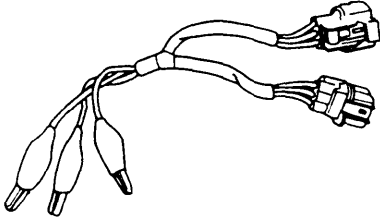


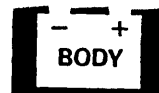
Body Electrical

Special Tools	23-2	Ignition System	Section 4
Troubleshooting		*Integrated Control Unit	23-62
Tips and Precautions	23-3	Interlock System	Section 14
Five-step Troubleshooting	23-5	*Keyless Entry System	23-125
Wire Color Codes	23-5	Lighting System	23-67
Relay and Control Unit Locations		Lights, Exterior	
Engine Compartment	23-6	Back-up Lights	23-79
Dashboard	23-7	Brake Lights	23-80
Dashboard and Door	23-8	Daytime Running Lights	23-70
Floor and Rear	23-10	Front Turn Signal Lights	23-78
Index to Circuits and Systems		Headlights/Front Parking Lights	23-72
Accessory Power Socket	23-124	High Mount Brake Light	23-81
*Airbags	Section 24	License Plate Lights	23-75
Air Conditioning	Section 21	Taillights	23-74
Alternator	Section 4	Lights, Interior	23-84
Anti-lock Brake System (ABS)	Section 19	Moonroof	23-119
*A/T Gear Position Indicator	Section 14	Power Distribution	23-39
Automatic Transmission System	Section 14	Power Mirrors	23-102
Battery	23-50	Power Relays	23-46
Blower Controls	Section 21	Power Windows	23-111
Charging System	Section 4	*Rear Window Defogger	23-98
Connector Identification and Wire Harness		*Security Alarm System	23-125
Routing	23-11	Starting System	Section 4
Clock	23-94	*Stereo Sound System	23-88
Cruise Control	Section 4	*Supplemental Restraint System (SRS)	Section 24
Dash Lights Brightness Controller	23-82	Turn Signal/Hazard Flasher System	23-76
Fan Controls	Section 10	*Under-dash Fuse/Relay Box	23-45
Fuel Pump	Section 11	Vehicle Speed Sensor (VSS)	23-60
Fuses	23-36	*Wiper/Washer	23-107
PGM-FI Control System	Section 11		
*Gauges			
Circuit Diagram	23-54		
Fuel Gauge	Section 11		
Speedometer	23-53		
Ground Distribution	23-42		
Heater Controls	Section 21		
*Horns	23-95		
*Ignition Switch	23-48		

Special Tools

Ref. No.	Tool Number	Description	Qty	Page Reference
①	07LAJ – PT3020A	Test Harness	1	23-60
 ①				

Troubleshooting



Tips and Precautions

Before Troubleshooting

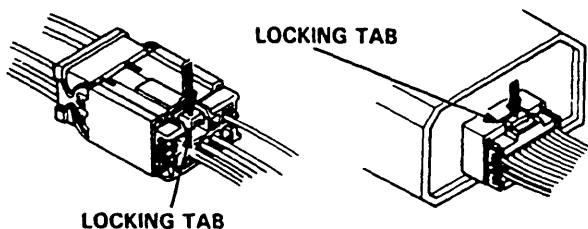
- Check applicable fuses in the appropriate fuse/relay box.
- Check the battery for damage, state of charge, and clean and tight connections.
- Check the alternator belt tension.

CAUTION:

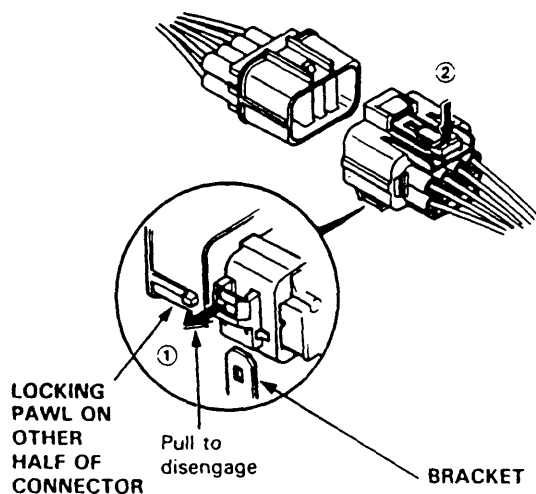
- Do not quick-charge a battery unless the battery ground cable has been disconnected, otherwise you will damage the alternator diodes.
- Do not attempt to crank the engine with the battery ground cable loosely connected or you will severely damage the wiring.

Handling Connectors

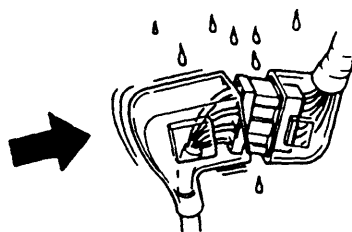
- Make sure the connectors are clean and have no loose wire terminals.
- Make sure multiple cavity connectors are packed with grease (except watertight connectors).
- All connectors have push-down release type locks.



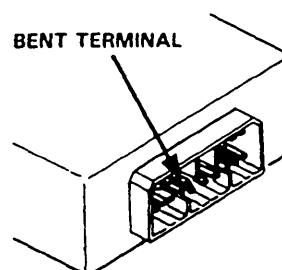
- Some connectors have a clip on their side used to attach them to a mount bracket on the body or on another component. This clip has a pull type lock.
- Some mounted connectors cannot be disconnected unless you first release the lock and remove the connector from its mount bracket.



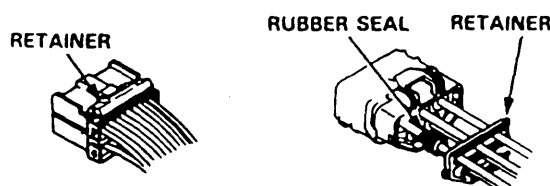
- Never try to disconnect connectors by pulling on their wires; pull on the connector halves instead.
- Always reinstall plastic covers.



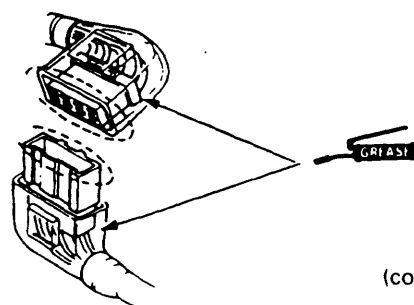
- Before connecting connectors, make sure the terminals are in place and not bent.



- Check for loose retainer and rubber seals.



- The backs of some connectors are packed with grease. Add grease if necessary. If the grease is contaminated, replace it.

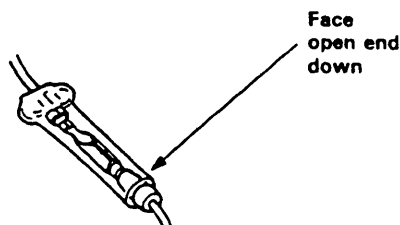


(cont'd)

Troubleshooting

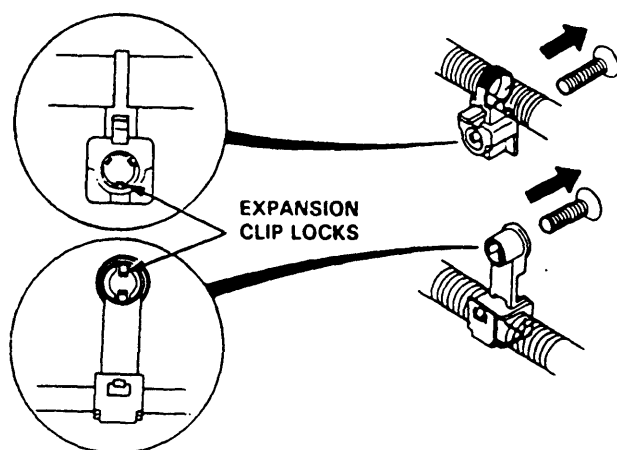
Tips and Precautions (cont'd)

- Insert the connector all the way and make sure it is securely locked.
- Position wires so that the open end of the cover faces down.

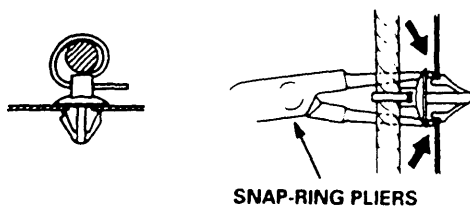


Handling Wires and Harnesses

- Secure wires and wire harnesses to the frame with their respective wire ties at the designated locations.
- Remove clips carefully; don't damage their locks.

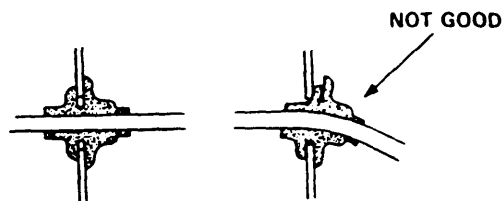


Slip pliers under the clip base and through the hole at an angle, then squeeze the expansion tabs to release the clip.



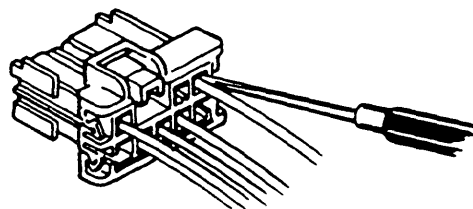
- After installing harness clips, make sure the harness doesn't interfere with any moving parts.
- Keep wire harnesses away from exhaust pipes and other hot parts, from sharp edges of brackets and holes, and from exposed screws and bolts.

- Seat grommets in their grooves properly.

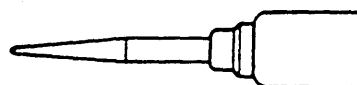


Testing and Repairs

- Do not use wires or harnesses with broken insulation. Replace them or repair them by wrapping the break with electrical tape.
- After installing parts, make sure that no wires are pinched under them.
- When using electrical test equipment, follow the manufacturer's instructions and those described in this manual.
- If possible, insert the probe of the tester from the wire side (except waterproof connector).



- Use a probe with a tapered tip.



- Refer to the instructions in the Honda Terminal Kit for identification and replacement of connector terminals.



Five-step Troubleshooting

- 1. Verify The Complaint**
Turn on all the components in the problem circuit to verify the customer complaint. Note the symptoms. Do not begin disassembly or testing until you have narrowed down the problem area.
- 2. Analyze The Schematic**
Look up the schematic for the problem circuit. Determine how the circuit is supposed to work by tracing the current paths from the power feed through the circuit components to ground. If several circuits fail at the same time, the fuse or ground is a likely cause.

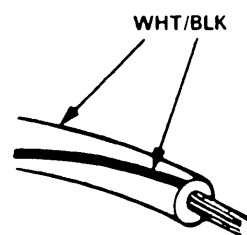
Based on the symptoms and your understanding of the circuit operation, identify one or more possible causes of the problem.
- 3. Isolate The Problem By Testing The Circuit**
Make circuit tests to check the diagnosis you made in step 2. Keep in mind that a logical, simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points that are easily accessible.
- 4. Fix The Problem**
Once the specific problem is identified, make the repair. Be sure to use proper tools and safe procedures.
- 5. Make Sure The Circuit Works**
Turn on all components in the repaired circuit in all modes to make sure you've fixed the entire problem. If the problem was a blown fuse, be sure to test all of the circuits on the fuse. Make sure no new problems turn up and the original problem does not recur.

Wire Color Codes

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

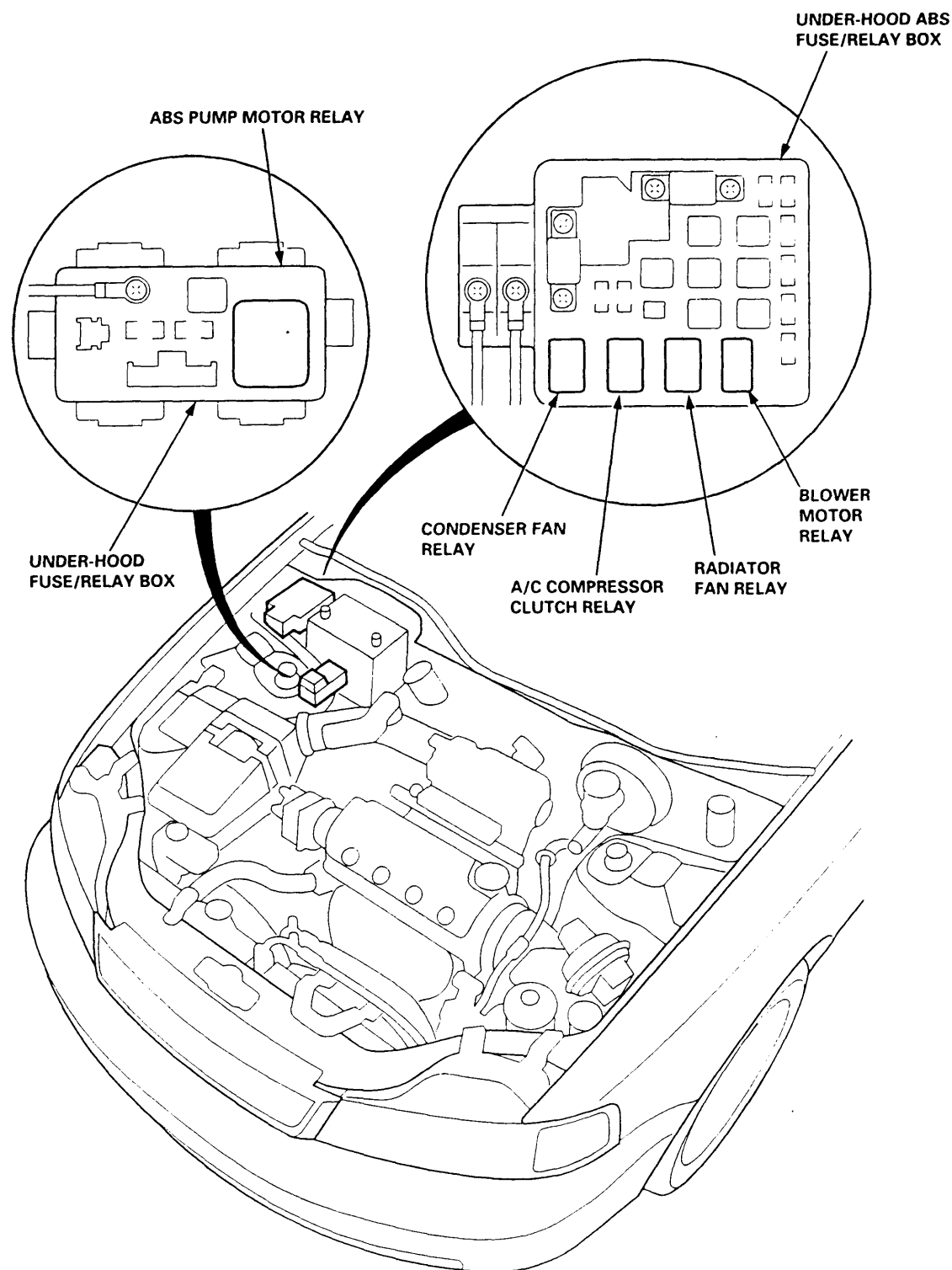
WHT	.....	White
YEL	.....	Yellow
BLK	.....	Black
BLU	.....	Blue
GRN	.....	Green
RED	.....	Red
ORN	.....	Orange
PNK	.....	Pink
BRN	.....	Brown
GRY	.....	Gray
PUR	.....	Purple
LT BLU	.....	Light Blue
LT GRN	.....	Light Green

The wire insulation has one color or one color with another color stripe. The second color is the stripe.

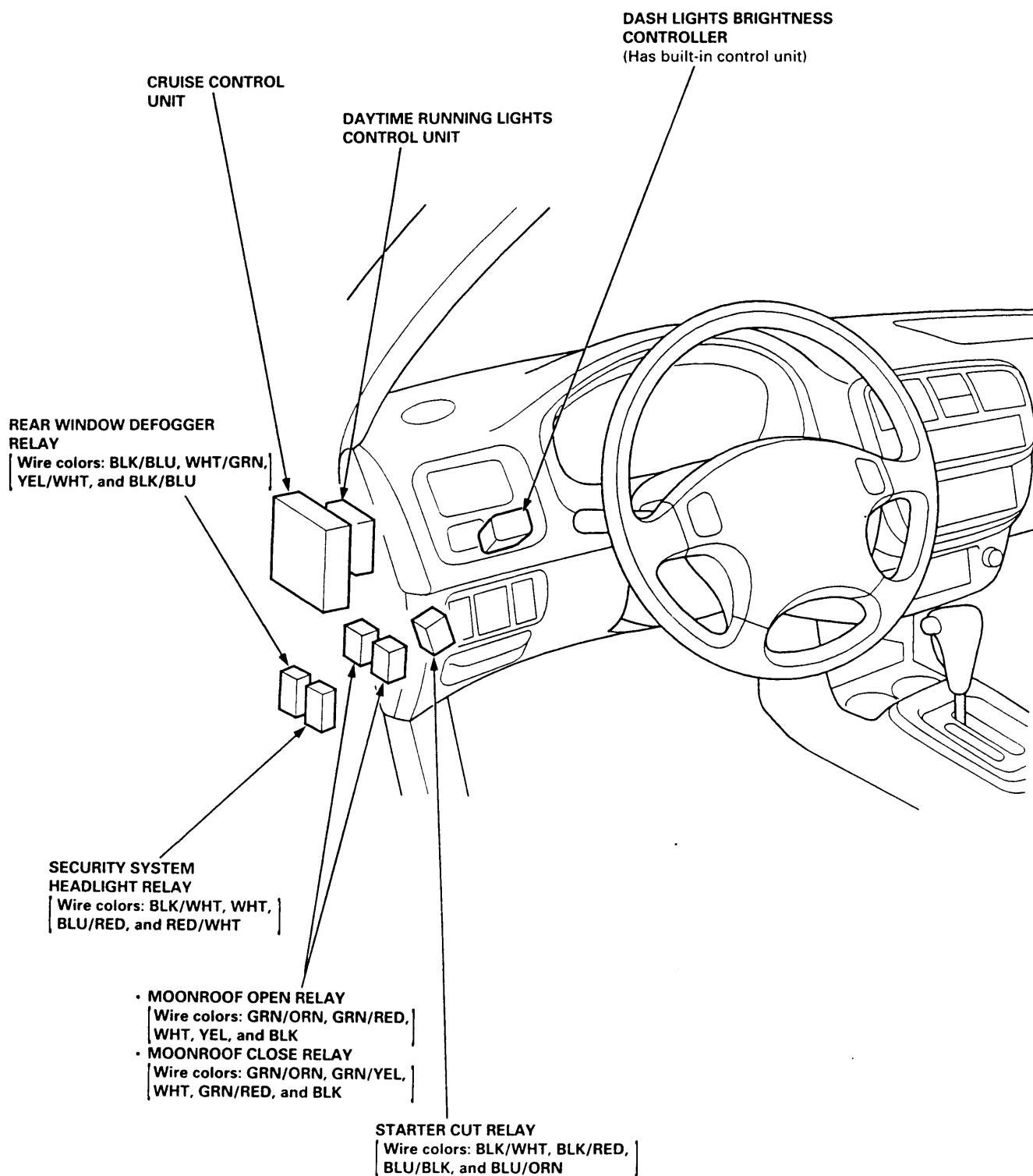


Relay and Control Unit Locations

Engine Compartment

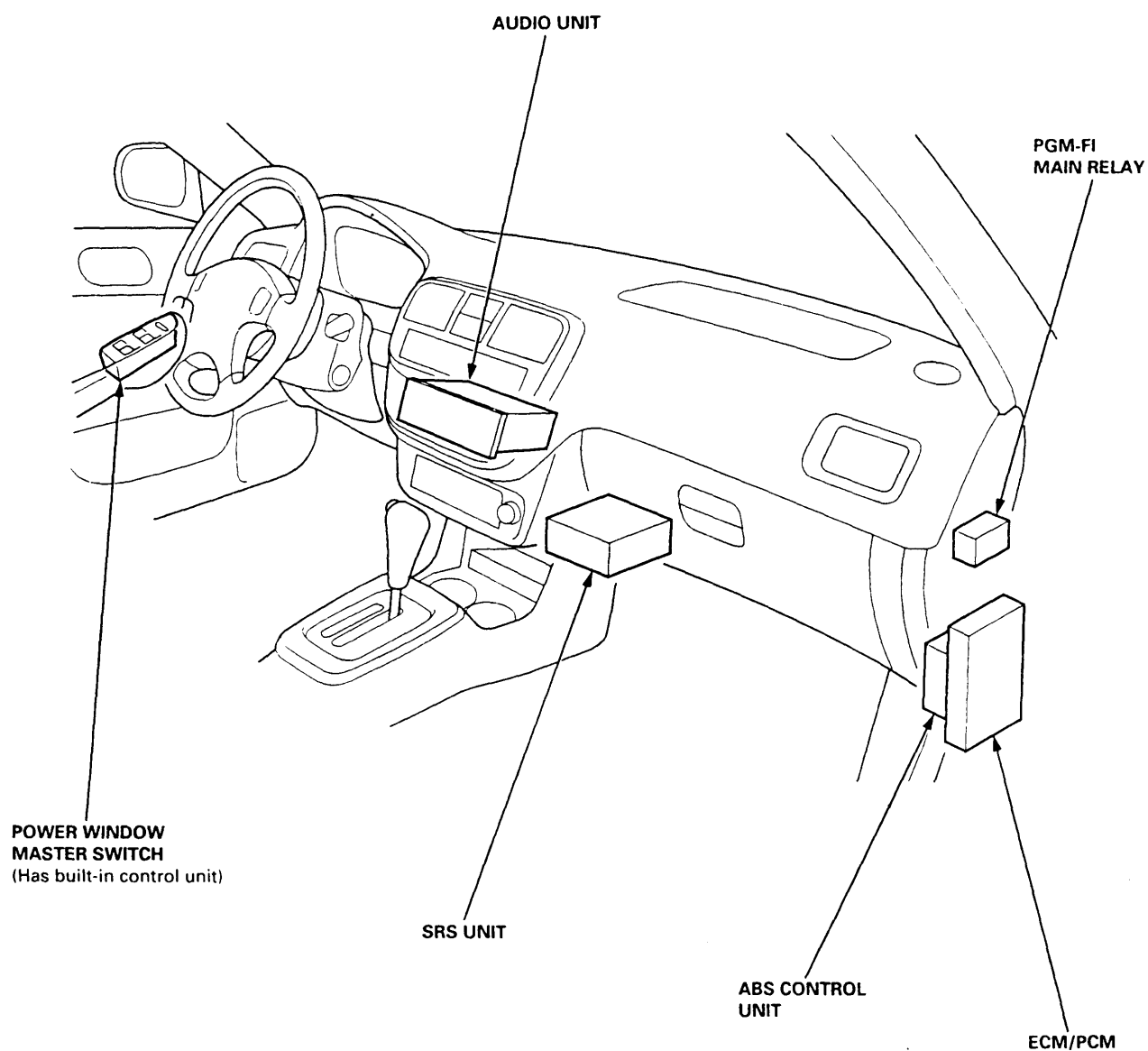


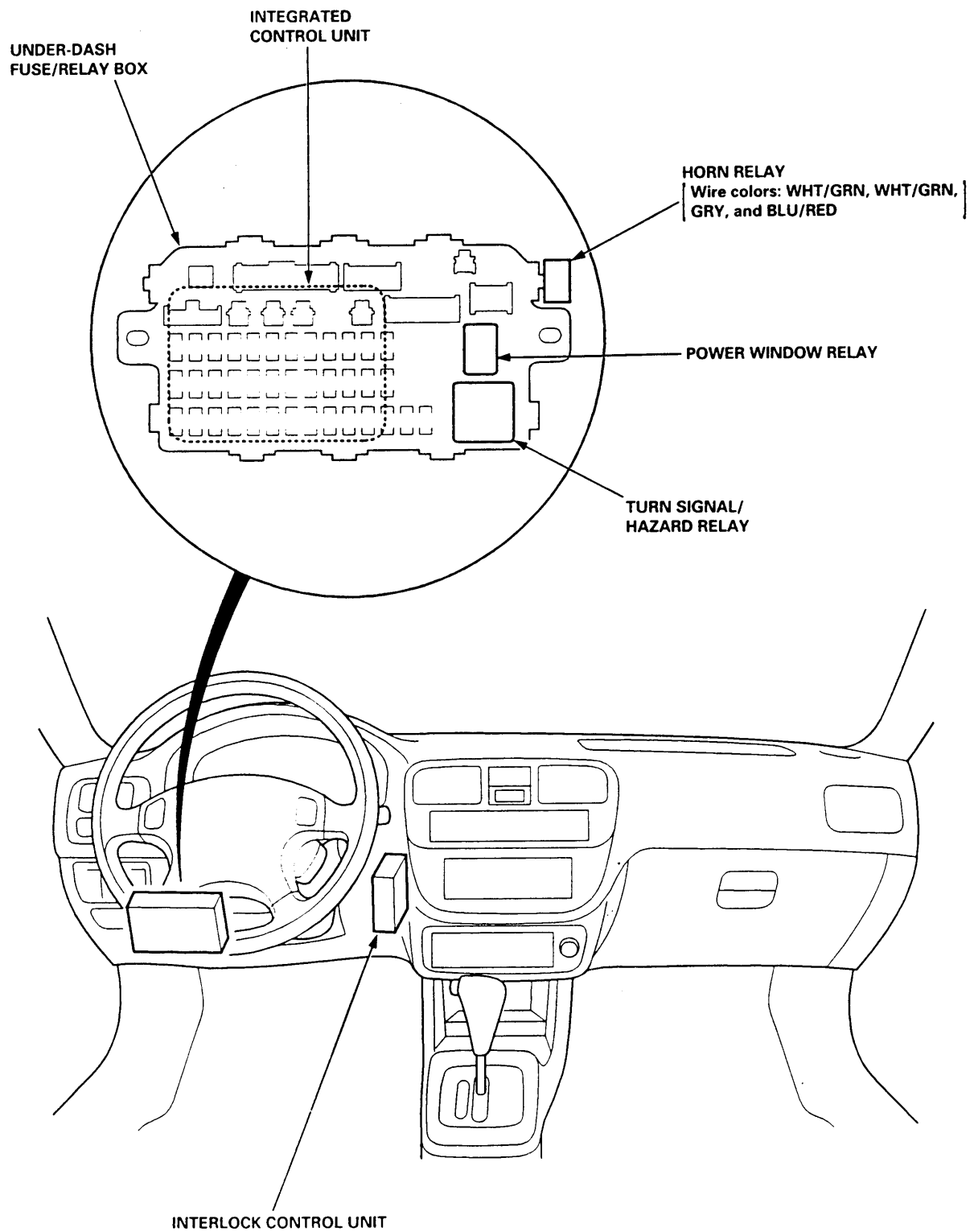
Dashboard



Relay and Control Unit Locations

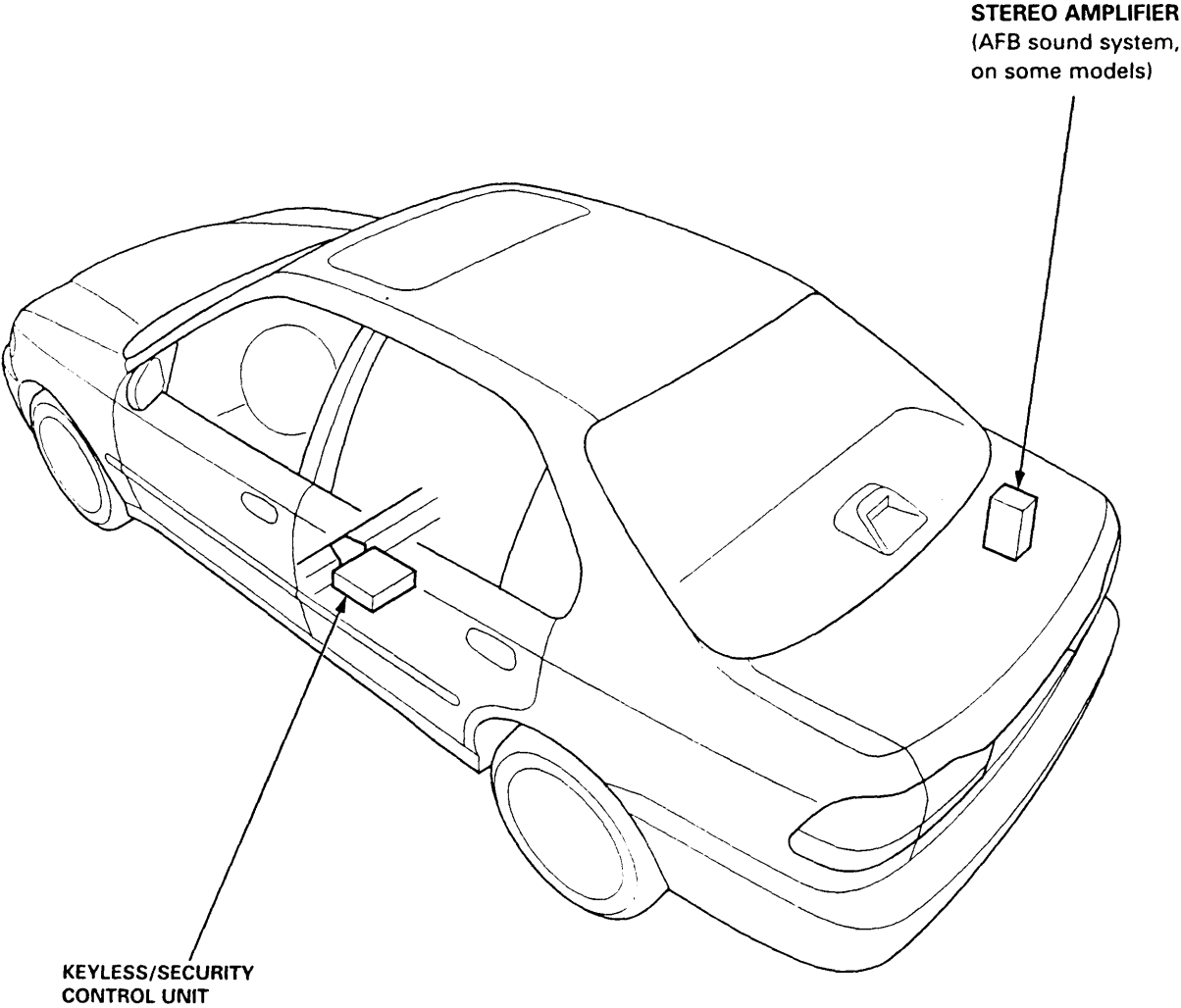
Dashboard and Door



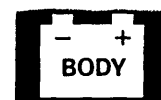


Relay and Control Unit Locations

Floor and Rear



Connector Identification and Wire Harness Routing



How to Identify Connectors:

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

Harness	Location	Engine Compartment	Dashboard	Others (Floor, Door, Trunk, and Roof)
Starter cables		T1, T2 and ⊕		
Battery ground cable		G1 and ⊖		
Engine ground cable A		T3 G2		
Engine ground cable B		T4 G3		
Under-hood ABS fuse/relay box wire harness (With ABS)		T5 and ⊕		
Engine wire harness		C101 thru C137 T101 and T102 G101		
Engine compartment wire harness		C201 thru C216 G201 and G202		
Main wire harness		C301 thru C310 C351 thru C359 G301	C401 thru C443 G401 and G402	
Dashboard wire harness			C501 thru C518 G501	
Floor wire harness			C551 thru C577 G551 and G552	
Rear wire harness				C601 thru C617 G601
Driver's door wire harness				C631 thru C639
Front passenger's door wire harness				C651 thru C657
Left rear door wire harness				C661 thru C664
Right rear door wire harness				C671 thru C674
Roof wire harness (Without moonroof)				C701 thru C703
Moonroof wire harness (With moonroof)				C711 thru C718
Heater sub-harness A			C721 thru C727	
Heater sub-harness B			C741 thru C743	
A/C wire harness		C751 thru C754 G751		
Rear window defogger wire harness				C771 thru C773
Secondary heated oxygen sensor sub-harness				C781 and C782
SRS main harness				C801 thru C806 G801

Connector Identification and Wire Harness Routing

Starter Cables

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
T1		Right side of engine compartment	Under-hood fuse/relay box	
T2		Right side of engine compartment	Starter motor	
⊕		Battery	Battery positive terminal	

Battery Ground Cable

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
G1		Right front shock tower	Body ground, via battery ground cable	
⊖		Battery	Battery negative terminal	

Engine Ground Cable A

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
T3		Left side of engine	Power steering pump bracket	
G2		Left side of engine compartment	Body ground, via engine ground cable A	

Engine Ground Cable B

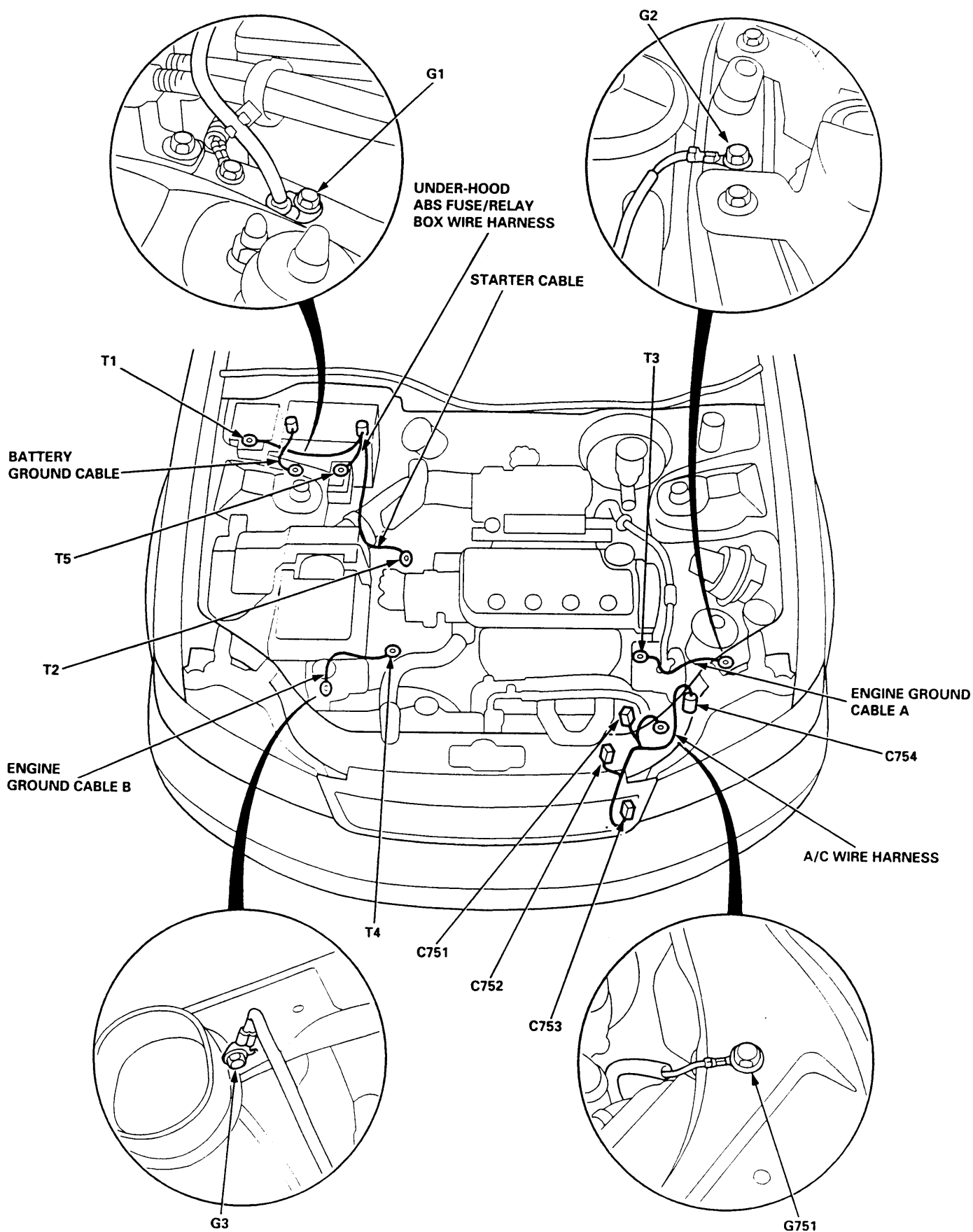
Connector or Terminal	Number of Cavities	Location	Connects to	Notes
T4		Right side of engine compartment	Transmission	
G3		Right side of front frame	Body ground, via engine ground cable B	

Under-hood ABS Fuse/Relay Box Wire Harness

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
T5		Right side of engine compartment	Under-hood fuse/relay box	
⊕		Battery	Battery positive terminal	

A/C Wire Harness

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C751	4	Right side of engine compartment	Engine compartment wire harness (C209)	
C752	2	Right side of engine compartment	Condenser fan motor	
C753	1	Right side of engine compartment	Compressor clutch	
C754	2	Right side of engine compartment	A/C pressure switch	
G751		Left side of engine compartment	Body ground, via A/C wire harness	



Connector Identification and Wire Harness Routing

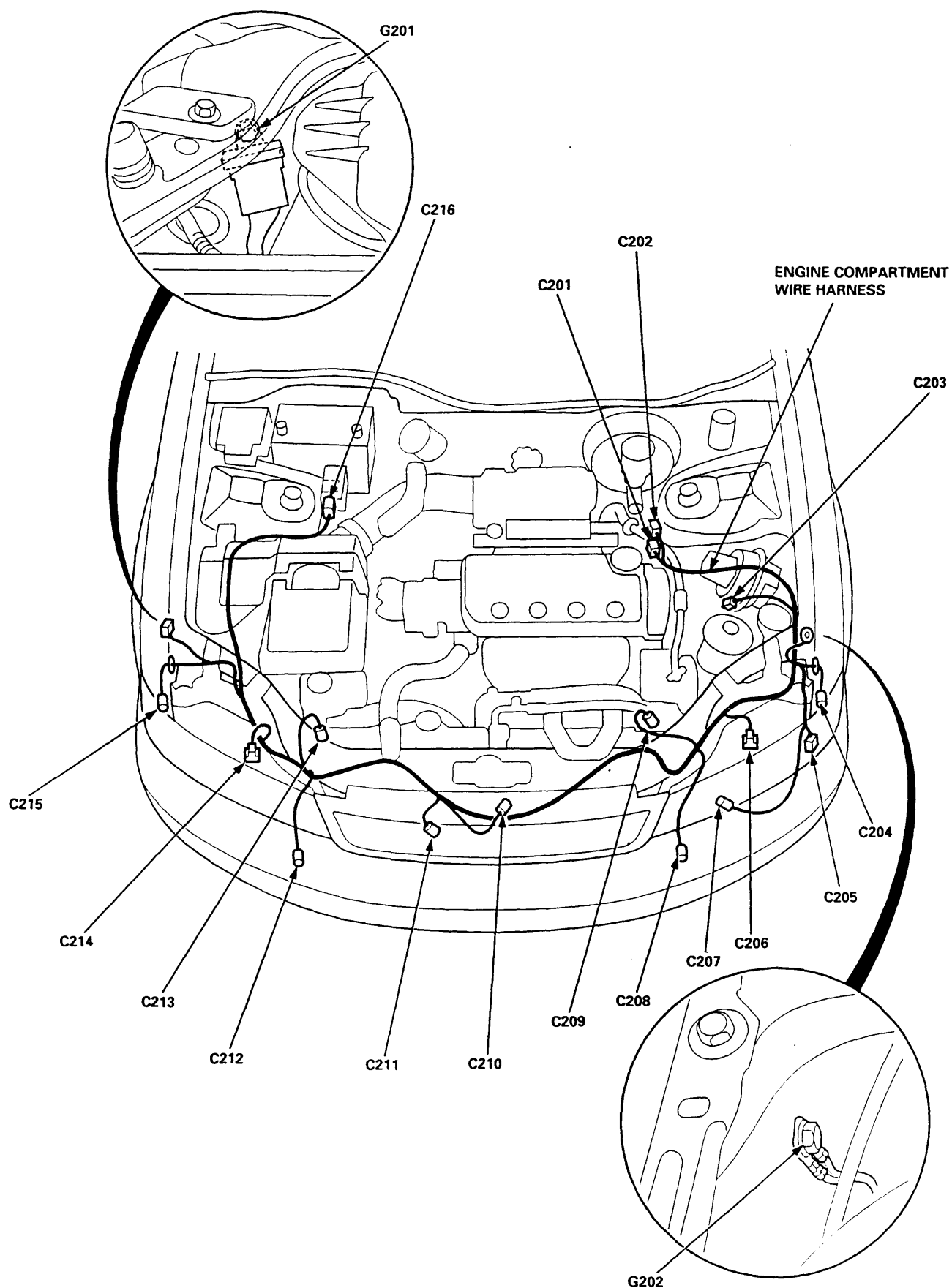
Engine Wire Harness

Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C101	10	Left side of engine compartment	Main wire harness (C305)	
C102	8	Left side of engine compartment	Main wire harness (C306)	
C103	3	Left side of engine compartment	Alternator	
C104	3	Middle of engine	Crankshaft speed fluctuation (KCF) sensor	
C105	2	Middle of engine	Knock sensor (KS)	
C106	1	Middle of engine	Engine oil pressure switch	
C107	14	Middle of engine	Junction connector	
C108	14	Middle of engine	Junction connector	
C109	3	Middle of engine	Engine coolant temperature (ECT) switch	
C110	2	Middle of engine	VTEC pressure switch	
C111	1	Middle of engine	Engine coolant temperature (ECT) sending unit	
C112	2	Middle of engine	Engine coolant temperature (ECT) sensor	
C113	4	Middle of engine	Primary HO2S (sensor 1)	M/T
C114	2	Middle of engine	Back-up light switch	A/T
C115	2	Middle of engine	Mainshaft speed sensor	A/T
C116	2	Middle of engine	Shift control solenoid valve	A/T
C117	2	Middle of engine	Linear solenoid valve	A/T
C118	1	Right side of engine compartment	Starter solenoid	
C119	10	Middle of engine	Distributor	
C120	2	Middle of engine	Countershaft speed sensor	A/T
C121	3	Left side of engine compartment	Vehicle speed sensor (VSS)	
C122	20	Behind right kick panel	Junction connector	
C123	22	Under right side of dash	Main wire harness (C442)	
C124	32	Under right side of dash	ECM/PCM	
C125	25	Under right side of dash	PCM	A/T
C126	31	Under right side of dash	ECM/PCM	
C127	16	Under right side of dash	ECM/PCM	
C128	1	Middle of engine	VTEC valve	
C129	2	Middle of engine	Intake air temperature (IAT) sensor	
C130	3	Middle of engine	Throttle position (TP) sensor	
C131	3	Middle of engine	Manifold absolute pressure (MAP) sensor	
C132	3	Middle of engine	IAC valve	A/T
C132	2	Middle of engine	IAC valve	M/T
C133	2	Middle of engine	No. 4 fuel injector	
C134	2	Middle of engine	No. 3 fuel injector	
C135	2	Middle of engine	EVAP purge control solenoid valve	
C136	2	Middle of engine	No. 1 fuel injector	
C137	2	Middle of engine	No. 1 fuel injector	
T101		Left side of engine compartment	Alternator	
T102		Right side of engine compartment	Under-hood fuse/relay box	
G101		Middle of engine	Engine ground, via engine wire harness	

Connector Identification and Wire Harness Routing

Engine Compartment Wire Harness

Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C201	10	Left side of engine compartment	Main wire harness (C310)	
C202	3	Left side of engine compartment	Main wire harness (C309)	
C203	4	Left side of engine compartment	Cruise actuator	
C204	2	Left side of engine compartment	Left front parking light	
C205	2	Behind front bumper	Windshield washer motor	
C206	3	Left side of engine compartment	Left headlight	
C207	2	Behind front bumper	Left horn	
C208	2	Behind front bumper	Left front turn signal light	
C209	4	Left side of engine compartment	A/C wire harness (C751)	
C210	2	Behind front bumper	Hood switch	
C211	2	Behind front bumper	Right horn	
C212	2	Behind front bumper	Right front turn signal light	
C213	2	Right side of engine compartment	Radiator fan motor	
C214	3	Right side of engine compartment	Right headlight	
C215	2	Right side of engine compartment	Right front parking light	
C216	8	Right side of engine compartment	Main wire harness (C356)	
G201		Left side of engine compartment	Body ground, via engine compartment wire harness	
G202		Right side of engine compartment	Body ground, via engine compartment wire harness	



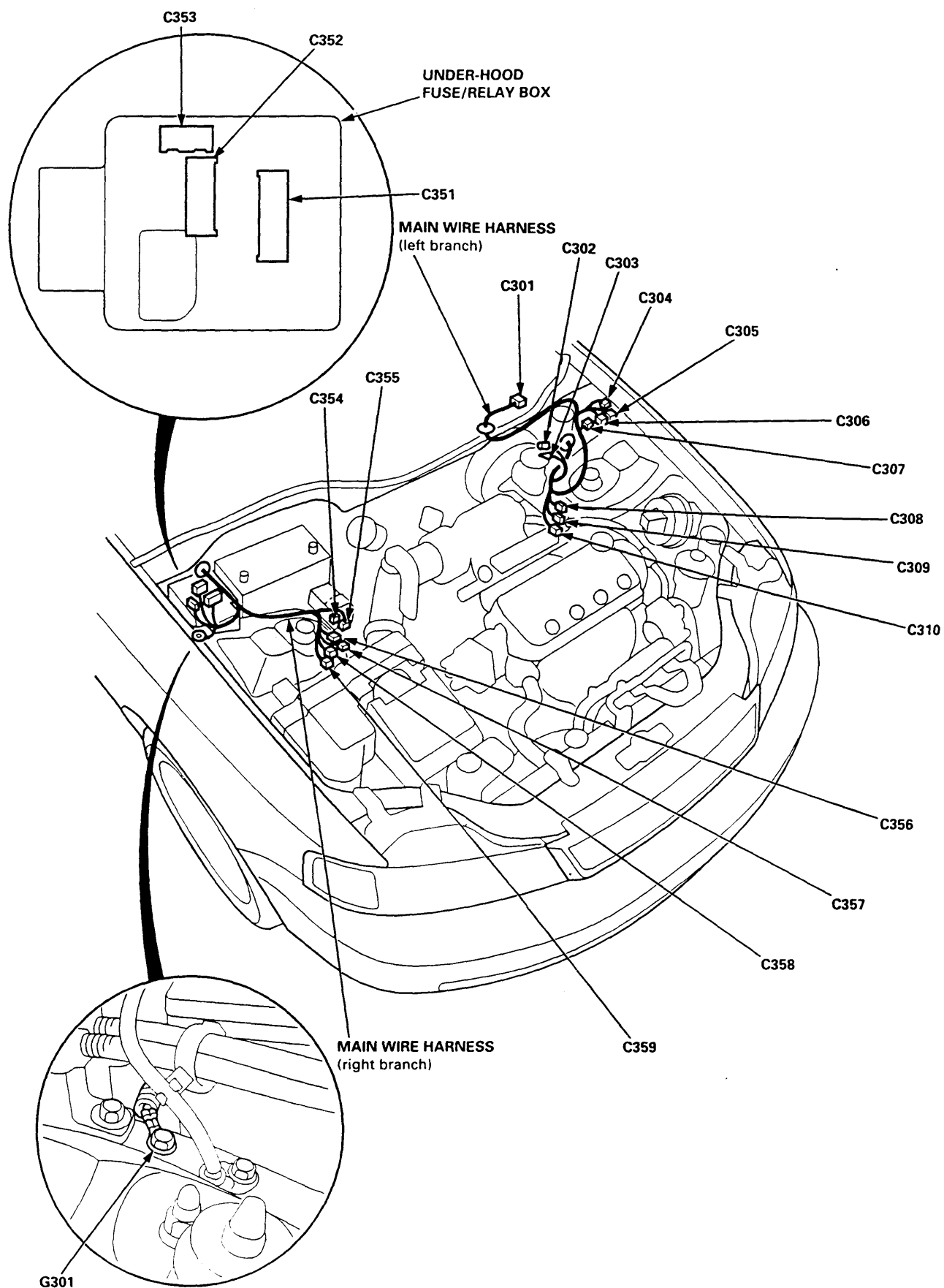
Connector Identification and Wire Harness Routing

Main Wire Harness (Left side of engine compartment branch)

Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C301	5	Left side of engine compartment	Windshield wiper motor	
C302	1	Left side of engine compartment	Brake fluid level switch (+)	
C303	1	Left side of engine compartment	Brake fluid level switch (-)	
C304	2	Left side of engine compartment	Test tachmeter connector	
C305	10	Left side of engine compartment	Engine wire harness (C101)	
C306	8	Left side of engine compartment	Engine wire harness (C102)	
C307	3	Left side of engine compartment	Daytime running lights resistor	
C308	2	Left side of engine compartment	Left front ABS wheel sensor	
C309	3	Left side of engine compartment	Engine compartment wire harness (C202)	
C310	10	Left side of engine compartment	Engine compartment wire harness (C201)	

Main Wire Harness (Right side of engine compartment branch)

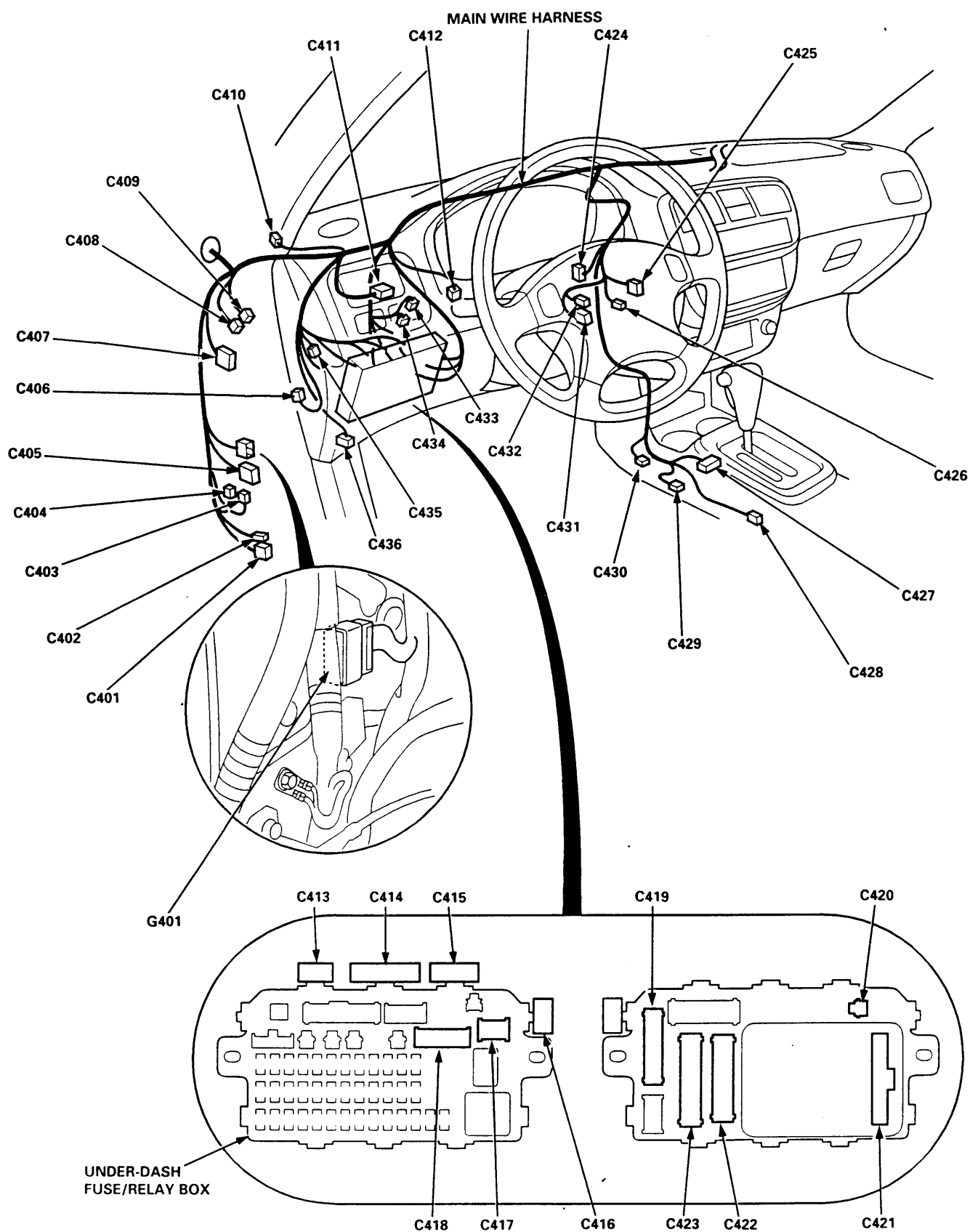
Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C351	11	Right side of engine compartment	Under-hood fuse/relay box (C907)	
C352	9	Right side of engine compartment	Under-hood fuse/relay box (C906)	
C353	5	Right side of engine compartment	Under-hood fuse/relay box (C905)	
C354	3	Right side of engine compartment	Under-hood ABS fuse/relay box (C930)	
C355	2	Right side of engine compartment	Under-hood ABS fuse/relay box (C931)	
C356	8	Right side of engine compartment	Engine compartment wire harness (C216)	
C357	2	Right side of engine compartment	Right front ABS wheel sensor	
C358	10	Right side of engine compartment	ABS solenoids	
C359	2	Right side of engine compartment	ABS pump motor	
G301		Right side of engine compartment	Body ground, via main wire harness	



Connector Identification and Wire Harness Routing

Main Wire Harness (Left side of dash and floor branch)

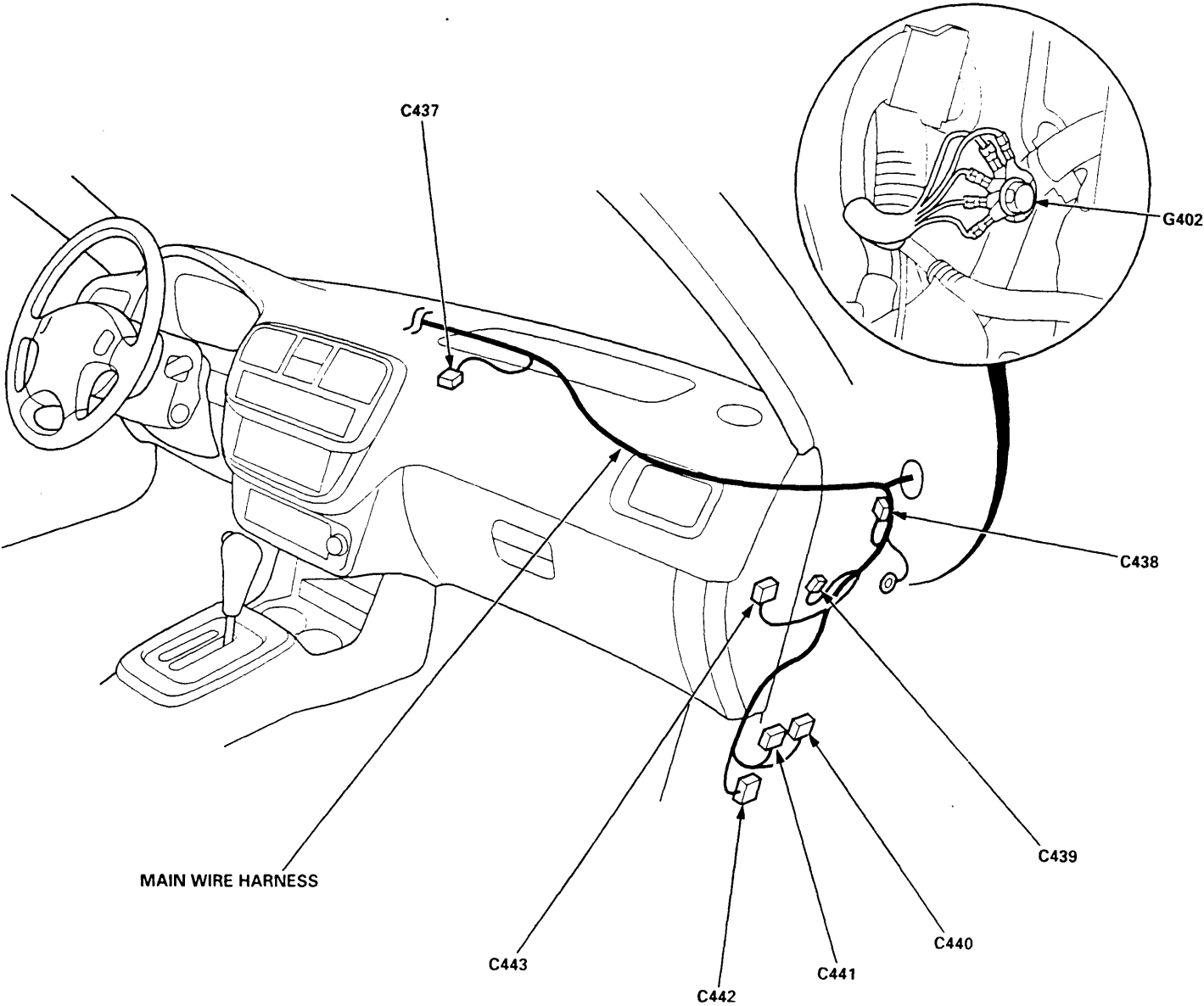
Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C401	8	Under left side of dash	Floor wire harness (C553)	ABS
C402	2	Under left side of dash	Floor wire harness (C554)	
C403	4	Under left side of dash	Rear window defogger relay	
C404	4	Under left side of dash	Security system headlight relay	
C405	12	Under left side of dash	Floor wire harness (C555)	
C406	4	Under left side of dash	Starter cut relay	
C407	14	Under left side of dash	Cruise control unit	
C408	4	Under left side of dash	Daytime running lights control unit	
C409	8	Under left side of dash	Daytime running lights control unit	
C410	2	Under left side of dash	Moonroof wire harness (C701)	
C411	7	Above under-dash fuse/relay	Ignition switch	A/T
C412	4	Under left side of dash	Brake switch	
C413	3	Above under-dash fuse/relay box	SRS main harness (C802)	
C414	14	Above under-dash fuse/relay box	Dashboard wire harness (C502)	
C415	12	Above under-dash fuse/relay box	Dashboard wire harness (C501)	
C416	4	Above under-dash fuse/relay box	Horn relay	
C417	6	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C915)	
C418	7	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C914)	
C419	18	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C922)	
C420	1	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C925)	
C421	10	Behind under-dash fuse/relay box	Integrated control unit	A/T
C422	18	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C919)	
C423	20	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C920)	
C424	8	Under middle of dash	Interlock control unit	
C425	8	In the steering column cover	Windshield wiper/washer switch	
C426	3	Under left side of dash	Cable reel	
C427	14	Under middle of dash	A/T gear position switch	
C428	2	Under middle of dash	Shift lock solenoid	
C429	4	Under middle of dash	Parking pin switch and A/T gear position console light	
C430	4	Under middle of dash	Secondary heated oxygen sensor sub-harness (C781)	M/T M/T Optional
C431	7	In the steering column cover	Combination light/turn signal switch	
C432	4	In the steering column cover	Turn signal switch	
C433	2	Under left side of dash	Clutch switch	
C434	2	Under left side of dash	Clutch interlock switch	
C435	1	Under left side of dash	Front fog light connector	
C436	16	Under left side of dash	Data link connector	
G401		Left kick panel	Body ground, via main wire harness	



Connector Identification and Wire Harness Routing

Main Wire Harness (Right side of dash branch)

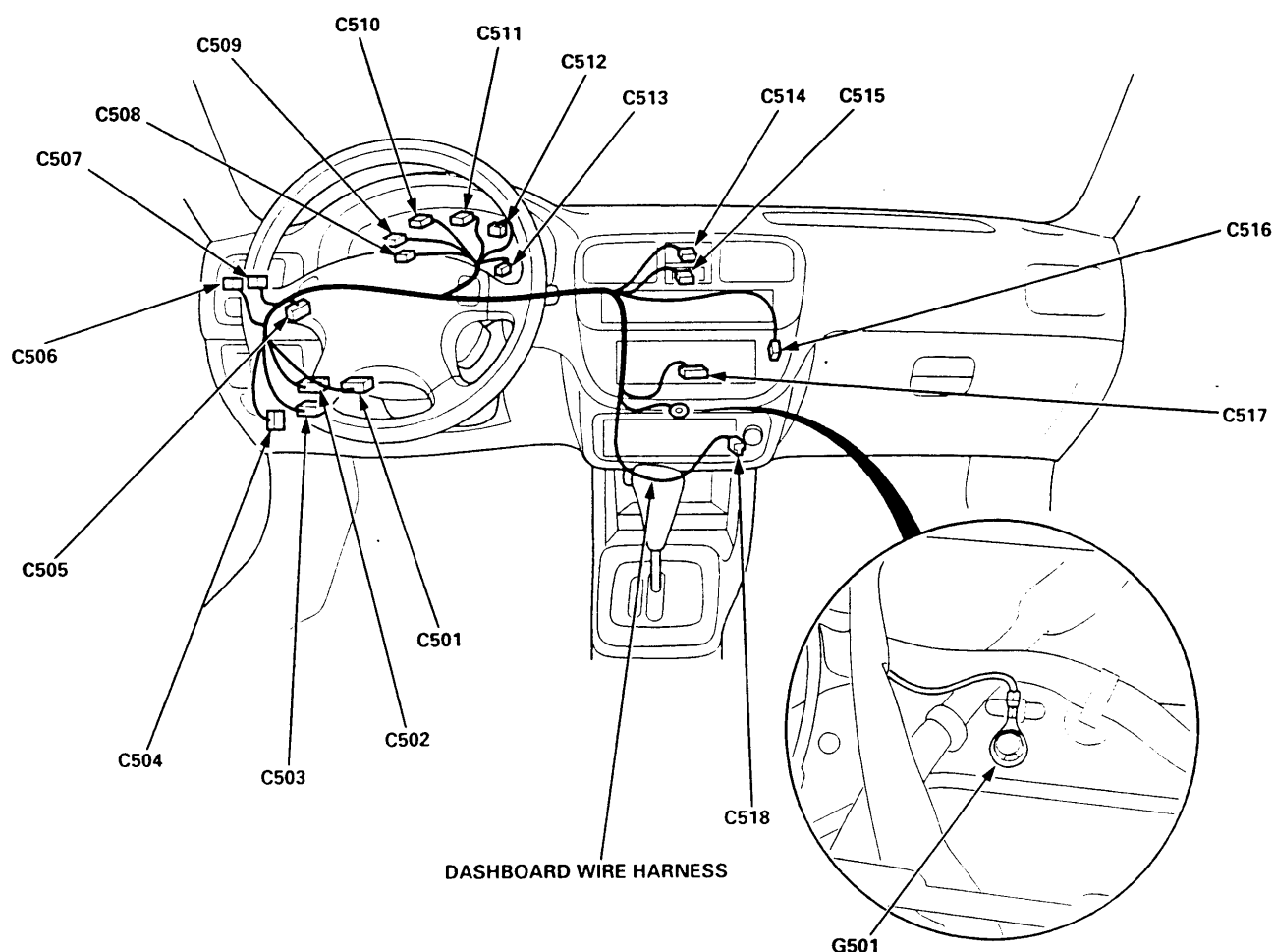
Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C437	16	Under right side of dash	Heater sub-harness A (C721)	
C438	20	Under right side of dash	Junction connector	
C439	2	Under right side of dash	Service check connector	
C440	26	Under right side of dash	ABS control unit	
C441	22	Under right side of dash	ABS control unit	
C442	22	Under right side of dash	Engine wire harness (C123)	
C443	7	Under right side of dash	PGM-FI main relay	
G402		Right kick panel	Body ground, via main wire harness	





Dashboard Wire Harness

Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C501	12	Above under-dash fuse/relay box	Main wire harness (C415)	A/T A/T ABS
C502	14	Above under-dash fuse/relay box	Main wire harness (C414)	
C503	20	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C912)	
C504	16	Above under-dash fuse/relay box	Floor wire harness (C557)	
C505	20	Below gauges	Junction connector	
C506	5	Left side of steering wheel	Cruise main switch	
C507	3	Left side of steering wheel	Dash lights brightness controller	
C508	5	Behind gauges	Gauge assembly	
C509	5	Behind gauges	Gauge assembly	
C510	13	Behind gauges	Gauge assembly	
C511	16	Behind gauges	Gauge assembly	
C512	14	Behind gauges	Gauge assembly	
C513	5	Behind gauges	Gauge assembly	
C514	4	Behind middle of dash	Clock	
C515	10	Behind middle of dash	Hazard warning switch	
C516	2	Behind middle of dash	Security indicator light	
C517	16	Behind middle of dash	Audio unit	
C518	2	Behind middle of dash	Accessory socket	
G501		Under middle of dash	Body ground, via dashboard wire harness	

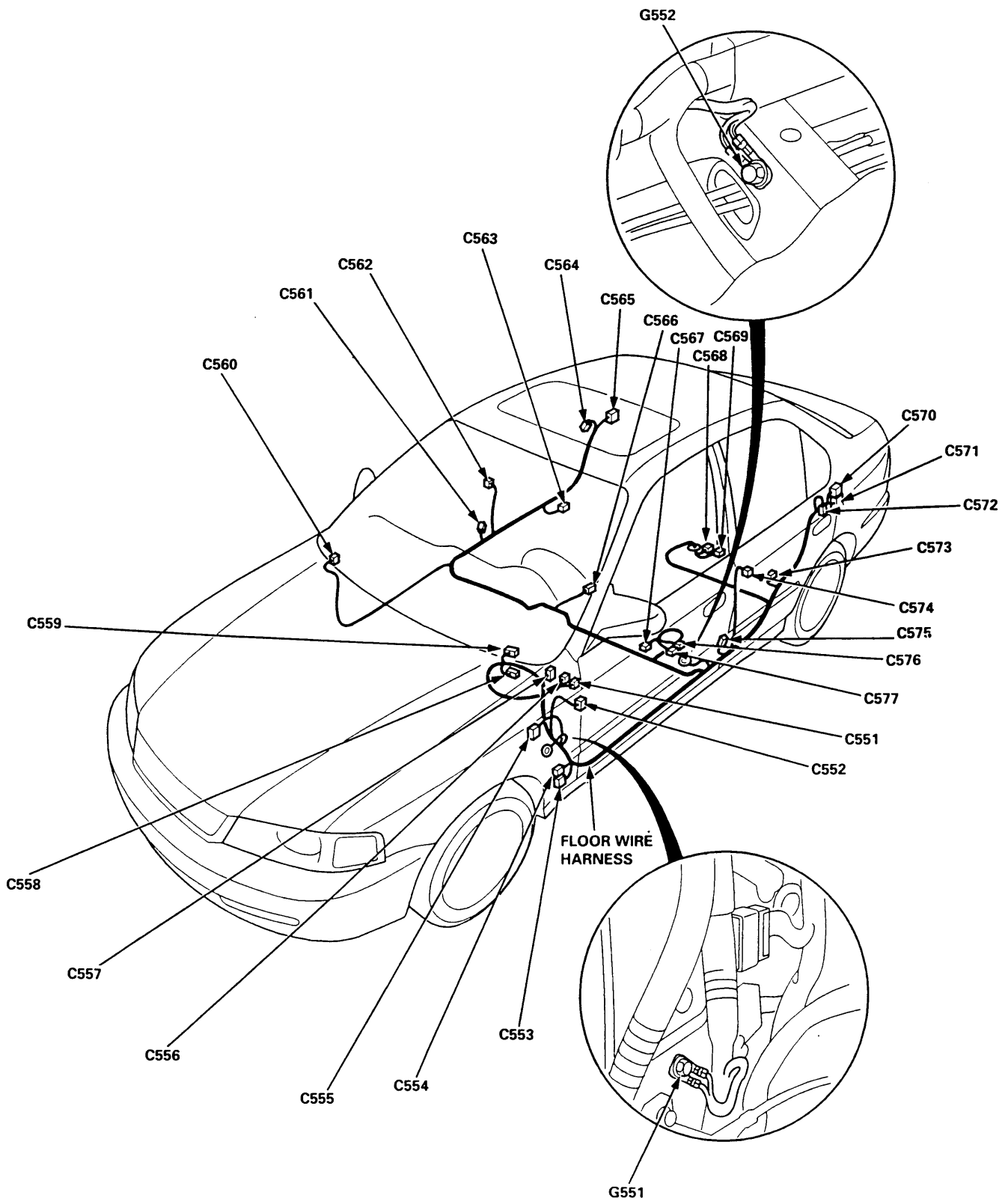


Connector Identification and Wire Harness Routing

Floor Wire Harness

Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C551	2	Under left side of dash	Power mirror defogger switch	ABS
C552	25	Driver's door	Driver's door wire harness (C631)	
C553	8	Behind left kick panel	Main wire harness (C401)	
C554	2	Behind left kick panel	Main wire harness (C402)	
C555	12	Behind left kick panel	Main wire harness (C405)	
C556	10	Under left side of dash	Power mirror switch	
C557	16	Above under-dash fuse/relay box	Dashboard wire harness (C504)	
C558	8	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C921)	
C559	16	Behind under-dash fuse/relay box	Under-dash fuse/relay box (C923)	
C560	25	Front passenger's door	Front passenger's door wire harness (C651)	
C561	1	Right B-pillar	Front passenger's door switch	*
C562	6	Right B-pillar	Right rear door wire harness (C671)	
C563	2	Right side of rear floor	Right rear ABS wheel sensor	
C564	1	Right quarter panel	Right rear door switch	
C565	6	Right quarter panel	Rear wire harness (C613)	
C566	1	Middle of floor	Parking brake switch	
C567	2	Left side of floor	Driver's seat belt switch	
C568	2	Fuel tank	Fuel pump (FP)	
C569	3	Fuel tank	Fuel gauge sending unit	
C570	2	Left quarter panel	Rear wire harness (C601)	
C571	16	Left quarter panel	Rear wire harness (C602)	
C572	1	Left quarter panel	Left rear door switch	
C573	2	Left side of rear floor	Left rear ABS wheel sensor	
C574	6	Left B-pillar	Left rear door wire harness (C661)	
C575	1	Left side of floor	Driver's door switch	
C576	12	Left side of floor	Keyless/security control unit	
C577	18	Left side of floor	Keyless/security control unit	
G551		Left kick panel	Body ground, via floor wire harness	
G552		Left side of floor	Body ground, via floor wire harness	

*: With AFB sound system

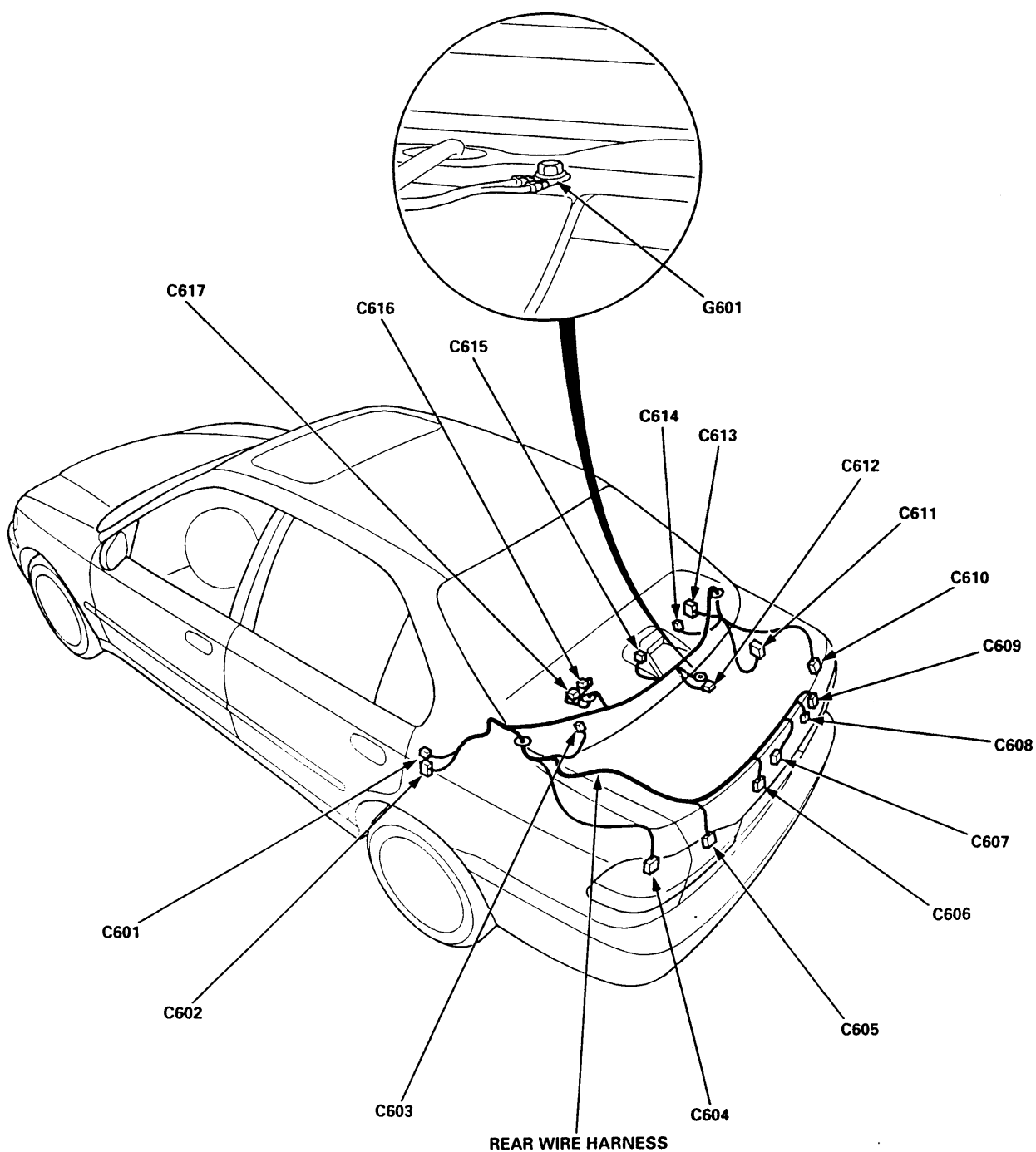


Connector Identification and Wire Harness Routing

Rear Wire Harness

Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C601	2	Left quarter panel	Floor wire harness (C570)	
C602	16	Left quarter panel	Floor wire harness (C571)	
C603	2	Left side of rear shelf	Left rear speaker	
C603	4	Left side of rear shelf	Left rear speaker	*
C604	4	Left side of trunk	Left outer taillight	
C605	4	Left side of trunk	Left inner taillight	
C606	2	Middle of trunk	Left license plate light	
C607	4	Middle of trunk	Trunk latch switch	
C608	2	Middle of trunk	Right license plate light	
C609	4	Right side of trunk	Right outer taillight	
C610	4	Right side of trunk	Right inner taillight	
C611	18	Right quarter panel	Stereo amplifier	*
C612	2	Middle of rear shelf	Trunk light	
C613	6	Right quarter panel	Floor wire harness (C565)	*
C614	2	Right side of rear shelf	Right rear speaker	
C614	4	Right side of rear shelf	Right rear speaker	*
C615	2	Middle of rear shelf	High mount brake light	
C616	1	Left side of rear shelf	Rear window defogger coil	
C617	2	Left side of rear shelf	Rear window defogger coil	
G601		Middle of trunk	Body ground, via rear wire harness	

*: With AFB sound system



Connector Identification and Wire Harness Routing

Roof Wire Harness (Without moonroof)

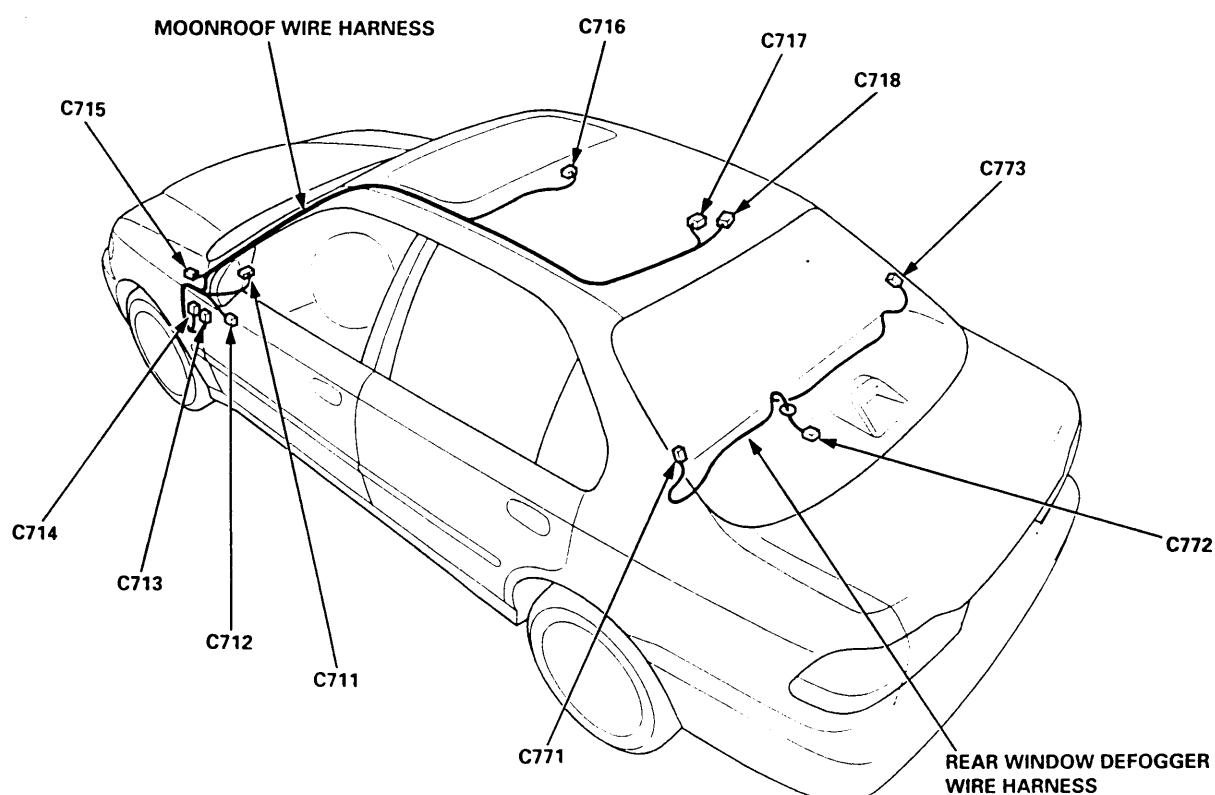
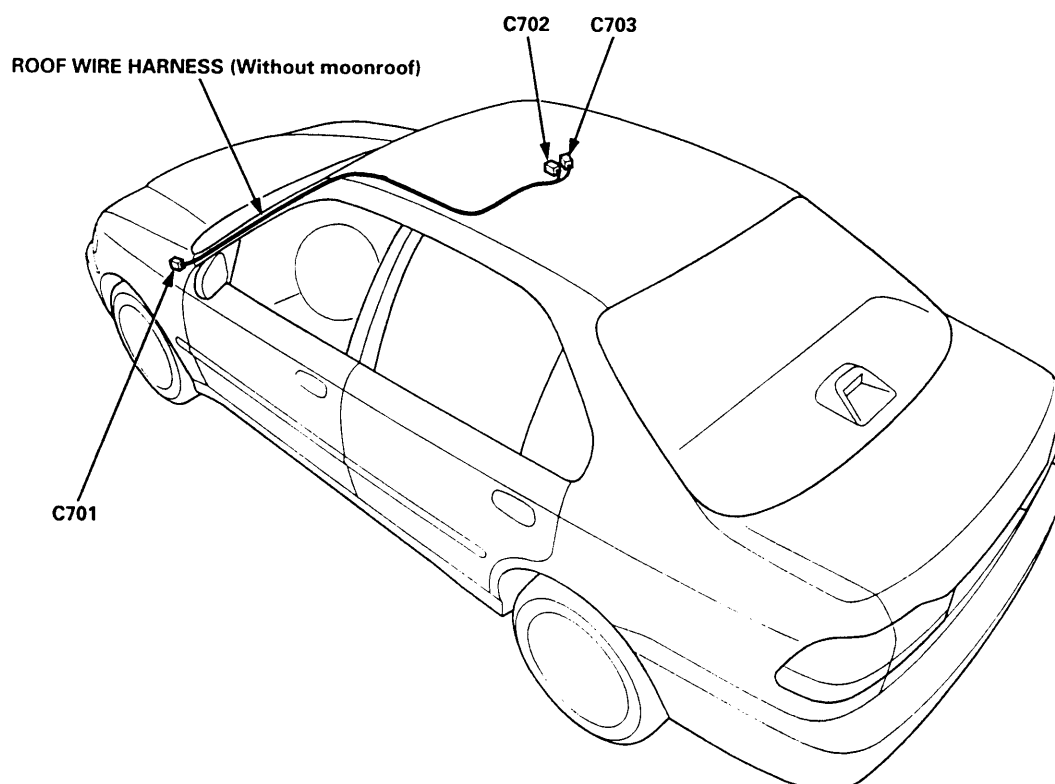
Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C701	2	Under left side of dash	Main wire harness (C410)	
C702	1	Center of roof	Ceiling light	
C703	1	Center of roof	Ceiling light	

Moonroof Wire Harness

Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C711	3	Behind dashboard lower panel	Under-dash fuse/relay box (C910)	
C712	4	Behind dashboard lower panel	Moonroof switch	
C713	6	Left side of dashboard bracket	Moonroof open relay	
C714	6	Left side of dashboard bracket	Moonroof close relay	
C715	2	Under left side of dash	Main wire harness (C410)	
C716	3	Center of roof	Ceiling light	
C717	2	Rear of roof	Moonroof motor	
C718	4	Rear of roof	Moonroof motor (Tilt switch)	

Rear Window Defogger Wire Harness

Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C771	1	Left C-pillar	Rear window defogger (-)	
C772	2	Left side of rear shelf	Window antenna coil	
C773	1	Right C-pillar	Rear window defogger (+)	



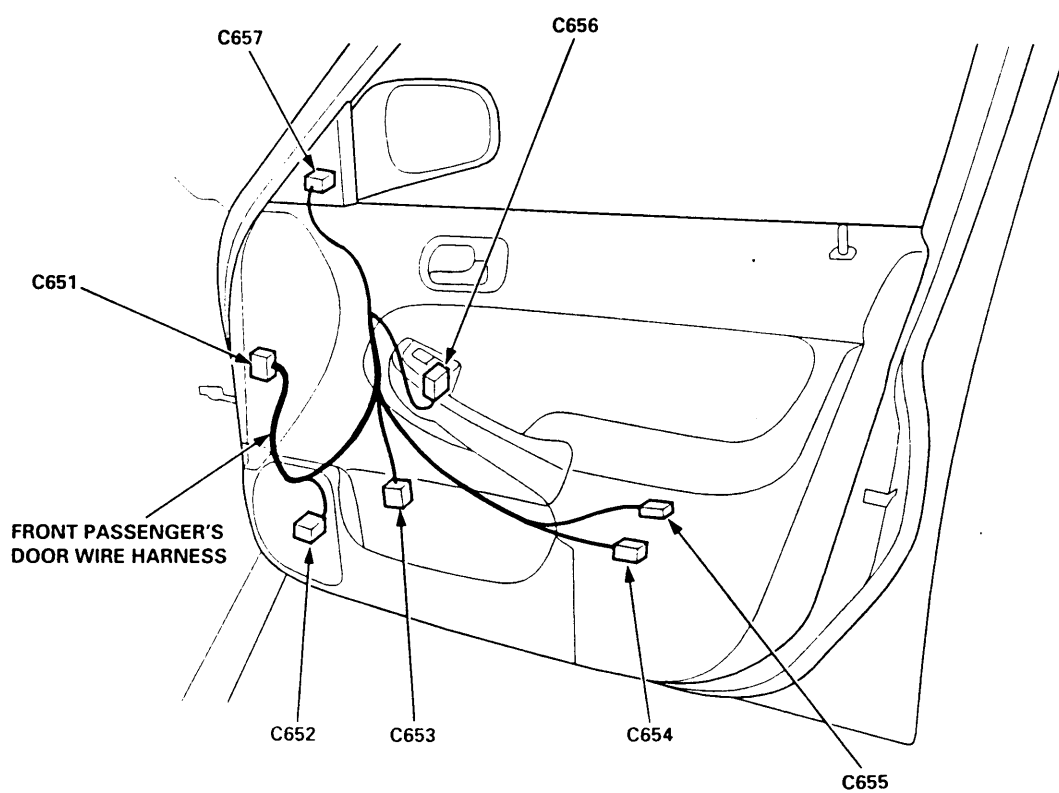
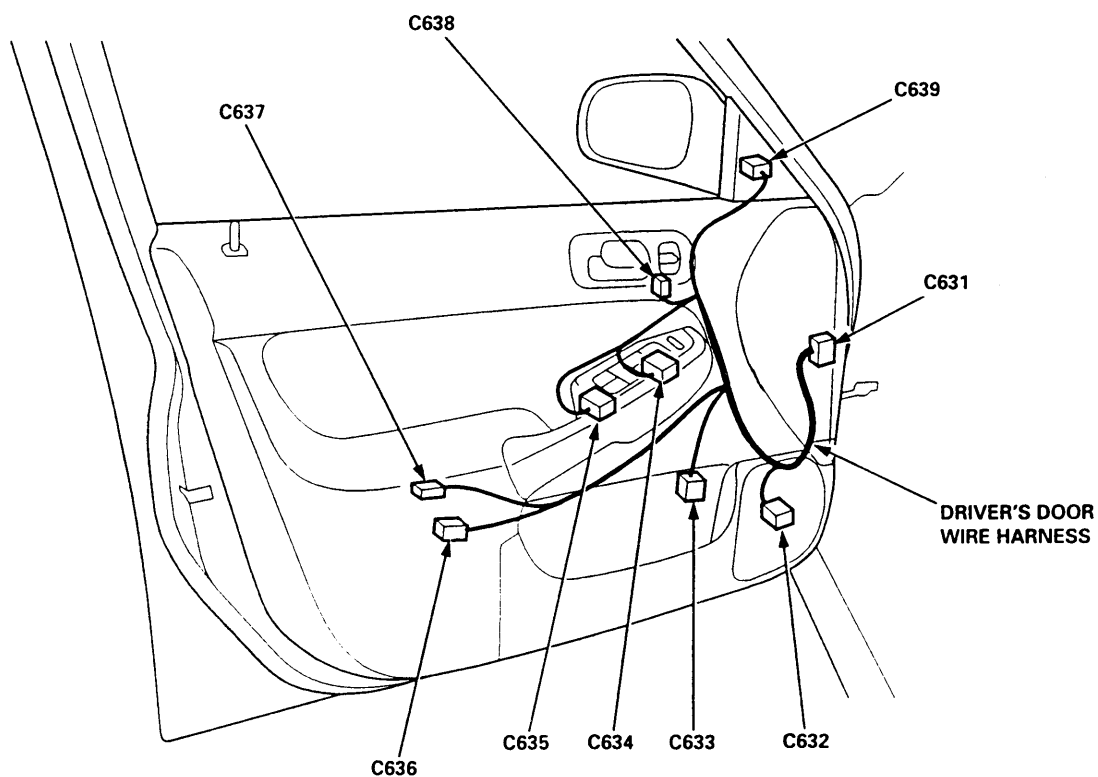
Connector Identification and Wire Harness Routing

Driver's Door Wire Harness

Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C631	25	Driver's door	Floor wire harness (C552)	
C632	2	Driver's door	Left front door speaker	
C633	4	Driver's door	Driver's power window motor	
C634	16	Driver's door	Power window master switch	
C635	1	Driver's door	Power window master switch	
C636	6	Driver's door	Driver's door lock actuator	
C637	3	Driver's door	Driver's door key cylinder switch	
C638	3	Driver's door	Driver's door lock switch	
C639	8	Inside of left power mirror	Left power mirror	

Front Passenger's Door Wire Harness

Connector or Terminals	Number of Cavities	Location	Connects to	Notes
C651	25	Passenger's door	Floor wire harness (C560)	
C652	2	Passenger's door	Right front door speaker	
C653	3	Passenger's door	Front passenger's power window motor	
C654	4	Passenger's door	Front passenger's door lock actuator	
C655	3	Passenger's door	Front passenger's door key cylinder switch	
C656	5	Passenger's door	Front passenger's power window switch	
C657	8	Inside of right power mirror	Right power mirror	



Connector Identification and Wire Harness Routing

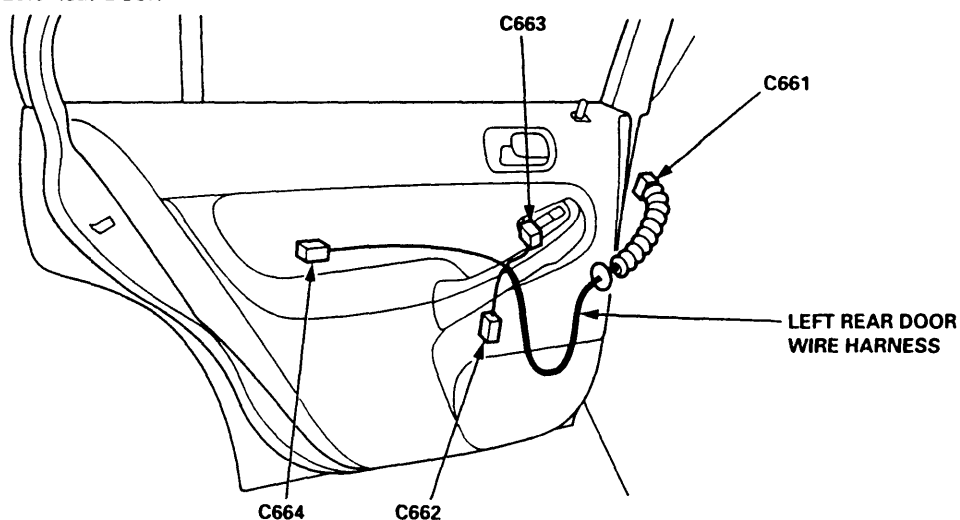
Left Rear Door Wire Harness

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C661	6	Left B-pillar	Floor wire harness (C574)	
C662	2	Left rear door	Left rear power window motor	
C663	5	Left rear door	Left rear power window switch	
C664	2	Left rear door	Left rear door lock actuator	

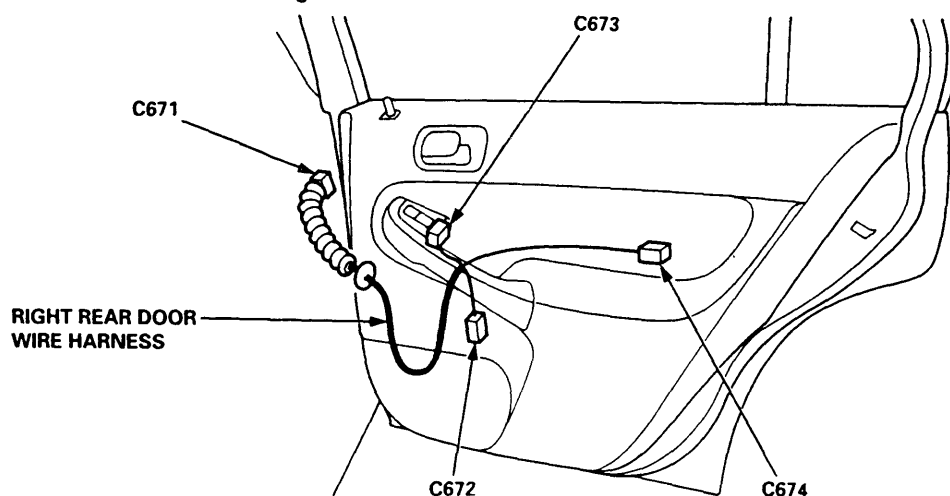
Right Rear Door Harness

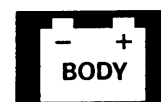
Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C671	6	Right B-pillar	Floor wire harness (C562)	
C672	2	Right rear door	Right rear power window motor	
C673	5	Right rear door	Right rear power window switch	
C674	2	Right rear door	Right rear door lock actuator	

Left Rear Door:



Right Rear Door:



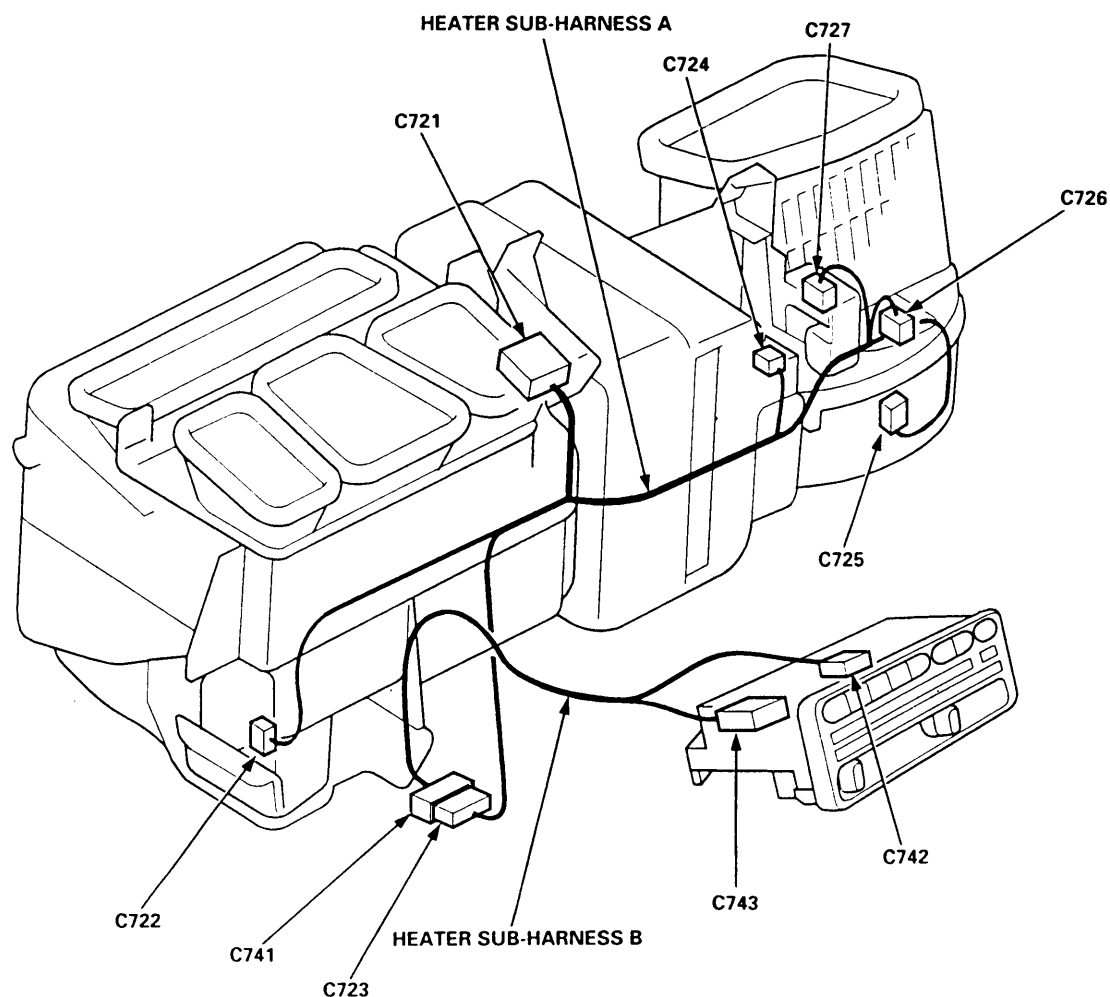


Heater Sub-harness A

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C721	16	Under left side of dash	Main wire harness (C437)	
C722	7	Behind glove box	Mode control motor	
C723	20	Behind glove box	Heater sub-harness B (C741)	
C724	3	Behind glove box	A/C thermostat	
C725	2	Behind glove box	Blower motor	
C726	4	Behind glove box	Blower resistor	
C727	4	Behind glove box	Recirculation control motor	

Heater Sub-harness B

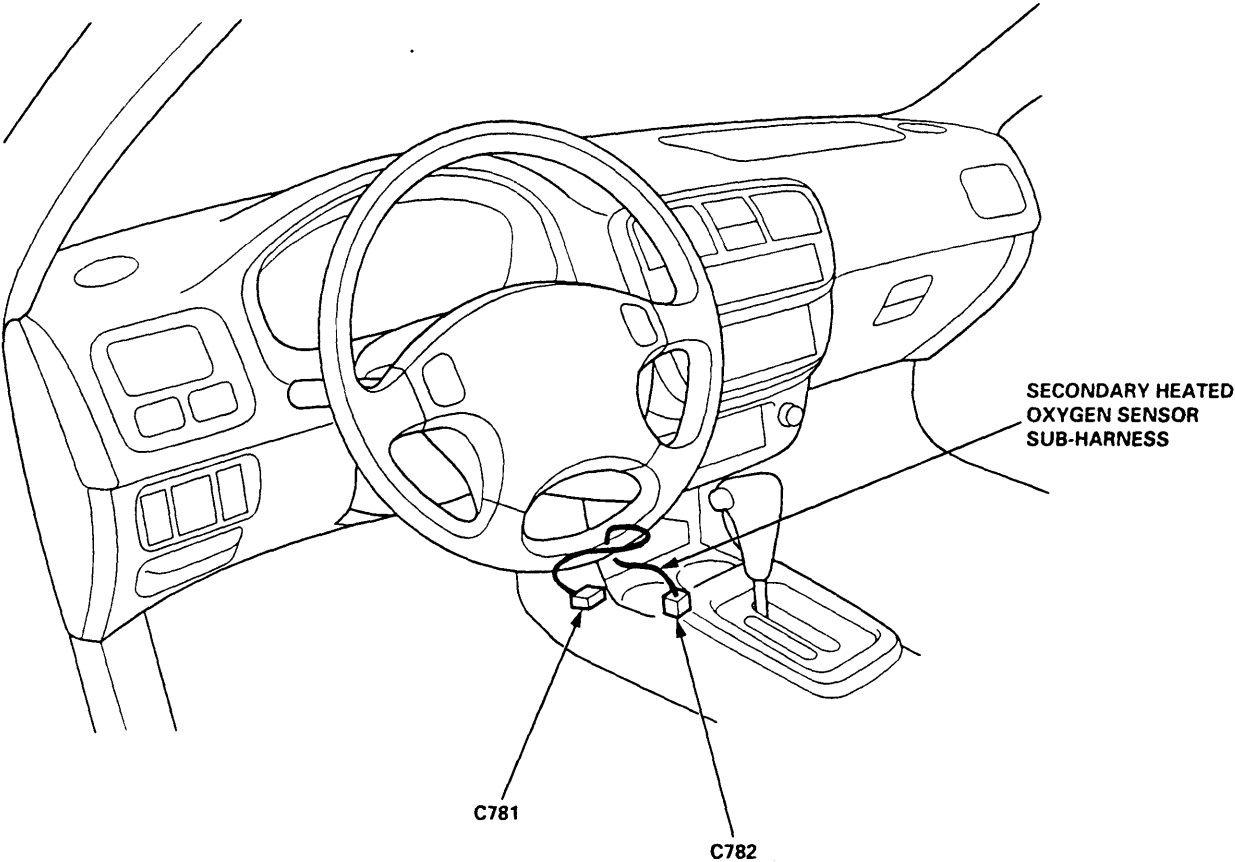
Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C741	20	Behind glove box	Heater sub-harness A (C723)	
C742	6	Behind middle of dash	Heater fan switch	
C743	16	Behind middle of dash	Heater control panel	



Connector Identification and Wire Harness Routing

Secondary Heated Oxygen Sensor Sub-harness

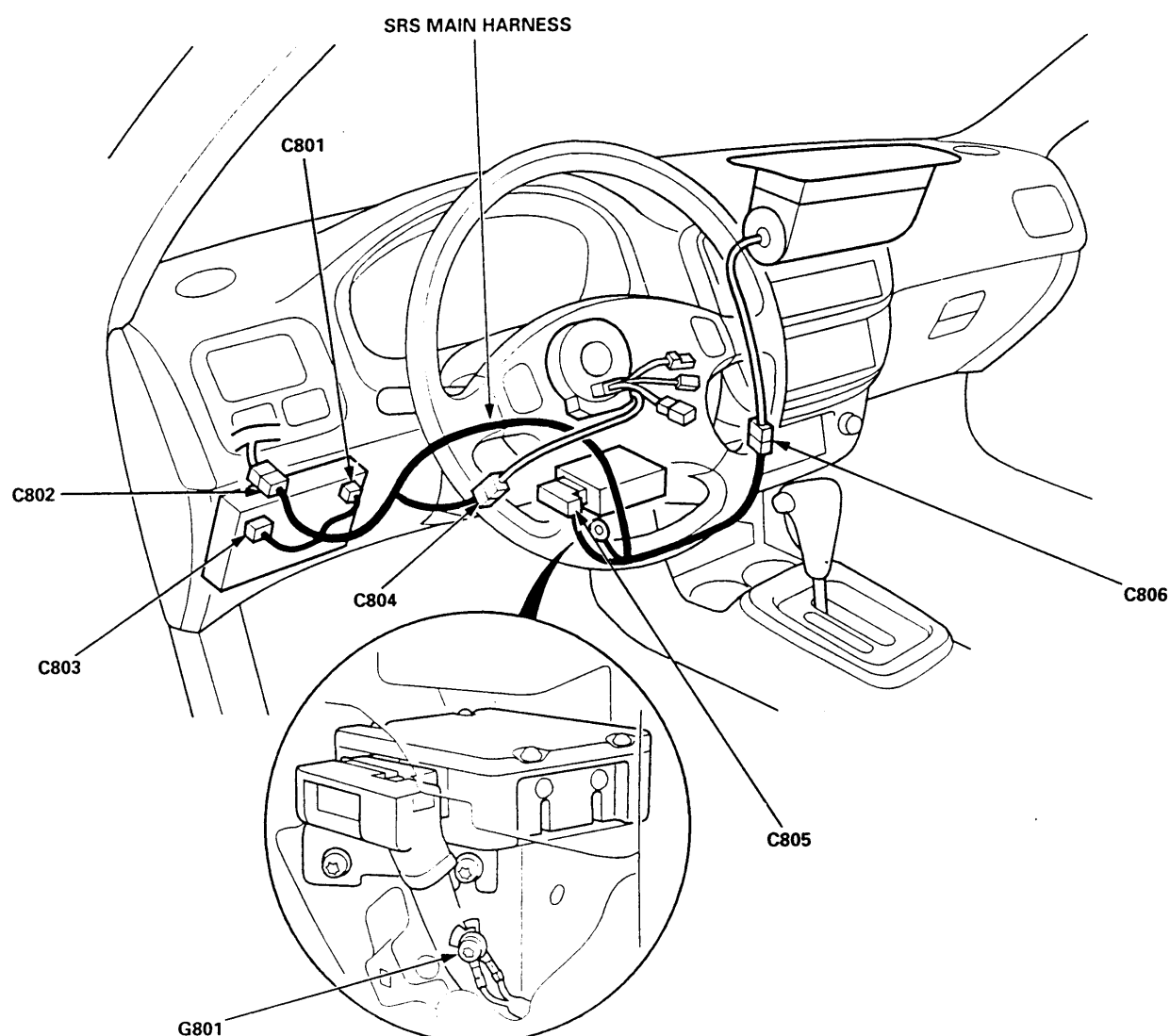
Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C781	4	Under middle of dash	Main wire harness (C430)	
C782	4	Under middle of dash	Secondary heated oxygen sensor (Secondary HO2S) (Sensor 2)	





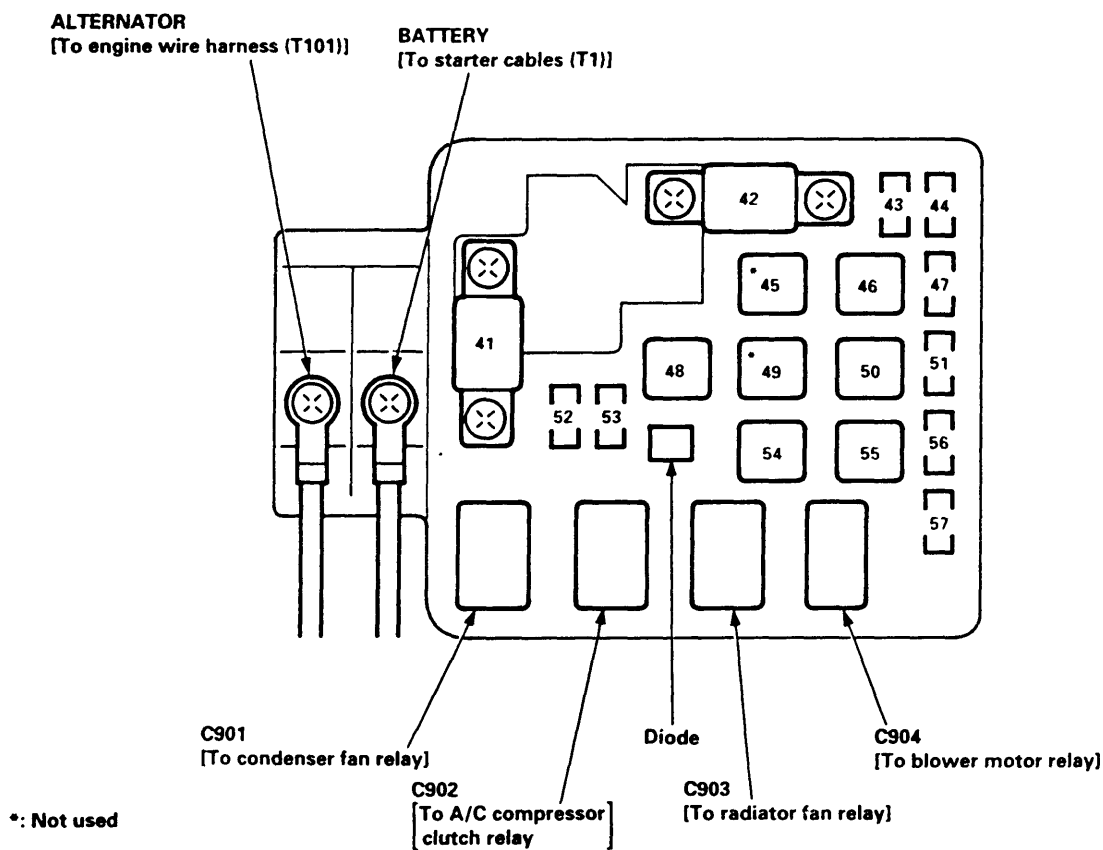
SRS Main Harness

Connector or Terminal	Number of Cavities	Location	Connects to	Notes
C801	2	Under left side of dash	Under-dash fuse/relay box (C911)	
C802	3	Above under-dash fuse/relay box	Main wire harness (C413)	
C803	2	Right side of under-dash fuse/relay box	Memory erase signal (MES) connector	
C804	2	Under left side of dash	Cable reel	
C805	18	Middle of floor	SRS unit	
C806	2	Under right side of dash	Passenger's airbag assembly	
G801		Middle of floor	Body ground, via SRS main harness	

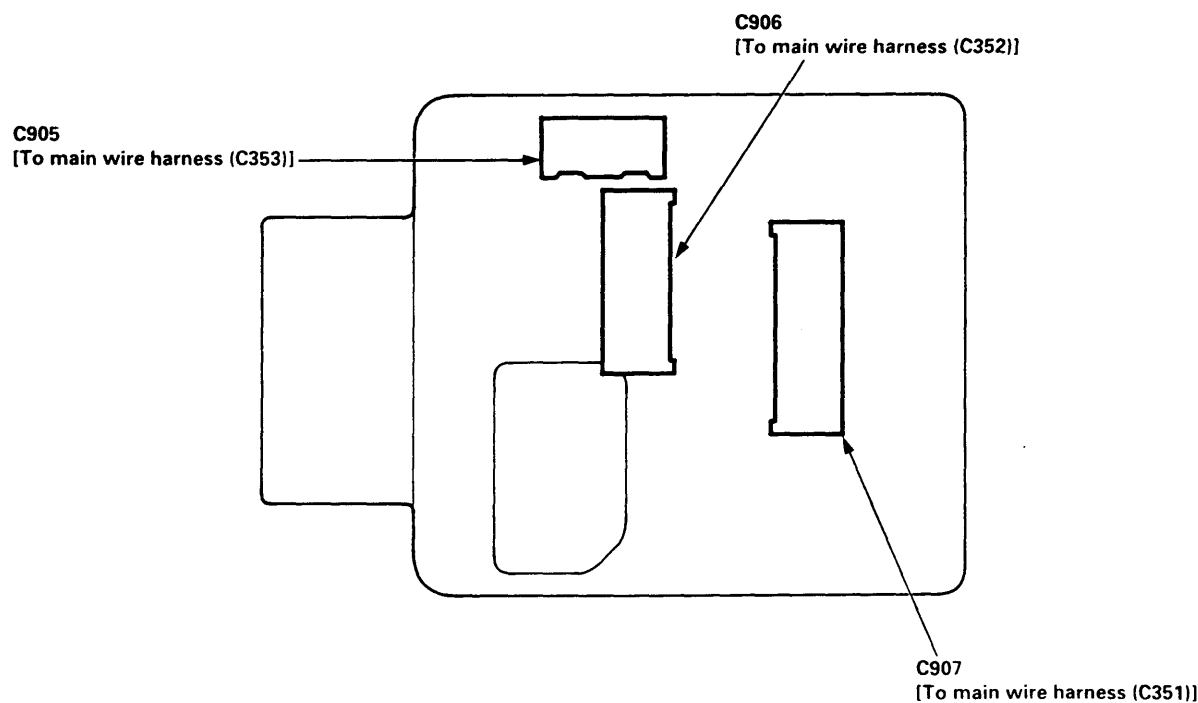


Fuses

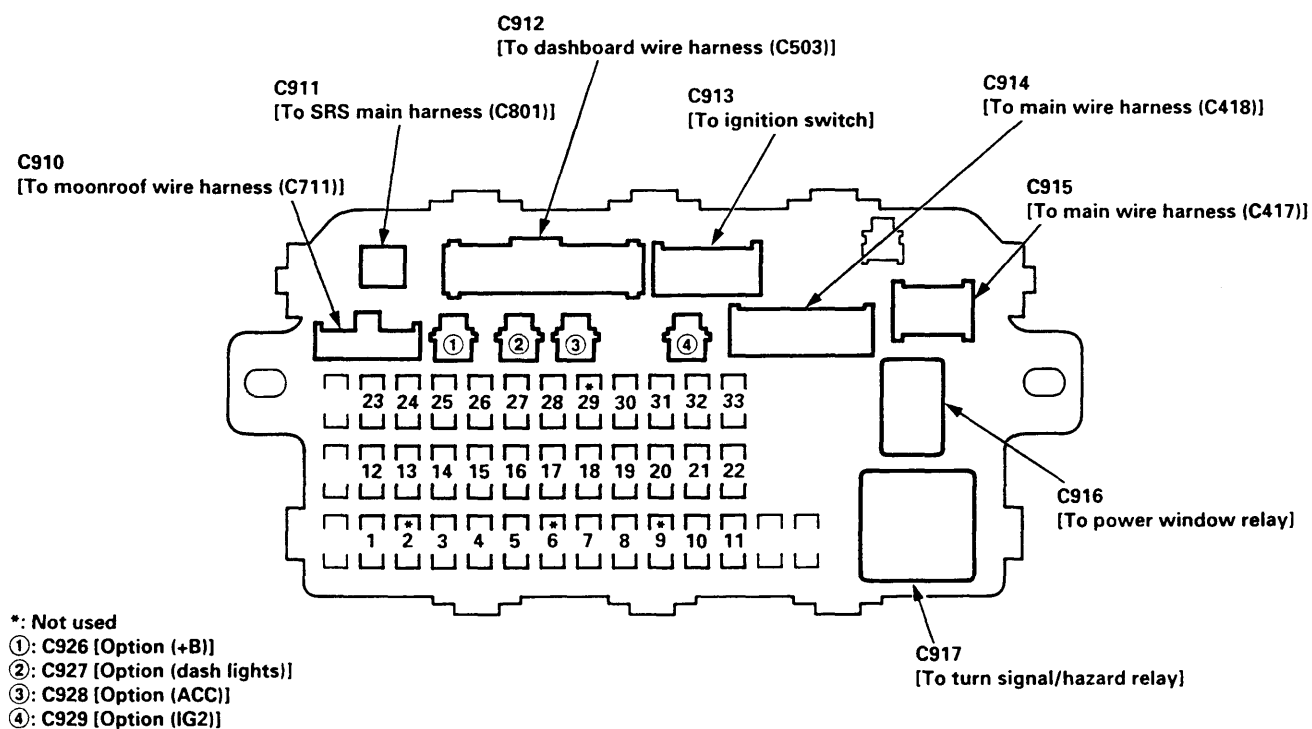
Under-hood Fuse/Relay Box



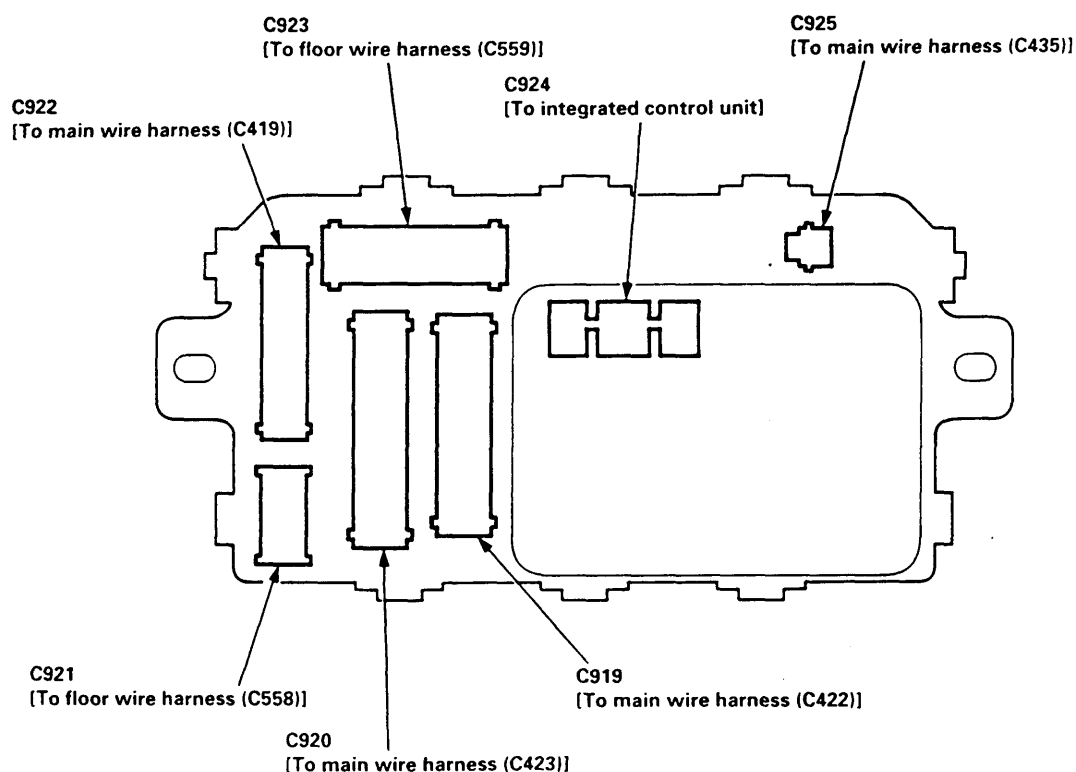
NOTE: View from the backside of the under hood fuse/relay box.



Under-dash Fuse/Relay Box

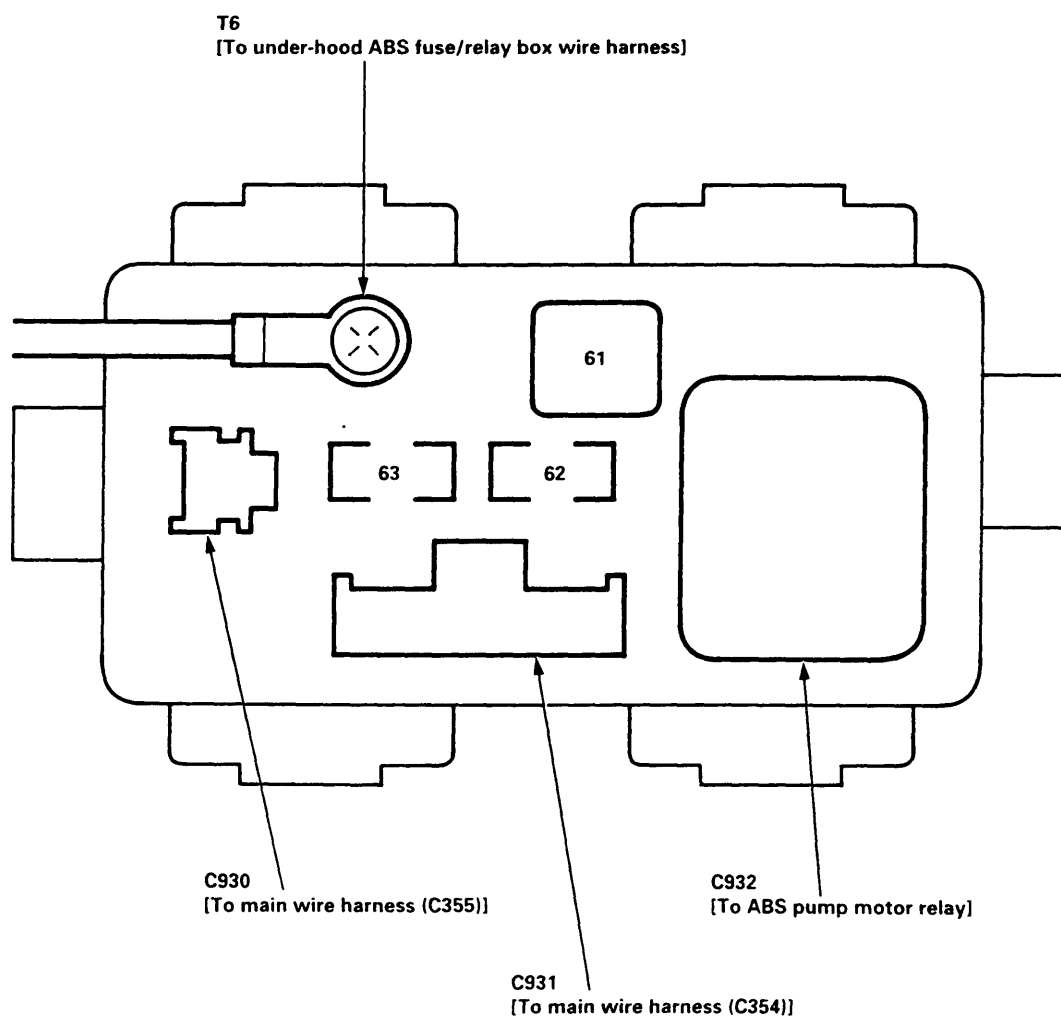


NOTE: View from the backside of the under-dash fuse/relay box.



Fuses

Under-hood ABS Fuse/Relay Box



Power Distribution



Fuse-to-Component(s) Index (in numerical sequence)

Under-hood Fuse/Relay Box:

<u>Fuse</u>	<u>Capacity</u>	<u>Wire Color</u>	<u>Circuit(s) Protected</u>
41	80 A	—	All
42	40 A	WHT/BLK	Ignition switch (BAT)
43	7.5 A	WHT	Ceiling light Data link connector Trunk light Integrated control unit (under-dash fuse relay/box socket) PGM-FI main relay
44	15 A	WHT/BLK	
45	Not used	—	
46	40 A	WHT/BLU	Power window relay
47	7.5 A	WHT/BLU	Audio unit Clock ECM (M/T) Heater control panel PCM (A/T) Security indicator
48	30 A	WHT	No. 20, 33 fuses (in under-dash fuse/relay box) No. 21, 22 fuses (via security headlight relay or dimmer low switch) Combination light switch
49	Not used	—	
50	30 A	WHT/GRN	Rear window defogger
51	20 A	WHT/GRN	Keyless/security control unit Moonroof motor
54	40 A	WHT/RED	Option connector
55	40 A	BLU/WHT	Blower motor
56	20 A	WHT RED	Condenser fan motor A/C compressor clutch
57	20 A	BLK/RED	Radiator fan motor

Under-hood ABS Fuse/Relay Box:

<u>Fuse</u>	<u>Capacity</u>	<u>Wire Color</u>	<u>Circuit(s) Protected</u>
61	40 A	WHT	ABS pump motor
62	7.5 A	BRN/YEL	ABS control unit (MCK)
63	20 A	WHT/GRN	ABS control unit (BAT)

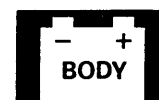
(cont'd)

Power Distribution

Fuse-to-Component(s) Index (in numerical sequence) (cont'd)

Under-dash Fuse/Relay Box:

<u>Fuse</u>	<u>Capacity</u>	<u>Wire Color</u>	<u>Circuit(s) Protected</u>
1	Not used	—	
2	Not used	—	
3	Not used	—	
4	10 A	RED/BLU	Resistor Right headlight (high beam)
5	10 A	RED/GRN	High beam indicator Left headlight (high beam) Resistor
6	Not used	—	
7	20 A	RED/WHT	Left rear power window motor
8	20 A	YEL/BLK	Right rear power window motor
9	Not used	—	
10	20 A	GRN/BLK	Front passenger's window motor
11	20 A	BLU/BLK	Driver's window motor Power window master switch
12	7.5 A	YEL/BLK	Turn signal/hazard relay
13	15 A	YEL/GRN	PGM-FI main relay
		BLK/YEL	SRS unit (VA)
14	7.5 A	BLK/YEL	Cruise control unit Keyless/security control unit
15	7.5 A	BLK/YEL	Alternator Charging system light (Wire color: BLK/WHT) EVAP purge control solenoid valve Heated oxygen sensor Secondary heated oxygen sensor Vehicle speed sensor
16	7.5 A	BLK/BLU	ABS control unit Rear window defogger relay
17	7.5 A	BLK/YEL	A/C compressor clutch relay A/C thermostat Condenser fan relay Heater control panel Mode control motor Power mirror actuator Power mirror defogger Radiator fan relay Recirculation control motor Option connector
18	7.5 A	YEL/BLK	Daytime running lights control unit
19	7.5 A	YEL	Back-up lights
20	10 A	BLK/WHT	Daytime running lights control unit Keyless/security control unit
21	10 A	RED/WHT	Right headlight (low beam)
22	10 A	RED/YEL	Left headlight (low beam)
23	10 A	PNK	SRS unit (VB)
24	7.5 A	GRN/ORN	Moonroof open relay Moonroof close relay Power window relay
		—	



Under-dash Fuse/Relay box:

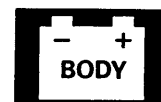
<u>Fuse</u>	<u>Capacity</u>	<u>Wire Color</u>	<u>Circuit(s) Protected</u>
25	7.5 A	YEL	ABS indicator circuit A/T gear position dimming circuit Clock Cruise indicator circuit Gauge assembly Interlock control unit Shift lock solenoid SRS indicator circuit Integrated control unit
26	20 A	GRN/BLK	Windshield wiper motor Windshield washer motor
27	15 A	YEL/GRN	Accessory power socket
28	15 A	YEL/RED	Audio unit Stereo amplifier (AFB sound system) Option connector
29	Not used	—	
30	7.5 A	RED/BLK	Audio unit light A/T gear position console light A/T gear position indicator dimming circuit Clock Cruise indicator circuit Cruise main switch light Dash lights brightness controller Gauge lights Hazard warning switch light Heater control panel lights Integrated control unit Option connector
31	7.5 A	BLU/ORN	ECM (M/T) PCM (A/T) PGM-FI main relay Keyless/security control unit Starter cut relay
32	7.5 A	RED/BLK	Integrated control unit Front parking lights License plate lights Taillights
33	7.5 A	WHT/GRN	Key interlock solenoid

Ground Distribution

Ground-to-Component(s) Index

NOTE: All ground wires are BLK unless otherwise noted.

Ground	Component or Circuits Grounded
G1	Battery (BLK/YEL)
G2	Power steering pump bracket
G3	Transmission housing
G101	Crankshaft speed fluctuation (CKF) sensor (BRN/BLK) Engine control module (ECM)/Powertrain control module (PCM) (LG1, LG2: BRN/BLK) Shielding: between ECM/PCM and CKF sensor (BRN/BLK) between ECM/PCM and Knock sensor (BRN/BLK) between ECM/PCM and Primary H02S (BRN/BLK) between ECM/PCM and Secondary H02S (BRN/BLK) between ECM/PCM and CKP sensor (BRN/BLK) between ECM/PCM and TDC sensor (BRN/BLK) between ECM/PCM and CYP sensor (BRN/BLK) between PCM and Mainshaft speed sensor (BRN/BLK) between PCM and Countershaft speed sensor (BRN/BLK) Engine control module (ECM)/Powertrain control module (PCM) (PG1, PG2) Engine coolant temperature (ECT) switch PGM-FI main relay Vehicle speed sensor (VSS) VTEC pressure switch
G201	Cruise actuator Headlight, right Hood switch Horns Parking light, right front Radiator fan motor Turn signal light, right front
G202	Headlight, left Parking light, left front Turn signal light, left front Washer motor, windshield
G301	ABS pump motor



NOTE: All ground wires are BLK unless otherwise noted.

Ground	Component or Circuits Grounded
G401	A/T gear position indicator dimming circuit A/T gear position switch ABS indicator light circuit Accessory power socket Brake fluid level switch Clock Clutch switch (M/T with cruise control) Cruise control unit Cruise indicator dimming circuit Cruise main switch light Dash lights brightness controller Data link connector (DLC) Daytime running lights control unit Gauges and indicator lights Ignition key switch Integrated control unit Inter lock control unit (A/T) Moonroof close relay Moonroof open relay Moonroof switch Parking pin switch (A/T) Power window relay SRS indicator light circuit Wiper motor, windshield Wiper switch, windshield — Plus everything grounded through G402
G402	A/T gear position switch ABS control unit Blower motor relay Heater control panel Heater fan switch Mode motor Service check connector — Plus everything grounded through G401

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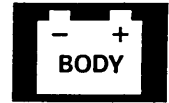
Ground Distribution

Ground-to-Component(s) Index (cont'd)

NOTE: All ground wires are BLK unless otherwise noted.

Ground	Component or Circuits Grounded
G501	Audio unit
G551	Door key cylinder switch, driver's Door key cylinder switch, front passenger's Door lock knob switch, front passenger's Door lock knob switch, driver's Door lock switch, driver's Mirror defogger, driver's Mirror defogger, front passenger's Power mirror switch Power window motor, driver's Power window switch, driver's
G552	Fuel pump (FP) Fuel unit Keyless/Security control unit Seat belt switch, driver's
G601	High mount brake light License plate light, left License plate light, right Rear window defogger coil Stereo amplifier Taillight assembly, left Taillight assembly, right Trunk latch switch
G751	Condenser fan motor
G801	SRS unit (GRY or BLK)

Under-dash Fuse/Relay Box

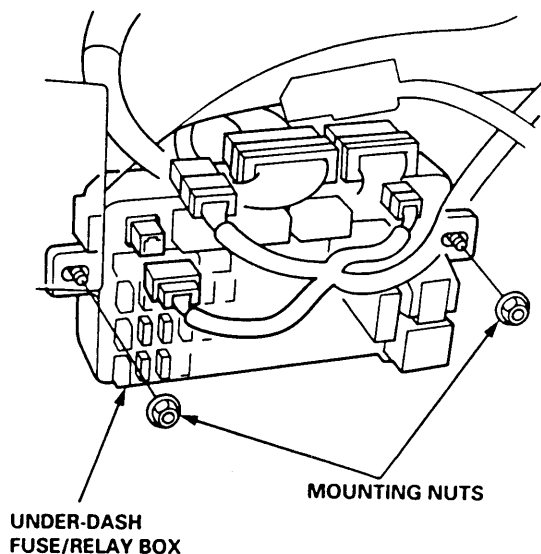


Removal/Installation

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 preset buttons.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait at least three minutes.
3. Remove the driver's dashboard lower cover and knee bolster (see section 20).
4. Remove the two mounting nuts, and pull the under-dash fuse/relay box out from under the dash.



Installation:

1. Connect the connectors to the under-dash fuse/relay box, then install the under-dash fuse/relay box in the reverse order of removal (see section 24).
2. Install the driver's dashboard lower cover (see section 20).
3. Connect the battery positive cable, then connect the negative cable.
4. Enter the anti-theft code for the radio, then enter the customer's radio station presets.
5. Confirm that all systems work properly.

5. Disconnect the connectors from the under-dash fuse/relay box, and take out the under-dash fuse/relay box (see section 24).

Power Relays

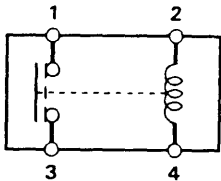
Relay Test

NOTE: See page 23-77 for turn signal/hazard relay input test.

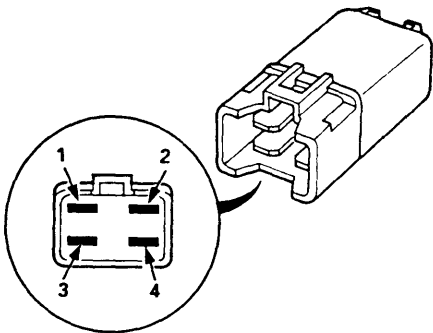
Normally-open type A:

- 1. Check for continuity between the terminals.
 - There should be continuity between the No. 1 and No. 3 terminals when power and ground are connected to the No. 2 and No. 4 terminals.
 - There should be no continuity between the No. 1 and No. 3 terminals when power is disconnected.

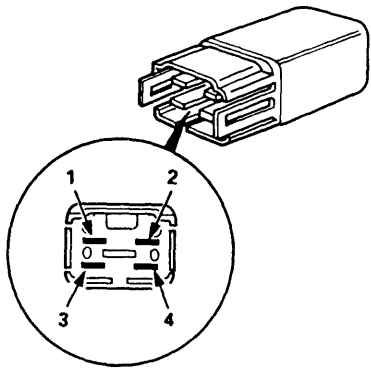
Terminal	1	3
Power (No. 2 – No. 4)		
Disconnected		
Connected		



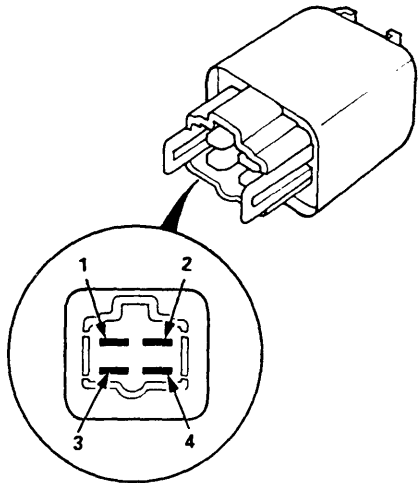
- Horn relay
- Rear window defogger relay
- Security headlight relay



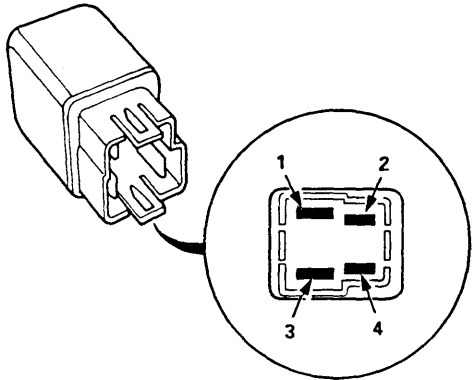
- Blower motor relay



- Starter cut relay



- ABS pump motor relay

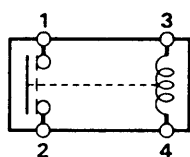




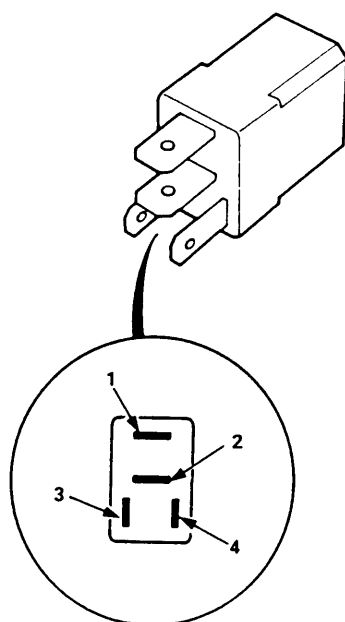
Normally-open type B:

1. Check for continuity between the terminals.
 - There should be continuity between the No. 1 and No. 2 terminals when power and ground are connected to the No. 3 and No. 4 terminals.
 - There should be no continuity between the No. 1 and No. 2 terminals when power is disconnected.

Terminal	1	2
Power (No.3 – No.4)		
Disconnected		
Connected		



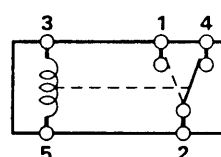
- Power window relay
- Radiator fan relay
- Condenser fan relay
- A/C compressor clutch relay



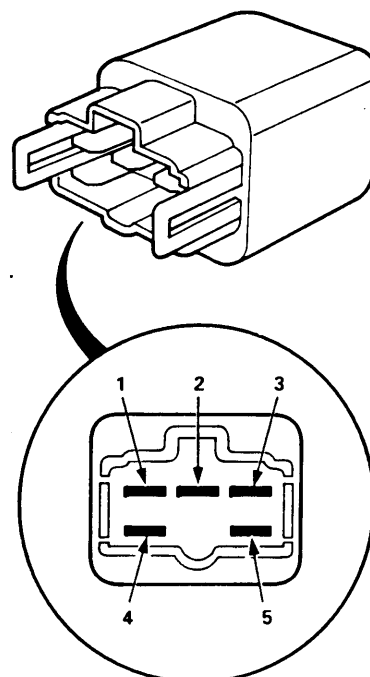
Five-terminal type:

1. Check for continuity between the terminals.
 - There should be continuity between the No. 1 and No. 2 terminals when power and ground are connected to the No. 3 and No. 5 terminals.
 - There should be continuity between the No. 2 and No. 4 terminals when power is disconnected.

Terminal	1	2	4
Power (No.2 – No.4)			
Disconnected			
Connected			



- Moonroof open relay
- Moonroof close relay



Ignition Switch

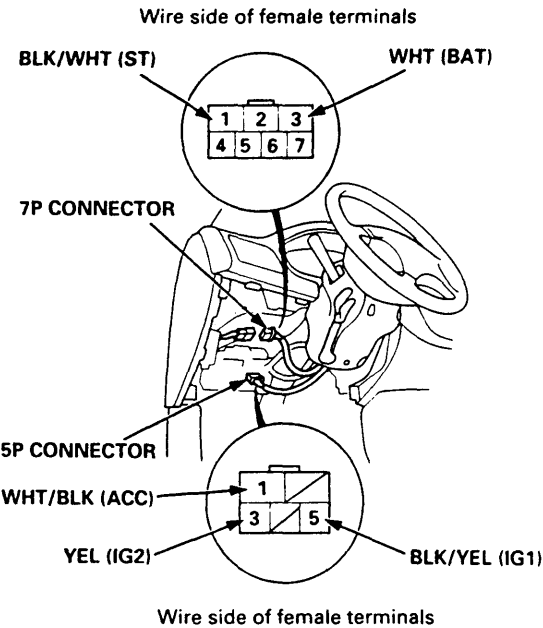
Test

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 radio, then write down the frequencies for the radio's preset buttons.
- 2. Disconnect the battery negative cable.
- 3. Remove the driver's dashboard lower cover and knee bolster (see section 20).
- 4. Disconnect the 5P connector from the under-dash fuse/relay box and the 7P connector from the main wire harness.
- 5. Check for continuity between the terminals in each switch position according to the table.

Terminal Position	1 (ACC)	(3) (BAT)	5 (IG1)	3 (IG2)	(1) (ST)
O (LOCK)					
I (ACC)	○	○			
II (ON)	○	○	○	○	
III (START)		○	○	○	○

[] : 7P connector

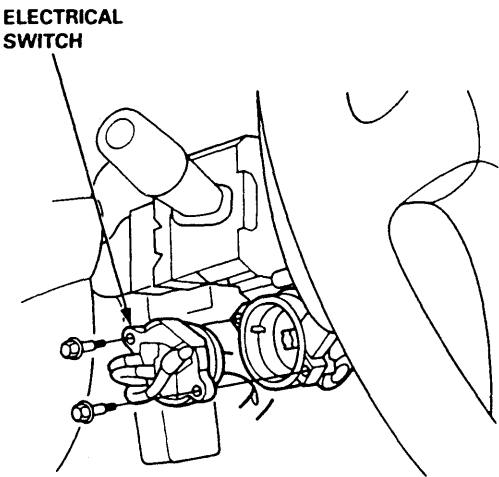


- 6. If the continuity checks do not agree with the table, replace the electrical switch.
- 7. Enter the anti-theft code for the radio, then enter the customer's radio station presets.

Electrical 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. Make sure you have the anti-theft code for radio, then write down the frequencies for the radio's preset buttons.
- 2. Disconnect the battery negative cable.
- 3. Remove the driver's dashboard lower cover and knee bolster (see section 20).
- 4. Disconnect the 5P connector from the under-dash fuse/relay box and the 7P connector from the main wire harness (see left column).
- 5. Remove the steering column covers (see section 17).
- 6. Insert the ignition key, and turn it to "0".
- 7. Remove the two screws and the electrical switch from the steering lock.



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



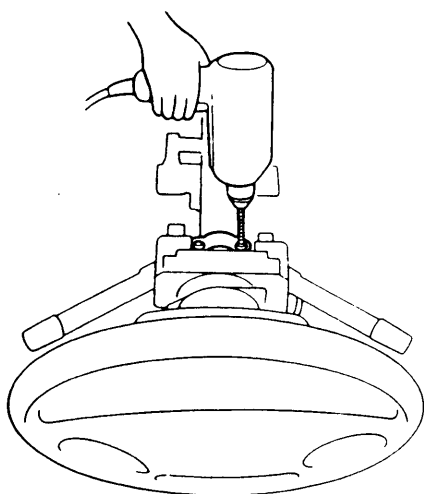
Steering Lock Replacement

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.

Removal:

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.
3. Remove the driver's dashboard lower cover and knee bolster (see section 20).
4. Disconnect the 5P connector from the under-dash fuse/relay box and the 7P connector from the main wire harness (see previous page).
5. Remove the steering column covers, then remove the mounting bolts and nuts from the steering column (see section 17).
6. Lower the steering column assembly.
7. Center-punch each of the two shear bolts, then drill their heads off with a 5 mm (3/16 in) drill bit.

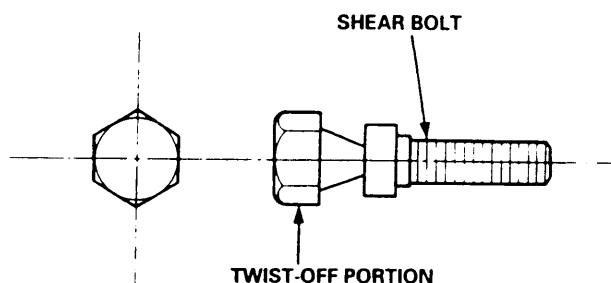
CAUTION: Do not damage the steering lock body.



8. Remove the shear bolts and the steering lock assembly.

Installation:

1. Install the new steering lock assembly without the key inserted.
2. Loosely tighten the new shear bolts.
3. Insert the ignition key, and check for proper operation of the steering wheel lock and that the ignition key turns freely.
4. Tighten the shear bolts until the hex heads twist off.



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

Battery

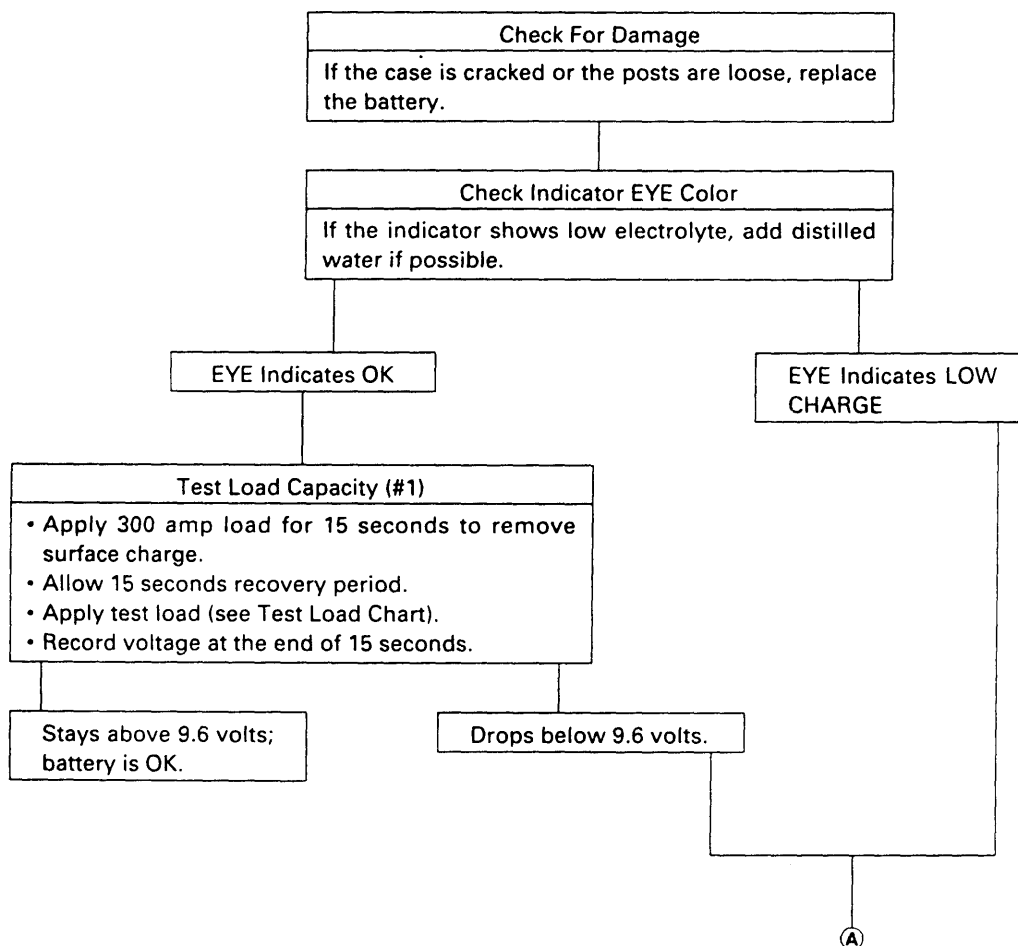
Test

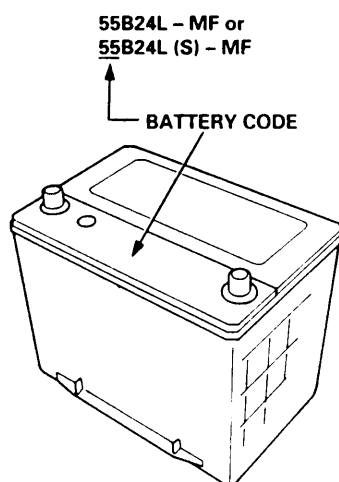
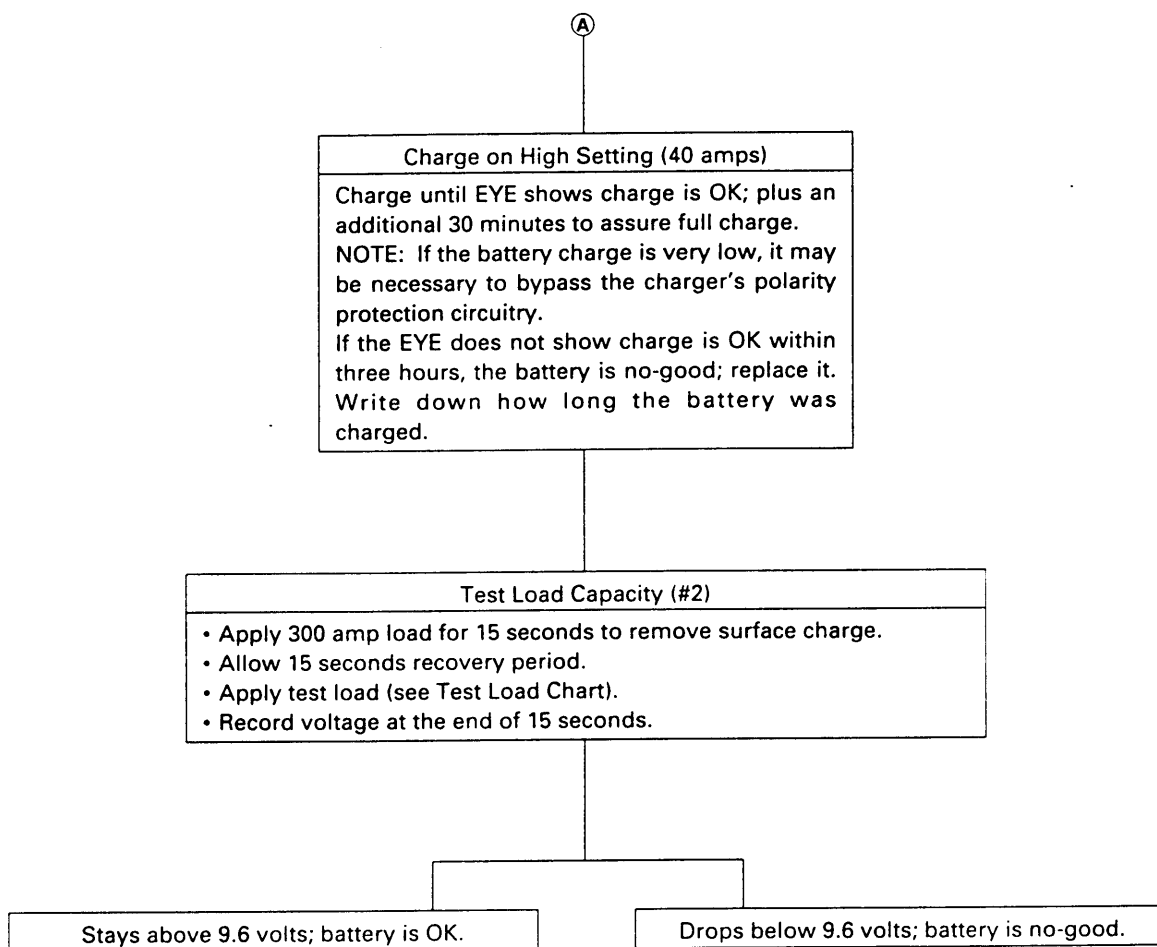
⚠ WARNING

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

Use either a JCI or Bear ARBST tester, and follow the manufacturer's procedures. If you don't have one of these computerized testers, follow this conventional test procedure:

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





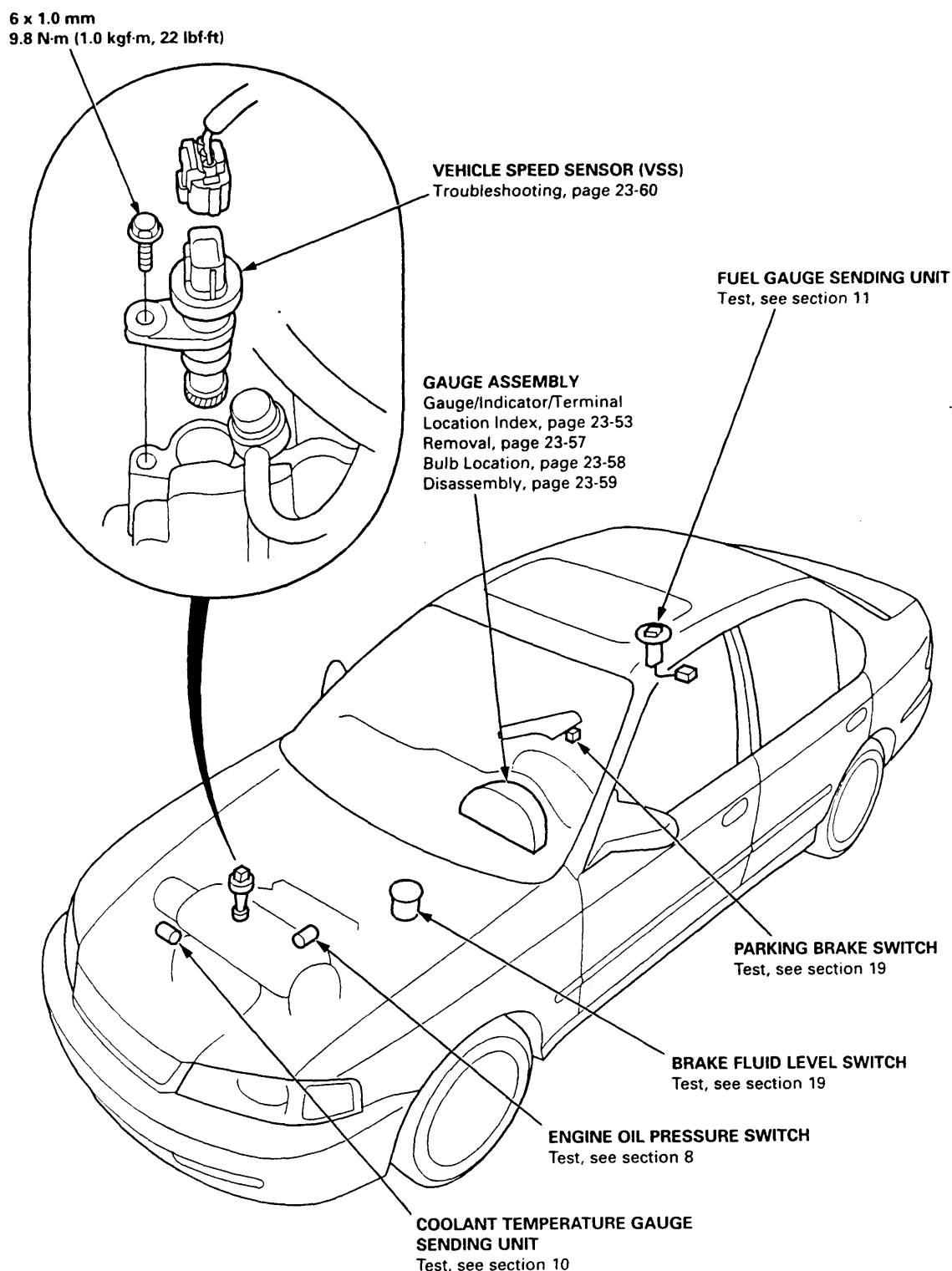
TEST LOAD CHART		
Use the test load or 1/2 the cold cranking amps (CCA) printed on the label on the top of the battery. If neither is indicated, use the information below:		
BATTERY CODE	COLD CRANKING AMPS (CCA)	LOAD (amps)
55	405 (* 410)	200

*: 55B24L (S) – MF

Gauge Assembly

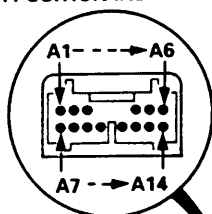
Component Location Index

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.

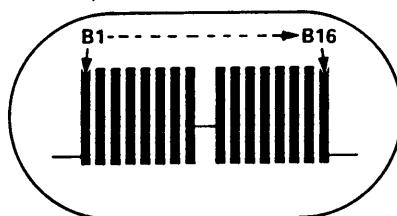


Gauge/Indicator/Terminal Location Index

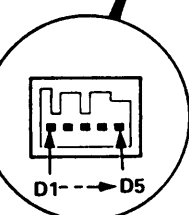
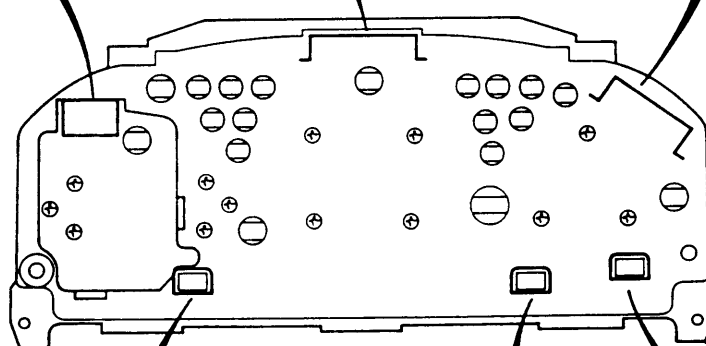
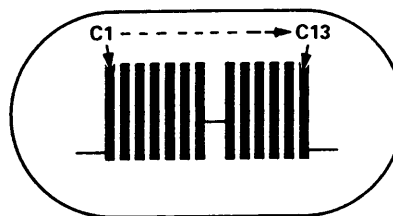
CONNECTOR "A"
(A/T GEAR POSITION INDICATOR)



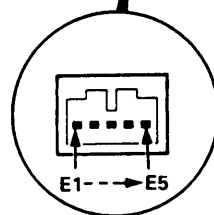
CONNECTOR "B"
(GAUGE and INDICATOR)



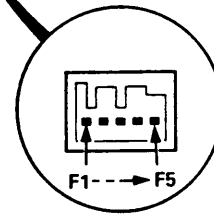
CONNECTOR "C"
(GAUGE and INDICATOR)



CONNECTOR "D"
(ABS INDICATOR)



CONNECTOR "E"
(CRUISE INDICATOR)

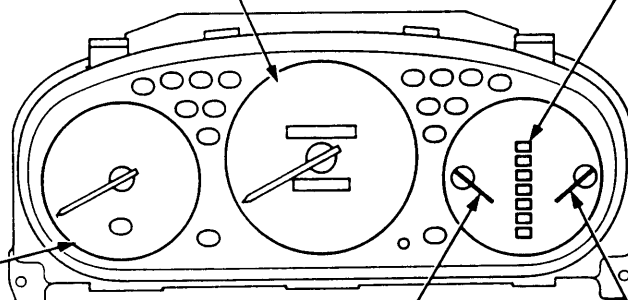


CONNECTOR "F"
(SRS INDICATOR)

SPEEDOMETER:
Indicates 60 km/h at 637 rpm or
60 mph at 1,026 rpm of the
vehicle speed sensor (VSS).

**A/T GEAR POSITION
INDICATOR**
See section 14

TACHOMETER:
Indicates 100 rpm at
200 pulses per minute
of the ignition control
module (ICM).

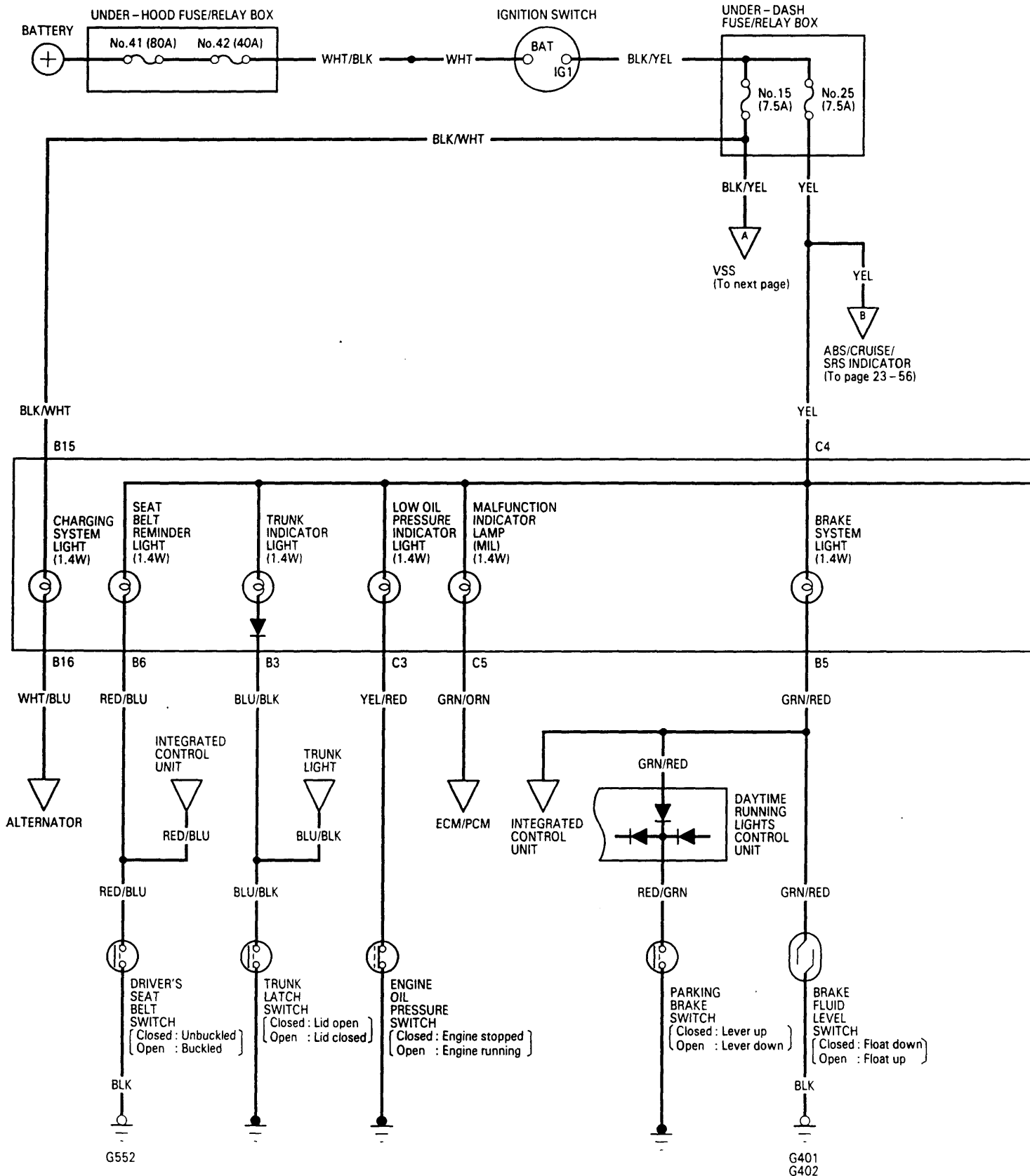


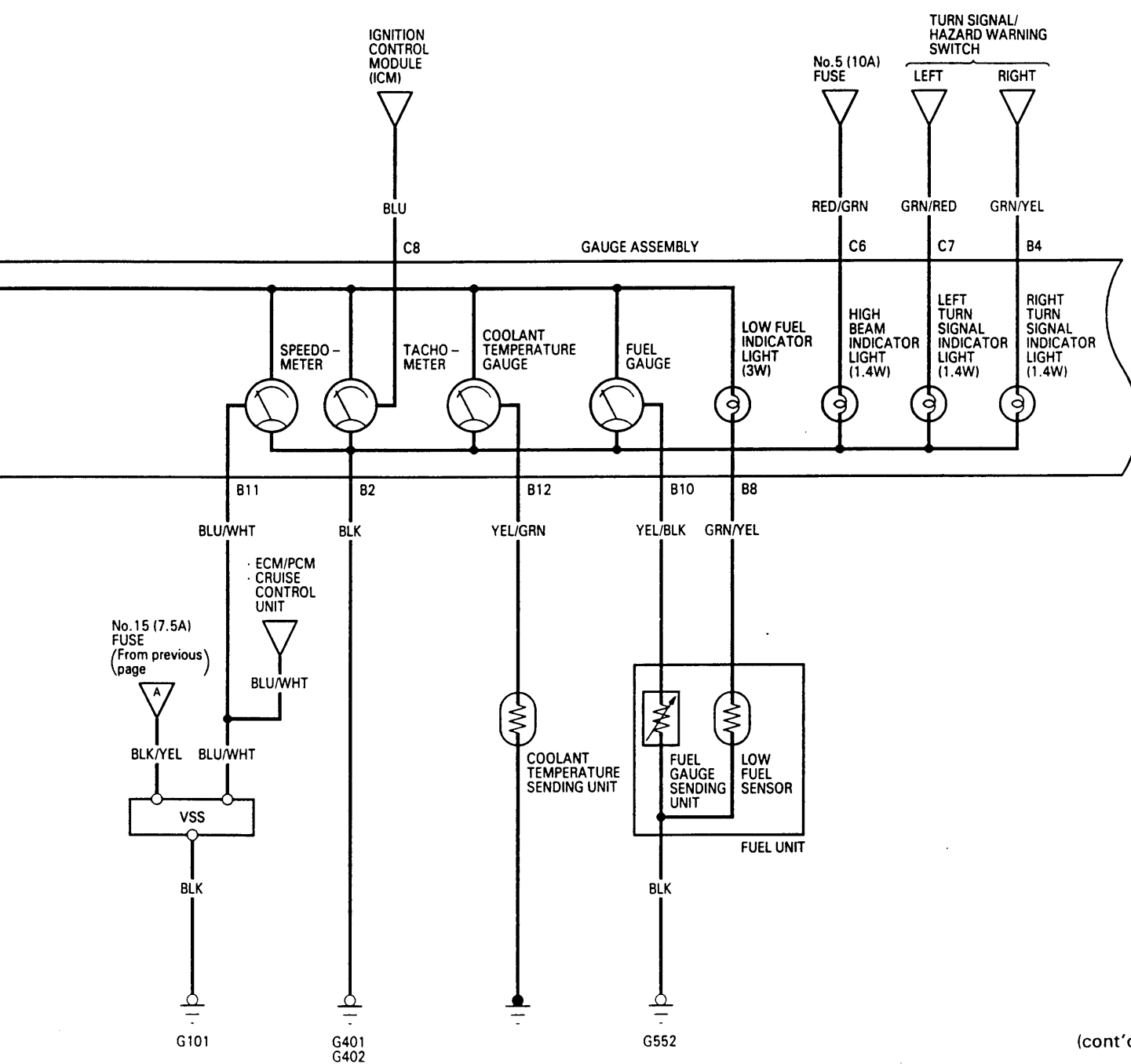
FUEL GAUGE
Gauge/Sending Unit Test, see section 11

COOLANT TEMPERATURE GAUGE
See section 10

Gauge Assembly

Circuit Diagram

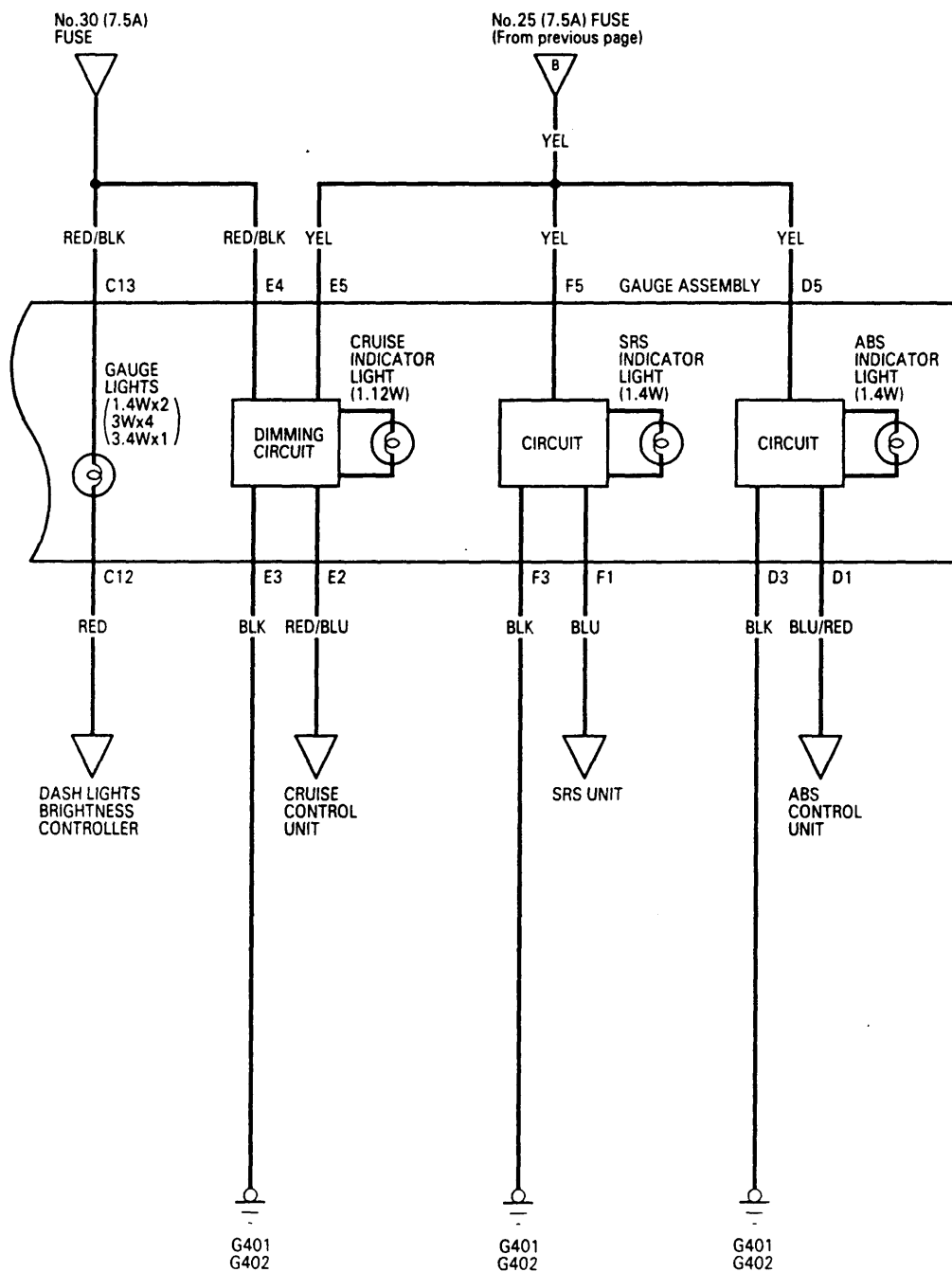




(cont'd)

Gauge Assembly

Circuit Diagram (cont'd)

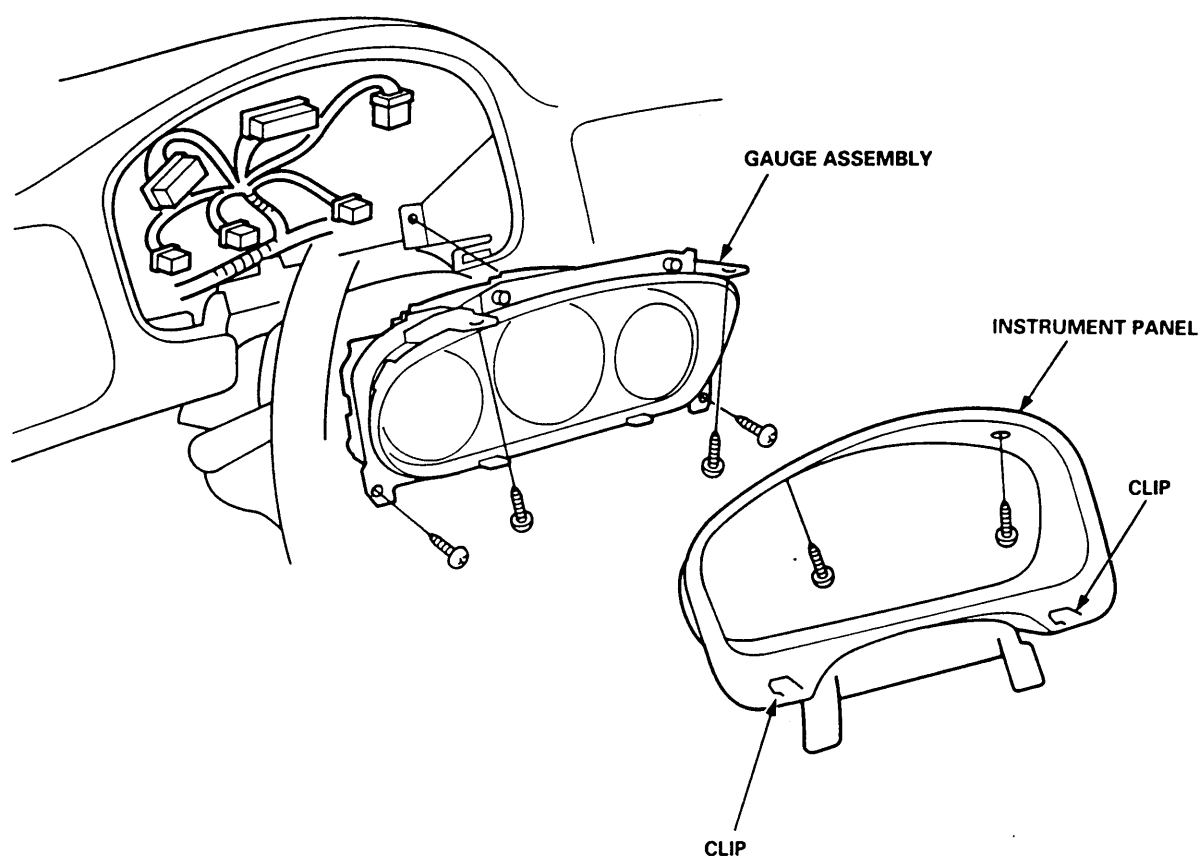


Removal

1. Remove the two screws from the instrument panel.
2. Remove the instrument panel.

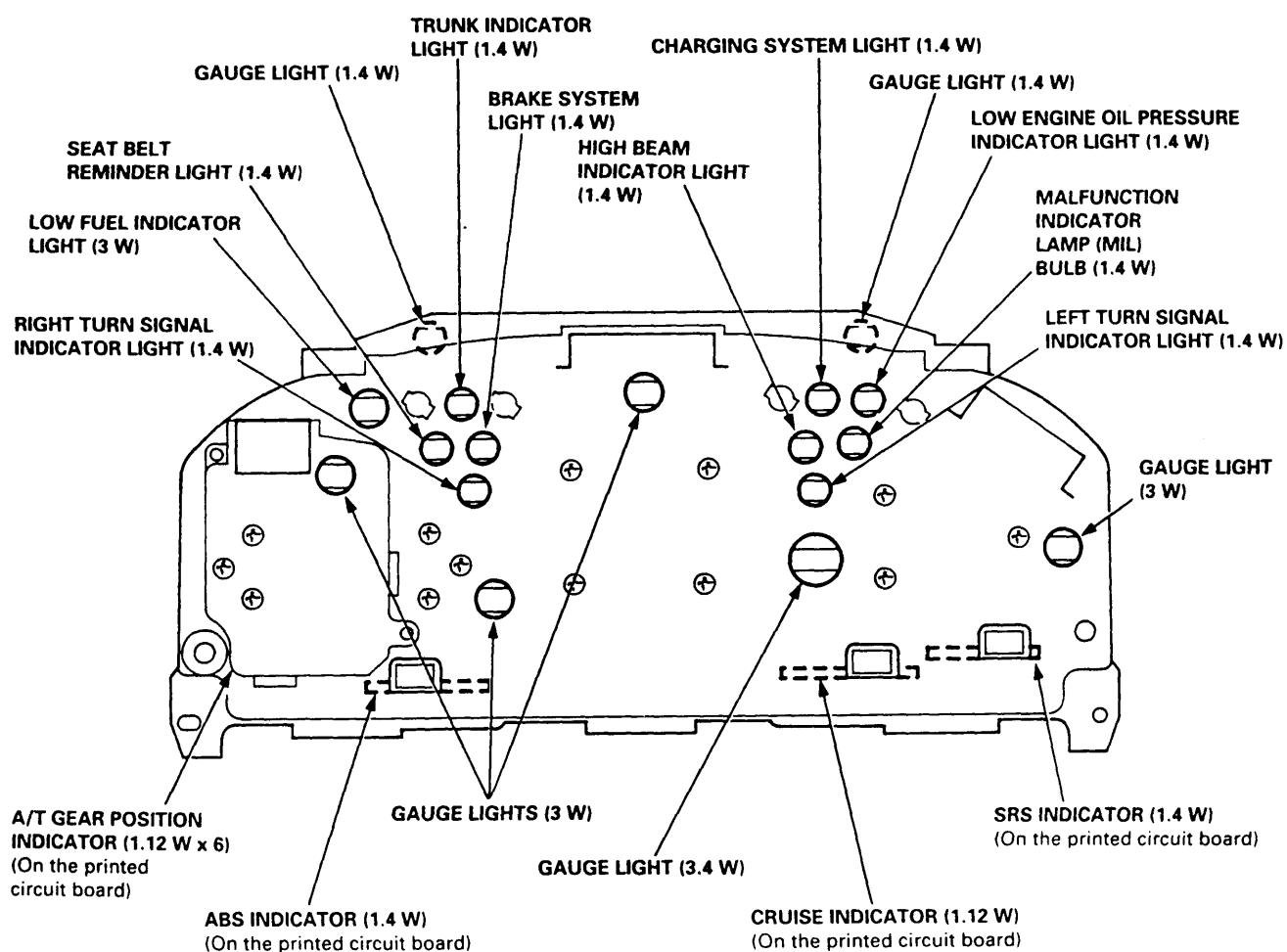
CAUTION: Carefully remove the instrument panel without damaging the clips.

3. Tilt the steering wheel down with the tilt adjustment lever.
4. Spread a protective cloth over the steering column.
5. Remove the four mounting screws from the gauge assembly.
6. Pry the gauge assembly out, and disconnect all connectors from it.
7. Take out the gauge assembly.



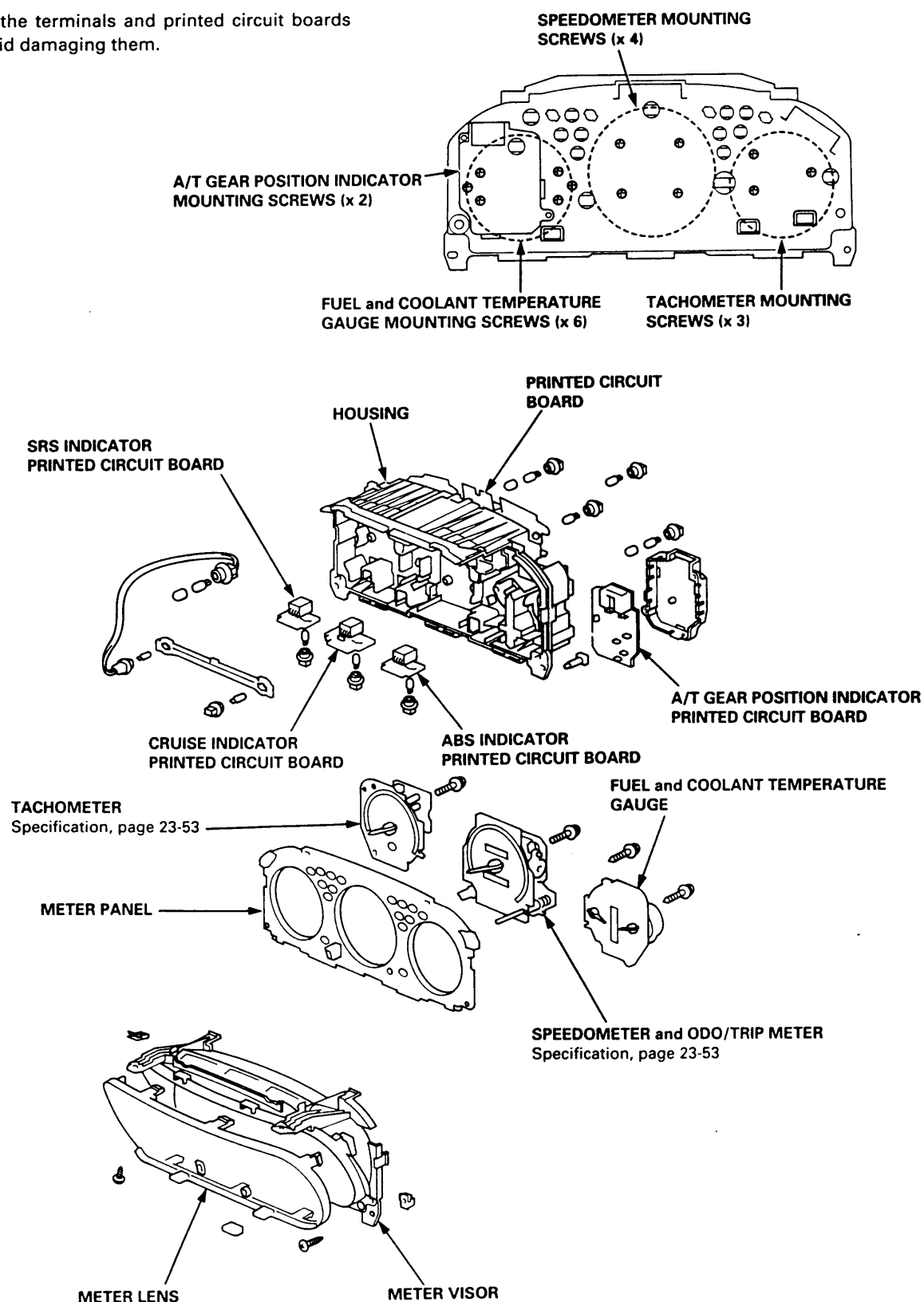
Gauge Assembly

Bulb Locations



Disassembly

NOTE: Handle the terminals and printed circuit boards carefully to avoid damaging them.



Vehicle Speed Sensor (VSS)

Troubleshooting

Before testing, inspect the No. 15 (7.5 A) fuse in the under-dash fuse/relay box.

Test the BLK wire:

1. Disconnect the 3P connector from the vehicle speed sensor (VSS).
2. Connect the test harness (07LAJ - PT30200) only to the engine wire harness.
3. Connect the RED test harness clip to the positive probe of a ohmmeter.
4. Check for continuity between the RED test harness clip and body ground.

Is there continuity?

NO

Repair open in the BLK wire between the VSS and G101.

YES

Test the BLK/YEL wire:

1. Connect the WHT test harness clip to the positive probe of a voltmeter, and connect the RED test harness clip to the negative probe.
2. Turn the ignition switch ON (II).

Is there battery voltage?

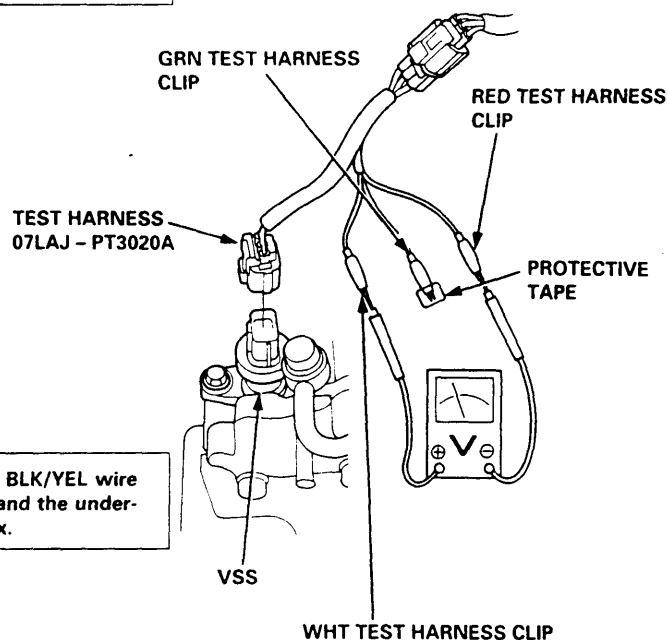
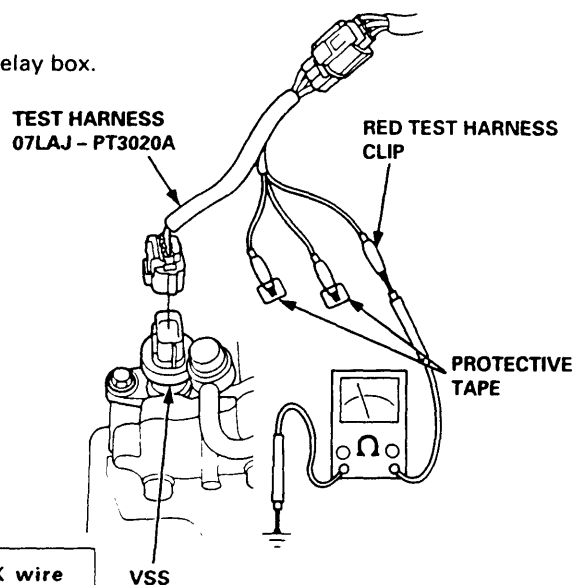
NO

Repair open in the BLK/YEL wire between the VSS and the under-dash fuse/relay box.

YES

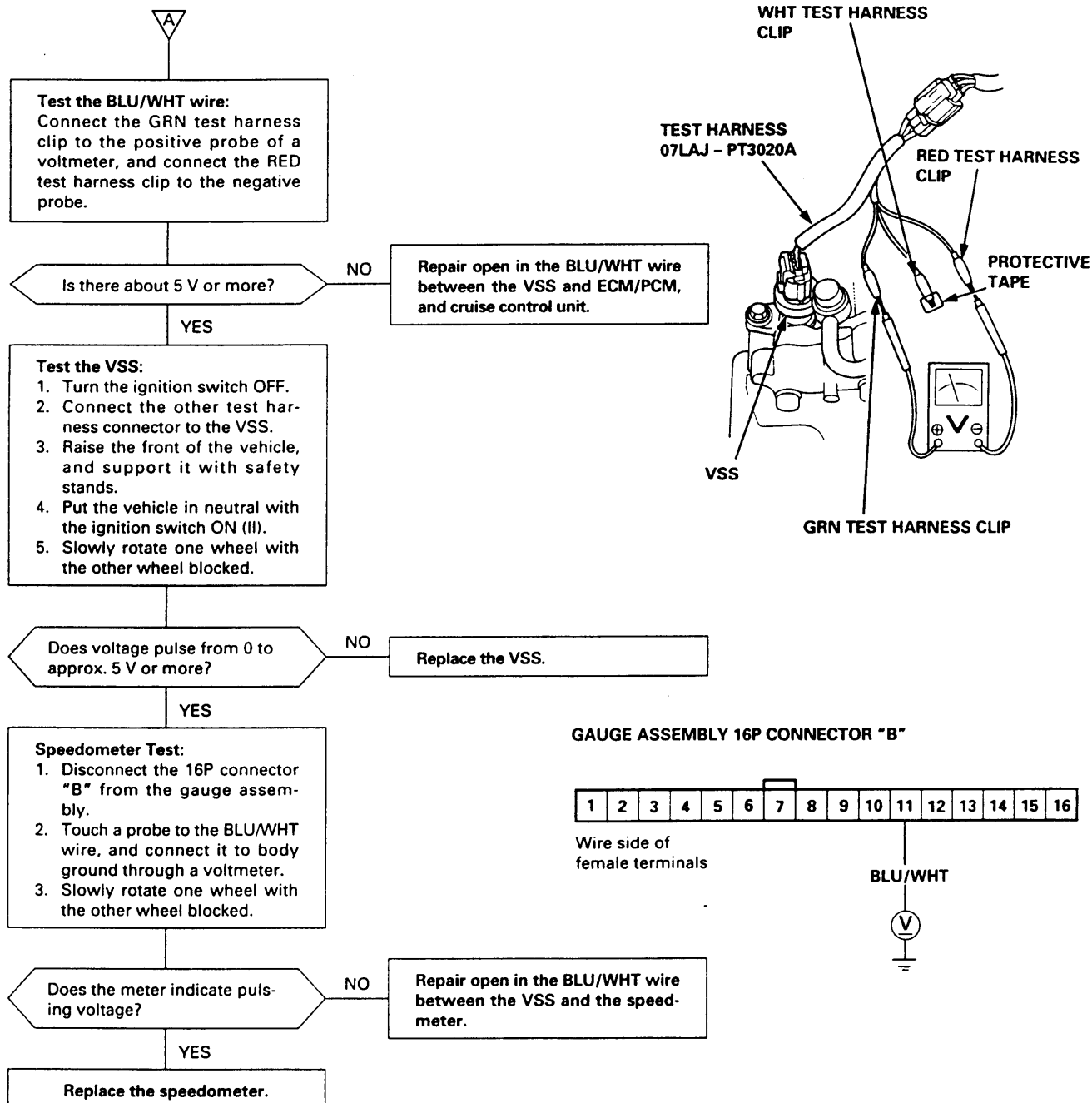


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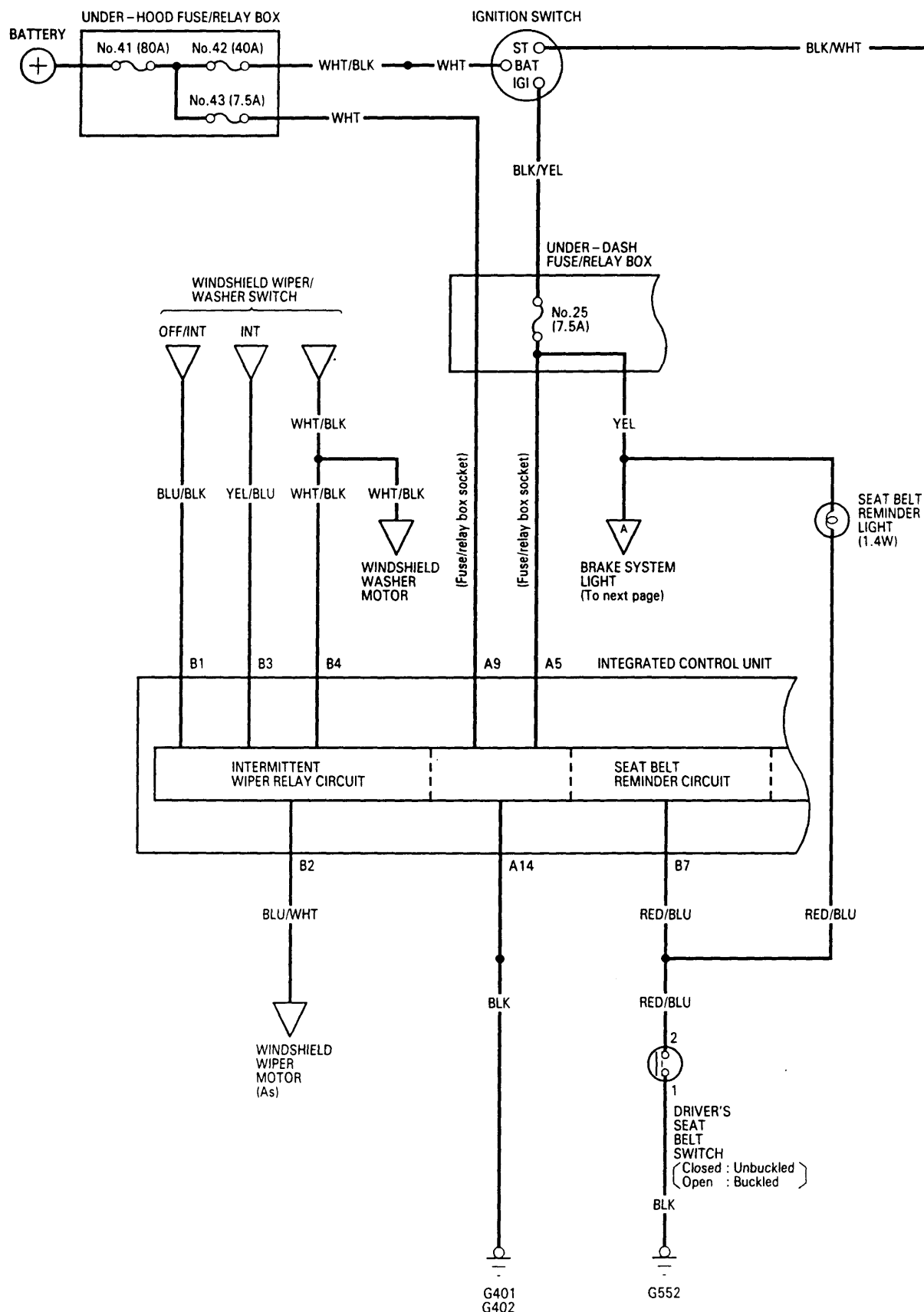


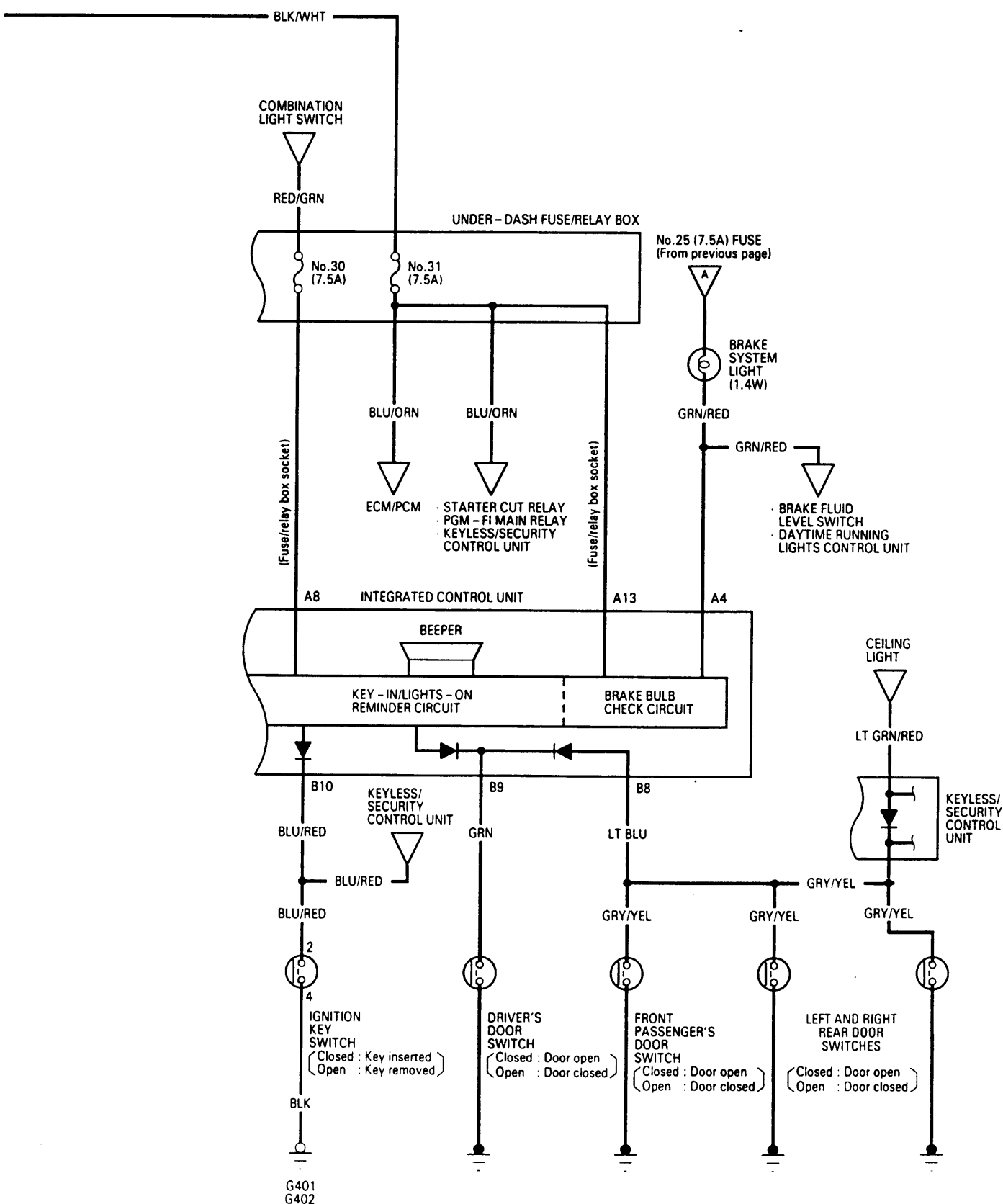
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Integrated Control Unit

Circuit Diagram



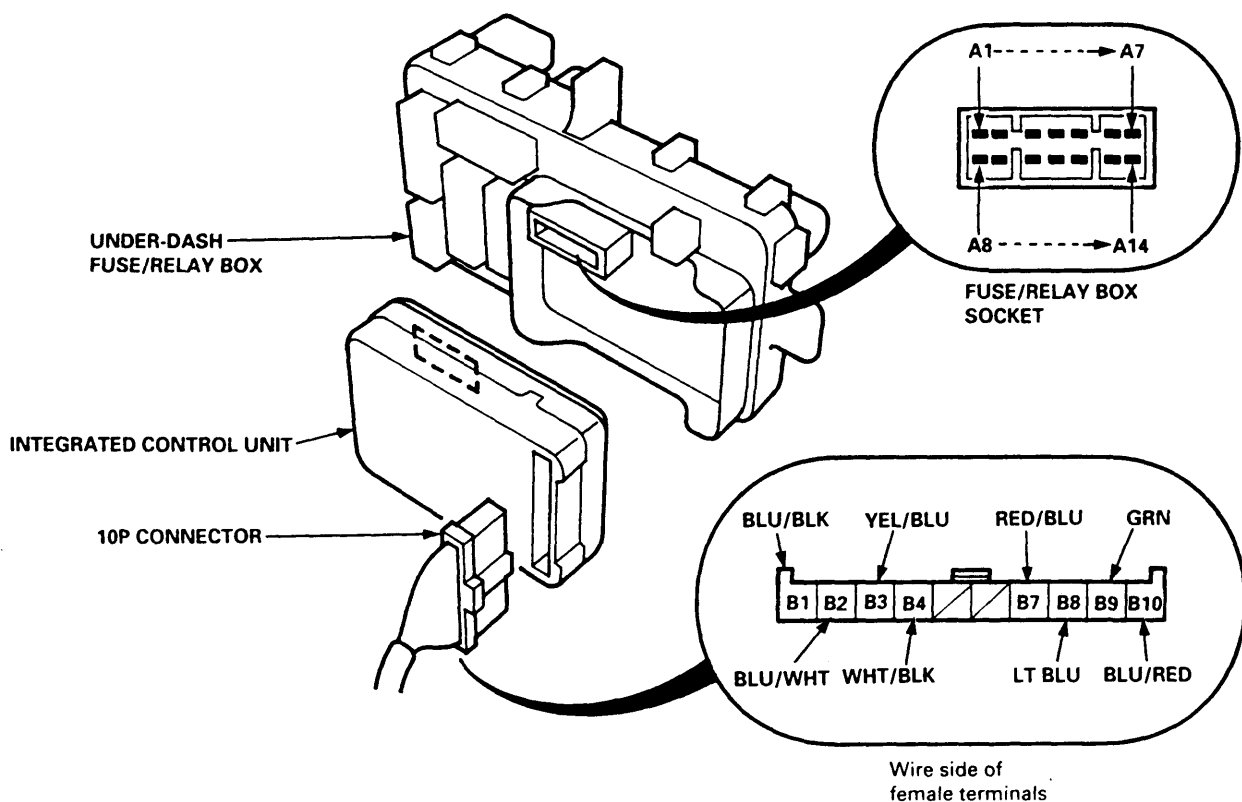


Integrated Control Unit

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 dashboard lower cover and knee bolster (see section 20).
2. Disconnect the 10P connector from the integrated control unit.
3. Remove the integrated control unit from the under-dash fuse/relay box.
4. 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 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 control unit must be faulty; replace it.





All Systems:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A14	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402) • An open in the wire
A9	Fuse/relay box socket	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 43 (7.5 A) fuse in the under-hood fuse/relay box • An open in the wire
A6	Fuse/relay box socket	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 25 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire

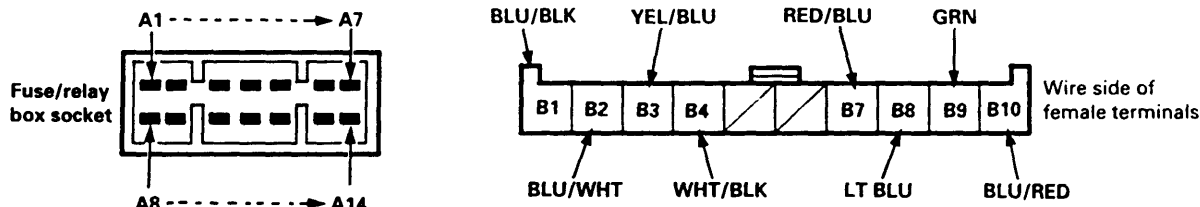
Intermittent Wiper System:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B1	BLU/BLK	Ignition switch ON (II), and windshield wiper switch at OFF or INT	Check for voltage to ground: There should be battery voltage.	• Blown No. 26 (20 A) fuse in the under-dash fuse/relay box • Faulty windshield wiper switch • Faulty windshield wiper motor • An open in the wire
B2	BLU/WHT	Ignition switch ON (II)		
B3	YEL/BLU	Ignition switch ON (II), and windshield wiper switch at INT	Check for voltage to ground: There should be battery voltage.	• Blown No. 26 (20 A) fuse in the under-dash fuse/relay box • Faulty windshield wiper switch • An open in the wire
B4	WHT/BLK	Ignition switch ON (II), and windshield washer switch ON	Check for voltage to ground: There should be battery voltage.	• Faulty windshield washer switch • An open in the wire

(cont'd)

Integrated Control Unit

Input Test (cont'd)



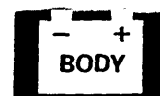
Key-in/Seat Belt Reminder, Lights-on Reminder System:

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A8	Fuse/relay box socket	Combination light switch ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 30 (7.5 A) fuse in the under-dash fuse/relay box • Faulty combination light switch • An open in the wire
B7	RED/BLU	Ignition switch ON (II), and driver's seat belt switch unbuckled	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G552) • Faulty seat belt switch • An open in the wire
B9	GRN	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
B10	BLU/RED	Ignition key inserted into the ignition key switch	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G401, G402) • Faulty ignition key switch • An open in the wire

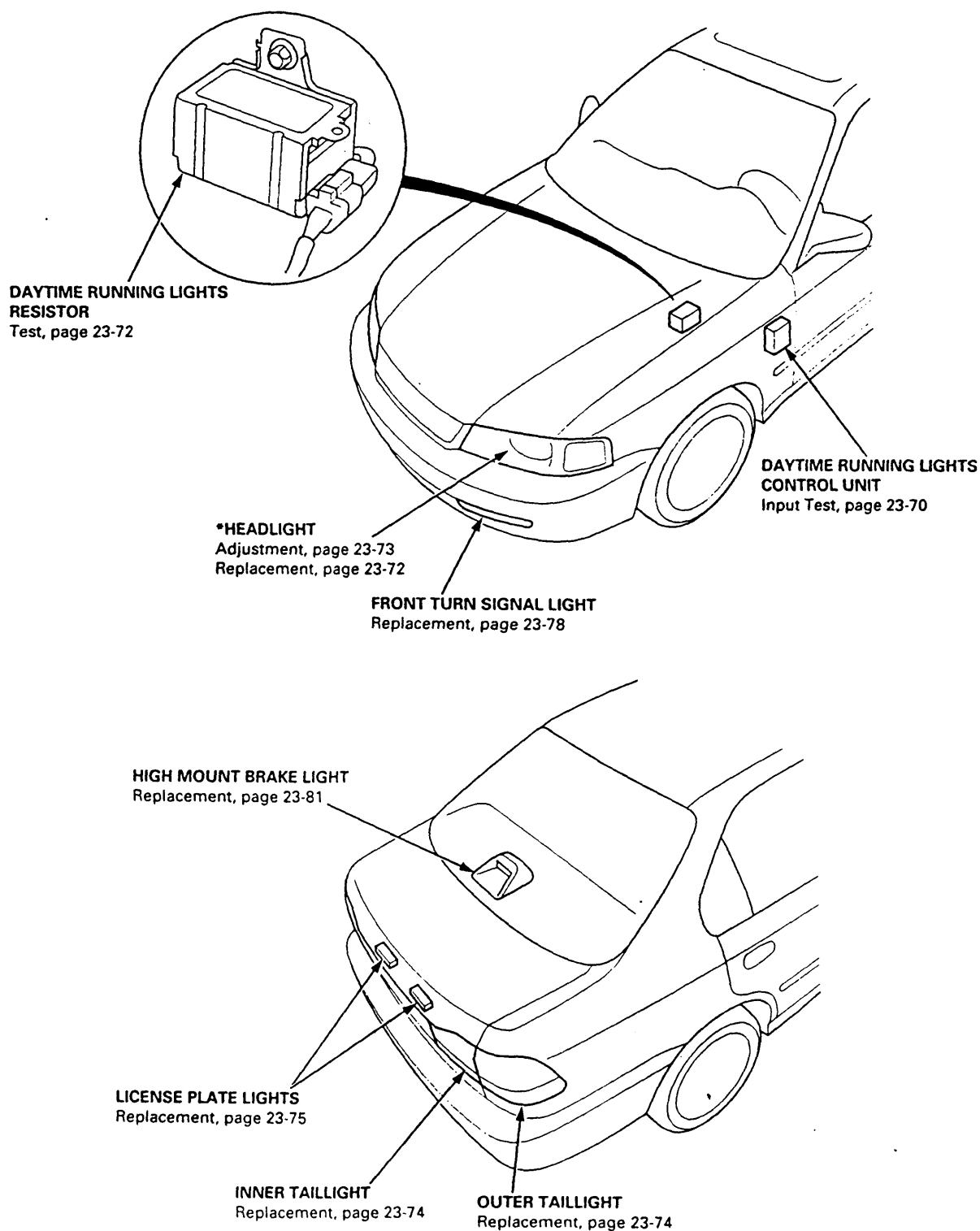
Bulb Check System (Brake System Light):

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A4	Fuse/relay box socket	Ignition switch ON (II), brake fluid reservoir full, and parking brake lever down	Connect to ground: Brake system light should come on.	• Blown No. 25 (7.5 A) fuse in the under-dash fuse/relay box • Blown brake system light bulb • An open in the wire
A13	Fuse/relay box socket	Ignition switch at START (III)	Check for voltage to ground: There should be battery voltage.	• Blown No. 31 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire

Lighting System



Component Location Index

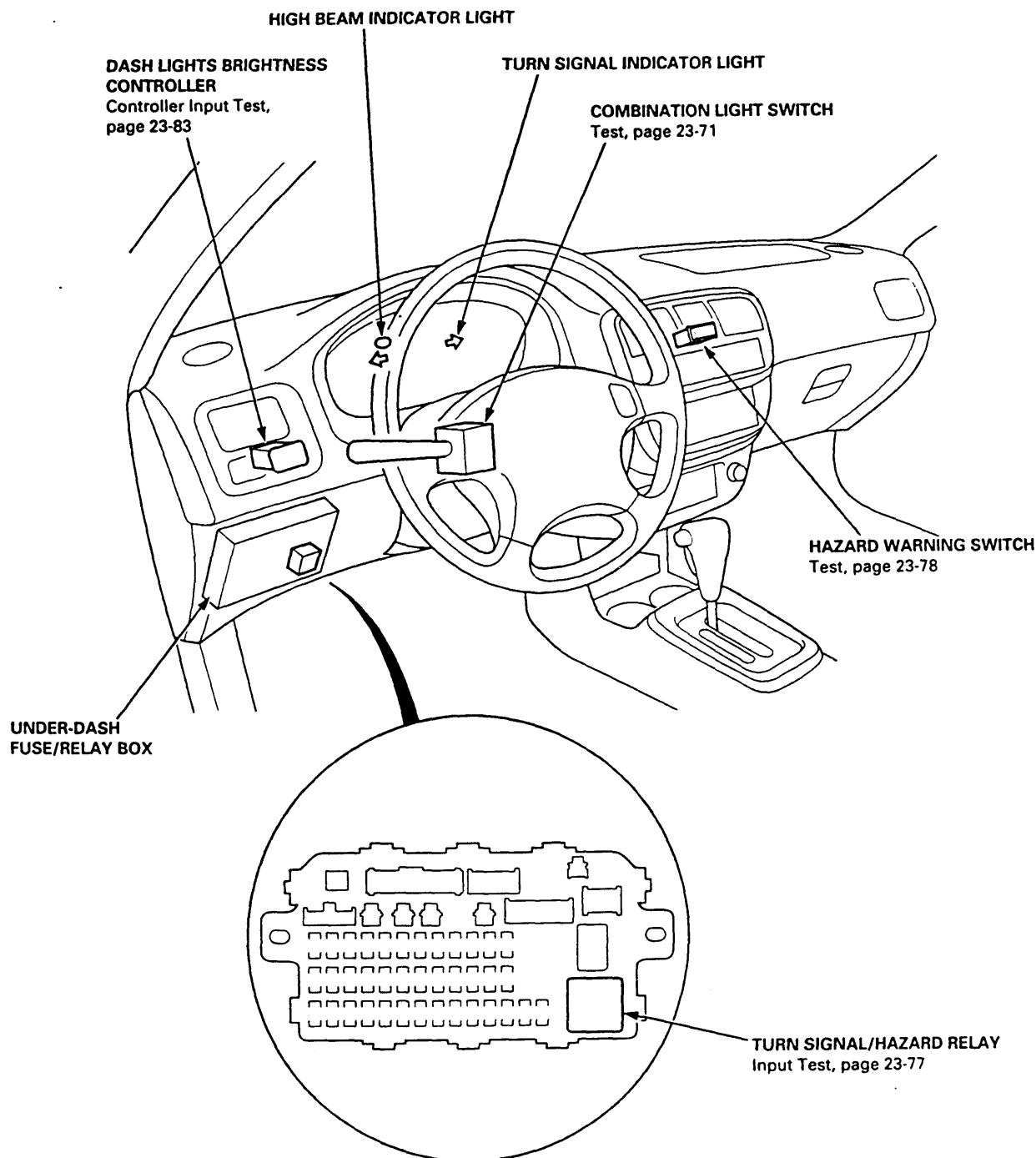


*: Headlight and front parking light cannot be separated.

(cont'd)

Lighting System

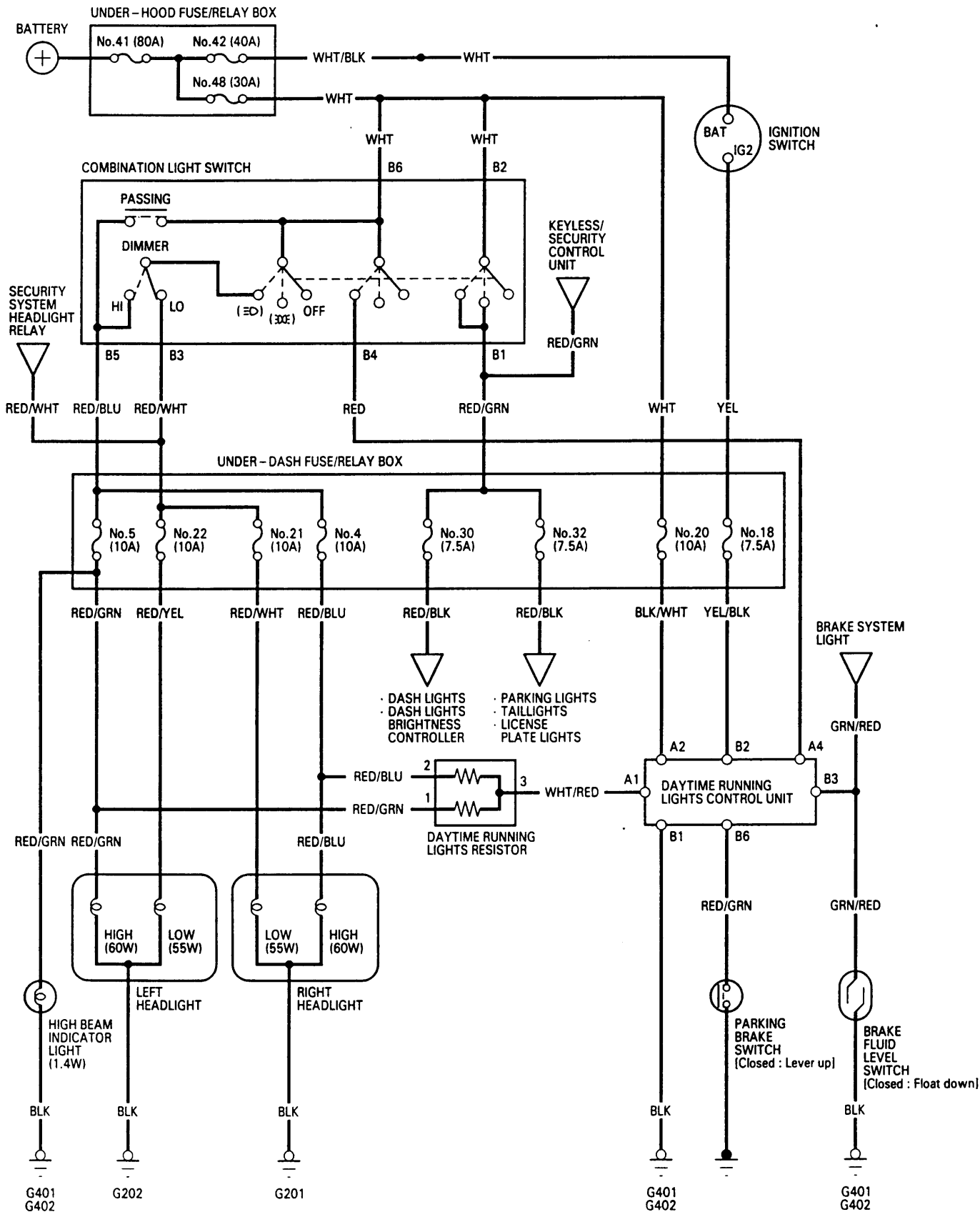
Component Location Index (cont'd)





Lighting System

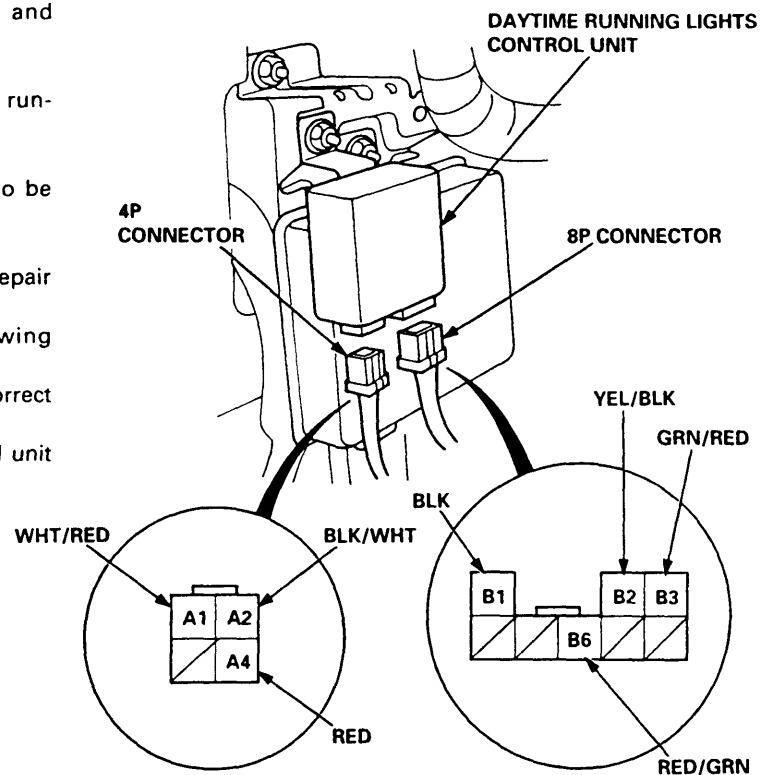
Circuit Diagram



Lighting System

Daytime Running Lights Control Unit Input Test

1. Remove the driver's dashboard lower cover and knee bolster (see section 20).
2. Disconnect the connectors from the daytime running lights 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.

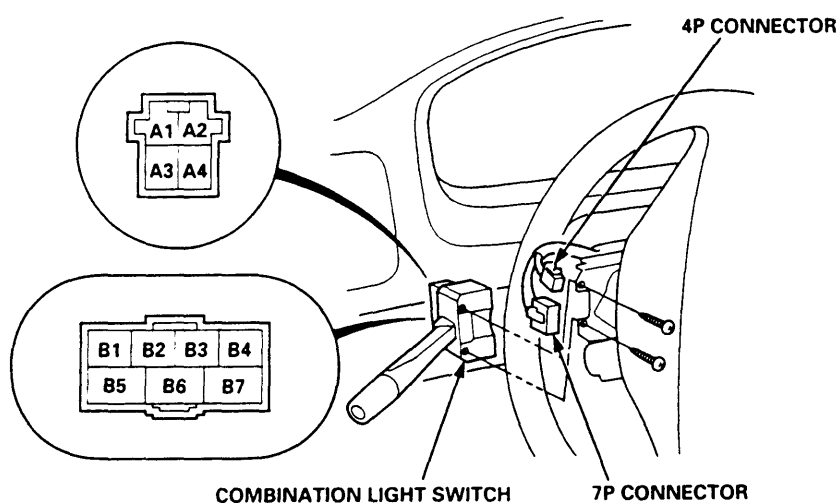


Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402) • An open in the wire
A2	BLK/WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 20 (10 A) fuse in the under-dash fuse/relay box • An open in the wire
B2	YEL/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 18 (7.5 A) fuse in the under-dash fuse/relay box • Faulty ignition switch • An open in the wire
A4	RED	Combination light switch in the head-lights on position	Check for voltage to ground: There should be battery voltage.	• Blown No. 48 (30 A) fuse in the under-hood fuse/relay box • Faulty combination light switch • An open in the wire
A1	WHT/RED	Combination light switch OFF; connect a jumper wire between the BLK/WHT and WHT/RED terminals, then turn the ignition switch ON (II)	Headlights (high beam) should come on, (and high beam indicator should come on dimly).	• Poor ground (G201, G202, G401, G402) • Blown bulbs • Faulty daytime running lights resistor • An open in the wire
B3	GRN/RED	Ignition switch ON (II), and brake fluid reservoir full	Connect to ground: The brake system light should come on.	• Blown No. 25 (7.5 A) fuse in the under-dash fuse/relay box • Blown brake system light • An open in the wire
B6	RED/GRN	Parking brake lever up	Check for continuity to ground: There should be continuity.	• Faulty parking brake switch • An open in the wire



Combination Light Switch Test

1. Remove the driver's dashboard lower cover and steering column covers (see section 20).
2. Disconnect the 4P and 7P connectors from the switch.
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, check for continuity between them in each switch position according to the tables. 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.



Headlight/Dimmer/Passing Switch:

Terminal		B1	B2	B3	B4	B5	B6
Position							
Headlight switch	OFF						
	☺	○	○				
	☺	○	○		○	○	○
		○	○	○	○	○	○
Passing switch	OFF						
	ON					○	○

Turn Signal Switch:

Terminal		A1	A2	A4
Position				
RIGHT		○		○
NEUTRAL				
LEFT		○	○	

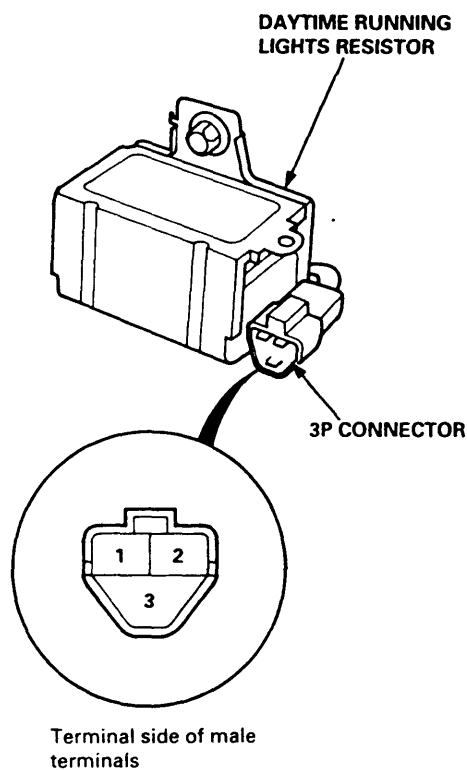
Lighting System

Headlights/Front Parking Lights

Daytime Running Lights Resistor Test

CAUTION: The daytime running lights resistor becomes very hot when the daytime running lights are on; do not touch it or the attaching hardware immediately after the lights have been turned off.

1. Disconnect the 3P connector from the resistor.



2. Measure the resistance between the resistor terminals (No. 1 and No. 2) and the power terminal No. 3.

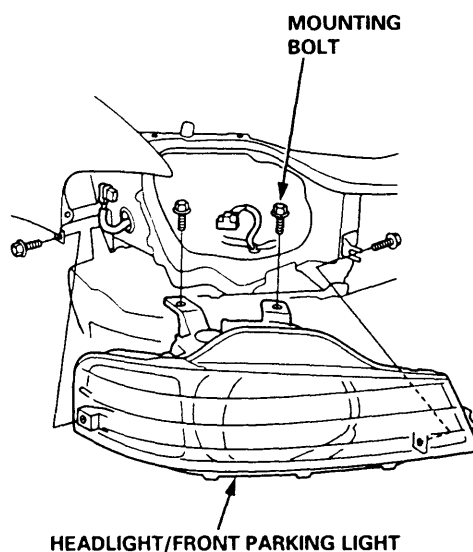
Resistance: 1.3 - 1.5 Ω

3. Replace the resistor with a new one if any of the resistances are beyond specification.

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 mounting bolts.
3. Disconnect each connector, then remove the headlight/front parking light assembly.



HEADLIGHT: 60/55 W
FRONT PARKING LIGHT: 5 W

Headlights

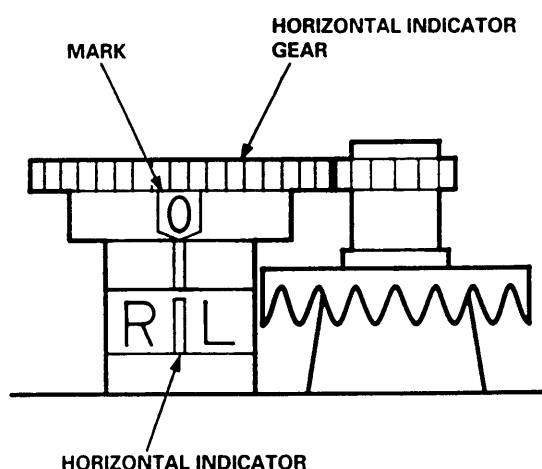
Adjustment

Before adjusting the headlights:

- Park the vehicle on level ground.
- Make sure the fuel tank is full.
- The driver or someone who weighs the same should sit in the driver's seat.
- Load the trunk with the items you usually carry.
- Push down on the front and rear bumpers several times to make sure the vehicle is sitting normally.

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.



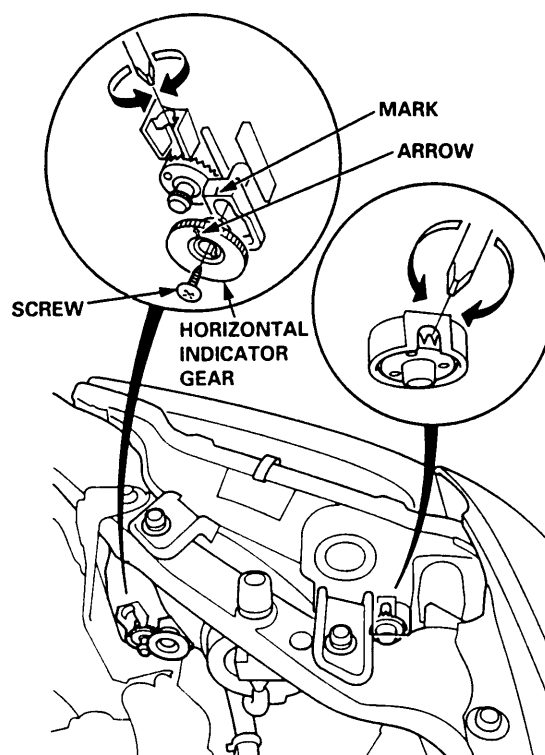
3. Check the vertical adjustment indicator. The bubble should be centered underneath the longest scribe mark on the gauge.
4. If either indicator is not aligned with its "0" mark as described above, an adjustment can be made by using a Phillips screwdriver.

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 acrylic-coated, polycarbonated material, do not cover the headlights when they are turned on.



Taillights

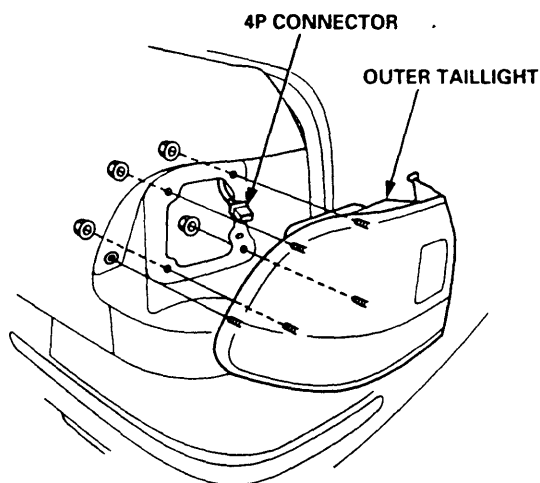
Replacement

NOTE:

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

Outer Taillights:

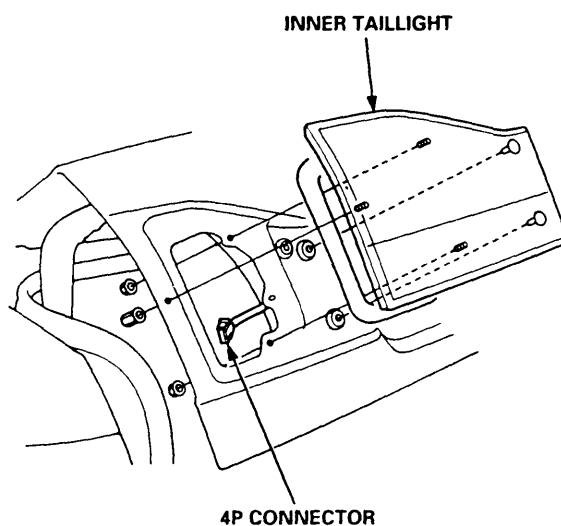
1. Open the trunk lid, and pull back the trunk side panel.
2. Disconnect the 4P connector from the outer taillight.
3. Remove the four mounting nuts, then pull out the outer taillight.



BRAKE/TAILLIGHT: 21/5 W
TURN SIGNAL LIGHT: 21 W

Inner Taillights:

1. Open the trunk lid.
2. Disconnect the 4P connector from the inner taillight.
3. Remove the three mounting nuts, then pull out the inner taillight.



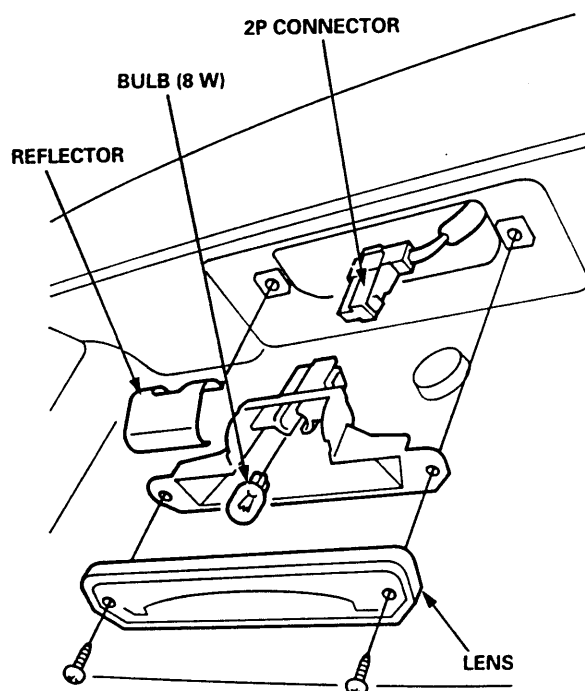
BRAKE/TAILLIGHT: 21/5 W
BACK-UP LIGHT: 21 W



License Plate Lights

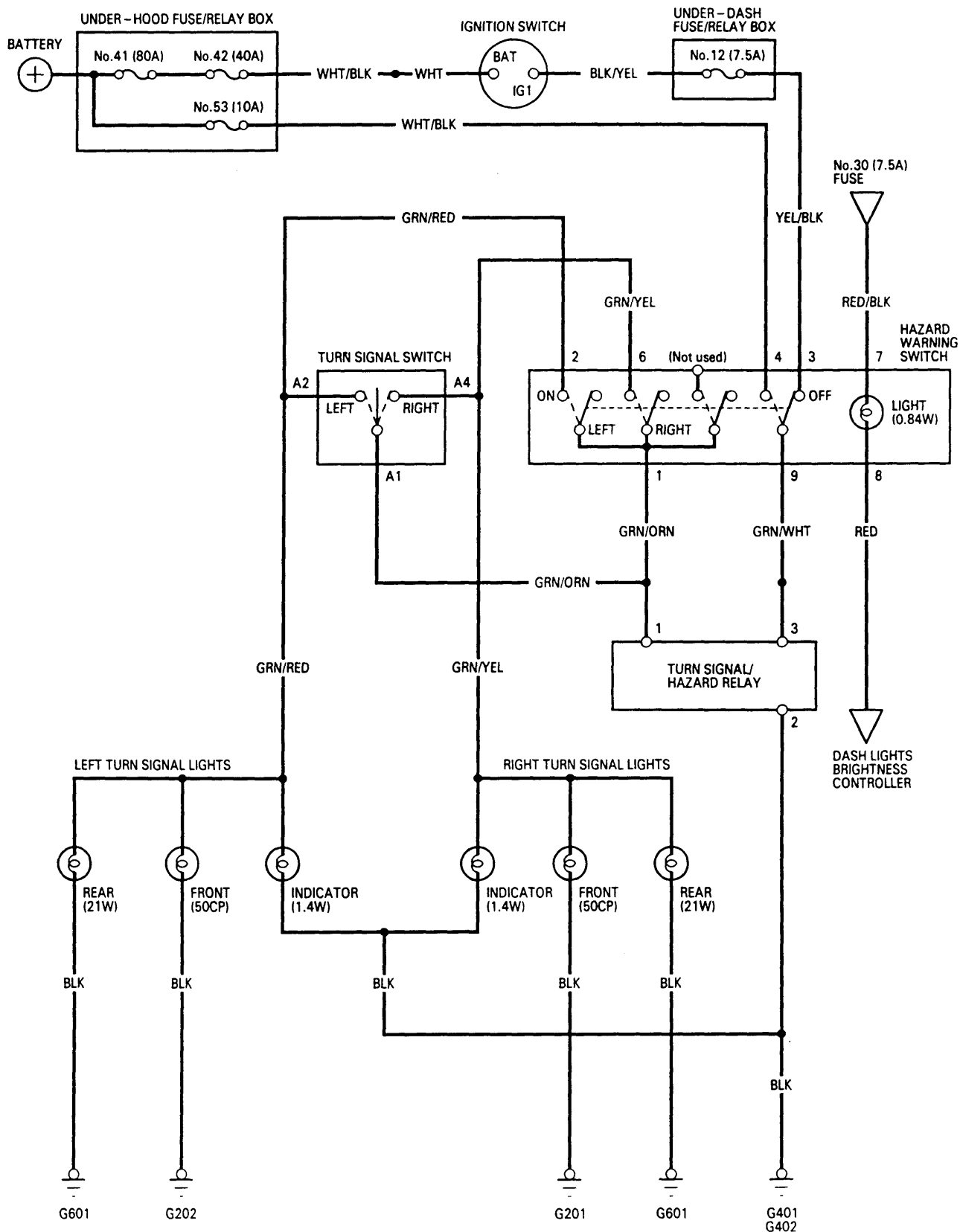
Replacement

1. Remove the two screws from the license plate light, and pull the light out part of the way.
2. Disconnect the 2P connector from the light.
3. Take the lens and reflector off, then replace the bulb.



Turn Signal/Hazard Flasher System

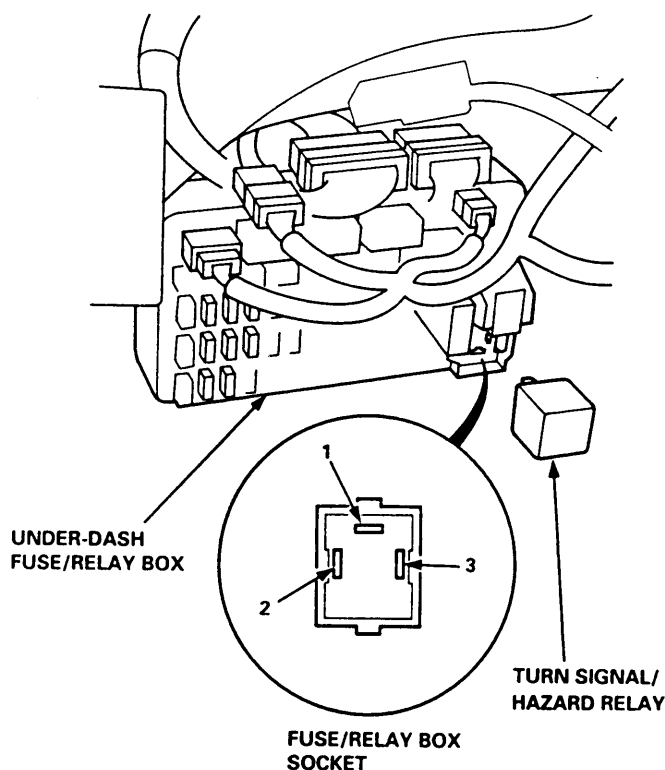
Circuit Diagram



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.



Cavity	Test condition	Test: Desired results	Possible cause if result is not obtained
2	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402) • An open in the wire
3	Ignition switch ON (II)	Connect for voltage to ground: There should be battery voltage.	• Blown No. 12 (7.5 A) fuse in the under-dash fuse/relay box • Faulty hazard warning switch • An open in the wire
	Hazard warning switch ON	Connect for voltage to ground: There should be battery voltage.	• Blown No. 53 (10 A) fuse in the under-hood fuse/relay box • Faulty hazard warning switch • An open in the wire
1	Hazard warning switch ON; connect the No. 1 terminal to the No. 3 terminal.	Hazard lights should come on.	• Poor ground (G201, G202, G401, G402, G601) • Faulty hazard warning switch • An open in the wire
	Ignition switch ON (II) and turn signal switch in right or left; connect the No. 1 terminal to the No. 3 terminal.	Right or left turn signal lights should come on.	• Faulty turn signal switch

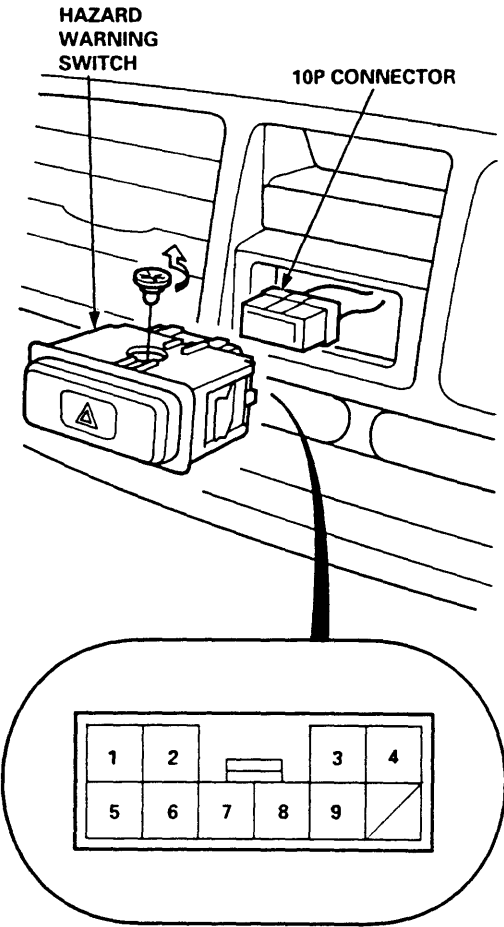
Turn Signal/Hazard Flasher System

Front Turn Signal Lights

Hazard Warning Switch Test

CAUTION: Be careful not to damage the hazard warning switch or the center outlet panel when prying the switch out.

- 1. Pry the hazard warning switch out of the center outlet panel.
- 2. Disconnect the 10P connector from the hazard warning switch.
- 3. Check for continuity between the terminals in each switch position according to the table.

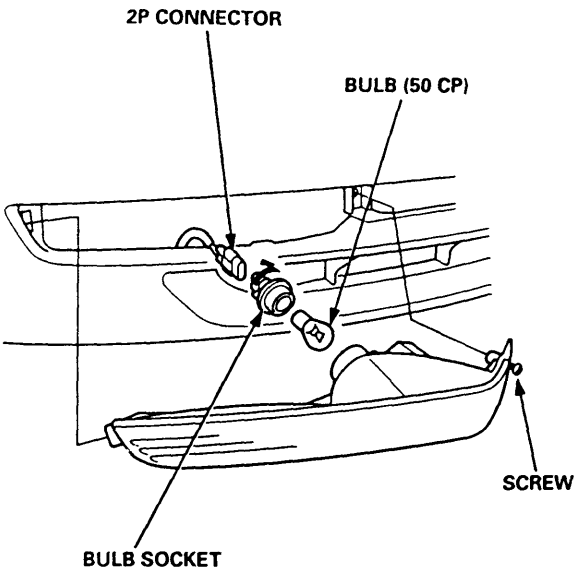


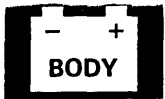
Terminal Position	1	2	3	4	5	6	7	8	9
OFF			○				○	○	○
ON	○	○		○	○	○	○	○	○

Terminal No. 5 is not used

Replacement

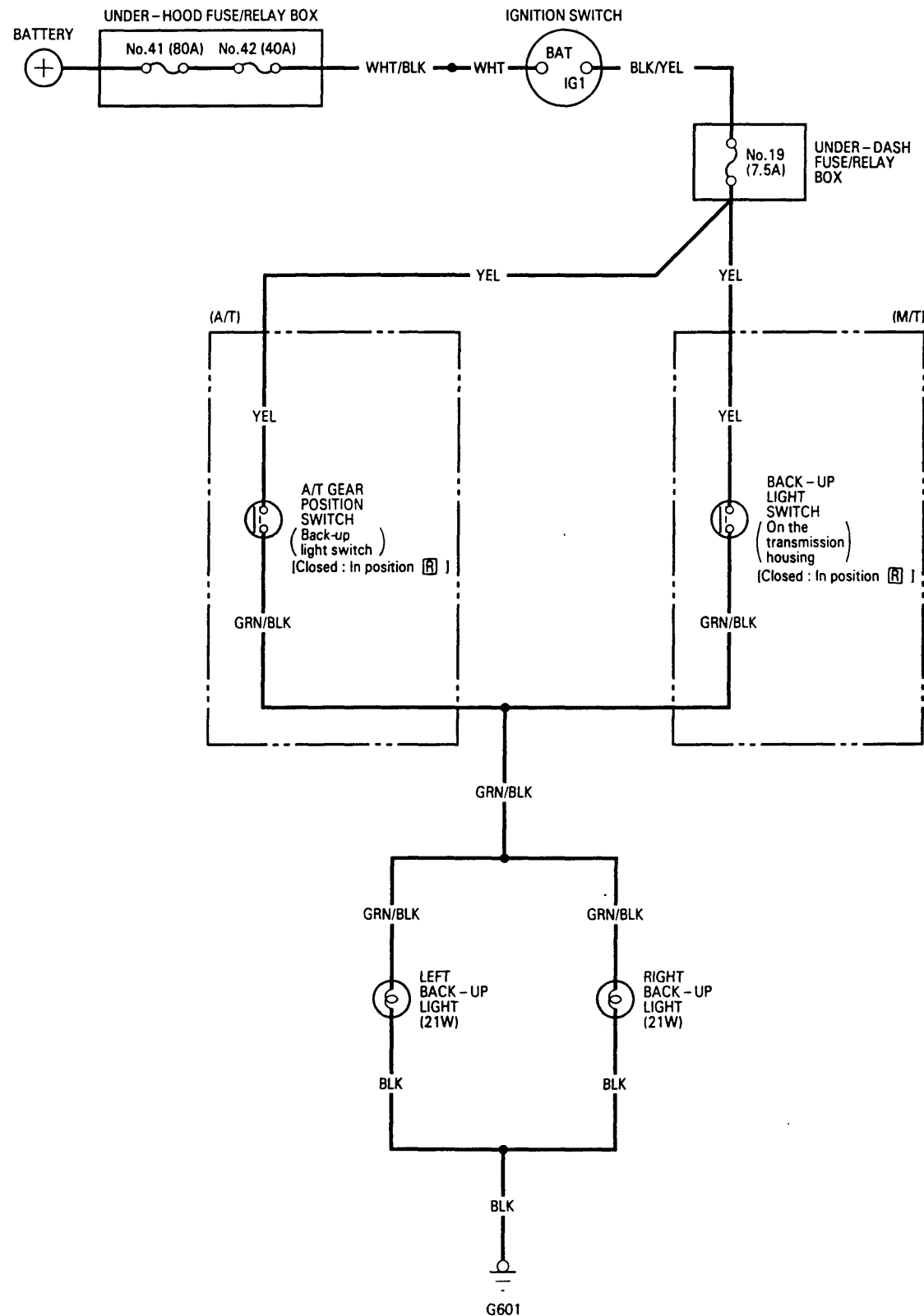
- 1. Remove the screw from the front turn signal light, and pull the light out part of the way.
- 2. Disconnect the 2P connector from the light.
- 3. Turn the bulb socket 45° counterclockwise, remove it from the light housing, then replace the bulb.





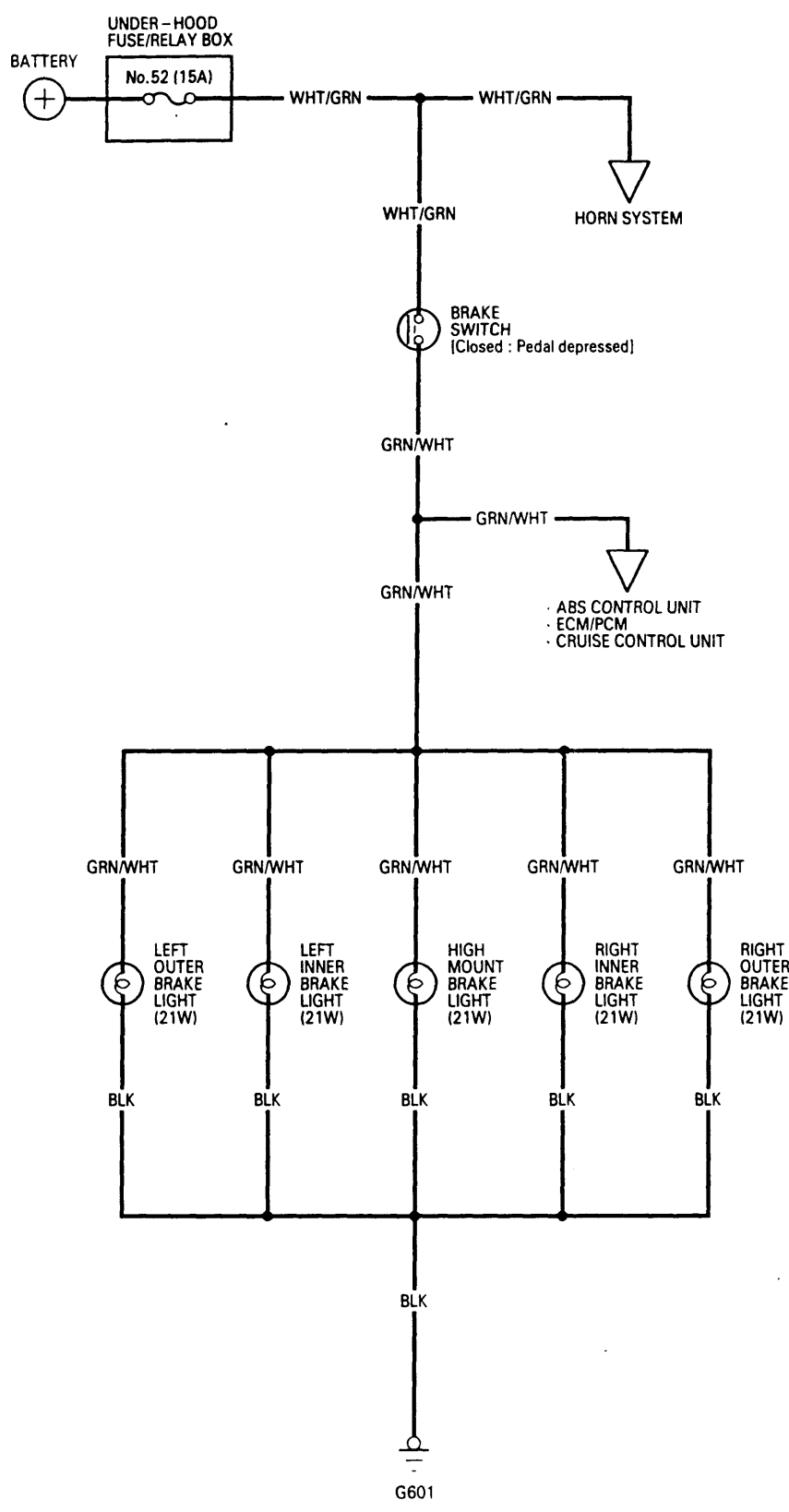
Back-up Lights

Circuit Diagram



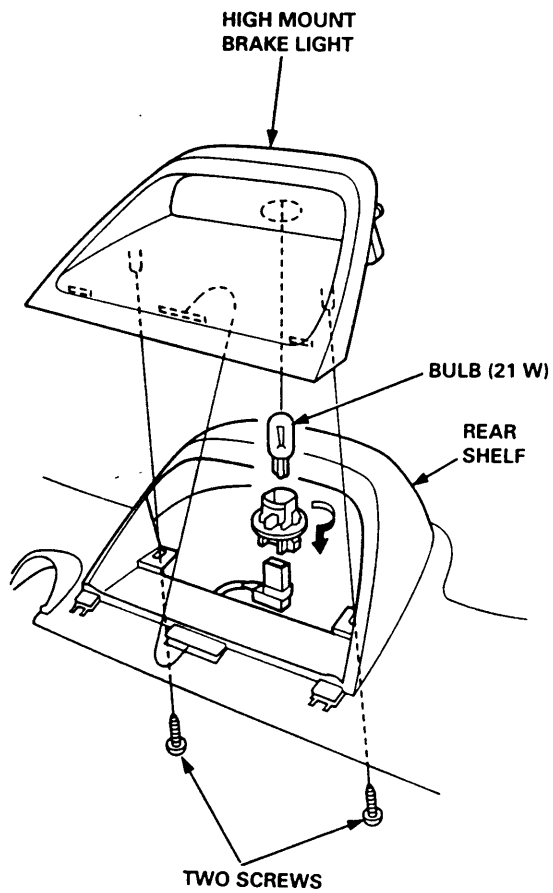
Brake Lights

Circuit Diagram



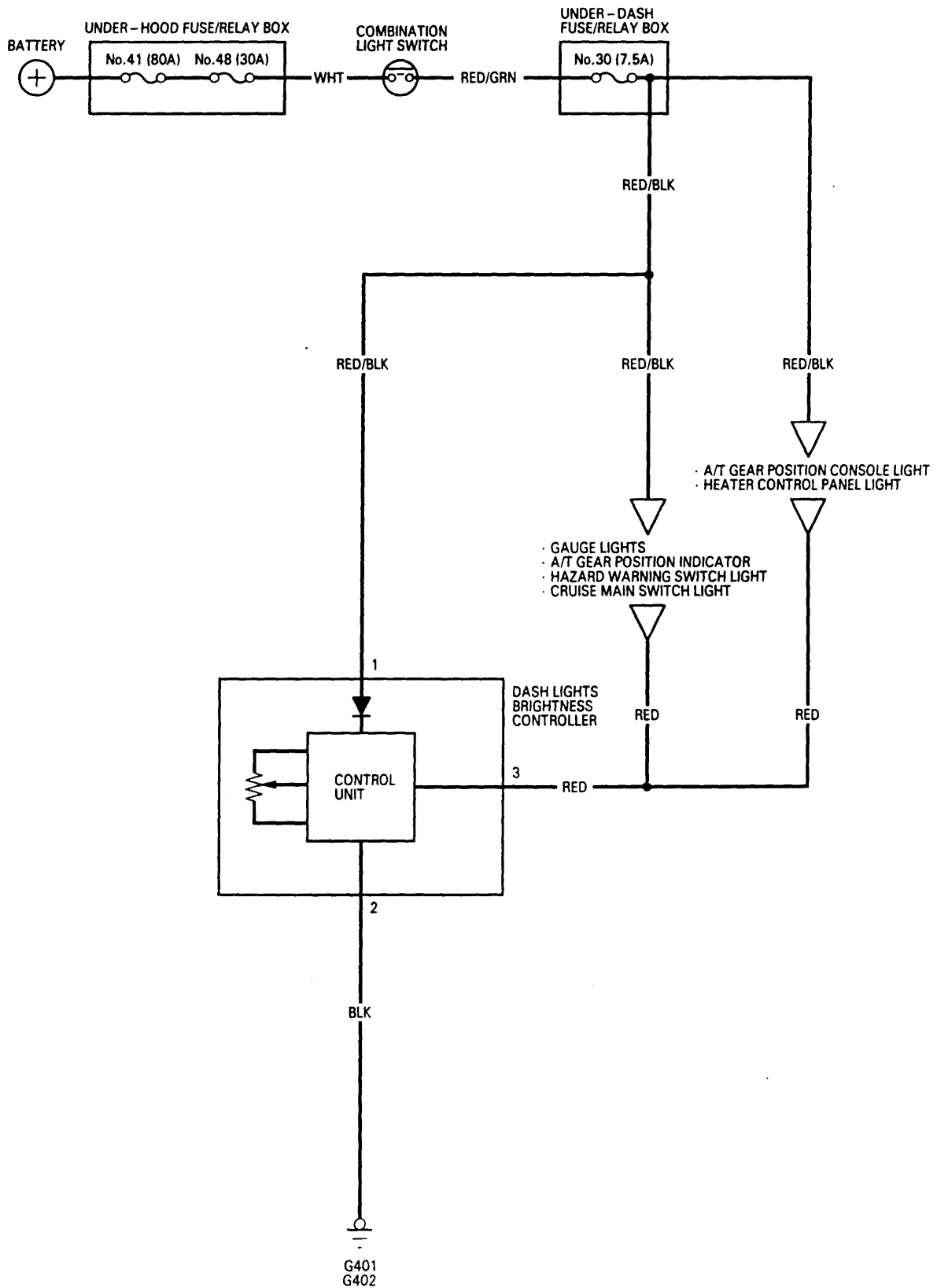
High Mount Brake Light Replacement

1. Remove the rear shelf (see section 20).
2. Remove the two screws, then remove the high mount brake light from the rear shelf.



Dash Lights Brightness Controller

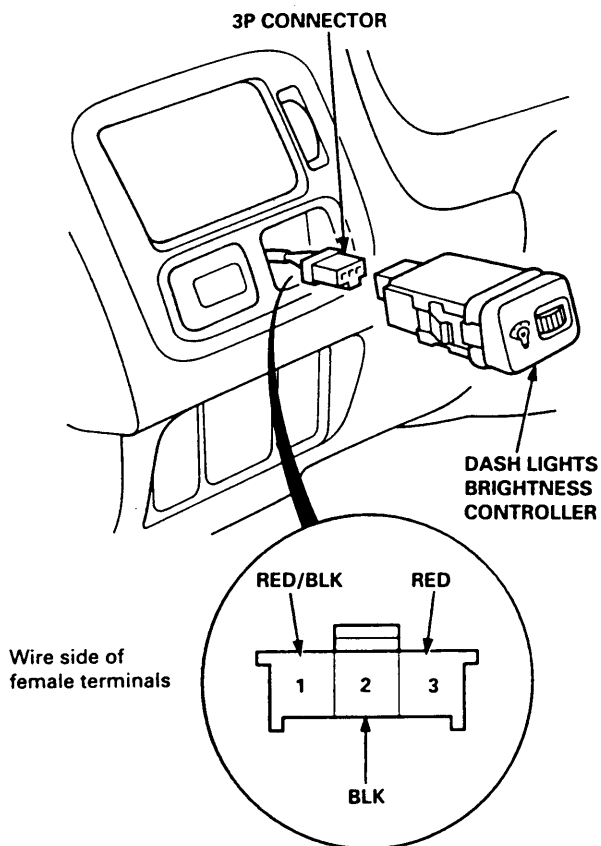
Circuit Diagram



Controller Input test

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

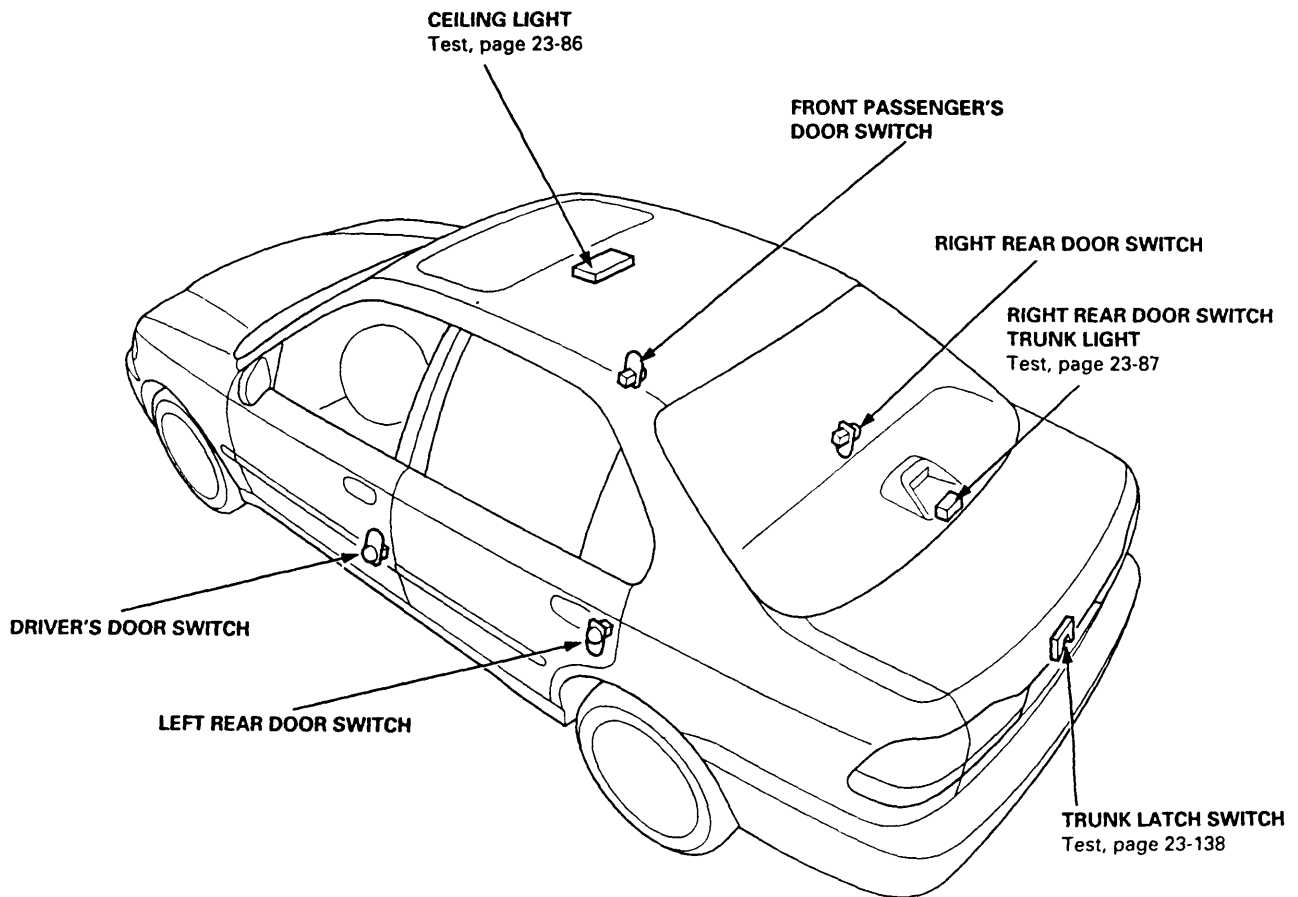
1. Carefully pry the controller out of the dashboard.
2. Disconnect the 3P connector from the controller.
3. Inspect the connector terminals to be sure they are all making good contact.
 - If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
 - If the terminals look OK, 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.



Cavity	Wire	Test condition	Test: Desired results	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. 30 (7.5 A) fuse in the under-dash fuse/relay box • Faulty combination light switch • An open in the wire
2	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402) • An open in the wire
3	RED	Combination light switch ON	Connect to ground: Dash lights should come on full bright.	• An open in the wire

Interior Lights

Component Location Index



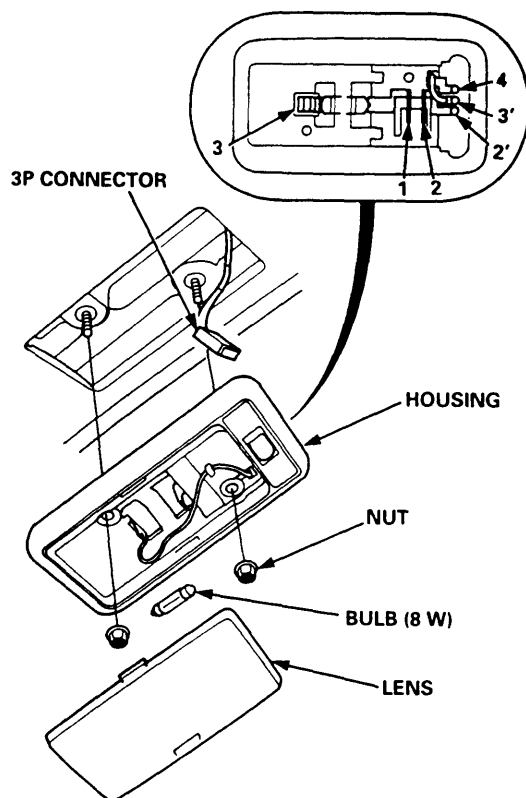
Interior Lights

Ceiling Light Test

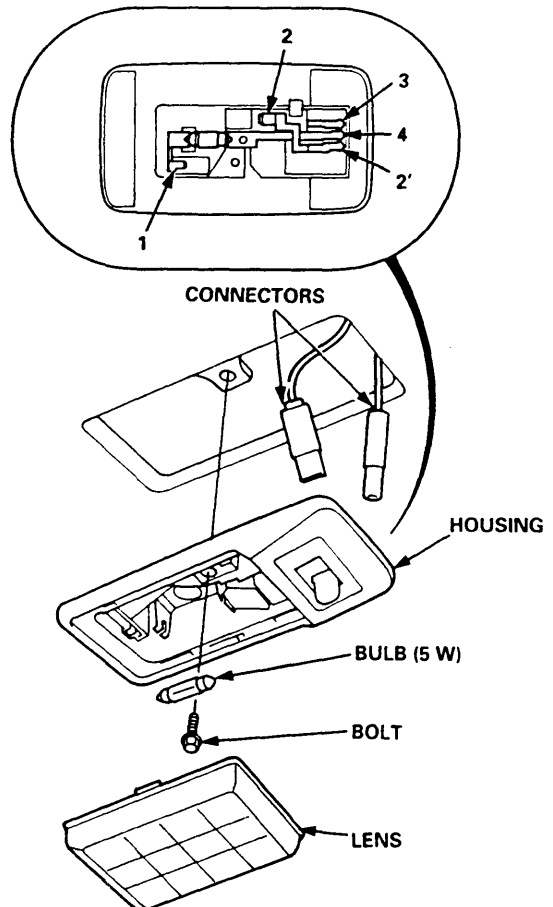
1. Turn the light switch OFF.
2. Pry off the lens.
3. Remove the two mounting nuts (or a bolt) from the housing, then remove the housing.
4. Disconnect the connector(s) from the housing.
5. Check for continuity between the terminals in each switch position according to the table.

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

With moonroof:



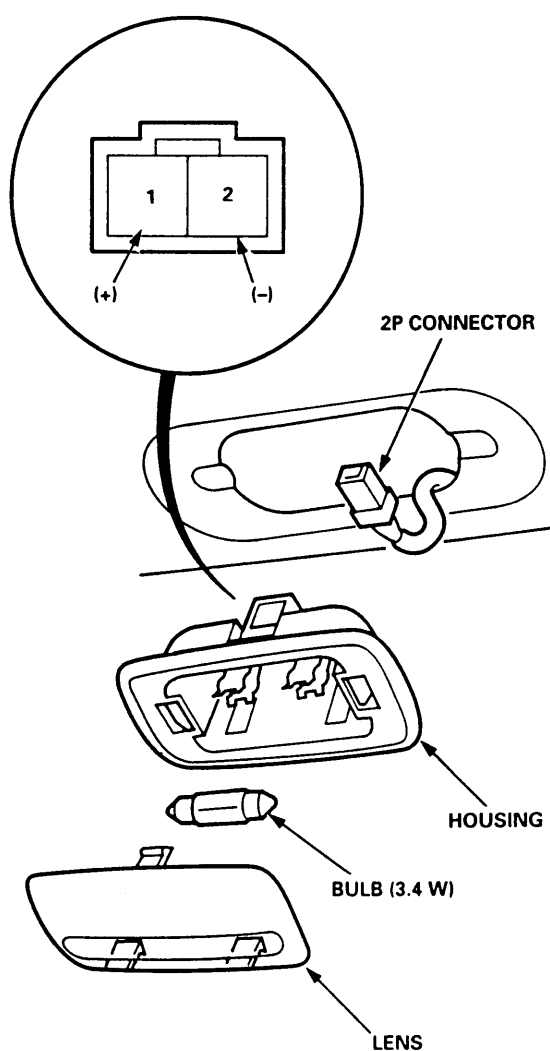
Without moonroof:



Trunk Light Test

1. Open the trunk lid, and pry off the trunk light lens from the housing.
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.

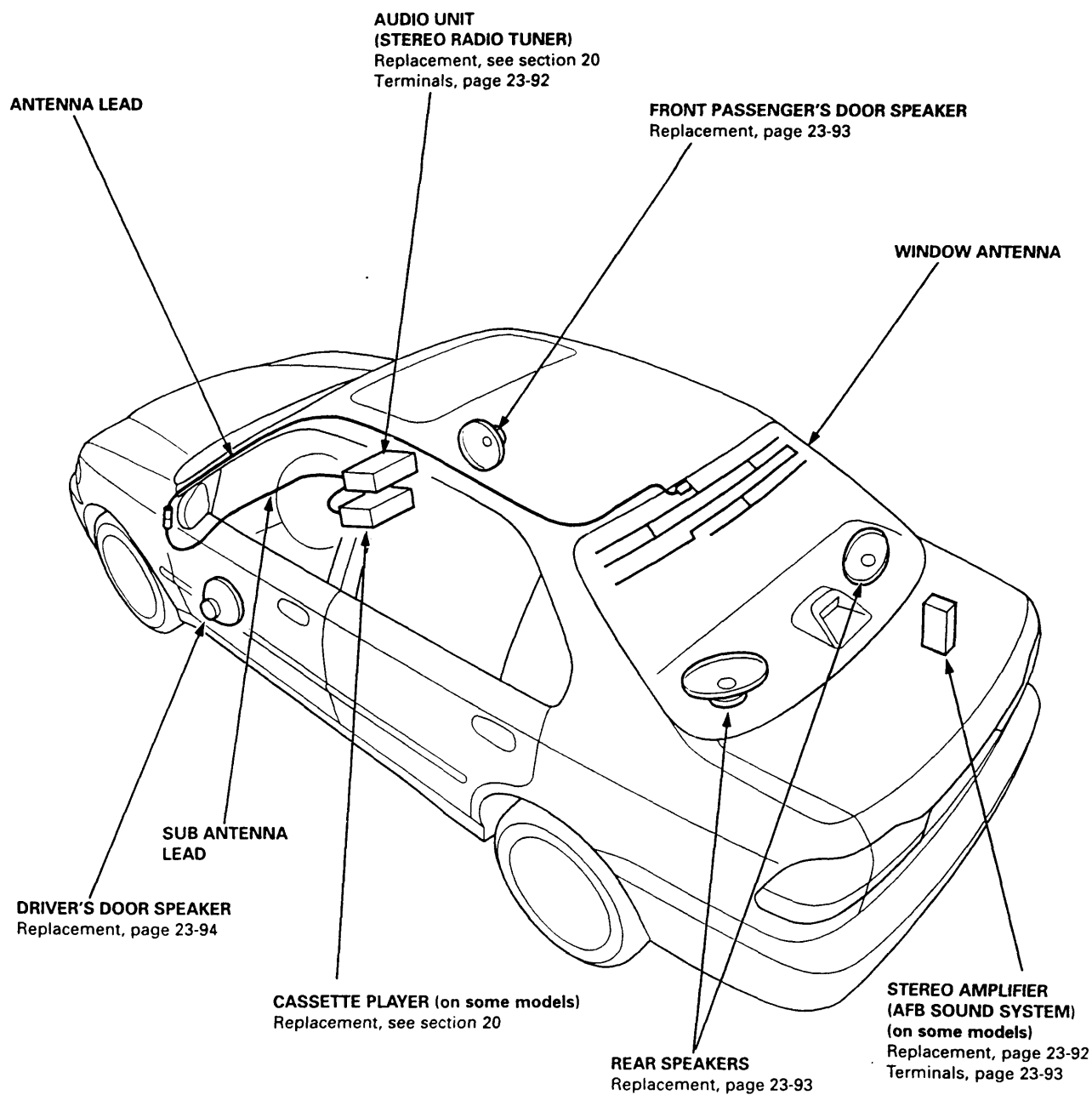
NOTE: The diode is built into the trunk light housing.

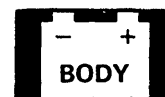


Stereo Sound System

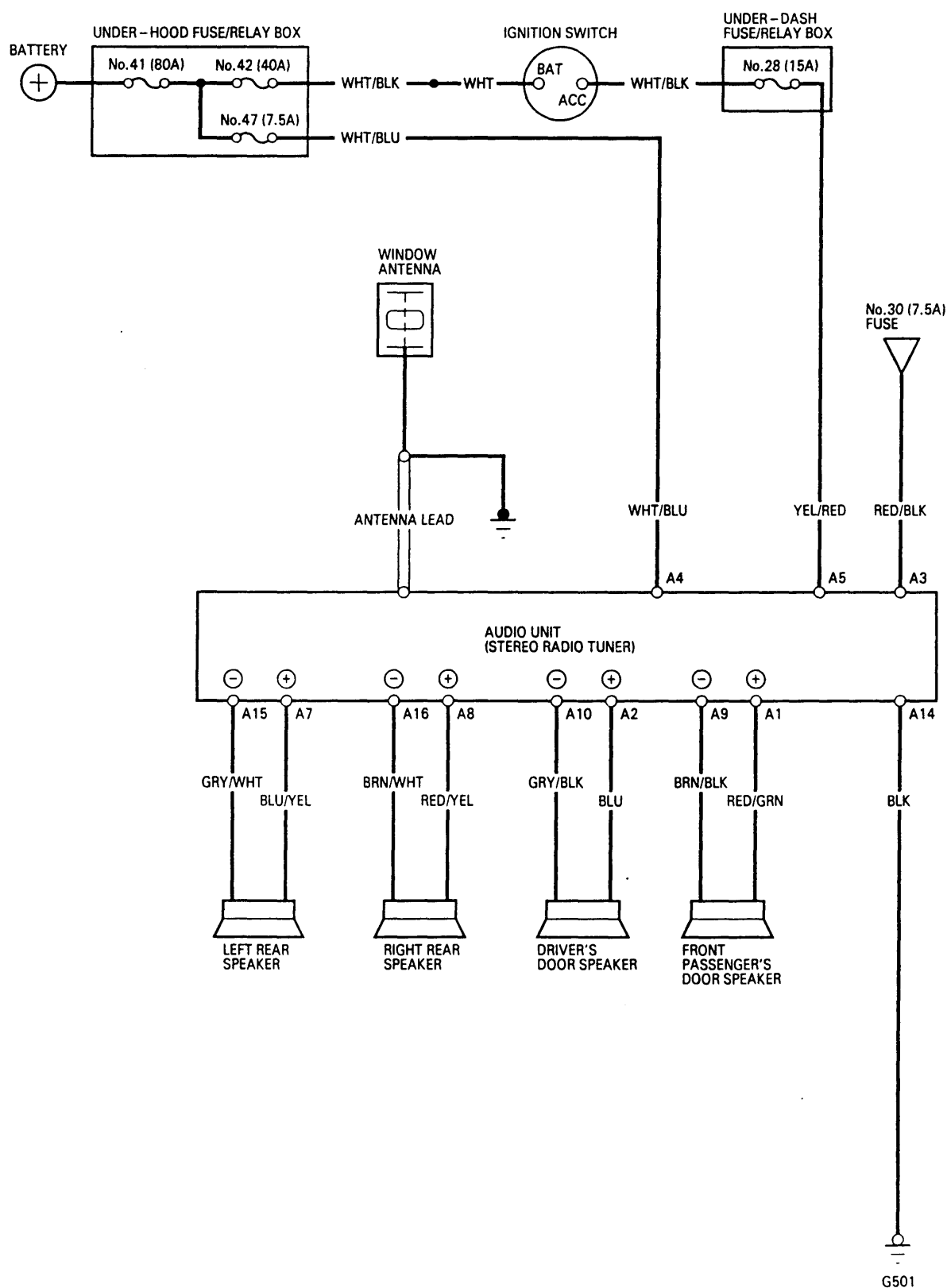
Component Location Index

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.



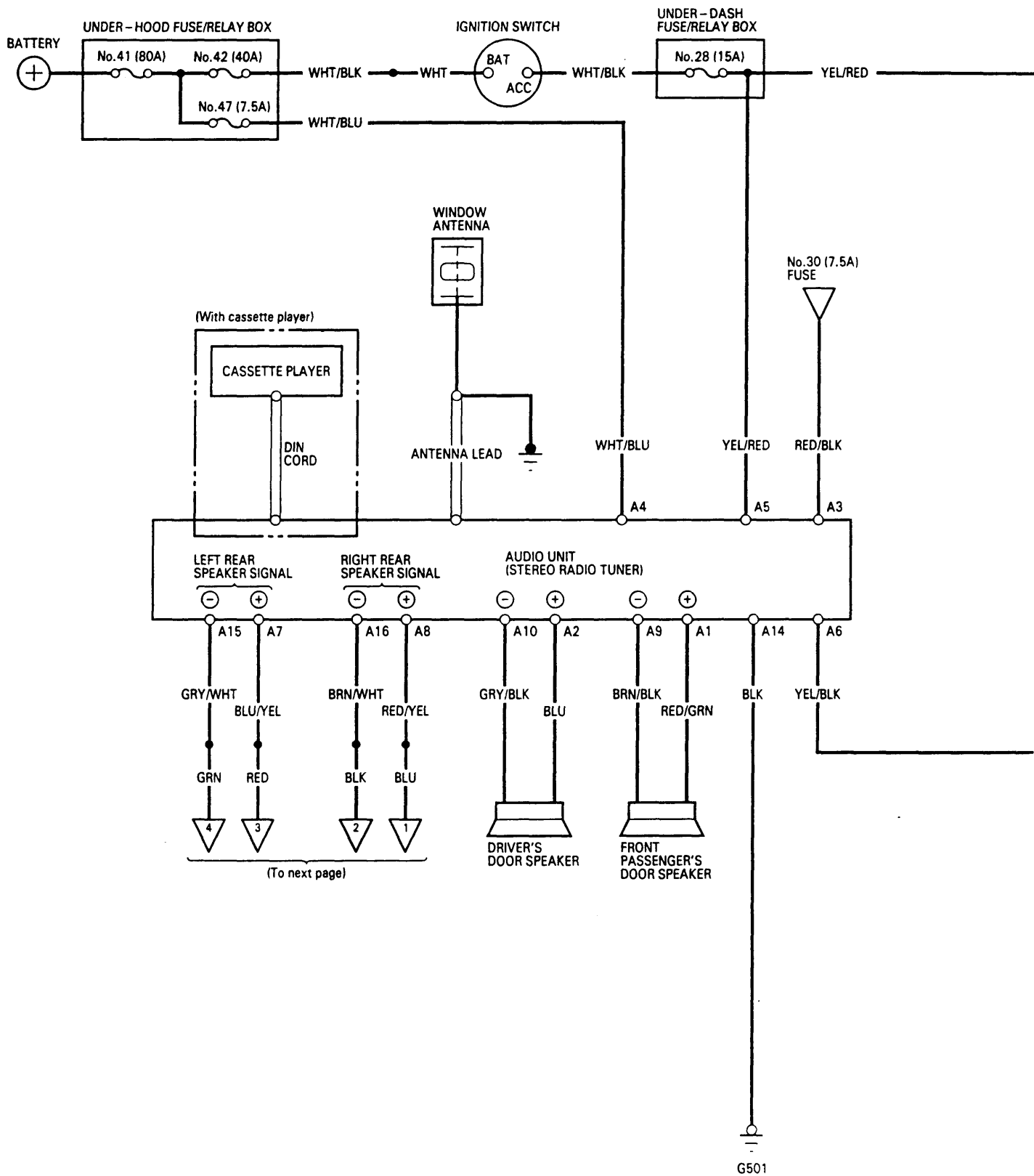


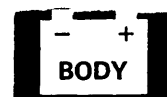
Circuit Diagram (Without AFB Sound System)



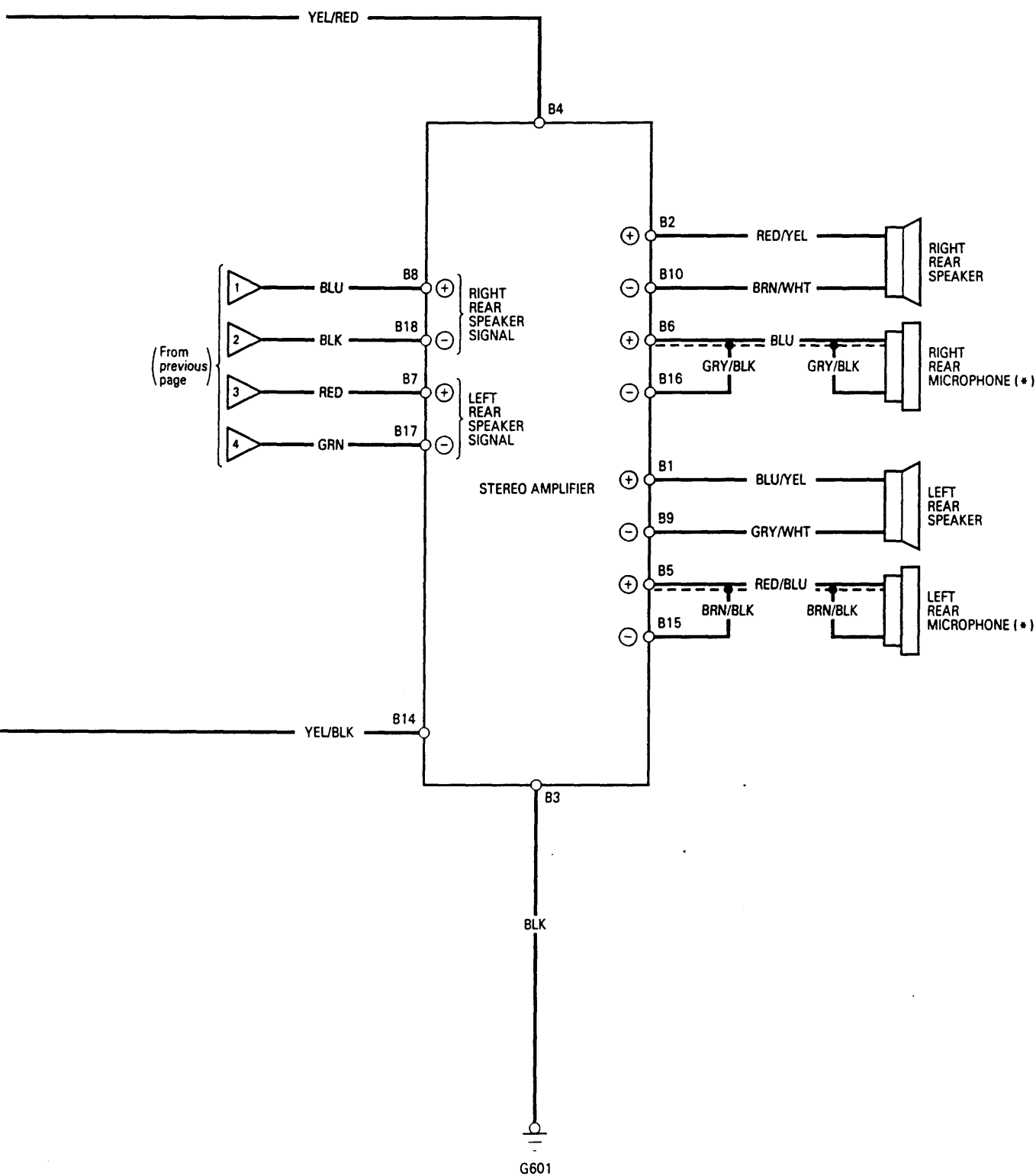
Stereo Sound System

Circuit Diagram (With AFB Sound System)





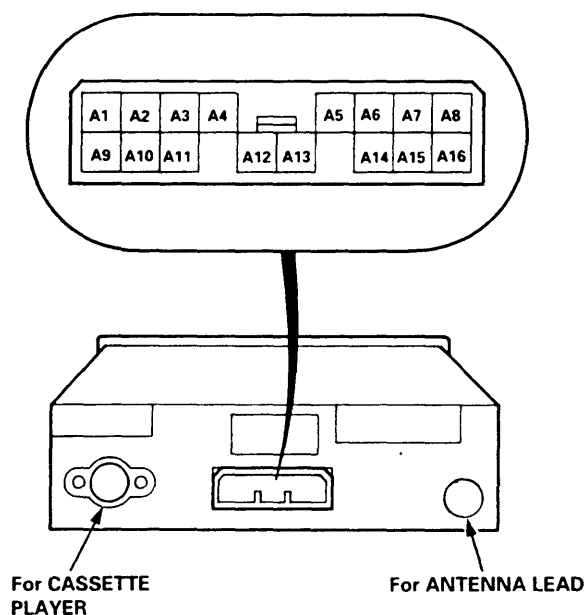
NOTE: The stereo amplifier controls the sound from the rear speakers to feed back the sound picked up by the inner rear speaker microphones.



* : Built into the rear speaker

Stereo Sound System

Audio Unit Terminals

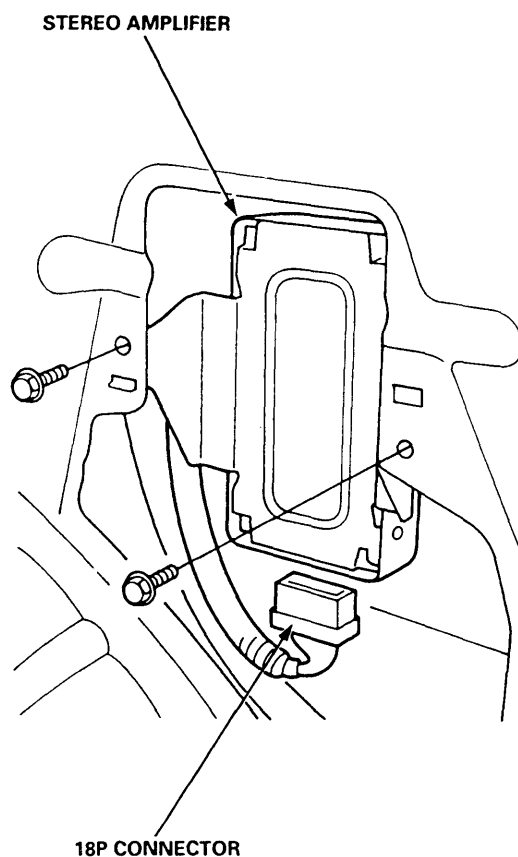


Cavity	Wire	Connect to
A1	RED/GRN	Front passenger's door speaker ⊕
A2	BLU	Driver's door speaker ⊕
A3	RED/BLK	Light-on signal
A4	WHT/BLU	Constant power (tuning memory)
A5	YEL/RED	ACC (main stereo power supply)
A6	YEL/BLK	Radio switched power (To amplifier)*
A7	BLU/YEL	Left rear speaker ⊕, left rear speaker signal ⊕*
A8	RED/YEL	Right rear speaker ⊕, right rear speaker signal ⊕*
A9	BRN/BLK	Front passenger's door speaker ⊖
A10	GRY/BLK	Driver's door speaker ⊖
A11	—	(not used)
A12	—	(not used)
A13	—	(not used)
A14	BLK	Ground (G 501)
A15	GRY/WHT	Left rear speaker ⊖, left rear speaker signal ⊖*
A16	BRN/WHT	Right rear speaker ⊖, right rear speaker signal ⊖*

*: AFB sound system

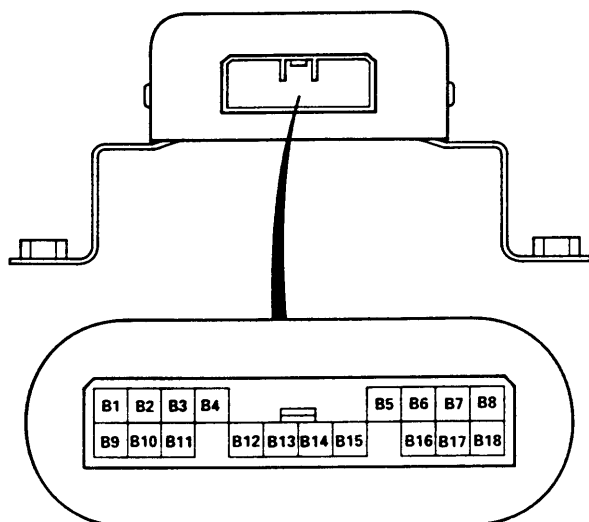
Stereo Amplifier Replacement

1. Open the trunk lid, and pull back the trunk side panel.
2. Disconnect the 18P connector from the stereo amplifier.
3. Remove the two mounting bolts, then remove the stereo amplifier from the trunk.





Stereo Amplifier Terminals

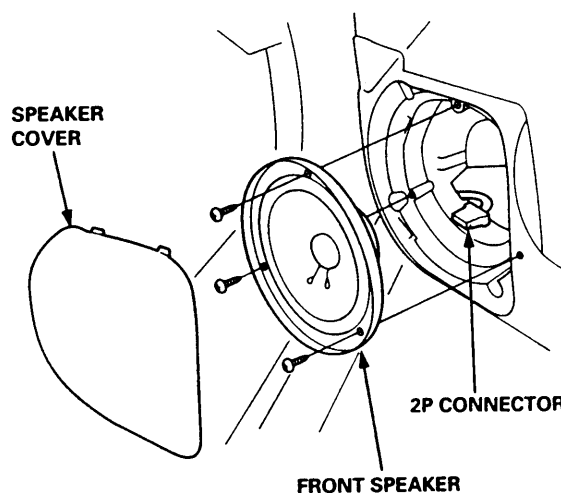


Cavity	Wire	Connect to
B1	BLU/YEL	Left rear speaker ⊕
B2	RED/YEL	Right rear speaker ⊕
B3	BLK	Ground (G601)
B4	YEL/RED	ACC (main stereo power supply)
B5	RED/BLU	Left rear microphone ⊕
B6	BLU	Right rear microphone ⊕
B7	RED	Left rear speaker signal ⊕
B8	BLU	Right rear speaker signal ⊕
B9	GRY/WHT	Left rear speaker ⊖
B10	BRN/WHT	Right rear speaker ⊖
B11	—	(not used)
B12	—	(not used)
B13	—	(not used)
B14	YEL/BLK	Radio switched power (from audio unit)
B15	BRN/BLK	Left rear microphone ⊖
B16	GRY/BLK	Right rear microphone ⊖
B17	GRN	Left rear speaker signal ⊖
B18	BLK	Right rear speaker signal ⊖

Speaker Replacement

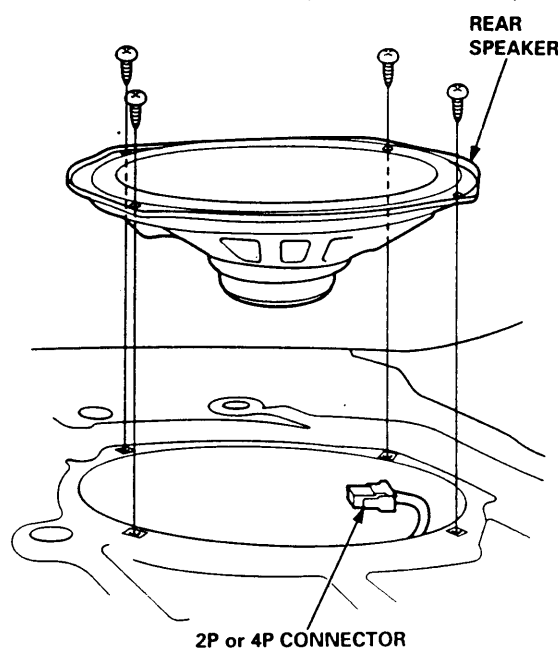
Front speaker:

1. Remove the speaker cover.
2. Remove the three screws from the speaker.
3. Disconnect the 2P connector, and remove the door speaker.



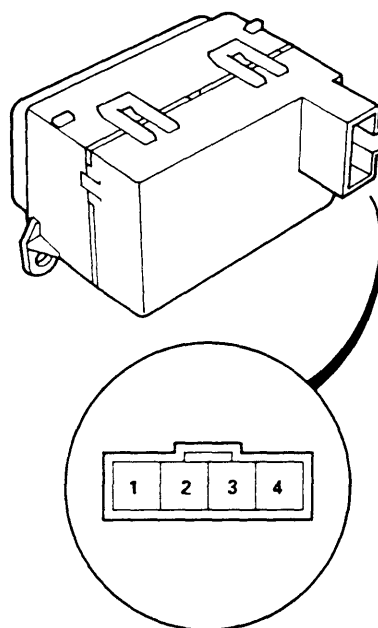
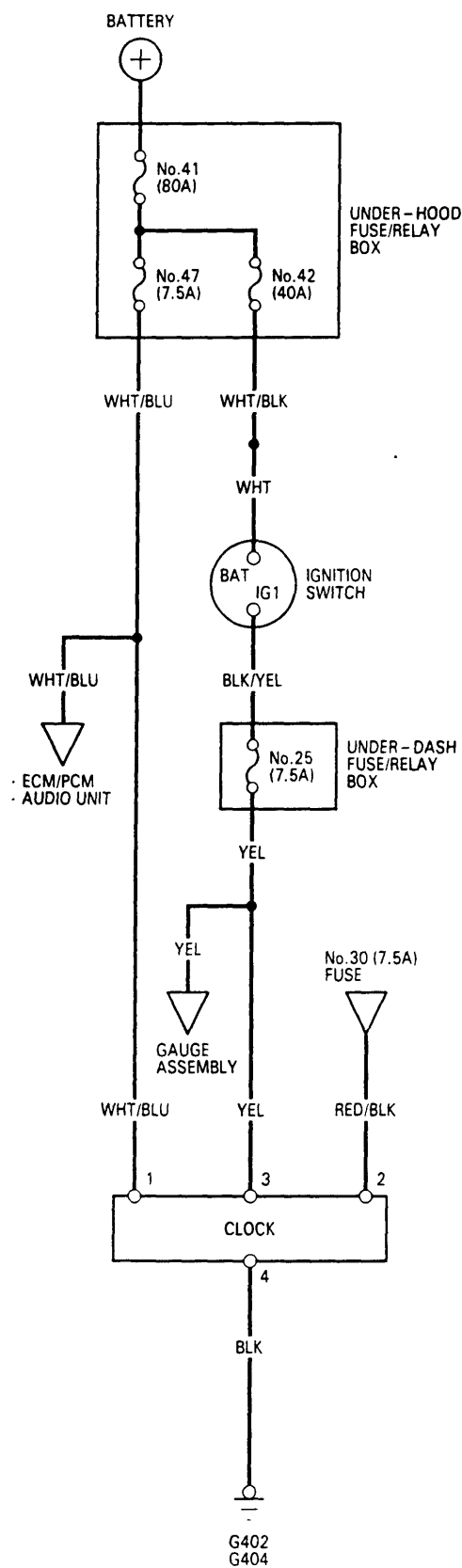
Rear speaker:

1. Remove the rear shelf (see section 20).
2. Disconnect the 2P or 4P connector from the speaker.
3. Remove the four screws, then remove the speaker.

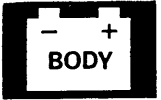


Clock

Circuit Diagram



Cavity	Wire	Connect to
1	WHT/BLU	Constant power (Time memory)
2	RED/BLK	Light-on signal
3	YEL	IG1 (Main clock power supply)
4	BLK	Ground



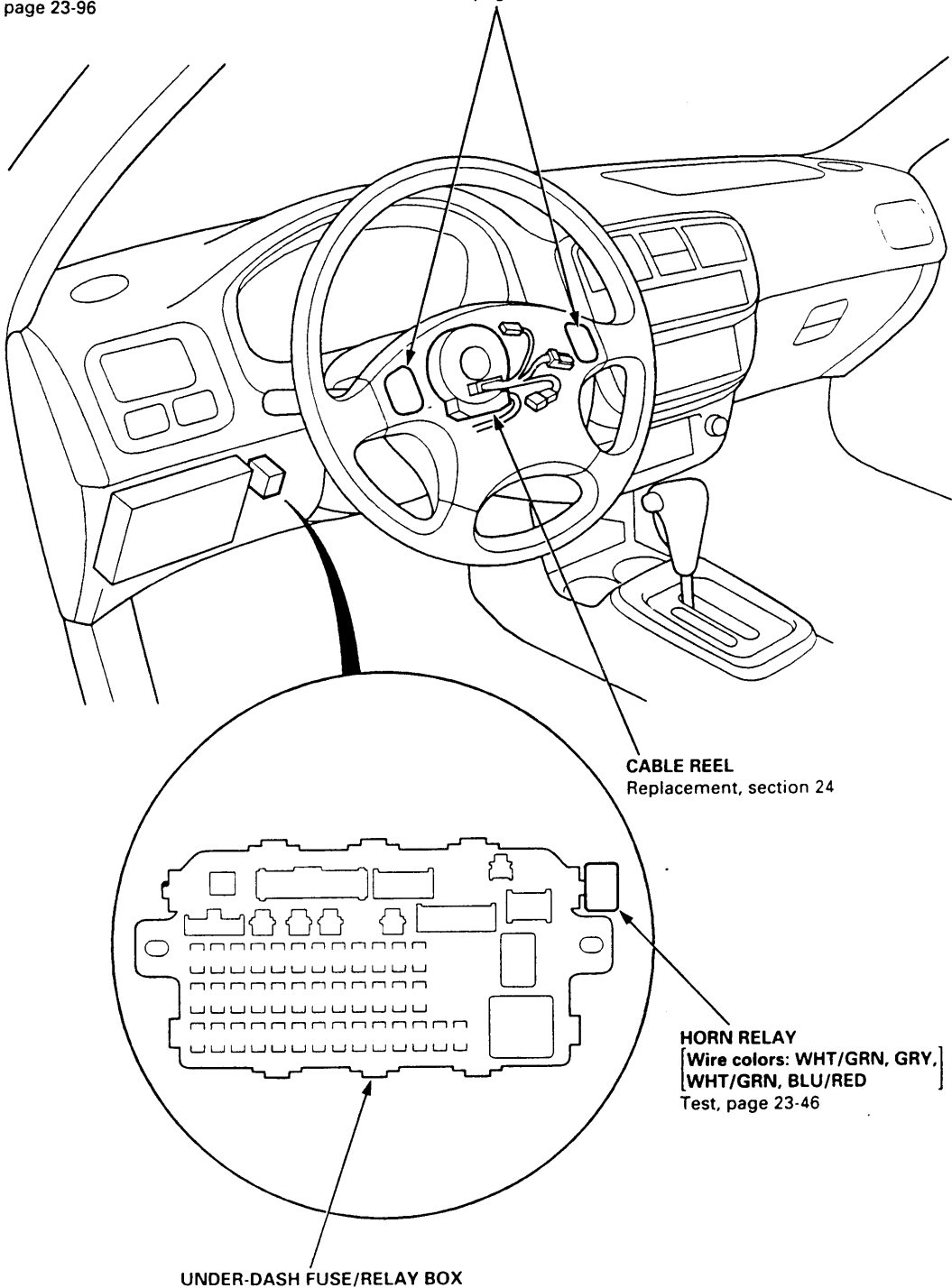
Horns

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.

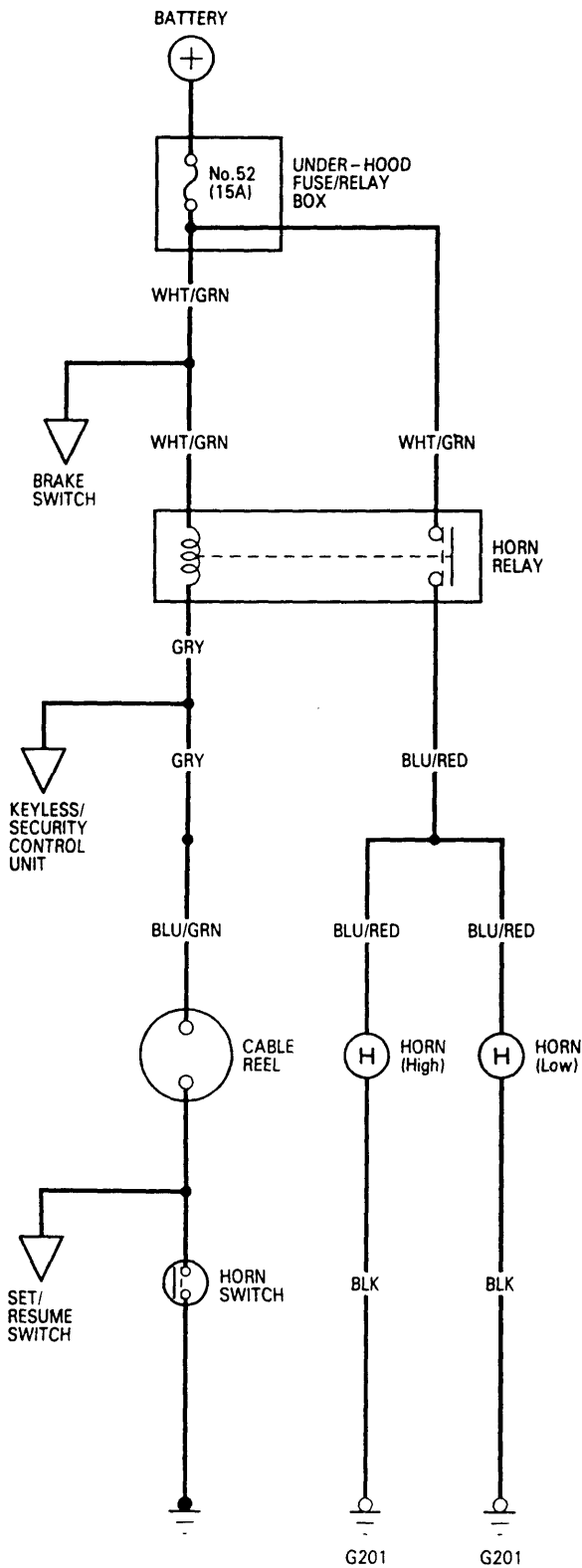
HORN ASSEMBLY
Test, page 23-96

HORN SWITCHES
Test, page 23-97



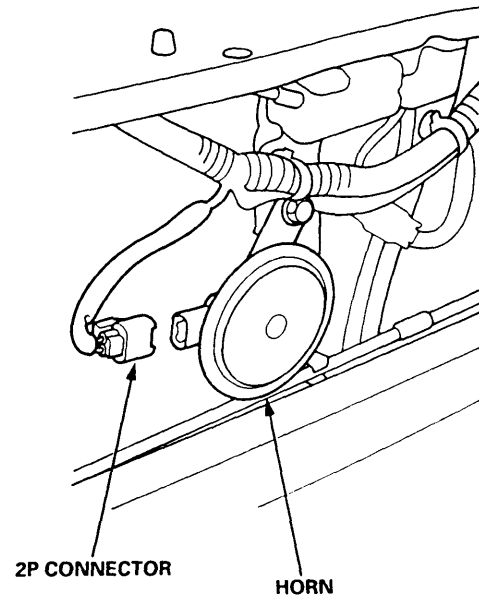
Horns

Circuit Diagram

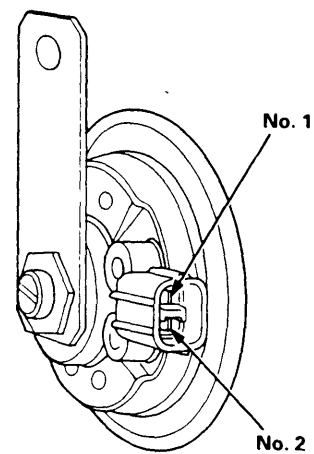


Horn Test

1. Remove the front bumper (see section 20).
2. Disconnect the 2P connector from the horn.
3. Remove the horn.



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

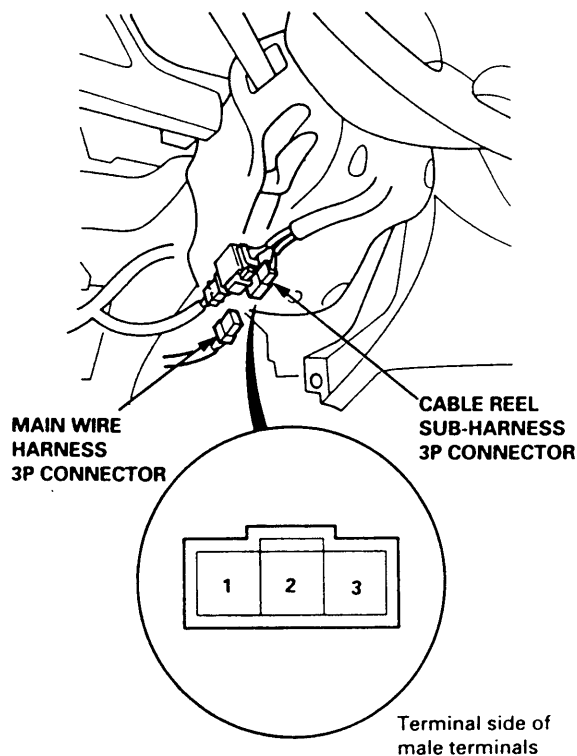


5. If the horn fails to sound, replace it.

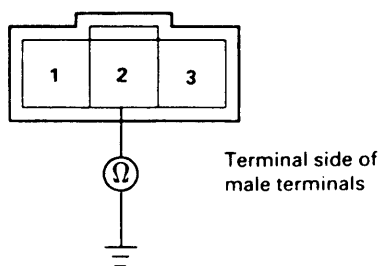


Switch Test

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 driver's airbag connector (see section 24).
4. Remove the driver's dashboard lower cover (see section 20).
5. Disconnect the cable reel sub-harness 3P connector from the main wire harness.

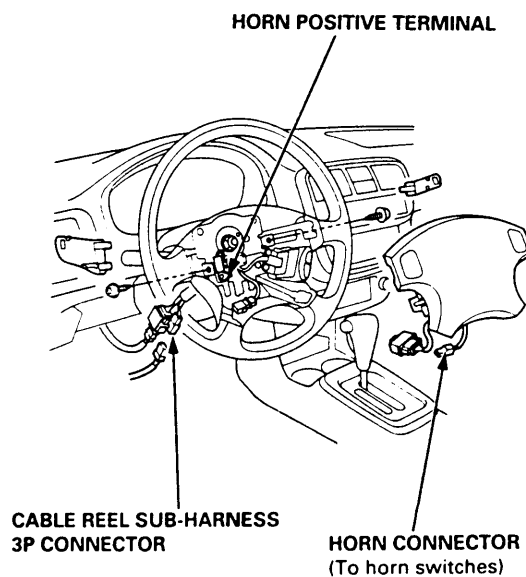


6. Check for continuity between the No. 2 terminal of the cable reel sub-harness and body ground with the horn switch pressed.



- If there is continuity, the horn switch is OK.
- If there is no continuity, go to step 6.

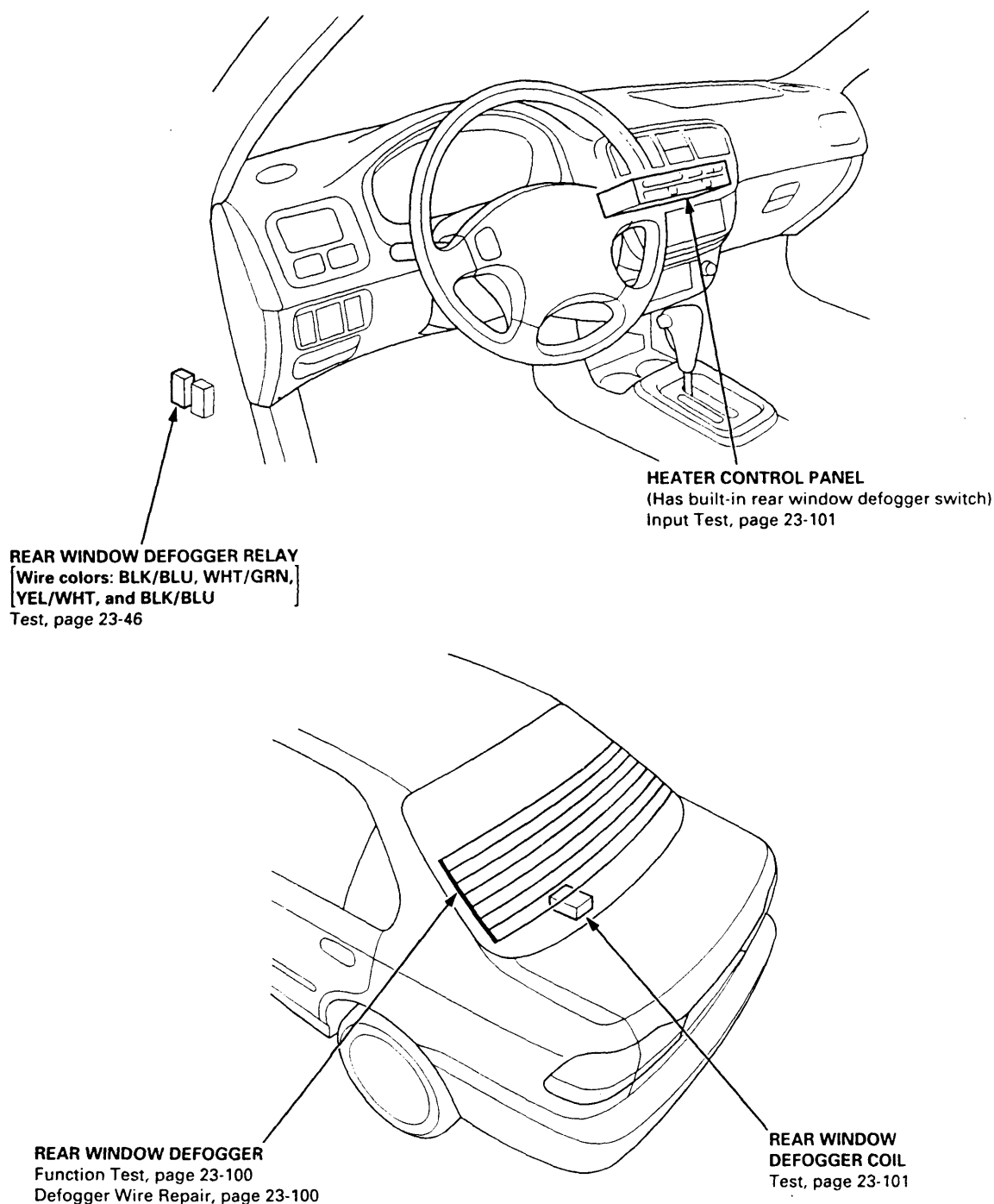
7. Remove the driver's airbag assembly (see section 24), then disconnect the horn connector from the steering wheel.
8. Check for continuity between the No. 2 terminal of the cable reel sub-harness 3P connector and horn positive terminal.



- If there is no continuity, replace the cable reel (see section 24).
 - If there is continuity, repair or replace the horn switch.
9. If all tests prove OK, reinstall the driver's airbag assembly (see section 24), and reconnect the cable reel sub-harness connector.
 10. Reconnect the driver's airbag connector, and reinstall the access panel on the steering wheel.
 11. Reconnect the battery positive cable, then the negative terminal.
 12. After installing the airbag assembly, 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.
 13. Enter the anti-theft code for the radio, then enter the customer's radio station presets.

Rear Window Defogger

Component Location Index

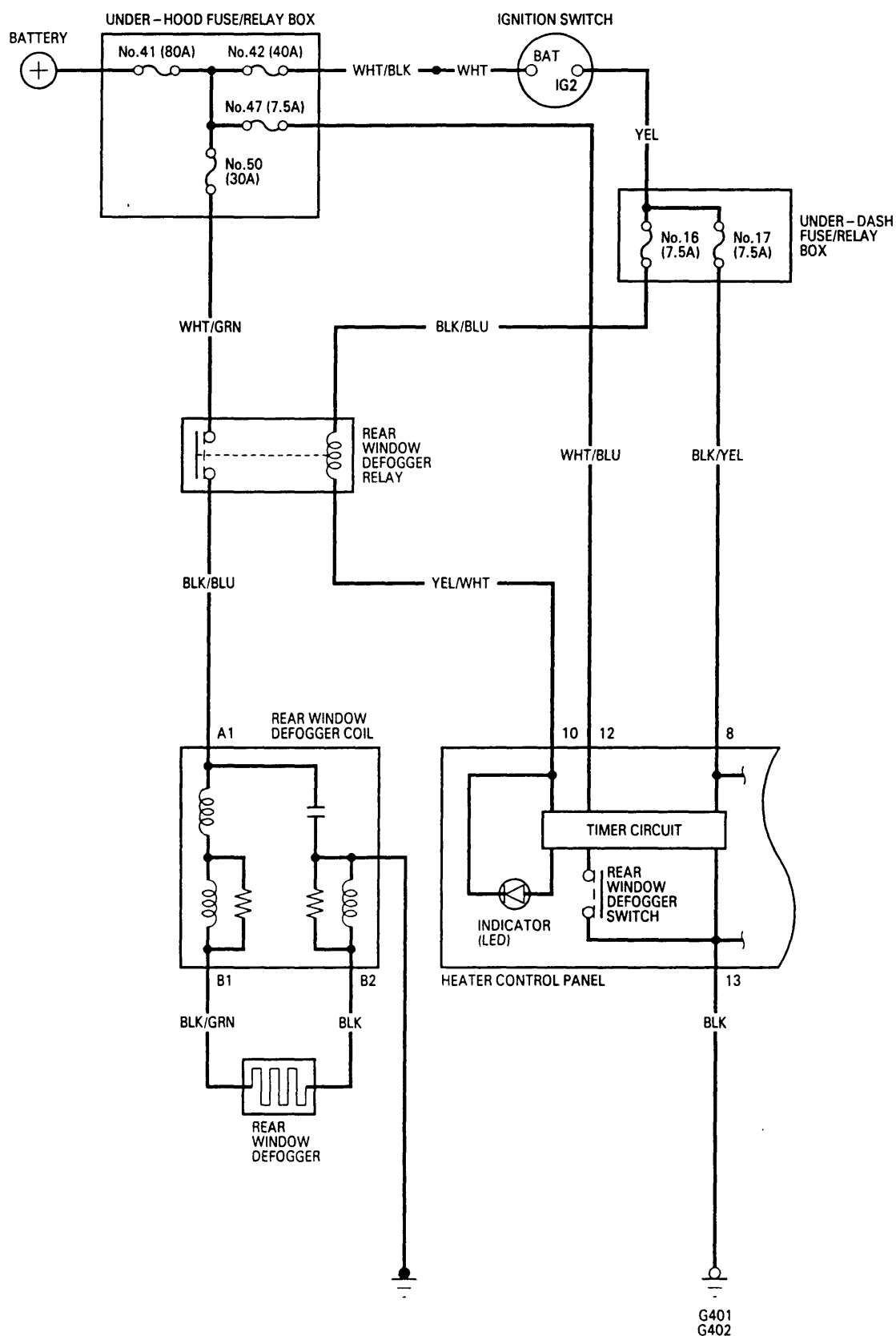


Description:

The rear window defogger is controlled by the defogger timer in the heater control panel. When the defogger switch is pushed, it sends a signal to the defogger timer, and the defogger stays on for about 40 minutes. It shuts off when the ignition switch is turned off, or the defogger switch is pushed again. The indicator light in the switch comes on when the defogger is on.



Circuit Diagram



Rear Window Defogger

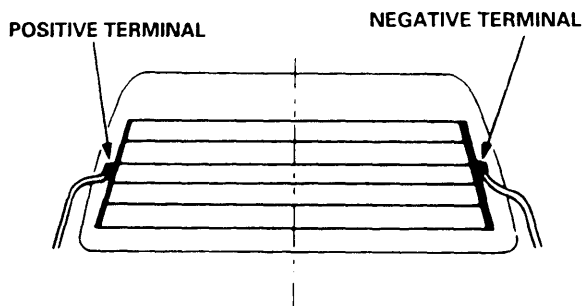
Function Test

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:
 - blown No. 50 (30 A) fuse in the under-hood fuse/relay box.
 - faulty defogger relay.
 - faulty defogger switch.
 - faulty defogger coil.
 - an open in the BLK/BLU (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 BLK wire and a faulty rear window defogger coil.

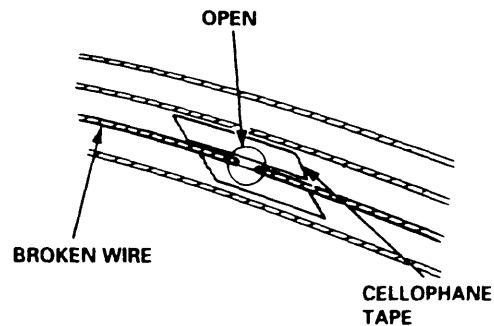
3. Touch the voltmeter positive probe to the halfway point of each defogger wire, and the negative probe to the negative terminal.
There should be approximately 6 V with the ignition switch and the defogger switch ON.

- 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

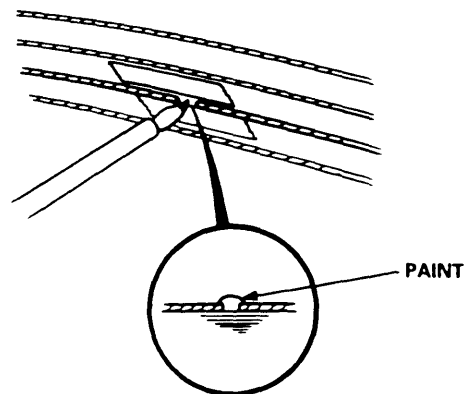
NOTE: To make an effective repair, the broken section must be no longer than one inch.

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.



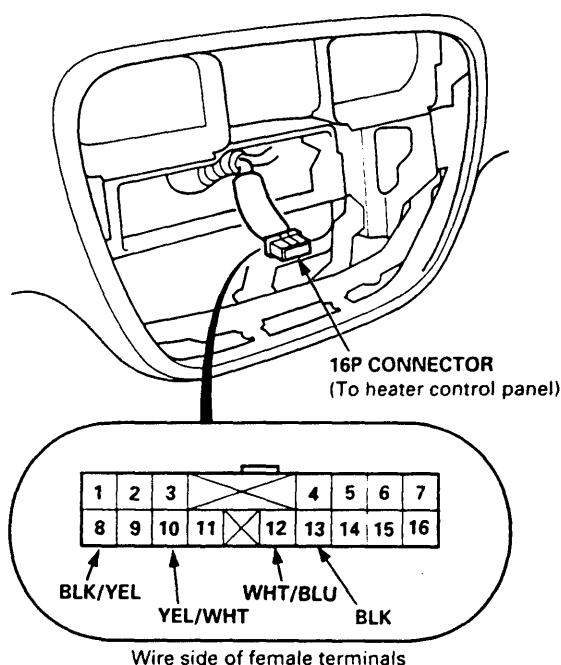
4. Check for continuity in the repaired wire.
5. Apply a second coat of paint in the same way. Let it dry three hours before removing the tape.



Switch Input Test

NOTE: Before testing, check for a blown No. 47 (7.5 A) fuse in the under-hood fuse/relay box and blown No.16 (7.5 A) and No. 17 (7.5 A) fuses in the under-dash fuse/relay box.

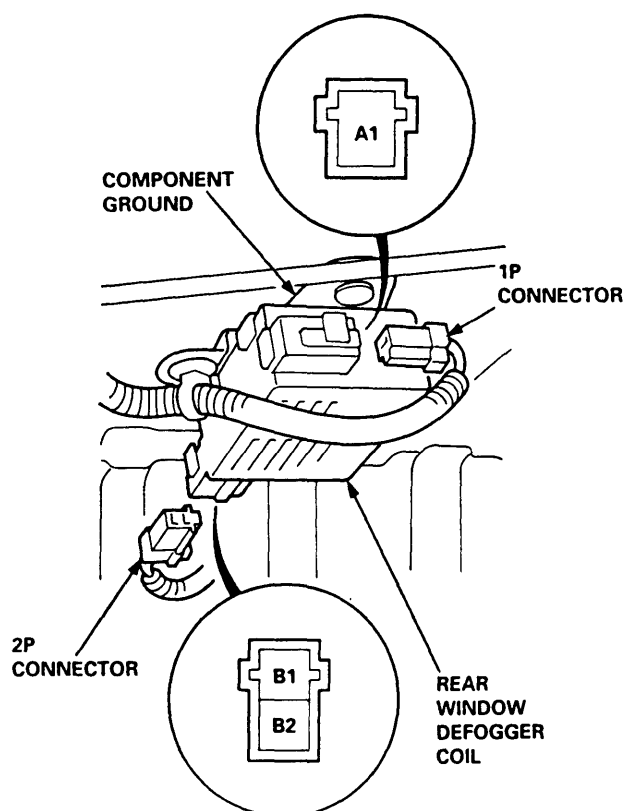
1. Remove the center panel (see section 21).
2. Check for continuity between the No. 13 (BLK) terminal and body ground.
There should be continuity.
 - If there is no continuity, check for:
 - an open in the BLK wire.
 - poor ground (G401, G402).
 - If there is continuity, go to step 3.
3. Check for voltage between the No. 12 (WHT/BLU) terminal and body ground, and then check for voltage between the No. 8 (BLK/YEL) terminal and body ground and between the No. 10 (YEL/WHT) terminal and body ground with the ignition switch ON (II).
There should be battery voltage.
 - If there are no voltage, check for:
 - an open in the wire.
 - faulty rear window defogger relay.
 - If there are battery voltage, go to step 4.



4. Connect a jumper wire between the No. 10 (YEL/WHT) and the No. 13 (BLK) terminals.
5. Turn the ignition switch ON (II), and check that the rear window defogger works; if it does, replace the heater control panel.

Rear Window Defogger Coil Test

1. Open the trunk lid.
2. Disconnect the 1P and 2P connectors from the rear window defogger coil.

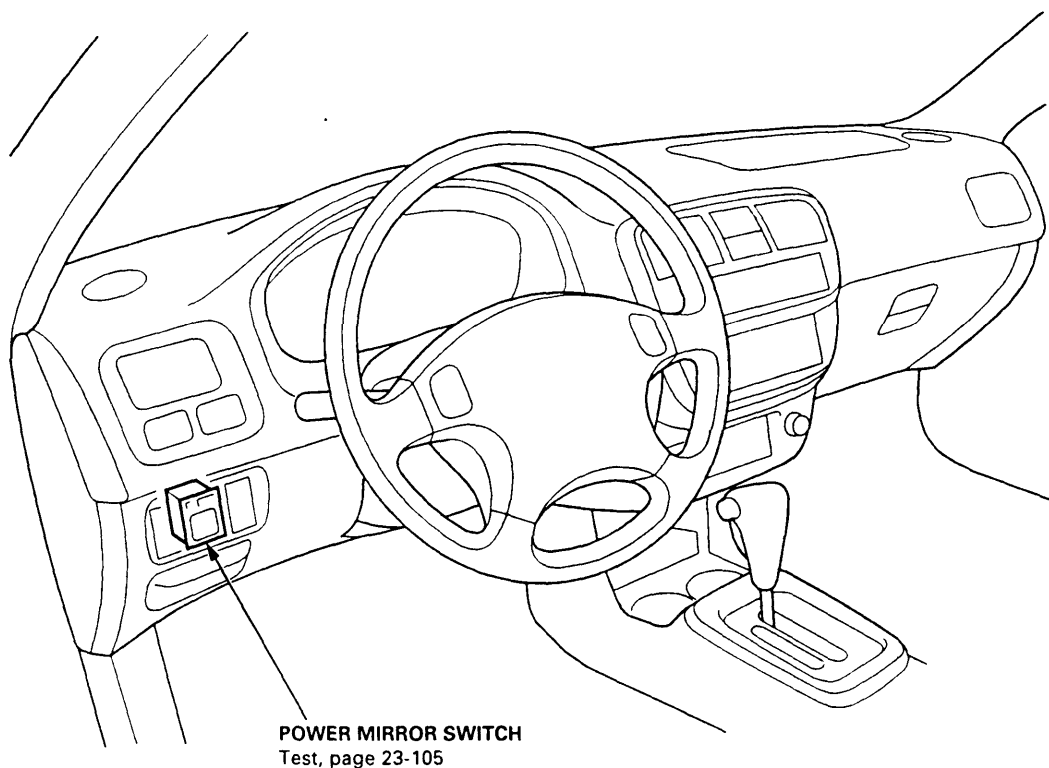


3. Remove the rear window defogger coil.
4. Check for continuity between the A1 and B2 terminals. There should be continuity.
5. Check for continuity between the B2 terminal and component ground. There should be continuity.
6. If there is no continuity, replace the coil.

Power Mirrors

Component Location Index

- **POWER MIRROR**
Function Test, page 23-104
Power Mirror Test, 23-106
Replacement, see section 20
- **POWER MIRROR HOLDER**
Replacement, see section 20

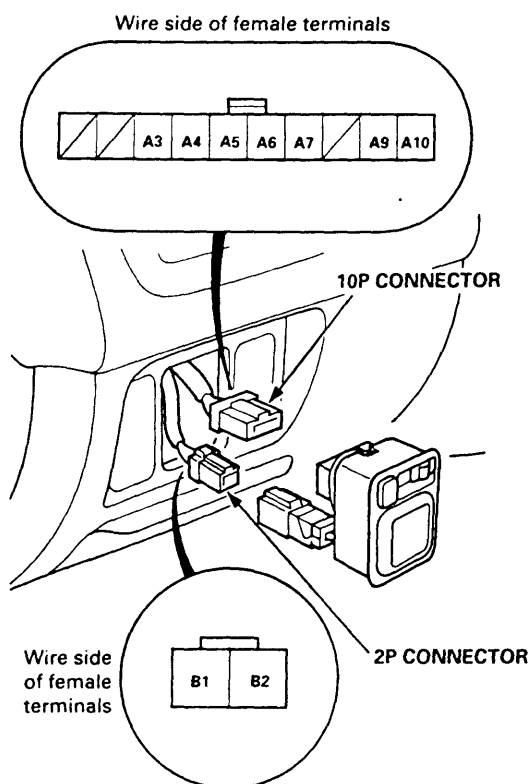


Power Mirrors

Function Test

CAUTION: Be careful not to damage the mirror switch or the dashboard driver's lower cover when prying the switch out.

1. Pry the switch out of the driver's dashboard lower cover.
2. Disconnect the 10P and 2P connectors from the switch.



Mirror Test

Both inoperative:

1. Check for voltage between the A9 (BLK/YEL) terminal and body ground with the ignition switch ON (II). There should be battery voltage.
 - If there is no voltage, check for:
 - blown No. 17 (7.5 A) fuse in the under-dash fuse/relay box.
 - an open in the BLK/YEL wire.
 - If there is battery voltage, go to step 2.
2. Check for continuity between the A10 (BLK) terminal and body ground. There should be continuity. If there is no continuity, check for:
 - an open in the BLK wire.
 - poor ground (G551).

Left mirror inoperative:

Connect the A9 (BLK/YEL) terminal of the 10P connector to the A7 (YEL/RED) terminal and the A5 (or A4) terminal to body ground with jumper wires. The left mirror should tilt down (or swing left) with the ignition switch 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 BLU/BLK) wire between the left power mirror and the switch. If the wire is OK, check the left power mirror actuator.
- If the mirror neither tilts down nor swings left, repair the YEL/RED wire.
- If the mirror operates properly, check the mirror switch.

Right mirror inoperative:

Connect the A9 (BLK/YEL) terminal of the 10P connector to the A6 (YEL/RED) terminal and the A5 (or A3) terminal to body ground with jumper wires. The right mirror should tilt down (or swing left) with 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 YEL/BLK) wire between the right power mirror and the switch. If the wire is OK, check the right power mirror actuator.
- If the mirror neither tilts down nor swings left, repair the YEL/RED wire.
- If the mirror operates properly, check the mirror switch.

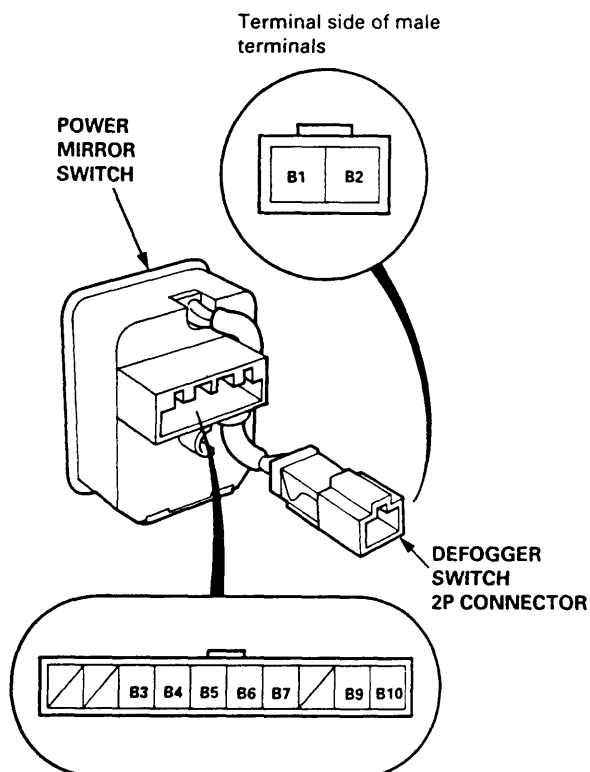
Defogger test:

Connect the B1 (GRN/YEL) and B2 (BLK/YEL) terminals with a jumper wire, and check for voltage between the B1 terminal and body ground. There should be battery voltage and both mirrors should warm up with the ignition switch ON (II).

- If there is no voltage or neither warms up, check for:
 - an open in the BLK/YEL or GRN/YEL wires.
 - blown No. 17 (7.5 A) fuse in the under dash fuse/relay box.
 - poor ground (G551).
- If only one fails to warm up, check its defogger.
- If both fail to warm up, check the defogger switch.

Switch Test

- Remove the switch as described in Function Test (see page 23-104).



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

Mirror Switch:

Terminal		A3	A4	A5	A6	A7	A9	A10
Position								
R	OFF	○		○	○			○
	UP	○		○			○	
	DOWN	○		○	○		○	
	LEFT	○		○	○		○	
	RIGHT	○		○	○		○	
L	OFF		○	○		○		○
	UP		○	○		○		○
	DOWN		○			○	○	
	LEFT		○	○		○		○
	RIGHT		○	○		○		○

Defogger Switch:

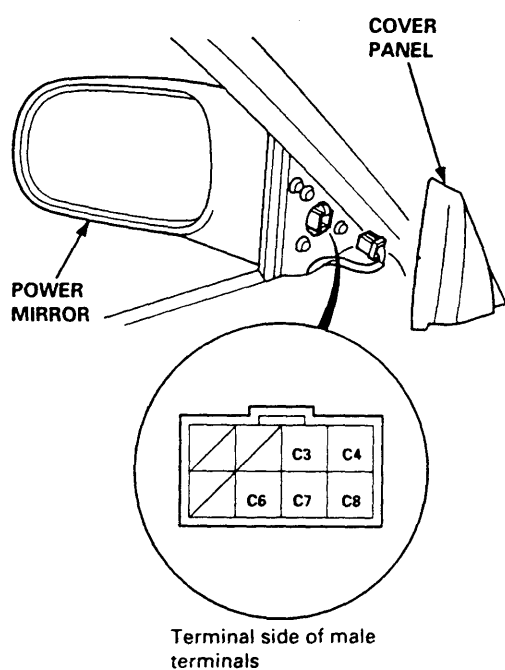
Terminal		B1	B2
Position			
ON		○	○
OFF			

Power Mirrors

Power Mirror Test

Actuator Test:

1. Remove the cover panel, then disconnect the 8P connector from the power mirror.



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

Terminal	C6	C7	C8
Position			
TILT UP		⊖	⊕
TILT DOWN		⊕	⊖
SWING LEFT	⊖	⊕	
SWING RIGHT	⊕	⊖	

3. If the mirror actuator does not work properly, replace the power mirror assembly.

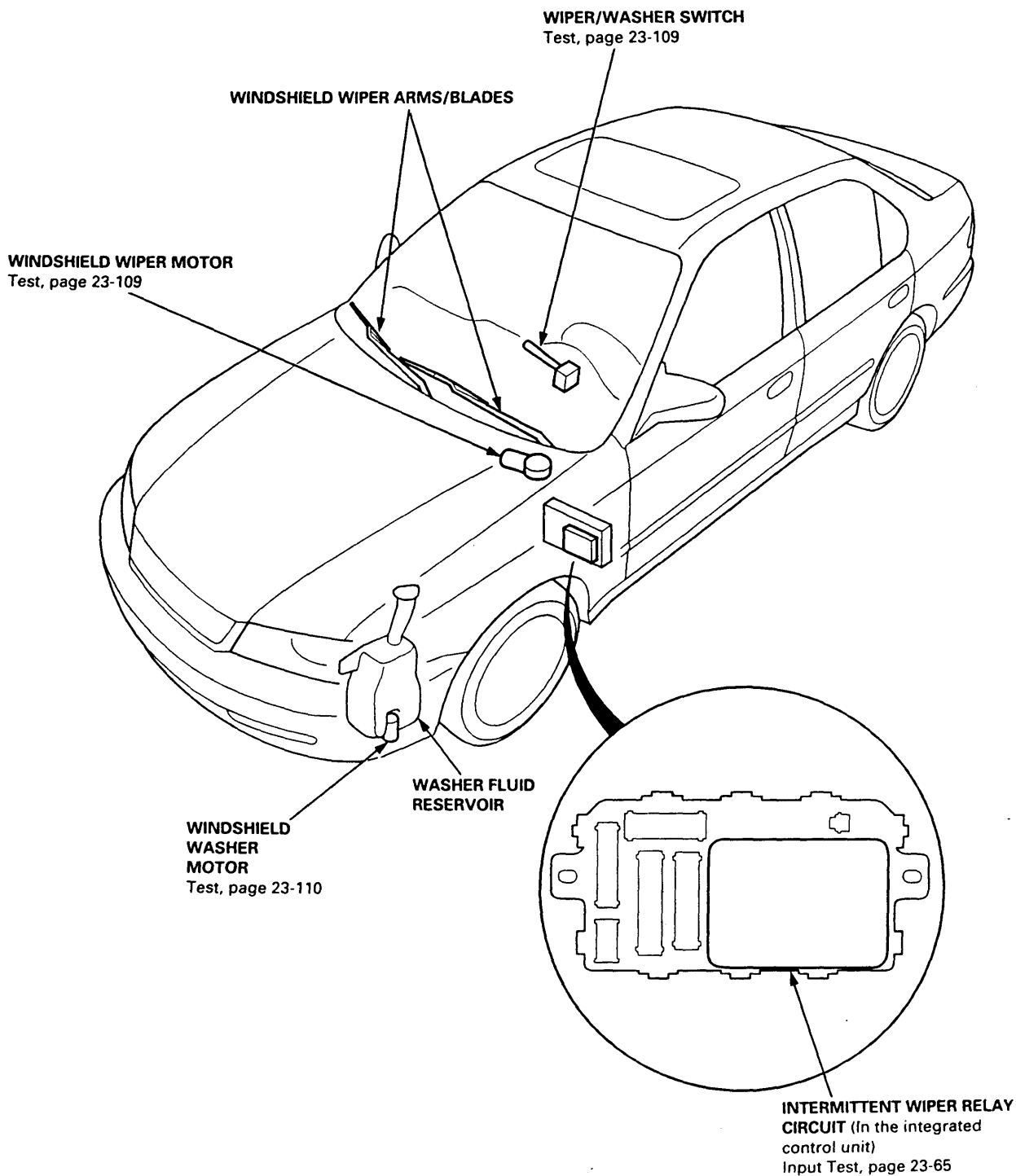
Defogger Test:

1. Check for continuity between the C3 and C4 terminals of the 8P connector. There should be continuity.
2. If there is no continuity, replace the mirror holder.

Wiper/Washer

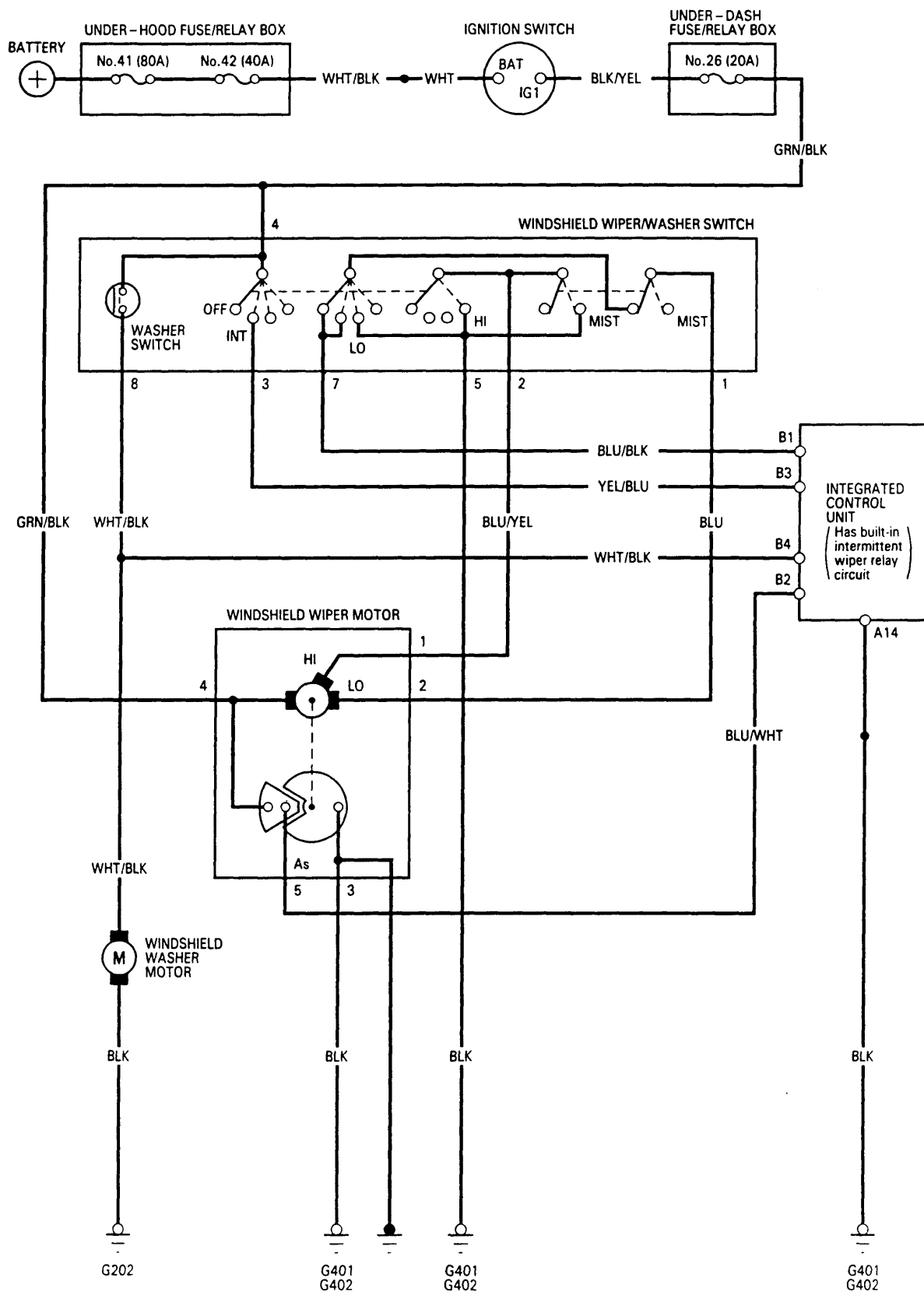
Component Location Index

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.



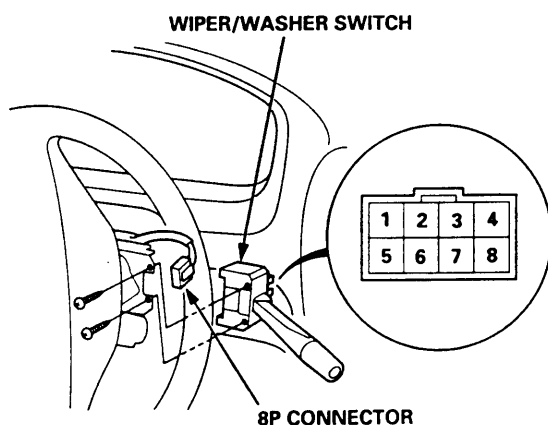
Wiper/Washer

Circuit Diagram



Wiper/Washer Switch Test

1. Remove the driver's dashboard lower cover (see section 20).
2. Remove the steering column covers.
3. Disconnect the 8P connector from the switch, remove the two screws, and pull out the switch.



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

Terminal	1	2	3	4	5	7	8
Position							
OFF	○					○	
INT	○					○	
LO	○				○		
HI		○	○		○		
Mist switch "ON"		○	○		○		
Washer switch "ON "				○	○		○

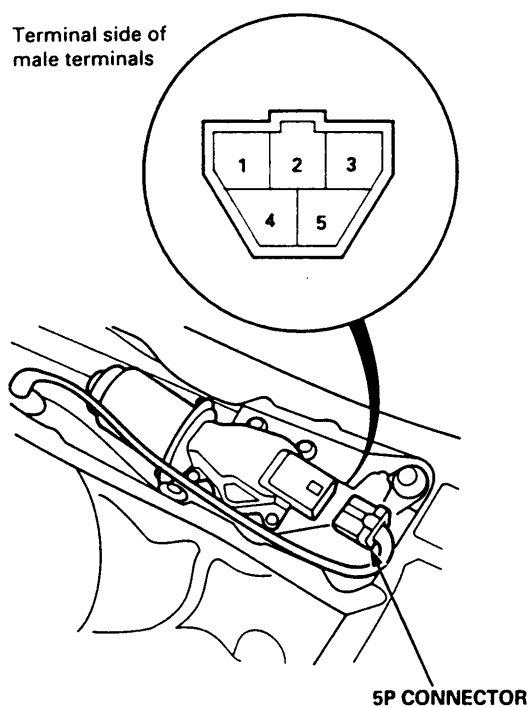
Windshield Wiper Motor Test

1. Open the hood, and remove the cap nuts and the wiper arms.

NOTE: Carefully remove the wiper arms, so that they do not touch the hood.

2. Remove the cowl cover by prying out the trim clips (see section 20).
3. Disconnect the 5P connector from the windshield wiper motor.

Terminal side of male terminals



4. Test the motor by connecting battery power and ground according to the table.

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

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

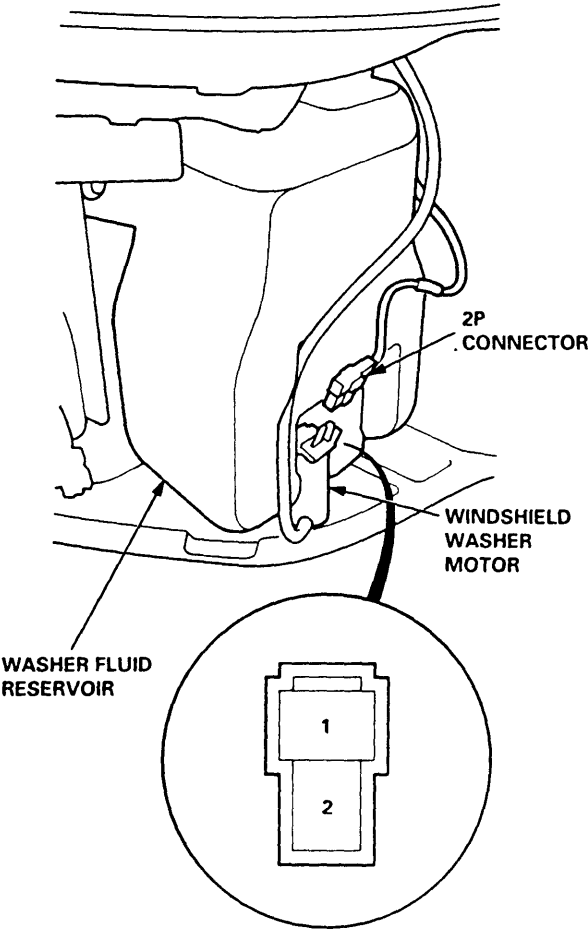
5. Connect an analog voltmeter between the No. 5 (+) and No. 3 (−) terminals, and run the motor at low or high speed.

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

Wiper/Washer

Washer Motor Test

- 1. Remove the front bumper (see section 20).
- 2. Disconnect the 2P connector from the washer motor.



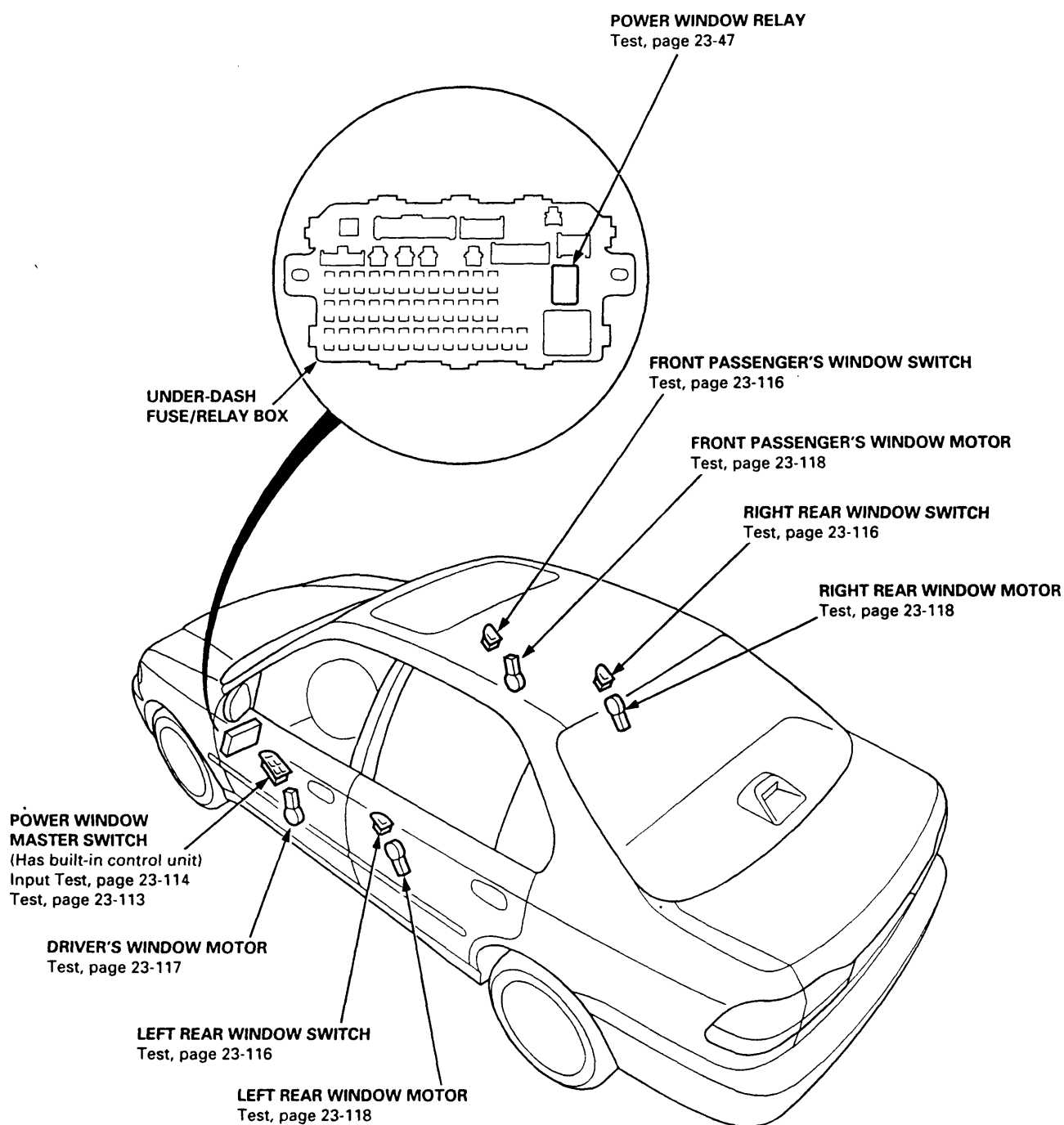
- 3. Test the washer motor by connecting battery power and ground according to the table.

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.

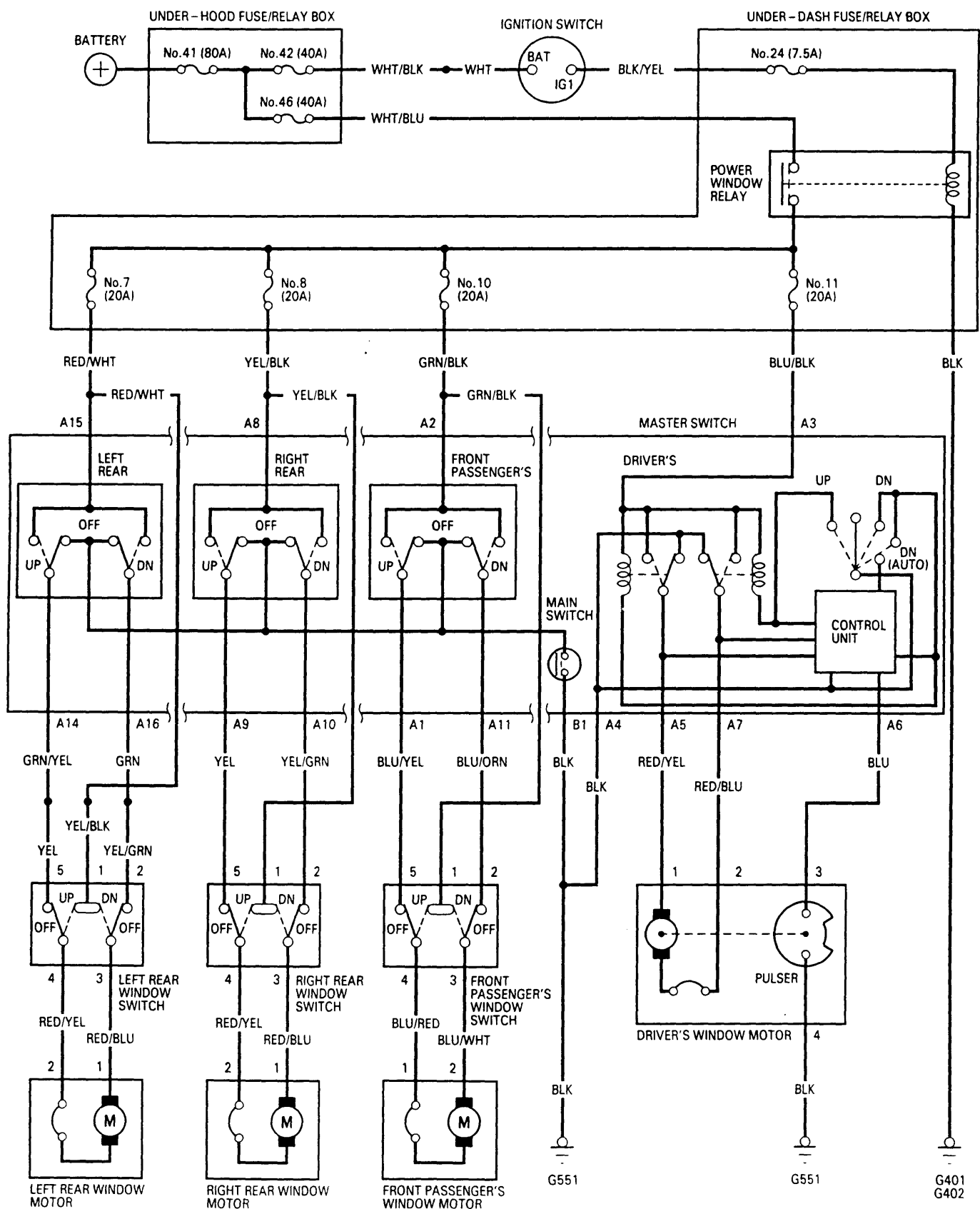
Power Windows

Component Location Index



Power Windows

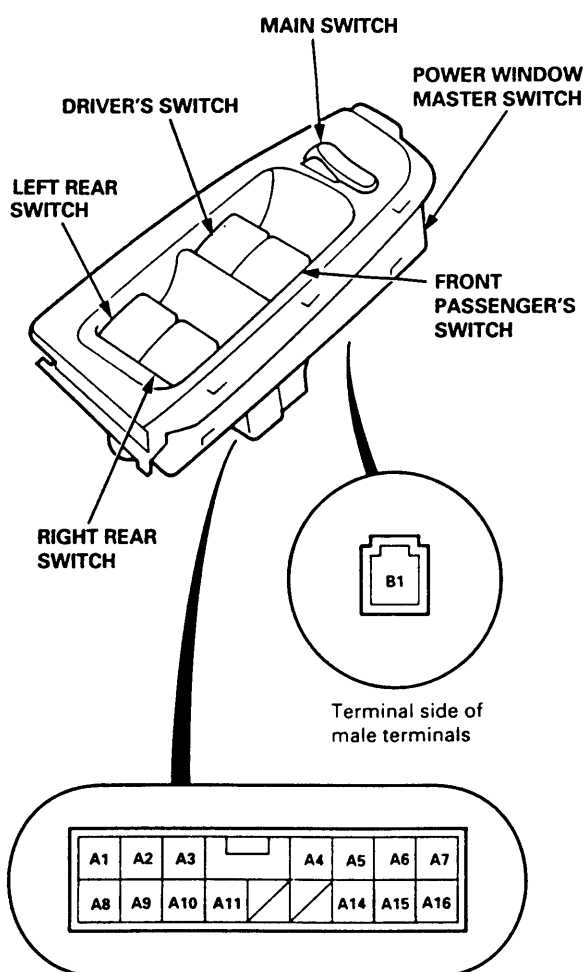
Circuit Diagram





Master Switch Test

1. Remove the armrest from the driver's door panel (see page 23-114).
2. Disconnect the 16P and 1P connectors from the 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 A3, A4, A5, A6 and A7 on page 23-114. If the tests are normal, the driver's switch must be faulty.

Front Passenger's Switch:

Position	Terminal		A1	A2	A11	B1
	Main Switch					
OFF	ON		○	—	○	○
	OFF		○	—	○	
UP	ON		○	○		
	OFF		○	○		
DOWN	ON			○	○	
	OFF		○			○

Left Rear Switch:

Position	Terminal		A14	A15	A16	B1
	Main Switch					
OFF	ON		○	—	○	○
	OFF		○	—	○	
UP	ON		○	○		
	OFF		○	○		
DOWN	ON			○	○	
	OFF		○			○

Right Rear Switch:

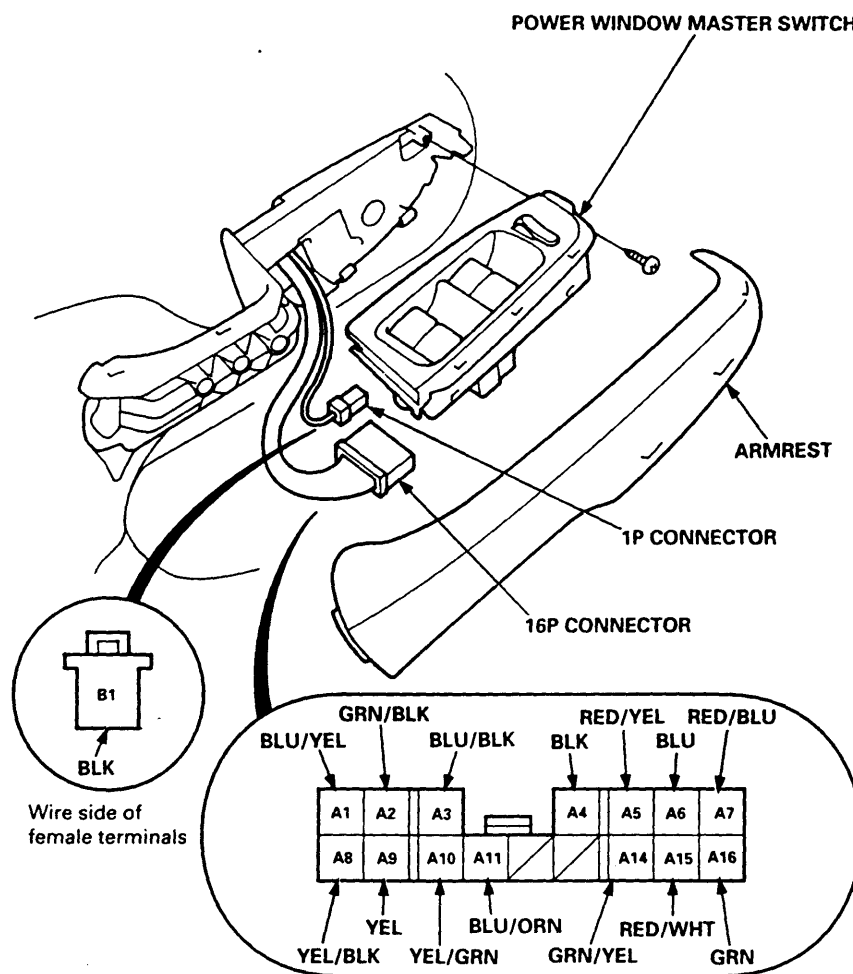
Position	Terminal		A8	A9	A10	B1
	Main Switch					
OFF	ON			○	○	○
	OFF			○	○	
UP	ON		○	○		
	OFF		○	○		
DOWN	ON		○		○	
	OFF		○		○	

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 armrest, and disconnect the 16P and 1P 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 maser switch must be faulty; replace it.

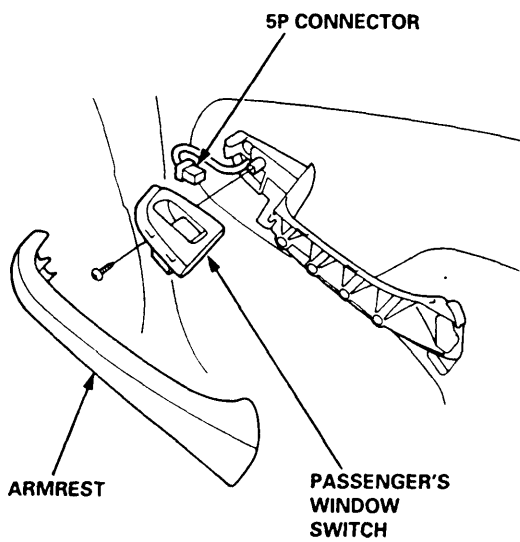


Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A4	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G551) • An open in the wire
B1				
A3	BLU/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 7, 8, 10 or 11 (20 A) fuse in the under-dash fuse/relay box • Faulty power window relay • An open in the wire
A2	GRN/BLK			
A8	YEL/BLK			
A15	RED/WHT			
A7	RED/BLU	Connect the BLU/BLK terminal to the RED/YEL terminal, and the RED/BLU terminal to the BLK 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
A5	RED/YEL			
A1	BLU/YEL	Connect the GRN/BLK terminal to the BLU/YEL terminal, and the BLU/ORN terminal to the BLK 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	BLU/ORN			
A9	YEL	Connect the YEL/BLK terminal to the YEL terminal, and the YEL/GRN terminal to the BLK 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
A10	YEL/GRN			
A14	GRN/YEL	Connect the RED/WHT terminal to the GRN/YEL terminal, and the GRN terminal to the BLK 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
A16	GRN			
A6	BLU	Connect the BLU/BLK terminal to the RED/YEL terminal, and the BLK terminal to the RED/BLU terminal, then turn the ignition switch ON (II).	Check for voltage between the BLU and BLK 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
A4	BLK			

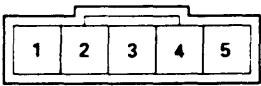
Power Windows

Passenger's Window Switch Test

- 1. Remove the armrest (see section 20).
- 2. Disconnect the 5P connector, then remove the mounting screw from the passenger's switch.



Switch side of 5P terminal:



Terminal side of male terminals

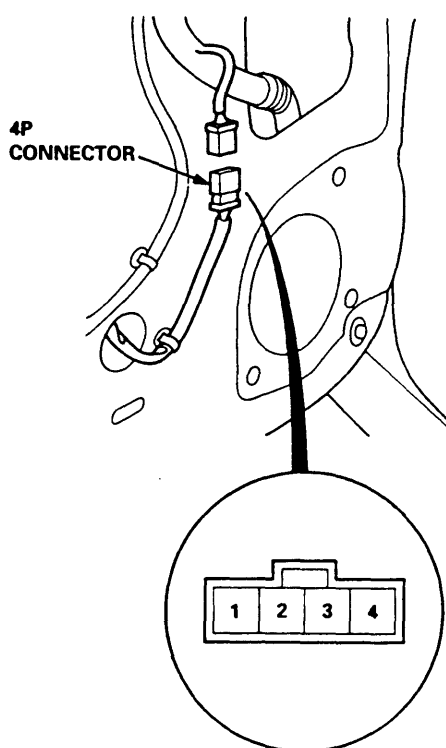
- 3. Check for continuity between the terminals in each switch position according to the table.

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

Driver's Window Motor Test

Motor Test:

1. Remove the driver's door panel (see section 20).
2. Disconnect the 4P connector from the 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:

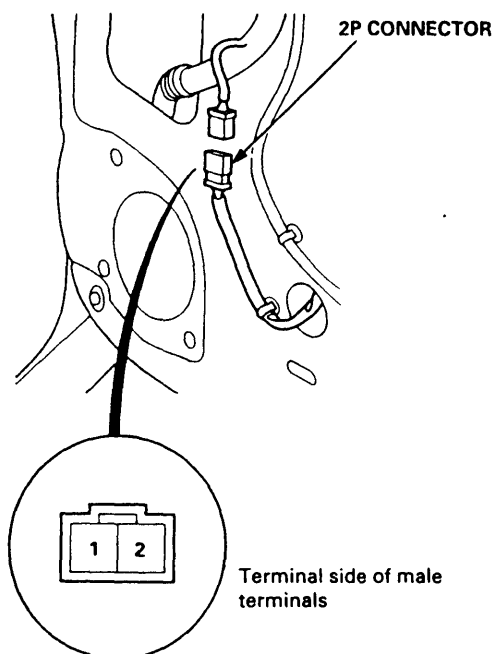
5. Connect the test leads of an analog ohmmeter to the No. 3 and No. 4 terminals.
6. Run the motor by connecting power and ground to the No. 1 and No. 2 terminals. The ohmmeter needle should move back and forth alternately.

Power Windows

Passenger's Window Motor Test

Front:

1. Remove the passenger's door panel (see section 20).
2. Disconnect the 2P window motor connector.



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

Terminal	1	2
Direction		
UP	⊕	⊖
DOWN	⊖	⊕

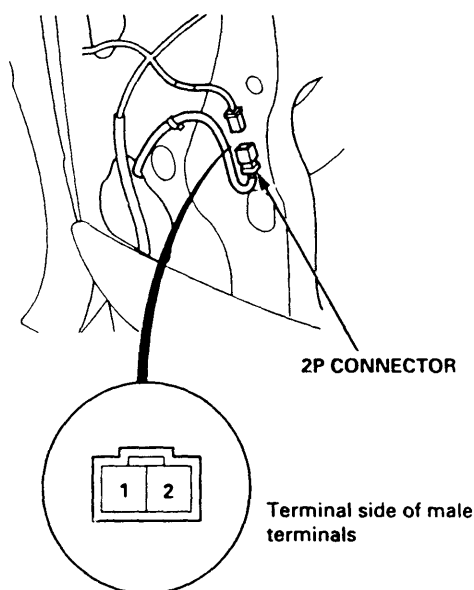
CAUTION: When the motor stops running, disconnect one lead immediately.

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

Rear:

1. Remove the passenger's door panel (see section 20).
2. Disconnect the 2P window motor connector.

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



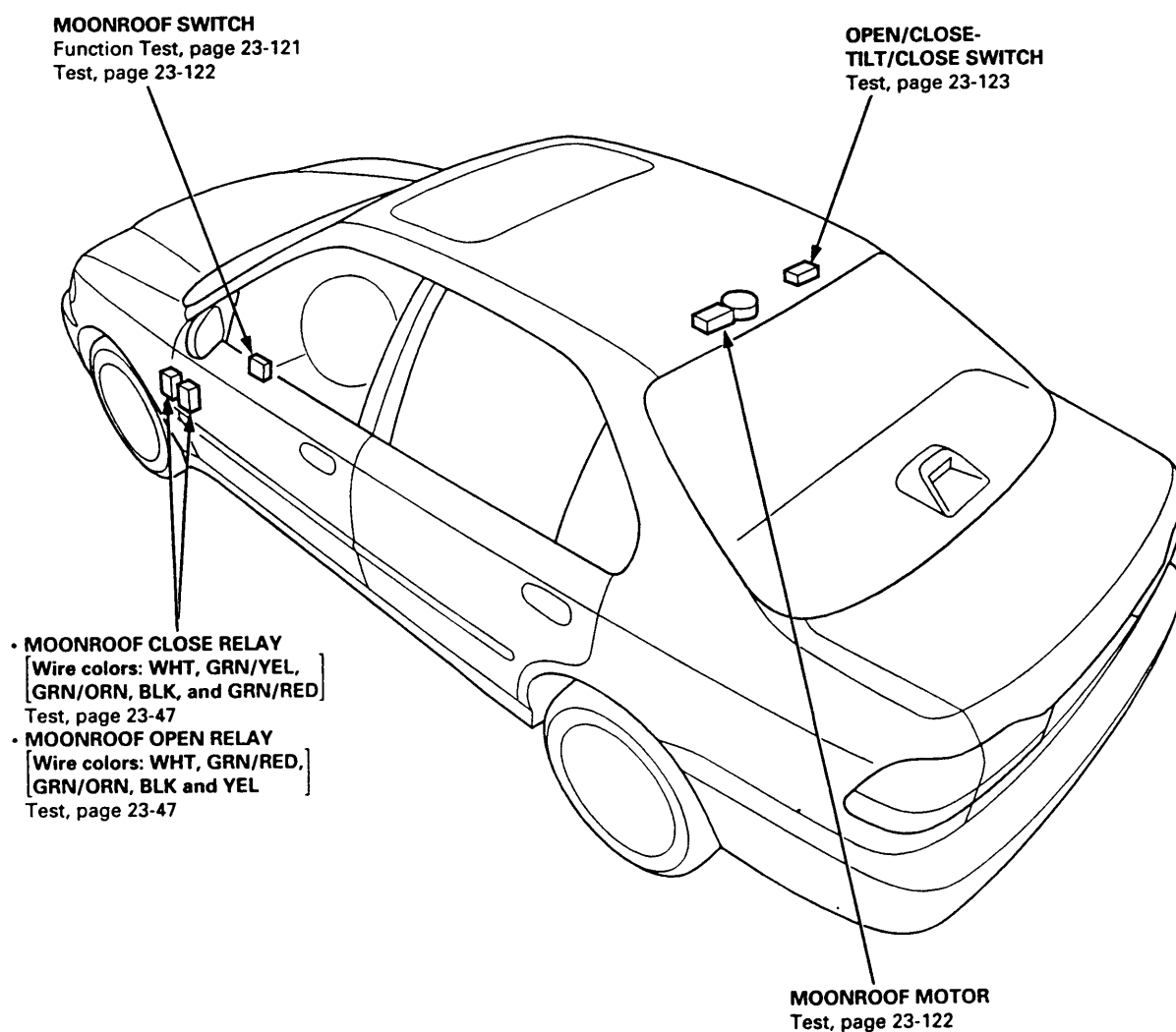
3. Check window motor operation by connecting power and ground according to the table.

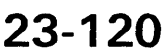
Terminal	1	2
Direction		
UP	⊖	⊕
DOWN	⊕	⊖

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

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

Component Location Index





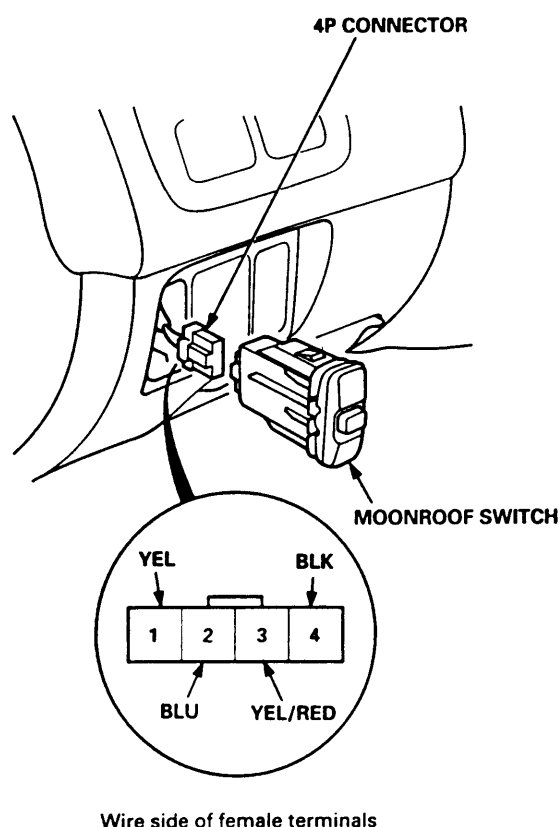


Function Test

CAUTION: Be careful not to damage the moonroof switch or the driver's dashboard lower cover when prying the switch out.

NOTE: Check the No. 51 (20 A) fuse in the under-hood fuse/relay box and No. 24 (7.5 A) fuse in the under-dash fuse/relay box, before testing.

1. Pry the switch out of the driver's dashboard lower cover.
2. Disconnect the 4P connector from the switch.



3. Connect the No. 1 (YEL) 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 does not open, check for:
 - an open in the YEL wire.
 - faulty moonroof open relay.
 - faulty moonroof close relay.
 - poor ground (G401, G402).

4. Connect the No. 3 (YEL/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 does not close, check for:
 - an open in the YEL/RED or GRN/RED wire.
 - faulty moonroof close relay.
 - faulty moonroof open relay.
 - faulty tilt/close switch.

5. Connect the No. 2 (BLU) terminal to body ground with a jumper wire, then turn the ignition switch ON (II). The moonroof should tilt up.

- If the moonroof tilts up, check the switch.
- If the moonroof does not tilt up, check for:
 - an open in the BLU wire.
 - faulty tilt/close switch.

6. Connect the No. 3 (YEL/RED) terminal to body ground with a jumper wire, then turn the ignition switch ON (II). The moonroof should tilt down.

If the moonroof does not tilt down, the open/close relay must be faulty.

7. Check for continuity to body ground on the No. 4 (BLK) terminal. There should be continuity.

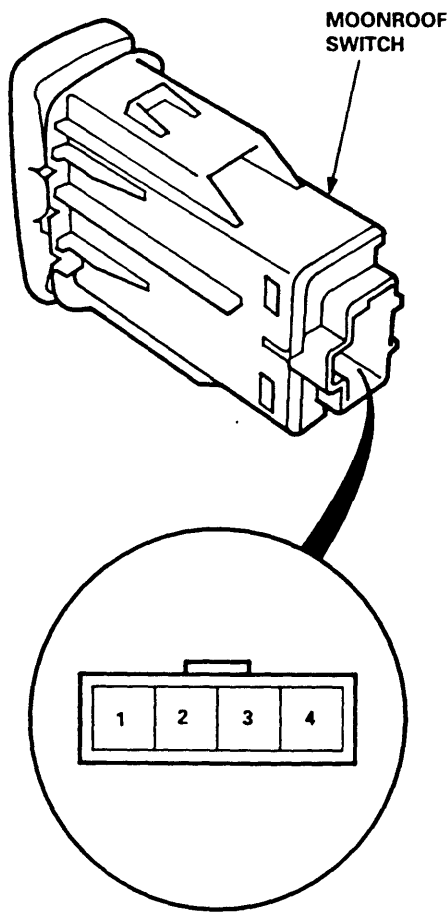
- If there is continuity, check the switch.
- If there is no continuity, check for:
 - an open in the BLK wire.
 - poor ground (G401, G402).

Moonroof

Switch Test

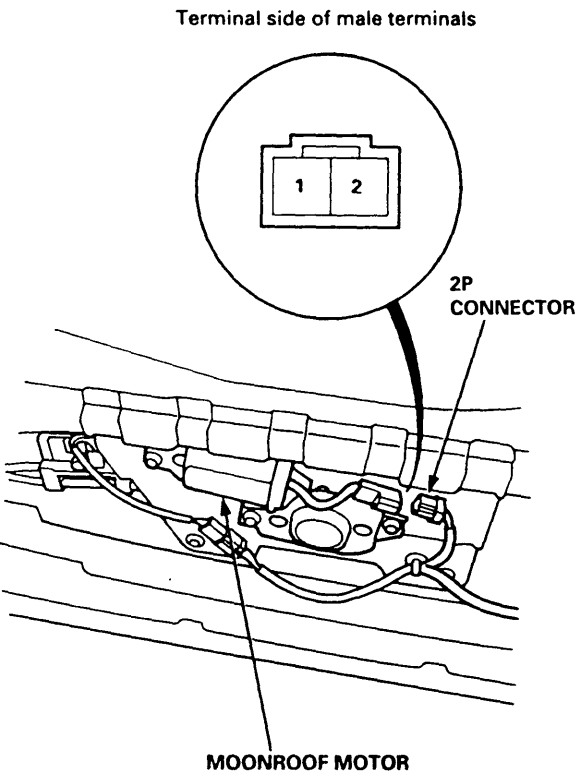
- 1. Carefully remove the switch from the driver's dashboard lower cover (see page 23-121).
- 2. Check for continuity between the terminals in each switch position according to the table.

Terminal	1	2	3	4
Position				
OFF				
OPEN	○	—	—	○
CLOSE			○	○
TILT		○	—	○



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 (see section 20).

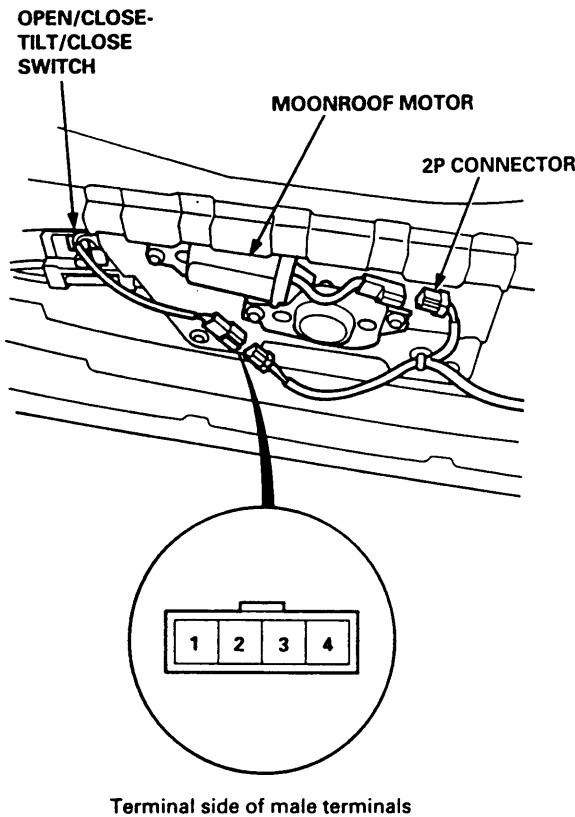
NOTE: See Closing Force Check in section 20 for motor clutch test.

Open/Close-Tilt/Close Switch Test

1. Remove the headliner (see section 20).
2. Disconnect the 2P and 4P connectors from the moonroof motor and the switch.
3. Check for continuity between the terminals in each switch position according to the table.

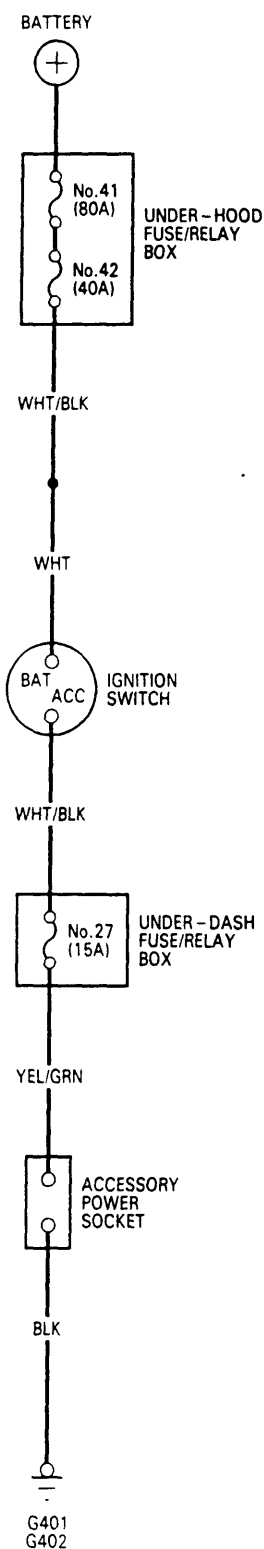
Terminal	1	2	3	4
Position				
CLOSE ↔ TILT	○	○	○	○
CLOSE ↔ OPEN	○		○	

4. If there is no continuity, adjust or replace the switch.



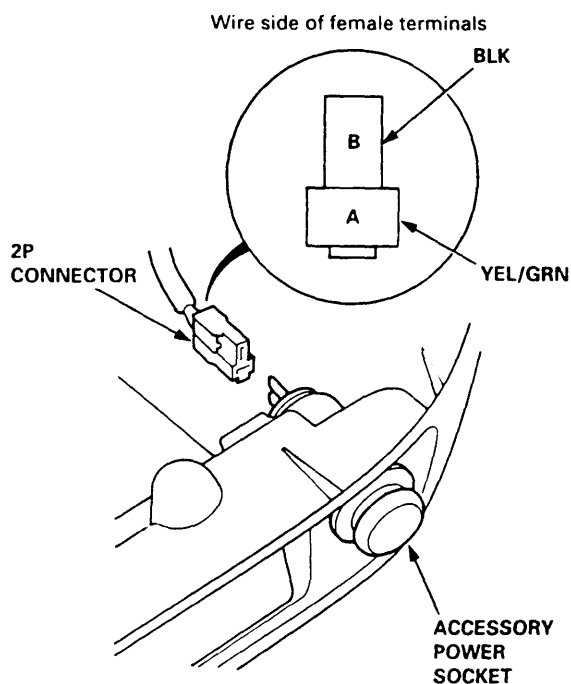
Accessory Power Socket

Circuit Diagram



Test

1. Disconnect the 2P connector from the accessory power socket.
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, go to step 4.



3. Turn the ignition switch ACC (I), and check for voltage between the A (+) and B (-) terminals. There should be battery voltage.
 - If there is no battery voltage, check for:
 - blown No. 27 (15 A) fuse in the under-dash fuse/relay box.
 - poor ground (G401, G402).
 - an open in the wire.
 - If there is battery voltage, replace the accessory power socket.

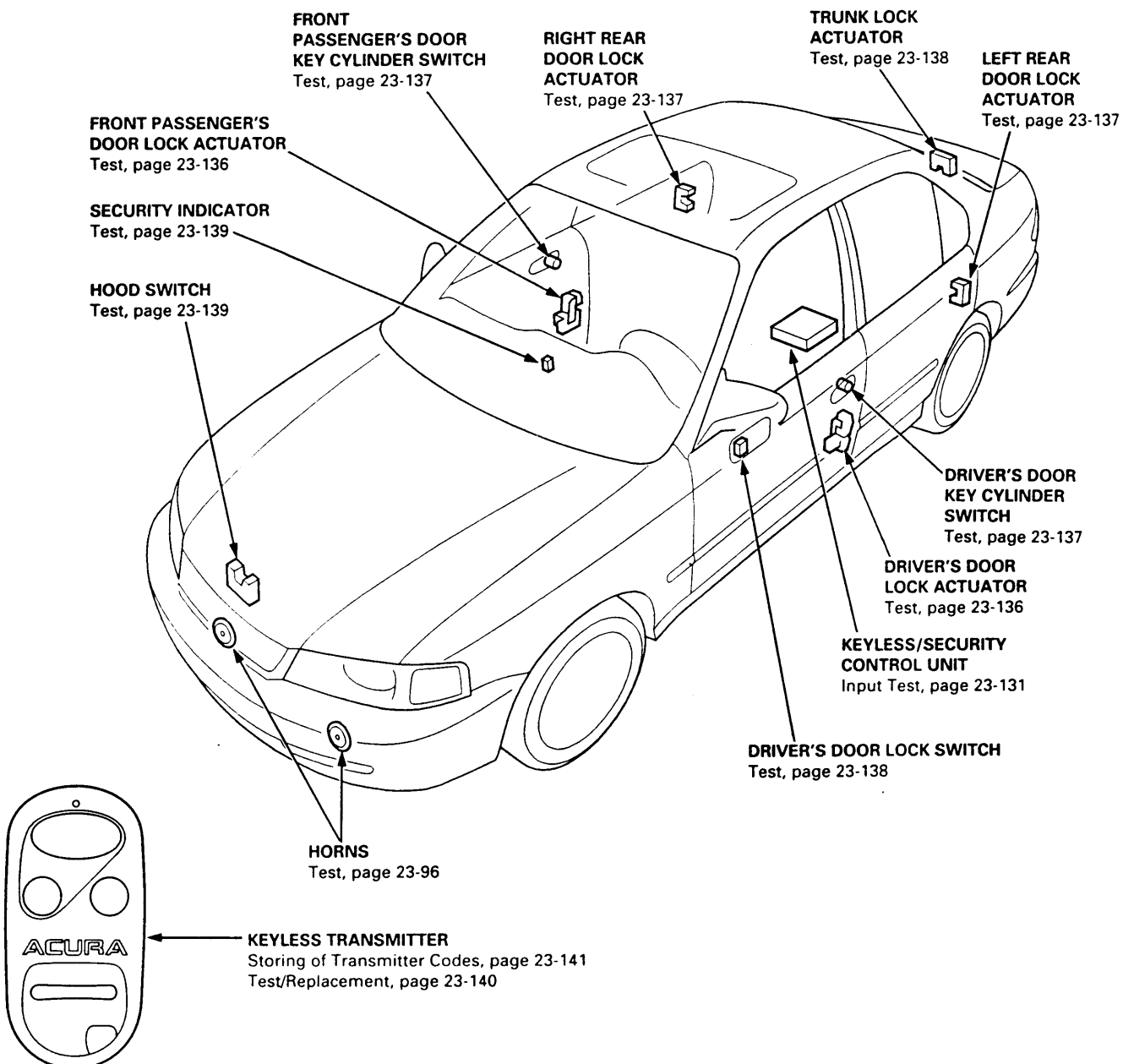


Keyless Entry/Security Alarm System

Component Location Index

NOTE (Keyless entry system):

- If the doors unlock or lock with the transmitter, but the LED on the transmitter does not come on, the LED is faulty; replace the transmitter.
- When you unlock the doors with the transmitter, the ceiling light (middle position) comes on for 30 seconds.
- The horns sound only the first time you press a transmitter button. (Pressing repeatedly does not activate the horns again).
- If you unlock the doors with the transmitter, but do not open any of the doors within 30 seconds, the doors will automatically relock and the security system will rearm.
- If any door is opened or half-latched when you lock the doors with the transmitter, the horns will chirp three times as a warning.
- The doors will not lock or unlock with the transmitter if the ignition key is inserted in the ignition switch.
- If you press the PANIC button for more than two seconds, the horns sound for about 30 seconds, and the transmitter LED comes on. (The panic mode cannot be activated if the ignition key is in the ignition switch.) The panic mode is cancelled by pressing any of the transmitter buttons.
- After replacing the transmitter battery, press the lock and unlock buttons five or six times to activate the transmitter.



Keyless Entry/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 next to the radio 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 front 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 or transmitter.

- ① Door is opened forcibly.

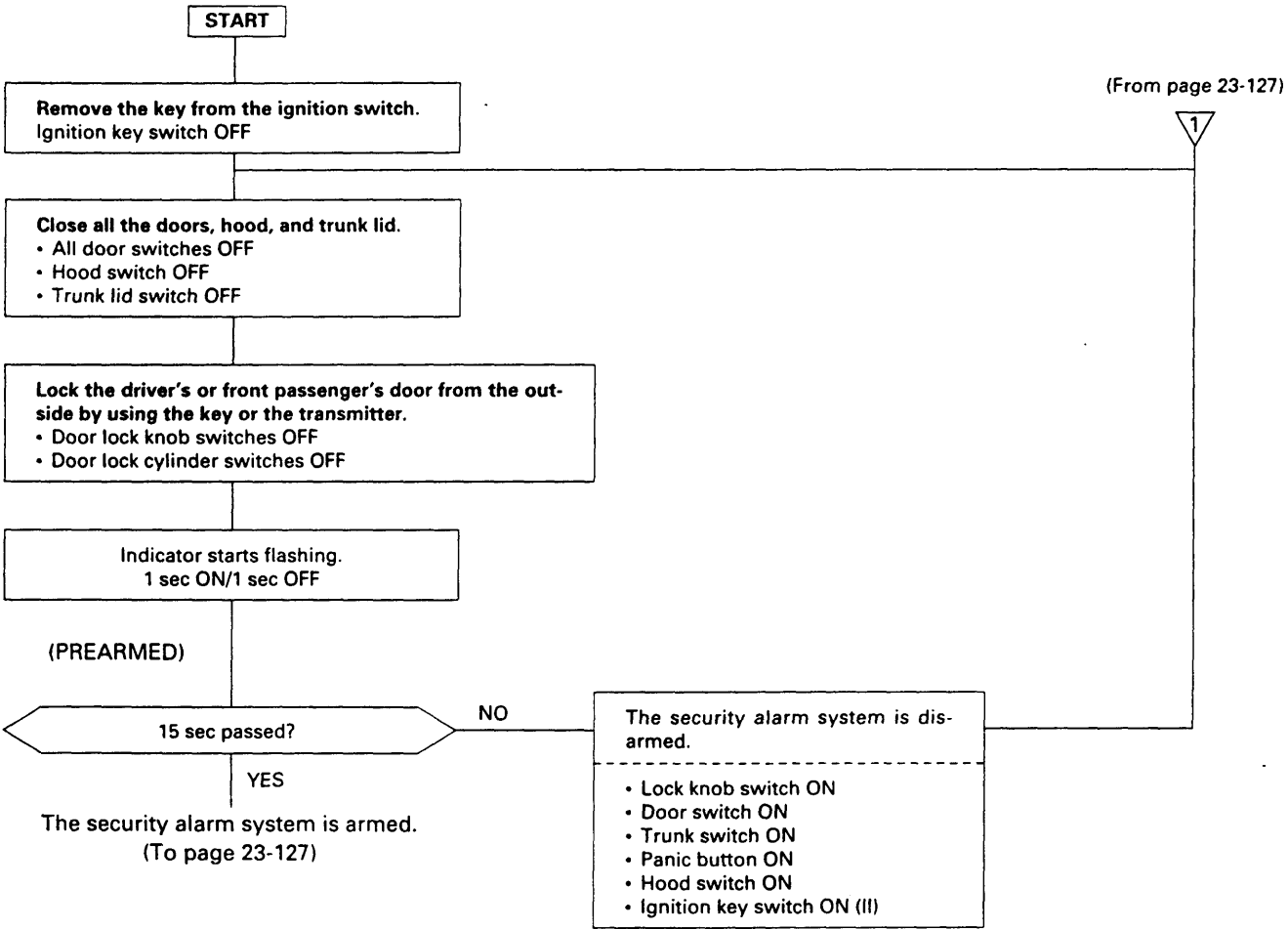
② Trunk lid is opened without using the transmitter.

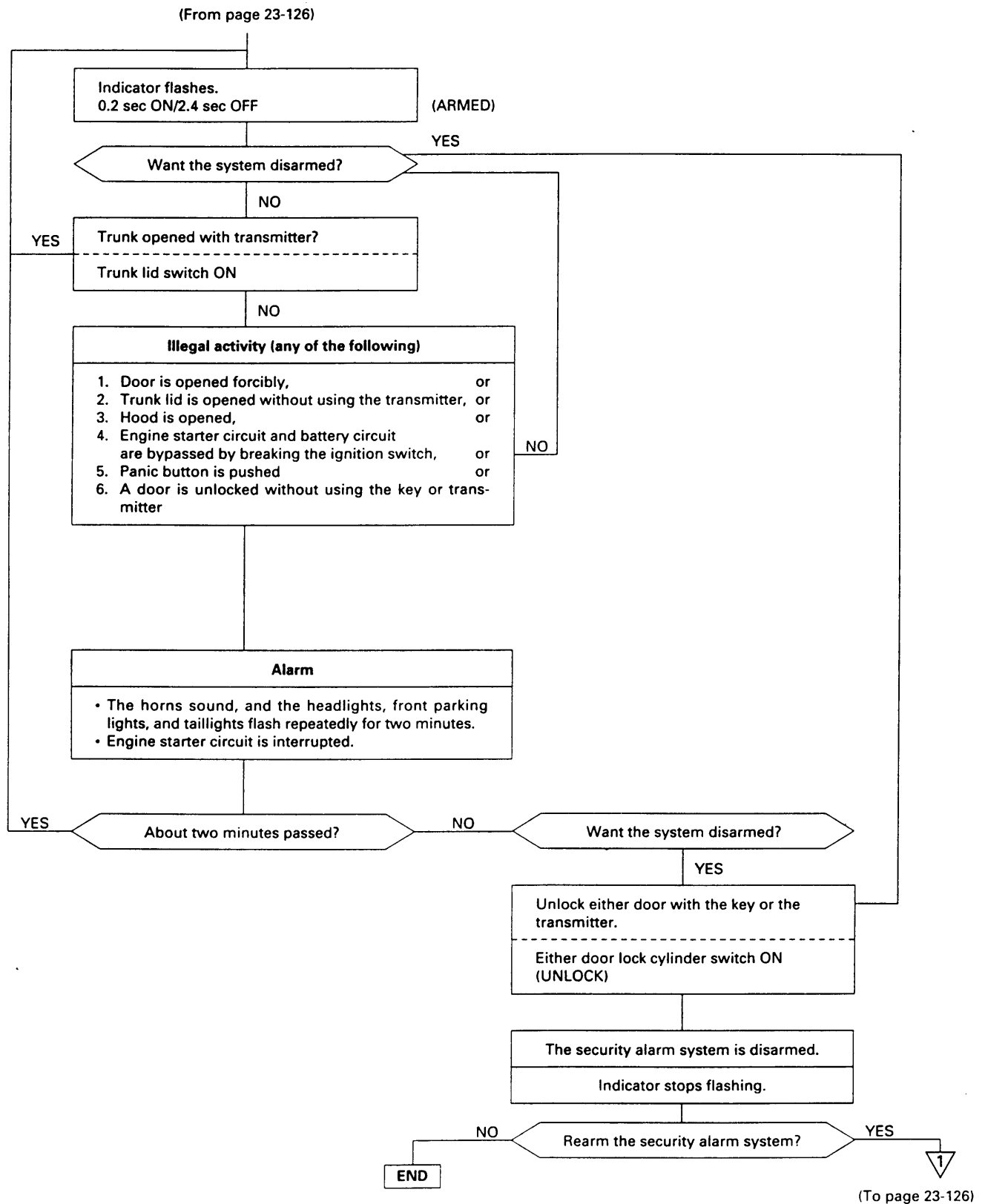
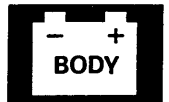
③ Hood is opened.
- ④ Engine starter circuit and battery circuit are bypassed by breaking the ignition switch.

⑤ Panic button on the transmitter is pushed.

⑥ A door is unlocked without using the key or transmitter.

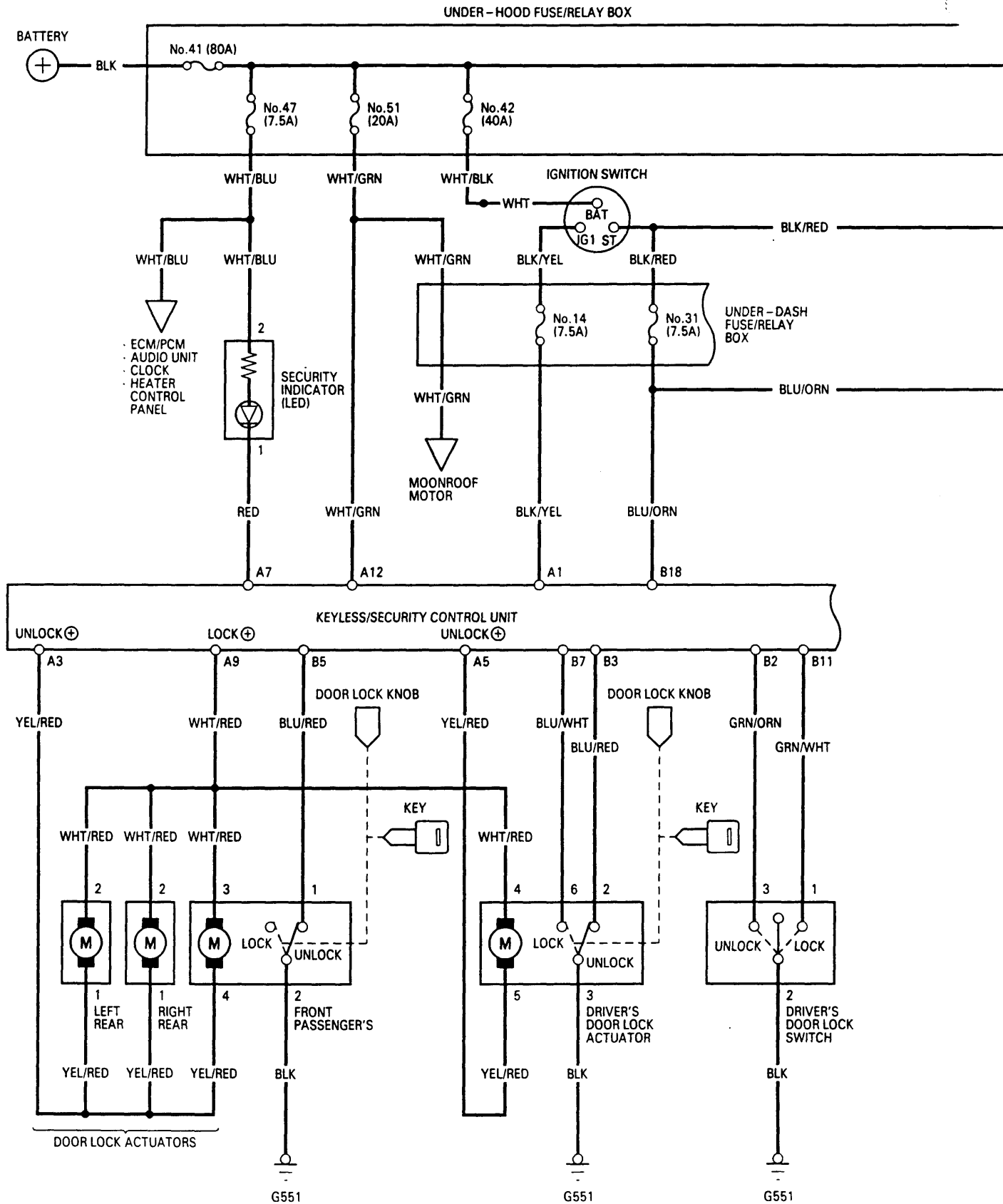
Flowchart of the security alarm system operation:

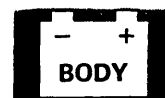




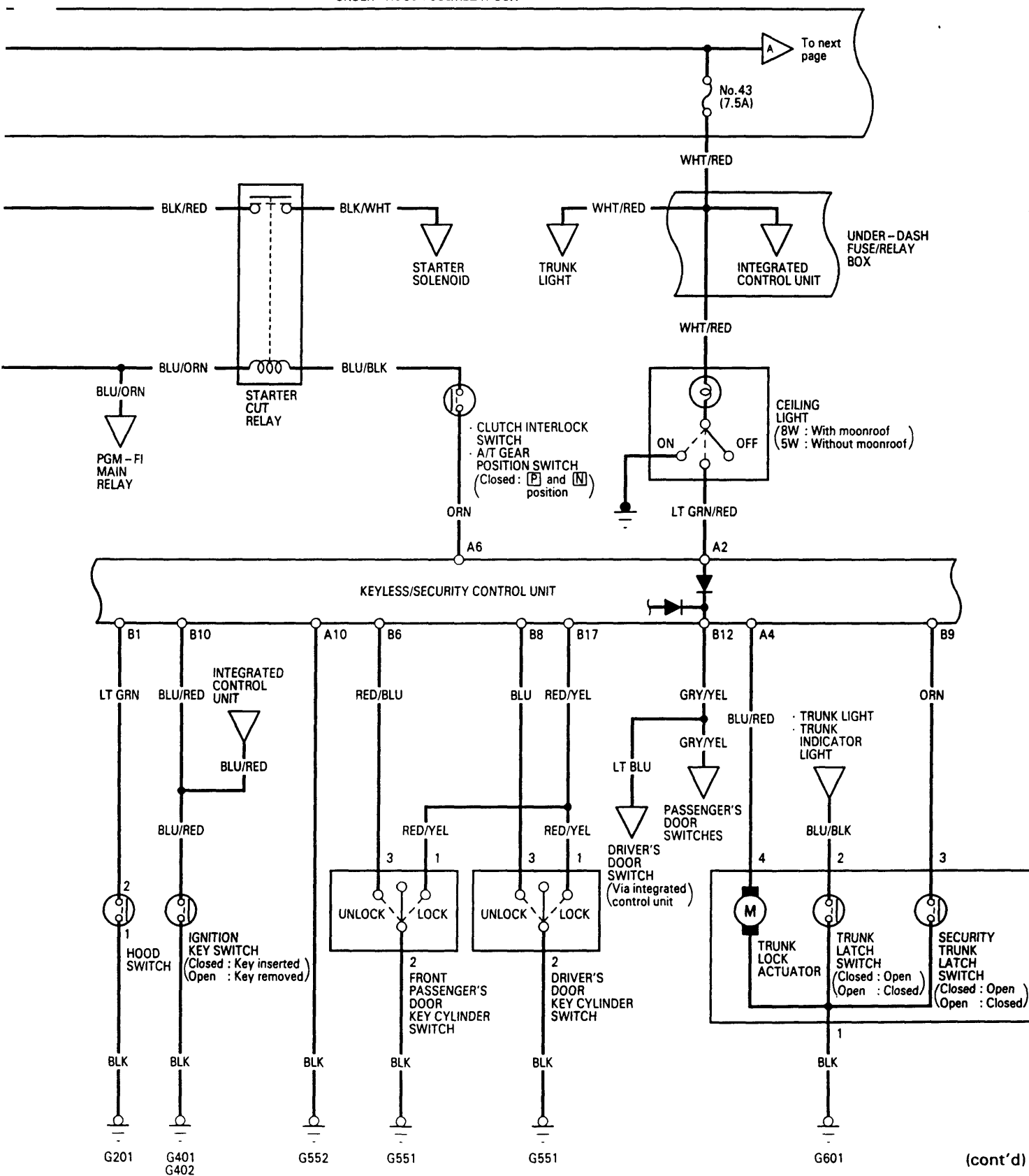
Keyless Entry/Security Alarm System

Circuit Diagram





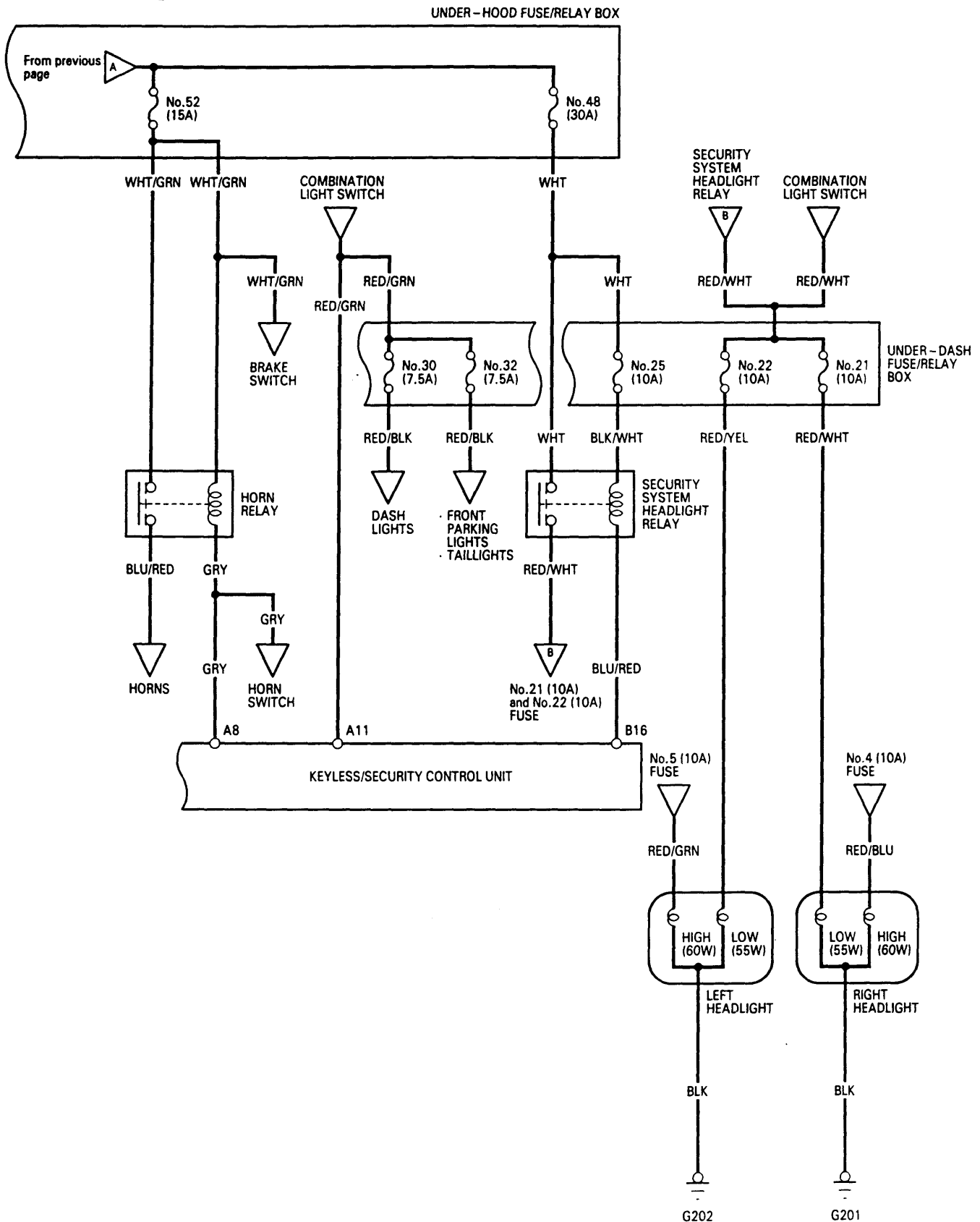
UNDER - HOOD FUSE/RELAY BOX



(cont'd)

Keyless Entry/Security Alarm System

Circuit Diagram (cont'd)





Control Unit Input Test

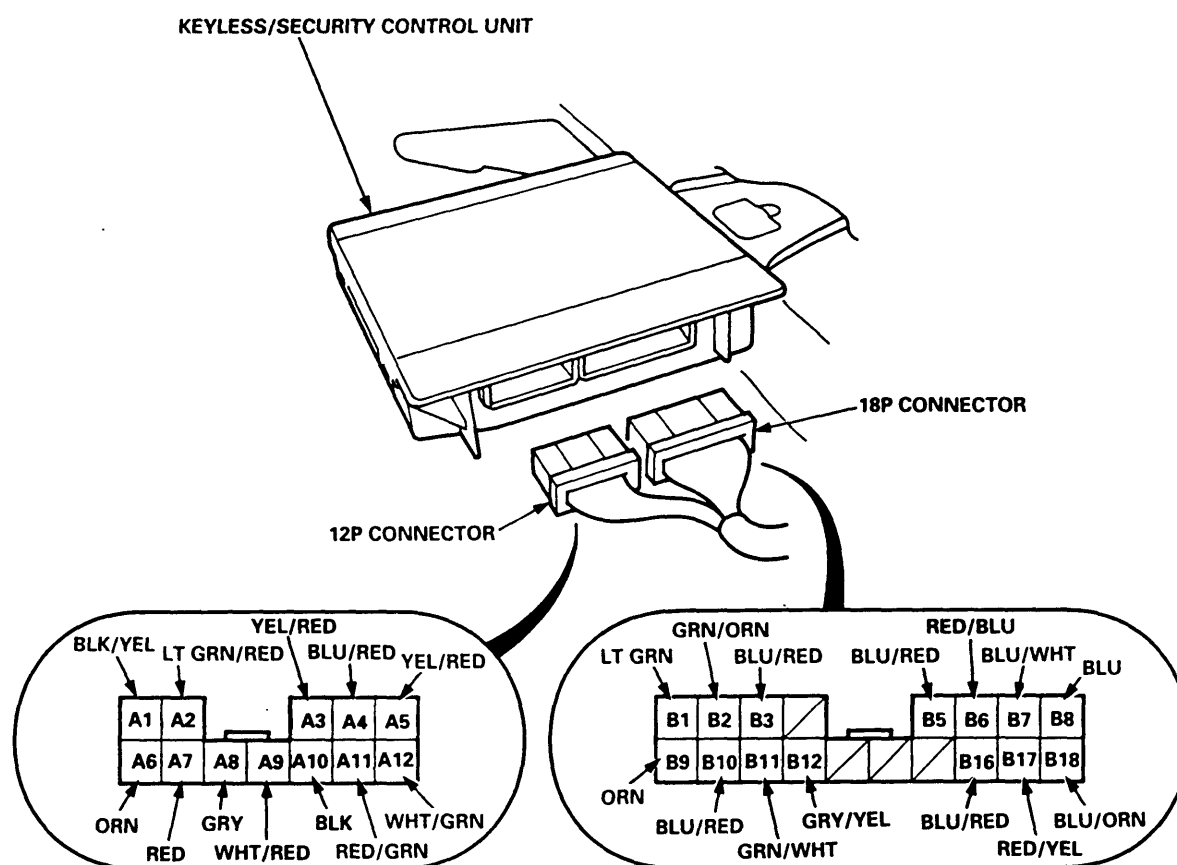
SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS section (24) before performing repairs or service.

1. Slide the driver's seat fully forward so you can reach the control unit from behind the seat.
2. Disconnect the 12P and 18P connectors from the keyless/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.

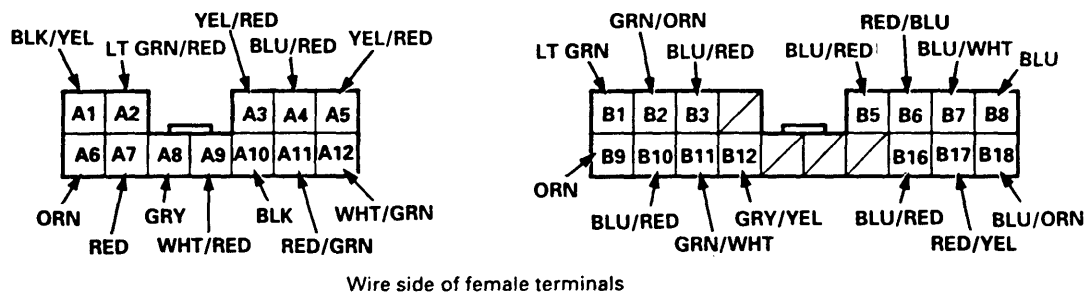
- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, the control unit must be faulty; replace it.



(cont'd)

Keyless Entry/Security Alarm System

Control Unit Input Test (cont'd)



Keyless Entry System:

Disconnect the 12P and 18P connectors from the unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A10	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G552) • An open in the wire
A12	WHT/GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 52 (20 A) fuse in the under-hood fuse/relay box • An open in the wire
A1	BLK/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 14 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire
A2	LT GRN /RED	Ceiling light switch in "middle" position	Connect to ground: The ceiling light should come on.	• Blown No. 43 (7.5 A) fuse in the under-dash fuse box • Blown ceiling light bulb • Faulty ceiling light • An open in the wire
A3	YEL/RED	Connect the YEL/RED terminal to the A12 (WHT/GRN) terminal, and the WHT/RED terminal to the A10 (BLK) terminal momentarily.	Check door lock operation: Passenger's door should unlock.	• Blown No. 52 (20 A) fuse in the under-hood fuse/relay box • Faulty actuator • An open in the wire • Poor ground (G552)
A9	WHT/RED			
A4	BLU/RED	Connect the BLU/RED terminal to the A12 (WHT/GRN) terminal momentarily.	Check trunk lock operation: Trunk lid should open.	• Blown No. 52 (20 A) fuse in the under-hood fuse/relay box • Faulty actuator • An open in the wire • Poor ground (G601)
A5	YEL/RED	Connect the YEL/RED terminal to the A12 (WHT/GRN) terminal, and the WHT/RED terminal to the A10 (BLK) terminal momentarily.	Check door lock operation: Driver's door should unlock.	• Blown No. 52 (20 A) fuse in the under-hood fuse/relay box • Faulty actuator • An open in the wire • Poor ground (G552)
A9	WHT/RED			
B10	BLU/RED	Ignition key inserted into the ignition key switch	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G401, G402) • Faulty ignition key switch • An open in the wire • Short in the wire
		Ignition key removed from the ignition key switch.	Check for voltage to ground: There should be 4 V or more.	



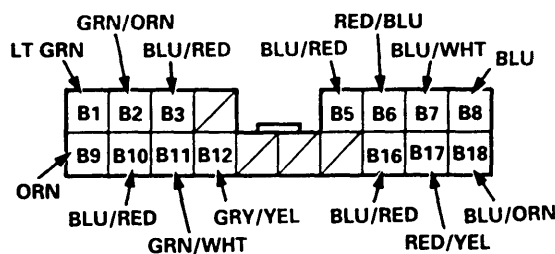
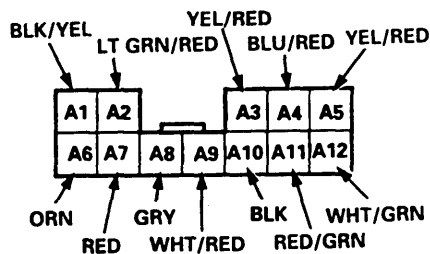
Reconnect the 12P and 18P connectors to the unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B2	GRN/ORN	Driver's door lock switch in UNLOCK	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G551) • Faulty driver's door lock switch • An open in the wire • Short in the wire
		Driver's door lock switch in neutral	Check for voltage to ground: There should be 4 V or more.	
B3	BLU/RED	Driver's door lock knob in UNLOCK	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G551) • Faulty driver's door lock knob switch • An open in the wire • Short in the wire
		Driver's door lock knob in LOCK	Check for voltage to ground: There should be 4 V or less.	
B5	BLU/RED	Passenger's door lock knob in UNLOCK	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G551) • Faulty passenger's door lock knob switch • An open in the wire • Short in the wire
		Passenger's door lock knob in LOCK	Check for voltage to ground: There should be 4 V or more.	
B7	BLU/WHT	Driver's door lock knob in UNLOCK	Check for voltage to ground: There should be 4 V or more.	• Poor ground (G551) • Faulty driver's door lock knob switch • An open in the wire • Short in the wire
		Driver's door lock knob in LOCK	Check for voltage to ground: There should be 1 V or less.	
B11	GRN/WHT	Driver's door lock switch in neutral	Check for voltage to ground: There should be 4 V or more.	• Poor ground (G551) • Faulty driver's door lock switch • An open in the wire • Short in the wire
		Driver's door lock switch in LOCK	Check for voltage to ground: There should be 1 V or less.	
B12	GRY/YEL	All doors open	Check for voltage to ground: There should be 1 V or less.	• Faulty door switch • Faulty keyless/security control unit • An open in the wire
		All doors closed	Check for voltage to ground: There should be battery voltage.	

(cont'd)

Keyless Entry/Security Alarm System

Control Unit Input Test (cont'd)

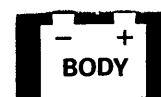


Wire side of female terminals

Security System:

Disconnect the 12P and 18P connectors from the unit.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A10	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G552) • An open in the wire
A12	WHT/GRN	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 51 (20 A) fuse in the under-hood fuse/relay box • An open in the wire
A1	BLK/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 14 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire
A6	ORN	Shift lever in P or N (A/T), or clutch pedal fully depressed (M/T) and ignition switch START (III)	Check for voltage to ground: There should be battery voltage.	• Faulty starter cut relay • Faulty clutch interlock switch (M/T) • Faulty A/T gear position switch (A/T) • Blown No. 31 (7.5 A) fuse in the under-dash fuse/relay box
A7	RED	Under all conditions	Connect to ground: The security indicator should come on.	• Blown No. 47 (7.5 A) fuse in the under-hood fuse/relay box • Faulty security indicator • An open in the wire
A8	GRY	Under all conditions	Connect to ground: The horns should sound.	• Blown No. 52 (15 A) fuse in the under-hood fuse/relay box • Faulty horn relay • Faulty horns • An open in the wire
A11	RED/GRN	Connect the RED/GRN terminal to the A12 (WHT/GRN) terminal	Check the taillights: The taillights should come on.	• Blown No. 32 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire • Faulty taillight system
B1	LT GRN	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.	
B16	BLU/RED	Under all conditions	Connect to ground: The headlights should come on.	• Faulty security system headlight relay • Blown No. 25 (10 A) fuse in the under-dash fuse/relay box • Faulty headlight system • An open in the wire
B18	BLU/ORN	Ignition switch at START (III)	Check voltage to ground: There should be battery voltage.	• Blown No. 31 (7.5 A) fuse in the under-dash fuse/relay box • An open in the wire



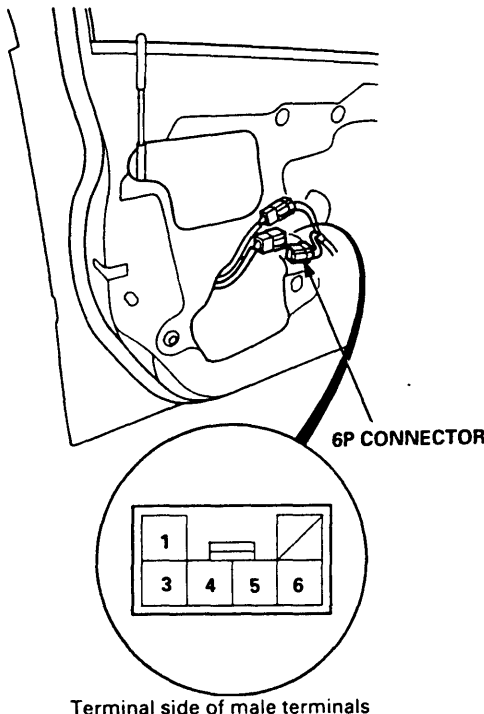
Reconnect the 12P and 18P connectors to the unit.

Cavity	Wire	Test Condition	Test: Desired result	Possible cause if result is not obtained
B6	RED/BLU	Passenger's door key cylinder switch in UNLOCK	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G551) • Faulty passenger's door key cylinder switch • An open in the wire • Short in the wire
		Passenger's door key cylinder switch in NEUTRAL	Check for voltage to ground: There should be 4 V or more.	
B8	BLU	Driver's door key cylinder switch in UNLOCK	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G551) • Faulty driver's door key cylinder switch • An open in the wire • Short in the wire
		Driver's door key cylinder switch in NEUTRAL	Check for voltage to ground: There should be 4 V or more.	
B9	ORN	Trunk lid open	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G601) • Faulty driver's door lock knob switch • An open in the wire • Short in the wire
		Trunk lid closed	Check for voltage to ground: There should be 4 V or more.	
B17	RED/YEL	Passenger's door key cylinder switch in LOCK	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G551) • Faulty passenger's door key cylinder switch • An open in the wire • Short in the wire
		Passenger's door key cylinder switch in NEUTRAL	Check for voltage to ground: There should be 4 V or more.	
		Driver's door key cylinder switch in LOCK	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G551) • Faulty driver's door key cylinder switch • An open in the wire • Short in the wire
		Driver's door key cylinder switch in NEUTRAL	Check for voltage to ground: There should be 4 V or more.	

Keyless Entry/Security Alarm System

Driver's Door Lock Actuator Test

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



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

Actuator test:

Terminal	4	5
Position		
LOCK	+	-
UNLOCK	+	+

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

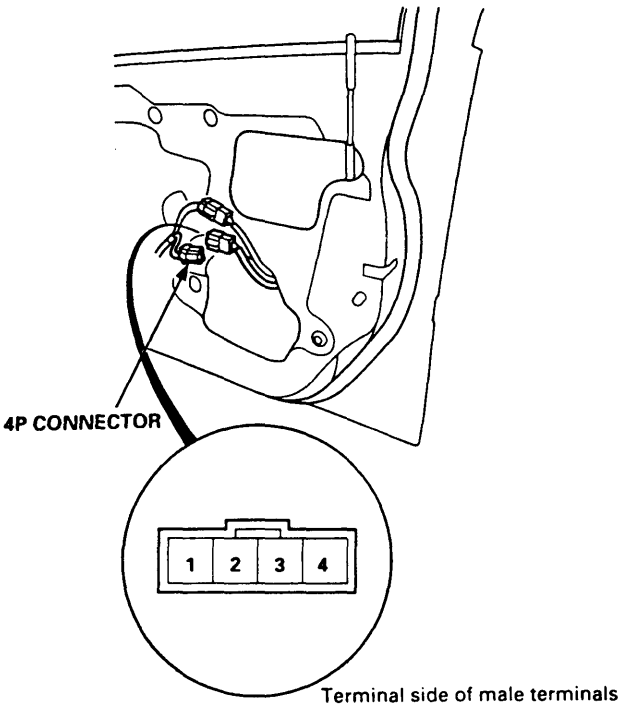
- 4. If the actuator fails to work properly, replace it.
- 5. Check for continuity between the terminals in each switch position according to the table.

Lock knob switch test:

Terminal	2	3	6
Position			
LOCK		○ — ○	
UNLOCK	○ — ○		

Front Passenger's Door Lock Actuator Test

- 1. Remove the door panel (see section 20).
- 2. Disconnect the 4P connector from the actuator.



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

Actuator test:

Terminal	3	4
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.

Lock knob switch test:

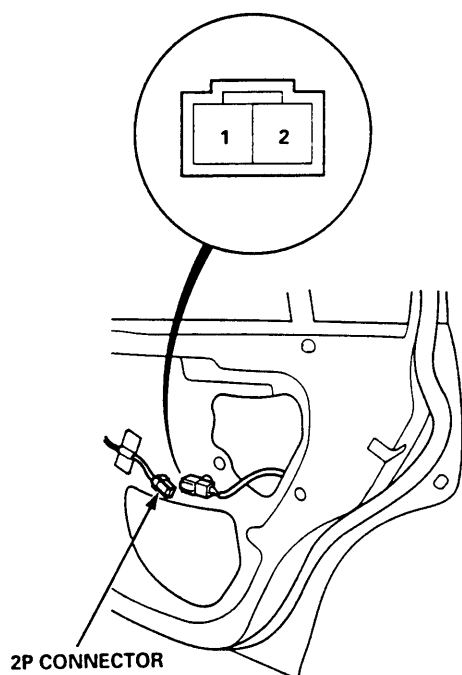
Terminal	1	2
Position		
LOCK		
UNLOCK	○ — ○	

Rear Door Lock Actuator Test

1. Remove the rear door panel (see section 20).
2. Disconnect the 2P connector from the actuator.

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

Terminal side of male terminals



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.

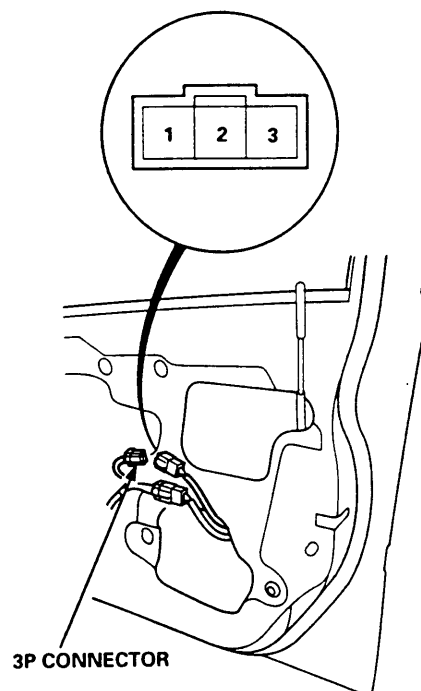
4. If the actuator fails to work properly, replace it.

Door Key Cylinder Switch Test

1. Remove the door panel (see section 20).
2. Disconnect the 3P connector from the switch.

NOTE: The front passenger's door key cylinder switch shown; the driver's door key cylinder switch is similar.

Terminal side of male terminals



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

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

Keyless Entry/Security Alarm System

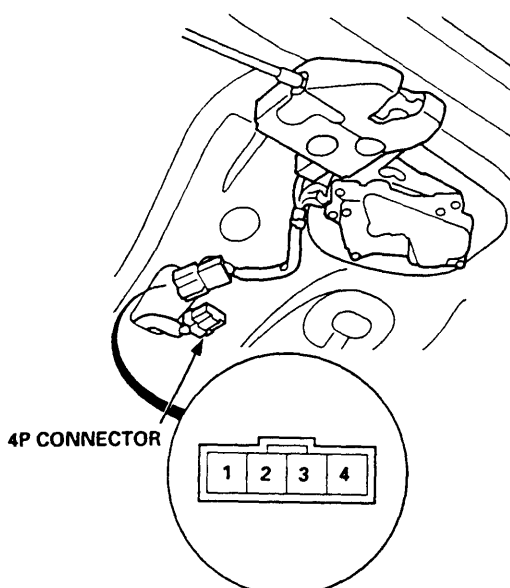
Trunk Lock Actuator/Trunk Latch Switch Test

1. Open the trunk lid.
2. Disconnect the 4P connector from the trunk lock actuator/trunk switch.
3. Check for continuity between the terminals in each switch position according to the table.

Latch Switch test:

Terminal	1	2	3
Position			
Trunk lid open (Trunk latch UNLOCKED)	○	○	○
Trunk lid closed (Trunk latch LOCKED)			

No.3 terminal : For security system



Terminal side of male terminals

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

Actuator test:

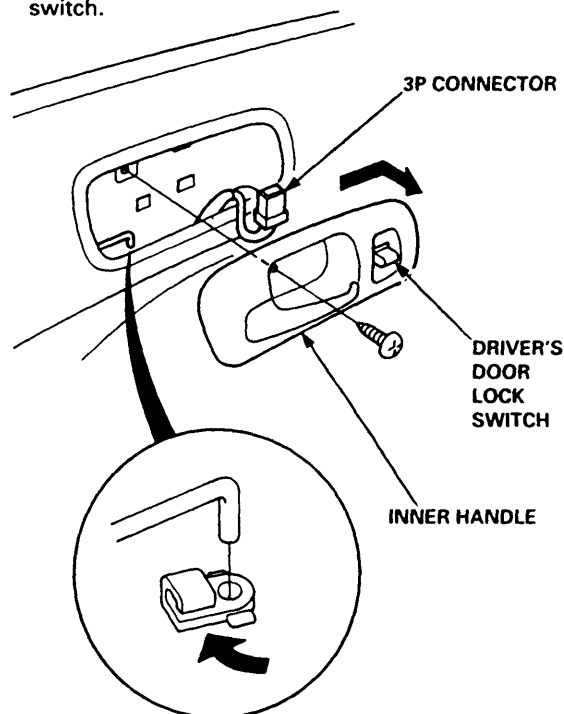
Terminal	1	4
Position		
UNLOCK	⊖	⊕

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

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

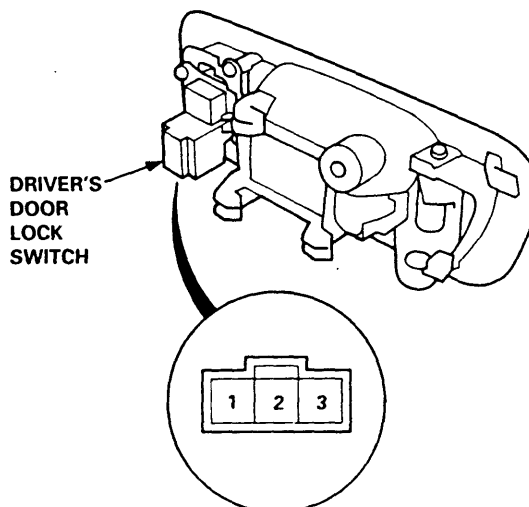
Driver's Door Lock Switch Test

1. Remove the inner handle (see section 20).
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.

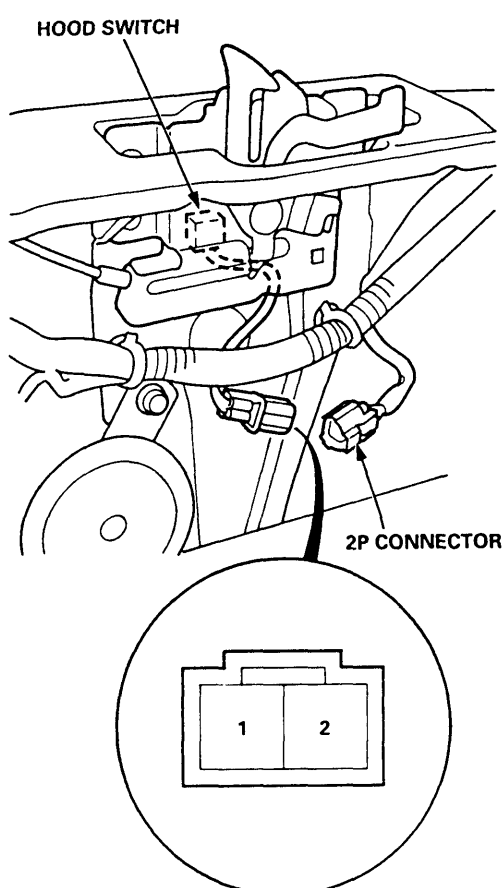
Terminal	1	2	3
Position			
LOCK	○	○	
OFF			
UNLOCK		○	○





Hood Switch Test

1. Open the hood.
2. Remove the front grille (see section 20).
3. Disconnect the 2P connector from the hood switch.



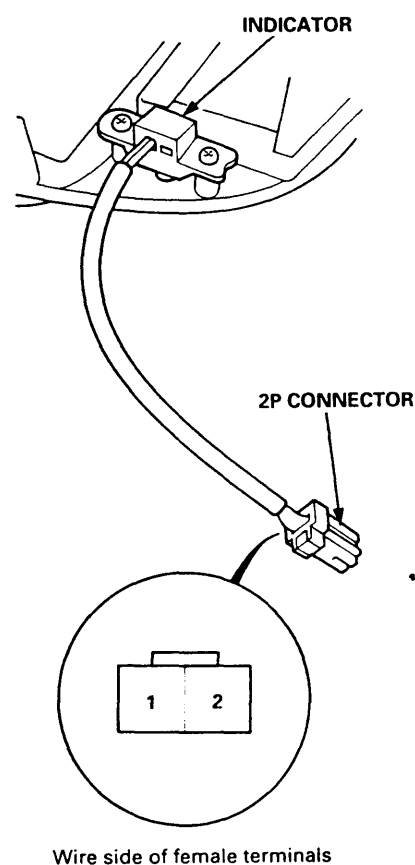
Terminal side of male terminals

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

Terminal	1	2
Position		
Hood open	○	○
Hood closed		

Security Indicator Test

1. Remove the center outlet panel (see section 20).



Wire side of female terminals

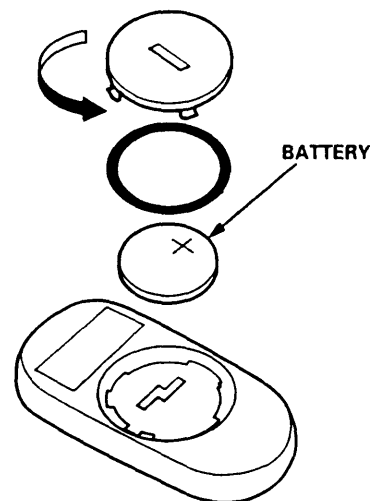
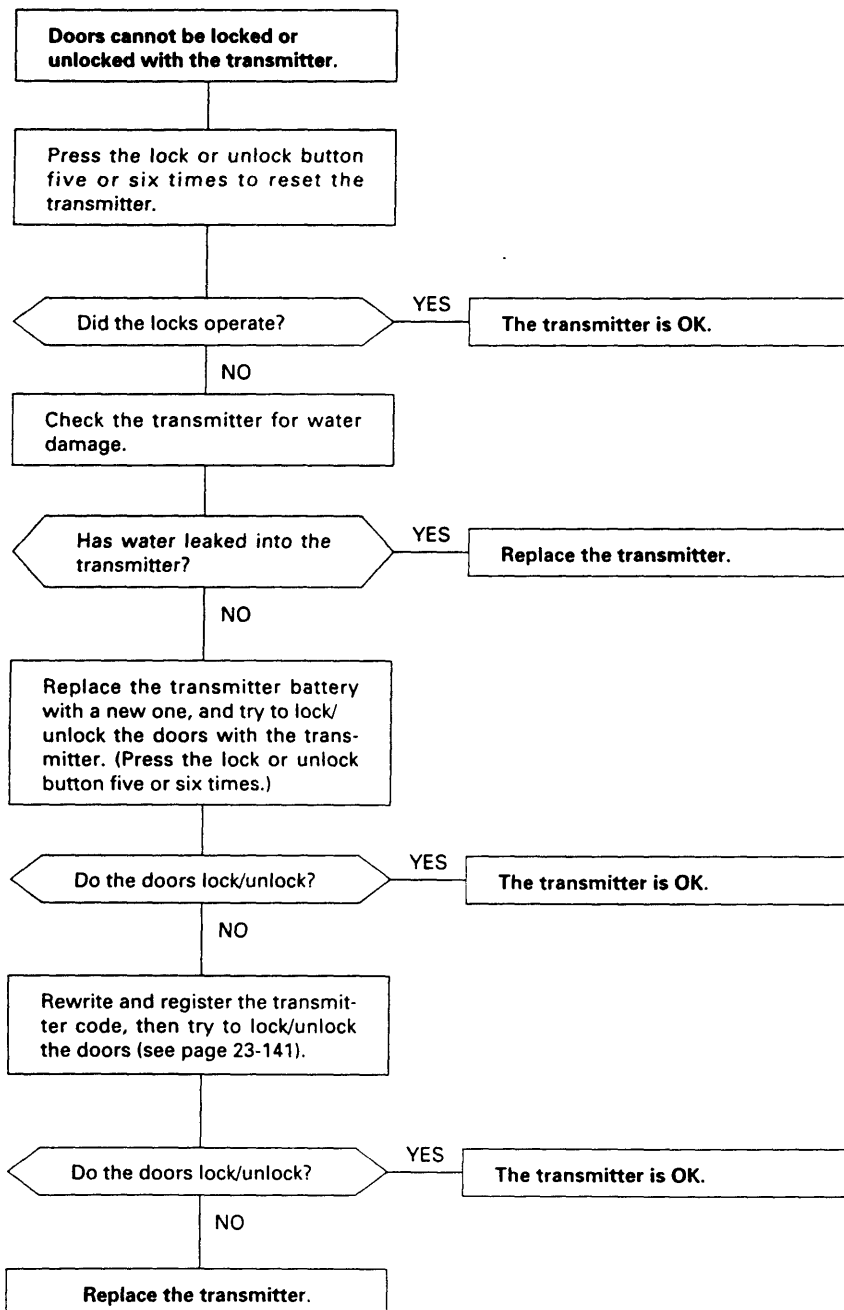
2. Test the security indicator by connecting battery power to the No. 2 terminal, and ground to the No. 1 terminal.
3. If the security indicator does not come on, replace it.

Keyless Entry/Security Alarm System

Transmitter Inspection/Replacement

NOTE:

- If the doors unlock or lock with the transmitter, but the LED on the transmitter does not come on, the LED is faulty; replace the transmitter.
- If any door is open, you cannot lock or unlock the doors with the transmitter.
- If you unlocked the doors with the transmitter, but do not open any of the doors within 30 seconds, the doors relock automatically.
- The doors do not lock or unlock with the transmitter if the ignition key is inserted in the ignition switch.





Keyless Transmitter Codes Input Procedure

Storing transmitter codes:

The codes of up to four transmitters can be read into the keyless receiver unit memory.
(If a fifth code is stored, the first code will be erased.)

NOTE: It is important to maintain the time limits between the steps.

1. Turn the ignition switch ON (II).
2. Within 1 to 4 sec, push the transmitter lock or unlock button with the transmitter aimed at the receiver (control unit).
3. Within 1 to 4 sec, turn the ignition switch OFF.
4. Within 1 to 4 sec, go to step 5.

5. Turn the ignition switch ON (II).
6. Within 1 to 4 sec, push the transmitter lock or unlock button with the transmitter aimed at the receiver (control unit).
7. Within 1 to 4 sec, turn the ignition switch OFF.
8. Within 4 sec, go to step 9.

9. Turn the ignition switch ON (II).
10. Within 1 to 4 sec, push the transmitter lock or unlock button with the transmitter aimed at the receiver (control unit).
11. Within 1 to 4 sec, turn the ignition switch OFF.
12. Within 4 sec, go to step 13.

13. Turn the ignition switch ON (II).
14. Within 1 to 4 sec, push the transmitter lock or unlock button with the transmitter aimed at the receiver (control unit).
15. Confirm you can hear the sound of the door lock actuators.

16. Within 15 sec, aim the transmitters (up to four) whose codes you want to store at the receiver, and press the transmitter lock or unlock buttons.
Confirm that you can hear the sound of the door lock actuators after each transmitter code is stored.

17. Turn the ignition switch OFF, and pull out the key.
18. Confirm proper operation with the new code(s).

