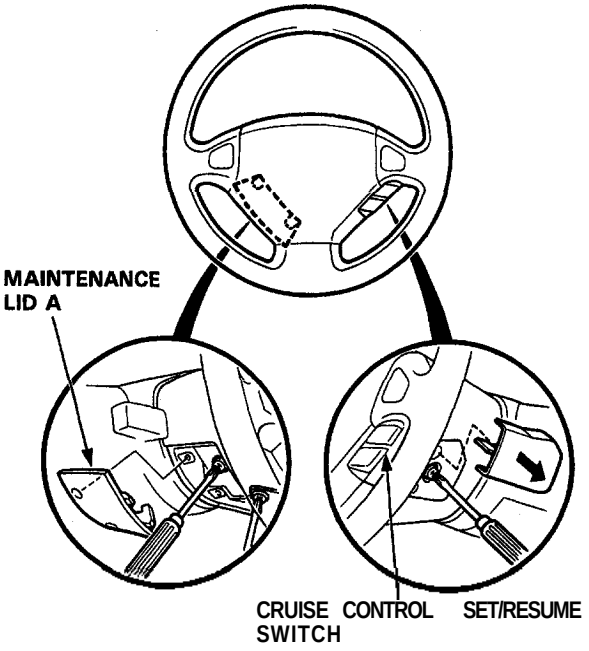
1. Disconnect the battery negative terminal, then disconnect the positive terminal.
2. Remove the maintenance lid A below the airbag, then remove the short connector.



3. Disconnect the connector between the airbag and cable reel.
4. Connect the short connector to the airbag side of the connector.



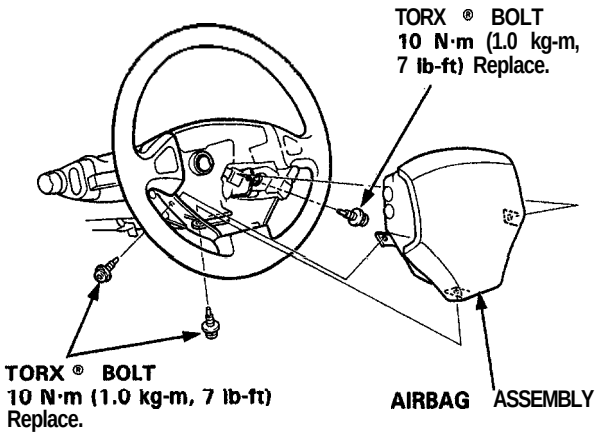
5. Remove the 3 TORX® bolts using TORX® T30 bit, then remove the airbag assembly.



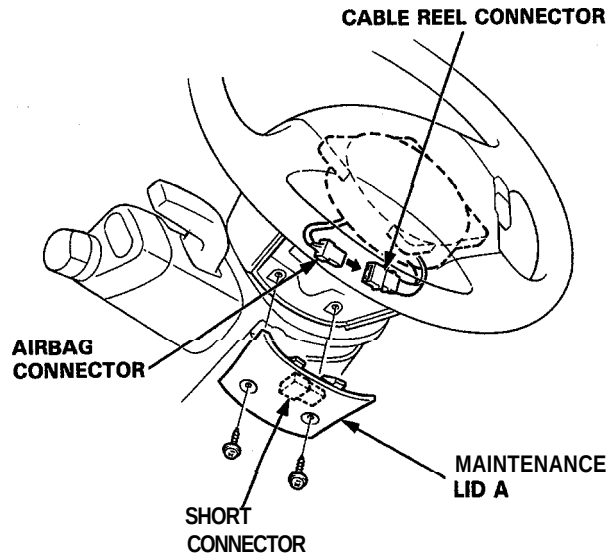
- Airbag Assembly Installation

CAUTION:
- Be sure to install the SRS wiring so that it is not pinched or interfering with other car parts.
- Be sure the battery cables are disconnected.

1. Place the airbag assembly on the steering wheel, and secure it with new TORX ® bolts.



2. Disconnect the short connector from the airbag connector.



3. Connect the airbag 3-P connector and cable reel 3-P connector.
4. Attach the short connector to lid A, then reinstall the lid on the steering wheel.
5. Connect the battery positive terminal and then connect the negative terminal.
6. After installing the airbag assembly, confirm proper system opration:
   - Turn on the ignition to II: the instrument panel SRS indicator light should go on for about 6 seconds and then go off.
   - Confirm operation of horn buttons.
   - a Confirm operation of cruise control set/resume switch.

- Airbag Assembly Disposal

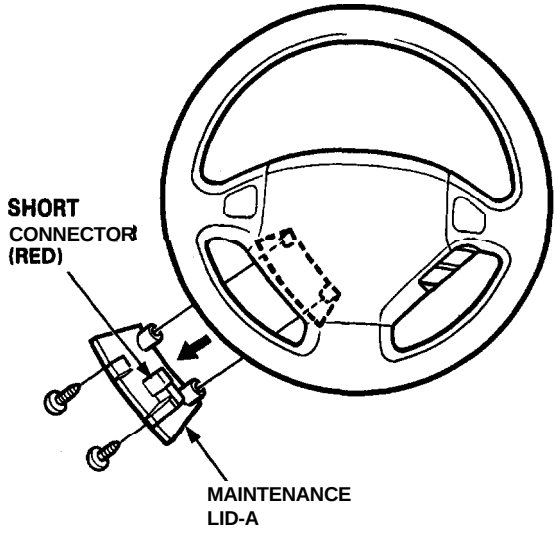
Before scrapping any airbag assembly (including one in a whole car to be scrapped) the airbag must be deployed. If the car is still within the warranty period, before deploying the airbag, the Acura District Service Manager must give approval and/or special instructions.
Only after the airbag is already deployed (as the result of vehicle collision, for example) can the normal scrapping procedure be done.
If the airbag appears intact (not deployed) it should be treated with extreme caution.
Follow the procedure, described below.

Airbag Deployment: In-Car

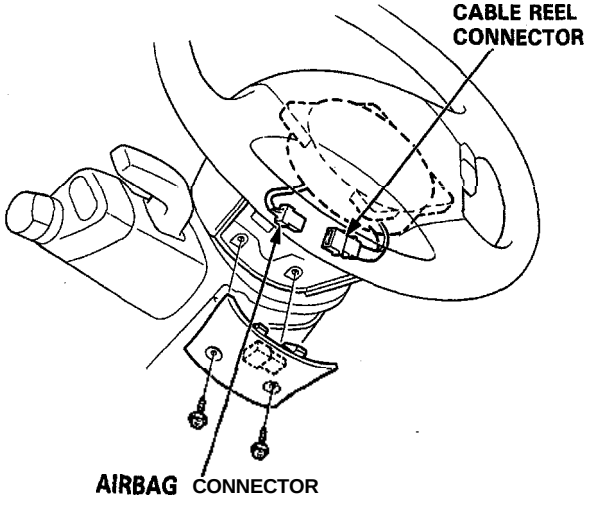
NOTE: If an SRS car containing an intact airbag is to be entirely scrapped, the airbag should be deployed while still in the car.
It should not be considered a salvageable part and should never be installed in another car.

⚠ WARNING Confirm that the airbag assembly is securely attached to the steering wheel; otherwise. severe personal injury could result during airbag deployment.

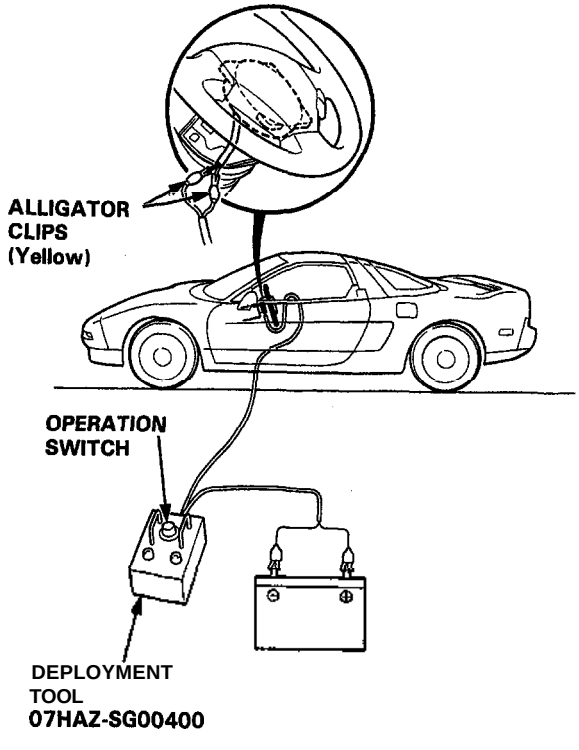
1. Disconnect both the negative cable and positive cable from the battery.
2. Confirm that the special tool is functioning properly by following the check procedure on the label of the tool set box, or on page 23-341.
3. Remove the maintenance lid A, below the airbag assembly.



4. Disconnect the connector between the airbag and cable reel.



5. Cut off the airbag connector and connect the special tool alligator clips to the airbag. Place the special tool approximately thirty feet away from the airbag.



6. Connect a 12 volt battery to the tool:
   - If the green light on the tool goes on, the airbag igniter circuit is defective and cannot be deployed. Go to Damaged Airbag Special Procedure.
   - If the red light on the tool goes on, the airbag is ready to be deployed.

7. Push the tool's deployment switch. The airbag should deploy (deployment is both highly audibe and visible – a loud noise and rapid inflation of the bag, followed by slow deflation of the bag until it hangs loosely).

   - If audible/visible deployment happens and the green light on the tool goes on, continue with this procedure.
   - If deployment does not happen, yet the green light goes ON, the airbag igniter is defective and cannot be deployed.
     Go to Damaged Airbag Special Procedure.

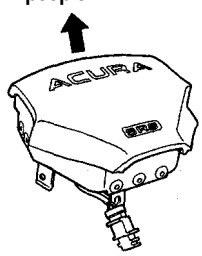
   ⚠ WARNING During deployment, the airbag assembly can become hot enough to burn you.
   Wait thirty minutes after deployment before touching the assembly.

8. Dispose of the complete airbag assembly.
   No part of it can be reused.

Airbag Deployment: Out-of-car.

NOTE: If an intact airbag assembly has been removed from a scrapped car or has been found defective or damaged during transit, storage or service, it should be deployed as follows:

⚠ WARNING Position the airbag assembly face up, outdoors on flat ground at least thirty feed from any obstacles or people.



1. Confirm that the special tool is functioning properly by following the check procedure on this page or on the tool box label of the Tool Box.
2. Disconnect the short connector from the airbag harness.
   Follow the remaining steps 5,6,7 and 8 of the in-car deployment procedure.

Damaged Airbag Special Procedure.

⚠ WARNING If an airbag assembly cannot be deployed, it should not be treated as normal scrap; it should still be considered a potentially explosive device that can cause serious injury.

1. If installed in a car, follow the removal procedure on page 23-338.
2. In all cases, make sure a short connector is properly attached to the airbag assembly harness.
3. Package the airbag assembly using exactly the same packaging that a new replacement airbag assembly came in.
4. Make the outside of th box "DAMAGED AIRBAG-NOT DEPLOYED" so it does not get confused with your parts stock.
   If applicable, also note on the box the VIN of the car from which it was removed.
5. Contact your ACURA District Service Manager for the method and address to return it to ACURA for disposal.

Deployment Tool: Check Procedure.

1. Connect the yellow clips to both switch protector handles on the tool; connect the tool to a battery.
2. Push the operation switch: green means tool is OK; red means tool is faulty.
3. Disconnect the battery and the yellow clips.

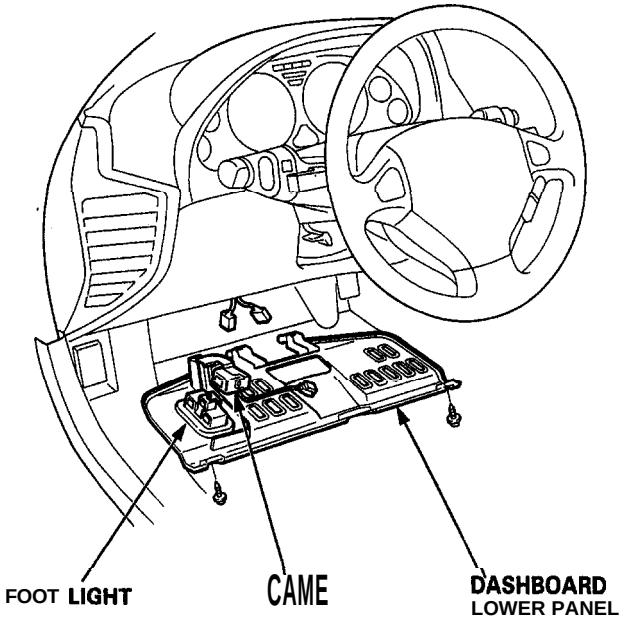
-Cable Reel Removal

⚠ WARNING **Store a removed airbag assembly with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.**

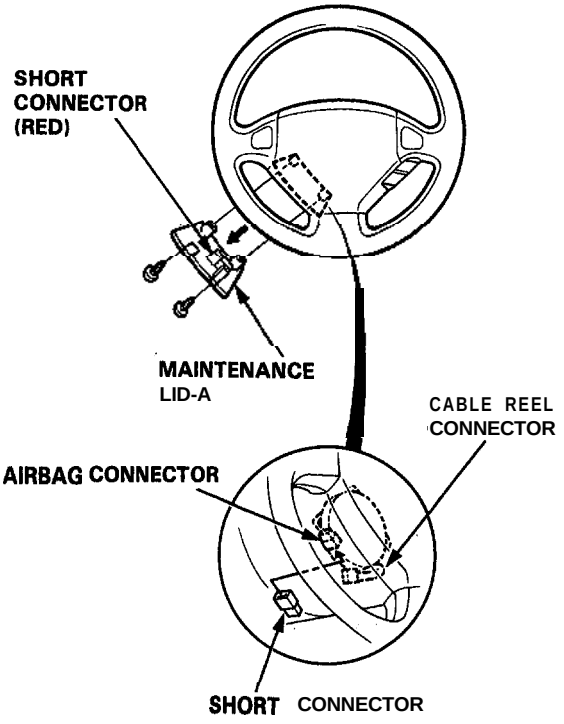
CAUTION:

- Carefully Inspect the **airbag** assembly before installing. **Do not install an airbag assembly that** shows signs of being dropped or improperly handled, such as dents, cracks or deformation.
- **Always keep the short connector on the airbag** connector when the harness is disconnected.
- Do not disassemble or tamper with the **airbag** assembly.

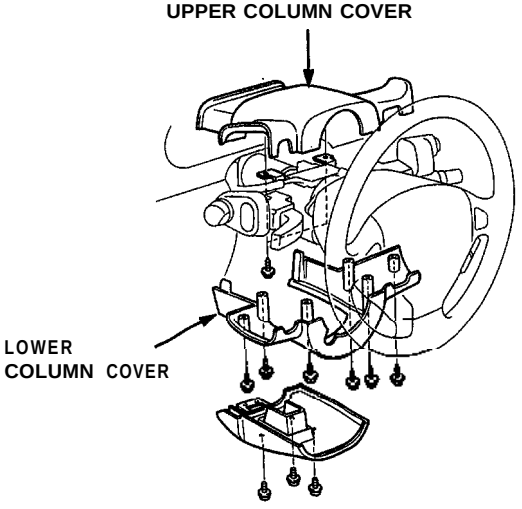
1. Disconnect the battery negative terminal, then disconnect the positive terminal.
2. Make sure the wheels are aligned straight forward.
3. Remove the dashboard lower panel then disconnect the foot light connector and lights-on chime connector from the dashboard lower panel.



4. Remove the steering wheel maintenance lid A, and disconnect the cable reel harness and airbag assembly 3-P connector. Connect the short connector to the airbag assembly.

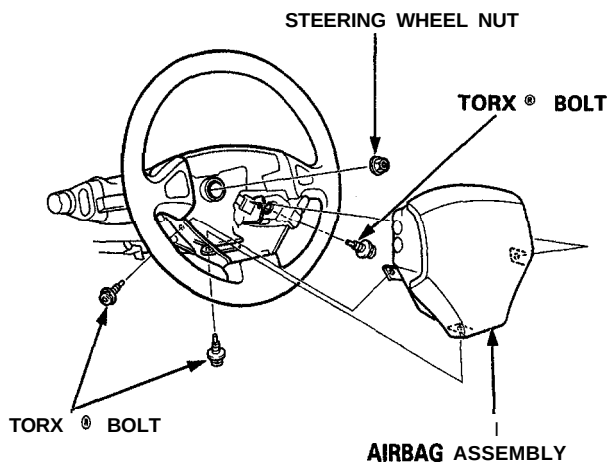


5. Remove the upper and lower column covers.

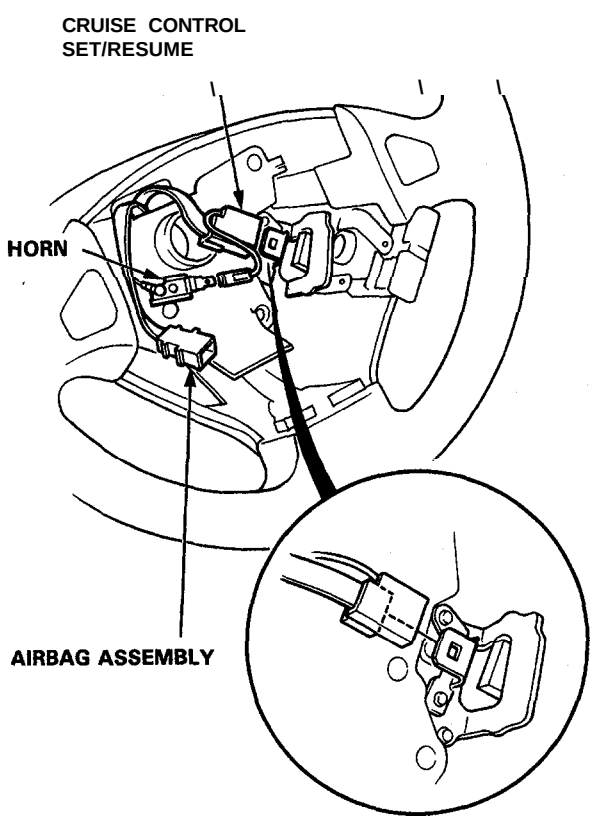


6. Disconnect the connector between the cable reel and main harness.

7. Remove the airbag assembly from the steering wheel, then remove the steering wheel nut.

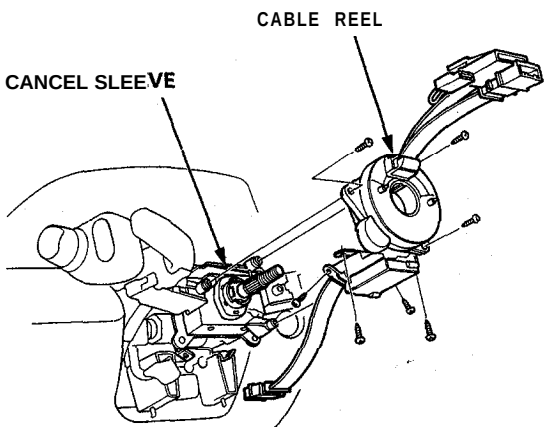


8. Disconnect the connectors from the horn and cruise control set/resume switches then remove the airbag connector from its clips.



9. Remove the steering wheel from the column.

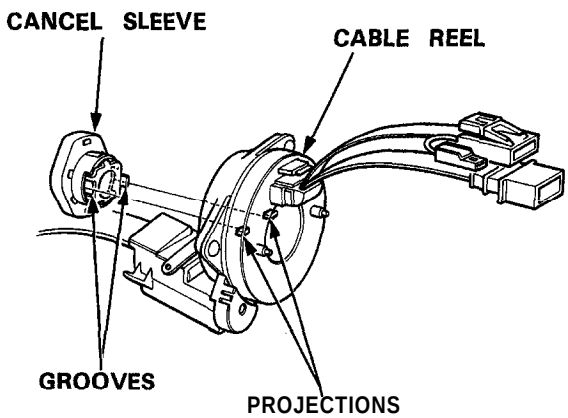
10. Remove the cable reel and cancel sleeve.



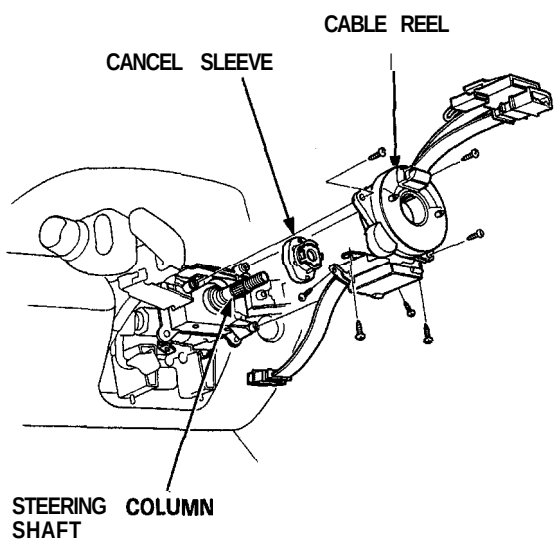
-Cable Reel Installation

CAUTION:
- Before installing the steering wheel, the front wheels should be aligned straight forward.
- Be sure to install the harness wires so that they are not pinched or interfering with other car parts.
- After reassembly, confirm that the wheels are still straight ahead and that steering wheel spoke angle is correct. If minor spoke angle adjustment is necessary do so only by adjustment of the tierods, not by removing and repositioning the steering wheel.

1. Align the cancel sleeve grooves with the cable reel projections.

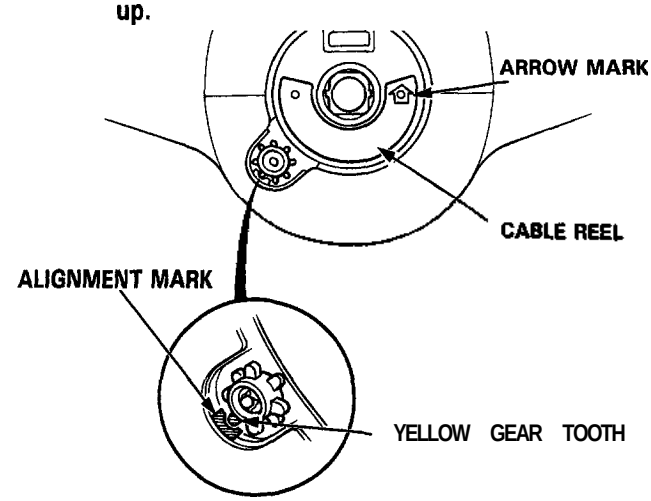


2. Carefully install the cable reel and the cancel sleeve to the steering column shaft.



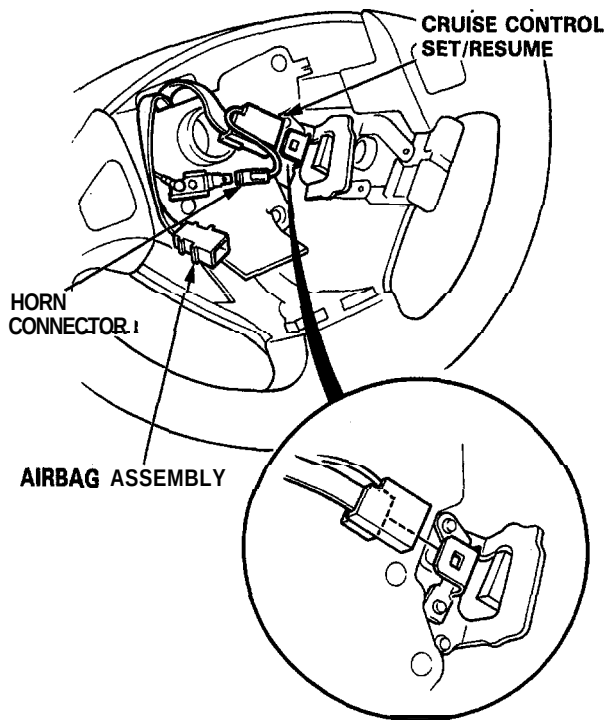
3. Install the steering column upper and lower covers.

4. Center the cable reel.
   Do this by first rotating the cable reel clockwise until it stops.
   Then rotate it counterclockwise (approximately two turns) until:
   - The yellow gear tooth lines up with the mark on the cover.
   - The arrow on the cable reel label points straight up.



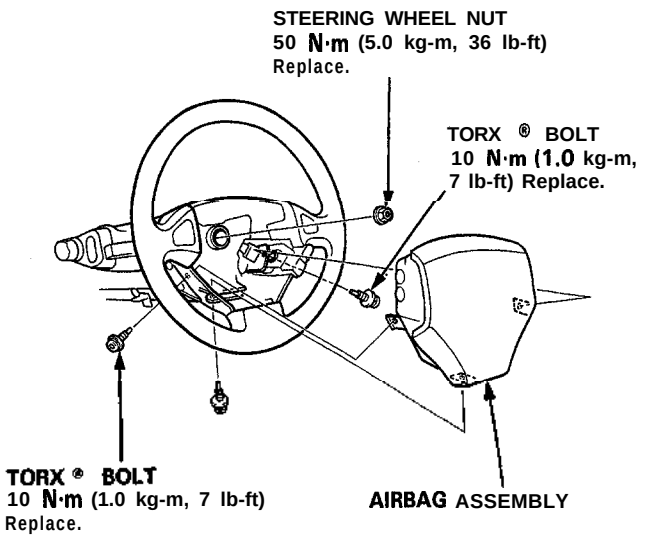
5. Install the steering wheel and insert the cruise control set/resume 4-P connector and airbag connector to the steering wheel clips.

6. Connect the horn connector.



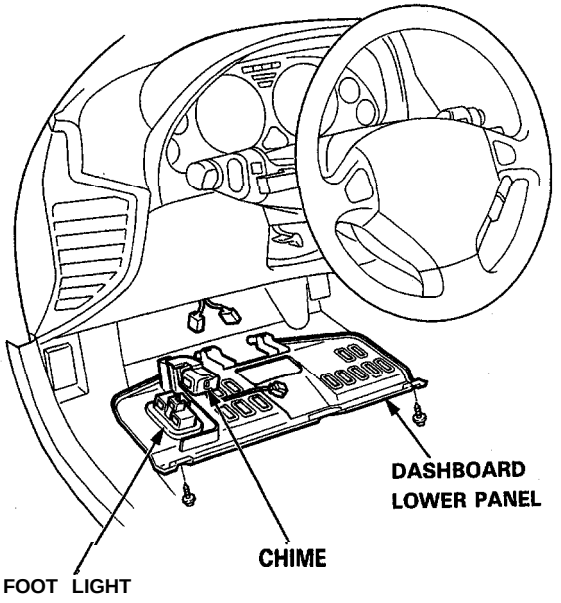
7. Install the steering wheel nut.

8. Install the airbag assembly.



9. Connect the harness from the cable reel to the SRS main harness below the pedal bracket.

10. Connect the foot light harness and lights-on chime to the dashboard lower panel, then install the lower panel.

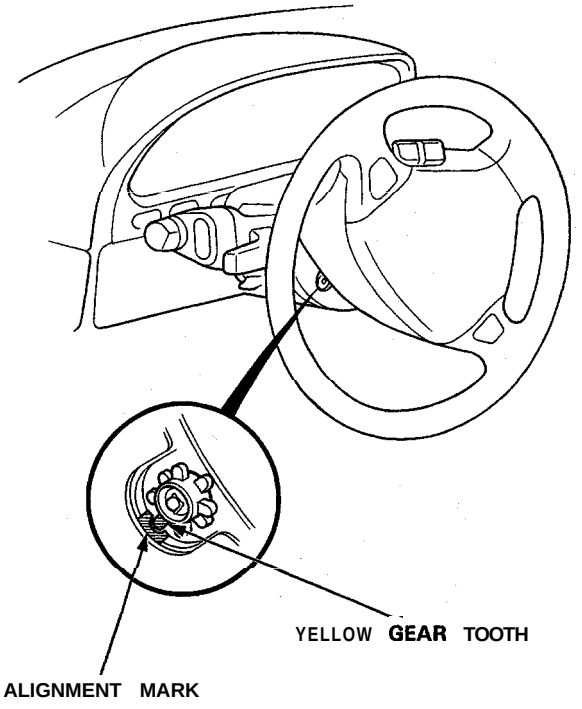


11. Disconnect the short connector from the airbag connector and connect the cable reel and airbag harness.

NOTE: Attach the short connector to lid A, then install the lid.

12. Connect the battery positive terminal, then connect the negative terminal.

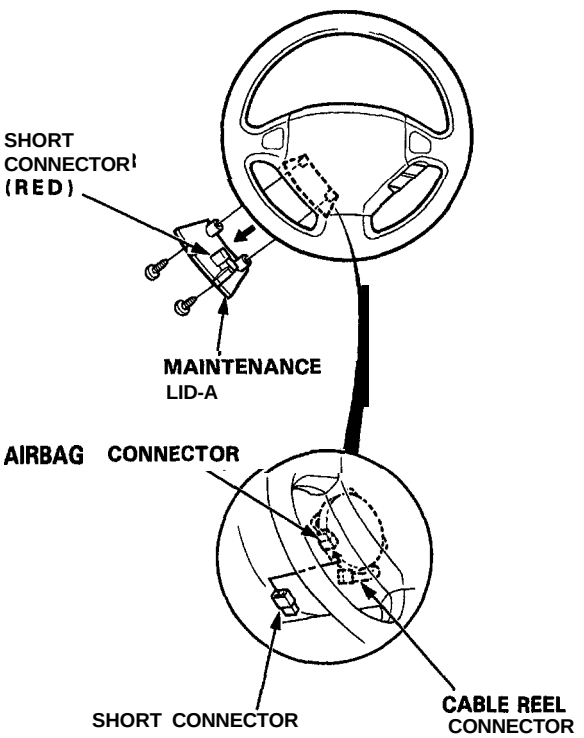
13. After installing the cable reel, confirm proper system operation:
- Turn on the ignition to II; the instrument panel SRS light should go on for about 6 seconds and then go off.
- Confirm operation of horn buttons.
- Confirm operation of the lighting and wiper switches.
- Confirm operation of cruise control set/resume switch.
- Rotate the steering wheel counterclockwise until the yellow gear tooth lines up with the slot on the cover.



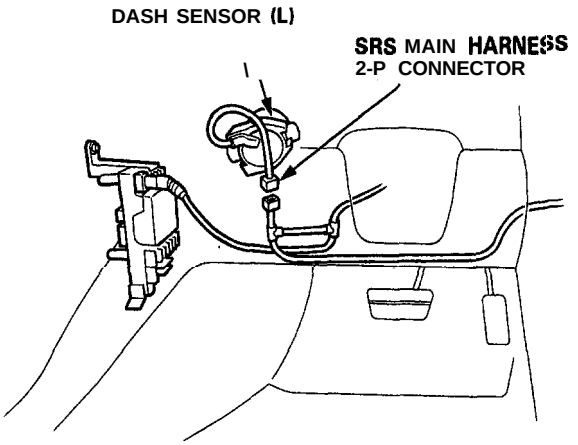
Dash Sensors Removal

CAUTION:
- Do not damage the sensor wiring.
- Do not install used SRS parts from another car, When repairing: use only new SRS parts.
- Carefully inspect the front sensors for signs of being dropped or improperly handled, such as dents, cracks or deformation.

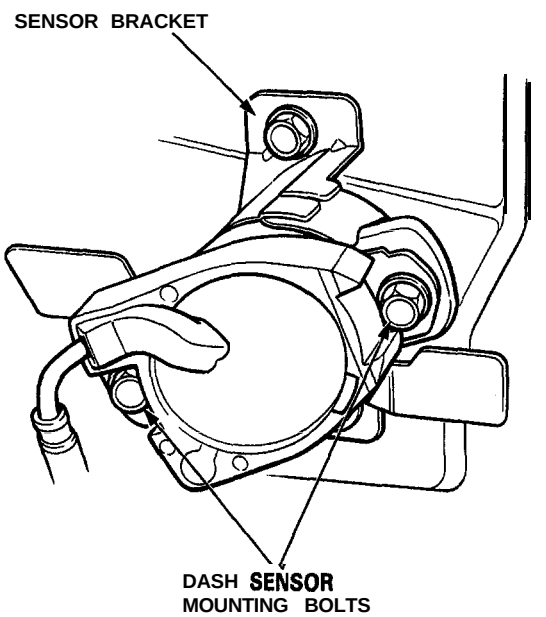
1. Disconnect the battery negative terminal, then disconnect the positive terminal.
2. Remove the maintenance lid A below the airbag, then remove the short connector.



3. Disconnect the connector between the airbag and cable reel.
4. Connect the short connector to the airbag side of the connector.
5. Remove the dashboard lower panel.
6. Pull back the carpeting and disconnect the connector between the dash sensor and SRS main harness.



7. Remove the 2 dash sensor mounting bolts from the sensor bracket, then remove the dash sensor

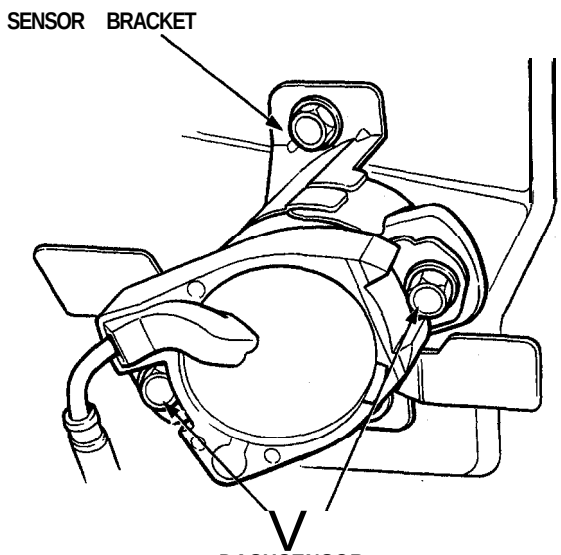


-Dash Sensors Installation

CAUTION:

- Be sure to install the harness wires so that they are not pinched or interfering with other car parts.
- Replace a sensor if there are any signs of dents, cracks or deformation.
- For the SRS to function properly, the right and left sensors must be installed on the proper sides.

1. Be sure the battery cables are disconnected.
2. install the sensor and sensor harness.



NOTE: Make sure the sensor is installed securely.

3. Disconnect the short connector from the airbag connector and connect the cable reel and airbag harness.

NOTE: Reinstall the short connecter, then put the maintenance lid A back in position.

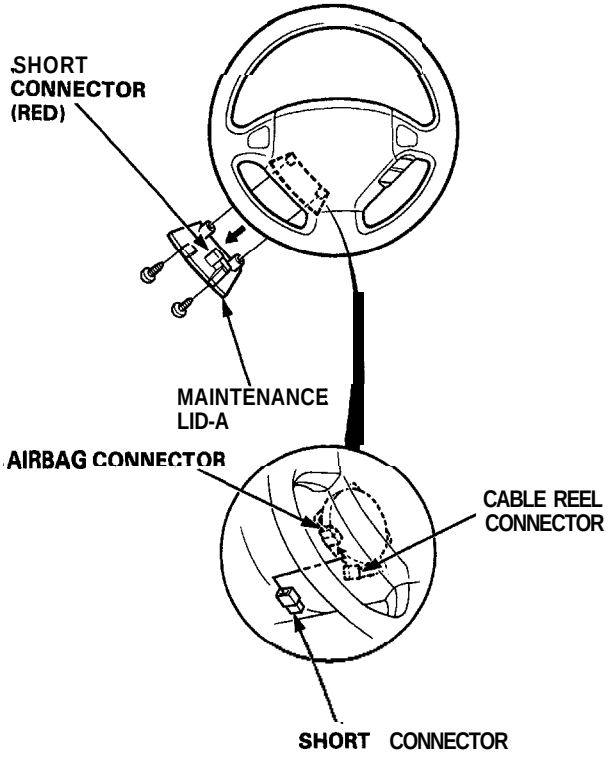
4. Connect the battery positive terminal, then connect the negative terminal.
5. After installing the dash sensor, confirm proper system operation.

- Turn on the ignition to II: the instrument panel SRS indicator light should go on for about 6 seconds and then go off.

SRS Unit Assembly Removal

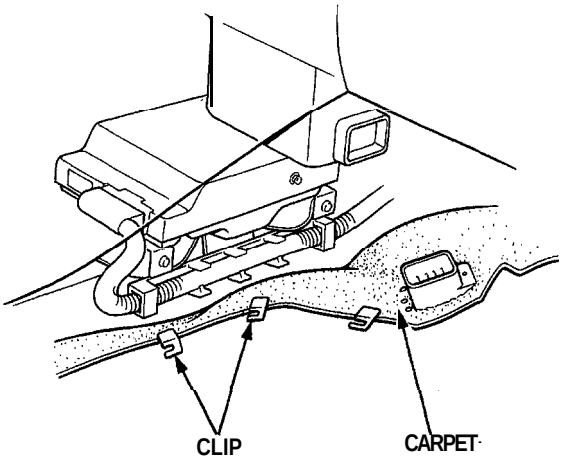
CAUTION:
- Always keep the short connector on the airbag connector when the harness is disconnected.
- Do not damage the pins of connectors.
- No serviceable parts inside.
- Do not disassemble or tamper.
- Store in a clean, dry area.
- Do not use any SRS unit which has been subjected to water damage or shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

1. Disconnect the battery negative terminal, then disconnect the positive terminal.
2. Remove the maintenance lid A below the airbag, then remove the short connector.

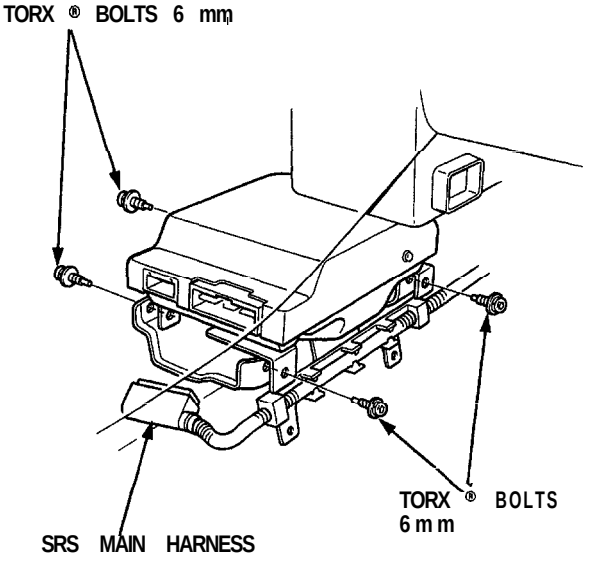


3. Disconnect the connector between the airbag and cable reel.
4. Connect the short connector to the airbag side of the connector.
5. Pull down the carpeting from the front console.

FRONT CONSOLE



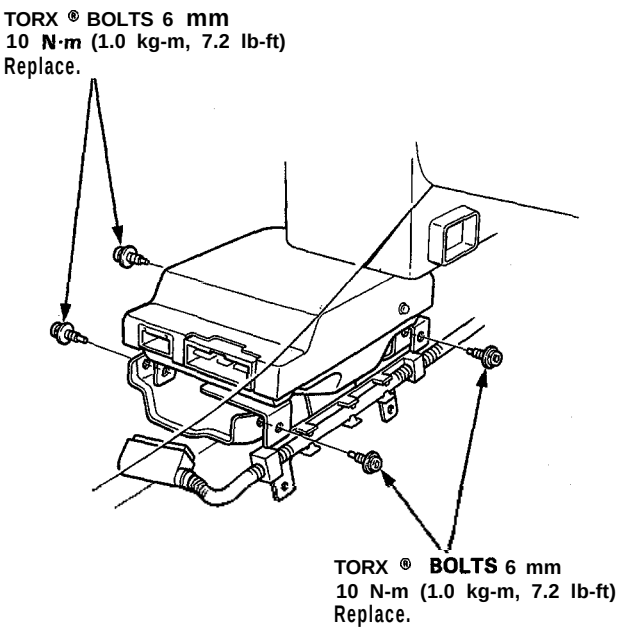
6. Disconnect the SRS unit connector, then unclip the SRS main harness from the holders.
7. Remove the SRS unit mounting bolts (4).
8. Pull out the SRS unit from the passenger's side.



· SRS Unit Assembly Installation

CAUTION: Be sure to install the SRS wiring so that it is not pinched or interfering with other car parts.

1. **Install the SRS unit.**



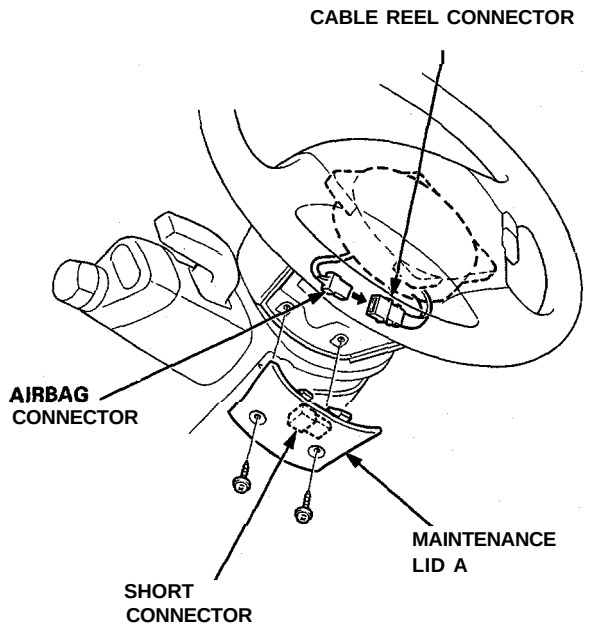
2. Clip the SRS main harness into the harness holder, then connect it to the SRS unit.

   NOTE: To reinstall a connector, push it into position until it clicks.

3. **install the carpet.**

4. Disconnect the short connector from the airbag connector and connect the cable reel and airbag harness.

   NOTE: Attach the short connector to lid A, then install the lid.



5. Connect the battery positive terminal, then connect the negative terminal.

6. After installing the airbag assembly, confirm proper system operation:

   - **Turn on the ignition to II: the instrument panel** SRS indicator light should go on for about 6 seconds and then go off.

Wiring Diagrams

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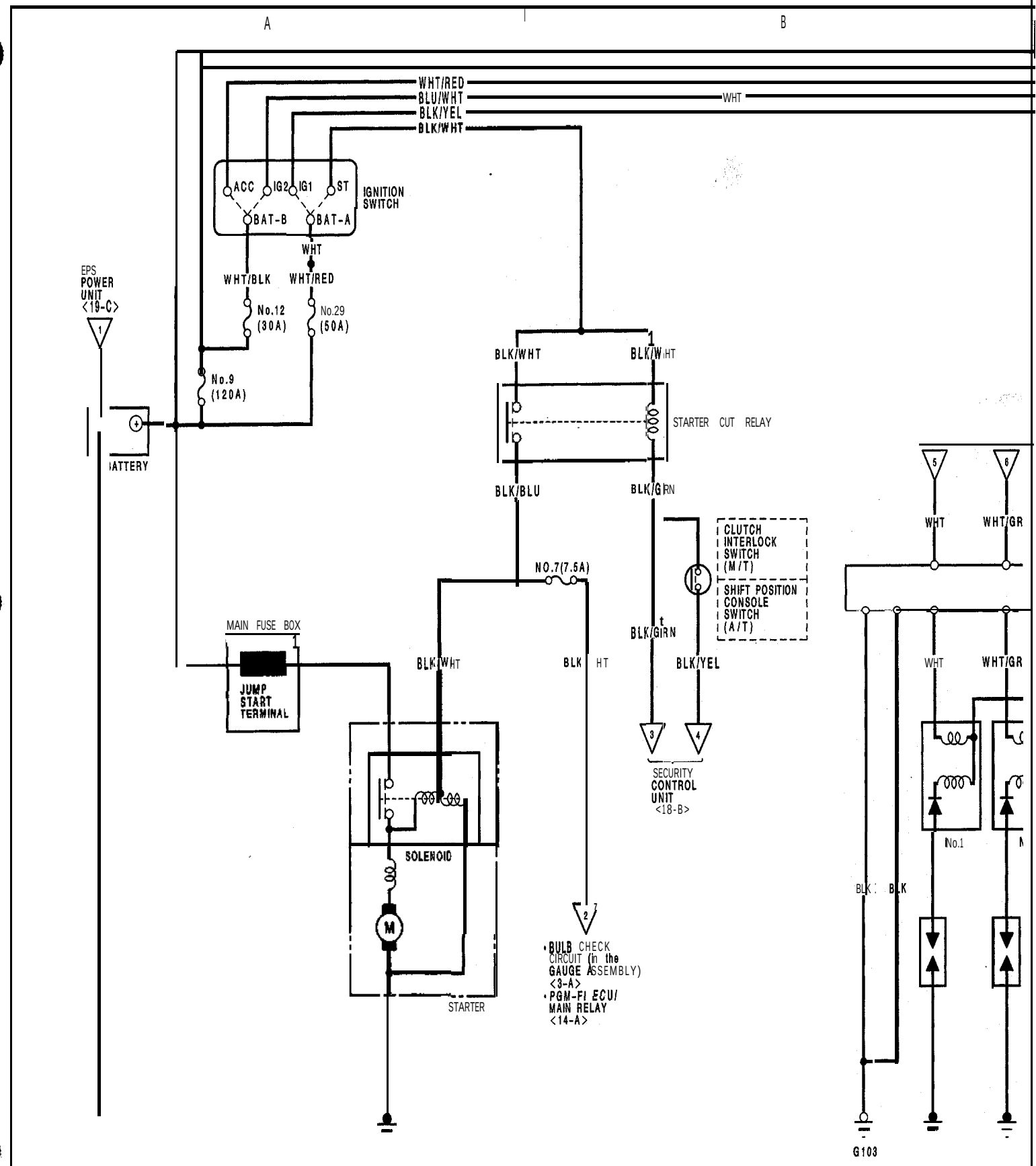
Air Conditioner 20
Anti-lock Brake System 17
Automatic Transmission Control System 16
Battery 1
Blower Controls 20
Charging System 1
Cigarette Lighter 10
Clock 9
Cooling Fan Control 2
Cruise Control 13
Defogger, Rear Window 12
Electric Power Steering (EPS) 19
Fuel Injection System 14
Gauges 2
Heater Control 20
Horns 10
Ignition Switch 1
Ignition System 1
Indicator
- Brake Warning 3
- Key-on Reminder 6
- Lights-on Reminder 6
- Low Fuel Indicator 3
- Oil Pressure Warning 3
- Safety Indicator 4
- Seat Belt Reminder 3
- Shift Lever Position Indicator 5

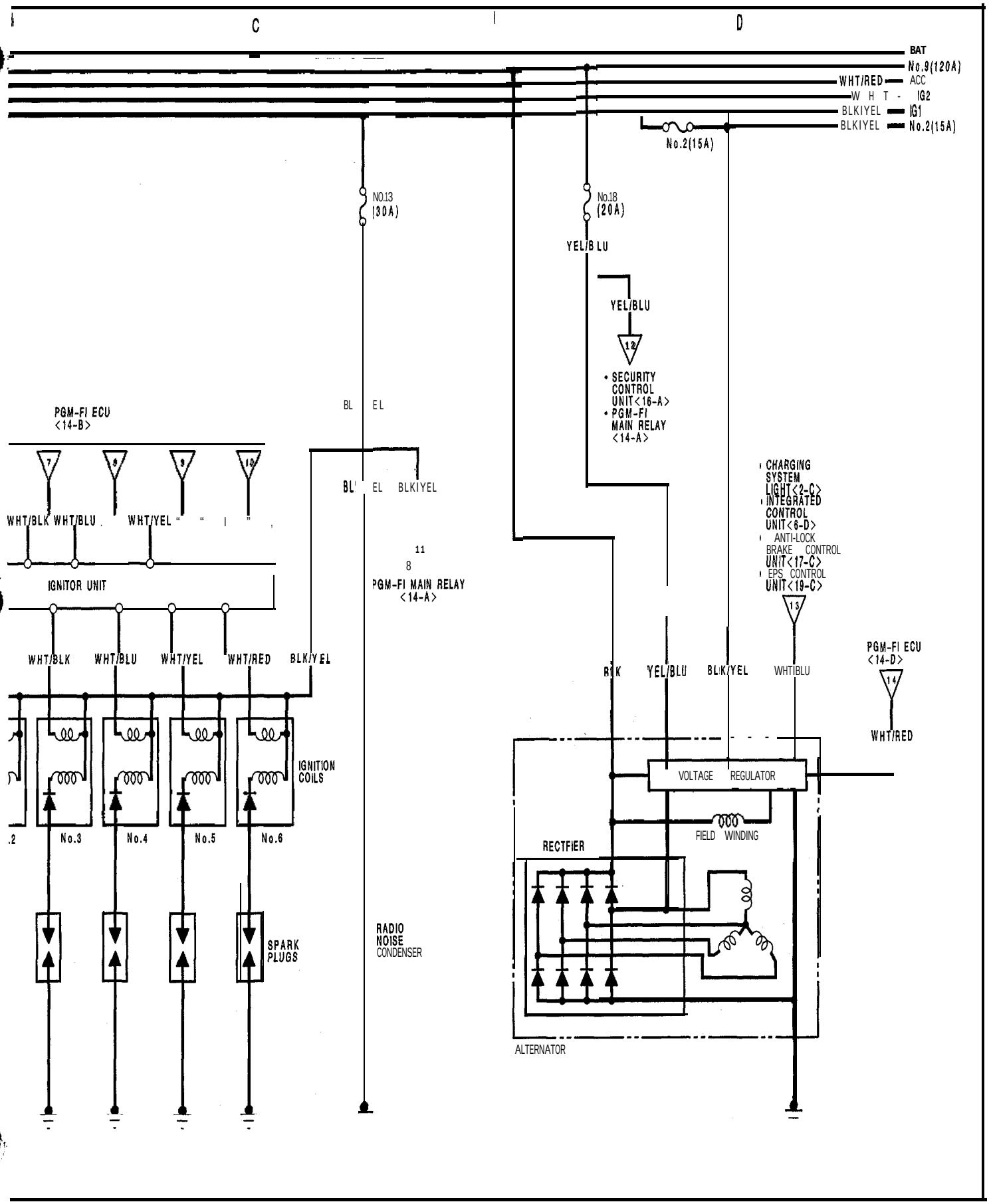
Integrated Control Unit 6
Interlock System 5
Lights, Exterior
- Back-up Lights 9
- Brake lights 4
- Front Side Marker Lights 6
- Daytime Running Lights 7
- Hazard Lights 9
- Headlights 7
- License Plate Lights 8
- Rear Side Marker Lights 8
- Taillights 8
- Turn Signal Lights 9

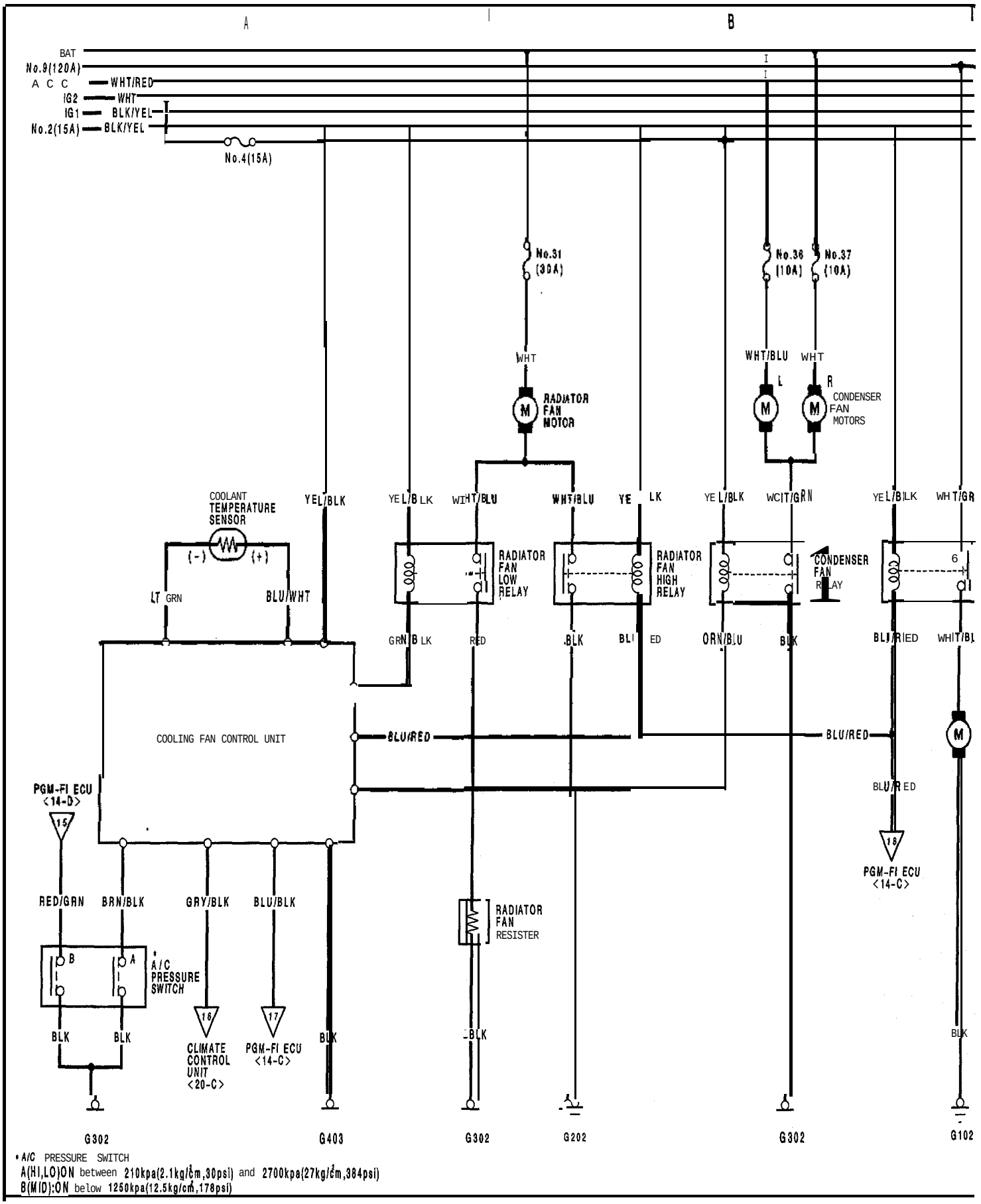
Lights, Interior
- Ashtray Lights 10
- Courtesy Lights 4
- Dashlight Brightness Control 8
- Dome Light 4
- Entry Light Timer 6
- Foot Light 6
- Glove Box Light 8
- Ignition Key Light 6
- Trunk Light 4

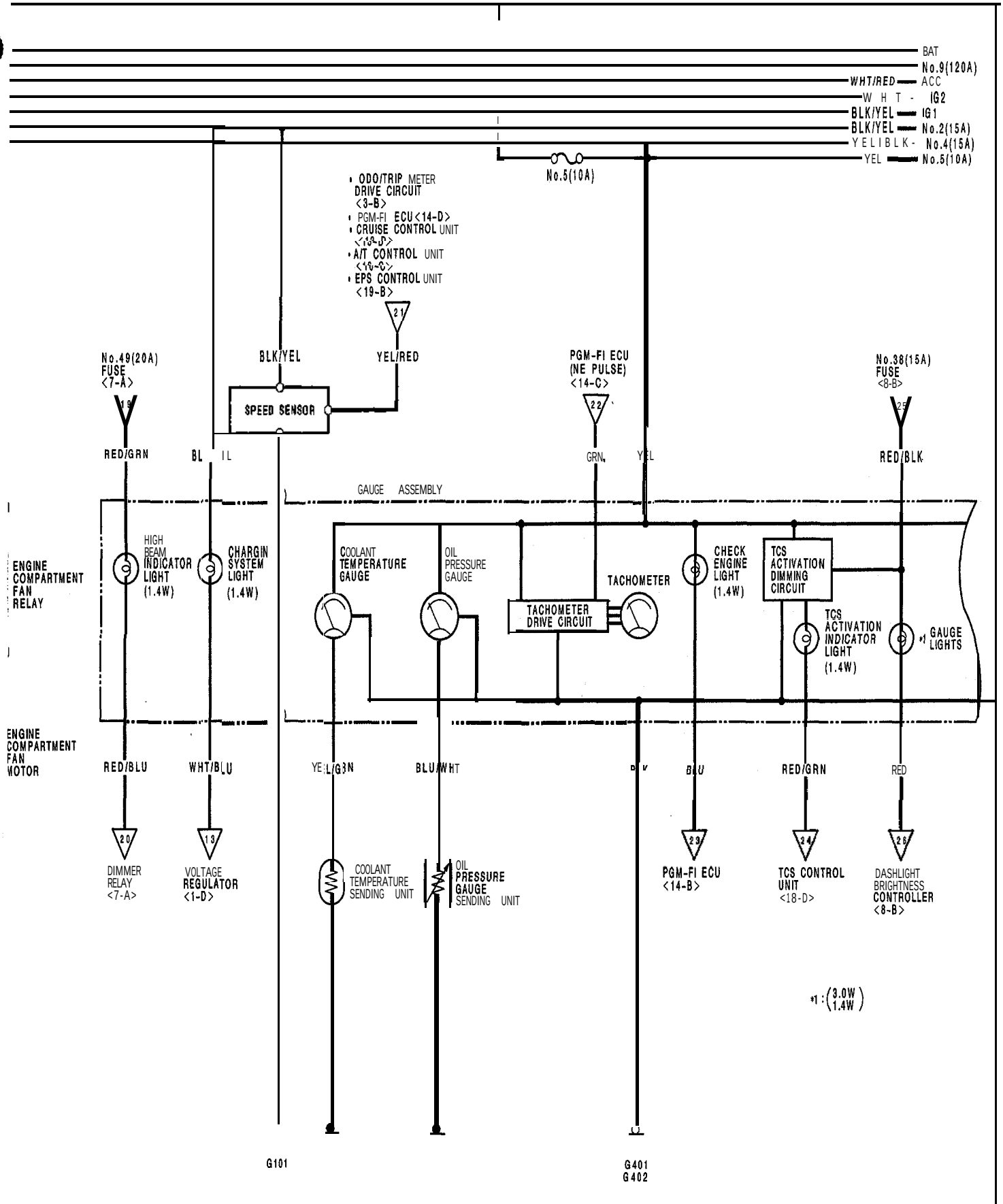
Lighting System .....
Locks, Power 11
Mirrors, Power 11
Opener, Trunk 11
Seat, Power 12
Security Alarm System 16
Starting System 1
Stereo Sound System 10
Supplemental Restraint System (SRS) 20
Side Marker/Turn Signal/Hazard
- Flasher System 9

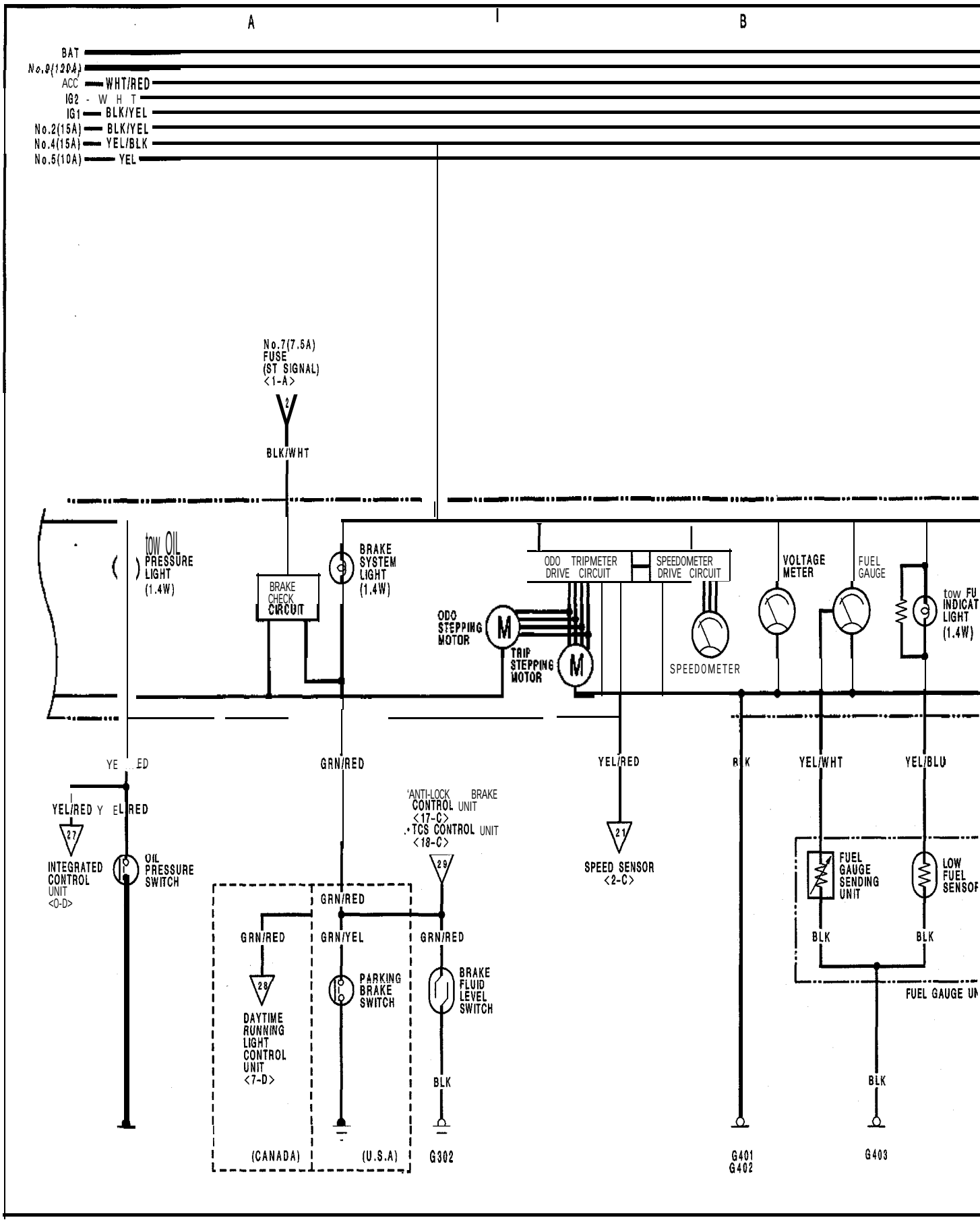
Traction Control System (TCS) 18
Washer, Windshield 13
Windows, Power 12
Wipers, Windshield 13


A
B
WHT/RED
BLU/WHT
BLK/YEL
BLK/WHT
WHT
ACC
IG2
IG1
ST
IGNITION SWITCH
BAT-B
BAT-A
WHT
WHT/BLK
WHT/RED
EPS POWER UNIT <19-C>
No.12 (30A)
No.29 (50A)
No.9 (120A)
BATTERY
BLK/WHT
BLK/WHT
STARTER CUT RELAY
BLK/BLU
BLK/GRN
NO.7(7.5A)
CLUTCH INTERLOCK SWITCH (M/T)
SHIFT POSITION CONSOLE SWITCH (A/T)
BLK/GRN
MAIN FUSE BOX
JUMP START TERMINAL
BLK/WHT
BLK/YEL
SOLENOID
STARTER
SECURITY CONTROL UNIT <18-B>
• BULB CHECK CIRCUIT (in the GAUGE ASSEMBLY) <3-A>
• PGM-FI ECU/ MAIN RELAY <14-A>
WHT
WHT/GR
WHT
WHT/GR
No.1
BLK
BLK
G103


C
D
BAT
No.9(120A)
WHT/RED ACC
W H T - IG2
BLKIYEL IG1
BLKIYEL No.2(15A)
No.2(15A)
NO.13 (30A)
No.18 (20A)
YEL/B LU
YEL/BLU
12
• SECURITY CONTROL UNIT<16-A>
• PGM-FI MAIN RELAY <14-A>
PGM-FI ECU <14-B>
7
8
9
10
WHT/BLK WHT/BLU WHT/YEL
BL EL
BL EL BLKIYEL
11
8
PGM-FI MAIN RELAY <14-A>
IGNITOR UNIT
WHT/BLK WHT/BLU WHT/YEL WHT/RED BLK/YEL
IGNITION COILS
.2 No.3 No.4 No.5 No.6
SPARK PLUGS
RADIO NOISE CONDENSER
CHARGING SYSTEM LIGHT<2-C>
INTEGRATED CONTROL UNIT<6-D>
ANTI-LOCK BRAKE CONTROL UNIT<17-C>
EPS CONTROL UNIT<19-C>
13
PGM-FI ECU <14-D>
14
WHT/RED
BLK YEL/BLU BLK/YEL WHT/BLU
VOLTAGE REGULATOR
FIELD WINDING
RECTFIER
ALTERNATOR

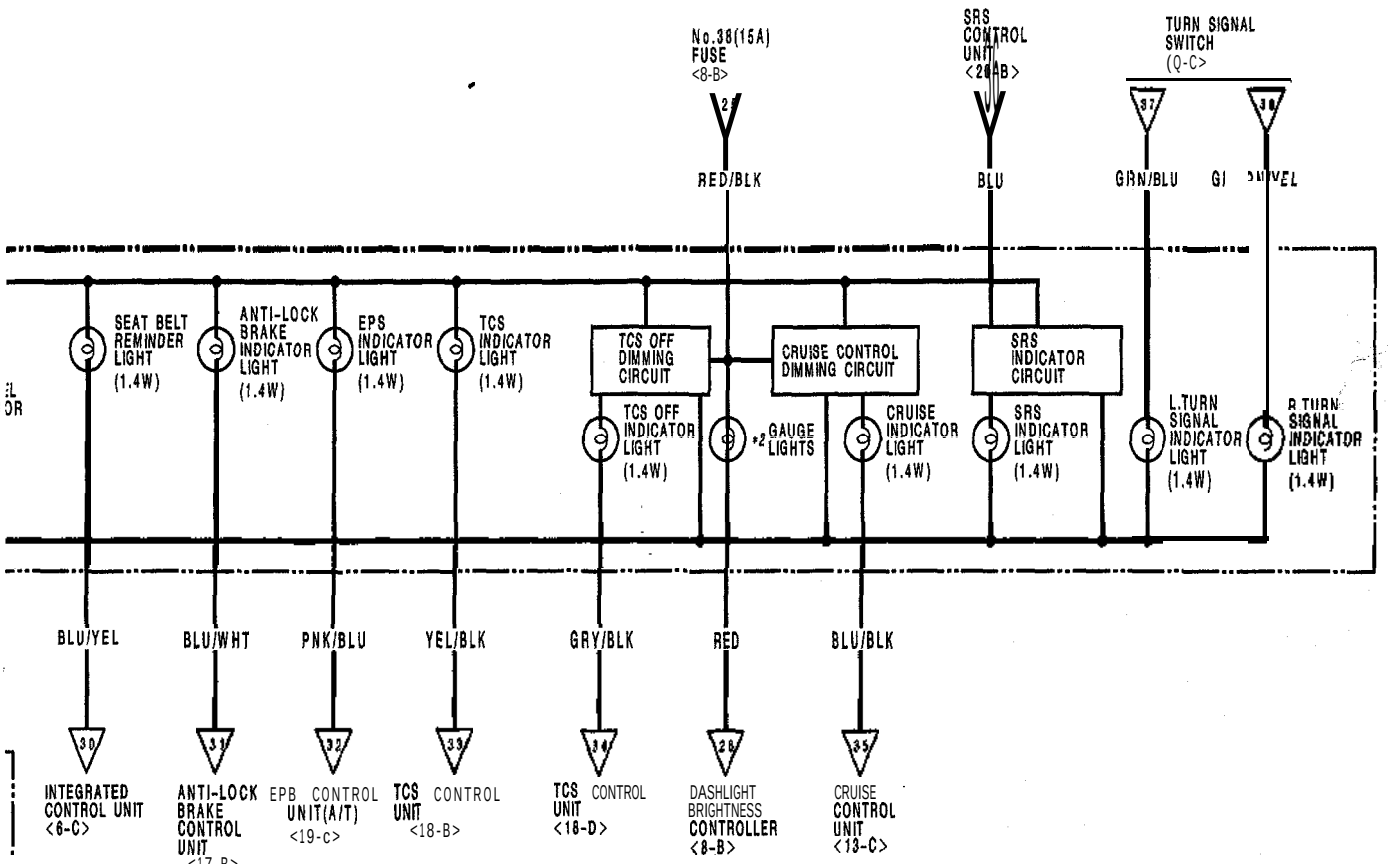

A
B
BAT
No.9(120A)
A C C
IG2
IG1
No.2(15A)
WHT/RED
WHT
BLK/YEL
BLK/YEL
No.4(15A)
No.31 (30A)
No.36 (10A)
No.37 (10A)
WHT
WHT/BLU
WHT
L
R
RADIATOR FAN MOTOR
CONDENSER FAN MOTORS
COOLANT TEMPERATURE SENSOR
(-)
(+)
LT GRN
BLU/WHT
YEL/BLK
YEL/BLK
WHT/BLU
WHT/BLU
YEL/BLK
YEL/BLK
WHT/GRN
YEL/BLK
WHT/GRN
RADIATOR FAN LOW RELAY
RADIATOR FAN HIGH RELAY
CONDENSER FAN RELAY
GRN/BLK
RED
BLK
BLU/RED
ORN/BLU
BLK
BLU/RED
WHT/BLU
COOLING FAN CONTROL UNIT
BLU/RED
BLU/RED
PGM-FI ECU <14-D>
15
RED/GRN
BRN/BLK
GRY/BLK
BLU/BLK
B
A
A/C PRESSURE SWITCH
BLK
BLK
16
17
CLIMATE CONTROL UNIT <20-C>
PGM-FI ECU <14-C>
BLK
RADIATOR FAN RESISTER
BLK
18
PGM-FI ECU <14-C>
BLK
G302
G403
G302
G202
G302
G102
* A/C PRESSURE SWITCH
A(HI,LO)ON between 210kpa(2.1kg/cm,30psi) and 2700kpa(27kg/cm,384psi)
B(MID):ON below 1250kpa(12.5kg/cm,178psi)

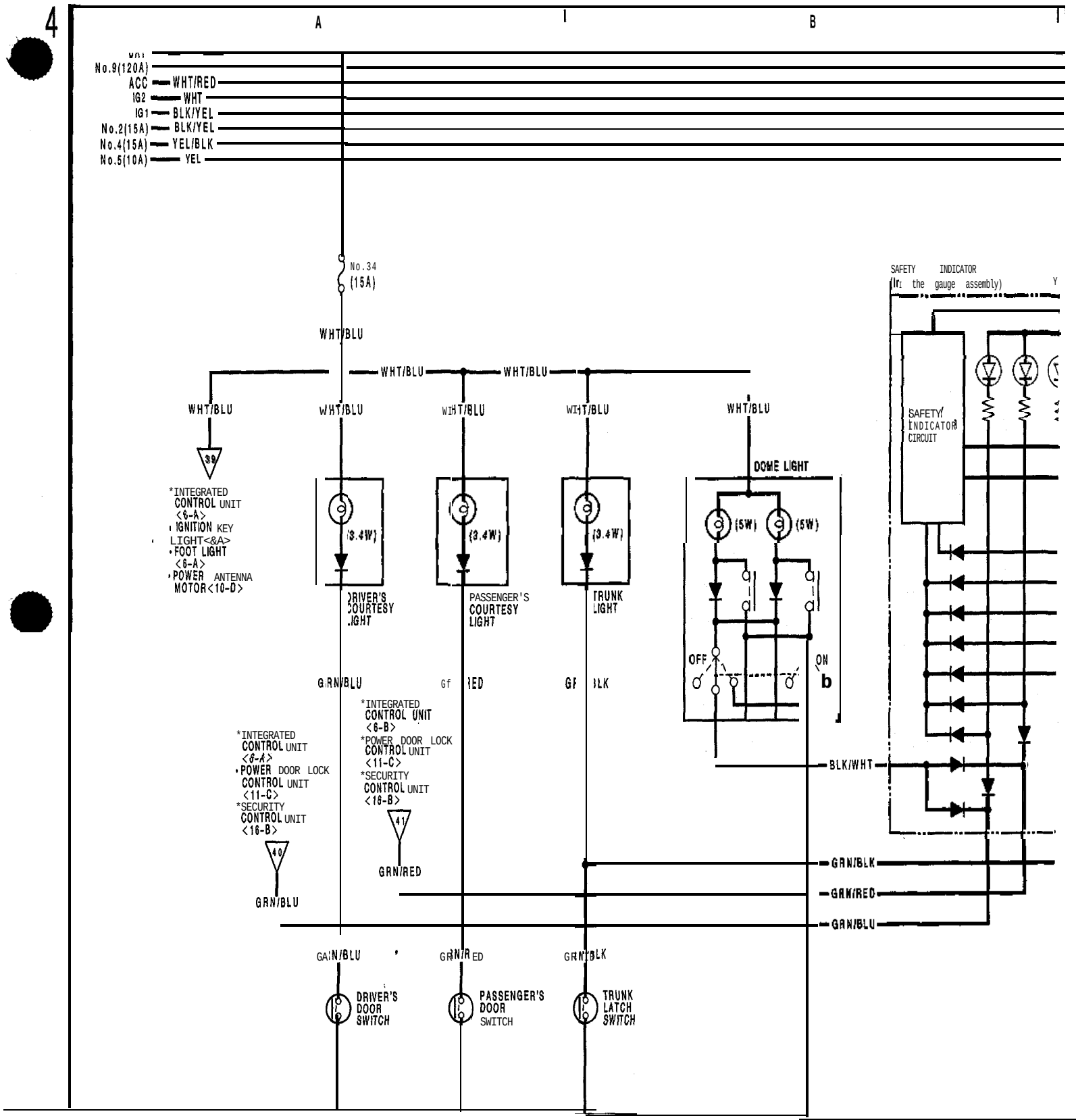

BAT
No.9(120A)
WHT/RED ACC
WHT IG2
BLK/YEL IG1
BLK/YEL No.2(15A)
YEL/BLK No.4(15A)
YEL No.5(10A)
No.5(10A)
ODO/TRIP METER DRIVE CIRCUIT <3-B>
PGM-FI ECU <14-D>
CRUISE CONTROL UNIT
A/T CONTROL UNIT
EPS CONTROL UNIT <19-B>
21
No.49(20A) FUSE <7-A>
19
BLK/YEL
YEL/RED
SPEED SENSOR
PGM-FI ECU (NE PULSE) <14-C>
22
No.38(15A) FUSE <8-B>
25
RED/GRN
BL IL
GRN YEL
RED/BLK
GAUGE ASSEMBLY
ENGINE COMPARTMENT FAN RELAY
HIGH BEAM INDICATOR LIGHT (1.4W)
CHARGIN SYSTEM LIGHT (1.4W)
COOLANT TEMPERATURE GAUGE
OIL PRESSURE GAUGE
TACHOMETER
TACHOMETER DRIVE CIRCUIT
CHECK ENGINE LIGHT (1.4W)
TCS ACTIVATION DIMMING CIRCUIT
TCS ACTIVATION INDICATOR LIGHT (1.4W)
*1 GAUGE LIGHTS
ENGINE COMPARTMENT FAN MOTOR
RED/BLU
WHT/BLU
YEL/GRN
BLU/WHT
BLU
RED/GRN
RED
20
13
23
24
26
DIMMER RELAY <7-A>
VOLTAGE REGULATOR <1-D>
COOLANT TEMPERATURE SENDING UNIT
OIL PRESSURE GAUGE SENDING UNIT
PGM-FI ECU <14-B>
TCS CONTROL UNIT <18-D>
DASHLIGHT BRIGHTNESS CONTROLLER <8-B>
*1 : (3.0W / 1.4W)
G101
G401
G402

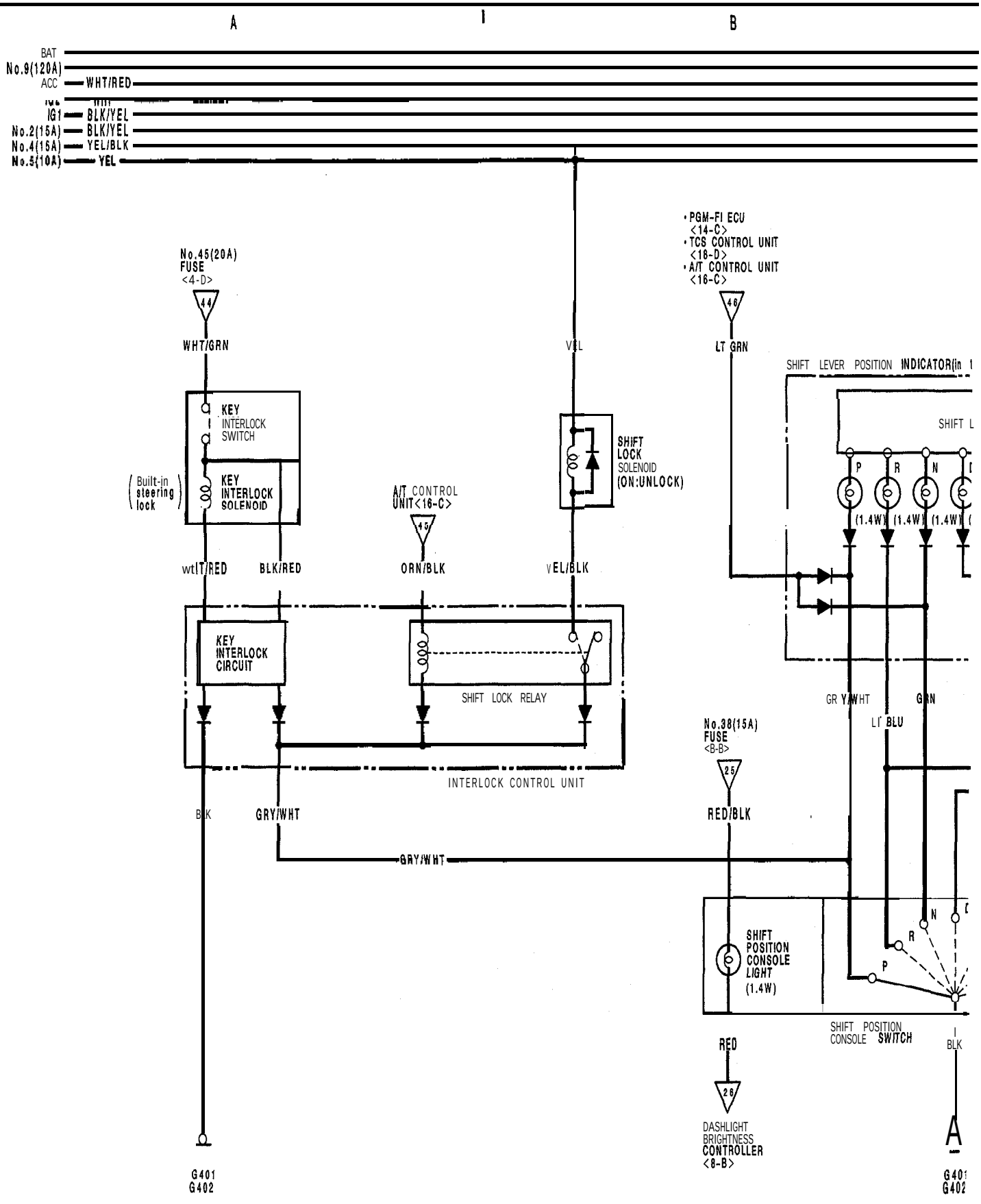

3
A
B
BAT
No.9(120A)
ACC
WHT/RED
IG2
WHT
IG1
BLK/YEL
No.2(15A)
BLK/YEL
No.4(15A)
YEL/BLK
No.5(10A)
YEL
No.7(7.5A)
FUSE
(ST SIGNAL)
<1-A>
BLK/WHT
tow OIL
PRESSURE
LIGHT
(1.4W)
BRAKE
CHECK
CIRCUIT
BRAKE
SYSTEM
LIGHT
(1.4W)
ODO TRIPMETER
DRIVE CIRCUIT
SPEEDOMETER
DRIVE CIRCUIT
VOLTAGE
METER
FUEL
GAUGE
tow FU
INDICAT
LIGHT
(1.4W)
ODO
STEPPING
MOTOR
TRIP
STEPPING
MOTOR
SPEEDOMETER
YE ED
GRN/RED
YEL/RED
BLK
YEL/WHT
YEL/BLU
YEL/RED Y EL RED
27
INTEGRATED
CONTROL
UNIT
<0-D>
OIL
PRESSURE
SWITCH
'ANTI-LOCK BRAKE
CONTROL UNIT
<17-C>
TCS CONTROL UNIT
<18-C>
29
21
SPEED SENSOR
<2-C>
FUEL
GAUGE
SENDING
UNIT
LOW
FUEL
SENSOF
BLK
BLK
FUEL GAUGE UN
GRN/RED
GRN/RED
GRN/YEL
GRN/RED
28
DAYTIME
RUNNING
LIGHT
CONTROL
UNIT
<7-D>
PARKING
BRAKE
SWITCH
BRAKE
FLUID
LEVEL
SWITCH
BLK
BLK
(CANADA)
(U.S.A)
G302
G401
G402
G403

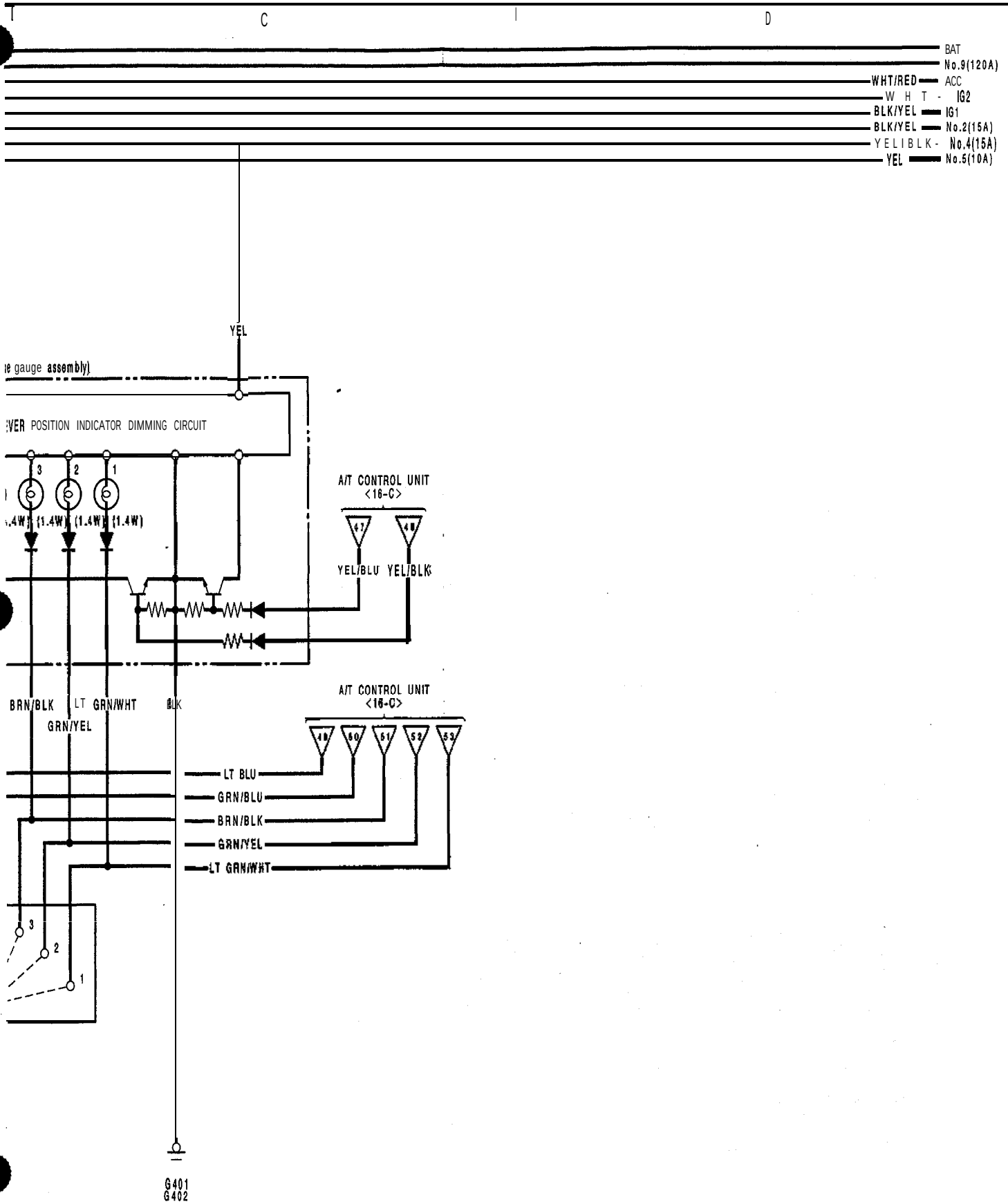
C D

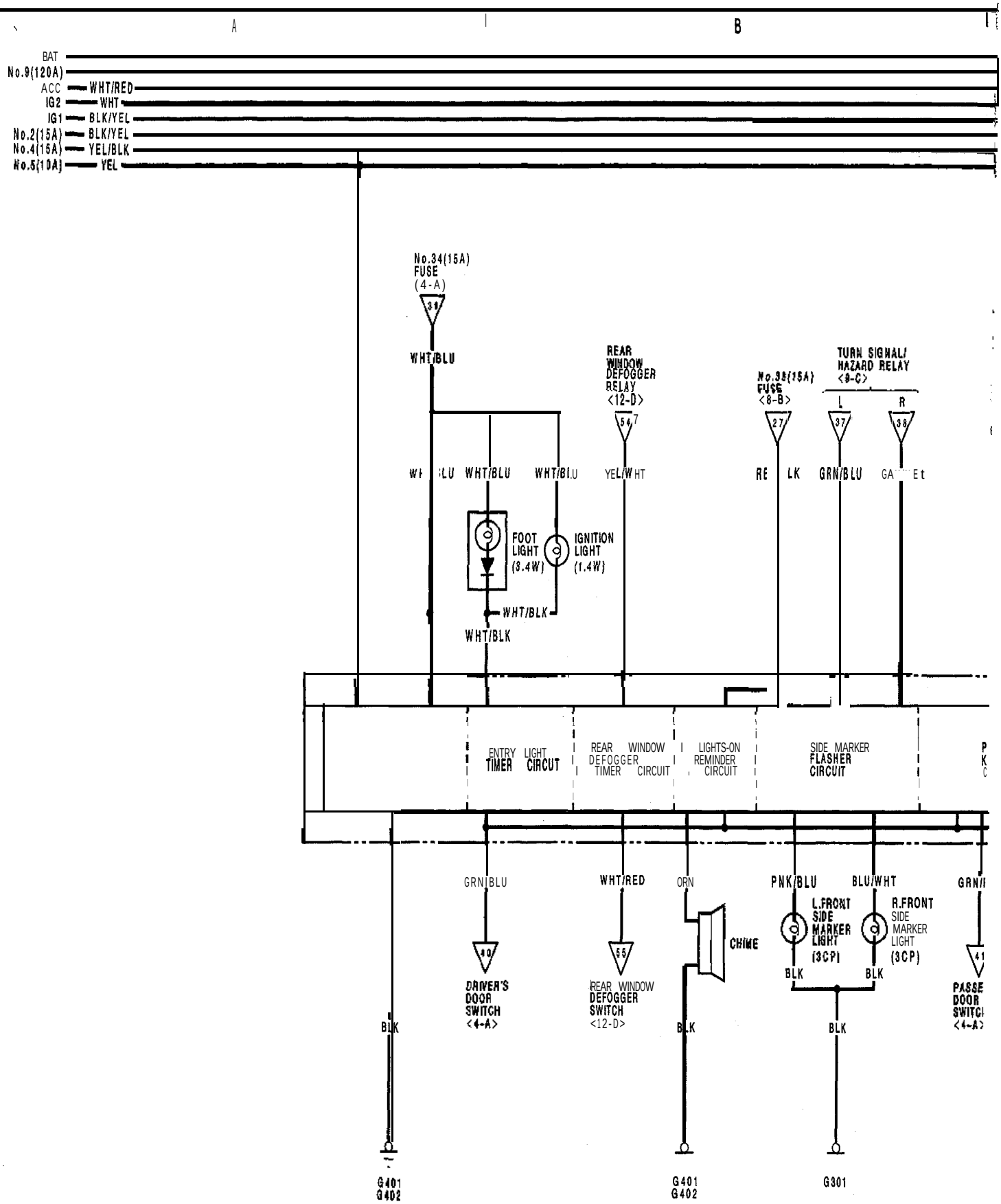
No.9(120A)
WHT/RED — ACC
W H T - IG2
BLK/YEL — IG1
BLK/YEL — No.2(15A)
YEL/BLK — No.4(15A)
Y E L - No.5(10A)




4
A
B
No.9(120A)
ACC
WHT/RED
IG2
WHT
IG1
BLK/YEL
No.2(15A)
BLK/YEL
No.4(15A)
YEL/BLK
No.5(10A)
YEL
No.34
(15A)
WHT/BLU
WHT/BLU
WHT/BLU
WHT/BLU
WHT/BLU
WHT/BLU
WHT/BLU
39
*INTEGRATED CONTROL UNIT <6-A>
IGNITION KEY LIGHT<&A>
FOOT LIGHT <6-A>
POWER ANTENNA MOTOR<10-D>
(3.4W)
(3.4W)
(3.4W)
DRIVER'S COURTESY LIGHT
PASSENGER'S COURTESY LIGHT
TRUNK LIGHT
DOME LIGHT
(5W)
(5W)
OFF
ON
b
SAFETY INDICATOR (In the gauge assembly)
SAFETY INDICATOR CIRCUIT
BLK/WHT
GRN/BLU
GRN/RED
GRN/BLK
*INTEGRATED CONTROL UNIT <6-B>
*POWER DOOR LOCK CONTROL UNIT <11-C>
*SECURITY CONTROL UNIT <16-B>
41
GRN/RED
*INTEGRATED CONTROL UNIT <6-A>
*POWER DOOR LOCK CONTROL UNIT <11-C>
*SECURITY CONTROL UNIT <16-B>
40
GRN/BLU
GRN/BLU
GRN/RED
GRN/BLK
DRIVER'S DOOR SWITCH
PASSENGER'S DOOR SWITCH
TRUNK LATCH SWITCH
4
BAT
No.9(120A)
ACC
IG2
WHT/RED
WHT

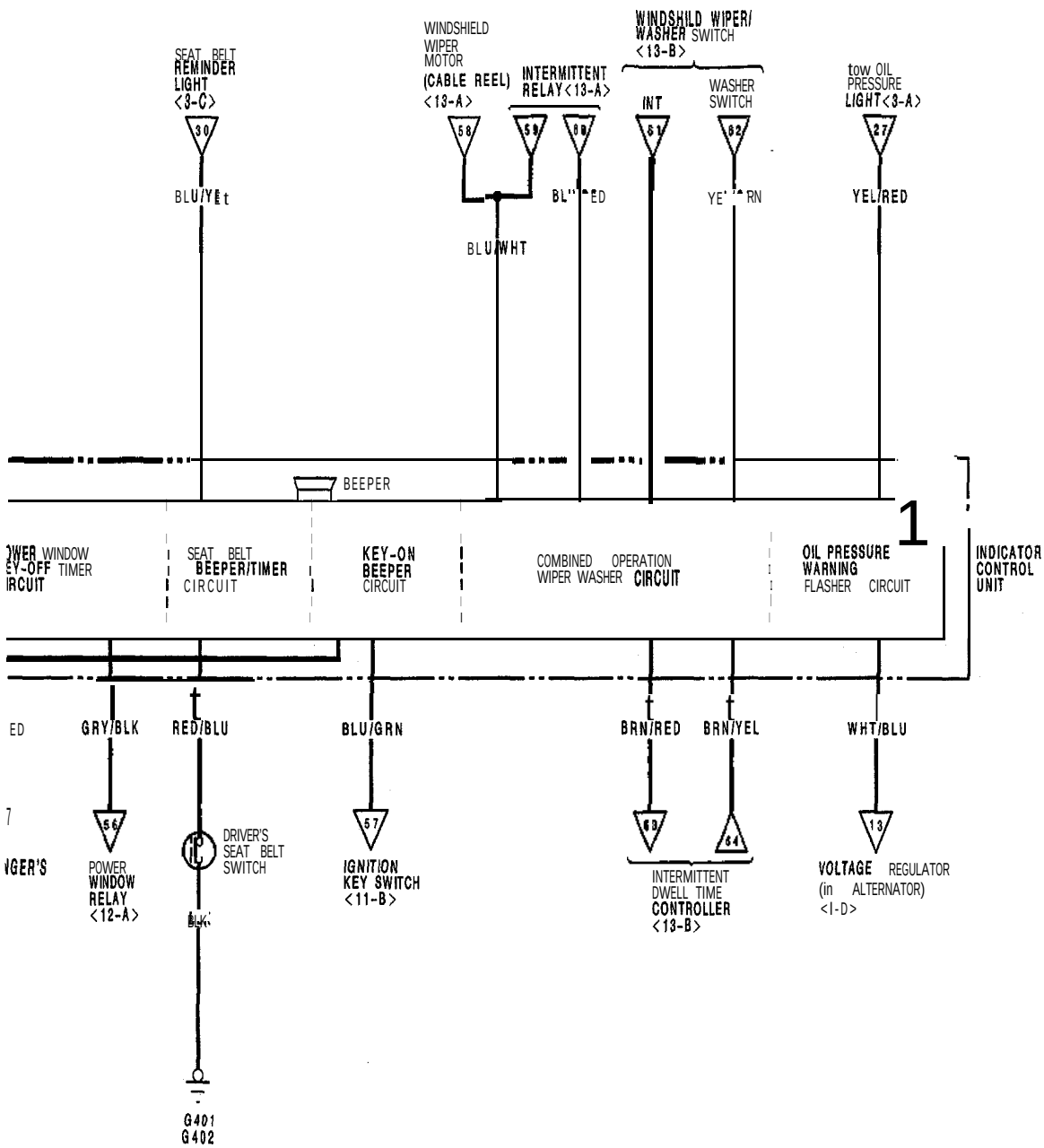

A
B
BAT
No.9(120A)
ACC
WHT/RED
IG1
BLK/YEL
No.2(15A)
BLK/YEL
No.4(15A)
YEL/BLK
No.5(10A)
YEL
No.45(20A)
FUSE
<4-D>
44
WHT/GRN
KEY
INTERLOCK
SWITCH
KEY
INTERLOCK
SOLENOID
Built-in
steering
lock
wt/RED
BLK/RED
KEY
INTERLOCK
CIRCUIT
A/T CONTROL
UNIT<16-C>
45
ORN/BLK
SHIFT
LOCK
SOLENOID
(ON:UNLOCK)
YEL/BLK
SHIFT LOCK RELAY
INTERLOCK CONTROL UNIT
BLK
GRY/WHT
GRY/WHT
G401
G402
• PGM-FI ECU
<14-C>
• TCS CONTROL UNIT
<18-D>
• A/T CONTROL UNIT
<16-C>
46
LT GRN
SHIFT LEVER POSITION INDICATOR(in
SHIFT L
P
R
N
(1.4W)
(1.4W)
(1.4W)
GR Y/WHT
GRN
LT BLU
No.38(15A)
FUSE
<B-B>
25
RED/BLK
SHIFT
POSITION
CONSOLE
LIGHT
(1.4W)
SHIFT POSITION
CONSOLE SWITCH
RED
26
DASHLIGHT
BRIGHTNESS
CONTROLLER
<8-B>
BLK
A
G401
G402

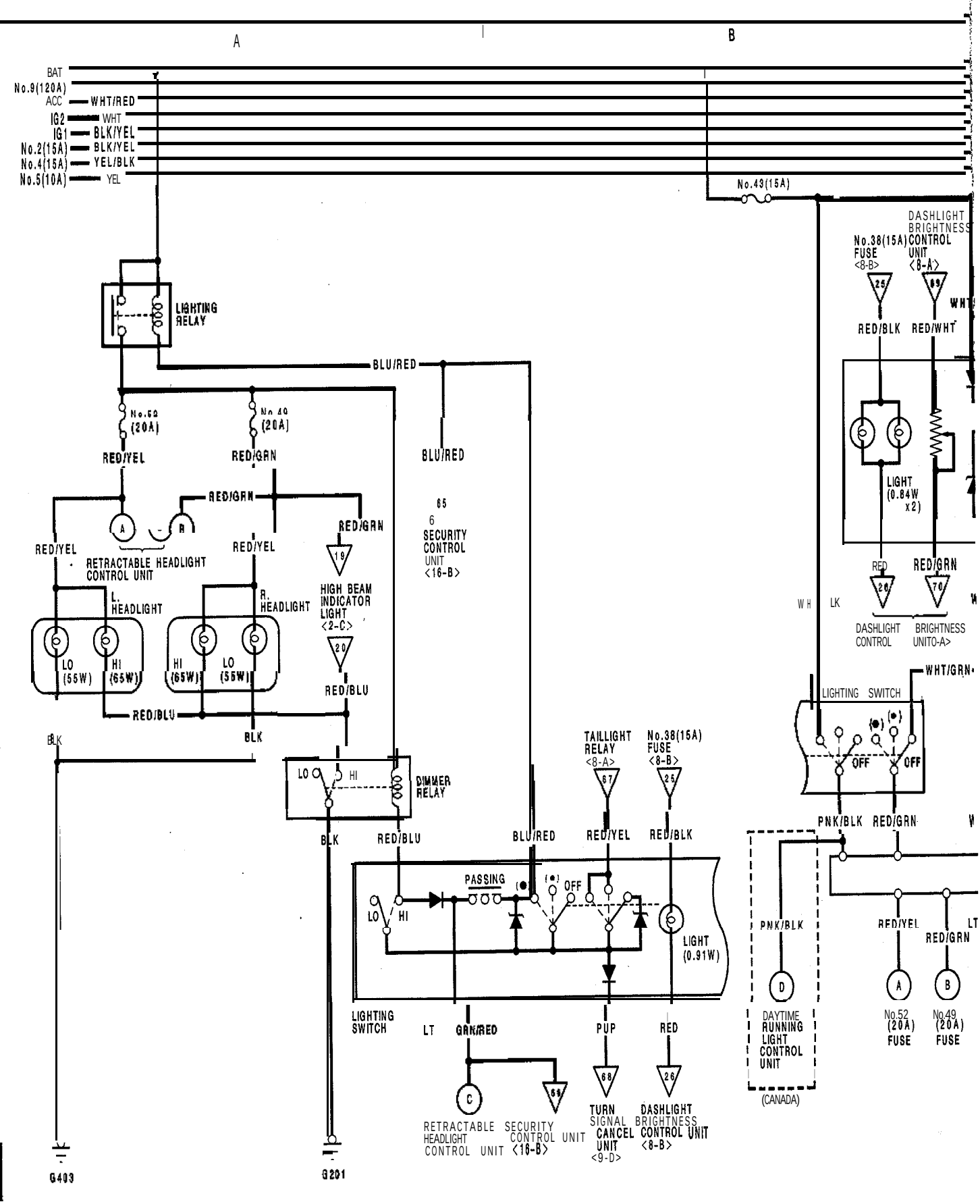

BAT
No.9(120A)
WHT/RED ACC
WHT IG2
BLK/YEL IG1
BLK/YEL No.2(15A)
YEL/BLK No.4(15A)
YEL No.5(10A)
YEL
ıe gauge assembly)
:VER POSITION INDICATOR DIMMING CIRCUIT
3
2
1
(1.4W) (1.4W) (1.4W) (1.4W)
A/T CONTROL UNIT
<16-C>
47
48
YEL/BLU YEL/BLK
BRN/BLK
LT GRN/WHT
GRN/YEL
BLK
A/T CONTROL UNIT
<16-C>
49
50
51
52
53
LT BLU
GRN/BLU
BRN/BLK
GRN/YEL
LT GRN/WHT
3
2
1
G401
G402

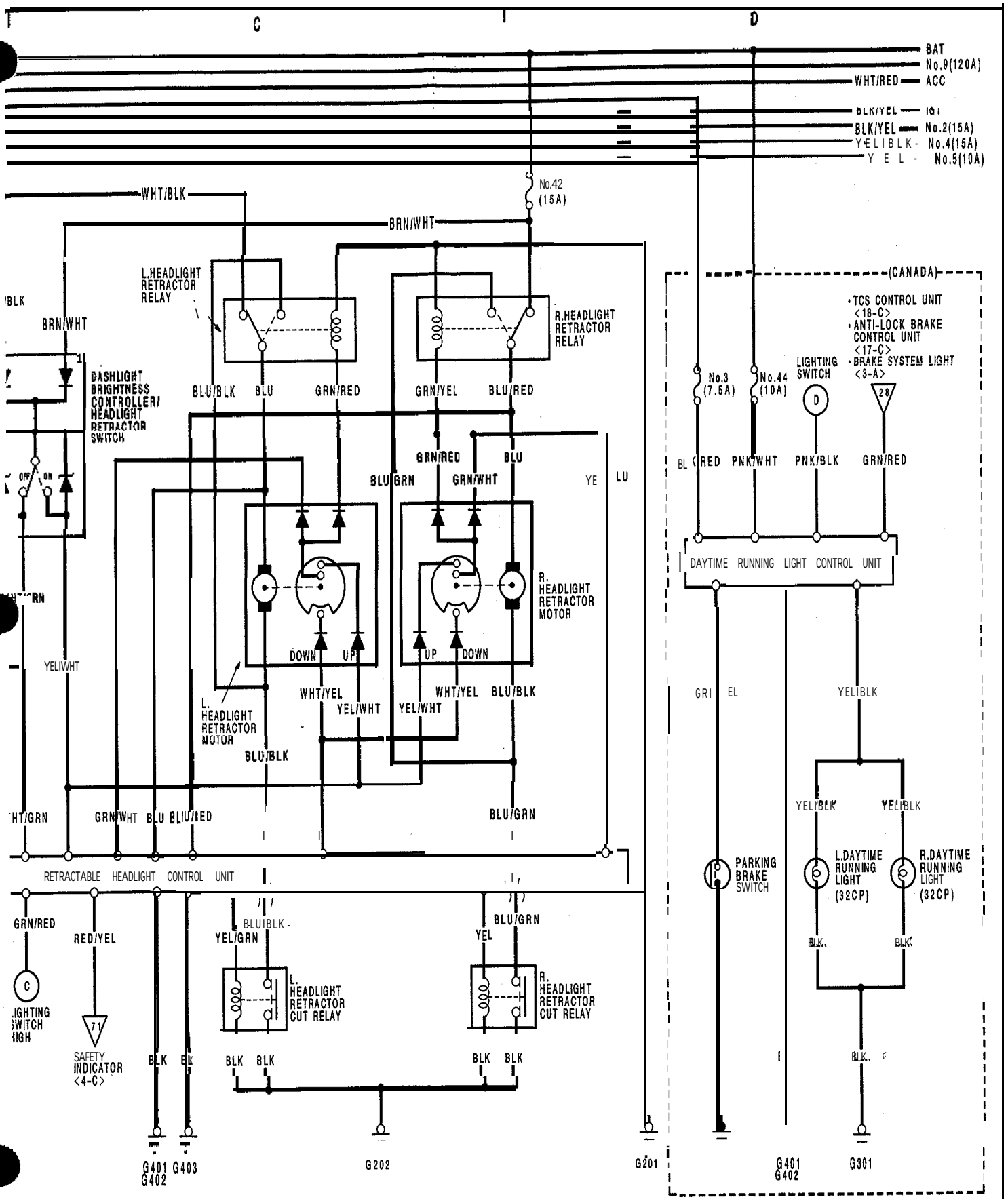

A
B
BAT
No.9(120A)
ACC
WHT/RED
IG2
WHT
IG1
BLK/YEL
No.2(15A)
BLK/YEL
No.4(15A)
YEL/BLK
No.5(10A)
YEL
No.34(15A) FUSE (4-A)
WHT/BLU
REAR WINDOW DEFOGGER RELAY <12-D>
No.38(15A) FUSE <8-B>
TURN SIGNAL/ HAZARD RELAY <8-C>
L
R
WHT/BLU
WHT/BLU
YEL/WHT
RED
GRN/BLU
FOOT LIGHT (3.4W)
IGNITION LIGHT (1.4W)
WHT/BLK
WHT/BLK
ENTRY LIGHT TIMER CIRCUIT
REAR WINDOW DEFOGGER TIMER CIRCUIT
LIGHTS-ON REMINDER CIRCUIT
SIDE MARKER FLASHER CIRCUIT
GRN/BLU
WHT/RED
ORN
PNK/BLU
BLU/WHT
L.FRONT SIDE MARKER LIGHT (3CP)
R.FRONT SIDE MARKER LIGHT (3CP)
CHIME
BLK
BLK
DRIVER'S DOOR SWITCH <4-A>
REAR WINDOW DEFOGGER SWITCH <12-D>
PASSE DOOR SWITCH <4-A>
BLK
BLK
BLK
G401
G402
G401
G402
G301

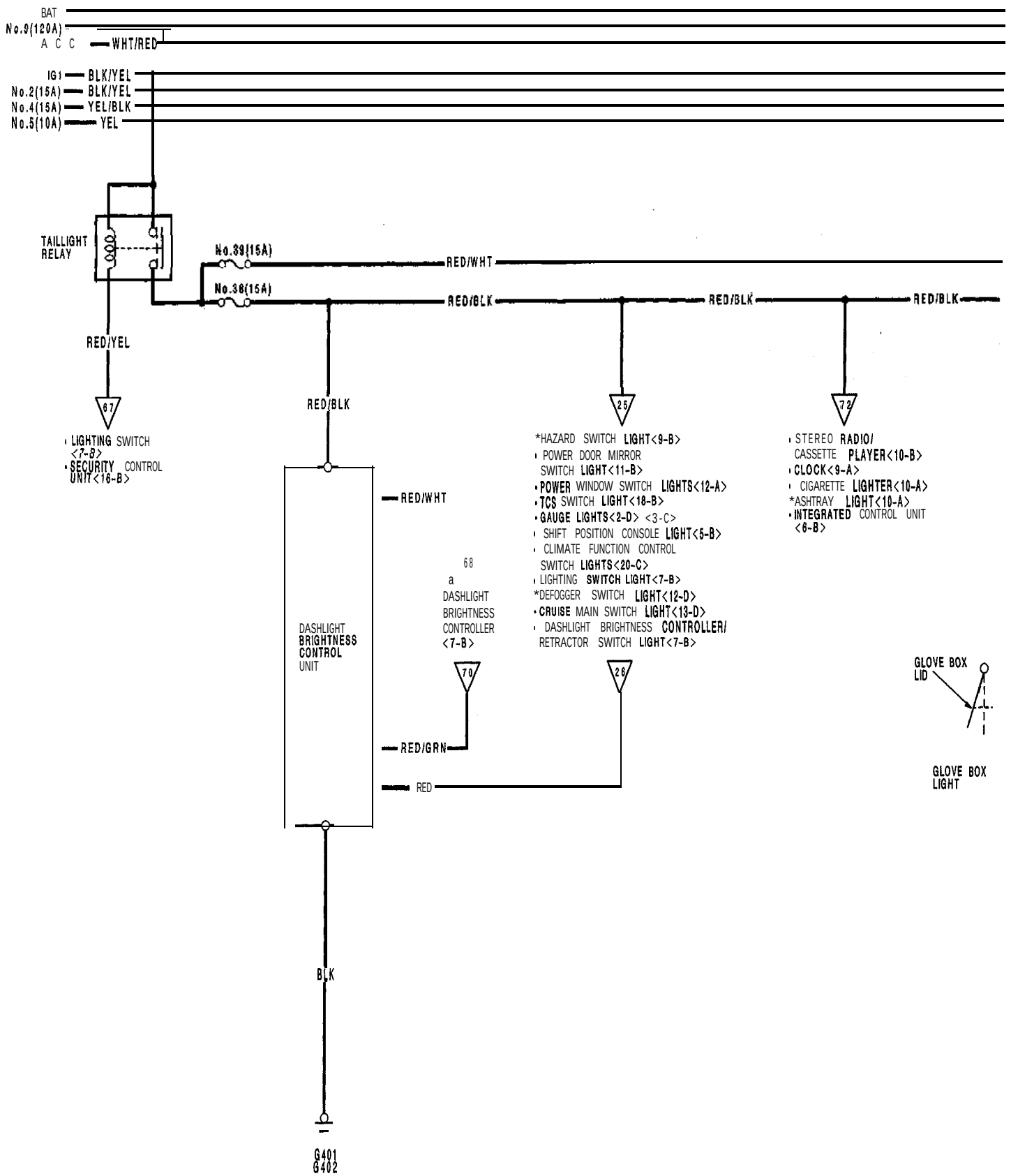
C D

BAT
No.9(120A)
WHT/RED — ACC
W H T - IG2
BLK/YEL — IG1
BLK/YEL — No.2(15A)
YEL/BLK — No.4(15A)
YEL — No.5(10A)




A
B
BAT
No.9(120A)
ACC
WHT/RED
IG2
WHT
IG1
BLK/YEL
No.2(15A)
BLK/YEL
No.4(15A)
YEL/BLK
No.5(10A)
YEL
No.43(15A)
DASHLIGHT BRIGHTNESS CONTROL UNIT <8-A>
No.38(15A) FUSE <8-B>
LIGHTING RELAY
BLU/RED
No.52 (20A)
No.49 (20A)
RED/YEL
RED/GRN
RED/BLK
RED/WHT
LIGHT (0.84W x2)
RETRACTABLE HEADLIGHT CONTROL UNIT
L. HEADLIGHT
R. HEADLIGHT
LO (55W)
HI (65W)
HIGH BEAM INDICATOR LIGHT <2-C>
RED/BLU
SECURITY CONTROL UNIT <16-B>
DASHLIGHT CONTROL
BRIGHTNESS UNIT<8-A>
LIGHTING SWITCH
WHT/GRN
OFF
PNK/BLK
DIMMER RELAY
TAILLIGHT RELAY <8-A>
PASSING
LIGHT (0.91W)
LIGHTING SWITCH
LT GRN/RED
PUP
RED
RETRACTABLE HEADLIGHT CONTROL UNIT
SECURITY CONTROL UNIT <16-B>
TURN SIGNAL CANCEL UNIT <9-D>
DASHLIGHT BRIGHTNESS CONTROL UNIT <8-B>
DAYTIME RUNNING LIGHT CONTROL UNIT
(CANADA)
No.52 (20A) FUSE
No.49 (20A) FUSE
G403
G201

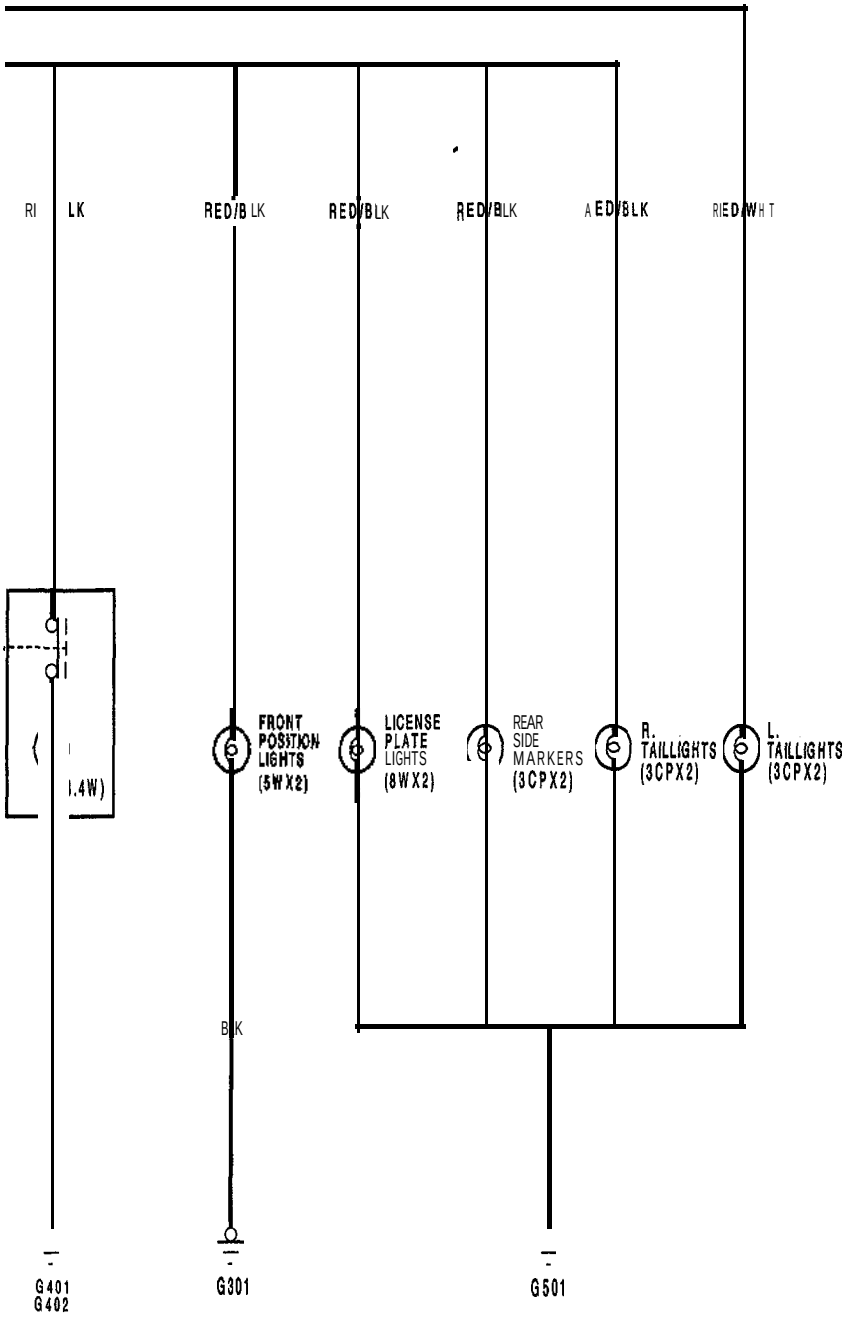

C
D
BAT
No.9(120A)
WHT/RED ACC
BLK/YEL IGI
BLK/YEL No.2(15A)
YEL/BLK No.4(15A)
YEL No.5(10A)
No.42 (15A)
WHT/BLK
BRN/WHT
L.HEADLIGHT RETRACTOR RELAY
R.HEADLIGHT RETRACTOR RELAY
DASHLIGHT BRIGHTNESS CONTROLLER/ HEADLIGHT RETRACTOR SWITCH
OFF ON
BLU/BLK BLU GRN/RED GRN/YEL BLU/RED
GRN/RED BLU
BLU/GRN GRN/WHT
R. HEADLIGHT RETRACTOR MOTOR
DOWN UP
UP DOWN
L. HEADLIGHT RETRACTOR MOTOR
WHT/YEL YEL/WHT
YEL/WHT WHT/YEL BLU/BLK
BLU/BLK
BLU/GRN
GRN/WHT BLU BLU/RED
RETRACTABLE HEADLIGHT CONTROL UNIT
GRN/RED
RED/YEL
BLU/BLK
YEL/GRN
L. HEADLIGHT RETRACTOR CUT RELAY
BLU/GRN
YEL
R. HEADLIGHT RETRACTOR CUT RELAY
SAFETY INDICATOR <4-C>
BLK BLK BLK BLK BLK BLK
G401 G402
G403
G202
G201
(CANADA)
• TCS CONTROL UNIT <18-C>
• ANTI-LOCK BRAKE CONTROL UNIT <17-C>
• BRAKE SYSTEM LIGHT <3-A>
No.3 (7.5A)
No.44 (10A)
LIGHTING SWITCH
BL /RED PNK/WHT PNK/BLK GRN/RED
DAYTIME RUNNING LIGHT CONTROL UNIT
GRI EL
YEL/BLK
YEL/BLK YEL/BLK
PARKING BRAKE SWITCH
L.DAYTIME RUNNING LIGHT (32CP)
R.DAYTIME RUNNING LIGHT (32CP)
BLK BLK
BLK
G401 G402
G301

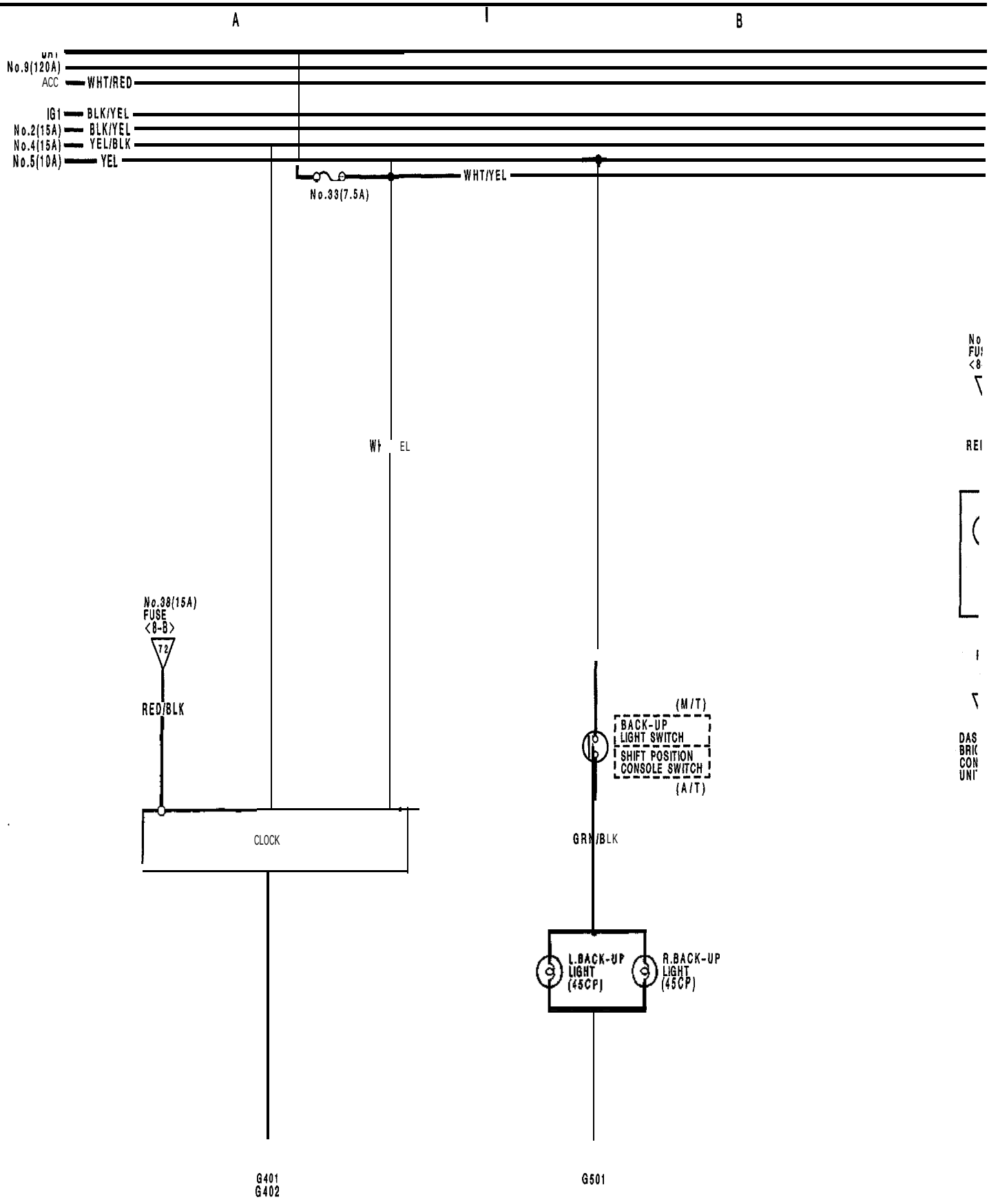

A
B
BAT
No.9(120A)
A C C
WHT/RED
IG1
BLK/YEL
No.2(15A)
BLK/YEL
No.4(15A)
YEL/BLK
No.5(10A)
YEL
TAILLIGHT RELAY
No.39(15A)
RED/WHT
No.38(15A)
RED/BLK
RED/BLK
RED/BLK
RED/YEL
67
LIGHTING SWITCH <7-B>
SECURITY CONTROL UNIT<16-B>
RED/BLK
RED/WHT
DASHLIGHT BRIGHTNESS CONTROL UNIT
68
a
DASHLIGHT BRIGHTNESS CONTROLLER <7-B>
70
RED/GRN
RED
25
*HAZARD SWITCH LIGHT<9-B>
POWER DOOR MIRROR SWITCH LIGHT<11-B>
POWER WINDOW SWITCH LIGHTS<12-A>
TCS SWITCH LIGHT<18-B>
GAUGE LIGHTS<2-D> <3-C>
SHIFT POSITION CONSOLE LIGHT<5-B>
CLIMATE FUNCTION CONTROL SWITCH LIGHTS<20-C>
LIGHTING SWITCH LIGHT<7-B>
*DEFOGGER SWITCH LIGHT<12-D>
CRUISE MAIN SWITCH LIGHT<13-D>
DASHLIGHT BRIGHTNESS CONTROLLER/ RETRACTOR SWITCH LIGHT<7-B>
26
72
STEREO RADIO/ CASSETTE PLAYER<10-B>
CLOCK<9-A>
CIGARETTE LIGHTER<10-A>
*ASHTRAY LIGHT<10-A>
INTEGRATED CONTROL UNIT <6-B>
GLOVE BOX LID
GLOVE BOX LIGHT
BLK
G401
G402

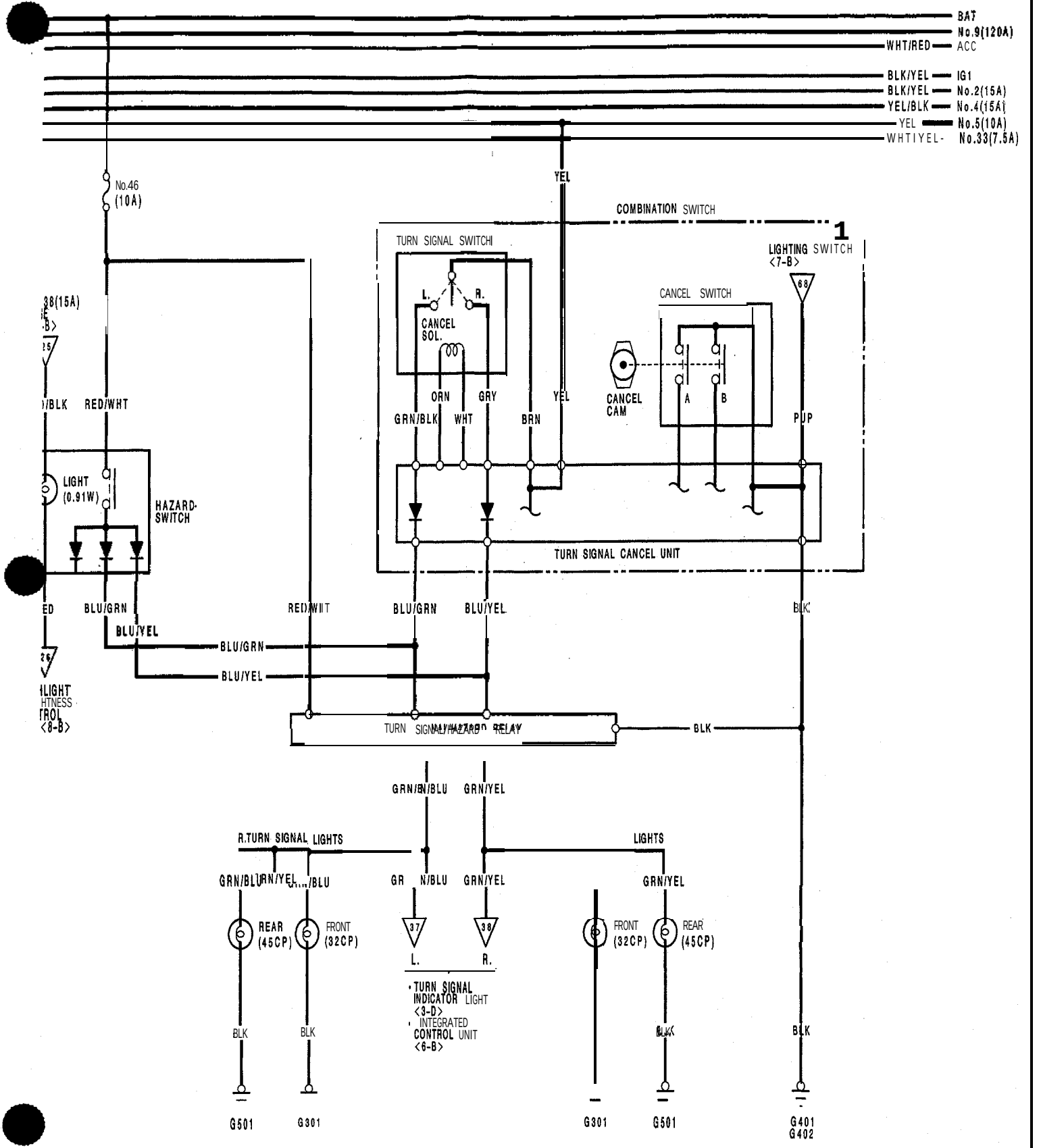
C I D

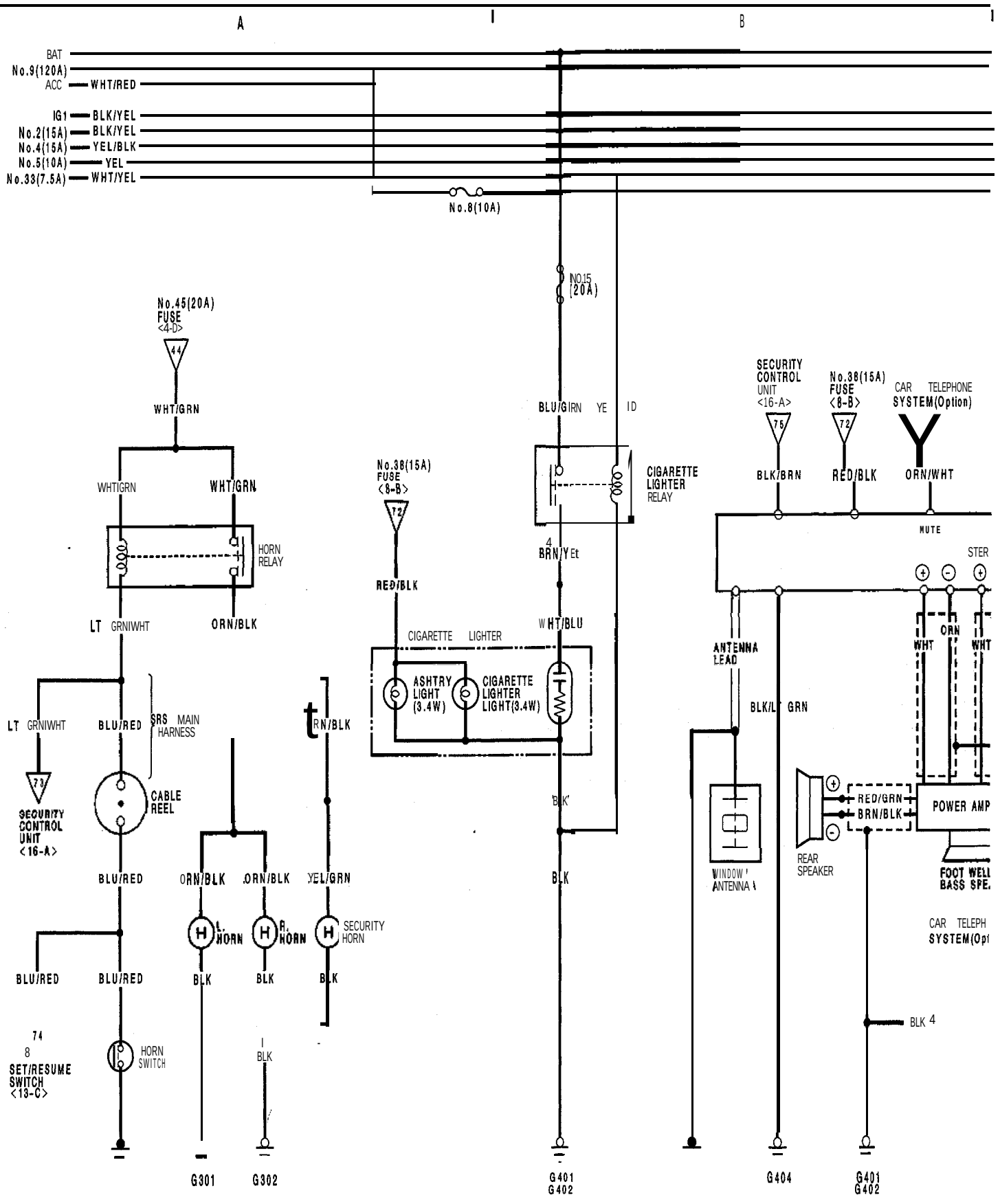
BAT
No.9(120A)
WHT/RED — ACC

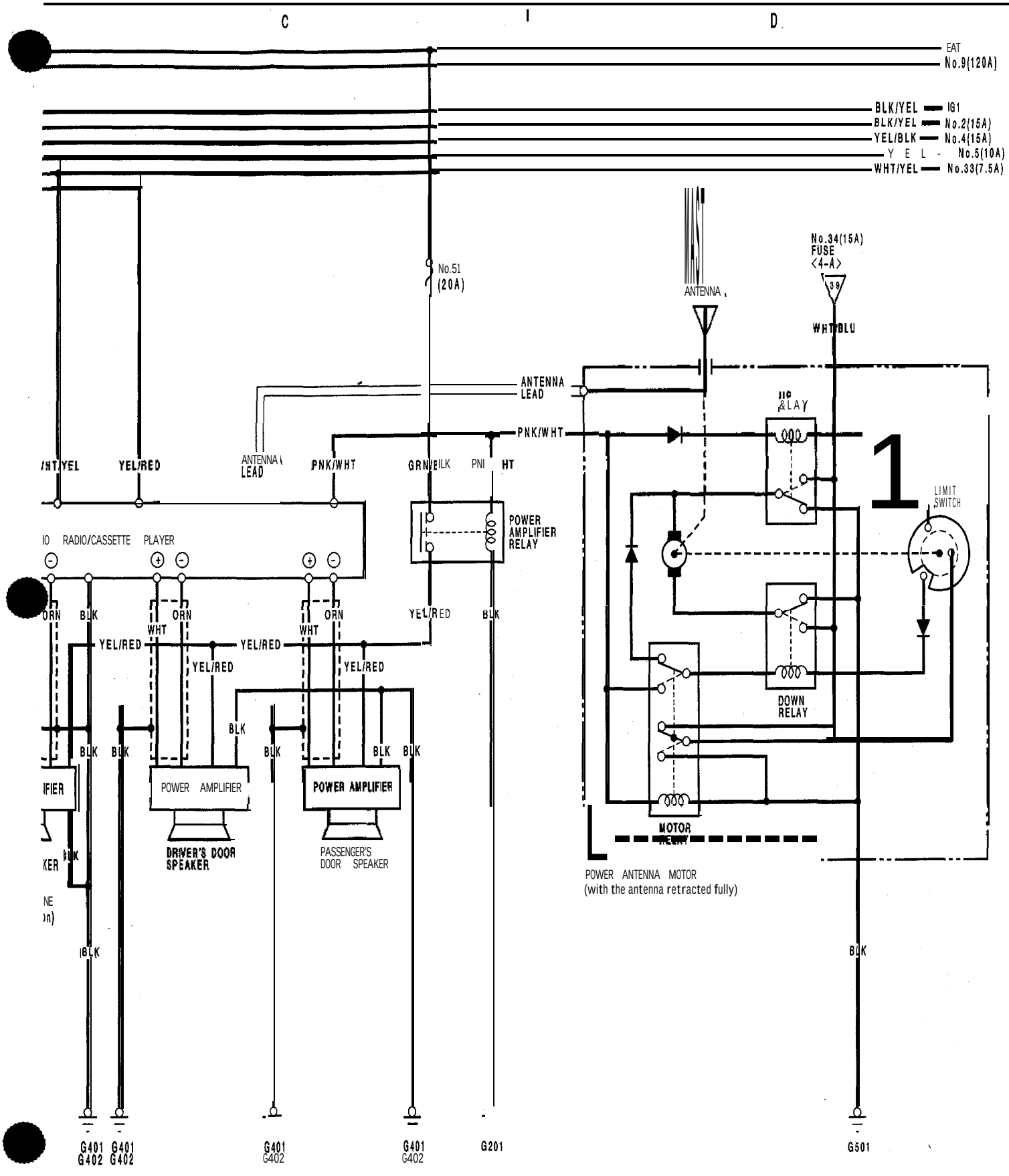
BLK/YEL — IG1
BLK/YEL — No.2(15A)
YEL/BLK — No.4(15A)
YEL — No.5(10A)

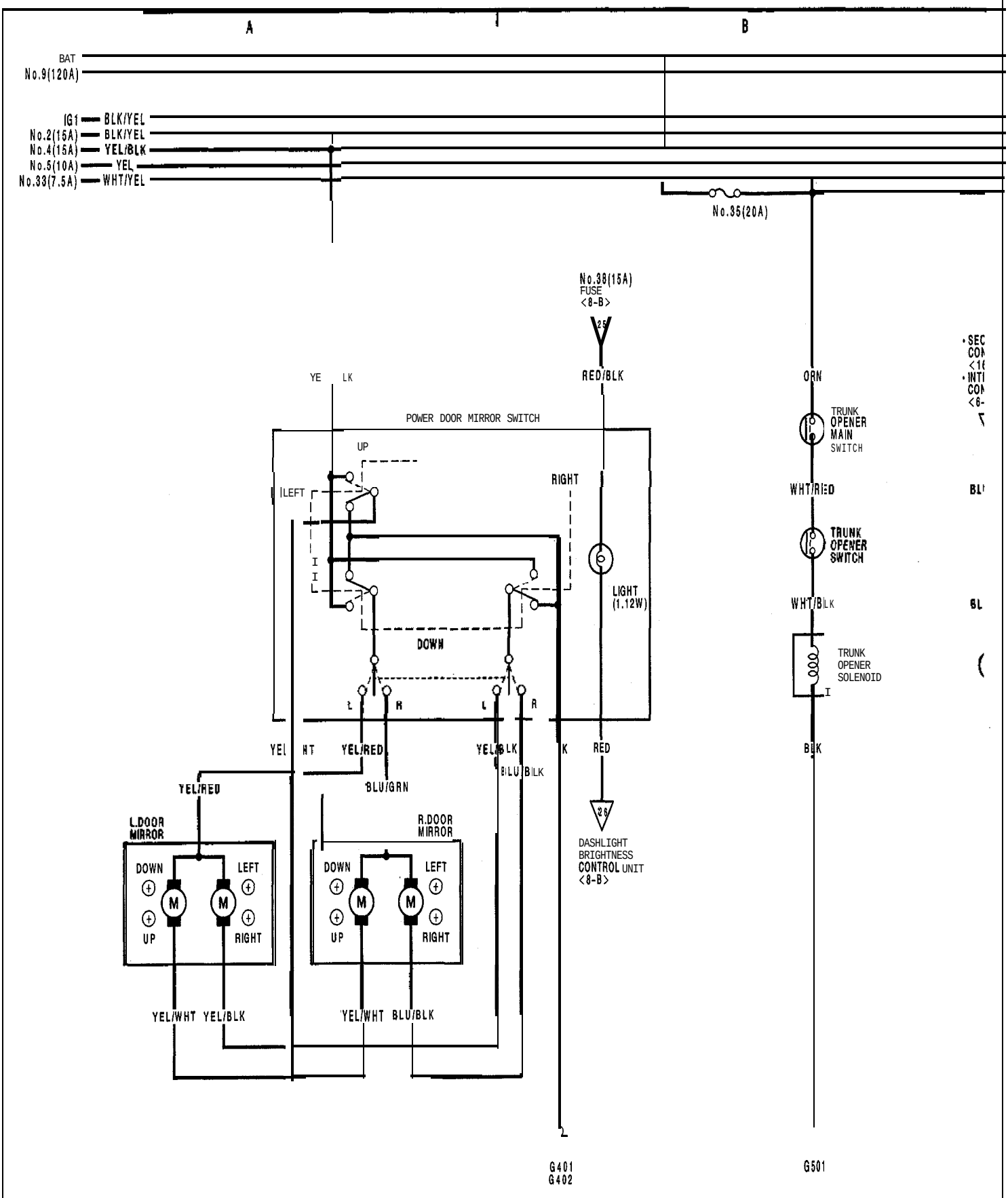



A
B
No.9(120A)
ACC
WHT/RED
IG1
BLK/YEL
No.2(15A)
BLK/YEL
No.4(15A)
YEL/BLK
No.5(10A)
YEL
No.33(7.5A)
WHT/YEL
No.38(15A)
FUSE
<B-5>
72
RED/BLK
CLOCK
(M/T)
BACK-UP
LIGHT SWITCH
SHIFT POSITION
CONSOLE SWITCH
(A/T)
GRN/BLK
L.BACK-UP
LIGHT
(45CP)
R.BACK-UP
LIGHT
(45CP)
G401
G402
G501


BAT
No.9(120A)
WHT/RED ACC
BLK/YEL IG1
BLK/YEL No.2(15A)
YEL/BLK No.4(15A)
YEL No.5(10A)
WHT/YEL No.33(7.5A)
No.46 (10A)
YEL
COMBINATION SWITCH
1
TURN SIGNAL SWITCH
LIGHTING SWITCH <7-B>
L.
R.
CANCEL SOL.
CANCEL SWITCH
CANCEL CAM
A
B
ORN
GRY
YEL
GRN/BLK
WHT
BRN
PUP
LIGHT (0.91W)
HAZARD SWITCH
TURN SIGNAL CANCEL UNIT
BLU/GRN
BLU/YEL
RED/WHT
BLK
TURN SIGNAL/HAZARD RELAY
GRN/BLU
GRN/YEL
R.TURN SIGNAL LIGHTS
LIGHTS
REAR (45CP)
FRONT (32CP)
FRONT (32CP)
REAR (45CP)
37
38
L.
R.
• TURN SIGNAL INDICATOR LIGHT <3-D>
• INTEGRATED CONTROL UNIT <6-B>
G501
G301
G301
G501
G401
G402


A
B
BAT
No.9(120A)
ACC
WHT/RED
IG1
BLK/YEL
No.2(15A)
BLK/YEL
No.4(15A)
YEL/BLK
No.5(10A)
YEL
No.33(7.5A)
WHT/YEL
No.8(10A)
No.15 (20A)
No.45(20A) FUSE <4-D>
44
WHT/GRN
WHTIGRN
WHT/GRN
HORN RELAY
LT GRNIWHT
ORN/BLK
No.38(15A) FUSE <8-B>
72
RED/BLK
BLU/GIRN
YE
ID
CIGARETTE LIGHTER RELAY
4
BRN/YEt
CIGARETTE LIGHTER
ASHTRY LIGHT (3.4W)
CIGARETTE LIGHTER LIGHT(3.4W)
WHT/BLU
LT GRNIWHT
BLU/RED
SRS MAIN HARNESS
73
SECURITY CONTROL UNIT <16-A>
CABLE REEL
RN/BLK
BLU/RED
ORN/BLK
ORN/BLK
YEL/GRN
L. HORN
R. HORN
SECURITY HORN
BLU/RED
BLU/RED
BLK
BLK
BLK
74
8
SET/RESUME SWITCH <13-C>
HORN SWITCH
I
BLK
BLK'
BLK
G301
G302
G401
G402
SECURITY CONTROL UNIT <16-A>
75
BLK/BRN
No.38(15A) FUSE <8-B>
72
RED/BLK
CAR TELEPHONE SYSTEM(Option)
ORN/WHT
MUTE
STER
ANTENNA LEAD
BLK/L
GRN
WHT
ORN
WHT
RED/GRN
BRN/BLK
POWER AMP
WINDOW ANTENNA
REAR SPEAKER
FOOT WELL BASS SPE.
CAR TELEPH SYSTEM(Opt
BLK 4
G404
G401
G402

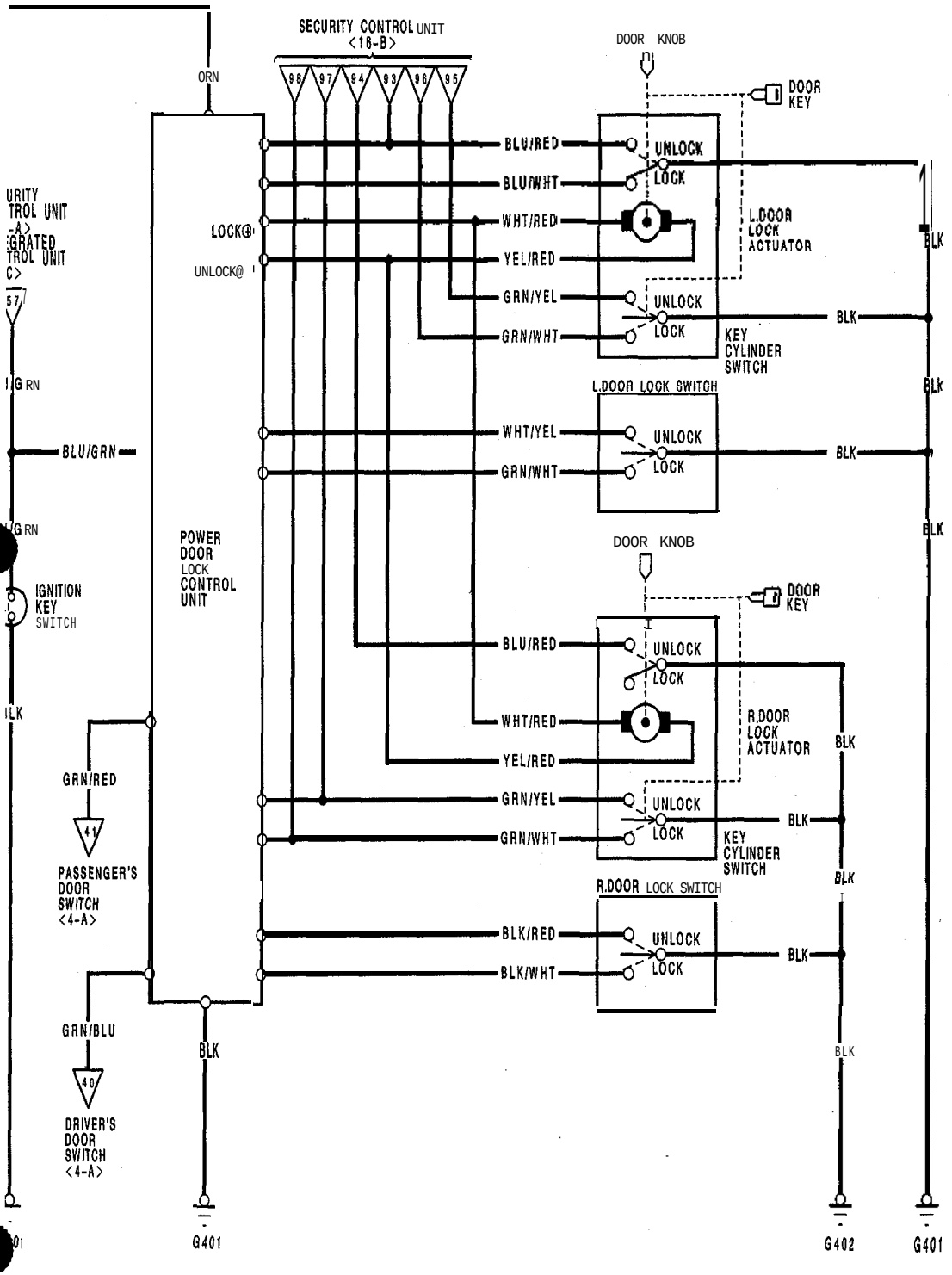

EAT
No.9(120A)
BLK/YEL — IG1
BLK/YEL — No.2(15A)
YEL/BLK — No.4(15A)
YEL — No.5(10A)
WHT/YEL — No.33(7.5A)
No.51
(20A)
ANTENNA
No.34(15A)
FUSE
<4-A>
WHT/BLU
ANTENNA LEAD
PNK/WHT
RELAY
1
LIMIT SWITCH
POWER AMPLIFIER RELAY
RADIO/CASSETTE PLAYER
YEL/RED
BLK
ORN
WHT
DOWN RELAY
POWER AMPLIFIER
DRIVER'S DOOR SPEAKER
PASSENGER'S DOOR SPEAKER
MOTOR
POWER ANTENNA MOTOR
(with the antenna retracted fully)
G401
G402
G201
G501

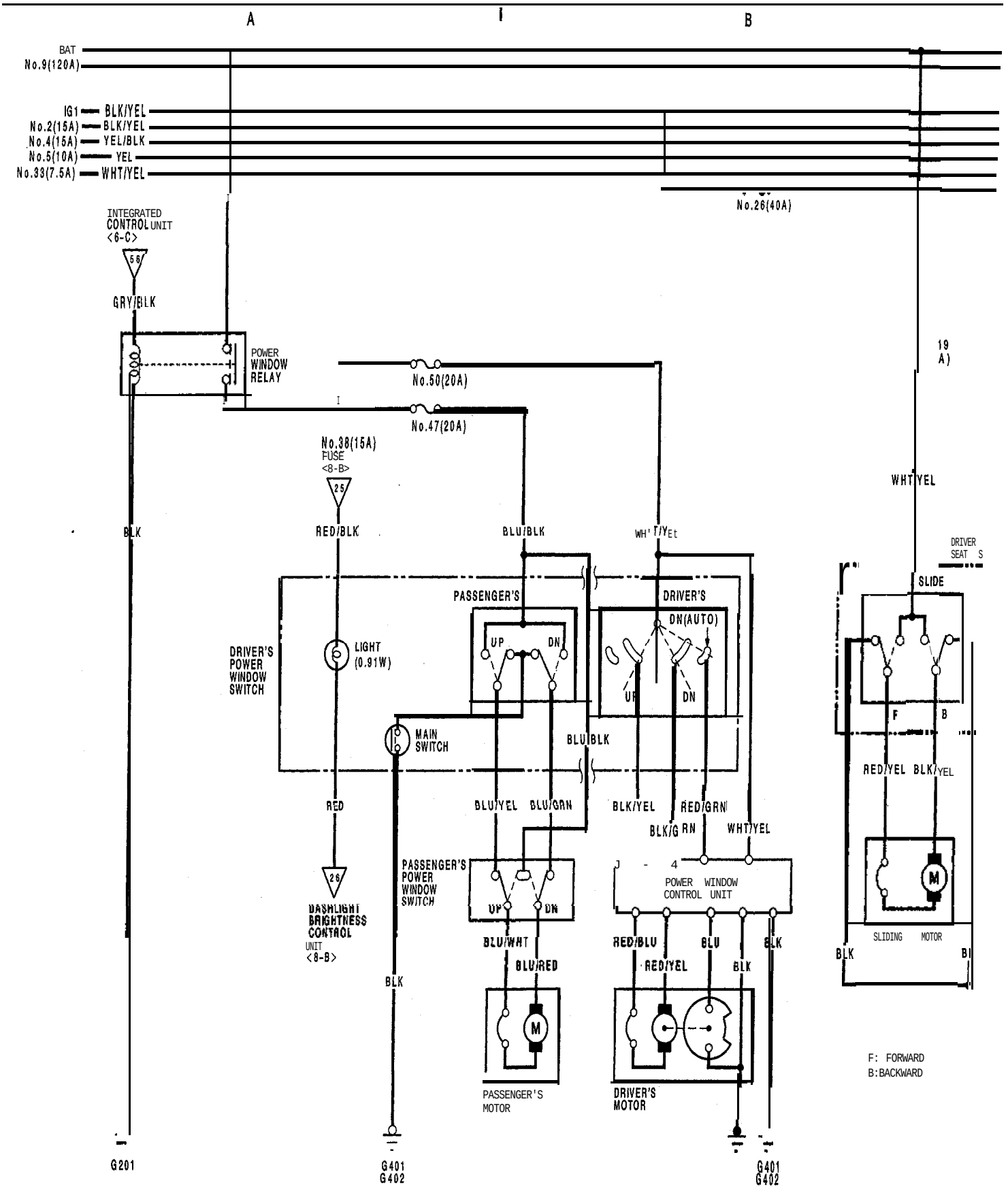

A
B
BAT
No.9(120A)
IG1 BLK/YEL
No.2(15A) BLK/YEL
No.4(15A) YEL/BLK
No.5(10A) YEL
No.33(7.5A) WHT/YEL
No.35(20A)
No.38(15A)
FUSE
<8-B>
RED/BLK
ORN
POWER DOOR MIRROR SWITCH
UP
LEFT
RIGHT
DOWN
LIGHT
(1.12W)
TRUNK
OPENER
MAIN
SWITCH
WHT/RED
TRUNK
OPENER
SWITCH
WHT/BLK
TRUNK
OPENER
SOLENOID
BLK
YEL/RED
BLU/GRN
BLU/BLK
RED
L.DOOR
MIRROR
R.DOOR
MIRROR
DOWN
LEFT
UP
RIGHT
YEL/WHT YEL/BLK
YEL/WHT BLU/BLK
DASHLIGHT
BRIGHTNESS
CONTROL UNIT
<8-B>
G401
G402
G501

C D

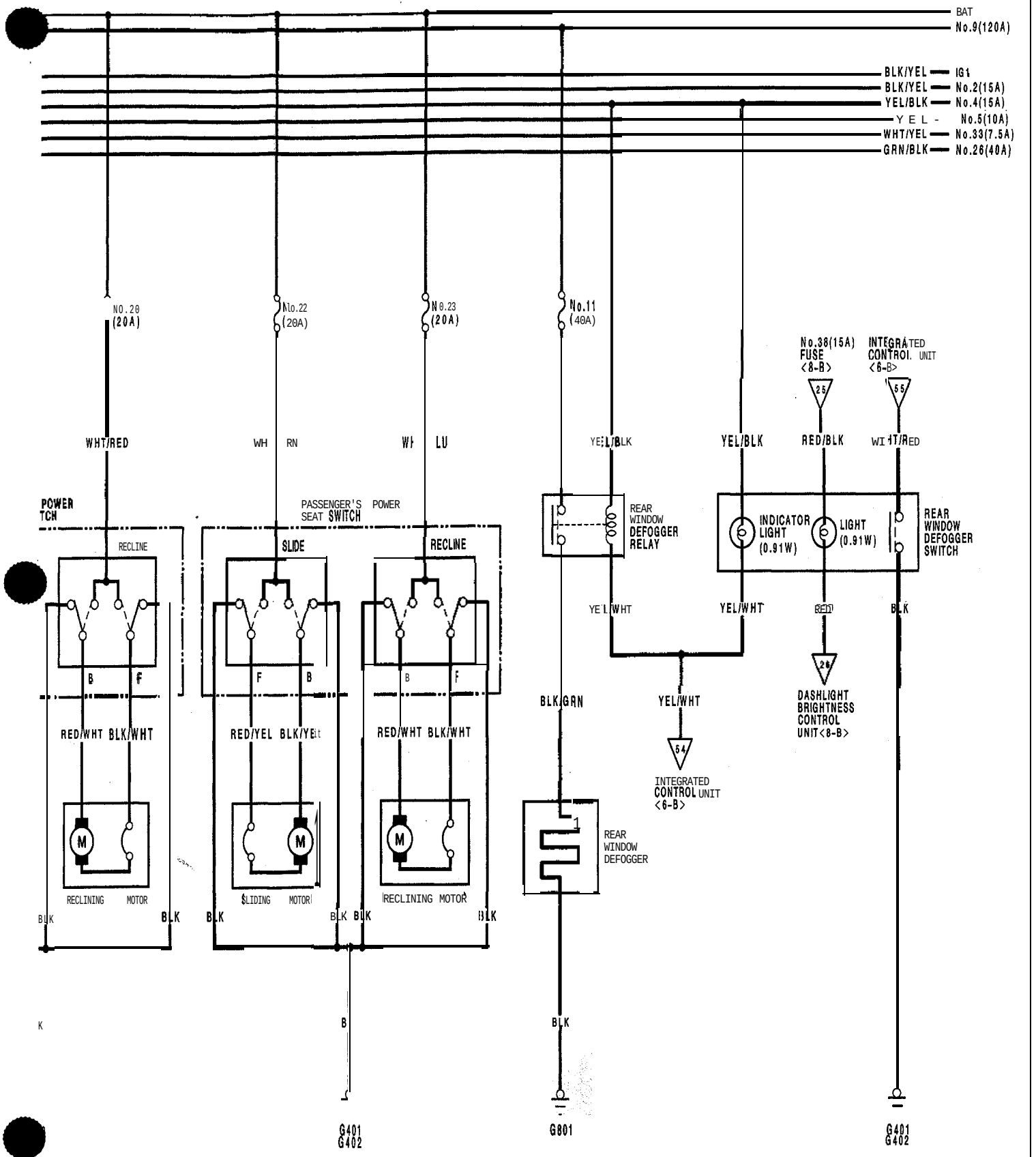
BAT
No.9(120A)

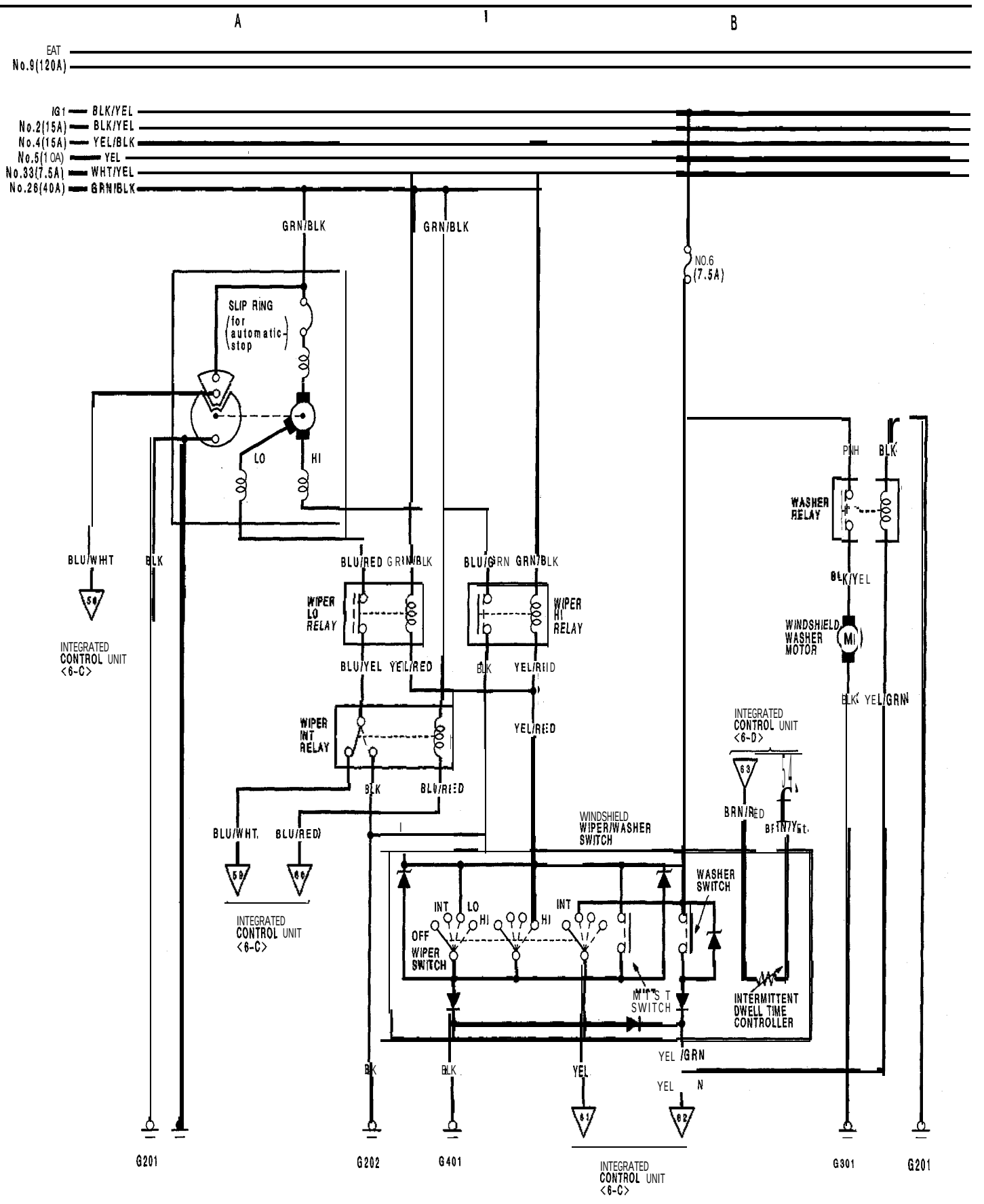
BLK/YEL — IG1
BLK/YEL — No.2(15A)
YEL/BLK — No.4(15A)
YEL — No.5(10A)
WHT/YEL — No.33(7.5A)

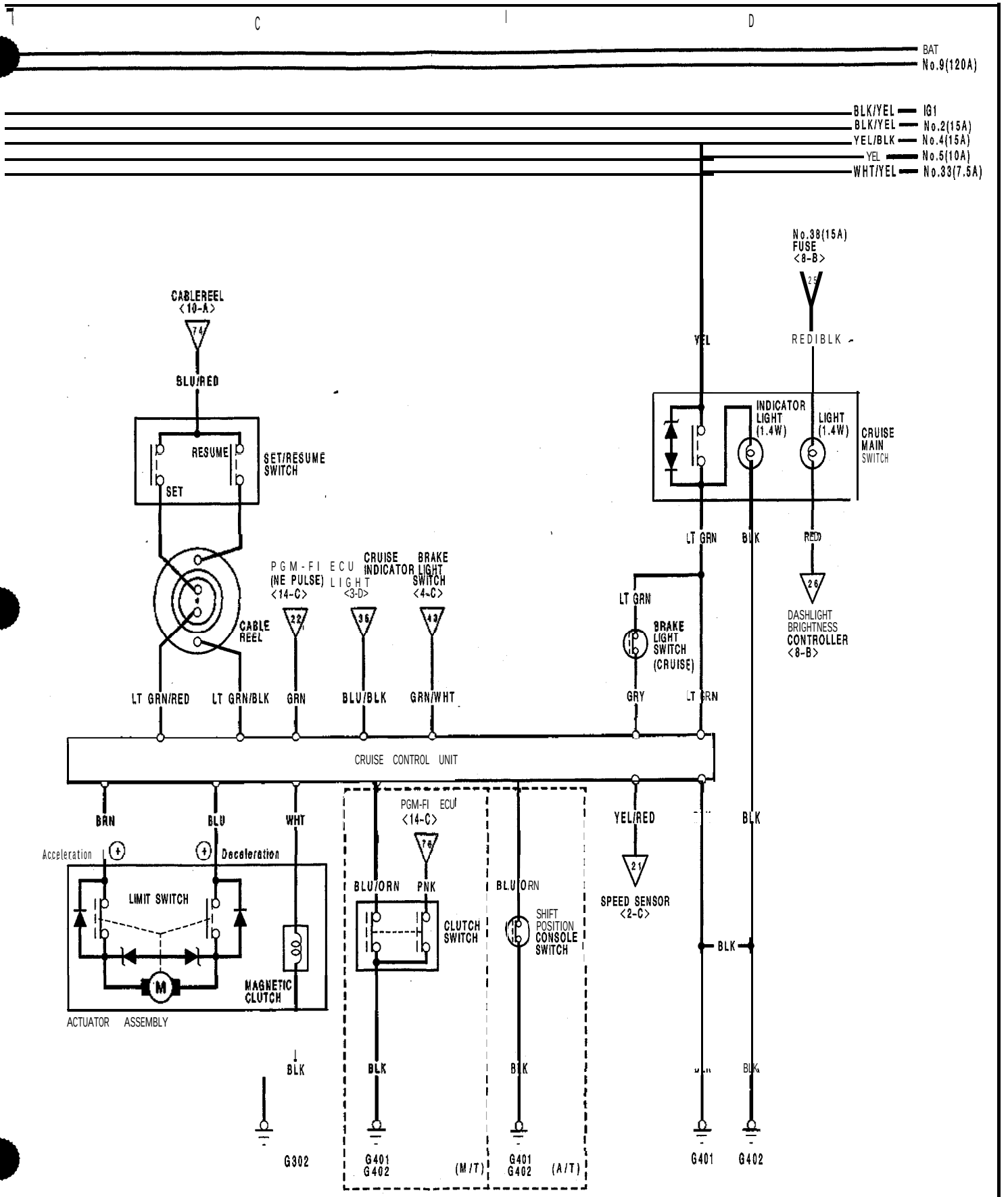


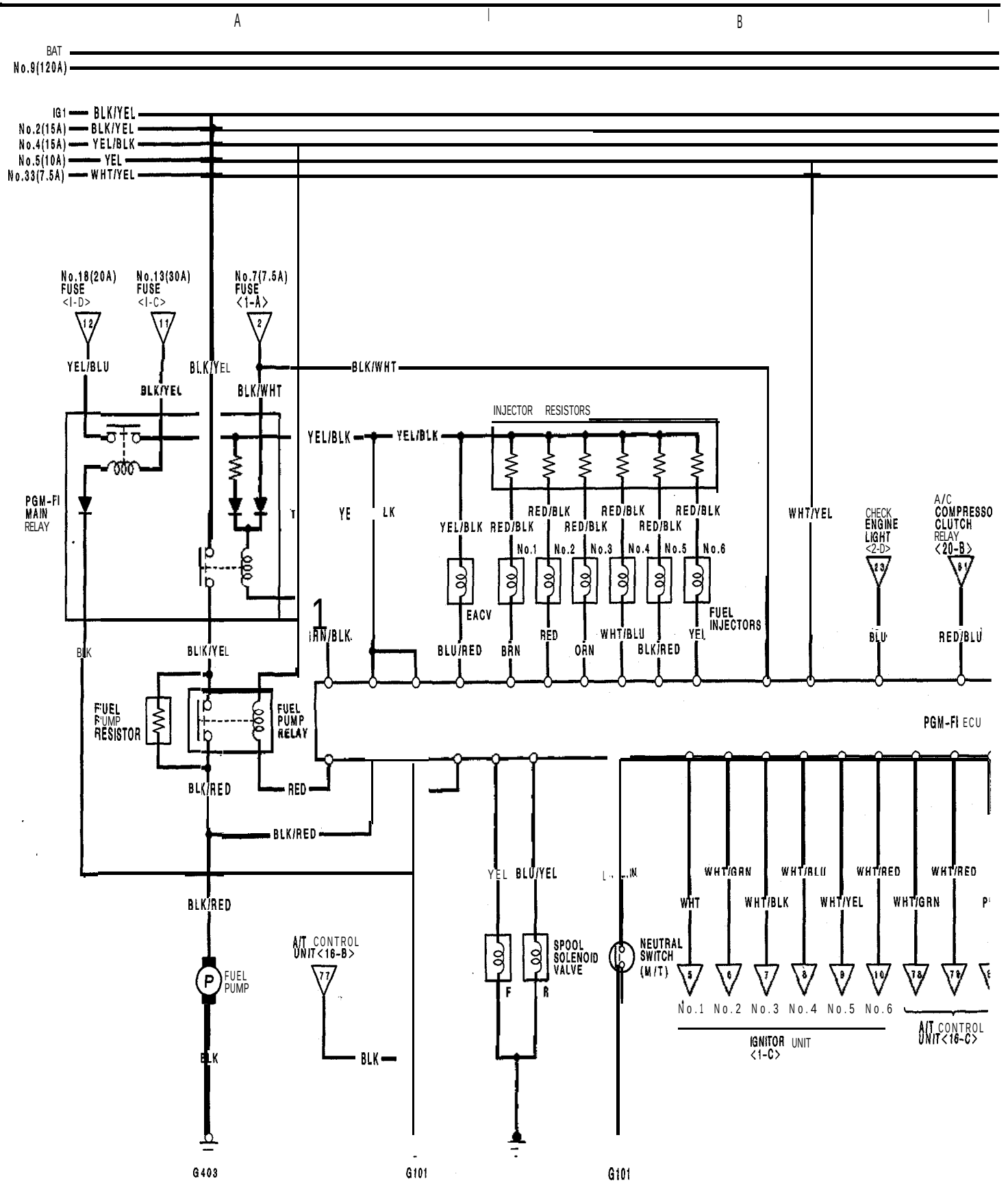

A
B
BAT
No.9(120A)
IG1 BLK/YEL
No.2(15A) BLK/YEL
No.4(15A) YEL/BLK
No.5(10A) YEL
No.33(7.5A) WHT/YEL
No.26(40A)
INTEGRATED CONTROL UNIT <6-C>
56
GRY/BLK
POWER WINDOW RELAY
No.50(20A)
No.47(20A)
No.38(15A) FUSE <8-B>
25
RED/BLK
BLK
BLU/BLK
WHT/YEL
DRIVER'S POWER WINDOW SWITCH
LIGHT (0.91W)
PASSENGER'S
DRIVER'S
UP
DN
DN(AUTO)
MAIN SWITCH
RED
26
DASHLIGHT BRIGHTNESS CONTROL UNIT <8-B>
BLU/YEL
BLU/GRN
BLK/YEL
RED/GRN
BLK/GRN
WHT/YEL
PASSENGER'S POWER WINDOW SWITCH
POWER WINDOW CONTROL UNIT
BLU/WHT
BLU/RED
RED/BLU
BLU
BLK
RED/YEL
PASSENGER'S MOTOR
DRIVER'S MOTOR
G201
G401
G402
DRIVER SEAT S
SLIDE
F
B
RED/YEL
BLK/YEL
SLIDING MOTOR
F: FORWARD
B:BACKWARD

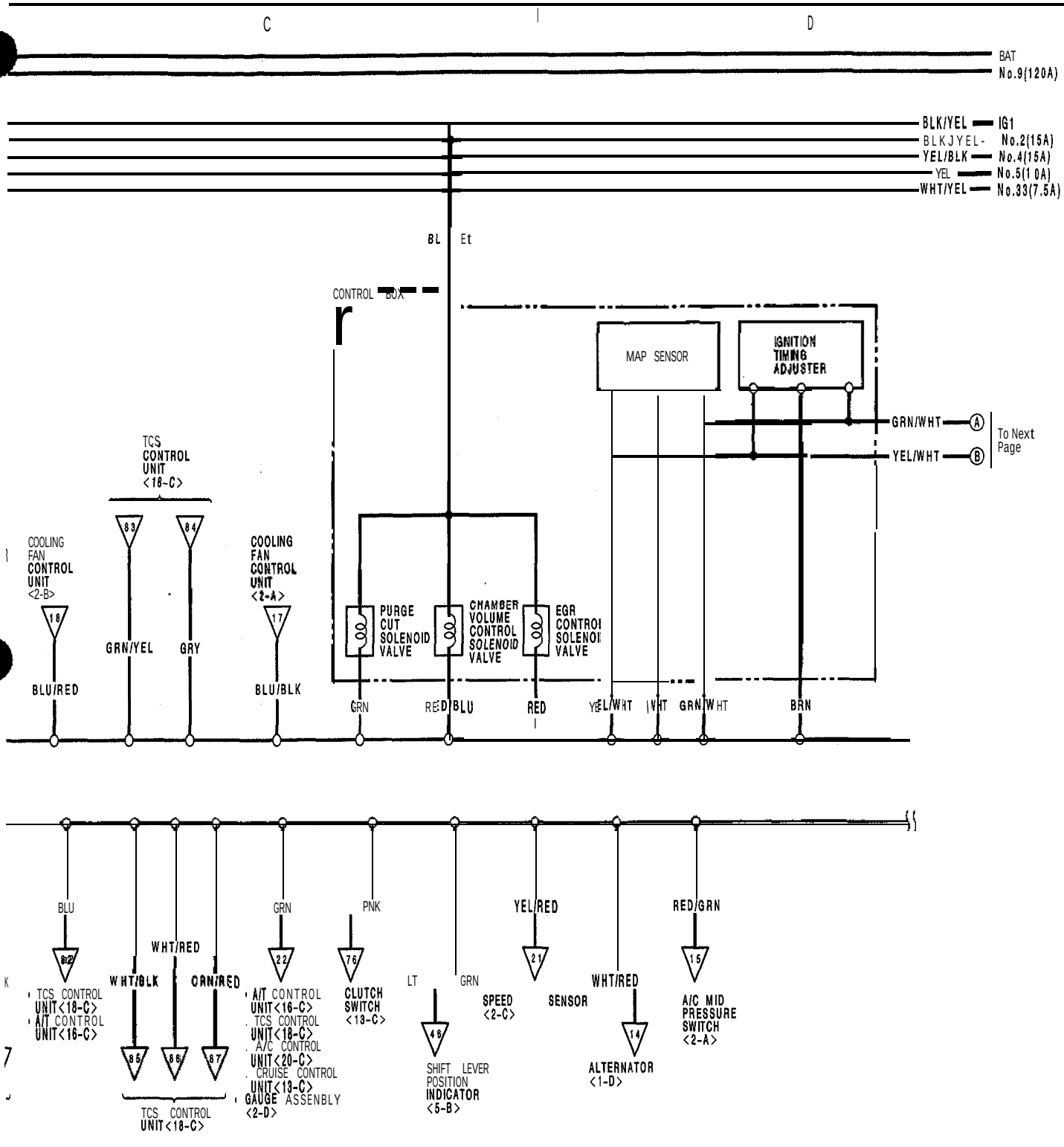
C D

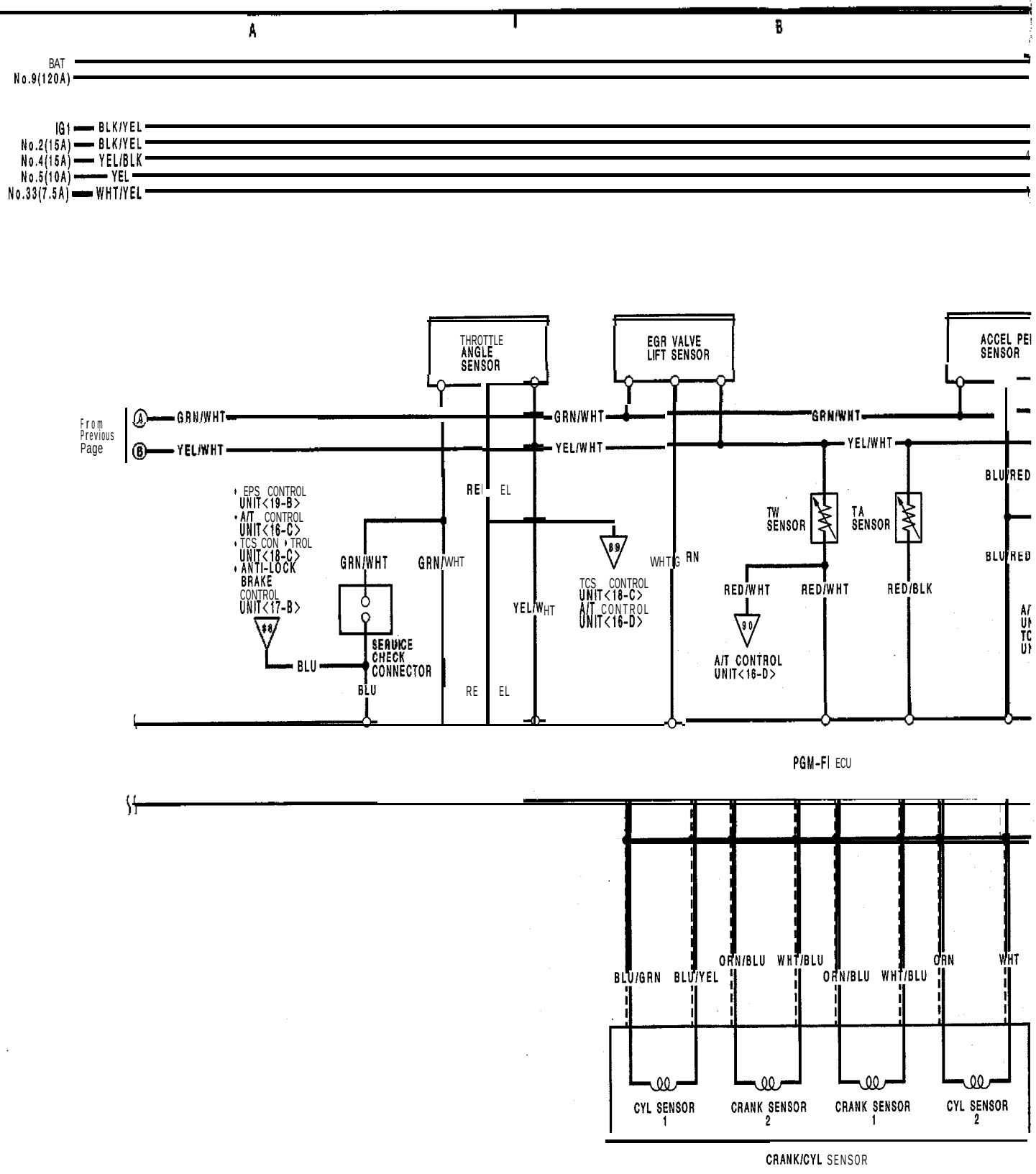

BAT
No.9(120A)
BLK/YEL — IG1
BLK/YEL — No.2(15A)
YEL/BLK — No.4(15A)
YEL — No.5(10A)
WHT/YEL — No.33(7.5A)
GRN/BLK — No.26(40A)
NO.20 (20A)
No.22 (20A)
No.23 (20A)
No.11 (40A)
No.38(15A) FUSE <8-B>
INTEGRATED CONTROL UNIT <6-B>
WHT/RED
YEL/BLK
YEL/BLK
RED/BLK
WHT/RED
POWER SEAT SWITCH
PASSENGER'S POWER SEAT SWITCH
RECLINE
SLIDE
RECLINE
REAR WINDOW DEFOGGER RELAY
INDICATOR LIGHT (0.91W)
LIGHT (0.91W)
REAR WINDOW DEFOGGER SWITCH
YEL/WHT
YEL/WHT
RED
BLK
RED/WHT BLK/WHT
RED/YEL BLK/YEL
RED/WHT BLK/WHT
BLK/GRN
YEL/WHT
DASHLIGHT BRIGHTNESS CONTROL UNIT <8-B>
INTEGRATED CONTROL UNIT <6-B>
REAR WINDOW DEFOGGER
RECLINING MOTOR
SLIDING MOTOR
RECLINING MOTOR
BLK
G401
G402
G801
G401
G402

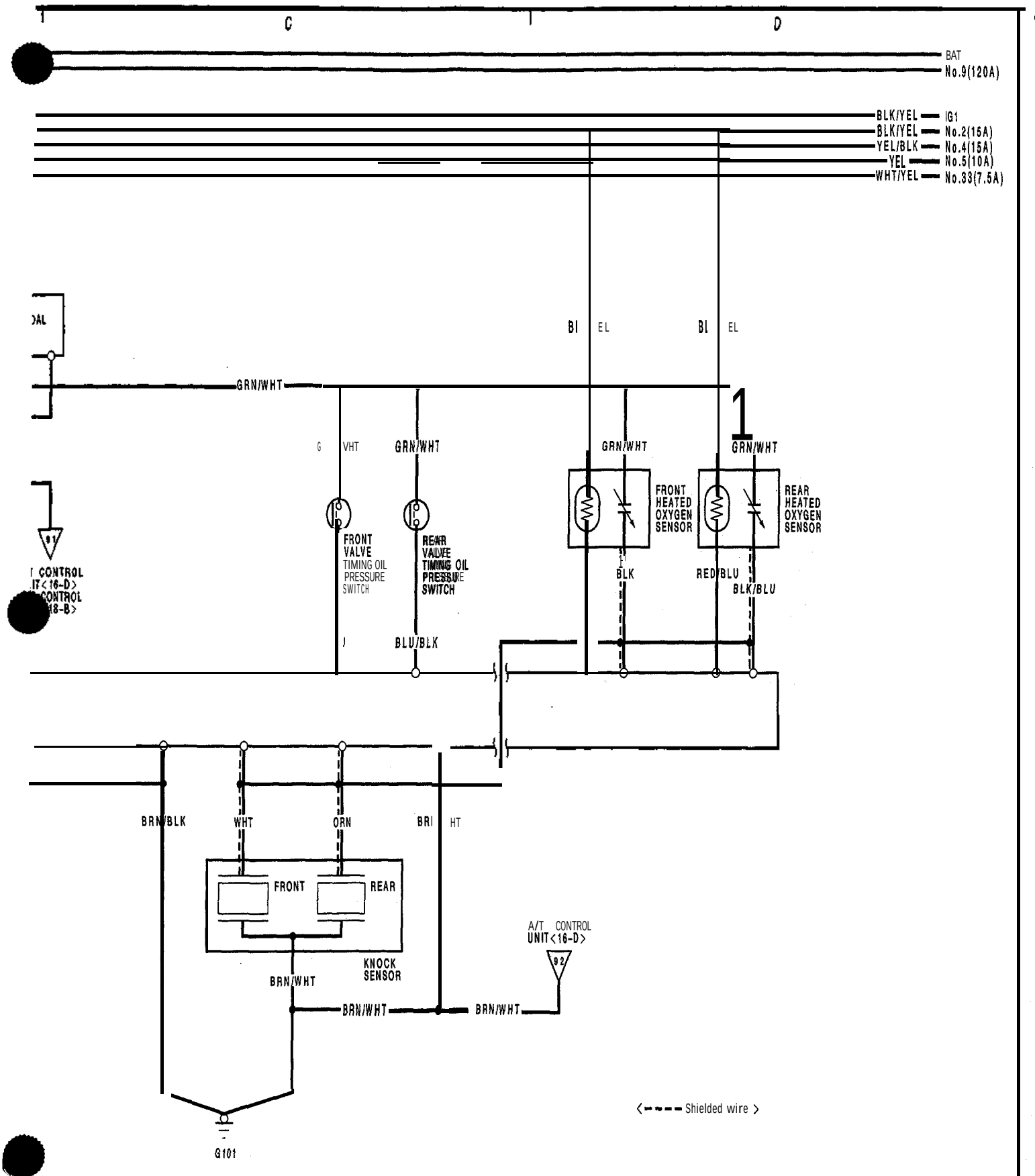

A
1
B
EAT
No.9(120A)
IG1 BLK/YEL
No.2(15A) BLK/YEL
No.4(15A) YEL/BLK
No.5(10A) YEL
No.33(7.5A) WHT/YEL
No.26(40A) GRN/BLK
GRN/BLK
GRN/BLK
NO.6
(7.5A)
SLIP RING
(for automatic stop)
LO
HI
BLU/WHT
BLK
INTEGRATED CONTROL UNIT <6-C>
BLU/RED GRN/BLK
BLU/GRN GRN/BLK
WIPER LO RELAY
WIPER HI RELAY
BLU/YEL YEL/RED
BLK YEL/RED
WIPER INT RELAY
YEL/RED
BLK
BLU/RED
BLU/WHT.
BLU/RED
INTEGRATED CONTROL UNIT <6-C>
WINDSHIELD WIPER/WASHER SWITCH
WASHER SWITCH
INT LO HI
INT HI
OFF
WIPER SWITCH
MIST SWITCH
INTERMITTENT DWELL TIME CONTROLLER
YEL/GRN
BLK
BLK
YEL
YEL
INTEGRATED CONTROL UNIT <6-C>
PNK
BLK
WASHER RELAY
BLK/YEL
WINDSHIELD WASHER MOTOR
BLK YEL/GRN
INTEGRATED CONTROL UNIT <6-D>
BRN/RED
G201
G202
G401
G301
G201

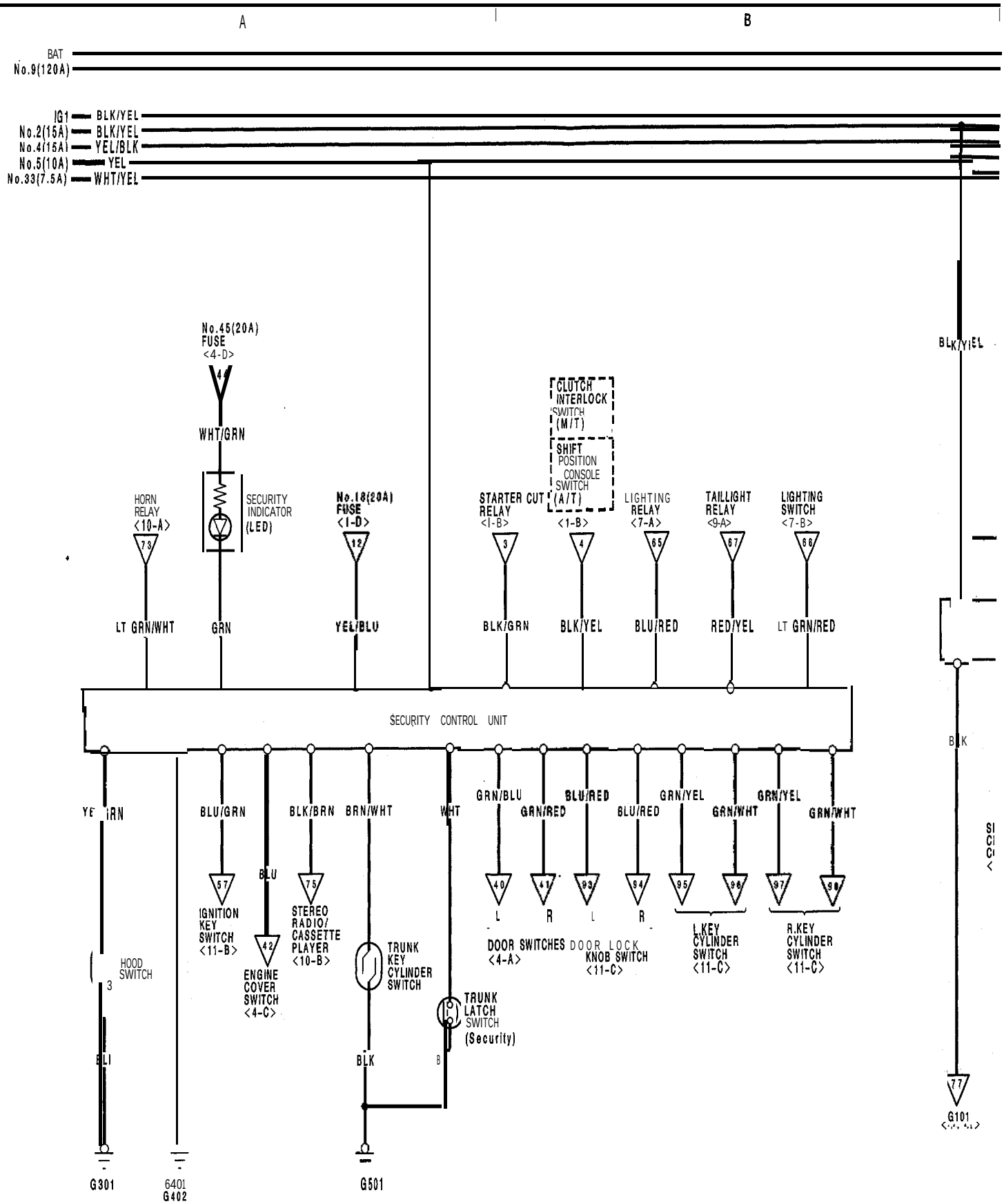

BAT
No.9(120A)
BLK/YEL — IG1
BLK/YEL — No.2(15A)
YEL/BLK — No.4(15A)
YEL — No.5(10A)
WHT/YEL — No.33(7.5A)
No.38(15A) FUSE <8-B>
CABLEREEL <10-A>
BLU/RED
RESUME
SET
SET/RESUME SWITCH
CABLE REEL
YEL
REDIBLK
INDICATOR LIGHT (1.4W)
LIGHT (1.4W)
CRUISE MAIN SWITCH
LT GRN
BLK
RED
PGM-FI ECU (NE PULSE) <14-C>
CRUISE INDICATOR LIGHT <3-D>
BRAKE LIGHT SWITCH <4-C>
LT GRN
BRAKE LIGHT SWITCH (CRUISE)
DASHLIGHT BRIGHTNESS CONTROLLER <8-B>
LT GRN/RED
LT GRN/BLK
GRN
BLU/BLK
GRN/WHT
GRY
LT GRN
CRUISE CONTROL UNIT
BRN
BLU
WHT
Acceleration
Deceleration
LIMIT SWITCH
MAGNETIC CLUTCH
ACTUATOR ASSEMBLY
PGM-FI ECU <14-C>
BLU/ORN
PNK
CLUTCH SWITCH
BLU/ORN
SHIFT POSITION CONSOLE SWITCH
YEL/RED
SPEED SENSOR <2-C>
BLK
BLK
BLK
BLK
BLK
G302
G401 G402
(M/T)
G401 G402
(A/T)
G401
G402


A
B
BAT
No.9(120A)
IG1 BLK/YEL
No.2(15A) BLK/YEL
No.4(15A) YEL/BLK
No.5(10A) YEL
No.33(7.5A) WHT/YEL
No.18(20A) FUSE <1-D>
No.13(30A) FUSE <1-C>
No.7(7.5A) FUSE <1-A>
YEL/BLU
BLK/YEL
BLK/WHT
PGM-FI MAIN RELAY
INJECTOR RESISTORS
YEL/BLK
RED/BLK
No.1
No.2
No.3
No.4
No.5
No.6
EACV
FUEL INJECTORS
BLU/RED
BRN
RED
ORN
WHT/BLU
BLK/RED
YEL
WHT/YEL
CHECK ENGINE LIGHT <2-D>
A/C COMPRESSO CLUTCH RELAY <20-B>
BLU
RED/BLU
BRN/BLK
BLK
FUEL PUMP RESISTOR
FUEL PUMP RELAY
PGM-FI ECU
BLK/RED
RED
YEL
BLU/YEL
WHT
WHT/GRN
WHT/BLK
WHT/YEL
WHT/RED
A/T CONTROL UNIT <16-B>
FUEL PUMP
SPOOL SOLENOID VALVE
F
R
NEUTRAL SWITCH (M/T)
IGNITOR UNIT <1-C>
A/T CONTROL UNIT <16-C>
G403
G101
G101

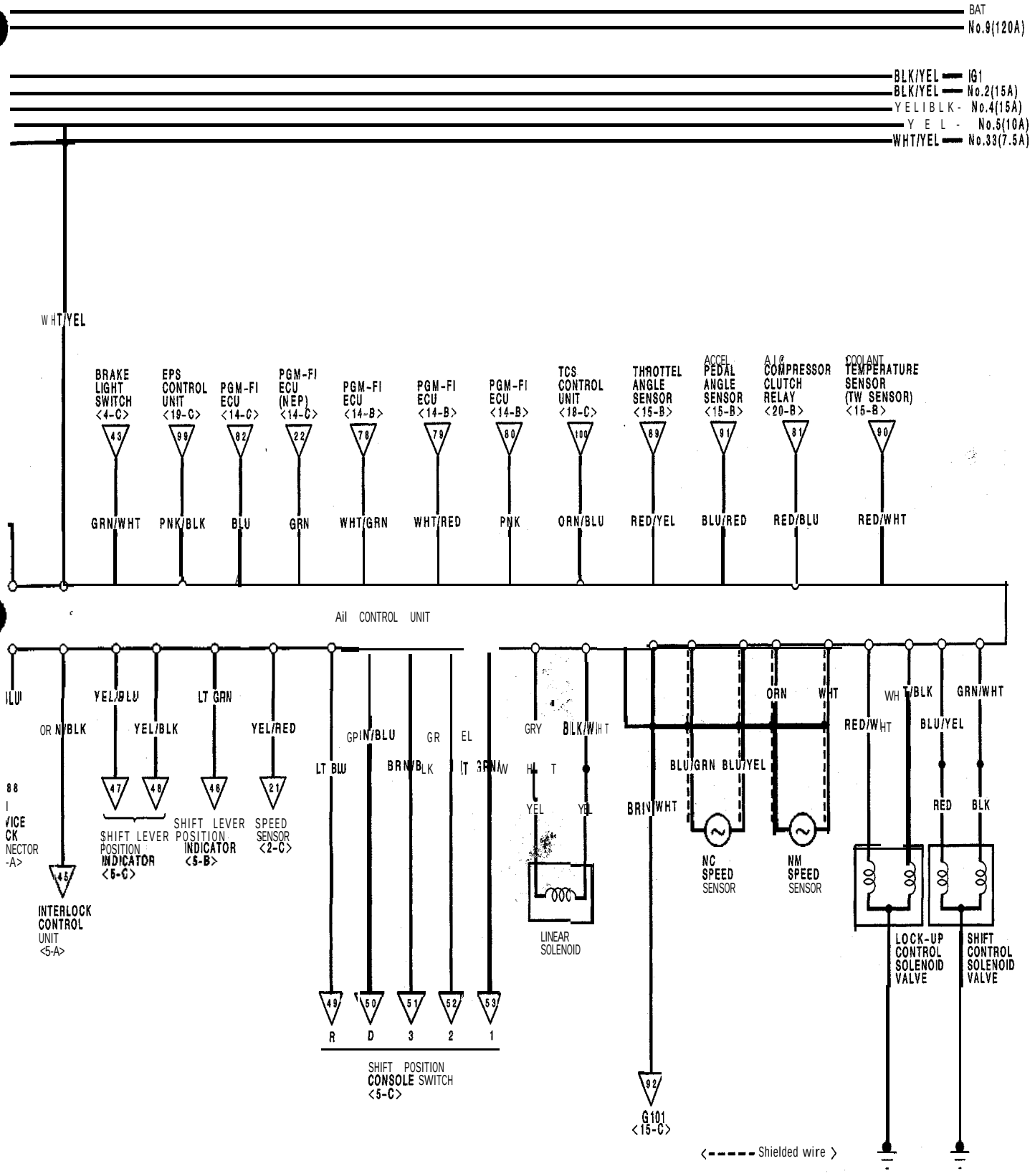

C
D
BAT
No.9(120A)
BLK/YEL
IG1
BLK/YEL
No.2(15A)
YEL/BLK
No.4(15A)
YEL
No.5(10A)
WHT/YEL
No.33(7.5A)
CONTROL BOX
MAP SENSOR
IGNITION TIMING ADJUSTER
GRN/WHT
YEL/WHT
To Next Page
TCS CONTROL UNIT <18-C>
COOLING FAN CONTROL UNIT <2-B>
COOLING FAN CONTROL UNIT <2-A>
PURGE CUT SOLENOID VALVE
CHAMBER VOLUME CONTROL SOLENOID VALVE
EGR CONTROL SOLENOID VALVE
GRN/YEL
GRY
BLU/RED
BLU/BLK
GRN
RED/BLU
RED
YEL/WHT
WHT
GRN/WHT
BRN
BLU
WHT/RED
GRN
PNK
YEL/RED
RED/GRN
WHT/BLK
GRN/RED
LT GRN
WHT/RED
TCS CONTROL UNIT <18-C>
A/T CONTROL UNIT <16-C>
CLUTCH SWITCH <13-C>
SPEED SENSOR <2-C>
A/C MID PRESSURE SWITCH <2-A>
A/C CONTROL UNIT <20-C>
CRUISE CONTROL UNIT <13-C>
GAUGE ASSENBLY <2-D>
SHIFT LEVER POSITION INDICATOR <5-B>
ALTERNATOR <1-D>

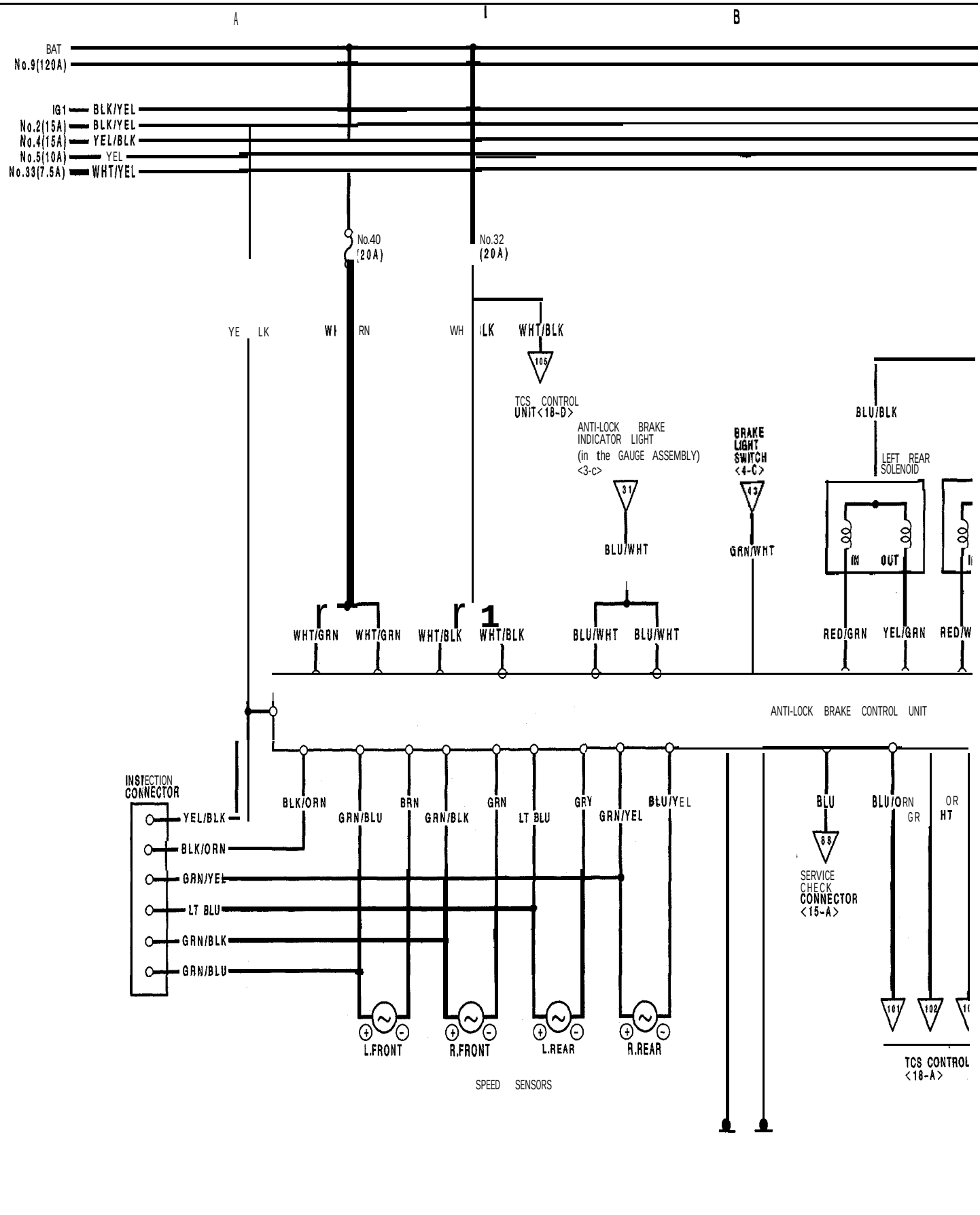

A
B
BAT
No.9(120A)
IG1
BLK/YEL
No.2(15A)
BLK/YEL
No.4(15A)
YEL/BLK
No.5(10A)
YEL
No.33(7.5A)
WHT/YEL
THROTTLE ANGLE SENSOR
EGR VALVE LIFT SENSOR
ACCEL PEI SENSOR
From Previous Page
GRN/WHT
YEL/WHT
EPS CONTROL UNIT<19-B>
A/T CONTROL UNIT<16-C>
TCS CON TROL UNIT<18-C>
ANTI-LOCK BRAKE CONTROL UNIT<17-B>
BLU
SERVICE CHECK CONNECTOR
TCS CONTROL UNIT<18-C>
A/T CONTROL UNIT<16-D>
TW SENSOR
TA SENSOR
RED/WHT
RED/BLK
BLU/RED
PGM-FI ECU
BLU/GRN
BLU/YEL
ORN/BLU
WHT/BLU
ORN
WHT
CYL SENSOR 1
CRANK SENSOR 2
CRANK SENSOR 1
CYL SENSOR 2
CRANK/CYL SENSOR

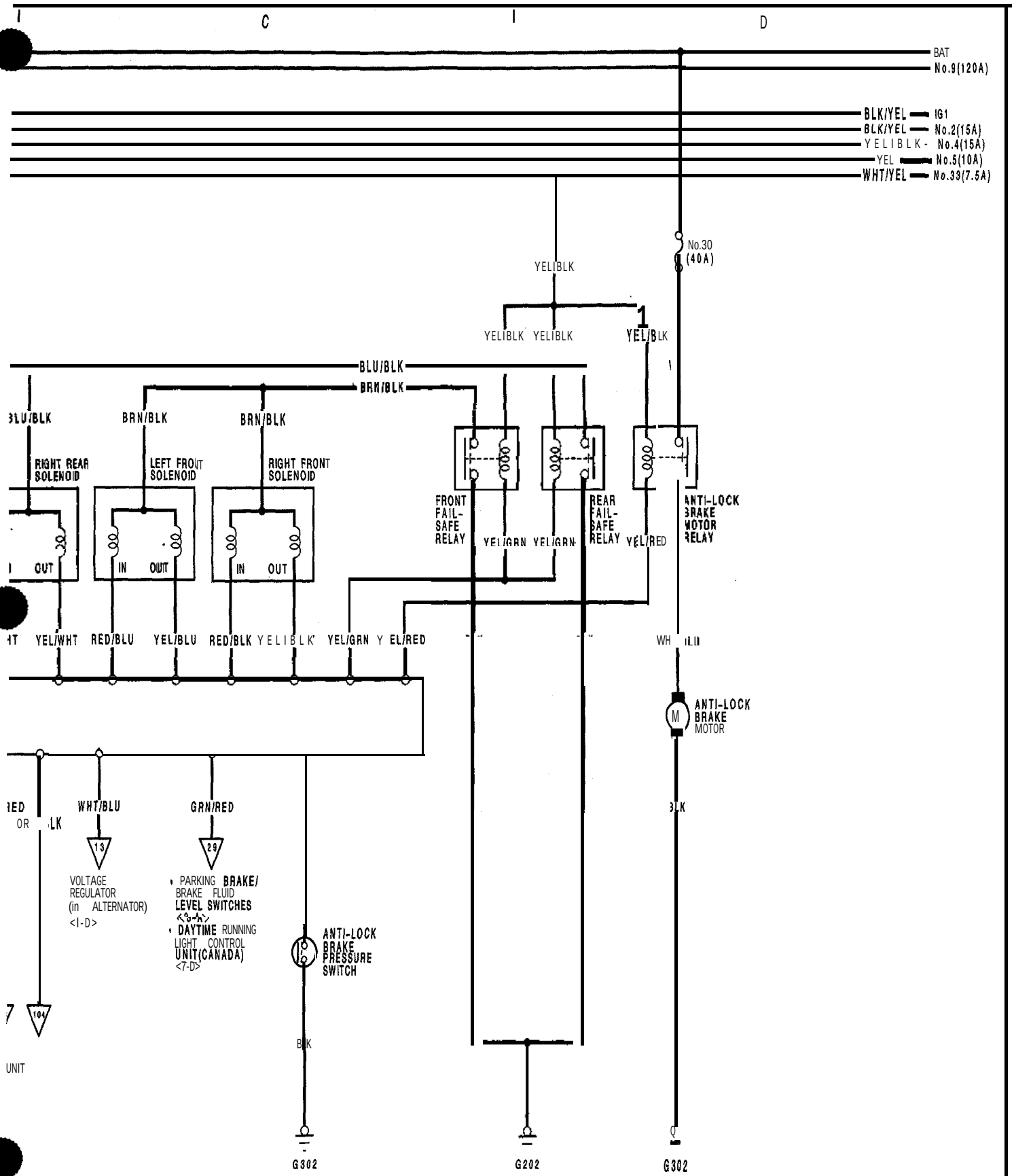

C
D
BAT
No.9(120A)
BLK/YEL
IG1
BLK/YEL
No.2(15A)
YEL/BLK
No.4(15A)
YEL
No.5(10A)
WHT/YEL
No.33(7.5A)
BI EL
BI EL
GRN/WHT
1
G VHT
GRN/WHT
GRN/WHT
GRN/WHT
FRONT HEATED OXYGEN SENSOR
REAR HEATED OXYGEN SENSOR
FRONT VALVE TIMING OIL PRESSURE SWITCH
REAR VALVE TIMING OIL PRESSURE SWITCH
BLK
RED/BLU
BLK/BLU
BLU/BLK
BRN/BLK
WHT
ORN
BRI HT
FRONT
REAR
KNOCK SENSOR
BRN/WHT
BRN/WHT
BRN/WHT
A/T CONTROL UNIT<16-D>
92
Shielded wire
G101

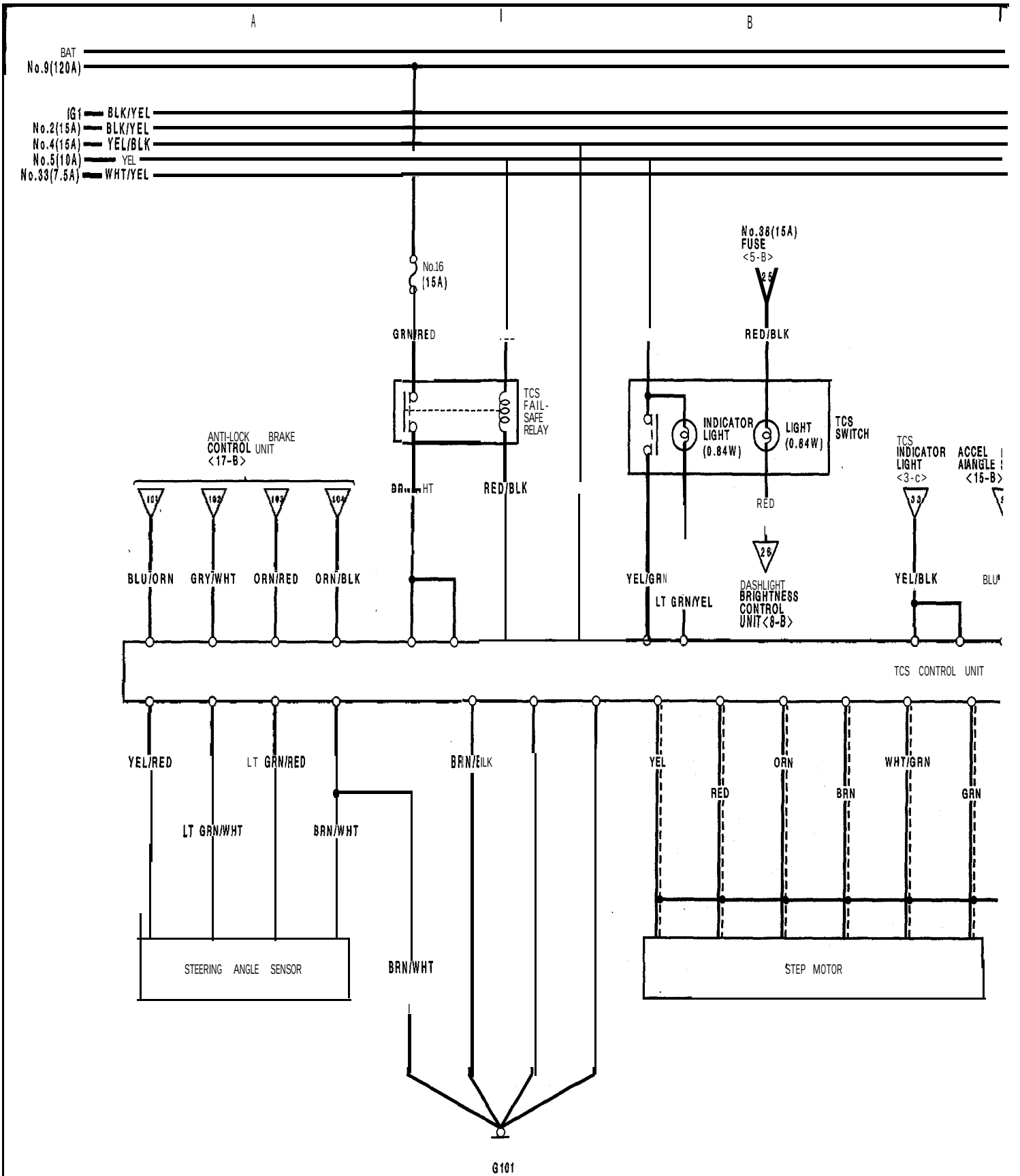

A
B
BAT
No.9(120A)
IG1
BLK/YEL
No.2(15A)
BLK/YEL
No.4(15A)
YEL/BLK
No.5(10A)
YEL
No.33(7.5A)
WHT/YEL
No.45(20A) FUSE <4-D>
WHT/GRN
HORN RELAY <10-A>
SECURITY INDICATOR (LED)
No.18(20A) FUSE <1-D>
CLUTCH INTERLOCK SWITCH (M/T)
SHIFT POSITION CONSOLE SWITCH (A/T)
STARTER CUT RELAY <1-B>
LIGHTING RELAY <7-A>
TAILLIGHT RELAY <9-A>
LIGHTING SWITCH <7-B>
LT GRN/WHT
GRN
YEL/BLU
BLK/GRN
BLK/YEL
BLU/RED
RED/YEL
LT GRN/RED
SECURITY CONTROL UNIT
BLU/GRN
BLK/BRN
BRN/WHT
WHT
GRN/BLU
GRN/RED
BLU/RED
GRN/YEL
GRN/WHT
IGNITION KEY SWITCH <11-B>
BLU
ENGINE COVER SWITCH <4-C>
STEREO RADIO/ CASSETTE PLAYER <10-B>
HOOD SWITCH
TRUNK KEY CYLINDER SWITCH
TRUNK LATCH SWITCH (Security)
DOOR SWITCHES <4-A>
DOOR LOCK KNOB SWITCH <11-C>
L.KEY CYLINDER SWITCH <11-C>
R.KEY CYLINDER SWITCH <11-C>
BLK
G301
6401
G402
G501
G101

C D

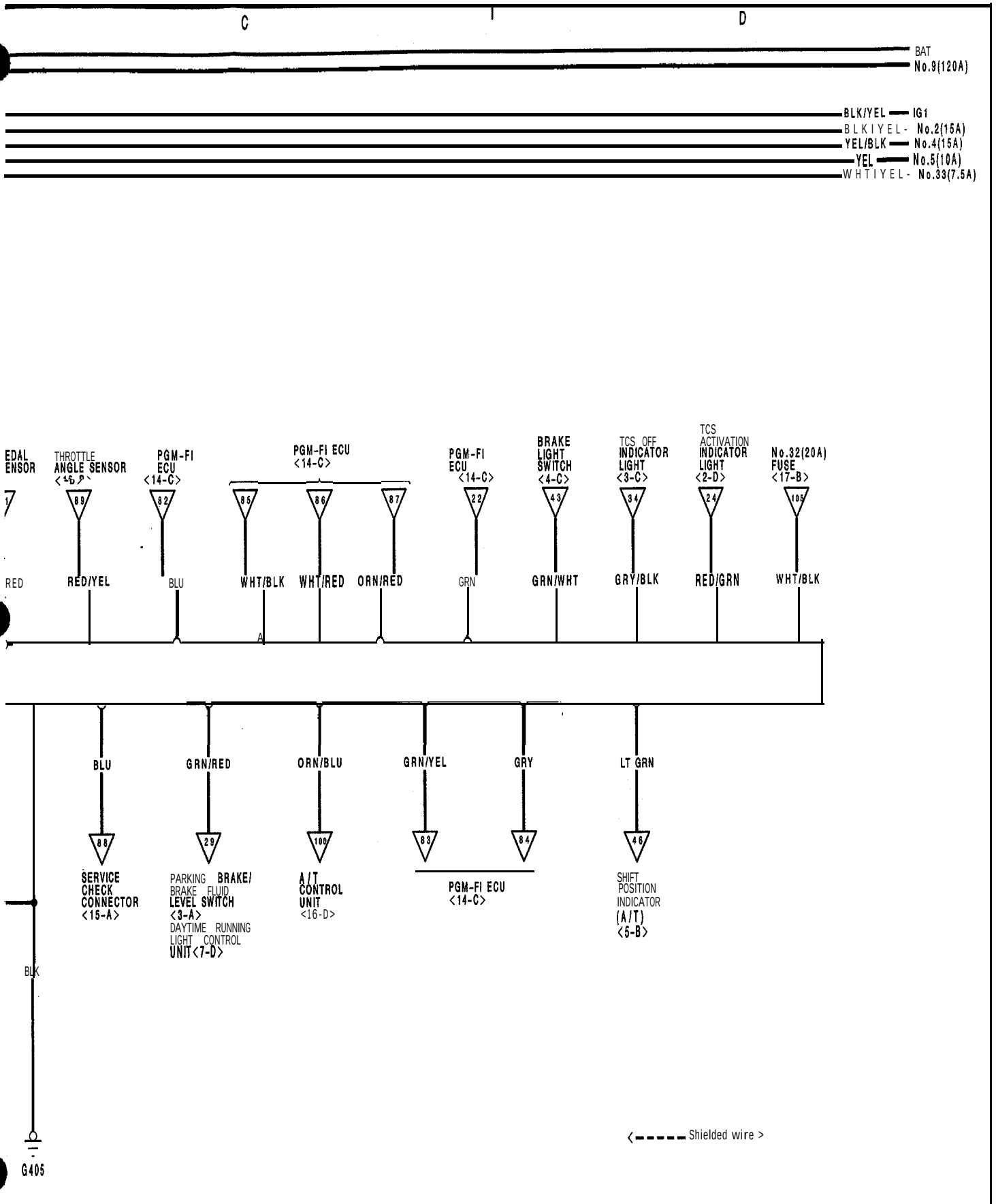

BAT
No.9(120A)
BLK/YEL IG1
BLK/YEL No.2(15A)
YELIBLK- No.4(15A)
YEL - No.5(10A)
WHT/YEL No.33(7.5A)
WHT/YEL
BRAKE LIGHT SWITCH <4-C>
EPS CONTROL UNIT <19-C>
PGM-FI ECU <14-C>
PGM-FI ECU (NEP) <14-C>
PGM-FI ECU <14-B>
PGM-FI ECU <14-B>
PGM-FI ECU <14-B>
TCS CONTROL UNIT <18-C>
THROTTLE ANGLE SENSOR <15-B>
ACCEL PEDAL ANGLE SENSOR <15-B>
A/C COMPRESSOR CLUTCH RELAY <20-B>
COOLANT TEMPERATURE SENSOR (TW SENSOR) <15-B>
GRN/WHT
PNK/BLK
BLU
GRN
WHT/GRN
WHT/RED
PNK
ORN/BLU
RED/YEL
BLU/RED
RED/BLU
RED/WHT
Ail CONTROL UNIT
YEL/BLU
LT GRN
YEL/RED
YEL/BLK
SHIFT LEVER POSITION INDICATOR <5-C>
SHIFT LEVER POSITION INDICATOR <5-B>
SPEED SENSOR <2-C>
INTERLOCK CONTROL UNIT <5-A>
LT BLU
BRN/BLK
GRY
BLK/WHT
YEL
LINEAR SOLENOID
BRN/WHT
BLU/GRN
BLU/YEL
NC SPEED SENSOR
NM SPEED SENSOR
ORN
WHT
RED/WHT
BLU/YEL
GRN/WHT
RED
BLK
LOCK-UP CONTROL SOLENOID VALVE
SHIFT CONTROL SOLENOID VALVE
SHIFT POSITION CONSOLE SWITCH <5-C>
R D 3 2 1
G101 <15-C>
Shielded wire

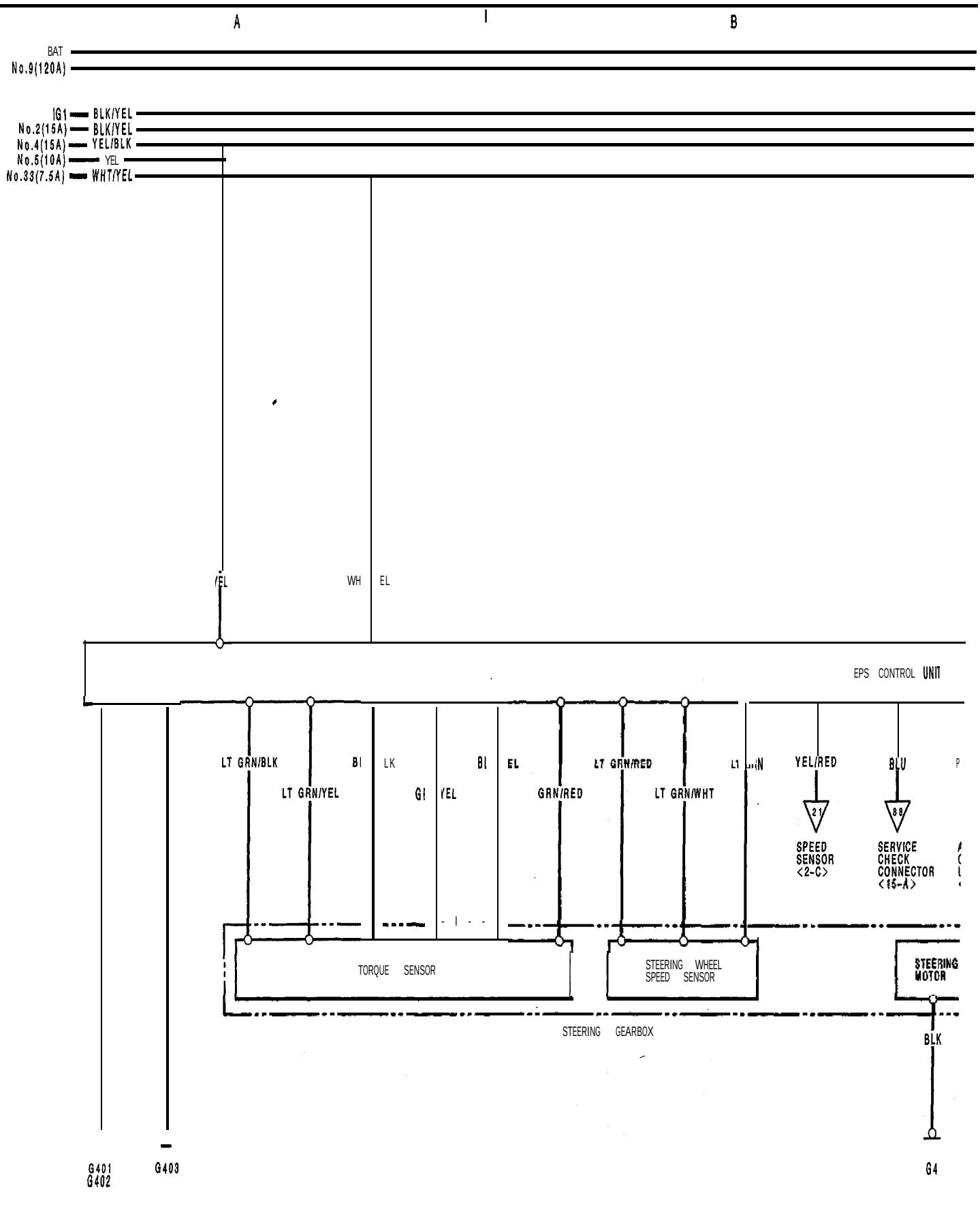

A
I
B
BAT
No.9(120A)
IG1 BLK/YEL
No.2(15A) BLK/YEL
No.4(15A) YEL/BLK
No.5(10A) YEL
No.33(7.5A) WHT/YEL
No.40 (20A)
No.32 (20A)
WHT/BLK
105
TCS CONTROL UNIT<18-D>
ANTI-LOCK BRAKE INDICATOR LIGHT (in the GAUGE ASSEMBLY) <3-c>
31
BLU/WHT
BRAKE LIGHT SWITCH <4-C>
43
GRN/WHT
BLU/BLK
LEFT REAR SOLENOID
IN
OUT
WHT/GRN
WHT/GRN
WHT/BLK
WHT/BLK
BLU/WHT
BLU/WHT
RED/GRN
YEL/GRN
ANTI-LOCK BRAKE CONTROL UNIT
INSPECTION CONNECTOR
YEL/BLK
BLK/ORN
GRN/YEL
LT BLU
GRN/BLK
GRN/BLU
BLK/ORN
GRN/BLU
BRN
GRN/BLK
GRN
LT BLU
GRY
GRN/YEL
BLU/YEL
L.FRONT
R.FRONT
L.REAR
R.REAR
SPEED SENSORS
BLU
88
SERVICE CHECK CONNECTOR <15-A>
BLU/ORN
101
102
TCS CONTROL <18-A>

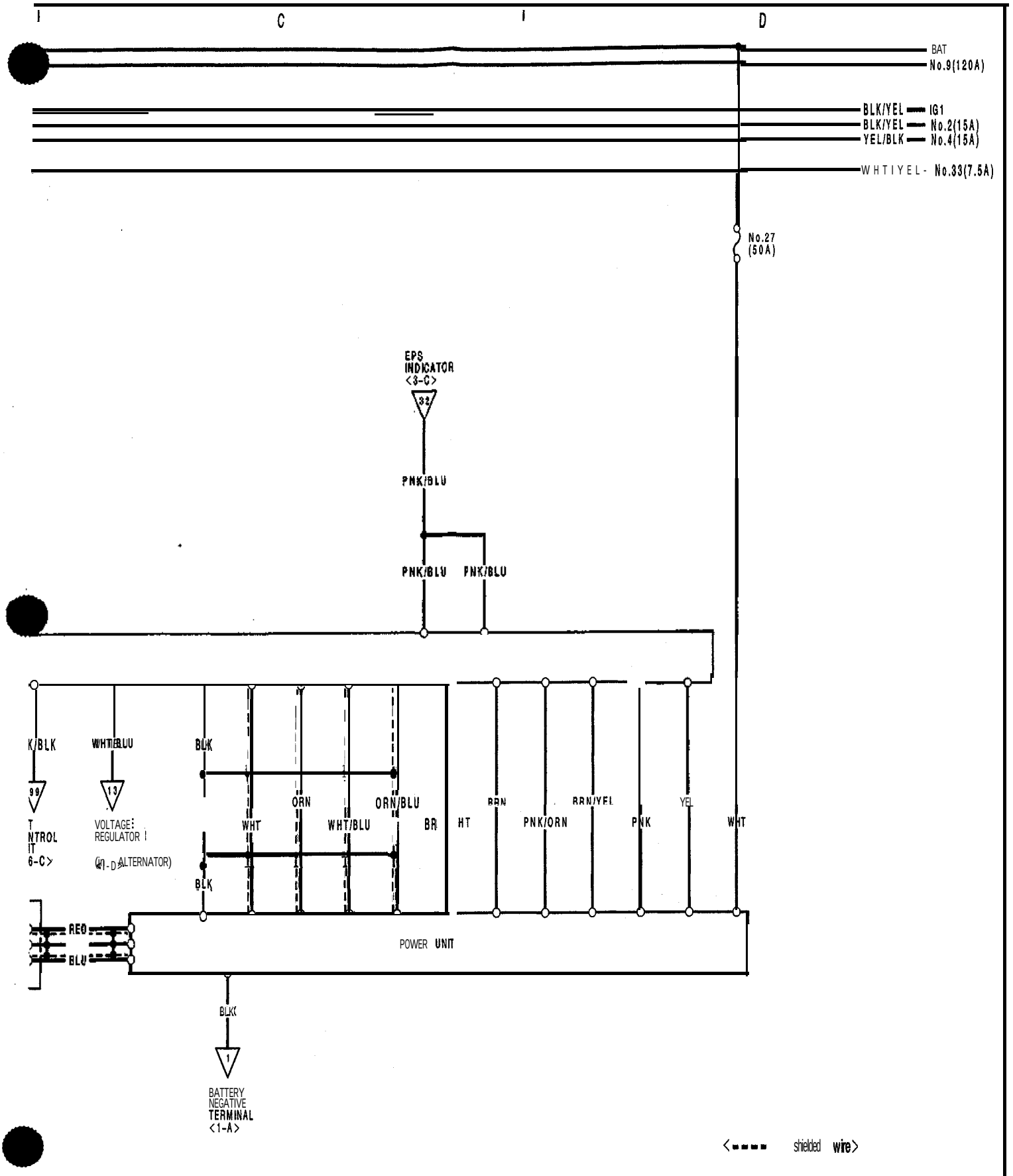

C
D
BAT
No.9(120A)
BLK/YEL
IG1
BLK/YEL
No.2(15A)
YELIBLK
No.4(15A)
YEL
No.5(10A)
WHT/YEL
No.33(7.5A)
No.30
(40A)
YELIBLK
YELIBLK YELIBLK
YEL/BLK
BLU/BLK
BRN/BLK
BLU/BLK
BRN/BLK
BRN/BLK
RIGHT REAR SOLENOID
LEFT FRONT SOLENOID
RIGHT FRONT SOLENOID
OUT
IN OUT
IN OUT
FRONT FAIL-SAFE RELAY
REAR FAIL-SAFE RELAY
ANTI-LOCK BRAKE MOTOR RELAY
YEL/GRN YEL/GRN
YEL/RED
YEL/WHT
RED/BLU
YEL/BLU
RED/BLK
YELIBLK
YEL/GRN
YEL/RED
ANTI-LOCK BRAKE MOTOR
M
WHT/BLU
GRN/RED
13
29
VOLTAGE REGULATOR (in ALTERNATOR)
<I-D>
PARKING BRAKE/ BRAKE FLUID LEVEL SWITCHES
DAYTIME RUNNING LIGHT CONTROL UNIT(CANADA)
<7-D>
ANTI-LOCK BRAKE PRESSURE SWITCH
104
UNIT
BLK
G302
G202
G302

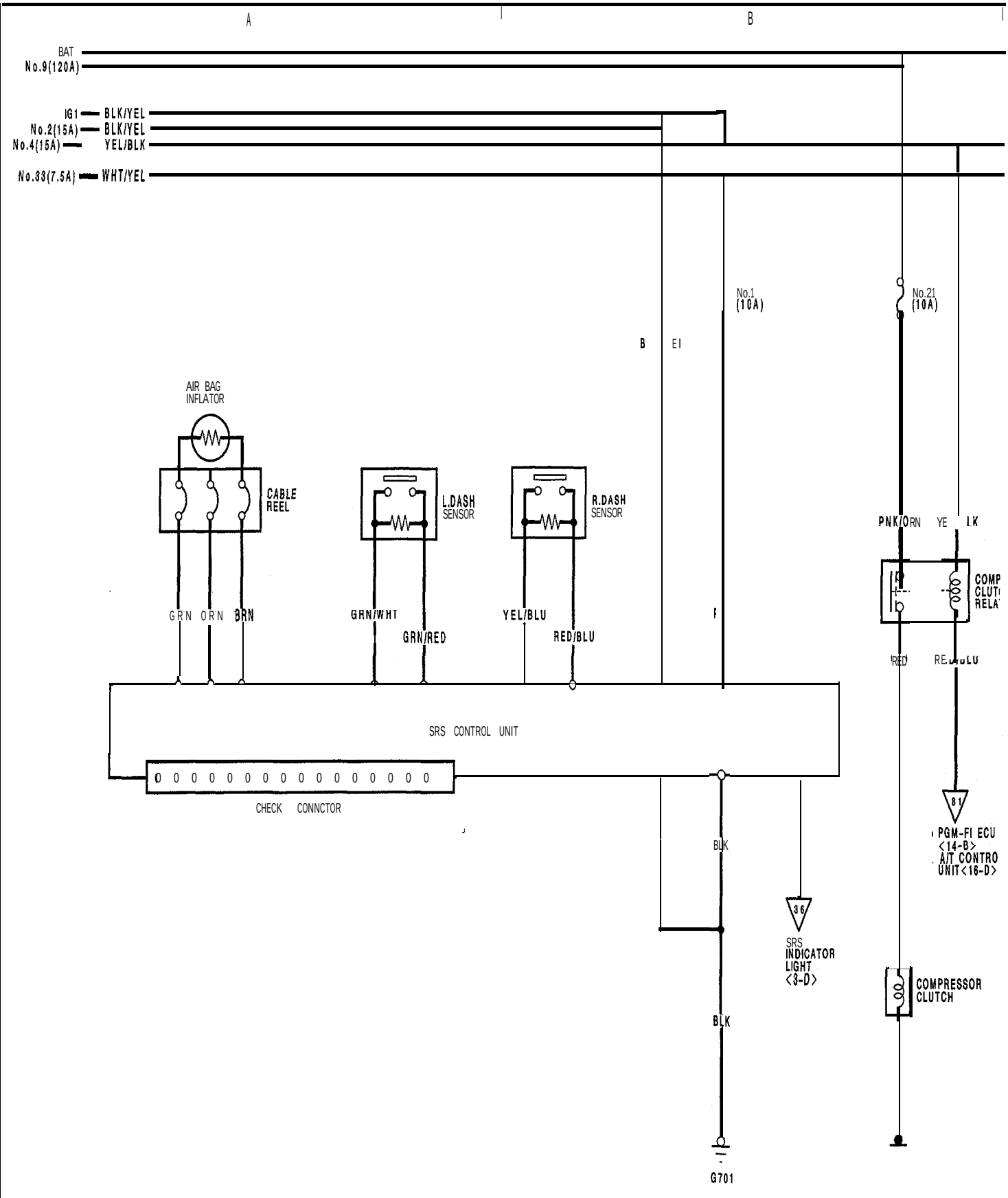

A
B
BAT
No.9(120A)
IG1 BLK/YEL
No.2(15A) BLK/YEL
No.4(15A) YEL/BLK
No.5(10A) YEL
No.33(7.5A) WHT/YEL
No.16
(15A)
GRN/RED
TCS
FAIL-
SAFE
RELAY
BRN/WHT
RED/BLK
No.38(15A)
FUSE
<5-B>
RED/BLK
INDICATOR
LIGHT
(0.84W)
LIGHT
(0.84W)
TCS
SWITCH
RED
ANTI-LOCK BRAKE
CONTROL UNIT
<17-B>
BLU/ORN
GRY/WHT
ORN/RED
ORN/BLK
YEL/GRN
LT GRN/YEL
DASHLIGHT
BRIGHTNESS
CONTROL
UNIT<8-B>
TCS
INDICATOR
LIGHT
<3-C>
YEL/BLK
ACCEL
ANGLE
<15-B>
TCS CONTROL UNIT
YEL/RED
LT GRN/RED
BRN/BLK
LT GRN/WHT
BRN/WHT
YEL
RED
ORN
BRN
WHT/GRN
GRN
STEERING ANGLE SENSOR
BRN/WHT
STEP MOTOR

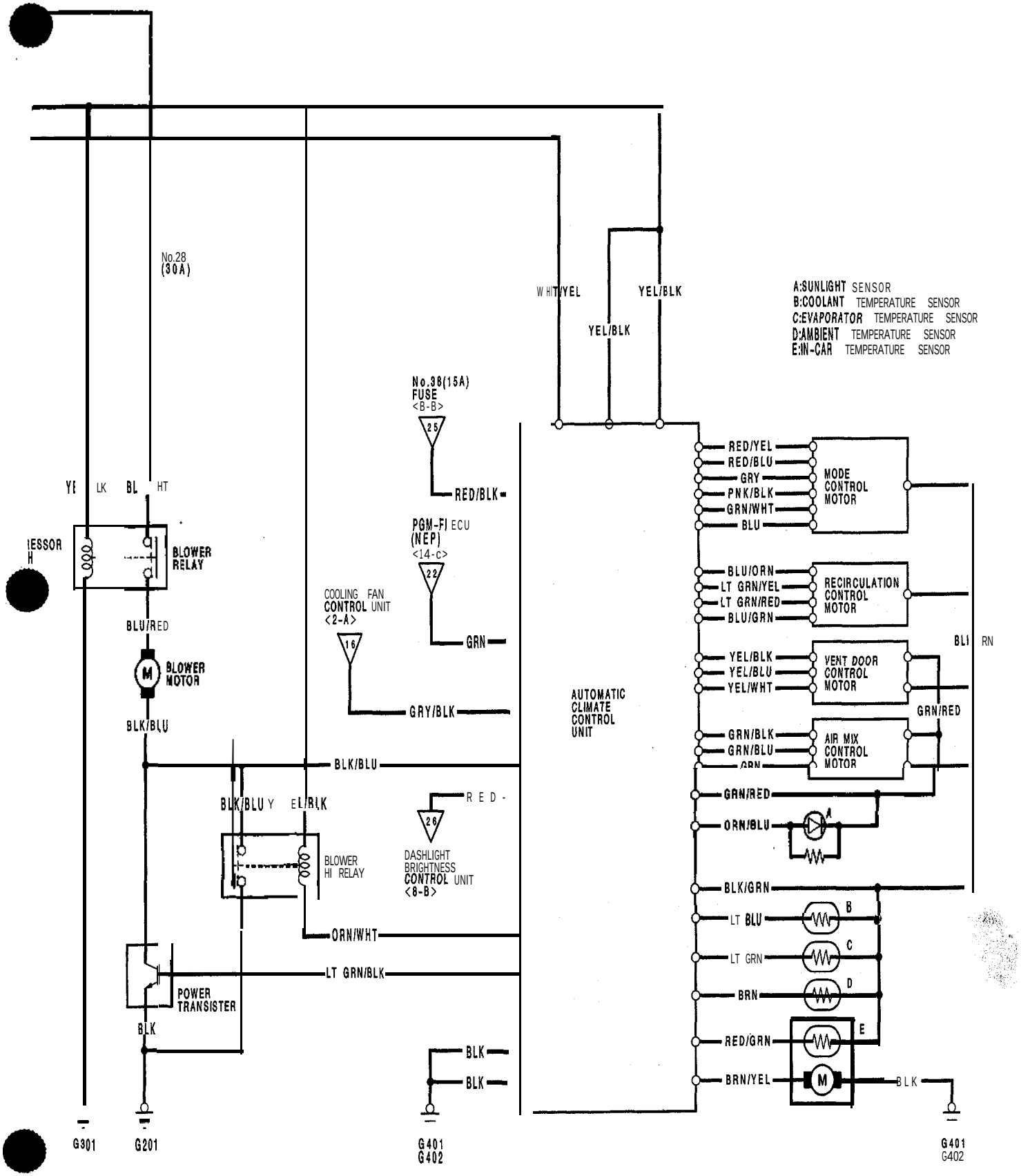
G101


C
D
BAT
No.9(120A)
BLK/YEL — IG1
BLK/YEL — No.2(15A)
YEL/BLK — No.4(15A)
YEL — No.5(10A)
WHT/YEL — No.33(7.5A)
EDAL SENSOR
THROTTLE ANGLE SENSOR <14-C>
PGM-FI ECU <14-C>
PGM-FI ECU <14-C>
PGM-FI ECU <14-C>
BRAKE LIGHT SWITCH <4-C>
TCS OFF INDICATOR LIGHT <3-C>
TCS ACTIVATION INDICATOR LIGHT <2-D>
No.32(20A) FUSE <17-B>
RED
RED/YEL
BLU
WHT/BLK
WHT/RED
ORN/RED
GRN
GRN/WHT
GRY/BLK
RED/GRN
WHT/BLK
BLU
GRN/RED
ORN/BLU
GRN/YEL
GRY
LT GRN
SERVICE CHECK CONNECTOR <15-A>
PARKING BRAKE/ BRAKE FLUID LEVEL SWITCH <3-A>
DAYTIME RUNNING LIGHT CONTROL UNIT <7-D>
A/T CONTROL UNIT <16-D>
PGM-FI ECU <14-C>
SHIFT POSITION INDICATOR (A/T) <5-B>
BLK
G405
Shielded wire

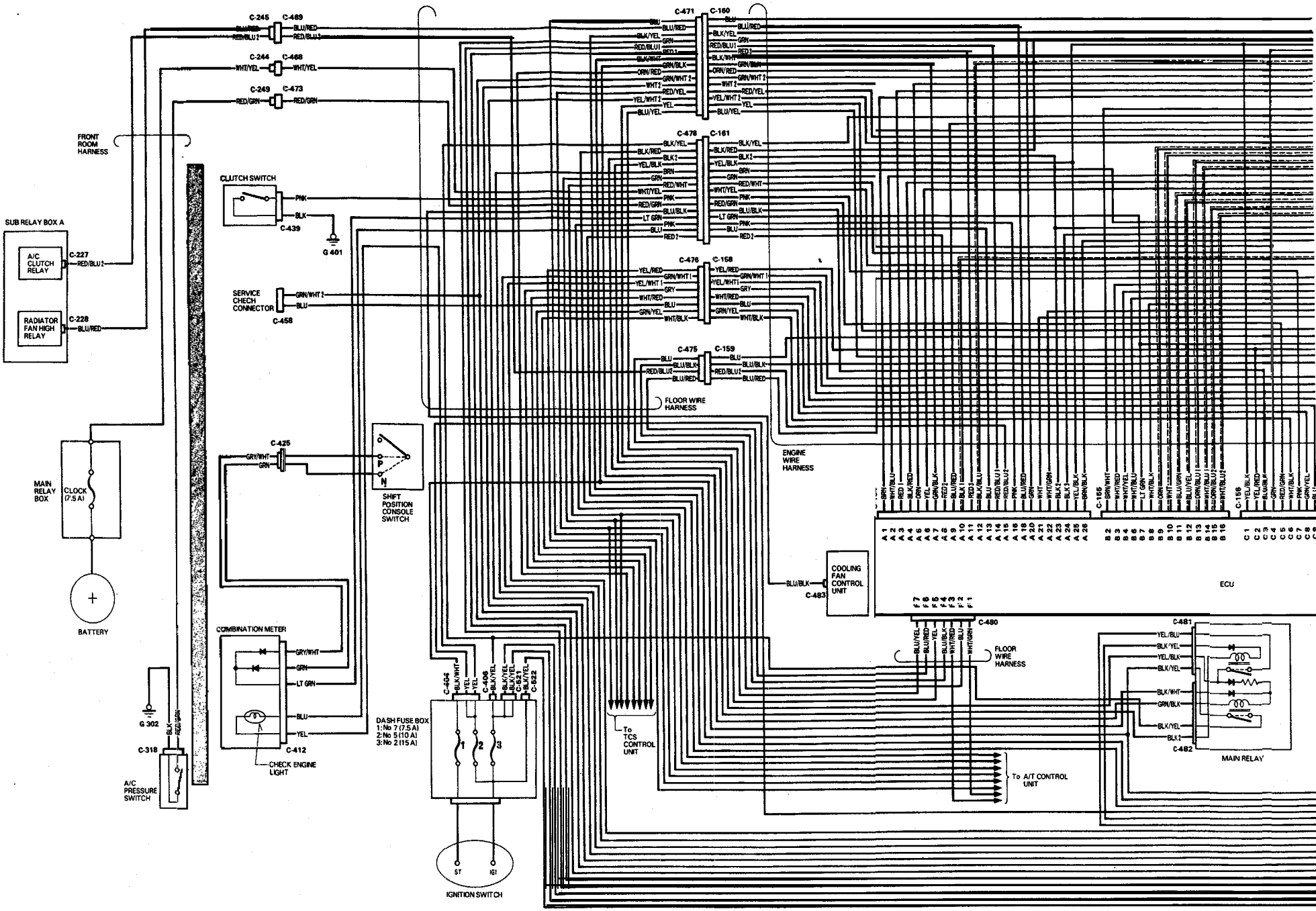

A
I
B
BAT
No.9(120A)
IG1
BLK/YEL
No.2(15A)
BLK/YEL
No.4(15A)
YEL/BLK
No.5(10A)
YEL
No.33(7.5A)
WHT/YEL
EPS CONTROL UNIT
LT GRN/BLK
LT GRN/YEL
LK
YEL
GRN/RED
LT GRN/RED
LT GRN/WHT
YEL/RED
BLU
SPEED SENSOR <2-C>
SERVICE CHECK CONNECTOR <15-A>
TORQUE SENSOR
STEERING WHEEL SPEED SENSOR
STEERING MOTOR
STEERING GEARBOX
BLK
G401
G402
G403
G4

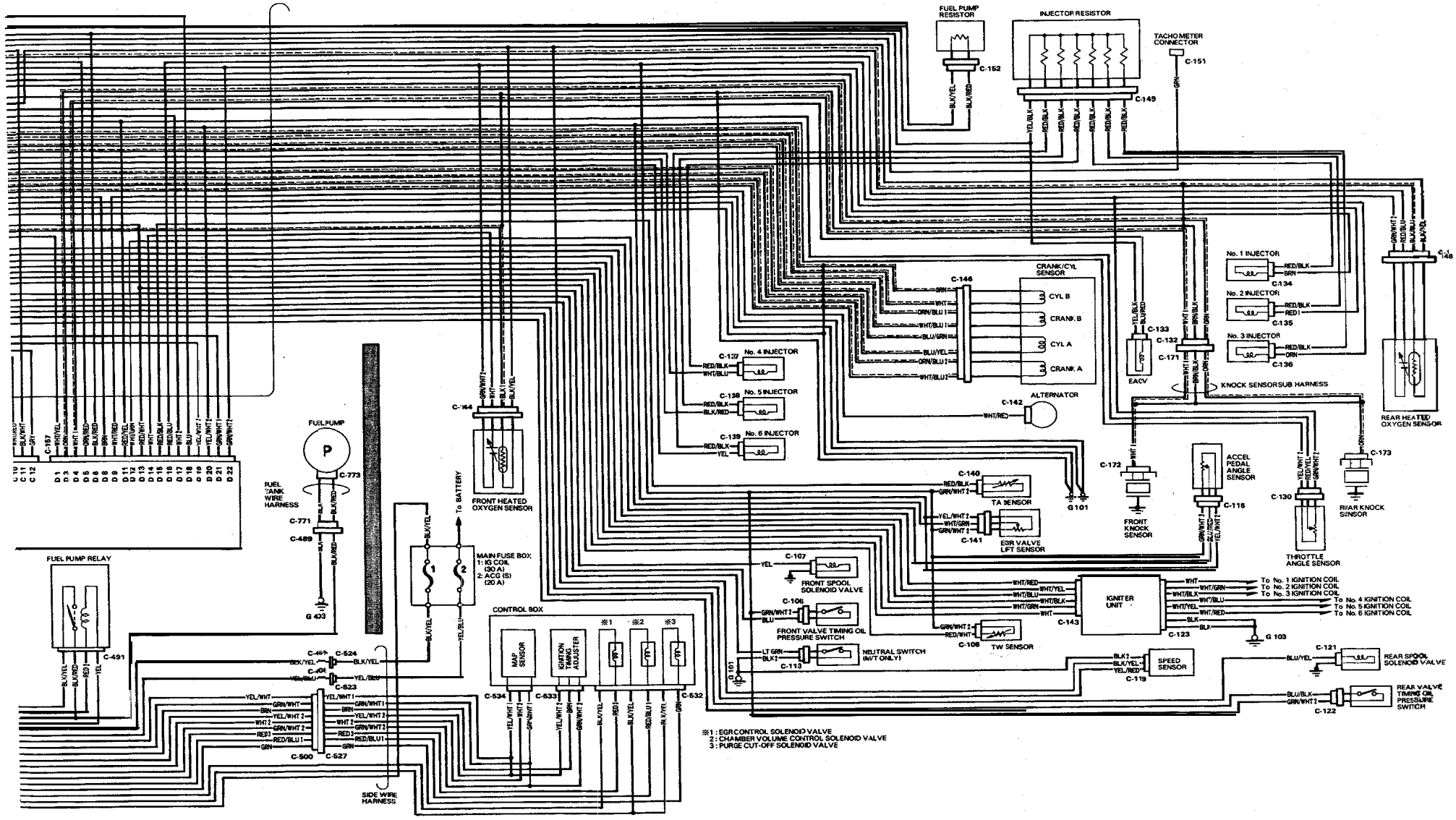

C
D
BAT
No.9(120A)
BLK/YEL — IG1
BLK/YEL — No.2(15A)
YEL/BLK — No.4(15A)
WHT/YEL — No.33(7.5A)
No.27
(50A)
EPS
INDICATOR
<3-C>
32
PNK/BLU
PNK/BLU
PNK/BLU
K/BLK
99
T
NTROL
IT
6-C>
WHT/BLU
13
VOLTAGE
REGULATOR
(ALTERNATOR)
BLK
WHT
ORN
WHT/BLU
ORN/BLU
BR
HT
PNK/ORN
PNK
WHT
YEL
RED
BLU
POWER UNIT
BLK
1
BATTERY
NEGATIVE
TERMINAL
<1-A>
shielded wire

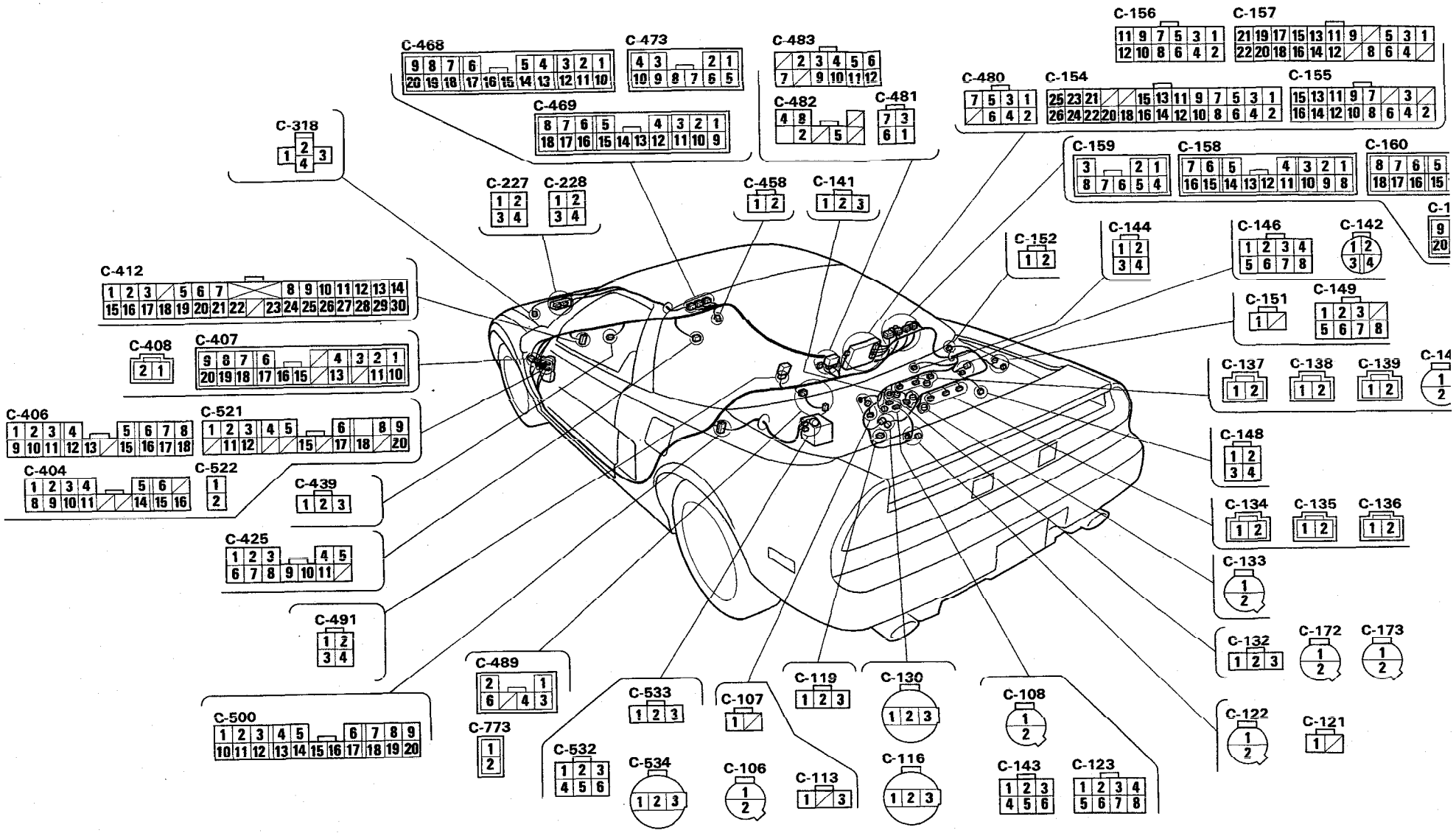

A
B
BAT
No.9(120A)
IG1
No.2(15A)
No.4(15A)
BLK/YEL
BLK/YEL
YEL/BLK
No.33(7.5A)
WHT/YEL
No.1
(10A)
No.21
(10A)
B
EI
AIR BAG
INFLATOR
CABLE
REEL
L.DASH
SENSOR
R.DASH
SENSOR
GRN ORN BRN
GRN/WHT
GRN/RED
YEL/BLU
RED/BLU
F
PNK/ORN
YE LK
IRED
SRS CONTROL UNIT
CHECK CONNCTOR
BLK
BLK
G701
36
SRS
INDICATOR
LIGHT
<3-D>
81
PGM-FI ECU
<14-B>
A/T CONTRO
UNIT<16-D>
COMPRESSOR
CLUTCH

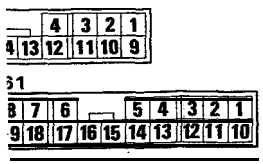

No.28
(30A)
WHT/YEL
YEL/BLK
YEL/BLK
A:SUNLIGHT SENSOR
B:COOLANT TEMPERATURE SENSOR
C:EVAPORATOR TEMPERATURE SENSOR
D:AMBIENT TEMPERATURE SENSOR
E:IN-CAR TEMPERATURE SENSOR
No.38(15A)
FUSE
<B-B>
25
RED/BLK
PGM-FI ECU
(NEP)
<14-C>
22
GRN
COOLING FAN
CONTROL UNIT
<2-A>
16
GRY/BLK
BLOWER
RELAY
BLU/RED
BLOWER
MOTOR
BLK/BLU
BLK/BLU
BLK/BLU
YEL/BLK
BLOWER
HI RELAY
RED
26
DASHLIGHT
BRIGHTNESS
CONTROL UNIT
<8-B>
ORN/WHT
LT GRN/BLK
POWER
TRANSISTER
BLK
BLK
BLK
G301
G201
G401
G402
AUTOMATIC
CLIMATE
CONTROL
UNIT
RED/YEL
RED/BLU
GRY
PNK/BLK
GRN/WHT
BLU
MODE
CONTROL
MOTOR
BLU/ORN
LT GRN/YEL
LT GRN/RED
BLU/GRN
RECIRCULATION
CONTROL
MOTOR
YEL/BLK
YEL/BLU
YEL/WHT
VENT DOOR
CONTROL
MOTOR
GRN/RED
GRN/BLK
GRN/BLU
AIR MIX
CONTROL
MOTOR
GRN/RED
ORN/BLU
A
BLK/GRN
LT BLU
B
LT GRN
C
BRN
D
RED/GRN
E
BRN/YEL
BLK
G401
G402

Fuel-Injected System Diagram




FUEL PUMP RESISTOR
C-152
INJECTOR RESISTOR
C-149
TACHOMETER CONNECTOR
C-151
CRANK/CYL SENSOR
C-146
CYL B
CRANK B
CYL A
CRANK A
No. 1 INJECTOR
C-134
No. 2 INJECTOR
C-135
No. 3 INJECTOR
C-136
No. 4 INJECTOR
C-137
No. 5 INJECTOR
C-138
No. 6 INJECTOR
C-139
ALTERNATOR
C-142
EACV
C-133
C-132
C-171
KNOCK SENSOR SUB HARNESS
C-148
REAR HEATED OXYGEN SENSOR
C-144
FRONT HEATED OXYGEN SENSOR
FUEL PUMP
C-773
FUEL TANK WIRE HARNESS
C-771
C-489
G 433
FUEL PUMP RELAY
C-491
MAIN FUSE BOX:
1: IG COIL (30 A)
2: ACG (S) (20 A)
To BATTERY
CONTROL BOX
MAP SENSOR
IGNITION TIMING ADJUSTER
※1
※2
※3
C-534
C-533
C-532
C-500
C-527
C-524
C-523
SIDE WIRE HARNESS
TA SENSOR
C-140
EGR VALVE LIFT SENSOR
C-141
G101
FRONT KNOCK SENSOR
C-172
ACCEL PEDAL ANGLE SENSOR
C-116
C-173
REAR KNOCK SENSOR
C-130
THROTTLE ANGLE SENSOR
FRONT SPOOL SOLENOID VALVE
C-107
FRONT VALVE TIMING OIL PRESSURE SWITCH
C-106
TW SENSOR
C-108
NEUTRAL SWITCH (M/T ONLY)
C-113
G 101
IGNITER UNIT
C-143
C-123
G 103
To No. 1 IGNITION COIL
To No. 2 IGNITION COIL
To No. 3 IGNITION COIL
To No. 4 IGNITION COIL
To No. 5 IGNITION COIL
To No. 6 IGNITION COIL
SPEED SENSOR
C-119
REAR SPOOL SOLENOID VALVE
C-121
REAR VALVE TIMING OIL PRESSURE SWITCH
C-122
※1 : EGR CONTROL SOLENOID VALVE
2 : CHAMBER VOLUME CONTROL SOLENOID VALVE
3 : PURGE CUT-OFF SOLENOID VALVE


C-468
C-473
C-483
C-156
C-157
C-480
C-154
C-155
C-469
C-482
C-481
C-318
C-159
C-158
C-160
C-227
C-228
C-458
C-141
C-152
C-144
C-146
C-142
C-412
C-151
C-149
C-408
C-407
C-137
C-138
C-139
C-406
C-521
C-148
C-404
C-522
C-439
C-134
C-135
C-136
C-425
C-133
C-491
C-132
C-172
C-173
C-489
C-119
C-130
C-533
C-107
C-108
C-500
C-773
C-532
C-534
C-106
C-113
C-116
C-122
C-121
C-143
C-123



C106

①	GRN/WHT²
②	BLU

C107

①	YEL
2	—

C108

①	GRN/WHT²
②	RED/WHT

C113 (M/T)

①	LT GRN
2	—
③	BLK

C116

①	GRN/WHT²
②	BLU/RED
③	YEL/WHT²

C119

①	YEL/RED
②	BLK/YEL
③	BLK²

C121

①	BLU/YEL
2	—

C122

①	GRN/WHT²
②	BLU/BLK

C123

①	WHT
②	WHT/GRN
③	BLK
④	WHT/BLK
⑤	WHT/BLU
⑥	BLK
⑦	WHT/YEL
⑧	WHT/RED

C130

①	GRN/WHT²
②	RED/YEL
③	YEL/WHT²

C132

①	ORN²
②	BRN/WHT
③	WHT¹

C133

①	BLU/RED
②	YEL/BLK

C134

①	RED/BLK
②	BRN

C135

①	RED/BLK
②	RED¹

C136

①	RED/BLK
②	ORN

C137

①	RED/BLK
②	WHT/BLU

C138

①	RED/BLK
②	BLK/RED

C139

①	RED/BLK
②	YEL

C140

①	GRN/WHT²
②	RED/BLK

C141

①	YEL/WHT²
②	WHT/GRN
③	GRN/WHT²

C142

①	WHT/RED
2	YEL/BLU
3	WHT/BLU
4	BLK/YEL

C143

①	WHT/BLK
②	WHT/GRN
③	WHT
④	WHT/RED
⑤	WHT/YEL
⑥	WHT/BLU

C144

①	GRN/WHT²
②	WHT
③	BLK¹
④	BLK/YEL

C146

①	ORN/BLU¹
②	WHT/BLU¹
③	WHT/BLU²
④	ORN/BLU²
⑤	BLU/GRN
⑥	BLU/YEL
⑦	WHT
⑧	ORN

C148

①	GRN/WHT²
②	RED/BLU
③	BLK/BLU
④	BLK/YEL

C149

①	RED/BLK
②	RED/BLK
③	RED/BLK
4	—
⑤	RED/BLK
⑥	RED/BLK
⑦	RED/BLK
⑧	YEL/BLK

C151

①	GRN
2	—

C152

①	BLK/RED
②	BLK/YEL

C154 (ECU-A)

①	BRN	⑭	RED/BLU¹
②	WHT/BLU	⑮	RED/BLU²
③	RED¹	⑯	PNK
④	BLK/RED	17	—
⑤	ORN	⑱	BLU/RED
⑥	YEL	19	—
⑦	GRN/BLK	⑳	GRN
⑧	RED²	㉑	WHT
⑨	BLU/RED	㉒	WHT/GRN
⑩	BLK¹	㉓	BLK²
⑪	RED³	㉔	BLK³
⑫	BLK/BLU	㉕	YEL/BLK
⑬	BLU	㉖	BRN/BLK

C155 (ECU-B)

1	—	⑨	ORN
②	BRN/WHT	⑩	WHT
③	WHT/RED	⑪	BLU/GRN
④	WHT/YEL	⑫	BLU/YEL
5	—	⑬	ORN/BLU¹
⑥	WHT/BLU	⑭	WHT/BLU¹
⑦	LT GRN	⑮	ORN/BLU²
⑧	WHT/BLK	⑯	WHT/BLU²

C156 (ECU-C)

①	YEL/BLK	⑦	PNK
②	YEL/RED	⑧	GRN/YEL
③	BLU/BLK	⑨	BLU
④	GRN	⑩	WHT/RED
⑤	RED/GRN	⑪	BLK/WHT
⑥	WHT/BLK	⑫	GRY

C157 (ECU-D)

①	WHT/YEL	⑫	WHT/GRN
2	—	⑬	RED/WHT
③	ORN	⑭	WHT
④	WHT¹	⑮	RED/BLK
⑤	ORN/RED	⑯	RED/BLU
⑥	BLK/RED	⑰	WHT²
7	—	⑱	BLU
⑧	BRN	⑲	YEL/WHT¹
⑨	WHT/RED	⑳	YEL/WHT²
10	—	㉑	GRN/WHT¹
⑪	RED/YEL	㉒	GRN/WHT²

C158

1	YEL	⑨	WHT/BLK
2	BRN	⑩	GRN/YEL
③	GRN/WHT¹	11	BRN/BLK
④	YEL/WHT¹	⑫	GRY
5	RED	13	BLK
⑥	YEL/RED	14	GRN
7	WHT/GRN	15	ORN
⑧	WHT/RED	⑯	BLU

C159

1	BRN/WHT	5	RED
②	RED/BLU²	⑥	BLU/BLK
3	BLK	⑦	BLU
④	BLU/RED	8	YEL/BLK

C160

①	BLU/YEL	⑩	RED³
②	RED/YEL	⑪	WHT²
③	YEL	⑫	GRN
④	ORN/RED	⑬	BLU/RED
⑤	RED/BLU¹	⑭	GRN/WHT²
6	YEL/RED	⑮	YEL/WHT²
⑦	BLK/YEL	16	YEL/GRN
⑧	GRN/BLK	⑰	BLU
9	BLK	⑱	BLK/WHT

C161

①	LT GRN	⑪	GRN
2	BRN/WHT	⑫	PNK
③	PNK	⑬	BRN
④	BLK/YEL	⑭	BLU/BLK
⑤	YEL/BLK	⑮	BLU
⑥	RED²	⑯	RED/GRN
⑦	BLK/RED	17	WHT/GRN
⑧	BLK³	⑱	WHT/YEL
⑨	YEL/BLU	19	WHT/BLU
⑩	RED/WHT	20	BLU/WHT

C172

①	WHT¹
2	—

C173

①	ORN
2	—

C227

1	YEL/BLK
2	PNK/ORN
③	RED/BLU²
4	RED

C228

1	YEL/BLK
2	WHT/BLU
③	BLU/RED
4	BLK

C318

1	BLK
2	BRN/BLK
③	RED/GRN
④	BLK

C404

1	WHT/BLU	9	YEL/WHT
2	WHT/BLU	10	GRN/WHT
3	BRN/RED	⑪	BLK/WHT
4	GRN/YEL	12	—
5	YEL/GRN	13	—
6	YEL/RED	⑭	YEL
7	—	⑮	YEL
8	BRN/YEL	16	YEL

C406

1	PNK	10	BLK/YEL
2	RED/BLK	⑪	BLK/YEL
3	RED/BLK	12	BLK/RED*
4	RED/BLK	13	GRN/WHT
5	BLK	14	—
6	BLK	15	BLK
7	YEL/BLK	16	BLK
8	YEL/BLK	17	YEL/BLK
9	GRN/BLU	18	YEL/BLK

C407

1	GRN/WHT	11	BRN/YEL
2	BLK	12	—
3	BLU	13	BLK/WHT
4	WHT/BLK	14	—
5	—	15	PNK/WHT
6	RED/WHT	16	ORN/WHT
7	WHT	17	BRN/WHT
8	PNK/ORN	18	GRN/BLK
⑨	YEL/BLU	19	YEL
10	YEL/BLU	20	RED/BLK

C408

①	BLK/YEL
2	WHT/BLK

C412

1	RED/YEL	16	BLK/WHT
2	BLK/WHT	17	GRN/RED
3	ORN/WHT	18	GRN/BLK
4	—	19	BLU
5	RED/GRN	20	GRN/BLU
6	LT GRN/WHT	21	BRN/BLK
7	GRN/YEL	22	YEL/BLK
⑧	LT GRN	㉓	GRN
9	RED/BLK	24	LT BLU
10	RED	25	GRY/WHT
11	GRN	26	YEL/BLU
⑫	YEL	27	WHT/BLU
13	BLK	28	YEL/GRN
14	BLU/WHT	㉙	BLU
15	GRN/BLK	30	YEL/RED

C425

1	GRN/BLU	7	LT BLU
2	BRN/BLK	8	BLK
3	GRN/YEL	9	GRN/BLK
4	LT GRN/WHT	10	YEL
5	BLU/ORN	⑪	GRY/WHT
⑥	GRN	12	—

C439

①	BLK
2	BLU/ORN
③	PNK

C458

①	BLK
②	GRN/WHT²

C468

1	RED/BLU	11	WHT/BLU
2	WHT/YEL	12	BRN/WHT
3	BRN	13	WHT/BLK
④	WHT/YEL	14	GRN/WHT
5	BLK/BLU	15	GRN/YEL
6	BLK	16	RED/YEL
7	PNK/BLU	17	BLU/ORN
8	WHT/BLU	18	YEL
9	BLU	19	WHT/YEL
10	BLK/GRN	20	PNK/BLK

C469

1	RED/WHT	⑩	BLU/RED
2	YEL/WHT	11	GRN/BLK
3	BLU/WHT	12	ORN/BLU
4	BLU	13	GRN/WHT
5	RED	14	GRY
6	BRN/BLK	15	LT BLU
7	BLK	16	ORN/RED
⑧	RED/BLU²	17	ORN/BLK
⑨	GRY/WHT	18	YEL/RED

C473

1	WHT/BLK	6	LT GRN/WHT
2	WHT	7	PNK/BLK
3	YEL/BLK	8	BLU/BLK
4	BLU/WHT	9	GRN/RED
5	ORN	⑩	RED/GRN

C480 (ECU-F)

①	WHT/GRN
②	BLU
③	WHT/RED
④	BLU/BLK
⑤	YEL
⑥	BLU/RED
⑦	BLU/YEL
9	—

C481, C482

①	YEL/BLU
②	BLK²
③	YEL/BLK
④	BLK/WHT
⑤	BLK/YEL
⑥	BLK/YEL
⑦	BLK/YEL
⑧	GRN/BLK

C483

1	GRN/BLK	7	BRN/BLK
2	YEL/BLK	8	BLK
③	BLU/BLK	9	BLU/RED
4	ORN/BLU	10	GRY/BLK
5	—	11	LT GRN
6	BLU/WHT	12	—

C489

①	YEL/BLU
②	BLK
③	BLK
4	YEL/WHT
5	—
⑥	BLK/RED

C491

①	YEL
②	BLK/YEL
③	RED²
④	BLK/RED

C500

1	LT BLU	11	BLU/GRN
2	BLU/WHT	12	WHT/GRN
3	WHT/BLU	13	RED/BLU¹
④	GRN	14	GRN/WHT¹
⑤	YEL/WHT²	15	YEL/WHT¹
6	GRN/RED	16	WHT²
⑦	BRN	17	GRN/WHT²
⑧	RED³	18	WHT/GRN
9	GRN/YEL	19	LT GRN
10	GRY	20	BLU/YEL

C521

①	BLK/YEL	11	RED/BLK
2	RED/BLU	⑫	BLK/YEL
3	GRN/WHT	13	—
4	YEL/BLK	14	—
5	GRN/WHT	15	GRN/BLU
6	GRN/YEL	16	—
7	—	17	YEL/WHT
8	RED/BLU	18	WHT/BLU
9	RED/ORN	19	—
10	—	20	BLK

C2

①	BLK/YEL
2	BLK/WHT

C532

①	BLK/YEL
②	BLK/YEL
③	BLK/YEL
④	RED/BLU¹
⑤	GRN
⑥	RED³

C533

①	GRN/WHT²
②	BRN
③	YEL/WHT²

C534

①	WHT²
②	GRN/WHT¹
③	YEL/WHT¹

C773

①	BLK
②	BLK/RED

NOTE: Several different wires have the same color.
They have been given a number suffix to distinguish them (*for example* YEL/BLK¹ and YEL/BLK² are not the same).

○: Related to PGM-FI SYSTEM *: CANADA