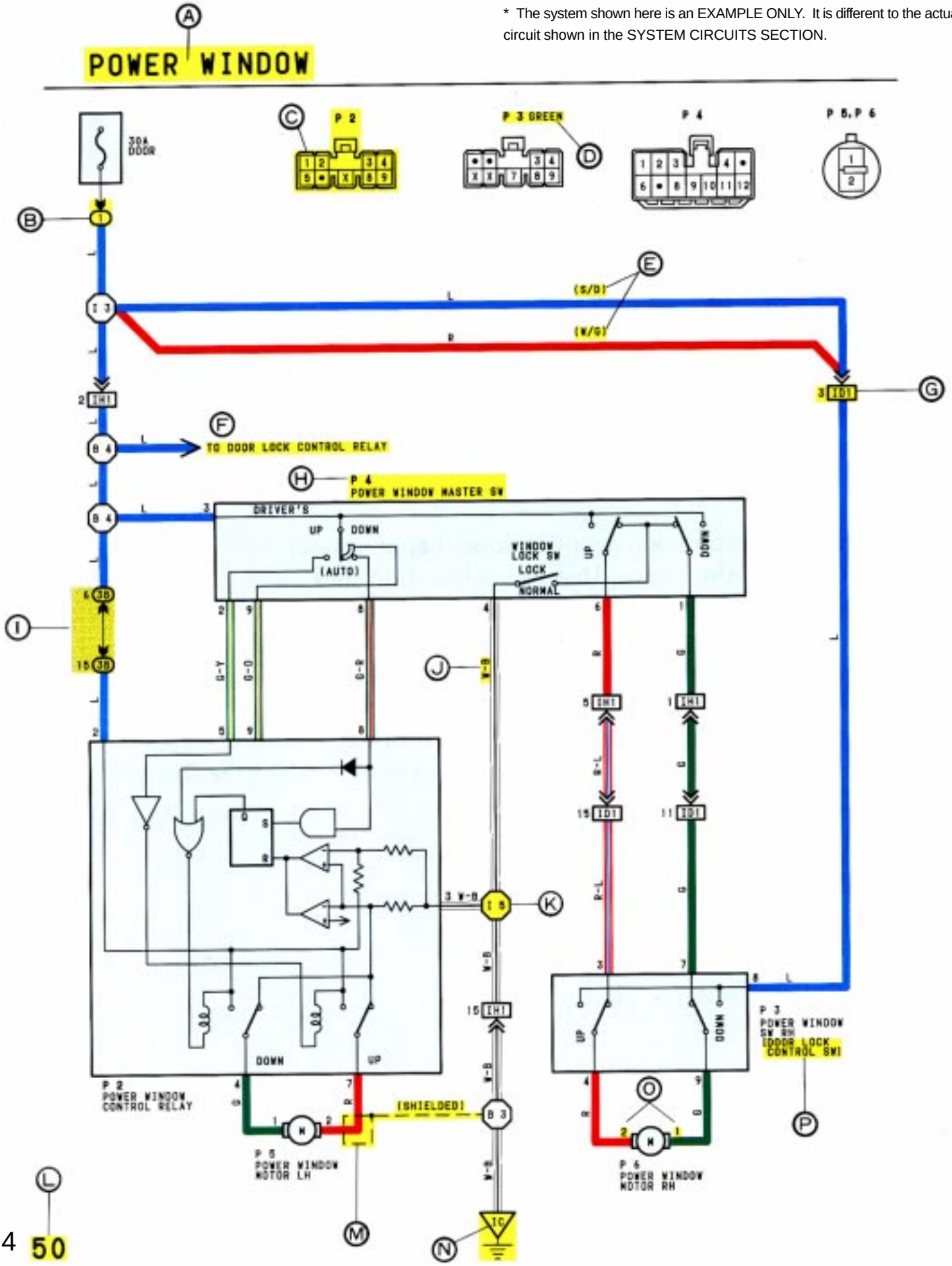
This manual provides information on the electrical circuits installed on vehicles by dividing them into a circuit for each system.

The actual wiring of each system circuit is shown from the point where the power source is received from the battery as far as each ground point. (All circuit diagrams are shown with the switches in the OFF position.)

When troubleshooting any problem, first understand the operation of the circuit where the problem was detected (see System Circuit section), the power source supplying power to that circuit (see Power Source section), and the ground points (see Ground Points section). See the System Outline to understand the circuit operation.

When the circuit operation is understood, begin troubleshooting of the problem circuit to isolate the cause. Use Relay Location and Electrical Wiring Routing sections to find each part, junction block and wiring harness connectors, wiring harness and wiring harness connectors, splice points, and ground points of each system circuit. Internal wiring for each junction block is also provided for better understanding of connection within a junction block.
Wiring related to each system is indicated in each system circuit by arrows (from__,to__). When overall connections are required, see the Overall Electrical Wiring Diagram at the end of this manual.

* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the SYSTEM CIRCUITS SECTION.

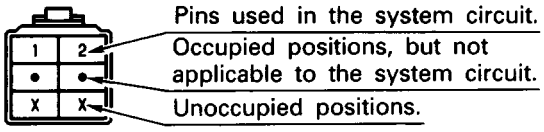


(A) : System Title

(B) : Indicates a Relay Block. No shading is used and only the Relay Block No. is shown to distinguish it from the J/B.

Example: (1) Indicates Relay Block No. 1.

(C) : Indicates the connector to be connected to a part (the numeral indicates the pin No.)
Explanation of pin use.



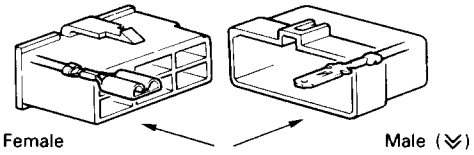
The pins shown are only for the highest grade, or only include those in the specification.

(D) : Connector Color Connectors not indicated are milky white in color:

(E) : ( ) is used to indicate different wiring and connector, etc. when the vehicle model, engine type, or specification is different.

(F) : Indicates related system.

(G) : Indicates the wiring harness and wiring harness connector. The wiring harness with male terminal is shown with arrows (⋁).



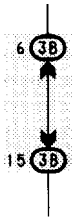
The first letter of the code for each wiring harness and wiring harness connector(s) indicates thecomponent's location, e.g, "E" for the Engine Compartment, "I" for the Instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

When more than one code has the first and second letters in common, followed by numbers (e.g, IH1, IH2), this indicates the same type of wiring harness and wiring harness connector.

(H) : Represents a part (all parts are shown in sky blue). The code is the same as the code used in parts position.

(I) : Junction Block (The number in the circle is the J/B No. and the connector code is shown beside it). Junction Blocks are shaded to clearly separate them from other parts.

Example:



3B indicates that it is inside Junction Block No. 3.

(J) : Indicates the wiring color.
Wire colors are indicated by an alphabetical code.

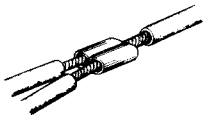
B = Black	L = Black	R = Red
BR = Brown	LG = Light Green	V = Violet
G = Green	O = Orange	W = White
GR = Gray	P = Pink	Y = Yellow

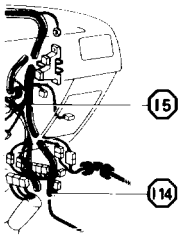
The first letter indicates the basic wire color and the second letter indicates the color of the stripe.

Example: L – Y

(K) : Indicates a wiring Splice Point (Codes are "E" for the Engine Room, "I" for the Instrument Panel, and "B" for the Body).

Example:





The Location of Splice Point I 5 is indicated by the shaded section.

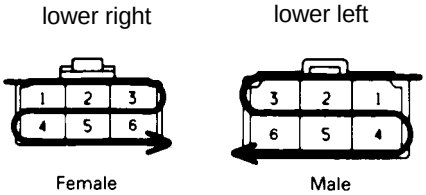
(L) : Page No.

(M) : Indicates a shielded cable.

(N) : Indicates a ground point.

The first letter of the code for each ground point(s) indicates the component's location, e.g. "E" for the Engine Compartment, "I" for the Instrument Panel and Surrounding area, and "B" for the Body and Surrounding area.

(O) : Indicates the pin number of the connector.
The numbering system is different for female and male connectors.



(P) : When 2 parts both use one connector in common, the parts connector name used in the wire routing section is shown in square brackets [ ].

Q

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 3** OF THE POWER WINDOW MASTER SW, **TERMINAL 2** OF THE POWER WINDOW CONTROL RELAY AND **TERMINAL 8** OF THE POWER WINDOW SW THROUGH THE **DOOR** FUSE.

1. DRIVER'S WINDOW "MANUAL UP" OPERATION BY MASTER SW

HOLDING MANUAL SW (DRIVER'S) ON "UP" POSITION LOCATED IN POWER WINDOW MASTER SW, THE CURRENT FLOWS TO **TERMINAL 5** OF THE POWER WINDOW CONTROL RELAY THROUGH **TERMINAL 3** OF THE MASTER SW → **TERMINAL 2** TO OPERATE A POWER WINDOW CONTROL RELAY. THUS THE CURRENT INSIDE THE RELAY FLOWS FROM **TERMINAL 2** OF THE RELAY → **TERMINAL 1** → **TERMINAL 2** OF THE POWER WINDOW MOTOR → **TERMINAL 1** → **TERMINAL 4** OF THE RELAY → **TERMINAL 3** → TO **GROUND**. THE MOTOR TURNS TO ASCENT THE WINDOW. RELEASING THIS SW, THE ROTATION OF MOTOR IS STOPPED AND THE WINDOWS CAN STOP AT WILL POINT.

(FOR THE "MANUAL DOWN" OPERATION, CURRENT FLOWS IN THE REVERSE DIRECTION BECAUSE THE TERMINALS WHERE IT FLOW ARE CHANGED).

2. DRIVER'S WINDOW "AUTO DOWN" OPERATION BY MASTER SW

ONCE THE "AUTO DOWN" BUTTON OF THE MASTER SW IS PUSHED, THE CURRENT FLOW **TERMINAL 9** OF THE POWER WINDOW CONTROL RELAY THROUGH **TERMINAL 3** OF THE MASTER SW→ **TERMINALS 8** AND **9** TO OPERATE THE RELAY. THUS THE CURRENT INSIDE THE POWER WINDOW CONTROL RELAY FLOWS FROM **TERMINAL 2** OF THE RELAY → **TERMINAL 4** → **TERMINAL 1** OF THE POWER WINDOW MOTOR → **TERMINAL 2** → **TERMINAL 1** OF THE RELAY → **TERMINAL 3** → TO **GROUND**. THE MOTOR CONTINUES THE ROTATION ENABLING TO DESCENT THE WINDOW.

THE WINDOW DESCENDS TO THE END POSITION. THE CURRENT WILL BE CUT OFF TO RELEASE THE AUTO DOWN FUNCTION BASED ON THE INCREASING CURRENT BETWEEN **TERMINAL 2** OF THE RELAY AND **TERMINAL 1** IN RELAY.

3. DRIVER'S WINDOW AUTO DOWN RELEASE OPERATION BY MASTER SW

HOLDING THE MANUAL SW (DRIVER'S) ON "UP" POSITION IN OPERATING AUTO DOWN. THE CURRENT FROM **TERMINAL 3** OF THE MASTER SW PASSING **TERMINAL 2** FLOWS **TERMINAL 5** OF THE RELAY AND RELEASES THE AUTO DOWN FUNCTION IN THE POWER WINDOW CONTROL RELAY. RELEASING THE HAND FROM SW, WINDOW STOPS AND CONTINUING ON TOUCHING SW. THE FUNCTION SWITCHES TO MANUAL UP OPERATION.

4. PASSENGER'S WINDOW UP OPERATION (MASTER SW) AND WINDOW LOCK SW OPERATION

HOLDING PASSENGER'S WINDOW SW (MASTER SW) ON "UP", THE CURRENT FLOWS FROM **TERMINAL 3** OF THE MASTER SW PASSING **TERMINAL 6** TO **TERMINAL 3** OF THE POWER WINDOW SW (PASSENGER'S) → **TERMINAL 4 TERMINAL** → **2** OF THE MOTOR → **TERMINAL 1** → **TERMINAL 9** OF THE POWER WINDOW SW → **TERMINAL 7** → **TERMINAL 1** OF THE MASTER SW → **TERMINAL 4** TO **GROUND**. THE MOTOR RUNS TO ASCENT THE WINDOW. RELEASING THIS SW, THE ROTATION OF MOTOR IS STOPPED AND WINDOW CAN STOP AT WILL PLACE. SWITCHING THE WINDOW LOCK SW IN "LOCK" POSITION, THE CIRCUIT IS OPENED AND STOPPED THE MOTOR ROTATION.

R

(FOR THE DOWN OPERATION, CURRENT FLOWS IN THE REVERSE DIRECTION BECAUSE THE TERMINALS WHERE IT FLOWS ARE CHANGED).

SERVICE HINTS

P 2 POWER WINDOW CONTROL RELAY

3–GROUND: ALWAYS CONTINUITY

2–GROUND: APPROX. 12 VOLTS WITH THE IGNITION SW AT **ON** POSITION

5–GROUND: APPROX. 12 VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE MASTER SW AT **UP** POSITION

8–GROUND: APPROX. 12 VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE MASTER SW AT **AUTO DOWN** POSITION

9–GROUND: APPROX. 12 VOLTS WITH THE IGNITION SW AT **ON** POSITION AND THE MASTER SW AT **DOWN** OR **AUTO DOWN** POSITION

P 4 POWER WINDOW MASTER SW

4–GROUND: ALWAYS CONTINUITY

3–GROUND: APPROX. 12 VOLTS WITH THE IGNITION SW AT **ON** POSITION

WINDOW LOCK SW

OPEN WITH THE WINDOW LOCK SW AT **LOCK** POSITION

S

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
P2	21	**P4**	21	**P6**	21
P3	21	**P5**	21		

T

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCK (RELAY BLOCK LOCATION)
1	16	R/B NO. 1 (INSTRUMENT PANEL LEFT)

U

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
38	14	J/B NO. 3 AND COWL WIRE (INSTRUMENT PANEL LEFT SIDE)

V

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
ID1	26	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
IH1	26	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)

W

: GROUND POINTS

CODE	SEE PAGE	GROUND POINT LOCATION
IC	24	COWL LEFT

X

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	24	COWL WIRE			

Ⓠ: Explains the system outline.

Ⓡ: Indicates values or explain the function for reference during troubleshooting.

Ⓢ: Indicates the reference page showing the position on the vehicle of the parts in the system circuit.

Example: Part “P 4” (Power Window Master SW) is on page 21 of the manual.

* The letter in the code is from the first letter of the part, and the number indicates its order in parts starting with the letter.

Example: P 4

Part is 4th in order

Power Window Master SW

Ⓣ: Indicates the reference page showing the position on the vehicle of Relay Block Connectors in the system circuit.

Example: Connector “1” is described on page 16 on this manual and is installed on the left side of the instrument panel.

Ⓤ: Indicates the reference page showing the position on the vehicle of J/B and Wire Harness in the system circuit.

Example: Connector “3B”connects the Cowl Wire and J/B No. 3. It is described on page 14 of this manual, and is installed on the instrument panel left side.

Ⓥ: Indicates the reference page describing the wiring harness and wiring harness connector (the female wiring harness is shown first, followed by the male wiring harness).

Example: Connector “ID1”connects the front door RH wire (female) and cowl wire (male). It is described on page 26 of this manual, and is installed on the right side kick panel.

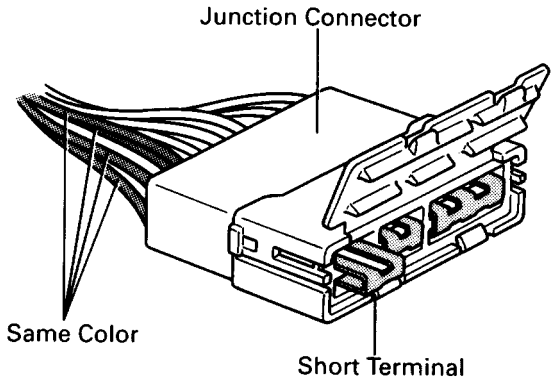
Ⓦ: Indicates the reference page showing the position of the ground points on the vehicle.

Example: Ground point “IC” is described on page 24 of this manual and is installed on the cowl left side.

Ⓧ: Indicates the reference page showing the position of the splice points on the vehicle.

Example: Splice point “I 5” is on the Cowl Wire Harness and is described on page 24 of this manual.

HINTS:



Junction connector (code: J1 to J19) in this manual include a short terminal which is connected to a number of wire harnesses. Always perform inspection with the short terminal installed. (When installing the wire harnesses, the harnesses can be connected to any position within the short terminal grouping. Accordingly, in other vehicles, the same position in the short terminal may be connected to a wire harness from a different part.)
Wire harness sharing the same short terminal grouping have the same color.

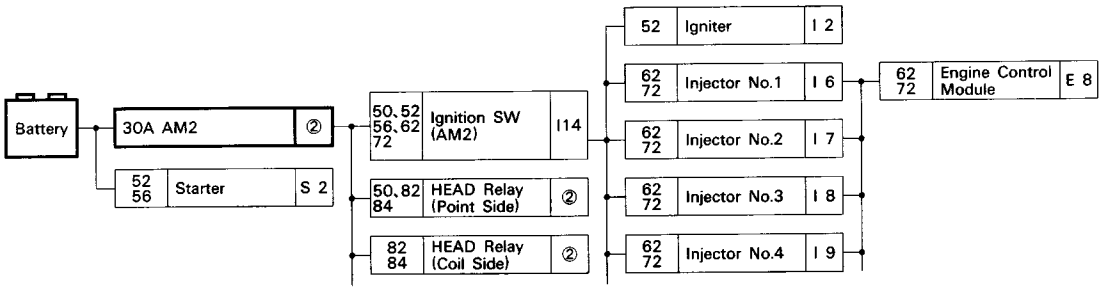
B HOW TO USE THIS MANUAL

The “Current Flow Chart” section, describes which parts each power source (fuses, fusible links, and circuit breakers) transmits current to. In the Power Source circuit diagram, the conditions when battery power is supplied to each system are explained. Since all System Circuit diagrams start from the power source, the power source system must be fully understood.

H POWER SOURCE (CURRENT FLOW CHART)

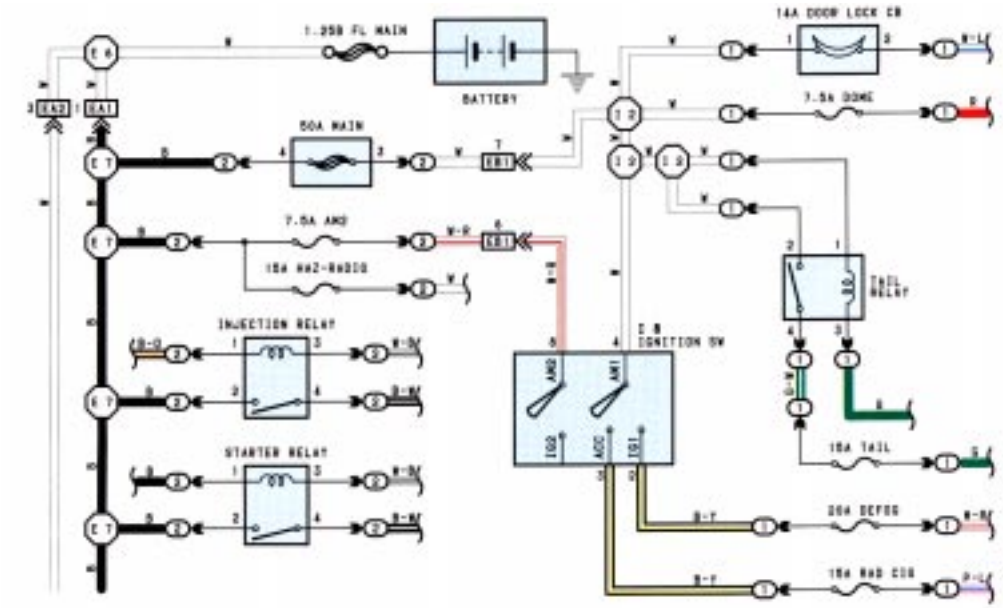
The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.

The next page and following pages shown the parts to which each electrical source outputs current.



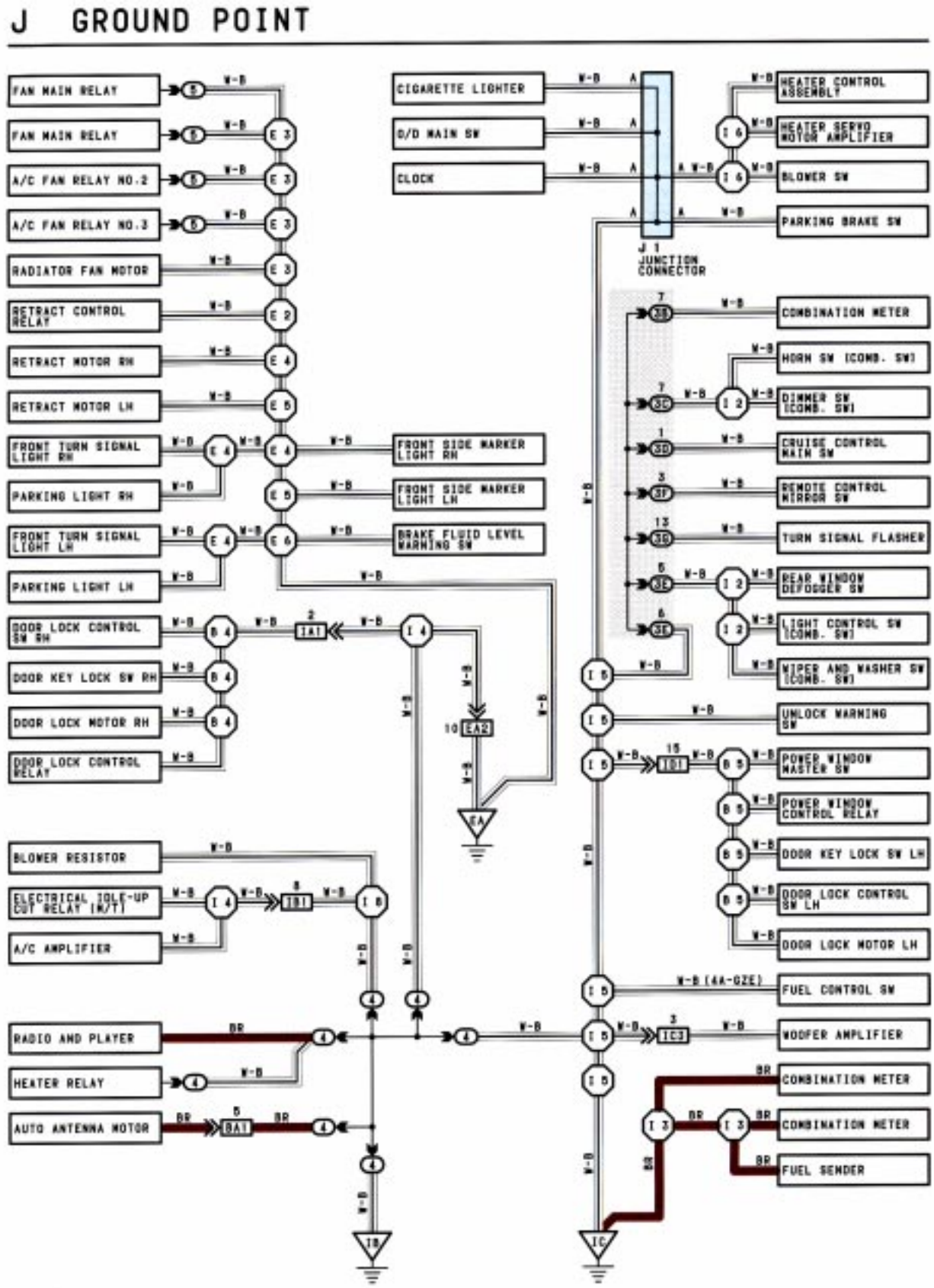
Location	CB or Fuse		ABS Actuator	ABS Relay	ADD Indicator SW	Auto Antenna Motor	ABS Deceleration Sensor	ABS ECU		A/C Amplifier	A/C Dual Pressure SW	A/C SW	ADD Control Relay	Airbag Sencor Assembly	Ashtray Illumination	Auto Antenna Control Relay	Back-Up Light SW	Brake Fluid Level Warning SW	Back-Up Light Relay	Cigarette Lighter	Cigarette Lighter Illumination	Circuit Opening Relay	Clock
Page Nos. of Related Systems			120		132 138	166	120	120 132 138	120	174		90 174	138	127	90	166 168	98	170	98	164	90	62 72	164
			A 2	A 3	A 4	A 6	A 8	A 9	A10	A11	A12	A13	A14	A16	A17	A19	A20	B 1	B 2	B 3	C 4	C 5	C 6	C 7
	15A	ECU-B							●						●									
	10A	GAUGE	●		●	●			●	●							●	●	●	●				
	10A	TURN																						
①	15A	ECU-IG						●	●															

POWER SOURCE



* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the SYSTEM CIRCUITS SECTION.

The ground points circuit diagram shows the connections from all major parts to the respective ground points. When troubleshooting a faulty ground point, checking the system circuits which use a common ground may help you identify the problem ground quickly. The relationship between ground points (EA, IB and IC shown below) can also be checked this way.

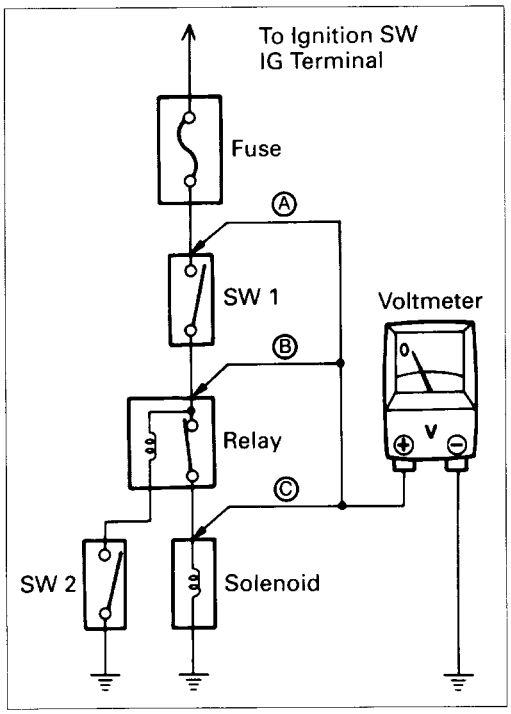


* The system shown here is an EXAMPLE ONLY. It is different to the actual circuit shown in the SYSTEM CIRCUITS SECTION.

A INTRODUCTION

This manual consists of the following 11 sections:

No.	Section	Description
A	INDEX	Index of the contents of this manual.
	INTRODUCTION	Brief explanation of each section.
B	HOW TO USE THIS MANUAL	Instructions on how to use this manual.
C	TROUBLE–SHOOTING	Describes the basic inspection procedures for electrical circuits.
D	ABBREVIATIONS	Defines the abbreviations used in this manual.
E	GLOSSARY OF TERMS AND SYMBOLS	Defines the symbols and functions of major parts.
F	RELAY LOCATIONS	Shows position of the Electronic Control Unit, Relays, Relay Block, etc. This section is closely related to the system circuit.
G	ELECTRICAL WIRING ROUTING	Describes position of Parts Connectors, Splice points, Ground points, etc. This section is closely related to the system circuit.
H	POWER SOURCE (Current Flow Chart)	Describes power distribution from the power supply to various electrical loads.
I	INDEX	Index of the system circuits.
	SYSTEM CIRCUITS	Electrical circuits of each system are shown from the power supply through ground points. Wiring connections and their positions are shown and classified by code according to the connection method. (Refer to the section, “How to sue this manual”). The “System Outline” and “Service Hints” useful for troubleshooting are also contained in this section.
J	GROUND POINTS	Shows ground positions of all the parts decribed in this manual.
K	OVERALL ELECTRICAL WIRING DIAGRAM	Provides circuit diagrams showing the circuit connections.



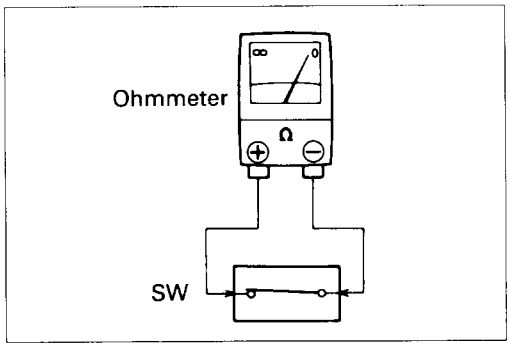
VOLTAGE CHECK

(a) Establish conditions in which voltage is check point.

Example:

Ⓐ– Ignition SW on
Ⓑ– Ignition SW and SW 1 on
Ⓒ– Ignition SW, SW 1 and Relay on (SW2 off)

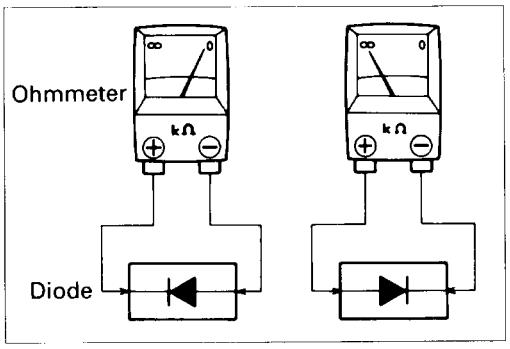
(b) Using a voltmeter, connect the negative lead to a ground point or negative battery terminal, and a positive lead to the connector or component terminal. This check can be done with a test light instead of a voltmeter.



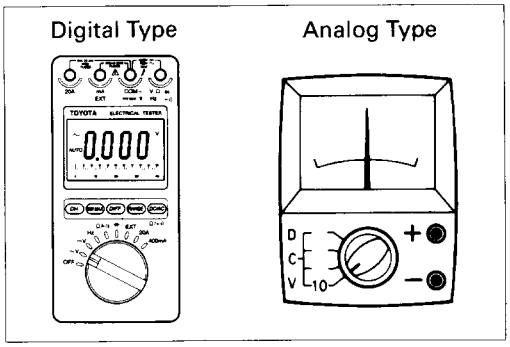
CONTINUITY AND RESISTANCE CHECK

(a) Disconnect the battery terminal or wire so there is no voltage between the check points.

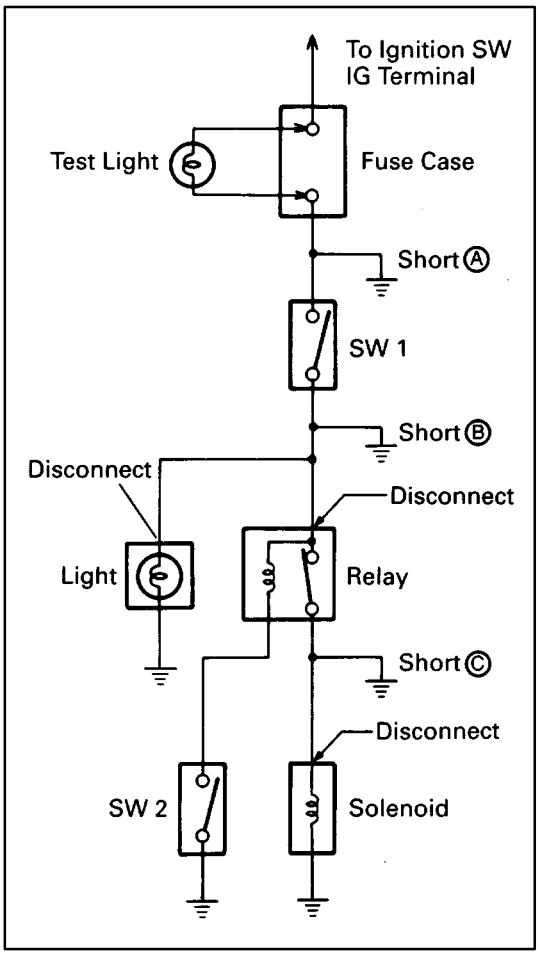
(b) Contact the two leads of an ohmmeter to each of the check point.



If the circuit has diodes, reverse the two leads and check again.
When contacting the negative lead to the diode positive side and the positive lead to the negative side, there should be continuity.
When contacting the two leads in reverse, there should be no continuity.



(c) Use the volt/ohmmeter with high impedance (10kΩ/V minimum) for troubleshooting of the electrical circuit.



FINDING A SHORT CIRCUIT

(a) Remove the blown fuse and disconnect all loads of the fuse.
(b) Connect a test light in place of the fuse.
(c) Establish conditions in which the test light comes on.

Example:

Ⓐ– Ignition SW on
Ⓑ– Ignition SW and SW 1 on
Ⓒ– Ignition SW, SW 1 and Relay on (Connect the Relay) and SW 2 off (or Disconnect SW 2)

(d) Disconnect and reconnect the connectors while watching the test light.
The short lies between the connector where the test light stays lit and the connector where the light goes out.

(e) Find the exact location of the short by lightly shaking the problem wire along the body.

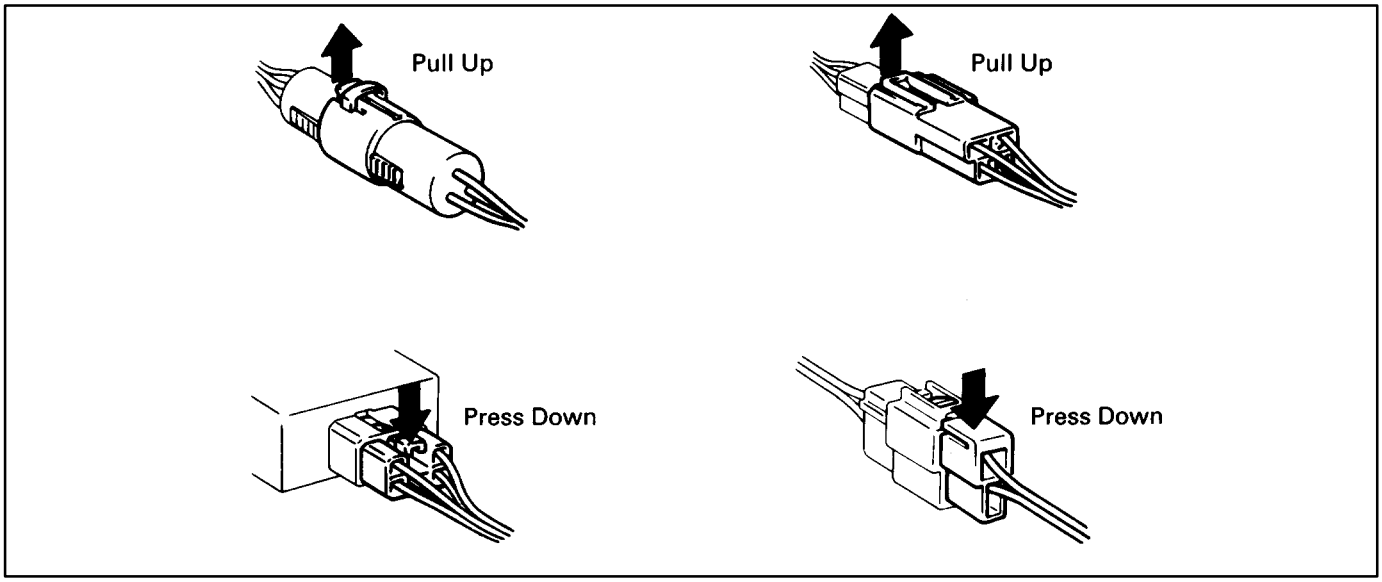
CAUTION:

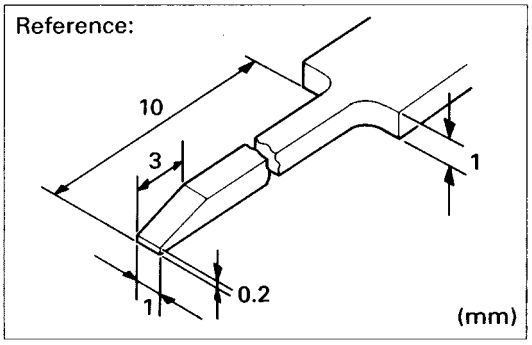
(a) Do not open the cover or the case of the ECU unless absolutely necessary. (If the IC terminals are touched, the IC may be destroyed by static electricity.)
(b) When replacing the internal mechanism (ECU part) of the digital meter, be careful that no part of your body or clothing comes in contact with the terminals of leads from the IC, etc. of the replacement part (spare part).

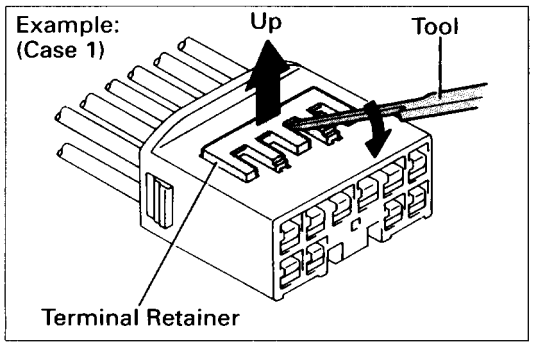
DISCONNECTION OF MALE AND FEMALE CONNECTORS

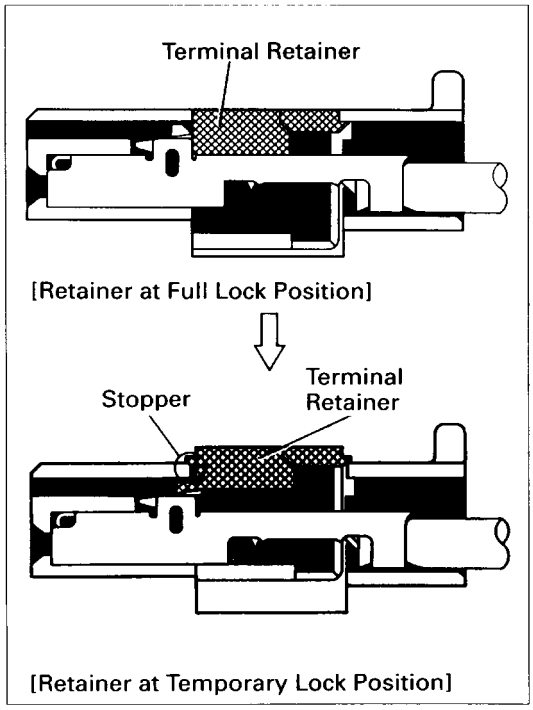
To pull apart the connectors, pull on the connector itself, not the wire harness.

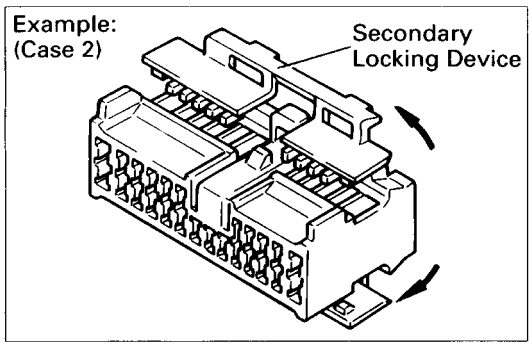
HINT: Check to see what kind of connector you are disconnecting before pulling apart.











HOW TO REPLACE TERMINAL
(with terminal retainer or secondary locking device)

1 PREPARE THE SPECIAL TOOL

HINT: To remove the terminal from the connector, please construct and use the special tool or like object shown on the left.

2. DISCONNECT CONNECTOR

3. DISENGAGE THE SECONDARY LOCKING DEVICE OR TERMINAL RETAINER

(a) Locking device must be disengaged before the terminal locking clip can be released and the terminal removed from the connector.

(b) Use a special tool or the terminal pick to unlock the secondary locking device or terminal retainer.

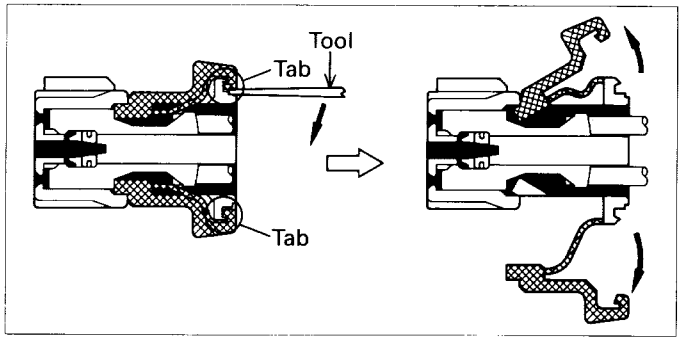
NOTICE:
Do not remove the terminal retainer from connector body.

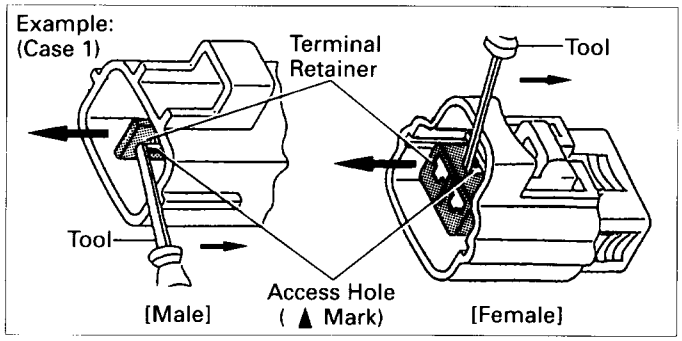
① For Non–Waterproof Type Connector

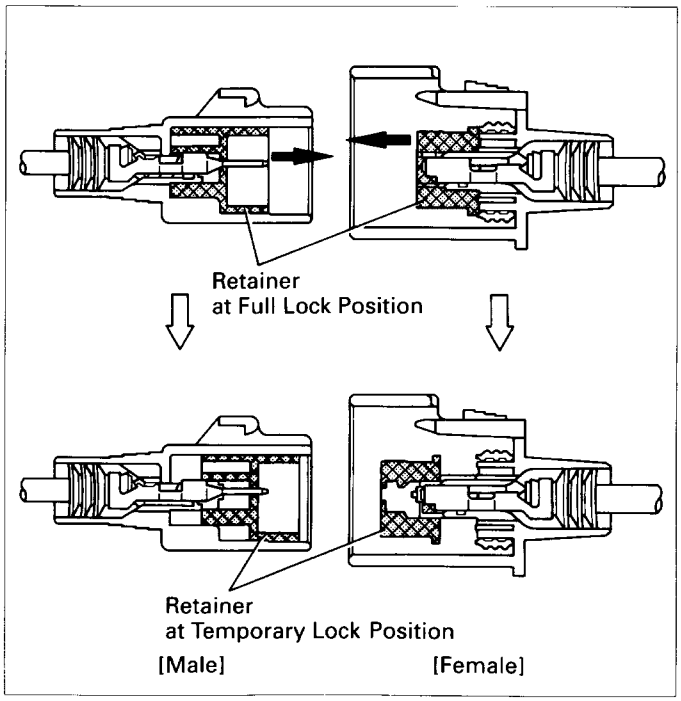
HINT: The needle insertion position varies according to the connector's shape (number of terminals etc.), so check the position before inserting it.

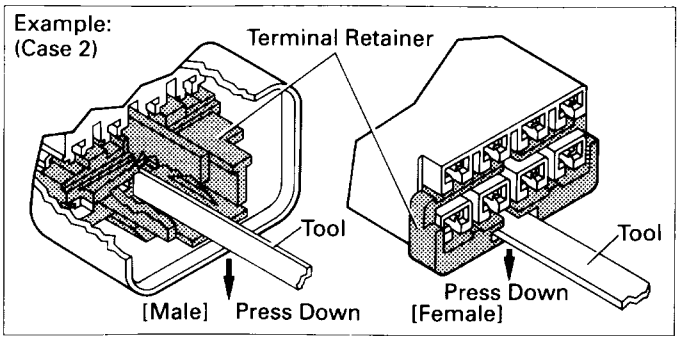
"Case 1"
Raise the terminal retainer up to the temporary lock position.

"Case 2"
Open the secondary locking device.









Ⓑ For Waterproof Type Connector

HINT: Terminal retainer color is different according to connector body.

Example:

Terminal Retainer	:Connector Body:
Black or White	:Gray
Black or White	:Dark Gray
Gray or White	:Black

"Case 1"

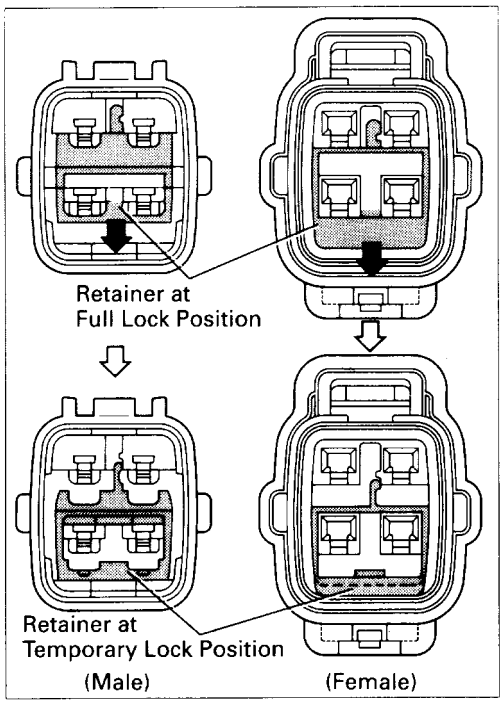
Type where terminal retainer is pulled up to the temporary lock position (Pull Type).

Insert the special tool into the terminal retainer access hole (▲Mark) and pull the terminal retainer up to the temporary lock position.

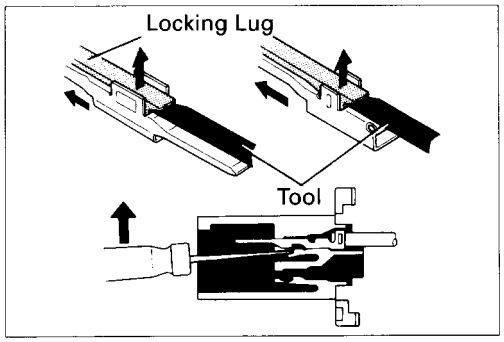
HINT: The needle insertion position varies according to the connector's shape (number of terminals etc.), so check the position before inserting it.

"Case 2"

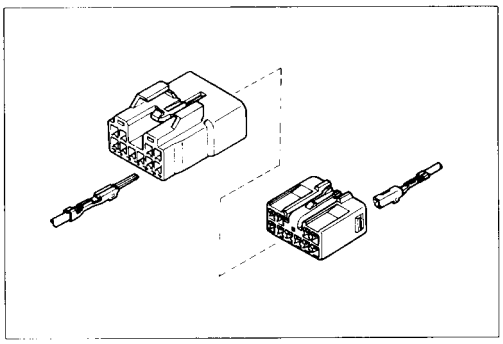
Type which cannot be pulled as far as Power Lock insert the tool straight into the access hole of terminal retainer as shown.



Push the terminal retainer down to the temporary lock position.



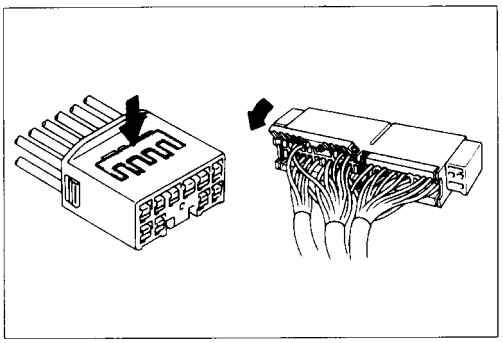
(c) Release the locking lug from terminal and pull the terminal out from rear.



4. INSTALL TERMINAL TO CONNECTOR

(a) Insert the terminal.

HINT:
1. Make sure the terminal is positioned correctly.
2. Insert the terminal until the locking lug locks firmly.
3. Insert the terminal with terminal retainer in the temporary lock position.



(b) Push the secondary locking device or terminal retainer into the full lock position.

5. CONNECT CONNECTOR

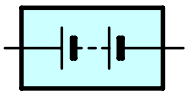
ABBREVIATIONS

The following abbreviations are used in this manual.

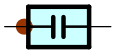
ABS	=	Anti–Lock Brake System
A/C	=	Air Conditioning
A/T	=	Automatic Transaxle
COMB.	=	Combination
ECU	=	Electronic Control Unit
ESA	=	Electronic Spark Advance
FL	=	Fusible Link
IAC	=	Idle Air Control
IC	=	Integrated Circuit
J/B	=	Junction Block
LH	=	Left–Hand
M/T	=	Manual Transaxle
O/D	=	Overdrive
ORVR	=	On–Board Refueling Vapor Recovery
R/B	=	Relay Block
RH	=	Right–Hand
SFI	=	Sequential Multiport Fuel Injection
SRS	=	Supplemental Restraint System
SW	=	Switch
TEMP.	=	Temperature
VSV	=	Vacuum Switching Valve
w/	=	With
w/o	=	Without

* The titles given inside the components are the names of the terminals (terminal codes) and are not treated as being abbreviations.

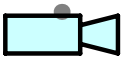
E GLOSSARY OF TERMS AND SYMBOLS



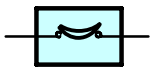
BATTERY
Stores chemical energy and converts it into electrical energy. Provides DC current for the auto's various electrical circuits.



CAPACITOR (Condenser)
A small holding unit for temporary storage of electrical voltage.



CIGARETTE LIGHTER
An electric resistance heating element.

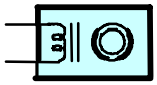


CIRCUIT BREAKER
Basically a reusable fuse, a circuit breaker will heat and open if too much current flows through it. Some units automatically reset when cool, others must be manually reset.

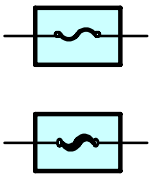
DIODE
A semiconductor which allows current flow in only one direction.

DIODE, ZENER
A diode which allows current flow in one direction but blocks reverse flow only up to a specific voltage. Above that potential, it passes the excess voltage. This acts as a simple voltage regulator.

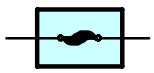
PHOTODIODE
The photodiode is a semiconductor which controls the current flow according to the amount of light.



DISTRIBUTOR, IIA
Channels high–voltage current from the ignition coil to the individual spark plugs.



(for Medium Current Fuse)

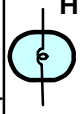


(for High Current Fuse or Fusible Link.)

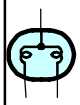
FUSE
A thin metal strip which burns through when too much current flows through it, thereby stop–ping current flow and protecting a circuit from damage.

FUSIBLE LINK
A heavy–gauge wire placed in high amperage circuits which burns through on overloads, thereby protecting the circuit. The numbers indicate the cross–section surface area of the wires.

GROUND
The point at which wiring attaches to the Body, thereby providing a return path for an electrical circuit; without a ground, current cannot flow.

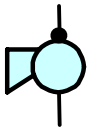


1. **SINGLE FILAMENT**

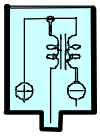


2. **DOUBLE FILAMENT**

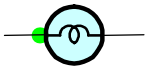
HEADLIGHTS
Current flow causes a headlight filament to heat up and emit light. A headlight may have either a single (1) filament or a double (2) filament.



HORN
An electric device which sounds a loud audible signal.



IGNITION COIL
Convert low–voltage DC current into high–voltage ingition current for firing the spark plugs.



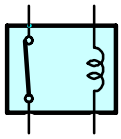
LIGHT
Current flow through a filament causes the filament to heat up and emit light.

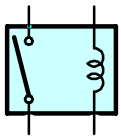
LED (LIGHT EMITTING DIODE)
Upon current flow, these diodes emit light without producing the heat of a comparable light.

METER, ANALOG
Current flow activates a magnetic coil which causes a needle to move, thereby providing a relative display against a background calibration.

METER, DIGITAL
Current flow activates one or many LED's, LCD's, or fluoresent displays, which provide a relative or digital display.

MOTOR
A power unit which converts electrical energy into mechanical energy, especially rotary motion.

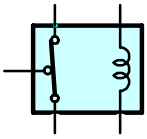




RELAY

1. **NORMALLY CLOSED**
2. **NORMALLY OPEN**

Basically, an electrically operated switch which may be normally closed (1) or open (2). Current flow through a small coil creates a magnetic field which either opens or closes an attached switch.

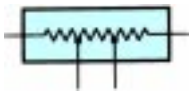


RELAY, DOUBLE THROW

A relay which passes current through one set of contacts or the other.

RESISTOR

An electrical component with a fixed resistance, placed in a circuit to reduce voltage to a specific value.

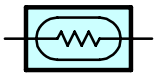


RESISTOR, TAPPED

A resistor which supplies two or more different non adjustable resistance values.

RESISTOR, VARIABLE or RHEOSTAT

A controllable resistor with a variable rate of resistance. Also called a potentiometer or rheostat.

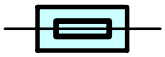


SENSOR (Thermistor)

A resistor which varies its resistance with temperature.

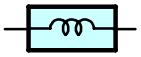
SENSOR, SPEED

Uses magnetic impulses to open and close a switch to create a signal for activation of other components.



SHORT PIN

Used to provide an unbroken connection within a juction block.

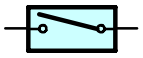


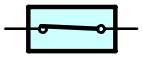
SOLENOID

An electromagnetic coil which forms a magnetic field when current flows, to move a plunger, etc.

SPEAKER

An electromechanical device which creates sound waves from current flow.

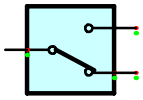




SWITCH, MANUAL

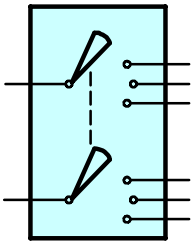
1. **NORMALLY OPEN**
2. **NORMALLY CLOSED**

Open and closes circuits, thereby stopping (1) or allowing (2) current flow.



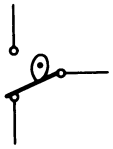
SWITCH, DOUBLE THROW

A switch which continuously passes cureent through one set of contacts or the other.



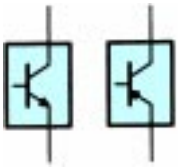
SWITCH, IGNITION

A key operated switch with several positions which allows various circuits, particularly the primary ignition circuit, to become operational.



SWITCH, WIPER PARK

Automatically returns wipers to the stop position when the wiper switch is turned off.



TRANSISTOR

A solid state device typically used as an electronic relay; stops or passes current depending on the voltage applied at “base.”

WIRES

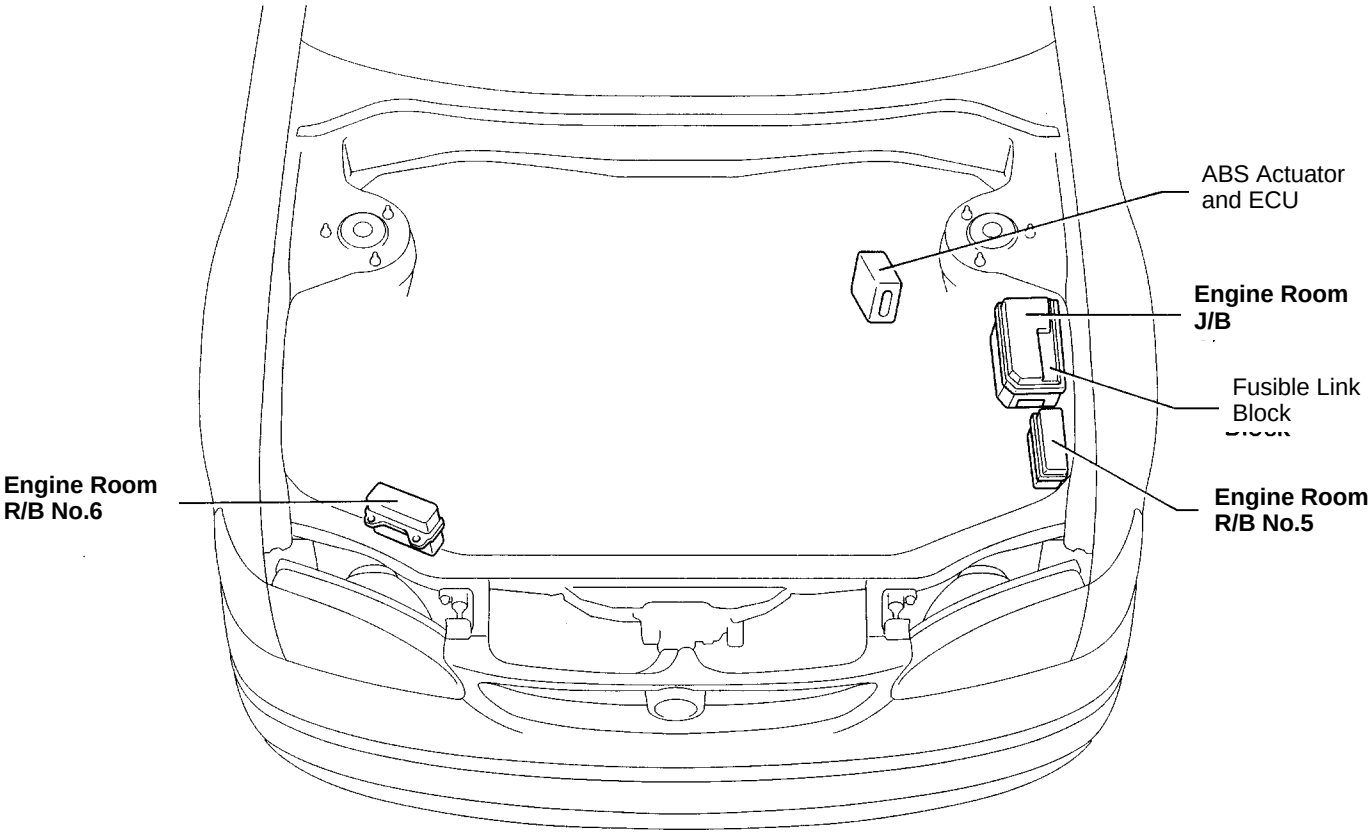
(1) **NOT CONNECTED**

(2) **SPLICED**

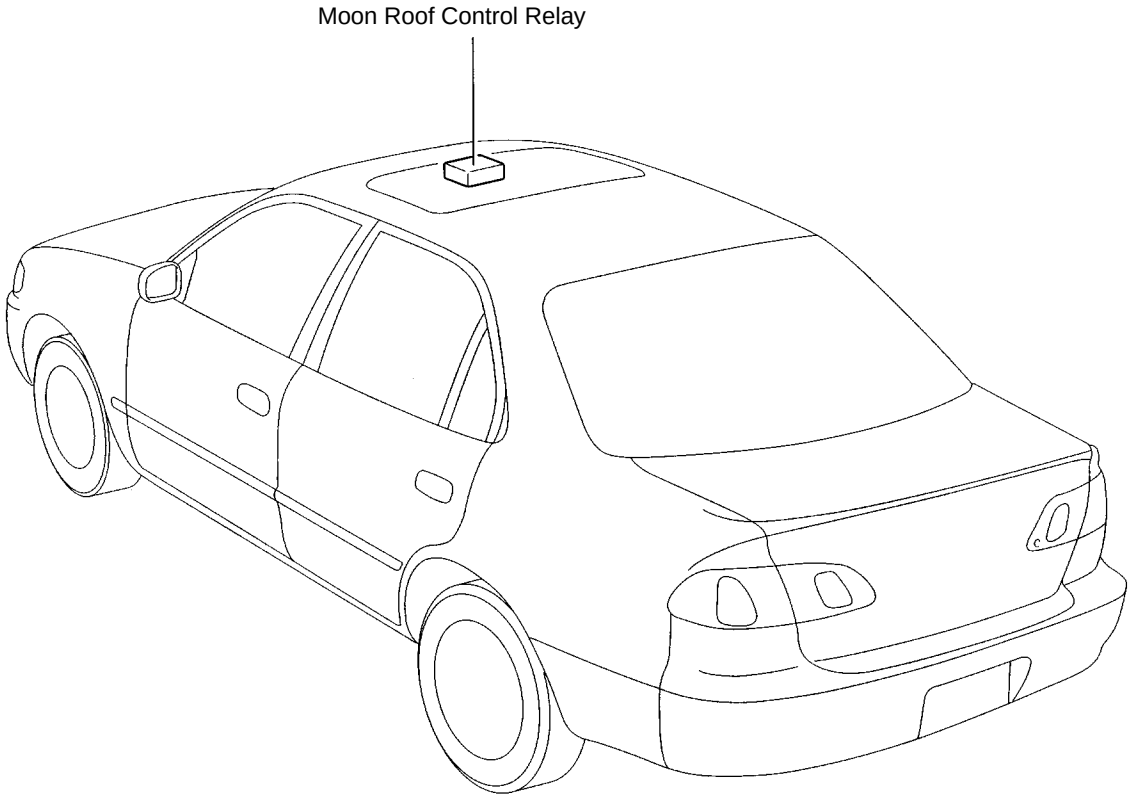
Wires are always drawn as straight lines on wiring diagrams. Crossed wires (1) without a black dot at the junction are not joined; crossed wires (2) and a black dot or octagonal (O) mark at the juction as spliced (joined) connections.

F RELAY LOCATIONS

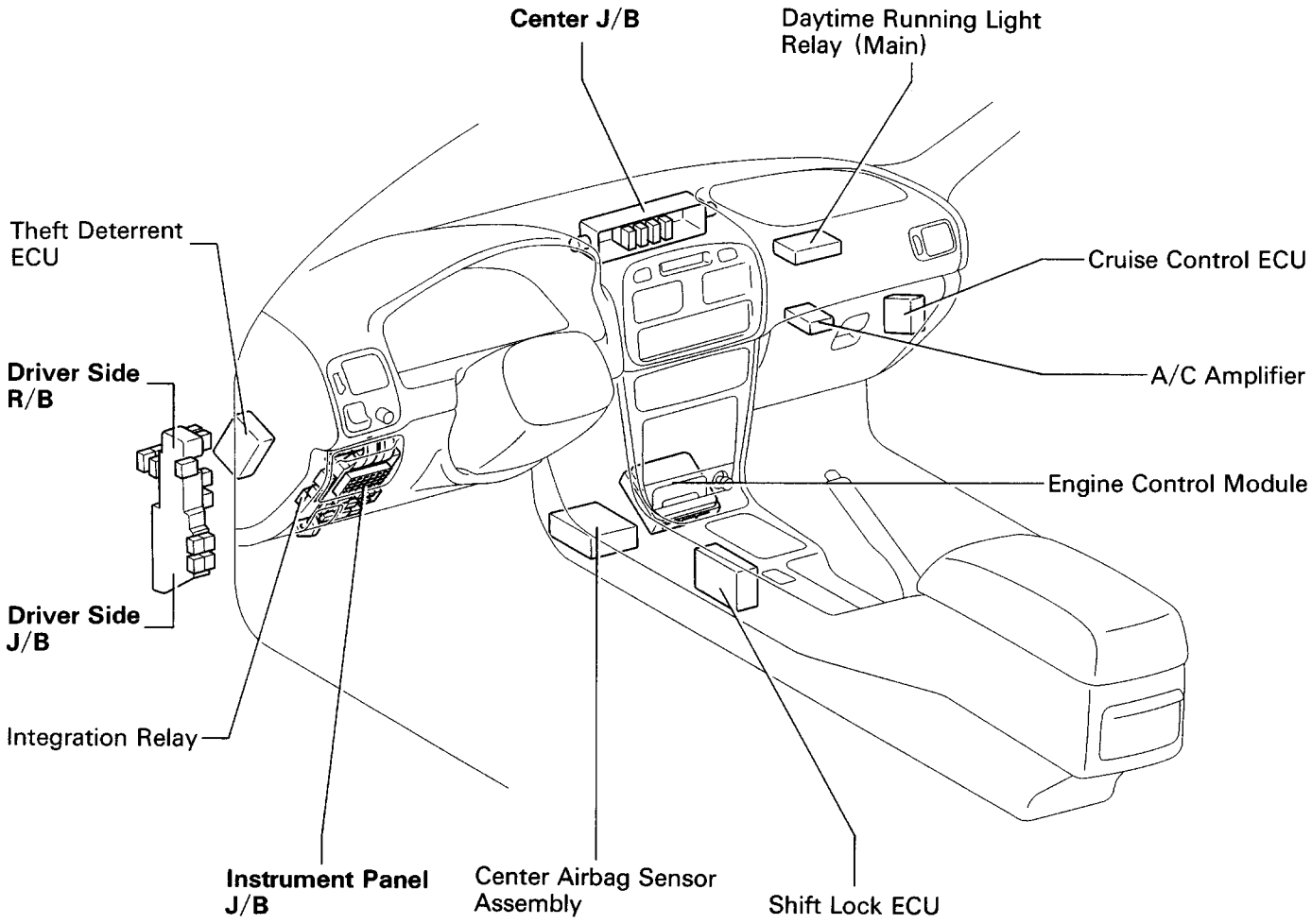
[Engine Compartment]



[Body]

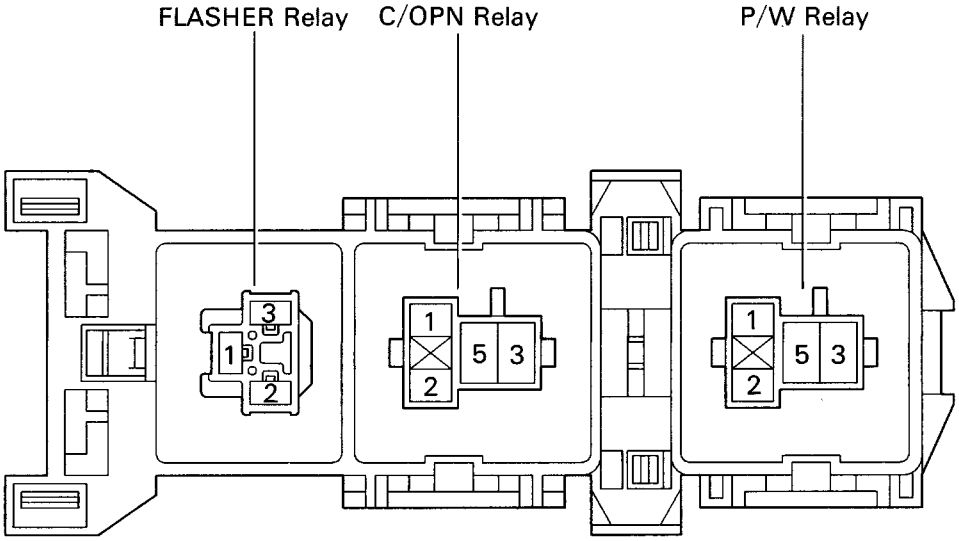


[Instrument Panel]

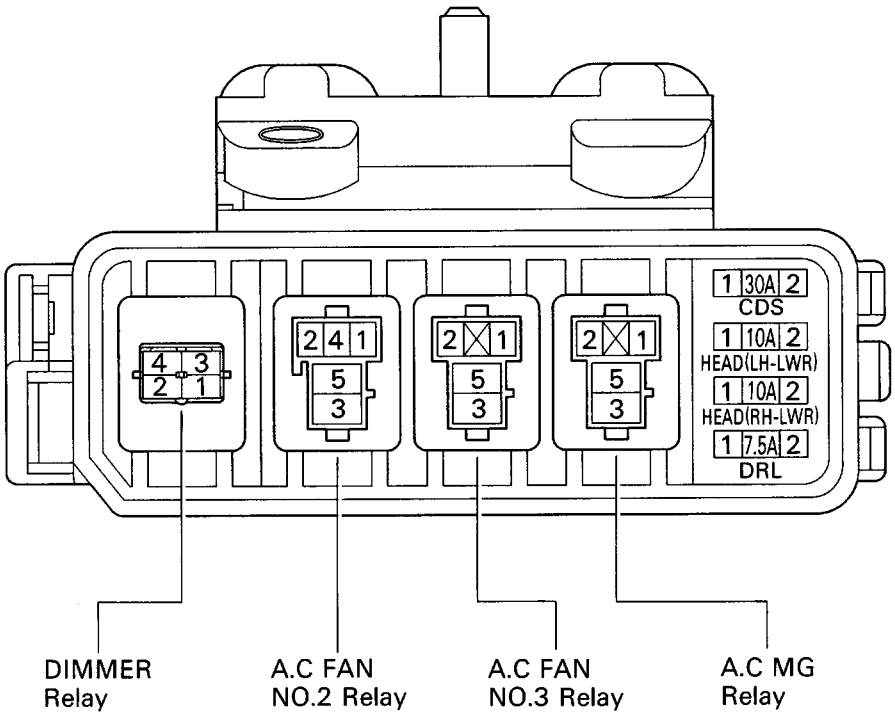


F RELAY LOCATIONS

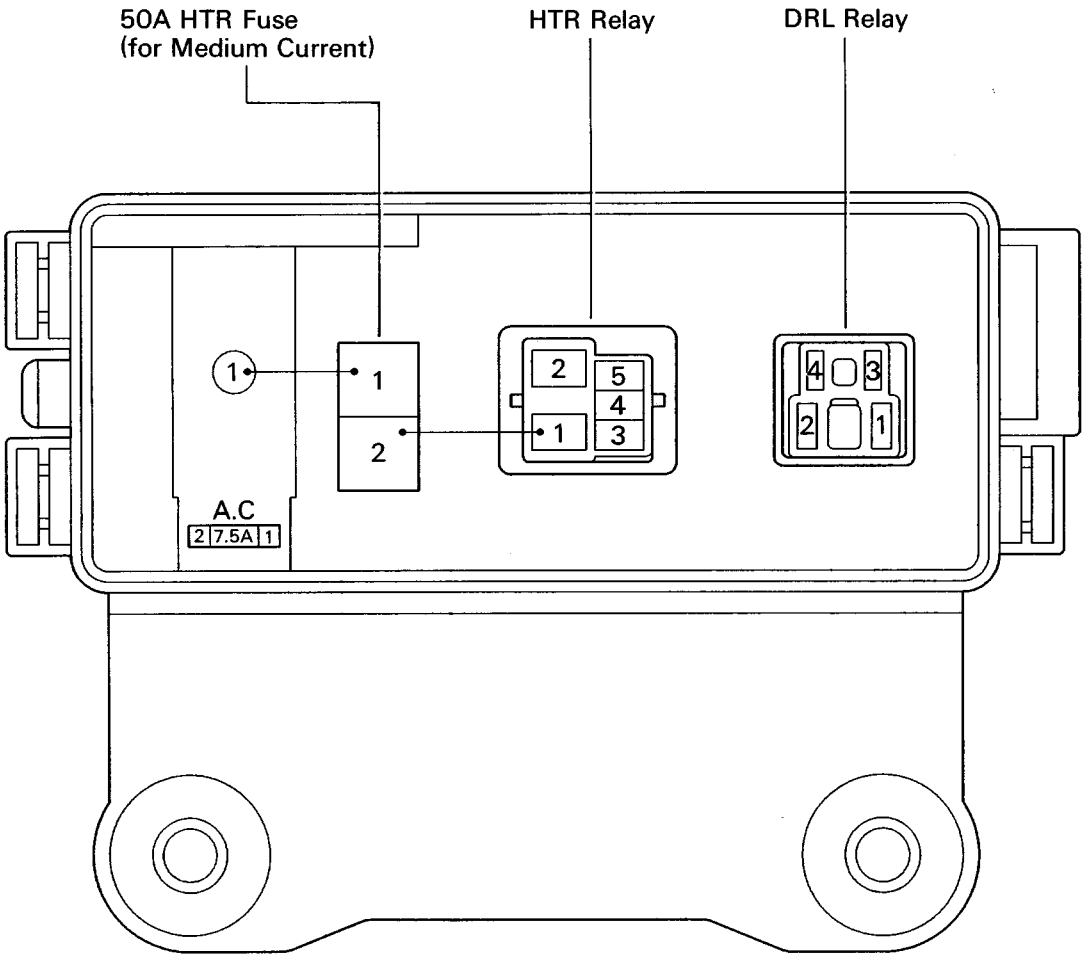
① : Driver Side R/B	Left Kick Panel (See Page 19)



⑤ : Engine Room R/B No. 5	Engine Compartment Left (See Page 18)

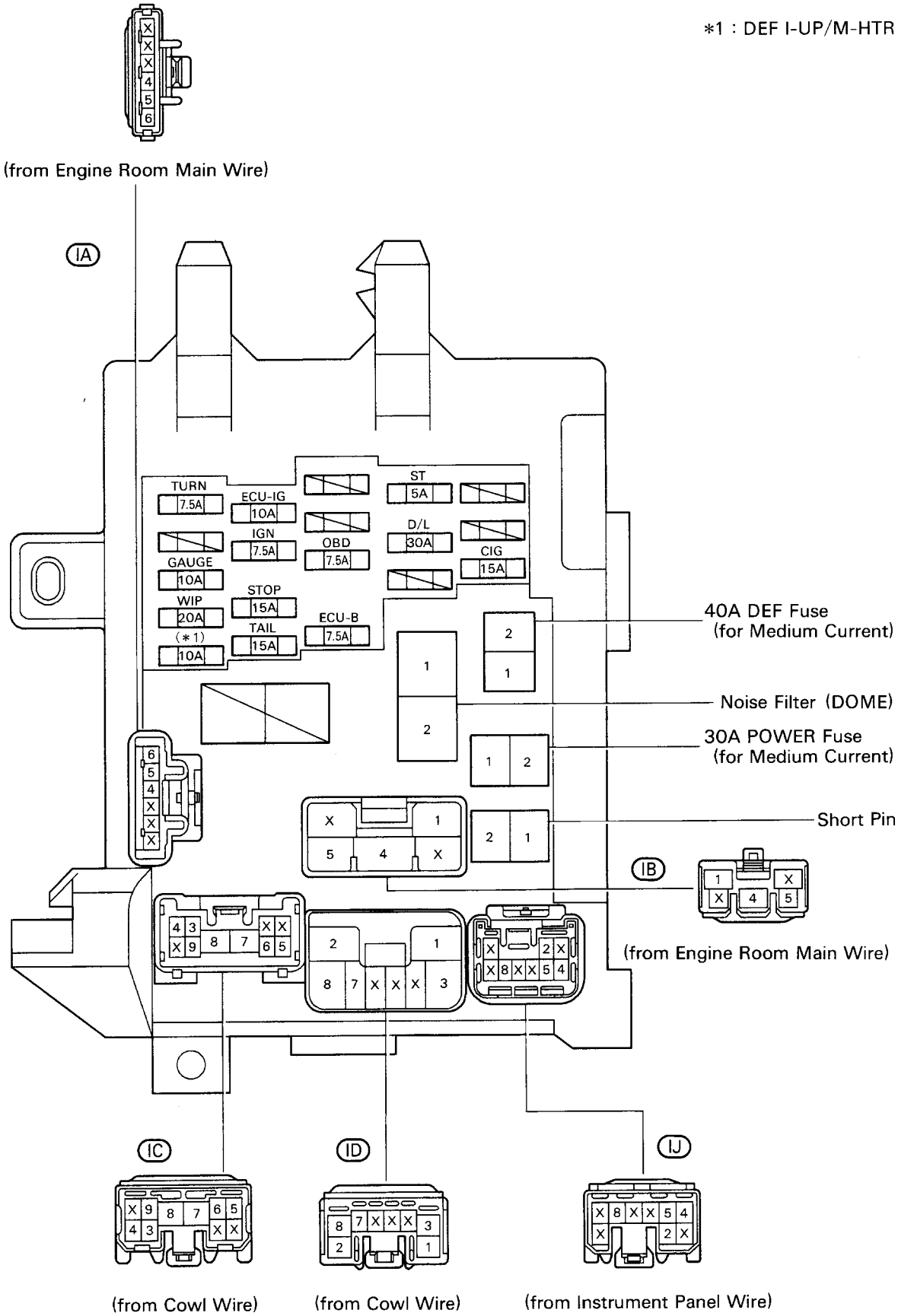


⑥ : Engine Room R/B No. 6	Radiator Support RH (See Page 18)

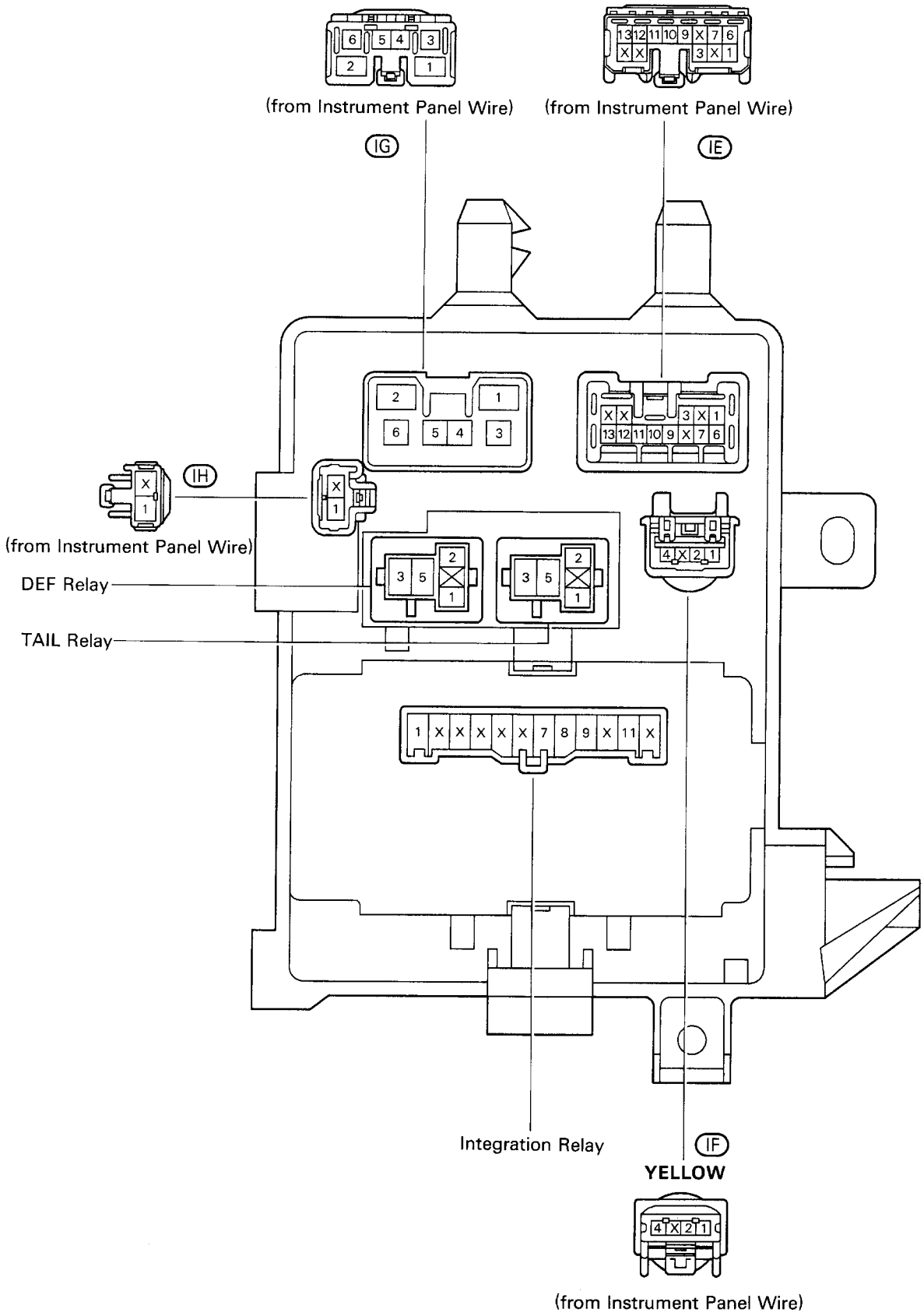


F RELAY LOCATIONS

◯ : Instrument Panel J/B	Lower Finish Panel (See Page 19)

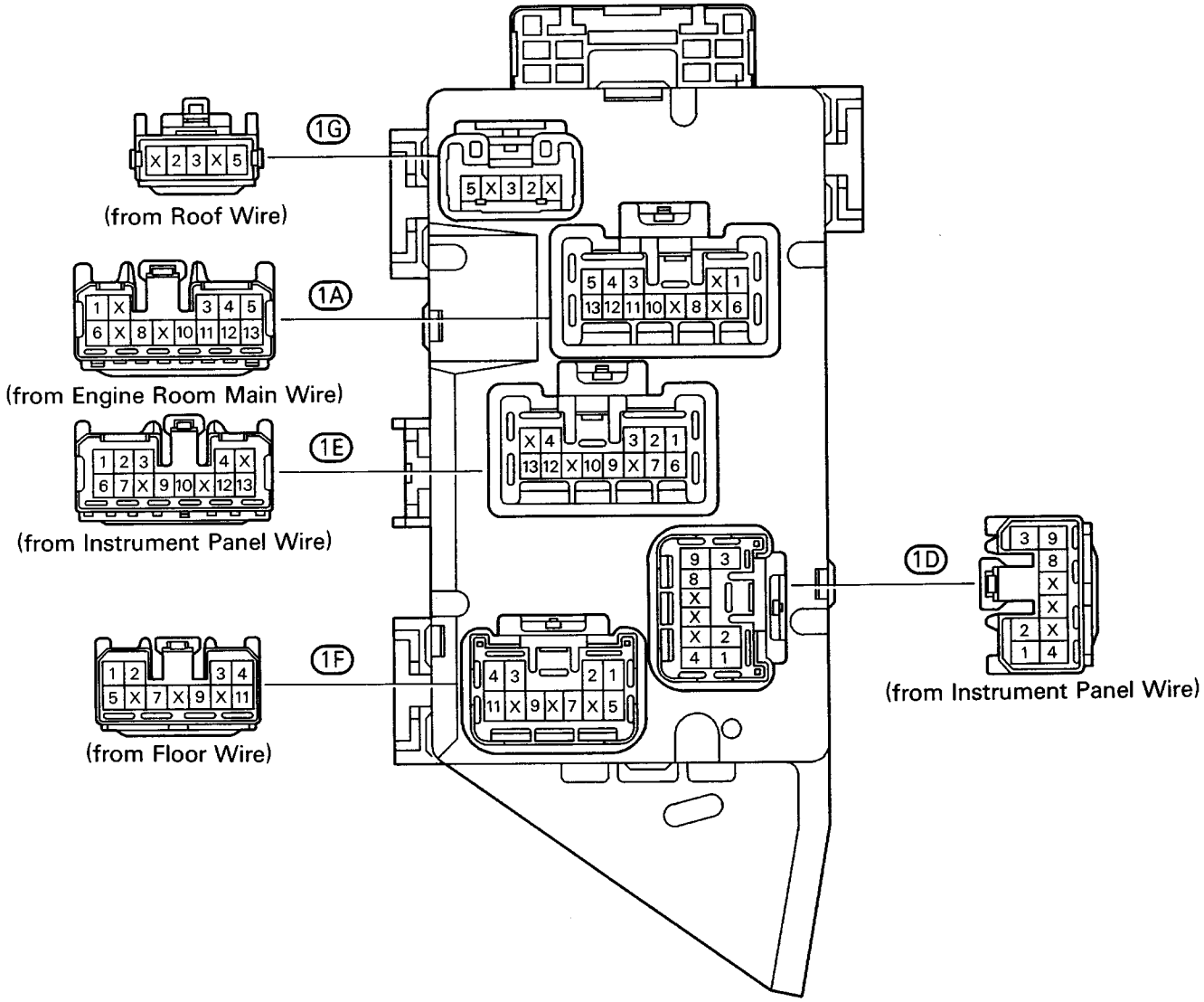


(Inner Circuit: See Page 30)

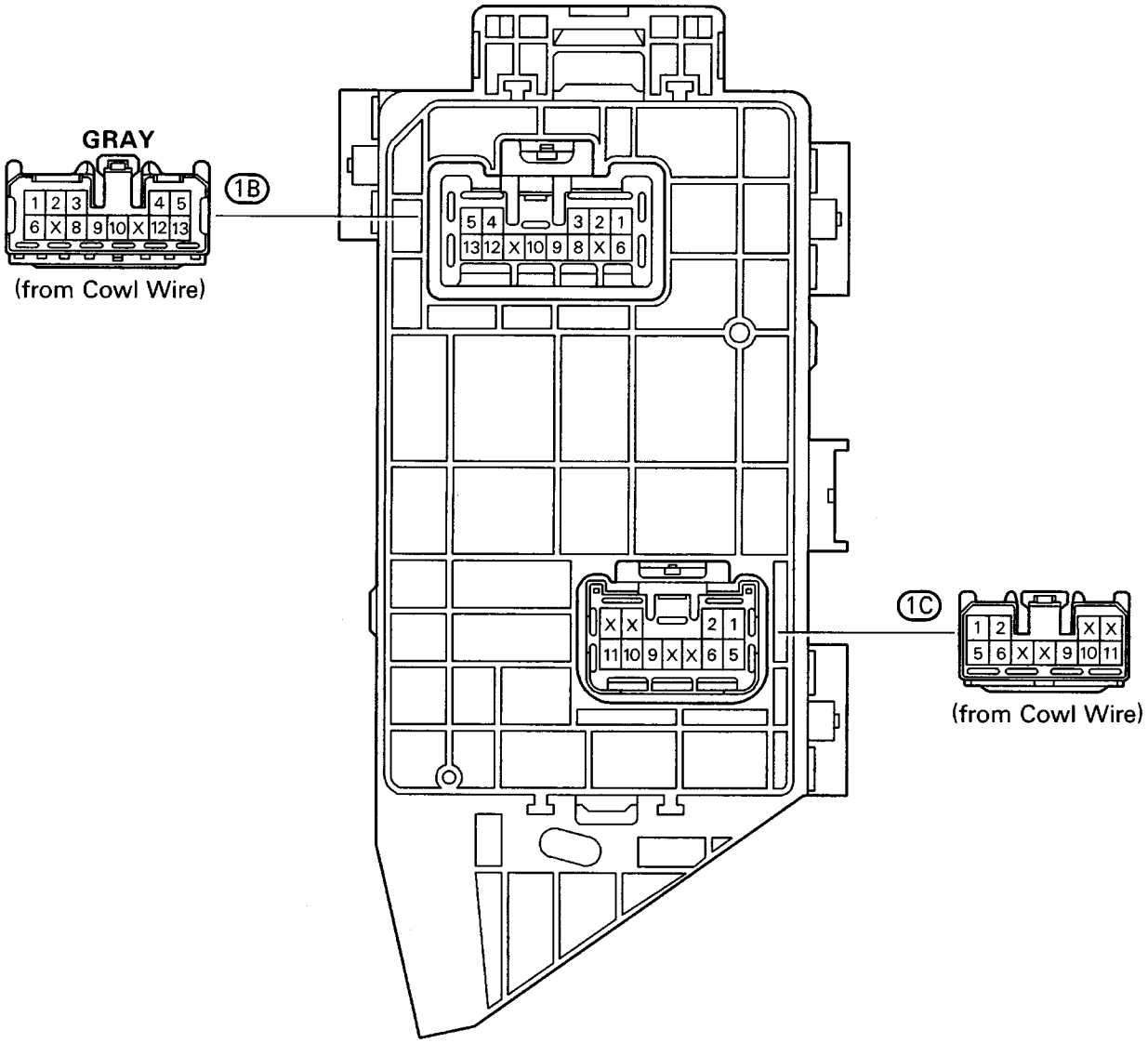


F RELAY LOCATIONS

◯ : Driver Side J/B	Left Kick Panel (See Page 19)



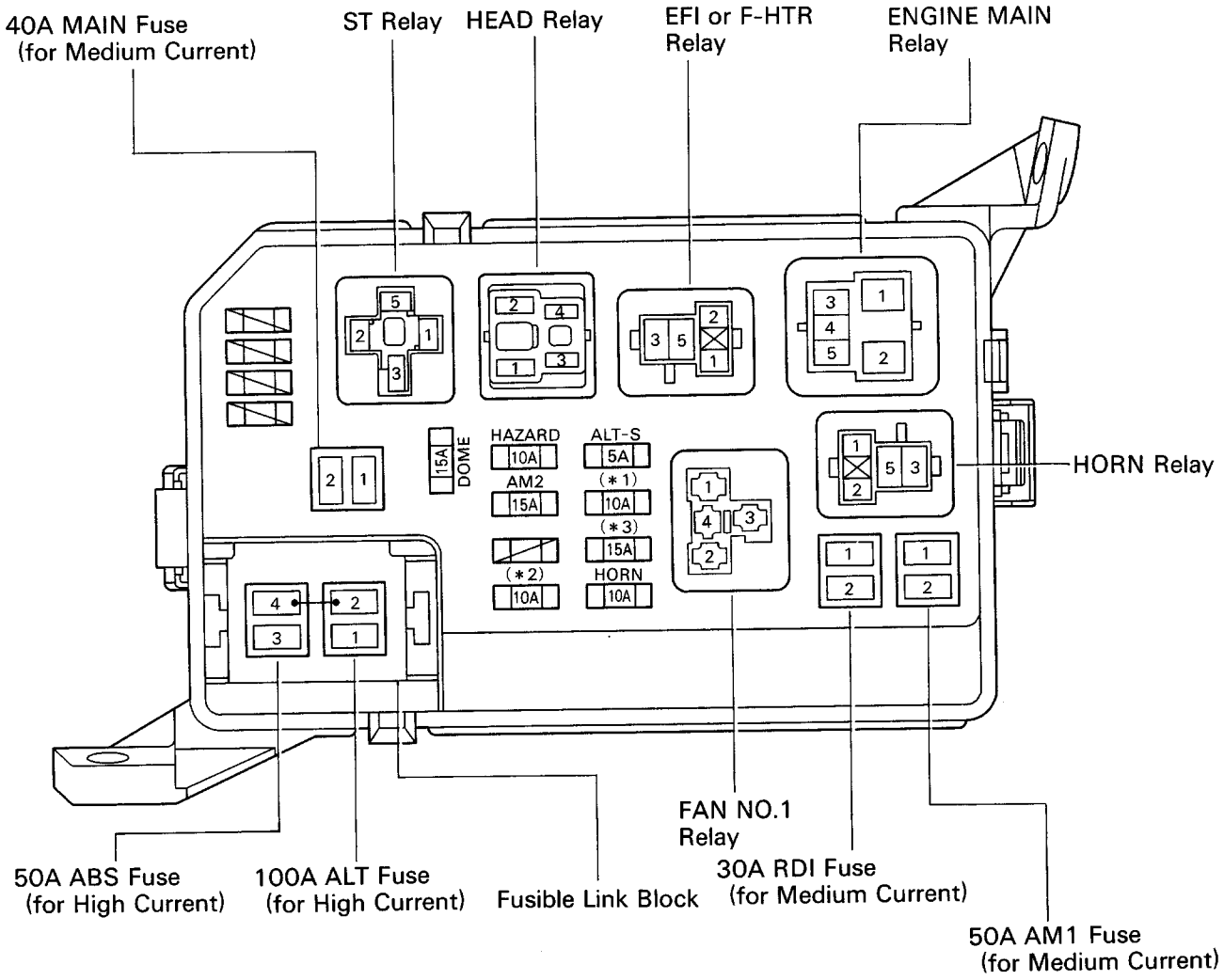
(Inner Circuit: See Page 31)



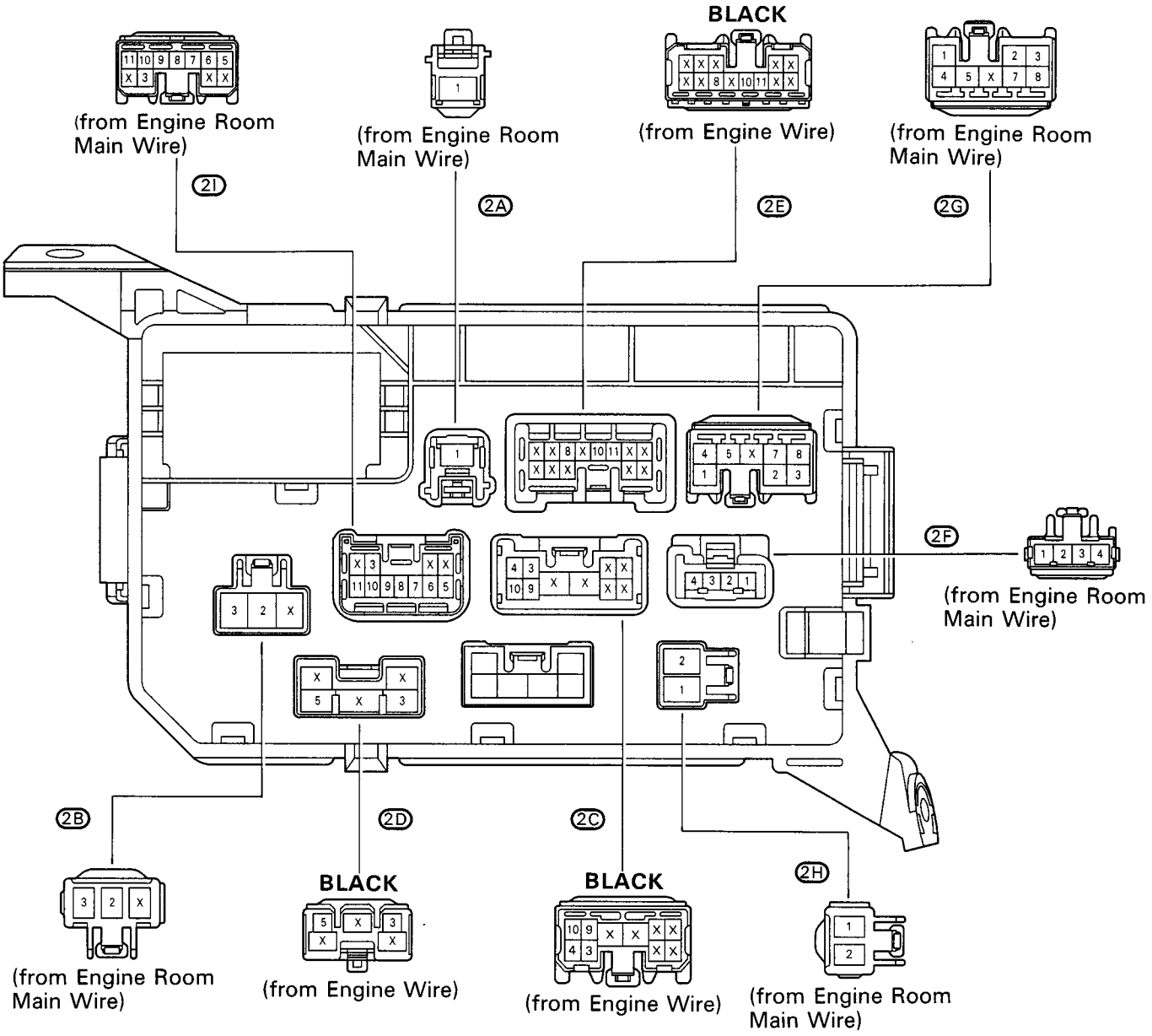
F RELAY LOCATIONS

◯ : Engine Room J/B	Engine Compartment Left (See Page 18)

*1: HEAD (RH) or HEAD (RH–UPR)
*2: HEAD (LH) or HEAD (LH–UPR)
*3: EFI or F–HTR



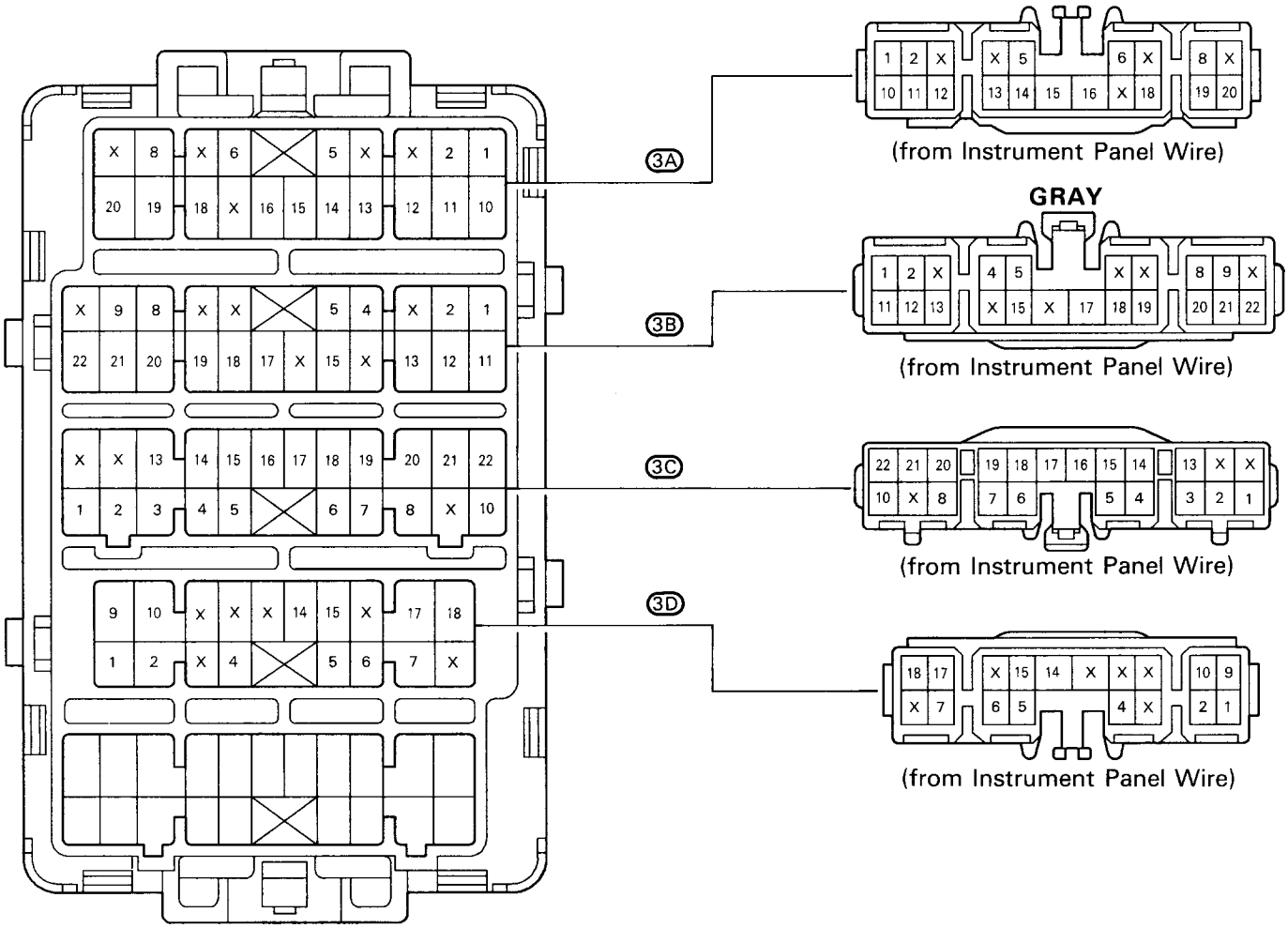
(Inner Circuit: See Page 32)



F RELAY LOCATIONS

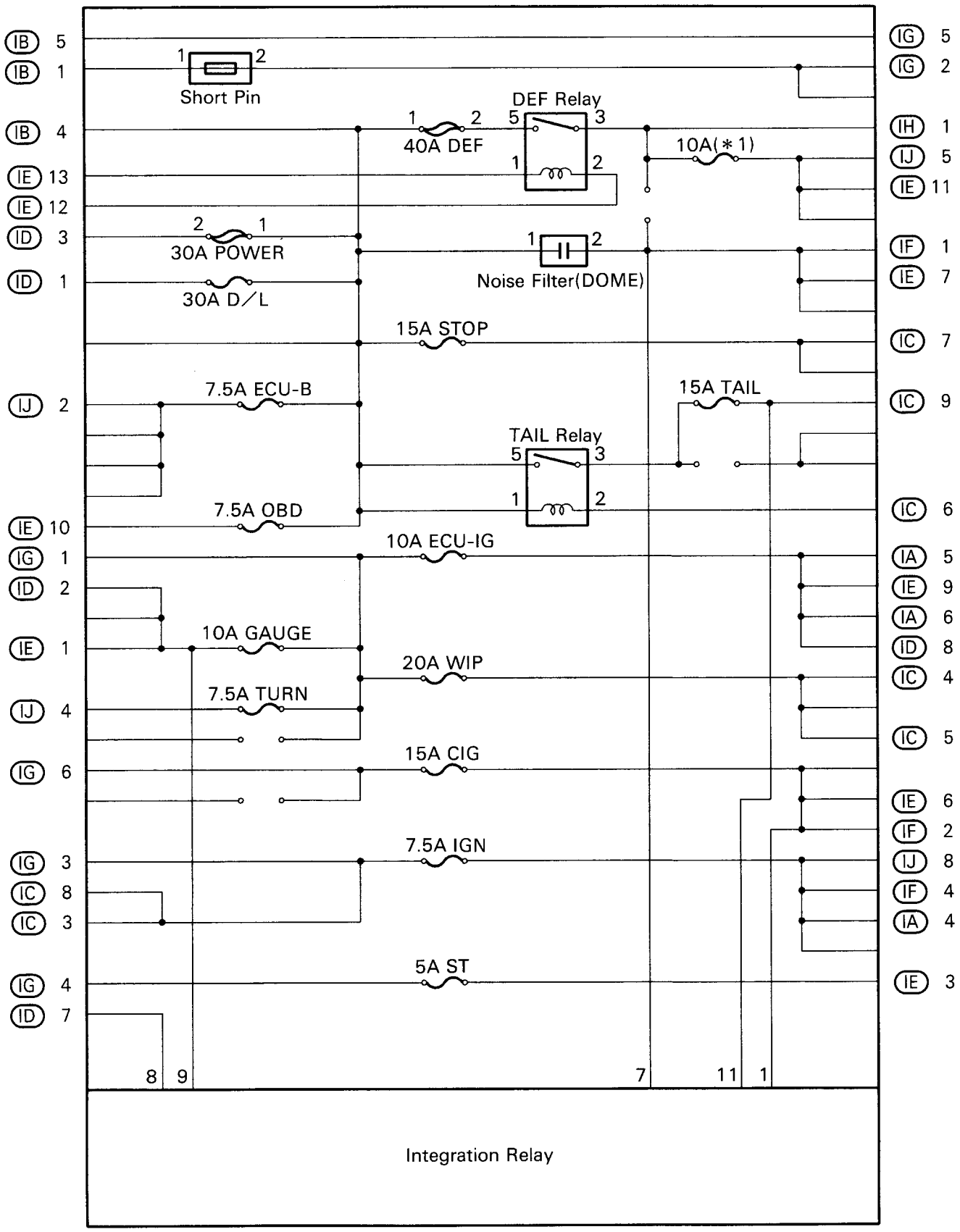
◯ : Center J/B	Behind the Combination Meter (See Page 19)

(Inner Circuit: See Page 33)

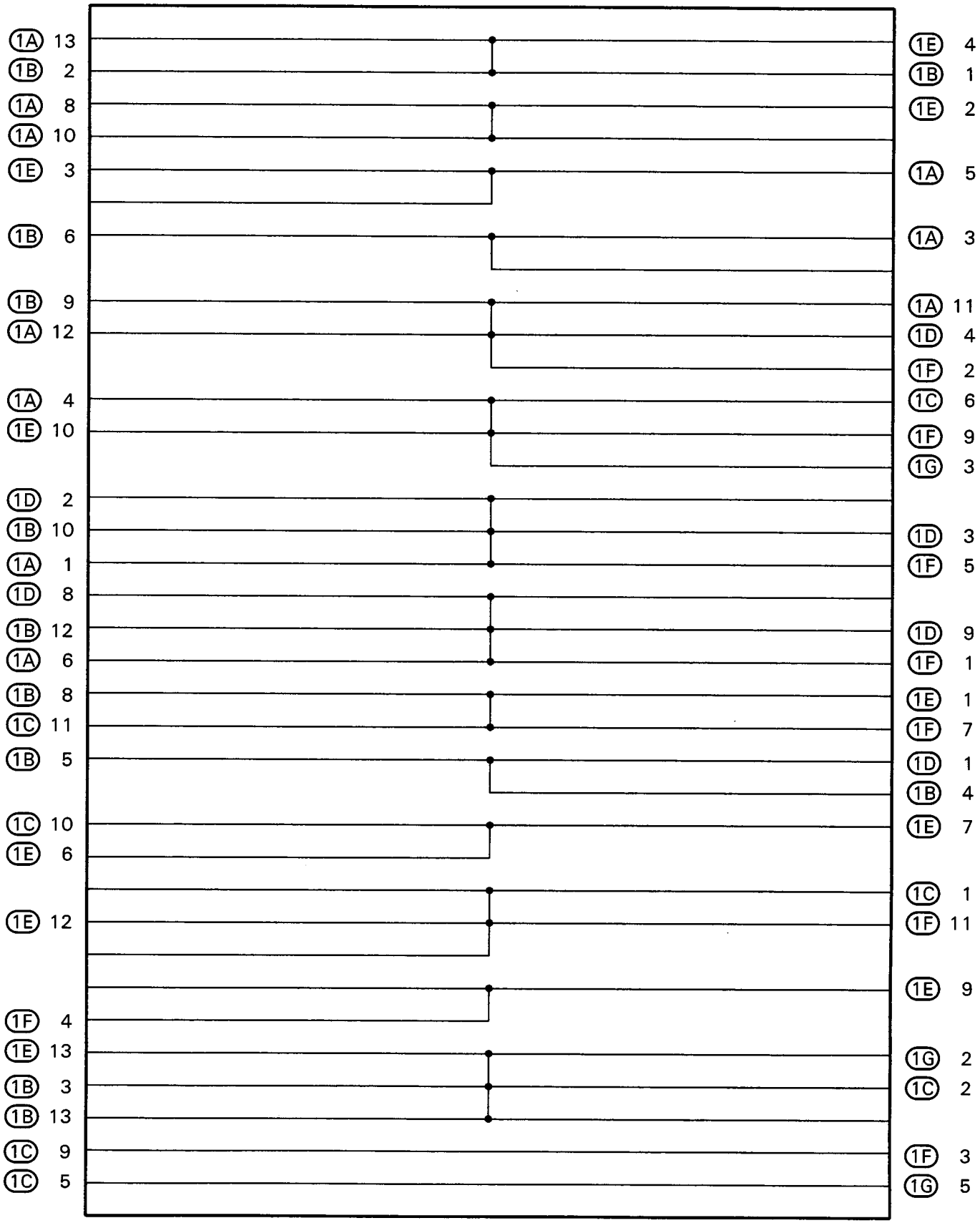


[Instrument Panel J/B Inner Circuit]

*1: DEF I–UP/M–HTR

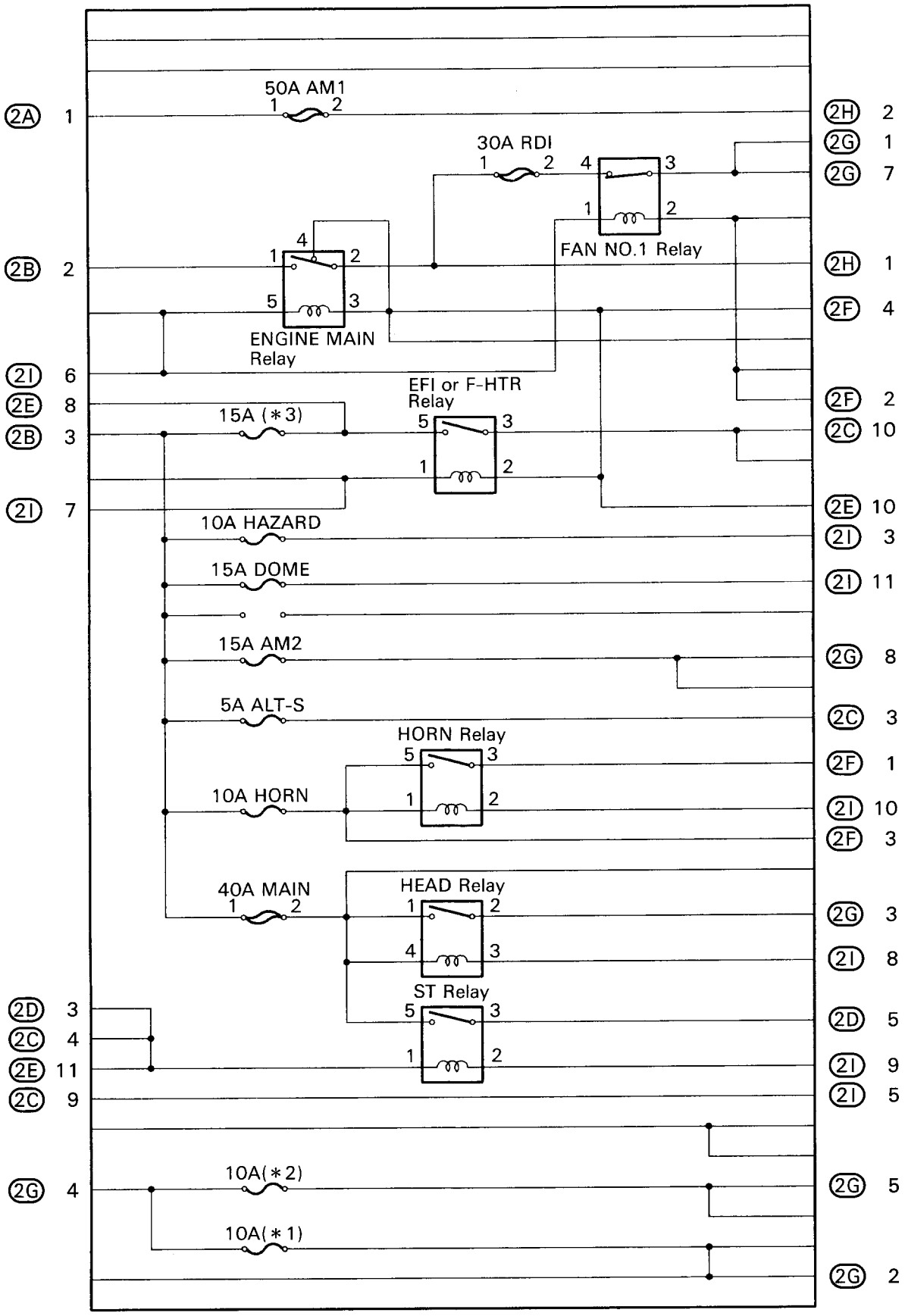


[Driver Side J/B Inner Circuit]

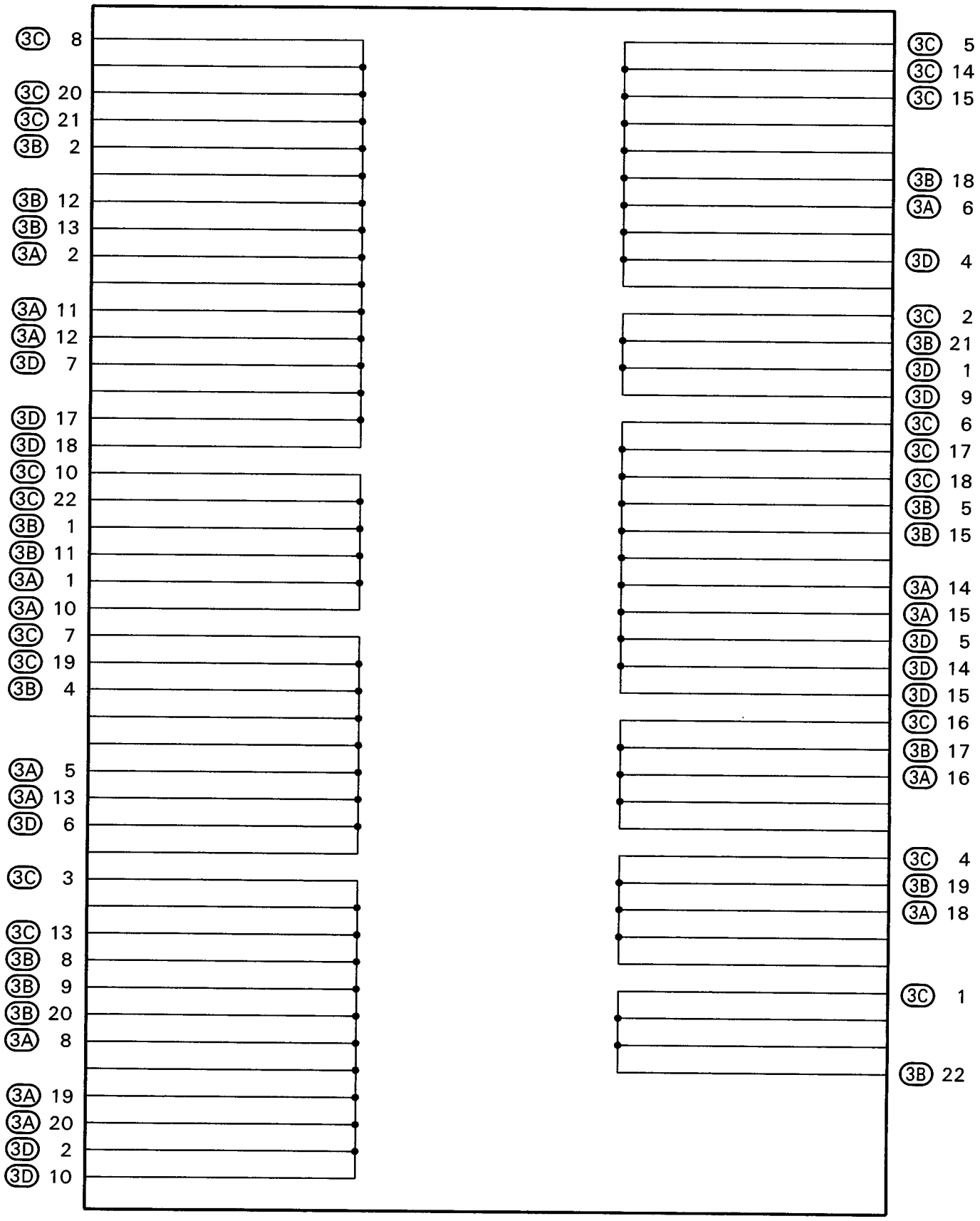


[Engine Room J/B Inner Circuit]

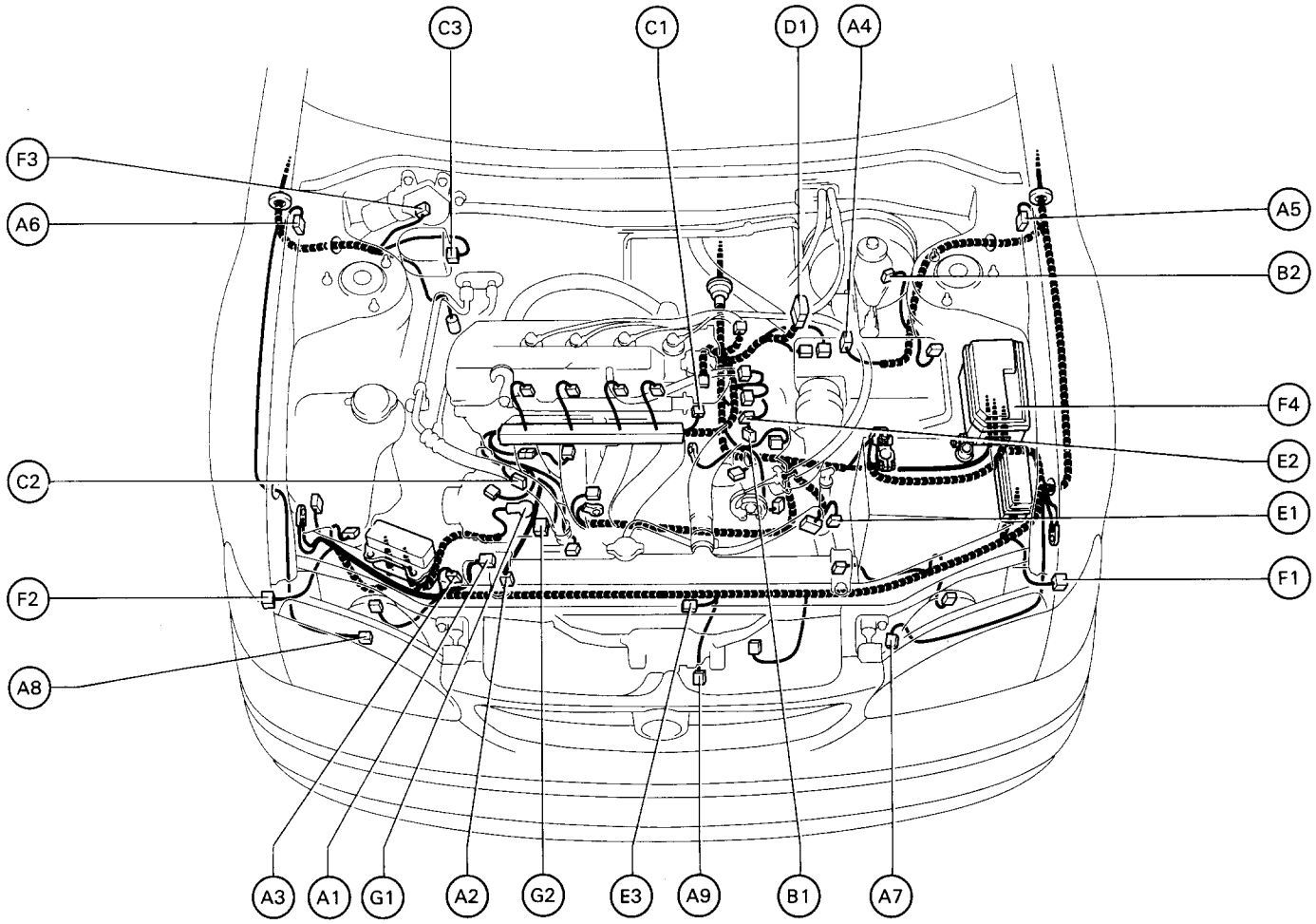
*1: HEAD (RH) or HEAD (RH–UPR)
*2: HEAD (LH) or HEAD (LH–UPR)
*3: EFI or F–HTR



[Center J/B Inner Circuit]



Position of Parts in Engine Compartment



A1 A/C Condenser Fan Motor
A2 A/C Magnetic Clutch and Lock Sensor
A3 A/C Triple Pressure SW
(A/C Dual and Single Pressure SW)
A4 ABS Actuator and ECU
A5 ABS Speed Sensor Front LH
A6 ABS Speed Sensor Front RH
A7 Airbag Sensor Front LH
A8 Airbag Sensor Front RH
A9 Ambient Temp. Sensor

B1 Back–Up Light SW
B2 Brake Fluid Level Warning SW

C1 Camshaft Position Sensor
C2 Carnakshaft Position Sensor
C3 Cruise Control Actuator

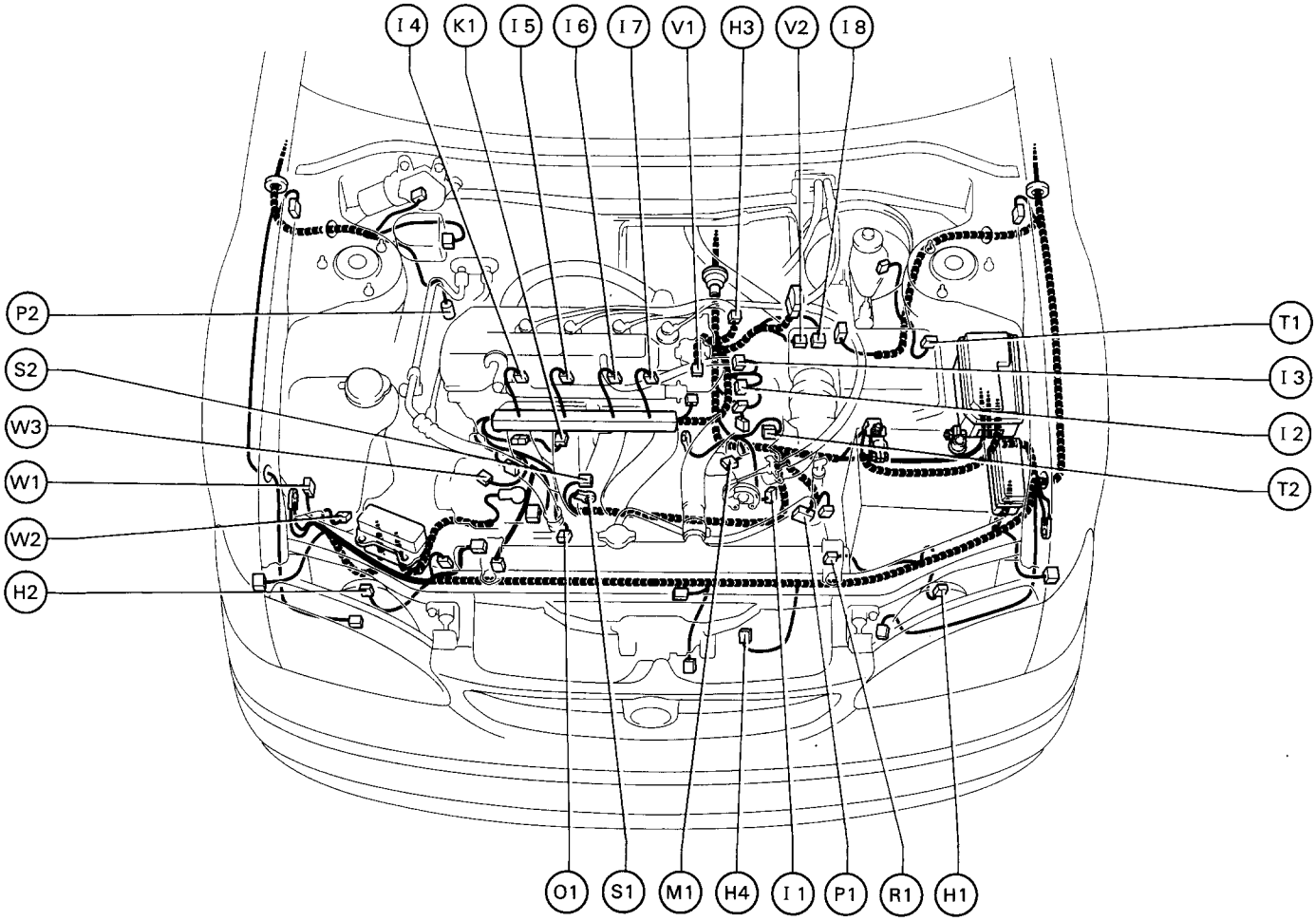
D1 Data Link Connector 1

E1 Electronically Controlled Transmission Solenoid
E2 Engine Coolant Temp.
Sensor and Water Temp. Sender
E3 Engine Hood Courtesy SW

F1 Front Turn Signal and Parking Light LH
F2 Front Turn Signal and Parking Light RH
F3 Front Wiper Motor
F4 Fusible Link Block

G1 Generator
G2 Generator

Position of Parts in Engine Compartment



H1 Headlight LH
H2 Headlight RH
H3 Heated Oxygen Sensor (Bank 1 Sensor 1)
H4 Horn

I1 Idle Air Control Valve
I2 Ignition Coil and Igniter No. 1
I3 Ignition Coil and Igniter No. 2
I4 Injector No. 1
I5 Injector No. 2
I6 Injector No. 3
I7 Injector No. 4
I8 Intake Air Temp. Sensor

K1 Knock Sensor

M1 Manifold Absolute Pressure Sensor

O1 Oil Pressure SW

P1 Park/Neutral Position SW
P2 Power Steering Oil Pressure SW

R1 Radiator Fan Motor

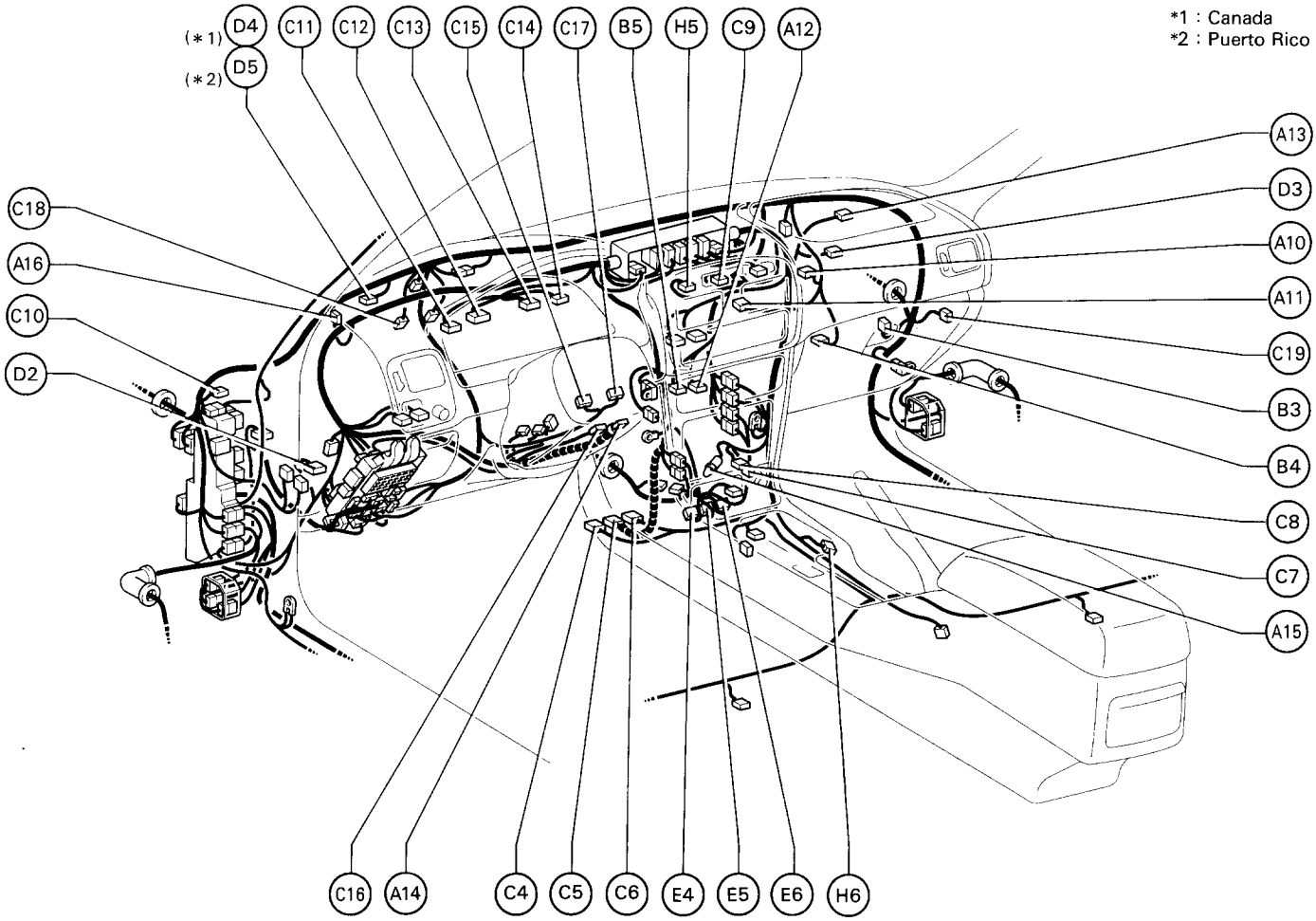
S1 Starter
S2 Starter

T1 Theft Deterrent Horn
T2 Throttle Position Sensor

V1 Vehicle Speed Sensor
V2 VSV (ORVR)

W1 Washer Level Warning SW
W2 Washer Motor
W3 Water Temp. SW (Radiator Fan)

Position of Parts in Instrument Panel



A10 A/C Amplifier
A11 A/C Evaporator Temp. Sensor
A12 A/C SW
A13 Airbag Squib (Front Passenger Airbag Assembly)
A14 Airbag Squib (Steering Wheel Pad)
A15 Ashtray Illumination
A16 Automatic Light Control Sensor

B3 Blower Motor
B4 Blower Resistor
B5 Blower SW

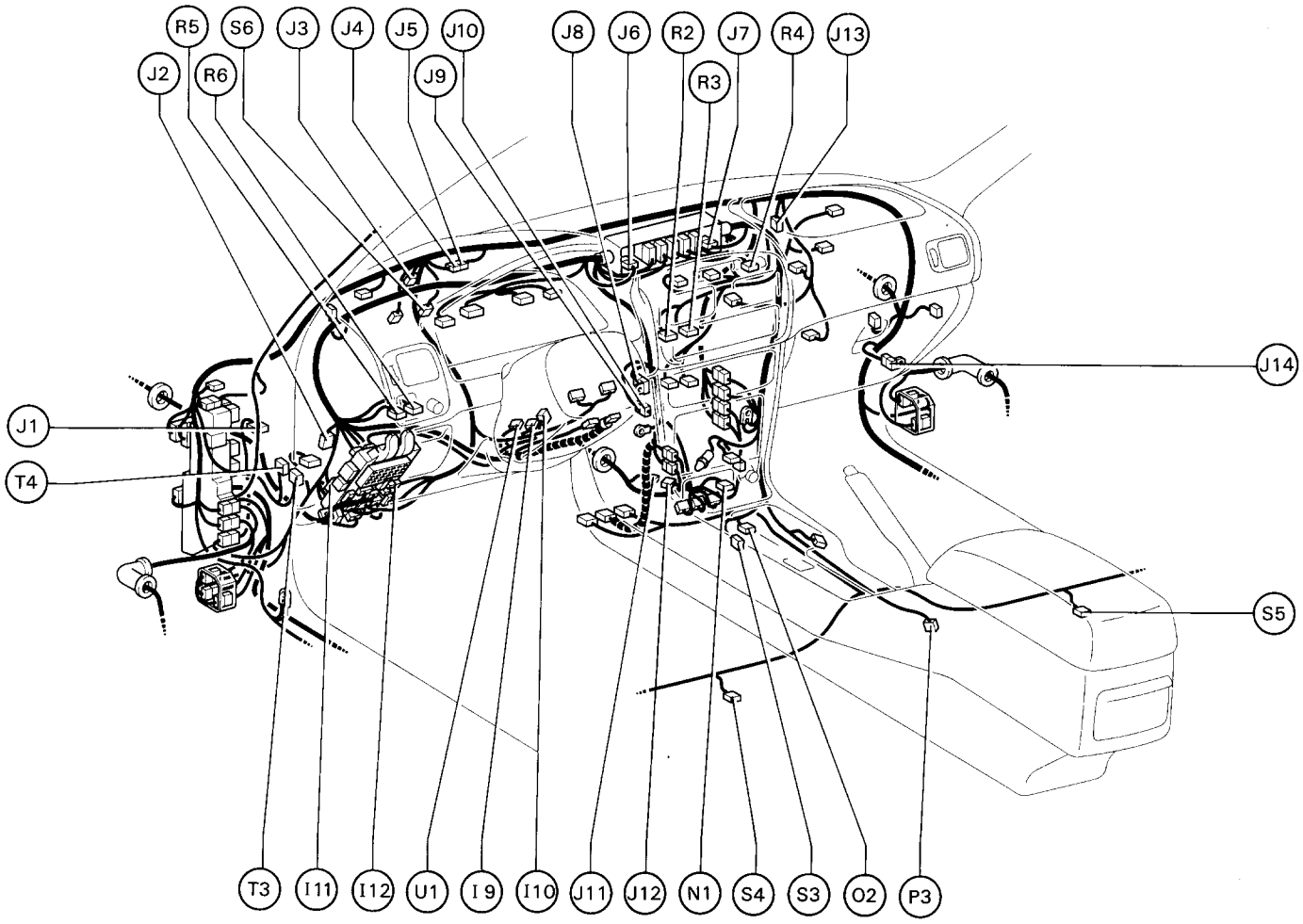
C4 Center Airbag Sensor Assembly
C5 Center Airbag Sensor Assembly
C6 Center Airbag Sensor Assembly
C7 Cigarette Lighter
C8 Cigarette Lighter Illumination
C9 Clock
C10 Clutch Start SW
C11 Combination Meter
C12 Combination Meter
C13 Combination Meter
C14 Combination Meter
C15 Combination SW
C16 Combination SW
C17 Combination SW
C18 Cruise Control Clutch SW
C19 Cruise Control ECU

D2 Data Link Connector 3
D3 Daytime Running Light Relay (Main)
D4 Diode (Daytime Running Light)
D5 Diode (Door Courtesy)

E4 Engine Control Module
E5 Engine Control Module
E6 Engine Control Module

H5 Hazard SW
H6 Heated Oxygen Sensor (Bank 1 Sensor 2)

Position of Parts in Instrument Panel



I9 Ignition Key Cylinder Light
I10 Ignition SW
I11 Intergration Relay
I12 Intergration Relay

J1 Junction Connector
J2 Junction Connector
J3 Junction Connector
J4 Junction Connector
J5 Junction Connector
J6 Junction Connector
J7 Junction Connector
J8 Junction Connector
J9 Junction Connector
J10 Junction Connector
J11 Junction Connector
J12 Junction Connector
J13 Junction Connector
J14 Junction Connector

N1 Noise Filter (Ignition)

O2 O/D SW

P3 Parking Brake SW

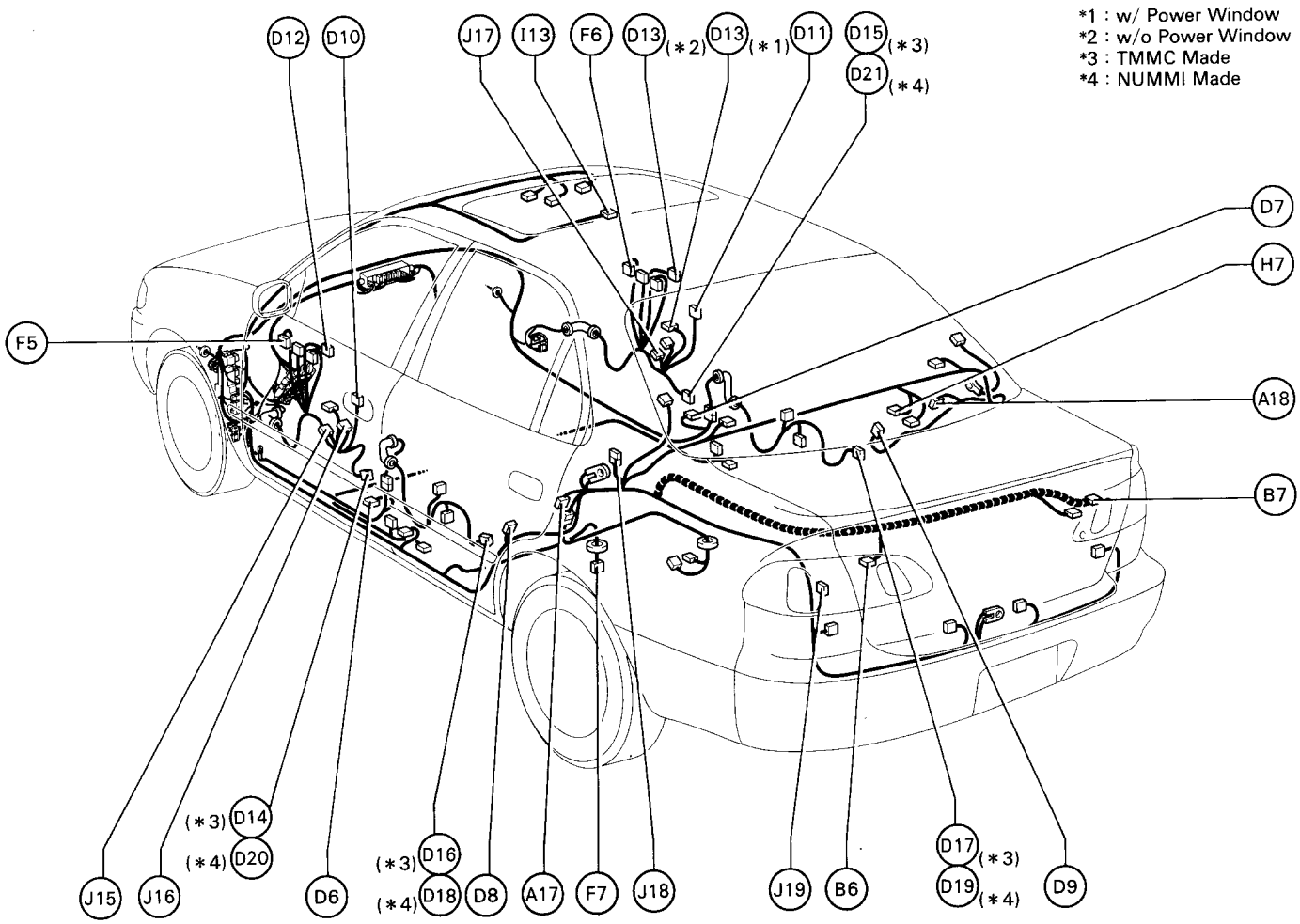
R2 Radio and Player
R3 Radio and Player
R4 Rear Window Defogger SW
R5 Remote Control Mirror SW
R6 Rheostat

S3 Shift Lock ECU
S4 Side Airbag Squib LH
S5 Side Airbag Squib RH
S6 Stop Light SW

T3 Theft Deterrent ECU
T4 Theft Deterrent ECU

U1 Unlock Warning SW and Key Interlock Solenoid

Position of Parts in Body



A17 ABS Speed Sensor Rear LH
A18 ABS Speed Sensor Rear RH

B6 Back–Up Light LH
B7 Back–Up Light RH

D6 Door Courtesy SW Front LH
D7 Door Courtesy SW Front RH
D8 Door Courtesy SW Rear LH
D9 Door Courtesy SW Rear RH
D10 Door Key Lock and Unlock SW LH
D11 Door Key Lock and Unlock SW RH
D12 Door Lock Control SW LH
D13 Door Lock COntrol SW RH
D14 Door Lock Motor and Ulock Detection SW Front LH
D15 Door Lock Motor or Unlock Detection Sw Front RH
D16 Door Lock Motor or Unlock Detection SW Front LH
D17 Door Lock Motor or Unlock Detection SW Rear RH
D18 Door Lock Motor Rear LH
D19 Door Lock Motor Rear RH
D20 Door Lock Motor, Unlock Detection SW and Door Key Lock and Unlock SW Front LH
D21 Door Lock Motor and Door Key Lock and Unlock SW Front RH

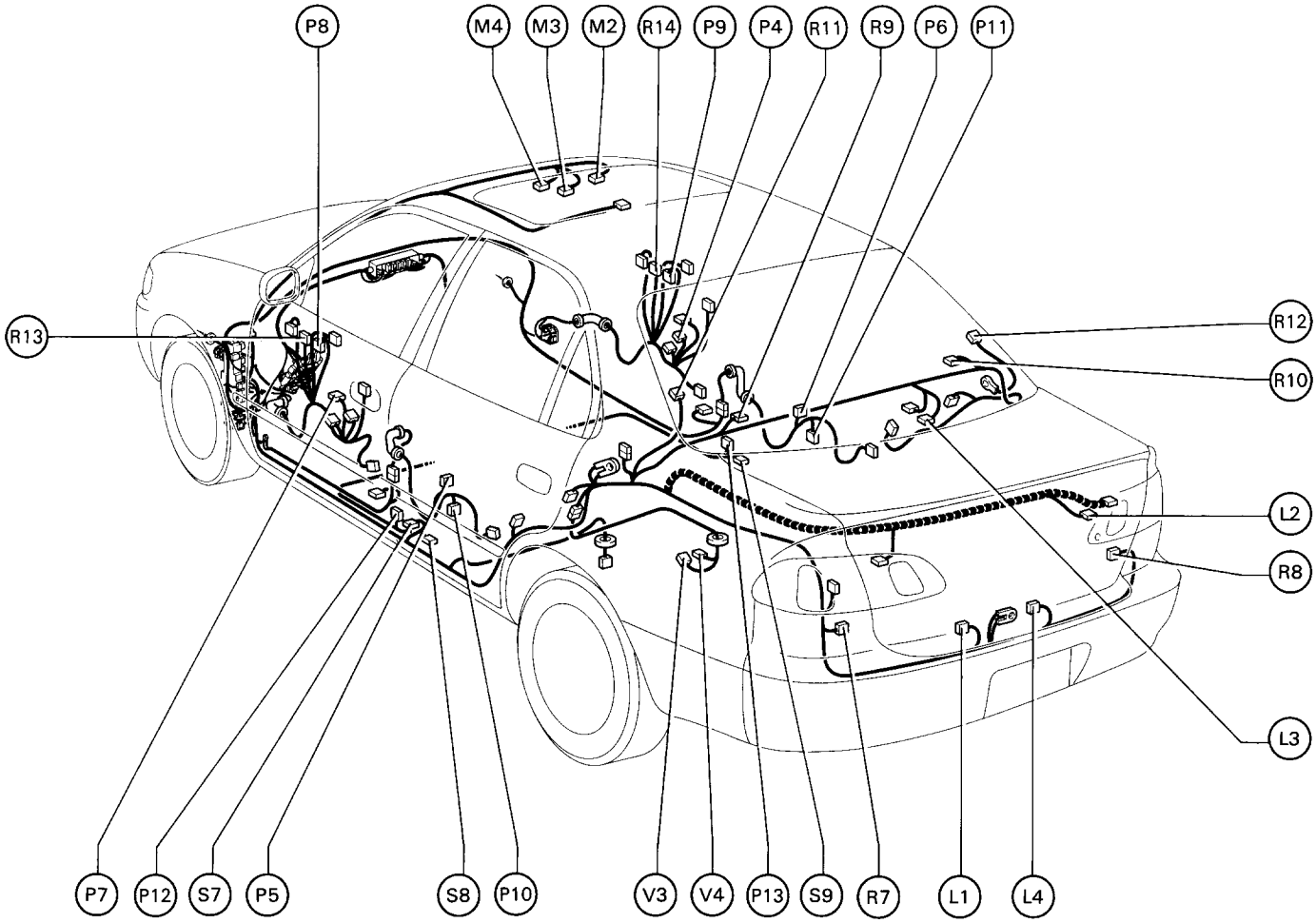
F5 Front Door Speaker LH
F6 Front Door Speaker RH
F7 Fuel Pump and Sender

H7 High Mounted Stop Light

I13 Interior Light

J15 Junction Connector
J16 Junction Connector
J17 Junction Connector
J18 Junction Connector
J19 Junction Connector

Position of Parts in Body



L1 License Plate Light
L2 Luggage Compartment Key Unlock SW
L3 Luggage Compartment Light
L4 Luggage Compartment Light SW

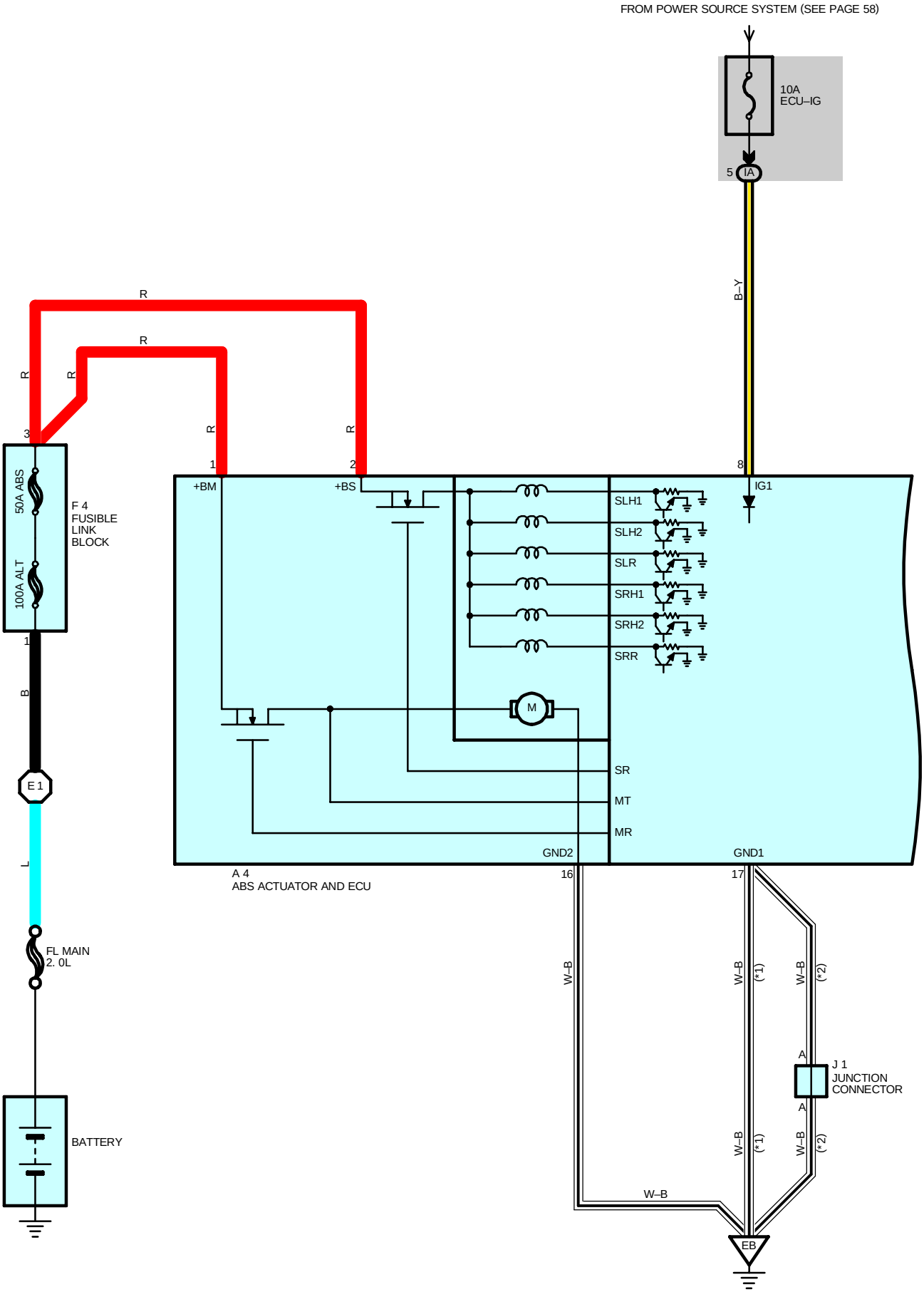
M2 Moon Roof Control Relay
M3 Moon Roof Control SW
M4 Moon Roof Motor and Limit SW

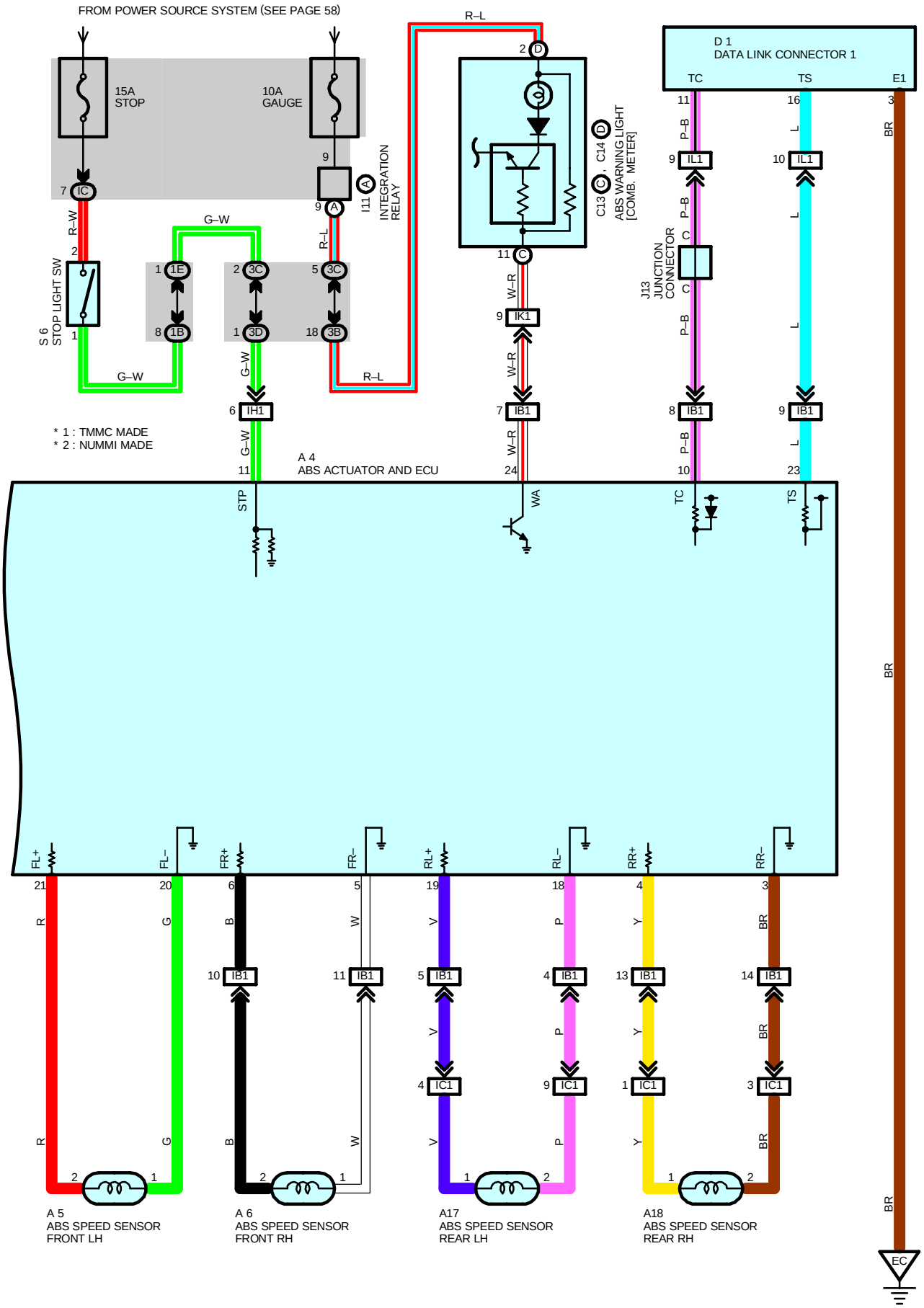
P4 Power Window Control SW Front RH
P5 Power Window Control SW Rear LH
P6 Power Window Control SW Rear RH
P7 Power Window Master SW
P8 Power Window Motor Front LH
P9 Power Window Motor Front RH
P10 Power Window Motor Rear LH
P11 Power Window Motor Rear RH
P12 Pretensioner LH
P13 Pretensioner RH

R7 Rear Combination Light LH
R8 Rear Combination Light RH
R9 Rear Speaker LH
R10 Rear Speaker RH
R11 Rear Window Defogger (+)
R12 Rear Window Defogger (–)
R13 Remote Control Mirror LH
R14 Remote Control Mirror RH

S7 Seat Belt Retractor SW
S8 Side Airbag Sensor LH
S9 Side Airbag Sensor RH

V3 Vapor Pressure Sensor
V4 VSV (Vapor Pressure Sensor)


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
10A
ECU–IG
5
IA
B–Y
R
R
R
R
R
R
3
1
2
8
50A ABS
100A ALT
F 4
FUSIBLE
LINK
BLOCK
+BM
+BS
IG1
SLH1
SLH2
SLR
SRH1
SRH2
SRR
M
SR
MT
MR
B
E 1
L
GND2
GND1
A 4
ABS ACTUATOR AND ECU
16
17
FL MAIN
2. 0L
W–B
W–B
(*1)
W–B
(*2)
A
J 1
JUNCTION
CONNECTOR
A
BATTERY
W–B
(*1)
W–B
(*2)
W–B
EB


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A STOP
10A GAUGE
I11 INTEGRATION RELAY
C13 C14 ABS WARNING LIGHT [COMB. METER]
D 1 DATA LINK CONNECTOR 1
TC
TS
E1
J13 JUNCTION CONNECTOR
S 6 STOP LIGHT SW
* 1 : TMMC MADE
* 2 : NUMMI MADE
A 4 ABS ACTUATOR AND ECU
STP
WA
FL+
FL–
FR+
FR–
RL+
RL–
RR+
RR–
A 5 ABS SPEED SENSOR FRONT LH
A 6 ABS SPEED SENSOR FRONT RH
A17 ABS SPEED SENSOR REAR LH
A18 ABS SPEED SENSOR REAR RH
EC

SYSTEM OUTLINE

ABS is a brake system designed to improve the operating ability and securing the stability of the vehicle by preventing the lock–up of the vehicle by controlling the wheel cylinder pressure of all the four wheels at the time of sudden braking.

1. INPUT SIGNALS

(1) Speed sensor signal

The speed of the wheels is detected and input to **TERMINALS FL+, FR+, RL+**, and **RR+** of the ABS actuator and ECU.

(2) Stop light SW signal

A signal is input to **TERMINAL STP** of the ABS actuator and ECU when brake pedal is depressed.

2. SYSTEM OPERATION

When the wheels are locked–up, the solenoid inside the actuator is controlled by the signal from the ABS actuator and ECU, and the brake fluid in the wheel cylinder will flow through the reservoir and reduce the hydraulic pressure.

While the ABS is in operation, as the ABS actuator and ECU always outputs the operation signal to the pump inside the actuator, and the brake fluid stored inside the reservoir will be sucked up by the pump inside the actuator and returned to the master cylinder.

When the hydraulic pressure of the wheel cylinder is decompressed or increased until the necessary hydraulic pressure, the solenoid inside the actuator is controlled by the control signal from the ABS actuator and ECU and as a result, hydraulic pressure of the wheel cylinder will be closed at both the master cylinder and reservoir sides routes, and the hydraulic pressure of the wheel cylinder will be in the hold condition.

If increase of the hydraulic pressure volume of the wheel cylinder becomes necessary, the control signals from the ABS actuator and ECU control the solenoid inside the actuator, to resume to the mormal condition. Thus the brake fluid of the master cylinder will be sent to the wheel cylinder and will increase the hydraulic pressure of the wheel cylinder. At this time, in the case that the brake fluid is left in the reservoir, it will be sucked up by the pump inside the actuator and will be sent to the wheel cylinder.

SERVICE HINTS

A5, A6 ABS SPEED SENSOR FRONT LH, RH

2–1 : **1.4** –**1.8** kΩ (**25**˚C, **77**˚F)

A17, A18 ABS SPEED SENSOR REAR LH, RH

1–2 : **1.05** –**1.45** kΩ (**25**˚C, **77**˚F)

A4 ABS ACTUATOR AND ECU

(Connect the ABS actuator and ECU connectors)

23–GROUND : Approx. **12** volts with the ignition SW at **ON** position and the data link connector 1, TC–E1 TS–E1 not connected

10–GROUND : Approx. **12** volts with the ignition SW at **ON** position and the data link connector 1, TC–E1 TS–E1 not connected

16, 17–GROUND : Always continuity

8, 24–GROUND : Approx. **12** volts with the ignition SW at **ON** position

11–GROUND : Approx. **12** volts with the brake pedal depressed

1, 2–GROUND : Always approx. **12** volts

: PARTS LOCATION

Code	See Page	Code		See Page	Code	See Page
A4	34	C13	C	36	J1	37
A5	34	C14	D	36	J13	37
A6	34	D1		34	S6	37
A17	38	F4		34		
A18	38	I11	A	37		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IA	22	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IC	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
3B	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3C		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB1	42	Engine Room Main Wire and Cowl Wire (Near the Driver Side R/B)
IC1	42	Floor Wire and Cowl Wire (Near the Driver Side J/B)
IH1	42	Engine Room Main Wire and Instrument Panel Wire (Lower Finish Panel)
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IL1	44	Engine Wire and Cowl Wire (Instrument Panel Brace RH)

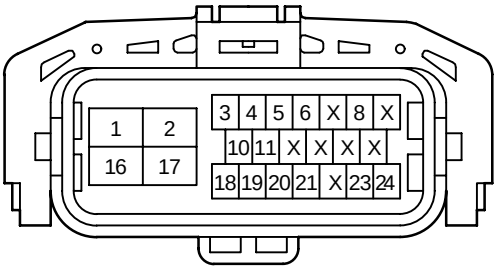
: GROUND POINTS

Code	See Page	Ground Points Location
EB	40	Front Side of the Left Fender
EC	40	Cylinder Head

: SPLICE POINTS

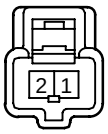
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	40	Engine Room Main Wire			

A4 BLACK



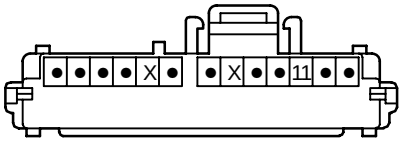
A5, A6

A17 GRAY

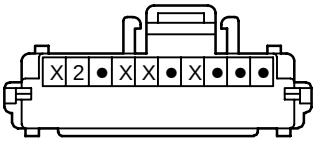


A18 GRAY

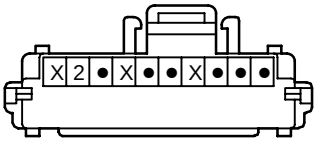
C13 (C) BLUE



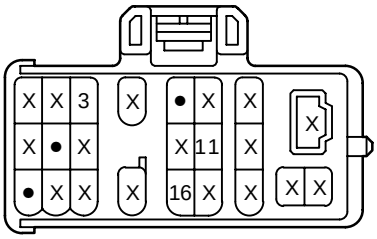
(USA, Puerto Rico) C14 (D) GRAY



(Canada) C14 (D) GRAY



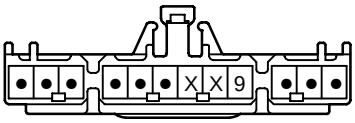
D1 BLACK



F4

(See Page 26)

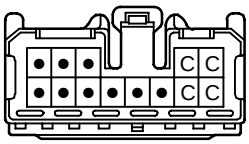
I11 (A)



J1

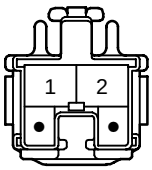
(Hint : See Page 7)

J13

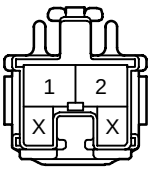


(Hint : See Page 7)

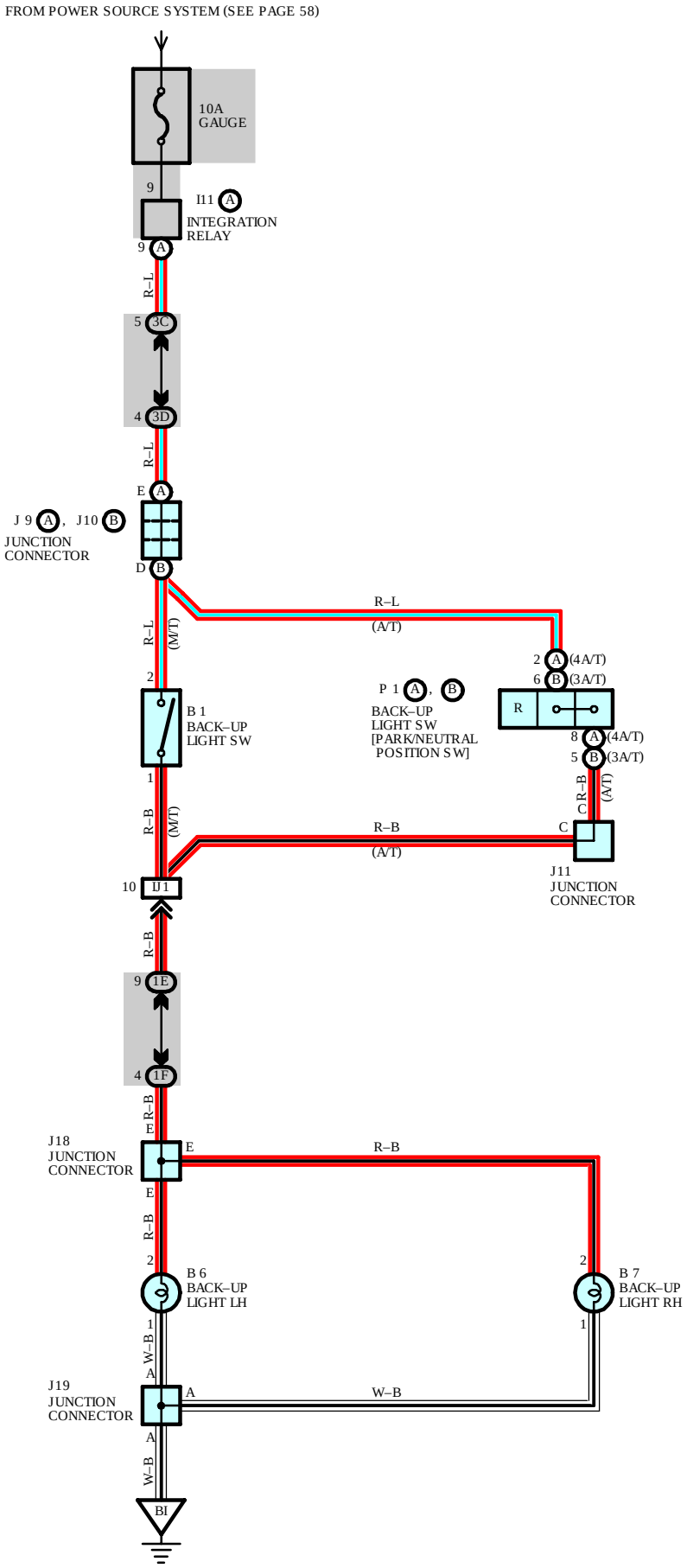
(w/ Cruise Control) S6 BLUE



(w/o Cruise Control) S6 BLUE



BACK–UP LIGHT



SERVICE HINTS

P1 (A), (B) BACK–UP LIGHT SW [PARK/NEUTRAL POSITION SW] (A/T)
(A) 2, (B) 6–(A) 8, (B) 5 : Closed with the shift lever at **R** position

B1 BACK–UP LIGHT SW (M/T)
2–1 : Closed with the shift lever at **R** position

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
B1		34	J9	A	37	J19		38
B6		38	J10	B	37	P1	A	35
B7		38	J11		37		B	35
I11	A	37	J18		38			

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
1F	24	Floor Wire and Driver Side J/B (Left Kick Panel)
3C	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3D		

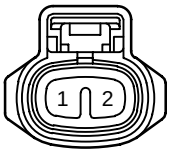
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IJ1	44	Engine Wire and Instrument Panel Wire (Instrument Panel Brace LH)

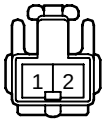
▽ : GROUND POINTS

Code	See Page	Ground Points Location
BI	46	Under the Left Quarter Pillar

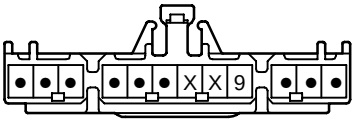
B1 GRAY



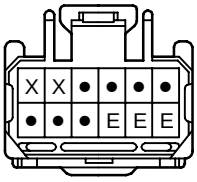
B6, B7



I11 (A)

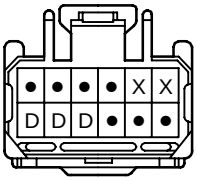


J9 (A) BLACK



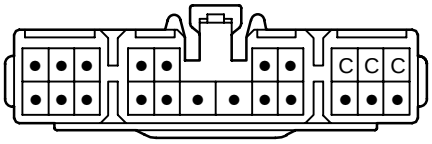
(Hint : See Page 7)

J10 (B) BLACK



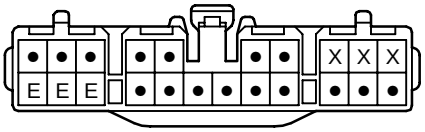
(Hint : See Page 7)

J11



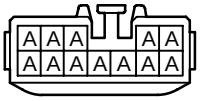
(Hint : See Page 7)

J18 DARK GRAY



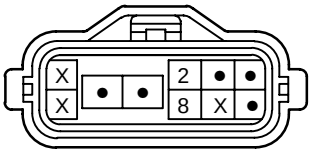
(Hint : See Page 7)

J19 BLUE

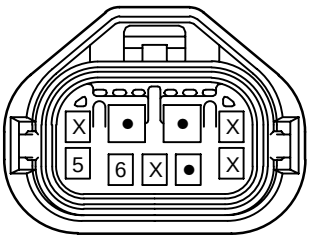


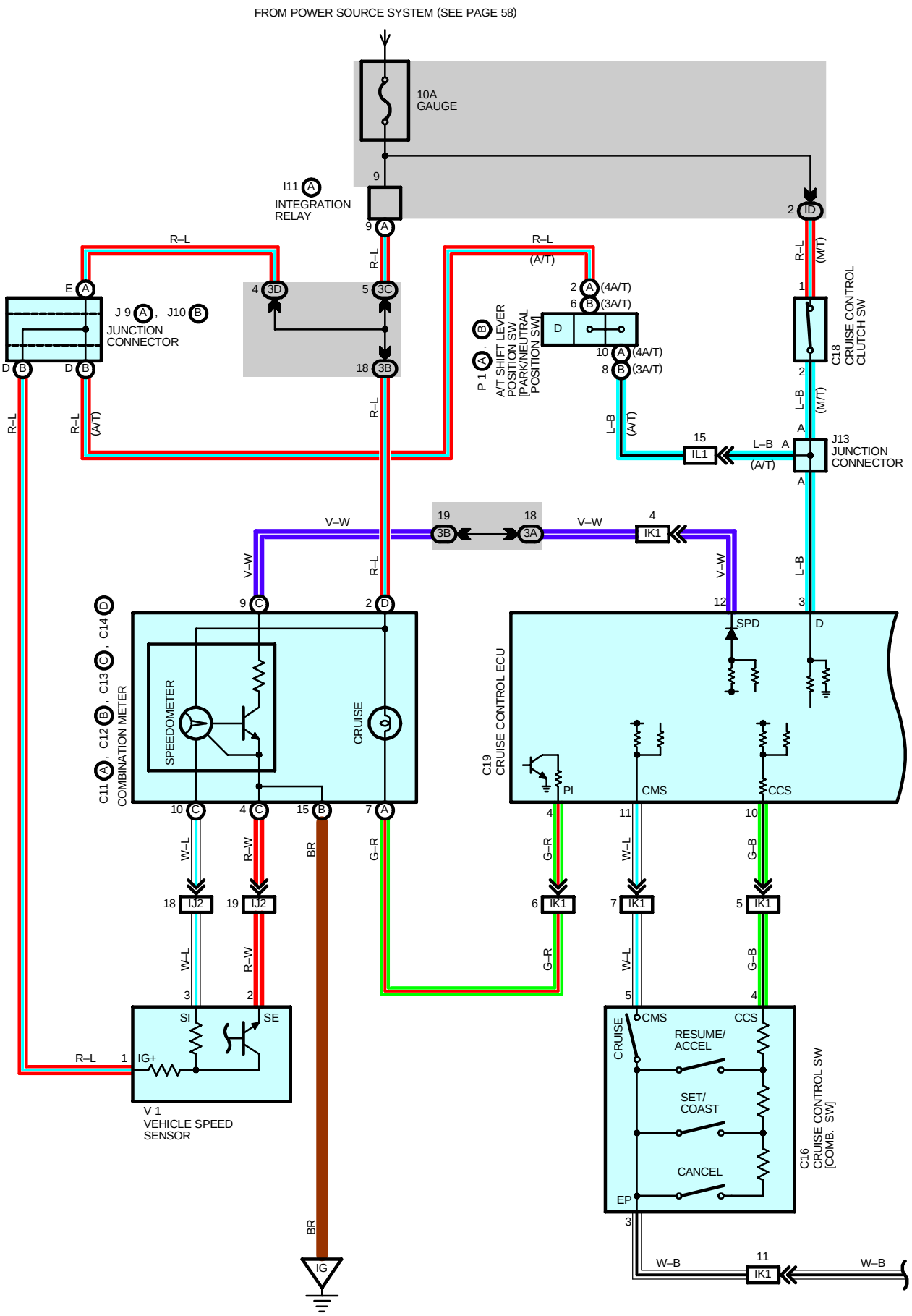
(Hint : See Page 7)

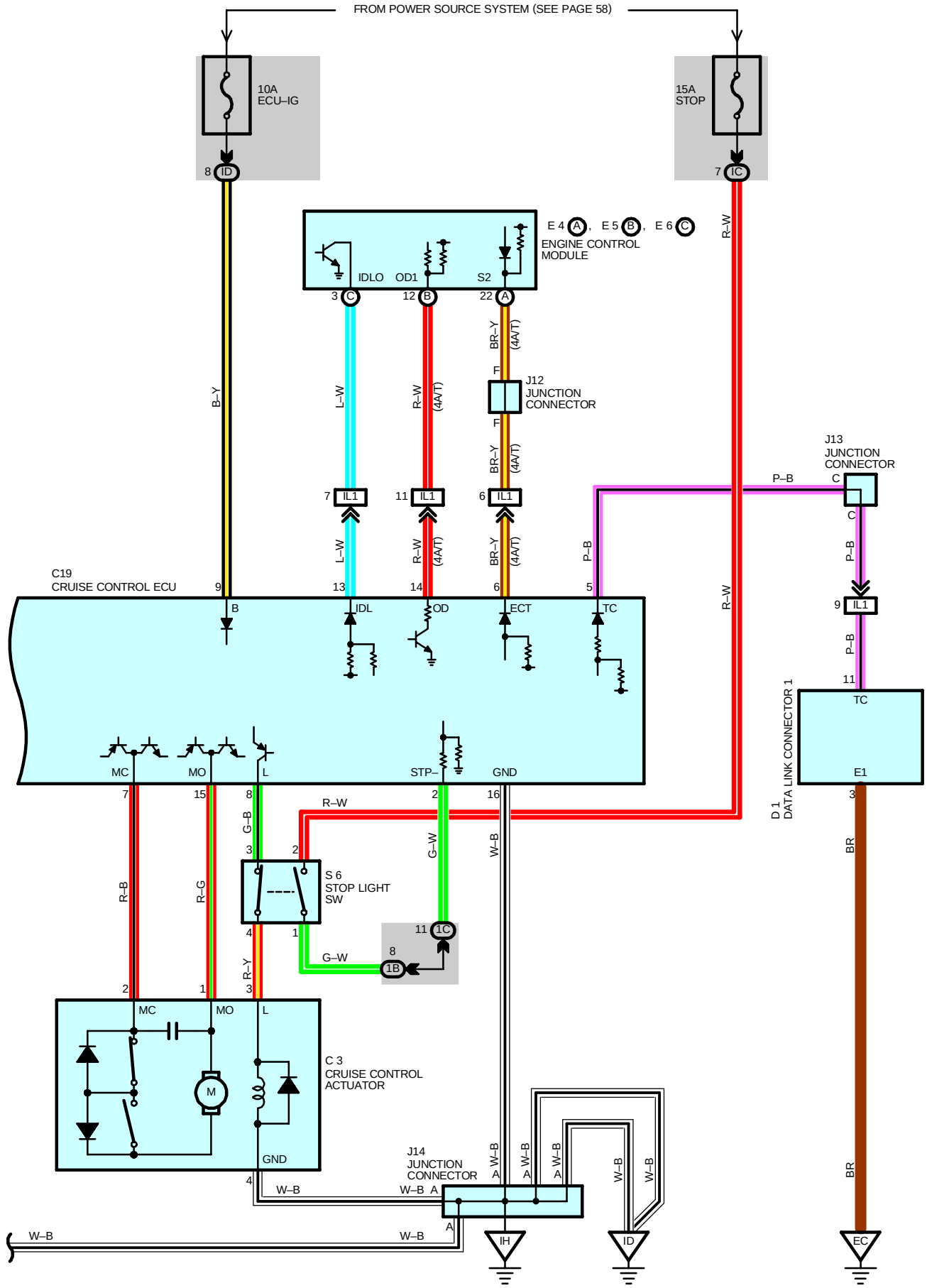
(4A/T) P1 (A) GRAY



(3A/T) P1 (B) GRAY




FROM POWER SOURCE SYSTEM (SEE PAGE 58)
10A
GAUGE
I11 A
INTEGRATION
RELAY
JUNCTION
CONNECTOR
J 9 A , J10 B
P 1 A , B
A/T SHIFT LEVER
POSITION SW
[PARK/NEUTRAL
POSITION SW]
C18
CRUISE CONTROL
CLUTCH SW
J13
JUNCTION
CONNECTOR
IL1
IK1
IJ2
C11 A , C12 B , C13 C , C14 D
COMBINATION METER
SPEEDOMETER
CRUISE
C19
CRUISE CONTROL ECU
SPD
PI
CMS
CCS
V 1
VEHICLE SPEED
SENSOR
SI
SE
IG+
C16
CRUISE CONTROL SW
[COMB. SW]
RESUME/
ACCEL
SET/
COAST
CANCEL
EP
IG
R–L
V–W
W–L
R–W
BR
G–R
G–B
L–B
W–B


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
10A
ECU–IG
15A
STOP
8 ID
7 IC
E 4 A, E 5 B, E 6 C
ENGINE CONTROL
MODULE
IDLO
OD1
S2
3 C
12 B
22 A
B–Y
L–W
R–W (4A/T)
BR–Y (4A/T)
F
J12
JUNCTION
CONNECTOR
F
BR–Y (4A/T)
7 IL1
11 IL1
6 IL1
L–W
R–W (4A/T)
BR–Y (4A/T)
P–B
R–W
J13
JUNCTION
CONNECTOR
C
C
P–B
9 IL1
P–B
11
TC
E1
D 1
DATA LINK CONNECTOR 1
3
BR
C19
CRUISE CONTROL ECU
9
B
13
IDL
14
OD
6
ECT
5
TC
MC
MO
L
STP–
GND
7
15
8
2
16
R–W
G–B
3
2
S 6
STOP LIGHT
SW
4
1
11 1C
8
1B
G–W
G–W
W–B
R–B
R–G
R–Y
2
1
3
MC
MO
L
M
C 3
CRUISE CONTROL
ACTUATOR
GND
4
W–B
J14
JUNCTION
CONNECTOR
W–B A
W–B
A
W–B
A
W–B
A
W–B
W–B
W–B
W–B
IH
ID
EC
BR

SYSTEM OUTLINE

The current is applied at all times through the **STOP** fuse to **TERMINAL 2** of the stop light SW.
With the ignition SW turned to on, the current flows through the **GAUGE** fuse to **TERMINAL 9** of the integration relay to **TERMINAL (A) 9** to **TERMINAL (D) 2** of the combination meter and the current through the **ECU–IG** fuse flows to **TERMINAL 9** of the cruise control ECU.
When the ignition SW is on and the CRUISE SW is turned on, a signal is input from **TERMINAL 5** of the cruise control SW to **TERMINAL 11** of the cruise control ECU. As a result, the cruise control ECU functions and the current flows from the **ECU–IG** fuse to **TERMINAL 9** of the cruise control ECU to **TERMINAL 16** of the cruise control ECU to **GROUND,** and the cruise control system is in a condition ready for operation.
At the same time, the current through the **GAUGE** fuse flows to **TERMINAL 9** of the integration relay to **TERMINAL (A) 9** to **TERMINAL (D) 2** of the cruise control indicator light to **TERMINAL (A) 7** to **TERMINAL 4** of the cruise control ECU to **TERMINAL 16** to **GROUND,** causing the cruise control indicator light to light up, indicating that cruise control is ready for operation.

1. SET OPERATION

When the CRUISE SW is turned on and the SET SW is pushed with the vehicle speed within the set limit (Approx. **40** km/h, **25** mph to **200** km/h, **124** mph), a signal is input to **TERMINAL 10** of the cruise control ECU, and the vehicle speed at the time the SET SW is released is memorized in the ECU as the set speed.

2. SET SPEED CONTROL

During cruise control driving, the ECU compares the set speed memorized in the ECU with the actual vehicle speed input into **TERMINAL 12** of the cruise control ECU from the vehicle speed sensor via combination meter, and controls the cruise control actuator to maintain the set speed.
When the actual speed is lower than the set speed, the ECU causes the current to the cruise control actuator to flow from **TERMINAL 15** of the cruise control ECU to **TERMINAL 1** of the cruise control actuator to **TERMINAL 2** to **TERMINAL 7** of the cruise control ECU. As a result, the motor in the cruise control actuator is rotated to open the throttle valve and the throttle cable is pulled to increase the vehicle speed. When the actual driving speed is higher than the set speed, the current to the cruise control actuator flows from **TERMINAL 7** of the ECU to **TERMINAL 2** of the cruise control actuator to **TERMINAL 1** to **TERMINAL 15** of the cruise control ECU.
This causes the motor in the cruise control actuator to rotate to close the throttle valve and return the throttle cable to decrease the vehicle speed.

3. COAST CONTROL

During cruise control driving, while the COAST SW is on, the cruise control actuator returns the throttle cable to close the throttle valve and decrease the driving speed. The vehicle speed when the COAST SW is turned off is memorized, and the vehicle continues at the new set speed.

4. ACCEL CONTROL

During cruise control driving, while the ACCEL SW is turned on, the cruise control actuator pulls the throttle cable to open the throttle valve and increase the driving speed.
The vehicle speed when the ACCEL SW is turned off is memorized and the vehicle continues at the new set speed.

5. RESUME CONTROL

Unless the vehicle speed falls below the minimum speed limit (Approx. **40**km/h, **25**mph) after canceling the set speed by the CANCEL SW, pushing the RESUME SW will cause the vehicle to resume the speed set before cancellation.

6. MANUAL CANCEL MECHANISM

If any of the following operations occurs during cruise control operation, the magnetic clutch of the actuator turns off and the motor rotates to close the throttle valve and the cruise control is released.

* Placing the shift lever to positions except ”D” position (Park/Neutral position SW except ”D” position)(A/T), depressing the clutch pedal (Cruise control clutch SW off)(M/T). ”Signal is not input to **TERMINAL 3** of the ECU”
* Depressing the brake pedal (Stop light SW on). ”Signal input to **TERMINAL 2** of the ECU”
* Pushing the CANCEL SW (CANCEL SW on). ”Signal input to **TERMINAL 10** of the ECU”
* Pushing the CRUISE SW off ”signal input to **TERMINAL 11** of the ECU”.

7. TAP–UP CONTROL FUNCTION

When the difference between the actual vehicle speed and the set speed is less than **5** km/h (**3** mph), the set speed can be increased **1.6** km/h (**1** mph) each time by operating the RESUME/ACCEL SW quickly within **0.6** seconds.

8. TAP–DOWN CONTROL FUNCTION

When the difference between the actual vehicle speed and the set speed is less than **5** km/h (**3** mph), the set speed can be lowered **1.6** km/h (**1** mph) each time by operating the SET/COAST SW quickly within **0.6** seconds.

9. AUTO CANCEL FUNCTION

A) If any of the following operating conditions occurs during cruise control operation, the set speed is erased, current flow to the magnetic clutch is stopped and the cruise control is released, (CRUISE SW turns off).
When this occurs, the ignition SW must be turned off once before the CRUISE SW will turn on.

∗ When current continues to flow to the motor inside the actuator in the throttle valve ”OPEN” direction.
∗ The motor does not operate despite the motor drive signal being output.

B) If any of the following operating conditions occurs during cruise control operation, the set speed is erased, current flow to the magnetic clutch is stopped and the cruise control is released. (CRUISE SW turn off).
When this occurs, the cancel state is cleared as the CRUISE SW will turn on again.

∗ Over current to transistor driving the motor or the magnetic clutch.
∗ Open circuit in the magnetic clutch.
∗ Momentary interruption of vehicle speed signal.
∗ Short circuit in the cruise control SW.

C) If any of the following conditions occurs during cruise control operation, the set speed is erased and the cruise control is released. (The power to the magnetic clutch is cut off until the SET SW is ”ON” again.)

∗ When the vehicle speed falls below the minimum speed limit, approx. **40** km/h (**25** mph)
∗ When power to the cruise control system is momentarily cut off.

10. AUTOMATIC TRANSAXLE CONTROL FUNCTION

∗ In overdrive. If the vehicle speed becomes lower than the overdrive cut speed (Set speed minus approx. **4** km/h, **2.5** mph) during cruise control operation, such as driving up a hill, the overdrive is released and the power is increased to prevent a reduction in vehicle speed.
∗ After releasing the overdrive, if the vehicle speed becomes higher than the overdrive return speed (Set speed minus approx. **2** km/h, **1.2** mph) and the ECU judges by the signals from the actuator’s potentiometer that the upward slope has finished, the overdrive is resumed after approximately **2** seconds.
∗ During cruise control driving, the cruise control operation signal is output from the cruise control ECU to the engine control module. Upon receiving this signal, the engine control module changes the shift pattern to normal.
To maintain smooth cruise control operation (on a downward slope etc.), the lock–up release of the transaxle when the idling point of the throttle position is ”ON” is forbidden.

SERVICE HINTS

C3 CRUISE CONTROL ACTUATOR

3–4 : Approx. **38.5** Ω

C16 CRUISE CONTROL SW [COMB. SW]

5–3 : Continuity with the CRUISE SW on
4–3 : Approx. **418** Ω with the CANCEL SW on
Approx. **68** Ω with the RESUME/ACCEL SW on
Approx. **198** Ω with the SET/COAST SW on

C19 CRUISE CONTROL ECU

9–GROUND : **10**–**16** volts with the ignition SW at **ON** position
12–GROUND : **4** pulses with **1** rotation of the rotor shaft
10–GROUND : Approx. **418** Ω with the CANCEL SW on in the control SW
Approx. **198** Ω with the SET/COAST SW on in the control SW
Approx. **68** Ω with the RESUME/ACCEL SW on in the control SW
16–GROUND : Always continuity

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
C3		34	D1		34	J13		37
C11	A	36	E4	A	36	J14		37
C12	B	36	E5	B	36	P1	A	35
C13	C	36	E6	C	36		B	35
C14	D	36	I11	A	37	S6		37
C16		36	J9	A	37	V1		35
C18		36	J10	B	37			
C19		36	J12		37			

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
ID		
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1C		
3A	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3B		
3C		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

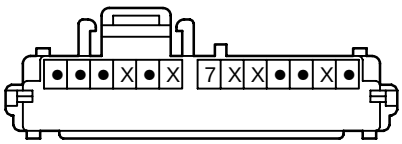
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IJ2	44	Engine Wire and Instrument Panel Wire (Instrument Panel Brace LH)
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IL1	44	Engine Wire and Cowl Wire (Instrument Panel Brace RH)

▽ : GROUND POINTS

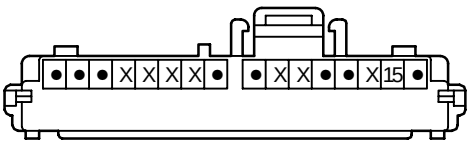
Code	See Page	Ground Points Location
EC	40	Cylinder Head
ID	42	Left Kick Panel
IG	42	Instrument Panel Brace RH
IH	42	Right Kick Panel

C3 BLACK

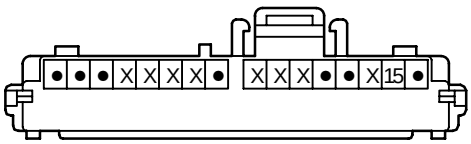
C11 (A) BROWN



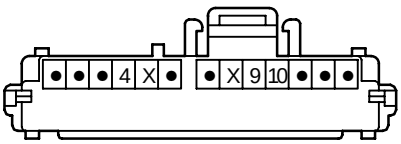
(w/ Theft Deterrent System) C12 (B)



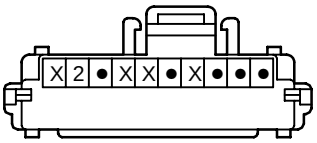
(w/o Theft Deterrent System) C12 (B)



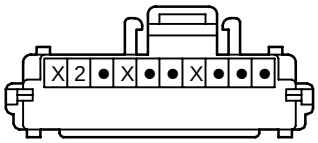
C13 (C) BLUE



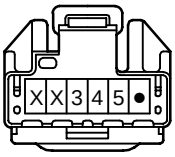
(USA, Puerto Rico) C14 (D) GRAY



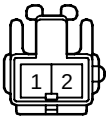
(Canada) C14 (D) GRAY



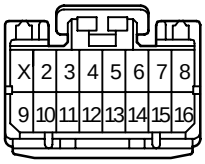
C16 BLACK



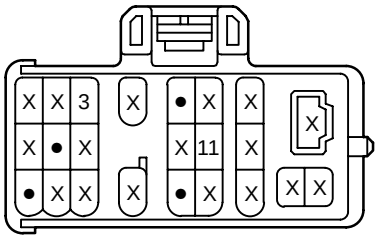
C18 BLUE



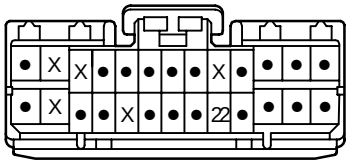
C19



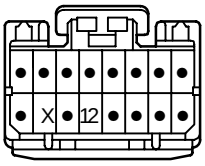
D1 BLACK



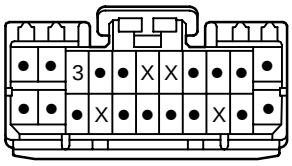
E4 (A) DARK GRAY



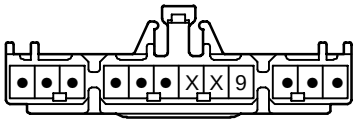
E5 (B) DARK GRAY



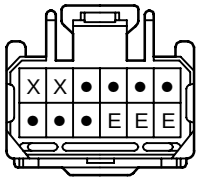
E6 (C) DARK GRAY



I11 (A)

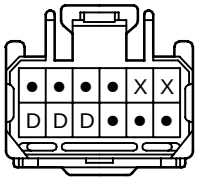


J9 (A) BLACK



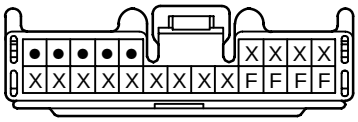
(Hint : See Page 7)

J10 (B) BLACK



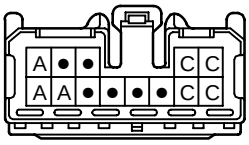
(Hint : See Page 7)

J12



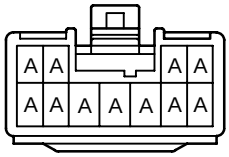
(Hint : See Page 7)

J13



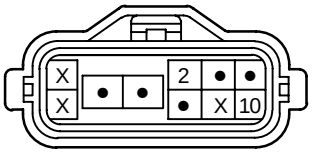
(Hint : See Page 7)

J14

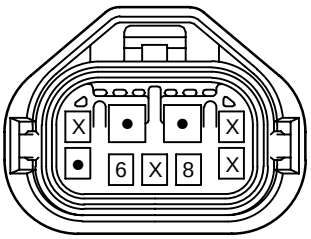


(Hint : See Page 7)

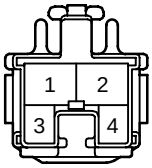
(4A/T) P1 (A) GRAY



(3A/T) P1 (B) GRAY

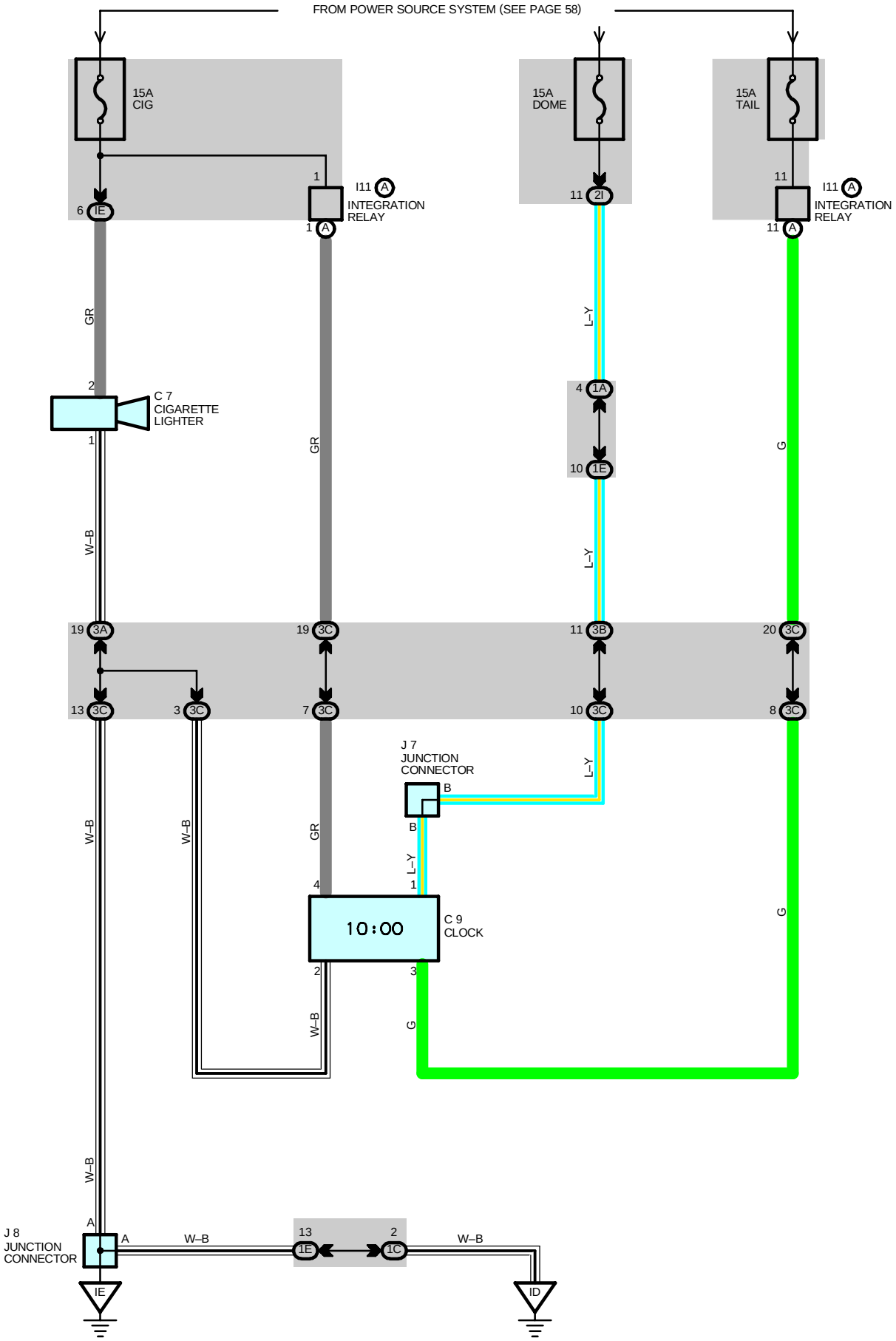


S6 BLUE



V1 BLACK

CIGARETTE LIGHTER AND CLOCK



SERVICE HINTS

C7 CIGARETTE LIGHTER

2–GROUND : Approx. **12** volts with the ignition SW at **ACC** or **ON** position
1–GROUND : Always continuity

C9 CLOCK

4–GROUND : Approx. **12** volts with the ignition SW at **ACC** or **ON** position
1–GROUND : Always approx. **12** volts
3–GROUND : Approx. **12** volts with the light control SW at **TAIL** or **HEAD** position
2–GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C7	36	I11 A	37	J8	37
C9	36	J7	37		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

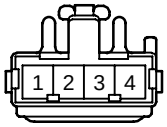
Code	See Page	Junction Block and Wire Harness (Connector Location)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
2I	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3B		
3C		

▽ : GROUND POINTS

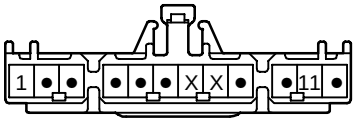
Code	See Page	Ground Points Location
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH

C7

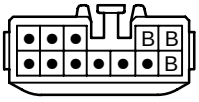
C9 BLUE



I11 (A)

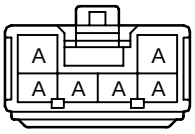


J7 BLACK

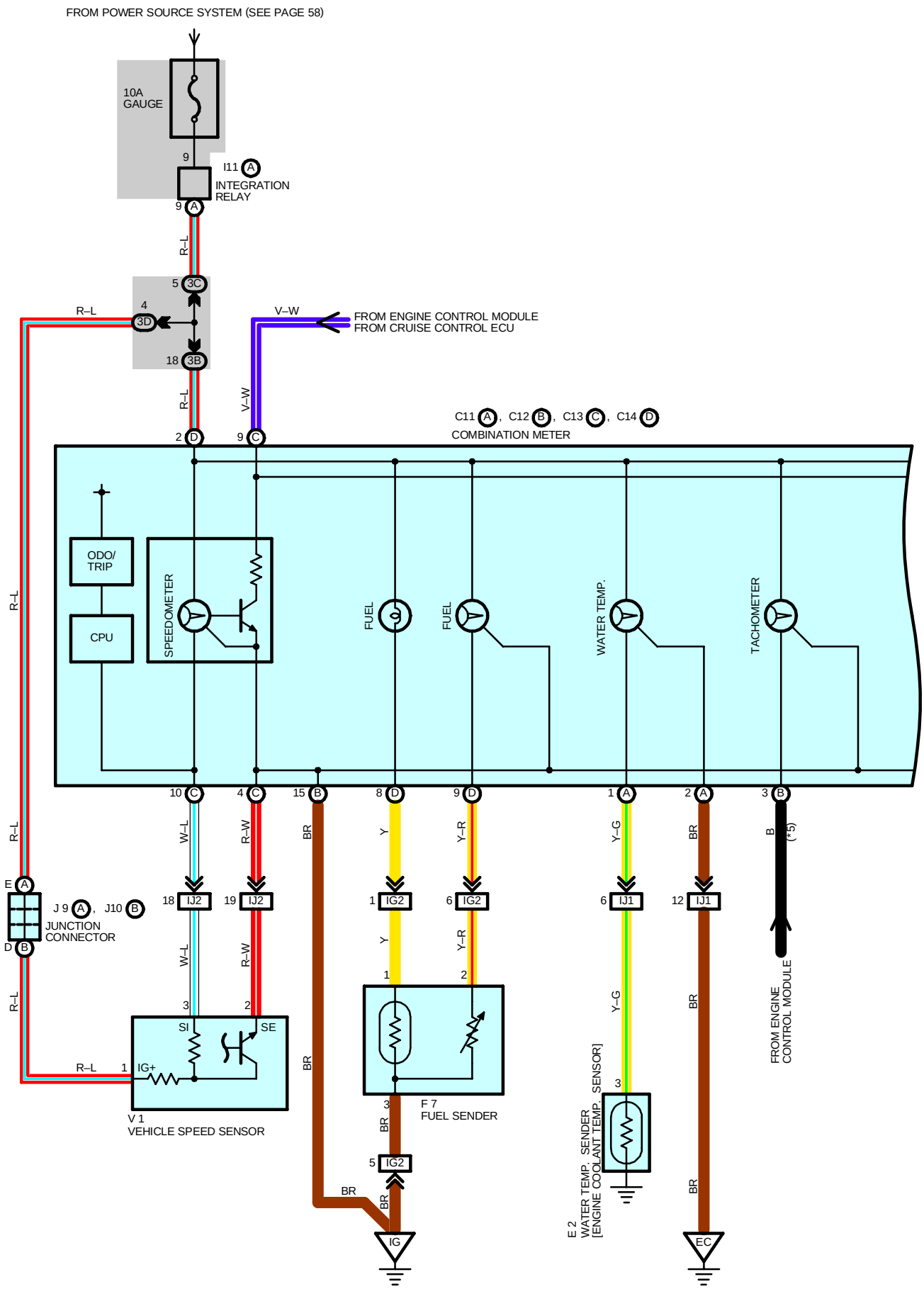


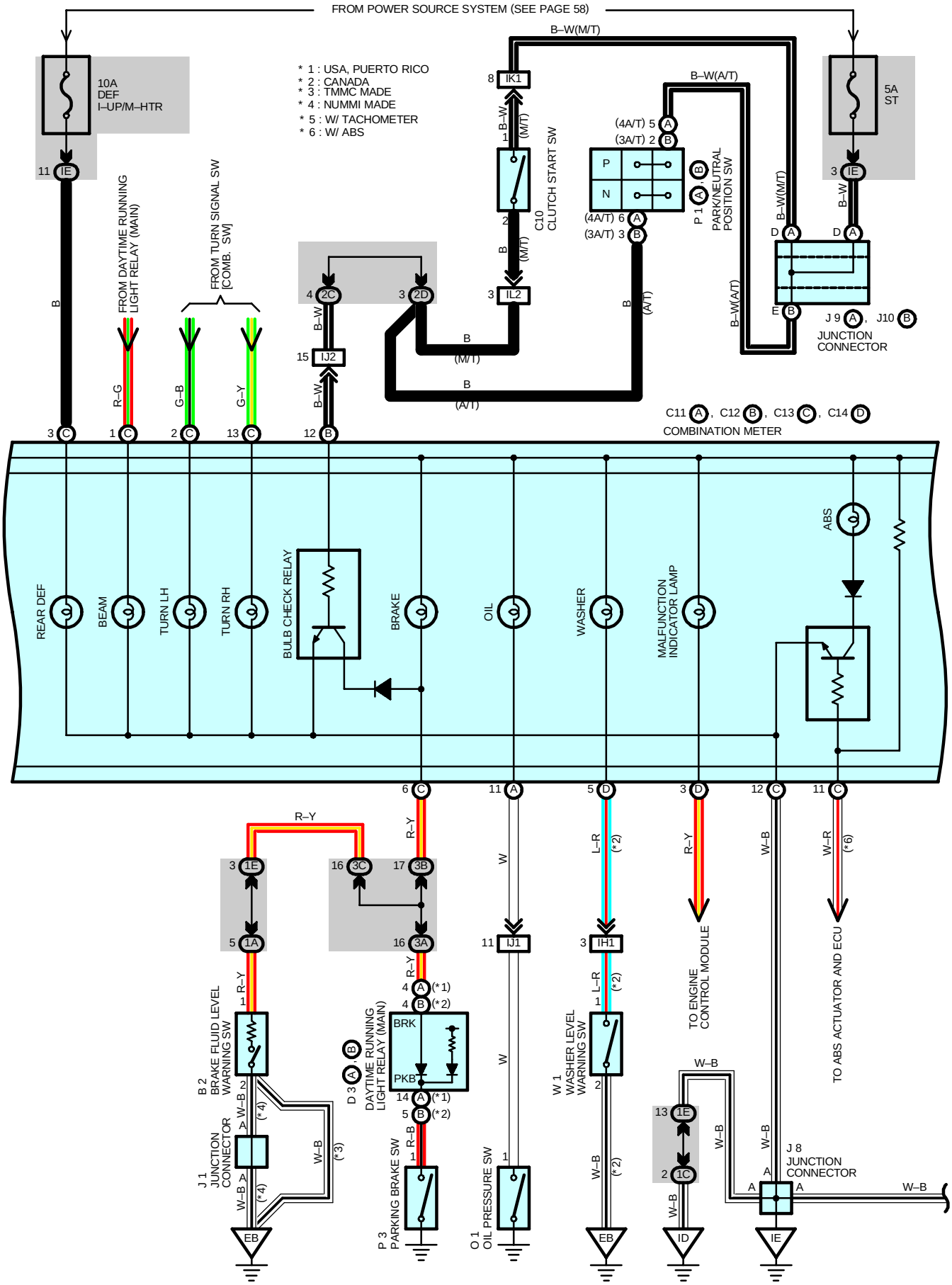
(Hint : See Page 7)

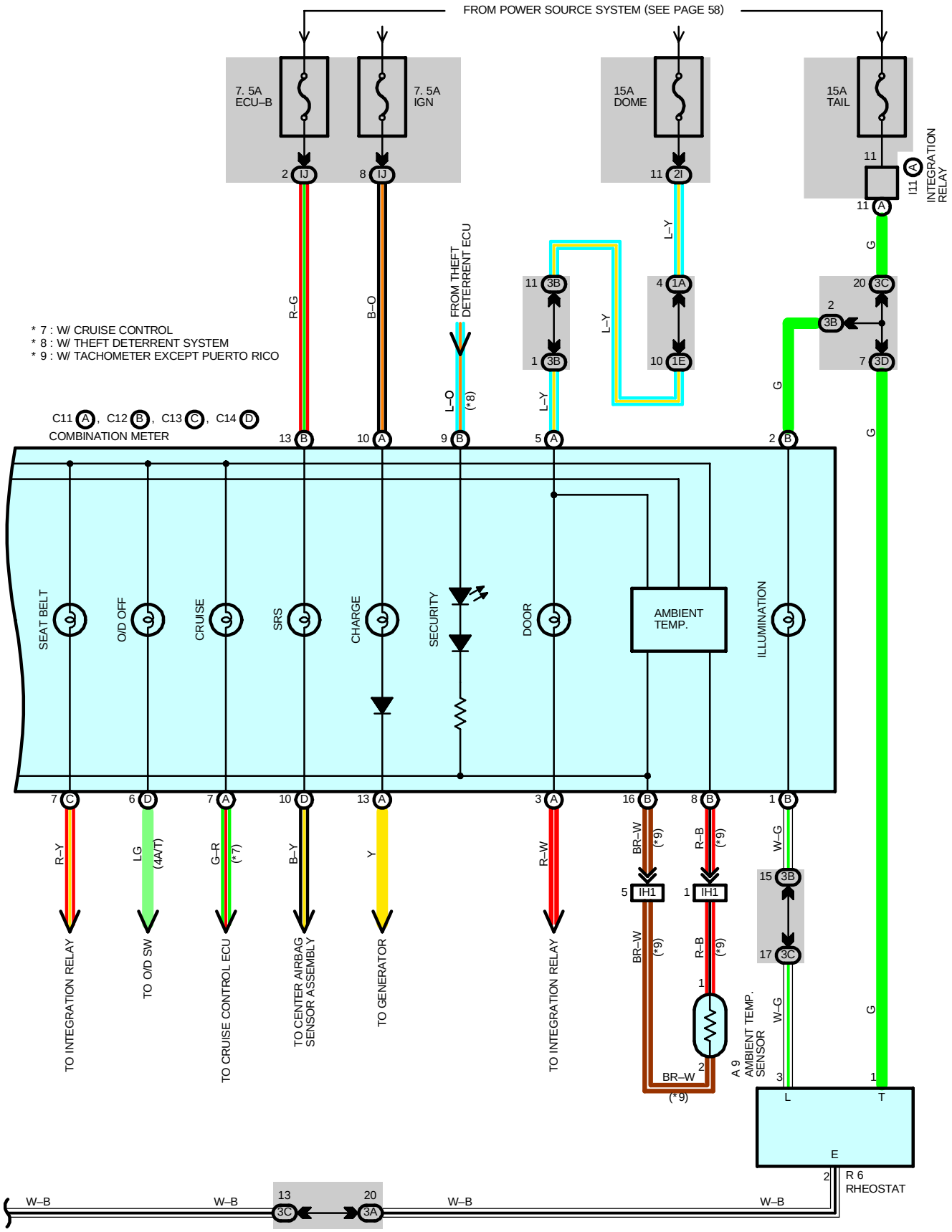
J8



(Hint : See Page 7)


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
10A GAUGE
9
I11 A
INTEGRATION RELAY
9 A
R–L
5 3C
4
3D
R–L
18 3B
V–W
FROM ENGINE CONTROL MODULE
FROM CRUISE CONTROL ECU
R–L
V–W
2 D
9 C
C11 A, C12 B, C13 C, C14 D
COMBINATION METER
ODO/ TRIP
CPU
SPEEDOMETER
FUEL
FUEL
WATER TEMP.
TACHOMETER
R–L
10 C
4 C
15 B
8 D
9 D
1 A
2 A
3 B
W–L
R–W
BR
Y
Y–R
Y–G
BR
B
(*5)
E A
D B
J 9 A, J10 B
JUNCTION CONNECTOR
18 IJ2
19 IJ2
1 IG2
6 IG2
6 IJ1
12 IJ1
W–L
R–W
Y
Y–R
Y–G
BR
FROM ENGINE CONTROL MODULE
R–L
3
2
SI
SE
R–L
1 IG+
V 1
VEHICLE SPEED SENSOR
BR
1
2
3
F 7
FUEL SENDER
BR
5 IG2
BR
BR
IG
E 2
WATER TEMP. SENDER
[ENGINE COOLANT TEMP. SENSOR]
3
BR
BR
EC


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
10A
DEF
I–UP/M–HTR
5A
ST
* 1 : USA, PUERTO RICO
* 2 : CANADA
* 3 : TMMC MADE
* 4 : NUMMI MADE
* 5 : W/ TACHOMETER
* 6 : W/ ABS
B–W(M/T)
B–W(A/T)
C10
CLUTCH START SW
P 1
PARK/NEUTRAL
POSITION SW
FROM DAYTIME RUNNING
LIGHT RELAY (MAIN)
FROM TURN SIGNAL SW
[COMB. SW]
J 9 , J10
JUNCTION
CONNECTOR
C11 , C12 , C13 , C14
COMBINATION METER
REAR DEF
BEAM
TURN LH
TURN RH
BULB CHECK RELAY
BRAKE
OIL
WASHER
MALFUNCTION
INDICATOR LAMP
ABS
B 2
BRAKE FLUID LEVEL
WARNING SW
J 1
JUNCTION
CONNECTOR
D 3
DAYTIME RUNNING
LIGHT RELAY (MAIN)
BRK
PKB
P 3
PARKING BRAKE SW
O 1
OIL PRESSURE SW
W 1
WASHER LEVEL
WARNING SW
TO ENGINE
CONTROL MODULE
TO ABS ACTUATOR AND ECU
J 8
JUNCTION
CONNECTOR
EB
ID
IE


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
7. 5A ECU–B
7. 5A IGN
15A DOME
15A TAIL
INTEGRATION RELAY
FROM THEFT DETERRENT ECU
* 7 : W/ CRUISE CONTROL
* 8 : W/ THEFT DETERRENT SYSTEM
* 9 : W/ TACHOMETER EXCEPT PUERTO RICO
C11 A, C12 B, C13 C, C14 D
COMBINATION METER
SEAT BELT
O/D OFF
CRUISE
SRS
CHARGE
SECURITY
DOOR
AMBIENT TEMP.
ILLUMINATION
TO INTEGRATION RELAY
TO O/D SW
TO CRUISE CONTROL ECU
TO CENTER AIRBAG SENSOR ASSEMBLY
TO GENERATOR
TO INTEGRATION RELAY
A 9 AMBIENT TEMP. SENSOR
R 6 RHEOSTAT
W–B

SERVICE HINTS

B2 BRAKE FLUID LEVEL WARNING SW

1–2 : Closed with the float down

C11 (A), C12 (B), C13 (C), C14 (D) COMBINATION METER

(A)10, (D) 2–GROUND : Approx. **12** volts with the ignition SW at **ON** position
(A) 2, (B) 15, (C) 12–GROUND : Always continuity
(A) 5, (B) 13–GROUND : Always approx. **12** volts

F7 FUEL SENDER

2–3 : Approx. **4** Ω at fuel full
Approx. **107** Ω at fuel empty

O1 OIL PRESSURE SW

1–GROUND : Opened with the oil pressure above approx. **19.61** kpa (**2.84** psi, **0.2** kgf/cm^2)

P3 PARKING BRAKE SW

1–GROUND : Closed with the parking brake lever pulled up

E2 WATER TEMP. SENDER [ENGINE COOLANT TEMP. SENSOR]

3–GROUND : Approx. **160–240** Ω (**50**˚C, **122**˚F)
Approx. **17.1–21.2** Ω (**120**˚C, **288**˚F)

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
A9		34	D3	B	36	O1		35
B2		34	E2		34	P1	A	35
C10		36	F7		38		B	35
C11	A	36	I11	A	37	P3		37
C12	B	36	J1		37	R6		37
C13	C	36	J8		37	V1		35
C14	D	36	J9	A	37	W1		35
D3	A	36	J10	B	37			

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IJ	22	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
2C	27	Engine Wire and Engine Room J/B (Engine Compartment Left)
2D		
2I	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3B		
3C		
3D		

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IG2	42	Floor Wire and Instrument Panel Wire (Left Kick Panel)
IH1	42	Engine Room Main Wire and Instrument Panel Wire (Lower Finish Panel)
IJ1	44	Engine Wire and Instrument Panel Wire (Instrument Panel Brace LH)
IJ2		
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IL2	44	Engine Wire and Cowl Wire (Instrument Panel Brace RH)

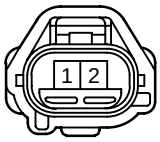
COMBINATION METER

▽ : GROUND POINTS

Code	See Page	Ground Points Location
EB	40	Front Side of the Left Fender
EC	40	Cylinder Head
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IG	42	Instrument Panel Brace RH

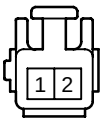
A9 BLACK

(w/ ABS) B2 GRAY

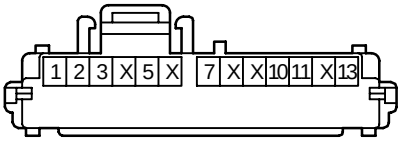


(w/o ABS) B2 GRAY

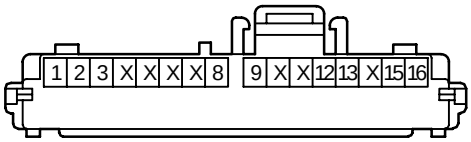
C10



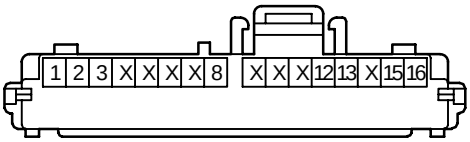
C11 (A) BROWN



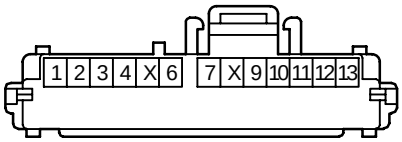
(w/ Theft Deterrent System) C12 (B)



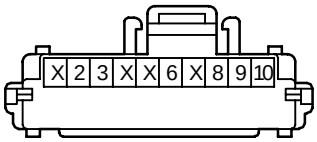
(w/o Theft Deterrent System) C12 (B)



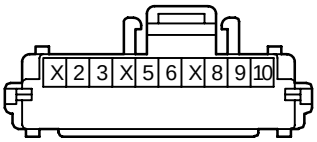
C13 (C) BLUE



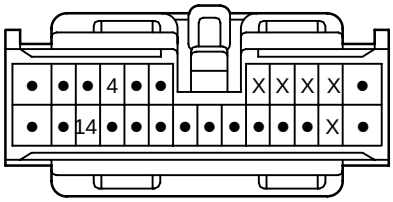
(USA, Puerto Rico) C14 (D) GRAY



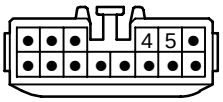
(Canada) C14 (D) GRAY



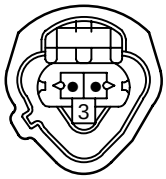
(USA, Puerto Rico) D3 (A)



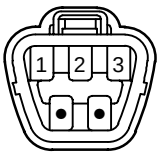
(Canada) D3 (B)



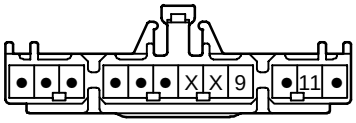
E2 DARK GRAY



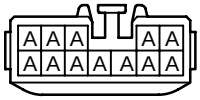
F7 DARK GRAY



I11 (A)

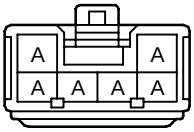


J1



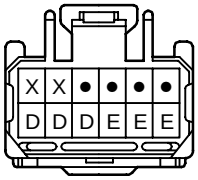
(Hint : See Page 7)

J8



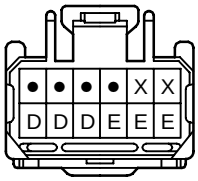
(Hint : See Page 7)

J9 (A) BLACK



(Hint : See Page 7)

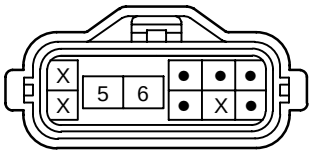
J10 (B) BLACK



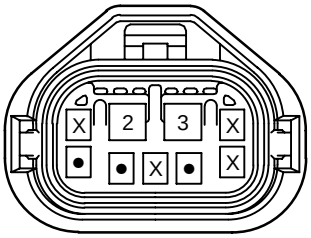
(Hint : See Page 7)

O1 GRAY

(4A/T) P1 (A) GRAY

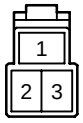


(3A/T) P1 (B) GRAY



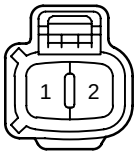
P3 BLACK

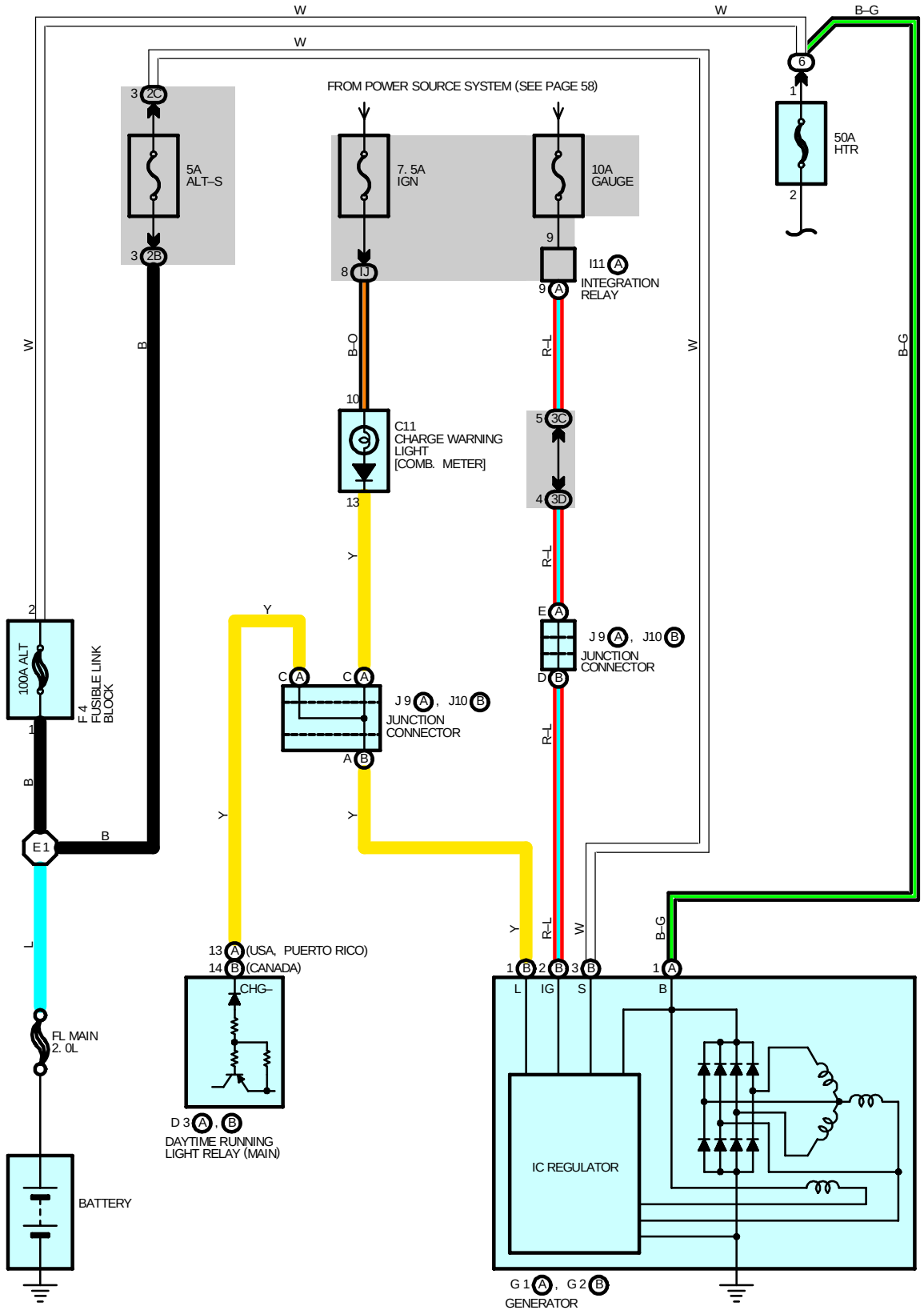
R6



V1 BLACK

W1 BLACK




FROM POWER SOURCE SYSTEM (SEE PAGE 58)
5A
ALT–S
7. 5A
IGN
10A
GAUGE
50A
HTR
I11
INTEGRATION
RELAY
C11
CHARGE WARNING
LIGHT
[COMB. METER]
J9, J10
JUNCTION
CONNECTOR
100A ALT
F4
FUSIBLE LINK
BLOCK
E1
FL MAIN
2. 0L
BATTERY
13 (USA, PUERTO RICO)
14 (CANADA)
CHG–
D3
DAYTIME RUNNING
LIGHT RELAY (MAIN)
IC REGULATOR
G1, G2
GENERATOR
W
B–G
B–O
R–L
Y
B
L
IG
S

SERVICE HINTS

G2 (B) GENERATOR

(B) 3–GROUND : **13.9**–**15.1** volts with the engine running at **2000** rpm and **25**˚C (**77**˚F)
13.5–**14.3** volts with the engine running at **5000** rpm and **115**˚C (**239**˚F)

(B) 1–GROUND : **0**–**4** volts with the ignition SW at **ON** position and the engine not running

: PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
C11		36	F4		34	I11	A	37
D3	A	36	G1	A	34	J9	A	37
	B	36	G2	B	34	J10	B	37

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
6	21	Engine Room R/B No.6 (Radiator Support RH)

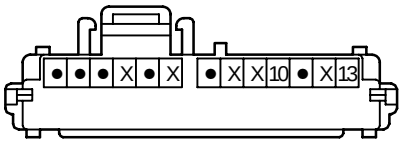
: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IJ	22	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2B	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2C	27	Engine Wire and Engine Room J/B (Engine Compartment Left)
3C	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3D		

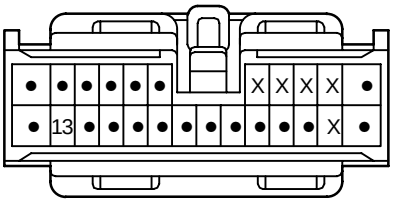
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	40	Engine Room Main Wire			

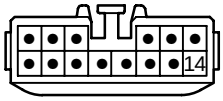
C11 BROWN



(USA, Puerto Rico) D3 (A)



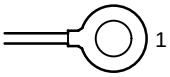
(Canada) D3 (B)



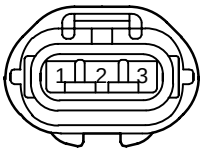
F4

(See Page 26)

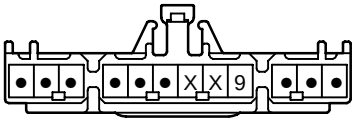
G1 (A)



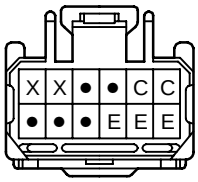
G2 (B) GRAY



I11 (A)

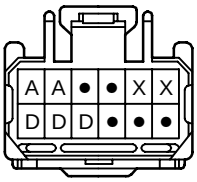


J9 (A) BLACK



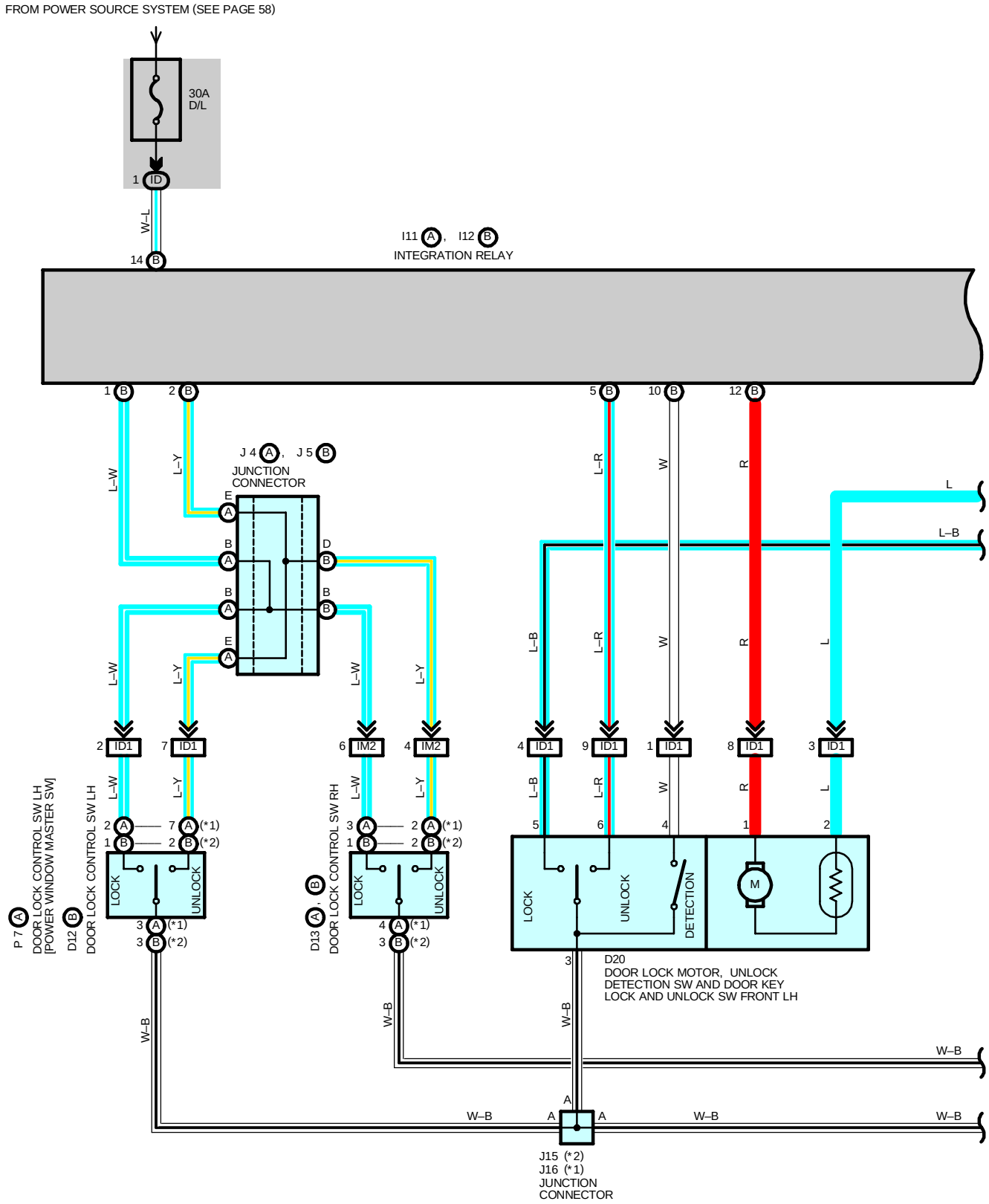
(Hint : See Page 7)

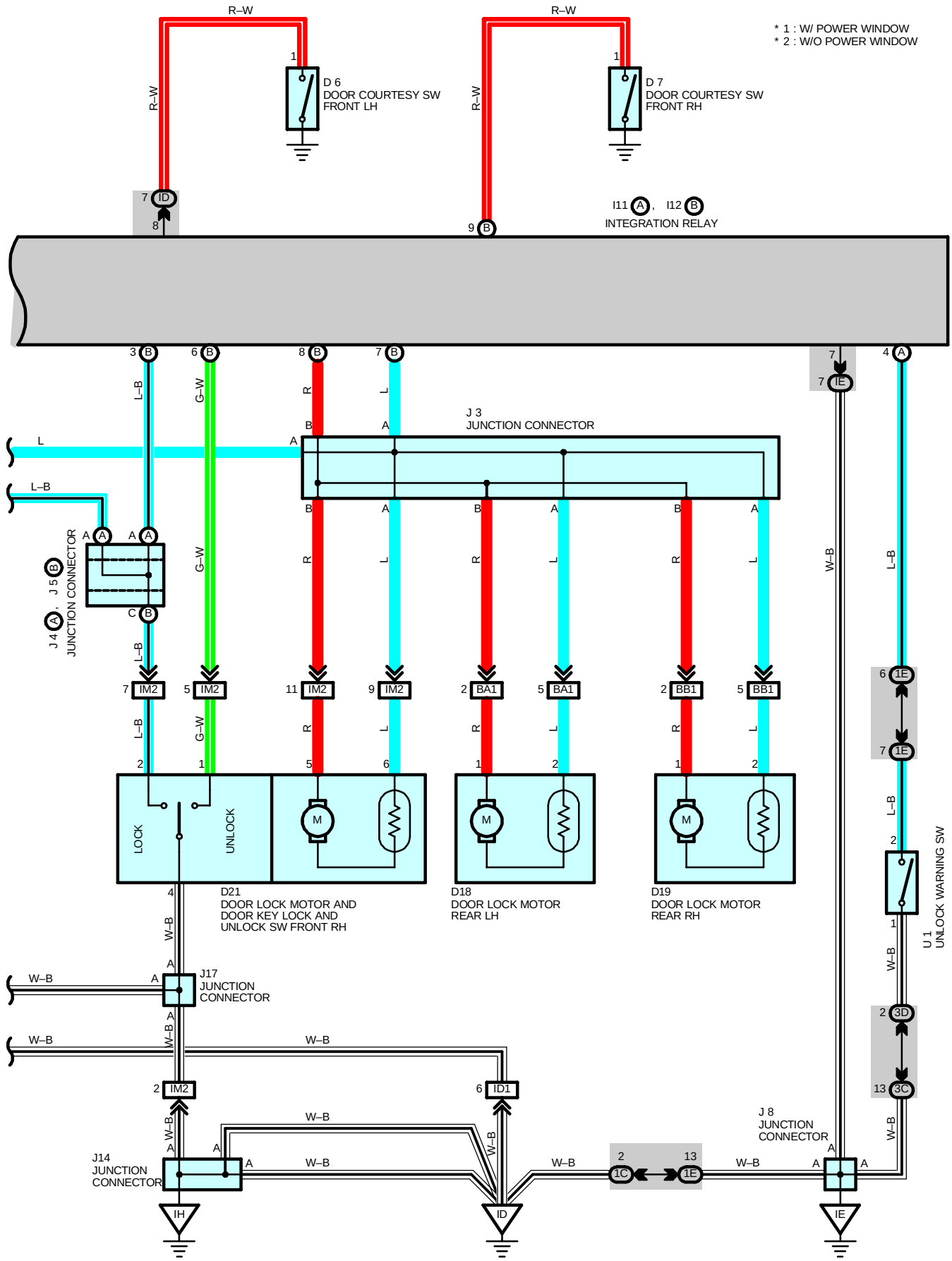
J10 (B) BLACK



(Hint : See Page 7)

DOOR LOCK CONTROL (NUMMI MADE)




R–W
D 6
DOOR COURTESY SW
FRONT LH
D 7
DOOR COURTESY SW
FRONT RH
* 1 : W/ POWER WINDOW
* 2 : W/O POWER WINDOW
I11 A , I12 B
INTEGRATION RELAY
J 3
JUNCTION CONNECTOR
J 4 A , J 5 B
JUNCTION CONNECTOR
L–B
G–W
L
W–B
LOCK
UNLOCK
D21
DOOR LOCK MOTOR AND
DOOR KEY LOCK AND
UNLOCK SW FRONT RH
D18
DOOR LOCK MOTOR
REAR LH
D19
DOOR LOCK MOTOR
REAR RH
U 1
UNLOCK WARNING SW
J17
JUNCTION
CONNECTOR
J14
JUNCTION
CONNECTOR
J 8
JUNCTION
CONNECTOR
IH
ID
IE

DOOR LOCK CONTROL (NUMMI MADE)

SERVICE HINTS

I11 (A), I12 (B) INTEGRATION RELAY

7–GROUND : Always continuity
8–GROUND : Continuity with the driver's door open
(B)14–GROUND : Always approx. **12** volts
(B) 7–GROUND : Approx. **12** volts **0.2** seconds with following operation
∗ Door lock control SW locked
∗ Locking the driver's, front passenger's door cylinder with the key
(B) 1–GROUND : Continuity with the door lock control SW locked
(B) 9–GROUND : Continuity with the front passenger's door open
(B)10–GROUND : Continuity with the driver's door lock knob unlocked
(B) 2–GROUND : Continuity with the door lock control SW unlocked
(B) 6–GROUND : Continuity with the front passenger's door lock cylinder unlock with the key
(B) 5–GROUND : Continuity with the driver's door lock cylinder unlocked with the key
(B) 3–GROUND : Continuity with the driver's, front passenger's door lock cylinder locked with the key
(B) 8 or (B) 12–GROUND : Approx. **12** volts **0.2** seconds with following operation
∗ Door lock control SW unlocked
∗ Door lock control SW locked with the ignition key in cylinder and the driver's door open (Ignition key reminder function)
∗ Door lock knob locked with the ignition key in cylinder and the driver's door open (Ignition key reminder function)
∗ Unlocking the driver's, front passenger's door cylinder with the key

D6, D7 DOOR COURTESY SW FRONT LH,RH

1–GROUND : Closed with each of the doors open

U1 UNLOCK WARNING SW

1–2 : Closed with the ignition key in cylinder

: PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
D6		38	D20		38	J8		37
D7		38	D21		38	J14		37
D12	B	38	I11	A	37	J15		37
D13	A	38	I12	B	37	J16		37
	B	38	J3		37	J17		38
D18		38	J4	A	37	P7	A	39
D19		38	J5	B	37	U1		37

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
ID	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
3C	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	42	Front Door LH Wire and Cowl Wire (Near the Driver Side J/B)
IM2	44	Front Door RH Wire and Cowl Wire (Right Kick Panel)
BA1	46	Rear Door LH Wire and Cowl Wire (Under the Left Center Pillar)
BB1	46	Rear Door RH Wire and Cowl Wire (Under the Right Center Pillar)

▽ : GROUND POINTS

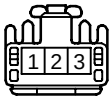
Code	See Page	Ground Points Location
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IH	42	Right Kick Panel

D6, D7

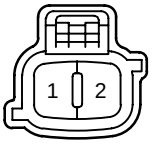
(w/o Power Window) D12 (B) BLACK

(w/ Power Window) D13 (A)

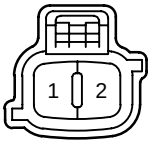
(w/o Power Window) D13 (B) BLACK



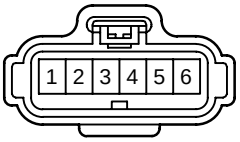
D18 BLACK



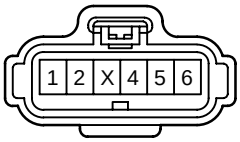
D19 BLACK



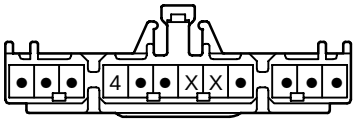
D20 BLACK



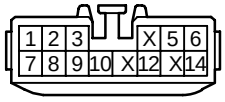
D21 BLACK



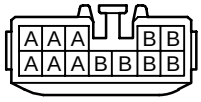
I11 (A)



I12 (B)

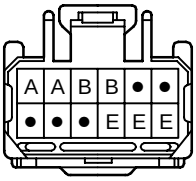


J3



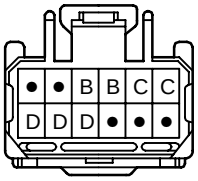
(Hint : See Page 7)

J4 (A) BLACK



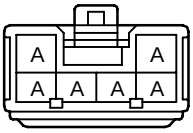
(Hint : See Page 7)

J5 (B) BLACK



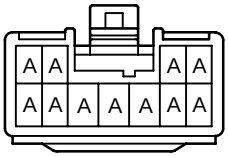
(Hint : See Page 7)

J8



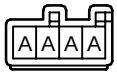
(Hint : See Page 7)

J14



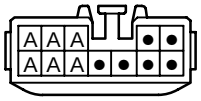
(Hint : See Page 7)

J15 BLACK



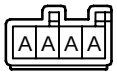
(Hint : See Page 7)

J16



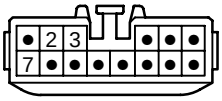
(Hint : See Page 7)

J17 BLACK

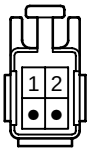


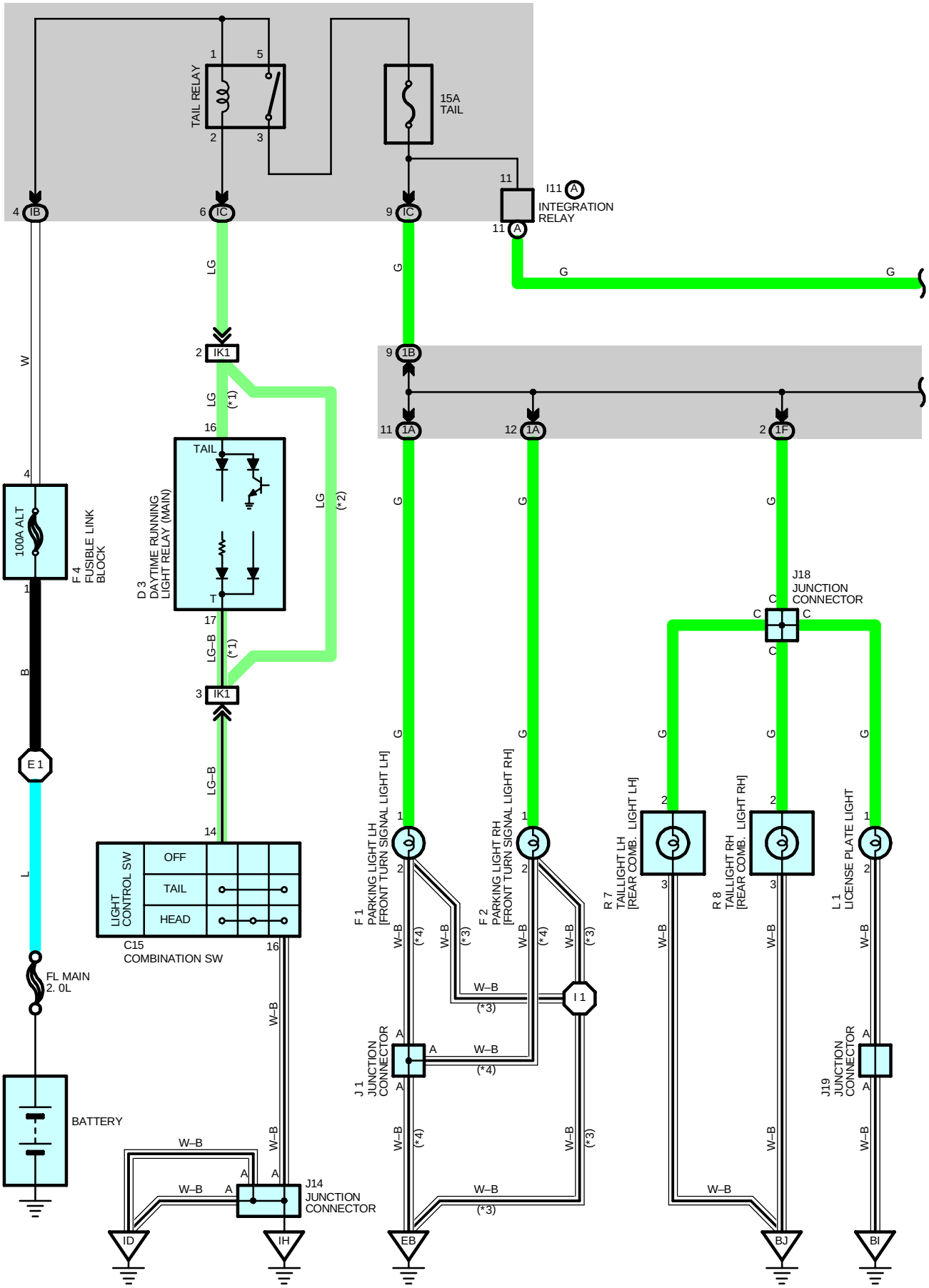
(Hint : See Page 7)

(w/ Power Window) P7 (A)

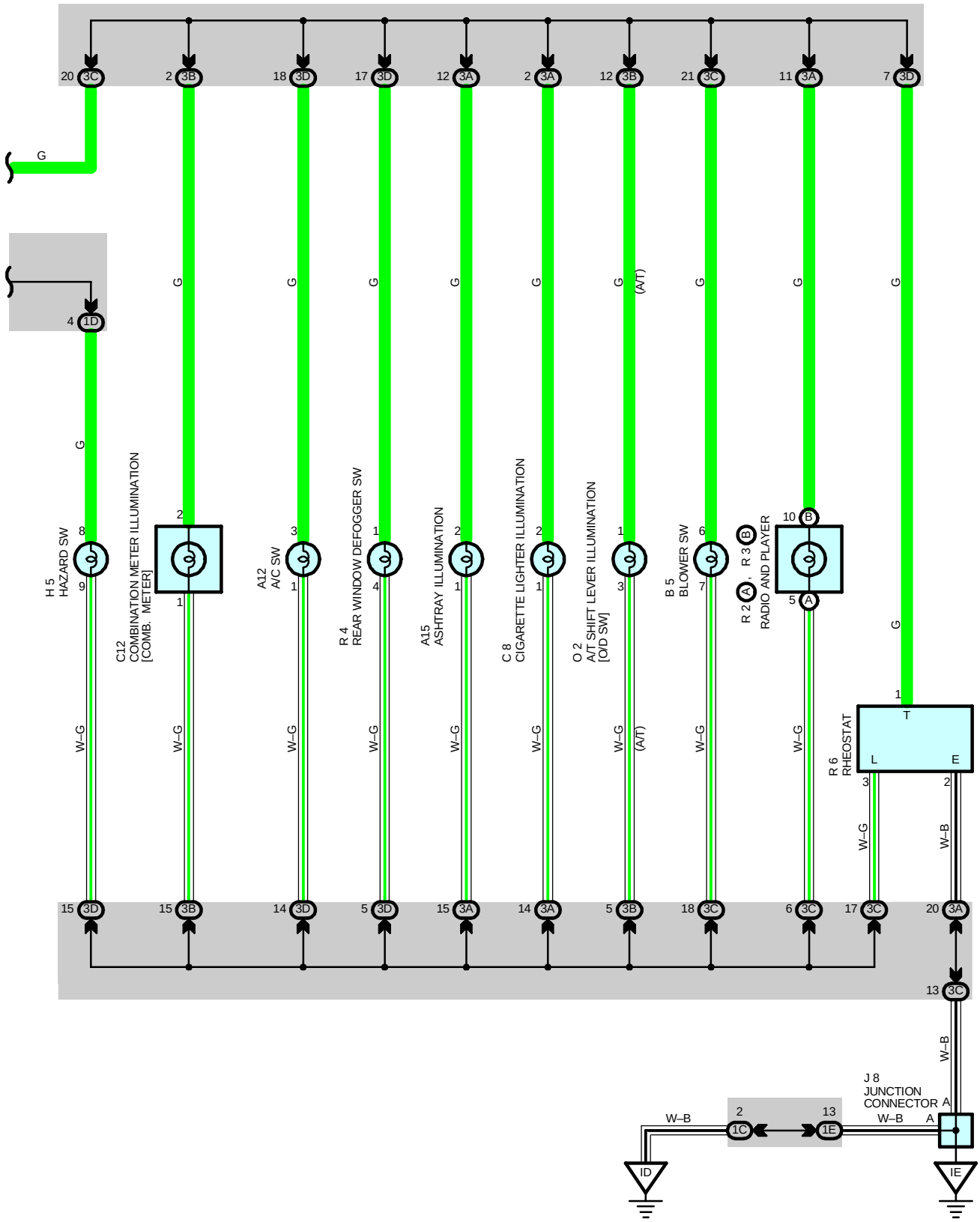


U1




TAIL RELAY
15A
TAIL
I11
INTEGRATION
RELAY
IB
IC
IK1
1B
1A
1F
LG
G
W
B
L
LG–B
W–B
(*1)
(*2)
(*3)
(*4)
100A ALT
F 4
FUSIBLE LINK
BLOCK
D 3
DAYTIME RUNNING
LIGHT RELAY (MAIN)
TAIL
E 1
FL MAIN
2. 0L
BATTERY
LIGHT
CONTROL SW
OFF
TAIL
HEAD
C15
COMBINATION SW
J14
JUNCTION
CONNECTOR
ID
IH
F 1
PARKING LIGHT LH
[FRONT TURN SIGNAL LIGHT LH]
F 2
PARKING LIGHT RH
[FRONT TURN SIGNAL LIGHT RH]
J 1
JUNCTION
CONNECTOR
I 1
EB
J18
JUNCTION
CONNECTOR
R 7
TAILLIGHT LH
[REAR COMB. LIGHT LH]
R 8
TAILLIGHT RH
[REAR COMB. LIGHT RH]
BJ
L 1
LICENSE PLATE LIGHT
J19
JUNCTION
CONNECTOR
BI

* 1 : USA, PUERTO RICO
* 2 : CANADA
* 3 : TMMC MADE
* 4 : NUMMI MADE



TAILLIGHT AND ILLUMINATION

SERVICE HINTS

C15 COMBINATION SW

14–16 : Closed with the light control SW at **TAIL** or **HEAD** position

TAIL RELAY

5–3 : Closed with the light control SW at **TAIL** or **HEAD** position

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A12	36	F4	34	O2	37
A15	36	H5	36	R2 A	37
B5	36	I11 A	37	R3 B	37
C8	36	J1	37	R4	37
C12	36	J8	37	R6	37
C15	36	J14	37	R7	39
D3	36	J18	38	R8	39
F1	34	J19	38		
F2	34	L1	39		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	22	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IC	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1C		
1D	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
1E		
1F	24	Floor Wire and Driver Side J/B (Left Kick Panel)
3A	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3B		
3C		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)

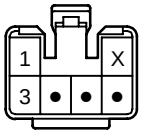
: GROUND POINTS

Code	See Page	Ground Points Location
EB	40	Front Side of the Left Fender
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IH	42	Right Kick Panel
BI	46	Under the Left Quarter Pillar
BJ	46	Lower Back Panel Center

: SPLICE POINTS

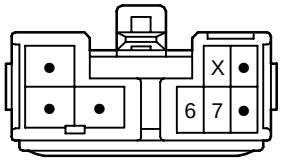
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	40	Engine Room Main Wire	I1	44	Engine Room Main Wire

A12 BLACK



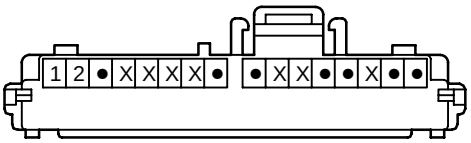
A15 BLACK

B5 BLACK

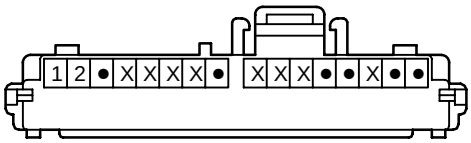


C8 GRAY

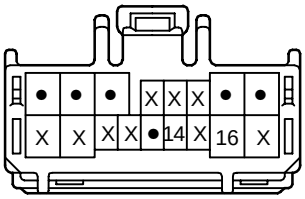
(w/ Theft Deterrent System) C12



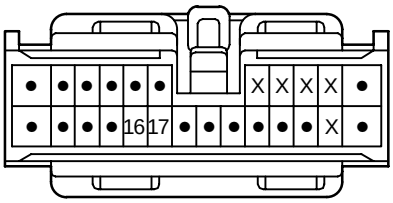
(w/o Theft Deterrent System) C12



C15



D3

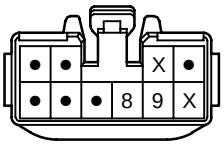


F1, F2

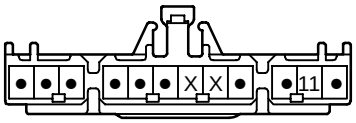
F4

(See Page 26)

H5 BLACK



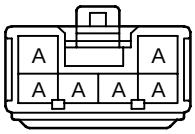
I11 (A)



J1

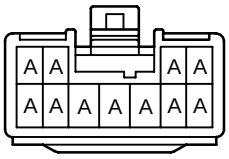
(Hint : See Page 7)

J8



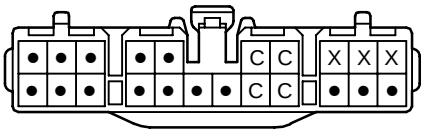
(Hint : See Page 7)

J14



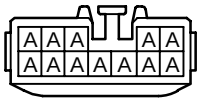
(Hint : See Page 7)

J18 DARK GRAY



(Hint : See Page 7)

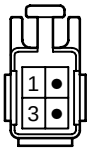
J19 BLUE



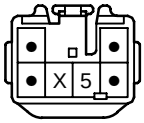
(Hint : See Page 7)

L1

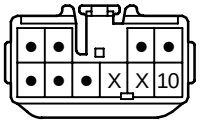
O2 BLUE



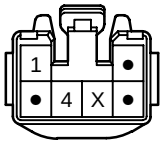
R2 (A)



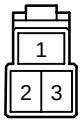
R3 (B)



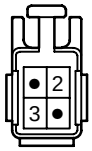
R4 BLACK



R6



R7, R8



SYSTEM OUTLINE

The current always flows to **TERMINAL (B) 14** of the integration relay through the **D/L** fuse.

1. MANUAL LOCK OPERATION

When the door lock control SW or door key lock and unlock SW are operated to **LOCK** position, a lock signal is input to **TERMINAL (B) 1** or **(B) 3** of the integration relay and causes the relay to function. The current flows from **TERMINAL (B) 14** of the relay to **TERMINAL (B) 7** to the door lock motors to **TERMINALS (B) 8** and **(B) 12** of the relay to **TERMINAL 7** to **GROUND** and the door lock motors locks the door.

2. MANUAL UNLOCK OPERATION

When the door lock control SW or door key lock and unlock SW are operated to **UNLOCK** position, an unlock signal is input to **TERMINAL (B) 2**, **(B) 5** or **(B) 6** of the integration relay and causes the relay to function. The current flows from **TERMINAL (B) 14** of the relay to **TERMINALS (B) 8** and **(B) 12** to the door lock motors to **TERMINAL (B) 7** of the relay to **TERMINAL 7** to **GROUND** and the door lock motors unlocks the door.

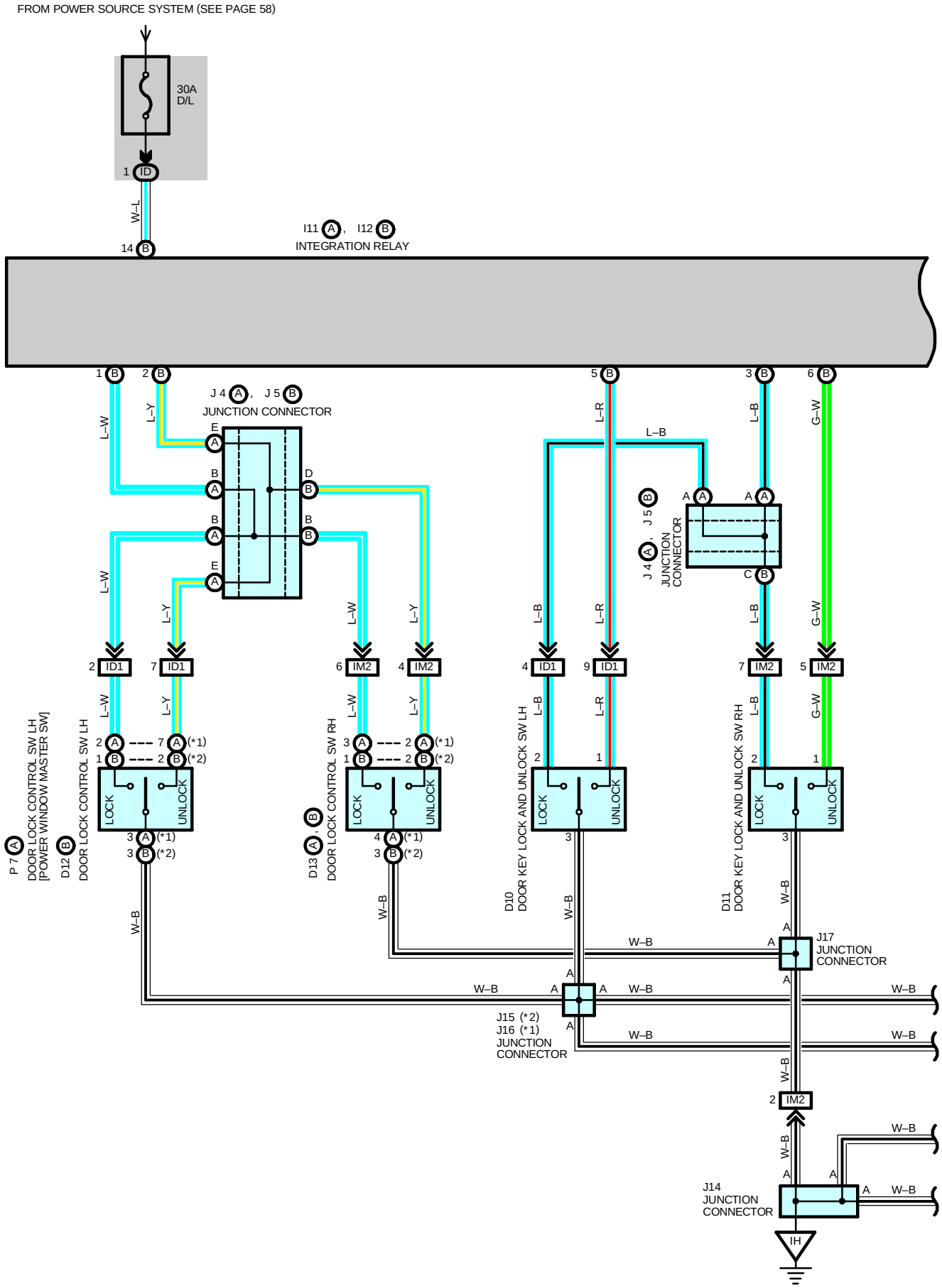
3. DOUBLE OPERATION UNLOCK OPERATION

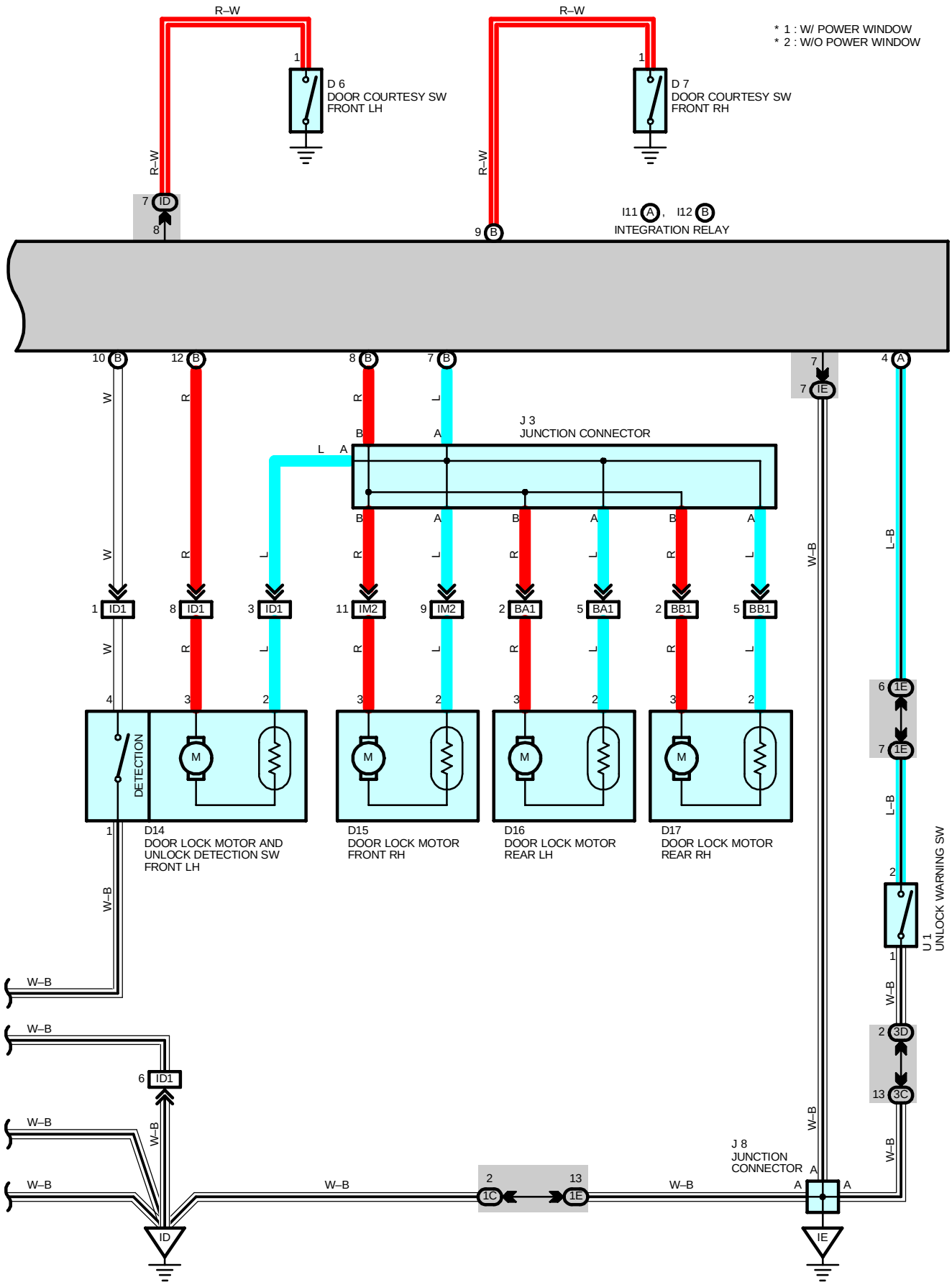
When the door key lock and unlock SW LH is turned to the unlock side, only the driver's door is unlocked. By turning the door key lock and unlock SW LH to the unlock side, a signal is input to **TERMINAL (B) 5** of the relay, and if the signal is input again within **3** seconds by turning the SW to the unlock side again, current flows from **TERMINAL (B) 8** of the integration relay to the door lock motors (Front RH, rear LH, RH) to **TERMINAL (B) 7** of the relay to **TERMINAL 7** to **GROUND**, causing the door lock motors to operate and unlock the doors.

4. IGNITION KEY REMINDER OPERATION

* Operating door lock knob (Operation of door lock motors)
  With the ignition key in the cylinder (Unlock warning SW on), when the door is opened and locked using door lock knob (Door lock motor), the door is locked once but each door is unlocked soon by the function of the relay. As a result, the current flows from **TERMINAL (B) 14** of the integration relay to **TERMINALS (B) 8** and **(B) 12** to the door lock motors to **TERMINAL (B) 7** of the relay to **TERMINAL 7** to **GROUND** and unlocks all the doors.
* Operating door lock control SW or door key lock and unlock SW
  With the ignition key in the cylinder (Unlock warning SW on), when the door is opened and locked using door lock control SW or key SW, the door is locked once but each door is unlocked by the function of SW contained in motors, and the signal is input to **TERMINAL (B) 10** of the relay. According to this input signal, the current flows from **TERMINAL (B) 14** of the relay to **TERMINALS (B) 8** and **(B) 12** to the door lock motors to **TERMINAL (B) 7** of the relay to **TERMINAL 7** to **GROUND** and unlocks all the doors.
* In case of key less lock
  With the ignition the key in the cylinder (Unlock warning SW on), when the unlock function is disturbed more than **0.2** seconds, for example pushing the door lock knob etc., the door holds on lock condition. Closing the door after, door courtesy SW inputs the signal into **TERMINAL 8** or **(B) 9** of the integration relay. By this input signal, the relay works and current flows from **TERMINAL (B) 14** of the relay to **TERMINALS (B) 8** and **(B) 12** to the door lock motors to **TERMINAL (B) 7** of the relay to **TERMINAL 7** to **GROUND** and unlocks all the doors.

DOOR LOCK CONTROL (TMMC MADE)




R–W
R–W
* 1 : W/ POWER WINDOW
* 2 : W/O POWER WINDOW
D 6
DOOR COURTESY SW
FRONT LH
D 7
DOOR COURTESY SW
FRONT RH
7 ID
8
9 B
I11 A , I12 B
INTEGRATION RELAY
10 B
12 B
8 B
7 B
7
7 IE
4 A
J 3
JUNCTION CONNECTOR
1 ID1
8 ID1
3 ID1
11 IM2
9 IM2
2 BA1
5 BA1
2 BB1
5 BB1
DETECTION
M
D14
DOOR LOCK MOTOR AND
UNLOCK DETECTION SW
FRONT LH
D15
DOOR LOCK MOTOR
FRONT RH
D16
DOOR LOCK MOTOR
REAR LH
D17
DOOR LOCK MOTOR
REAR RH
6 1E
7 1E
U 1
UNLOCK WARNING SW
2 3D
13 3C
6 ID1
2 1C
13 1E
J 8
JUNCTION
CONNECTOR
ID
IE
W–B
L–B

DOOR LOCK CONTROL (TMMC MADE)

SERVICE HINTS

I11 (A), I12 (B) INTEGRATION RELAY

7–GROUND : Always continuity
8–GROUND : Continuity with the driver's door open
(B)14–GROUND : Always approx. **12** volts
(B) 7–GROUND : Approx. **12** volts **0.2** seconds with following operation
∗ Door lock control SW locked
∗ Locking the driver's, front passenger's door cylinder with the key
(B) 1–GROUND : Continuity with the door lock control SW locked
(B) 9–GROUND : Continuity with the front passenger's door open
(B)10–GROUND : Continuity with the driver's door lock knob unlocked
(B) 2–GROUND : Continuity with the door lock control SW unlocked
(B) 6–GROUND : Continuity with the front passenger's door lock cylinder unlock with the key
(B) 5–GROUND : Continuity with the driver's door lock cylinder unlocked with the key
(B) 3–GROUND : Continuity with the driver's, front passenger's door lock cylinder locked with the key
(B) 8 or (B) 12–GROUND : Approx. **12** volts **0.2** seconds with following operation
∗ Door lock control SW unlocked
∗ Door lock control SW locked with the ignition key in cylinder and the driver's door open (Ignition key reminder function)
∗ Door lock knob locked with the ignition key in cylinder and the driver's door open (Ignition key reminder function)
∗ Unlocking the driver's, front passenger's door cylinder with the key

D6, D7 DOOR COURTESY SW FRONT LH,RH

1–GROUND : Closed with each of the doors open

U1 UNLOCK WARNING SW

1–2 : Closed with the ignition key in cylinder

: PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
D6		38	D15		38	J8		37
D7		38	D16		38	J14		37
D10		38	D17		38	J15		38
D11		38	I11	A	37	J16		38
D12	B	38	I12	B	37	J17		38
D13	A	38	J3		37	P7	A	39
	B	38	J4	A	37	U1		37
D14		38	J5	B	37			

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
ID	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
3C	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

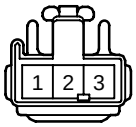
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	42	Front Door LH Wire and Cowl Wire (Near the Driver Side J/B)
IM2	44	Front Door RH Wire and Cowl Wire (Right Kick Panel)
BA1	46	Rear Door LH Wire and Cowl Wire (Under the Left Center Pillar)
BB1	46	Rear Door RH Wire and Cowl Wire (Under the Right Center Pillar)

▽ : GROUND POINTS

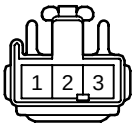
Code	See Page	Ground Points Location
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IH	42	Right Kick Panel

D6, D7

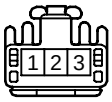
D10 GRAY



D11 GRAY



(w/o Power Window) D12 (B) BLACK



(w/ Power Window) D13 (A)

(w/o Power Window) D13 (B) BLACK

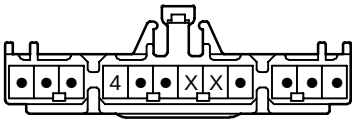
D14 BLACK

D15 BLACK

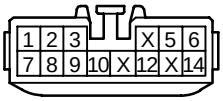
D16 BLACK

D17 BLACK

I11 (A)



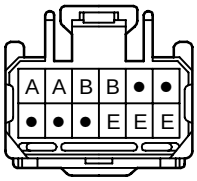
I12 (B)



J3

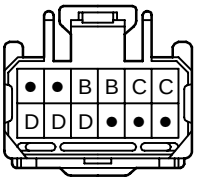
(Hint : See Page 7)

J4 (A) BLACK



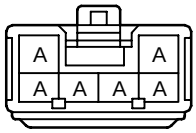
(Hint : See Page 7)

J5 (B) BLACK



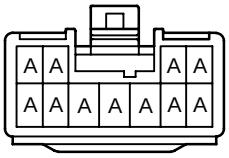
(Hint : See Page 7)

J8



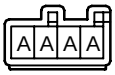
(Hint : See Page 7)

J14



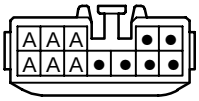
(Hint : See Page 7)

J15 BLACK



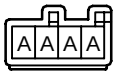
(Hint : See Page 7)

J16



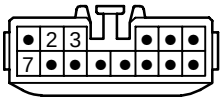
(Hint : See Page 7)

J17 BLACK

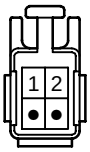


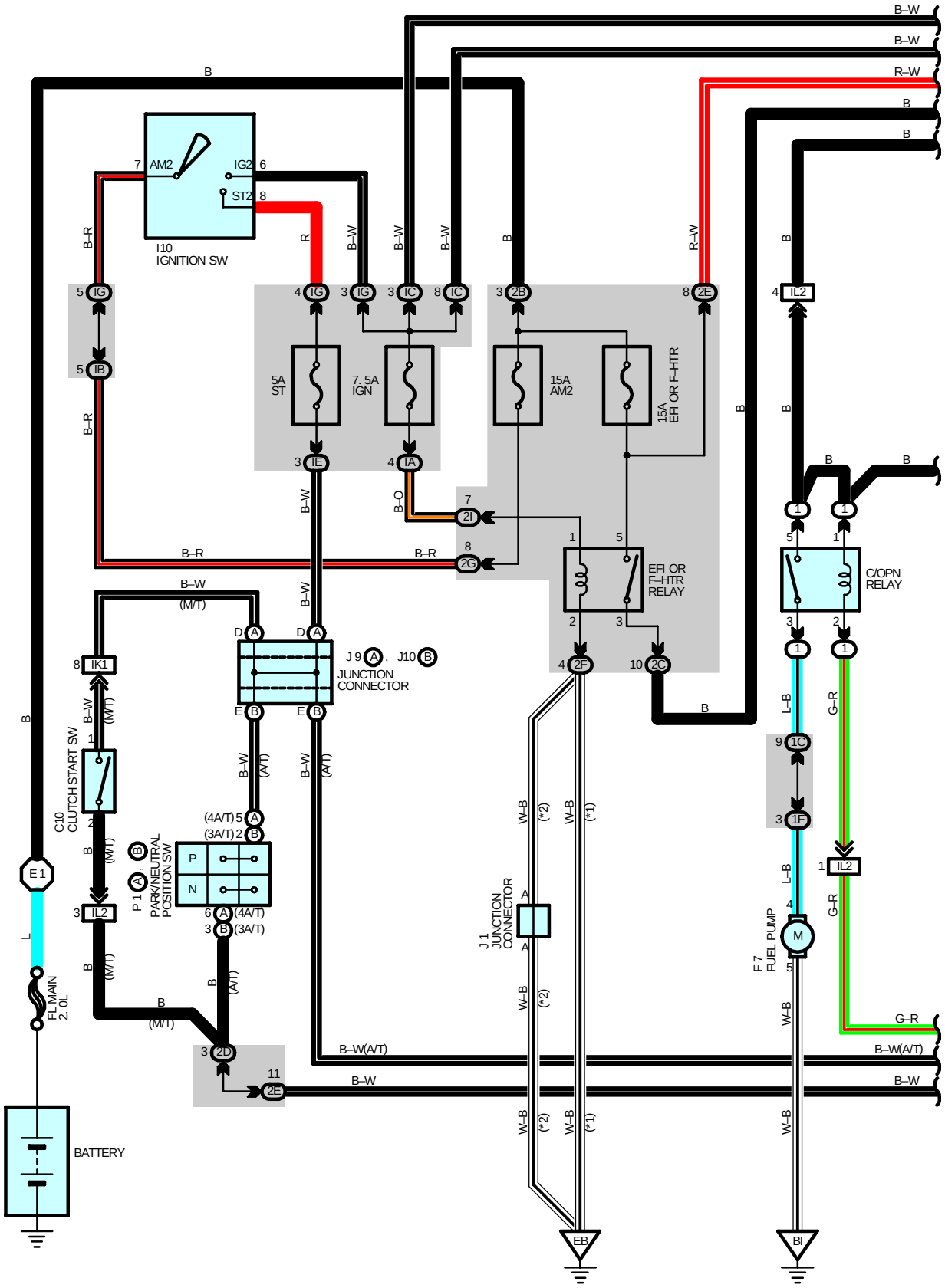
(Hint : See Page 7)

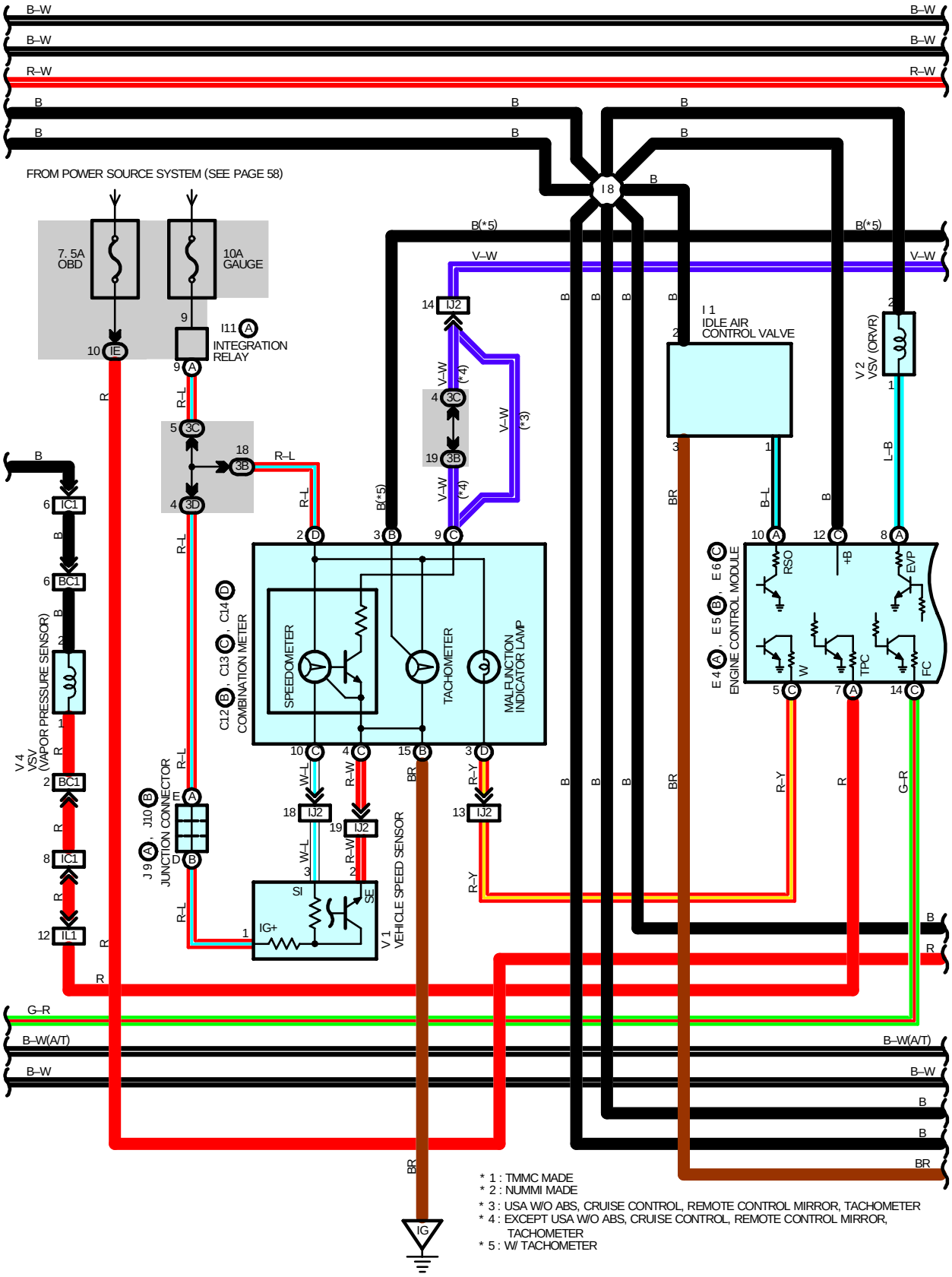
(w/ Power Window) P7 (A)

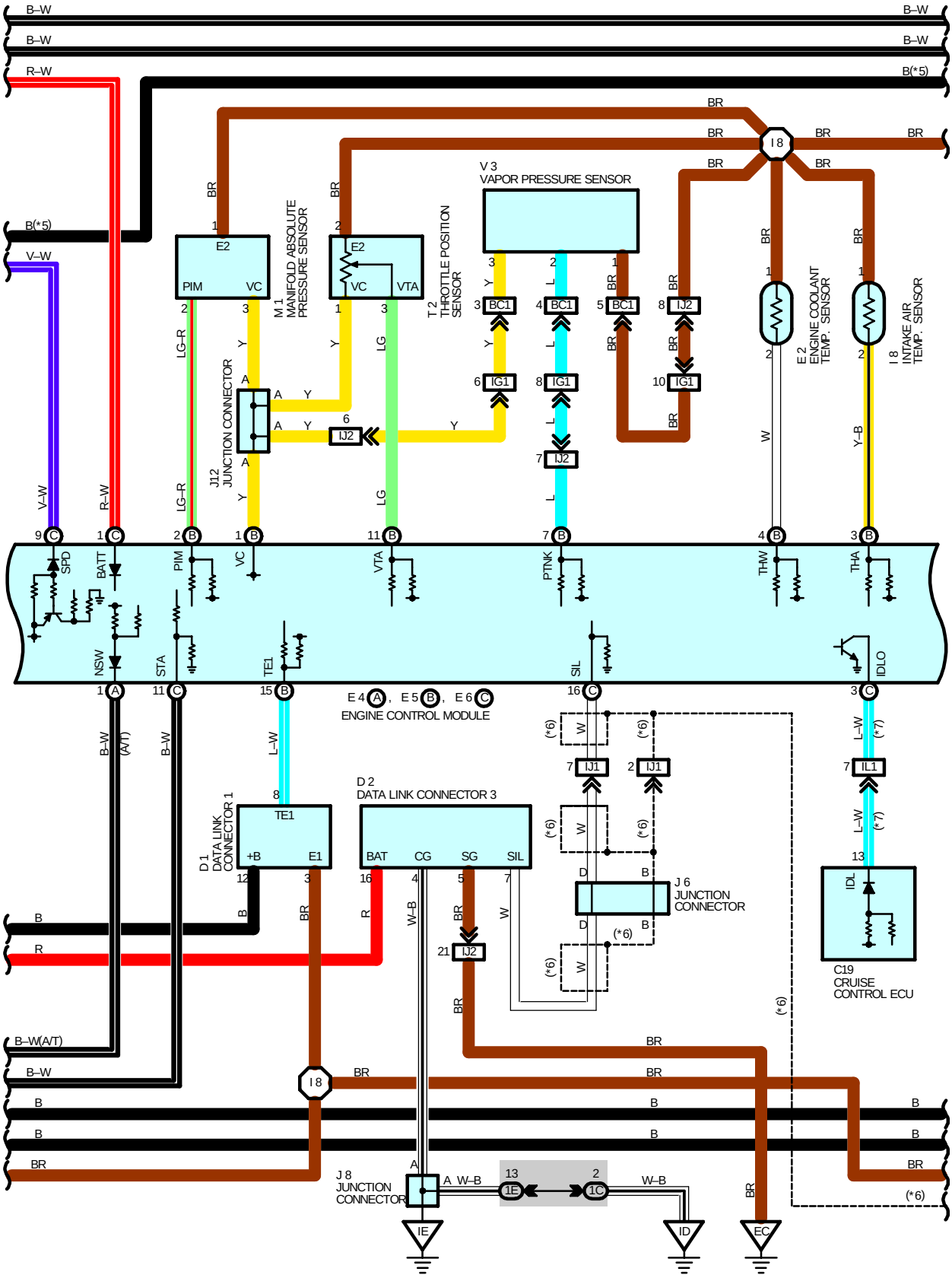


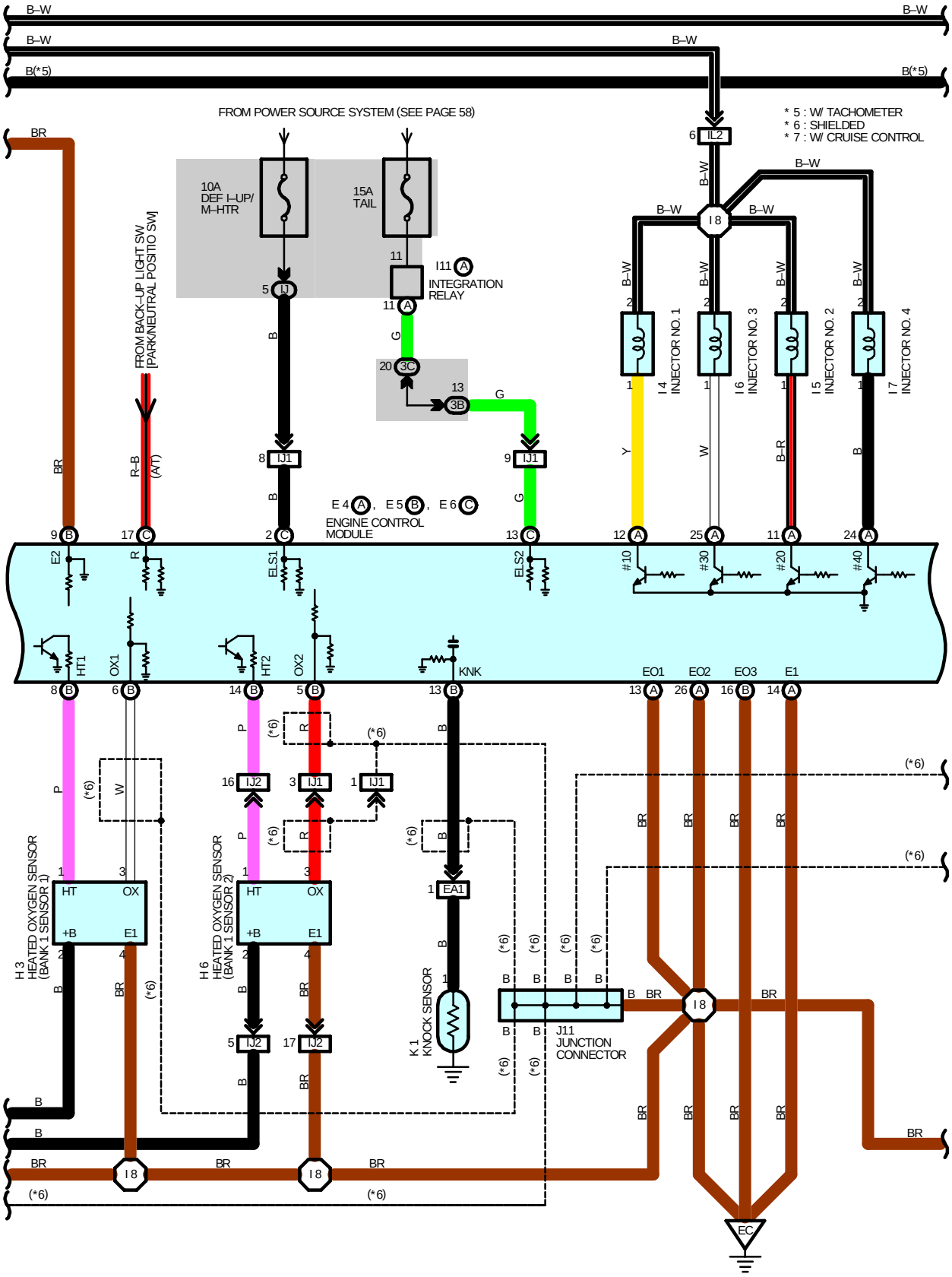
U1

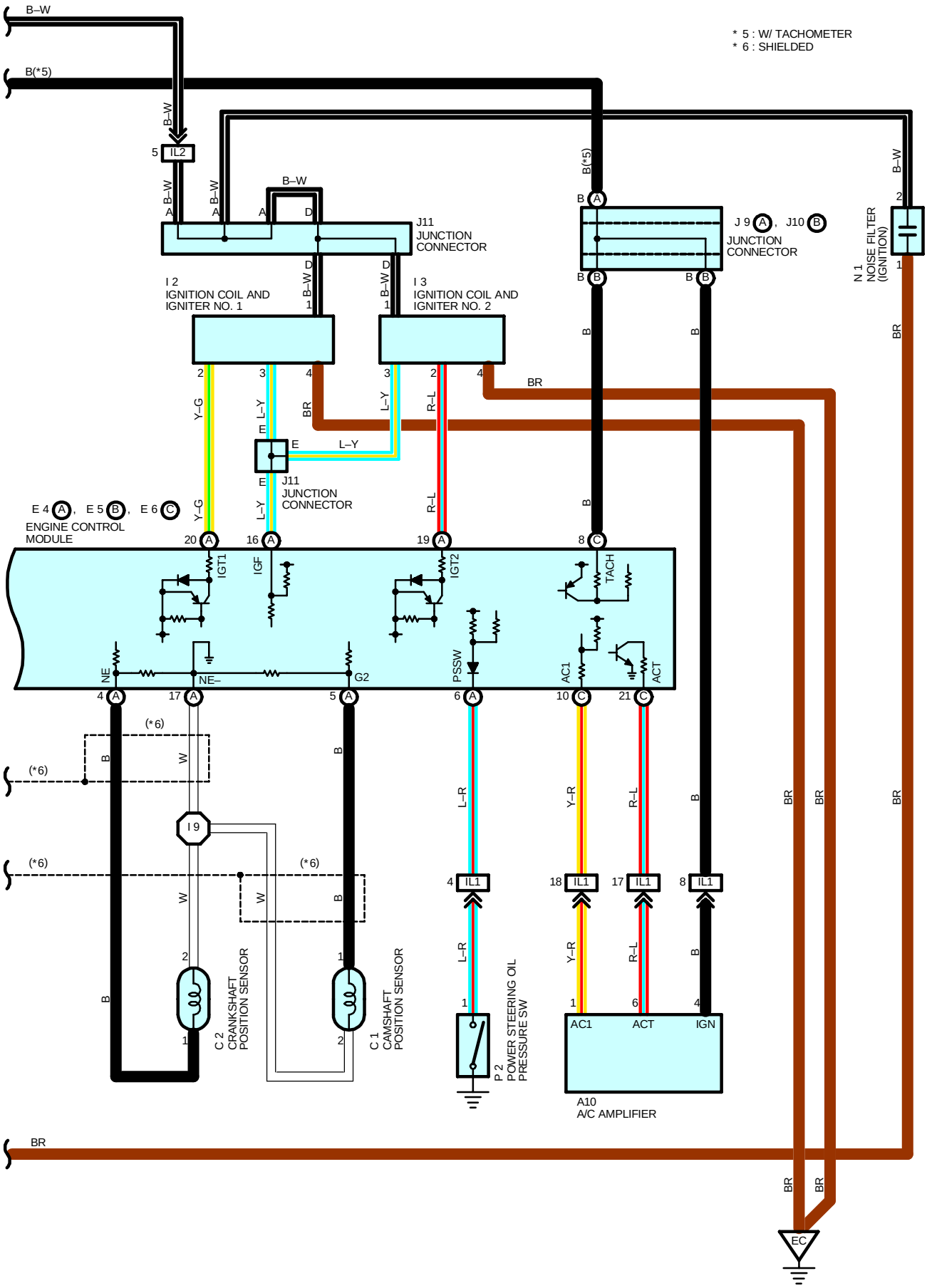



I10
IGNITION SW
AM2
IG2
ST2
5A
ST
7. 5A
IGN
15A
AM2
15A
EFI OR F–HTR
EFI OR
F–HTR
RELAY
C/OPN
RELAY
J 9 , J10
JUNCTION
CONNECTOR
C10
CLUTCH START SW
P 1 ,
PARK/NEUTRAL
POSITION SW
J 1
JUNCTION
CONNECTOR
F 7
FUEL PUMP
E 1
FL MAIN
2. 0L
BATTERY
EB
BI
B–W
R–W
B–R
B–O
L–B
G–R
W–B
B–W(A/T)
(M/T)
(A/T)
(4A/T)
(3A/T)
(*1)
(*2)


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
7. 5A OBD
10A GAUGE
I11 INTEGRATION RELAY
I 8
I 1 IDLE AIR CONTROL VALVE
V 2 VSV (ORVR)
V 4 VSV (VAPOR PRESSURE SENSOR)
C12, C13, C14 COMBINATION METER
SPEEDOMETER
TACHOMETER
MALFUNCTION INDICATOR LAMP
E 4, E 5, E 6 ENGINE CONTROL MODULE
RSO
+B
EVP
W
TPC
FC
J 9, J10 JUNCTION CONNECTOR
V 1 VEHICLE SPEED SENSOR
SI
SE
IG+
IG
B–W
R–W
B
R–L
V–W
B(*5)
L–B
BR
R–Y
G–R
B–W(A/T)
* 1 : TMMC MADE
* 2 : NUMMI MADE
* 3 : USA W/O ABS, CRUISE CONTROL, REMOTE CONTROL MIRROR, TACHOMETER
* 4 : EXCEPT USA W/O ABS, CRUISE CONTROL, REMOTE CONTROL MIRROR, TACHOMETER
* 5 : W/ TACHOMETER


B–W
R–W
B(*5)
V–W
M 1
MANIFOLD ABSOLUTE
PRESSURE SENSOR
T 2
THROTTLE POSITION
SENSOR
V 3
VAPOR PRESSURE SENSOR
E 2
ENGINE COOLANT
TEMP. SENSOR
I 8
INTAKE AIR
TEMP. SENSOR
J12
JUNCTION CONNECTOR
ENGINE CONTROL MODULE
D 2
DATA LINK CONNECTOR 3
D 1
DATA LINK
CONNECTOR 1
J 6
JUNCTION
CONNECTOR
C19
CRUISE
CONTROL ECU
J 8
JUNCTION
CONNECTOR
B–W(A/T)


B–W
B(*5)
FROM POWER SOURCE SYSTEM (SEE PAGE 58)
* 5 : W/ TACHOMETER
* 6 : SHIELDED
* 7 : W/ CRUISE CONTROL
10A
DEF I–UP/
M–HTR
15A
TAIL
I11
INTEGRATION
RELAY
FROM BACK–UP LIGHT SW
[PARK/NEUTRAL POSITIO SW]
(A/T)
I4
INJECTOR NO. 1
I6
INJECTOR NO. 3
I5
INJECTOR NO. 2
I7
INJECTOR NO. 4
E4, E5, E6
ENGINE CONTROL
MODULE
ELS1
ELS2
#10
#30
#20
#40
HT1
OX1
HT2
OX2
KNK
EO1
EO2
EO3
E1
H3
HEATED OXYGEN SENSOR
(BANK 1 SENSOR 1)
H6
HEATED OXYGEN SENSOR
(BANK 1 SENSOR 2)
HT
OX
+B
K1
KNOCK SENSOR
J11
JUNCTION
CONNECTOR
EC


* 5 : W/ TACHOMETER
* 6 : SHIELDED
B–W
B(*5)
IL2
J11
JUNCTION
CONNECTOR
I 2
IGNITION COIL AND
IGNITER NO. 1
I 3
IGNITION COIL AND
IGNITER NO. 2
J 9 A , J10 B
JUNCTION
CONNECTOR
N 1
NOISE FILTER
(IGNITION)
E 4 A , E 5 B , E 6 C
ENGINE CONTROL
MODULE
IGT1
IGF
IGT2
TACH
NE
NE–
G2
PSSW
AC1
ACT
(*6)
I 9
IL1
C 2
CRANKSHAFT
POSITION SENSOR
C 1
CAMSHAFT
POSITION SENSOR
P 2
POWER STEERING OIL
PRESSURE SW
AC1
ACT
IGN
A10
A/C AMPLIFIER
EC

SYSTEM OUTLINE

The engine control system utilizes a microcomputer and maintains overall control of the engine, etc. An outline of engine control is given here.

1. INPUT SIGNALS

(1) Engine coolant temp. signal system

The engine coolant temp. sensor detects the engine coolant temp. and has a built–in thermistor with a resistance which varies according to the engine coolant temp. Thus the engine coolant temp. is input as a control signal to **TERMINAL THW** of the engine control module.

(2) Intake air temp. signal system

The intake air temp. sensor is detects the intake air temp., which is input as a control signal to **TERMINAL THA** of the engine control module.

(3) Power steering oil pressure signal system

Power steering oil pressure is detected by the power steering oil pressure SW and is input as a control signal to **TERMINAL PSSW** of the engine control module.

(4) RPM signal system

Camshaft position and crankshaft position are detected by the camshaft position sensor and crankshaft position sensor. Camshaft position is input as a control signal to **TERMINAL G2** of the engine control module, and engine RPM is input into **TERMINAL NE**.

(5) Throttle signal system

The throttle position sensor detects the throttle valve opening angle, which is input as a control signal to **TERMINAL VTA** of the engine control module.

(6) Vehicle speed signal system

The vehicle speed is detected by the vehicle speed sensor installed in the transaxle and the signal is input to **TERMINAL SPD** of the engine control module via the comb. meter.

(7) NSW signal system (A/T)

The Park/Neutral position SW detects whether the shift position is in neutral or not, and inputs a control signal to **TERMINAL NSW** of the engine control module.

(8) A/C SW signal system

The operating voltage of the A/C amplifier is detected and is input as a control signal to **TERMINAL AC1** of the engine control module.

(9) Battery signal system

Voltage is constantly applied to **TERMINAL BATT** of the engine control module. When the ignition SW is turned to on, voltage for engine control module operation is applied via the EFI or F–HTR relay to **TERMINAL +B** of the engine control module.

(10) Intake air volume signal system

Intake air volume is detected by the manifold absolute pressure sensor and is input as a control signal to **TERMINAL PIM** of the engine control module.

(11) STA signal system

To confirm that the engine is cranking, the voltage applied to the starter motor during cranking is detected and is input as a control signal to **TERMINAL STA** of the engine control module.

(12) Oxygen sensor signal system

The oxygen density in the exhaust gases is detected and is input as a control signal into **TERMINALS OX1** and **OX2** of the engine control module. To maintain stable detection performance by the oxygen sensor, a heater is used for warming the sensor. The heater is also controlled by the engine control module (**HT1** and **HT2**).

(13) Engine knock signal system

Engine knocking is detected by the knock sensor and input as a control signal to **TERMINAL KNK** of the engine control module.

(14) Electrical load signal system

When systems which cause a high electrical load such as the rear window defogger, taillight are turned on, a signal is input to **TERMINALS ELS1** and **ELS2** as a control signal.

(15) Vapor pressure signal system

Vapor pressure is detected by the vapor pressure sensor and is input as a control signal to **TERMINAL PTNK** of the engine control module.

2. CONTROL SYSTEM

∗ SFI system
The SFI system monitors the engine conditions through the signals each sensor (Input signals 1, 4, 5, 10, 12)) input to the engine control module. Based on this data and the program memorized in the engine control module, the most appropriate fuel injection timing is decided and current is output to **TERMINALS #10, #20, #30** and **#40** of the engine control module, operating the injectors (to inject fuel). This is the system which finely controls the fuel injection in response to the driving conditions, through the engine control module.

∗ ESA system
The ESA system monitors the engine conditions using the signals (Input signals (1, 4, 5, 10, 13)) input to the engine control module from each sensor. Based on this data and the program memorized in the engine control module, the most appropriate ignition timing is decided and current is output to **TERMINALS IGT1** and **IGT2** of the engine control module. This output controls the ignition coil and igniter No. 1 and No. 2 to produce the most appropriate ignition timing for the driving conditions.

∗ IAC system
The IAC system (Rotary solenoid type) increases the RPM and provides idle stability for fast idle–up when the engine is cold, and when the idle speed has dropped due to electrical load and so on. The engine control module evaluates the signals from each sensor, and outputs current to **TERMINAL RSO** to control the idle air control valve.

∗ A/C cut control system
When the vehicle suddenly accelerates from low engine speed, this system cuts off the air conditioner operation for a fixed period of time in response to the vehicle speed, throttle valve opening angle and intake manifold pressure in order to maintain acceleration performance.
The engine control module receives (each signal), and outputs signals to **TERMINAL ACT**.

∗ Knock control system
Knock control system controls the gate based on the engine rotation speed and detects knocking by the peak value of the knock sensor output during the gate open period, and then controls it to the most suitable ignition timing in proportion to the driving condition.

∗ Evapoparge control system
This system leads the vapor stuck to the canister to the serge tank in order not to agitate the air fuel by adjusting the fuel injection volume.
The signal at this time will be output from **TERMINAL EVP** of the engine control module to VSV (ORVR).

3. DIAGNOSIS SYSTEM

With the diagnosis system, when there is a malfunctioning in the engine control module signal system,the malfunction system is recorded in the memory. The malfunctioning system can be found by reading the display (Code) of the check engine warning light.

4. FAIL–SAFE SYSTEM

When a malfunction occurs in any system, if there is a possibility of engine trouble being caused by continued control based on the signals from that system, the fail–safe system either controls the system by using the data (Standard values) recorded in the engine control module memory or else stops the engine.

SERVICE HINTS

C/OPN RELAY

5–3 : Closed with the starter running and the engine running

EFI or F–HTR RELAY

5–3 : Closed with the ignition SW at **ON** or **ST** position

E2 ENGINE COOLANT TEMP. SENSOR

1–2 : Approx. **14.96** kΩ (**–20**˚C, **–4**˚F)
Approx. **5.65** kΩ (**0**˚C, **32**˚F)
Approx. **2.44** kΩ (**20**˚C, **68**˚F)
Approx. **0.3143** kΩ (**80**˚C, **176**˚F)

E4 (A), E5 (B), E6 (C) ENGINE CONTROL MODULE

Voltage at engine control module wiring connectors

BATT–E1 : Always **9**–**14** volts
+B–E1 : **9**–**14** volts (Ignition SW at **ON** position)
VC–E1 : **4.5**–**5.5** volts (Ignition SW at **ON** position)
VTA–E1 : **0.3**–**0.8** volts (Ignition SW on and throttle valve fully closed)
: **3.2**–**4.9** volts (Ignition SW on and throttle valve fully open)
PIM–E1 : **3.3**–**3.9** volts (Ignition SW at **ON** position)
THA–E1 : **0.5**–**3.4** volts (Engine idling and intake air temp. **0**–**80**˚C, **32**–**176**˚F)
THW–E1 : **0.2**–**1.0** volts (Engine idling and engine coolant temp. **60**–**120**˚C, **140**–**248**˚F)
STA–E1 : **6**–**14** volts (Engine cranking)
IGT1, IGT2–E1 : Pulse generation (Engine idling)
IGF–E1 : Pulse generation (Engine idling)
FC–E1 : **9**–**14** volts (Ignition SW on and engine stopping)
0–**3** volts (Engine idling)
W–E1 : **9**–**14** volts (Engine idling and warning light off)
AC1–E1 : **9**–**14** volts (Ignition SW on and A/C SW off)
ACT–E1 : **4.5**–**5.5** volts (Ignition SW on and A/C SW on)
SPD–E1 : Pulse generation (Driving approx. **20** km/h)
ELS2–E1 : **7.5**–**14** volts (Ignition SW on and taillight on)
ELS1–E1 : **7.5**–**14** volts (Ignition SW on and rear window defogger on)
NSW–E1 : **0**–**3** volts (Engine cranking)
#10, #20, #30, #40–E1 : Pulse generation (Engine idling)
NE–NE– : Pulse generation (Engine idling)
RSO–E1 : Pulse generation (Engine idling)
G2–NE– : Pulse generation (Engine idling)
TPC–E1 : **9.0**–**14.0** volts (Ignition SW on and disconnect the quick connector from the vapor pressure sensor)
PTNK–E1 : **3.0**–**3.6** volts (Ignition SW at **ON** position)
: **1.3**–**2.1** volts (Ignition SW on and apply vacuum **2.0** kpa (**15.0** mm hg, **0.6** in. hg)
OX1, OX2–E1 : Pulse generation (Maintain engine speed at **2500** rpm for two minutes after warming up.)
HT1, HT2–E1 : **9.0**–**14.0** volts (Ignition SW at **ON** position)
0–**3.0** volts (Engine idling)
KNK–E1 : Pulse generation (Engine idling)
EVP–E1 : **9.0**–**14.0** volts (Ignition SW at **ON** position)
TACH–E1 : Pulse generation (Engine idling)

ENGINE CONTROL

: PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
A10		36	H3		35	J9	A	37
C1		34	H6		36	J10	B	37
C2		34	I1		35	J11		37
C10		36	I2		35	J12		37
C12	B	36	I3		35	K1		35
C13	C	36	I4		35	M1		35
C14	D	36	I5		35	N1		37
C19		36	I6		35	P1	A	35
D1		34	I7		35		B	35
D2		36	I8		35	P2		35
E2		34	I10		37	T2		35
E4	A	36	I11	A	37	V1		35
E5	B	36	J1		37	V2		35
E6	C	36	J6		37	V3		39
F7		38	J8		37	V4		39

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	20	Driver Side R/B (Left Kick Panel)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IA	22	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IB		
IC	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IG		
IJ	22	
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
1F	24	Floor Wire and Driver Side J/B (Left Kick Panel)
2B	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2C	27	Engine Wire and Engine Room J/B (Engine Compartment Left)
2D		
2E		
2F	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2G		
2I		
3B	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3C		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	40	Engine No.4 Wire and Engine Wire (Inside of the Intake Manifold RH)
IC1	42	Floor Wire and Cowl Wire (Near the Driver Side J/B)
IG1	42	Floor Wire and Instrument Panel Wire (Left Kick Panel)
IJ1	44	Engine Wire and Instrument Panel Wire (Instrument Panel Brace LH)
IJ2		
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IL1	44	Engine Wire and Cowl Wire (Instrument Panel Brace RH)
IL2		
BC1	46	Fuel Control Wire and Floor Wire (Rear Wheel House LH)

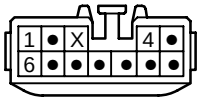
: GROUND POINTS

Code	See Page	Ground Points Location
EB	40	Front Side of the Left Fender
EC	40	Cylinder Head
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IG	42	Instrument Panel Brace RH
BI	46	Under the Left Quarter Pillar

: SPLICE POINTS

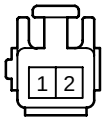
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	40	Engine Room Main Wire	I9	44	Engine Wire
I8	44	Engine Wire			

A10 BLACK

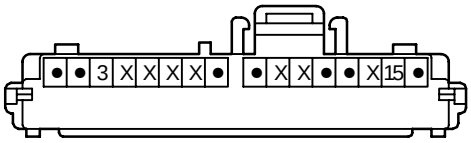


C1, C2 BLACK

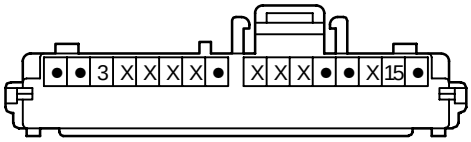
C10



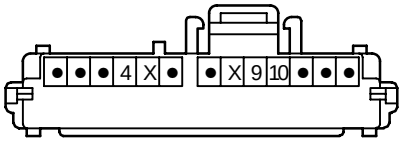
(w/ Theft Deterrent System) C12 (B)



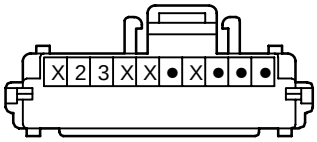
(w/o Theft Deterrent System) C12 (B)



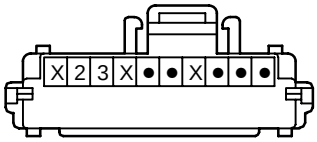
C13 (C) BLUE



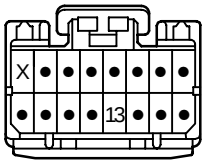
(USA, Puerto Rico) C14 (D) GRAY



(Canada) C14 (D) GRAY



C19



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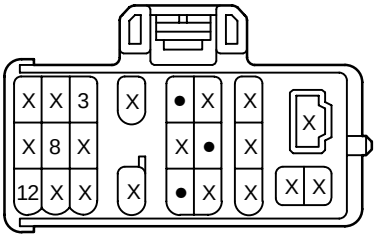

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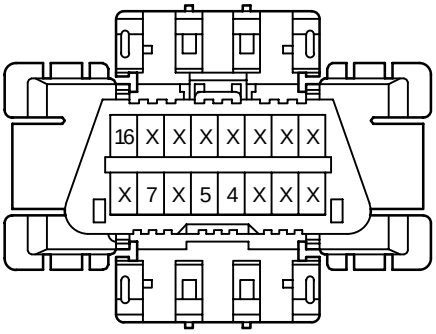
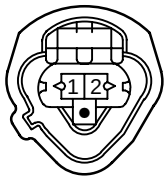
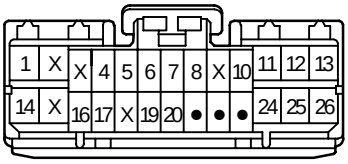


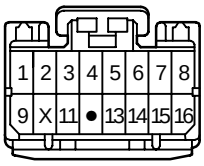
E2 DARK GRAY



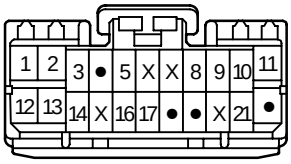
E4 (A) DARK GRAY



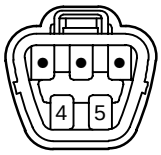
E5 (B) DARK GRAY



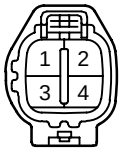
E6 (C) DARK GRAY



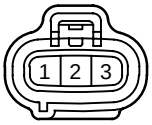
F7 DARK GRAY



H3, H6 DARK GRAY



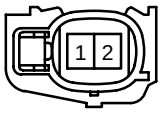
I1 GRAY



I2 GRAY

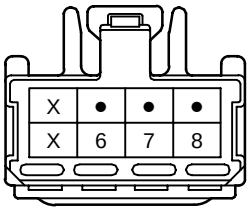
I3 BLACK

I4, I5, I6, I7 GRAY

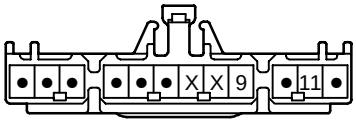


I8 BLACK

I10



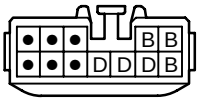
I11 (A)



J1

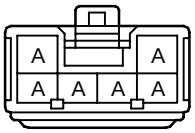
(Hint : See Page 7)

J6 BLACK



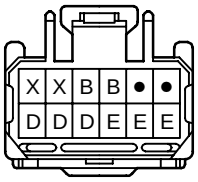
(Hint : See Page 7)

J8



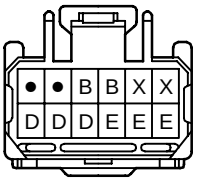
(Hint : See Page 7)

J9 (A) BLACK



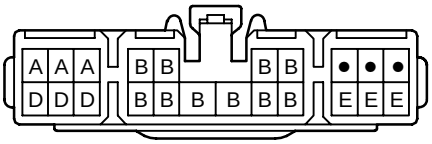
(Hint : See Page 7)

J10 (B) BLACK



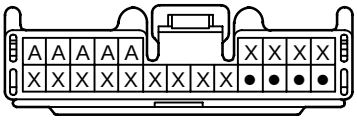
(Hint : See Page 7)

J11



(Hint : See Page 7)

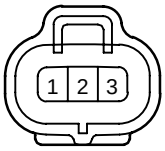
J12



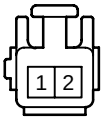
(Hint : See Page 7)

K1 DARK GRAY

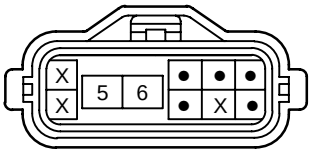
M1 BLACK



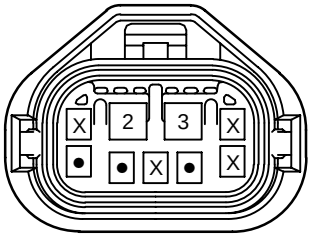
N1 GRAY



(4 A/T) P1 (A) GRAY



(3 A/T) P1 (B) GRAY

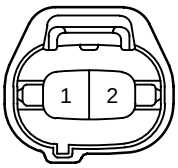


P2 BLACK

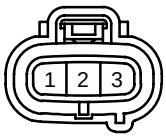
T2 BLACK

V1 BLACK

V2 BLACK

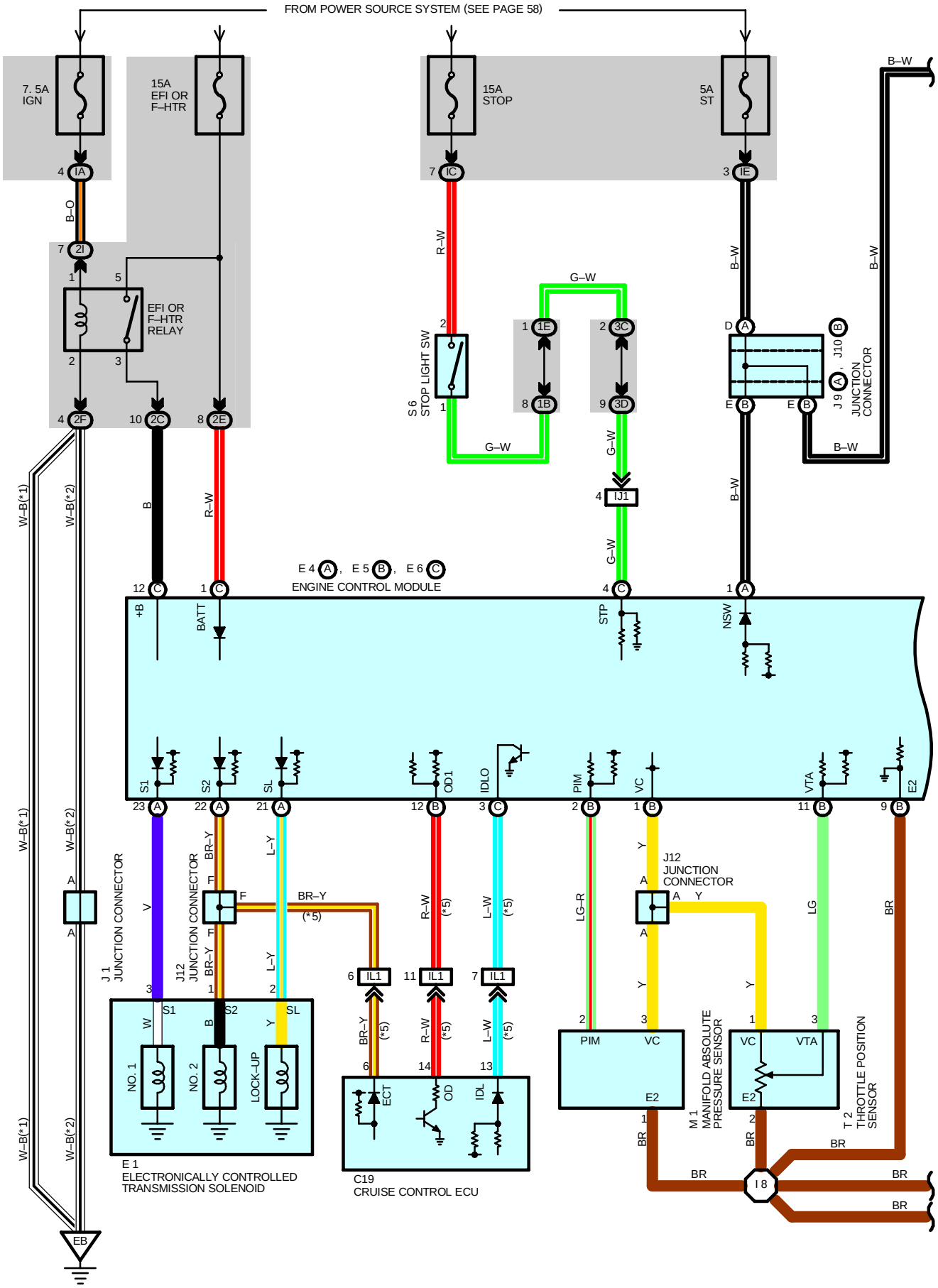


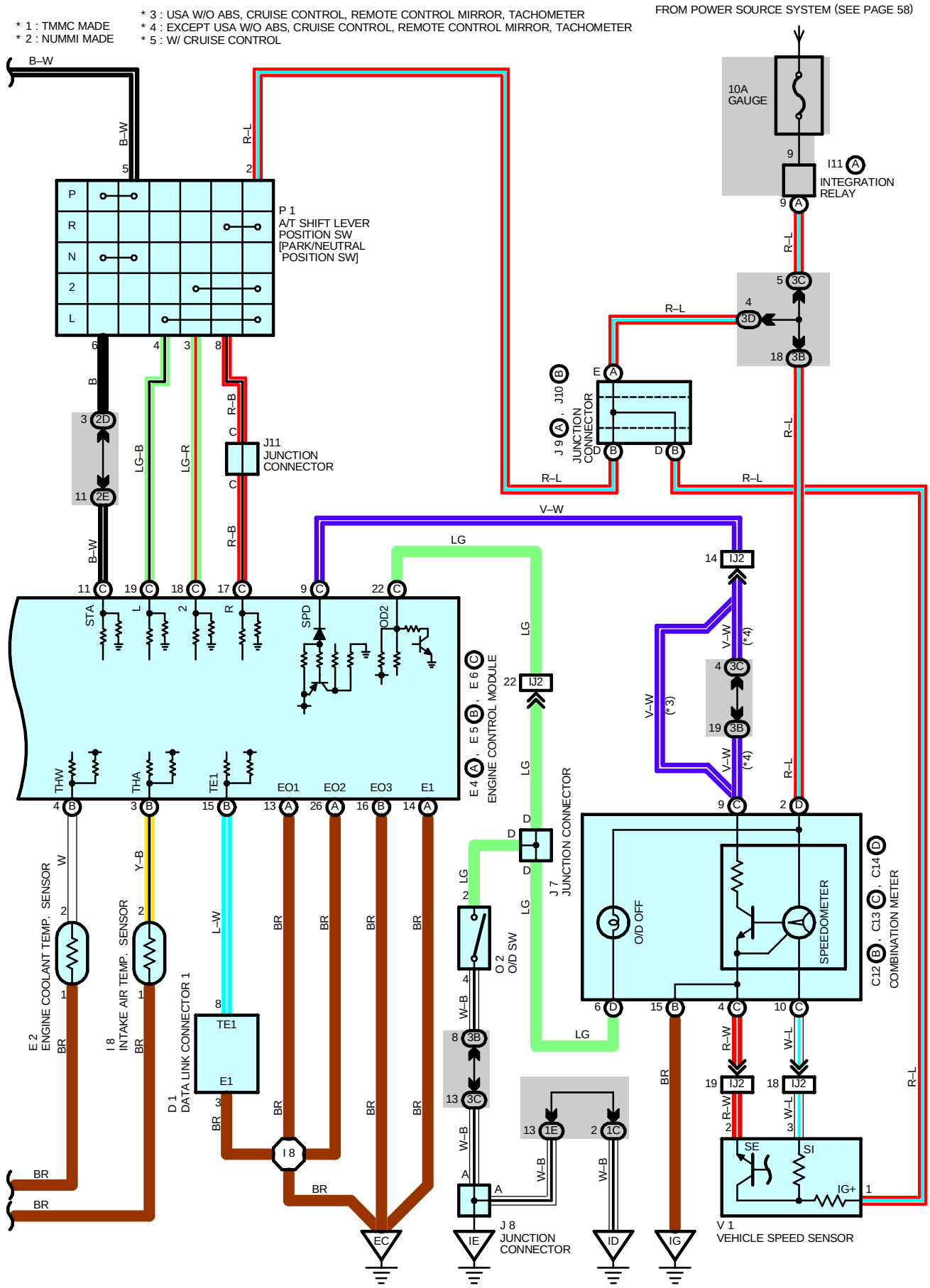
V3 BLACK



V4 BLACK

ELECTRONICALLY CONTROLLED TRANSMISSION




* 1 : TMMC MADE
* 2 : NUMMI MADE
* 3 : USA W/O ABS, CRUISE CONTROL, REMOTE CONTROL MIRROR, TACHOMETER
* 4 : EXCEPT USA W/O ABS, CRUISE CONTROL, REMOTE CONTROL MIRROR, TACHOMETER
* 5 : W/ CRUISE CONTROL
FROM POWER SOURCE SYSTEM (SEE PAGE 58)
10A GAUGE
I11 INTEGRATION RELAY
P 1 A/T SHIFT LEVER POSITION SW [PARK/NEUTRAL POSITION SW]
J11 JUNCTION CONNECTOR
J 9 , J10 JUNCTION CONNECTOR
E 6 , E 5 , E 4 ENGINE CONTROL MODULE
J 7 JUNCTION CONNECTOR
O 2 O/D SW
O/D OFF
SPEEDOMETER
C12 , C13 , C14 COMBINATION METER
E 2 ENGINE COOLANT TEMP. SENSOR
I 8 INTAKE AIR TEMP. SENSOR
D 1 DATA LINK CONNECTOR 1
J 8 JUNCTION CONNECTOR
V 1 VEHICLE SPEED SENSOR

ELECTRONICALLY CONTROLLED TRANSMISSION

SYSTEM OUTLINE

Previous automatic transaxle have selected each gear shift using mechanically controlled throttle hydraulic pressure, governor hydraulic pressure and lock–up hydraulic pressure. The electronically controlled transmission, however, controls the line pressure and lock–up pressure etc.electrically, through the solenoid valve. The engine control module controls each solenoid valve based on the input signals from each sensor, which makes smooth driving possible by shift selection for each gear that is most appropriate to the driving conditions at that time.

1. GEAR SHIFT OPERATION

During driving, the engine control module selects the shift for each gear which is most appropriate to the driving conditions, based on input signals from the engine coolant temp. sensor to **TERMINAL THW** of the engine control module, and also the input signals to **TERMINAL SPD** of the engine control module from the vehicle speed sensor devoted to the electronically controlled transmission. Current is then output to the electronically controlled transmission solenoid. When shifting to 1st speed, the current flows from **TERMINAL S1** of the engine control module to **TERMINAL 3** of the solenoid to **GROUND,** and continuity to the No. 1 solenoid causes the shift.
For 2nd speed, the current flows from **TERMINAL S1** of the engine control module to **TERMINAL 3** of the solenoid to **GROUND,** and from **TERMINAL S2** of the engine control module to **TERMINAL 1** of the solenoid to **GROUND,** and continuity to solenoids No. 1 and No. 2 causes the shift.
For 3rd speed, there is no continuity to No. 1 solenoid, only to No. 2, causing the shift.
Shifting into 4th speed (Overdrive) takes place when there is no continuity to both No. 1 and No. 2 solenoid.

2. LOCK–UP OPERATION

When the engine control module judges from each signal that lock–up operation conditions have been met, the current flows from **TERMINAL SL** of the engine control module to **TERMINAL 2** of the electronically controlled transmission solenoid to **GROUND,** causing continuity to the lock–up solenoid, thus causing lock–up operation.

3. STOP LIGHT SW CIRCUIT

If the brake pedal is depressed (Stop light SW on) when driving in lock–up condition, a signal is input to **TERMINAL STP** of the engine control module, the engine control module operates and continuity to the lock–up solenoid is cut.

4. OVERDRIVE CIRCUIT

∗ O/D SW on
When the O/D SW is turned on (O/D off indicator light turns off), a signal is input into **TERMINAL OD2** of the engine control module and engine control module operation causes gear shift when the conditions for overdrive are met.

∗ O/D SW off
When the O/D SW is turned off, the current through the O/D off indicator light flows through the O/D SW to ground, causing the indicator light to light up. At the same time, a signal is input into **TERMINAL OD2** of the engine control module and engine control module operation prevents shift into overdrive.

SERVICE HINTS

E4 (A), E5 (B), E6 (C) ENGINE CONTROL MODULE

S1,S2–E1 : **9.0**–**14.0** volts with the ignition SW on and the solenoid on
0–**1.5** volts with the ignition SW on and the solenoid off
L–E1 : **7.5**–**14.0** volts with the ignition SW on and the shift lever at **L** position
2–E1 : **7.5**–**14.0** volts with the ignition SW on and the shift lever at **2** position
R–E1 : **7.5**–**14.0** volts with the ignition SW on and the shift lever at **R** position
STP–E1 : **9.0**–**14.0** volts with the brake pedal depressed
THW–E2 : **0.2**–**1.0** volts with the engine coolant temp. **60**˚C (**140**˚F) **–120**˚C (**248**˚F) and engine idling
VTA–E2 : **0.3**–**0.8** volts with the ignition SW on and the throttle valve fully closed
3.2–**4.9** volts with the ignition SW on and the throttle valve fully open
VC–E2 : **4.5**–**5.5** volts with the ignition SW on
OD2–E1 : **9.0**–**14.0** volts with the ignition SW on and the O/D SW turned on
0–**3.0** volts with the ignition SW on and the O/D SW turned off
+B–E1 : **9.0**–**14.0** volts with the ignition SW on

E1 ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID

1, 2, 3–GROUND : Each **11**–**15** Ω

O2 O/D SW

2–4 : Closed with the O/D SW off, open with the O/D SW on

: PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
C12	B	36	E6	C	36	J12	37
C13	C	36	I8		35	M1	35
C14	D	36	I11	A	37	O2	37
C19		36	J1		37	P1	35
D1		34	J7		37	S6	37
E1		34	J8		37	T2	35
E2		34	J9	A	37	V1	35
E4	A	36	J10	B	37		
E5	B	36	J11		37		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IA	22	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IC	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1C		
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
2C	27	Engine Wire and Engine Room J/B (Engine Compartment Left)
2D		
2E		
2F	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2I		
3B	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3C		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IJ1	44	Engine Wire and Instrument Panel Wire (Instrument Panel Brace LH)
IJ2		
IL1	44	Engine Wire and Cowl Wire (Instrument Panel Brace RH)

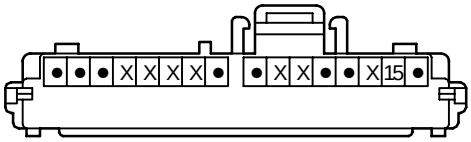
: GROUND POINTS

Code	See Page	Ground Points Location
EB	40	Front Side of the Left Fender
EC	40	Cylinder Head
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IG	42	Instrument Panel Brace RH

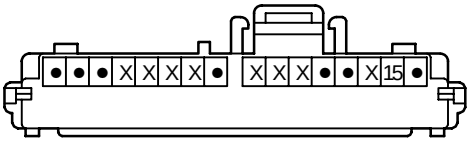
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I8	44	Engine Wire			

(w/ Theft Deterrent System) C12 (B)



(w/o Theft Deterrent System) C12 (B)



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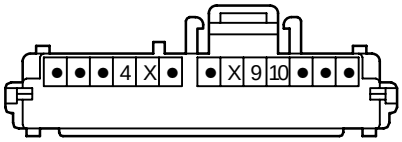
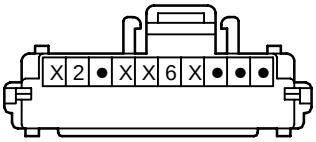
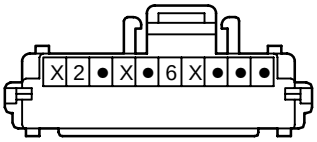


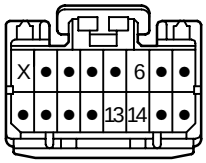
(USA, Puerto Rico) C14 (D) GRAY



(Canada) C14 (D) GRAY



C19



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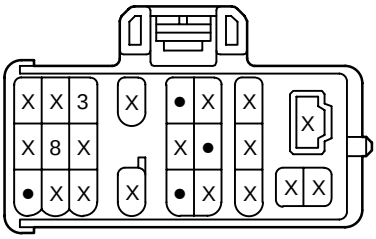

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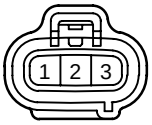
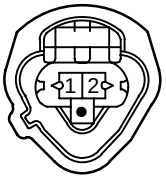
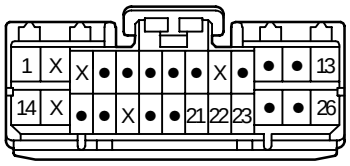


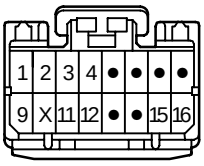
E2 DARK GRAY



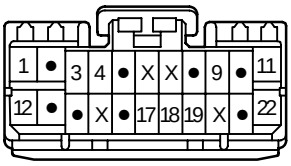
E4 (A) DARK GRAY



E5 (B) DARK GRAY



E6 (C) DARK GRAY



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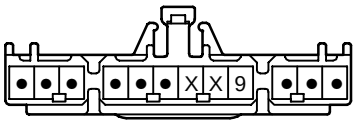
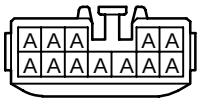
I11 (A)

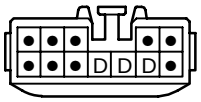


J1



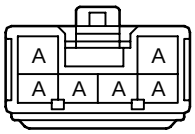
(Hint : See Page 7)

J7 BLACK



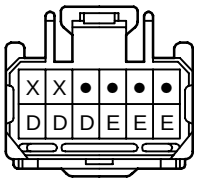
(Hint : See Page 7)

J8



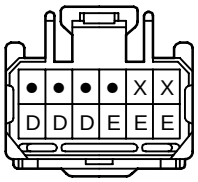
(Hint : See Page 7)

J9 (A) BLACK



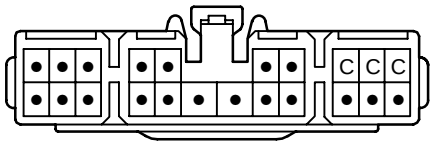
(Hint : See Page 7)

J10 (B) BLACK



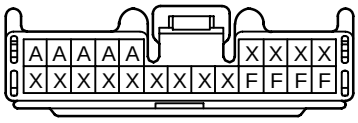
(Hint : See Page 7)

J11



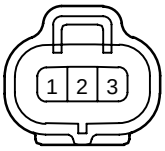
(Hint : See Page 7)

J12

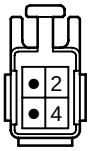


(Hint : See Page 7)

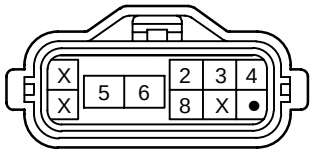
M1 BLACK



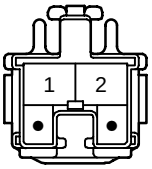
O2 BLUE



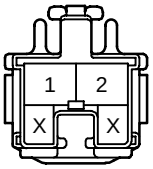
P1 GRAY



(w/ Cruise Control) S6 BLUE



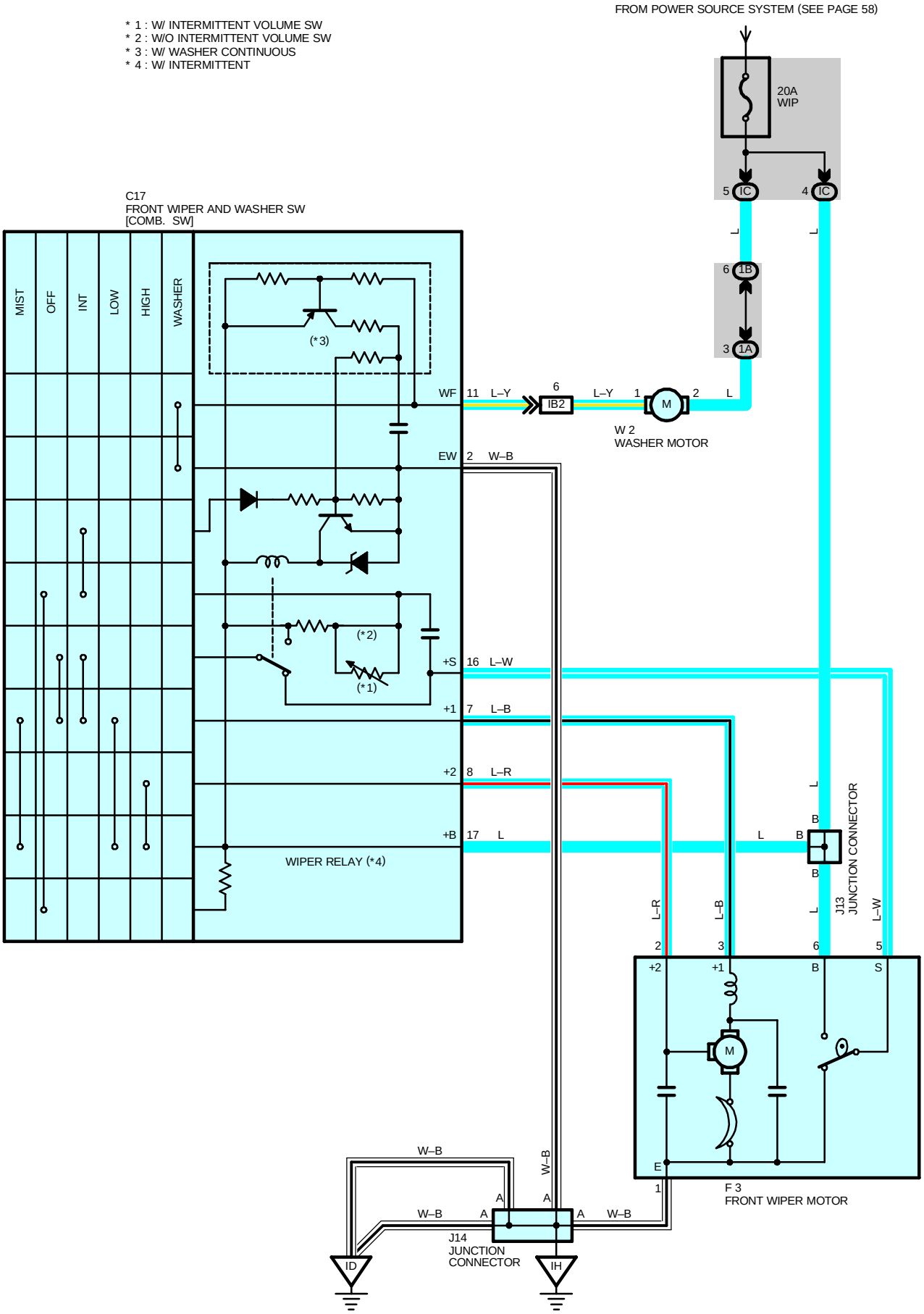
(w/o Cruise Control) S6 BLUE



T2 BLACK

V1 BLACK

FRONT WIPER AND WASHER



SYSTEM OUTLINE

With the ignition SW turned on, the current flows to **TERMINAL 17** of the front wiper and washer SW, **TERMINAL 2** of the washer motor and **TERMINAL 6** of the front wiper motor through the **WIP** fuse.

1. LOW SPEED POSITION

With wiper SW turned to **LOW** position, the current flows from **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 7** to **TERMINAL 3** of the front wiper motor to **TERMINAL 1** to **GROUND** and causes to the wiper motor to run at low speed.

2. HIGH SPEED POSITION

With wiper SW turned to **HIGH** position, the current flows from **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 8** to **TERMINAL 2** of the front wiper motor to **TERMINAL 1** to **GROUND** and causes to the wiper motor to run at high speed.

3. INT POSITION (w/ INTERMITTENT OPERATION)

With wiper SW turned to **INT** position, the relay operates and the current which is connected by relay function flows from **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 2** to **GROUND**. This flow of current operates the intermittent circuit and the current flows from **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 7** to **TERMINAL 3** of the front wiper motor to **TERMINAL 1** to **GROUND** and the functions.
The intermittent operation is controlled by the charge/discharge function of the condenser installed in the relay, and the intermittent time is controlled by a time control SW (w/ intermittent volume SW) to change the charging time of the condenser.

4. MIST POSITION (w/ MIST SW)

With wiper SW turned to **MIST** position, the current flows from **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 7** to **TERMINAL 3** of the front wiper motor to **TERMINAL 1** to **GROUND** and causes to the front wiper motor to run at low speed.

5. WASHER CONTINUOUS OPERATION

With the washer SW turned to on, the current flows from **TERMINAL 2** of the washer motor to **TERMINAL 1** to **TERMINAL 11** of the front wiper and washer SW to **TERMINAL 2** to **GROUND** and causes to the washer motor to run, and the window washer jet operates. This causes the current to flow to washer continuous operation circuit in **TERMINAL 17** of the front wiper and washer SW to **TERMINAL 7** to **TERMINAL 3** of the front wiper motor to **TERMINAL 1** to **GROUND** and the washer operates continuously.

6. WASHER OPERATION (w/o WASHER CONTINUOUS CONTROL)

With the washer SW turned to on, the current flows from **TERMINAL 2** of the washer motor to **TERMINAL 1** to **TERMINAL 11** of the front wiper and washer SW to **TERMINAL 2** to **GROUND** and causes the washer motor to run and the window washer jet operates only while the washer SW is pressed.

SERVICE HINTS

C17 FRONT WIPER AND WASHER SW [COMB. SW]

2–GROUND : Always continuity
17–GROUND : Approx. **12** volts with ignition SW at **ON** position
7–GROUND : Approx. **12** volts with wiper and washer SW at **LOW** position
: Approx. **12** volts with wiper and washer SW at **MIST** position (w/ mist SW)
: Approx. **12** volts every approx. **1** to **10** seconds intermittently with wiper and washer SW at **INT** position (w/ intermittent operation)
16–GROUND : Approx. **12** volts with ignition SW on unless wiper motor at **STOP** position
8–GROUND : Approx. **12** volts with ignition SW on and wiper and washer SW at **HIGH** position

F3 FRONT WIPER MOTOR

6–5 : Closed unless wiper motor at **STOP** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C17	36	J13	37	W2	35
F3	34	J14	37		

FRONT WIPER AND WASHER

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)

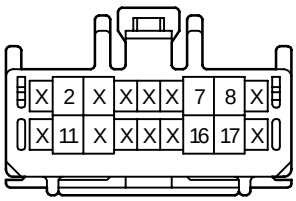
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB2	42	Engine Room Main Wire and Cowl Wire (Near the Driver Side R/B)

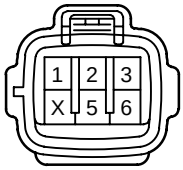
: GROUND POINTS

Code	See Page	Ground Points Location
ID	42	Left Kick Panel
IH	42	Right Kick Panel

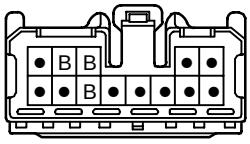
C17 BLACK



F3 GRAY

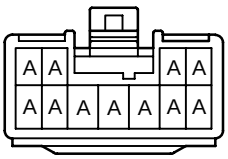


J13



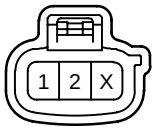
(Hint : See Page 7)

J14

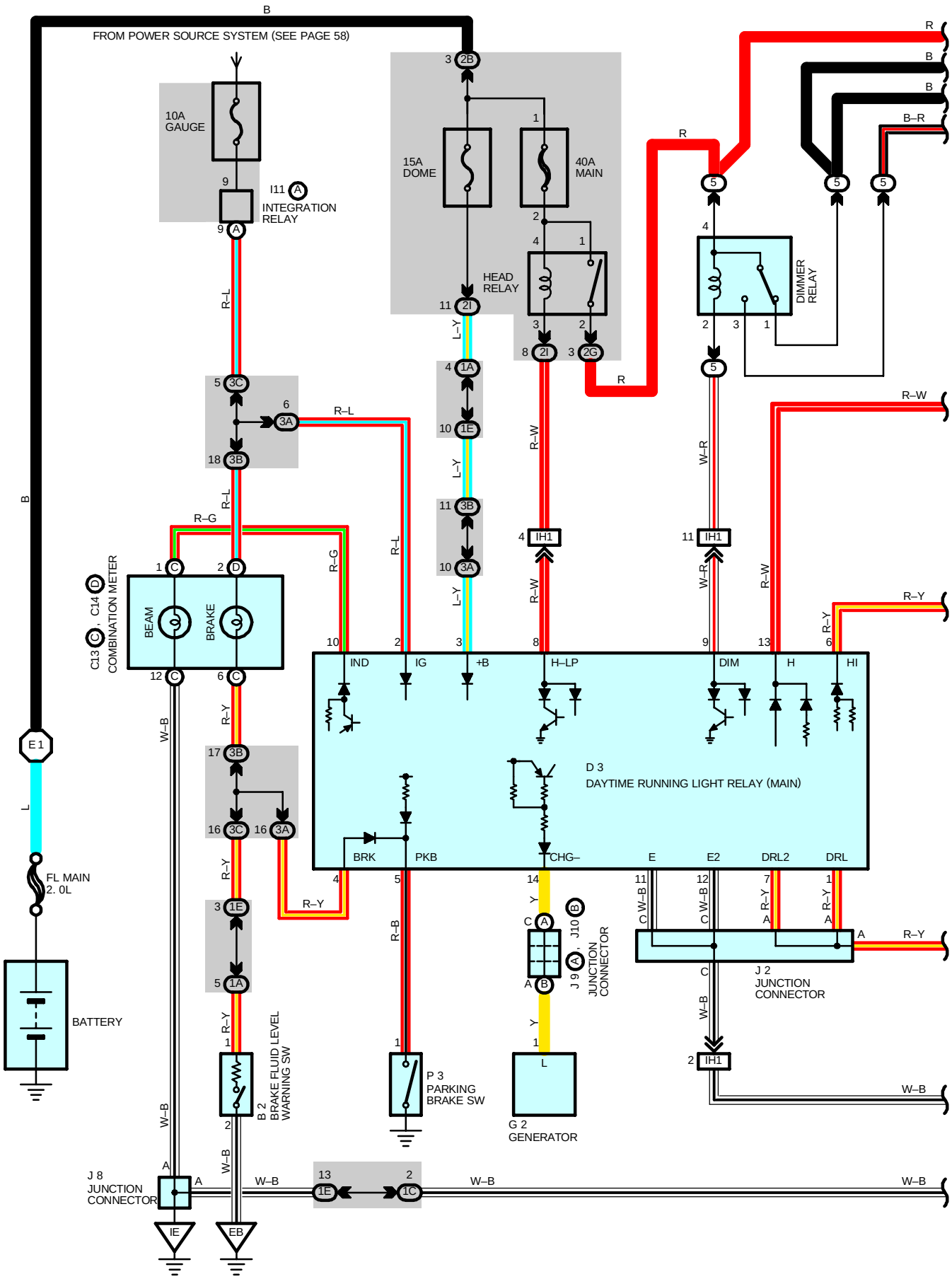


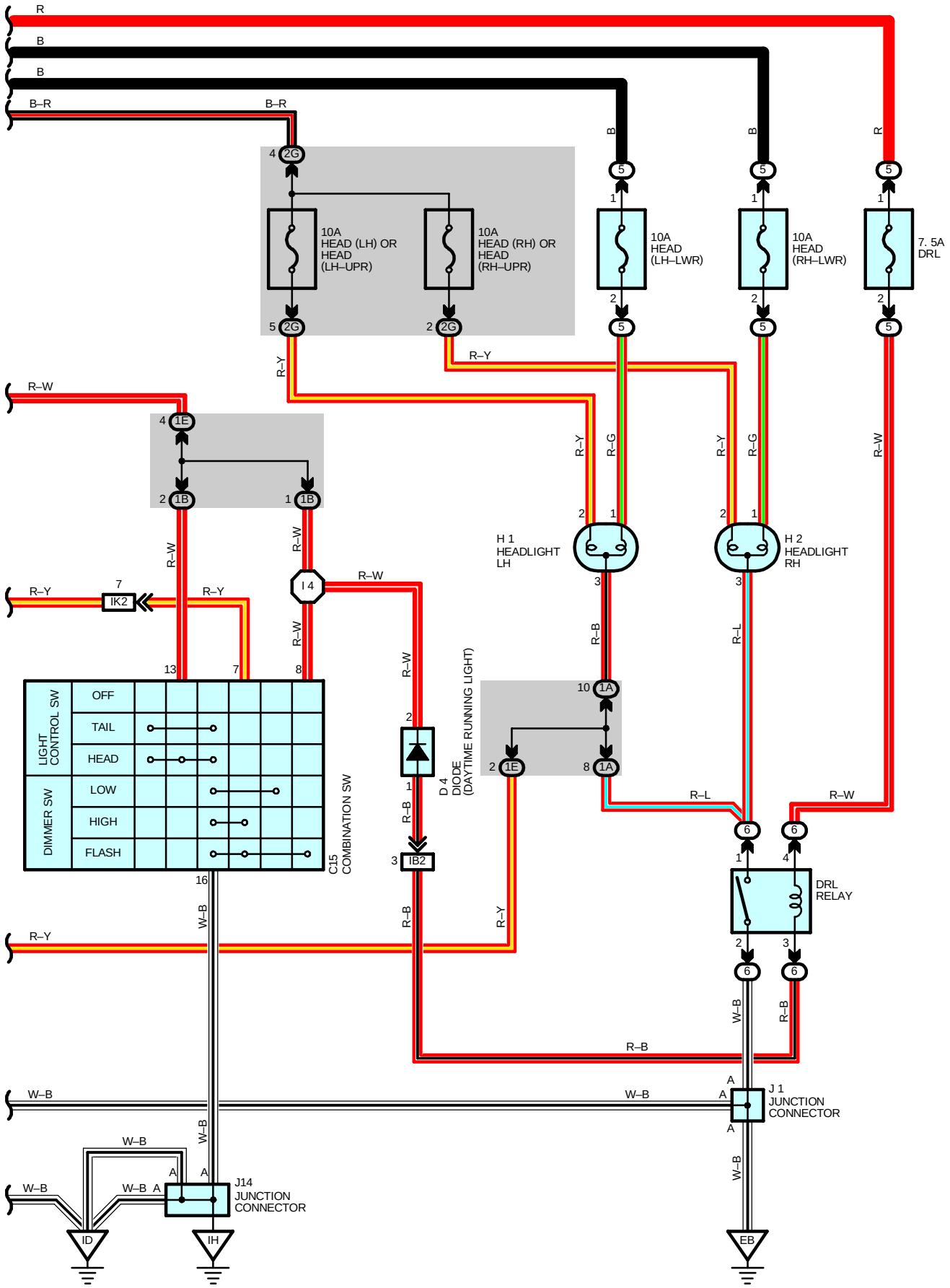
(Hint : See Page 7)

W2 BLACK



HEADLIGHT (CANADA)




R
B
B
B–R
B–R
4 2G
10A
HEAD (LH) OR
HEAD
(LH–UPR)
10A
HEAD (RH) OR
HEAD
(RH–UPR)
5 2G
2 2G
R–Y
R–Y
B
B
R
10A
HEAD
(LH–LWR)
10A
HEAD
(RH–LWR)
7. 5A
DRL
R–W
4 1E
2 1B
1 1B
R–W
R–W
R–Y
R–G
R–Y
R–G
R–W
H 1
HEADLIGHT
LH
H 2
HEADLIGHT
RH
R–Y
7
IK2
R–Y
I 4
R–W
R–W
R–W
R–B
R–L
13
7
8
LIGHT CONTROL SW
OFF
TAIL
HEAD
DIMMER SW
LOW
HIGH
FLASH
C15
COMBINATION SW
R–W
2
1
R–B
3 IB2
D 4
DIODE
(DAYTIME RUNNING LIGHT)
10 1A
2 1E
8 1A
R–L
R–W
6
6
DRL
RELAY
16
W–B
R–B
R–Y
R–Y
W–B
R–B
R–B
W–B
W–B
A
J 1
JUNCTION
CONNECTOR
W–B
W–B
W–B
W–B
W–B
A
J14
JUNCTION
CONNECTOR
ID
IH
EB

HEADLIGHT (CANADA)

SYSTEM OUTLINE

The current from the **FL MAIN** is always flowing from the **MAIN** fuse to HEAD relay (Coil side) to **TERMINAL 8** of the daytime running light relay (Main), and from **DOME** fuse to **TERMINAL 3** of the daytime running light relay (Main).
When the ignition SW is turned on, the current flowing through the **GAUGE** fuse flows to **TERMINAL 9** of the integration relay to **TERMINAL (A) 9** to **TERMINAL 2** of the daytime running light relay (Main).

1. DAYTIME RUNNING LIGHT OPERATION

When the engine is started, voltage generated at **TERMINAL L** of the generator is applied to **TERMINAL 14** of the daytime running light relay (Main). If the parking brake lever is pulled up (Parking brake SW on) at this time, the relay is not activated so the daytime running light system does not operate. If the parking brake lever is then released (Parking brake SW off), a signal is input to **TERMINAL 5** of the relay.
This activates the daytime running light relay (Main) and the HEAD relay is turned to on, so the current flows from the **MAIN** fuse to the HEAD relay (Point side) to **TERMINAL 4** of the DIMMER relay to **TERMINAL 1** to **HEAD (LH–LWR), HEAD (RH–LWR)** fuses to **TERMINAL 1** of the headlights to **TERMINAL 3** to **TERMINALS 1** and **7** of the daytime running light relay (Main) to **TERMINALS 11** and **12** to **GROUND,** causing the headlights to light up (Headlights light up dimmer than normal brightness.). Once the daytime running light system operates and the headlights light up, the headlights remain on even if the parking brake lever is pulled up (Parking brake SW on).
If the engine stalls and the ignition SW remains on, the headlights remain light up even through current is no longer output from **TERMINAL L** of the generator. If the ignition SW is then turned off, the headlights go off.
If the engine is started with the parking brake lever released (Parking brake SW off), the daytime running light system operates and headlights light up when the engine starts.

2. HEADLIGHT OPERATION

When the light control SW is switched to **HEAD** position and the dimmer SW is set to **LOW** position, causing the daytime running light relay (Main) and the HEAD relay to turn on, so the current flows from the **MAIN** fuse to HEAD relay (Point side) to **DRL** fuse to **TERMINAL 4** of the DRL relay to **TERMINAL 3** to **TERMINAL 1** of the diode (Daytime running light) to **TERMINAL 2** to **TERMINAL 13** of the light control SW to **TERMINAL 16** to **GROUND**, activating the DRL relay. The current to HEAD relay (Point side) then flows to **TERMINAL 4** of the DIMMER relay to **TERMINAL 1** to **HEAD (LH–LWR)**, **HEAD (RH–LWR)** fuses to **TERMINAL 1** of the headlights to **TERMINAL 3** to **TERMINAL 1** of the DRL relay to **TERMINAL 2** to **GROUND**, causing the headlights to light up at normal intensity.
When the light control SW is switched to **HEAD** position and the dimmer SW is set to **HIGH** position, the signal from the dimmer SW is input to the daytime running light relay (Main). This activates the daytime running light relay (Main) and the HEAD relay is turned on, so the current flows from the **MAIN** fuse to HEAD relay (Point side) to **TERMINAL 4** of the DIMMER relay to **TERMINAL 2** to **TERMINAL 9** of the daytime running light relay (Main), activating the DIMMER relay. This causes current to flow from **TERMINAL 4** of the DIMMER relay to **TERMINAL 3** to **HEAD (LH)** or **HEAD (LH–UPR)**, **HEAD (RH)** or **HEAD (RH–UPR)** fuses to **TERMINAL 2** of the headlights to **TERMINAL 3** to **TERMINAL 1** of the DRL relay to **TERMINAL 2** to **GROUND,** causing the headlights to light up at high beam and the high beam indicator light to light up.
When the dimmer SW is switched to **FLASH** position, the signal from the dimmer SW is input to the daytime running light relay (Main). This activates the daytime running light relay (Main) and the HEAD relay is turned on, so the current flows from the **MAIN** fuse to HEAD relay (Point side) to **DRL** fuse to **TERMINAL 4** of the DRL relay to **TERMINAL 3** to **TERMINAL 1** of the diode (Daytime running light) to **TERMINAL 2** to **TERMINAL 8** of the dimmer SW to **TERMINAL 16** to **GROUND,** activating the DRL relay. At the same time, the current flows from the **TERMINAL 4** of the DIMMER relay to **TERMINAL 2** to **TERMINAL 9** of the daytime running light relay (Main), activating the DIMMER relay, and also flows from the **HEAD (LH)** or **HEAD (LH–UPR)**, **HEAD (RH)** or **HEAD (RH–UPR)** fuses to **TERMINAL 2** of the headlights to **TERMINAL 3** to **TERMINAL 1** of the DRL relay to **TERMINAL 2** to **GROUND,** causing the headlights to light up at high beam and the high beam indicator light to light up.

SERVICE HINTS

HEAD RELAY

1–2 : Closed with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position
Closed with the engine running and the parking brake lever is released (Parking brake SW off)

D3 DAYTIME RUNNING LIGHT RELAY (MAIN)

2–GROUND : Approx. **12** volts with the ignition SW at **ON** position
13–GROUND : Approx. **12** volts with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position
3, 8–GROUND : Always approx. **12** volts
5–GROUND : Continuity with the parking brake lever pulled up
14–GROUND : **13.9**–**15.1** volts with the engine running at **2000** rpm **25**˚C (**77**˚F)
11, 12–GROUND : Always continuity
6–GROUND : Continuity with the dimmer SW at **HIGH** or **FLASH** position
4–GROUND : Continuity with the brake fluid level not enough or the parking brake lever pulled up

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
B2		34	G2		34	J8		37
C13	C	36	H1		35	J9	A	37
C14	D	36	H2		35	J10	B	37
C15		36	I11	A	37	J14		37
D3		36	J1		37	P3		37
D4		36	J2		37			

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
5	20	Engine Room R/B No.5 (Engine Compartment Left)
6	21	Engine Room R/B No.6 (Radiator Support RH)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1C		
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
2B	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2G		
2I		
3A	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3B		
3C	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB2	42	Engine Room Main Wire and Cowl Wire (Near the Driver Side R/B)
IH1	42	Engine Room Main Wire and Instrument Panel Wire (Lower Finish Panel)
IK2	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
EB	40	Front Side of the Left Fender
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IH	42	Right Kick Panel

HEADLIGHT (CANADA)

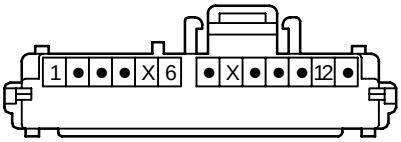
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	40	Engine Room Main Wire	I4	44	Cowl Wire

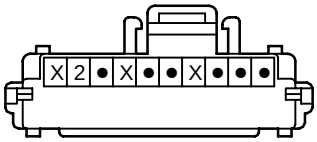
(w/ ABS) B2 GRAY

(w/o ABS) B2 GRAY

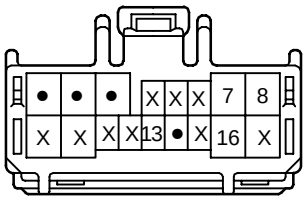
C13 (C) BLUE



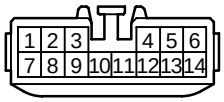
C14 (D) GRAY



C15

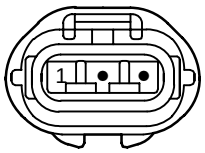


D3

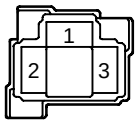


D4 BLACK

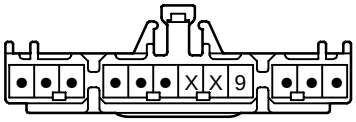
G2 GRAY



H1, H2 GRAY



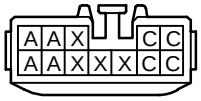
I11 (A)



J1 BLACK

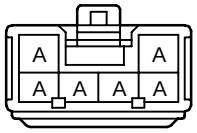
(Hint : See Page 7)

J2 GRAY



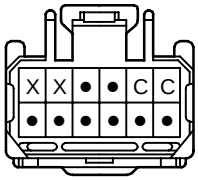
(Hint : See Page 7)

J8



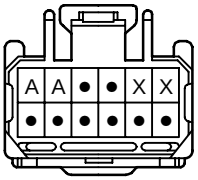
(Hint : See Page 7)

J9 (A) BLACK



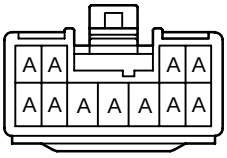
(Hint : See Page 7)

J10 (B) BLACK



(Hint : See Page 7)

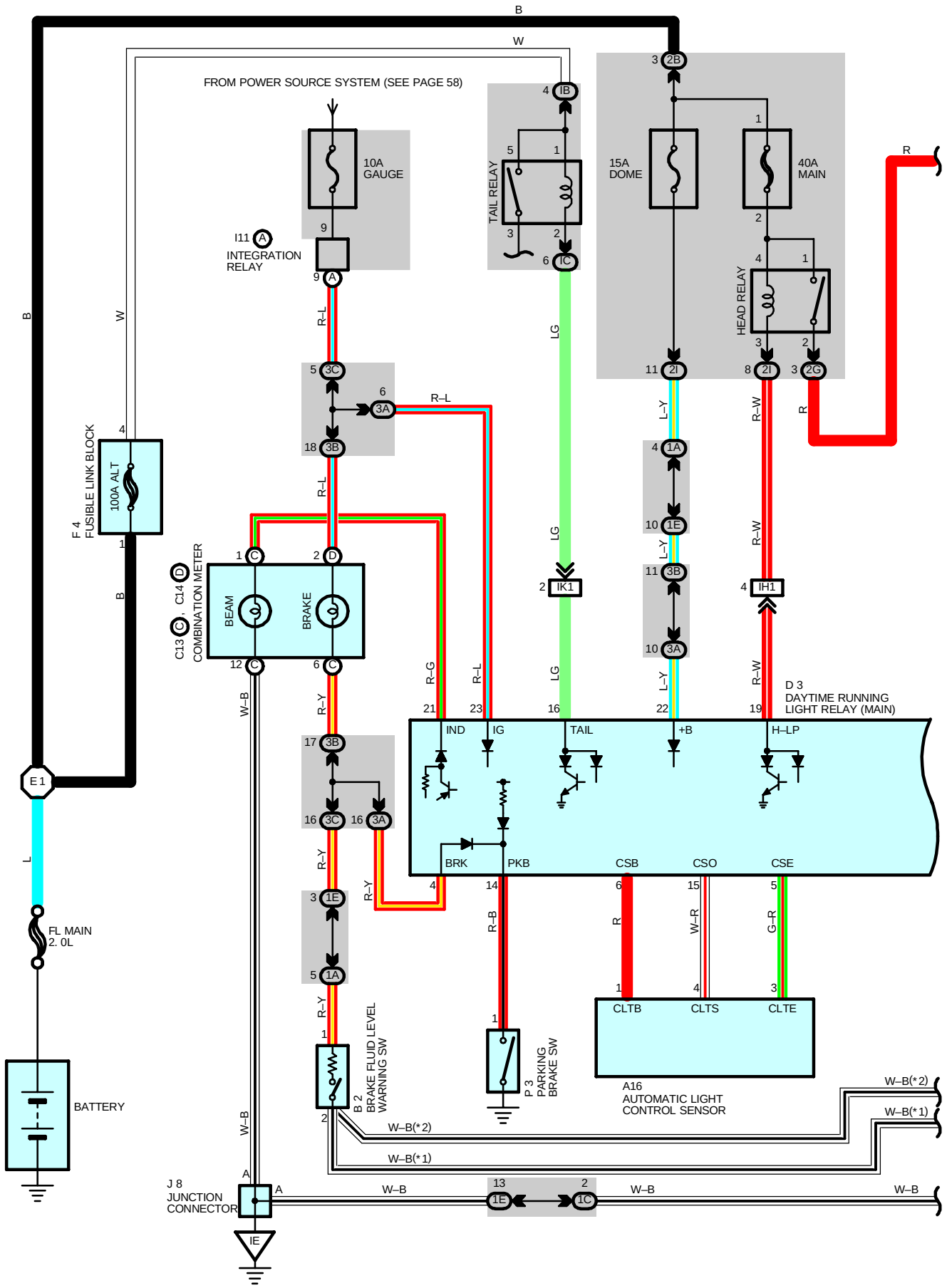
J14

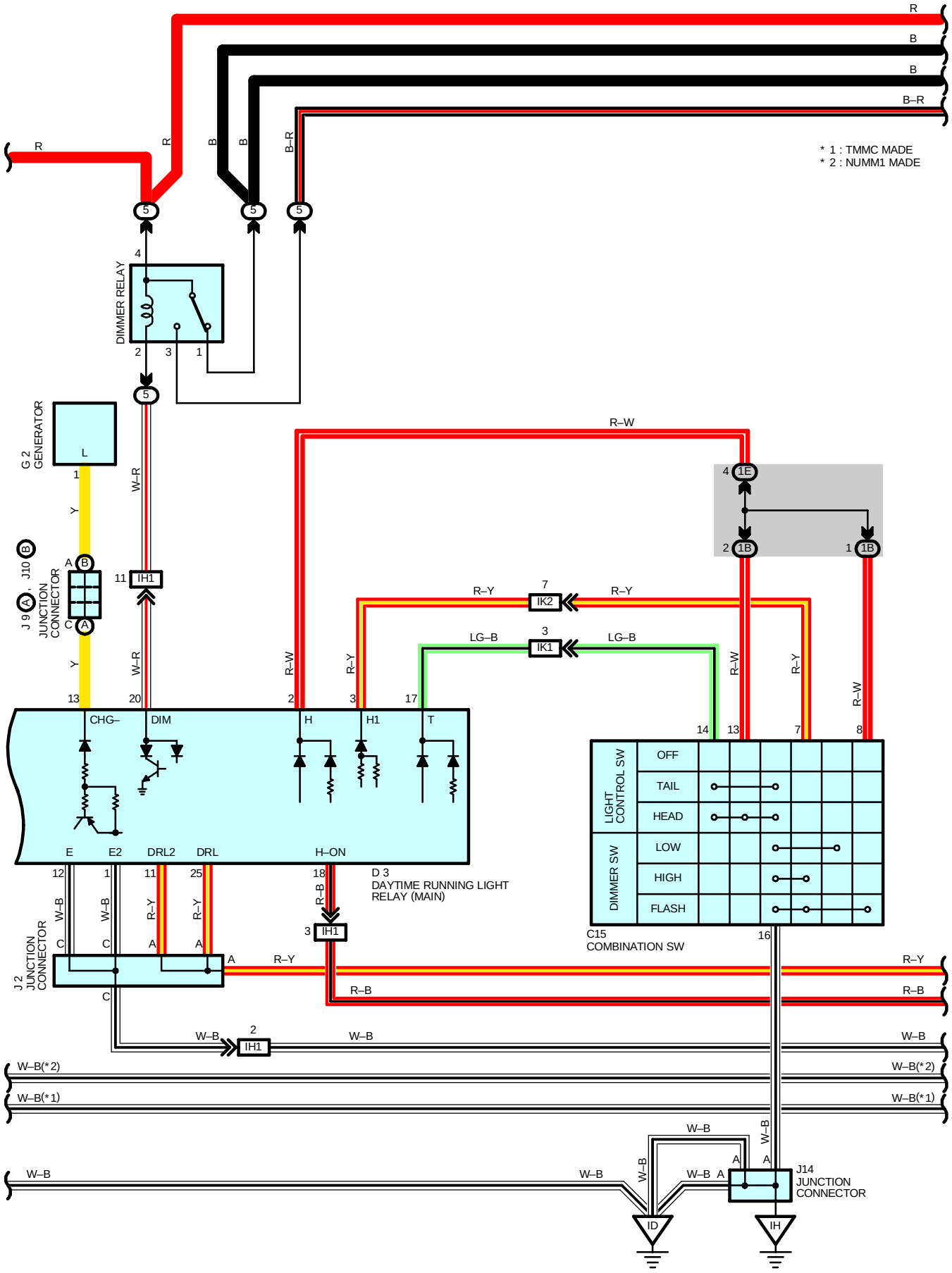


(Hint : See Page 7)

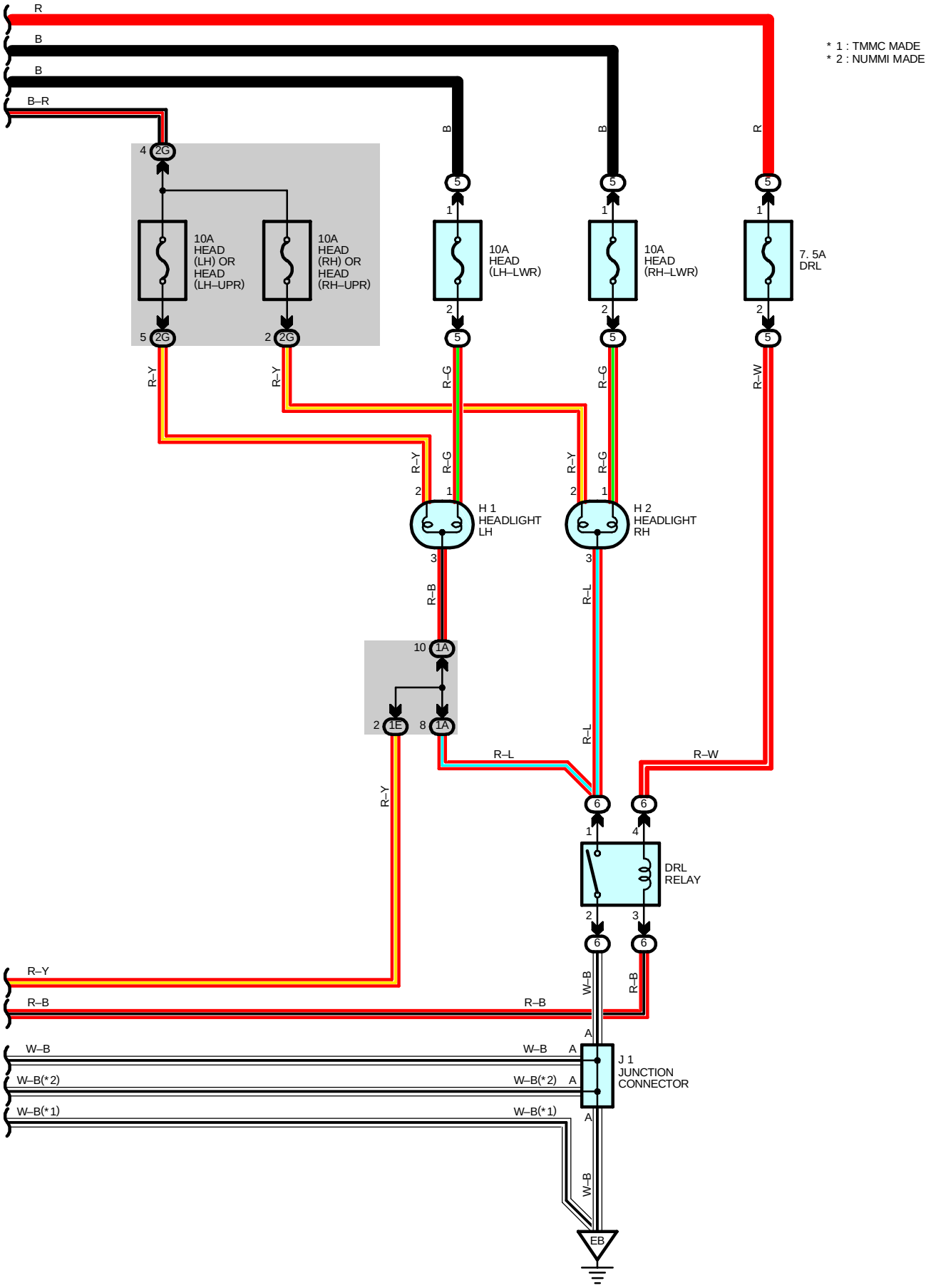
P3 BLACK

HEADLIGHT (USA, PUERTO RICO)




R
B
B
B–R
* 1 : TMMC MADE
* 2 : NUMM1 MADE
DIMMER RELAY
G 2
GENERATOR
L
W–R
Y
J 9 (A), J10 (B)
JUNCTION CONNECTOR
IH1
R–W
R–Y
IK2
LG–B
IK1
1E
1B
CHG–
DIM
H
H1
T
E
E2
DRL2
DRL
H–ON
D 3
DAYTIME RUNNING LIGHT RELAY (MAIN)
LIGHT CONTROL SW
OFF
TAIL
HEAD
DIMMER SW
LOW
HIGH
FLASH
C15
COMBINATION SW
W–B
R–B
J 2
JUNCTION CONNECTOR
W–B(*2)
W–B(*1)
ID
IH
J14
JUNCTION CONNECTOR

HEADLIGHT (USA, PUERTO RICO)



SYSTEM OUTLINE

The current from the **FL MAIN** is always flowing from the **MAIN** fuse to HEAD relay (Coil side) to **TERMINAL 19** of the daytime running light relay (Main), from **DOME** fuse to **TERMINAL 22** of the daytime running light relay (Main) and from the **ALT** fuse to TAIL relay (Coil side) to **TERMINAL 16** of the daytime running light relay (Main).
When the ignition SW is turned on, the current flowing through the **GAUGE** fuse flows to **TERMINAL 9** of the integration relay to **TERMINAL (A) 9** to **TERMINAL 23** of the daytime running light relay (Main).

1. DAYTIME RUNNING LIGHT OPERATION

When the engine is started, voltage generated at **TERMINAL L** of the generator is applied to **TERMINAL 13** of the daytime running light relay (Main). If the parking brake lever is pulled up (Parking brake SW on) at this time, the relay is not activated so the daytime running light system does not operate. If the parking brake lever is then released (Parking brake SW off), a signal is input to **TERMINAL 14** of the relay.
This activates the daytime running light relay (Main) and the HEAD relay is turned to on, so the current flows from the **MAIN** fuse to the HEAD relay (Point side) to **TERMINAL 4** of the DIMMER relay to **TERMINAL 1** to **HEAD (LH–LWR), HEAD (RH–LWR)** fuses to **TERMINAL 1** of the headlights to **TERMINAL 3** to **TERMINALS 11** and **25** of the daytime running light relay (Main) to **TERMINALS 1** and **12** to **GROUND,** causing the headlights to light up (Headlights light up dimmer than normal brightness.). Once the daytime running light system operates and the headlights light up, the headlights remain on even if the parking brake lever is pulled up (Parking brake SW on).
If the engine stalls and the ignition SW remains on, the headlights remain light up even through current is no longer output from **TERMINAL L** of the generator. If the ignition SW is then turned off, the headlights go off.
If the engine is started with the parking brake lever released (Parking brake SW off), the daytime running light system operates and headlights light up when the engine starts.

2. HEADLIGHT OPERATION

When the light control SW is switched to **HEAD** position and the dimmer SW is set to **LOW** position, causing the daytime running light relay (Main) and the HEAD relay to turn on, so the current flows from the **MAIN** fuse to HEAD relay (Point side) to **DRL** fuse to **TERMINAL 4** of the DRL relay to **TERMINAL 3** to **TERMINAL 18** of the daytime running light relay (Main) to **TERMINAL 2** to **TERMINAL 13** of the light control SW to **TERMINAL 16** to **GROUND**, activating the DRL relay. The current to HEAD relay (Point side) then flows to **TERMINAL 4** of the DIMMER relay to **TERMINAL 1** to **HEAD (LH–LWR)**, **HEAD (RH–LWR)** fuses to **TERMINAL 1** of the headlights to **TERMINAL 3** to **TERMINAL 1** of the DRL relay to **TERMINAL 2** to **GROUND**, causing the headlights to light up at normal intensity.
When the light control SW is switched to **HEAD** position and the dimmer SW is set to **HIGH** position, the signal from the dimmer SW is input to the daytime running light relay (Main). This activates the daytime running light relay (Main) and the HEAD relay is turned on, so the current flows from the **MAIN** fuse to HEAD relay (Point side) to **TERMINAL 4** of the DIMMER relay to **TERMINAL 2** to **TERMINAL 20** of the daytime running light relay (Main), activating the DIMMER relay. This causes current to flow from **TERMINAL 4** of the DIMMER relay to **TERMINAL 3** to **HEAD (LH)** or **HEAD (LH–UPR)**, **HEAD (RH)** or **HEAD (RH–UPR)** fuses to **TERMINAL 2** of the headlights to **TERMINAL 3** to **TERMINAL 1** of the DRL relay to **TERMINAL 2** to **GROUND,** causing the headlights to light up at high beam and the high beam indicator light to light up.
When the dimmer SW is switched to **FLASH** position, the signal from the dimmer SW is input to the daytime running light relay (Main). This activates the daytime running light relay (Main) and the HEAD relay is turned on, so the current flows from the **MAIN** fuse to HEAD relay (Point side) to **DRL** fuse to **TERMINAL 4** of the DRL relay to **TERMINAL 3** to **TERMINAL 18**, of the daytime running light relay (Main) to **TERMINAL 2** to **TERMINAL 8** of the dimmer SW to **TERMINAL 16** to **GROUND,** activating the DRL relay. At the same time, the current flows from the **TERMINAL 4** of the DIMMER relay to **TERMINAL 2** to **TERMINAL 20** of the daytime running light relay (Main), activating the DIMMER relay, and also flows from the **HEAD (LH)** or **HEAD (LH–UPR)**, **HEAD (RH)** or **HEAD (RH–UPR)** fuses to **TERMINAL 2** of the headlights to **TERMINAL 3** to **TERMINAL 1** of the DRL relay to **TERMINAL 2** to **GROUND,** causing the headlights to light up at high beam and the high beam indicator light to light up.

3. AUTOMATIC LIGHT CONTROL OPERATION

When the daytime running light is operating and the Automatic control sensor detects a decrease in the ambient light (It continues less than approx. **2500** lux over about **20** seconds, and it is less than **1000** lux.), the automatic light control operation starts. At the same time, daytime running light relay (Main) is activated, so current flows from the **ALT** fuse to the TAIL relay (Coil side) to **TERMINAL 16** of the daytime running light relay (Main), and the **DRL** fuse to the DRL relay (Coil side) to **TERMINAL 18** of the daytime running light relay (Main), activating both the TAIL relay and the DRL relay, so that the taillights and headlights light up.
When the automatic light control sensor detects an increase in the ambient light (It continues more than approx. **1000** lux over about **20** seconds, and it is more than approx. **2500** lux), the ignition SW is turned to off, the light control SW is turned to **HEAD** position, and the automatic light control operation stops.

HEADLIGHT (USA, PUERTO RICO)

SERVICE HINTS

HEAD RELAY

1–2 : Closed with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position
Closed with the engine running and the parking brake lever is released (Parking brake SW off)

D3 DAYTIME RUNNING LIGHT RELAY (MAIN)

23–GROUND : Approx. **12** volts with the ignition SW at **ON** position
2–GROUND : Approx. **12** volts with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position
16, 19, 22–GROUND : Always approx. **12** volts
14–GROUND : Continuity with the parking brake lever pulled up
13–GROUND : **13.9**–**15.1** volts with the engine running at **2000** rpm **25**˚C (**77**˚F)
1, 12–GROUND : Always continuity
3–GROUND : Continuity with the dimmer SW at **HIGH** or **FLASH** position
4–GROUND : Continuity with the brake fluid level not enough or the parking brake lever pulled up

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A16	36	F4	34	J2	37
B2	34	G2	34	J8	37
C13 C	36	H1	35	J9 A	37
C14 D	36	H2	35	J10 B	37
C15	36	I11 A	37	J14	37
D3	36	J1	37	P3	37

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
5	20	Engine Room R/B No.5 (Engine Compartment Left)
6	21	Engine Room R/B No.6 (Radiator Support RH)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	22	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IC	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1C		
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
2B	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2G		
2I		
3A	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3B		
3C		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IH1	42	Engine Room Main Wire and Instrument Panel Wire (Lower Finish Panel)
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IK2		

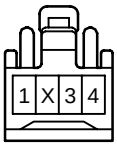
: GROUND POINTS

Code	See Page	Ground Points Location
EB	40	Front Side of the Left Fender
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IH	42	Right Kick Panel

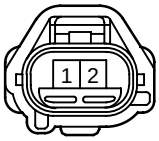
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	40	Engine Room Main Wire			

A16 BLACK

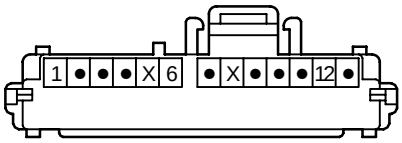


(w/ ABS) B2 GRAY

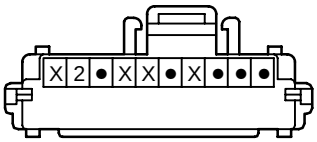


(w/o ABS) B2 GRAY

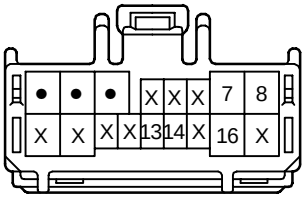
C13 (C) BLUE



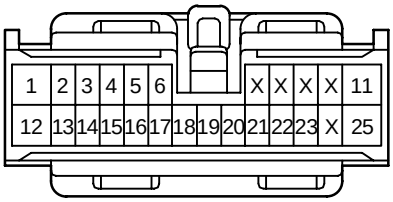
C14 (D) GRAY



C15



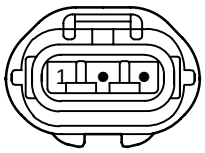
D3



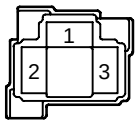
F4

(See Page 26)

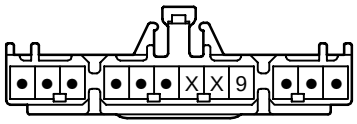
G2 GRAY



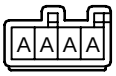
H1, H2 GRAY



I11 (A)

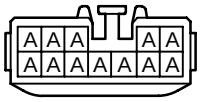


(TMMC Made) J1 BLACK



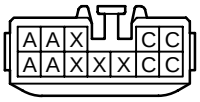
(Hint : See Page 7)

(NUMMI Made) J1



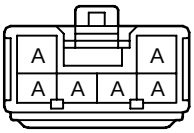
(Hint : See Page 7)

J2 GRAY



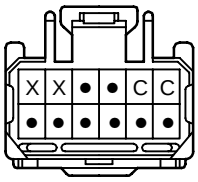
(Hint : See Page 7)

J8



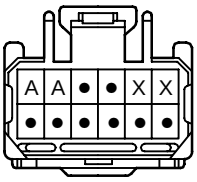
(Hint : See Page 7)

J9 (A) BLACK



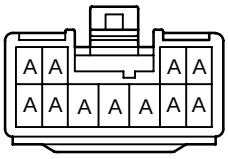
(Hint : See Page 7)

J10 (B) BLACK



(Hint : See Page 7)

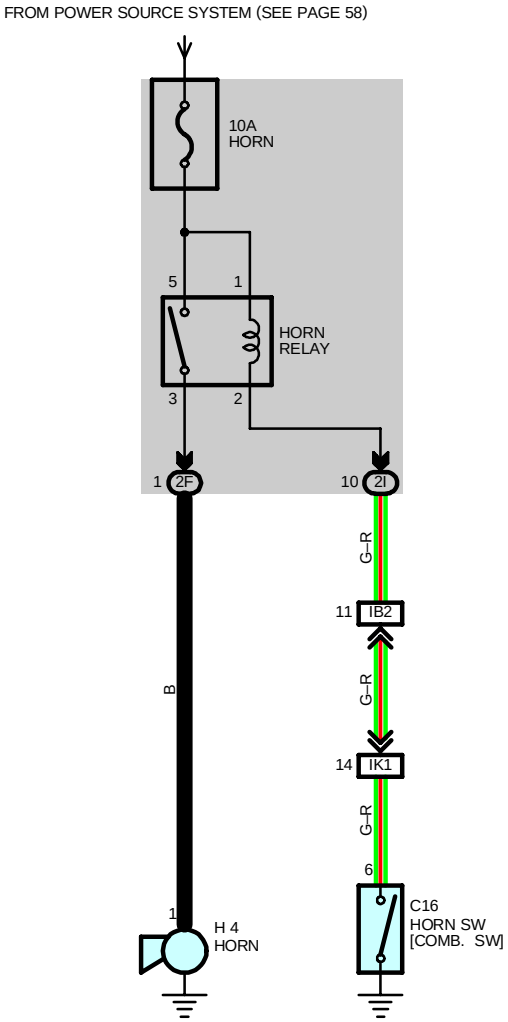
J14



(Hint : See Page 7)

P3 BLACK

HORN


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
10A
HORN
5
1
HORN
RELAY
3
2
1
2F
10
2I
G–R
11
IB2
B
G–R
14
IK1
G–R
6
1
H 4
HORN
C16
HORN SW
[COMB. SW]

SERVICE HINTS

HORN RELAY

5–3 : Closed with the horn SW on.

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C16	36	H4	35		

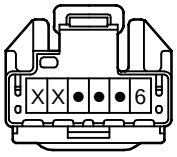
⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
2F	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2I		

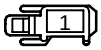
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

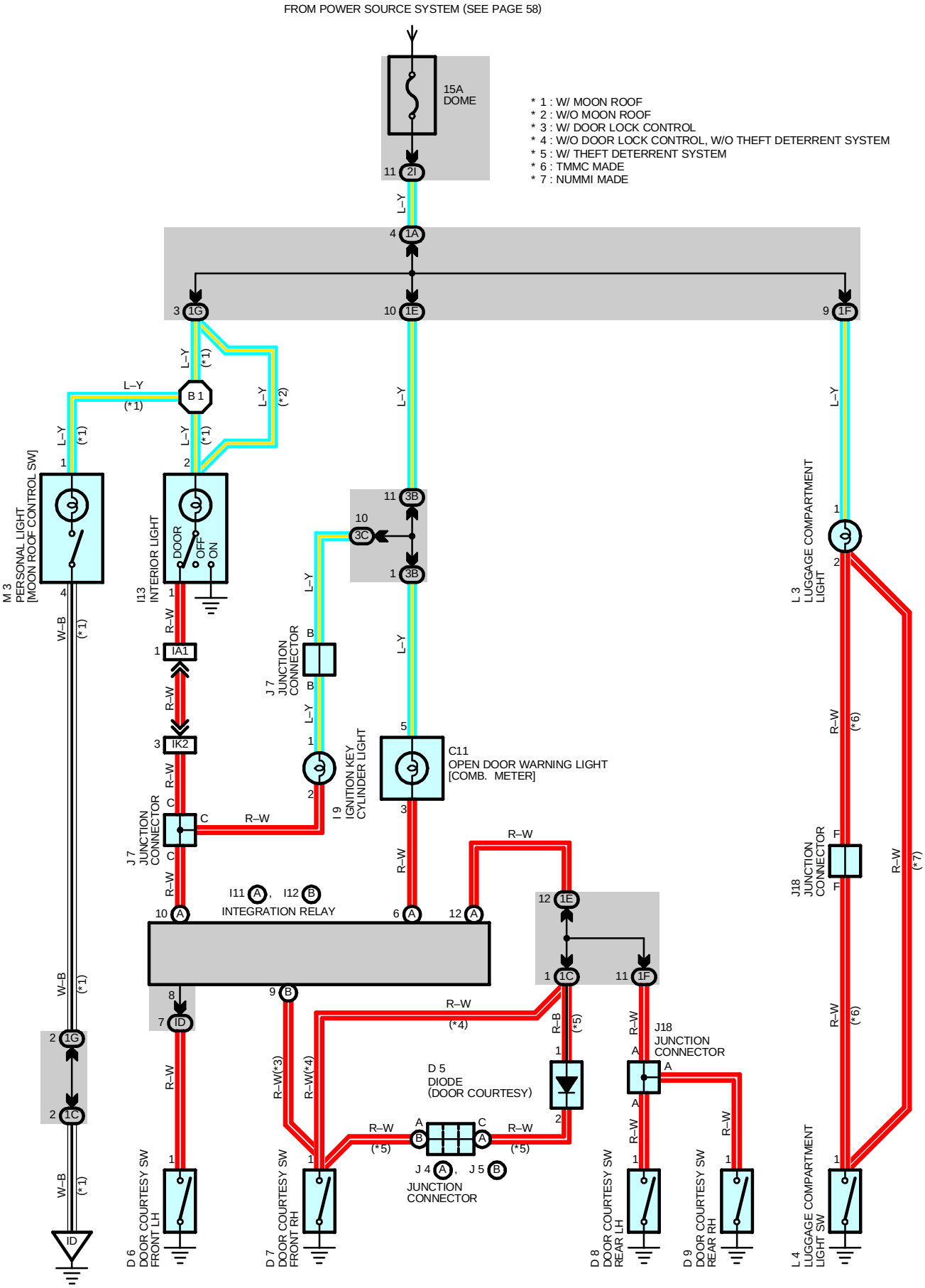
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB2	42	Engine Room Main Wire and Cowl Wire (Near the Driver Side R/B)
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)

C16 BLACK



H4 BLACK




FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A
DOME
* 1 : W/ MOON ROOF
* 2 : W/O MOON ROOF
* 3 : W/ DOOR LOCK CONTROL
* 4 : W/O DOOR LOCK CONTROL, W/O THEFT DETERRENT SYSTEM
* 5 : W/ THEFT DETERRENT SYSTEM
* 6 : TMMC MADE
* 7 : NUMMI MADE
M 3
PERSONAL LIGHT
[MOON ROOF CONTROL SW]
I13
INTERIOR LIGHT
DOOR
OFF
ON
J 7
JUNCTION
CONNECTOR
I 9
IGNITION KEY
CYLINDER LIGHT
C11
OPEN DOOR WARNING LIGHT
[COMB. METER]
L 3
LUGGAGE COMPARTMENT
LIGHT
J18
JUNCTION
CONNECTOR
I11 A , I12 B
INTEGRATION RELAY
D 5
DIODE
(DOOR COURTESY)
J 4 A , J 5 B
JUNCTION
CONNECTOR
D 6
DOOR COURTESY SW
FRONT LH
D 7
DOOR COURTESY SW
FRONT RH
D 8
DOOR COURTESY SW
REAR LH
D 9
DOOR COURTESY SW
REAR RH
L 4
LUGGAGE COMPARTMENT
LIGHT SW
ID

SERVICE HINTS

D6, D7, D8, D9 DOOR COURTESY SW FRONT LH, RH, REAR LH, RH

1–GROUND : Closed with the door open

L4 LUGGAGE COMPARTMENT LIGHT SW

1–GROUND : Closed with the luggage compartment door open

○ : PARTS LOCATION

Code	See Page	Code		See Page	Code	See Page
C11	36	I9		37	J7	37
D5	36	I11	A	37	J18	38
D6	38	I12	B	37	L3	39
D7	38	I13		38	L4	39
D8	38	J4	A	37	M3	39
D9	38	J5	B	37		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
ID	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
1F	24	Floor Wire and Driver Side J/B (Left Kick Panel)
1G	24	Roof Wire and Driver Side J/B (Left Kick Panel)
2I	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3B	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3C		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	42	Roof Wire and Cowl Wire (Near the Driver Side R/B)
IK2	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)

▽ : GROUND POINTS

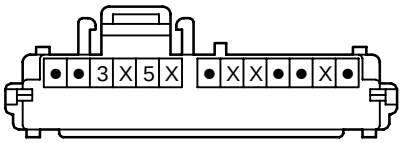
Code	See Page	Ground Points Location
ID	42	Left Kick Panel

⬡ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B1	46	Roof Wire			

INTERIOR LIGHT

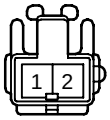
C11 BROWN



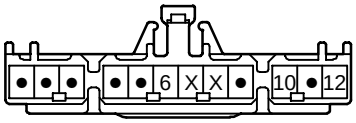
D5 BLACK

D6, D7, D8, D9

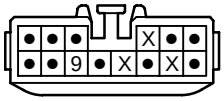
I9 BLUE



I11 (A)

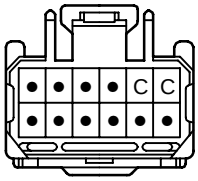


I12 (B)



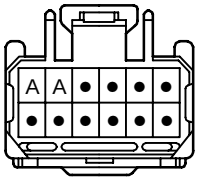
I13

J4 (A) BLACK



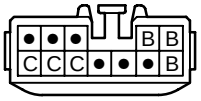
(Hint : See Page 7)

J5 (B) BLACK



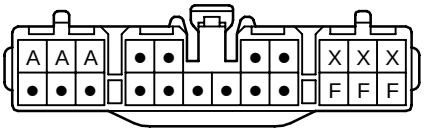
(Hint : See Page 7)

J7 BLACK



(Hint : See Page 7)

J18 DARK GRAY

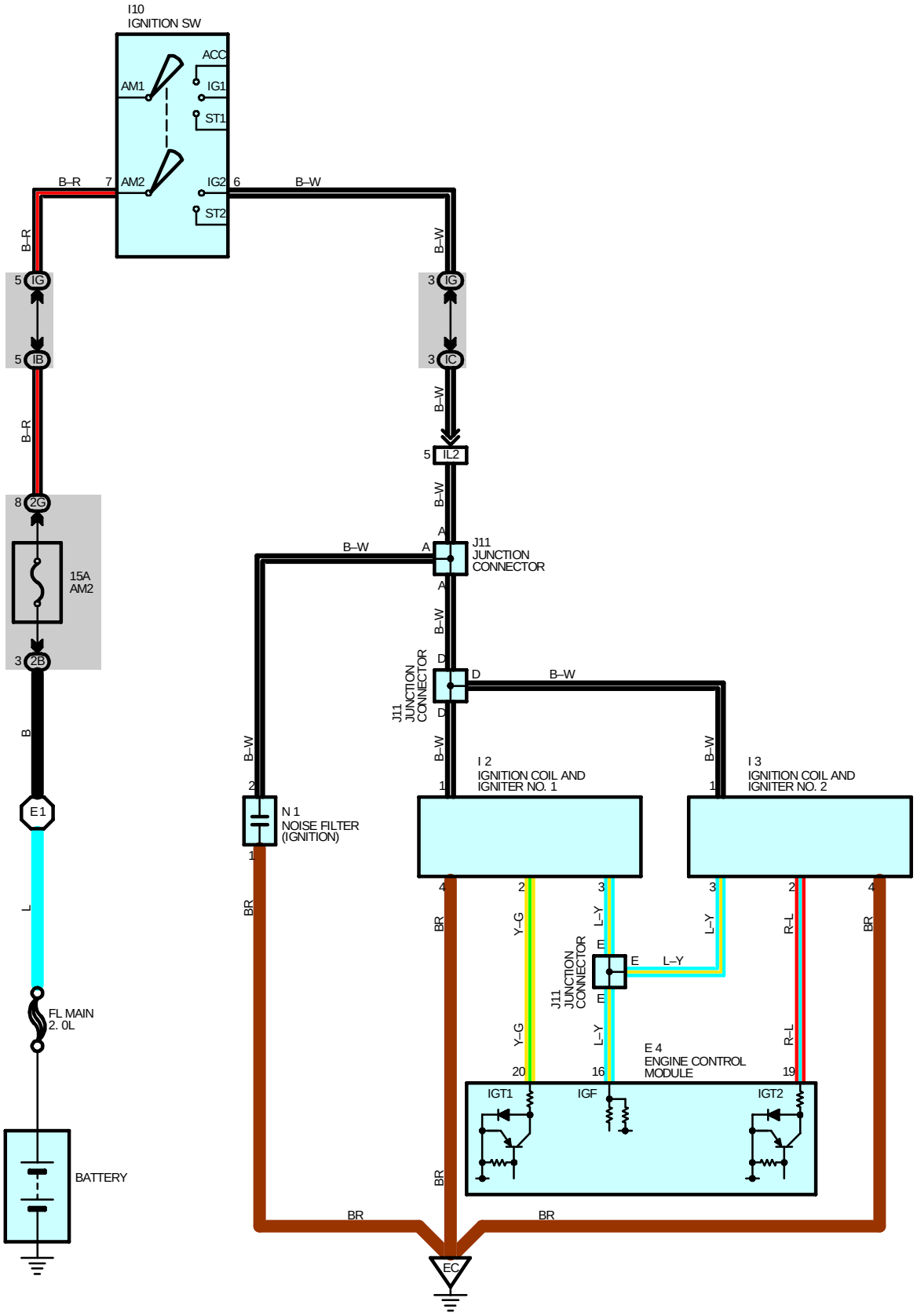


(Hint : See Page 7)

L3 GRAY

L4 GRAY

M3


I10
IGNITION SW
ACC
IG1
ST1
AM1
AM2
IG2
ST2
B–R
B–W
IG
IB
IC
IL2
2G
15A
AM2
2B
B
E1
L
FL MAIN
2. 0L
BATTERY
J11
JUNCTION
CONNECTOR
N 1
NOISE FILTER
(IGNITION)
BR
I 2
IGNITION COIL AND
IGNITER NO. 1
I 3
IGNITION COIL AND
IGNITER NO. 2
Y–G
L–Y
R–L
E
E 4
ENGINE CONTROL
MODULE
IGT1
IGF
IGT2
EC

SERVICE HINTS

I10 IGNITION SW

7–6 : Closed with the ignition SW at **ON** or **ST** position

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
E4	36	I3	35	J11	37
I2	35	I10	37	N1	37

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	22	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IC	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IG	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2B	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2G		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IL2	44	Engine Wire and Cowl Wire (Instrument Panel Brace RH)

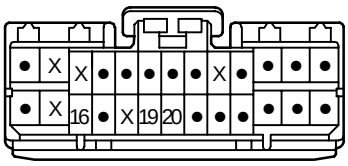
: GROUND POINTS

Code	See Page	Ground Points Location
EC	40	Cylinder Head

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	40	Engine Room Main Wire			

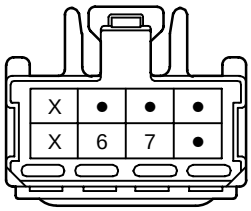
E4 DARK GRAY



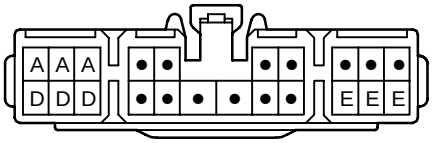
I2 GRAY

I3 BLACK

I10

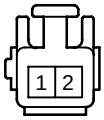


J11

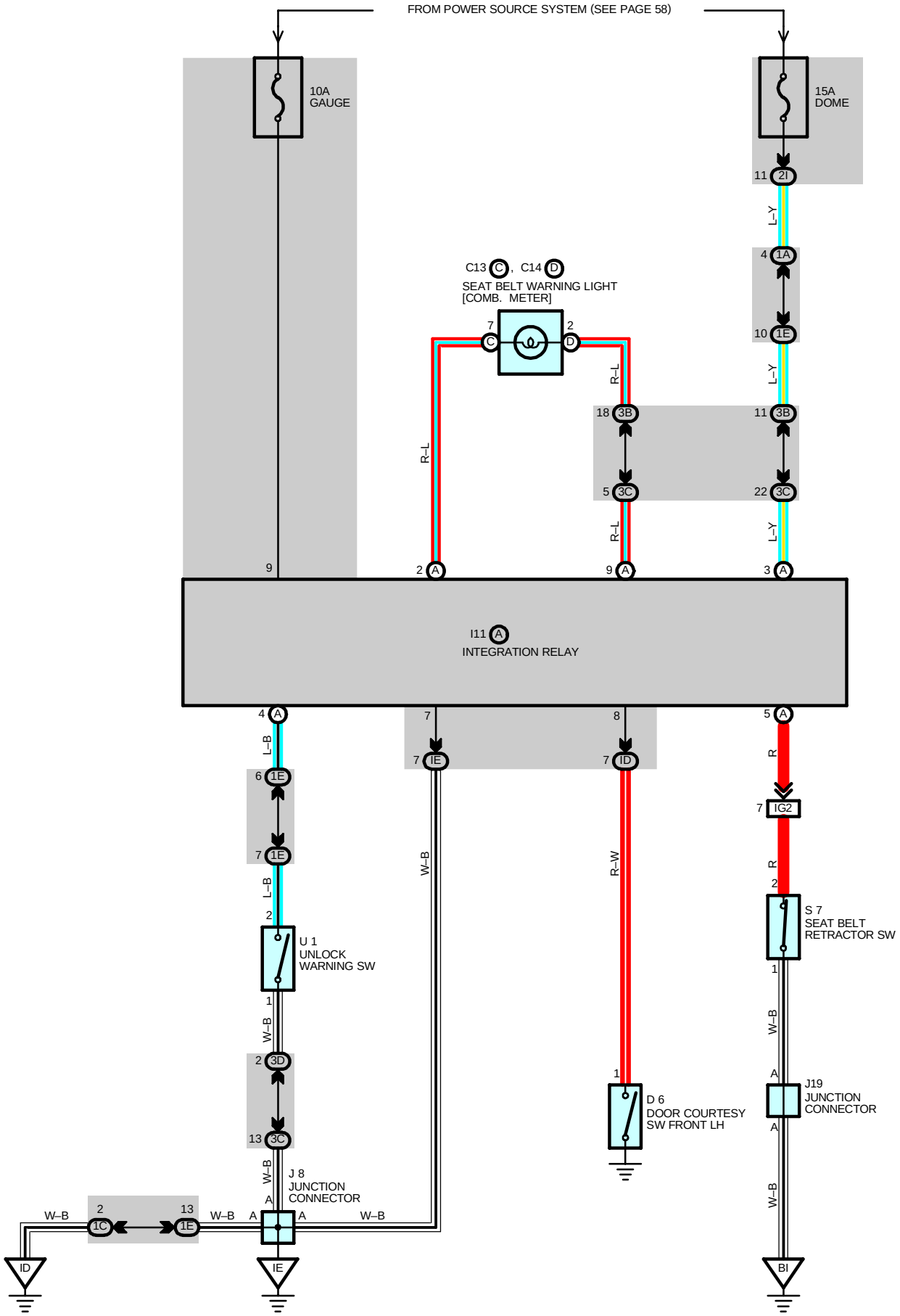


(Hint : See Page 7)

N1 GRAY



KEY REMINDER AND SEAT BELT WARNING



SYSTEM OUTLINE

The current is applied at all times to **TERMINAL (A) 3** of the integration relay through the **DOME** fuse.

1. SEAT BELT WARNING SYSTEM

When the ignition SW is turned on and the driver's seat belt is not used, the current flows from the **GAUGE** fuse to the integration relay at the same time, the current flows to **TERMINAL 9** of the relay from the **GAUGE** fuse through **TERMINAL (A) 9** of the integration relay to **TERMINAL (D) 2** of the seat belt warning light. This current activates the integration relay and, at intervals of approx. **0.6** seconds, current flowing through the warning light flows from **TERMINAL (A) 2** of the relay to **TERMINAL 7** to **GROUND**, causing the warning light to blink. At the same time as the warning light blinks, a seat belt retractor SW off signal is input to **TERMINAL (A) 5** of the relay, the current flowing to **TERMINAL (A) 3** of the relay flows from **TERMINAL 7** to **GROUND** and the seat belt warning buzzer gose on for approx. **6** seconds. However, if the seat belt is put on during this period (while the buzzer is sounding and warning light blinking), signal input to **TERMINAL (A) 5** of the relay stops, and the current flow from **TERMINAL (A) 3** of the relay to **TERMINAL 7** to **GROUND** is cut, stopping the buzzer and warning light blinking.

2. KEY REMINDER SYSTEM

With the ignition key inserted in the key cylinder (Unlock warning SW on), the ignition SW still off and the driver's door open (Door courtesy SW on), when a signal is input to **TERMINALS (A) 4** and **8** of the relay, the integration relay operates, the current flows from **TERMINAL (A) 3** of the relay to **TERMINAL 7** to **GROUND** and the key reminder buzzer gose on.

SERVICE HINTS

U1 UNLOCK WARNING SW

1–2 : Closed with the ignition key in cylinder

S7 SEAT BELT RETRACTOR SW

1–2 : Open with the driver's seat belt in use

I11 (A) INTEGRATION RELAY

9–GROUND : Approx. **12** volts with the ignition SW at **ON** position
7–GROUND : Always continuity
(A) 5–GROUND : Continuity with the driver's seat belt not use
(A) 4–GROUND : Continuity with the ignition key in cylinder
(A) 3–GROUND : Always approx. **12** volts
8–GROUND : Continuity with the front LH door open

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
C13	C	36	I11	A	37	S7	39
C14	D	36	J8		37	U1	37
D6		38	J19		38		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
ID	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
2I	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3B	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3C		
3D		

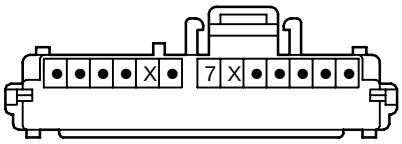
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IG2	42	Floor Wire and Instrument Panel Wire (Left Kick Panel)

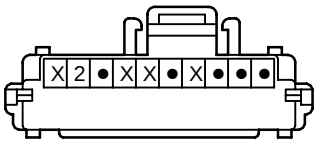
▽ **: GROUND POINTS**

Code	See Page	Ground Points Location
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
BI	46	Under the Left Quarter Pillar

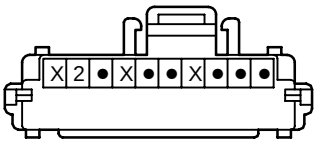
C13 (C) BLUE



(USA, Puerto Rico) C14 (D) GRAY

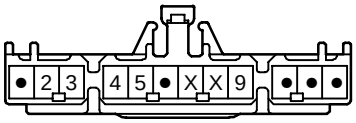


(Canada) C14 (D) GRAY

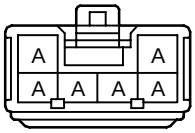


D6

I11 (A)

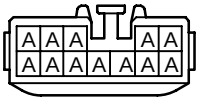


J8



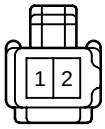
(Hint : See Page 7)

J19 BLUE

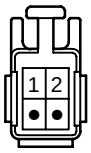


(Hint : See Page 7)

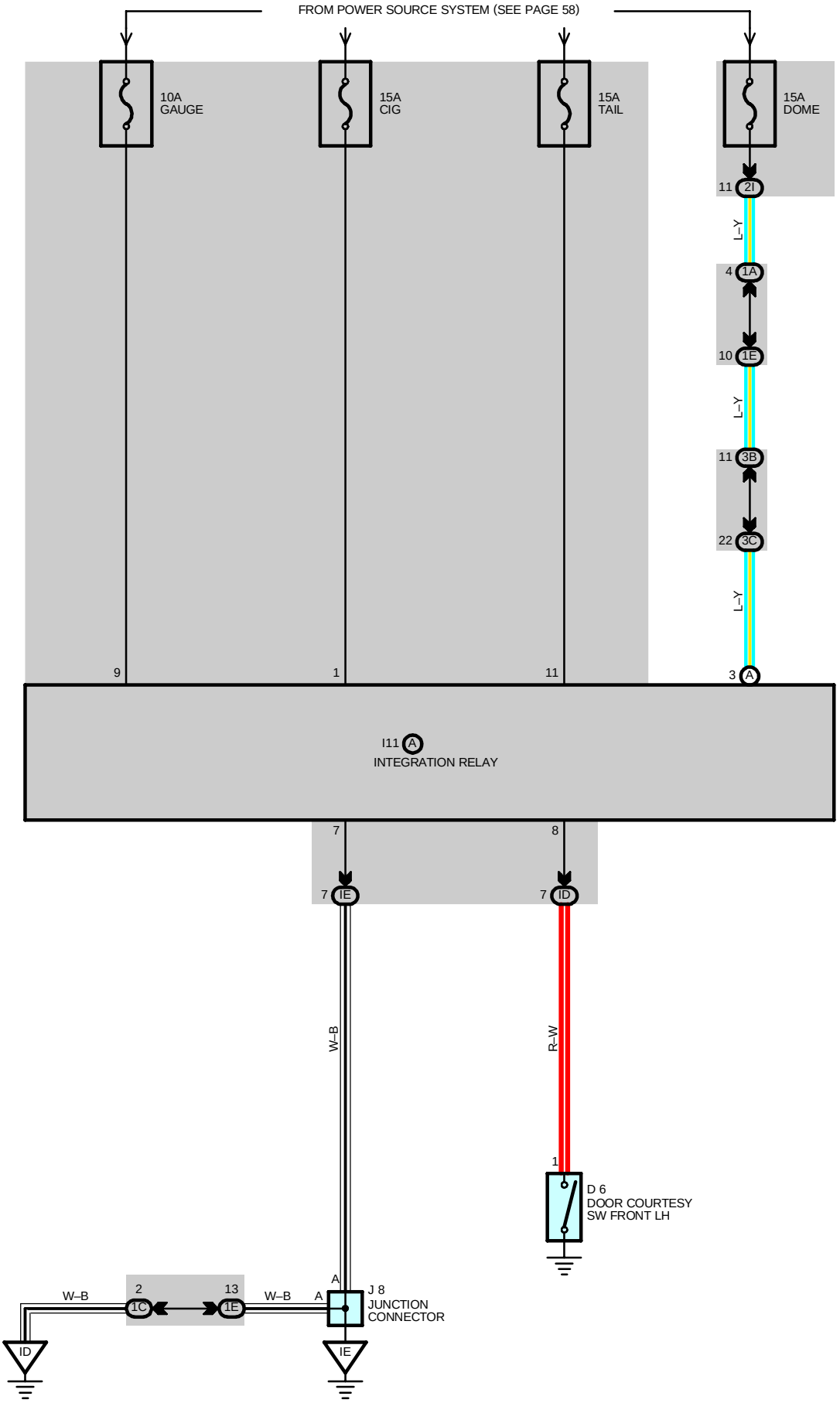
S7



U1



LIGHT REMINDER BUZZER



SYSTEM OUTLINE

The current is applied at all times to **TERMINAL (A) 3** of the integration relay through the **DOME** fuse.
With the ignition SW in **ACC** position, the current flows to **TERMINAL 1** of the integration relay through the **CIG** fuse. When the ignition SW is turned to **ON** position, the current flows to **TERMINAL 9** of the integration relay through the **GAUGE** fuse. When the light control SW is turned to **TAIL** or **HEAD** position, current is applied to **TERMINAL 11** of the integration relay through the **TAIL** fuse.

LIGHT REMINDER SYSTEM

When the light control SW is in **TAIL** or **HEAD** position, the ignition SW turned to **OFF** from **ON** position, and the driver's door opened (Door courtesy SW on), the current flows to **TERMINAL 1** and **9** of the integration relay stops. As a result, the relay is activated and current flows from **TERMINAL (A) 3** of the relay to **TERMINAL 7** to **GROUND**, sounding the light reminder buzzer.

SERVICE HINTS

I11 (A) INTEGRATION RELAY

9–GROUND : Approx. **12** volts with the ignition SW at **ON** position
1–GROUND : Approx. **12** volts with the ignition SW at **ACC** or **ON** position
11–GROUND : Approx. **12** volts with the light control SW at **TAIL** or **HEAD** position
7–GROUND : Always continuity
8–GROUND : Continuity with the driver's door open
(A) 3–GROUND : Always approx. **12** volts

○ : PARTS LOCATION

Code	See Page	Code		See Page	Code	See Page
D6	38	I11	A	37	J8	37

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

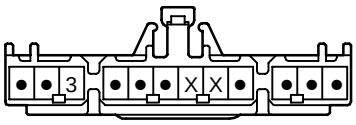
Code	See Page	Junction Block and Wire Harness (Connector Location)
ID	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
2I	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3B	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3C		

▽ : GROUND POINTS

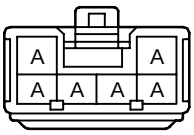
Code	See Page	Ground Points Location
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH

D6

I11 (A)

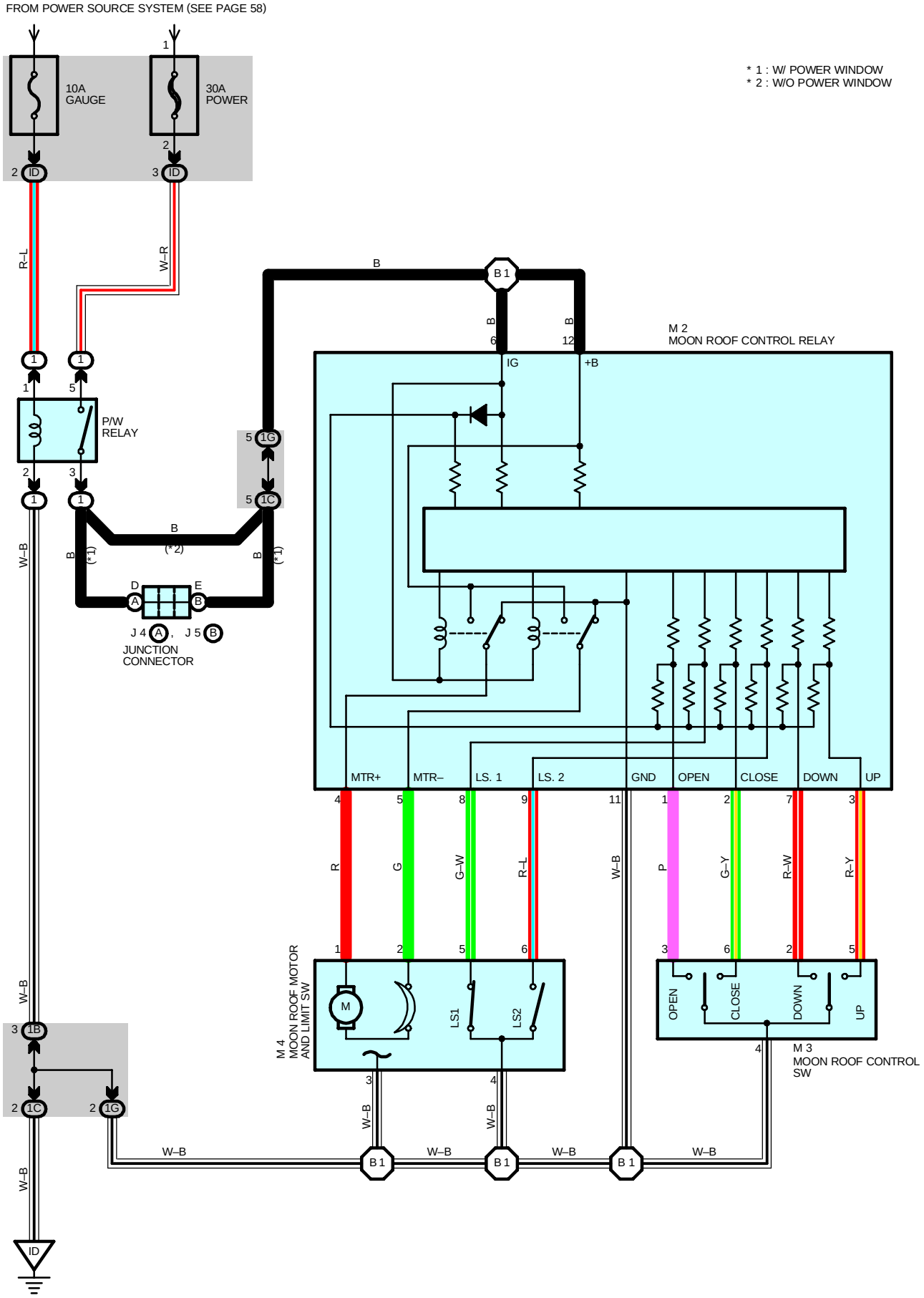


J8



(Hint : See Page 7)

MOON ROOF


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
10A GAUGE
30A POWER
* 1 : W/ POWER WINDOW
* 2 : W/O POWER WINDOW
R–L
W–R
B
B 1
M 2
MOON ROOF CONTROL RELAY
IG
+B
P/W RELAY
1G
1C
W–B
(*1)
(*2)
J 4 A , J 5 B
JUNCTION CONNECTOR
MTR+
MTR–
LS. 1
LS. 2
GND
OPEN
CLOSE
DOWN
UP
R
G
G–W
R–L
W–B
P
G–Y
R–W
R–Y
M 4
MOON ROOF MOTOR AND LIMIT SW
LS1
LS2
M 3
MOON ROOF CONTROL SW
1B
ID

SYSTEM OUTLINE

The current always flows to **TERMINAL 5** of the P/W relay through the **POWER** fuse, with the ignition SW turned on, the current flows through the **GAUGE** fuse to **TERMINAL 1** of the P/W relay. This activates the relay and the current flowing to **TERMINAL 5** of the P/W relay flows to **TERMINAL 3** to **TERMINALS 6** and **12** of the moon roof control relay.

1. SLIDE OPEN OPERATION

With the ignition SW turned on, and the moon roof closed completely, when the moon roof control SW is pushed to **OPEN** position, a signal is input from **TERMINAL 3** of the moon roof control SW to **TERMINAL 1** of the moon roof control relay. The moon roof limit SW LS1 is on and the moon roof limit SW LS2 is off at this time.
When this occurs, the relay is activated and the current to **TERMINAL 12** of the moon roof control relay flows from **TERMINAL 5** to **TERMINAL 2** of the moon roof motor to **TERMINAL 1** to **TERMINAL 4** of the moon roof control relay to **TERMINAL 11** to **GROUND** and rotates the motor to open the moon roof while the SW is being pushed to **OPEN** position. The moon roof limit SW LS1 and LS2 are both on.

2. SLIDE CLOSE OPERATION

With the ignition SW turned on, and the moon roof opend completely, and the moon roof limit SW LS1 and LS2 both on, when the moon roof control SW is pushed to **CLOSE** position, a signal is input from **TERMINAL 6** of the moon roof control SW to **TERMINAL 2** of the moon roof control relay.
When this occurs, the relay is activated and the current to **TERMINAL 12** of the moon roof control relay flows from **TERMINAL 4** of the relay to **TERMINAL 1** of the moon roof motor to **TERMINAL 2** to **TERMINAL 5** of the moon roof control relay to **TERMINAL 11** to **GROUND** and rotates the motor to close the moon roof while the SW is being pushed to **CLOSE** position.
The moon roof limit SW LS1 turns off (Limit SW LS2 is on), a signal is input from **TERMINAL 5** of the moon roof limit SW LS1 to **TERMINAL 8** of the moon roof control relay. This signal activates the relay and stops continuous from **TERMINAL 12** of the moon roof control relay to **TERMINAL 11**. As a result, the moon roof stops at this position. To close the moon roof completely, pushing the moon roof control SW again to the **CLOSE** position causes a signal to be input again to **TERMINAL 2** of the moon roof control relay. This activates the relay and the moon roof will close as long as the moon roof control SW is being pushed, allowing the moon roof to fully close.

3. TILT UP OPERATION

When the moon roof control SW is pushed to **TILT UP** position, with the ignition SW turned on and the moon roof completely closed (Moon roof limit SW LS2 is off), a signal is input from **TERMINAL 5** of the moon roof control SW to **TERMINAL 3** of the moon roof control relay. As a result, the relay is activated and the current to **TERMINAL 12** of the moon roof control relay flows from **TERMINAL 4** of the relay to **TERMINAL 1** of the moon roof motor to **TERMINAL 2** to **TERMINAL 5** of the moon roof control relay to **TERMINAL 11** to **GROUND** and rotates the motor so that tilt up operation occurs as long as the moon roof control SW is pushed on the **TILT UP** position.

4. TILT DOWN OPERATION

When the moon roof control SW is pushed to **TILT DOWN** position, with the ignition SW turned on and the moon roof tilted up (Moon roof limit SW LS1 and LS2 are both off), a signal is input from **TERMINAL 2** of the moon roof control SW to **TERMINAL 7** of the moon roof control relay.
As a result, the relay is activated and the current to **TERMINAL 12** of the moon roof control relay flows from **TERMINAL 5** of the relay to **TERMINAL 2** of the moon roof motor to **TERMINAL 1** to **TERMINAL 4** of the moon roof control relay to **TERMINAL 11** to **GROUND** and rotates the motor so that tilt down operation occurs as long as the moon roof control SW is pushed on the **TILT DOWN** position. (During tilt down, moon roof limit SW LS1 is changed from off to on.)

SERVICE HINTS

M2 MOON ROOF CONTROL RELAY

11–GROUND : Always continuity
6, 12–GROUND : Approx. **12** volts with the ignition SW at **ON** position
4–GROUND : Approx. **12** volts with the ignition SW on and the moon roof control SW at **CLOSE** or **UP** position
5–GROUND : Approx. **12** volts with the ignition SW on and the moon roof control SW at **OPEN** or **DOWN** position

M3 MOON ROOF CONTROL SW

5–4 : Close with the moon roof control SW at **TILT UP** position
6–4 : Close with the moon roof control SW at **CLOSE** position
2–4 : Close with the moon roof control SW at **TILT DOWN** position
3–4 : Close with the moon roof control SW at **OPEN** position
4–GROUND : Always continuity

MOON ROOF

: PARTS LOCATION

Code		See Page	Code	See Page	Code	See Page
J4	A	37	M2	39	M4	39
J5	B	37	M3	39		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	20	Driver Side R/B (Left Kick Panel)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
ID	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1C		
1G	24	Roof Wire and Driver Side J/B (Left Kick Panel)

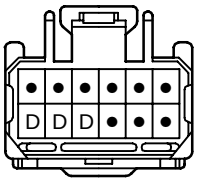
: GROUND POINTS

Code	See Page	Ground Points Location
ID	42	Left Kick Panel

: SPLICE POINTS

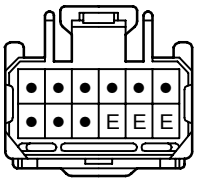
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B1	46	Roof Wire			

J4 (A) BLACK



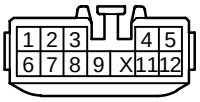
(Hint : See Page 7)

J5 (B) BLACK



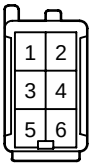
(Hint : See Page 7)

M2

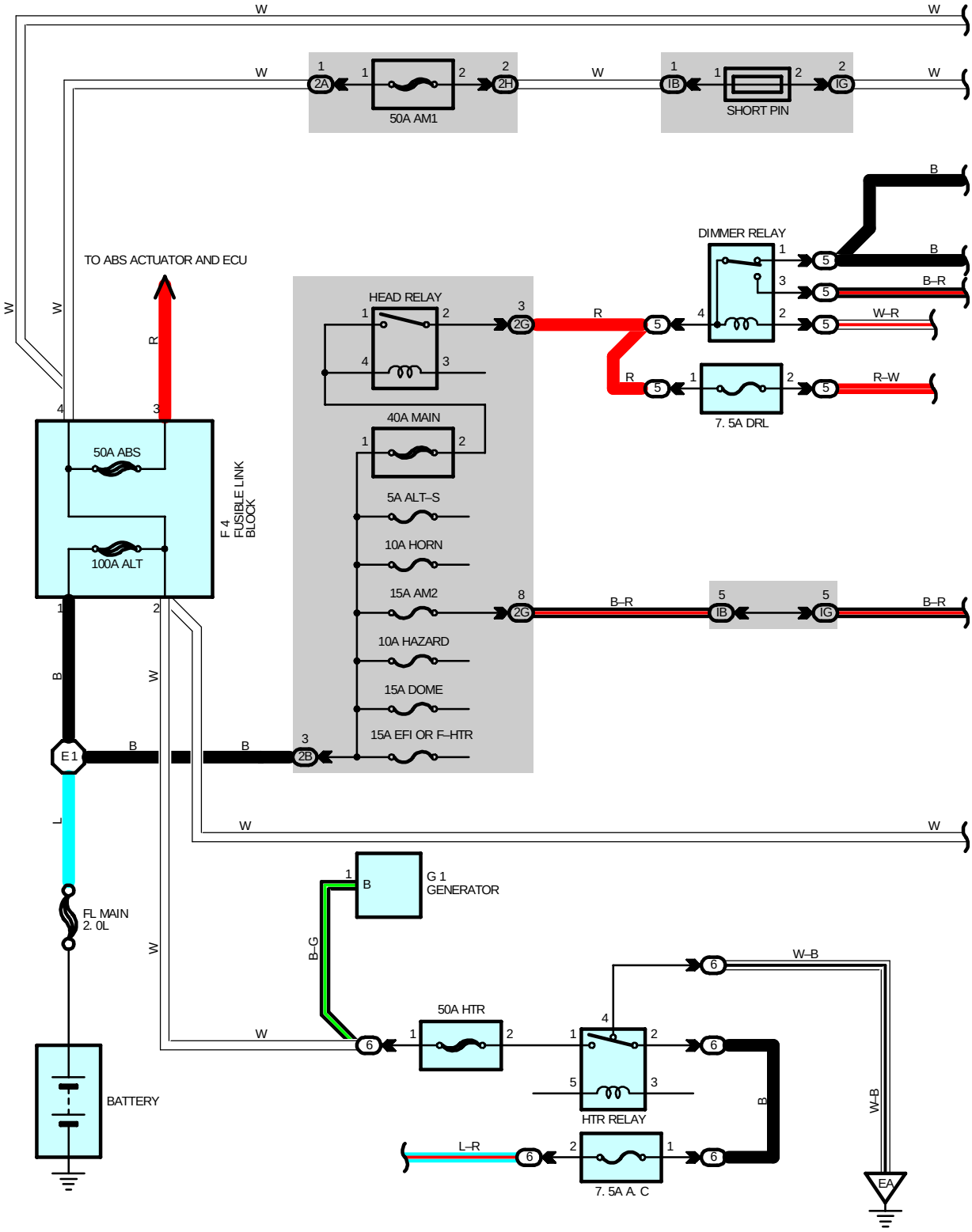


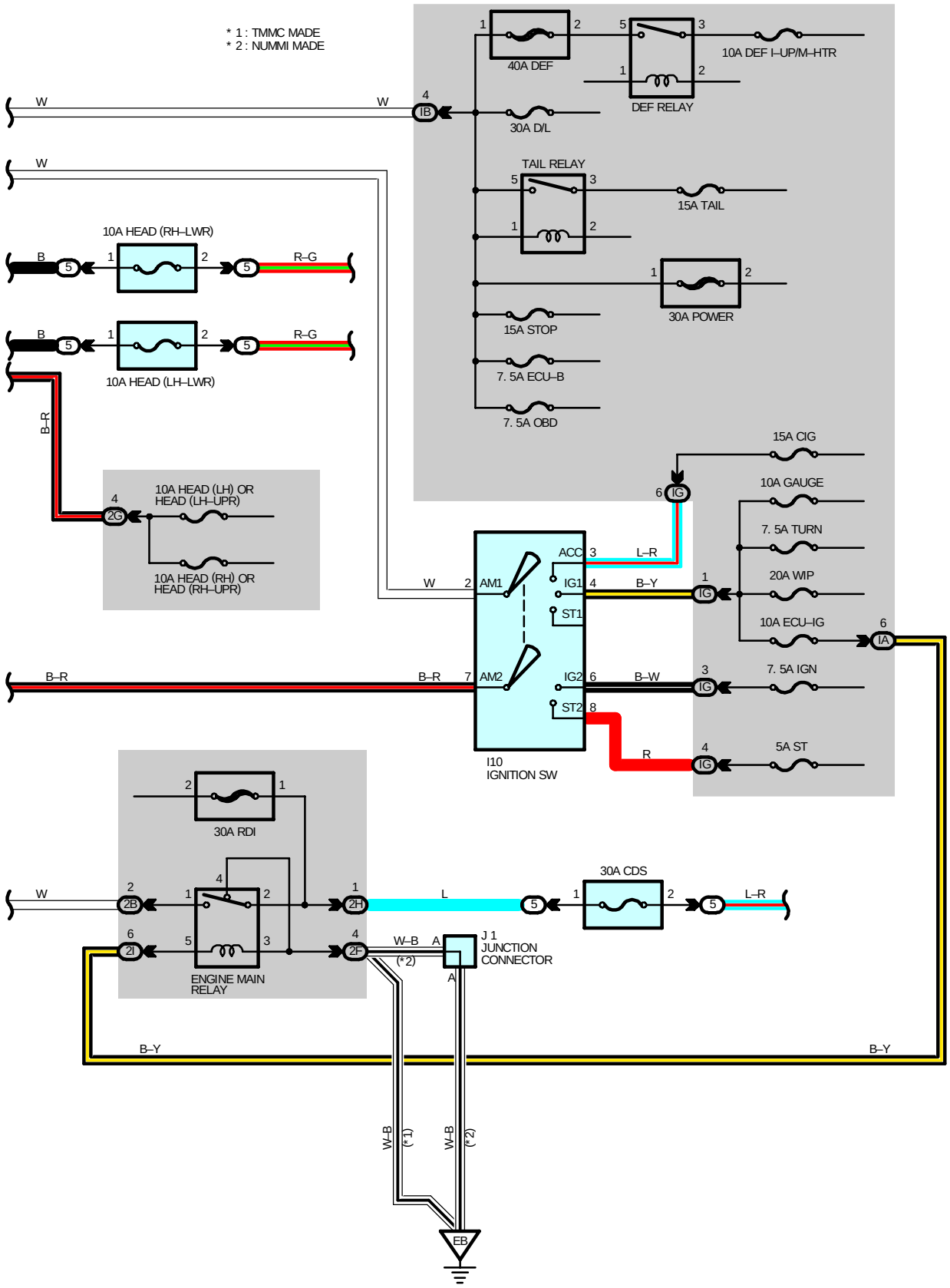
M3

M4



POWER SOURCE




* 1 : TMMC MADE
* 2 : NUMMI MADE
40A DEF
10A DEF I–UP/M–HTR
DEF RELAY
30A D/L
TAIL RELAY
15A TAIL
10A HEAD (RH–LWR)
10A HEAD (LH–LWR)
30A POWER
15A STOP
7. 5A ECU–B
7. 5A OBD
15A CIG
10A GAUGE
7. 5A TURN
20A WIP
10A ECU–IG
7. 5A IGN
5A ST
10A HEAD (LH) OR HEAD (LH–UPR)
10A HEAD (RH) OR HEAD (RH–UPR)
I10 IGNITION SW
30A RDI
ENGINE MAIN RELAY
30A CDS
J 1 JUNCTION CONNECTOR
EB

POWER SOURCE

SERVICE HINTS

HEAD RELAY

1–2 : Closed with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position
: Closed with the engine running and the parking brake lever is released (Paking brake SW off)

TAIL RELAY

5–3 : Closed with the light control SW at **TAIL** or **HEAD** position

I10 IGNITION SW

2–3 : Closed with the ignition SW at **ACC** or **ON** position
2–4 : Closed with the ignition SW at **ON** or **ST** position
7–6 : Closed with the ignition SW at **ON** or **ST** position
7–8 : Closed with the ignition SW at **ST** position

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
F4	34	I10	37		
G1	34	J1	37		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
5	20	Engine Room R/B No.5 (Engine Compartment Left)
6	21	Engine Room R/B No.6 (Radiator Support RH)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IA	22	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IB		
IG	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2A	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2B		
2F		
2G		
2H		
2I		

: GROUND POINTS

Code	See Page	Ground Points Location
EA	40	Front Side of the Right Fender
EB	40	Front Side of the Left Fender

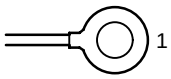
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	40	Engine Room Main Wire			

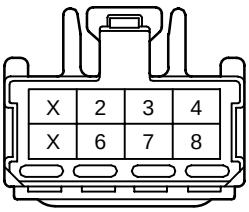
F4

(See Page 26)

G1



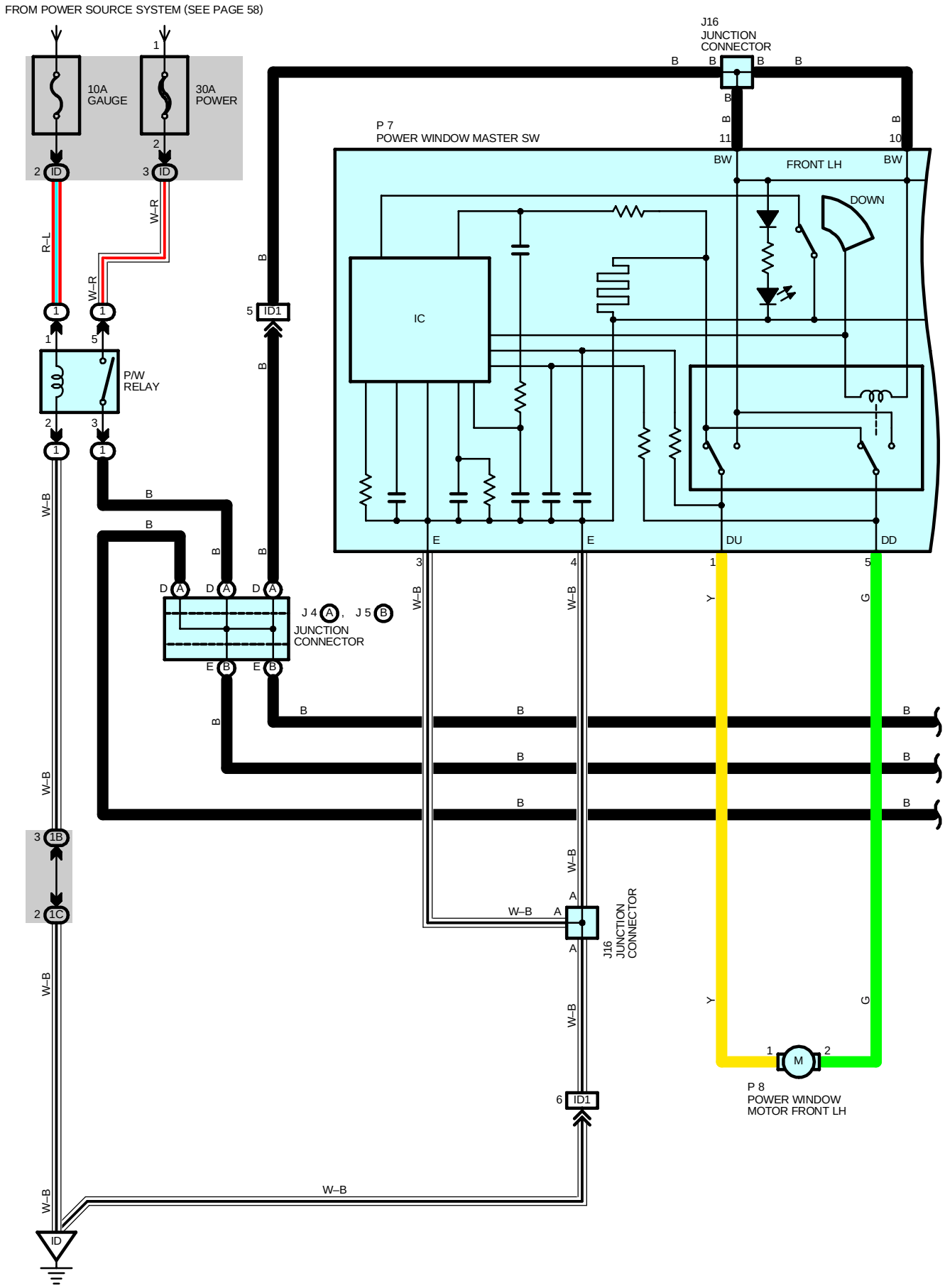
I10

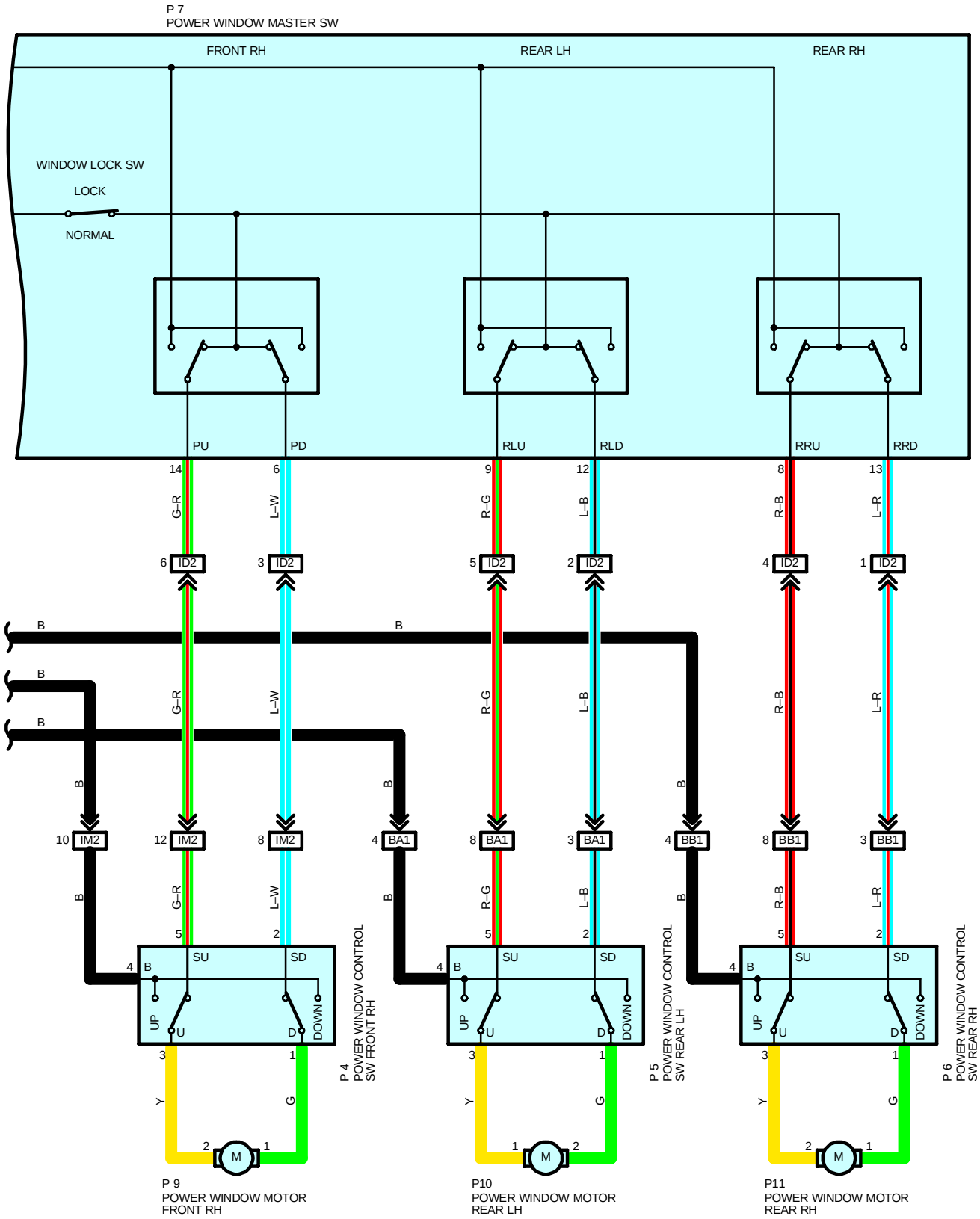


J1

(Hint : See Page 7)

POWER WINDOW




P 7
POWER WINDOW MASTER SW
FRONT RH
REAR LH
REAR RH
WINDOW LOCK SW
LOCK
NORMAL
PU
PD
RLU
RLD
RRU
RRD
14
6
9
12
8
13
G–R
L–W
R–G
L–B
R–B
L–R
ID2
B
IM2
BA1
BB1
SU
SD
UP
DOWN
U
D
Y
G
M
P 4
POWER WINDOW CONTROL
SW FRONT RH
P 5
POWER WINDOW CONTROL
SW REAR LH
P 6
POWER WINDOW CONTROL
SW REAR RH
P 9
POWER WINDOW MOTOR
FRONT RH
P10
POWER WINDOW MOTOR
REAR LH
P11
POWER WINDOW MOTOR
REAR RH

POWER WINDOW

SYSTEM OUTLINE

When the ignition SW is turned on, the current flows through the **GAUGE** fuse to **TERMINAL 1** of the P/W relay to **TERMINAL 2** to **GROUND**. This activates the relay and the current flows through the **POWER** fuse to **TERMINAL 5** of the relay to **TERMINAL 3** to **TERMINAL BW** of the power window master SW, **TERMINAL 4** of the power window control SW.

1. MANUAL OPERATION (DRIVER'S WINDOW)

With the ignition SW turned on and with the power window master SW (Front LH) in **UP** position, the current flowing to **TERMINAL BW** of the power window master SW flows to **TERMINAL DU** of the master SW to **TERMINAL 1** of the power window motor to **TERMINAL 2** to **TERMINAL DD** of the master SW to **TERMINAL E** to **GROUND** and rotates the power window motor in the up direction. The window ascends only while the SW is being pushed. In down operation, the flows of current from to **TERMINAL BW** of the power window master SW to **TERMINAL DD** of the master SW causes the flows of current from **TERMINAL 2** of the motor to **TERMINAL 1** to **TERMINAL DU** of the master SW to **TERMINAL E** to **GROUND**, flowing in the opposite direction to manual up operation and rotating the motor in reverse, thus opening the window.

2. AUTO DOWN OPERATION (DRIVER'S WINDOW)

When the front LH window control SW in the power window master SW is pushed strongly on the down side, current flows from **TERMINAL BW** of the master SW to **TERMINAL DD** to **TERMINAL 2** of the power window motor to **TERMINAL 1** to **TERMINAL DU** of the master SW to **TERMINAL E** to **GROUND**. Because the hold circuit inside the master SW keeps the relay on the down side activated, the power window motor continues operating even if the power window master SW is released. When the driver's window is fully opened, the hold circuit turns off and the relay on the down side turns off, and auto down operation is completed.

3. STOPPING OF AUTO DOWN OPERATION (DRIVER'S WINDOW)

When the master SW (Front LH) is pulled to the up side during auto down operation, a ground circuit opens in the master SW and current does not flow from **TERMINAL DU** of the master SW to **TERMINAL E**, so the motor stops, causing auto down operation to stop. If the master SW is pulled continuously, the motor rotates in the up direction in manual up operation.

4. MANUAL OPERATION (FRONT RH, REAR RH WINDOW)

With the power window control SW (Front RH, rear RH) pulled to the up side, current flowing from **TERMINAL 4** of the power window control SW flows to **TERMINAL 3** to **TERMINAL 2** of the power window motor to **TERMINAL 1** to **TERMINAL 1** of the power window control SW to **TERMINAL 2** to **TERMINALS PD, RRD** of the master SW to **TERMINAL E** to **GROUND** and rotates the power window motor (Front RH, rear RH) in the up direction. Up operation continues only while the power window control SW is pulled to the up side. When the window descends, the current flowing to the motor flows in the opposite direction, from **TERMINAL 1** to **TERMINAL 2**, and the motor rotates in reverse. When the window lock SW is pushed to the lock side, the ground circuit to the passenger's window becomes open. As a result, even if Open/Close operation of the passenger's window is attempted, the current from **TERMINAL E** of the power window master SW is not grounded and the motor does not rotate, so the passenger's window can not be operated and window lock occurs.

5. MANUAL OPERATION (REAR LH WINDOW)

With the power window control SW (Rear LH) pulled to the up side, current flowing from **TERMINAL 4** of the power window control SW flows to **TERMINAL 3** to **TERMINAL 1** of the power window motor to **TERMINAL 2** to **TERMINAL 1** of the power window control SW to **TERMINAL 2** to **TERMINAL RLD** of the master SW to **TERMINAL E** to **GROUND** and rotates the power window motor (Rear LH) in the up direction. Up operation continues only while the power window control SW is pulled to the up side. When the window descends, the current flowing to the motor flows in the opposite direction, from **TERMINAL 2** to **TERMINAL 1**, and the motor rotates in reverse. When the window lock SW is pushed to the lock side, the ground circuit to the passenger's window becomes open. As a result, even if Open/Close operation of the passenger's window is attempted, the current from **TERMINAL E** of the power window master SW is not grounded and the motor does not rotate, so the passenger's window can not be operated and window lock occurs.

SERVICE HINTS

P7 POWER WINDOW MASTER SW

BW–GROUND : Approx. **12** volts with the ignition SW at **ON** position
DU–GROUND : Approx. **12** volts with the ignition SW on and master SW (Front LH window) at **UP** posotion
DD–GROUND : Approx. **12** volts with the ignition SW on and master SW (Front LH window) at **DOWN** or **AUTO DOWN** position
E–GROUND : Always continuity

WINDOW LOCK SW

Open with window lock SW at **LOCK** position

○ : PARTS LOCATION

Code		See Page	Code	See Page	Code	See Page
J4	A	37	P5	39	P9	39
J5	B	37	P6	39	P10	39
J16		38	P7	39	P11	39
P4		39	P8	39		

▭ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	20	Driver Side R/B (Left Kick Panel)

▭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
ID	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1C		

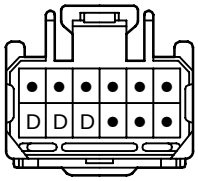
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	42	Front Door LH Wire and Cowl Wire (Near the Driver Side J/B)
ID2		
IM2	44	Front Door RH Wire and Cowl Wire (Right Kick Panel)
BA1	46	Rear Door LH Wire and Cowl Wire (Under the Left Center Pillar)
BB1	46	Rear Door RH Wire and Cowl Wire (Under the Right Center Pillar)

▽ : GROUND POINTS

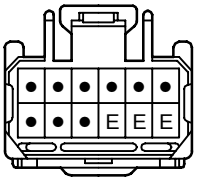
Code	See Page	Ground Points Location
ID	42	Left Kick Panel

J4 (A) BLACK



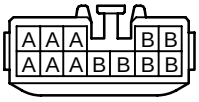
(Hint : See Page 7)

J5 (B) BLACK



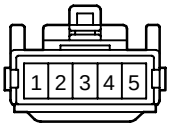
(Hint : See Page 7)

J16

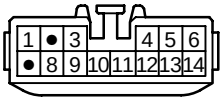


(Hint : See Page 7)

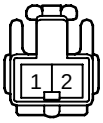
P4, P5, P6

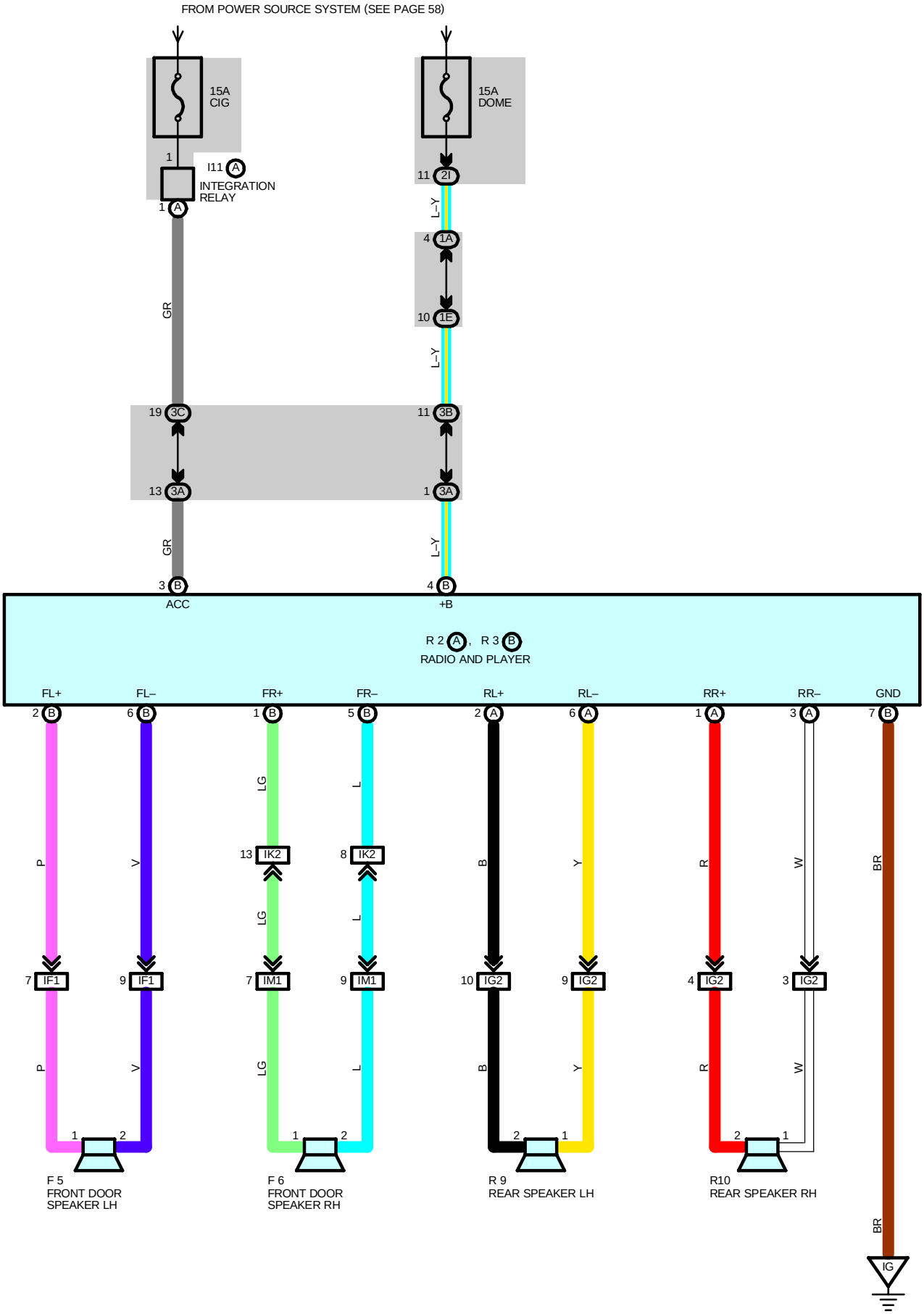


P7



P8, P9, P10, P11 BLUE




FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A CIG
15A DOME
I11 A
INTEGRATION RELAY
GR
L–Y
ACC
+B
R 2 A, R 3 B
RADIO AND PLAYER
FL+
FL–
FR+
FR–
RL+
RL–
RR+
RR–
GND
IF1
IM1
IK2
IG2
P
V
LG
L
B
Y
R
W
BR
IG
F 5
FRONT DOOR SPEAKER LH
F 6
FRONT DOOR SPEAKER RH
R 9
REAR SPEAKER LH
R10
REAR SPEAKER RH

SERVICE HINTS

R3 (B) RADIO AND PLAYER

(B) 4–GROUND : Always approx. **12** volts
(B) 3–GROUND : Approx. **12** votls with the ignition SW at **ACC** or **ON** position
(B) 7–GROUND : Always continuity

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
F5		38	R2	A	37	R10	39
F6		38	R3	B	37		
I11	A	37	R9		39		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
2I	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3B		
3C		

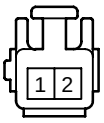
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IF1	42	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IG2	42	Floor Wire and Instrument Panel Wire (Left Kick Panel)
IK2	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IM1	44	Front Door RH Wire and Cowl Wire (Right Kick Panel)

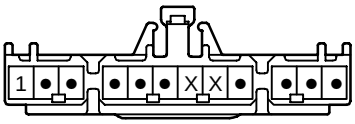
▽ : GROUND POINTS

Code	See Page	Ground Points Location
IG	42	Instrument Panel Brace RH

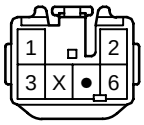
F5, F6



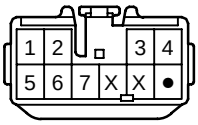
I11 (A)



R2 (A)

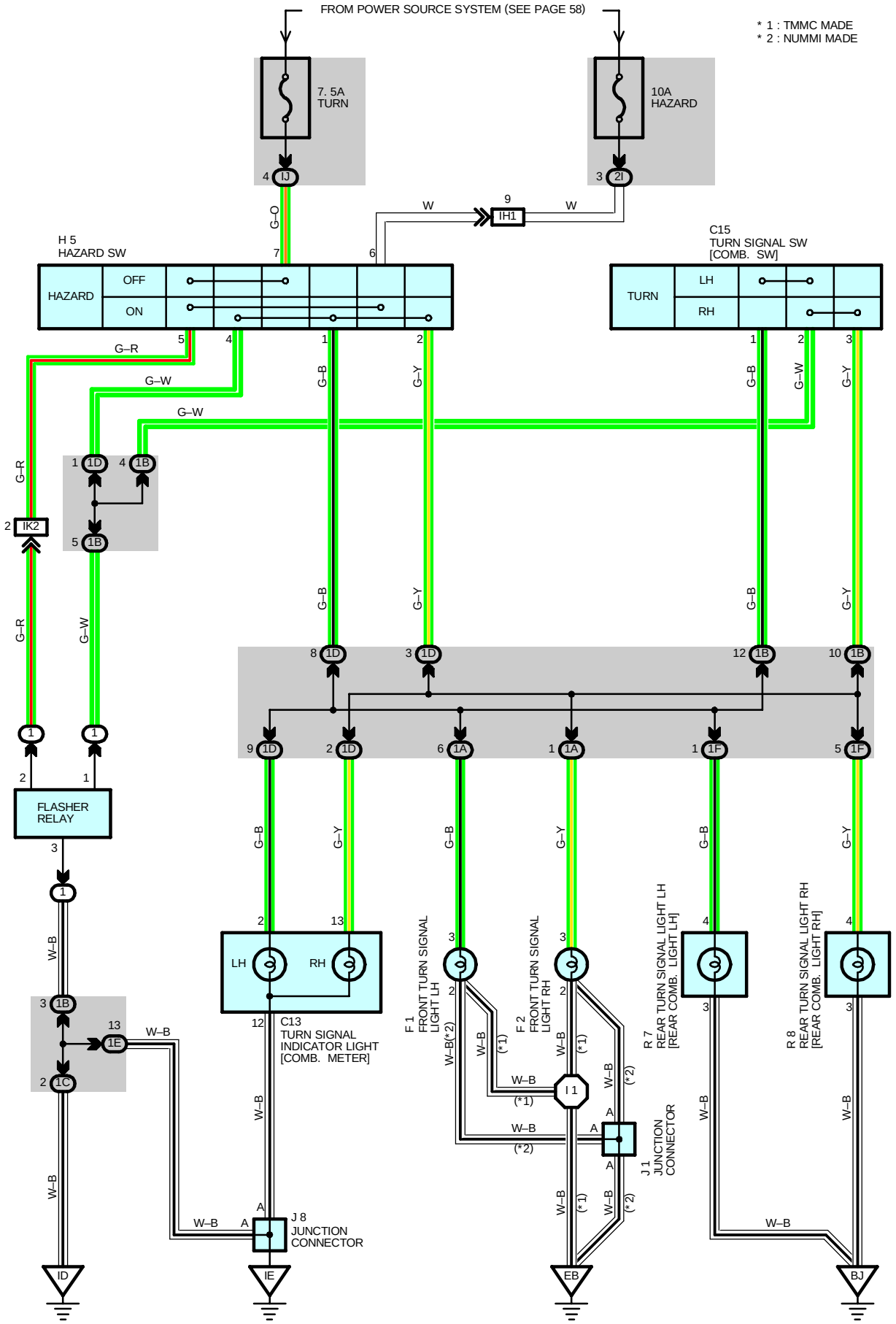


R3 (B)



R9, R10

TURN SIGNAL AND HAZARD WARNING LIGHT



SERVICE HINTS

FLASHER RELAY

2–GROUND : Approx. **12** volts with the ignition SW on or the hazard SW on
1–GROUND : Changes from **12** to **0** volts with the ignition SW on and the turn signal SW at **LH** or **RH** position, or with the hazard SW on
3–GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C13	36	F2	34	J8	37
C15	36	H5	36	R7	39
F1	34	J1	37	R8	39

⬭ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	20	Driver Side R/B (Left Kick Panel)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IJ	22	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1C		
1D	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
1E		
1F	24	Floor Wire and Driver Side J/B (Left Kick Panel)
2I	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IH1	42	Engine Room Main Wire and Instrument Panel Wire (Lower Finish Panel)
IK2	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)

▽ : GROUND POINTS

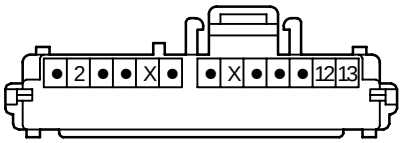
Code	See Page	Ground Points Location
EB	40	Front Side of the Left Fender
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
BJ	46	Lower Back Panel Center

⯃ : SPLICE POINTS

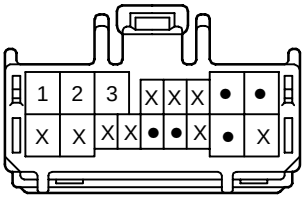
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I1	44	Engine Room Main Wire			

TURN SIGNAL AND HAZARD WARNING LIGHT

C13 BLUE

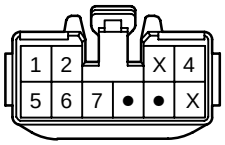


C15



F1, F2

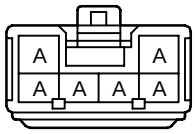
H5 BLACK



J1

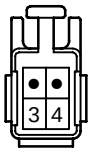
(Hint : See Page 7)

J8

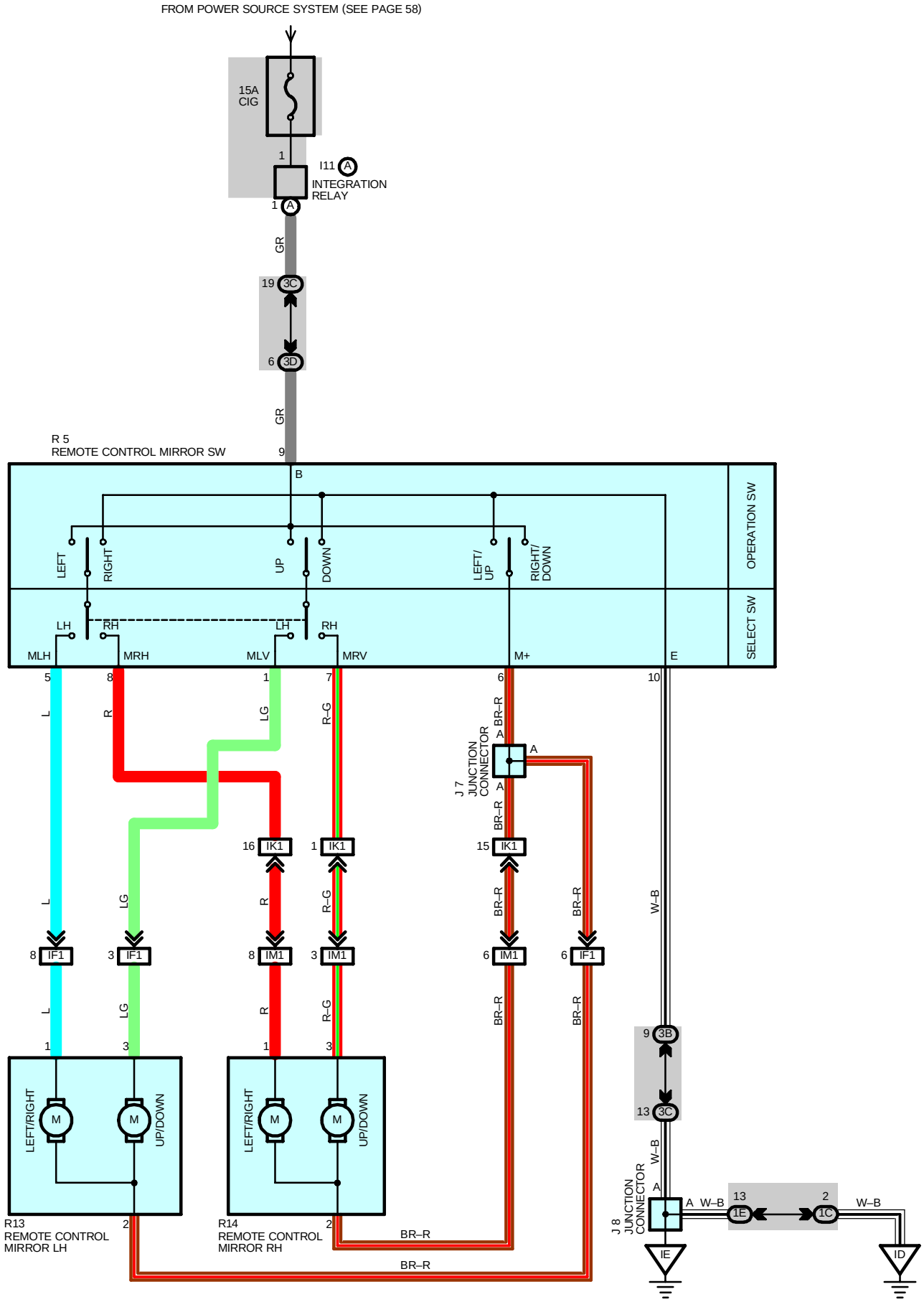


(Hint : See Page 7)

R7, R8



REMOTE CONTROL MIRROR



SERVICE HINTS

R5 REMOTE CONTROL MIRROR SW

9–6 : Continuity with the operation SW at **DOWN** or **RIGHT** position
6–10 : Continuity with the operation SW at **UP** or **LEFT** position
9–GROUND : Approx. **12** votls with the ignition SW at **ACC** or **ON** position
10–GROUND : Always continuity

○ : PARTS LOCATION

Code		See Page	Code	See Page	Code	See Page
I11	A	37	J8	37	R13	39
J7		37	R5	37	R14	39

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
3B	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3C		
3D		

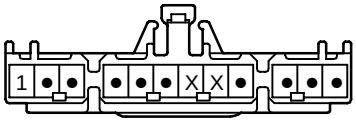
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IF1	42	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IM1	44	Front Door RH Wire and Cowl Wire (Right Kick Panel)

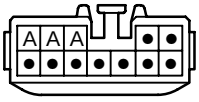
▽ : GROUND POINTS

Code	See Page	Ground Points Location
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH

I11 (A)

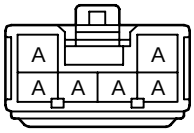


J7 BLACK



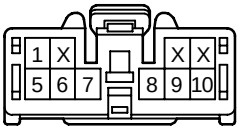
(Hint : See Page 7)

J8

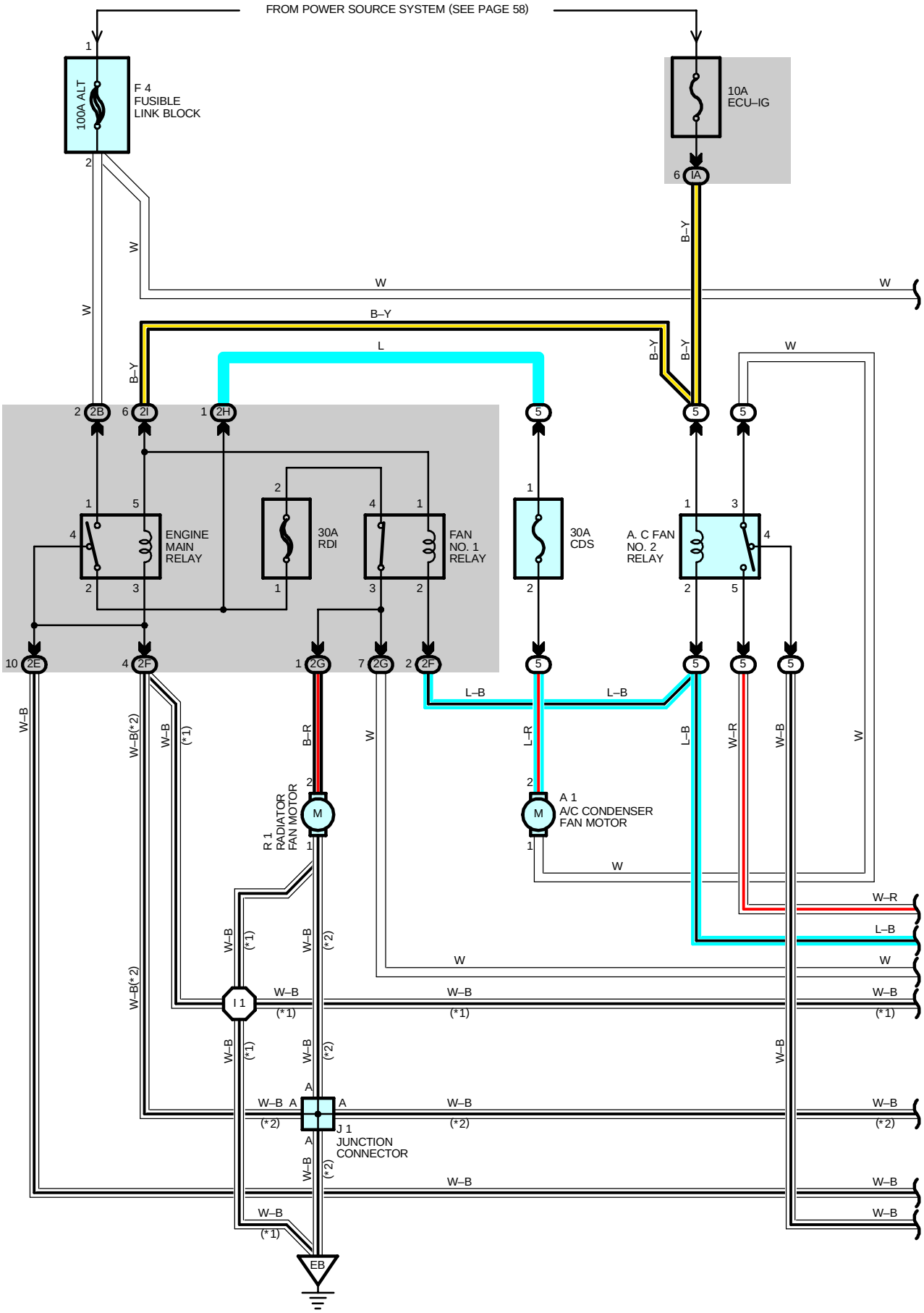


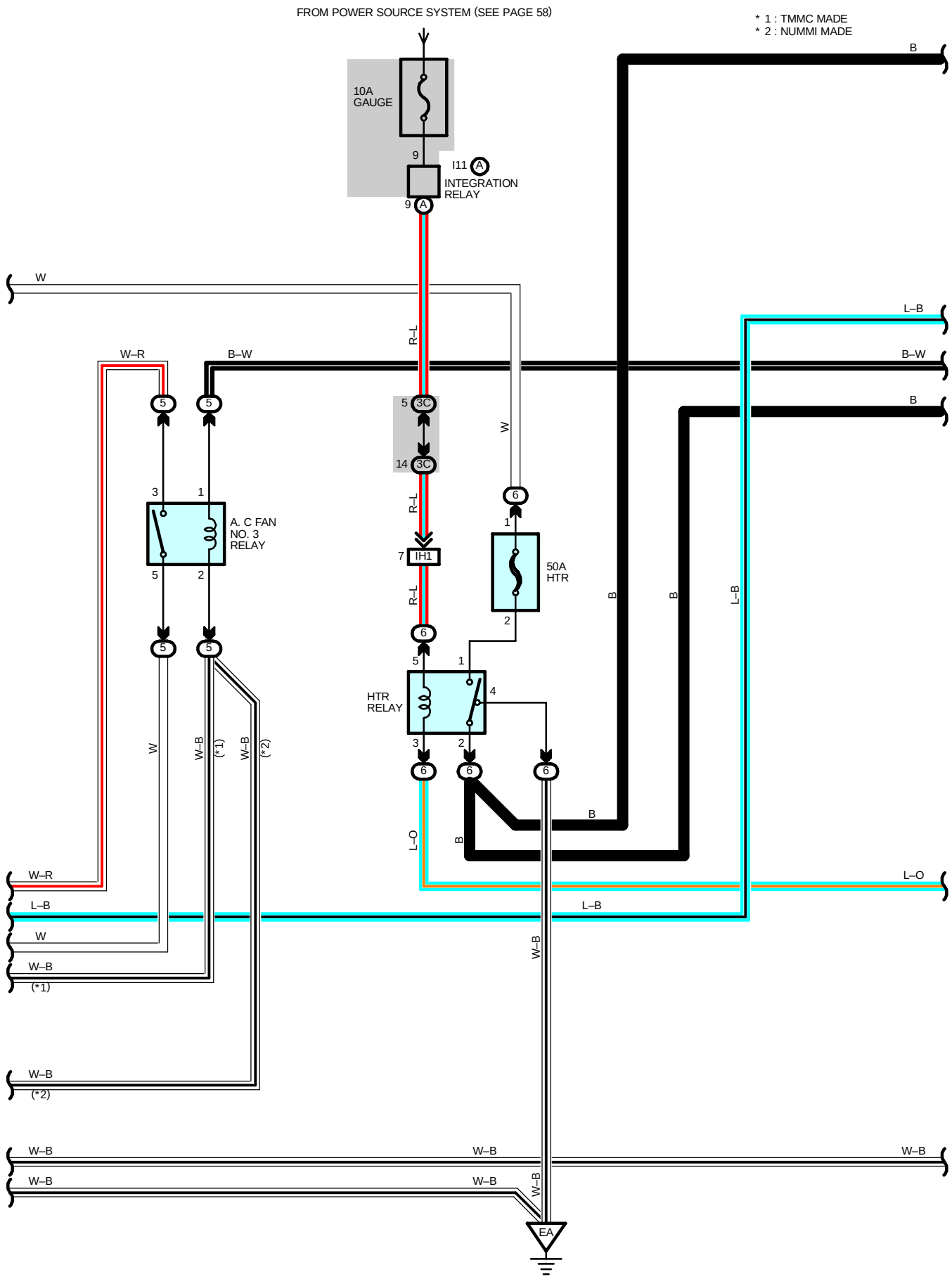
(Hint : See Page 7)

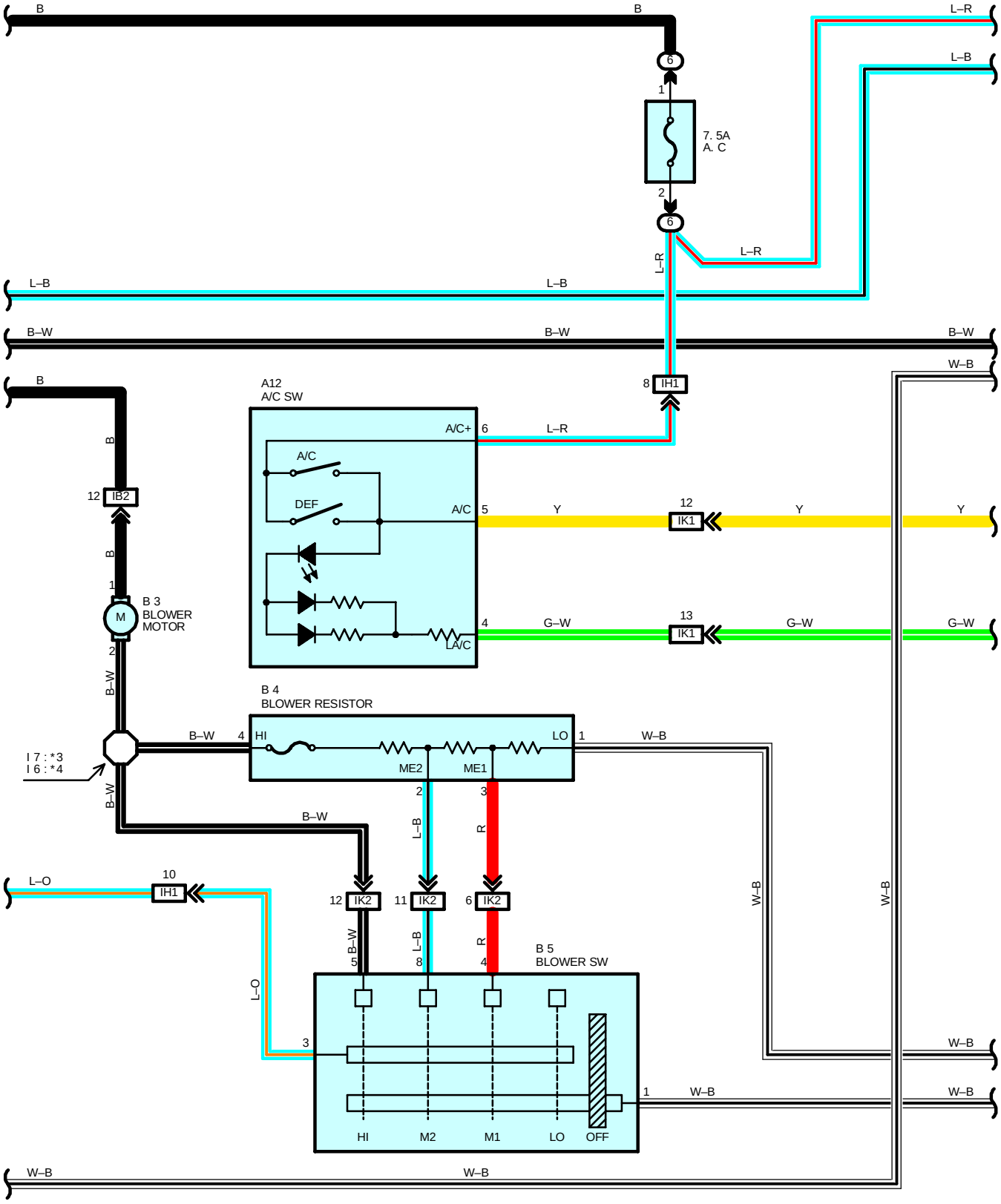
R5

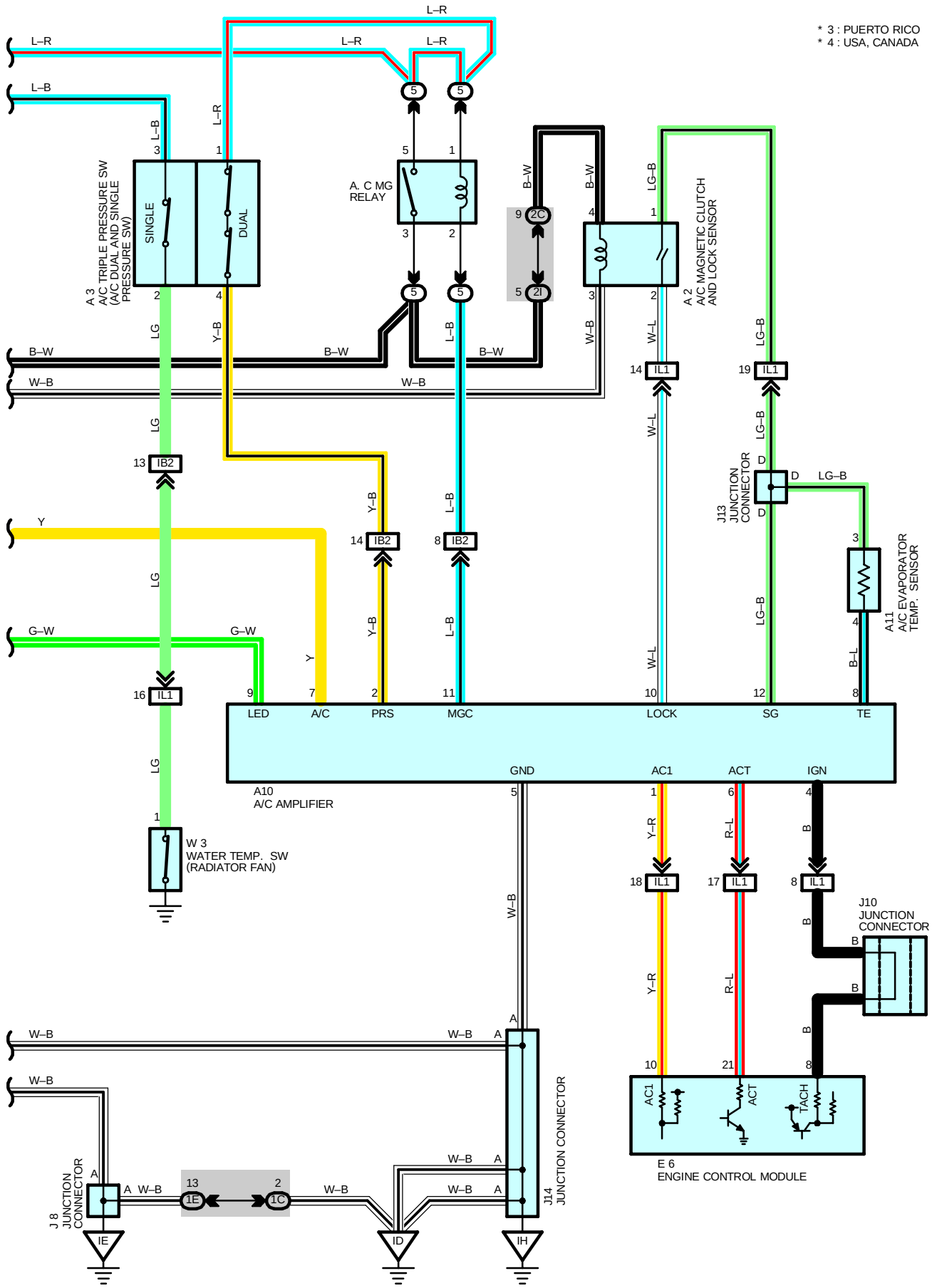


R13, R14


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
100A ALT
F 4
FUSIBLE
LINK BLOCK
10A
ECU–IG
ENGINE
MAIN
RELAY
30A
RDI
FAN
NO. 1
RELAY
30A
CDS
A. C FAN
NO. 2
RELAY
R 1
RADIATOR
FAN MOTOR
A 1
A/C CONDENSER
FAN MOTOR
I 1
J 1
JUNCTION
CONNECTOR
EB


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
* 1 : TMMC MADE
* 2 : NUMMI MADE
10A
GAUGE
9
I11 A
INTEGRATION
RELAY
9 A
W
R–L
W–R
B–W
5
5
5 3C
14 3C
W
B
L–B
B–W
B
3
1
A. C FAN
NO. 3
RELAY
5
2
R–L
7 IH1
R–L
6
1
50A
HTR
2
6
5
1
4
HTR
RELAY
3
2
6
6
6
B
B
B
L–B
W
W–B
(*1)
W–B
(*2)
L–O
B
B
W–R
L–O
L–B
L–B
W
W–B
(*1)
W–B
(*2)
W–B
W–B
W–B
W–B
W–B
W–B
W–B
EA


B
B
L–R
L–B
6
1
7. 5A
A. C
2
6
L–R
L–R
L–B
L–B
B–W
B–W
B–W
W–B
B
8
IH1
A12
A/C SW
A/C+
6
L–R
A/C
DEF
A/C
5
Y
12
IK1
Y
Y
B
12
IB2
B
1
B 3
BLOWER
MOTOR
M
2
B–W
4
G–W
13
IK1
G–W
G–W
LA/C
B 4
BLOWER RESISTOR
B–W
4
HI
LO
1
W–B
I 7 : *3
I 6 : *4
ME2
ME1
B–W
2
3
B–W
L–B
R
L–O
10
IH1
12
IK2
11
IK2
6
IK2
W–B
W–B
B–W
L–B
R
5
8
4
B 5
BLOWER SW
L–O
3
W–B
1
W–B
W–B
HI
M2
M1
LO
OFF
W–B
W–B


* 3 : PUERTO RICO
* 4 : USA, CANADA
A 3
A/C TRIPLE PRESSURE SW
(A/C DUAL AND SINGLE
PRESSURE SW)
SINGLE
DUAL
A. C MG
RELAY
A 2
A/C MAGNETIC CLUTCH
AND LOCK SENSOR
J13
JUNCTION
CONNECTOR
A11
A/C EVAPORATOR
TEMP. SENSOR
A10
A/C AMPLIFIER
LED
A/C
PRS
MGC
LOCK
SG
TE
GND
AC1
ACT
IGN
W 3
WATER TEMP. SW
(RADIATOR FAN)
J10
JUNCTION
CONNECTOR
E 6
ENGINE CONTROL MODULE
TACH
J 8
JUNCTION
CONNECTOR
J14
JUNCTION CONNECTOR

SYSTEM OUTLINE

1. HEATER BLOWER MOTOR OPERATION

The current is applied at all times through the **ALT** fuse to the **HTR** fuse to **TERMINAL 1** of the HTR relay.
When the ignition SW is turned on, the current flows through the **GAUGE** fuse to **TERMINAL 5** of the HTR relay to coil to **TERMINAL 3** to **TERMINAL 3** of the blower SW.

∗ Low speed operation
When the blower SW is moved to **LO** position, the current flows to **TERMINAL 3** of the blower SW to **TERMINAL 1** to **GROUND**, turning the HTR relay on. This causes the current to flow from the **HTR** fuse to **TERMINAL 1** of the HTR relay to **TERMINAL 2** to **TERMINAL 1** of the blower motor to **TERMINAL 2** to **TERMINAL 4** of the blower resistor to **TERMINAL 1** to **GROUND**, rotating the blower motor at low speed.

∗ Medium speed operation (Operation at M1, M2)
When the blower SW is moved to **M1** position, the current flows to **TERMINAL 3** of the blower SW to **TERMINAL 1** to **GROUND**, turning the HTR relay on. This causes the current to flow from the **HTR** fuse to **TERMINAL 1** of the HTR relay to **TERMINAL 2** to **TERMINAL 1** of the blower motor to **TERMINAL 2** to **TERMINAL 4** of the blower resistor to **TERMINAL 3** to **TERMINAL 4** of the blower SW to **TERMINAL 1** to **GROUND**. At this time, the blower resistance of the blower resistor is less than at low speed, so the blower motor rotates at medium low speed.
When the blower SW is moved to **M2** position, the current through the motor flows from **TERMINAL 4** of the blower resistor to **TERMINAL 2** to **TERMINAL 8** of the blower SW to **TERMINAL 1** to **GROUND**. At this time, resistance of the blower resistor is less than at **M1** position, so the blower motor rotates at medium high speed.

∗ High speed operation
When the blower SW is moved to **HI** position, the current flows to **TERMINAL 3** of the blower SW to **TERMINAL 1** to **GROUND**, turning the HTR relay on.
This causes the current to flow from the **HTR** fuse to **TERMINAL 1** of the HTR relay to **TERMINAL 2** to **TERMINAL 1** of the blower motor to **TERMINAL 2** to **TERMINAL 5** of the blower SW to **TERMINAL 1** to **GROUND**, rotating the blower motor at high speed.

2. FAN MOTOR OPERATION

When the ignition SW is turned on, the current from the **ECU–IG** fuse flows to the FAN NO.1 relay (Coil side) and the A.C FAN NO.2 relay (Coil side) to **TERMINAL 3** of the A/C single pressure SW to **TERMINAL 2** to **TERMINAL 1** of the water temp. SW (Radiator fan) to **GROUND**, and the FAN NO.1 relay is turned off and the A.C FAN NO.2 relay is turned on.
At the same time as this current flow, the current from the **ECU–IG** fuse flows to the ENGINE MAIN relay (Coil side) to **GROUND**, turning the ENGINE MAIN relay on. As a result, current from the **ALT** fuse flows to the **CDS** fuse and **RDI** fuse.

∗ Low speed operation
When the ignition SW is turned on and the A/C is activated, the current flows from the **ALT** fuse to the **HTR** fuse to the HTR relay (Point side) to the **A.C** fuse to the A.C MG relay (Point side) to the A.C FAN NO.3 relay (Coil side) to **GROUND**, turning the A.C FAN NO.3 relay on. As a result, the current from the **CDS** fuse flows to **TERMINAL 2** of the A/C condenser fan motor to **TERMINAL 1** to the A.C FAN NO.2 relay (Point side) to the A.C FAN NO.3 relay (Point side) to **TERMINAL 2** of the radiator fan motor to **TERMINAL 1** to **GROUND**. As a result, the fans are activated at low speed.
If the engine coolant temperature is approx. **90**˚C (**194**˚F) or less, and the refrigerant pressure is approx. **15.5** kgf/cm^2 (**220** psi, **1520** kpa) or less, both the water temp. SW (Radiator fan) and the A/C single pressure SW are closed, so the FAN NO.1 relay is turned off and the A.C FAN NO.2 relay is turned on. As a result, each fan motor operates at low speed.

∗ High speed operation
During A/C operation, if the refrigerant pressure becomes higher than ordinary level (Approx. **15.5** kgf/cm^2 (**220** psi, **1520** kpa)), the A/C single pressure SW is turned off. As a result, the FAN NO.1 relay is turned on and the A.C FAN NO.2 relay is turned off, and the current flows from the **RDI** fuse to FAN NO.1 relay (Point side) to **TERMINAL 2** of the radiator fan motor to **TERMINAL 1** to **GROUND**, and the current from the **CDS** fuse flows to **TERMINAL 2** of the A/C condenser fan motor to **TERMINAL 1** to A.C FAN NO.2 relay (Point side) to **GROUND**, reaching each fan motor in parallel, thus causing the fan motors to operate at high speed.
Note that, because the current flows in the same manner even if the engine coolant temperature is approx. **90**˚C (**194**˚F) or higher, the fan motors still operate at high speed.

3. AIR CONDITIONING OPERATION

When the blower SW is set on, the current from the **ALT** fuse flows to the **HTR** fuse to the HTR relay (Point side) to the **A.C** fuse to **TERMINAL 1** of the A/C dual pressure SW to **TERMINAL 4** to **TERMINAL 2** of the A/C amplifier. The engine RPM signal from the engine control module, the evaporator temp. signal from the A/C evaporator temp. sensor and the lock signal from the lock sensor are all supplied to the A/C amplifier.

When the A/C SW is turned on, the A/C SW on signal is sent to the **TERMINAL 7** of the A/C amplifier. At the same time, the current flows from the **A.C** fuse to **TERMINAL 1** of the A.C MG relay to coil to **TERMINAL 2** to **TERMINAL 11** of the A/C amplifier to **TERMINAL 5** to **GROUND**, turning the A.C MG relay on.

This causes the current from the **A.C** fuse to flow to the A/C magnetic clutch, turning the A/C magnetic clutch on.

When any of the following signals are input to the A/C amplifier, the amplifier operates to turn off the air conditioning.

- ∗ Engine low RPM signal.
- ∗ A signal that the temperature at evaporator is low.
- ∗ A signal that the refrigerant pressure is abnormally high or low.
- ∗ A signal that the A/C compressor is locked.

4. DEF SYNCHRONIZED CONTROL FUNCTION

When the air vent mode control lever is turned to DEF mode, the A/C SW is automatically turned on.

SERVICE HINTS

FAN NO. 1 RELAY

4–3 : Open with the ignition SW on, the A/C single pressure SW on and the water temp. SW (Radiator fan) on

A.C FAN NO. 2 RELAY

3–4 : Closed with the ignition SW off, the A/C single pressure SW off or the water temp. SW (Radiator fan) off
3–5 : Closed with the ignition SW on, the A/C single pressure SW on and the water temp. SW (Radiator fan) on

A.C FAN NO. 3 RELAY

3–5 : Closed with the ignition SW on and the A.C MG relay on

HTR RELAY

1–2 : Closed with the ignition SW on and the blower SW on

A3 A/C TRIPLE PRESSURE SW (A/C DUAL AND SIGNAL PRESSURE SW)

1–4 : Open with the refrigerant pressure at less than approx. **196.1** kpa (**2.0** kgf/cm^2, **28.4** psi) or more than approx. **3138.1** kpa (**32.0** kgf/cm^2, **458** psi)
2–3 : Open with the refrigerant pressure more than **1520** kpa (**15.5** kgf/cm^2, **220** psi)

W3 WATER TEMP. SW (RADIATOR FAN)

1–GROUND : Open above approx. **90**˚C (**194**˚F)
Closed below approx. **83**˚C (**181**˚F)

A10 A/C AMPLIFIER

2–GROUND : Approx. **12** volts with the ignition SW at **ON** position, the blower SW at **LO**, **M1**, **M2** or **HI** position and the A/C dual pressure SW on
5–GROUND : Always continuity
7–GROUND : Approx. **12** volts with the ignition SW at **ON** position, the blower SW at **LO**, **M1**, **M2** or **HI** position and the A/C SW at **ON** position or the air vent mode control lever at **DEF** mode
9–GROUND : Below **4** volts with the ignition SW at **ON** position, the blower SW at **LO**, **M1**, **M2** or **HI** position and the A/C SW at **ON** position or the air vent mode control lever at **DEF** mode

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A1	34	B4	36	J10	37
A2	34	B5	36	J13	37
A3	34	E6	36	J14	37
A10	36	F4	34	R1	35
A11	36	I11 A	37	W3	35
A12	36	J1	37		
B3	36	J8	37		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
5	20	Engine Room R/B No.5 (Engine Compartment Left)
6	21	Engine Room R/B No.6 (Radiator Support RH)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IA	22	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
2B	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2C	27	Engine Wire and Engine Room J/B (Engine Compartment Left)
2E		
2F	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2G		
2H		
2I		
3C	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB2	42	Engine Room Main Wire and Cowl Wire (Near the Driver Side R/B)
IH1	42	Engine Room Main Wire and Instrument Panel Wire (Lower Finish Panel)
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IK2		
IL1	44	Engine Wire and Cowl Wire (Instrument Panel Brace RH)

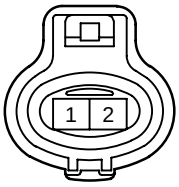
: GROUND POINTS

Code	See Page	Ground Points Location
EA	40	Front Side of the Right Fender
EB	40	Front Side of the Left Fender
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IH	42	Right Kick Panel

: SPLICE POINTS

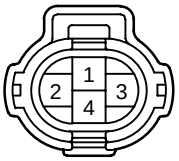
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I1	44	Engine Room Main Wire	I7	44	Cowl Wire
I6	44	Cowl Wire			

A1 GRAY



A2 GRAY

A3 BLACK



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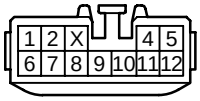

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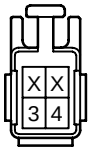

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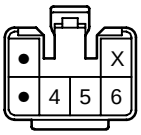

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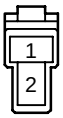

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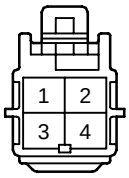

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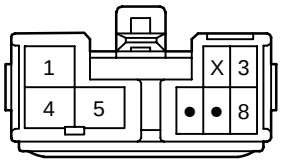
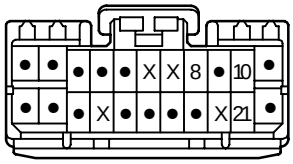


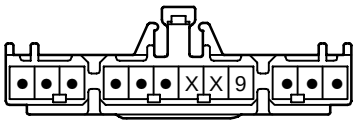
E6 DARK GRAY



F4

(See Page 26)

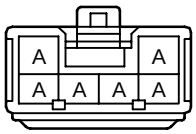
I11 (A)



J1

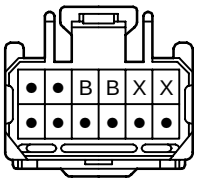
(Hint : See Page 7)

J8



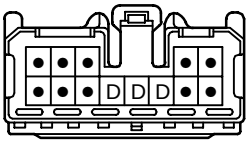
(Hint : See Page 7)

J10 BLACK



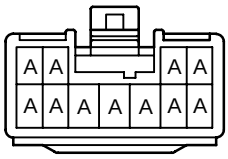
(Hint : See Page 7)

J13



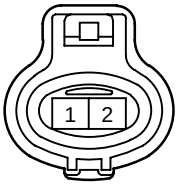
(Hint : See Page 7)

J14



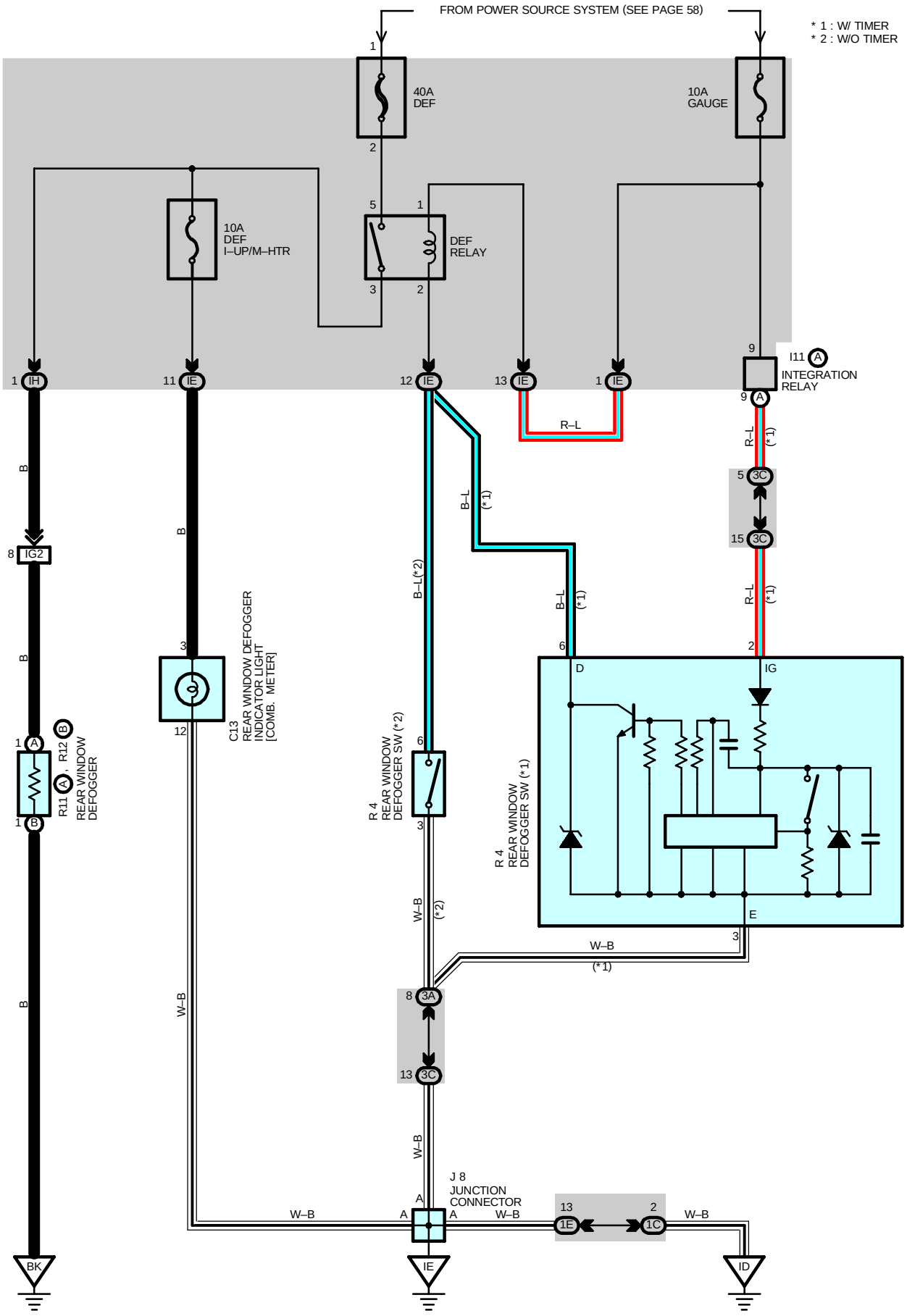
(Hint : See Page 7)

R1 GRAY



W3 GRAY

REAR WINDOW DEFOGGER



SERVICE HINTS

DEF RELAY

5–3 : Closed with the ignition SW at **ON** position and the rear window defogger SW on

○ : PARTS LOCATION

Code		See Page	Code	See Page	Code		See Page
C13		36	J8	37	R11	A	39
I11	A	37	R4	37	R12	B	39

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IH		
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
3A	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3C		

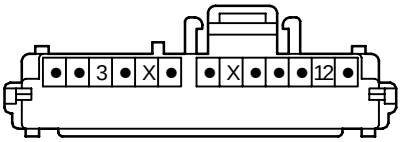
▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IG2	42	Floor Wire and Instrument Panel Wire (Left Kick Panel)

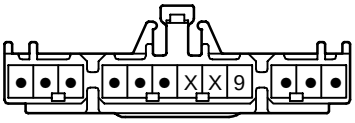
▽ : GROUND POINTS

Code	See Page	Ground Points Location
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
BK	46	Under the Right Quarter Pillar

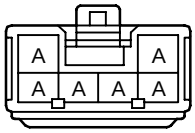
C13 BLUE



I11 (A)

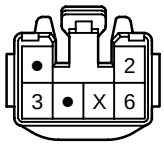


J8

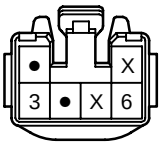


(Hint : See Page 7)

(w/ Timer) R4 BLACK



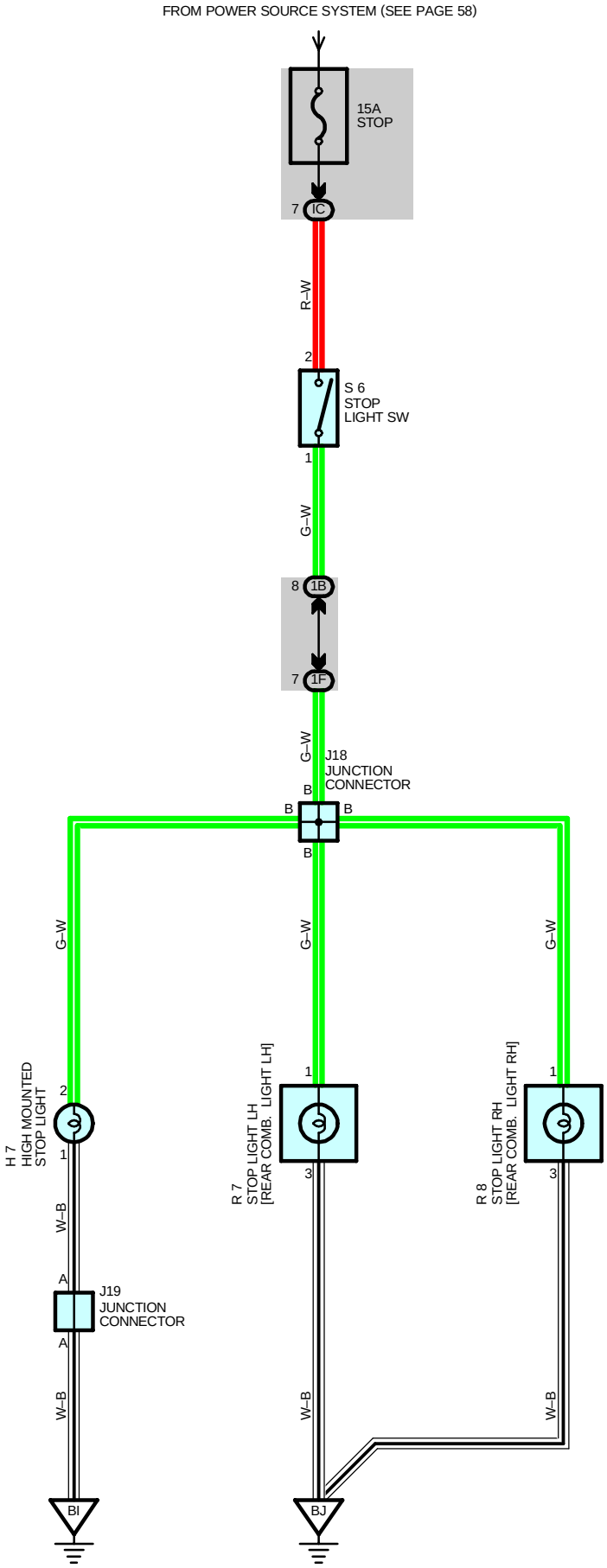
(w/o Timer) R4 BLACK



R11 (A) BLACK

R12 (B) BLACK

STOP LIGHT


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A
STOP
7
IC
R–W
2
S 6
STOP
LIGHT SW
1
G–W
8
1B
7
1F
G–W
J18
JUNCTION
CONNECTOR
B
B
B
B
G–W
G–W
G–W
H 7
HIGH MOUNTED
STOP LIGHT
2
1
W–B
A
J19
JUNCTION
CONNECTOR
A
W–B
BI
R 7
STOP LIGHT LH
[REAR COMB. LIGHT LH]
1
3
W–B
BJ
R 8
STOP LIGHT RH
[REAR COMB. LIGHT RH]
1
3
W–B

SERVICE HINTS

S6 STOP LIGHT SW

2–1 : Closed with the brake pedal depressed

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
H7	38	J19	38	R8	39
J18	38	R7	39	S6	37

▭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

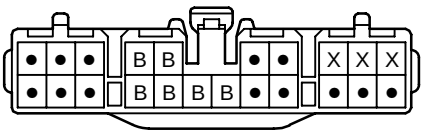
Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1F	24	Floor Wire and Driver Side J/B (Left Kick Panel)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
BI	46	Under the Left Quarter Pillar
BJ	46	Lower Back Panel Center

H7

J18 DARK GRAY

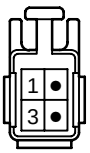


(Hint : See Page 7)

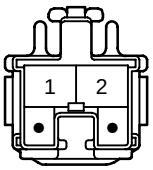
J19 BLUE

(Hint : See Page 7)

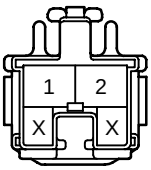
R7, R8



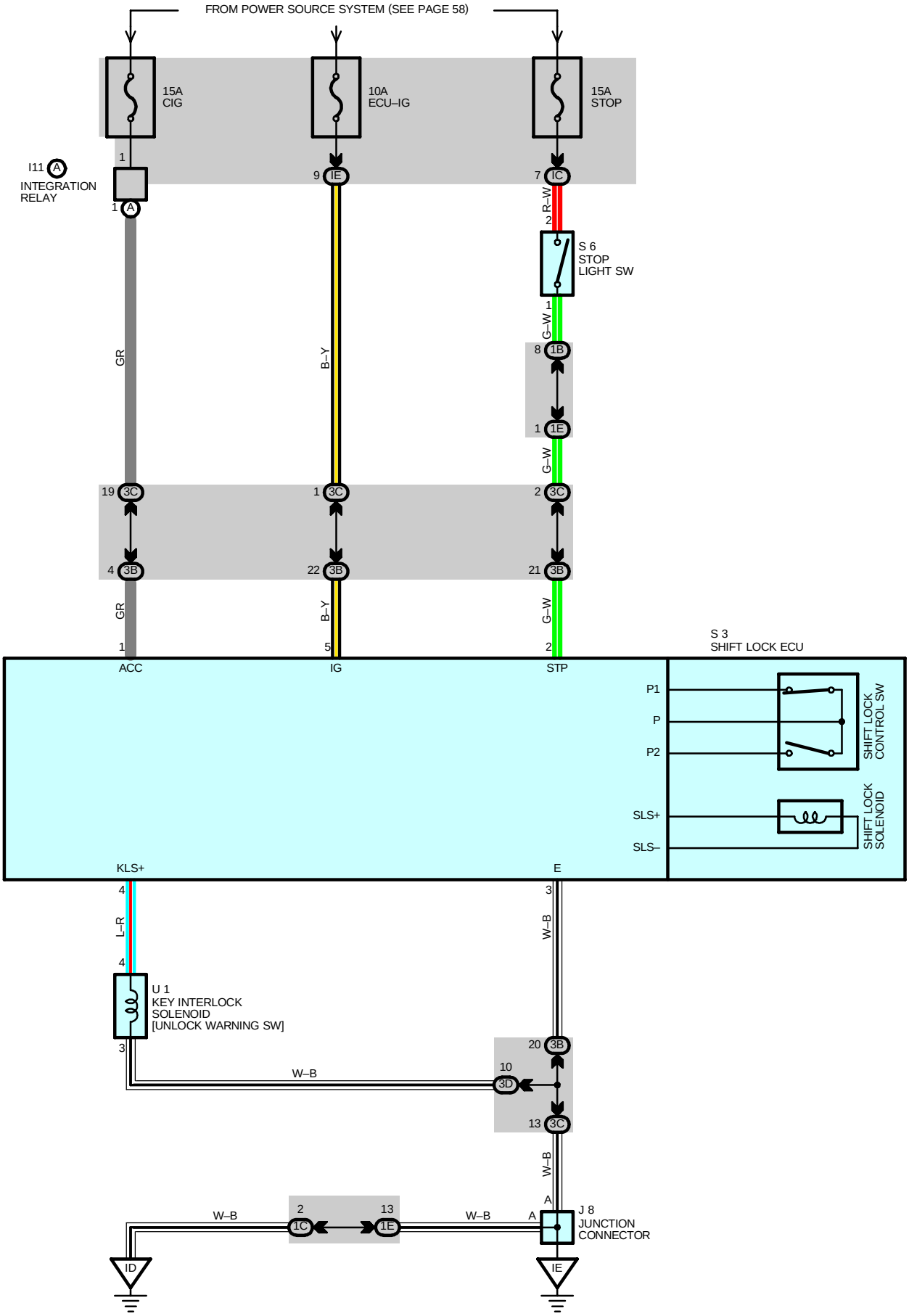
(w/ Cruise Control) S6 BLUE



(w/o Cruise Control) S6 BLUE



SHIFT LOCK


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A
CIG
10A
ECU–IG
15A
STOP
I11 A
INTEGRATION
RELAY
1
1 A
9 IE
7 IC
R–W
2
S 6
STOP
LIGHT SW
1
G–W
8 1B
1 1E
G–W
GR
B–Y
19 3C
1 3C
2 3C
4 3B
22 3B
21 3B
GR
B–Y
G–W
1
5
2
ACC
IG
STP
S 3
SHIFT LOCK ECU
P1
P
P2
SHIFT LOCK
CONTROL SW
SLS+
SLS–
SHIFT LOCK
SOLENOID
KLS+
E
4
3
L–R
W–B
4
U 1
KEY INTERLOCK
SOLENOID
[UNLOCK WARNING SW]
3
20 3B
W–B
10
3D
13 3C
W–B
A
W–B
2
1C
13
1E
W–B
A
J 8
JUNCTION
CONNECTOR
ID
IE

SYSTEM OUTLINE

When the ignition SW is turned to **ACC** position the current from the **CIG** fuse flows to **TERMINAL 1** of the integration relay to **TERMINAL (A) 1** to **TERMINAL 1** of the shift lock ECU, if it is in **ON** position, the current from the **ECU–IG** fuse flows to **TERMINAL 5** of the ECU.

1. SHIFT LOCK MECHANISM

With the ignition SW at **ON** position, when a signal that the brake pedal is depressed (Stop light SW on) and a signal that the shift lever is put in **"P"** position (Continuity between P1 and P of the shift lock control SW) is input to the ECU, the ECU operates and the current flows from **TERMINAL 5** of the ECU to **TERMINAL "SLS+"** of the shift lock solenoid to **TERMINAL "SLS–"** to **TERMINAL 3** of the ECU to **GROUND**. This causes the shift lock solenoid to turn on (Plate stopper disengages) and the shift lever can shift into position other than **"P"**.

2. KEY INTERLOCK MECHANISM

With the ignition SW at **ON** or **ACC** position, when the shift lever is put in **"P"** position (No continuity between P2 and P of the shift lock control SW), the current flowing from **TERMINAL 4** of the ECU to the key interlock solenoid is cut off. This causes the key interlock solenoid to turn off (Lock lever disengages from **LOCK** position) and the ignition key can be turned from **ACC** to **LOCK** position.

SERVICE HINTS

S3 SHIFT LOCK ECU

1–GROUND : Approx. **12** volts with the ignition SW at **ACC** or **ON** position
5–GROUND : Approx. **12** volts with the ignition SW at **ON** position
3–GROUND : Always continuity
2–GROUND : Approx. **12** volts with the brake pedal depressed

S6 STOP LIGHT SW

2–1 : Closed with the brake pedal depressed

○ : PARTS LOCATION

Code		See Page	Code	See Page	Code	See Page
I11	A	37	S3	37	U1	37
J8		37	S6	37		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

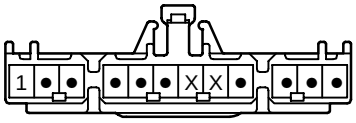
Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1C		
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
3B	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3C		
3D		

▽ : GROUND POINTS

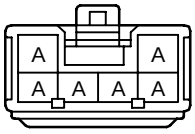
Code	See Page	Ground Points Location
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH

SHIFT LOCK

I11 (A)

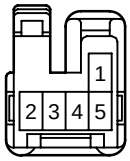


J8

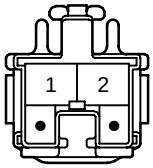


(Hint : See Page 7)

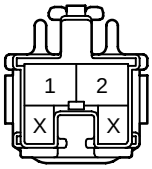
S3



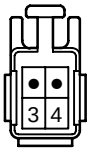
(w/ Cruise Control) S6 BLUE



(w/o Cruise Control) S6 BLUE

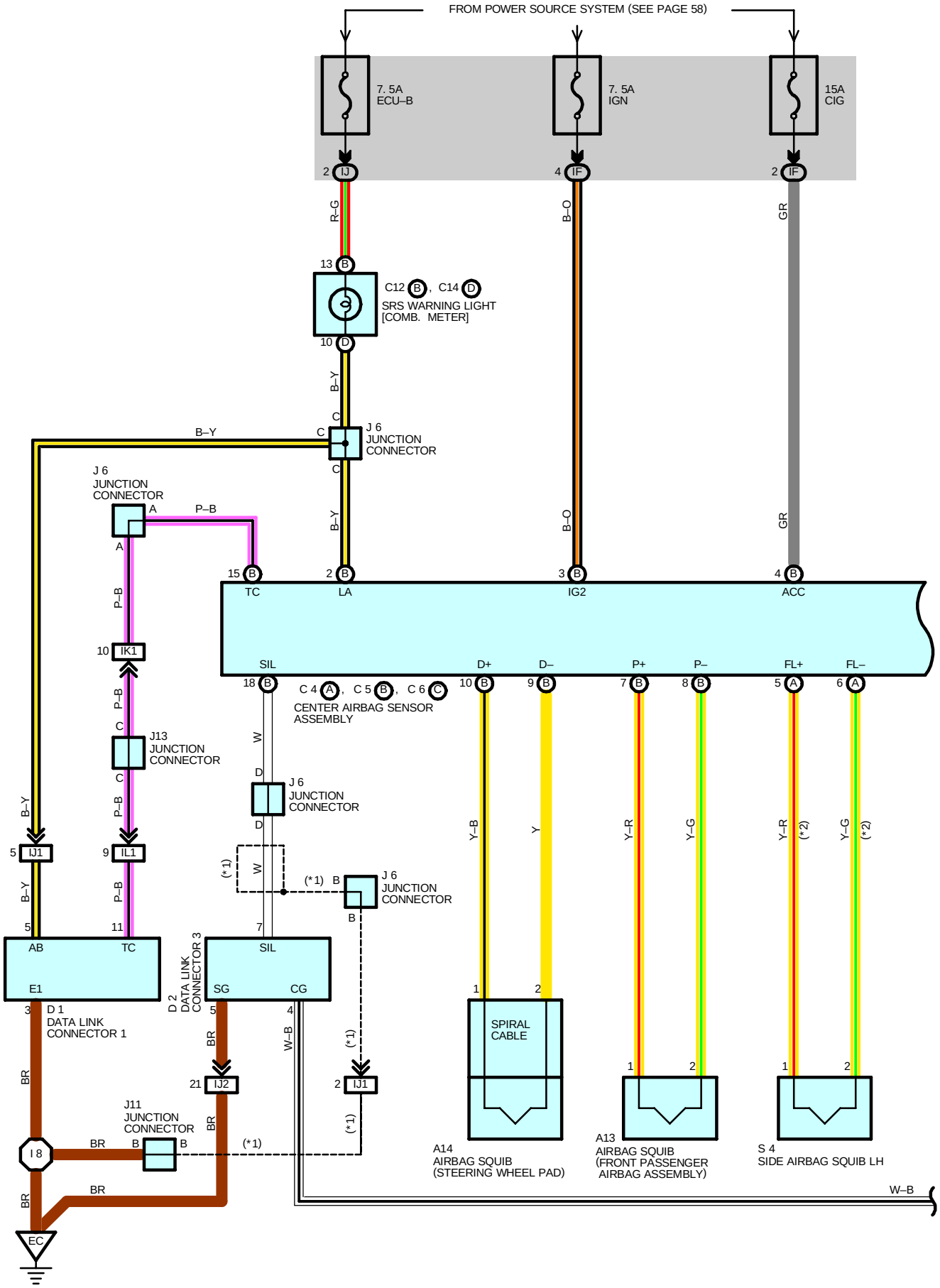


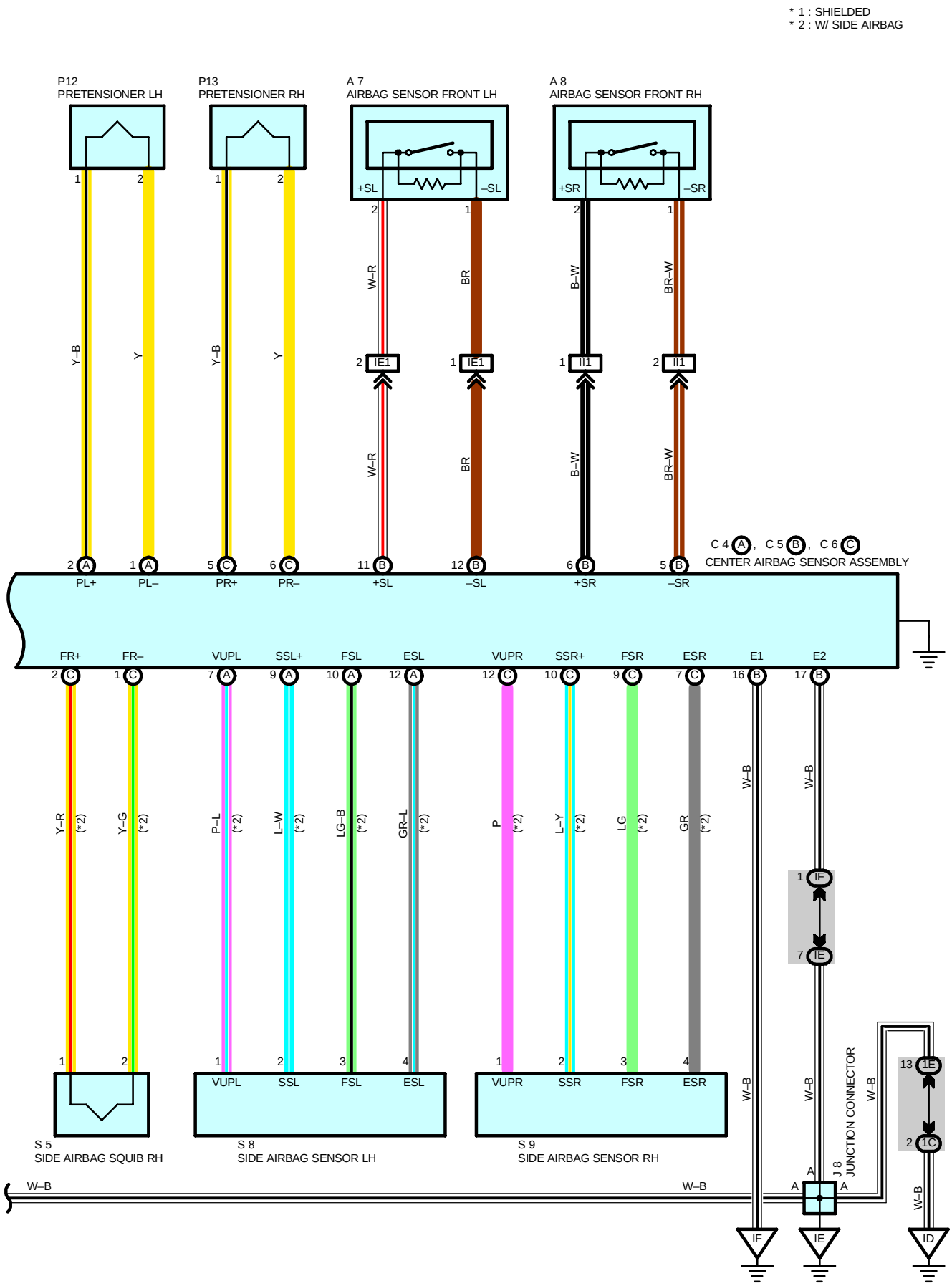
U1



NOTICE: When inspecting or repairing the SRS, perform the operation in accordance with the following precautionary instructions and the procedure and precautions in the Repair Manual for the applicable model year.

- Malfunction symptoms of the SRS are difficult to confirm, so the DTCs become the most important source of information when troubleshooting. When troubleshooting the SRS, always inspect the DTCs before disconnecting the battery.
- **Work must be started after 90 seconds from when the ignition switch is turned to the ”LOCK” position and the negative (–) terminal cable is disconnected from the battery.**
  (The SRS is equipped with a back–up power source so that if work is started within 90 seconds from disconnecting the negative (–) terminal cable of the battery, the SRS may be deployed.)
- When the negative (–) terminal cable is disconnected from the battery, the memory of the clock and audio system will be canceled. So before starting work, make a record of the contents memorized in the audio memory system. When work is finished, reset the audio systems as they were before and adjust the clock. To avoid erasing the memory in each memory system, never use a back–up power supply from outside the vehicle.
- Before repairs, remove the airbag sensor if shocks are likely to be applied to the sensor during repairs.
- Do not expose the steering wheel pad, front passenger airbag assembly, side airbag assembly, seat belt pretensioner, airbag sensor assembly, front airbag sensor or side airbag sensor assembly directly to hot air or flames.
- Even in cases of a minor collision where the SRS does not deploy, the steering wheel pad, front passenger airbag assembly, side airbag assembly, seat belt pretensioner, airbag sensor assembly, front airbag sensor and side airbag sensor assembly should be inspected.
- Never use SRS parts from another vehicle. When replacing parts, replace them with new parts.
- Never disassemble and repair the steering wheel pad, front passenger airbag assembly, side airbag assembly, seat belt pretensioner or airbag sensor assembly in order to reuse it.
- If the steering wheel pad, front passenger airbag assembly, side airbag assembly, seat belt pretensioner, airbag sensor assembly, front airbag sensor or side airbag sensor assembly has been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
- Use a volt/ohmmeter with high impedance (10 kΩ/V minimum) for troubleshooting the system’s electrical circuits.
- Information labels are attached to the periphery of the SRS components. Follow the instructions on the notices.
- After work on the SRS is completed, pertorm the SRS warning light check or SRS side airbag warning light check.
- If the vehicle is equipped with a mobile communication system, refer to the precaution in the IN section of the Repair Manual.


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
7. 5A
ECU–B
7. 5A
IGN
15A
CIG
2 IJ
4 IF
2 IF
R–G
B–O
GR
13 B
C12 B, C14 D
SRS WARNING LIGHT
[COMB. METER]
10 D
B–Y
C
J 6
JUNCTION
CONNECTOR
B–Y
C
J 6
JUNCTION
CONNECTOR
A
P–B
A
B–Y
B–O
GR
15 B
TC
2 B
LA
3 B
IG2
4 B
ACC
P–B
10 IK1
SIL
D+
D–
P+
P–
FL+
FL–
18 B
C 4 A, C 5 B, C 6 C
CENTER AIRBAG SENSOR
ASSEMBLY
10 B
9 B
7 B
8 B
5 A
6 A
P–B
C
J13
JUNCTION
CONNECTOR
C
P–B
W
D
J 6
JUNCTION
CONNECTOR
D
B–Y
5 IJ1
9 IL1
(*1)
W
(*1) B
J 6
JUNCTION
CONNECTOR
B
Y–B
Y
Y–R
Y–G
Y–R
(*2)
Y–G
(*2)
B–Y
P–B
5
11
7
AB
TC
SIL
E1
SG
CG
D 2
DATA LINK
CONNECTOR 3
3
D 1
DATA LINK
CONNECTOR 1
5
4
BR
W–B
(*1)
1
2
SPIRAL
CABLE
1
2
1
2
BR
21 IJ2
2 IJ1
J11
JUNCTION
CONNECTOR
BR
(*1)
I 8
BR
B
B
(*1)
A14
AIRBAG SQUIB
(STEERING WHEEL PAD)
A13
AIRBAG SQUIB
(FRONT PASSENGER
AIRBAG ASSEMBLY)
S 4
SIDE AIRBAG SQUIB LH
BR
BR
W–B
EC


* 1 : SHIELDED
* 2 : W/ SIDE AIRBAG
P12
PRETENSIONER LH
P13
PRETENSIONER RH
A 7
AIRBAG SENSOR FRONT LH
A 8
AIRBAG SENSOR FRONT RH
+SL
–SL
+SR
–SR
Y–B
Y
W–R
BR
B–W
BR–W
IE1
II1
C 4 A, C 5 B, C 6 C
CENTER AIRBAG SENSOR ASSEMBLY
PL+
PL–
PR+
PR–
+SL
–SL
+SR
–SR
FR+
FR–
VUPL
SSL+
FSL
ESL
VUPR
SSR+
FSR
ESR
E1
E2
Y–R
Y–G
P–L
L–W
LG–B
GR–L
P
L–Y
LG
GR
(*2)
W–B
IF
IE
VUPL
SSL
FSL
ESL
VUPR
SSR
FSR
ESR
S 5
SIDE AIRBAG SQUIB RH
S 8
SIDE AIRBAG SENSOR LH
S 9
SIDE AIRBAG SENSOR RH
J 8
JUNCTION CONNECTOR
1E
1C
ID

SYSTEM OUTLINE

The SRS is a driver and front passenger protection device which has a supplemental role to the seat belts.
When the ignition SW is turned to ACC or ON, current from the **CIG** fuse flows to **TERMINAL (B) 4** of the center airbag sensor assembly. Only when the ignition SW is on does the current flow from the **IGN** fuse to **TERMINAL (B) 3** of the center airbag sensor assembly.
If an accident occurs while driving, when the frontal impact exceeds a set level, the current from the **CIG** or **IGN** fuse flows to **TERMINALS (B) 10, (B) 7, (A) 2** and **(C) 5** of the center airbag sensor assembly to **TERMINAL 1** of the airbag squibs and the pretensioners to **TERMINAL 2** to **TERMINALS (B) 9, (B) 8, (A) 1** and **(C) 6** of the center airbag sensor assembly to **TERMINAL (B) 16, (B) 17** or **BODY GROUND** to **GROUND**, so that the current flows to the front airbag squibs and the pretensioners, and causes them to operate.
When the side impact also exceeds a set level, the current from the **CIG** or **IGN** fuse flows to **TERMINALS (A) 5** and **(C) 2** of the center airbag sensor assembly to **TERMINAL 1** of the side airbag squibs to **TERMINAL 2** to **TERMINALS (A) 6** and **(C) 1** of the center airbag sensor assembly to **TERMINAL (B) 16, (B) 17** or **BODY GROUND** to **GROUND**, causing side airbag squibs to operate.
The airbag stored inside the steering wheel pad is instantaneously expanded to soften the shock to the driver.
The airbag stored inside the passenger's instrument panel is instantaneously expanded to soften the shock to the front passenger.
Side airbags are instantaneously expanded to soften the shock of side to the driver and front passenger.
The pretensioners make sure of the seat belt restrainability.

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
A7		34	C12	B	36	J13	37
A8		34	C14	D	36	P12	39
A13		36	D1		34	P13	39
A14		36	D2		36	S4	37
C4	A	36	J6		37	S5	37
C5	B	36	J8		37	S8	39
C6	C	36	J11		37	S9	39

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IF		
IJ	22	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1C	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	42	Engine Room Main Wire and Instrument Panel Wire (Near the Driver Side J/B)
II1	42	Cowl Wire and Instrument Panel Wire (Lower Finish Panel)
IJ1	44	Engine Wire and Instrument Panel Wire (Instrument Panel Brace LH)
IJ2		
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IL1	44	Engine Wire and Cowl Wire (Instrument Panel Brace RH)

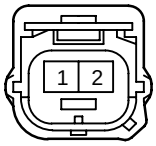
▽ : GROUND POINTS

Code	See Page	Ground Points Location
EC	40	Cylinder Head
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IF		

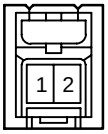
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I8	44	Engine Wire			

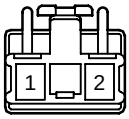
A7, A8 YELLOW



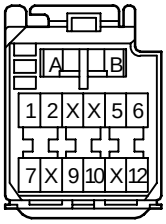
A13 YELLOW



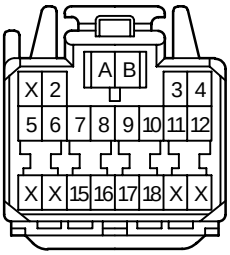
A14 YELLOW



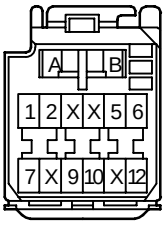
C4 (A) YELLOW



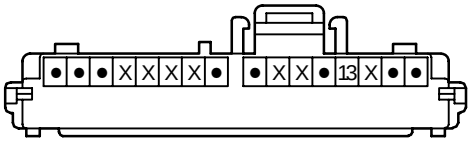
C5 (B) YELLOW



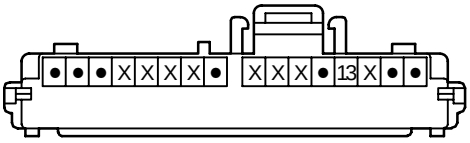
C6 (C) YELLOW



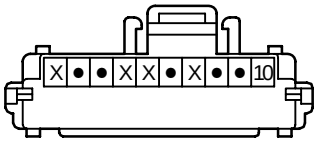
(w/ Theft Deterrent System) C12 (B)



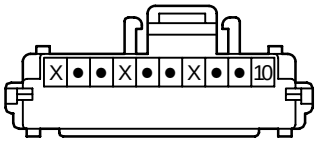
(w/o Theft Deterrent System) C12 (B)



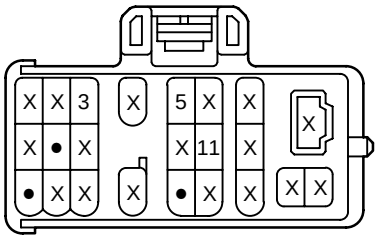
(USA, Puerto Rico) C14 (D) GRAY



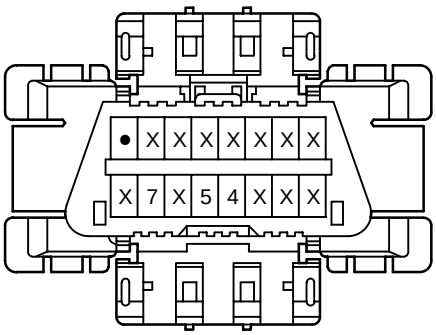
(Canada) C14 (D) GRAY



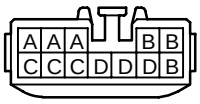
D1 BLACK



D2

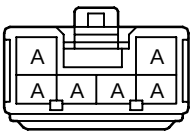


J6 BLACK



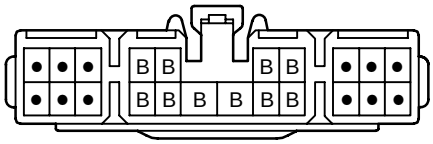
(Hint : See Page 7)

J8



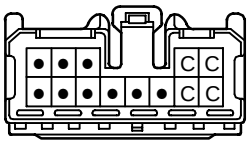
(Hint : See Page 7)

J11



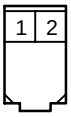
(Hint : See Page 7)

J13



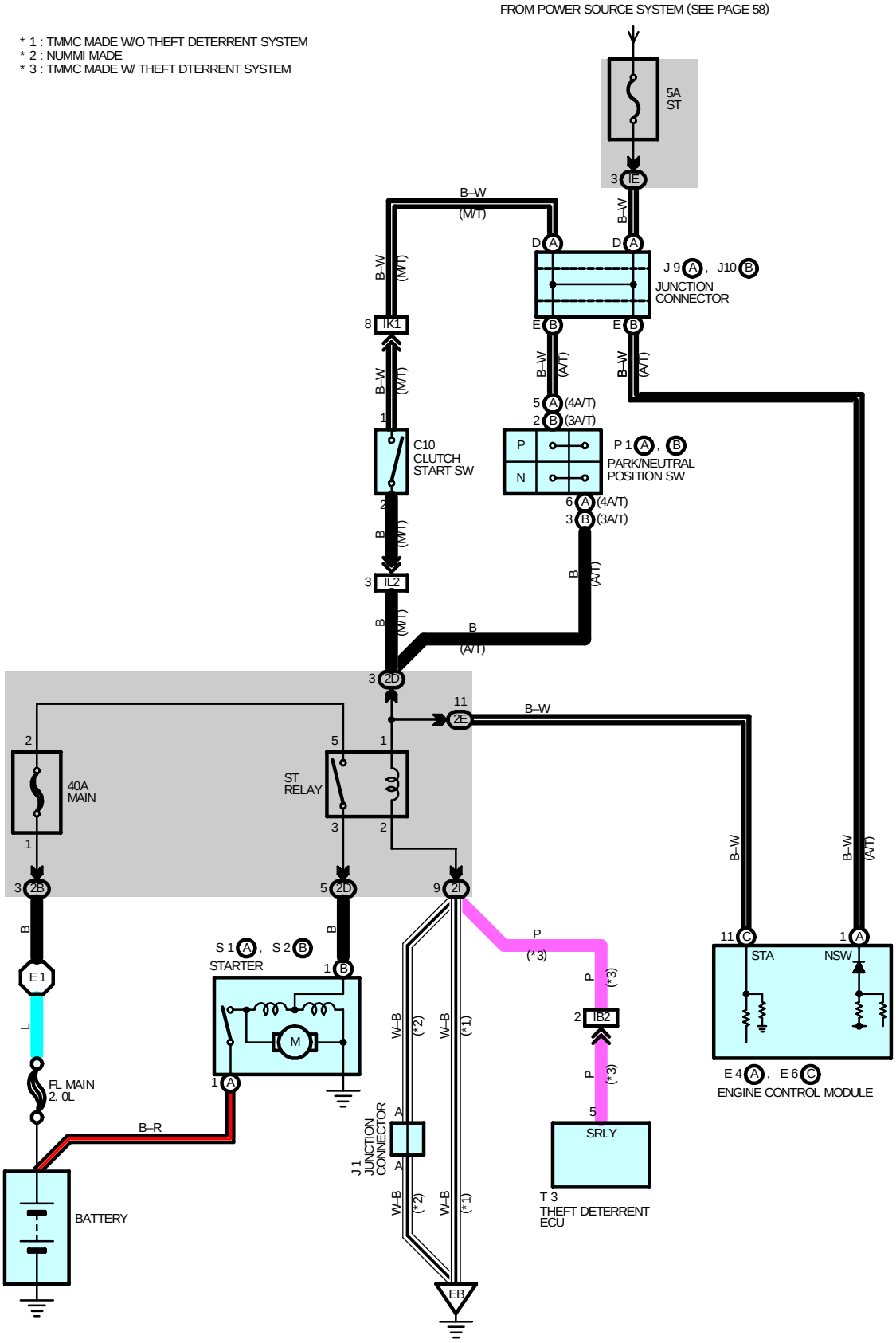
(Hint : See Page 7)

P12, P13 YELLOW



S4, S5 YELLOW

S8, S9 YELLOW


* 1 : TMMC MADE W/O THEFT DETERRENT SYSTEM
* 2 : NUMMI MADE
* 3 : TMMC MADE W/ THEFT DTERRENT SYSTEM
FROM POWER SOURCE SYSTEM (SEE PAGE 58)
5A
ST
3 IE
B–W
(M/T)
B–W
D A
D A
J 9 A , J10 B
JUNCTION
CONNECTOR
8 IK1
E B
E B
B–W (M/T)
B–W (A/T)
B–W (A/T)
5 A (4A/T)
2 B (3A/T)
1
C10
CLUTCH
START SW
P
N
P 1 A , B
PARK/NEUTRAL
POSITION SW
6 A (4A/T)
3 B (3A/T)
2
B (M/T)
B (A/T)
3 IL2
B (M/T)
B
(A/T)
3 2D
11
2E
B–W
2
40A
MAIN
5
1
ST
RELAY
3
2
1
3 2B
5 2D
9 2I
B
B
S 1 A , S 2 B
STARTER
1 B
M
1 A
E 1
L
FL MAIN
2. 0L
B–R
BATTERY
W–B
(*2)
W–B
(*1)
J 1
JUNCTION
CONNECTOR
A
A
W–B
(*2)
W–B
(*1)
EB
P
(*3)
P
(*3)
2 IB2
P
(*3)
5
SRLY
T 3
THEFT DETERRENT
ECU
B–W
B–W
(A/T)
11 C
1 A
STA
NSW
E 4 A , E 6 C
ENGINE CONTROL MODULE

SERVICE HINTS

S1 (A), S2 (B) STARTER

Points closed with the shift lever at **P** or **N** position on and the ignition SW at **ST** position (A/T)
Points closed with the clutch padel depressed and the ignition SW at **ST** position (M/T)

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
C10		36	J9	A	37	S1	A	35
E4	A	36	J10	B	37	S2	B	35
E6	C	36	P1	A	35	T3		37
J1		37		B	35			

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
2B	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2D	27	Engine Wire and Engine Room J/B (Engine Compartment Left)
2E		
2I	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB2	42	Engine Room Main Wire and Cowl Wire (Near the Driver Side R/B)
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IL2	44	Engine Wire and Cowl Wire (Instrument Panel Brace RH)

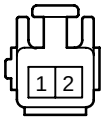
▽ : GROUND POINTS

Code	See Page	Ground Points Location
EB	40	Front Side of the Left Fender

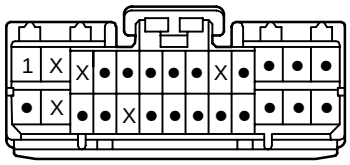
⬡ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	40	Engine Room Main Wire			

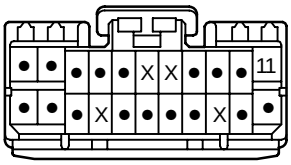
C10



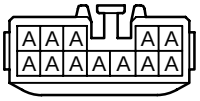
E4 (A) DARK GRAY



E6 (C) DARK GRAY

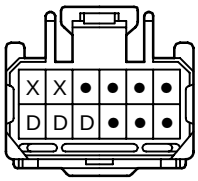


J1



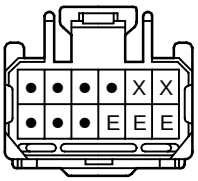
(Hint:See Page 7)

J9 (A) BLACK



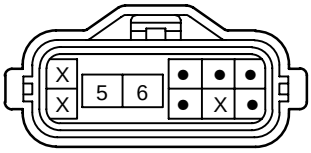
(Hint : See Page 7)

J10 (B) BLACK

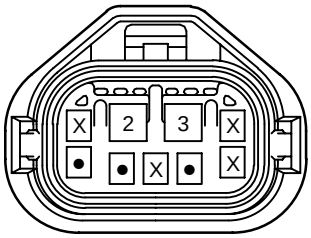


(Hint : See Page 7)

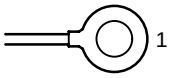
(4A/T) P1 (A) GRAY



(3A/T) P1 (B) GRAY

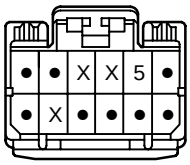


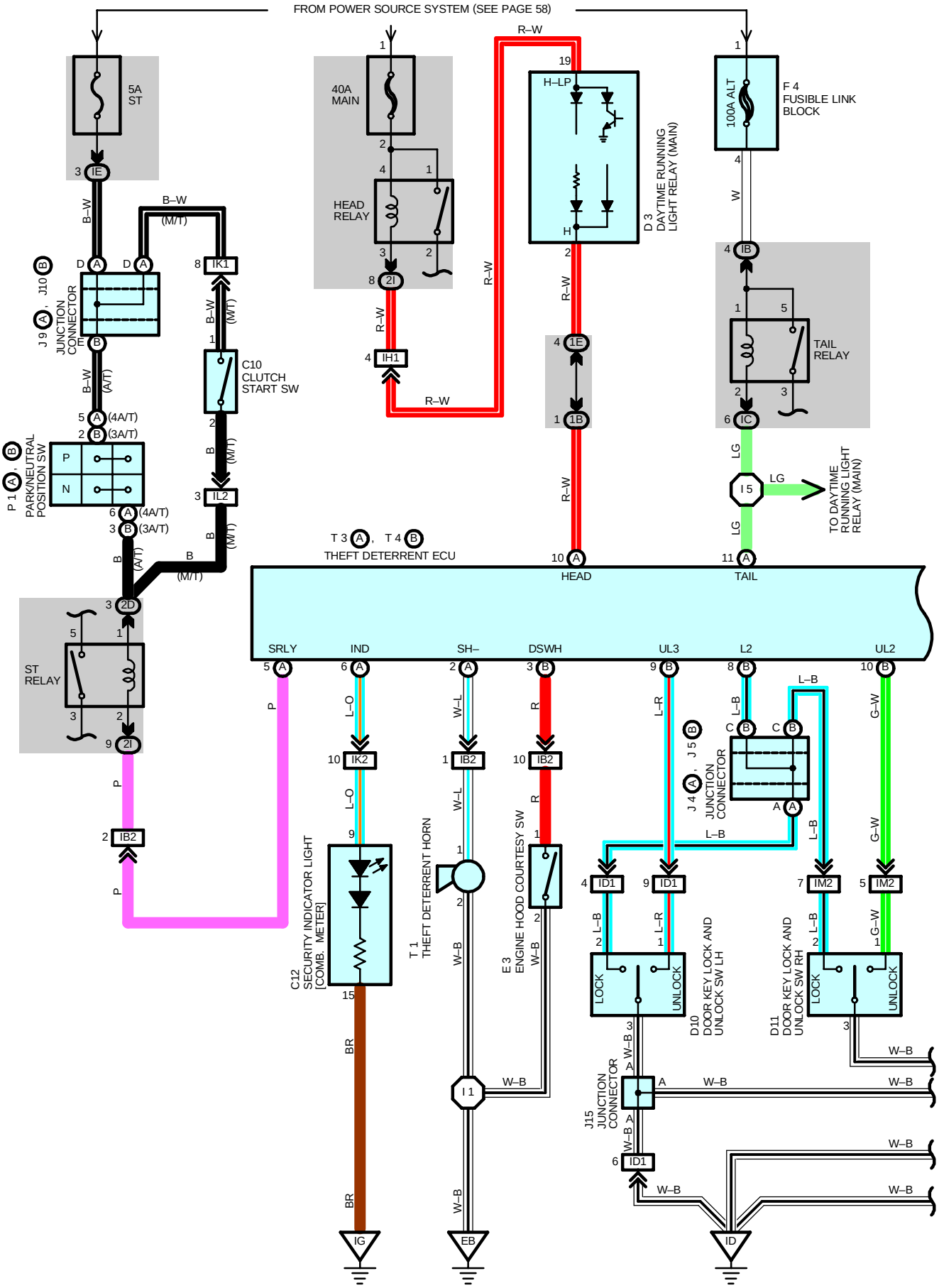
S1 (A)

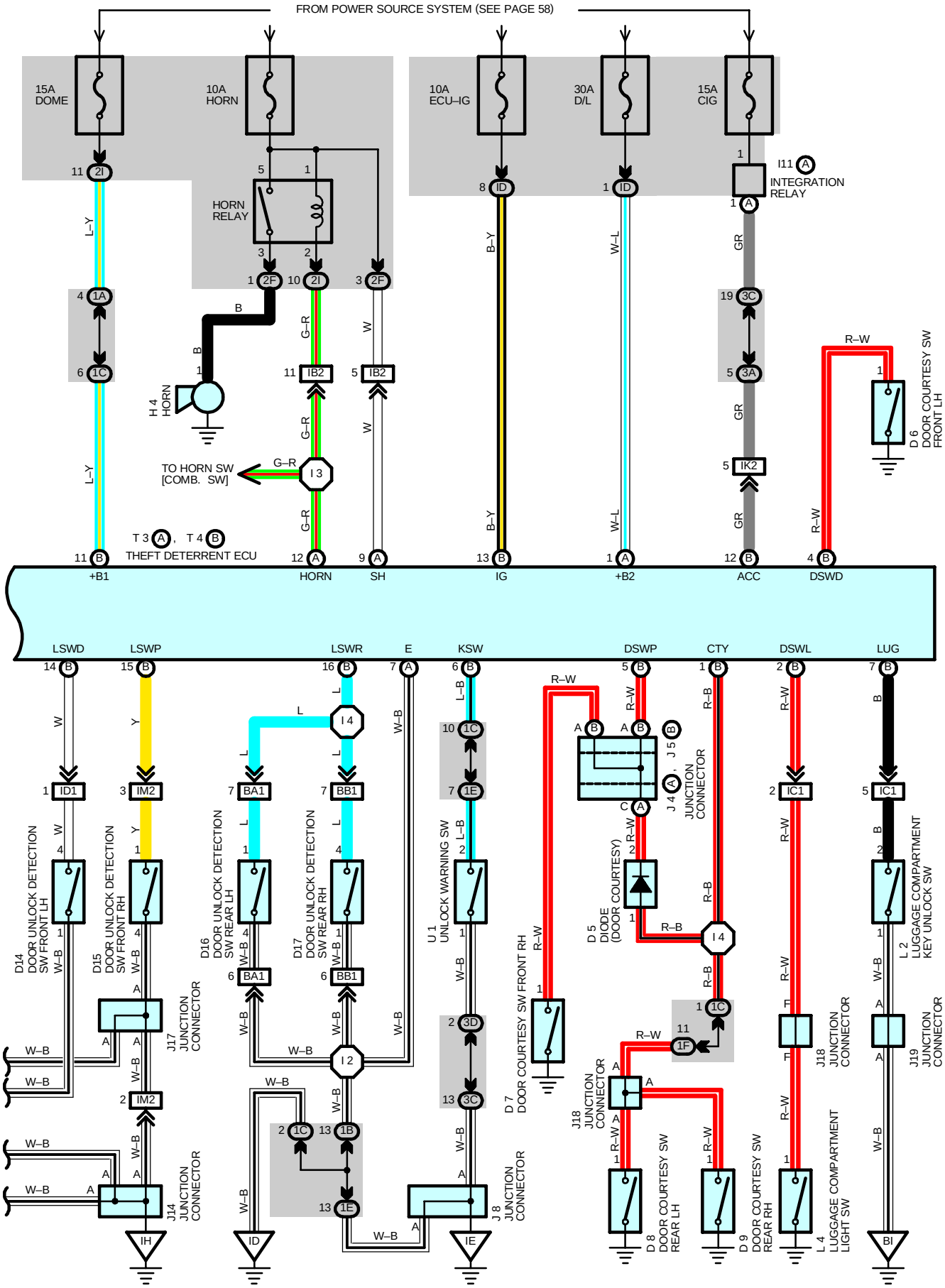


S2 (B) BLACK

T3




FROM POWER SOURCE SYSTEM (SEE PAGE 58)
5A ST
40A MAIN
HEAD RELAY
D 3 DAYTIME RUNNING LIGHT RELAY (MAIN)
F 4 FUSIBLE LINK BLOCK
100A ALT
TAIL RELAY
TO DAYTIME RUNNING LIGHT RELAY (MAIN)
J 9 , J10
JUNCTION CONNECTOR
C10 CLUTCH START SW
P 1 , PARK/NEUTRAL POSITION SW
ST RELAY
T 3 , T 4
THEFT DETERRENT ECU
HEAD
TAIL
SRLY
IND
SH–
DSWH
UL3
L2
UL2
C12 SECURITY INDICATOR LIGHT [COMB. METER]
T 1 THEFT DETERRENT HORN
E 3 ENGINE HOOD COURTESY SW
J 5 , J 4
D10 DOOR KEY LOCK AND UNLOCK SW LH
D11 DOOR KEY LOCK AND UNLOCK SW RH
LOCK
UNLOCK
J15 JUNCTION CONNECTOR
IG
EB
ID


FROM POWER SOURCE SYSTEM (SEE PAGE 58)
15A DOME
10A HORN
10A ECU–IG
30A D/L
15A CIG
HORN RELAY
I11 INTEGRATION RELAY
H 4 HORN
TO HORN SW [COMB. SW]
T 3 , T 4
THEFT DETERRENT ECU
+B1
HORN
SH
IG
+B2
ACC
DSWD
D 6 DOOR COURTESY SW FRONT LH
LSWD
LSWP
LSWR
E
KSW
DSWP
CTY
DSWL
LUG
D14 DOOR UNLOCK DETECTION SW FRONT LH
D15 DOOR UNLOCK DETECTION SW FRONT RH
D16 DOOR UNLOCK DETECTION SW REAR LH
D17 DOOR UNLOCK DETECTION SW REAR RH
U 1 UNLOCK WARNING SW
D 5 DIODE (DOOR COURTESY)
JUNCTION CONNECTOR
D 7 DOOR COURTESY SW FRONT RH
D 8 DOOR COURTESY SW REAR LH
D 9 DOOR COURTESY SW REAR RH
L 4 LUGGAGE COMPARTMENT LIGHT SW
L 2 LUGGAGE COMPARTMENT KEY UNLOCK SW
J 8 JUNCTION CONNECTOR
J14 JUNCTION CONNECTOR
J17 JUNCTION CONNECTOR
J18 JUNCTION CONNECTOR
J19 JUNCTION CONNECTOR

SERVICE HINTS

D10, D11 DOOR KEY LOCK AND UNLOCK SW LH, RH
1–3 : Closed with the door key cylinder unlocked with the key
2–3 : Closed with the door key cylinder locked with the key

E3 ENGINE HOOD COURTESY SW
1–2 : Closed with the engine hood open

U1 UNLOCK WARNING SW
2–1 : Closed with the key in the ignition key cylinder

L2 LUGGAGE COMPARTMENT KEY UNLOCK SW
2–1 : Closed with the luggage compartment key cylinder unlock with the key

L4 LUGGAGE COMPARTMENT LIGHT SW
1–GROUND : Closed with the luggage compartment door open

T3 (A), T4 (B) THEFT DETERRENT ECU
(A) 5–GROUND : Continuity with the shift lever in **N** or **P** position and the ignition SW at **ST** position (A/T)
Continuity with the clutch pedal depressed and the ignition SW at **ST** position (M/T)
(B) 6–GROUND : Continuity with the key in the ignition key cylinder
(B)14–GROUND : Continuity with the front LH door to **UNLOCK** position
(B)15–GROUND : Continuity with the front RH door to **UNLOCK** position
(B) 4–GROUND : Continuity with the front LH door open
(B) 5–GROUND : Continuity with the front RH door open
(B) 8–GROUND : Continuity with the door key lock and unlock SW LH, RH to **LOCK** position
(A) 7–GROUND : Always continuity
(B) 9–GROUND : Continuity with the door key lock and unlock SW LH to **UNLOCK** position
(A) 1, (A) 9, (A)11, (B)11–GROUND : Always approx. **12** volts
(B) 7–GROUND : Continuity with the luggage compartment key unlock SW to **UNLOCK** position
(B) 3–GROUND : Continuity with the engine hood open
(B)12–GROUND : Approx. **12** volts with the ignition SW at **ACC** or **ON** position
(B)16–GROUND : Continuity with the rear LH or RH door to **UNLOCK** position
(B) 1–GROUND : Continuity with the front RH, rear LH or RH door open
(B) 2–GROUND : Continuity with the ruggage compartment door open
(B)10–GROUND : Continuity with the door key lock and unlock SW RH to **UNLOCK** position
(B)13–GROUND : Approx. **12** volts with the ignition SW at **ON** position

○ : PARTS LOCATION

Code	See Page	Code		See Page	Code		See Page
C10	36	D16		38	J15		38
C12	36	D17		38	J17		38
D3	36	E3		34	J18		38
D5	36	F4		34	J19		38
D6	38	H4		35	L2		39
D7	38	I11	A	37	L4		39
D8	38	J4	A	37	P1	A	35
D9	38	J5	B	37		B	35
D10	38	J8		37	T1		35
D11	38	J9	A	37	T3	A	37
D14	38	J10	B	37	T4	B	37
D15	38	J14		37	U1		37

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	22	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IC	22	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
ID		
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1A	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1C		
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
1F	24	Floor Wire and Driver Side J/B (Left Kick Panel)
2D	27	Engine Wire and Engine Room J/B (Engine Compartment Left)
2F	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2I		
3A	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3C		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB2	42	Engine Room Main Wire and Cowl Wire (Near the Driver Side R/B)
IC1	42	Floor Wire and Cowl Wire (Near the Driver Side J/B)
ID1	42	Front Door LH Wire and Cowl Wire (Near the Driver Side J/B)
IH1	42	Engine Room Main Wire and Instrument Panel Wire (Lower Finish Panel)
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IK2		
IL2	44	Engine Wire and Cowl Wire (Instrument Panel Brace RH)
IM2	44	Front Door RH Wire and Cowl Wire (Right Kick Panel)
BA1	46	Rear Door LH Wire and Cowl Wire (Under the Left Center Pillar)
BB1	46	Rear Door RH Wire and Cowl Wire (Under the Right Center Pillar)

: GROUND POINTS

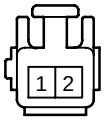
Code	See Page	Ground Points Location
EB	40	Front Side of the Left Fender
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IG	42	Instrument Panel Brace RH
IH	42	Right Kick Panel
BI	46	Under the Left Quarter Pillar

: SPLICE POINTS

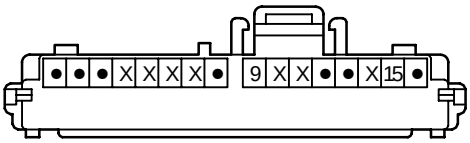
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I1	44	Engine Room Main Wire	I4	44	Cowl Wire
I2	44	Cowl Wire	I5		
I3					

THEFT DETERRENT

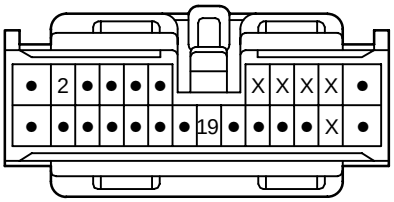
C10



C12



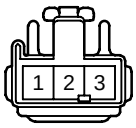
D3



D5 BLACK

D6, D7, D8, D9

D10, D11 GRAY



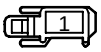
D14, D15, D16, D17 BLACK

E3 BLACK

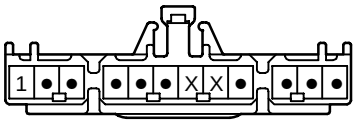
F4

(See Page 26)

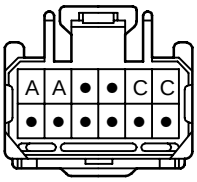
H4 BLACK



I11 (A)

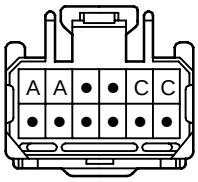


J4 (A) BLACK



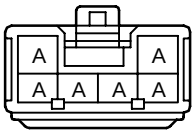
(Hint : See Page 7)

J5 (B) BLACK



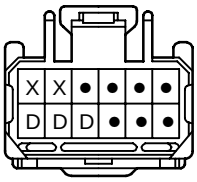
(Hint : See Page 7)

J8



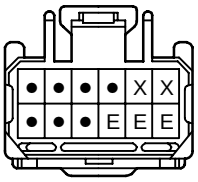
(Hint : See Page 7)

J9 (A) BLACK



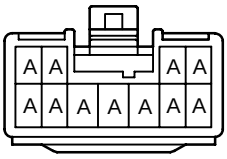
(Hint : See Page 7)

J10 (B) BLACK



(Hint : See Page 7)

J14



(Hint : See Page 7)

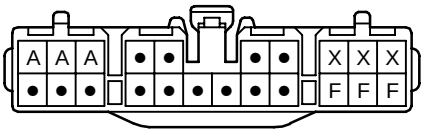
J15 BLACK

(Hint : See Page 7)

J17 BLACK

(Hint : See Page 7)

J18 DARK GRAY

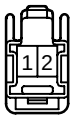


(Hint : See Page 7)

J19 BLUE

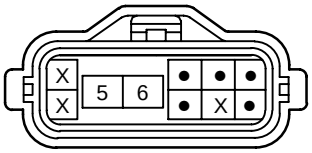
(Hint : See Page 7)

L2

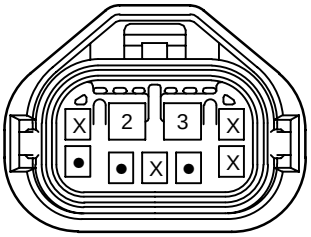


L4 GRAY

(4A/T) P1 (A) GRAY

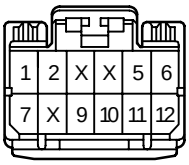


(3A/T) P1 (B) GRAY

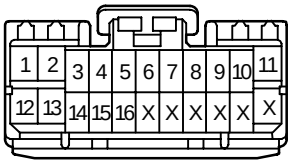


T1 BLACK

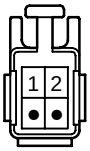
T3 (A)



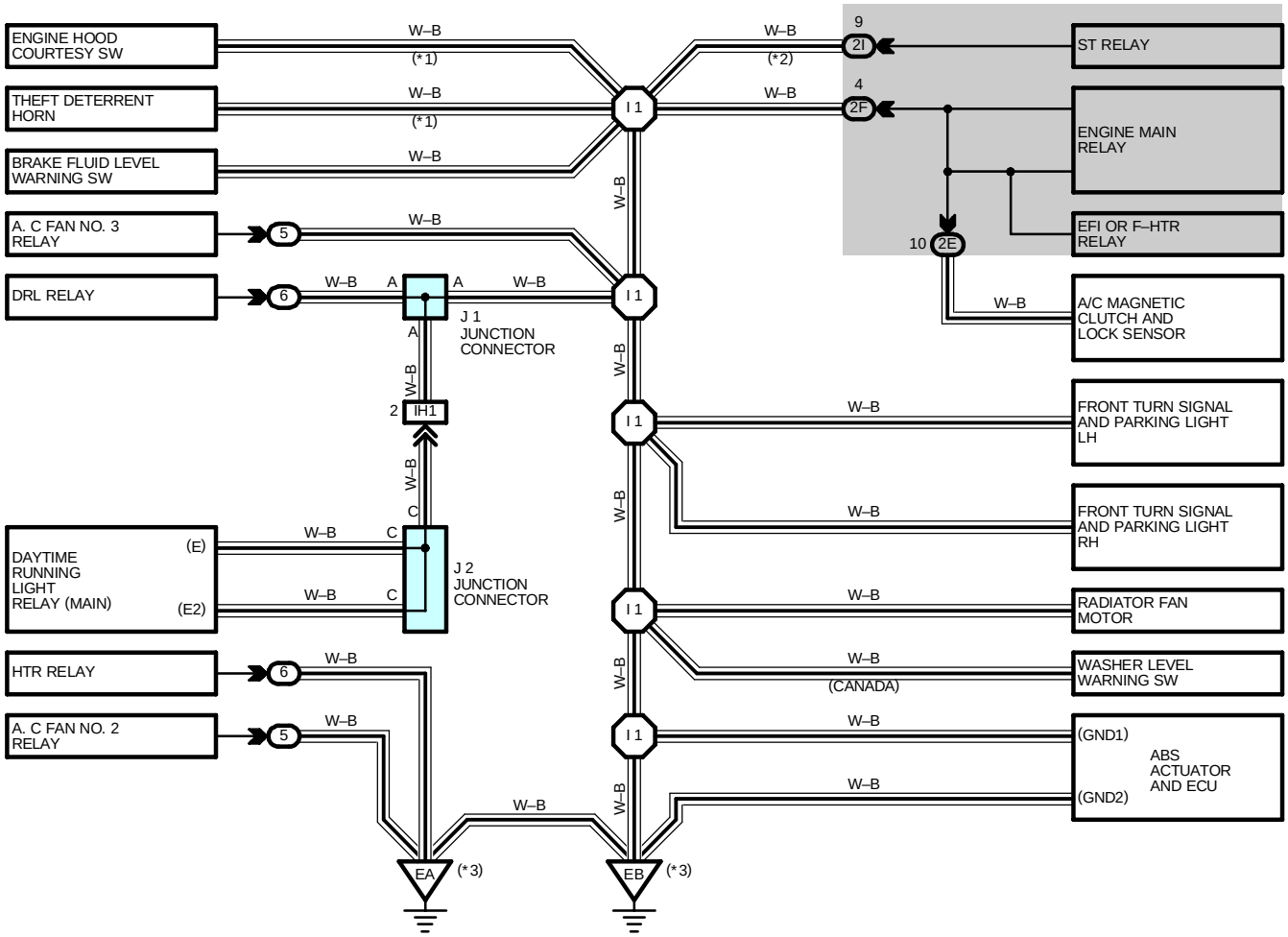
T4 (B)

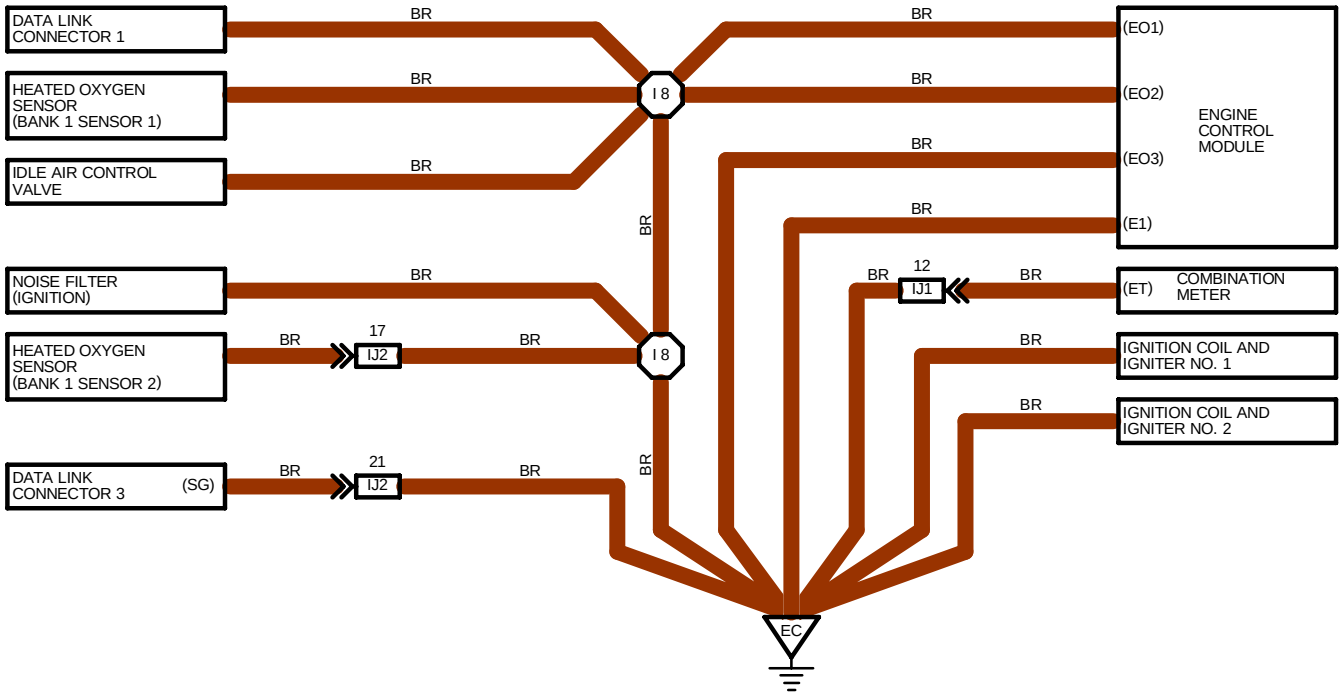


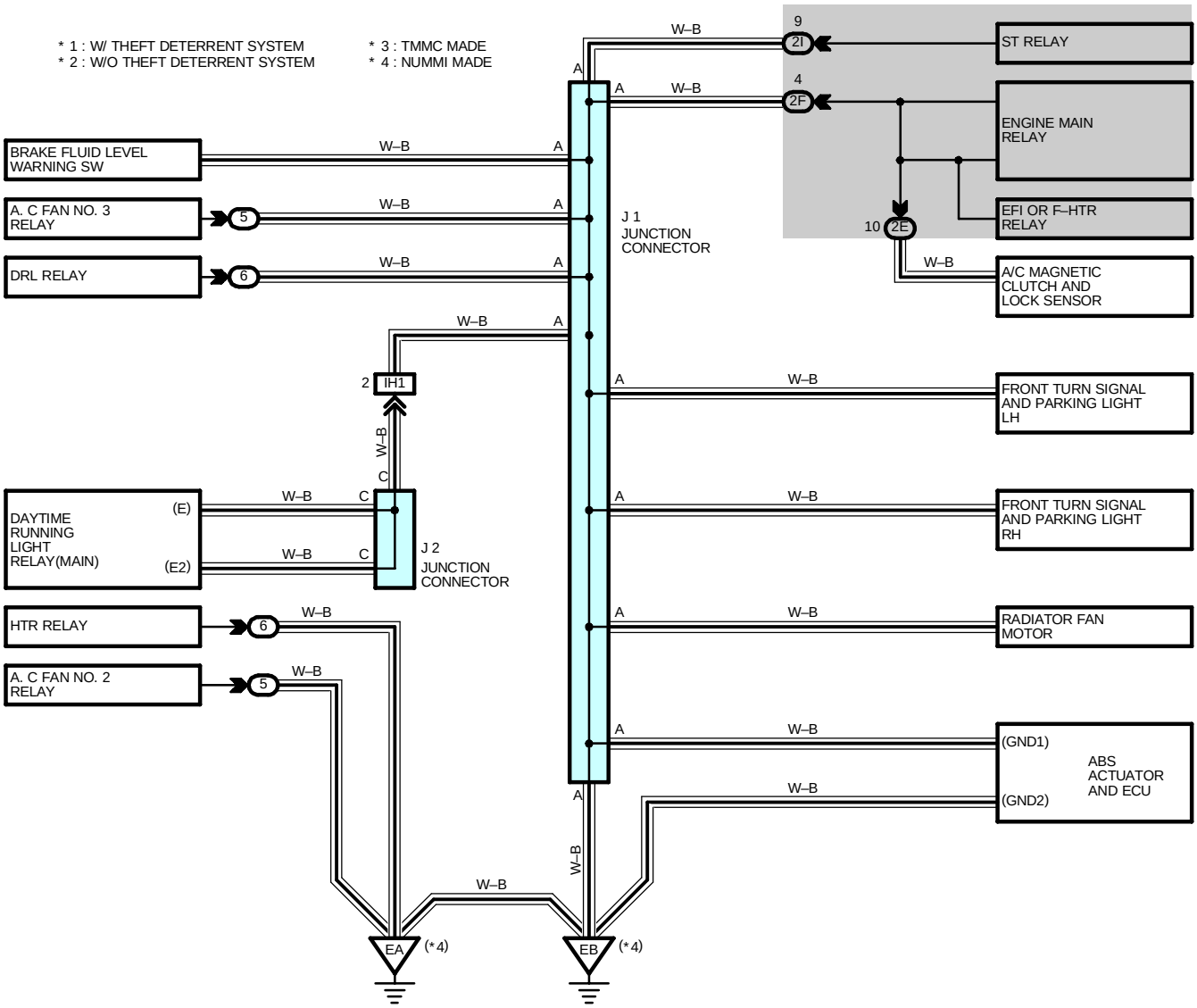
U1



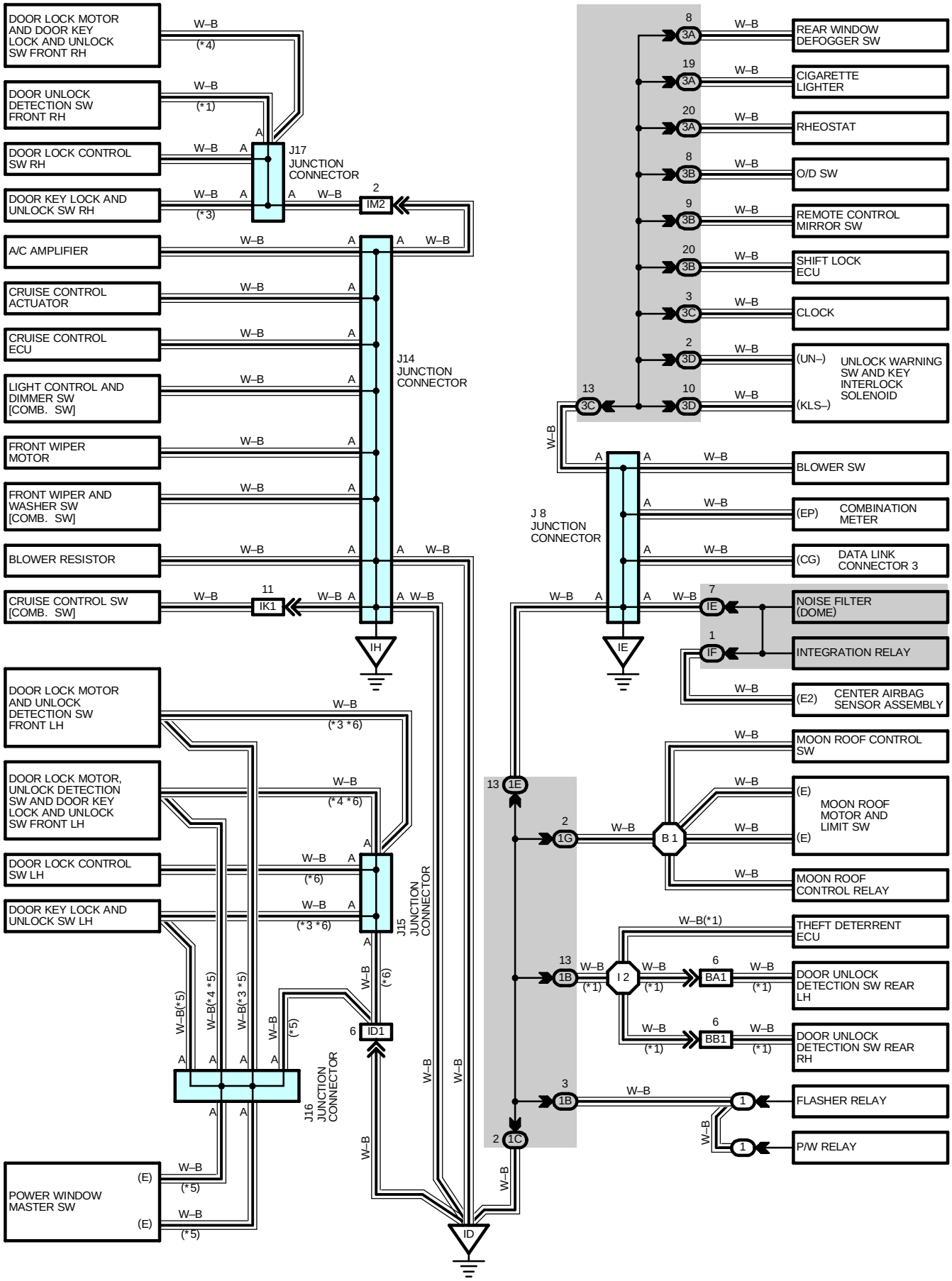
J GROUND POINT

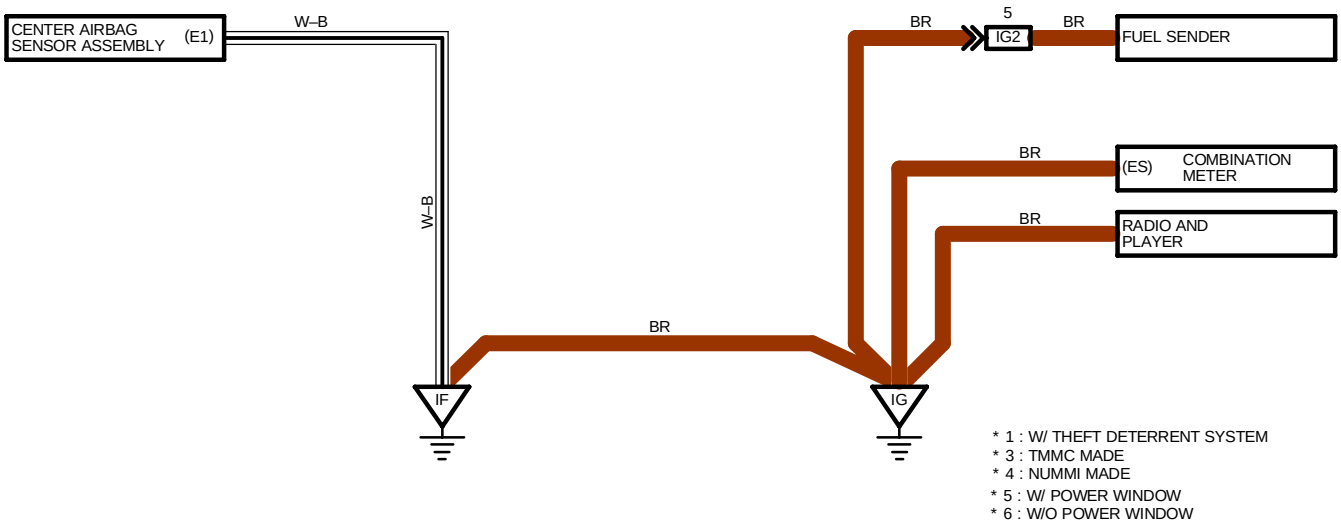


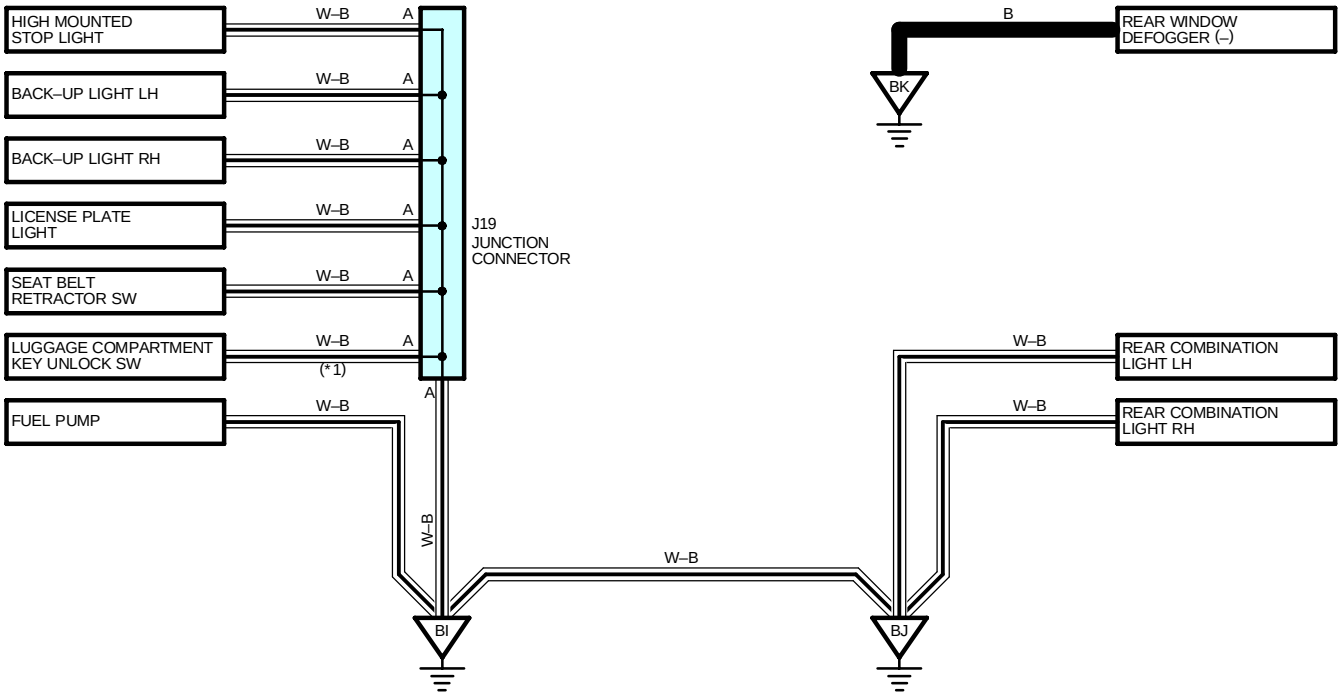



* 1 : W/ THEFT DETERRENT SYSTEM
* 2 : W/O THEFT DETERRENT SYSTEM
* 3 : TMMC MADE
* 4 : NUMMI MADE
ST RELAY
ENGINE MAIN RELAY
EFI OR F–HTR RELAY
A/C MAGNETIC CLUTCH AND LOCK SENSOR
BRAKE FLUID LEVEL WARNING SW
A. C FAN NO. 3 RELAY
DRL RELAY
J 1 JUNCTION CONNECTOR
IH1
FRONT TURN SIGNAL AND PARKING LIGHT LH
FRONT TURN SIGNAL AND PARKING LIGHT RH
DAYTIME RUNNING LIGHT RELAY(MAIN)
(E)
(E2)
J 2 JUNCTION CONNECTOR
HTR RELAY
A. C FAN NO. 2 RELAY
RADIATOR FAN MOTOR
(GND1)
(GND2)
ABS ACTUATOR AND ECU
EA
EB
(*4)
W–B

J GROUND POINT




CENTER AIRBAG SENSOR ASSEMBLY
(E1)
W–B
W–B
BR
BR
5
IG2
BR
FUEL SENDER
BR
(ES)
COMBINATION METER
BR
RADIO AND PLAYER
BR
IF
IG
* 1 : W/ THEFT DETERRENT SYSTEM
* 3 : TMMC MADE
* 4 : NUMMI MADE
* 5 : W/ POWER WINDOW
* 6 : W/O POWER WINDOW


HIGH MOUNTED STOP LIGHT
W–B
A
BACK–UP LIGHT LH
W–B
A
BACK–UP LIGHT RH
W–B
A
LICENSE PLATE LIGHT
W–B
A
SEAT BELT RETRACTOR SW
W–B
A
LUGGAGE COMPARTMENT KEY UNLOCK SW
W–B
(*1)
A
FUEL PUMP
W–B
J19 JUNCTION CONNECTOR
B
REAR WINDOW DEFOGGER (–)
BK
W–B
REAR COMBINATION LIGHT LH
W–B
REAR COMBINATION LIGHT RH
W–B
W–B
BI
BJ

J GROUND POINT

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
J1	37	J14	37	J17	38
J2	37	J15	38	J19	38
J8	37	J16	38		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	20	Driver Side R/B (Left Kick Panel)
5	20	Engine Room R/B No.5 (Engine Compartment Left)
6	21	Engine Room R/B No.6 (Radiator Support RH)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IE	23	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IF		
1B	25	Cowl Wire and Driver Side J/B (Left Kick Panel)
1C		
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
1G	24	Roof Wire and Driver Side J/B (Left Kick Panel)
2E	27	Engine Wire and Engine Room J/B (Engine Compartment Left)
2F	27	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2I		
3A	28	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
3B		
3C		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	42	Front Door LH Wire and Cowl Wire (Near the Driver Side J/B)
IG2	42	Floor Wire and Instrument Panel Wire (Left Kick Panel)
IH1	42	Engine Room Main Wire and Instrument Panel Wire (Lower Finish Panel)
IJ1	44	Engine Wire and Instrument Panel Wire (Instrument Panel Brace LH)
IJ2		
IK1	44	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IM2	44	Front Door RH Wire and Cowl Wire (Right Kick Panel)
BA1	46	Rear Door LH Wire and Cowl Wire (Under the Left Center Pillar)
BB1	46	Rear Door RH Wire and Cowl Wire (Under the Right Center Pillar)

: GROUND POINTS

Code	See Page	Ground Points Location
EA	40	Front Side of the Right Fender
EB	40	Front Side of the Left Fender
EC	40	Cylinder Head
ID	42	Left Kick Panel
IE	42	Instrument Panel Brace LH
IF	42	
IG	42	Instrument Panel Brace RH
IH	42	Right Kick Panel
BI	46	Under the Left Quarter Pillar
BJ	46	Lower Back Panel Center
BK	46	Under the Right Quarter Pillar

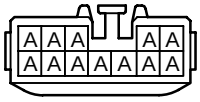
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I1	44	Engine Room Main Wire	I8	44	Engine Wire
I2	44	Cowl Wire	B1	46	Roof Wire

(TMMC Made) J1 BLACK

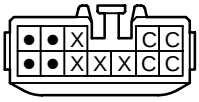
(Hint : See Page 7)

(NUMMI Made) J1



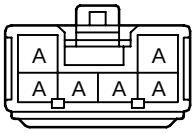
(Hint : See Page 7)

J2 GRAY



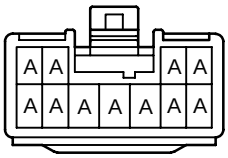
(Hint : See Page 7)

J8



(Hint : See Page 7)

J14

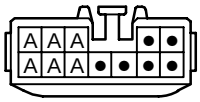


(Hint : See Page 7)

J15 BLACK

(Hint : See Page 7)

J16



(Hint : See Page 7)

J17 BLACK

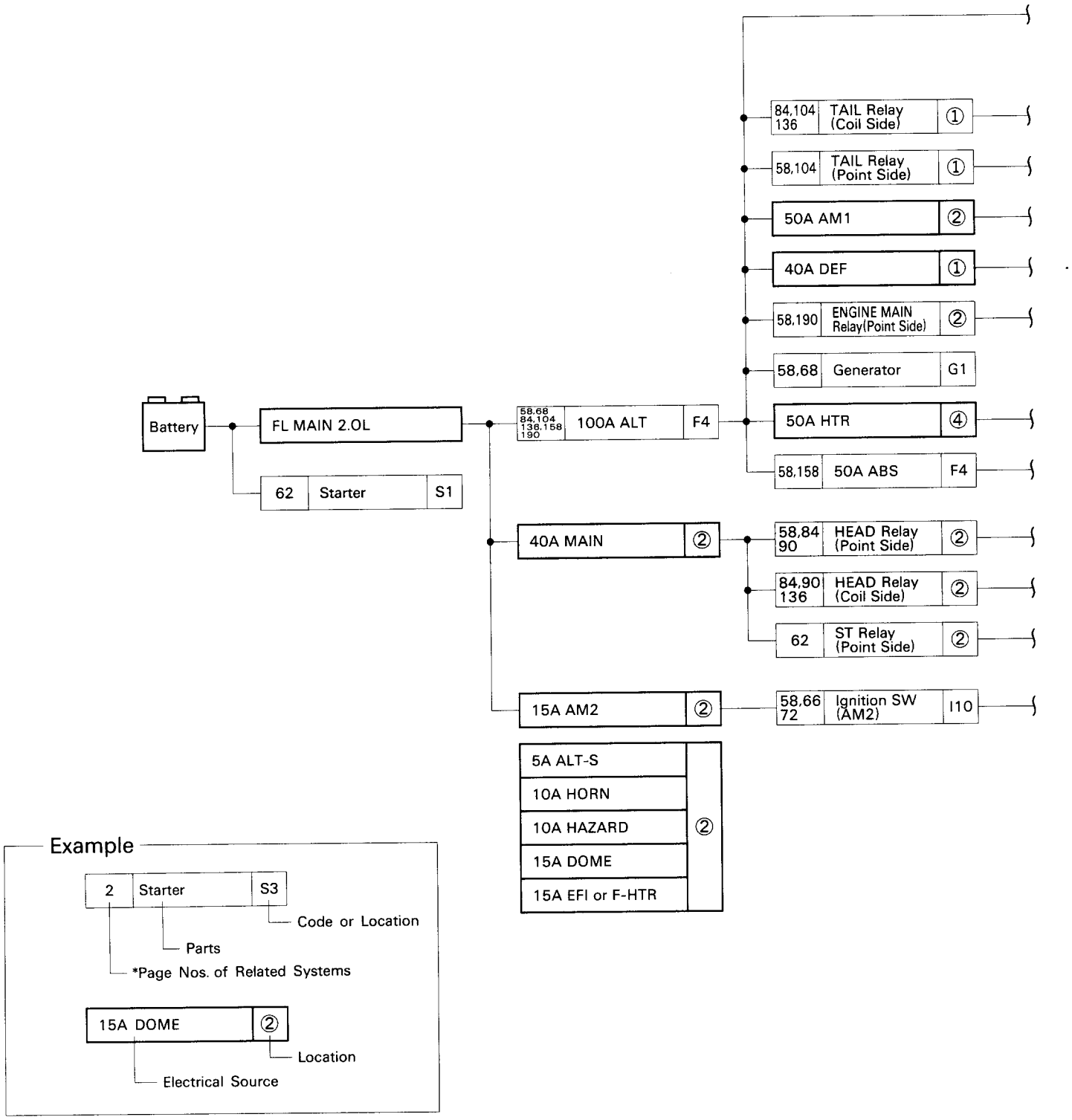
(Hint : See Page 7)

J19 BLUE

(Hint : See Page 7)

H POWER SOURCE (Current Flow Chart)

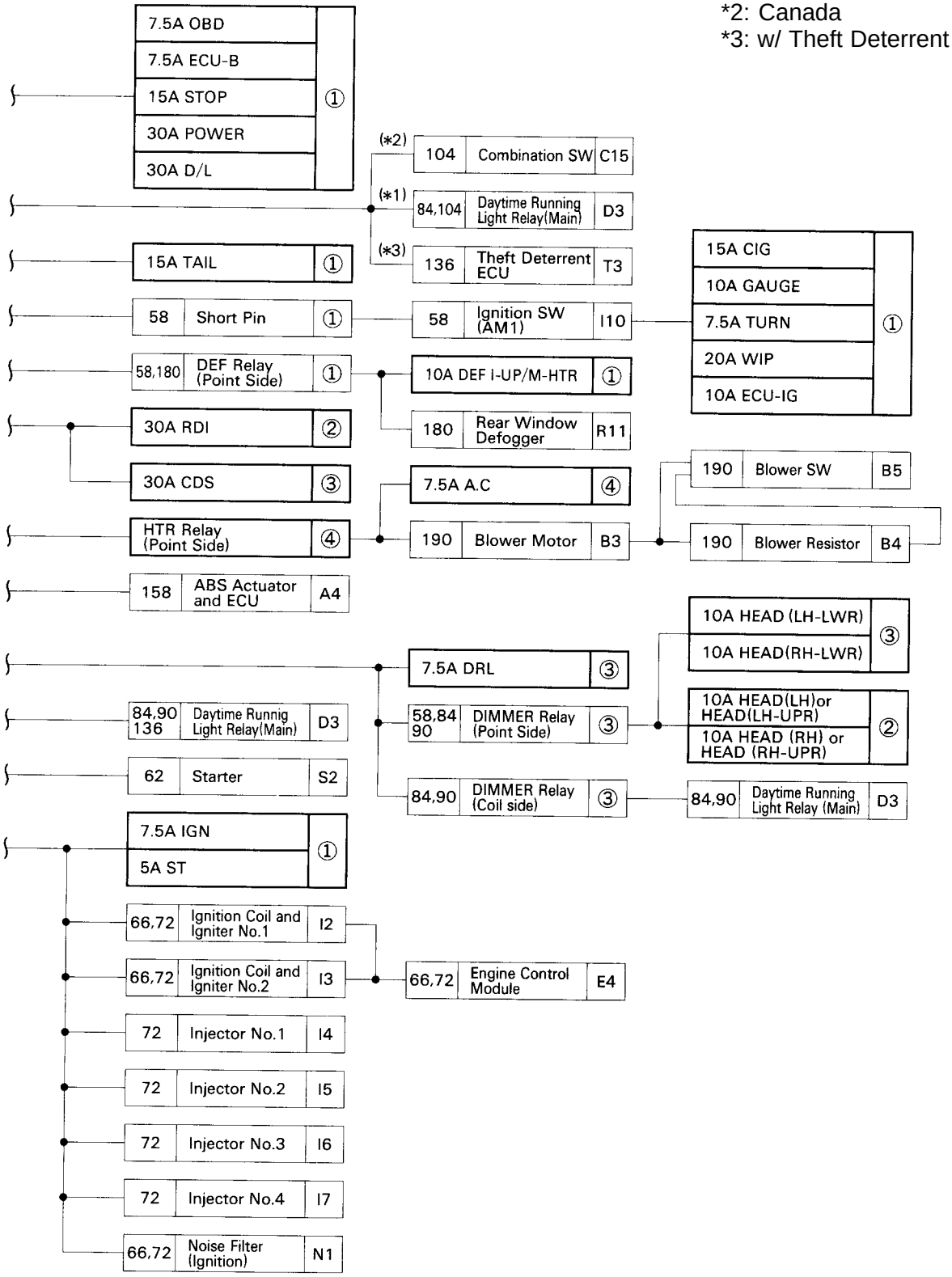
The chart below shows the route by which current flows from the battery to each electrical source (Fusible Link, Circuit Breaker, Fuse, etc.) and other parts.
The next page and following pages show the parts to which each electrical source outputs current.



* These are the page numbers of the first page on which the related system is shown.
The part indicated is located somewhere in the system, not necessarily on the page indicated here.

[LOCATION] ① : Instrument Panel J/B (See page 22) ② : Engine Room J/B (See page 26)

*1: USA, Puerto Rico
*2: Canada
*3: w/ Theft Deterrent System



③ : Engine Room R/B No. 5 (See page 20) ④ : Engine Room R/B No. 6 (See page 21)

*1: HEAD (LH) or HEAD (LH–UPR)
*2: HEAD (RH) or HEAD (RH–UPR)

H POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		A/C Condenser Fan Motor	A/C Magnetic Clutch and Lock Sensor	A/C Triple Pressure SW (A/C Dual and Single Pressure SW)	ABS Actuator and ECU	A/C Amplifier	A/C SW	Ashtray Illumination	Back-Up Light SW	Brake Fluid Level Warning SW	Blower SW	Back-Up Light LH	Back-Up Light RH	Center Airbag Sensor Assembly	Cigarette Lighter	Cigarette Lighter Illumination	Clock	Clutch Start SW	Charge Warning Light [Comb. Meter]	Combination Meter	Open Door Warning Light [Comb. Meter]	Combination Meter
		*Page Nos. of Related Systems	190	190	190	158	190	104 190	104	110	84 90 184	104 190	110	110	163	118	104	118	62 72 136 184	68	184	100	184
		CB or Fuse	A1	A2	A3	A4	A10	A12	A15	B1	B2	B5	B6	B7	C5	C7	C8	C9	C10	C11			C12
①	5A	ST																	●				●
①	7.5A	ECU-B													●								●
①	7.5A	IGN													●					●	●		
①	7.5A	OBD																					
①	7.5A	TURN																					
①	10A	DEF I-UP / M-HTR																					
①	10A	ECU-IG			●	●																	
①	10A	GAUGE				●				●	●	●	●	●									
①	15A	CIG													●	●		●					
①	15A	STOP				●																	
①	15A	TAIL						●	●			●					●	●					●
①	20A	WIP																					
①	30A	D/L																					
①	30A	POWER																					
②	5A	ALT-S																					
②	10A	HAZARD																					
②	10A	*1																					
②	10A	*2																					
②	10A	HORN																					
②	15A	DOME																●			●	●	
②	15A	EFI or F-HTR																					
②	30A	RDI																					
③	7.5A	DRL																					
③	10A	HEAD (LH-LWR)																					
③	10A	HEAD (RH-LWR)																					
③	30A	CDS	●																				
④	7.5A	A.C		●	●		●	●															

*These are the page numbers of the first page on which the related system is shown.
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[LOCATION] ① : Instrument Panel J/B (See page 22) ② : Engine Room J/B (See page 26)

④ : Engine Room R/B No. 6 (See page 21) ⑤ : Driver Side R/B (See page 20)

	C12		C13			C14		C15		C16	C17	C18	C19	D1	D2	D3	D4	E2	E4	E6	F1	F2	F3	F7	G2	H1
	Combination Meter Illumination [Comb. Meter]	SRS Warning Light [Comb. Meter]	Combination Meter	Rear Window Defogger Indicator Light [Comb. Meter]	Turn Signal Indicator Light [Comb.Meter]	ABS Warning Light [Comb. Meter]	Combination Meter	Combination SW	Turn Signal SW [Comb. SW]	Horn SW [Comb. SW]	Front Wiper and Washer SW [Comb. SW]	Cruise Control Clutch SW	Cruise Control ECU	Data Link Connector 1	Data Link Connector 3	Daytime Running Light Relay (Main)	Diode (Daytime Running Light)	Engine Coolant Temp. Sensor and Water Temp. Sender	Engine Control Module	Engine Control Module	Front Turn Signal and Parking Light LH	Front Turn Signal and Parking Light RH	Front Wiper Motor	Fuel Pump and Sender	Generator	Headlight LH
104			72 146 152 184	180	96	158	72,84 90,146 152,184	90	96	116	112	152	152	72 163	72	68 84 90 184	90	184	62 72 146	62 72 146	96 104	96 104	112	72 184	68	84 90
																			●	●						
		●												●												
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					●				●												●	●				
			●	●																●						
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																●										●
																●										

*1: HEAD (LH) or HEAD (LH–UPR)
*2: HEAD (RH) or HEAD (RH–UPR)

H POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		Headlight RH	Heated Oxygen Sensor (Bank 1 Sensor 1)	Horn	Hazard SW	Heated Oxygen Sensor (Bank 1 Sensor 2)	High Mounted Stop Light	Idle Air Control Valve	Ignition Key Cylinder Light	Integration Relay	Integration Relay	Interior Light	License Plate Light	Luggage Compartment Light	Luggage Compartment Light SW	Moon Roof Control Relay	Moon Roof Control SW	Moon Roof Motor and Limit SW	Oil Pressure SW
		*Page Nos. of Related Systems	84 90	72	116 136	96 104	72	108	72	100	68,72,84,90,100 104,110,118,120,136 146,152,158,170,174 176,180,182,184,190	128 132	100	104	100	100	142	100 142	142	186
		Code or Location	H2	H3	H4	H5	H6	H7	I1	I9	I11	I12	I13	L1	L3	L4	M2	M3	M4	O1
①	5A	ST																		
	7.5A	ECU-B																		
	7.5A	IGN																		
	7.5A	OBD																		
	7.5A	TURN				●														
	10A	DEF I-UP / M-HTR																		
	10A	ECU-IG																		
	10A	GAUGE									●									●
	15A	CIG									●									
	15A	STOP						●												
	15A	TAIL				●					●			●						
	20A	WIP																		
	30A	D/L										●								
	30A	POWER															●	●	●	
②	5A	ALT-S																		
	10A	HAZARD				●														
	10A	*1																		
	10A	*2	●																	
	10A	HORN			●															
	15A	DOME								●	●		●		●	●		●		
	15A	EFI or F-HTR		●			●		●											
	30A	RDI																		
③	7.5A	DRL																		
	10A	HEAD (LH-LWR)																		
	10A	HEAD (RH-LWR)	●																	
	30A	CDS																		
④	7.5A	A.C																		

*These are the page numbers of the first page on which the related system is shown.
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(LOCATION) ①: Instrument Panel J/B (See page 22) ②: Engine Room J/B (See page 26)

④: Engine Room R/B No. 6 (See page 21) ③: Driver Side R/B (See page 20)

	O/D SW	Park/Neutral Position SW	Parking Brake SW	Power Window Control SW Front RH	Power Window Control SW Rear LH	Power Window Control SW Rear RH	Power Window Master SW	Power Window Motor Front LH	Power Window Motor Front RH	Power Window Motor Rear LH	Power Window Motor Rear RH	Radiator Fan Motor	Radio and Player	Rear Window Defogger SW	Remote Control Mirror SW	Rheostat	Rear Turn Signal Light LH [Rear Comb. Light LH]	Stop Light LH [Rear Comb. Light LH]	Taillight LH [Rear Comb. Light LH]	Rear Turn Signal Light RH [Rear Comb. Light RH]	Stop Light RH [Rear Comb. Light RH]	Taillight RH [Rear Comb. Light RH]	Remote Control Mirror LH	Remote Control Mirror RH	Shift Lock ECU	Stop Light SW	Theft Deterrent ECU
	104 146	62,72 110,136 146,152 184	84 90 184	122	122	122	122	122	122	122	122	190	104 182	104 180	120	104 184	96	108	104	96	108	104	120	120	170	108,146 152,158 170	62 136
	O2	P1	P3	P4	P5	P6	P7	P8	P9	P10	P11	R1	R3	R4	R5	R6	R7			R8			R13	R14	S3	S6	T3
		●																									●
																	●			●							
																									●		
	●	●	●											●													
													●		●								●	●	●		
																		●			●				●	●	
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				●	●	●	●	●	●	●	●																●
																	●			●							
																											●
													●														
												●															
												●															

③ : Engine Room R/B No. 5 (See page 20)

*1: HEAD (LH) or HEAD (LH–UPR)
*2: HEAD (RH) or HEAD (RH–UPR)

H POWER SOURCE (Current Flow Chart)

Location	CB or Fuse		Theft Deterrent ECU (T4)	Vehicle Speed Sensor (V1)	VSV (ORVR) (V2)	VSV (Vapor Pressure Sensor) (V4)	Washer Level Warning SW (W1)	Washer Motor (W2)	Water Temp. SW (Radiator Fan) (W3)	DEF Relay (Coil Side) (①)	EFI or F-HTR Relay (Coil Side)	EFI or F-HTR Relay (Point Side)	ENGINE MAIN Relay (Coil Side)	FAN NO.1 Relay (Coil Side)	FAN NO.1 Relay (Point Side)	HORN Relay	ST Relay (Coil Side)	A.C FAN NO.2 Relay (Coil Side)	A.C FAN NO.2 Relay (Point Side)	A.C FAN NO.3 Relay (Coil Side)	A.C FAN NO.3 Relay (Point Side)	A.C MG Relay	DRL Relay (Coil Side)	DRL Relay (Point Side)
		*Page Nos. of Related Systems	136	72 146 152 184	72	72	184	112	190	180	72 146	72 146	58 190	190	190	116 136	62 136	190	190	190	190	190	84 90	84 90
①	5A	ST															●							
①	7.5A	ECU-B																						
①	7.5A	IGN									●													
①	7.5A	OBD																						
①	7.5A	TURN																						
①	10A	DEF I-UP / M-HTR																						
①	10A	ECU-IG	●						●				●	●				●						
①	10A	GAUGE		●			●			●														
①	15A	CIG	●																					
①	15A	STOP																						
①	15A	TAIL																						
①	20A	WIP						●																
①	30A	D/L																						
①	30A	POWER																						
②	5A	ALT-S																						
②	10A	HAZARD																						
②	10A	*1																						●
②	10A	*2																						●
②	10A	HORN														●								
②	15A	DOME	●																					
②	15A	EFI or F-HTR			●	●						●												
②	30A	RDI													●									
③	7.5A	DRL																					●	
③	10A	HEAD (LH-LWR)																						●
③	10A	HEAD (RH-LWR)																						●
③	30A	CDS																	●		●			
④	7.5A	A.C																		●		●		

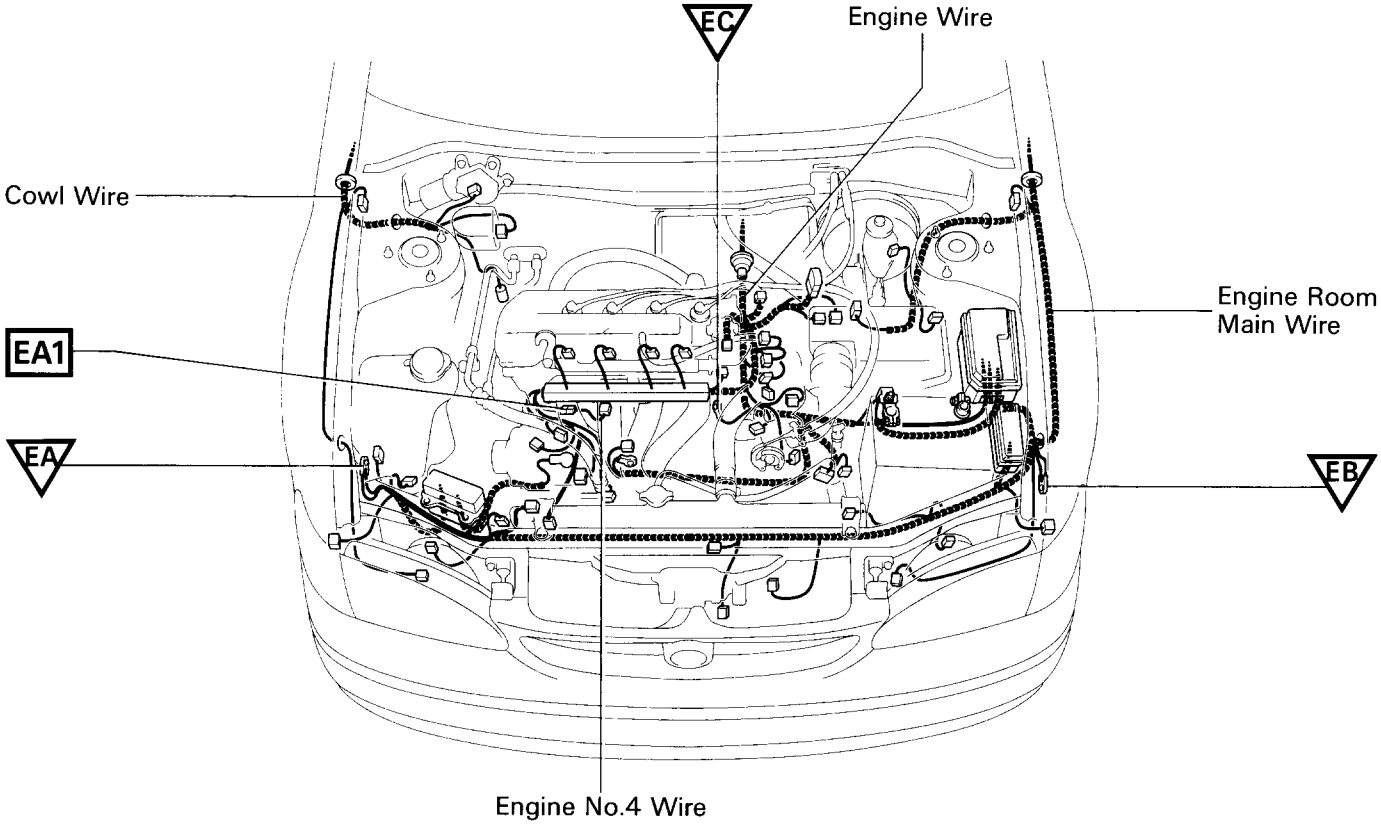
*These are the page numbers of the first page on which the related system is shown.
The part indicated is located somewhere in the system, not necessarily on the page indicated here.

[LOCATION] ①: Instrument Panel J/B (See page 22) ②: Engine Room J/B (See page 26)
④: Engine Room R/B No. 6 (See page 21) ⑤: Driver Side R/B (See page 20)

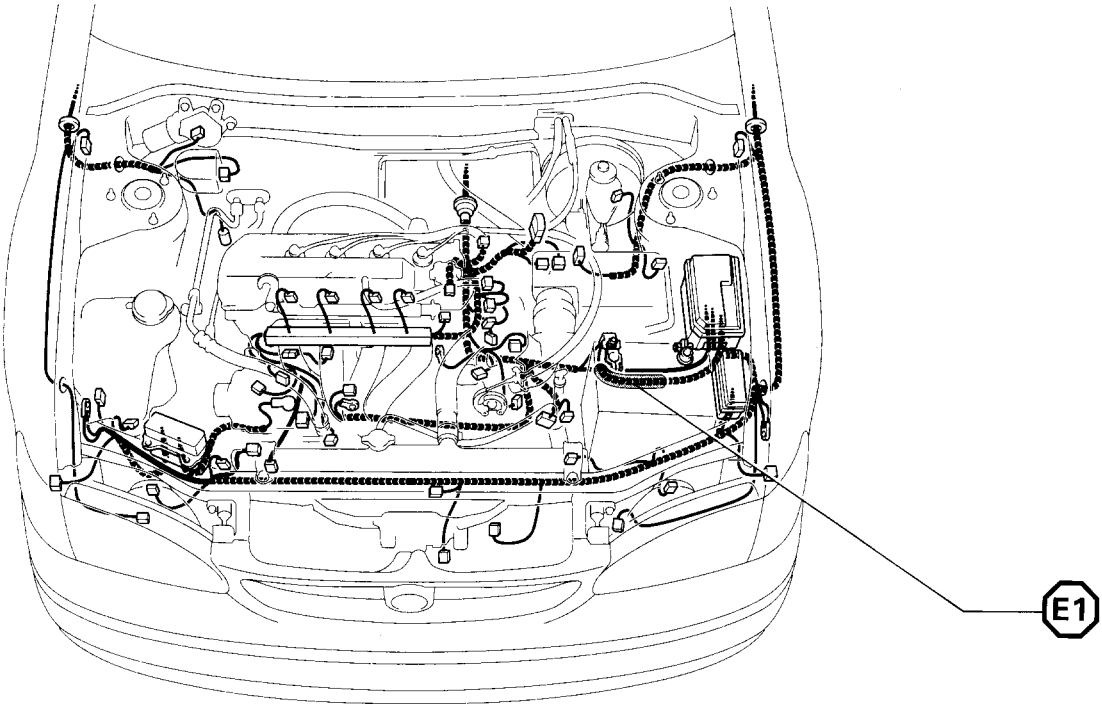
| | | |

G ELECTRICAL WIRING ROUTING

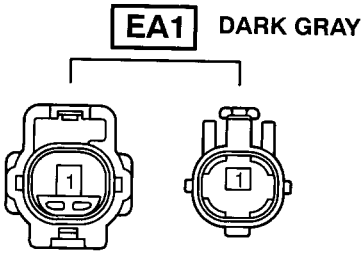
▭	**: Location of Connector Joining Wire Harness and Wire Harness**
▽	**: Location of Ground Points**



⬡	**: Location of Splice Points**

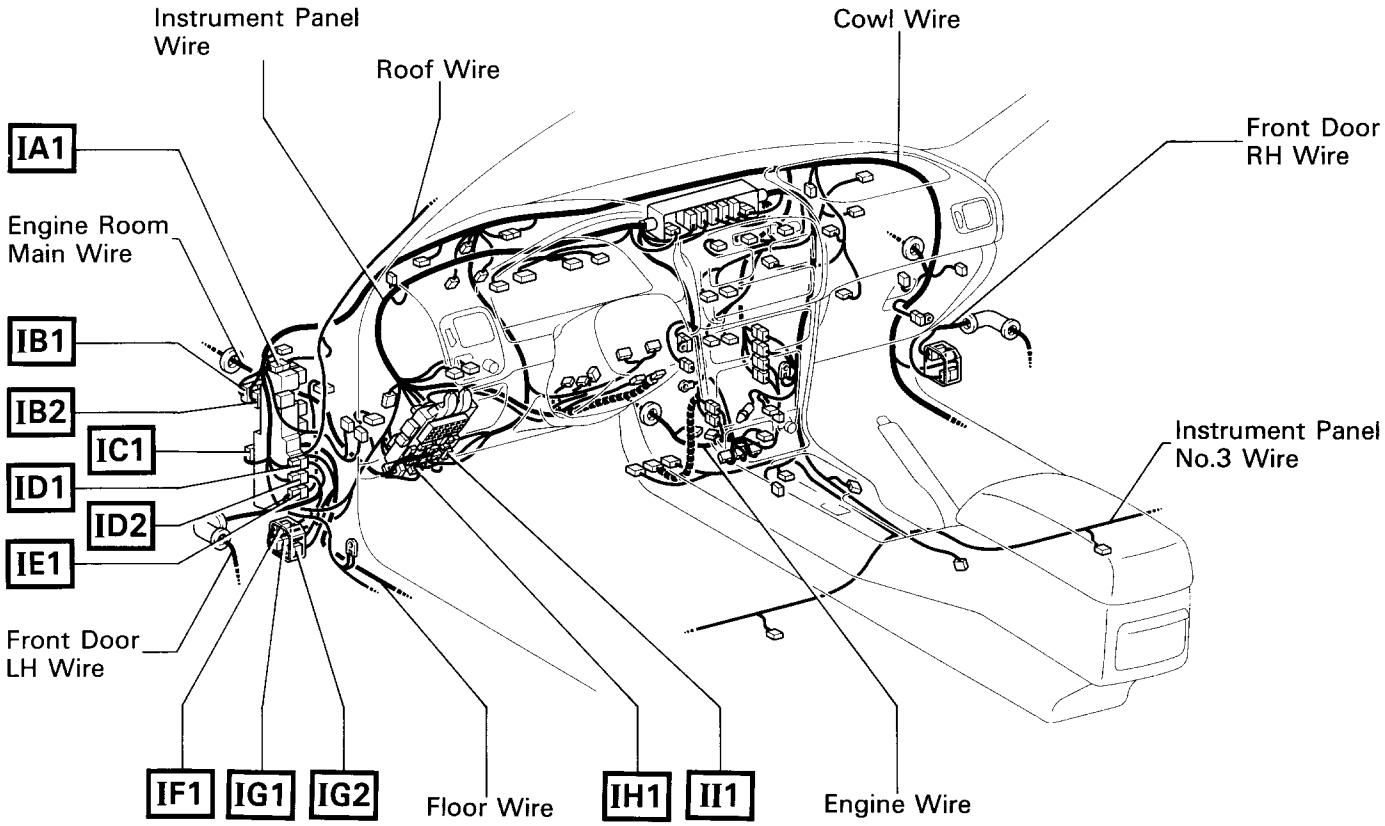


Connector Joining Wire Harness and Wire Harness

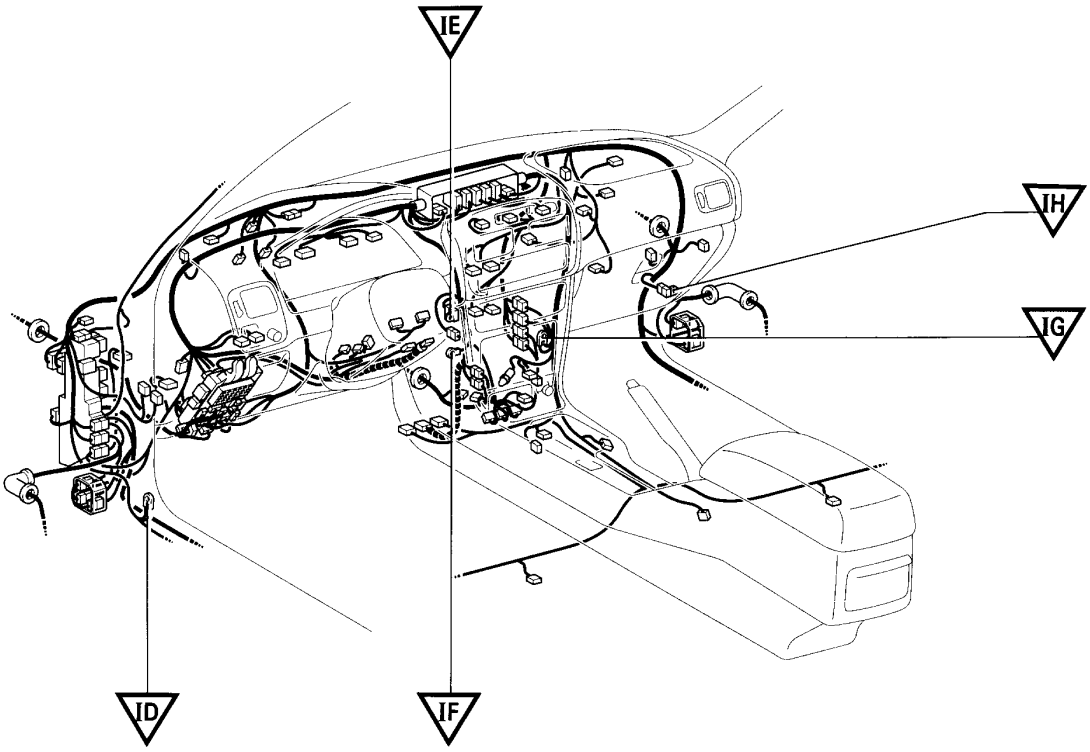


Code	Joining Wire Harness and Wire Harness (Connector Location)
EA1	Engine No. 4 Wire and Engine Wire (Inside of the Intake Manifold RH)

☐ : Location of Connector Joining Wire Harness and Wire Harness

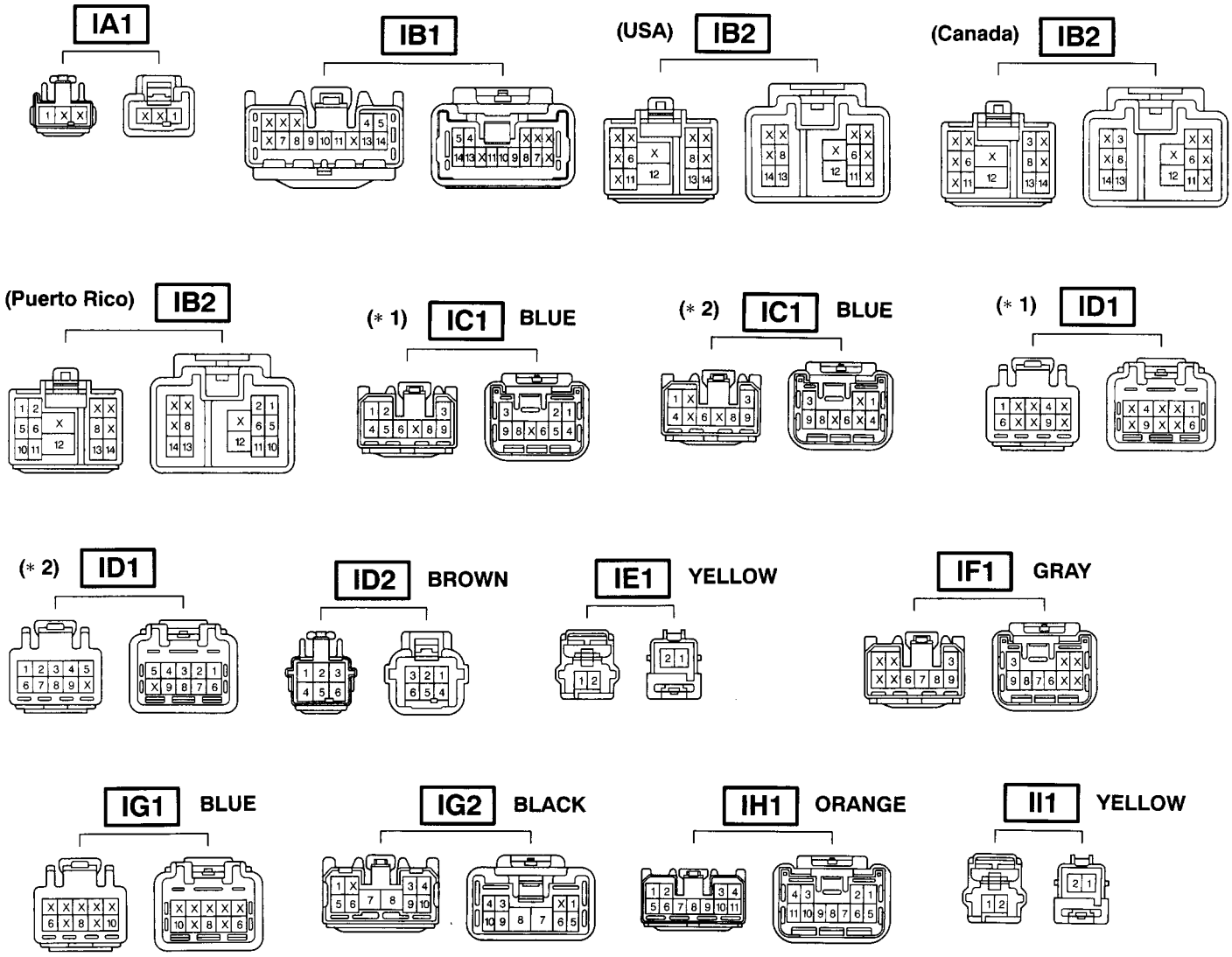


▽ : Location of Ground Points



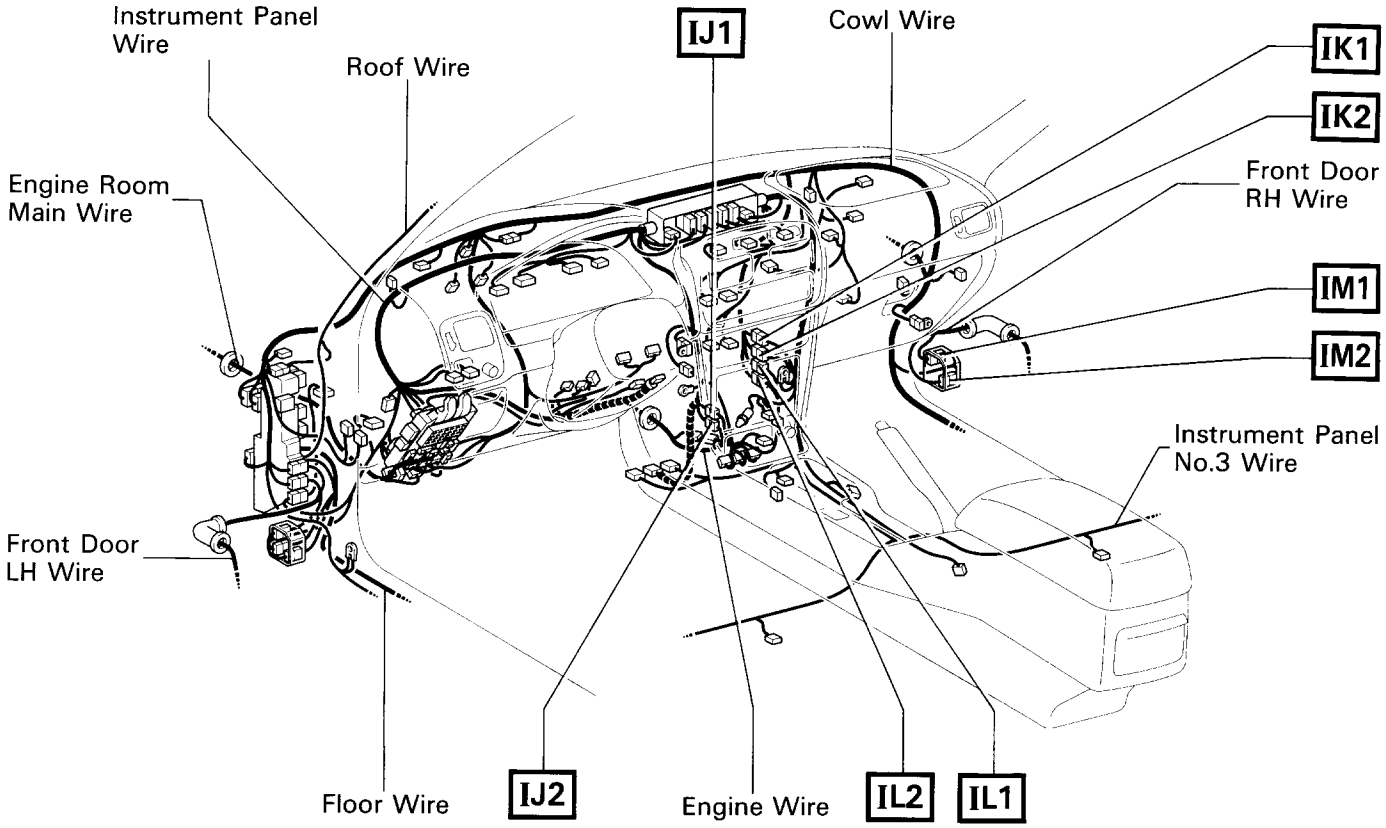
Connector Joining Wire Harness and Wire Harness

*1: w/ Theft Deterrent System
*2: w/o Theft Deterrent System

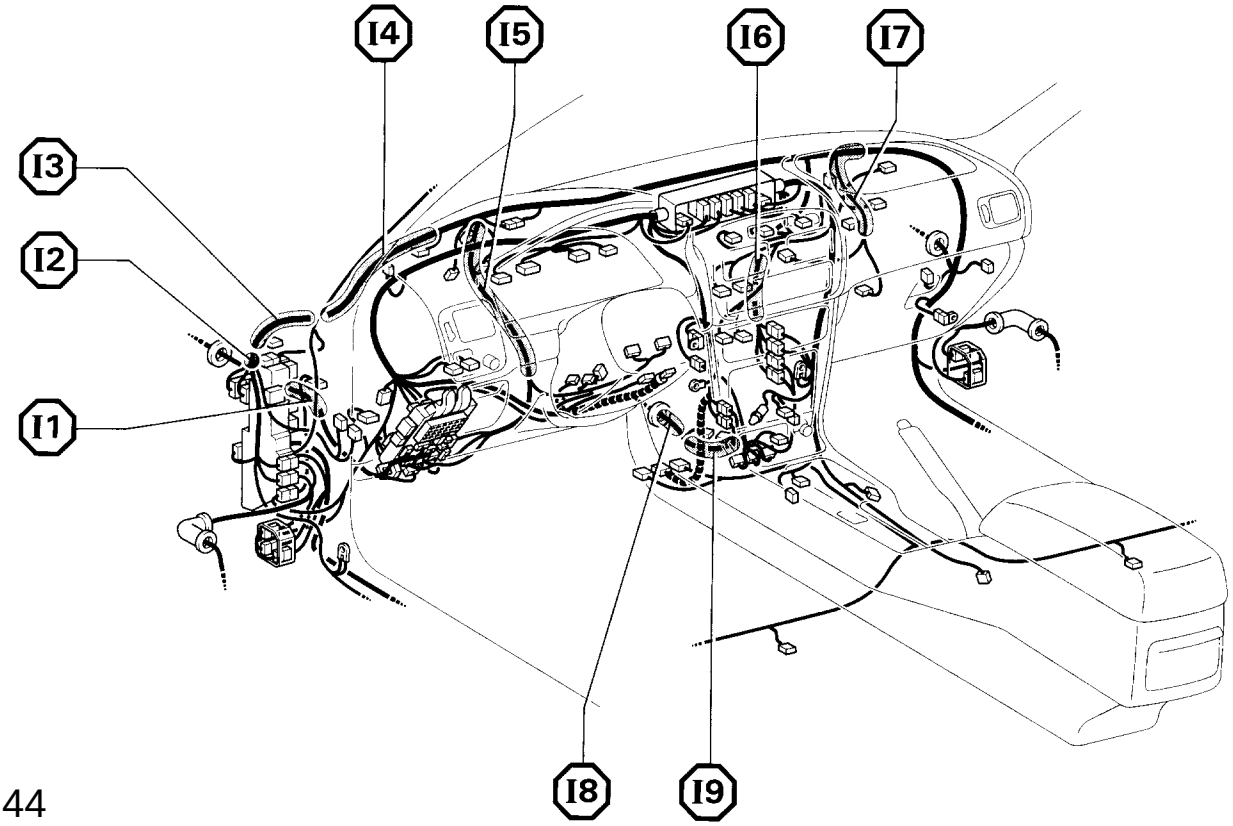


Code	Joining Wire Harness a Wire Harness (Connector Location)
IA1	Roof Wire and Cowl Wire (Near the Driver Side R/B)
IB1	Engine Room Main Wire and Cowl Wire (Near the Driver Side R/B)
IB2	
IC1	Floor Wire and Cowl Wire (Near the Driver Side J/B)
ID1	Front Door LH Wire and Cowl Wire (Near the Driver Side J/B)
ID2	
IE1	Engine Room Main Wire and Instrument Panel Wire (Near the Driver Side J/B)
IF1	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IG1	Floor Wire and Instrument Panel Wire (Left Kick Panel)
IG2	
IH1	Engine Room Main Wire and Instrument Panel Wire (Lower Finish Panel)
II1	Cowl Wire and Instrument Panel Wire (Lower Finish Panel)

: Location of Connector Joining Wire Harness and Wire Harness

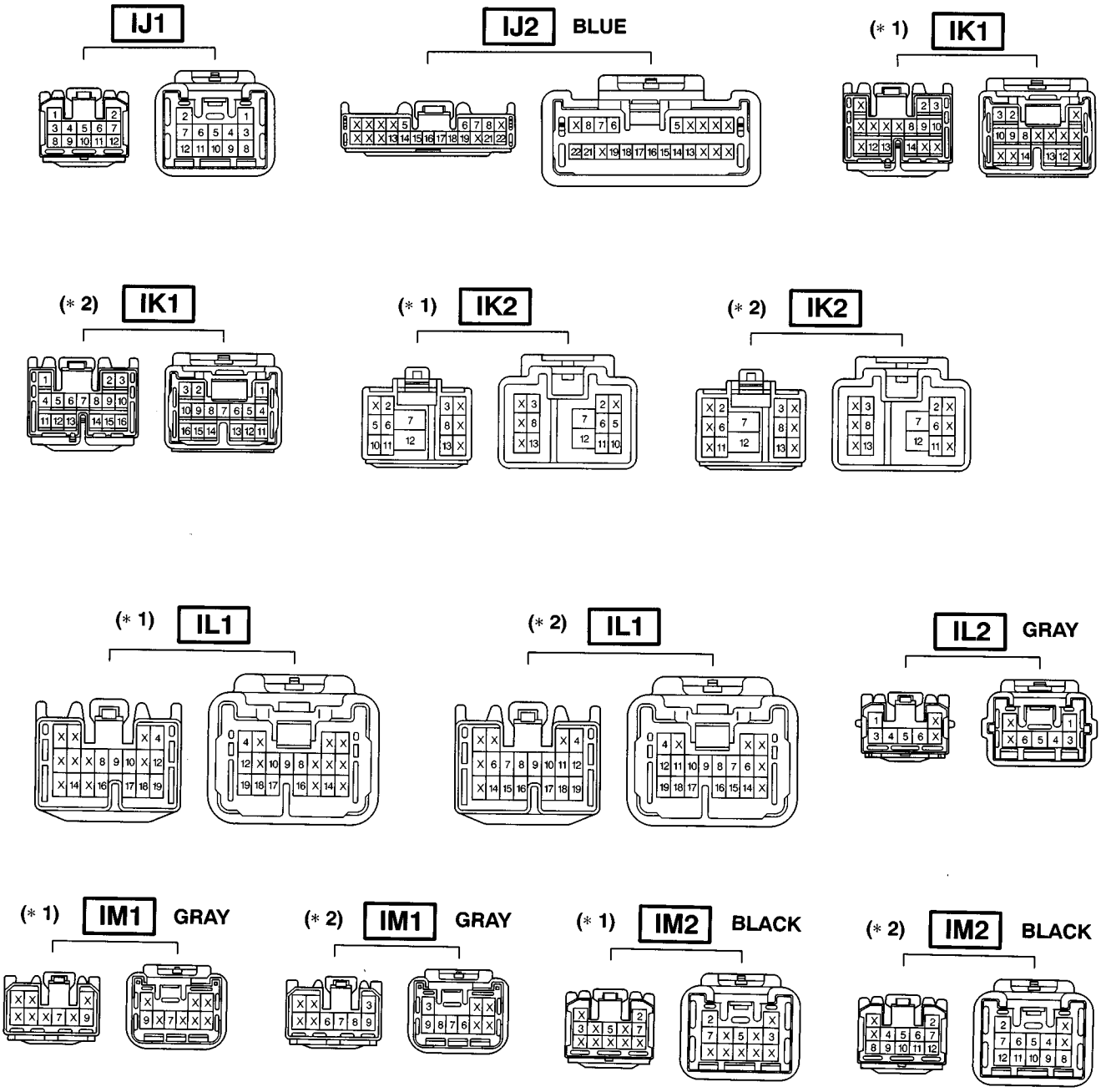


: Location of Splice Points



Connector Joining Wire Harness and Wire Harness

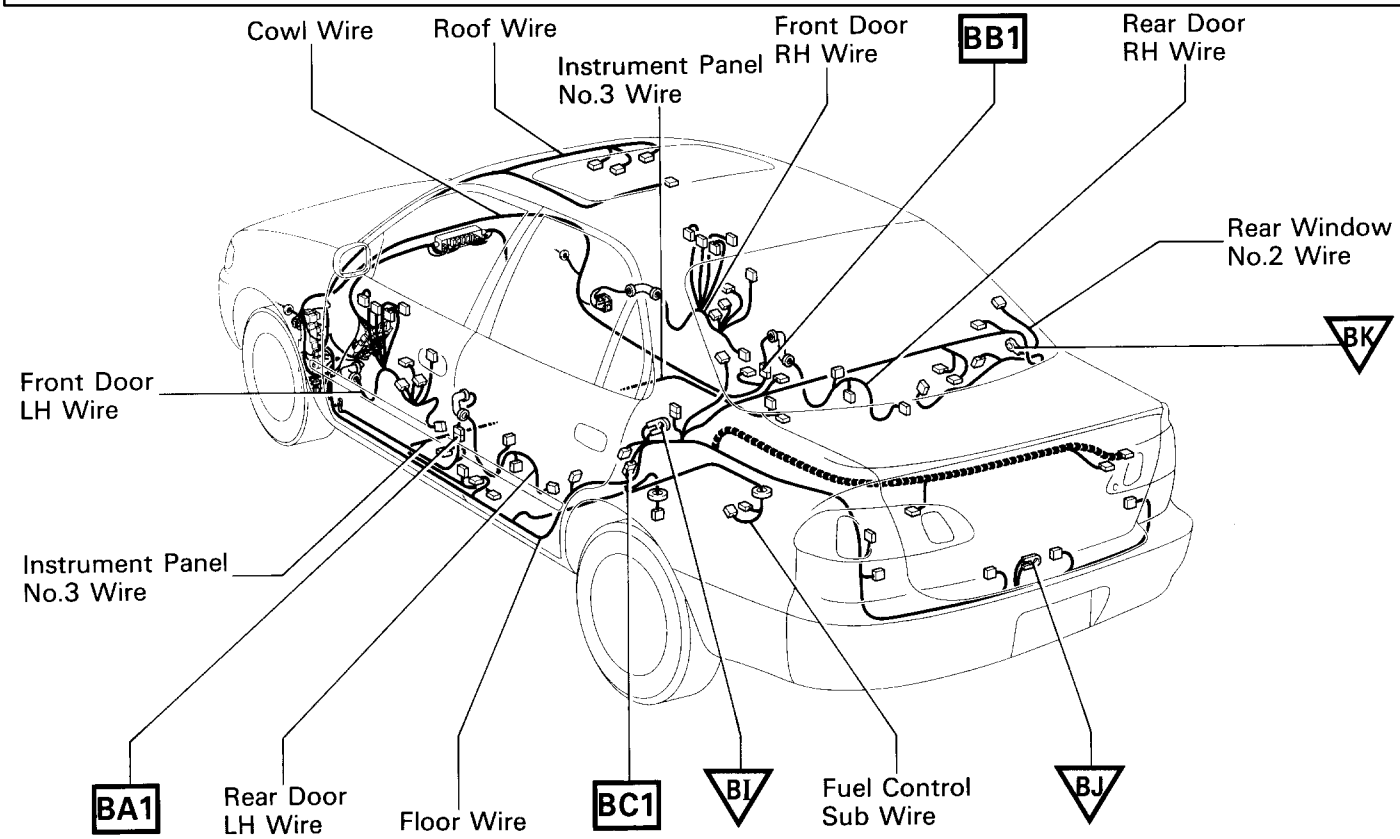
*1: w/ Theft Deterrent System
*2: w/o Theft Deterrent System



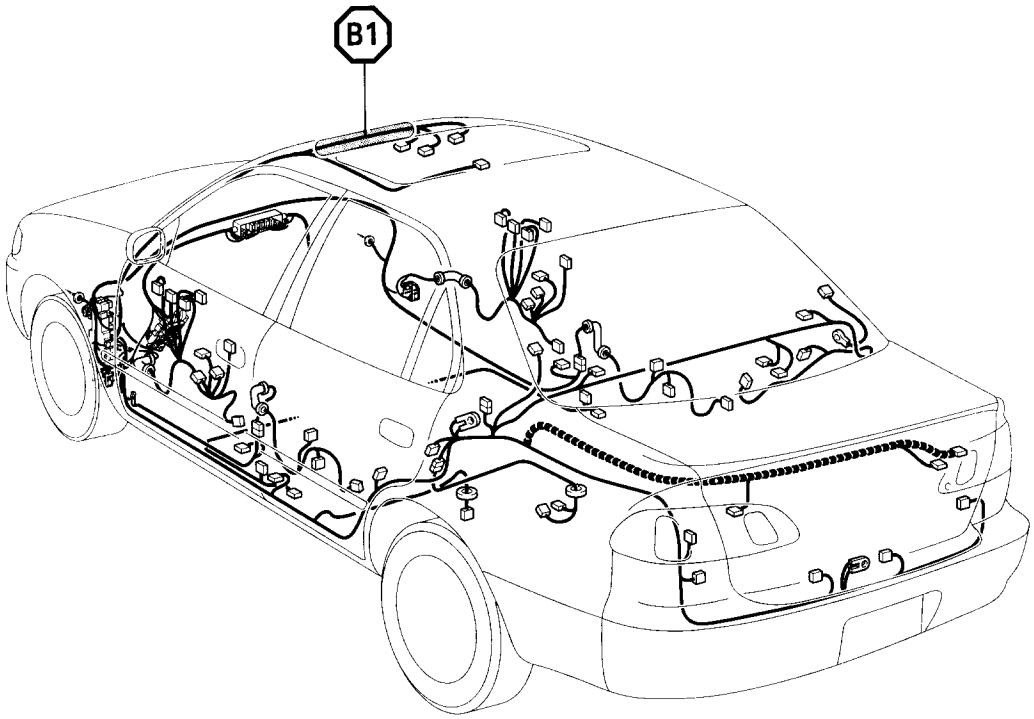
Code	Joining Wire Harness a Wire Harness (Connector Location)
IJ1	Engine Wire and Instrument Panel Wire (Instrument Panel Brace LH)
IJ2	
IK1	Instrument Panel Wire and Cowl Wire (Instrument Panel Brace RH)
IK2	
IL1	Engine Wire and Cowl Wire (Instrument Panel Brace RH)
IL2	
IM1	Front Door RH Wire and Cowl Wire (Right Kick Panel)
IM2	

: Location of Connector Joining Wire Harness and Wire Harness

: Location of Ground Points

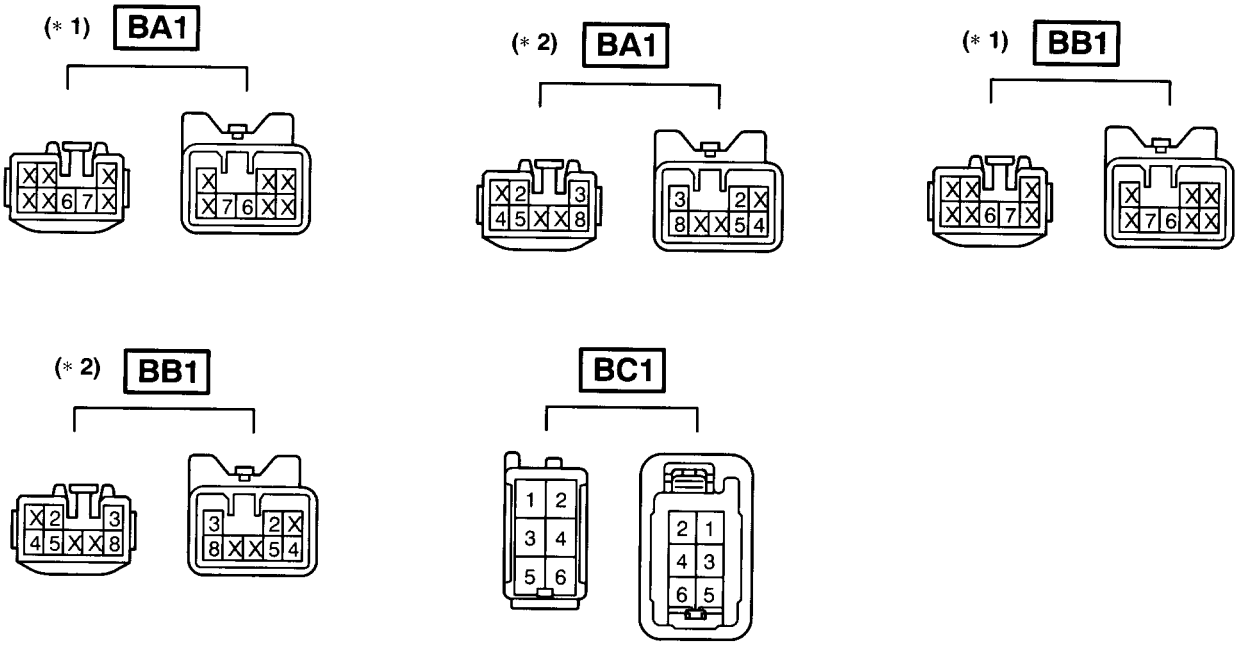


: Location of Splice Points



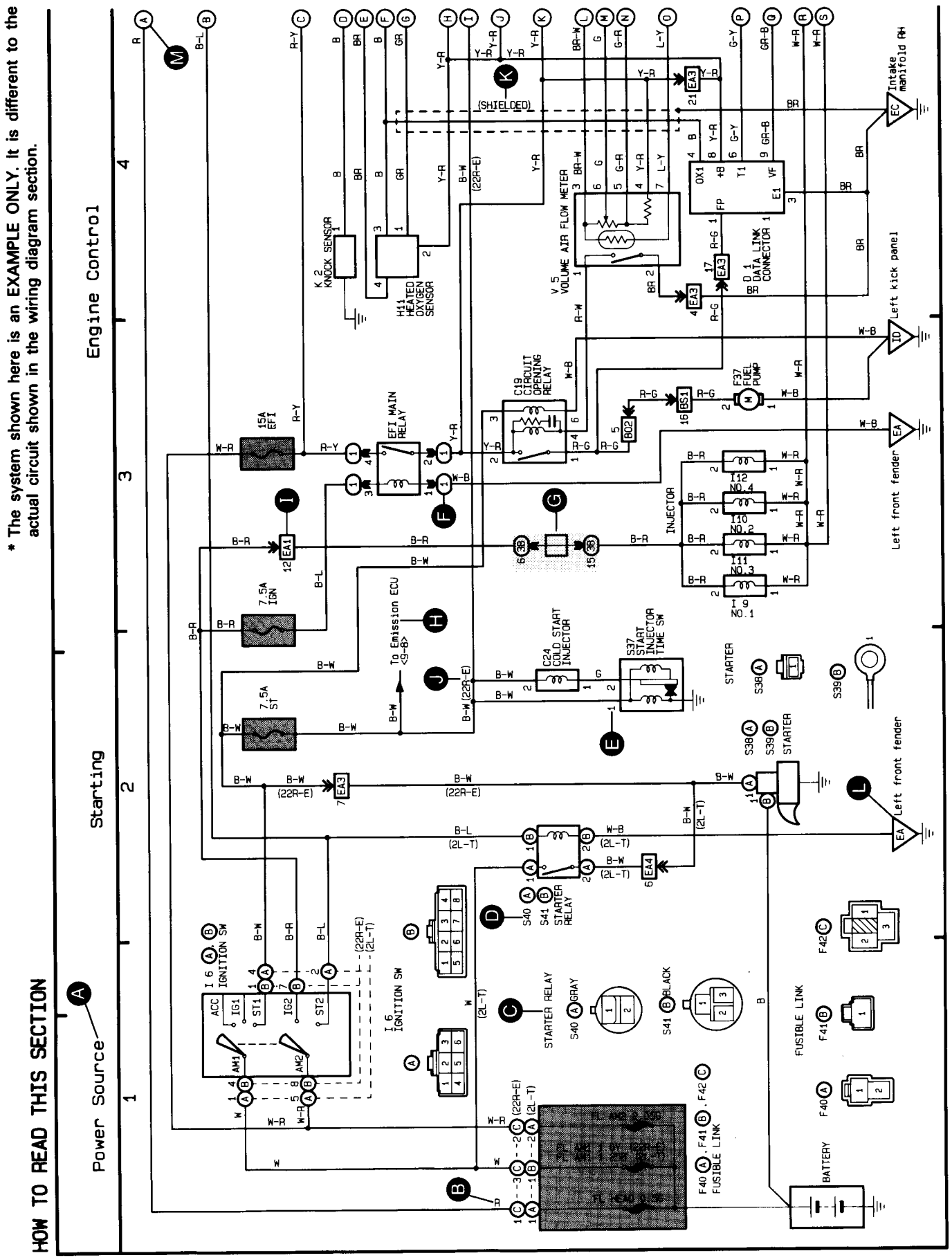
Connector Joining Wire Harness and Wire Harness

*1: w/ Theft Deterrent System
*2: w/o Theft Deterrent System



Code	Joining Wire Harnesss a Wire Harness (Connector Location)
BA1	Rear Door LH Wire and Cowl Wire (Under the Left Center Pillar)
BB1	Rear Door RH Wire and Cowl Wire (Under the Right Center Pillar)
BC1	Fuel Control Sub Wire and Floor Wire (Rear Wheel House LH)

K OVERALL ELECTRICAL WIRING DIAGRAM



A: System Title

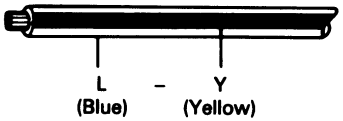
B: Indicates the wiring color.

Wire colors are indicated by an alphabetical code.

B	= Black	L	= Blue	R	= Red
BR	= Brown	LG	= Light Green	V	= Violet
G	= Green	O	= Orange	W	= White
GR	= Gray	P	= Pink	Y	= Yellow

The first letter indicates the basic wire color and the second letter indicates the color of the stripe.

Example: L – Y



C: Indicates the connector to be connected to a part (the numeral indicates the pin No.)

D: The position of the parts is the same as shown in the wiring diagram and wire routing.

E: Indicates the pin number of the connector. The numbering system is different for female and male connectors.

Example: Numbered in order from upper left to lower right — Numbered in order from upper right to lower left

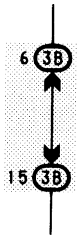
The numbering system for the overall wiring diagram is the same as above.

F: Indicates a Relay Block. No shading is used and only the Relay Block No. is shown to distinguish it from the J/B.

Example: ① Indicates Relay Block No. 1.

G: Junction Block (The number in the circle is the J/B No. and the connector code is shown beside it). Junction Blocks are shaded to clearly separate them from other parts.

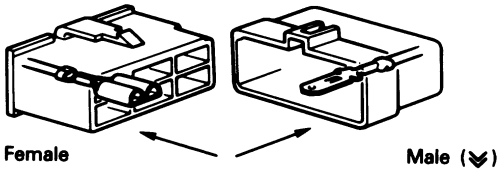
Example:



3B indicates that it is inside Junction Block No. 3.

H: Indicates related system.

I: Indicates the wiring harness and wiring harness connector. The wiring harness with male terminal is shown with arrows (⩔). Outside numerals are pin numbers.



J: ( ) is used to indicate different wiring and connector, etc. when the vehicle model, engine type, or specification is different.

K: Indicates a shielded cable.

L: Indicates and located on ground point.

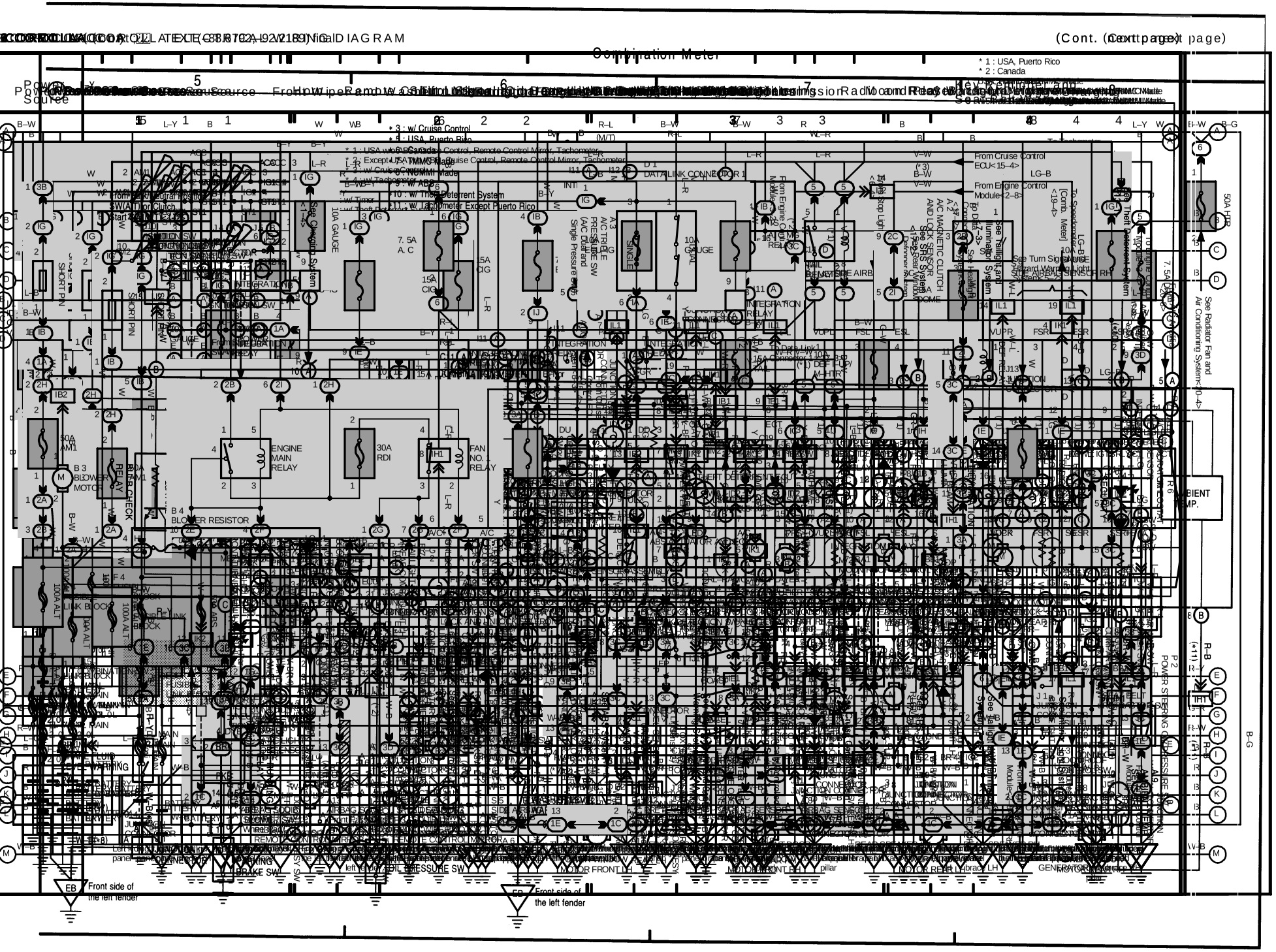
M: The same code occuring on the next page indicates that the wire harness is continuous.

K

SYSTEM INDEX

1998 Model (Location No. 1 to 20)

SYSTEMS	LOCATION	SYSTEMS	LOCATION	SYSTEMS	LOCATION
ABS	16–2	Headlight	4–2	Radio and Player	18–3
Back–up Light	5–4	Horn	14–1	Rear Window Defogger	14–3
Charging	1–4	Ignition	1–3	Remote Control Mirror	9–2
Cigarette Lighter and Clock	14–2	Interior Light	6–2	Shift Lock	18–2
Combination Meter	19–2	Key Reminder and Seat Belt Warning	8–4	SRS	17–2
Cruise Control	15–2	Light Reminder Buzzer	8–3	Starting	1–2
Door Lock Control	12–1 (NUMMI Made) 11–14 (TMMC Made)	Moon Roof	9–3	Stop Ligjht	6–3
Electronically Controlled Transmission	3–2	Power Source	1~20–1	Taillight and Illumination	7–2
Engine Control	2–2	Power Window	10–2	Theft Deterrent	13–2
Front Wiper and Washer	8–2	Radiator Fan and Air Conditioning	20–2	Turn Signal and Hazard Warning Light	5–2



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