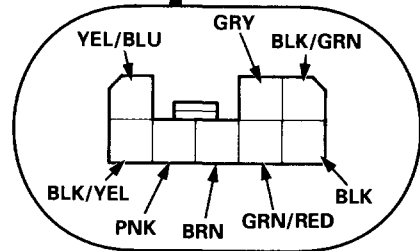


Immobilizer System

Control Unit Input Test

1. Remove the dashboard lower cover and dashboard lower pad (see page 23-73).
2. Remove the dashboard brace (see page 23-73).
3. Disconnect the 8P connector "A" from the immobilizer control unit.
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.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, check the immobilizer receiver and transponder.

IMMOBILIZER CONTROL UNIT

8P CONNECTOR
"A"View from
wire side

Wire	Test condition	Test: Desired results	Possible cause if result is not obtained
YEL/BLU	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 18 (20 A) fuse • An open in the wire
GRY	M/T: With clutch pedal depressed	Check for continuity to ground: There should be continuity.	• Faulty clutch interlock switch • An open in the wire
	A/T: Shift lever in P or N		• Faulty A/T gear position switch • An open in the wire
BLK/GRN	Ignition switch at START (III)	Check for voltage to ground: There should be battery voltage.	• Faulty starter cut relay • An open in the wire
BLK/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 2 (15 A) fuse • An open in the wire
PNK	Under all conditions	Attach to ground: The immobilizer indicator light should come on.	• Blown No. 33 (7.5 A) fuse • Blown bulb • Faulty gauge circuit • An open in the wire
BRN	Under all conditions	*Check for continuity between the No. 6 terminal and ECM 26P (C484) connector No. 3 terminal. There should be continuity.	• An open in the wire
GRN/RED	Ignition switch OFF	Check for continuity to ground: There should be continuity with the parking brake lever up and no continuity with the lever down.	• Faulty parking brake switch • An open or short in the wire • Faulty brake fluid level switch
BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402, G403) • An open in the wire

*: Use the backprobing method explained in [section 11](#).