

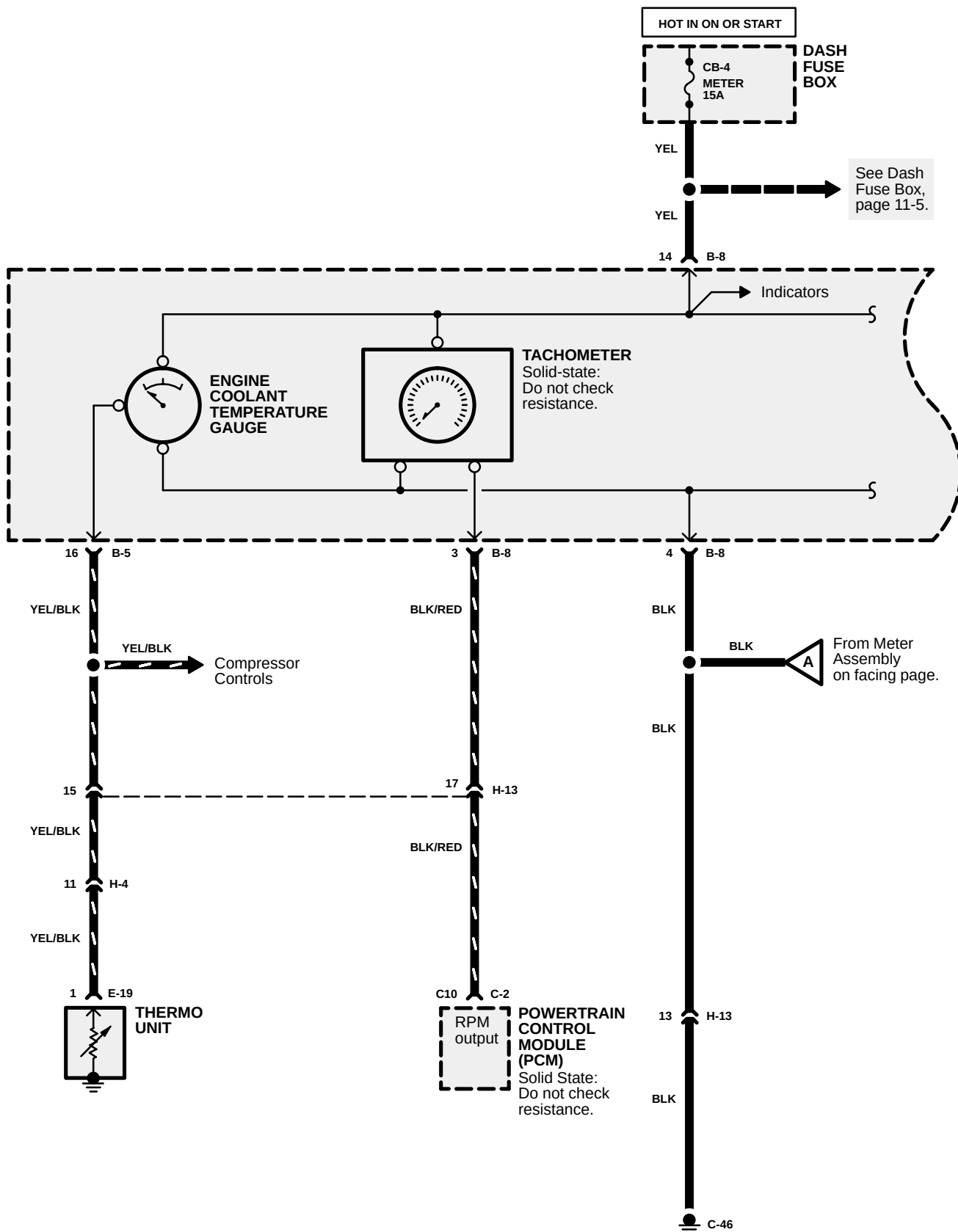
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Component Index

- Dash Fuse Box
- Fuel Tank Unit
- Powertrain Control Module (PCM)
- Thermo Unit

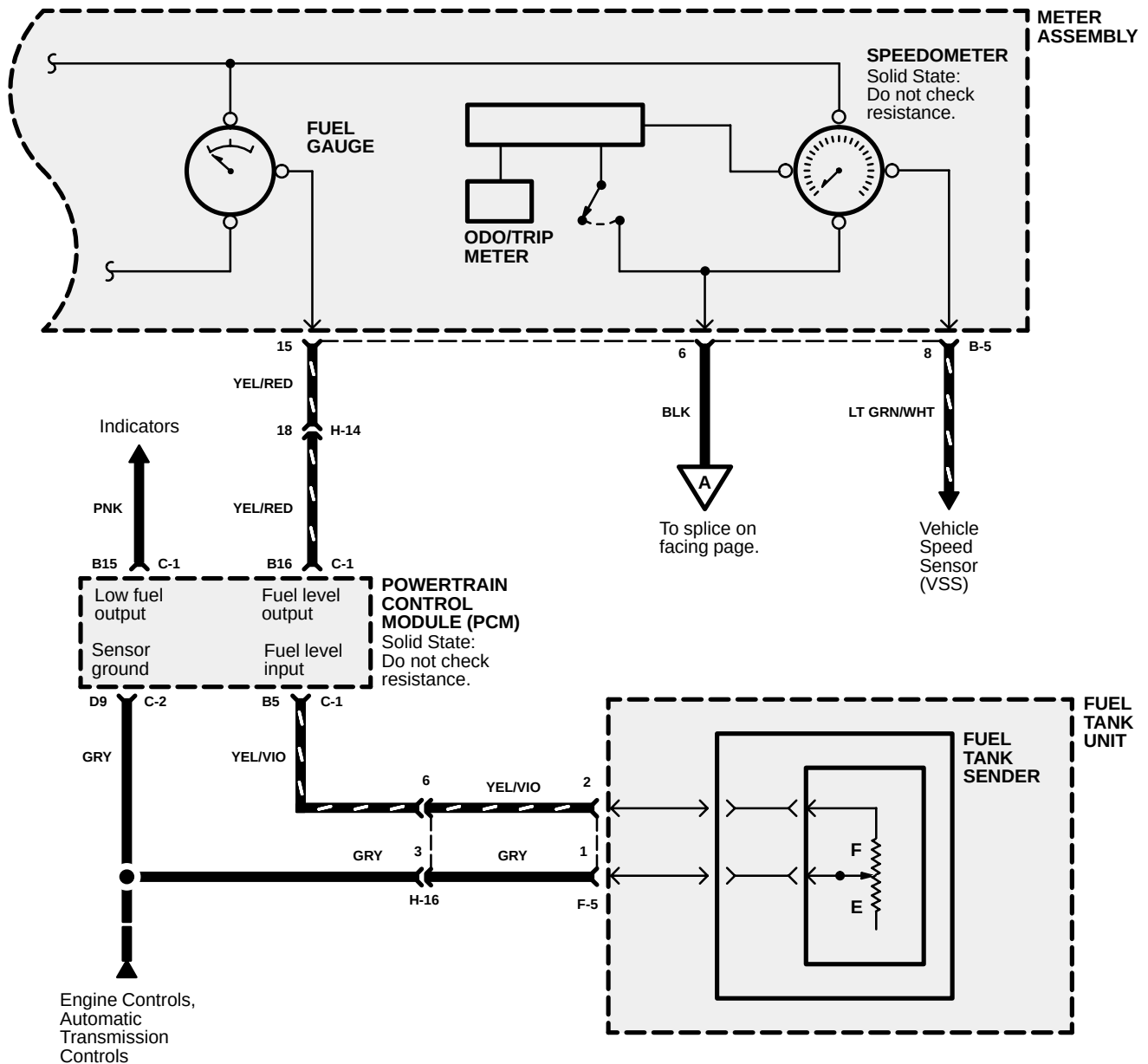
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Circuit Schematic



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Component Location Index

(Refer to Section 201 for photographs.)

<u>Component</u>		<u>Photo No.</u>
Dash Fuse Box	Behind left I/P side trim panel	36
Fuel Tank Unit	Beneath rear of vehicle, in right front of fuel tank	89
Powertrain Control Module (PCM)	Behind front console	52
Thermo Unit	Top left front of engine	26
<u>Connector</u>		
B-5 (16-WHT)	Behind left side of I/P, on rear of meter assembly	49
B-8 (16-BLK)	Behind left side of I/P, on rear of meter assembly	49
H-4 (16-BLU)	Left rear of engine compartment on bracket	15
H-13 (22-WHT)	Behind left side of I/P, above left kick panel on bracket	42
H-14 (22-BLU)	Behind left side of I/P, above left kick panel on bracket	42
H-16 (20-WHT)	In floor, below right front seat	66
<u>Ground</u>		
C-46	Behind left kick panel	40

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 METER fuse CB-4 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 sender. As the resistance in the sender 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 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.