

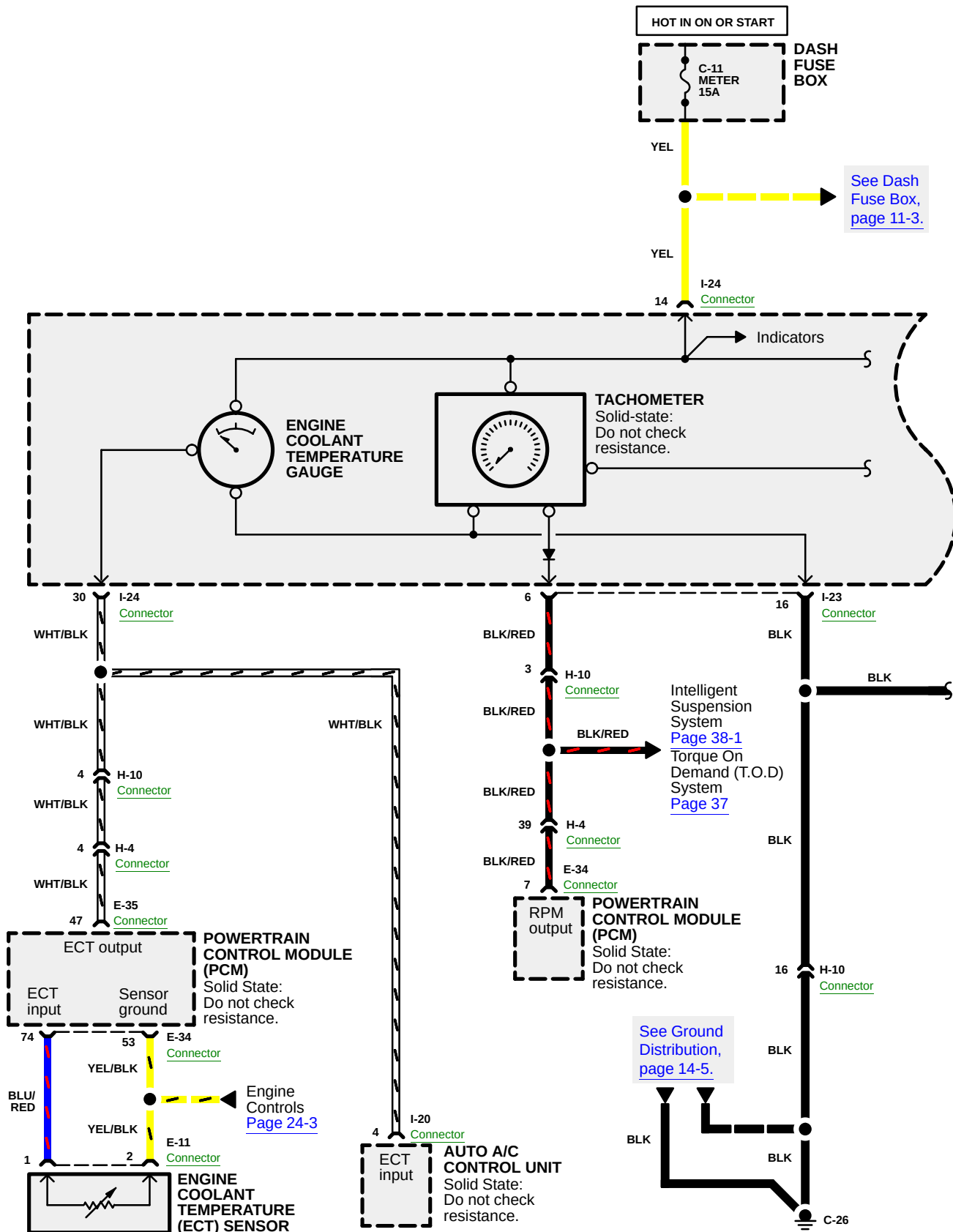
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Component Index

- Auto A/C Control Unit
- Dash Fuse Box
- Engine Coolant Temperature (ECT) Sensor
- Fuel Tank Unit
- Fuse/Relay Box
- Meter Assembly
- MID Control Unit
- Powertrain Control Module (PCM)

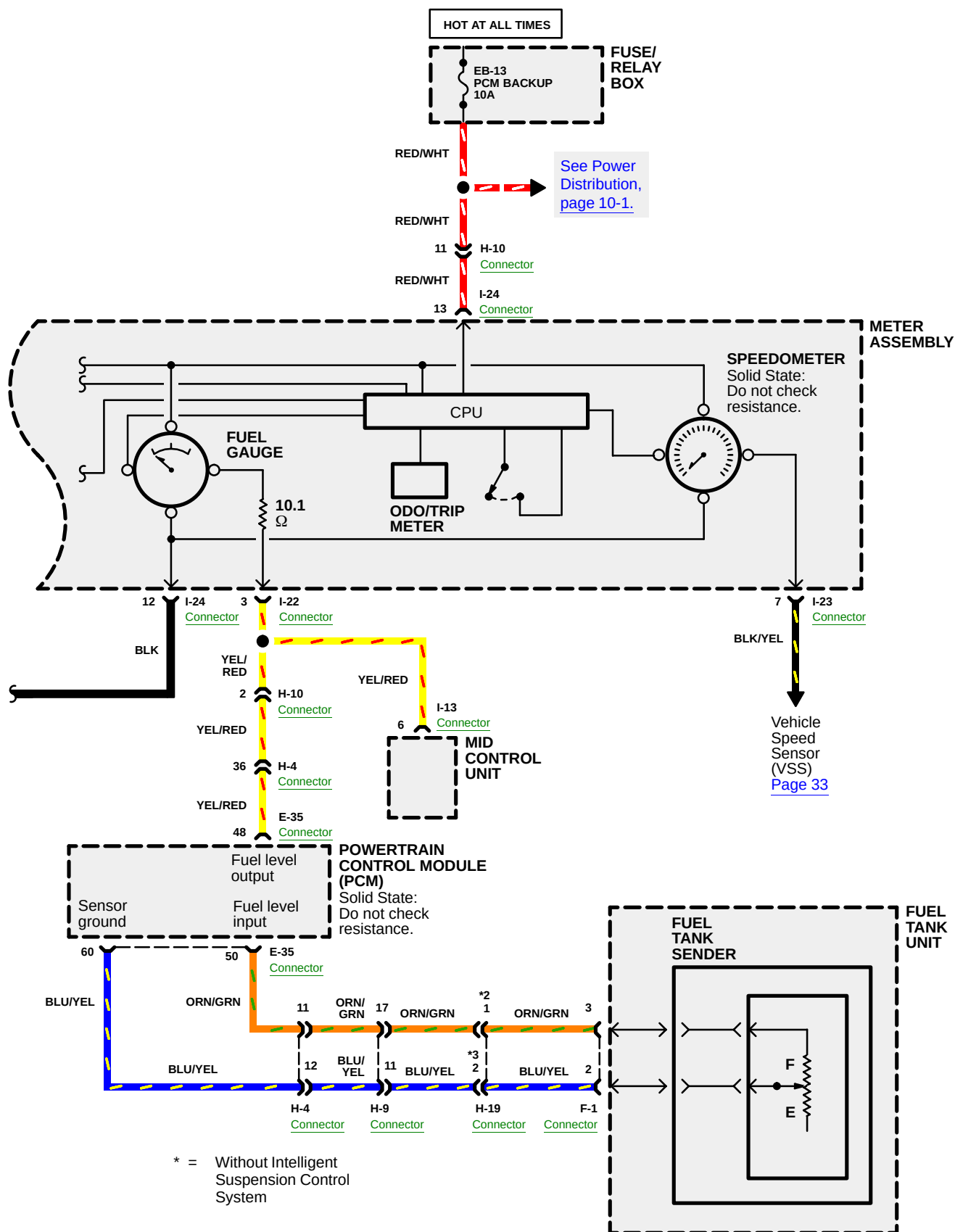
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Circuit Schematic



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Circuit Schematic



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Component Location Index

(Refer to Section 201 for photographs.)

<u>Component</u>	<u>Photo No.</u>
Auto A/C Control Unit	Center of I/P
Dash Fuse Box	Behind left I/P side trim panel 42
Engine Coolant Temperature (ECT) Sensor	Left front of engine 32
Fuel Tank Unit	
Fuse/Relay Box	Right side of engine compartment 8
Meter Assembly	Left side of I/P 55
MID Control Unit	Center of I/P 65
Powertrain Control Module (PCM)	Left side of engine compartment 26
Connector	
F-1 (4-BLK)	Top of fuel tank
E-11 (2-BLK)	Left front of engine 32
H-4 (52-GRY)	Left side of engine compartment 31
H-9 (20-BLU)	Behind left kick panel 47
H-10 (22-BLK)	Behind left kick panel 46
H-16 (16-WHT)	Behind left kick panel 46
H-19 (22-WHT)	Below driver's seat 56
I-20 (20-GRY)	Center of I/P 66
I-22 (14-GRN)	Top of meter assembly 54
I-23 (16-GRN)	Top of meter assembly 54
I-24 (30-GRN)	Top of meter assembly 54
Ground	
C-26	Left side of engine compartment 25

Circuit Operation

Engine Coolant Temperature Gauge

The engine coolant temperature gauge consists of two intersecting coils wound around a permanent magnet rotor. When voltage from the C-11 fuse is applied to the coils, a magnetic field is generated. This causes the rotor to rotate and the gauge needle to move. The magnetic field is controlled by the sensor through the PCM. As the resistance in the sender/sensor varies, current through the gauge coils changes. The gauge needle moves according to the changing magnetic field.

Fuel Gauge

The fuel gauge consists of two intersecting coils wound around a permanent magnet rotor (see engine coolant

temperature gauge for operation). The powertrain control module (PCM) monitors the fuel level by the resistance level in the fuel tank unit. The fuel tank unit resistance varies from approximately 80 ohms with the fuel tank full to 290 ohms with the tank empty. The PCM then uses this information to control the fuel gauge.

Tachometer

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