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This file was not scanned to deprive Mazda of any money – it was scanned due to the rareness of the original manuals and the overwhelming need of the RX-7 owner to have this information so that they can accurately troubleshoot problems. Perhaps if Mazda's dealerships could support the Rotary Engine it wouldn't be so necessary for the owners to do so.



Mazda RX-7

1993
Wiring Diagram



MAZDA

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1993 Mazda RX-7 Wiring Diagram

FOREWORD

This wiring diagram incorporates the wiring schematics of the basic vehicle and available optional equipment. Actual vehicle wiring may vary slightly depending on optional equipment or local specifications, or both. All information in this booklet is based on information available at the time of printing. Mazda Motor Corporation reserves the right to make changes without previous notice.

Mazda Motor Corporation
HIROSHIMA, JAPAN

APPLICATION:
This manual applies to vehicles beginning with the Vehicle Identification Numbers (VIN) on the following page.

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GENERAL INFORMATION

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VEHICLE IDENTIFICATION NUMBERS (VIN) (CHASSIS NUMBER)

JM1 FD331* P0 20001~

FEDERAL & CALIFORNIA

JM1 FD332* P0 20001~

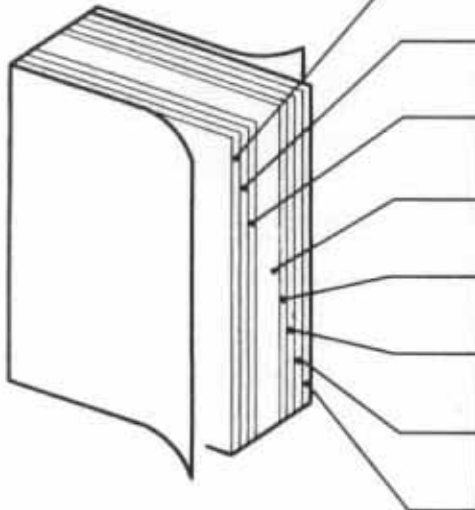
CANADA

WIRING COLOR CODE

Color	Code	Color	Code
Blue	L	Natural	N
Black	B	Orange	O
Brown	BR	Pink	P
Dark Blue	DL	Red	R
Dark Green	DG	Purple	PU
Green	G	Tan	T
Gray	GY	White	W
Light Blue	LB	Yellow	Y
Light Green	LG	Violet	V

Contents of wiring diagrams


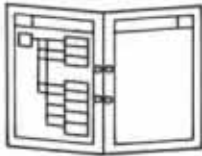
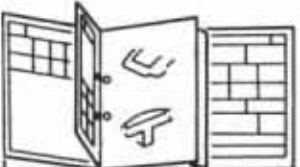
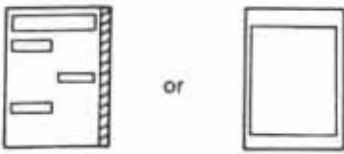
- This document comprises the 8 groups shown below. The main components are summarized in the components location diagram at the end of the document.



GI	General Information	A how-to on using and reading wiring diagrams, using test equipment, checking harnesses and connectors, and finding trouble spots
Y	Ground points	Ground routes from and to the battery
W	Electrical wiring schematics	Shows main fuses and other fuses for each system
A~U	Circuit diagrams for individual systems	Shows circuit and connector diagrams and component and connector location diagrams
X	Common connectors	Shows connectors common throughout system
JB	Joint box complete wiring system	Shows internal circuits and connectors
PL	Parts location	Shows location of major electrical parts
PI	Index	Gives page number of circuit diagram for each component

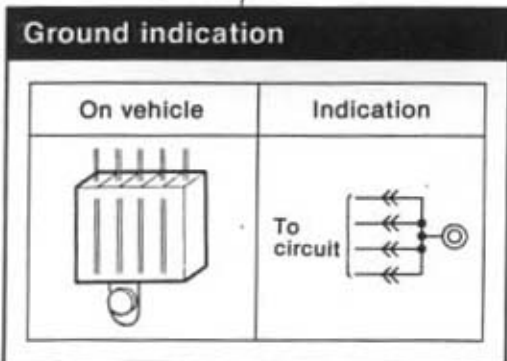
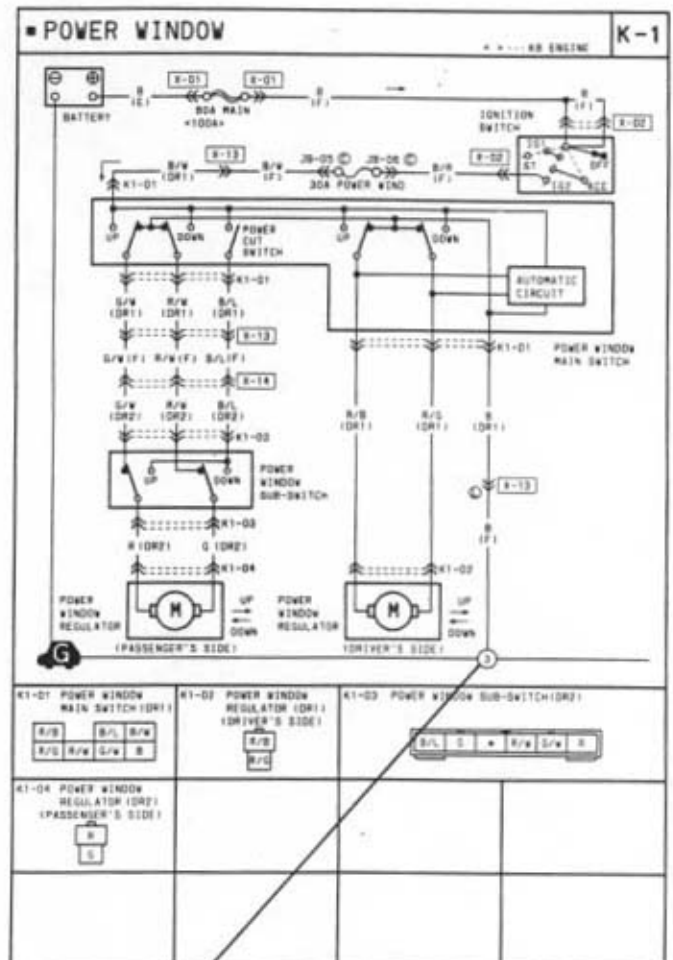
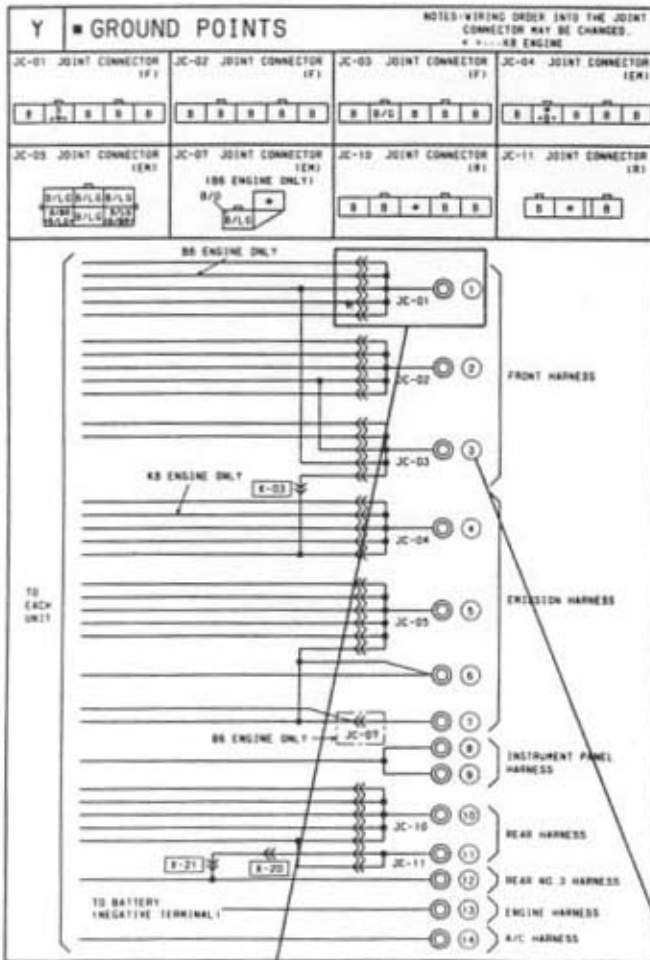
Using wiring diagrams

- The use of the wiring diagram depends on its application.

Application	Use	Application	Use
For checking circuits of individual systems	 <p>Open to page with circuit diagram and harness routing to be used and fold out common connector diagram or joint box diagram.</p>	For checking fuse connections	 <p>Open to electrical wiring schematic.</p>
For checking ground circuit of individual systems	 <p>Open to page with ground point diagram and fold out common connector diagram or joint box diagram.</p>	For finding page numbers of systems and components	<p>Parts Index System Index</p>  <p>or</p> <p>Open to parts index or system index.</p>

Ground points

- This shows ground points of the harness.



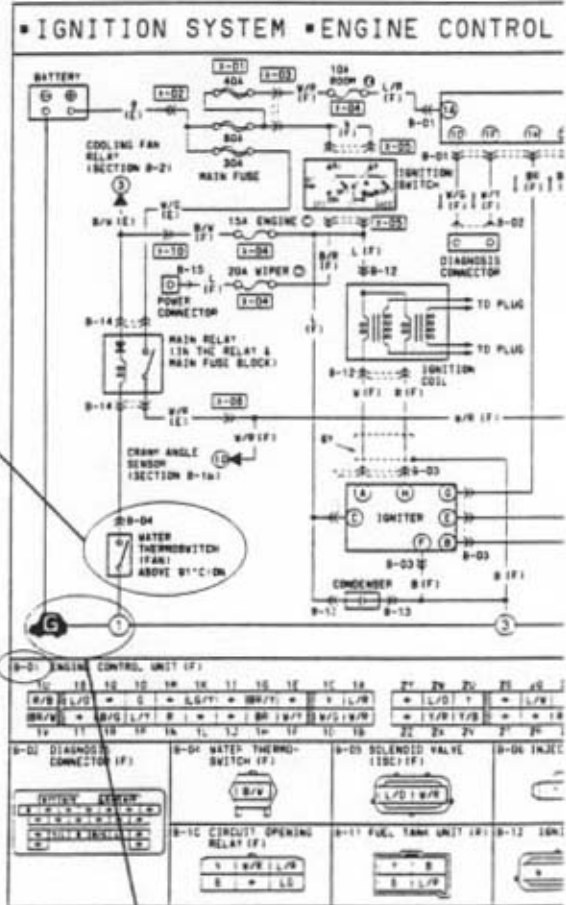
On circuit diagrams and ground points

The ground connection numbers in system circuit diagrams correspond to those in the ground point diagram.

System circuit diagram/connector diagram

- These show the circuits for each system, from the power supply to the ground. The power supply side is on the upper part of the page, the ground side on the lower part. The diagrams describe circuits with the ignition switch off.

Below is an explanation of the various points in the diagram.



Indicates operating conditions for switches.

Connector code

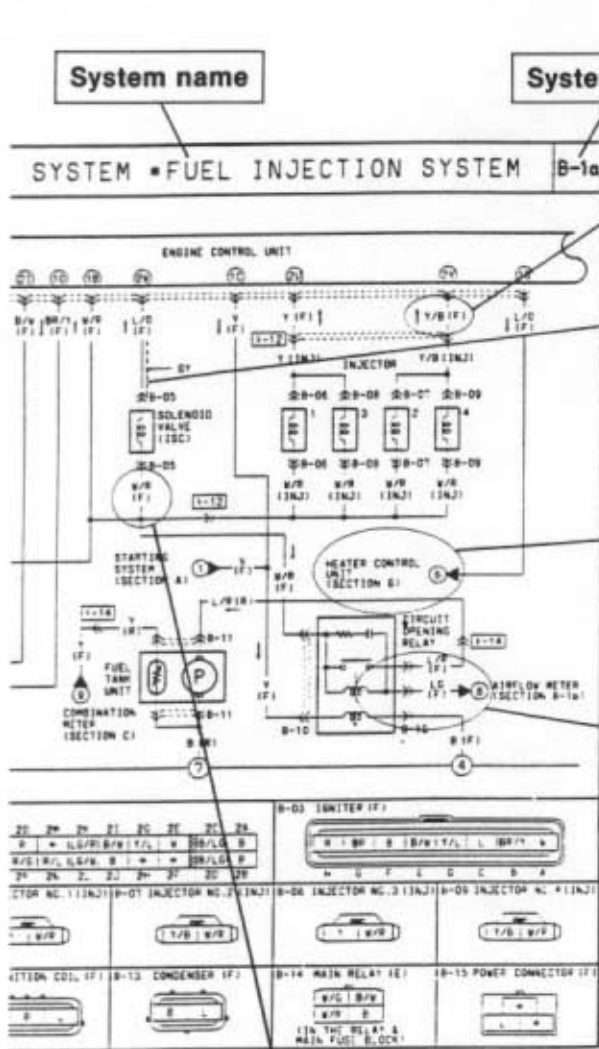
The prefix letter indicates the system in which the connector is used.

- JB: Joint box connections
- X : Common connectors
- A : Charging system/starting system connectors
- B : Engine control system connectors
- C : Gauge control system connectors
- D : Wiper system connectors
- E : Lighting system connectors
- F : Signal system connectors
- G : Air-conditioning system connectors
- H : Transmission control system connectors
- I : Interior lamp system connectors
- J : Audio/radio connectors
- K : Power window/power door lock system connectors
- L : Remote control mirror system connectors
- M : Sliding sunroof system connectors
- N : Power steering/4-wheel steering system connectors
- O : Anti-lock brake system connectors
- P : Power seat/seat heater system connectors
- Q : Auto cruise control system connectors
- R : Auto adjusting suspension system connectors
- S : Passive shoulder belt control/air bag system connectors
- T : Others
- Y : Ground connector

Ground numbers

A harness ground is represented differently than a unit ground.

Types of grounds	Symbol
<p>Harness</p>	
<p>Unit</p> <p>Sensor</p>	



Current symbol

Current flows in the direction of the arrow.

Indicates shielded wire.*

*Shielded wire:

Prevents signal disturbances from electrical interference.
Wire is covered by a metal meshing for grounding.

The number indicates that the circuit continues to the related system diagram.

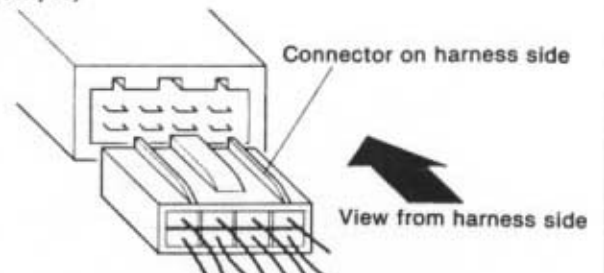
Connector symbols

- Male and female connectors are represented as follows in the circuit and connector diagrams.

	Circuit diagram symbol	Connector diagram symbol
Male		
Female		

- Like connectors are linked by dashed lines between the connector symbols.
- Connector diagrams show connectors on the harness side. The terminal indicates the view from the harness side.

(Example)



- Colors for connectors except milk-white are given in locations.
- Unused terminals are indicated by *.

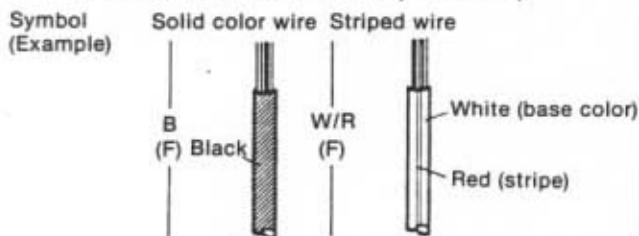
Wire color code (harness symbol)

- Two-color wires are indicated by a two-letter symbol. The first indicates the base color of the wire, the second the color of the stripe.

For example:

W/R is a white wire with a red strip

BR/Y is a brown wire with a yellow strip



- The harness symbol is in () following the harness symbols (refer to GI-7.).

Routing diagram

- The routing diagram shows where electrical components are on the system circuit diagram by call out line and connector symbols.
- Specified values are listed beside the routing diagram or on the following page.

Connector symbol

Shows the system that uses the connector.

(Example)

Connector	Symbol
Joint box	JB-04
Common connectors	X-19
System connectors	I-03

Component name

Shows the names of components in routing diagrams.

Ground symbol

Shows the ground in system diagrams.

Engine control unit terminal (unit side)





1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

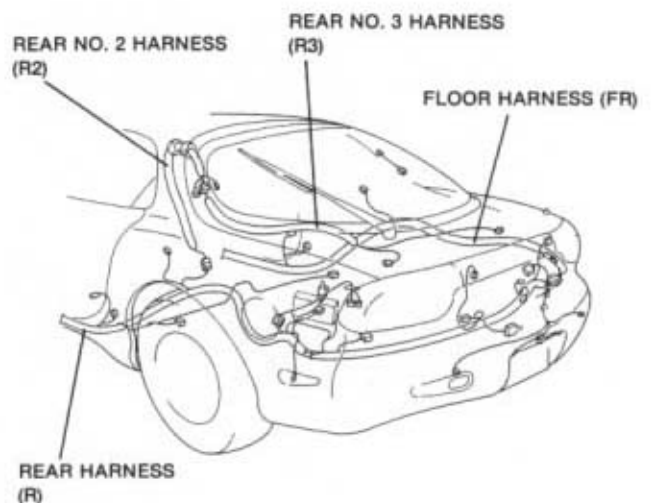
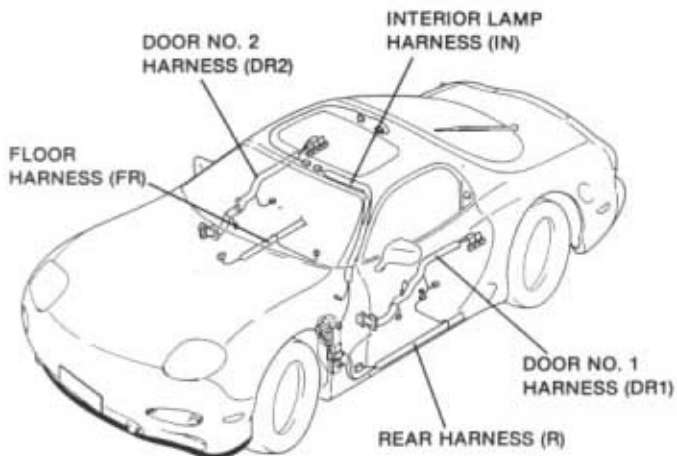
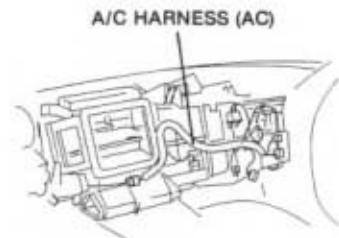
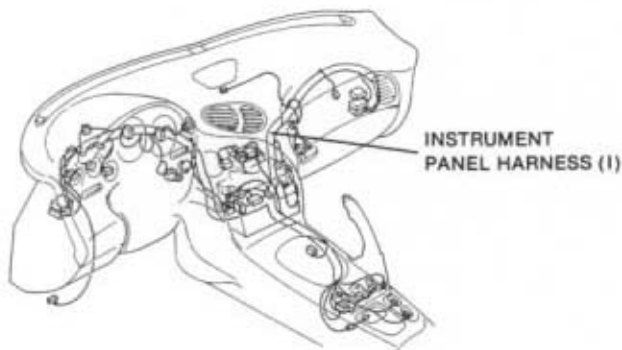
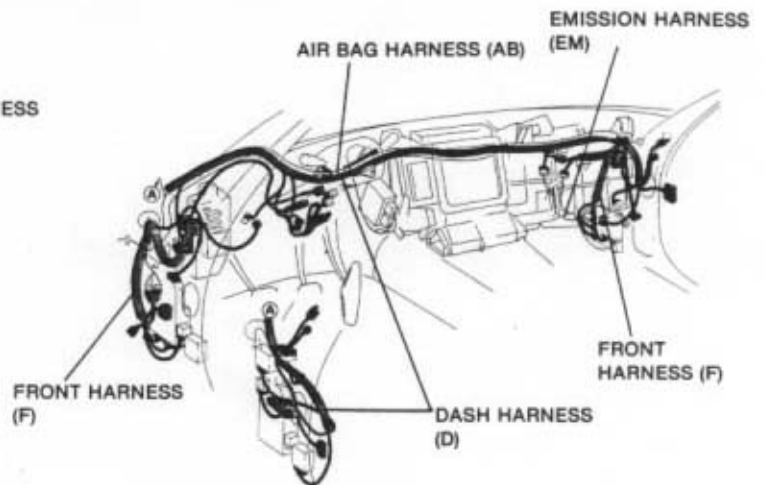
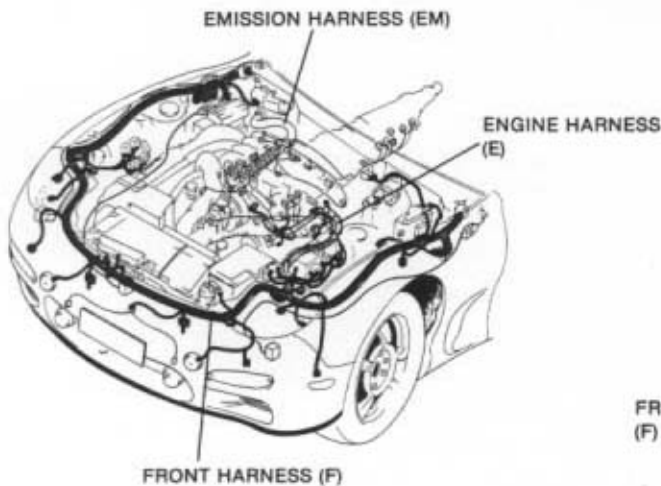
Terminal	Input	Output	Connection to	Test condition	Voltage	Remark
16	○		Diagnosis Connection	A) Battery selector see switch "SELF TEST" B) System Selector see switch "SELF TEST"	Approx. 12V	
14	○		Throttle sensor (idle point)	Accelerator pedal released	Approx. 5V	Ignition switch ON
10	○		Ignition switch	Brake pedal depressed	Approx. 12V	
17	○		P/B pressure switch	Ignition switch ON	Approx. 12V	
18	○		Fan switch	Fan OFF (at idle)	Approx. 12V	
14	○		Headlight switch	Fan operating (ignition coolant temperature over 80°C (196°F) or diagnosis connector terminal TFA grounded) Fan not operating (idle)	Approx. 12V	
17	○		Neutral or clutch switch	Headlights OFF	Approx. 5V	
24	-	-	Ground (input)	Neutral position or clutch pedal depressed	Approx. 12V	
28	-	-	Ground (output)	Other conditions	5V	
30	-	-	Ground (input)	Constant	5V	
29	-	-	Ground (input)	Constant	5V	
26	○		Crane angle sensor (R signal)	Ignition switch ON	Approx. 5V or 3V	
26	○		Crane angle sensor (L signal)	Ignition switch ON	Approx. 12V	
22	○		Constant	Idle	Approx. 1.5V	
24	○		Arbiter master	Constant	5V	
25	○		Throttle sensor (Power terminal)	Accelerator pedal released	Approx. 5V	
25	○		Diagnosis sensor	Accelerator pedal fully depressed	Approx. 5V	
24	○		Diagnosis sensor	Ignition switch ON	5V	
24	○		Arbiter master	Idle (After warm up)	0-1V	
24	○		Arbiter master	Increased engine speed (After warm up)	0.5-1V	
24	○		Arbiter master	Deceleration	0-0.4V	
24	○		Arbiter master	Ignition switch ON	Approx. 2.5V	
24	○		Arbiter master	Idle	Approx. 2.5V	
24	○		Arbiter master	At 30°C (86°F)	Approx. 2.5V	
24	○		Water thermometer	Engine coolant temperature 20°C (68°F)	Approx. 2.5V	
24	○		Water thermometer	After warm up	Approx. 0.4V	

Specified values

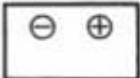

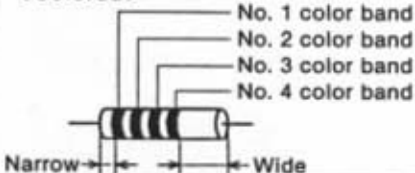








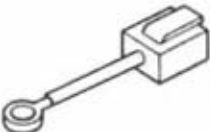
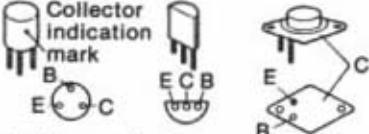




Shows values for determining whether an electrical component is good.

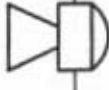











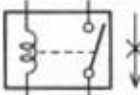
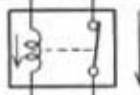
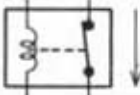

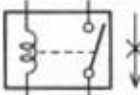
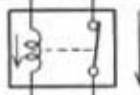
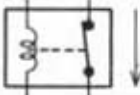

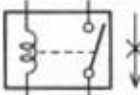
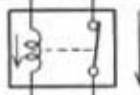
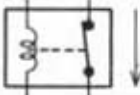

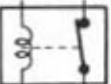
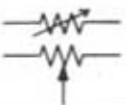



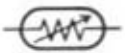


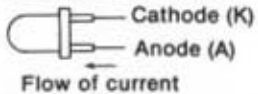


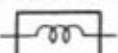
Harness symbols

DESCRIPTION OF HARNESS	COLOR	SYMBOL	DESCRIPTION OF HARNESS	SYMBOL
FRONT HARNESS		(F)	REAR HARNESS	(R)
ENGINE HARNESS		(E)	REAR NO. 2 HARNESS	(R2)
DASH HARNESS		(D)	REAR NO. 3 HARNESS	(R3)
INSTRUMENT PANEL HARNESS		(I)	FLOOR HARNESS	(FR)
EMISSION HARNESS		(EM)	DOOR NO. 1 HARNESS	(DR1)
A/C HARNESS		(AC)	DOOR NO. 2 HARNESS	(DR2)
INTERIOR LAMP HARNESS		(IN)	AIR BAG HARNESS	(AB)


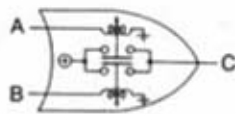

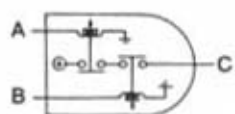
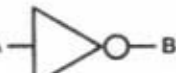
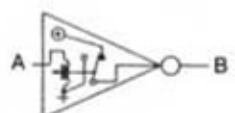
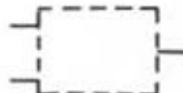
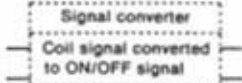


Symbols

Symbol	Meaning	Symbol	Meaning																																																																										
Battery 	<ul style="list-style-type: none"> Generates electricity through chemical reaction. Supplies direct current to circuits. 	Resistance 	<ul style="list-style-type: none"> A resistor with a constant value. Mainly used to protect electrical components in circuits by maintaining rated voltage. <p>• Reading resistance values.</p> <p>< Colored ></p>  <table border="1"> <thead> <tr> <th rowspan="2">Color</th> <th>No. 1</th> <th>No. 2</th> <th>No. 3</th> <th>No. 4</th> </tr> <tr> <th>Resistance values</th> <th>Multiplier</th> <th colspan="2">Tolerance</th> </tr> </thead> <tbody> <tr> <td>Black</td> <td>0</td> <td>0</td> <td colspan="2">× 10⁰</td> </tr> <tr> <td>Brown</td> <td>1</td> <td>1</td> <td colspan="2">× 10¹</td> </tr> <tr> <td>Red</td> <td>2</td> <td>2</td> <td colspan="2">× 10²</td> </tr> <tr> <td>Orange</td> <td>3</td> <td>3</td> <td colspan="2">× 10³</td> </tr> <tr> <td>Yellow</td> <td>4</td> <td>4</td> <td colspan="2">× 10⁴</td> </tr> <tr> <td>Green</td> <td>5</td> <td>5</td> <td colspan="2">× 10⁵</td> </tr> <tr> <td>Blue</td> <td>6</td> <td>6</td> <td colspan="2">× 10⁶</td> </tr> <tr> <td>Purple</td> <td>7</td> <td>7</td> <td colspan="2">× 10⁷</td> </tr> <tr> <td>Grey</td> <td>8</td> <td>8</td> <td colspan="2">× 10⁸</td> </tr> <tr> <td>White</td> <td>9</td> <td>9</td> <td colspan="2">× 10⁹</td> </tr> <tr> <td>Gold</td> <td></td> <td></td> <td>× 10⁻¹</td> <td>± 5%</td> </tr> <tr> <td>Silver</td> <td></td> <td></td> <td>× 10⁻²</td> <td>± 10%</td> </tr> <tr> <td>—</td> <td></td> <td></td> <td></td> <td>± 20%</td> </tr> </tbody> </table>	Color	No. 1	No. 2	No. 3	No. 4	Resistance values	Multiplier	Tolerance		Black	0	0	× 10 ⁰		Brown	1	1	× 10 ¹		Red	2	2	× 10 ²		Orange	3	3	× 10 ³		Yellow	4	4	× 10 ⁴		Green	5	5	× 10 ⁵		Blue	6	6	× 10 ⁶		Purple	7	7	× 10 ⁷		Grey	8	8	× 10 ⁸		White	9	9	× 10 ⁹		Gold			× 10 ⁻¹	± 5%	Silver			× 10 ⁻²	± 10%	—				± 20%
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Ground (1) 	<ul style="list-style-type: none"> Connecting point to vehicle body or other ground wire where current flows from positive to negative terminal of battery. Ground (1) indicates a ground point to body through wire harness. Ground (2) indicates point where component is grounded directly to body. <p>Remarks</p> <ul style="list-style-type: none"> Current will not flow through a circuit if ground is faulty. 																																																																												
Ground (2) 																																																																													
Fuse (1)  (box)	<ul style="list-style-type: none"> Melts when current flow exceeds that specified for circuit, interrupts current flow. <p>Precautions</p> <ul style="list-style-type: none"> Do not replace with fuses exceeding specified capacity. 																																																																												
Fuse (2)  (Cartridge)	<p>< Blade type ></p> 	<p>< Tube type ></p> 																																																																											
Main fuse/ Fusible link 	<p>< Cartridge type ></p> 	<p>< Fusible link ></p> 																																																																											
Transistor (1) Collector (C) Base (B) NPN Emitter (E)	<ul style="list-style-type: none"> Electrical switching component. Turns on when voltage is applied to the base (B). 	Motor 	<ul style="list-style-type: none"> Converts electrical energy into mechanical energy. 																																																																										
Transistor (2) Collector (C) Base (B) PNP Emitter (E)	<ul style="list-style-type: none"> Reading code. <p>2 S C 828 A</p> <p>Semiconductor</p> <p>Number of terminals</p> <p>Revision mark</p> <p>A: High-frequency PNP B: Low-frequency PNP C: High-frequency NPN D: Low-frequency NPN</p>	Pump 	<ul style="list-style-type: none"> Pulls in and discharges gases and liquids. 																																																																										
Lamp 	<ul style="list-style-type: none"> Emits light and generates heat when current flows through filament. 	Cigarette lighter 	<ul style="list-style-type: none"> Electrical coil that generates heat. 																																																																										

Symbol	Meaning	Symbol	Meaning								
Horn 	<ul style="list-style-type: none"> Generates sound when current flows. 	Switch (1)  Normally open (NO)	<ul style="list-style-type: none"> Allows or breaks current flow by opening and closing circuits. 								
Speaker 		Switch (2)  Normally closed (NC)									
Heater 	<ul style="list-style-type: none"> Generates heat when current flows. 	Harness  (Not connected)	<ul style="list-style-type: none"> Unconnected intersecting harness.  Connected intersecting harness.  								
Speed sensor 		<ul style="list-style-type: none"> Movement of magnet in speedometer turns contact within sensor on and off. 		 (Connected)							
Ignition switch 				<ul style="list-style-type: none"> Turning ignition key switches circuit to operate various component. 							
Relay (1)  Normally open (NO)	<ul style="list-style-type: none"> Current flowing through coil produces electromagnetic force causing contact to open or close. <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th></th> <th>No current to coil</th> <th>Current to coil</th> </tr> </thead> <tbody> <tr> <td>Normally open relay (NO)</td> <td>  No flow </td> <td>  Flow </td> </tr> <tr> <td>Normally closed relay (NC)</td> <td>  Flow </td> <td>  No flow </td> </tr> </tbody> </table>		No current to coil	Current to coil	Normally open relay (NO)	 No flow	 Flow	Normally closed relay (NC)	 Flow	 No flow	
		No current to coil	Current to coil								
Normally open relay (NO)	 No flow	 Flow									
Normally closed relay (NC)	 Flow	 No flow									
Relay (2)  Normally closed (NC)											
Sensor (variable) 	<ul style="list-style-type: none"> Resistance changes with other components operation. 	Diode 	<ul style="list-style-type: none"> Known as a semiconductor rectifier, the diode allows current flow in one direction only. Cathode (K)  Anode (A) — Flow of electric current K  A 								
Sensor (thermistor) 		<ul style="list-style-type: none"> Resistance changes with temperature. 		Light-emitting diode (LED) 	<ul style="list-style-type: none"> A diode that lights when current flows. Unlike ordinary bulbs, the diode does not generate heat when lit. Cathode (K)  Anode (A)  Flow of current 						
Capacitor 	<ul style="list-style-type: none"> Component that temporarily stores electrical charge. 		Reference diode (Zener diode) 	<ul style="list-style-type: none"> Allows current to flow in one direction up to a certain voltage; allows current to flow in the other direction once that voltage is exceeded. 							
Solenoid 			<ul style="list-style-type: none"> Current flowing through coil generates electromagnetic force to operate plungers. 								

Logic symbols

Types of logic symbols	Operation	Expressing output	Simple relay circuits
<p>OR</p> 	Input to A or B will produce output at C.	Low electrical potential (L) at A and B → no output (L) at C High electrical potential (H) at A or B → output (H) at C	
<p>AND</p> 	Input to A and B will produce output at C.	High electrical potential (H) at A and B → output (H) at C Low electrical potential (L) at A or B → no output (L) at C	
<p>INV</p> 	No input to A will produce an output at B. An input to A will not produce an output at B.	Low electrical potential (L) at A → no ground (H) B High electrical potential (H) at A → grounds (L) B	
<p>PROCESS</p> 	Simplified representation of complex functions within circuit describes main function. 1. Signal detector for engine control unit, cooling unit, and tachometer. 2. Signal converter for turn and hazard flasher unit and igniter unit.		(Examples) Igniters 

Abbreviations used in this booklet

A	Ampere	ECPS	Electronically Controlled Power Steering	MW	Middle Wave
AAS	Autoadjusting Suspension	ECU	Engine Control Unit	NC	Normally Closed
ABS	Antilock Brake System	EGI	Electronic Gasoline Injection	NO	Normally Open
ACC	Accessory	EGR	Exhaust Gas Recirculation	OD	Overdrive
ACCEL	Accelerator	ELEC	Electric	OFF	Switch Off
ACV	Air Control Valve	ELR	Emergency Locking Retractor	ON	Switch On
ADD	Additional	ETR	Electronic Tuner	P	Power
AE	Acoustic Equilibration	EXH	Exhaust	PRCV	Pressure Regulator Control Solenoid Valve
AIS	Air Injection System	F	Front	PRG	Purge Solenoid Valve
ALL	Automatic Load Leveling	FICB	Fast-Idle Cam Breaker	PTC	Positive Temperature Coefficient Heater
ALT	Alternator	FM	Frequency Modulation	P/S	Power Steering
AM	Amplitude Modulation	F/B	Feedback	QSS	Quick-Start System
AMP	Amplifier	F/I	Fuel Injector	R	Rear
ANT	Antenna	GEN	Generator	REC	Recirculation
AS	Autostop	HEAT	Heater	RF	Right Front
ASV	Air Supply Valve	HEI	High-Energy Ignition	RH	Right Hand
AT	Automatic transmission	HI	High	RPM	Revolutions Per Minute
ATP	Atmospheric Pressure	H/D	Heater/Defroster	RR	Right Rear
ATX	Automatic Transaxle	IG	Ignition	SOL	Solenoid
A/C	Air Conditioner	ILLUMI	Illumination	ST	Start
A/F	Air Fuel	INT	Intermittent	SW	Switch
A/R	Auto Reverse	ISC	Idle-Speed Control	TCV	Twin Scroll Turbocharger Solenoid Valve
B	Battery	JB	Joint Box	TEMP	Temperature
BAC	Bypass Air Control Valve	LCD	Liquid Crystal Display	TICS	Triple Induction Control System
B/L	Bilevel	LF	Left Front	TR	Transistor
CARB	Carburetor	LH	Left Hand	TWS	Total Wiring System
CCT	Circuit	LO	Low	V	Volt
CIGAR	Cigarette	LR	Left Rear	VENT	Ventilation
COMBI	Combination	LW	Low Wave	VOL	Volume
CON	Conditioner	M	Motor	VRIS	Variable Resonance Induction System
CONT	Control	MID	Middle	W	Watt(s)
CPU	Central Processing Unit	MIL	Malfunction Indicator Lamp		
CSD	Cold Start Device	MIN	Minute		
DEF	Defroster	MIX	Mixture		
DOHC	Double-Overhead Camshaft	MPX	Multiplex		
EC-ET	Electronic Controlled Automatic Transmission	MT	Manual Transmission		
	Electrically Control Automatic Transaxle	MTR	Mechanical Tuning Radio		
		MTX	Manual Transaxle		

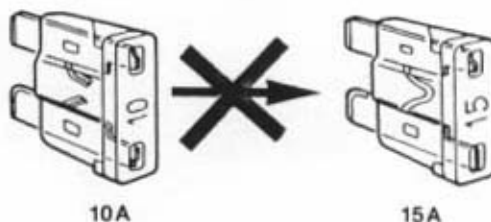
Precautions to take when servicing an electrical system

- Note the following items when servicing the electrical system.
- Do not alter the wiring or electrical equipment in any way; this may damage the vehicle or cause a fire from short-circuiting a circuit or overloading it.

- The negative (-) battery cable must be removed first and installed last.



- Do not replace with fuses exceeding specified capacity.



Caution

- Be sure that the ignition and other switches are off before disconnecting or connecting the battery cables.

Caution

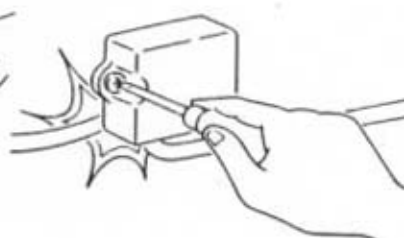
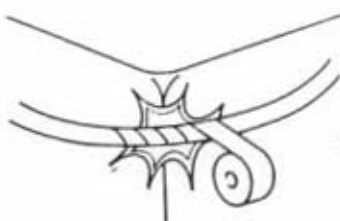
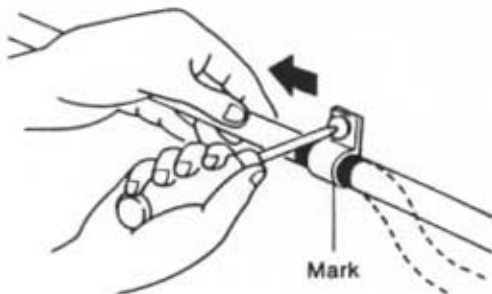
- Replacing a fuse with one of a larger capacity than designated may damage components or cause a fire.

Failure to do so may damage the semiconductor components.

- Secure harnesses with provided clamps to take up slack.

- Tape areas of the harness that may rub or bump against sharp edges to protect it from damage.

- When mounting components, be sure the harness is not caught or damaged.



Caution

- Clamp all harnesses near vibrating components (for example, the engine) to remove slack and to prevent contact resulting from vibration.

- Disconnect heat-sensitive parts (for example, relays and ECU) when performing maintenance (such as welding) where temperatures may exceed 80°C (176°F).

- Make sure that the connectors are securely connected when installed.



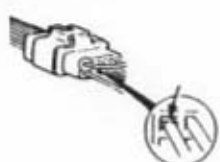
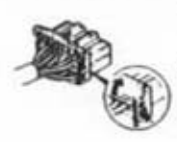

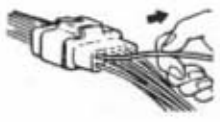
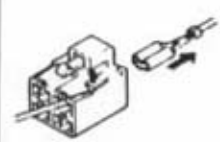



















- Do not handle electrical components roughly or drop them.



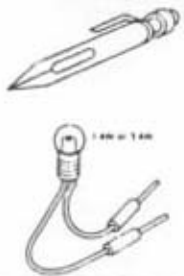
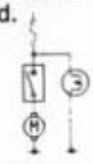


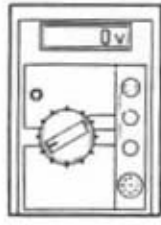
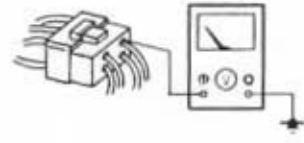
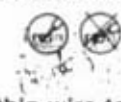
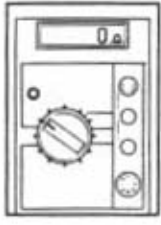
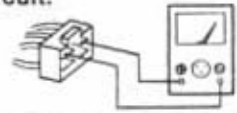
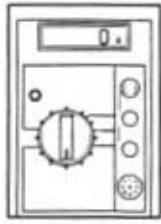
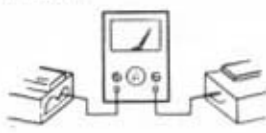
Handling connectors

Caution

- Be sure to grasp the connectors, not the wires, when disconnecting them.

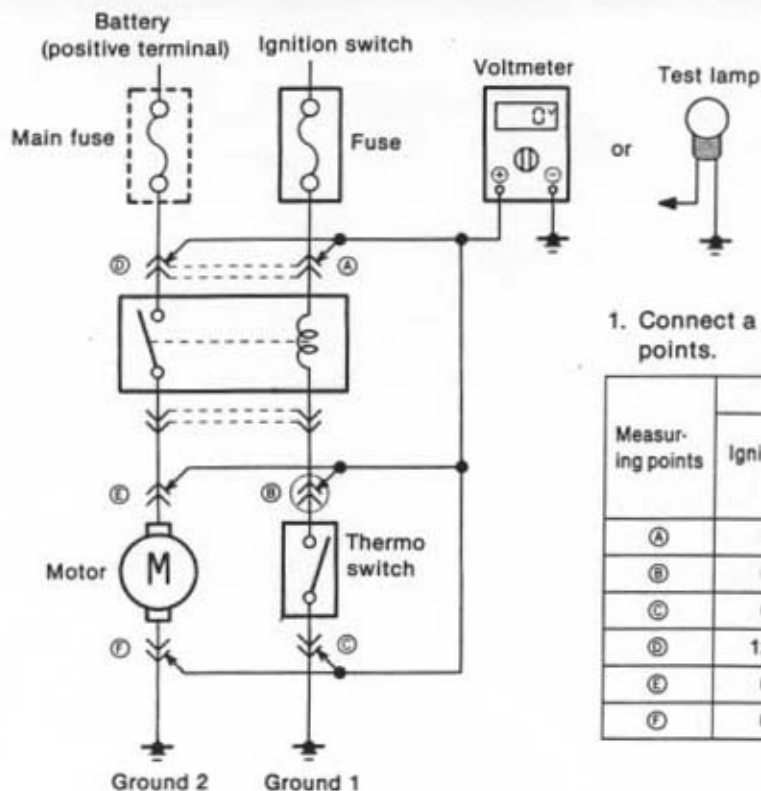
Connector removal		Checking connector contacts	Checking for loose terminals	Replacing terminal																
Push type		<p>Caution Improperly engaged connectors will cause poor terminal contact.</p> 	<p>Caution A loose terminal will cause poor terminal contact.</p> 	<p><CPU connector></p>  <ol style="list-style-type: none"> 1. Raise the rear cover. 2. Lift the tab with a thin piece of metal and remove the terminal. 																
				<p>When using a matching male terminal, make sure there is no looseness in the female terminal.</p>	<p>Make sure the terminals are not pushed out of the connector when engaged.</p> 	<p><General connector></p>  <p>Lift the tab with a thin piece of metal and remove the terminal.</p>														
						<p>When using a matching male terminal, make sure there is no looseness in the female terminal.</p>	<p>Make sure the terminals are not pushed out of the connector when engaged.</p>	<p><Round connectors></p>  <ol style="list-style-type: none"> 1. Raise the cover. 2. Lift the terminal to remove it. 3. Make sure the terminal is securely mounted in the connector when installing. 												
									<p>When using a matching male terminal, make sure there is no looseness in the female terminal.</p>	<p>Make sure the terminals are not pushed out of the connector when engaged.</p>	<p><Common ground connectors></p>  <ol style="list-style-type: none"> 1. Raise the cover. 2. Remove A. 3. Lift the tab with a thin piece of metal and remove the terminal. 									
												<p>When using a matching male terminal, make sure there is no looseness in the female terminal.</p>	<p>Make sure the terminals are not pushed out of the connector when engaged.</p>	<p><Common ground connectors></p> 						
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Pull-up type		<p>When using a matching male terminal, make sure there is no looseness in the female terminal.</p>	<p>Pull lightly on individual wires to check that they are secured in the terminal.</p>	<p><Common ground connectors></p>  <ol style="list-style-type: none"> 1. Raise the cover. 2. Remove A. 3. Lift the tab with a thin piece of metal and remove the terminal. 																
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Spring type		<p>When using a matching male terminal, make sure there is no looseness in the female terminal.</p>	<p>Pull lightly on individual wires to check that they are secured in the terminal.</p>	<p><Common ground connectors></p>  <ol style="list-style-type: none"> 1. Raise the cover. 2. Remove A. 3. Lift the tab with a thin piece of metal and remove the terminal. 																

Using electrical measuring equipment

Equipment	Use	Operation	Handling precautions
Test lamp 	Test to find open or shorted circuits.	<ul style="list-style-type: none"> Connect the test lamp between the circuit being measured and a ground. The lamp will light if the circuit is energized to the point tested. 	<ul style="list-style-type: none"> Test lamps use 12V 1.4W or 3.4W bulbs or light-emitting diodes (LEDs). Using a large-capacity bulb may damage the CPU.
Jumper wire 	Used to create a temporary circuit.	<ul style="list-style-type: none"> Connect the jumper wire between the terminals of a circuit to bypass a switch. 	<ul style="list-style-type: none"> Do not connect the jumper wire from the power source line to a ground; this may cause burning or other damage to harnesses or electronic components.
Voltmeter 	Used for measuring the voltage of a circuit to locate possible opens or shorts.	<ul style="list-style-type: none"> Connect the positive (+) probe to the point where voltage is to be measured and the negative (-) probe to a ground. 	<ul style="list-style-type: none"> Connect the voltmeter in parallel with the circuit. Set the range to the desired voltage. Use the service hole when measuring the voltage at the diagnosis connector. Tie a thin wire to the positive (+) probe to access narrow terminals. 
Ohmmeter 	Used to find opens and shorts in the circuit, to confirm continuity and to measure resistance.	<ul style="list-style-type: none"> Zero the ohmmeter. Verify that voltage is not applied to the circuit. Connect the probes between two points in a circuit. 	<ul style="list-style-type: none"> Zero the meter after switching to the measuring range. Before using the ohmmeter, make sure the ignition switch is off or the negative (-) battery cable is disconnected to prevent burning or otherwise damaging the ohmmeter.
Ammeter 	Used to check alternator output, current supplied to the starter, and dark current within a circuit. Note Dark current is the constant flow of current while the ignition switch is OFF.	<ul style="list-style-type: none"> Connect the ammeter in series with the circuit by touching the positive (+) probe to the power-side terminal and the negative (-) probe to the ground-side terminal. 	<ul style="list-style-type: none"> Set the range to the desired amperage. Connect the ammeter in series with the circuit. The ammeter may be burned or otherwise damaged if it is connected in parallel.

Measuring voltage

Checks



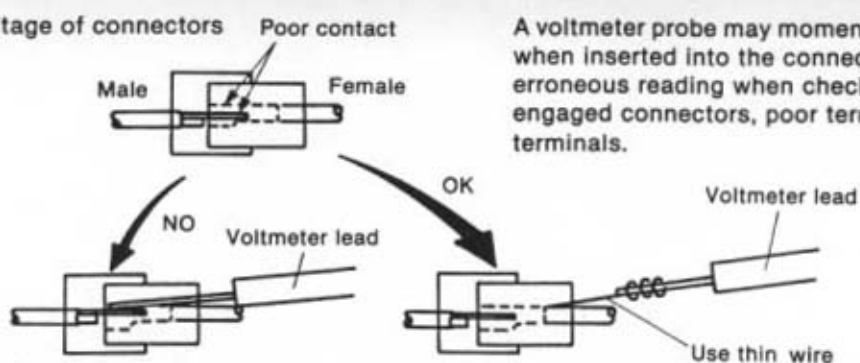
1. Connect a voltmeter or test lamp to the measuring points.

Measuring points	Circuit operation (normal)			
	Ignition switch: OFF	Ignition switch: ON		
		Thermo switch: OFF	Thermo switch: ON	
A	0V ×	12V ○	12V ○	
B	0V ×	12V ○	0V ×	
C	0V ×	0V ×	0V ×	
D	12V ○	12V ○	12V ○	
E	0V ×	0V ×	12V ○	
F	0V ×	0V ×	0V ×	

○ : Test lamp ON
× : Test lamp OFF

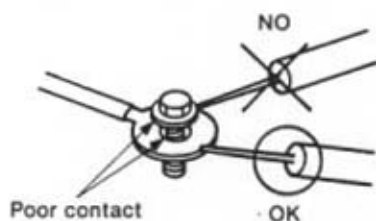
Precautions during checks

Measuring voltage of connectors



A voltmeter probe may momentarily connect a terminal when inserted into the connector and give an erroneous reading when checking for improperly engaged connectors, poor terminal contacts, or loose terminals.

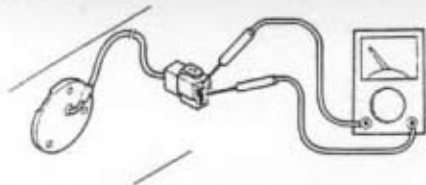
Measuring voltage of ground unit



Touch the voltmeter probe to the ground wire when checking the ground circuit.

Measuring continuity/resistance

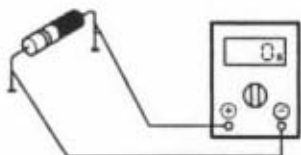
Checking switches



Touch the ohmmeter probes to the switch terminals to check continuity.

Caution
Verify the operating state of the switch before checking continuity because readings vary accordingly.

Checking diodes

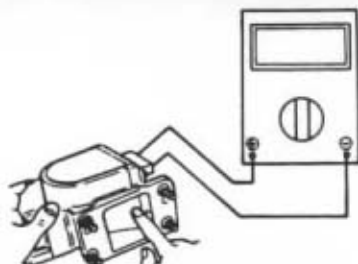


Continuity is checked according to the direction of the positive (+) and negative (-) probes of the ohmmeter in the circuit containing the diode.

Connection	Continuity
	Yes
	No

Note
The negative (-) probe of the ohmmeter is connected to the positive terminal of the internal ohmmeter battery, the positive (+) probe to the negative terminal of the battery.

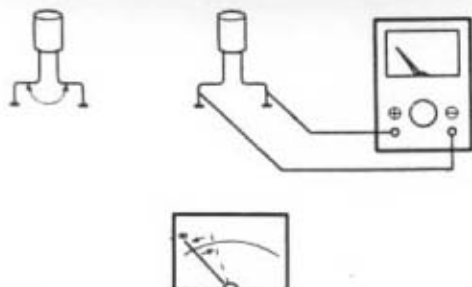
Checking sensors and solenoid valves



Connect the ohmmeter probes to the sensor or solenoid valve terminals to check resistance.

Caution
Verify the operating state of the sensor before checking resistance because readings vary accordingly.

Checking condensers

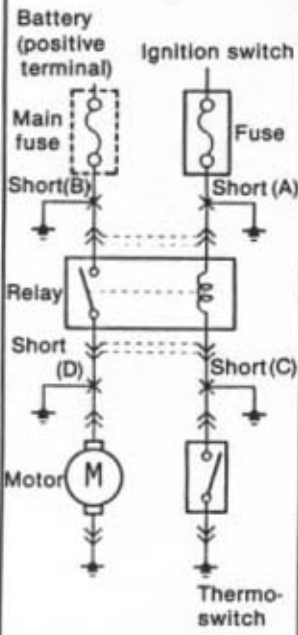
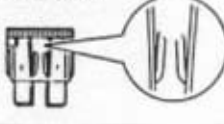
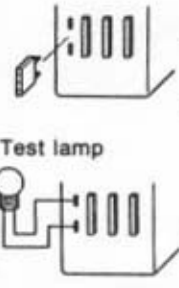
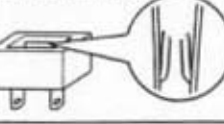


1. Short between the terminals with a jumper wire to discharge the capacitor.
2. Set the ohmmeter range to $\times 10\text{k}\Omega$ and connect it to the capacitor terminals.
3. The capacitor is good if the needle of the ohmmeter swings once and returns to its original position.

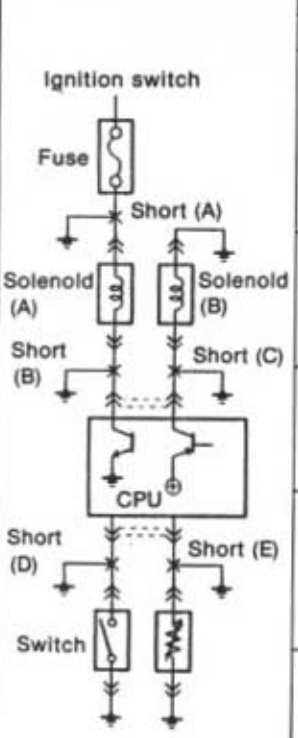

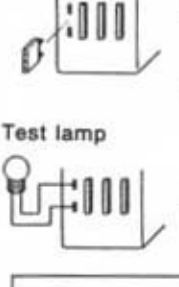
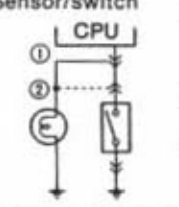
Finding short circuits

Shorts occur between the power (positive) and ground (negative) sides of a circuit. Therefore, finding a short circuit requires determining how the circuit is routed.

Circuits not connected to control unit

	Examples		Finding short circuit
	Short location	Symptom	
Short (A)	<ul style="list-style-type: none"> Fuse melts. 	 <ol style="list-style-type: none"> Remove the fuse and main fuse of the circuit. Disconnect all connectors of electrical components in the circuit. Attach a voltmeter or test lamp to the fuse box and reconnect each connector, beginning nearest the power source. Check the voltmeter reading or test lamp as the connectors are connected. <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> A short has occurred where the voltmeter reading changes or the test lamp comes on. </div>	
Short (B)	<ul style="list-style-type: none"> Main fuse melts. 		
Short (C)	<ul style="list-style-type: none"> The motor operates regardless of whether the thermostat is ON or OFF when the ignition switch is ON. The fuse is not melted. 		
Short (D)	<ul style="list-style-type: none"> The main fuse melts when the ignition switch and thermostat are ON and the relay is operating. 		

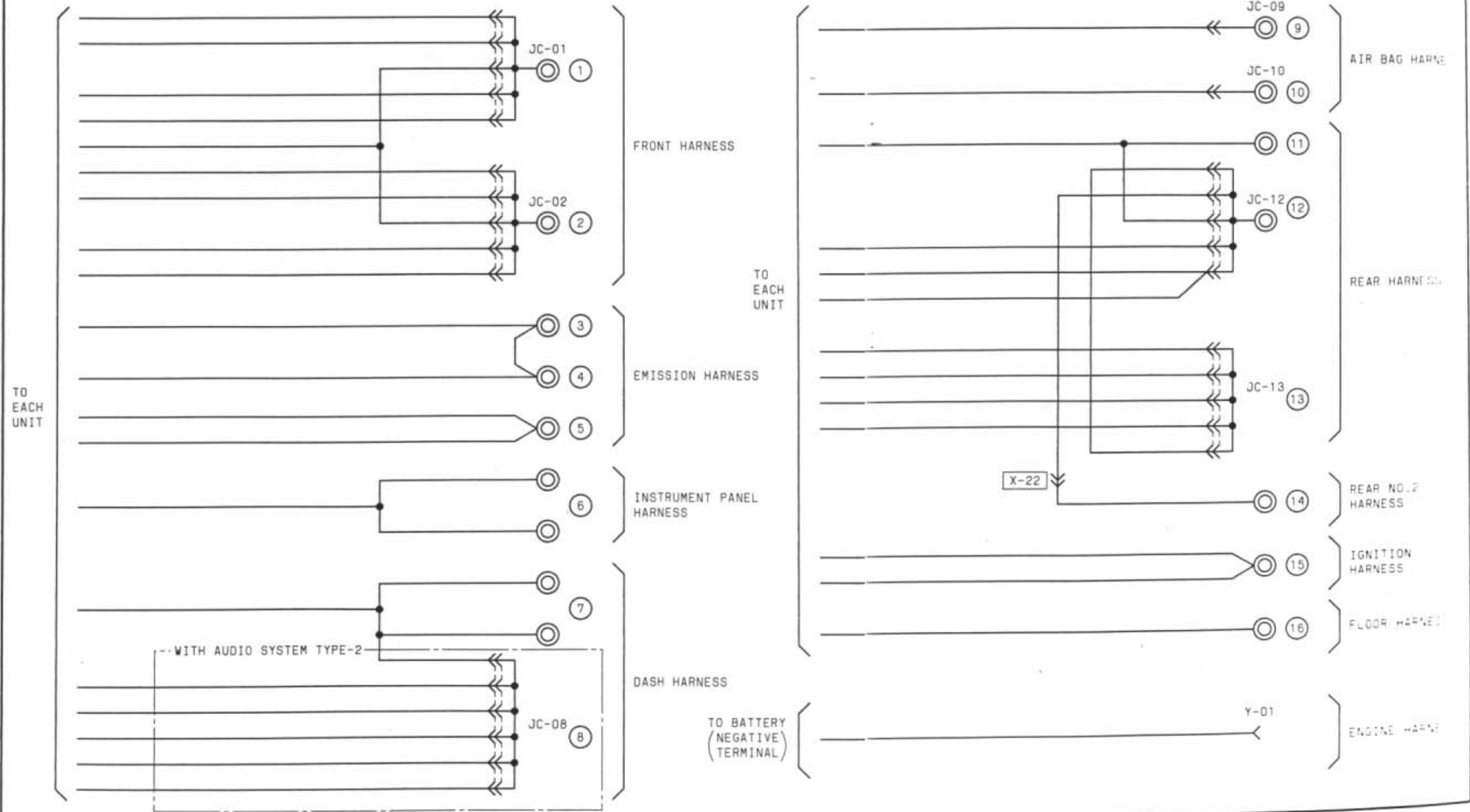
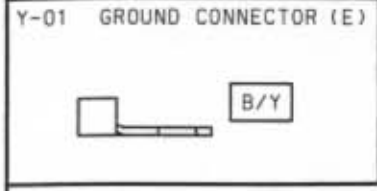
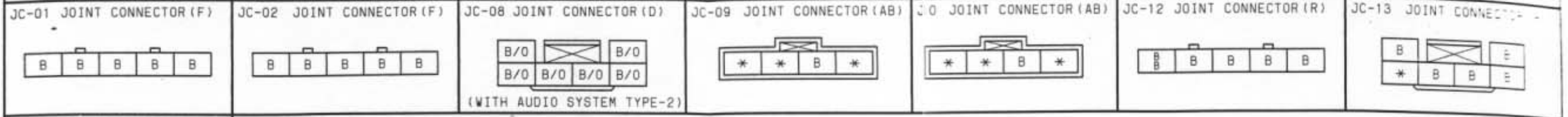
Circuits connected to control unit

	Examples		Finding short circuit
	Short location	Symptom	
Short (A)	<ul style="list-style-type: none"> Fuse melts. 	 <ol style="list-style-type: none"> Remove the fuse and main fuse of the circuit. Disconnect all connectors of electrical components in the circuit. Attach a voltmeter or test lamp to the fuse box and reconnect each connector, beginning nearest to the power source. Check the voltmeter reading or test lamp as the connectors are connected. <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> A short has occurred where the voltmeter reading changes or the test lamp comes on. </div>	
Short (B)	<ul style="list-style-type: none"> Solenoid A operates when the ignition switch is ON. 		
Short (C)	<ul style="list-style-type: none"> The CPU transistor burns out when the ignition switch is turned ON. 		
Short (D)	<ul style="list-style-type: none"> The CPU thinks the switch is ON because the same conditions exist as when the switch is ON. 		
Short (E)	<ul style="list-style-type: none"> The CPU senses the sensor to be 0Ω because the same conditions exist as when the resistance value is 0Ω. The CPU equipped with the self-diagnosis function outputs the code. 	 <ol style="list-style-type: none"> Attach the test lamp or voltmeter to the CPU connector. Connect to the switch/sensor connector. Check the voltmeter reading or test lamp. <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> A short has occurred where the voltmeter reads 0V or the test lamp goes out. </div>	

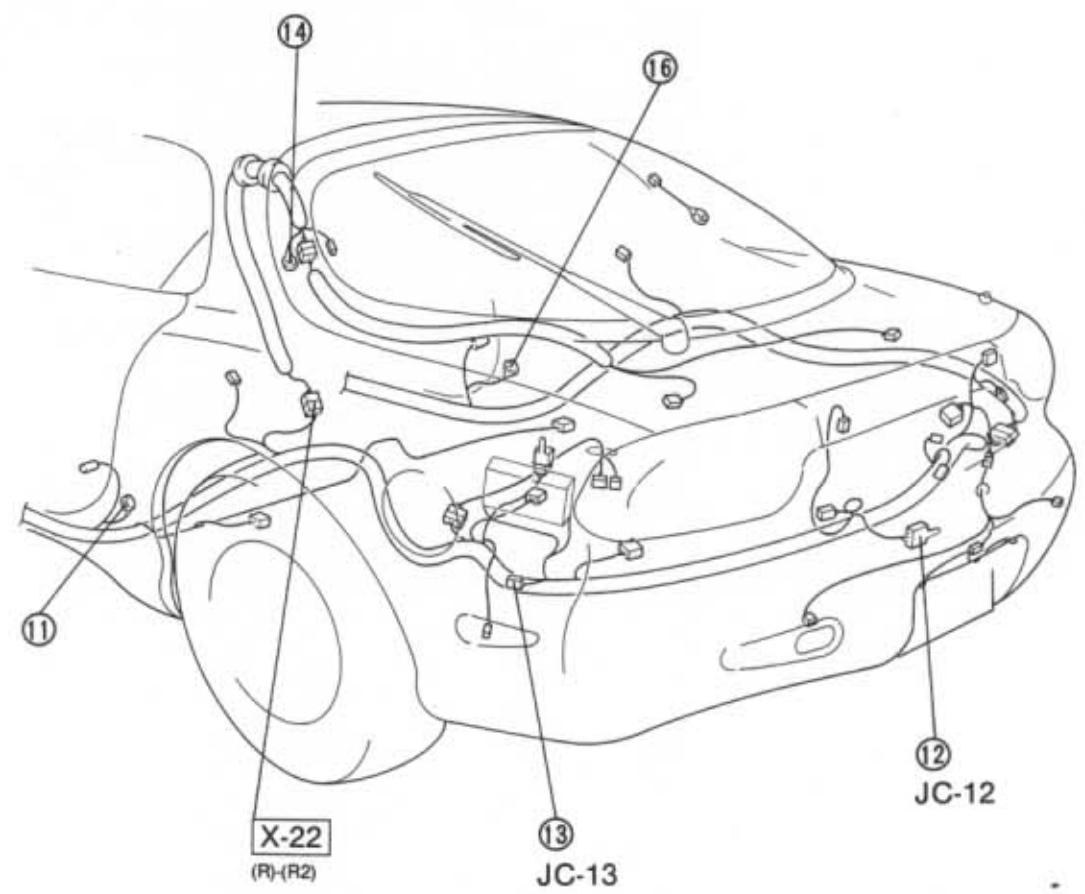
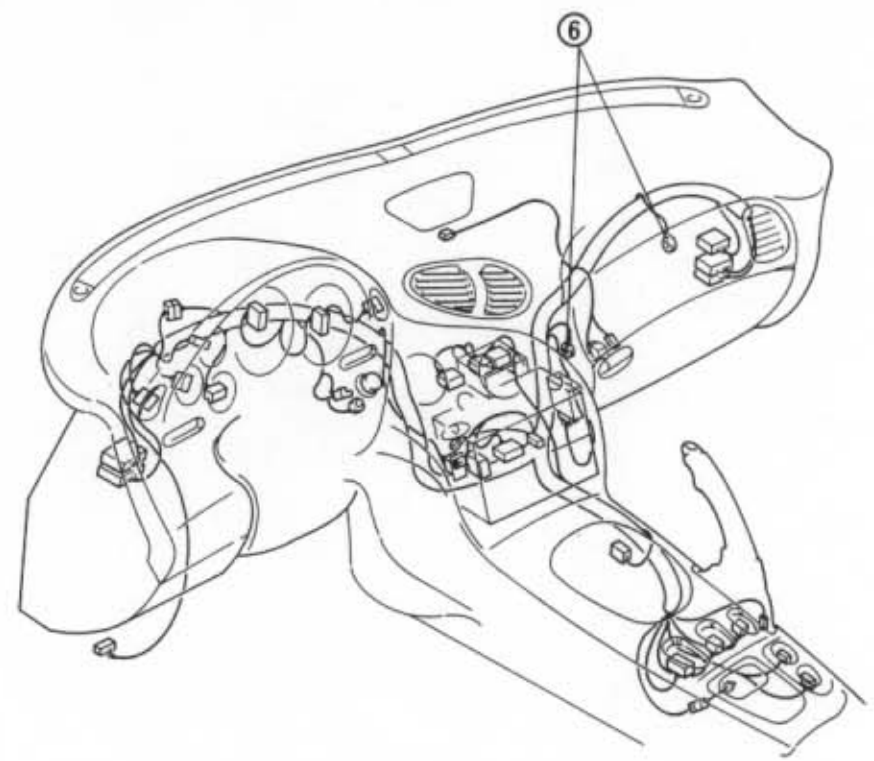
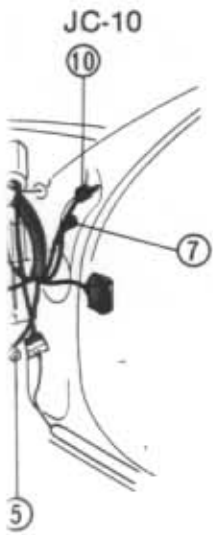
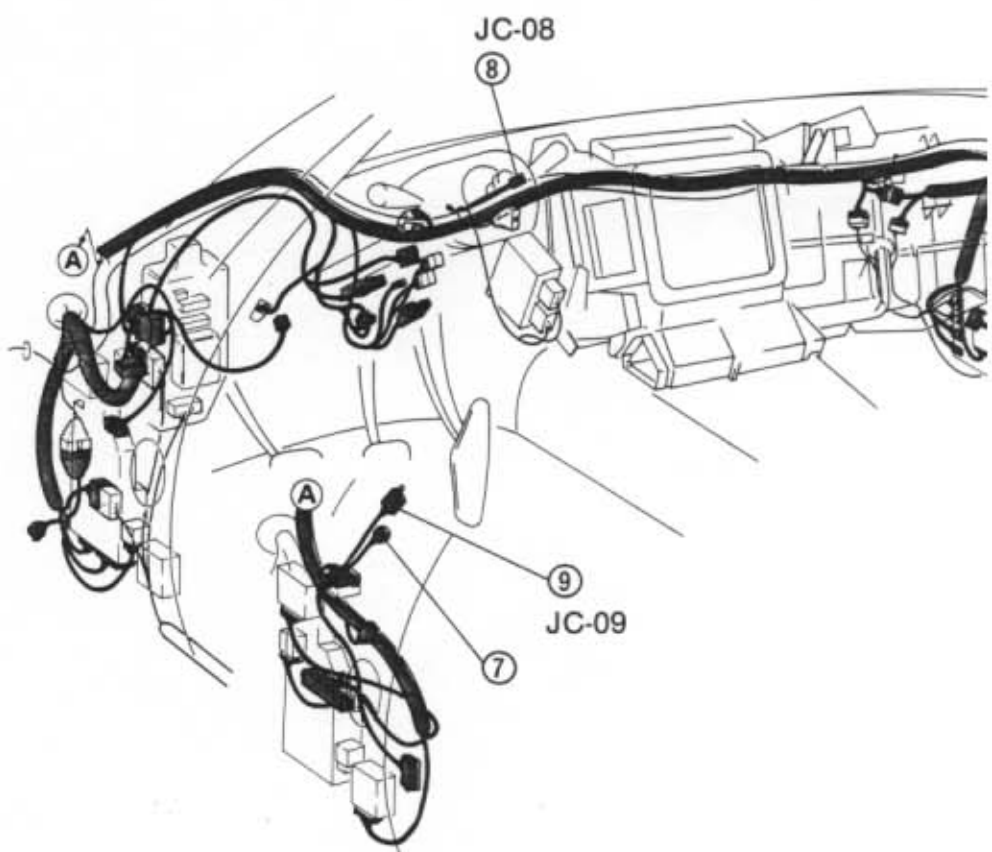
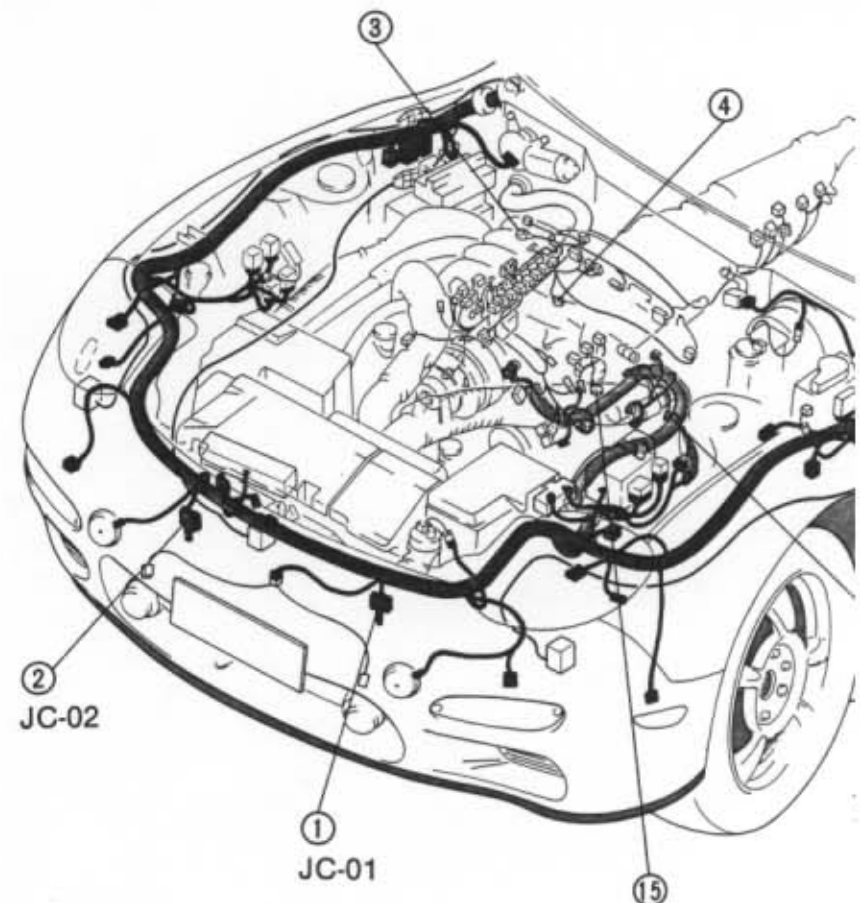
Z WIRING DIAGRAM

Y ■ GROUND POINTS

WIRING ORDER INTO THE JOINT CONNECTOR MAY BE CHANGED

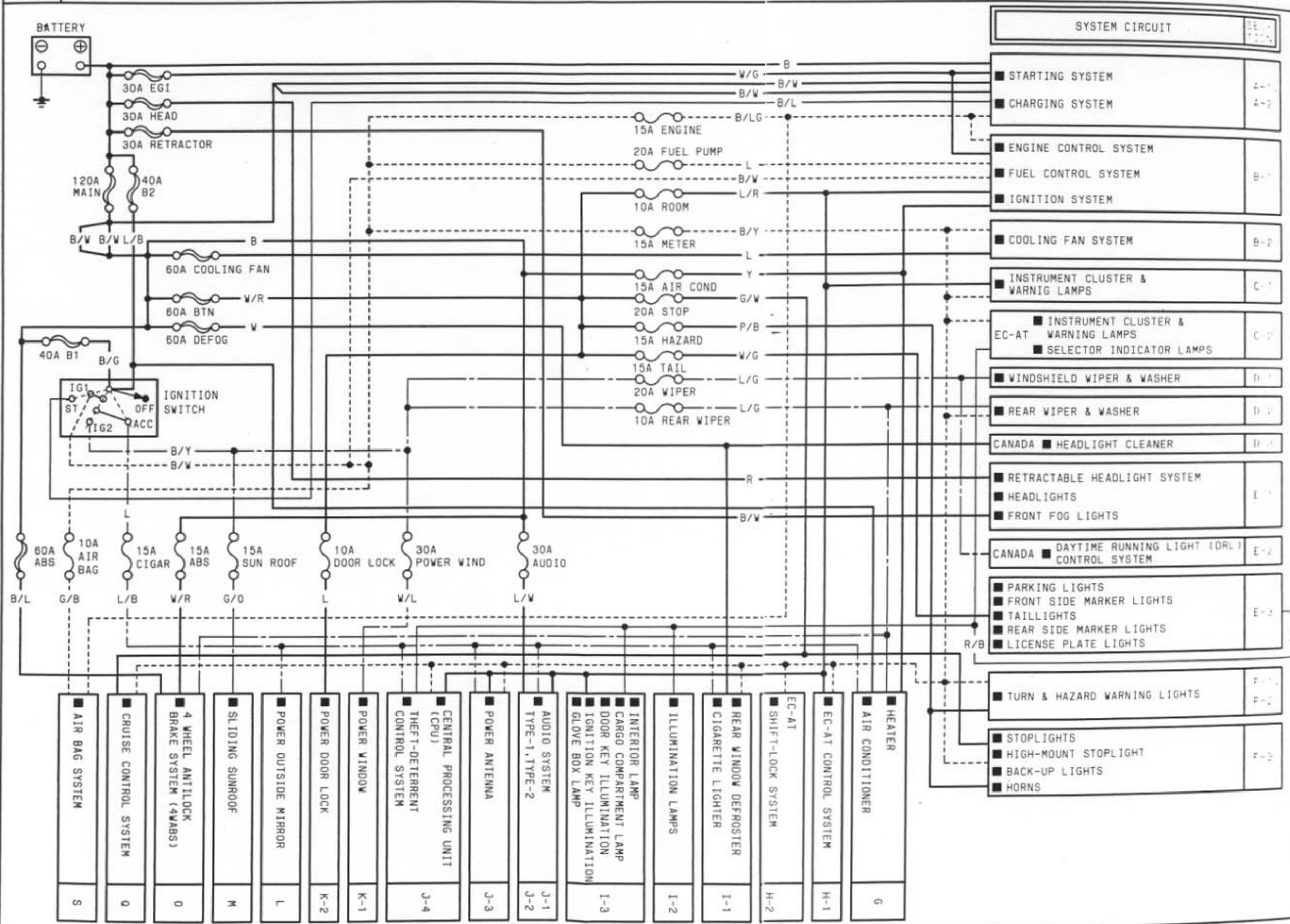


Y



W ■ ELECTRICAL WIRING SCHEMATIC

NOTE: ——— CURRENT FROM BATTERY
 - - - - - CURRENT FROM IG1
 - - - - - CURRENT FROM IG2
 ——— OTHERS



SYSTEM CIRCUIT DIAGRAM/ CONNECTOR LOCATIONS

ENGINE-RELATED SYSTEMS

STARTING SYSTEM

MT.....	Z-24
EC-AT.....	Z-26

CHARGING SYSTEM

MT.....	Z-24
EC-AT.....	Z-26

ENGINE CONTROL SYSTEM..... Z-28

FUEL CONTROL SYSTEM..... Z-28

IGNITION SYSTEM..... Z-28

COOLING FAN SYSTEM..... Z-42

CHASSIS-RELATED SYSTEMS

EC-AT CONTROL SYSTEM..... Z-70

SHIFT-LOCK SYSTEM..... Z-76

4 WHEEL ANTILOCK BRAKE SYSTEM (4WABS)..... Z-102

INSTRUMENT CLUSTER-RELATED SYSTEMS

INSTRUMENT CLUSTER & WARNING LAMPS

MT.....	Z-44
EC-AT.....	Z-44, Z-48

SELECTOR INDICATOR LAMPS..... Z-48

BODY-RELATED SYSTEMS

WINDSHIELD WIPER & WASHER..... Z-50

REAR WIPER & WASHER..... Z-52

HEADLIGHT CLEANER..... Z-54

HORNS..... Z-66

KEY INTERLOCK SYSTEM..... Z-76

REAR WINDOW DEFROSTER..... Z-78

CENTRAL PROCESSING UNIT (CPU)..... Z-90

THEFT-DETERRENT

CONTROL SYSTEM..... Z-90

POWER WINDOW..... Z-94

POWER DOOR LOCK..... Z-96

POWER OUTSIDE MIRROR..... Z-98

SLIDING SUNROOF..... Z-100

CRUISE CONTROL SYSTEM..... Z-104

AIR BAG SYSTEM..... Z-110

INTERIOR LIGHTING SYSTEMS

ILLUMINATION LAMPS..... Z-80

INTERIOR LAMP..... Z-82

CARGO COMPARTMENT LAMP..... Z-82

IGNITION KEY ILLUMINATION..... Z-82

GLOVE BOX LAMP..... Z-82

EXTERIOR LIGHTING SYSTEMS

RETRACTABLE HEADLIGHT

SYSTEM..... Z-56

HEADLIGHTS..... Z-56

FRONT FOG LIGHTS..... Z-56

DAYTIME RUNNING LIGHT (DRL)

CONTROL SYSTEM..... Z-58

PARKING LIGHTS..... Z-60

FRONT SIDE MARKER LIGHTS..... Z-60

TAILLIGHTS..... Z-60

REAR SIDE MARKER LIGHTS..... Z-60

LICENSE PLATE LIGHTS..... Z-60

TURN & HAZARD WARNING LIGHTS

FEDERAL/CALIFORNIA..... Z-62

CANADA..... Z-64

STOPLIGHTS..... Z-66

HIGH-MOUNT STOPLIGHT..... Z-66

BACK-UP LIGHTS..... Z-66

DOOR KEY ILLUMINATION..... Z-82

AIR CONDITIONING-RELATED SYSTEMS

HEATER..... Z-68

AIR CONDITIONER..... Z-68

ACCESSORIES

CIGARETTE LIGHTER..... Z-78

AUDIO SYSTEM TYPE-1..... Z-84

AUDIO SYSTEM TYPE-2

(BOSE ACOUSTIC WAVE® MUSIC SYSTEM)..... Z-86

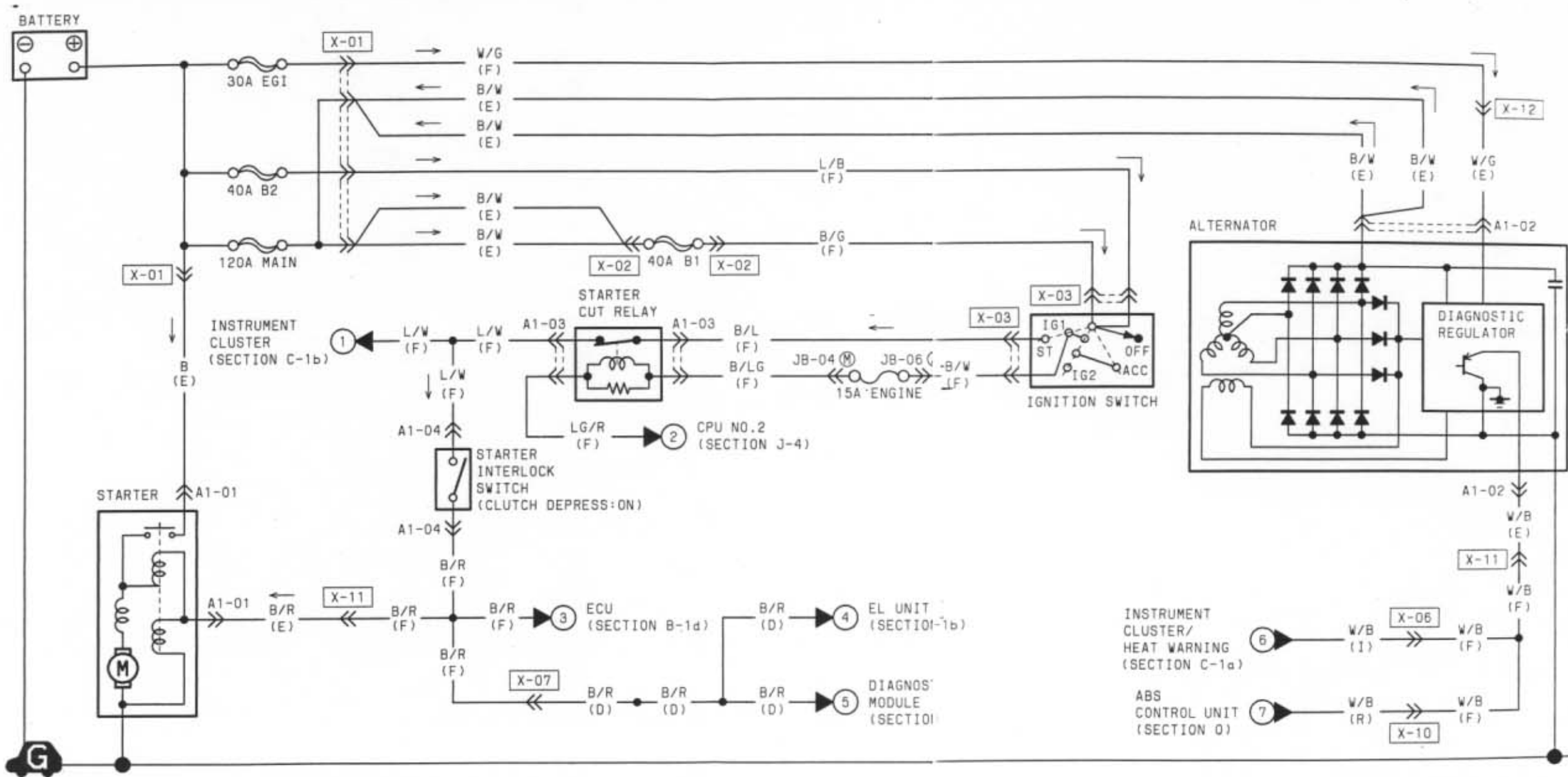
POWER ANTENNA..... Z-88

OTHERS

DIAGNOSIS CONNECTOR..... Z-112

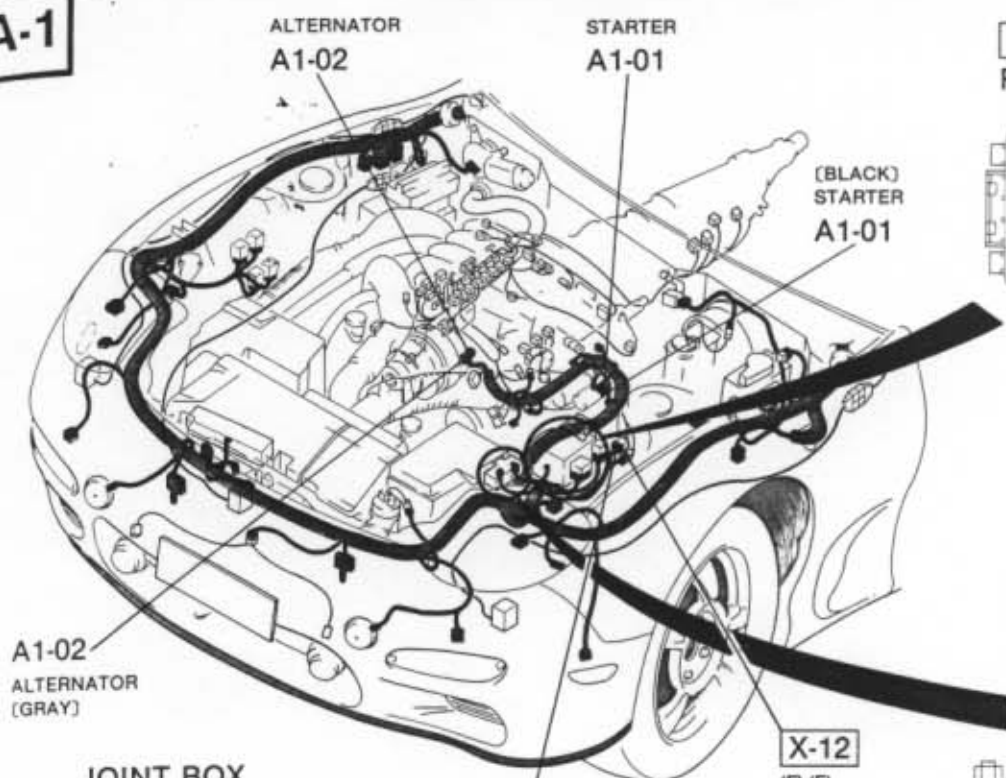


A-1 MT ■ STARTING SYSTEM ■ CHARGING SYSTEM

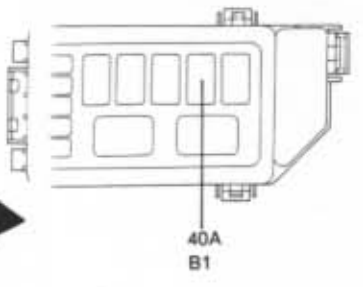


<p>A1-01 STARTER (E)</p>	<p>A1-02 ALTERNATOR (E)</p>	<p>A1-03 STARTER CUT RELAY (F)</p>	<p>-04 STARTER INTERLOCK SWITCH (F)</p>		

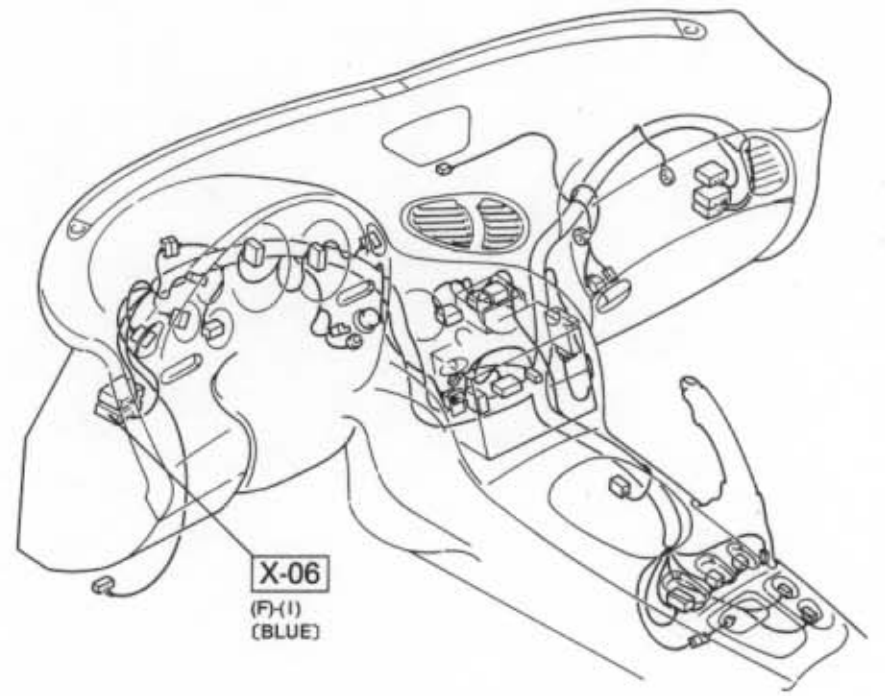
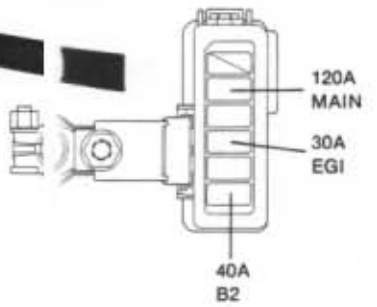
A-1



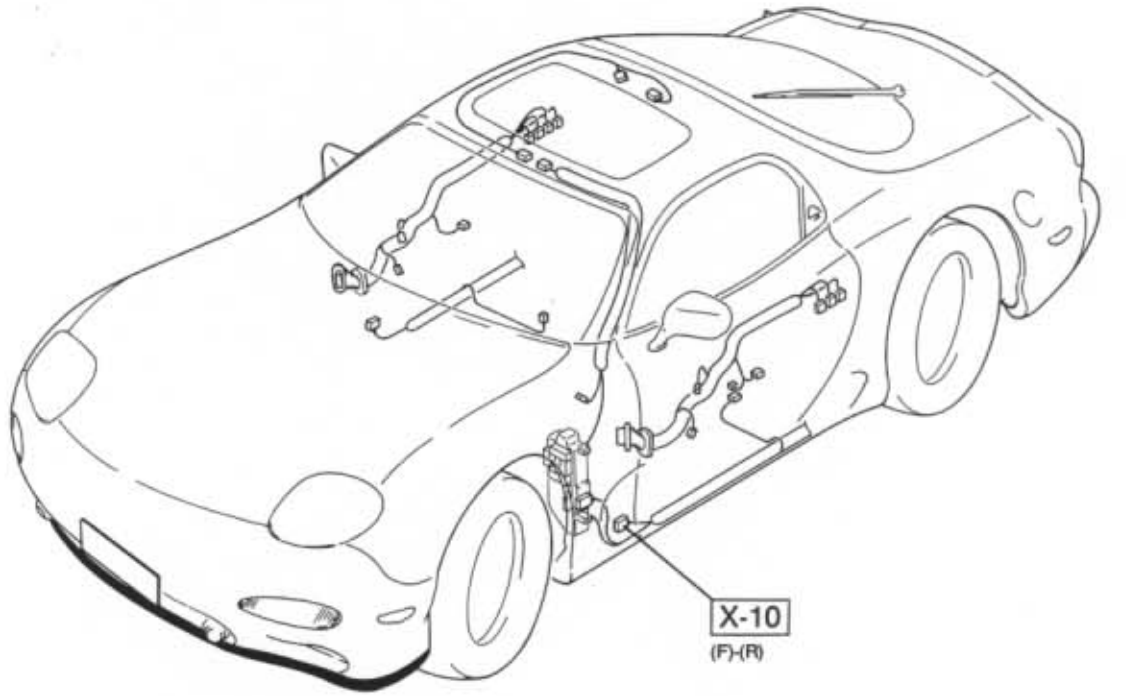
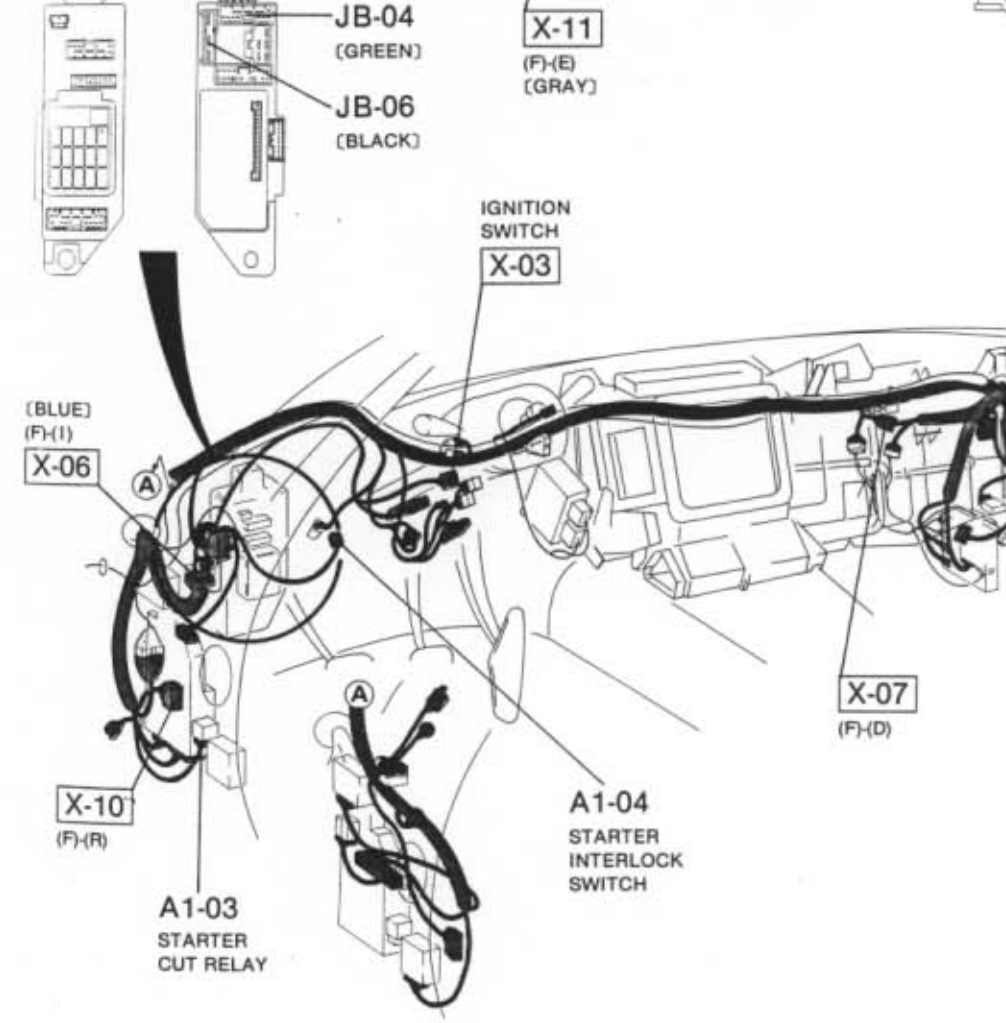
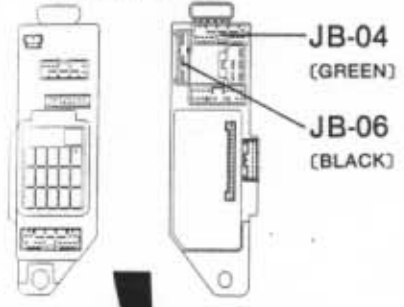
[J2] FUSE BLOCK



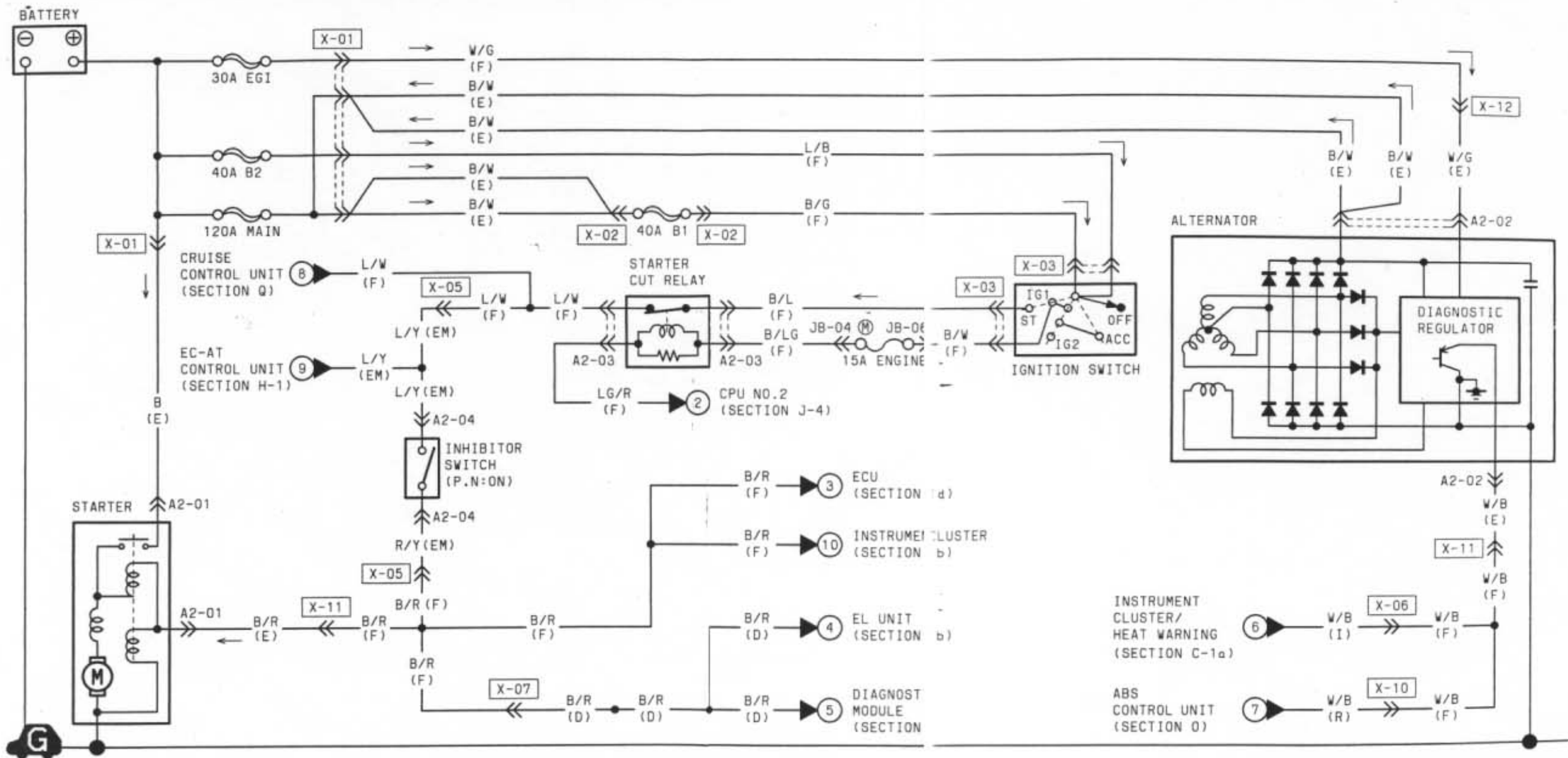
[K01] MAIN FUSE LOCK



JOINT BOX

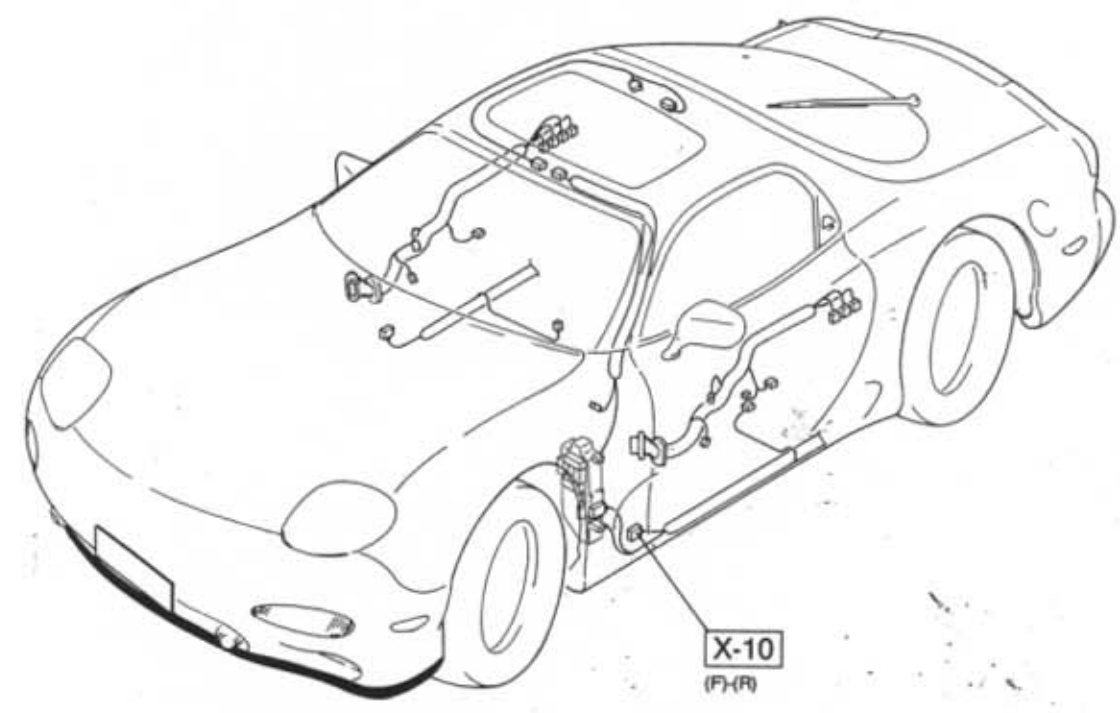
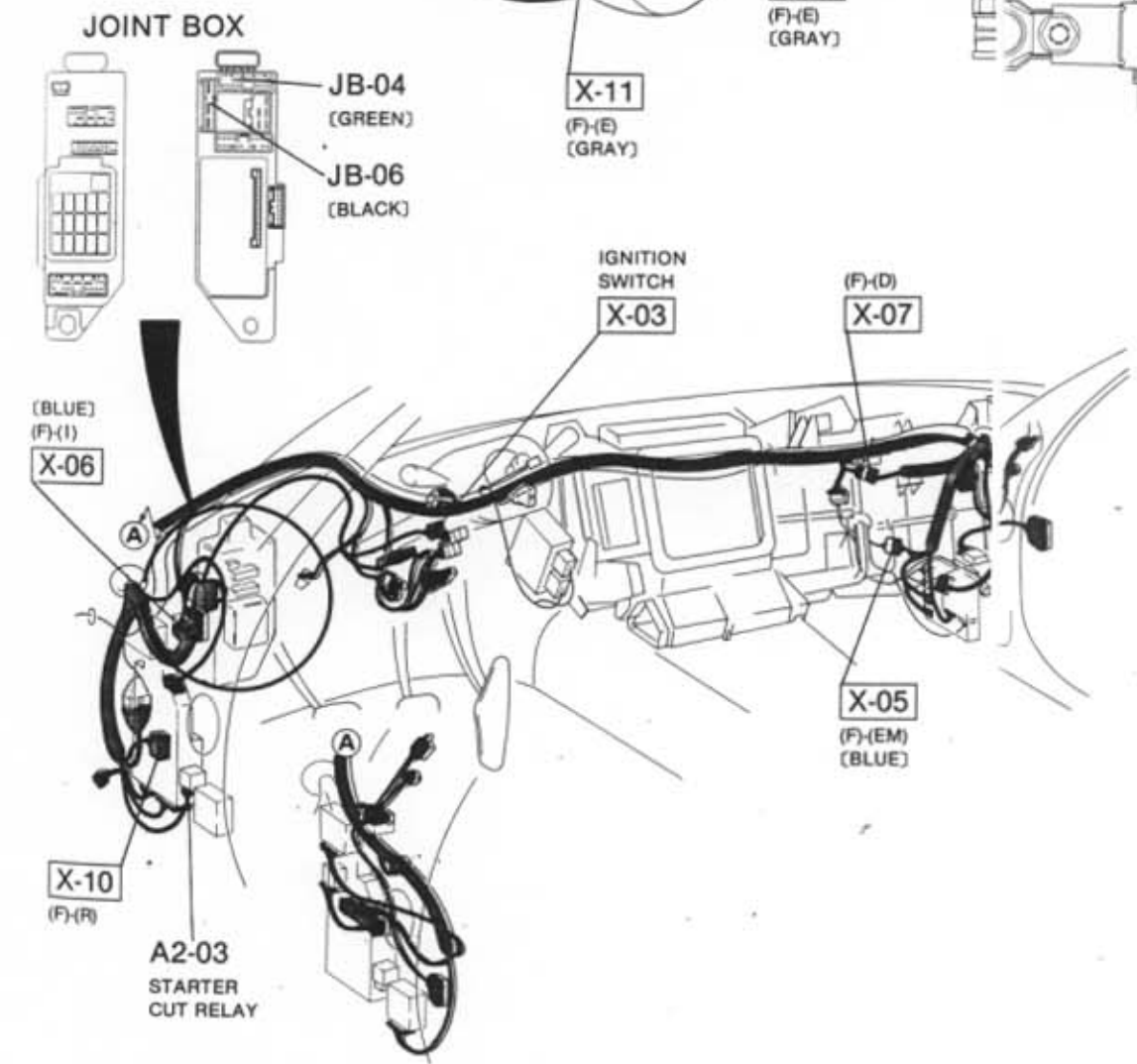
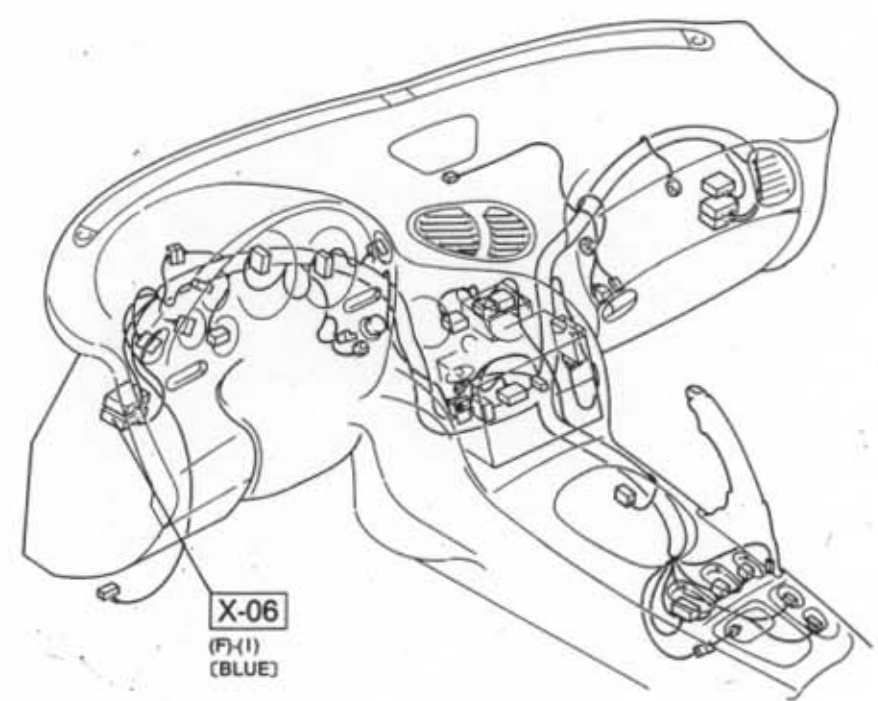
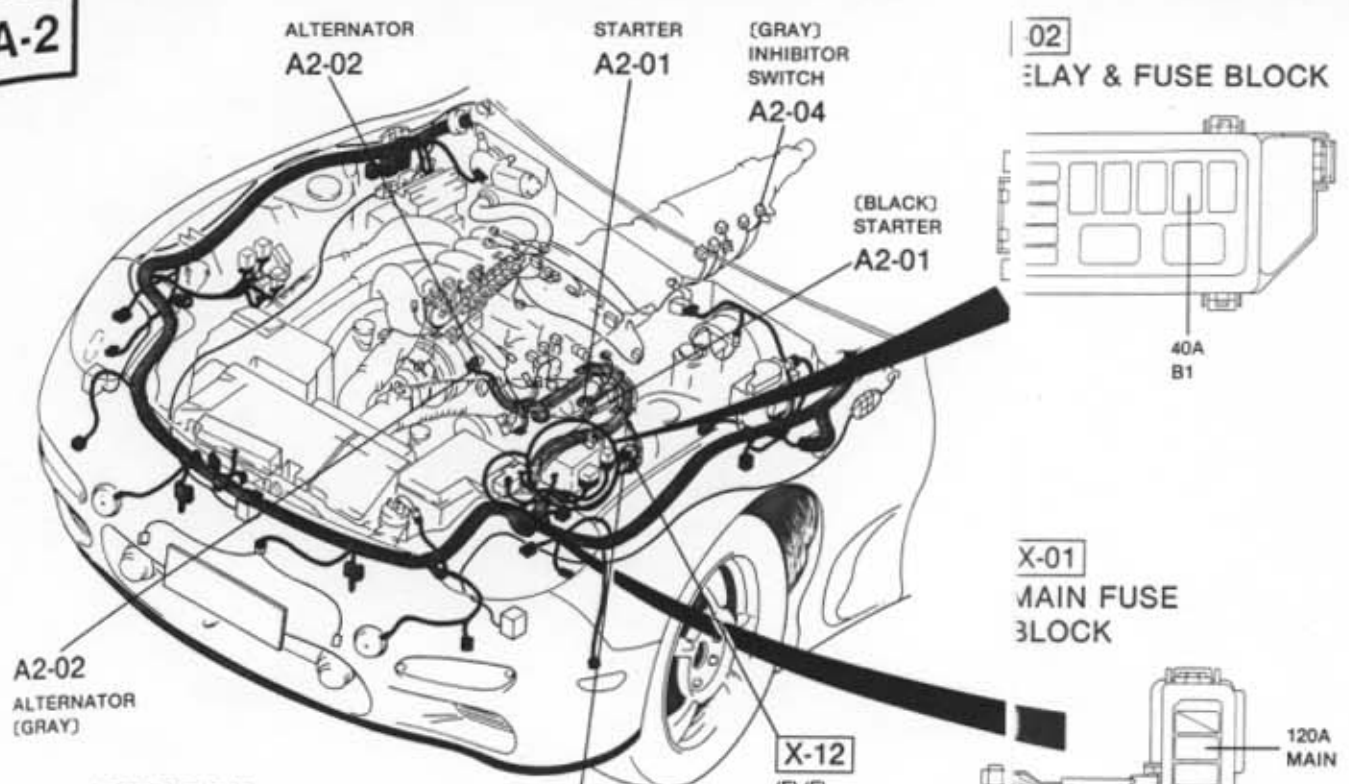


A-2 EC-AT ■ STARTING SYSTEM ■ CHARGING SYSTEM

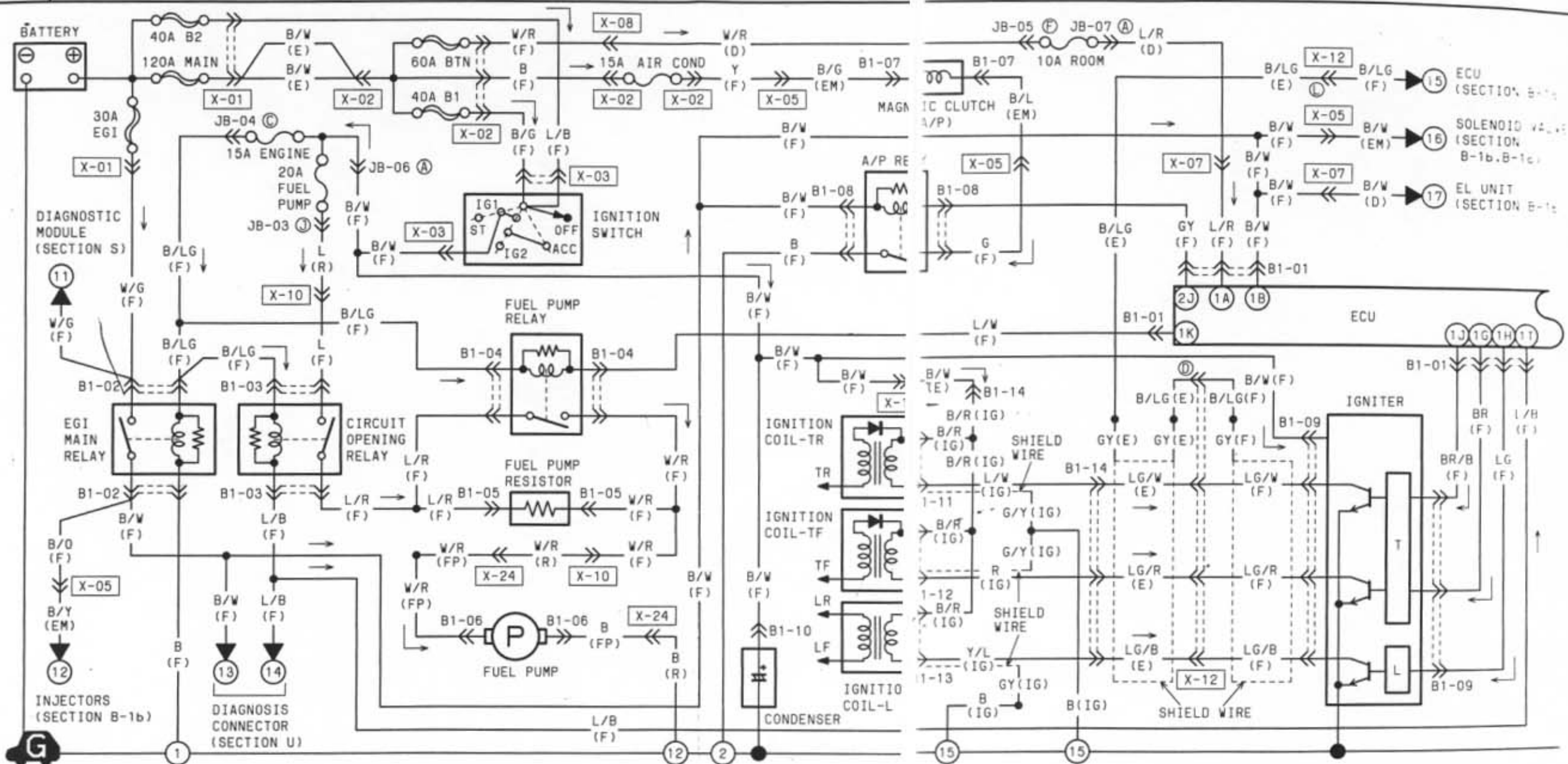


<p>A2-01 STARTER (E)</p>	<p>A2-02 ALTERNATOR (E)</p>	<p>A2-03 STARTER CUT RELAY (F)</p>	<p>J4 INHIBITOR SWITCH (EM)</p>		

A-2

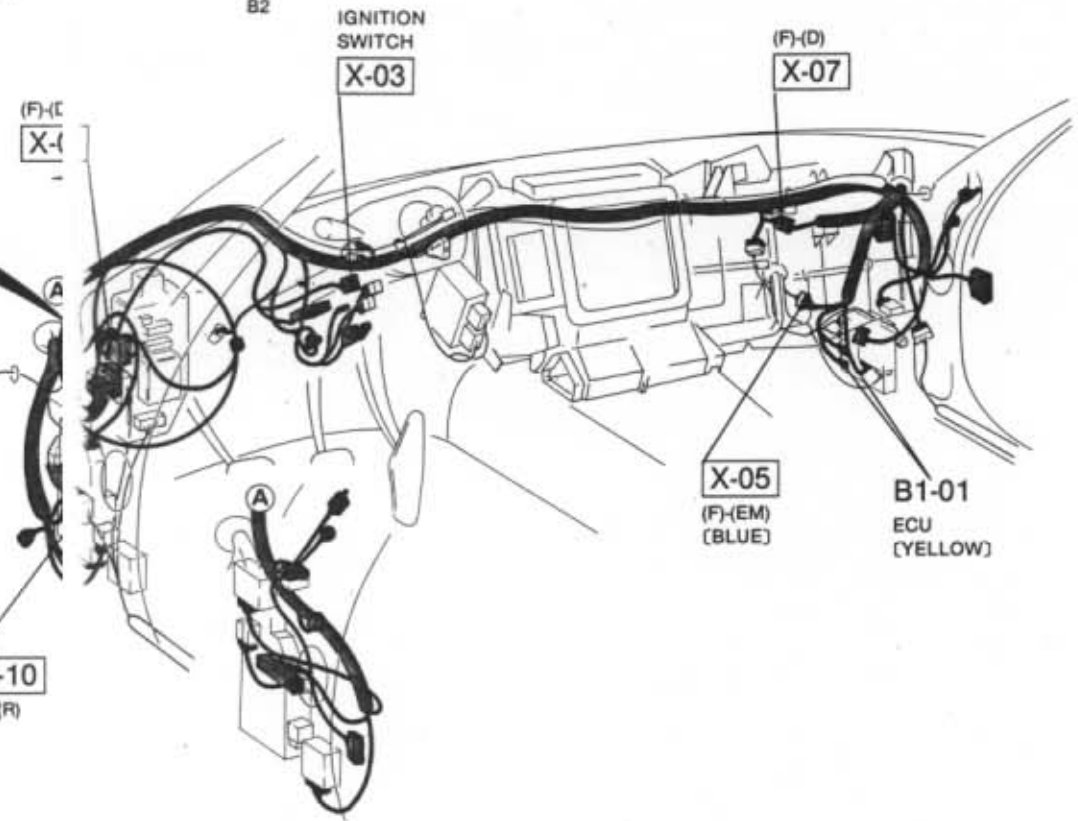
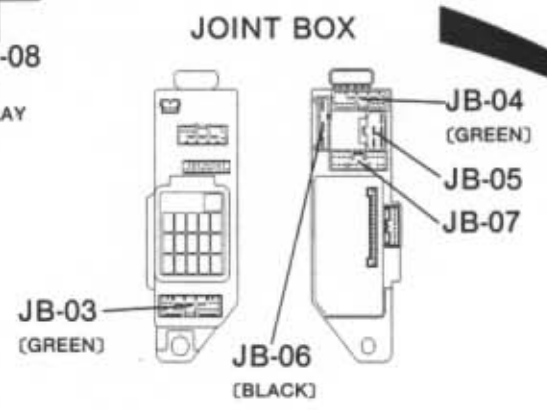
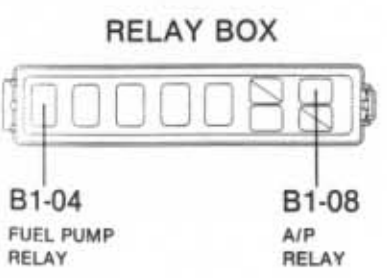
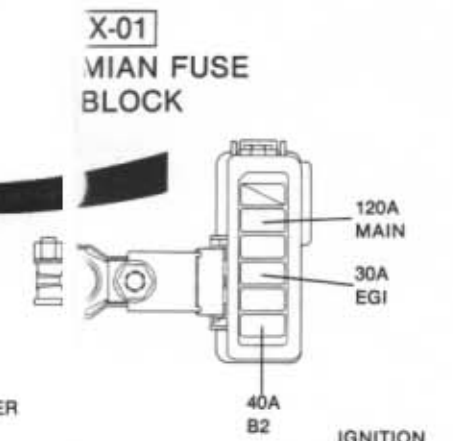
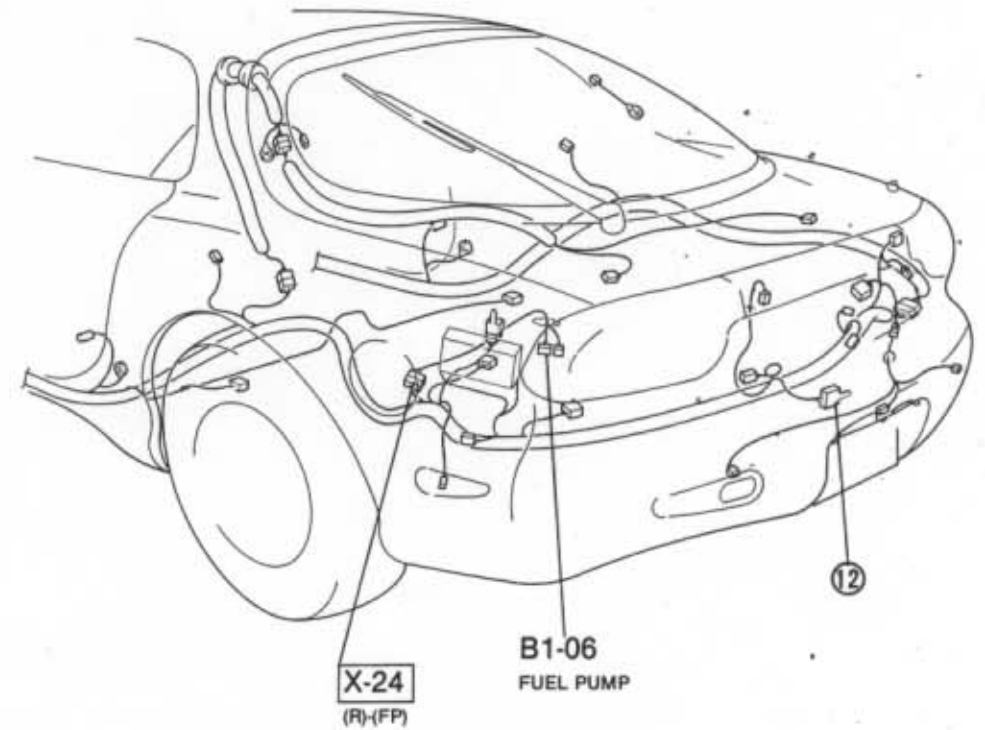
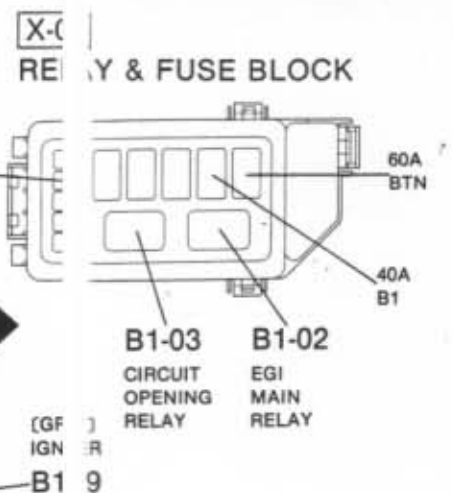
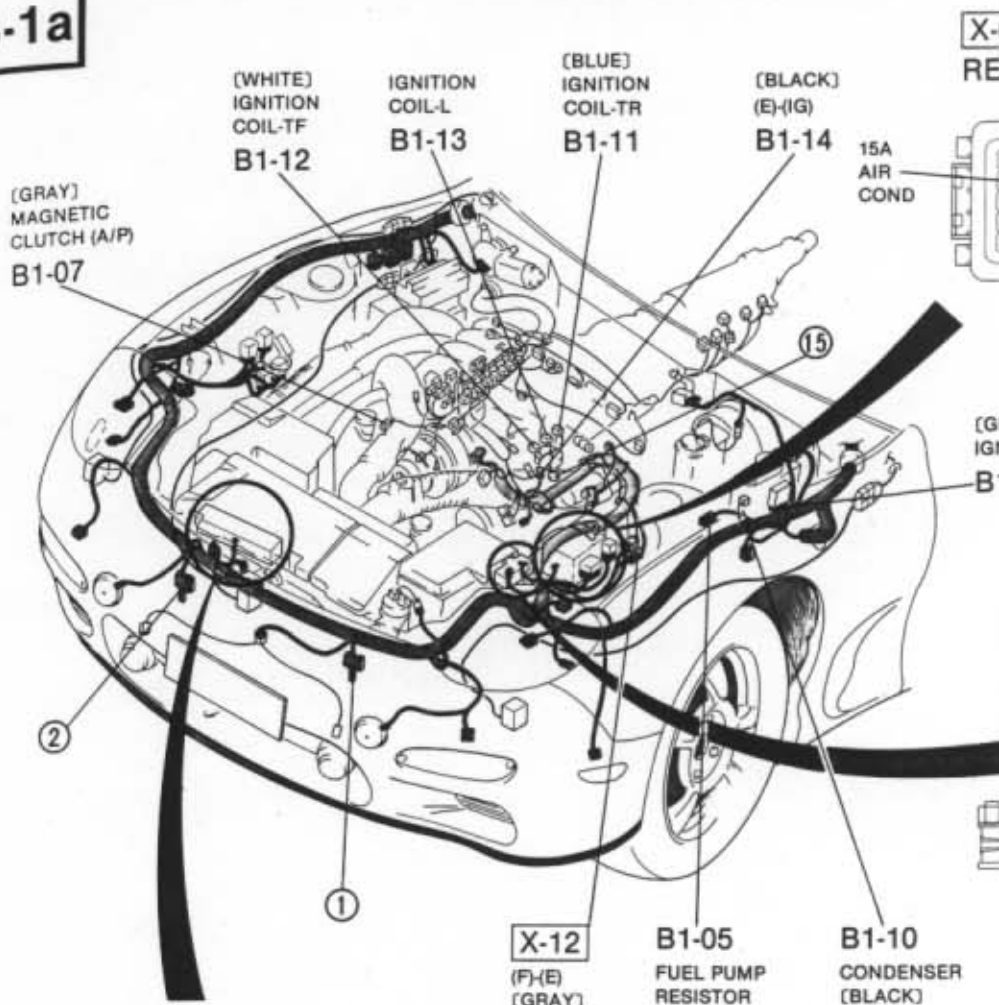


B-1a ■ ENGINE CONTROL SYSTEM ■ FUEL CONTROL SYSTEM ■ IGNITION SYSTEM

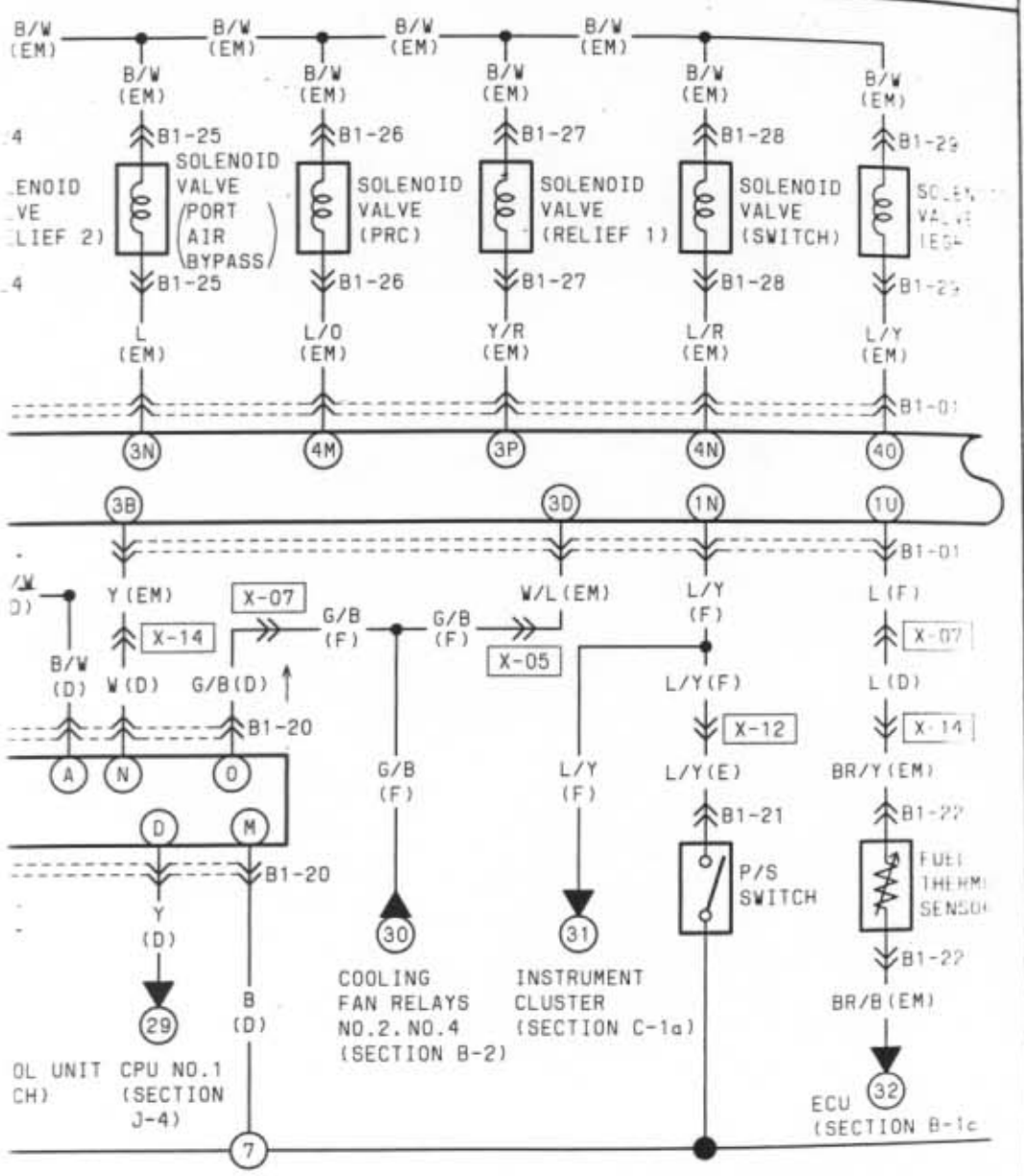
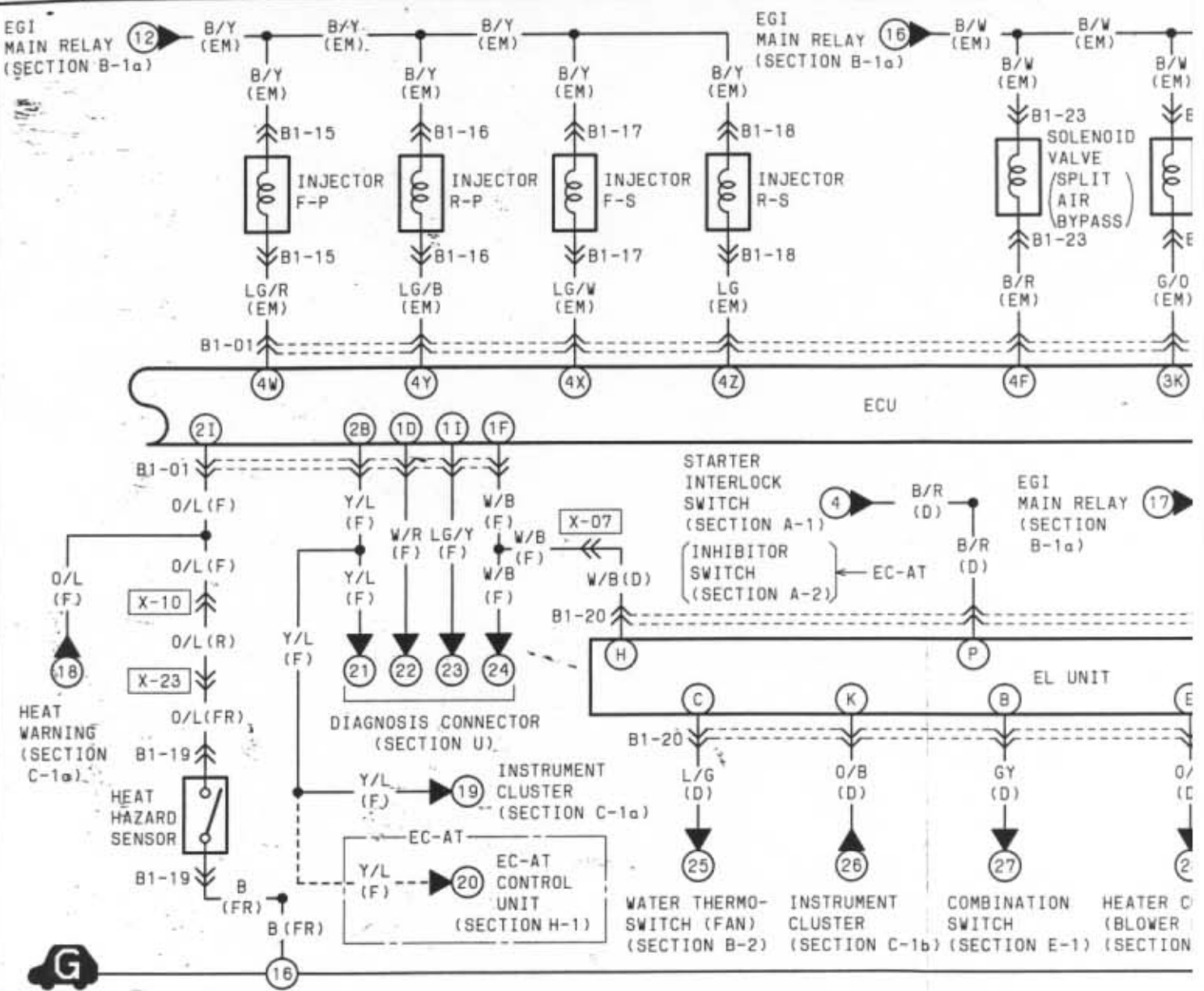


<p>B1-01 ECU (F)</p> <table border="1"> <tr> <td>1U</td><td>1S</td><td>1Q</td><td>1O</td><td>1M</td><td>1K</td><td>1J</td><td>1G</td><td>1E</td><td>1C</td><td>1A</td> </tr> <tr> <td>L</td><td>G</td><td>L/O (B/O)</td><td>G/Y</td><td>G/R</td><td>L/W</td><td>LG/Y</td><td>BR</td><td>V</td><td>B/R</td><td>L/R</td> </tr> <tr> <td>*</td><td>L/B</td><td>G/Y (Y)</td><td>*</td><td>L/Y</td><td>Y/B</td><td>BR/B</td><td>LG</td><td>W/B</td><td>W/R</td><td>B/W</td> </tr> <tr> <td>1V</td><td>1T</td><td>1R</td><td>1P</td><td>1N</td><td>1L</td><td>1J</td><td>1H</td><td>1F</td><td>1D</td><td>1B</td> </tr> </table>	1U	1S	1Q	1O	1M	1K	1J	1G	1E	1C	1A	L	G	L/O (B/O)	G/Y	G/R	L/W	LG/Y	BR	V	B/R	L/R	*	L/B	G/Y (Y)	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	<p>()...EC-AT.1)...CANADA</p> <table border="1"> <tr> <td>2K</td><td>2I</td><td>2G</td><td>2E</td><td>2C</td><td>2A</td> </tr> <tr> <td>V/W (W/R)</td><td>O/L</td><td>(LG/R)</td><td>(O/B)</td><td>(L)</td><td>*</td> </tr> <tr> <td>W/G</td><td>GY</td><td>*</td><td>IB</td><td>(Y/G)</td><td>Y/L</td> </tr> <tr> <td>2L</td><td>2J</td><td>2H</td><td>2F</td><td>2D</td><td>2B</td> </tr> </table>	2K	2I	2G	2E	2C	2A	V/W (W/R)	O/L	(LG/R)	(O/B)	(L)	*	W/G	GY	*	IB	(Y/G)	Y/L	2L	2J	2H	2F	2D	2B	<p>B1-02 EGI MAIN RELAY (F)</p> <table border="1"> <tr> <td>W/G</td><td>B/LG</td> </tr> <tr> <td>B/W</td><td>B/LG</td> </tr> <tr> <td>B/O</td><td>B</td> </tr> </table>	W/G	B/LG	B/W	B/LG	B/O	B	<p>B1-03 CIRCUIT OPENING RELAY (F)</p> <table border="1"> <tr> <td>L</td><td>B/LG</td> </tr> <tr> <td>L/R</td><td>L/B</td> </tr> </table>	L	B/LG	L/R	L/B	<p>B1-04 FUEL PUMP RELAY (F)</p> <table border="1"> <tr> <td>L/R</td><td>B/LG</td> </tr> <tr> <td>W/R</td><td>L/W</td> </tr> </table>	L/R	B/LG	W/R	L/W	<p>B1-05 FUEL PUMP RESISTOR (F)</p> <table border="1"> <tr> <td>L/R</td><td>W/R</td> </tr> </table>	L/R	W/R
1U	1S	1Q	1O	1M	1K	1J	1G	1E	1C	1A																																																																															
L	G	L/O (B/O)	G/Y	G/R	L/W	LG/Y	BR	V	B/R	L/R																																																																															
*	L/B	G/Y (Y)	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W																																																																															
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B																																																																															
2K	2I	2G	2E	2C	2A																																																																																				
V/W (W/R)	O/L	(LG/R)	(O/B)	(L)	*																																																																																				
W/G	GY	*	IB	(Y/G)	Y/L																																																																																				
2L	2J	2H	2F	2D	2B																																																																																				
W/G	B/LG																																																																																								
B/W	B/LG																																																																																								
B/O	B																																																																																								
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W/R	L/W																																																																																								
L/R	W/R																																																																																								
<p>B1-06 FUEL PUMP (FP)</p> <table border="1"> <tr> <td>W/G</td><td>L</td> </tr> <tr> <td>B</td><td>W/R</td> </tr> </table>	W/G	L	B	W/R	<p>B1-07 MAGNETIC CLUTCH(A/P) (EM)</p> <table border="1"> <tr> <td>B/G</td><td>B/L</td> </tr> </table>	B/G	B/L	<p>B1-08 A/P RELAY (F)</p> <table border="1"> <tr> <td>G</td><td>B/W</td><td>B</td> </tr> <tr> <td></td><td>GY</td><td></td> </tr> </table>	G	B/W	B		GY		<p>B1-09 IGNITER (F)</p> <table border="1"> <tr> <td>* LG/B</td><td>LG</td><td>LG/W</td> </tr> <tr> <td>BR/B</td><td>LG/R</td><td>BR</td> </tr> </table>	* LG/B	LG	LG/W	BR/B	LG/R	BR	<p>B1-10 CONDENSER (F)</p> <table border="1"> <tr> <td>B/W</td> </tr> </table>	B/W	<p>B1-11 IGNITION COIL-TF (IG)</p> <table border="1"> <tr> <td>L/W</td><td>B/R</td> </tr> </table>	L/W	B/R																																																															
W/G	L																																																																																								
B	W/R																																																																																								
B/G	B/L																																																																																								
G	B/W	B																																																																																							
	GY																																																																																								
* LG/B	LG	LG/W																																																																																							
BR/B	LG/R	BR																																																																																							
B/W																																																																																									
L/W	B/R																																																																																								
<p>B1-12 IGNITION COIL-TF (IG)</p> <table border="1"> <tr> <td>R</td><td>B/R</td> </tr> </table>	R	B/R	<p>B1-13 IGNITION COIL-L (IG)</p> <table border="1"> <tr> <td>Y/L</td><td>B/R</td> </tr> </table>	Y/L	B/R	<p>B1-14 CONNECTOR BETWEEN ENGINE (E) & IGNITION (IG)</p> <table border="1"> <tr> <td>LG/B</td><td>LG/R</td><td>B/W</td><td>LG/W</td> </tr> <tr> <td>R</td><td>Y/L</td><td>L/W</td><td>B/R</td> </tr> </table>	LG/B	LG/R	B/W	LG/W	R	Y/L	L/W	B/R																																																																											
R	B/R																																																																																								
Y/L	B/R																																																																																								
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B-1a

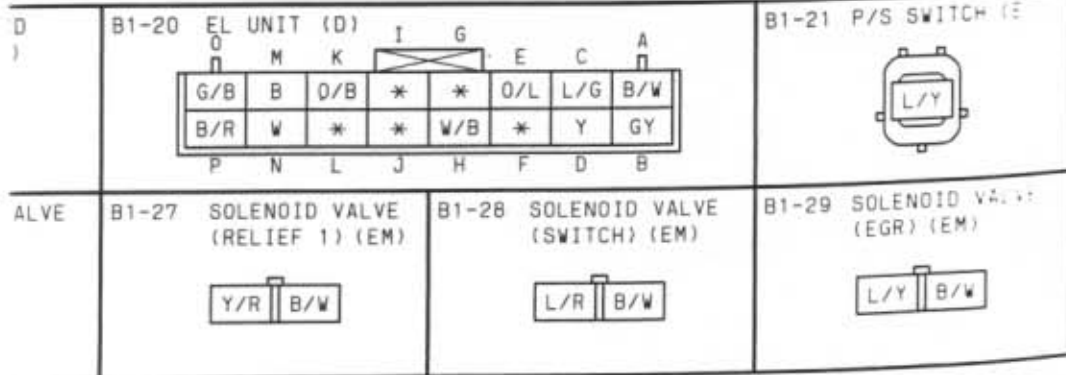
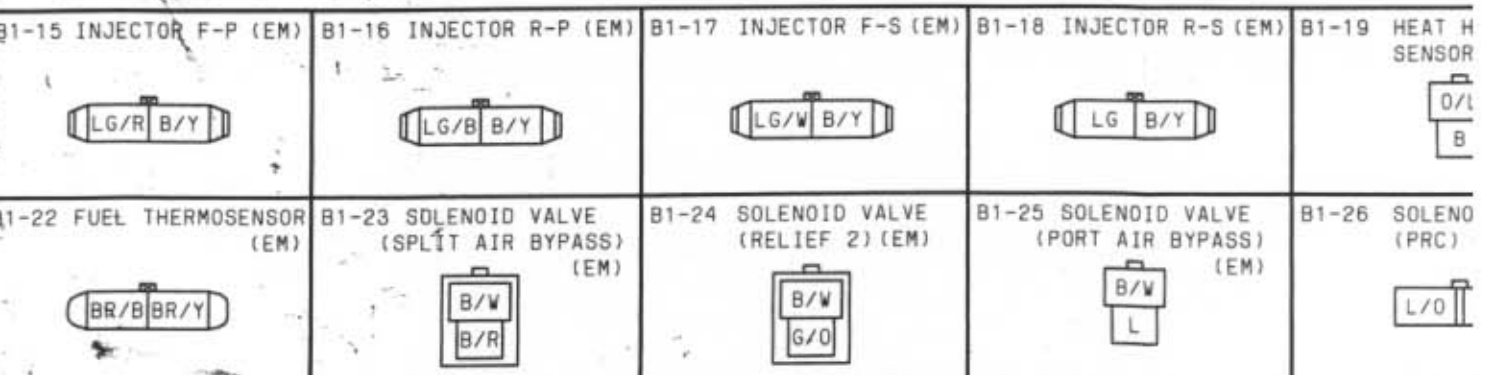


B-1b ■ ENGINE CONTROL SYSTEM ■ FUEL CONTROL SYSTEM

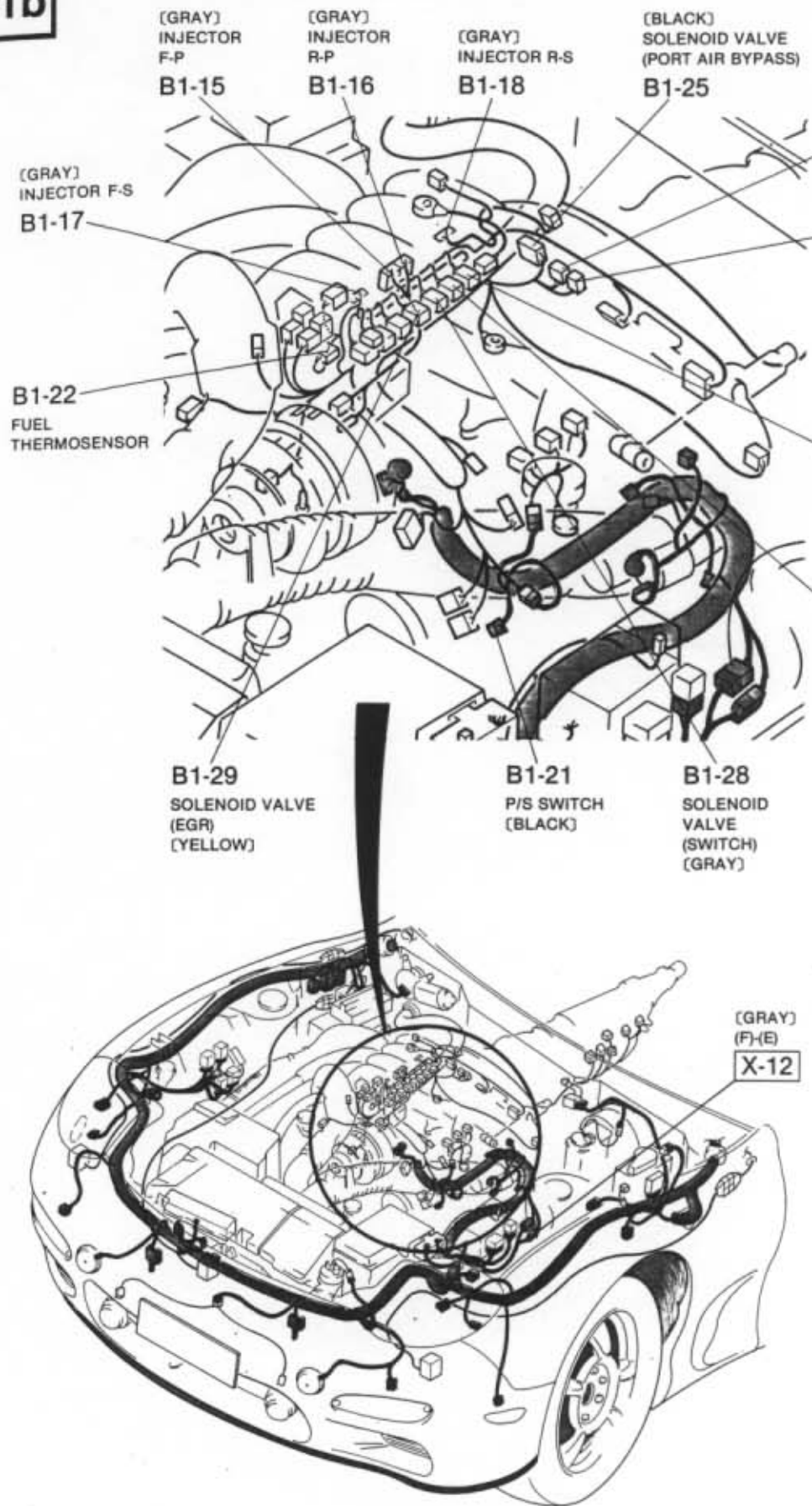


B1-01 ECU (F)										(E)					(EM)																						
1U	1S	1Q	1M	1K	1I	1G	1E	1C	1A	2K	2I	2G	2E	2C	2A	30	3M	3K	3I	3C	4E	3C	3A	4Y	4W	4U	4S	4Q	4O	4M	4K	4I	4G	4E	4C	4A	
L	G	L/O (B/O)	G/Y	G/R	L/W	LG/Y	BR	V	B/R	L/R	V/W (W/R)	O/L	LG/R (LG/R)	O/B	L	*	B/R	W	G/O	BR/W	B/	W	B	G/B	LG/B	LG/R	L/W	P	L/G	L/Y	L/O	B/LG	B/O	W	B	B	B/W
*	L/B	G/Y	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	W/G	GY	*	IB	(Y/G)	Y/L	Y/R	L	G	L/G	G/	R	W/L	Y	LG	LG/W	L/Y	L/B	Y/L	BR/Y	L/R	B/Y	B/L	R	B/R	BR/B	B/W
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	2L	2J	2H	2F	2D	2B	3P	3N	3L	3J	3I	F	3D	3B	4Z	4X	4V	4T	4R	4P	4N	4L	4J	4H	4F	4D	4B

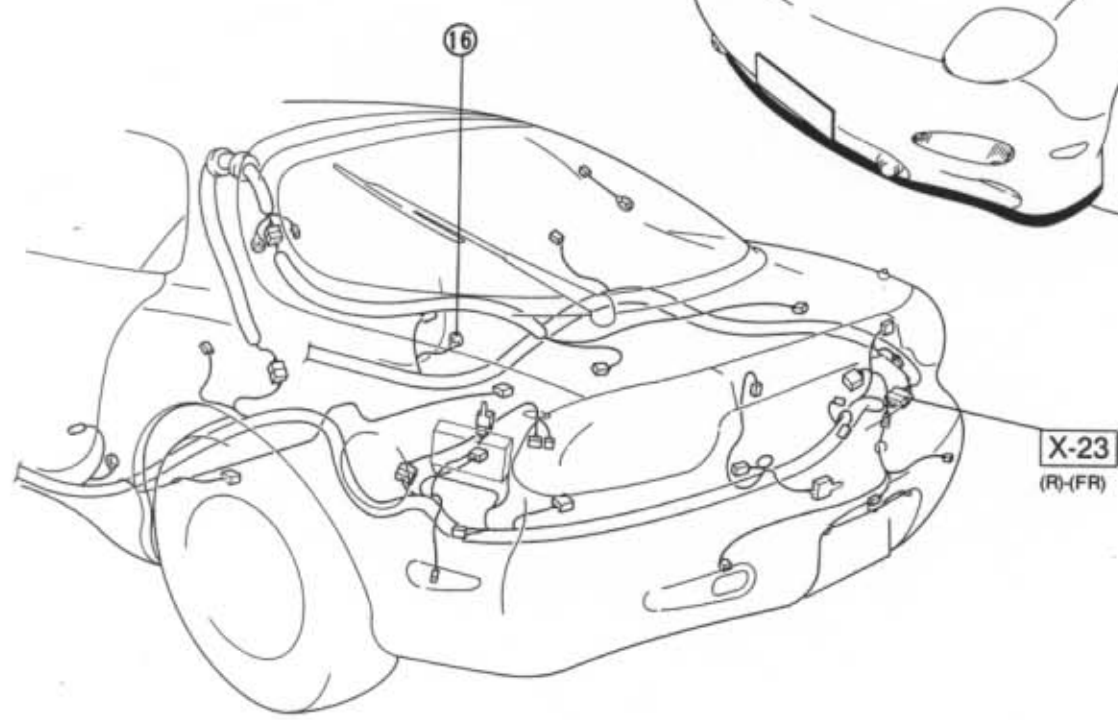
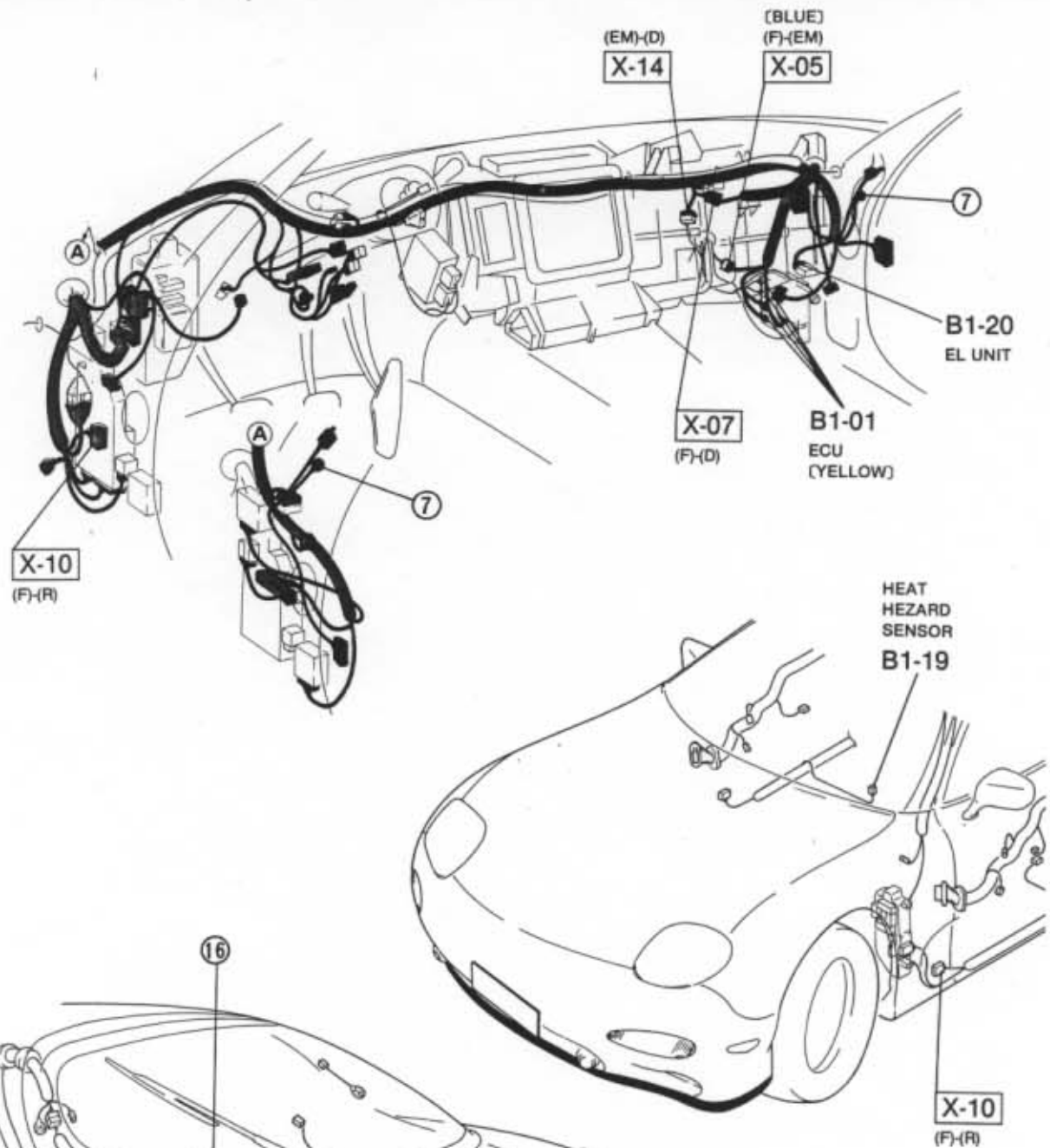
B1-01 ECU (F)										(E)					(EM)																						
1U	1S	1Q	1M	1K	1I	1G	1E	1C	1A	2K	2I	2G	2E	2C	2A	30	3M	3K	3I	3C	4E	3C	3A	4Y	4W	4U	4S	4Q	4O	4M	4K	4I	4G	4E	4C	4A	
L	G	L/O (B/O)	G/Y	G/R	L/W	LG/Y	BR	V	B/R	L/R	V/W (W/R)	O/L	LG/R (LG/R)	O/B	L	*	B/R	W	G/O	BR/W	B/	W	B	G/B	LG/B	LG/R	L/W	P	L/G	L/Y	L/O	B/LG	B/O	W	B	B	B/W
*	L/B	G/Y	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	W/G	GY	*	IB	(Y/G)	Y/L	Y/R	L	G	L/G	G/	R	W/L	Y	LG	LG/W	L/Y	L/B	Y/L	BR/Y	L/R	B/Y	B/L	R	B/R	BR/B	B/W
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	2L	2J	2H	2F	2D	2B	3P	3N	3L	3J	3I	F	3D	3B	4Z	4X	4V	4T	4R	4P	4N	4L	4J	4H	4F	4D	4B



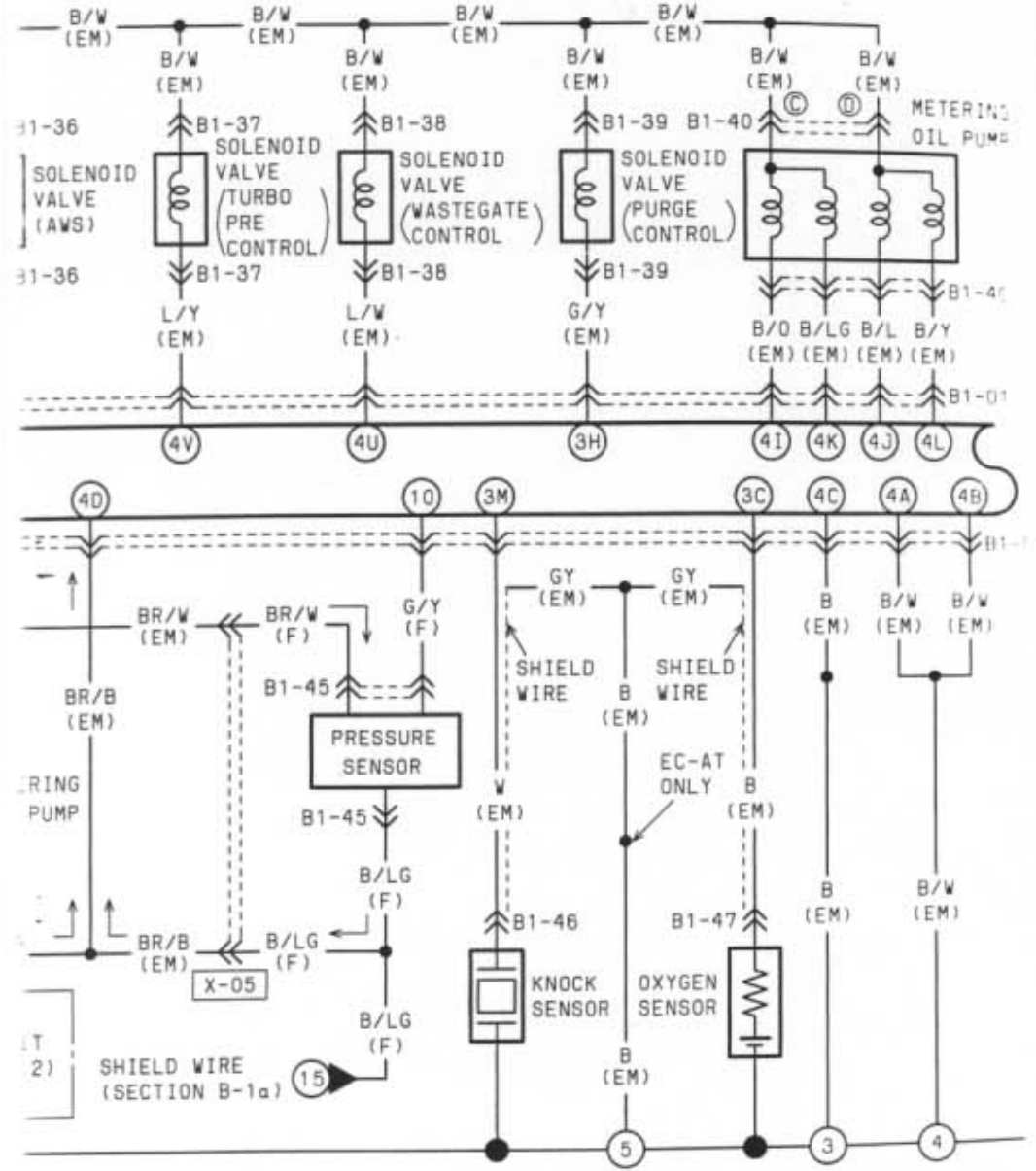
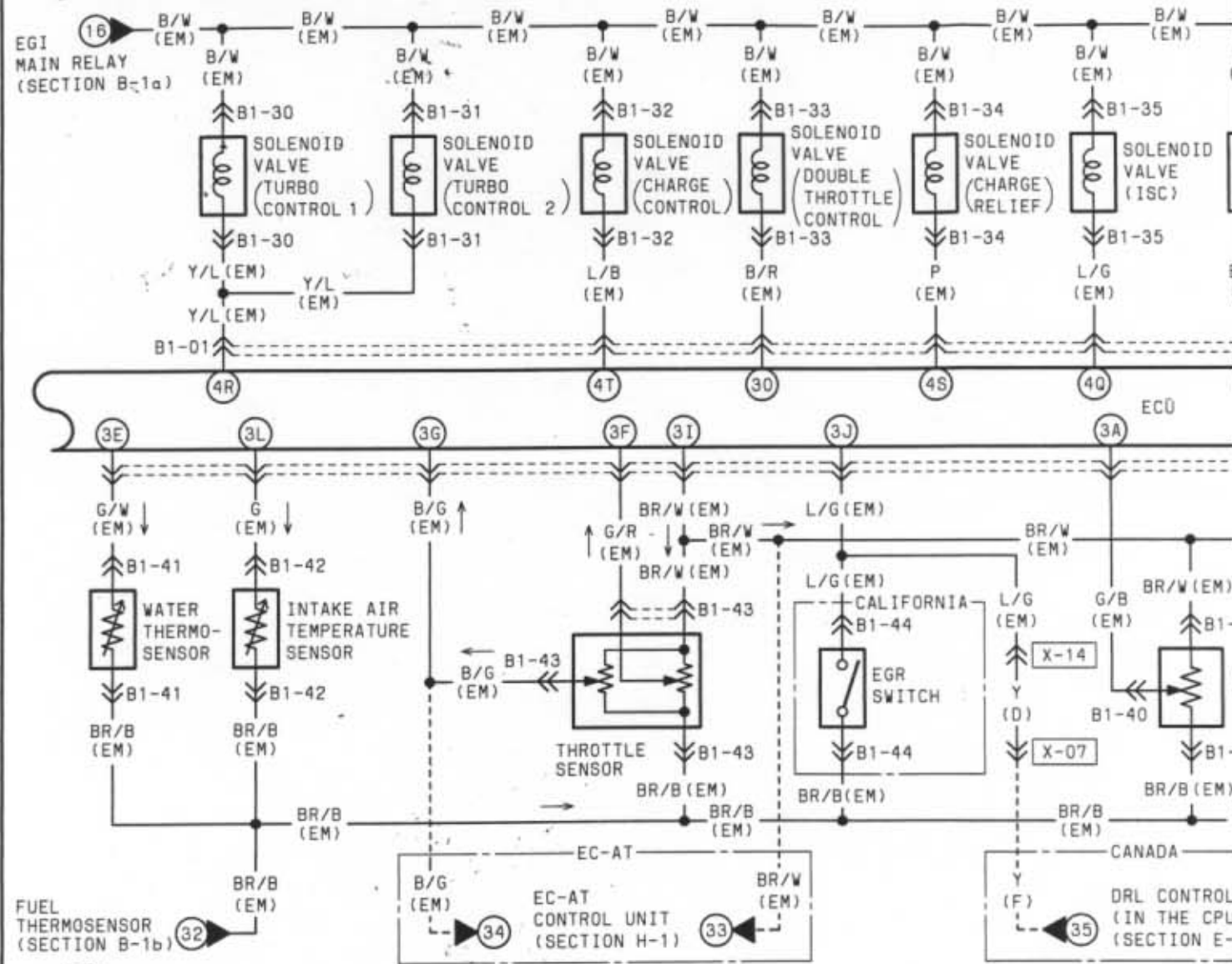
B-1b



- [BLACK] SOLENOID VALVE (ELIEF 2) B1-24
- [BLACK] SOLENOID VALVE (PLIT AIR BYPASS) B1-23
- [BLACK] SOLENOID VALVE (LVE RC) (RANGE) B1-26
- [BLACK] SOLENOID VALVE (LVE ELIEF 1) [BLUE] B1-27



B-1c ■ ENGINE CONTROL SYSTEM



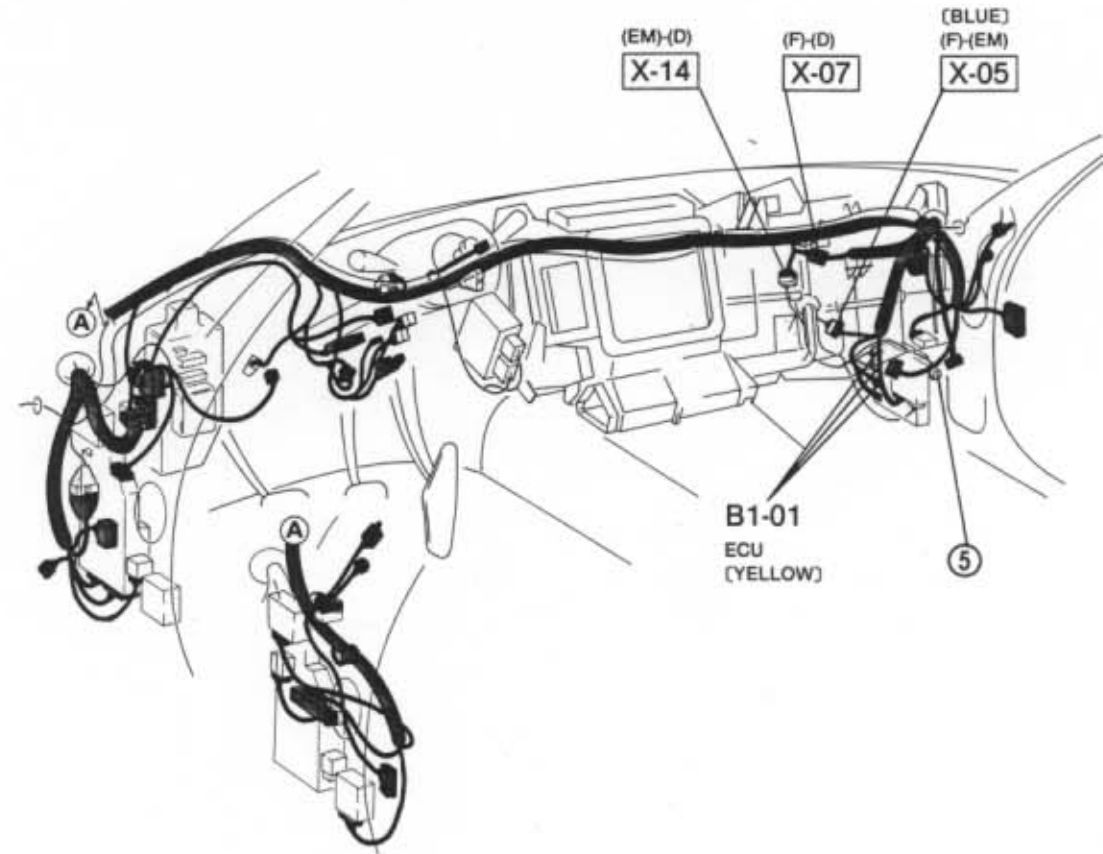
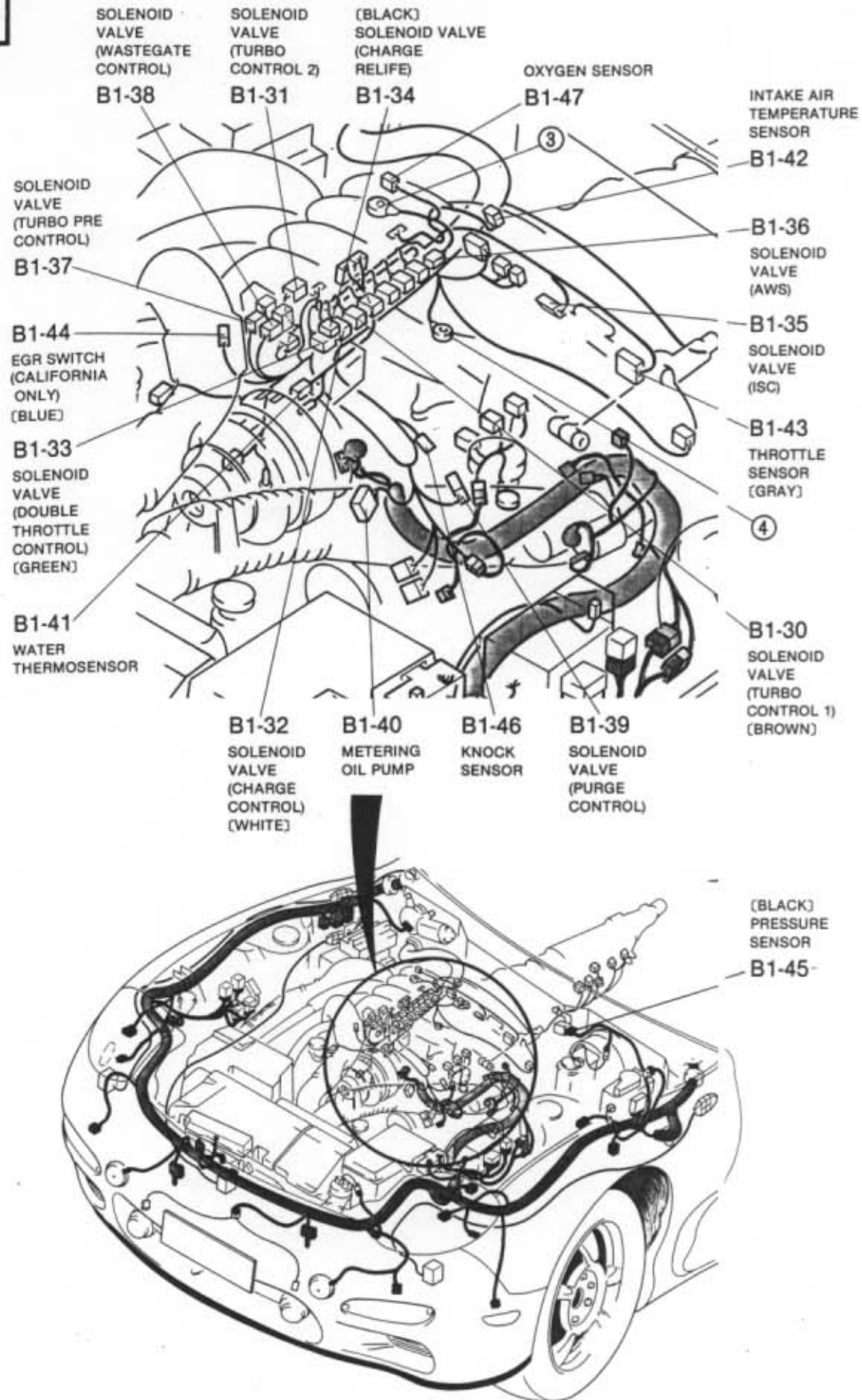
B1-01 ECU (F)										(EM)												
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L	G	L/O (B/O)	G/Y	G/R	L/W	LG/Y	BR	V	B/R	L/R	B/R	W	G/O	BR/W	B/G	G/W	B	G/B	LG/B	LG/R	L/W	P
*	L/B	G/Y (Y)	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	Y/R	L	G	L/G	G/Y	G/R	W/L	Y	LG	LG/W	L/Y	L/B
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	3P	3N	3L	3J	3H	3F	3D	3B	4Z	4X	4V	4T

(EM)										()...EC-AT									
40	4M	4K	4I	4G	4E	4C	4A												
L/Y	L/O	B/LG	B/O	W	B	B	B/W												
BR/Y	L/R	B/Y	B/L	R	B/R	BR/B	B/W												
4P	4N	4L	4J	4H	4F	4D	4B												

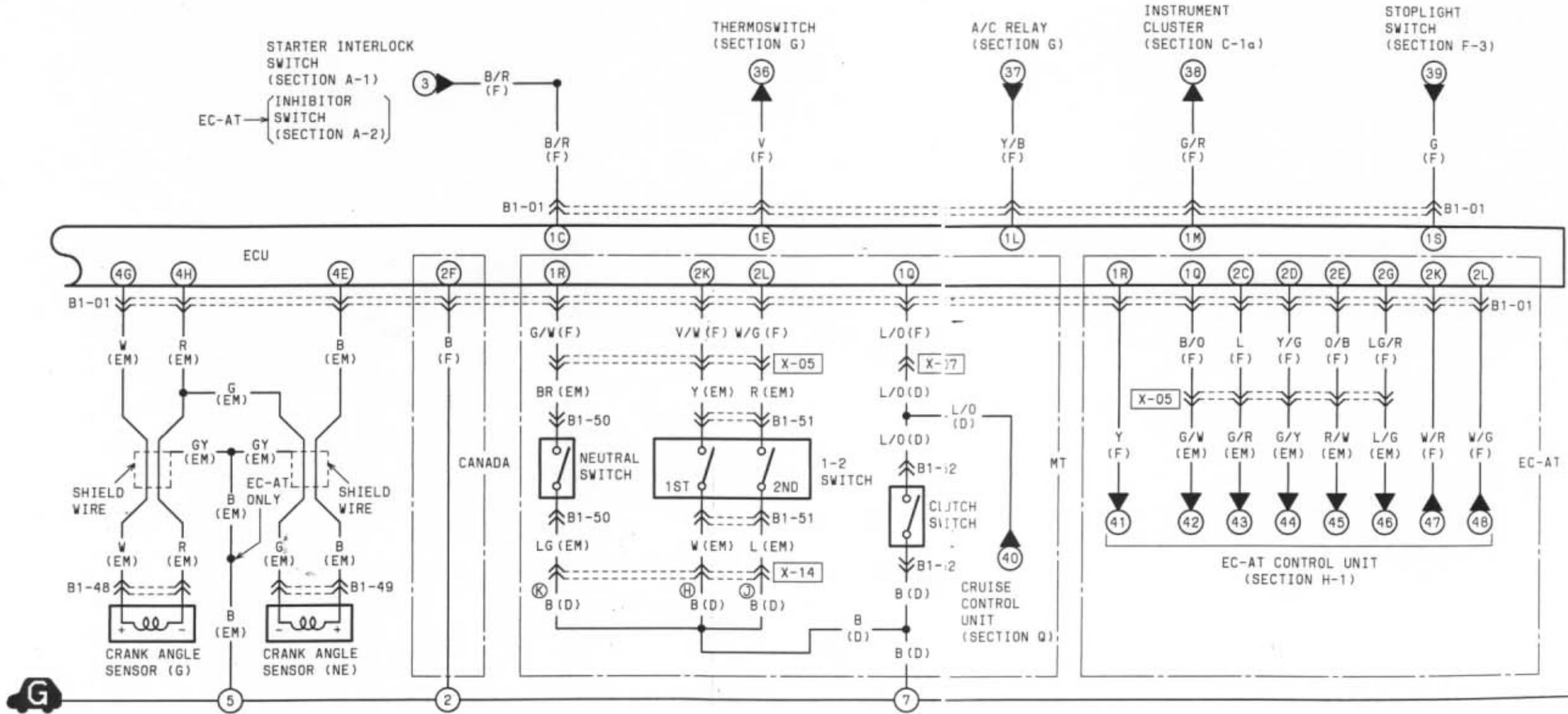
B1-32 SOLENOID VALVE (CHARGE CONTROL) (EM) L/B B/W	B1-33 SOLENOID VALVE (DOUBLE THROTTLE CONTROL) (EM) B/R B/W	B1-34 SOLENOID VALVE (CHARGE RELIEF) (EM) P B/W	B1-35 SOLENOID VALVE (ISC) (EM) L/G B/W	B1-36 SOLENOID VALVE (AWS) BR/Y
B1-40 METERING OIL PUMP (EM) BR/W * B/O B/W B/LG G/B BR/B B/L B/W B/Y	B1-41 WATER THERMOSENSOR (EM) BR/B G/W	B1-42 INTAKE AIR TEMPERATURE SENSOR (EM) BR/B G	B1-43 THROTTLE SENSOR (EM) BR/B G/R BR/W B/G	B1-44 EGR SWITCH (CALIFORNIA) BR/B

B1-37 SOLENOID VALVE (TURBO PRE CONTROL) (EM) L/Y B/W	B1-38 SOLENOID VALVE (WASTEGATE CONTROL) (EM) L/W B/W	B1-39 SOLENOID VALVE (PURGE CONTROL) (EM) G/Y B/W
B1-45 PRESSURE SENSOR (F) BR/W B/LG G/Y	B1-46 KNOCK SENSOR (EM) W	B1-47 OXYGEN SENSOR (EM) B

B-1c



B-1d ■ ENGINE CONTROL SYSTEM



B1-01 ECU (F)

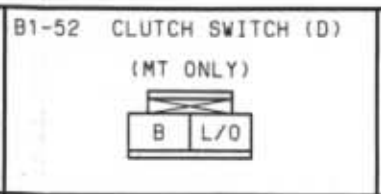
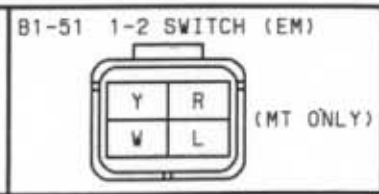
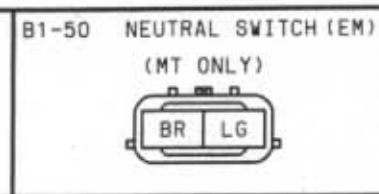
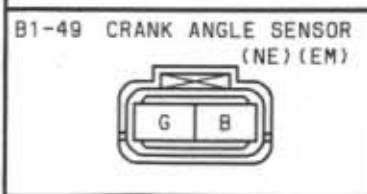
1U	1S	10	1M	1K	1I	1G	1E	1C	1A	
L	G	L/O (B/O)	G/Y	G/R	L/W	LG/Y	BR	V	B/R	L/R
*	L/B	G/W (Y)	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B

(F)

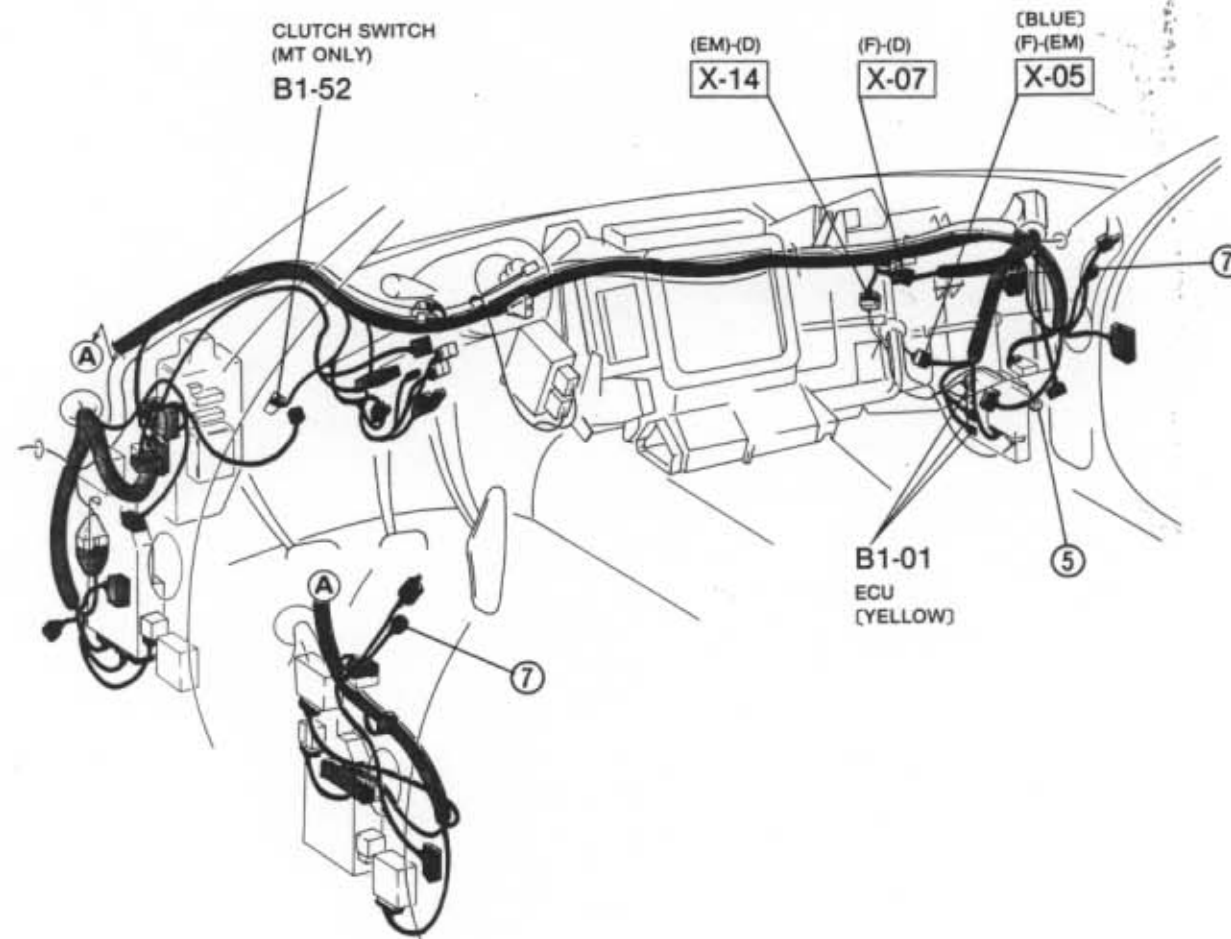
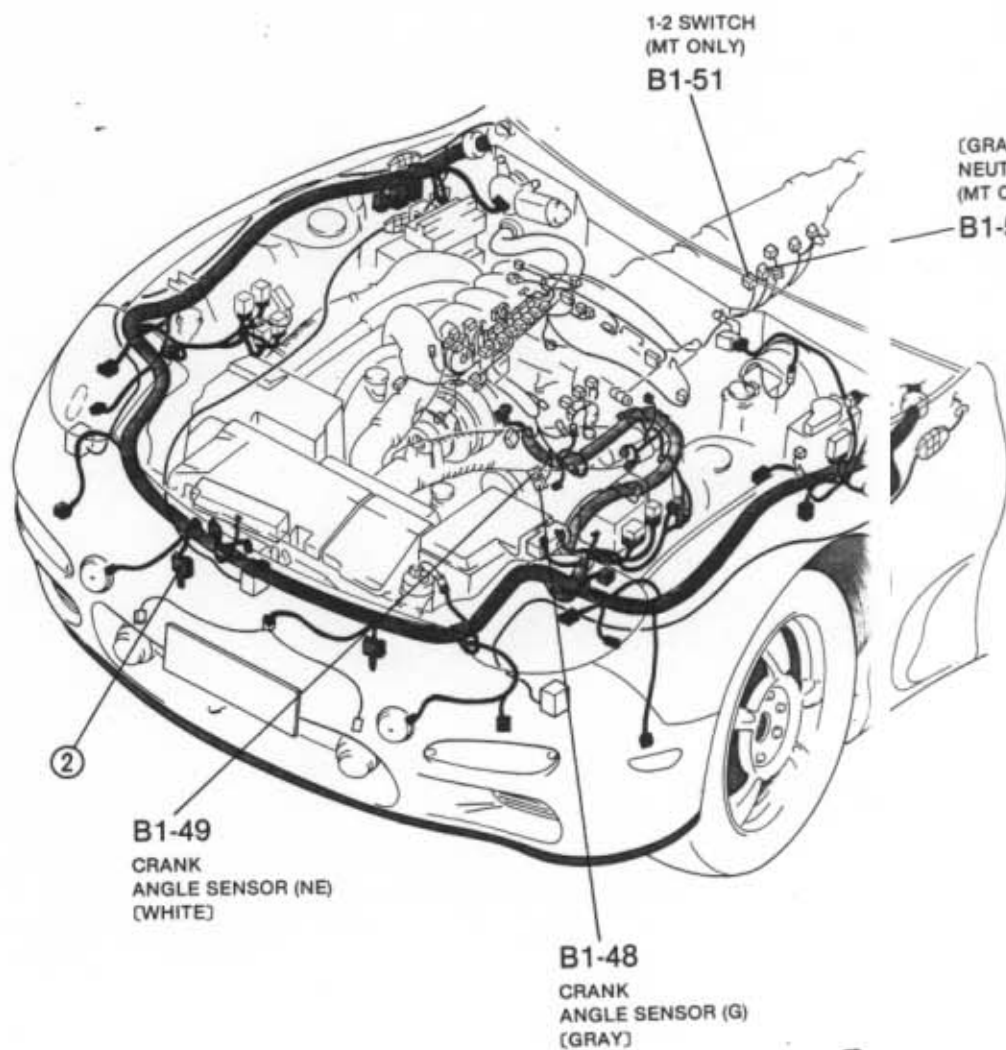
2K	2I	2G	2E	2C	2A
V/W (W/R)	O/L	(LG/R)	(O/B)	(L)	*
W/G	GY	*	(B)	(Y/G)	Y/L
2L	2J	2H	2F	2D	2B

(EM) ()...EC-AT | |...CANADA

4Y	4W	4U	4S	4Q	4O	4M	4K	4I	4G	4E	4C	4A
LG/B	LG/R	L/W	P	L/G	L/Y	L/O	B/LG	B/O	W	B	B	B/W
LG	LG/W	L/Y	L/B	Y/L	BR/Y	L/R	B/Y	B/L	R	B/R	BR/B	B/W
4Z	4X	4V	4T	4R	4P	4N	4L	4J	4H	4F	4D	4B



B-1d



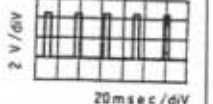
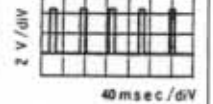
B-1

Terminal voltage

1. Using the engine signal monitor

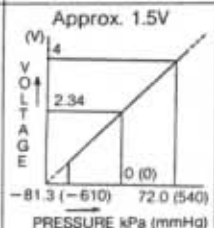
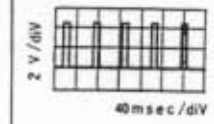
V_B: Battery voltage

Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark
1A	-	-	Battery	Constant	V _B	For backup
1B	○		Main relay (FUEL INJ relay)	Ignition switch OFF	0V	-
				ON	V _B	
1C	○		Ignition switch (START)	While cranking	V _B	-
				Ignition switch ON	Below 1.0V	
1D		○	Self-Diagnosis checker (monitor lamp)	Test switch at SELF TEST Lamp illuminated for 3 sec. after ignition switch OFF → ON	4.5-5.5V	With Self-Diagnosis checker and System Selector
				Lamp not illuminated after 3 sec.	V _B	
				Test switch at O ₂ MONITOR Lamp illuminated	4.5-5.5V	
				Test switch at O ₂ MONITOR Lamp not illuminated	V _B	
1E	○		A/C switch	A/C switch ON	Below 3.0V	<ul style="list-style-type: none"> With Blower SW ON Ignition switch ON
				A/C switch OFF	V _B	
1F		○	Self-Diagnosis checker (code number)	Buzzer sounded for 3 sec. after ignition switch OFF → ON	Below 2.5V	<ul style="list-style-type: none"> With Self-Diagnosis checker and System Selector With System Selector test switch at SELF TEST
				Buzzer not sounded for after 3 sec.	V _B	
				Buzzer sounded	Below 2.5V	
				Buzzer not sounded	V _B	
1G		○	Igniter (Trailing) Front rotor	Ignition switch ON	0V	-
				Idle	0.2-0.5V (Reference)	
				Engine speed: above 2,500 rpm	0.5-0.8V (Reference)	
1H		○	Igniter (Leading)	Ignition switch ON	0V	-
				Idle	0.2-0.5V (Reference)	
				Engine speed: above 2,500 rpm	0.8-1.2V (Reference)	



V_B: Battery voltage

Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark	
1I	○		Diagnosis connector (TEN terminal)	System Selector test switch at O ₂ MONITOR	V _B	<ul style="list-style-type: none"> With System Selector Ignition switch ON 	
				System Selector test switch at SELF TEST	0V		
1J			Igniter (Trailing) Rear rotor	Ignition switch ON	0V	-	
				Idle	0.2-0.5V (Reference)		
				Engine speed: above 2500 rpm	0.5-0.8V (Reference)		Initial acceleration
1K			Fuel pump relay	Ignition switch ON	Below 1.0V	-	
				While cranking	Below 1.0V		
				Idle	Solenoid valve (PRC) does not operate		V _B
				Idle	Solenoid valve (PRC) operates		Below 1.0V
1L			A/C relay	While cranking	V _B	A/C switch, Blower switch ON	
				Idle	Below 1.0V		
				During acceleration (Running)	V _B		
1M	○		Speedometer sensor	Ignition switch ON	4.0-5.0V	-	
				Driving	2.0-2.5V		
1N	○		P/S pressure switch	P/S OFF at idle	V _B	-	
				P/S ON at idle	Below 1.0V		
1O	○		Pressure sensor	Ignition switch ON	Approx. 2.6V	-	
				Idle	Approx. 1.5V		
1P	-	-	-	-	-	-	

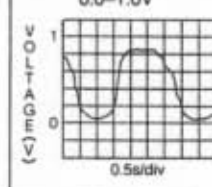


V_B: Battery voltage

V_B: Battery voltage

B-1

Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark
1Q	○		Clutch switch (MT)	Clutch pedal: released	V _B	Ignition switch ON
				Clutch pedal: depressed	Below 1.0V	
			EC-AT control unit (AT)	Idle	V _B	Reduce torque signal
				When shifting from 1st to 2nd or from 2nd to 3rd with the throttle opening above 1.5/8	Below 1.0V	
1R	○		Neutral switch (MT)	Neutral	Below 1.0V	Ignition switch ON
				In gear	V _B	
			EC-AT control unit (AT)	Por N range	Below 1.0V	Inhibitor signal Ignition switch ON
				Other	V _B	
1S	○		Stoplight switch	Brake pedal released	Below 1.0V	Ignition switch ON
				Brake pedal depressed	V _B	
1T	○		Circuit opening relay	Ignition switch ON	V _B	-
				Idle	Below 1.0V	
1U	○		Fuel thermosensor	Idle (after warm-up)	1.5-3.0V	
1V	-	-	-	-	-	-
2A	-	-	-	-	-	-
2B		○	Diagnosis connector (IG-terminal)	Ignition switch ON	0V	-
				Idle	0.3-0.8 (Reference)	
				Engine speed: 3,000 rpm	1.8-2.2V (Reference)	
2C		○	EC-AT control unit (AT)	Idle	V _B	Initial acceleration
				Engine speed: hold 3,000 rpm (after 5 seconds)	Below 1.0V	
2D		○	EC-AT control unit (AT)	Ignition switch ON	2-4.5V	Atmospheric pressure signal
2E		○	EC-AT control unit (AT)	Idle	Below 1.0V	Idle signal
				Other	Approx 5V	
2F	○		Open (ex. Canada)	Constant	1-2.5V	-
			Ground (Canada)	Constant	0V	
2G		○	EC-AT control unit (AT)	Idle	V _B	Torque reduced signal
				Throttle opening above 1/8 (Engine coolant temp. below 40°C (104°F))	Below 1.0V	
2H	-	-	-	-	-	-
2I	○		Heat Hazard Sensor	Ignition switch ON	Below 2.0V	-
				Idle (Temp.: Below 100°C (212°F))	V _B	
				Idle (Temp.: Above 100°C (212°F))	Below 1.0V	
2J		○	A/P relay	Engine speed Idle-Below 3,250 rpm	Below 1.0V	-
				Engine speed above 3,250 rpm	V _B	

Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark					
2K	○		1-2 switch (MT)	1st position	V _B	Ignition switch ON					
				Other	Below 1.0V						
			EC-AT CU (AT)	2nd or 3rd position	Below 1.0V	While running					
				Other	V _B						
2L	○		1-2 switch (MT)	2nd position	Below 1.0V	Ignition switch ON					
				Other	V _B						
			EC-AT CU (AT)	3rd or O/D position	Below 1.0V	While running					
				Other	V _B						
3A	○		Metering oil pump position sensor	Ignition switch ON	1.0-4.2V	Voltage increase when accelerating					
				Idle	Approx. 1.1V						
				Accelerator pedal depressed	1.1-4.2V						
3B	○		E/L unit	Headlight switch position I, II, Blower motor position III, IV, Rear defroster switch ON	Below 4.0V	-					
				Headlight switch, Blower motor, rear defroster switch are OFF	5V						
3C	○		Oxygen sensor	Idle	Cold engine	Oscilloscope 					
					After warm up		Approx 0V 0.0-1.0V				
				Acceleration (after warm up)	0.5-1.0V						
				Deceleration (after warm-up)	0.0-0.4V						
				3D			○	Cooling fan relay	Idle	During electrical cooling fan operating	V _B
										Electrical cooling fan does not operate	Below 1.0V
				TFA terminal of diagnosis connector is grounded	Below 1.0V	Ignition switch ON					
3E	○		Water thermosensor	Engine coolant temperature 20°C (68°F)	Approx. 2.5V	Ignition switch ON					
				After warm up	Below 0.5V						
3F	○		Throttle sensor (Narrow range)	Accelerator pedal released	0.75-1.25	● Ignition switch ON ● After warm-up					
				Accelerator pedal fully depressed	4.8-5.0						
3G	○		Throttle sensor (Full range)	Accelerator pedal released	0.1-0.7	● Ignition switch ON ● After warm-up					
				Accelerator pedal fully depressed	4.2-4.6						
3H		○	Solenoid valve (purge control)	Ignition switch ON	V _B	-					
				Idle							
				Engine speed: 1,500-3,300 rpm	4-10V		While running				
3I	○		Throttle sensor	Constant	Approx. 5.0V	Ignition switch ON					
3J	○		EGR switch	EGR valve operates	V _B	California only					
				EGR valve does not operate	Below 1.0V						
3J	○		DRL relay	Idle	Pull the parking brake (Turnlight OFF)	0V	Canada only				
					Release the parking brake (Turnlight ON)	V _B					
3K		○	Solenoid valve (Relief2)	Ignition switch ON	V _B	-					
				Idle	Before warm up approx. 40°C (104°F)		Below 1.0V				
					After warm up		V _B				
3L	○		Intake air thermosensor	Ambient air temperature 20°C (68°F)	Approx. 2.5V	Ignition switch ON					
				After warm up	Approx. 0.6V						

V_B: Battery voltage

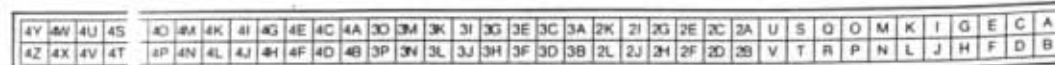
Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark	
3M	○		Knock sensor	Ignition switch ON	Approx. 2.5V	Ignition switch ON	
				Knocking occur (Tap the engine hanger with hammer)	2.6-2.8V (Reference)		
3N		○	Solenoid valve (Port air by-pass)	Ignition switch ON	V _B	While running	
				After warm up Engine speed: 1,500-3,000 rpm	Below 1.0V		
3O		○	Solenoid valve (Double throttle control)	Engine coolant temperature below 80°C (176°F)	Below 1.0V	Ignition switch ON	
				After warm up	V _B		
3P		○	Solenoid valve (Relief1)	Idle	V _B	● After warm-up ● While running	
				Engine speed: 2,700-3,200 rpm	Below 1.0V		
4A	-	-	Ground (Output)	Constant	0V	-	
4B	-	-	Ground (Output)	Constant	0V	-	
4C	-	-	Ground (CPU)	Constant	0V	-	
4D	-	-	Ground (Input)	Constant	0V	-	
4E	○		Crank angle sensor (NE + signal)	Ignition switch ON	Below 1.0V	Engine signal monitor: Red lamp flash	
				Idle	Oscilloscope		
					Voltmeter		
4F		○	Solenoid valve (Split air by-pass)	Idle	V _B	● After warm-up ● While running	
				5th position (MT), OD (AT)	Below 1.0V		
4G	○		Crank angle sensor (G signal)	Ignition switch ON	Below 1.0V		
				Idle	Oscilloscope		
					Voltmeter		
4H	○		Crank angle sensor	Constant	Below 1.0V	-	
4I	○		Stepping motor (Metering oil pump)	Ignition switch ON	V _B		
4J				Idle	3 terminals / 4 terminals		
4K					V _B		
4L					Other terminal 5-9V		
4M		○	Solenoid valve (Pressure regulator control)	Idle	V _B		
				Idle after hot start	Below 1.0V		approx. 1 minute
4N		○	Solenoid valve (Switching)	Ignition switch ON/Idle	V _B	Initial acceleration	
				Engine speed: above 3,200 rpm (After warm up)	Below 1.0V		
4O		○	Solenoid valve (EGR)	Idle	V _B		
				5th position (MT)/OD (AT)	Below 1.0V		While running

V_B: Battery voltage

Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark
4P		○	Solenoid valve (AWS)	Before warm up approx. 40°C (104°F)	Below 1.0V	Idle
				After warm up	V _B	
4Q		○	Solenoid valve (ISC)	Ignition switch ON	8.0-11.0V	Reference valve ● Cranking 99% ● Idle 32-65% ● Initial set 38%
				Idle	5.0-11.0 (Reference)	
				Oscilloscope		
4R		○	Solenoid valve (Turbo control)	Idle	V _B	Initial acceleration
				Engine speed: above 5,500 rpm (MT) Engine speed: above 5,250 rpm (AT)	Below 1.0V	
4S		○	Solenoid valve (Charge relief)	Idle	V _B	Initial acceleration
				Engine speed: 4,000-5,500 rpm (MT) for 8 sec. 3,500-5,000 (AT) for 4 sec. Engine speed: above 5,500 rpm (MT) above 5,250 rpm (AT)	Below 1.0V	
4T		○	Solenoid valve (Charge control)	Idle	Below 1.0V	Initial acceleration
				Engine speed: above 5,500 rpm (MT)	V _B	
				Engine speed: above 5,250 rpm (AT)	V _B	
4U		○	Solenoid valve (Wastegate control)	Ignition switch ON	V _B	Reference valve ● Idle 5% ● Solenoid valve (Turbo control) before operates 95%
				Idle	V _B	
				Initial acceleration	5.0-11.0 V	
				Oscilloscope		
4V		○	Solenoid valve (Turbo precontrol)	Ignition switch ON	V _B	Reference valve ● Idle 5% ● Solenoid valve (Turbo control) after operates 5%
				Idle	V _B	
				Engine speed: above 3,000 rpm	4.0-10.0V (Reference)	
				Oscilloscope		
4W		○	Injector (Front primary)	Ignition switch ON	V _B	● Secondary injector not working at no load condition * Engine Signal Monitor: Green lamp flash
				Idle*	12-14V	
4X		○	Injector (Front secondary)			
4Y		○	Injector (Rear primary)			
4Z		○	Injector (Rear secondary)			
				Oscilloscope		

16E0F2 219

Control Unit Connector (Control Unit Side)



B-1

Using the DT-S1000

mark terminal can use the DT-S1000, if no mark use the circuit tester or oscilloscope.

Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
1A	-	-	Battery	Constant	V _B	For backup
1B DT-S 1000	○		Main relay (FUEL INJ relay)	Ignition switch OFF	11-13V	-
				ON	12-14V	
1C DT-S 1000	○		Ignition switch (START)	While cranking	OFF	-
				Ignition switch ON	ON	
1D		○	Self-Diagnosis Checker (monitor lamp)	Test switch at SELF TEST Lamp illuminated for 3 sec. after ignition switch OFF → ON	4.5-5.5V	With Self-Diagnosis Checker and System Selector
				Lamp not illuminated after 3 sec.	V _B	
				Test switch at O ₂ MONITOR Lamp illuminated	4.5-5.5V	
				Test switch at O ₂ MONITOR Lamp not illuminated	V _B	
1E DT-S 1000	○		A/C switch	A/C switch ON	ON	With Blower SW ON Ignition switch ON
				A/C switch OFF	OFF	
1F		○	Self-Diagnosis Checker (code number)	Buzzer sounded for 3 sec. after ignition switch OFF → ON	Below 2.5V	With Self-Diagnosis Checker and System Selector With System Selector test switch at SELF TEST
				Buzzer not sounded after 3 sec.	V _B	
				Buzzer sounded	Below 2.5V	
				Buzzer not sounded	V _B	
1G DT-S 1000		○	Igniter (Trailing) Front rotor	Idle (No load)	BTDC -20°C	Oscilloscope 2 V/div 40 msec/div
				Engine speed: 2,500 rpm	BTDC 15-35°C	
				Initial acceleration		
1H DT-S 1000		○	Igniter (Leading)	Idle	BTDC -5°C	Oscilloscope 2 V/div 20 msec/div
				Engine speed: above 2,500 rpm	BTDC 15-35°C	
				Initial acceleration		

oscilloscope.

V_B: Battery voltage

Remark

For backup

-

-

With Self-Diagnosis Checker and System Selector

With Blower SW ON
Ignition switch ON

With Self-Diagnosis Checker and System Selector
With System Selector test switch at SELF TEST

Initial acceleration

Initial acceleration

V_B: Battery voltage

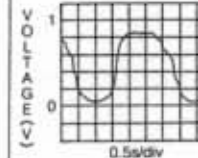
Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
1I	○		Diagnosis connector (TEN terminal)	System Selector test switch at O ₂ MONITOR	V _B	With System Selector Ignition switch ON
				System Selector test switch at SELF TEST	0V	
1J		○	Igniter (Trailing) Rear rotor	Ignition switch ON	0V	Oscilloscope 2 V/div 40 msec/div
				Idle	0.2-0.5V (Reference)	
				Engine speed: above 2,500 rpm	0.5-0.8V (Reference)	
				Initial acceleration		
1K DT-S 1000		○	Fuel pump relay	Ignition switch ON	ON	-
				While cranking	ON	
				Idle Solenoid valve (PRC) does not operate	OFF	
				Solenoid valve (PRC) operates	ON	
1L DT-S 1000		○	A/C relay	While cranking	OFF	A/C switch, Blower switch ON
				Idle	ON	
				During acceleration (Running)	OFF	
1M DT-S 1000	○		Speedometer sensor	Ignition switch ON	0 km/h	-
				Driving (20km/h)	18-22 km/h	
1N DT-S 1000	○		P/S pressure switch	P/S OFF at idle	OFF	-
				P/S ON at idle	ON	
			Mileage switch	Under 20,000 miles (34,000 km)	Below 1.5V	Ignition switch ON after 2 seconds
				Over 20,000 miles (34,000 km)	V _B	
1O DT-S 1000	○		Pressure sensor	Idle	- 64--66.7 kPa	After warm-up Initial acceleration
				Engine speed: 1,000 rpm	- 46.7--60 kPa	
				Engine speed: 2,000 rpm	- 26.7--46.7 kPa	
1P	-	-	-	-	-	-

V_B: Battery voltage

Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
1Q DT-S 1000	○		Clutch switch (MT)	Clutch pedal: released	OFF	Ignition switch ON
				Clutch pedal: depressed	ON	
			EC-AT control unit (AT)	Idle	OFF	Reduce torque signal
				When shifting from 1st to 2nd or from 2nd to 3rd with the throttle opening above 1.5/8	ON	
1R DT-S 1000	○		Neutral switch (MT)	Neutral	ON	Ignition switch ON
				In gear	OFF	
			EC-AT control unit (AT)	P or N range	ON	● Inhibitor signal ● Ignition switch ON
				Other	OFF	
1S DT-S 1000	○		Stoplight switch	Brake pedal released	OFF	Ignition switch ON
				Brake pedal depressed	ON	
1T DT-S 1000	○		Circuit opening relay	Ignition switch ON	OFF	-
				Idle	ON	
1U DT-S 1000	○		Fuel thermosensor	Fuel temperature 20°C	20°C	
				Fuel temperature 40°C	40°C	
				Fuel temperature 60°C	60°C	
1V	-	-	-	-	-	-
2A	-	-	-	-	-	-
2B DT-S 1000	○		Diagnosis Connector (IG-terminal)	Idle	700-750 rpm	● After warm-up ● No electrical load
				Engine speed: hold 3,000 rpm (after 5 seconds)	ON	
2C DT-S 1000	○		EC-AT control unit (AT)	Idle	OFF	Slip lock up OFF signal
				Engine speed: hold 3,000 rpm (after 5 seconds)	ON	Initial acceleration
2D	○		EC-AT control unit (AT)	Ignition switch ON	2-4.5V	Atmospheric pressure signal
				Idle	ON	Idle signal
2E DT-S 1000	○		EC-AT control unit (AT)	Other	OFF	
				Constant	OFF	
2F DT-S 1000	○		Open (ex. Canada)	Constant	OFF	-
			Ground (Canada)	Constant	ON	
2G DT-S 1000	○		EC-AT control unit (AT)	Idle	OFF	Torque reduced signal
				Throttle opening above 1/8 (Engine coolant temp. below 40°C (104°F))	ON	
2H	-	-	-	-	-	-
2I DT-S 1000	○		Heat Hazard Sensor	Ignition switch ON	ON	
				Idle (Temp: Below 100°C (212°F))	OFF	
				Idle (Temp: Above 100°C (212°F))	ON	
2J DT-S 1000	○		A/P relay	Engine speed Idle-below 3,750 rpm	ON	
				Engine speed above 3,750 rpm	OFF	

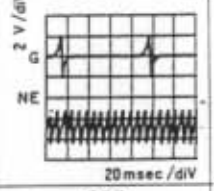
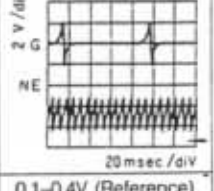
V_B: Battery voltage

Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark	
2K DT-S 1000	○		1-2 switch (MT)	1st position	ON	Ignition switch ON	
				Other	OFF		
			EC-AT CU (AT)	2nd or 3rd position	OFF	While running	
				Other	ON		
2L DT-S 1000	○		1-2 switch (MT)	2nd position	ON	Ignition switch ON	
				Other	OFF		
3A DT-S 1000	○		Metering Oil pump position sensor	Ignition switch ON	1.0-4.2V	Voltage increase while accelerating	
				Idle	Approx. 1.1V		
Accelerator pedal depressed	1.1-4.2V						
3B DT-S 1000	○		E/L unit	Headlight switch position I, II,	ON		
				Blower motor position III, IV,	ON		
				Rear defroster switch ON	ON		
				Headlight switch, Blower motor, rear defroster switch are OFF	OFF		
3C DT-S 1000	○		Oxygen sensor	Idle	Cold engine	Approx. 0V	
					After warm up		0.0-1.0V
				Acceleration (After warm up)	0.5-1.0V		
					Deceleration (After warm up)		0.0-0.4V
					During electrical cooling fan operating		OFF
Electrical cooling fan does not operate	ON						
3E DT-S 1000	○		Water thermosensor	Engine coolant temperature 20°C	20°C	Ignition switch ON	
				Engine coolant temperature 60°C	60°C		
3F DT-S 1000	○		Throttle sensor (Narrow range)	Accelerator pedal released	0.75-1.25V	● Ignition switch ON ● After warm-up	
				Accelerator pedal fully depressed	4.8-5.0V		
3G DT-S 1000	○		Throttle sensor (full range)	Accelerator pedal released	0.1-0.7V	● Ignition switch ON ● After warm-up	
				Accelerator pedal fully depressed	4.2-4.6V		
3H DT-S 1000	○		Solenoid valve (purge control)	Idle	0 %		
				Engine speed 1,500-3,300 rpm	5-70 % (Reference)		While running
3I	○		Throttle sensor	Constant	Approx. 5.0V	Ignition switch ON	
				EGR switch	EGR valve operates		ON
3J DT-S 1000	○		DRL relay	EGR valve does not operate	OFF	Canada only	
				Idle	Pull the parking brake (Turnlight OFF)		OFF
3K DT-S 1000	○		Solenoid valve (Relief2)	Release the parking brake (Turnlight ON)	ON		
				Ignition switch ON	OFF		
				Idle	Before warm up approx. 40°C (104°F)		ON
After warm up	OFF						

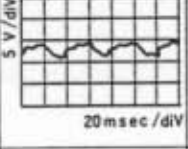
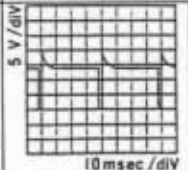
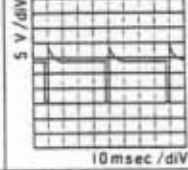
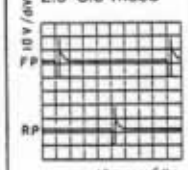


B-1

V_B: Battery voltage

Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
3L DT-S 1000	○		Intake air thermosensor	Ambient air temperature 20°C (68°F)	20°C	Ignition switch ON
3M	○		Knock sensor	Ignition switch ON Knocking occur (Tap the engine hunger with hammer)	Approx. 2.5V 2.6-2.8V (Reference)	Ignition switch ON
3N DT-S 1000		○	Solenoid valve (Port air by- pass)	Ignition switch ON After warm up Engine speed: 1,500-3,000 rpm	OFF ON	Idle running
3O DT-S 1000		○	Solenoid valve (Double throttle control)	Engine coolant temperature below 80°C (176°F) After warm up	ON OFF	Ignition switch ON
3P DT-S 1000		○	Solenoid valve (Relief1)	Idle Engine speed: 2,700-3,200 rpm	OFF ON	After warm-up While running
4A	-	-	Ground (Output)	Constant	0V	-
4B	-	-	Ground (Output)	Constant	0V	-
4C	-	-	Ground (CPU)	Constant	0V	-
4D	-	-	Ground (Input)	Constant	0V	-
4E DT-S 1000	○		Crank angle sensor [NE + signal]	Idle Oscilloscope	700-750 rpm 	-
4F DT-S 1000		○	Solenoid valve (Split air by- pass)	Idle 5th position (MT), OD (AT)	OFF ON	After warm-up While running
4G	○		Crank angle sensor [G signal]	Ignition switch ON Idle Oscilloscope	Below 1.0V 	-
				Voltmeter	0.1-0.4V (Reference)	
4H	○		Crank angle sensor	Constant	below 1.0V	
4I		○	Stepping motor (Metering oil pump)	Ignition switch ON	V _B	
4J				Idle	3 terminals / 4 terminals V _B	
4K					Other terminal 5-9V	
4L						
4M DT-S 1000		○	Solenoid valve (Pressure regulator control)	Idle Idle after hot start	OFF ON	approx. 1 minute
4N DT-S 1000		○	Solenoid valve (Switching)	Ignition switch ON/Idle Engine speed: above 3,200 rpm (After warm up)	OFF ON	Initial acceleration
4O DT-S 1000		○	Solenoid valve (EGR)	Idle 5th position (MT)/OD (AT)	OFF ON	Idle running
4P DT-S 1000		○	Solenoid valve (AWS)	Before warm up approx. 40°C (104°F) After warm up	ON OFF	Idle

V_B: Battery voltage

Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
4Q DT-S 1000		○	Solenoid valve (ISC)	While cranking Idle after warm up Oscilloscope	99 % 32-65 % 	No electrical load Reference valve • Initial set 38 %
4R DT-S 1000		○	Solenoid valve (Turbo control)	Idle Engine speed: above 5,500 rpm (MT) Engine speed: above 5,250 rpm (AT)	OFF ON	Initial acceleration
4S DT-S 1000		○	Solenoid valve (charge relief)	Idle Engine speed: 4,000-5,500 rpm (MT) for 8 sec. 3,500-5,000 (AT) for 4 sec. Engine speed: above 5,500 rpm (MT) above 5,250 rpm (AT)	OFF ON	Initial acceleration
4T DT-S 1000		○	Solenoid valve (Charge control)	Idle Engine speed: above 5,500 rpm (MT) Engine speed: above 5,250 rpm (AT)	ON OFF	Initial acceleration
4U DT-S 1000		○	Solenoid valve (Wastegate control)	Idle Initial acceleration Oscilloscope	5 % 40-95 % 	Reference valve • Solenoid valve (Turbo control) before operates 95 %
4V DT-S 1000		○	Solenoid valve (turbo pre- control)	Idle Engine speed: above 3,000 rpm (Initial acceleration) Oscilloscope	5 % 20-60 % 	Reference valve • Solenoid valve (Turbo control) after operates 5 %
4W DT-S 1000		○	Injector (Front primary)	Idle* Oscilloscope	2.0-3.0 msec 	• Secondary injection not working at no load condition * Engine Signal Monitor: Green lamp flash
4X DT-S 1000		○	Injector (Front secondary)			
4Y DT-S 1000		○	Injector (Rear primary)			
4Z DT-S 1000		○	Injector (Rear secondary)			

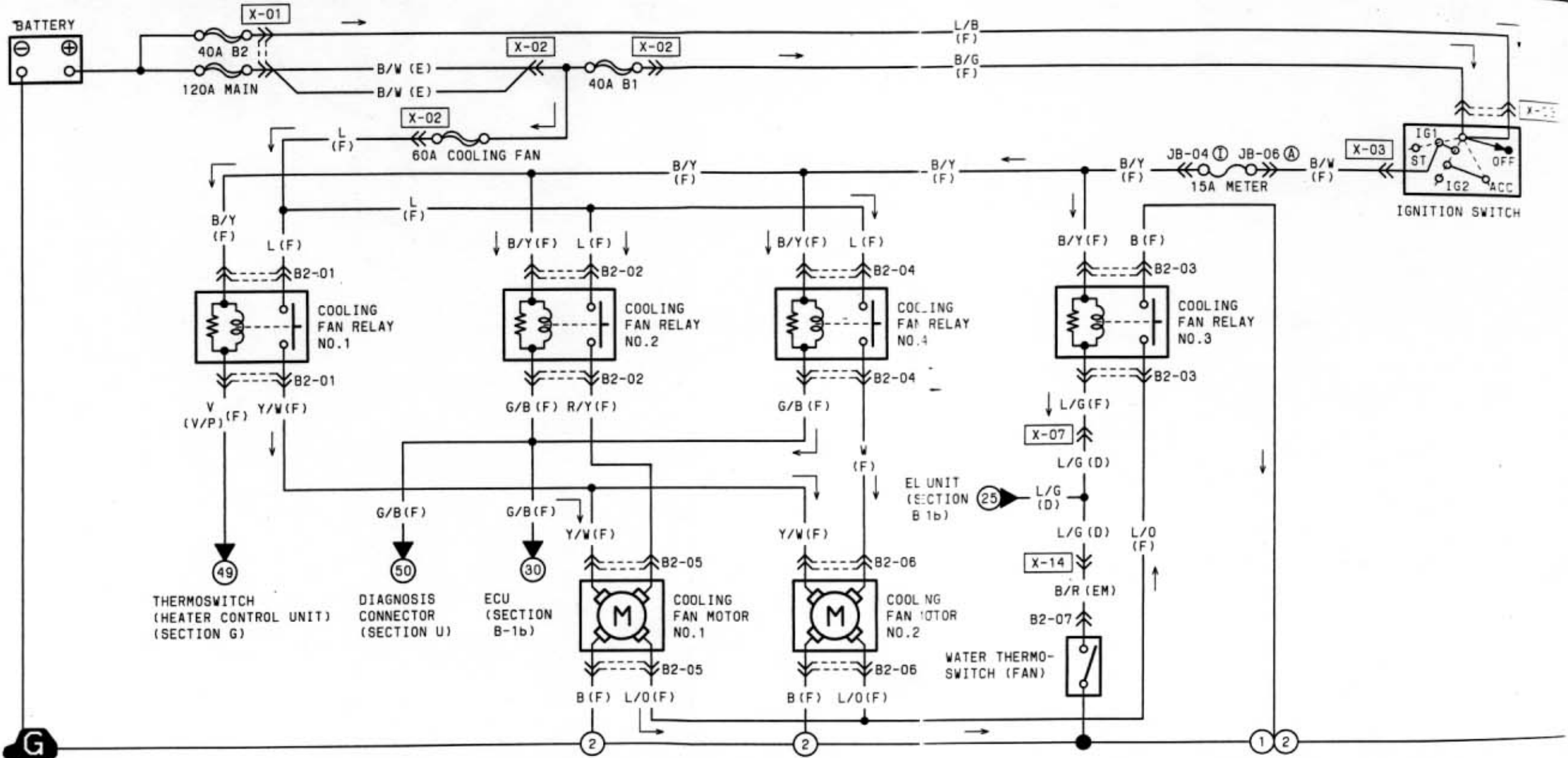
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Control Unit Connector (Control Unit Side)

4Y	4N	4U	4S	4Q	4O	4M	4K	4I	4G	4E	4C	4A	3O	3M	3K	3I	3G	3E	3C	3A	2K	2I	2G	2E	2C	2A	U	S	O	M	K	I	G	E	C	A	
4Z	4X	4V	4T	4R	4P	4N	4L	4J	4H	4F	4D	4B	3P	3N	3L	3J	3H	3F	3D	3B	2L	2J	2H	2F	2D	2B	V	T	R	P	N	L	J	H	F	D	B

Z WIRING DIAGRAM

B-2 ■ COOLING FAN SYSTEM

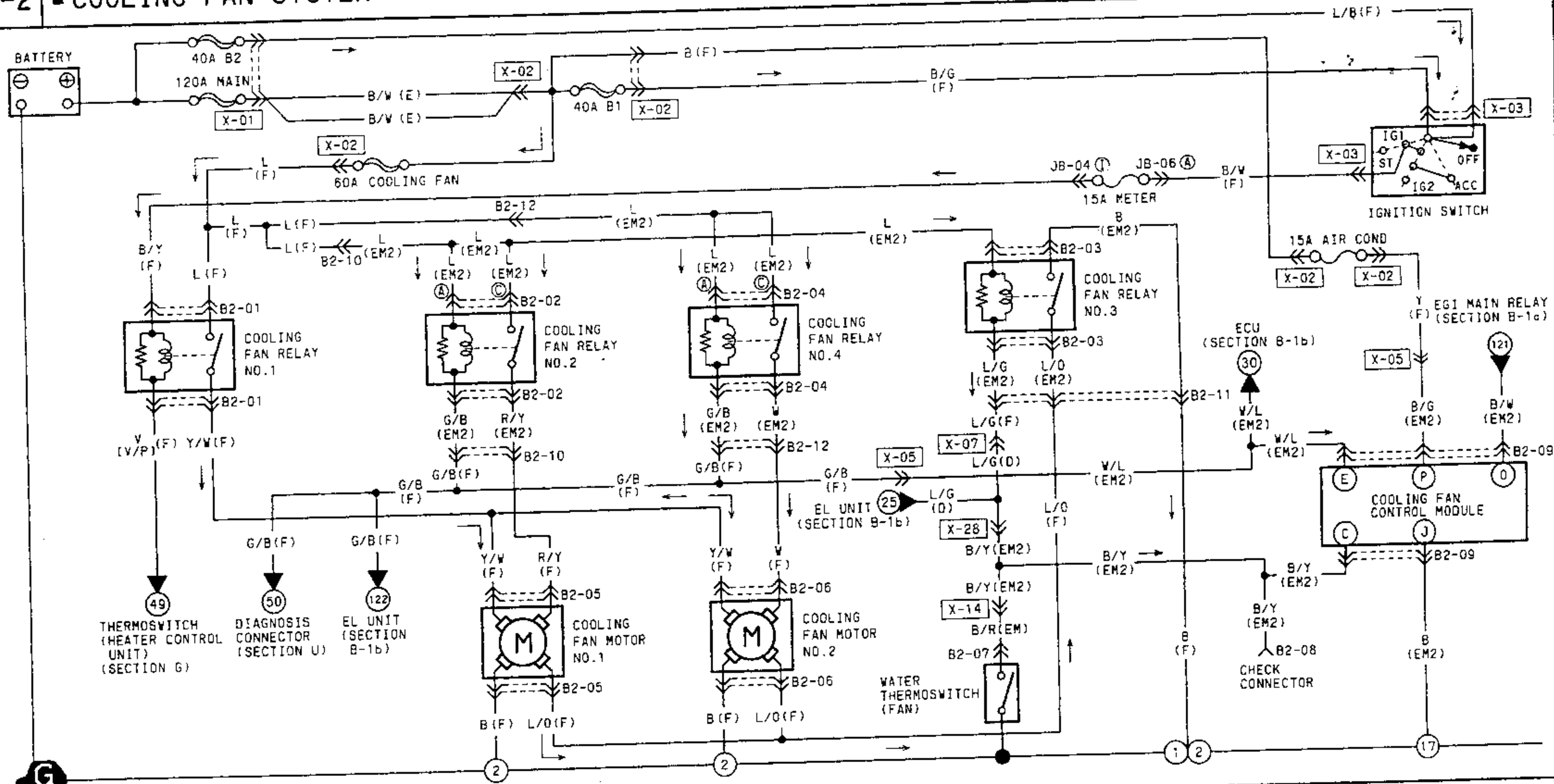


B2-01 COOLING FAN RELAY NO.1 (F) 	B2-02 COOLING FAN RELAY NO.2 (F) 	B2-03 COOLING FAN RELAY NO.3 (F) 	B2-04 COOLING FAN RELAY NO.4 (F) 	B-05 COOLING FAN MOTOR NO.1 (F) 	B2-06 COOLING FAN MOTOR NO.2 (F) 	B2-07 WATER THERMOSWITCH (FAN) (EM)
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Z WIRING DIAGRAM

B-2 ■ COOLING FAN SYSTEM

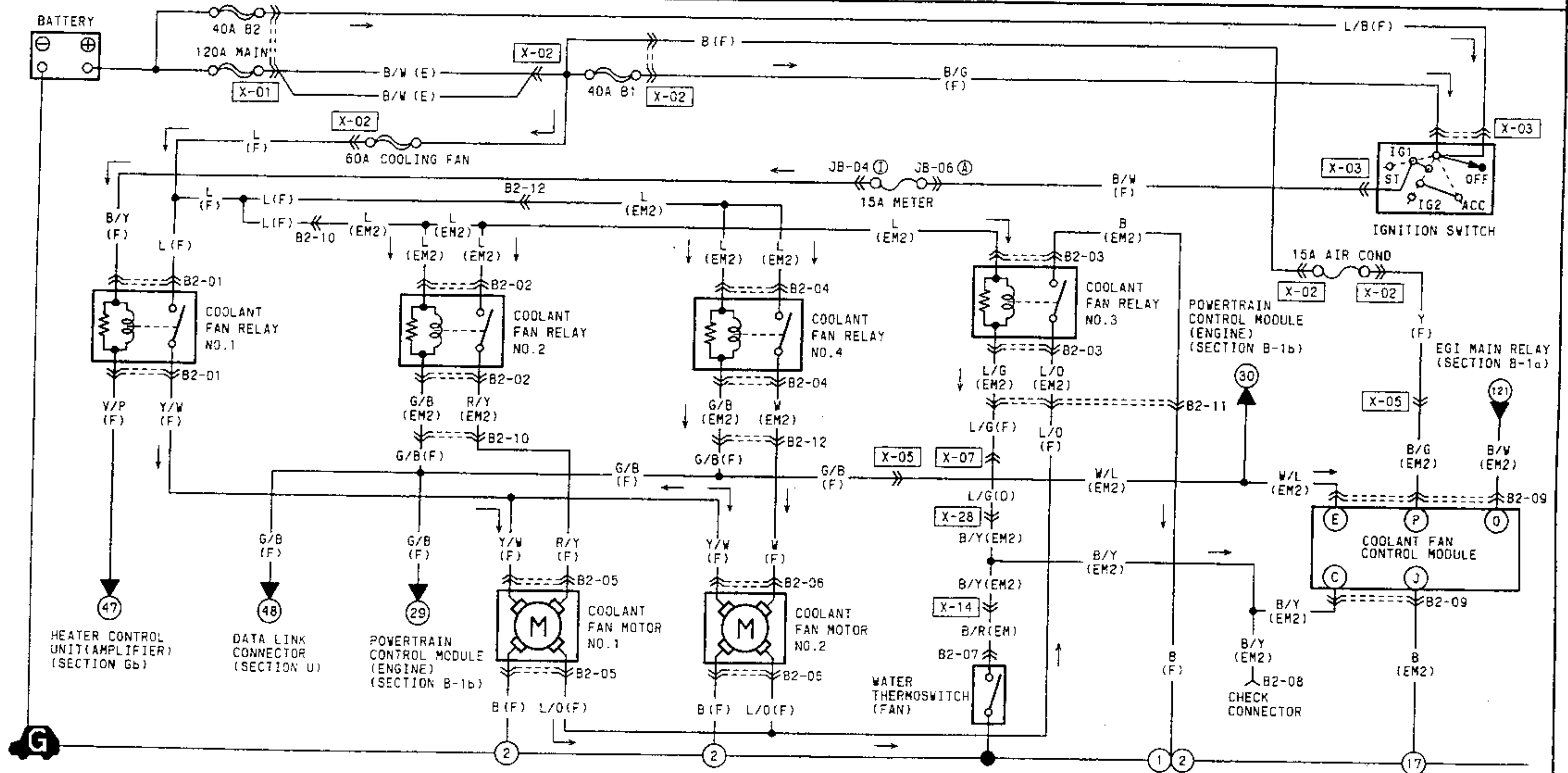
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<p>B2-01 COOLING FAN RELAY NO.1(F)</p> <table border="1"> <tr><td>V (V/P)</td><td>*</td><td>B/Y</td></tr> <tr><td>Y/W</td><td></td><td>L</td></tr> </table>	V (V/P)	*	B/Y	Y/W		L	<p>B2-02 COOLING FAN RELAY NO.2(EM2)</p> <table border="1"> <tr><td>C</td><td>A</td></tr> <tr><td>L</td><td>L</td></tr> <tr><td>R/Y</td><td>G/B</td></tr> </table>	C	A	L	L	R/Y	G/B	<p>B2-03 COOLING FAN RELAY NO.3(EM2)</p> <table border="1"> <tr><td>B</td><td>L</td></tr> <tr><td>L/O</td><td>L/G</td></tr> </table>	B	L	L/O	L/G	<p>B2-04 COOLING FAN RELAY NO.4(EM2)</p> <table border="1"> <tr><td>G</td><td>A</td></tr> <tr><td>L</td><td>L</td></tr> <tr><td>W</td><td>G/B</td></tr> </table>	G	A	L	L	W	G/B																				
V (V/P)	*	B/Y																																											
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<p>B2-05 COOLING FAN MOTOR NO.1 (F)</p> <table border="1"> <tr><td>B</td><td>Y/W</td></tr> <tr><td>L/O</td><td>R/Y</td></tr> </table>	B	Y/W	L/O	R/Y	<p>B2-06 COOLING FAN MOTOR NO.2 (F)</p> <table border="1"> <tr><td>B</td><td>Y/W</td></tr> <tr><td>L/O</td><td>W</td></tr> </table>	B	Y/W	L/O	W	<p>B2-07 WATER THERMOSTWITCH (FAN) (EM)</p>	<p>B2-08 CHECK CONNECTOR (EM2)</p>	<p>B2-09 COOLING FAN CONTROL MODULE (EM2)</p> <table border="1"> <tr><td>O</td><td>M</td><td>K</td><td>I</td><td>G</td><td>E</td><td>C</td><td>A</td></tr> <tr><td>B/W</td><td>*</td><td>*</td><td>*</td><td>*</td><td>W/L</td><td>B/Y</td><td>*</td></tr> <tr><td>B/G</td><td>*</td><td>*</td><td>B</td><td>*</td><td>*</td><td>*</td><td>*</td></tr> <tr><td>P</td><td>N</td><td>L</td><td>J</td><td>H</td><td>F</td><td>D</td><td>B</td></tr> </table>	O	M	K	I	G	E	C	A	B/W	*	*	*	*	W/L	B/Y	*	B/G	*	*	B	*	*	*	*	P	N	L	J	H	F	D	B	
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B/G	*	*	B	*	*	*	*																																						
P	N	L	J	H	F	D	B																																						
<p>B2-10 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM2) (EM2)</p> <table border="1"> <tr><td>*</td><td>L</td></tr> <tr><td>G/B</td><td>R/Y</td></tr> </table>	*	L	G/B	R/Y	<p>B2-11 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM2) (EM2)</p> <table border="1"> <tr><td>*</td><td>B</td></tr> <tr><td>L/G</td><td>L/O</td></tr> </table>	*	B	L/G	L/O	<p>B2-12 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM2) (F)</p> <table border="1"> <tr><td>B</td><td>B/Y</td></tr> <tr><td>L/O</td><td>L/G</td></tr> </table>	B	B/Y	L/O	L/G	<p>B2-12 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM2) (F)</p> <table border="1"> <tr><td>*</td><td>L</td></tr> <tr><td>G/B</td><td>W</td></tr> </table> <table border="1"> <tr><td>L</td><td>B/Y</td></tr> <tr><td>W</td><td>G/B</td></tr> </table>	*	L	G/B	W	L	B/Y	W	G/B	<p>GROUND</p>																					
*	L																																												
G/B	R/Y																																												
*	B																																												
L/G	L/O																																												
B	B/Y																																												
L/O	L/G																																												
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G/B	W																																												
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W	G/B																																												

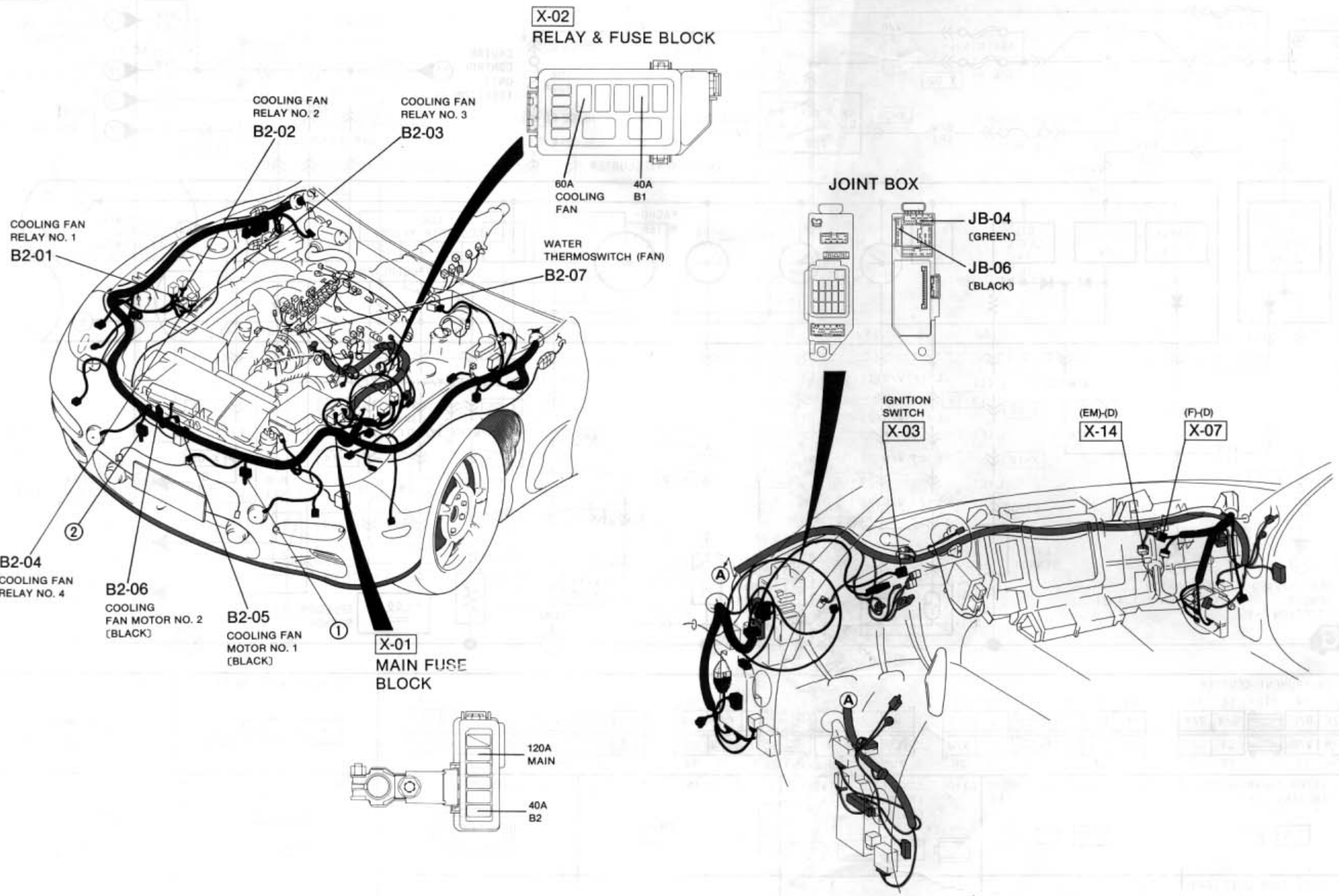
Z WIRING DIAGRAM

B-2 ■ COOLANT FAN SYSTEM



B2-01 COOLANT FAN RELAY NO.1 (F) 	B2-02 COOLANT FAN RELAY NO.2 (EM2) 	B2-03 COOLANT FAN RELAY NO.3 (EM2) 	B2-04 COOLANT FAN RELAY NO.4 (EM2) 		
B2-05 COOLANT FAN MOTOR NO.1 (F) 	B2-06 COOLANT FAN MOTOR NO.2 (F) 	B2-07 WATER THERMOSWITCH (FAN) (EM) 	B2-08 CHECK CONNECTOR (EM2) 	B2-09 COOLANT FAN CONTROL MODULE (EM2) 	
B2-10 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM) 	B2-11 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM) 	B2-12 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM) 	B2-12 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM) 	GROUND 	

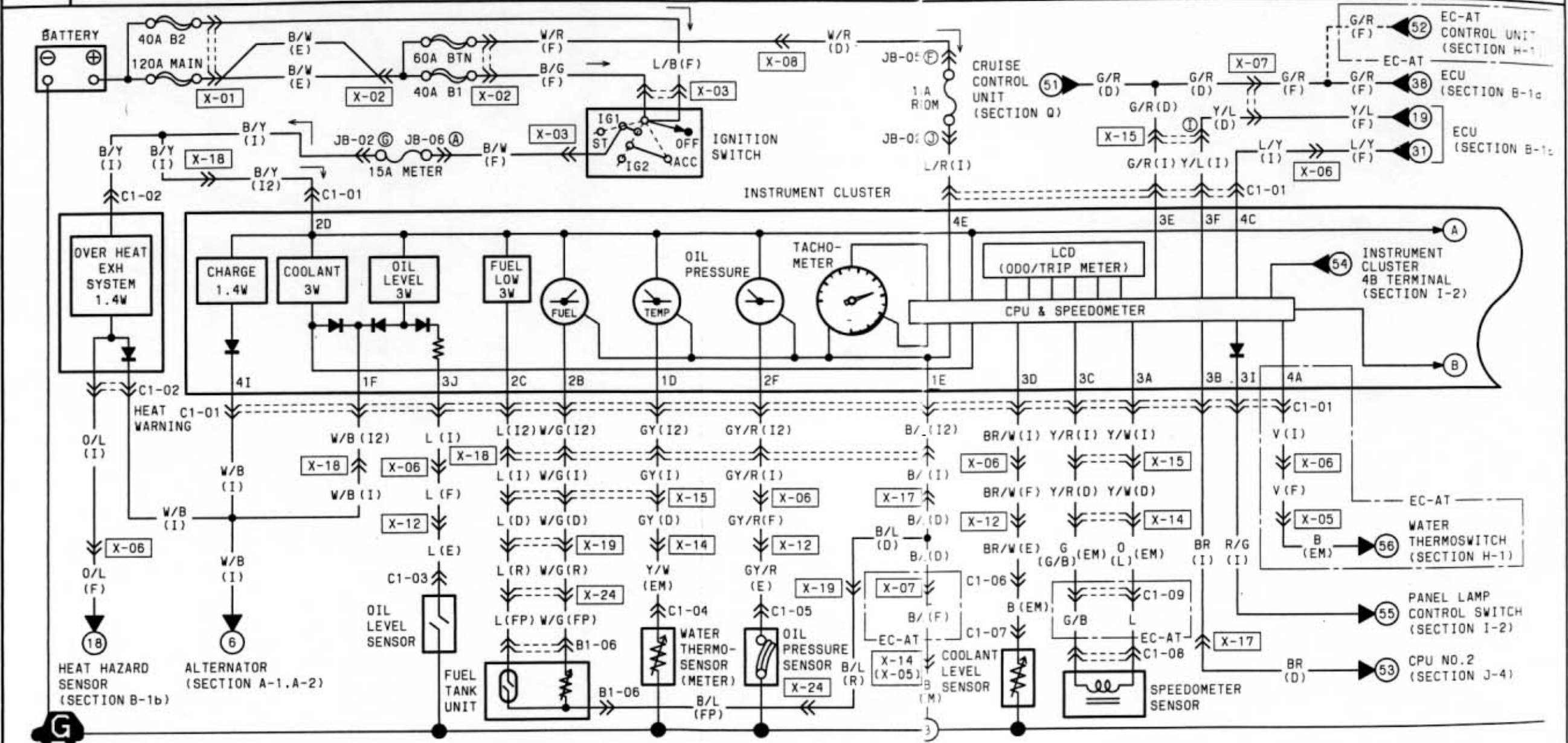
B-2



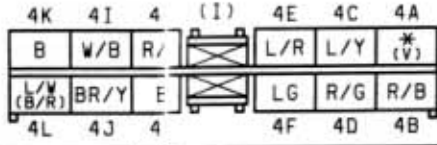
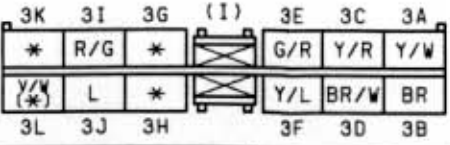
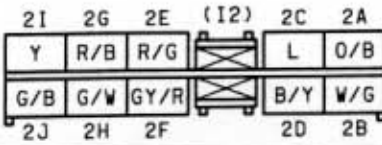
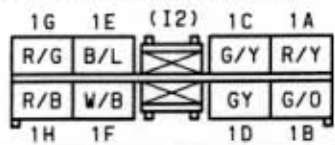
Z WIRING DIAGRAM

C-1a INSTRUMENT CLUSTER & WARNING LAMPS

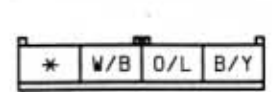
()...EC-A*



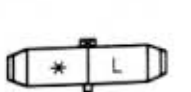
C1-01 INSTRUMENT CLUSTER



C1-02 HEAT WARNING (I)



C1-03 OIL LEVEL SENSOR (I)



C1-04 WATER THERMOSENSOR (METER) (EM)



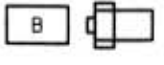
C1-05 OIL PRESSURE SENSOR (E)



C1-06 CONNECTOR BETWEEN EMISSION(EM) & ENGINE(E)



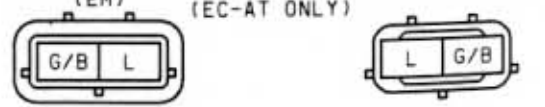
C1-07 COOLANT LEVEL SENSOR (EM)



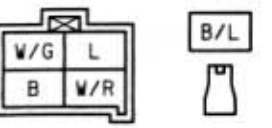
C1-08 SPEEDOMETER SENSOR (EM)



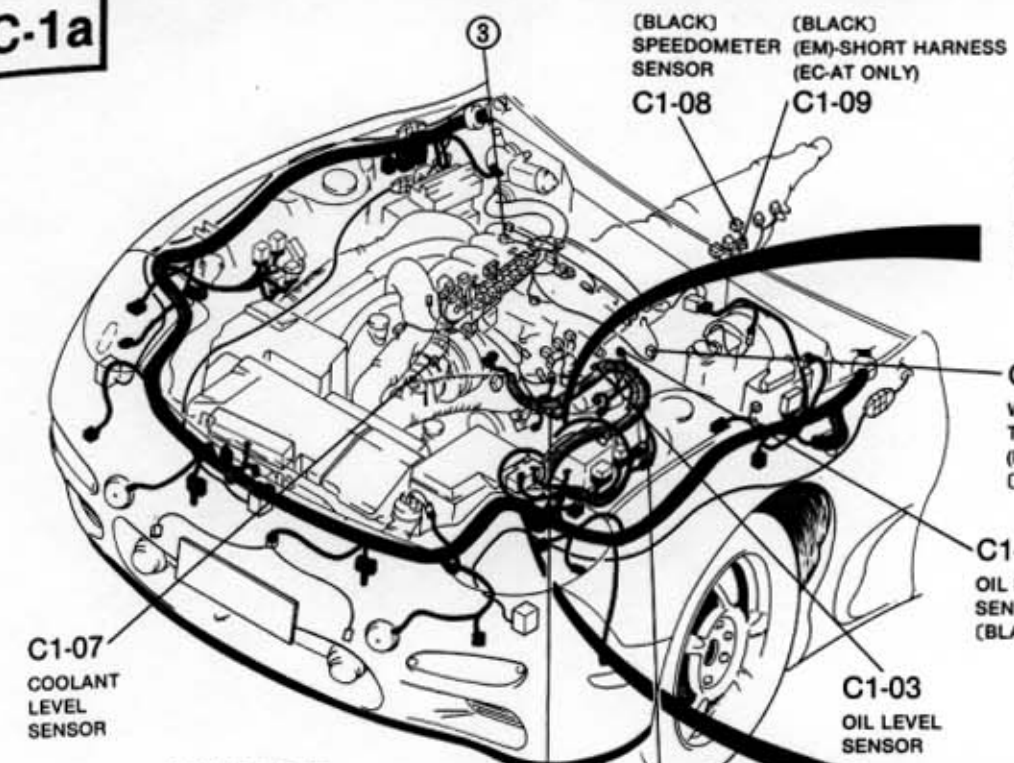
C1-09 CONNECTOR BETWEEN EMISSION (EM) & SHORT HARNESS (EC-AT ONLY)



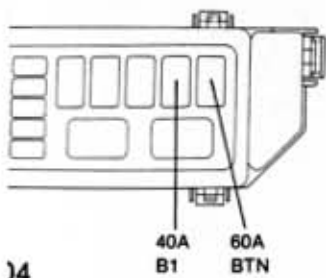
B1-06 FUEL TANK UNIT (FP)



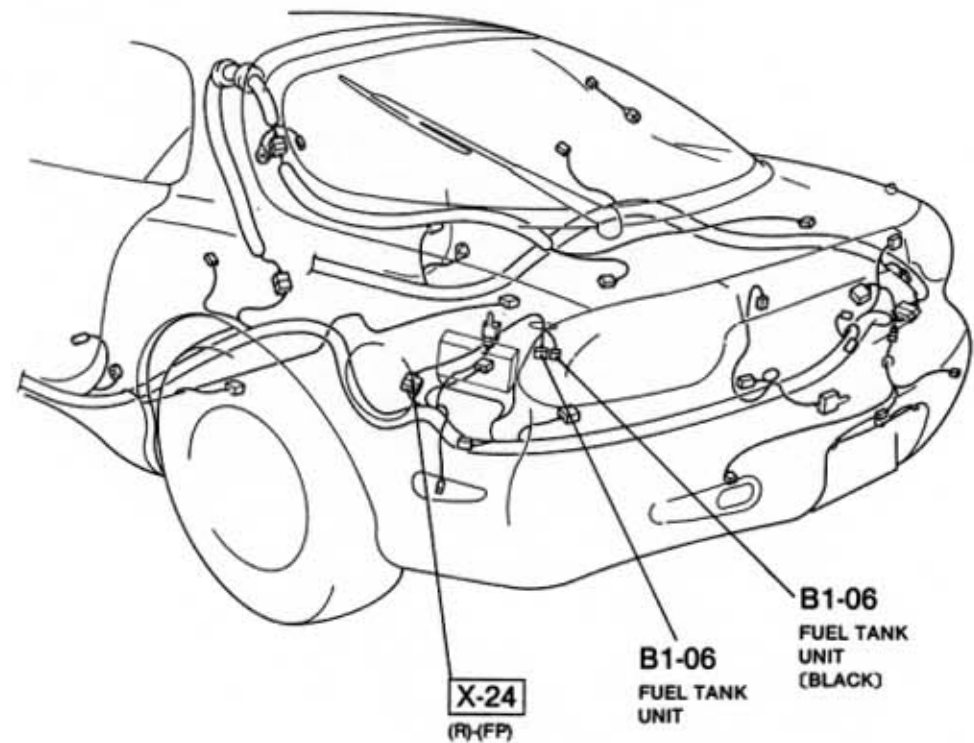
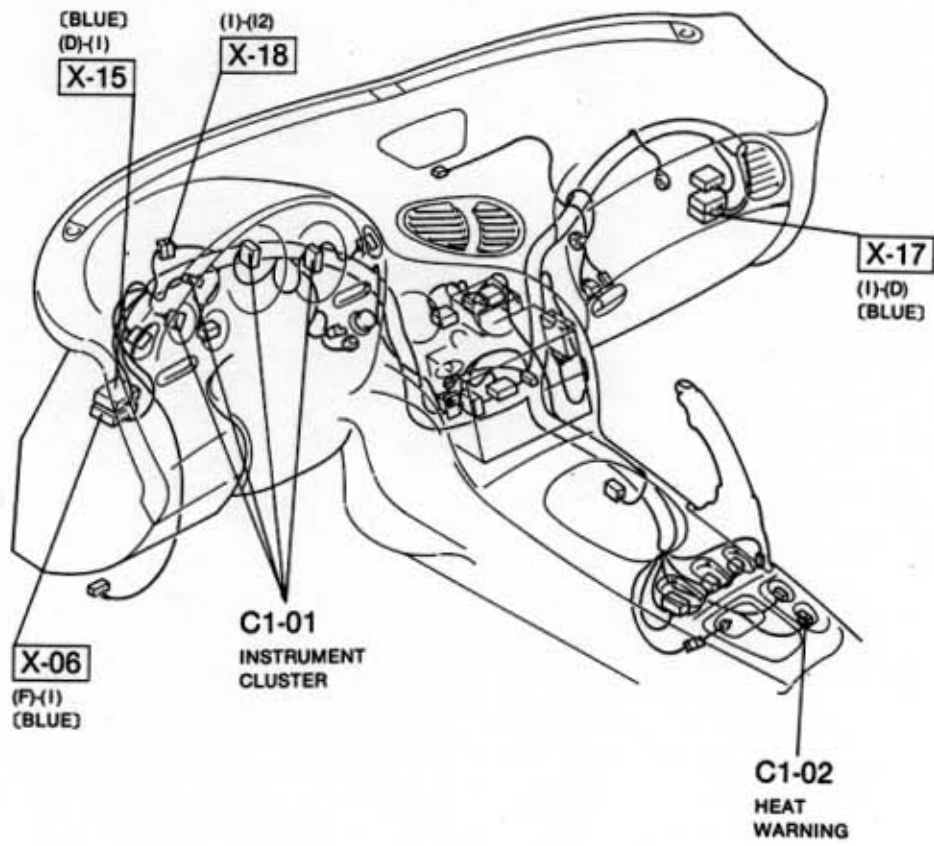
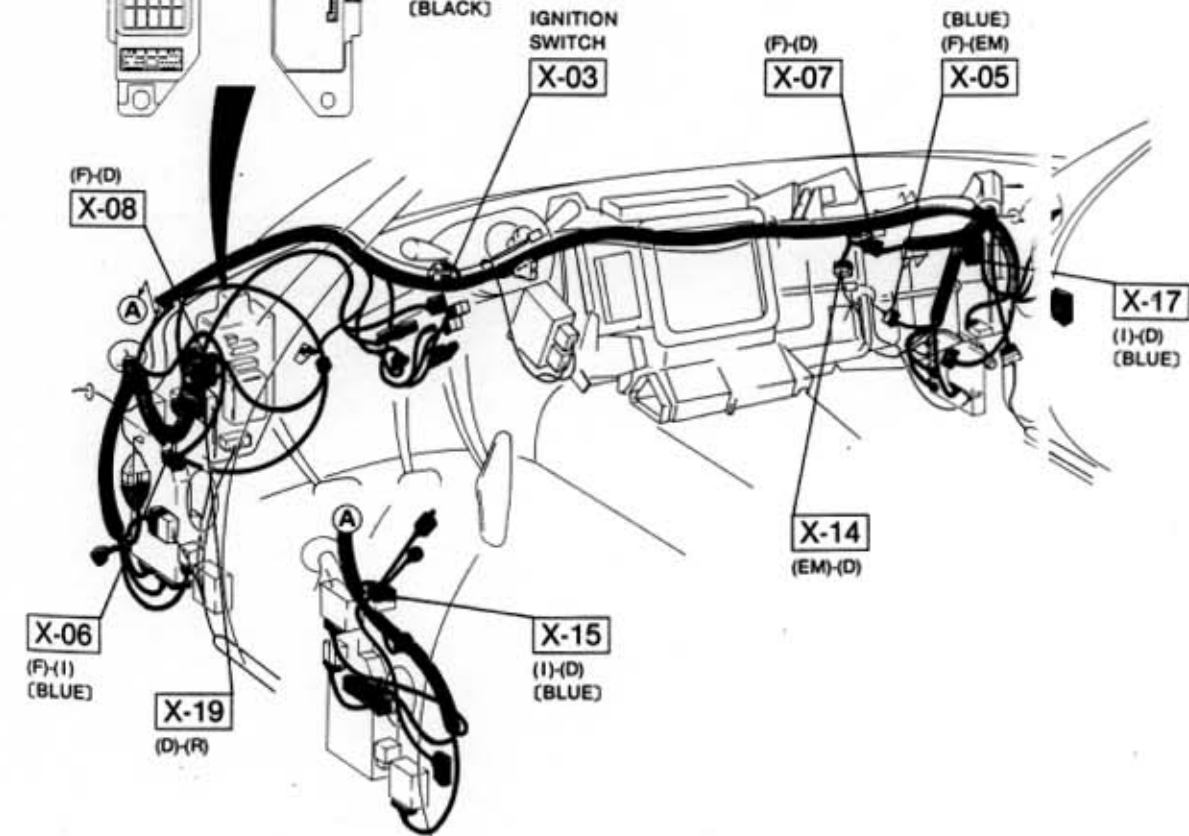
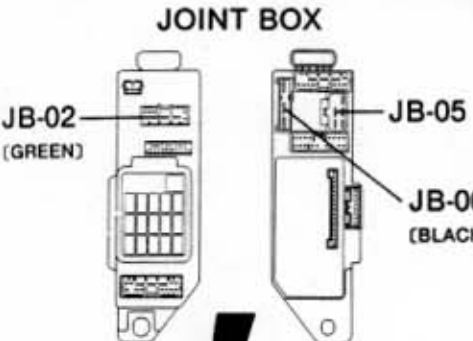
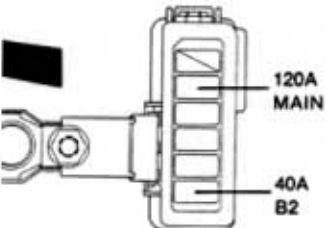
C-1a



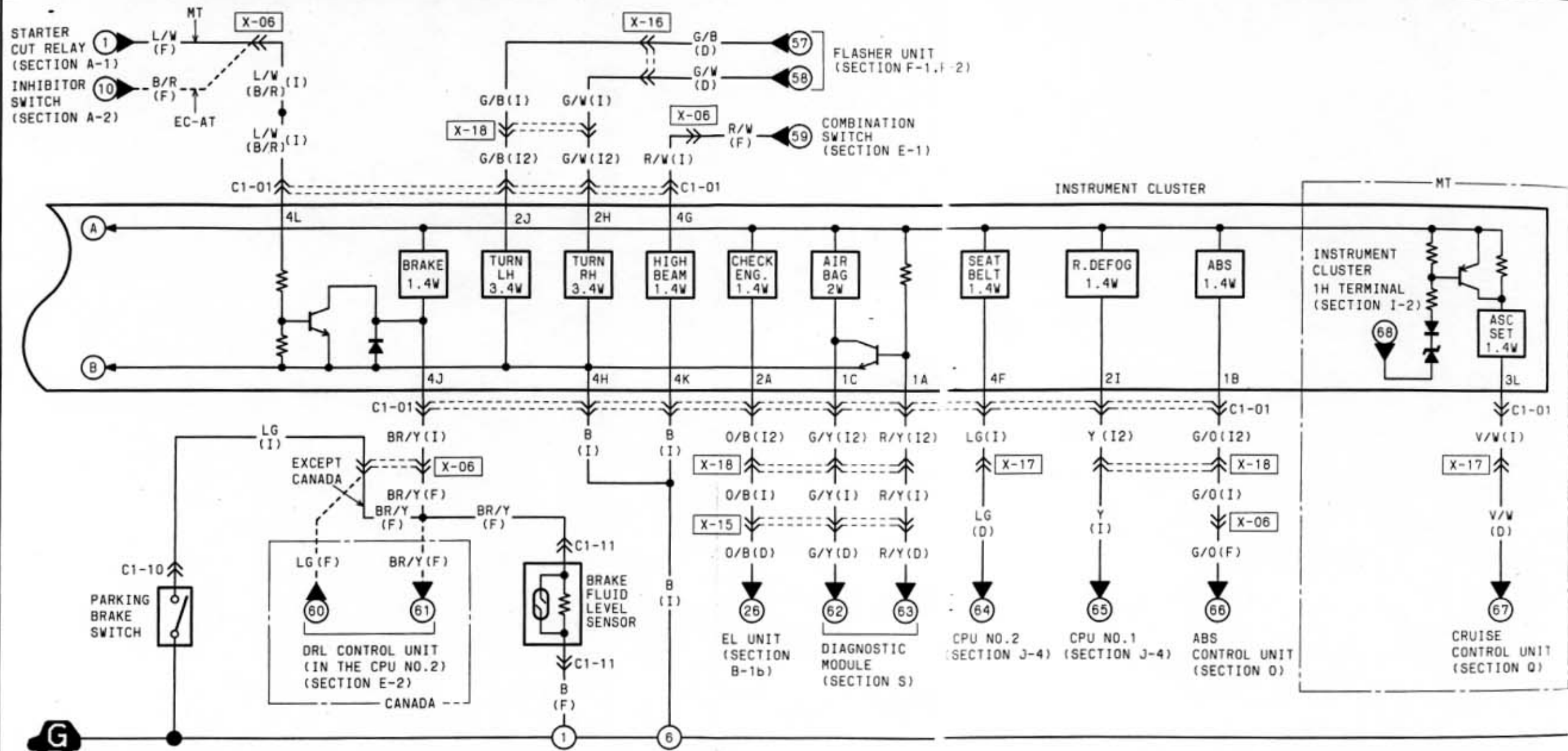
RELAY & FUSE BLOCK



MAIN FUSE BLOCK



C-1b INSTRUMENT CLUSTER & WARNING LAMPS



C1-01 INSTRUMENT CLUSTER

1G	1E	(I2)	1C	1A
R/G	B/L		G/Y	R/Y
R/B	W/B		GY	G/O
1H	1F		1D	1B

2I	2G	2E	(I2)	2C	2A
Y	R/B	R/G		L	O/B
G/B	G/W	GY/R		B/Y	W/G
2J	2H	2F		2D	2B

3K	3I	3G	(I)	3E	3C	3A
*	R/G	*		G/R	Y/R	Y/W
Y/W	L	*		Y/L	BR/W	BR
3L	3J	3H		3F	3D	3B

4K	4I	(I)	4E	4C	4A
B	W/B	R	L/R	L/Y	(V)
L/W	BR/Y		LG	R/G	R/B
4L	4J		4F	4D	4B

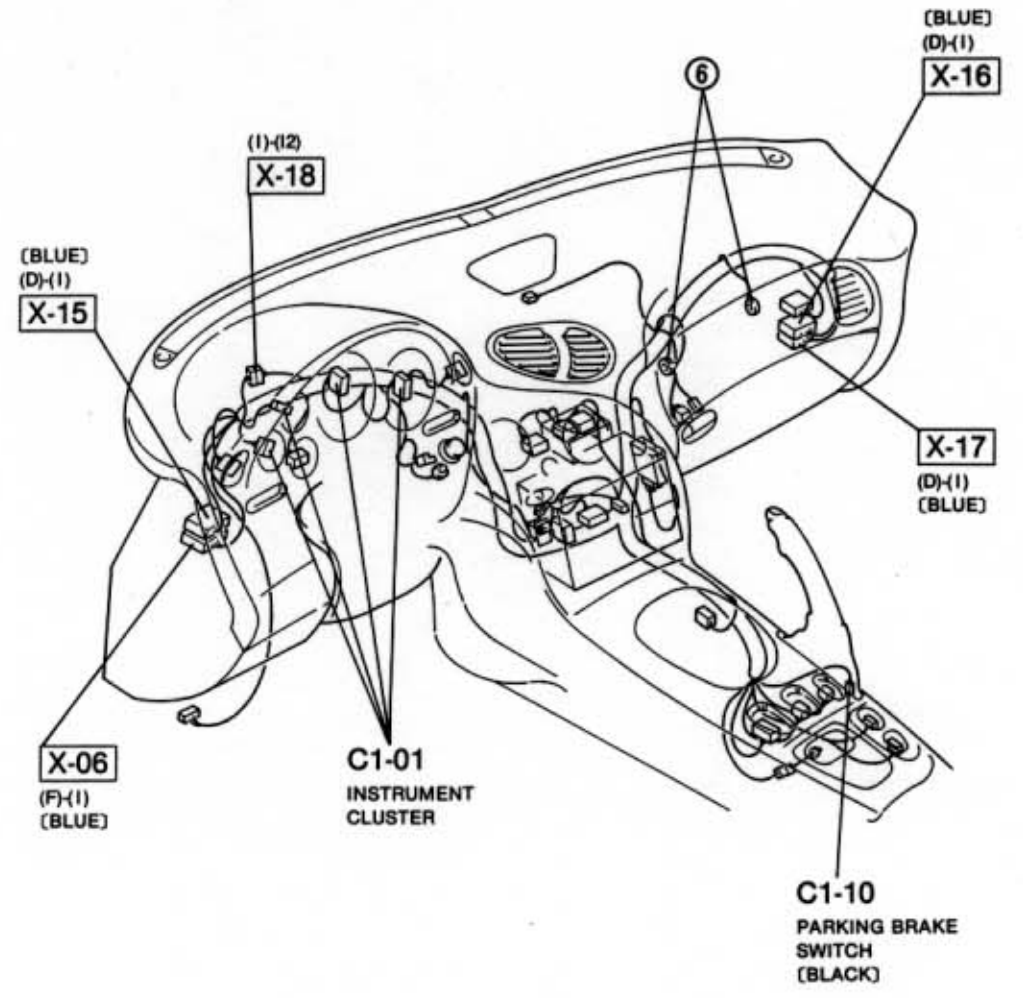
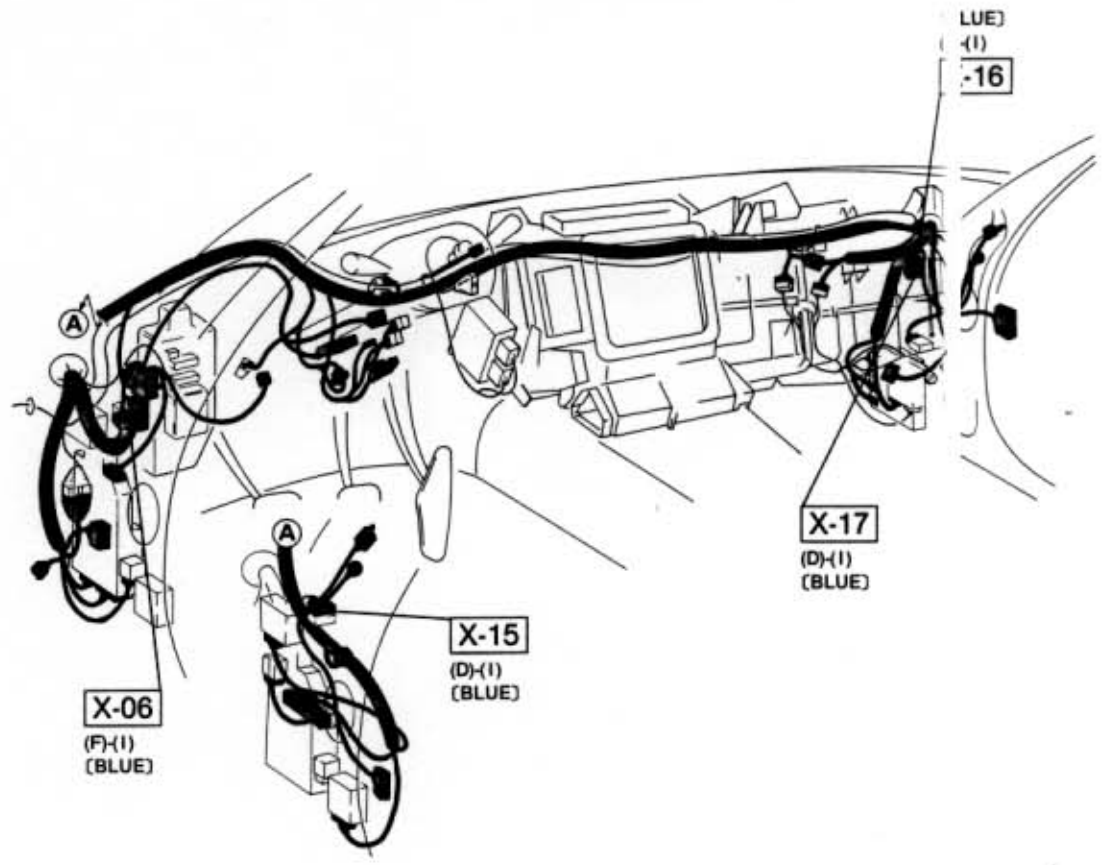
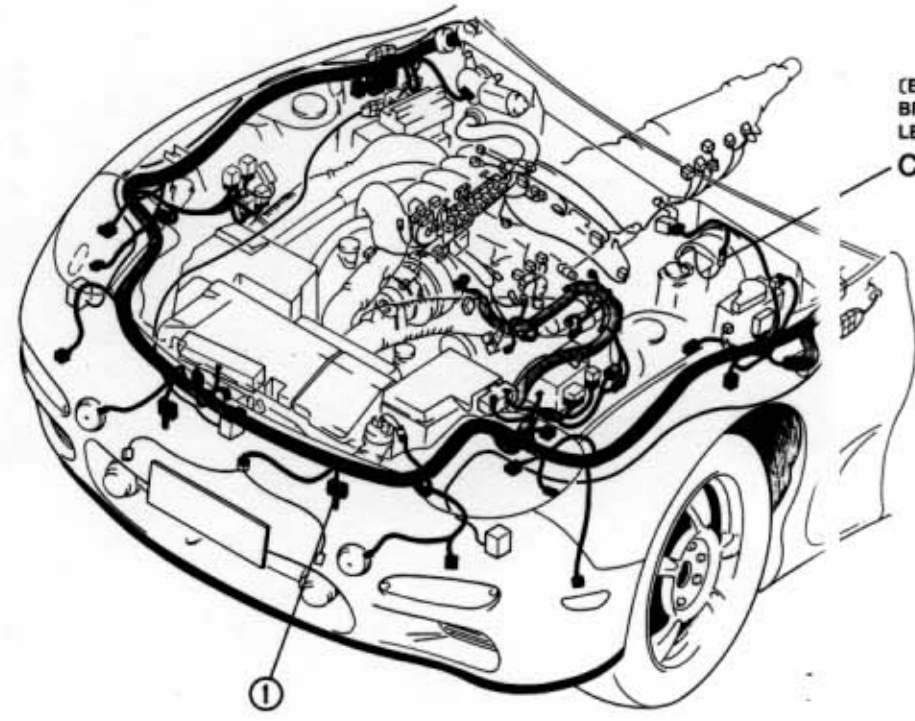
C1-10 PARKING BRAKE SWITCH (I)



C1-11 BRAKE FLUID LEVEL SENSOR (F)

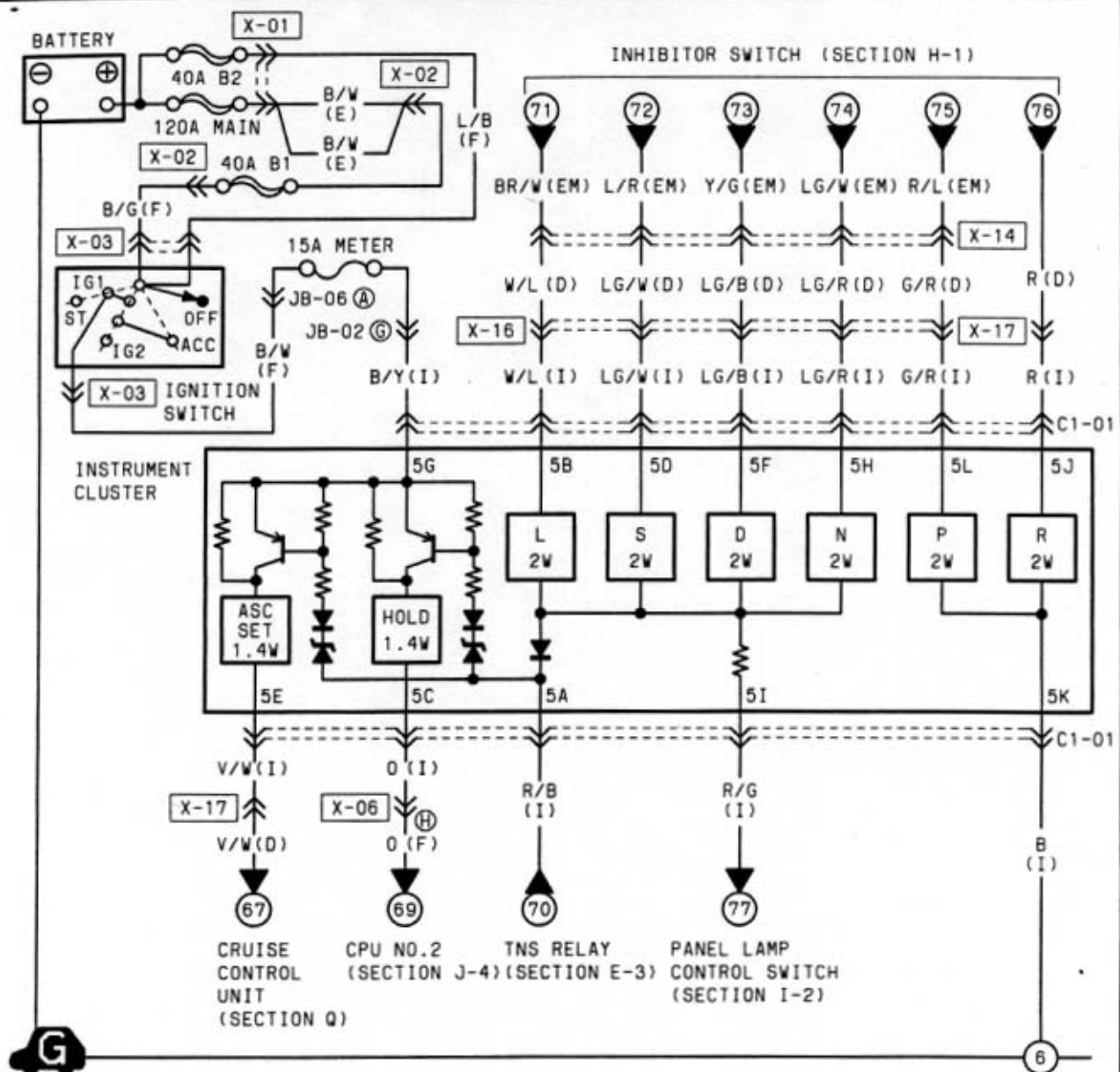


C-1b



Z WIRING DIAGRAM

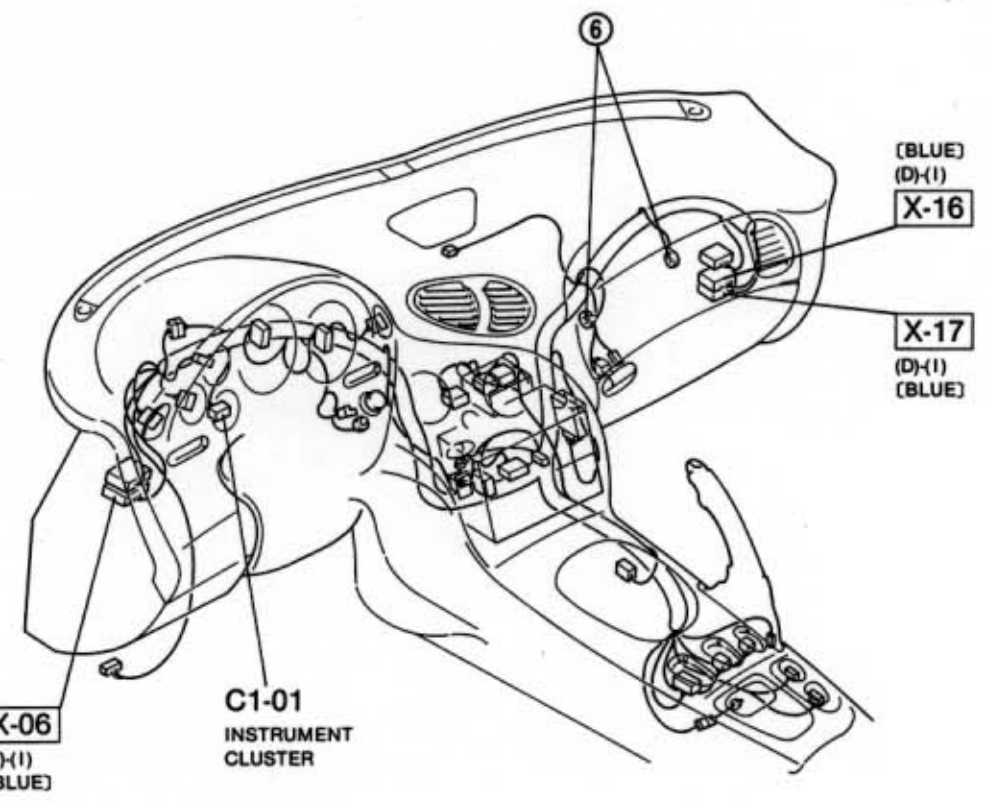
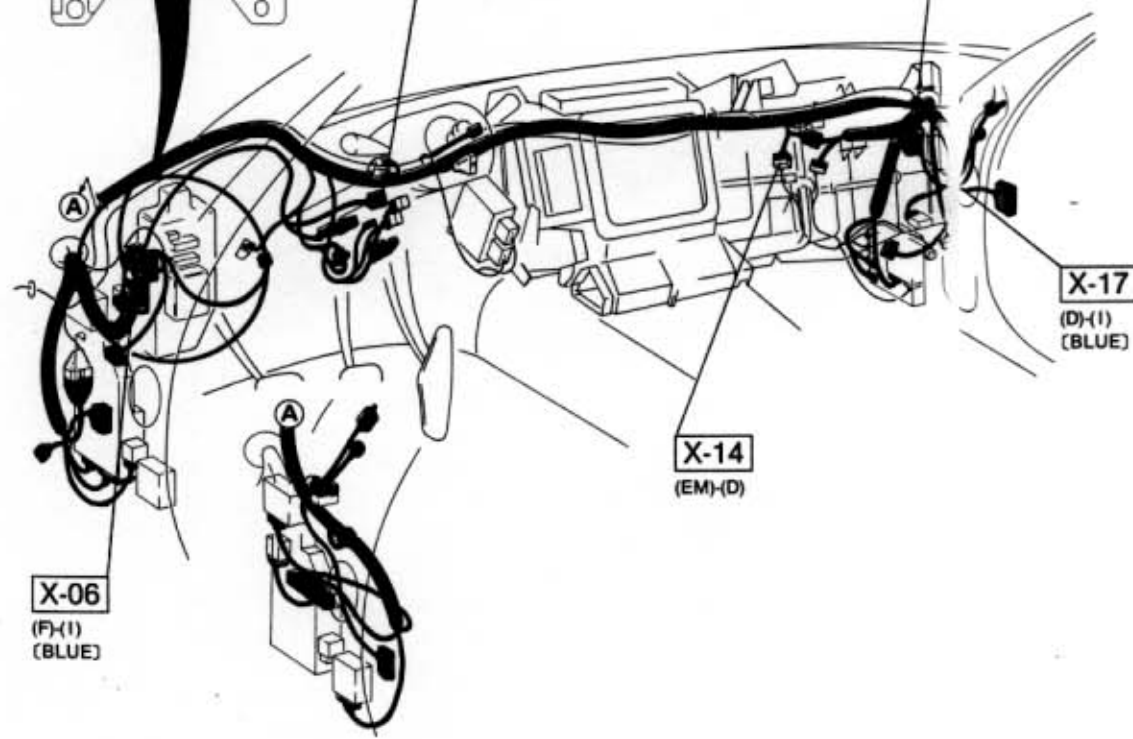
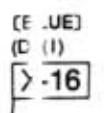
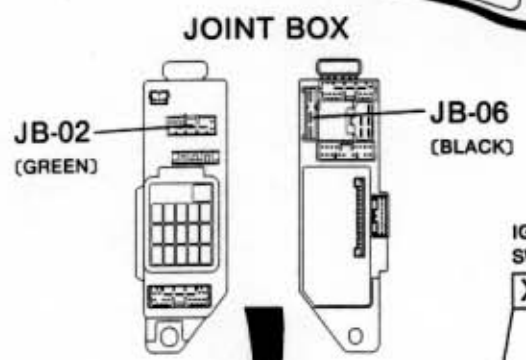
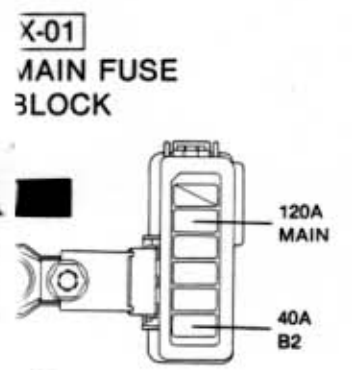
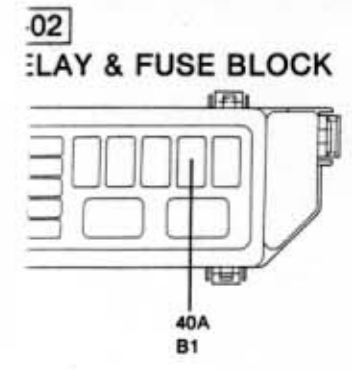
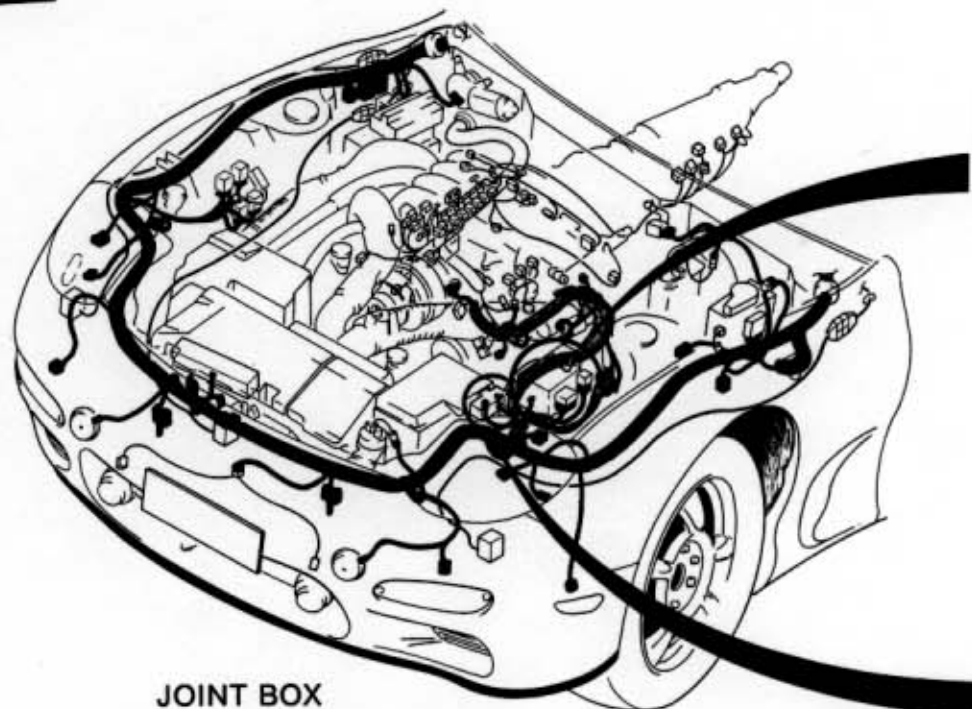
C-2 EC-AT ■ INSTRUMENT CLUSTER & WARNING LAMPS ■ SELECTOR INDICATOR LAMPS



C1-01 INSTRUMENT CLUSTER (I)

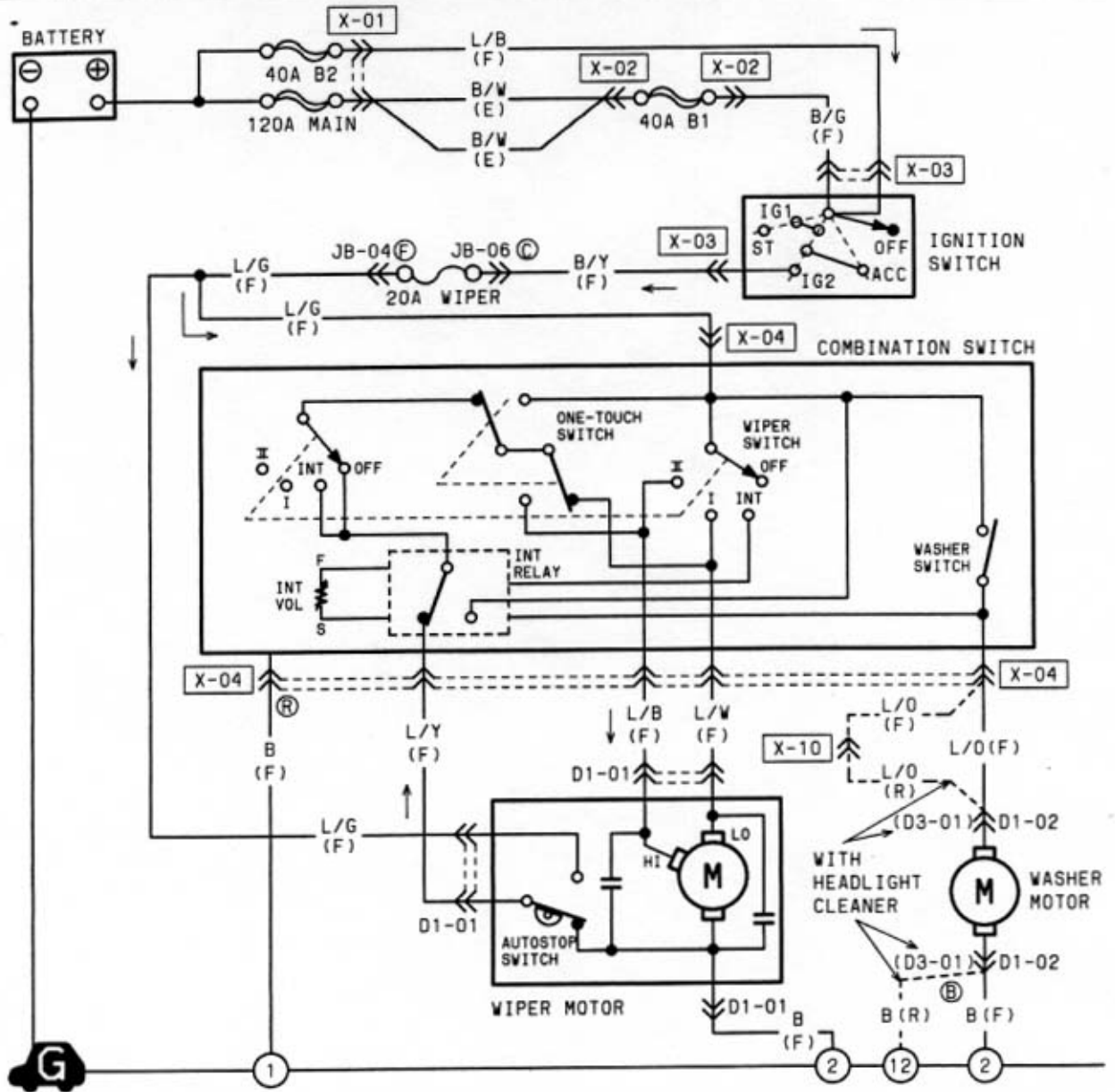
5K	5I	5G	5E	5C	5A
B	R/G	B/Y	V/W	O	R/B
G/R	R	LG/R	LG/B	LG/W	W/L
5L	5J	5H	5F	5D	5B

C-2



Z WIRING DIAGRAM

D-1 ■ WINDSHIELD WIPER & WASHER



D1-01 WIPER MOTOR (F)

B	L/W	L/B
*	L/G	L/Y

D1-02 WASHER MOTOR (F)

B
L/O

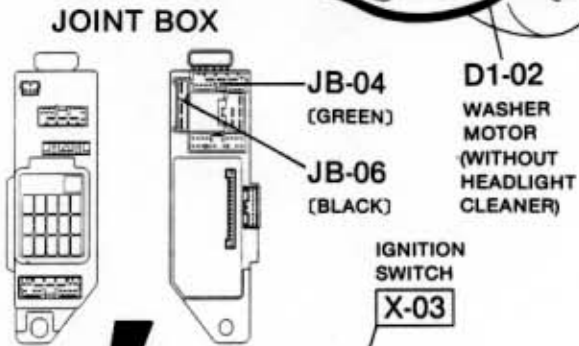
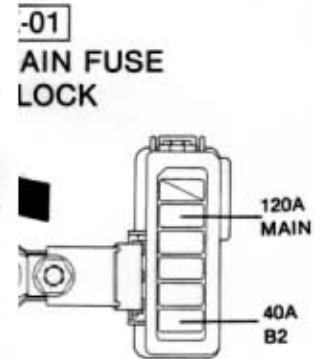
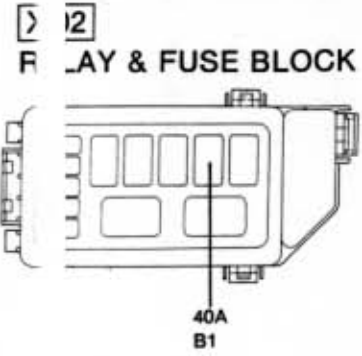
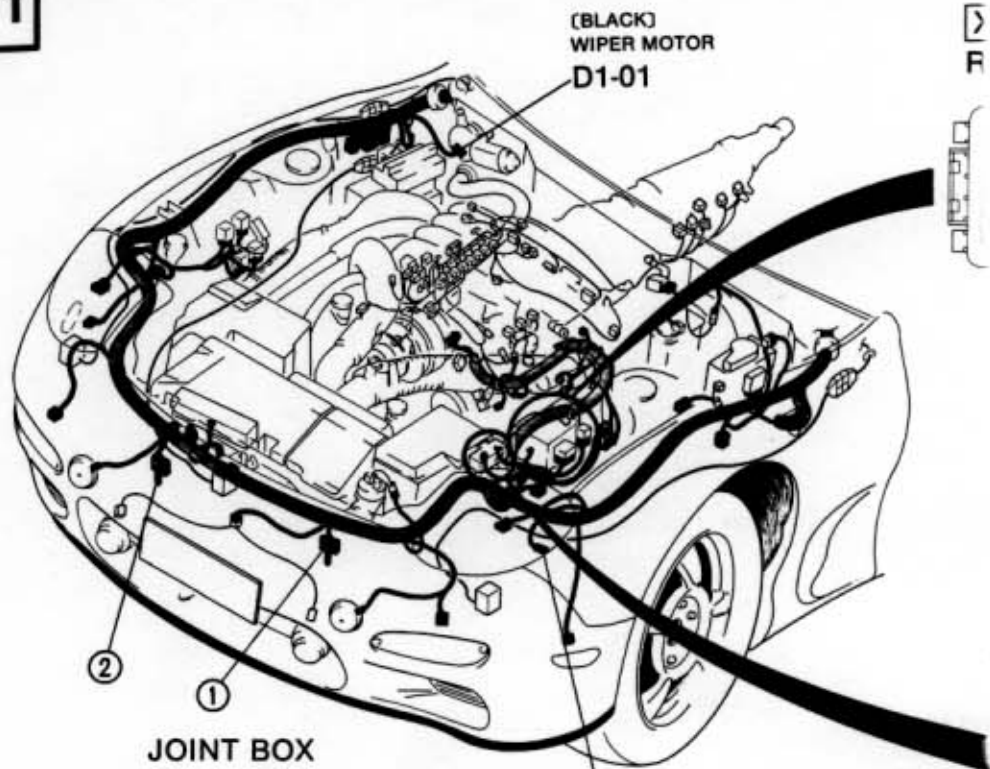
(WITHOUT HEADLIGHT CLEANER)

D3-01 WASHER MOTOR (R)

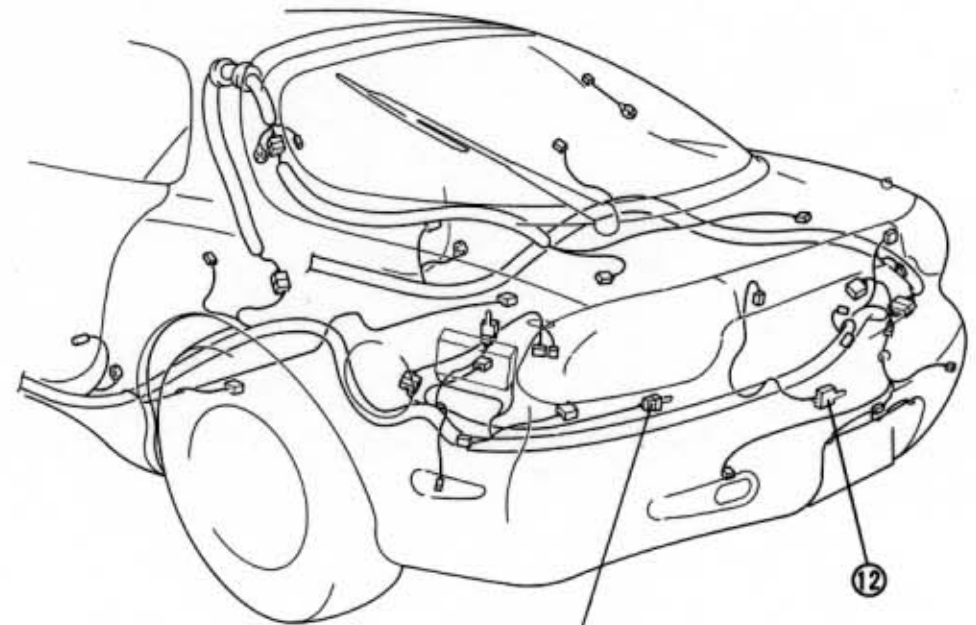
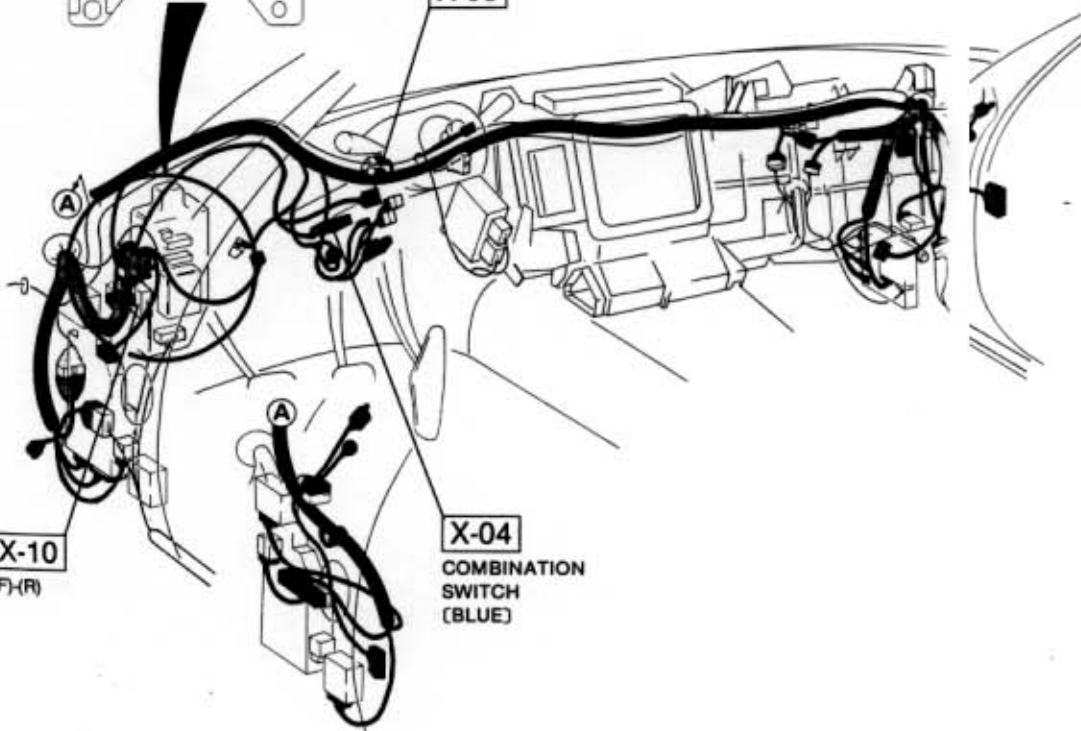
R/W	*	*	⊗	*	*	L/O
R/L	W	*	B	B		

(WITH HEADLIGHT CLEANER) [Ⓓ] [Ⓑ]

D-1



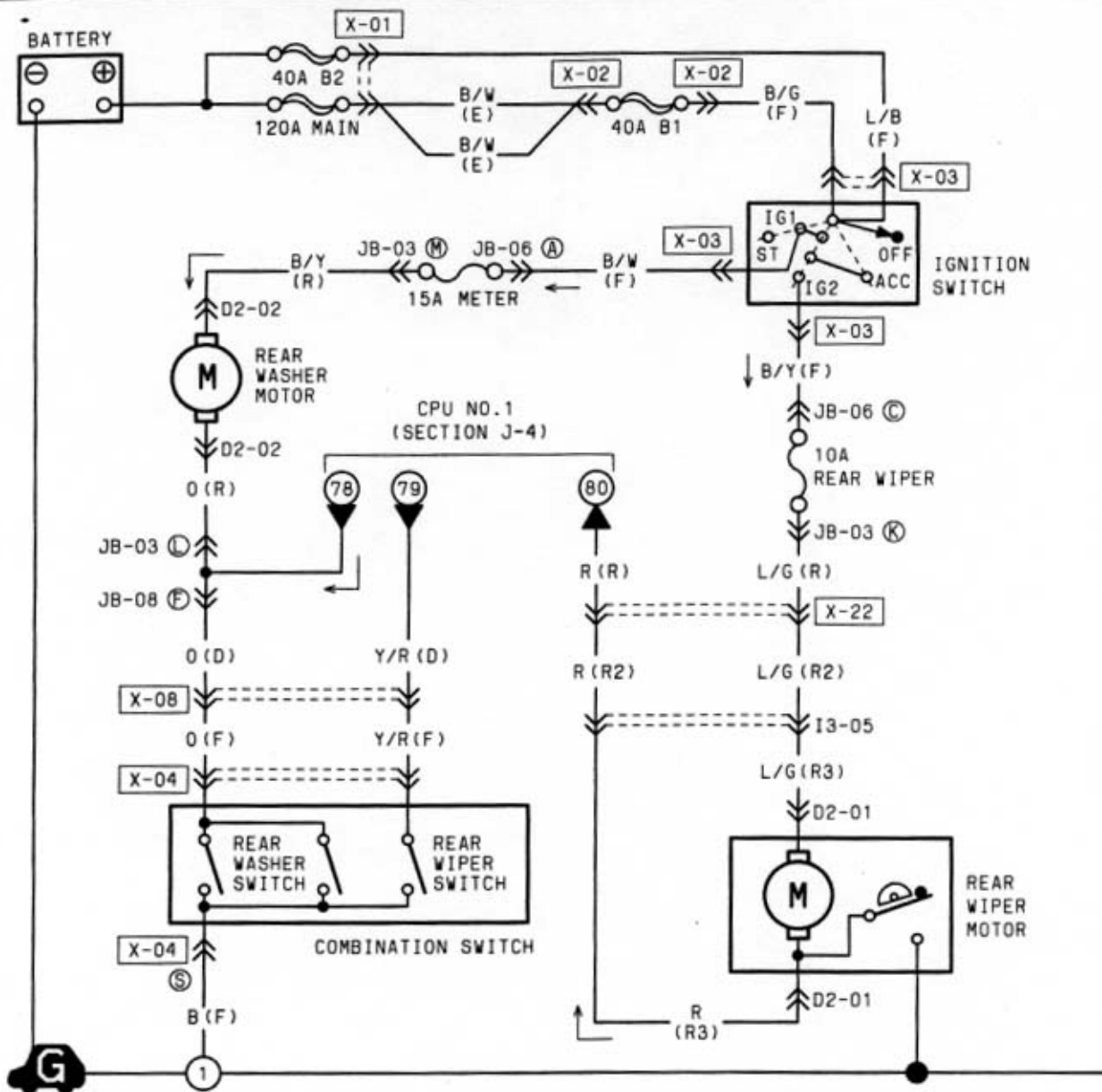
IGNITION SWITCH X-03



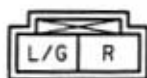
X-10 (F-R)

Z WIRING DIAGRAM

D-2 ■ REAR WIPER & WASHER



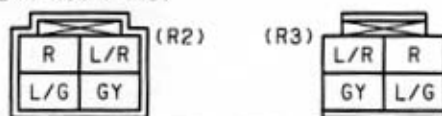
D2-01 REAR WIPER MOTOR (R3)



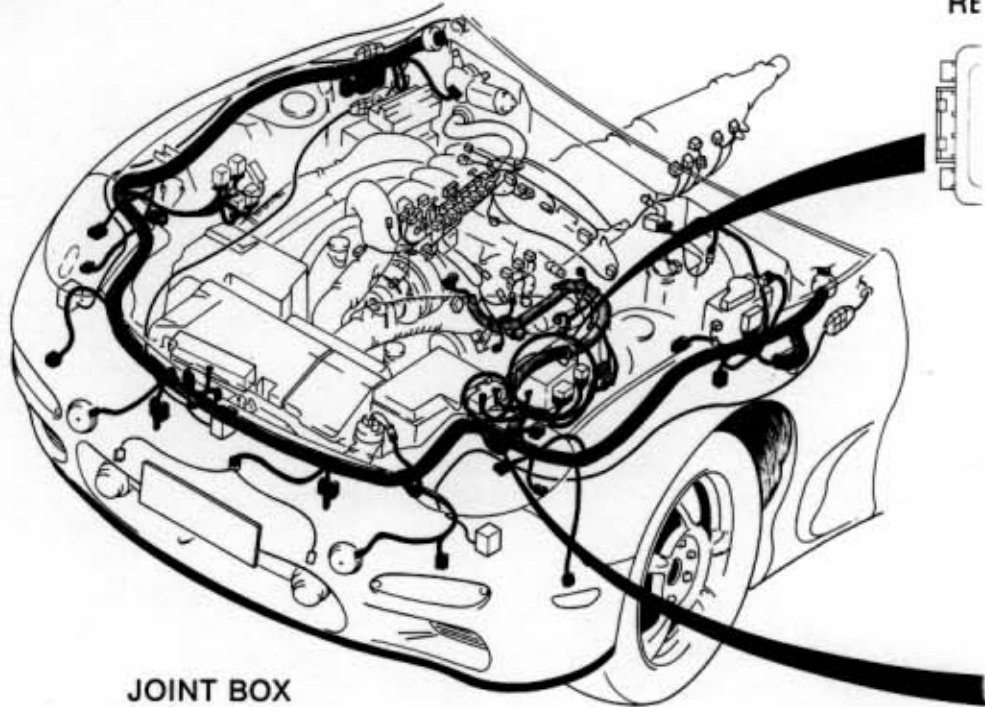
D2-02 REAR WASHER MOTOR (R)



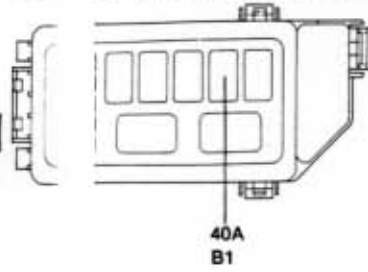
I3-05 CONNECTOR BETWEEN REAR NO.2 (R2) & REAR NO.3 (R3)



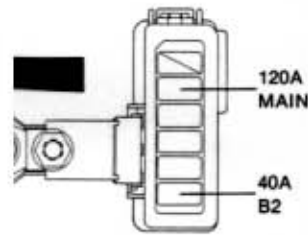
D-2



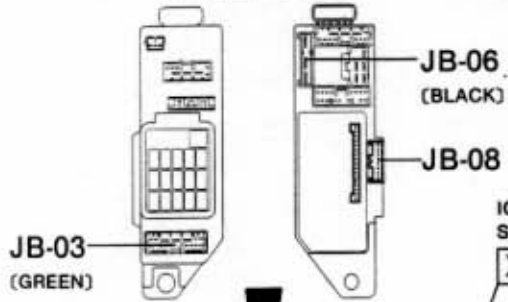
X-1 RELAY & FUSE BLOCK



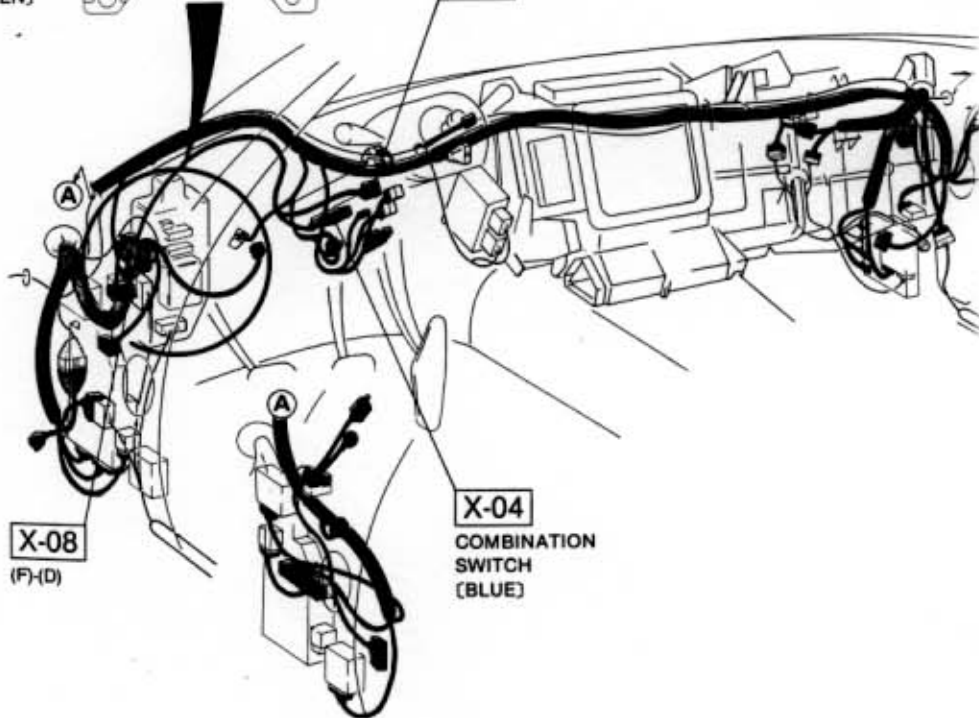
C-01 MAIN FUSE BLOCK



JOINT BOX

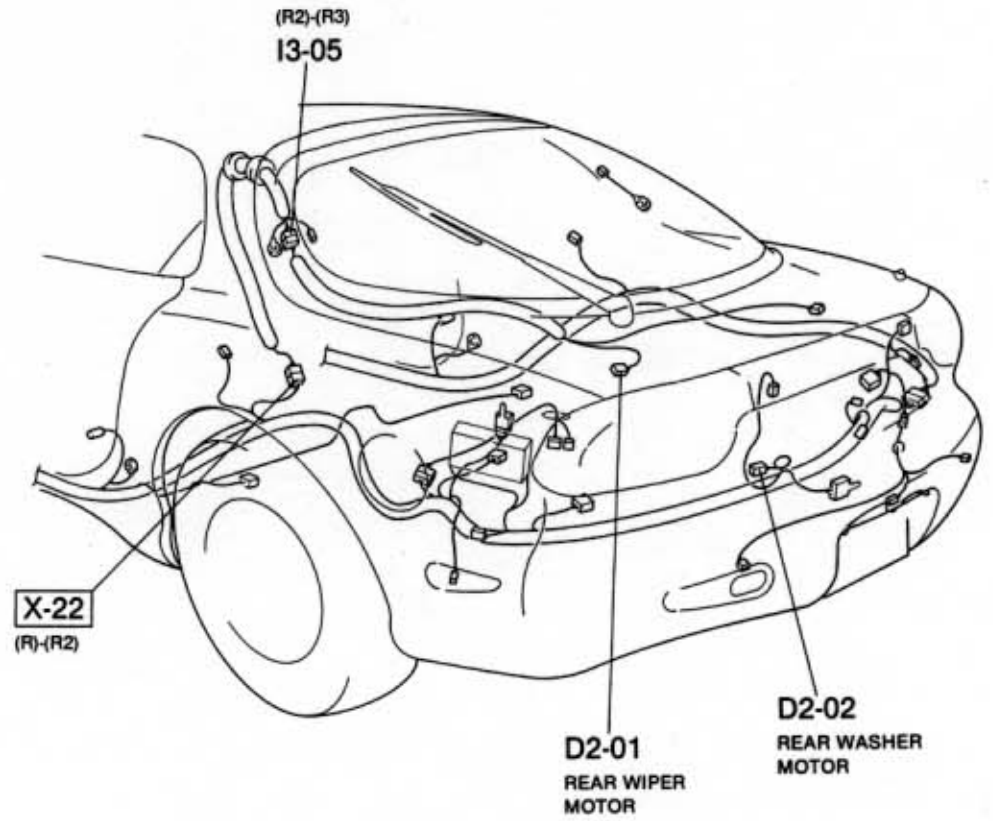


IGNITION SWITCH X-03

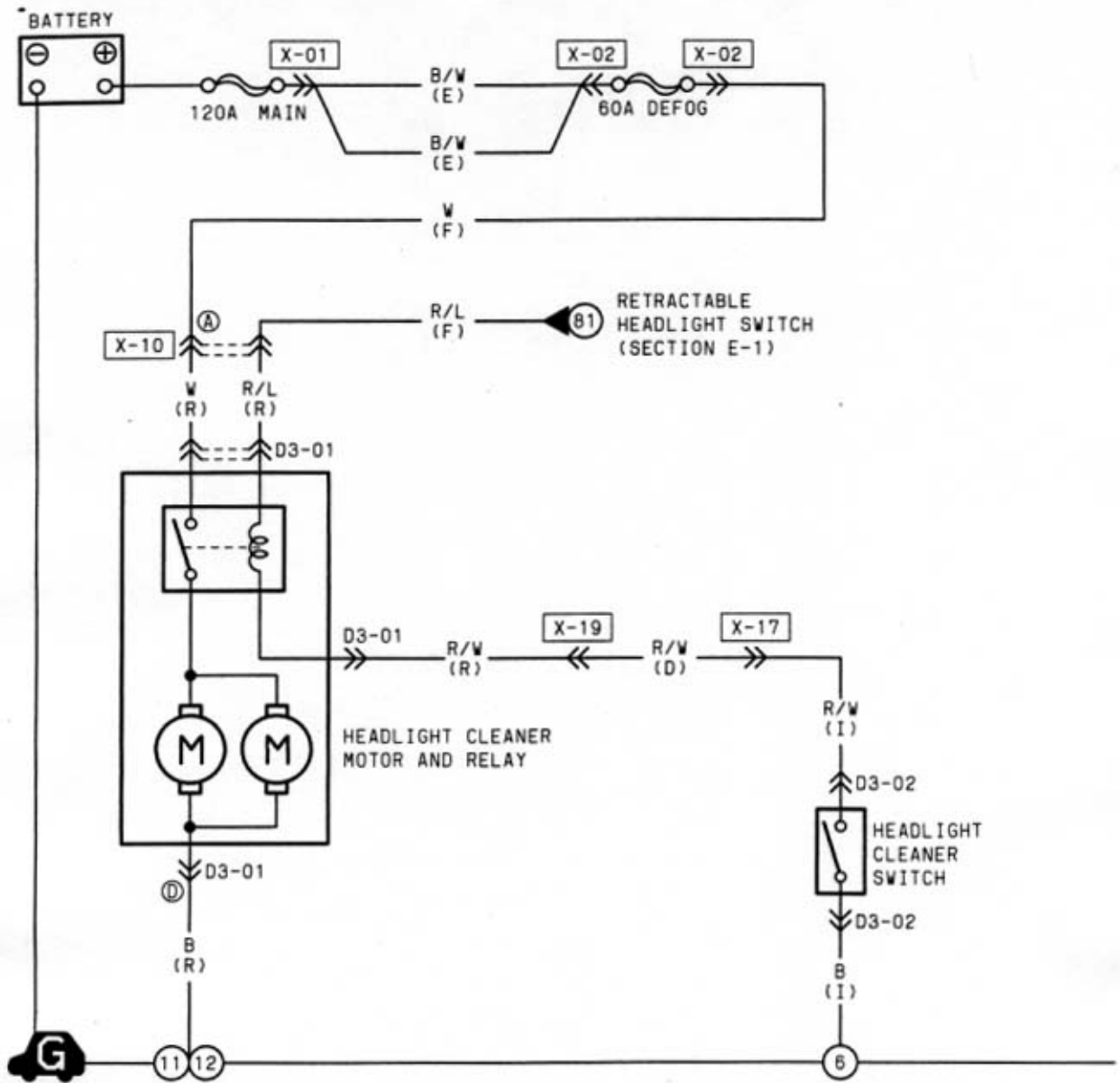


X-08 (F-D)

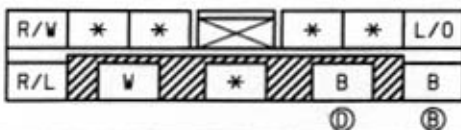
X-04 COMBINATION SWITCH (BLUE)



D-3 CANADA ■ HEADLIGHT CLEANER



D3-01 HEADLIGHT CLEANER MOTOR AND RELAY (R)

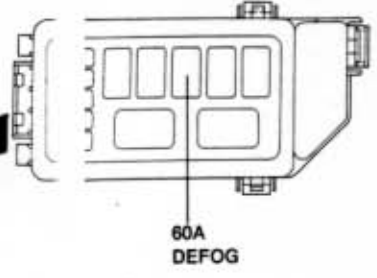


D3-02 HEADLIGHT CLEANER SWITCH (I)

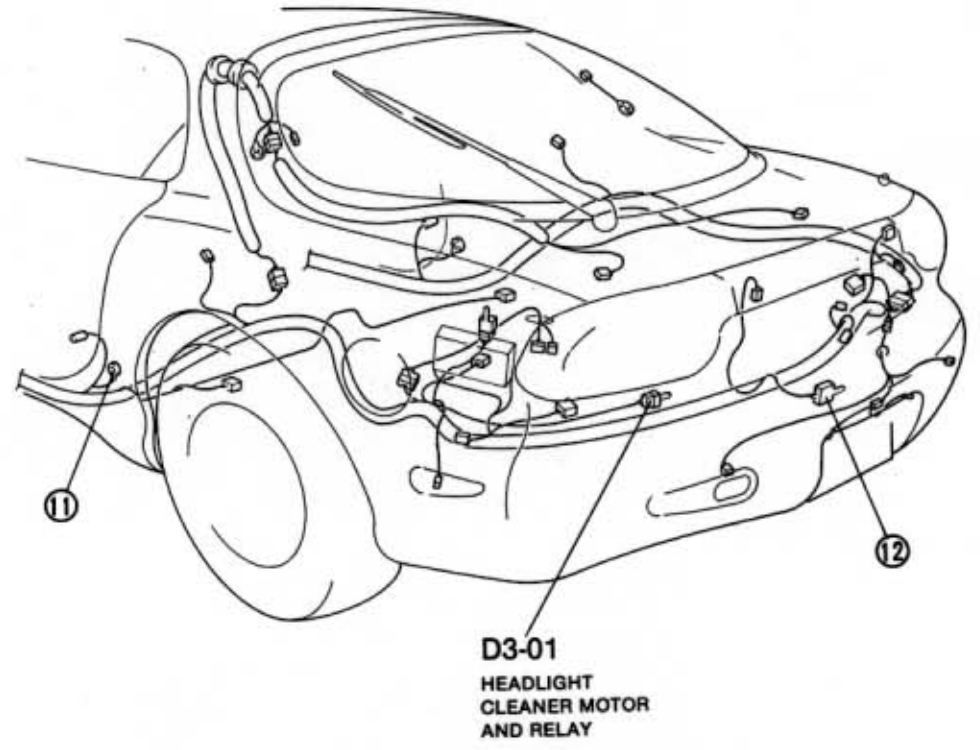
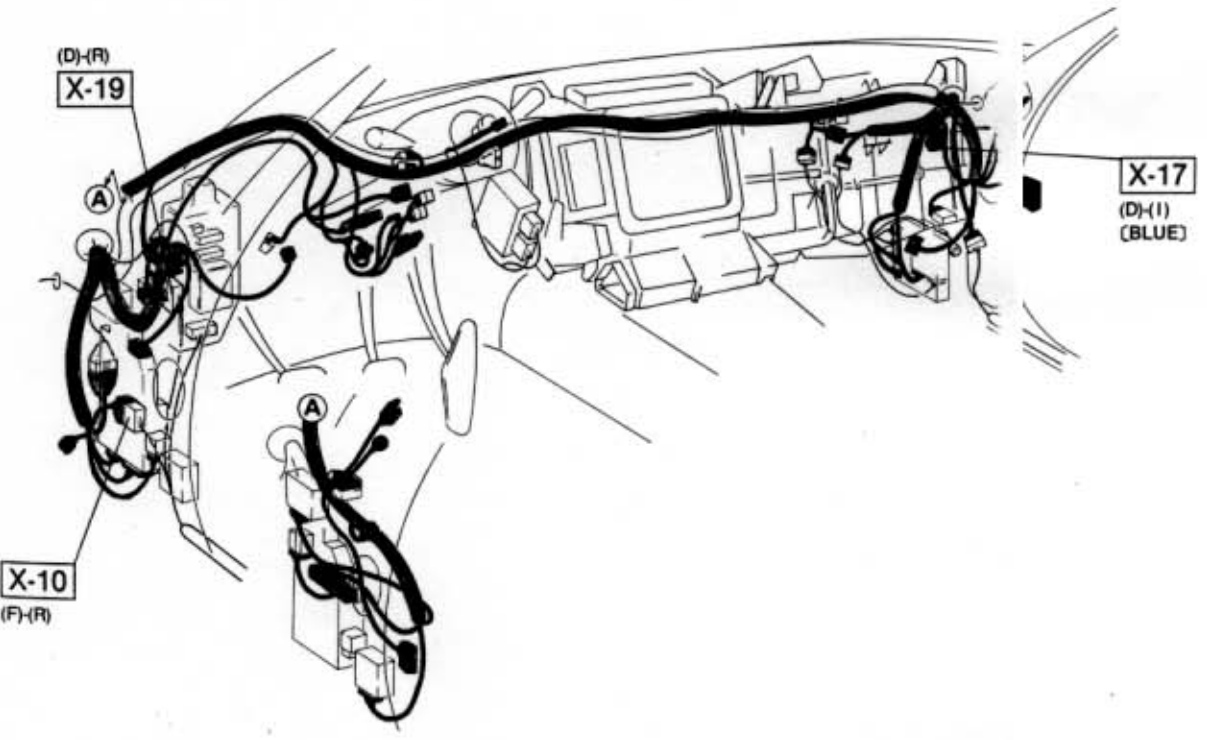
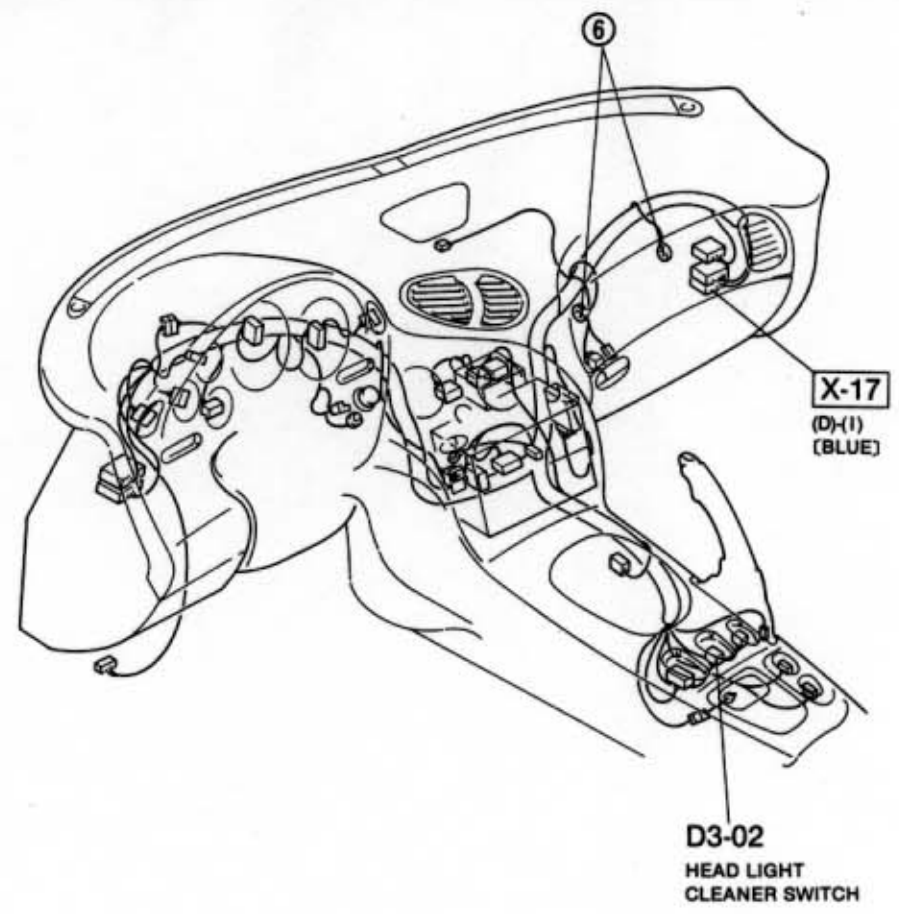
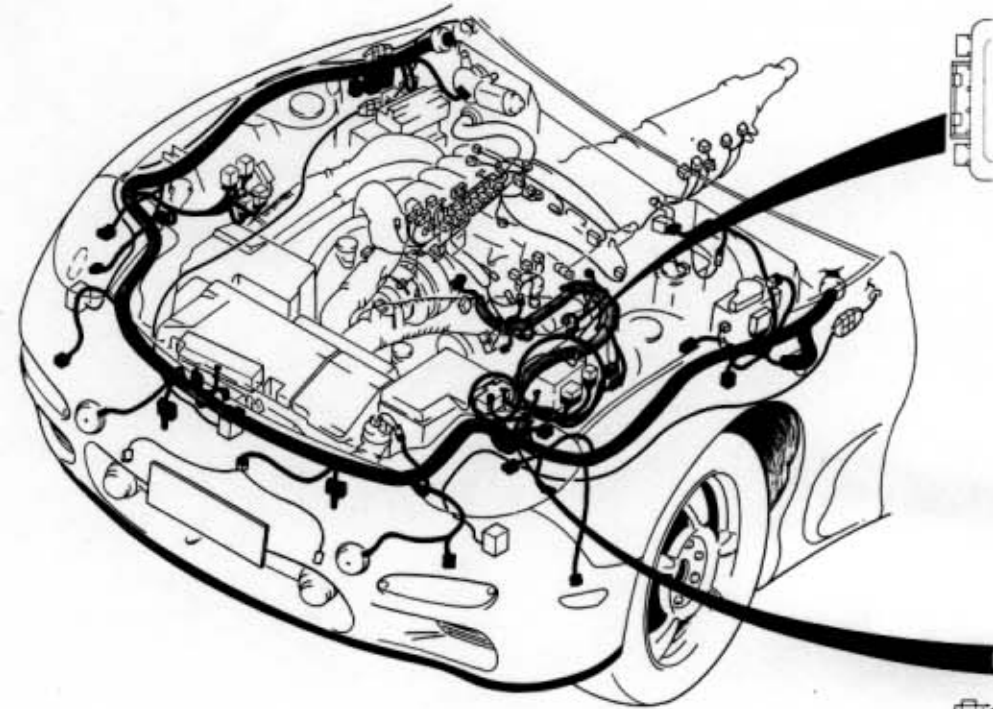
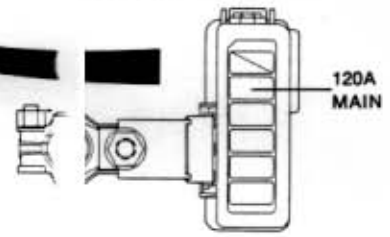


D-3

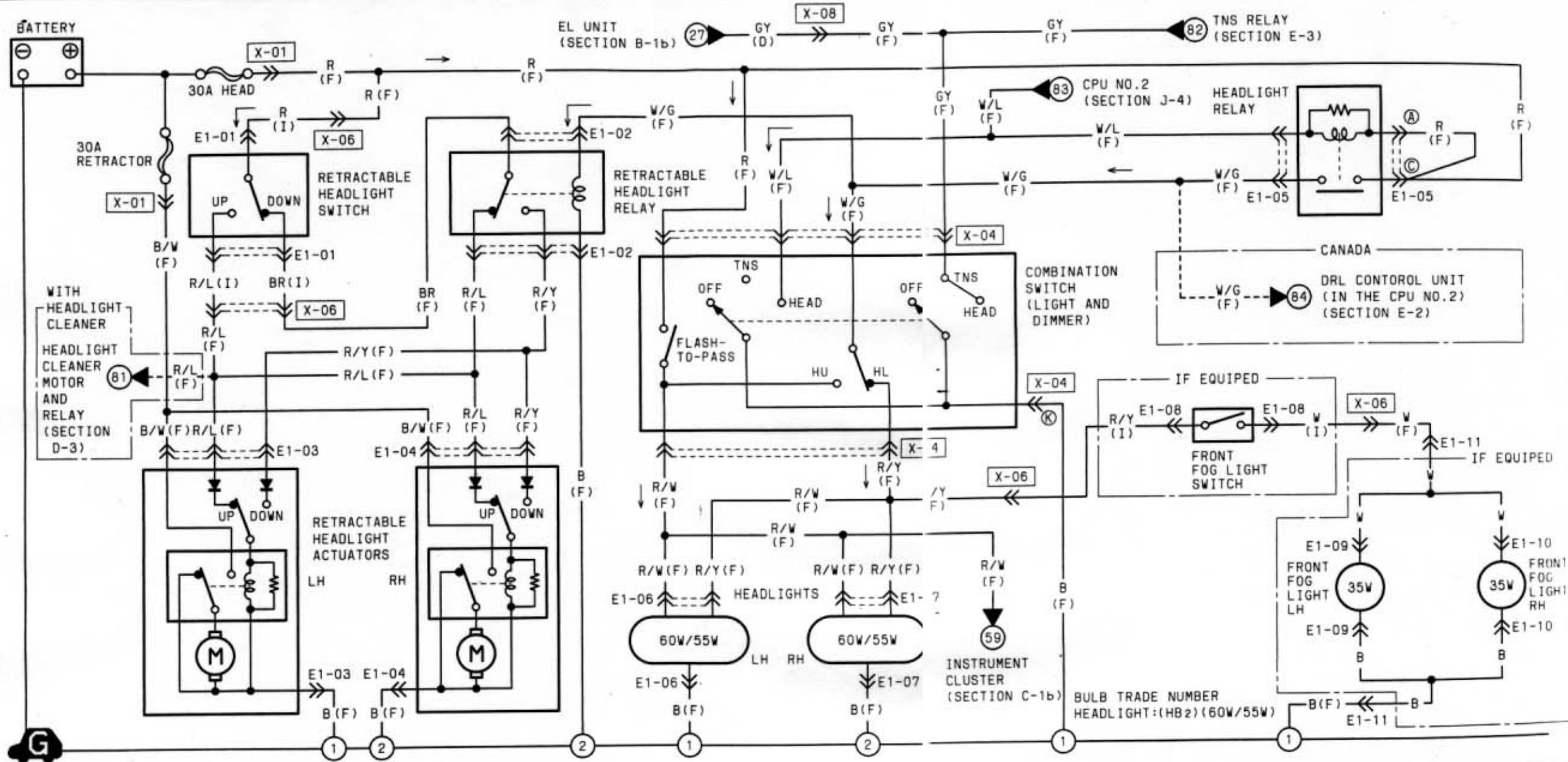
X-2
RELAY & FUSE BLOCK



X-01
MAIN FUSE BLOCK

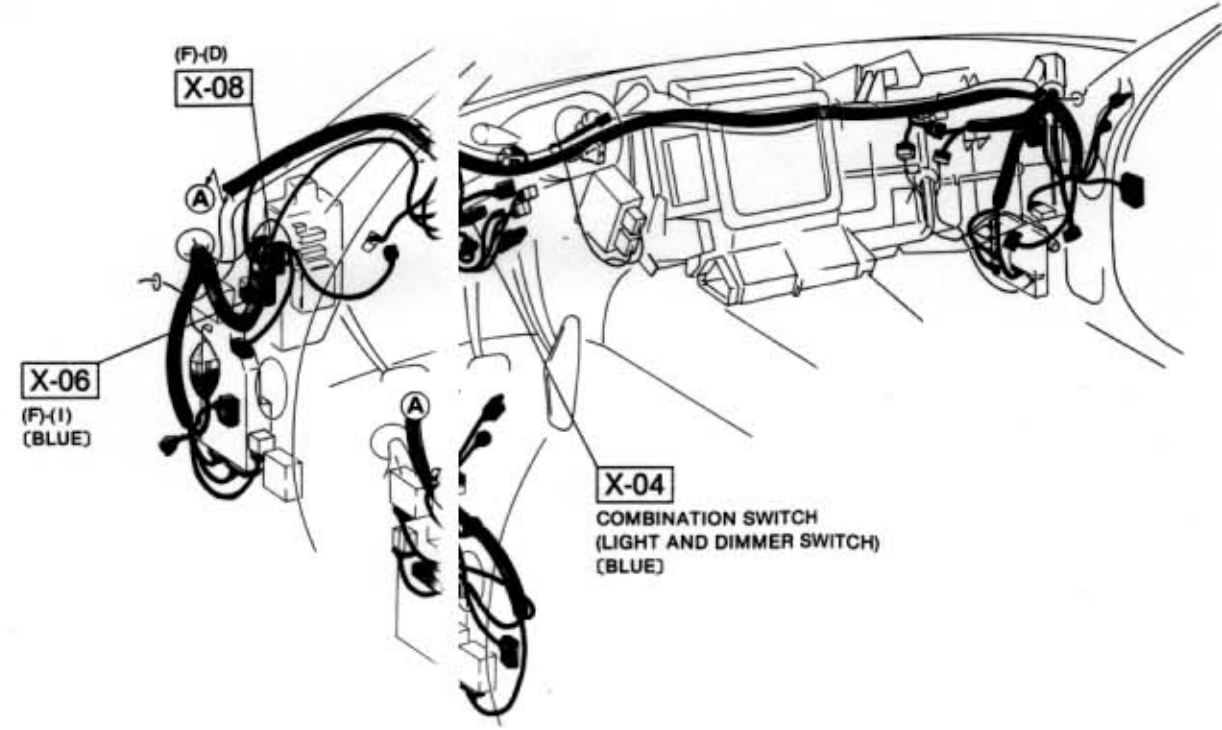
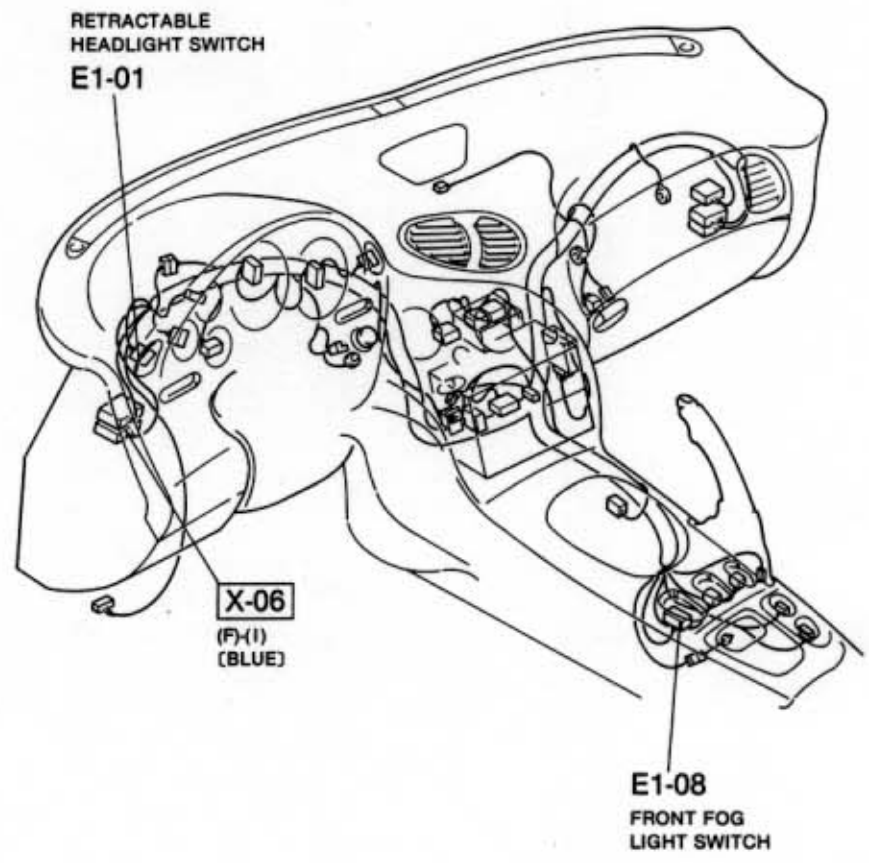
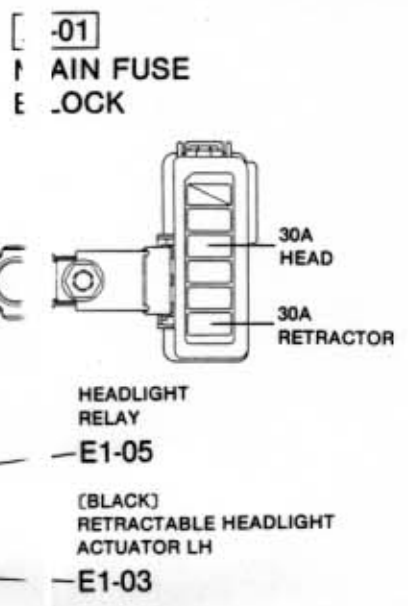
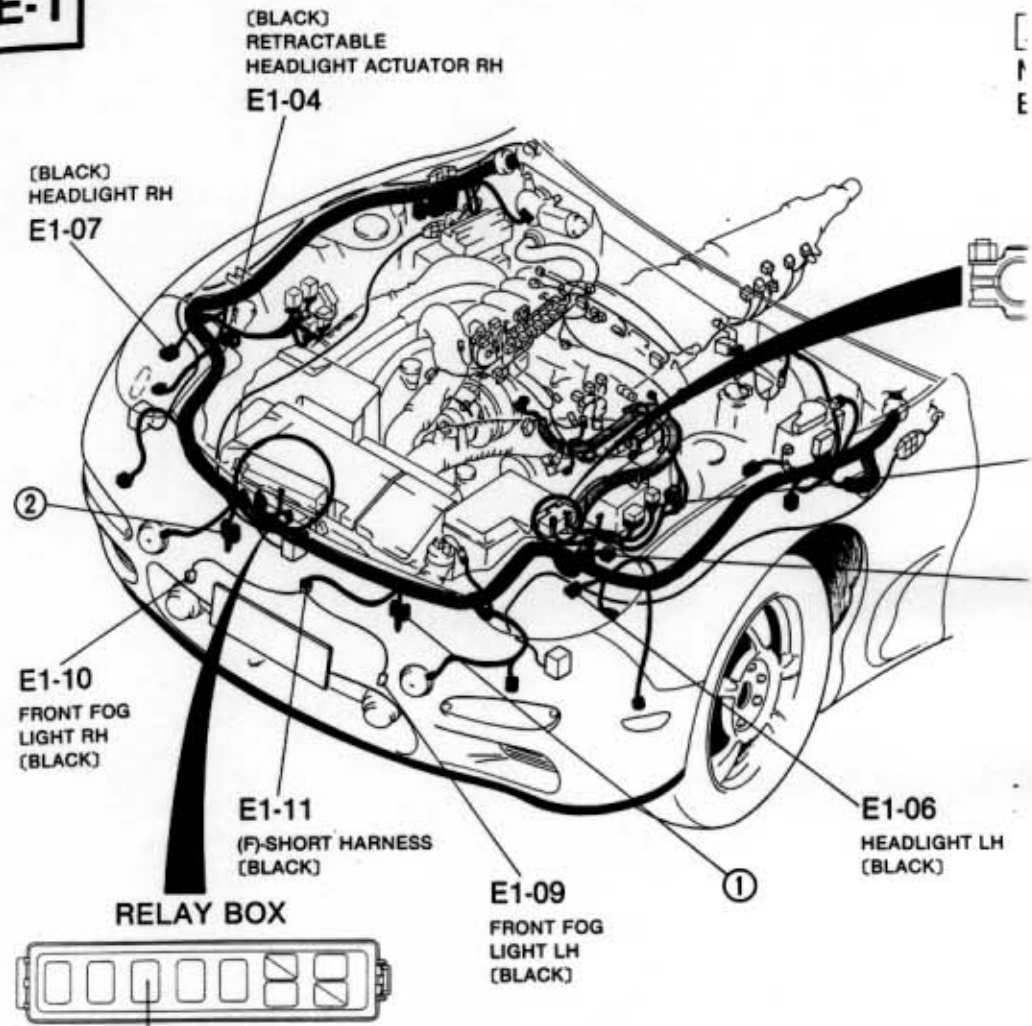


E-1 ■ RETRACTABLE HEADLIGHT SYSTEM ■ HEADLIGHTS ■ FRONT FOG LIGHTS



<p>E1-01 RETRACTABLE HEADLIGHT SWITCH (I)</p>	<p>E1-02 RETRACTABLE HEADLIGHT RELAY (F)</p>	<p>E1-03 RETRACTABLE HEADLIGHT ACTUATOR LH (F)</p>	<p>E1-04 RETRACTABLE HEADLIGHT ACTUATOR RH (F)</p>	<p>E1-05 HEADLIGHT RELAY (F)</p>	<p>E1-06 HEADLIGHT LH (F)</p>	<p>E1-07 HEADLIGHT RH (F)</p>
<p>E1-08 FRONT FOG LIGHT SWITCH (I)</p>	<p>E1-09 FRONT FOG LIGHT LH</p>	<p>E1-10 FRONT FOG LIGHT RH</p>	<p>E1-11 CONNECTOR BETWEEN FRONT (F) & SHORT HARNESS (F)</p>			

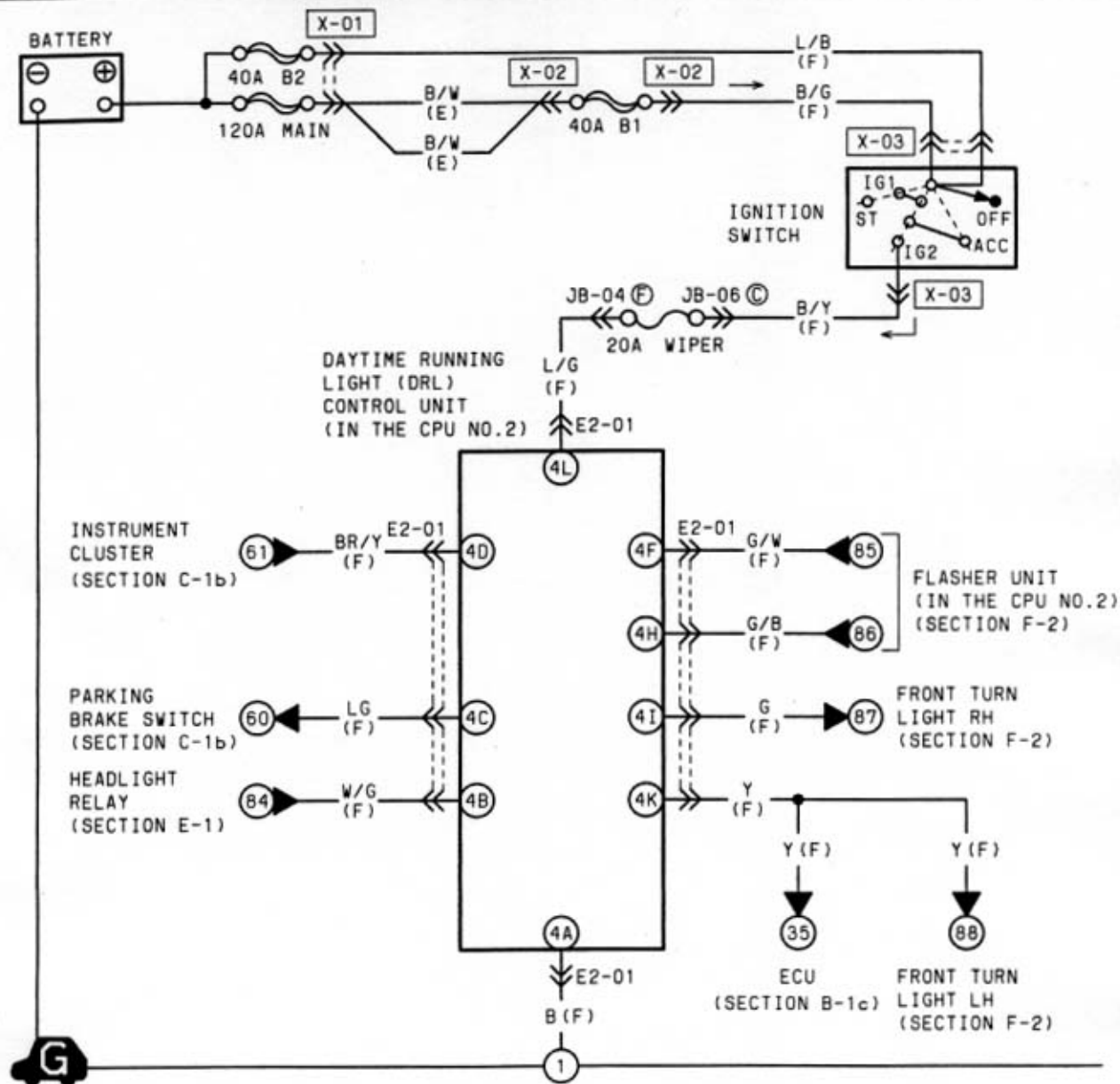
E-1



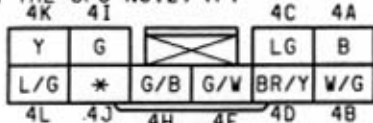
Z WIRING DIAGRAM

E-2

CANADA ■ DAYTIME RUNNING LIGHT (DRL) CONTROL SYSTEM

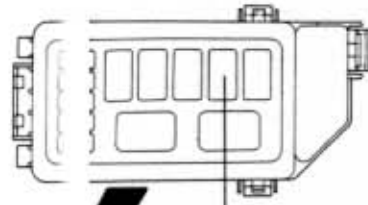


E2-01 DAYTIME RUNNING LIGHT (DRL) CONTROL UNIT (IN THE CPU NO.2) (F)



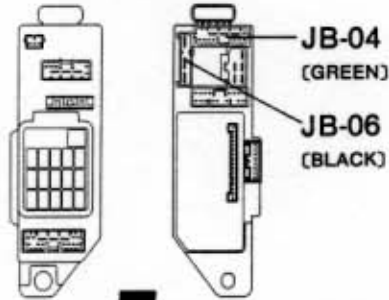
E-2

X-2
REAR WIRING & FUSE BLOCK

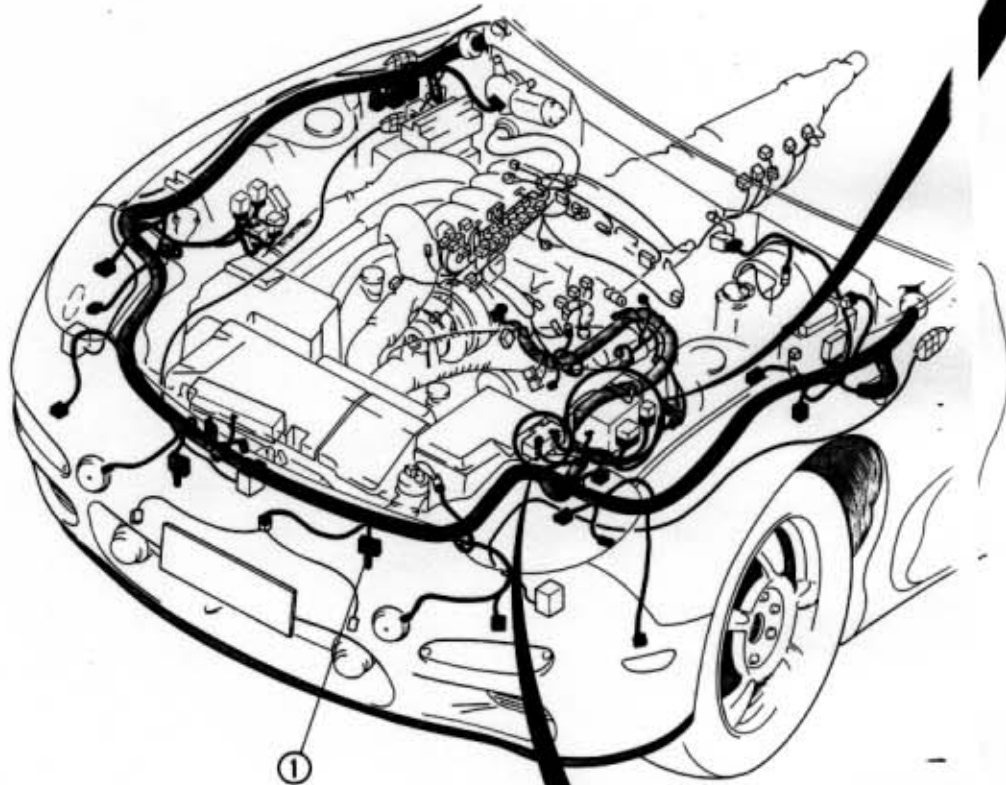


40A
B1

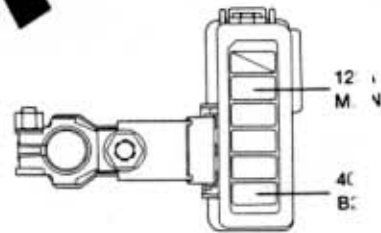
JOINT BOX



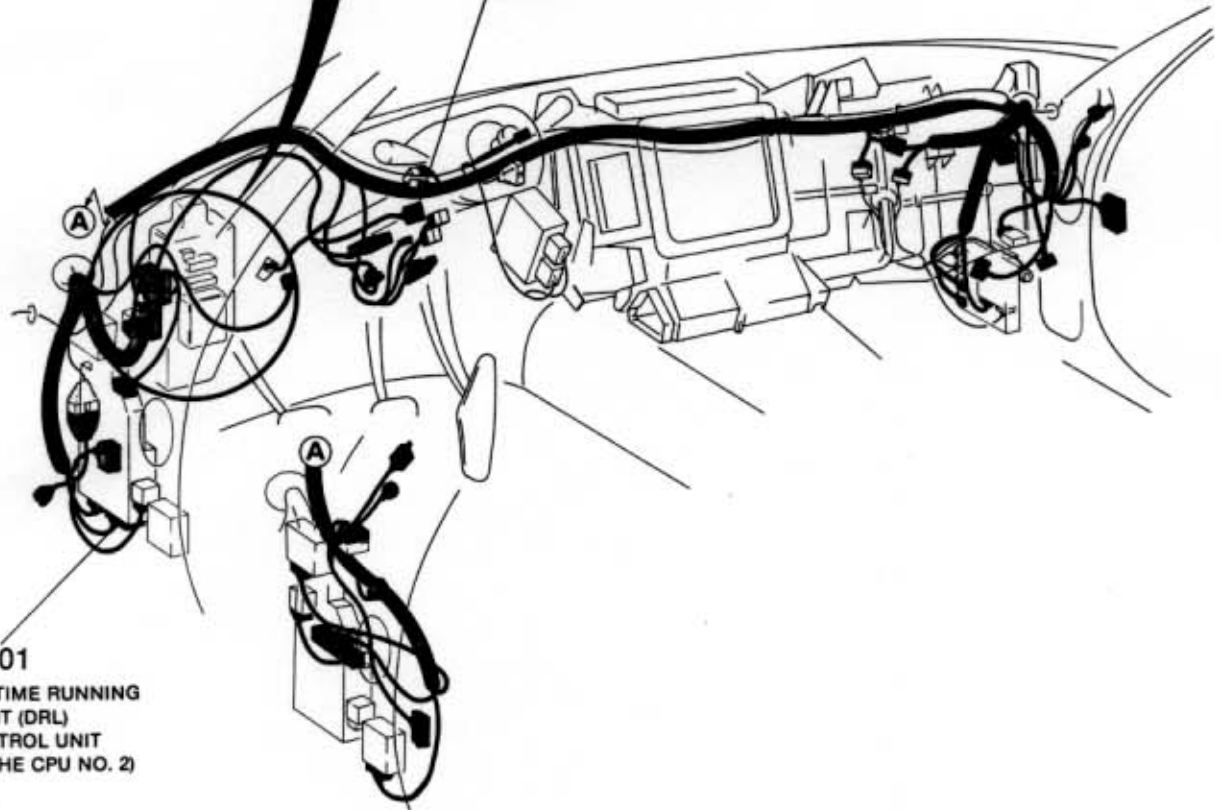
IGNITION
SWITCH
X-03



X-01
MAIN FUSE
BLOCK

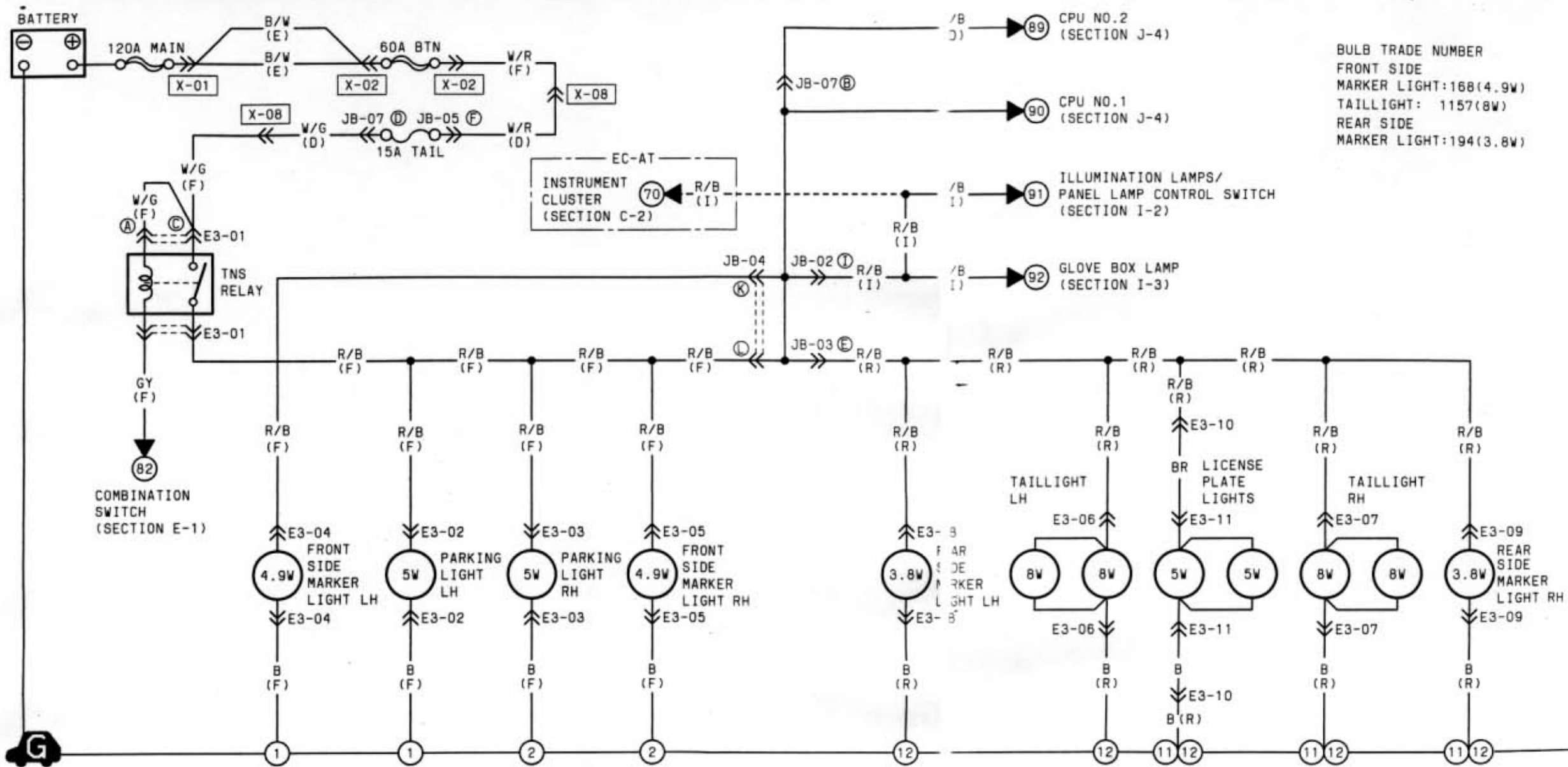


E2-01
DAYTIME RUNNING
LIGHT (DRL)
CONTROL UNIT
(IN THE CPU NO. 2)



Z WIRING DIAGRAM

E-3 ■ PARKING LIGHTS ■ FRONT SIDE MARKER LIGHTS ■ TAILLIGHTS
■ REAR SIDE MARKER LIGHTS ■ LICENSE PLATE LIGHTS

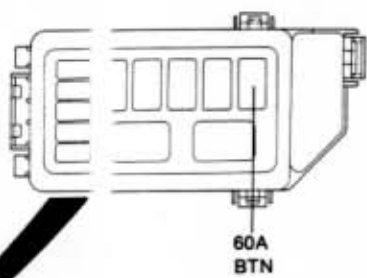


BULB TRADE NUMBER
 FRONT SIDE MARKER LIGHT: 168(4.9W)
 TAILLIGHT: 1157(8W)
 REAR SIDE MARKER LIGHT: 194(3.8W)

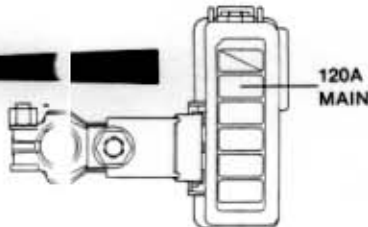
<p>E3-01 TNS RELAY (F)</p>	<p>E3-02 FRONT COMBINATION LIGHT (PARKING LIGHT) LH (F)</p> <p>...CANADA</p>	<p>E3-03 FRONT COMBINATION LIGHT (PARKING LIGHT) RH (F)</p> <p>...CANADA</p>	<p>E3-04 FRONT SIDE MARKER LIGHT LH (F)</p>	<p>E3-05 FRONT SIDE MARKER LIGHT RH (F)</p>	
<p>E3-06 REAR COMBINATION LIGHT (TAILLIGHT) LH (R)</p>	<p>E3-07 REAR COMBINATION LIGHT (TAILLIGHT) RH (R)</p>	<p>E3-08 REAR SIDE MARKER LIGHT LH (R)</p>	<p>E3-09 REAR SIDE MARKER LIGHT RH (R)</p>	<p>E3-10 CONNECTOR BETWEEN REAR (R) & SHORT HARNESS (R)</p>	<p>E3-11 LICENSE PLATE LIGHT</p>

E-3

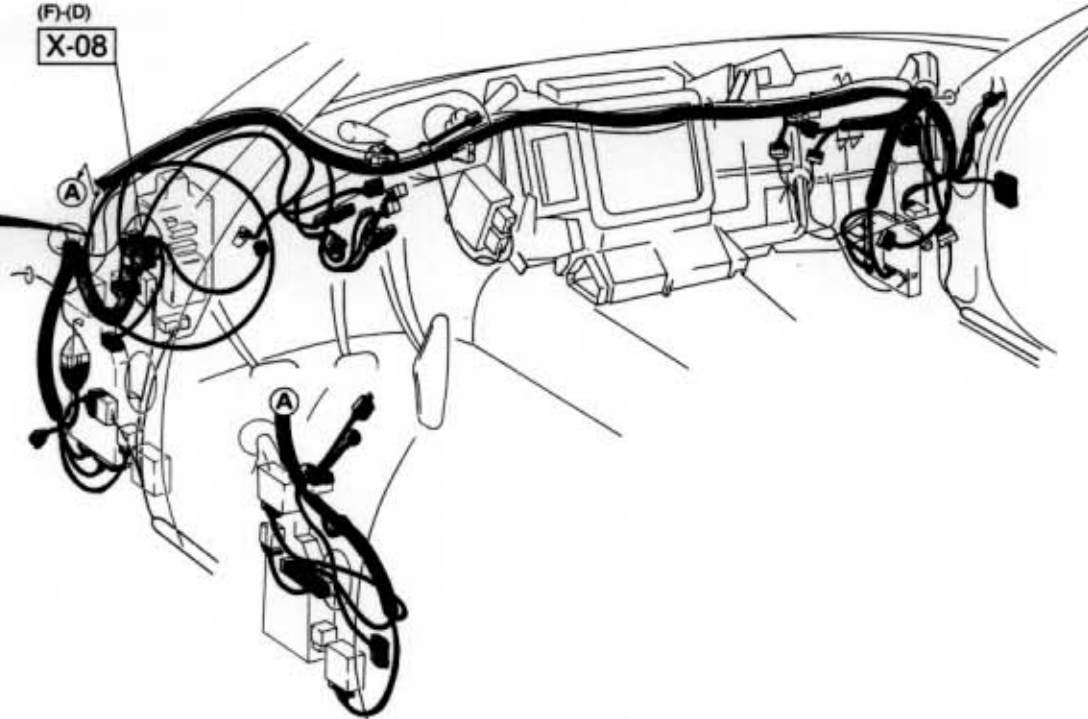
X-02
REL. Y & FUSE BLOCK



X-01
MAIN FUSE BLOCK



(F)-(D)
X-08



REAR COMBINATION LIGHT (TAILLIGHT) RH
E3-07

(R)-SHORT HARNESS
E3-10

E3-09
REAR SIDE MARKER LIGHT RH

E3-11
LICENSE PLATE LIGHTS

E3-06
REAR COMBINATION LIGHT (TAILLIGHT) LH

E3-08
REAR SIDE MARKER LIGHT LH

JOINT BOX

JB-02
(GREEN)

JB-03
(GREEN)

JB-14
(GREEN)
JB-5
JB-7

RELAY BOX



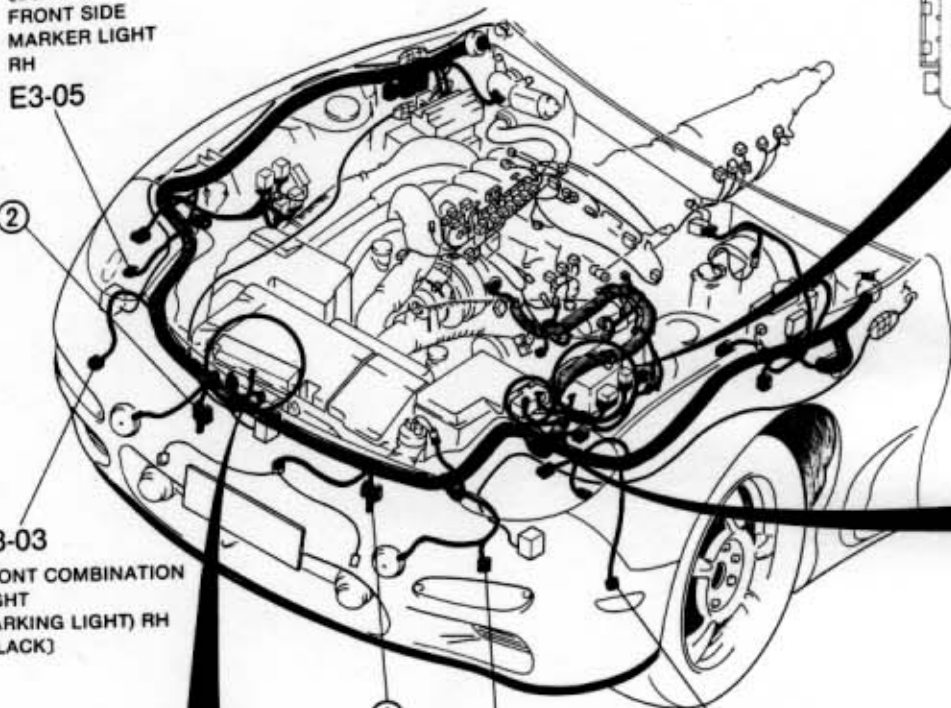
E3-01
TNS RELAY

E3-02
FRONT COMBINATION LIGHT (PARKING LIGHT) LH (BLACK)

E3-04
FRONT SIDE MARKER LIGHT LH (BLACK)

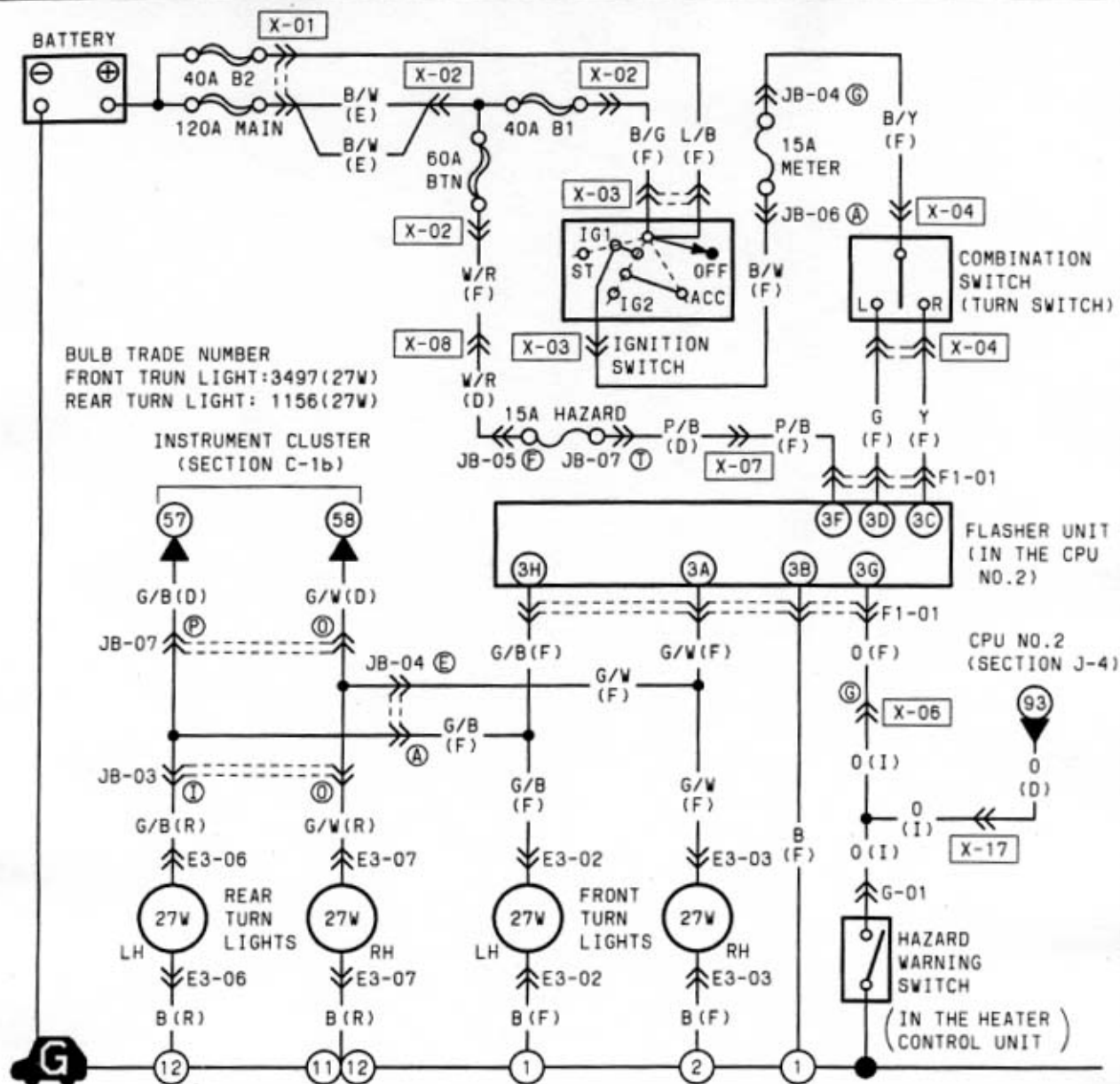
E3-03
FRONT COMBINATION LIGHT (PARKING LIGHT) RH (BLACK)

(BLACK)
FRONT SIDE MARKER LIGHT RH
E3-05



Z WIRING DIAGRAM

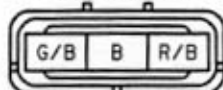
F-1 FEDERAL CALIFORNIA ■ TURN & HAZARD WARNING LIGHTS



F1-01 FLASHER UNIT (F) (IN THE CPU NO.2)

3G		3C	3A
0		Y	G/W
G/B	P/B	G	B
3H	3F	3D	3B

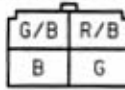
E3-02 FRONT COMBINATION LIGHT (FRONT TURN LIGHT) LH (F)



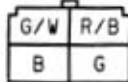
E3-03 FRONT COMBINATION LIGHT (FRONT TURN LIGHT) RH (F)



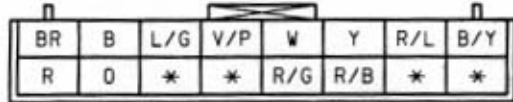
E3-06 REAR COMBINATION LIGHT (REAR TURN LIGHT) LH (R)



E3-07 REAR COMBINATION LIGHT (REAR TURN LIGHT) RH (R)

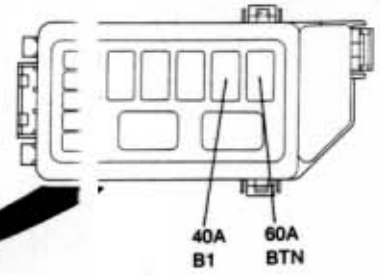


G-01 HAZARD WARNING SWITCH (IN THE HEATER CONTROL UNIT) (I)

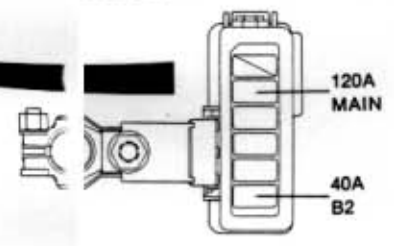


F-1

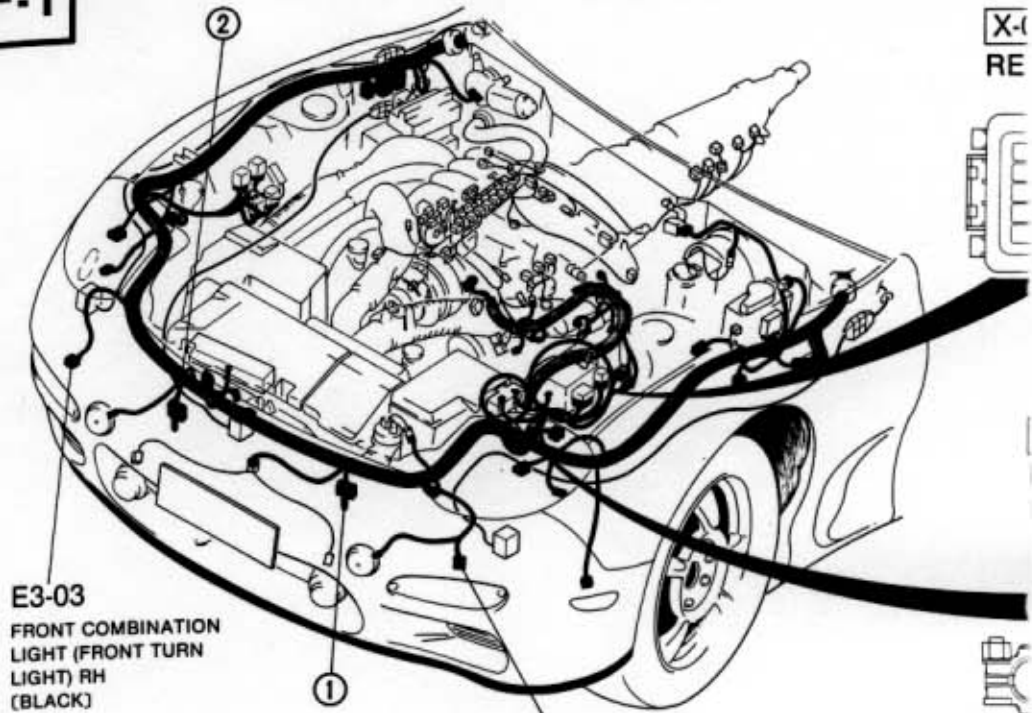
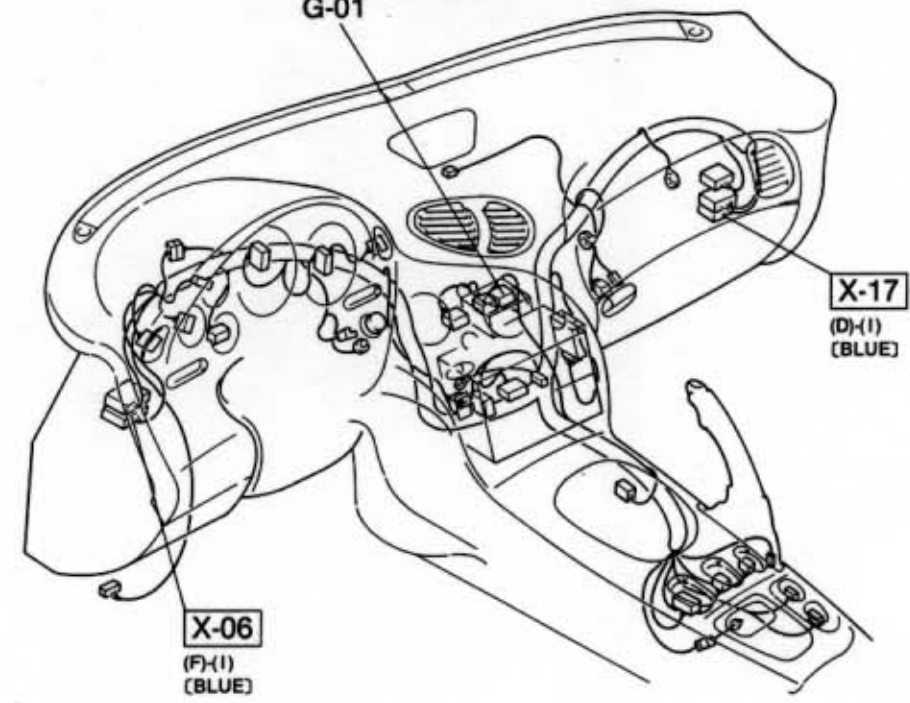
X-1
RELAY & FUSE BLOCK



X-01
MAIN FUSE BLOCK



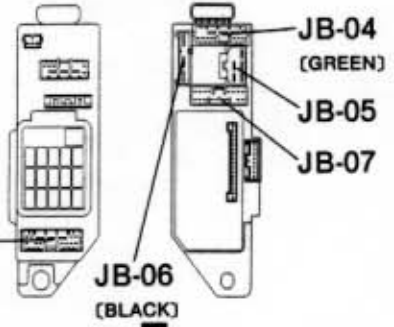
G-01
[BLACK] HAZARD WARNING SWITCH
(IN THE HEATER CONTROL UNIT)



E3-03
FRONT COMBINATION LIGHT (FRONT TURN LIGHT) RH (BLACK)

E3-02
FRONT COMBINATION LIGHT (FRONT TURN LIGHT) LH (BLACK)

JOINT BOX



JB-03 (GREEN)

JB-04 (GREEN)

JB-05

JB-07

X-03
IGNITION SWITCH

X-07 (F-D)

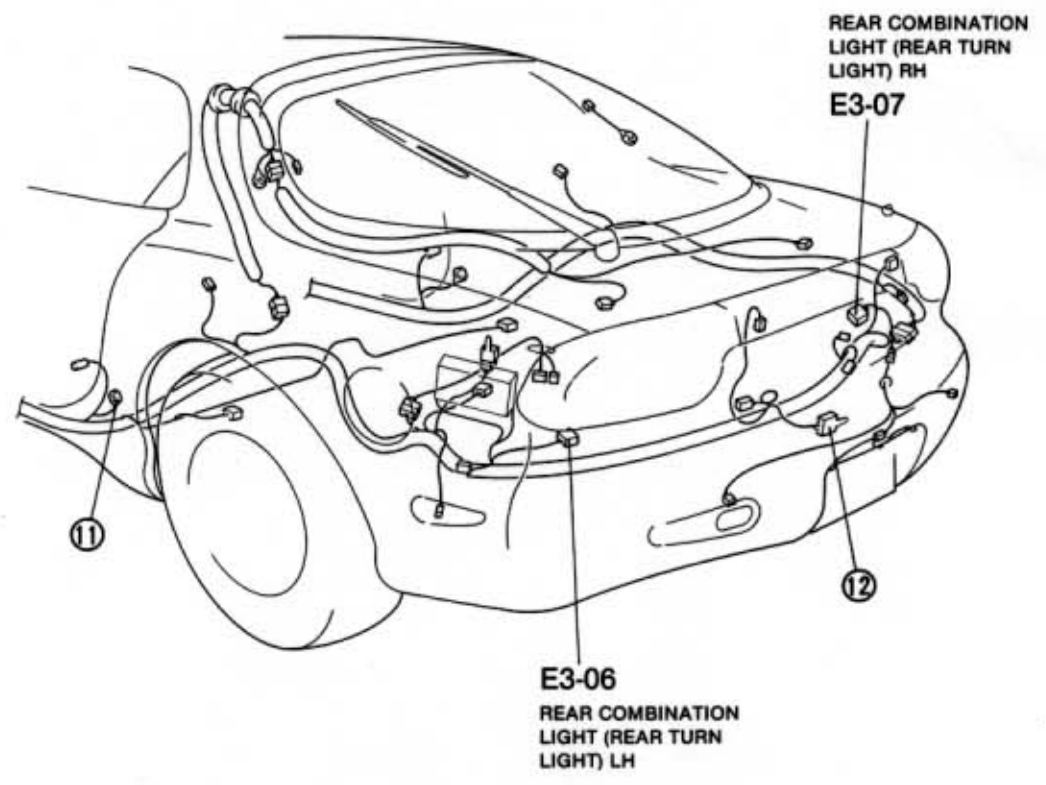
X-08 (F-D)

X-17 (D-1) (BLUE)

X-06 (F-1) (BLUE)

X-04
COMBINATION SWITCH (TURN SWITCH) (BLUE)

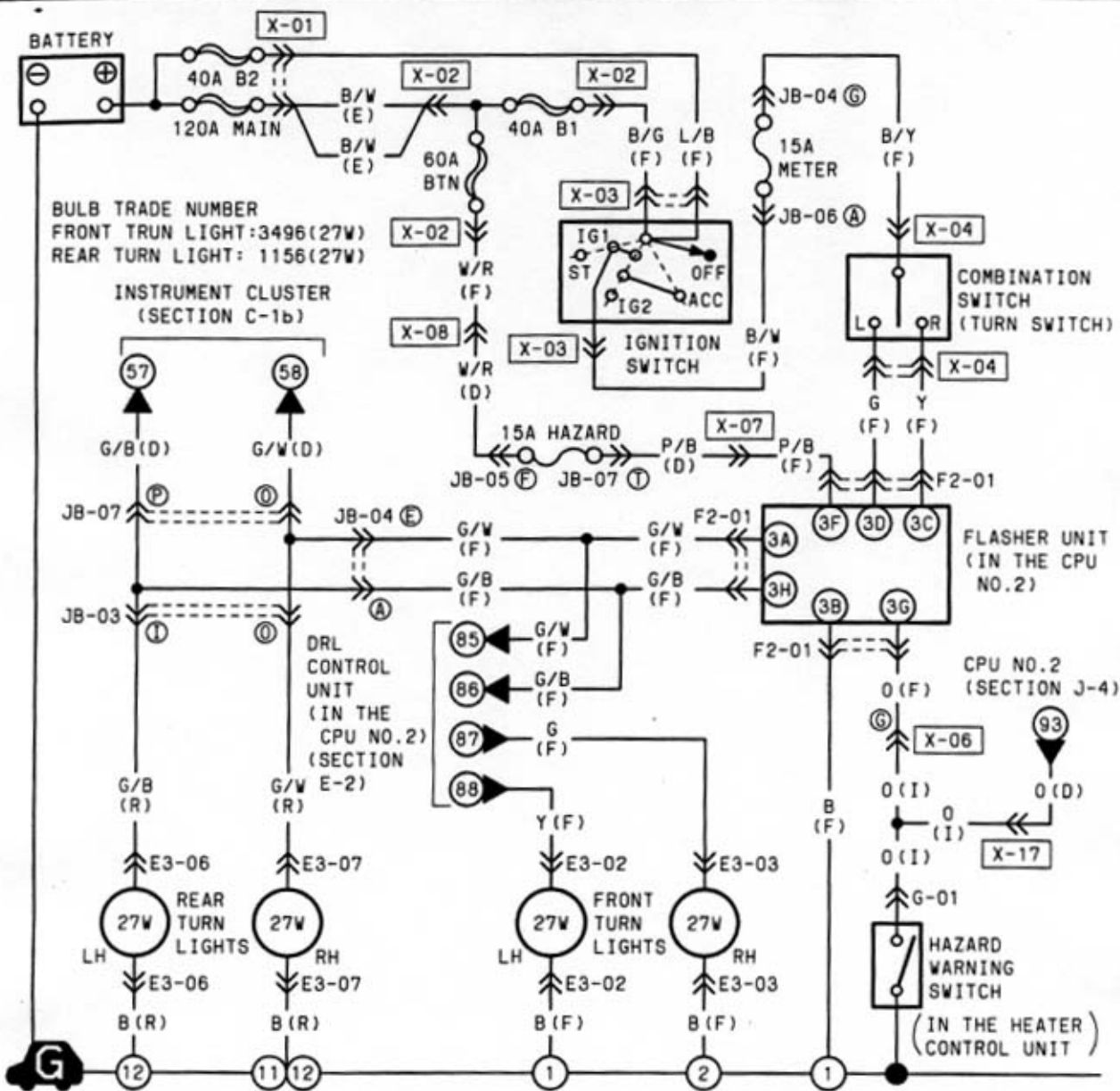
F1-01
FLASHER UNIT (IN THE CPU NO. 2)



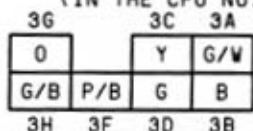
E3-07
REAR COMBINATION LIGHT (REAR TURN LIGHT) RH

E3-06
REAR COMBINATION LIGHT (REAR TURN LIGHT) LH

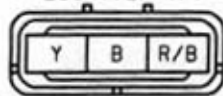
F-2 CANADA ■ TURN & HAZARD WARNING LIGHTS



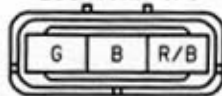
F2-01 FLASHER UNIT (F) (IN THE CPU NO.2)



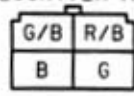
E3-02 FRONT COMBINATION LIGHT (FRONT TURN LIGHT) LH (F)



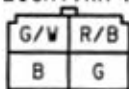
E3-03 FRONT COMBINATION LIGHT (FRONT TURN LIGHT) RH (F)



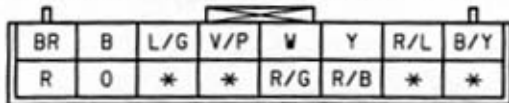
E3-06 REAR COMBINATION LIGHT (REAR TURN LIGHT) LH (R)



E3-07 REAR COMBINATION LIGHT (REAR TURN LIGHT) RH (R)

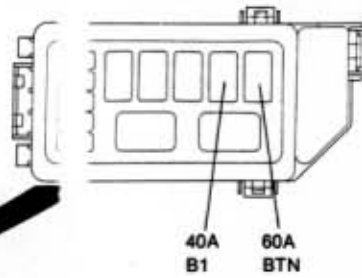


G-01 HAZARD WARNING SWITCH (IN THE HEATER CONTROL UNIT) (I)

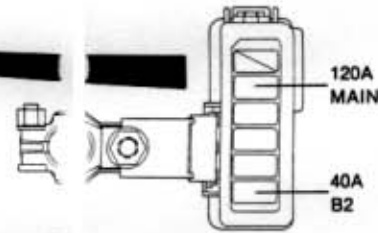


F-2

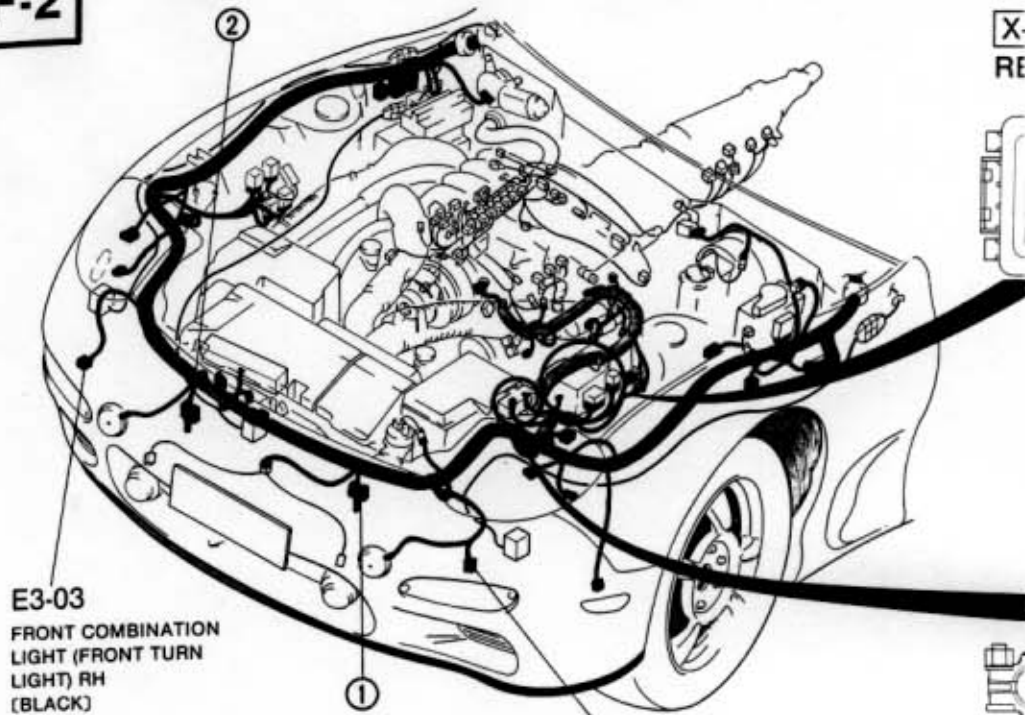
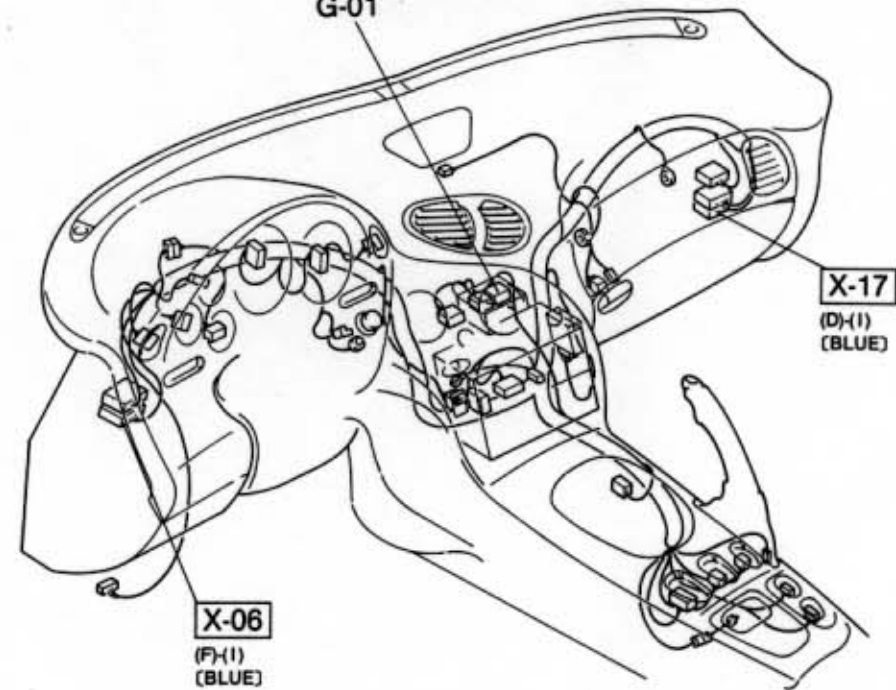
X-2
REAR RELAY & FUSE BLOCK



X-01
MAIN FUSE BLOCK

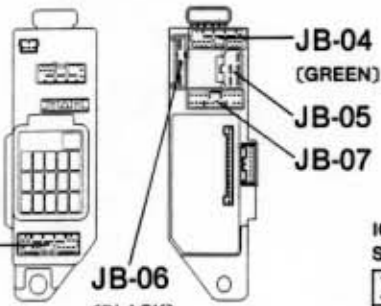


(BLACK)
HAZARD WARNING SWITCH
(IN THE HEATER CONTROL UNIT)
G-01



E3-03
FRONT COMBINATION
LIGHT (FRONT TURN
LIGHT) RH
(BLACK)

JOINT BOX



E3-02
FRONT COMBINATION
LIGHT (FRONT TURN
LIGHT) LH
(BLACK)

JB-03
(GREEN)

JB-04
(GREEN)
JB-05
JB-07

IGNITION
SWITCH
X-03

(F)-(D)
X-07

(F)-(D)
X-08

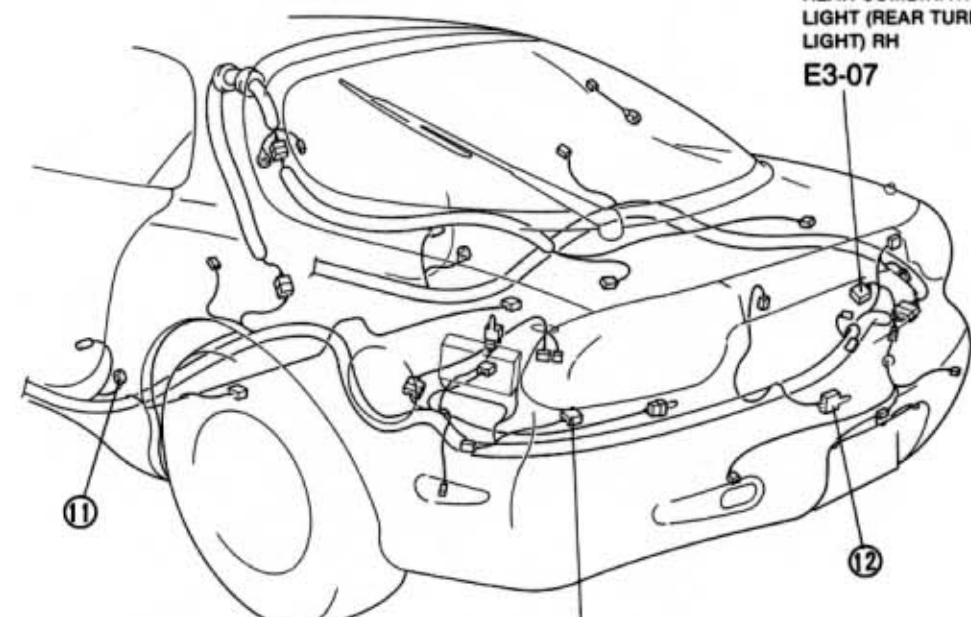
X-06
(F)-(1)
(BLUE)

F2-01
FLASHER
UNIT
(IN THE CPU NO. 2)

X-04
COMBINATION SWITCH
(TURN SWITCH)
(BLUE)

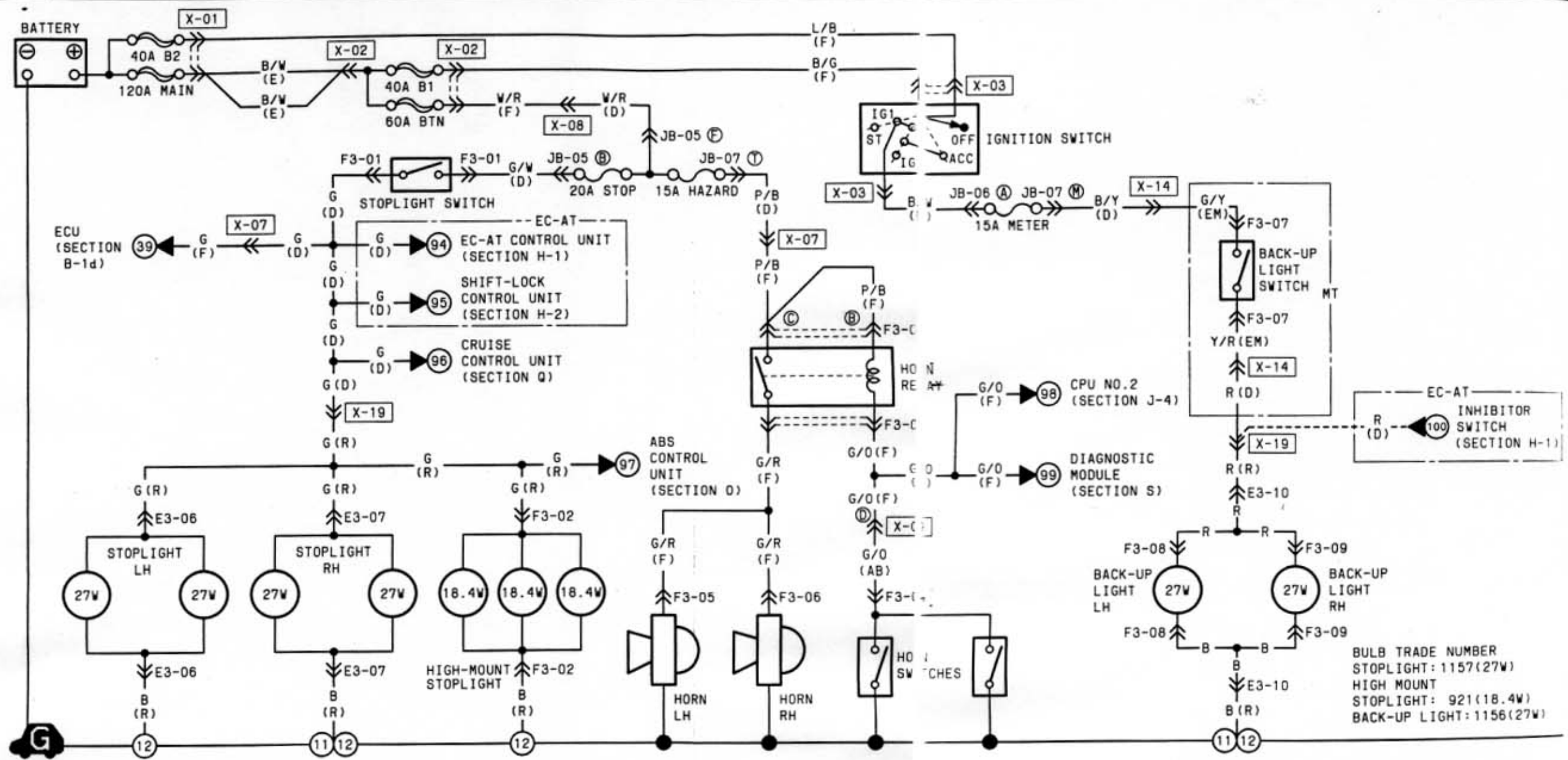
X-17
(D)-(1)
(BLUE)

REAR COMBINATION
LIGHT (REAR TURN
LIGHT) RH
E3-07



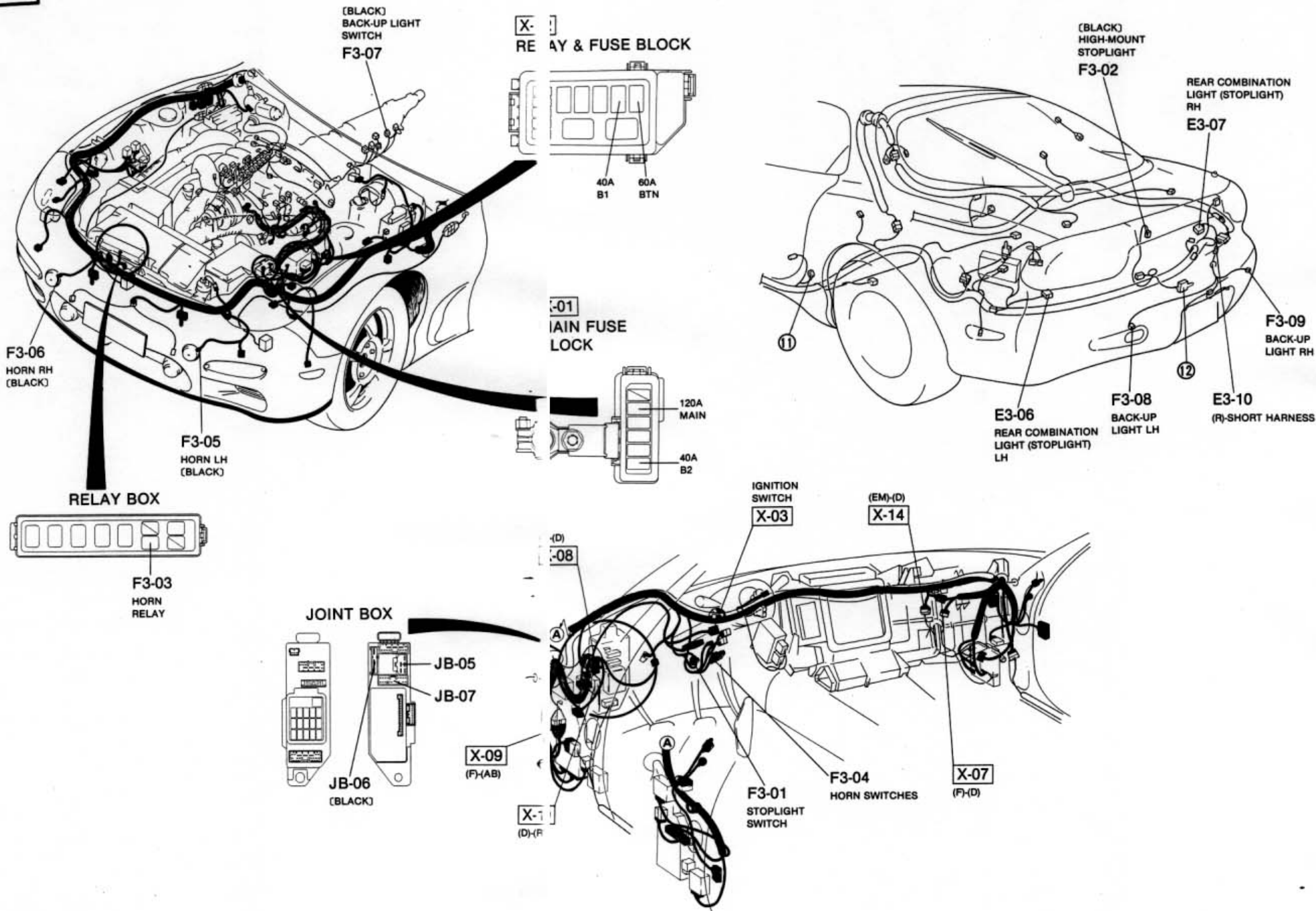
E3-06
REAR COMBINATION
LIGHT (REAR TURN
LIGHT) LH

F-3 ■ STOPLIGHTS ■ HIGH-MOUNT STOPLIGHT ■ BACK-UP LIGHTS ■ HORNS

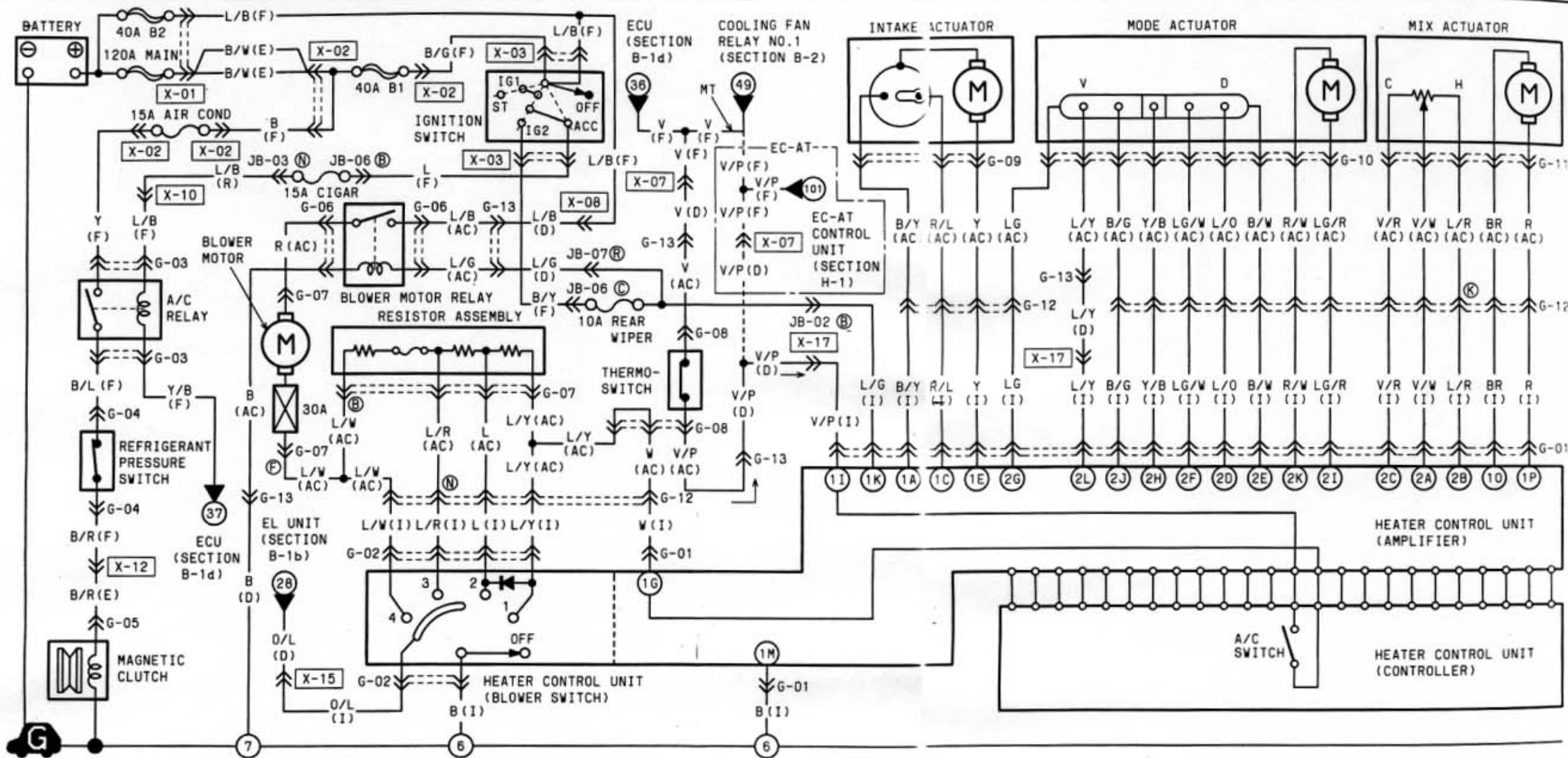


F3-01 STOPLIGHT SWITCH (D) 	F3-02 HIGH-MOUNT STOPLIGHT (R) 	F3-03 HORN RELAY (F) 	F3-04 HORN SWITCHES (AB) 	F3-05 HORN LH (F) 	F3-06 HORN RH (F) 	F3-07 BACK-UP LIGHT SWITCH (EM)
F3-08 BACK-UP LIGHT LH 	F3-09 BACK-UP LIGHT RH 	E3-06 REAR COMBINATION LIGHT (STOPLIGHT) LH (R) 	E3-07 REAR COMBINATION LIGHT (STOPLIGHT) RH (R) 	-10 CONNECTOR BETWEEN REAR (R) & SHORT HARNESS (R) 		

F-3



G ■ HEATER ■ AIR CONDITIONER



G-01 HEATER CONTROL UNIT (AMPLIFIER) (I)

10	1M	1K	1I	1G	1E	1C	1A
BR	B	L/G	V/P	W	Y	R/L	B/Y
R	O	*	*	R/G	R/B	*	*
1P	1N	1L	1J	1H	1F	1D	1B

G-02 HEATER CONTROL UNIT (BLOWER SWITCH) (I)

2K	2I	2G	2E	2C	2A
R/W	LG/R	LG	B/W	V/R	V/W
L/Y	B/G	Y/B	LG/W	L/O	L/R
2L	2J	2H	2F	2D	2B

G-03 A/C RELAY (F)

Y	L/B
B/L	Y/B

G-04 REFRIGERANT PRESSURE SWITCH (F)

B/R	B/L
-----	-----

G-05 MAGNETIC CLUTCH (E)

B/R

G-06 BLOWER MOTOR RELAY (AC)

L/B	L/G
R	B

G-07 BLOWER MOTOR/RESISTOR ASSEMBLY (AC)

R	L/Y	L/R
L/W	L	L/W

G-08 THERMOSWITCH (AC)

V	W
V/P	L/Y

G-09 INTAKE ACTUATOR (AC)

Y	
R/L	B/Y

G-10 MODE ACTUATOR (AC)

LG/R	B/W	B/G	LG
* R/W	L/O	Y/B	L/Y

G-11 MIX ACTUATOR (AC)

BR	V/R	
R	V/W	* L/R

G-12 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & A/C (AC)

R	LG	B/G	B/W	LG/R	L/R	BR	W	R/L	B/Y	Y
Y/B	LG/W	L/O	R/W	L	L/W	L/R	V/R	V/W	L/Y	

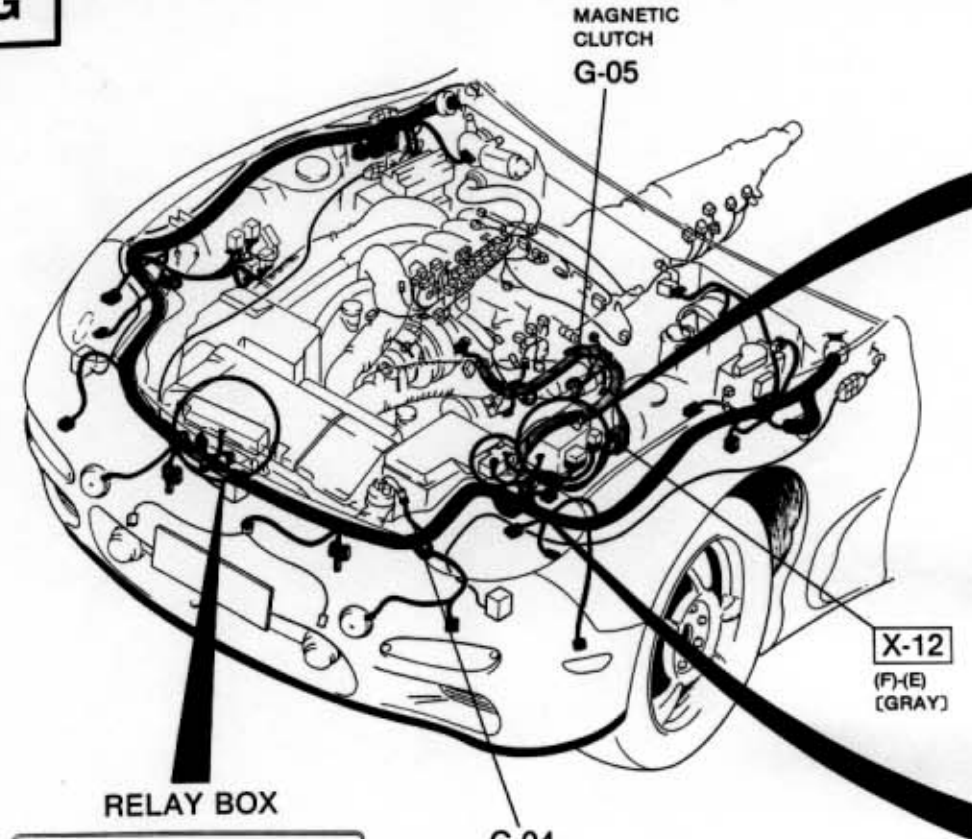
G-13 CONNECTOR BETWEEN DASH (D) & A/C (AC)

Y	B/Y	R/L	W	BR	L/R	LG/R	B/W	B/G	LG
L/Y	V/W	V/R	L/R	L/W	L	R/W	L/O	LG/W	

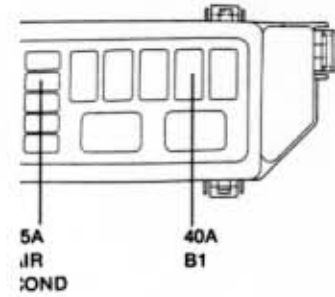
G-13 CONNECTOR BETWEEN DASH (D) & A/C (AC)

B	L/B	B					
* * L/G	L/Y	V/P	V	V	L/Y	L/G	* *

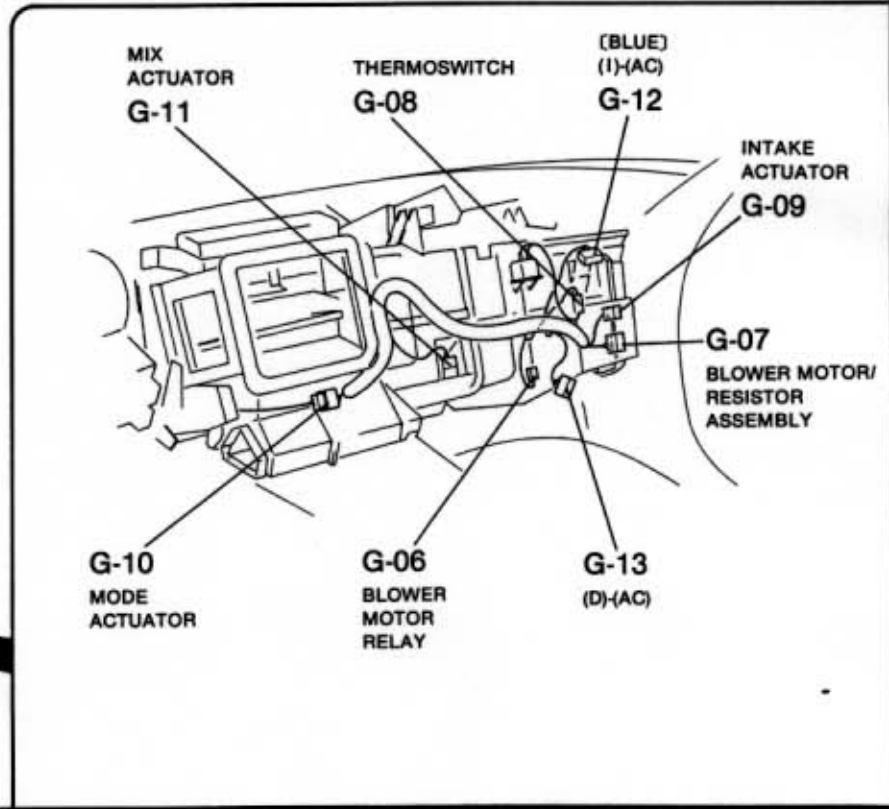
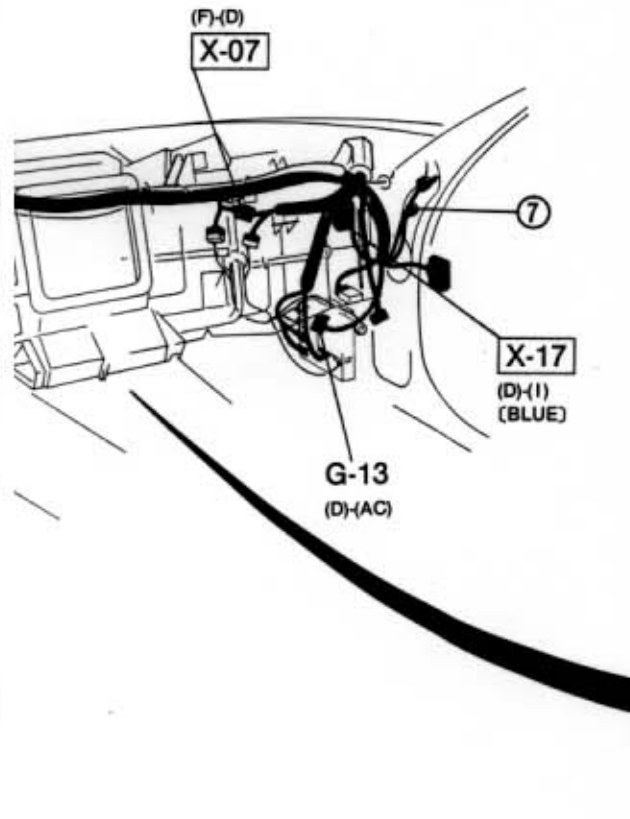
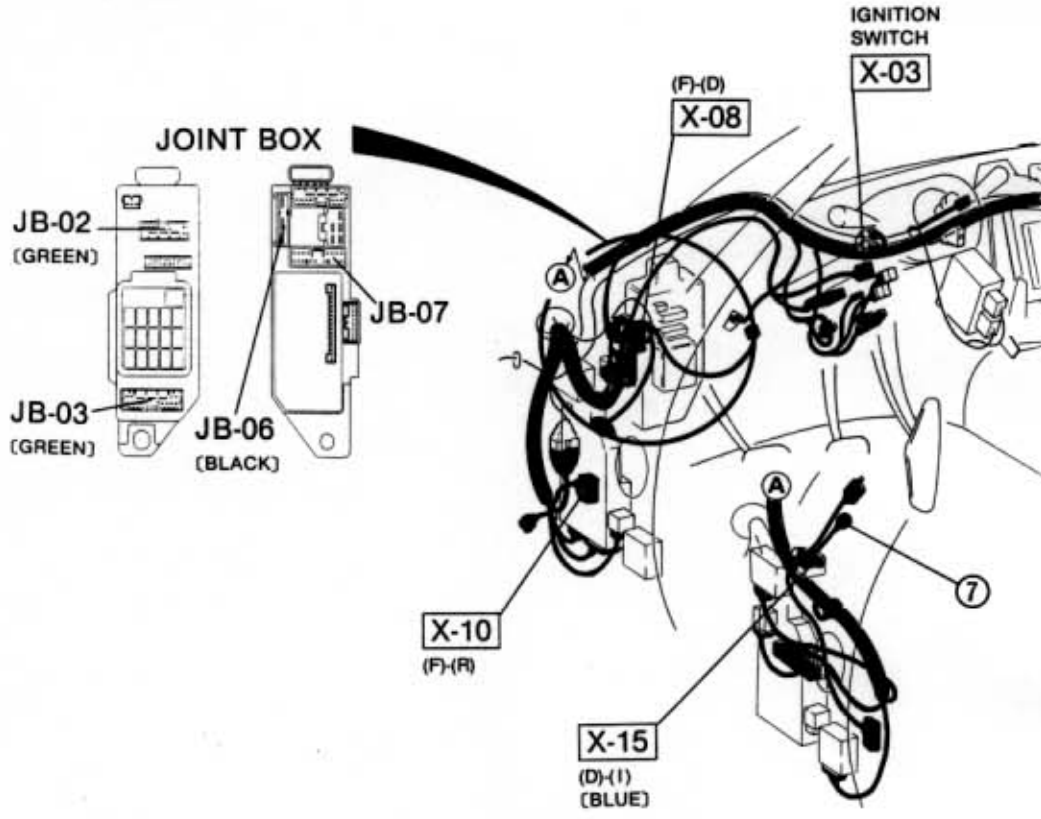
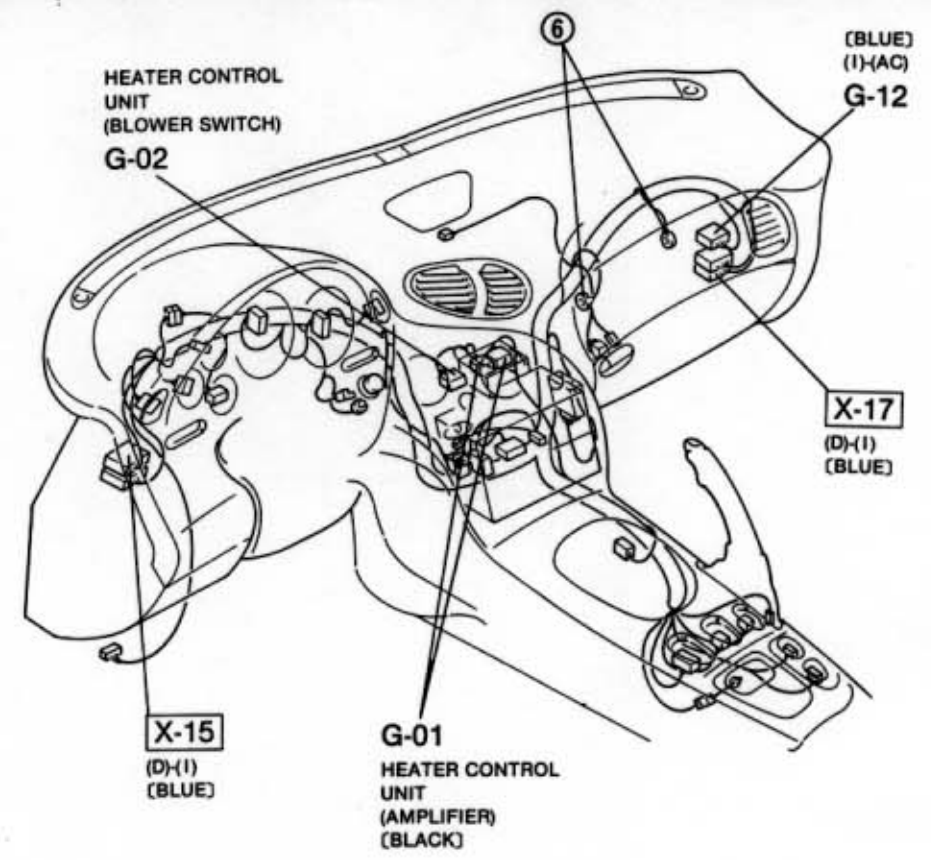
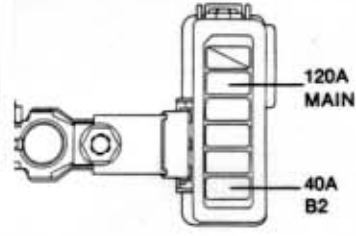
G



-02 RELAY & FUSE BLOCK

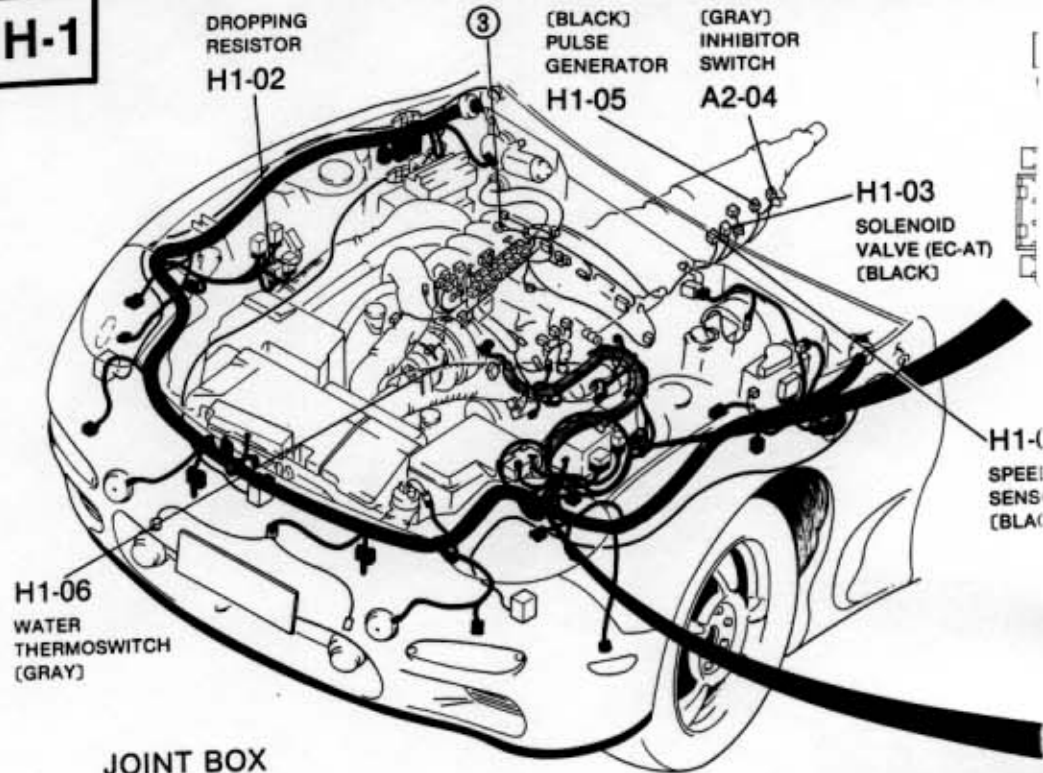


X-01 MAIN FUSE BLOCK

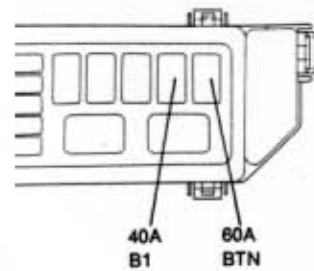


HARNESS COLOR: FRONT [BLACK] ENGINE [BLACK] DASH [BLACK] INSTRUMENT PANEL [WHITE]

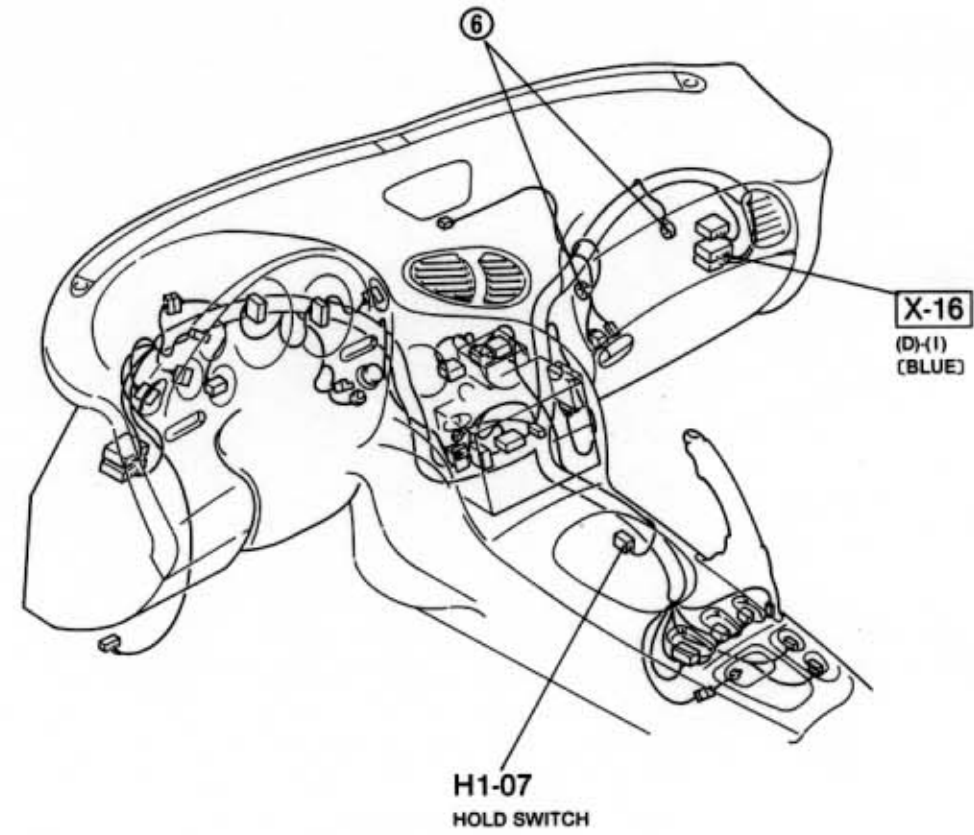
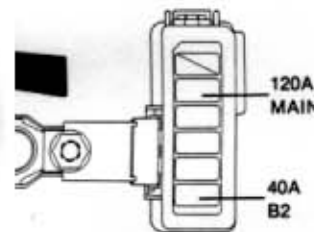
H-1



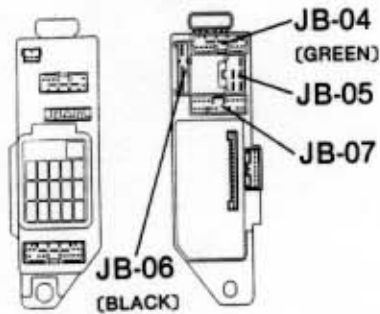
02 RELAY & FUSE BLOCK



X-01 MAIN FUSE BLOCK



JOINT BOX



X-03 IGNITION SWITCH

X-07 (F)-(D)

X-05 (B)-(E) (F)-(H)

X-16 (D)-(1) (BLUE)

5

X-14 (EM)-(D)

H-01 EC AT CONTROL UNIT (BLACK)

X-08 (F)-(D)

Terminal Voltage Chart (Reference Data)

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	1O	1M	1K	1I	1G	1E	1C	1A
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	1P	1N	1L	1J	1H	1F	1D	1B

V_B: Battery voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+) terminal	(-) terminal			
1A	L/R	Battery (backup)	Battery	1A	Ground	V _B	Constant	<ul style="list-style-type: none"> Wiring and/or connector from 1A terminal to battery
1B (Output)	W/G	Solenoid valve (shift B)	Solenoid valve	1B	Ground	V _B	P, R, and N ranges or 1st and 2nd gear positions	<ul style="list-style-type: none"> Solenoid valve (shift B) Wiring and/or connector from 1B terminal to solenoid valve (shift B)
					Ground	Below 1.0V	3rd and O/D gear positions	<ul style="list-style-type: none"> Wiring and/or connector from 1B terminal to solenoid valve (shift B)
1C (Output)	Y	Inhibitor signal	Engine control unit	1C	Ground	Below 1.0V	P and N ranges	<ul style="list-style-type: none"> Inhibitor switch, pulse generator, and/or engine control unit
					Ground	V _B	Except P and N ranges	<ul style="list-style-type: none"> Wiring and/or connector from 1C terminal to engine control unit 1R terminal
1D (Output)	W/R	Solenoid valve (shift A)	Solenoid valve	1D	Ground	V _B	P, R, and N ranges or 1st and O/D gear positions	<ul style="list-style-type: none"> Solenoid valve (shift A) Wiring and/or connector from 1D terminal to solenoid valve (shift A)
					Ground	Below 1.0V	2nd and 3rd gear positions	<ul style="list-style-type: none"> Wiring and/or connector from 1D terminal to solenoid valve (shift A)
1E (Input)	R	Inhibitor switch (R range)	Inhibitor switch	1E	Ground	V _B	R range	<ul style="list-style-type: none"> Inhibitor switch Wiring and/or connector from 1E terminal to inhibitor switch
					Ground	0V	Except R range	<ul style="list-style-type: none"> Wiring and/or connector from 1E terminal to inhibitor switch
1F (Output)	W/L	Solenoid valve (line pressure)	Solenoid valve	1F	Ground	Above 1.5V	Throttle valve fully closed	<ul style="list-style-type: none"> Solenoid valve (line pressure) Wiring and/or connector from 1F terminal to solenoid valve (line pressure)
					Ground	Below 1.0V	Throttle valve fully opened	<ul style="list-style-type: none"> Wiring and/or connector from 1F terminal to solenoid valve (line pressure)
1G (Input)	Y/L	Engine rpm signal	Engine control unit	1G	Ground	0.3-0.8V	Engine running at idle	<ul style="list-style-type: none"> Wiring and/or connector from 1G terminal to engine control unit 2B terminal Engine control unit
					Ground	0V	Engine stopped	<ul style="list-style-type: none"> Wiring and/or connector from 1G terminal to engine control unit 2B terminal Engine control unit
					Ground	1.8-2.2V	Engine running at 3,000 rpm (no load)	<ul style="list-style-type: none"> Wiring and/or connector from 1G terminal to engine control unit 2B terminal Engine control unit
1H (Output)	B/LG	Dropping resistor	Dropping resistor	1H	Ground	V _B	Throttle valve fully closed	<ul style="list-style-type: none"> Dropping resistor and/or solenoid valve (line pressure) Wiring and/or connector between 1H terminal, dropping resistor, and solenoid valve.
					Ground	Below 1.0V	Throttle valve fully opened	<ul style="list-style-type: none"> Dropping resistor and/or solenoid valve (line pressure) Wiring and/or connector between 1H terminal, dropping resistor, and solenoid valve.

Caution

- The 1D terminal voltage [solenoid valve (shift A)] is below 1.0V when in HOLD mode in P, R, and N ranges.

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	1O	1M	1K	1I	1G	1E	1C	1A
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	1P	1N	1L	1J	1H	1F	1D	1B

V_B: Battery voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+) terminal	(-) terminal			
1I (Input)	G/R	Speed sensor 2 (speedometer sensor)	Speedometer	1I	Ground	2-3V	Vehicle moving	<ul style="list-style-type: none"> Speed sensor 2 and/or speedometer Wiring and/or connector between 1I terminal, speedometer, and speed sensor 2.
					Ground	0V or 4.5-5.5V	Vehicle stopped	<ul style="list-style-type: none"> Wiring and/or connector between 1I terminal, speedometer, and speed sensor 2.
					Ground	0V	Constant	<ul style="list-style-type: none"> Wiring condition.
1J (Ground)	B/L	Ground (EC-AT control unit)	-	1J	Ground	0V	Constant	<ul style="list-style-type: none"> Wiring condition.
1K (Output)	O/L	Hold indicator / FAT terminal (diagnosis connector)	CPU No. 2	1K	Ground	Below 1.0V	Hold mode	<ul style="list-style-type: none"> Wiring and/or connector from 1K terminal to hold indicator lamp (combination meter) Hold indicator lamp
					Ground	V _B	Except hold mode	<ul style="list-style-type: none"> Wiring and/or connector from 1K terminal to hold indicator lamp (combination meter) Hold indicator lamp
1L (Input)	V/P	A/C signal	Heater control unit	1L	Ground	Below 3.0V	A/C ON	<ul style="list-style-type: none"> Engine control unit and/or A/C switch Wiring and/or connector from 1L terminal to A/C switch
					Ground	V _B	A/C OFF	<ul style="list-style-type: none"> Engine control unit and/or A/C switch Wiring and/or connector from 1L terminal to A/C switch
1M (Output)	W	Solenoid valve (lockup)	Solenoid valve	1M	Ground	V _B	Lockup	<ul style="list-style-type: none"> Solenoid valve (lockup) Wiring and/or connector from 1M terminal to solenoid valve (lockup)
					Ground	Below 1.0V	No lockup	<ul style="list-style-type: none"> Wiring and/or connector from 1M terminal to solenoid valve (lockup)
1N	B/Y	Battery (main)	Ignition switch	1N	Ground	V _B	Ignition switch ON	<ul style="list-style-type: none"> Meter fuse and/or ignition switch Wiring and/or connector from 1N terminal to ignition switch (IG1)
					Ground	0V	Ignition switch OFF	<ul style="list-style-type: none"> Meter fuse and/or ignition switch Wiring and/or connector from 1N terminal to ignition switch (IG1)
1O (Output)	W/Y	Solenoid valve (overrunning clutch)	Solenoid valve	1O	Ground	Below 1.0V	Throttle valve fully opened (D range)	<ul style="list-style-type: none"> Solenoid valve (overrunning clutch) Wiring and/or connector from 1O terminal to solenoid valve (overrunning clutch)
					Ground	V _B	Throttle valve closed (D range)	<ul style="list-style-type: none"> Solenoid valve (overrunning clutch) Wiring and/or connector from 1O terminal to solenoid valve (overrunning clutch)
1P	B/Y	Battery (main)	Ignition switch	1P	Ground	V _B	Ignition switch ON	<ul style="list-style-type: none"> Meter fuse and/or ignition switch Wiring and/or connector from 1P terminal to ignition switch (IG1)
					Ground	0V	Ignition switch OFF	<ul style="list-style-type: none"> Meter fuse and/or ignition switch Wiring and/or connector from 1P terminal to ignition switch (IG1)
2A (Input)	BR/W	Throttle sensor (V _{REF})	Throttle sensor (ECU)	2A	Ground	4.5-5.5V	Ignition switch ON	<ul style="list-style-type: none"> Wiring and/or connector from 2A terminal to engine control unit 3I terminal Throttle sensor
					Ground	0V	Ignition switch OFF	<ul style="list-style-type: none"> Wiring and/or connector from 2A terminal to engine control unit 3I terminal Throttle sensor

H-1

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	1O	1M	1K	1I	1G	1E	1C	1A
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	1P	1N	1L	1J	1H	1F	1D	1B

V_B: Battery voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+) terminal	(-) terminal			
2B (Input)	Y/G	Inhibitor switch (D range)	Inhibitor switch	2B	Ground	V _B	D range	<ul style="list-style-type: none"> ● inhibitor switch ● Wiring and/or connector from 2B terminal to inhibitor switch
						0V	Except D range	
2C (Input)	G/Y	Atmospheric pressure sensor	Engine control unit	2C	Ground	2.0–4.5V	Ignition switch ON	<ul style="list-style-type: none"> ● Wiring and/or connector from 2C terminal to engine control unit 2D terminal
						0V	Ignition switch OFF	
2D (Input)	L/Y	Inhibitor switch (P and N ranges)	Inhibitor switch	2D	Ground	0V	P and N ranges	<ul style="list-style-type: none"> ● inhibitor switch and/or ignition switch ● Wiring and/or connector between 2D terminal, inhibitor switch, and ignition switch (STA)
						V _B	Except P and N ranges	
2E (Input)	O	Pulse generator	Pulse generator	2E*	2L	Approx. above 0.5V (AC)	Vehicle speed above 25 km/h (16 MPH)	<ul style="list-style-type: none"> ● Pulse generator ● Wiring and/or connector from 2E terminal to pulse generator
						Approx. 0V (AC)	Vehicle stopped (Ignition switch ON)	
2F (Output)	G/W	Solenoid valve (lockup control)	Solenoid valve	2F	Ground	V _B	lockup	<ul style="list-style-type: none"> ● Solenoid valve (lockup control) ● Wiring and/or connector from 2F terminal to solenoid valve (lockup control)
						Below 1.0V	No lockup	
2G (Input)	G/R	Slip lockup OFF signal	Engine control unit	2G	Ground	Below 1.0V	Engine running at 3,000 rpm	<ul style="list-style-type: none"> ● Wiring and/or connector from 2G terminal to engine control unit 2C terminal ● Engine control unit
						V _B	Engine running at idle	
2H (Input)	L/G	Torque reduced signal	Engine control unit	2H	Ground	V _B	Engine running at idle	<ul style="list-style-type: none"> ● Wiring and/or connector from 2H terminal to engine control unit 2G terminal ● Throttle sensor, speed sensor 1 pulse generator, and/or engine control unit
						Below 1.0V	Throttle opening above 1/8 (Engine coolant temp. below 40°C [104°F])	
2I (Input)	W/Y	Hold switch	Hold switch	2I	Ground	V _B	Switch depressed	<ul style="list-style-type: none"> ● Hold switch ● Wiring and/or connector from 2I terminal to hold switch
						0V	Switch released	

* Check the 2E (pulse generator) terminal voltage by using the AC range.

Z WIRING DIAGRAM

H-1

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	1O	1M	1K	1I	1G	1E	1C	1A
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	1P	1N	1L	1J	1H	1F	1D	1B

V_B: Battery voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+) terminal	(-) terminal			
2J (Input)	Y/G	Speed sensor 1 (revolution sensor)	Speed sensor 1 (revolution sensor)	2J*	2L	Approx. above 1.0V (AC)	Vehicle speed above 25 km/h {16 MPH}	<ul style="list-style-type: none"> Speed sensor 1 (revolution sensor) Wiring and/or connector from 2J terminal to speed sensor 1
						Approx. 0V (AC)	Vehicle stopped	
2K	L/W	TAT terminal (diagnosis connector) / O/D inhibit signal (auto speed control signal)	TAT terminal (diagnosis connector) and cruise control unit	2K	Ground	4.5-5.5	Ignition switch ON	<ul style="list-style-type: none"> 1N and 1P terminal voltage Wiring and/or connector from 2K terminal to diagnosis connector TAT terminal Wiring and/or connector from 2K terminal to cruise control unit G terminal
						0V	TAT terminal grounded	
						0V	Constant	
2L (Ground)	W	Ground (input signals)	-	2L		0V	Constant	<ul style="list-style-type: none"> Wiring condition
2M (Input)	R/W	Idle signal	Engine control unit	2M	Ground	4.5-5.5V	Throttle valve opened	<ul style="list-style-type: none"> Throttle sensor and/or engine control unit Wiring and/or connector from 2M terminal to engine control unit 2E terminal
						Below 1.0V	Throttle valve fully closed	
2N (Input)	B	Water thermostat / mileage switch	Water thermostat and mileage switch	2N	Ground	0V	Engine coolant temp. above 115°C {239°F} or vehicle total mileage above 625 km {388 miles} and vehicle stopped	<ul style="list-style-type: none"> Water thermostat and/or mileage switch Wiring and/or connector from 2N terminal to water thermostat
						V _B	Engine coolant temp. below 110°C {230°F} or vehicle total mileage below 625 km {388 miles} and vehicle stopped	
2O (Input)	LG/R	Stoplight switch	Stoplight switch	2O		V _B	Brake pedal depressed	<ul style="list-style-type: none"> Stoplight switch Wiring and/or connector from 2O terminal to stoplight switch
						0V	Brake pedal released	

* Check the 2J (speed sensor 1) terminal voltage by using the AC range.

H-1

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	1O	1M	1K	1I	1G	1E	1C	1A
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	1P	1N	1L	1J	1H	1F	1D	1B

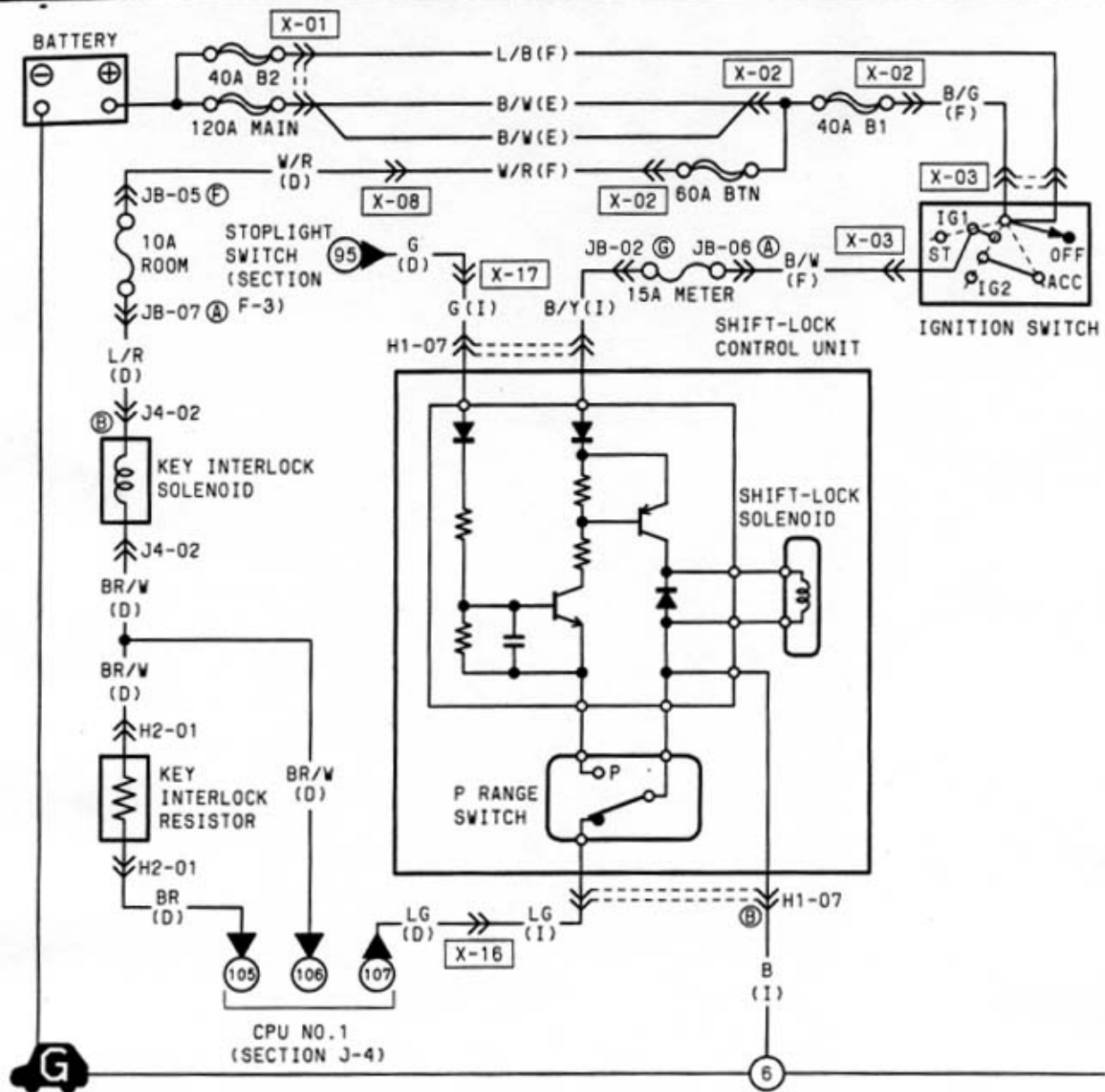
V_B: Battery voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area	
				(+) terminal	(-) terminal				
2P (Output)	G/W	Reduce torque signal / slip lockup signal	Engine control unit	2P	Ground	Below 1.0V	When shifting from 1st to 2nd or from 2nd to 3rd with the throttle opening above 1.5/8 When slip lockup with the throttle opening below 0.5/8.	<ul style="list-style-type: none"> Wiring and/or connector from 2P terminal to engine control unit 1O terminal Throttle sensor, speed sensor 1, pulse generator, solenoid valve (lockup, lockup control), and/or engine control unit 	
						V _B			Engine running at idle
						V _B			L range
2Q (Input)	BR/W	Inhibitor switch (L range)	Inhibitor switch	2Q		0V	Except L range	<ul style="list-style-type: none"> Inhibitor switch Wiring and/or connector from 2Q terminal to inhibitor switch 	
2R (Input)	R	ATF thermosensor	ATF thermosensor	2R	2L	Approx. 2.4-0.4V	While warming up ATF Note <ul style="list-style-type: none"> Approx. 1.8V: ATF temperature 10°C (50°F) Approx. 1.1V: ATF temperature 40°C (104°F) 	<ul style="list-style-type: none"> ATF thermosensor Wiring and/or connector from 2R terminal to ATF thermosensor 	
2S (Input)	L/R	Inhibitor switch (S range)	Inhibitor switch	2S	Ground	V _B	S range	<ul style="list-style-type: none"> Inhibitor switch Wiring and/or connector from 2S terminal to inhibitor switch 	
						0V	Except S range		
2T (Input)	B/G	Throttle sensor (TVO)	Throttle sensor	2T	Ground	0.1-1.1V	Throttle valve fully closed	<ul style="list-style-type: none"> Throttle sensor Wiring and/or connector from 2T terminal to throttle sensor 	
						4.0-4.5V	Throttle valve fully opened		

37U0KX-063

Z WIRING DIAGRAM

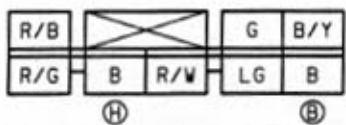
H-2 EC-AT ■ SHIFT-LOCK SYSTEM ■ KEY INTERLOCK SYSTEM



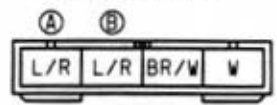
H2-01 KEY INTERLOCK RESISTOR (D)



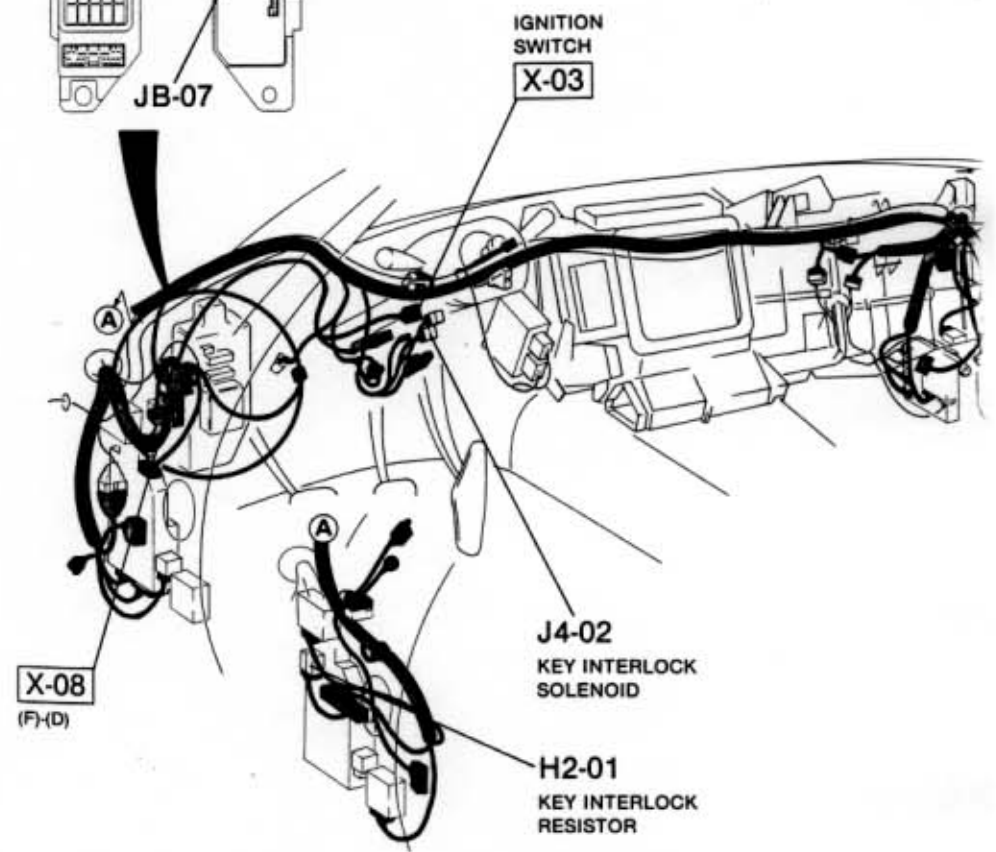
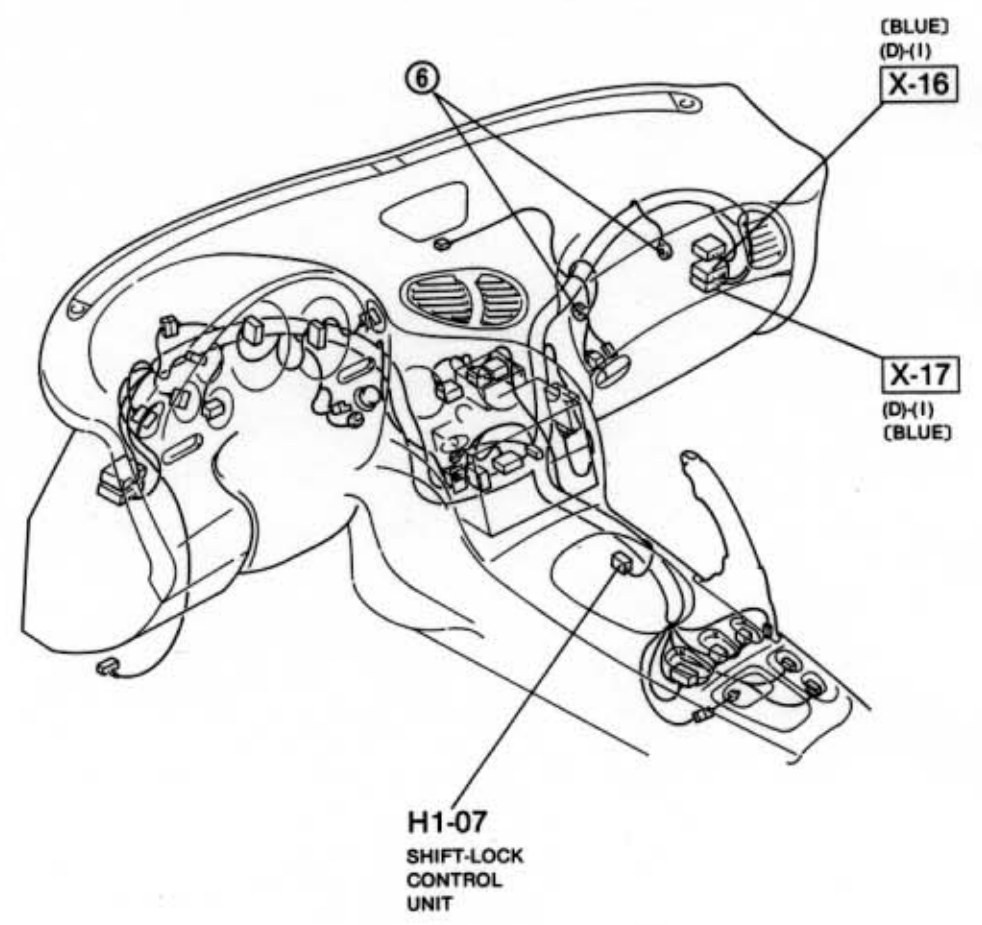
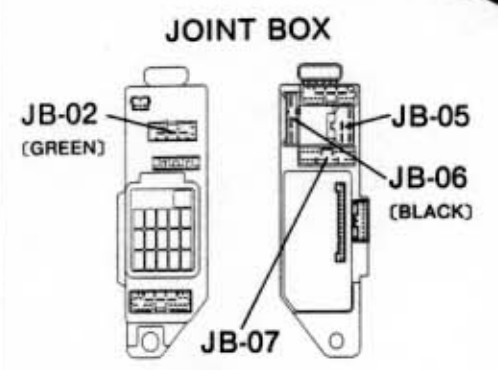
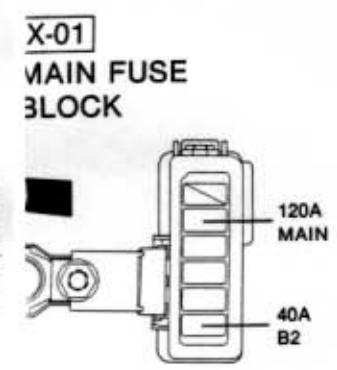
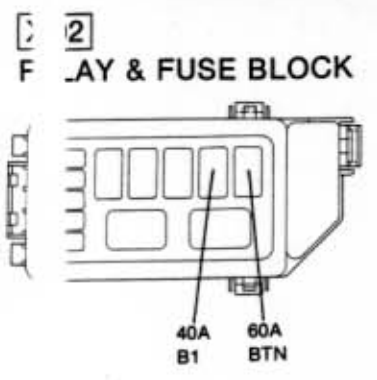
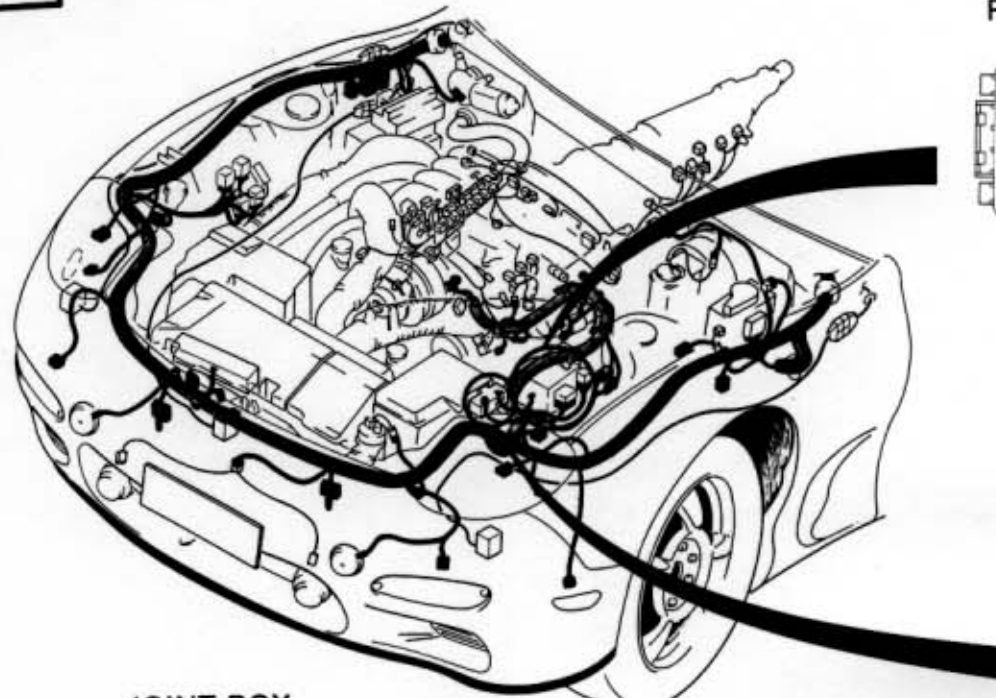
H1-07 SHIFT-LOCK CONTROL UNIT (I)



J4-02 KEY INTERLOCK SOLENOID (D)

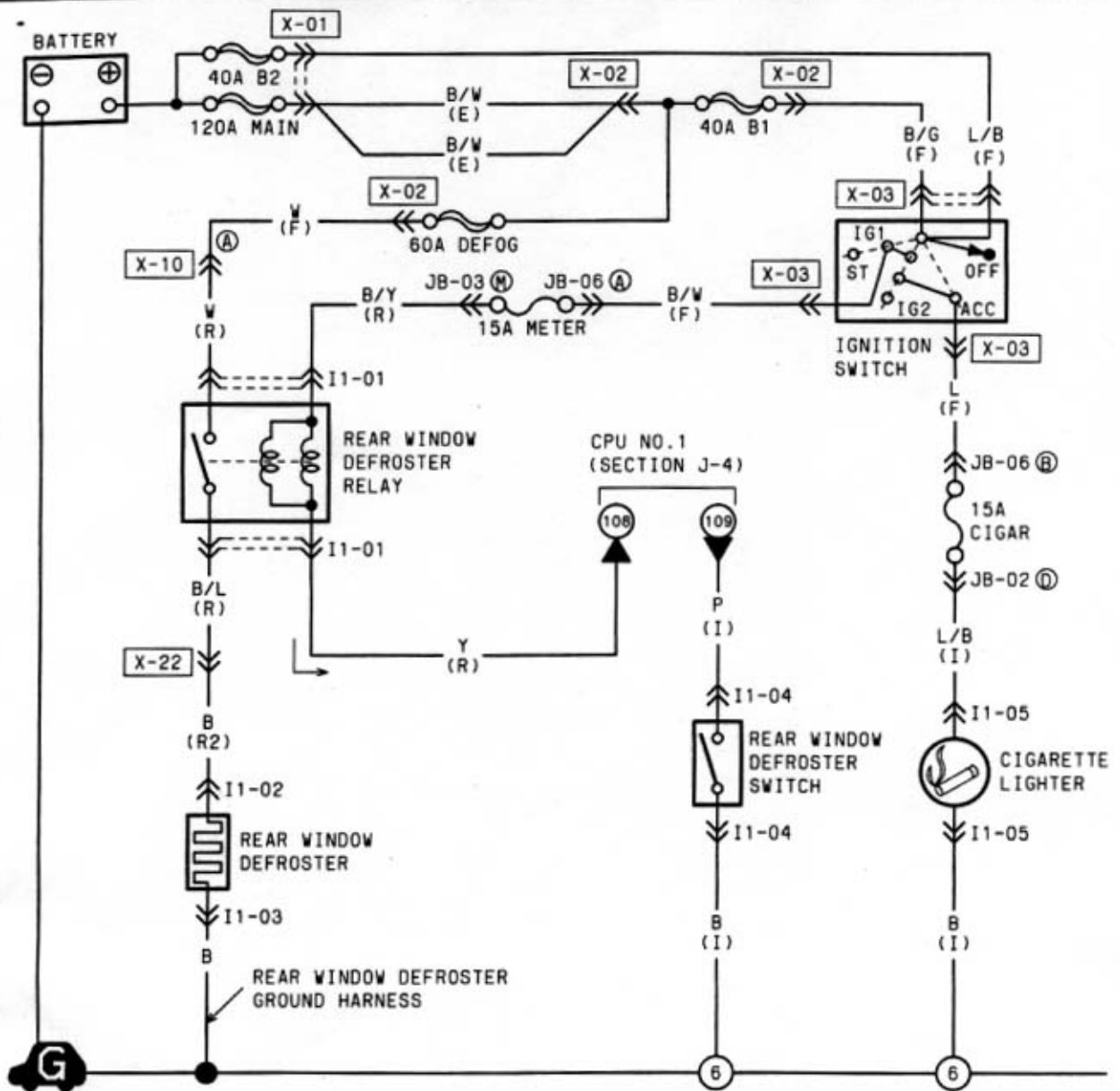


H-2

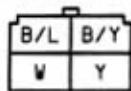


Z WIRING DIAGRAM

I-1 ■ REAR WINDOW DEFROSTER ■ CIGARETTE LIGHTER



I1-01 REAR WINDOW DEFROSTER RELAY (R)



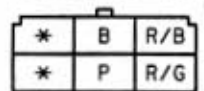
I1-02 REAR WINDOW DEFROSTER (R2)



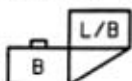
I1-03 REAR WINDOW DEFROSTER GROUND HARNESS



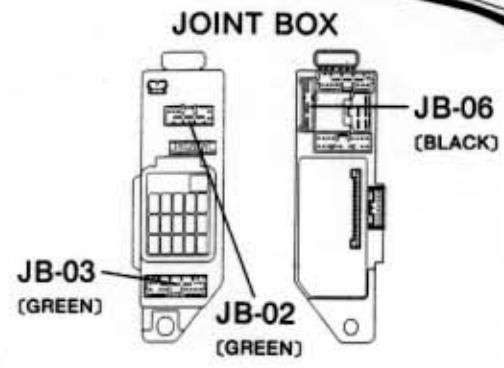
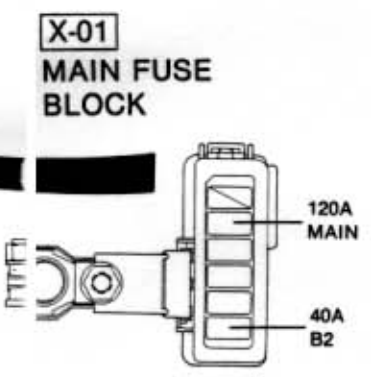
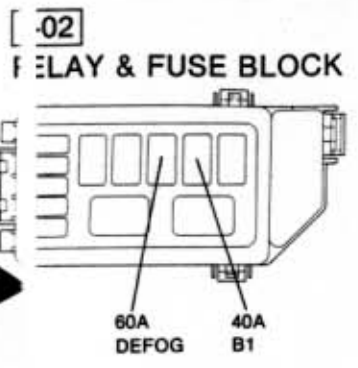
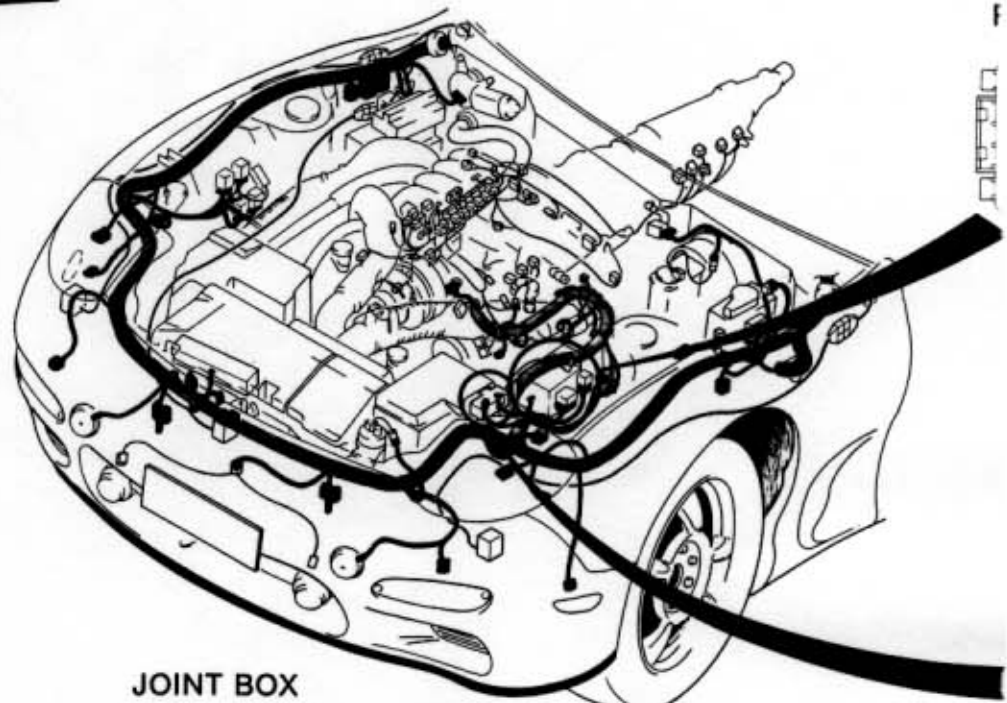
I1-04 REAR WINDOW DEFROSTER SWITCH (I)



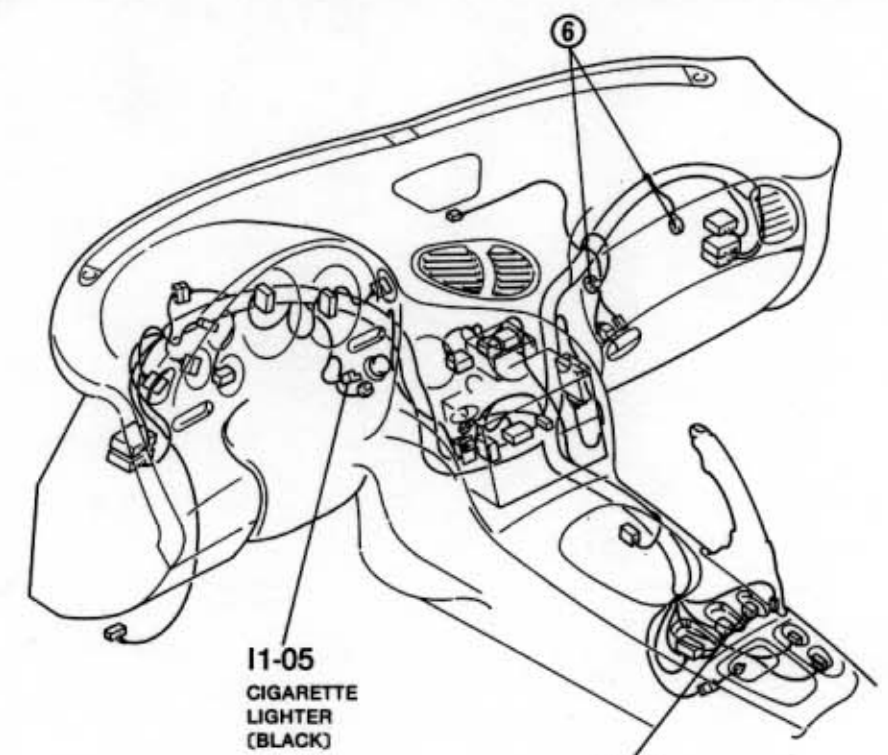
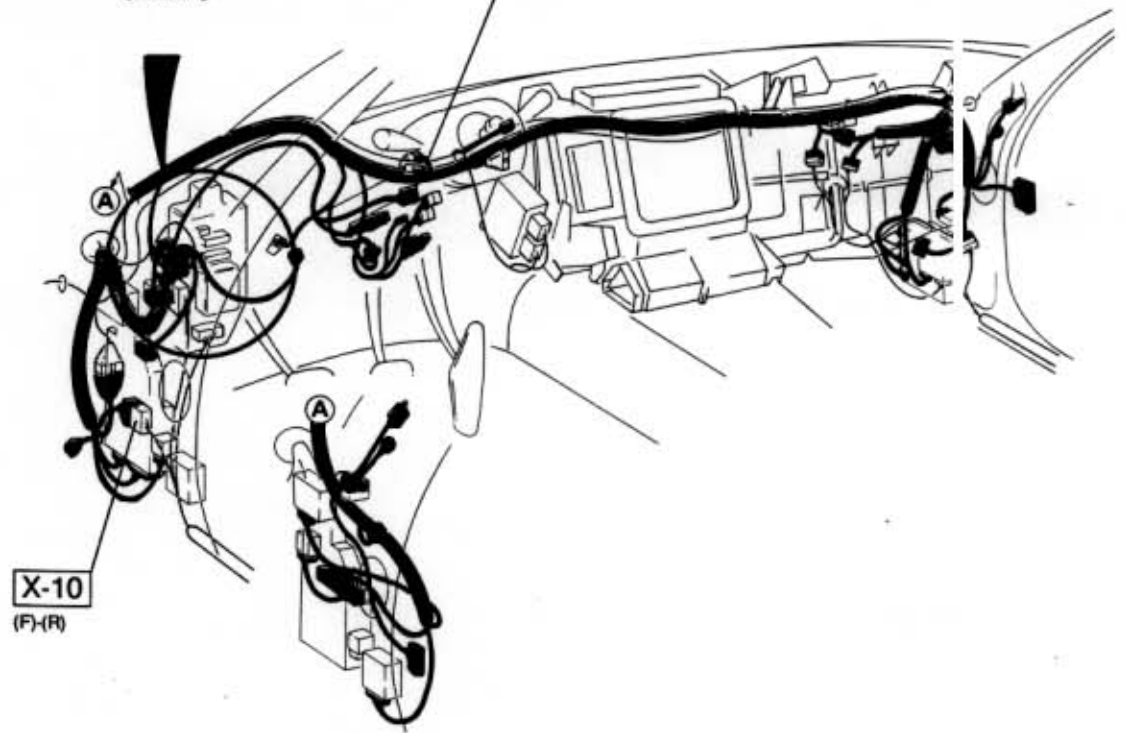
I1-05 CIGARETTE LIGHTER (I)



I-1

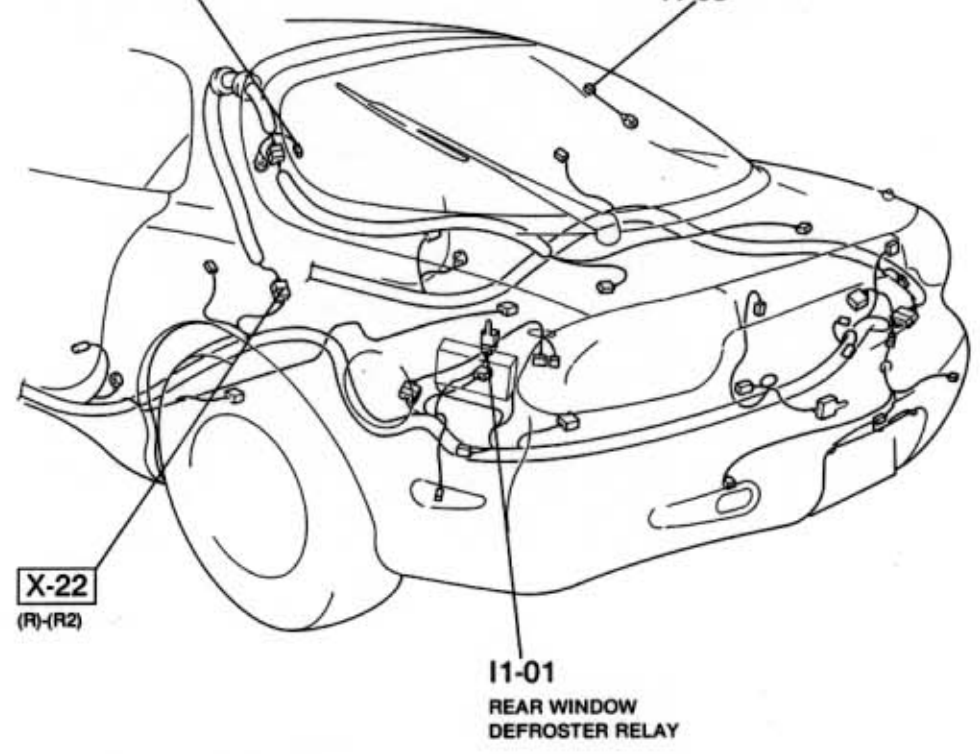


IGNITION SWITCH
X-03



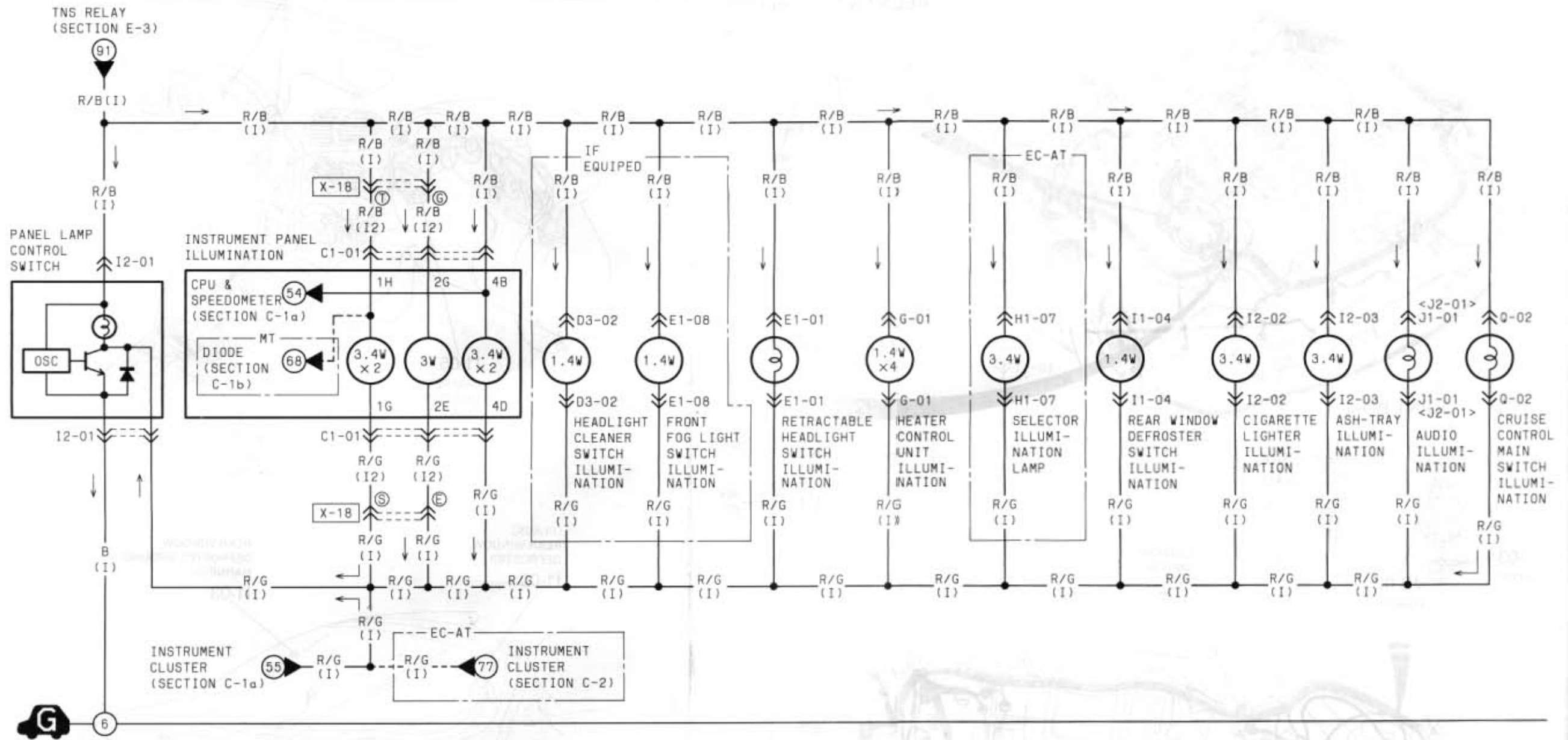
(BLACK) REAR WINDOW DEFROSTER
I-02

REAR WINDOW DEFROSTER GROUND HARNESS
I-03

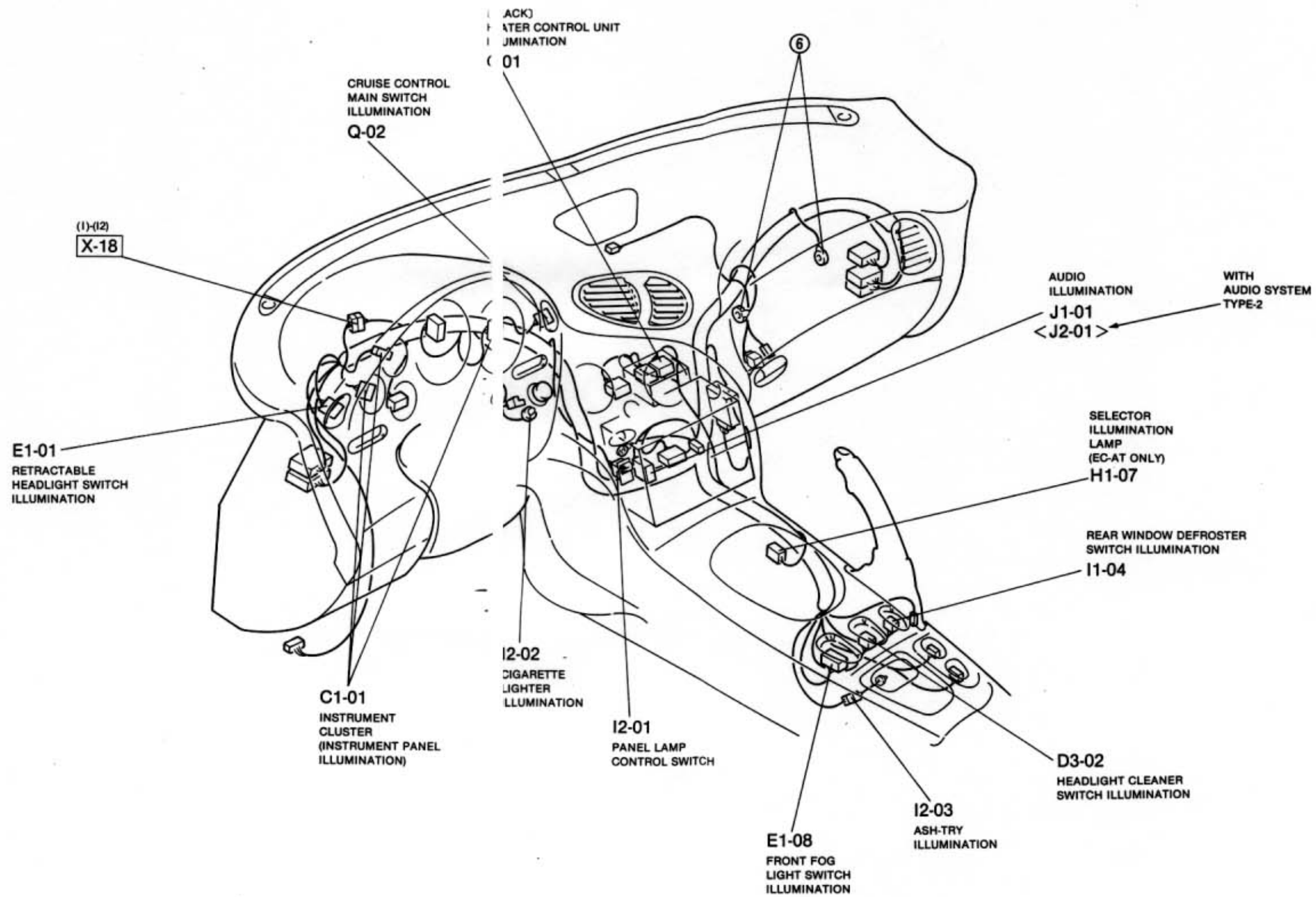


I-2 ■ ILLUMINATION LAMPS

< >...WITH AUDIO SYSTEM TYPE-2

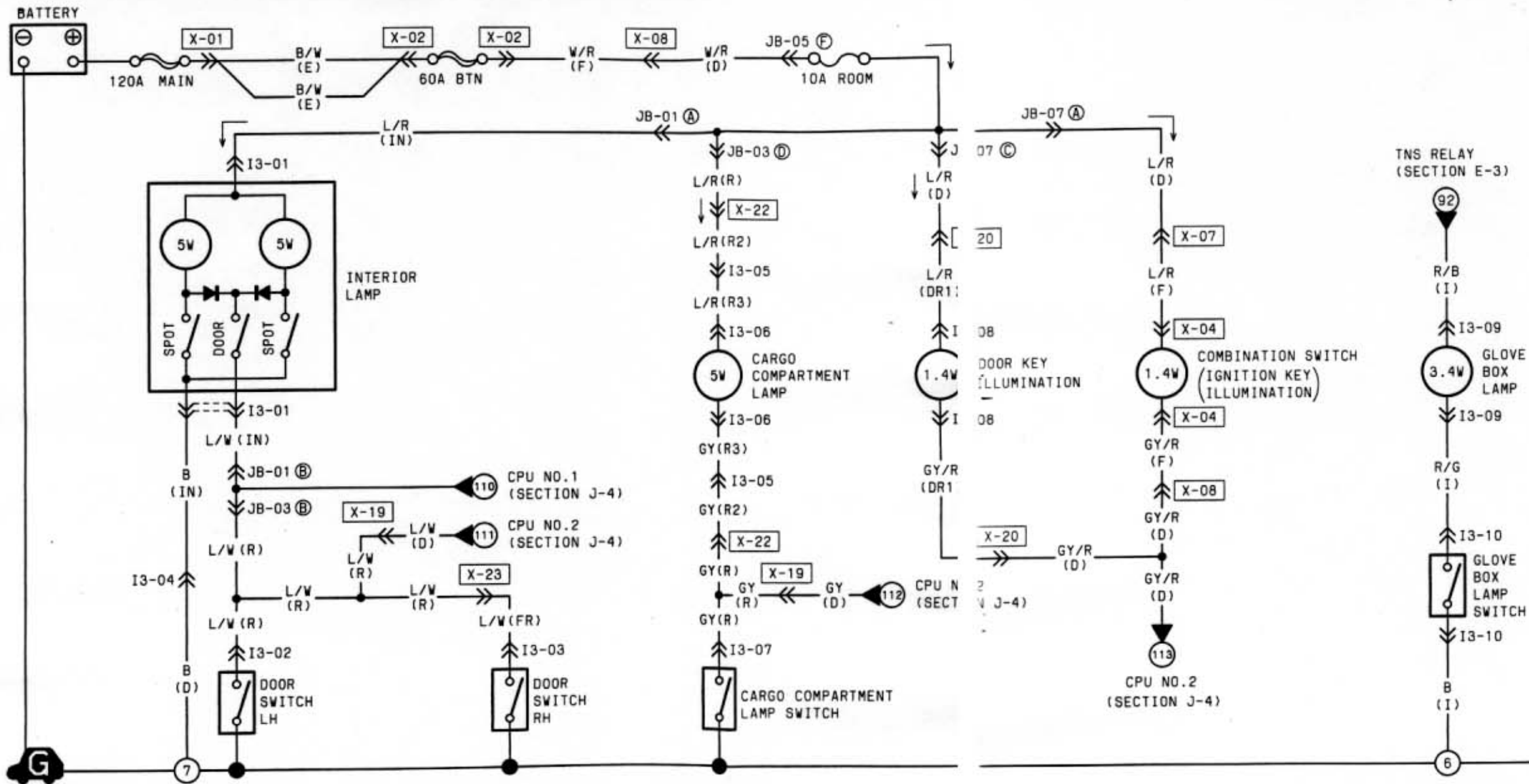


<p>I2-01 PANEL LAMP CONTROL SWITCH (I)</p>	<p>I2-02 CIGARETTE LIGHTER ILLUMINATION (I)</p>	<p>I2-03 ASH-TRAY ILLUMINATION (I)</p>	<p>C1-01 INSTRUMENT CLUSTER (INSTRUMENT PANEL ILLUMINATION) ()...EC-AT</p> <table border="1"> <tr> <td>1G</td><td>1E (I)</td><td>1C</td><td>1A</td><td>2I</td><td>2G</td><td>2E (I2)</td><td>2C</td><td>2A</td><td>4K</td><td>4I</td><td>4G (I)</td><td>4E</td><td>4C</td><td>4A</td> </tr> <tr> <td>R/G</td><td>B/L</td><td>G/Y</td><td>R/Y</td><td>Y</td><td>R/B</td><td>R/G</td><td>L</td><td>O/B</td><td>B</td><td>W/B</td><td>R/W</td><td>L/R</td><td>L/Y</td><td>* (V)</td> </tr> <tr> <td>R/B</td><td>W/B</td><td>GY</td><td>G/O</td><td>G/B</td><td>G/W</td><td>GY/R</td><td>B/Y</td><td>W/G</td><td>L/W (B/R)</td><td>BR/Y</td><td>B</td><td>LG</td><td>R/G</td><td>R/B</td> </tr> <tr> <td>1H</td><td>1F</td><td>1D</td><td>1B</td><td>2J</td><td>2H</td><td>2F</td><td>2D</td><td>2B</td><td>4L</td><td>4J</td><td>4H</td><td>4F</td><td>4D</td><td>4B</td> </tr> </table>		1G	1E (I)	1C	1A	2I	2G	2E (I2)	2C	2A	4K	4I	4G (I)	4E	4C	4A	R/G	B/L	G/Y	R/Y	Y	R/B	R/G	L	O/B	B	W/B	R/W	L/R	L/Y	* (V)	R/B	W/B	GY	G/O	G/B	G/W	GY/R	B/Y	W/G	L/W (B/R)	BR/Y	B	LG	R/G	R/B	1H	1F	1D	1B	2J	2H	2F	2D	2B	4L	4J	4H	4F	4D	4B
1G	1E (I)	1C	1A	2I	2G	2E (I2)	2C	2A	4K	4I	4G (I)	4E	4C	4A																																																		
R/G	B/L	G/Y	R/Y	Y	R/B	R/G	L	O/B	B	W/B	R/W	L/R	L/Y	* (V)																																																		
R/B	W/B	GY	G/O	G/B	G/W	GY/R	B/Y	W/G	L/W (B/R)	BR/Y	B	LG	R/G	R/B																																																		
1H	1F	1D	1B	2J	2H	2F	2D	2B	4L	4J	4H	4F	4D	4B																																																		
<p>D3-02 HEADLIGHT CLEANER SWITCH ILLUMINATION (I)</p>	<p>E1-01 RETRACTABLE HEADLIGHT SWITCH ILLUMINATION (I)</p>	<p>E1-08 FRONT FOG LIGHT SWITCH ILLUMINATION (I)</p>	<p>G-01 HEATER CONTROL UNIT ILLUMINATION (I)</p>																																																													
<p>H1-07 SELECTOR ILLUMINATION LAMP (I)</p> <p>(H) (EC-AT ONLY) (B)</p>	<p>I1-04 REAR WINDOW DEFROSTER SWITCH ILLUMINATION (I)</p>	<p>J1-01 AUDIO ILLUMINATION (I) <J2-01></p>	<p>Q-02 CRUISE CONTROL MAIN SWITCH ILLUMINATION (I)</p>																																																													



Z WIRING DIAGRAM

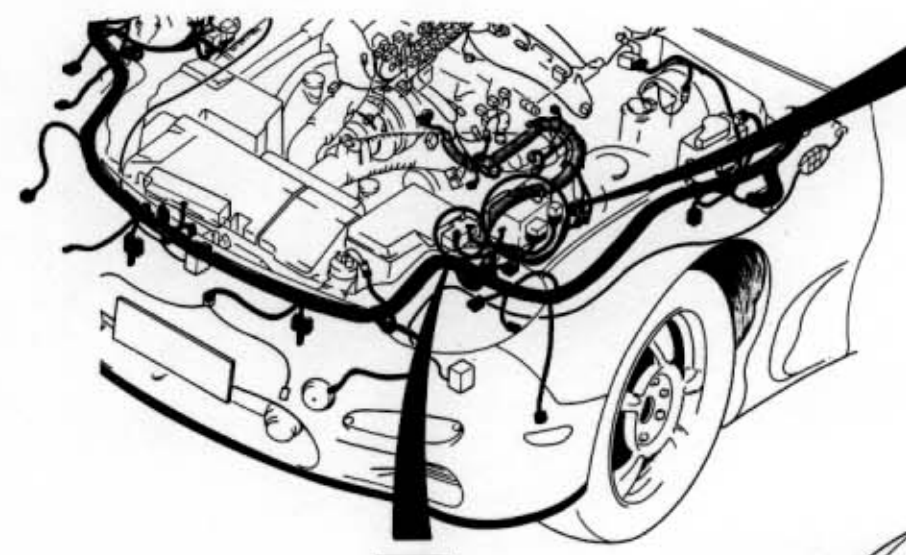
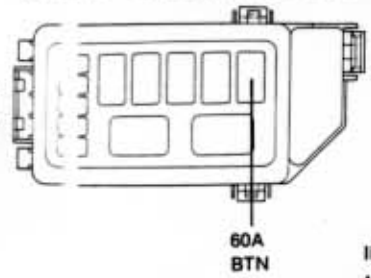
I-3 ■ INTERIOR LAMP ■ CARGO COMPARTMENT LAMP ■ DOOR KEY ILLUMINATION ■ IGNITION KEY ILLUMINATION ■ GLOVE BOX LAMP



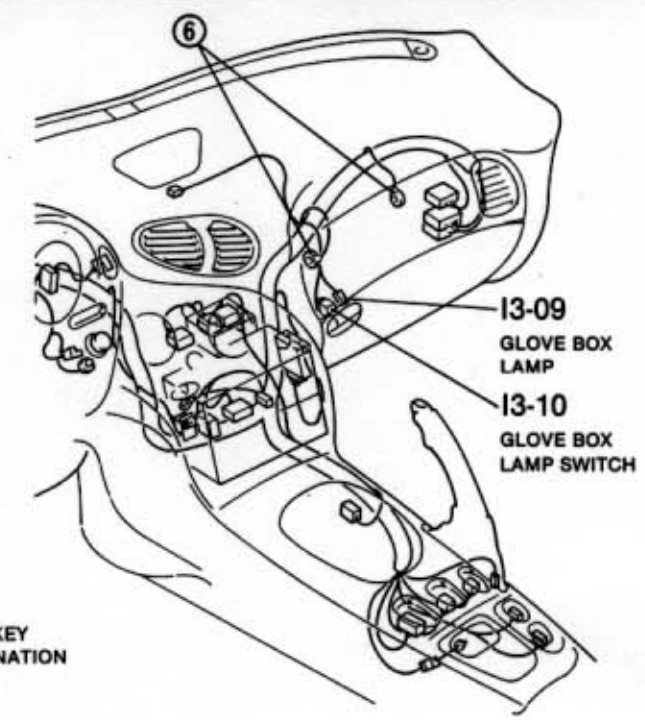
<p>I3-01 INTERIOR LAMP (IN)</p> <p>()...WITH SLIDING SUNROOF</p>	<p>I3-02 DOOR SWITCH LH (R)</p>	<p>I3-03 DOOR SWITCH RH (FR)</p>	<p>I3-04 CONNECTOR BETWEEN DASH(D) & INTERIOR LAMP (IN)</p>	<p>I3-05 CONNECTOR BETWEEN REAR NO.2 (R2) & REAR NO.3 (R3)</p> <p>()...WITH REAR WIPER & WASHER</p>	<p>I3-06 CARGO COMPARTMENT LAMP (R3)</p>
<p>I3-07 CARGO COMPARTMENT LAMP SWITCH (R)</p>	<p>I3-08 DOOR KEY ILLUMINATION (DR1)</p>	<p>I3-09 GLOVE BOX LAMP (I)</p>	<p>I3-10 GLOVE BOX LAMP SWITCH (I)</p>		

I-3

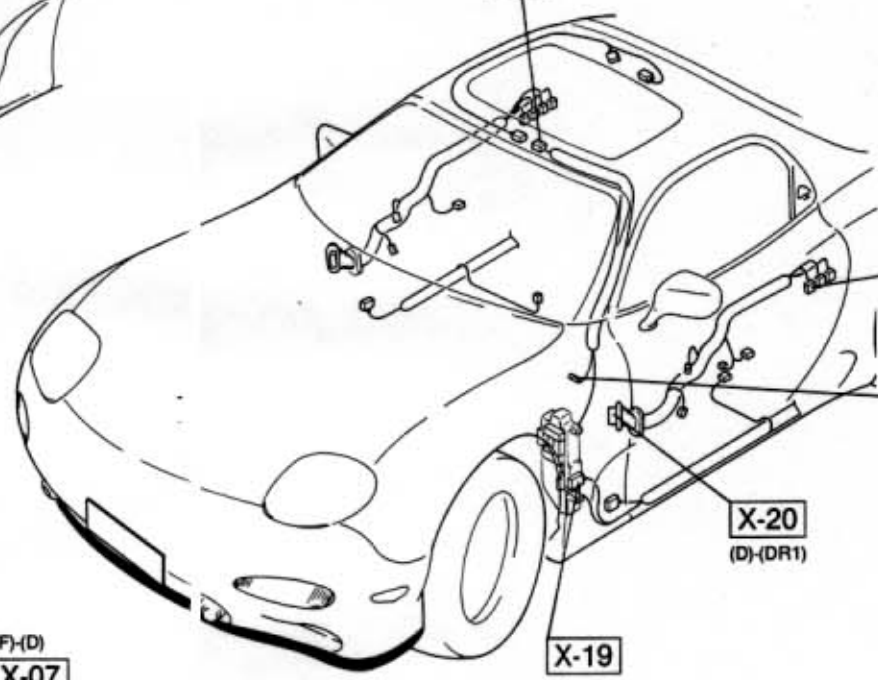
X-2
RELAY & FUSE BLOCK



X-01
MAIN FUSE BLOCK



I3-09
GLOVE BOX LAMP
I3-10
GLOVE BOX LAMP SWITCH



I3-01
INTERIOR LAMP

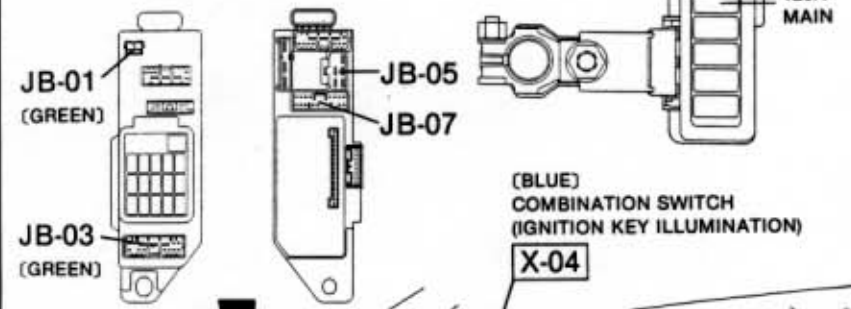
I3-08
DOOR KEY ILLUMINATION

I3-04
(D)-(IN)
(GREEN)

X-20
(D)-(DR1)

X-19
(D)-(R)

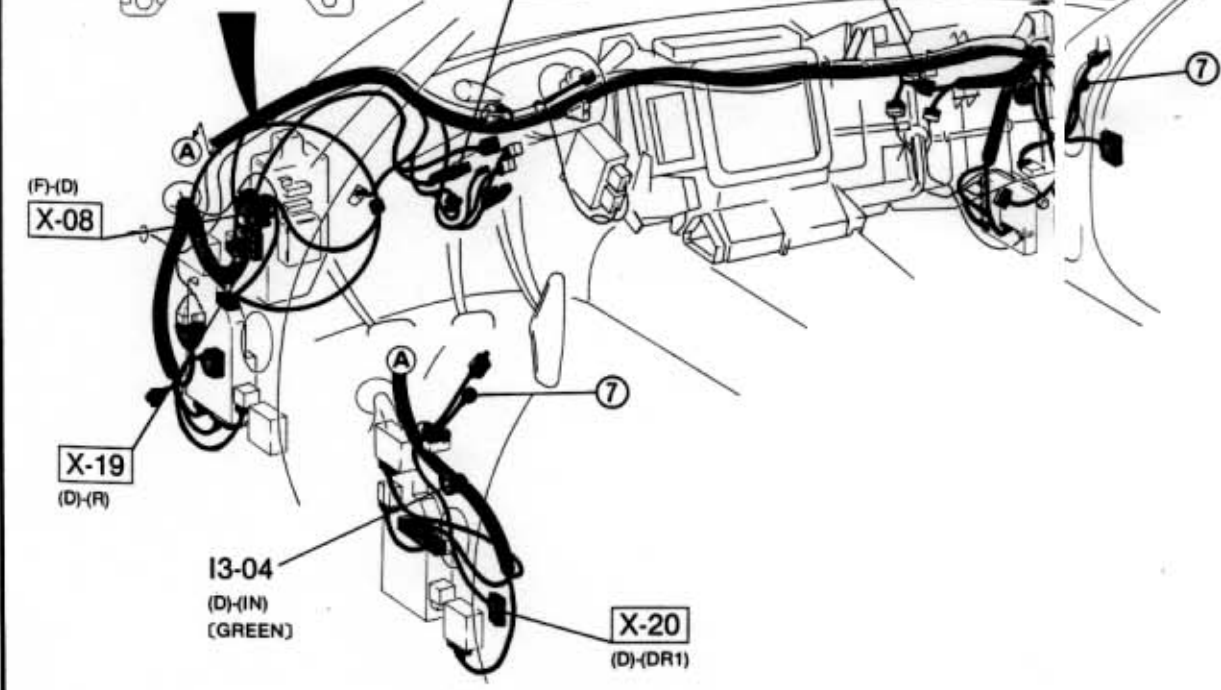
JOINT BOX



[BLUE] COMBINATION SWITCH
(IGNITION KEY ILLUMINATION)

(F)-(D)
X-07

X-04

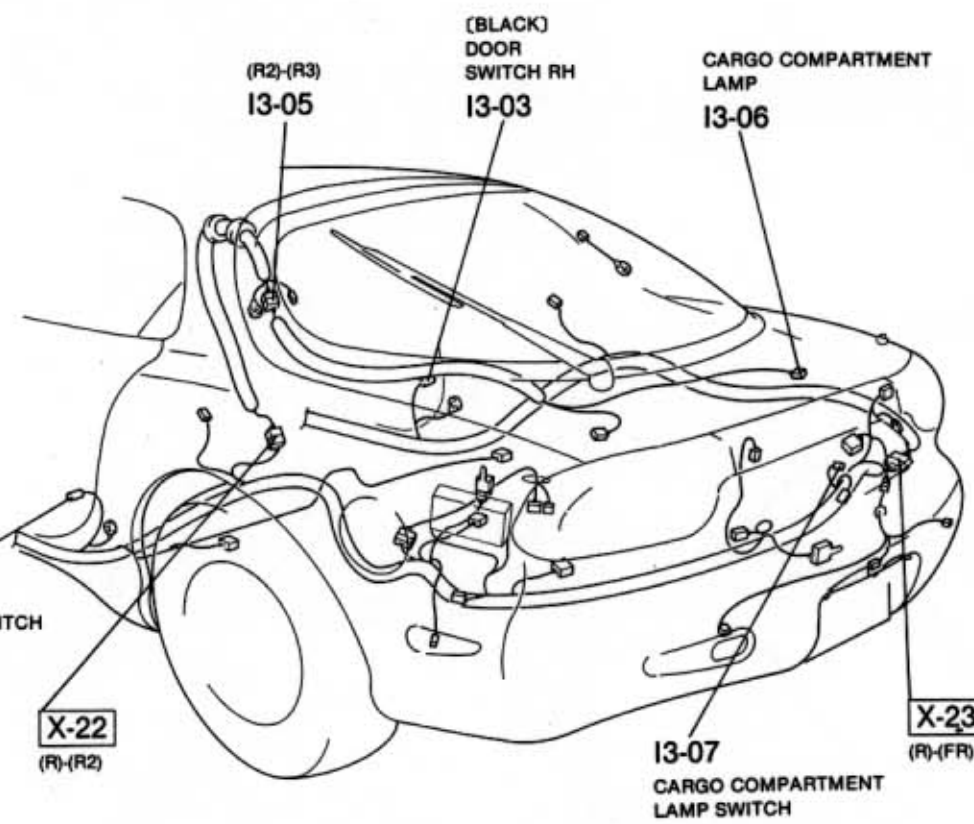


(F)-(D)
X-08

X-19
(D)-(R)

I3-04
(D)-(IN)
(GREEN)

X-20
(D)-(DR1)



(R2)-(R3)
I3-05

[BLACK]
DOOR SWITCH RH
I3-03

CARGO COMPARTMENT LAMP
I3-06

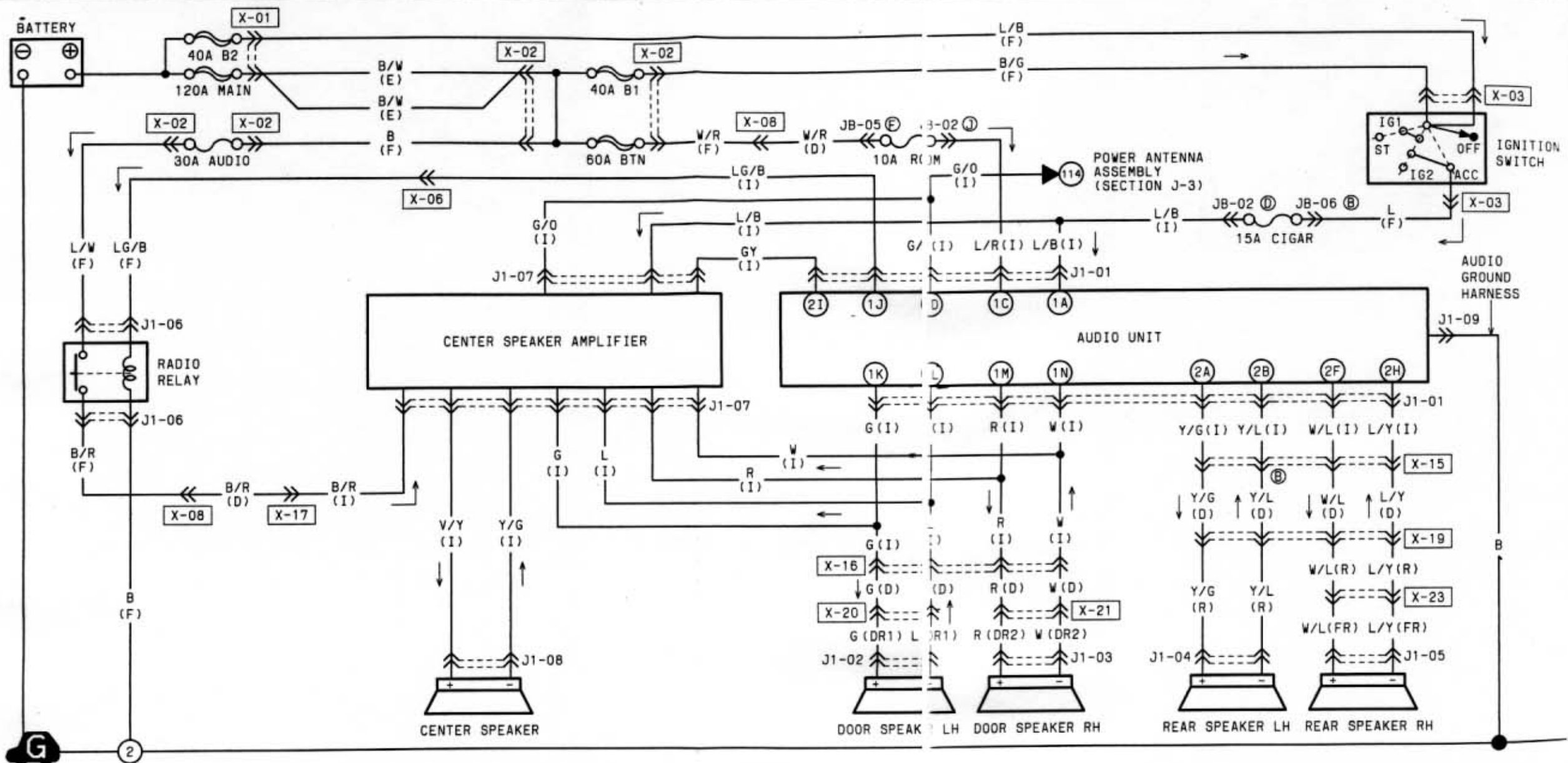
I3-02
DOOR SWITCH LH
(BLACK)

X-22
(R)-(R2)

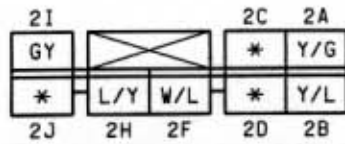
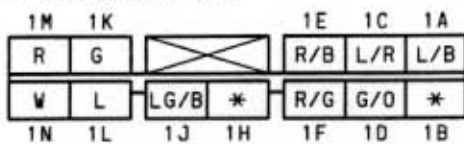
I3-07
CARGO COMPARTMENT LAMP SWITCH

X-23
(R)-(FR)

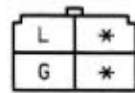
J-1 ■ AUDIO SYSTEM TYPE-1



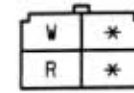
J1-01 AUDIO UNIT (I)



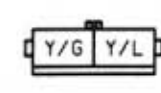
J1-02 DOOR SPEAKER LH(DR1)



J1-03 DOOR SPEAKER RH(DR2)



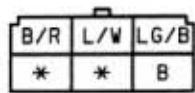
J1-04 REAR SPEAKER LH (R)



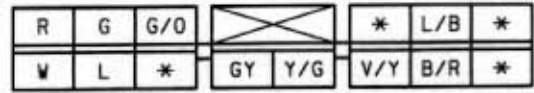
J1-05 REAR SPEAKER RH (FR)



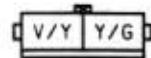
J1-06 RADIO RELAY (F)



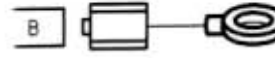
J1-07 CENTER SPEAKER AMPLIFIER (I)



J1-08 CENTER SPEAKER (I)

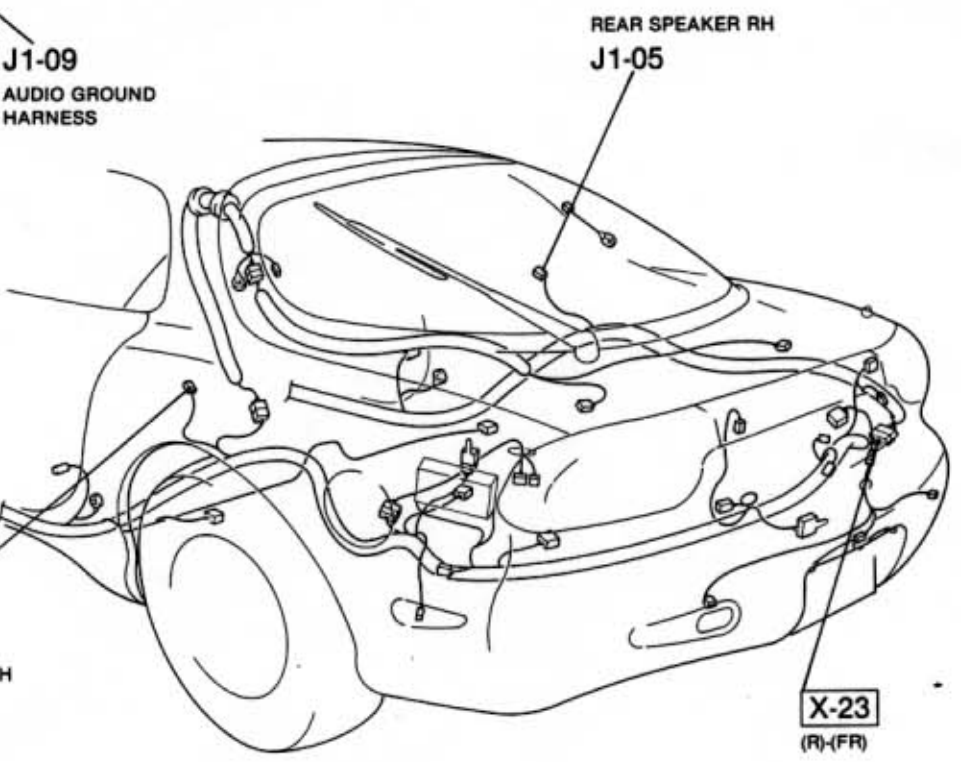
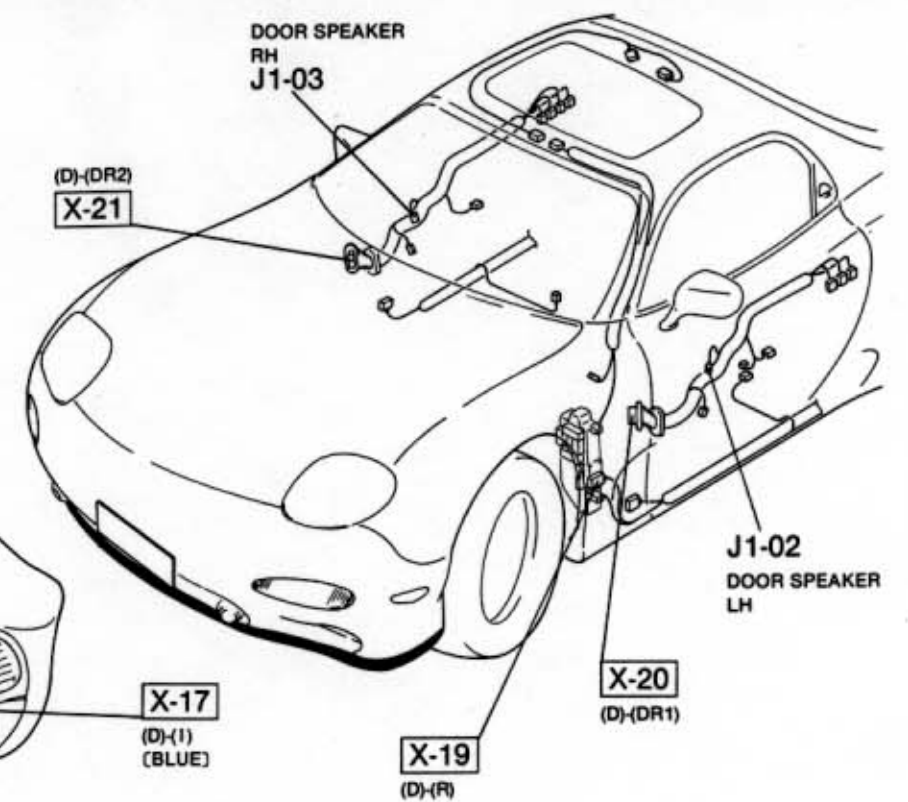
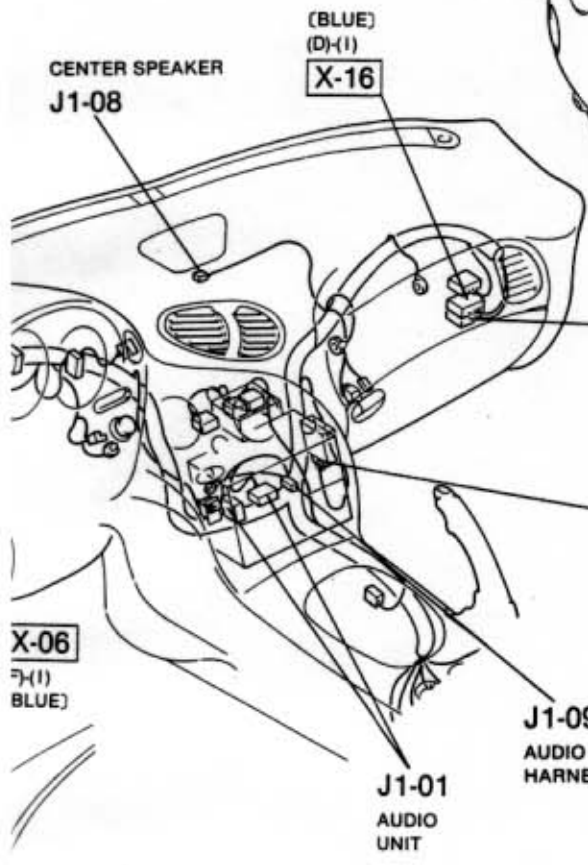
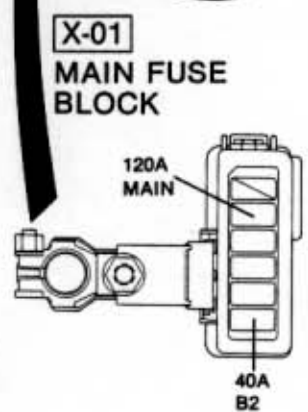
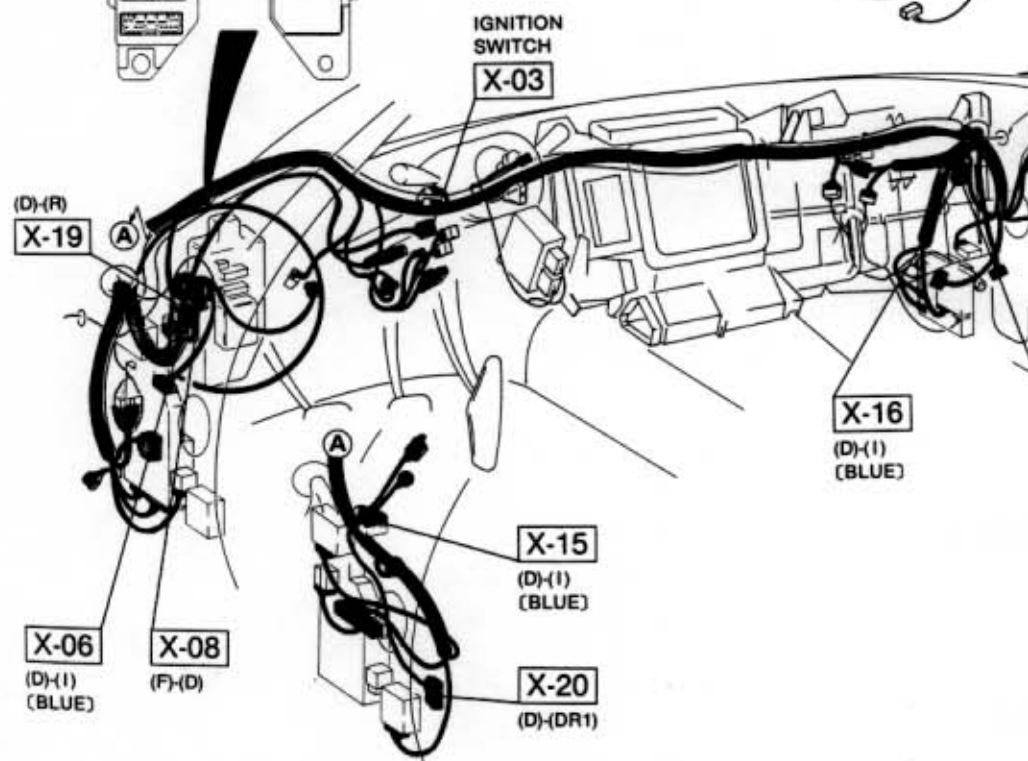
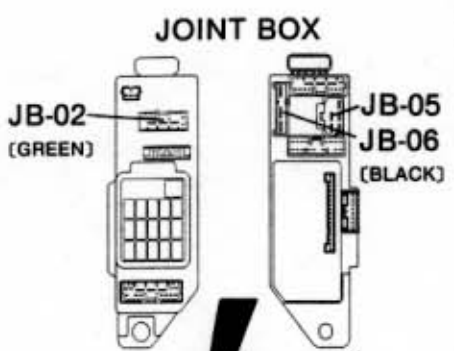
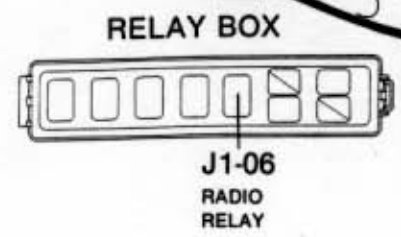
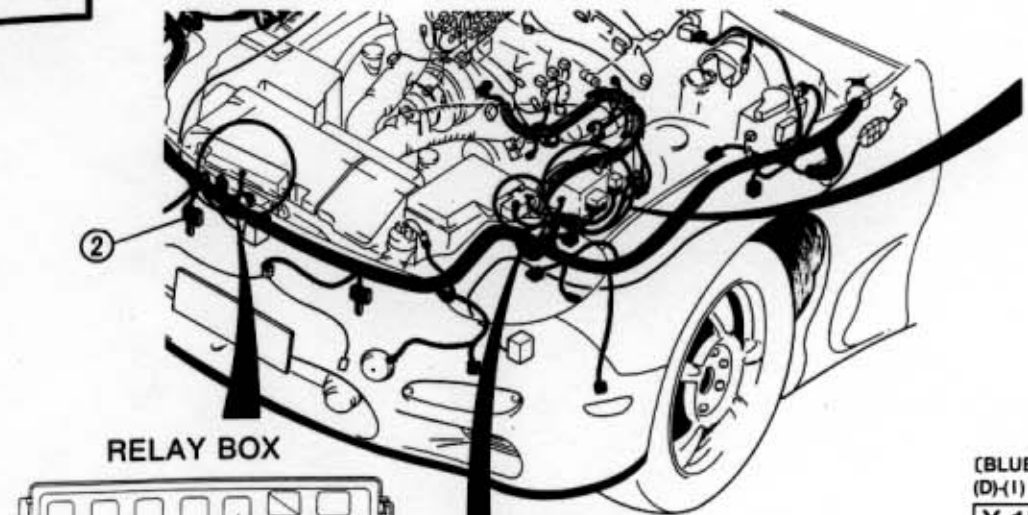
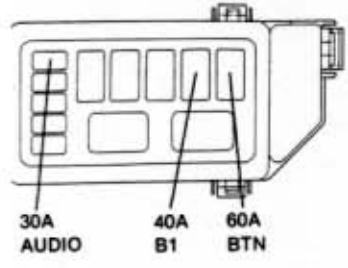


J1-09 AUDIO GROUND HARNESS

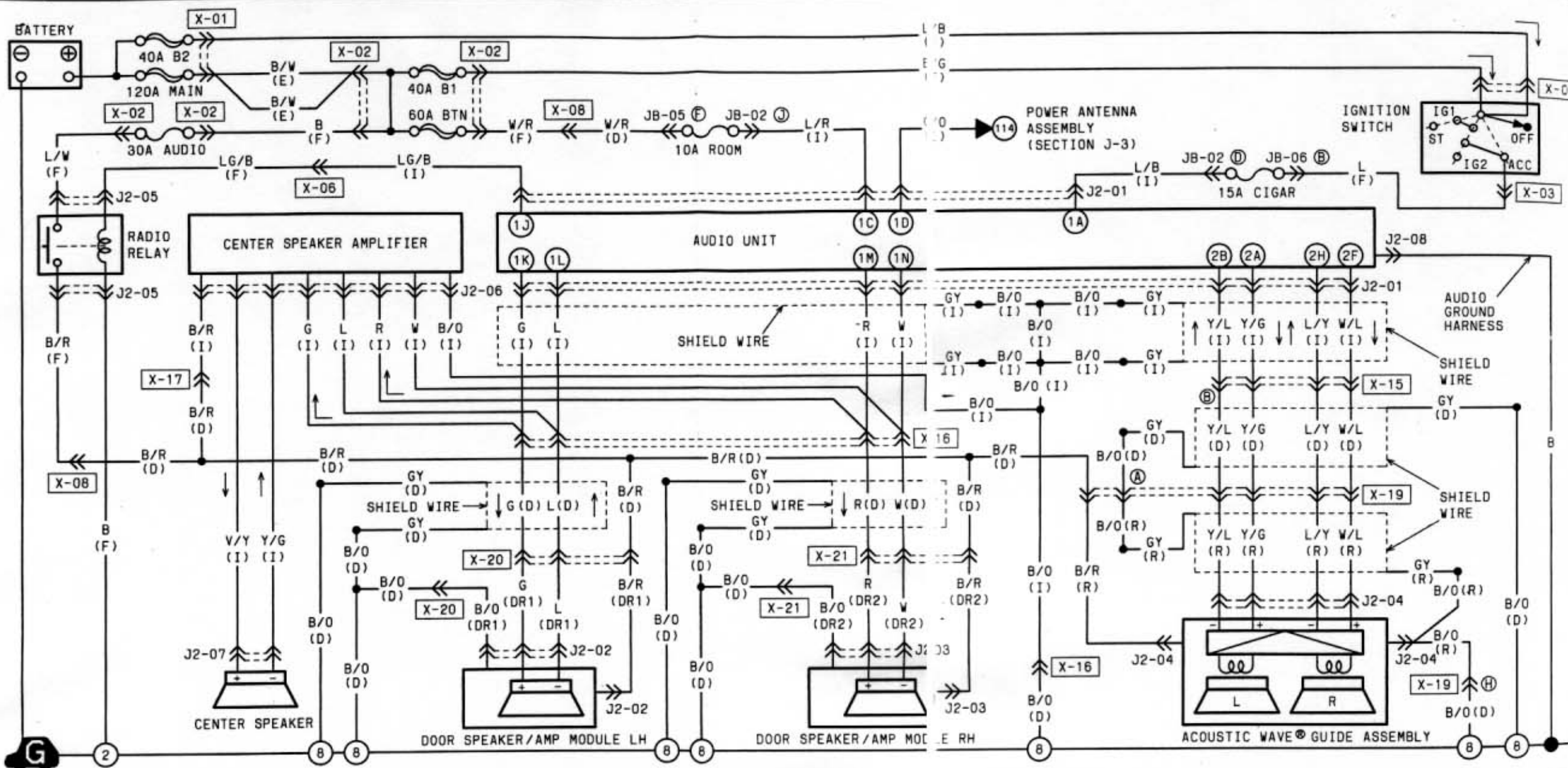


J-1

J-02
RELAY & FUSE BLOCK

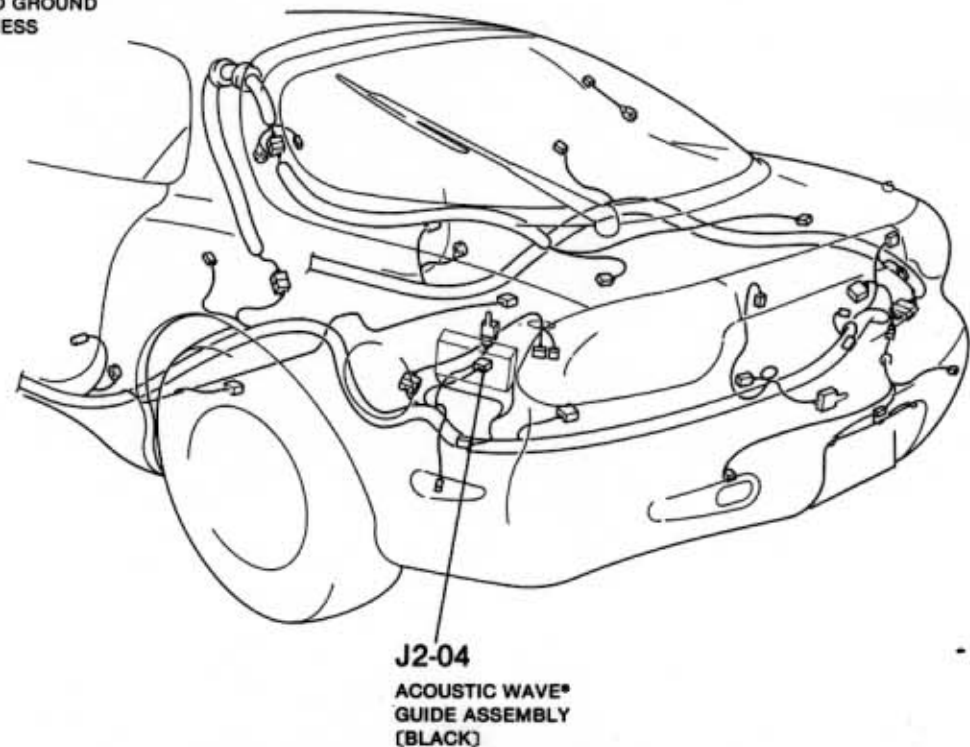
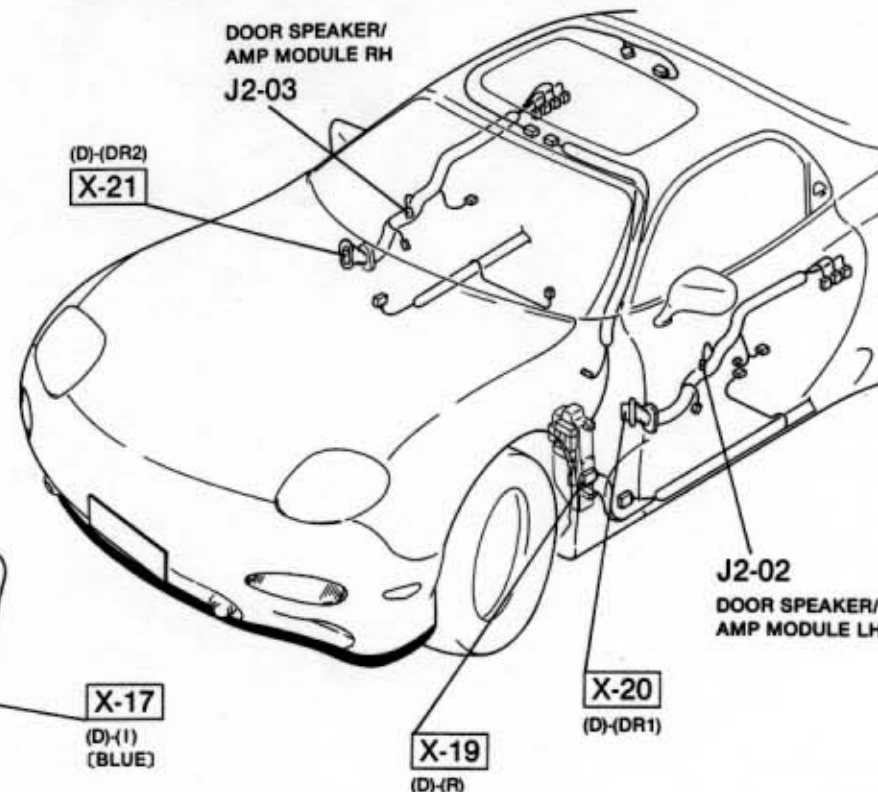
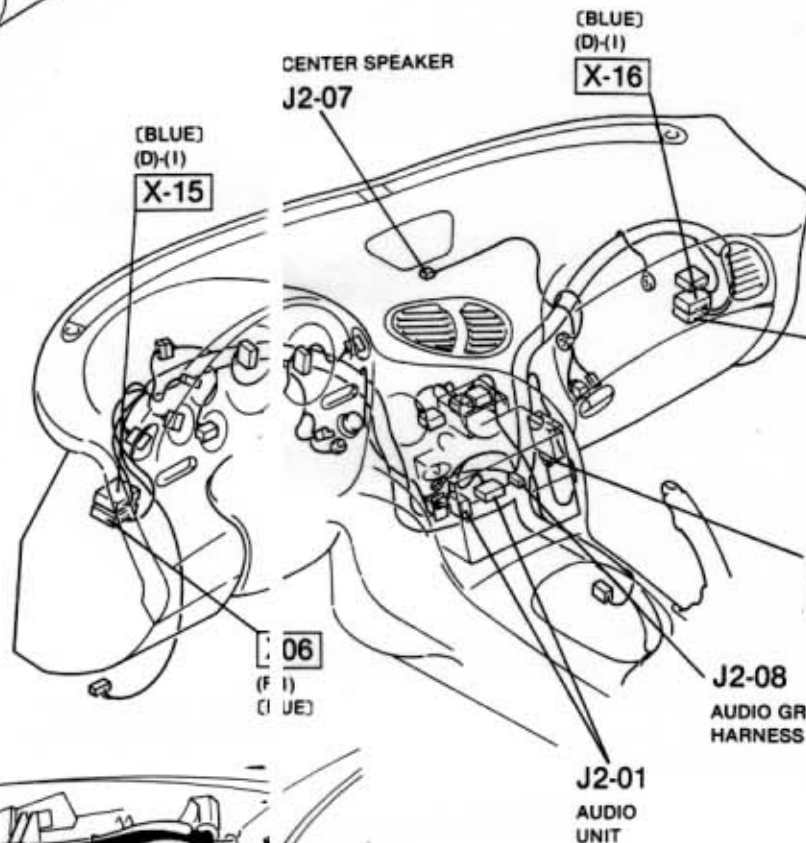
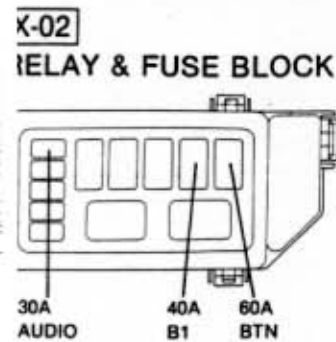
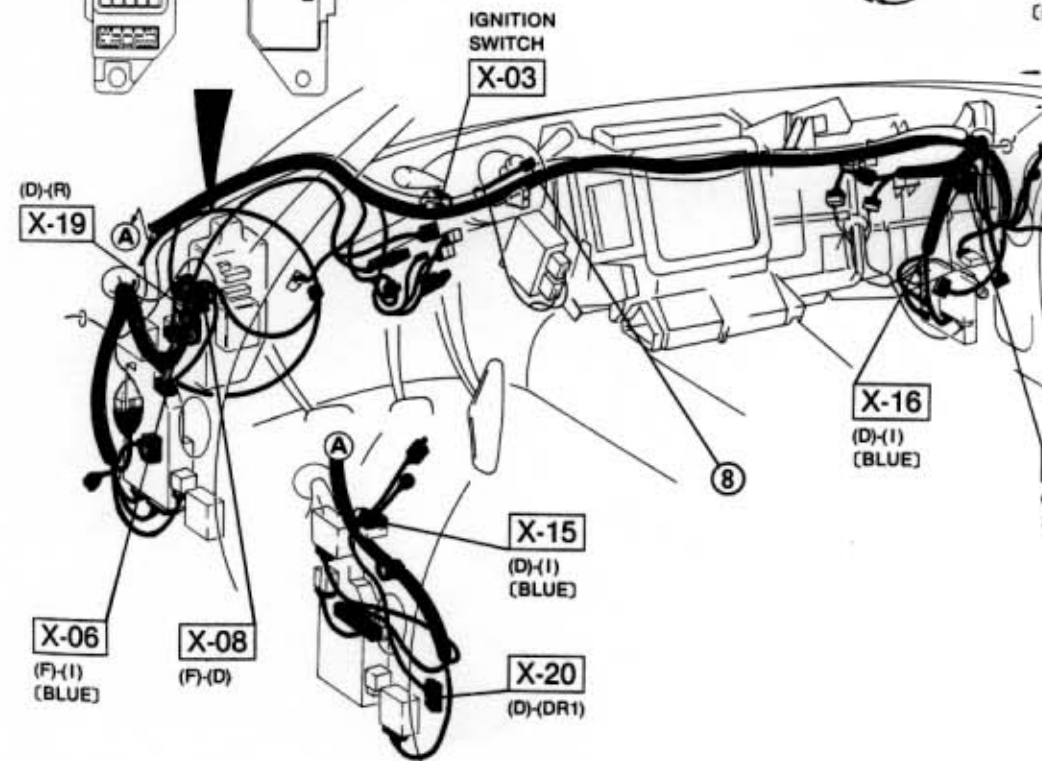
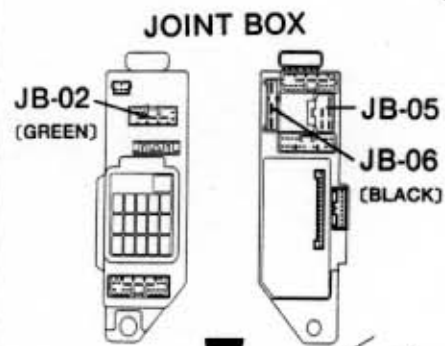
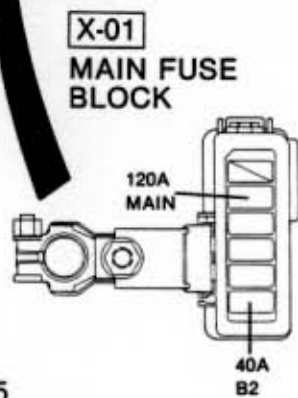
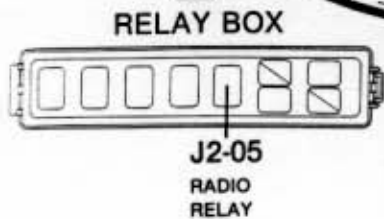
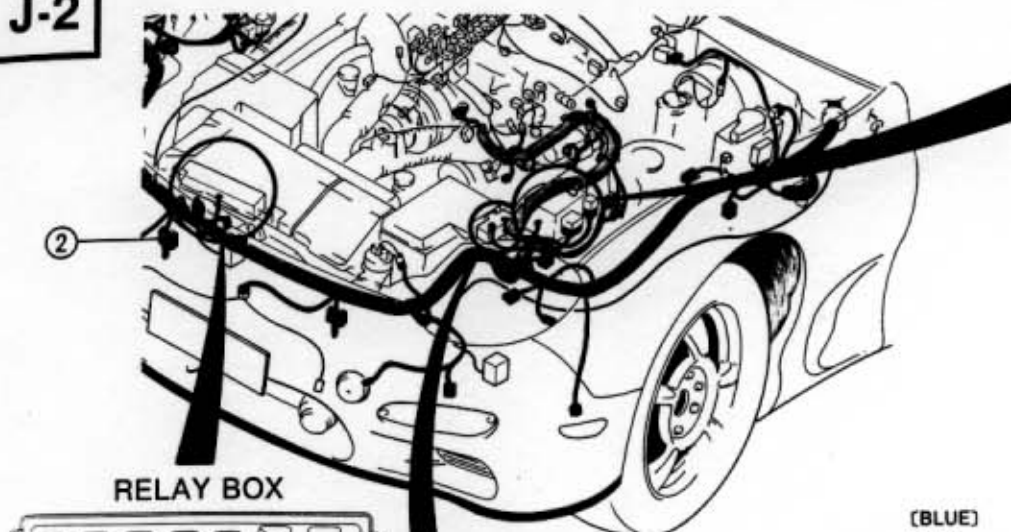


J-2 ■ AUDIO SYSTEM TYPE-2 (BOSE ACOUSTIC WAVE® MUSIC SYSTEM)



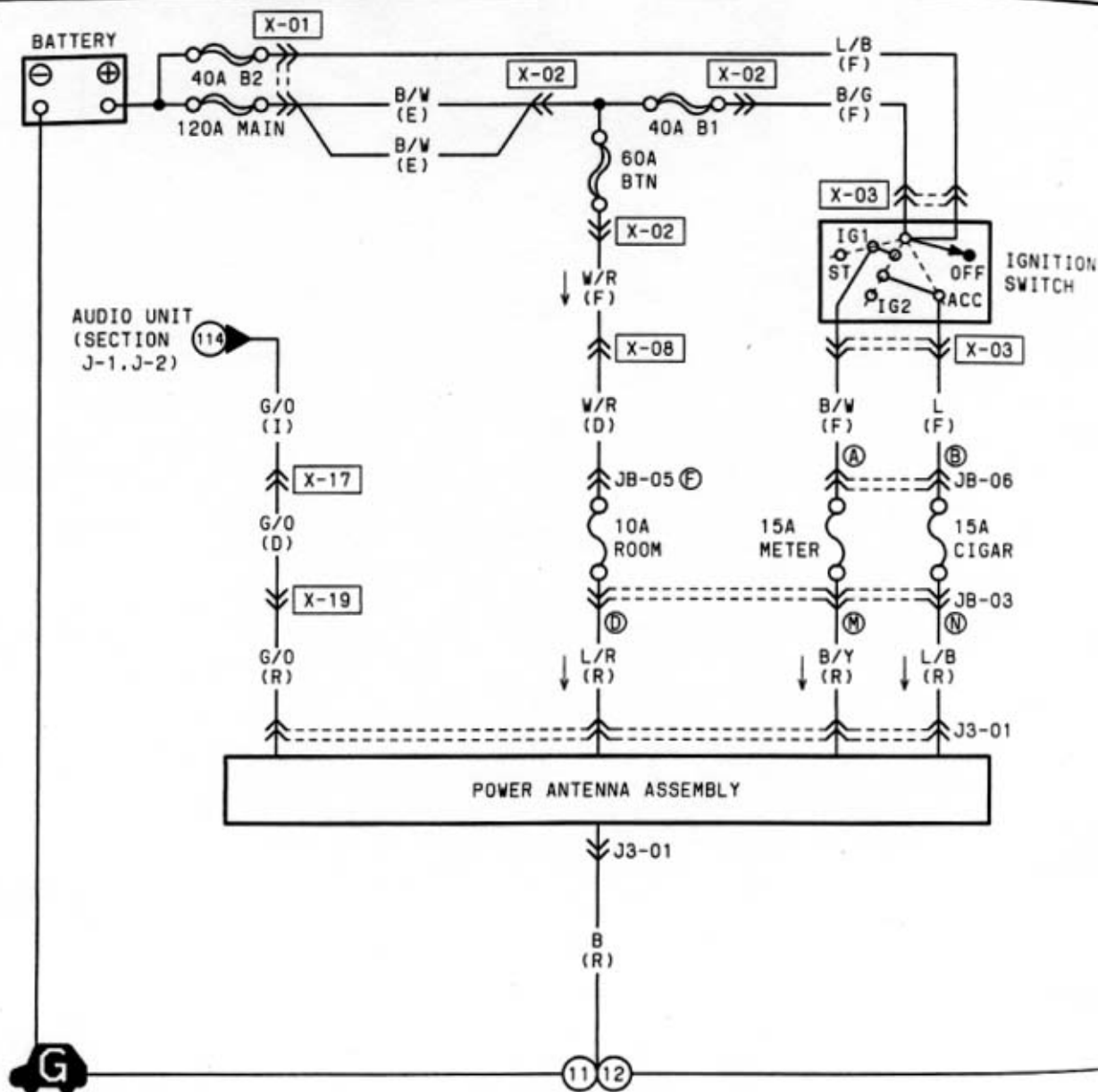
<p>J2-01 AUDIO UNIT (I)</p> <table border="1"> <tr> <td>1M</td><td>1K</td><td>1E</td><td>1C</td><td>1A</td> </tr> <tr> <td>R</td><td>G</td><td>R/B</td><td>L/R</td><td>L/B</td> </tr> <tr> <td>W</td><td>L</td><td>LG/B</td><td>R/G</td><td>G/O</td> </tr> <tr> <td>1N</td><td>1L</td><td>1J</td><td>1H</td><td>1B</td> </tr> </table>	1M	1K	1E	1C	1A	R	G	R/B	L/R	L/B	W	L	LG/B	R/G	G/O	1N	1L	1J	1H	1B	<p>J2-02 DOOR SPEAKER/AMP MODULE LH (DR1)</p> <table border="1"> <tr> <td>2I</td><td>2C</td><td>2A</td> </tr> <tr> <td>*</td><td>*</td><td>Y/G</td> </tr> <tr> <td>*</td><td>L/Y</td><td>W/L</td> </tr> <tr> <td>2J</td><td>2H</td><td>2F</td> </tr> <tr> <td></td><td>2D</td><td>2B</td> </tr> </table>	2I	2C	2A	*	*	Y/G	*	L/Y	W/L	2J	2H	2F		2D	2B	<p>J2-03 DOOR SPEAKER/AMP MODULE RH (DR2)</p> <table border="1"> <tr> <td>W</td><td>B/R</td> </tr> <tr> <td>R</td><td>B/O</td> </tr> </table>	W	B/R	R	B/O	<p>J2-04 ACOUSTIC WAVE® GUIDE ASSEMBLY (R)</p> <table border="1"> <tr> <td>L/Y</td><td>Y/L</td><td>B/R</td> </tr> <tr> <td>W/L</td><td>Y/G</td><td>B/O</td> </tr> </table>	L/Y	Y/L	B/R	W/L	Y/G	B/O	<p>J2-05 RADIO RELAY (F)</p> <table border="1"> <tr> <td>B/R</td><td>L/W</td><td>LG/B</td> </tr> <tr> <td>*</td><td>*</td><td>B</td> </tr> </table>	B/R	L/W	LG/B	*	*	B
1M	1K	1E	1C	1A																																																			
R	G	R/B	L/R	L/B																																																			
W	L	LG/B	R/G	G/O																																																			
1N	1L	1J	1H	1B																																																			
2I	2C	2A																																																					
*	*	Y/G																																																					
*	L/Y	W/L																																																					
2J	2H	2F																																																					
	2D	2B																																																					
W	B/R																																																						
R	B/O																																																						
L/Y	Y/L	B/R																																																					
W/L	Y/G	B/O																																																					
B/R	L/W	LG/B																																																					
*	*	B																																																					
<p>J2-06 CENTER SPEAKER AMPLIFIER (I)</p> <table border="1"> <tr> <td>R</td><td>G</td><td>*</td><td>*</td><td>*</td><td>*</td> </tr> <tr> <td>W</td><td>L</td><td>*</td><td>Y/G</td><td>V/Y</td><td>B/R</td> </tr> <tr> <td></td><td></td><td></td><td></td><td>B/O</td><td></td> </tr> </table>	R	G	*	*	*	*	W	L	*	Y/G	V/Y	B/R					B/O		<p>J2-07 CENTER SPEAKER (I)</p> <table border="1"> <tr> <td>V/Y</td><td>Y/G</td> </tr> </table>	V/Y	Y/G	<p>J2-08 AUDIO GROUND HARNESS</p> <table border="1"> <tr> <td>B</td> </tr> </table>	B																																
R	G	*	*	*	*																																																		
W	L	*	Y/G	V/Y	B/R																																																		
				B/O																																																			
V/Y	Y/G																																																						
B																																																							

J-2



Z WIRING DIAGRAM

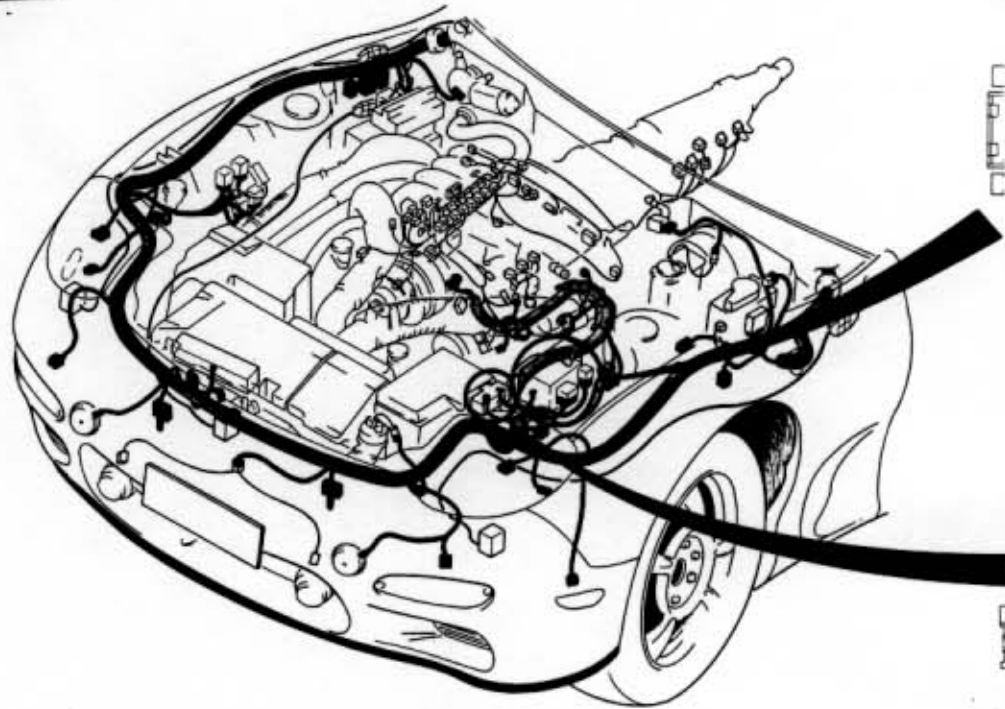
J-3 ■ POWER ANTENNA



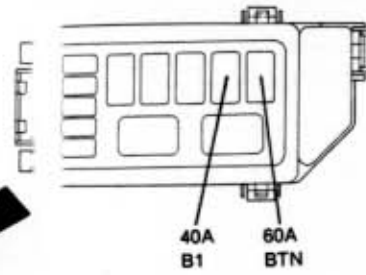
J3-01 POWER ANTENNA ASSEMBLY (R)

L/B		G/O
*	B/Y B	L/R

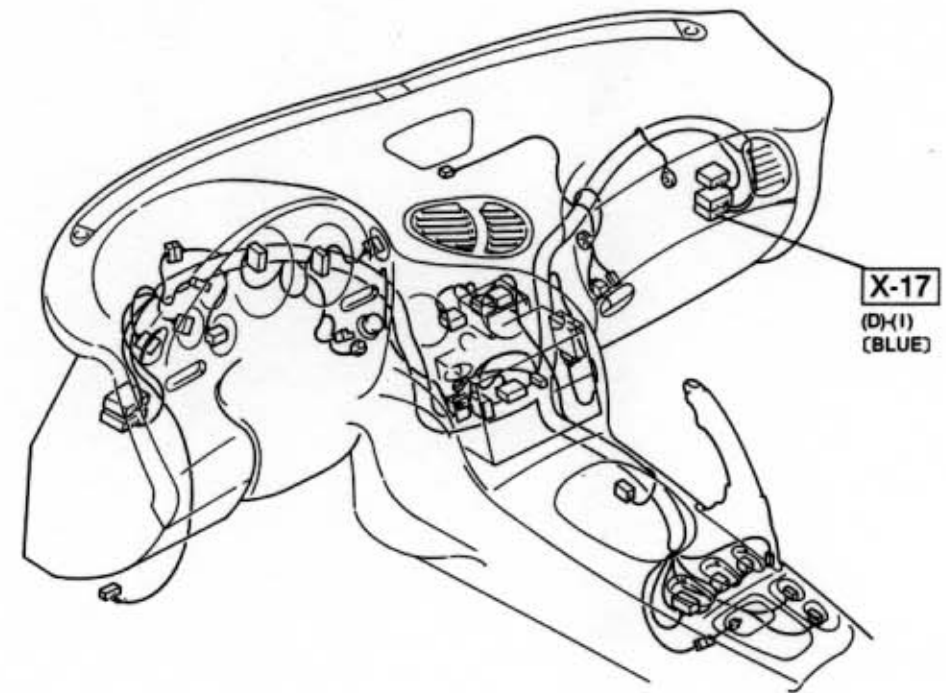
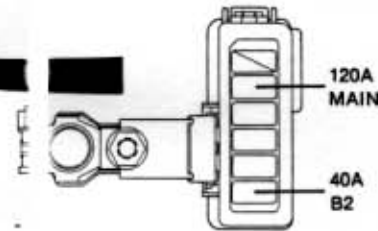
J-3



-02 RELAY & FUSE BLOCK

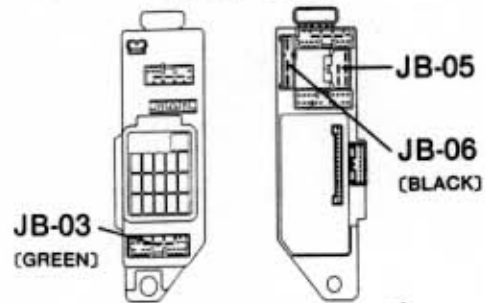


X-01 MAIN FUSE BLOCK

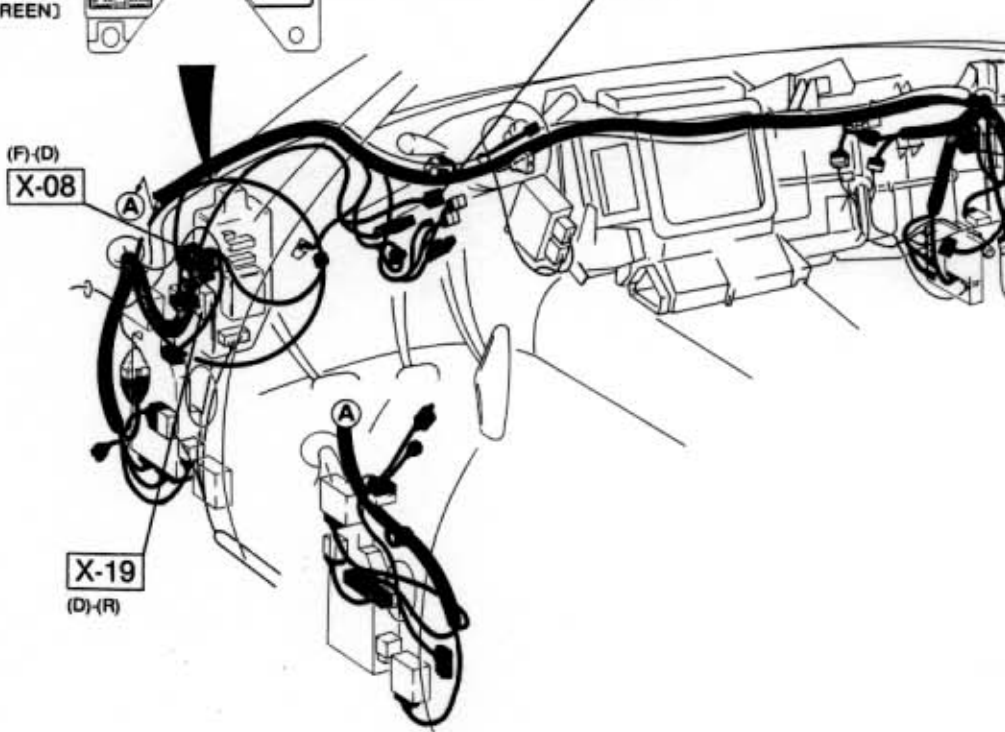


X-17 (D)-(1) (BLUE)

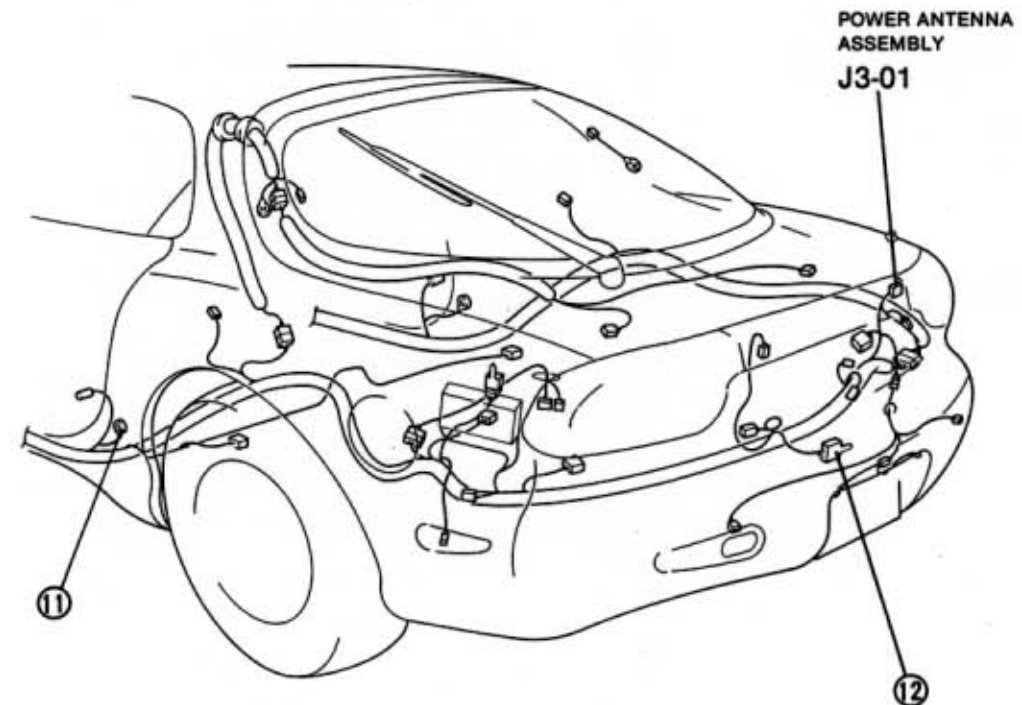
JOINT BOX



IGNITION SWITCH X-03

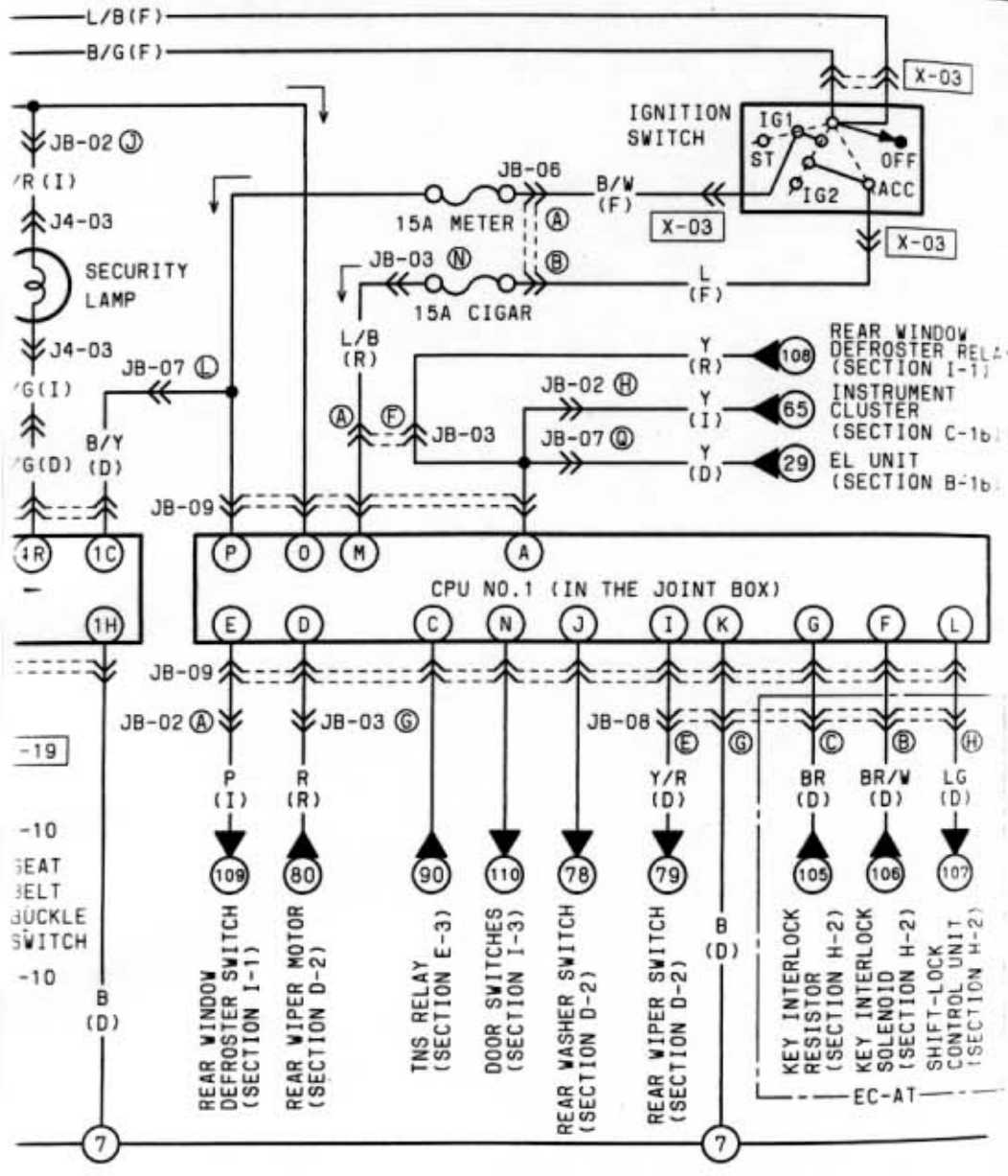
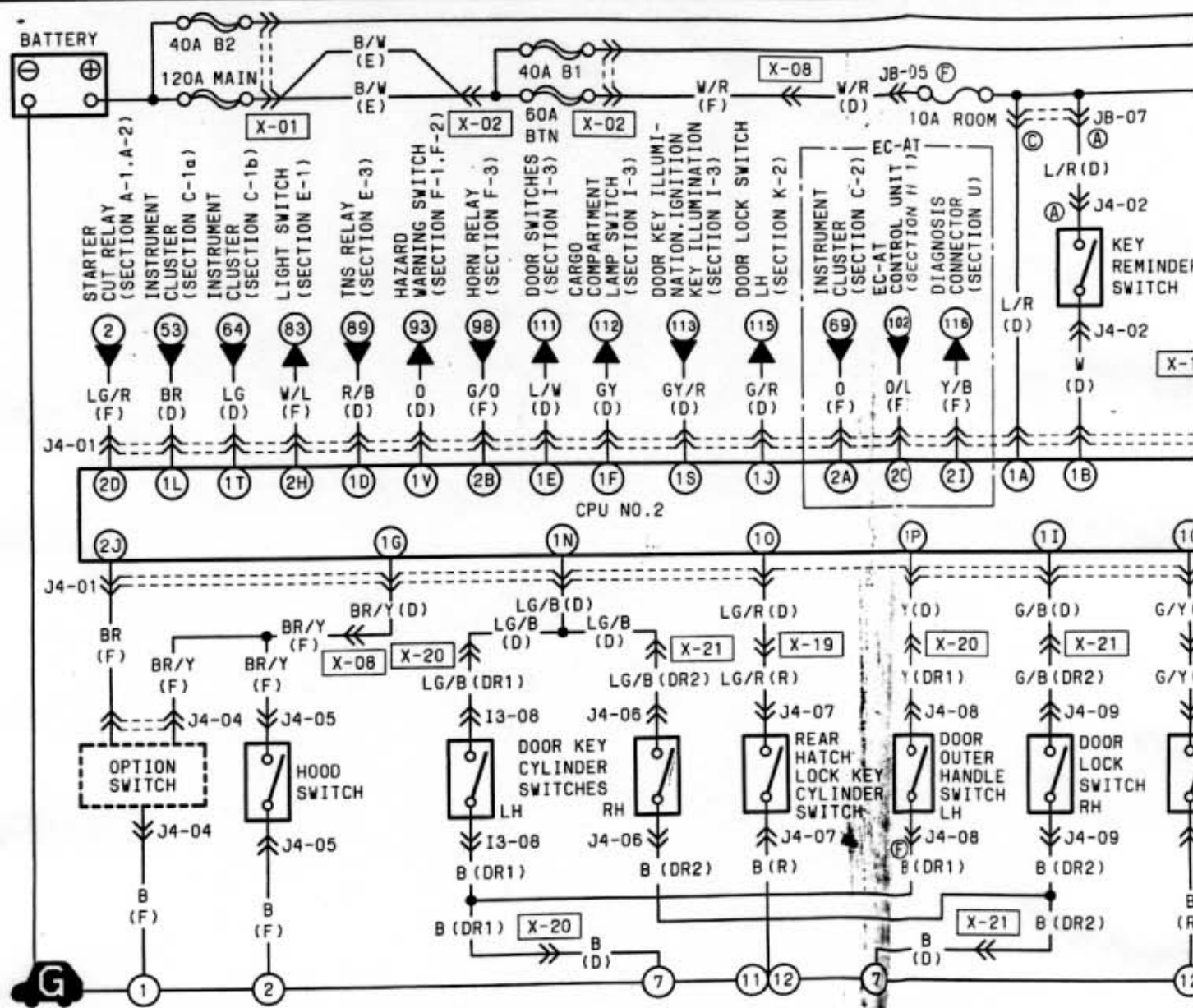


X-17 (D)-(1) (BLUE)



POWER ANTENNA ASSEMBLY J3-01

J-4 ■ CENTRAL PROCESSING UNIT (CPU) ■ THEFT-DETERRENT CONTROL SYSTEM



J4-01 CPU NO.2 ()...EC-AT (D)

1U	1S	1Q	10		1I	1G	1E	1C	1A
* GY/R	G/Y	LG/R	LG/B	BR	G/B	BR/Y	L/W	B/Y	L/R
0	LG	V/G	Y	LG/B	BR	G/R	B	GY	R/B
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D
1B									

J4-02 KEY REMINDER SWITCH (D)

2I	(F)	2C	2A
* (Y/B)		(O/L)	(O)
BR	W/L	* LG/R	G/O
2J	2H	2F	2D
2B			

J3 SECURITY LAMP (I)

*	V/G	L/R
---	-----	-----

J4-04 OPTION SWITCH (F)

BR
B BR/Y

J4-05 HOOD SWITCH (F)

BR/Y	B
------	---

J4-06 DOOR KEY CYLINDER SWITCH RH (DR2)

B	LG/B
---	------

J4-07 REAR HATCH LOCK KEY CYLINDER SWITCH (R)

LG/R	*	B
------	---	---

J4-08 DOOR OUTER HANDLE SWITCH LH (DR1)

Y	G/R	B
B	*	G/Y

J4-09 DOOR LOCK SWITCH RH (DR2)

G/B	O
B	G

J3 SEAT BELT BUCKLE SWITCH (R)

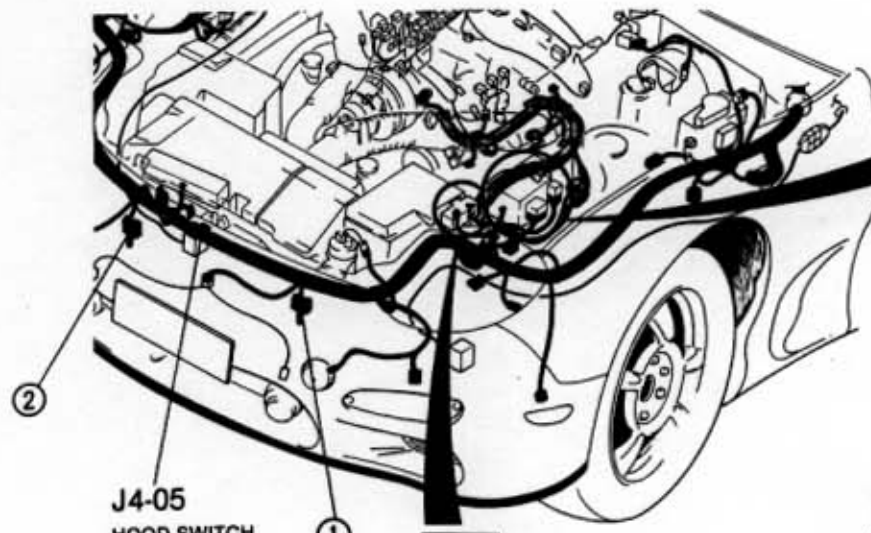
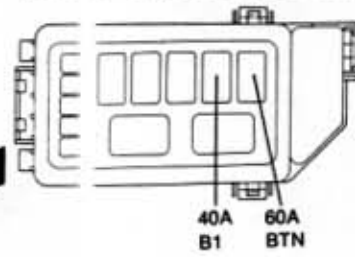
B
G/Y

13-08 DOOR KEY CYLINDER SWITCH LH (DR1)

GY/R	L/R
B	LG/B

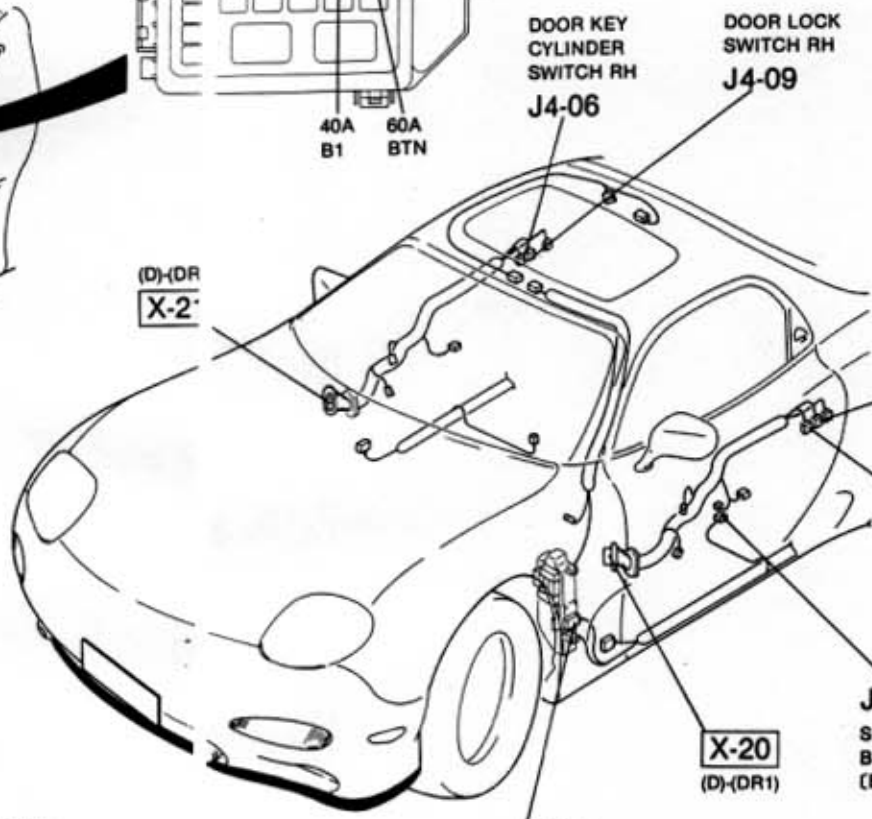
J-4

X-0:
REL Y & FUSE BLOCK



J4-05
HOOD SWITCH

X-01
MAIN FUSE BLOCK



DOOR KEY CYLINDER SWITCH RH
J4-06

DOOR LOCK SWITCH RH
J4-09

DOOR OUTER HANDLE SWITCH LH
J4-08

J4-10
SEAT BELT BUCKLE SWITCH (BLACK)

J4-08
DOOR KEY CYLINDER SWITCH LH

13-08
DOOR KEY CYLINDER SWITCH LH

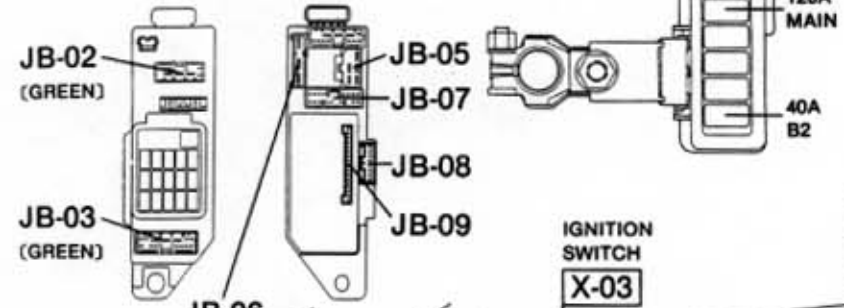
X-20
(D)-(DR1)

X-19
(D)-(R)

J4-03
SECURITY LAMP

X-17
(D)-(1)
(BLUE)

JOINT BOX



JB-02
(GREEN)

JB-03
(GREEN)

JB-05

JB-07

JB-08

JB-09

JB-06
(BLACK)

120A
MAIN

40A
B2

IGNITION SWITCH
X-03

(BLUE)
(D)-(1)
X-17

(F)-(D)
X-08

X-19
(D)-(R)

J4-04
OPTION SWITCH

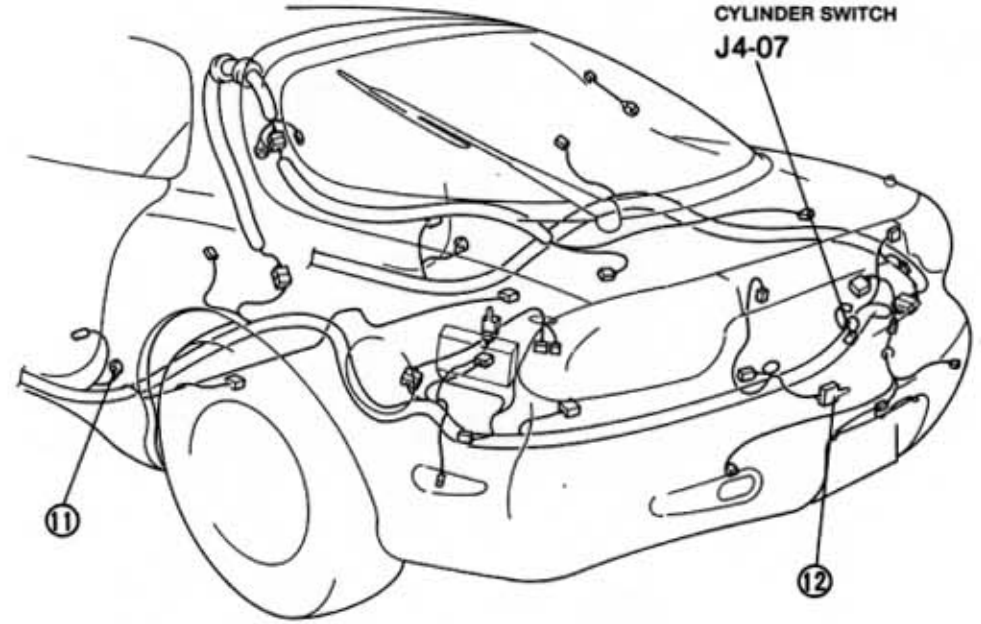
J4-01
CPU NO. 2

X-20
(D)-(DR1)

J4-02
KEY REMINDER SWITCH

X-21
(D)-(DR2)

REAR HATCH LOCK KEY CYLINDER SWITCH
J4-07



J-4

CPU No.1 Input signal

Remove the CPU No.1 when inspecting the terminals of CPU No.1 connector (16-pin). Inspection of the remaining terminals can be done without removing the CPU.

V_B: Battery voltage

Terminal	Connected to	Test condition	Specification (V)
A	Rear window defroster relay	Ignition switch ON	V _B
B	NA	—	—
C	TNS relay	Light switch ON	V _B
		Other	0
D	Rear wiper motor	Ignition switch ON	V _B
E	Rear window defroster switch	Ignition switch ON	0
		Rear window defroster switch ON	0
F	Interlock solenoid coil (For AT)	Ignition switch ACC or ON	V _B
		Shift transmission to P range After 2 to 3 seconds	0
G	Interlock resistor (For AT)	Other	0
		Ignition switch ACC	V _B
		Shift transmission to P range After 0.9 to 1 hour	0
		Ignition switch ON	V _B
H	NA	Ignition switch ON	0
		Other	0
I	Rear wiper and rear washer switch	Rear wiper switch OFF	V _B
		Rear wiper switch ON	0
J	Rear washer motor	Ignition switch ON	V _B
K	Body ground	Constant	0
L	P-range switch (For AT)	Ignition switch ACC	V _B
		Shift transmission to P range After 0.9 to 1 hour	0
		Ignition switch ON	V _B
		Shift transmission to P range	0
M	Ignition switch	Ignition switch ACC	V _B
		Other	0
N	Door switch (driver or passenger)	Driver or Passenger door closed	V _B
		Driver or Passenger door open	0
O	Battery	Constant	V _B
P	Ignition switch	Ignition switch ON	V _B

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CPU No.2 Input signal

Check the terminal voltage with the CPU No.2 connected.

V_B: Battery voltage

Connector	Terminal	Connected to	Test condition	Specification (V)
A (20-pin)	1	Battery	Constant	V _B
	1	Ignition key reminder switch	Ignition key in ignition switch	V _B
	1	Ignition switch	Ignition switch ON	V _B
	1	TNS relay	Headlight switch ON	V _B
	1	Door switch (driver or passenger)	Driver or passenger door open; check for continuity to body ground	Yes
			Driver or passenger door closed; check for continuity to body ground	No
	1	Cargo compartment lamp switch	Rear hatch open; check for continuity to body ground	Yes
			Rear hatch closed; check for continuity to body ground	No
	1	Hood switch	Hood switch ON	0
	1	Body ground	Constant	0
	1	Lock link switch (driver side)	Locked	Approx. 5
			Unlocked	0
	1	Lock link switch (passenger side)	Locked	V _B
			Unlocked	0
	1	Instrument cluster	Ignition switch ON	V _B
	1	Door key cylinder switch (driver or passenger side)	Unlocked	0
			Other	5
	1	Rear hatch lock key cylinder switch	Rear hatch lock key cylinder switch ON	0
	1	Outer door handle switch	Outer door handle pulled	0
			Other	Approx. 4
	1	Buckle switch	Ignition switch ON	0
			Seat belt connected Other	V _B
	1	Security lamp	Constant	V _B
	1	Ignition and door key illumination	Constant	V _B
	1	Seat belt warning lamp	For 4 to 8 seconds from ignition switch ON	0
			Other (ignition switch ON)	V _B
	1	NA	—	—
	1	Hazard	Hazard warning switch ON	0
Hazard warning switch OFF			V _B	
1	HOLD indicator lamp	Ignition switch ON	0	
		HOLD switch ON Other	V _B	
1	Horn relay	Constant	V _B	
		Ignition switch ON	0	
1	EC-AT control unit	Ignition switch ON	V _B	
		HOLD switch ON Other	0	
1	Starter cut relay	Ignition switch ON	V _B	
		Constant	V _B	
1	NA	—	—	
1	Headlight relay	Constant	V _B	
		Option switch ON	0	
1	Diagnosis connector	Option switch ON	0	
		Other	V _B	
C (7-pin)	Turn signal light (right)	Ignition switch ON	3-7	
		Turn signal switch ON (right) Other	0	
	Body ground	Constant	0	
1	Turn signal switch (right)	Ignition switch ON	V _B	
		Turn signal switch ON (right) Other	0	

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J-4

Cont'd

V_B: Battery voltage

Connector	Terminal	Connected to	Test condition		Specification (V)
C (7-pin)	3D	Turn signal switch (left)	Ignition switch ON	Turn signal switch ON (left)	V _B
				Other	0
	3F	Battery voltage	Constant		V _B
	3G	Hazard warning switch	Hazard warning switch ON		0
Other			V _B		
3H	Turn signal light (left)	Ignition switch ON	Turn signal switch ON (left)	3-7	
			Other	0	
D (10-pin)	4A	Body ground	Constant		0
	4B	Headlight relay	Headlight switch ON		V _B
			Other		0
	4C	Parking brake switch	Parking brake lever pulled		0
			Other		V _B
	4D	Brake fluid-level sensor	Ignition switch ON		V _B
			Brake fluid-level sensor ON or parking brake switch ON		0
	4F	Turn signal light (right)	Ignition switch ON	Turn signal switch ON (right)	3-7
				Other	0
	4H	Turn signal light (left)	Ignition switch ON	Turn signal switch ON (left)	3-7
				Other	0
	4I	Front turn signal light (right)	Ignition switch ON	Turn signal switch ON (right)	3-7
				Headlight switch OFF	V _B
			Headlight switch ON	0	
4J	NA	—		—	
4K	Front turn signal light (left)	Ignition switch ON	Turn signal switch ON (left)	3-7	
			Headlight switch OFF	V _B	
			Headlight switch ON	0	
4L	Ignition switch	Ignition switch ON		V _B	

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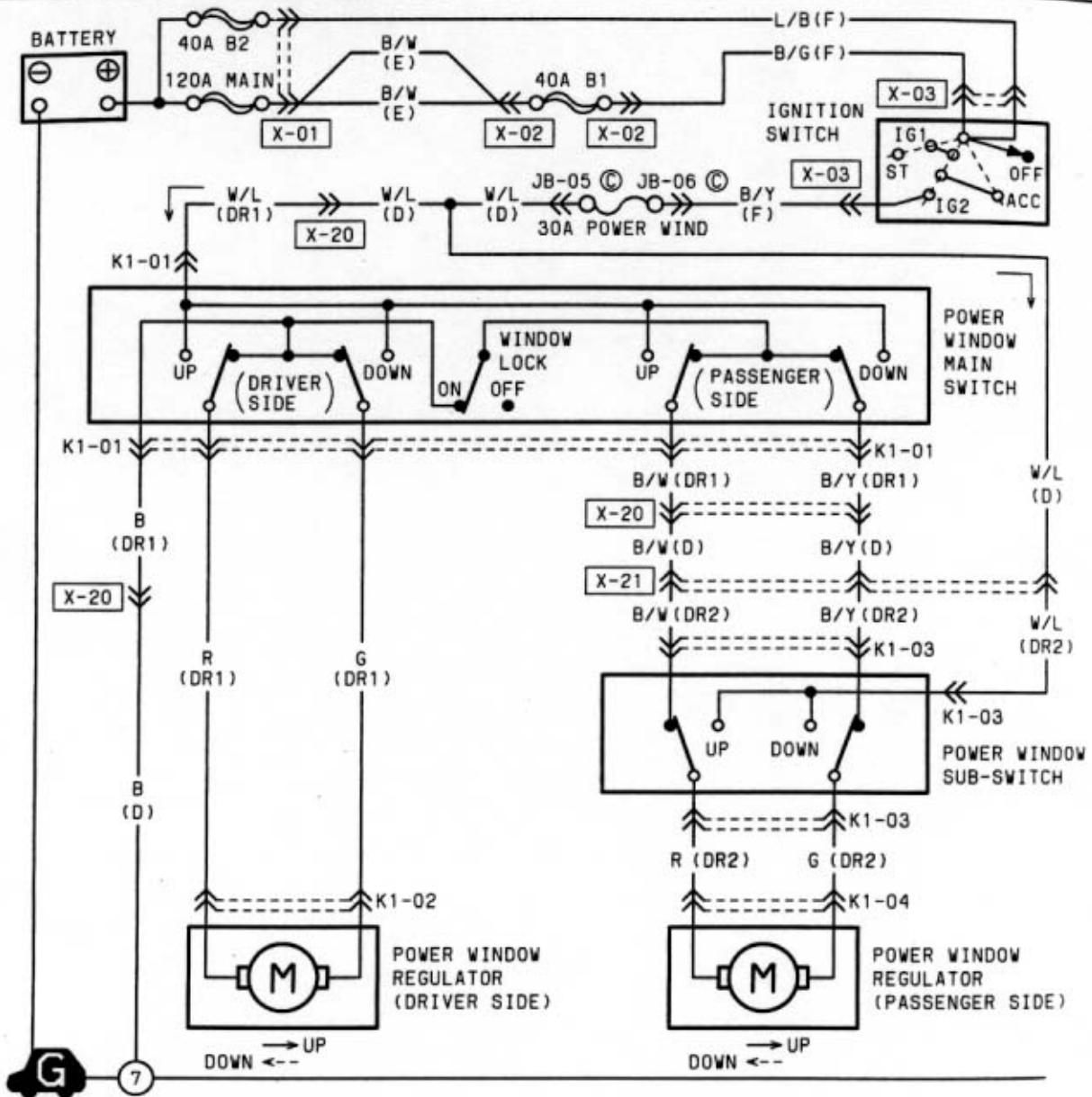
THEFT-DETERRENT SYSTEM
TERMINAL VOLTAGE LIST
 CPU No.2 20-pin and 8-pin Connectors

V_B: Battery voltage

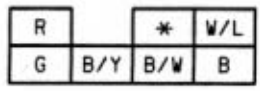
Connector	Terminal	Connected to	Test condition		Specification (V)
A (20-pin)	1B	Ignition key reminder switch	Ignition key in ignition switch		V _B
	1E	Door switch (driver or passenger side)	Continuity inspection	Door open	Yes
				Door closed	No
	1F	Cargo compartment lamp switch	Continuity inspection	Rear hatch open	Yes
				Rear hatch closed	No
	1G	Hood switch	Continuity inspection	Hood open	Yes
				Hood closed	No
	1I	Lock link switch (driver side)	Locked		Approx. 5
			Unlocked		0
	1J	Lock link switch (passenger side)	Locked		V _B
			Unlocked		0
1N	Door key cylinder switch (driver or passenger side)	Unlocked		0	
		Other		5	
1O	Rear hatch lock key cylinder switch	Continuity inspection	Rear hatch lock key locked	No	
			Rear hatch lock key unlocked	Yes	
1V	Hazard	Hazard warning switch ON		0	
		Hazard warning switch OFF		V _B	
B (8-pin)	2B	Horn relay	Horn sounding		0
			Alarm		0
			Other		V _B
	2D	Starter cut relay	Ignition switch ON		V _B
			Ignition switch OFF		0

Z WIRING DIAGRAM

K-1 ■ POWER WINDOW



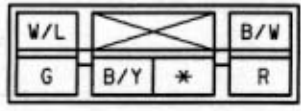
K1-01 POWER WINDOW MAIN SWITCH (DR1)



K1-02 POWER WINDOW REGULATOR (DRIVER SIDE) (DR1)



K1-03 POWER WINDOW SUB-SWITCH (DR2)

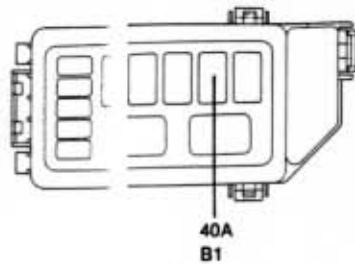


K1-04 POWER WINDOW REGULATOR (PASSENGER SIDE) (DR2)

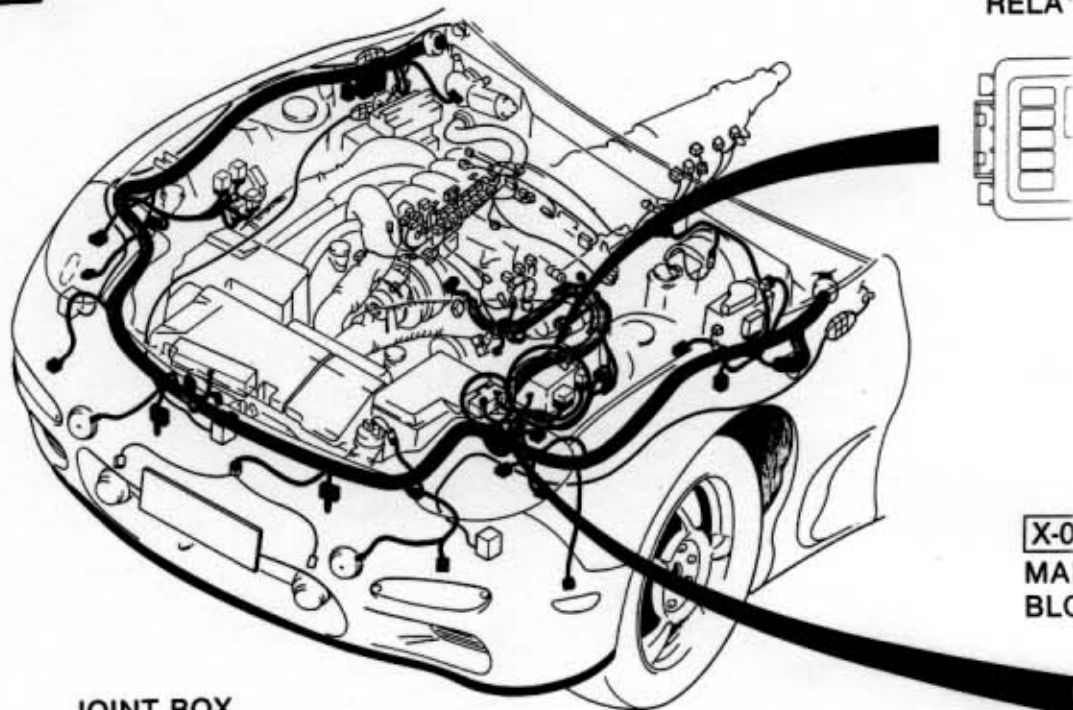
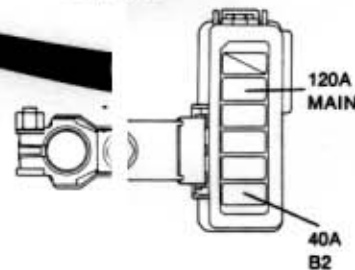


K-1

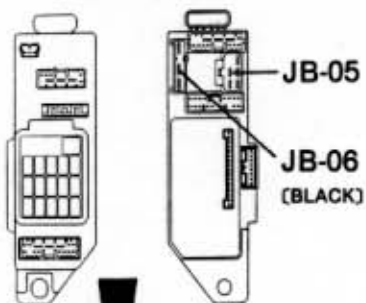
X-02
RELA' & FUSE BLOCK



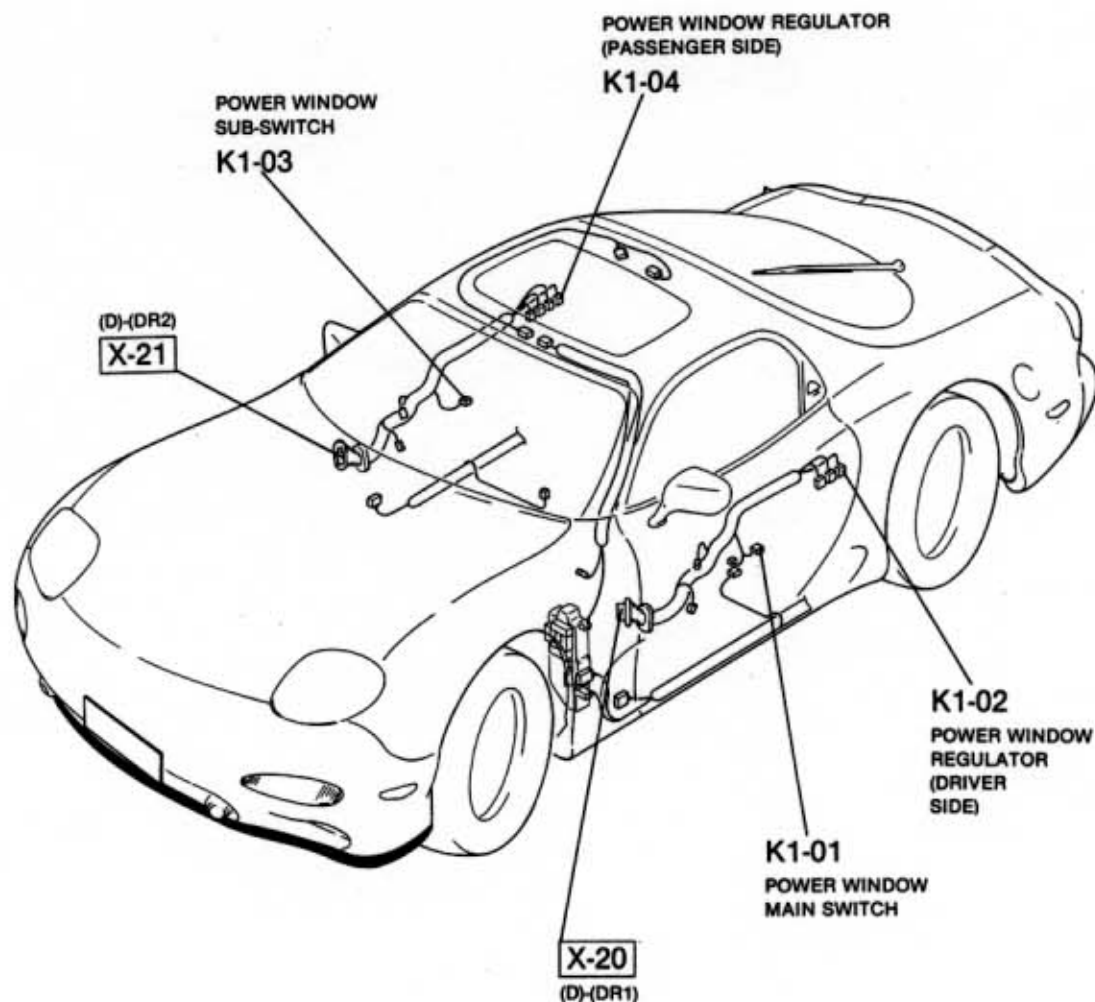
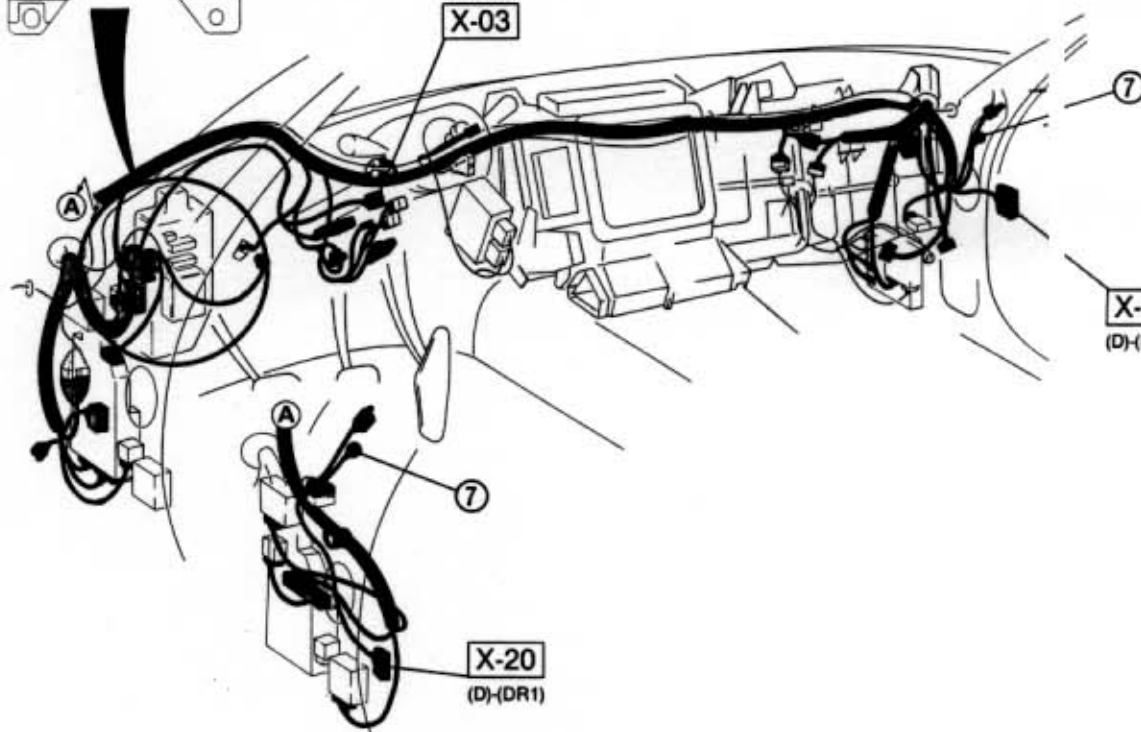
X-0
MAIN FUSE
BLOCK



JOINT BOX



IGNITION
SWITCH
X-03

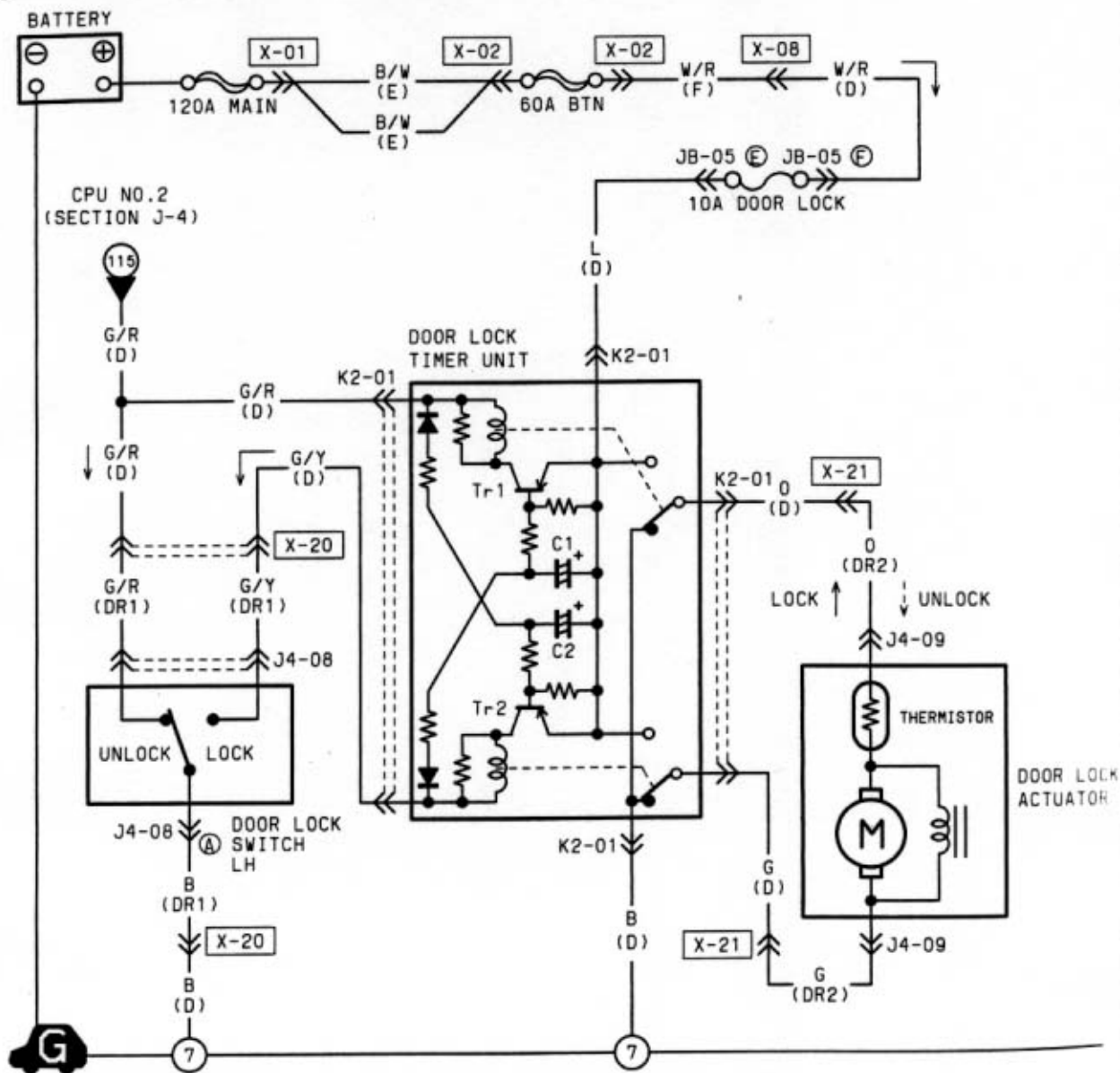


X-21
(D)-(DR2)

X-20
(D)-(DR1)

Z WIRING DIAGRAM

K-2 ■ POWER DOOR LOCK



K2-01 DOOR LOCK TIMER UNIT (D)

*	G	G/R	B
*	O	G/Y	L

J4-08 DOOR LOCK SWITCH LH (DR1)

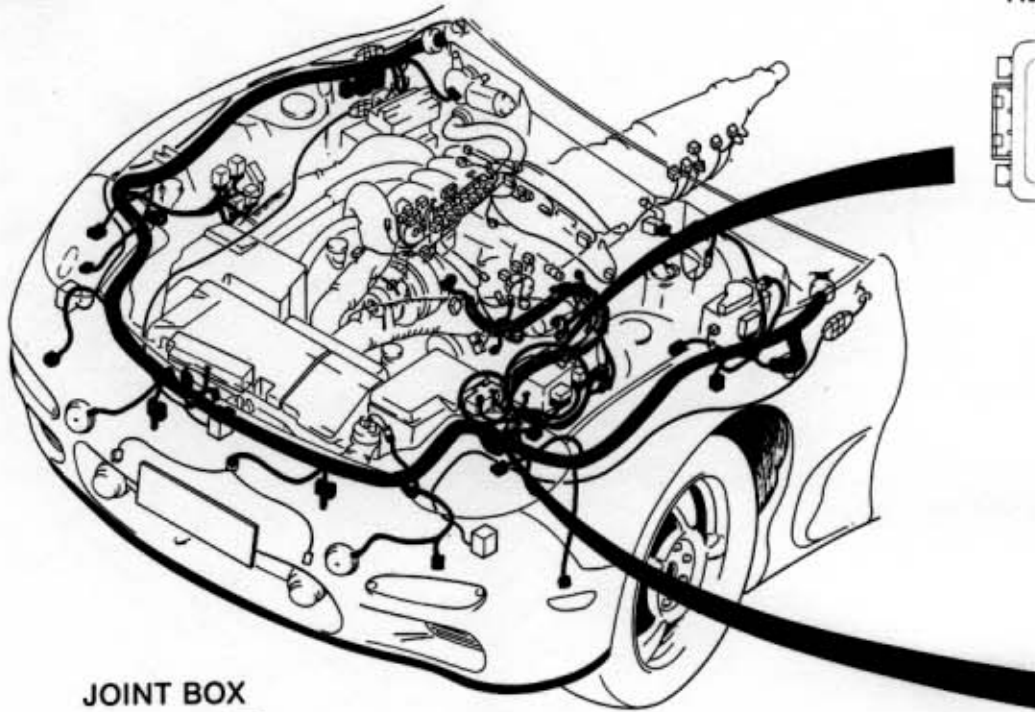
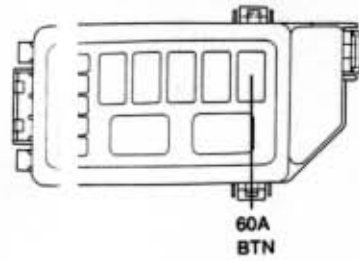
Y	G/R	B	Ⓐ
Ⓔ	B	*	G/Y

J4-09 DOOR LOCK ACTUATOR (DR2)

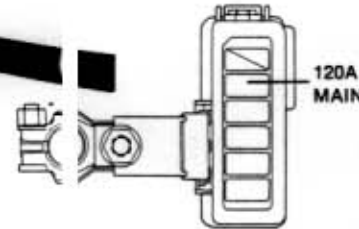
G/B	O
B	G

K-2

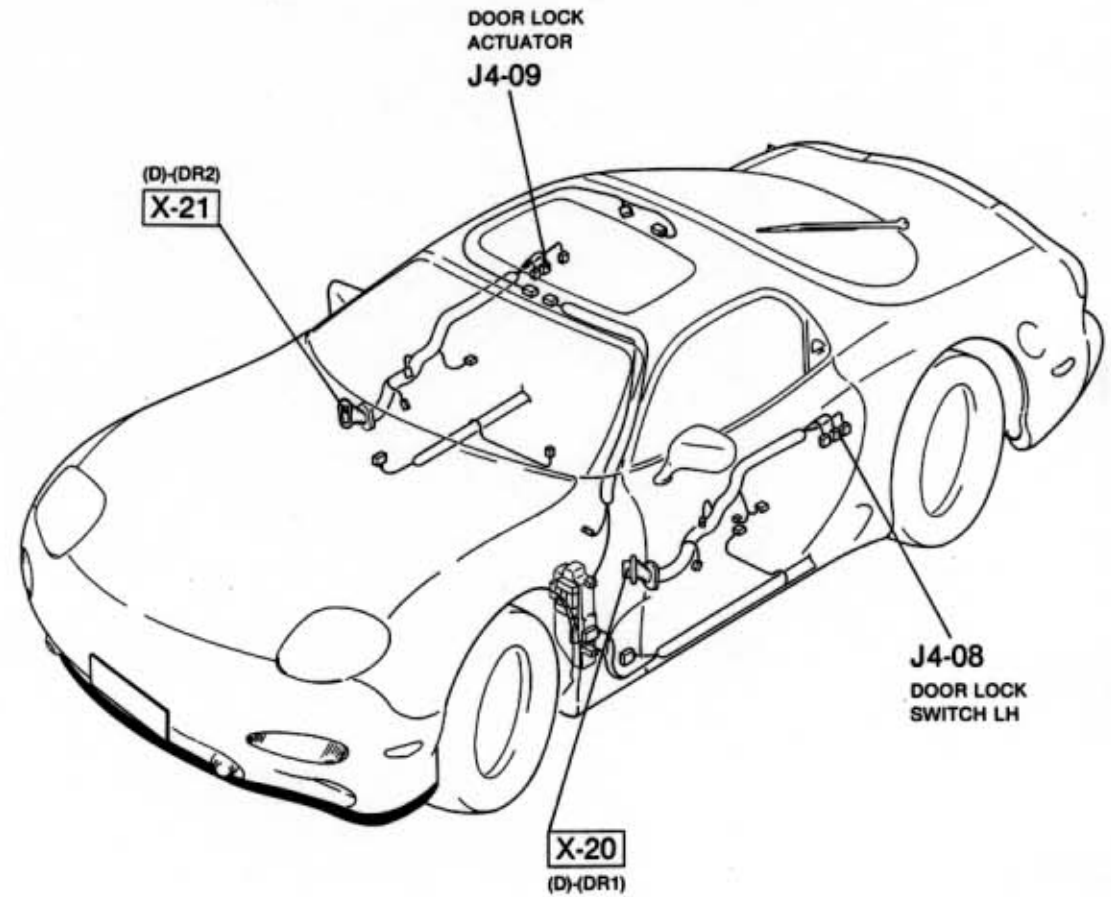
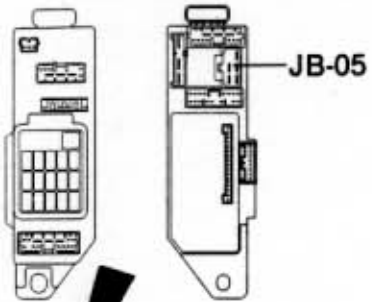
X-2
RELAY & FUSE BLOCK



K-01
MAIN FUSE BLOCK



JOINT BOX

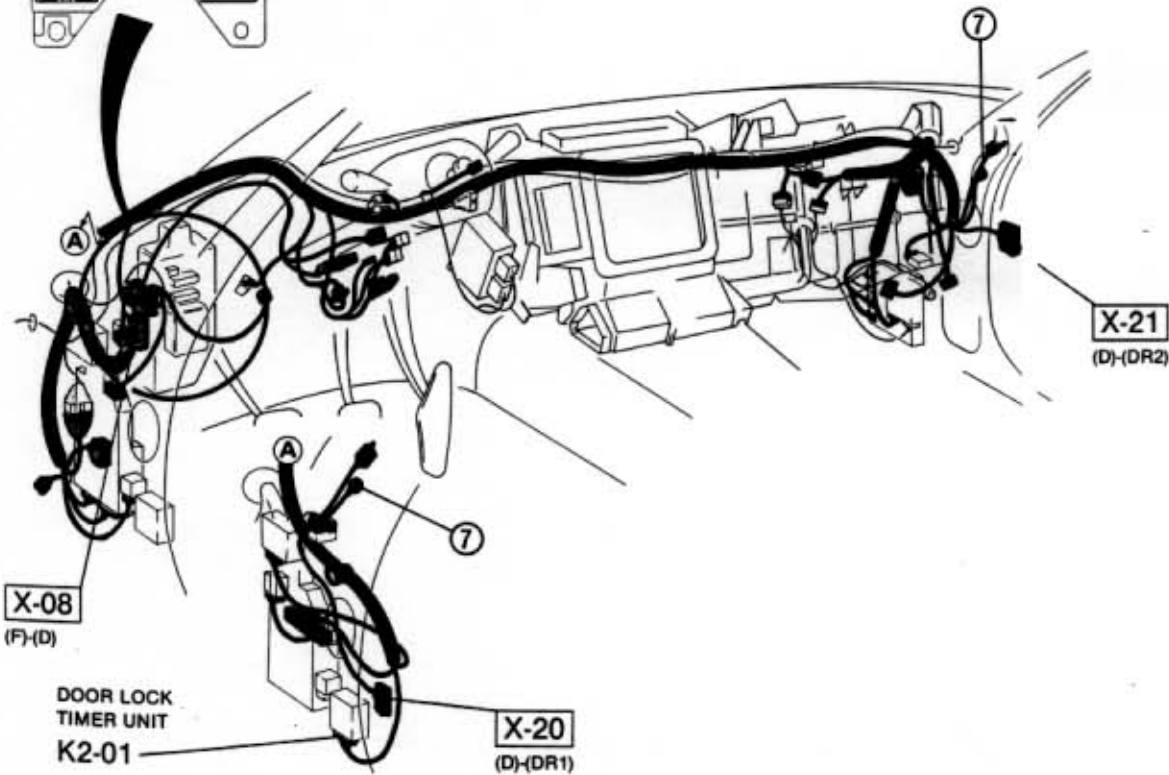


DOOR LOCK ACTUATOR
J4-09

(D)-(DR2)
X-21

J4-08
DOOR LOCK SWITCH LH

X-20
(D)-(DR1)



X-21
(D)-(DR2)

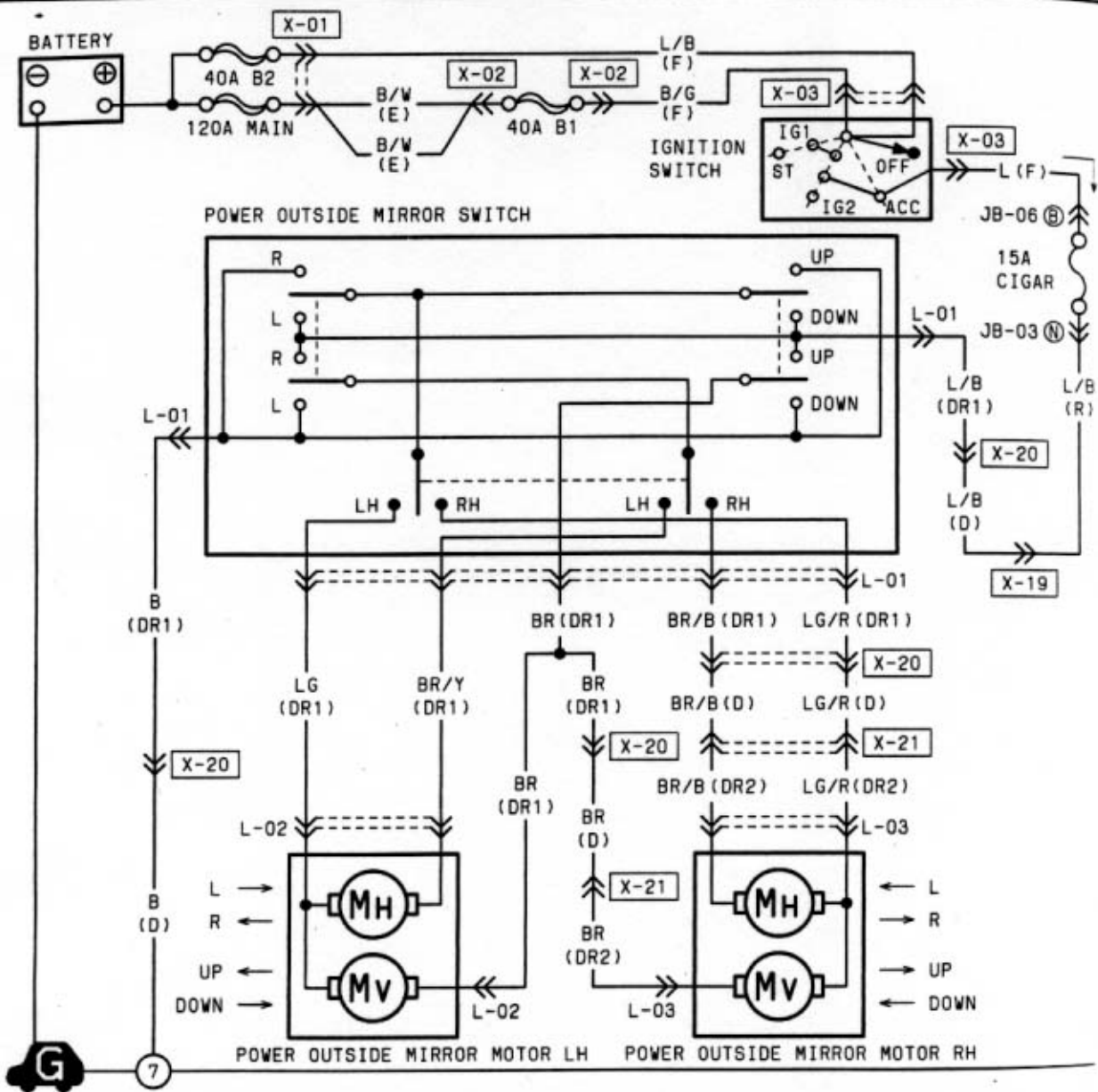
X-08
(F)-(D)

DOOR LOCK
TIMER UNIT
K2-01

X-20
(D)-(DR1)

Z WIRING DIAGRAM

L ■ POWER OUTSIDE MIRROR



L-01 POWER OUTSIDE MIRROR SWITCH (DR1)



L-02 POWER OUTSIDE MIRROR MOTOR LH (DR1)

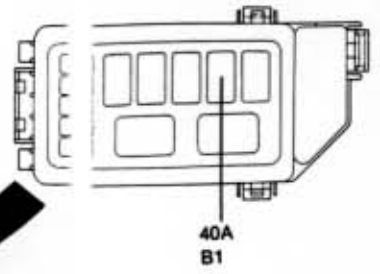


L-03 POWER OUTSIDE MIRROR MOTOR RH (DR2)

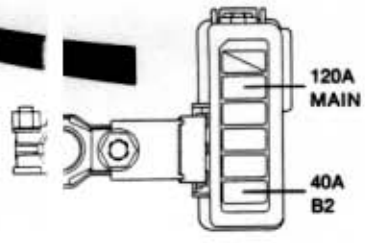


L

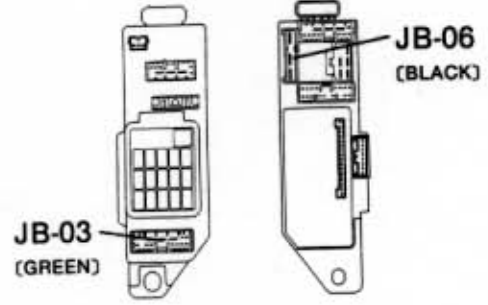
X-2
RELAY & FUSE BLOCK



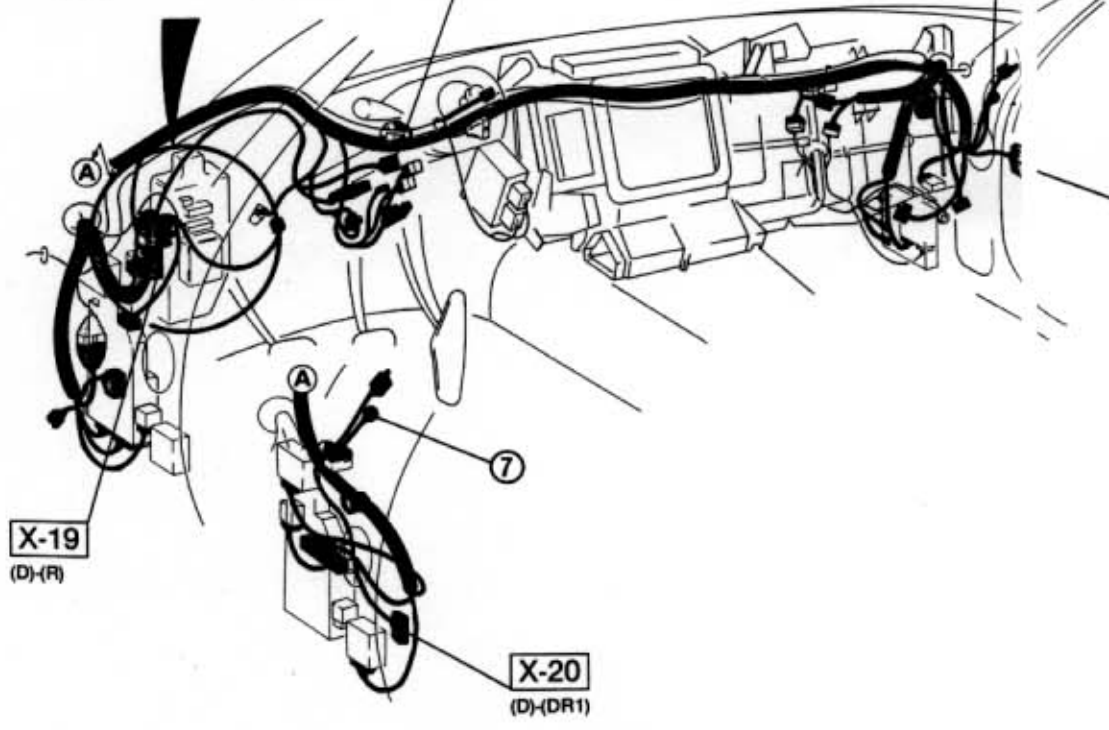
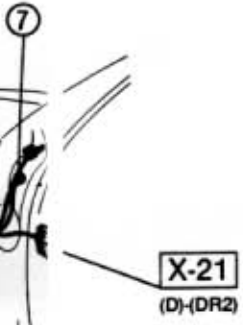
X-01
MAIN FUSE BLOCK



JOINT BOX



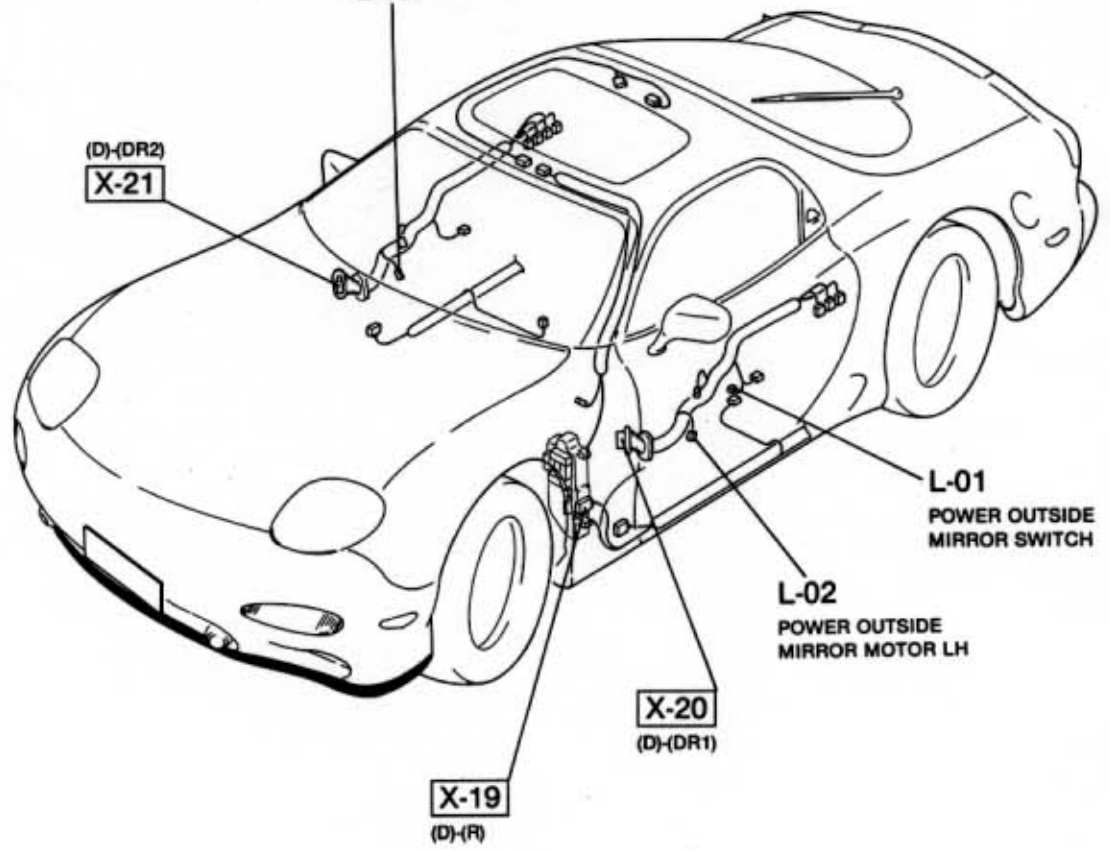
IGNITION SWITCH
X-03



X-19
(D)-(R)

X-20
(D)-(DR1)

POWER OUTSIDE MIRROR MOTOR RH
L-03



(D)-(DR2)
X-21

L-01
POWER OUTSIDE MIRROR SWITCH

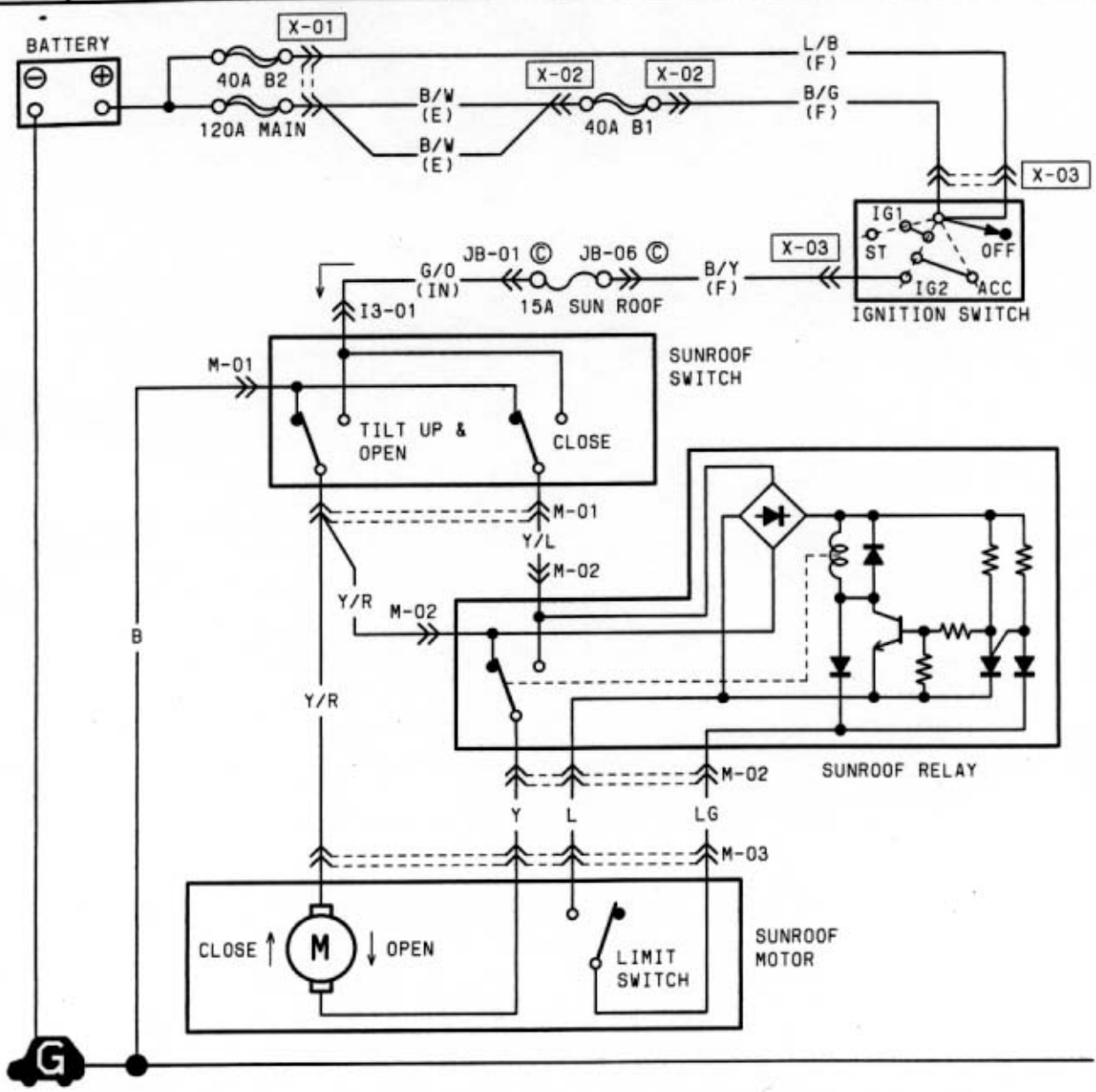
L-02
POWER OUTSIDE MIRROR MOTOR LH

X-20
(D)-(DR1)

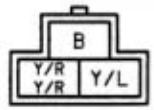
X-19
(D)-(R)

Z WIRING DIAGRAM

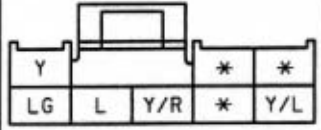
M ■ SLIDING SUNROOF



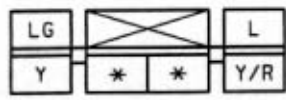
M-01 SUNROOF SWITCH



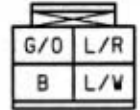
M-02 SUNROOF RELAY



M-03 SUNROOF MOTOR

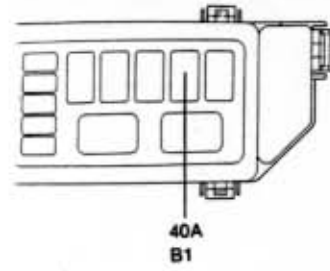


I3-01 SUNROOF SWITCH (IN)

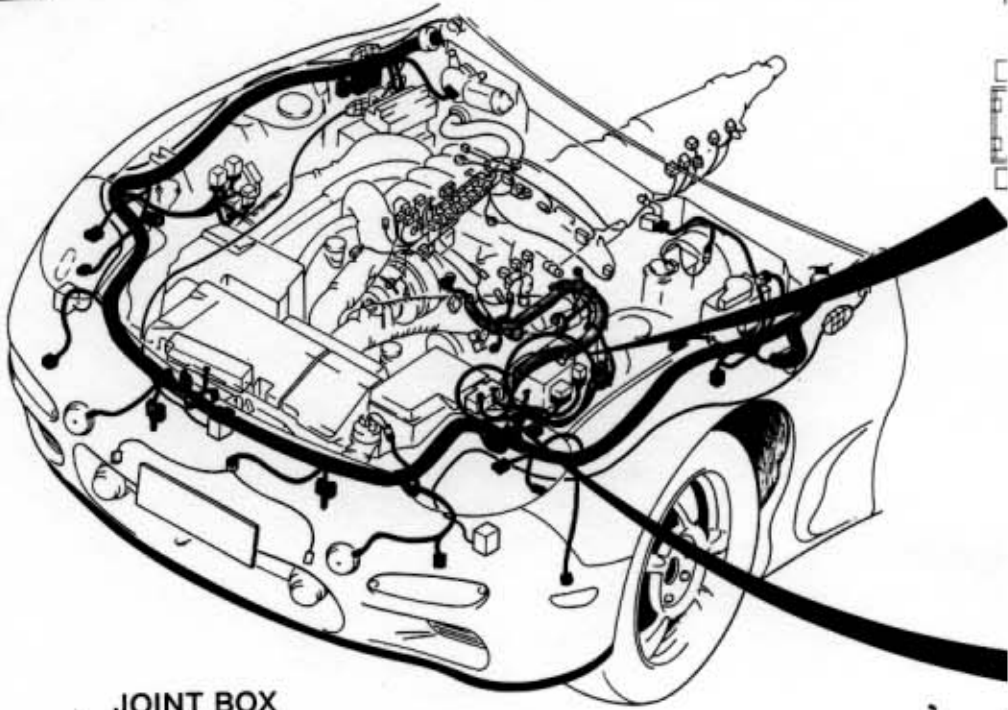
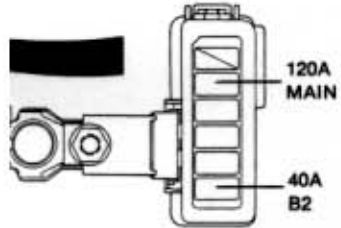


M

-02
RELAY & FUSE BLOCK



X-01
MAIN FUSE BLOCK



JOINT BOX

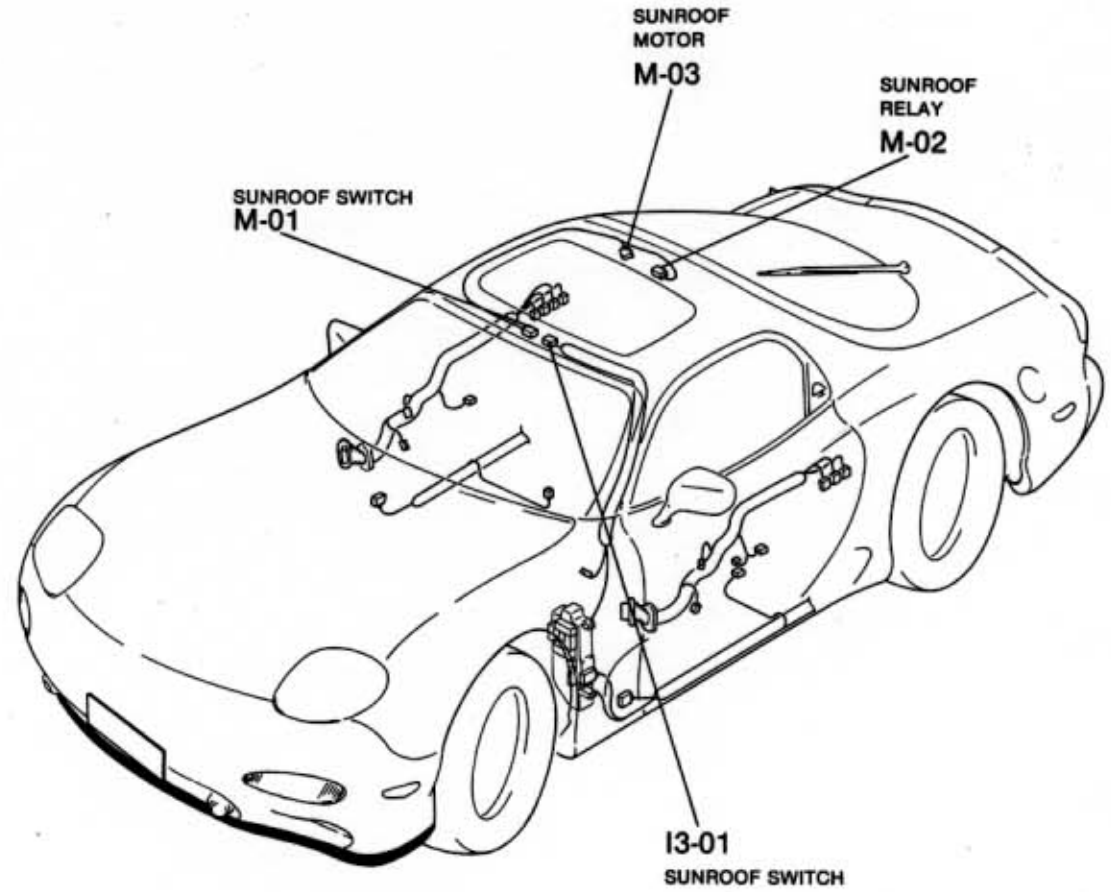
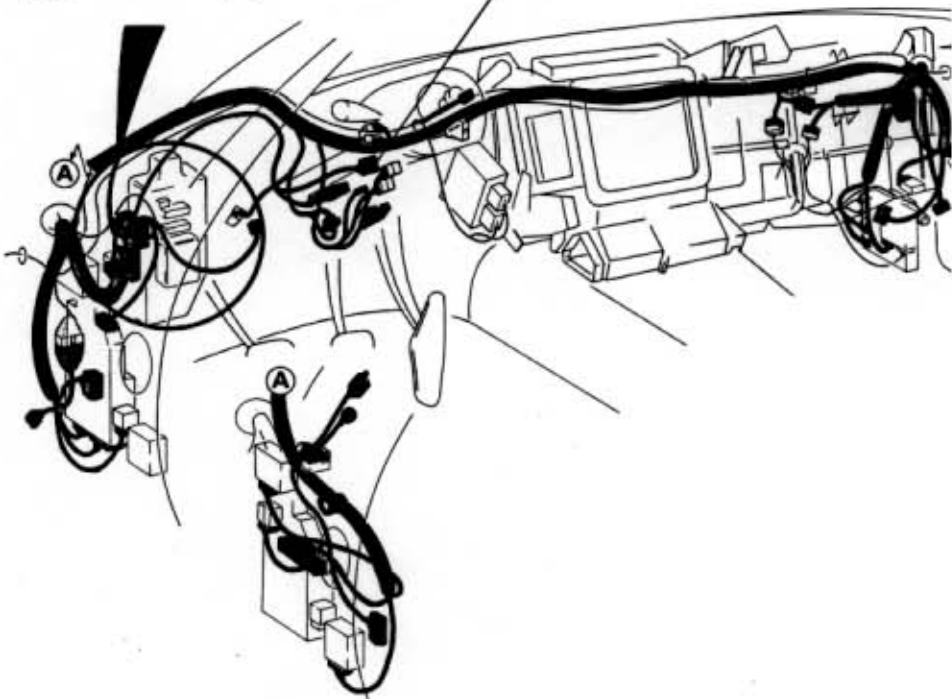
JB-01
(GREEN)



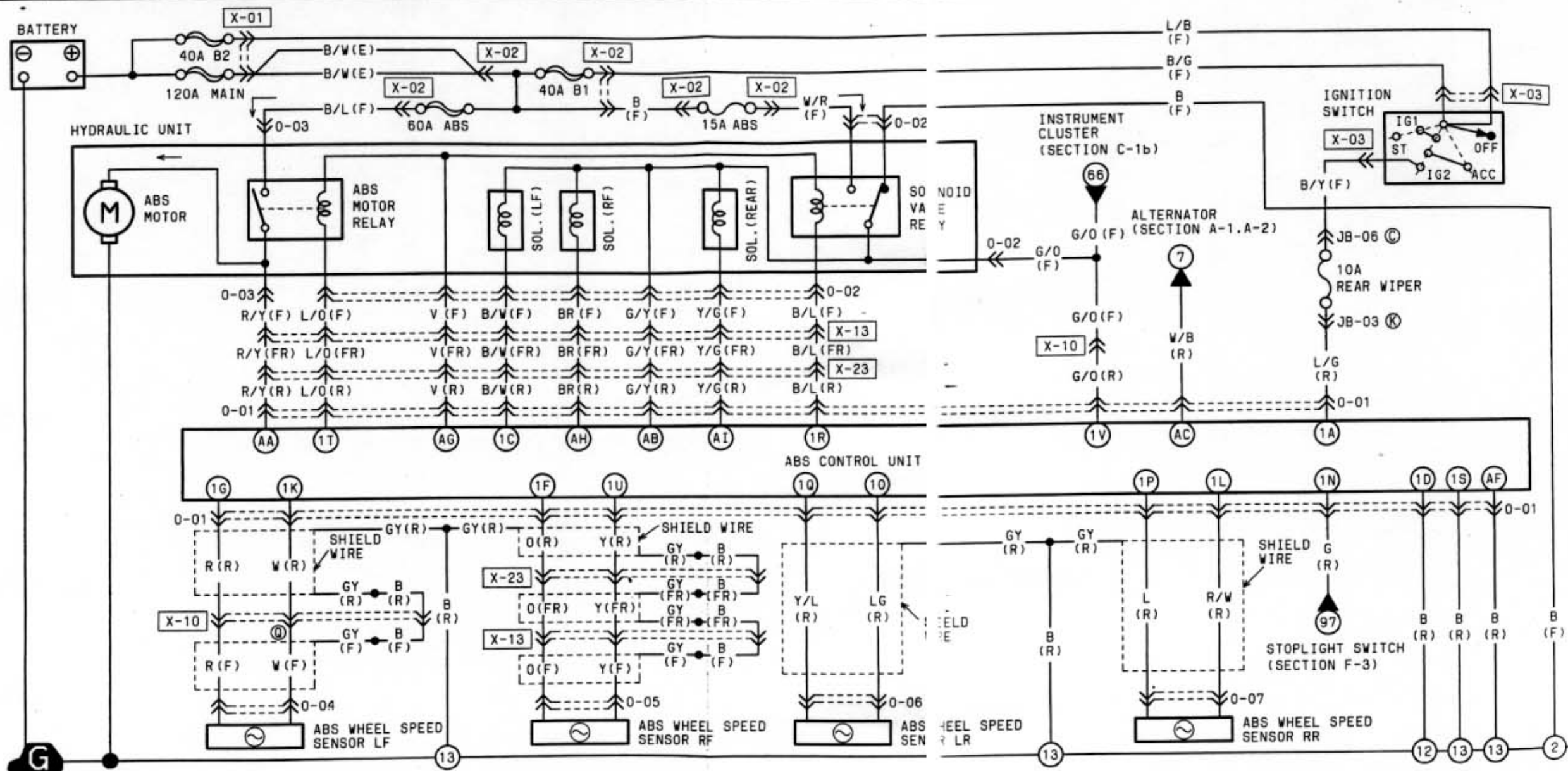
JB-06
(BLACK)



IGNITION
SWITCH
X-03



0 ■ 4 WHEEL ANTILOCK BRAKE SYSTEM (4WABS)



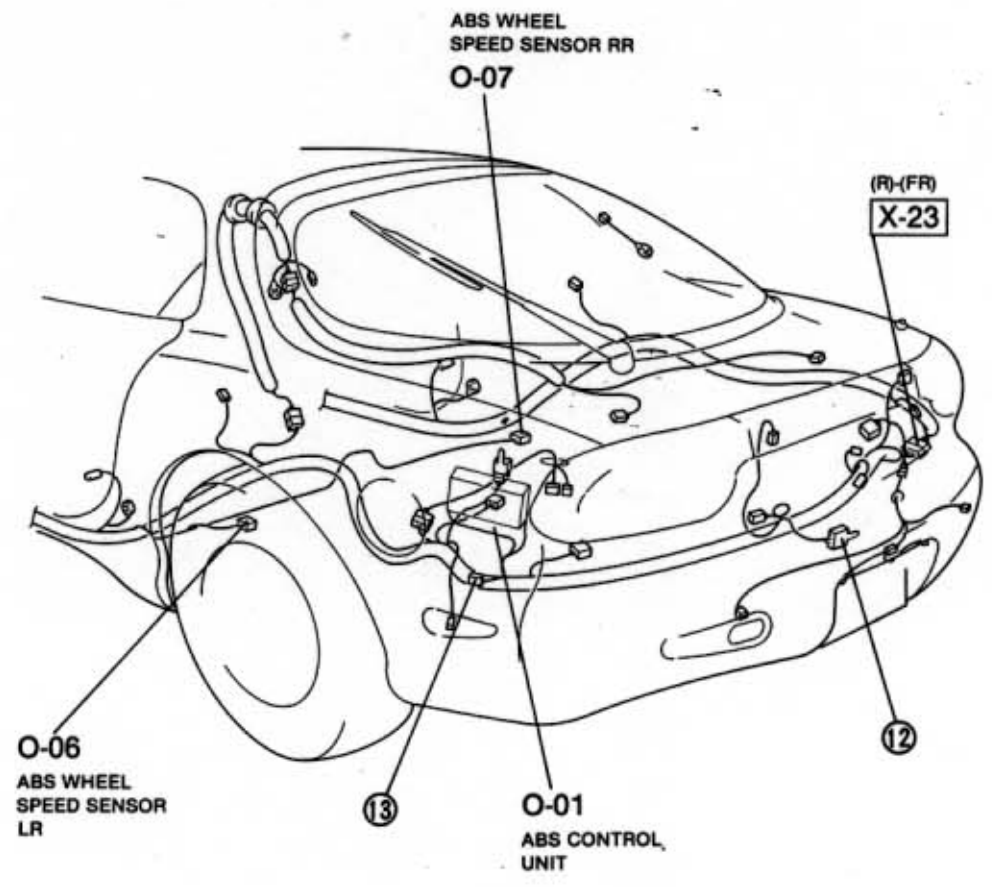
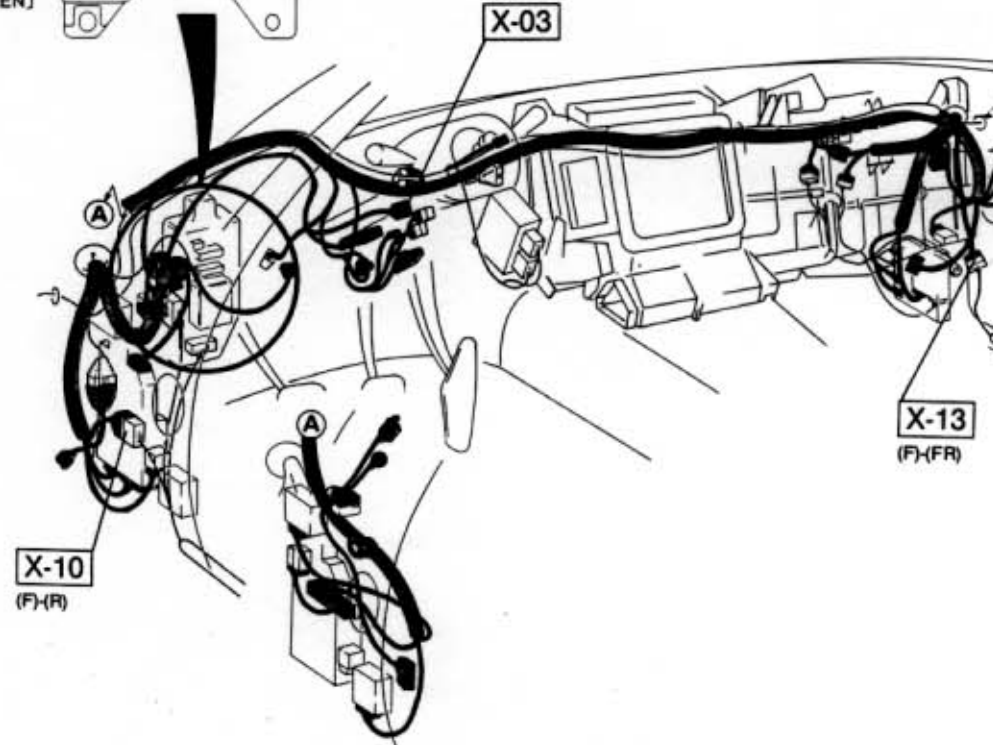
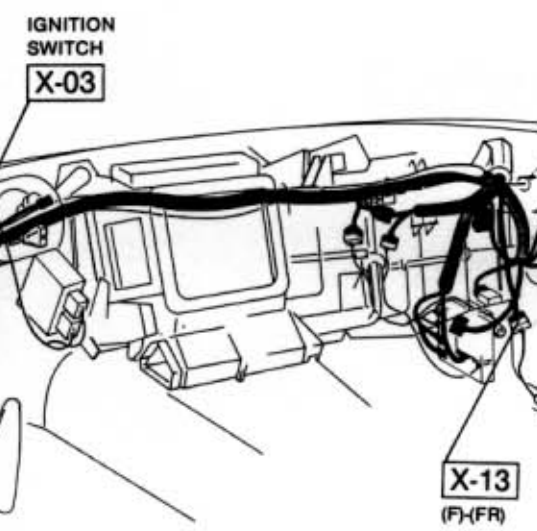
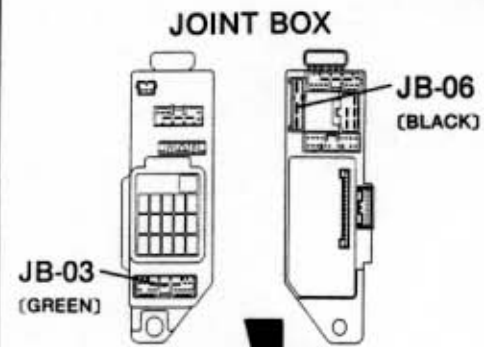
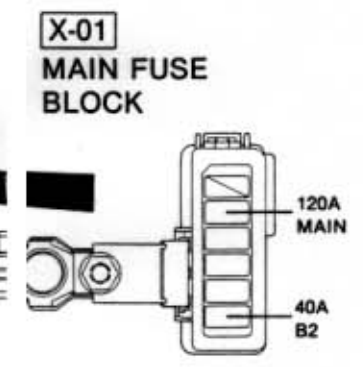
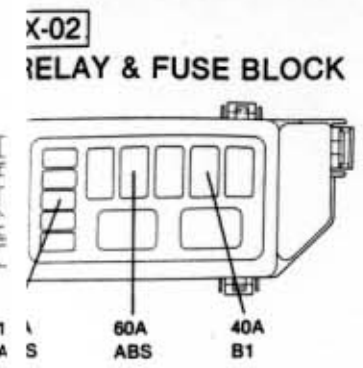
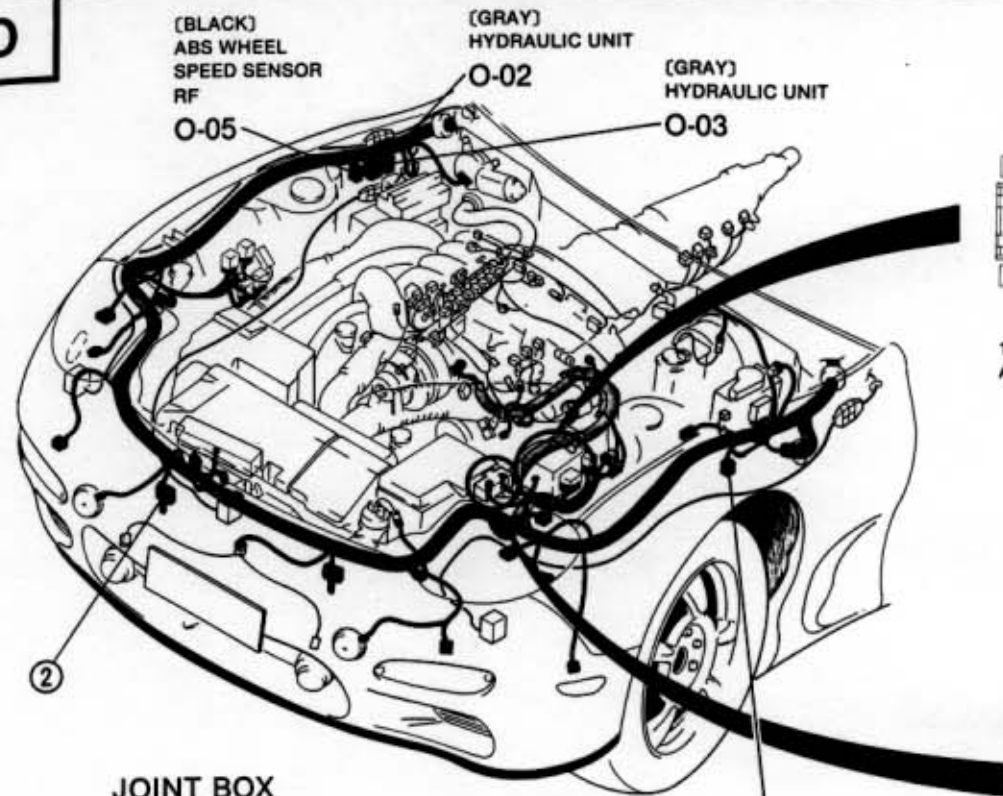
0-01 ABS CONTROL UNIT (R)

AI	AG	AE	AC	AA	1Y	1W	1U	1S	1Q	1O	1M	1K	1I	1G	1E	1C	1A
Y/G	V	*	W/B	R/Y	*	*	Y	B	Y/L	LG	*	W	*	R	*	B/W	L/G
BR	B	*	G/Y	*	*	G/O	L/O	B/L	L	G	R/W	*	*	O	B	*	
AH	AF	AD	AB	1Z	1X	1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	

0-05 ABS WHEEL SPEED SENSOR RF (F)	0-06 ABS WHEEL SPEED SENSOR LR (R)	0-07 ABS WHEEL SPEED SENSOR RR (R)

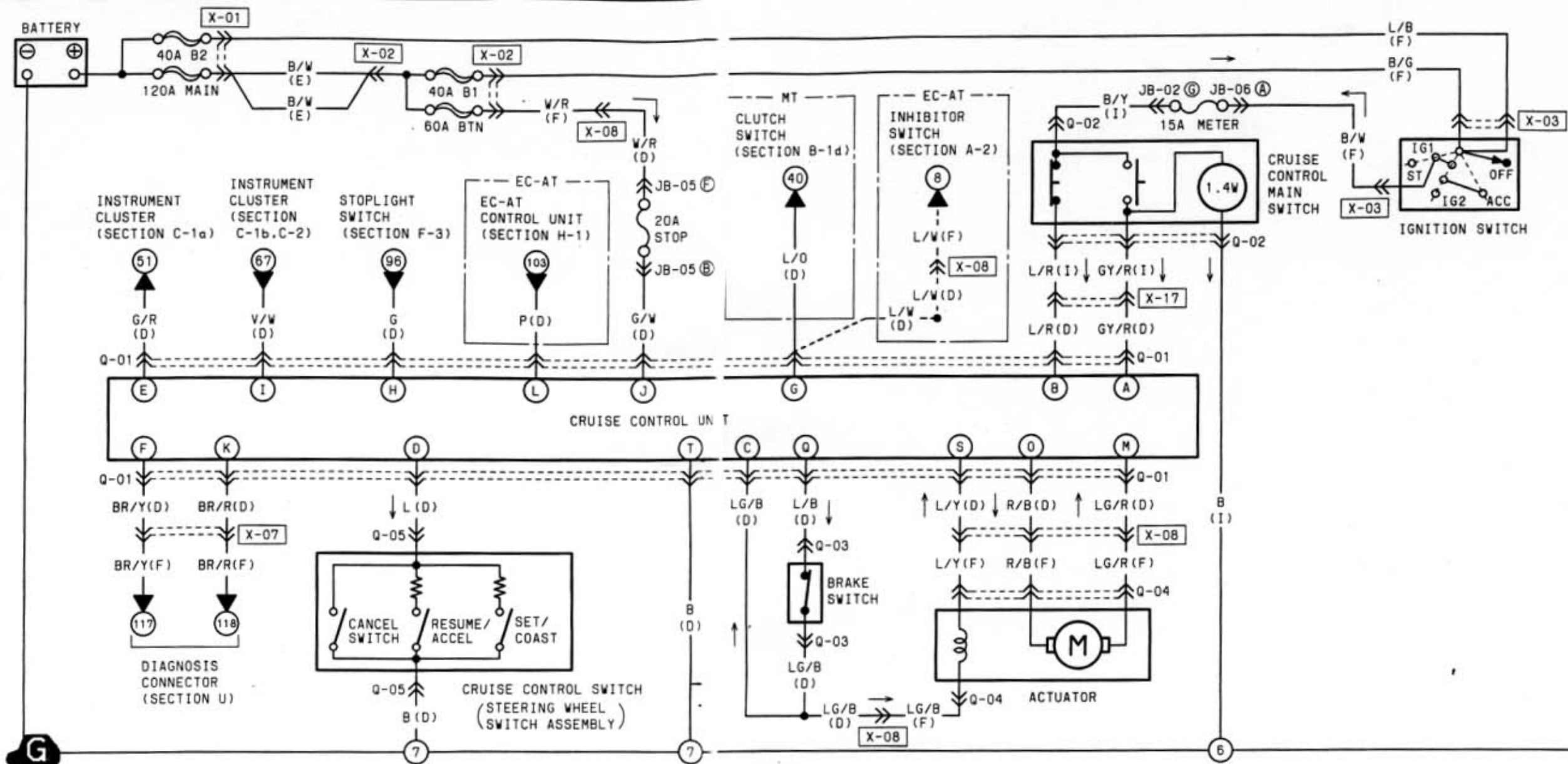
0-02 HYDRAULIC UNIT (F)	0-03 HYDRAULIC UNIT (F)	0-04 ABS WHEEL SPEED SENSOR LF (F)

O



Z WIRING DIAGRAM

Q CRUISE CONTROL SYSTEM



Q-01 CRUISE CONTROL UNIT (D) ()...EC-AT

S	Q	O	M	K	I	G	E	C	A
L/Y	L/B	R/B	LG/R	BR/R	V/W	L/O (L/W)	G/R	LG/B	GY/R
B	*	*	*	(P)	G/W	G	BR/Y	L	L/R
T	R	P	N	L	J	H	F	D	B

Q-02 CRUISE CONTROL MAIN SWITCH (I)

R/G	L/R	B/Y	GY/F	B	R/B
-----	-----	-----	------	---	-----

Q-03 BRAKE SWITCH (D)

LG/B	L/B
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Q-04 ACTUATOR (F)

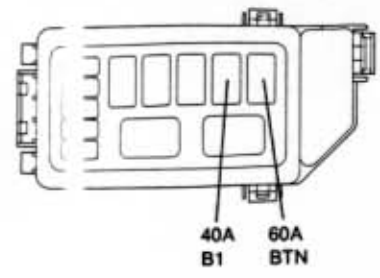
LG/B	L/Y
LG/R	R/B

Q-05 CRUISE CONTROL SWITCH (STEERING WHEEL SWITCH ASSEMBLY) (D)

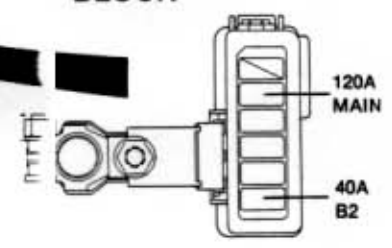
L	B	*
---	---	---

Q

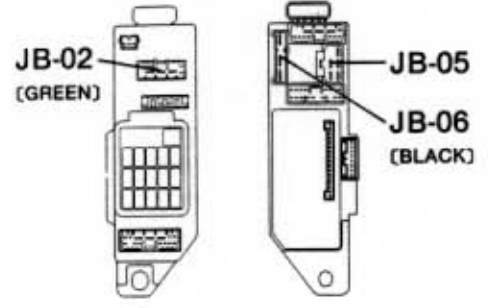
X-12
RELAY & FUSE BLOCK



X-01
MAIN FUSE BLOCK



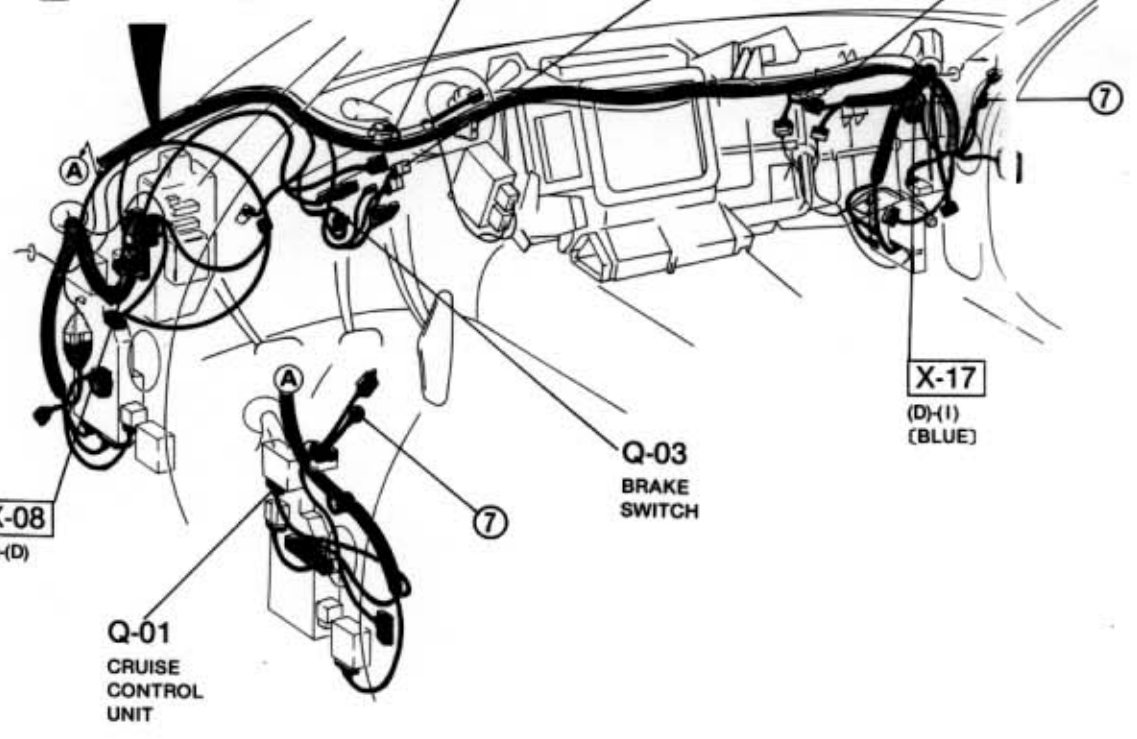
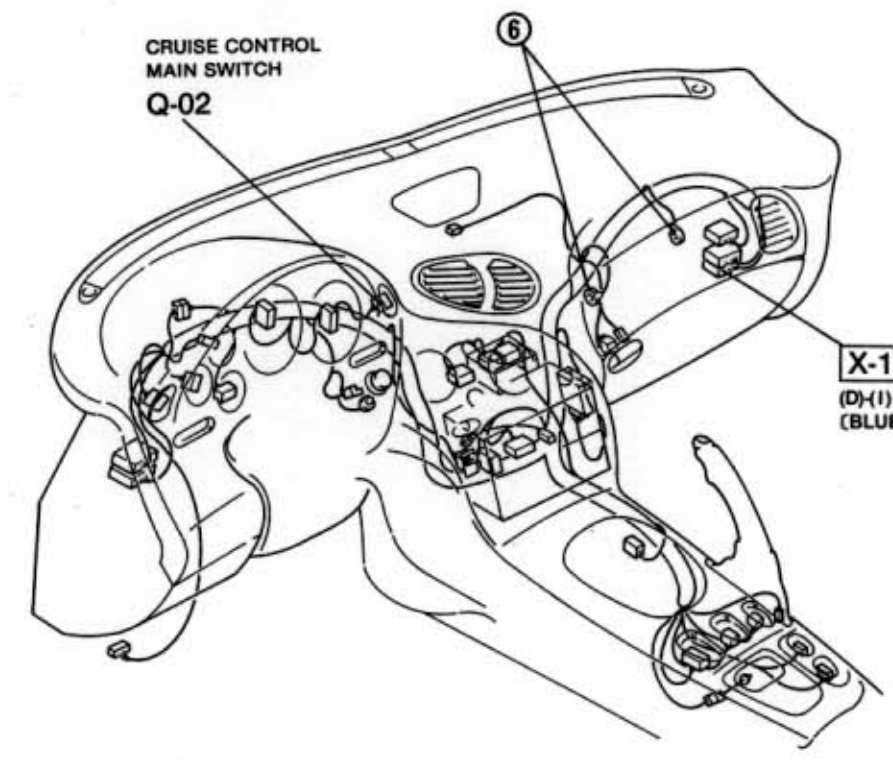
JOINT BOX



CRUISE CONTROL SWITCH (STEERING WHEEL SWITCH ASSEMBLY) Q-05

IGNITION SWITCH X-03

(F)(D) X-C 7



Q

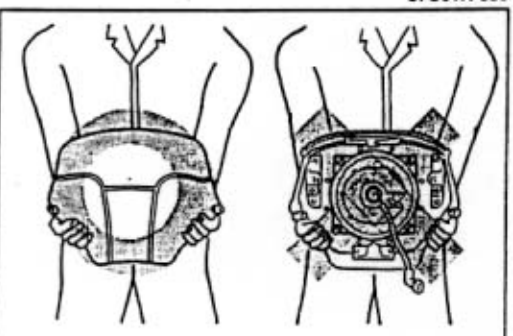
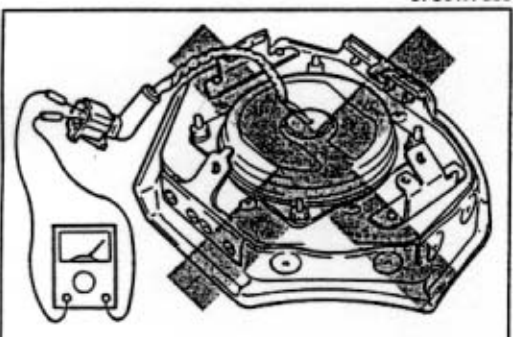
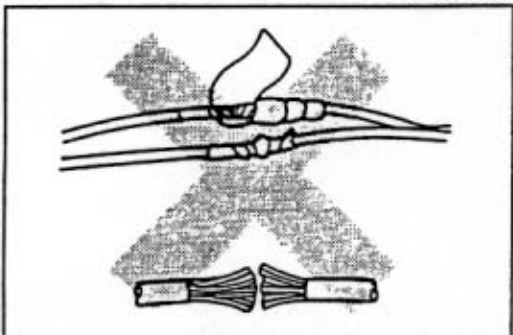
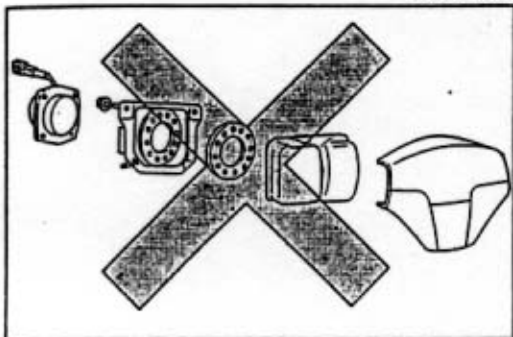
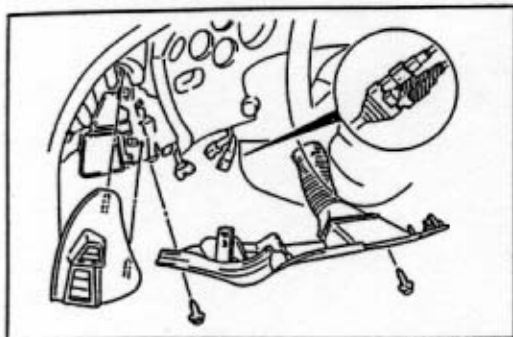
Terminal voltage

V_b: Battery voltage

Terminal	Connected to	Test condition		Voltage
A	Cruise control main switch (N.O. side)	Ignition switch ON and main switch ON		V _b
B	Cruise control main switch (N. C. side)	Ignition switch ON	Main switch ON	0V
			Main switch OFF	V _b
C	Actuator (clutch)	Ignition switch ON		0V
		Ignition switch ON and main switch ON		9V
D	Cruise control switch	Ignition switch ON and main switch ON		5V
		Ignition switch ON and main switch ON	SET/COAST switch ON	2V
			RESUME/ACCEL switch ON	3V
			CANCEL switch ON	0V
E	Instrument cluster (speedometer sensor)	While rear tires rotating		2—3V
F	Diagnosis connector	—		—
G	Inhibitor switch [disconnect ECU connector] (for AT)	N or P range		0V
		Other range		V _b
	Clutch switch (for MT)	Depress clutch pedal		0V
H	Stoplight switch	Depress brake pedal		V _b
		Other		0V
I	Instrument cluster (CRUISE set indicator lamp)	Ignition switch ON and main switch ON		V _b
		CRUISE set indicator lamp illuminated		0V
J	STOP 20A fuse	Constant		V _b
K	Diagnosis connector	—		—
L	EC-AT control unit (for AT)	Ignition switch ON		V _b
M	Actuator (motor)	Ignition switch ON		0V
		Ignition switch ON and main switch ON		V _b
O	Actuator (motor)	Ignition switch ON		0V
		Ignition switch ON and main switch ON		V _b
Q	Brake switch	Ignition switch ON and main switch ON		9V
		Depress brake pedal		0V
S	Actuator (clutch)	Ignition switch ON		0V
		Ignition switch ON and main switch ON		9V
T	Ground	Constant		0V

37U0TX-282

Z WIRING DIAGRAM



SERVICE PRECAUTION

1. Before Component Replacement

- Before replacement of any air bag system component or before disconnecting any connector of the system, carry out the following preparations.
 - (1) Disconnect the negative battery cable.
 - (2) Remove the lower panel and the lap duct.
 - (3) Disconnect the clock spring connector (orange and blue).

2. Prohibition of Component Disassembly

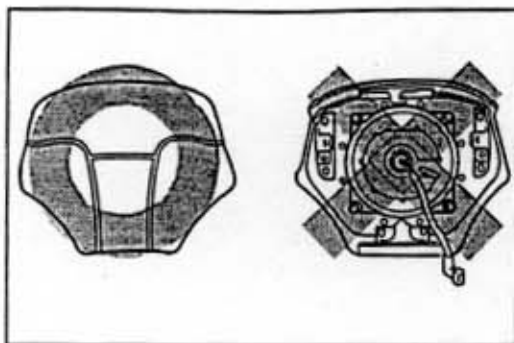
- The components of the air bag system are not intended to be disassembled for service. If a component malfunction is indicated by the diagnostic module, replace the suspected component after checking the connections and the wiring harness. Do not disassemble any component.

3. Prohibition of Wire Harness Repair

- If an open circuit is found by a continuity test, replace the wiring harness. Do not try to repair the wiring.

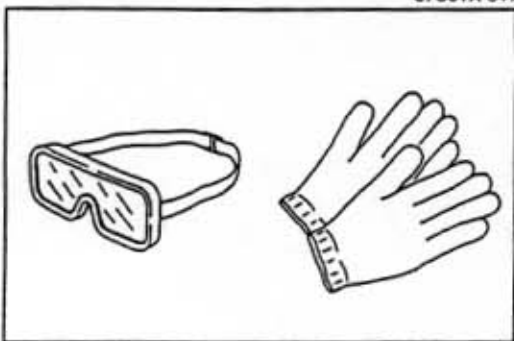
4. Handling of Air Bag Module

- Do not use an ohmmeter for inspection of the air bag module. It may cause accidental deployment of the air bag.
- When carrying a live (unactivated) air bag module, make sure the trim cover is pointed away from your body to prevent personal injury in the event of an accidental deployment.



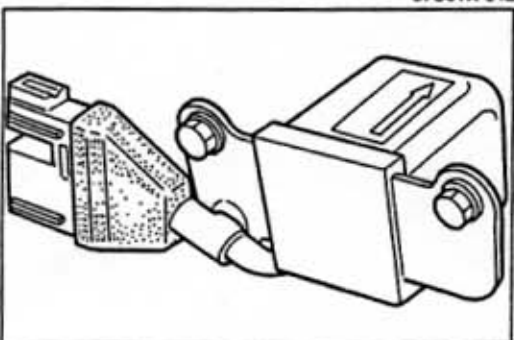
37U0TX-641

- When placing a live air bag module on any surface, always face the trim cover upward to reduce the motion of the module if it is accidentally deployed.



37U0TX-642

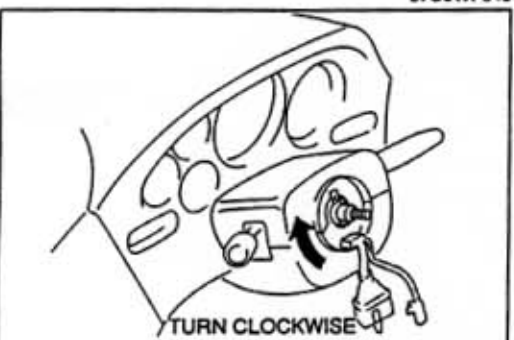
- When handling a deployed air bag module, wear gloves and safety glasses, because the deployed air bag module may contain deposits of sodium hydroxide, a caustic by-product of the gas generant combustion.
- When an air bag module is to be disposed, follow the procedure recommended for the specific situation.



37U0TX-643

5. Crash Sensor Installation

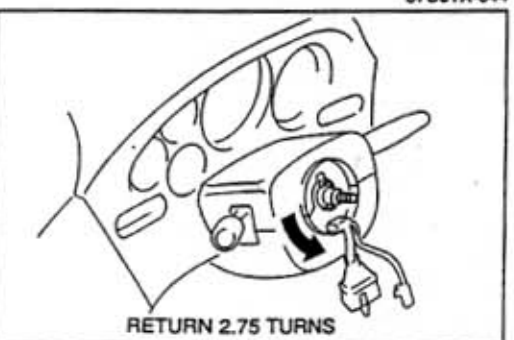
- Crash sensor orientation is very important for proper operation. If a vehicle is involved in a collision where its front sheet metal is damaged, inspect the body structure at the sensor mounting area for deformation. If damaged, restore it to its original shape.



37U0TX-644

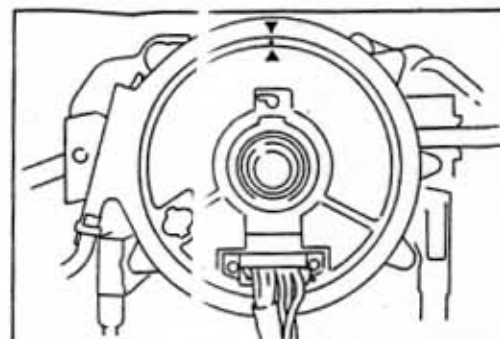
6. Adjustment of Clock Spring Connector

- Whenever the steering wheel is removed, before reinstalling it, set the clock spring connector as follows:
 - (1) Set the front wheels straight ahead.
 - (2) Turn the clock spring connector clockwise until it stops. (Do not force it.)



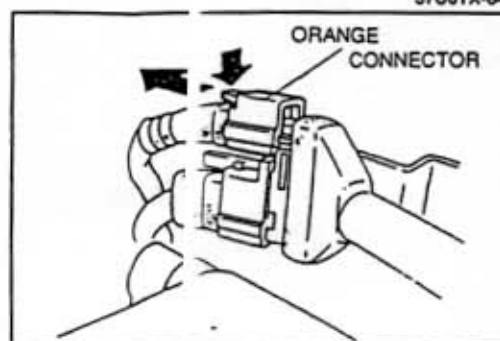
37U0TX-645

- (3) Return the connector 2.75 turns.



37U0TX-646

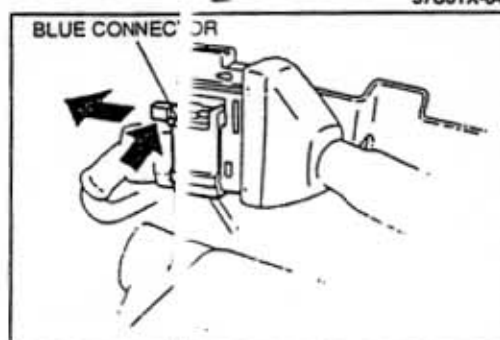
- (4) Align the marks on the clock spring connector and the outer housing.



37U0TX-647

7. When Using Test Lead

- When using a test lead for testing, use a fine wire to prevent damage to the terminals.



37U0TX-648

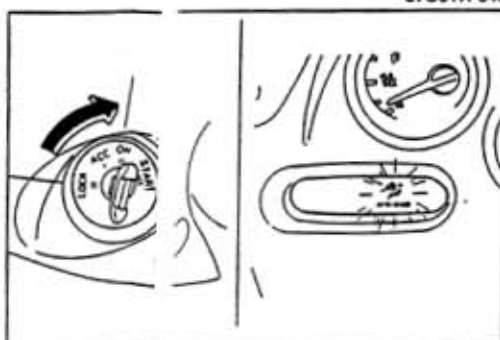
8. Disconnecting Double-Lock Type Connector

- The connectors in the air bag system use a double-lock type connector.
- These connectors are disconnected as follows.
 - (1) Press the orange knob and disconnect the orange connector.



37U0TX-649

- (2) Press the blue knob and disconnect the blue connector.
- (3) Connect the connectors in the reverse order of disconnecting.

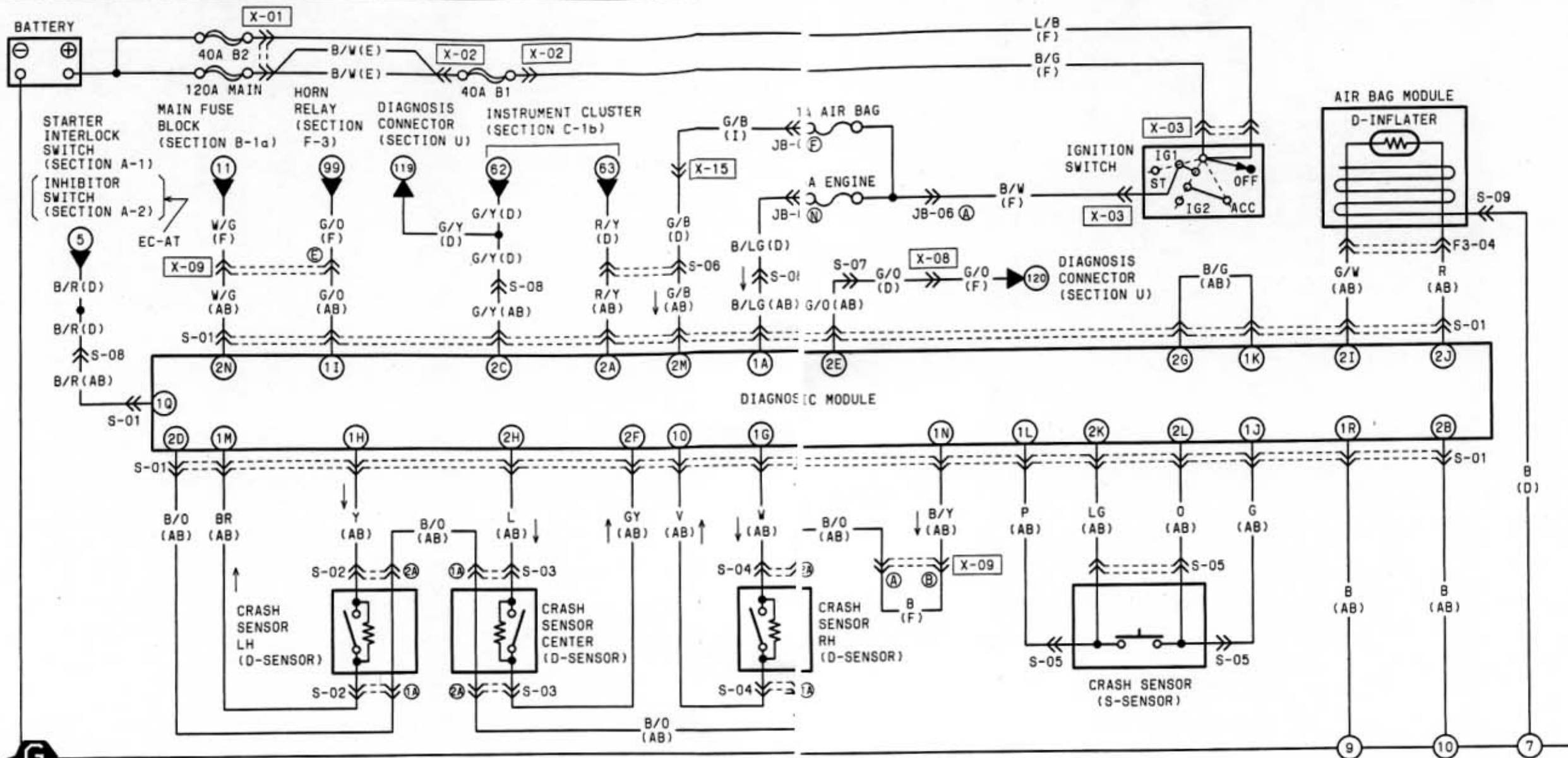


37U0TX-650

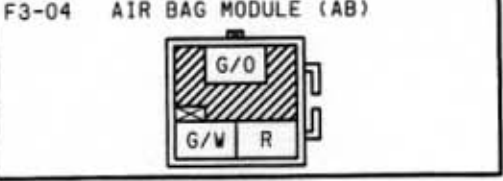
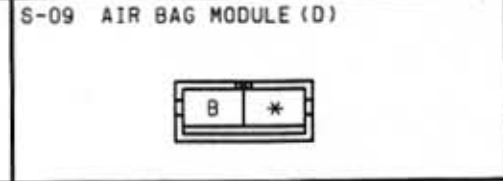
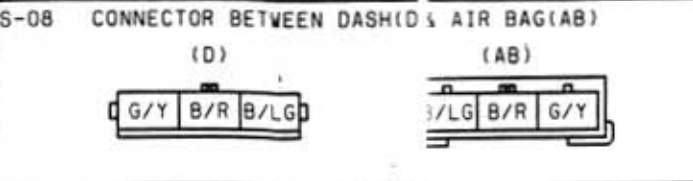
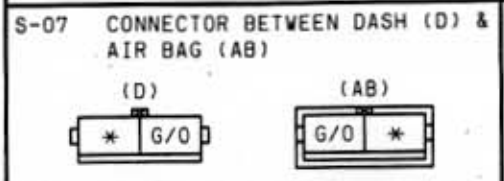
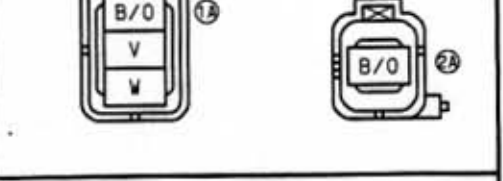
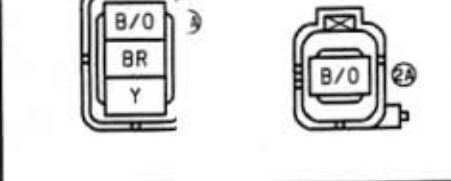
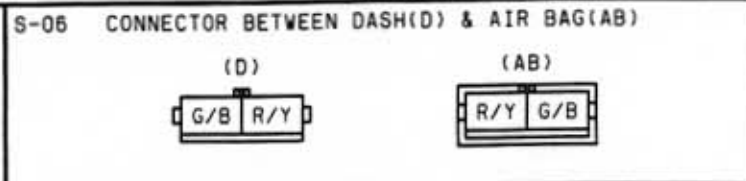
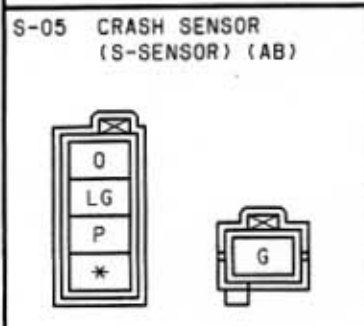
9. After System Service

- Verify correct system operation by checking with the AIR BAG system warning lamp. If the system is operating normally, the warning lamp will come on when the ignition switch is turned ON, then go off after approximately 6 seconds.
- Check if the horn sounds. If the horn does not sound, remove the air bag module and check the connections of the air bag module and horn switch connectors.

S AIR BAG SYSTEM

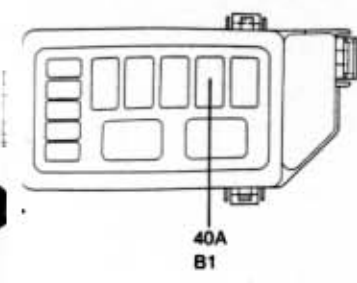


S-01 DIAGNOSTIC MODULE (AB)								S-02 CRASH SENSOR LH (D-SENSOR) (AB)						S-03 CRASH SENSOR CENTER (D-SENSOR) (AB)				S-04 CRASH SENSOR RH (D-SENSOR) (AB)																		
1Q	10	1M	1K	1I	1G	1E	1C	1A	2M	2K	2I	2G	2E	2C	2A	2K	2L	2J	2H	2F	2D	2B	2K	2L	2J	2H	2F	2D	2B	2K	2L	2J	2H	2F	2D	2B
B/R	V	BR	B/G	G/O	W	*	*	B/LG	G/B	LG	G/W	B/G	G/O	G/Y	R/Y	LG	O	R	L	GY	B/O	B	LG	O	R	L	GY	B/O	B	LG	O	R	L	GY	B/O	B
B	*	B/Y	P	G	Y	*	*	*	W/G	O	R	L	GY	B/O	B	W/G	O	R	L	GY	B/O	B	W/G	O	R	L	GY	B/O	B	W/G	O	R	L	GY	B/O	B
1R	1P	1N	1L	1J	1H	1F	1D	1B	2N	2L	2J	2H	2F	2D	2B	2N	2L	2J	2H	2F	2D	2B	2N	2L	2J	2H	2F	2D	2B							

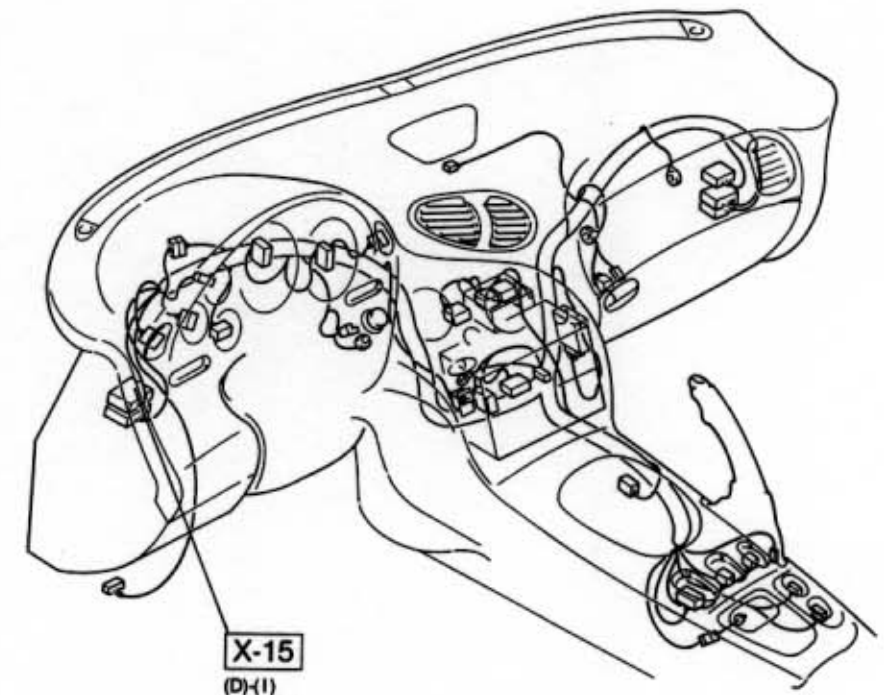


S

X-02
RELAY & FUSE BLOCK

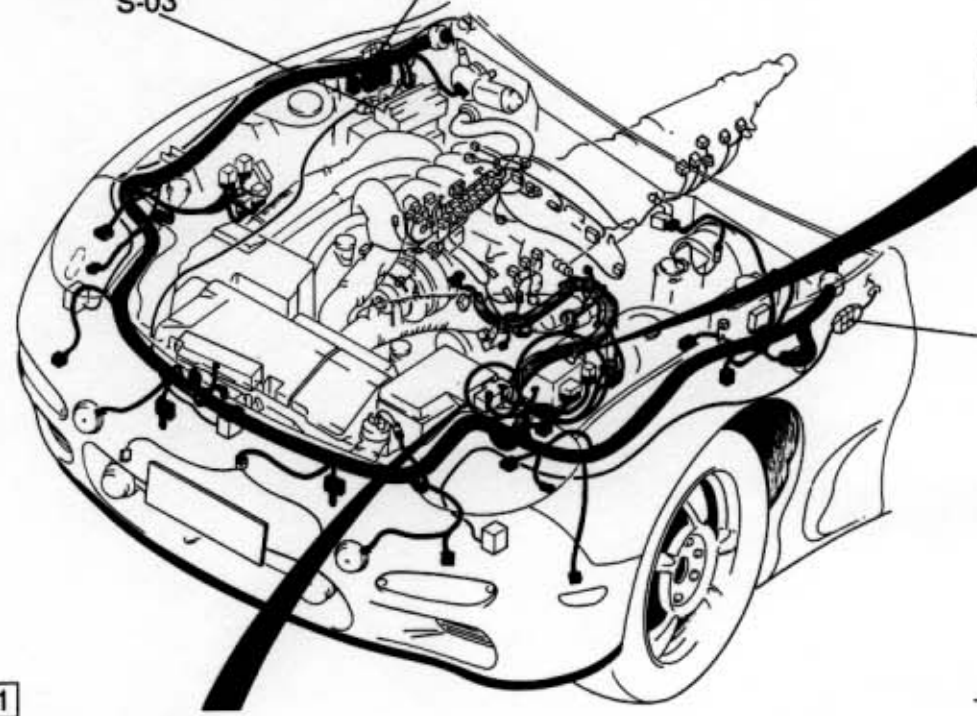


S-02
CRASH SENSOR
LH (D-SENSOR)

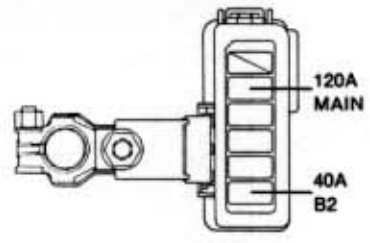


X-15
(D)-(1)
(BLUE)

CRASH SENSOR
RH (D-SENSOR)
S-04
CRASH SENSOR
CENTER (D-SENSOR)
S-03



X-01
MAIN FUSE BLOCK



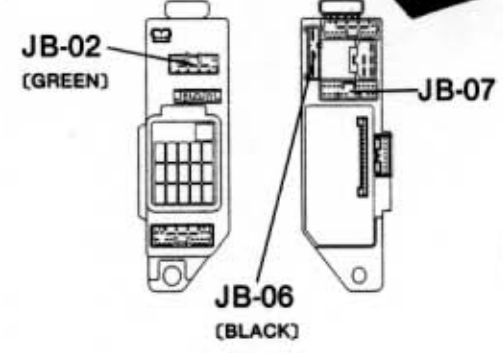
IGNITI
SWITC
X-0:

(D)-(AB)
S-08
(D)-(AB)
S-06
CRASH SENSOR
(S-SENSOR)
S-05
DIAGNOSTIC
MODULE
S-01
(D)-(AB)
S-07

AIR BAG
MODULE
S-09

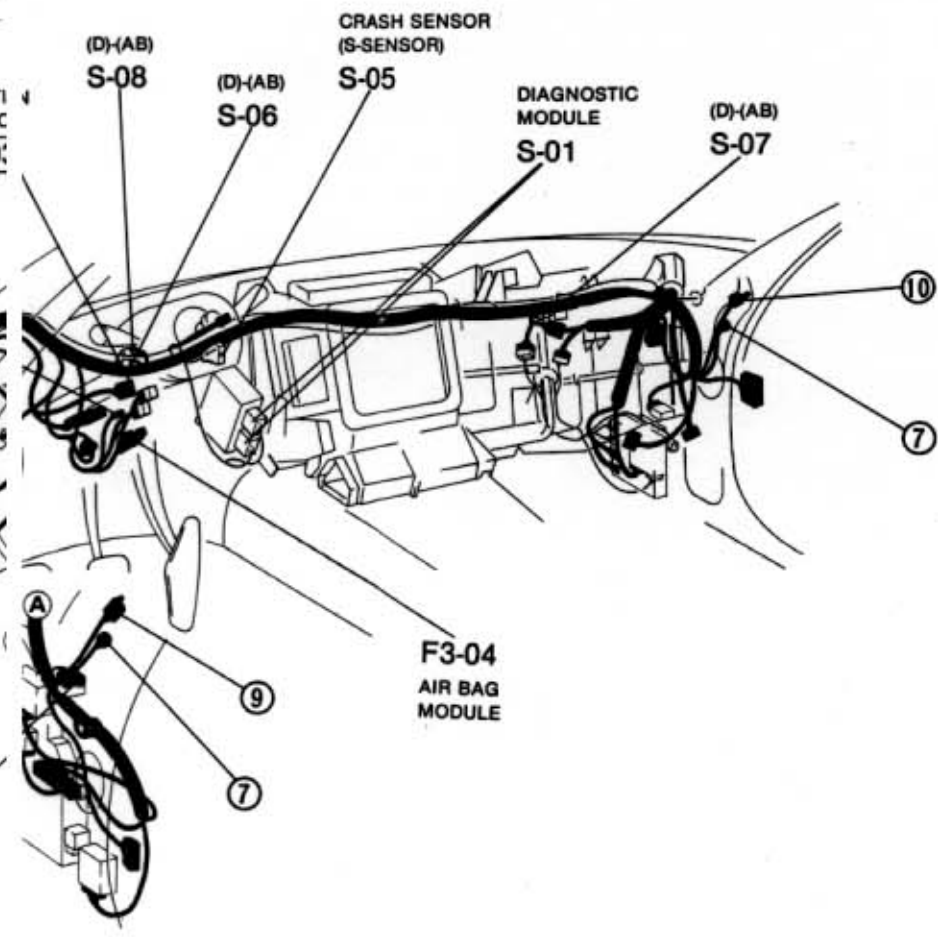
(F)-(D)
X-08

JOINT BOX



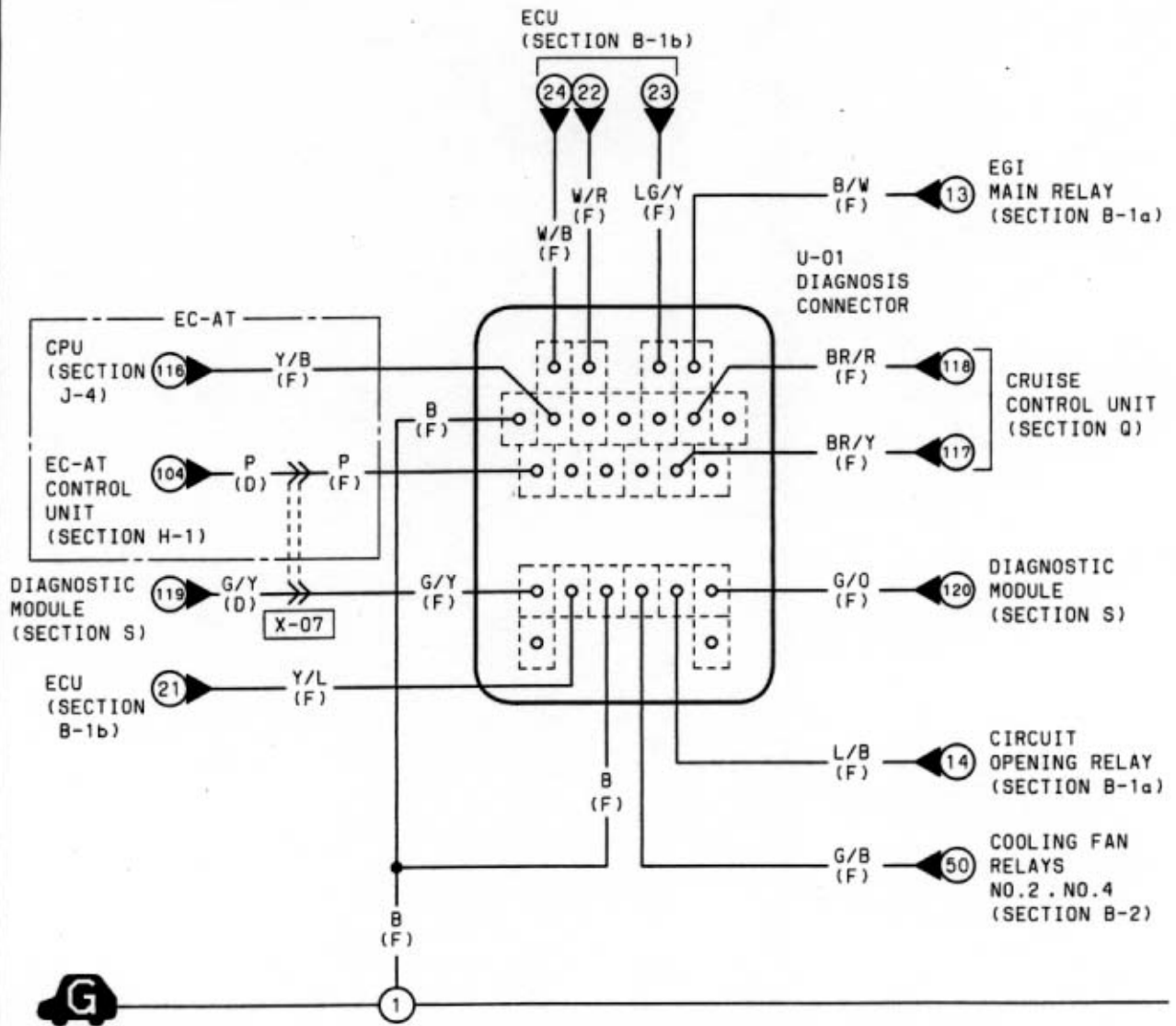
X-09
(F)-(AB)

X-15
(D)-(1)
(BLUE)



F3-04
AIR BAG
MODULE

U ■ DIAGNOSIS CONNECTOR



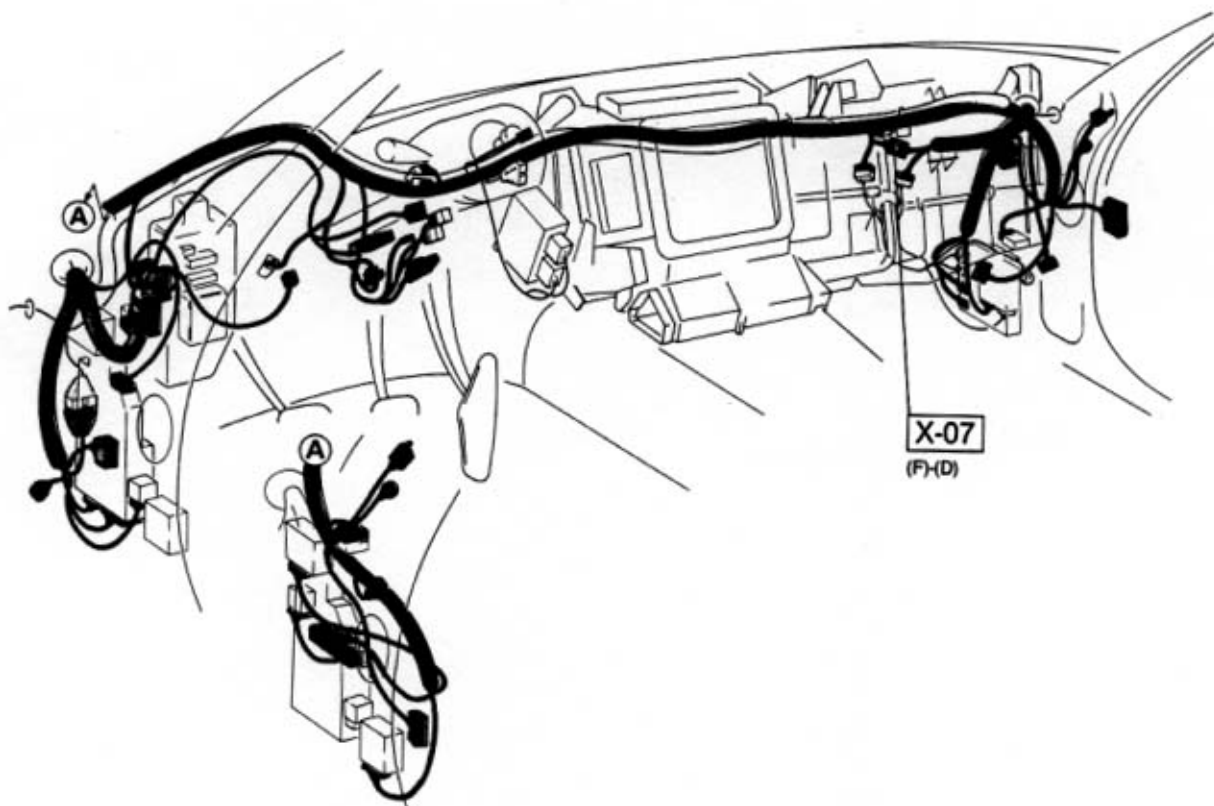
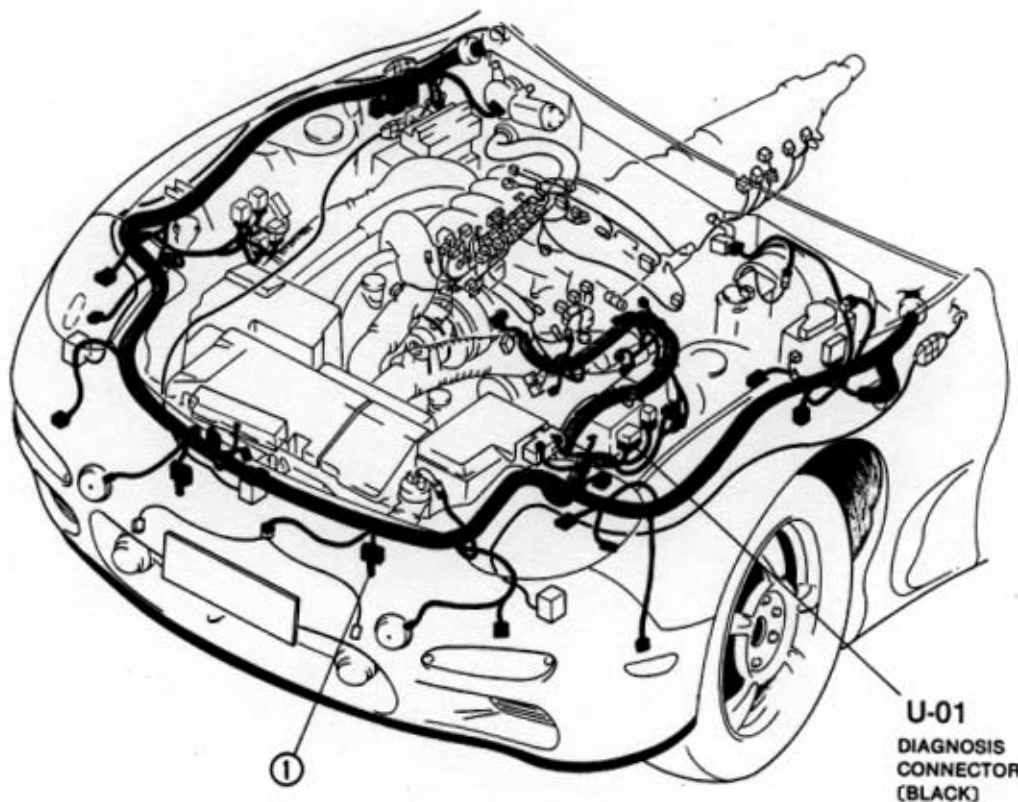
U-01 DIAGNOSIS CONNECTOR (F)

	FEN	MEN		TEN	+B
GND	FAT		FAC		FSC
TAT		TAC		TSC	
FAB	IG-	GND	TFA	F/P	TAB

	W/B	W/R		LG/Y	B/W
B	*(Y/B)	*	*	*	BR/R *
*(P)	*	*	*	BR/Y *	*
G/Y	Y/L	B	G/B	L/B	G/O
*					*

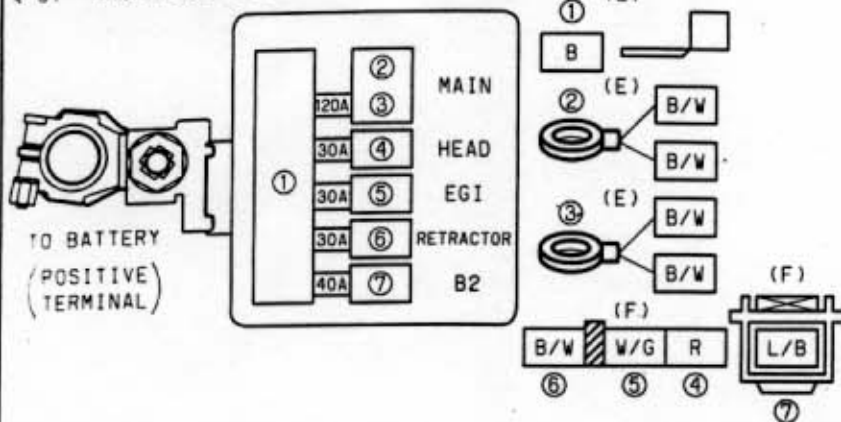
NOTES: THIS IS THE CONNECTOR AS SEEN FROM THE TERMINAL SIDE.
()...EC-AT

U

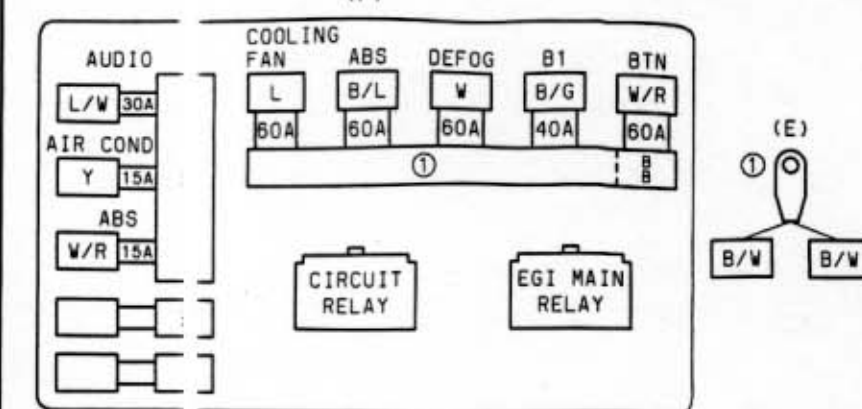


X-1 ■ COMMON CONNECTOR LIST

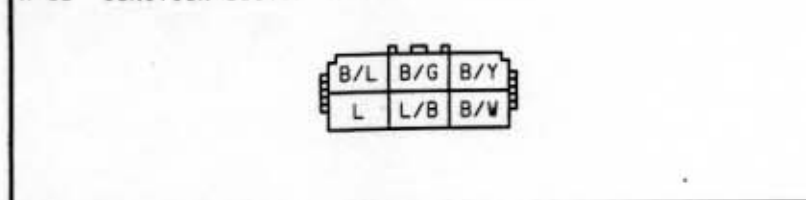
X-01 MAIN FUSE BLOCK



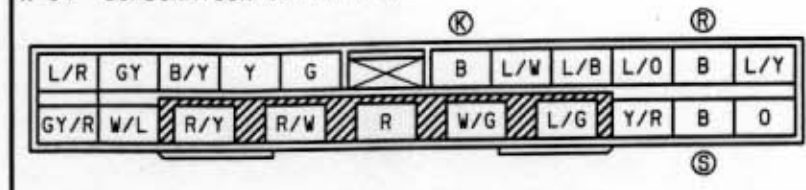
X-02 RELAY FUSE BLOCK



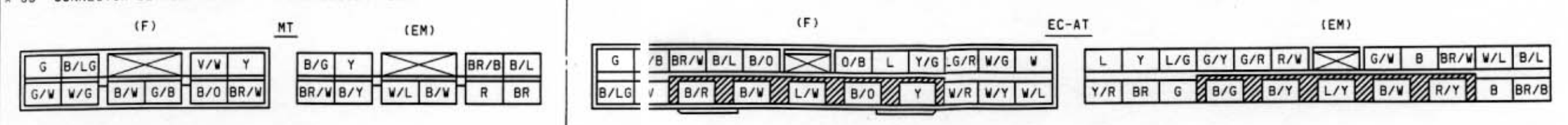
X-03 IGNITION SWITCH (F)



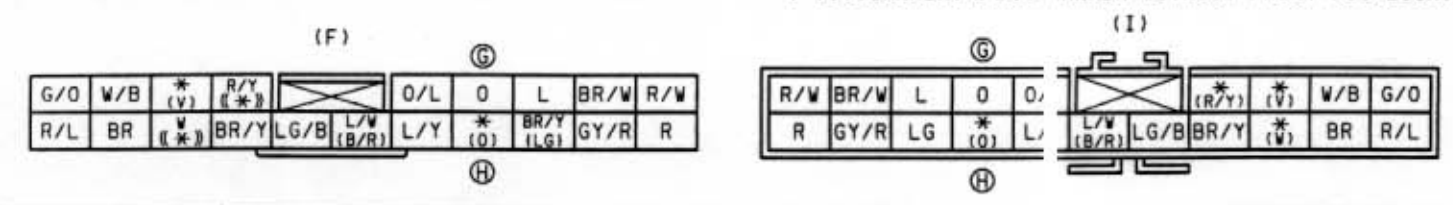
X-04 COMBINATION SWITCH (F)



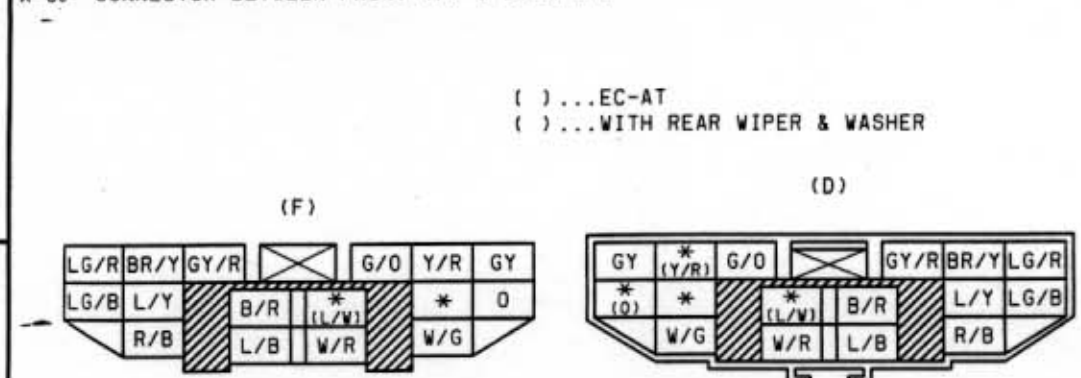
X-05 CONNECTOR BETWEEN FRONT (F) & EMISSION (EM)



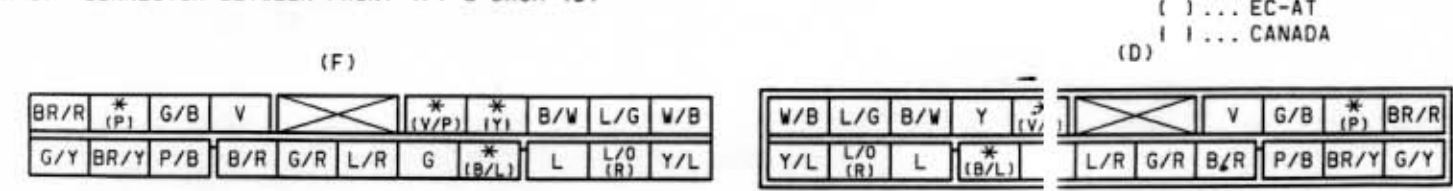
X-06 CONNECTOR BETWEEN FRONT (F) & INSTRUMENT PANEL (I) ()...EC-AT, ()...CANADA WITH FRONT FOG LIGHT, ()...CANADA WITHOUT FRONT FOG LIGHT



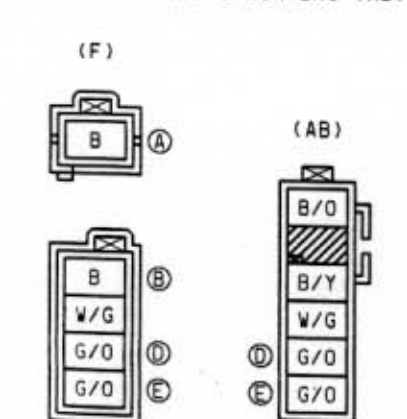
X-08 CONNECTOR BETWEEN FRONT (F) & DASH (D)



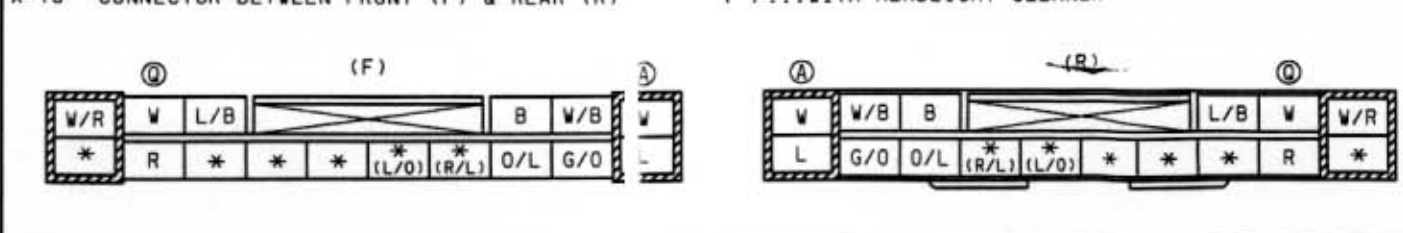
X-07 CONNECTOR BETWEEN FRONT (F) & DASH (D)



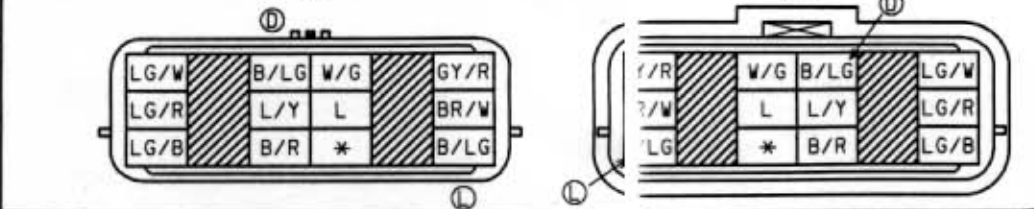
X-09 CONNECTOR BETWEEN FRONT (F) & AIR BAG (AB)



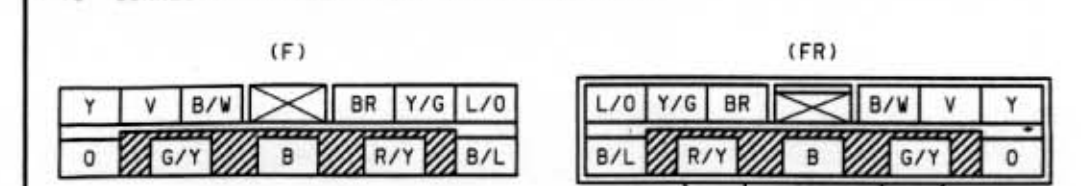
X-10 CONNECTOR BETWEEN FRONT (F) & REAR (R)



X-12 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)

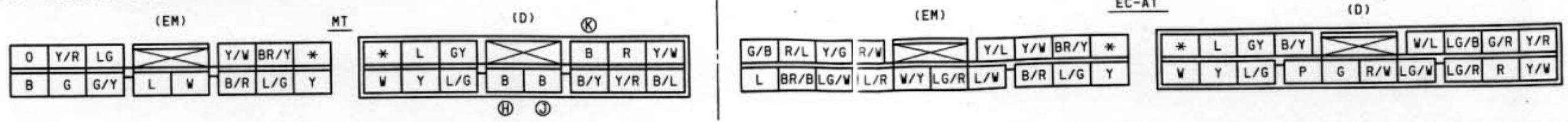


X-13 CONNECTOR BETWEEN FRONT (F) & FLOOR (FR)

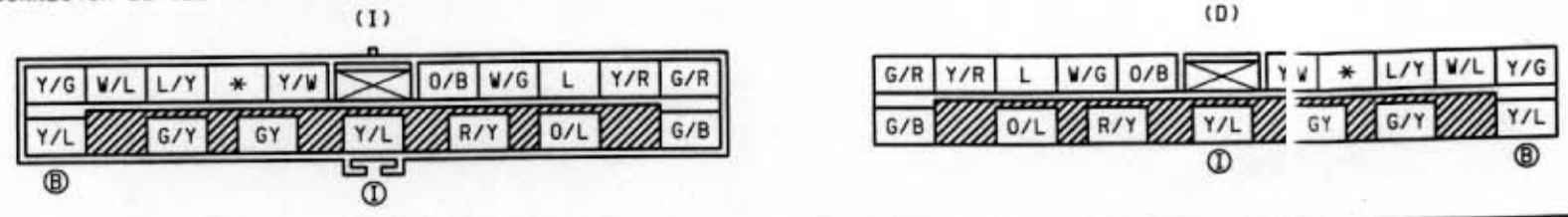


X-2 ■ COMMON CONNECTOR LIST

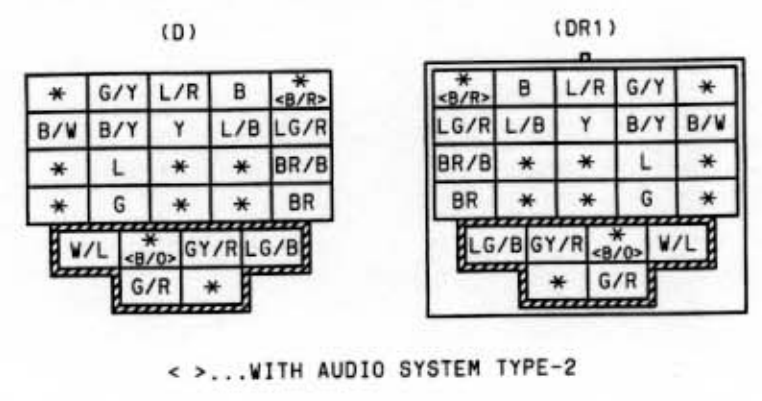
X-14 CONNECTOR BETWEEN EMISSION (EM) & DASH (D)



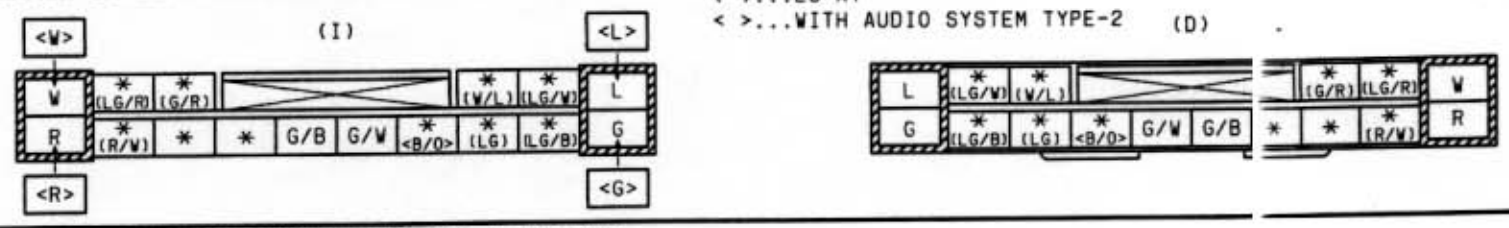
X-15 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & DASH (D)



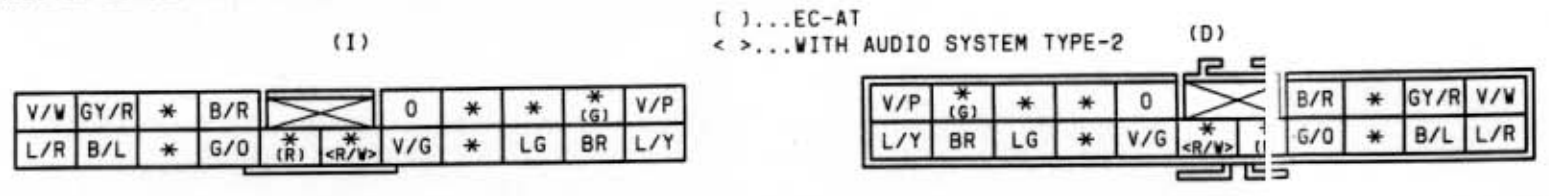
X-20 CONNECTOR BETWEEN DASH (D) & DOOR NO.1 (DR1)



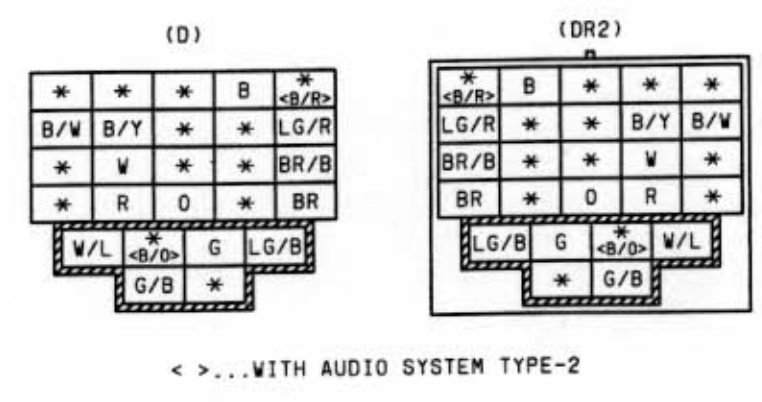
X-16 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & DASH (D)



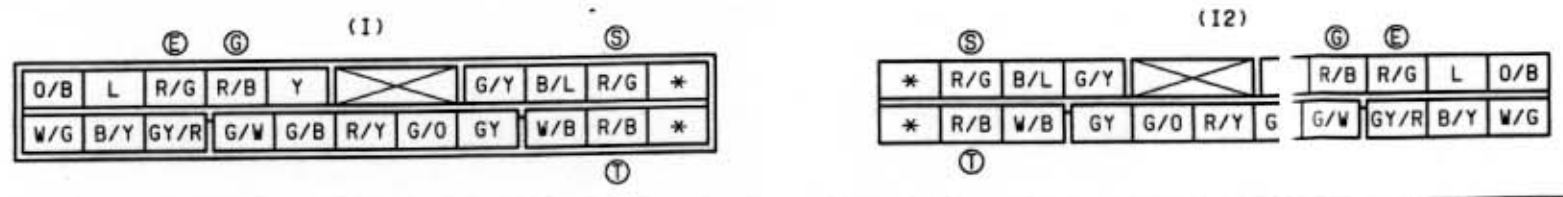
X-17 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & DASH (D)



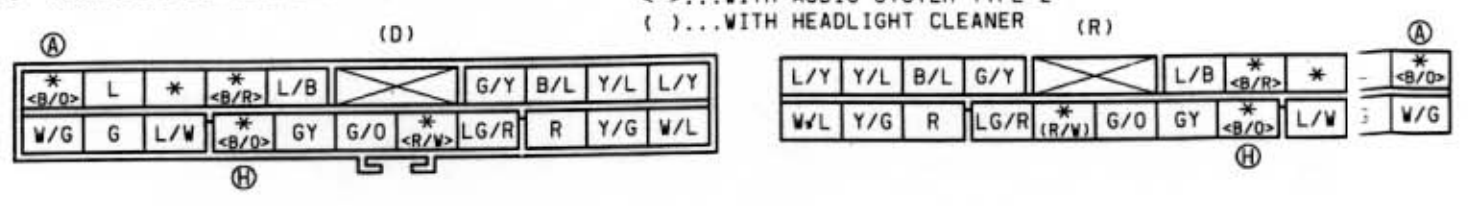
X-21 CONNECTOR BETWEEN DASH (D) & DOOR NO.2 (DR2)



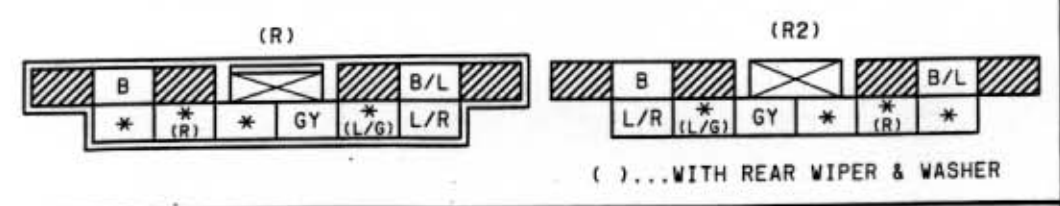
X-18 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & INSTRUMENT PANEL NO.2 (I2)



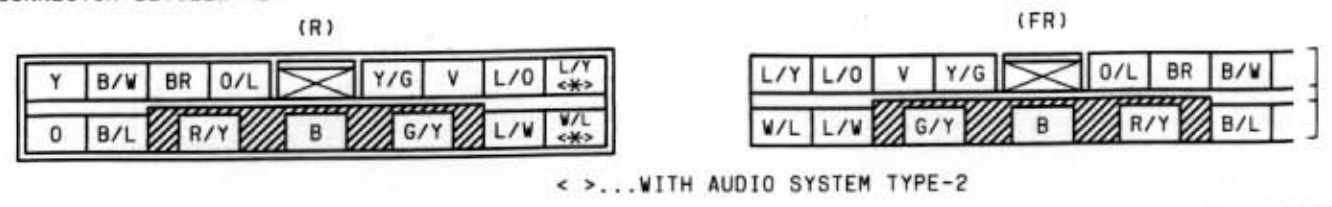
X-19 CONNECTOR BETWEEN DASH (D) & REAR (R)



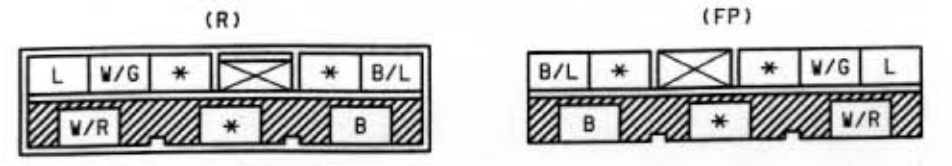
X-22 CONNECTOR BETWEEN REAR (R) & REAR NO.2 (R2)



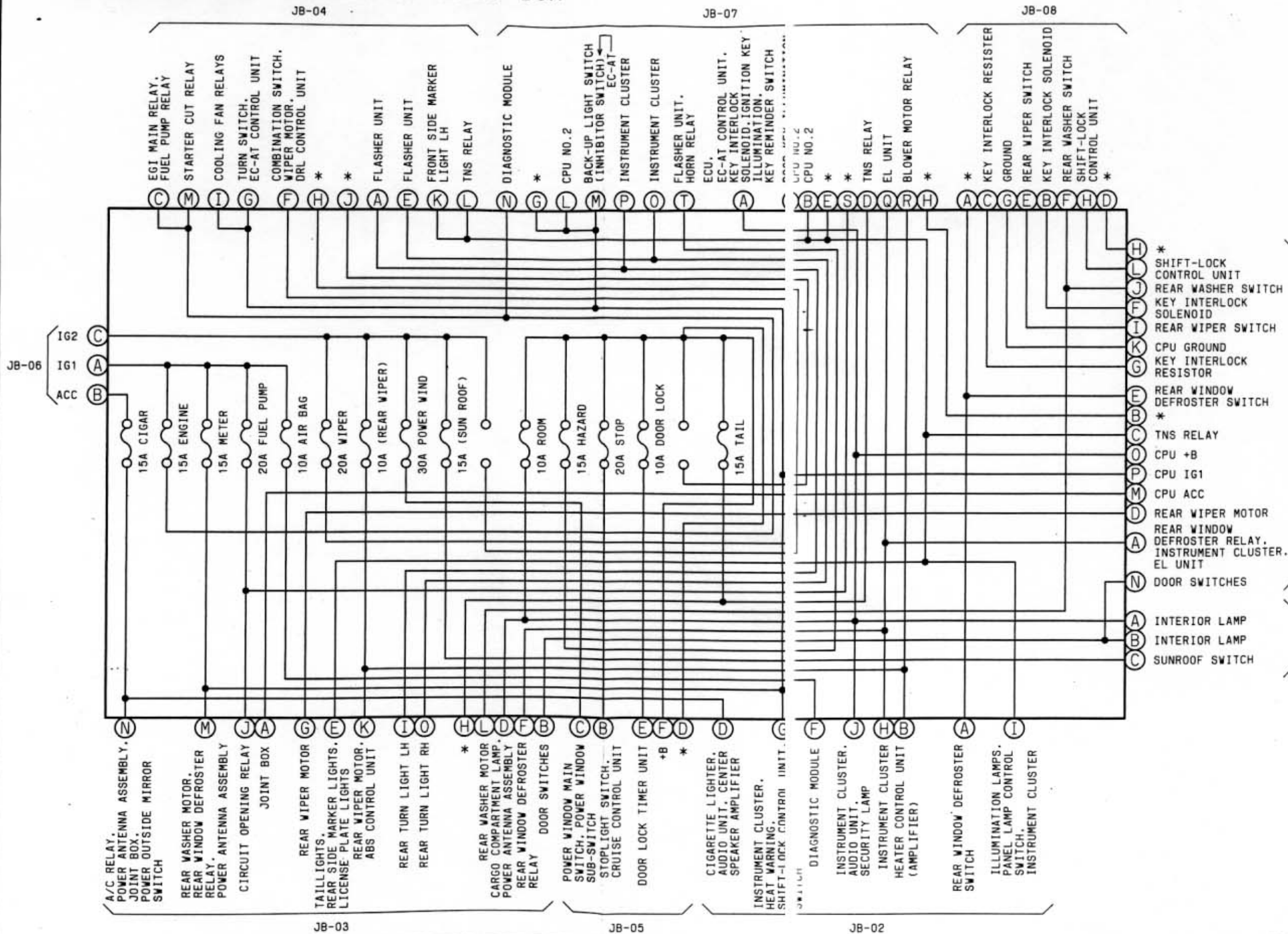
X-23 CONNECTOR BETWEEN REAR (R) & FLOOR (FR)



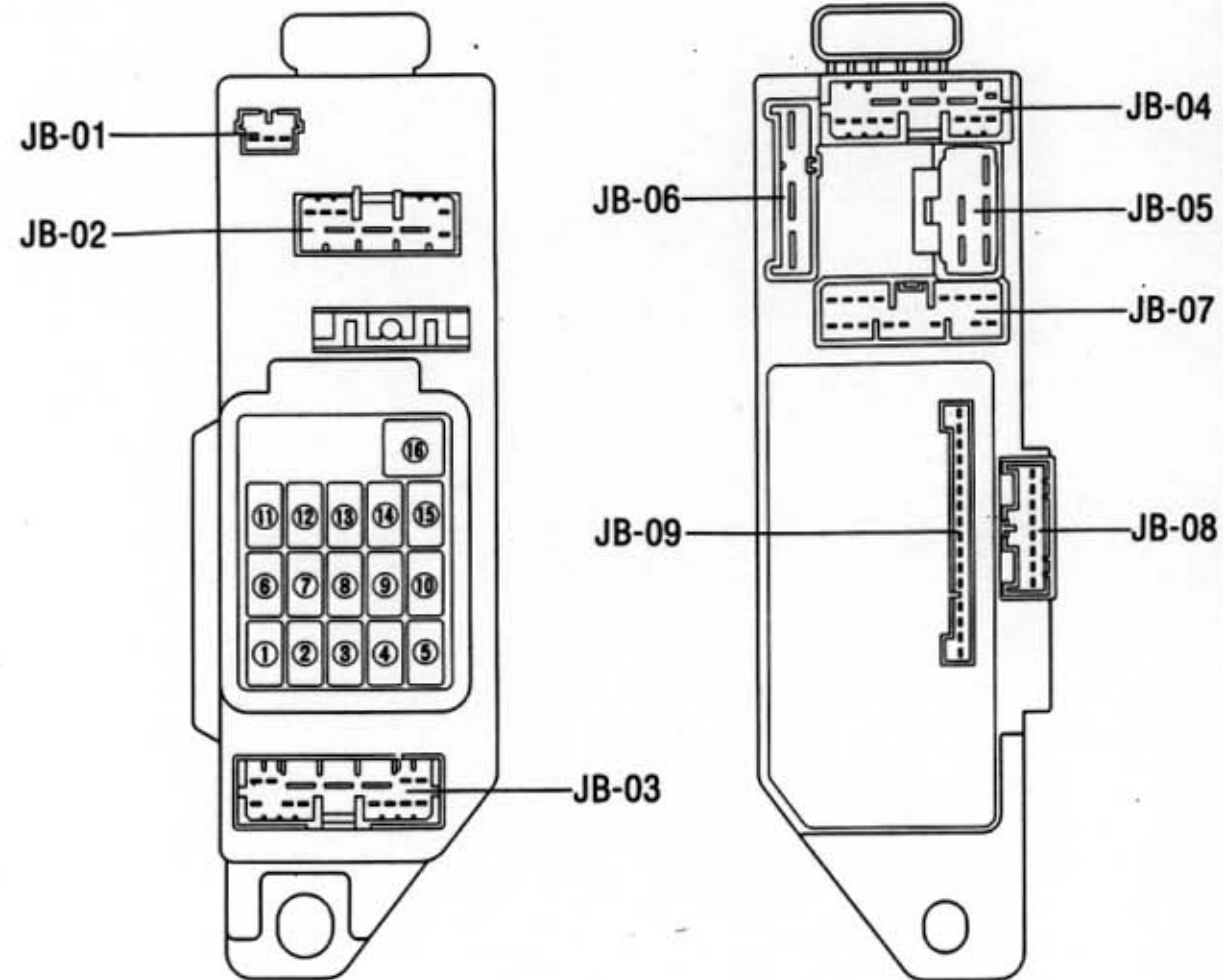
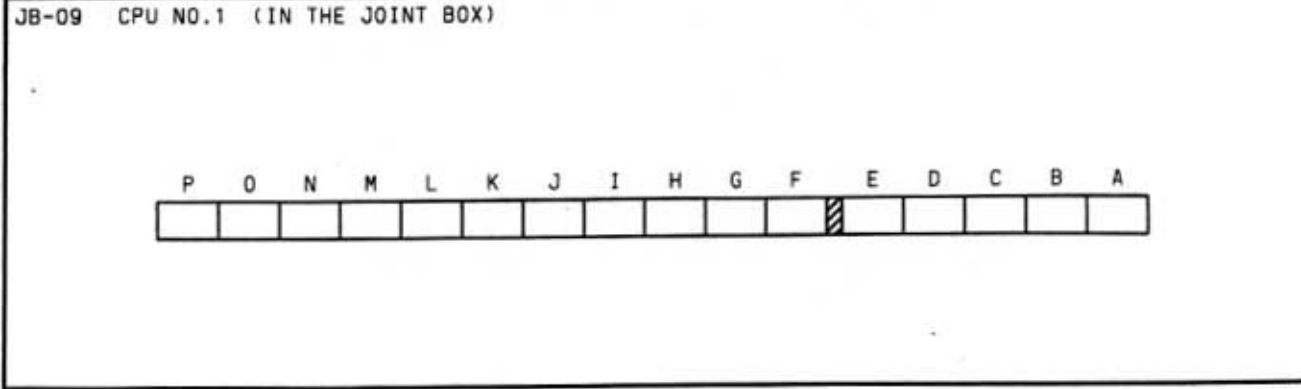
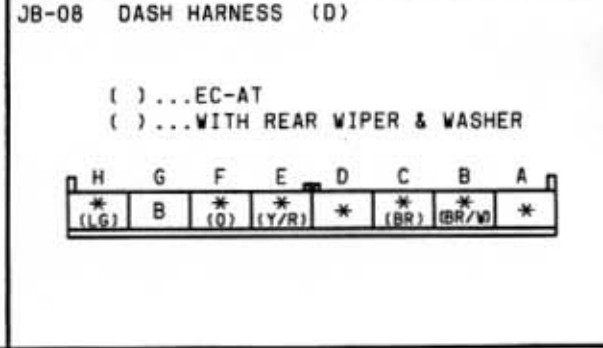
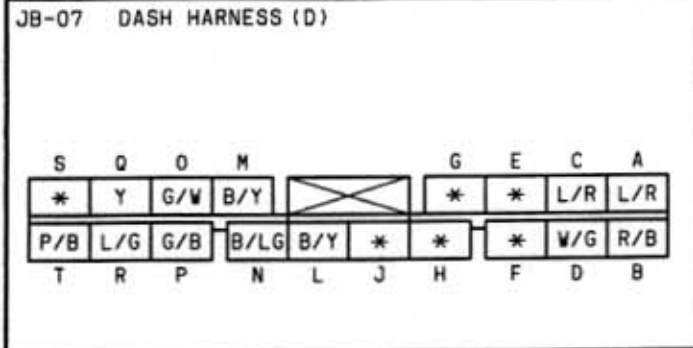
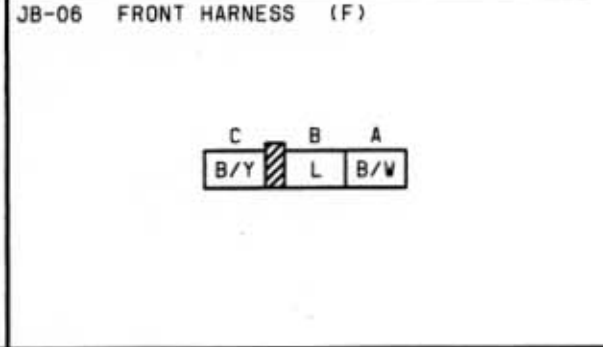
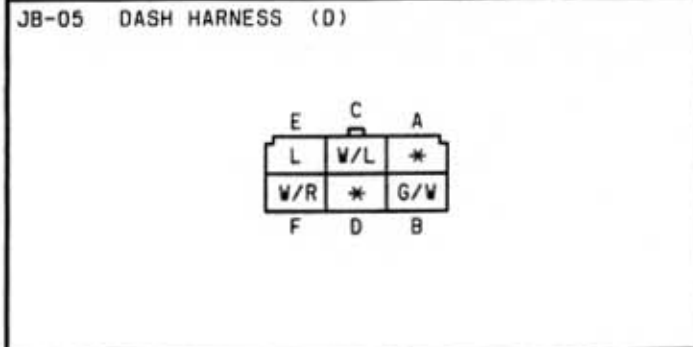
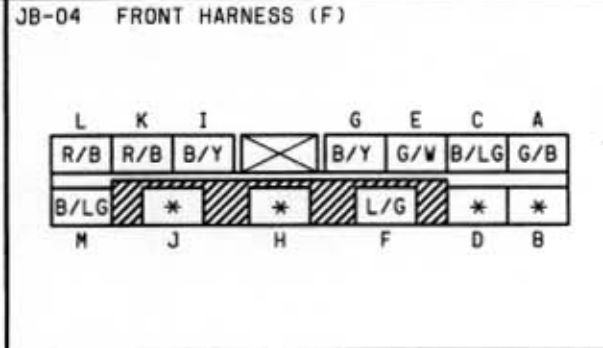
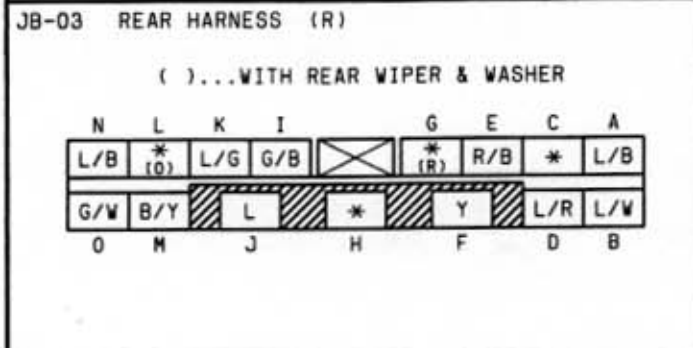
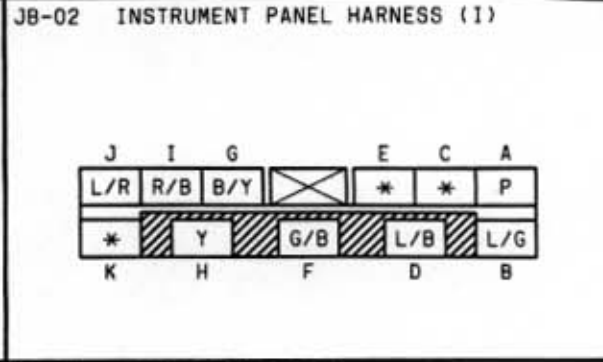
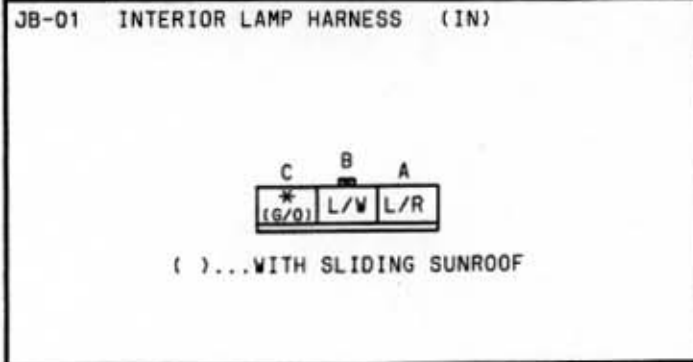
X-24 CONNECTOR BETWEEN REAR (R) & FUEL PUMP (FP)



INTERCONNECTING DIAGRAM OF JOINT BOX



JB ■ JOINT BOX



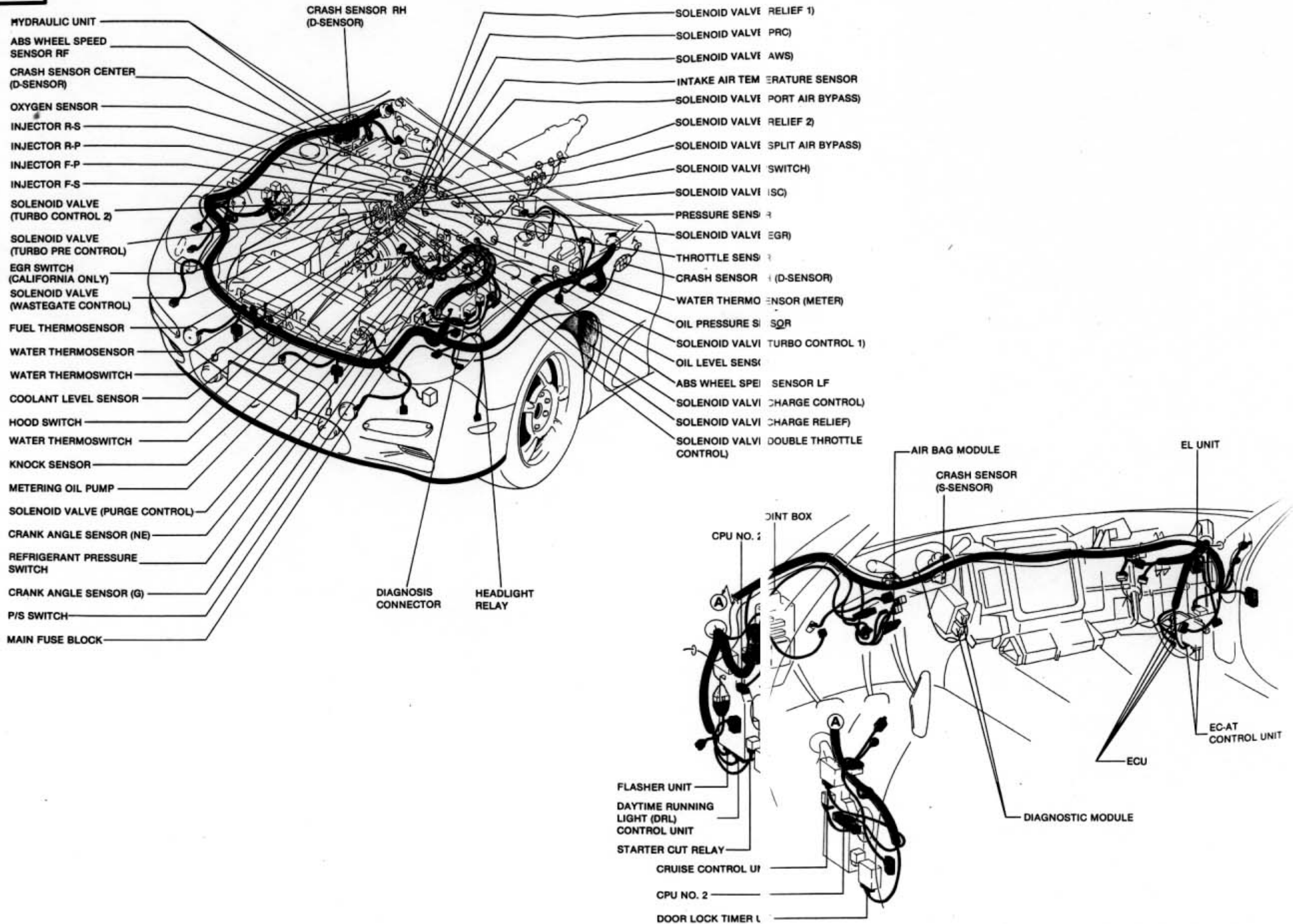
No.	CIRCUIT NAME	FUSE	COLOR CODE	No.	CIRCUIT NAME	FUSE	COLOR CODE
①	(REAR WIPER)	10A	R	⑩	METER	15A	L
②	HAZARD	15A	L	⑪	WIPER	20A	Y
③	ROOM	10A	R	⑫	STOP	20A	Y
④	ENGINE	15A	L	⑬	-	-	-
⑤	CIGAR	15A	L	⑭	(SUN ROOF)	15A	L
⑥	DOOR LOCK	10A	R	⑮	FUEL PUMP	20A	Y
⑦	TAIL	15A	L	⑯	AIR BAG	10A	R
⑧	POWER WIND	30A	G	⑰	-	-	-



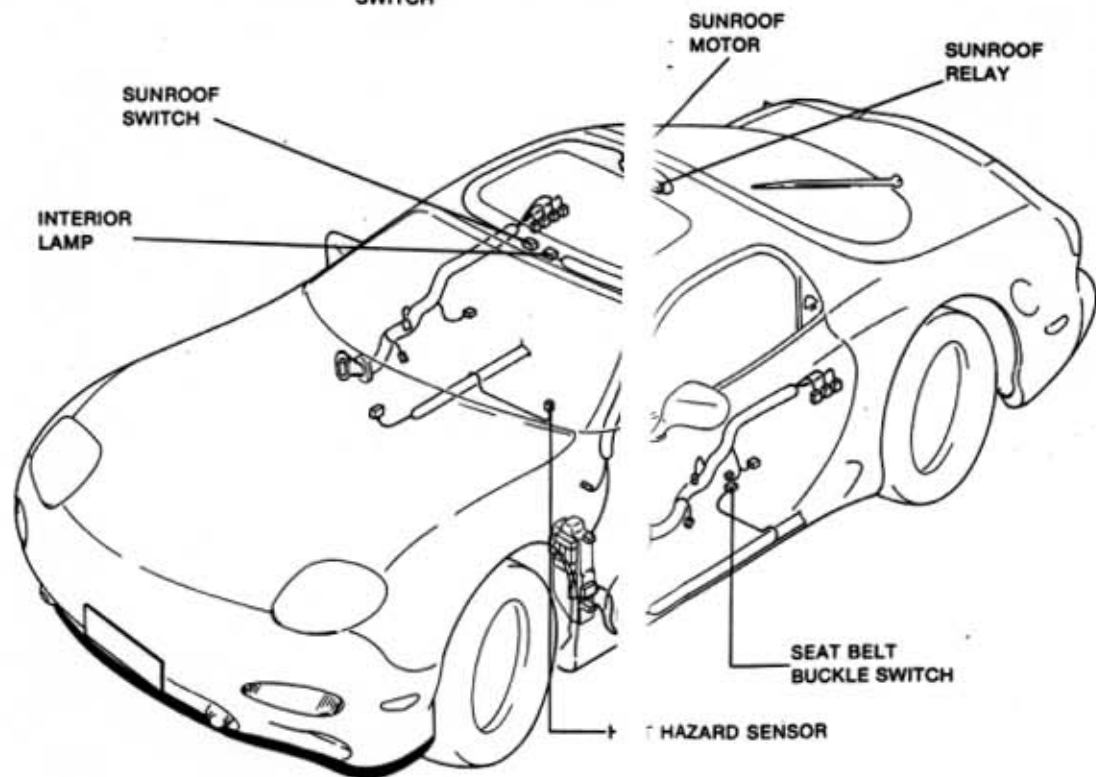
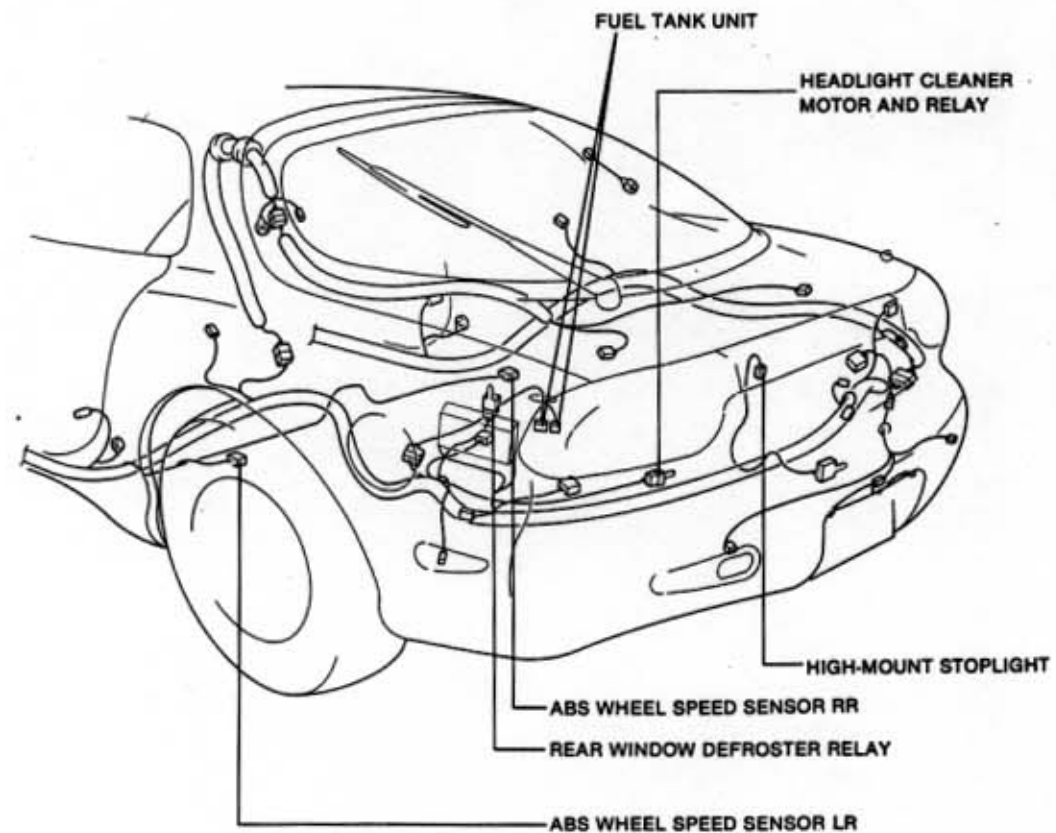
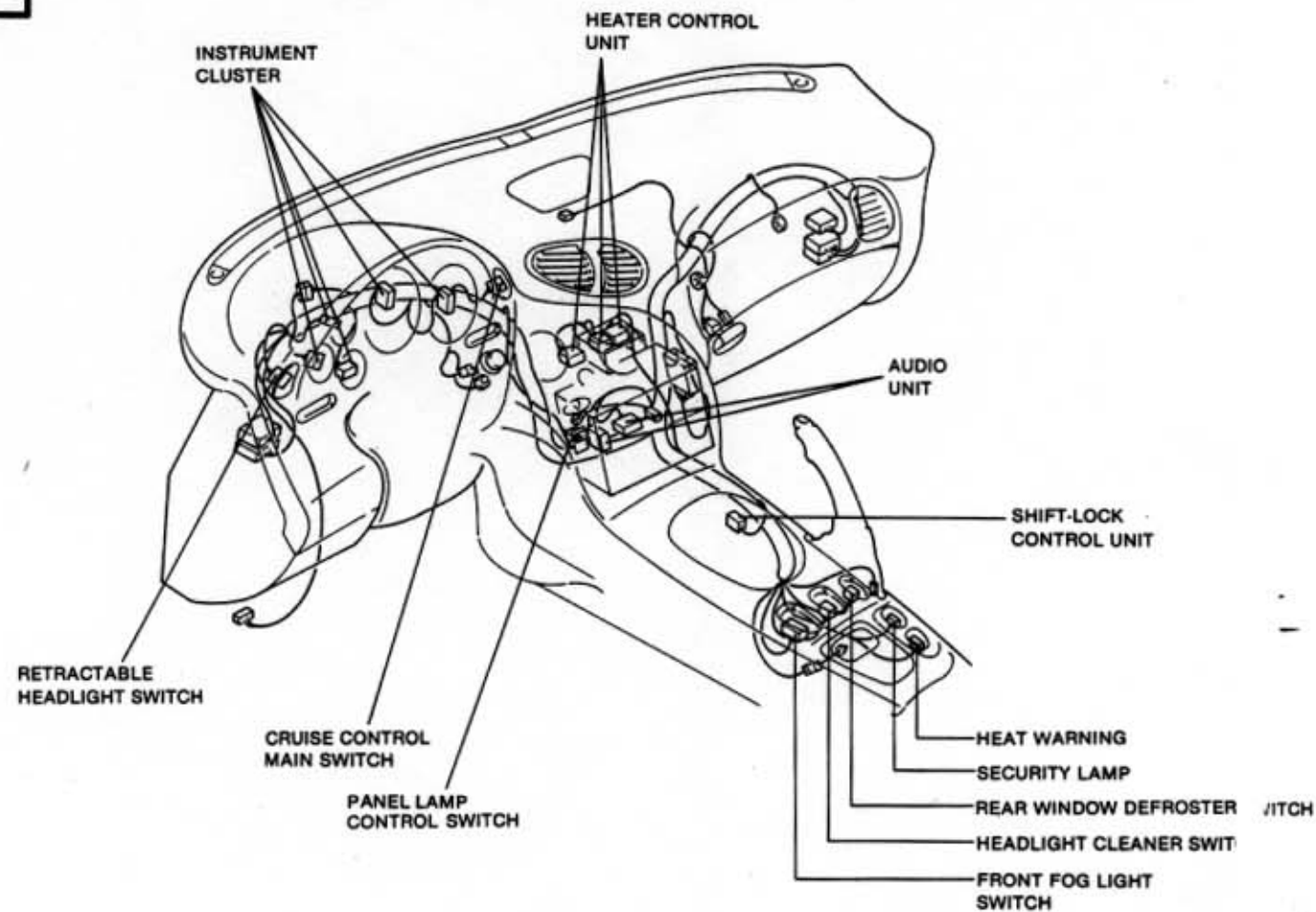
Z WIRING DIAGRAM

HARNESS COLOR: FRONT [] ENGINE [] DASH []

PL



PL



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PI

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