

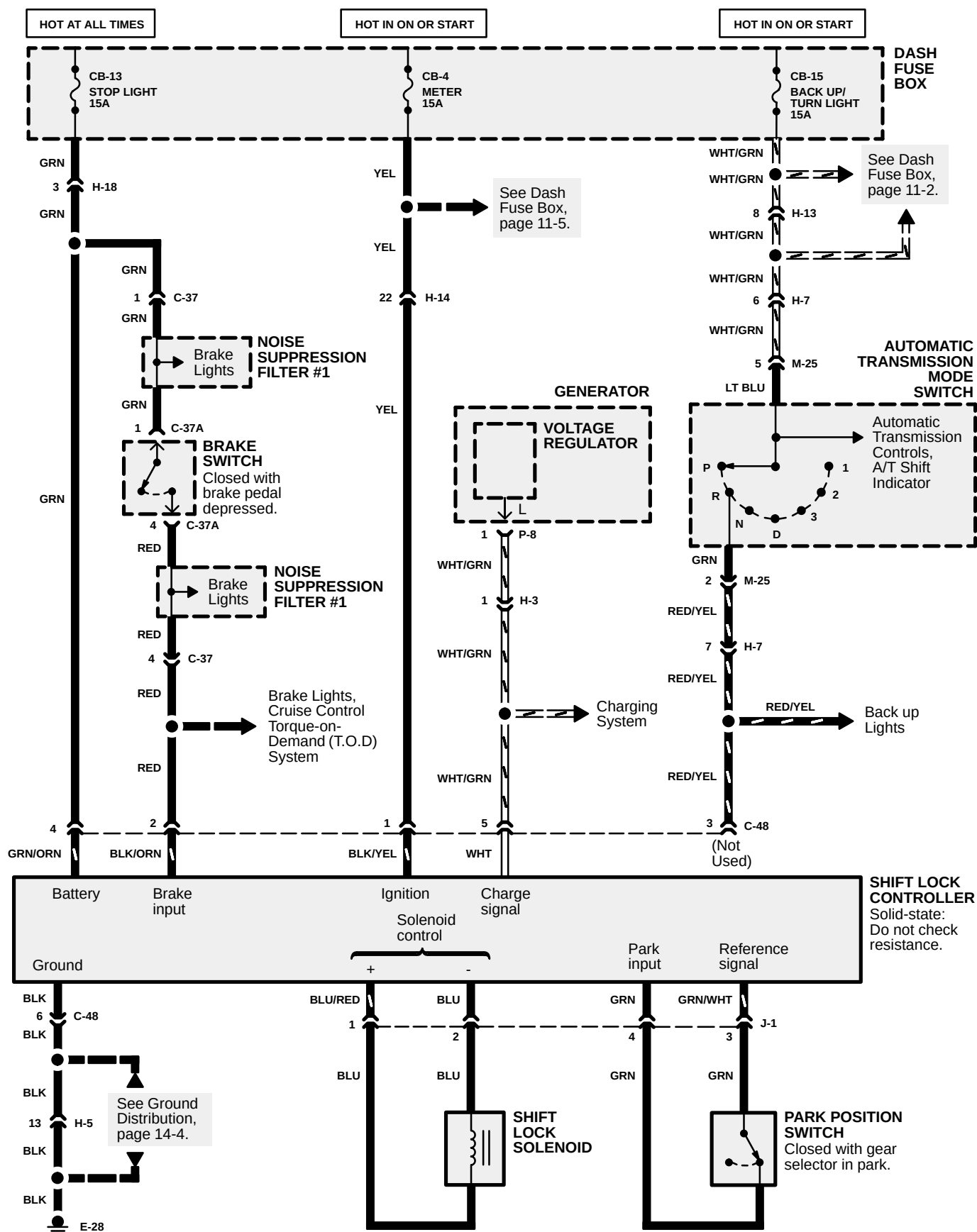
SHIFT INTERLOCK SYSTEM

Component Index

- [Automatic Transmission Mode Switch](#)
- [Brake Switch](#)
- [Dash Fuse Box](#)
- [Generator](#)
- [Noise Suppression Filter #1](#)
- [Park Position Switch](#)
- [Shift Lock Solenoid](#)

SHIFT INTERLOCK SYSTEM

Circuit Schematic



SHIFT INTERLOCK SYSTEM

Component Location Index

(Refer to Section 201 for photographs.)

<u>Component</u>	<u>Photo No.</u>
Automatic Transmission	
Mode Switch	Underneath vehicle, on left side of transmission 78
Brake Switch	Below I/P, on brake pedal support 44
Dash Fuse Box	Behind left I/P side trim panel 36
Generator	Lower right front of engine 11
Noise Suppression Filter #1	Behind left kick panel 40
Park Position Switch	Below front console 61
Shift Lock Solenoid	Below front console 59
<u>Connector</u>	
C-37 (4-BLK)	Behind lower left of I/P 44
C-48 (6-WHT)	Below center console 60
H-3 (2-BLK)	Right side of engine compartment, on bracket 22
H-5 (16-GRN)	Left rear of engine compartment on bracket 15
H-7 (16-BLK)	Lower left front of engine compartment 13
H-13 (22-WHT)	Behind left side of I/P, above left kick panel on bracket 42
J-1 (2-CLR)	Below front of console 61
M-25 (8-BLK)	On left side of transmission 77
<u>Ground</u>	
E-28	Top left rear of engine 28

Circuit Operation

With the engine running or the starter switch in the ON or START position and the transmission control lever in the "P" position, the lever cannot be shifted from "P" to another position unless the brake pedal is depressed. A signal is sent through the parking position detecting switch to the shift lock controller and the shift lock solenoid energizes preventing the transmission control lever from being moved. When the brake pedal is depressed, a signal is sent to the shift lock controller. The shift lock controller then deenergizes the shift lock solenoid and allows the transmission control lever to be moved.