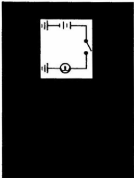
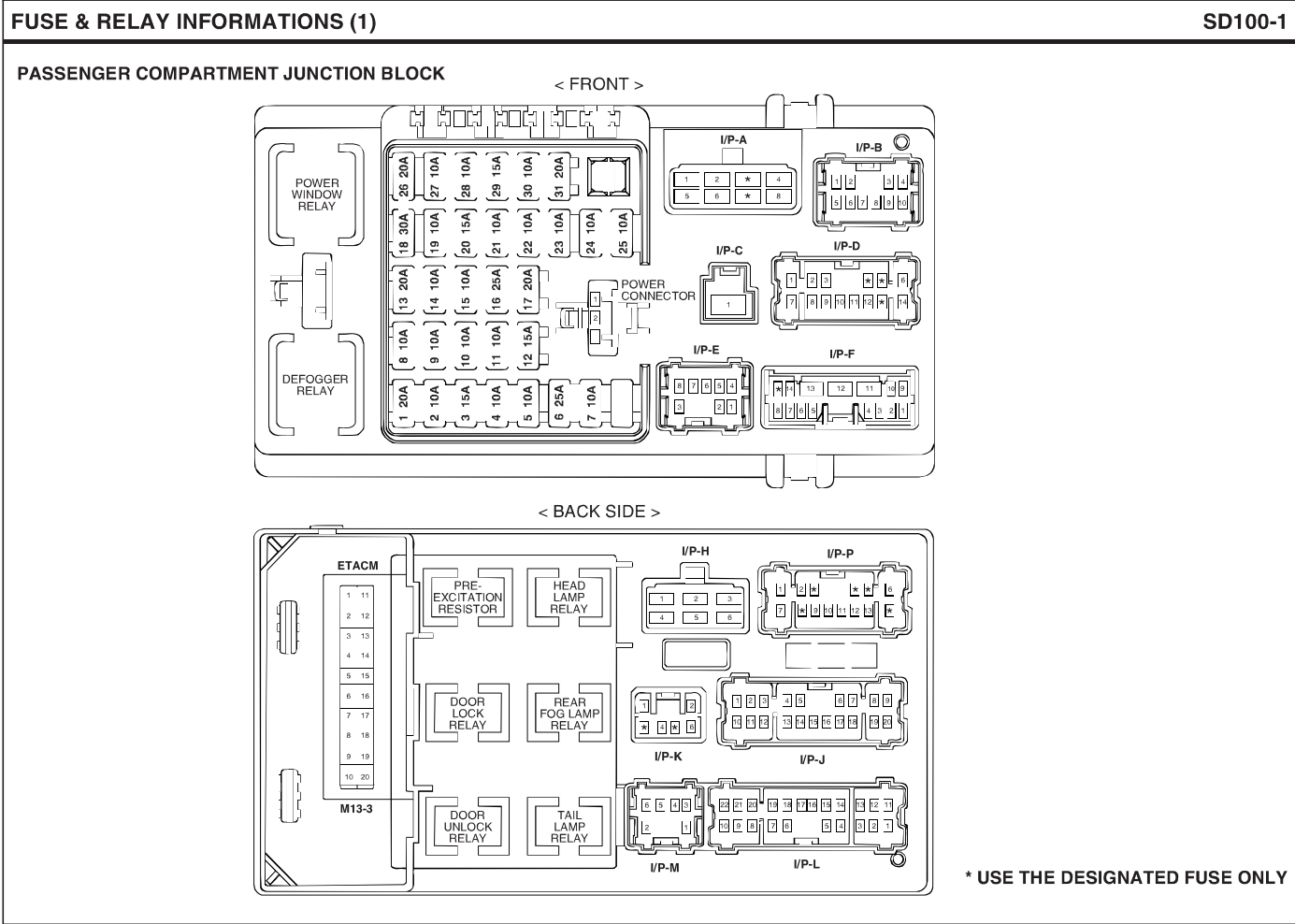


SCHEMATIC DIAGRAMS

AIR BAG SYSTEM (SRS).....	SD569-1	HORNS.....	SD968-1
ANTI-LOCK BRAKE SYSTEM.....	SD587-1	ILLUMINATIONS.....	SD941-1
AUDIO SYSTEM.....	SD961-1	IMMOBILIZER CONTROL SYSTEM	
AUTO LIGHTS (OPTION SPEC. IN THE U.S.A.).....	SD951-1	(OPTION SPEC. IN THE CANADA).....	SD954-1
AUTOMATIC TRANSAXLE CONTROL SYSTEM (I4 & V6 2.7L).....	SD450-1	INDICATORS & GAUGES.....	SD940-1
AUTOMATIC TRANSAXLE CONTROL SYSTEM (V6 3.5L).....	SD450-5	KEYLESS ENTRY & BURGLAR ALARM SYSTEM.....	SD814-1
BACK-UP LAMPS.....	SD926-1	MFI CONTROL SYSTEM (I4 WITH A/T).....	SD313-1
BLOWER & A/C CONTROLS (FULL AUTO).....	SD971-1	MFI CONTROL SYSTEM (I4 WITH M/T).....	SD313-7
BLOWER & A/C CONTROLS (MANUAL).....	SD971-5	MFI CONTROL SYSTEM (V6 2.7L).....	SD313-13
CHARGING SYSTEM.....	SD373-1	MFI CONTROL SYSTEM (V6 3.5L).....	SD313-19
CIGARETTE LIGHTER & POWER OUTLET.....	SD846-1	PASSENGER COMPARTMENT FUSE DETAILS.....	SD120-1
COOLING SYSTEM.....	SD253-1	POWER DISTRIBUTION.....	SD110-1
COURTESY & TAIL GATE LAMPS.....	SD929-1	POWER DOOR LOCKS.....	SD813-1
CRUISE CONTROL SYSTEM.....	SD964-1	POWER OUTSIDE MIRRORS.....	SD876-1
DATA LINK DETAILS.....	SD200-1	POWER SEAT.....	SD880-1
DAYTIME RUNNING LIGHTS (CANADA ONLY).....	SD958-1	POWER WINDOWS.....	SD824-1
DIGITAL CLOCK.....	SD945-1	REAR WINDOW & OUTSIDE MIRROR DEFOGGER SYSTEM.....	SD879-1
ELECTRONIC CHROME MIRROR.....	SD851-1	REAR WIPER & WASHER.....	SD982-1
ELECTRONIC 4WD CONTROL SYSTEM.....	SD527-1	SEAT WARMER.....	SD889-1
ETACS (ELECTRONIC TIME & ALARM CONTROL SYSTEM).....	SD952-1	STARTING SYSTEM.....	SD360-1
FOG LAMPS.....	SD924-1	STOP LAMPS.....	SD927-1
FRONT WIPER & WASHER.....	SD981-1	SUNROOF.....	SD816-1
FUSE & RELAY INFORMATION.....	SD100-1	TAIL, PARKING & LICENSE LAMPS.....	SD928-1
GROUND DISTRIBUTION.....	SD130-1	TURN & HAZARD LAMPS.....	SD925-1
HEAD LAMPS.....	SD921-1	VEHICLE SPEED SENSOR.....	SD436-1





FUSE & RELAY INFORMATIONS

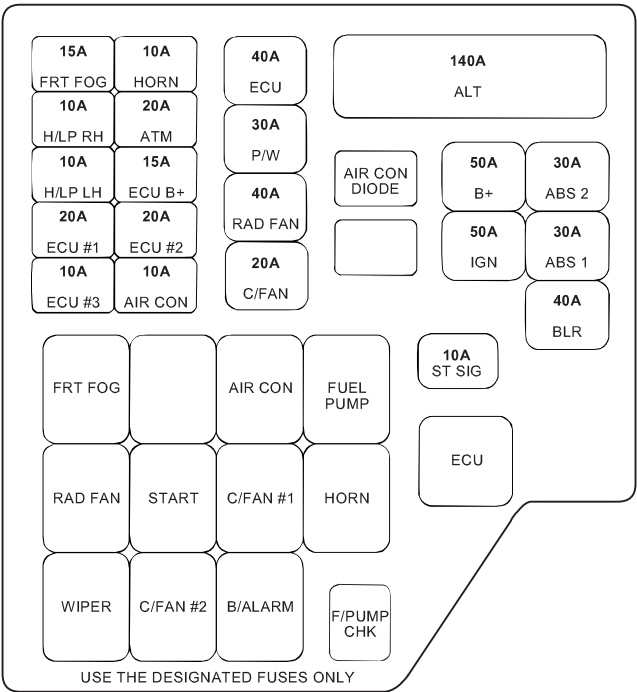
FUSE & RELAY INFORMATIONS (2)

SD100-2

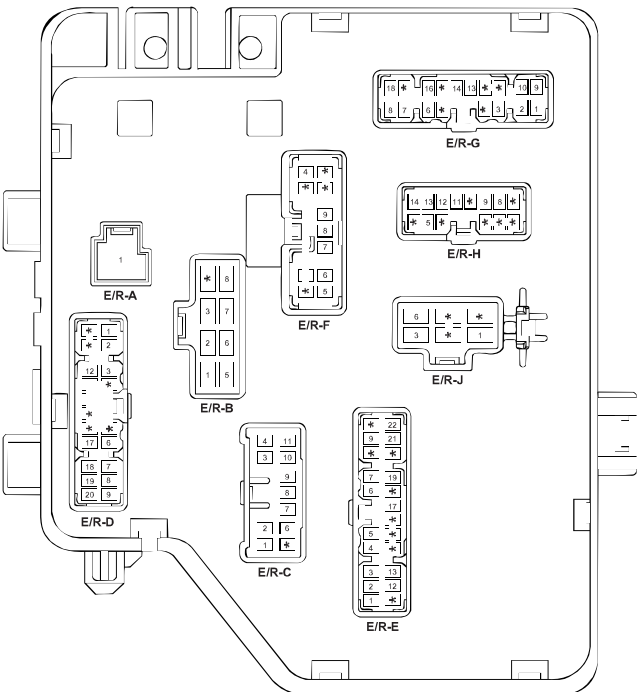
FUSE	CIRCUIT AMPERAGES	CIRCUIT PROTECTED
1	20A	Cigarette lighter & Power outlet
2	10A	Audio, Audio head unit, Power outside mirror
3	15A	Digital clock, Rear power outlet
4	10A	Cruise control
5	10A	Head lamp relay
6	25A	Seat warmer
7	10A	Rear wiper motor control
8	10A	Rear window defogger, Power outside mirror
9	10A	A/C control, Sunroof controller, Electrical chrome mirror, ETACM
10	10A	Not used
11	10A	Room lamp, Door lamp, Door warning switch, Manual A/C control module
12	15A	ETACM, Audio, Audio head unit, Digital clock, Burglar horn
13	20A	AMP speakers
14	10A	Stop lamp switch, Data link connector, Multipurpose check connector
15	10A	Hazard lamp, Immobilizer control module
16	25A	Rear wiper motor control
17	20A	Sunroof controller
18	30A	Defogger relay
19	10A	Pre-excitation resistor, Instrument cluster, ETACM, Auto light, TCS switch
20	15A	SRS control module, Seat buckle switch, Occupant classification sensor
21	10A	ECM, PCM
22	10A	Instrument cluster (Air bag IND), Telltale
23	10A	G-Sensor, ABS control module, Air bleeding connector, Immobilizer control module, 4WD control module
24	10A	Hazard switch
25	10A	Back-up lamps, Vehicle speed sensor, PCM, TCM, Ignition failure sensor
26	20A	Door lock/unlock relay, Key lock/unlock relay
27	10A	License lamp, Tail & Parking lamp (LH), Left side marker lamp, Left turn signal lamp
28	10A	Fog lamp relay, Switch illumination, Tail & parking lamp (RH), Head lamp, Vanity lamp, Right turn signal lamp
29	15A	Fail safety relay
30	10A	Radiator fan relay, Condenser fan relay
31	20A	Front wiper motor, Wiper relay, Washer motor

ENGINE COMPARTMENT JUNCTION BLOCK

< FRONT >



< BACK SIDE >



* USE THE DESIGNATED FUSES ONLY

FUSE & RELAY INFORMATIONS

FUSE & RELAY INFORMATIONS (4)

SD100-4

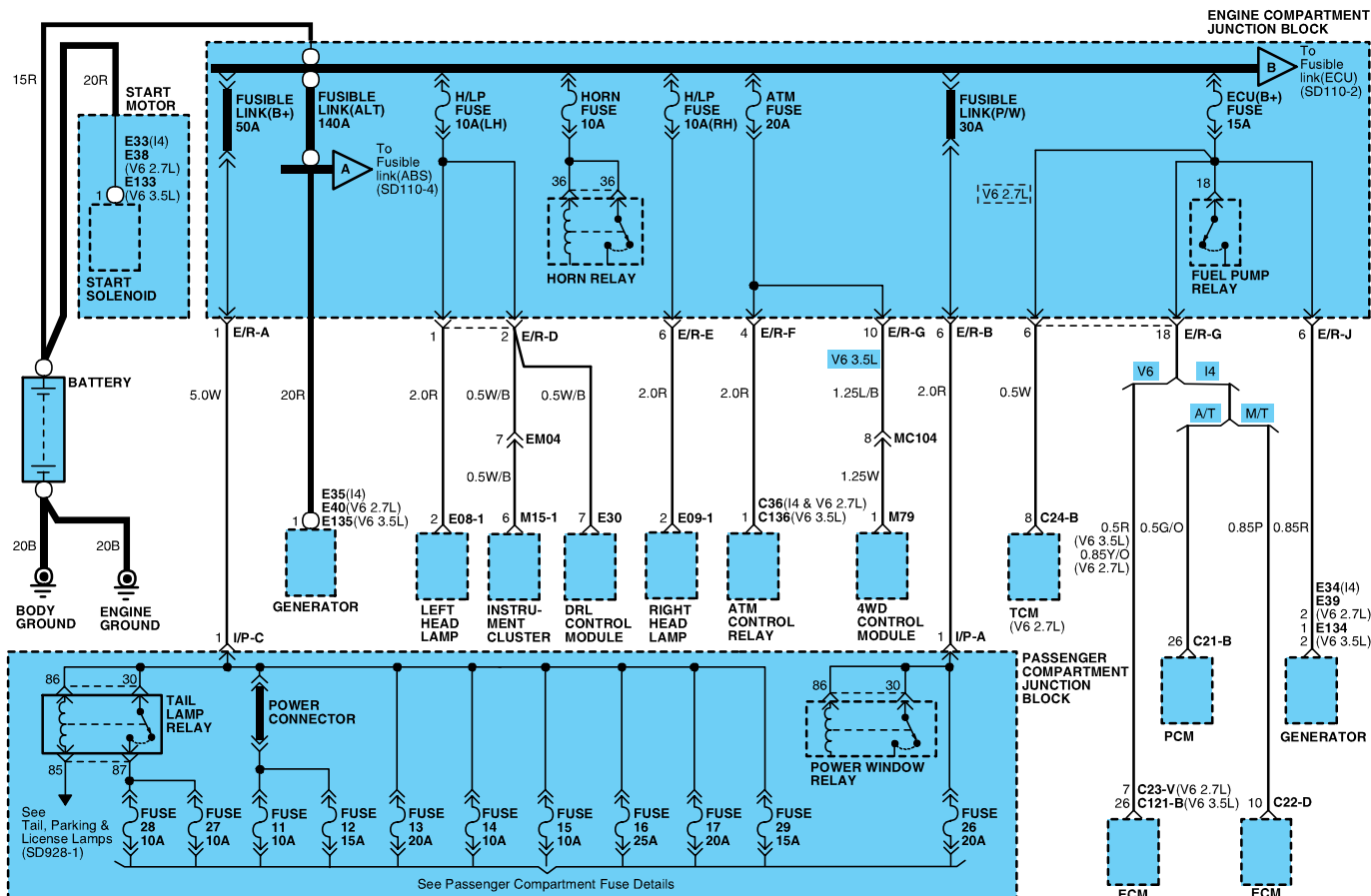
DESCRIPTION		(A)	CIRCUIT PROTECTED
FUSIBLE LINK	ALT	140A	Generator
	B+	50A	Tail lamp relay, Fuse 11~17, Fuse 29, Power connector
	IGN	50A	Start relay, Ignition switch
	BLR	40A	A/C Fuse, Blower relay
	ABS.1	30A	ABS control module, Air bleeding connector
	ABS.2	30A	ABS control module, Air bleeding connector
	ECU	40A	Engine control relay
	P/W	30A	Power window relay, Fuse 26
	RAD FAN	40A	Radiator fan relay
	C/FAN	20A	Condenser fan relay
FUSE	FRT FOG	15A	Fog lamp relay
	H/LP(LH)	10A	Left head lamp, Instrument cluster, DRL control module
	H/LP(RH)	10A	Right head lamp
	ECU #1	20A	Oxygen sensor, Ignition failure sensor
	ECU #2	20A	Injector, Oxygen sensor
	ECU #3	10A	ECM, PCM, EGR solenoid, Crankshaft position sensor, Camshaft position sensor CCV, MAF sensor, Stop lamp switch, Fail safety relay
	ECU(B+)	15A	Fuel pump relay, ECM, TCM, Generator, PCM
	ATM	20A	ATM control relay, 4WD control module
	HORN	10A	Horn relay
	A/C	10A	A/C relay
	ST SIG	10A	ECM

*** USE THE DESIGNATED FUSE ONLY**

POWER DISTRIBUTION E2DD8921

POWER DISTRIBUTION (1)

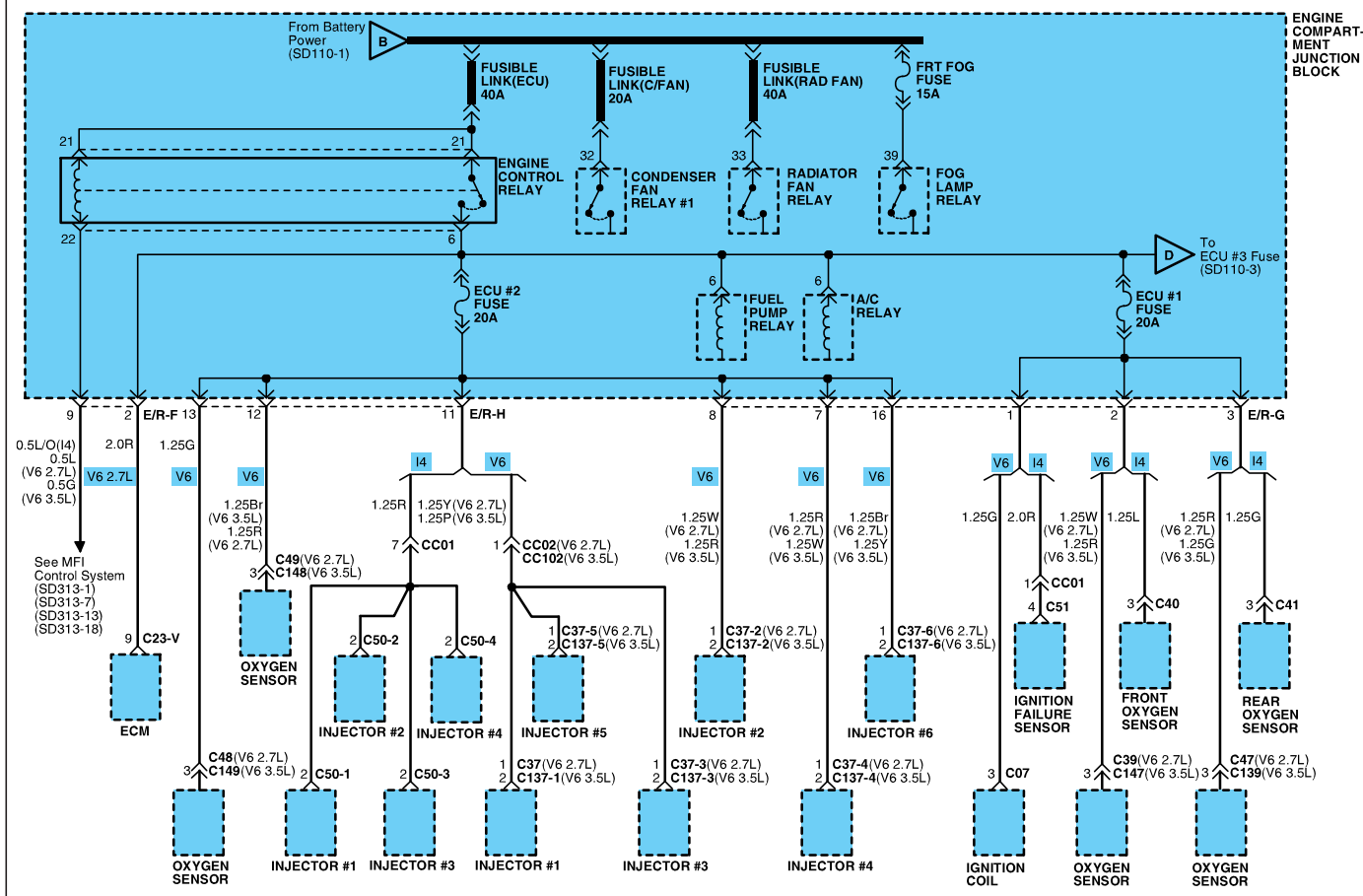
SD110-1



N2SMG110A

POWER DISTRIBUTION (2)

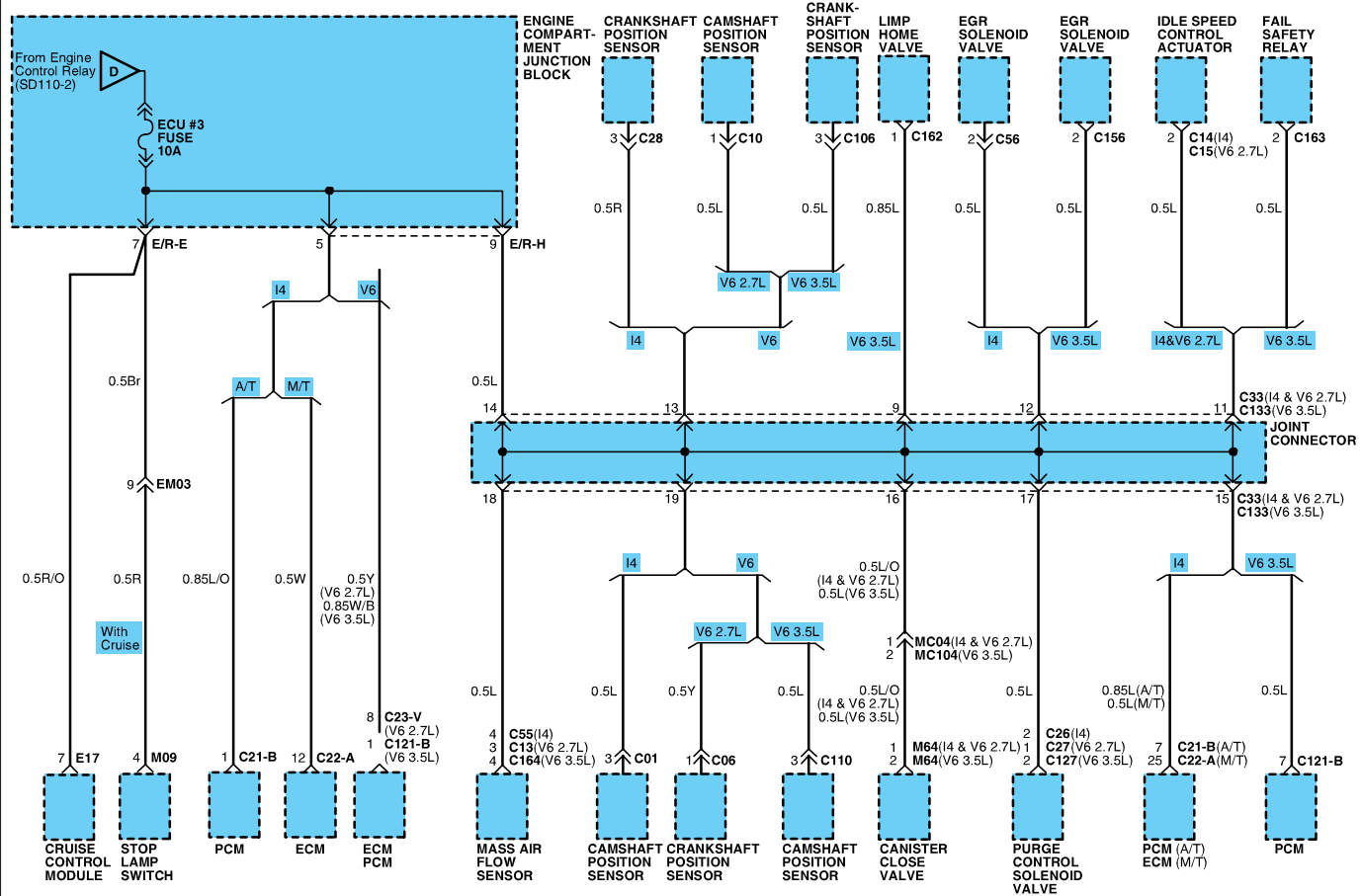
N2SMG110B



POWER DISTRIBUTION

POWER DISTRIBUTION (3)

SD110-3

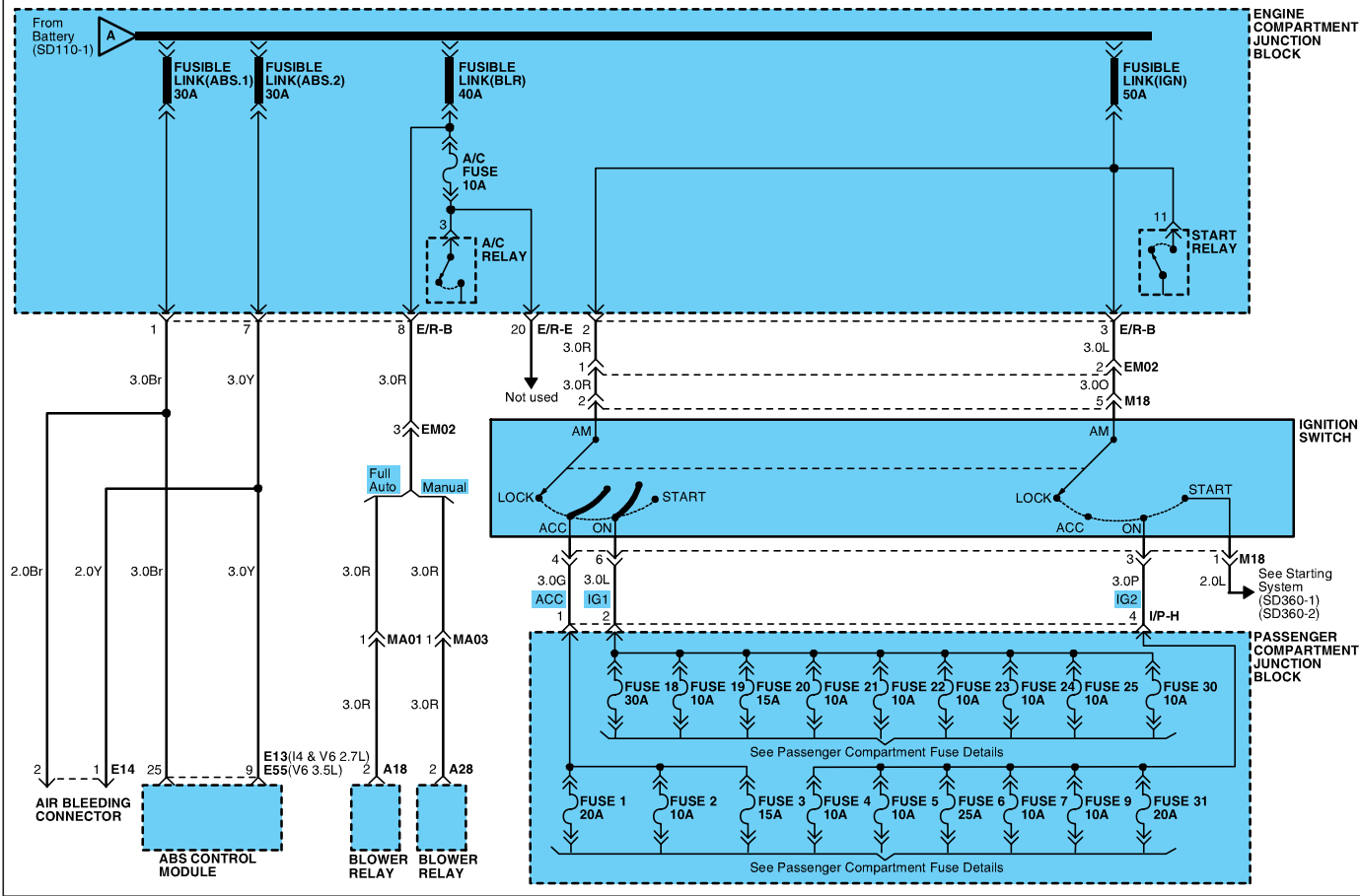


N2SMG110C

POWER DISTRIBUTION

POWER DISTRIBUTION (4)

SD110-4



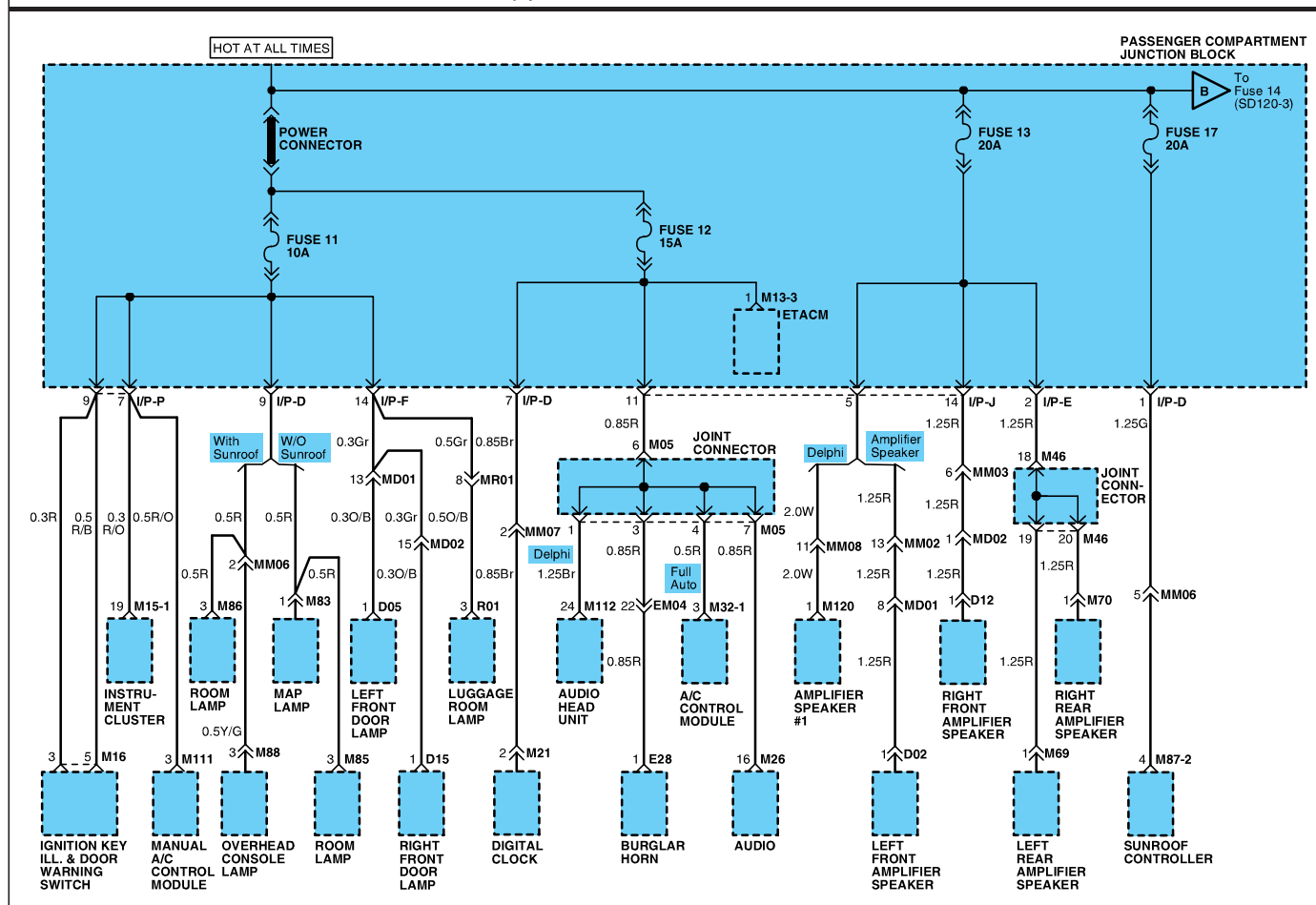
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SD120-1

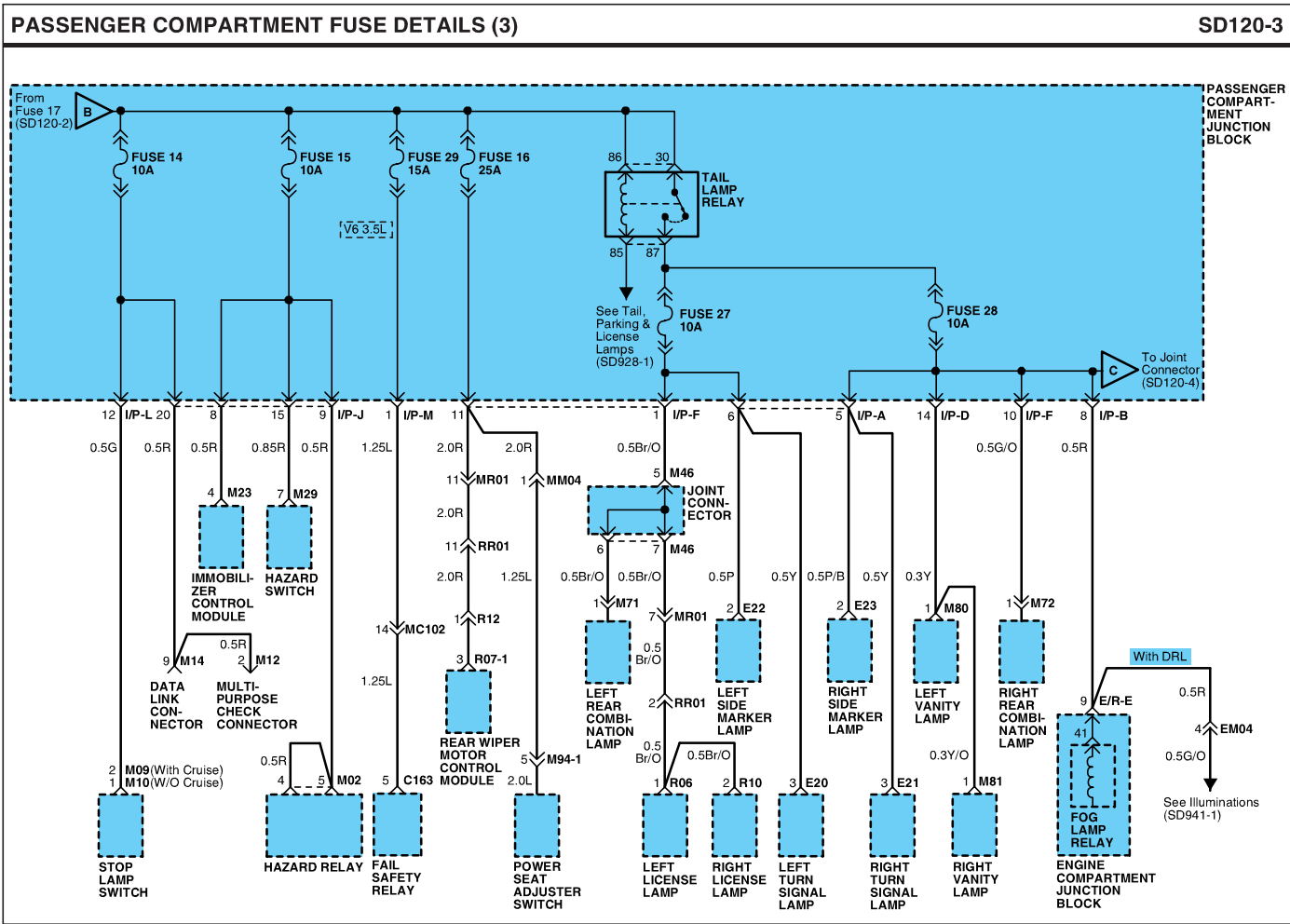


PASSENGER COMPARTMENT FUSE DETAILS (2)

N2SMG120B

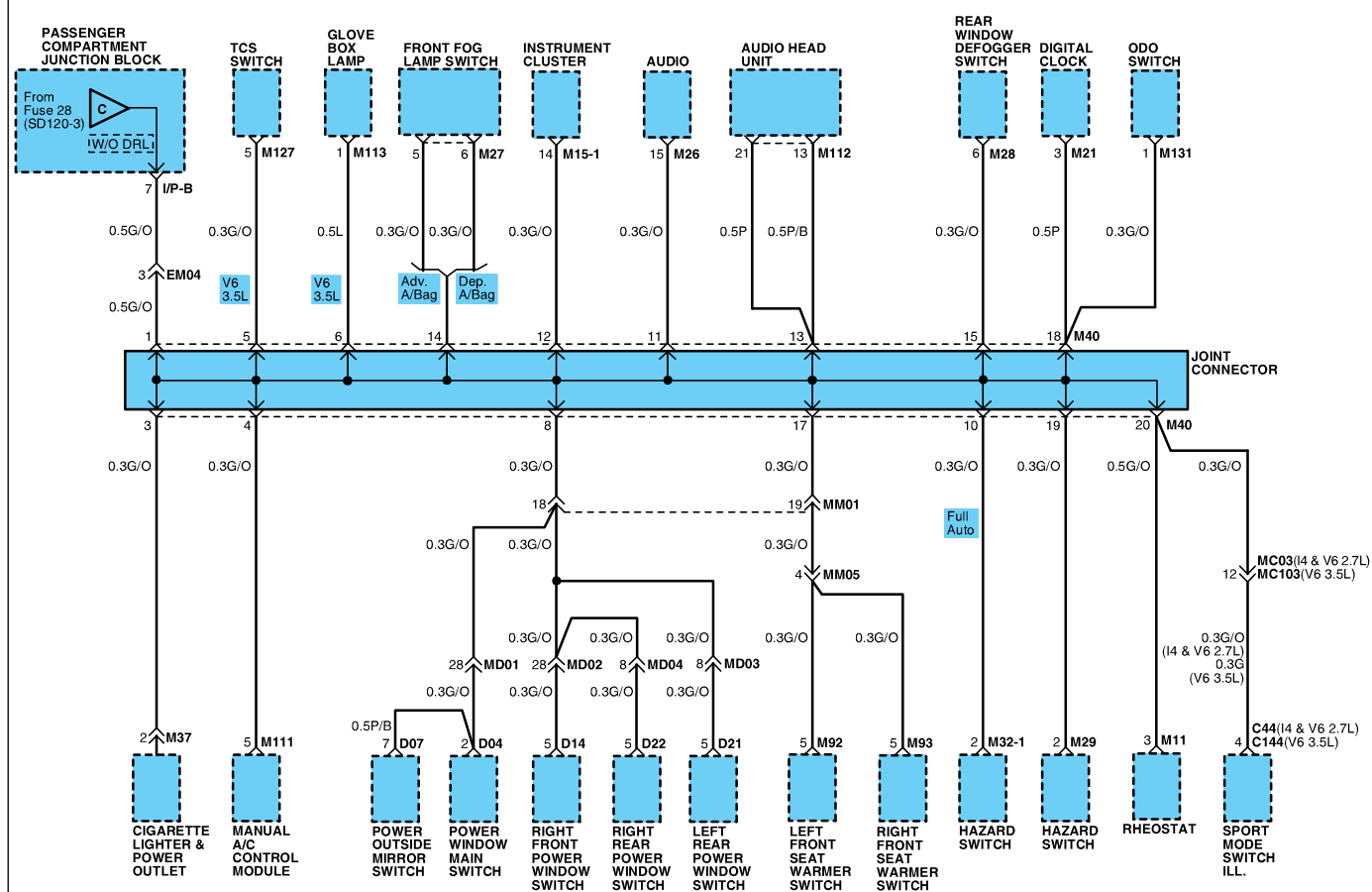


PASSENGER COMPARTMENT FUSE DETAILS



PASSENGER COMPARTMENT FUSE DETAILS (4)

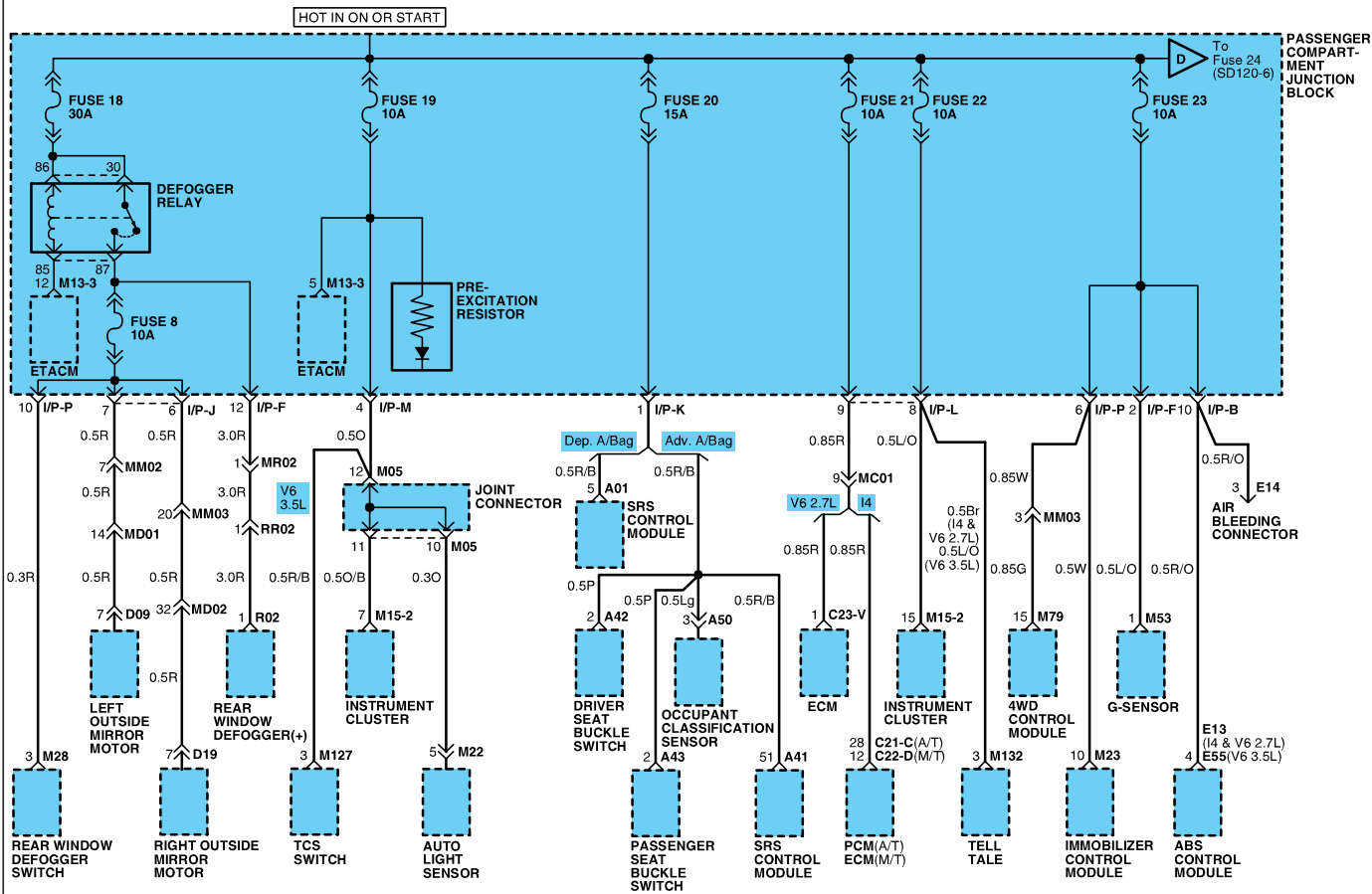
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PASSENGER COMPARTMENT FUSE DETAILS

PASSENGER COMPARTMENT FUSE DETAILS (5)

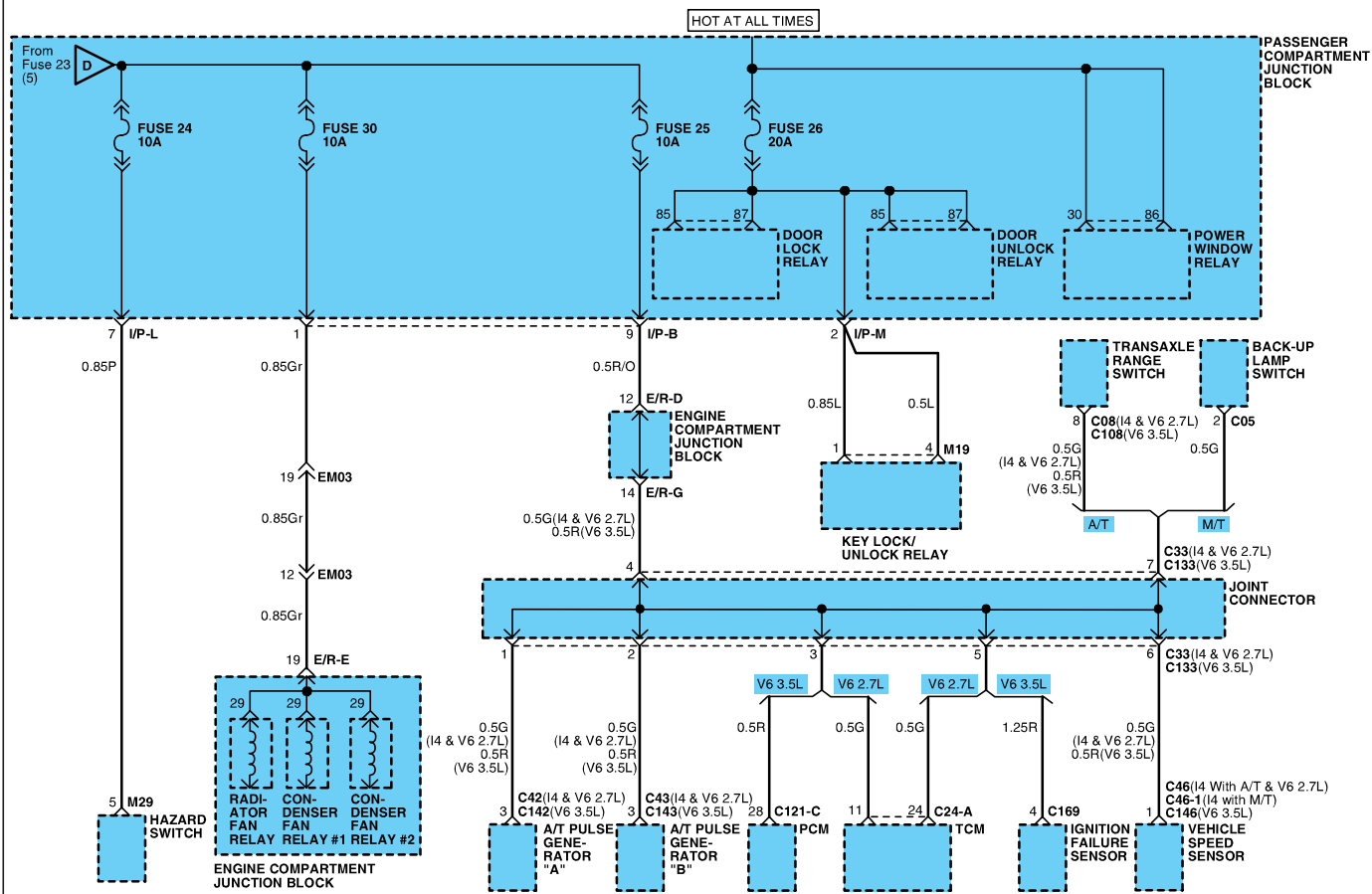
SD120-5

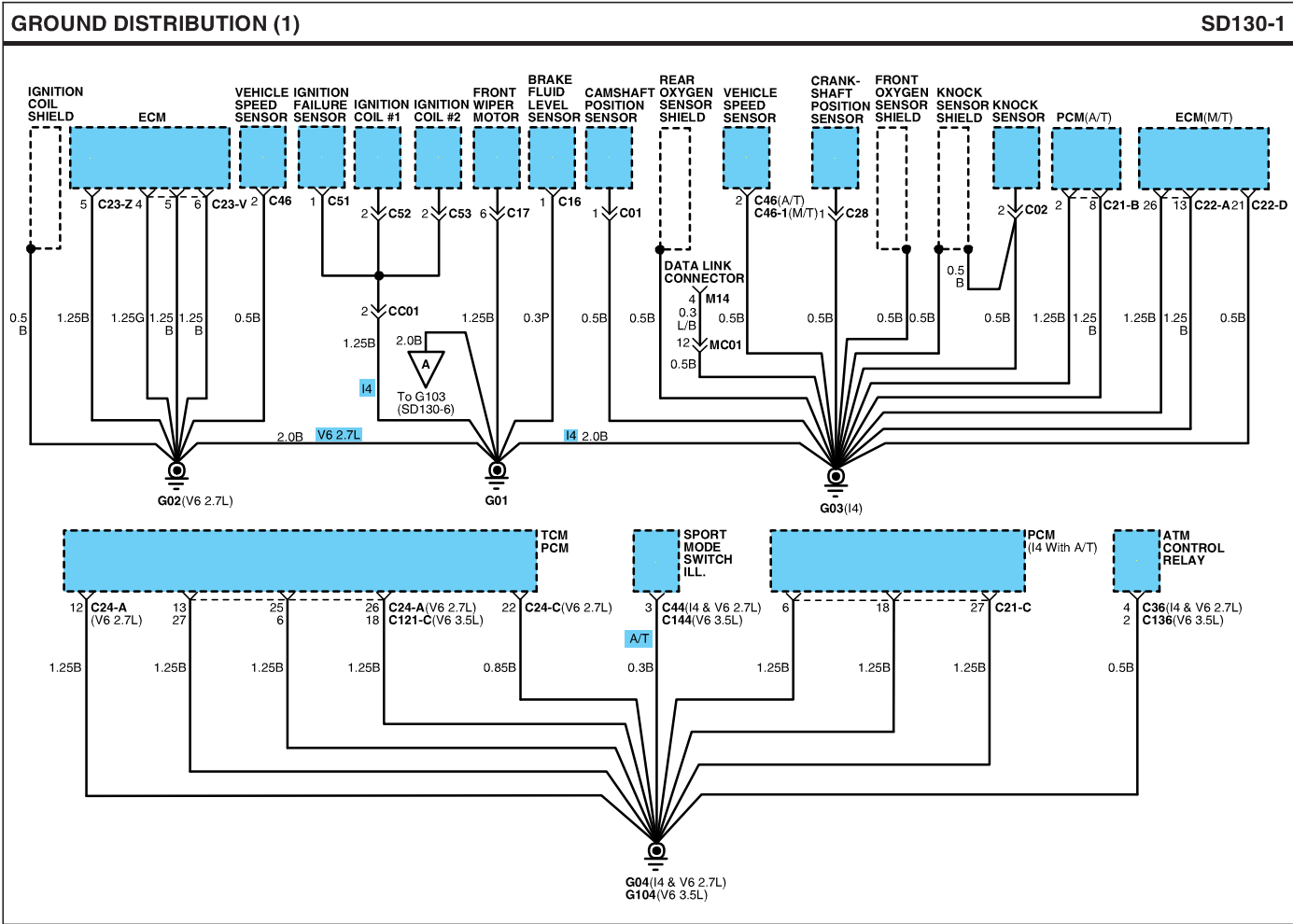


PASSENGER COMPARTMENT FUSE DETAILS

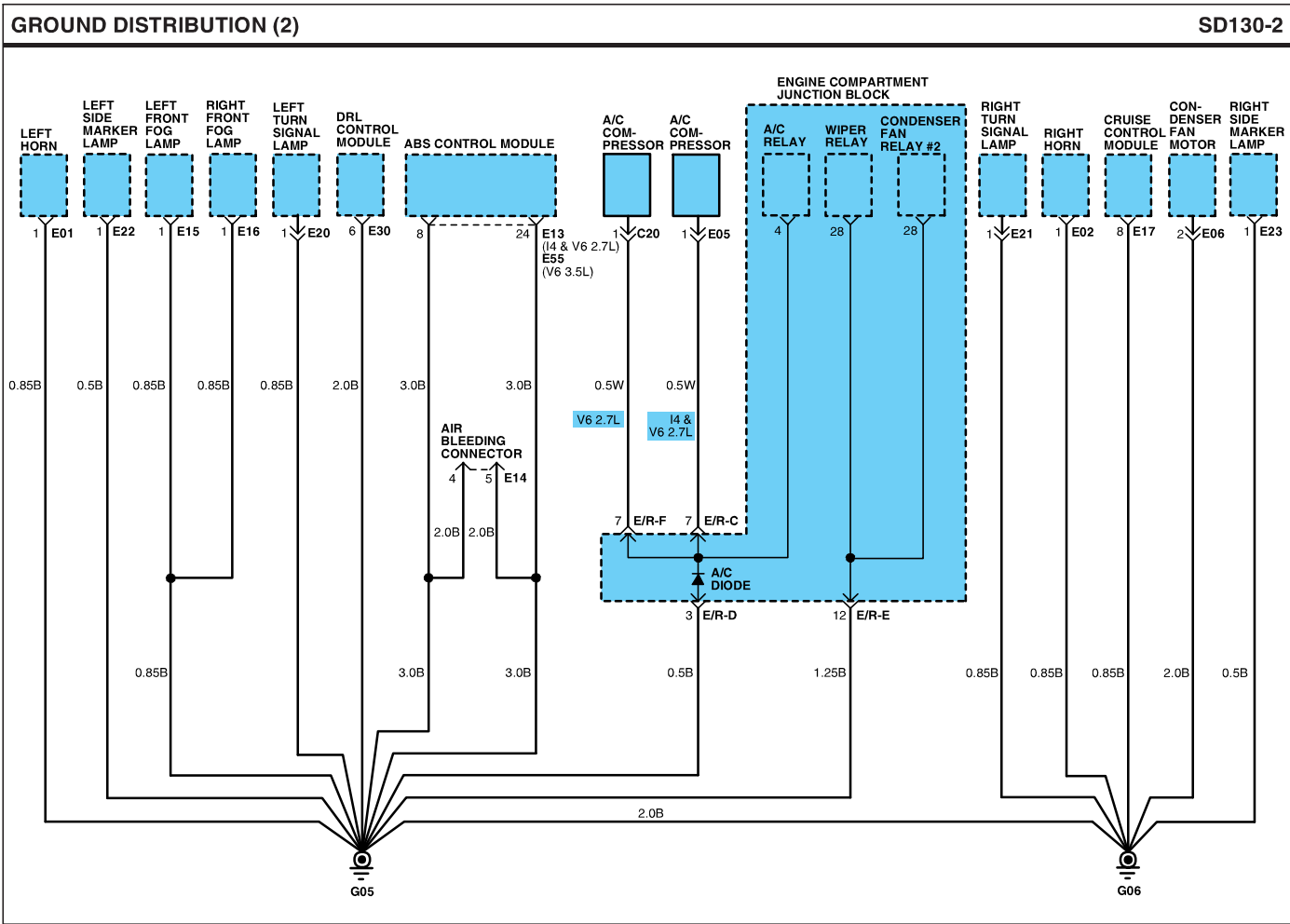
PASSENGER COMPARTMENT FUSE DETAILS (6)

SD120-6

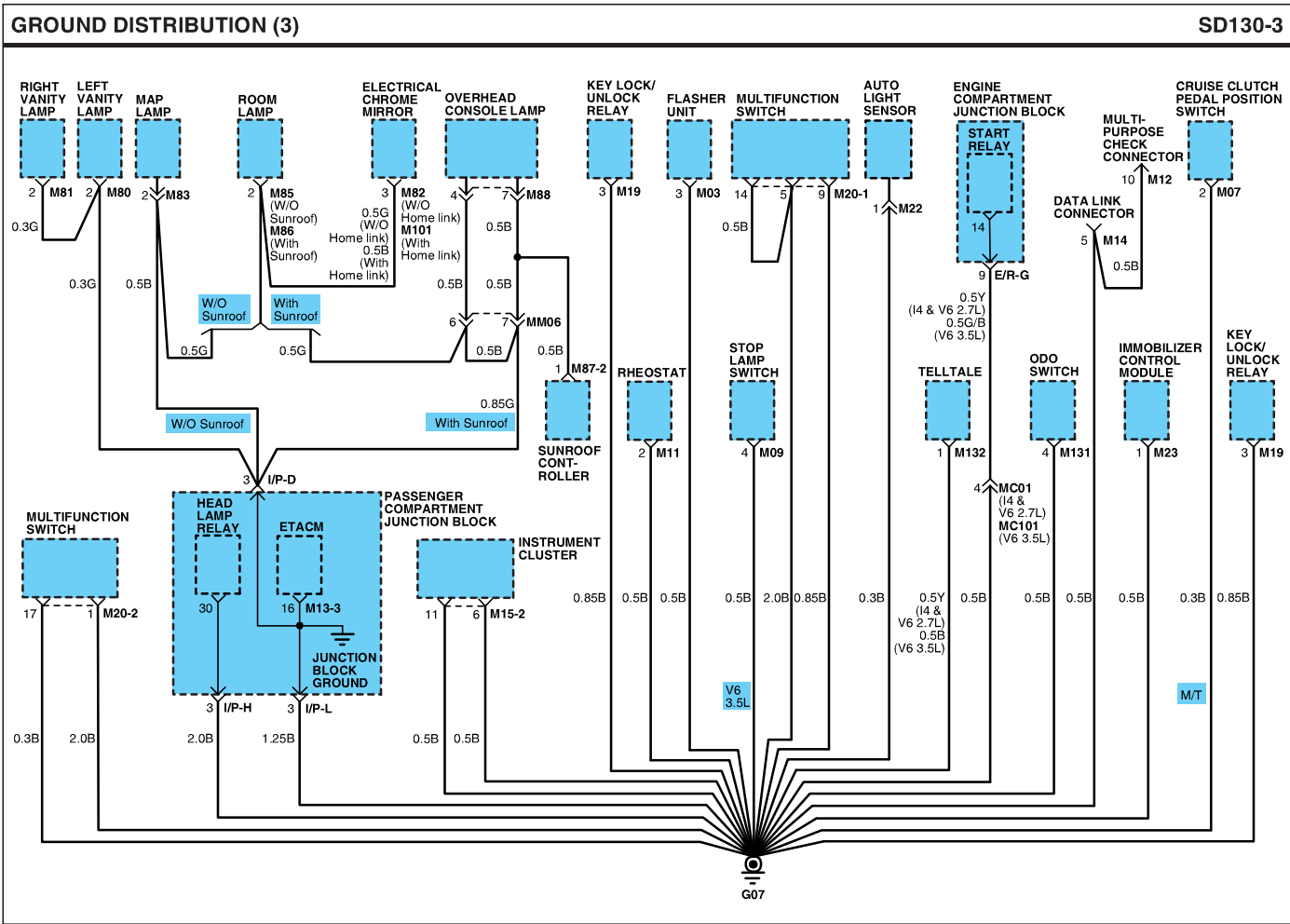




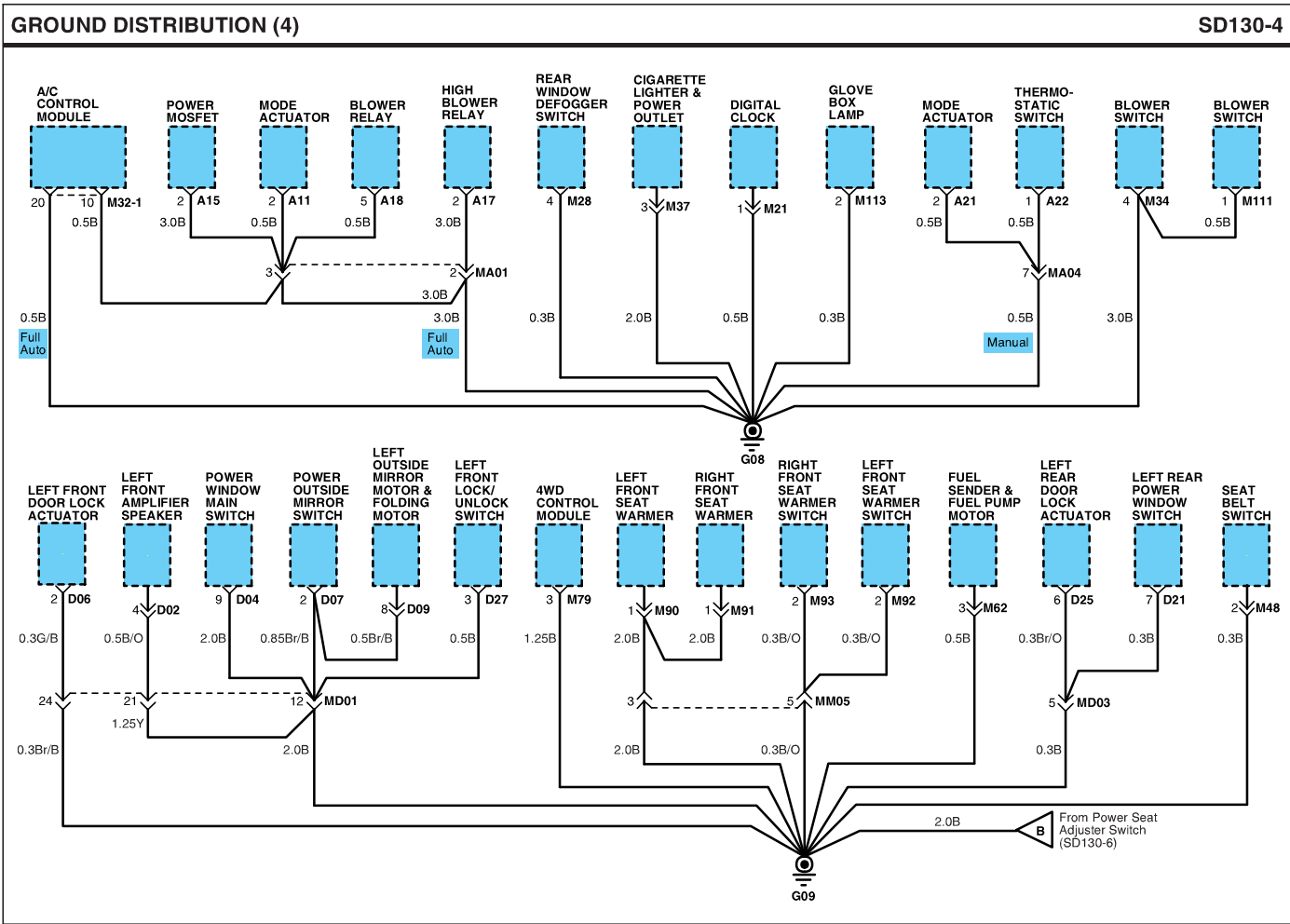
GROUND DISTRIBUTION



GROUND DISTRIBUTION



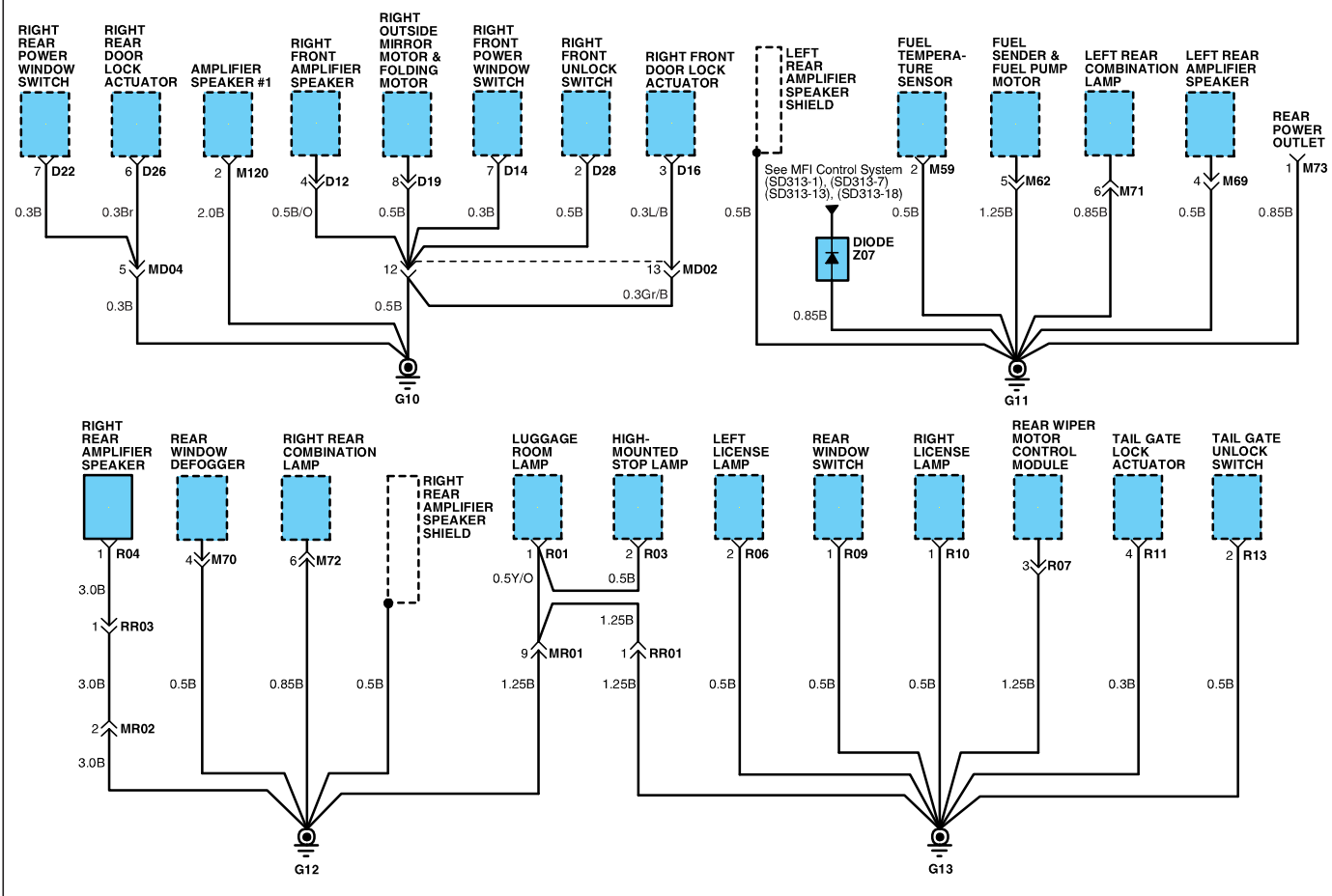
GROUND DISTRIBUTION



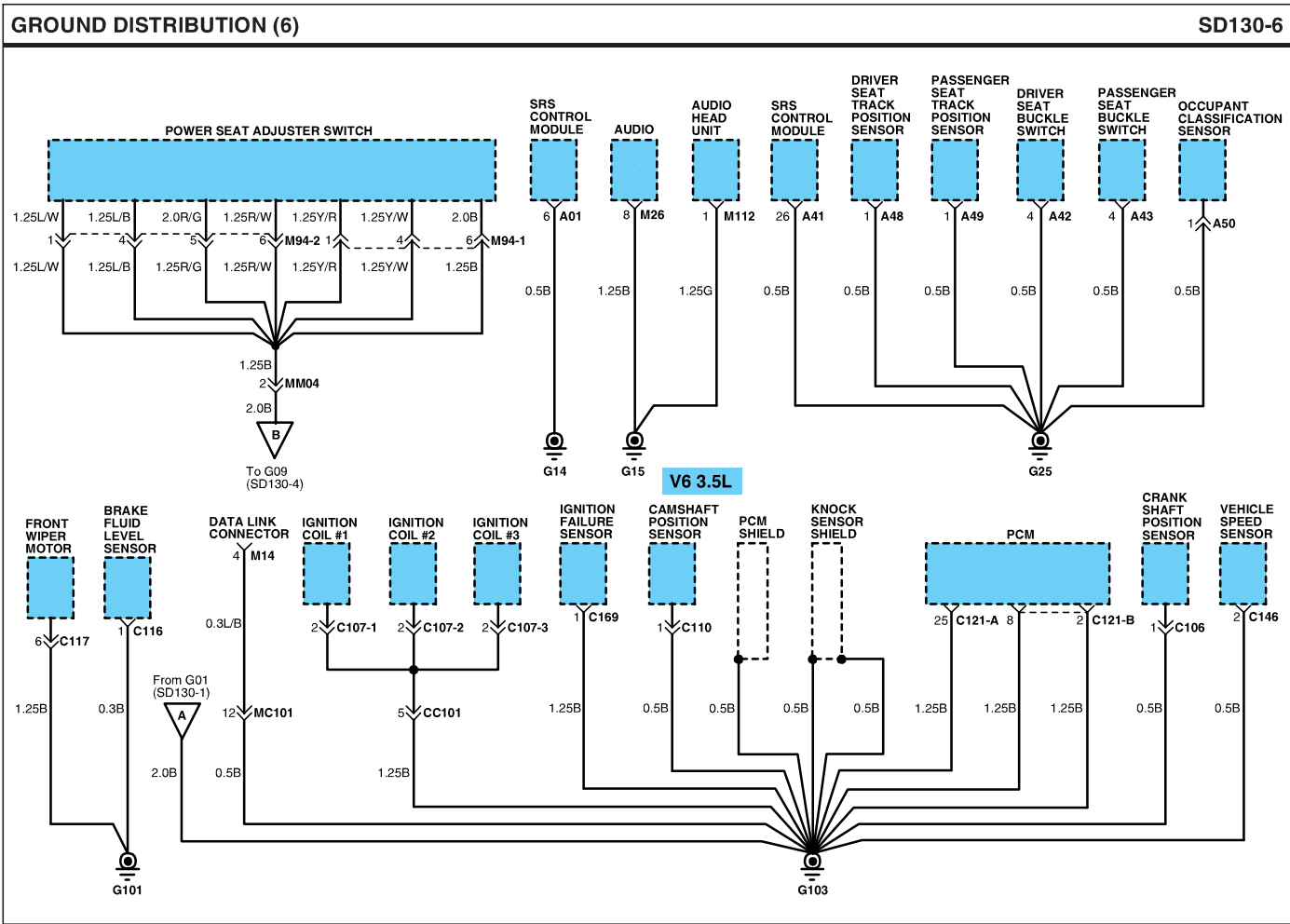
GROUND DISTRIBUTION

GROUND DISTRIBUTION (5)

SD130-5

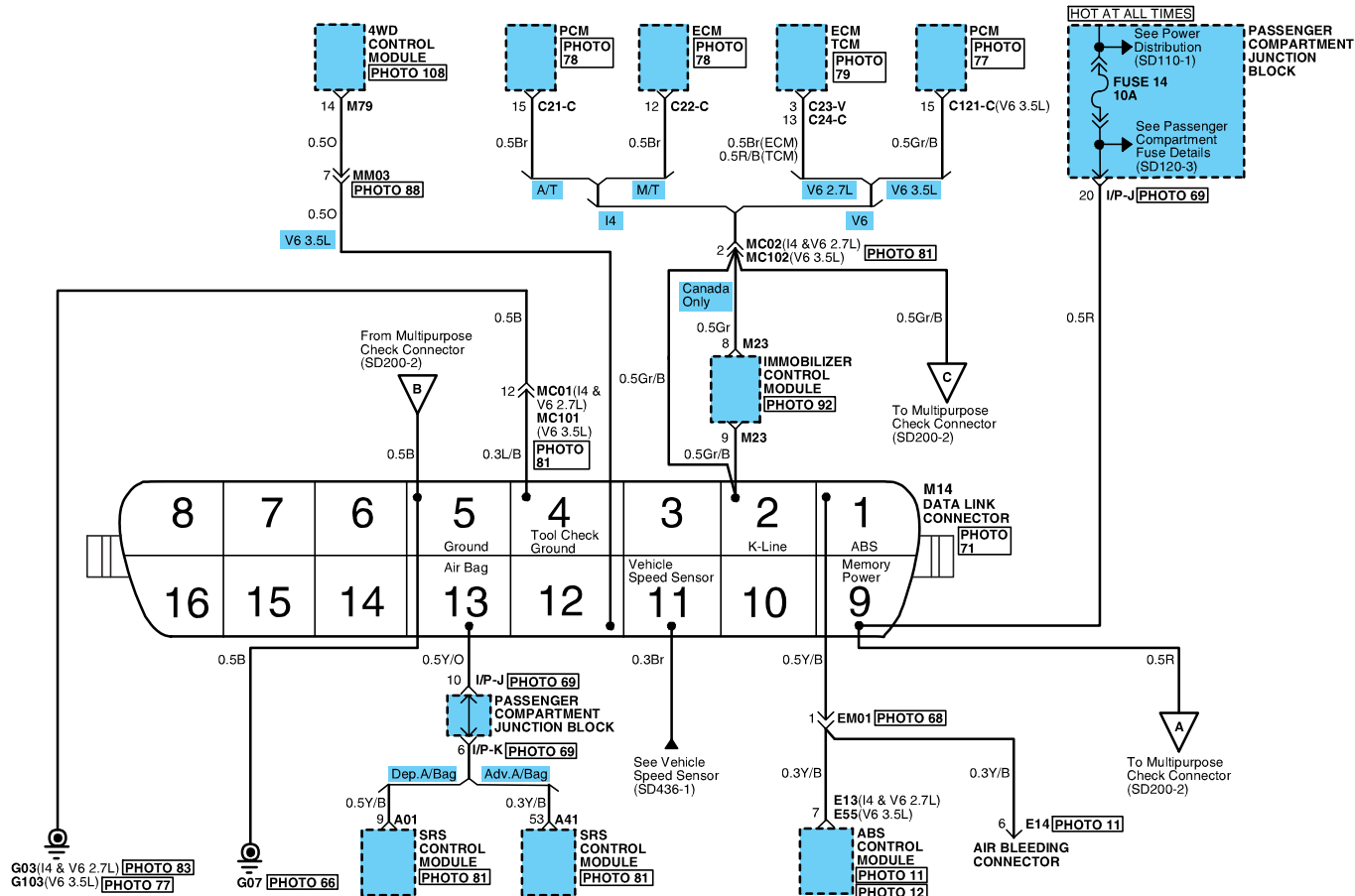


GROUND DISTRIBUTION



DATA LINK DETAILS (1)

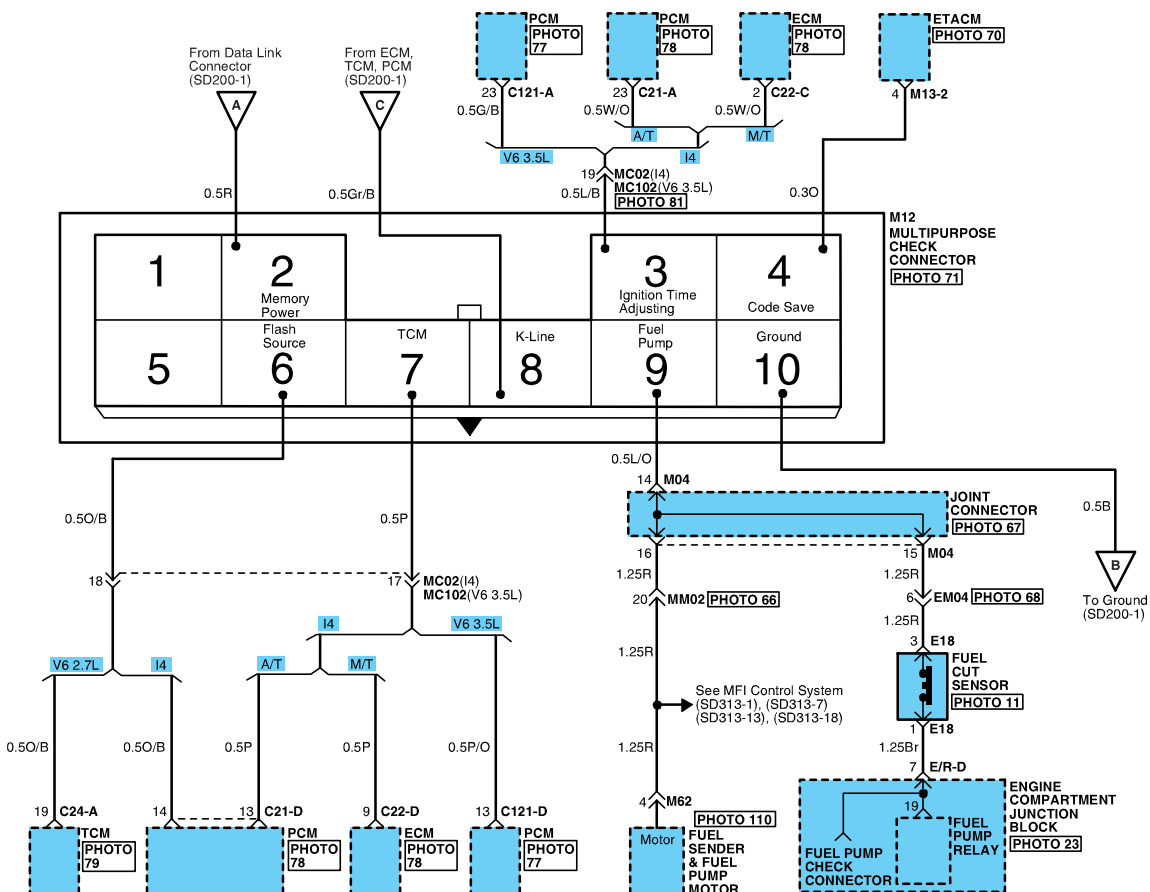
SD200-1



DATA LINK DETAILS

DATA LINK DETAILS (2)

SD200-2



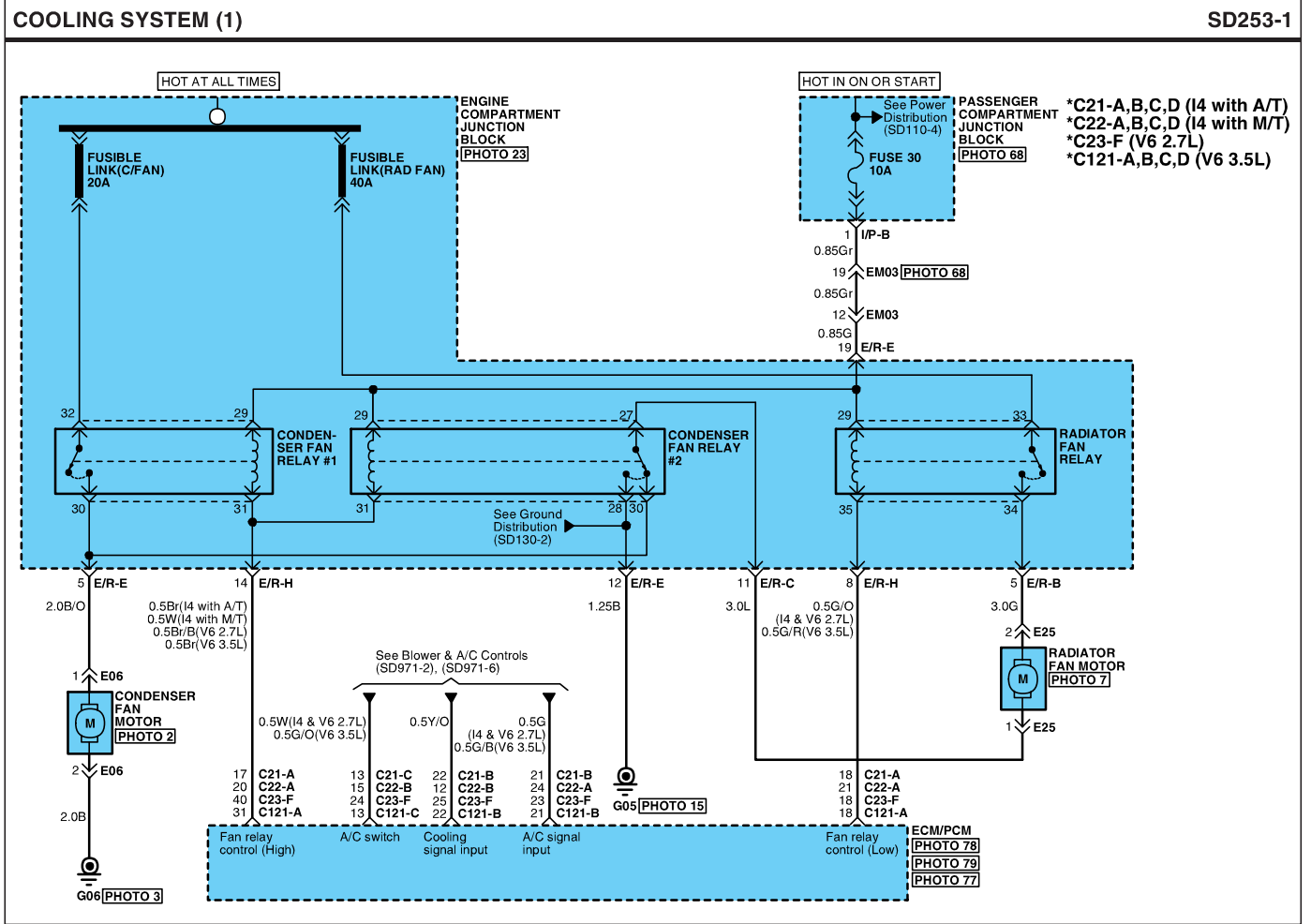
N2SMG200B

DATA LINK DETAILS

DATA LINK DETAILS (3)																								SD200-3																																																																																																																																																																														
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DATA LINK DETAILS

DATA LINK DETAILS (4)			SD200-4
E13 CR25F005	E14 CR06M006	E18 CR03F017	E55 CR25F005
M12 CR10M003	M13-2 CR12F015	M14(I4 & V6 2.7L) CR16F022	M14(V6 3.5L) CR16F022
M23 CR10F003	M62 CR05F23	M79 CR26F005	

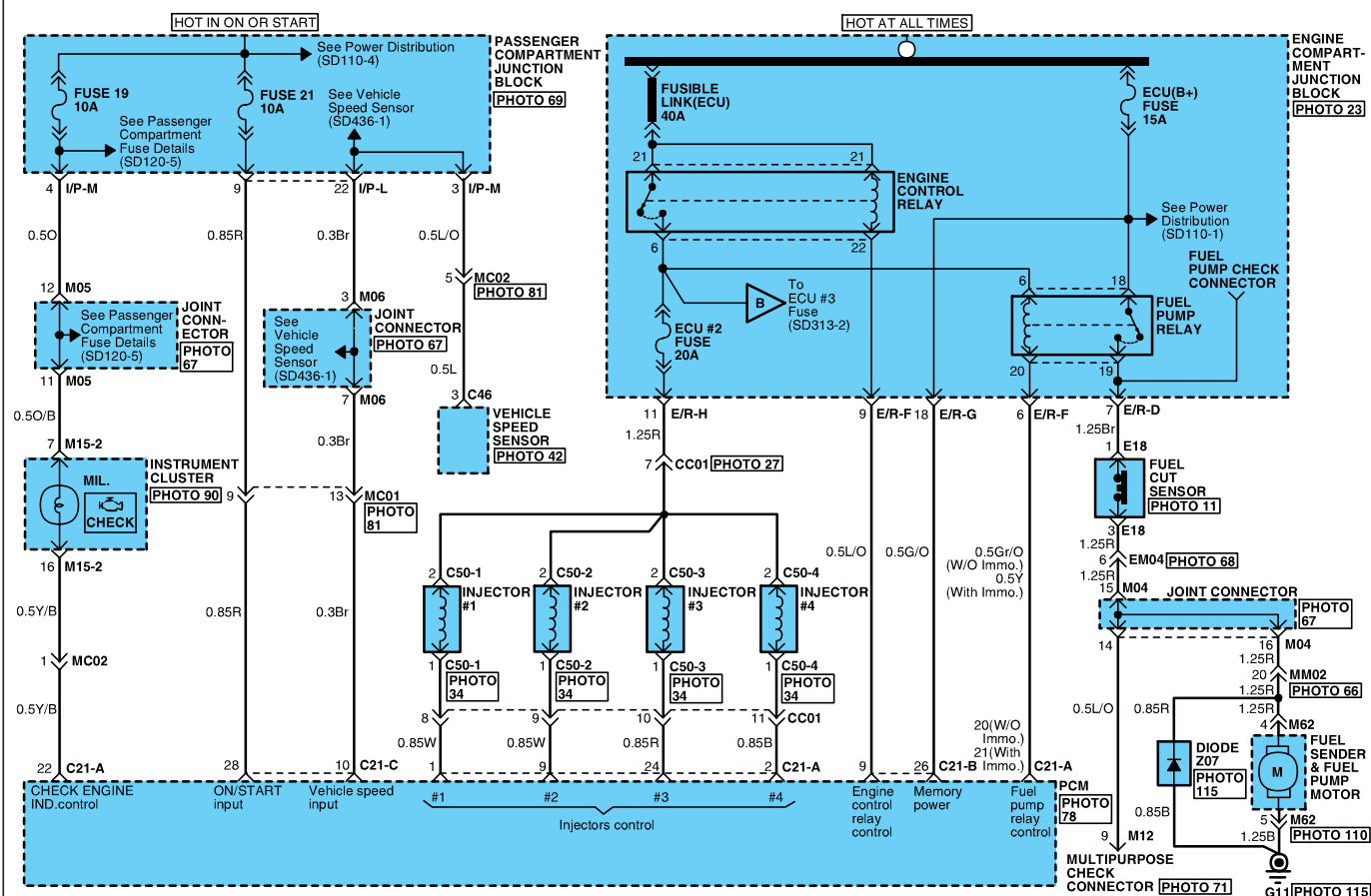


COOLING SYSTEM

COOLING SYSTEM (2)										SD253-2																																																																																																																																																																		
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Circuit Description The ECM (Engine Control Module) or PCM(Powertrain control module)controls the operation of the radiator fan motor and the condenser fan motor. The control module monitors coolant temperature through the engine coolant temperature sensor. The module also monitors A/C operation through the A/C switch ON input and A/C pressure switch input. Using these input signals, the module controls the coil of the appropriate relays (condenser fan relays and radiator fan relay) to provide optimal cooling fan operation.																																																																																																																																																																												

MFI CONTROL SYSTEM (I4 WITH A/T) (1)

SD313-1



MFI CONTROL SYSTEM (I4 WITH A/T) (2)

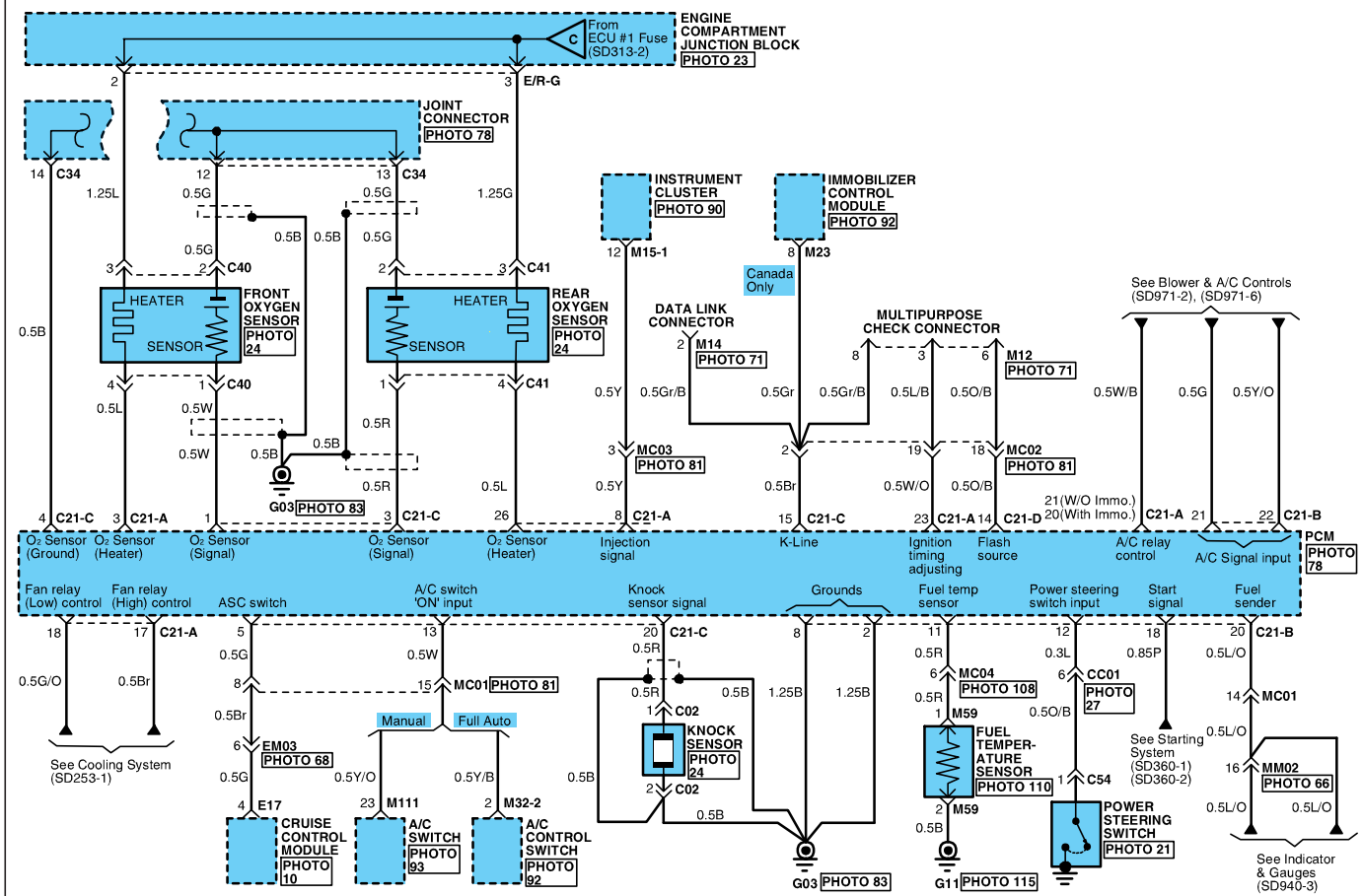
ENGINE
COMPARTMENT
UNCTION
LOCK
HOTO 23



MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (I4 WITH A/T) (3)

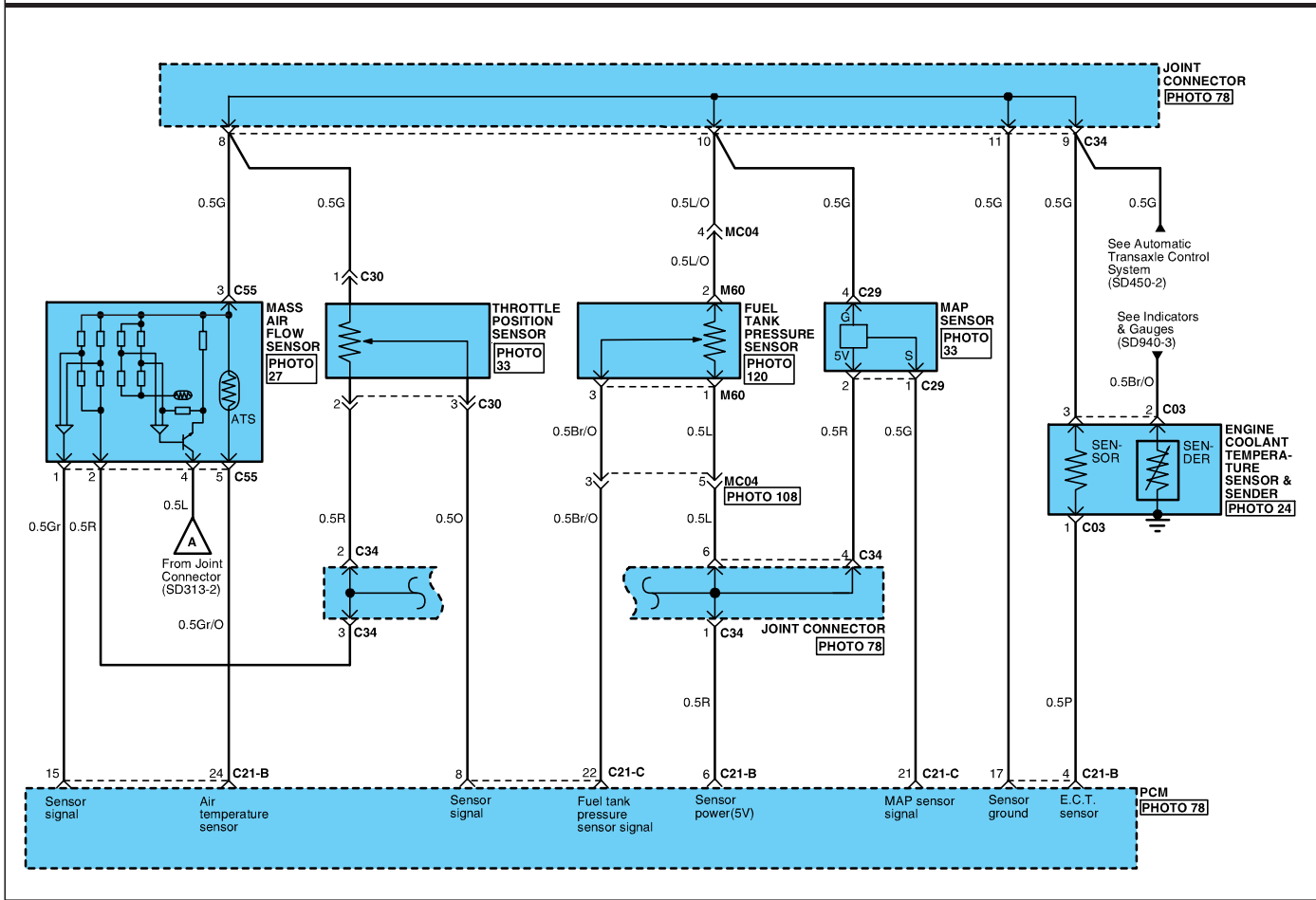
SD313-3



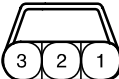
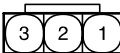
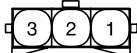
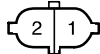
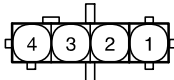
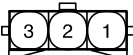
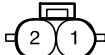
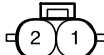
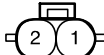
MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (I4 WITH A/T) (4)

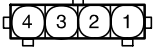
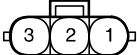
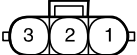
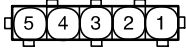
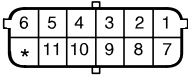
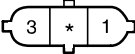
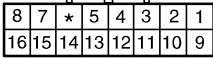
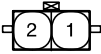
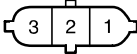
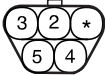
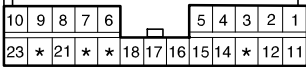
SD313-4



MFI CONTROL SYSTEM

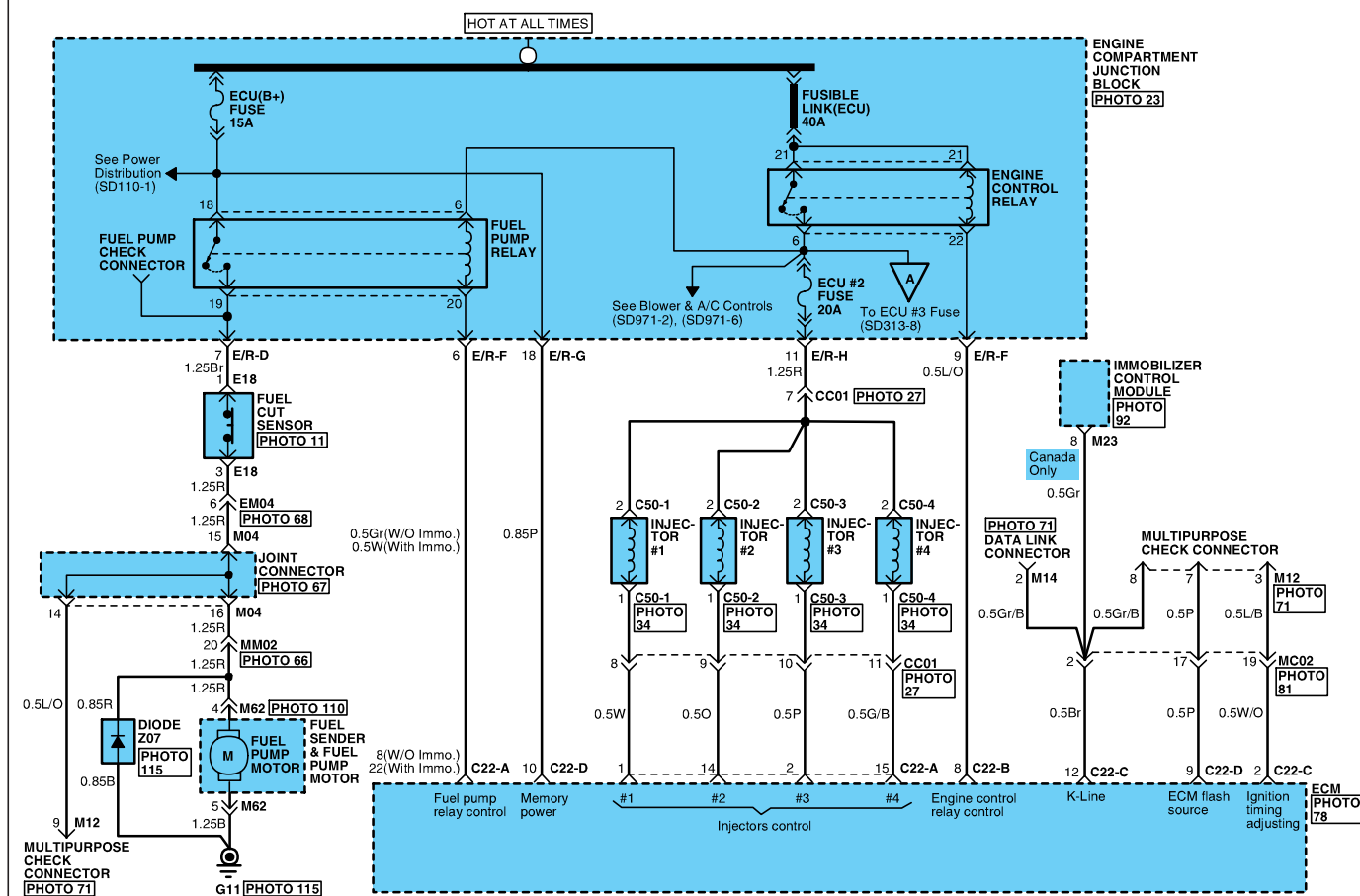
MFI CONTROL SYSTEM (I4 WITH A/T) (5)				SD313-5																																																																																																				
C01  CR03F070	C02  CR02F040	C03  CR03F071	C14  CR03F029																																																																																																					
C21-A <table><tr><td>8</td><td>*</td><td>6</td><td>*</td><td></td><td></td><td>*</td><td>3</td><td>2</td><td>1</td></tr><tr><td>23</td><td>22</td><td>21</td><td>20</td><td>*</td><td>18</td><td>17</td><td>*</td><td>*</td><td>14</td><td>*</td><td>12</td><td>11</td><td>*</td><td>9</td></tr><tr><td>35</td><td>34</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>28</td><td>*</td><td>26</td><td>*</td><td>24</td></tr></table> CR35F001		8	*	6	*			*	3	2	1	23	22	21	20	*	18	17	*	*	14	*	12	11	*	9	35	34	*	*	*	*	*	*	28	*	26	*	24	C21-B <table><tr><td>6</td><td>5</td><td>4</td><td></td><td></td><td></td><td>3</td><td>2</td><td>1</td></tr><tr><td>17</td><td>16</td><td>15</td><td>*</td><td>*</td><td>12</td><td>11</td><td>10</td><td>9</td><td>8</td><td>7</td></tr><tr><td>26</td><td>*</td><td>24</td><td>*</td><td>*</td><td>22</td><td>21</td><td>20</td><td>19</td><td>18</td></tr></table> CR26F004		6	5	4				3	2	1	17	16	15	*	*	12	11	10	9	8	7	26	*	24	*	*	22	21	20	19	18	C21-C <table><tr><td>7</td><td>6</td><td>5</td><td></td><td></td><td></td><td>4</td><td>3</td><td>*</td><td>1</td></tr><tr><td>19</td><td>18</td><td>*</td><td>*</td><td>15</td><td>*</td><td>13</td><td>*</td><td>*</td><td>10</td><td>*</td><td>8</td></tr><tr><td>28</td><td>27</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>22</td><td>21</td><td>20</td></tr></table> CR28F001	7	6	5				4	3	*	1	19	18	*	*	15	*	13	*	*	10	*	8	28	27	*	*	*	*	*	22	21	20
8	*	6	*			*	3	2	1																																																																																															
23	22	21	20	*	18	17	*	*	14	*	12	11	*	9																																																																																										
35	34	*	*	*	*	*	*	28	*	26	*	24																																																																																												
6	5	4				3	2	1																																																																																																
17	16	15	*	*	12	11	10	9	8	7																																																																																														
26	*	24	*	*	22	21	20	19	18																																																																																															
7	6	5				4	3	*	1																																																																																															
19	18	*	*	15	*	13	*	*	10	*	8																																																																																													
28	27	*	*	*	*	*	22	21	20																																																																																															
C21-D <table><tr><td>7</td><td>6</td><td>*</td><td></td><td></td><td></td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>20</td><td>*</td><td>*</td><td>*</td><td>*</td><td>14</td><td>13</td><td>*</td><td>*</td><td>10</td><td>9</td><td>8</td></tr><tr><td>30</td><td>29</td><td>*</td><td>*</td><td>27</td><td>*</td><td>25</td><td>24</td><td>23</td><td>22</td><td>21</td></tr></table> CR30F007	7	6	*				4	3	2	1	20	*	*	*	*	14	13	*	*	10	9	8	30	29	*	*	27	*	25	24	23	22	21	C26  CR02F034	C28  CR03F020	C29  CR04F064																																																																				
7	6	*				4	3	2	1																																																																																															
20	*	*	*	*	14	13	*	*	10	9	8																																																																																													
30	29	*	*	27	*	25	24	23	22	21																																																																																														
C30  CR03F029	C40  CR04F027	C41  CR04F027	C46  CR03F020																																																																																																					
C50-1  CR02F070	C50-2  CR02F070	C50-3  CR02F070	C50-4  CR02F070																																																																																																					

MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (I4 WITH A/T) (6)			SD313-6
C51  CR04F036	C52  CR03F032	C53  CR03F032	C54  CR01F016
C55  CR05F017	C56  CR02F040	C59  CR01F005	E17  CR12F014
E18  CR03F017	M32-2  CR16F015	M59  CR02F091	M60  CR03F017
M62  CR05F023	M64  CR02F097	M111  CR23F002	BLANK
Circuit Description The Multiport Fuel Injection (MFI) control system is an electronic fuel metering system with fuel injectors near the inlet port of each cylinder. The amount of fuel injection is determined by the PCM according to engine speed and intake air-flow quantity measured. The emission control system includes the oxygen sensors and catalytic converters. The MFI's three major functions are air-fuel mixture, idle speed, and ignition timing control. Refer to the Shop Manual, section FL for details.			

MFI CONTROL SYSTEM (I4 WITH M/T) (1)

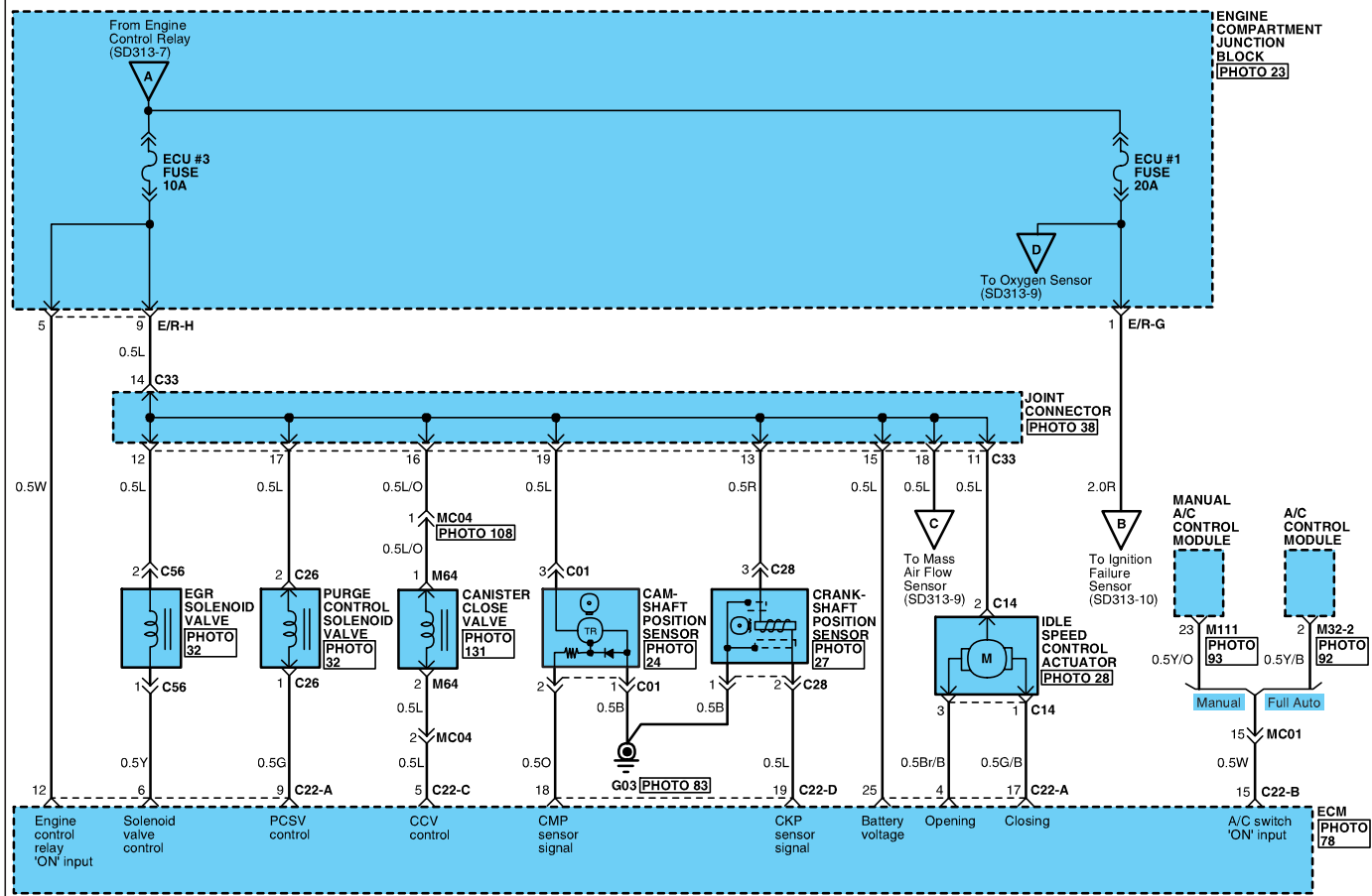
N2SMG313G



MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (I4 WITH M/T) (2)

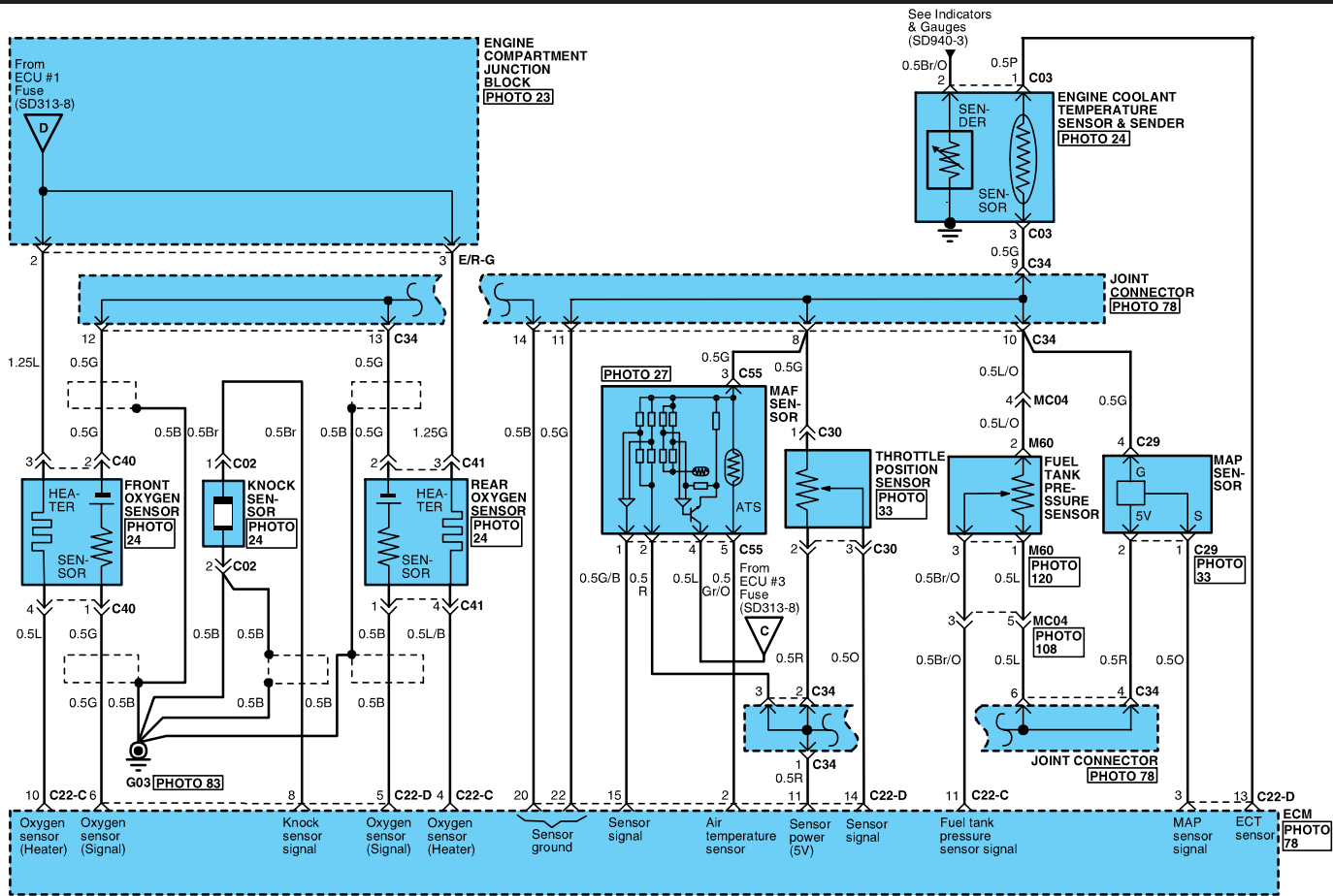
SD313-8



MFI CONTROL SYSTEM

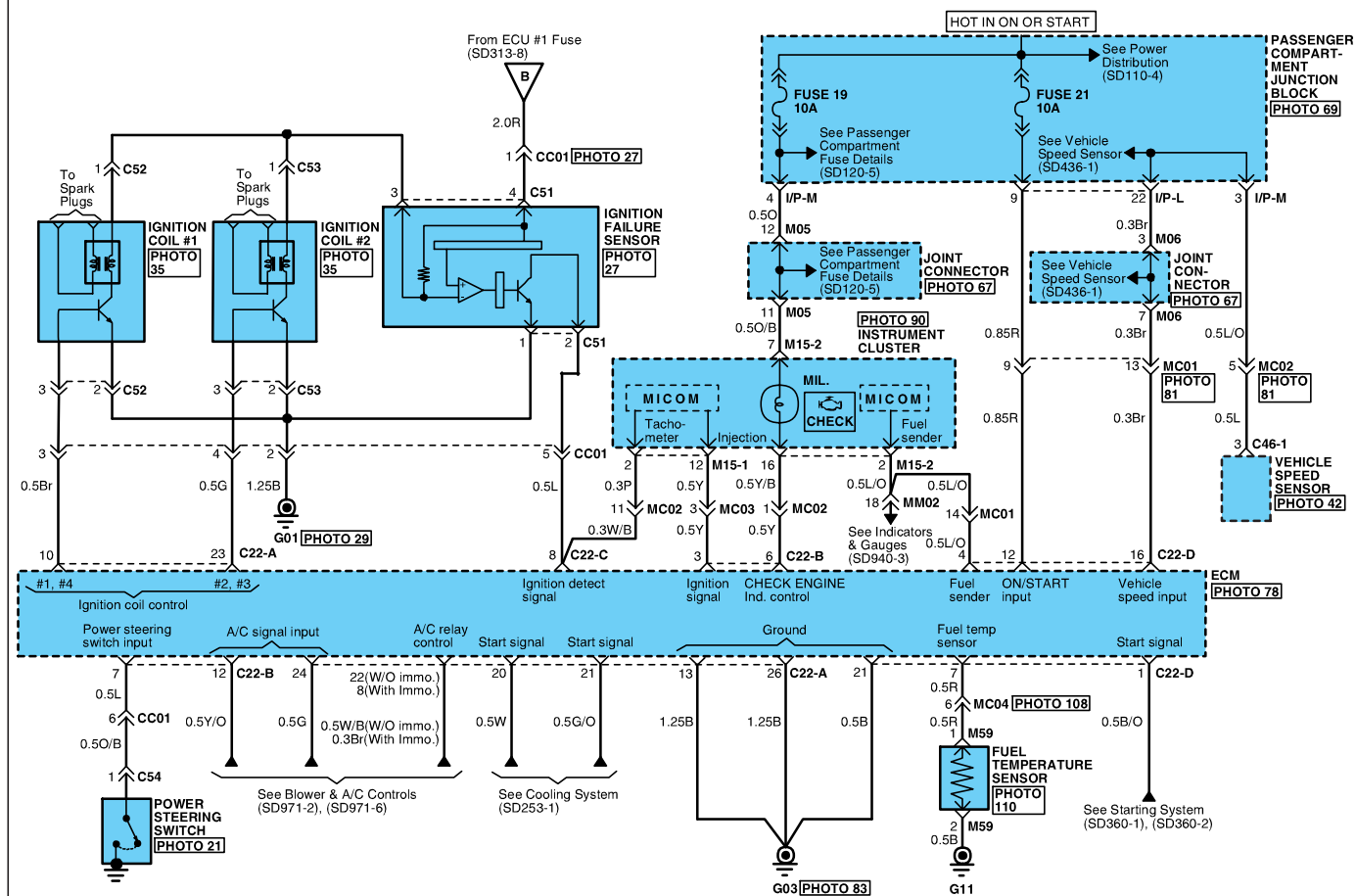
MFI CONTROL SYSTEM (I4 WITH M/T) (3)

SD313-9

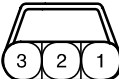
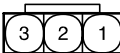
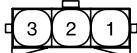
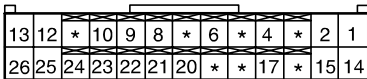
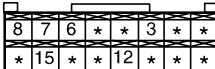
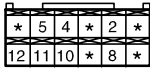
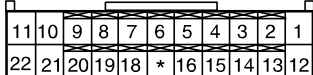
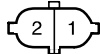
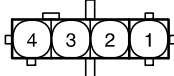
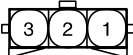
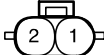
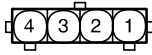
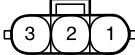
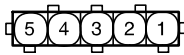


MFI CONTROL SYSTEM (I4 WITH M/T) (4)

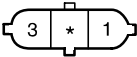
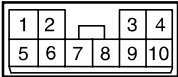
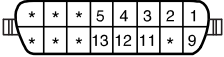
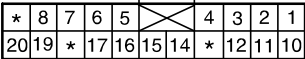
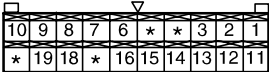
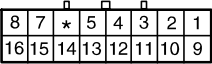
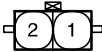
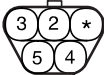
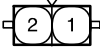
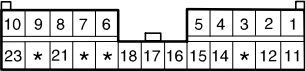
N2SMG313J



MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (I4 WITH M/T) (5)				SD313-11
C01  CR03F070	C02  CR02F040	C03  CR03F071	C14  CR03F029	
C22-A  CR26F019	C22-B  CR16F016	C22-C  CR12F006		
C22-D  CR22F004	C26  CR02F034	C28  CR03F020	C29  CR04F064	
C30  CR03F029	C40  CR04F027	C41  CR04F027	C46-1  CR04F027	
C50-1/-2/-3/-4  CR02F070	C51  CR04F036	C52/53  CR03F032	C55  CR05F017	

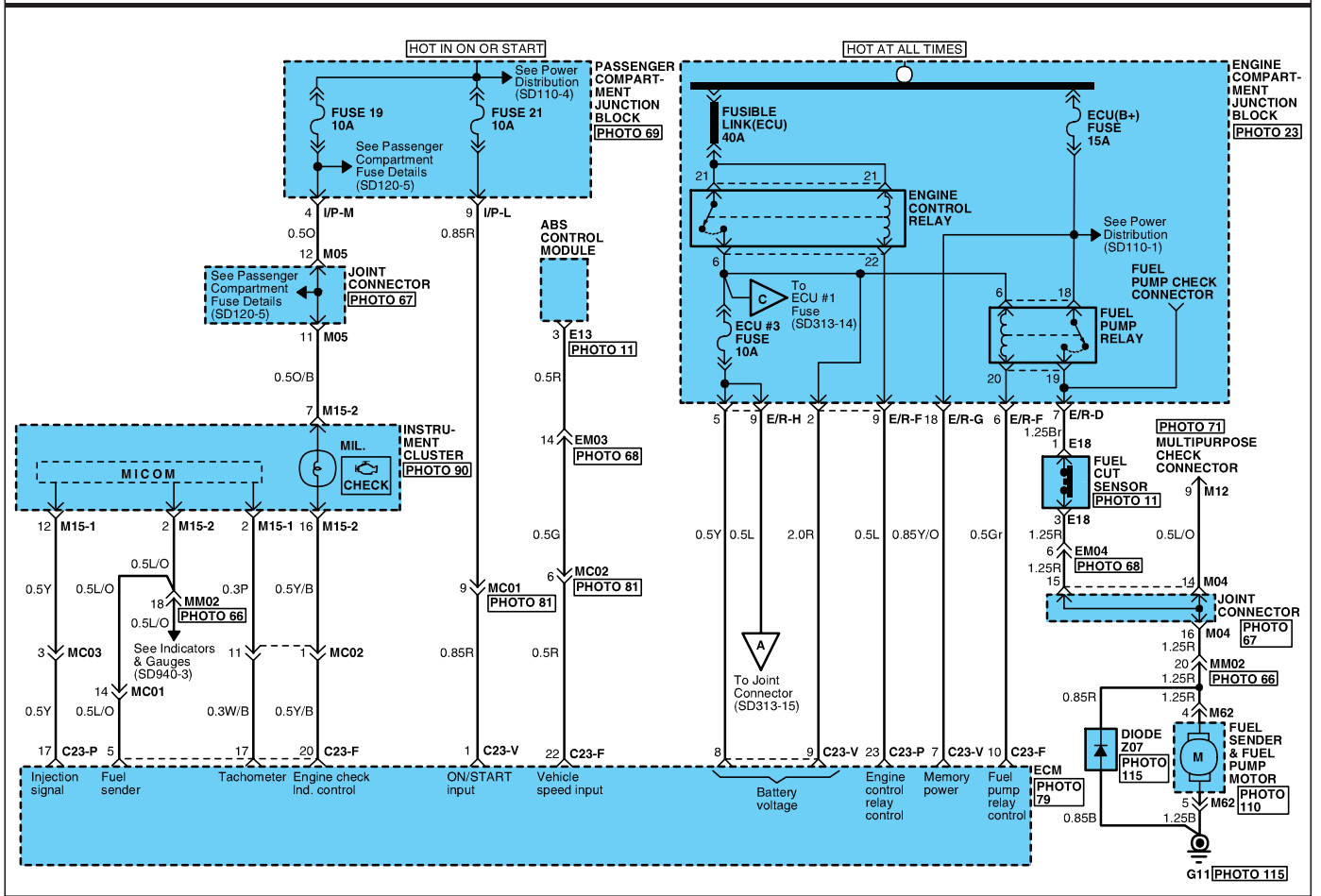
MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (I4 WITH M/T) (6)			SD313-12
C56  CR02F040	E18  CR03F017	M12  CR10M003	M14  CR16F022
M15-1  CR20F004	M15-2  CR20F014	M23  CR10F003	M32-2  CR16F015
M59  CR02F091	M60  CR03F017	M62  CR05F023	M64  CR02F097
M111  CR23F002	BLANK	BLANK	BLANK
Circuit Description The Multiport Fuel Injection (MFI) control system is an electronic fuel metering system with fuel injectors near the inlet port of each cylinder. The amount of fuel injection is determined by the ECM according to engine speed and intake air-flow quantity measured. The emission control system includes oxygen sensors and catalytic converters. The MFI's three major functions are air-fuel mixture, idle speed and ignition timing control. Refer to the Shop Manual, section FL, for details.			

MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (V6 2.7L) (1)

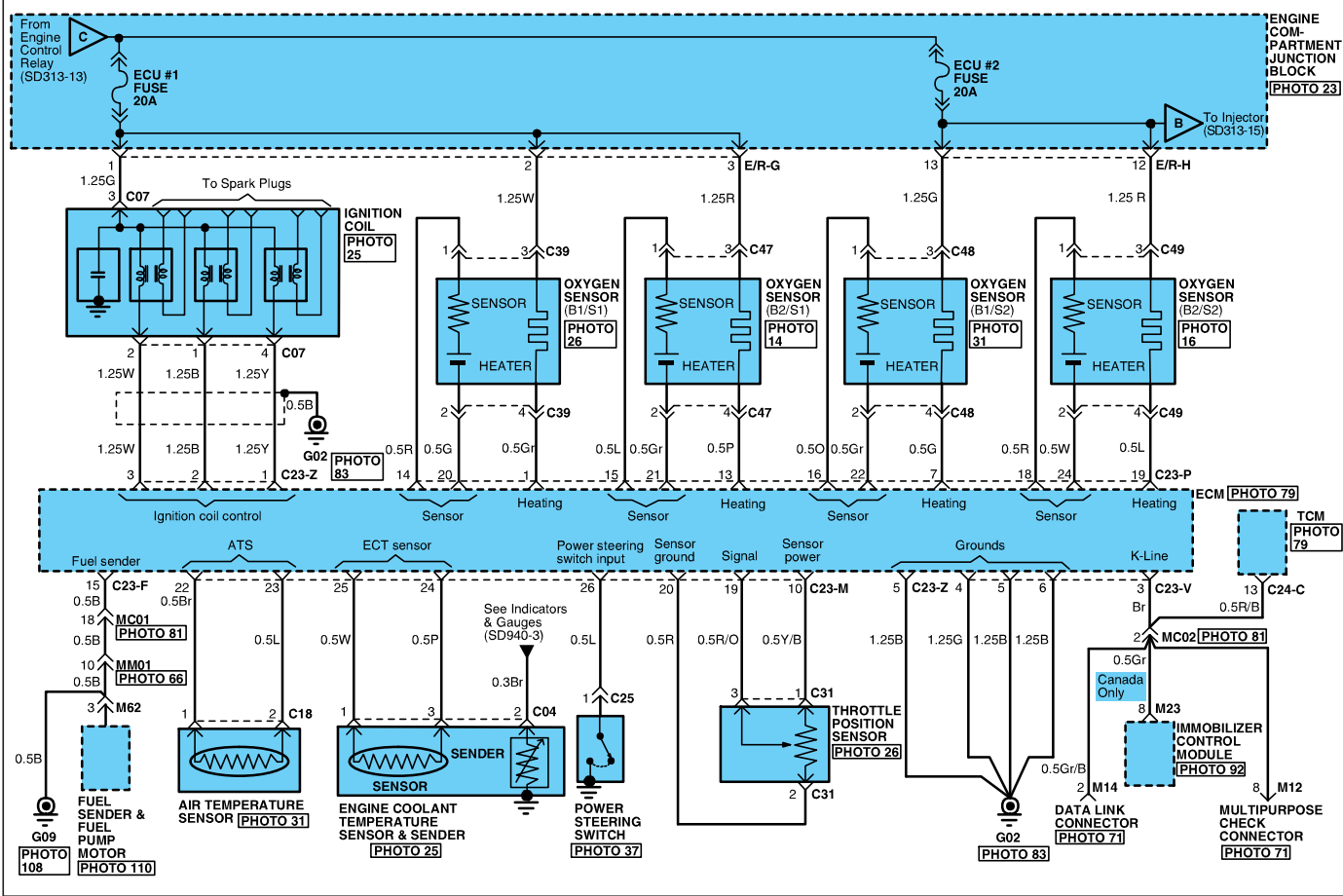
SD313-13



MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (V6 2.7L) (2)

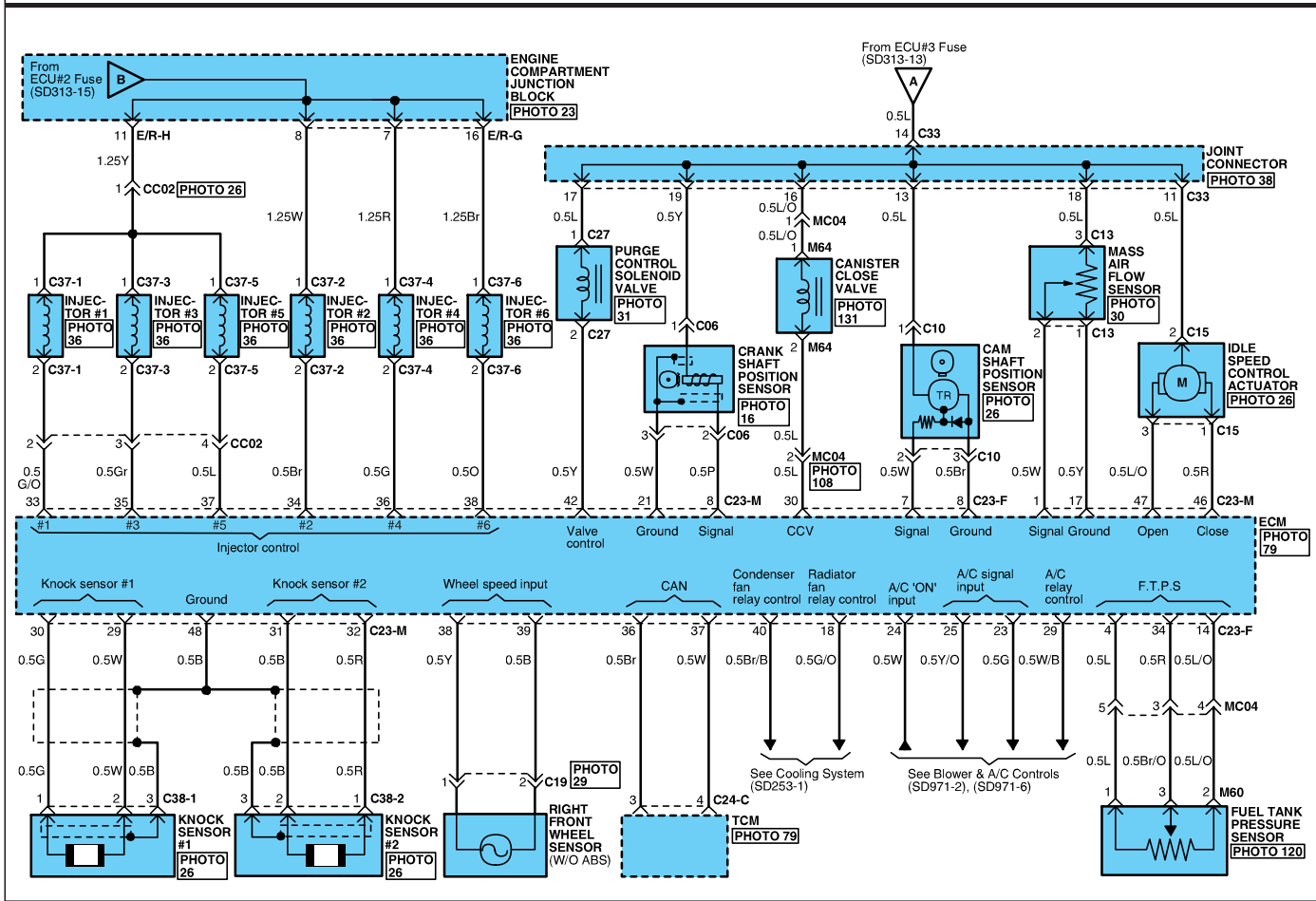
SD313-14



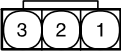
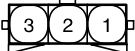
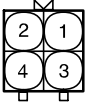
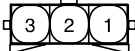
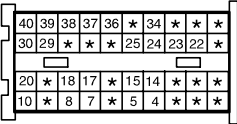
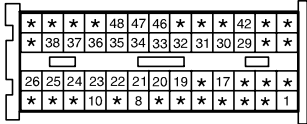
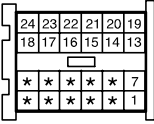
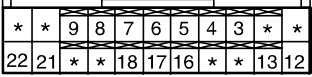
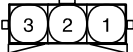
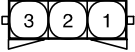
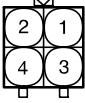
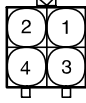
MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (V6 2.7L) (3)

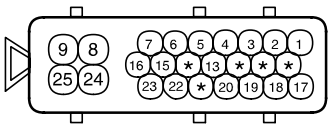
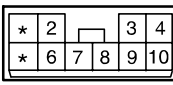
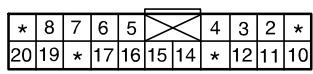
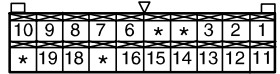
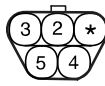
SD313-15



MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (V6 2.7L) (4)			SD313-16
C04  CR03F071	C06/C10  CR03F029	C07  CR04F027	C13/C15  CR03F029
C18  CR02F041	C19  CR02M021	C23-F  CR40F004	C23-M  CR52F003
C23-P  CR24F008	C23-V  CR09F015	C23-Z  CR09F015	C24-C  CR22F004
C25  CR01F009	C27  CR26F041	C31  CR03F029	C37-1/C37-3/C37-5  CR02F016
C37-2/C37-4/C37-6  CR02F073	C38-1/C38-2  CR03F029	C39/C47  CR04F027	C48/C49  CR04F027

MFI CONTROL SYSTEM

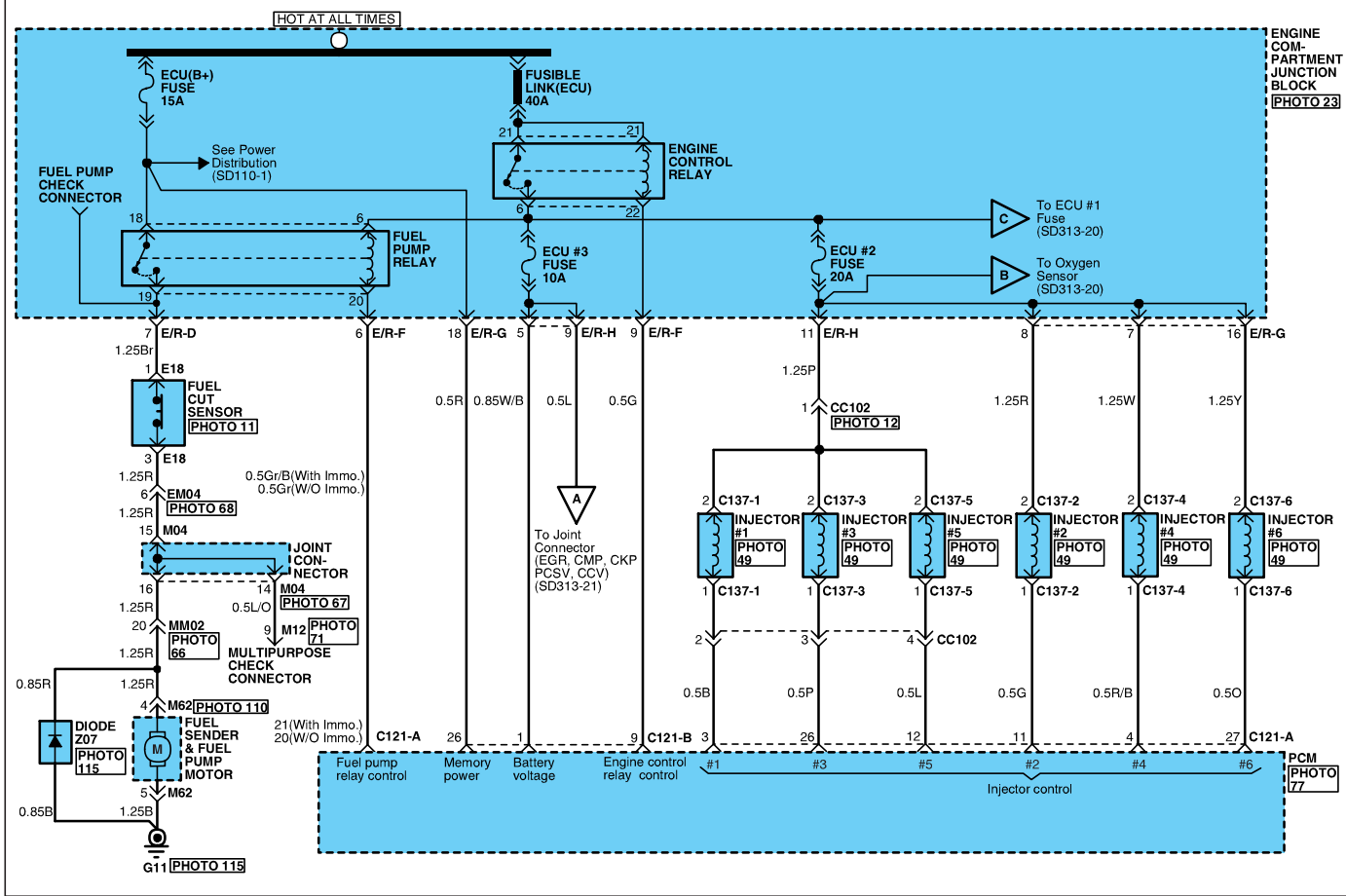
MFI CONTROL SYSTEM (V6 2.7L) (5)				SD313-17
E13  CR25F005	E18  CR03F017	M12  CR10M003	M15-1  CR20F004	
M15-2  CR20F014	M60  CR03F017	M62  CR05F023	M64  CR02F009	
Circuit Description The Multiport Fuel Injection (MFI) control system is an electronic fuel metering system with fuel injectors near the inlet port of each cylinder. The amount of fuel injection is determined by the ECM according to engine speed and intake air-flow quantity measured. The emission control system includes the oxygen sensors and catalytic converters. The MFI's three major functions are air-fuel mixture, idle speed, and ignition timing control. Refer to the Shop Manual, section FL for details.				

MEMO

MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (V6 3.5L) (1)

SD313-19



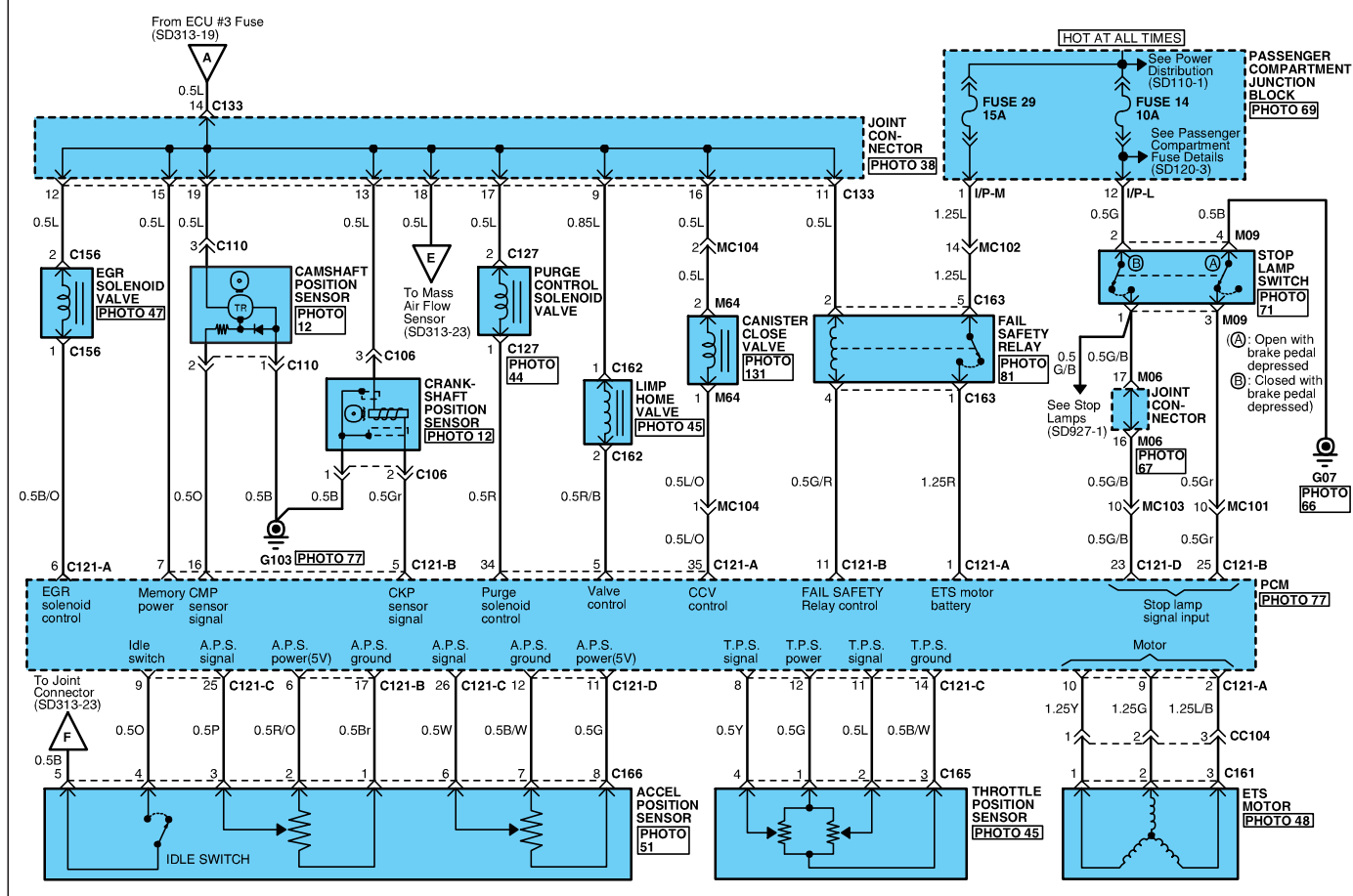
MFI CONTROL SYSTEM (V6 3.5L) (2)

[illegible]

MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (V6 3.5L) (3)

SD313-21

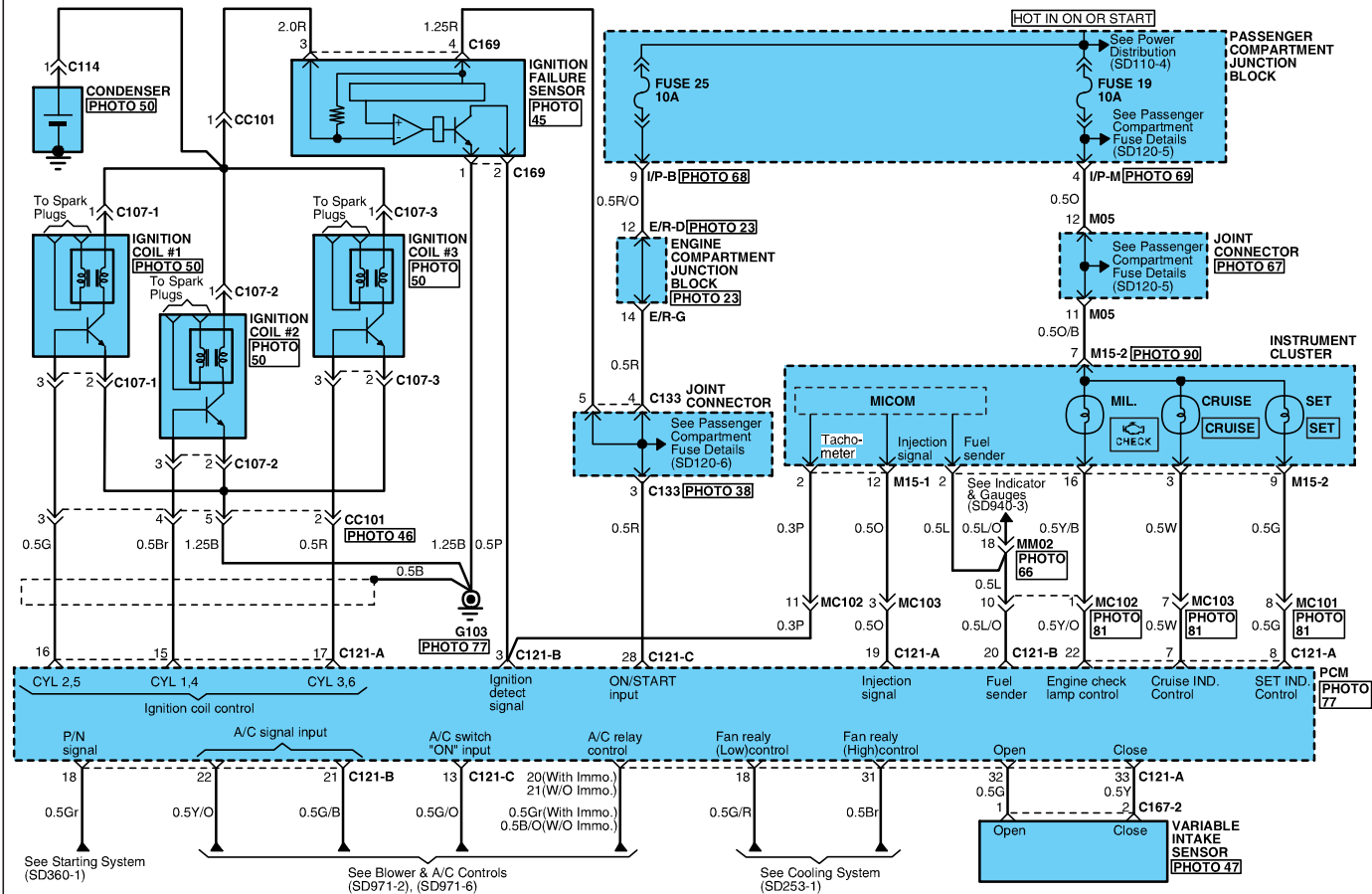


N2SMG313U

MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (V6 3.5L) (4)

SD313-22

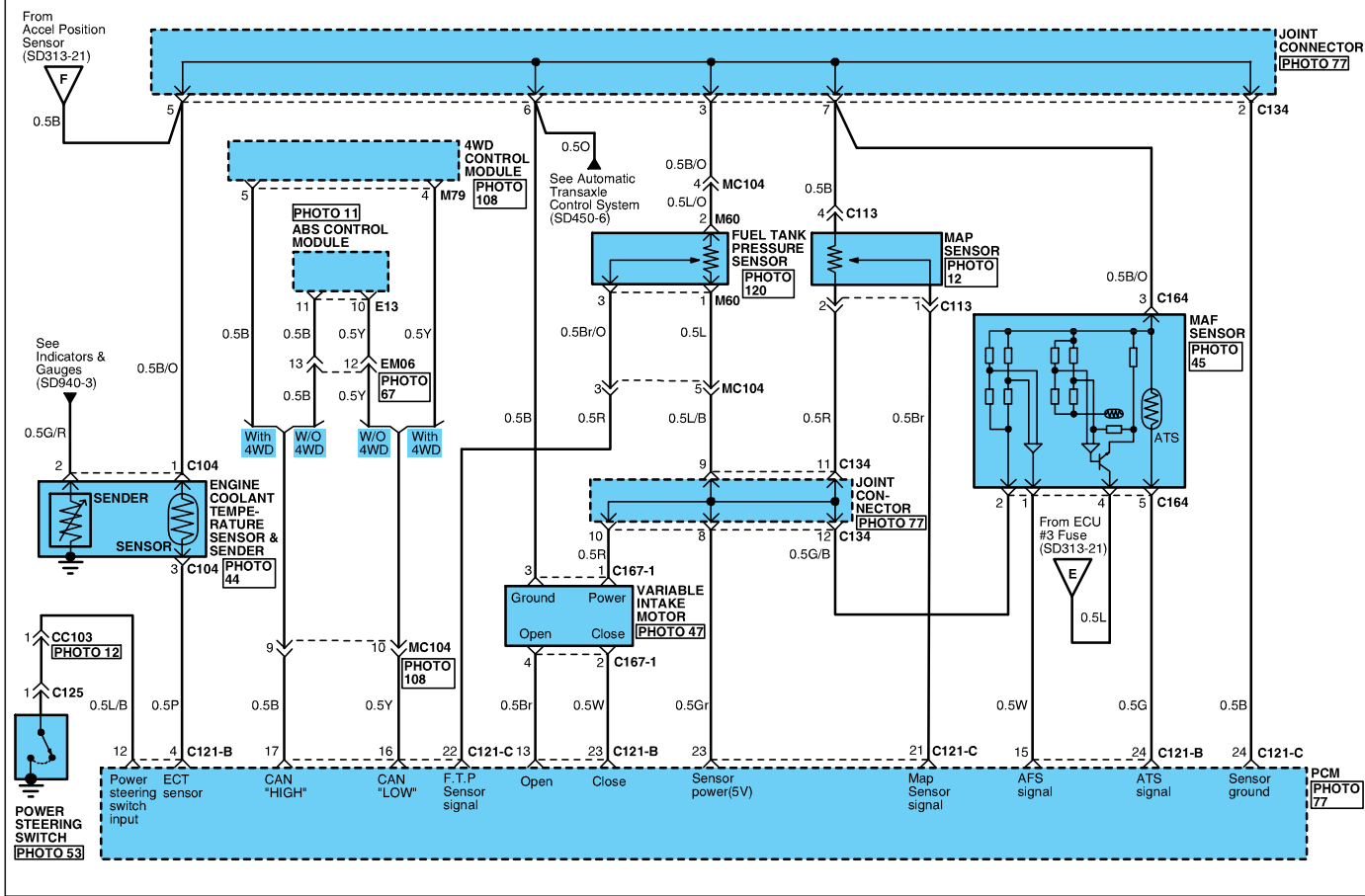


N2SMG313V

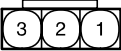
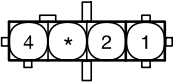
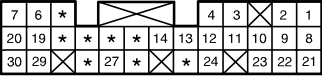
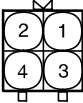
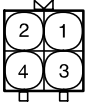
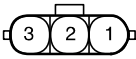
MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (V6 3.5L) (5)

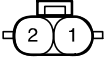
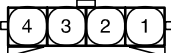
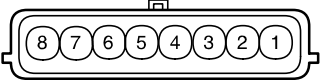
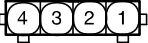
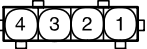
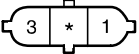
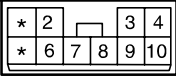
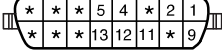
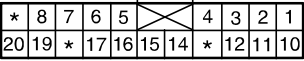
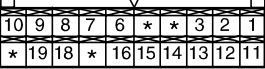
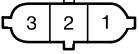
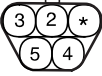
SD313-23



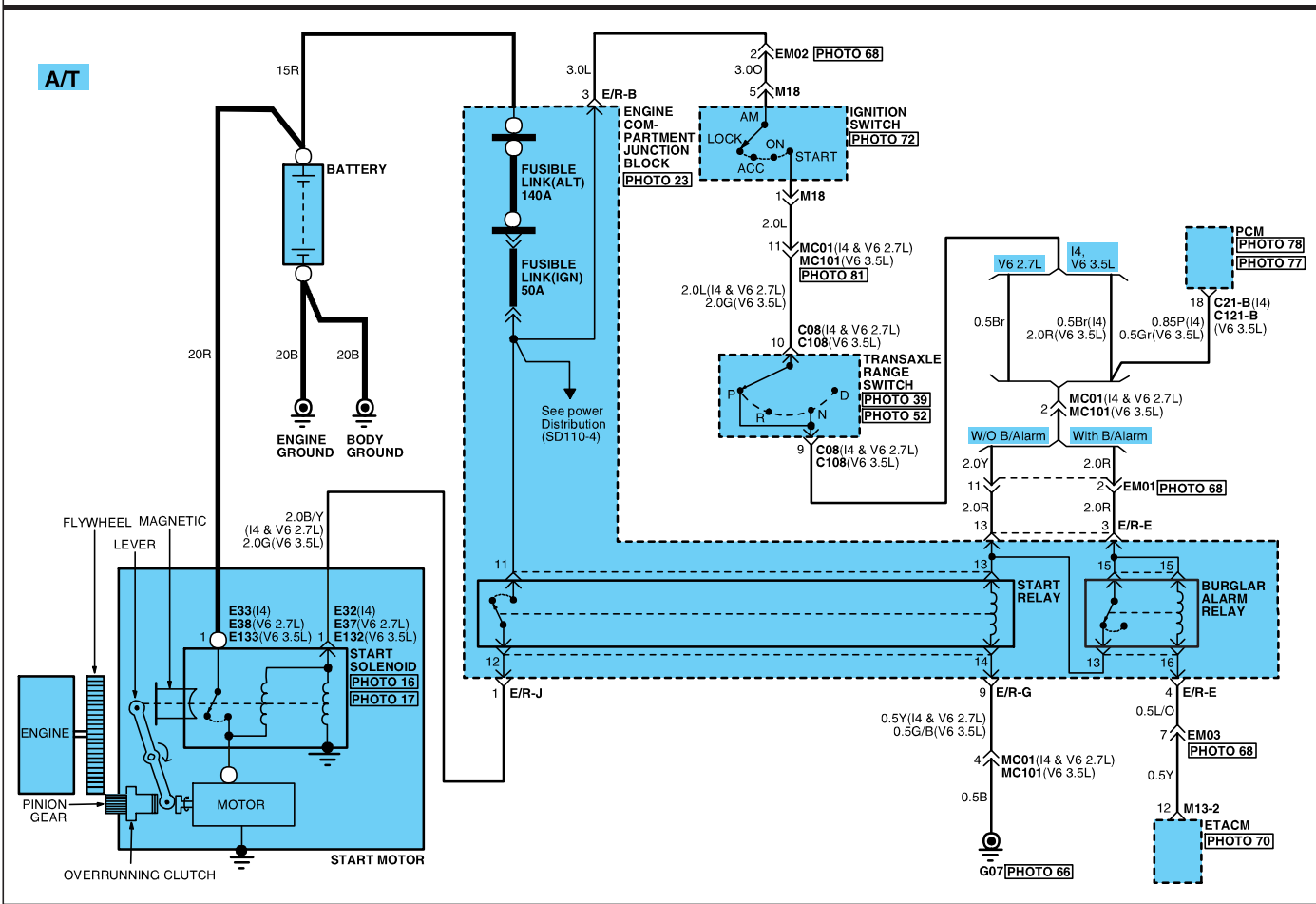
MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (V6 3.5L) (6)			SD313-24
C104  CR03F071	C106  CR03F020	C107-1,-2,-3  CR03F036	C110  CR03F047
C113  CR04F064	C114  CR01F005	C121-A  CR35F001	
C121-B  CR26F004	C121-C  CR28F001	C121-D  CR30F007	C125  CR01F001
C127  CR02F043	C137-1,-3,-5  CR02F066	C137-2,-4,-6  CR02F073	C138  CR02F040
C139/C147  CR04F027	C148/C149  CR04F027	C156  CR02F060	C161  CR03F036

MFI CONTROL SYSTEM

MFI CONTROL SYSTEM (V6 3.5L) (7)			SD313-25
C162  CR02F070	C163  CR05F022	C164  CR05F017	C165  CR04F078
C166  CR08F059	C167-1  CR04F036	C167-2  CR02F041	C169  CR04F024
E18  CR03F017	M09  CR04F016	M12  CR10M003	M14  CR16F022
M15-1  CR20F004	M15-2  CR20F014	M23  CR10F003	M59  CR02F091
M60  CR03F017	M62  CR05F023	M64  CR02F097	BLANK

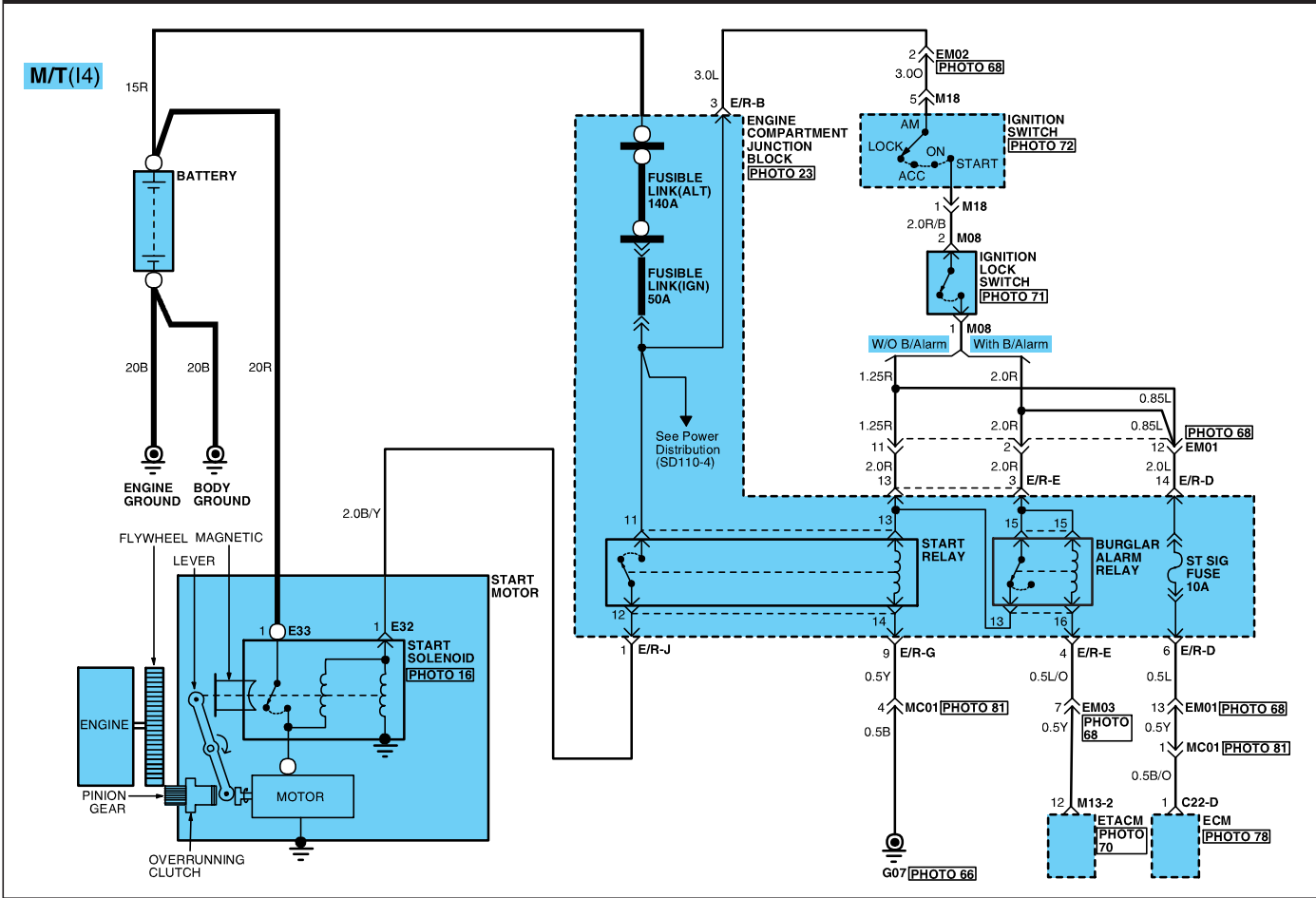
MEMO



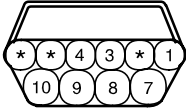
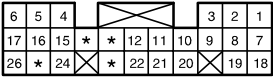
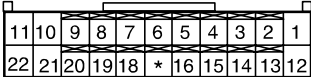
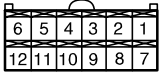
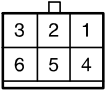
STARTING SYSTEM

STARTING SYSTEM (2)

SD360-2



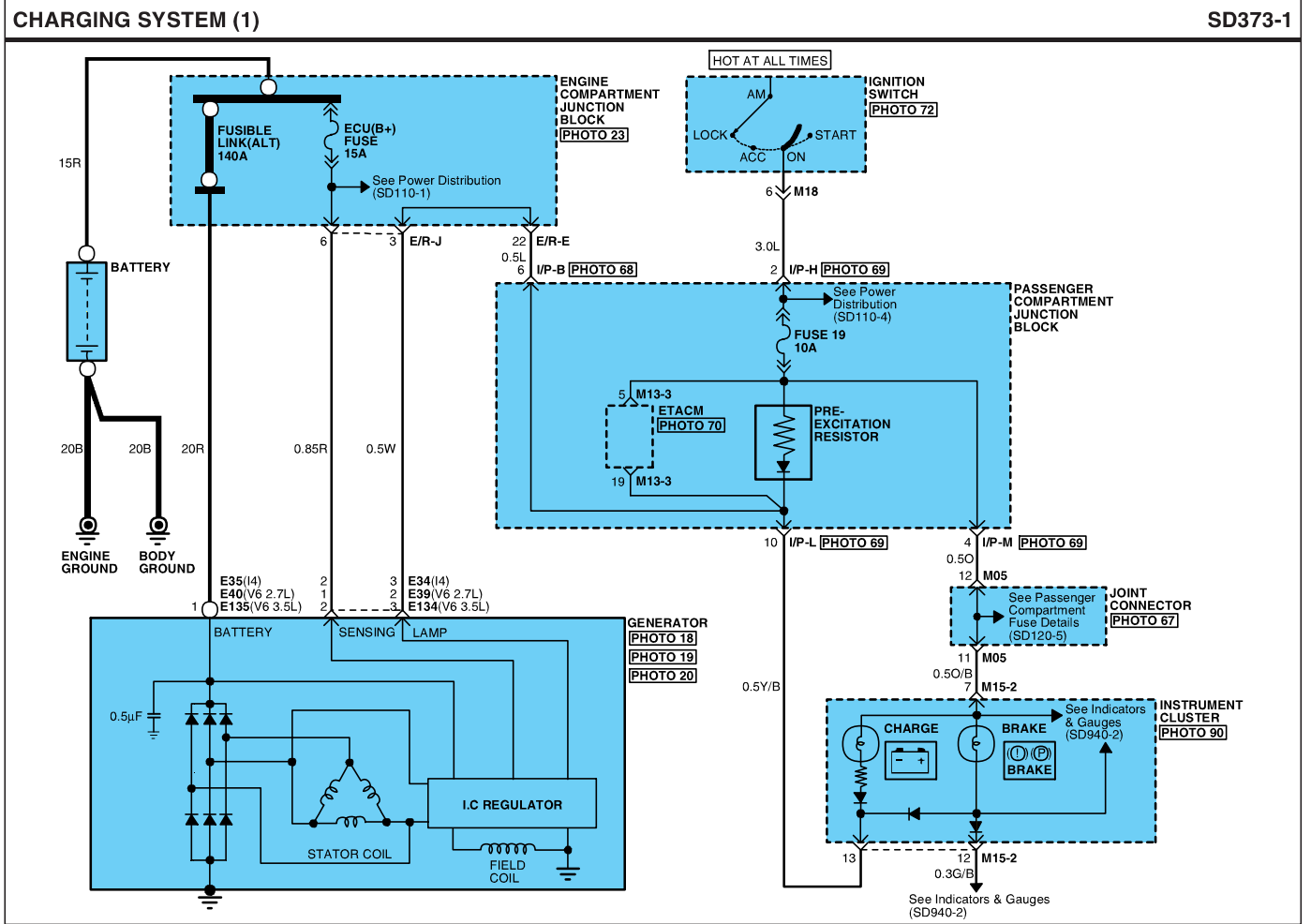
STARTING SYSTEM

STARTING SYSTEM (3)			SD360-3
C08/C108  CR10F010	C21-B  CR26F004	C22-D  CR22F004	C121-B  CR26F004
E32/E37/E132  CR01F006	E33/E38/E133  CR01F030	M08  CR02F046	M13-2  CR12F015
M18  CR06F014	BLANK	BLANK	BLANK
Circuit Description Battery voltage is applied at all times from the positive battery terminal to the ignition switch and the normally open start relay contacts. When the ignition switch is turned to START and the transaxle range switch (automatic transaxle) is in the P/N position, or the ignition lock switch (manual transaxle) closed, battery voltage is applied through the fusible link to the start relay coils, and then the coil is energized. Battery voltage is applied to the start solenoid through the start relay closed contacts, and the start motor engages to start the engine. The ETACM controls the starting system through the burglar alarm relay coil (with burglar alarm).			

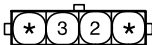
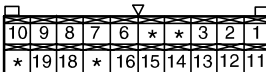
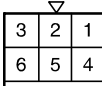
STARTING SYSTEM

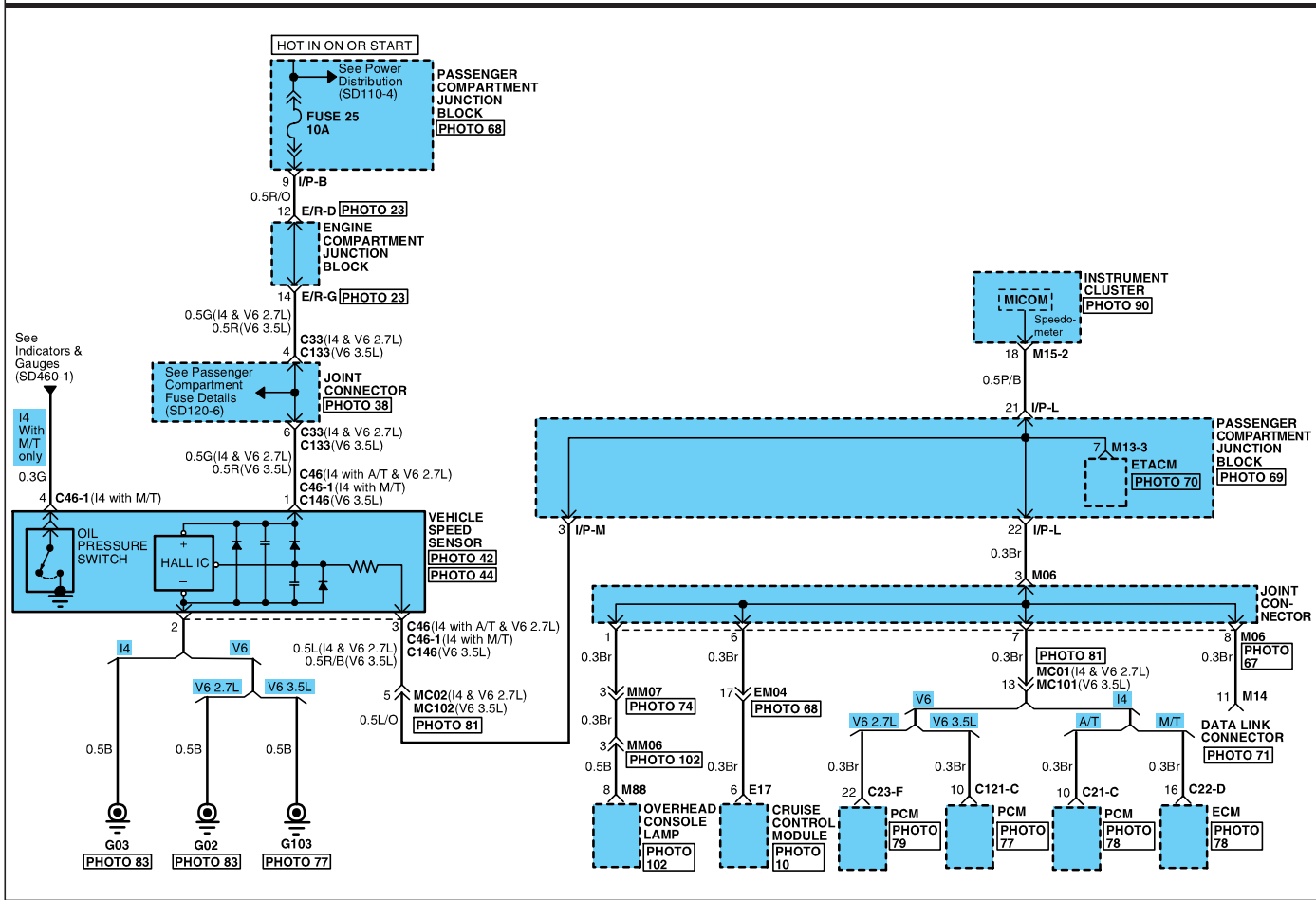
STARTING SYSTEM (4)	SD360-4
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MEMO

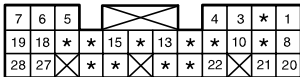
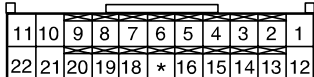
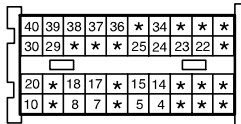
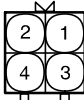
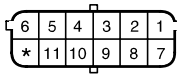
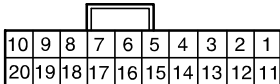
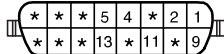
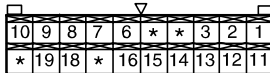


CHARGING SYSTEM

CHARGING SYSTEM (2)				SD373-2
E34  CR04F046	E35  CR01F002	E39  CR02F002	E40  CR01F002	
E134  CR04F074	E135  CR01F002	M15-2  CR20F014	M18  CR06F037	
Circuit Description The generator generates AC voltage in its windings as it is belt-driven by the engine. The rectifier converts this AC voltage to DC voltage. The voltage regulator, a component which is included in the generator frame, has a primary function of controlling the generator's output to meet electrical system requirements. The regulator also controls the charge warning lamp. Fuse 19 supplies battery voltage to the charge warning indicator. With the engine not running and the ignition switch in ON, terminal L of the regulator is grounded internally and the indicator lights up. A small amount of current provided by both the charge warning lamp and the pre-excitation resistor is used to "excite" the magnetic field windings to start the charging process. With the engine running and the generator charging, terminal L voltage rises and the indicator lamp goes out. If the generator fails to charge, terminal L remains below battery voltage and the indicator lamp remains lit.				

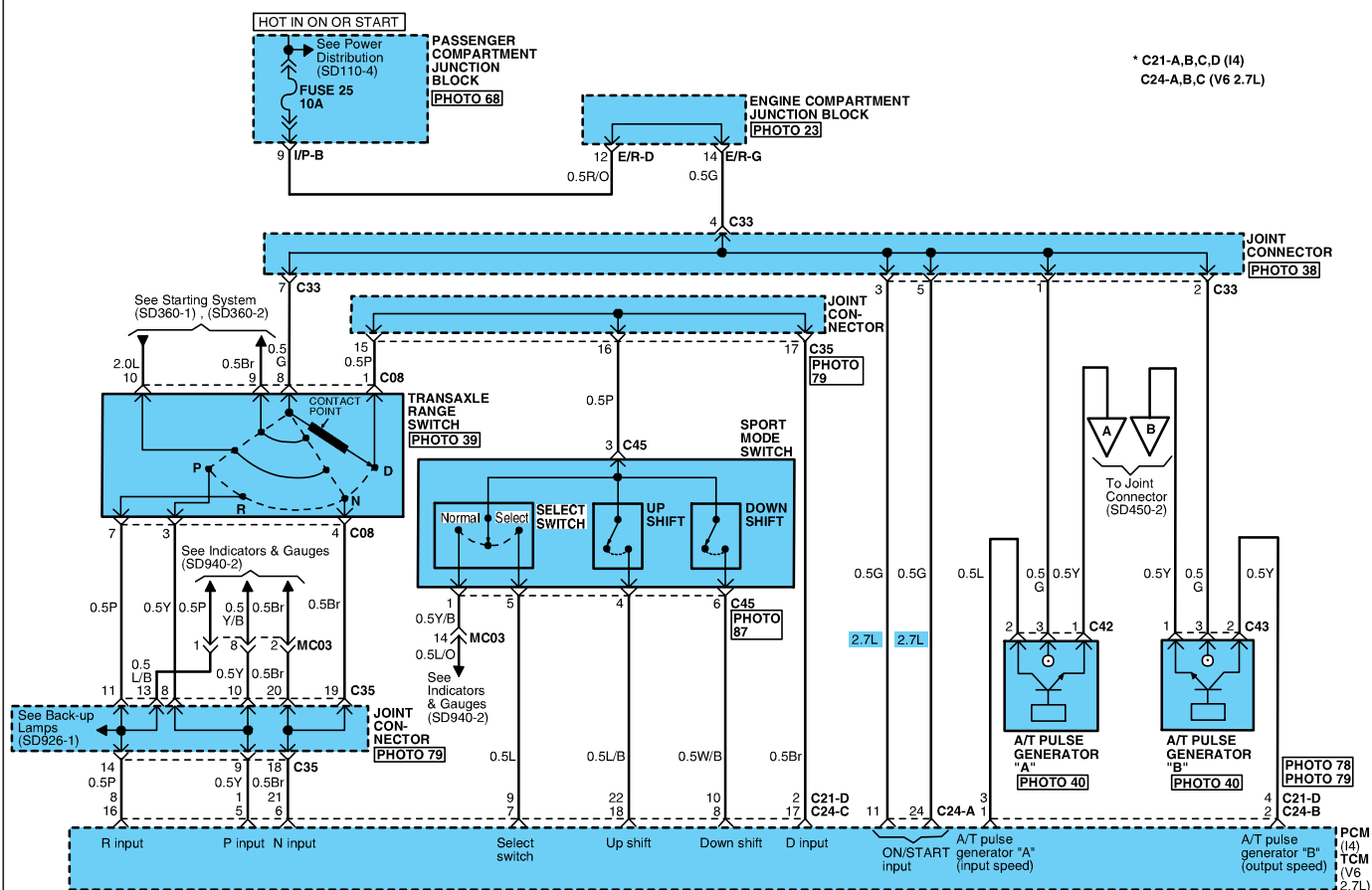


VEHICLE SPEED SENSOR

VEHICLE SPEED SENSOR (2)				SD436-2
C21-C  CR28F001	C22-D  CR22F004	C23-F  CR40F004	C46  CR03F020	
C46-1  CR04F027	C121-C  CR28F001	C146  CR03F020	E17  CR12F014	
M13-3  CR20F008	M14  CR16F022	M15-2  CR20F014	BLANK	
Circuit Description The vehicle speed sensor which is installed on the speedometer driven gear in the transaxle provides a pulse signal to the ECM/PCM, and the ECM/PCM calculates the vehicle speed. In addition to the vehicle speed sensor, a wheel speed sensor which is installed on the right front wheel provides a direct analog pulse signal to the ECM/PCM, and the ECM/PCM calculates the vehicle speed. With the ignition switch in ON or START, battery voltage is supplied from fuse 25 to the vehicle speed sensor (VSS). The sensor is grounded at G02 (V6 2.7L)/G03(I4)/G103 (V6 3.5L). The vehicle speed sensor (VSS) intermittently grounds the circuit, which generates a pulse signal in it. The number of pulses per minute increases/ decreases with the speed of the car.				

AUTOMATIC TRANSAXLE CONTROL SYSTEM (I4 & V6 2.7L) (1)

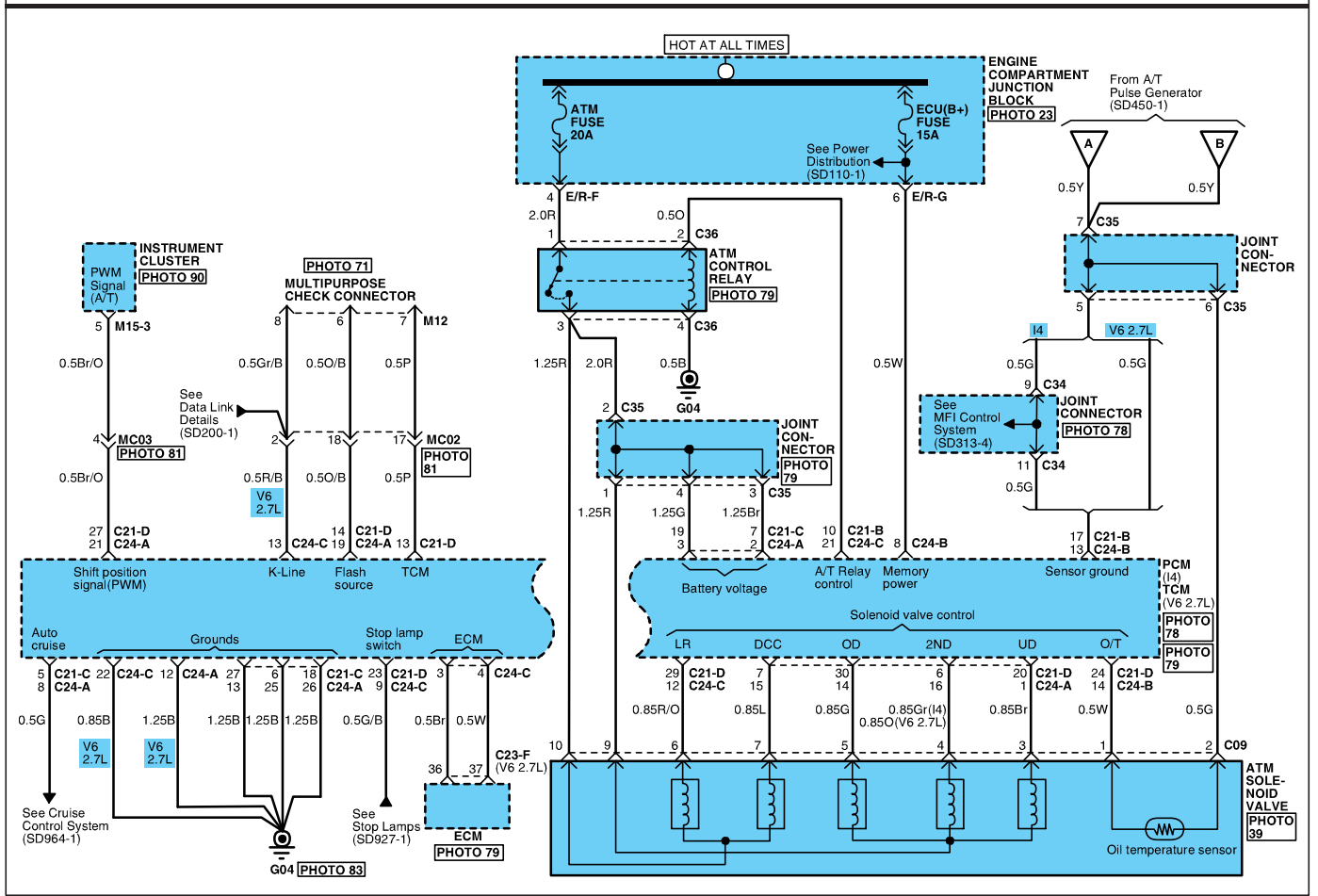
SD450-1



AUTOMATIC TRANSAXLE CONTROL SYSTEM

AUTOMATIC TRANSAXLE CONTROL SYSTEM (I4 & V6 2.7L) (2)

SD450-2



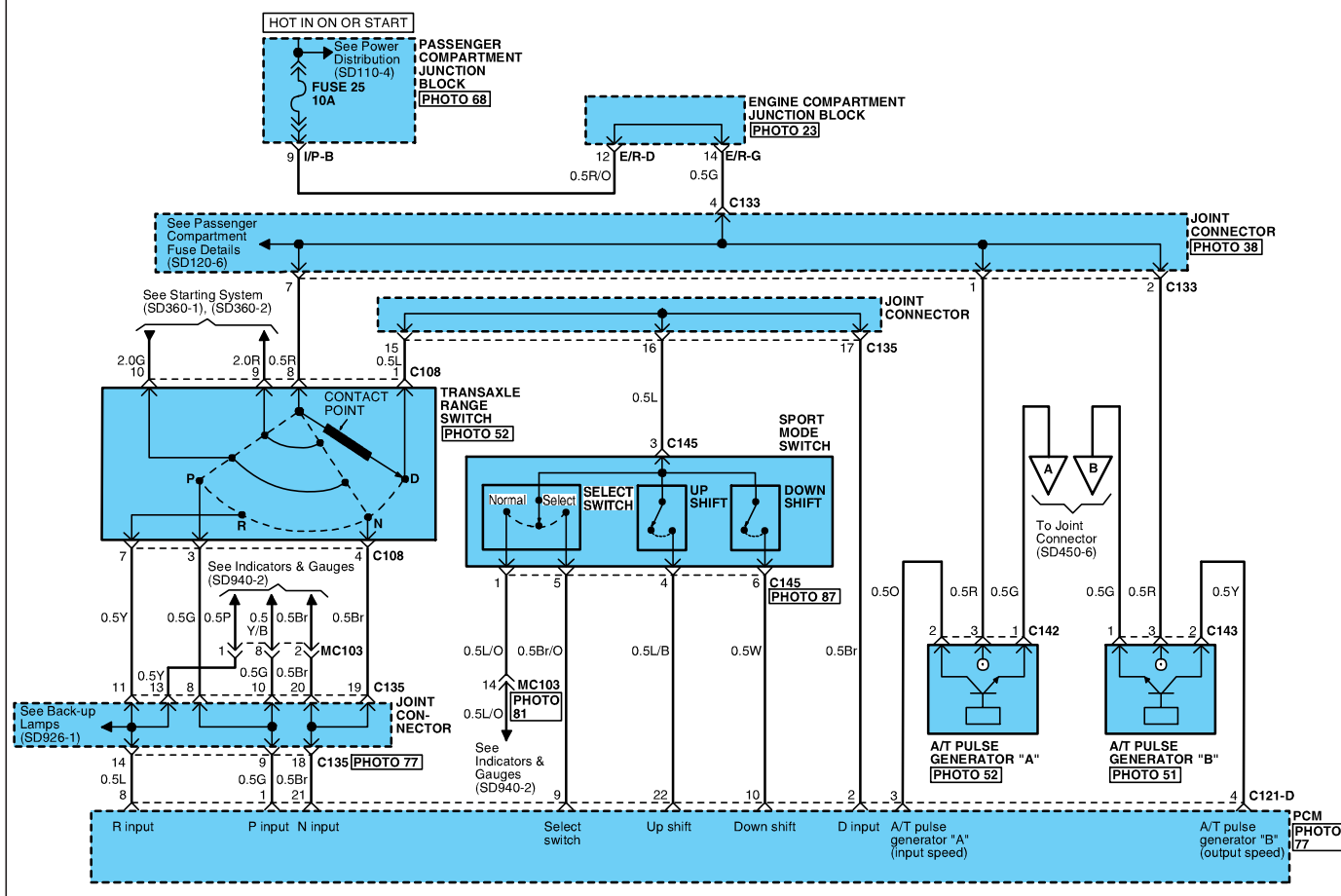
AUTOMATIC TRANSAXLE CONTROL SYSTEM

AUTOMATIC TRANSAXLE CONTROL SYSTEM (I4 & V6 2.7L) (3)				SD450-3																																																																																																				
C08 CR10F010	C09 CR10F011	C21-B <table><tr><td>6</td><td>5</td><td>4</td><td></td><td></td><td></td><td>3</td><td>2</td><td>1</td></tr><tr><td>17</td><td>16</td><td>15</td><td>*</td><td>*</td><td>12</td><td>11</td><td>10</td><td>9</td><td>8</td><td>7</td></tr><tr><td>26</td><td>*</td><td>24</td><td>×</td><td>*</td><td>22</td><td>21</td><td>20</td><td>×</td><td>19</td><td>18</td></tr></table> CR26F004	6	5	4				3	2	1	17	16	15	*	*	12	11	10	9	8	7	26	*	24	×	*	22	21	20	×	19	18	C21-C <table><tr><td>7</td><td>6</td><td>5</td><td></td><td></td><td></td><td>4</td><td>3</td><td>*</td><td>1</td></tr><tr><td>19</td><td>18</td><td>*</td><td>*</td><td>15</td><td>*</td><td>13</td><td>*</td><td>*</td><td>10</td><td>*</td><td>8</td></tr><tr><td>28</td><td>27</td><td>×</td><td>*</td><td>*</td><td>×</td><td>*</td><td>*</td><td>22</td><td>×</td><td>21</td><td>20</td></tr></table> CR28F001	7	6	5				4	3	*	1	19	18	*	*	15	*	13	*	*	10	*	8	28	27	×	*	*	×	*	*	22	×	21	20																																				
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17	16	15	*	*	12	11	10	9	8	7																																																																																														
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28	27	×	*	*	×	*	*	22	×	21	20																																																																																													
C21-D <table><tr><td>7</td><td>6</td><td>*</td><td></td><td></td><td></td><td>4</td><td>3</td><td>×</td><td>2</td><td>1</td></tr><tr><td>20</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>14</td><td>13</td><td>*</td><td>*</td><td>10</td><td>9</td><td>8</td></tr><tr><td>30</td><td>29</td><td>×</td><td>*</td><td>27</td><td>*</td><td>×</td><td>25</td><td>24</td><td>×</td><td>23</td><td>22</td><td>21</td></tr></table> CR30F007	7	6	*				4	3	×	2	1	20	*	*	*	*	*	14	13	*	*	10	9	8	30	29	×	*	27	*	×	25	24	×	23	22	21	C24-A <table><tr><td>13</td><td>12</td><td>11</td><td>*</td><td>*</td><td>8</td><td>*</td><td>*</td><td>*</td><td>*</td><td>3</td><td>2</td><td>1</td></tr><tr><td>26</td><td>25</td><td>24</td><td>*</td><td>*</td><td>21</td><td>*</td><td>19</td><td>*</td><td>*</td><td>16</td><td>15</td><td>14</td></tr></table> CR26F005	13	12	11	*	*	8	*	*	*	*	3	2	1	26	25	24	*	*	21	*	19	*	*	16	15	14	C24-B <table><tr><td>8</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>2</td><td>1</td></tr><tr><td>*</td><td>*</td><td>14</td><td>13</td><td>*</td><td>*</td><td>*</td><td>*</td></tr></table> CR16F016	8	*	*	*	*	*	2	1	*	*	14	13	*	*	*	*	C24-C <table><tr><td>*</td><td>*</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>*</td><td>*</td></tr><tr><td>22</td><td>21</td><td>*</td><td>*</td><td>18</td><td>17</td><td>16</td><td>*</td><td>*</td><td>13</td><td>12</td></tr></table> CR22F004	*	*	9	8	7	6	5	4	3	*	*	22	21	*	*	18	17	16	*	*	13	12
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30	29	×	*	27	*	×	25	24	×	23	22	21																																																																																												
13	12	11	*	*	8	*	*	*	*	3	2	1																																																																																												
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22	21	*	*	18	17	16	*	*	13	12																																																																																														
C36 <table><tr><td>2</td><td>1</td></tr><tr><td>4</td><td>3</td></tr></table> CR04F035	2	1	4	3	C42 CR03F070	C43 CR03F031	C45 <table><tr><td>*</td><td></td><td></td><td>1</td></tr><tr><td>6</td><td>5</td><td>4</td><td>3</td></tr></table> CR01F006	*			1	6	5	4	3																																																																																									
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4	3																																																																																																							
*			1																																																																																																					
6	5	4	3																																																																																																					
Circuit Description The Powertrain control module (PCM) / Transaxle control module (TCM) provides precise gear shift timing and torque converter lock-up by controlling the operation of the automatic transaxle solenoid valves (low & reverse solenoid valve, damper clutch control solenoid valve, over-drive solenoid valve, 2nd solenoid valve and under-drive solenoid valve). The PCM / TCM operates these solenoid valves based on input signals from the various sensors(for instance, A/T Pulse Generator A and B). The PCM / TCM has a built-in self diagnostic feature. Refer to the Shop Manual, section TR, for details.																																																																																																								

MEMO

AUTOMATIC TRANSAXLE CONTROL SYSTEM (V6 3.5L) (1)

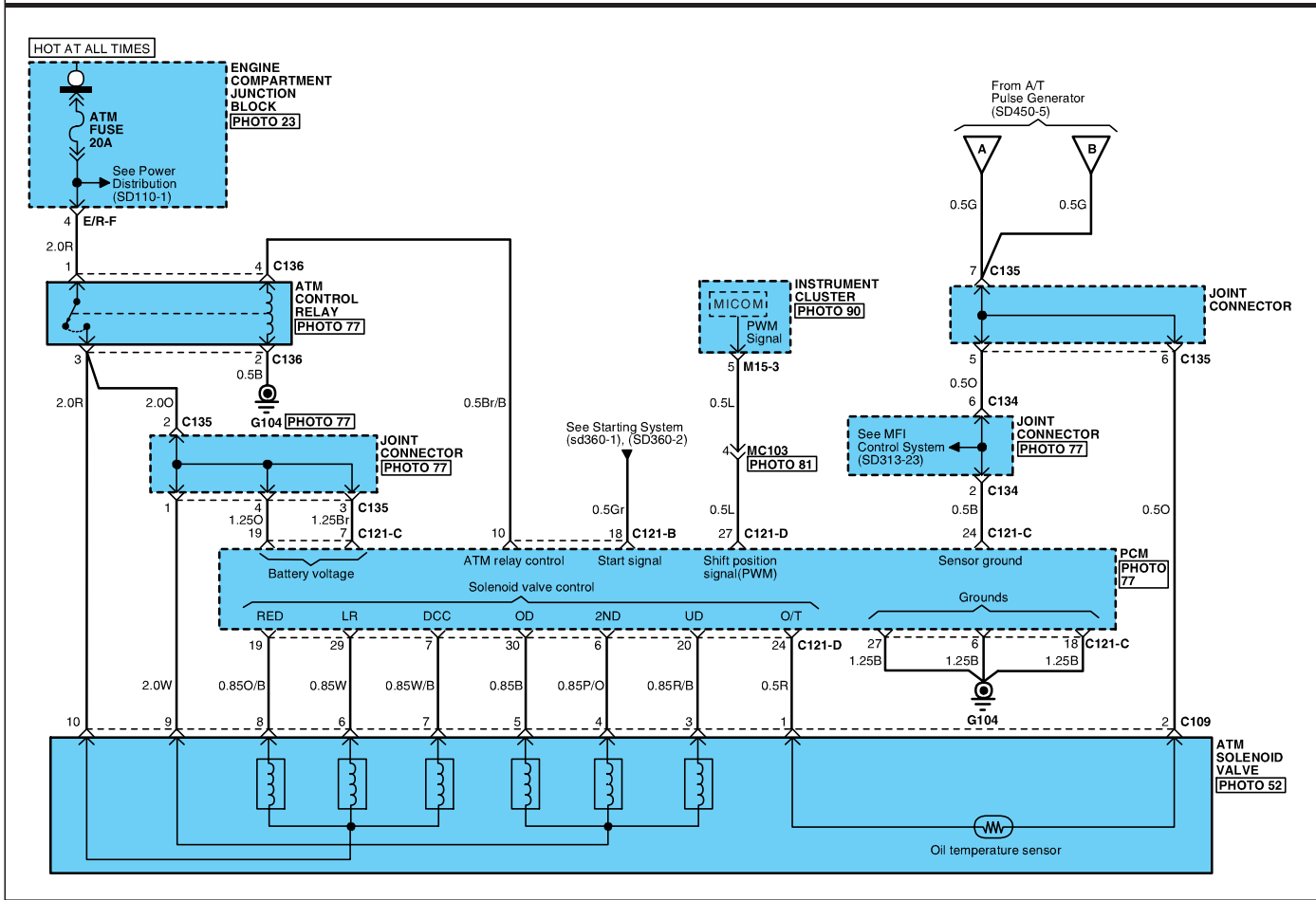
N2SMG450E



AUTOMATIC TRANSAXLE CONTROL SYSTEM

AUTOMATIC TRANSAXLE CONTROL SYSTEM (V6 3.5L) (2)

SD450-6



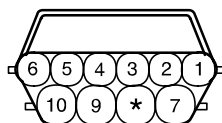
AUTOMATIC TRANSAXLE CONTROL SYSTEM

AUTOMATIC TRANSAXLE CONTROL SYSTEM (V6 3.5L) (3)

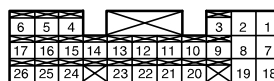
SD450-7



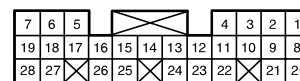
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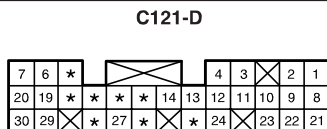
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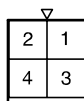
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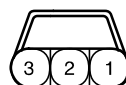
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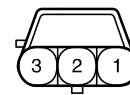
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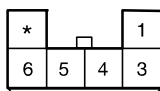
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CB03E070



CB03E031



CR06F017



CR12F015

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Circuit Description

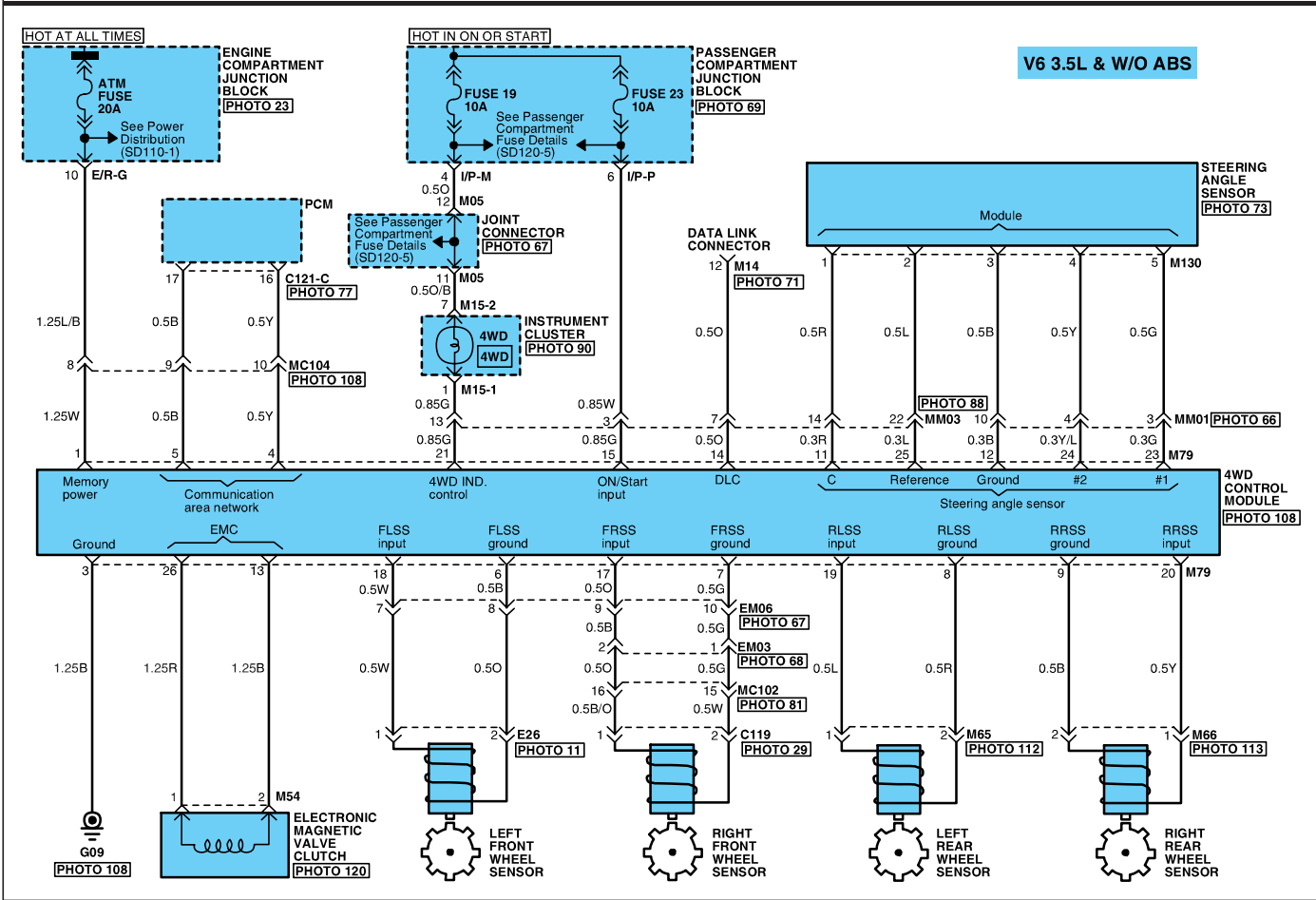
The Powertrain control module (PCM) provides precise gear shift timing and torque converter lock-up by controlling the operation of the automatic transaxle solenoid valves (low & reverse solenoid valve, damper clutch control solenoid valve, over-drive solenoid valve, 2nd solenoid valve and under-drive solenoid valve).

The PCM operates these solenoid valves based on input signals from the various sensors (for instance, A/T Pulse Generator A and B). The PCM has a built-in self diagnostic feature. Refer to the Shop Manual, section TR, for details.

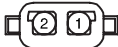
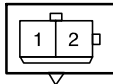
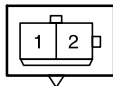
MEMO

ELECTRONIC 4WD CONTROL SYSTEM (1)

SD527-1

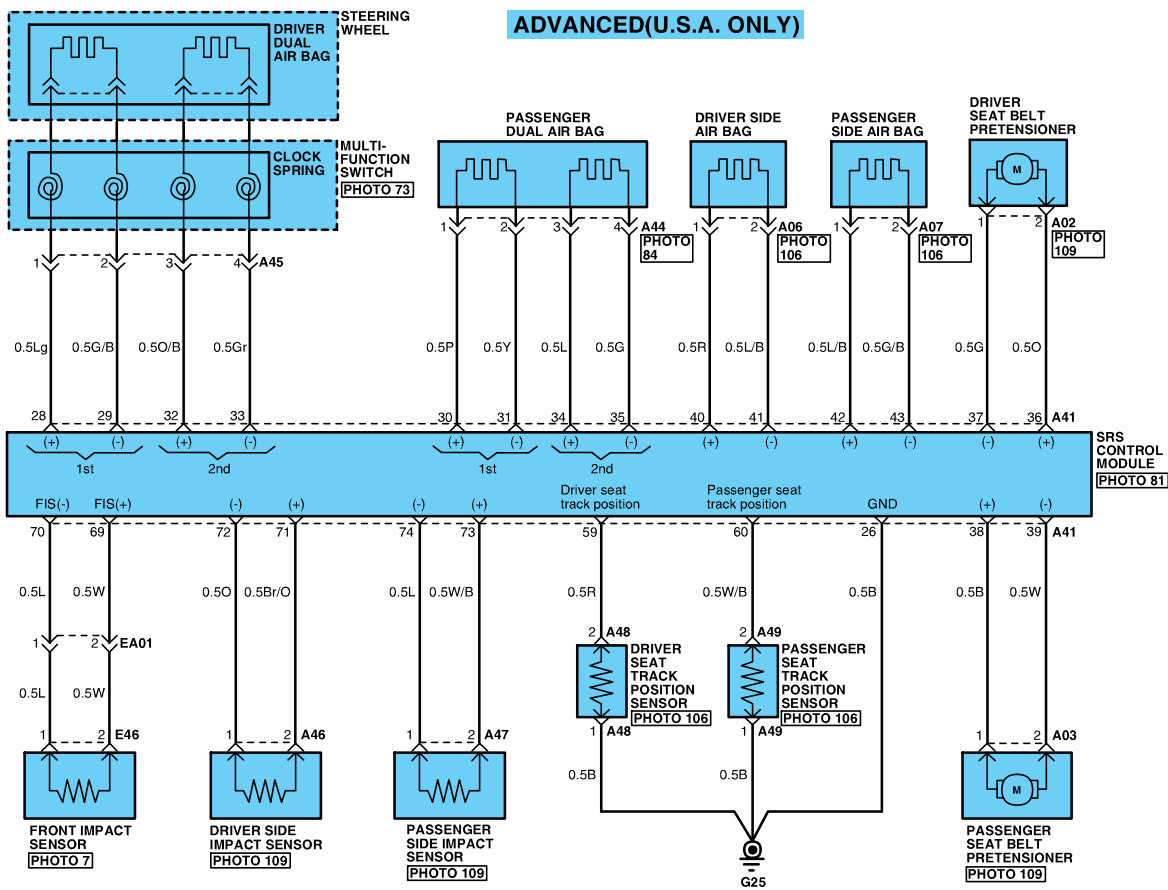


ELECTRONIC 4WD CONTROL SYSTEM

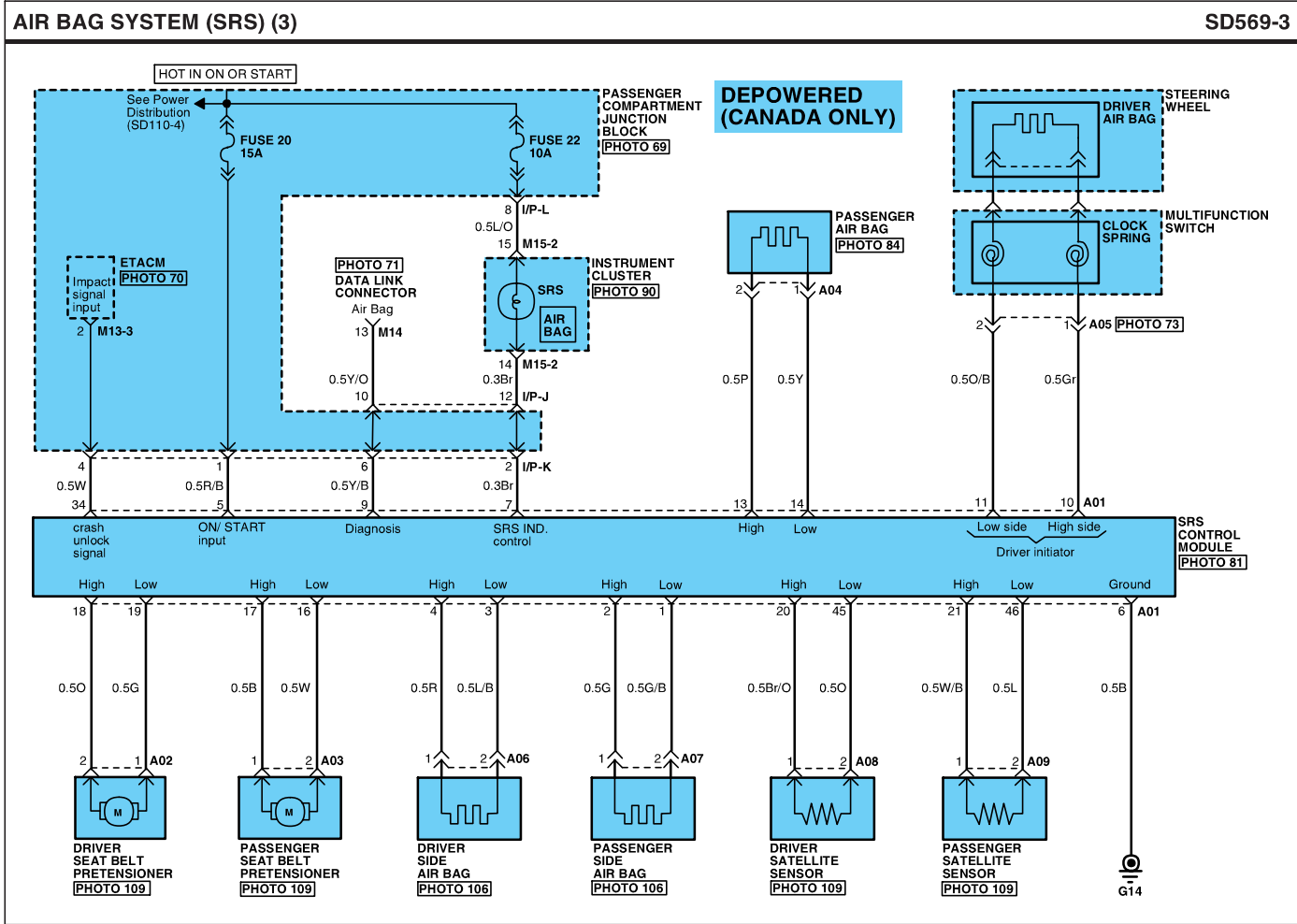
ELECTRONIC 4WD CONTROL SYSTEM (2)			SD527-2																																																										
C119  CR02M021	C121-C <table border="1"><tr><td>7</td><td>6</td><td>5</td><td colspan="4"></td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>19</td><td>18</td><td>17</td><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td><td>10</td><td>9</td><td>8</td></tr><tr><td>28</td><td>27</td><td></td><td>26</td><td>25</td><td></td><td>24</td><td>23</td><td>22</td><td></td><td>21</td><td>20</td></tr></table> CR28F001	7	6	5					4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	28	27		26	25		24	23	22		21	20	E26  CR02M021	M14  CR16F022																							
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28	27		26	25		24	23	22		21	20																																																		
M15-1 <table border="1"><tr><td>*</td><td>8</td><td>7</td><td>6</td><td>5</td><td colspan="2"></td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>20</td><td>19</td><td>*</td><td>17</td><td>16</td><td>15</td><td>14</td><td>*</td><td>12</td><td>11</td><td>10</td></tr></table> CR20F004	*	8	7	6	5			4	3	2	1	20	19	*	17	16	15	14	*	12	11	10	M15-2 <table border="1"><tr><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>*</td><td>*</td><td>3</td><td>2</td><td>1</td><td colspan="2"></td></tr><tr><td>*</td><td>19</td><td>18</td><td>*</td><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td><td colspan="2"></td></tr></table> CR20F014													10	9	8	7	6	*	*	3	2	1			*	19	18	*	16	15	14	13	12	11			M54  CR02F151	M65  CR02M020
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M66  CR02M020	M79 <table border="1"><tr><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>13</td><td>12</td><td>11</td><td>*</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>26</td><td>25</td><td>24</td><td>23</td><td>*</td><td>21</td><td>20</td><td>19</td><td>18</td><td>17</td><td>*</td><td>15</td><td>14</td></tr></table> CR26F005													13	12	11	*	9	8	7	6	5	4	3	2	1	26	25	24	23	*	21	20	19	18	17	*	15	14	M130 <table border="1"><tr><td colspan="2"></td><td colspan="2"></td><td>1</td></tr><tr><td>5</td><td>4</td><td>3</td><td>2</td><td></td></tr></table> CR05F013					1	5	4	3	2												
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SD569-1



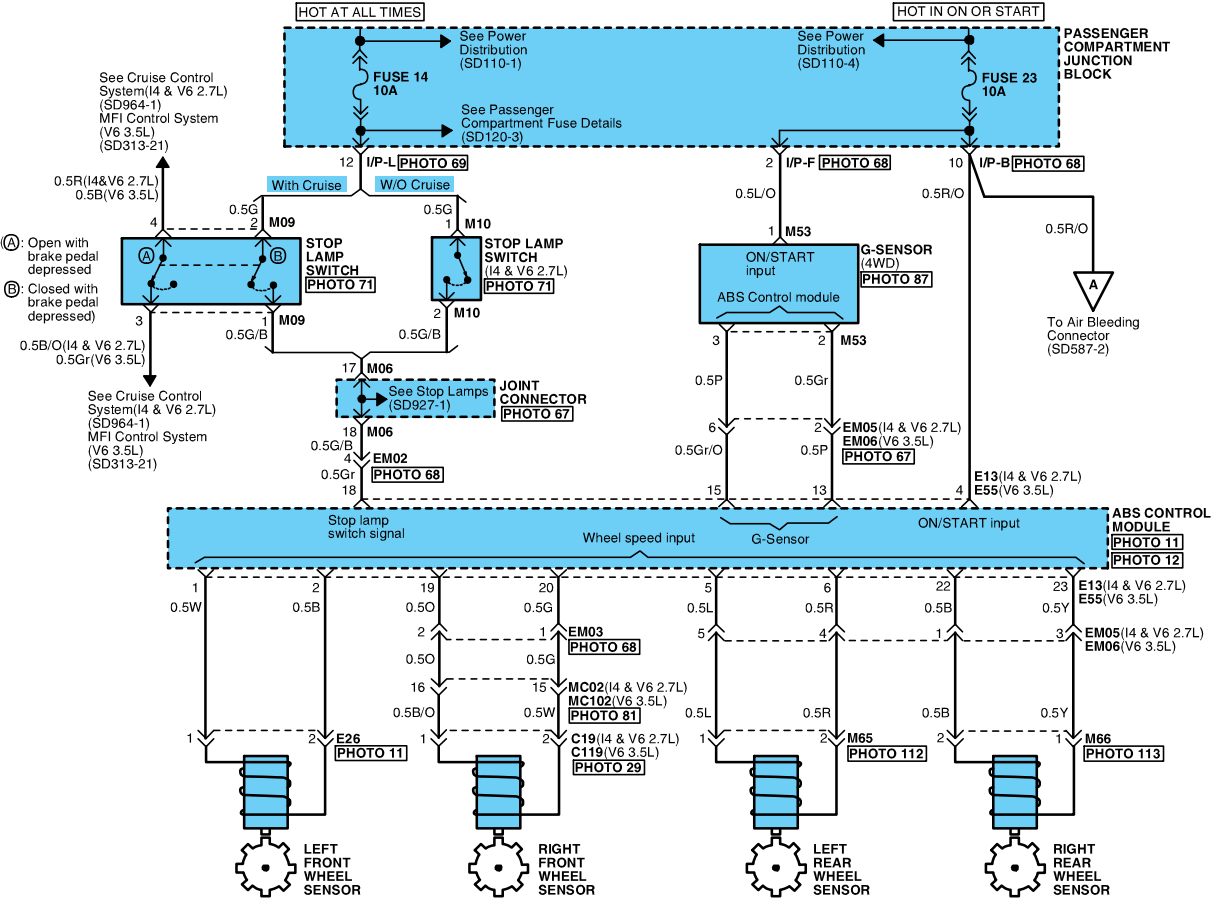


AIR BAG SYSTEM (SRS)



AIR BAG SYSTEM (SRS)

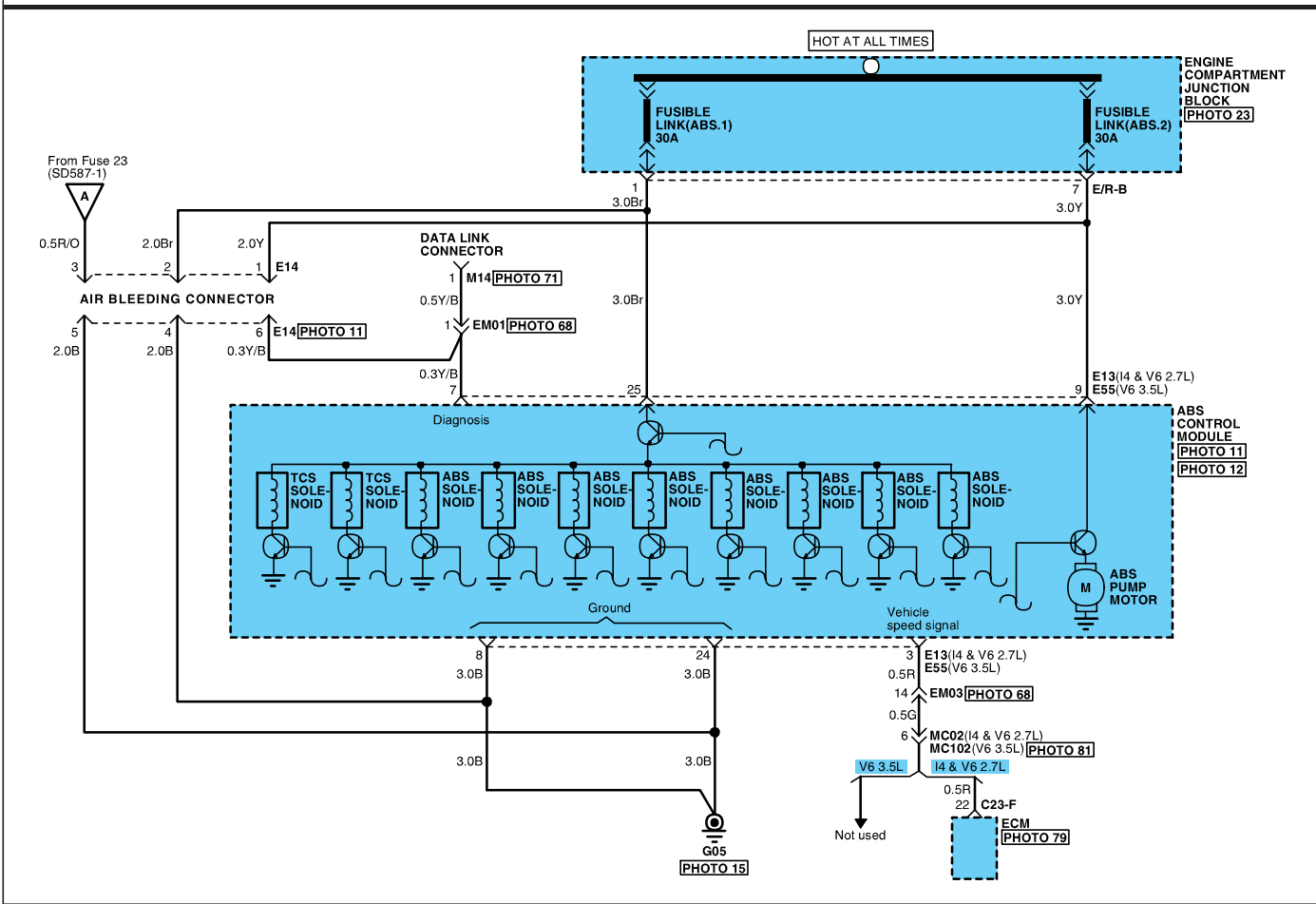
AIR BAG SYSTEM (SRS) (4)			SD569-4																																																																															
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A44/A45 YAZ_ABG_04F_Y		A46/A47 EPC_E4014_02F_B		A48/A49 EPC_E4014_02F_B		A50 CR03M020																																																																												
M13-1 CR16F017		M14 CR16F022		M15-2 CR20F014		M132 CR04F090																																																																												

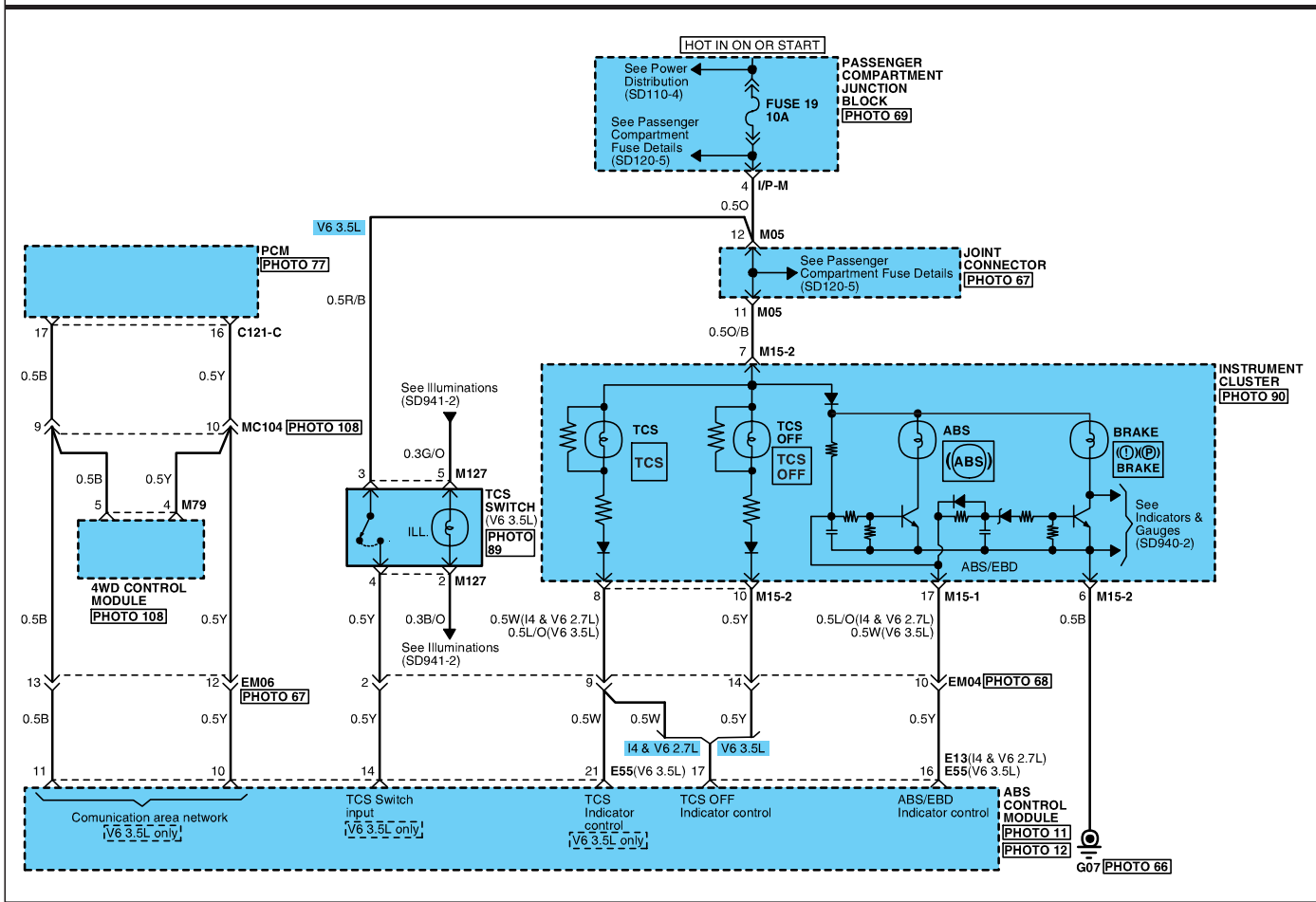


ANTI-LOCK BRAKE SYSTEM

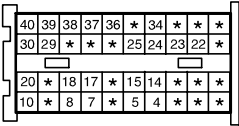
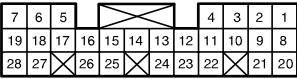
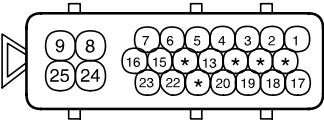
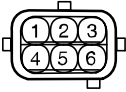
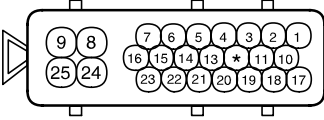
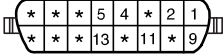
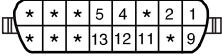
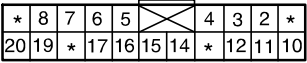
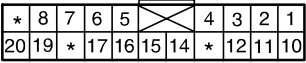
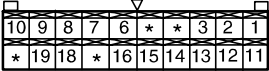
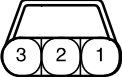
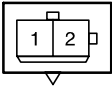
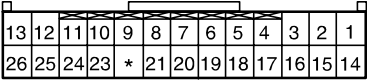
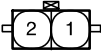
ANTI-LOCK BRAKE SYSTEM (2)

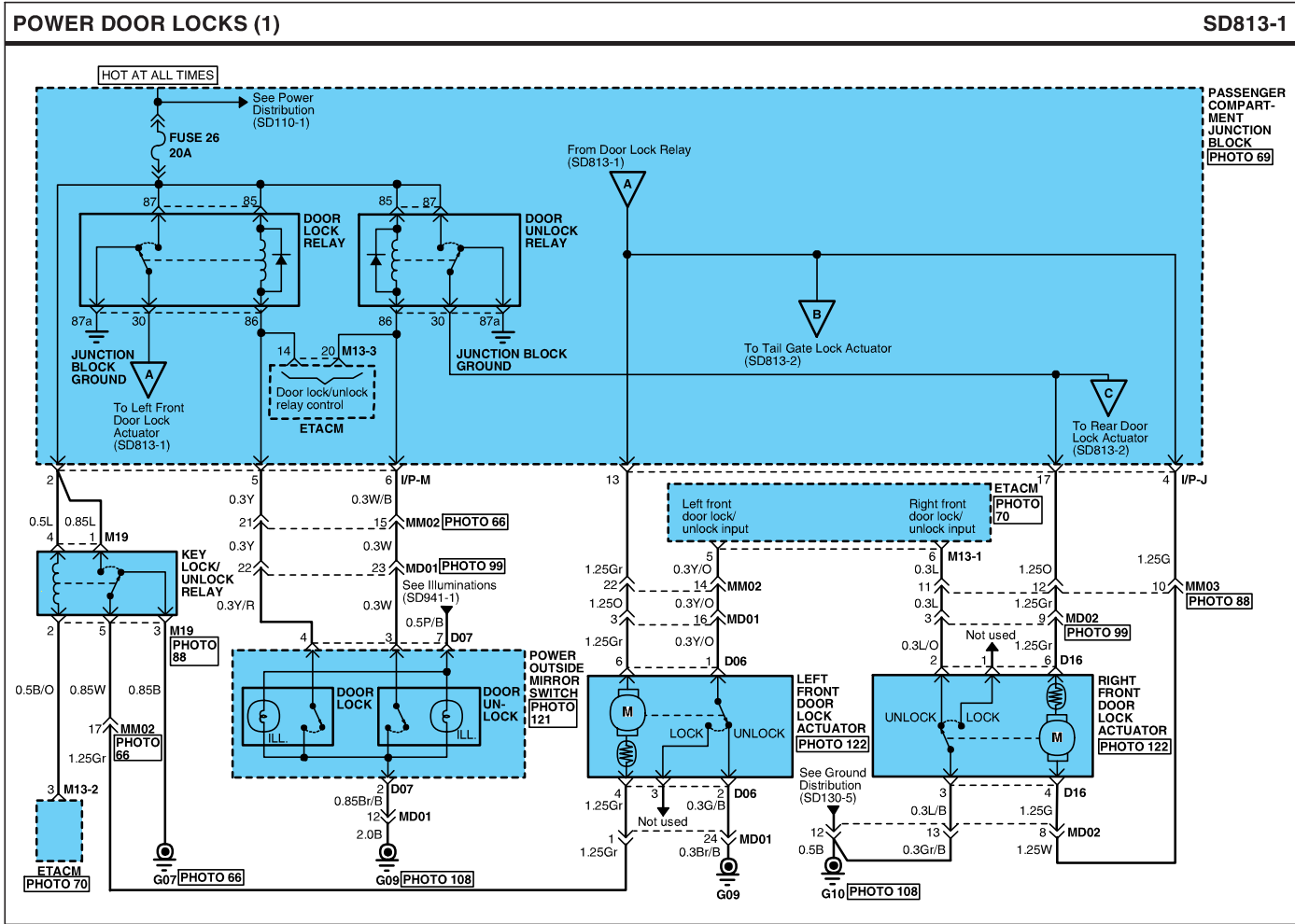
SD587-2

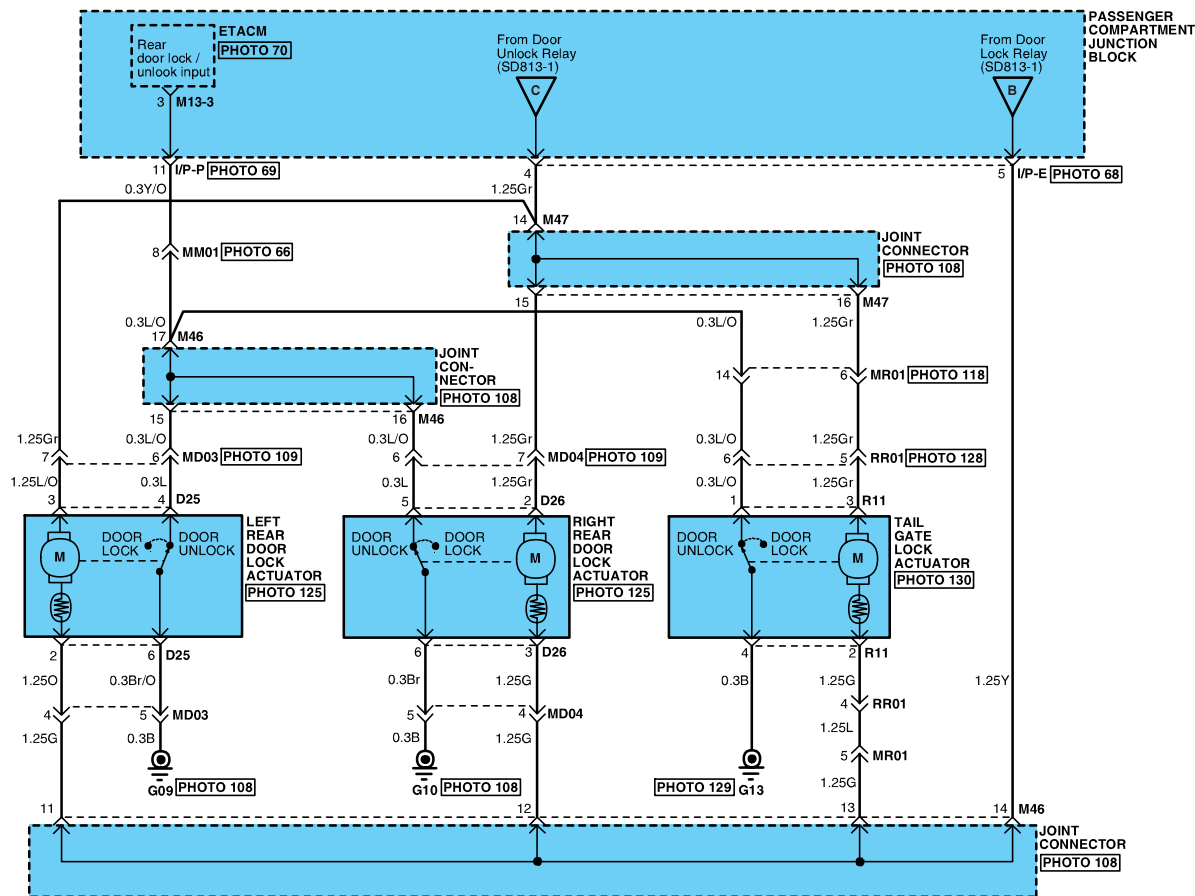




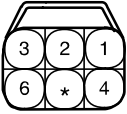
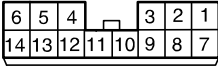
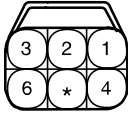
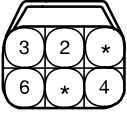
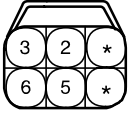
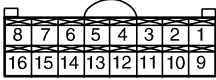
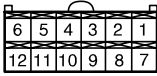
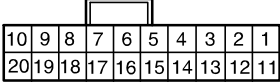
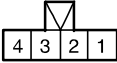
ANTI-LOCK BRAKE SYSTEM

ANTI-LOCK BRAKE SYSTEM (4)			SD587-4
C19/C119  CR02M021	C23-F  CR40F004	C121-C  CR28F001	E13  CR25F005
E14  CR06M006	E26  CR02M021	E55  CR25F005	M09  CR04F016
M10  CR02F051	M14(I4 & V6 2.7L)  CR16F022	M14(V6 3.5L)  CR16F022	M15-1(I4 & V6 2.7L)  CR20F004
M15-1(V6 3.5L)  CR20F004	M15-2  CR20F014	M53  CR03F070	M65/M66  CR02M020
M79  CR26F005	M127  CR02F091	BLANK	





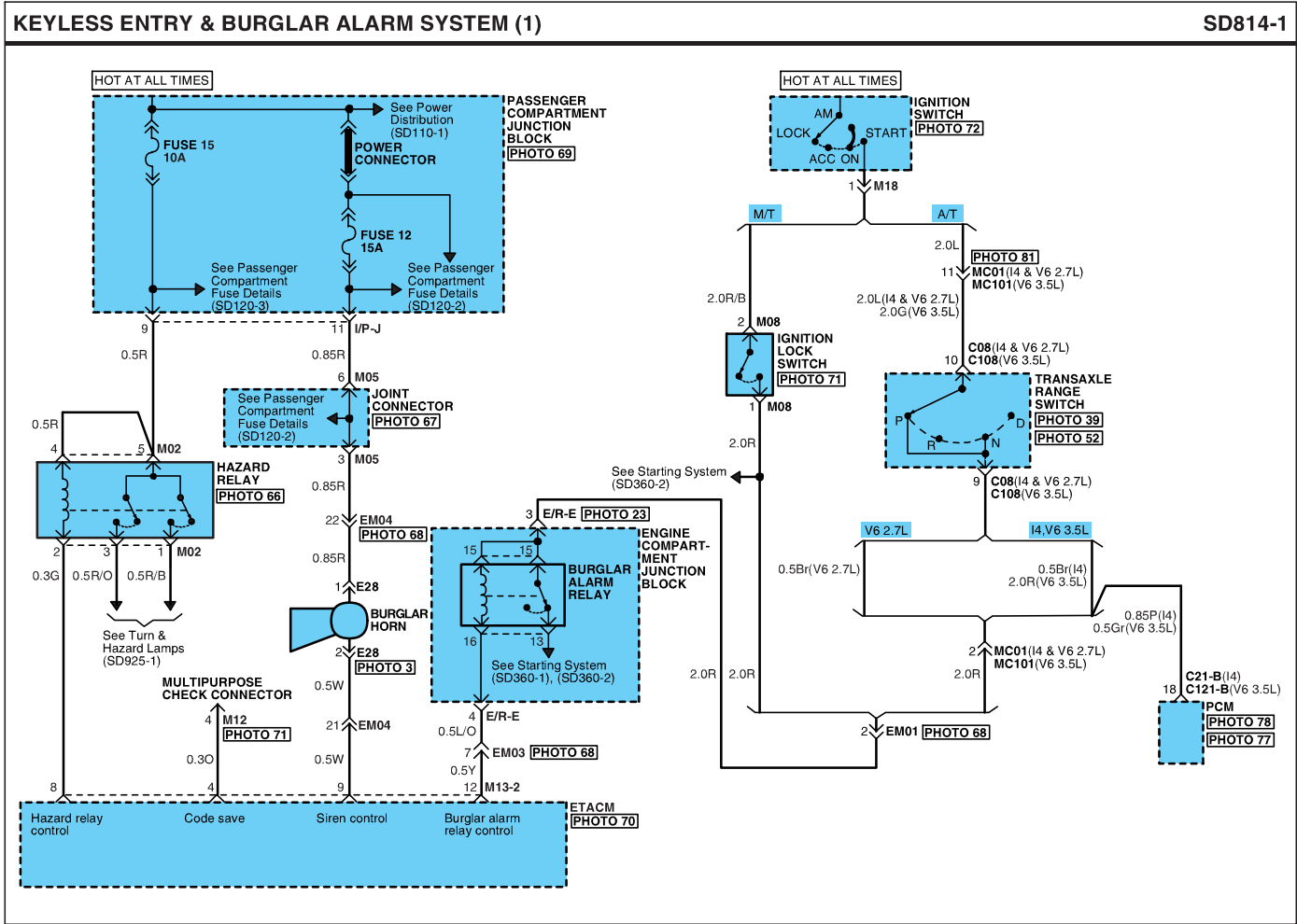
POWER DOOR LOCKS

POWER DOOR LOCKS (3)			SD813-3
D06  CR06F040	D07  CR14F005		D16  CR06F040
D25  CR06F040	D26  CR06F040	M13-1  CR16F017	M13-2  CR12F015
M13-3  CR20F008	M19  CR05F022	R11  CR04F010	BLANK
Circuit Description Battery voltage is supplied to the door lock and unlock relay at all times from fuse 26. There is a metal rod that link the left front door lock/unlock switch and the left front door lock actuator. When the left front door lock/unlock switch is pushed to lock, the metal rod then pushes the actuator switch in the left front door lock actuator to the lock position. The ETACM receives the lock input signal and then supplies power to the left/right rear door, tail gate lock actuator and right front door lock actuator. Each actuator is grounded through a limit switch in the appropriate door lock actuator. The ETACM will de-energize the relay coil when the limit switches in the door lock actuators move to the unlock position. The door lock works similarly when the left front door lock switch is pushed to unlock, except that the electrical current goes through each actuator in the opposite direction.			

POWER DOOR LOCKS

POWER DOOR LOCKS (4)	SD813-4
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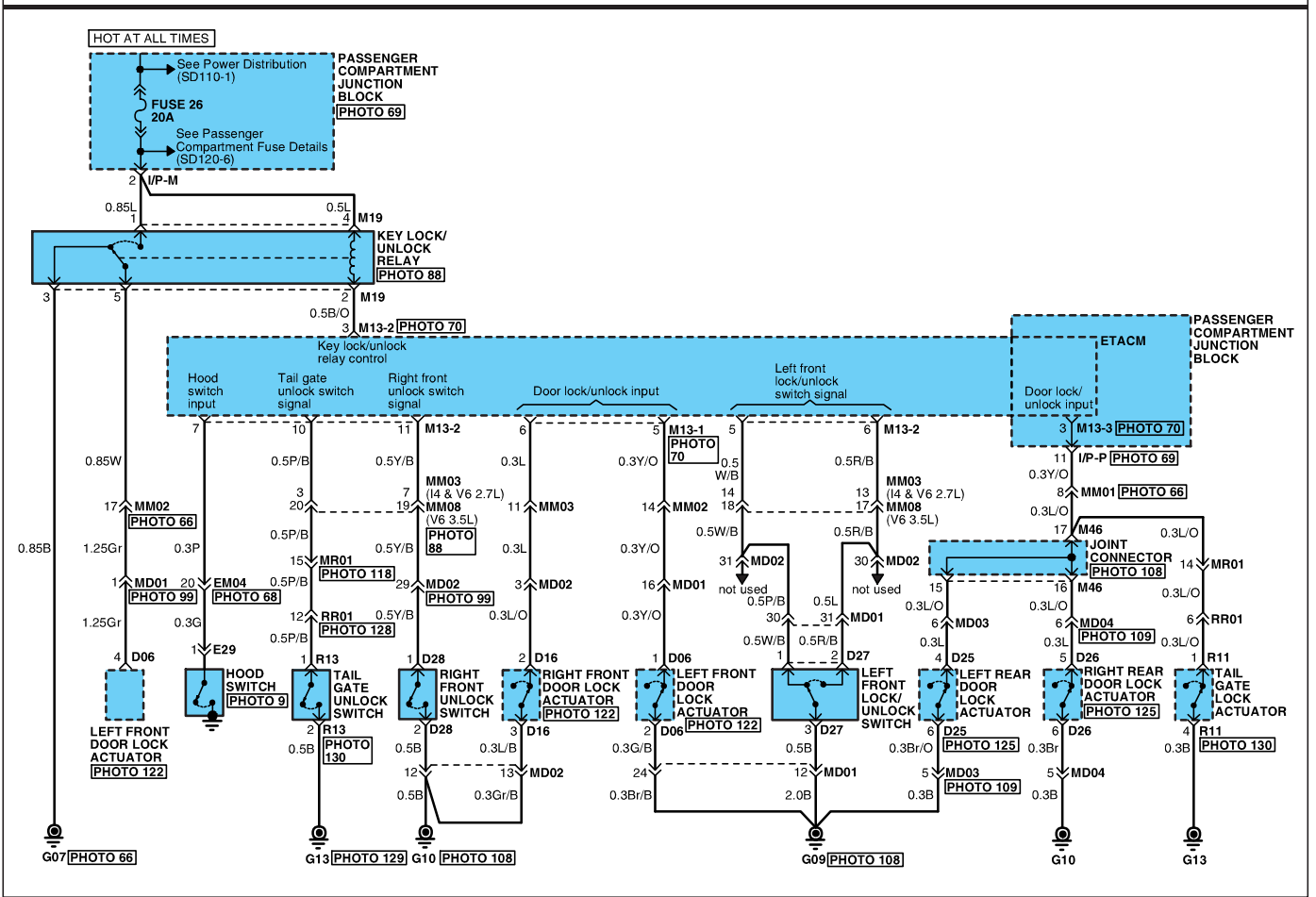
MEMO



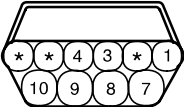
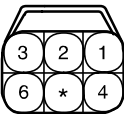
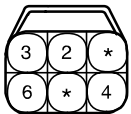
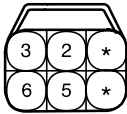
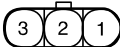
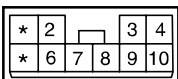
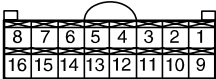
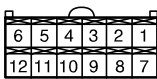
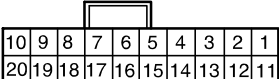
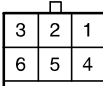
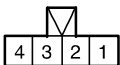
KEYLESS ENTRY & BURGLAR ALARM SYSTEM

KEYLESS ENTRY & BURGLAR ALARM SYSTEM (2)

SD814-2

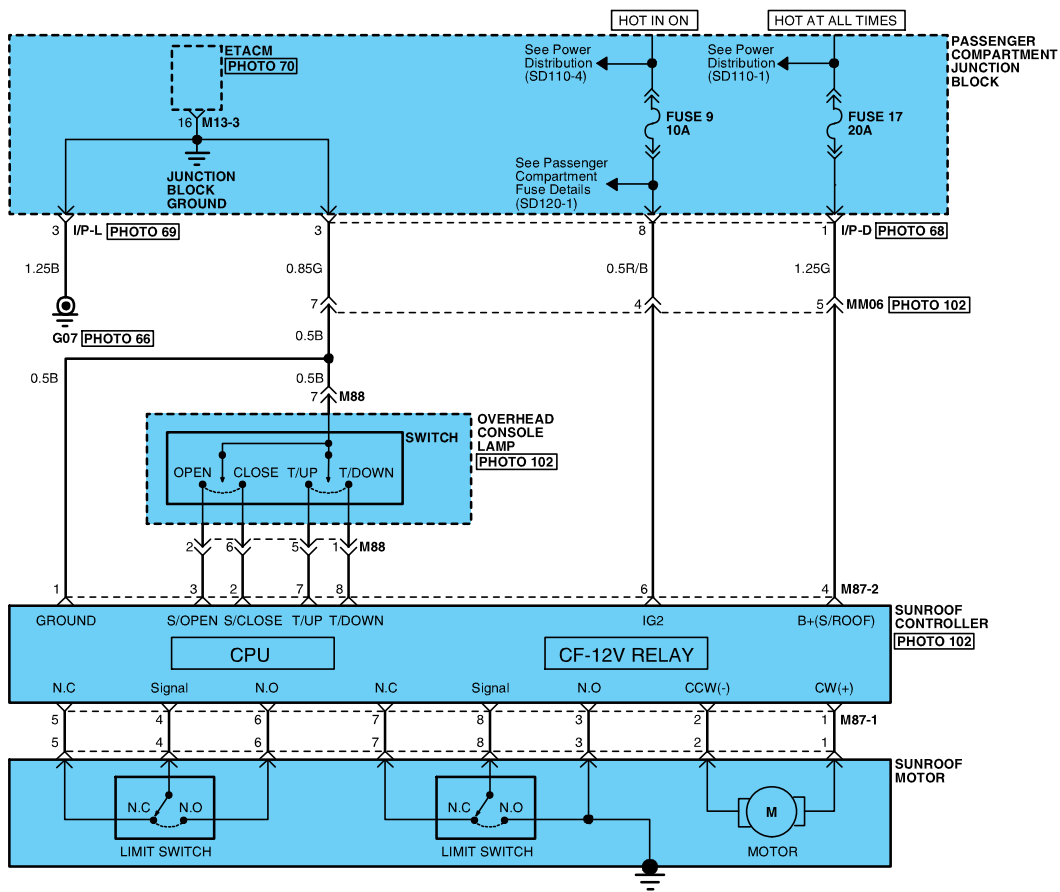


KEYLESS ENTRY & BURGLAR ALARM SYSTEM

KEYLESS ENTRY & BURGLAR ALARM SYSTEM (3)			SD814-3
C08/C108  KYEONGJIN	C21-B  CR26F004	C121-B  CR26F004	D06/D16  CR06F040
D25  CR06F040	D26  CR06F040	D27  CR03F016	D28  CR02F001
E28  CR02F040	E29  CR01M002	M02  CR05F022	M08  CR02F046
M12  CR10M003	M13-1  CR16F017	M13-2  CR12F015	M13-3  CR20F008
M18  CR06F014	M19  CR05F022	R11  CR04F010	R13  CR02F046

KEYLESS ENTRY & BURGLAR ALARM SYSTEM

KEYLESS ENTRY & BURGLAR ALARM SYSTEM (4)	SD814-4
Circuit Description The ETACM controls the keyless entry and burglar alarm system. When the ETACM receives code signals from the transmitter, the ETACM compares the received code signals with memorized code. If the codes are aligned, the ETACM sends signals to the door modules and turn signal lamps. According to the signals, the turn signal lamps are flashed serveral times and the door locks are opened.	

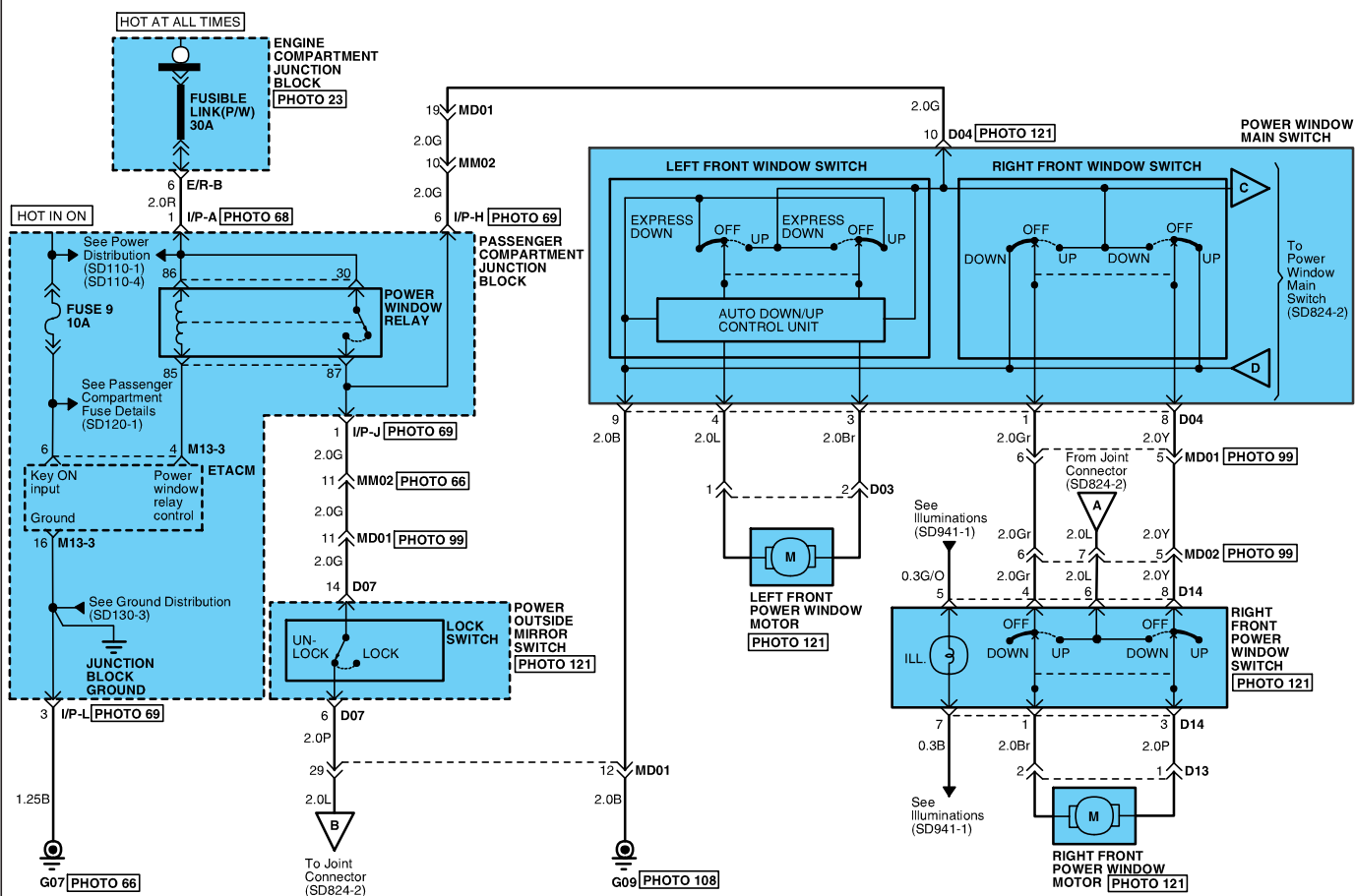


SUNROOF

SUNROOF (2)										SD816-2																																																																														
M13-3 <table><tr><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>20</td><td>19</td><td>18</td><td>17</td><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td></tr></table> CR20F008										10	9	8	7	6	5	4	3	2	1	20	19	18	17	16	15	14	13	12	11	M87-1 <table><tr><td>3</td><td>2</td><td>M</td><td>1</td></tr><tr><td>8</td><td>7</td><td>*</td><td>5</td><td>4</td></tr></table> CR08F004										3	2	M	1	8	7	*	5	4	M87-2 <table><tr><td>3</td><td>2</td><td>M</td><td>1</td></tr><tr><td>8</td><td>7</td><td>6</td><td>*</td><td>4</td></tr></table> CR08F004										3	2	M	1	8	7	6	*	4	M88 <table><tr><td>4</td><td>3</td><td>M</td><td>2</td><td>1</td></tr><tr><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td></tr></table> CR10F003										4	3	M	2	1	10	9	8	7	6	5
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POWER WINDOWS (1)

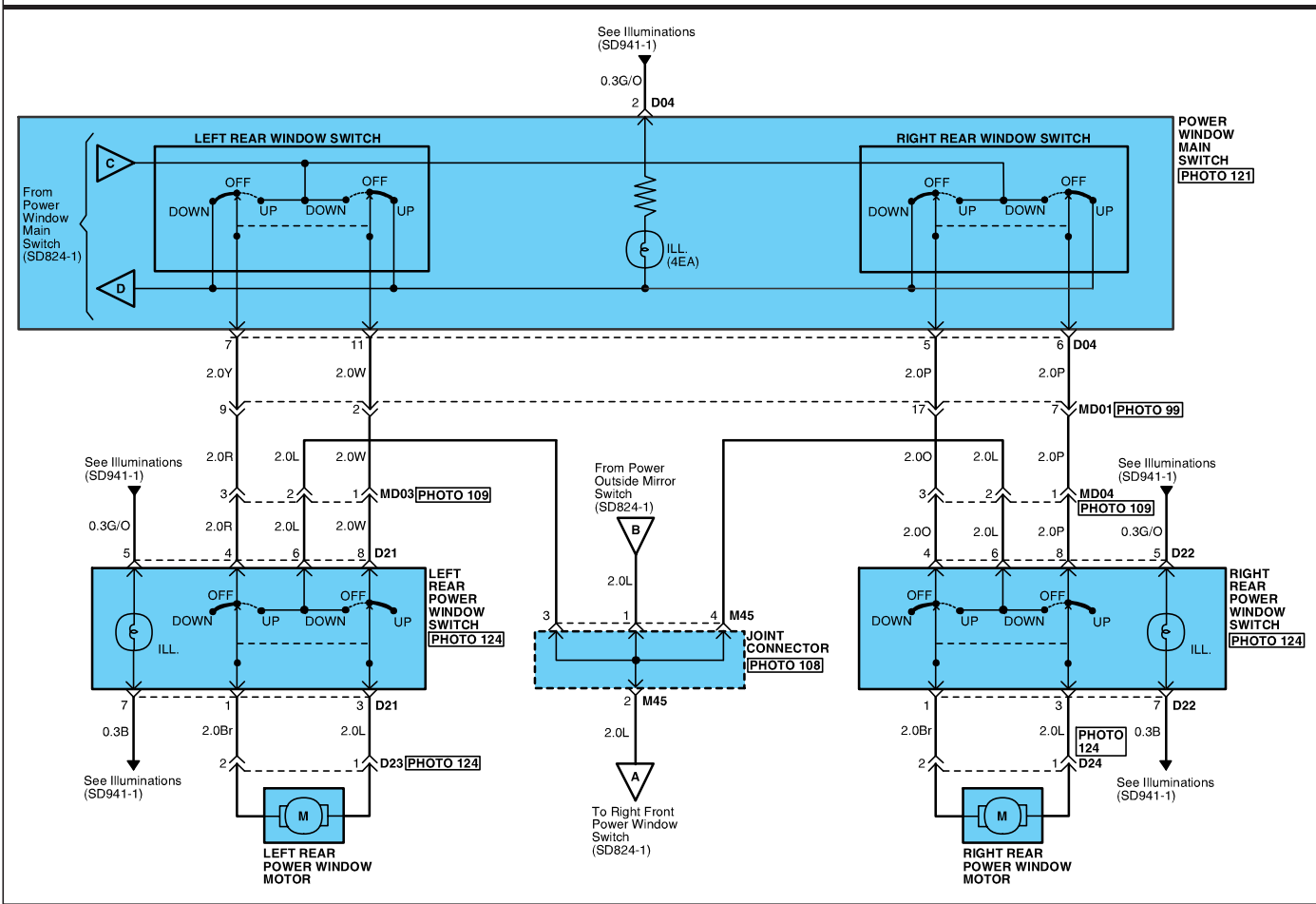
SD824-1



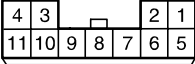
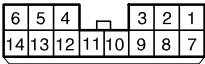
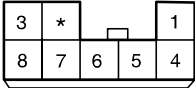
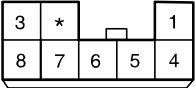
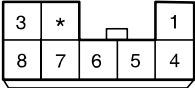
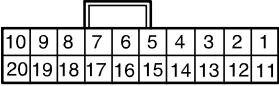
POWER WINDOWS

POWER WINDOWS (2)

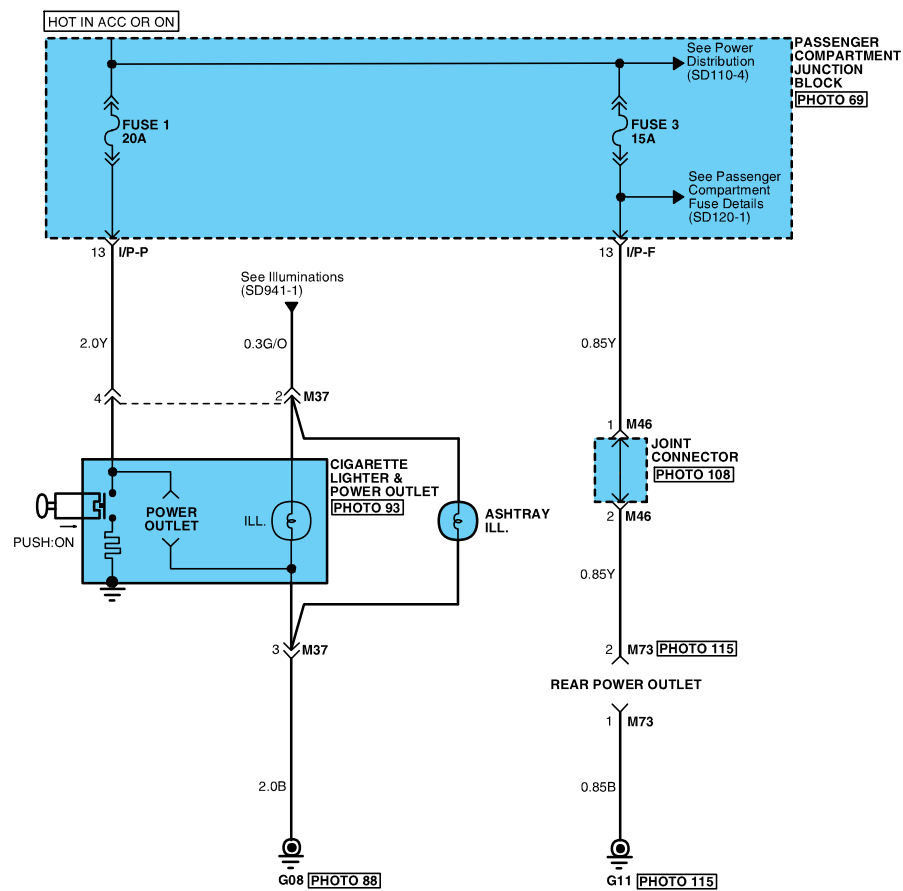
SD824-2



POWER WINDOWS

POWER WINDOWS (3)			SD824-3
D03  CR02F040	D04  CR11F001	D07  CR14F005	D13  CR02F040
D14  CR08F010	D21  CR08F010	D22  CR08F010	D23  CR02F040
D24  CR02F040	M13-3  CR20F008	BLANK	BLANK
Circuit Description A permanent magnet motor operates each of the power windows. Each motor raises or lowers the glass when voltage is supplied to it. The direction the motor turns depends on the polarity of the supply voltage. The power window main switch controls all the power window motors. Each window switch controls only one of the power window motors. If the lock switch is depressed, the rear power windows and right front power window can not be controlled by their own window switches, but they can still be controlled from the power window main switch. Power Window Main Switch Operation Battery voltage is applied to the coil and the contacts of the power window relay at all times. The coil of the relay is grounded through ETACM anytime the ignition switch is ON. Battery voltage is then supplied to the power window main switch through the closed relay contacts. When any of the switches in the power window main switch are operated, battery voltage is applied to the power window motor. The power window motor is grounded through the opposite contact in the power window main switch. The power window motor runs to drive the window. Window Switch Operation With the power window relay energized, battery voltage is supplied to the passenger window switches as long as the lock switch in the power outside mirror switch is in unlock position (not depressed). When the passenger windows switch is operated, battery voltage is applied to one terminal of the power window motor. The other terminal is grounded through the opposite contact in the window switch and the main switch. The power window motor runs to drive the window.			

MEMO



CIGARETTE LIGHTER & POWER OUTLET

CIGARETTE LIGHTER & POWER OUTLET (2)				SD846-2
M37 2 * 4 3 CR04F016	M73 1 2 CR02F015	BLANK	BLANK	
Circuit Description With the ignition switch in ACC or ON, battery voltage is applied from fuse 1 to the cigarette lighter. When you depress (push) the lighter, the lighter element completes the circuit to ground. When the element becomes sufficiently heated, it is spring-released and the circuit opens.				

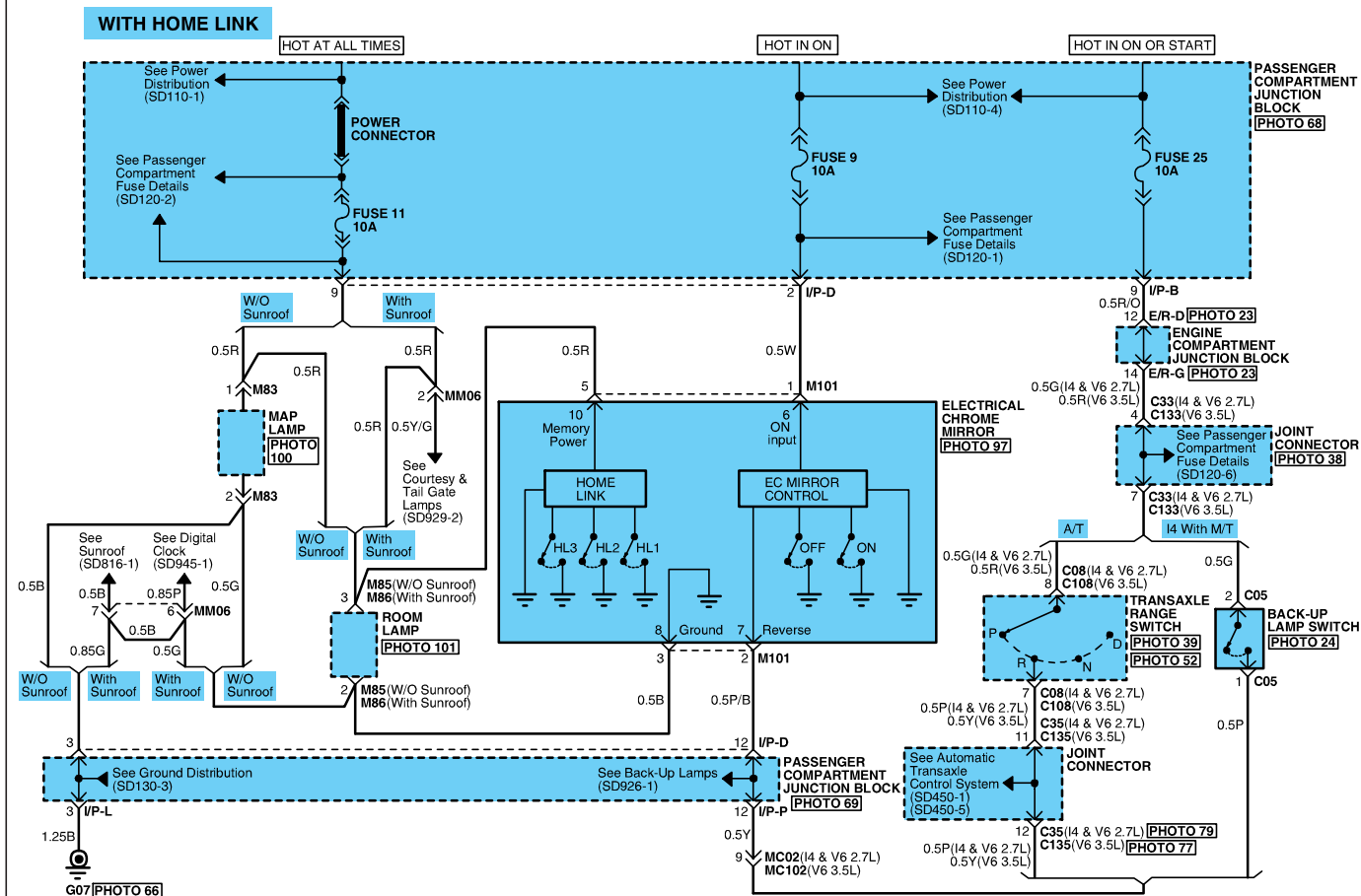
ELECTRONIC CHROME MIRROR (1)

SD851-1

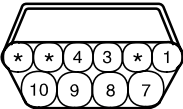
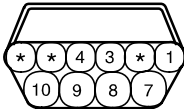
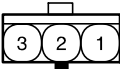
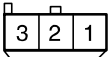
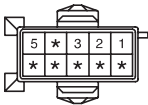


ELECTRONIC CHROME MIRROR (2)

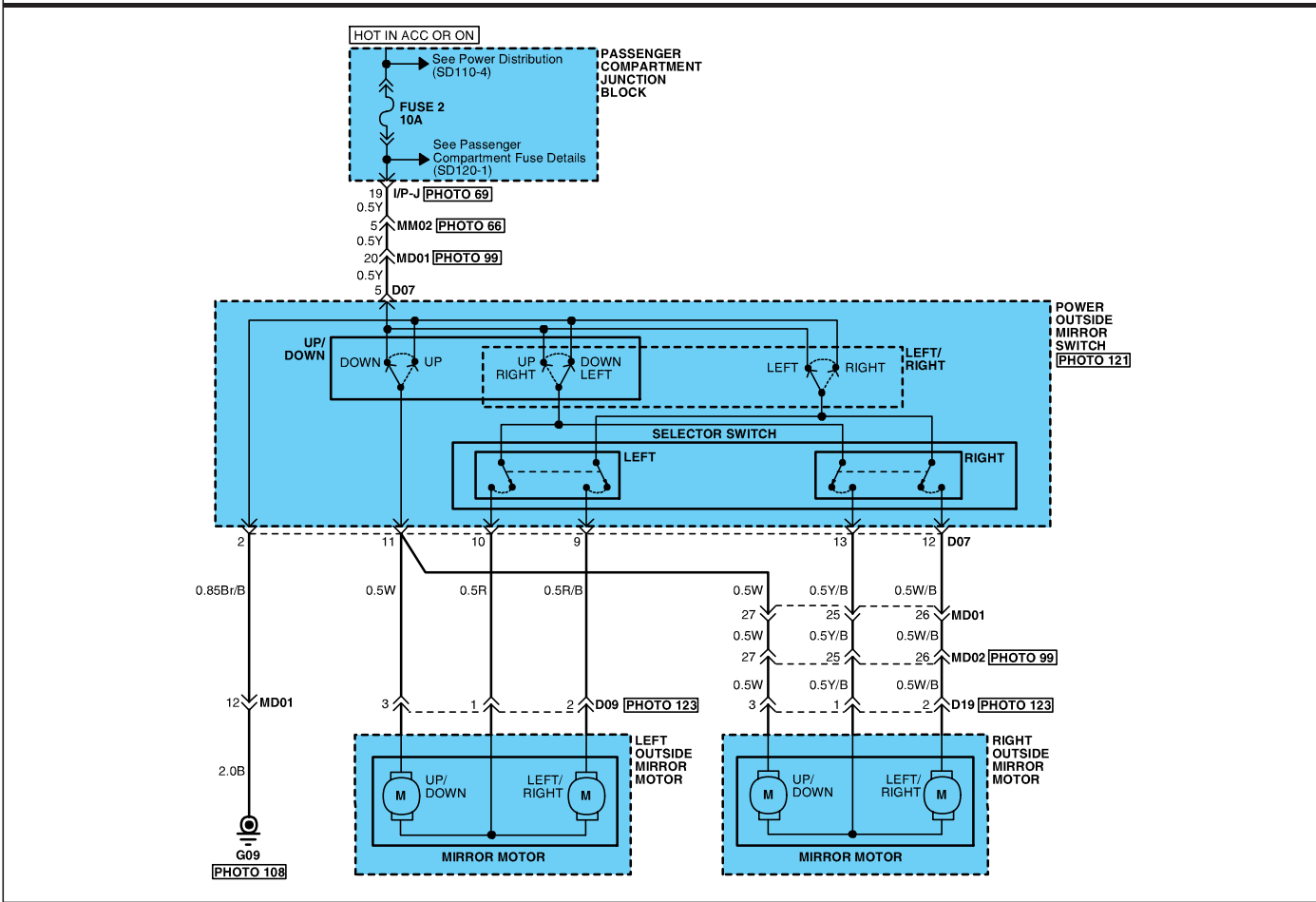
N2SMG851B



ELECTRONIC CHROME MIRROR

ELECTRONIC CHROME MIRROR (3)			SD851-3
C05  CR02F040	C08  CR10F010	C108  CR10F010	M82  CR03F095
M83  CR02F046	M85/M86  CR03F026	M101  AMP MQS-10F	BLANK
Circuit Description When the ignition switch in ON or START and the transaxle range switch in R position(automatic transaxle)/ back-up switch ONmanual transaxle), the electrical chrome mirror inactivates automatically to improve the visibility. The electrical chrome mirror controls automatically the glare of headlight of cars behind you.			

MEMO

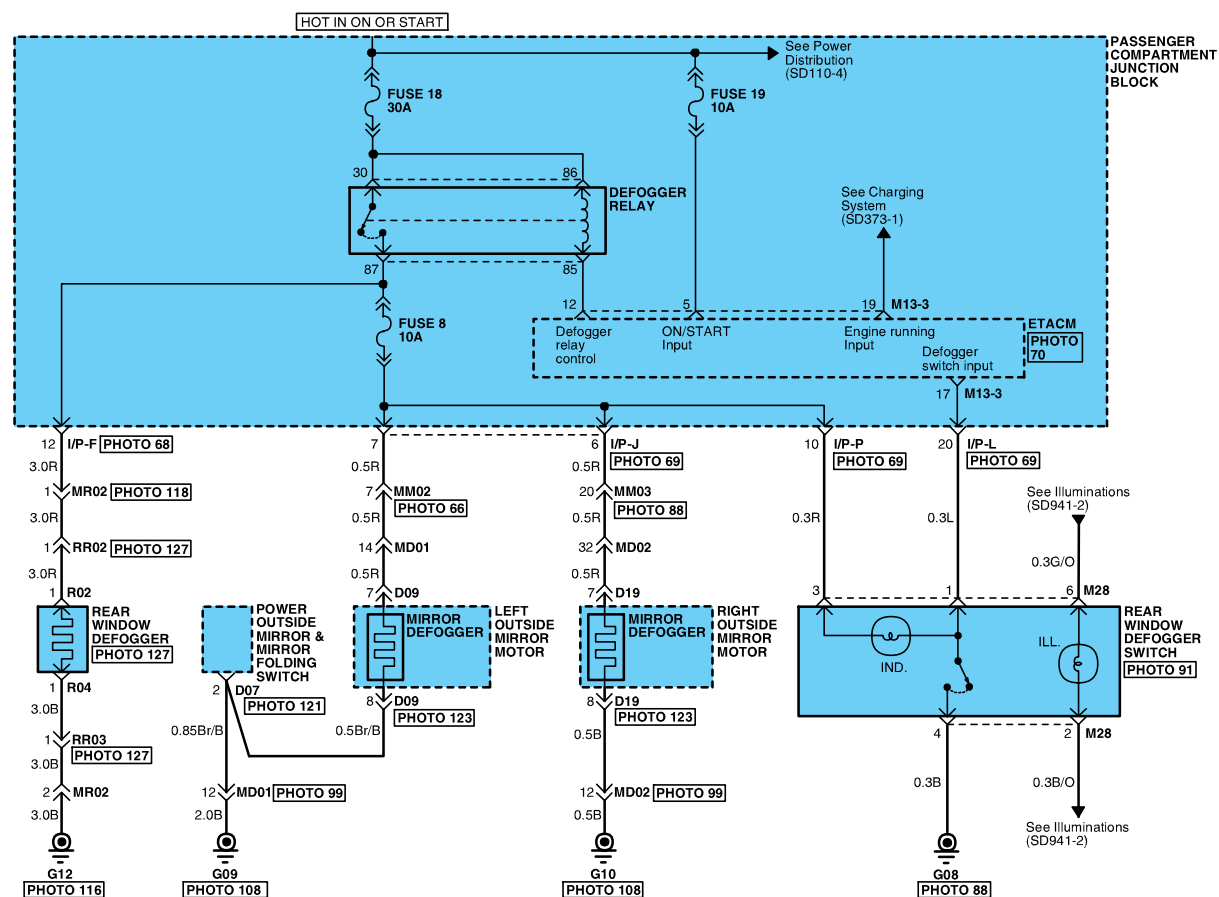


POWER OUTSIDE MIRRORS

POWER OUTSIDE MIRRORS (2)		SD876-2																																								
D07 <table><tr><td>6</td><td>5</td><td>4</td><td></td><td></td><td>3</td><td>2</td><td>1</td></tr><tr><td>14</td><td>13</td><td>12</td><td>11</td><td>10</td><td>9</td><td>8</td><td>7</td></tr></table> CR14F005	6	5	4			3	2	1	14	13	12	11	10	9	8	7	D09 <table><tr><td></td><td></td><td></td><td></td></tr><tr><td>*</td><td>3</td><td>2</td><td>1</td></tr><tr><td>8</td><td>7</td><td>6</td><td>5</td></tr></table> CR08F032					*	3	2	1	8	7	6	5	D19 <table><tr><td></td><td></td><td></td><td></td></tr><tr><td>*</td><td>3</td><td>2</td><td>1</td></tr><tr><td>8</td><td>7</td><td>6</td><td>5</td></tr></table> CR08F032					*	3	2	1	8	7	6	5
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Circuit Description The operation of the two outside mirrors is controlled by the power outside mirror switch. Each mirror has two reversible motors: one motor moves the mirror up and down, the other motor moves the mirror left and right. The mirror selector switch in the power outside mirror switch directs battery voltage to the right or left outside mirror. With the ignition switch in ACC or ON, battery voltage is applied from fuse 2 to the power outside mirror switch. With the mirror selector switch in LEFT and the up/down switch in UP, battery voltage is applied to the up contacts of the up/down switch and to the left power mirror up/down motor. Ground is provided to the up contacts of the up/down switch and the left power mirror up/down motor and the mirror goes up. In the DOWN position, battery voltage and ground are applied to the opposite terminals of the motor. The left/right switch works similarly to the up/down switch. With the mirror selector switch in the RIGHT position, battery voltage and ground are applied to the right power mirror motors which operate in a similar way.																																										

FF18F949

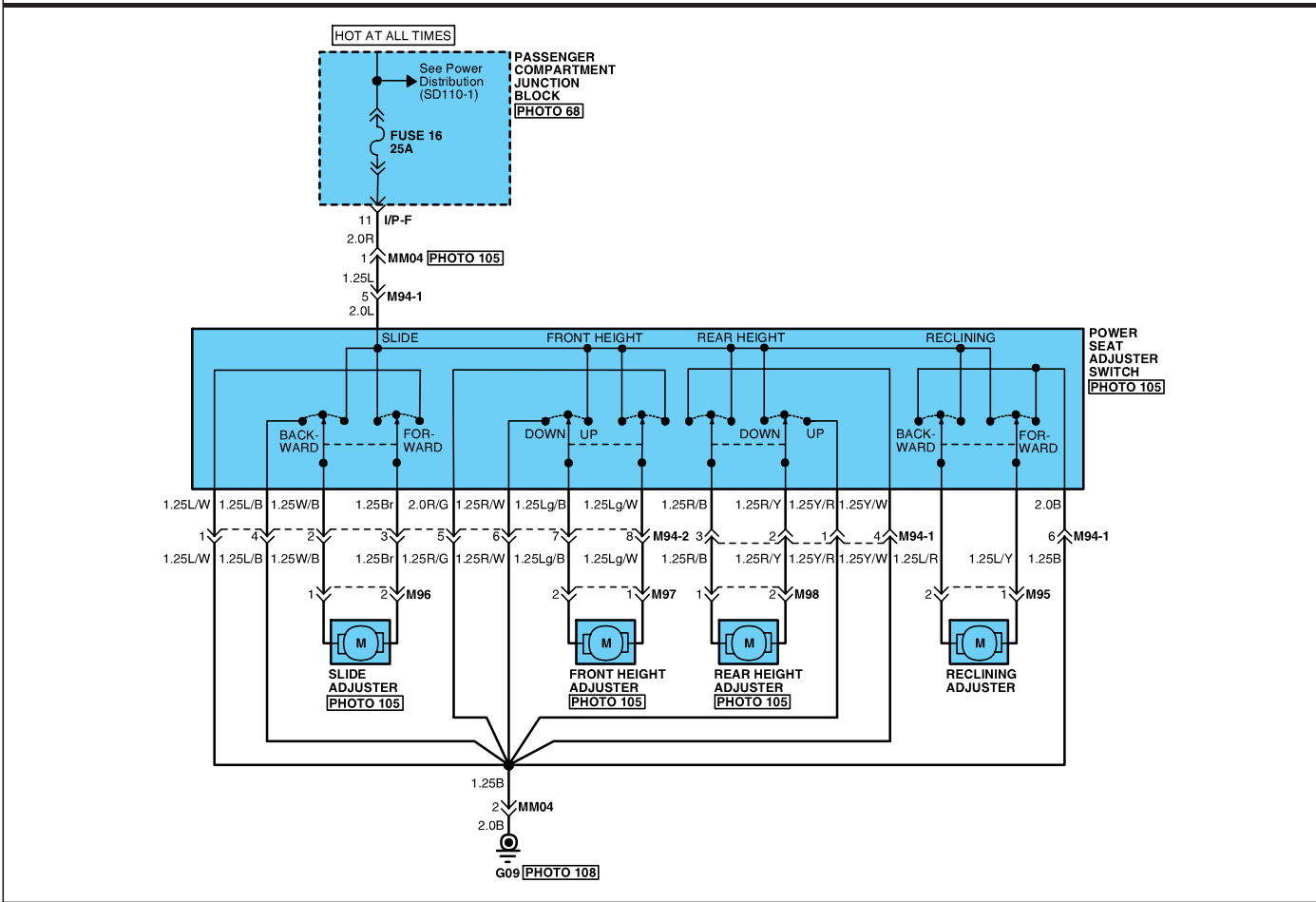
SD879-1



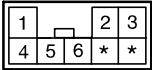
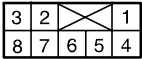
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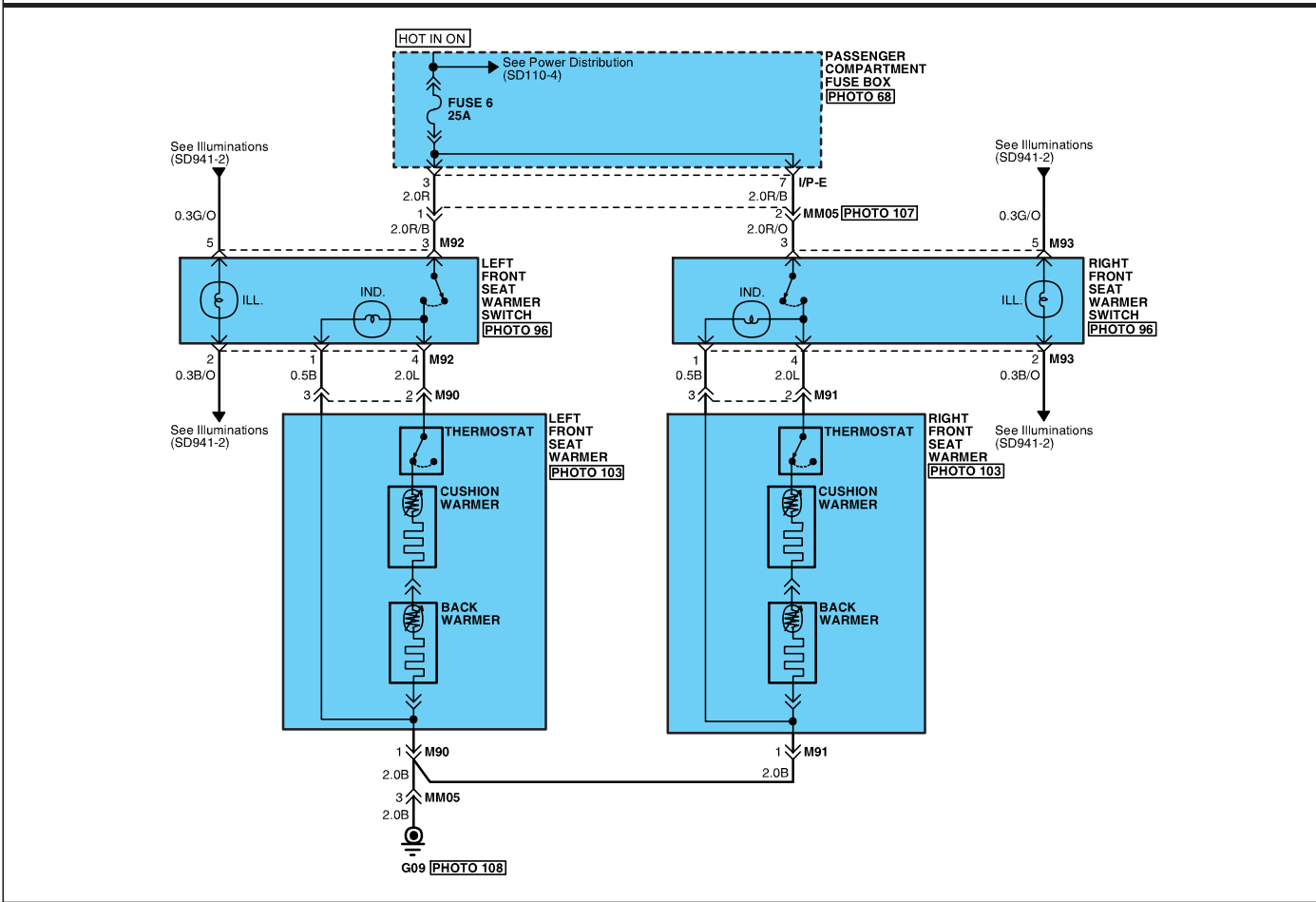
REAR WINDOW & OUTSIDE MIRROR DEFOGGER SYSTEM

REAR WINDOW & OUTSIDE MIRROR DEFOGGER SYSTEM (2)				SD879-2																																																																
D07 <table><tr><td>6</td><td>5</td><td>4</td><td></td><td>3</td><td>2</td><td>1</td></tr><tr><td>14</td><td>13</td><td>12</td><td>11</td><td>10</td><td>9</td><td>8</td></tr><tr><td>7</td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table> CR14F008	6	5	4		3	2	1	14	13	12	11	10	9	8	7							D09 <table><tr><td></td><td></td><td></td><td></td></tr><tr><td>*</td><td>3</td><td>2</td><td>1</td></tr><tr><td>8</td><td>7</td><td>6</td><td>5</td></tr></table> CR08F032					*	3	2	1	8	7	6	5	D19 <table><tr><td></td><td></td><td></td><td></td></tr><tr><td>*</td><td>3</td><td>2</td><td>1</td></tr><tr><td>8</td><td>7</td><td>6</td><td>5</td></tr></table> CR08F032					*	3	2	1	8	7	6	5	M13-3 <table><tr><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>20</td><td>19</td><td>18</td><td>17</td><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td></tr></table> CR20F008	10	9	8	7	6	5	4	3	2	1	20	19	18	17	16	15	14	13	12	11
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M28 <table><tr><td>2</td><td></td><td></td><td>1</td></tr><tr><td>6</td><td>*</td><td>4</td><td>3</td></tr></table> CR06F017	2			1	6	*	4	3	R02 <table><tr><td>▽</td></tr><tr><td>1</td></tr></table> CR01F041	▽	1	R04 <table><tr><td>▽</td></tr><tr><td>1</td></tr></table> CR11F041	▽	1	BLANK																																																					
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Circuit Description The ETACM (Electrical Time and Alarm Control System Control Module) controls the operation of the rear window defogger & outside mirror defogger through the defogger relay coil control. Battery voltage applied to the coil and contacts of the defogger relay. When the rear window defogger switch is depressed (ON) and the engine is running, the defogger relay coil is energized through the ETACM for 20 minutes. Battery voltage is supplied to the rear window defogger and left/right outside mirror motor & folding motor through the defogger relay contacts.																																																																				

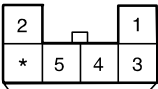
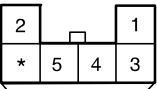


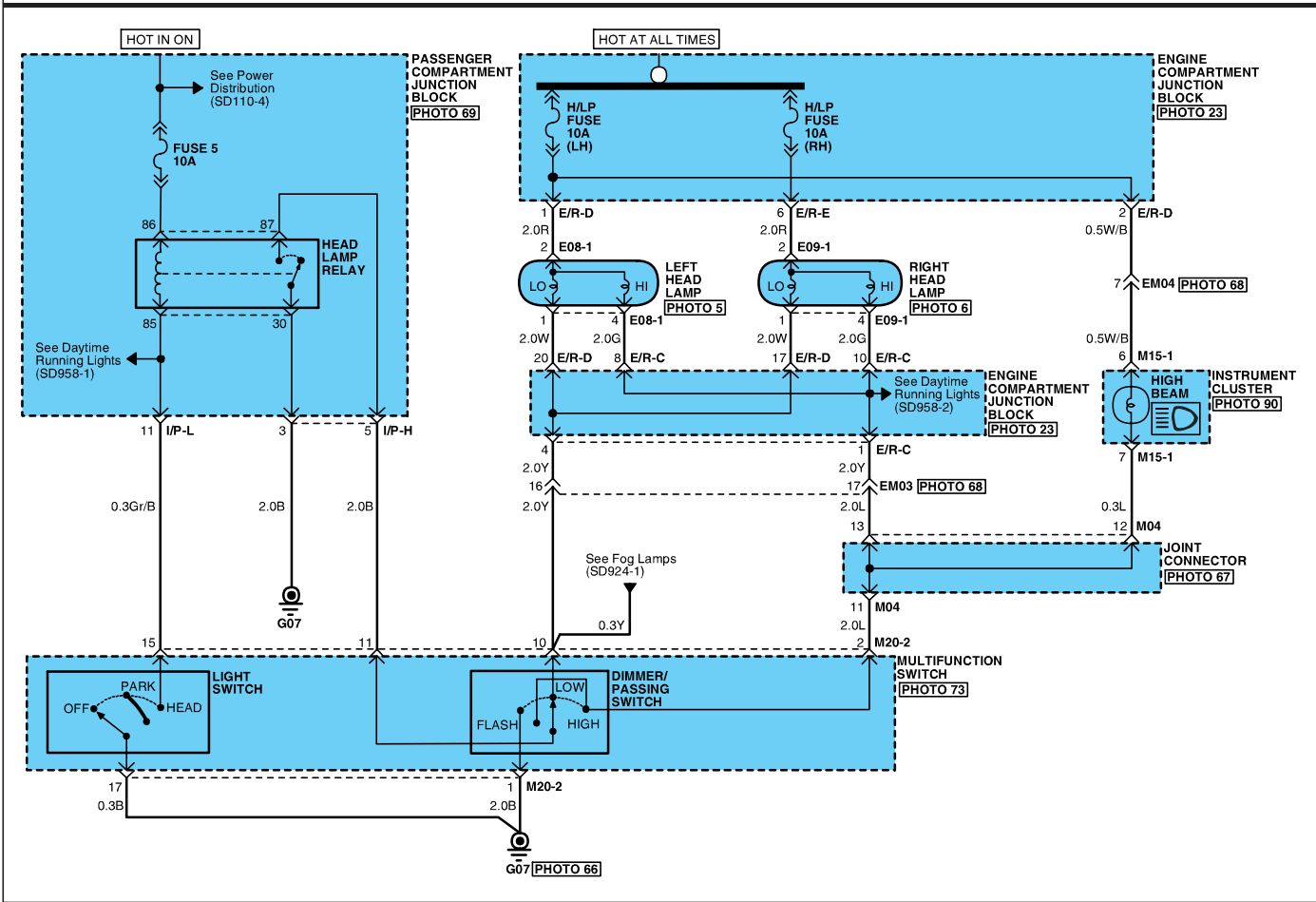
POWER SEAT

POWER SEAT (2)		SD880-2	
M94-1  CR08M004	M94-2  CR08F027	M95  CR02M006	M97  CR02M006
Circuit Description Battery voltage is applied at all times to the power seat adjuster switch from fuse 16. There are four reversible motors that operate the power seat. The front and rear height adjuster. They can be raised or lowered indendently. The reclining adjust motor moves the seat forward or backward. The recling motor moves the seatback forward or backward.			

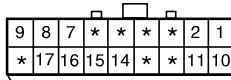


SEAT WARMER

SEAT WARMER (2)		SD889-2	
M90  CR03F033	M91  CR03F033	M92  CR06F017	M93  CR06F017
Circuit Description Fuse 6 supplies battery voltage to the Left/Right front seat warmer when the ignition switch is "ON" and the Left/Right front seat warmer switches are pushed(ON). When each seat warmer switch is pushed, battery voltage is supplied to the seat warmer and grounded through G09.			



HEAD LAMPS

HEAD LAMPS (2)				SD921-2																																													
E08-1  CR04F027		E09-1  CR04F027		M15-1(I4 & V6 2.7L) <table><tr><td>*</td><td>8</td><td>7</td><td>6</td><td>5</td><td></td><td>4</td><td>3</td><td>2</td><td>*</td></tr><tr><td>20</td><td>19</td><td>*</td><td>17</td><td>16</td><td>15</td><td>14</td><td>*</td><td>12</td><td>11</td><td>10</td></tr></table> CR20F004		*	8	7	6	5		4	3	2	*	20	19	*	17	16	15	14	*	12	11	10	M15-1(V6 3.5L) <table><tr><td>*</td><td>8</td><td>7</td><td>6</td><td>5</td><td></td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>20</td><td>19</td><td>*</td><td>17</td><td>16</td><td>15</td><td>14</td><td>*</td><td>12</td><td>11</td><td>10</td></tr></table> CR20F004		*	8	7	6	5		4	3	2	1	20	19	*	17	16	15	14	*	12	11	10
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M20-2  CR18F004				BLANK																																													
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Circuit Description

Low Beam Operation

With the Ignition switch in ON, battery voltage is applied to the coil of the head lamp relay from fuse 5. With the light switch in HEAD, the head lamp relay coil is energized and battery voltage from the H/LP fuses (LH/RH) is then provided to the low beam head lamps. The low beam head lamps light.

High Beam Operation

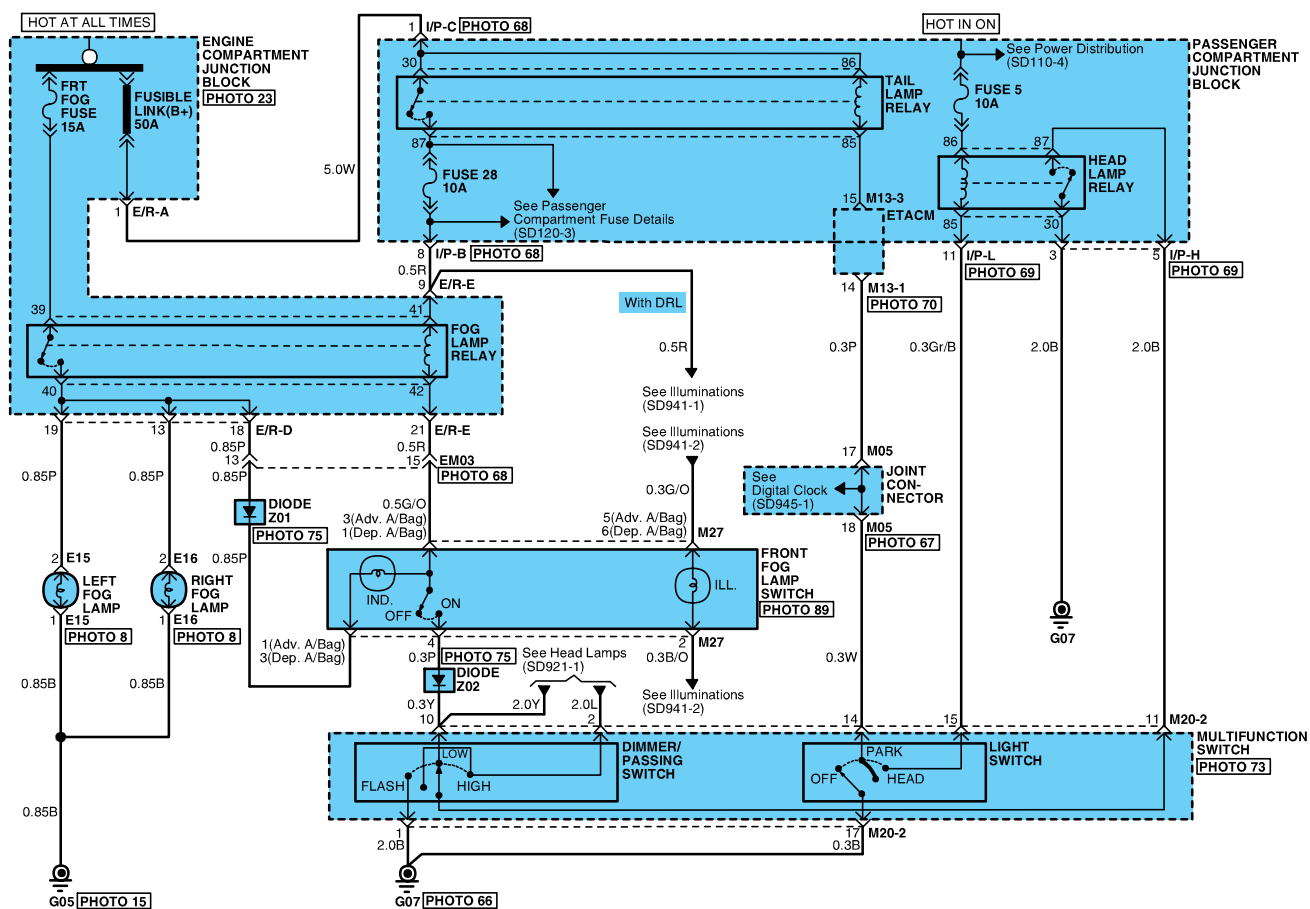
With the Ignition switch in ON, battery voltage is applied to the coil of the head lamp relay through fuse 5. With the light switch in HEAD and the dimmer/passing switch in the HIGH position, ground is provided to the coil of the head lamp relay through the light switch. Battery voltage from the H/LP fuses(LH/RH) is then provided to the high beam head lamps.

Flash Operation

The flash feature works with the light switch in all positions (OFF, PARK or HEAD). With the light switch in OFF, PARK or HEAD and the head lamp dimmer switch in FLASH, ground is provided to the high beam head lamps through the dimmer/passing switch. Battery voltage is applied to the high beam head lamps and the high beam indicator. The high beam head lamps and the high beam indicator light as long as the dimmer/passing switch is held in the FLASH position.

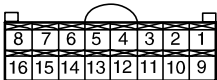
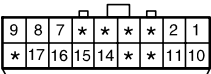
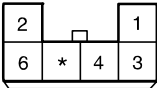
E3A3B2CC

SD924-1



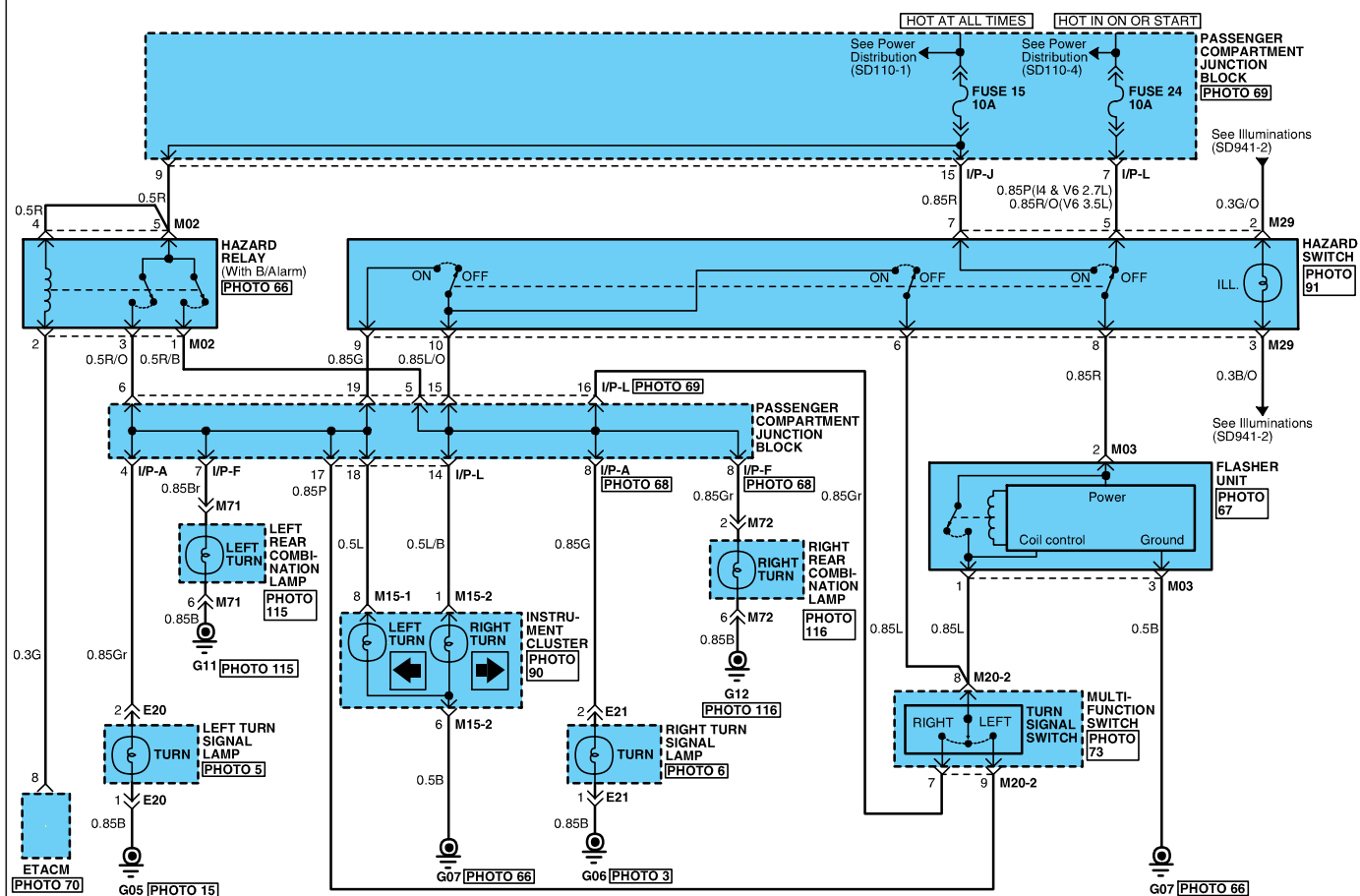
N2SMG924A

FOG LAMPS

FOG LAMPS (2)			SD924-2
E15  CR02F040	E16  CR02F040	M13-1  CR16F017	M20-2  CR18F004
M27  CR06F017	BLANK	BLANK	BLANK
Circuit Description When the light switch in HEAD, battery voltage is applied to the fog lamp relay coil through the closed contacts of the tail lamp relay. When the front fog lamp switch is ON, the fog lamp relay coil is energized and then battery voltage from the front fog fuse is then provided to the fog lamps through the closed contact of the fog lamp relay. Lighting the fog lamps. With the light switch in HEAD and the dimmer/passing switch in HIGH or FLASH, the fog lamps go out.			

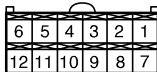
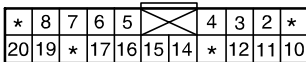
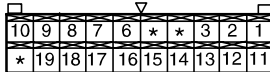
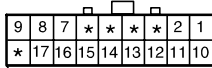
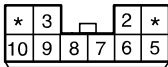
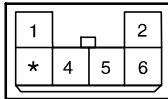
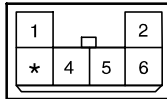
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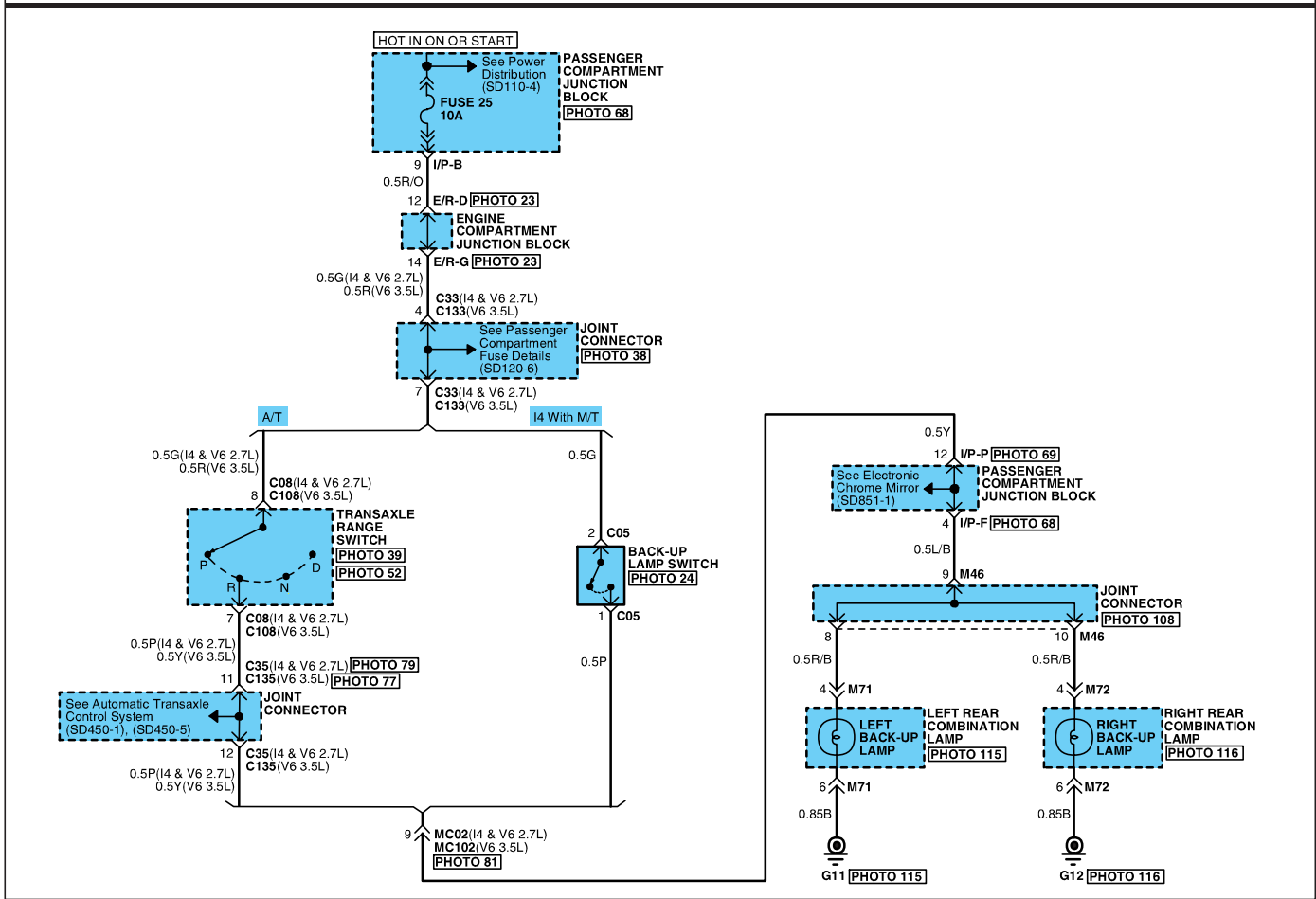
SD925-1



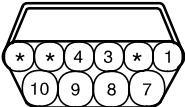
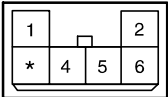
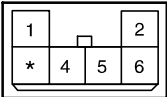
N2SMG925A

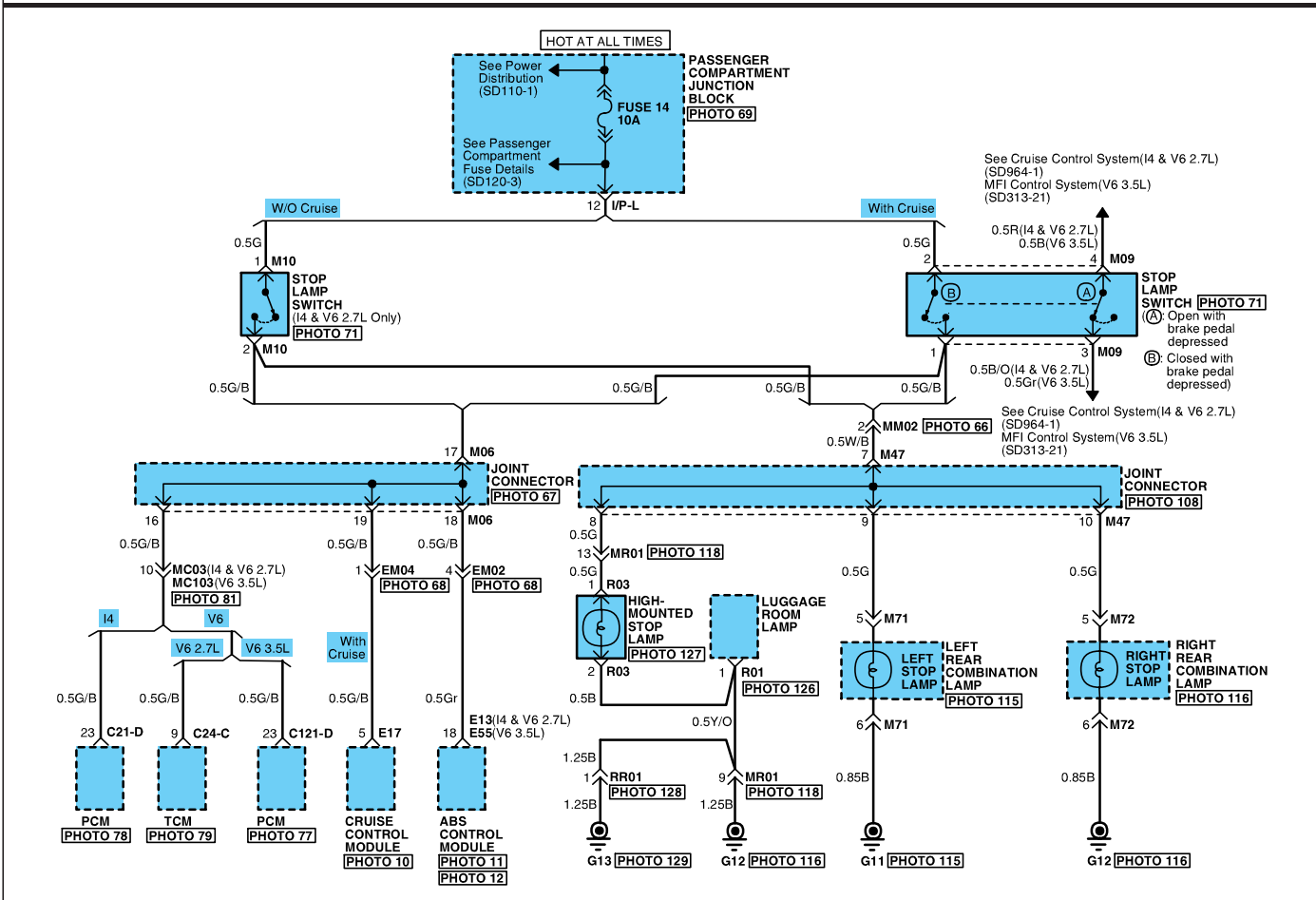
TURN & HAZARD LAMPS

TURN & HAZARD LAMPS (2)				SD925-2
E20  CR03F020	E21  CR03F020	M02  CR05F022	M03  CR03F006	
M13-2  CR12F015	M15-1  CR20F004	M15-2  CR20F014	M20-2  CR18F004	
M29  CR10F014	M71  CR06M002	M72  CR06M002	BLANK	
Circuit Description Turn Signal Lamps operation With the hazard switch in OFF and ignition switch in ON or START position, battery voltage is applied from fuse 24 to the flasher unit. The solid-state flasher unit senses the turn signal switch position through the coil control and alternately applies and removes battery voltage to the turn signal switch. Battery voltage is applied to the turn signal lamp and indicators dependent upon the turn signal switch position. Hazard Lamps operation With the hazard switch depressed(ON), battery voltage is applied from fuse 15 to the flasher unit. The solid-state flasher unit senses that the hazard switch is in the ON position and alternately applies and removes battery voltage to the turn signal lamps and indicators at the same time.				

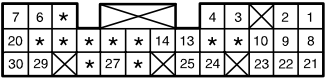
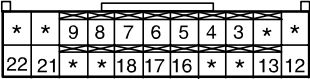
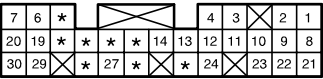
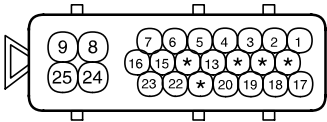
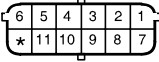
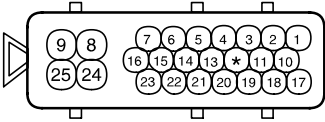
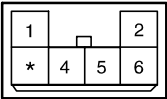


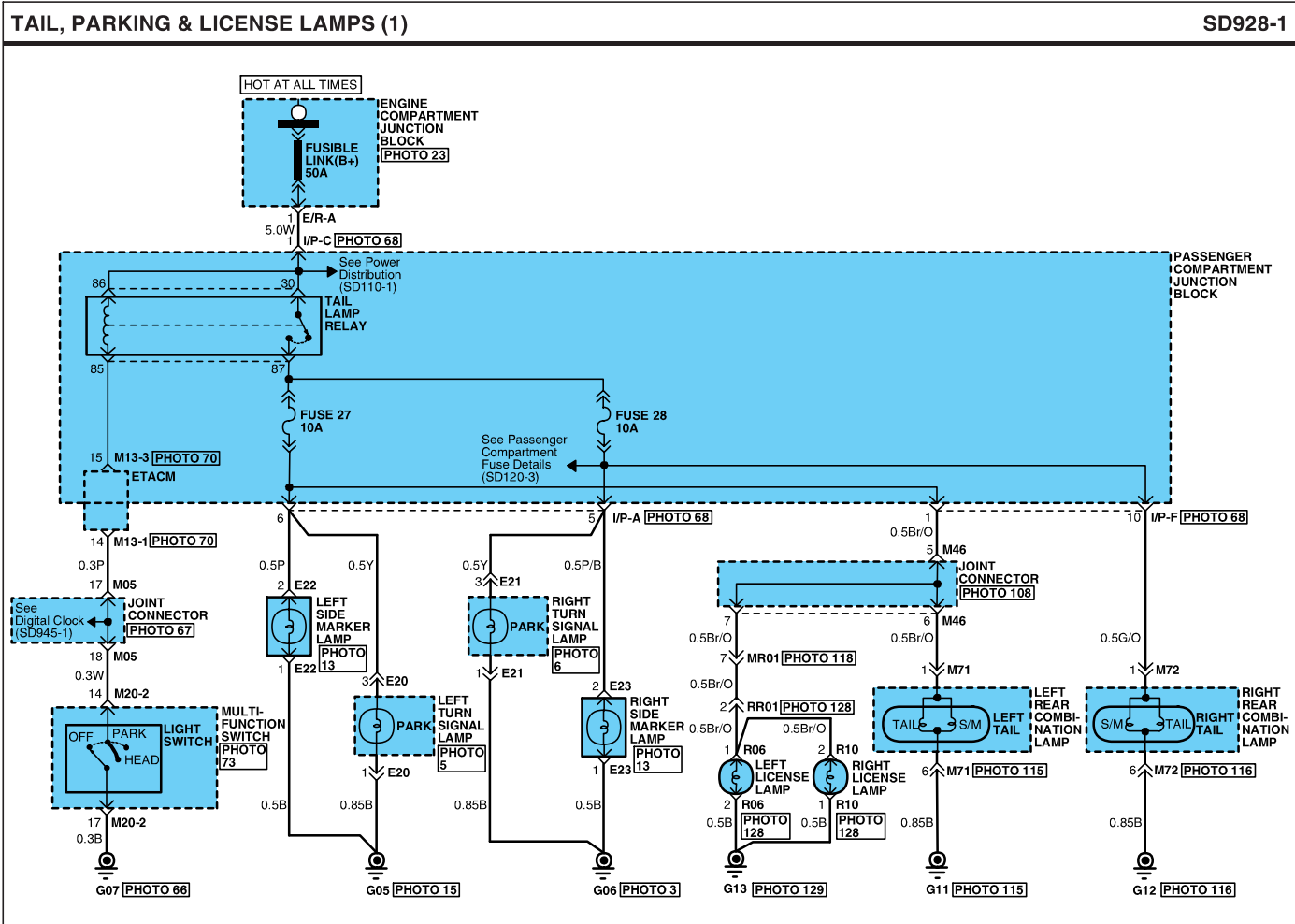
BACK-UP LAMPS

BACK-UP LAMPS (2)		SD926-2	
C05  CR02F040	C08/C108  CR10F010	M71  CR06M002	M72  CR06M002
Circuit Description With the ignition switch in ON or START, battery voltage is applied from fuse 25 to the back-up lamps switch (Manual transaxle) or the transaxle range switch (Automatic transaxle). With the transaxle in reverse, battery voltage is applied to the back-up lamps and the back-up lamps go on.			

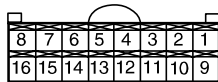
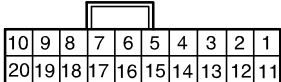
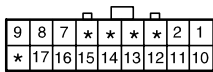
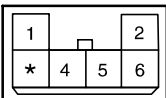


STOP LAMPS

STOP LAMPS (2)			SD927-2
C21-D  CR30F007	C24-C  CR22F004	C121-D  CR30F007	E13  CR25F005
E17  CR12F014	E55  CR25F005	M09  CR04F016	M10  CR02F051
M71/M72  CR06M002	R01  CR03F007	R03  CR02F047	BLANK
Circuit Description Battery voltage is applied to the stop lamp switch at all times from fuse 14. With the brake pedal depressed, the stop lamp switch is closed and battery voltage is applied to all the stop lamps (left/right stop lamps and high-mounted stop lamp) and the lamps go on.			



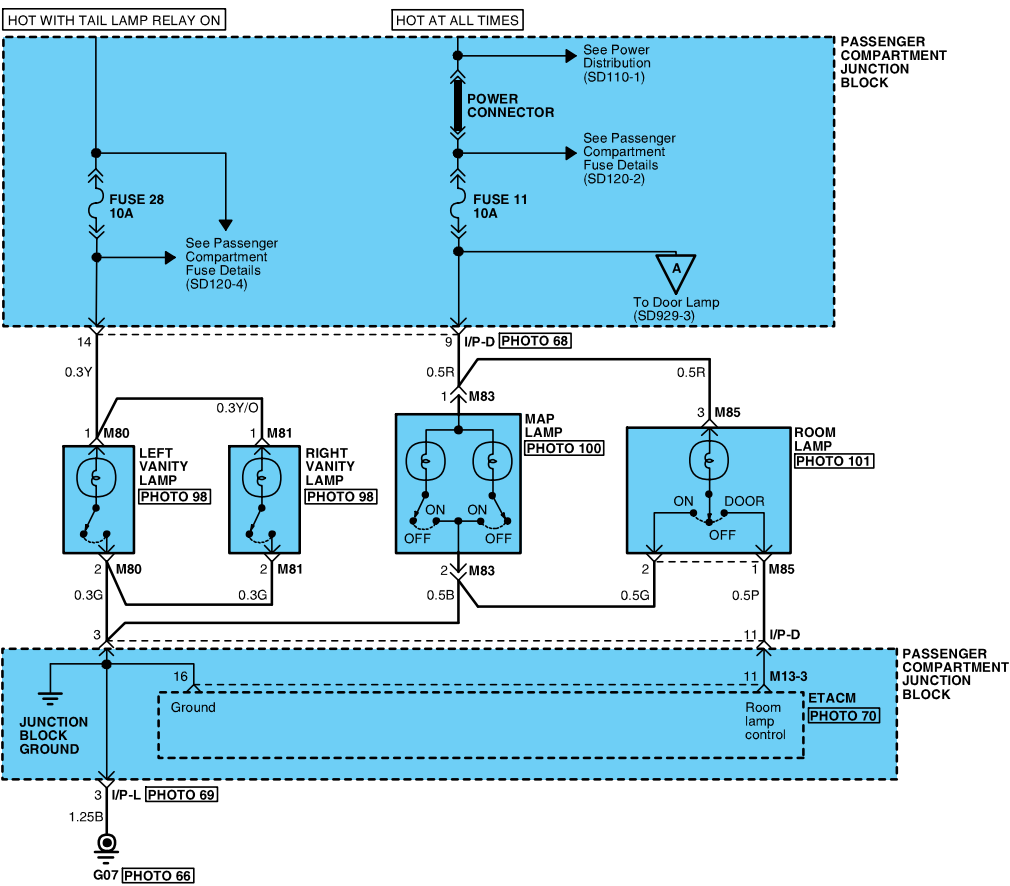
TAIL, PARKING & LICENSE LAMPS

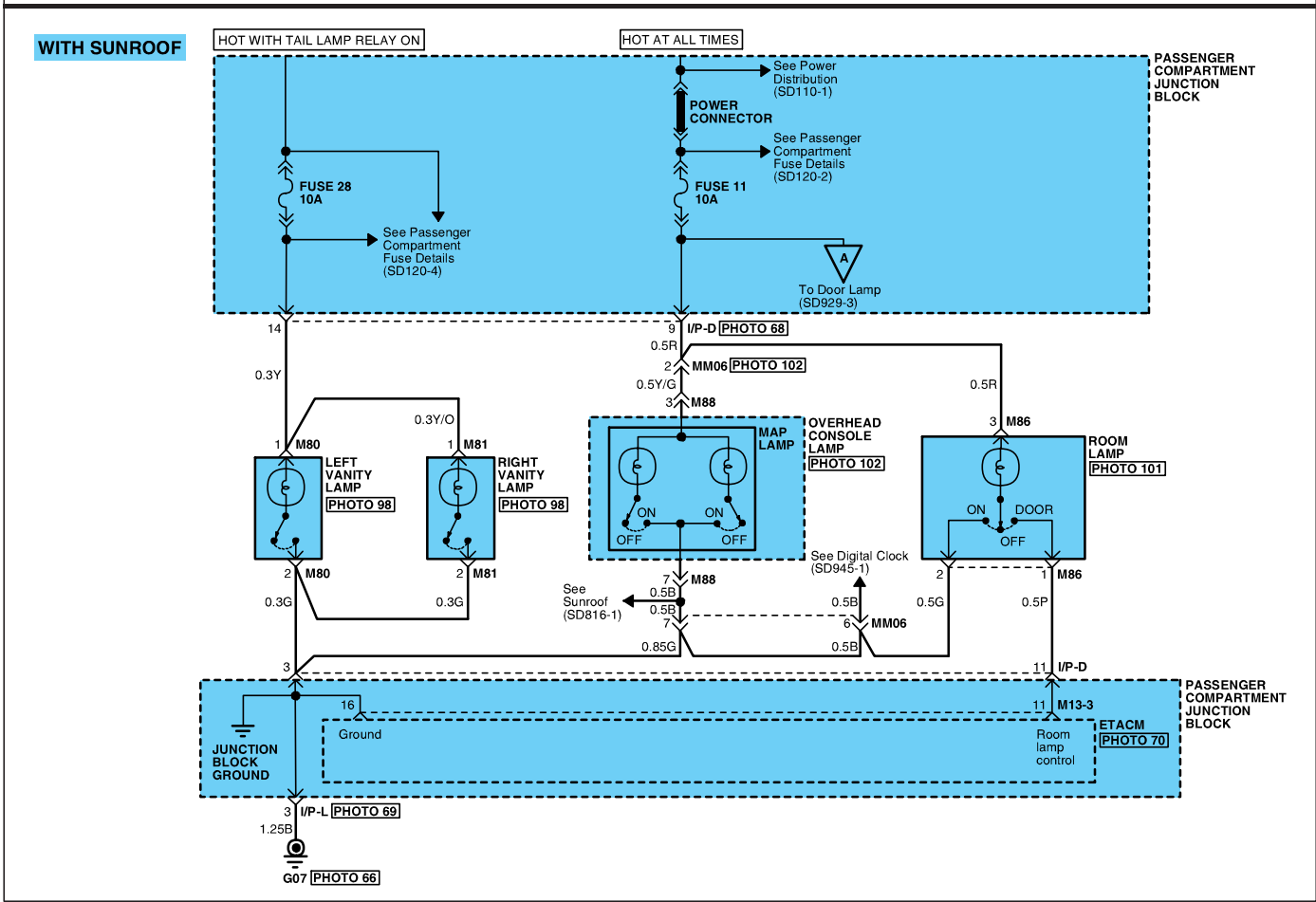
TAIL, PARKING & LICENSE LAMPS (2)				SD928-2
E20  CR03F020	E21  CR03F020	E22  CR02F040	E23  CR02F040	
M13-1  CR16F017	M13-3  CR20F008	M20-2  CR18F004	M71/M72  CR06M002	
R06  CR02F076	R10  CR02F076	BLANK	BLANK	
Circuit Description Battery voltage is applied at all times to the coil and contacts of the tail lamp relay from the fusible link (B+). With the light switch in the multifunction switch in PARK or HEAD position, the coil of the tail lamp relay is grounded through the light switch. Battery voltage from fuse 27 and fuse 28 is then provided to the lamps (Right/Left side marker lamps, Left/Right tail lamps, Left/Right park lamp and license lamps) through the tail lamp relay contact and all the lamps go on.				

COURTESY & TAIL GATE LAMPS (1)

SD929-1

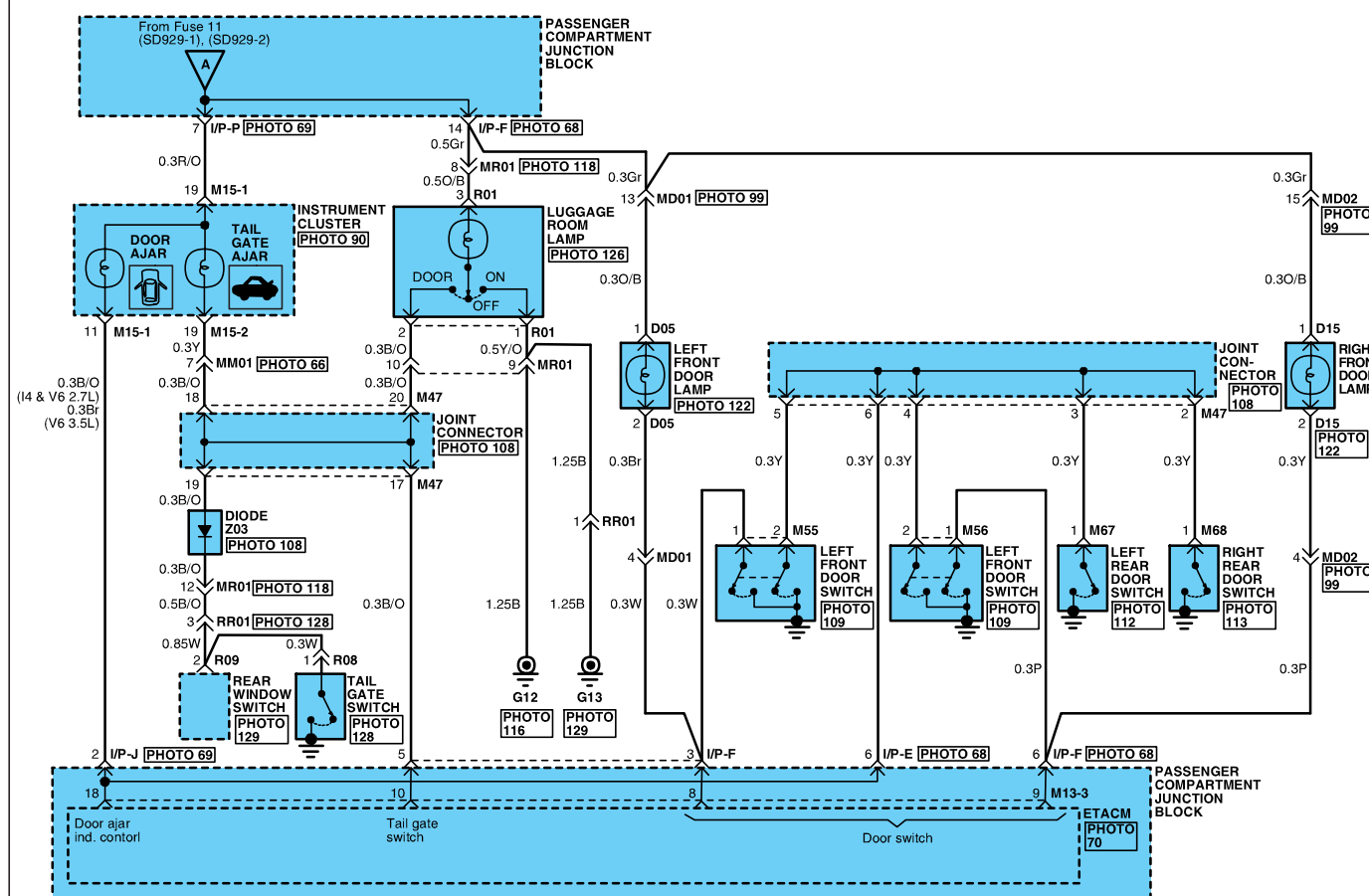
W/O SUNROOF



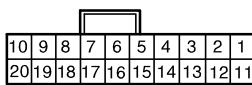
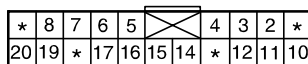
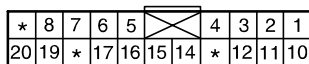
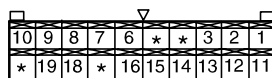
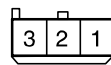
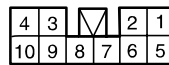


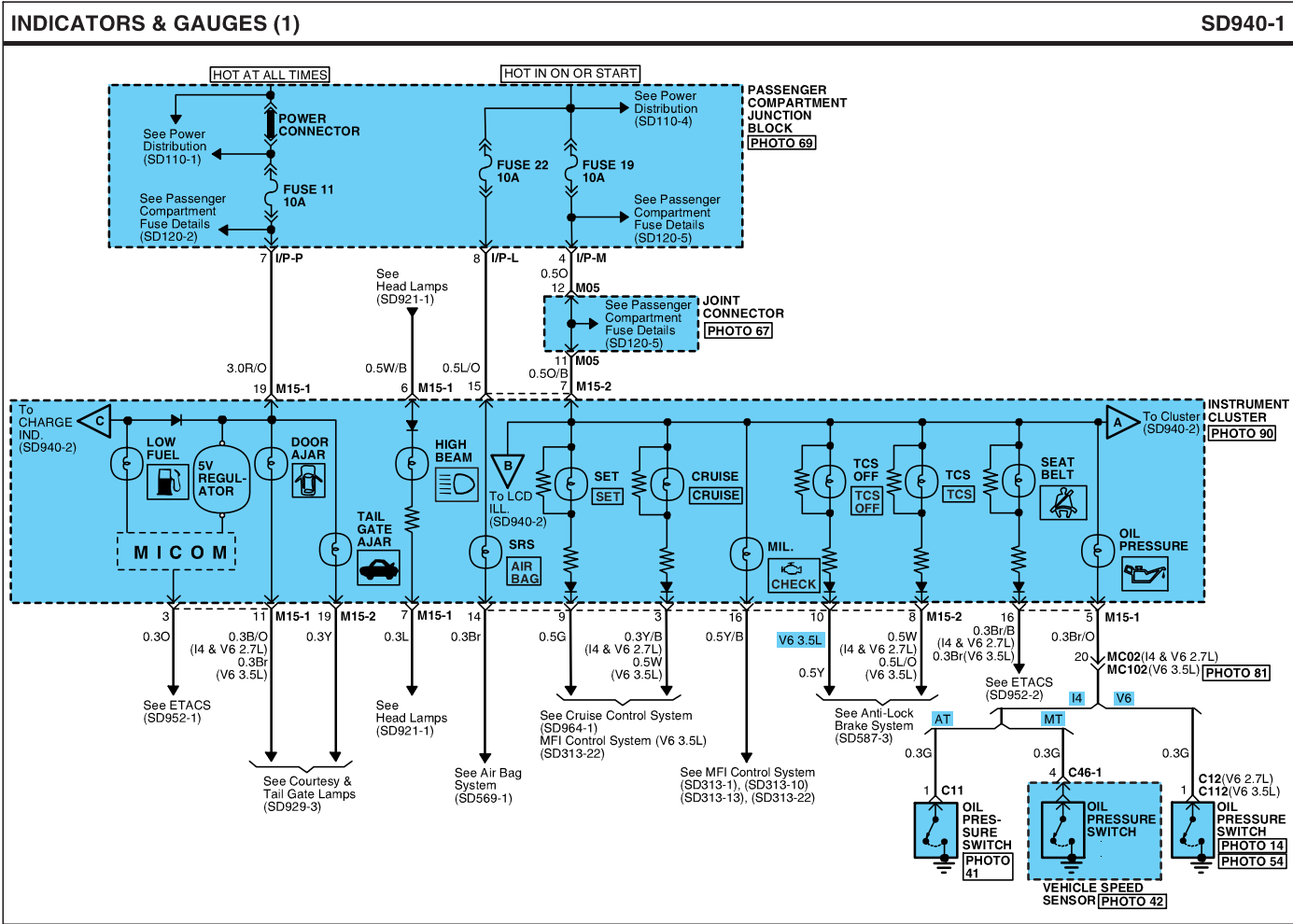
COURTESY & TAIL GATE LAMPS (3)

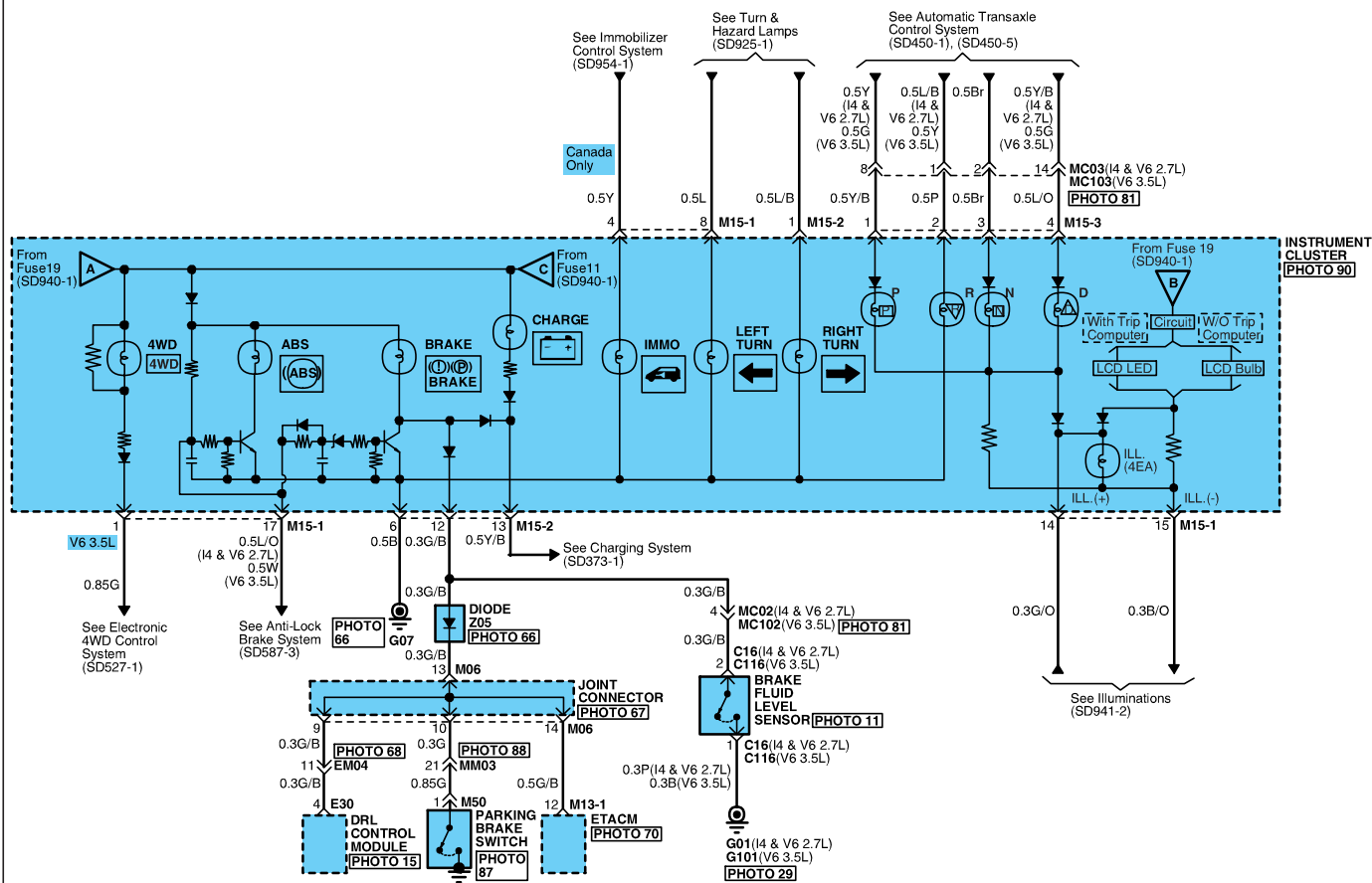
N2SMG929C



COURTESY & TAIL GATE LAMPS

COURTESY & TAIL GATE LAMPS (4)				SD929-4
D05/D12  CR02F046	M13-3  CR20F008	M15-1(I4/V62.7L)  CR20F004	M15-1(V6 3.5L)  CR20F004	
M15-2  CR20F014	M55/M56  CR02F011	M67/M68  CR02F011	M80/M81  CR02F047	
M83  CR02F046	M85/M86  CR03F026	M88  CR10F003	R01  CR03F007	
R08  CR01F040	R09  CR02F050	BLANK	BLANK	
Circuit Description Battery voltage is applied at all times from fuse 11 to the map lamps(W/O sunroof), the map lamps in the overhead console lamp(With sunroof), the room lamp, the luggage room lamp, the door ajar, the tail gate ajar warning indicators and the left/right front door lamp. When the appropriate lamp switch is closed, a ground path is provided to the respective lamps through the ETACM, causing the lamps to go on. The room lamp is controlled not only by the door switch (controlled by ETACM) but also by the room lamp switch in the room lamp. They are turned on and off manually. The room lamp can be turned on and off manually,depending on the position of the room lamp switch. The room lamp can also be turned off so it will not come on with the door open. The tail gate ajar warning indicator lights turn on when the rear window switch or the tail gate switch is closed.				



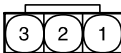
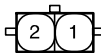
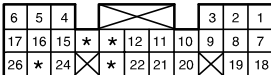
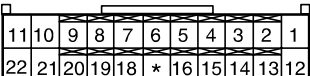
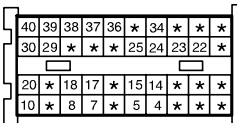
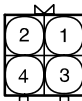
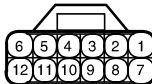
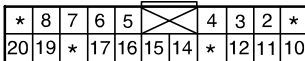
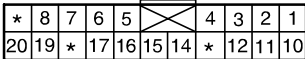
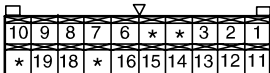
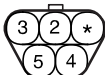
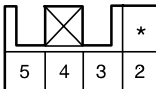


INDICATORS & GAUGES (3)

INSTRUMENT
CLUSTER
PHOTO
90

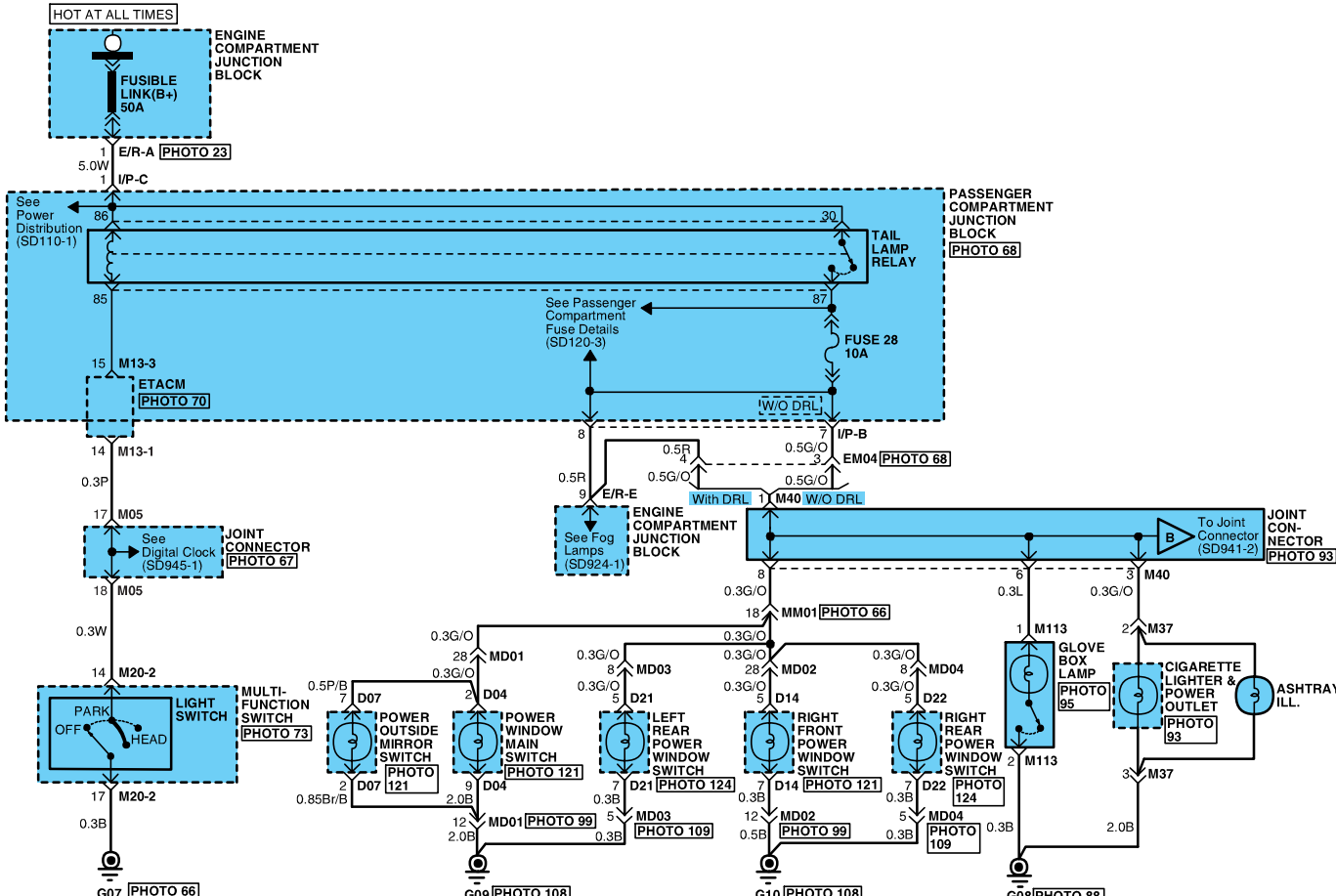


INDICATORS & GAUGES

INDICATORS & GAUGES (4)				SD940-4
C03/C04/C104  CR03F071	C11/C12/C112  CR01F020	C16/C116  CR02F009	C21-B  CR26F004	
C22-C  CR12F006	C22-D  CR22F004	C23-F  CR40F004	C46-1  CR04F027	
C121-B  CR26F004	E30  CR12F012	M13-1  CR16F017	M15-1(I4 & V6 2.7L)  CR20F004	
M15-1(V6 3.5L)  CR20F004	M15-2  CR20F014	M15-3  CR12F015	M50  CR01F005	
M62  CR05F023	M63  CR02F075	M131  CR05F013	BLANK	

ILLUMINATIONS (1)

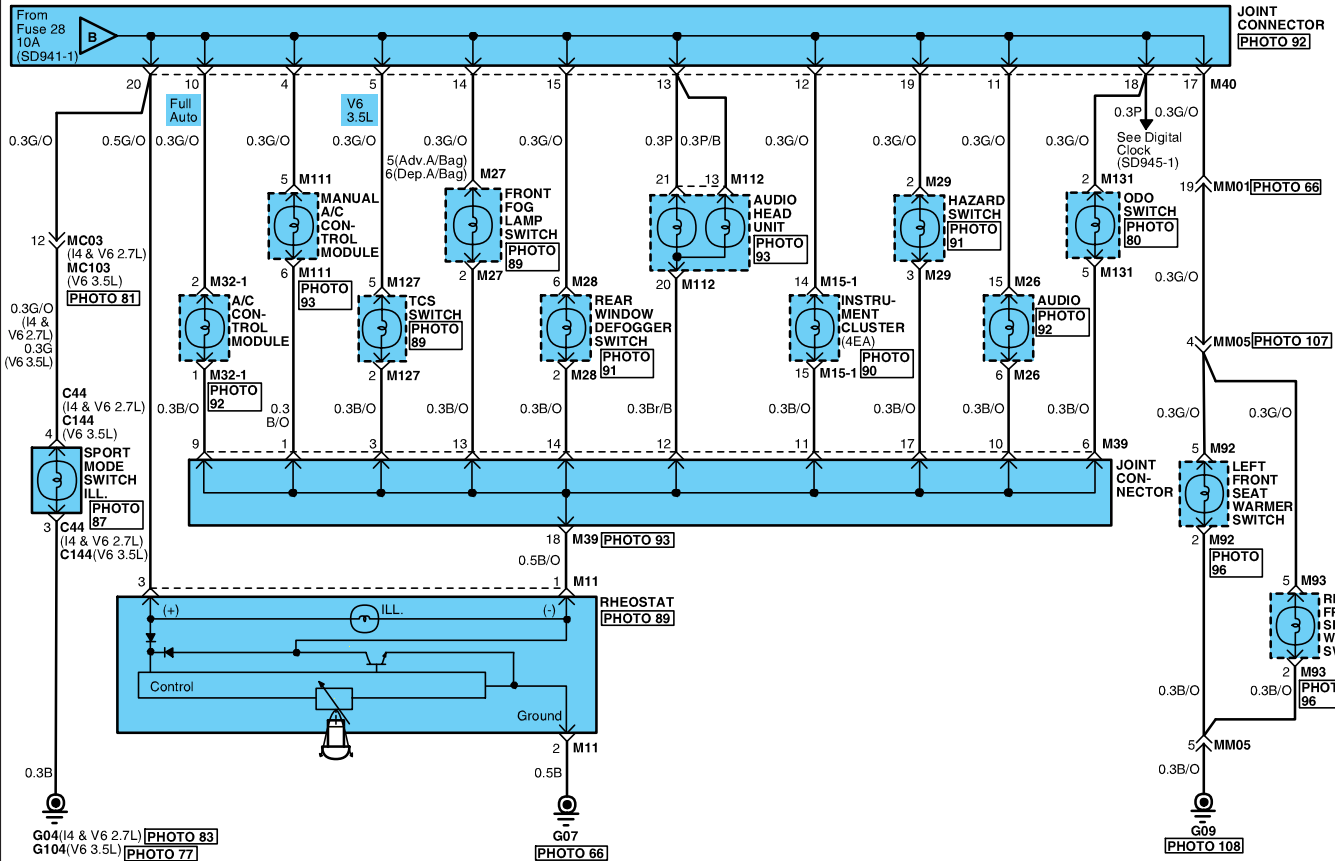
SD941-1



ILLUMINATIONS

ILLUMINATIONS (2)

SD941-2

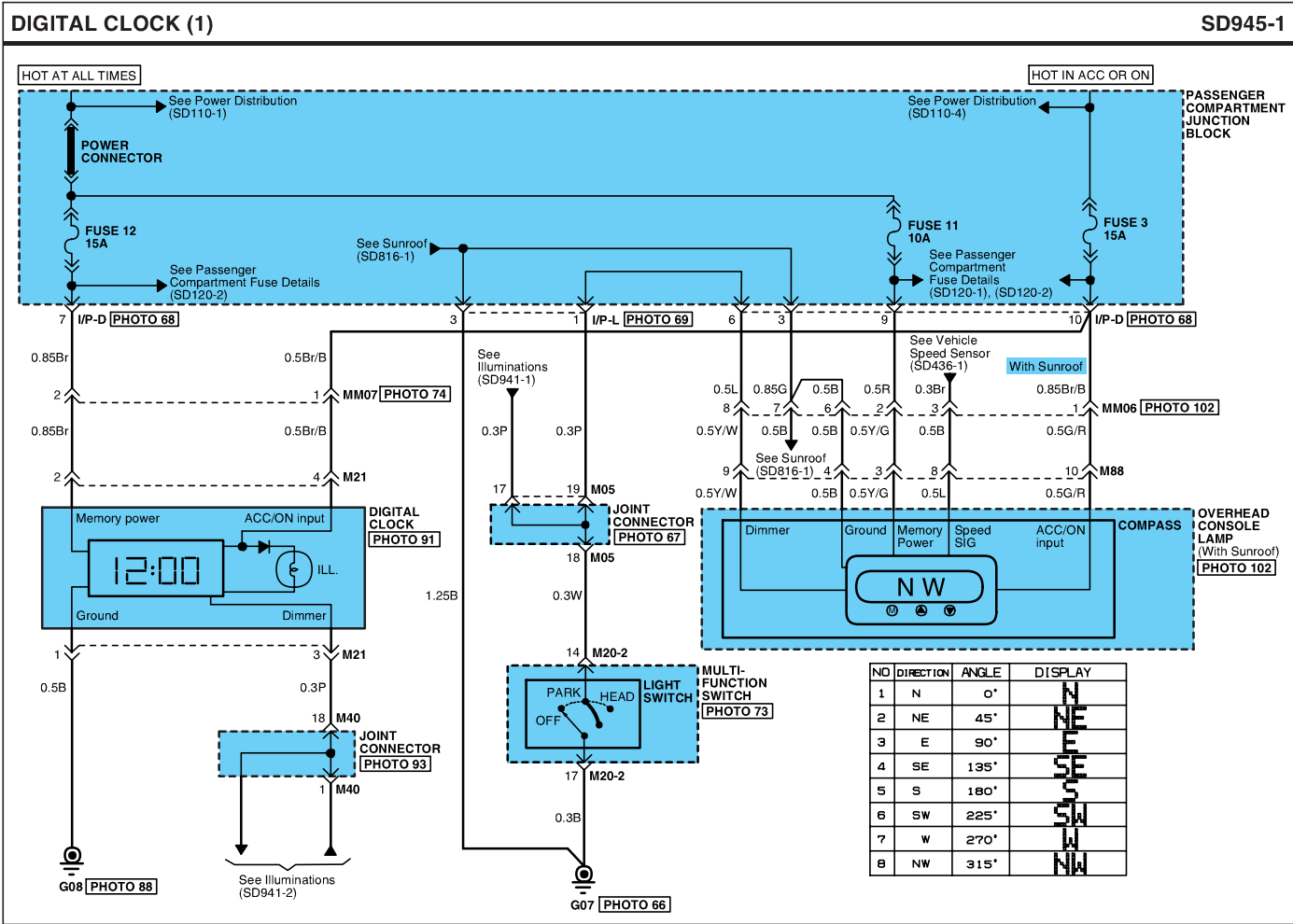


ILLUMINATIONS

ILLUMINATIONS (3)				SD941-3																																																																												
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8	7	6	5	4																																																																												
D21 <table><tr><td>3</td><td>*</td><td></td><td></td><td>1</td></tr><tr><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td></tr></table> CR08F010	3	*			1	8	7	6	5	4	D22 <table><tr><td>3</td><td>*</td><td></td><td></td><td>1</td></tr><tr><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td></tr></table> CR08F010	3	*			1	8	7	6	5	4	M11 <table><tr><td>3</td><td>2</td><td>1</td></tr></table> CR03F026	3	2	1	M13-1 <table><tr><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td><td>10</td><td>9</td></tr></table> CR16F017	8	7	6	5	4	3	2	1	16	15	14	13	12	11	10	9																																						
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M15-1(I4 & 2.7L) <table><tr><td>*</td><td>8</td><td>7</td><td>6</td><td>5</td><td></td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>20</td><td>19</td><td>*</td><td>17</td><td>16</td><td>15</td><td>14</td><td>*</td><td>12</td><td>11</td><td>10</td></tr></table> CR20F004	*	8	7	6	5		4	3	2	1	20	19	*	17	16	15	14	*	12	11	10	M15-1(V6 3.5L) <table><tr><td>*</td><td>8</td><td>7</td><td>6</td><td>5</td><td></td><td>4</td><td>3</td><td>2</td><td>*</td></tr><tr><td>20</td><td>19</td><td>*</td><td>17</td><td>16</td><td>15</td><td>14</td><td>*</td><td>12</td><td>11</td><td>10</td></tr></table> CR20F004	*	8	7	6	5		4	3	2	*	20	19	*	17	16	15	14	*	12	11	10	M20-2 <table><tr><td>9</td><td>8</td><td>7</td><td>*</td><td>*</td><td>*</td><td>*</td><td>2</td><td>1</td></tr><tr><td>*</td><td>17</td><td>16</td><td>15</td><td>14</td><td>*</td><td>*</td><td>11</td><td>10</td></tr></table> CR18F004	9	8	7	*	*	*	*	2	1	*	17	16	15	14	*	*	11	10	M26 <table><tr><td>7</td><td>6</td><td>5</td><td>4</td><td></td><td>3</td><td>2</td><td>1</td></tr><tr><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>*</td><td>10</td><td>9</td><td>8</td></tr></table> CR16F014	7	6	5	4		3	2	1	16	15	14	13	12	*	10	9	8
*	8	7	6	5		4	3	2	1																																																																							
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M27 <table><tr><td>2</td><td></td><td></td><td>1</td></tr><tr><td>6</td><td>5</td><td>4</td><td>3</td></tr></table> CR06F017	2			1	6	5	4	3	M28 <table><tr><td>2</td><td></td><td></td><td>1</td></tr><tr><td>6</td><td>*</td><td>4</td><td>3</td></tr></table> CR06F017	2			1	6	*	4	3	M29 <table><tr><td>*</td><td>3</td><td></td><td>2</td><td>*</td></tr><tr><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td></tr></table> CR10F014	*	3		2	*	10	9	8	7	6	5	M32-1 <table><tr><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>20</td><td>19</td><td>*</td><td>17</td><td>16</td><td>*</td><td>14</td><td>13</td><td>12</td><td>11</td></tr></table> CR20F003	10	9	8	7	6	5	4	3	2	1	20	19	*	17	16	*	14	13	12	11																														
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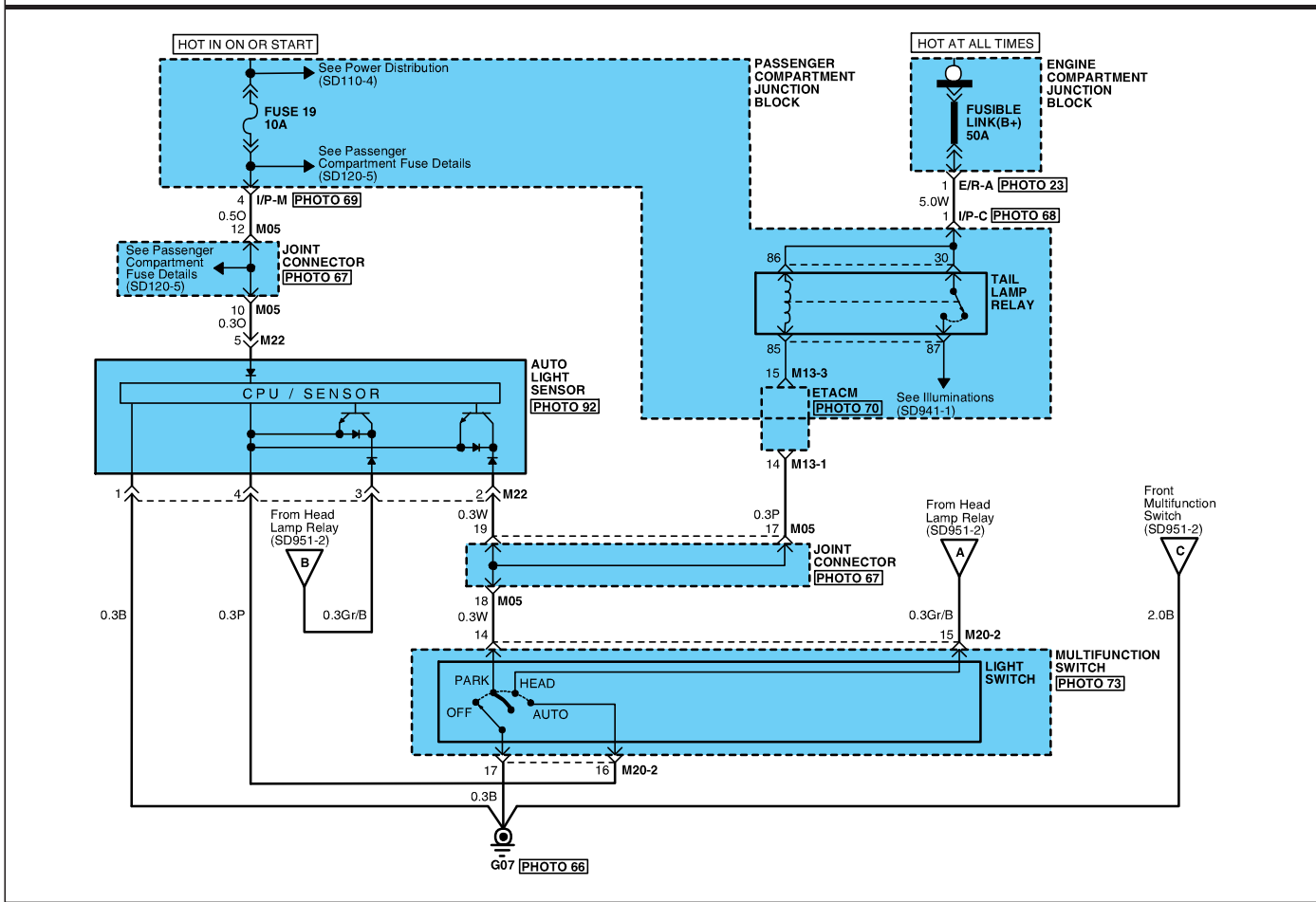
ILLUMINATIONS

ILLUMINATIONS (4)												SD941-4																																					
M112 <table><tr><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>24</td><td>23</td><td>22</td><td>21</td><td>20</td><td>19</td><td>*</td><td>17</td><td>16</td><td>15</td><td>14</td><td>13</td></tr></table>												*	*	*	*	*	7	6	5	4	3	2	1	24	23	22	21	20	19	*	17	16	15	14	13	M113 <table><tr><td>2</td><td>1</td></tr></table>		2	1	M127 <table><tr><td>2</td><td></td><td></td><td>*</td></tr><tr><td>*</td><td>5</td><td>4</td><td>3</td></tr></table>		2			*	*	5	4	3
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CR24F013												CR02F046		CR06F017																																			
Circuit Description Battery voltage is applied at all times to the coil and contact of the tail lamp relay from the fusible link (B+). With the light switch (multifunction switch) in PARK or HEAD position, ground is provided to the tail lamp relay coil through the light switch. Battery voltage from fuse 28 is then provided to the illumination lamps through the closed contact of the tail lamp relay. Ground is provided to the some illumination lamps through the rheostat. The rheostat controls brightness of the illumination lamps.																																																	



DIGITAL CLOCK

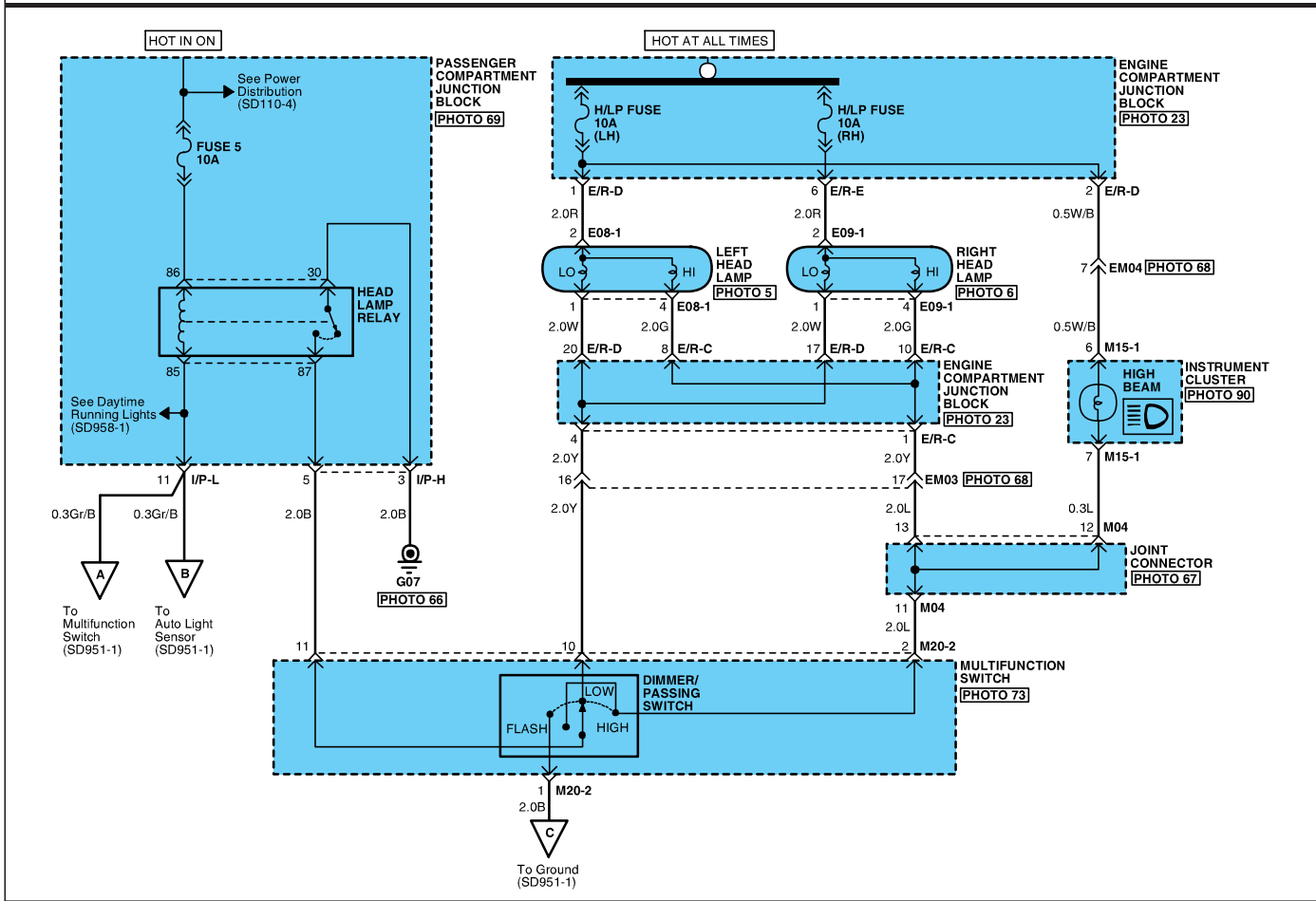
DIGITAL CLOCK (2)				SD945-2																																	
M20-2 <table><tr><td>9</td><td>8</td><td>7</td><td>*</td><td>*</td><td>*</td><td>*</td><td>2</td><td>1</td></tr><tr><td>*</td><td>17</td><td>16</td><td>15</td><td>14</td><td>*</td><td>*</td><td>11</td><td>10</td></tr></table> CR18F004	9	8	7	*	*	*	*	2	1	*	17	16	15	14	*	*	11	10	M21 <table><tr><td>2</td><td>1</td></tr><tr><td>4</td><td>3</td></tr></table> CR04F035	2	1	4	3	M88 <table><tr><td>4</td><td>3</td><td></td><td>2</td><td>1</td></tr><tr><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td></tr></table> CR10F003	4	3		2	1	10	9	8	7	6	5	BLANK	
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Circuit Description Battery voltage is applied at all times to the digital clock from fuse 12. With the igniton switch in ACC or ON, battery voltage is applied to the clock through fuse 3. The digital clock lights up and displays the time.																																					



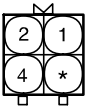
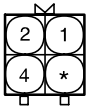
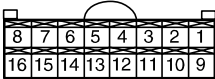
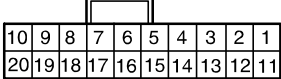
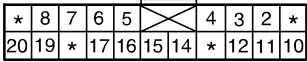
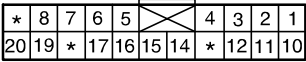
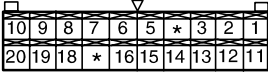
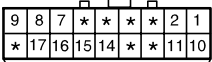
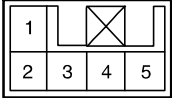
AUTO LIGHTS

AUTO LIGHTS (OPTION SPEC. IN THE U.S.A) (2)

SD951-2



AUTO LIGHTS

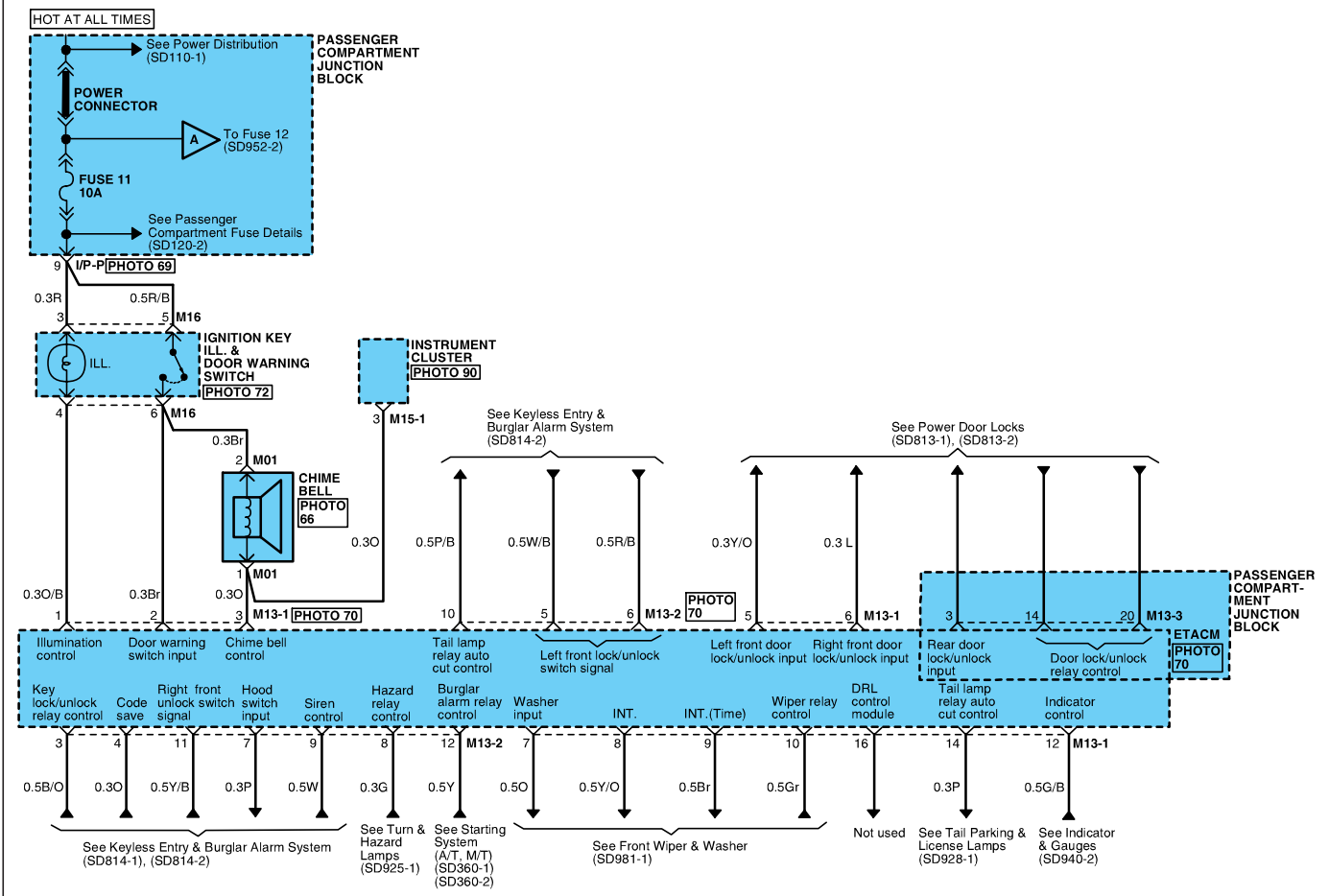
AUTO LIGHTS (OPTION SPEC. IN THE U.S.A) (3)			SD951-3
E08-1  CR04F027	E09-1  CR04F027	M13-1  CR16F017	M13-3  CR20F008
M15-1(I4 & V6 2.7L)  CR20F004	M15-1(V6 3.5L)  CR20F004	M15-2  CR20F014	M20-2  CR18F004
M22  CR05M001	BLANK	BLANK	BLANK
Circuit Description For the visibility of driver, the auto light sensor controls automatically the head lamps and tail lamps through relay coil control. When the light switch in AUTO and the auto light sensor detects low intensity of illumination, ground is provided to the head lamp relays through auto light sensor. Battery voltage is supplied to the head lamps through H/LP Fuse (LH/RH). ETACM controls the tail lamp relay. Of course, the head lamps and tail lamps can be controlled independently by using light switch and dimmer/passing switch.			

AUTO LIGHTS

AUTO LIGHTS (OPTION SPEC. IN THE U.S.A) (4) SD951-4

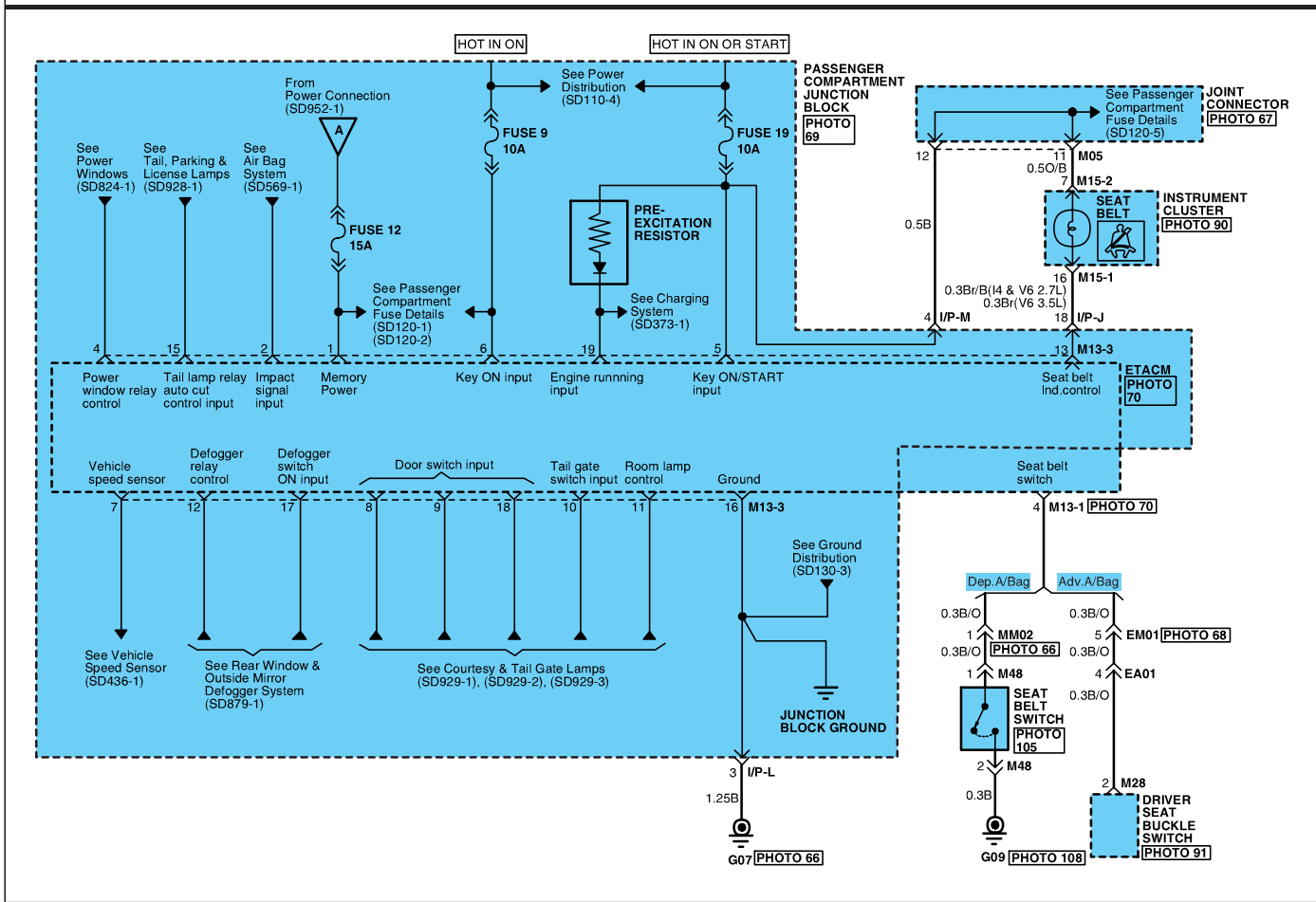
MEMO

ETACS (ELECTRONIC TIME & ALARM CONTROL SYSTEM) (1) SD952-1

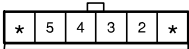
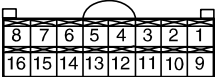
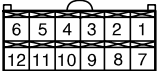
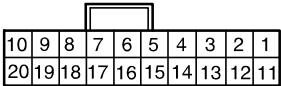
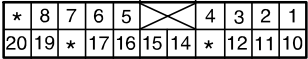
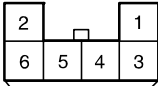


ETACS (ELECTRONIC TIME & ALARM CONTROL SYSTEM)

ETACS (ELECTRONIC TIME & ALARM CONTROL SYSTEM) (2) SD952-2



ETACS (ELECTRONIC TIME & ALARM CONTROL SYSTEM)

ETACS (ELECTRONIC TIME & ALARM CONTROL SYSTEM) (3)			SD952-3
A42  CR06F042	M01  CR02F046	M13-1  CR16F017	M13-2  CR12F015
M13-3  CR20F008	M15-1  CR20F004	M16  CR06F017	M48  CR02F046
Circuit Description The ETACM (Electronic Time & Alarm control system control Module) controls the front wiper & washer, chime bell, keyless entry & burglar alarm, power door lock, courtesy & tail gate lamps, rear window defogger & outside mirror defogger, room lamp delay, door warning, seat belt warning, ignition key hole illumination and door key hole illumination. The module is supplied battery voltage at all times from fuse 11. Fuse 9 supplies battery voltage to the module whenever the key is in ON. Fuse 19 supplies battery voltage to the module when the ignition is in ON or START. For details on the use of the various inputs and outputs, see the system indicated in the schematic diagram.			

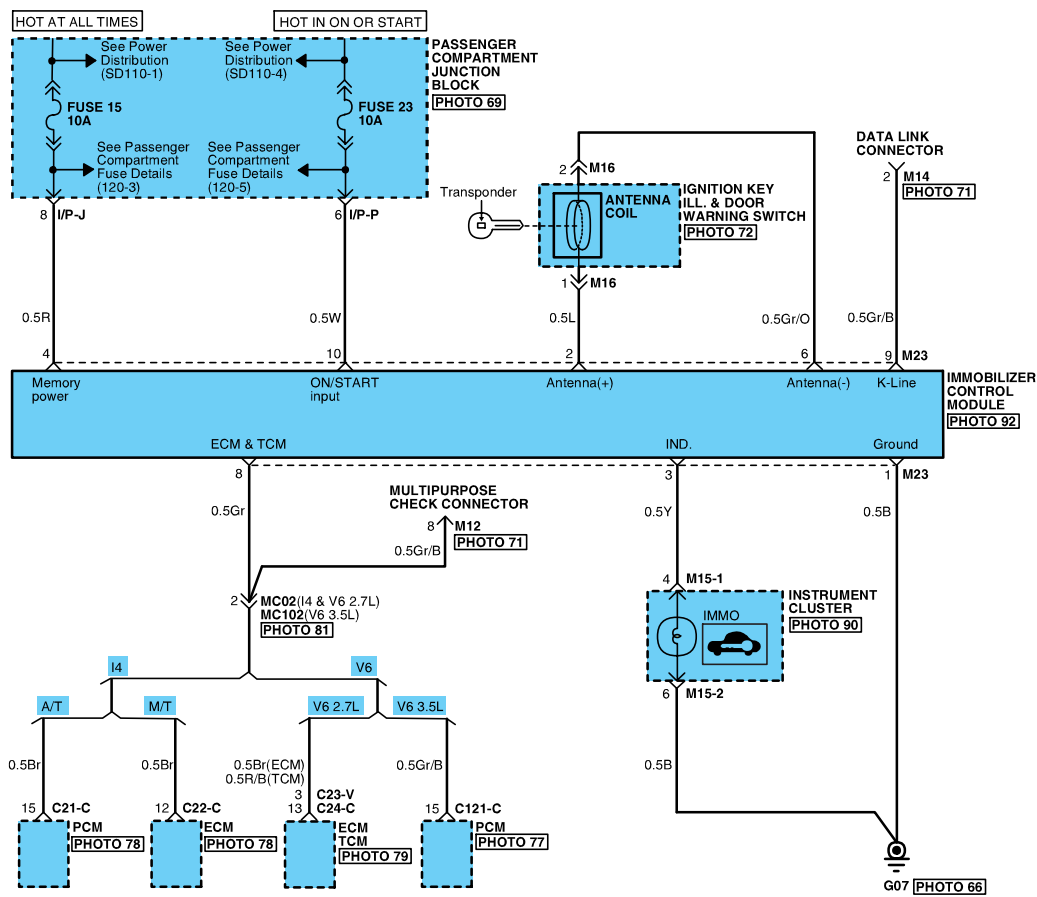
MEMO

IMMOBILIZER CONTROL SYSTEM

EB331DFB

IMMOBILIZER CONTROL SYSTEM (OPTION SPEC. IN THE CANADA) (1)

SD954-1



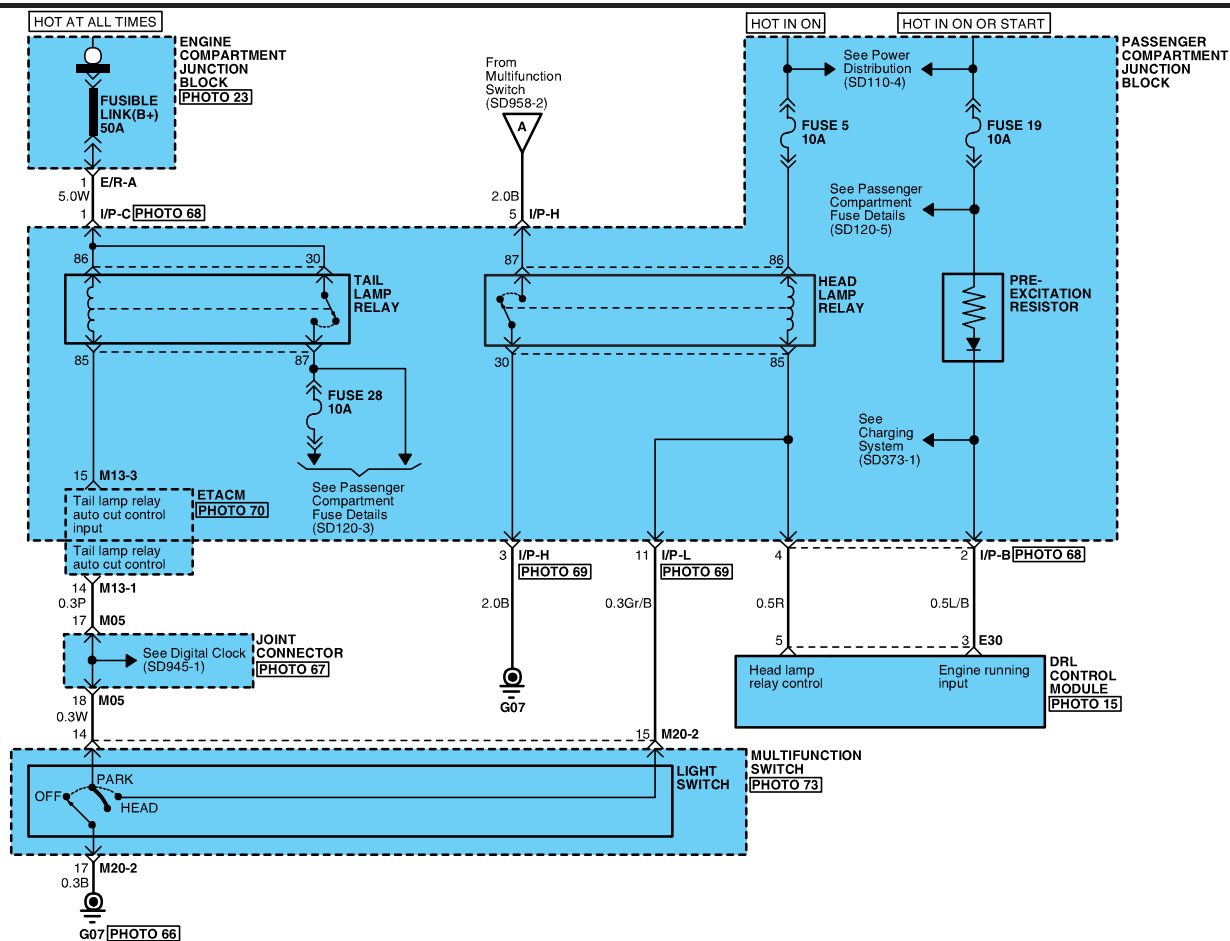
N2SMG954A

IMMOBILIZER CONTROL SYSTEM

IMMOBILIZER CONTROL SYSTEM (OPTION SPEC. IN THE CANADA) (2)					SD954-2																																																																																											
C21-C <table><tr><td>7</td><td>6</td><td>5</td><td colspan="2"></td><td>4</td><td>3</td><td>*</td><td>1</td></tr><tr><td>19</td><td>18</td><td>*</td><td>*</td><td>15</td><td>*</td><td>13</td><td>*</td><td>10</td><td>*</td><td>8</td></tr><tr><td>28</td><td>27</td><td>✕</td><td>*</td><td>*</td><td>✕</td><td>*</td><td>*</td><td>22</td><td>✕</td><td>21</td><td>20</td></tr></table> CR28F001	7	6	5			4	3	*	1	19	18	*	*	15	*	13	*	10	*	8	28	27	✕	*	*	✕	*	*	22	✕	21	20	C22-C <table><tr><td colspan="6"></td></tr><tr><td>*</td><td>5</td><td>4</td><td>*</td><td>2</td><td>*</td></tr><tr><td>12</td><td>11</td><td>10</td><td>*</td><td>8</td><td>*</td></tr></table> CR12F006							*	5	4	*	2	*	12	11	10	*	8	*	C23-V <table><tr><td>9</td><td>8</td><td>7</td></tr><tr><td>6</td><td>5</td><td>4</td></tr><tr><td>3</td><td>*</td><td>1</td></tr></table> CR09F015	9	8	7	6	5	4	3	*	1	C24-C <table><tr><td colspan="12"></td></tr><tr><td>*</td><td>*</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>*</td><td>*</td></tr><tr><td>22</td><td>21</td><td>*</td><td>*</td><td>18</td><td>17</td><td>16</td><td>*</td><td>*</td><td>13</td><td>12</td></tr></table> CR22F004													*	*	9	8	7	6	5	4	3	*	*	22	21	*	*	18	17	16	*	*	13	12
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C121-C <table><tr><td>7</td><td>6</td><td>5</td><td colspan="2"></td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>19</td><td>18</td><td>17</td><td>16</td><td>15</td><td>*</td><td>13</td><td>12</td><td>11</td><td>10</td><td>9</td><td>8</td></tr><tr><td>28</td><td>27</td><td>✕</td><td>*</td><td>25</td><td>✕</td><td>24</td><td>23</td><td>22</td><td>✕</td><td>21</td><td>20</td></tr></table> CR28F001	7	6	5			4	3	2	1	19	18	17	16	15	*	13	12	11	10	9	8	28	27	✕	*	25	✕	24	23	22	✕	21	20	M12 <table><tr><td>*</td><td>2</td><td colspan="2"></td><td>3</td><td>4</td></tr><tr><td>*</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td></tr></table> CR10M003	*	2			3	4	*	6	7	8	9	10	M14(I4 & V6 2.7L) <table><tr><td>*</td><td>*</td><td>*</td><td>5</td><td>4</td><td>*</td><td>2</td><td>1</td></tr><tr><td>*</td><td>*</td><td>*</td><td>13</td><td>*</td><td>11</td><td>*</td><td>9</td></tr></table> CR16F022	*	*	*	5	4	*	2	1	*	*	*	13	*	11	*	9	M14(V6 3.5L) <table><tr><td>*</td><td>*</td><td>*</td><td>5</td><td>4</td><td>*</td><td>2</td><td>1</td></tr><tr><td>*</td><td>*</td><td>*</td><td>13</td><td>12</td><td>11</td><td>*</td><td>9</td></tr></table> CR16F022	*	*	*	5	4	*	2	1	*	*	*	13	12	11	*	9																
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M15-1 <table><tr><td>*</td><td>8</td><td>7</td><td>6</td><td>5</td><td colspan="2"></td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>20</td><td>19</td><td>*</td><td>17</td><td>16</td><td>15</td><td>14</td><td>*</td><td>12</td><td>11</td><td>10</td></tr></table> CR20F004	*	8	7	6	5			4	3	2	1	20	19	*	17	16	15	14	*	12	11	10	M15-2 <table><tr><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>*</td><td>*</td><td>3</td><td>2</td><td>1</td></tr><tr><td>*</td><td>19</td><td>18</td><td>17</td><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td></tr></table> CR20F014	10	9	8	7	6	*	*	3	2	1	*	19	18	17	16	15	14	13	12	11	M16 <table><tr><td>2</td><td colspan="2"></td><td>1</td></tr><tr><td>6</td><td>5</td><td>4</td><td>3</td></tr></table> CR06F017	2			1	6	5	4	3	M23 <table><tr><td>4</td><td>3</td><td>✕</td><td>2</td><td>1</td></tr><tr><td>10</td><td>9</td><td>8</td><td>*</td><td>6</td><td>*</td></tr></table> CR10F003	4	3	✕	2	1	10	9	8	*	6	*																																
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Circuit Description The immobilizer control system is an anti-theft device which enables the starting to be possible only when the mechanical and wireless secret codes, memorized in the Engine Control Module, and the Immobilizer Control Module(ICM), are aligned simultaneously. The transponder (built-in the ignition key) sends unique frequency secret code signals to the ICM through Antenna coils. The ICM compares the received code signals with memorized code. When the codes are aligned, the ICM sends signals to the ECM so that the starting is possible through fuel injection control. The immobilizer control module has a built-in self diagnostic feature. Refer to the shop manual for details.																																																																																																

E7DF15FC

SD958-1

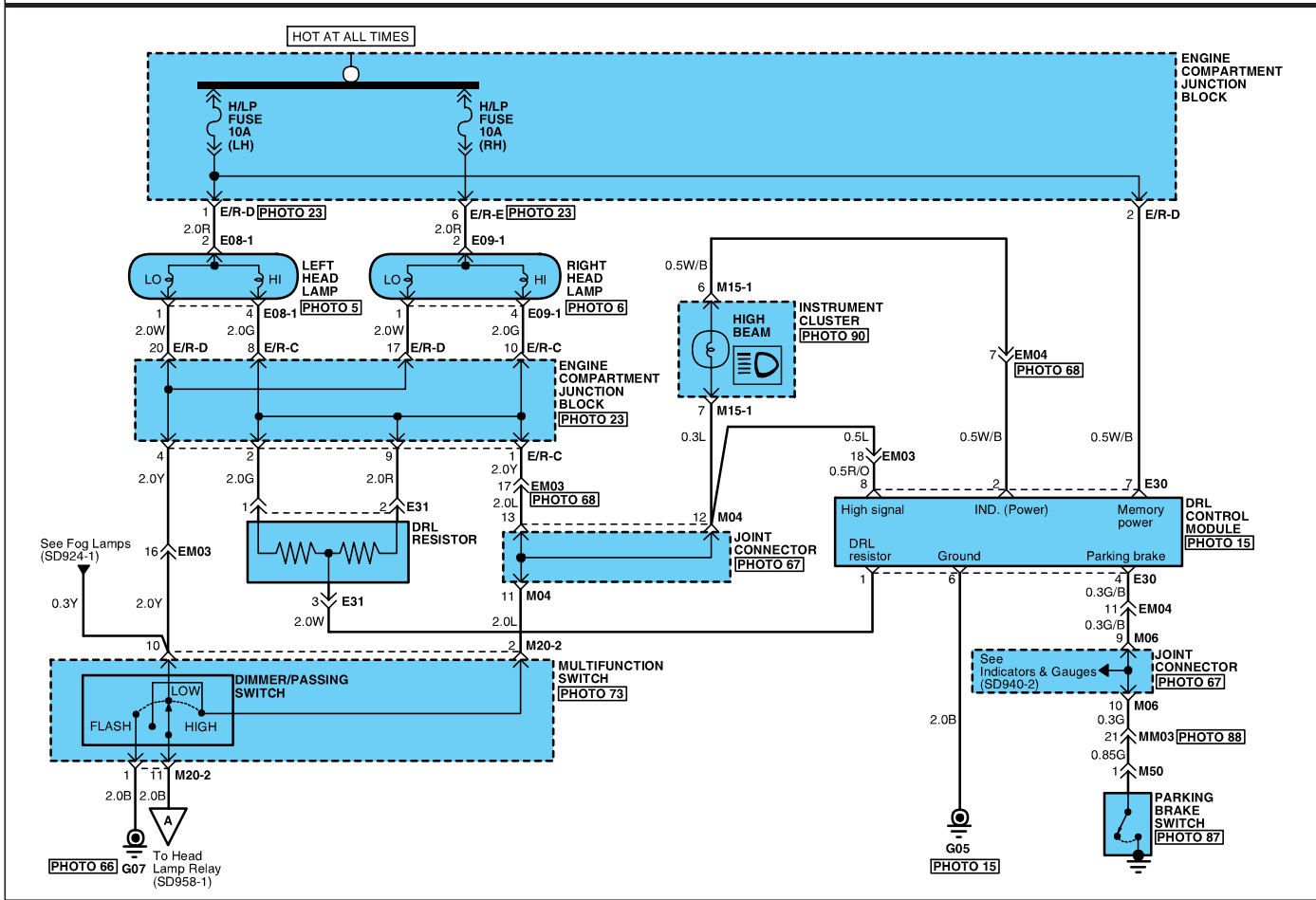


N2SMG958A

DAYTIME RUNNING LIGHTS

DAYTIME RUNNING LIGHTS (CANADA ONLY) (2)

SD958-2



DAYTIME RUNNING LIGHTS

DAYTIME RUNNING LIGHTS (CANADA ONLY) (3)			SD958-3
E08-1 CR04F027	M09-1 CR04F027	E30 CR12F012	E31 CR03F062
M13-1 CR16F017	M13-3 CR20F008	M15-1(I4 & V6 2.7L) CR20F004	M15-1(V6 3.5L) CR20F004
M20-2 CR18F004	M50 CR01F005	BLANK	BLANK
Circuit Description For the visibility of oncoming drives, the daytime running lights go on automatically when the parking brake switch is off and the engine is running. With the ignition switch in ON position, battery voltage is applied to the head lamp relay coils and daytime running lights (DRL) control module. As the DRL control module detects both the generator running and the parking brake switch OFF signals, ground is provided to the DRL relay. Battery voltage from H/LP fuse (LH) is then provided to the high beam head lamp through DRL relay contact and DRL resistor.			

DAYTIME RUNNING LIGHTS

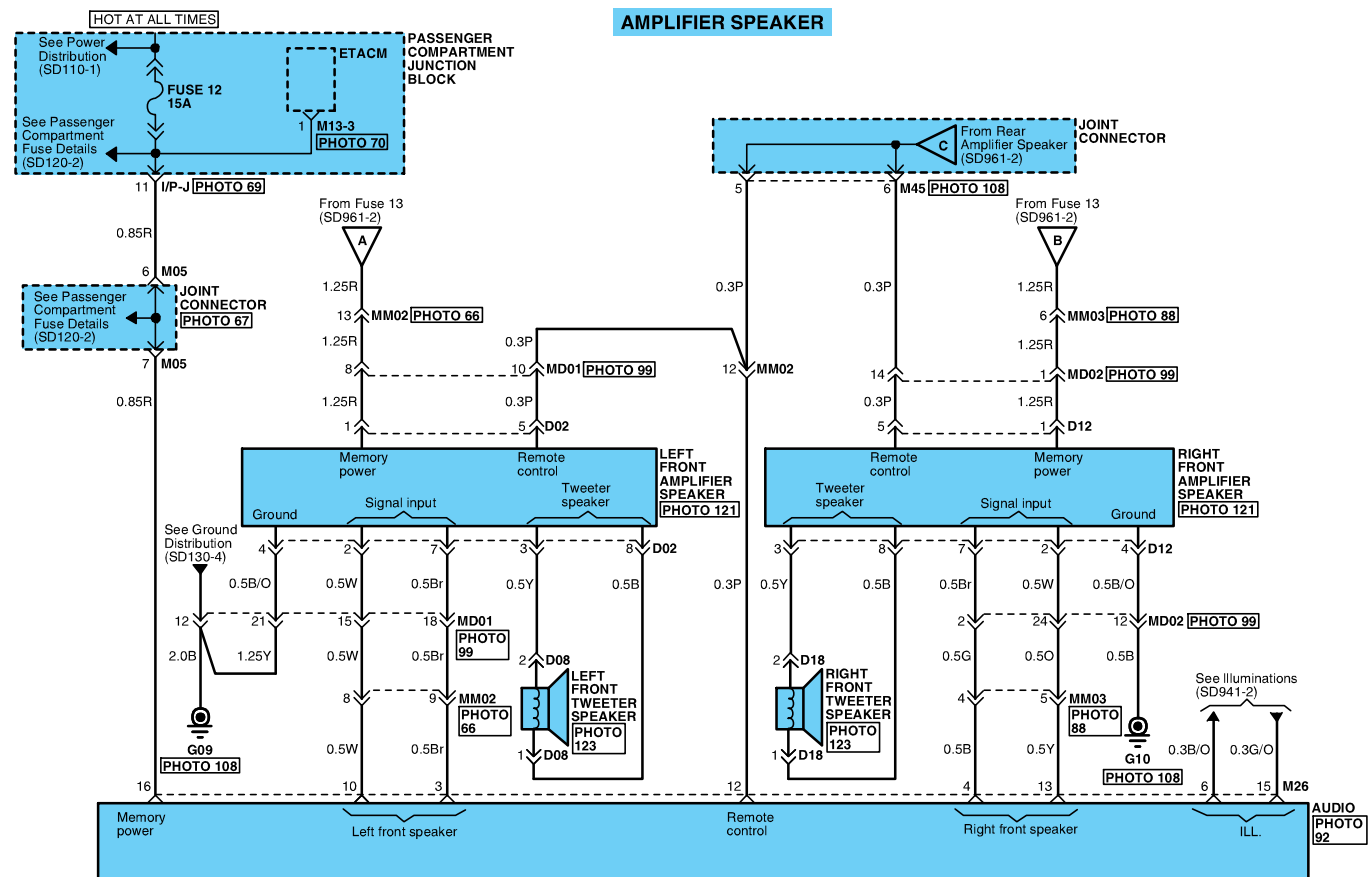
DAYTIME RUNNING LIGHTS (CANADA ONLY) (4)

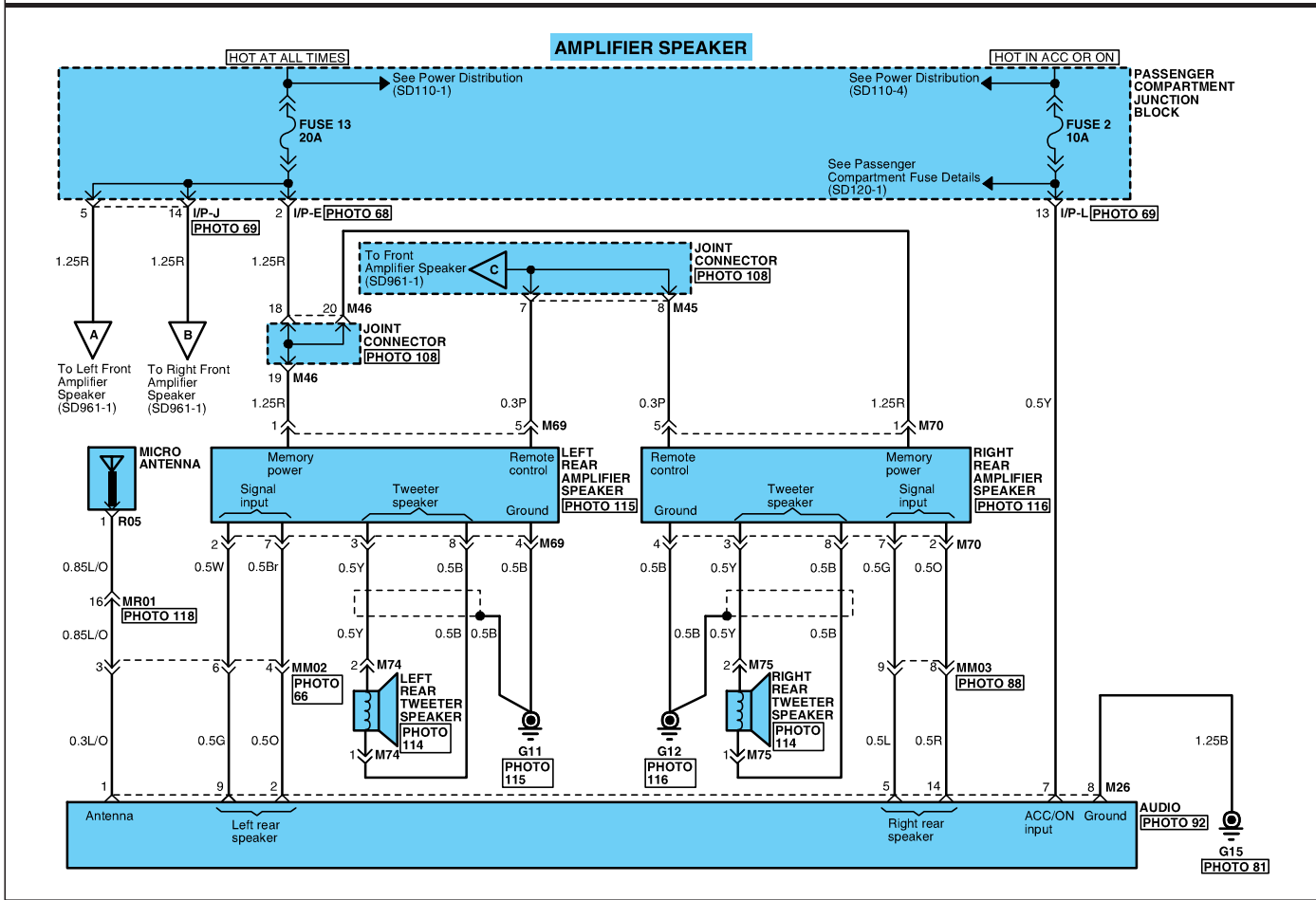
SD958-4

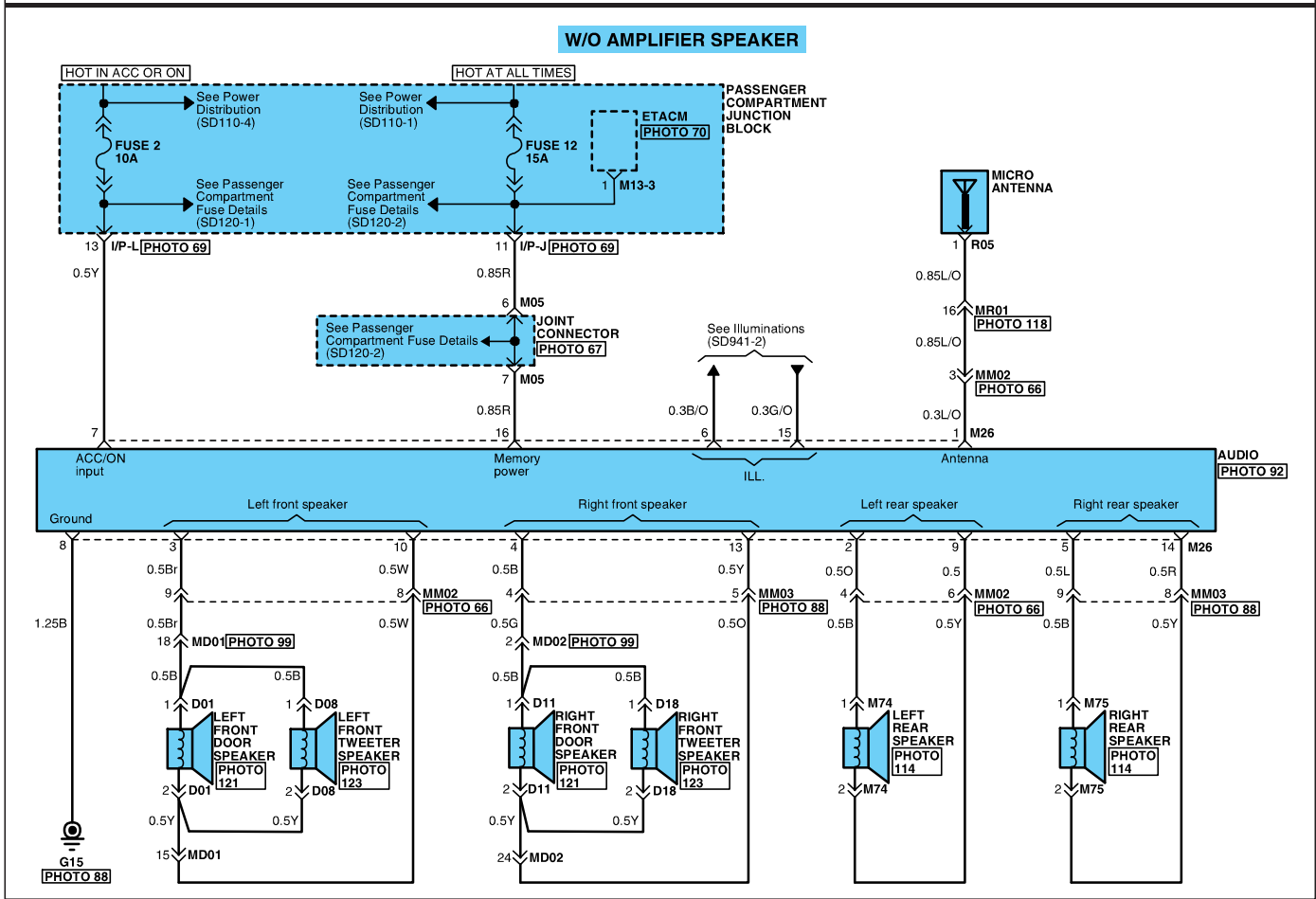
MEMO

AUDIO SYSTEM (1)

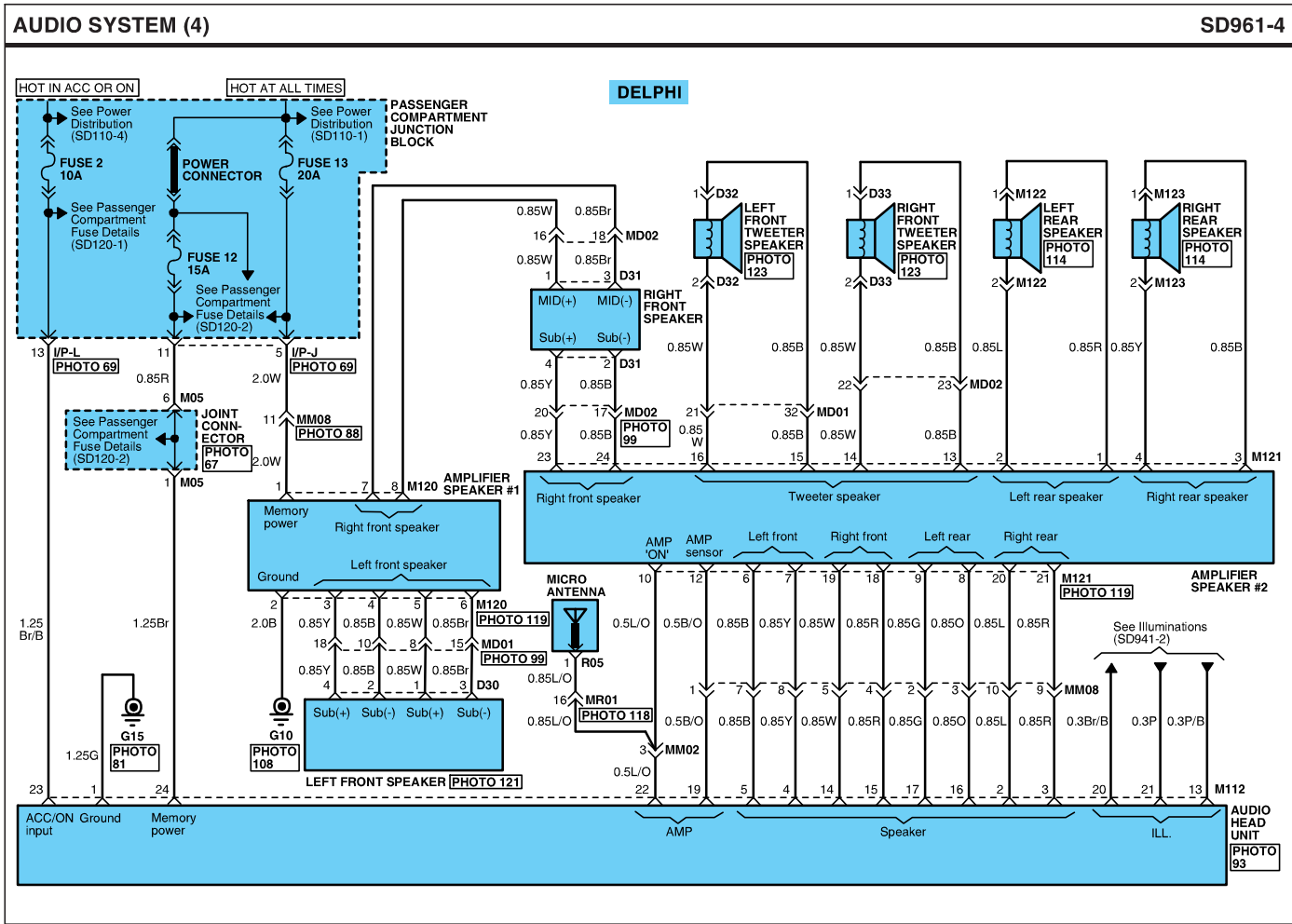
SD961-1



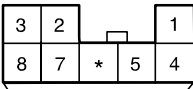
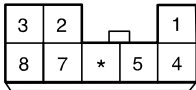
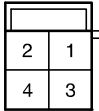
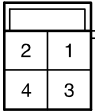
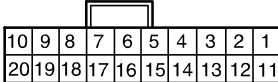
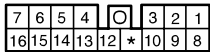
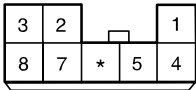
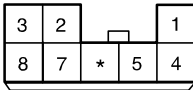
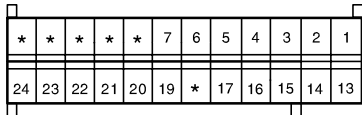
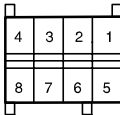




AUDIO SYSTEM

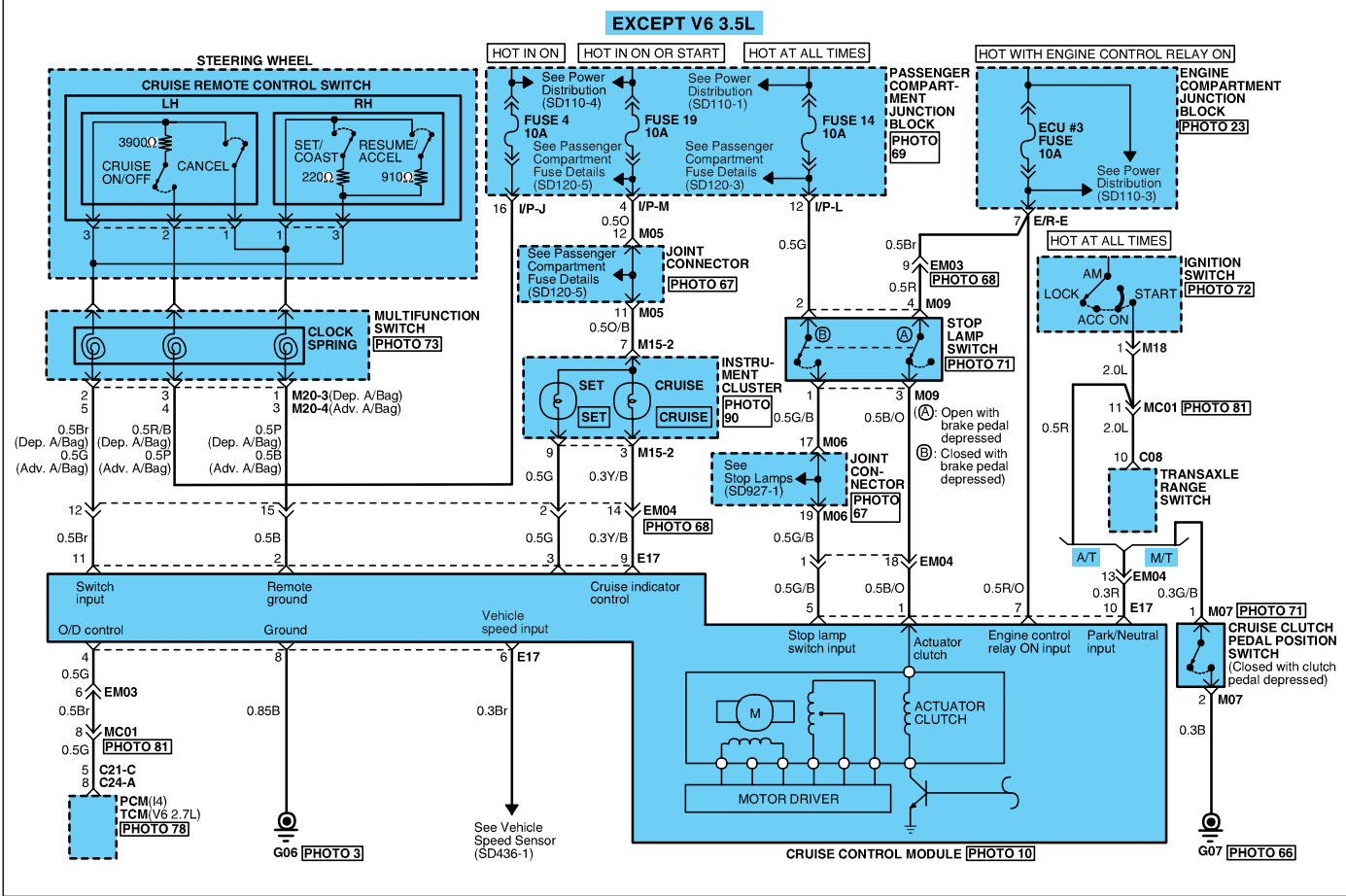


AUDIO SYSTEM

AUDIO SYSTEM (5)				SD961-5
D01  CR02F046	D02  CR08F010	D08  CR02F047	D11  CR02F046	
D12  CR08F010	D18  CR02F047	D30  CR04F017	D31  CR04F017	
D32  CR02M040	D33  CR02M040	M13-3  CR20F008	M26  CR16F014	
M69  CR08F010	M70  CR08F010	M74  CR02F047	M75  CR02F047	
M112  CR24F013		M120  CR08F016		BLANK

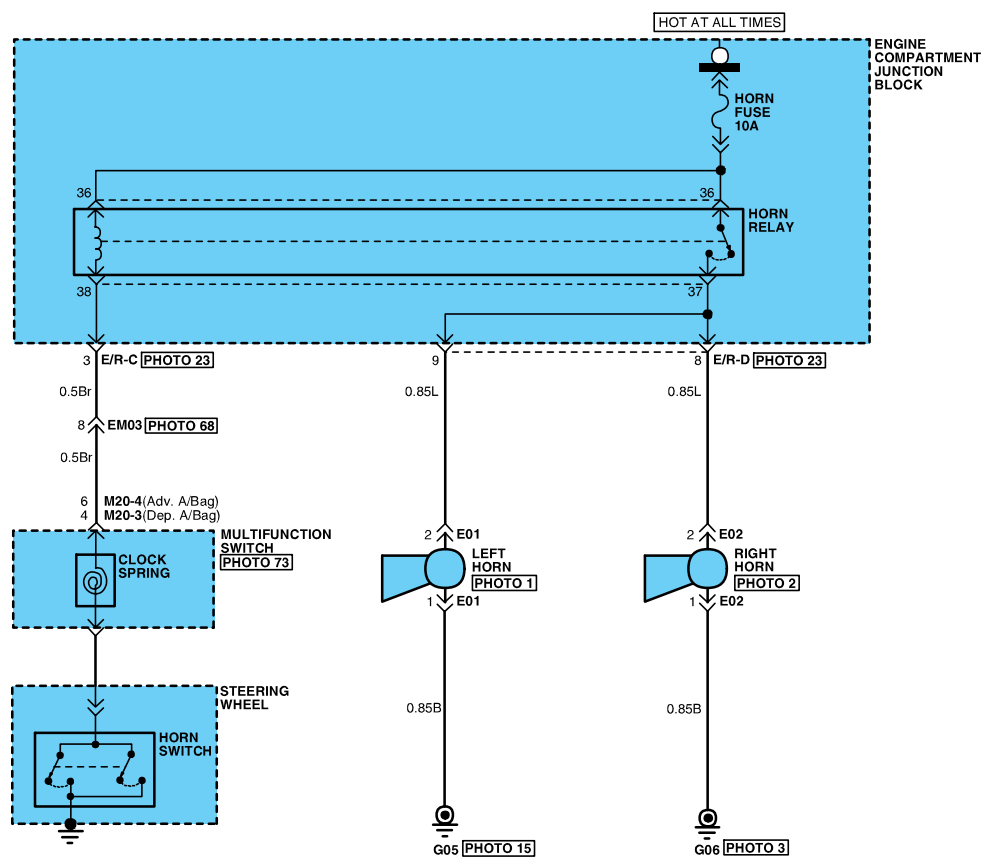
AUDIO SYSTEM

AUDIO SYSTEM (6)											SD961-6																													
M121 <table><tr><td>12</td><td>*</td><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>*</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>24</td><td>23</td><td>*</td><td>21</td><td>20</td><td>19</td><td>18</td><td>*</td><td>16</td><td>15</td><td>14</td><td>13</td></tr></table> CR24F013											12	*	10	9	8	7	6	*	4	3	2	1	24	23	*	21	20	19	18	*	16	15	14	13	M122 <table><tr><td>2</td><td>1</td></tr></table> CR02F037	2	1	M123 <table><tr><td>2</td><td>1</td></tr></table> CR02F037	2	1
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Circuit Description The audio unit and audio head unit receives battery voltage at all times from fuse 12 to maintain the memory function. Fuse 2 supplies battery voltage to the audio when the ignition switch is in ACC or ON for audio operation and the displays. The audio is grounded at G15 and a noise filter is installed on the rear side of the audio case.																																								

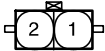
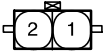
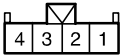
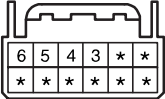


CRUISE CONTROL SYSTEM

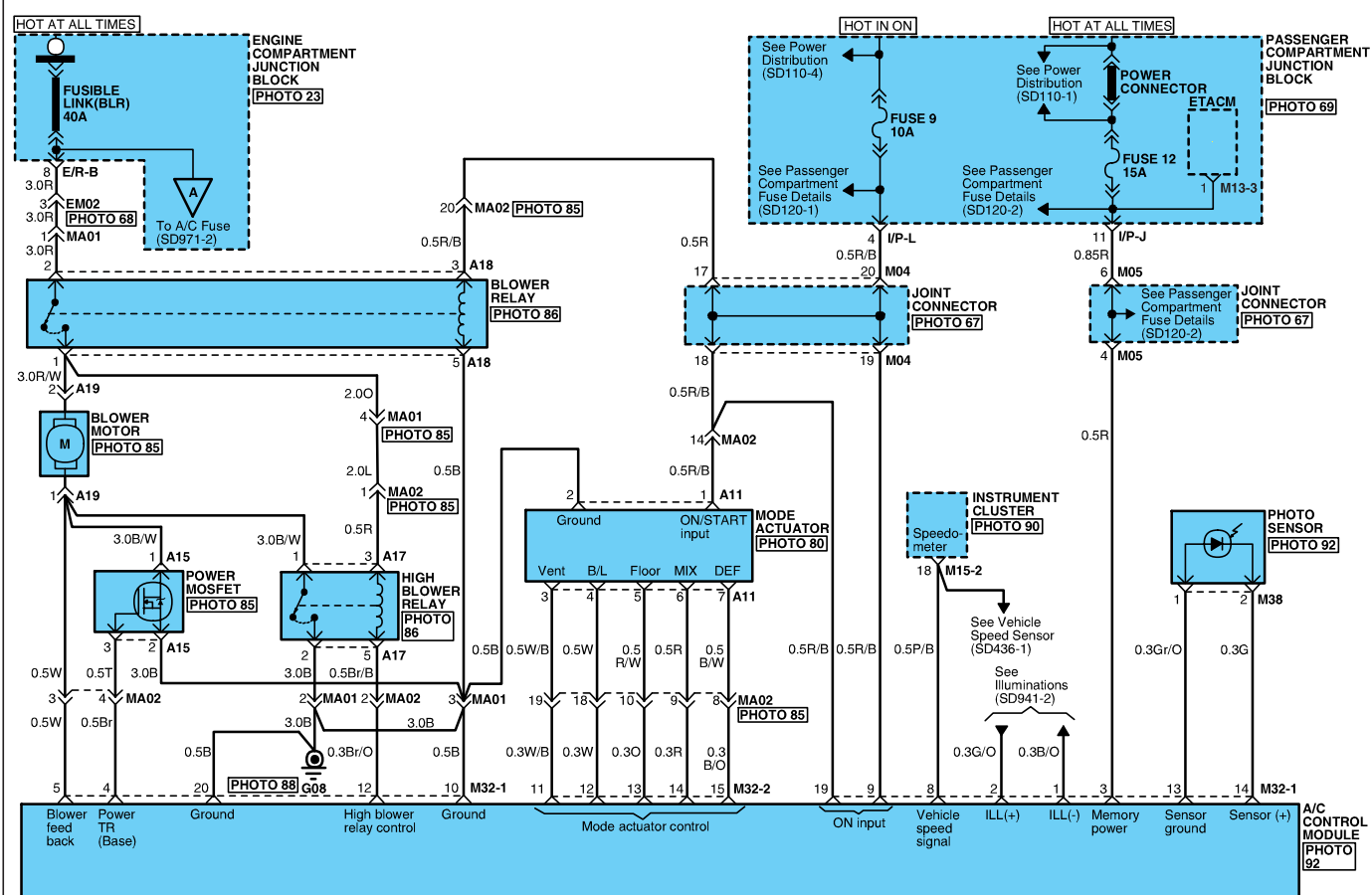
CRUISE CONTROL SYSTEM (2)			SD964-2
C08 CR10F010	C21-C CR28F001	C24-A CR26F005	E17 CR12F014
M07 CR02F051	M09 CR04F016	M15-2 CR20F014	M18 CR06F014
M20-3 CR04F032	M20-4 CR12F032	BLANK	BLANK
Circuit Description The cruise control system uses mechanical and electrical devices to maintain vehicle speed at a driver selected setting. The cruise control module receives signals from the main switch in the cruise remote control switch, the stop lamp switch, transaxle range switch (A/T), cruise clutch pedal position switch(M/T) and the vehicle speed sensor. The cruise control module provides signals to the cruise control actuator and the transaxle control module (A/T). With cruise engaged, the cruise control module sends a signal to the transaxle control module that prevents the transaxle from continuously downshifting and upshifting to maintain the set vehicle speed when going up a long grade or hill. The cruise control module incorporates a self diagnostic feature.			



HORNS

HORNS (2)		SD968-2	
E01  CR02F091	E02  CR02F091	M20-3  CR04F032	M20-4  CR12F032
Circuit Description Battery voltage is applied at all times to both the coil and the contacts of the horn relay. With the horn switch depressed, ground is provided to the coil of the horn relay through the horn switch. The relay contacts close and apply battery voltage to the horns. Sounding the horns.			

SD971-1



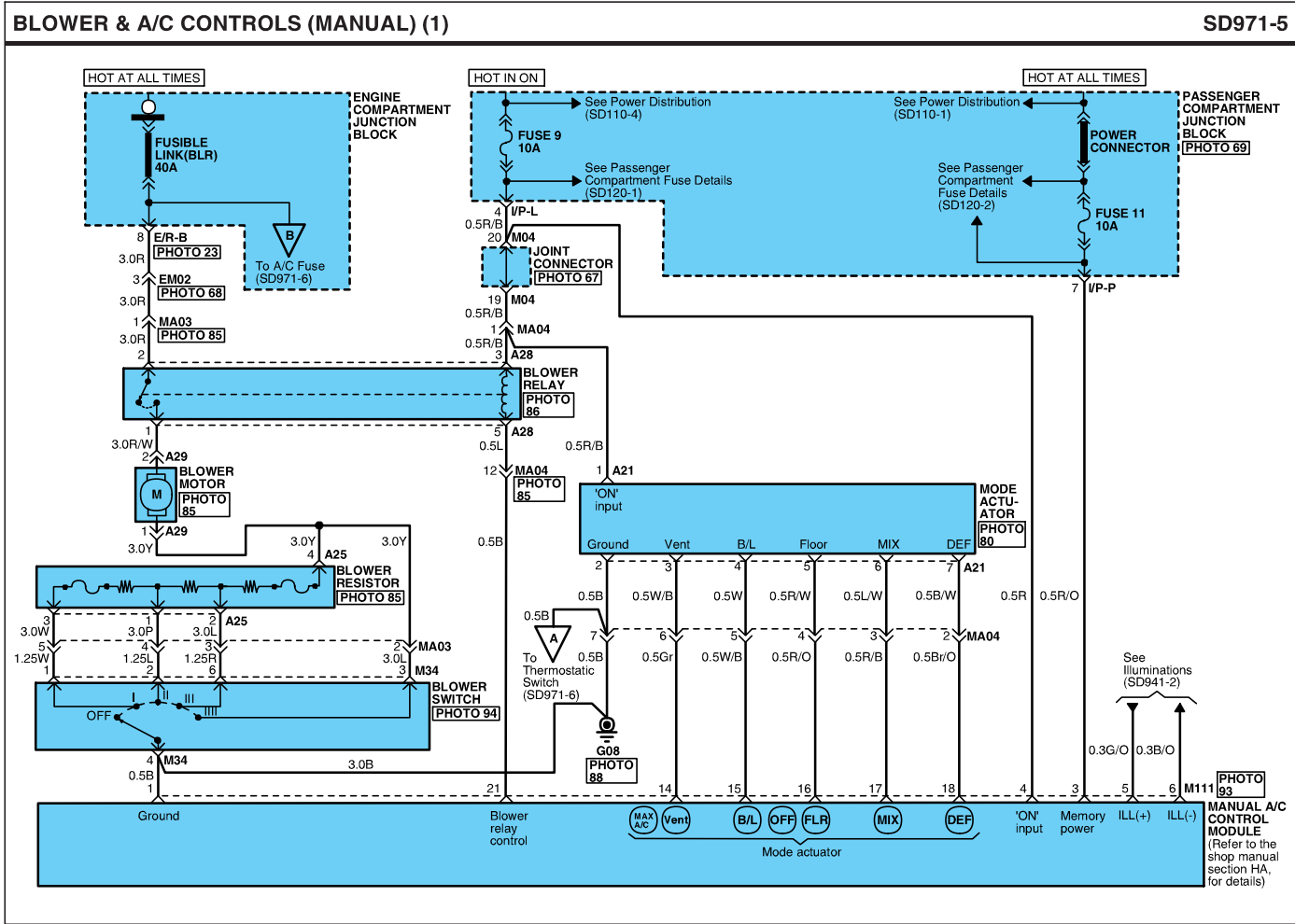
BLOWER & A/C CONTROLS (FULL AUTO) (2)

BLOWER & A/C CONTROLS

BLOWER & A/C CONTROLS (FULL AUTO) (3)				SD971-3																																																																																															
A11 <table><tr><td>2</td><td colspan="3"></td><td>1</td></tr><tr><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td></tr></table> CR07F011	2				1	7	6	5	4	3	A12 <table><tr><td>3</td><td>2</td><td>*</td></tr></table> CR03F040	3	2	*	A13 <table><tr><td>*</td><td colspan="3"></td><td>1</td></tr><tr><td>6</td><td>5</td><td>4</td><td>3</td><td></td></tr></table> CR06F035	*				1	6	5	4	3		A15 <table><tr><td colspan="2">1</td></tr><tr><td>3</td><td>2</td></tr></table> CR03F005	1		3	2																																																																					
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A16 <table><tr><td>2</td><td>1</td></tr></table> CR02F076	2	1	A17 <table><tr><td>2</td><td colspan="2"></td><td>1</td></tr><tr><td>5</td><td>*</td><td></td><td>3</td></tr></table> CR05F005	2			1	5	*		3	A18 <table><tr><td>2</td><td colspan="2"></td><td>1</td></tr><tr><td>5</td><td>*</td><td></td><td>3</td></tr></table> CR05F026	2			1	5	*		3	A19 <table><tr><td colspan="2">1</td></tr><tr><td colspan="2">2</td></tr></table> CR02M006	1		2																																																																											
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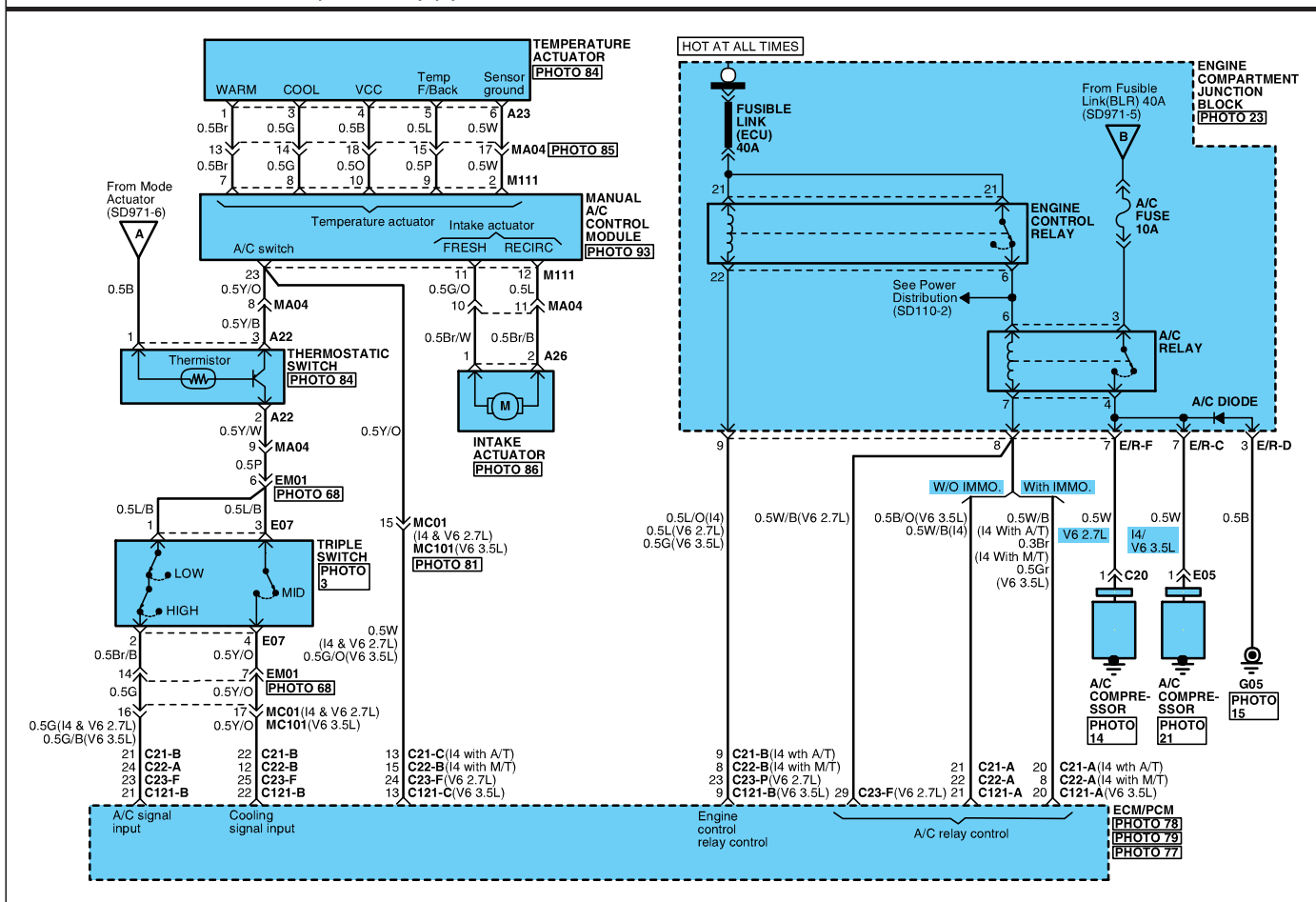
BLOWER & A/C CONTROLS

BLOWER & A/C CONTROLS (FULL AUTO) (4)												SD971-4																																																																																																																																					
C121-A <table><tr><td>8</td><td>7</td><td>×</td><td>6</td><td>5</td><td></td><td colspan="2">[diagonal]</td><td>4</td><td>3</td><td>×</td><td>2</td><td>1</td></tr><tr><td>23</td><td>22</td><td>21</td><td>20</td><td>19</td><td>18</td><td>17</td><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td><td>10</td><td>9</td></tr><tr><td>35</td><td>34</td><td>×</td><td>33</td><td>32</td><td>31</td><td>*</td><td>×</td><td>29</td><td>28</td><td>27</td><td>26</td><td>×</td><td>25</td><td>24</td></tr></table> CR35F001												8	7	×	6	5		[diagonal]		4	3	×	2	1	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	35	34	×	33	32	31	*	×	29	28	27	26	×	25	24	C121-B <table><tr><td>6</td><td>5</td><td>4</td><td></td><td colspan="2">[diagonal]</td><td colspan="2">3</td><td>2</td><td>1</td></tr><tr><td>17</td><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td><td>10</td><td>9</td><td>8</td><td>7</td></tr><tr><td>26</td><td>25</td><td>24</td><td>×</td><td>23</td><td>22</td><td>21</td><td>20</td><td>×</td><td>19</td><td>18</td></tr></table> CR26F004												6	5	4		[diagonal]		3		2	1	17	16	15	14	13	12	11	10	9	8	7	26	25	24	×	23	22	21	20	×	19	18	C121-C <table><tr><td>7</td><td>6</td><td>5</td><td></td><td colspan="2">[diagonal]</td><td colspan="2">4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>19</td><td>18</td><td>17</td><td>16</td><td>15</td><td>14</td><td>13</td><td>12</td><td>11</td><td>10</td><td>9</td><td>8</td></tr><tr><td>28</td><td>27</td><td>×</td><td>26</td><td>25</td><td>×</td><td>24</td><td>23</td><td>22</td><td>×</td><td>21</td><td>20</td></tr></table> CR28F001												7	6	5		[diagonal]		4		3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	28	27	×	26	25	×	24	23	22	×	21	20
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Circuit Description The A/C control module receives input from the A/C sensors (for instance, photo sensor, ambient sensor, etc.) and controls the function of the air conditioning system. The A/C control module and various sensors provide accurate control of the air mixture using mode actuator, temperature actuator and intake actuator under all operating conditions. The blower motor runs at the highest speed when the high blower relay coil energized through A/C control module. With the A/C switch ON, the engine control module(ECM) will ground the coil of the A/C control relay after a short delay to adjust idle speed. The function of the power transistor is that of the blower resistor in manual A/C.																																																																																																																																																	



BLOWER & A/C CONTROLS (MANUAL) (2)

N2SMG971F

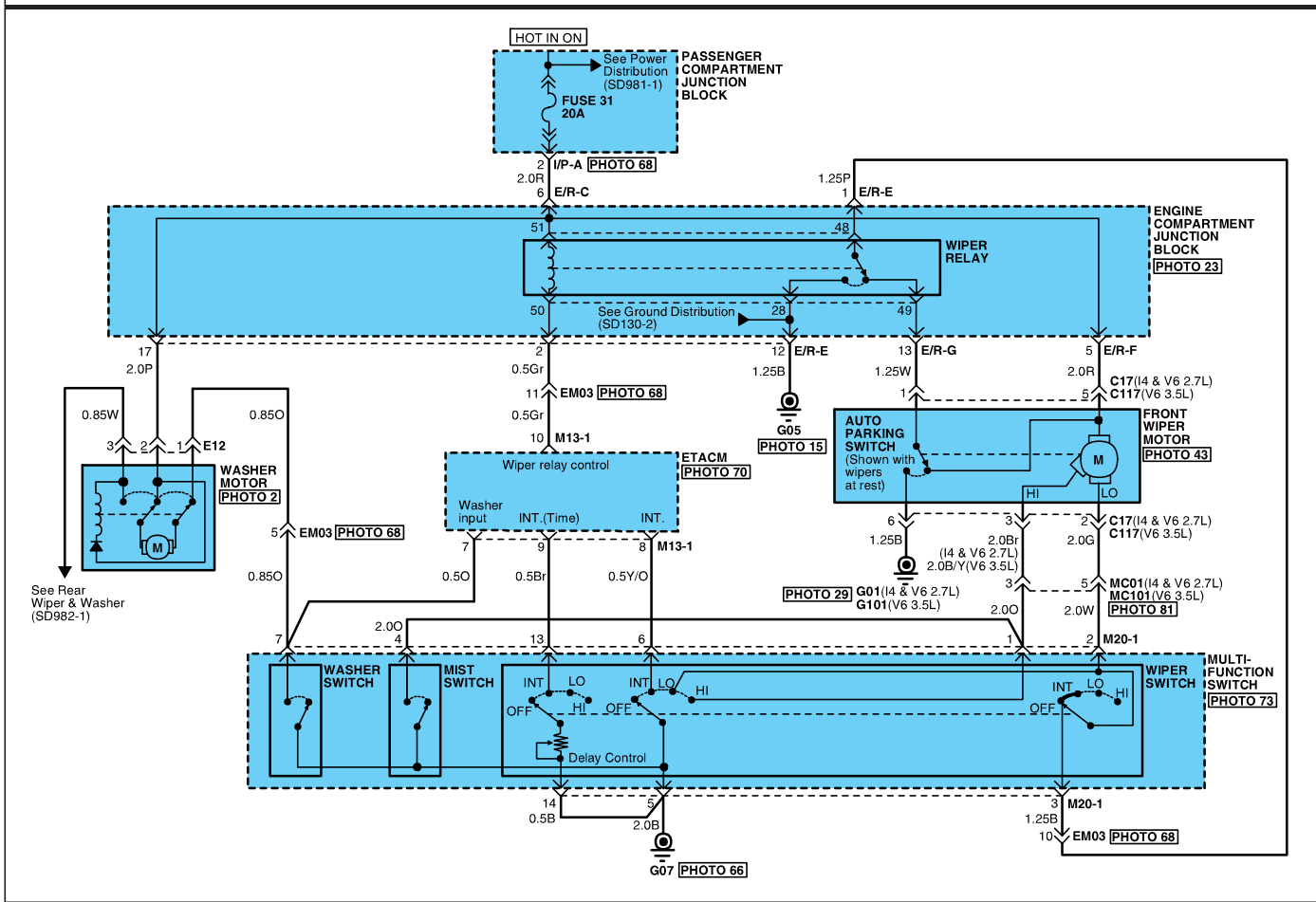


BLOWER & A/C CONTROLS

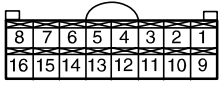
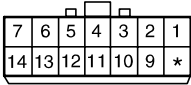
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BLOWER & A/C CONTROLS

BLOWER & A/C CONTROLS (MANUAL) (4)				SD971-8																																											
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Circuit Description Blower control With the ignition switch in ON, battery voltage is applied to the coil of the blower relay. With blower switch in any position except OFF, ground is provided to the coil of the blower relay through the blower switch. Battery voltage is then applied to the blower motor through the closed contacts of the blower relay. Ground is provided to the blower motor through blower resistor and blower switch for the desired blower motor speed. Decreasing the resistance will increase the current applied to the blower motor. This increases the blower motor speed. A/C control With the ignition switch in ON and the blower switch in any position except OFF, the blower relay coil energizes and battery voltage is applied to the manual A/C Control module. With the manual A/C Control module ON input, ECM or PCM will ground the coil of the A/C Control relay after a short delay to adjust idle speed. Battery voltage will then be applied to the compressor magnetic clutch from the A/C fuse through the closed contacts of the A/C relay. The A/C compressor then runs.																																															

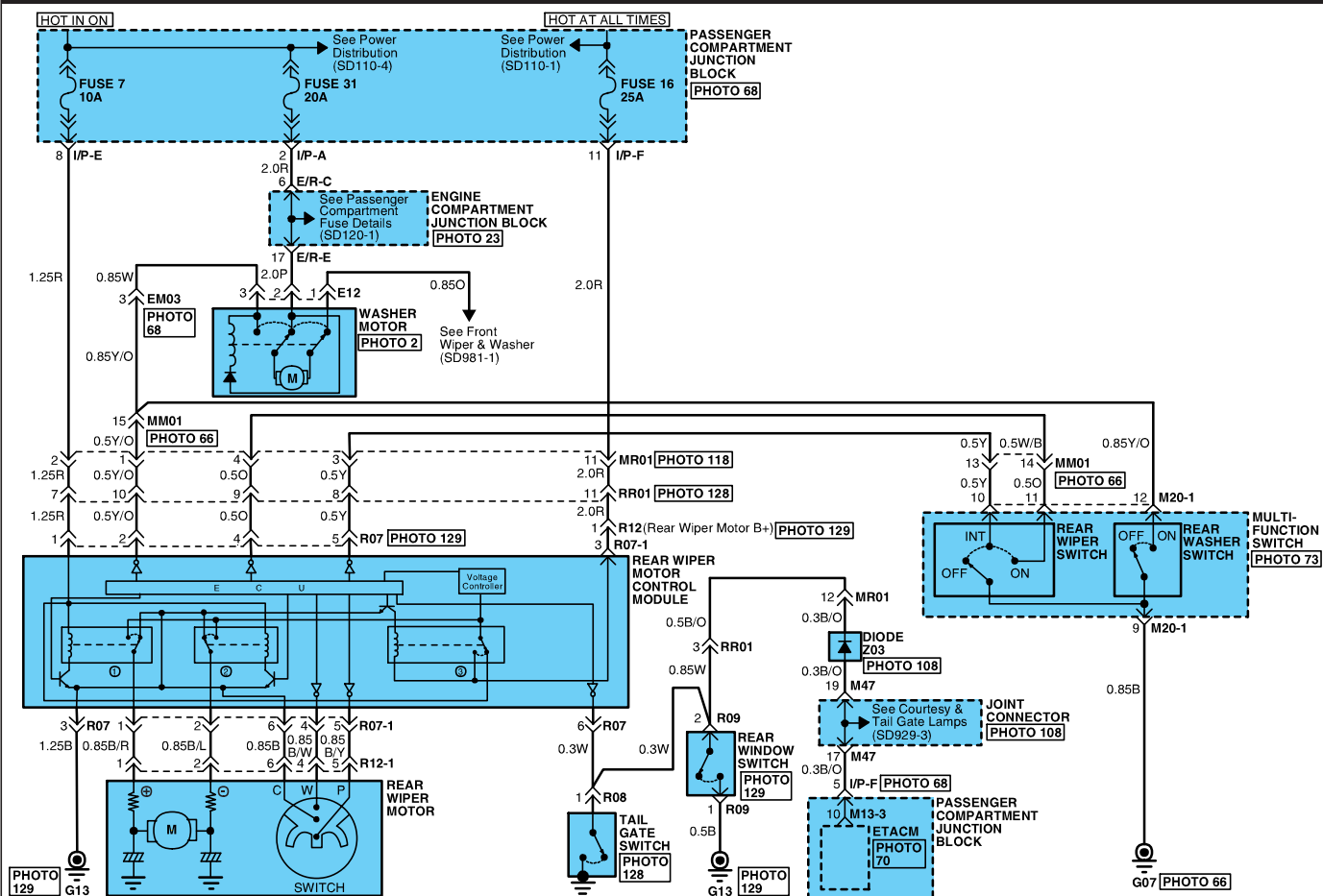


FRONT WIPER & WASHER

FRONT WIPER & WASHER (2)			SD981-2
C17  CR06F016	C117  CR06F016	E12  CR03F062	M13-1  CR16F017
M20-1  CR14F010	BLANK	BLANK	BLANK
Circuit Description All functions of the front wiper and washer circuit are controlled by the position of the front wiper and washer switch in the multifunction switch and by the ETACM. The wiper switch has 4 positions : OFF, INT, LO and HI. Wiper Operation 1. LO and HI position When the wiper switch is in LO or HI, battery voltage is supplied to the front wiper motor directly and grounded through G07. 2. INT position When the wiper switch is in INT and ignition switch is in ON, the wiper relay coil is energized through ETACM. Battery voltage applied to the front wiper motor and the front wiper motor is grounded at G05 through closed contact of the wiper relay. 3. OFF position When the wiper switch is OFF and the front wiper motor is not in rest position, the front wiper motor is grounded at G01 through auto parking switch in the front wiper motor and the front wiper goes to the reset position. Washer Operation The front wiper motor operates as long as the washer switch is in on. When the washer switch is pulled, the front wiper(controlled by the ETACM) wipes the window severla times after the washer fluid sprays on to the front window.			

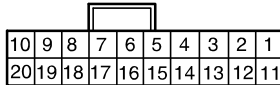
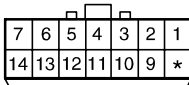
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SD982-1



N2SMG982A

REAR WIPER & WASHER

REAR WIPER & WASHER (2)				SD982-2
E12  CR03F062	M13-3  CR20F008	M20-1  CR14F010	R07  CR06F041	
R08  CR01F040	R09  CR02F050	R12  CR01F041	BLANK	
Circuit Description All functions of the rear wiper and washer circuits are controlled by the position of the rear wiper and washer switch in the multifunction switch and by the ETACM. Rear Wiper Operation The rear wiper switch has 3 positions(OFF, ON and INT). Based on these switch position signals, the rear wiper motor control module controls the operation of the wiper motor(built-in the rear wiper motor control module) through a relay coil. 1. When the ON position is selected, the rear window wiper operates continuously. 2. When the INT position is selected, the wiper operates intermittently. Rear Washer Operation When the WASHER position is selected, the rear wiper motor control module controls the operation of the washer motor(built-in the rear wiper motor control module) through a relay coil. The rear wiper operates several times after the washer fluid sprays on to the rear window.				