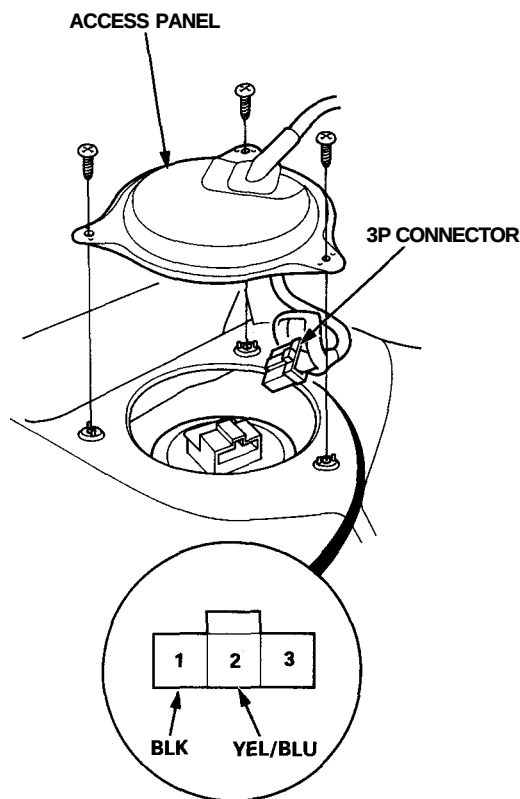




Fuel Gauge

Gauge Test

1. Check the No. 1 (10 A) fuse in the under-dash fuse/relay box before testing.
2. Remove the access panel from the floor.
3. Disconnect the 3P connector from the fuel gauge sending unit.



WIRE SIDE OF FEMALE TERMINALS

4. Connect the voltmeter positive probe to the No. 2 terminal and the negative probe to the No. 1 terminal, then turn the ignition switch ON (II). There should be between 5 and 8 V.
 - If the voltage is as specified, go to step 5.
 - If the voltage is not as specified, check for:
 - an open in the YEL/BLU or BLK wire.
 - poor ground (G701).

5. Turn the ignition switch OFF.
6. Attach a jumper wire between the No. 1 and No. 2 terminals, then turn the ignition switch ON (II).
7. Check that the pointer of the fuel gauge starts moving toward the "F" mark.

CAUTION: Turn the ignition switch OFF before the pointer reaches "F" on the gauge dial. Failure to do so may damage 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.

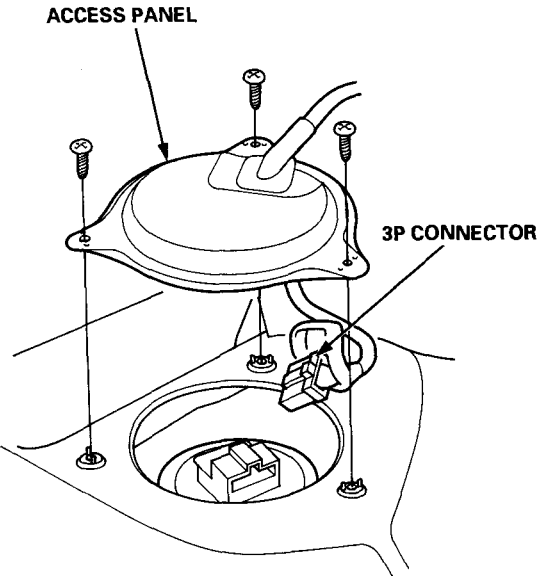
- If the pointer of the fuel gauge does not move at all, replace the gauge.
- If the gauge is OK, inspect the fuel gauge sending unit.

Fuel Gauge

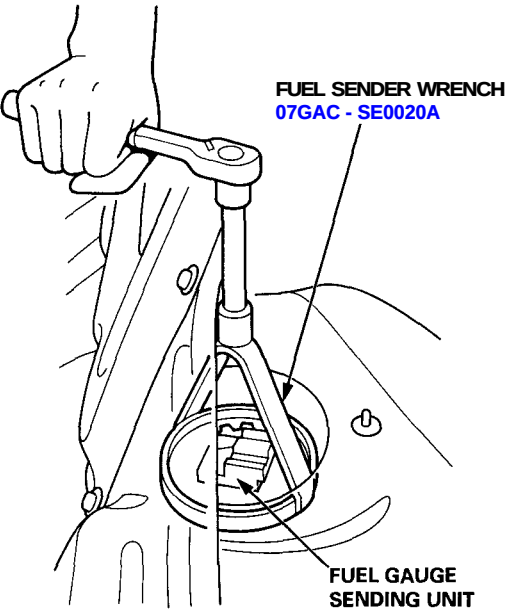
Sending Unit Test

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

- 1. Remove the rear seat, trunk front trim, and carpet (see [section 20](#)).
- 2. Remove the fuel tank access panel.
- 3. With the ignition switch OFF, disconnect the 3P connector from the fuel gauge sending unit.

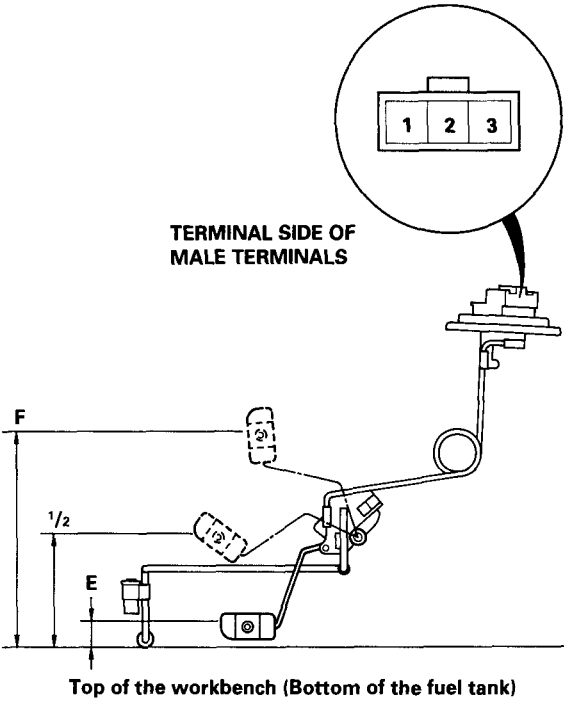


- 4. Remove the fuel gauge sending unit using the special tool as shown.



- 5. Measure the resistance between the No. 1 and No. 2 terminals at E (EMPTY), 1/2 (HALF FULL) and F (FULL) by moving the float.

Float Position	E	1/2	F
Resistance (Ω)	105 – 108	29.5 – 35.5	3.5 – 5



If you do not get the above readings, replace the fuel gauge sending unit.



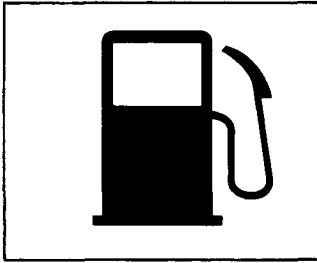
Low Fuel Indicator System

Indicator Light Test

1. Check the No. 1 (10 A) fuse in the under-dash fuse/relay box before testing.
2. Park the car on level ground.

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

3. Drain the fuel into an approved container. Then install the drain bolt with a new washer.
4. Add less than 8.5 ℓ (2.2 U.S. Gal, 1.8 Imp. Gal) of fuel, and turn the ignition switch ON (II). The low fuel indicator light should come on within four minutes.



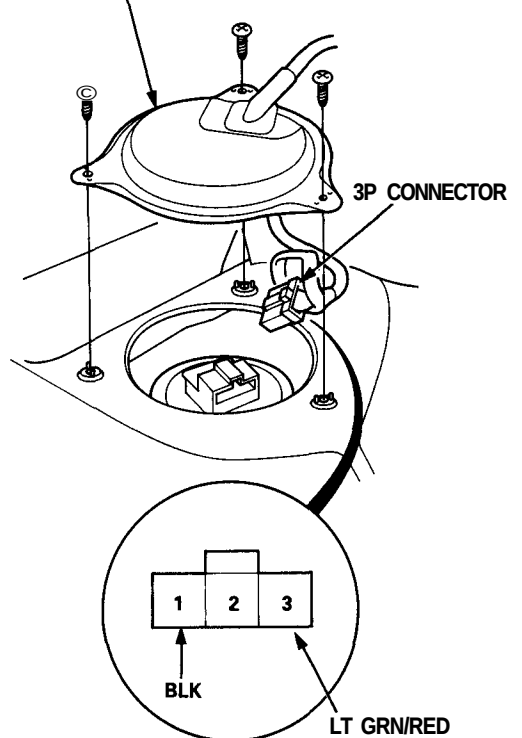
LOW FUEL INDICATOR LIGHT

- If the light comes on within four minutes, go to step 7.
- If the light does not come on within four minutes, go to step 5.

5. Remove the fuel tank access panel from the floor, and disconnect the 3P connector from the fuel gauge sending unit.
6. Connect the No. 1 and No. 3 terminals with a jumper wire.

- If the light comes on, check the sending unit.
- If the light does not come on, check for:
 - an open in the LT GRN/RED wire between the fuel unit and fuel gauge assembly.
 - blown bulb.
 - poor ground (G701).

ACCESS PANEL



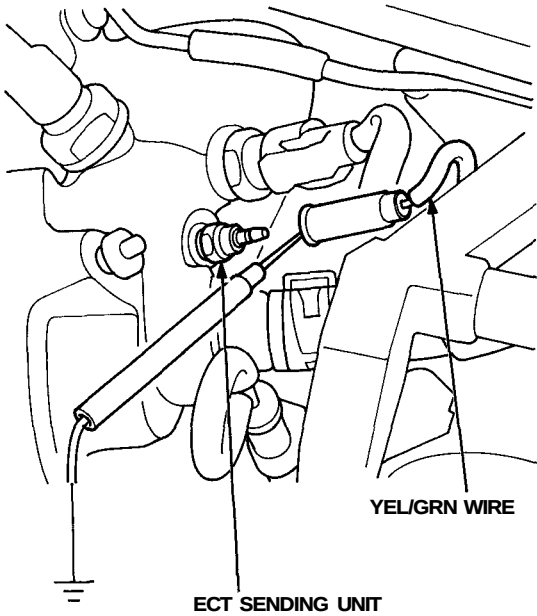
WIRE SIDE OF FEMALE TERMINALS

7. Add 4 ℓ of fuel (1.1 U.S. Gal, 0.9 Imp. Gal). The light should go off within four minutes.

Engine Coolant Temperature (ECT) Gauge

Gauge Test

1. Check the No. 1 (10 A) fuse in the under-dash fuse/relay box before testing.
2. Make sure the ignition switch is OFF, then disconnect the YEL/GRN wire from the ECT sending unit, and ground it with a jumper wire.



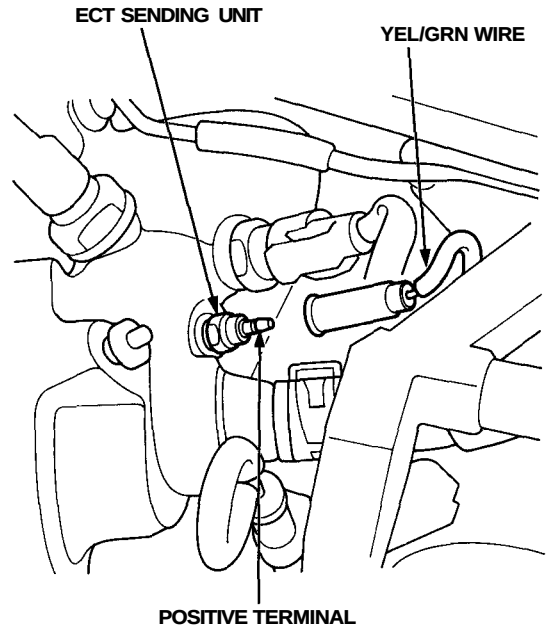
3. Turn the ignition switch ON (II). Check that the pointer of the ECT gauge starts moving toward the "H" mark.

CAUTION: Turn the ignition switch OFF before the pointer reaches "H" on the gauge dial. Failure to do so may damage the gauge.

- If the pointer of the gauge does not move at all, check for an open in the YEL/GRN wire. If the wires are OK, replace the ECT gauge.
- If the ECT gauge works, test the ECT sending unit.

ECT Sending Unit Test

1. Disconnect the YEL/GRN wire from the ECT sending unit.



2. Using an ohmmeter, measure the change in resistance between the positive terminal and the engine (ground) with the engine cold and with the engine at operating temperature.

Temperature	133°F (56°C)	185°F (85°C) – 212°F (100°C)
Resistance (Ω)	137	46 – 30

3. If the obtained readings are substantially different from the specifications above, inspect the coolant level and the cooling system. If the cooling system is OK, replace the sending unit.

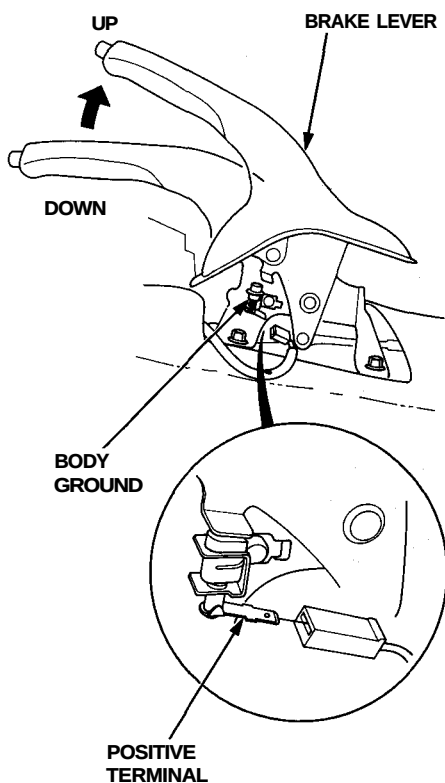


Brake System Indicator

Parking Brake Switch Test

1. Remove the center console, and disconnect the connector from the switch.
2. Check for continuity between the terminal and body ground in each switch position according to the table.

Terminal	Positive Terminal	Body Ground
Position		
BRAKE LEVER UP		
BRAKE LEVER DOWN		

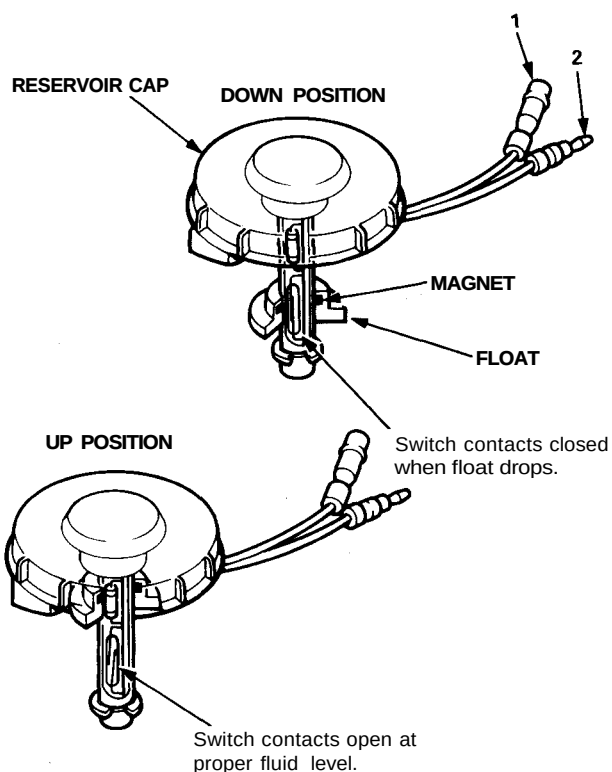


NOTE (Canada): If the parking brake switch is OK, but the brake system indicator does not function, perform the input test for the daytime running lights control unit.

Brake Fluid Level Switch Test

1. Remove the reservoir cap. Check that the float moves up and down freely; if it doesn't, replace the reservoir cap assembly.
2. Check for continuity between the terminals in each switch position according to the table.

Terminal	1	2
Position		
FLOAT UP		
FLOAT DOWN		



Interlock System

Component Location Index

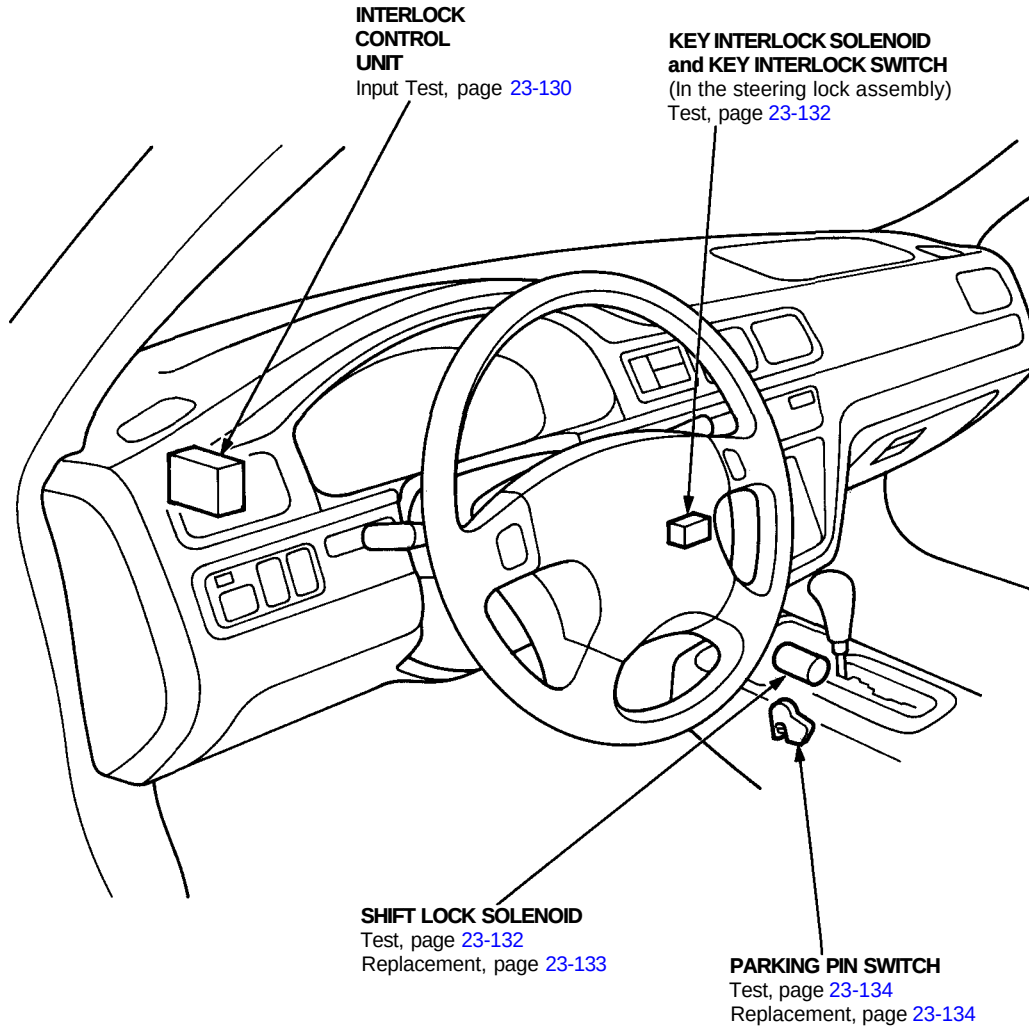
SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.

A/T GEAR POSITION INDICATOR

See page [23-115](#)

A/T GEAR POSITION SWITCH

Test, page [23-146](#)





Description

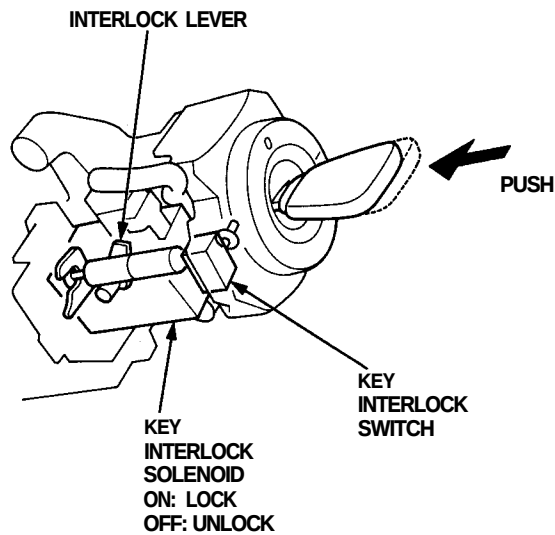
The car is equipped with the following devices to prevent inadvertent shifting:

- Key cylinder with interlocked ignition key (Key Interlock System)
- Shift lever with shift lock (Shift Lock System)

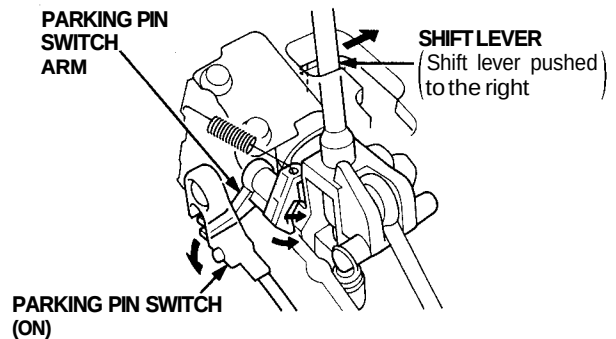
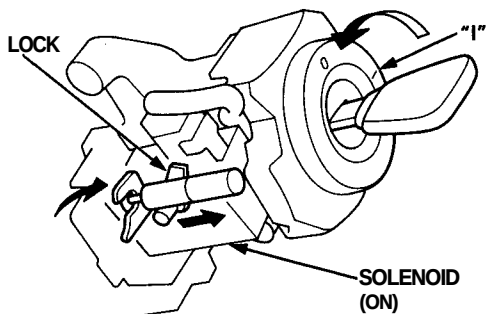
Key Interlock System:

When the shift lever is in any other position than **P** or is not securely locked in **P** (parking pin switch is ON), a solenoid is activated, making it impossible to remove the ignition key from the ignition switch.

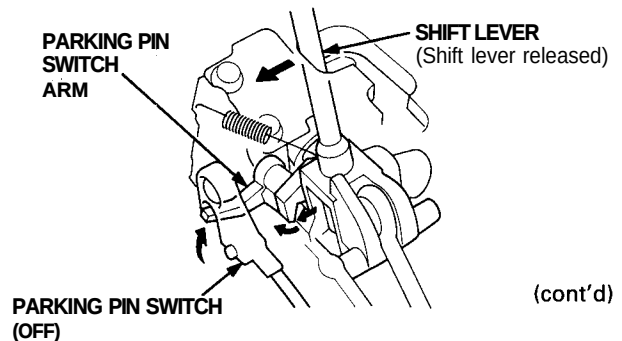
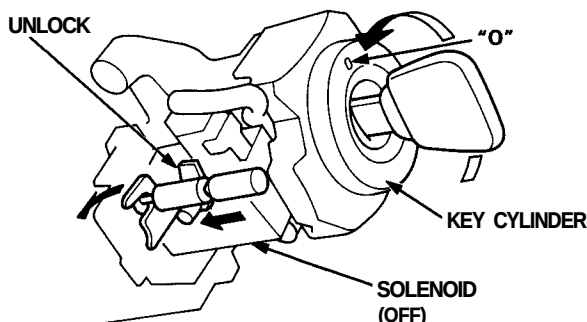
To be able to remove the key, the shift lever must be in **P** and must be securely locked in this position (parking pin switch must be turned off by the lock pin).



The shift lever is in any other position than **P**, and the parking pin switch is ON:



The shift lever is in **P**, and the parking pin switch is OFF.



(cont'd)

Interlock System

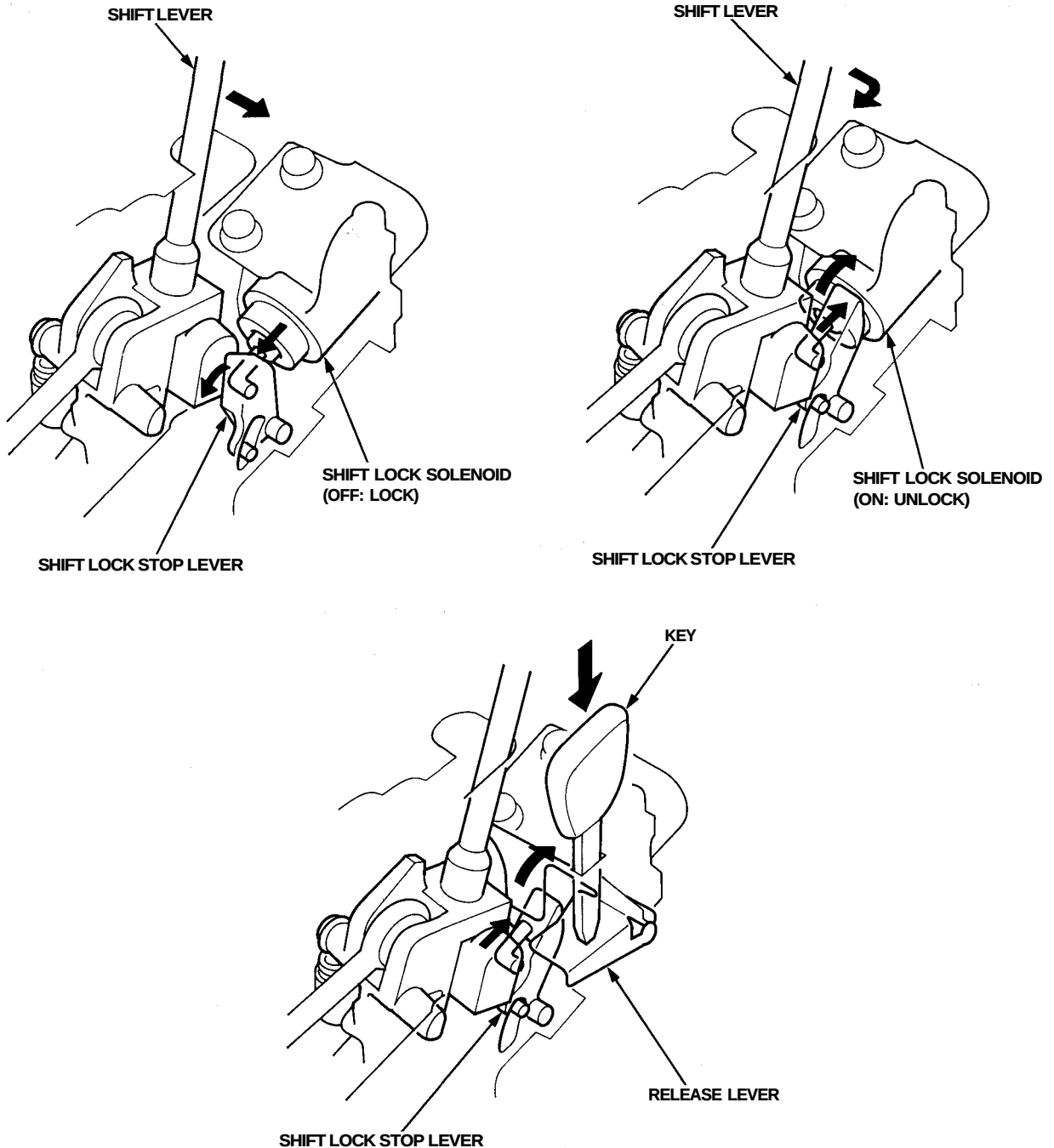
Description (cont'd)

Shift Lock System:

The shift lock system prevents the shift lever from moving to another position than [P] unless you step on the brake pedal and the accelerator is in its rest position.

NOTE:

- The shift lever cannot be shifted when the brake pedal and the accelerator are depressed at the same time.
- In case of system malfunction, the shift lever can be released by pushing a key into the release slot near the shift lever.



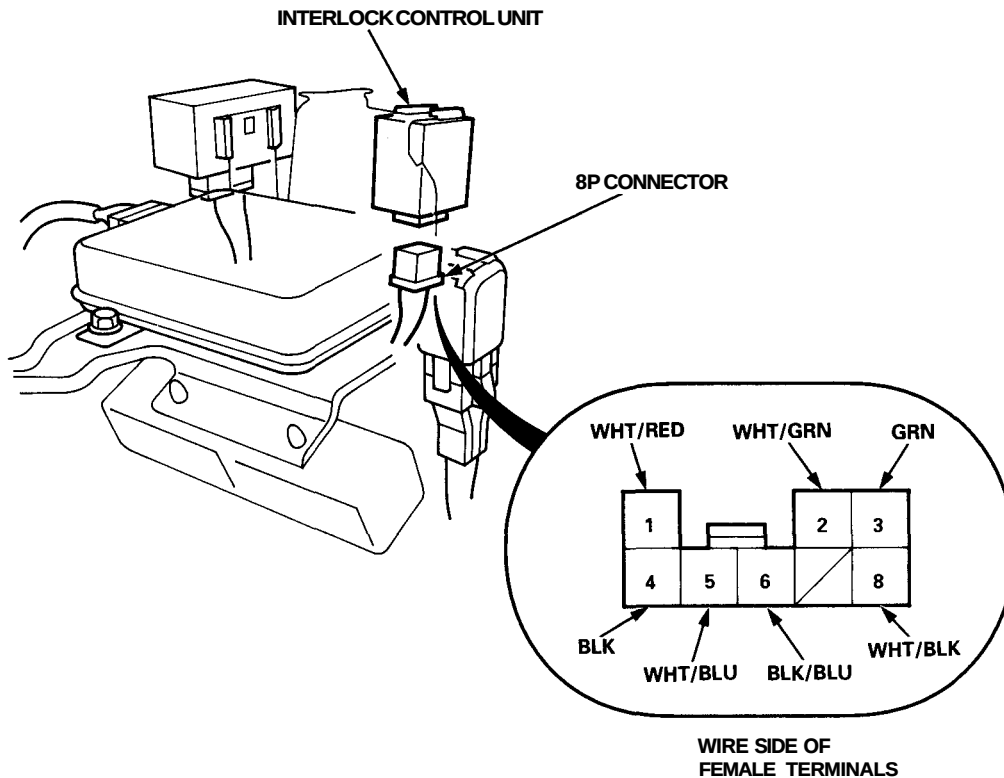
Interlock System

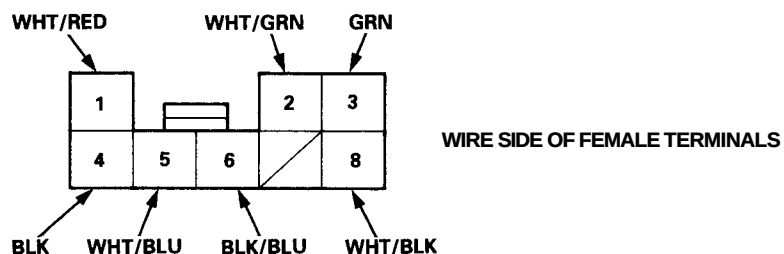
Control Unit Input Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

1. Disconnect the 8P connector from the interlock control unit.
2. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If a test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, substitute a known-good control unit, and recheck the system. If the check is OK, the control unit must be faulty; replace it.

NOTE: If the shift lock solenoid clicks when the ignition switch is turned ON (II) and you step on the brake pedal (with the shift lever in **P**), the shift lock system is electronically normal; if the shift lever cannot be shifted from **P**, test the A/T gear position switch as described on page [23-146](#), and see [section 14](#).





Shift Lock System

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
2	WHT/GRN	Ignition switch ON (II) Brake pedal pushed	Check for voltage to ground: There should be about 12 V.	• Blown No. 30 (20 A) fuse in the under-hood fuse/relay box • Faulty TCM • Faulty brake switch (see page 23-184) • Faulty throttle position (TP) sensor (see section 11) • An open in the wire
		Ignition switch ON (II) Brake pedal and accelerator pushed at the same time	Check for voltage to ground: There should be 1 V or less.	
3	GRN	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box • Faulty shift lock solenoid • An open in the wire
6	BLK/BLU	Shift lever in P	Check for continuity to ground: There should be continuity.	• Faulty A/T gear position switch • Poor ground • An open in the wire

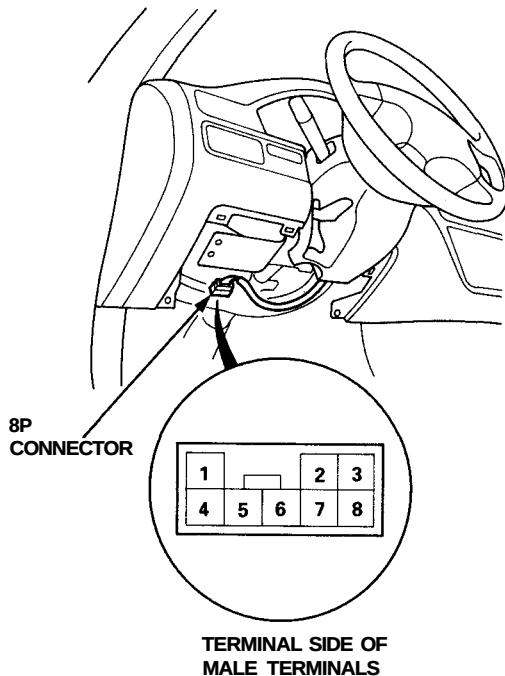
Key Interlock System

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	WHT/RED	Ignition switch turned to ACC (I) and key pushed in	Check for voltage to ground: There should be battery voltage.	• Blown No. 30 (20 A) fuse in the under-hood fuse/relay box • Faulty steering lock assembly (key interlock solenoid) • An open in the wire
5	WHT/BLU			
4	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G404) • An open in the wire
6	BLK/BLU	Shift lever in P	Check for continuity to ground: There should be continuity.	• Faulty A/T gear position switch • Poor ground • An open in the wire
8	WHT/BLK	Shift lever in P and pushed to the right	Check for continuity to ground: There should be continuity.	• Faulty parking pin switch • Poor ground (G401, G404) • An open in the wire
		Shift lever in P and released	Check for continuity to ground: There should be no continuity.	• Faulty parking pin switch • Short to ground

Interlock System

Key Interlock Solenoid Test

1. Remove the dashboard lower cover and knee bolster (see page 23-64).
2. Disconnect the 8P connector from the main wire harness.



3. Check for continuity between the terminals in each key position according to the table.

Terminal		5	6	8
Position				
Ignition switch ACC (I)	Key pushed in			
	Key released			

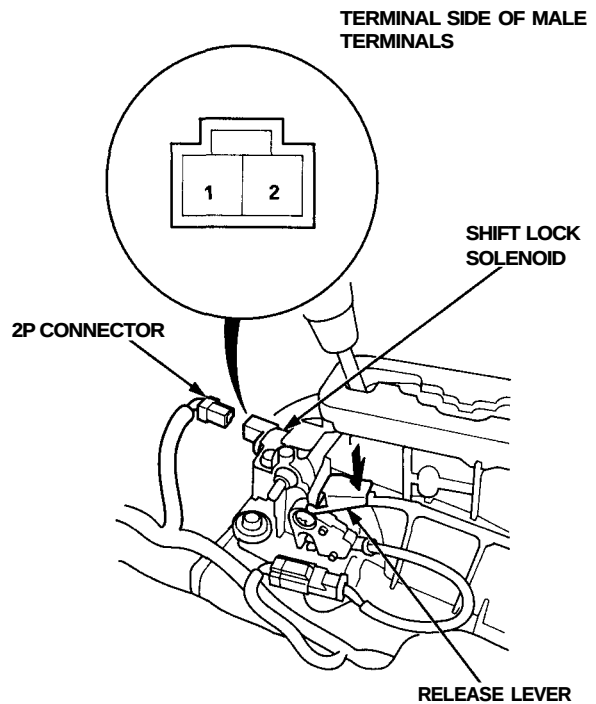
4. Check that the key cannot be removed with power and ground connected to the No. 5 and No. 8 terminals.
 - If the key cannot be removed, the key interlock solenoid is OK.
 - If the key can be removed, replace the steering lock assembly (the interlock solenoid is not available separately).

Shift Lock Solenoid Test

1. Remove the center console (see section 20).
2. Disconnect the shift lock solenoid 2P connector.
3. Connect battery power to the No. 1 terminal and to the No. 2 terminal of the solenoid momentarily.

NOTE:

- Do not connect power to the No. 2 (-) terminal (reverse polarity) or you will damage the diode inside the solenoid.
- Make sure there is clearance between the stop pin and base bracket when the solenoid is ON and OFF (see next page).

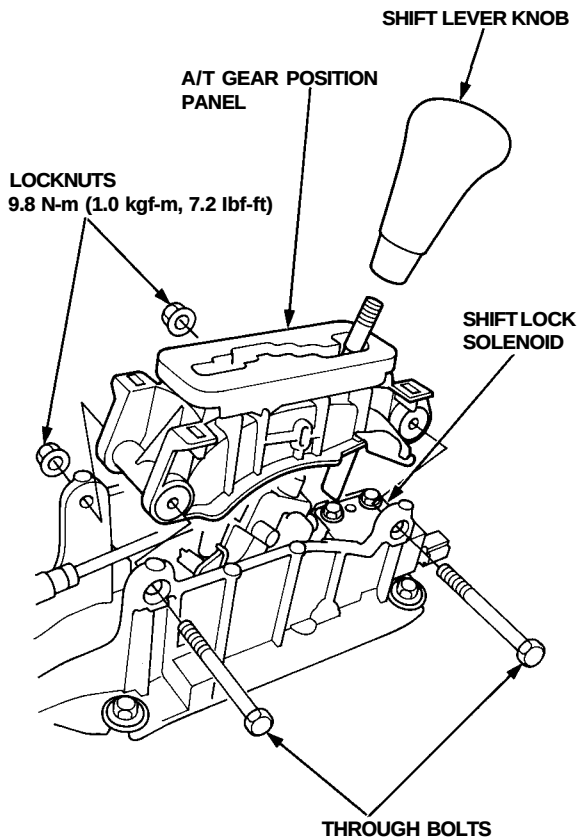


4. Check that the shift lock releases when the release lever is pushed, and check that it locks when the release lever is released.
5. If the solenoid does not work, replace the solenoid.

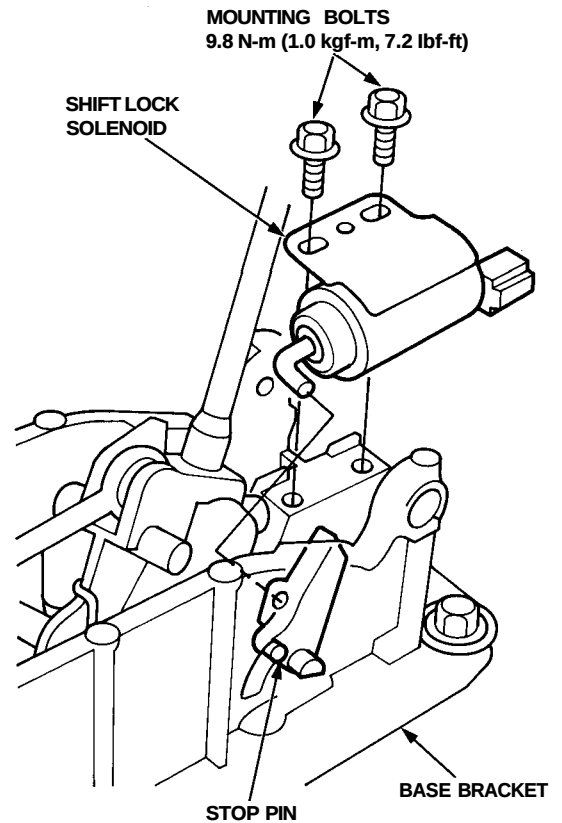


Shift Lock Solenoid Replacement

1. Remove the center console and shift lever knob (see [section 20](#)).
2. Disconnect the connectors from the shift lock solenoid and parking pin switch.
3. Remove the two locknuts and through bolts, then remove the A/T gear position panel.

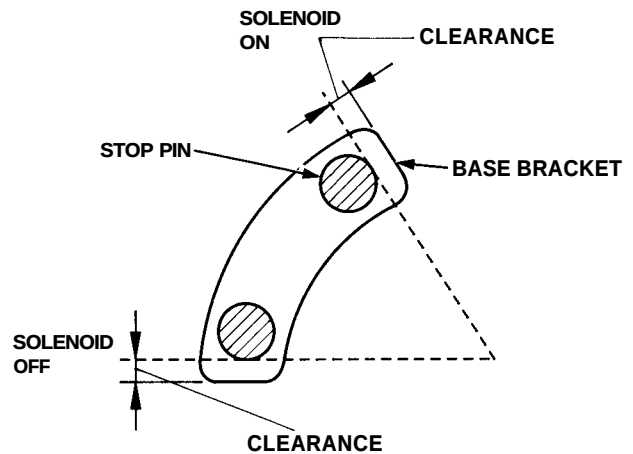


4. Remove the two mounting bolts, then remove the shift lock solenoid.



5. Install the shift lock solenoid in the reverse order of removal.

NOTE: Make sure there is clearance between the stop pin and base bracket when the solenoid is ON and OFF.

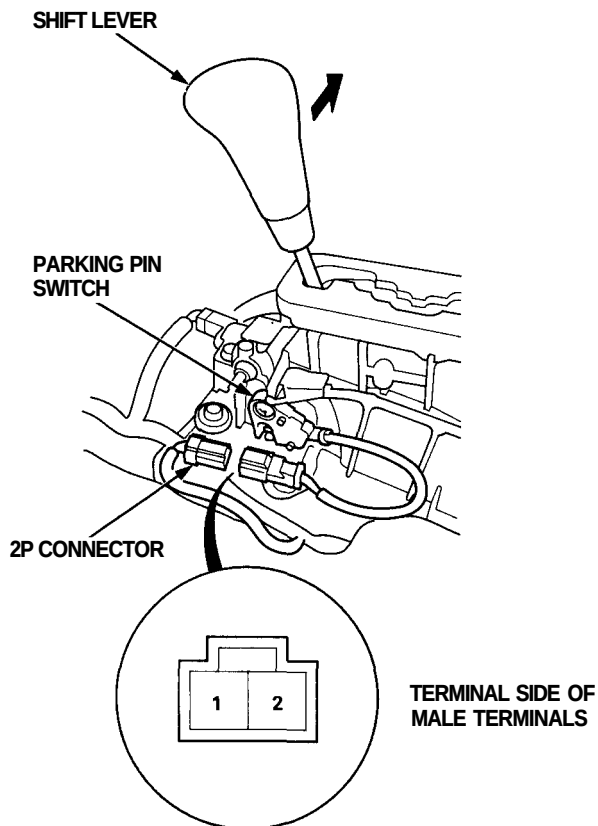


Interlock System

Parking Pin Switch Test/Replacement

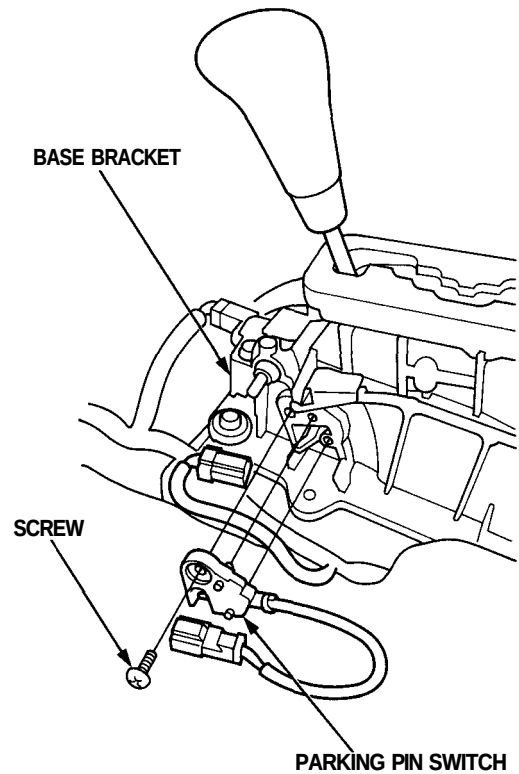
1. Remove the center console (see [section 20](#)).
2. Disconnect the parking pin switch 2P connector.
3. Check for continuity between the terminals in each switch lever position according to the table.

Terminal		1	2
Position			
Shift lever in 	Shift lever pushed to the right		
	Shift lever released		



4. If necessary, replace the parking pin switch.

5. Remove the screw, then remove the parking pin switch from the base bracket.

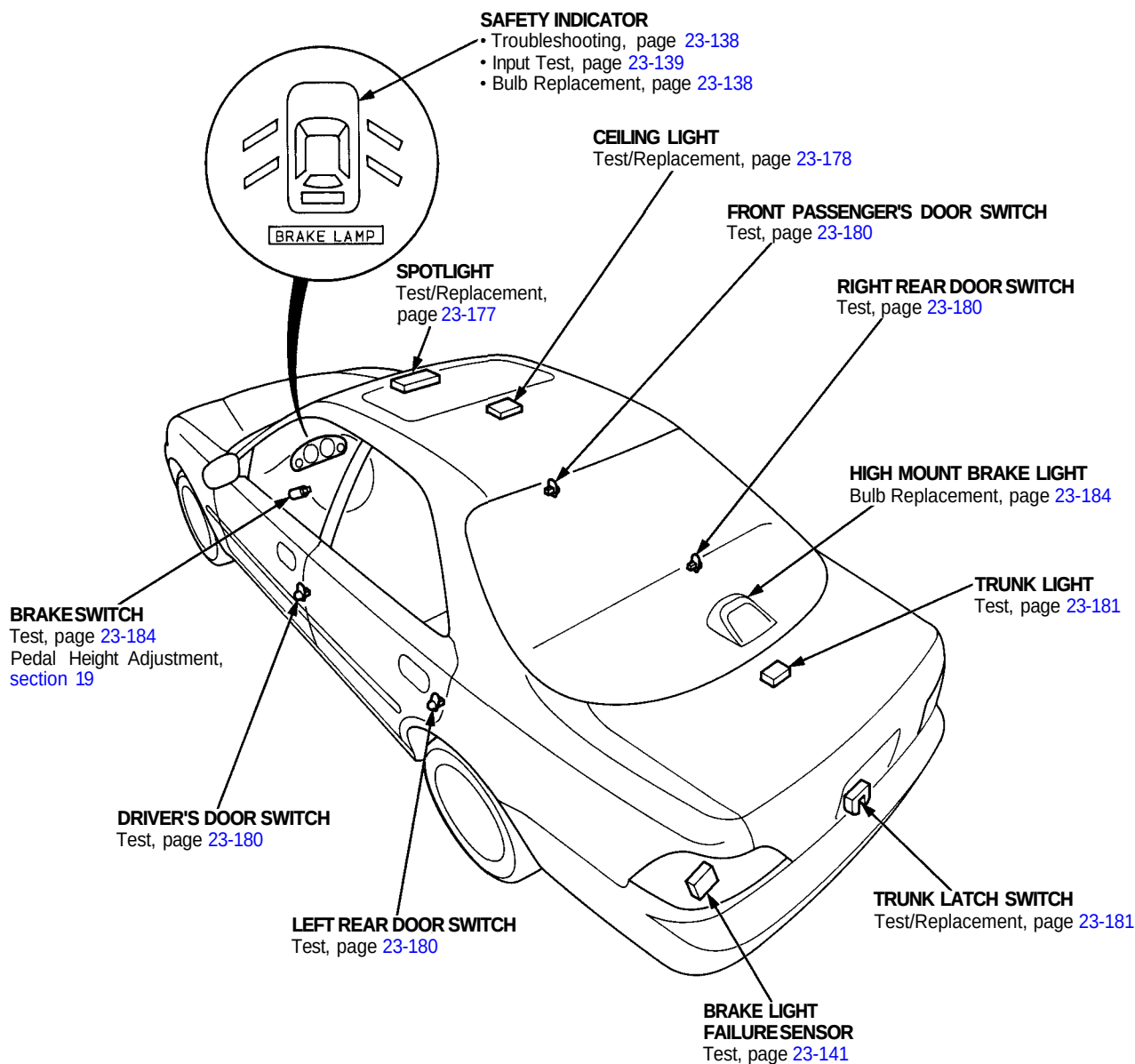




Safety Indicator

Component Location Index

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.



Description

Safety Indicator System:

Bulbs are used to indicate when the trunk lid or a door is not fully closed, or when a brake light is faulty. The bulbs will remain ON for about two seconds after the ignition switch has been turned ON (II) to show that the system circuit is functioning.

Brake Light Bulb Failure Indicator:

If all brake light bulbs are OK, the indicator light stays off because the WHT/GRN wire is constantly being grounded by the brake light failure sensor. With the brake light off, the ground is provided through the diode, the failure sensor relay coil, and the bulb filaments. With the brake light on, both relays in the sensor, connected in series, supply ground. If either of the two bulbs is not working, the chain is broken and the WHT/GRN wire is not being grounded. The indicator light comes on.

Safety Indicator

Troubleshooting

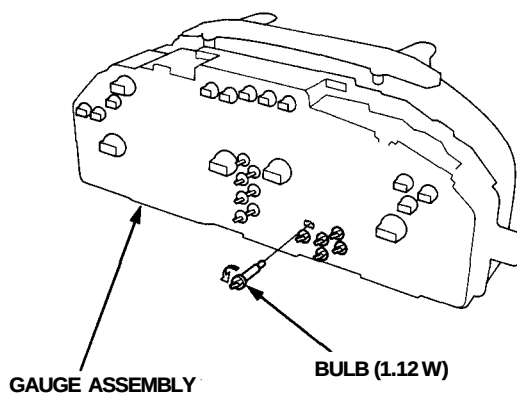
NOTE:

- The numbers in the table show the troubleshooting sequence.
- Make sure that the ceiling light bulb and the trunk indicator light bulb are not blown.

Item to be inspected Symptom	Blown No. 1 (10 A) fuse (In the under-dash fuse/relay box)	Blown No. 37 (15 A) fuse (In the under-hood fuse/relay box)	Safety indicator input test	Blown bulb	Brake light failure sensor	Door switch	Trunk latch switch	Poor ground	Open circuit, loose or disconnected terminals
No indicators operate.	1		2					G401 G404	YEL
Indicator lights do not come on when the ignition switch is turned to ON (II).			1	2					
Door indicator light does not come on with doors open.			2	3		1			GRN/BLU GRN/RED GRN/WHT GRN/YEL
Trunk indicator light does not come on with trunk lid open.			2	3			1	G502	ORN ¹
Brake indicator light does not come on with blown brake light bulb.			1	3	2				WHT/GRN or ORN ²
Brake indicator light remains on with good brake light bulbs.			2		1			G502	
Ceiling light does not come on with door open (with switch in middle position).		1	2	3					BLK/WHT

Bulb Replacement

1. Remove the gauge assembly (see page [23-114](#)).
2. Remove the bulb.
3. Install in the reverse order of removal.

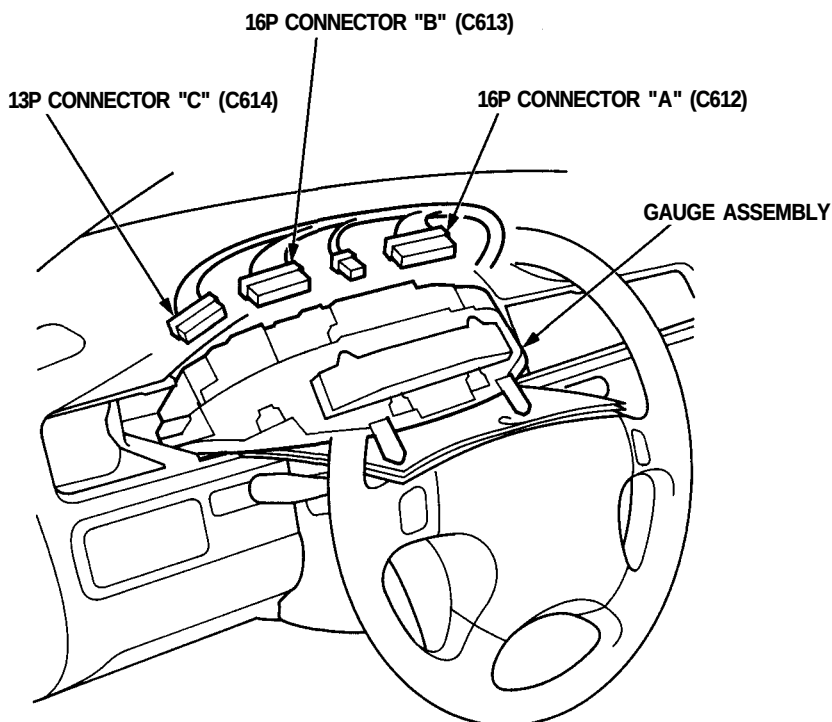




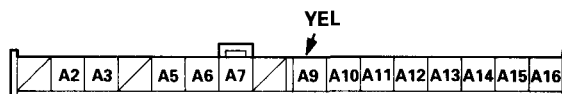
Indicator Input Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.

1. Remove the gauge assembly from the dashboard (see page 23-114), and disconnect the 16P connectors (C612, C613) and 13P connector (C614) from the gauge assembly.
2. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the printed circuit board must be faulty; replace it.



CONNECTOR "A" (C612): WIRE SIDE OF FEMALE TERMINALS



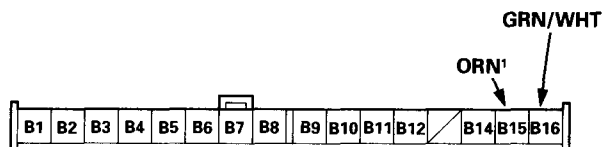
Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A9	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box • An open in the wire

(cont'd)

Safety Indicator

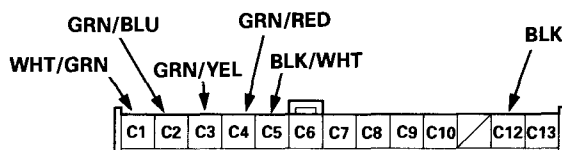
Indicator Input Test (cont'd)

CONNECTOR "B" (C613): WIRE SIDE OF FEMALE TERMINALS

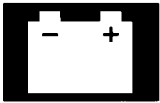


Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B15	ORN ¹	Trunk lid open	Check for continuity to ground: There should be continuity. NOTE: Before testing, remove the No. 37 (15 A) fuse from the under-hood fuse/relay box.	- Faulty trunk latch switch - An open in the wire
B16	GRN/WHT	Right rear door open	Check for continuity to ground: There should be continuity. NOTE: Before testing, remove the No. 37 (15 A) fuse from the under-hood fuse/relay box.	- Faulty door switch - An open in the wire

CONNECTOR "C" (C614): WIRE SIDE OF FEMALE TERMINALS

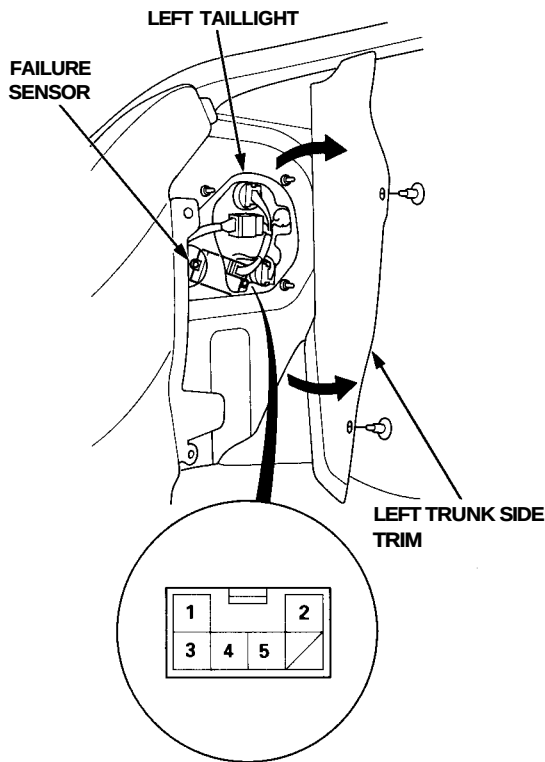


Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
C1	WHT/GRN	Brake pedal pushed	Check for continuity to ground: There should be less than 200 ohms with the pedal pushed.	- Blown No. 30 (20 A) fuse in the under-dash fuse/relay box - Faulty brake switch - Blown brake light bulbs - Faulty brake light failure sensor - Poor ground (G502) - An open in the wire
C2	GRN/BLU	Driver's door open	Check for continuity to ground: There should be continuity. NOTE: Before testing, remove the No. 37 (15 A) fuse from the under-hood fuse/relay box.	- Faulty door switch - An open in the wire
C3	GRN/YEL	Left rear door open		
C4	GRN/RED	Front passenger's door open		
C5	BLK/WHT	Ceiling light switch in middle position	Connect to ground: The ceiling light should come on.	- Blown No. 37 (15 A) fuse in the under-hood fuse/relay box - Faulty ceiling light - An open in the wire
C12	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	- Poor ground (G401, G404) - An open in the wire



Brake Light Failure Sensor Test

1. First make sure the brake lights come on when the brake pedal is pressed.
 - If all the brake lights come on, go to step 2.
 - 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 none of the brake lights come on, check the brake light circuit.
2. Open the trunk lid, and pull back the left trunk side trim to uncover the failure sensor.



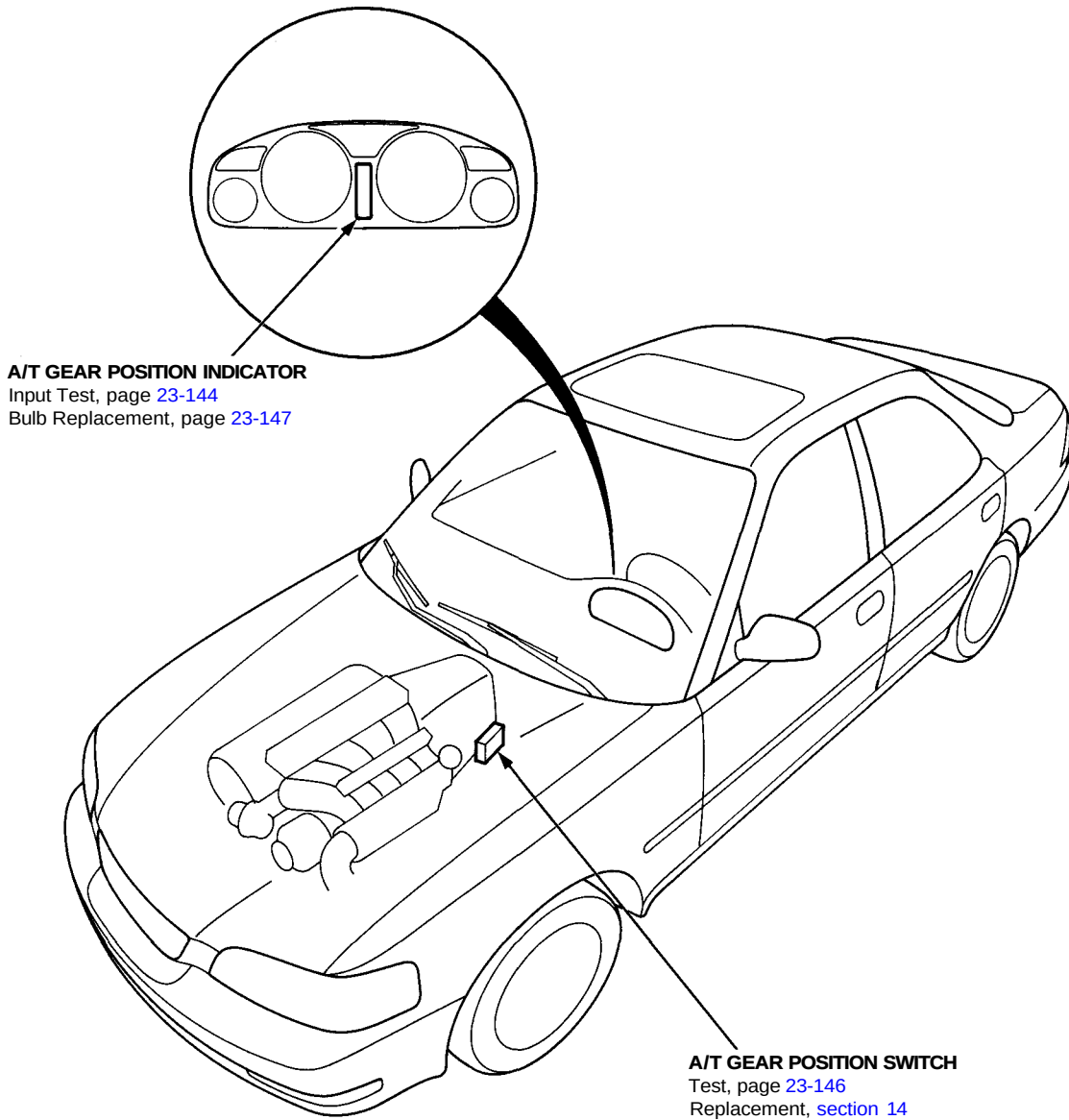
WIRE SIDE OF FEMALE TERMINALS

3. Make sure the **BRAKE LAMP** light in the safety indicator does not come on and stay on when the No. 1 terminal of the 6P connector is grounded and the ignition switch is turned from OFF to ON (II).
 - If the **BRAKE LAMP** light comes on and stays on, check for an open in the WHT/GRN wire between the safety indicator and the No. 1 terminal of the failure sensor, and whether the safety indicator circuit (printed circuit board) has a problem.
 - If the **BRAKE LAMP** light does not stay on, go to step 5.
4. Make sure the **BRAKE LAMP** light does not come on when the ignition switch is turned from OFF to ON (II) with the No. 2 terminal of the 6P connector grounded and the brake pedal pressed.
 - If the **BRAKE LAMP** light comes on and stays on, replace the failure sensor.
 - If the **BRAKE LAMP** does not stay on, check for an open in the BLK wire between the No. 2 terminal of the failure sensor and ground, and check for poor ground at G502.

A/T Gear Position Indicator

Component Location Index

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

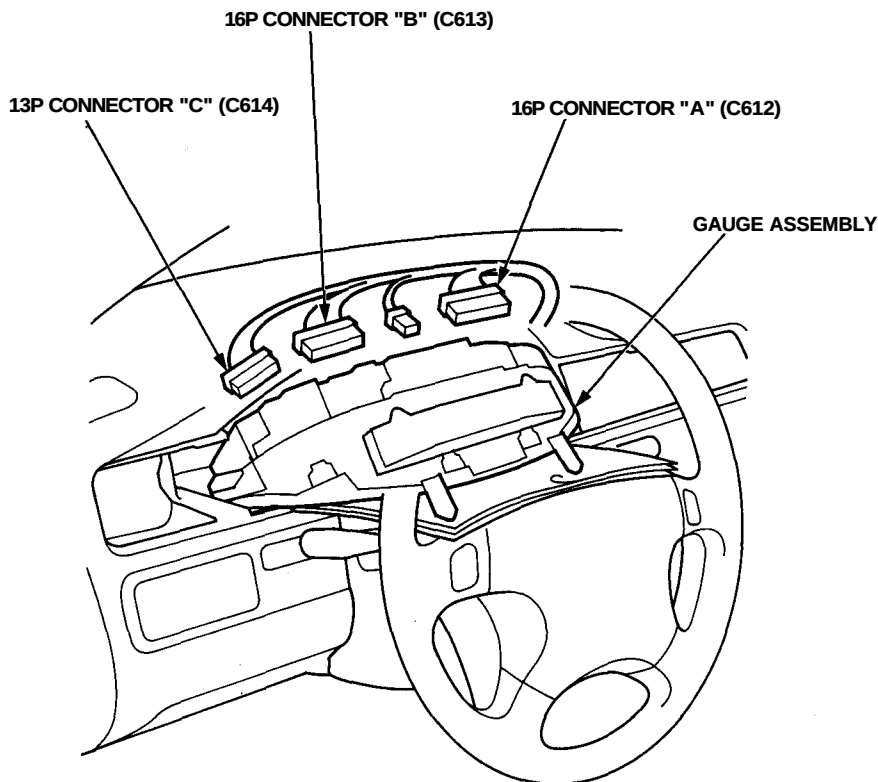


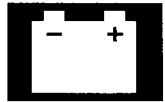
A/T Gear Position Indicator

Indicator Input Test

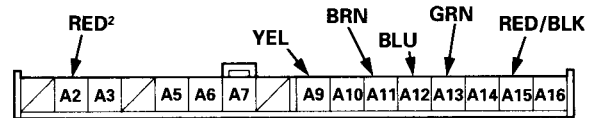
SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

1. Remove the gauge assembly from the dashboard (see page [23-114](#)), and disconnect the 16P connectors (C612, C613), and 13P connector (C614) from the gauge assembly.
2. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the 16P (C612, C613) and 13P (C614) connectors.
 - If a test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, but the indicator is faulty, replace the printed circuit board.



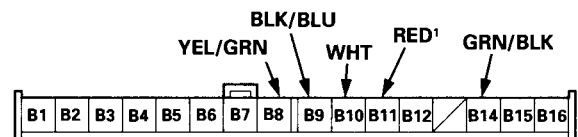


CONNECTOR "A" (C612): WIRE SIDE OF FEMALE TERMINALS



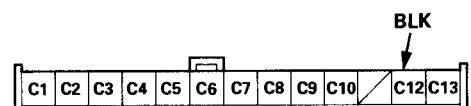
Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A2	RED²	Combination light switch ON and dash lights brightness control dial on full bright	Check for voltage between RED/BLK and RED terminals: There should be battery voltage.	• Blown No. 21 (15 A) fuse in the under-hood fuse/relay box • Faulty taillight relay • Faulty dash lights brightness controller • An open in the wire
A15	RED/BLK			
A9	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box • An open in the wire
A11	BRN	Shift lever in 1	Check for continuity to ground: There should be continuity. NOTE: There should be no continuity in any other position.	• Faulty A/T gear position switch • An open in the wire
A12	BLU	Shift lever in 2		
A13	GRN	Shift lever in D₃		

CONNECTOR "B" (C613): WIRE SIDE OF FEMALE TERMINALS



Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B8	YEL/GRN	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Faulty transmission control module (TCM) or ECM • An open in the wire
B9	BLK/BLU	Shift lever in P NOTE: Don't push the brake pedal.	Check for continuity to ground: There should be continuity. NOTE: There should be no continuity in any other position.	• Faulty A/T gear position switch • An open in the wire
B10	WHT	Shift lever in R		
B11	RED¹	Shift lever in N		
B14	GRN/BLK	Ignition switch ON (II) and shift lever in any position except D₃	Check for voltage to ground: There should be battery voltage for two seconds after the ignition switch is turned ON (II), and less than 1 V two seconds later.	• Faulty transmission control module (TCM) • An open in the wire

CONNECTOR "C" (C614): WIRE SIDE OF FEMALE TERMINALS

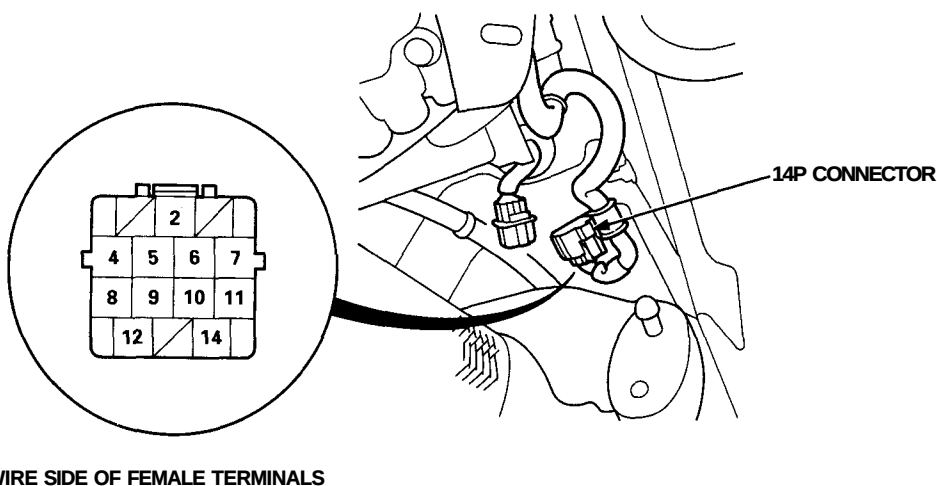


Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
C12	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G404) • An open in the wire

A/T Gear Position Indicator

A/T Gear Position Switch Test

1. Raise the car, and remove the transmission splash shield (see [section 14](#)).
2. Disconnect the 14P connector from the A/T gear position switch.
3. Check for continuity between the terminals in each switch position according to the table.
 - Move the shift lever back and forth without pushing the shift lever at each switch 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 position of the A/T gear position switch (see [section 14](#)).



A/T Gear Position Switch

**Back – up
Light Switch**

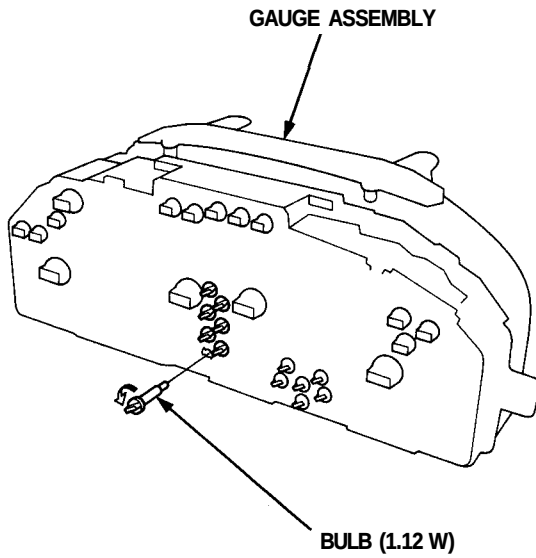
**Neutral
Position Switch**

Terminal Position	Body Ground	2	4	5	6	7	8	10	11	12	14	Body Ground	9
1	○							○					
2	○						○		○				
D ₃	○		○				○						
D ₄	○			○			○						
N	○				○							○	○
R	○					○				○	○		
P	○	○										○	○



Bulb Replacement

1. Remove the gauge assembly (see page [23-114](#)).
2. Remove the bulb.



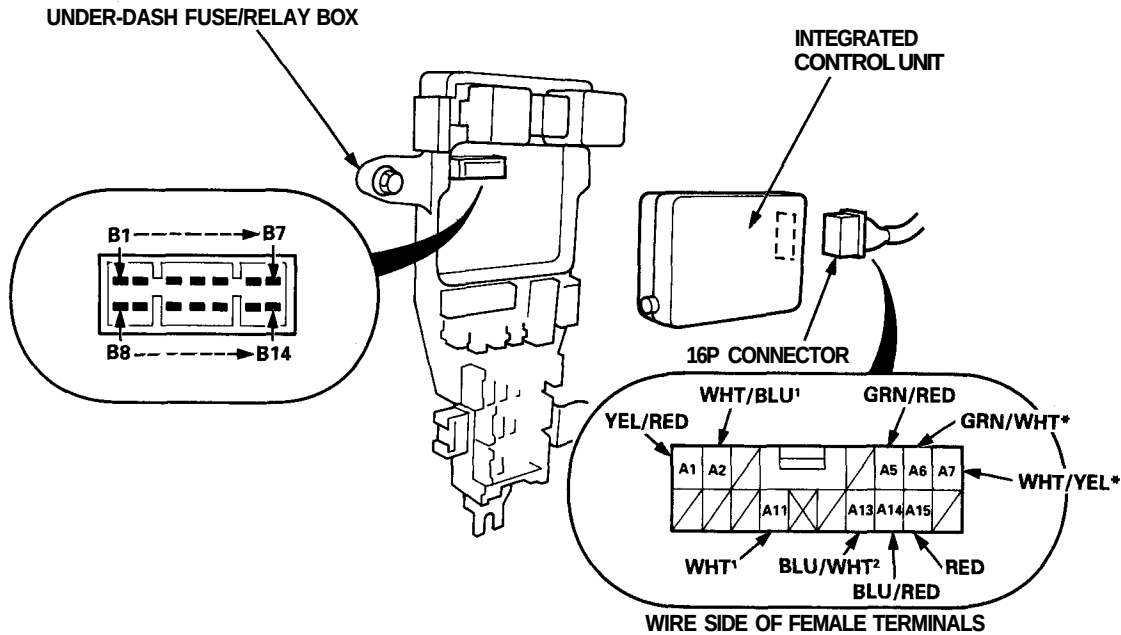
3. Install in the reverse order of removal.

Integrated Control Unit

Input Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.

1. Remove the driver's side kick panel, then disconnect the 16P connector from the integrated control unit.
2. Remove the integrated control unit from the under-dash fuse/relay box.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector and socket.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.



*: '97 - 98 models



Intermittent Wiper System:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B8	Fuse/relay box socket	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G404) • An open in the wire
B9		Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 6 (30 A) fuse in the under-dash fuse/relay box • Faulty intermittent wiper relay • An open in the wire
B3			Check for voltage to ground: There should be battery voltage.	• Blown No. 6 (30 A) fuse in the under-dash fuse/relay box • Faulty wiper switch • An open in the wire
B4		Ignition switch ON (II) and washer switch ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 6 (30 A) fuse in the under-dash fuse/relay box • Faulty washer switch • An open in the wire
B10		Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 6 (30 A) fuse in the under-dash fuse/relay box • An open in the wire
A6*	GRN/WHT	Intermittent dwell time control ring turned	Check for resistance between the terminals: It should vary from 0 Ω to 30 k Ω as the ring is turned.	• Faulty intermittent dwell time controller • An open in the wire
A7*	WHT/YEL			

*: '97 - 98 models

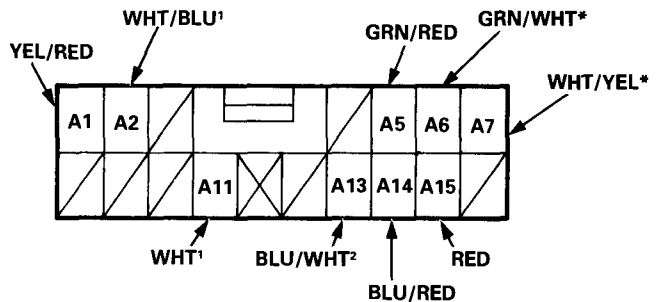
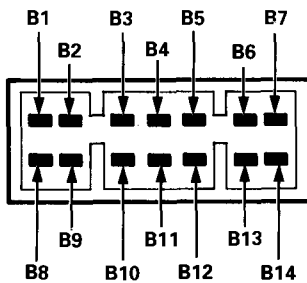
Oil Pressure Indicator Flasher System:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B8	Fuse/relay box socket	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G404) • An open in the wire
B2		Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box • Faulty under-dash fuse/relay box
A2	WHT/BLU ¹	Engine running	Check for voltage to ground: There should be battery voltage.	• Faulty charging system • An open in the wire
A1	YEL/RED	Ignition switch OFF (0)	Check for continuity to ground: There should be continuity.	• Faulty oil pressure switch • An open in the wire
		Ignition switch ON (II)	Check light operation. If the light does not come on, connect the YEL/RED terminal to ground: The light should come on as the ignition switch is turned ON (II).	• Blown bulb • An open in the wire
		Start the engine	Check for voltage to ground: There should be battery voltage.	• Insufficient oil • Improper lubrication • Faulty oil pressure switch

(cont'd)

Integrated Control Unit

Input Test (cont'd)



Seat Belt Reminder and Key-in Warning System:

WIRE SIDE OF FEMALE TERMINALS

*: '97 - 98 models

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B8	Fuse/relay box socket	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G404) • An open in the wire
B2		Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box • Faulty under-dash fuse/relay box
B1		Driver's door open	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door switch • An open in the wire
A13	BLU/WHT²	Ignition key is inserted into the ignition switch.	Check for voltage to ground: There should be 1 V or less.	• Faulty ignition key switch • An open in the wire • Poor ground (G401, G404)
A14	BLU/RED	Driver's seat belt is not buckled.	Check for voltage to ground: There should be 1 V or less.	• Faulty seat belt switch • Poor ground (G501) • An open in the wire

Power Window Key-off Timer System:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B8	Fuse/relay box socket	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G404) • An open in the wire
B1		Driver's door open	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door switch • An open in the wire
B2		Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box • Faulty under-dash fuse/relay box
B12		Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 37 (15 A) fuse in the under-hood fuse/relay box • An open in the wire
A5	GRN/RED	Front passenger's door open	Check for voltage to ground: There should be 1 V or less.	• Faulty front passenger's door switch • An open in the wire
A15	RED	Connect the B12 terminal to the RED terminal.	Check window operation: Power windows should operate as the switch is pushed.	• Faulty power window relay • Poor ground (G201) • An open in the wire



Entry Light Timer System

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B8	Fuse/relay box socket	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G404) • An open in the wire
B12		Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 37 (15 A) fuse in the under-hood fuse/relay box • An open in the wire
A11	WHT ¹	Under all conditions	Attach to ground: Ignition key light should come on.	• Blown No. 30 (20 A) fuse in the under-hood fuse/relay box • Blown LED • An open in the wire
B1	Fuse/relay box socket	Driver's door open	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door switch • An open in the wire

Lights-on Reminder System:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B8	Fuse/relay box socket	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G404) • An open in the wire
B13		Combination light switch ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 21 (15 A) fuse in the under-hood fuse/relay box • Faulty taillight relay • An open in the wire
B2		Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 1 (10 A) fuse in the under-dash fuse/relay box • An open in the wire
B1		Driver's door open	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door switch • An open in the wire

Key-in Reminder System

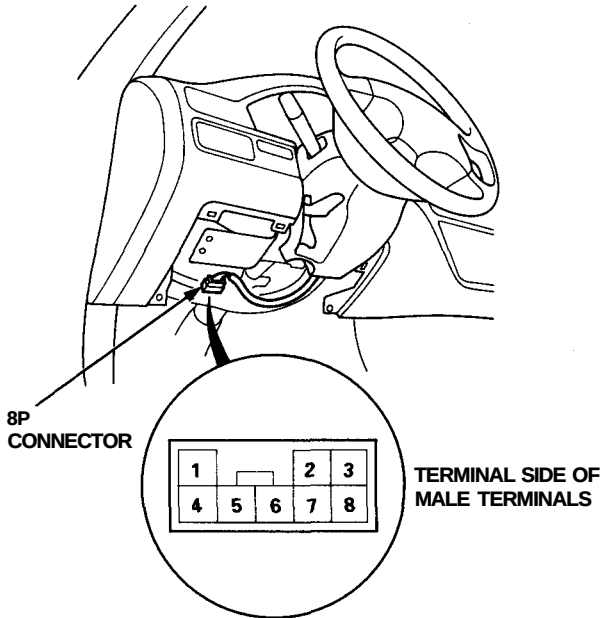
Ignition Key Switch Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

NOTE: Refer to page [23-152](#) for the input test of the beeper circuit.

When the ignition key is not removed, the key-in 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 the "BLU/WHT²" and "A13" terminals, the beeper sounds.

1. Remove the dashboard lower cover and knee bolster (see page [23-64](#)).
2. Disconnect the 8P connector from the main wire harness.



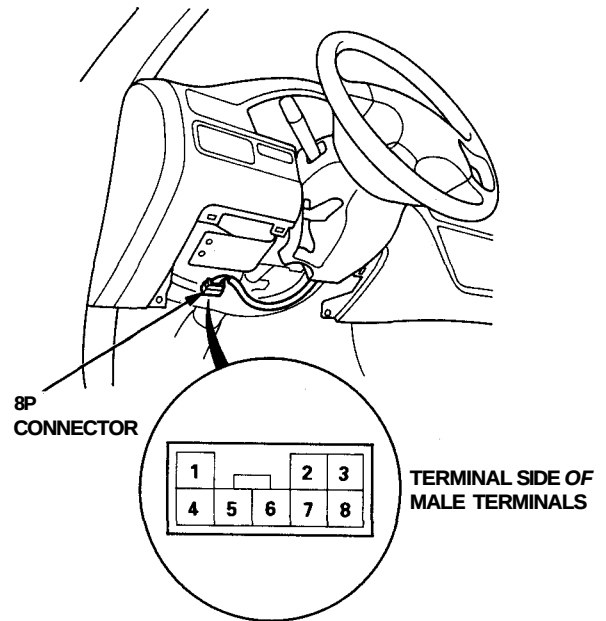
3. Check continuity between terminals No. 4 and No. 7.
 - There should be continuity with the key in the ignition switch.
 - There should be no continuity with the key removed.

Entry Light Timer System

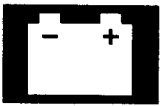
Ignition Key Light Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

1. Remove the dashboard lower cover and knee bolster (see page [23-64](#)).
2. Disconnect the 8P connector from the main wire harness.



3. Connect power is to terminal No. 8, and ground to terminal No. 2. The LED should come on. If the LED does not come on, replace it.

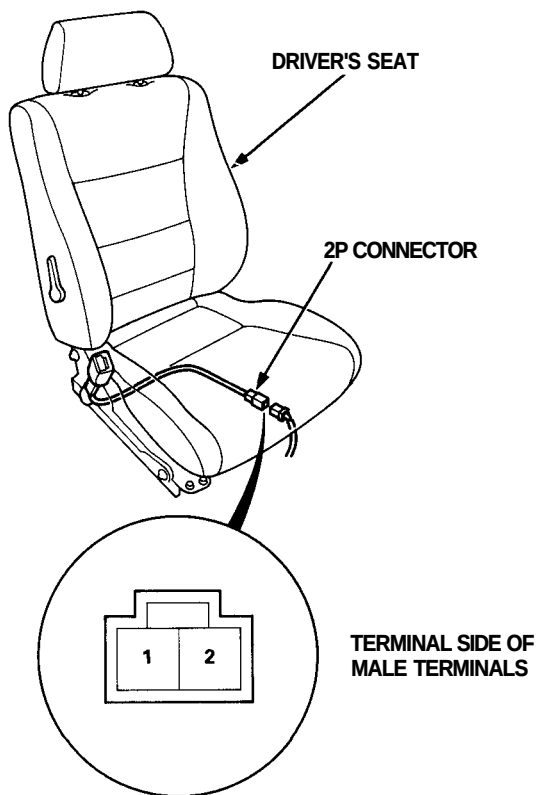


Seat Belt Reminder System

Seat Belt Switch Test

1. Slide the driver's seat to the middle position, then disconnect the 2P connector from the back of the seat.
2. Check for continuity between the No. 1 and No. 2 terminals in each condition according to the table.

Terminal Condition	1	2
UNBUCKLED		
BUCKLED		

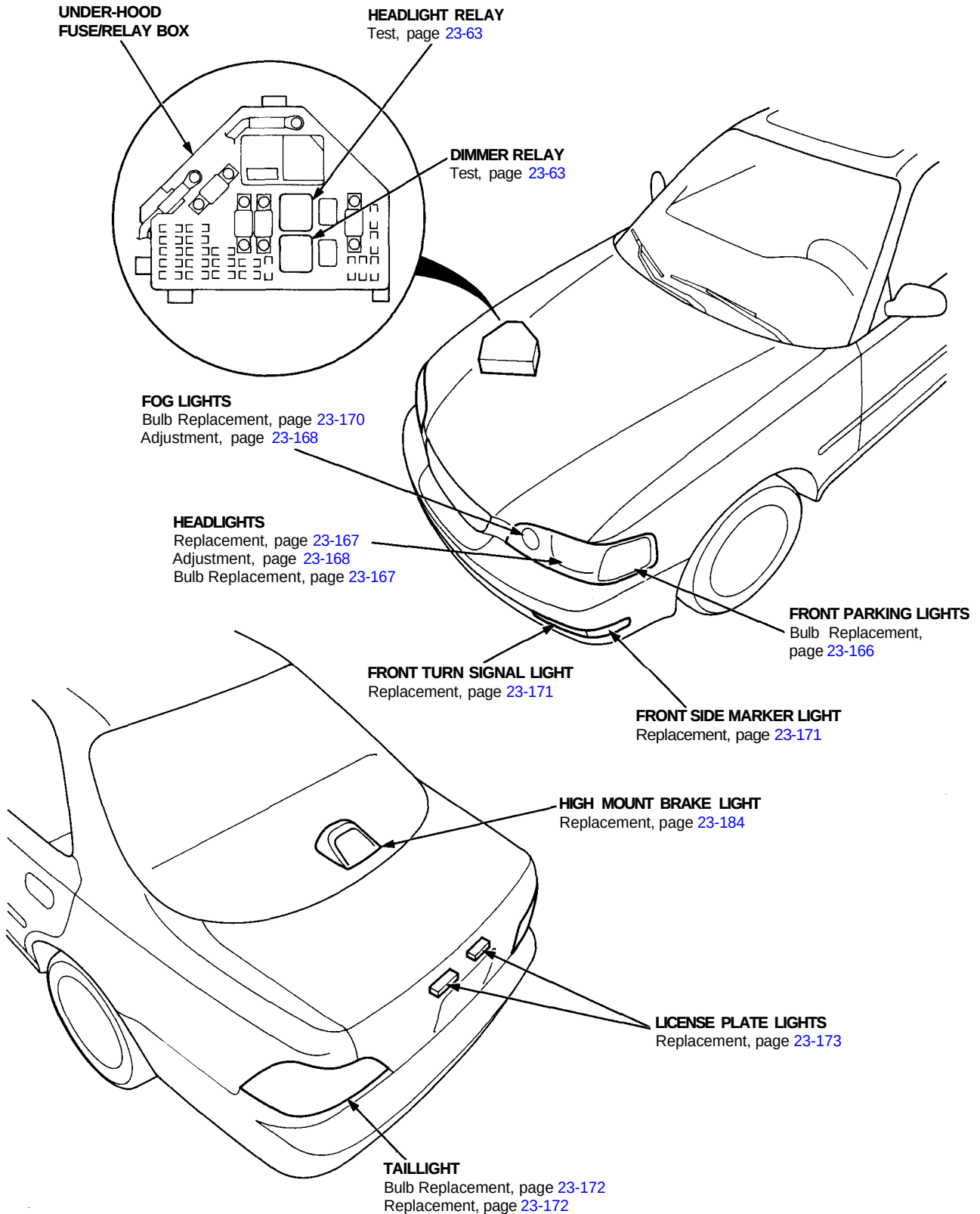


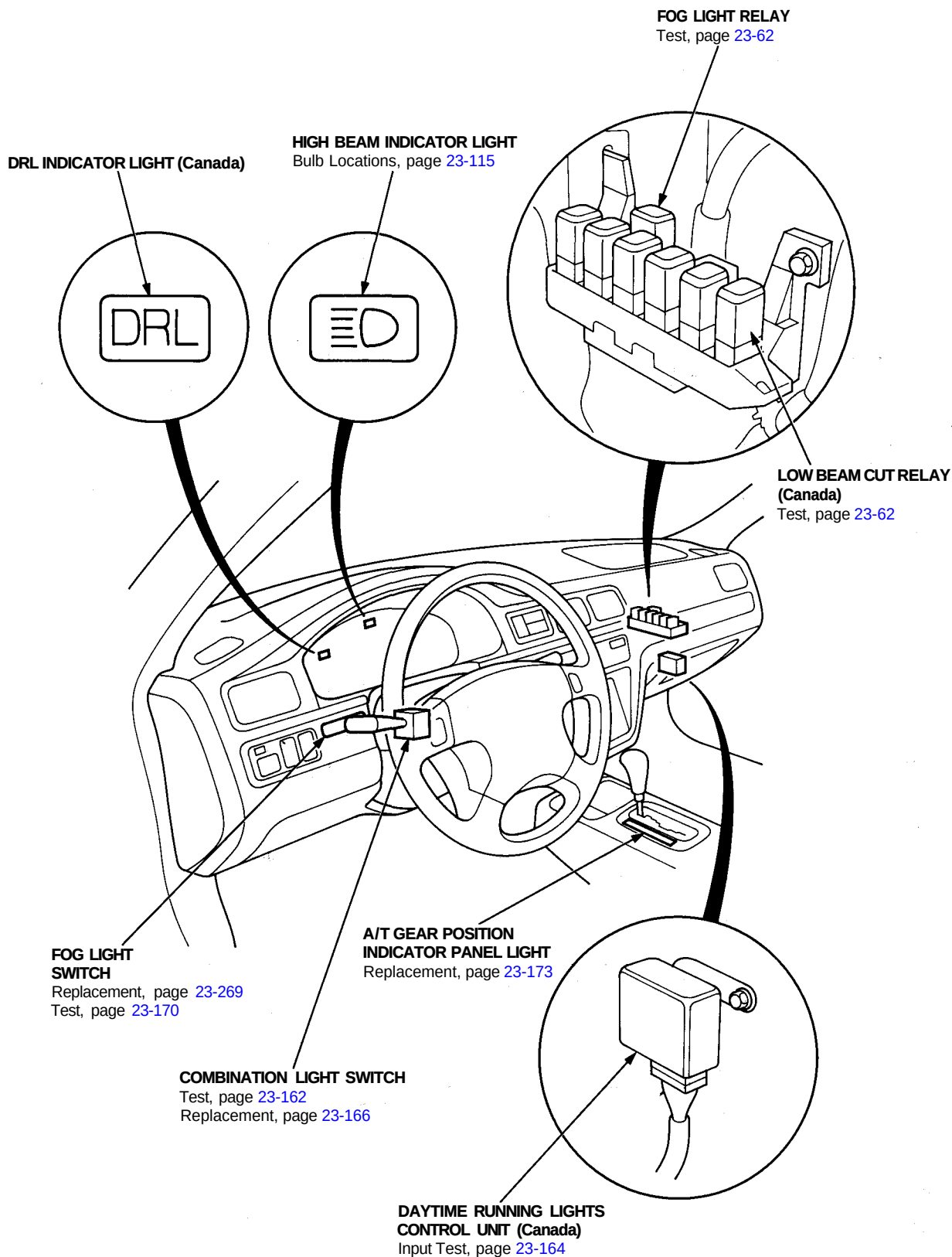
3. If necessary, replace the seat belt switch.

Lighting System

Component Location Index

NOTE: Refer to page [23-100a](#) of the '96-98 Acura 3.2TL Service Manual supplement for the differences on this page for the 3.2TL.



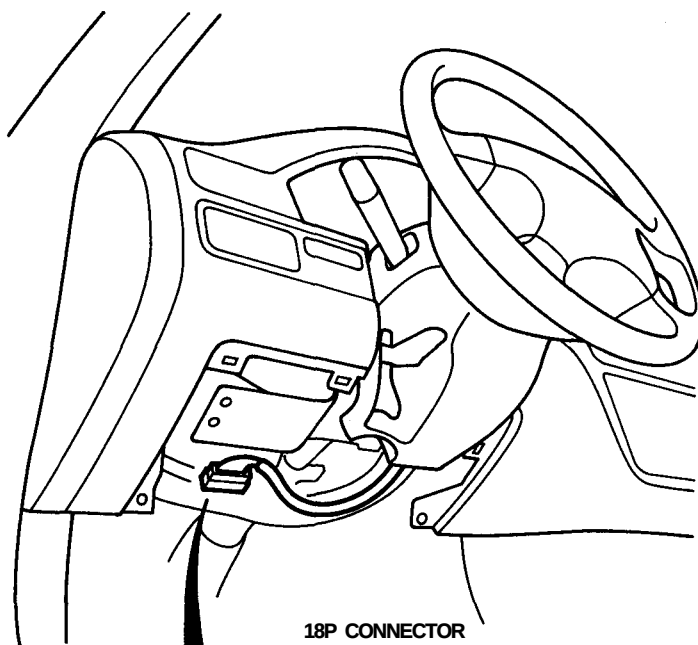


Lighting System

Combination Light Switch Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.

1. Remove the dashboard lower cover and knee bolster (see page 23-64).
2. Disconnect the 18P connector from the main wire harness.
3. Inspect the connector terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, check for continuity between them in each switch position according to the table. If there is no continuity between any of them, check for continuity in the switch harness.
 - If there is continuity in the switch harness, replace the combination light switch.
 - If there is no continuity in the switch harness, replace it.



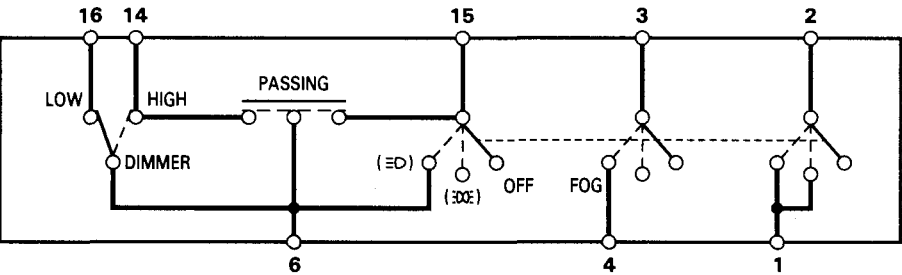
18P CONNECTOR

1	2	3	4			5	6		8
9	10	11	12	13	14	15	16		18

TERMINAL SIDE OF MALE
TERMINALS

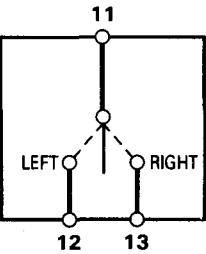


Headlight/Dimmer/Passing Switch



Terminal			1	2	3	4	6	14	15	16
Position										
Headlight switch	OFF									
	∞∞		○	○						
	≡▷	LOW	○	○	○	○	○		○	○
		HIGH	○	○	○	○	○	○	○	
Passing switch (Headlight switch "OFF")		OFF								
		ON					○	○	○	
Passing switch (Headlight switch "≡▷")		OFF					○		○	
		ON					○	○	○	

Turn Signal Switch



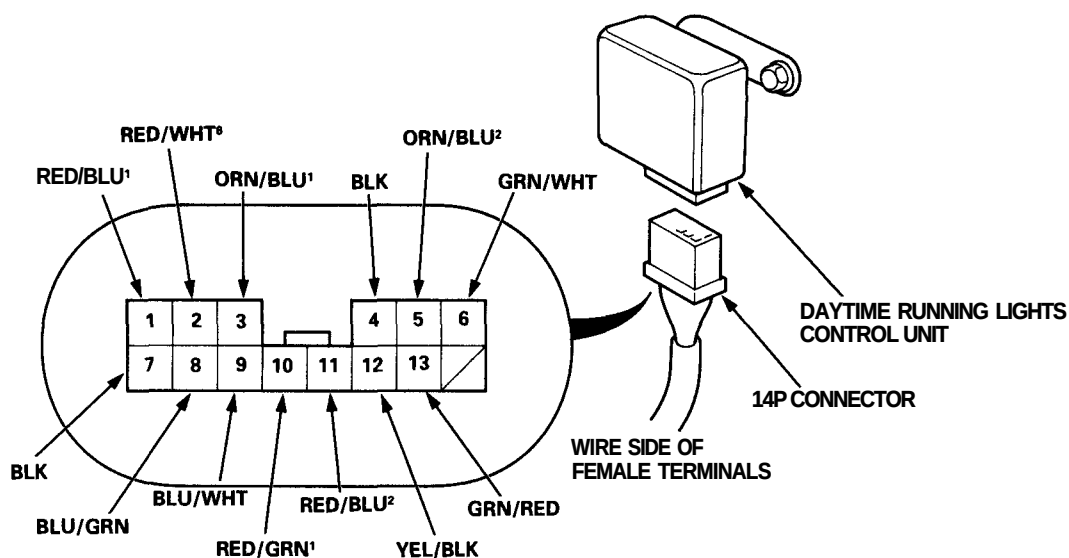
Terminal	11	12	13
Position			
RIGHT	○ — ○		
Neutral			
LEFT	○ — ○		

Lighting System

Daytime Running Lights Control Unit Input Test (Canada)

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

1. Remove the dashboard lower cover and knee bolster (see [page 23-64](#)).
2. Disconnect the 14P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.





Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	RED/BLU ¹	Combination light switch ON (≡▷)	Connect to ground: The headlights and high beam indicator light should come on.	• Blown No. 19, No. 20 (15 A) fuse in the under-hood fuse/relay box • Faulty combination light switch • Faulty headlight relay • Faulty low beam cut relay • Blown headlight bulb (high beam) • Blown high beam indicator light • An open in the wire
11	RED/BLU ²			
2	RED/WHT ⁶	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 23 (15 A) fuse in the under-hood fuse/relay box • An open in the wire
3	ORN/BLU ¹	Passing switch ON	Check for continuity to ground: There should be continuity.	• Faulty combination light switch • Faulty headlight relay • Faulty dimmer relay • Poor ground (G201) • An open in the wire
5	ORN/BLU ²			
4	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G404) • An open in the wire
7				
6	GRN/WHT	Parking brake lever up	Check for continuity to ground: There should be continuity.	• Faulty parking brake switch • An open in the wire
8	BLU/GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Faulty headlight relay • An open in the wire
9	BLU/WHT	Ignition switch ON (II)	Connect to ground: The DRL indicator light should come on.	• Faulty DRL indicator light • Blown No. 1 (10 A) fuse in the under-hood fuse/relay box • An open in the wire
10	RED/GRN ¹	Combination light switch ON (≡▷)	Check for voltage to ground: There should be battery voltage.	• Blown No. 20 (15 A) fuse in the under-hood fuse/relay box • Faulty combination light switch • Faulty headlight relay • An open in the wire
12	YEL/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 10 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire
13	GRN/RED	Brake fluid reservoir float in down position	Check for continuity to ground: There should be continuity.	• Faulty brake fluid level switch • An open in the wire

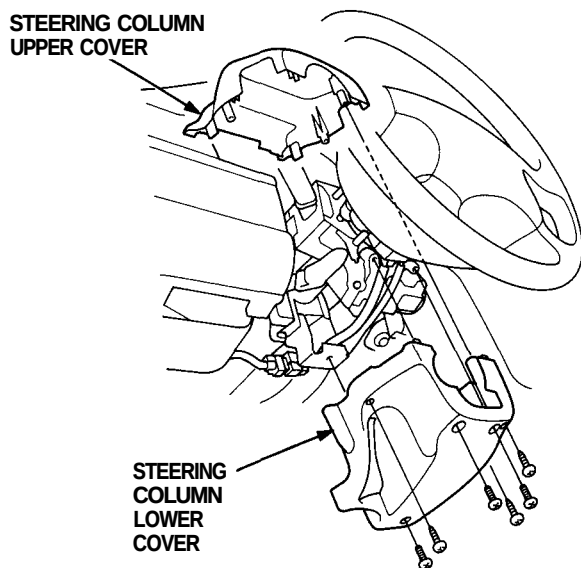
Lighting System

Front Parking Light

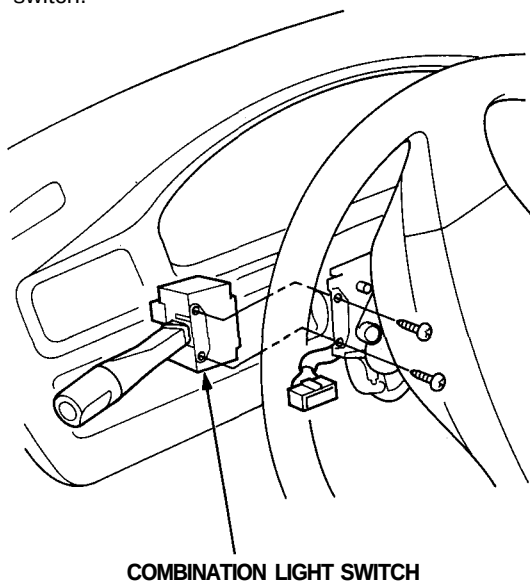
Combination Light Switch Replacement

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

1. Remove the dashboard lower cover and knee bolster (see page [23-64](#)).
2. Remove the steering column covers.



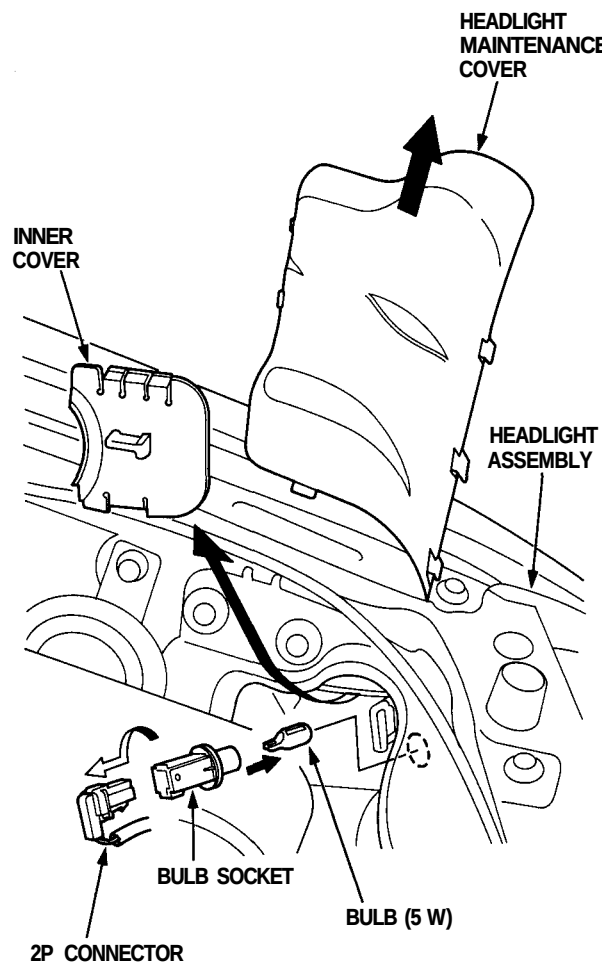
3. Disconnect the connector from the combination light switch, then remove the two screws and the switch.



4. Install the combination light switch in the reverse order of removal.

Bulb Replacement

1. Remove the maintenance cover and inner cover (left front parking light), then disconnect the 2P connector from the light.
2. Turn the bulb socket 45° counterclockwise, remove it from the light housing, then replace the bulb.



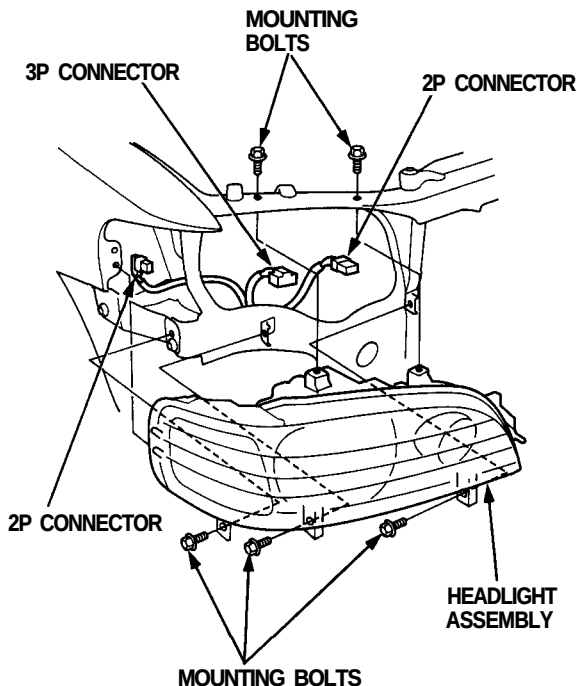


Headlights

Replacement

CAUTION: Halogen headlights become very hot in use; do not touch them or the attaching hardware immediately after they have been turned off.

1. Remove the front bumper (see [section 20](#)).
2. Remove the headlight maintenance cover (left headlight), then disconnect the 2P and 3P connectors.
3. Remove the mounting bolts, then remove the headlight assembly.



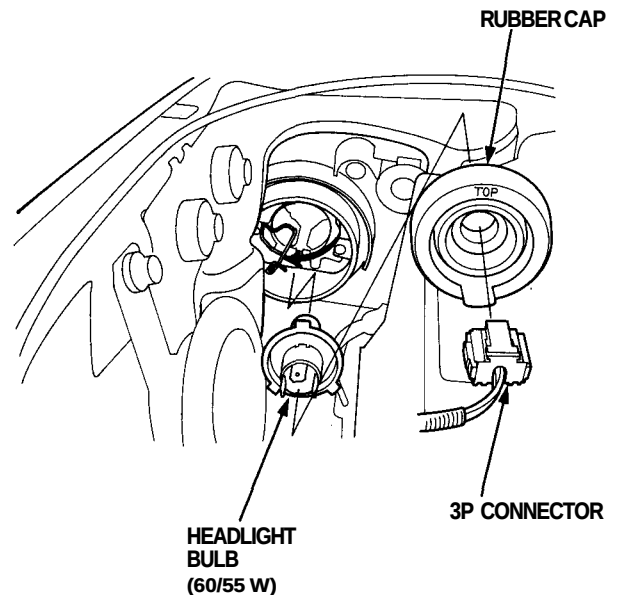
4. Install the headlight in the reverse order of removal.
5. After replacement, adjust the headlights to local requirements (see page [23-168](#)).

Bulb Replacement

CAUTION:

- Halogen headlights 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.
- Do not touch the glass of the halogen bulbs.

1. Remove the headlight maintenance cover (left headlight), then disconnect the 3P connector from the headlight.
2. Remove the rubber cap.
3. Pull the retaining spring away from the bulb, then remove the bulb.



4. After replacement, adjust the headlights to local requirements (see page [23-168](#)).

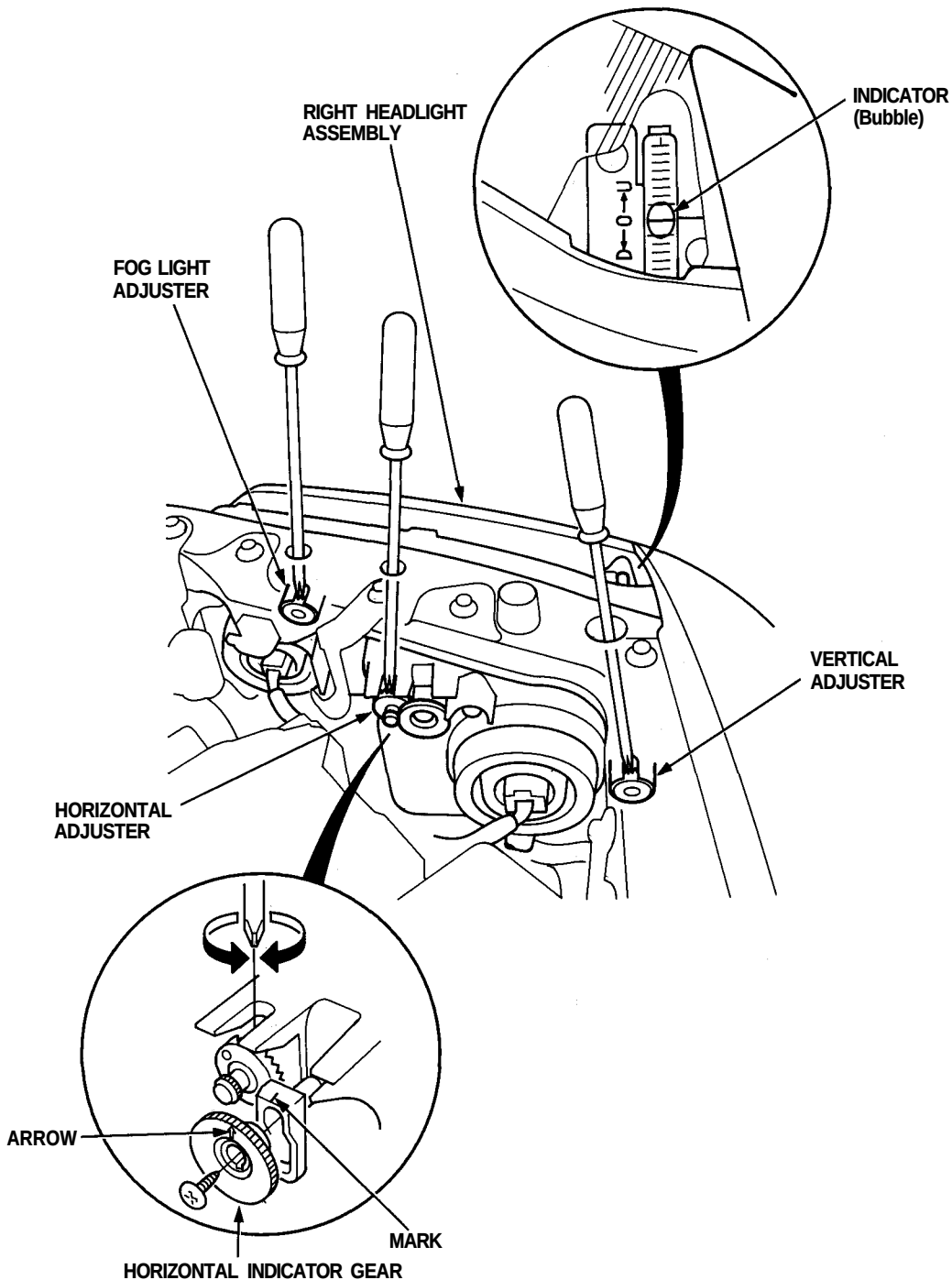
Headlights

Adjustment

Before adjusting the headlights:

- Park the car on level ground.
- Make sure the fuel tank is full.
- The driver or someone who weighs the same should sit the driver's seat.
- Load the trunk with the items you usually carry. (If you usually pull a trailer, attach it to the car.)
- Push down on the front and rear bumpers several times to make sure the car is sitting normally.

VERTICAL ANGLE GAUGE

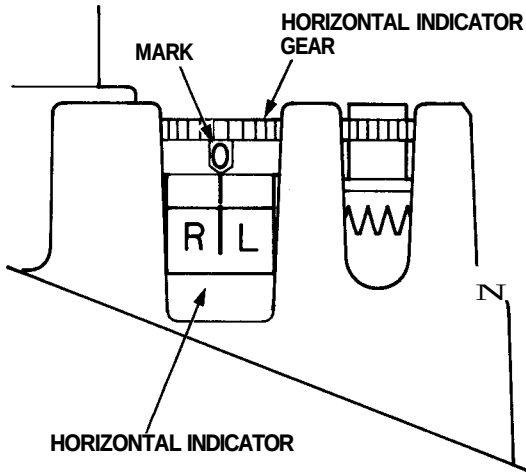




CAUTION: Halogen headlights become very hot in use; do not touch them or the attaching hardware immediately after they have been turned off.

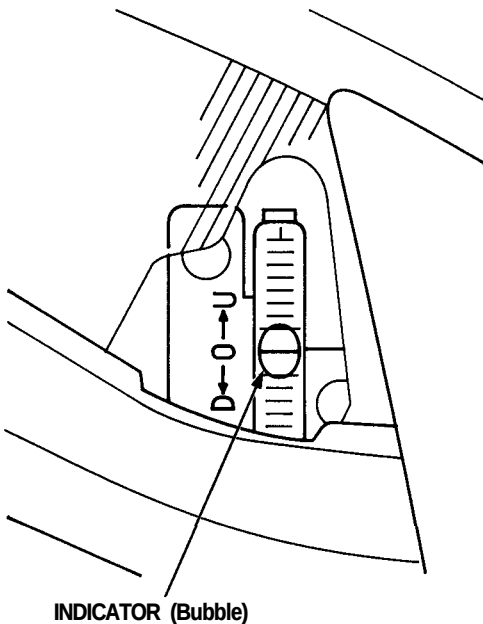
1. Open the hood.
2. Check the horizontal adjustment indicator. The "0" mark on the horizontal indicator gear should be aligned with the mark on the horizontal indicator.

NOTE: The illustration shows the right side adjuster.



3. Check the vertical adjustment indicator. The bubble should be centered underneath the longest scribe mark on the gauge.
4. If either indicator is not aligned with its "O" mark as described above, an adjustment can be made by using a Phillips screwdriver.

VERTICAL INDICATOR:

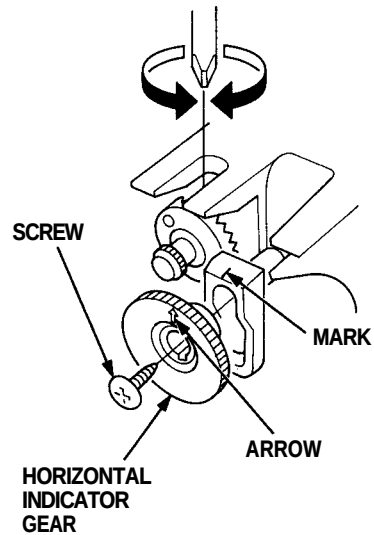


5. Adjust the headlights to local requirements by turning the adjusters.
6. After headlight replacement, it may be necessary to readjust the horizontal indicator gear.

- First install the headlight, and adjust its horizontal and vertical aimings according to local requirements.
- Then check that the arrow on the horizontal indicator gear is aligned with the mark on the horizontal indicator.
 - If they are not aligned, remove the screw, adjust the indicator gear, and retighten the screw.

NOTE: As the outer lenses are made of an acryliccoated, polycarbonate material, do not cover the headlights when they are turned on.

HORIZONTAL INDICATOR:

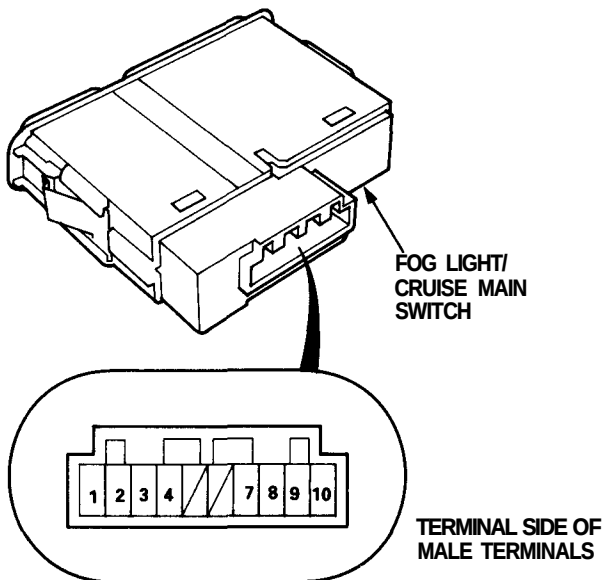


Fog Light

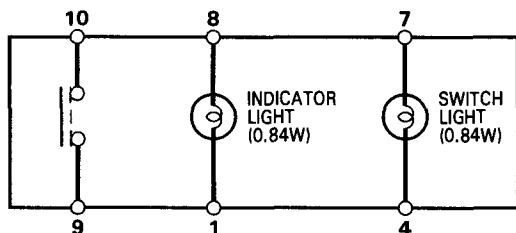
Switch Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

1. Remove the fog light switch (see page [23-269](#)).
2. Check for continuity between the terminals in each switch position according to the table.



Terminal Position	1	4		7	8	9	10
OFF	○		○	○	○		
		○	○	○			
ON	○		○		○	○	○

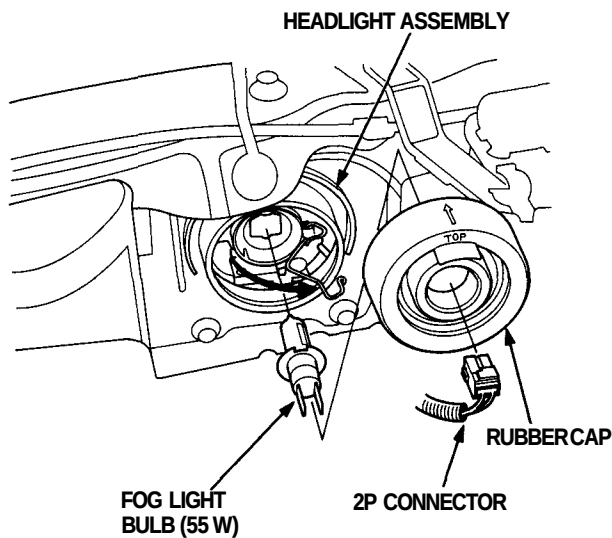


Bulb Replacement

CAUTION:

- Halogen headlights 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.
- Do not touch the glass of the halogen bulbs.

1. Disconnect the 2P connector from the fog light.
2. Remove the rubber cap.
3. Pull the retaining spring away from the bulb, then remove the bulb.



4. After replacement, adjust the headlights to local requirements (see page [23-168](#)).

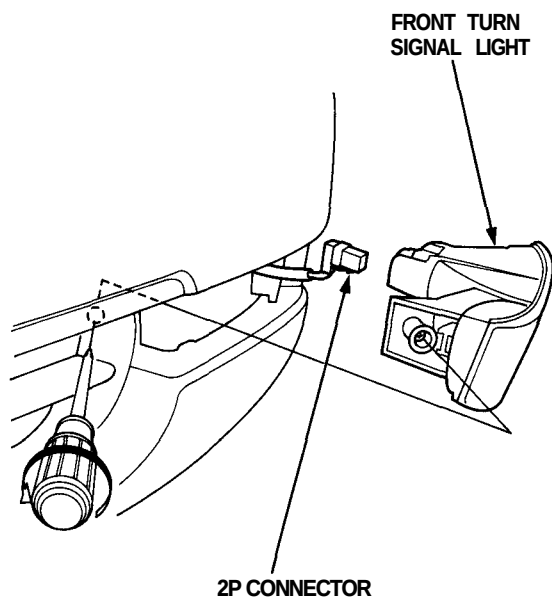
Front Turn Signal Lights

Front Side Marker Lights

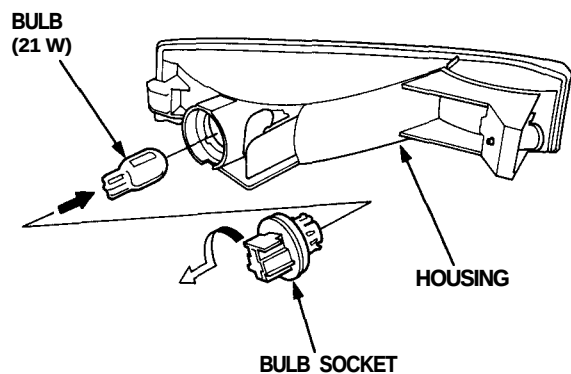


Replacement

1. Remove the screw, and pull the front turn signal light assembly out of the front bumper.

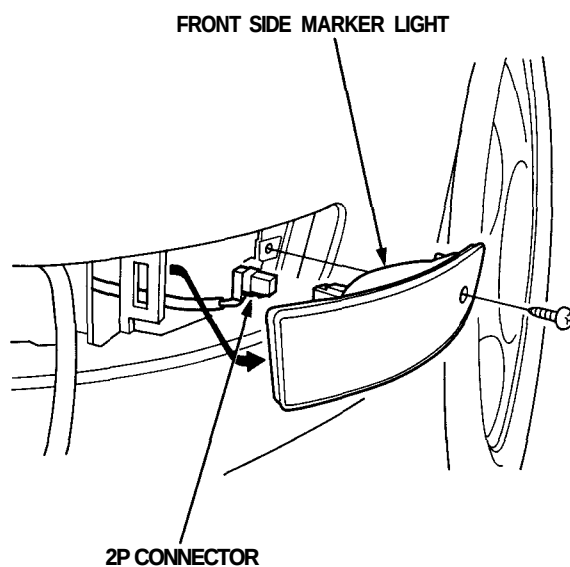


2. Disconnect the 2P connector from the light.
3. Turn the bulb socket 45° counterclockwise, remove it from the light housing, then replace the bulb.

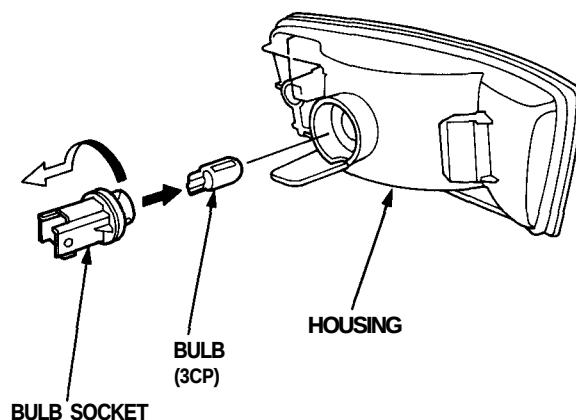


Replacement

1. Remove the screw, and pull the front side marker light assembly out of the front bumper.



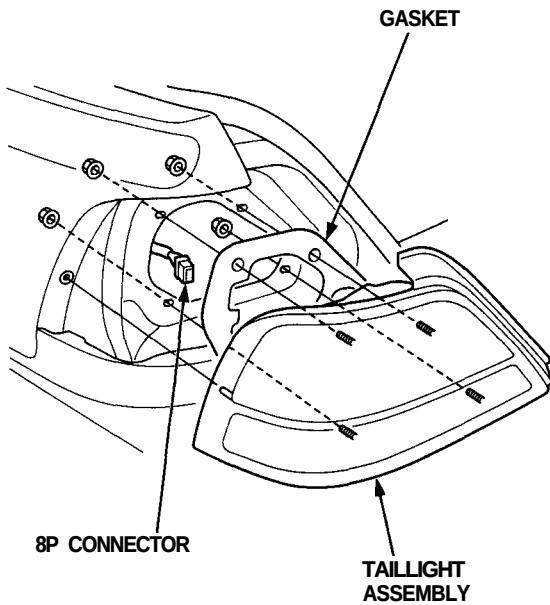
2. Disconnect the 2P connector from the light.
3. Turn the bulb socket 45° counterclockwise, remove it from the light housing, then replace the bulb.



Taillights

Replacement

1. Open the trunk lid, and pull back the trunk side trim.
2. Disconnect the 8P connector from the taillight assembly.
3. Remove the four mounting nuts and the taillight assembly.

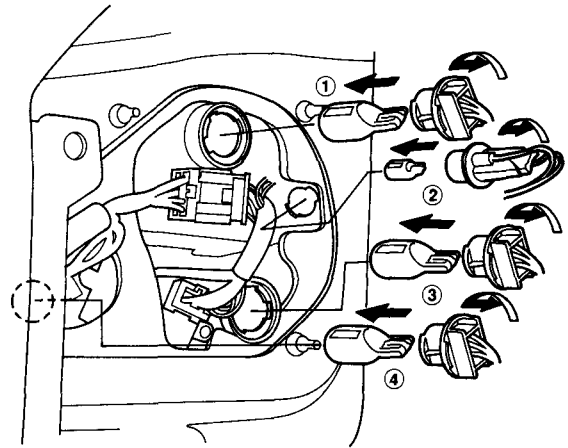


NOTE:

- Inspect the gasket; replace it if it is distorted or stays compressed.
- After installing them, run water over the lights to make sure they do not leak.

Bulb Replacement

1. Open the trunk lid, and pull back the trunk side trim.
2. Turn the bulb socket 45° counterclockwise, remove it from the taillight housing, then replace the bulb.



- ① BRAKE LIGHT/TAILLIGHT BULB (21/5 W)
- ② REAR SIDE MARKER LIGHT BULB (3CP)
- ③ TURN SIGNAL LIGHT BULB (21 W)
- ④ BACK-UP LIGHT BULB (21 W)

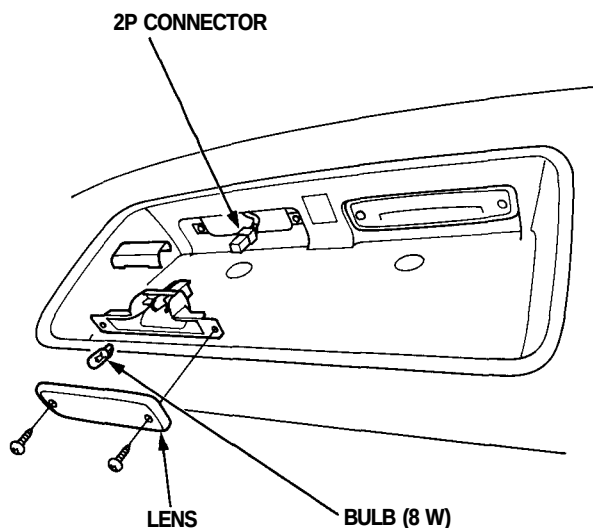
License Plate Lights

A/T Gear Position Indicator Trim Light



Replacement

1. Remove the two screws from the license plate light assembly.
2. Pull the light out, and disconnect the 2P connector from it.

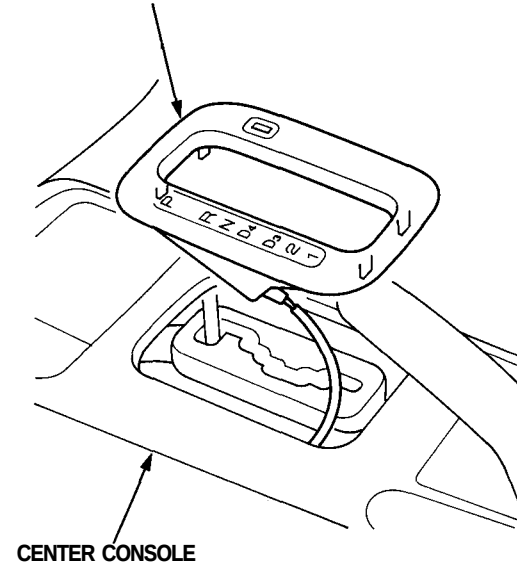


3. Take the lens off, then replace the bulb.

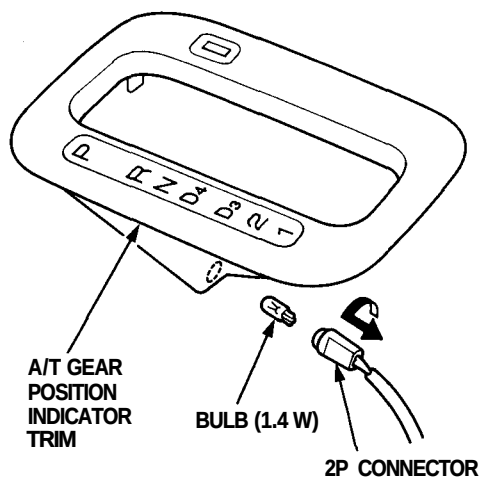
Replacement

1. Carefully pry the A/T gear position indicator trim out of the center console.

A/T GEAR POSITION INDICATOR TRIM



2. Turn the 2P connector counterclockwise to remove it from the A/T gear position indicator trim.
3. Remove the bulb from the 2P connector.



Glove Box Light

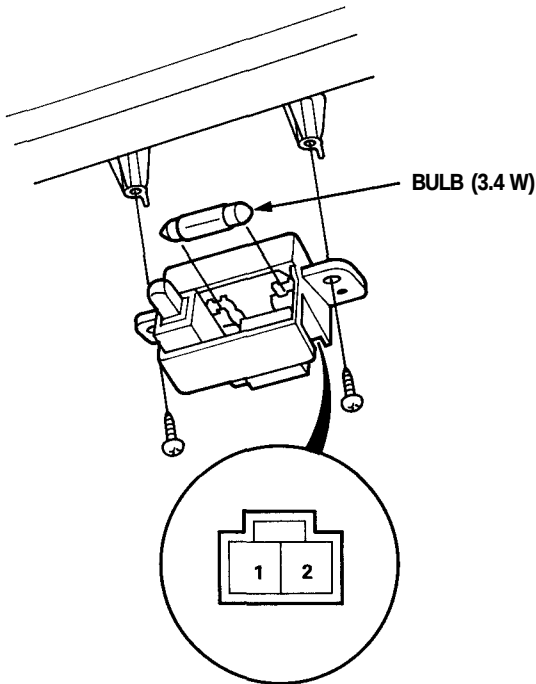
Test

1. Open the glove box, and disconnect the 2P connector.

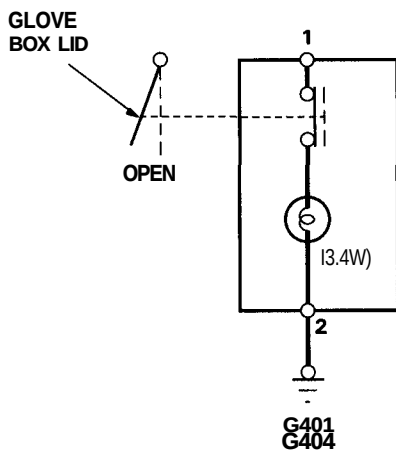
NOTE: If necessary, remove the glove box.

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

Terminal	1		2
Position			
CLOSE (OFF)			
OPEN (ON)	○	⊕	○



TERMINAL SIDE OF MALE TERMINALS

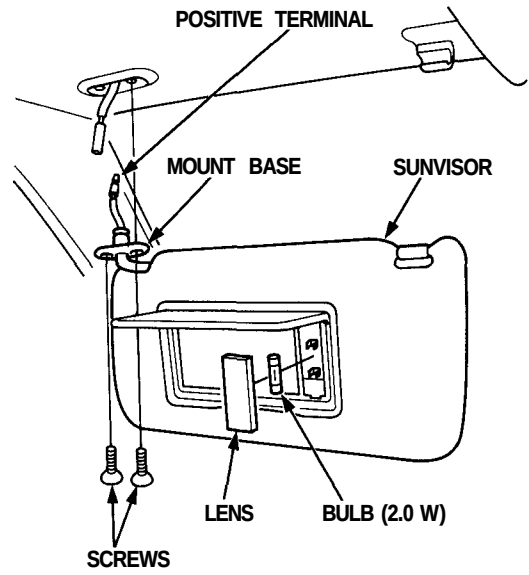


Vanity Mirror Lights

Test

NOTE: The illustration shows the driver's vanity mirror; the front passenger's vanity mirror is symmetrical.

1. Remove the two screws from the sunvisor bracket.
2. Disconnect the positive terminal, and remove the sunvisor.

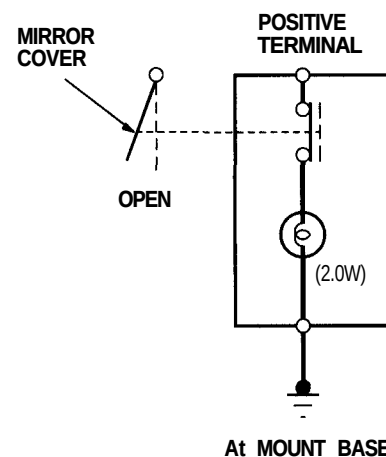


NOTE: The switch is built into the vanity mirror.

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

Terminal	POSITIVE TERMINAL		MOUNT BASE
Position			
CLOSE (OFF)			
OPEN (ON)	○	⊕	○

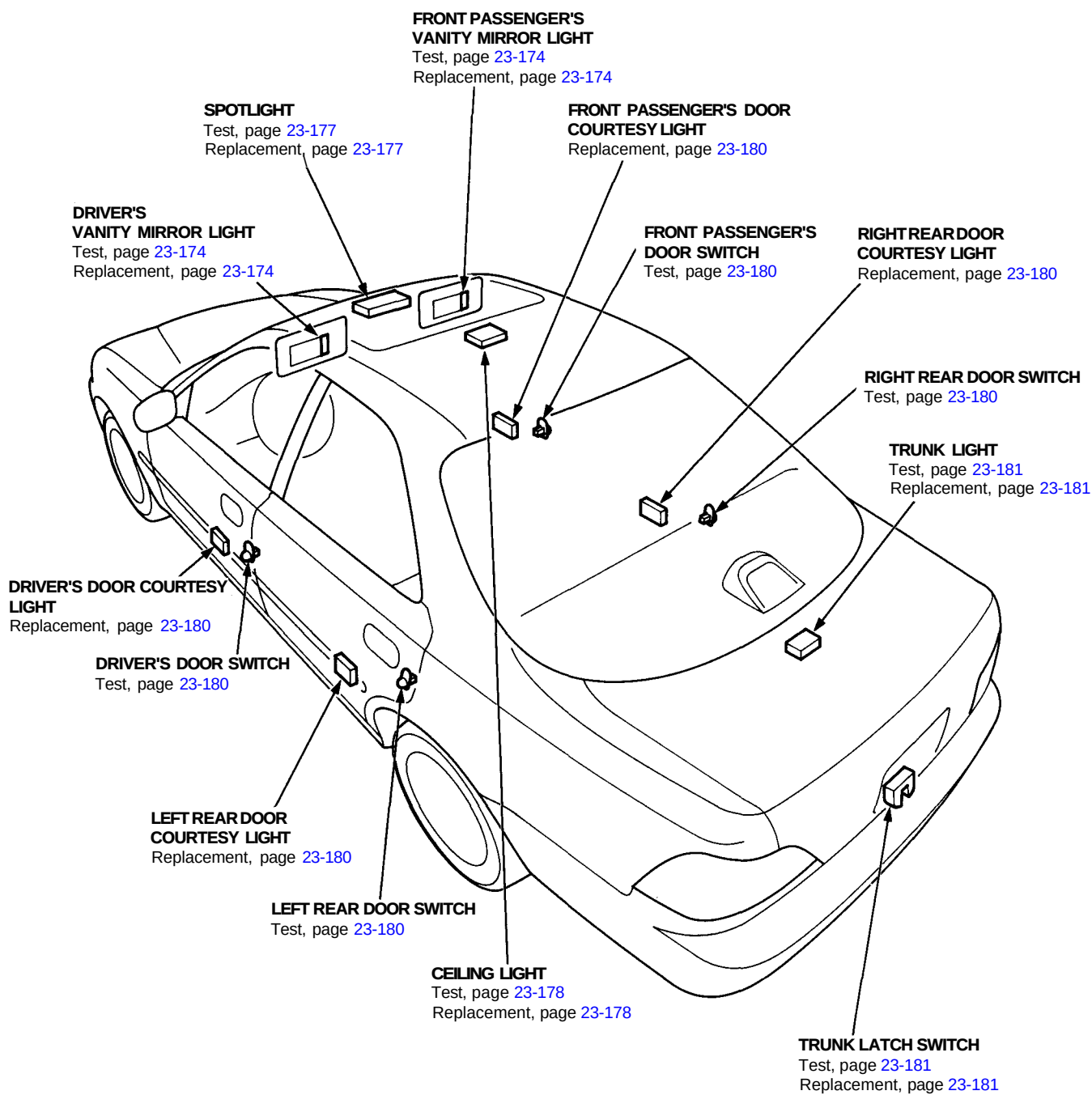
4. If necessary, pry off the lens, and replace the bulb.

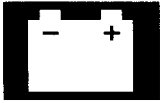




Interior Lights

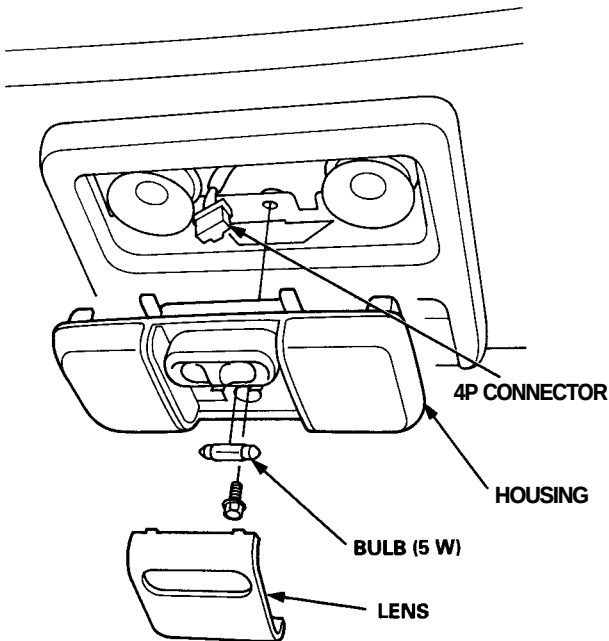
Component Location Index





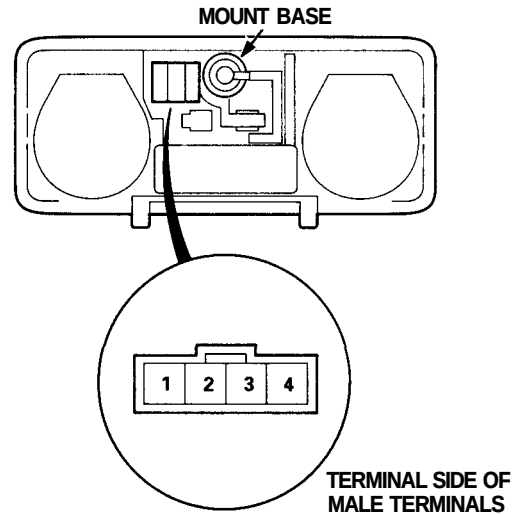
Spotlight Test/Replacement

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

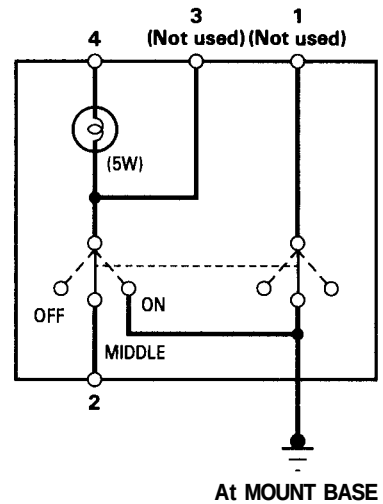


5. Check for continuity between the terminals in each switch position according to the table.

Terminal Position	4		3	2	1	MOUNT BASE
OFF	○	⊖	○			
MIDDLE	○	⊖	○	○	○	○
ON	○	⊖	○			○



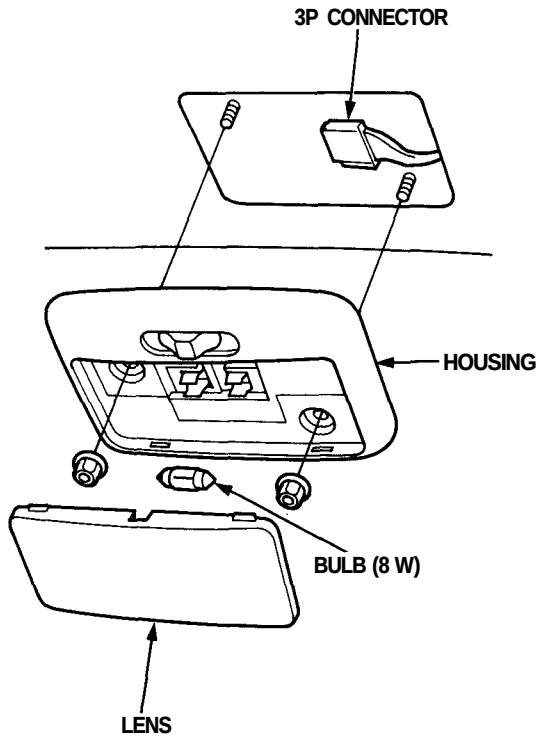
NOTE: The No. 1 and No. 3 terminals are not used.



Interior Lights

Ceiling Light Test (With Moonroof)

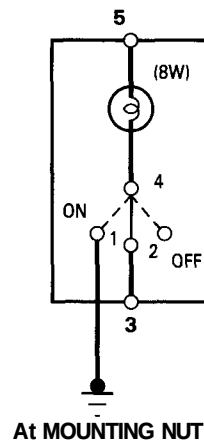
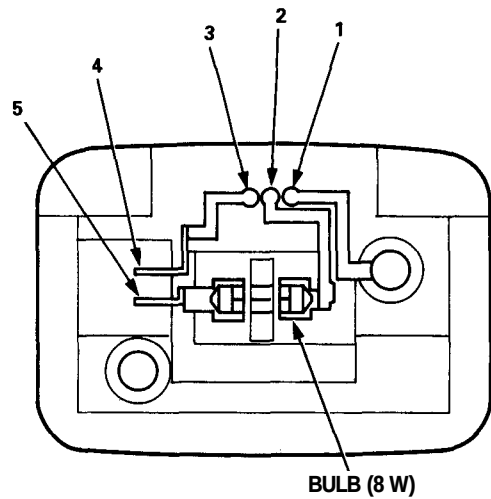
1. Turn the light switch OFF.
2. Pry off the lens.
3. Remove the two mounting nuts and the housing.

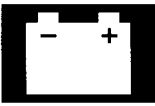


4. Disconnect the 3P connector from the housing.

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

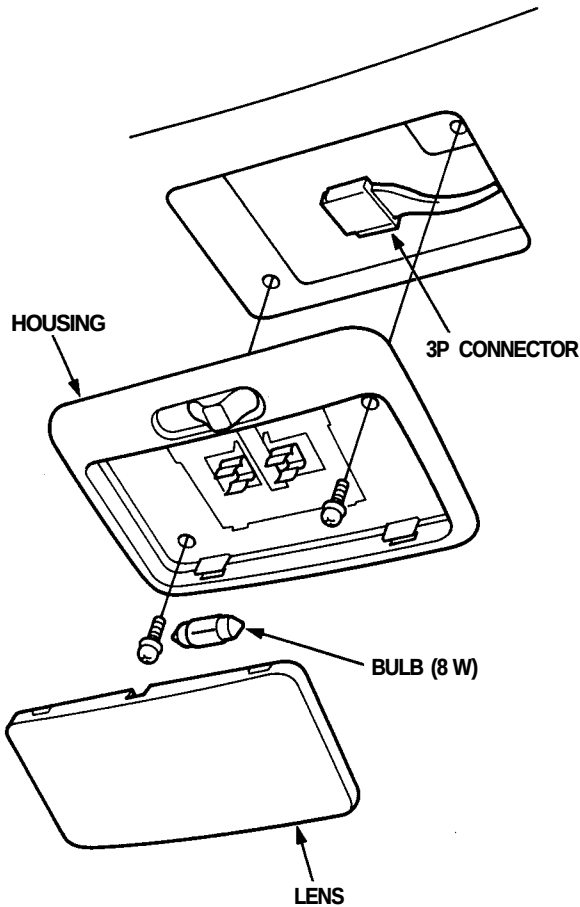
Terminal Position	1	2 or 3	4		5
OFF			○	⊖	○
MIDDLE		○	○	⊖	○
ON	○	—	○	⊖	○





Ceiling Light Test (Without Moonroof)

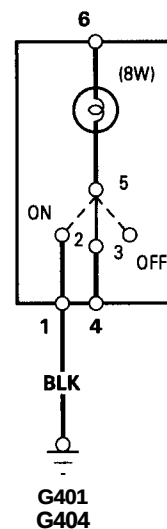
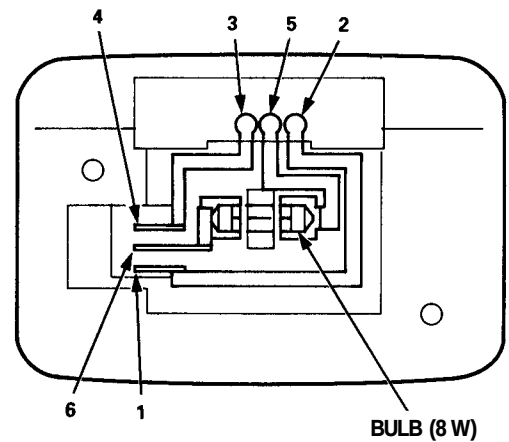
1. Turn the light switch OFF.
2. Pry off the lens.
3. Remove the two screws and the housing



4. Disconnect the 3P connector from the housing.

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

Terminal Position	1 or 2	3 or 4	5		6
OFF			○	⊗	○
MIDDLE		○	○	⊗	○
ON	○		○	⊗	○

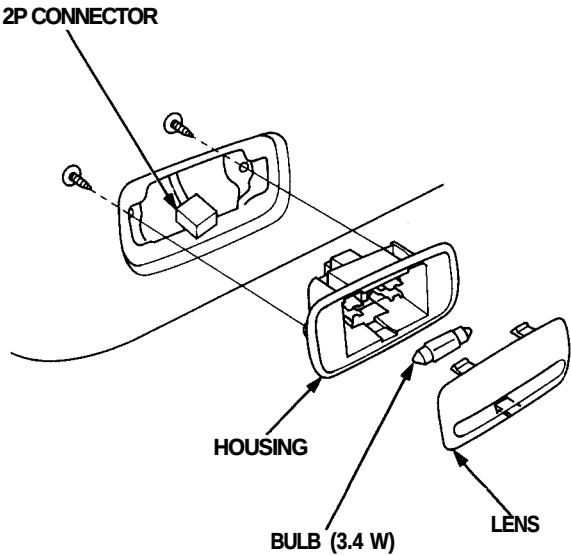


Interior Lights

CourtesyLightsReplacement

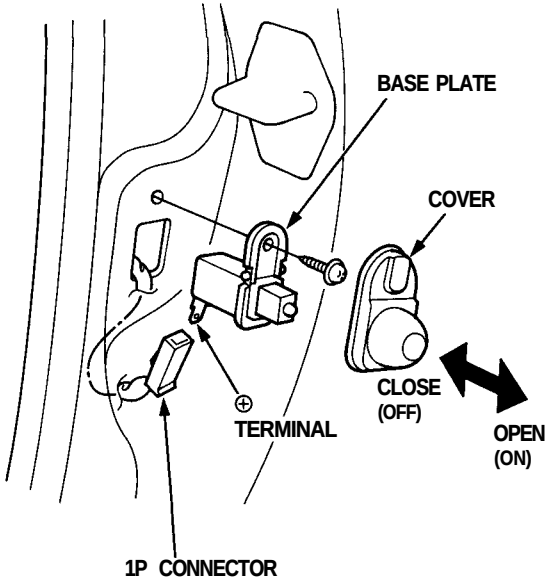
NOTE: The bulb or lens alone can be replaced without removing the door panel.

- 1. To replace the entire light, remove the door panel (see [section 20](#)).
- 2. Remove the two screws, then remove the light housing from the door panel.
- 3. Disconnect the 2P connector, and remove the light.



Door Switch Test

- 1. Remove the cover and the screw, then pull the switch out.
- 2. Disconnect the 1P connector, and remove the switch.



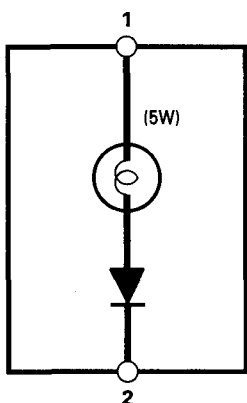
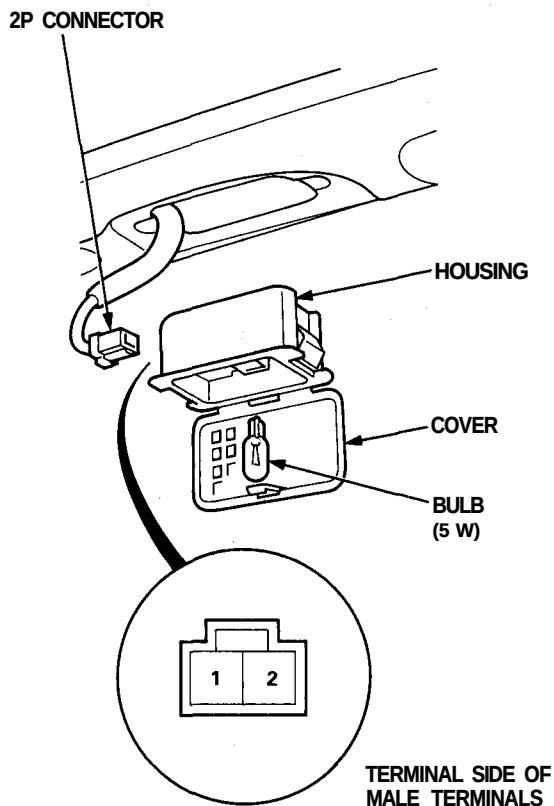
- 3. Check for continuity between the terminals in each switch position according to the table.

Terminal	⊕ TERMINAL	BASE PLATE
Position		
CLOSE (OFF)		
OPEN (ON)	○	○



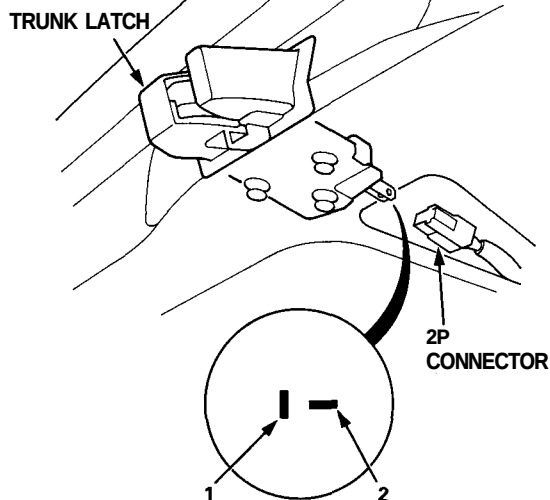
Trunk Light Test/Replacement

1. Open the trunk light cover.
2. Pry out the light assembly.
3. Disconnect the 2P connector from the housing.
4. Make sure that the bulb is OK. Check for continuity between the No. 1 and No. 2 terminals.



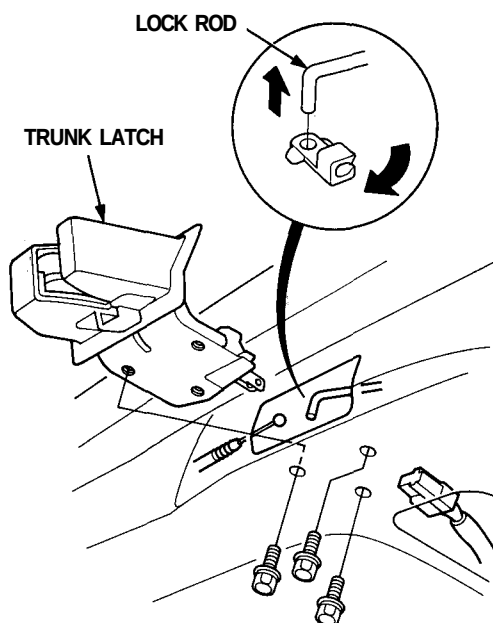
Latch Switch Test/Replacement

1. Open the trunk lid.
2. Disconnect the 2P connector from the trunk latch.
3. Check for continuity between the terminals in each switch position according to the table.



Terminal	1	2
Position		
OPEN	○	○
CLOSE		

4. If necessary, remove the three bolts from the trunk lid, then remove the trunk latch assembly. The switch cannot be replaced separately.

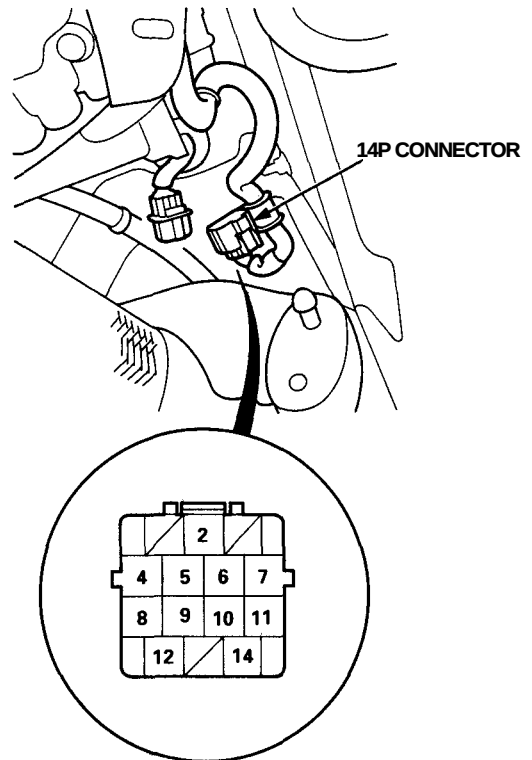


Back-up Lights

Test

NOTE: Check the No. 1 (10 A) fuse in the under-dash fuse/relay box before testing.

1. Test the back-up light switch by shifting the shift lever to **R** and turning the ignition switch ON (II).
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 14P connector from the A/T gear position switch (back-up light switch).



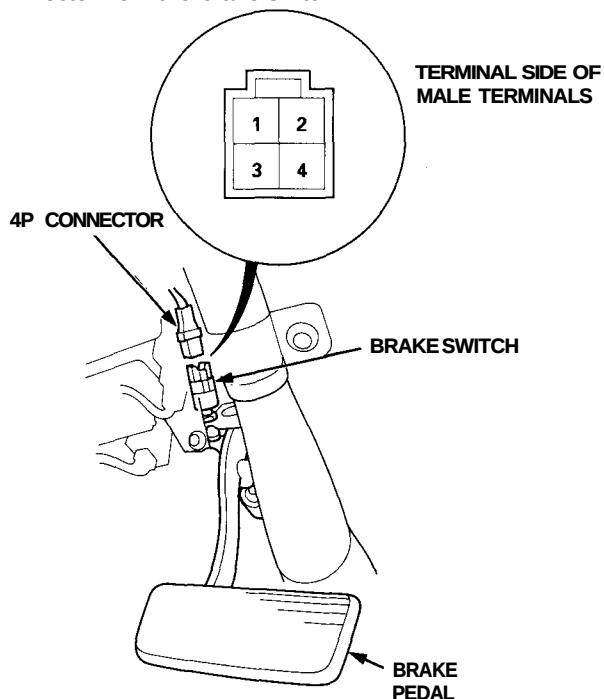
WIRE SIDE OF FEMALE TERMINALS

4. Check for continuity between the No. 12 and No. 14 terminals. Move the lever back and forth at the **R** position without pushing down on the lever, 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 A/T gear position switch (see [section 14](#)).
 - If there is continuity, but the back-up lights do not go on, check for:
 - Poor ground (G502)
 - An open in the YEL or GRN/BLK wire

Brake Lights and High Mount Brake Light

Brake Switch Test

1. If one of the brake lights does not go on, check the bulb in the taillight or the high mount brake light.
2. If none of the brake lights go on, check the No. 30 (20 A) fuse in the under-hood fuse/relay box.
3. If the fuse and bulbs are OK, disconnect the 4P connector from the brake switch.



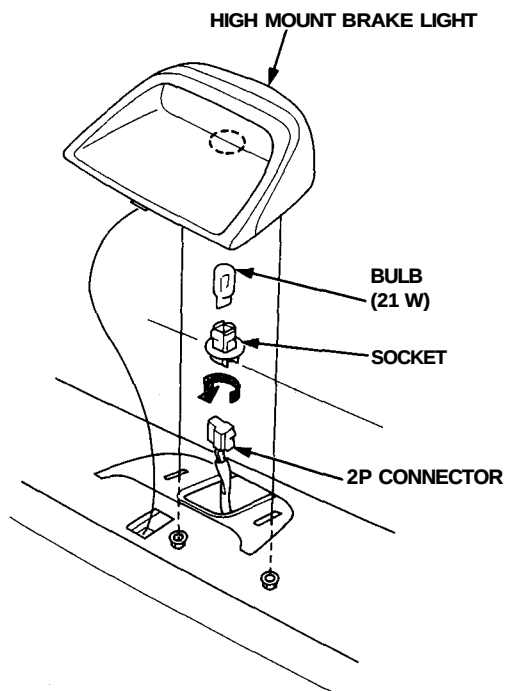
4. Check for continuity between the terminals in each switch position according to the table.

Terminal	2	3
Position		
RELEASED		
DEPRESSED		

- If there is no continuity with the brake pedal depressed, adjust the pedal height (see [section 19](#)), and recheck.
- If there is still no continuity, replace the switch.
- If there is continuity, but the brake lights do not go on, check for:
 - Poor ground (G502, G501)
 - An open in the WHT/YEL or GRN/WHT wire
 - Faulty brake light failure sensor (see page [23-141](#))

High Mount Brake Light Replacement

1. Open the trunk lid, and disconnect the 2P connector from the high mount brake light.
2. Remove the two nuts, then remove the high mount brake light from the rear shelf.



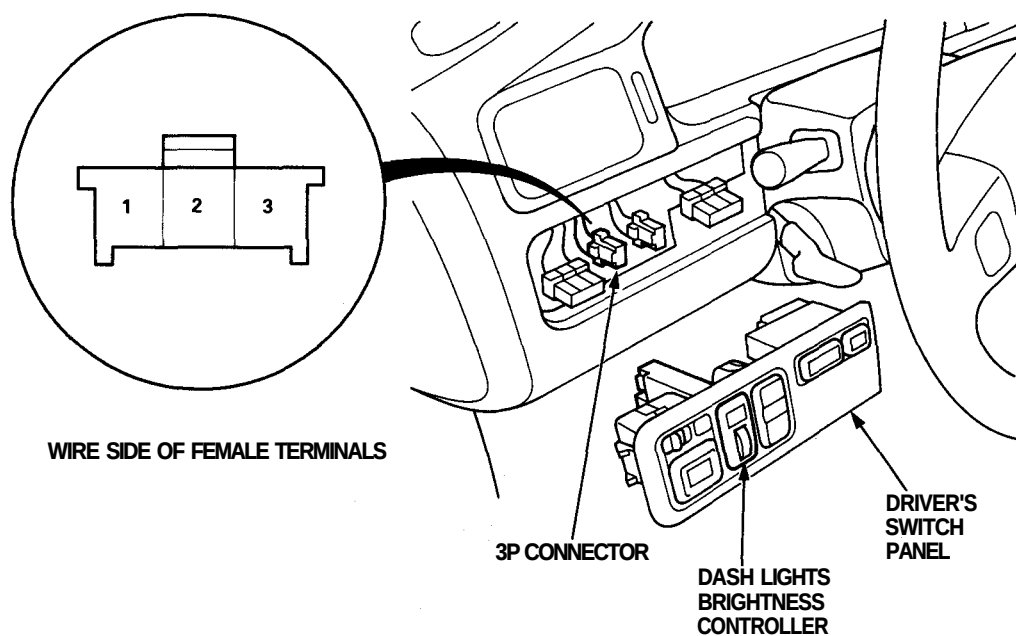
3. Install the high mount brake light in the reverse order of removal. Clean the rear window before installing the light.

Dash Lights Brightness Controller

Controller Input Test

NOTE: The control unit is built into the dash lights brightness controller.

1. Carefully pry the controller out of the dashboard, then disconnect the 3P connector from the controller.
2. Inspect the connector terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the controller must be faulty; replace it.



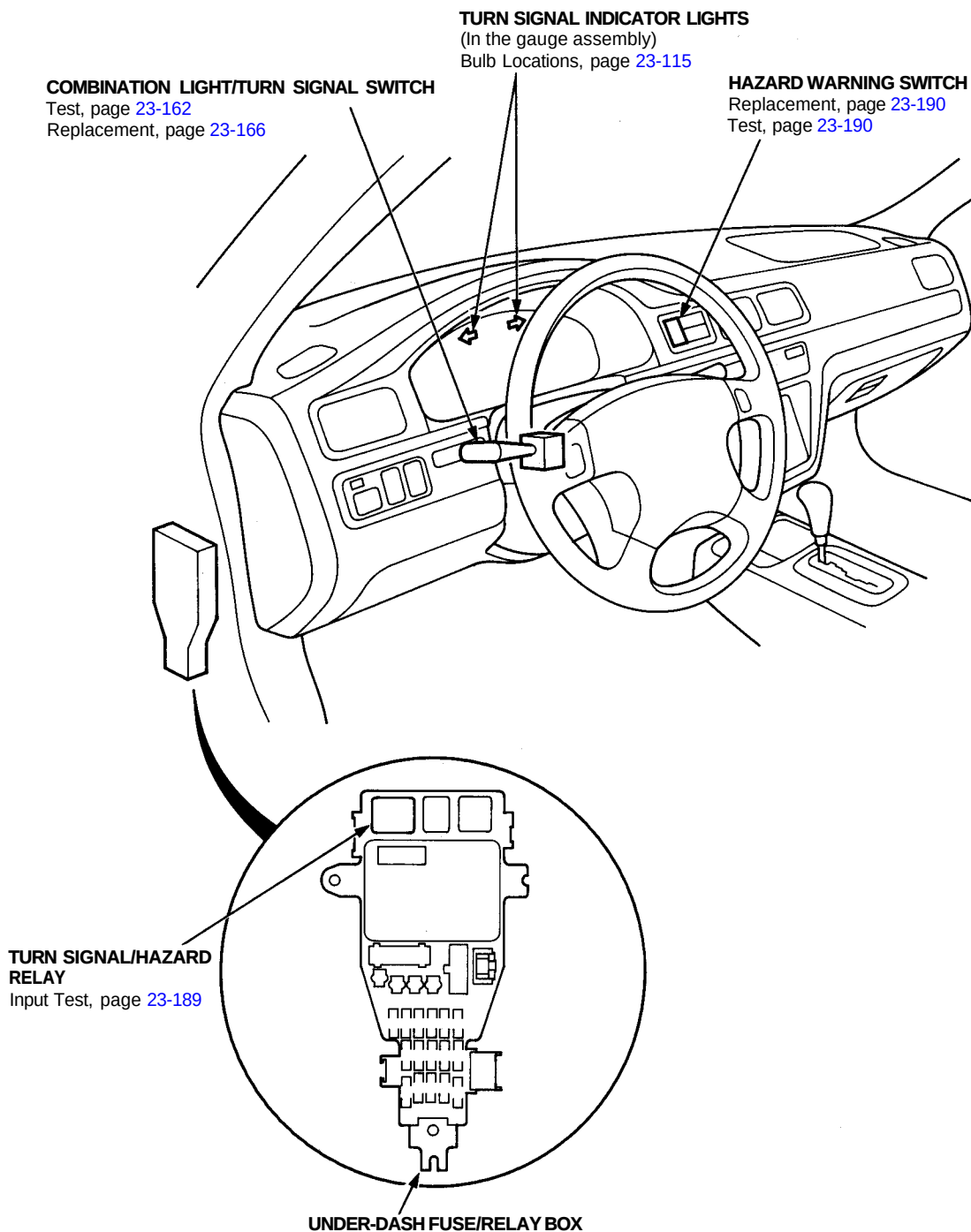
Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	RED/BLK	Combination light switch ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 21 (15 A) fuse in the under-hood fuse/relay box • Faulty combination light switch • Faulty taillight relay • An open in the wire
2	RED	Combination light switch ON	Connect to ground: Dash lights should come on full bright.	• An open in the wire
3	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G404) • An open in the wire



Turn Signal/Hazard Flasher System

Component Location Index

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.

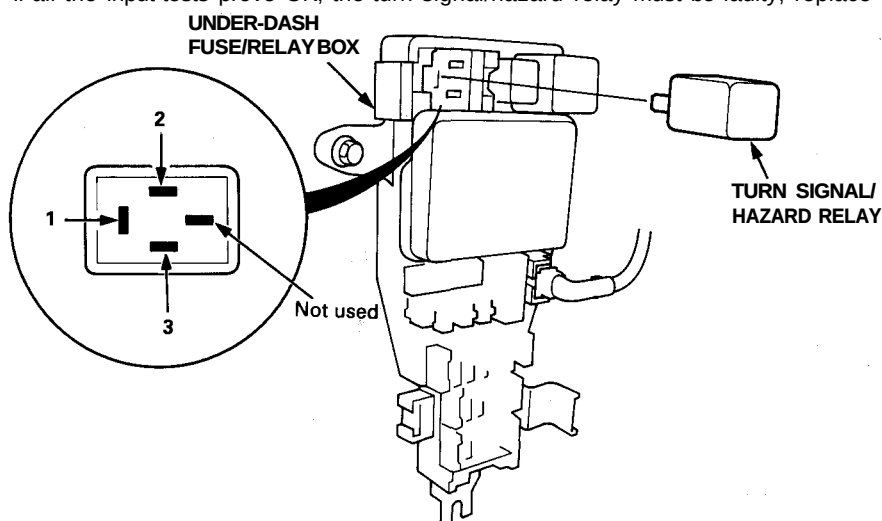




Turn Signal/Hazard Relay Input Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.

1. Remove the turn signal/hazard relay from the under-dash fuse/relay box.
2. Inspect the relay and fuse/relay box socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the fuse/relay box socket.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the turn signal/hazard relay must be faulty; replace it.



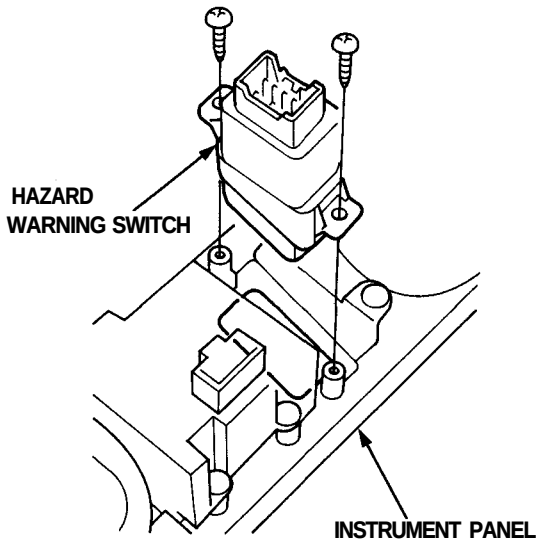
Trml	Test condition	Test: Desired result	Possible cause if result is not obtained
1	Hazard warning switch ON; connect the No. 2 terminal to the No. 1 terminal.	Hazard lights should come on.	• Poor ground (G201, G301, G401, G404, G502) • Faulty hazard warning switch • An open in the wire
	Ignition switch ON (II) and turn signal switch in right or left; connect the No. 2 terminal to the No. 1 terminal.	Right or left turn signal lights should come on.	• Faulty turn signal switch
2	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 5 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire • Faulty hazard warning switch
	Hazard warning switch ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 35 (15 A) fuse in the under-hood fuse/relay box • An open in the wire • Faulty hazard warning switch
3	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G404) • An open in the wire

Turn Signal/Hazard Flasher System

Switch Replacement

CAUTION: Be careful not to damage the dashboard and instrument panel.

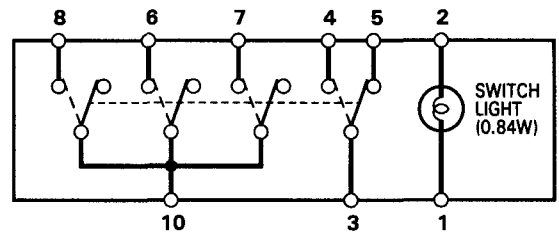
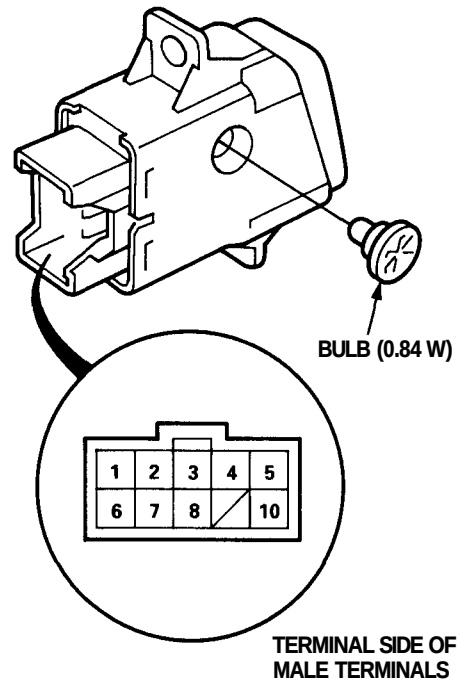
1. Remove the instrument panel (see [section 20](#)).
2. Remove the hazard warning switch from the instrument panel.



3. Install in the reverse order of removal.

Switch Test

1. Remove the hazard warning switch from the instrument panel.
2. Check for continuity between the terminals in each switch position according to the table.



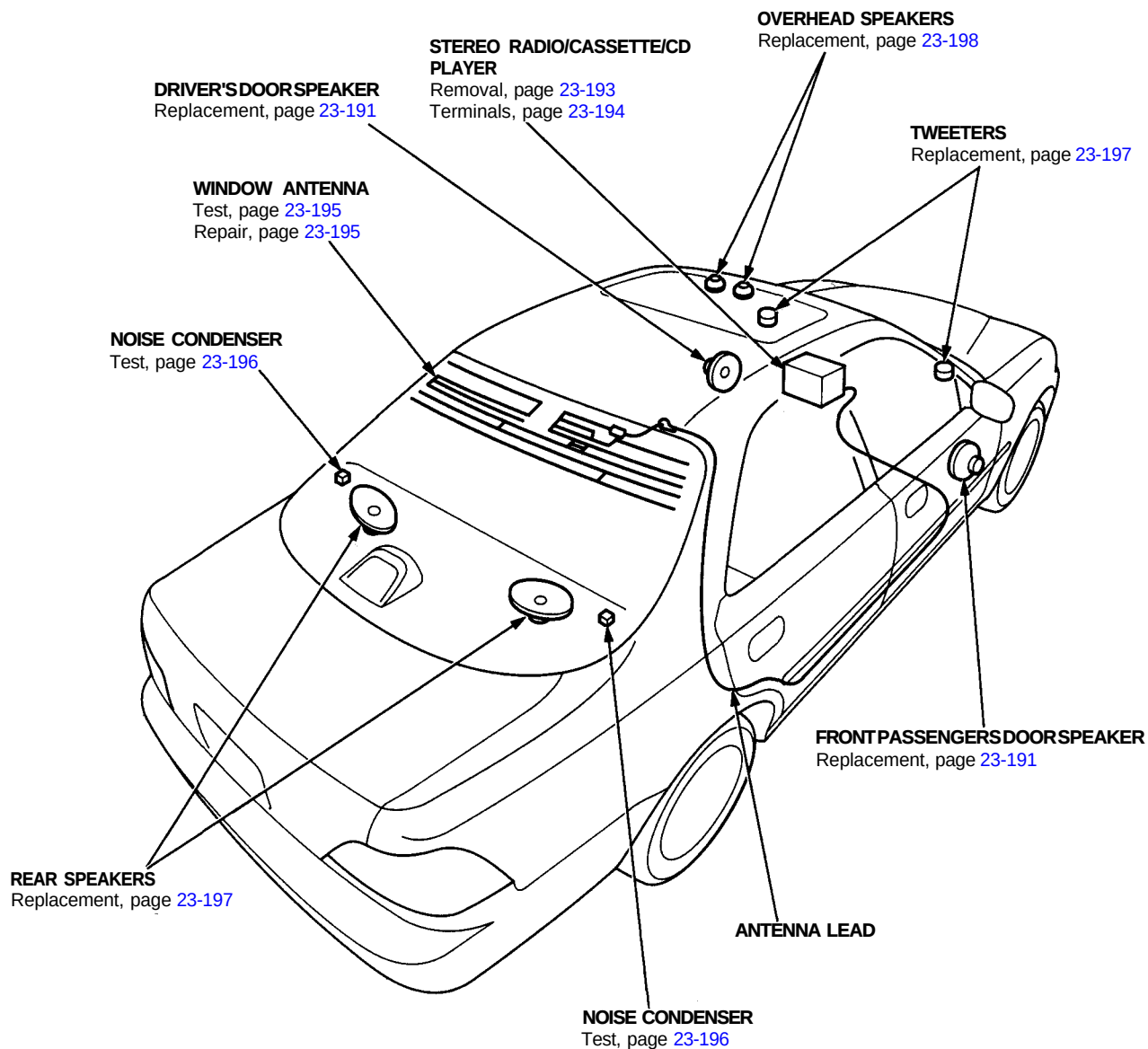
Terminal	1	2	3	4	5	6	7	8	10
Position									
OFF									
ON									

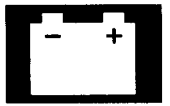


Stereo Sound System

Component Location Index

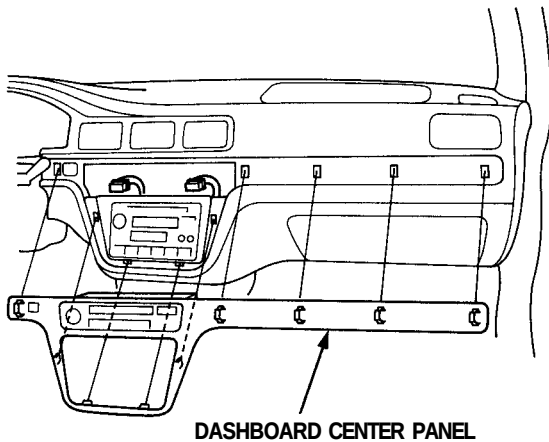
SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.



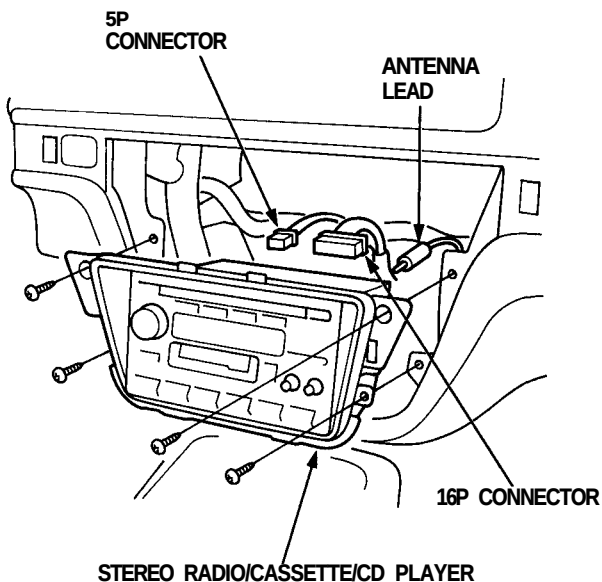


Removal

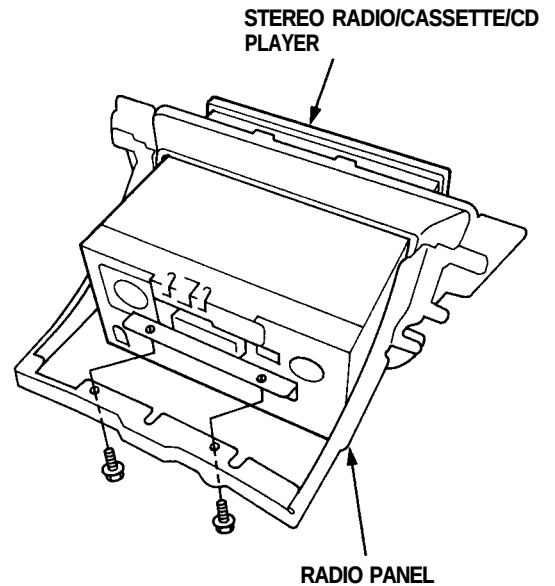
1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's pre-set buttons.
2. Pry out the dashboard center panel from the dashboard.
3. Disconnect the connectors from the climate control unit.



4. Remove the radio panel and stereo radio/cassette/CD Player from the dashboard.
5. Disconnect the 16P and 5P connectors, and antenna lead from the stereo radio/cassette/CD player.



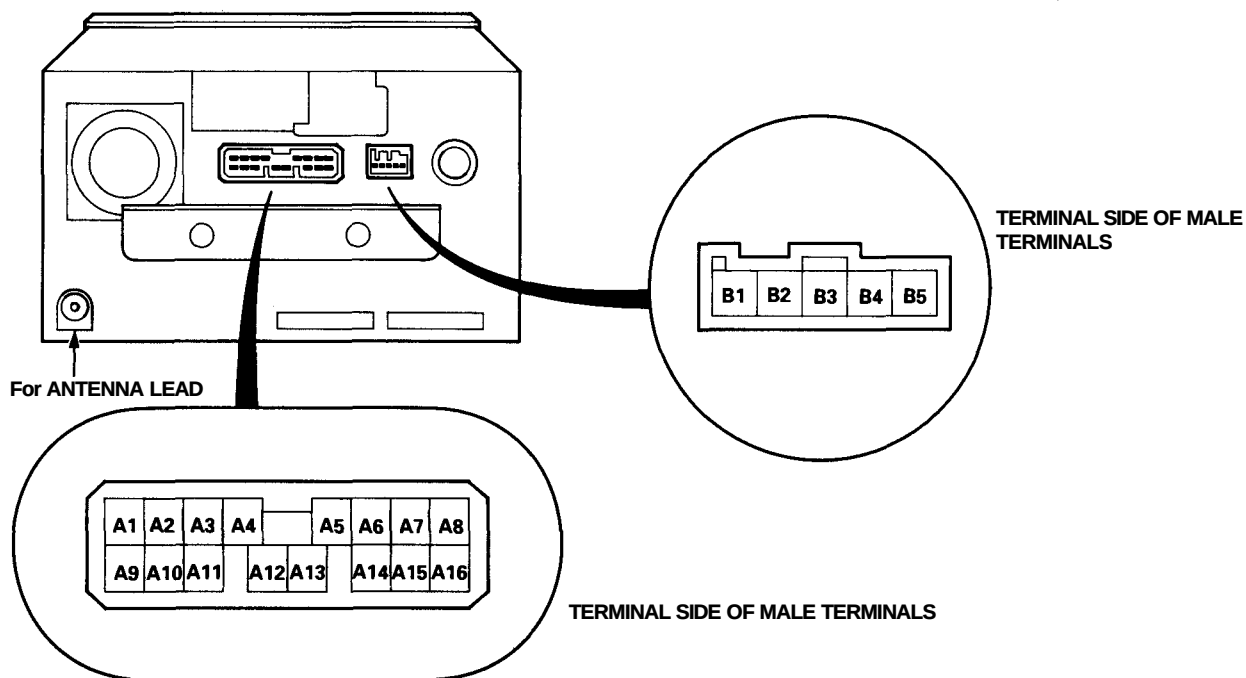
6. Remove the stereo radio/cassette/CD player from the radio panel.



7. Install in the reverse order of removal.
8. Enter the anti-theft code for the radio, then enter the customer's radio station presets.

Stereo Sound System

Stereo Radio/Cassette/CD Player Terminals

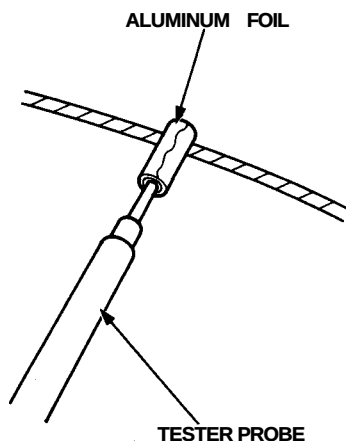


Trml	Wire	Connects to	Trml	Wire	Connects to
A1	RED/GRN	Front passenger's door speaker ⊕, Right tweeter ⊕	A13	BLK ²	Security ground (G401, G404)
A2	BLU/GRN	Driver's door speaker ⊕, Left tweeter ⊕	A14	BLK ¹	Ground (G601)
A3	RED/BLK	Lights-on signal	A15	GRY/WHT	Left rear speaker ⊖
A4	WHT/GRN	Constant power (Tuning memory)	A16	BRN/WHT	Right rear speaker ⊖
A5	WHT/YEL	ACC (Main stereo power supply)	B1	GRN	Right overhead speaker ⊖
A6	—	(Not used)	B2	GRN/BLU	Right overhead speaker ⊕
A7	BLU/YEL	Left rear speaker ⊕	B3	GRN/ORN	Left overhead speaker ⊖
A8	RED/YEL	Right rear speaker ⊕	B4	GRN/RED	Left overhead speaker ⊕
A9	BRN/BLK	Front passenger's door speaker ⊖, Right tweeter ⊖	B5	—	(Not used)
A10	GRY/BLK	Driver's door speaker ⊖, Left tweeter ⊖			
A11	—	(Not used)			
A12	PNK	Security (IN)			

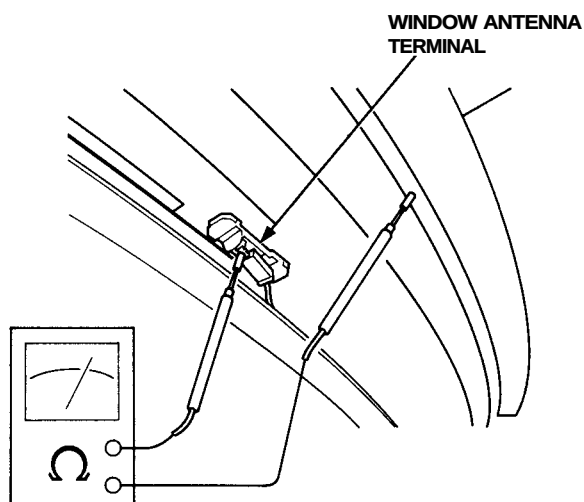


Window Antenna Wire Test

1. Wrap aluminum foil around the tip of the tester probe as shown.



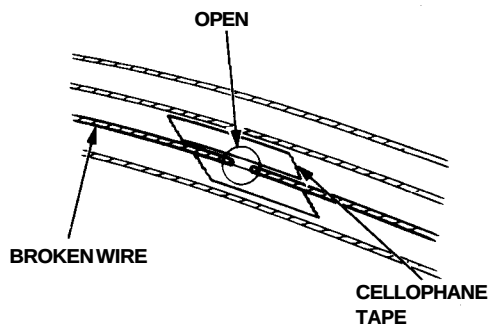
2. Touch one tester probe to the window antenna terminal, and move the other tester probe along the antenna wires to check that continuity exists.



Window Antenna Wire Repair

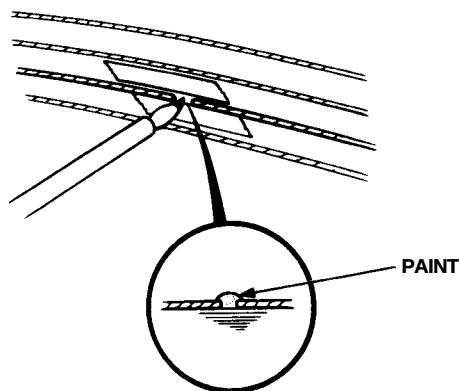
NOTE: To make an effective repair, the broken section must be no longer than one inch.

1. Lightly rub the area around the broken section with fine steel wool, then clean it with alcohol.
2. Carefully mask above and below the broken portion of the window antenna wire with cellophane tape.



3. Using a small brush, apply a heavy coat of silver conductive paint extending about 1/8" on both sides of the break. Allow 30 minutes to dry.

NOTE: Thoroughly mix the paint before use.



4. Check for continuity in the repaired wire.
5. Apply a second coat of paint in the same way. Let it dry three hours before removing the tape.

Stereo Sound System

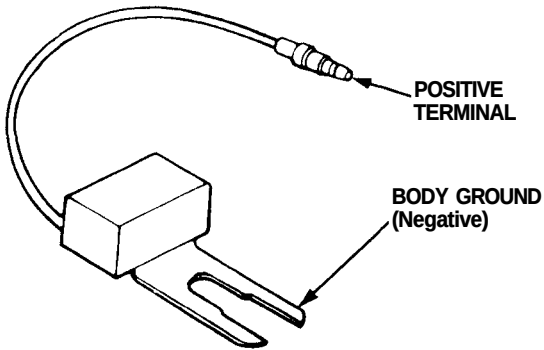
NoiseCondenserCapacity

Test:

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

NOTE: Make sure not to confuse the tester probes or you may damage the condenser.

Noise condenser capacity: 0.1 ± 0.02 microfarads (μF)

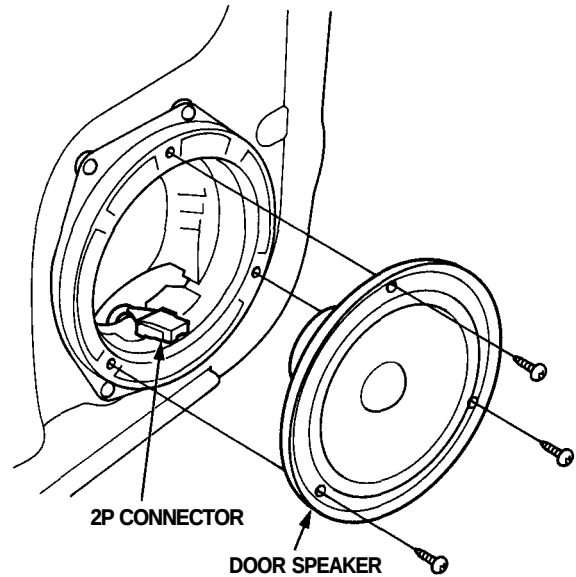


2. If not within the specification, replace the noise condenser.

Door Speaker Replacement

1. Remove the door panel.
2. Remove the three screws, then disconnect the 2P connector from the speaker.

NOTE: The illustration shows the driver's door speaker; the passenger's door speaker is symmetrical.



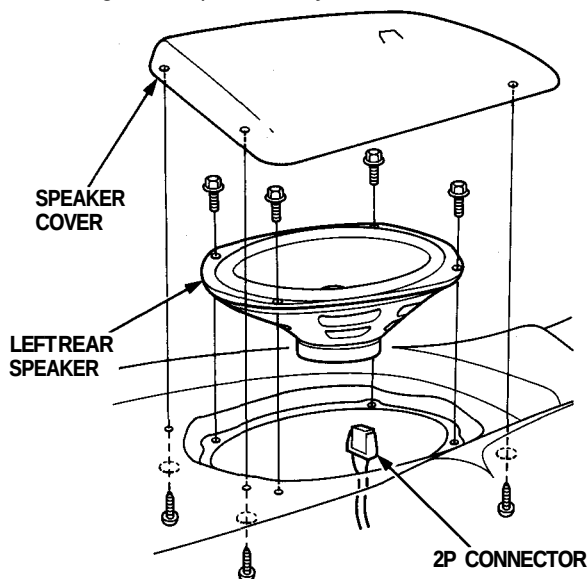
3. Install in the reverse order of removal.



Rear Speaker Replacement

1. Remove the three screws from the trunk side, then remove the speaker cover.
2. Remove the four screws, then disconnect the connector from the speaker, and remove the speaker.

NOTE: The illustration shows the left rear speaker; the right rear speaker is symmetrical.

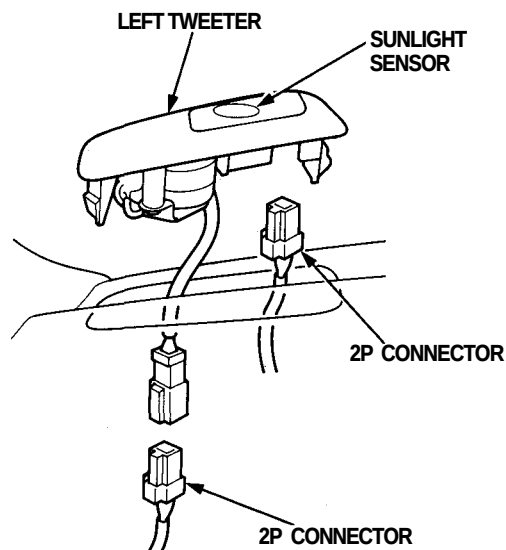


3. Install in the reverse order of removal.

Tweeter Replacement

1. Carefully pry the tweeter out of the dashboard, then disconnect the 2P connector(s) from the speaker (and sunlight sensor).

NOTE: The illustration shows the left tweeter; the right tweeter is similar, but has no sunlight sensor.

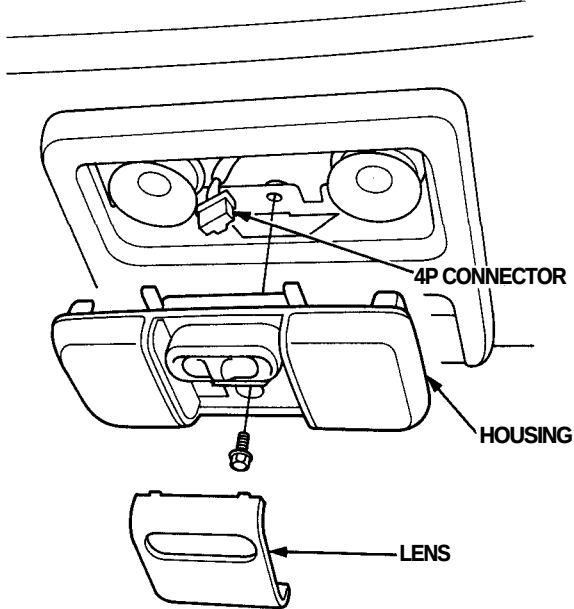


2. Install in the reverse order of removal.

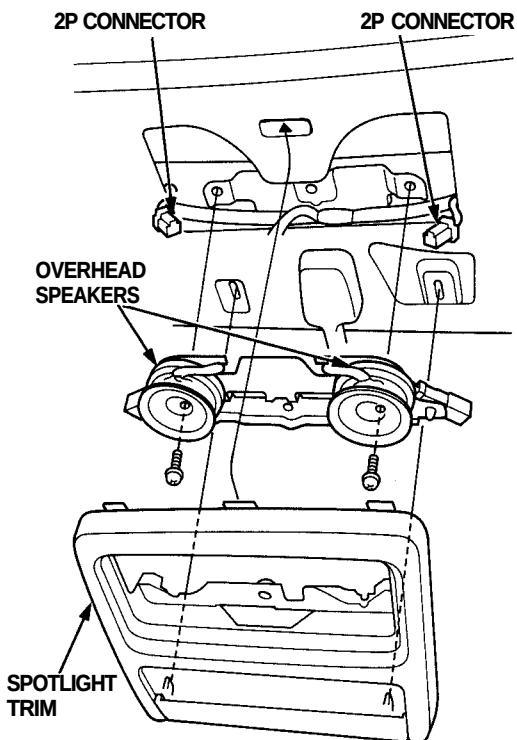
Stereo Sound System

Overhead Speaker Replacement

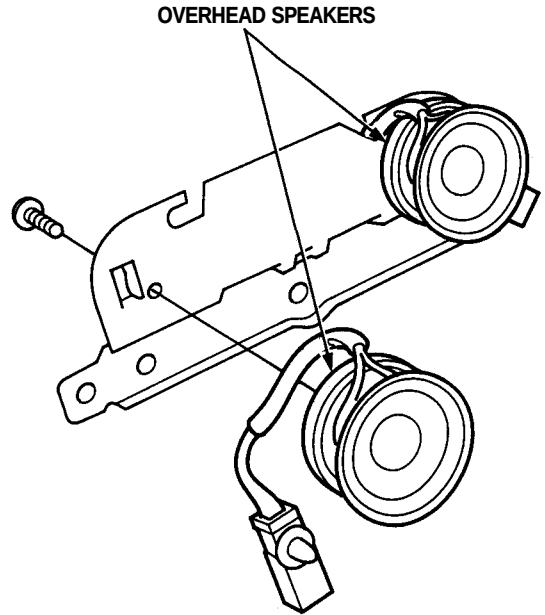
1. Turn the spotlight switch OFF.
2. Pry off the lens.
3. Remove the bolt and the housing.
4. Disconnect the 4P connector from the housing.



5. Remove the spotlight trim.
6. Remove the two screws, then disconnect the 2P connectors from the wire harness.



7. Disconnect the wires from the overhead speaker, then remove the screw.



8. Install in the reverse order of removal.



Horns

Component Location Index

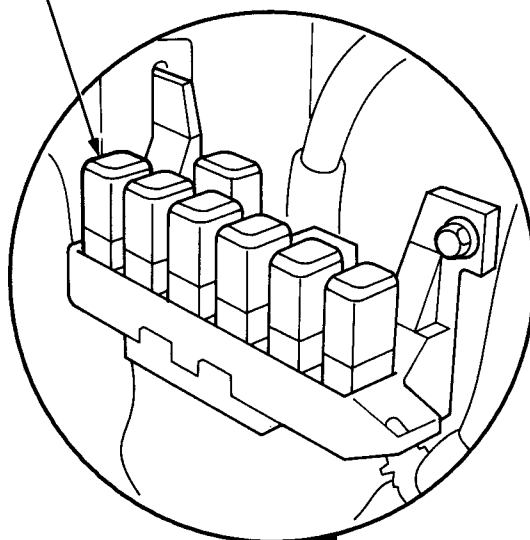
SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

HORN ASSEMBLY

Test, page [23-203](#)

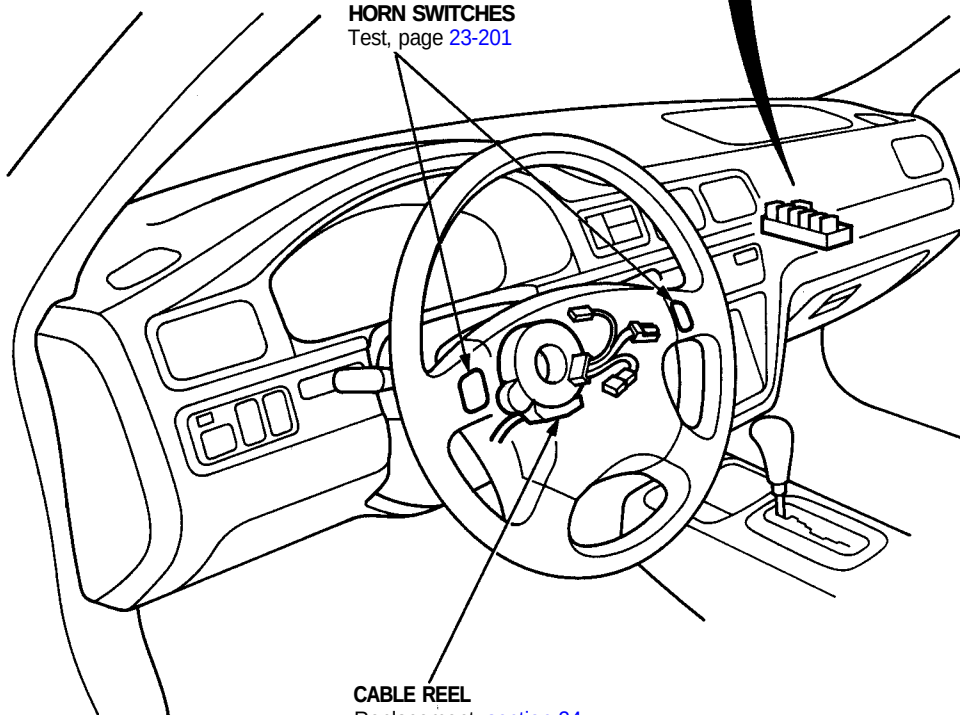
HORN RELAY

Test, page [23-62](#)



HORN SWITCHES

Test, page [23-201](#)



CABLE REEL

Replacement, [section 24](#)



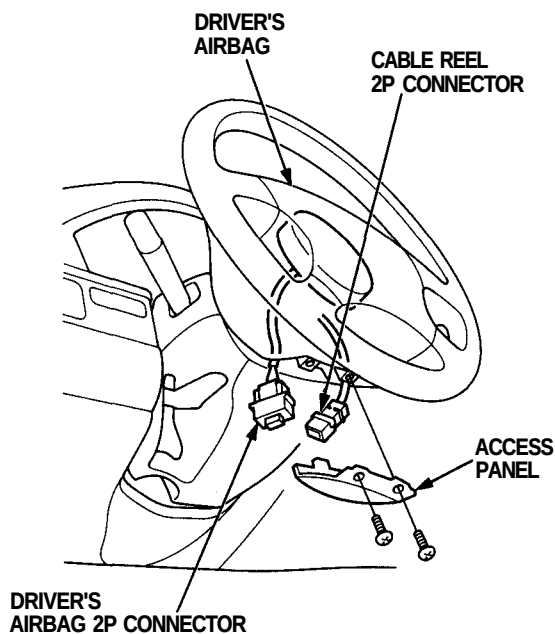
Switch Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
3. Disconnect the airbag connector(s).

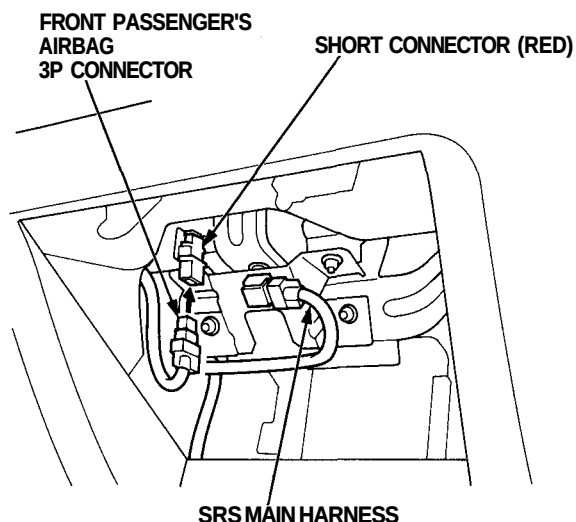
Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.

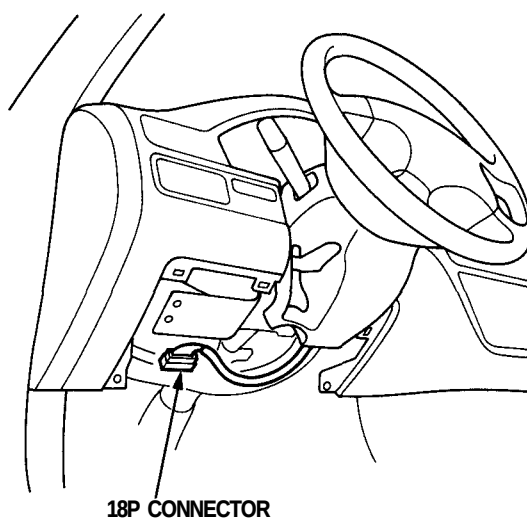


Front Passenger's Side ('95 - '96 models only):

- Remove the glove box (see [section 20](#)).
- Disconnect the front passenger's 3P connector from the SRS main harness, and connect the short connector (RED) to the front passenger's airbag 3P connector.



4. Remove the dashboard lower cover and knee bolster (see page [23-64](#)).
5. Disconnect the combination switch harness 18P connector from the main harness.

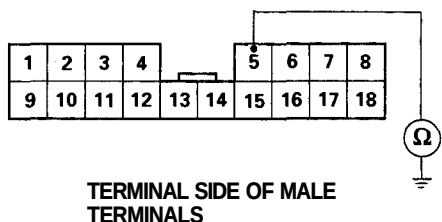


(cont'd)

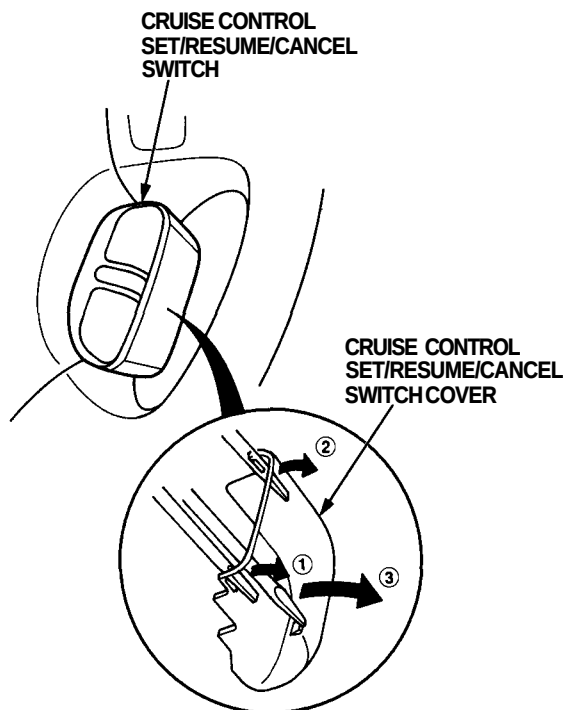
Horns

Switch Test (cont'd)

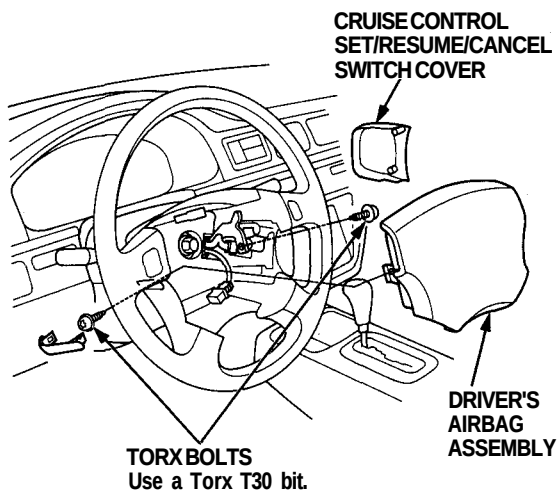
6. Check for continuity between the No. 4 terminal of the 18P connector of the combination switch harness and body ground with the horn switch pressed.



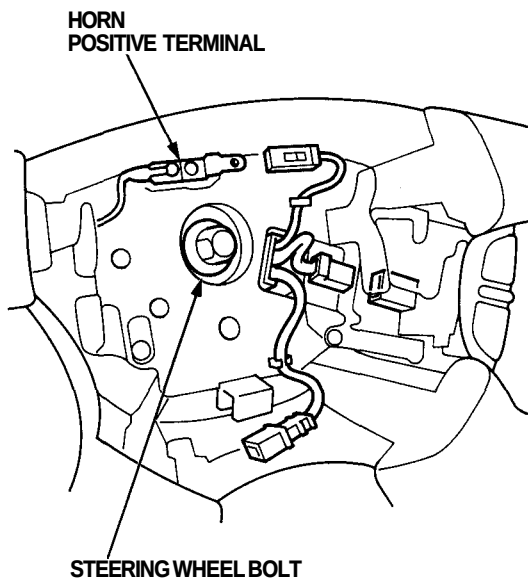
- If there is continuity, the horn switch is OK.
 - If there is no continuity, go to step 7.
7. Carefully remove the cruise control set/resume/cancel switch cover by prying between the cover and the switch in the sequence shown.



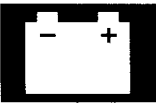
8. Remove the Torx bolts using a Torx T30 bit, then remove the driver's airbag assembly.



9. Check for continuity between the horn positive terminal and the steering wheel bolt with the horn switch pressed.

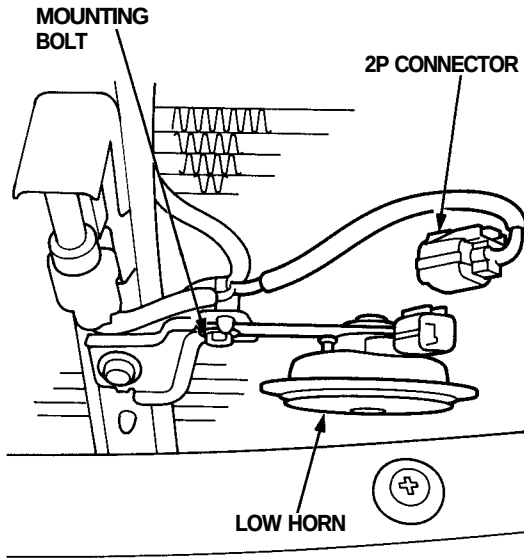


- If there is continuity,
 - check the cable reel.
 - check the combination switch harness.
 - If there is no continuity, replace the horn switch.
10. If all the tests prove OK, reconnect the battery cables, and enter the anti-theft code for the radio. Then enter the customer's radio station presets.

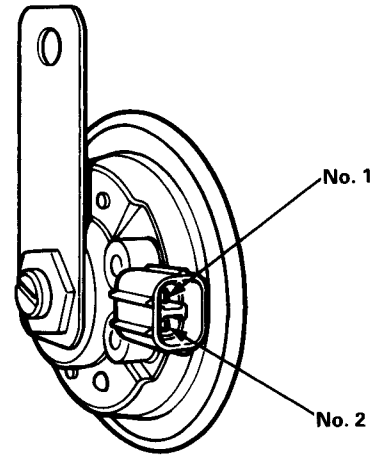


Horn Removal/Test

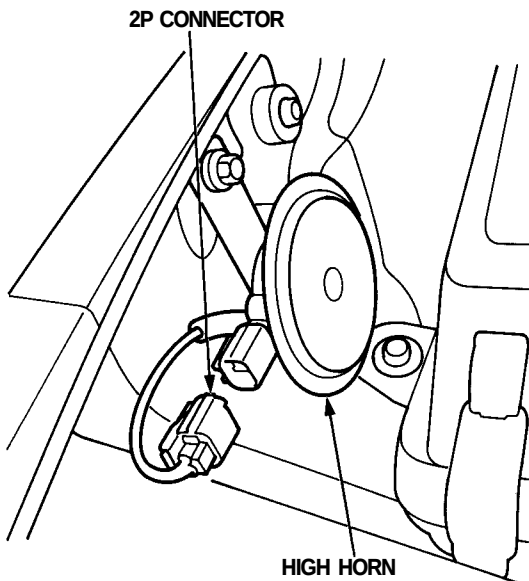
1. Disconnect the 2P connector from the horns.
2. Remove the low and high horns.

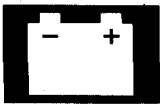


3. Test the horn by connecting battery power to one terminal and grounding the other. The horn should sound.



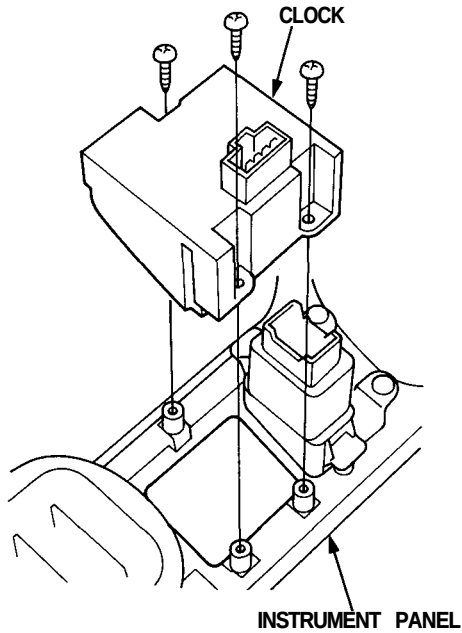
4. If the horn fails to sound, replace it.





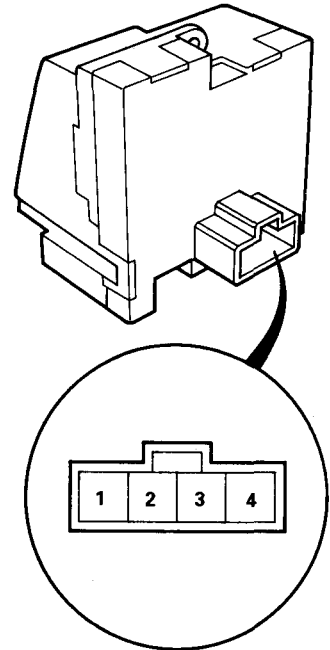
Replacement

1. Remove the instrument panel, (see [section 20](#))
2. Remove the clock from the instrument panel.



3. Install in the reverse order of removal.

Terminals



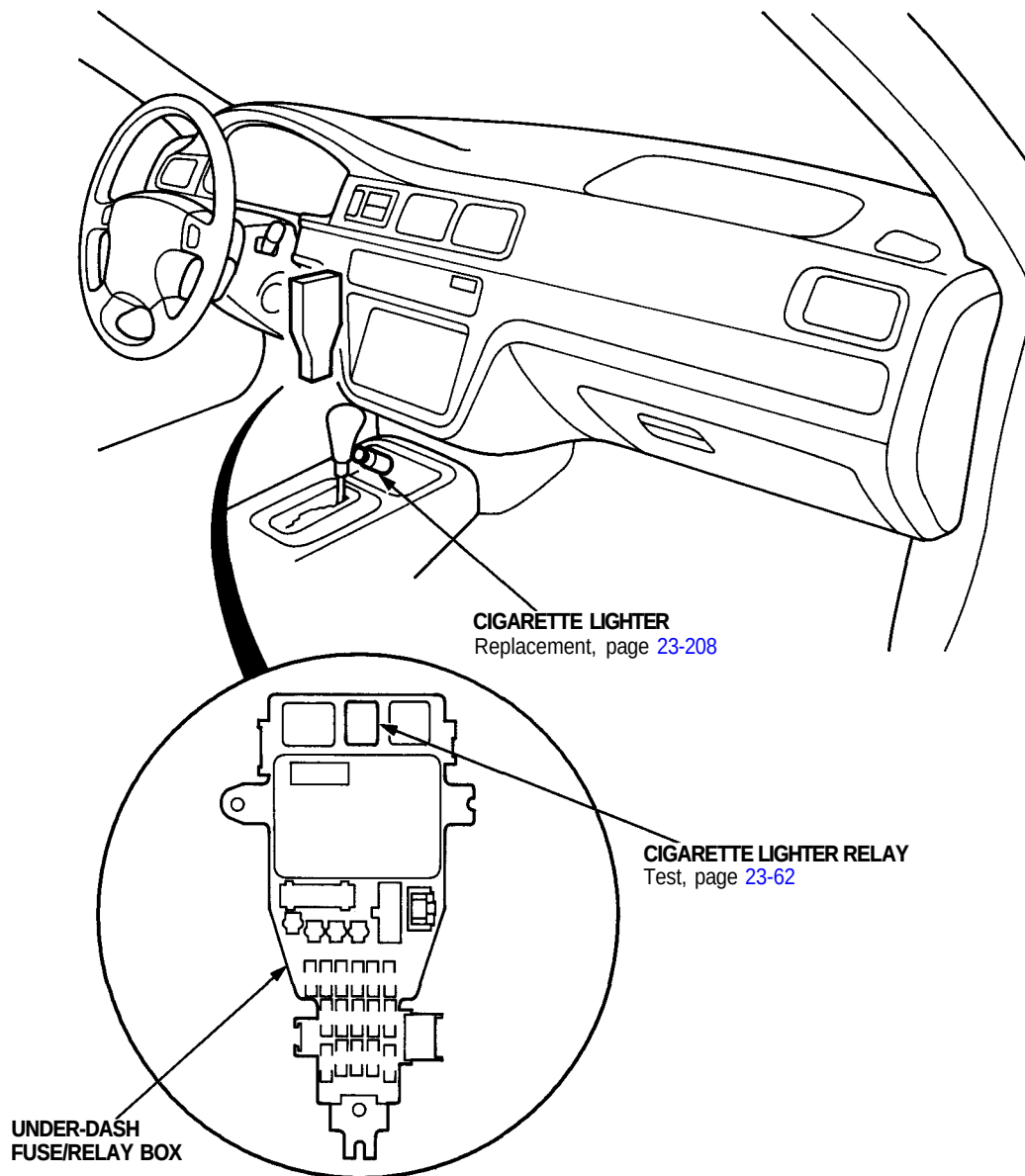
TERMINAL SIDE OF MALE TERMINALS

Terminal	Wire	Destination
1	WHT/GRN	Constant power (Time memory)
2	YEL	IG1 (Main clock power supply)
3	RED/BLK	Lights-on signal
4	BLK	Ground (G401,G404)

Cigarette Lighter

Component Location Index

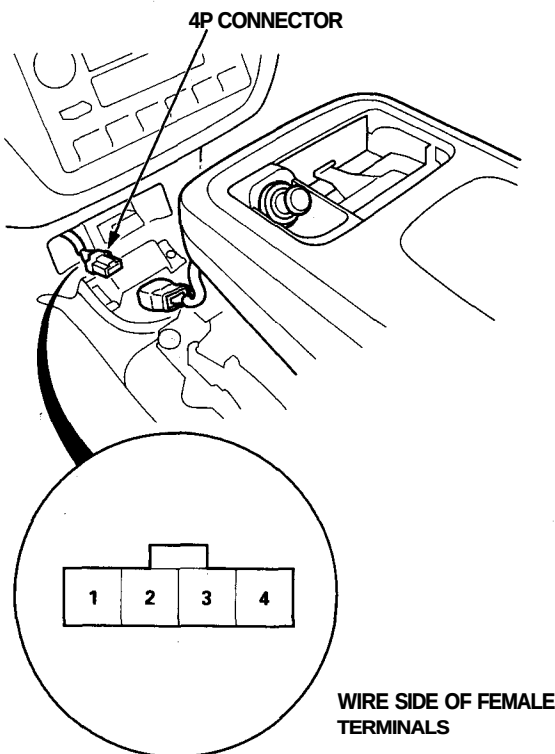
SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.



Cigarette Lighter

Test/Replacement

1. Remove the A/T gear position indicator trim light from the A/T gear position indicator trim (see page [23-173](#)).
2. Remove the center console (see [section 20](#)).
3. Disconnect the 4P connector from the cigarette lighter.
4. Inspect the connector terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, go to step 5.



5. Turn the ignition switch ON (II).

6. Check for voltage between the No. 1 and No. 4 terminals.
There should be battery voltage.
 - If there is no battery voltage, check for
 - blown No. 37 (15 A) fuse in the under-hood fuse/relay box.
 - blown No. 11 (10 A) fuse in the under-dash fuse/relay box.
 - faulty cigarette lighter relay.
 - poor ground (G401, G404).
 - an open in the wire.
7. Turn the headlight switch ON, and check for voltage between the No. 2 and No. 3 terminals with the combination light switch ON.
There should be battery voltage.
 - If there is no voltage, check for
 - blown No. 21 (15 A) fuse in the under-hood fuse/relay box.
 - faulty taillight relay.
 - faulty combination light switch.
 - an open in the wire.
8. If all tests prove OK, replace the cigarette lighter.
9. Disconnect the terminals from the ring nut.

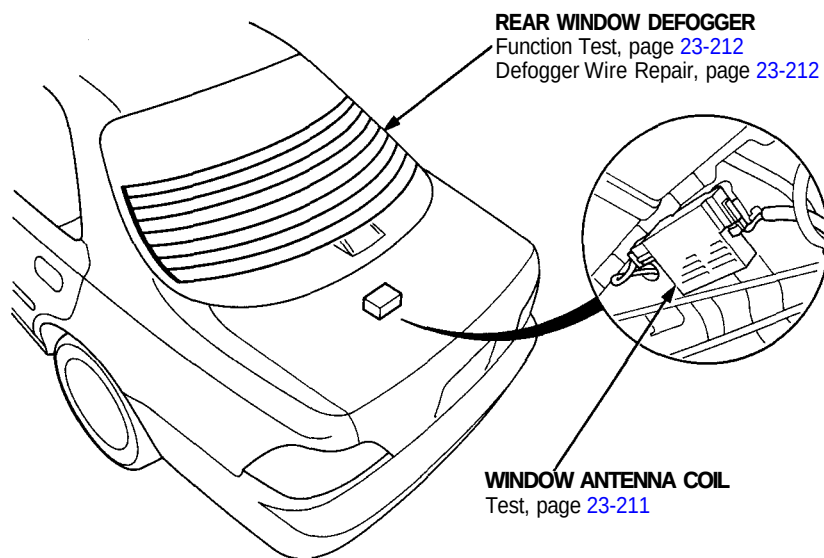
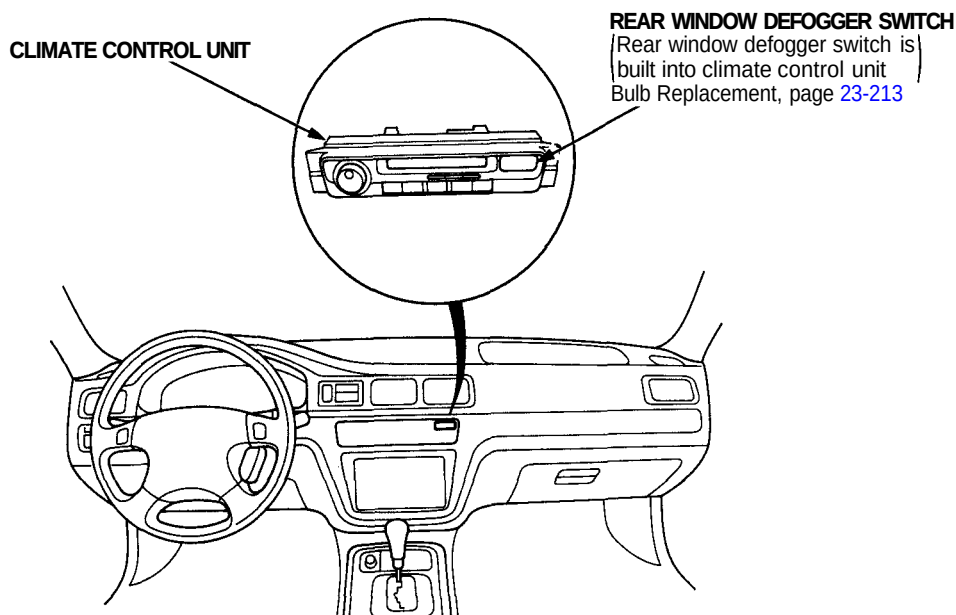
The diagram shows the components of the cigarette lighter assembly: CIGARETTE LIGHTER SOCKET, ILLUMINATION RING, ASHTRAY LIGHT, THERMO FUSE HOUSING, THERMAL PROTECTOR, RING NUT, and LIGHT.
10. Remove the ring nut, and separate the cigarette lighter socket from the body.
11. When installing the cigarette lighter, align each lug on the face panel, illumination ring, and cigarette lighter socket with the groove in the hole, then position the bulb on the body between the stops in the rear console.



Rear Window Defogger

Component Location Index

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.



Description

Function:

The rear window defogger is controlled by the climate control unit. When the defogger switch in the climate control unit is pushed, it sends a signal to the defogger timer in the climate control unit, and the defogger stays on for about 25 minutes or until the ignition is switched off.

The indicator light in the switch comes on when the defogger is ON.



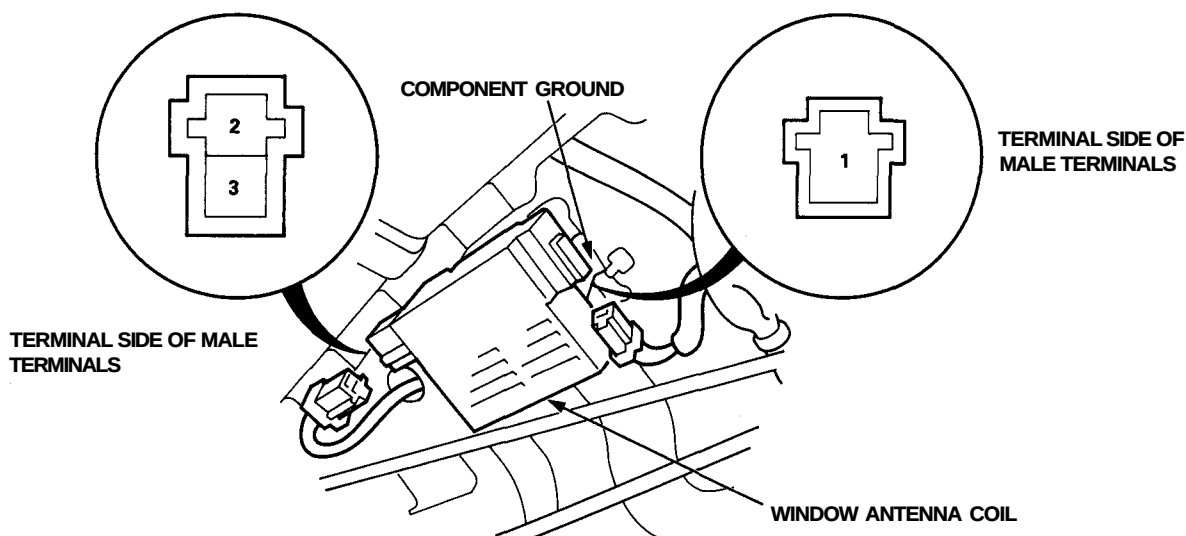
Troubleshooting

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

Symptom	Item to be inspected											
	Blown indicator light (LED)	Blown No. 8 (7.5 A) fuse (In the under-dash fuse/relay box)	Defogger timer circuit input (In the climate control unit)	Blown No. 7 (7.5 A) fuse (In the under-dash fuse/relay box)	Blown No. 16 (40 A) fuse (In the under-hood fuse/relay box)	Blown No. 39 (10 A) fuse (In the under-hood fuse/relay box)	Function test	Window antenna coil	Defogger relay	Broken defogger wire	Poor ground	Open circuit, loose or disconnected terminals
Defogger works, but indicator light does not come on.	1											
Defogger does not work and indicator light does not come on.		1	3	2		4					G401 G404	YEL, YEL/GRN BLK/YEL, WHT/GRN
Defogger does not work, but indicator light comes on.					1		2	3	4			
Operation time is too long or too short. Normal operation time is about 25 minutes.			1									
Poor radio reception when the rear defogger is on.								1				

Window Antenna Coil Test

1. Open the trunk lid.
2. Check for continuity between the window antenna coil No. 3 terminal and component ground, and between terminals No. 1 and No. 2. If there is no continuity, replace the window antenna coil.

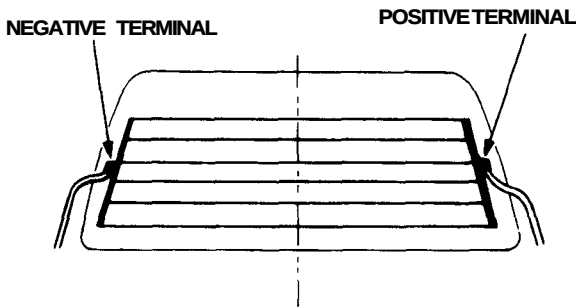


Rear Window Defogger

Function Test

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

1. Check for voltage between the positive terminal and body ground with the ignition switch and 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.

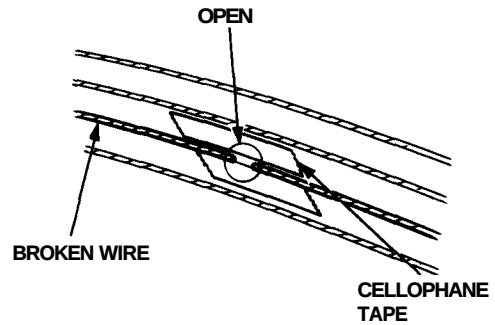


2. Check for continuity between the negative terminal and body ground.
If there is no continuity, check for an open in the defogger ground wire.
3. Touch the voltmeter positive probe to the halfway point of each defogger wire, and the negative probe to the negative terminal.
There should be approximately 6 V with the ignition switch and the defogger switch ON.
 - If the voltage is as specified, the defogger wire is OK.
 - If the voltage is not as specified, repair the defogger wire.
 - If it is more than 6 V, there is a break in the negative half of the wire.
 - If it is less than 6 V, there is a break in the positive half of the wire.

Defogger Wire Repair

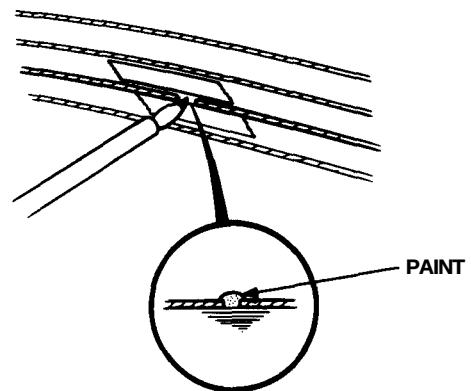
NOTE: To make an effective repair, the broken section must be no longer than one inch.

1. Lightly rub the area around the broken section with fine steel wool, then clean it with alcohol.
2. Carefully mask above and below the broken portion of the defogger wire with cellophane tape.



3. Using a small brush, apply a heavy coat of silver conductive paint extending about 1/8" on both sides of the break. Allow 30 minutes to dry.

NOTE: Thoroughly mix the paint before use.

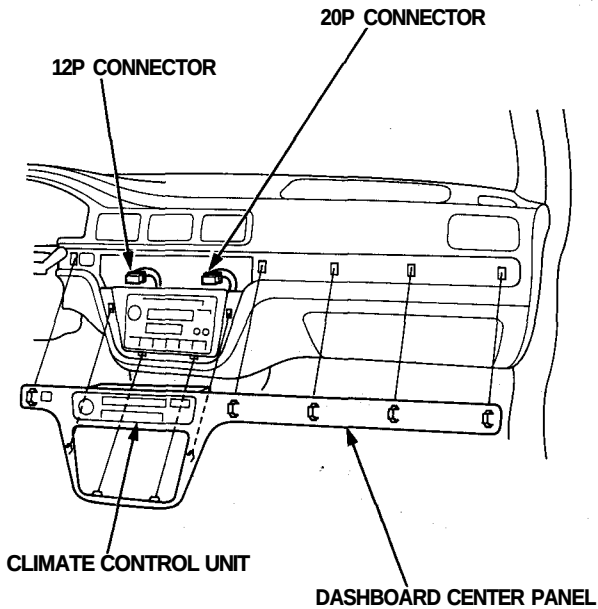


4. Check for continuity in the repaired wire.
5. Apply a second coat of paint in the same way. Let it dry three hours before removing the tape.

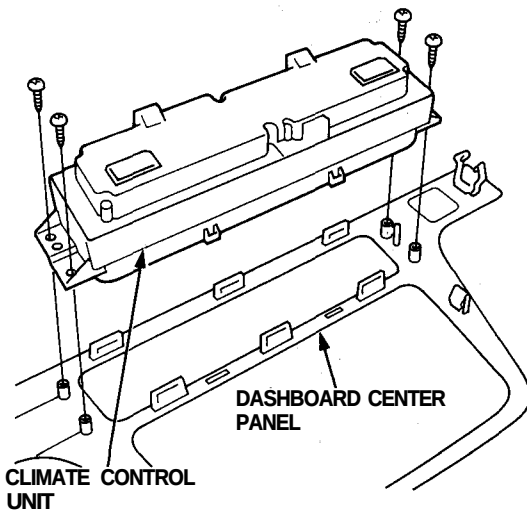


Switch Light Bulb Replacement

1. Pry out the dashboard center panel from the dashboard.
2. Disconnect the 12P and 20P connectors from the climate control unit.



3. Remove the four self tapping screws from the climate control unit, then remove the climate control unit from the dashboard center panel.

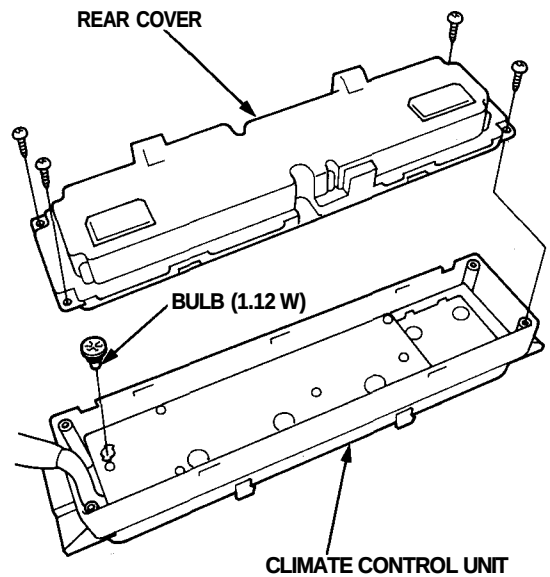


4. Remove the four self tapping screws from the climate control unit.

CAUTION:

- Before replacing bulbs, discharge the static electricity, which accumulated on you when you removed the climate control unit, by touching the door striker or other parts of the car body.
- Do not touch the electronic components on the printed circuit board in the climate control unit.

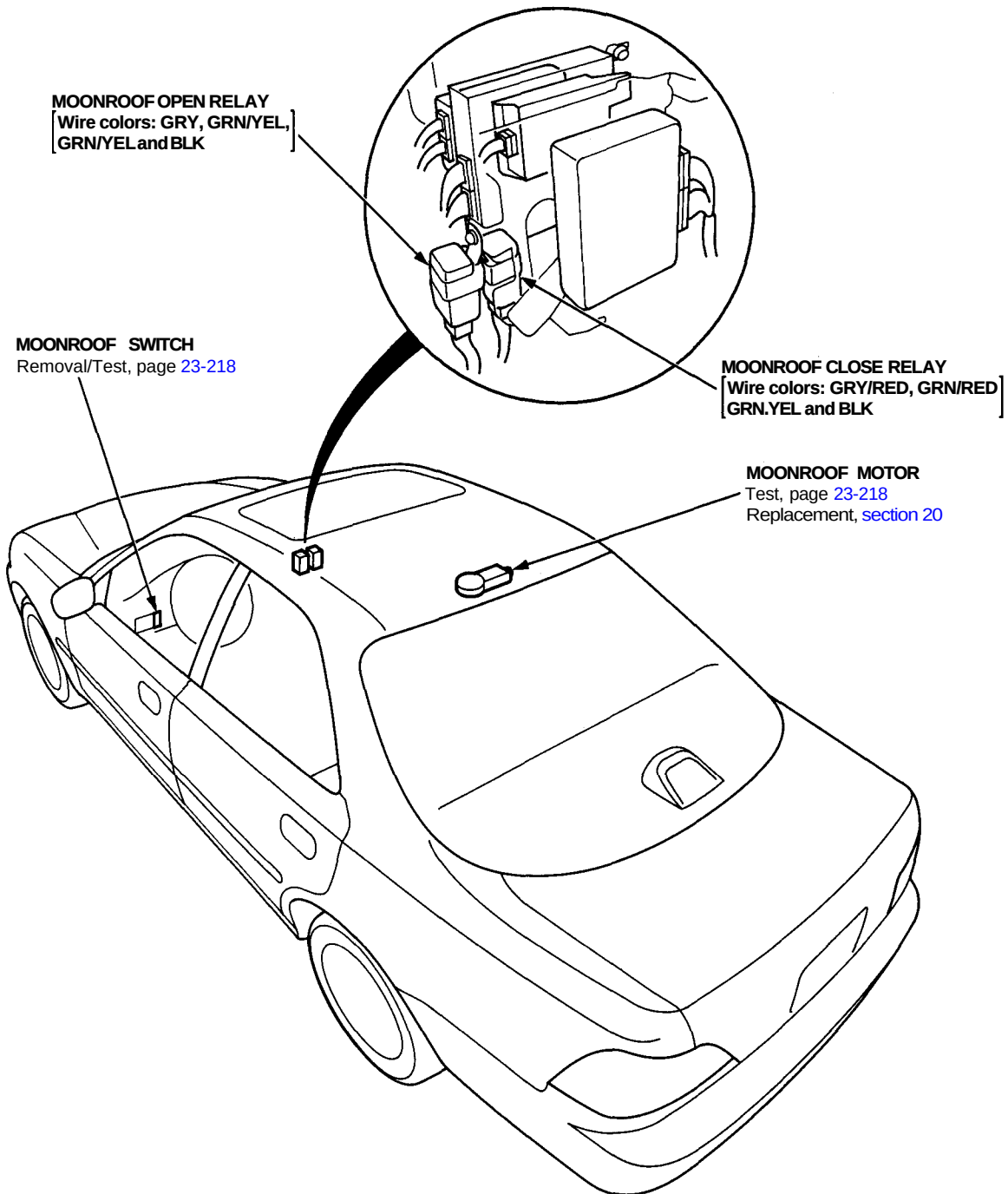
5. Remove the rear cover from the climate control unit.



Moonroof

Component Location Index

Function Test page [23-217](#)

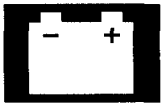


Moonroof

Troubleshooting

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

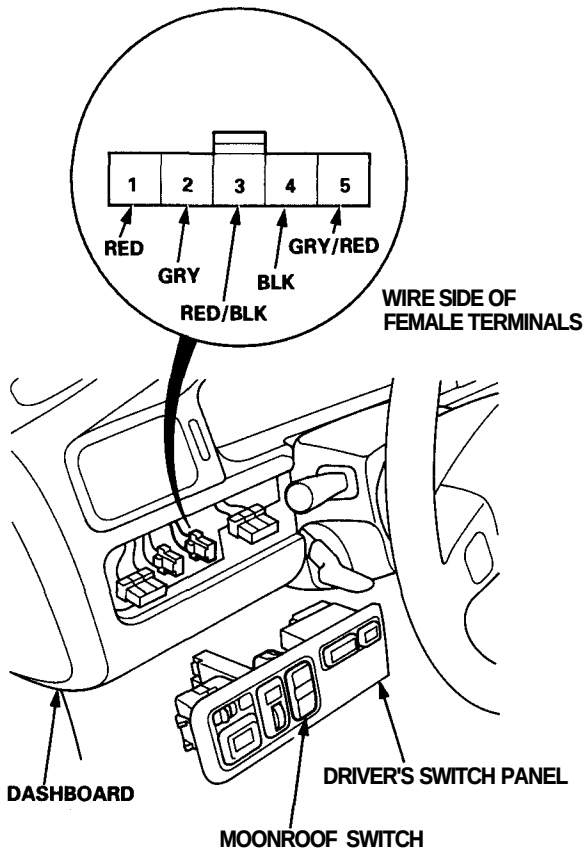
Symptom		Item to be inspected	Clutch out of adjustment, foreign matter stuck between guide rail and moonroof, or outer cable not attached properly.	Blown No. 29 (30 A) fuse (In the under-hood fuse/relay box)	Blown No. 1 (10 A) fuse (In the under-dash fuse/relay box)	Function Test	Open relay	Close relay	Moonroof motor	Moonroof switch	Poor ground	Open circuit in wires, loose or disconnected terminals
Moonroof does not move, but motor turns.			1									
Moonroof does not move and motor does not turn (moonroof can be moved with moonroof wrench).	With either switch			1	2	3			5	4	G401 G403 G404	GRN, YEL, GRY or GRY/RED
	With OPEN switch						1	2		3		GRY or GRY/RED
	With CLOSE switch						2	1		3		GRY/RED or GRY



Function Test

NOTE: Be careful not to damage the switch and the driver's switch panel.

1. Carefully pry out the switches from the dashboard.
2. Disconnect the connectors from the switches.



3. Connect the GRY terminal to body ground with a jumper wire, then turn the ignition switch on (II). The moonroof should open.

- If the moonroof opens, check the switch.
- If the moonroof doesn't open, check for an open in the GRY wire.

4. Connect the GRY/RED terminal to body ground with a jumper wire, then turn the ignition switch on (II). The moonroof should close.

- If the moonroof closes, check the switch.
- If the moonroof doesn't close, check for an open in the GRY/RED wire.

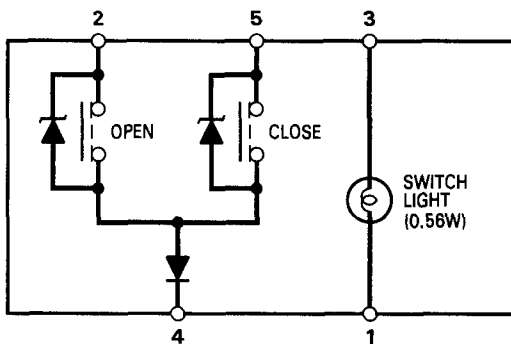
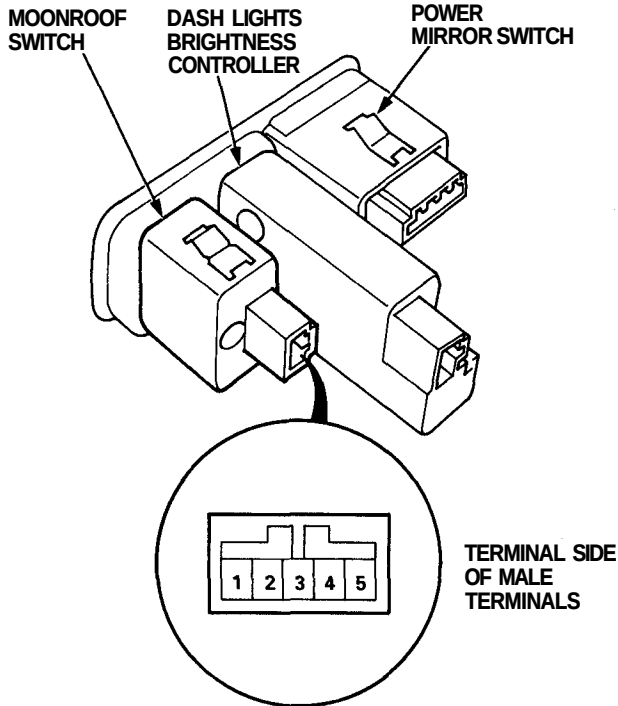
5. Check for continuity to body ground on the BLK wire. There should be continuity.

- If there is continuity, check the switch.
- If there is no continuity, check for an open in the BLK wire.

Moonroof

Switch Test

1. Carefully remove the switches from the driver's switch panel.
2. Check for continuity between the terminals in each switch position according to the table.



Terminal	1	3	2	4	5
Position					
OFF					
OPEN	○	⊕	○	→	
CLOSE				←	○

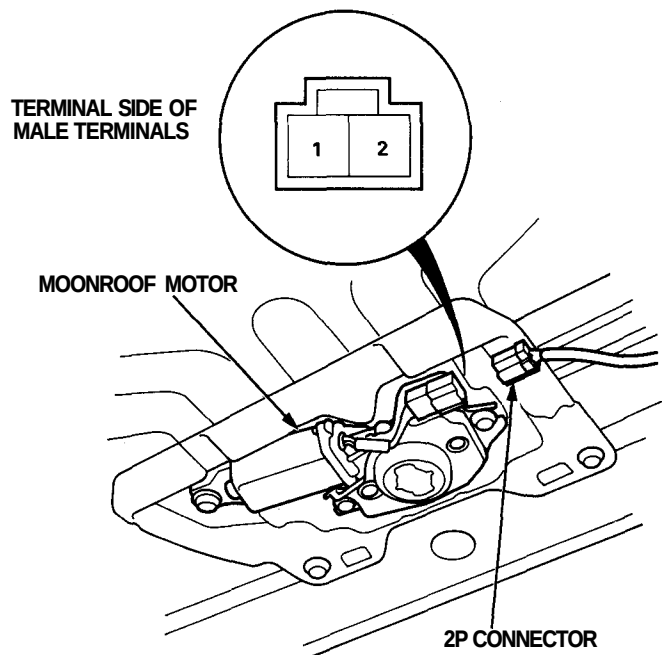
Motor Test

1. Remove the headliner (see [section 20](#)).
2. Disconnect the 2P connector from the moonroof motor.
3. Check the motor by connecting power and ground according to the table.

Terminal	1	2
Position		
OPEN	⊖	⊕
CLOSE	⊕	⊖

4. If the motor does not run, replace it.

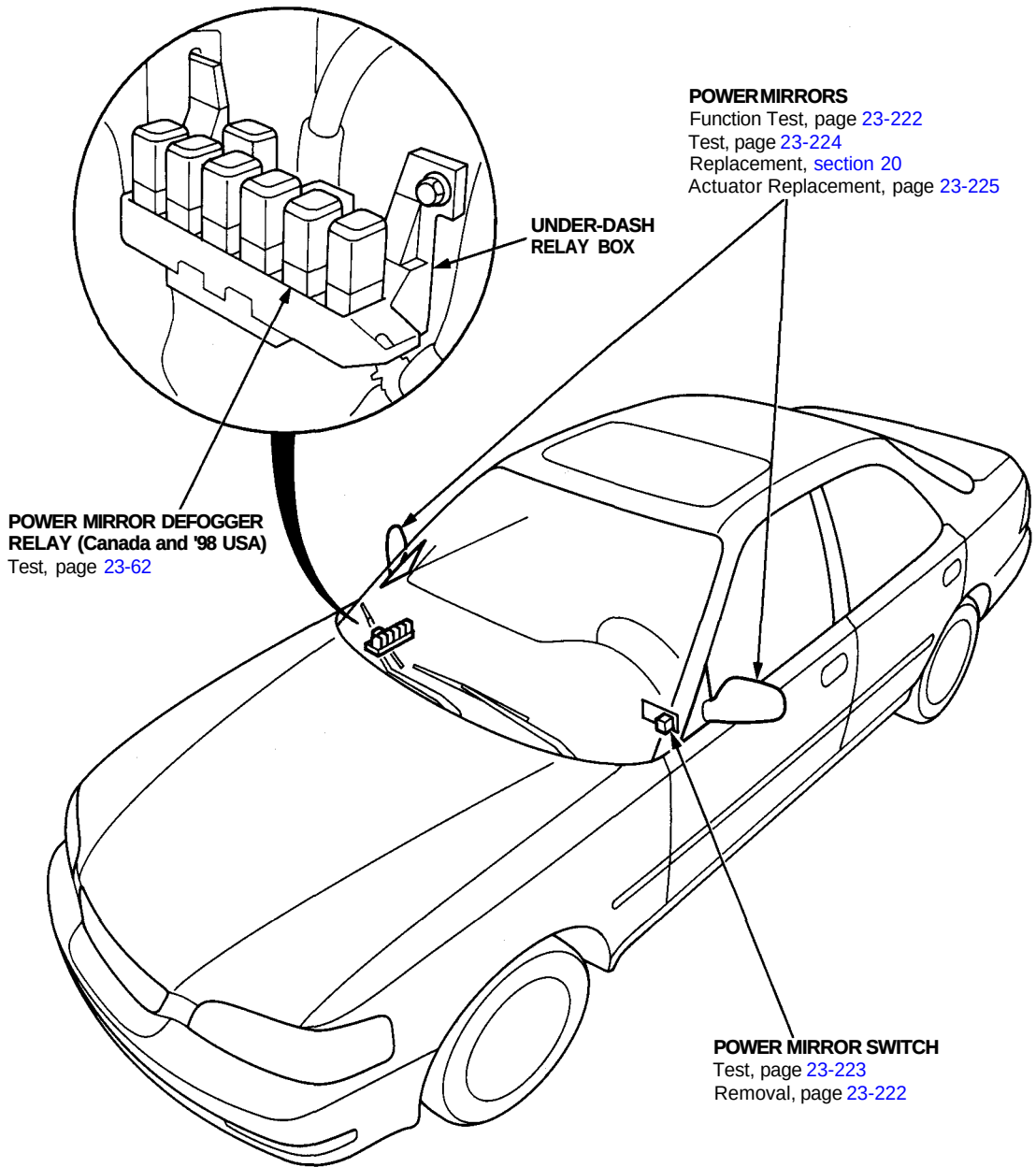
NOTE: See closing force check in [section 20](#) for motor clutch test.





Power Mirrors

Component Location Index

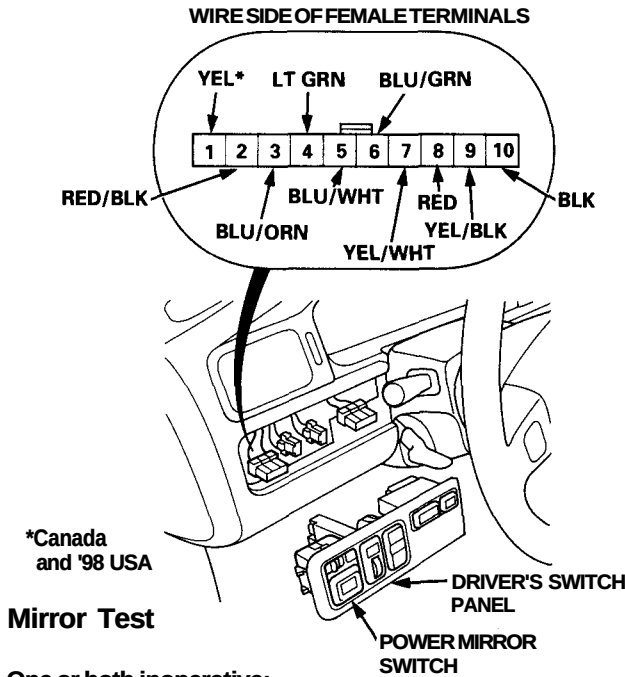


Power Mirrors

Function Test

NOTE: Be careful not to damage the switch and the driver's switch panel.

1. Carefully pry out the switches from the dashboard.
2. Disconnect the connectors from the switches.



1. Check for voltage between the YEL/BLK terminal and body ground with the ignition switch ON (II). There should be battery voltage.
 - If there is no voltage, check for:
 - blown No. 8 (7.5 A) fuse in the under-dash fuse/relay box.
 - an open in the YEL/BLK wire.
 - If there is battery voltage, go to step 2.
2. Check for continuity between the BLK terminal and body ground. There should be continuity.
 - If there is no continuity, check for:
 - an open in the BLK wire.
 - poor ground (G401, G404).

Left mirror inoperative:

Connect the YEL/BLK terminal of the 10P connector to the YEL/WHT terminal and the BLU/WHT (or LT GRN) terminal to body ground with jumper wires. The left mirror should tilt down (or swing left) when the ignition switch is turned ON (II).

- If the mirror does not tilt down (or does not swing left), remove the left door panel and check for an open in the BLU/WHT (or LT GRN) wire between the left power mirror and the switch. If the wire is OK, check the left power mirror motor.

- If the mirror neither tilts down nor swings left, repair the YEL/WHT wire.
- If the mirror operates properly, check the mirror switch.

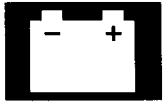
Right mirror inoperative:

Connect the YEL/BLK terminal of the 10P connector to the BLU/GRN terminal and the BLU/WHT (or BLU/ORN) terminal to body ground with jumper wires. The right mirror should tilt down (or swing left) when the ignition switch is turned ON (II).

- If the mirror does not tilt down (or does not swing left), remove the right door panel, and check for an open in the BLU/WHT (or BLU/ORN) wire between the right power mirror and the switch. If the wire is OK, check the right power mirror motor.
- If the mirror neither tilts down nor swings left, repair the BLU/GRN wire.
- If the mirror operates properly, check the mirror switch.

Defogger test (Canada and '98 USA):

1. Connect the YEL/BLK with the YEL terminal of the switch and the YEL terminal of the relay with the BLK terminal by jumper wires. There should be battery voltage when the ignition switch is turned ON (II).
 - If there is no voltage, check for:
 - an open in the YEL wire.
 - poor ground (G401, G404).
 - If there is voltage, go to step 2.
2. Connect the RED/WHT and ORN terminals of the relay with a jumper wire, and check for voltage between the RED/WHT terminal and body ground. There should be battery voltage and both mirrors should warm up with the ignition switch ON (II), and defogger switch ON.
 - If there is no voltage or neither mirror warms up, check for:
 - an open in the RED/WHT and ORN wires.
 - blown No. 23 (15 A) in the under-hood fuse/relay box.
 - poor ground (G403, G405).
 - If only one mirror fails to warm up, check its defogger.
 - If both mirrors fail to warm up, check the defogger switch and defogger relay.



Switch Test

1. Remove the switch as described in Function Test (see page 23-222).
2. Check for continuity between the terminals in each switch position according to the table.

Mirror Switch:

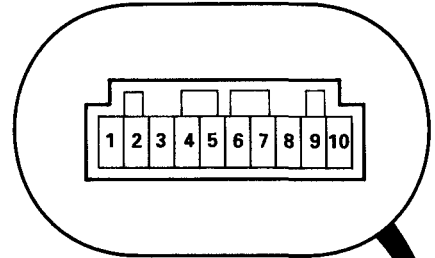
Terminal Position		3	4	5	6	7	9	10
R	OFF	○		○	○			○
	UP	○		○	○		○	
	DOWN	○		○	○		○	
	LEFT	○		○	○		○	
	RIGHT	○		○	○		○	
L	OFF		○	○		○	○	
	UP		○	○		○	○	
	DOWN		○	○		○	○	
	LEFT		○	○		○	○	
	RIGHT		○	○		○	○	

Defogger Switch (Canada and '98 USA):

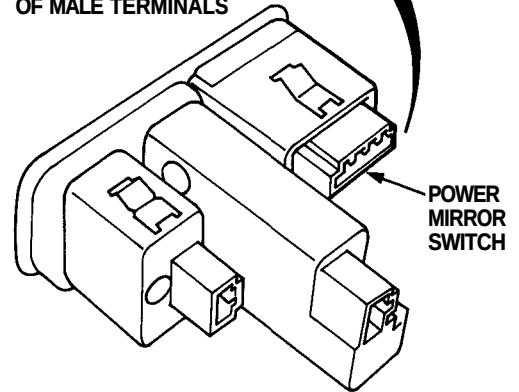
Terminal Position		9	1		10
ON	ON	○	○	○	○
	OFF	○	○	○	○

Switch Light:

Terminal Position		2		8
ON/OFF	ON/OFF	○	○	○

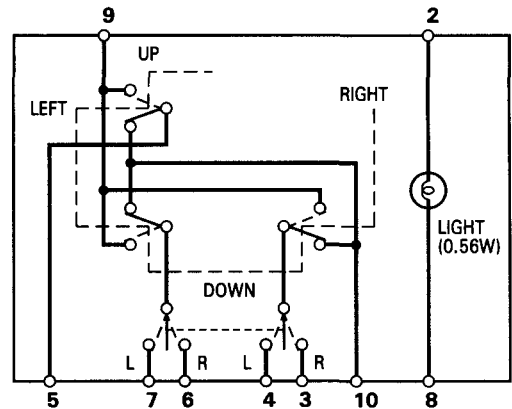


TERMINAL SIDE
OF MALE TERMINALS

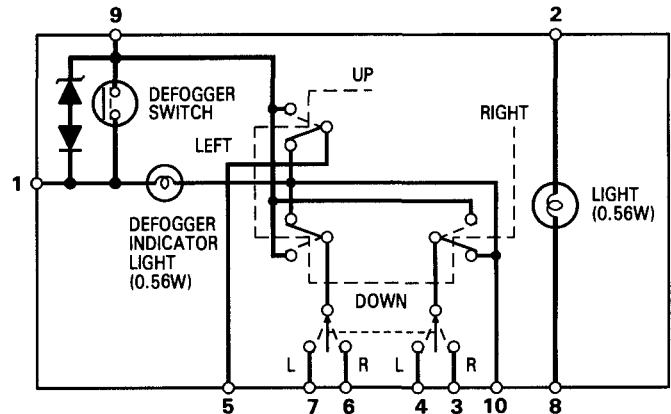


POWER
MIRROR
SWITCH

USA model:



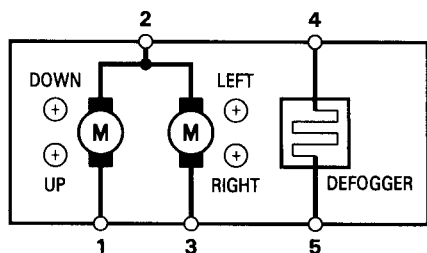
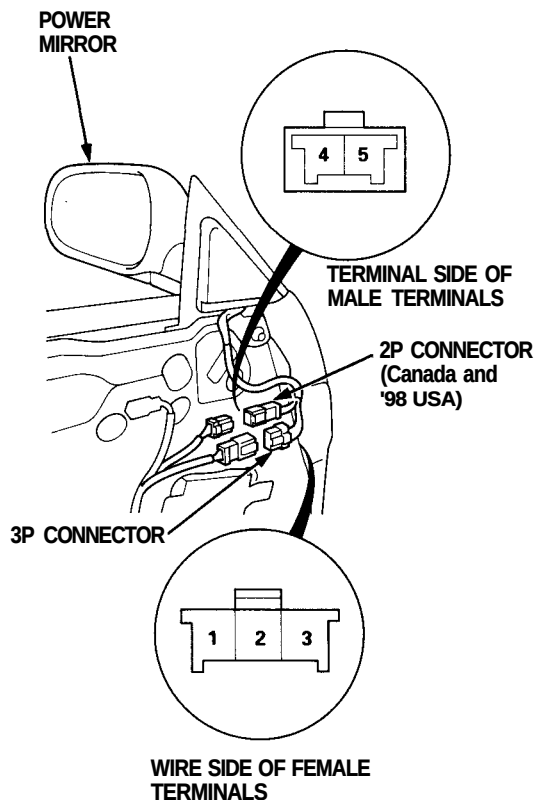
Canada and '98 USA models:



Power Mirrors

Power Mirror Test

1. Remove the door panel (see [section 20](#)), then disconnect the 3P connector and 2P connector (Canada and '98 USA) from the power mirror actuator.



2. Check actuator operation by connecting power and ground according to the table.

Terminal	1	2	3
Position			
TILT UP	⊕	⊖	
TILT DOWN	⊖	⊕	
SWING LEFT		⊕	⊖
SWING RIGHT		⊖	⊕

3. Check for continuity between the terminals according to the table.

Canada and '98 USA:

Terminal	4	5
Position		
ON	○	○

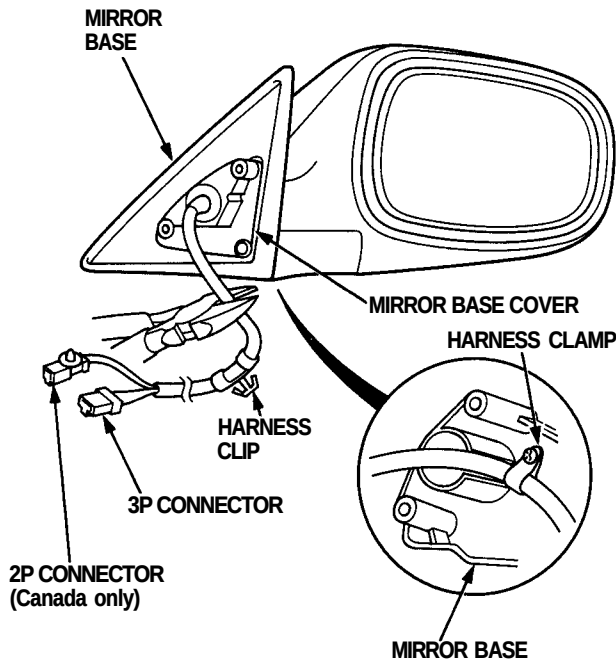
4. If the mirror actuator fails to operate properly, replace it (see page [23-225](#)).



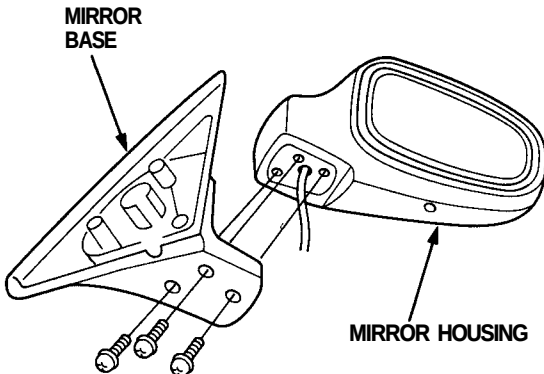
Mirror Actuator Replacement

Removal:

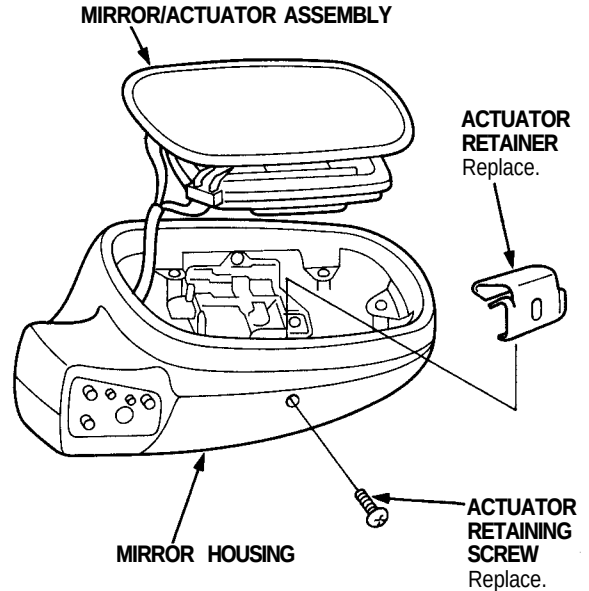
1. Remove the door mirror from the car, and disconnect the electrical connector(s).
2. Cut the wire harness with wire cutters, remove the mirror base cover, and remove the harness clamp from the mirror base.



3. Remove the three mounting screws, and separate the mirror base from the mirror housing.

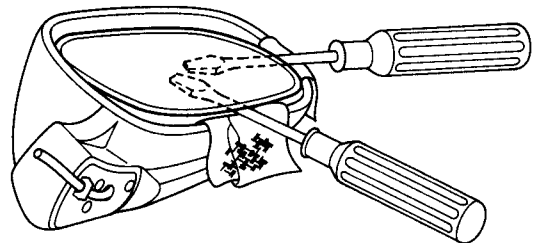


4. '95 - 96 models: Insert a screwdriver into the hole on the bottom of the mirror housing, and remove the actuator retaining screw. Then carefully press on the mirror to create a gap between mirror and mirror housing, insert a finger into the gap, and take out the mirror/actuator assembly.



5. '97 - 98 models: Insert a flat tip screwdriver into the groove between the mirror housing and the mirror holder, then pry off the mirror.

NOTE: Be careful not to damage the mirror housing.

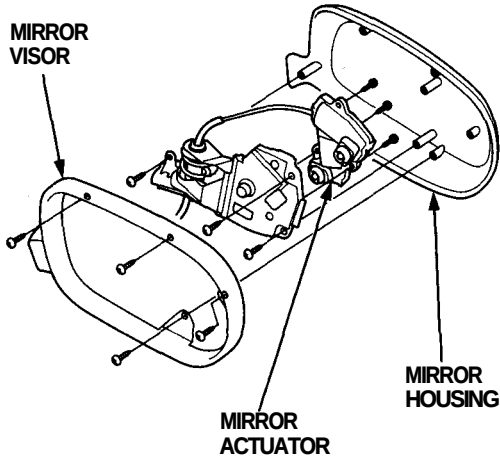


(cont'd)

Power Mirrors

Mirror Actuator Replacement(cont'd)

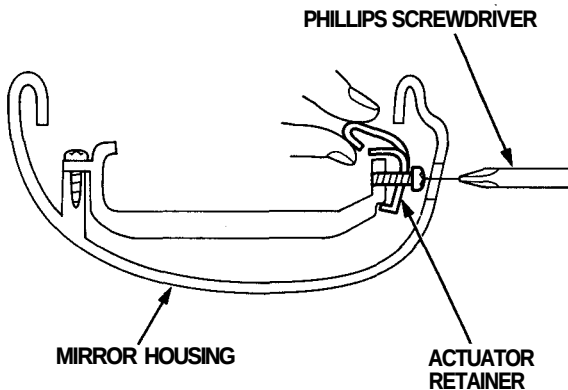
6. '97 - '98 models: Remove the four screws, and separate the mirror visor from the mirror housing. Then remove the actuator.



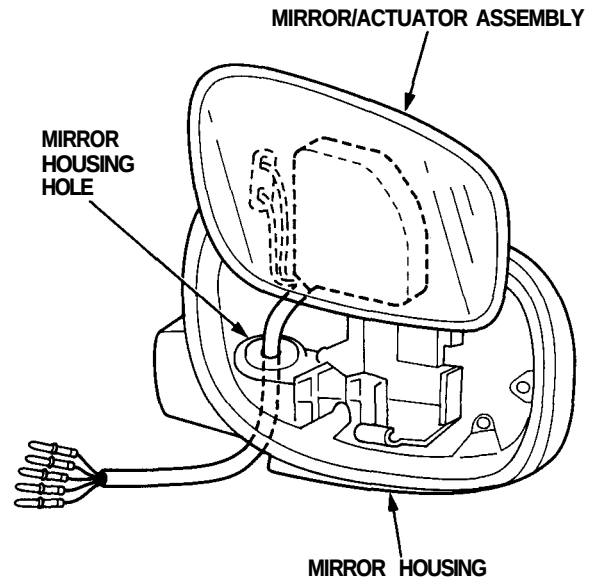
Installation:

7. '95 - '96 models: Loosely install a new actuator retainer on the frame in the mirror housing with a new retainer screw.

NOTE: If the retainer is not loose enough, it will impede the installation of the new mirror/actuator assembly.

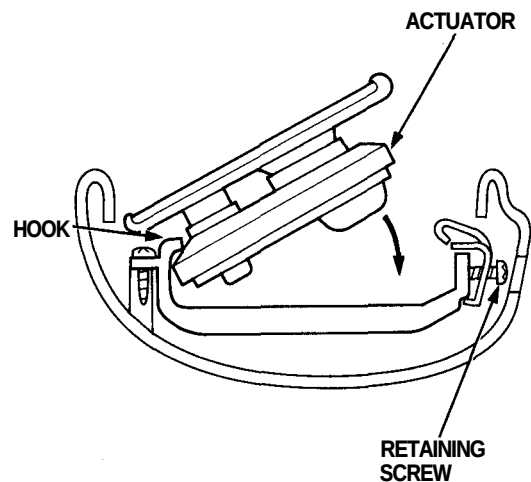


8. '95 - '96 models: Route the wire harness of the new mirror/actuator assembly through the hole in the mirror housing.



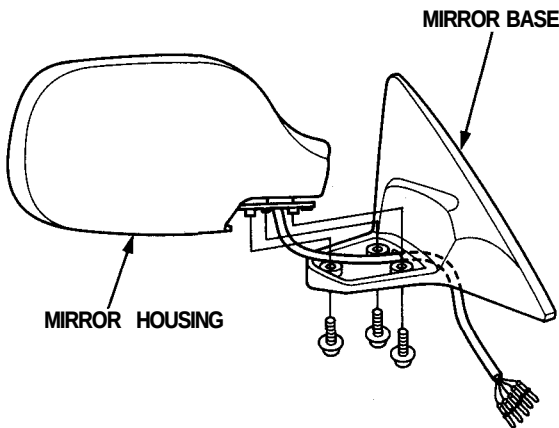
9. '95 - '96 models: Position the upper edge of the actuator under the hooks of the frame, then insert the new mirror/actuator assembly into the housing, and tighten the retaining screw.

NOTE: Make sure the actuator is held securely by the hooks and the retainer.

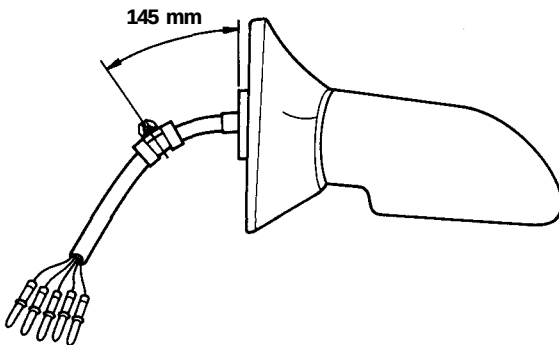




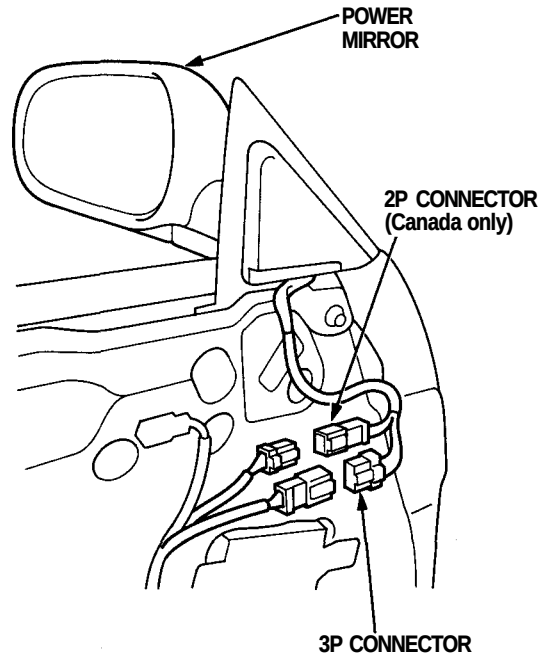
10. '97 - 98 models: Route the wire harness of the new actuator through the shaft hole. Assemble the actuator and the mirror visor by installing the screws.
11. '97-98 models: Attach the actuator to the mirror by pressing it into place by hand.
12. Route the harness through the hole in the mirror base, and reinstall the mirror housing on the mirror base.



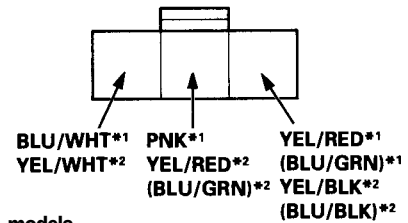
13. Reinstall the harness clamp and the mirror base cover removed in step 2, and tape the harness clip to the wire harness 145 mm (5.7 in) from the mirror basecover.



14. Insert the terminals into the connector(s) as shown below, then reconnect the connectors, and reinstall the mirror to the car.



3P CONNECTOR: WIRE SIDE OF FEMALE TERMINALS



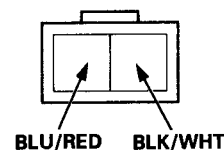
*1: '95 -'96 models

*2: '97 -'98 models

(): Right side

2P CONNECTOR: TERMINAL SIDE OF MALE TERMINALS

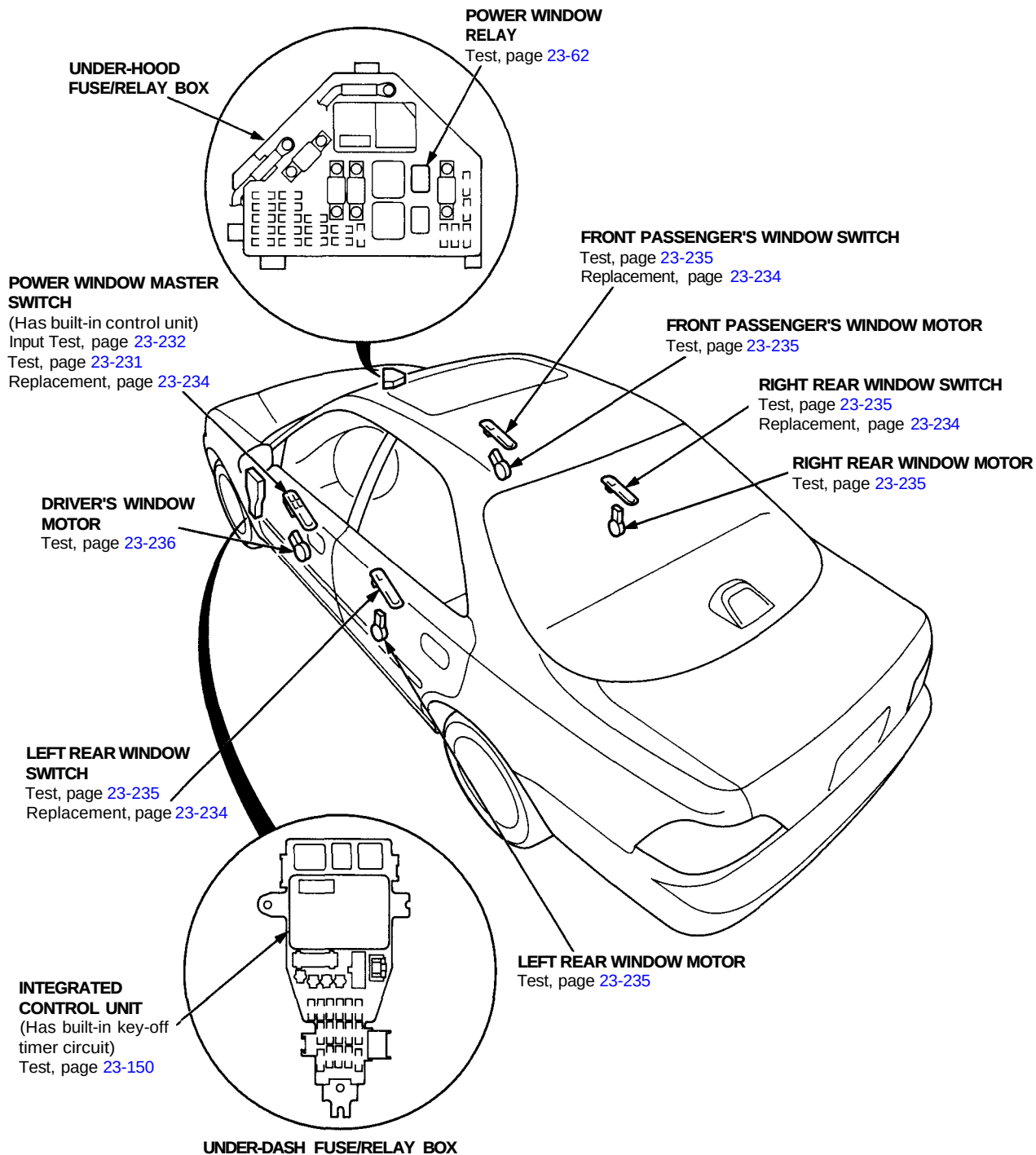
(Canada and '98 USA)



15. Test the mirror for smooth movement in all directions.

Power Windows

Component 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 front 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

Troubleshooting

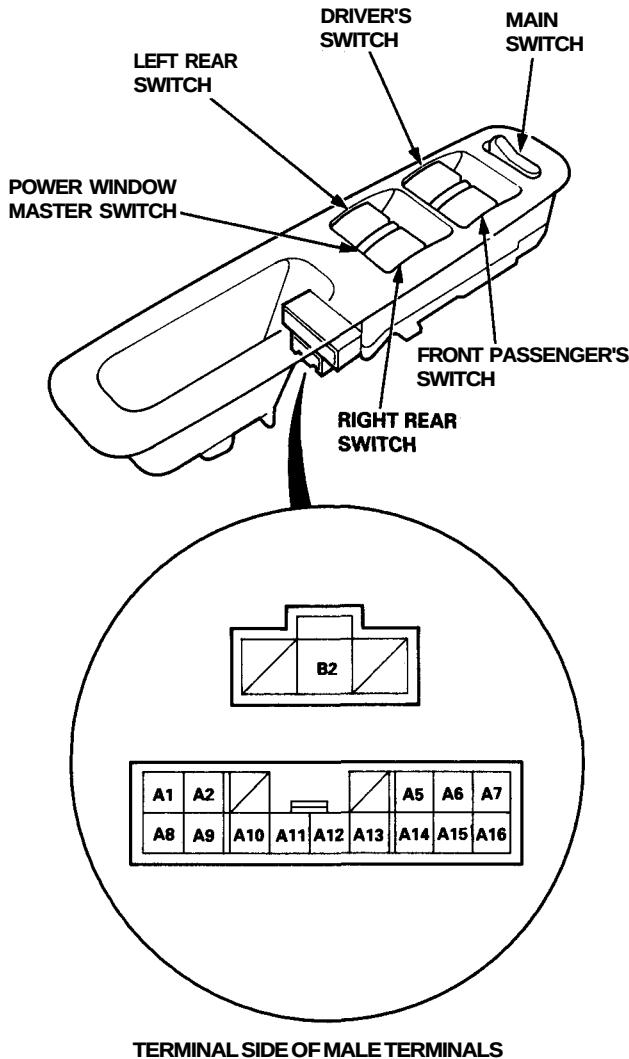
NOTE: The numbers in the table show the troubleshooting sequence.

Item to be inspected		Blown No. 15 (100 A) fuse (In the under-hood fuse/relay box)	Blown No. 37 (15 A) fuse (In the under-hood fuse/relay box)	Power window relay	In the under-hood fuse/relay box				Power window master switch	Passenger's switch	Driver's motor	Pulser (In driver's motor)	Passenger's motor	Window regulator	Power window master switch input	Door switches	Key-off timer circuit (In the integrated control unit)	Poor ground	Open circuit in the wires, loose or disconnected terminals
Symptom					Blown No. 28 (20 A) fuse	Blown No. 26 (20 A) fuse	Blown No. 24 (20 A) fuse	Blown No. 25 (20 A) fuse											
All windows do not work.		1	2	3													4	G201 G405	RED
Driver's window does not work.					1						2			3	4			G405	WHT/YEL
Driver's window does not work in AUTO.									1			2			3				BLU
Passenger's windows do not work.	Front passenger's					1			2	3			4	5					BLU/BLK
	Left rear							1	2	3			4	5					GRN/BLK
	Right rear						1		2	3			4	5					YEL/BLK
All windows do not work within 10 minutes after the ignition switch is OFF (neither front door opened)			1													2	3		



Master Switch Test

1. Remove the power window master switch together with the armrest pocket, (see page 23-234).
2. Disconnect the connectors from the power window master switch.
3. Check for continuity between the terminals in each switch position according to the tables.



Driver's Switch:

The driver's switch is combined with the control unit so you cannot isolate the switch to test it. Instead, run the master switch input test procedures at terminals A5, A7, A8, A14 and A16 on page 23-232. If the tests are normal, the driver's switch must be faulty.

Front Passenger's Switch:

Position	Terminal		A1	A10	A12	B2
	Main Switch					
OFF	ON			○—○	○—○	
	OFF			○—○		
UP	ON		○—○		○—○	
	OFF		○—○		○—○	
DOWN	ON		○—○	○—○	○—○	
	OFF		○—○	○—○		

Left Rear Switch:

Position	Terminal		A6	A13	A15	B2
	Main Switch					
OFF	ON			○—○	○—○	○—○
	OFF			○—○		
UP	ON		○—○		○—○	
	OFF		○—○		○—○	
DOWN	ON		○—○	○—○	○—○	○—○
	OFF		○—○	○—○		

Right Rear Switch:

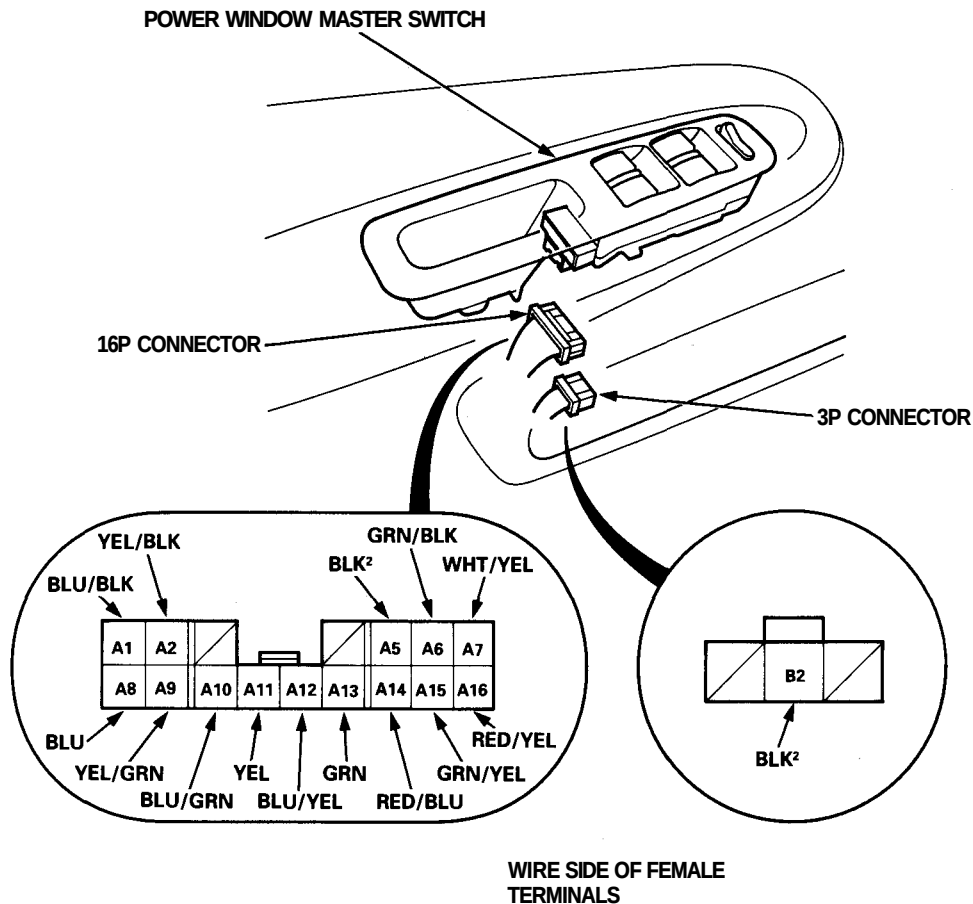
Position	Terminal		A2	A9	A11	B2
	Main Switch					
OFF	ON			○—○	○—○	○—○
	OFF			○—○		
UP	ON		○—○		○—○	
	OFF		○—○		○—○	
DOWN	ON		○—○	○—○	○—○	○—○
	OFF		○—○	○—○		

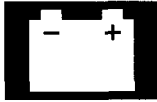
Power Windows

Master Switch Input Test

NOTE: The control unit is built into the power window master switch, and only controls driver's door window operations.

1. Remove the driver's door panel, and disconnect the 16P and 3P connectors from the master switch.
2. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If a test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the power window master switch must be faulty; replace it.



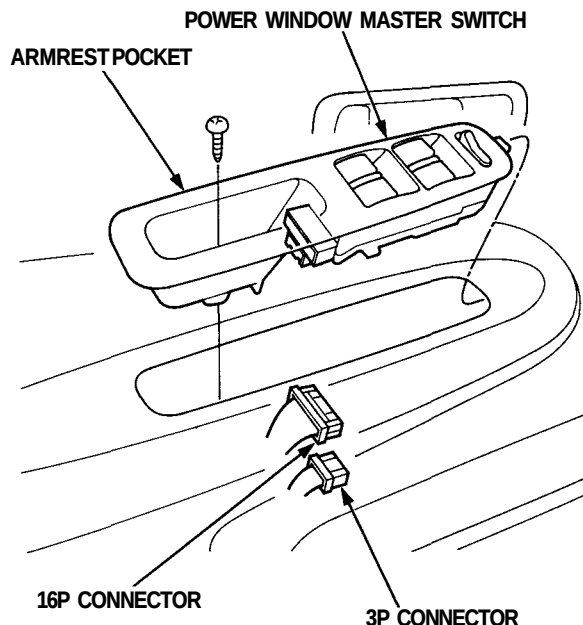


Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A5 B2	BLK ²	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G405) • An open in the wire
A7 A1 A2 A6	WHT/YEL BLU/BLK YEL/BLK GRN/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 24, 25, 26, or 28 (20 A) fuse in the under-hood fuse/relay box • Faulty power window relay • An open in the wire
A14 A16	RED/BLU RED/YEL	Connect the WHT/YEL terminal to the RED/YEL terminal, and the RED/BLU terminal to the BLK ² terminal, then turn the ignition switch ON (II).	Check the driver's window motor: It should run (the window moves down).	• Faulty driver's window motor • An open in the wire
A12 A10	BLU/YEL BLU/GRN	Connect the BLU/BLK terminal to the BLU/GRN terminal, and the BLU/YEL terminal to the BLK ² terminal, then turn the ignition switch ON (II).	Check the front passenger's window motor: It should run (the window moves down).	• Faulty front passenger's window motor • Faulty front passenger's window switch • An open in the wire
A11 A9	YEL YEL/GRN	Connect the YEL/BLK terminal to the YEL/GRN terminal, and the YEL terminal to the BLK ² terminal, then turn the ignition switch ON (II).	Check the right rear motor: It should run (the window moves down).	• Faulty right rear window motor • Faulty right window switch • An open in the wire
A15 A13	GRN/YEL GRN	Connect the GRN/BLK terminal to the GRN terminal, and the GRN/YEL terminal to the BLK ² terminal, then turn the ignition switch ON (II).	Check the left rear motor: It should run (the window moves down).	• Faulty left rear window motor • Faulty left rear window switch • An open in the wire
A8 A5	BLU BLK ²	Connect the WHT/YEL terminal to the RED/YEL terminal, and the BLK ² terminal to the RED/BLU terminal, then turn the ignition switch ON (II).	Check for voltage between the BLU and BLK ² terminals: Approx. 6 V should be indicated as the driver's window motor runs.	• Faulty pulser • Faulty driver's window motor • An open in the wire

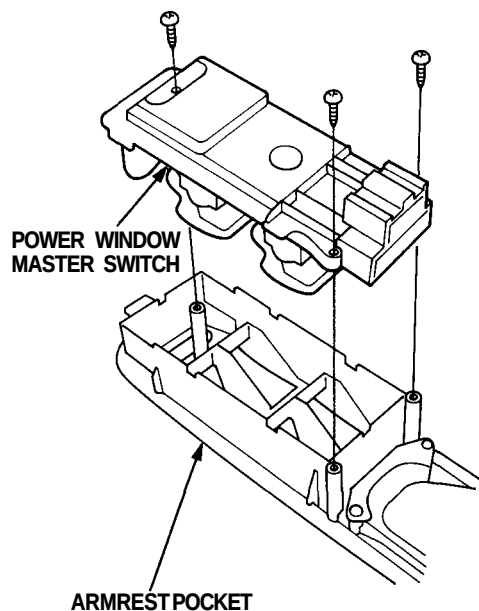
Power Windows

Master Switch Replacement

1. Remove the power window master switch together with the armrest pocket from the driver's door panel.
2. Disconnect the 16P and 3P connectors from the power window master switch.



3. Remove the three mounting screws, then remove the master switch from the armrest pocket.

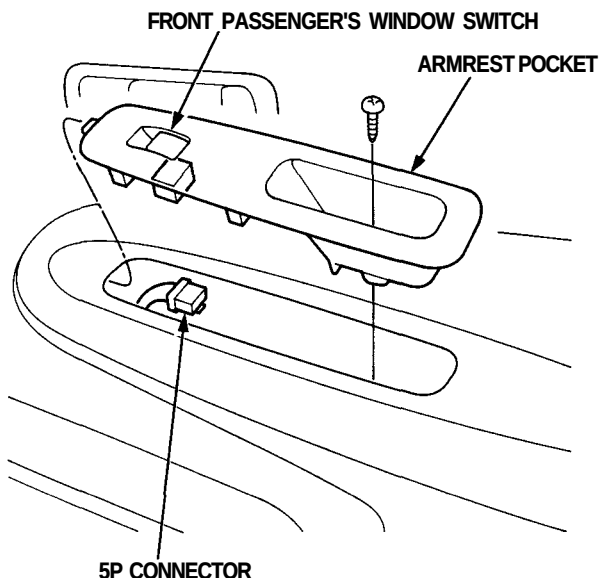


4. Install in the reverse order of removal.

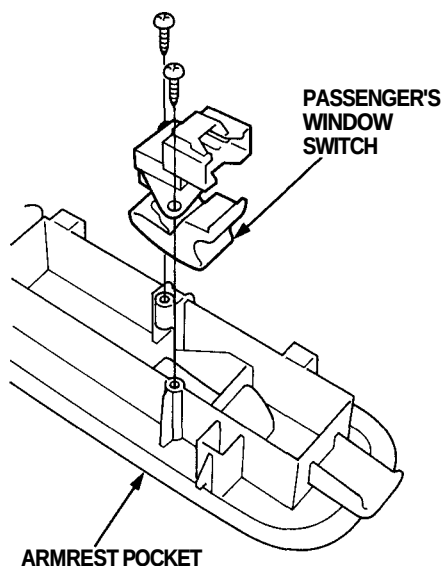
Passenger's Window Switch Replacement

NOTE: The illustration shows the front passenger's window switch; the left rear window switch and right rear window switch are similar.

1. Remove the passenger's window switch together with the armrest pocket from the passenger's door panel.
2. Disconnect the 5P connector from the passenger's window switch.



3. Remove the two mounting screws, then remove the passenger's window switch from the armrest pocket.

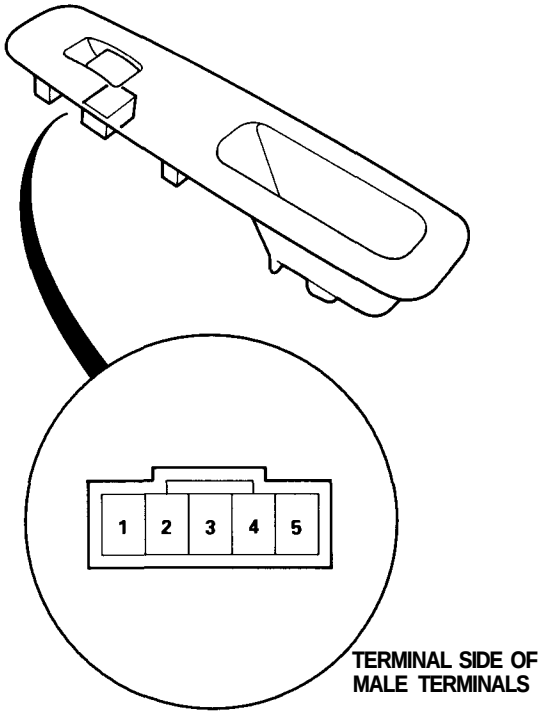


4. Install in the reverse order of removal.



Passenger's Window Switch Test

1. Remove the passenger's window switch together with the armrest pocket from the passenger's door panel.



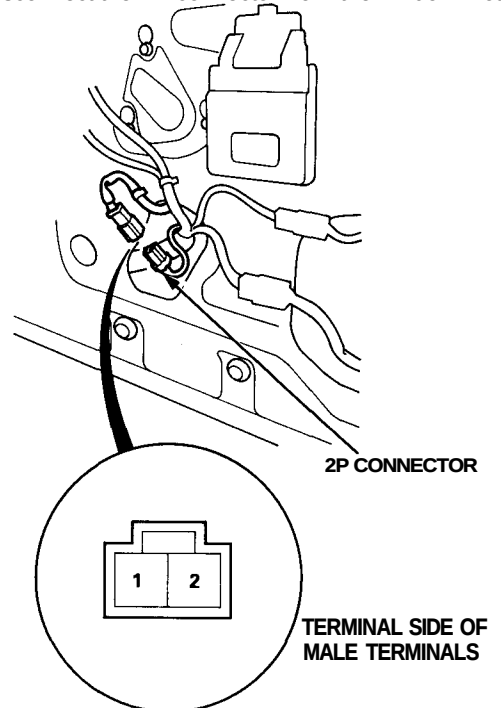
2. Check for continuity between the terminals in each switch position according to the table.

Terminal Position	1	2	3	4	5
UP	○	○	○	○	
OFF		○	○		
DOWN	○		○		○

Passenger's Window Motor Test

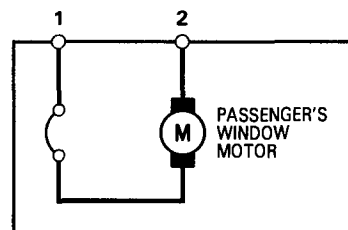
NOTE: The illustration shows the front passenger's window motor; the left rear window motor and right rear window motor are similar.

1. Remove the passenger's door panel, and disconnect all the connectors (see [section 20](#)).
2. Disconnect the 2P connector from the window motor.



3. Check window motor operation by connecting power and ground according to the table.

Terminal	1	2
Direction		
UP	⊕	⊖
DOWN	⊖	⊕



CAUTION: When the motor stops running, disconnect one lead immediately.

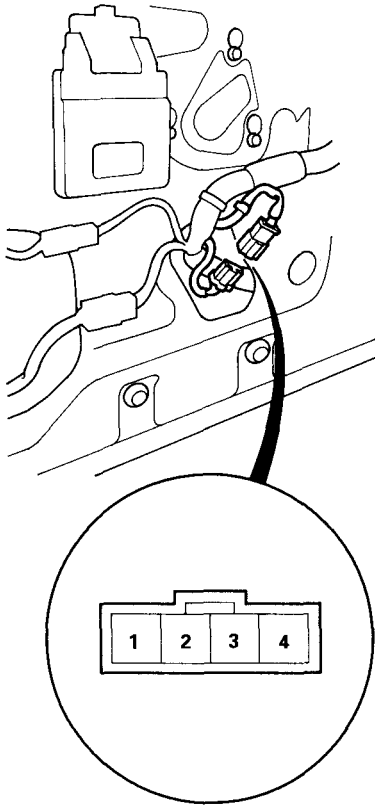
4. If the motor does not run or fails to run smoothly, replace it.

Power Windows

Driver's Window Motor Test

Motor Test:

1. Remove the driver's door panel, and disconnect all connectors (see [section 20](#)).
2. Disconnect the 4P connector from the window motor.



TERMINAL SIDE OF MALE TERMINALS

3. Test the motor in each direction by connecting battery power and ground according to the table.

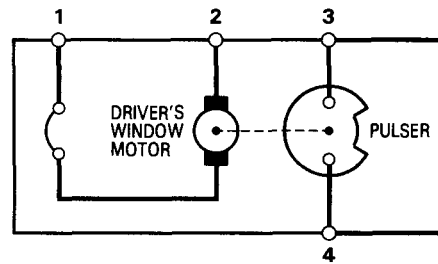
Terminal	1	2
Direction		
UP	⊕	⊖
DOWN	⊖	⊕

CAUTION: When the motor stops running, disconnect one lead immediately.

4. If the motor does not run or fails to run smoothly, replace it.

Pulser Test:

5. Connect the test leads of an analog ohmmeter to the No. 3 and No. 4 terminals.
6. Run the motor by connecting power and ground to the No. 1 and No. 2 terminals. The ohmmeter needle should move back and forth alternately.





Power Door Locks

Component Location Index

REMOTE TRANSMITTER
Replacement, page [23-249](#)

FRONT PASSENGER'S DOOR LOCK ACTUATOR
Test, page [23-247](#)
Replacement, [section 20](#)

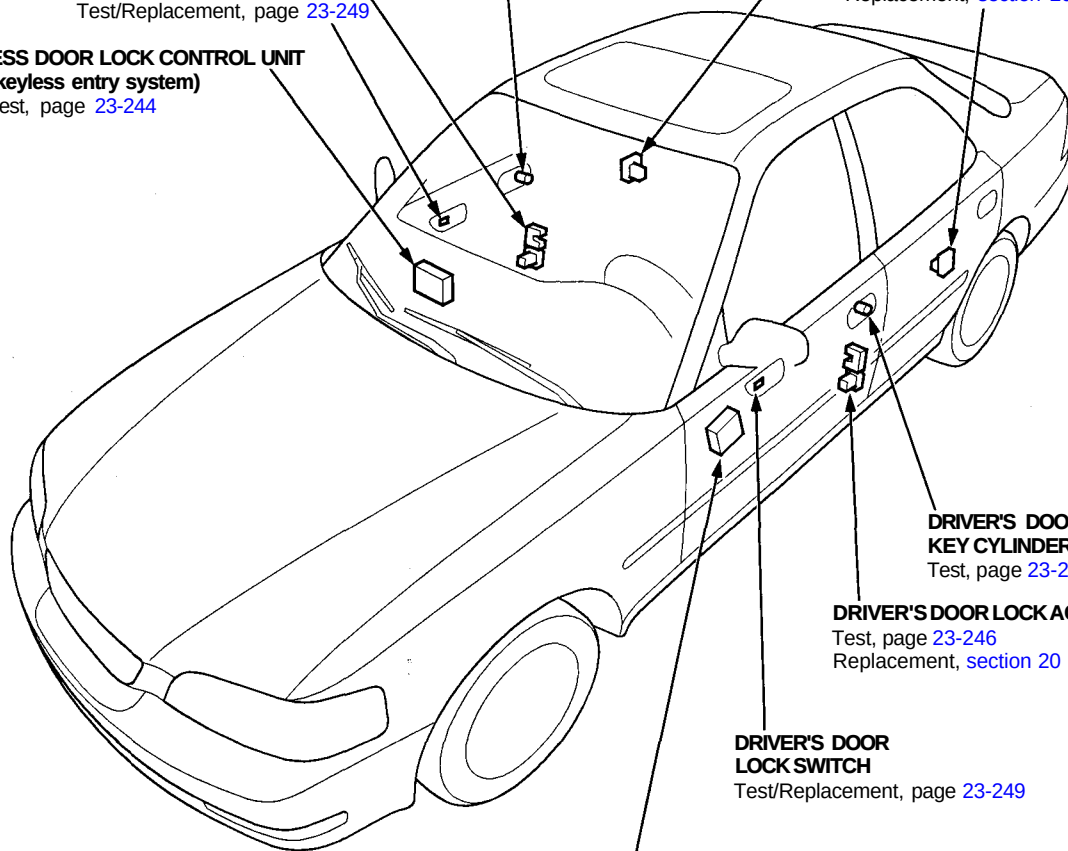
RIGHT REAR DOOR LOCK ACTUATOR
Test, page [23-247](#)
Replacement, [section 20](#)

FRONT PASSENGER'S DOOR KEY CYLINDER SWITCH
Test, page [23-248](#)
Replacement, [section 20](#)

FRONT PASSENGER'S DOOR LOCK SWITCH
Test/Replacement, page [23-249](#)

LEFT REAR DOOR LOCK ACTUATOR
Test, page [23-247](#)
Replacement, [section 20](#)

KEYLESS DOOR LOCK CONTROL UNIT (With keyless entry system)
Input Test, page [23-244](#)



DRIVER'S DOOR KEY CYLINDER SWITCH
Test, page [23-248](#)

DRIVER'S DOOR LOCK ACTUATOR
Test, page [23-246](#)
Replacement, [section 20](#)

DRIVER'S DOOR LOCK SWITCH
Test/Replacement, page [23-249](#)

POWER DOOR LOCK CONTROL UNIT
Input Test, page [23-242](#)

Description

This door lock system has been adopted to improve convenience and safety. If you insert the key into the driver's door key cylinder, turn it to the unlock position, and then pull it out immediately, ONLY the driver's door will unlock. However, if you keep the key in the unlock position for one second or more, ALL doors will unlock.

Power Door Locks

Troubleshooting (Without Keyless Entry) ('95 - 97 models)

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

Item to be inspected		Blown No. 32 (20 A) fuse (In the under-hood fuse/relay box)	Disconnected or obstructed door lock rod/linkage	Driver's door lock knob switch (In the door lock actuator)	Driver's door key cylinder switch	Front passenger's door key cylinder switch	Driver's door lock actuator	Passenger's door lock actuator	Driver's door lock switch	Passenger's door lock switch	Control unit input	Poor ground	Open circuit, loose or disconnected terminals
Symptom													
Power door lock system doesn't work at all.		1									2	G405	WHT
Doors don't lock or unlock with the driver's door lock switch.	All doors								1		2	G405	GRN/WHT or GRN/RED
	One or more doors		1				2	3					WHT/RED or YEL/RED
Doors don't lock or unlock with the passenger's door lock switch.	All doors									1	2	G403	BLK/WHT or BLK/RED ²
	One or more doors		1				2	3					WHT/RED or YEL/RED
Doors don't lock with the driver's door lock knob.	All doors		1	2							3	G405	BLU/WHT or BLK/RED ¹
	One or more doors		1				2	3					WHT/RED or YEL/RED
Doors don't lock or unlock with the passenger's door key.	All doors				1						2	G403	GRY or GRN/YEL
	One or more doors		1				2	3					WHT/RED or YEL/RED
Doors don't unlock with the driver's door key.	Driver's door		1		2		3						WHT/RED or YEL/RED
	*All doors			2	1						3	G405	GRN/BLK, WHT/RED or YEL/RED
Doors don't lock with the driver's door key.	Driver's door		1		2		3						WHT/RED or YEL/RED
	All doors			2	1						3	G405	GRY, WHT/RED or YEL/RED

* If the system is working normally, all doors will unlock when you hold the door key in the unlock position (lock cylinder switch and door lock knob switch turned ON) for one second or more.



Troubleshooting (With Keyless Entry) ('98 model)

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

Item to be inspected		Blown No. 32 (20 A) fuse (In the under-hood fuse/relay box)	Door lock knob switch (In the driver's door lock actuator)	Control unit input	Passenger's door lock actuators	Disconnected or obstructed door lock rod/linkage	Driver's door lock key cylinder switch	Front passenger's door lock key cylinder switch	Driver's door lock switch	Passenger's door lock switch	Ignition key switch	Dead batteries in remote transmitter	Poor ground	Open circuit, loose or disconnected terminals
Symptom														
Power door lock system does not work at all.		1		2									G401 G404	WHT
Doors do not lock or unlock with driver's door lock switch.	All doors			2					1				G405	GRN/WHT, GRN/RED
	One or more doors		1	2										WHT/RED, RED, YEL/RED
Doors do not lock or unlock with front passenger's door lock switch.	All doors			2						1			G403	BLK/WHT ² BLK/RED ²
	One or more doors		1	2										WHT/RED, RED, YEL/RED
The power door lock system works properly, but the keyless entry system does not.				2							3	1		
Doors do not lock with driver's door lock knob switch.	All passenger's doors		1	3		2							G405	BLU/WHT ¹
	One or more passenger's doors				1									YEL/RED, WHT/RED
Doors do not lock or unlock with front passenger's door lock key cylinder switch.	All doors			3		2		1					G403	GRY ¹ GRN/YEL
	One or more doors				1									YEL/RED, WHT/RED
Doors do not lock or unlock with driver's door lock key cylinder switch.	All doors			3		2	1						G405	GRN/BLK ² GRY ¹
	One or more doors		1	2										WHT/RED, RED, YEL/RED

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

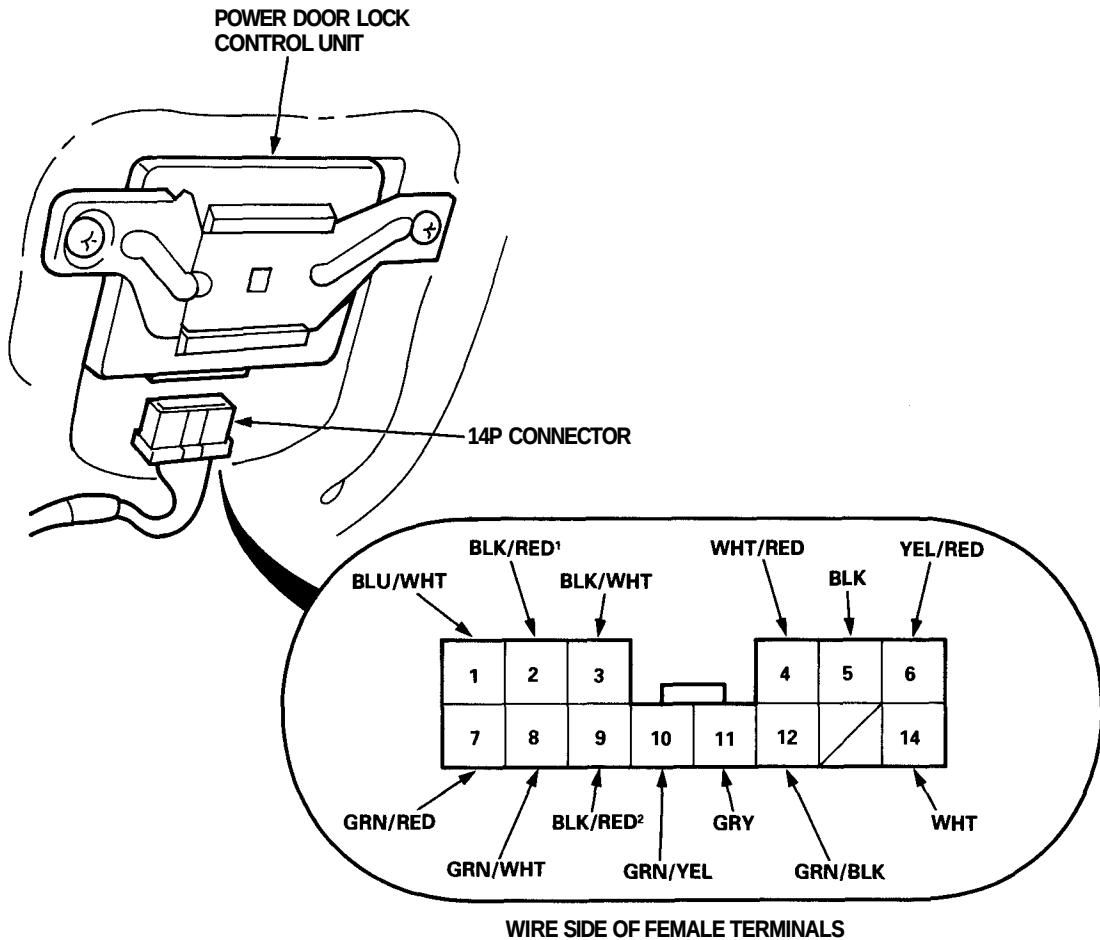
NOTE:

- When the remote transmitter button is pressed the first time, only the driver's door will unlock. When the button is pressed the second time, all the doors will unlock.
- The doors will relock automatically after 20 seconds if a door is not opened, or the key is out of the ignition switch.
- The keyless entry system will not lock the doors when the key is in the ignition switch.

Power Door Locks

Control Unit Input Test (Without Keyless Entry) ('95 - 97 models)

1. Remove the driver's door panel (see [section 20](#)).
2. Disconnect the 14P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.





Disconnect the 14P connector from the power door lock control unit.

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
5	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G405) • An open in the wire
6	YEL/RED	Connect the YEL/RED terminal to the WHT terminal, and the WHT/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should unlock.	• Faulty actuator • An open in the wire • Blown No. 32 (20 A) fuse in the under-hood fuse/relay box
4	WHT/RED	Connect the WHT/RED terminal to the WHT terminal, and the YEL/RED terminal to the BLK terminal momentarily.	Check door lock operation: All doors should lock.	

Reconnect the 14P connector to the power door lock control unit.

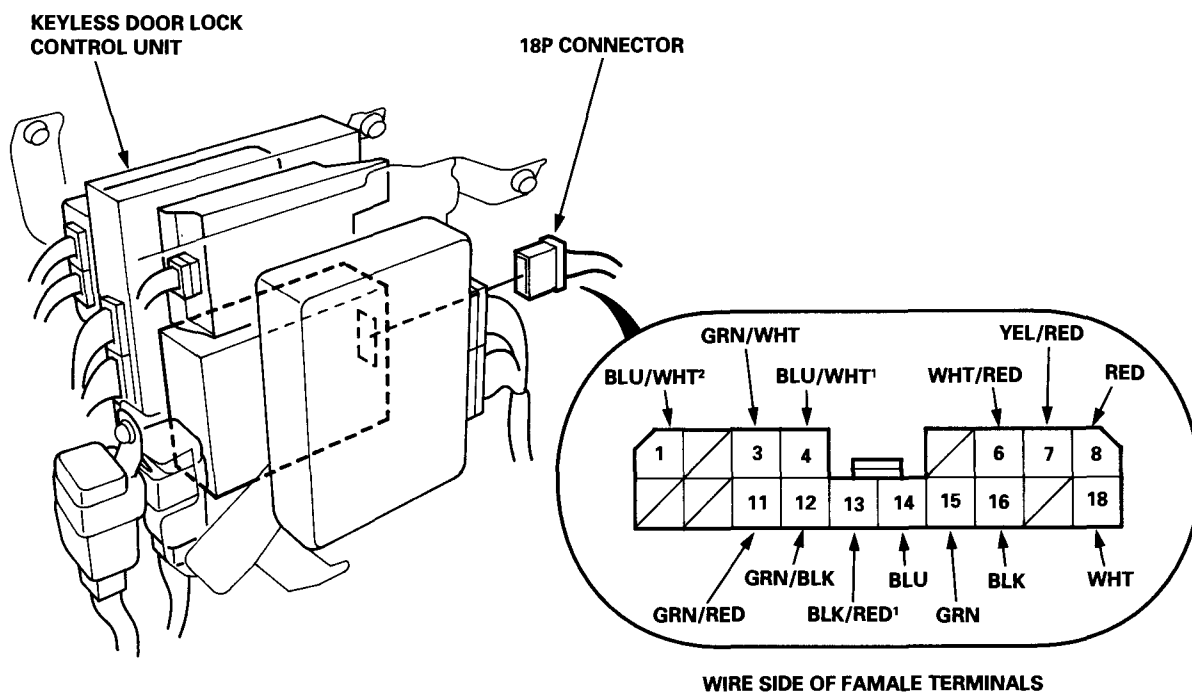
Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
14	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 32 (20 A) fuse in the under-hood fuse/relay box • An open in the wire
8	GRN/WHT	Driver's door lock switch in LOCK	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door lock switch • Poor ground (G405) • An open in the wire
7	GRN/RED	Driver's door lock switch in UNLOCK		
3	BLK/WHT	Front passenger's door lock switch in LOCK	Check for voltage to ground: There should be 1 V or less.	• Faulty front passenger's door lock switch • Poor ground (G403) • An open in the wire
9	BLK/RED ²	Front passenger's door lock switch in UNLOCK		
1	BLU/WHT	Driver's door lock knob in LOCK	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door lock actuator • Poor ground (G405) • An open in the wire
2	BLK/RED ¹	Driver's door lock knob in UNLOCK		
12	GRN/BLK	Driver's door key cylinder in UNLOCK	Check for voltage to ground: There should be 1 V or less as the switch is turned.	• Faulty driver's door key cylinder switch • Poor ground (G405) • An open in the wire
10	GRN/YEL	Front passenger's door key cylinder in UNLOCK	Check for voltage to ground: There should be 1 V or less as the switch is turned.	• Faulty front passenger's door key cylinder switch • Poor ground (G403) • An open in the wire
11	GRY	Driver's door key cylinder in LOCK	Check for voltage to ground: There should be 1 V or less as the switch is turned.	• Faulty driver's or front passenger's door key cylinder switch • Poor ground (G403 or G405) • An open in the wire
		Front passenger's door lock cylinder in LOCK		

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

Power Door Locks

Control Unit Input Test (With Keyless Entry) ('98 model)

1. Remove the glove box (see [section 20](#)).
2. Disconnect the 18P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.



Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
16	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G403) • An open in the wire
18	WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 44 (20 A) fuse in the under-hood fuse/relay box. • An open in the wire
11	GRN/RED	Driver's door lock switch in UNLOCK	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door lock switch • Poor ground (G405) • An open in the wire
3	GRN/WHT	Driver's door lock switch in LOCK		



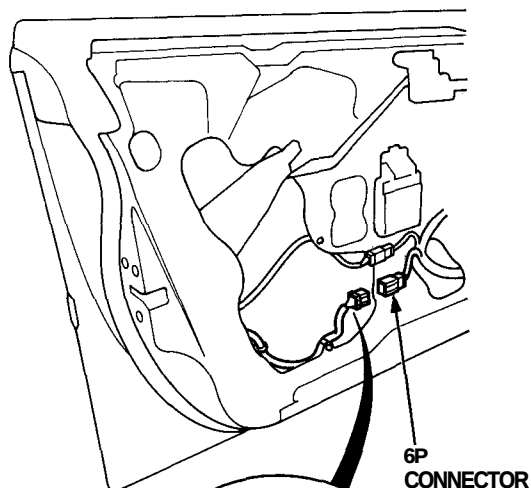
Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
11	GRN/RED	Front passenger's door lock switch in UNLOCK	Check for voltage to ground: There should be 1 V or less.	- Faulty front passenger's door lock switch - Poor ground (G403) - An open in the wire
3	GRN/WHT	Front passenger's door lock switch in LOCK		
11	GRN/RED	Front passenger's door lock key cylinder switch in UNLOCK		
3	GRN/WHT	Front passenger's door lock key cylinder switch in LOCK		
3	GRN/WHT	Driver's door lock key cylinder switch in LOCK	Check for voltage to ground: There should be 5 V or more.	- Faulty driver's door lock key cylinder switch - Poor ground (G405) - An open in the wire
13	BLK/RED ¹	Driver's door lock key cylinder switch in UNLOCK	Check for voltage to ground: There should be 1 V or less.	
12	GRN/BLK ¹	Driver's door lock knob in UNLOCK	Check for voltage to ground: There should be 5 V or more.	- Faulty driver's door lock actuator - Poor ground (G405) - An open in the wire
4	BLU/WHT ¹	Driver's door lock knob in LOCK	Check for voltage to ground: There should be 1 V or less.	
15	GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	- Faulty security control unit - An open in the wire
14	BLU			
1	BLU/WHT ²			
6	WHT/RED	Connect the WHT terminal to the WHT/RED terminal, and the YEL/RED (or RED) terminal to the BLK terminal momentarily	Check door lock operation: All passenger's doors (or driver's door) should lock as the wires are connected momentarily.	- Faulty passenger's door lock actuator - Faulty driver's door lock actuator - An open in the wire
7	YEL/RED	Connect the WHT terminal to the YEL/RED terminal, and the WHT/RED terminal to the BLK terminal momentarily	Check door unlock operation: All passenger's doors should unlock as the wires are connected momentarily.	
8	RED	Connect the WHT terminal to the RED terminal, and WHT/RED terminal to the BLK terminal momentarily	Check door unlock operation: Driver's door should unlock as the wires are connected momentarily.	- Faulty driver's door lock actuator - An open in the wire

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

Power Door Locks

Driver's Door Lock Actuator Test

1. Remove the driver's door panel (see [section 20](#)).
2. Disconnect the 6P connector from the actuator.



WIRE SIDE OF FEMALE TERMINALS

3. Check actuator operation by connecting power and ground according to the table.

Terminal	4	5
Position		
LOCK	⊖	⊕
UNLOCK	⊕	⊖

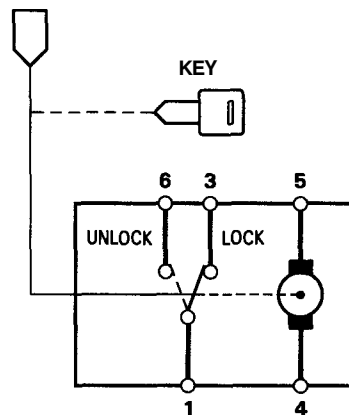
CAUTION: To prevent damage to the actuator, apply battery voltage only momentarily.

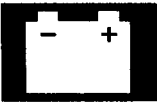
4. If the actuator fails to work properly, replace it.

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

Terminal	1	3	6
Position			
LOCK	○	○	
UNLOCK	○		○

DOOR LOCK KNOB

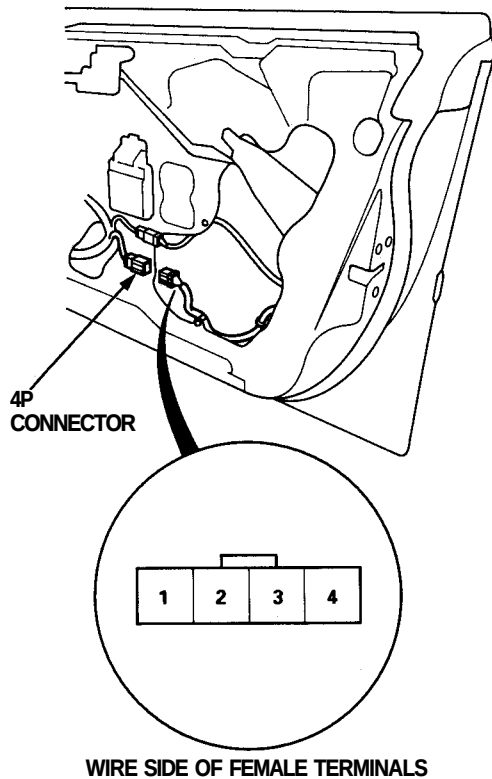




Passenger's Door Lock Actuator Test

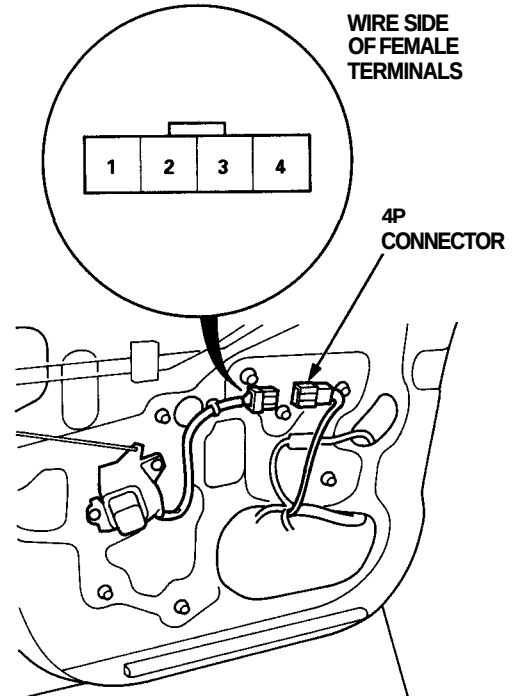
1. Remove the passenger's door panel (see [section 20](#)).
2. Disconnect the 4P connector from the actuator.

Front Passenger's Door:



Rear Passenger's Door:

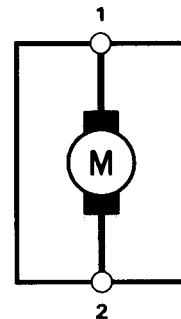
NOTE: The left rear actuator is shown; the right rear actuator is similar.



3. Check actuator operation by connecting power and ground according to the table.

Terminal	1	2
Position		
LOCK	⊖	⊕
UNLOCK	⊕	⊖

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

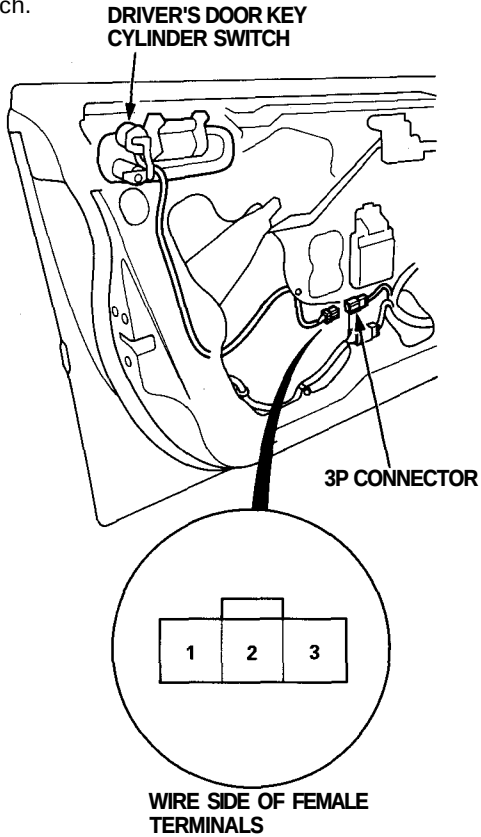


4. If the actuator fails to work properly, replace it.

Power Door Locks

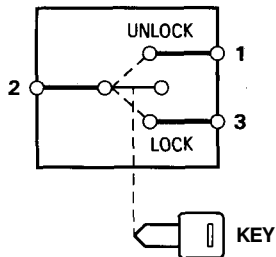
Driver's Door Key Cylinder Switch Test

1. Remove the driver's door panel (see [section 20](#)).
2. Disconnect the 3P connector from the key cylinder switch.



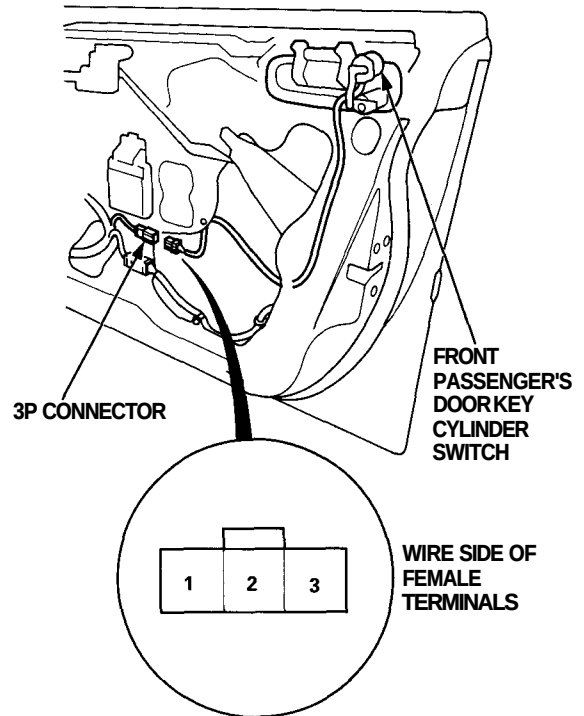
3. Check for continuity between the terminals in each switch position according to the table.

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



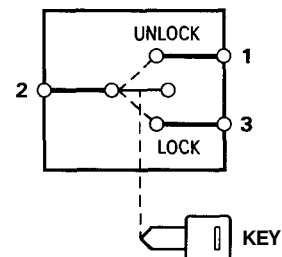
Front Passenger's Door Key Cylinder Switch Test

1. Remove the front passenger's door panel (see [section 20](#)).
2. Disconnect the 3P connector from the key cylinder switch.



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

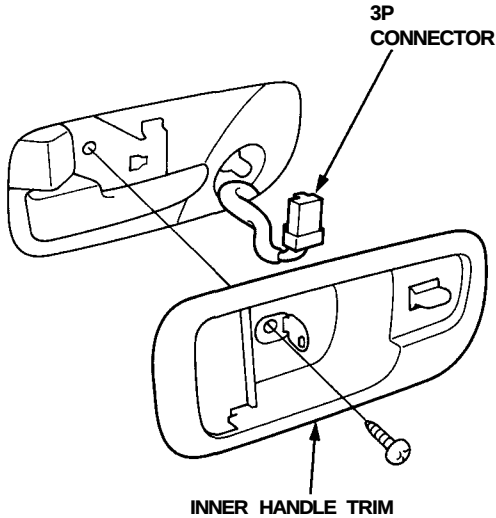
Terminal	1	2	3
Position			
LOCK		○ — ○	
OFF			
UNLOCK	○ — ○		





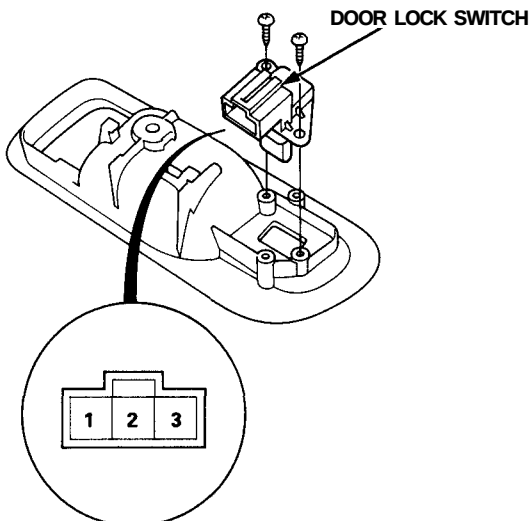
Door Lock Switch Test

1. Remove the inner handle trim.
2. Disconnect the 3P connector from the door lock switch.



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

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



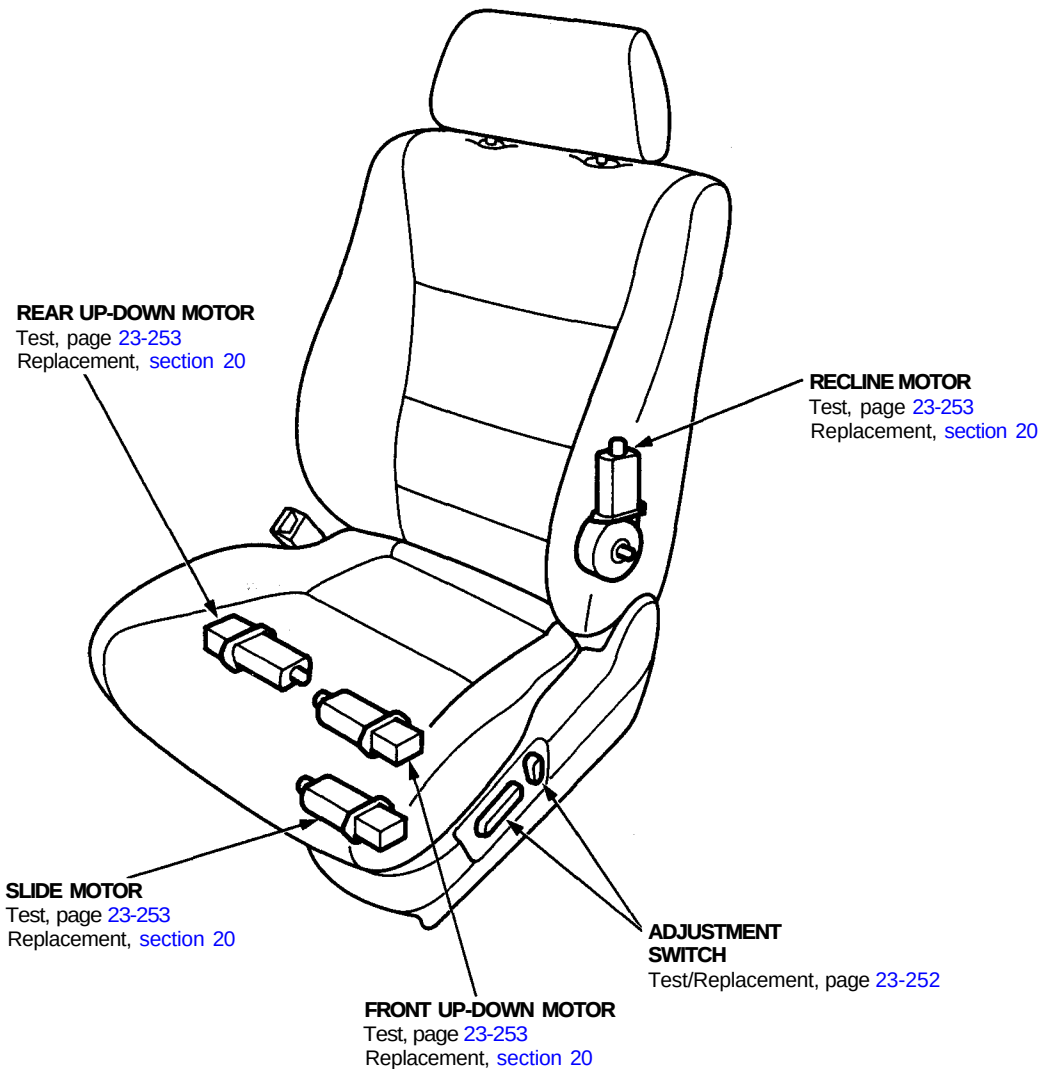
Remote Transmitter Replacement

Use the following procedure when replacing one or both remote transmitters:

1. Open the driver's door.
2. Press and hold the driver's master door lock switch up in the UNLOCK position.
3. Quickly insert and remove the key from the ignition switch five times, then insert the key the sixth time, and leave it in the ignition switch.
(This routine must be done within 10 seconds.)
All the doors will lock and unlock to indicate that the control unit is in the program mode.
4. Press either button on the replacement transmitter.
All the doors except the driver's door will lock and unlock to indicate that the control unit has accepted the transmitter into its memory. If either transmitter button is pressed again, all the doors will lock and unlock.
5. To program a second transmitter, press either button on that transmitter. The doors should lock and unlock as described in step 4.
6. Release the driver's master door lock switch.
7. To exit the program mode, close the driver's door or remove the key from the ignition switch.

Driver's Power Seat

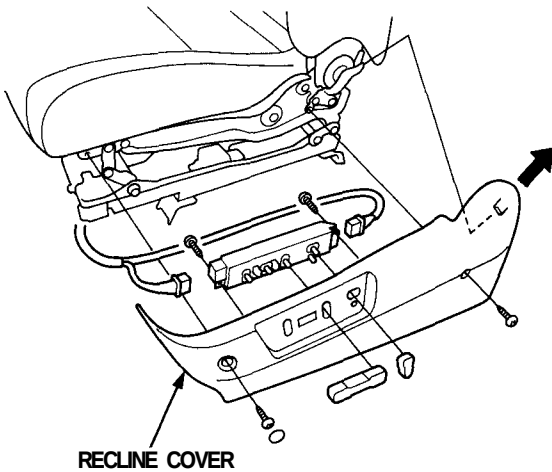
Component Location Index



Driver's Power Seat

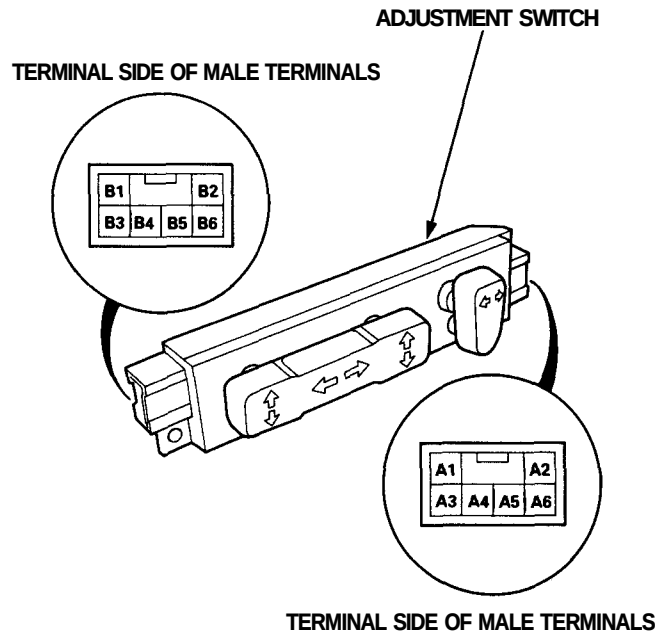
Switch Test/Replacement

1. Remove the recline cover from the driver's seat by removing the two screws, and pulling off the adjustment switch knobs.



2. Disconnect the 6P connectors from the adjustment switch, then remove the switch from the cover by removing its two mounting screws.
3. Check for continuity between the terminals in each switch position according to the table.

Terminal		A1	A2	A3	A4	A5	A6	B1	B2	B3	B4	B5	B6
Position													
SLIDE SWITCH	FORWARD						○	—	—	—	—	○	
	BACKWARD						○	○					
RECLINE SWITCH	FORWARD	○	○										
	BACKWARD	○	○	○									
FRONT UP-DOWN SWITCH	UP						○	—	—	○			
	DOWN						○	—	—		○		
REAR UP-DOWN SWITCH	UP	○	—	—	—				○				
	DOWN	○	—	—	—							○	





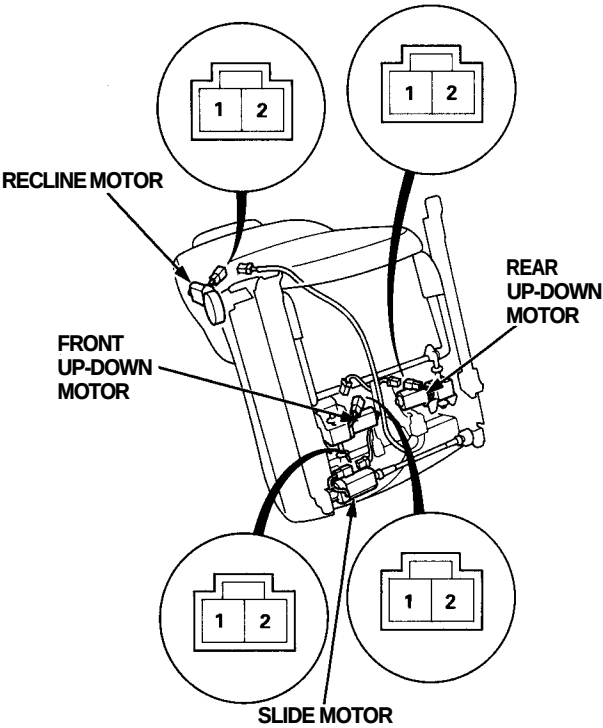
Motor Test

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

- 1. Remove the driver's seat (see [section 20](#)).
- 2. Disconnect the 2P connectors from the power seat motors.
- 3. Test the motors:

Terminal		1	2
Position			
SLIDE MOTOR	FOR-WARD	⊕	⊖
	BACK-WARD	⊖	⊕
RECLINE MOTOR	FOR-WARD	⊕	⊖
	BACK-WARD	⊖	⊕
FRONT UP-DOWN MOTOR	UP	⊕	⊖
	DOWN	⊖	⊕
REAR UP-DOWN MOTOR	UP	⊕	⊖
	DOWN	⊖	⊕

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



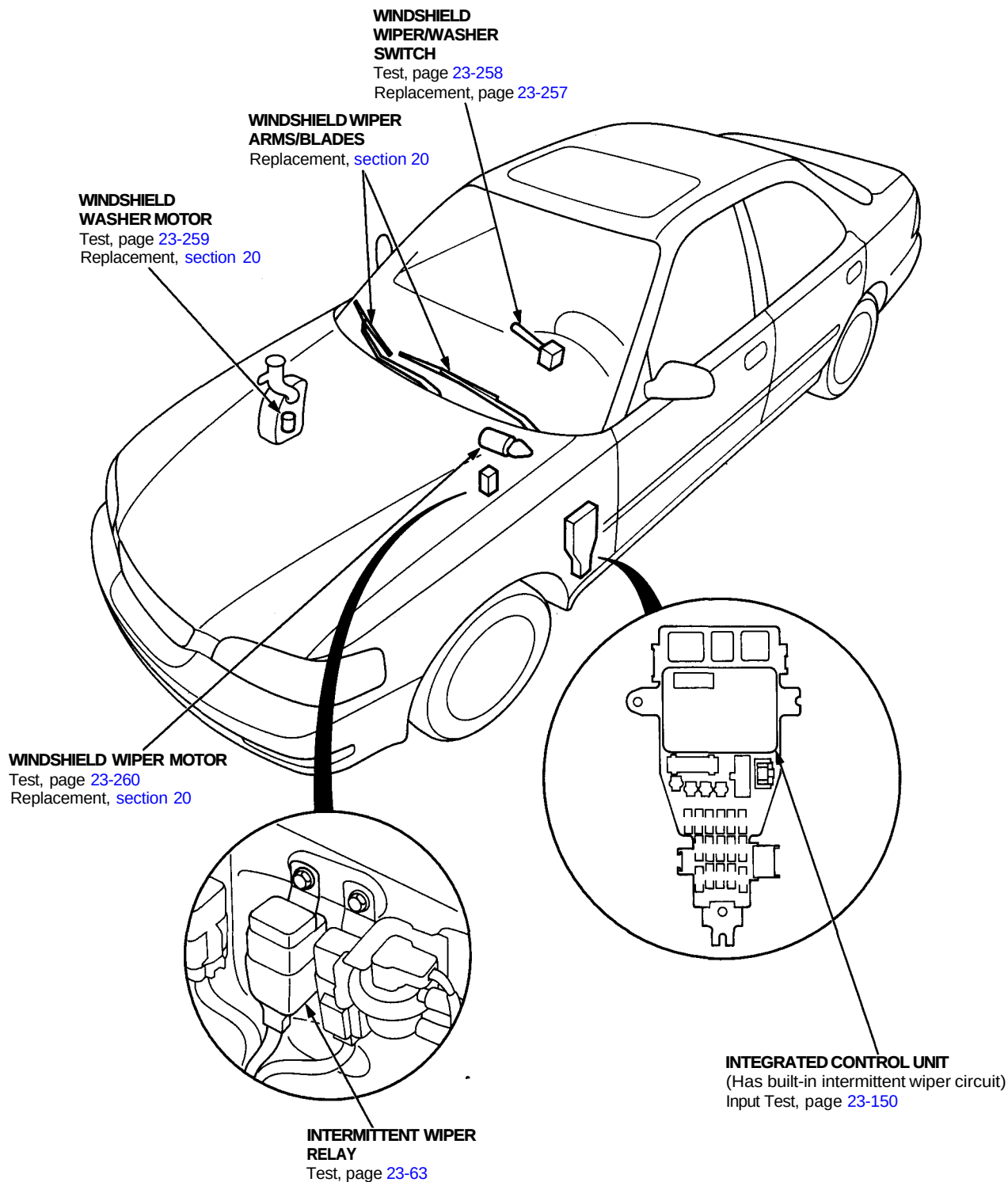
TERMINAL SIDE OF MALE TERMINALS

- 4. If the motor does not run or fails to run smoothly, replace it (see [section 20](#)).

Wiper/Washer

Component Location Index

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.



Wiper/Washer

Troubleshooting

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

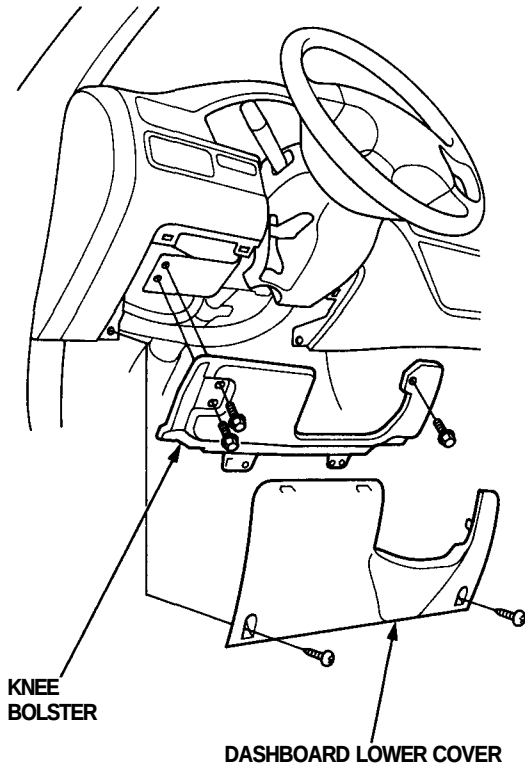
Item to be inspected		Blown No. 6 (30 A) fuse (In the under-dash fuse/relay box)	Wiper switch	Mist switch	Wiper motor assembly	Washer switch	Washer motor	Intermittent wiper relay	Combined operation of wiper/washer (In the integrated control unit)	Not enough washer fluid in reservoir	Disconnected or blocked washer hose or clogged outlet	Disconnected wiper linkage	Poor ground	Open circuit, loose or disconnected terminals
Symptom														
Wipers do not work.	In all positions	1	4	2								3	G405	GRN/BLK
	In INT		1	3				2						GRN or BLU/WHT
	In LO or HI		1	2										BLU/YEL ¹ or BLU
	In MIST			1	2									BLU/YEL ¹
Blades do not return to park position when wipers are turned OFF.			2	1										BLU/WHT
Erratic intermittent cycle or wipers do not work in INT.								1	2				G301	GRN/BLK, GRN, BLU/WHT or BLU/YEL ²
Little or no washer fluid is pumped.						4	3			1	2		G201	BLK/YEL
Wipers and washer do not work at the same time.									1					BLK/YEL
Erratic intermittent cycle or wipers do not operate intermittently.									2	1				GRN/WHT, WHT/YEL



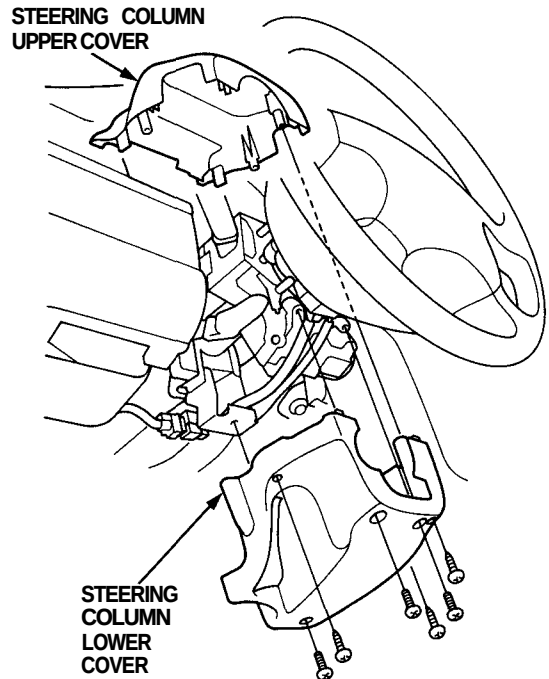
Switch Replacement

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

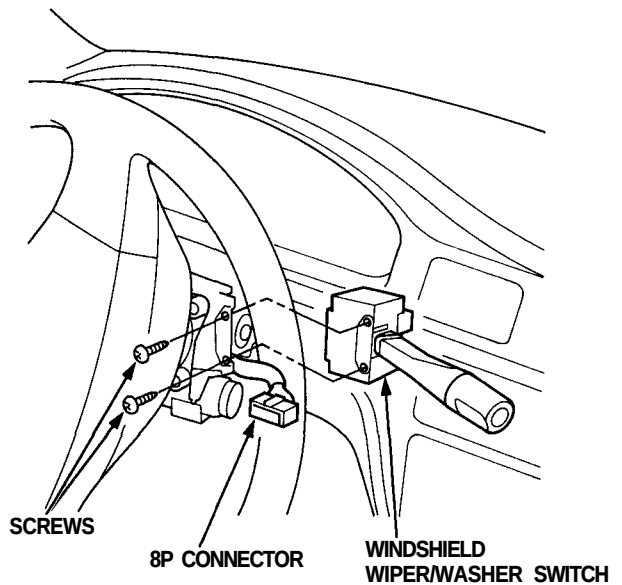
1. Remove the dashboard lower cover and knee bolster.



2. Remove the steering column covers.



3. Remove the two screws and the switch.

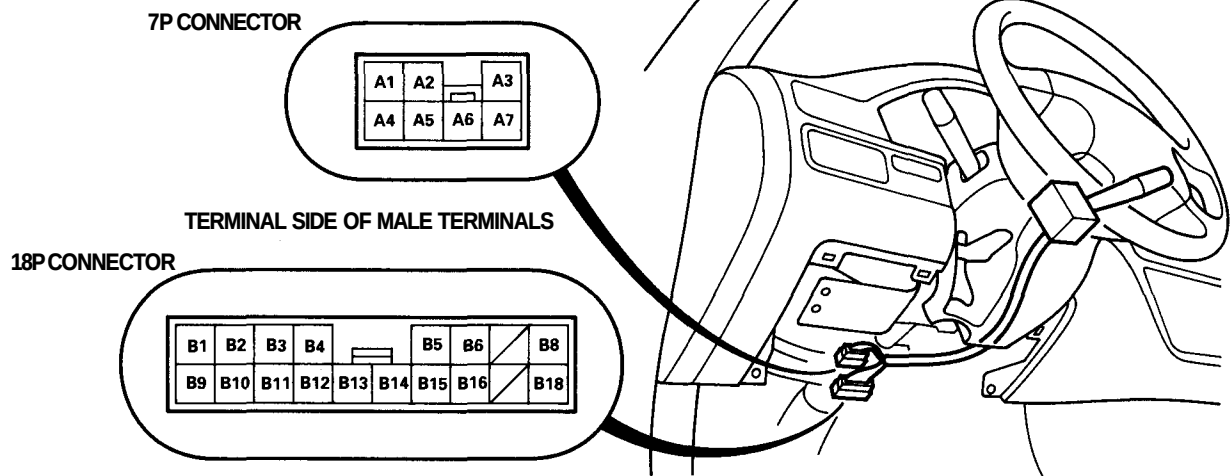


4. Install in the reverse order of removal.

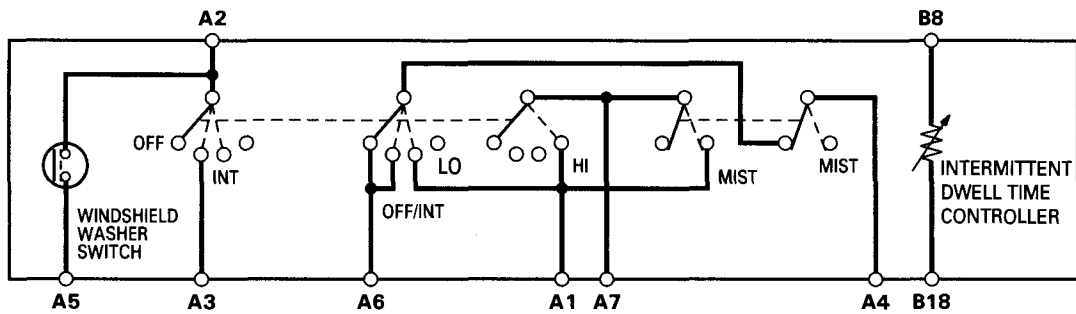
Wiper/Washer

Wiper/Washer Switch Test

1. Remove the dashboard lower cover and knee bolster (see page [23-257](#)).
2. Disconnect the 7P and 20P connectors from the main wire harness.
3. Check for continuity between the terminals in each switch position according to the table.



Windshield Wiper/Washer Switch

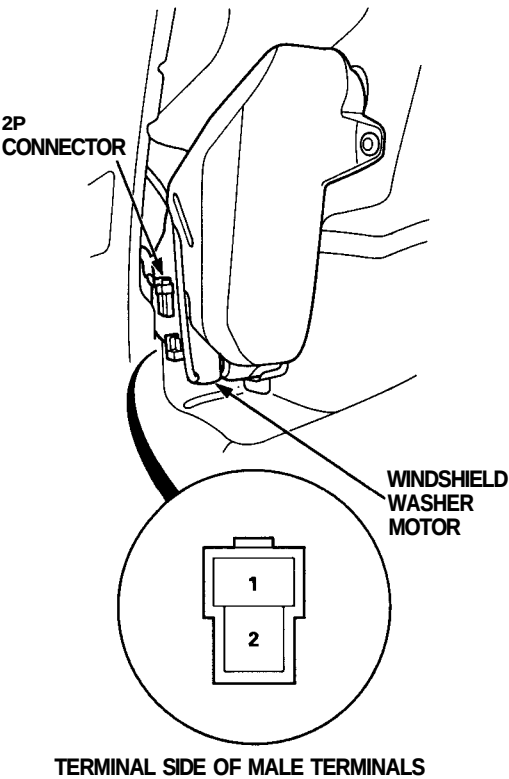


Terminal Position	A1	A2	A3	A4	A5	A6	A7	B18		B8
OFF				○		○				
INT		○	○							
LO	○			○						
HI	○						○			
Mist switch "ON"	○						○			
Washer switch "ON"		○			○					
Intermittent controller turned								○	0-30kΩ	○



Windshield Washer Motor Test

- 1. Remove the inner fender (see [section 20](#)).
- 2. Disconnect the 2P connector from the washer motor.



- 3. Test the washer motor operation by connecting battery power and ground according to the table.

Terminal	1	2
Battery		
Disconnected		
Connected	⊕	⊖

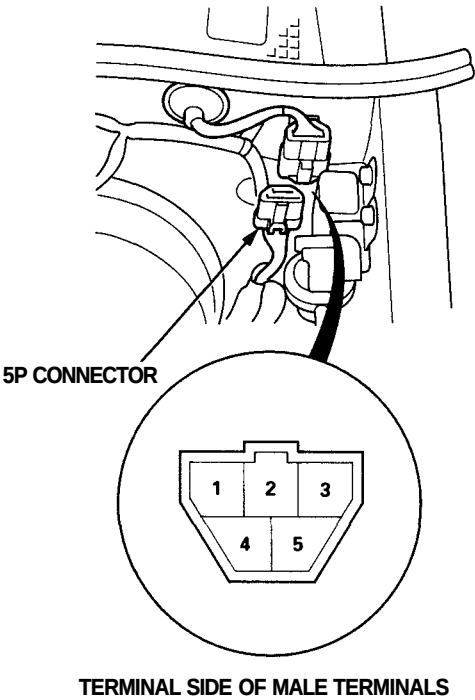
- If the motor fails to run smoothly, replace it.
- If the motor runs smoothly, but little or no washer fluid is pumped, check for a disconnected or blocked washer hose, or a clogged pump outlet in the motor.

Wiper/Washer

Windshield Wiper Motor Test

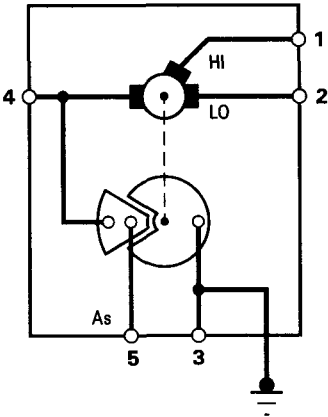
- 1. Open the hood, and remove the cap nuts and the wiper arms.
- 2. Disconnect the 5P connector from the windshield wiper motor.
- 3. Test the motor by connecting battery power and ground according to the table.

Terminal	1	2	4
Position			
LOW SPEED		⊖	⊕
HIGH SPEED	⊖		⊕



- 4. If the motor fails to run smoothly, replace it.

- 5. Connect an analog voltmeter between the No. 3 and the No. 5 terminals. Run the motor at low or high speed.



NOTE: "As" means Automatic stop

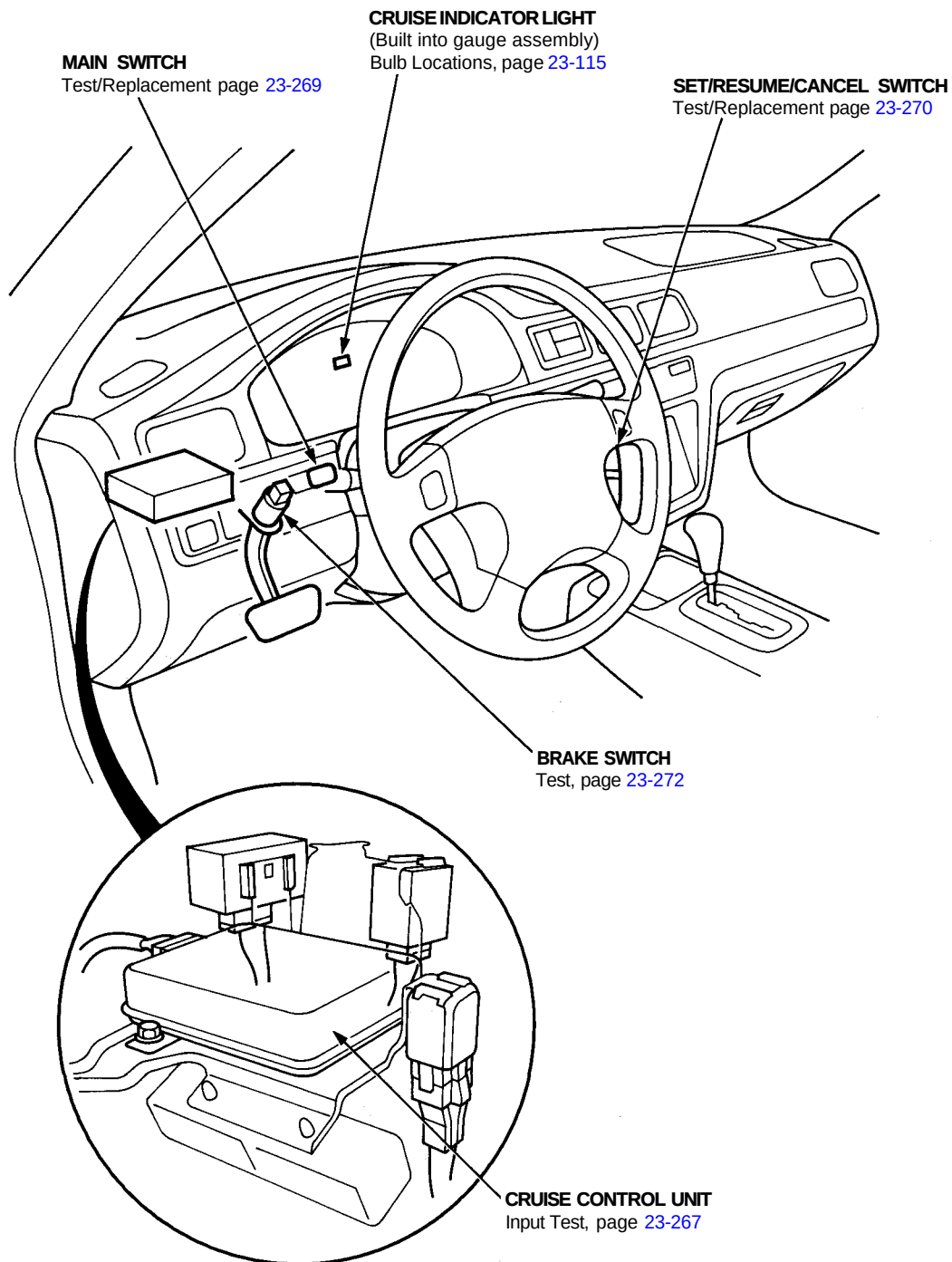
The voltmeter should indicate 0 V and 4 V or less alternately.



Cruise Control

Component Location Index

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.



(cont'd)

Cruise Control

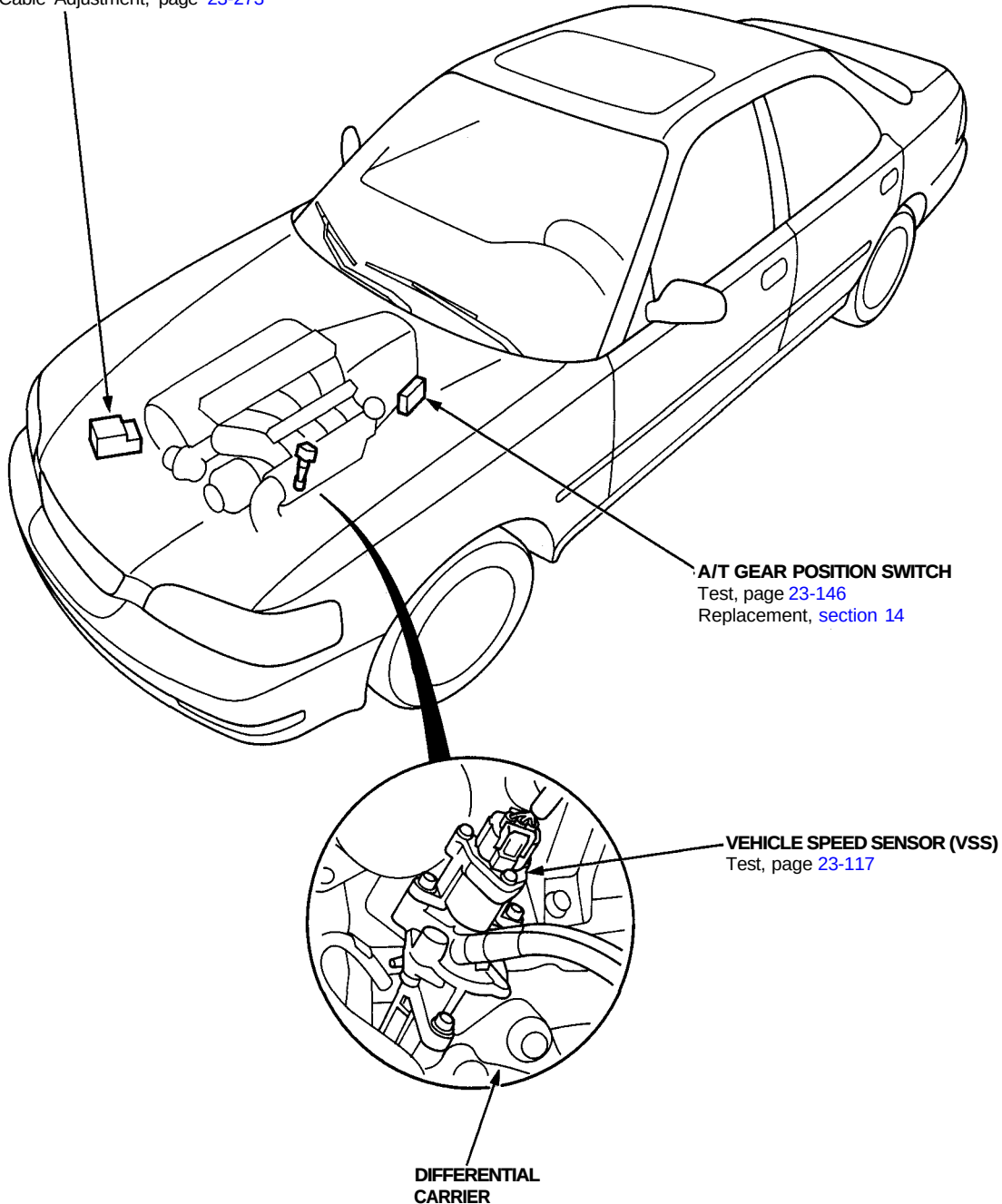
Component Location Index (cont'd)

NOTE: Refer to page [23-137a](#) of the '96-98 Acura 3.2TL Service Manual supplement for the differences on this page for the 3.2TL.

ACTUATOR

Test, page [23-273](#)

Cable Adjustment, page [23-273](#)





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/cancel switch. It receives information about operating conditions from the brake switch, ECM, vehicle speed sensor (VSS), or the A/T gear position switch. 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 A/T gear position switch 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 25 mph (40 km/h). To set a speed, 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 and, in turn, will actuate the cruise control actuator. If you depress the set switch is when the cruise control system is on, the "cruise light", an indicator in the gauge assembly, will come on. You can cancel the cruise control system by depressing the cancel switch or 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 or the A/T gear position switch and vehicle speed is still above 25 mph (40 km/h), press the resume switch. With the resume switch depressed and the set memory retained, the vehicle will automatically return to the previous set speed.

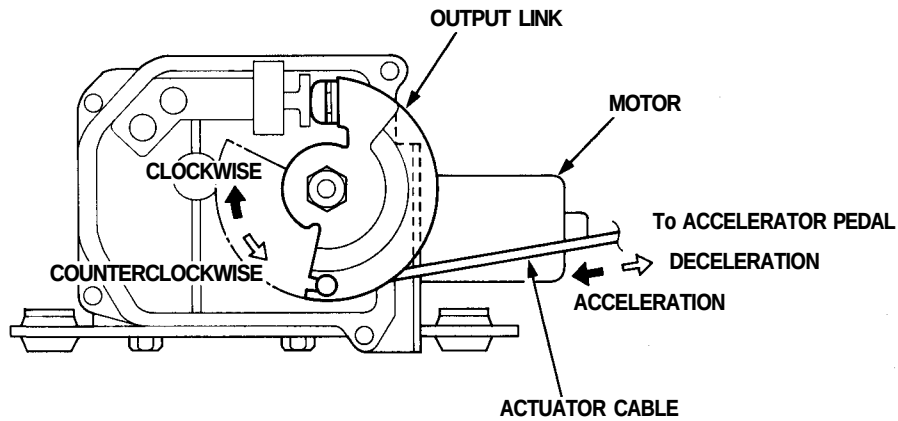
For gradual acceleration without depressing the accelerator pedal, push the resume switch down and hold it there until the desired speed is reached. This will send an acceleration signal to the control unit. When the switch is released, the system will be reprogrammed for the new speed. To slow the vehicle down, depress the set switch. This will send a deceleration signal to the control unit, causing the vehicle to coast. When you reach the desired speed, release the set switch. This will reprogram the system for the new speed.

(cont'd)

Cruise Control

Description (cont'd)

The electrically operated actuator controls the throttle position in the same way as a vacuum operated actuator. The magnetic clutch is part of the safety system and controls acceleration and deceleration.

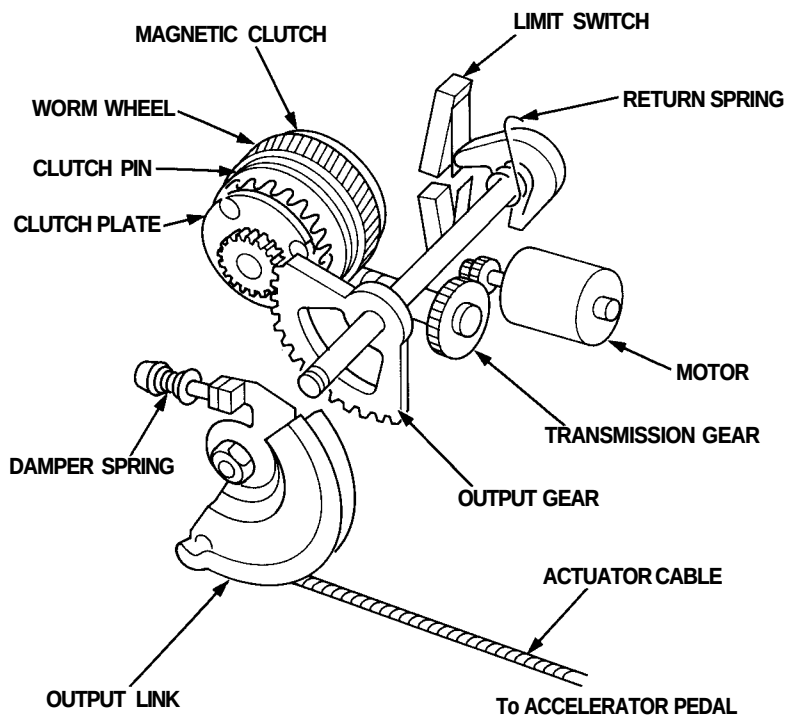


Acceleration

Due to the rotation of the motor output shaft, power is transmitted to the magnetic clutch by the transmission gear and the worm wheel. The magnetic clutch is rotated and magnetized. It attracts the clutch plate and 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 output shaft rotates in 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

Troubleshooting

NOTE:

- The numbers in the table show the troubleshooting sequence.
- Before troubleshooting,
 - Check the No. 1 (10 A) and the No. 4 (15 A)*¹ or (20 A)*² fuses in the under-dash fuse/relay box, and the No. 30 (20 A) fuses in the under-hood fuse/relay box.
 - Check that the horns sound.
 - Check the tachometer to see if it works properly.

Symptom	Item to be inspected								Poor ground	Open circuit in wires, loose or disconnected terminals
	Main switch	SET/RESUME/CANCEL switch	Brake switch and mounting	A/T gear position switch	Vehicle speed sensor (VSS)	Dimming circuit in gauges	Actuator and cable deflection	Control unit		
Cruise control cannot be set.	2	3	4	5				1	G401 G404	BLU/RED, LT GRN/RED, BLK/YEL, LT GRN, GRY, ORN, BRN, BRN/BLK, BRN/WHT or PNK
Cruise control can be set, but indicator light does not go on.						2		1	G401 G404	YEL or BLU/BLK
Cruise speed is 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 shift lever is moved to N .				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		LT GRN/BLK LT GRN/RED

*1: '95 – 96 models

*2: '97 – 98 models



Control Unit Input Test

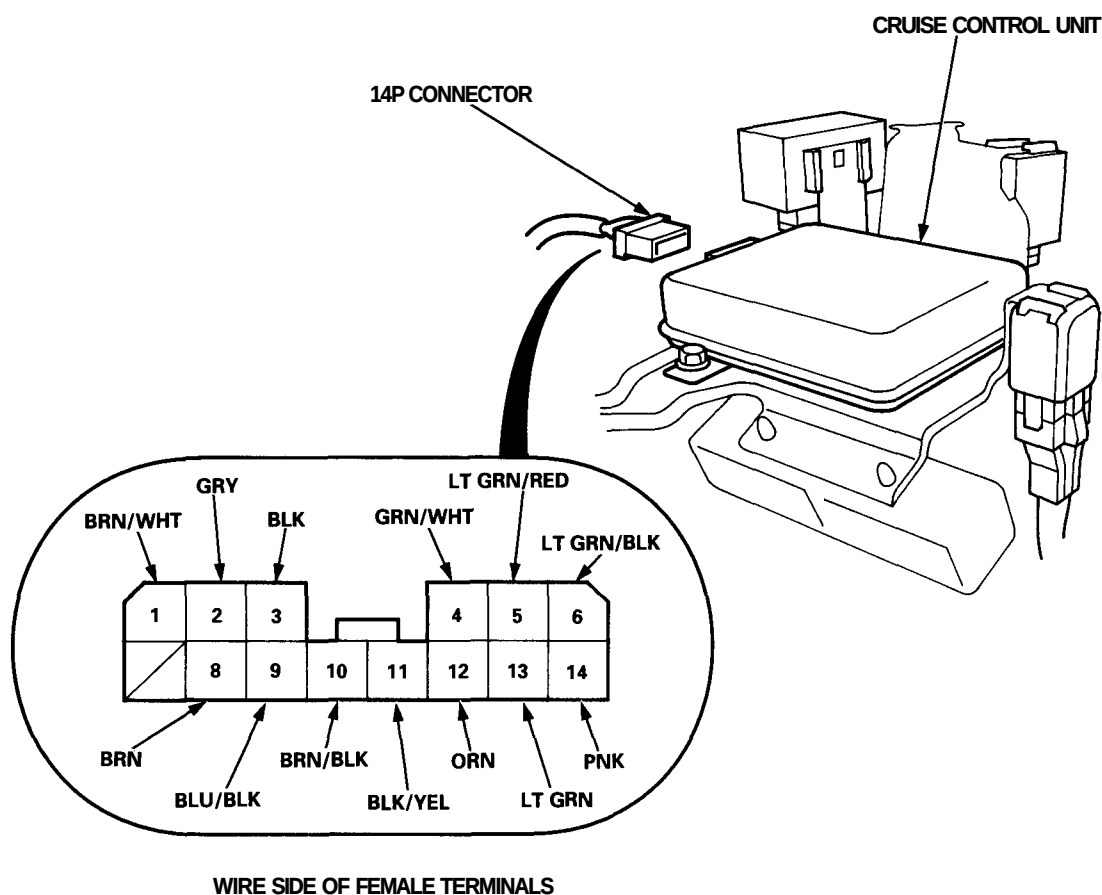
SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS (section 24) before performing repairs or service.

1. Remove the dashboard lower cover and knee bolster (see page 23-64).
2. Disconnect the 14P connector from the control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.

If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.

If the terminals look OK, make the following input tests at the connector.

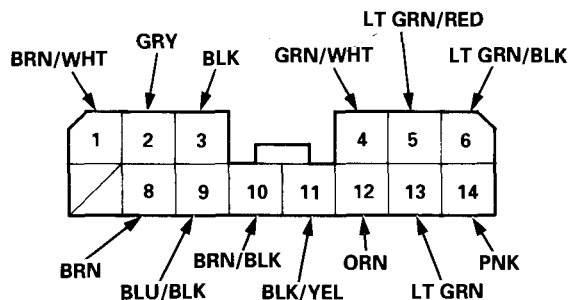
- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, the control unit must be faulty; replace it.



(cont'd)

Cruise Control

Control Unit Input Test (cont'd)



Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BRN/WHT	Connect battery power to the BRN terminal	Check the operation of the magnetic clutch: Clutch should click and output link should be locked.	- Faulty actuator - Poor ground (G201) - An open in the wire
2	GRY	Ignition switch ON (II), main switch ON and brake pedal depressed, then released	Check for voltage to ground: There should be 0 V with the pedal depressed and battery voltage with the pedal released.	- Faulty brake switch - An open in the wire
3	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	- Poor ground (G401, G404) - An open in the wire
4	GRN/WHT	Brake pedal depressed, then released	Check for voltage to ground: There should be battery voltage with the pedal depressed, and 0 V with the pedal released.	- Faulty brake switch - An open in the wire
5	LT GRN/RED	Set button pressed	Check for voltage to ground: There should be battery voltage.	- Blown No. 30 (20 A) fuse in the under-hood fuse/relay box - Faulty set/resume/cancel switch - Faulty horn relay - Faulty cable reel - An open in the wire
6	LT GRN/BLK	Resume button pressed		
8	BRN	Connect battery power to the BRN terminal and ground to the BRN/BLK terminal	Check the operation of the actuator motor: You should be able to hear the motor.	- Faulty actuator - An open in the wire
10	BRN/BLK			
9	BLU/BLK	Ignition switch ON (II)	Attach to ground: Cruise indicator in the gauge assembly should come on.	- Blown bulb - Blown No. 1 (10 A) fuse in the under-dash fuse/relay box - Faulty dimming circuit in the gauge assembly - An open in the wire
11	BLK/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	- Blown No. 4 (15 A)*¹ or (20 A)*² fuse in the under-dash fuse/relay box - An open in the wire
12	ORN	Ignition switch ON (II) and main switch ON; raise the front of the car, block one wheel and rotate the other wheel slowly.	Check for voltage between the ORN ⊕ and BLK ⊖ terminals: There should be 0 – 5 V or more, –0 – 5 V or more repeatedly.	- Faulty vehicle speed sensor (VSS) - An open in the wire
13	LT GRN	Ignition switch ON (II) and main switch ON	Check for voltage to ground: There should be battery voltage.	- Blown No. 4 (15 A)*¹ or (20 A)*² fuse in the under-dash fuse/relay box - Faulty main switch - An open in the wire
14	PNK	Shift lever in 2 , D3 , or D4	Check for continuity to ground: There should be continuity. NOTE: There should be no continuity when the A/T shift lever is in other positions.	- Faulty A/T gear position switch - An open in the wire

*1: '95 – 96 models

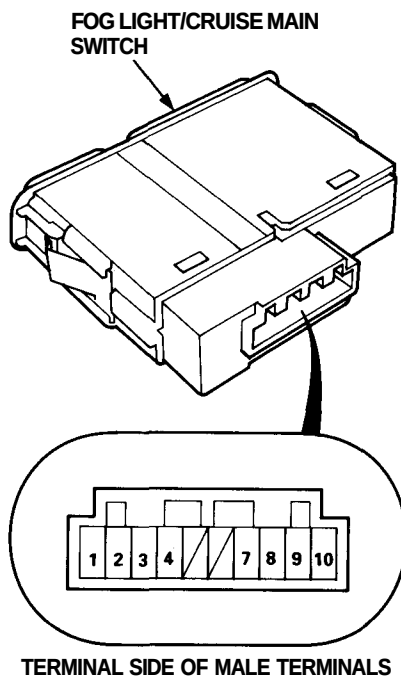
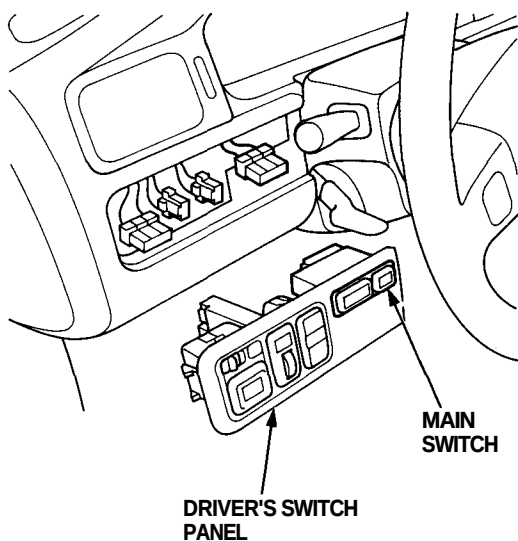
*2: '97 – 98 models



Main Switch Test

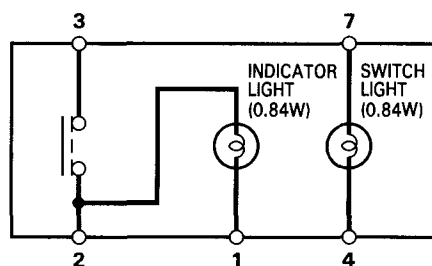
SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

1. Carefully pry the switches out of the dashboard.
2. Disconnect the connectors from the switches.



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

Terminal Position	1	2	3	4	7
OFF					
ON					



If there is no continuity, replace the switch.

Cruise Control

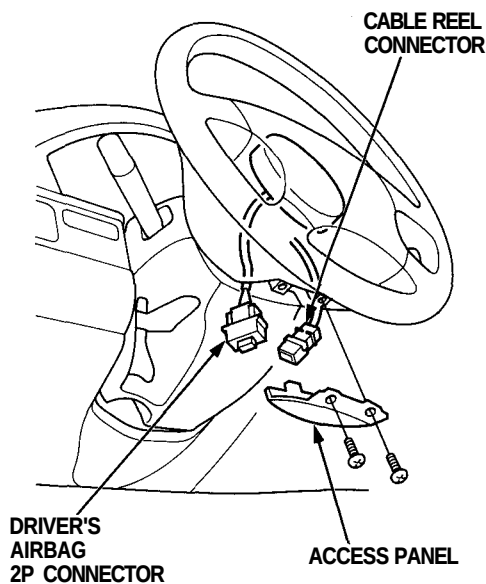
Set/Resume Switch Test/Replacement

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's pre-set buttons.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
3. Disconnect the airbag connector(s).

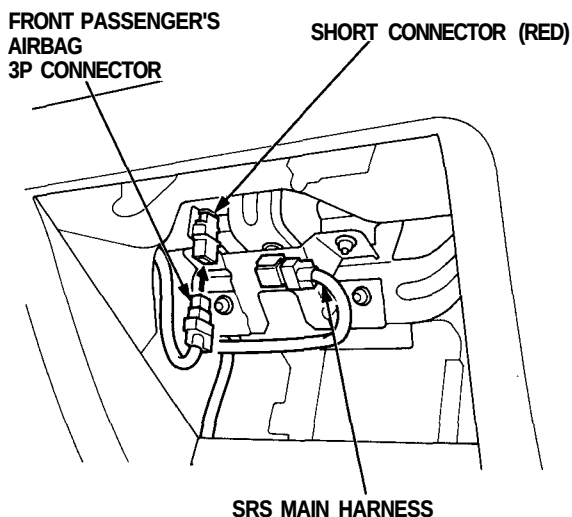
Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.

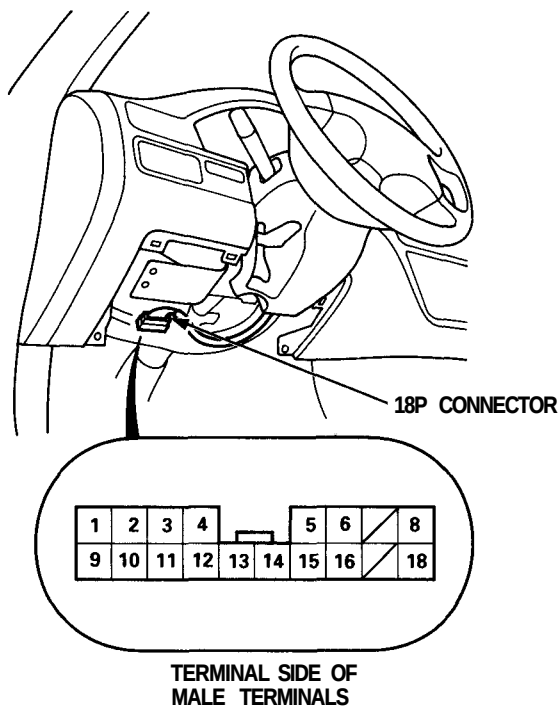


Front Passenger's Side ('95 - '96 models only):

- Remove the glove box (see [section 20](#)).
- Disconnect the front passenger's 3P connector from the SRS main harness, and connect the short connector (RED) to the front passenger's airbag 3P connector.



4. Remove the dashboard lower cover and knee bolster (see page [23-64](#)).
5. Disconnect the combination switch 18P connector from the main harness.

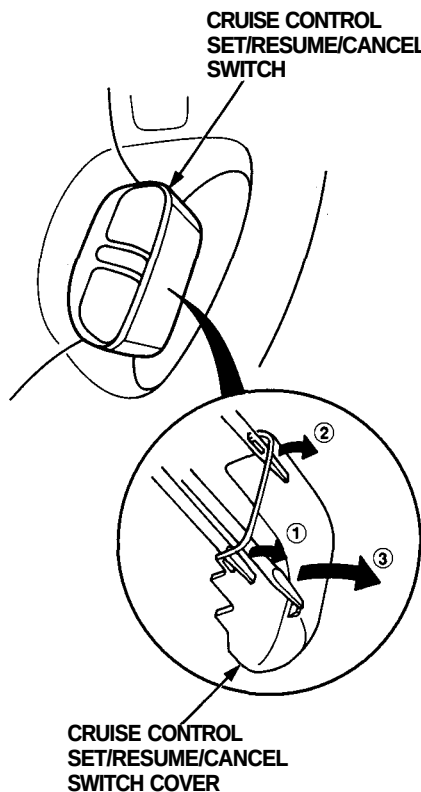




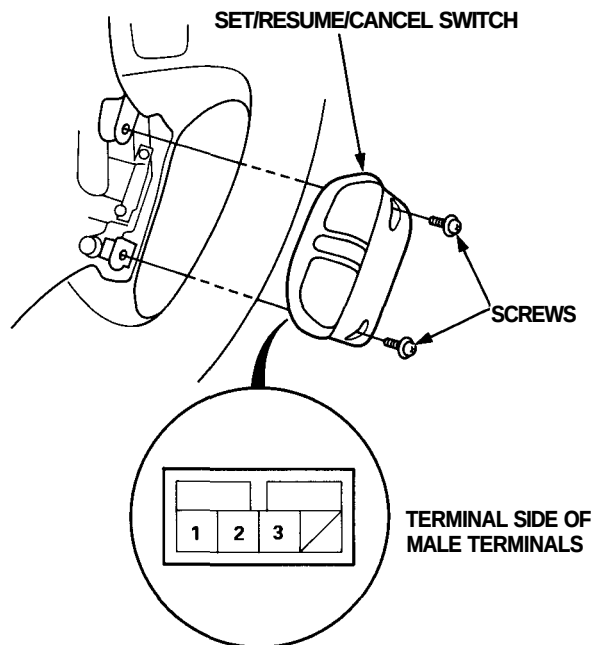
6. Check for continuity between the terminals of the combination switch harness connector in each switch position according to the table.

Terminal Position	5		9	10
SET (ON)				
RESUME (ON)				
CANCEL (ON)				

- If there is continuity, and it matches the table, the switch is OK.
 - If there is no continuity in one or both positions, go to step 7.
7. Carefully remove the cruise control set/resume/cancel switch cover by prying between the cover and the switch in the sequence shown.



8. Remove the two screws, and disconnect the 4P connector. Then remove the switch.



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

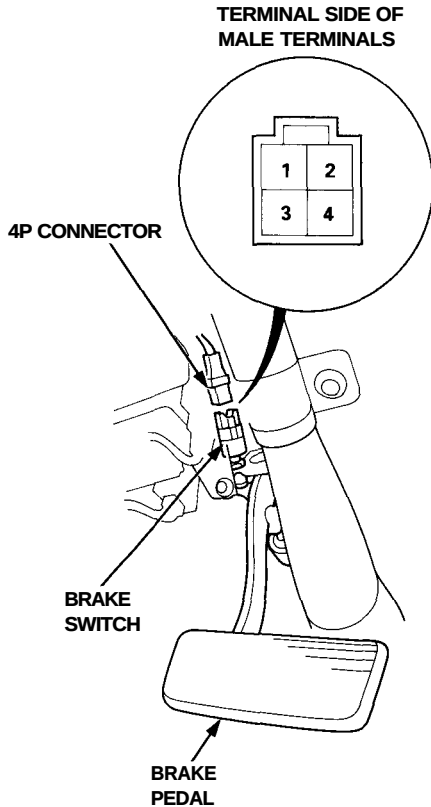
Terminal Position	1		2	3
SET (ON)				
RESUME (ON)				
CANCEL (ON)				

- If there is continuity, and it matches the table, replace the cable reel.
 - If there is no continuity in one or both positions, replace the switch.
10. If all the tests prove OK, reconnect the battery cables, and enter the anti-theft code for the radio. Then enter the customer's radio station presets.

Cruise Control

Brake Switch Test

1. Disconnect the 4P connector from the switch.



2. Check for continuity between the terminals according to the table.

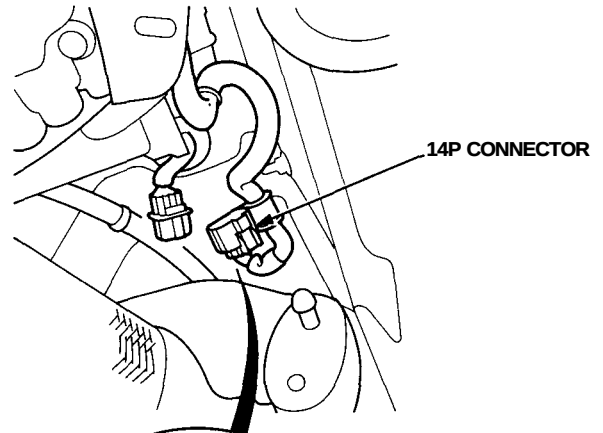
Terminal	1	2	3	4
Brake pedal				
DEPRESSED		○	○	
RELEASED	○			○

3. If necessary, replace the switch or adjust pedal height (see [section 19](#)).

A/T Gear Position Switch Test

1. Disconnect the 14P connector from the A/T gear position switch.
2. Check for continuity between the terminals in each position according to the table and confirm that there is continuity only in positions **2**, **D₃**, and **D₄**.

Terminal	Body Ground	8
Position		
1		
2	○	○
D₃	○	○
D₄	○	○
N		
R		
P		



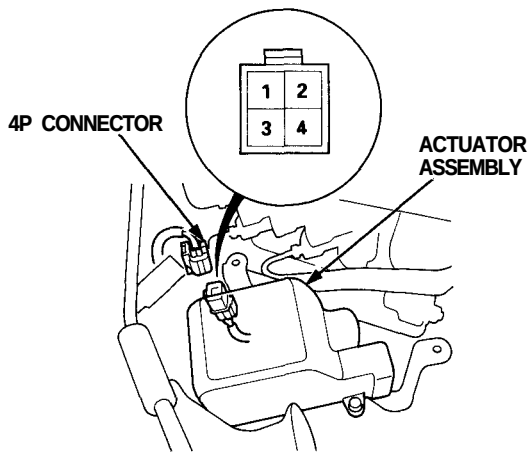
3. If necessary, replace the A/T gear position switch.



Actuator Assembly Test

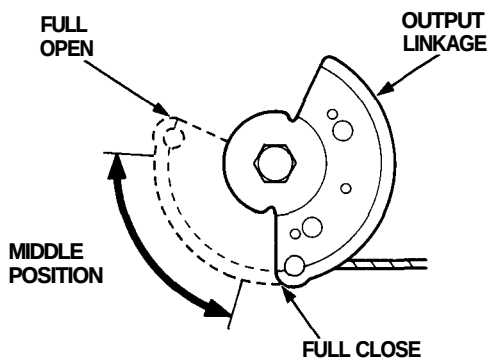
1. Disconnect the 4P connector from the actuator.
2. Check the output linkage for smooth movement.
3. Connect battery power to the No. 4 terminal and ground to the No. 1 terminal.
4. Check for a clicking sound from the magnetic clutch. The output linkage should be locked.
5. If the output linkage is not locked, replace the actuator assembly.

TERMINAL SIDE OF MALE TERMINALS



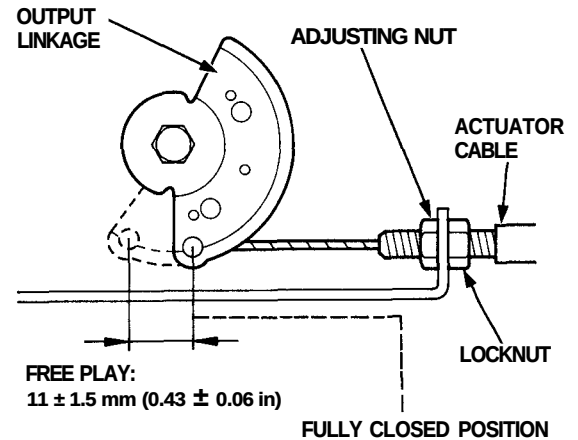
6. Check the operation of the actuator motor in each output linkage position according to the table. You should be able to hear the motor.

Battery power polarities		Output linkage position		
⊕	⊖	FULL CLOSE	MIDDLE POSITION	FULL OPEN
No. 3 Terminal	No. 2 Terminal	The motor runs.	The motor runs.	The motor stops.
No. 2 Terminal	No. 3 Terminal	The motor stops.	The motor runs.	The motor runs.



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 radiator fan comes on twice).
3. Measure how far the output linkage moves from the fully closed position. Free play should be 11 ± 1.5 mm (0.43 ± 0.06 in).

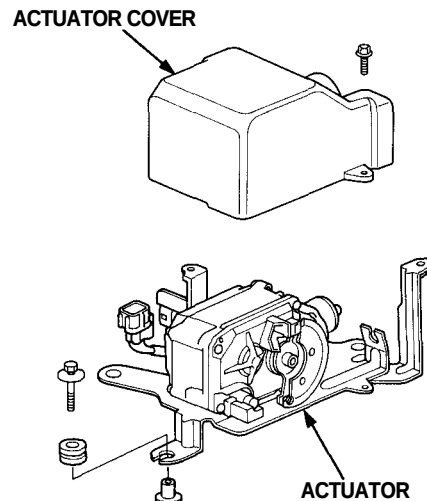


4. If the free play is not within specs, loosen the locknut, and turn the adjusting nut as required.

NOTE: If necessary, check the throttle control system (see [section 11](#)), then recheck the output linkage free play.

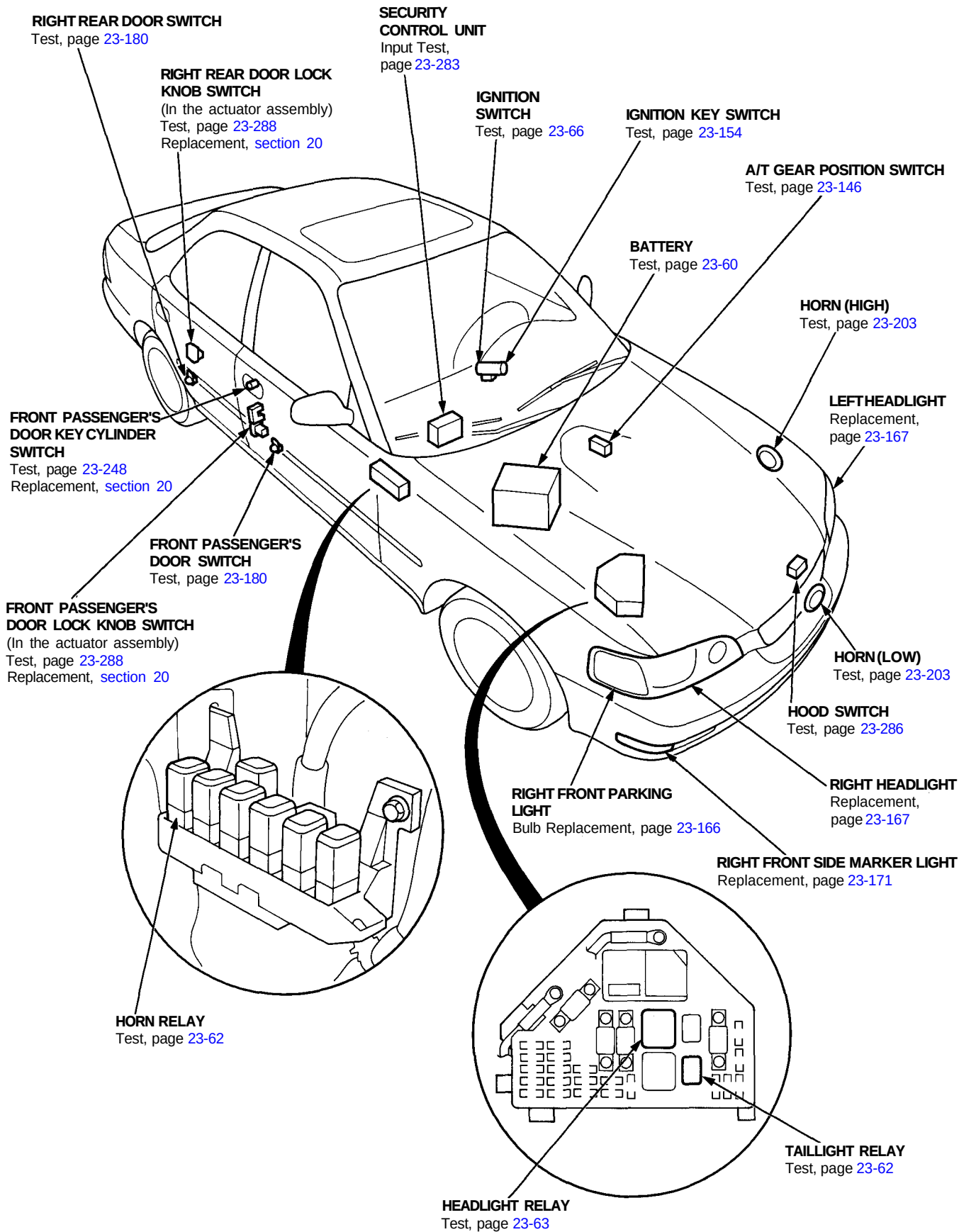
5. Retighten the locknut, and recheck the free play.

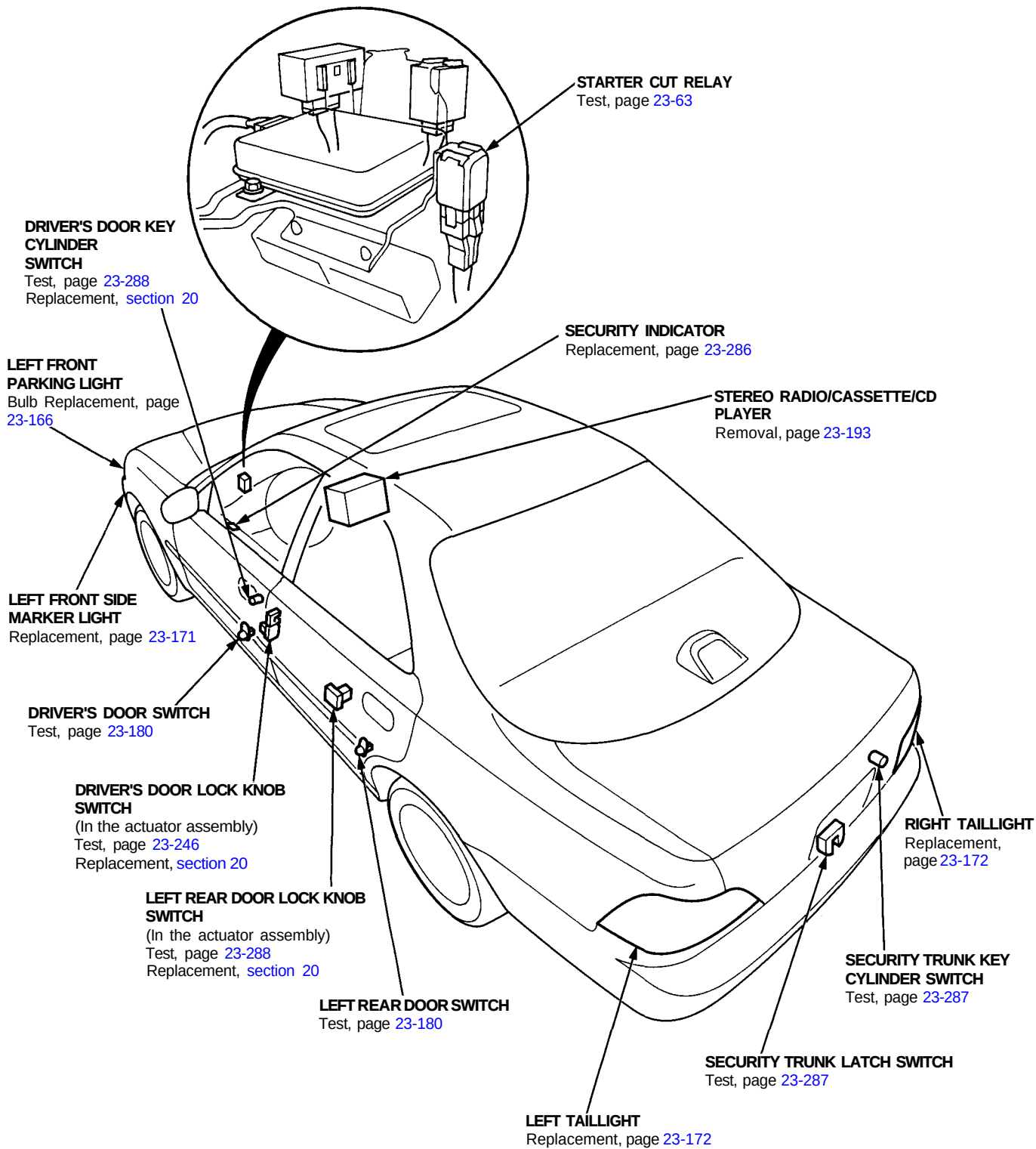
Actuator Disassembly



Security Alarm System

Component Location Index





Security Alarm System

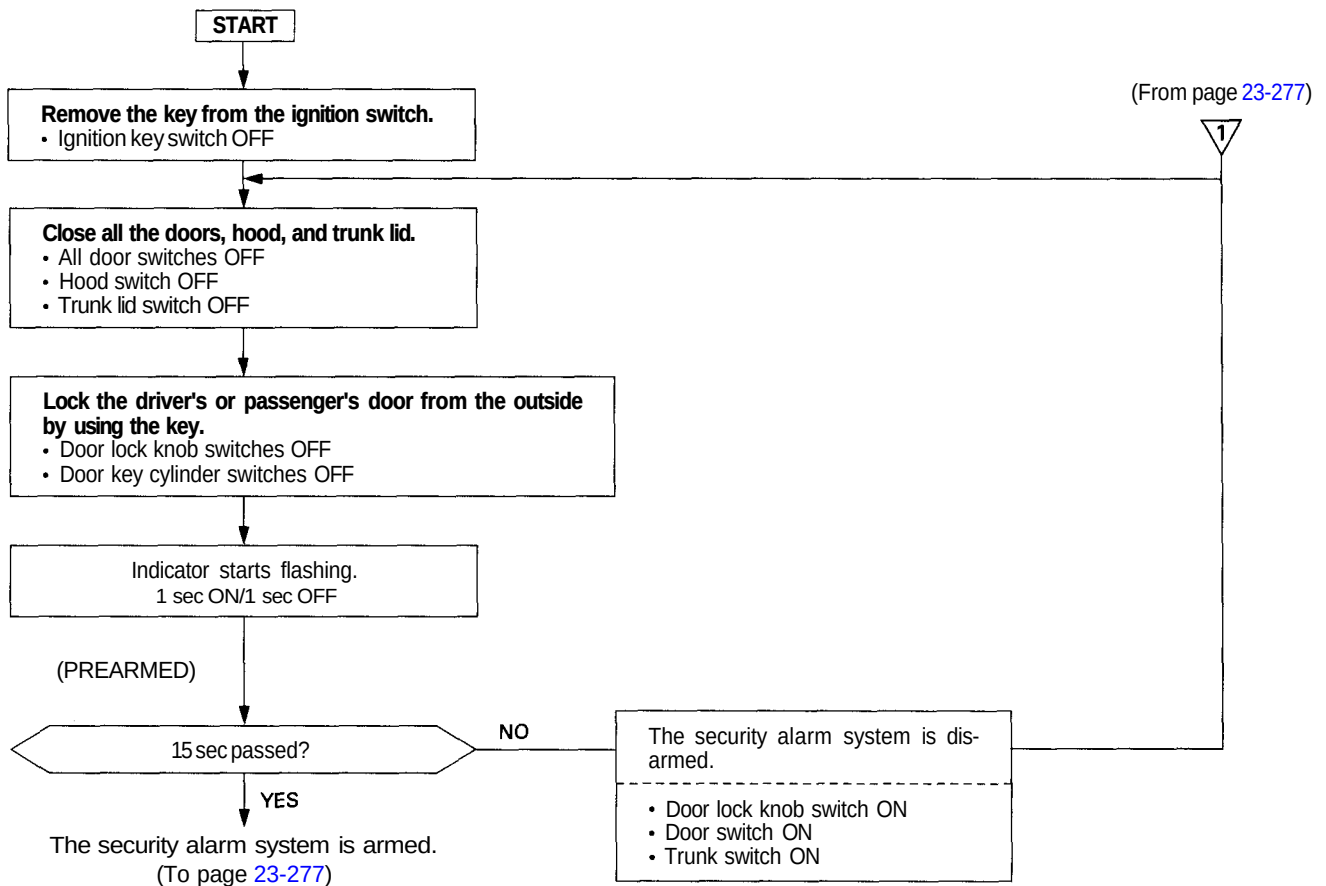
Description

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 panel will flash after the doors are properly locked.

If any of the following conditions occur, the horns will sound, the headlights will flash, and the side marker lights, parking lights and taillights will flash for about two minutes, or until the system is disarmed by unlocking either door from the outside with the key.

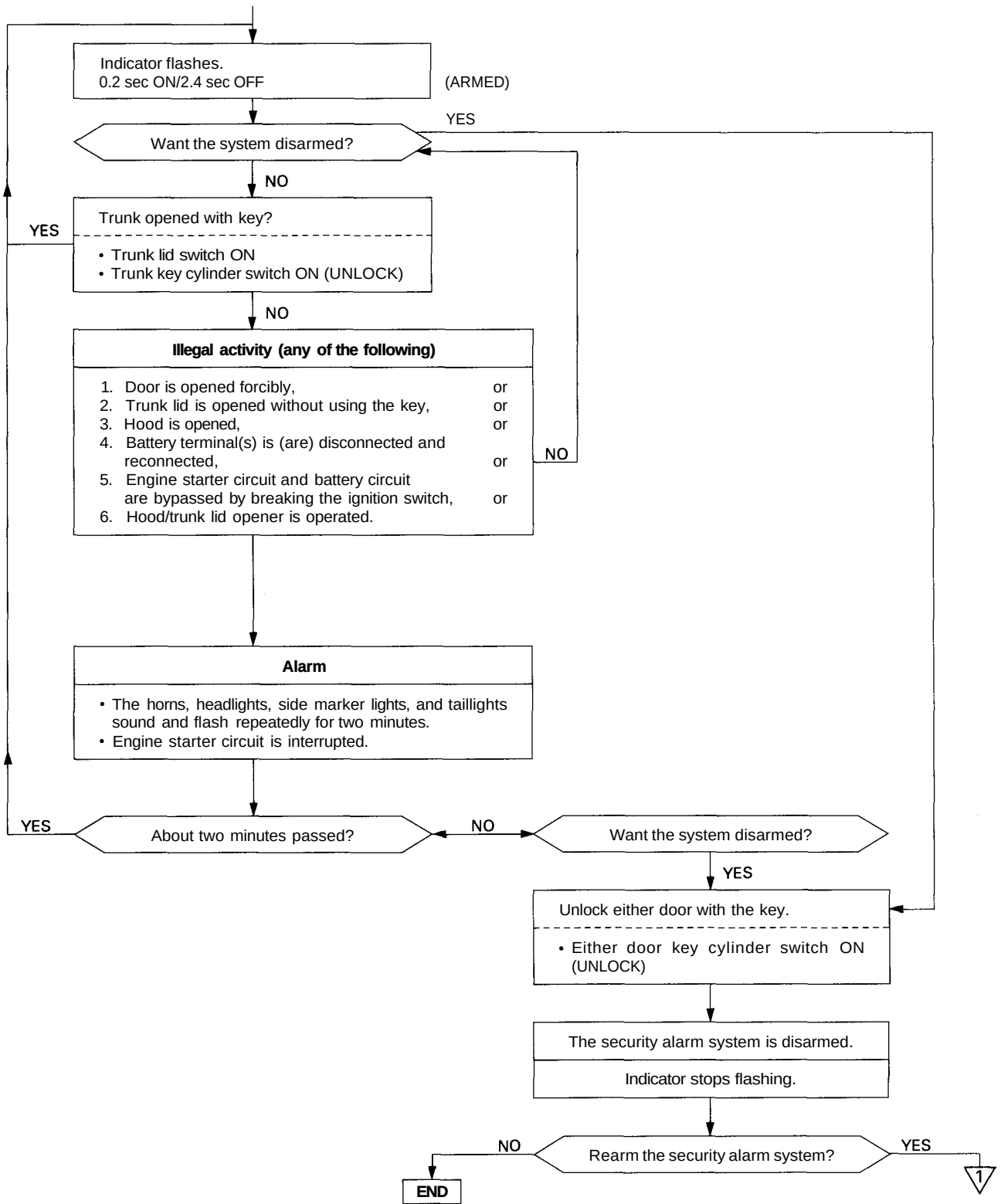
- | | |
|---|---|
| <ul style="list-style-type: none"> ① Door is opened forcibly. ② Trunk lid is opened without using the key. ③ Hood is opened. | <ul style="list-style-type: none"> ④ Battery terminal(s) is (are) removed and reconnected. ⑤ Engine starter circuit and battery circuit are bypassed by breaking the ignition switch. ⑥ Hood/trunk lid opener is operated. |
|---|---|

Flowchart of the security alarm system operation:





(From page 23-276)



(To page 23-276)

Security Alarm System

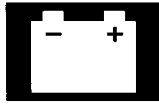
Troubleshooting

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

Item to be inspected		Blown No. 30 (20 A) fuse in the under-hood fuse/relay box	Blown No. 4 (15 A)* ¹ or (20 A)* ² fuse in the under-hood dash fuse/relay box	Faulty indicator light (LED)	Horn circuit	Starting system	A/T gear position switch	Lighting system	Door lock cylinder	Ignition key switch	Security trunk lock cylinder switch	Security trunk latch switch	Hood switch	Door switch	Security control unit input	Poor ground	Open circuit in wires, loose or disconnected terminals
Symptom																	
Security alarm can't be set (and indicator light does not flash).		1	2	3						4						G401 G404	WHT/YEL, BLK/YEL, GRN ¹ or BLU/WHT ¹
Starting system does not operate.						1	2								3		BLK/GRN, YEL/GRN or GRY ²
Security alarm can be set, but alarm does not operate when the trunk, hood or either door is unlocked without the key.	Horn alarm	1			2										3	G201 G301	WHT/YEL, BLU/RED, or WHT/BLU
	Headlight alarm							1							2		BLU/GRN ² or RED/WHT
	Both alarms														1		
Alarm not cancelled when the door is opened with the key.									1						2	G403 G405	BLK/RED, GRN/YEL ² , GRN/BLK, or BLU/YEL
Alarm not cancelled when the key is inserted in the ignition switch.			1							2					3	G401 G404	BLK/YEL or BLU/WHT ¹
Alarm not cancelled when the trunk lid is opened with the key.											1	2			3	G502	GRN/ORN or BLU/GRN ¹
Alarm does not operate when the hood is opened.													1		2	G201	YEL/RED
Alarm does not operate when the door is opened.														1	2		GRN/YEL ¹ , GRN/WHT, GRN/BLU or GRN/RED

*1: '95 - 96 models

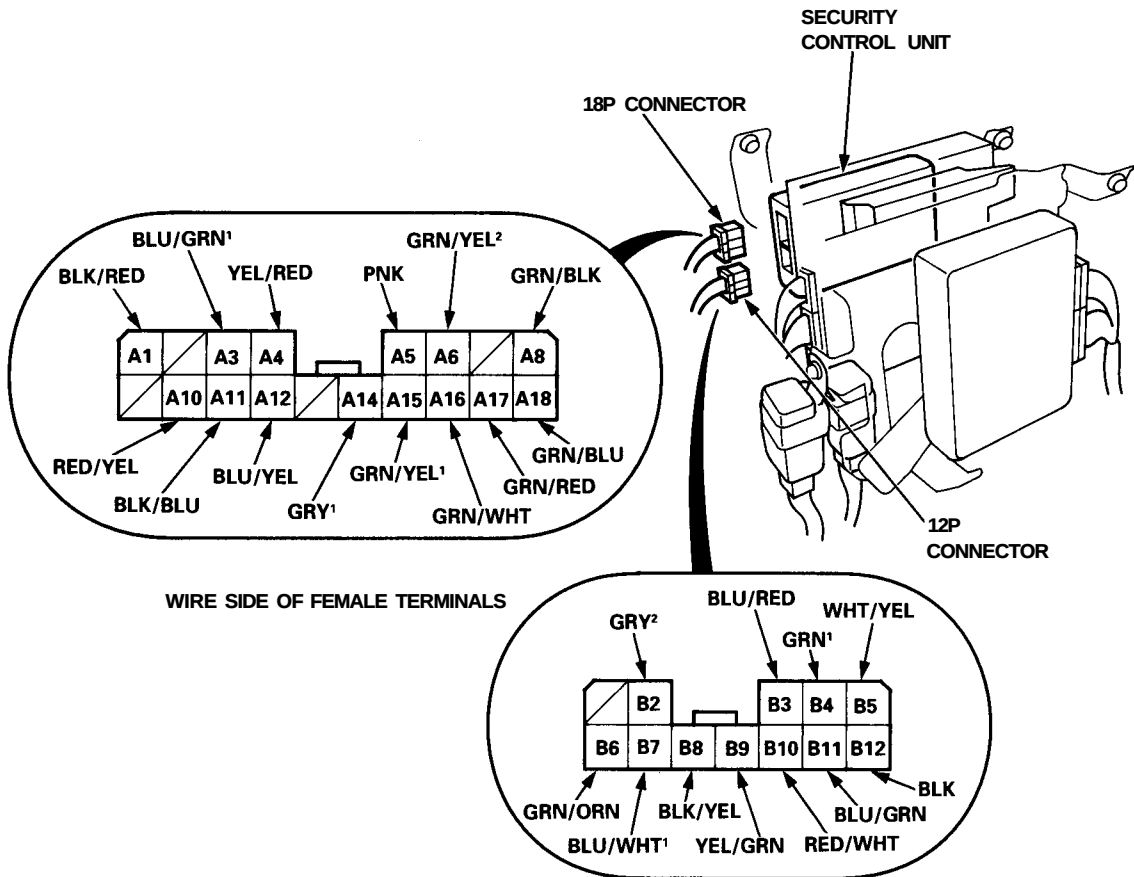
*2: '97 - 98 models



Control Unit Input Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS ([section 24](#)) before performing repairs or service.

1. Remove the glove box (see [section 20](#)).
2. Disconnect the 12P and 18P connectors from the security control unit.
3. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, make the following input tests at the connector terminals.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.



(cont'd)

Security Alarm System

Control Unit Input Test (cont'd)

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A1	BLK/RED	Driver's door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	- Faulty driver's door lock knob switch (built into the actuator) - Poor ground (G405) - An open in the wire
A3	BLU/GRN ¹	Trunk lid open	Check for continuity to ground: There should be continuity.	- Faulty security trunk latch switch - Poor ground (G502) - An open in the wire
		Trunk lid closed	Check for continuity to ground: There should be no continuity.	
A4	YEL/RED	Hood open	Check for continuity to ground: There should be continuity.	- Faulty hood switch - Poor ground (G201) - An open in the wire
		Hood closed	Check for continuity to ground: There should be no continuity.	
A5	PNK	Under all conditions	Check for continuity to ground: There should be continuity.	- Faulty stereo radio/cassette/CD player - Poor ground (G401, G404) - An open in the wire
A6	GRN/YEL ²	Front passenger's door key in UNLOCK	Check for continuity to ground: There should be continuity.	- Faulty driver's door or front passenger's door key cylinder switches - Poor ground (G403 or G405) - An open in the wire
A8	GRN/BLK	Driver's door key in UNLOCK		
A10	RED/YEL	Left rear door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	- Faulty left rear door lock knob switch (built into the actuator) - Poor ground (G501) - An open in the wire
A11	BLK/BLU	Right rear door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	- Faulty right rear door lock knob switch (built into the actuator) - Poor ground (G401, G404) - An open in the wire
A12	BLU/YEL	Front passenger's front door lock knob in UNLOCK	Check for continuity to ground: There should be continuity.	- Faulty front passenger's door lock knob switch (built into the actuator) - Poor ground (G403) - An open in the wire
A14	GRY ¹	Driver's door key in LOCK	Check for continuity to ground: There should be continuity as the door keylock is turned to LOCK.	- Faulty driver's door or front passenger's door key switches - Poor ground (G403 or G405) - An open in the wire
		Front passenger's front door key in LOCK		
A15	GRN/YEL ¹	Left rear door opened	Check for continuity to ground: When the door is opened, there should be continuity, and when the door is closed, there should be no continuity.	- Faulty left rear door or right rear door switches - An open in the wire
		Left rear door closed		
A16	GRN/WHT	Right rear door opened	Check for continuity to ground: When the door is opened, there should be continuity, and when the door is closed, there should be no continuity.	- Faulty driver's door or front passenger's door switches - An open in the wire
		Right rear door closed		
A17	GRN/RED	Front passenger's door opened	Check for continuity to ground: When the door is opened, there should be continuity, and when the door is closed, there should be no continuity.	- Faulty driver's door or front passenger's door switches - An open in the wire
		Front passenger's door closed		
A18	GRN/BLU	Driver's door opened	Check for continuity to ground: When the door is opened, there should be continuity, and when the door is closed, there should be no continuity.	- Faulty driver's door or front passenger's door switches - An open in the wire
		Driver's door closed		



Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B2	GRY ²	Shift lever in P	Check for continuity to ground: There should be continuity.	- Faulty A/T gear position switch - An open in the wire
B3	BLU/RED	Under all conditions	Connect to ground: All horns should sound.	- Blown No. 30 (20 A) fuse in the under-hood fuse/relay box - Faulty horn relay - Either horn faulty - Poor ground (G201, G301) - An open in the wire
B4	GRN ¹	Under all conditions	Connect to ground: The security indicator should come on.	- Blown No. 30 (20 A) fuse in the under-hood fuse/relay box - Faulty security indicator - An open in the wire
B5	WHT/YEL	Under all conditions	Check for voltage to ground: There should be battery voltage.	- Blown No. 30 (20 A) fuse in the under-hood fuse/relay box - An open in the wire
B6	GRN/ORN	Trunk key in UNLOCK	Check for continuity to ground: There should be continuity.	- Faulty security trunk key cylinder switch - Poor ground (G502) - An open in the wire
		Trunk key in neutral position	Check for continuity to ground: There should be no continuity.	- Faulty security trunk key cylinder switch - Short to ground
B7	BLU/WHT ¹	Ignition key is inserted into the ignition switch.	Check for continuity to ground: There should be continuity.	- Faulty ignition key switch - Poor ground (G401, G404) - An open in the wire
		Ignition key is removed from the ignition switch.	Check for continuity to ground: There should be no continuity.	
B8	BLK/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	- Blown No. 4 (15 A)*¹ or (20 A)*² fuse in the under-dash fuse/relay box - An open in the wire
B9	YEL/GRN	Ignition switch at START (III)	Check for voltage to ground: There should be battery voltage.	- Faulty starter cut relay - An open in the wire
B10	RED/WHT	Under all conditions	Connect to ground: The taillights should come on.	- Faulty taillight relay - Faulty taillight system - An open in the wire
B11	BLU/GRN ²	Under all conditions	Connect to ground: The headlights should come on.	- Faulty headlight relay - Faulty headlight system - An open in the wire
B12	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	- Poor ground (G401, G404) - An open in the wire

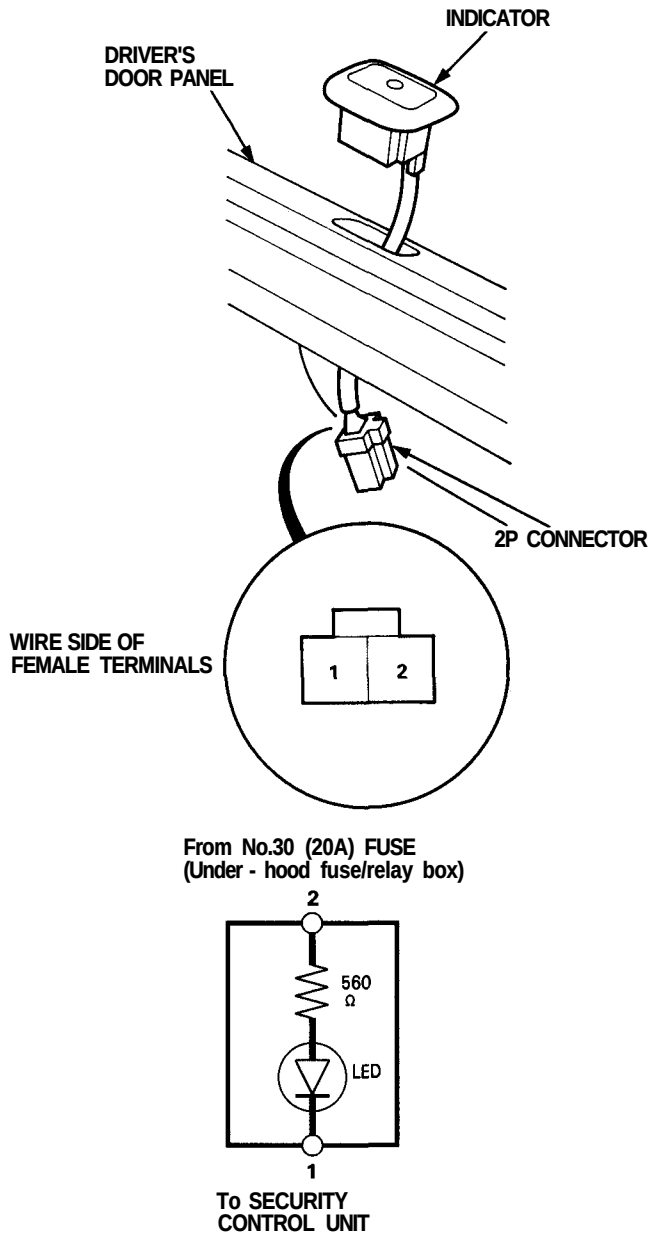
*1: '95 – 96 models

*2: '97 – 98 models

Security Alarm System

Security Indicator Test/Replacement

1. Remove the driver's door panel (see [section 20](#)).
2. Disconnect the 2P connector from the security indicator.
3. Carefully pry out the security indicator from the driver's door panel.

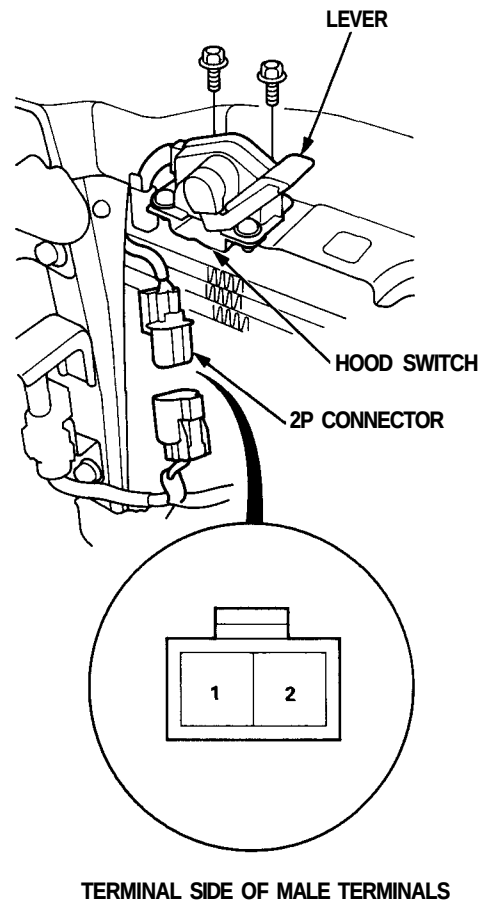


4. Test the security indicator by connecting battery power to the No. 2 terminal, and ground to the No. 1 terminal.
5. If the security indicator does not come on, replace it.

Hood Switch Test/Replacement

1. Open the hood.
2. Disconnect the 2P connector from the hood switch.
3. Check for continuity between the terminals in each switch position according to the table.

Terminal	1	2
Position		
Hood open (Lever released)	○	○
Hood closed (Lever pushed down)		

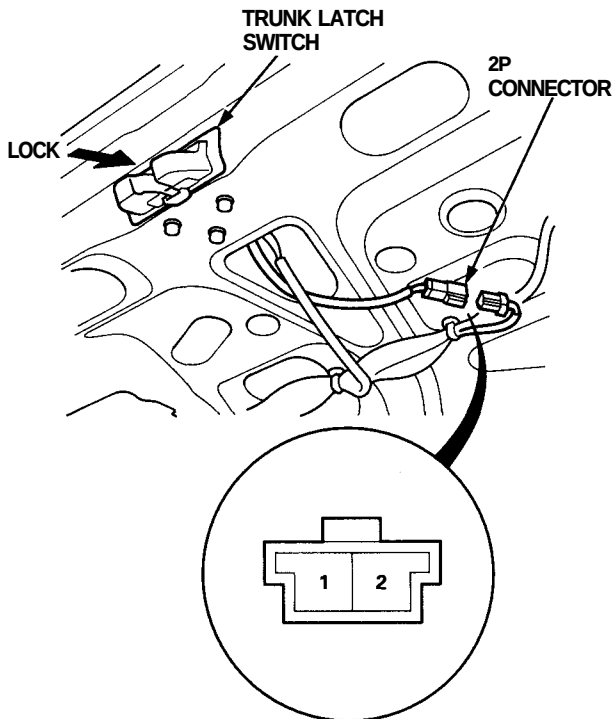




Security Trunk Latch Switch Test

1. Open the trunk lid.
2. Disconnect the 2P connector from the security trunk latch switch.
3. Check for continuity between the terminals in each switch position according to the table.

Terminal	1	2
Position		
Trunk lid open (Trunk latch UNLOCKED)		
Trunk lid closed (Trunk latch LOCKED)		

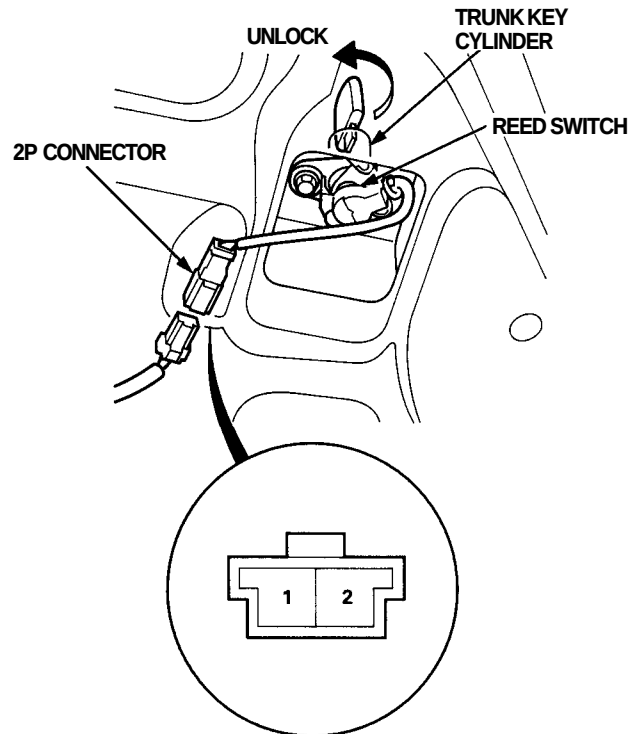


TERMINAL SIDE OF MALE TERMINALS

Security Trunk Key Cylinder Switch Test

1. Open the trunk lid.
2. Disconnect the 2P connector from the security trunk key cylinder switch.
3. Check for continuity between the terminals in each switch position according to the table.

Terminal	1	2
Position		
UNLOCK (Key cylinder turned clockwise)		
LOCK		



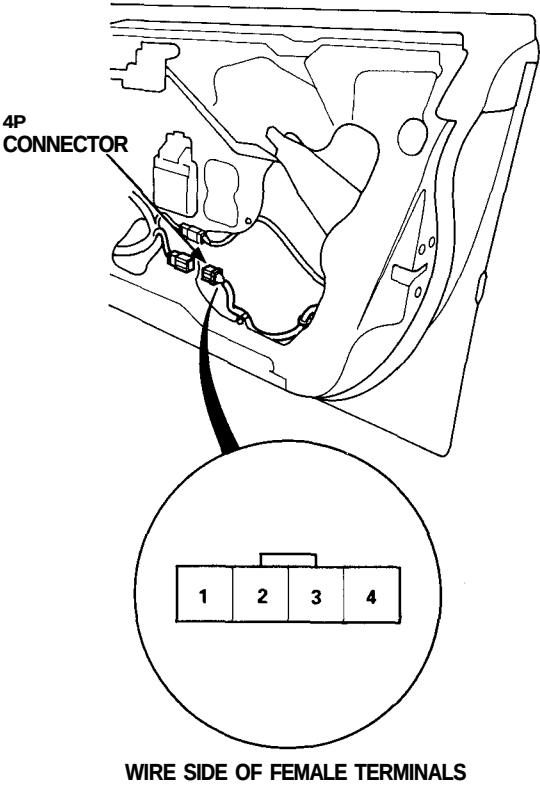
TERMINAL SIDE OF MALE TERMINALS

4. Be sure to unlock the trunk latch after testing the switch.

Security Alarm System

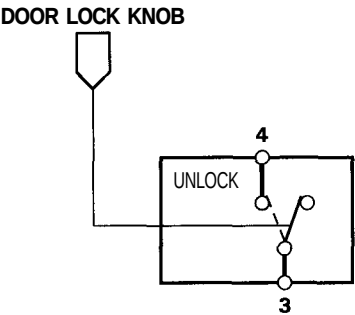
Passenger's Door Lock Knob Switch Test

- 1. Remove the passenger's door panel (see [section 20](#)).
- 2. Disconnect the 4P connector from the door lock actuator.



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

Terminal	3	4
Position		
LOCK		
UNLOCK		



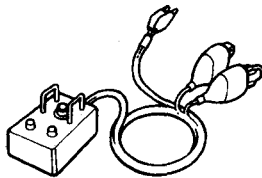
Special Tools

Ref. No.	Tool Number	Description	Qty	Page Reference
①*1	07HAZ - SG00400	Deployment Tool	1	24-71
②	07MAZ - SP0020A	SRS Service Connector	1	24-30
③*2	07MAZ - SP00500	Test Harness B	1	24-20
④*1	07PAZ- 0010100	SCS Service Connector	1	24-15
⑤	07QAZ - SR30100	Jumper Wire Harness	1	24-20
⑥	07SAZ - SW50200	SRS Service Connector	1	24-22
⑦	07TAZ - SZ50200	SRS Service Connector (2 Ω)	1	24-47
⑧*3	07TAZ - 001020A	Backprobe Adapter, 17 mm	2	24-39

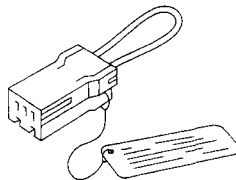
*1: Included in SRS Tool Set 07MAZ - SM5000B

*2: Included in SRS Tool Set 07MAZ - SL0010A

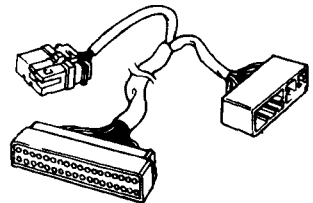
*3: Use with the stacking patch cords from T/N 07SAZ-001000A, Backprobe Set.



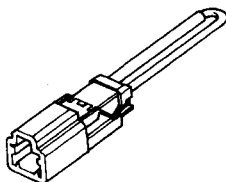
①



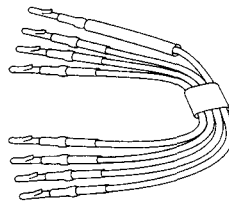
②



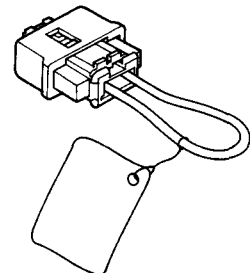
③



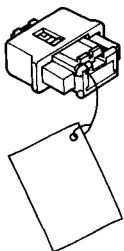
④



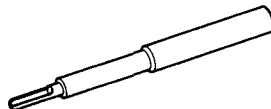
⑤



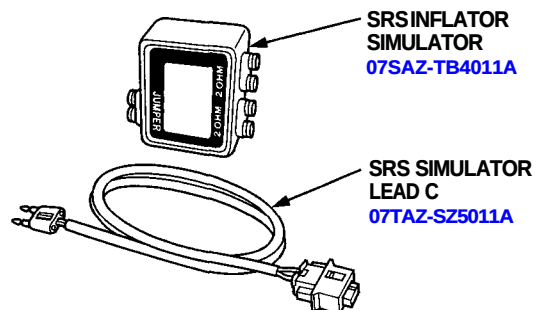
⑥



⑦



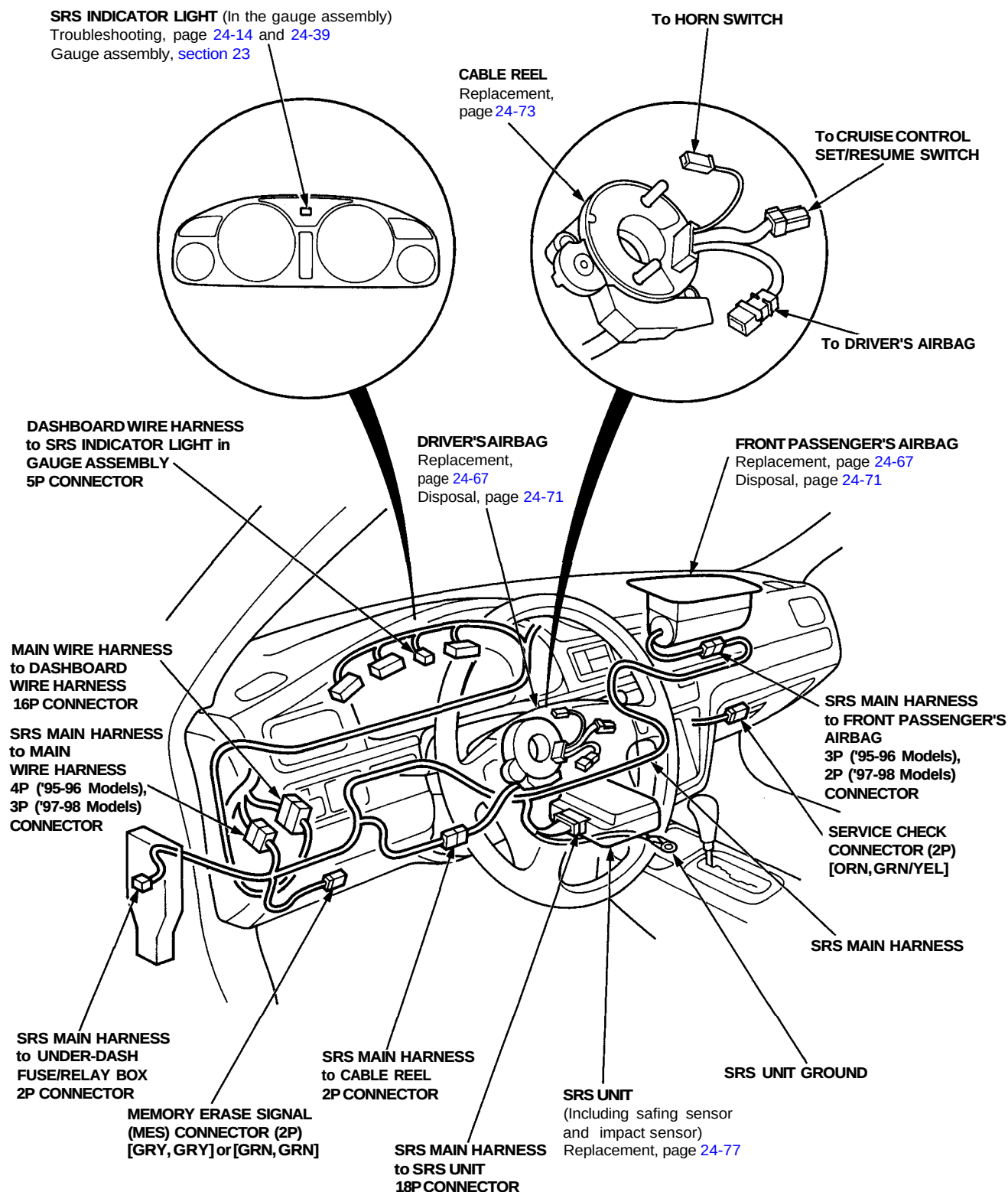
⑧



NOTE: The SRS Service Connector, T/N 07SAZ - SW50200, and the SRS Service Connector (2 Ω), T/N 07TAZ - SZ50200, are not available. Instead, use the SRS Inflator Simulator, T/N 07SAZ-TB4011A, and the SRS Simulator Lead C, T/N 07TAZ-SZ5011A. When the SRS Service Connector, T/N 07SAZ - SW50200, is called for, connect the lead to the Simulator's "Jumper" jack. When the SRS Service Connector (2 Ω), T/N 07TAZ - SZ50200, is called for, connect the lead to one of the simulator's "2 Ω " jacks.

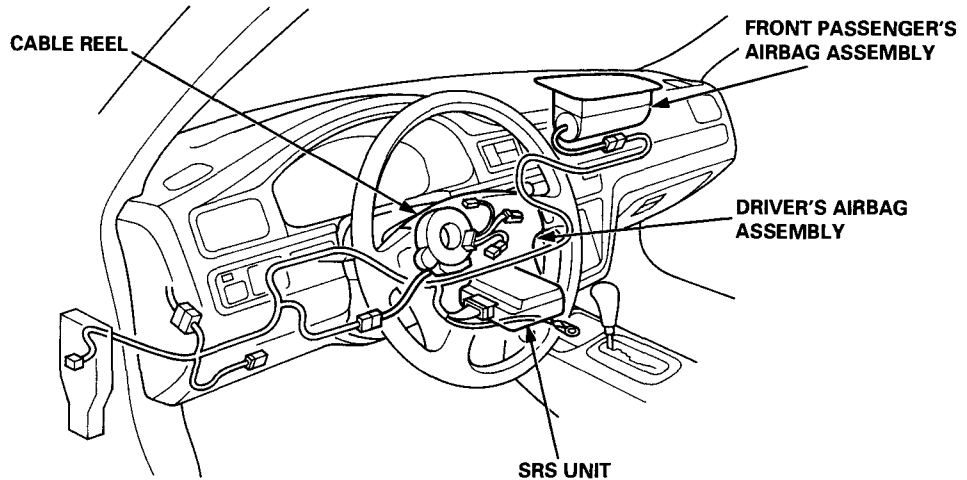
Component/Wiring Locations

Index



Description

The SRS is a safety device which, when used in conjunction with the seat belt, is designed to help protect the driver and front passenger in a frontal impact exceeding a certain set limit. The system consists of the SRS unit (including safing sensor and impact sensor), the cable reel, the driver's airbag, and front passenger's airbag.

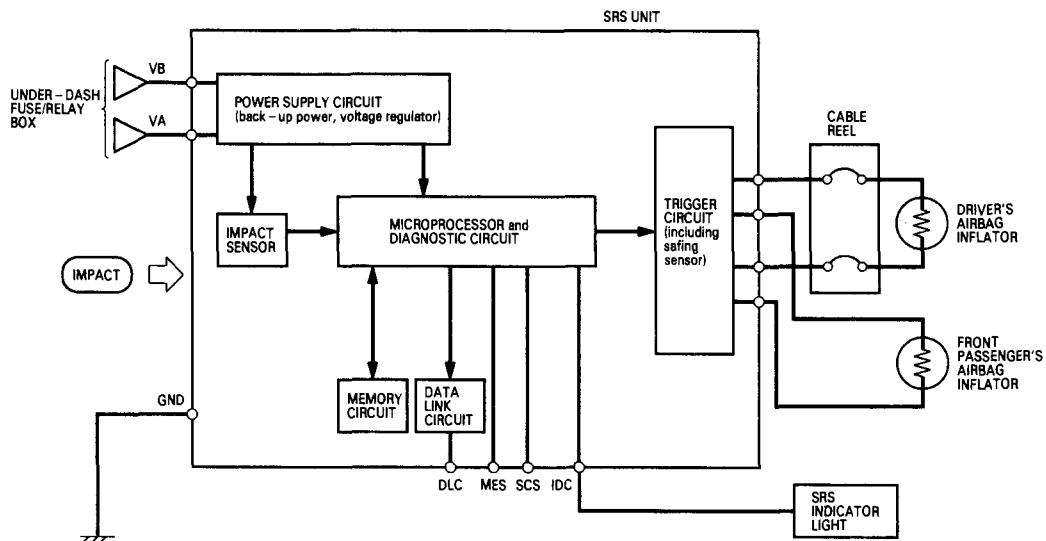


Operation

The main circuit in the SRS unit senses and judges the force of impact and, if necessary, ignites the inflator charges. If battery voltage is too low or power is disconnected due to the impact, the voltage regulator and the back-up power circuit respectively will keep voltage at a constant level.

For the SRS to operate:

- (1) The impact sensor must activate, and send electric signals to the microprocessor.
- (2) The microprocessor must compute the signals, and must send signals to the airbag inflators.
- (3) The inflators must ignite and deploy the airbags.



Self-diagnosis System

A self-diagnosis circuit is built into the SRS unit; when the ignition switch is turned ON (II), the SRS indicator light comes on and goes off after about six seconds if the system is operating normally.

If the light does not come on, or does not go off after six seconds, or if it comes on while driving, it indicates an abnormality in the system. The system must be inspected and repaired as soon as possible.

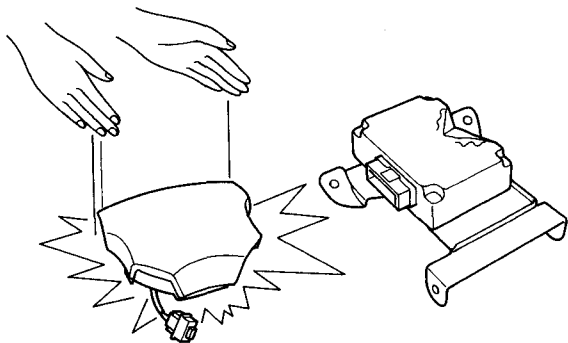
For better serviceability, the memory will store the cause of the malfunction, and the data link circuit passes on the information from the memory to the data link connector (DLC). This information can be read with the Honda PGM Tester connected to the DLC (16P).

Precautions/Procedures

General Precautions

- Carefully inspect any SRS part before you install it. Do not install any part that shows signs of being dropped or improperly handled, such as dents, cracks or deformation:

- Airbag assemblies
- Cable reel
- SRS unit



- Use only a digital multimeter to check the system. If it's not a Honda multimeter, make sure its output is 10 mA (0.01 A) or less when switched to the smallest value in the ohmmeter range. A tester with a higher output could damage the airbag circuit or cause accidental deployment and possible injury.
- Do not install used SRS parts from another vehicle. When making SRS repairs, use only new parts.
- Except when performing electrical inspections, always disconnect both the negative cable and positive cable from the battery, and wait at least three minutes before beginning work.
- Replacement of the combination light and wiper/washer switches and cruise control switch can be done without removing the steering wheel:
 - For combination light and wiper/washer switch replacement, see [section 23](#).
 - For cruise control set/resume/cancel switch replacement, see [section 23](#).
- Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injury.
- Whenever the airbag has been activated, replace the SRS unit.
- The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

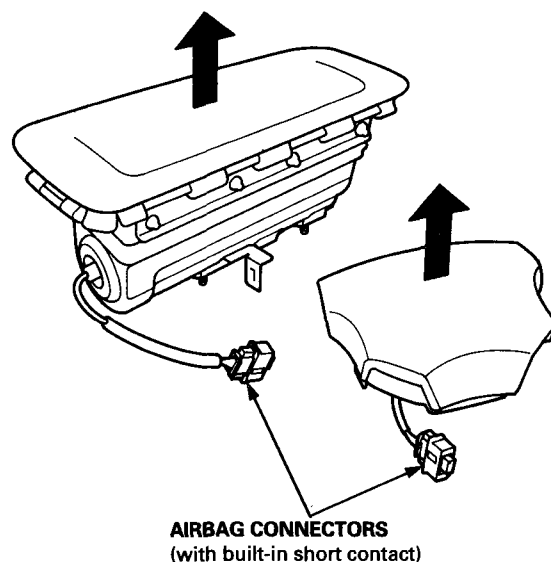
Airbag Handling and Storage

Do not try to disassemble the airbag assembly. It has no serviceable parts. Once an airbag has been operated (deployed), it cannot be repaired or reused.

For temporary storage of the airbag assembly during service, please observe the following precautions:

- Store the removed airbag assembly with the pad surface up. On '95-96 models, make sure you connect the short connector (RED) to the passenger's airbag connector. The driver's airbag connector on '95-96 models and both airbag connectors on a '97-98 models have built-in short contacts (see page [24-11](#)).

⚠ WARNING If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.



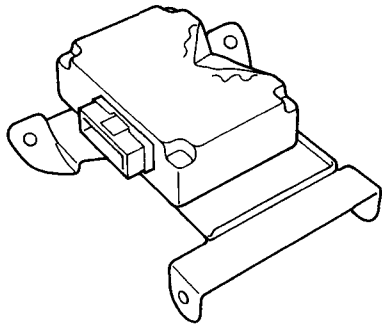
- Store the removed airbag assembly on a secure flat surface away from any high heat source (exceeding 212°F/100°C) and free of any oil, grease, detergent or water.

CAUTION: Improper handling or storage can internally damage the airbag assembly, making it inoperative. If you suspect the airbag assembly has been damaged, install a new unit, and refer to the Deployment/Disposal Procedures for disposing of the damaged airbag.

Precautions/Procedures

SRS Unit Precautions

- Take extra care when painting or doing body work in the area below the dashboard. Avoid direct exposure of the SRS unit or wiring to heat guns, welding, or spraying equipment.
- Disconnect the airbag connector(s) before disconnecting SRS harness connectors (see page 24-12). On '95-96 models, connect the short connector to the front passenger's airbag connector.
- After any degree of frontal body damage, or after a collision without airbag deployment, inspect the SRS unit for physical damage. If it is dented, cracked, or deformed, replace it.



- Be sure the SRS unit is installed securely.
- Do not disassemble the SRS unit.
- Store the SRS unit in a cool (less than about 104°F/ 40°C) and dry (less than 80% humidity, no moisture) place. Do not spill water or oil on the SRS unit, and keep it away from dust.
- During installation or replacement, be careful not to bump (impact wrench, hammer, etc.) the area around the SRS unit. The airbags could accidentally deploy and cause damage or injury.

Inspection After Deployment

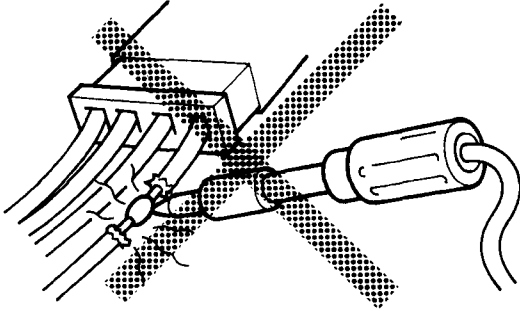
After a collision in which the airbags were deployed, replace the SRS unit, and inspect the following:

1. Inspect all the SRS wire harnesses. Replace, don't repair, any damaged harnesses.
2. Inspect the cable reel for heat damage. If there is any damage, replace the cable reel.
3. After the vehicle is completely repaired, turn the ignition switch on. If the SRS indicator light comes on for about six seconds and then goes off, the SRS system is OK. If the indicator light does not function properly, go to SRS Troubleshooting.

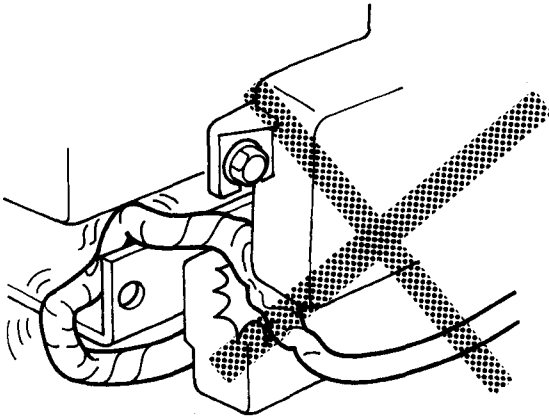
Wiring Precautions

- Never attempt to modify, splice or repair SRS wiring.

NOTE: SRS wiring can be identified by special yellow outer covering.



- Be sure to install the harness wires so that they are not pinched or interfering with other parts.

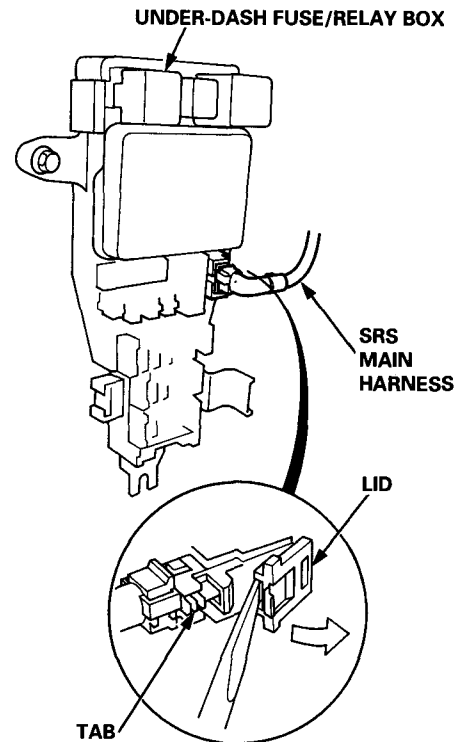


- Make sure all SRS ground locations are clean and grounds are securely fastened for optimum metal-to-metal contact. Poor grounding can cause intermittent problems that are difficult to diagnose.

Disconnecting the SRS Connector at the Under-dash Fuse/Relay Box:

CAUTION: Avoid breaking the connector; it's double-locked.

1. First lift the connector lid with a thin screwdriver, then press the connector tab down, and pull the connector out.



2. To reinstall the connector, push it into position until it clicks, then close its lid.

Precautions/Procedures

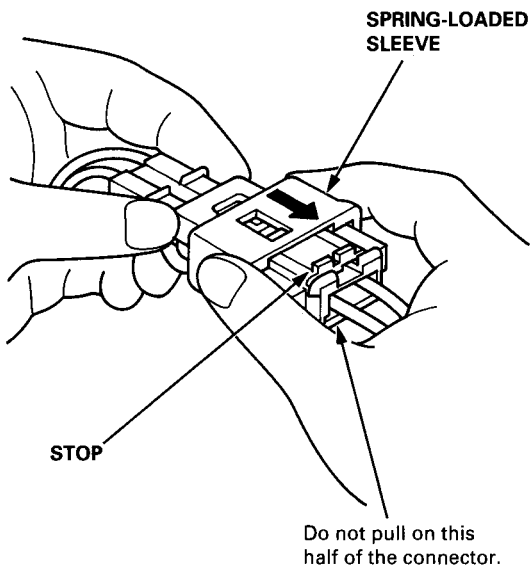
Spring-loaded Lock Connector

Some SRS system connectors have a spring-loaded lock.

Disconnecting

To release the lock, pull the spring-loaded sleeve toward the stop while holding the opposite half of the connector. Then pull the connector halves apart.

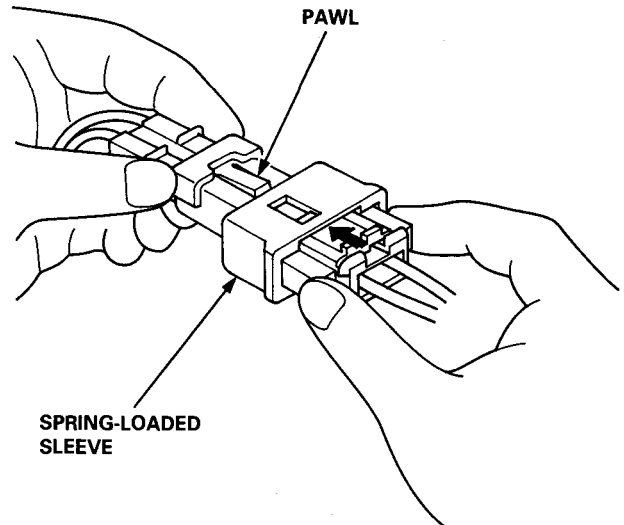
NOTE: Be sure to pull on the sleeve and not on the connector half itself.



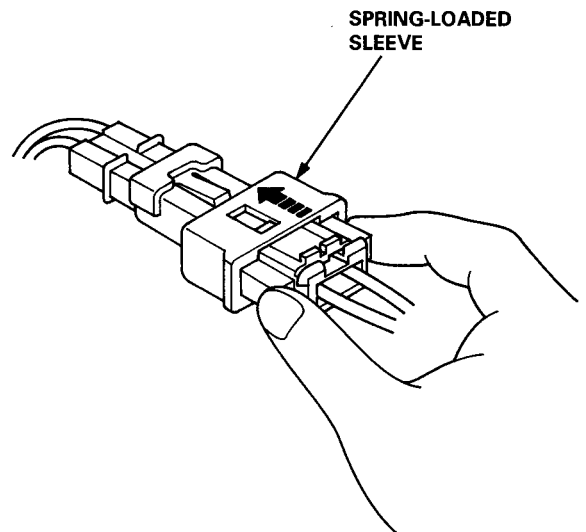
Connecting

1. Hold the pawl-side connector half, and press on the back of the sleeve-side connector half in the direction shown. As the two connector halves are pressed together, the sleeve is pushed back by the pawl.

NOTE: Do not touch the sleeve.



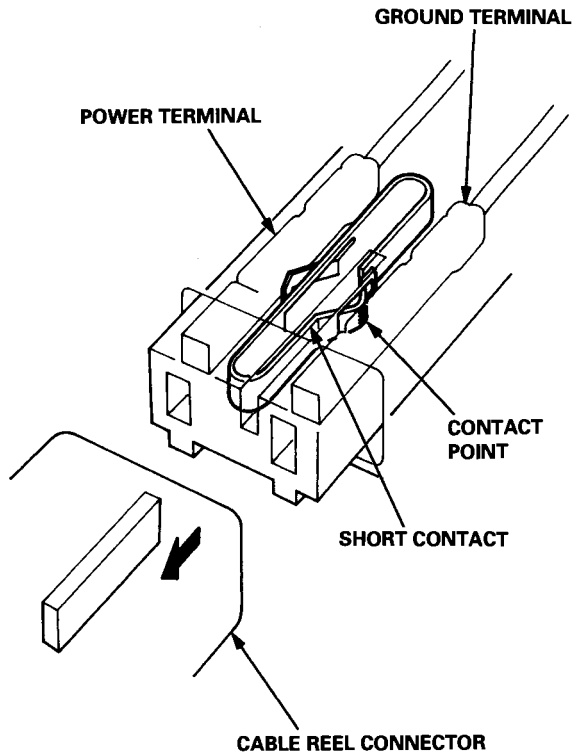
2. When the connector halves are completely connected, the pawl is released, and the spring-loaded sleeve locks the connector.



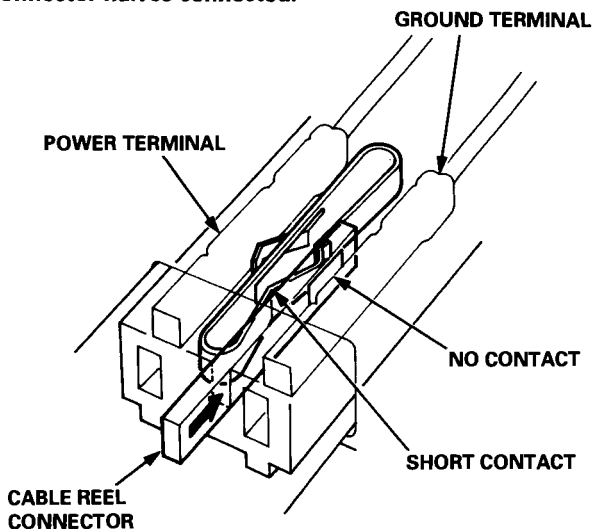
Spring-loaded Lock Connector with Built-in Short Contact

The driver's airbag ('95-98 models) and front passenger's airbag ('97-98 models) have a spring-loaded lock connector with a built-in short contact. When this connector is disconnected, the power terminal and the ground terminal in the airbag connector are automatically shorted.

Connector halves disconnected:

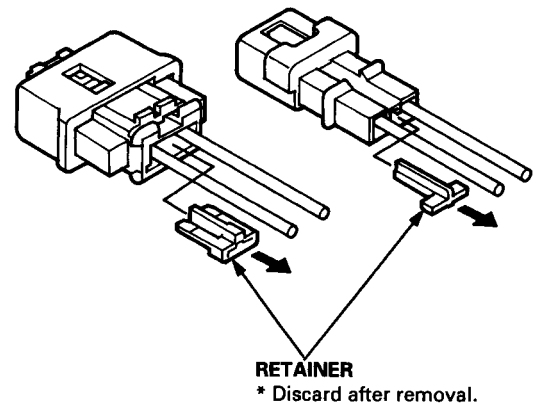


Connector halves connected:

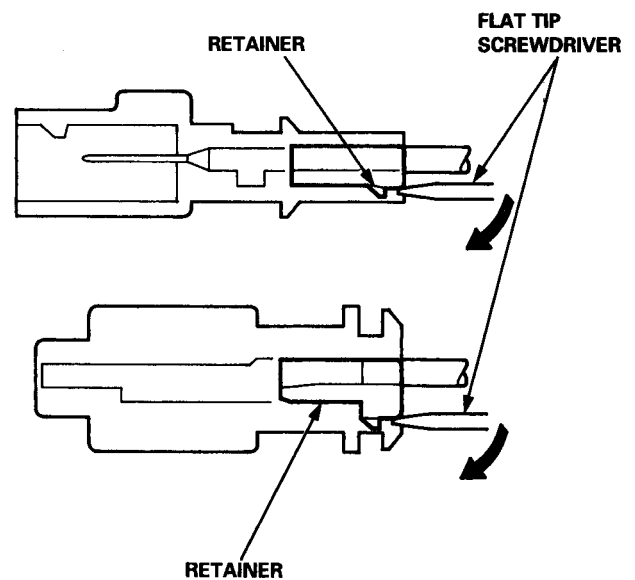


Backprobing Spring-loaded Lock Connectors

- When checking voltage or resistance on this type of connector the first time, it is necessary to remove the retainer to insert tester probes from the wire side. It is not necessary to reinstall the removed retainer; the terminals will stay locked in the connector housing.



- To remove the retainer, insert a flat tip screwdriver between connector body and retainer, and carefully pry out the retainer. Take care not to break the connector.

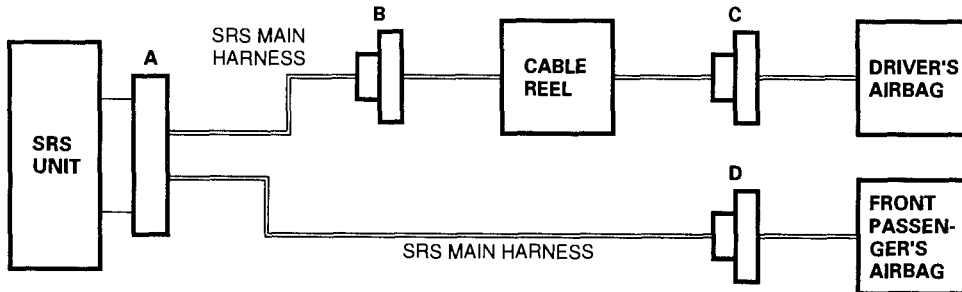


Precautions/Procedures

Disconnecting the Airbag Connectors

⚠ WARNING To prevent accidental airbag deployment, turn the ignition switch OFF, disconnect the negative battery cable, and wait three minutes before disconnecting any SRS connectors.

- Before disconnecting the SRS main harness (A) from the SRS unit, disconnect both airbags (C, D).
- Before disconnecting the cable reel 2P connector (B), disconnect the driver's airbag 2P connector (C).

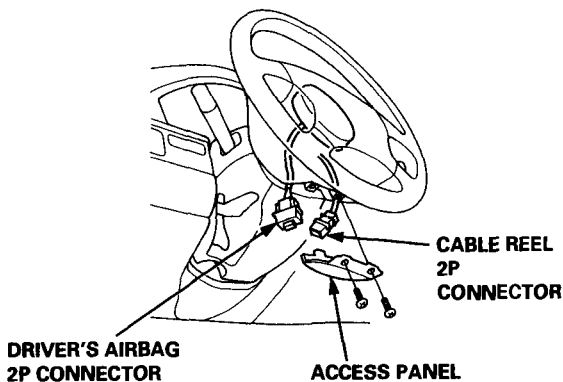


1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons.
2. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
3. Disconnect the airbag connector(s).

Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.

NOTE: When disconnected, the airbag connector is automatically shorted.

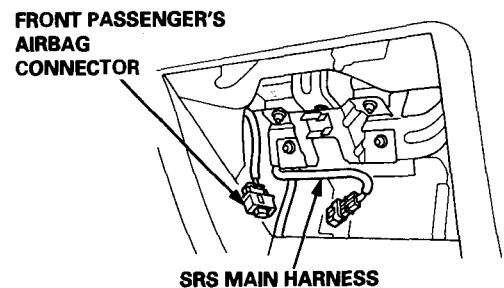


Front Passenger's Side:

- Remove the glove box.
- Disconnect the connector between the front passenger's airbag and SRS main harness.

NOTE:

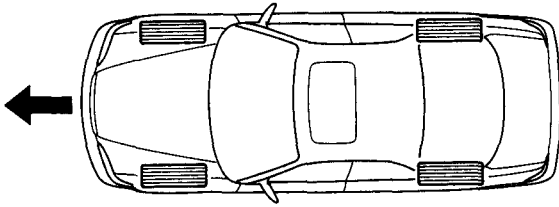
- When disconnected, the airbag connector on '97-'98 models is automatically shorted.
- On '95 or '96 models connect the short connector (RED) to the airbag connector.



Steering-related Precautions

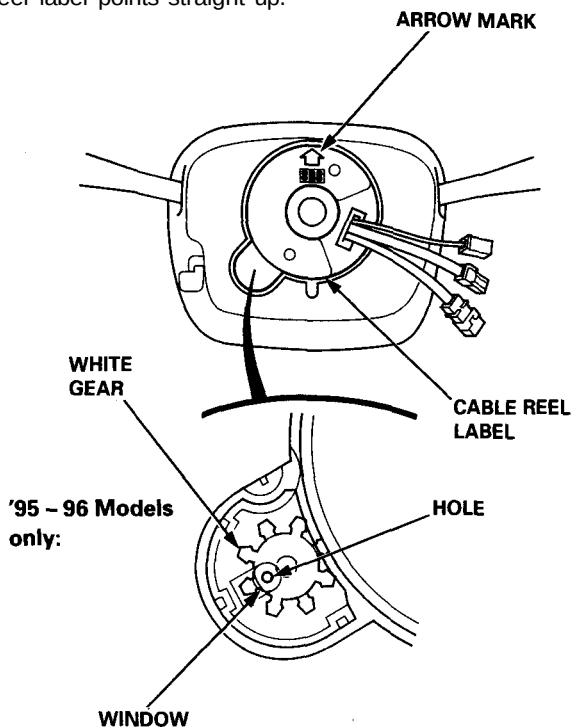
Steering Wheel and Cable Reel Alignment

NOTE: To avoid misalignment of the steering wheel on reassembly, make sure the wheels are turned straight ahead before removing the steering wheel.



'95-96 Models: Rotate the cable reel clockwise until it stops. Then rotate it counterclockwise (approximately two turns) until the hole in the white gear lines up with the window on the cover and the arrow mark on the cable reel label points straight up.

'97-98 Models: Rotate the cable reel clockwise until it stops. Then rotate it counterclockwise (approximately two and a half turns) until the arrow mark on the cable reel label points straight up.



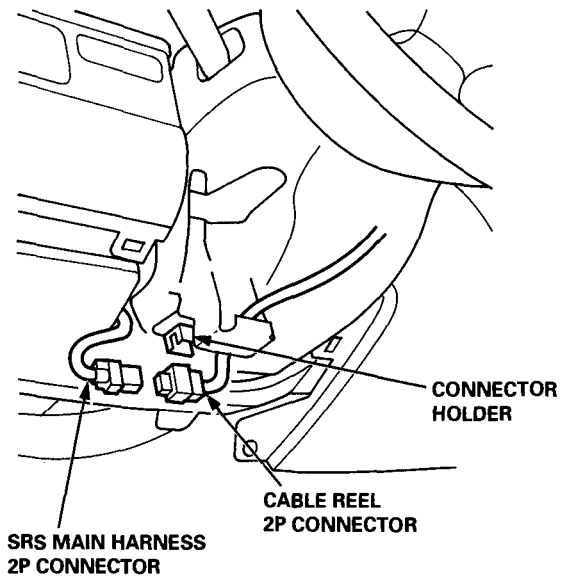
Steering Column Removal

CAUTION

- Before removing the steering column, first disconnect the connector between the cable reel and the SRS main harness.
- If the steering column is going to be removed without dismounting the steering wheel, lock the steering by turning the ignition key to 0-LOCK position, or remove the key from the ignition so that the steering wheel will not turn.

NOTE:

- When the airbag assembly and cable reel are disconnected, and the battery is reconnected and the ignition switch is turned ON (II), the SRS unit will store this as an open in the driver's airbag inflator, and the SRS indicator light will come on. In such a case, make sure to confirm the DTC, then clear the SRS unit memory.
- For disconnecting the spring-loaded lock type connector, refer to page 24-10.



Do not replace the original steering wheel with any other design, because it will make it impossible to properly install the airbag (only use genuine Honda replacement parts).

After reassembly, confirm the wheels are still turned straight ahead and that the steering wheel spoke angle is correct. If minor spoke angle adjustment is necessary, do so only by adjustment of the tie-rods, not by removing and repositioning the steering wheel.

Troubleshooting - '95-96 Models

Self-diagnostic Procedures

The self-diagnostic function of the SRS system allows it to locate the causes of system problems and to store this information in memory. For easier troubleshooting, this data can be retrieved via a data link circuit.

- When you turn the ignition switch ON (II), the SRS indicator will come on. If it goes off after six seconds, the system is normal.
- If there is an abnormality, the system locates and defines the problem, stores this information in memory, and turns the SRS indicator light on.

NOTE: The data will remain in the memory even when the ignition switch is turned off or if the battery is disconnected.

- When you connect the SCS service connector to the service check connector (2P), and turn the ignition switch ON (II), the SRS indicator light will indicate the diagnostic trouble code (DTC) by the number of blinks.
- After reading and recording the DTC, proceed with the troubleshooting for this code.

Precautions

- Use only a digital multimeter to check the system. If it's not a Honda multimeter, make sure its output is 10 mA (0.01 A) or less when switched to the smallest value in the ohmmeter range. A tester with a higher output could damage the airbag circuit or cause accidental airbag deployment and possible injury.
- Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.
- Before you remove the SRS main harness, disconnect the driver's airbag connector, and connect the short connector (RED) to the front passenger's airbag connector.
- Do not touch a tester probe to the terminals in the SRS unit or harness connectors, and do not connect the terminals with a jumper wire. Use only the test harness and the SCS service connectors.

For backprobing spring-loaded lock type connectors, refer to page [24-12](#).

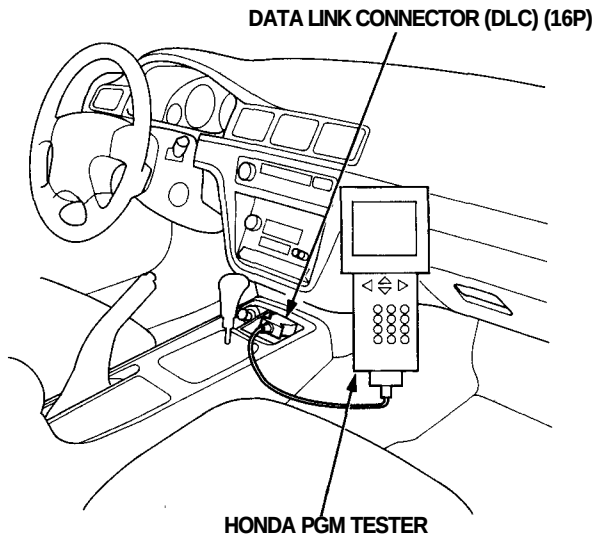
- Make sure the battery is sufficiently charged (see [section 23](#)). If the battery is dead or low, or the back-up power circuit in the SRS unit is faulty, measuring values won't be correct. Therefore, in case of multiple DTCs including DTC 5-1 (SRS unit), replace the SRS unit first, then troubleshoot the other code(s).

Troubleshooting - '95-96 Models

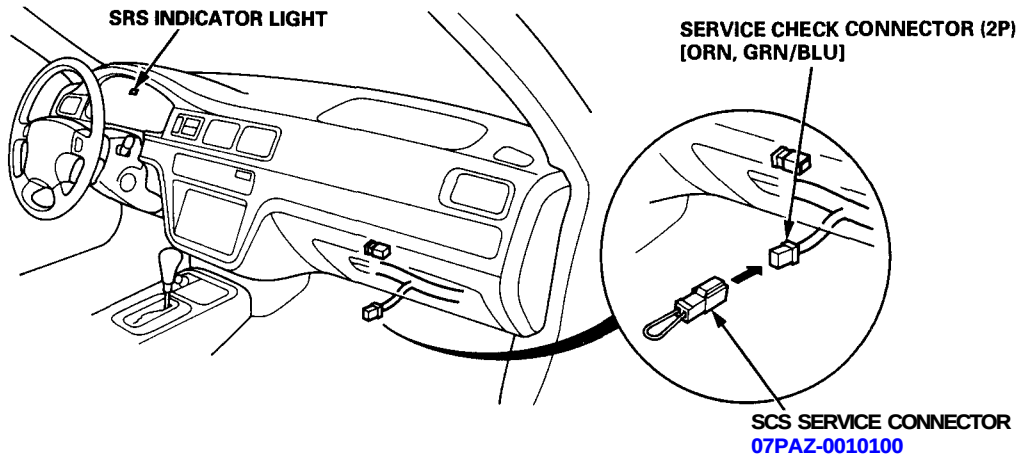
Reading the DTC

When the SRS indicator light is on, read the DTC using one of these methods:

- A. Connect the Honda PGM Tester to the 16P Data Link Connector (DLC), and follow the tester's prompts. If the tester indicates no DTC, double-check by jumping the service check connector and watching the SRS indicator light (see page [24-15](#)).



- B. The SRS indicator light can also indicate the DTC by the number of blinks when the SCS service connector is connected to the service check connector (2P).
1. Turn the ignition switch OFF, and wait for ten seconds. Then connect the SCS service connector to the service check connector (2P). If you do not wait ten seconds, the SRS unit will not be completely reset and will not output DTCs.

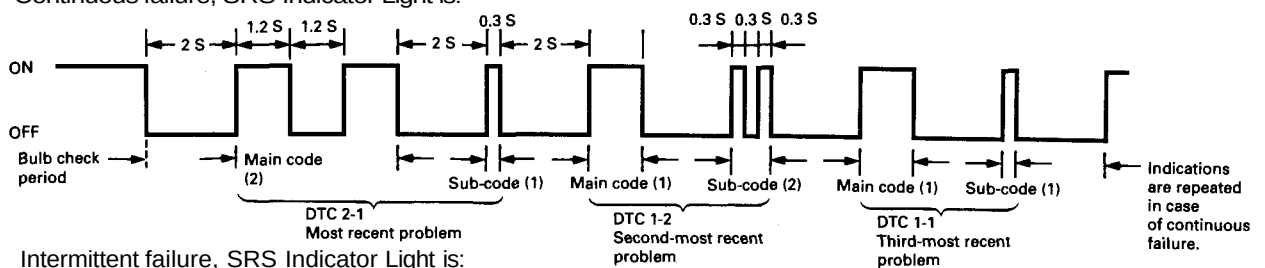


2. Turn the ignition switch ON (II). The SRS indicator light comes on for about twelve seconds and goes off. Then it will indicate the DTC:
 - The DTC consists of a main code and a sub-code.
 - Including the most recent problem, up to three different malfunctions can be indicated.
 - In case of a continuous failure, the DTC will be indicated repeatedly (see example 1 below).
 - In case of an intermittent failure, the SRS indicator light will indicate the DTC one time, then it will stay on (see example 2 below).
 - If both a continuous and an intermittent failure occur, both DTCs will be indicated as continuous failures.
 - In case the system is normal (no DTC), the SRS indicator light will start blinking continuous short blinks (see example 3).
3. Read the DTC.
4. Turn the ignition switch OFF, and wait for ten seconds. Then disconnect the SCS service connector from the service check connector (2P).

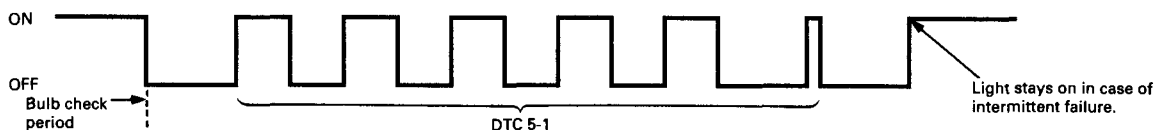
Examples of DTC Indications:

S: Second

1. Continuous failure, SRS Indicator Light is:



2. Intermittent failure, SRS Indicator Light is:



3. Normal (no failure), SRS Indicator Light is:



Troubleshooting - '95-96 Models

Troubleshooting Intermittent Failures

If there was a malfunction, but it doesn't recur, it will be stored in the memory as an intermittent failure, and the SRS indicator light comes on.

After checking the DTC, troubleshoot as follows:

1. Read the DTC (see "Reading the DTC").
2. Erase the DTC memory (see "Erasing the DTC Memory").
3. With the shift lever in neutral, turn the ignition switch ON (II), and let the engine idle.
4. Connect the SCS service connector to the service check connector. The SRS indicator light will blink continuous short blinks.



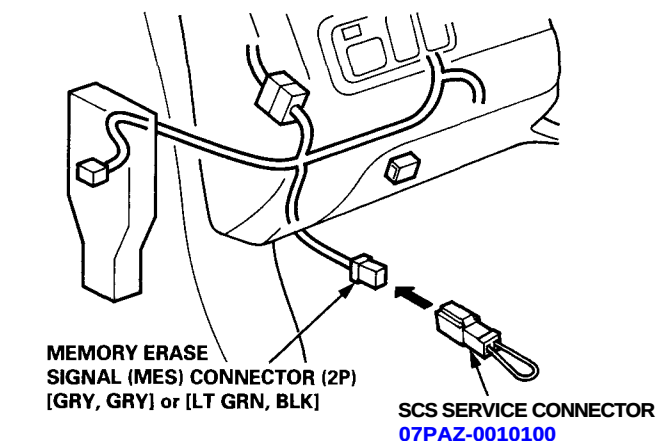
5. Shake the wire harness and the connector, and/or take a test-drive (quick acceleration, quick braking, cornering) to find the cause of the intermittent failure. If the problem recurs, the SRS indicator light will stop blinking and stay on.



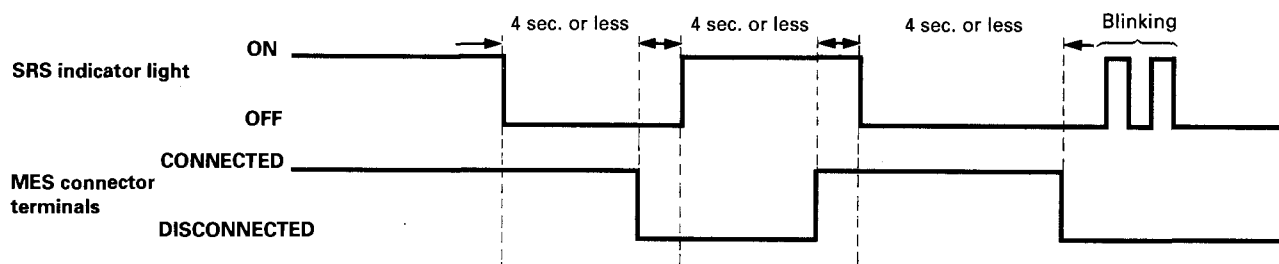
6. If you can't duplicate the intermittent failure, the system is OK at this time. Disconnect the SCS service connector.

Erasing the DTC Memory

To erase the DTC(s) from the SRS unit, use a Honda PGM Tester (see the Honda PGM Tester SRS Vehicle System Supplement), or the following procedure.



1. Make sure the ignition switch is OFF.
2. Connect the SCS service connector to the MES connector (2P). Do not use a jumper wire.
3. Turn the ignition switch ON (II).
4. The SRS indicator light comes on for about six seconds and goes off. Remove the SCS service connector from the MES connector within four seconds after the SRS indicator light went off.
5. The SRS indicator light comes on again. Reconnect the SCS service connector to the MES connector (2P) within the four seconds after the SRS indicator light comes on.
6. The SRS indicator light goes off. Remove the SCS service connector from the MES connector (2P) within four seconds.
7. The SRS indicator light indicates that the memory is erased by blinking two times.
8. Turn the ignition switch OFF, and wait for ten seconds.





Diagnostic Trouble Code (DTC) Chart

SRS indicator light	DTC	Possible cause	Corrective action	See page
doesn't come on	none	Faulty SRS indicator light circuit	Troubleshooting	24-19
comes on	1-1	Open in the driver's airbag inflator or increased resistance	Troubleshooting	24-22
	1-2	Short to another wire in the driver's airbag inflator or decreased resistance		24-24
	1-3	Short to power in the driver's airbag inflator		24-26
	1-4	Short to ground in the driver's airbag inflator		24-28
	2-1	Open in the passenger's airbag inflator or increased resistance	Troubleshooting	24-30
	2-2	Short to another wire in the passenger's airbag inflator or decreased resistance		24-31
	2-3	Short to power in the passenger's airbag inflator		24-32
	2-4	Short to ground in the passenger's airbag inflator		24-33
	5-1	Internal failure of the SRS unit	SRS unit replacement	24-77
	10-1	SRS unit replacement code (SRS unit must be replaced)		
	9-1 none	Faulty SRS indicator light circuit Faulty SRS power supply system	Troubleshooting	24-34

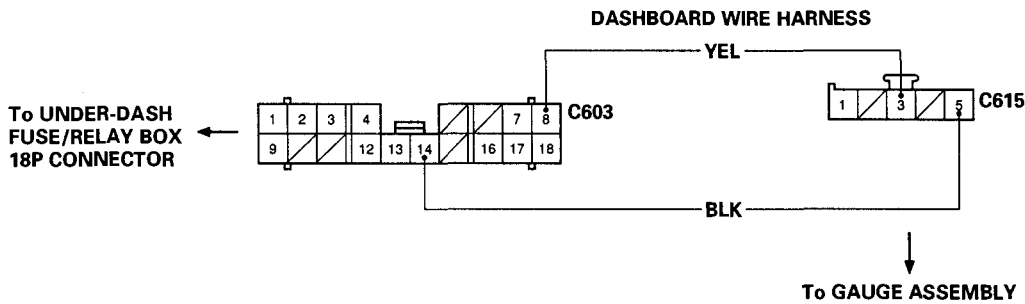
NOTE:

- In case DTC 5-1 is indicated, replace the SRS unit. If multiple DTCs including DTC 5-1 are indicated, first replace the SRS unit, then recheck the DTC indication.
- When you return the SRS unit in case of a warranty claim, do not erase the memory. The data will remain in the memory even when the ignition switch is turned off or if the battery is disconnected.
- If an intermittent failure occurs, DTC 9-1 will be indicated. In case of a continuous problem, there will be no DTC.

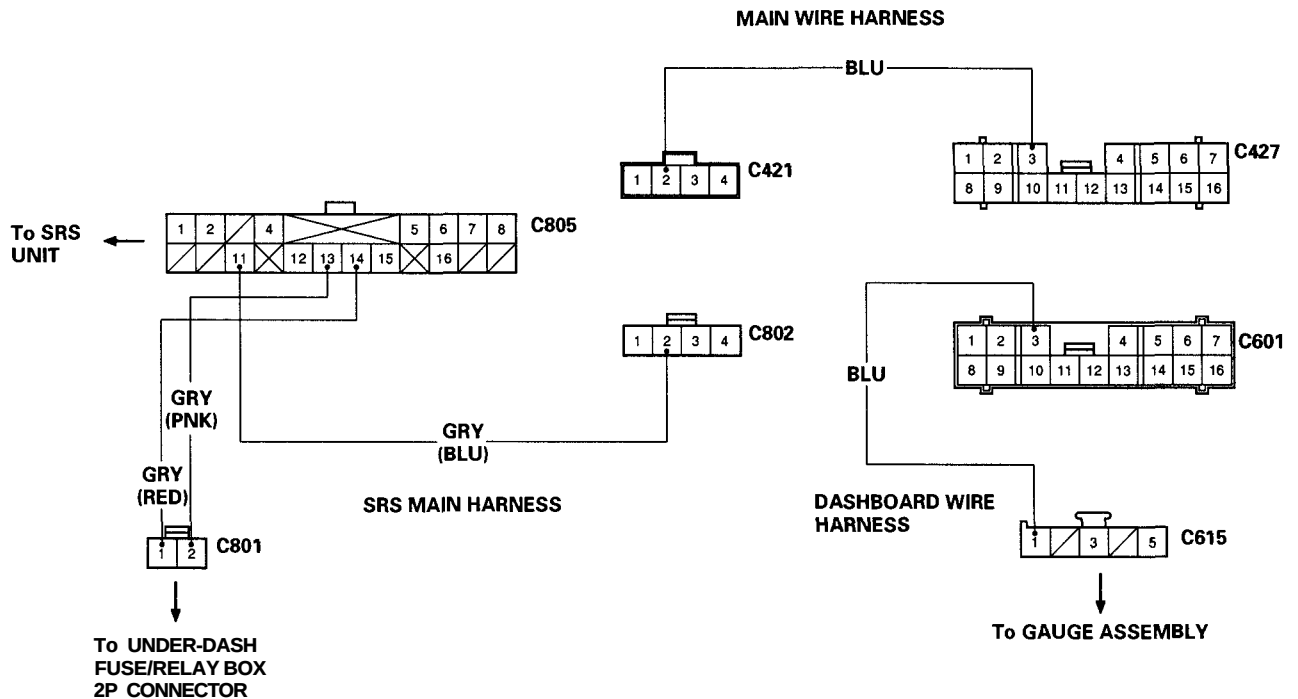
Troubleshooting - '95-96 Models

SRS Indicator Light Wire Connections

SRS Indicator Light Power Circuit

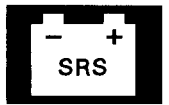


SRS Indicator Light Control Circuit



C421: MAIN WIRE HARNESS 4P CONNECTOR
 C427: MAIN WIRE HARNESS 16P CONNECTOR
 C601: DASHBOARD WIRE HARNESS 16P CONNECTOR
 C603: DASHBOARD WIRE HARNESS 18P CONNECTOR
 C615: DASHBOARD WIRE HARNESS 5P CONNECTOR

C801: SRS MAIN HARNESS 2P CONNECTOR
 C802: SRS MAIN HARNESS 4P CONNECTOR
 C805: SRS MAIN HARNESS 18P CONNECTOR



Troubleshooting - '97-98 Models

Self-diagnostic Procedures

The self-diagnostic function of the SRS system allows it to locate the causes of system problems and to store this information in memory. For easier troubleshooting, this data can be retrieved via a data link circuit.

- When you turn the ignition switch ON (II), the SRS indicator will come on. If it goes off after six seconds, the system is normal.
- If there is an abnormality, the system locates and defines the problem, stores this information in memory, and turns the SRS indicator light on.

NOTE: The data will remain in the memory even when the ignition switch is turned off or if the battery is disconnected.

- When you connect the SCS service connector to the service check connector (2P), and turn the ignition switch ON (II), the SRS indicator light will indicate the diagnostic trouble code (DTC) by the number of blinks.
- After reading and recording the DTC, proceed with the troubleshooting for this code.

Precautions

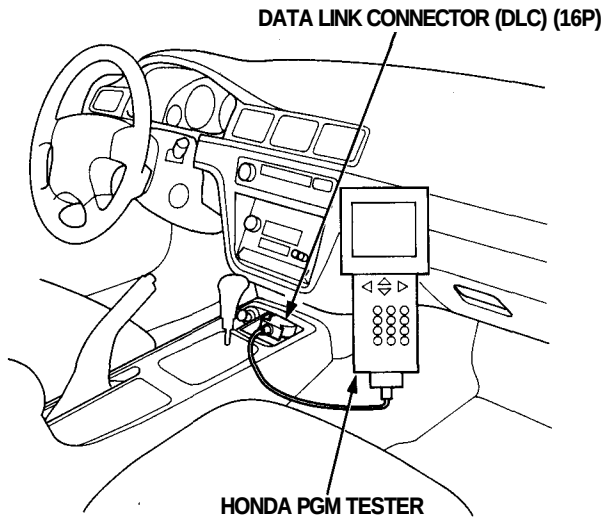
- Use only a digital multimeter to check the system. If it's not a Honda multimeter, make sure its output is 10 mA (0.01 A) or less when switched to the smallest value in the ohmmeter range. A tester with a higher output could damage the airbag circuit or cause accidental airbag deployment and possible injury.
- Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.
- Before you remove the SRS main harness, disconnect the driver's airbag connector, and the front passenger's airbag connector.
- Make sure the battery is sufficiently charged (see [section 23](#)). If the battery is dead or low, measuring values won't be correct.
- Do not touch a tester probe to the terminals in the SRS unit or harness connectors, and do not connect the terminals with a jumper wire. Use only the test harness and the SCS service connectors.
For backprobing spring-loaded lock type connectors, refer to [page 24-11](#).

Troubleshooting - '97-98 Models

Reading the DTC

When the SRS indicator light is on, read the DTC using one of these methods:

- A. Connect the Honda PGM Tester to the 16P Data Link Connector (DLC), and follow the tester's prompts. If the tester indicates no DTC, double-check by jumping the service check connector and watching the SRS indicator light (see page [24-39](#)).



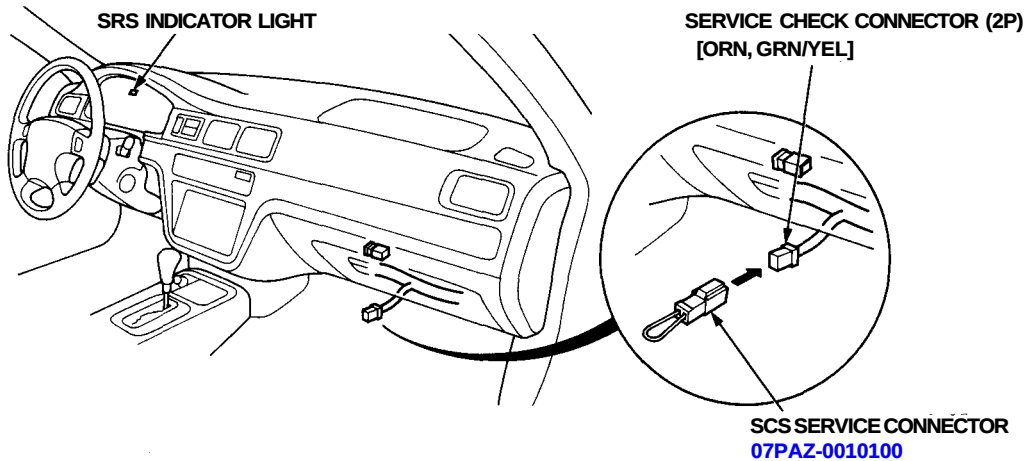
(cont'd)

Troubleshooting - '97-98 Models

Reading the DTC (cont'd)

- B. The SRS indicator light can also indicate the DTC by the number of blinks when the SCS service connector is connected to the service check connector (2P).

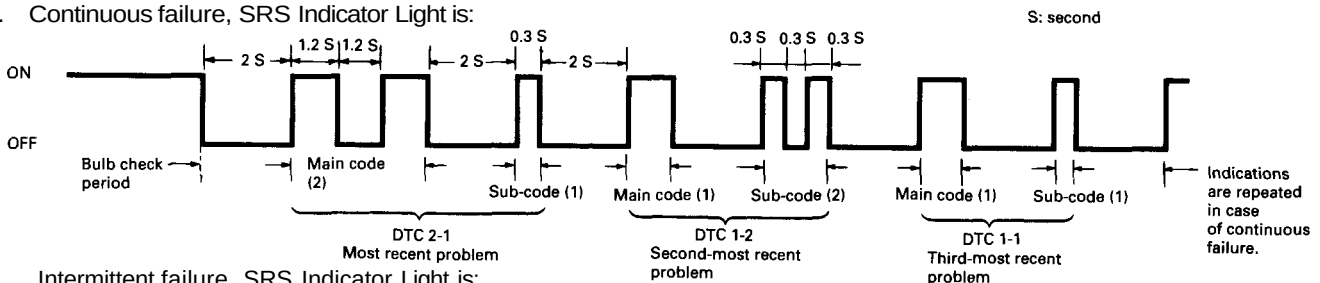
1. Turn the ignition switch OFF, and wait for ten seconds. Then connect the SCS service connector to the service check connector (2P). If you do not wait ten seconds, the SRS unit will not be completely reset and will not output DTCs.



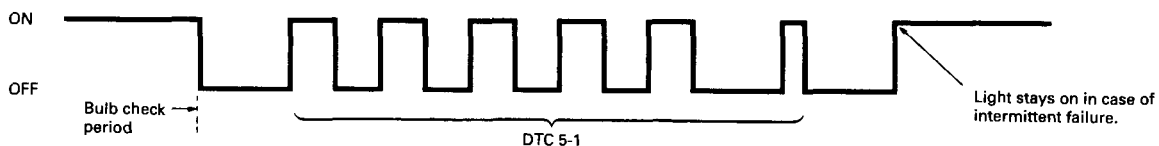
2. Turn the ignition switch ON (II). The SRS indicator light comes on for about six seconds and goes off. Then it will indicate the DTC:
 - The DTC consists of a main code and a sub-code.
 - Including the most recent problem, up to three different malfunctions can be indicated.
 - In case of a continuous failure, the DTC will be indicated repeatedly (see example 1 below).
 - In case of an intermittent failure, the SRS indicator light will indicate the DTC one time, then it will stay on (see example 2 below).
 - If both a continuous and an intermittent failure occur, both DTCs will be indicated as continuous failures.
 - In case the system is normal (no DTC), the SRS indicator light will stay on (see example 3).
3. Read the DTC.
4. Turn the ignition switch OFF, and wait for ten seconds. Then disconnect the SCS service connector from the service check connector (2P).

Examples of DTC Indications:

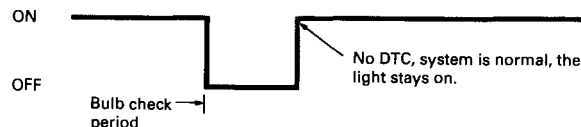
1. Continuous failure, SRS Indicator Light is:



2. Intermittent failure, SRS Indicator Light is:



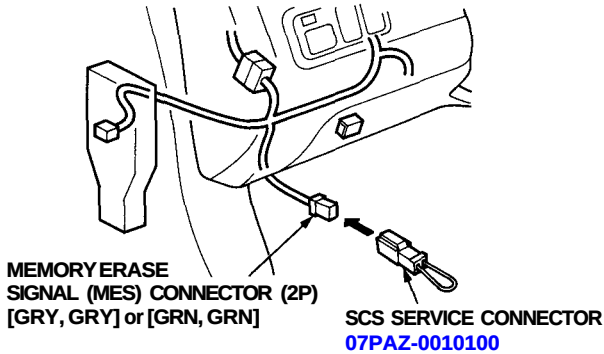
3. Normal (no failure), SRS Indicator Light is:



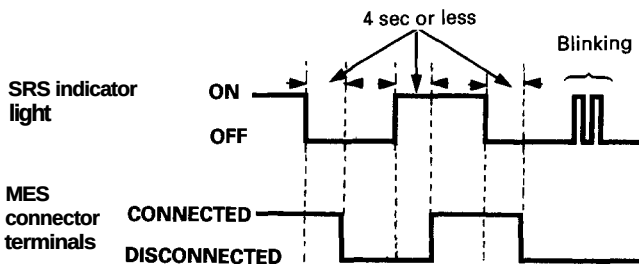
Erasing the DTC Memory

To erase the DTC(s) from the SRS unit, use a Honda PGM Tester (see the Honda PGM Tester SRS vehicle System Supplement) or the following procedure.

1. Make sure the ignition switch is OFF.
2. Connect the SCS service connector to the MES connector (2P). Do not use a jumper wire.



3. Turn the ignition switch ON (II).
4. The SRS indicator light comes on for about six seconds and goes off. Remove the SCS service connector from the MES connector (2P) within four seconds after the SRS indicator light went off.
5. The SRS indicator light comes on again. Reconnect the SCS service connector to the MES connector (2P) within the four seconds after the SRS indicator light comes on.
6. The SRS indicator light goes off. Remove the SCS service connector from the MES connector (2P) within four seconds.
7. The SRS indicator light indicates that the memory is erased by blinking two times.
8. Turn the ignition switch OFF, and wait for ten seconds.

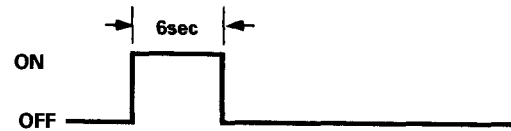


Troubleshooting Intermittent Failures

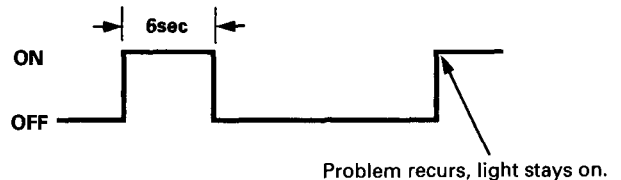
If there was a malfunction, but it doesn't recur, it will be stored in the memory as an intermittent failure, and the SRS indicator light comes on.

After checking the DTC, troubleshoot as follows:

1. Read the DTC (see "Reading the DTC").
2. Erase the DTC memory (see "Erasing the DTC Memory").
3. With the shift lever in neutral, turn the ignition switch ON (II), and let the engine idle.
4. The SRS indicator light comes on for about six seconds and goes off.



5. Shake the wire harness and the connector, take a test drive (quick acceleration, quick braking, cornering), and turn the steering wheel fully left and right, and hold it there for five to ten seconds to find the cause of the intermittent failure. If the problem recurs, the SRS indicator light will stay on.



6. If you can't duplicate the intermittent failure, the system is OK at this time.

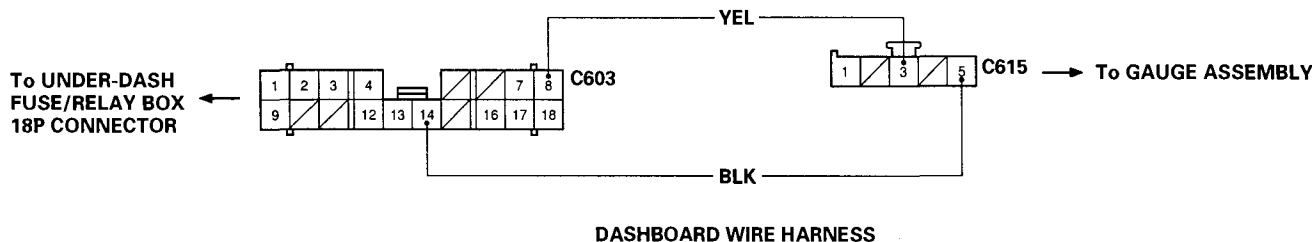
Troubleshooting - '97-98 Models

Diagnostic Trouble Code (DTC) Chart

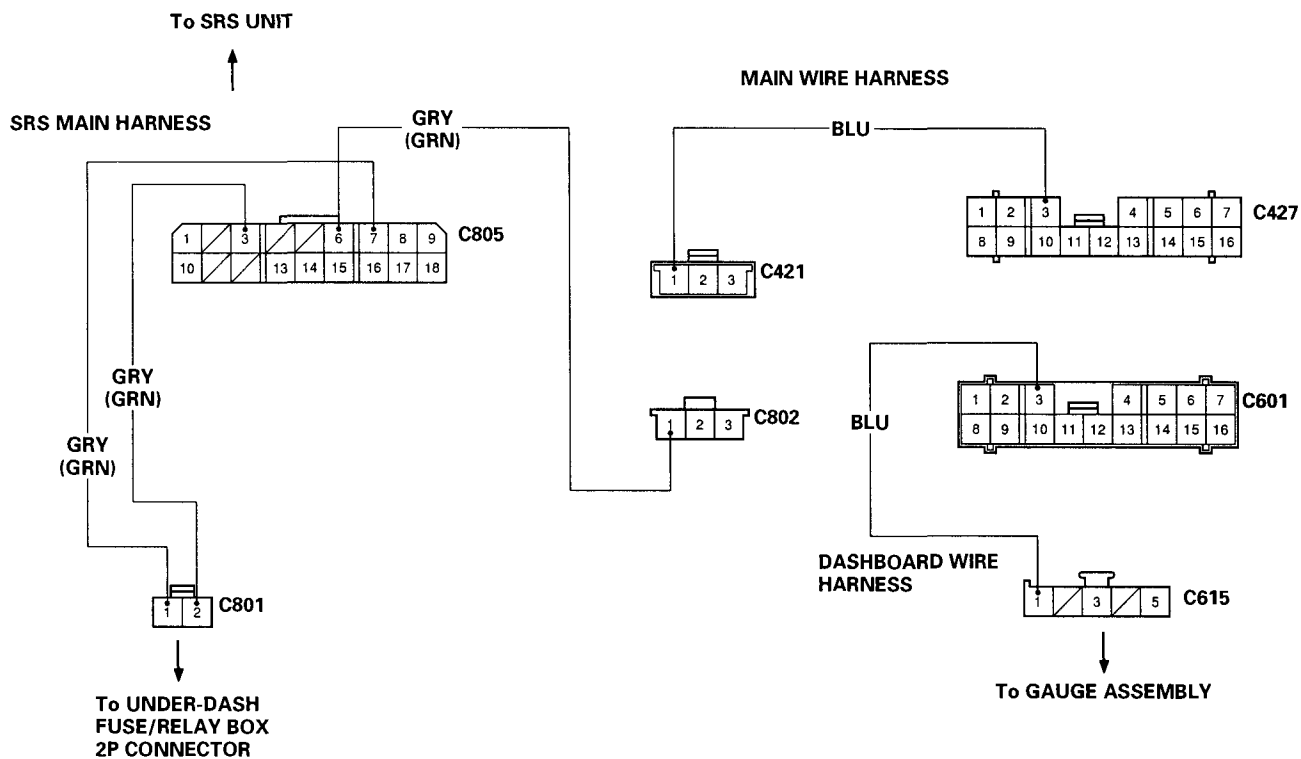
SRS indicator light	DTC	Possible cause	Corrective action	See page
doesn't come on	none	Faulty SRS indicator light circuit	Troubleshooting	24-44
comes on	1-1	Open in the driver's airbag inflator	Troubleshooting	24-47
	1-2	Increased resistance in the driver's airbag inflator		24-47
	1-3	Short to another wire in the driver's airbag inflator or decreased resistance		24-49
	1-4	Short to power in the driver's airbag inflator		24-51
	1-5	Short to ground in the driver's airbag inflator		24-53
	2-1	Open in the passenger's airbag inflator	Troubleshooting	24-55
	2-2	Increased resistance in the passenger's airbag inflator		24-55
	2-3	Short to another wire in the passenger's airbag inflator or decreased resistance		24-56
	2-4	Short to power in the passenger's airbag inflator		24-57
	2-5	Short to ground in the passenger's airbag inflator		24-59
	5-1	Internal failure of the SRS unit	SRS unit replacement	24-77
	5-2			
	5-3			
	5-4			
	5-5			
	6-1	Internal failure of the SRS unit	SRS unit replacement	24-77
	6-2			
	6-3			
	6-4			
	7-1	Internal failure of the SRS unit	SRS unit replacement	24-77
	7-2			
	7-3			
	8-1	Internal failure of the SRS unit	SRS unit replacement	24-77
	8-2			
	8-3			
	8-4			
	8-5			
	8-6			
	9-1 or no code	Faulty SRS indicator circuit or internal failure of the SRS unit	Troubleshooting	24-60
	9-2	Faulty SRS power supply (VB line)		24-65
	10-1	SRS unit replacement code (SRS unit must not be used any longer)	SRS unit replacement	24-77

SRS Indicator Light Wire Connections

SRS Indicator Light Power Circuit



SRS Indicator Light Control Circuit



C421 MAIN WIRE HARNESS 3P CONNECTOR
 C427 MAIN WIRE HARNESS 16P CONNECTOR
 C601 DASHBOARD WIRE HARNESS 16P CONNECTOR
 C603 DASHBOARD WIRE HARNESS 18P CONNECTOR
 C615 DASHBOARD WIRE HARNESS 5P CONNECTOR

C801 : SRS MAIN HARNESS 2P CONNECTOR
 C802 : SRS MAIN HARNESS 3P CONNECTOR
 C805 : SRS MAIN HARNESS 18P CONNECTOR

Airbag

Replacement

After a collision in which the airbags were deployed, the airbag assemblies and the SRS unit must be replaced.

⚠ 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:

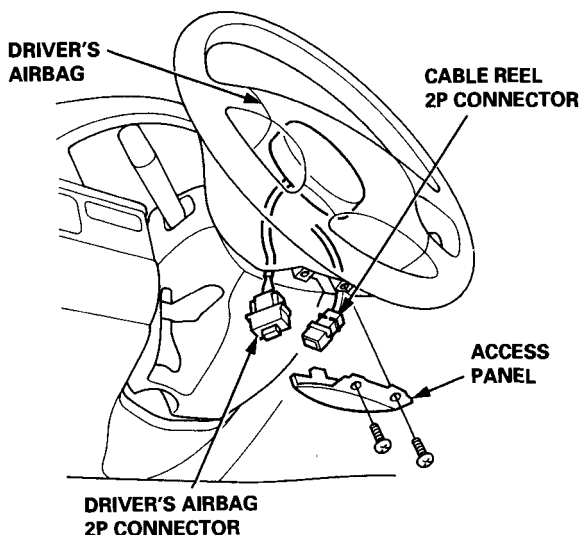
- Always disconnect the airbag connectors when the SRS main harness is disconnected.
- '95-96 Models: Always keep the short connector (RED) on the passenger's airbag when the harness is disconnected.
- Do not disassemble or tamper with the airbag.

NOTE:

- Do not install used SRS parts from another vehicle. When repairing, use only new SRS parts.
 - Carefully inspect the airbag before you install it. Do not install an airbag that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.
1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's pre-set buttons.
 2. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
 3. Disconnect the airbag connectors:

Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.



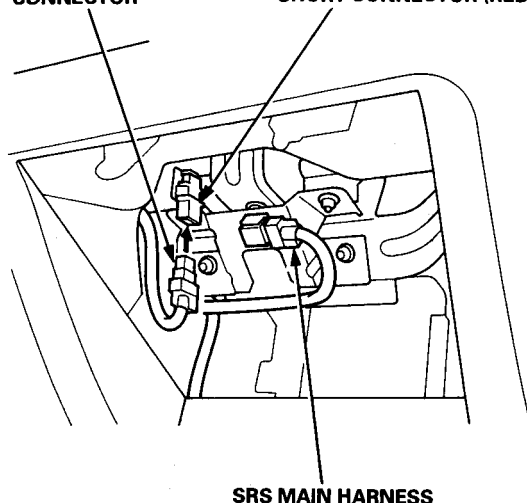
Front Passenger's Side:

'95-96 Models:

- Remove the glove box, then remove the short connector (RED) from its holder.
- Disconnect the 3P connector between the front passenger's airbag and SRS main harness, then connect the short connector (RED) to the airbag side of the connector.

FRONT PASSENGER'S AIRBAG 3P CONNECTOR

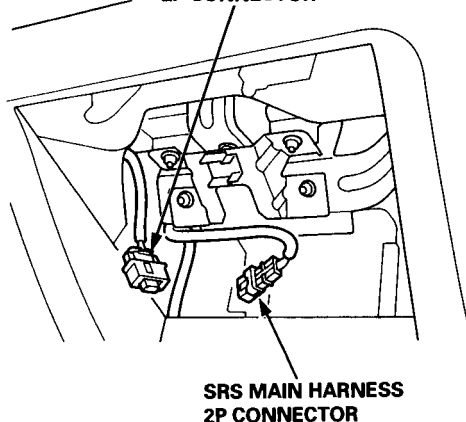
SHORT CONNECTOR (RED)



'97-98 Models:

- Remove the glove box.
- Disconnect the 2P connector between the front passenger's airbag and SRS main harness.

FRONT PASSENGER'S AIRBAG 2P CONNECTOR



(cont'd)

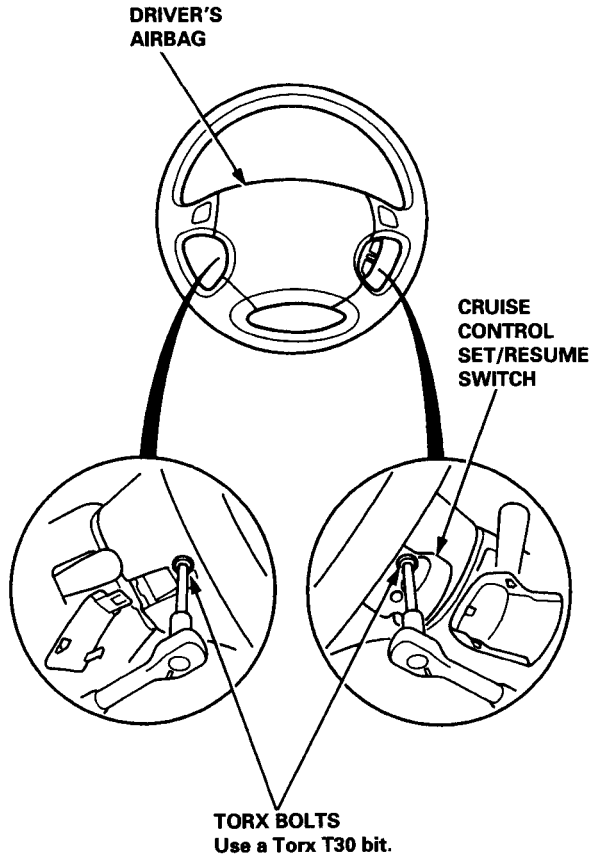
Airbag

Replacement (cont'd)

4. Remove the airbags:

Driver's Side:

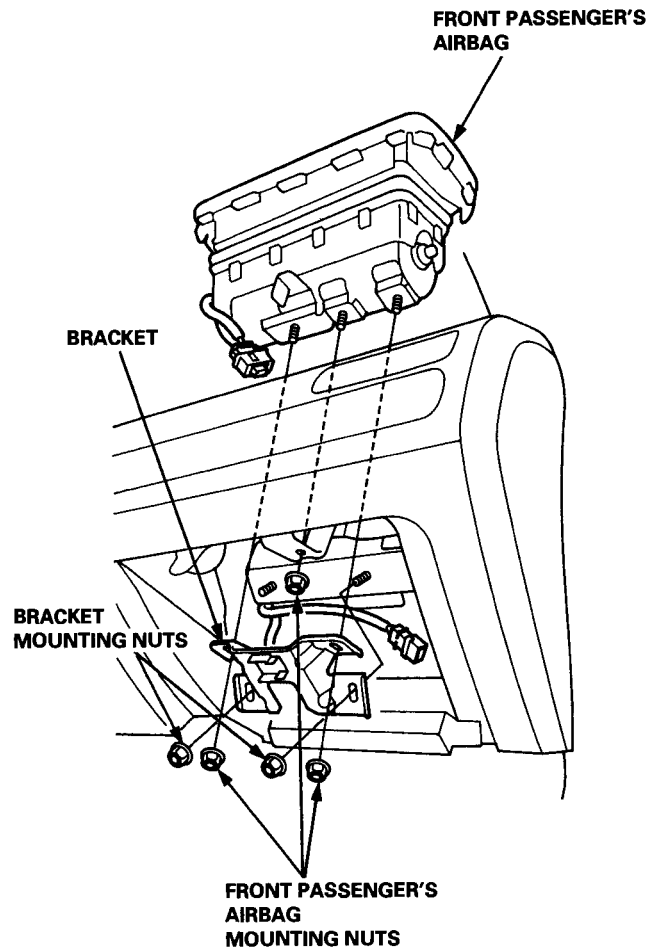
- Remove the two Torx bolts using a Torx T30 bit, then remove the driver's airbag.



Front Passenger's Side:

- Remove the four mounting nuts from the bracket.
- Remove the bracket and one mounting nut, then lift the front passenger's airbag out of the dashboard.

NOTE: The lid of the airbag has pawls on its side which attach it to the dashboard. To remove the airbag, cover the lid and dashboard with a cloth, and pry carefully with a flat tip screwdriver.



CAUTION: Be sure to install the SRS wiring so that it is not pinched or interfering with other parts.

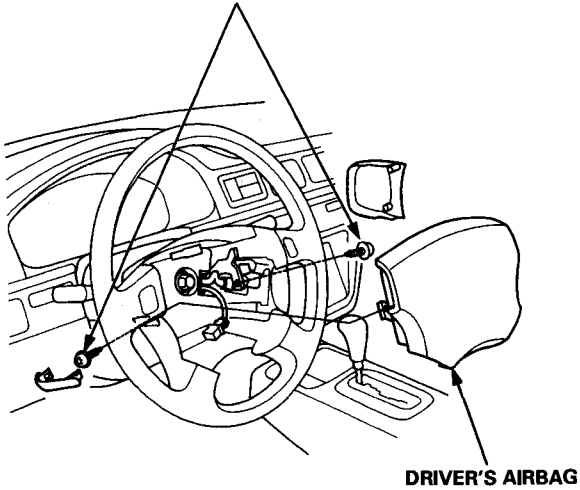
5. Install the new airbags:

Driver's Side: Place the driver's airbag in the steering wheel, and secure it with new Torx bolts.

Front Passenger's Side:

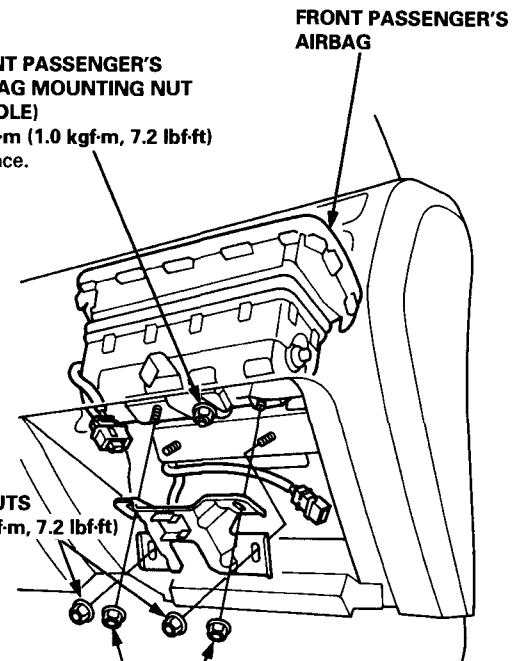
- Place the front passenger's airbag into the dash-board.
- Tighten the middle airbag mounting nut, then install the bracket and four mounting nuts.
- Tighten the two outer airbag mounting nuts first, then tighten the two bracket mounting nuts.

TORX BOLTS
9.8 N·m (1.0 kgf·m, 7.2 lbf·ft)
Replace.
Use a Torx T30 bit.



**FRONT PASSENGER'S
AIRBAG MOUNTING NUT
(MIDDLE)**
9.8 N·m (1.0 kgf·m, 7.2 lbf·ft)
Replace.

**BRACKET
MOUNTING NUTS**
9.8 N·m (1.0 kgf·m, 7.2 lbf·ft)
Replace.



**FRONT PASSENGER'S
AIRBAG
MOUNTING NUTS**
9.8 N·m (1.0 kgf·m, 7.2 lbf·ft)
Replace.

(cont'd)

Airbag

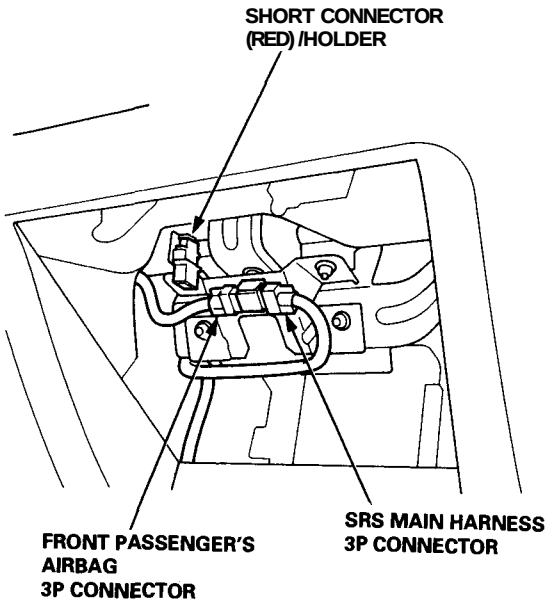
Replacement (cont'd)

6. Reconnect the airbag connectors.

Front Passenger's Side:

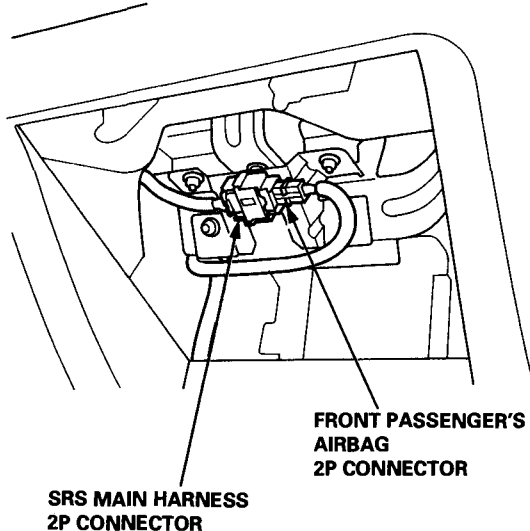
'95-96 Models:

- Attach the short connector (RED) to the connector holder, then reinstall the glove box.



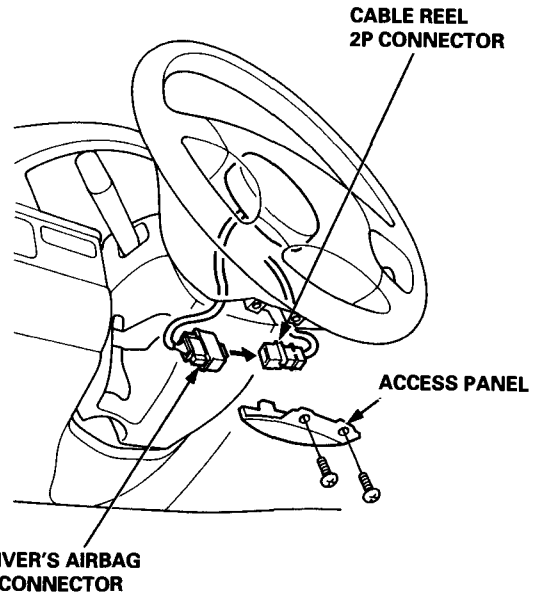
'97-98 Models:

- Attach the airbag connector to the connector holder, then install the glove box.



Driver's Side:

- Connect the driver's airbag 2P connector to the cable reel 2P connector, then install the access panel on the steering wheel.



- Connect the battery positive cable, then connect the negative cable.
- After installing the airbag, confirm proper system operation:
 - Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.
 - Make sure both horn buttons work.
 - Take a test-drive, and make sure the cruise control switches work.
- Enter the anti-theft code for the radio, then enter the customer's radio station presets.

Disposal

Before scrapping any airbags (including those in a whole vehicle to be scrapped), the airbags must be deployed. If the vehicle is still within the warranty period, before you deploy the airbags, the Acura District Technical Manager must give approval and/or special instructions. Only after the airbags have been deployed (as the result of vehicle collision, for example), can they be scrapped. If the airbags appear intact (not deployed), treat them with extreme caution. Follow this procedure:

Deploying the Airbags: In-vehicle

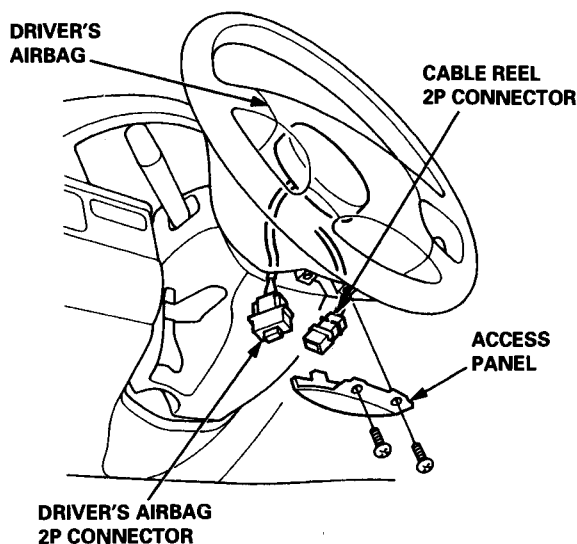
NOTE: If an SRS vehicle is to be entirely scrapped, its airbags should be deployed while still in the vehicle. The airbags should not be considered as salvageable parts and should never be installed in another vehicle.

⚠ WARNING Confirm that each airbag assembly is securely mounted; otherwise, severe personal injury could result from deployment.

1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons.
2. Disconnect the battery negative cable, then disconnect the positive cable.
3. Confirm that the special tool is functioning properly by following the check procedure on the label on the tool or the procedure on page [24-72](#).

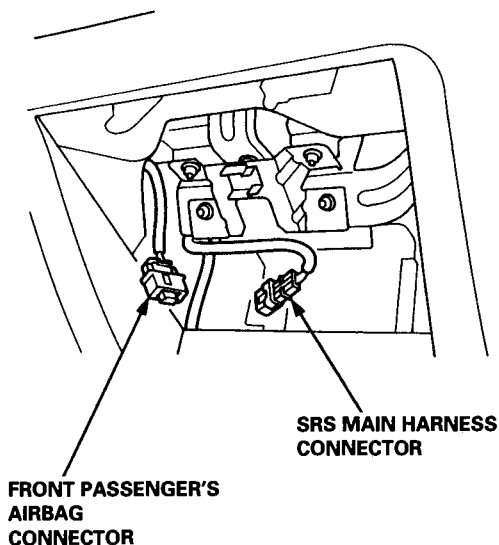
Driver's Airbag:

4. Remove the access panel, then disconnect the 2P connector between the driver's airbag and the cable reel.

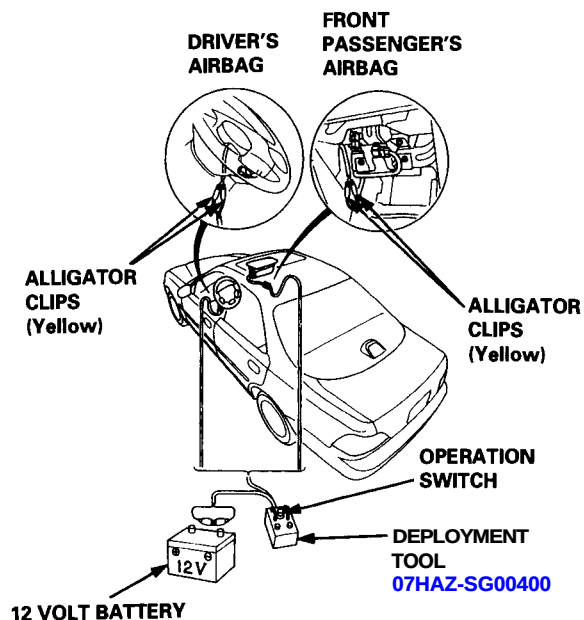


Front Passenger's Airbag:

5. Remove the glove box, then disconnect the connector between the front passenger's airbag and SRS main harness.



6. Cut off the airbag connector, strip the ends of the airbag wires, and connect the special tool alligator clips to the airbag. Place the special tool approximately thirty feet (10 meters) away from the airbag.



(cont'd)

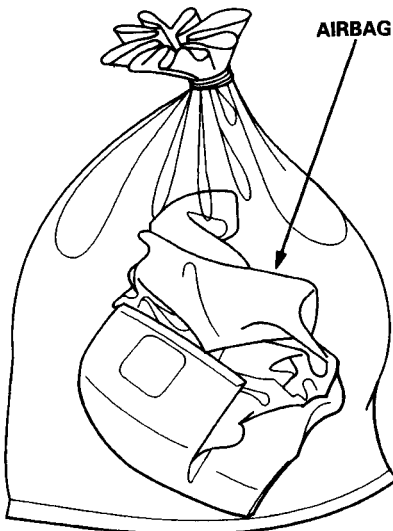
Airbag

Disposal (cont'd)

7. Connect a 12 volt battery to the tool:
 - If the green light on the tool comes on, the airbag igniter circuit is defective and cannot deploy the airbag. Go to Damaged Airbag Special Procedure.
 - If the red light on the tool comes on, the airbag is ready to be deployed.
8. Push the tool's deployment switch. The airbag should deploy (deployment is both highly audible and visible a loud noise and rapid inflation of the bag, followed by slow deflation).
 - If audible/visible deployment happens, and the green light on the tool comes on, continue with this procedure.
 - If the airbag doesn't deploy, yet the green light comes ON, its igniter is defective. Go to Damaged Airbag Special Procedure.
 - During deployment, the airbag can become hot enough to burn you. Wait thirty minutes after deployment before touching the airbag.
9. Dispose of the complete airbag. No part of it can be reused. Place it in a sturdy plastic bag, and seal it securely.

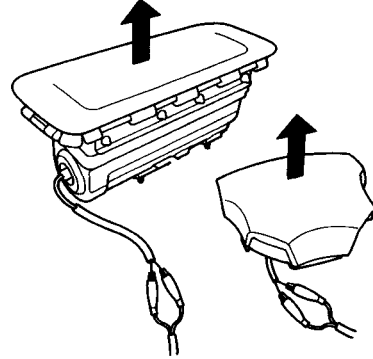
CAUTION:

- **Wear a face shield and gloves when handling a deployed airbag.**
- **Wash your hands and rinse them well with water after handling a deployed airbag.**



Deploying the Airbag: Out-of-vehicle

If an intact airbag has been removed from a scrapped vehicle, or has been found defective or damaged during transit, storage or service, it should be deployed as follows:



1. Confirm that the special tool is functioning properly by following the check procedure on this page or on the tool label.
2. Position the airbag face up, outdoors on flat ground at least thirty feet (10 m) from any obstacles or people.
3. Follow steps 5, 6, 7, and 8 of the in-vehicle deployment procedure.

Damaged Airbag Special Procedure

⚠ WARNING If an airbag 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 vehicle, follow the removal procedure on page 24-67.
2. In all cases, make a short circuit by twisting together the two airbag inflator wires.
3. Package the airbag in exactly the same packaging that the new replacement part came in.
4. Mark the outside of the box "DAMAGED AIRBAG NOT DEPLOYED" so it does not get confused with your parts stock.
5. Contact your Acura District Technical Manager for how and where to return it 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 the tool is OK; red means the tool is faulty.
3. Disconnect the battery and the yellow clips.

Cable Reel

Replacement

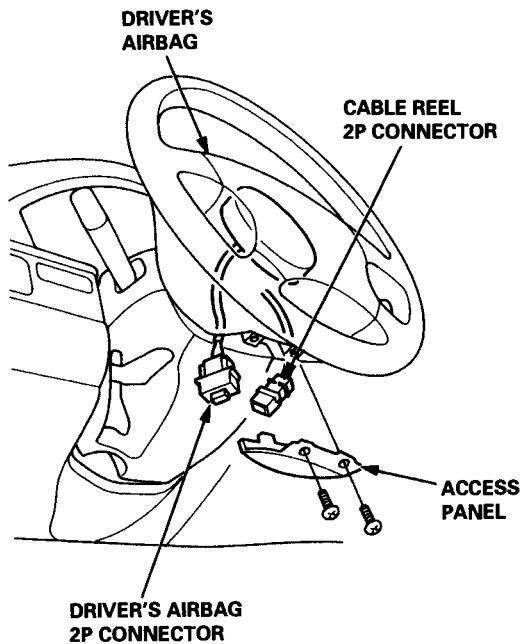
⚠ WARNING Store a removed airbag with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

CAUTION:

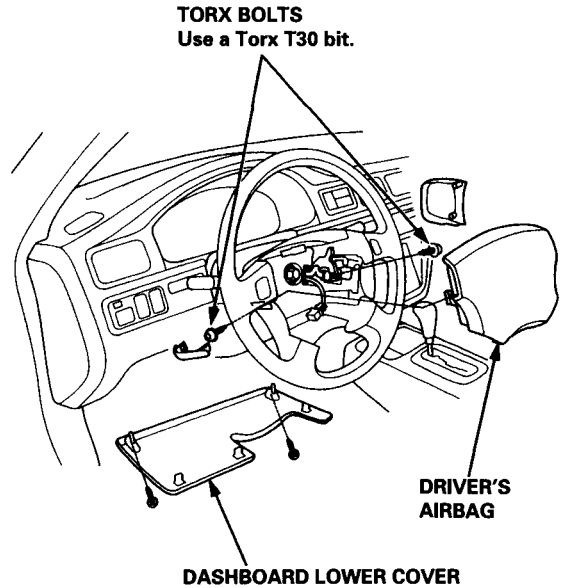
- Always disconnect the airbag connector when the SRS main harness is disconnected.
- Do not disassemble or tamper with the airbag.

NOTE: Carefully inspect the airbag before installing it. Do not install an airbag that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons.
2. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
3. Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.



4. Make sure the wheels are aligned straight ahead.
5. Remove the dashboard lower cover.
6. Remove the driver's airbag assembly from the steering wheel (two T30 Torx bolts).

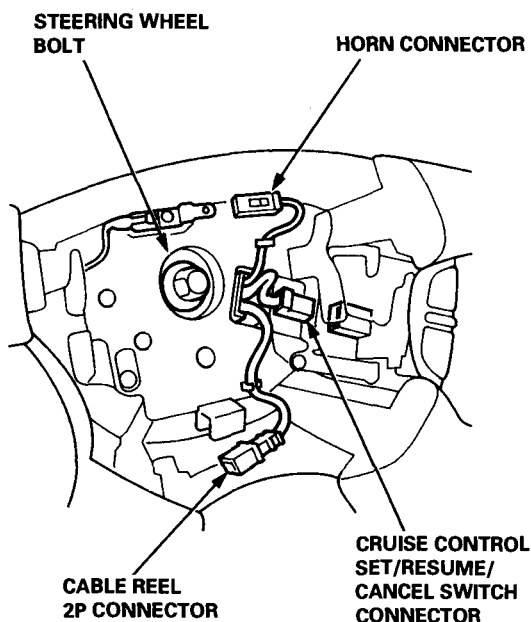


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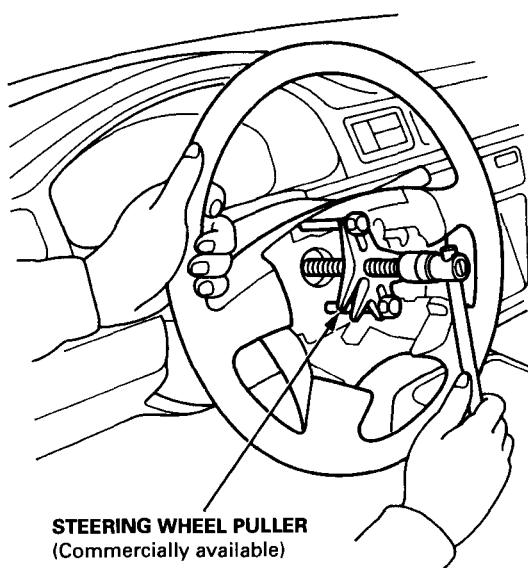
Cable Reel

Replacement (cont'd)

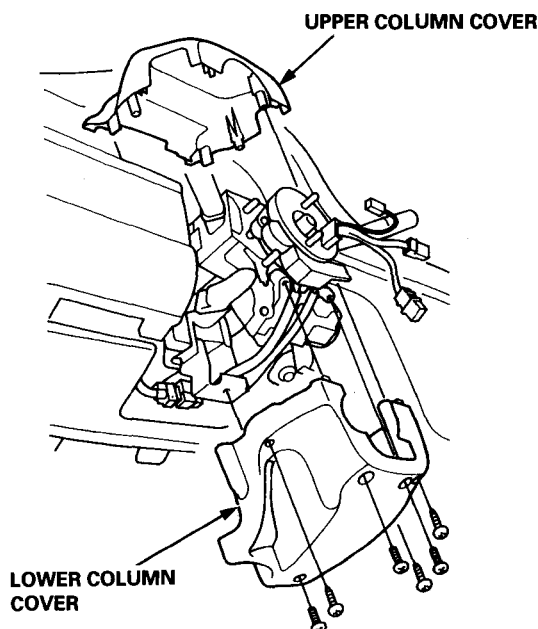
7. Disconnect the connectors from the horn and cruise control set/resume/cancel switches, then remove the steering wheel bolt.



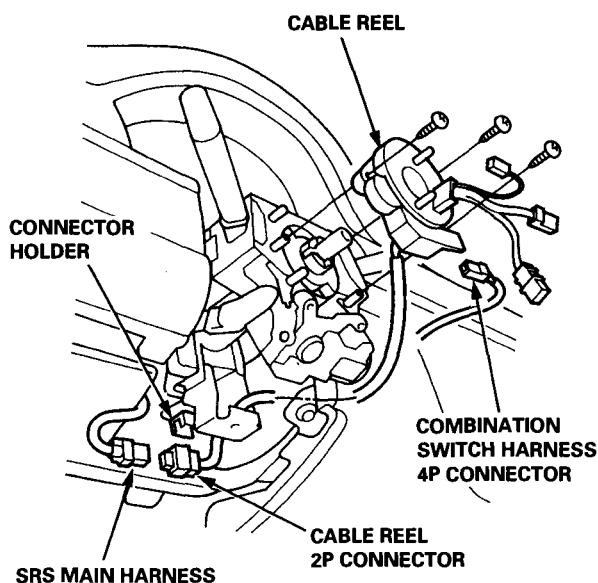
8. Remove the steering wheel with a steering wheel puller.



9. Remove the steering column covers.



10. Disconnect the 4P connector between the cable reel and combination switch harness, and the 2P connector between the cable reel and SRS main harness.

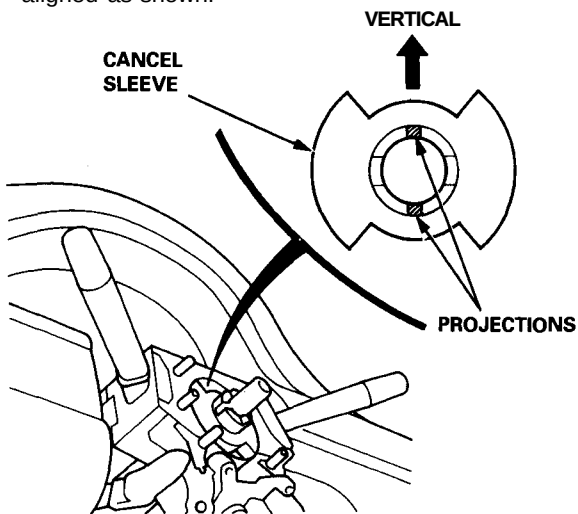


11. Remove the cable reel from the column.

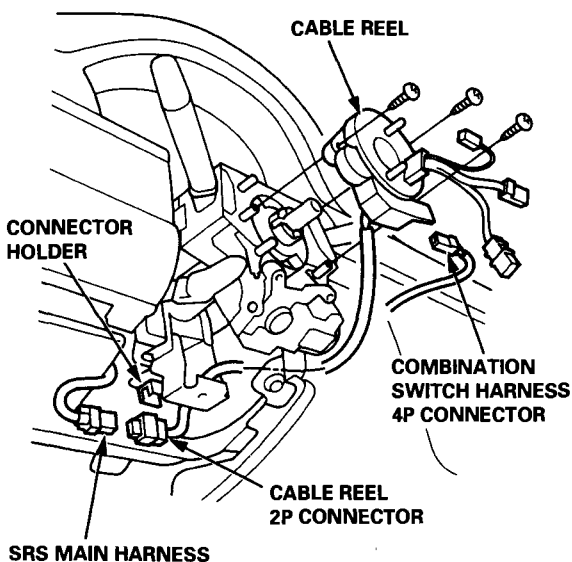
NOTE:

- Before installing the steering wheel, the front wheels should be aligned straight ahead.
- Be sure to install the harness wires so that they are not pinched or interfering with other parts.
- After reassembly, confirm that the wheels are still turned straight ahead and that the steering wheel spoke angle is correct (road test). If minor spoke angle adjustment is necessary, do so only by adjusting the tie-rods, not by removing and repositioning the steering wheel.

12. Set the cancel sleeve so that the projections are aligned as shown.



13. Carefully install the cable reel on the steering column shaft. Then connect the 4P connector to the cable reel, and connect the 2P connector to the SRS main harness.

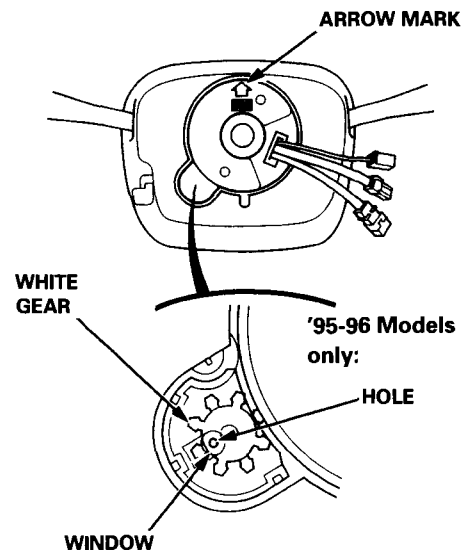


14. Install the steering column covers.

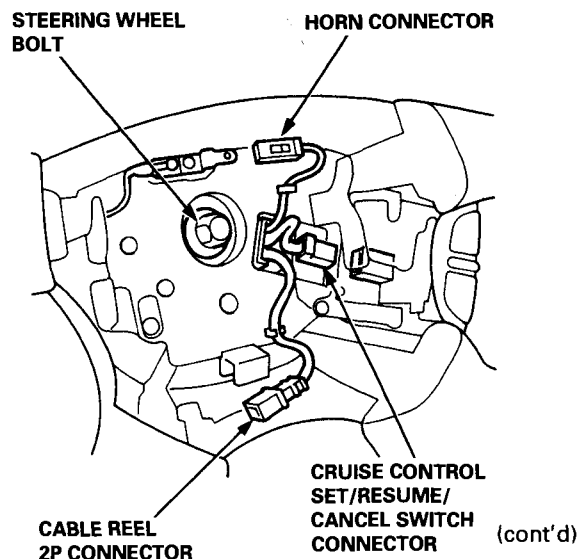
15. If necessary, center the cable reel. (New replacement cable reels come centered.) '97-98 Models: Rotate the cable reel clockwise until it stops. Then rotate it counterclockwise (approximately two and a half turns) until the arrow mark on the cable reel label points straight up.

'95-96 Models: Rotate the cable reel clockwise until it stops.

Then rotate it counterclockwise (approximately two turns) until the hole in the white gear lines up with the window on the cover and the arrow mark on the cable reel label points straight up.



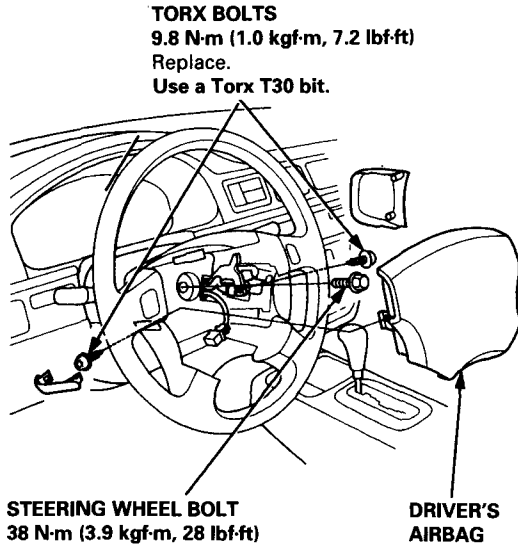
16. Install the steering wheel, then connect the horn connector and cruise control set/resume/cancel switch connector.



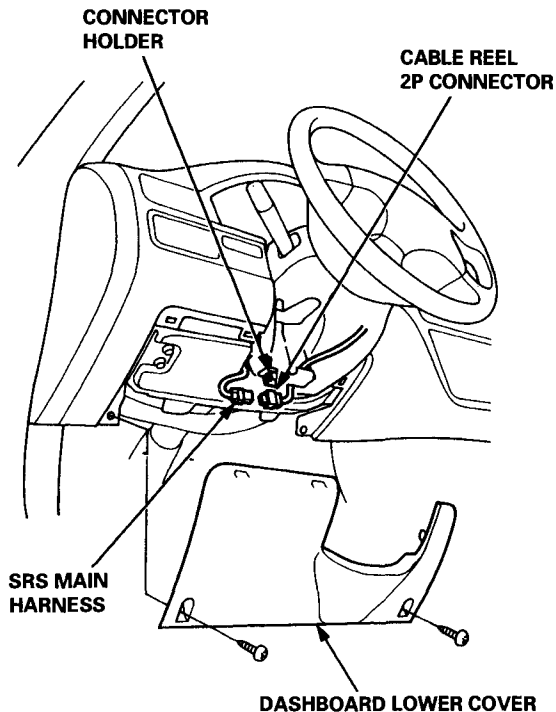
Cable Reel

Replacement (cont'd)

17. Tighten the steering wheel bolt to the specified torque. Then install the driver's airbag.



18. Attach the cable reel 2P connector to the connector holder. Then install the dashboard lower cover.



19. Reconnect the driver's airbag 2P connector to the cable reel 2P connector, and reinstall the access panel on the steering wheel.
20. Reconnect the battery positive cable, then the negative cable.
21. After installing the cable reel, confirm proper system operation:
- Turn the ignition ON (II); the SRS indicator light should come on for about six seconds and then go off.
 - Make sure both horn buttons work.
 - Make sure the headlight and wiper switches work.
 - Go for a test drive, and make sure the cruise control switches work.
22. Enter the anti-theft code for the radio, then enter the customer's radio station presets.

SRS Unit

Replacement

CAUTION:

- During installation or replacement, do not bump (impact wrench, hammer etc.) the area near the SRS unit.
- Do not damage the SRS unit terminals or connectors.
- Do not disassemble the SRS unit; it has no serviceable parts.
- Store the SRS unit 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.

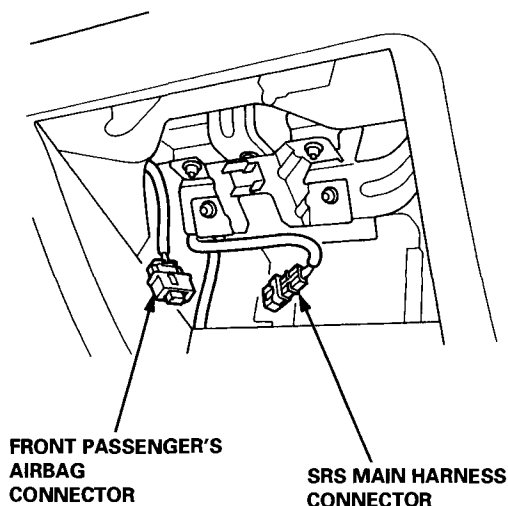
1. Make sure you have the anti-theft code for the radio, then write down the frequencies for the radio's preset buttons.
2. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
3. Disconnect the airbag connectors.

Driver's Side:

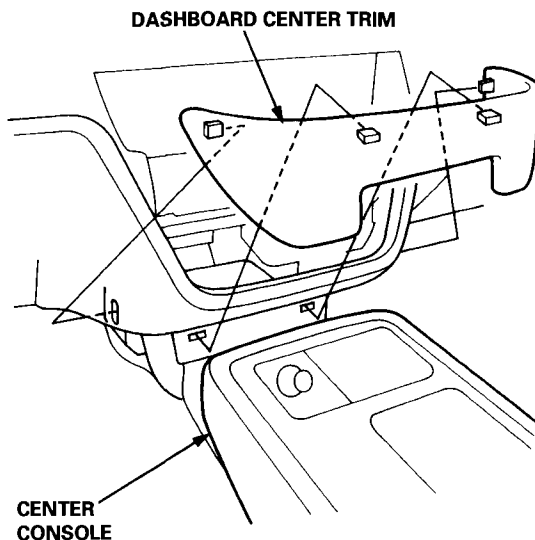
- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel (see page 24-12).

Front Passenger's Side:

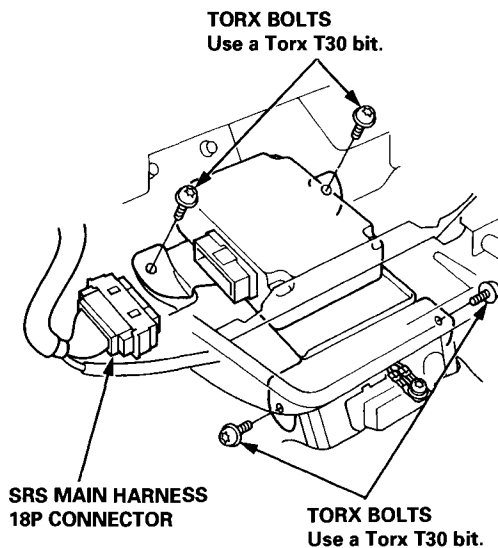
- Remove the glove box.
- Disconnect the connector between the front passenger's airbag and SRS main harness. On '95-96 models, connect the short connector to the front passenger's airbag connector.



4. Remove the radio panel (see [section 23](#)).
5. Remove the center console and dashboard center trim.



6. Disconnect the SRS main harness 18P connector from the SRS unit.
7. Remove the four Torx bolts from the SRS unit, then pull the SRS unit out of the dashboard.



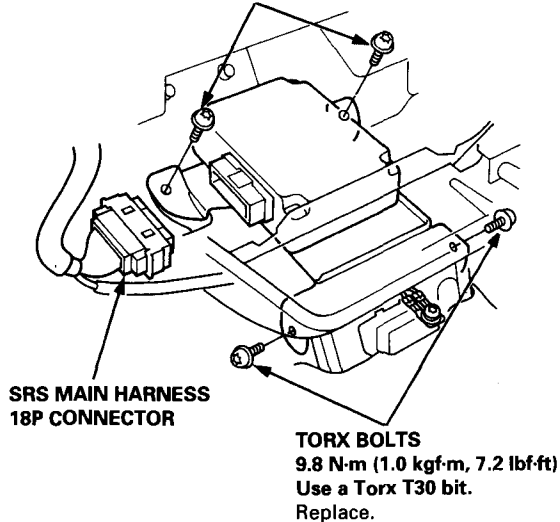
(cont'd)

SRS Unit

Replacement (cont'd)

8. Install the new SRS unit.

TORX BOLTS
9.8 N·m (1.0 kgf·m, 7.2 lbf·ft)
Use a Torx T30 bit.
Replace.



9. Connect the SRS main harness 18P connector to the SRS unit, then push it into position until it clicks.
10. Reinstall the radio panel bracket and radio panel assembly.
11. Reinstall the dashboard center trim and center console.

12. Reconnect the driver's airbag 2P connector to the cable reel 2P connector, and reinstall the access panel on the steering wheel.
13. Reconnect the front passenger's airbag connector to the SRS main harness, then reinstall the glove box.
14. Reconnect the battery positive cable, then the negative cable.
15. After installing the SRS unit, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.
16. Enter the anti-theft code for the radio, then enter the customer's radio station presets.

SUPPLEMENTAL RESTRAINT SYSTEM

The Acura TL SRS includes a driver's airbag located in the steering wheel hub and a passenger's airbag located in the dashboard above the glove box. Information necessary to safely service the SRS is included in this Service Manual. Items marked with an asterisk (*) on the contents page include, or are located near, SRS components. Servicing, disassembling or replacing these items will require special precautions and tools, and should therefore be done by an authorized Honda dealer.

WARNING

- **To avoid rendering the SRS inoperative, which could lead to personal injury or death in the event of a severe frontal collision, all SRS service work must be performed by an authorized Honda dealer.**
- **Improper service procedures, including incorrect removal and installation of the SRS, could lead to personal injury caused by unintentional activation of the front airbags, seat belt tensioners, and side airbags ('99-01 models).**
- **Do not bump the SRS unit. Otherwise, the system may fail in a collision, or the airbags may deploy when the ignition switch is ON (II).**
- **All SRS electrical wiring harnesses are covered with yellow insulation. Related components are located in the steering column, front console, dashboard, dashboard lower panel, in the dashboard above the glove box. Do not use electrical test equipment on these circuits.**

NOTE: The original radio has a coded theft protection circuit. Be sure to get the customer's code number before

- disconnecting the battery.
- removing the No. 39 (10A) fuse from the under-hood fuse/relay box.
- removing the radio.

After service, reconnect power to the radio and turn it on. When the word "CODE" is displayed, enter the customer's 5-digit code to restore radio operation.

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