

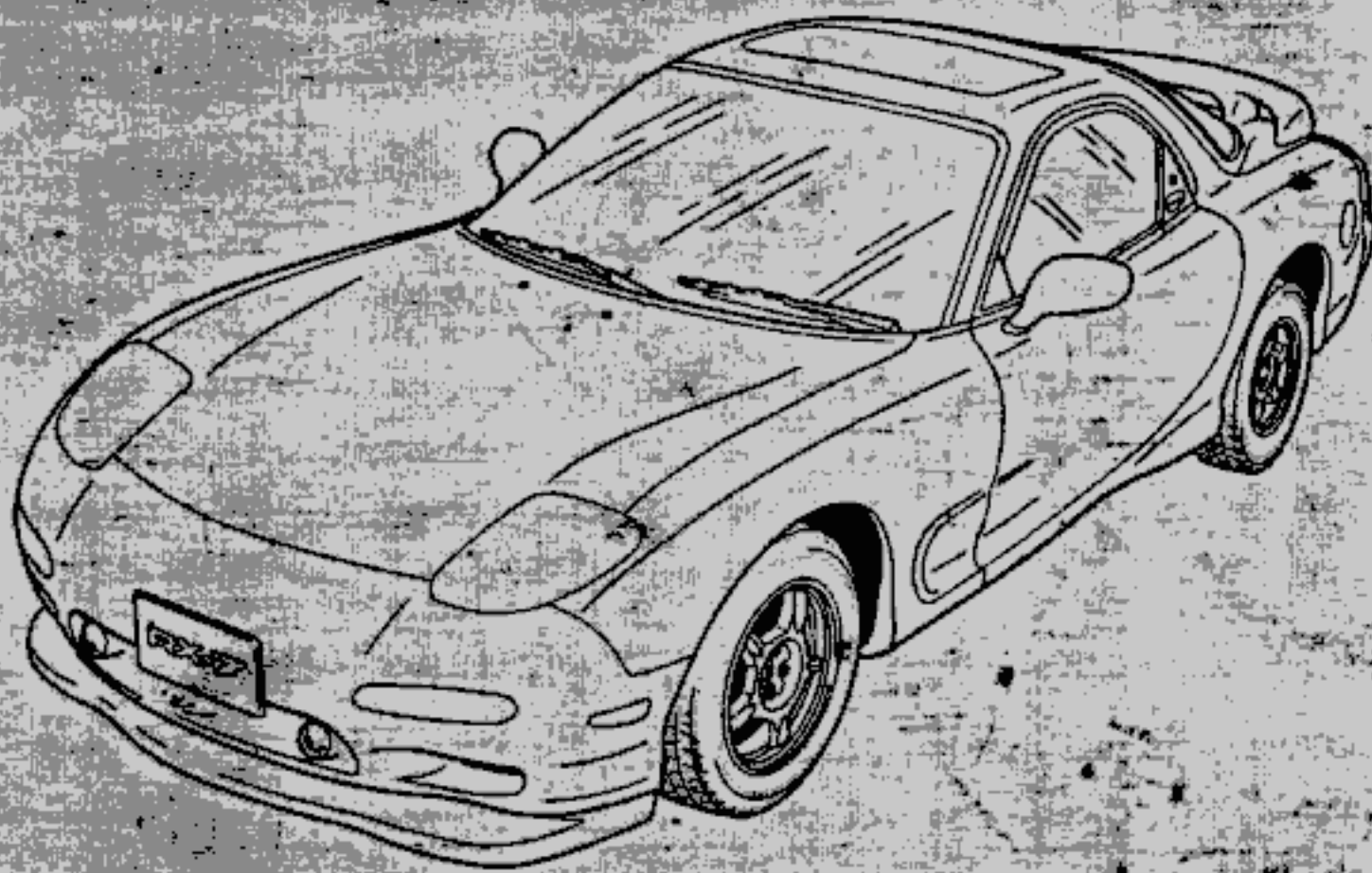
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This file was not scanned to deprive Mazda of any money – it was scanned due to the rareness of the original manuals and the overwhelming need of the RX-7 owner to have this information so that they can accurately troubleshoot problems. Perhaps if 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

SYSTEM INDEX

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

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.

CONTENTS

GENERAL INFORMATION	GI
GROUND POINTS	Y
ELECTRICAL WIRING SCHEMATIC	W
SYSTEM CIRCUIT DIAGRAM/ CONNECTOR LOCATIONS	A~U
COMMON CONNECTORS	X
JOINT BOX COMPLETE WIRING SYSTEM	JB
PARTS LOCATION	PL
INDEX	PI

GENERAL INFORMATION

Wiring Diagrams

Contents of wiring diagrams.....	GI-2
Using wiring diagrams.....	GI-2

Reading Wiring Diagrams

Ground points.....	GI-3
System circuit diagram/connector diagram	GI-4
Routing diagram	GI-6
Harness symbols.....	GI-7
Symbols	GI-8
Logic symbols	GI-10
Abbreviations used in this booklet.....	GI-10

Troubleshooting

Precautions to take when servicing an electrical system	GI-11
Handling connectors	GI-12
Using electrical measuring equipment	GI-13
Measuring voltage.....	GI-14
Measuring continuity/resistance.....	GI-15
Finding short circuits	GI-16

VEHICLE IDENTIFICATION NUMBERS (VIN) (CHASSIS NUMBER)

JM1 FD331* P0 200001~
JM1 FD332* P0 200001~

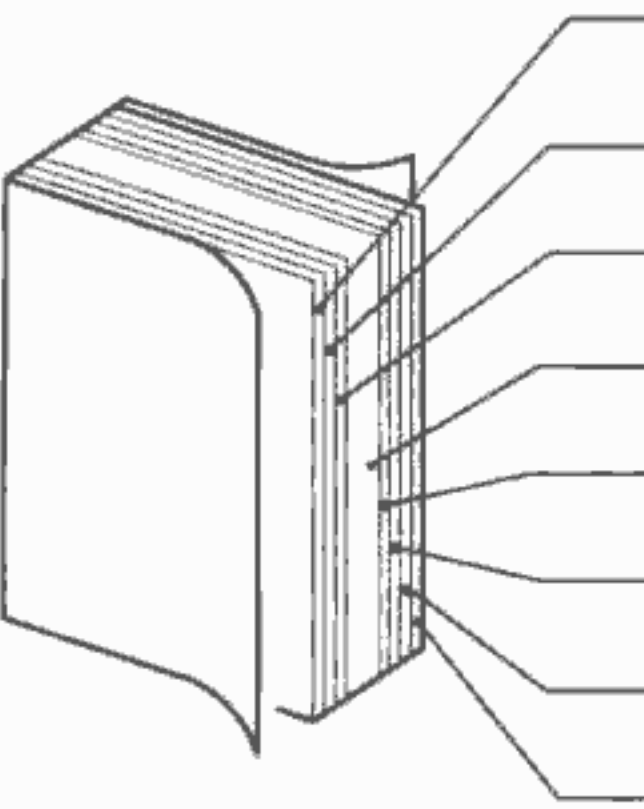
FEDERAL & CALIFORNIA
CANADA

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


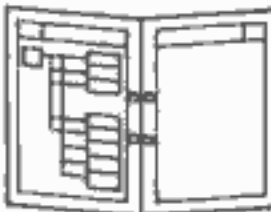
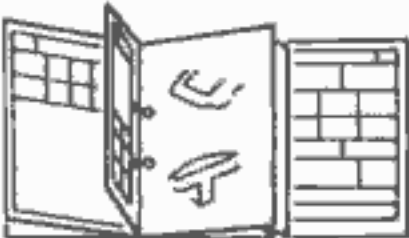
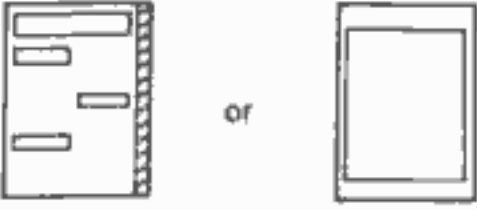
- This document comprises the 8 groups shown below. The main components are summarized in the components location diagram at the end of the document.



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

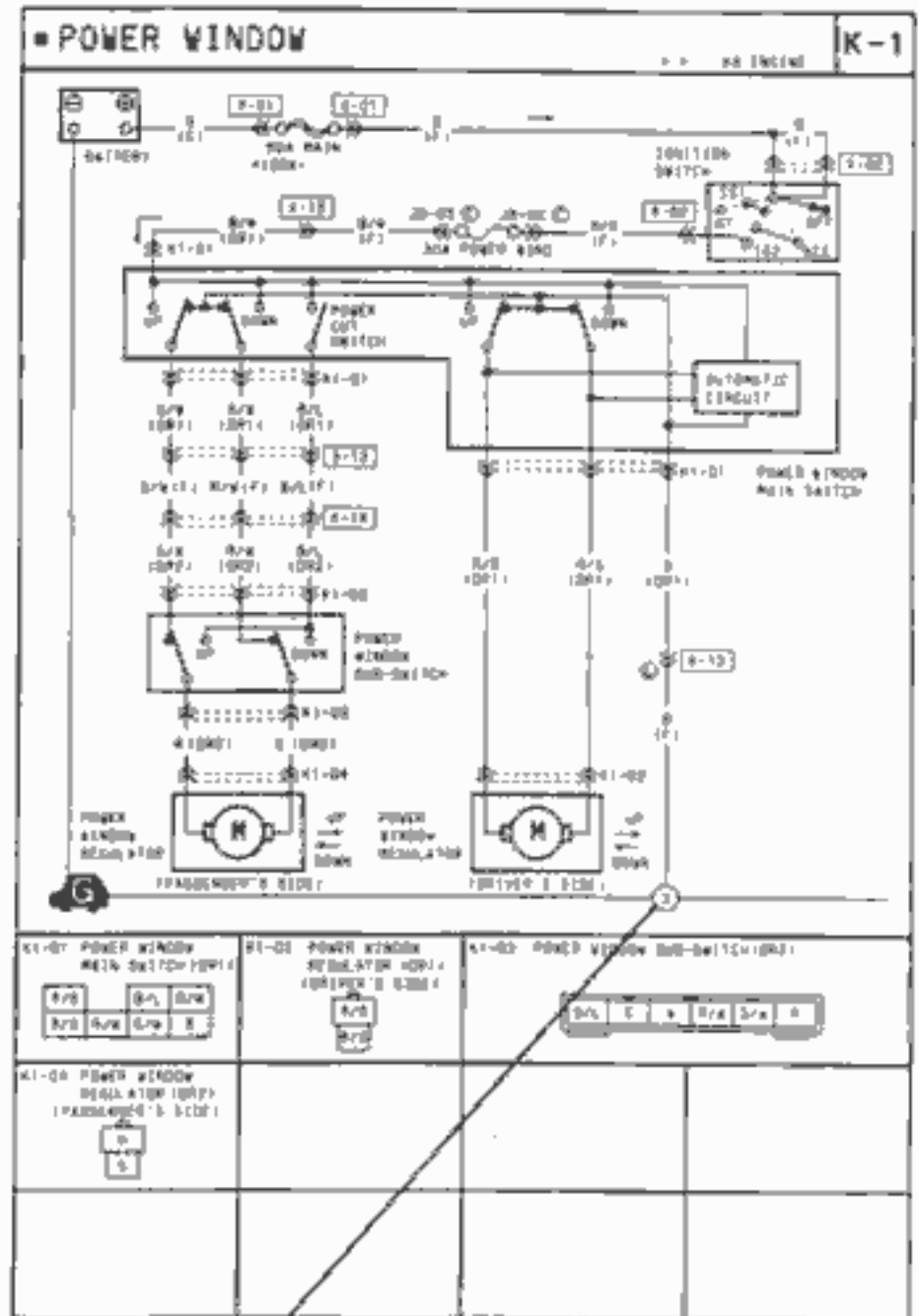
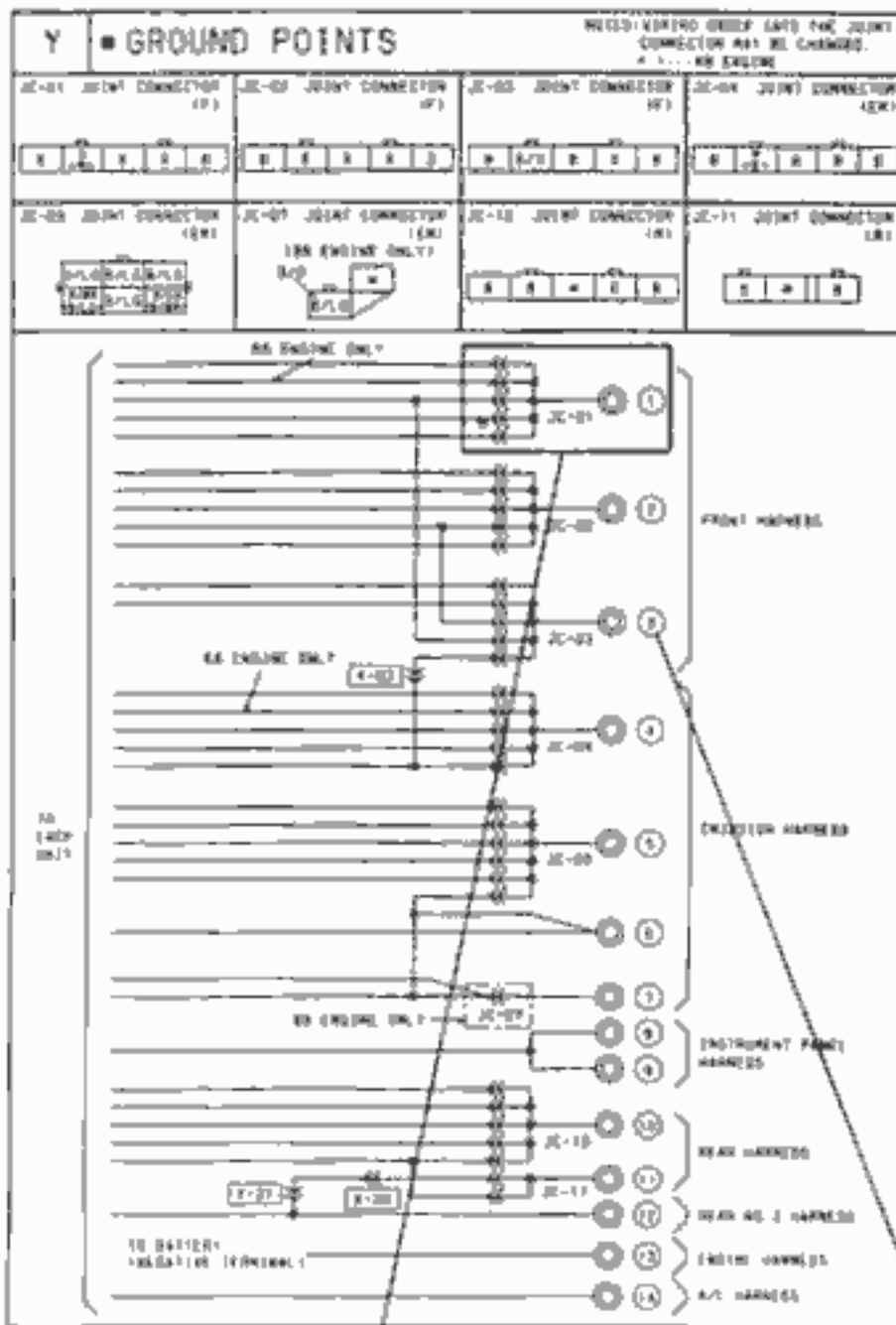
Using wiring diagrams

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

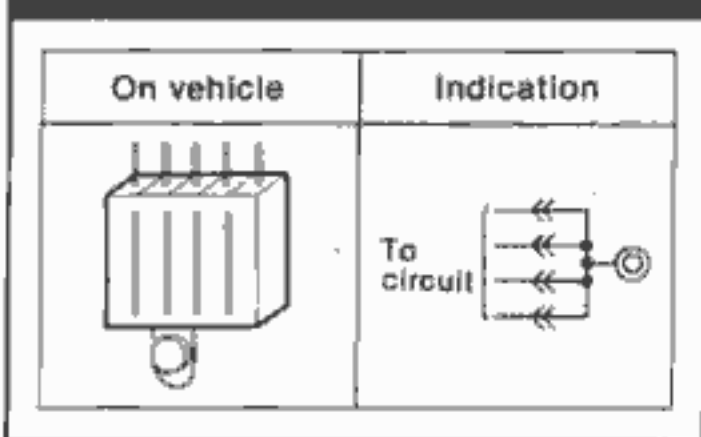
Application	Use	Application	Use
For checking circuits of individual systems	 <p>Open to page with circuit diagram and harness routing to be used and fold out common connector diagram or joint box diagram.</p>	For checking fuse connections	 <p>Open to electrical wiring schematic.</p>
For checking ground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

Ground points

- This shows ground points of the harness.



Ground indication



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.

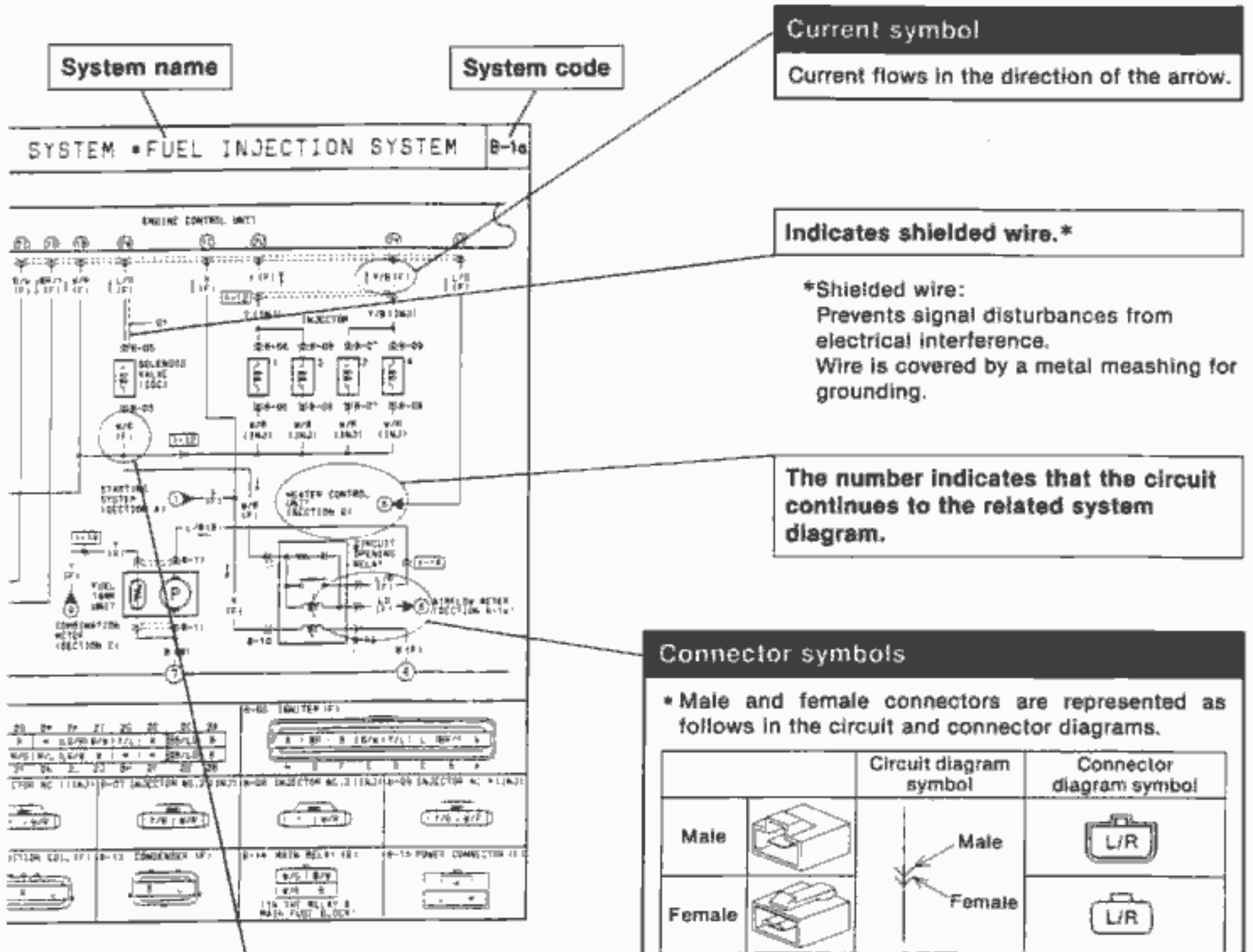
- JB: Joint box connections
- X : Common connectors
- A : Charging system/starting system connectors
- B : Engine control system connectors
- C : Gauge control system connectors
- D : Wiper system connectors
- E : Lighting system connectors
- F : Signal system connectors
- G : Air-conditioning system 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

IGNITION SYSTEM • ENGINE CONTROL

Ground numbers

A harness ground is represented differently than a unit ground.

Types of grounds	Symbol
Harness	
Unit	



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.

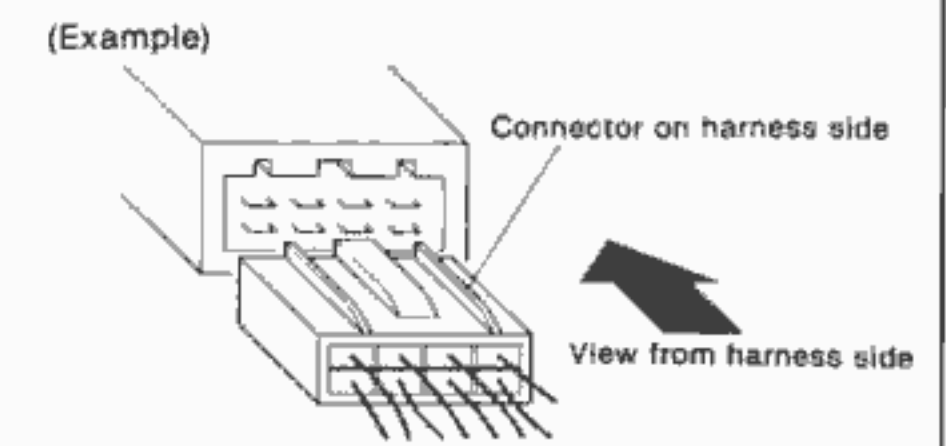
The number indicates that the circuit continues to the related system diagram.

Connector symbols

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

	Circuit diagram symbol	Connector diagram symbol
Male		
Female		

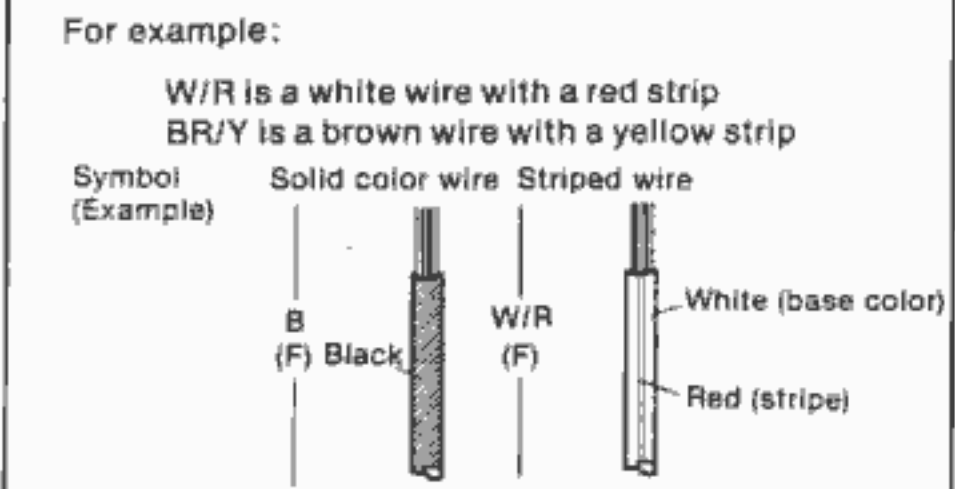
• Like connectors are linked by dashed lines between the connector symbols.
• Connector diagrams show connectors on the harness side. The terminal indicates the view from the harness side.



• 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.



• 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)





Terminal		Terminal		Terminal		Terminal		Terminal		Terminal		Terminal		Terminal	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

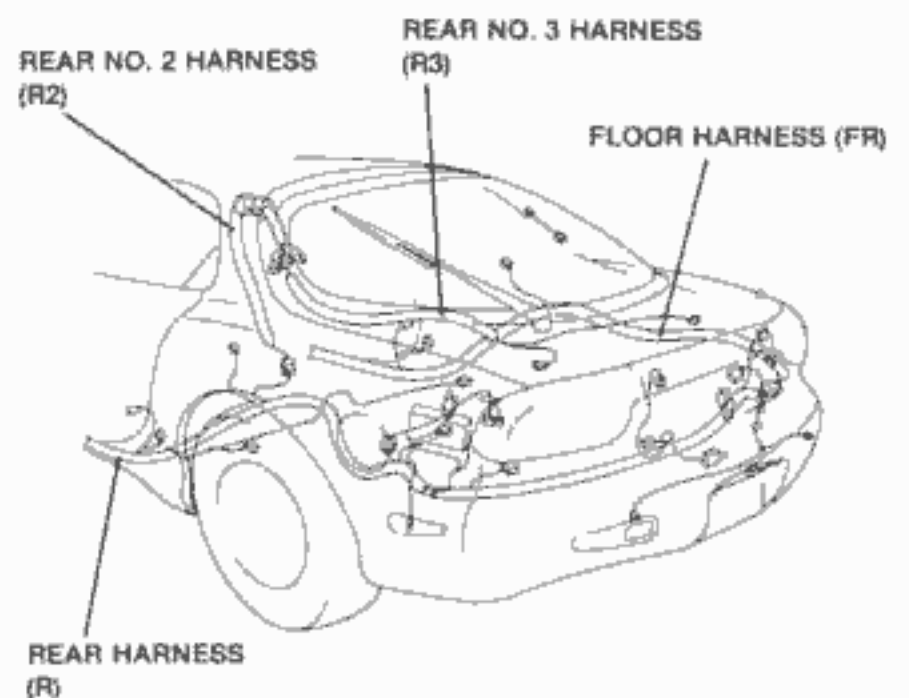
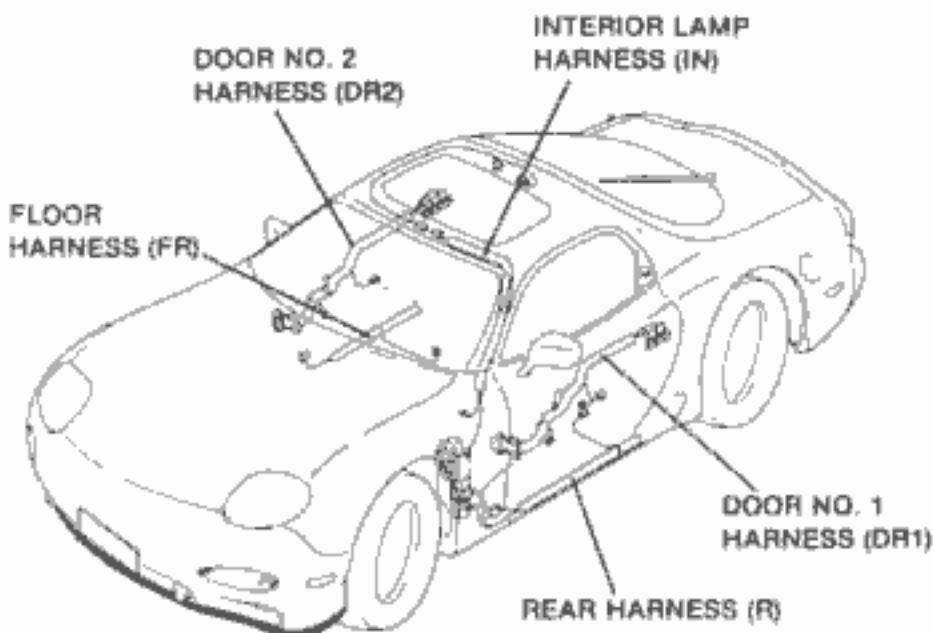
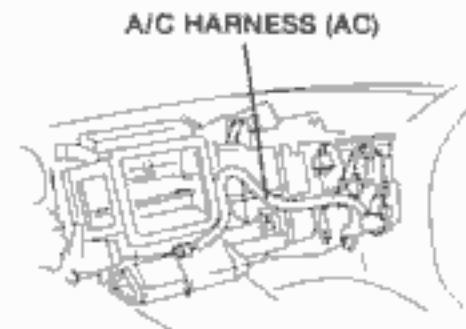
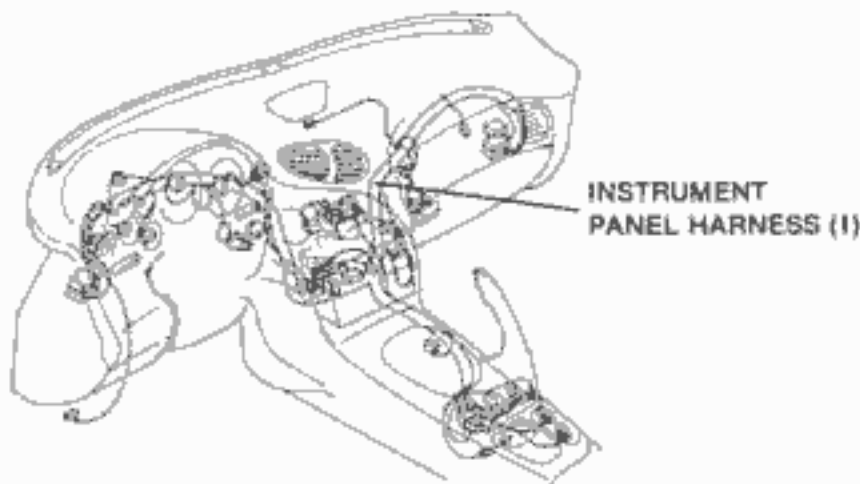
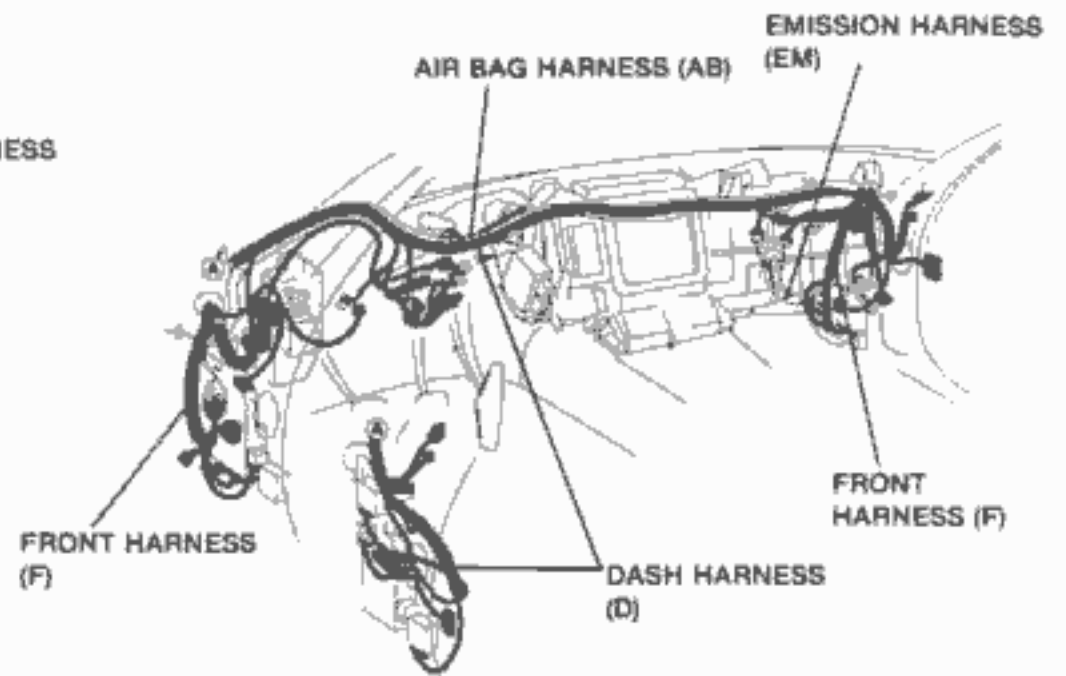
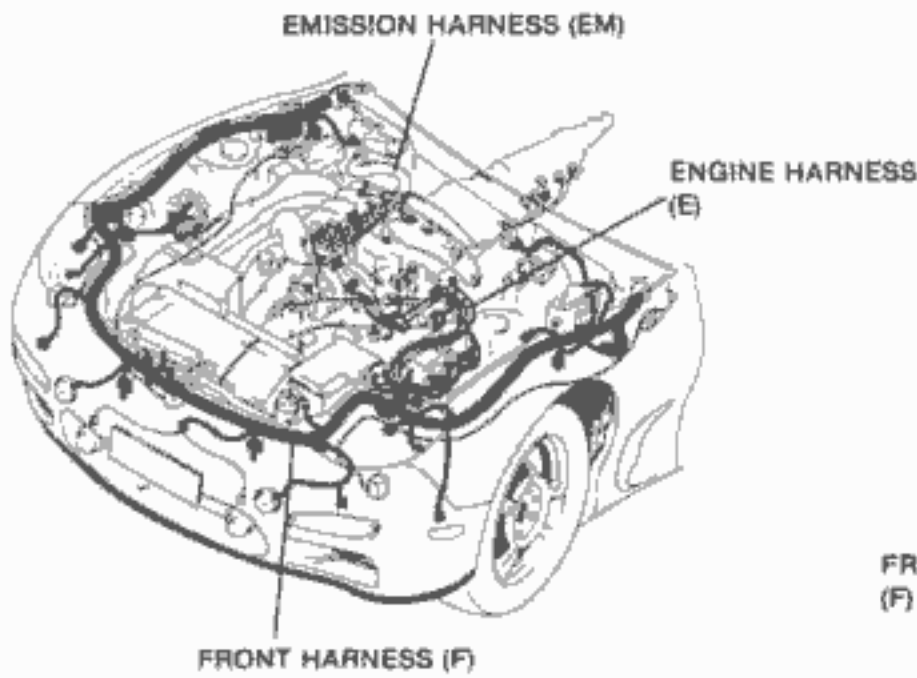
Terminal	Level	Output	Connection to	Test condition	Voltage	Remark
14	0		Ignition Switch	All system function test switch "ON" (battery)	Approx. 12V	
15	0		Ignition switch	Ignition switch released	Approx. 0V	Ignition switch ON
16	0		Ignition switch	Ignition switch depressed	Approx. 12V	
17	0		Ignition switch	Ignition switch released	0V	
18	0		Ignition switch	Ignition switch ON	Approx. 12V	
19	0		Ignition switch	Ignition switch ON	Approx. 12V	
20	0		Ignition switch	Ignition switch ON	0V	
21	0		Ignition switch	Ignition switch ON	Approx. 12V	
22	0		Ignition switch	Ignition switch ON	Approx. 12V	
23	0		Ignition switch	Ignition switch ON	Approx. 12V	
24	0		Ignition switch	Ignition switch ON	Approx. 12V	
25	0		Ignition switch	Ignition switch ON	Approx. 12V	
26	-	-	Ground (engine)	Ignition switch ON	0V	
27	-	-	Ground (body)	Ignition switch ON	0V	
28	-	-	Ground (body)	Ignition switch ON	0V	
29	-	-	Ground (body)	Ignition switch ON	0V	
30	-	-	Ground (body)	Ignition switch ON	0V	
31	0		Ignition switch	Ignition switch ON	Approx. 12V	
32	0		Ignition switch	Ignition switch ON	Approx. 12V	
33	0		Ignition switch	Ignition switch ON	Approx. 12V	
34	0		Ignition switch	Ignition switch ON	Approx. 12V	
35	0		Ignition switch	Ignition switch ON	Approx. 12V	
36	0		Ignition switch	Ignition switch ON	Approx. 12V	
37	0		Ignition switch	Ignition switch ON	Approx. 12V	
38	0		Ignition switch	Ignition switch ON	Approx. 12V	
39	0		Ignition switch	Ignition switch ON	Approx. 12V	
40	0		Ignition switch	Ignition switch ON	Approx. 12V	
41	0		Ignition switch	Ignition switch ON	Approx. 12V	
42	0		Ignition switch	Ignition switch ON	Approx. 12V	
43	0		Ignition switch	Ignition switch ON	Approx. 12V	
44	0		Ignition switch	Ignition switch ON	Approx. 12V	
45	0		Ignition switch	Ignition switch ON	Approx. 12V	
46	0		Ignition switch	Ignition switch ON	Approx. 12V	
47	0		Ignition switch	Ignition switch ON	Approx. 12V	
48	0		Ignition switch	Ignition switch ON	Approx. 12V	
49	0		Ignition switch	Ignition switch ON	Approx. 12V	
50	0		Ignition switch	Ignition switch ON	Approx. 12V	

Specified values



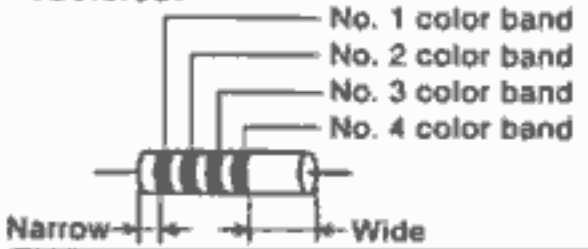
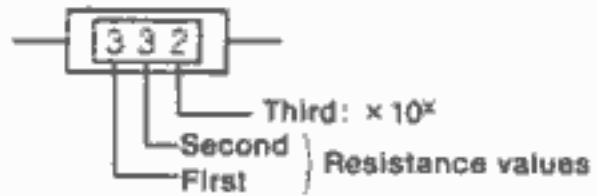
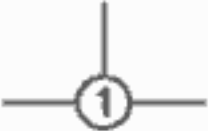






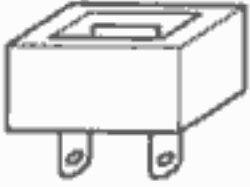
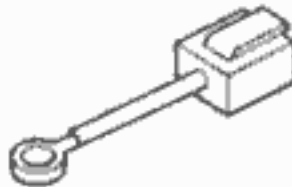
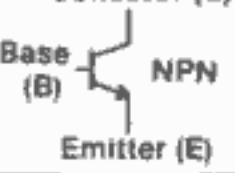
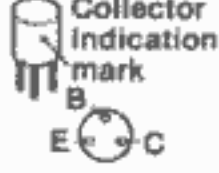
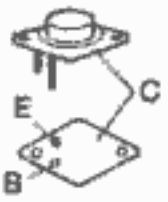

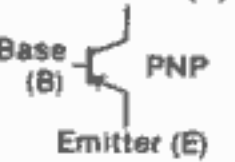



Shows values for determining whether an electrical component is good.

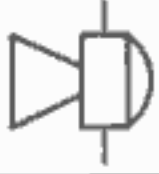
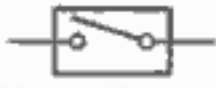









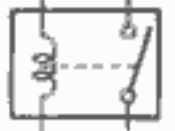

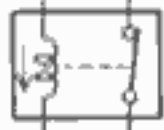

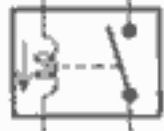

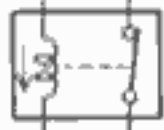

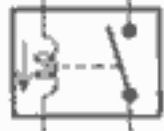

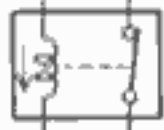

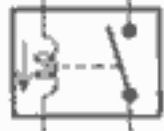

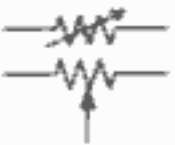



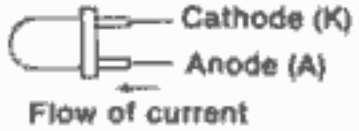



Harness symbols

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)


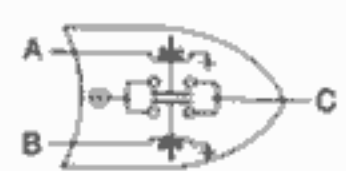

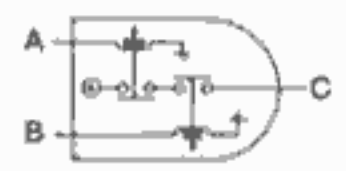

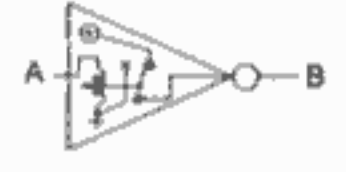

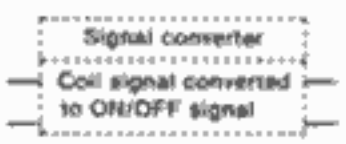


Symbols

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. Reading resistance values. <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 colspan="2">Resistance values</th> <th>Multiplier</th> <th>Tolerance</th> </tr> </thead> <tbody> <tr> <td>Black</td> <td>0</td> <td>0</td> <td>$\times 10^0$</td> <td></td> </tr> <tr> <td>Brown</td> <td>1</td> <td>1</td> <td>$\times 10^1$</td> <td></td> </tr> <tr> <td>Red</td> <td>2</td> <td>2</td> <td>$\times 10^2$</td> <td></td> </tr> <tr> <td>Orange</td> <td>3</td> <td>3</td> <td>$\times 10^3$</td> <td></td> </tr> <tr> <td>Yellow</td> <td>4</td> <td>4</td> <td>$\times 10^4$</td> <td></td> </tr> <tr> <td>Green</td> <td>5</td> <td>5</td> <td>$\times 10^5$</td> <td></td> </tr> <tr> <td>Blue</td> <td>6</td> <td>6</td> <td>$\times 10^6$</td> <td></td> </tr> <tr> <td>Purple</td> <td>7</td> <td>7</td> <td>$\times 10^7$</td> <td></td> </tr> <tr> <td>Grey</td> <td>8</td> <td>8</td> <td>$\times 10^8$</td> <td></td> </tr> <tr> <td>White</td> <td>9</td> <td>9</td> <td>$\times 10^9$</td> <td></td> </tr> <tr> <td>Gold</td> <td></td> <td></td> <td>$\times 10^{-1}$</td> <td>$\pm 5\%$</td> </tr> <tr> <td>Silver</td> <td></td> <td></td> <td>$\times 10^{-2}$</td> <td>$\pm 10\%$</td> </tr> <tr> <td>—</td> <td></td> <td></td> <td></td> <td>$\pm 20\%$</td> </tr> </tbody> </table> <p><Numerical></p> 	Color	No. 1	No. 2	No. 3	No. 4	Resistance values		Multiplier	Tolerance	Black	0	0	$\times 10^0$		Brown	1	1	$\times 10^1$		Red	2	2	$\times 10^2$		Orange	3	3	$\times 10^3$		Yellow	4	4	$\times 10^4$		Green	5	5	$\times 10^5$		Blue	6	6	$\times 10^6$		Purple	7	7	$\times 10^7$		Grey	8	8	$\times 10^8$		White	9	9	$\times 10^9$		Gold			$\times 10^{-1}$	$\pm 5\%$	Silver			$\times 10^{-2}$	$\pm 10\%$	—				$\pm 20\%$
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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) 	<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) 		<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). <p>Collector Indication mark</p>  <p>Revision mark</p>  <p>Reading code.</p> <p>2 S C 828 A</p> <p>Semiconductor</p> <p>Number of terminals</p> <p>A: High-frequency PNP B: Low-frequency PNP C: High-frequency NPN D: Low-frequency NPN</p>	Motor 	<ul style="list-style-type: none"> Converts electrical energy into mechanical energy. Pulls in and discharges gases and liquids. 																																																																										
Transistor (2) Collector (C)  Base (B) PNP Emitter (E)		Pump 																																																																											
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.  <ul style="list-style-type: none"> 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. <p style="font-size: small;"> Cathode (K) — — Anode (A) — Flow of electric current </p> <p style="font-size: small;"> K — — A K — — A K — — A </p>								
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. <p style="font-size: small;"> Cathode (K) — — Anode (A) </p> 								
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.		<p>(Examples) Igniters</p> 

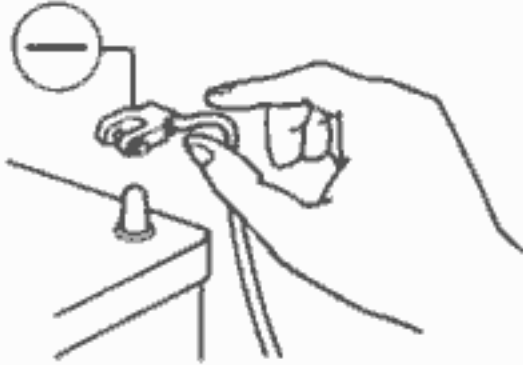
Abbreviations used in this booklet

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	ILLUM 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.

Failure to do so may damage the semiconductor components.

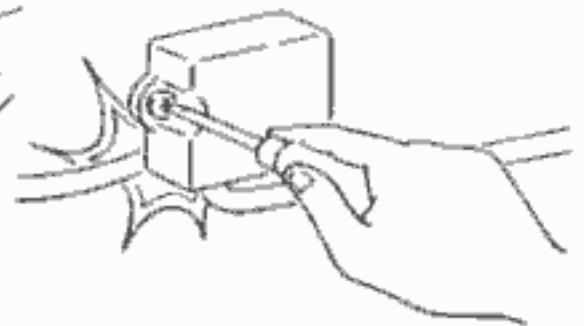
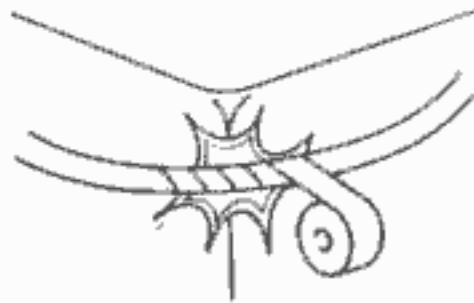
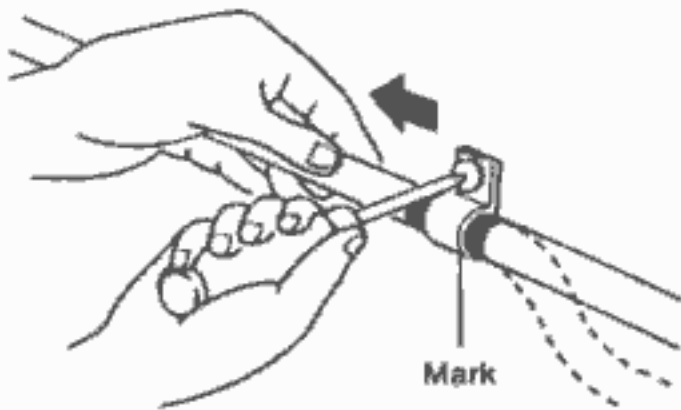
- Secure harnesses with provided clamps to take up slack.

Caution

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

- 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.



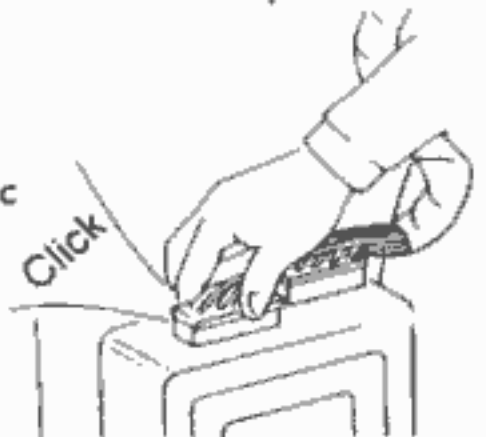
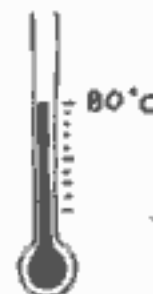
Caution

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

- Do not handle electrical components roughly or drop them.

- 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.



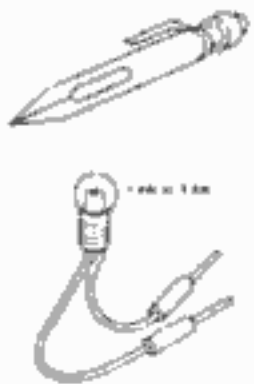



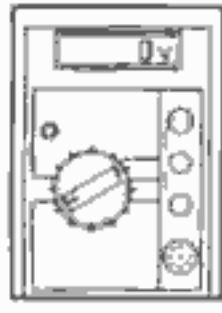

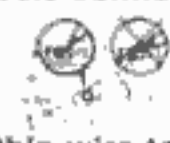
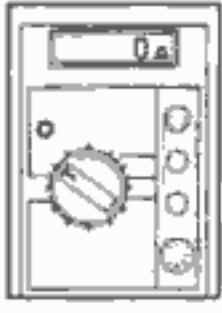
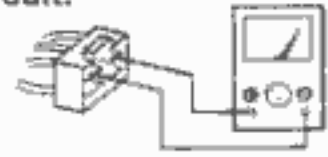
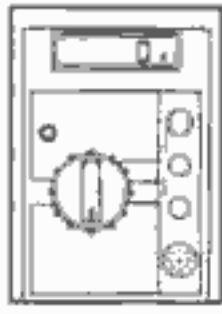
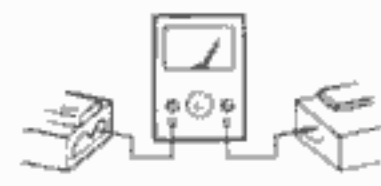
Handling connectors

Caution

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

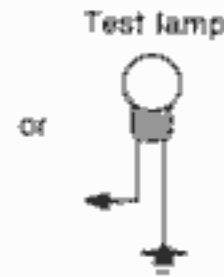
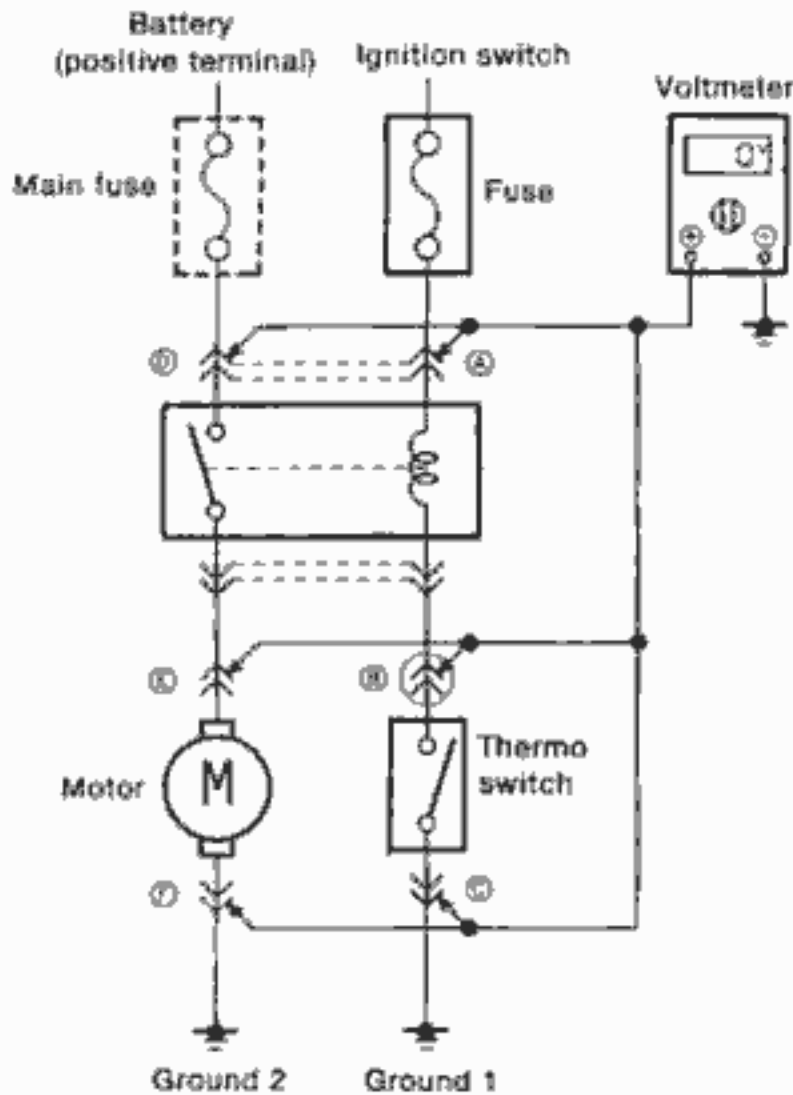
Connector removal		Checking connector contacts	Checking for loose terminals	Replacing terminal															
Push type	Remove 	<p>Caution Improperly engaged connectors will cause poor terminal contact.</p> <p>When using a matching male terminal, make sure there is no looseness in the female terminal.</p>	<p>Caution A loose terminal will cause poor terminal contact.</p> <p>Make sure the terminals are not pushed out of the connector when engaged.</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><General connector></p> <p>Lift the tab with a thin piece of metal and remove the terminal.</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><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>Pull lightly on individual wires to check that they are secured in the terminal.</p>												
Spring type																			

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.  <ul style="list-style-type: none"> • 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



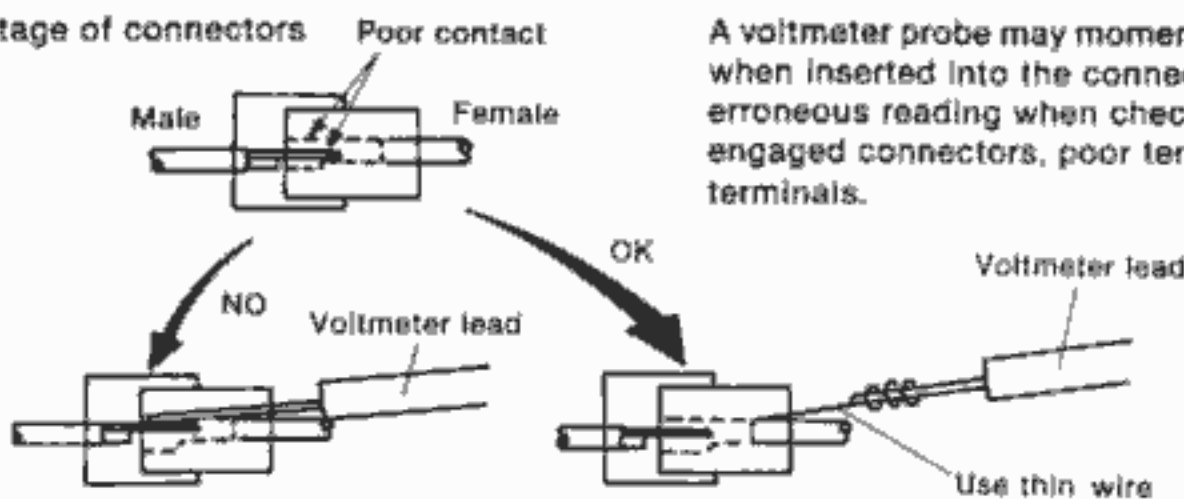
1. Connect a voltmeter or test lamp to the measuring points.

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

○ : Test lamp ON
 × : Test lamp OFF

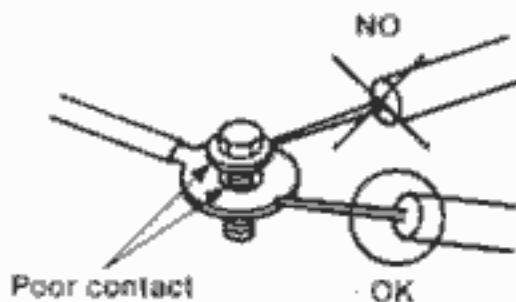
Precautions during checks

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.

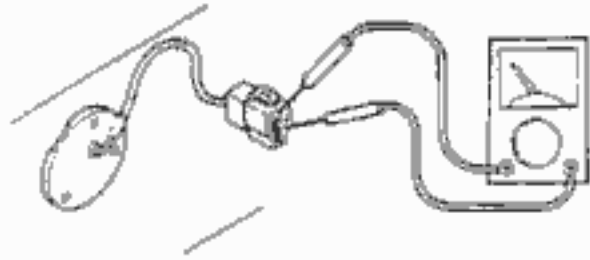
Measuring voltage of ground unit



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

Measuring continuity/resistance

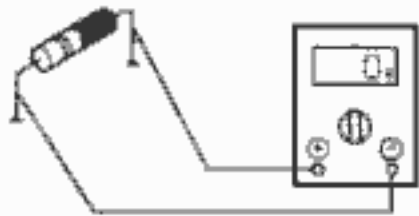
Checking switches



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

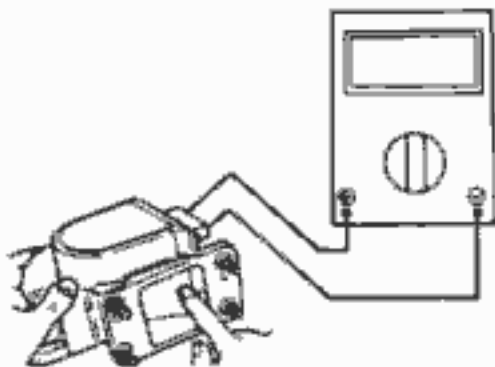


Continuity is checked according to the direction of the positive (+) and negative (-) probes of the ohmmeter in the circuit containing the diode.

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.

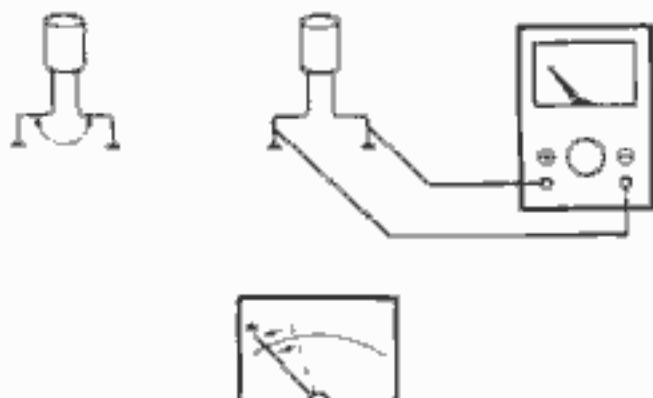
Checking sensors and solenoid valves



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.
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 thermo-switch is ON or OFF when the ignition switch is ON. The fuse is not melted. 	<div style="border: 1px solid black; padding: 5px;"> A short has occurred where the voltmeter reading changes or the test lamp comes on. </div>	
Short (D)	<ul style="list-style-type: none"> The main fuse melts when the ignition switch and thermo-switch are ON and the relay is operating. 		

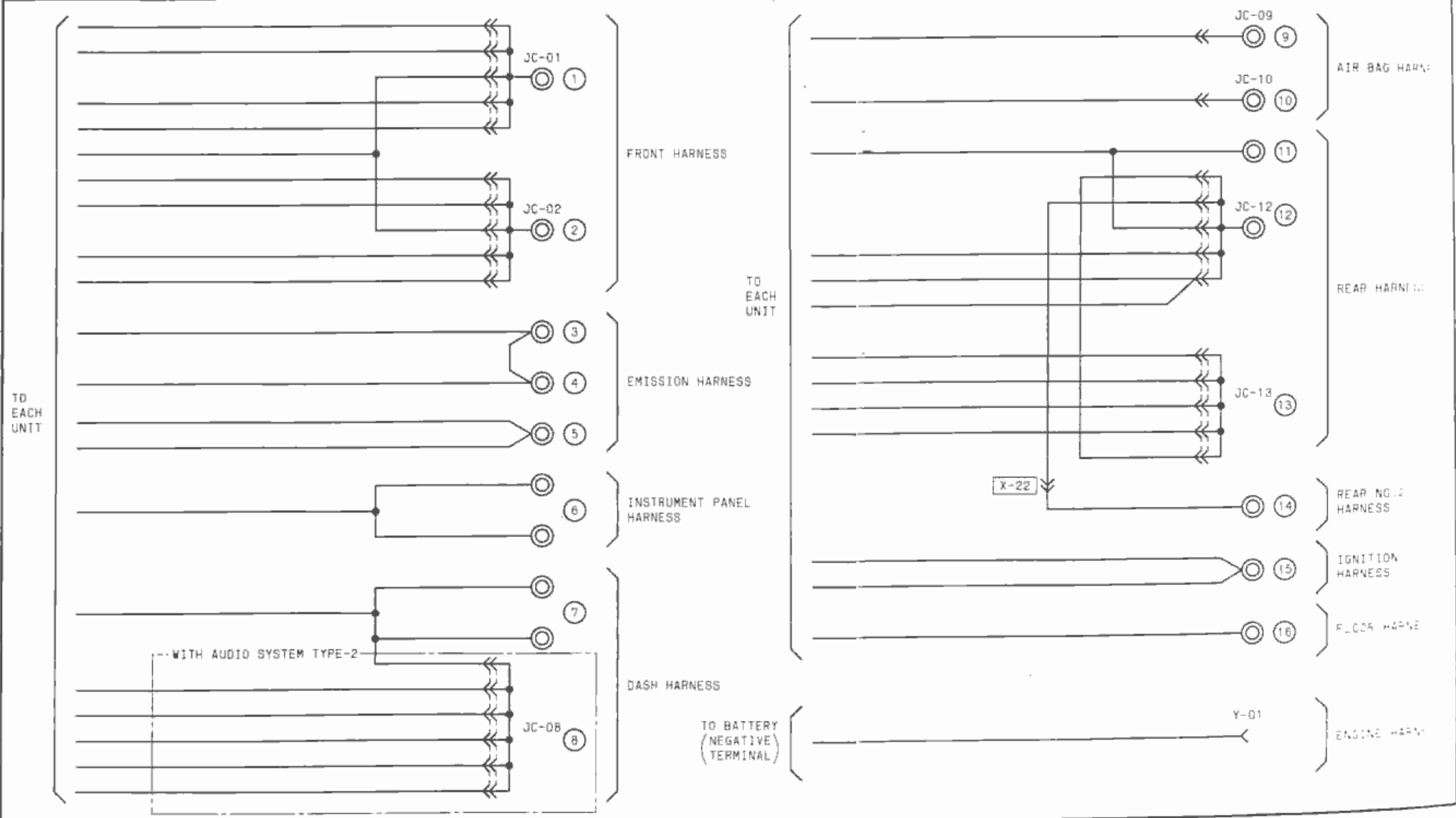
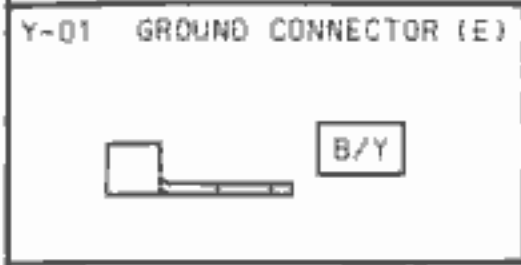
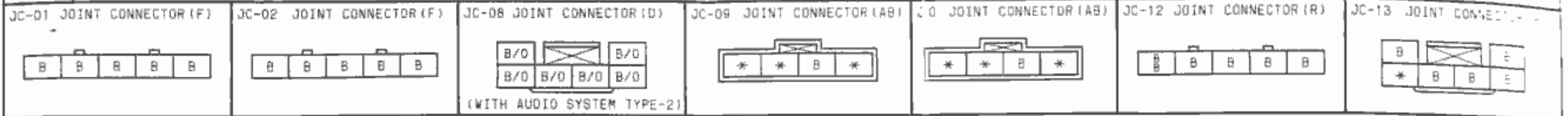
Circuits connected to control unit

	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.
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. 	<div style="border: 1px solid black; padding: 5px;"> A short has occurred where the voltmeter reading changes or the test lamp comes on. </div>	
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;"> A short has occurred where the voltmeter reads 0V or the test lamp goes out. </div>			

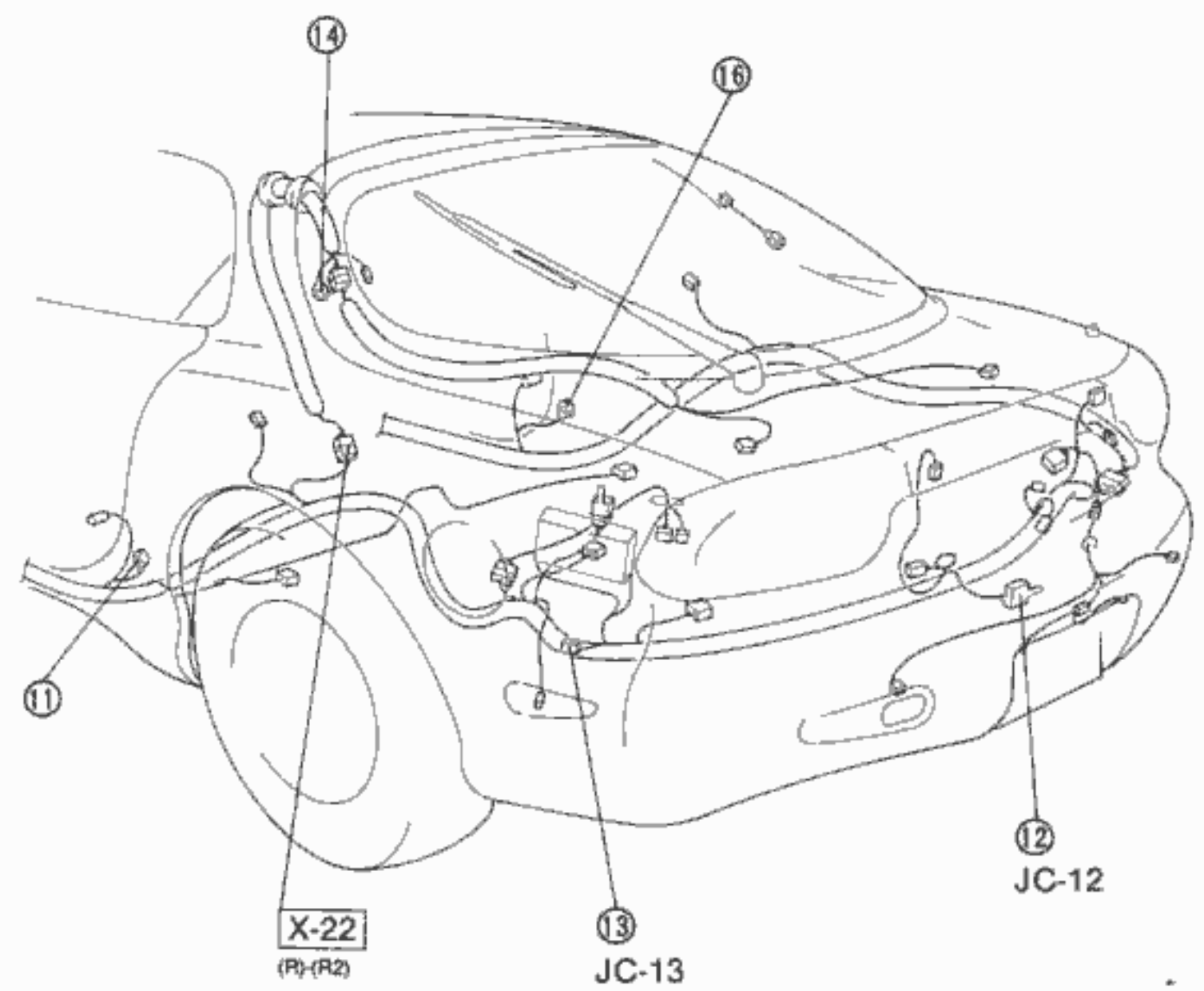
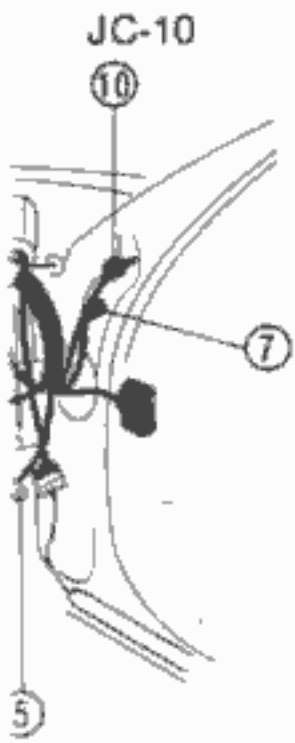
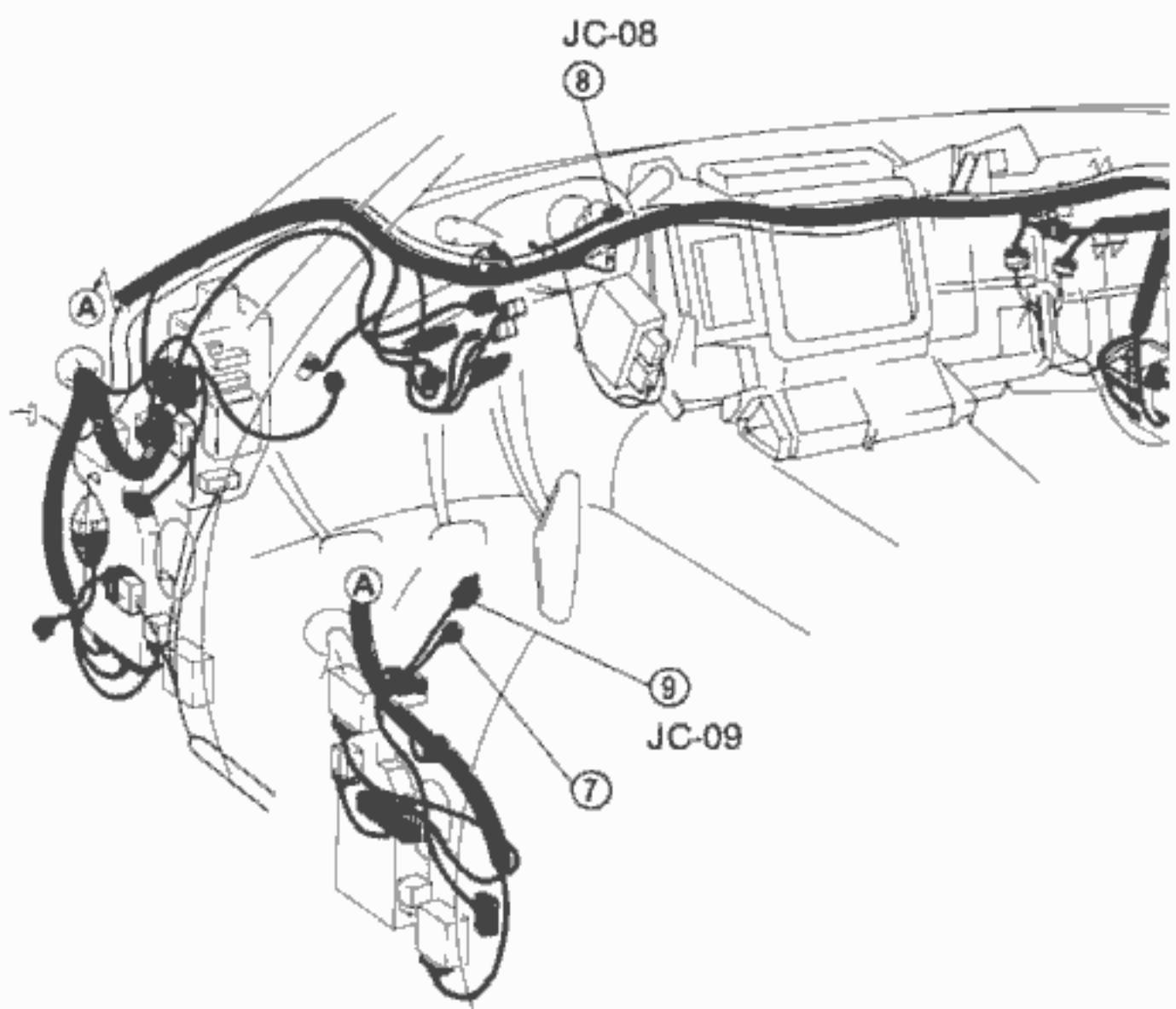
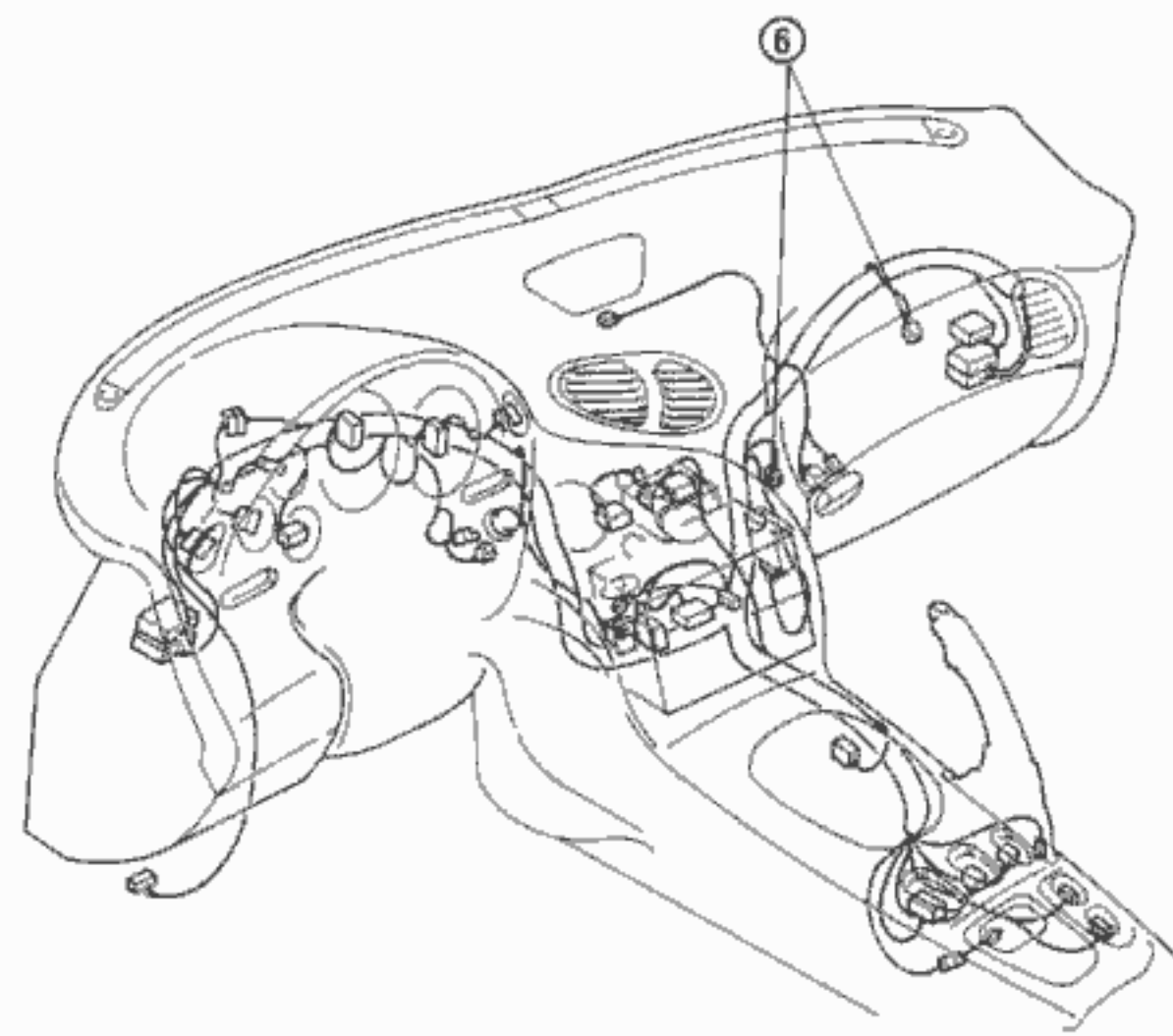
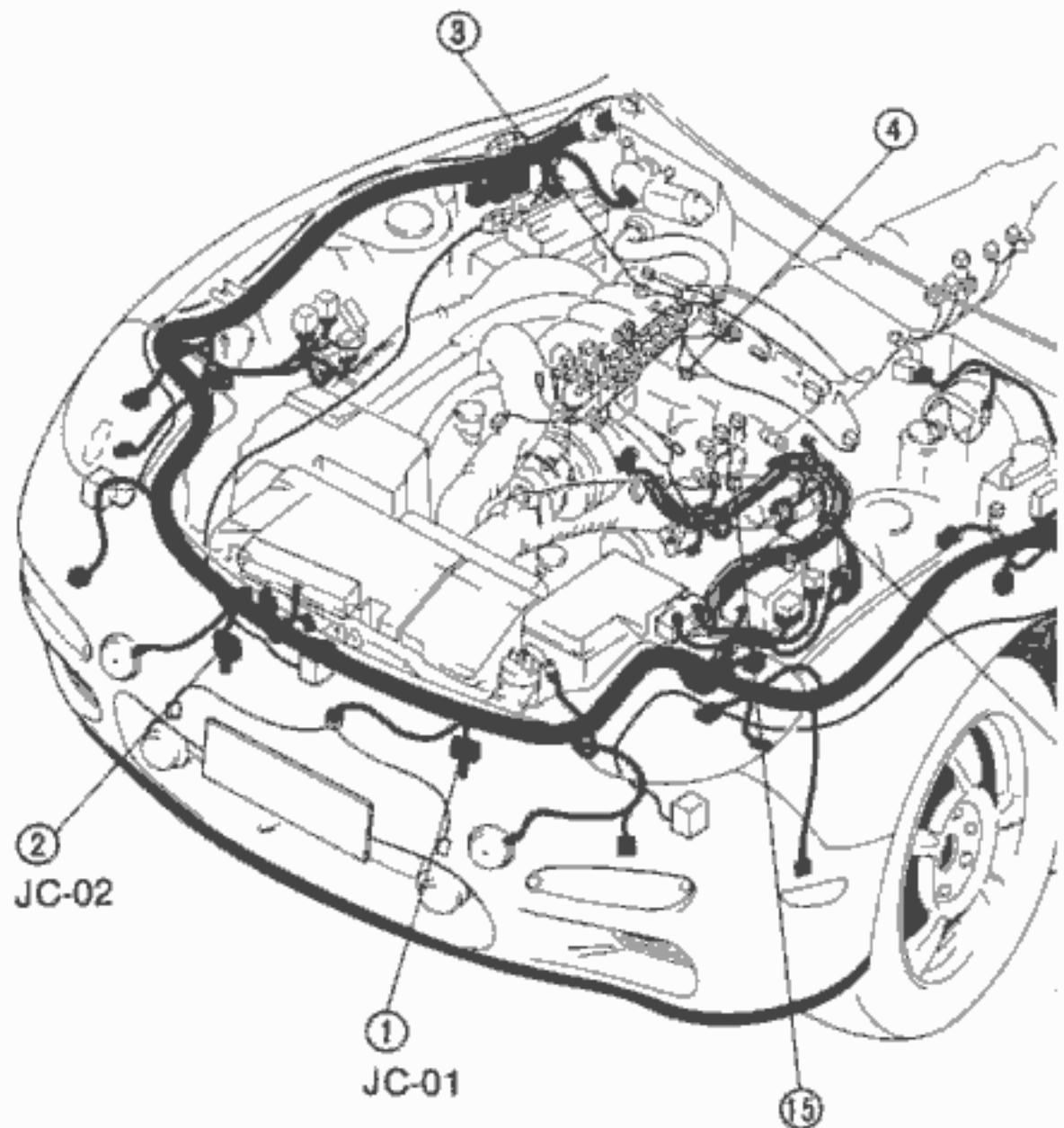
Z WIRING DIAGRAM

Y ■ GROUND POINTS

WIRING ORDER INTO THE JOINT CONNECTOR MAY BE C-11, C-12, C-13

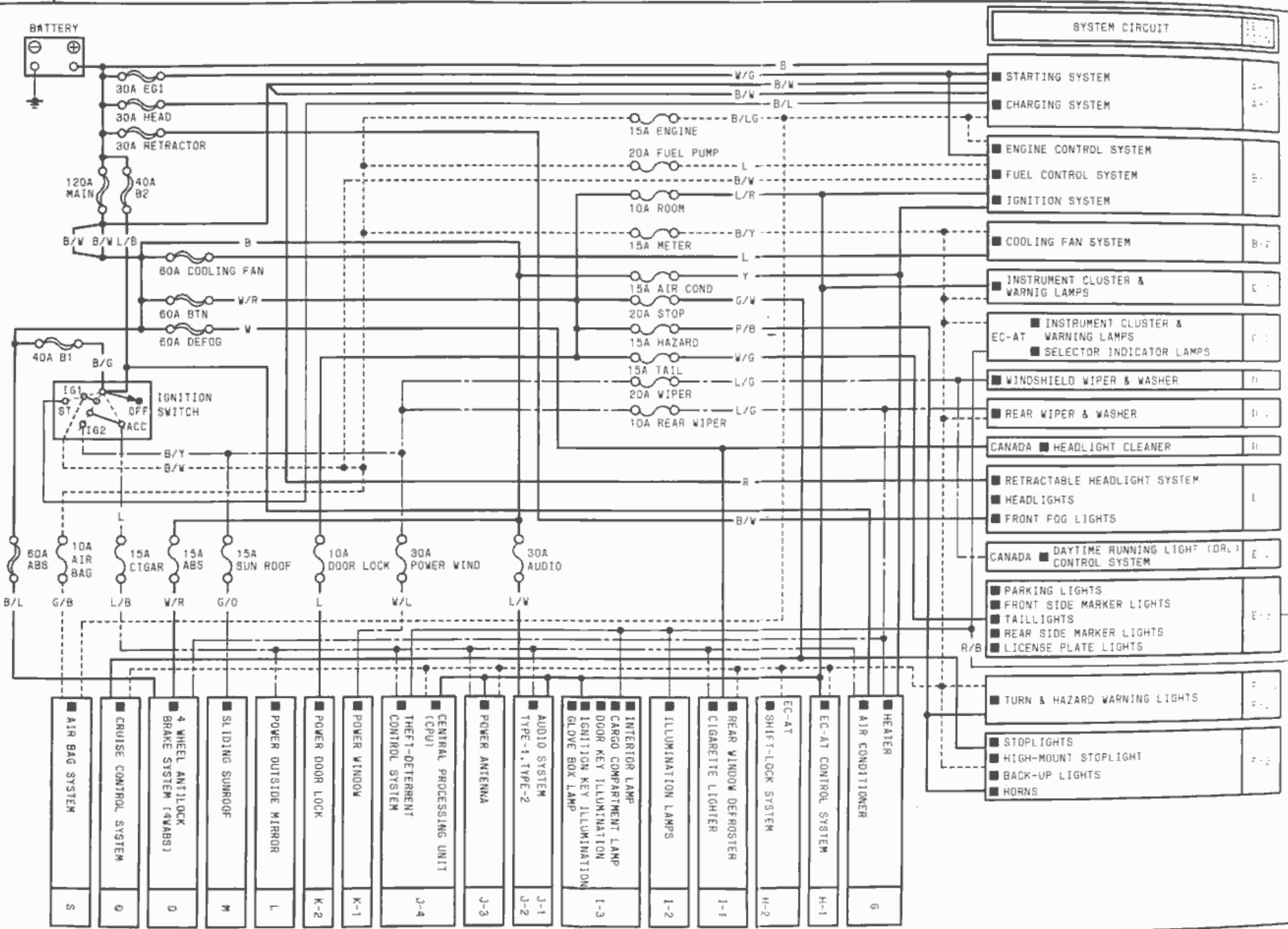


Y



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

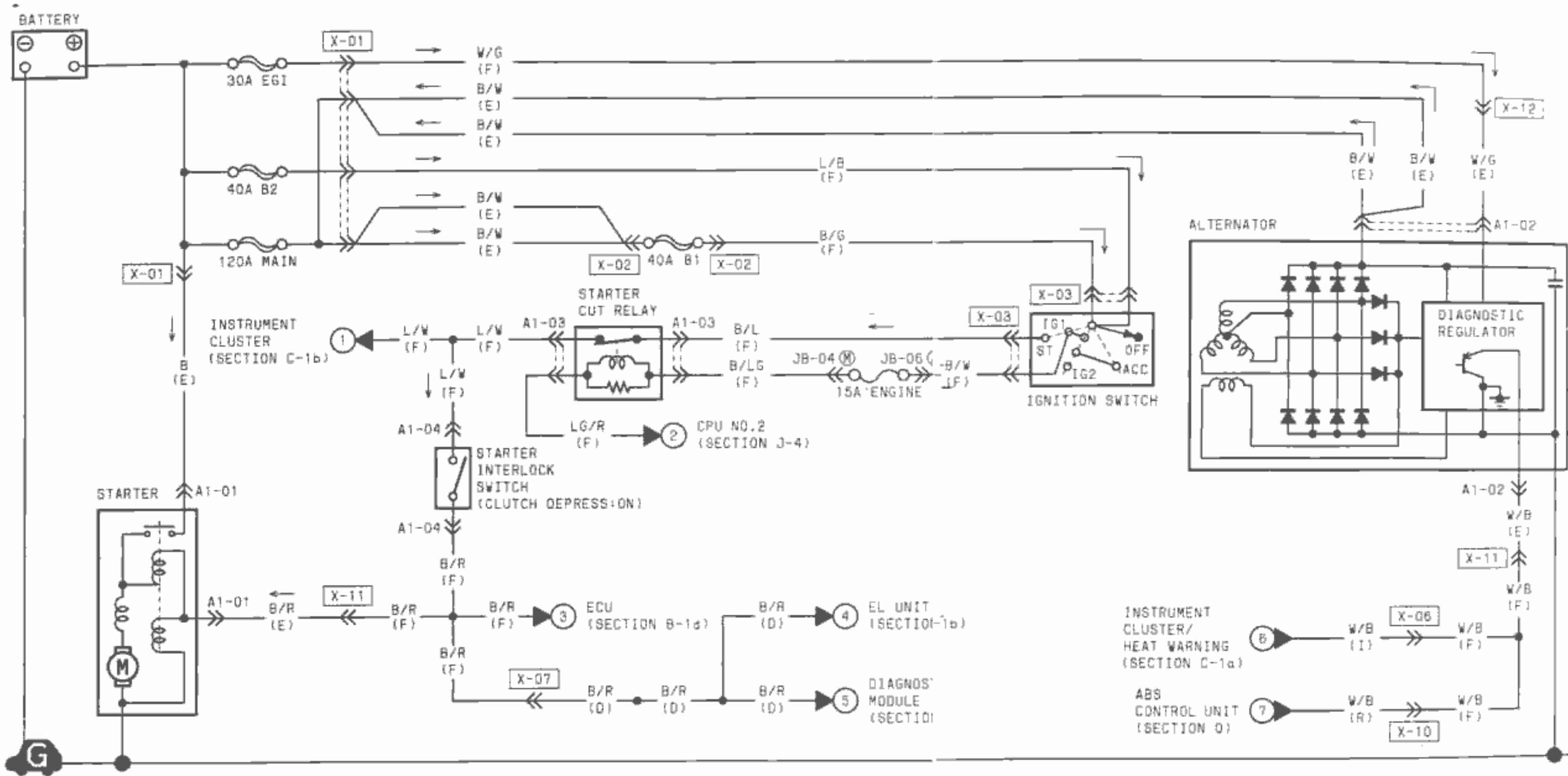
POWER ANTENNA..... Z-88

OTHERS

DIAGNOSIS CONNECTOR..... Z-112

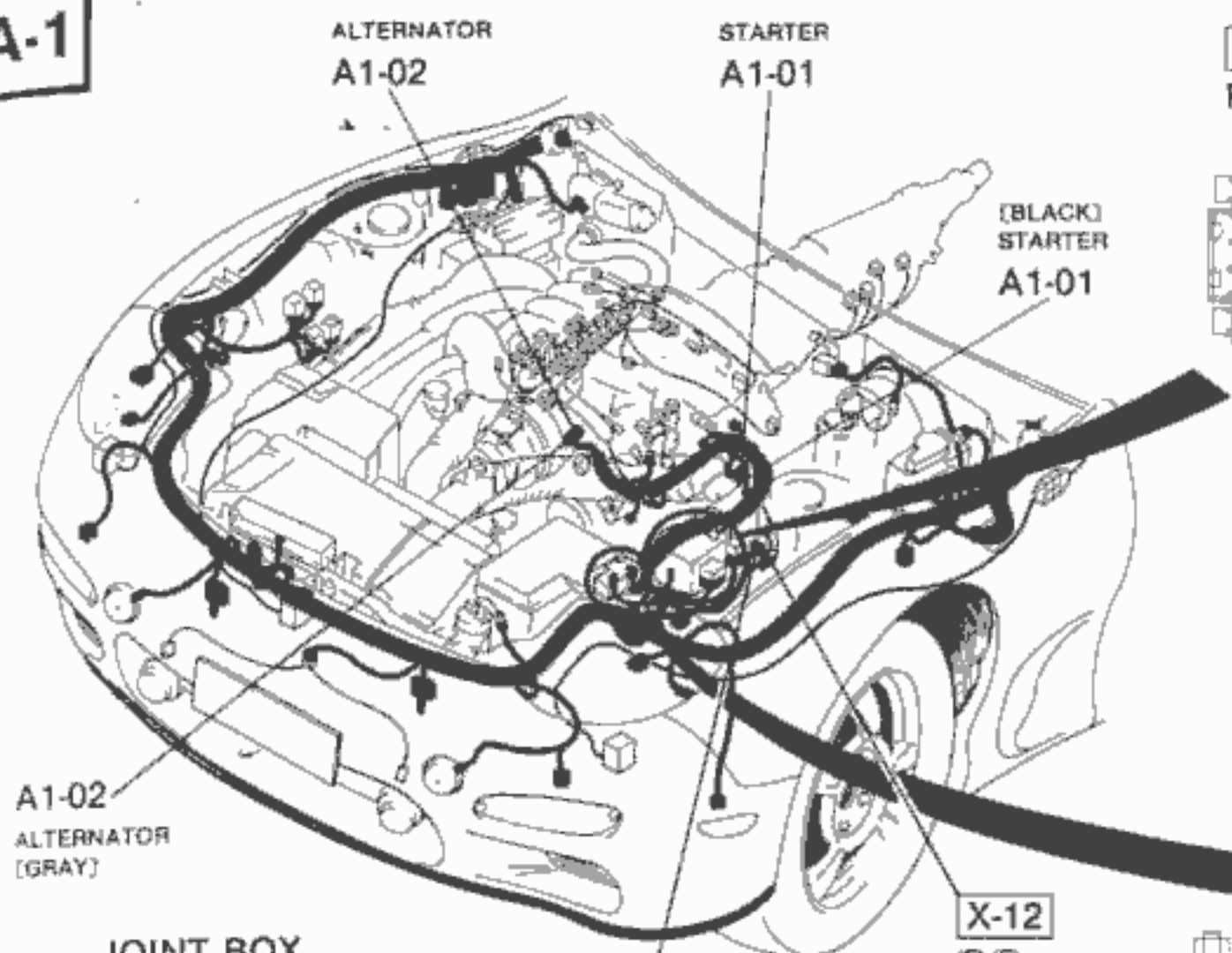


A-1 MT ■ STARTING SYSTEM ■ CHARGING SYSTEM

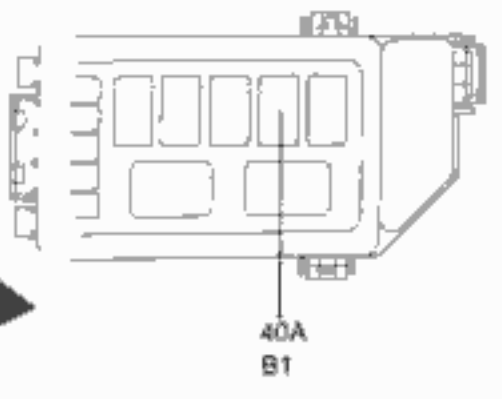


<p>A1-01 STARTER (E)</p>	<p>A1-02 ALTERNATOR (E)</p>	<p>A1-03 STARTER CUT RELAY (F)</p>	<p>-04 STARTER INTERLOCK SWITCH (F)</p>		

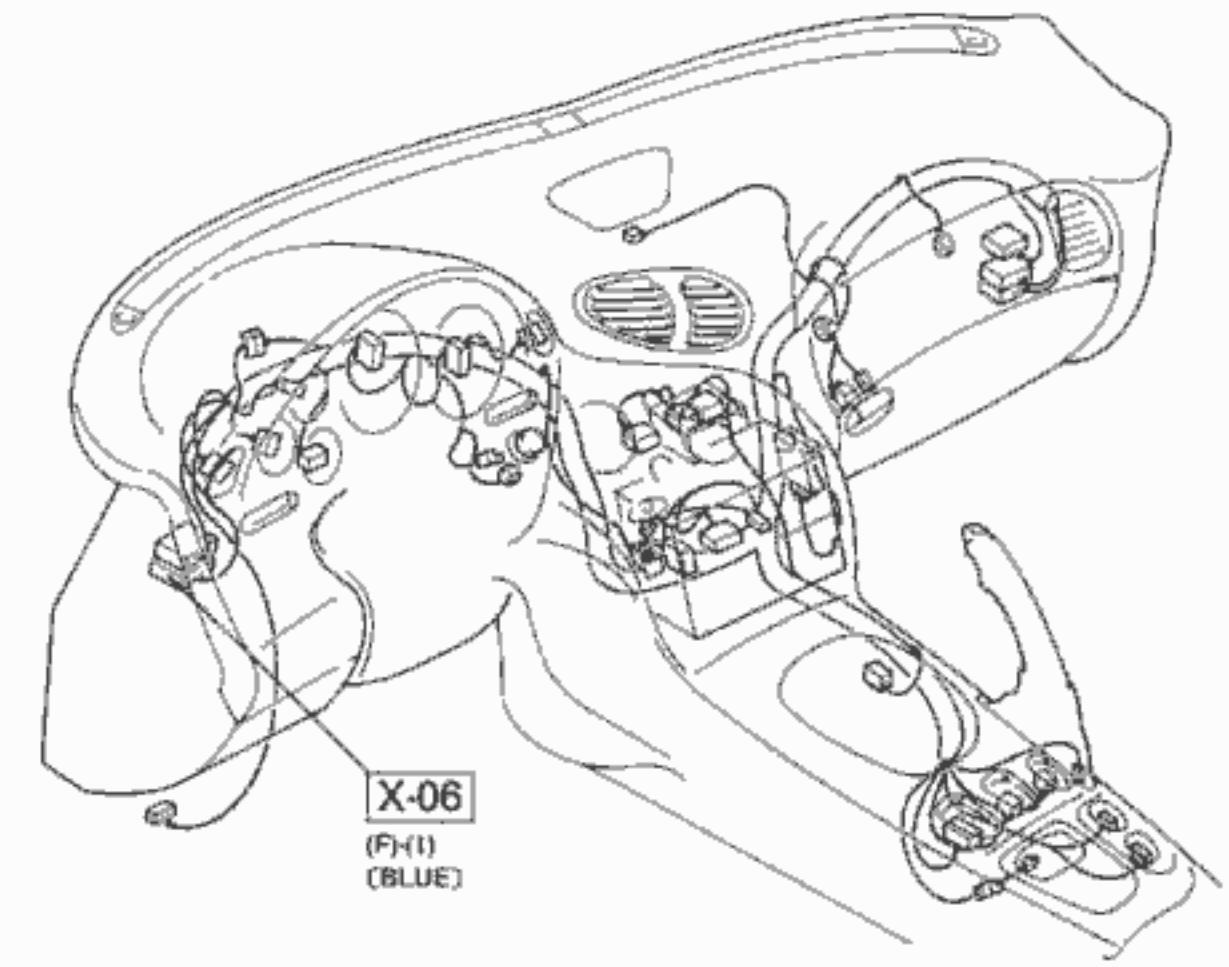
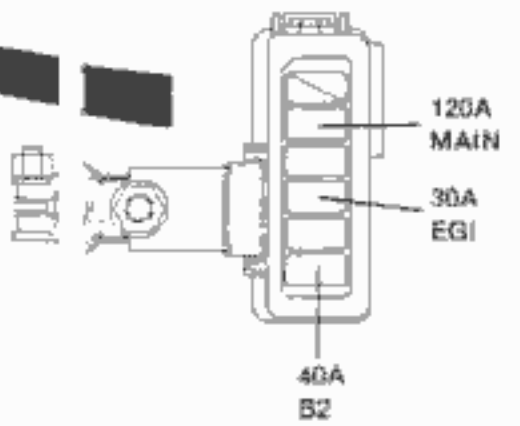
A-1



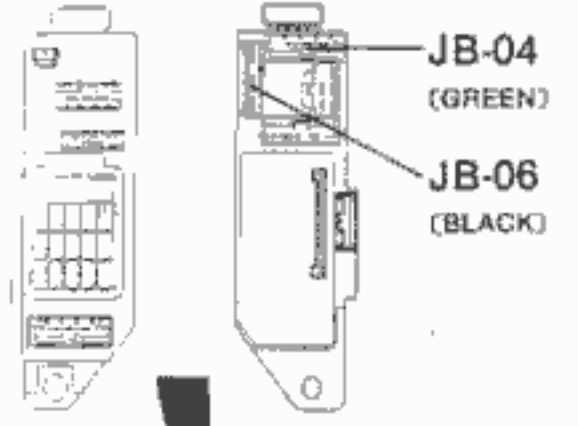
X-12 FUSE & FUSE BLOCK



X-01 MAIN FUSE LOCK

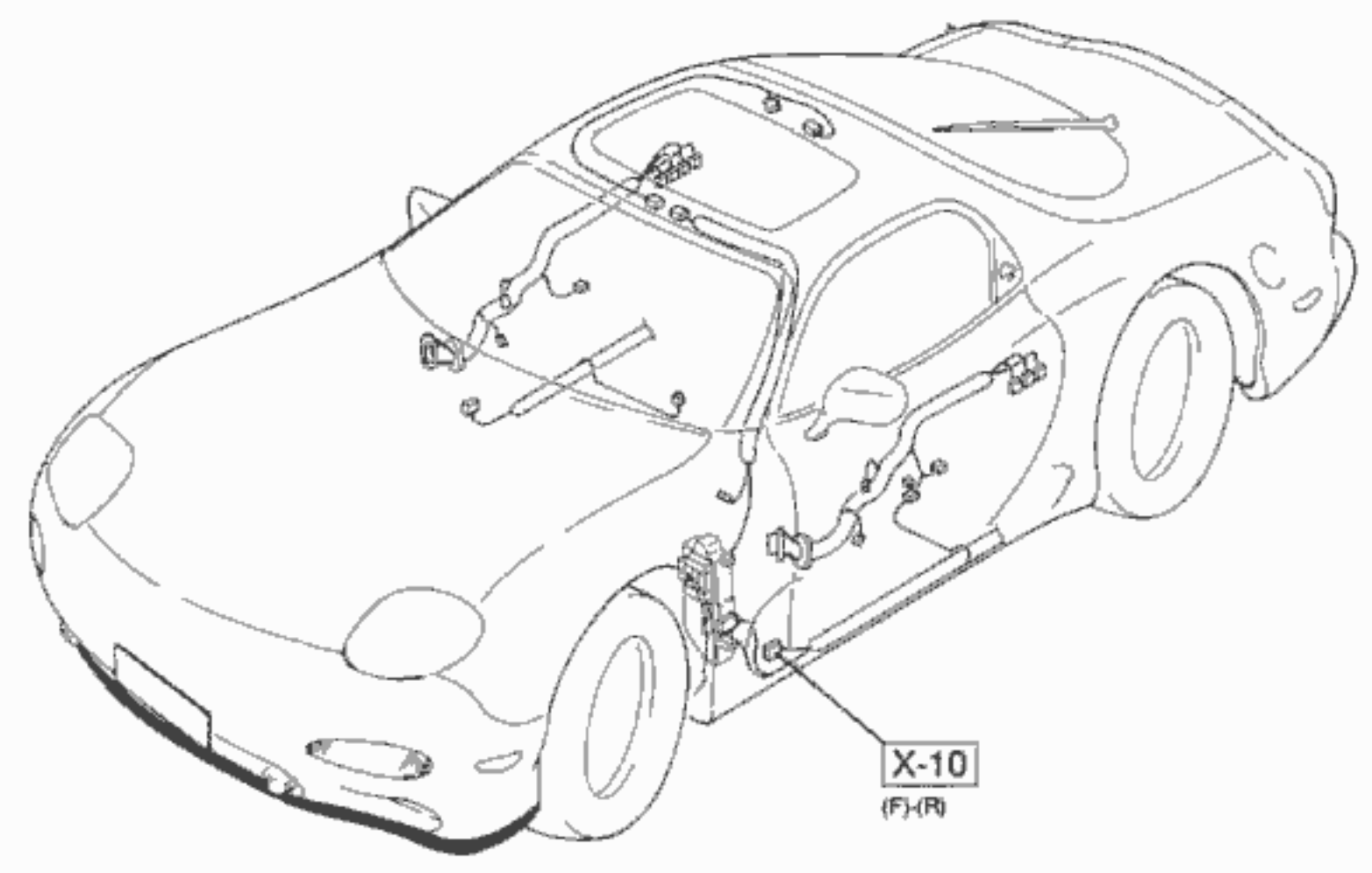
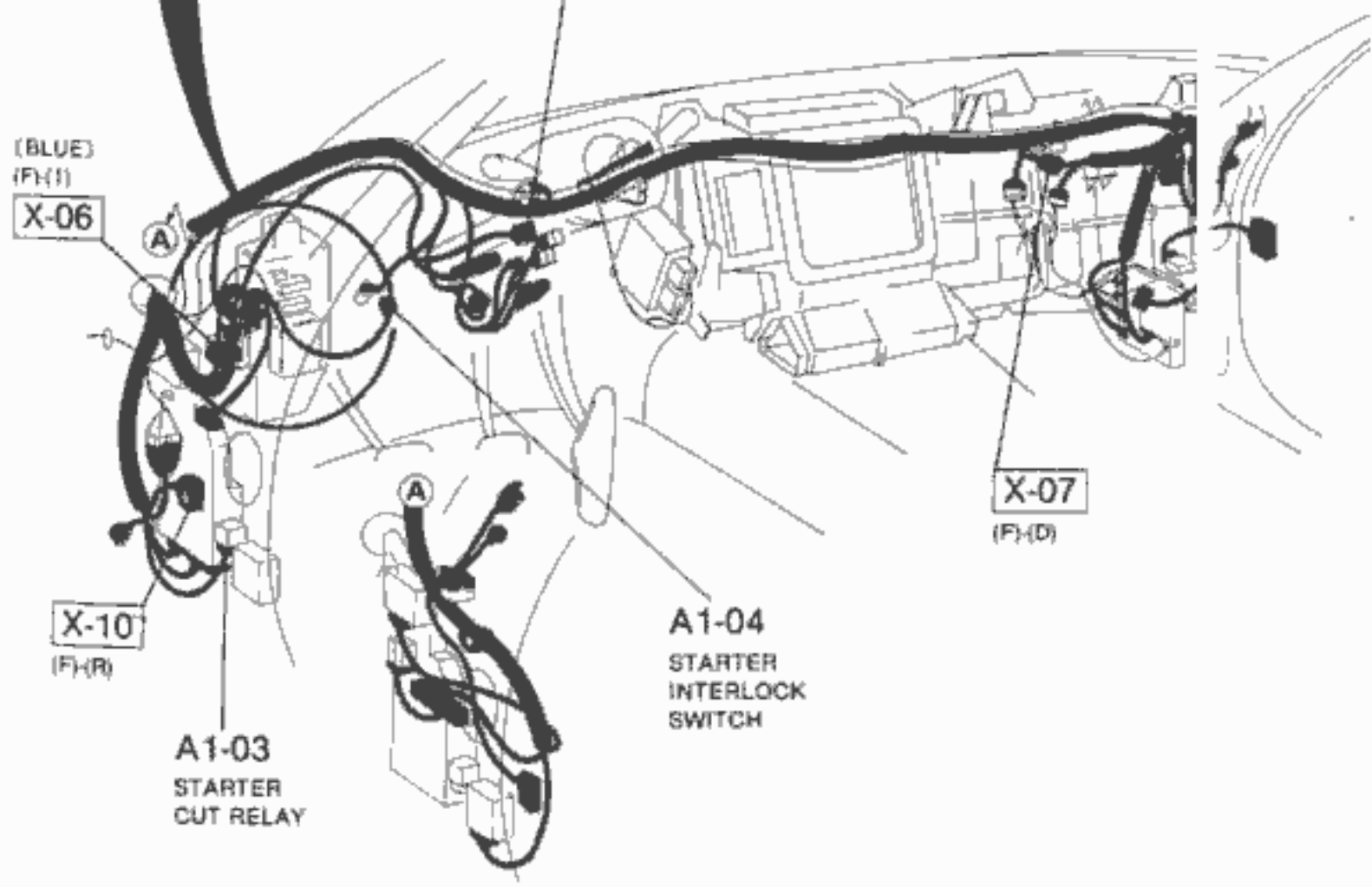


JOINT BOX

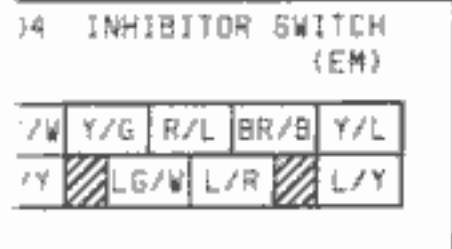
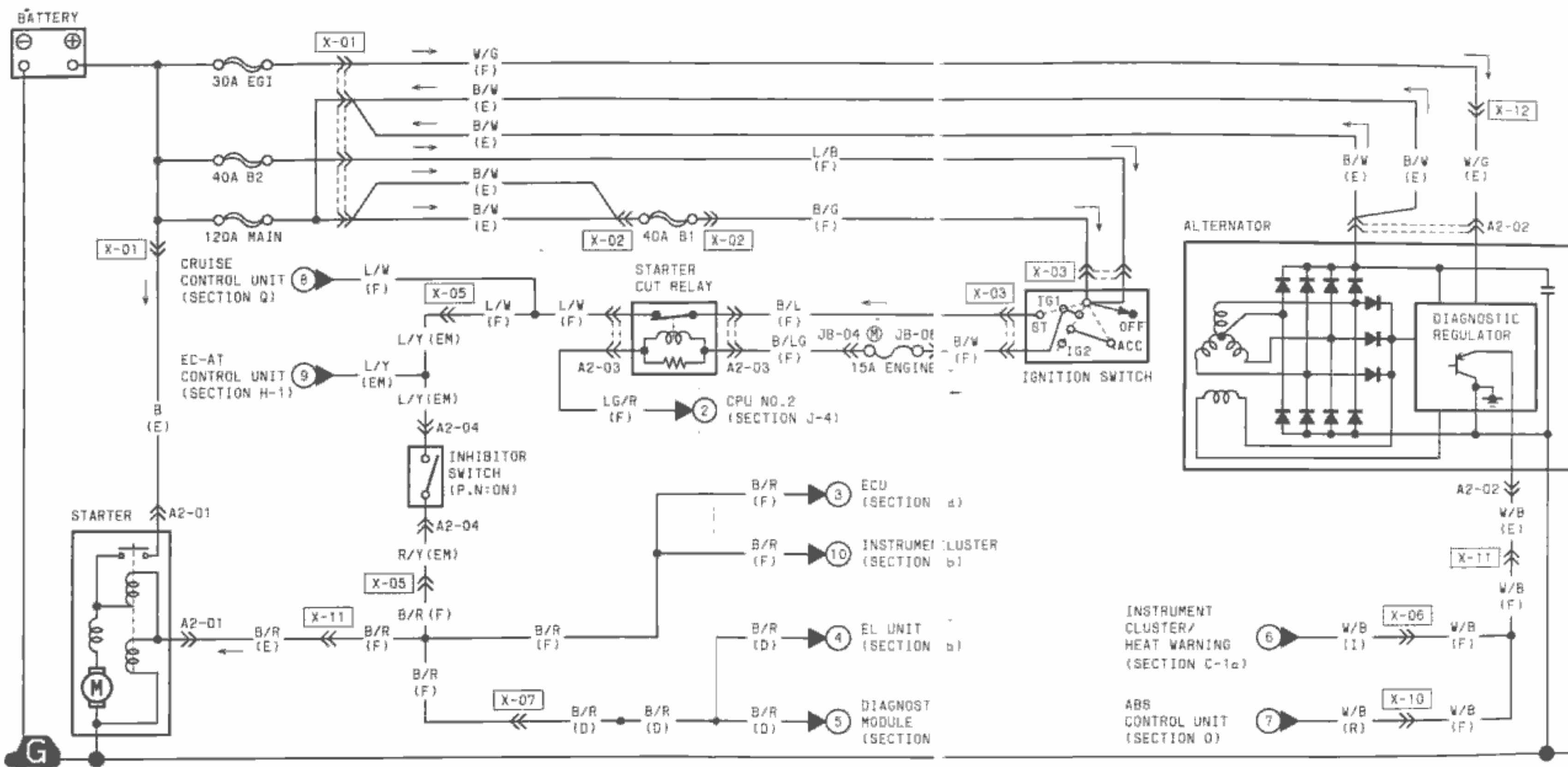


X-11 (F-1) (GRAY)

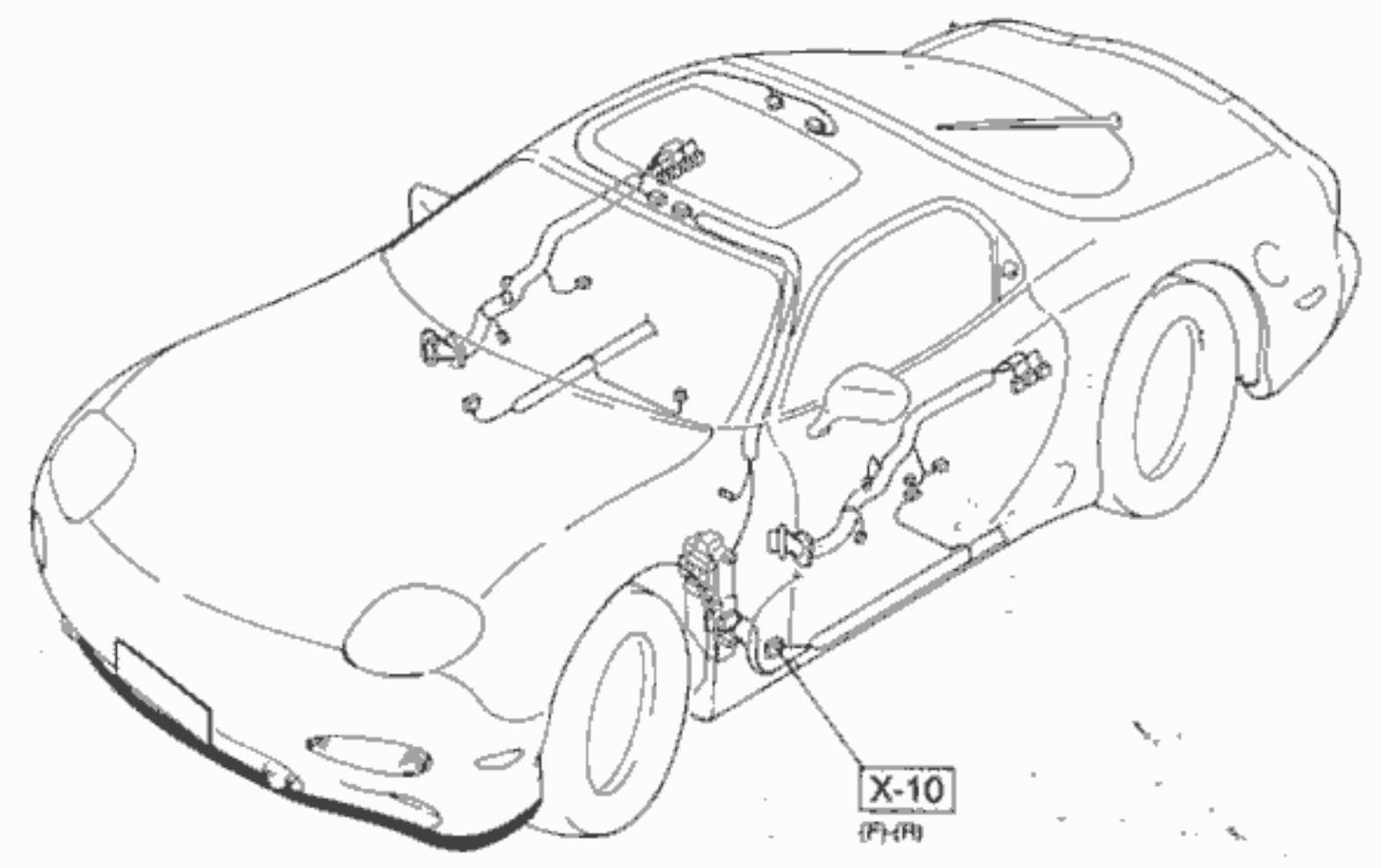
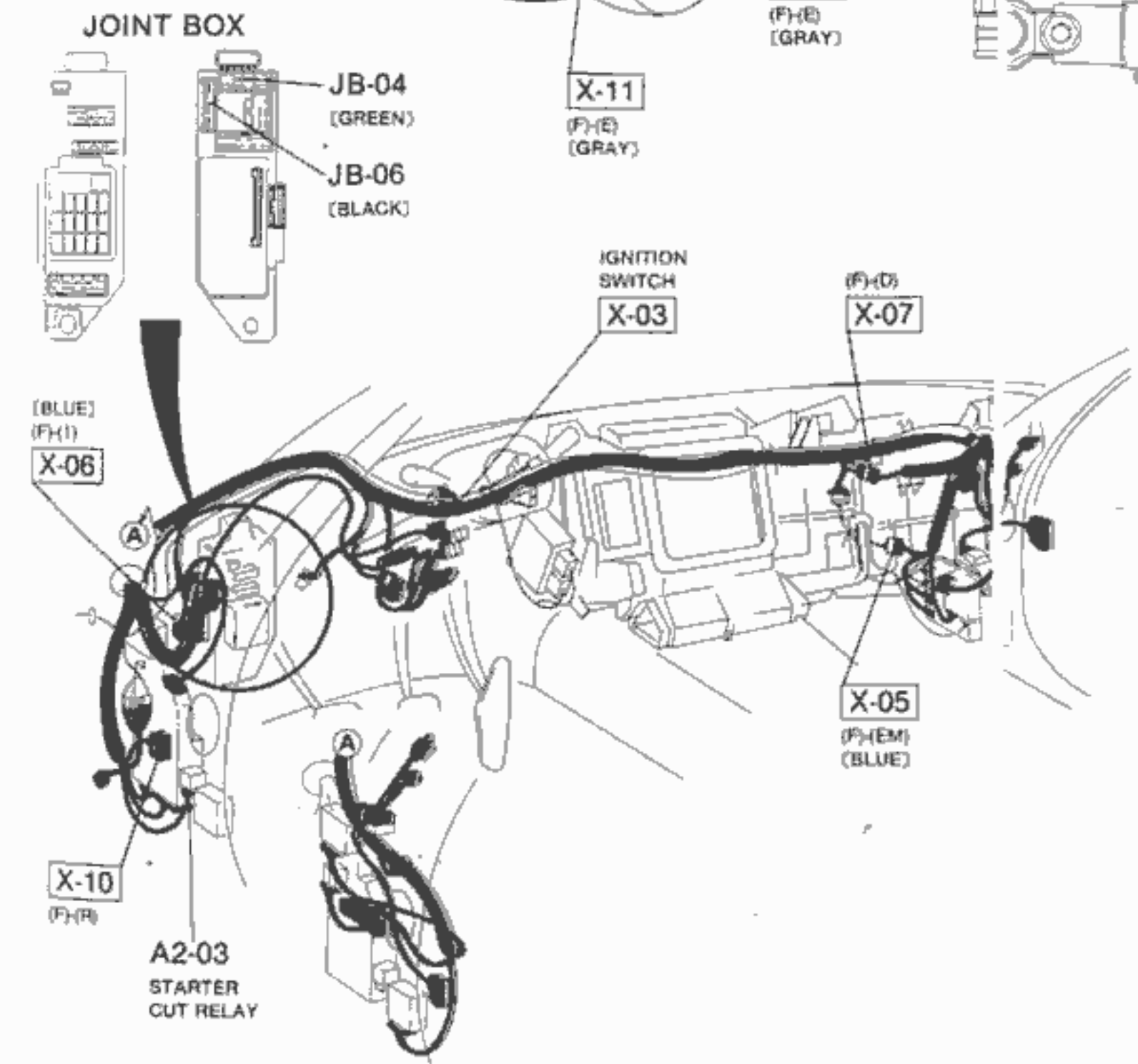
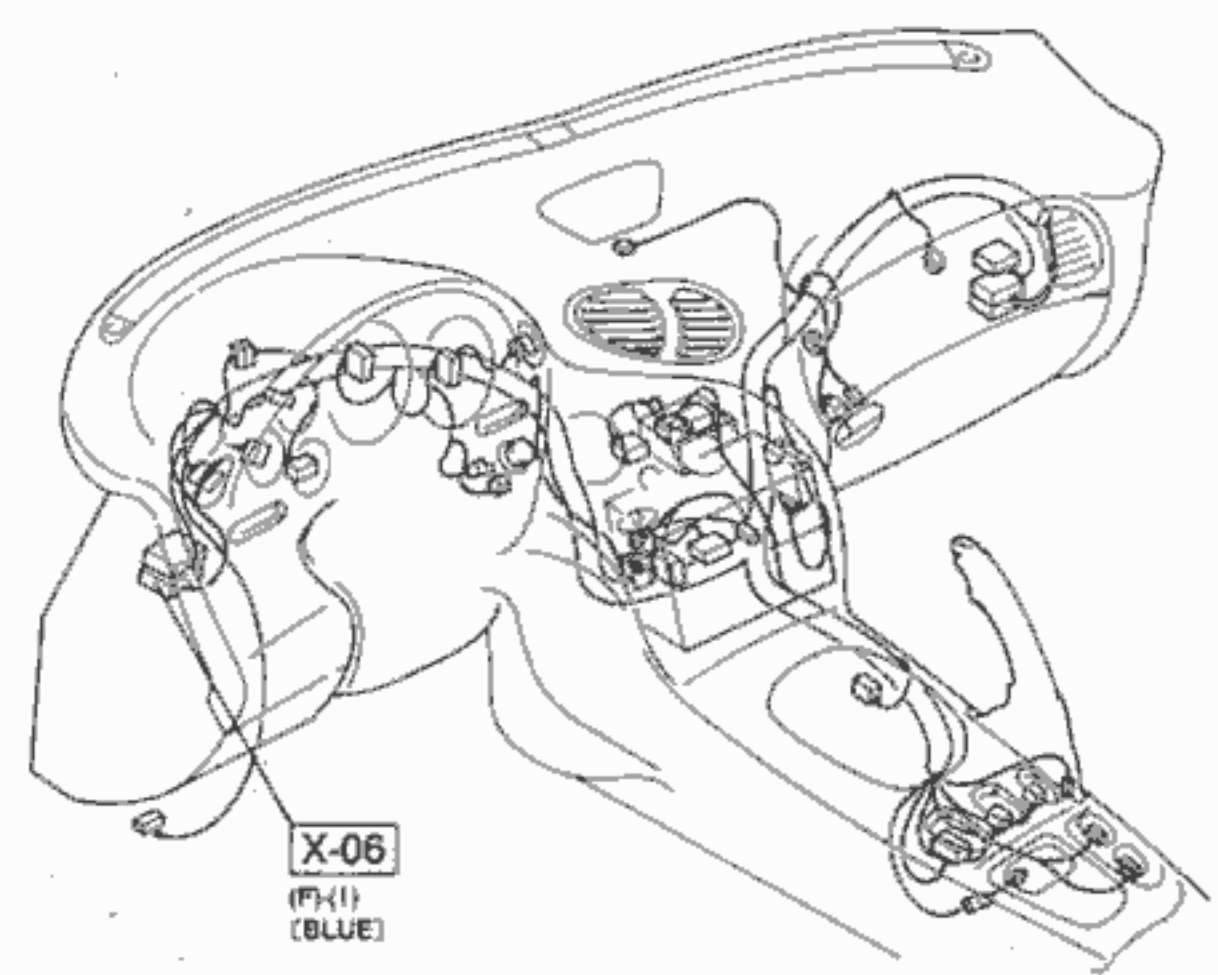
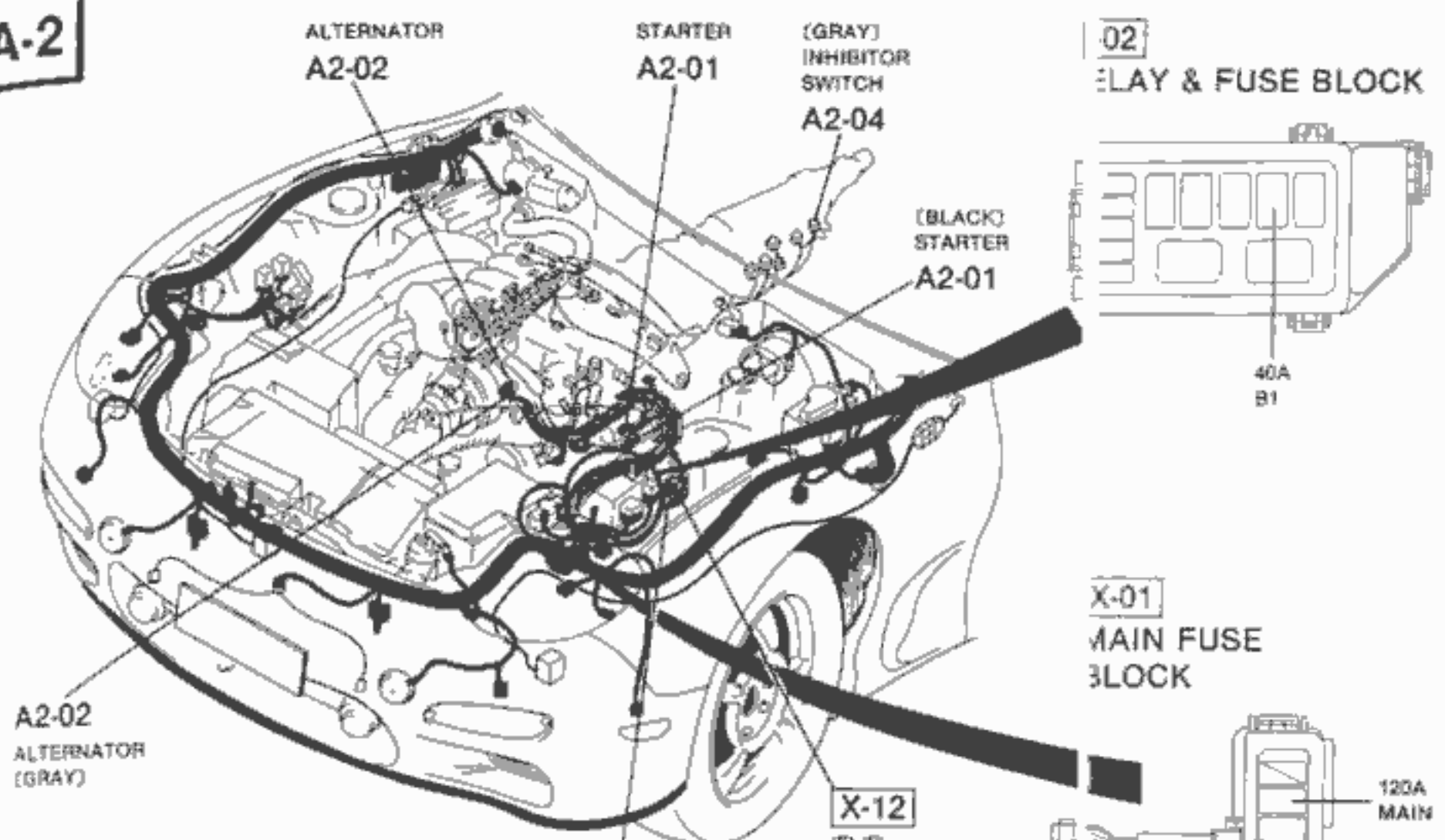
X-03 IGNITION SWITCH



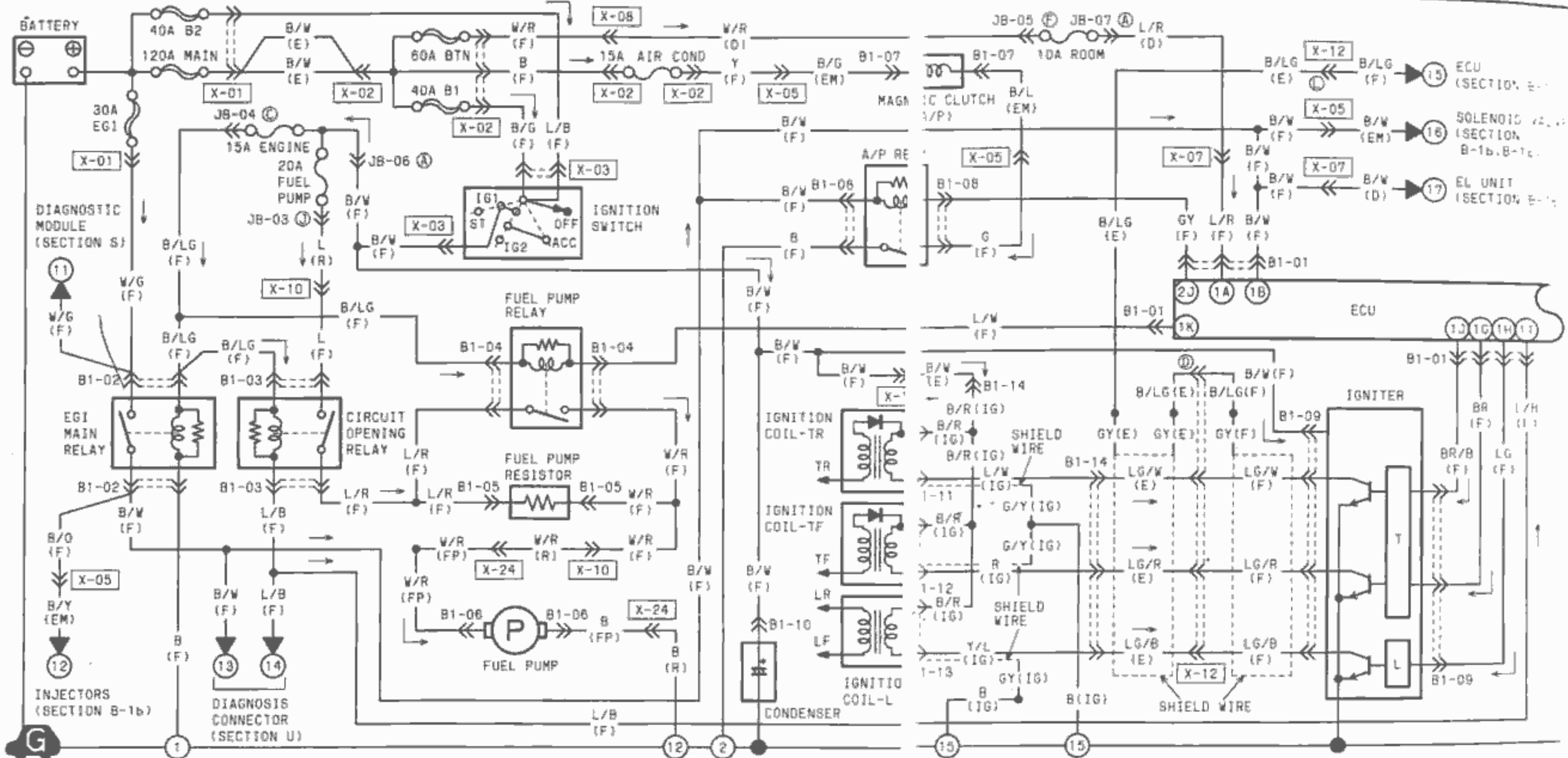
A-2 EC-AT ■ STARTING SYSTEM ■ CHARGING SYSTEM



A-2

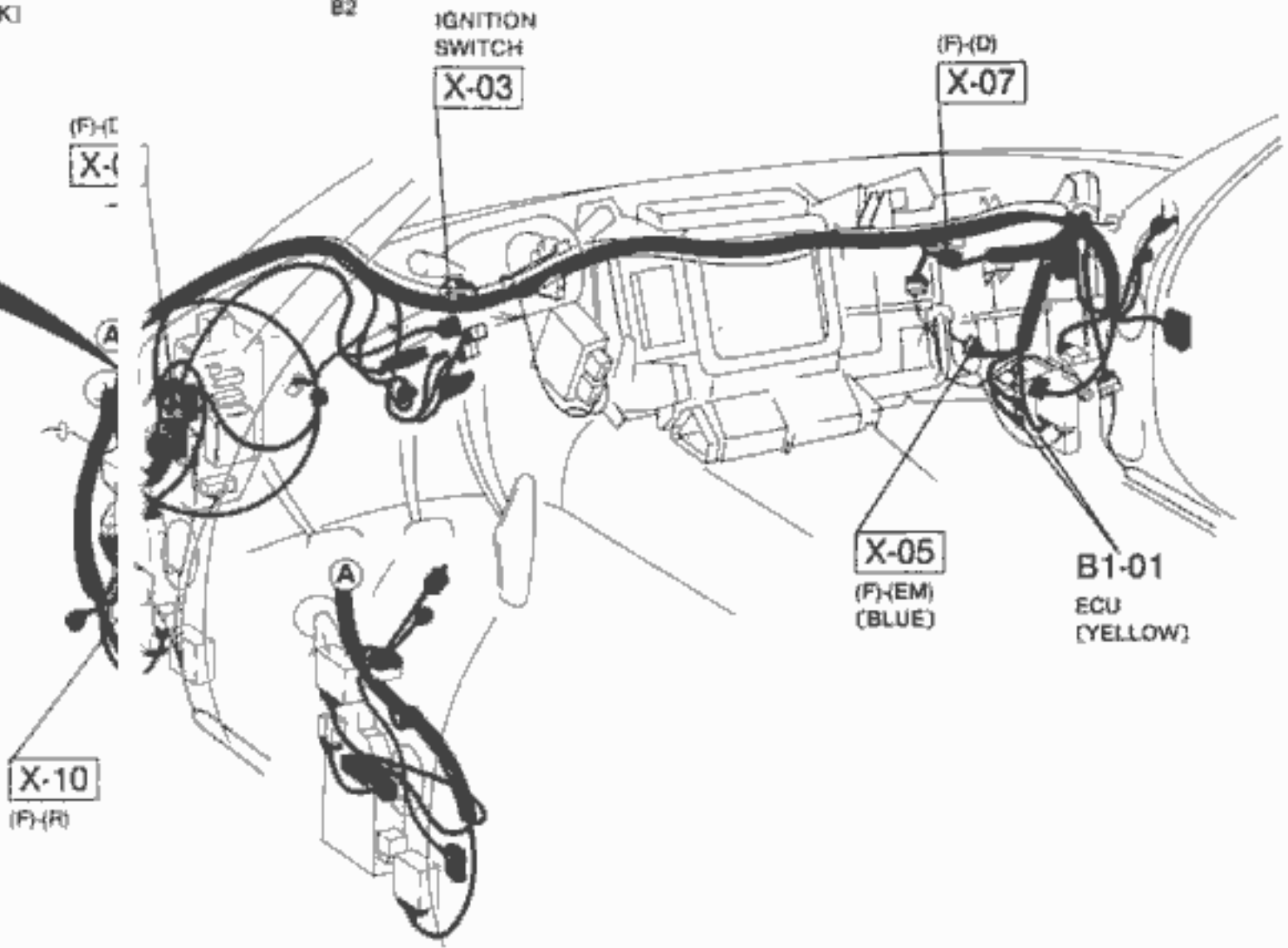
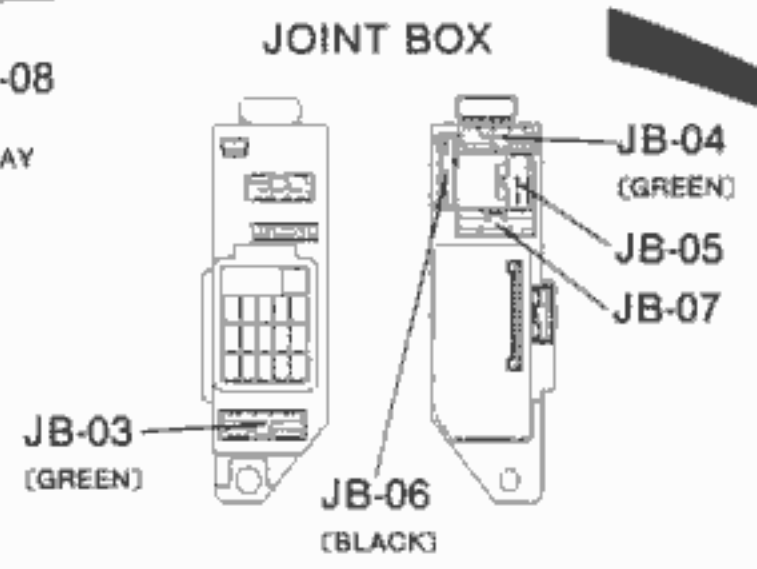
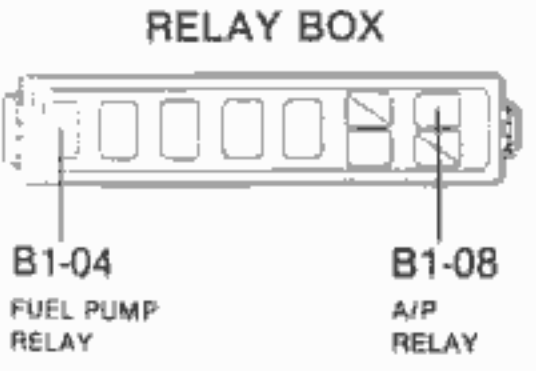
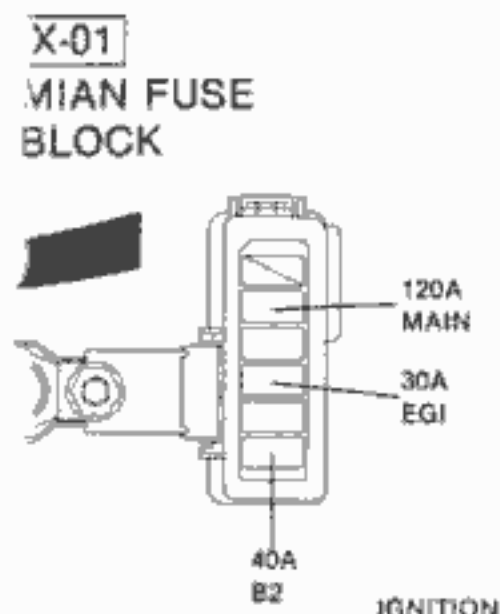
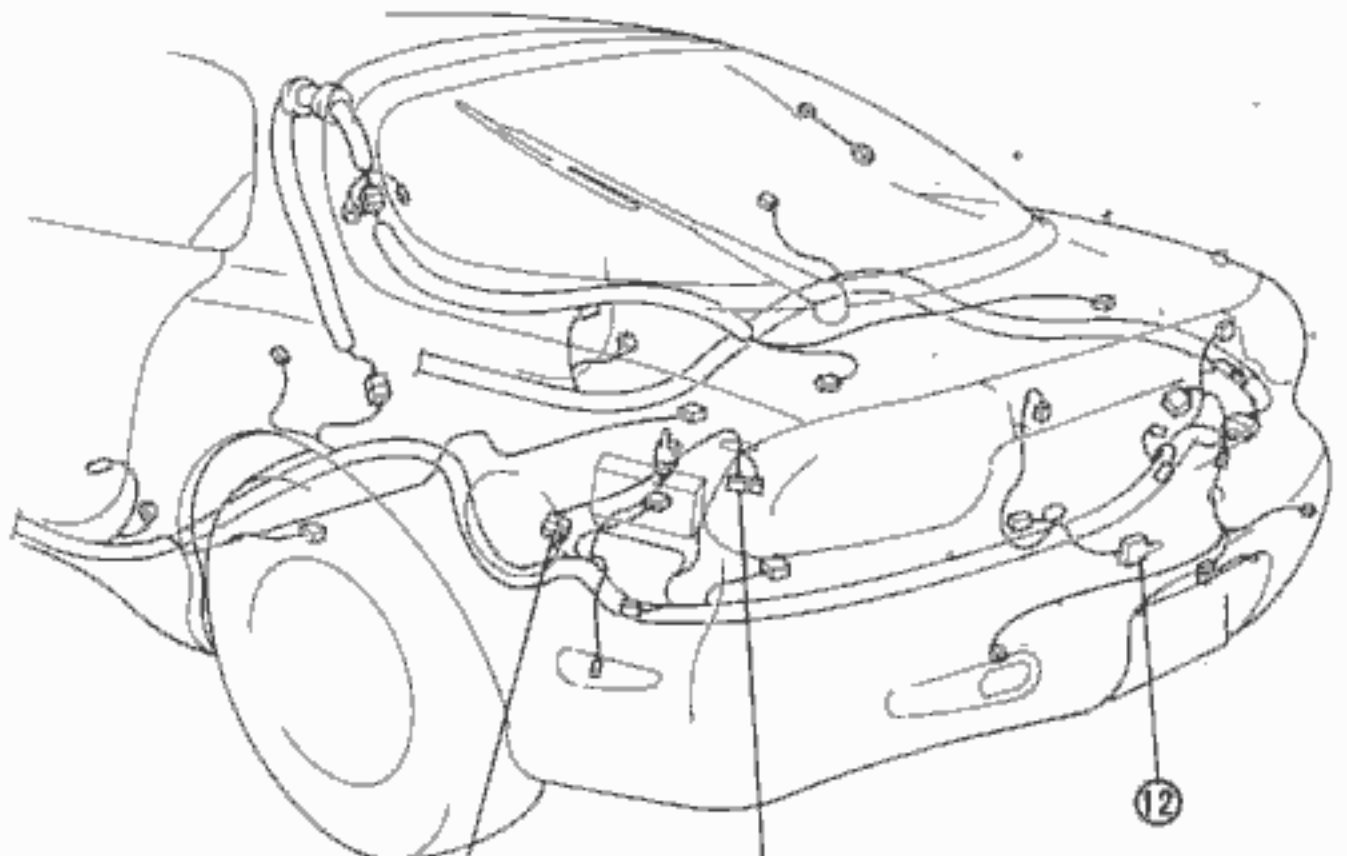
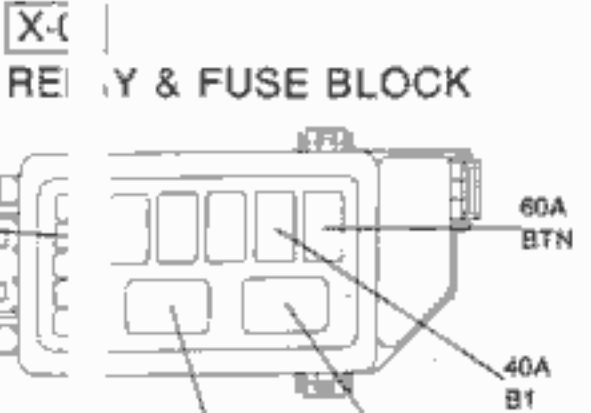
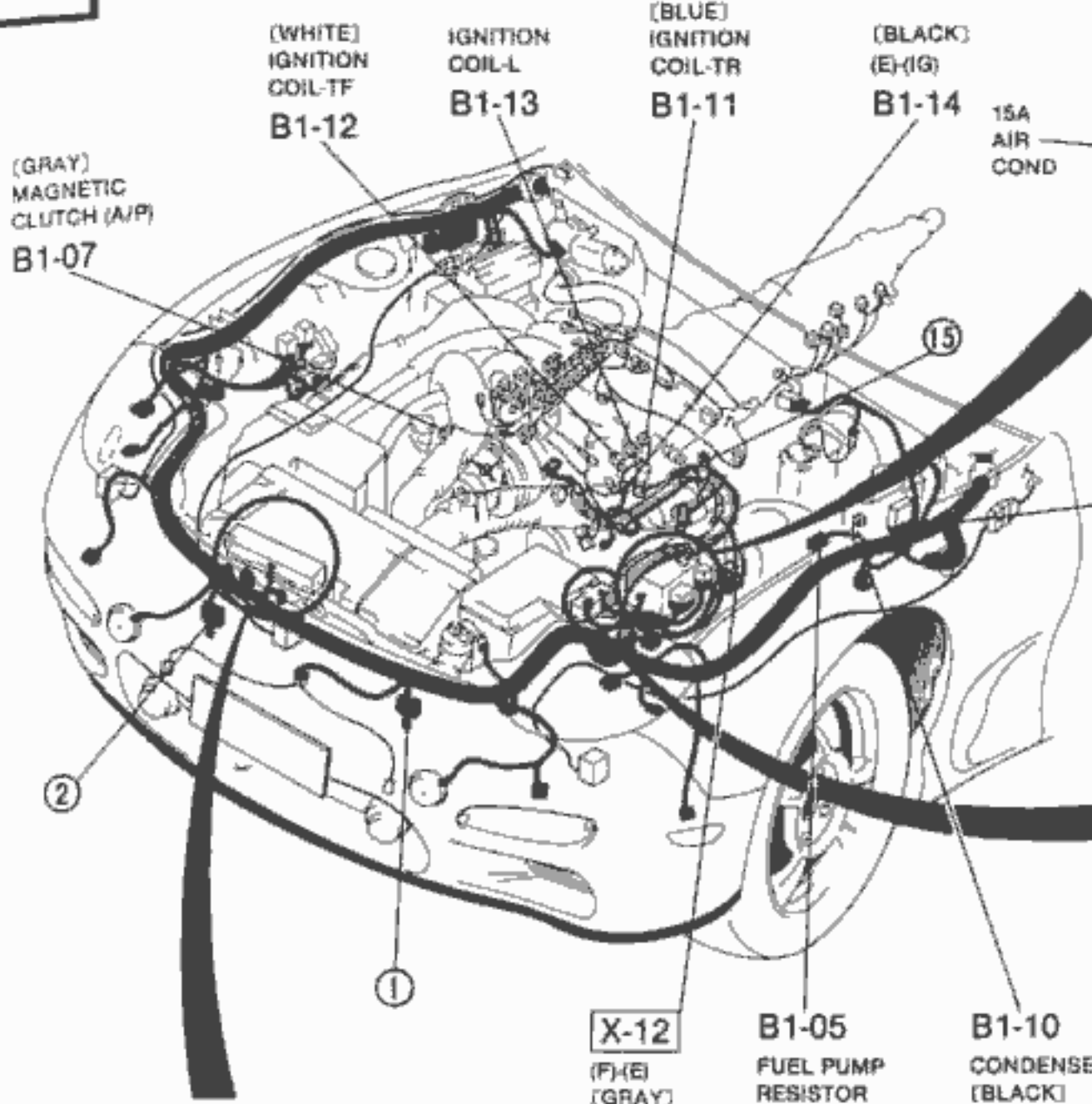


B-1a ■ ENGINE CONTROL SYSTEM ■ FUEL CONTROL SYSTEM ■ IGNITION SYSTEM

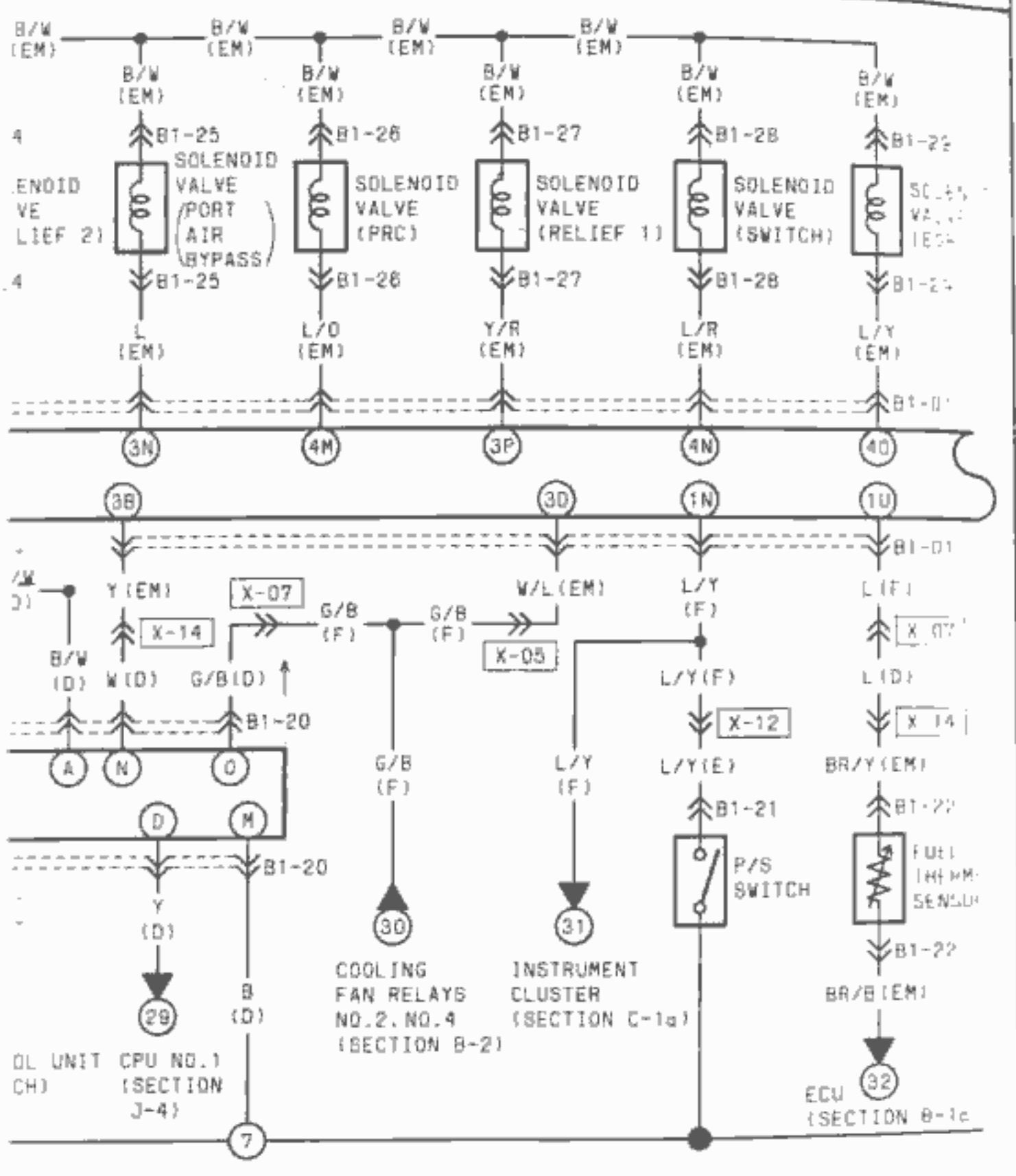
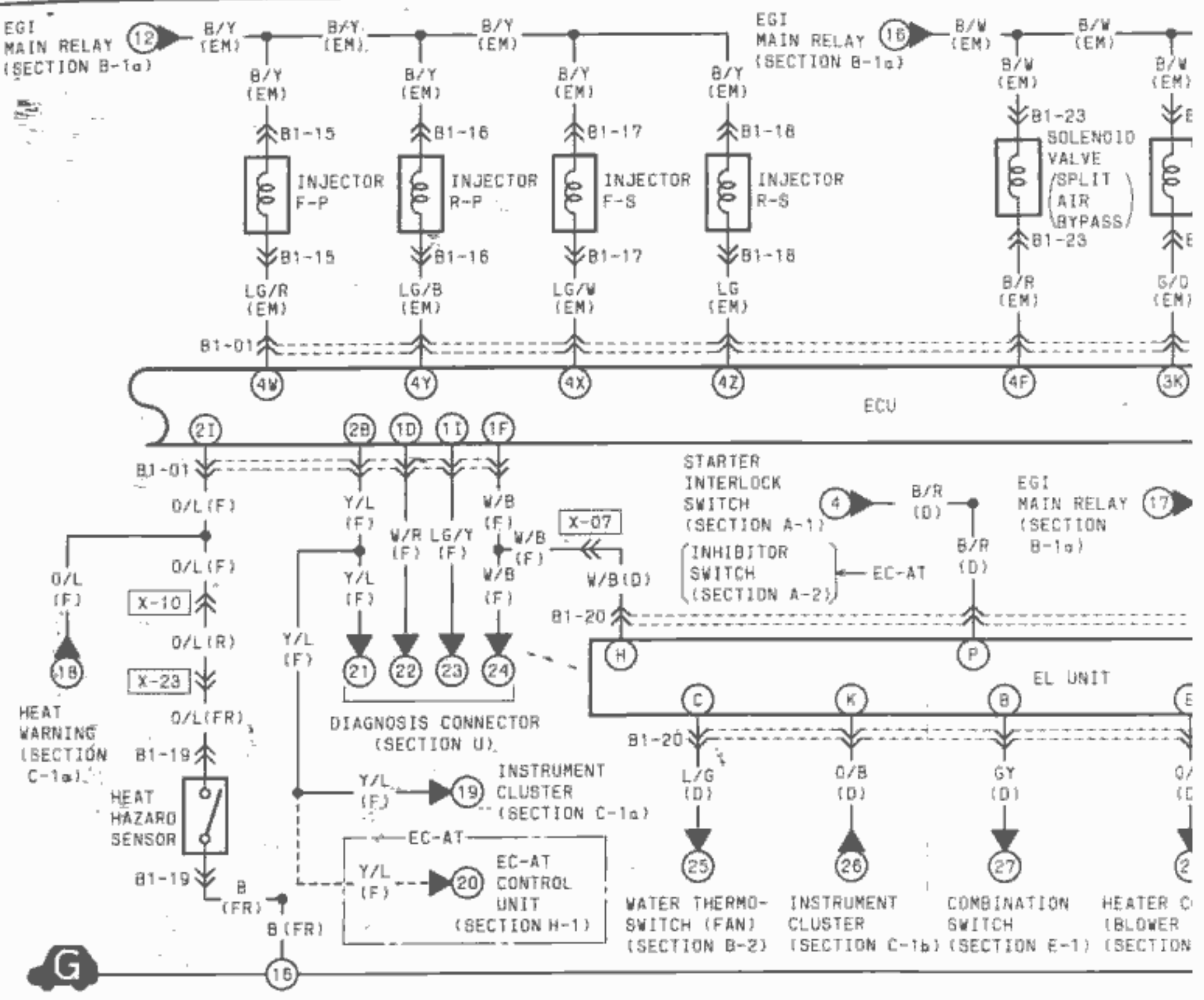


<p>B1-01 ECU (F)</p> <table border="1"> <tr> <td>1U</td><td>1S</td><td>1Q</td><td>1O</td><td>1M</td><td>1K</td><td>1J</td><td>1G</td><td>1E</td><td>1C</td><td>1A</td> </tr> <tr> <td>L</td><td>G</td><td>L/W (B/O)</td><td>G/Y</td><td>G/R</td><td>L/W</td><td>LG/Y</td><td>BR</td><td>V</td><td>B/R</td><td>L/R</td> </tr> <tr> <td>*</td><td>L/B</td><td>G/W (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/W (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	<p>(...EC-AT...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>D/L</td><td>L/R (L/R)</td><td>(O/B)</td><td>(L)</td><td>*</td> </tr> <tr> <td>W/G</td><td>GY</td><td>*</td><td>IB1</td><td>(Y/S)</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)	D/L	L/R (L/R)	(O/B)	(L)	*	W/G	GY	*	IB1	(Y/S)	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</td> </tr> </table>	W/G	B/LG	B/W	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/W (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																																																																													
2K	2I	2G	2E	2C	2A																																																																																		
V/W (W/R)	D/L	L/R (L/R)	(O/B)	(L)	*																																																																																		
W/G	GY	*	IB1	(Y/S)	Y/L																																																																																		
2L	2J	2H	2F	2D	2B																																																																																		
W/G	B/LG																																																																																						
B/W	B																																																																																						
L	B/LG																																																																																						
L/R	L/B																																																																																						
L/R	B/LG																																																																																						
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> </tr> <tr> <td></td><td>GY</td> </tr> </table>	G	B/W		GY	<p>B1-09 IGNITER (F)</p> <table border="1"> <tr> <td>*</td><td>LG/B</td><td>LG</td><td>LG/W</td> </tr> <tr> <td></td><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-TR (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																																																																																						
	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> </tr> <tr> <td>B/W</td><td>LG/W</td> </tr> </table>	LG/B	LG/R	B/W	LG/W	<p>B1-15 CONNECTOR BETWEEN ENGINE (E) & IGNITION (IG)</p> <table border="1"> <tr> <td>R</td><td>Y/L</td> </tr> <tr> <td>L/W</td><td>B/R</td> </tr> </table>	R	Y/L	L/W	B/R																																																																								
R	B/R																																																																																						
Y/L	B/R																																																																																						
LG/B	LG/R																																																																																						
B/W	LG/W																																																																																						
R	Y/L																																																																																						
L/W	B/R																																																																																						

B-1a

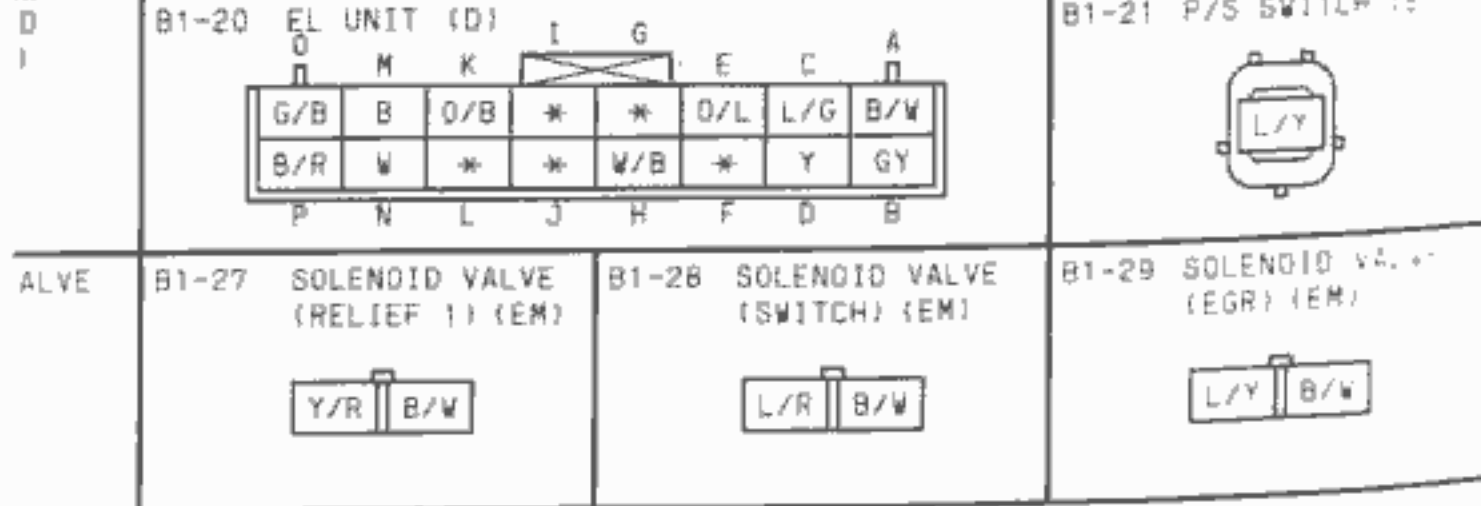
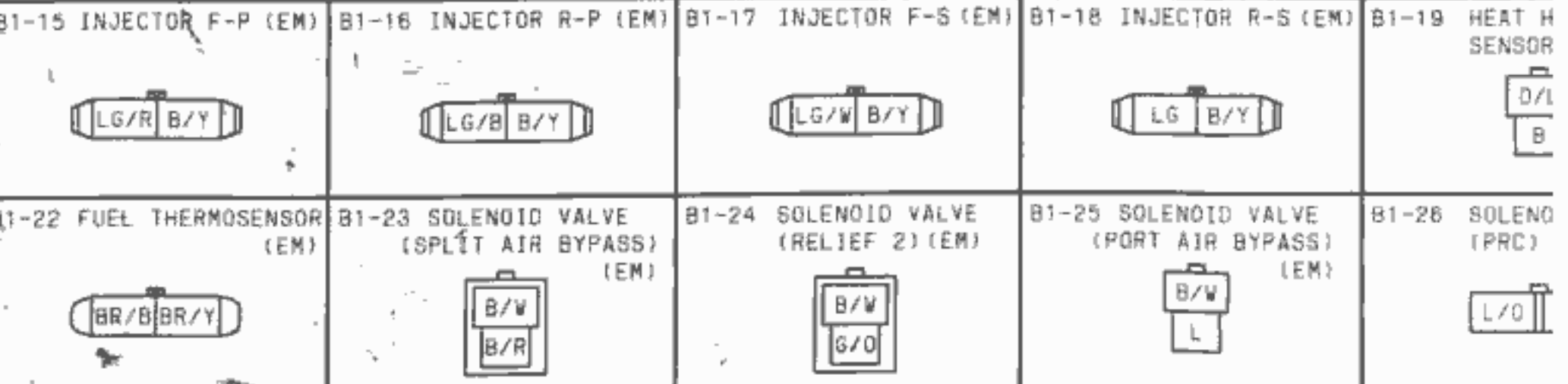


B-1b ■ ENGINE CONTROL SYSTEM ■ FUEL CONTROL SYSTEM

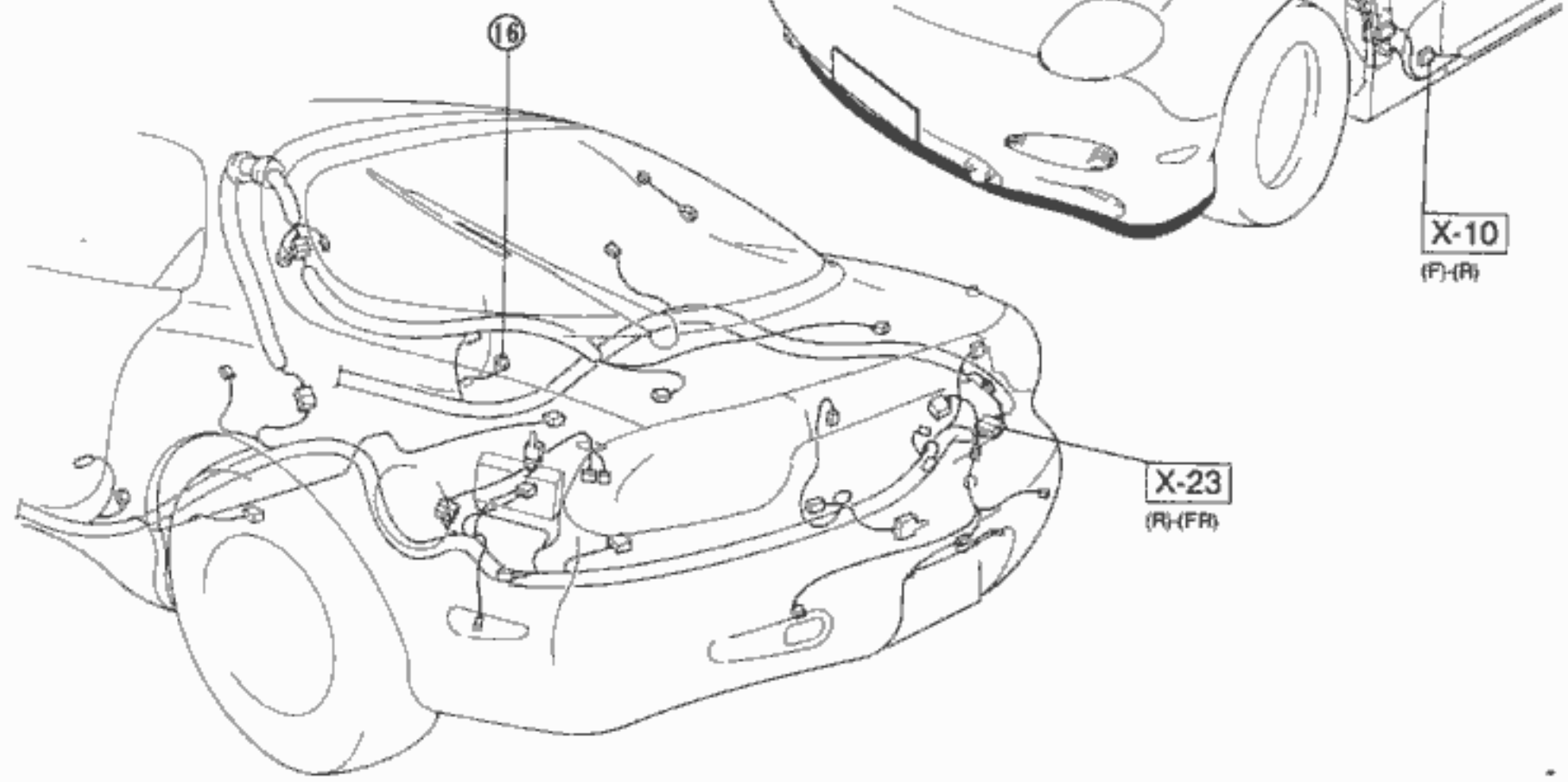
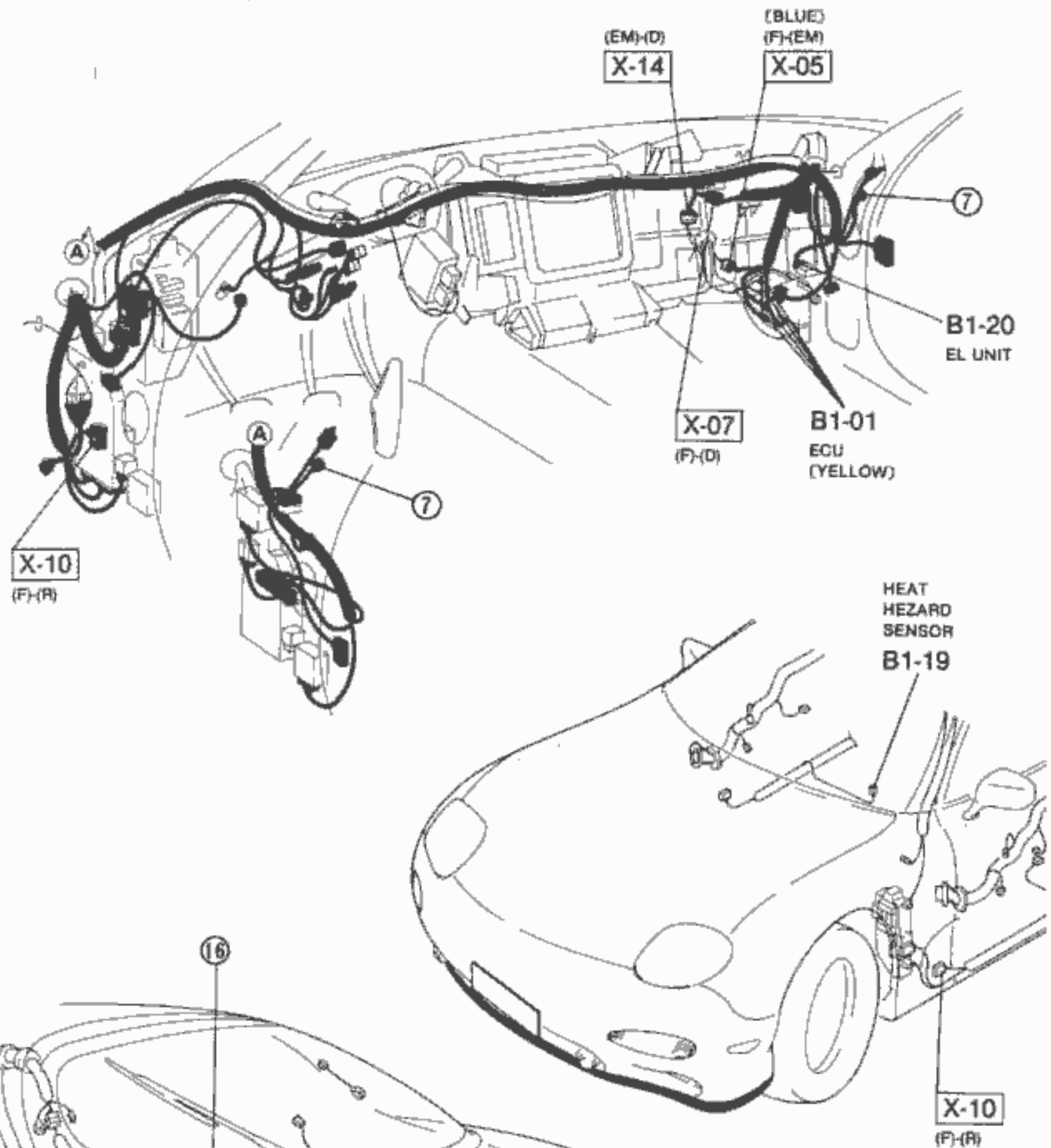
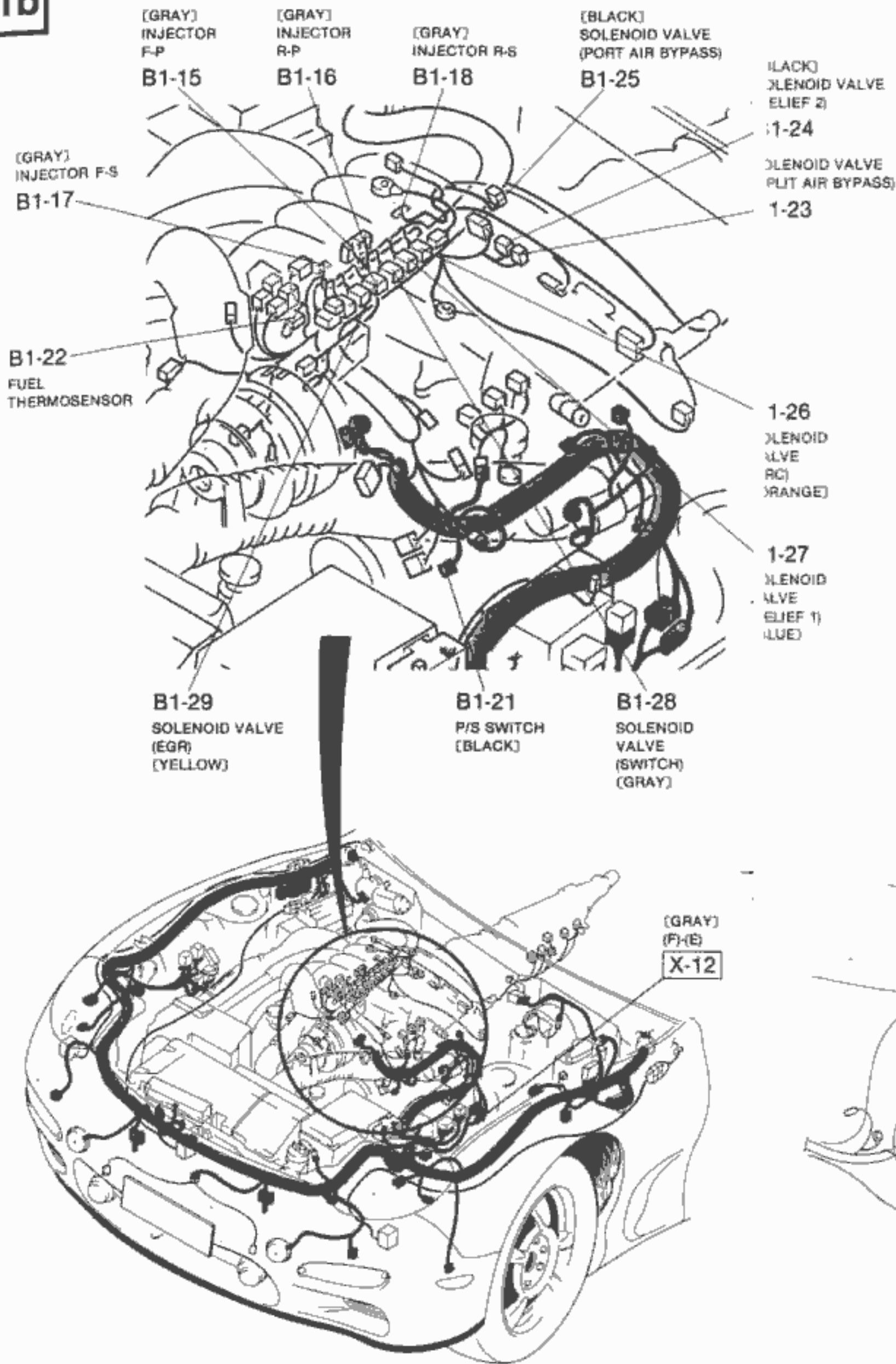


B1-01 ECU (F)										B1-01 ECU (EM)											
1U	1S	1Q	1O	1M	1N	1I	1G	1E	1C	1A	2K	2I	2G	2E	2C	2A	3O	3M	3K	3I	3I
L	G	(B/D)	G/Y	G/R	L/W	LG/Y	BR	V	B/R	L/R	W/W (W/R)	O/L	(LG/R)	(O/B)	(L)	*	B/R	W	G/O	BR/W	B/
*	L/B	G/Y	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	W/G	GY	*	(B)	(Y/G)	Y/L	Y/R	L	G	L/G	G/
1V	1T	1R	1P	1N	1L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

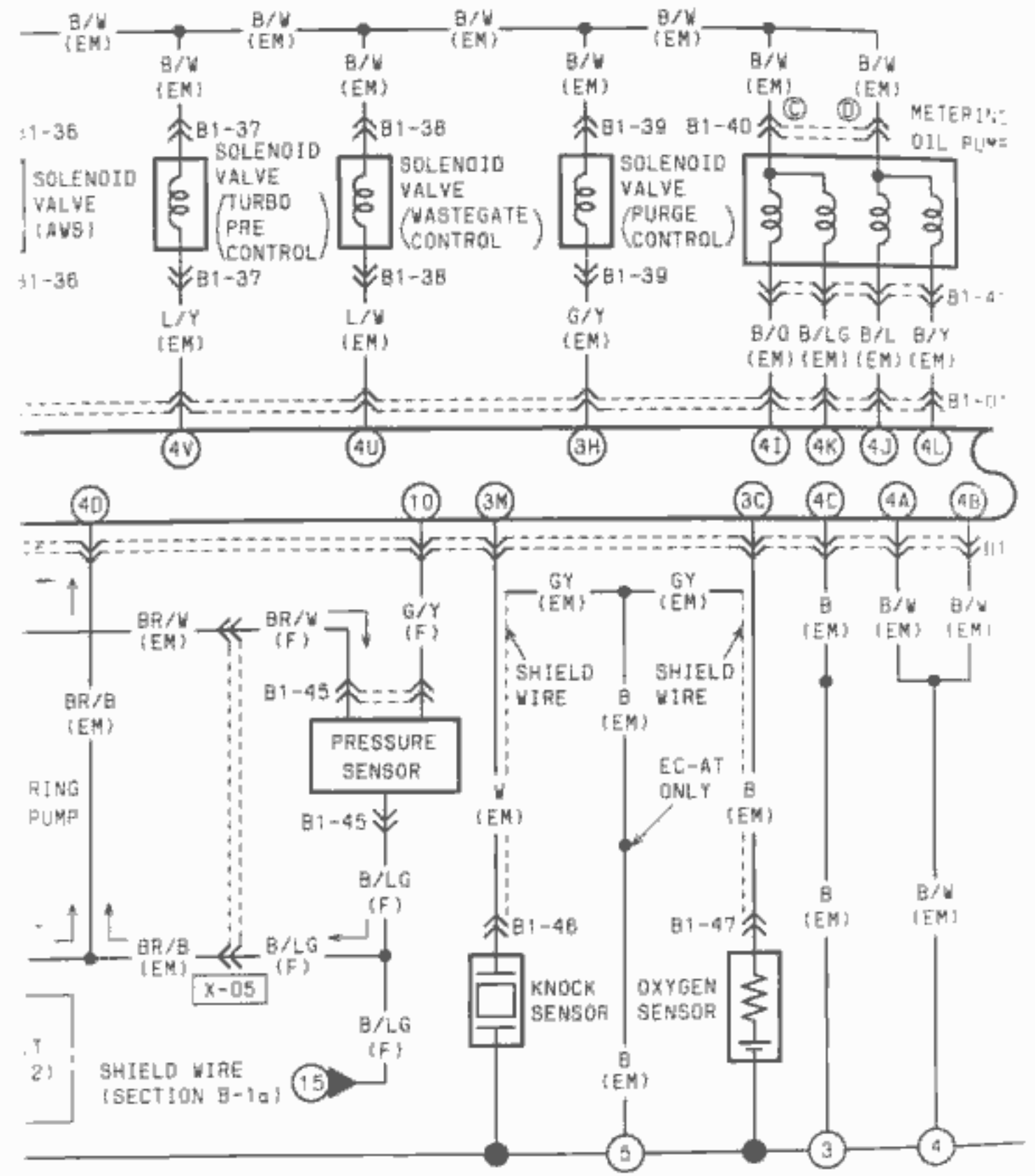
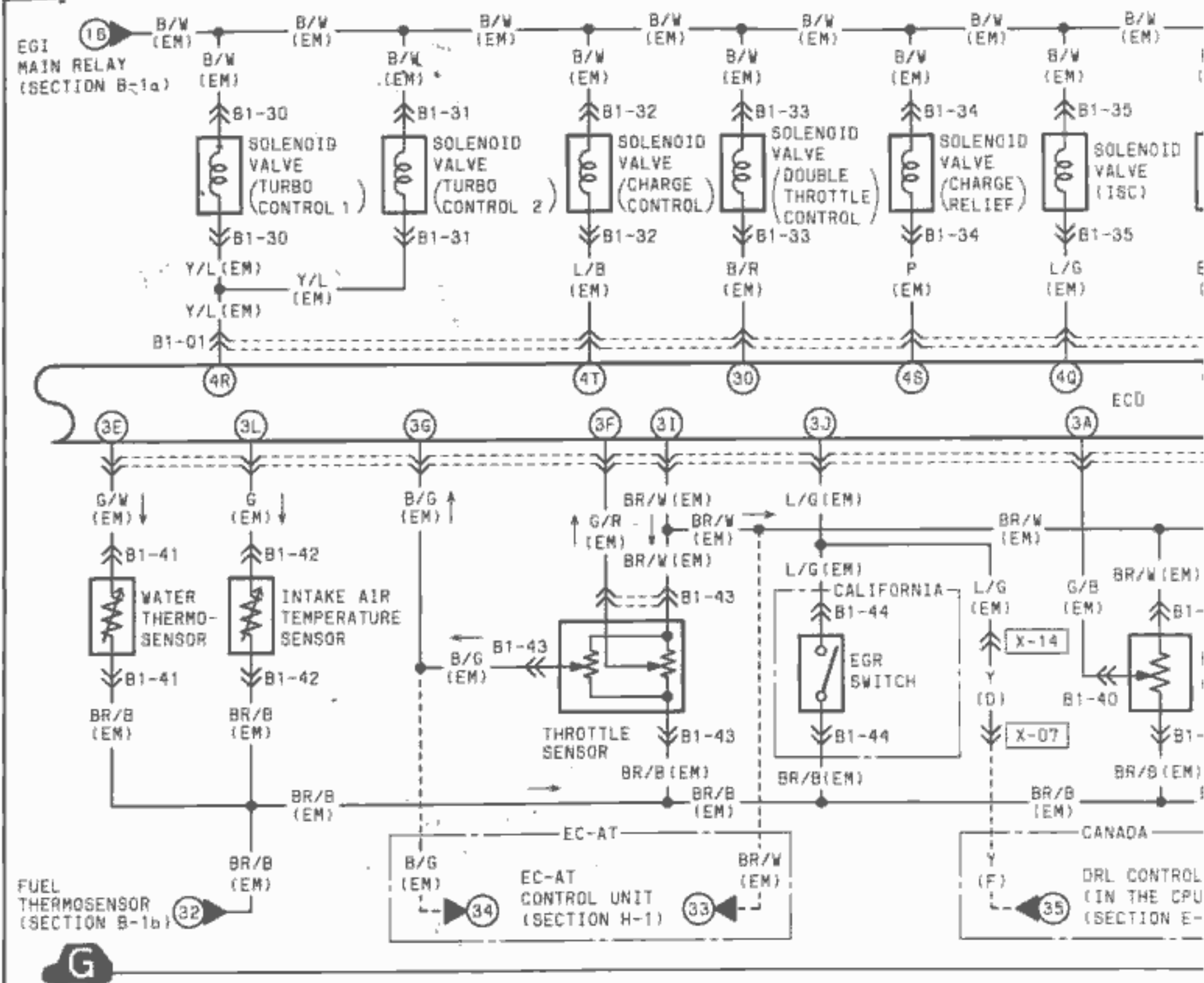
B1-01 ECU (EM)										EC-AT (CANADA)																					
E	3C	3A	4Y	4W	4U	4S	4Q	4O	4M	4K	4I	4G	4E	4C	4A	3C	3A	4Y	4W	4U	4S	4Q	4O	4M	4K	4I	4G	4E	4C	4A	
W	B	G/B	LG/B	LG/R	L/W	P	L/G	L/Y	L/O	B/LG	B/O	W	B	B	B/W	W	B	G/B	LG/B	LG/R	L/W	P	L/G	L/Y	L/O	B/LG	B/O	W	B	B	B/W
R	W/L	Y	LG	LG/W	L/Y	L/B	Y/L	BR/Y	L/R	B/Y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



B-1b



B-1c ENGINE CONTROL SYSTEM



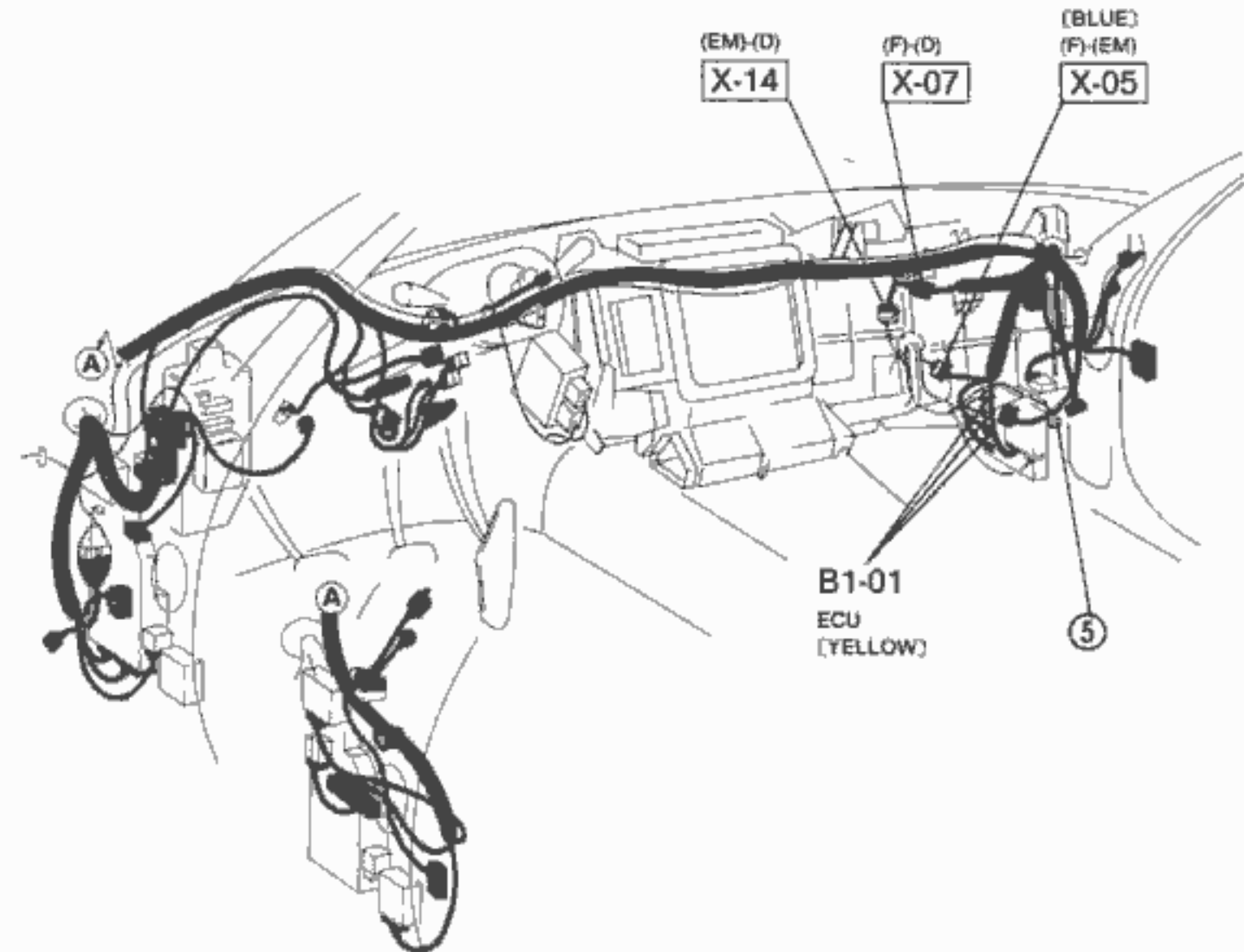
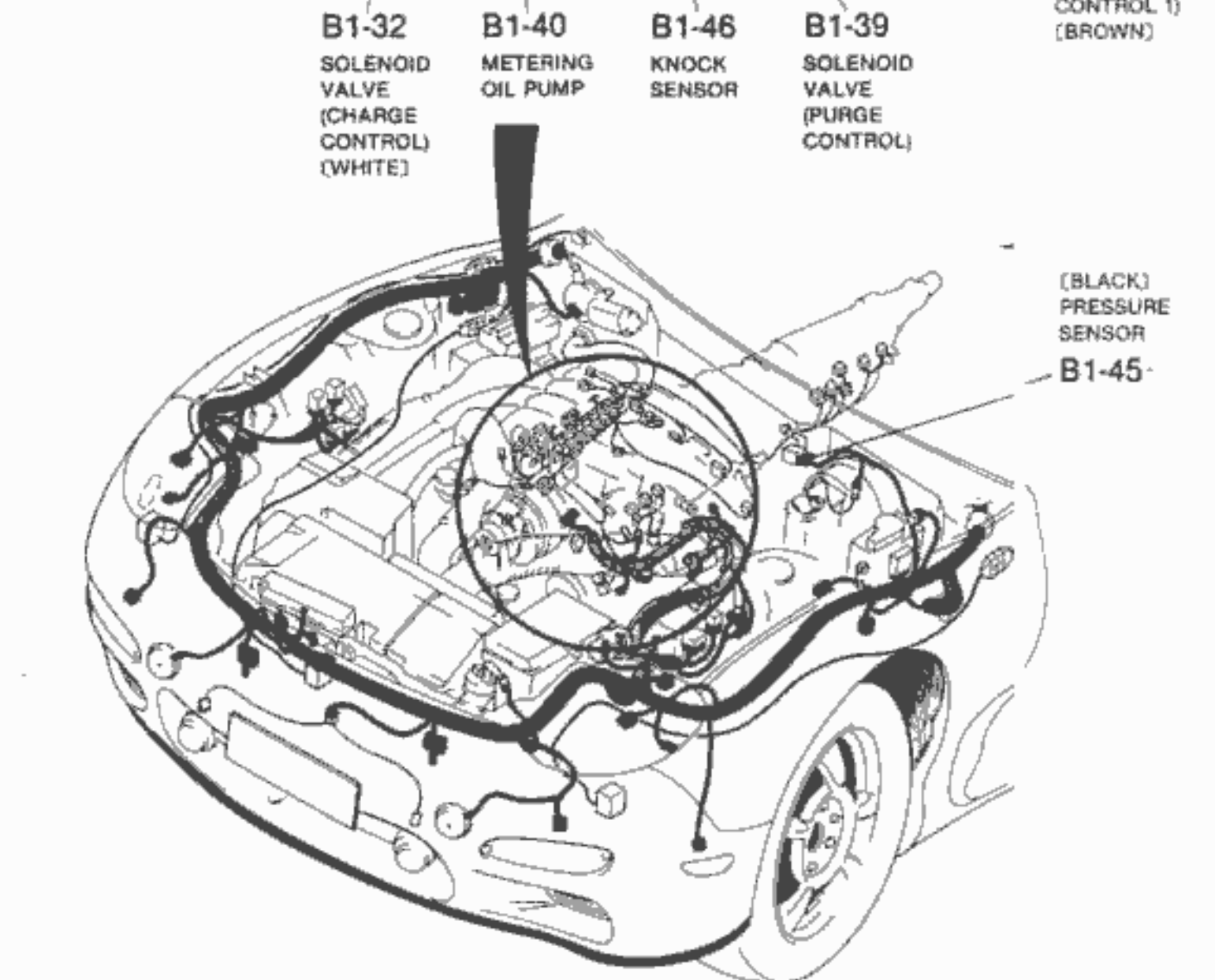
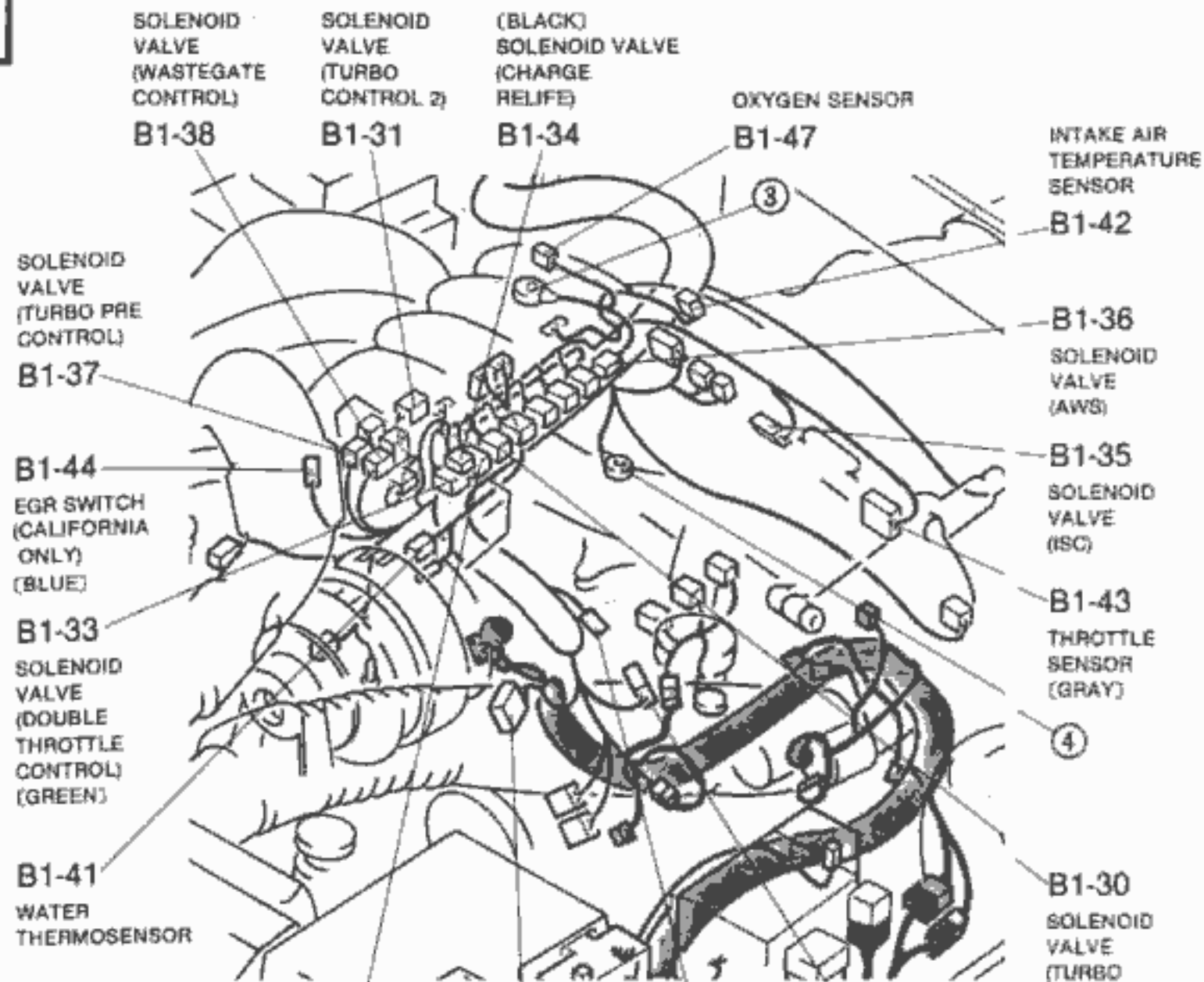
B1-01 ECU	1U	1S	1Q	1M	1K	1J	1G	1E	1C	1A	30	3M	3K	3I	3G	3E	3C	3A	4Y	4W	4U	4S
L	G	L/O (B/O)	G/Y	G/R	L/W	LG/Y	BR	V	B/R	L/R	B/R	W	G/O	BR/W	B/G	G/W	B	G/B	LG/B	LG/R	L/W	P
*	L/B	G/Y (Y)	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	Y/R	L	G	L/G	G/Y	G/R	W/L	Y	LG	LG/W	L/Y	L/B
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	3P	3N	3L	3J	3H	3F	3D	3B	42	4X	4V	4T

(EM)	() ... EC-AT	B1-30 SOLENOID VALVE (TURBO CONTROL 1) (EM)	B1-31 SOLENOID VALVE (TURBO CONTROL 2) (EM)				
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

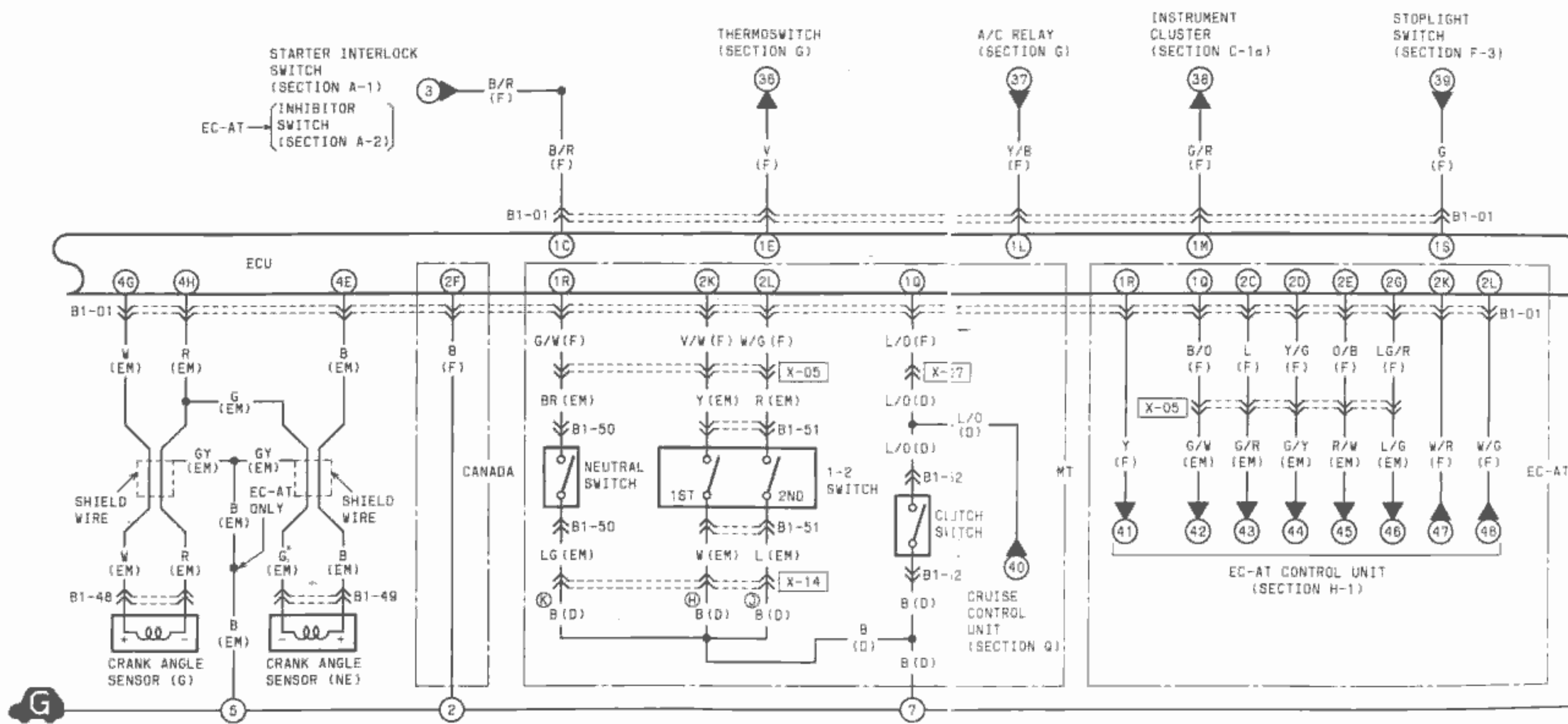
B1-32 SOLENOID VALVE (CHARGE CONTROL) (EM) L/B B/W	B1-33 SOLENOID VALVE (DOUBLE THROTTLE CONTROL) (EM) B/R B/W	B1-34 SOLENOID VALVE (CHARGE RELIEF) (EM) P B/W	B1-35 SOLENOID VALVE (ISC) (EM) L/G B/W	B1-36 SOLENOID VALVE (AWS) BR/Y
B1-40 METERING OIL PUMP (EM) BR/W * B/O B/W B/LG G/B BR/B B/L B/W B/Y	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) (EM) 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



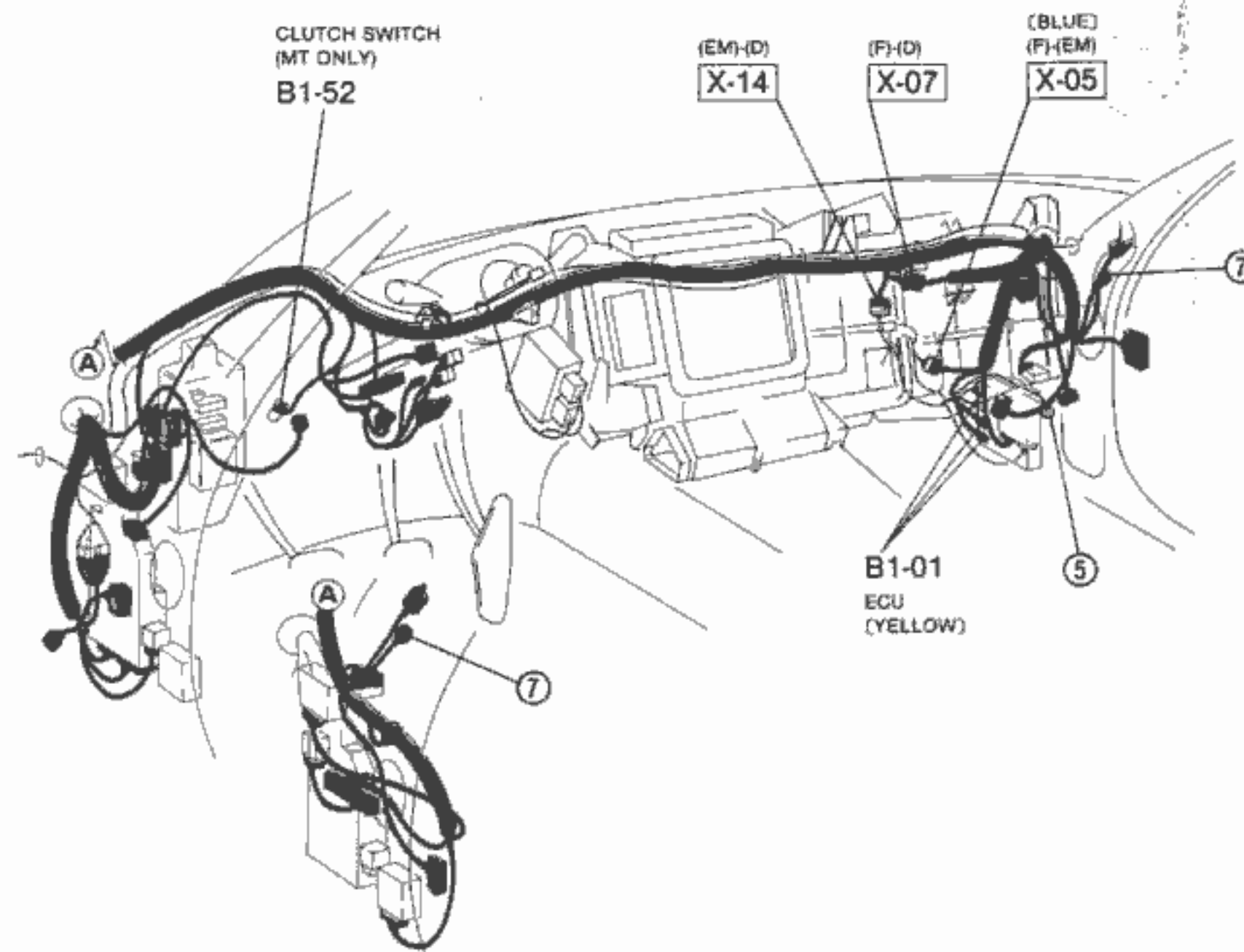
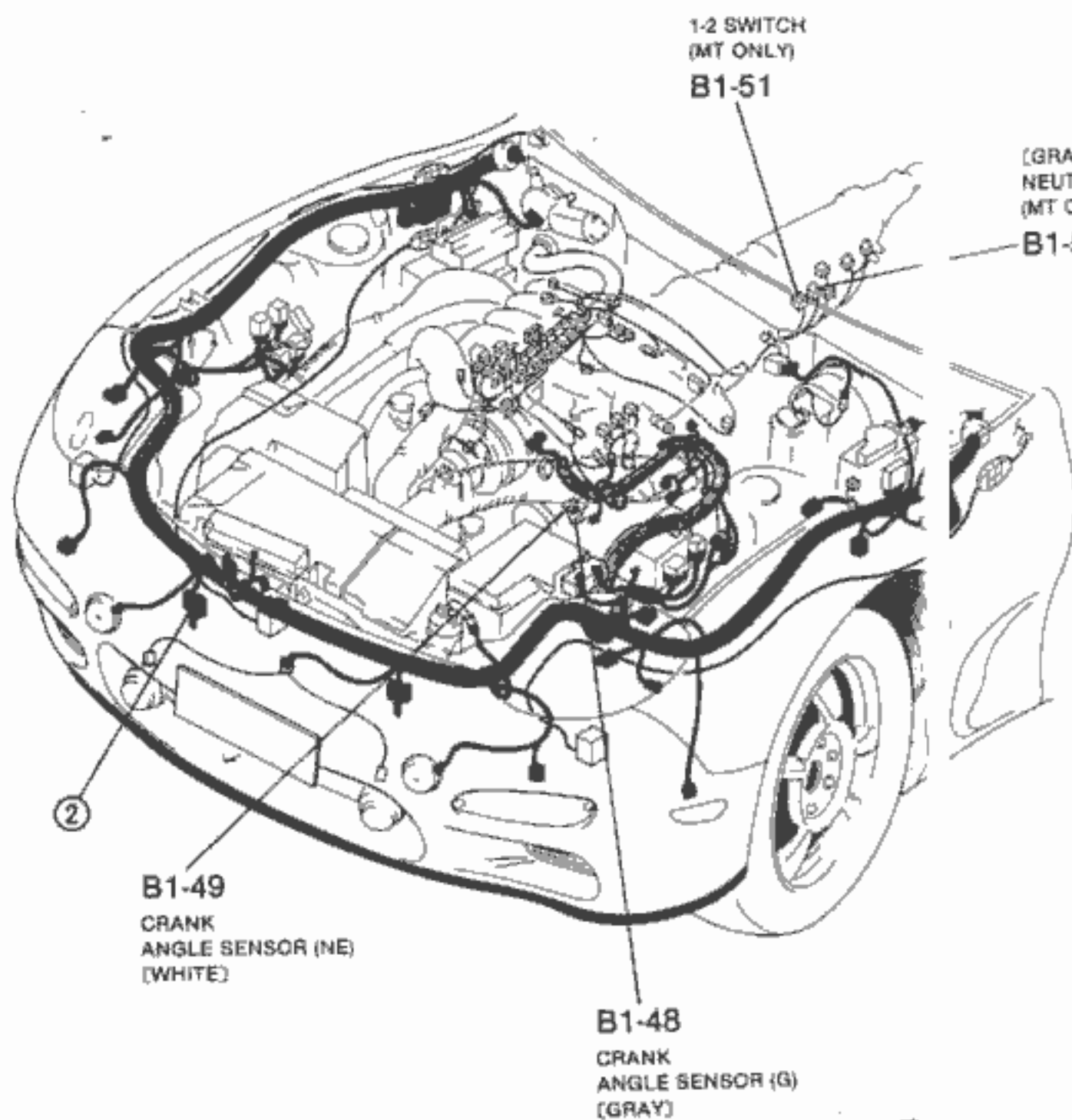
B-1d ENGINE CONTROL SYSTEM



B1-01 ECU (F)										CANADA (F)						EC-AT (EM)										B1-48 CRANK ANGLE SENSOR (G) (EM)					
1U	1S	1Q	1O	1M	1K	1I	1G	1E	1C	1A	2K	2I	2G	2E	2C	2A	4Y	4W	4U	4S	4Q	4O	4M	4K	4I	4G	4E	4C	4A	R	W
L	G	L/O (B/O)	G/Y	G/R	L/W	LG/Y	BR	V	B/R	L/R	V/W (W/R)	D/L	L/G/R	L/O/B	L	*	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/V (V)	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	W/G	GY	*	B1	(Y/S)	Y/L	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	4Z	4X	4V	4T	4R	4P	4N	4L	4J	4H	4F	4D	4B		

B1-49 CRANK ANGLE SENSOR (NE) (EM)	B1-50 NEUTRAL SWITCH (EM) (MT ONLY)	B1-51 1-2 SWITCH (EM) (MT ONLY)	B1-52 CLUTCH SWITCH (D) (MT ONLY)		

B-1d

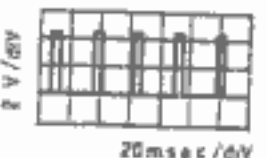
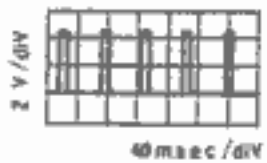


Terminal voltage

1. Using the engine signal monitor

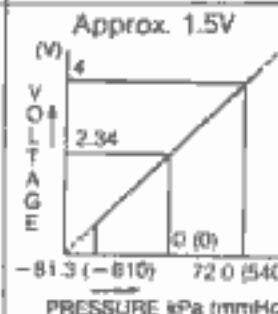
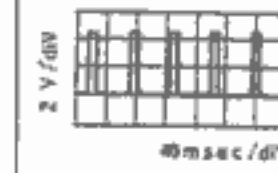
V_B: Battery voltage

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)		Initial acceleration
1H		○	Igniter (Leading)	Ignition switch ON	0V	-	
				Idle	0.2-0.5V (Reference)		
				Engine speed: above 2,500 rpm	0.8-1.2V (Reference)		Initial acceleration
				Engine speed: above 2,500 rpm	0.8-1.2V (Reference)		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	<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	-	-	-	-	-	-	

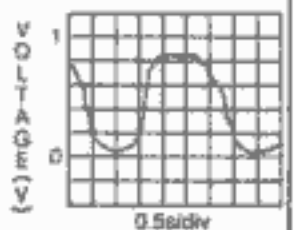


B-1

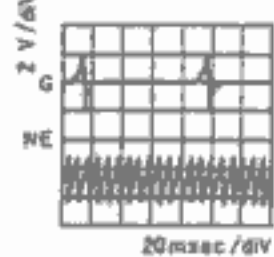
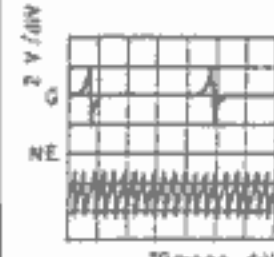
V_B: Battery voltage

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)	For 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	-
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	Slip lock up OFF signal 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	

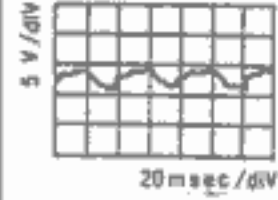


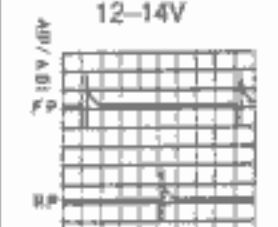
V_B: Battery voltage

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,	Below 4.0V	-		
				Blower motor position III, IV,				
				Rear defroster switch ON				
				Headlight switch, Blower motor, rear defroster switch are OFF				
3C	○		Oxygen sensor	Idle	Cold engine	Approx 0V		
					After warm up		0.0-1.0V	
				Oscilloscope				-
				Deceleration (after warm-up)			0.0-0.4V	-
				3D	○			
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			
3K	○		Solenoid valve (Relief2)	Idle	Pull the parking brake (Turnlight OFF)	0V	Canada only	
					Release the parking brake (Turnlight ON)	V _B		
				Ignition switch ON	V _B			
3L	○		Intake air thermosensor	Ambient air temperature 20°C (68°F)	Before warm up approx. 40°C (104°F)	Below 1.0V	-	
					After warm up	V _B		
				After warm up		Approx. 0.6V		Ignition switch ON

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 After warm up Engine speed: 1,500-3,000 rpm	V _B Below 1.0V	While running	
3O		○	Solenoid valve (Double throttle control)	Engine coolant temperature below 80°C (176°F) After warm up	Below 1.0V V _B	Ignition switch ON	
3P		○	Solenoid valve (Relief1)	Idle Engine speed: 2,700-3,200 rpm	V _B Below 1.0V	● 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	○		Crank angle sensor (NE + signal)	Ignition switch ON	Below 1.0V	Engine signal monitor: Red lamp flash	
				Idle	Oscilloscope		
					Voltmeter		0.1-0.4V (Reference)
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		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		
4K				V _B	Other terminal		
4L				5-9V			
4M		○	Solenoid valve (Pressure regulator control)	Idle	V _B	approx. 1 minute	
				Idle after hot start	Below 1.0V		
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	While running	
				5th position (MT)/OD (AT)	Below 1.0V		

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) After warm up	Below 1.0V V _B	Idle
4Q		○	Solenoid valve (ISC)	Ignition switch ON	8.0-11.0V	Reference valve ● Cranking 99% ● Idle 32-55% ● 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) 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	
				Oscilloscope		
4V		○	Solenoid valve (Turbo precontrol)	Initial acceleration	5.0-11.0 V	Reference valve ● Idle 5% ● Solenoid valve (Turbo control) after operates 5%
				Ignition switch ON	V _B	
				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		

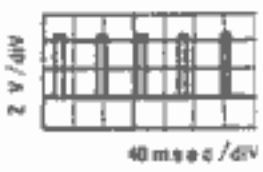
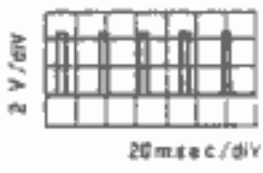
Control Unit Connector (Control Unit Side)

4Y	4W	4U	4S	4O	4N	4K	4I	4G	4E	4C	4A	3D	3M	3K	3I	3G	3E	3C	3A	2K	2I	2G	2E	2C	2A	U	S	O	O	M	K	I	G	E	C	A
4Z	4X	4V	4T	4P	4Q	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

B-1

Using the DT-S1000

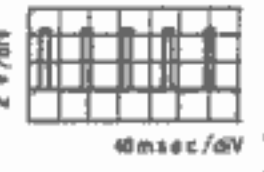
DT-S1000 mark terminal can use the DT-S1000, if no mark use the circuit tester or oscilloscope.

Terminal	Input	Output	Connected to	Test condition	Correct condition
1A	-	-	Battery	Constant	V _B
1B DT-S1000	○		Main relay (FUEL INJ relay)	Ignition switch OFF	11-13V
				ON	12-14V
1C DT-S1000	○		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
				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-S1000	○		A/C switch	A/C switch ON	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
				Buzzer not sounded after 3 sec.	V _B
				Buzzer sounded	Below 2.5V
				Buzzer not sounded	V _B
1G DT-S1000		○	Igniter (Trailing) Front rotor	Idle (No load)	BTDC -20°C
				Oscilloscope	
				Engine speed: 2,500 rpm	BTDC 15-35°C
1H DT-S1000		○	Igniter (Leading)	Idle	BTDC -5°C
				Oscilloscope	
				Engine speed: above 2,500 rpm	BTDC 15-35°C

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
Initial acceleration

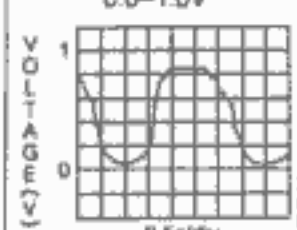
Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
1I	○		Diagnosis connector (TEN terminal)	System Selector test switch at O ₂ MONITOR	V _B	With System Selector
				System Selector test switch at SELF TEST	0V	Ignition switch ON
1J		○	Igniter (Trailing) Rear rotor	Ignition switch ON	0V	
				Idle	0.2-0.5V (Reference)	
				Oscilloscope		
				Engine speed: above 2,500 rpm	0.5-0.8V (Reference)	Initial acceleration
1K DT-S1000		○	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-S1000		○	A/C relay	While cranking	OFF	
				Idle	ON	A/C switch, Blower switch ON
				During acceleration (Running)	OFF	
1M DT-S1000	○		Speedometer sensor	Ignition switch ON	0 km/h	
				Driving (20km/h)	18-22 km/h	
1N DT-S1000	○		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-S1000	○		Pressure sensor	Idle	-64--66.7 kPa	After warm-up
				Engine speed: 1,000 rpm	-46.7--60 kPa	Initial acceleration
				Engine speed: 2,000 rpm	-26.7--46.7 kPa	
1P	-	-	-	-	-	-

V_B: Battery voltage

V_B: Battery voltage

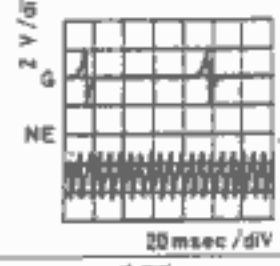
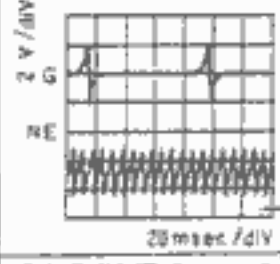
Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
1O DT-S 1000	○		Clutch switch (MT)	Clutch pedal: released	OFF	Ignition switch ON
				Clutch pedal: depressed	ON	
			EC-AT control unit (AT)	Idle	OFF	Reduce torque signal
				When shifting from 1st to 2nd or from 2nd to 3rd with 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	-
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
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
2E DT-S 1000	○		EC-AT control unit (AT)	Idle	ON	Idle signal
				Other	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

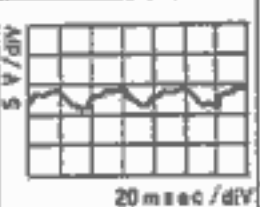


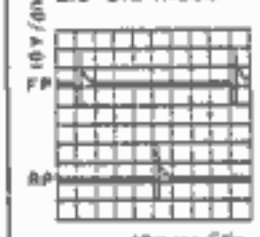
Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
2K DT-S 1000	○		1-2 switch (MT)	1st position	ON	Ignition switch ON
				Other	OFF	
			EC-AT CU (AT)	2nd or 3rd position	OFF	While running
				Other	ON	
2L DT-S 1000	○		1-2 switch (MT)	2nd position	ON	Ignition switch ON
				Other	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	
3B DT-S 1000	○		E/L unit	Accelerator pedal depressed	1.1-4.2V	
				Headlight switch position I, II, Blower motor position III, IV, Rear defroster switch ON	ON	
3C DT-S 1000	○		Oxygen sensor	Idle	Cold engine	Approx. 0V
					After warm up	
				Acceleration (After warm up)	0.5-1.0V	Oscilloscope 
					Deceleration (After warm up)	
3D DT-S 1000	○		Cooling fan relay	Idle	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)	
3I	○		Throttle sensor	Constant	Approx. 5.0V	Ignition switch ON
3J DT-S 1000	○		EGR switch	EGR valve operates	ON	California only
				EGR valve does not operate	OFF	
3K DT-S 1000	○		Solenoid valve (Relief2)	Ignition switch ON	OFF	
				Idle	Before warm up approx. 40°C {104°F}	
After warm up	OFF					

B-1

V_B: Battery voltage

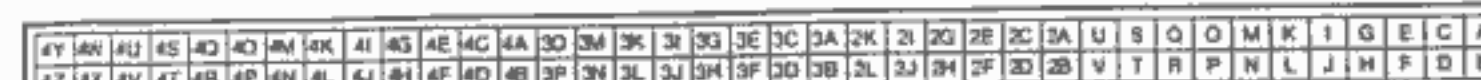
Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
3L DT-S 1000	○		Intake air thermosensor	Ambient air temperature 20°C (68°F)	20°C	Ignition switch ON
3M	○		Knock sensor	Ignition switch ON Knocking occur (Tap the engine hanger with hammer)	Approx. 2.5V 2.6-2.8V (Reference)	Ignition 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 	
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 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	While 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)			

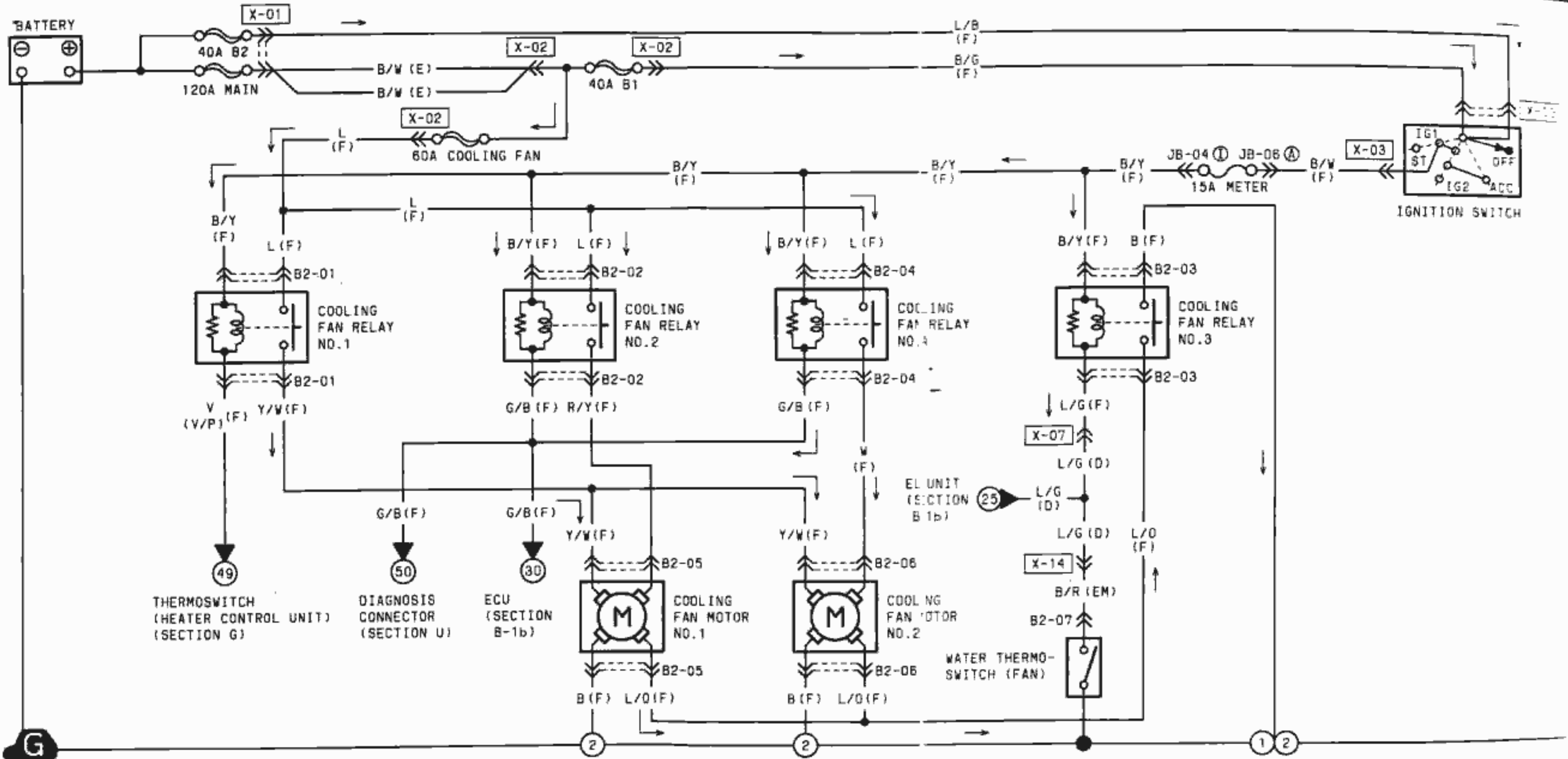
16E0F2-219

Control Unit Connector (Control Unit Side)



Z WIRING DIAGRAM

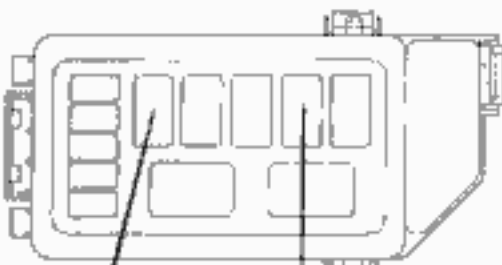
B-2 ■ COOLING FAN SYSTEM



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)	B2-05 COOLING FAN MOTOR NO.1 (F)	B2-06 COOLING FAN MOTOR NO.2 (F)	B2-07 WATER THERMOSTAT SWITCH (FAN) (EM)

B-2

X-02 RELAY & FUSE BLOCK



COOLING FAN RELAY NO. 2 B2-02

COOLING FAN RELAY NO. 3 B2-03

COOLING FAN RELAY NO. 1 B2-01

WATER THERMOSWITCH (FAN) B2-07

JOINT BOX



JB-04 (GREEN)

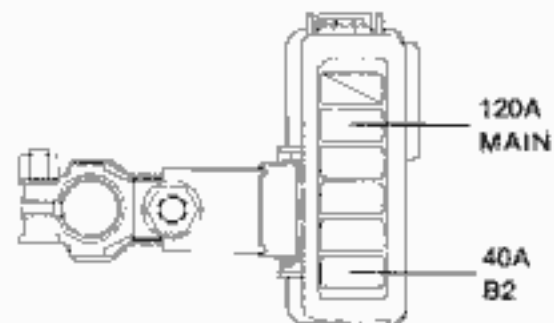
JB-06 (BLACK)

IGNITION SWITCH X-03

(EM)-(D) X-14

(F)-(D) X-07

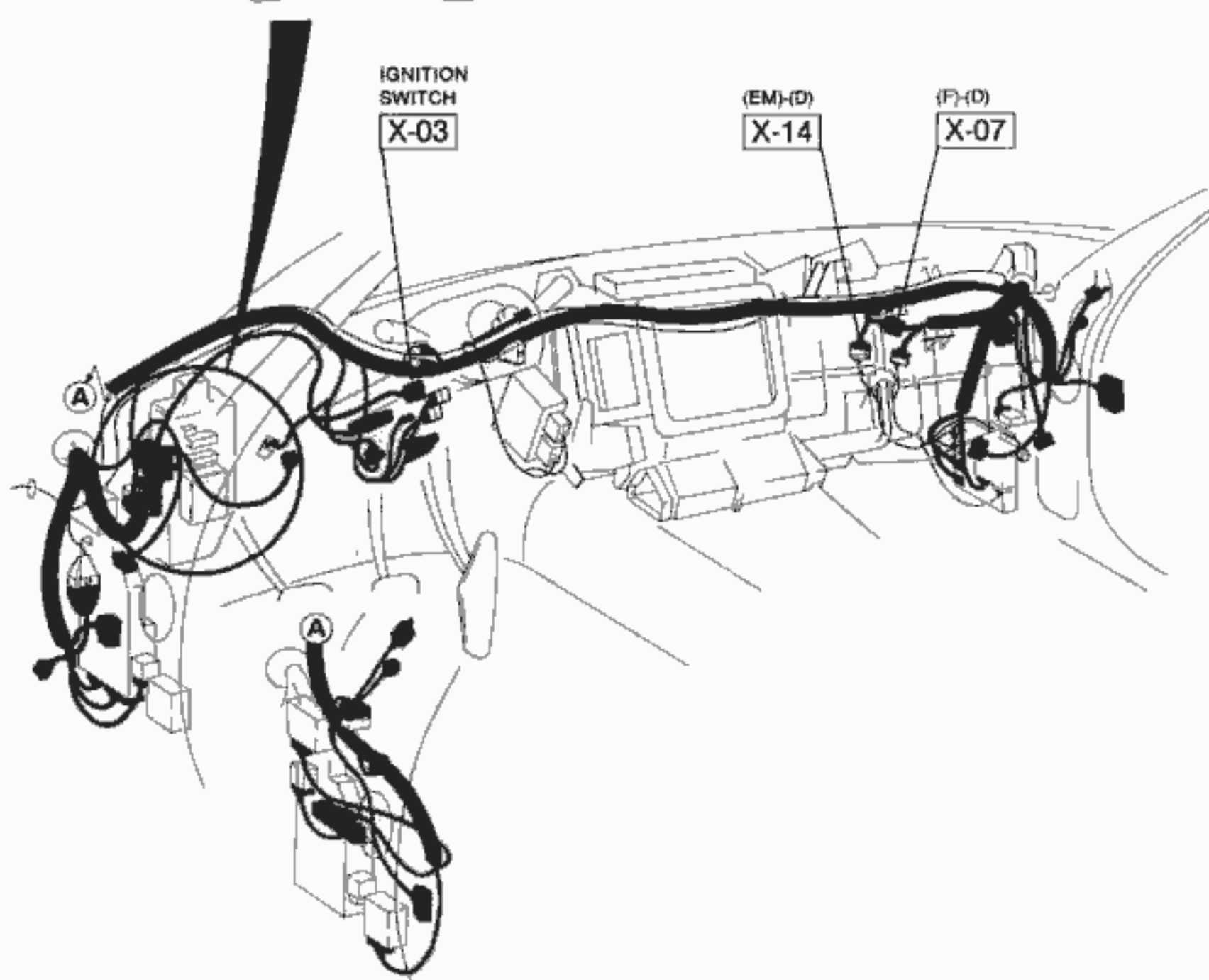
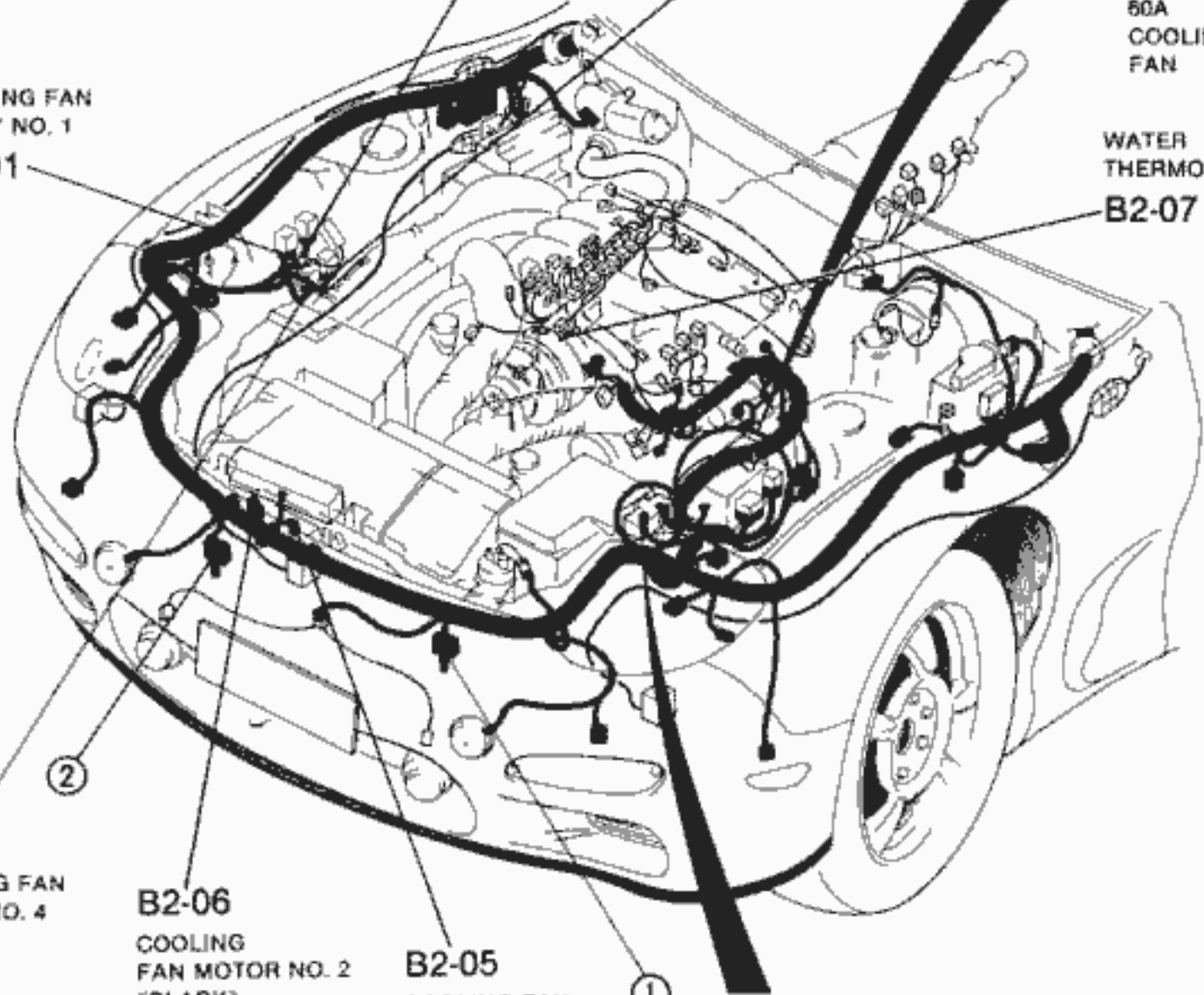
X-01 MAIN FUSE BLOCK



B2-06 COOLING FAN MOTOR NO. 2 (BLACK)

B2-05 COOLING FAN MOTOR NO. 1 (BLACK)

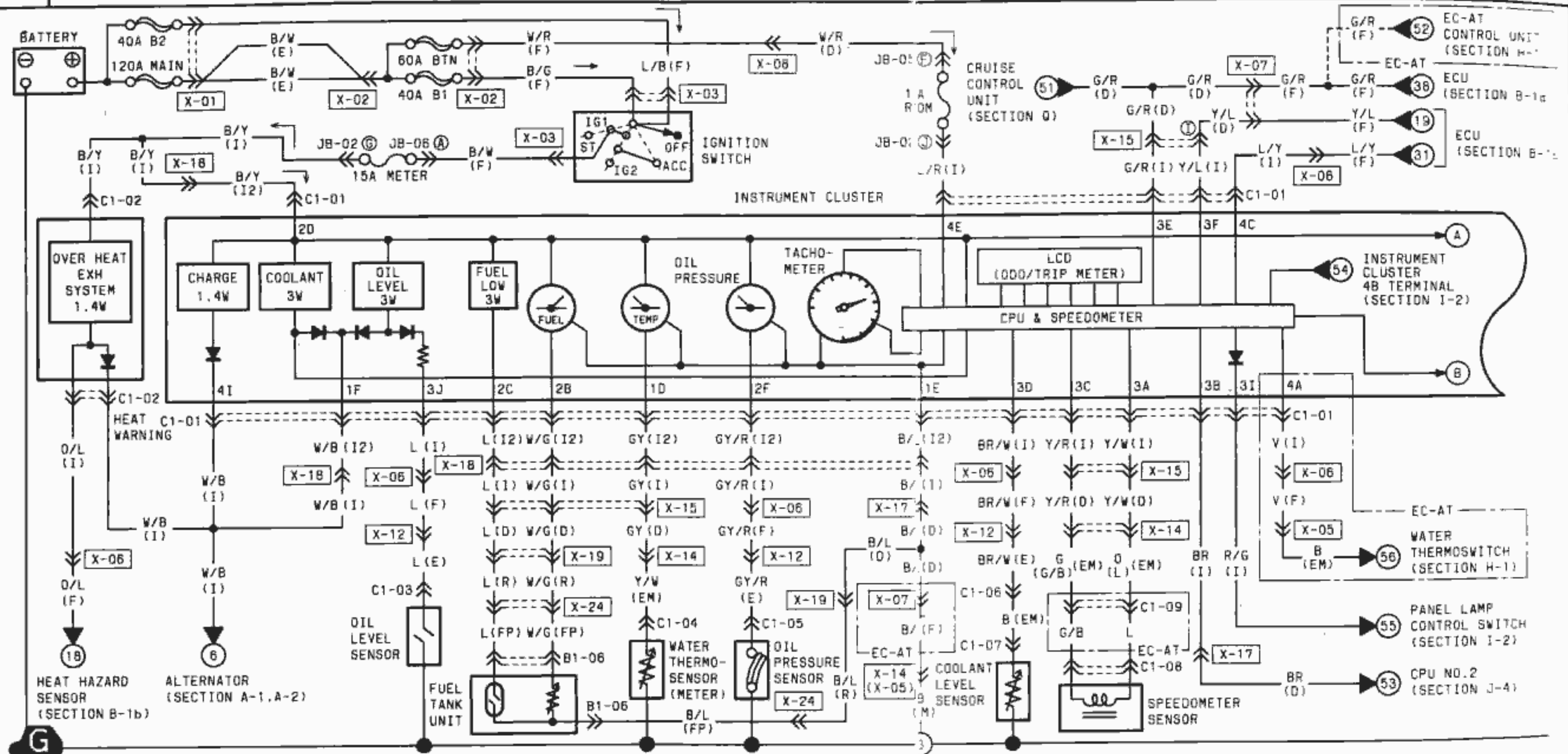
B2-04 COOLING FAN RELAY NO. 4



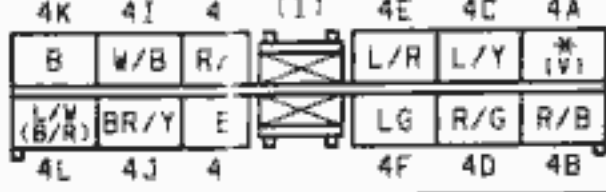
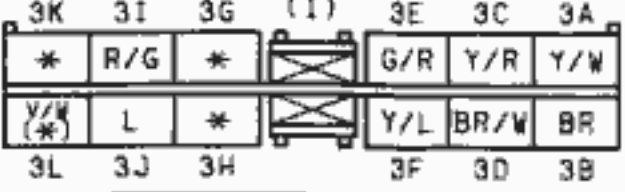
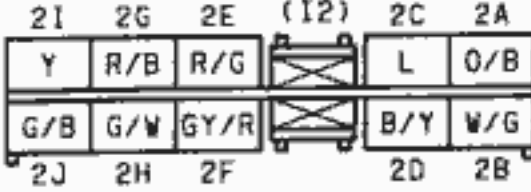
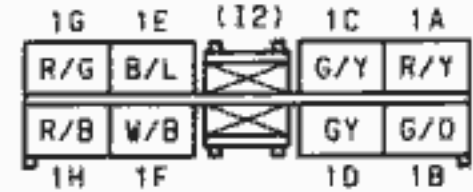
Z WIRING DIAGRAM

C-1a INSTRUMENT CLUSTER & WARNING LAMPS

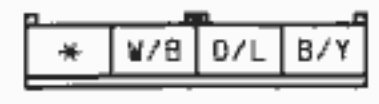
()...EC-AT



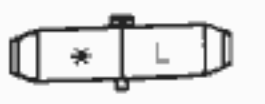
C1-01 INSTRUMENT CLUSTER



C1-02 HEAT WARNING (I)



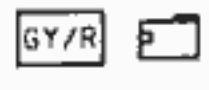
C1-03 OIL LEVEL SENSOR



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)



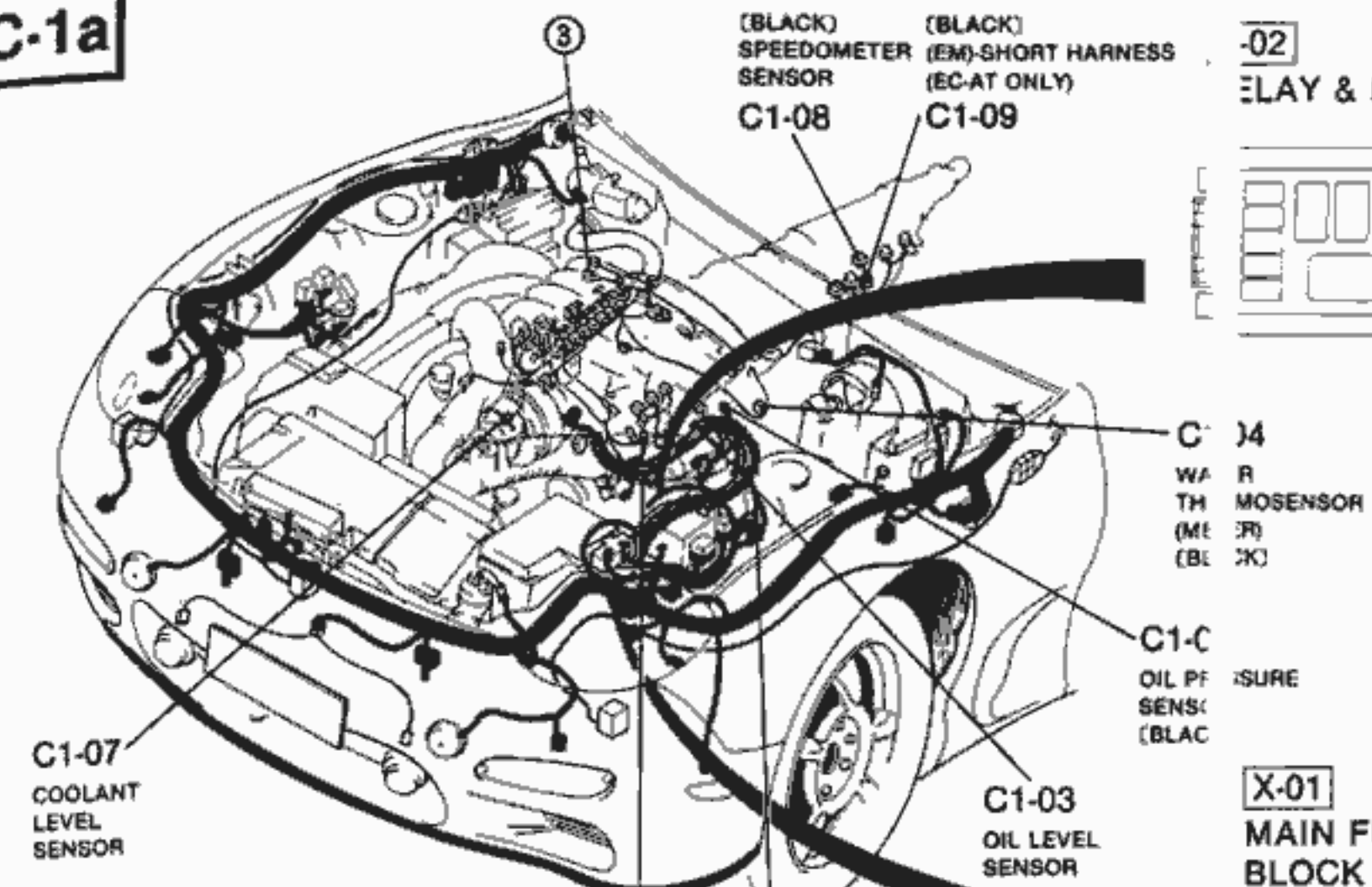
C1-09 CONNECTOR BETWEEN EMISSION (EM) & SHORT HARNESS (EC-AT ONLY)



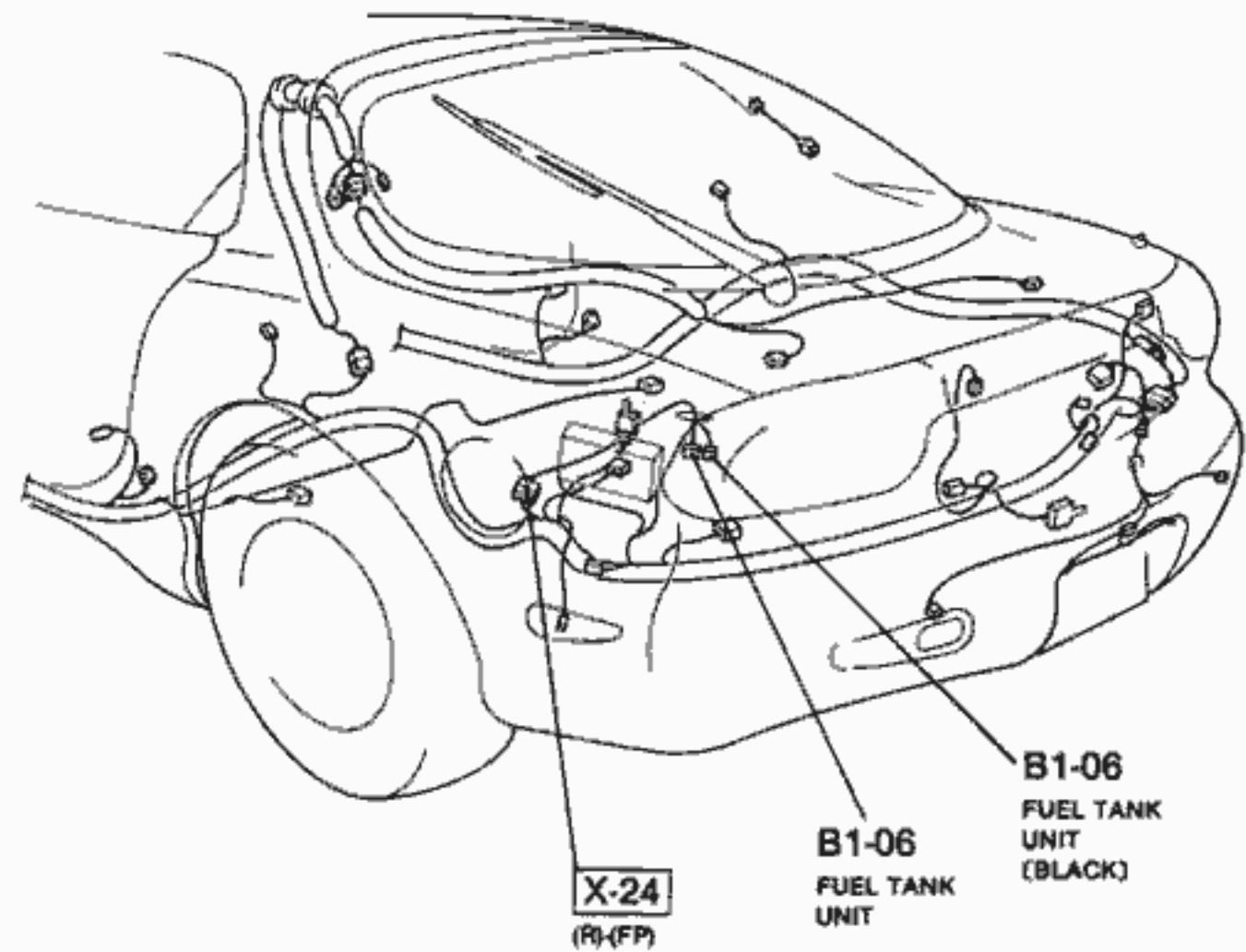
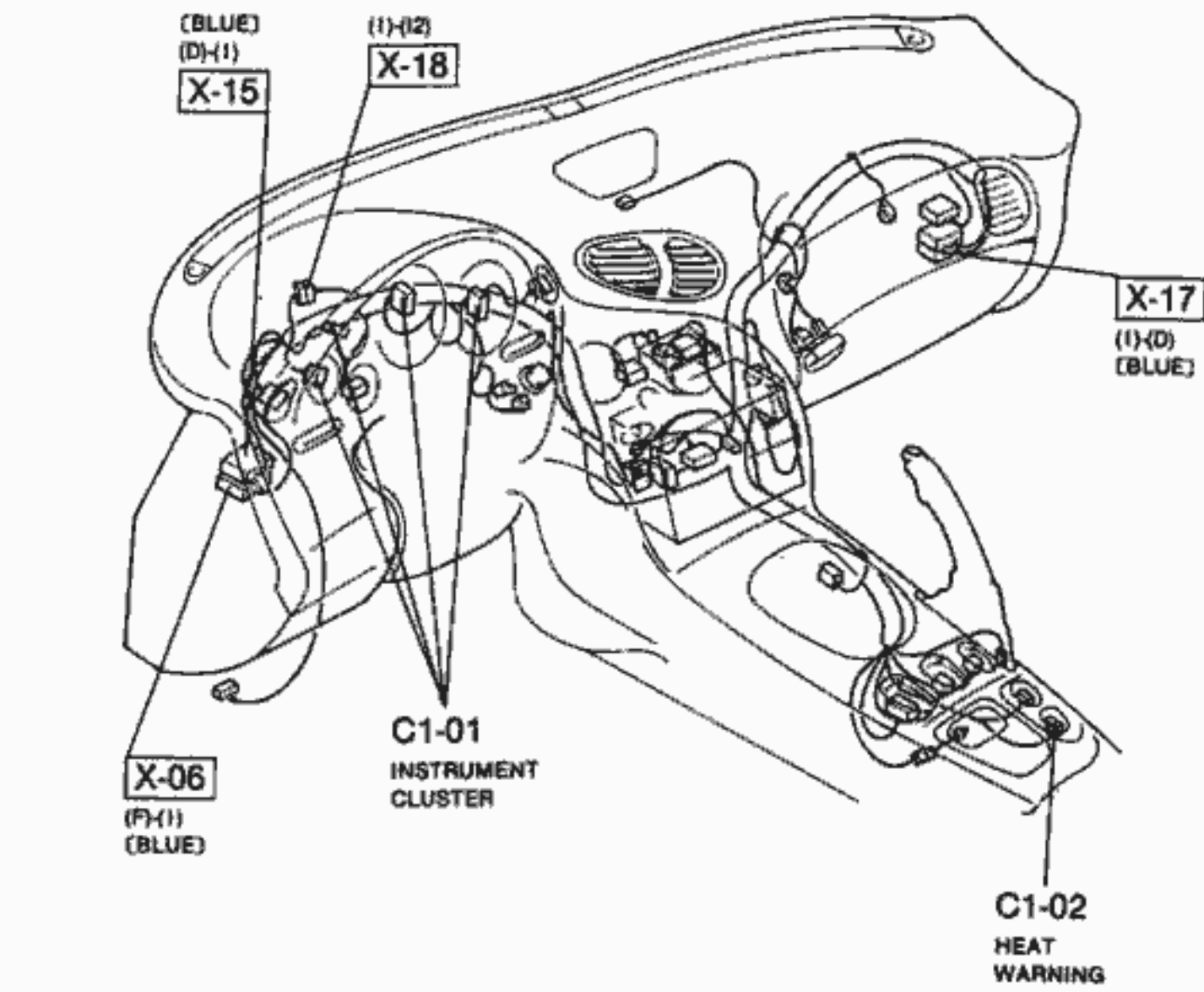
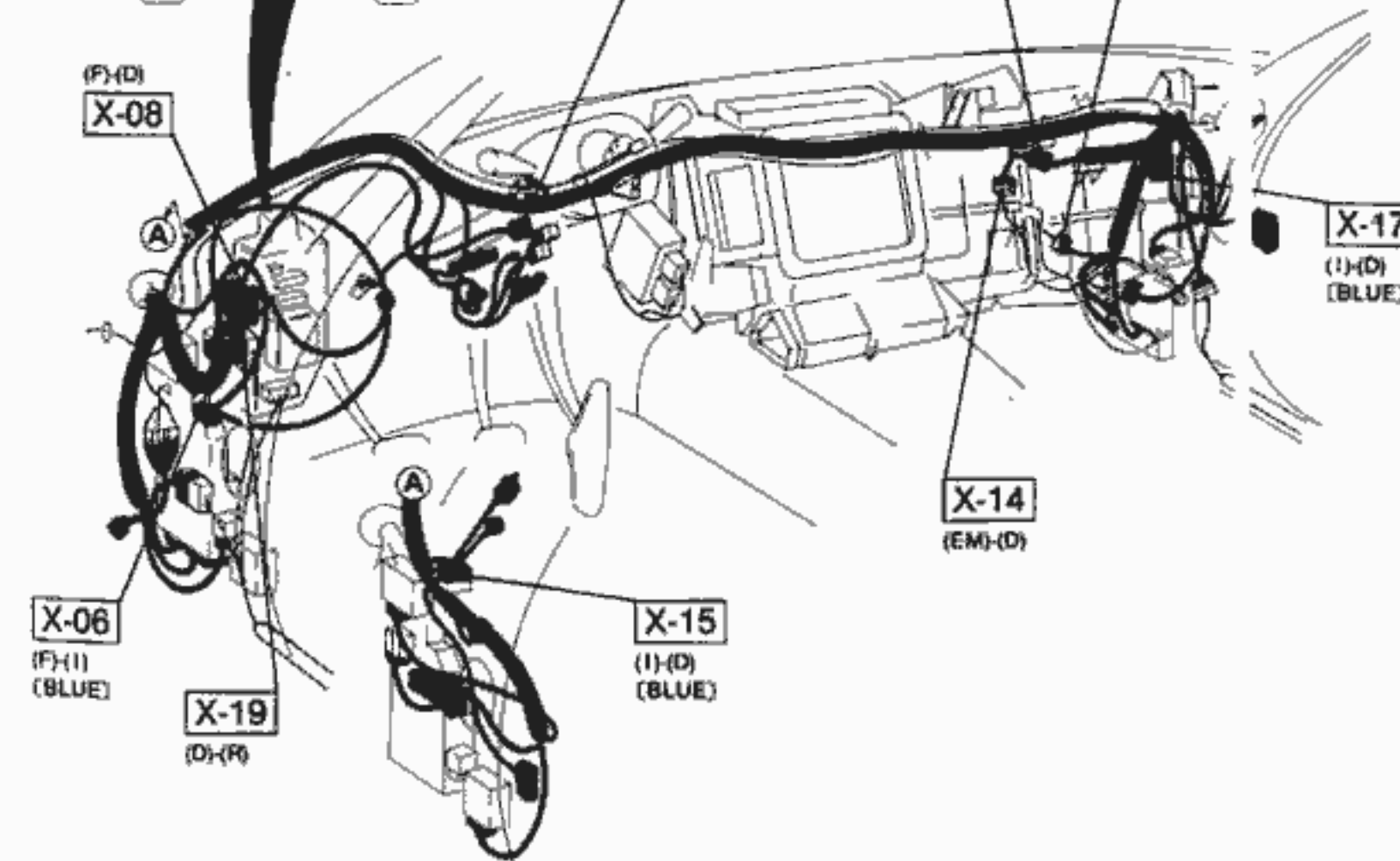
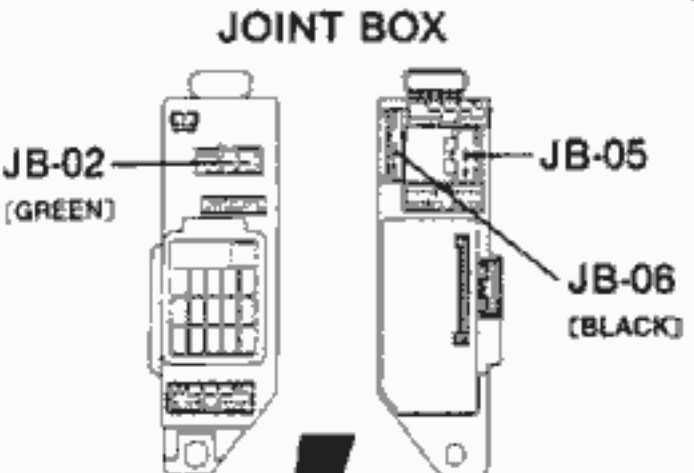
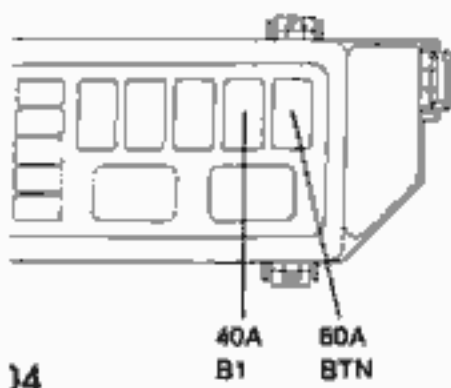
B1-06 FUEL TANK UNIT (FP)



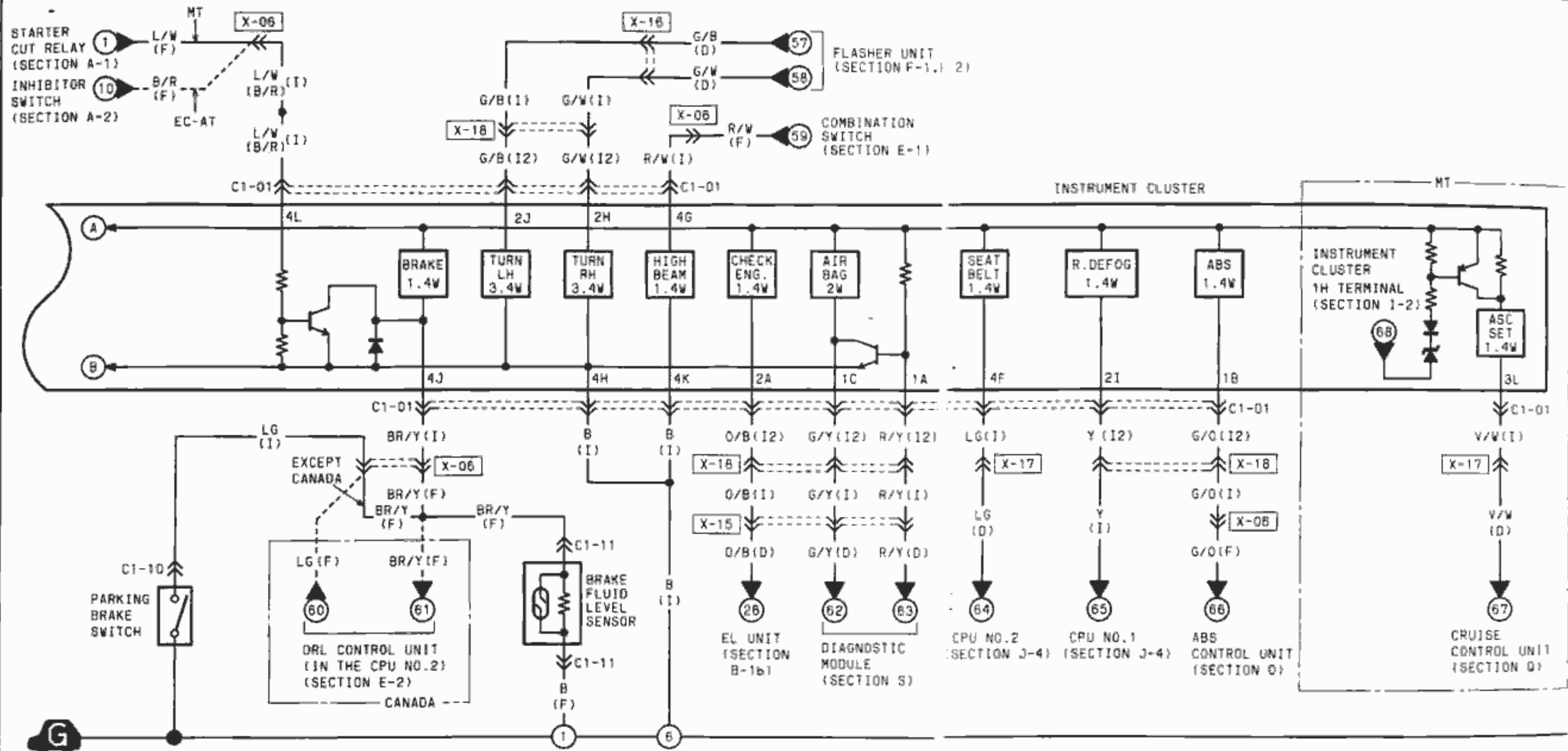
C-1a



-02 RELAY & FUSE BLOCK



C-1b INSTRUMENT CLUSTER & WARNING LAMPS



C1-01 INSTRUMENT CLUSTER

1G	1E	(12)	1C	1A
R/G	B/L		G/Y	R/Y
R/B	W/B		GY	G/O
1H	1F		10	1B

2I	2G	2E	(12)	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	(1)	3E	3C	3A
*	R/G	*		G/R	Y/R	Y/W
Y/V	L	*		Y/L	BR/W	BR
3L	3J	3H		3F	3D	3B

4K	4I	(1)	4E	4C	4A
B	W/B	R		L/R	L/Y
L/V	BR/Y			LG	R/G
4L	4J		4F	4D	4B

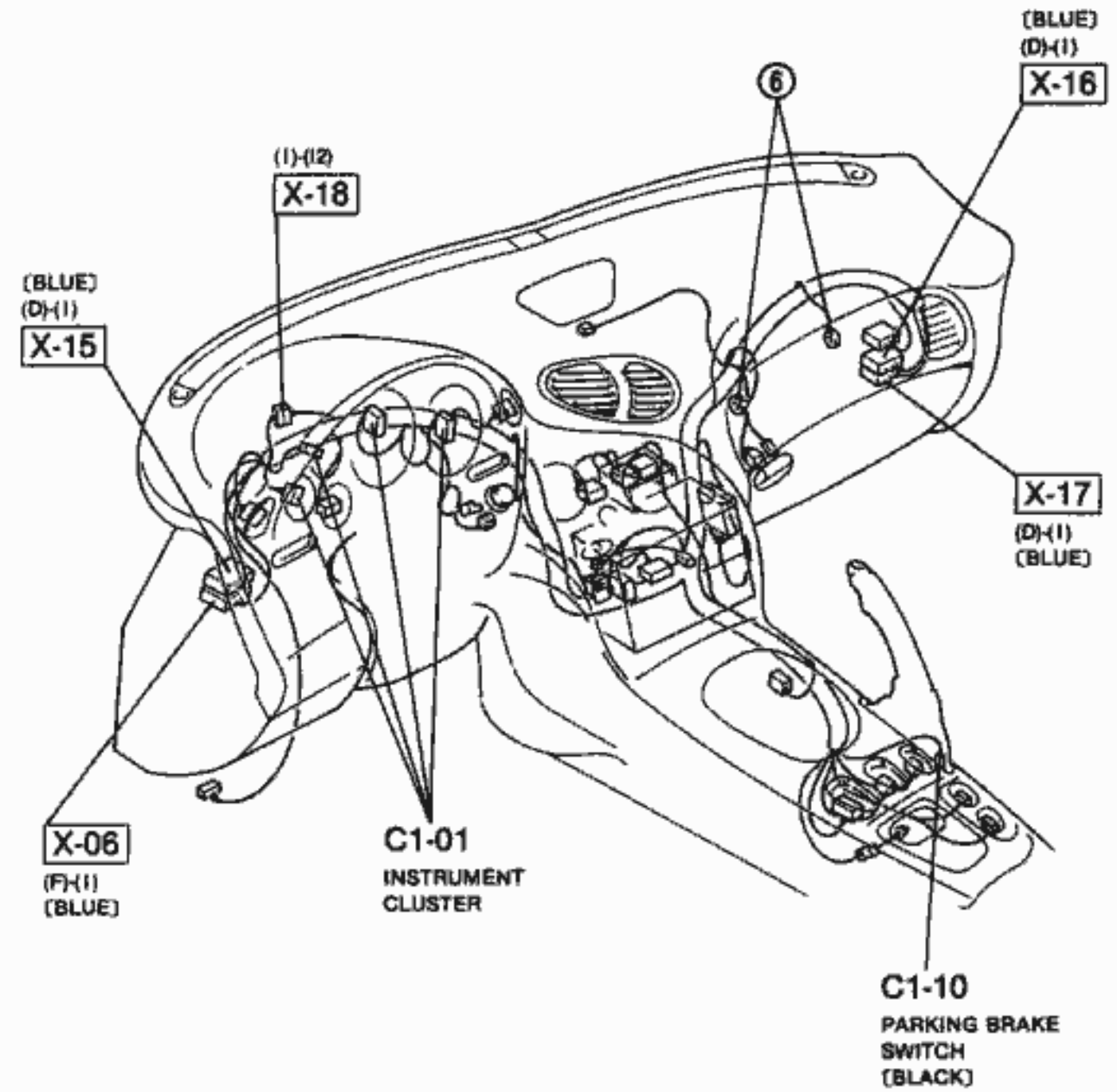
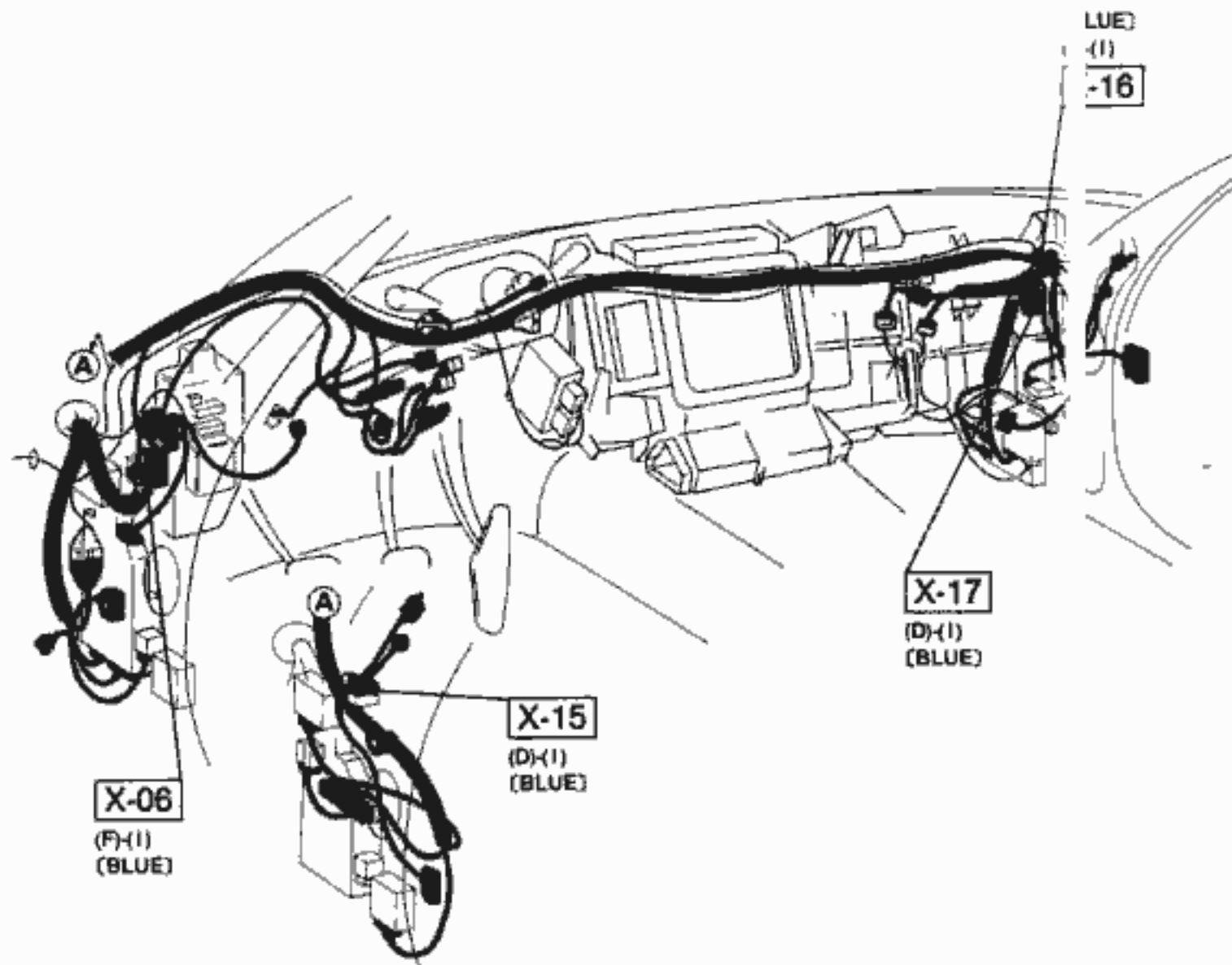
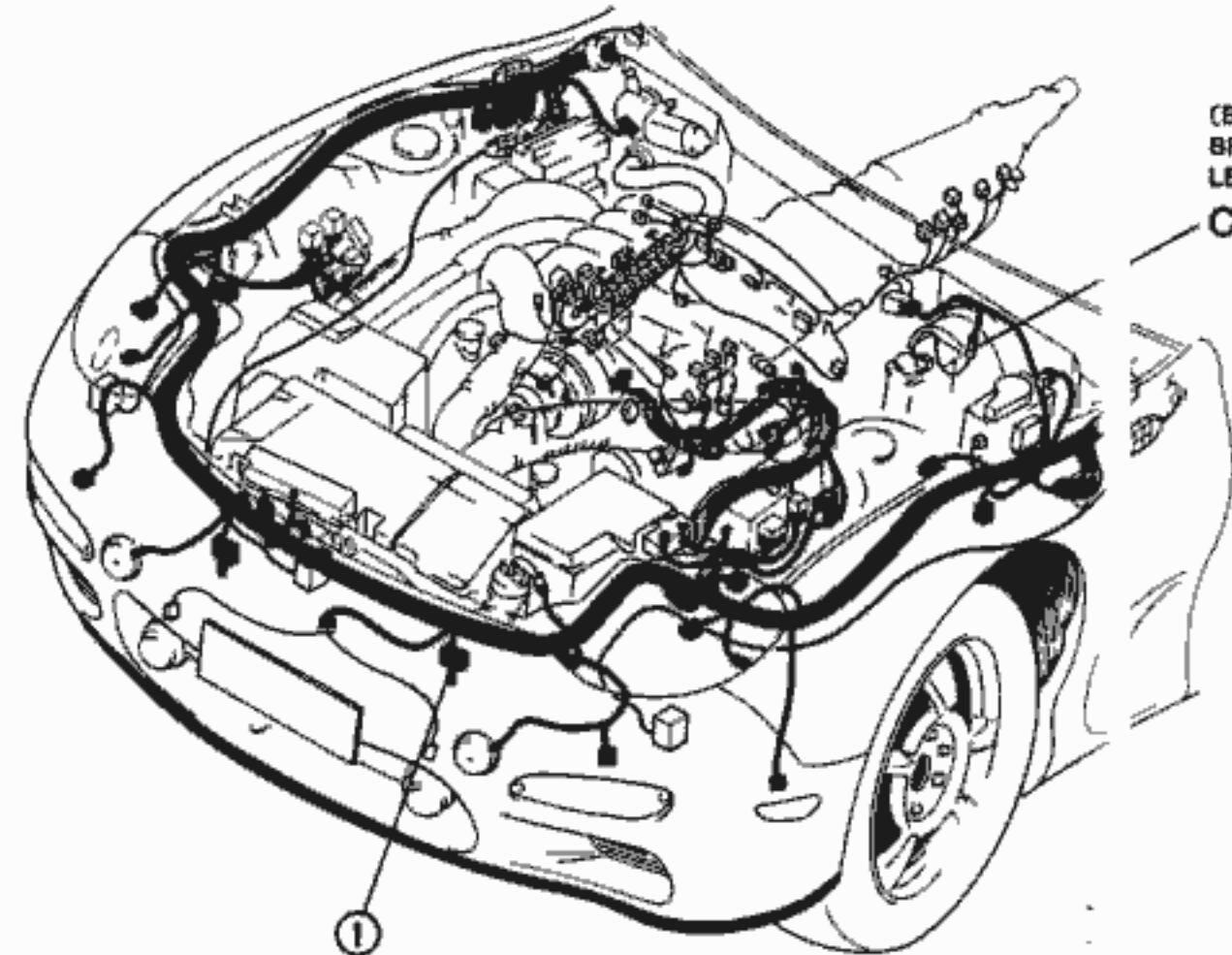
C1-10 PARKING BRAKE SWITCH (I)



C1-11 BRAKE FLUID LEVEL SENSOR IF

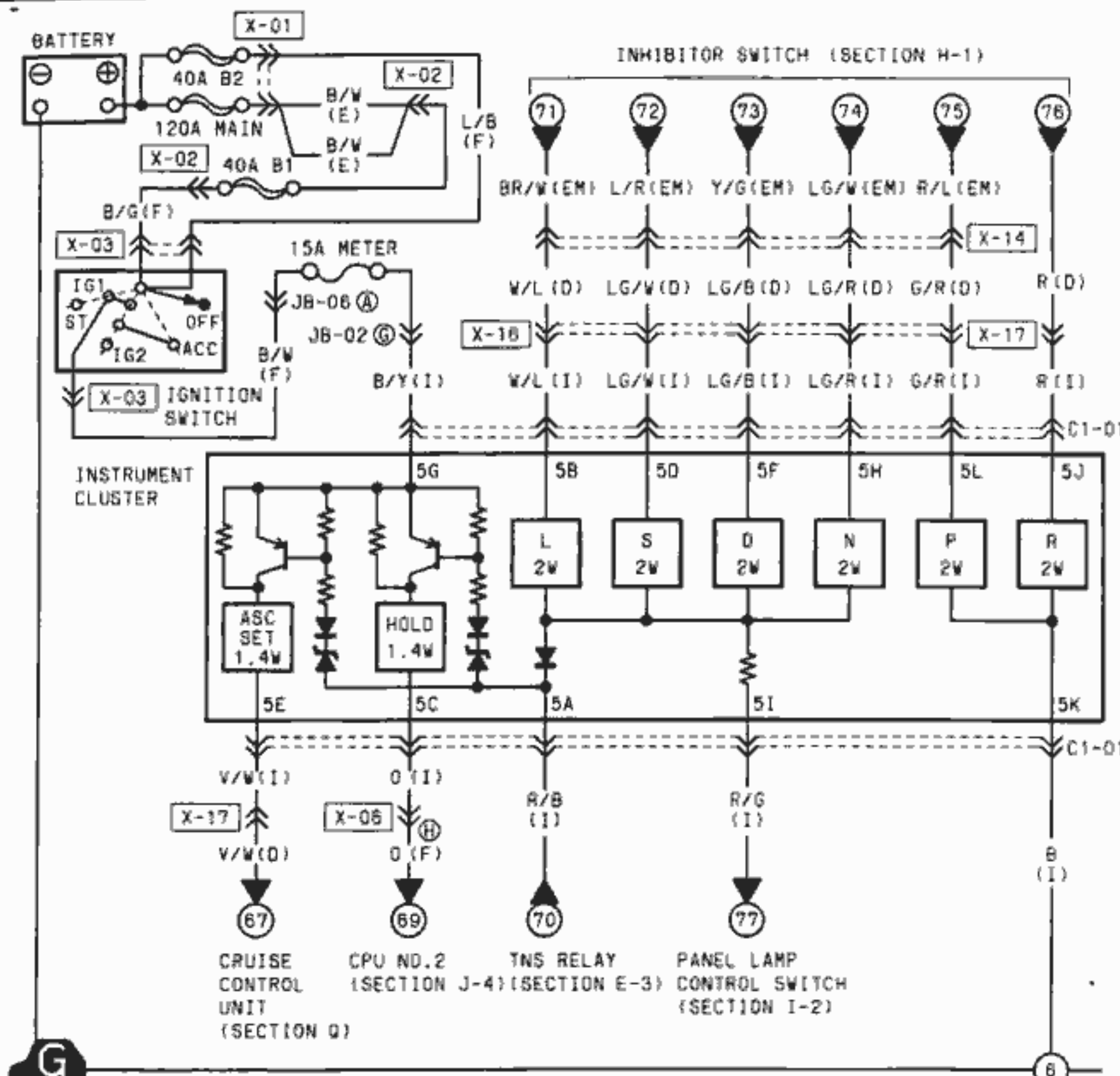


C-1b



Z WIRING DIAGRAM

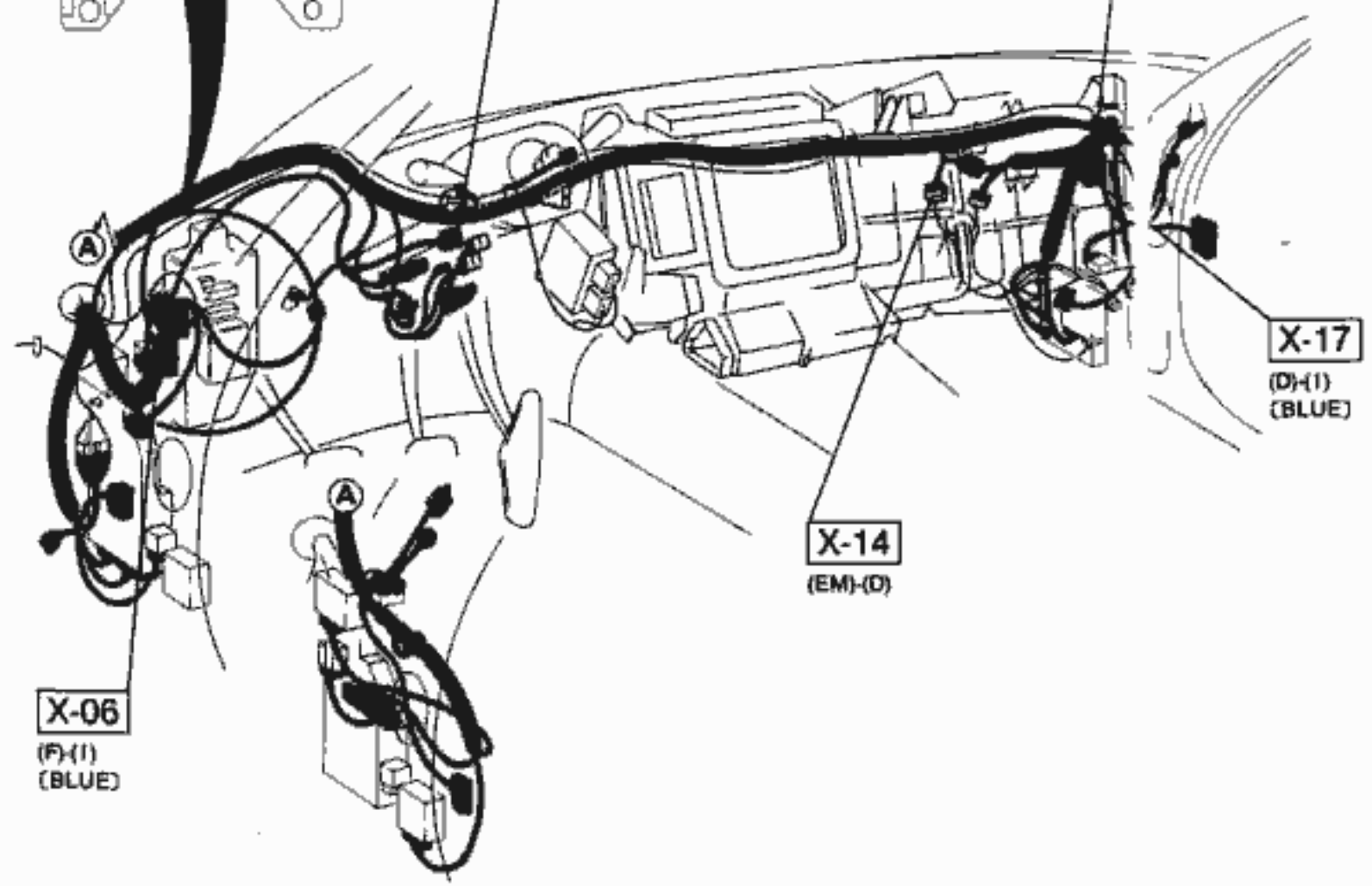
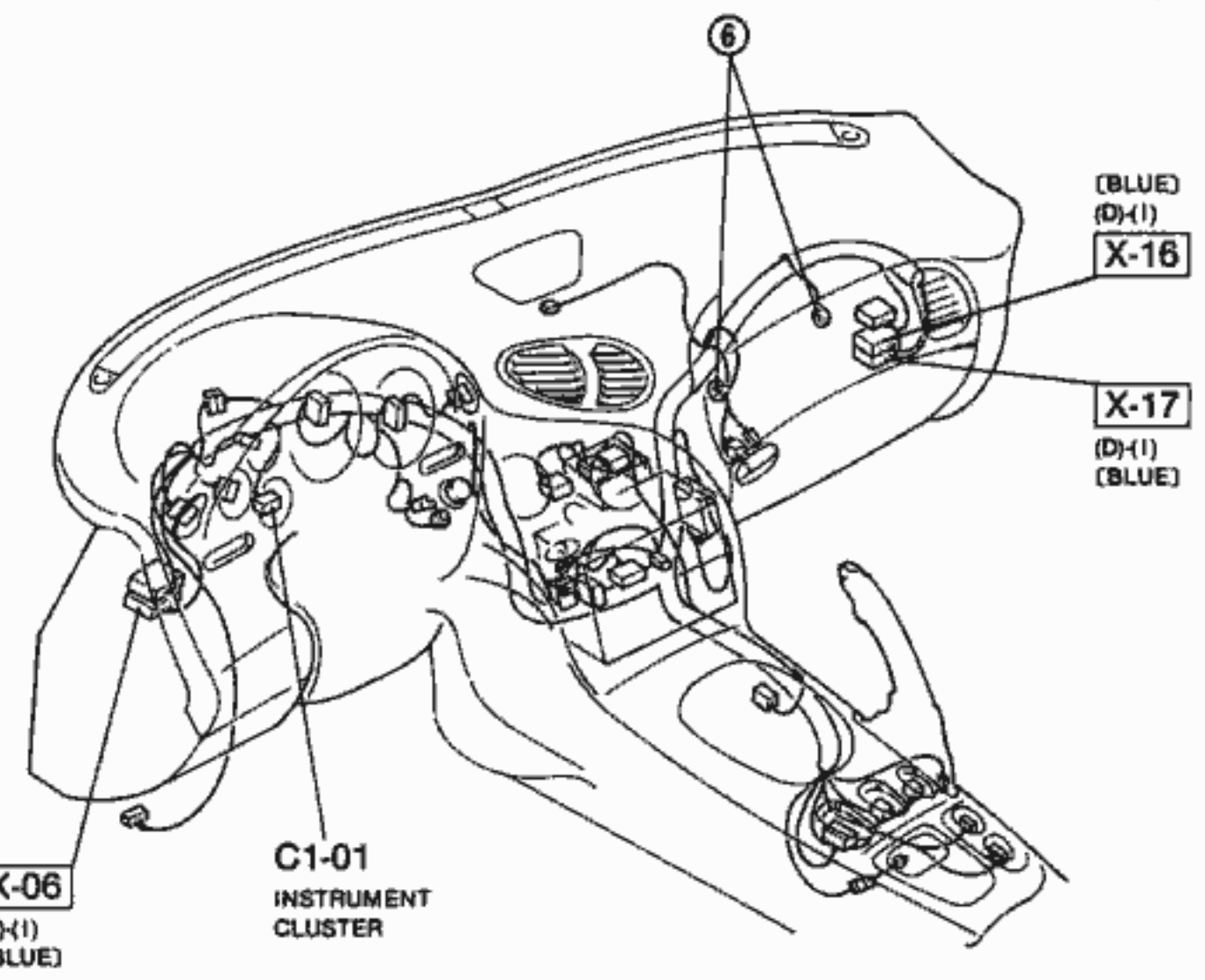
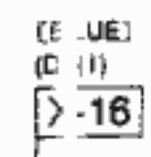
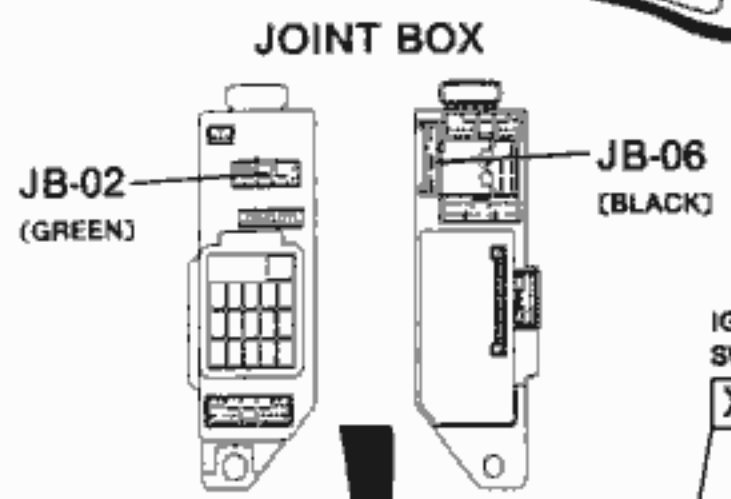
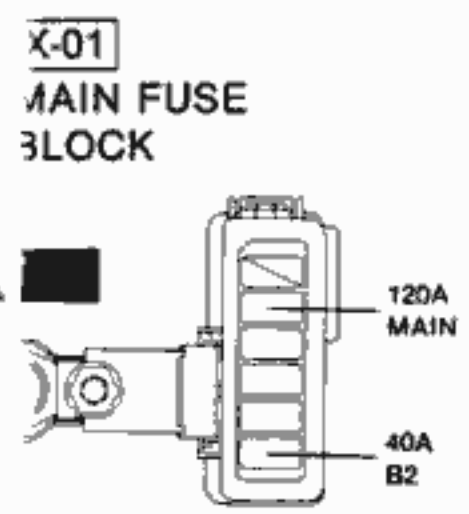
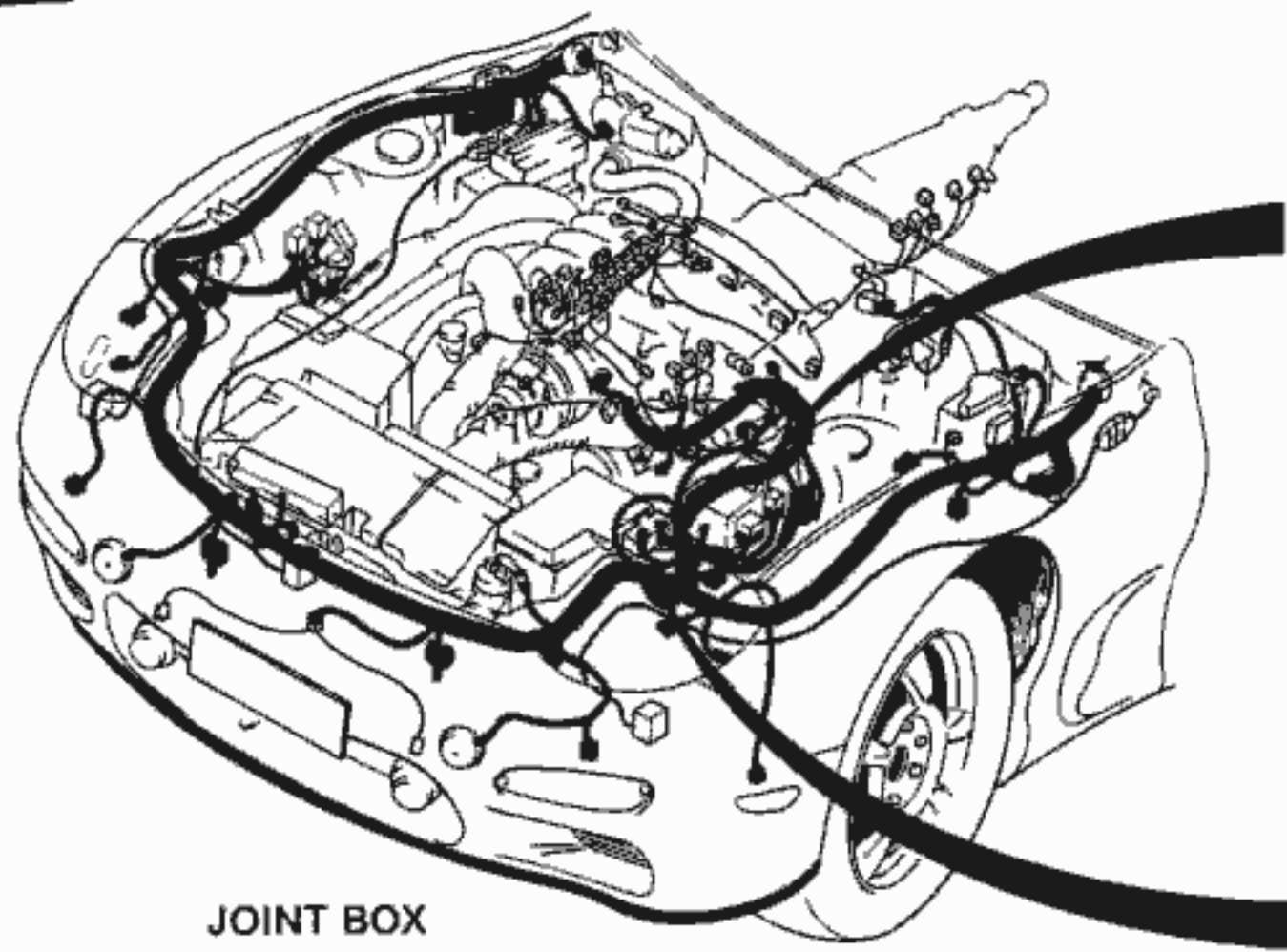
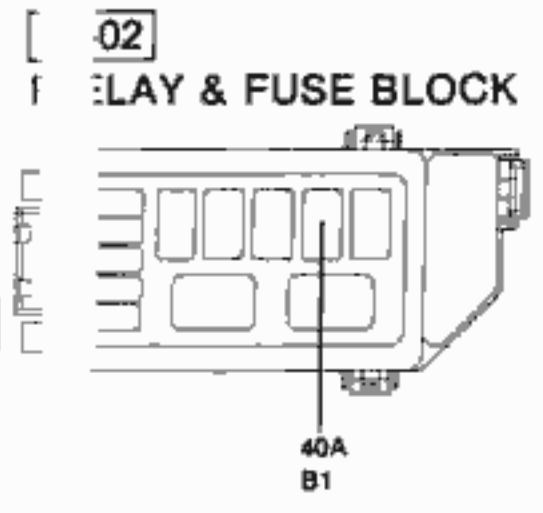
C-2 EC-AT ■ INSTRUMENT CLUSTER & WARNING LAMPS ■ SELECTOR INDICATOR LAMPS



C1-01 INSTRUMENT CLUSTER (I)

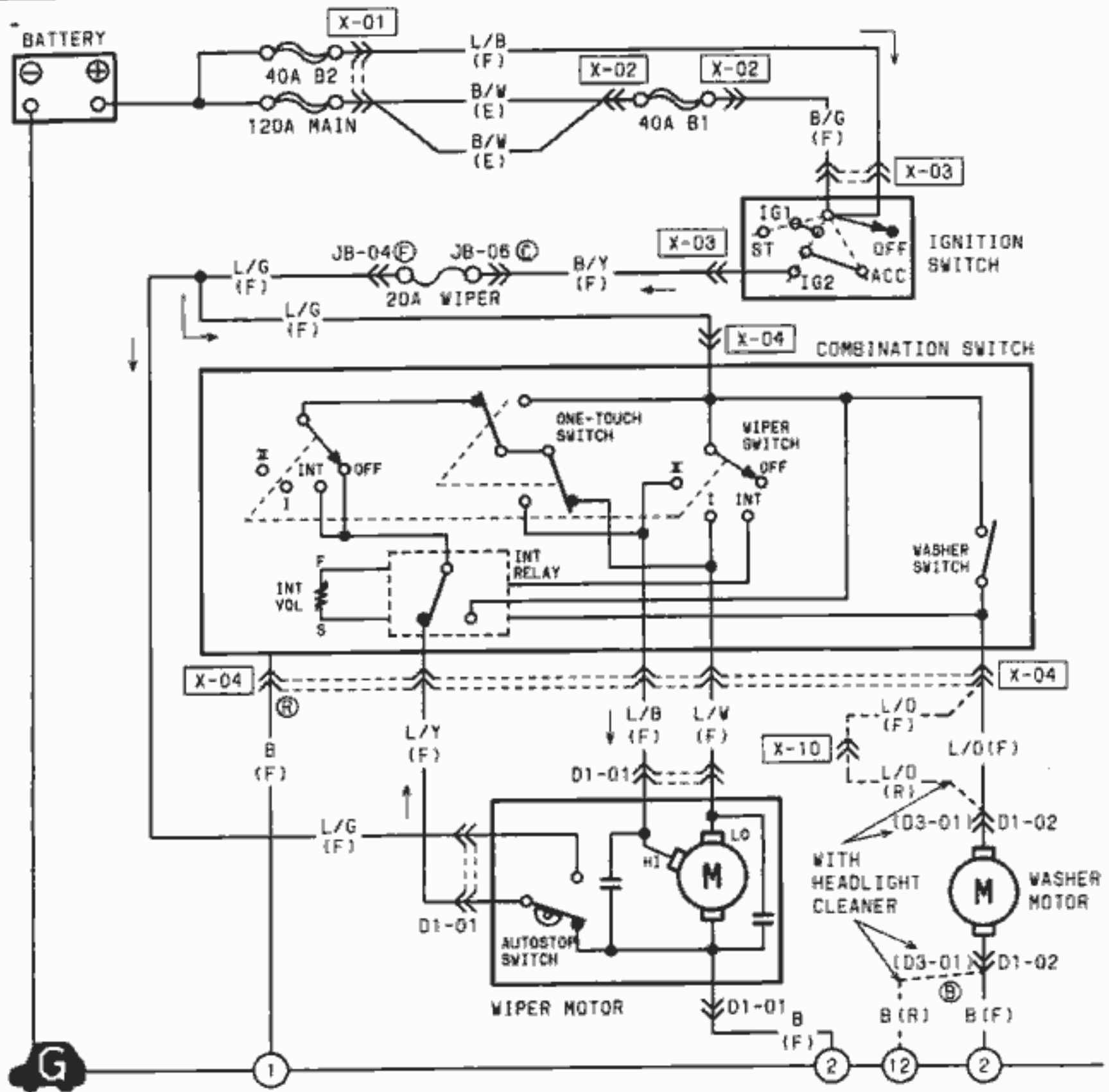
5K	5I	5G	5E	5C	5A
B	R/G	B/Y	V/W	O	R/B
G/R	R	LG/R	LG/B	LG/W	W/L
5L	5J	5H	5F	5D	5B

C-2

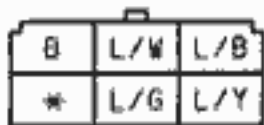


Z WIRING DIAGRAM

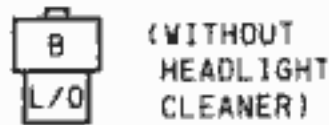
D-1 ■ WINDSHIELD WIPER & WASHER



D1-01 WIPER MOTOR (F)



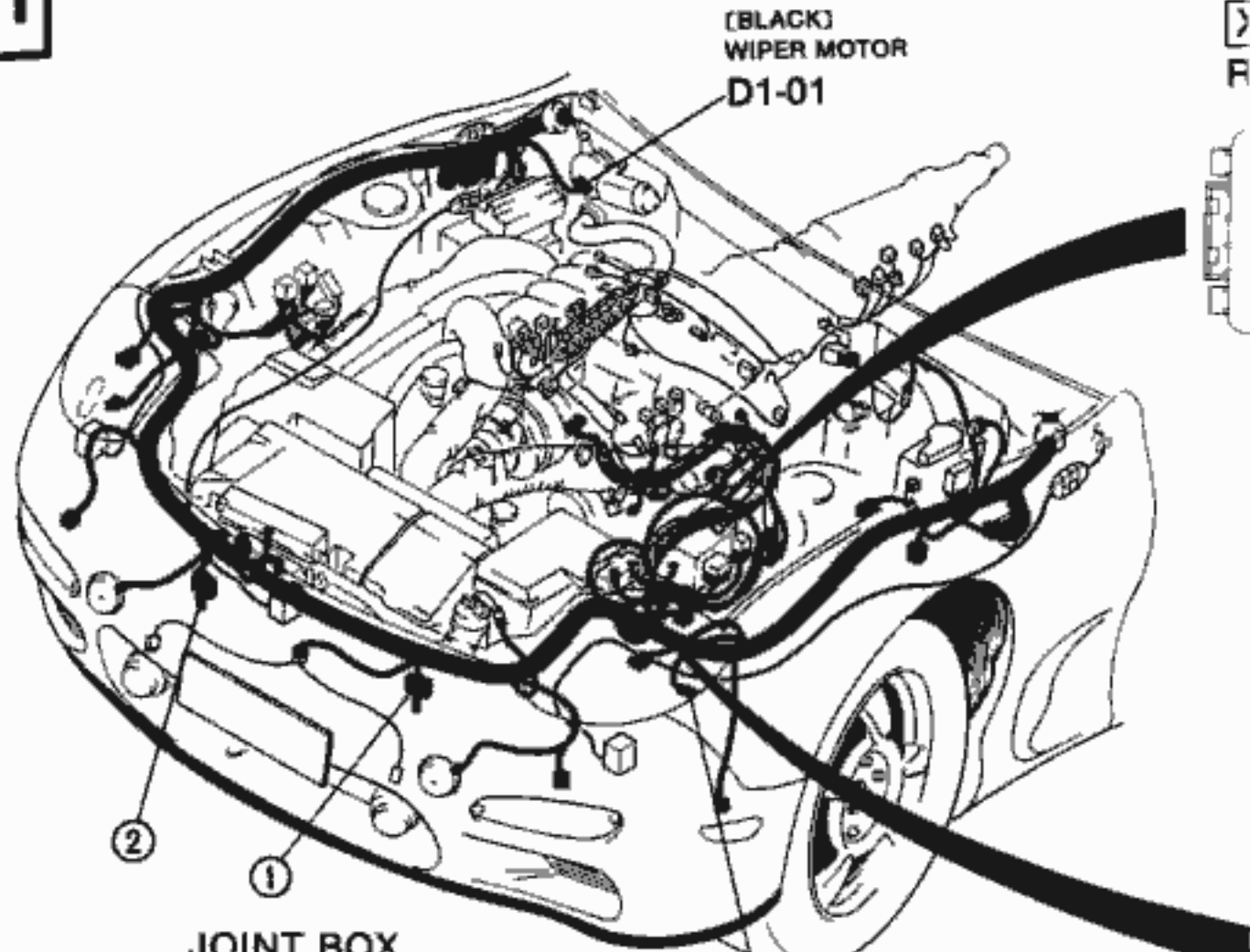
D1-02 WASHER MOTOR (F)



D3-01 WASHER MOTOR (R)

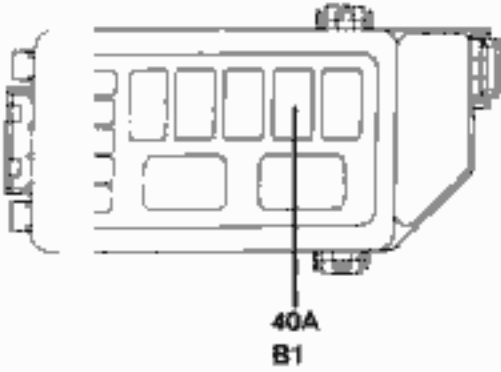


D-1

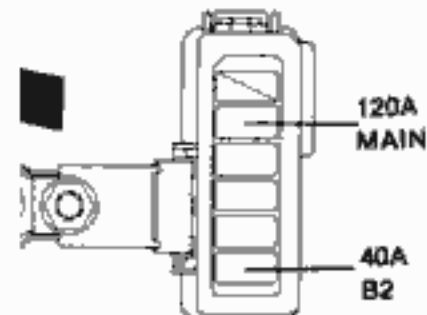


(BLACK)
WIPER MOTOR
D1-01

12
R
LAY & FUSE BLOCK

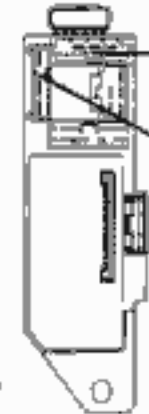


12-01
MAIN FUSE
BLOCK



2
1

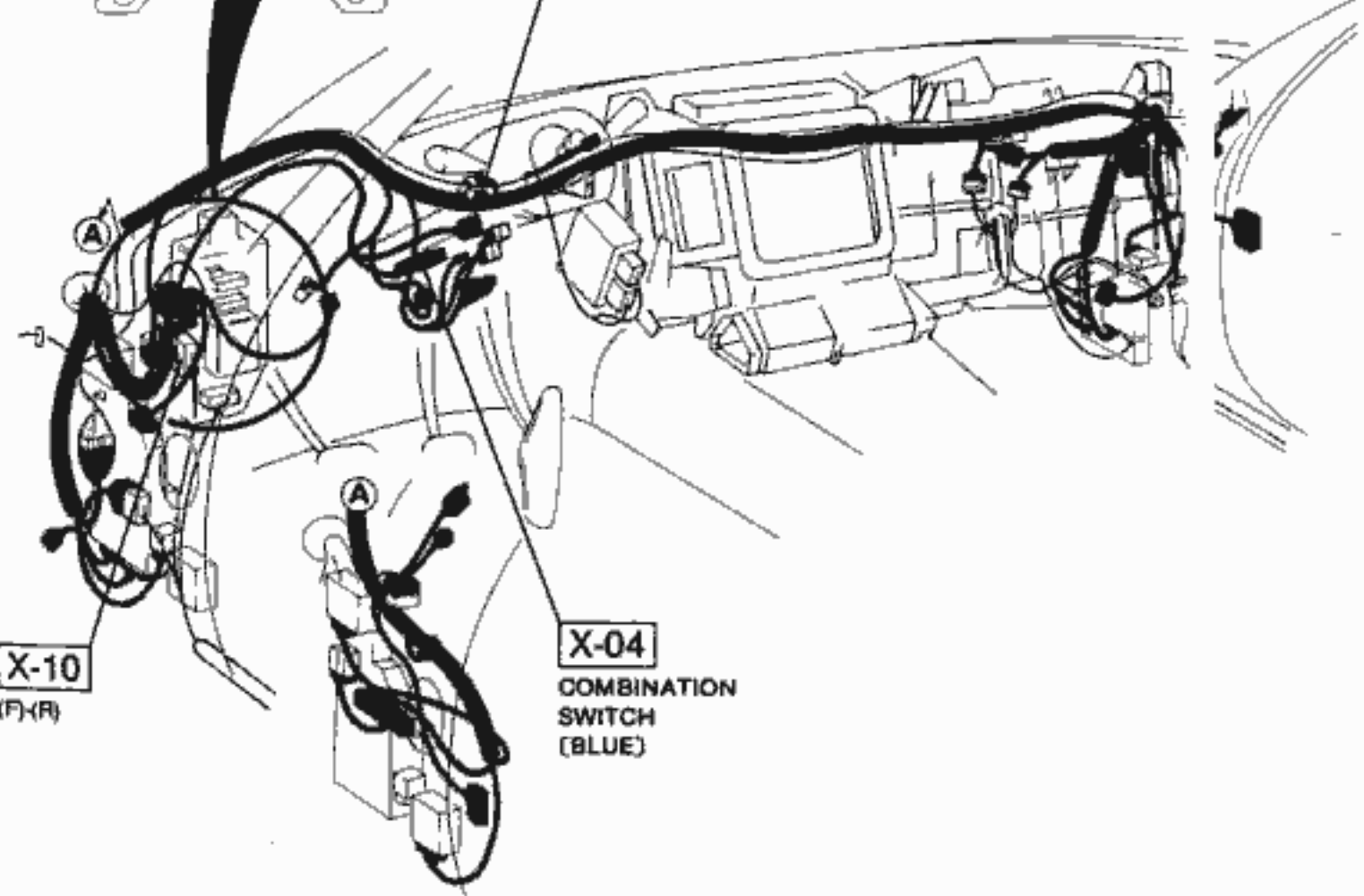
JOINT BOX



JB-04
(GREEN)
JB-06
(BLACK)

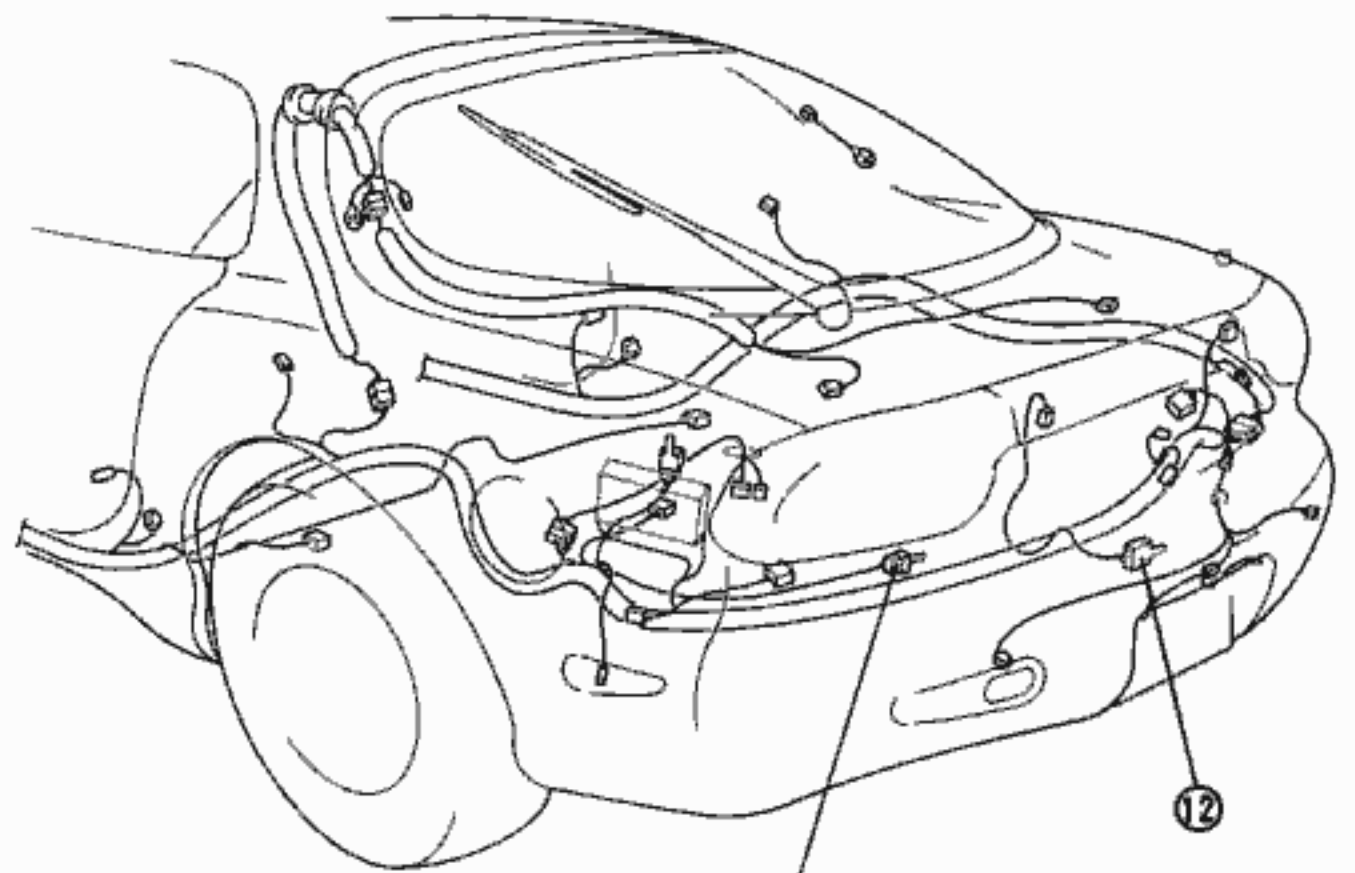
D1-02
WASHER
MOTOR
(WITHOUT
HEADLIGHT
CLEANER)

IGNITION
SWITCH
X-03



X-10
(F/R)

X-04
COMBINATION
SWITCH
(BLUE)

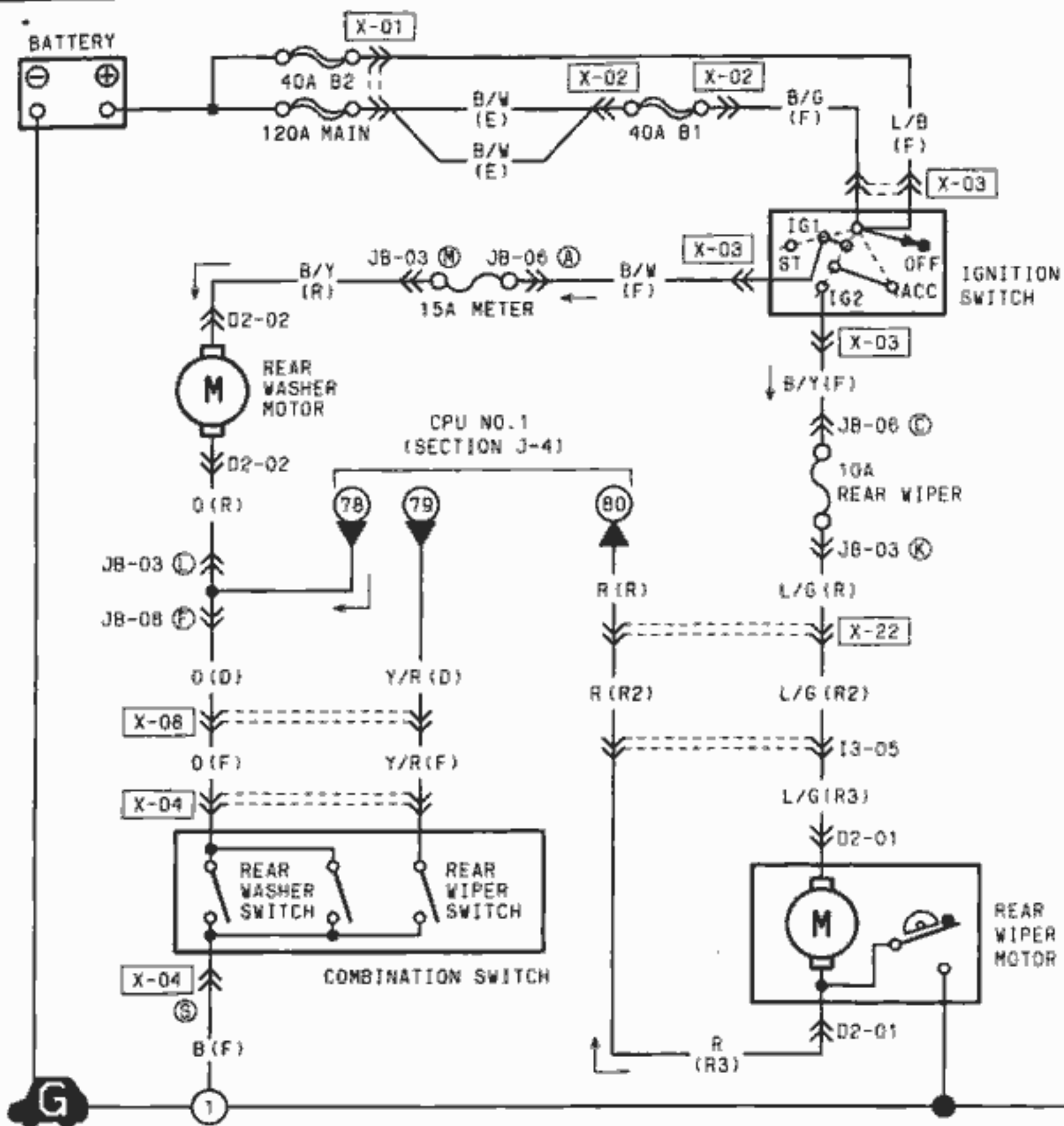


D3-01
WASHER
MOTOR
(WITH HEADLIGHT
CLEANER)

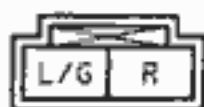
12

Z WIRING DIAGRAM

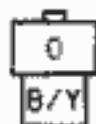
D-2 ■ REAR WIPER & WASHER



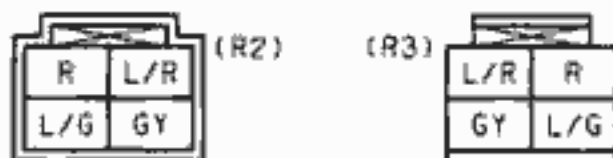
D2-01 REAR WIPER MOTOR (R3)



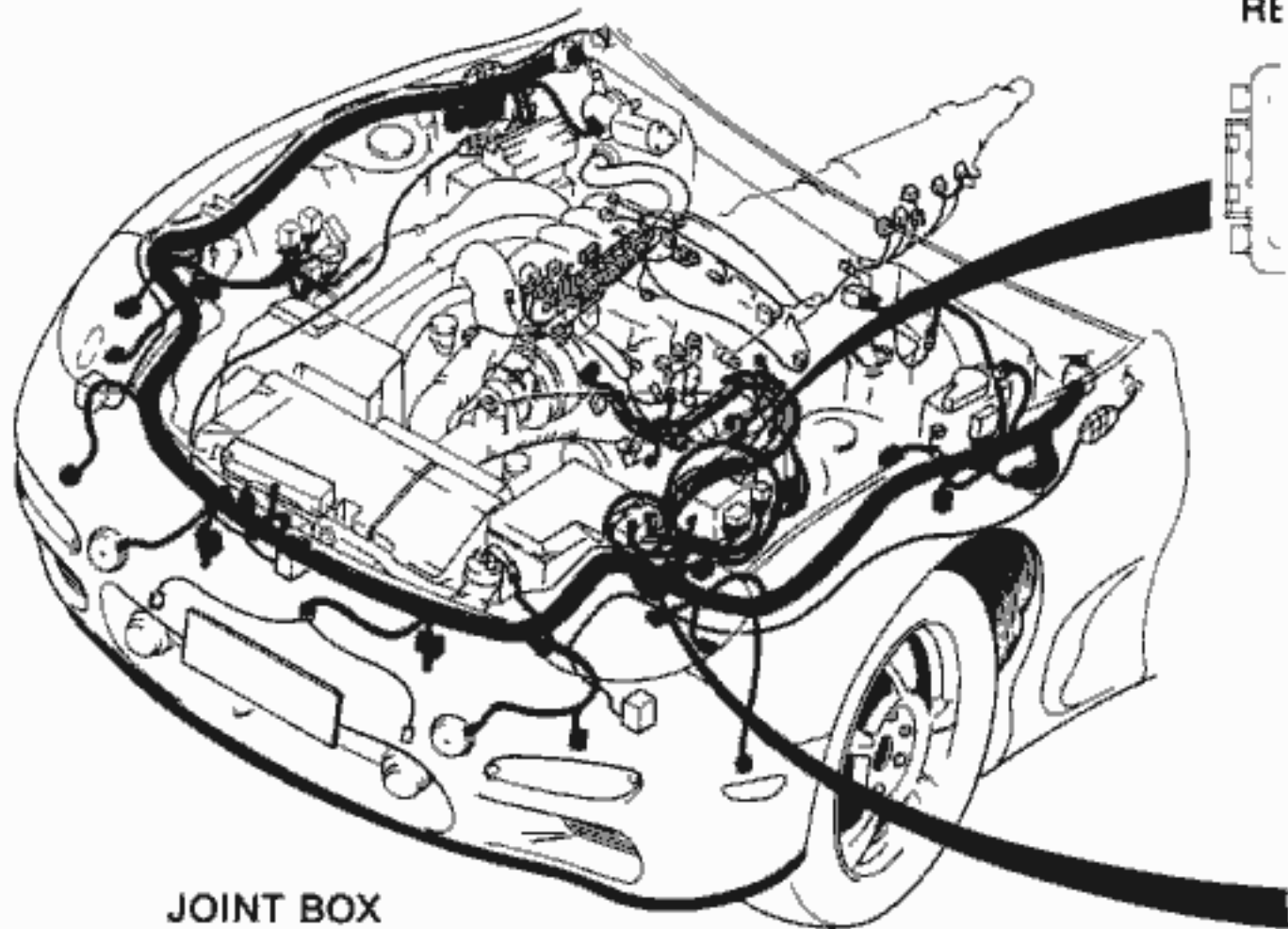
D2-02 REAR WASHER MOTOR (R)



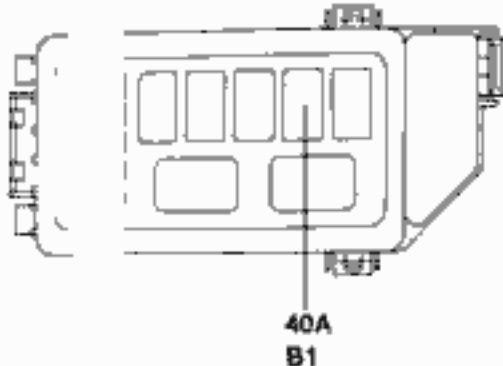
I3-05 CONNECTOR BETWEEN REAR NO.2 (R2) & REAR NO.3 (R3)



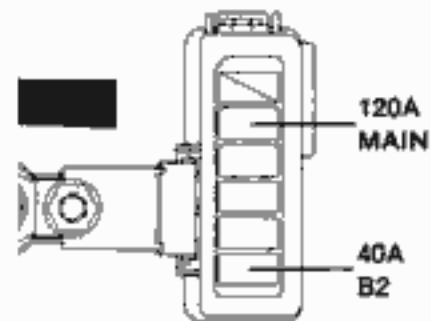
D-2



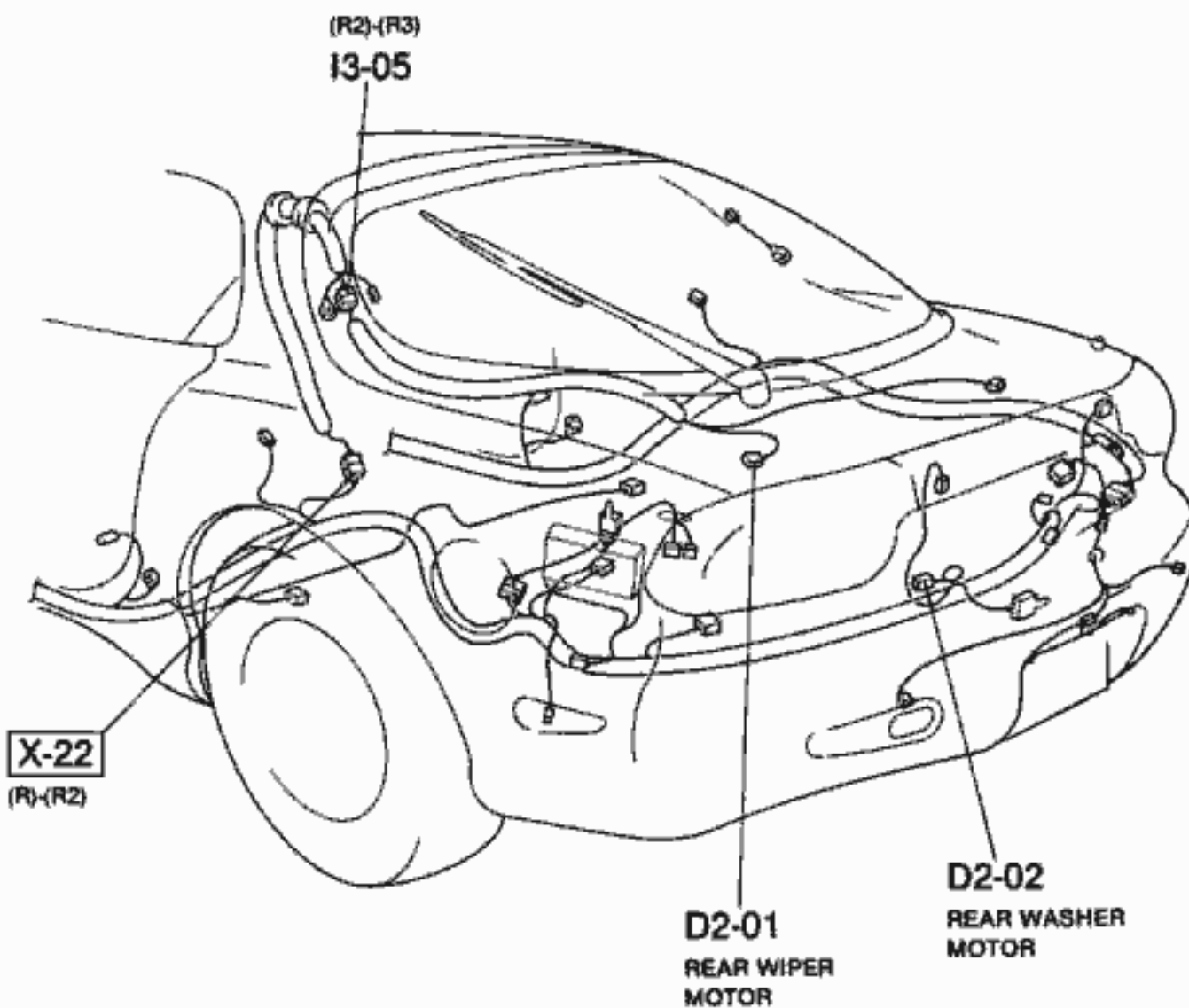
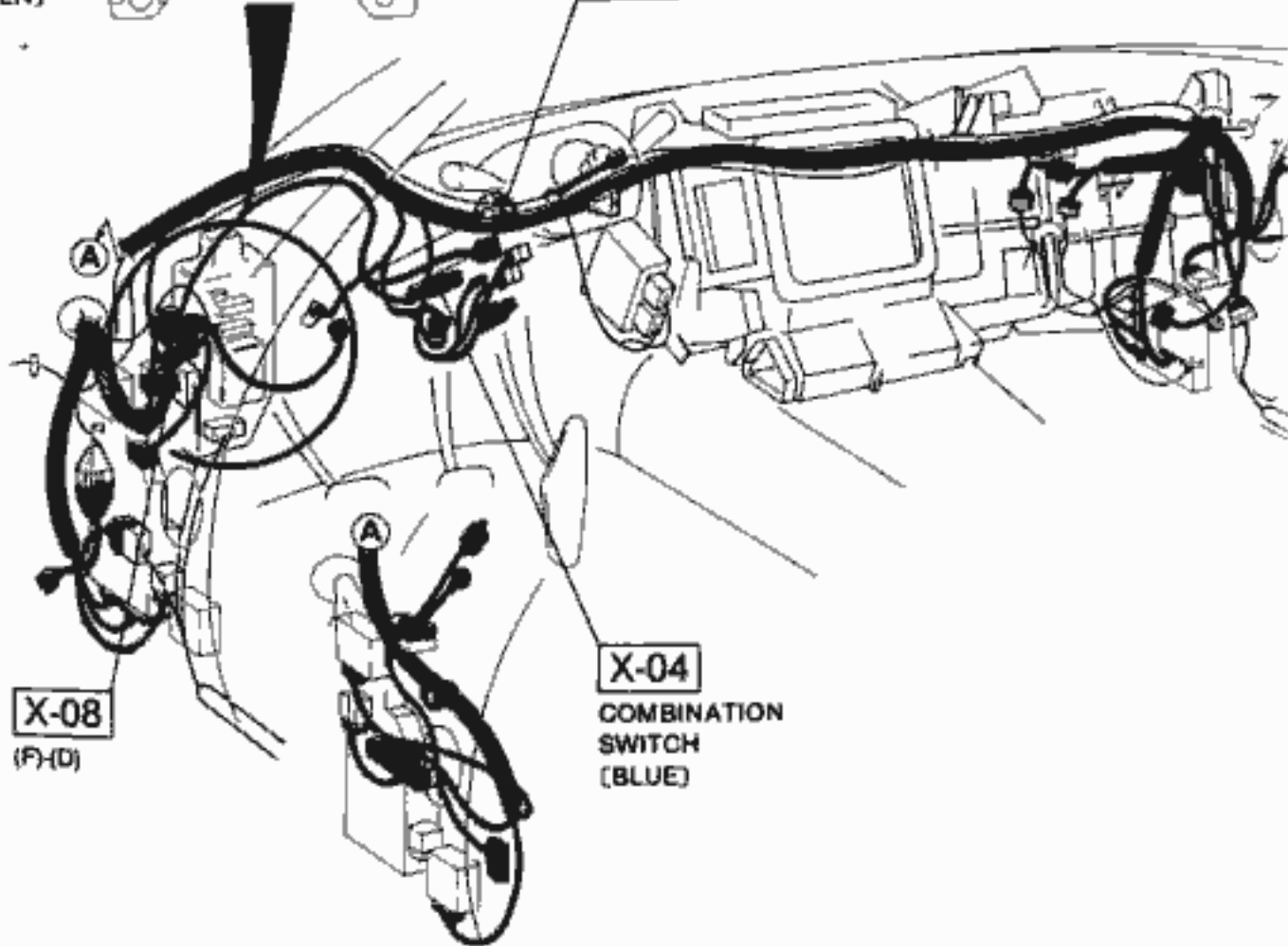
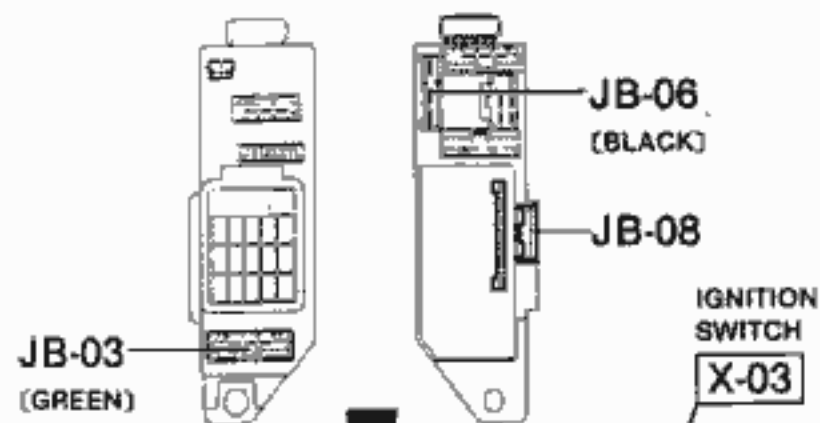
X-1 REAR WIPER & FUSE BLOCK



(-01) MAIN FUSE LOCK

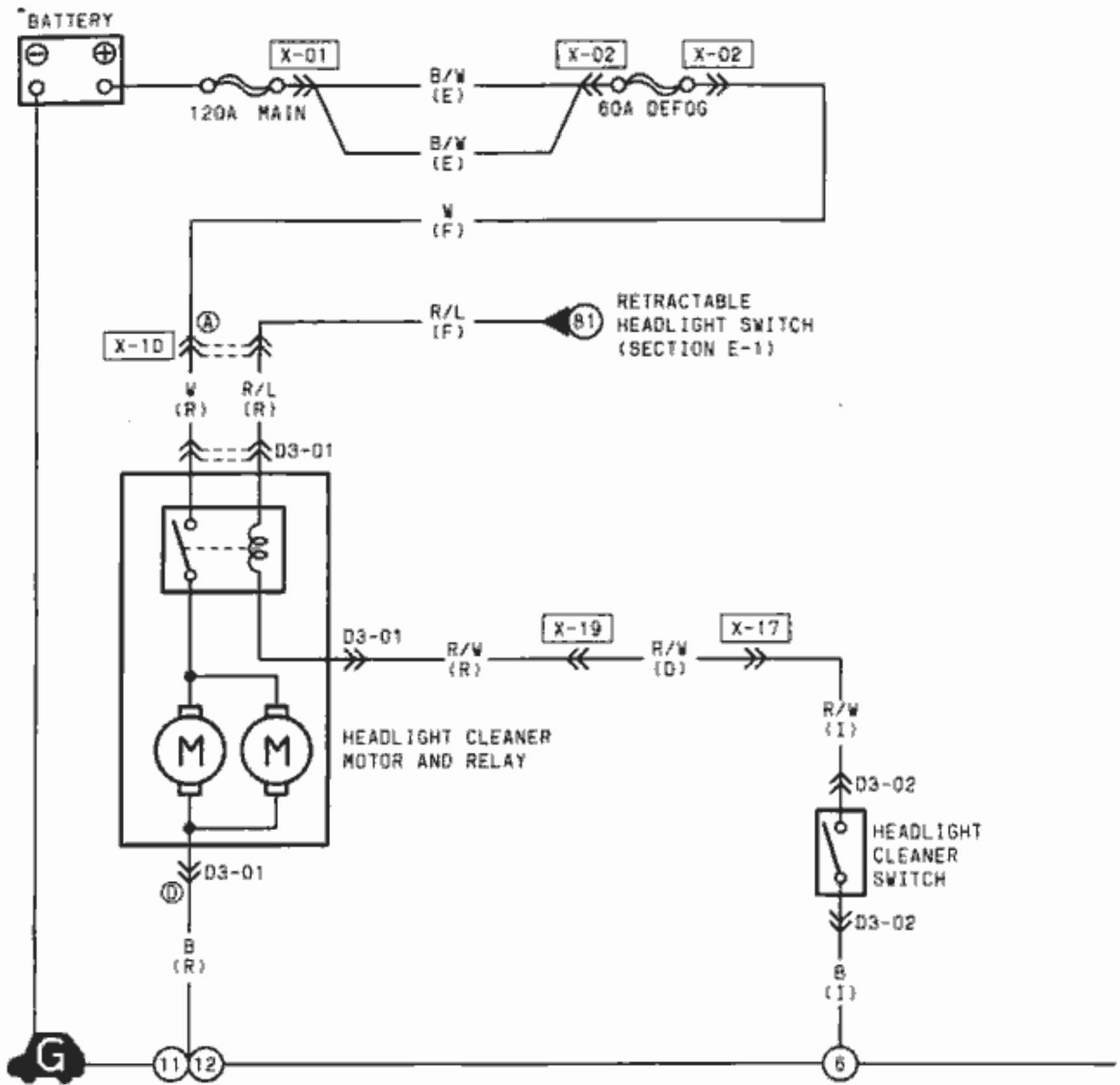


JOINT BOX

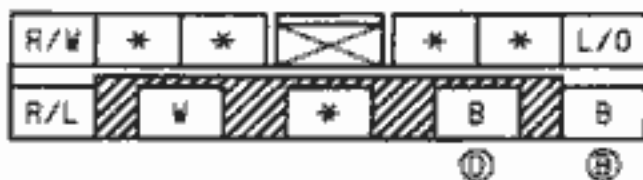


Z WIRING DIAGRAM

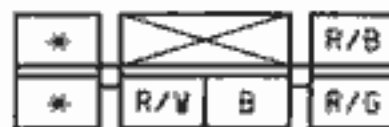
D-3 CANADA ■ HEADLIGHT CLEANER



D3-01 HEADLIGHT CLEANER MOTOR AND RELAY (R)

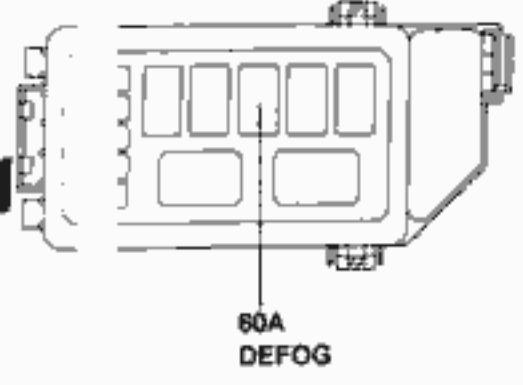


D3-02 HEADLIGHT CLEANER SWITCH (I)

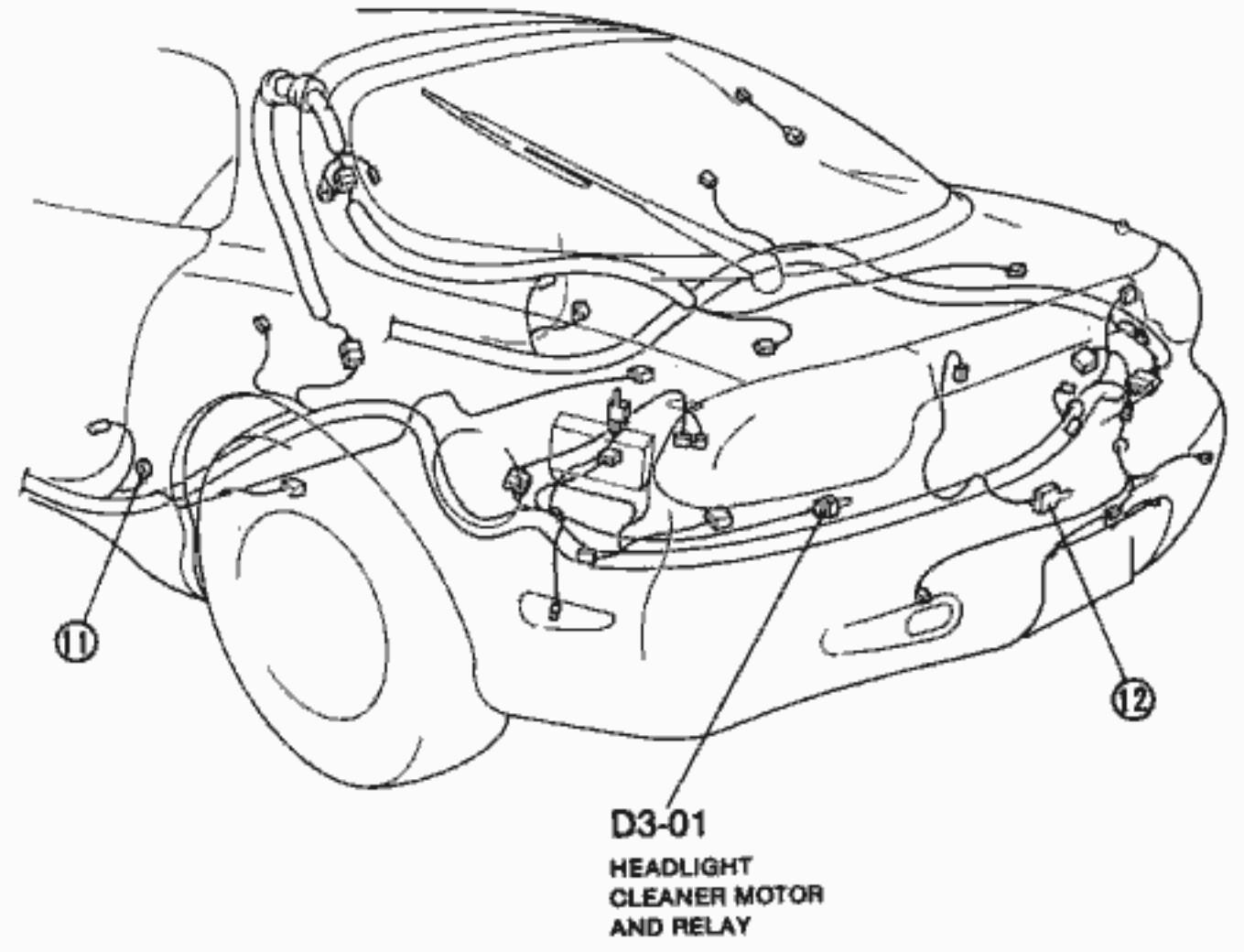
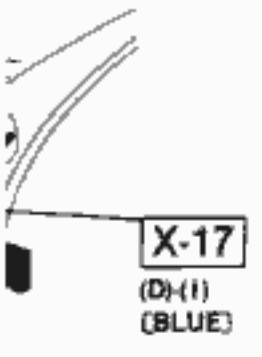
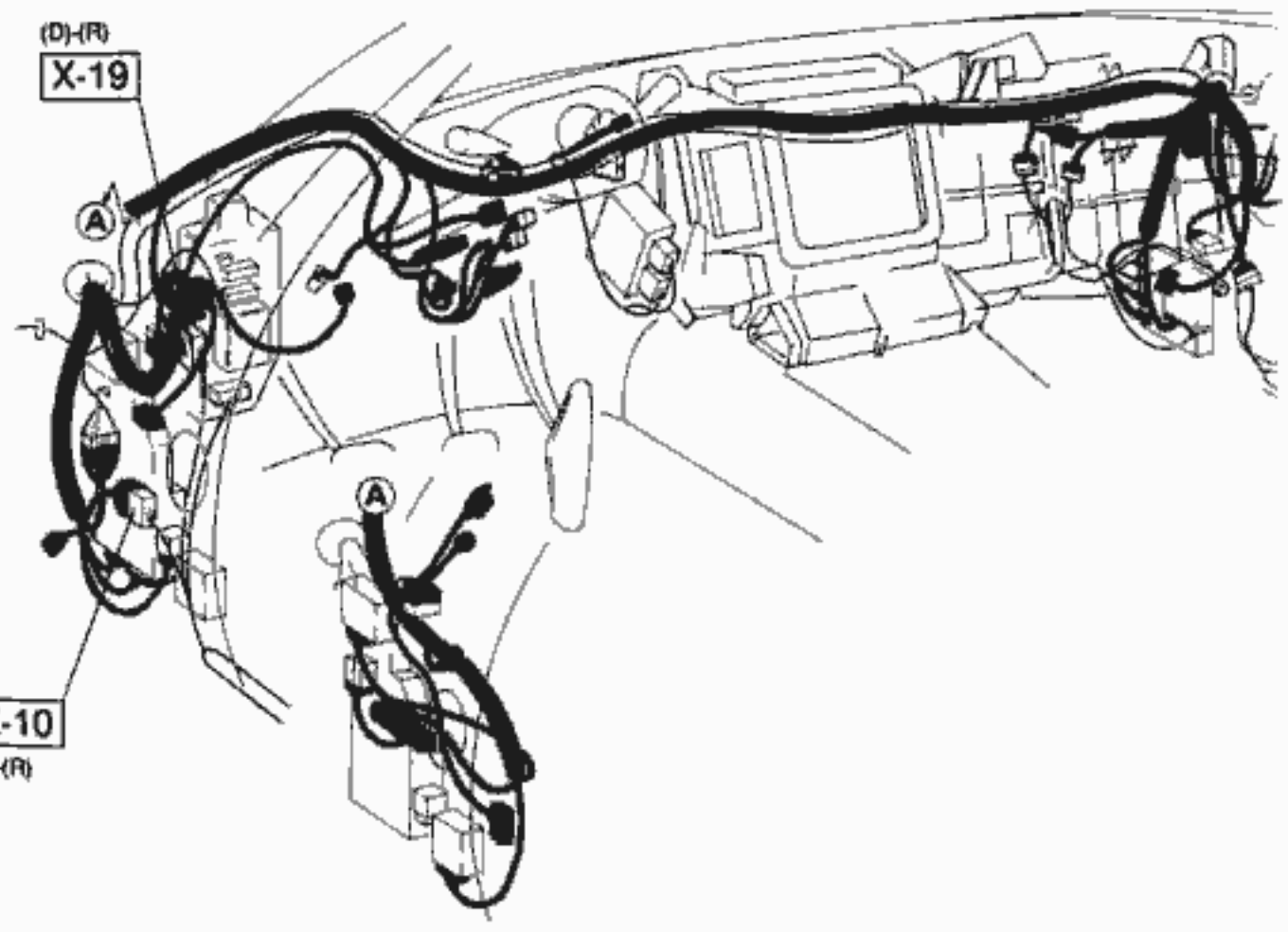
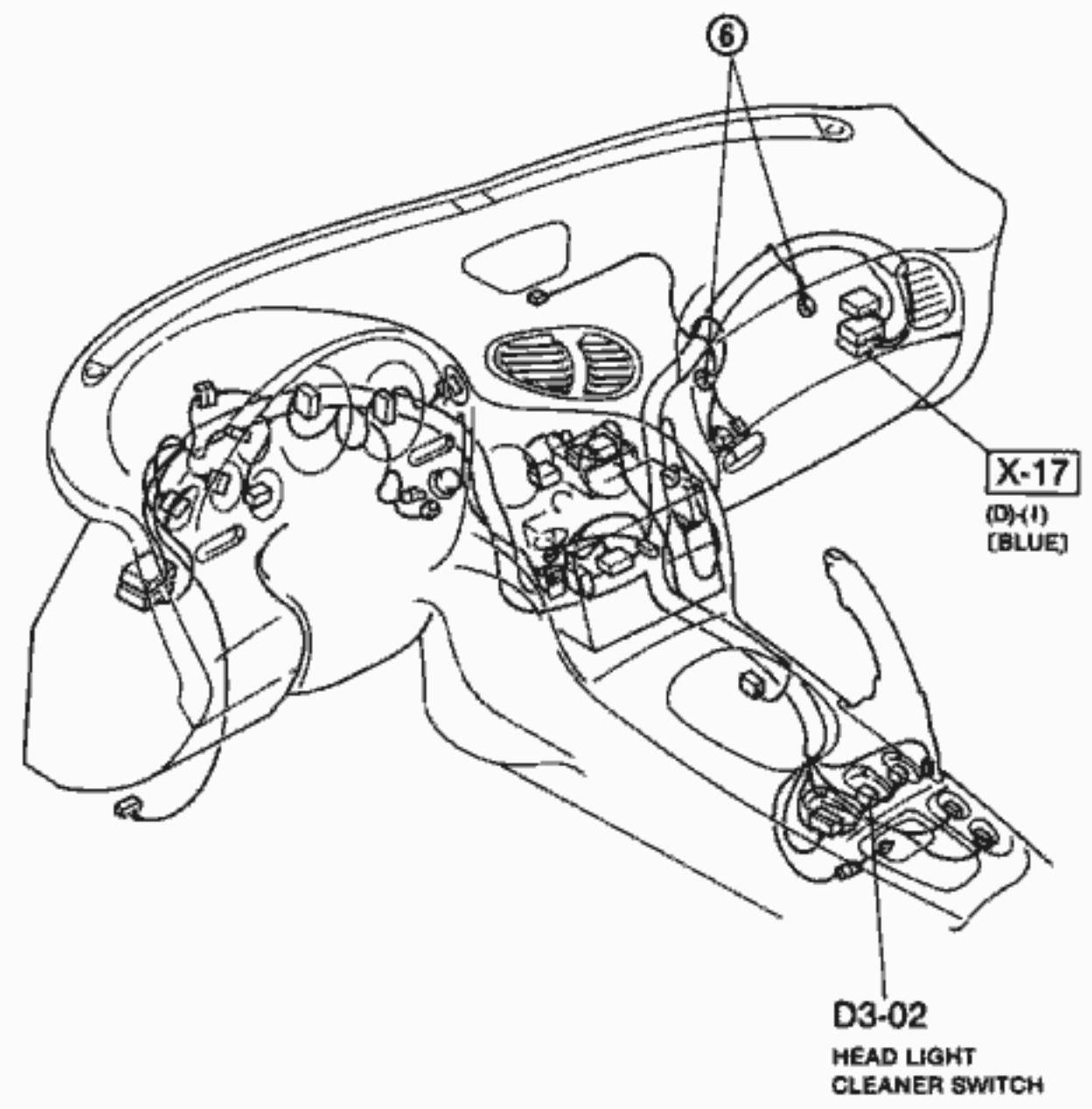
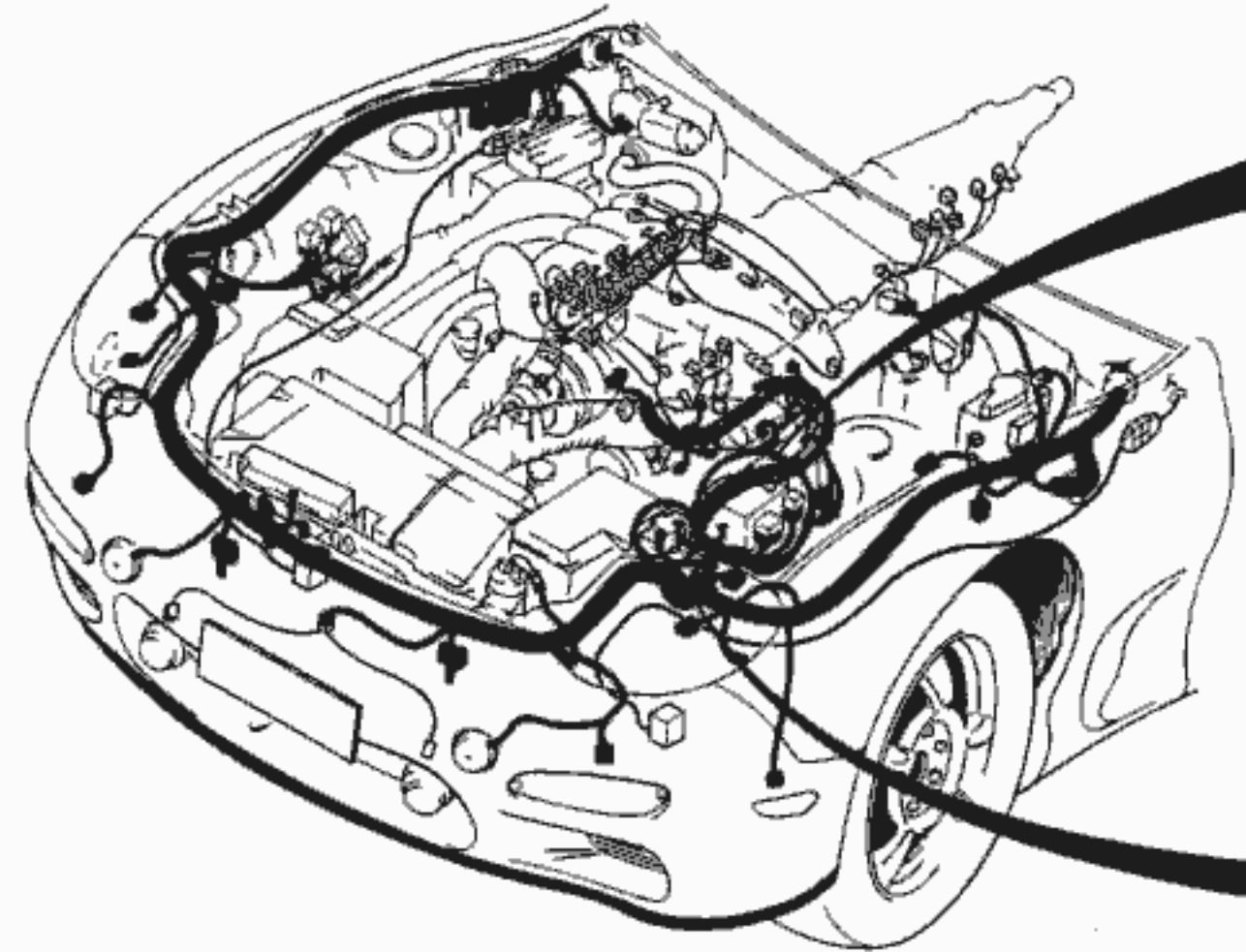
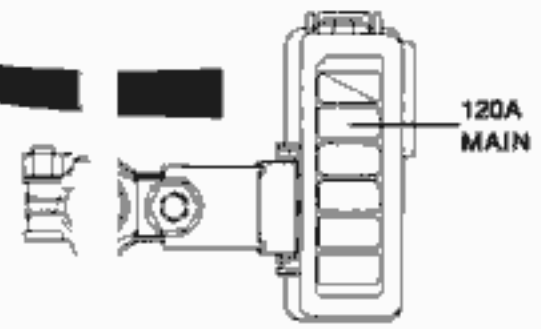


D-3

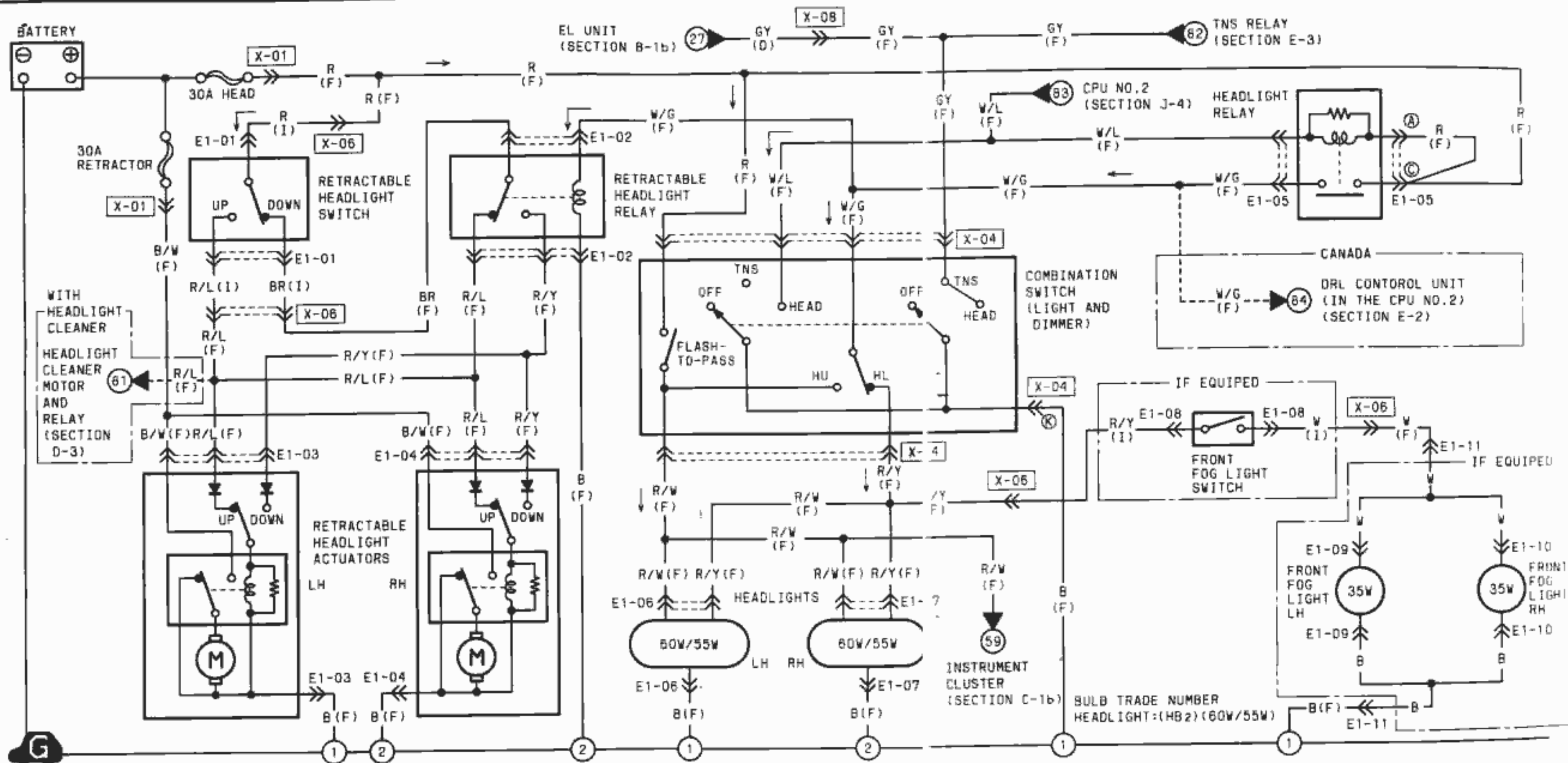
X-2
RELAY & FUSE BLOCK



C-01
MAIN FUSE BLOCK

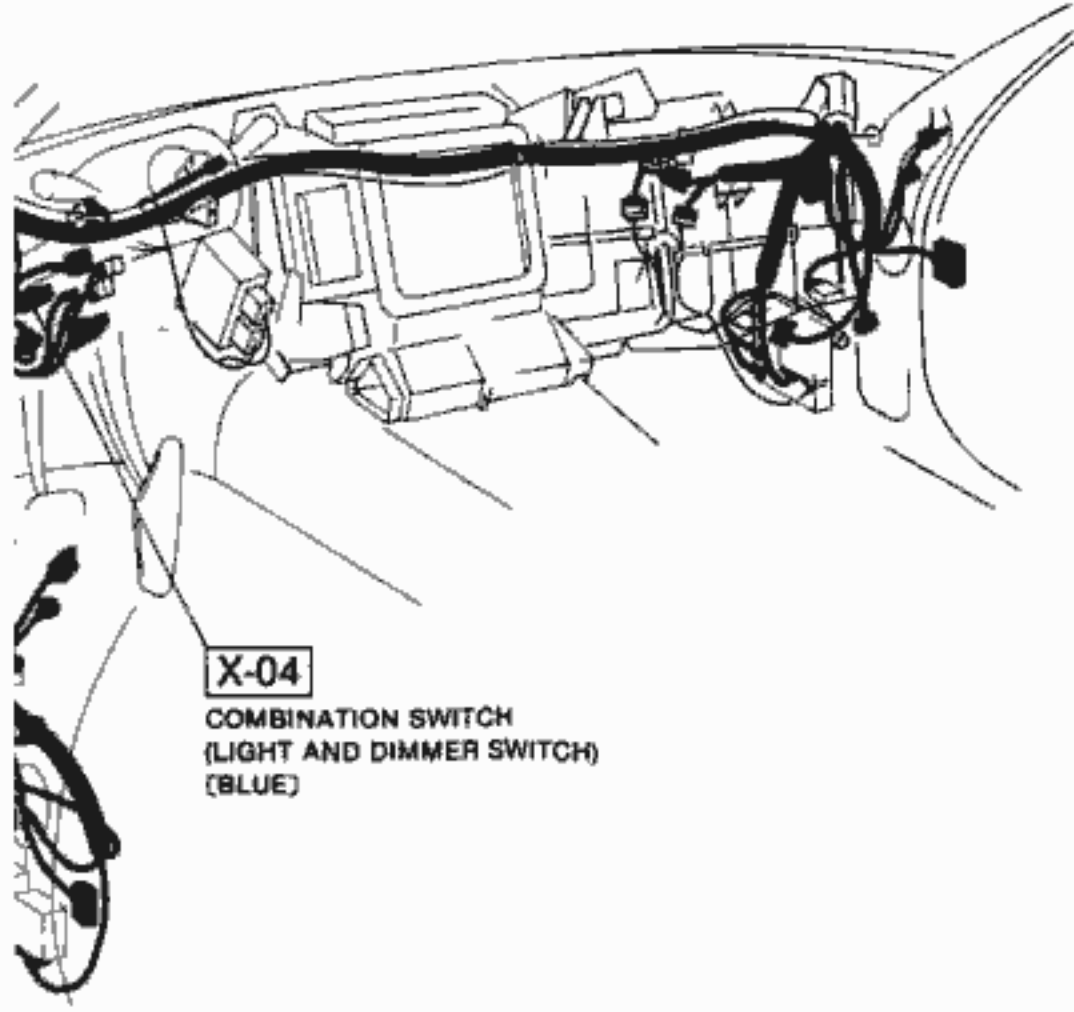
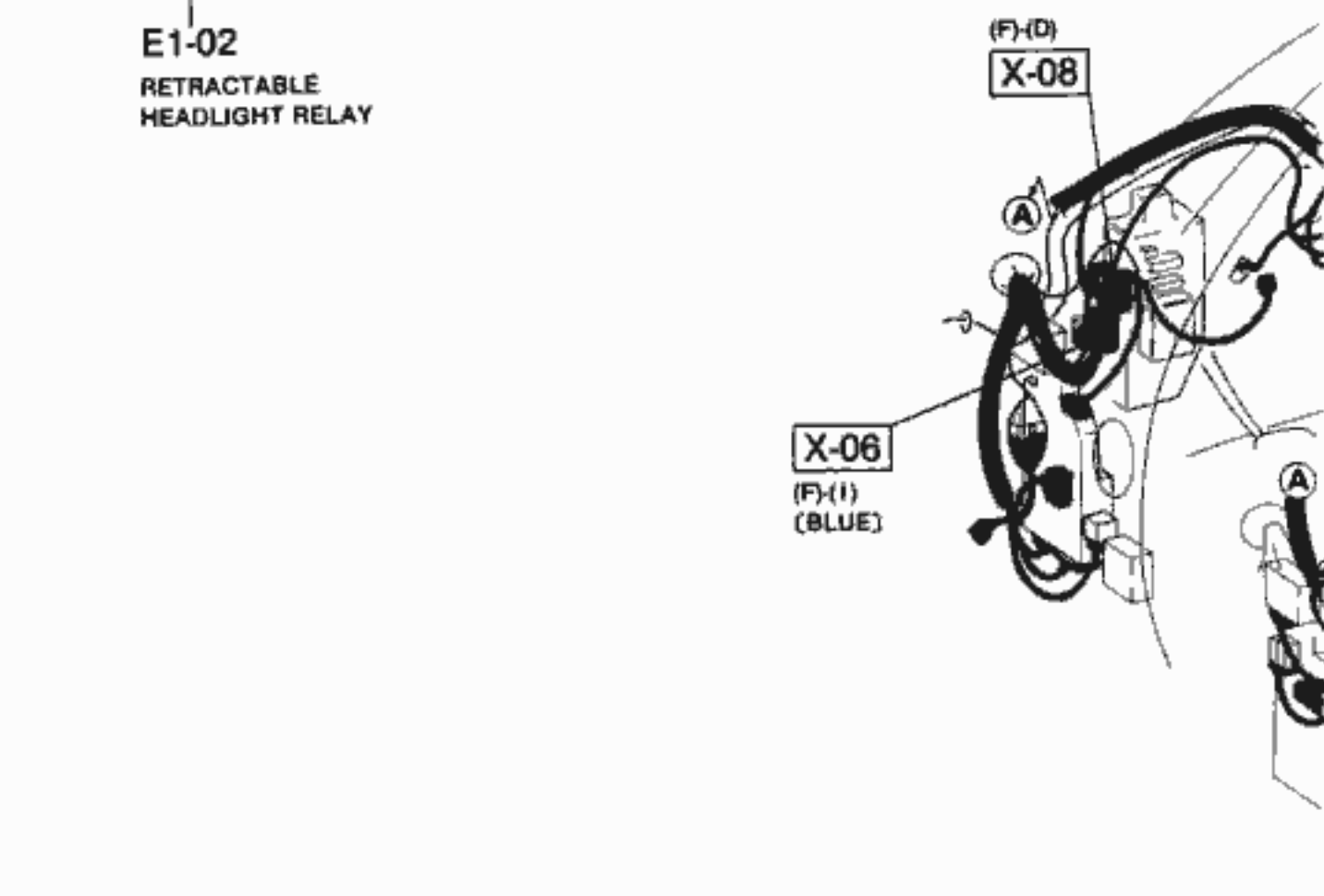
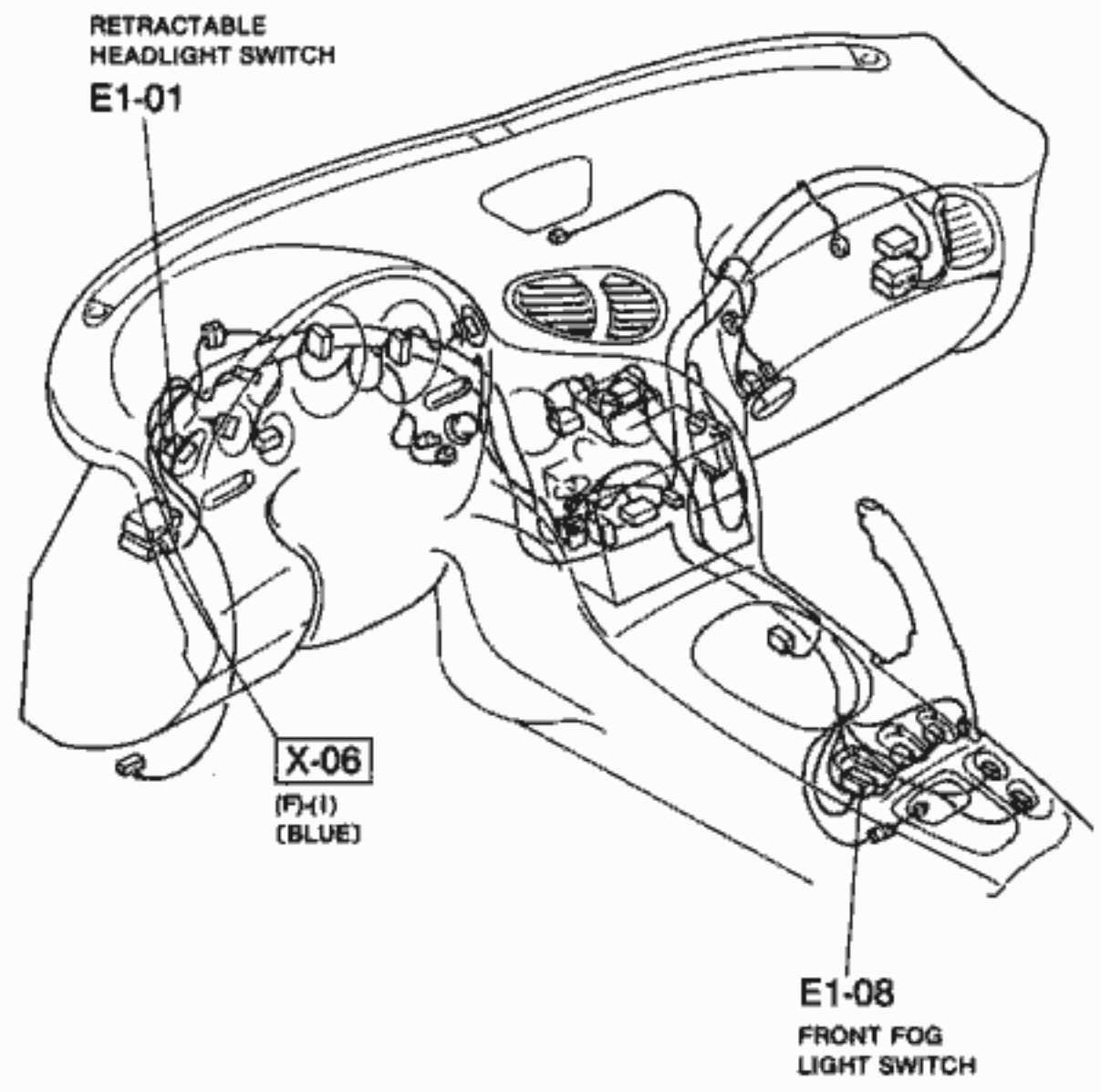
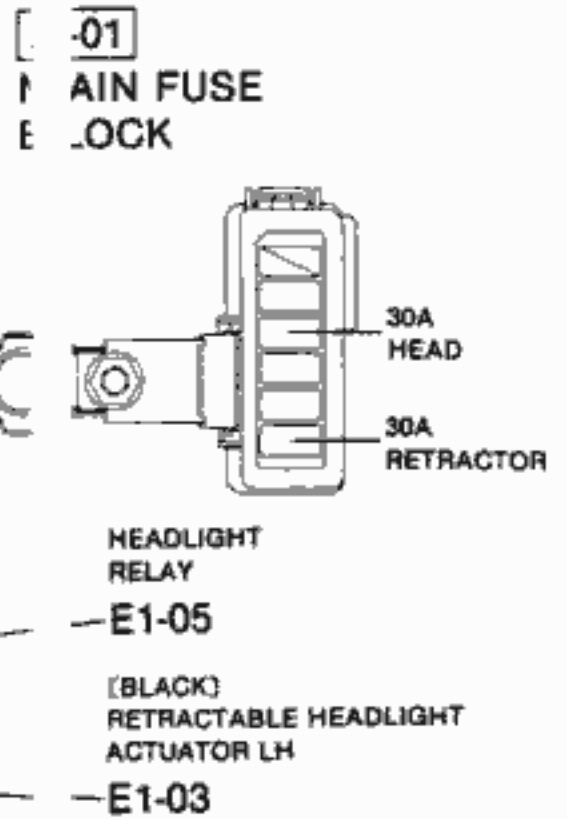
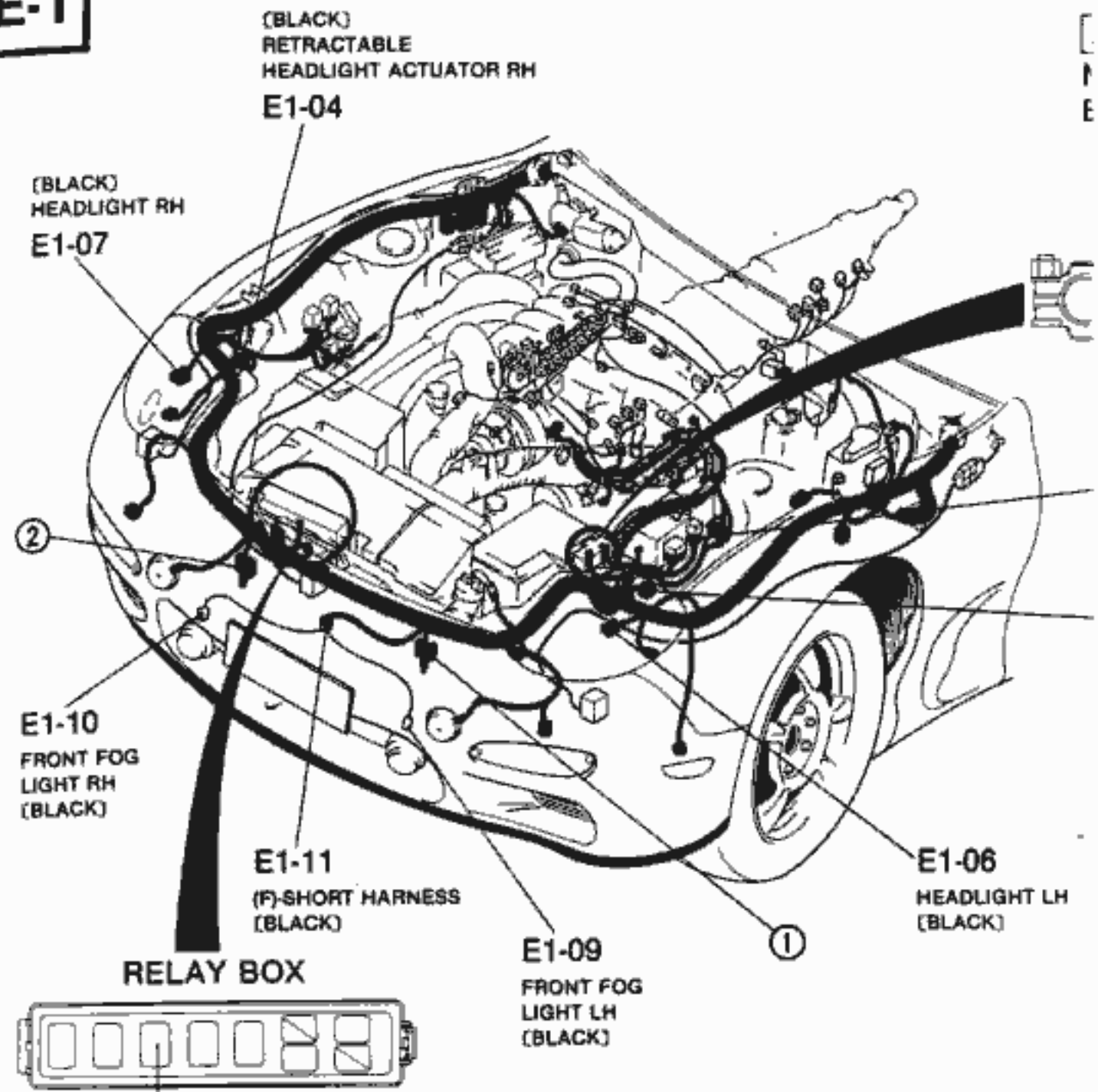


E-1 ■ RETRACTABLE HEADLIGHT SYSTEM ■ HEADLIGHTS ■ FRONT FOG LIGHTS



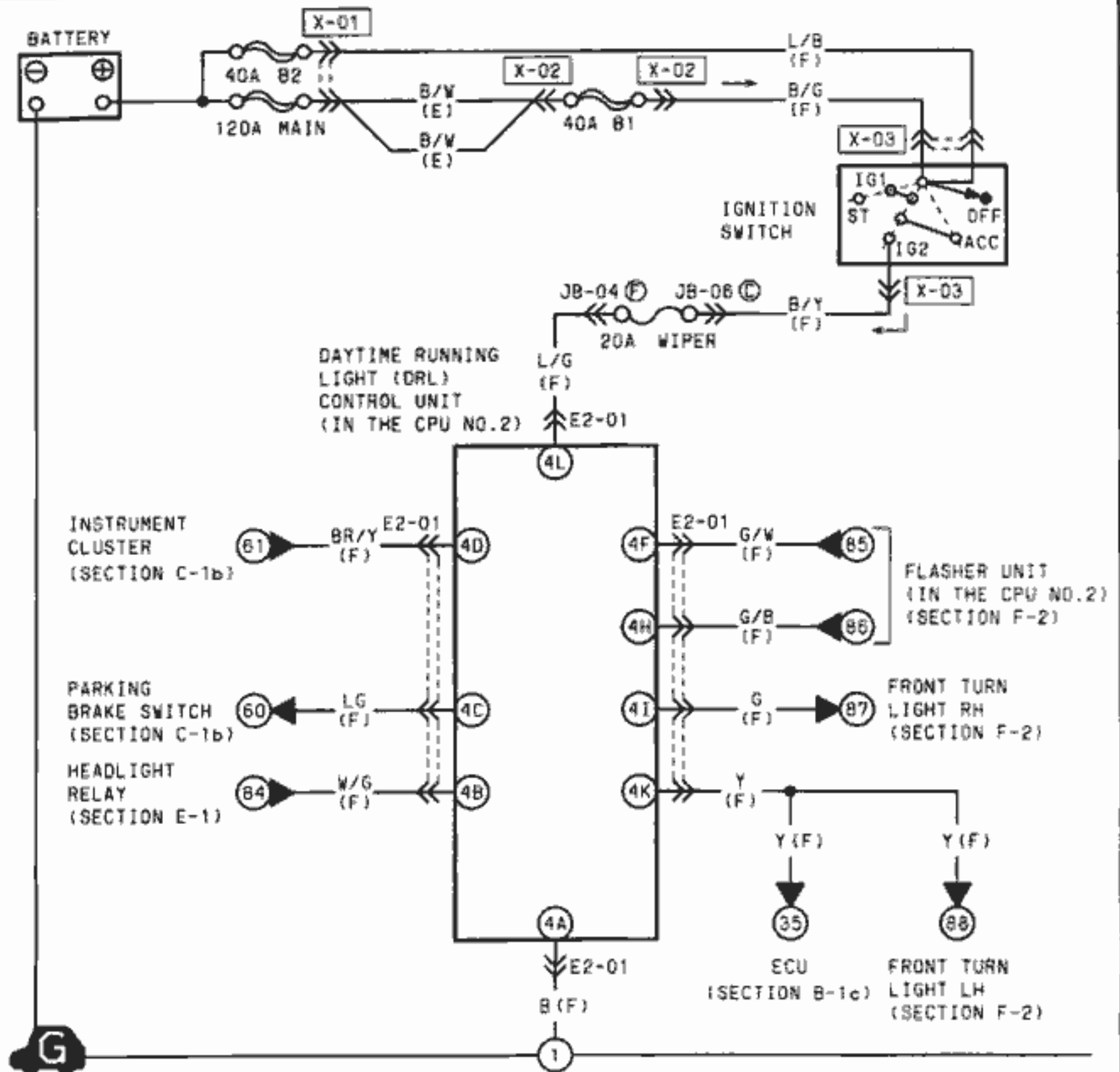
<p>E1-01 RETRACTABLE HEADLIGHT SWITCH (I)</p>	<p>E1-02 RETRACTABLE HEADLIGHT RELAY (F)</p>	<p>E1-03 RETRACTABLE HEADLIGHT ACTUATOR LH (F)</p>	<p>E1-04 RETRACTABLE HEADLIGHT ACTUATOR RH (F)</p>	<p>E1-05 HEADLIGHT RELAY (F)</p>	<p>E1-06 HEADLIGHT LH (F)</p>	<p>E1-07 HEADLIGHT RH (F)</p>
<p>E1-08 FRONT 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

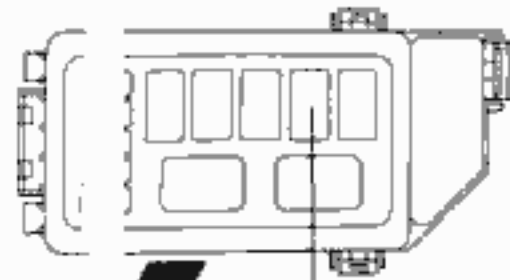


E2-01 DAYTIME RUNNING LIGHT (DRL) CONTROL UNIT (IN THE CPU NO.2) (F)

4K	4I		4C	4A
Y	G		LG	B
L/G	*	G/B	G/Y	BR/Y
4L	4J	4H	4F	4D
				4B

E-2

[X-1] REAR RELAY & FUSE BLOCK



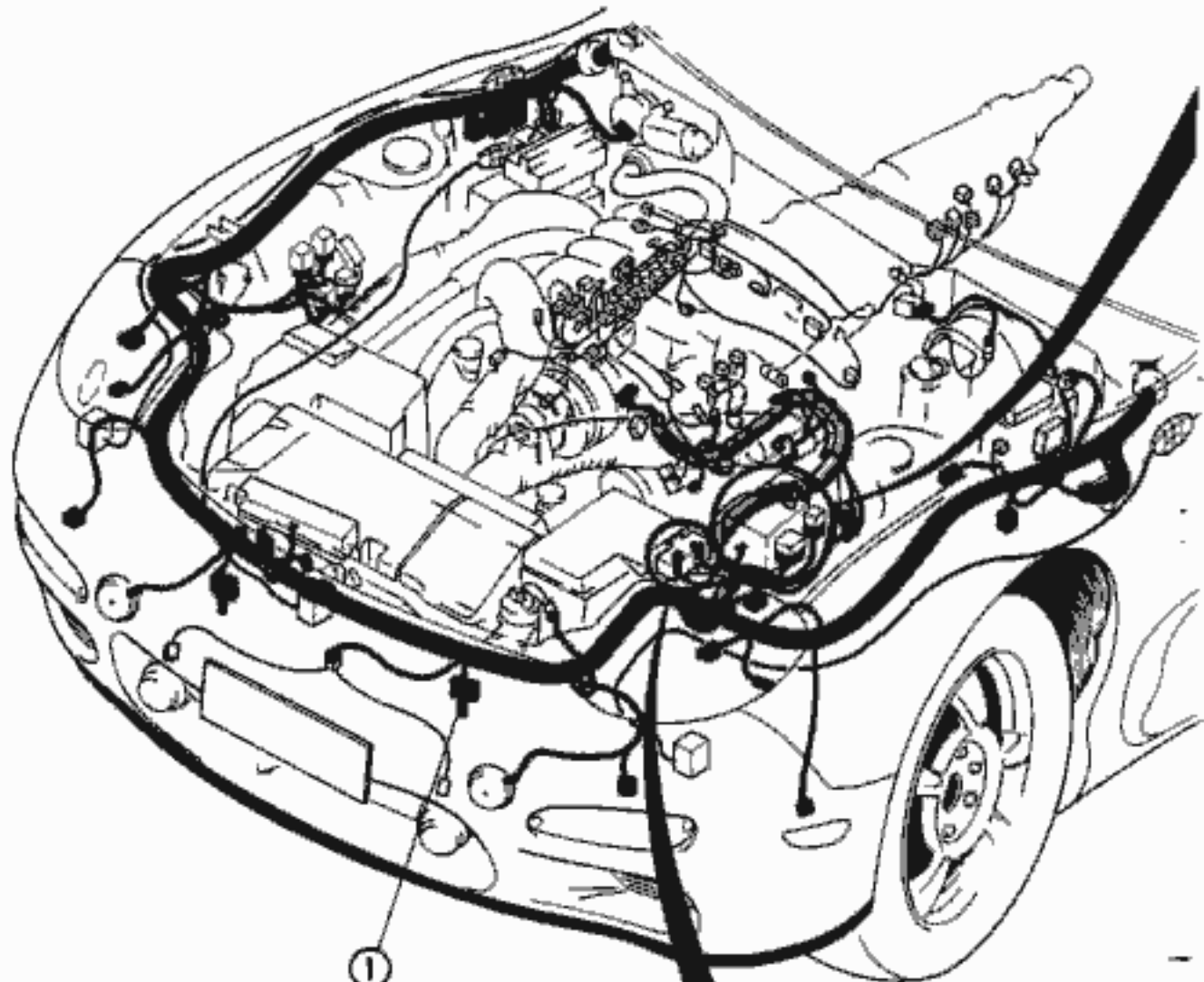
40A
B1

JOINT BOX

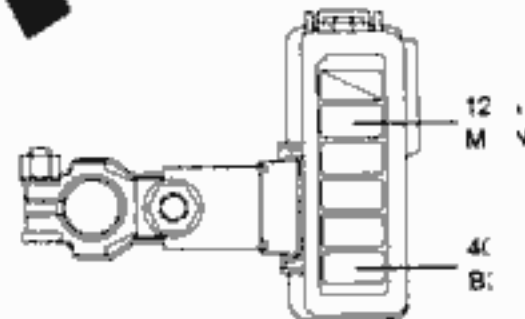


JB-04
(GREEN)
JB-06
(BLACK)

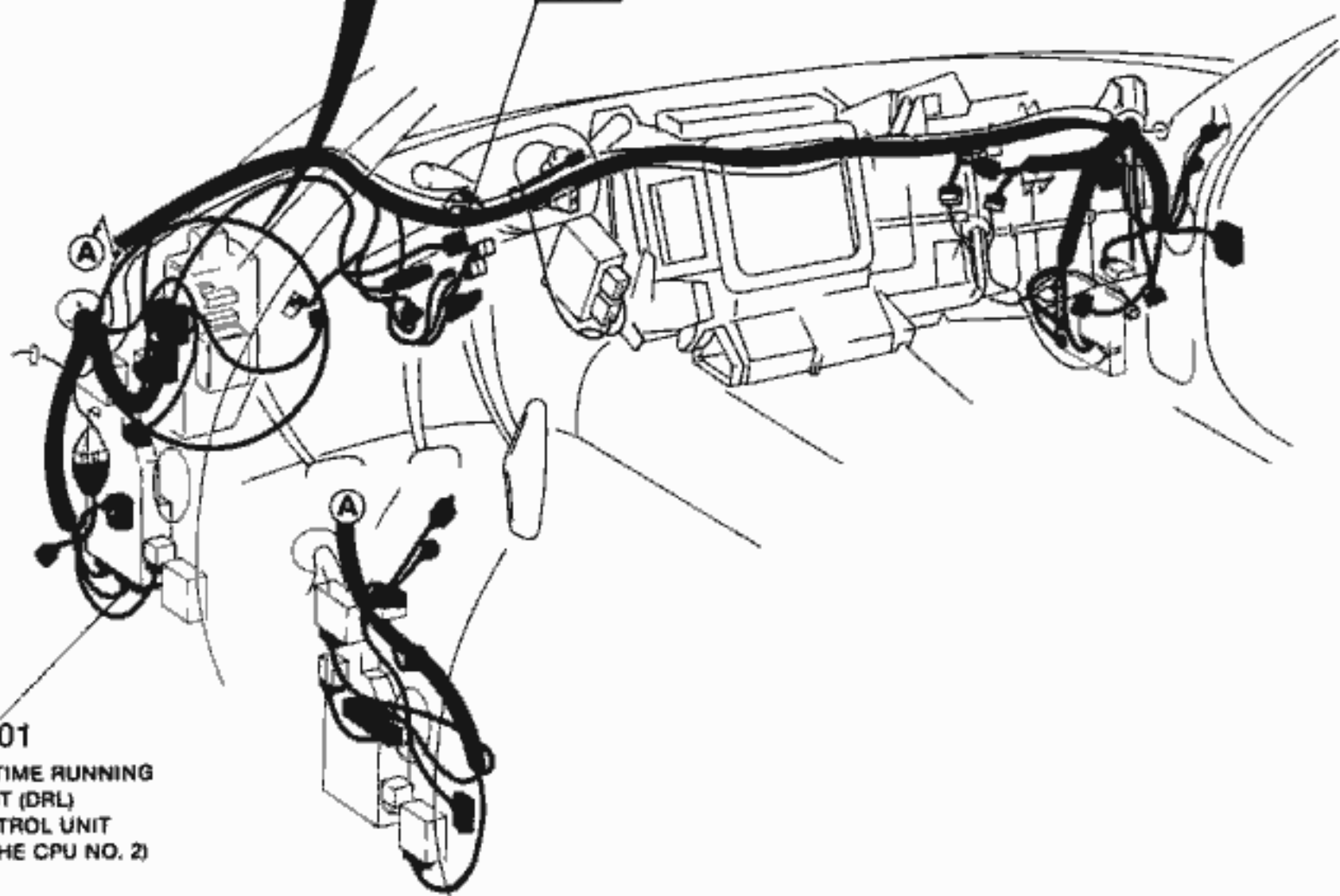
IGNITION
SWITCH
X-03



X-01
MAIN FUSE
BLOCK

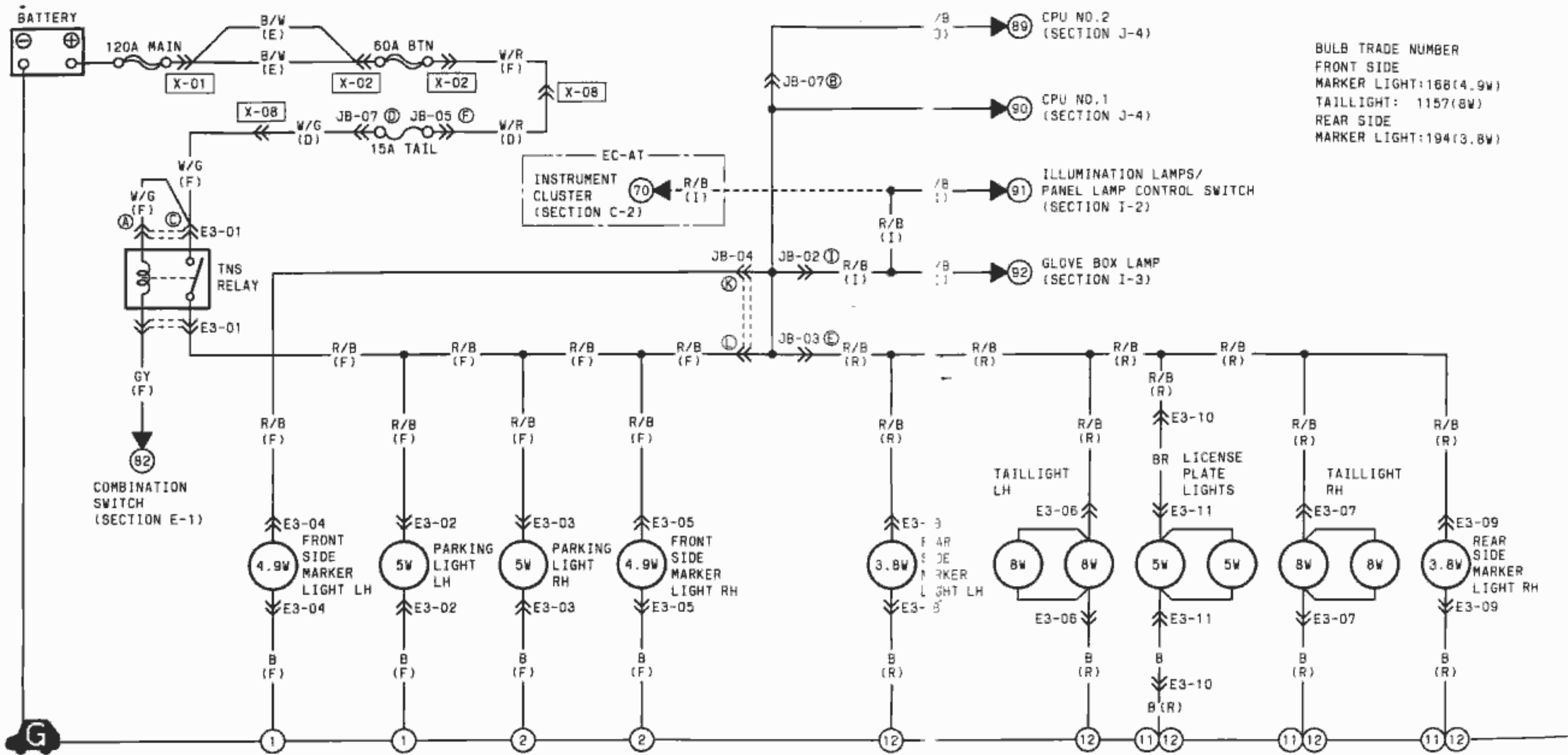


E2-01
DAYTIME RUNNING
LIGHT (DRL)
CONTROL UNIT
(IN THE CPU NO. 2)



Z WIRING DIAGRAM

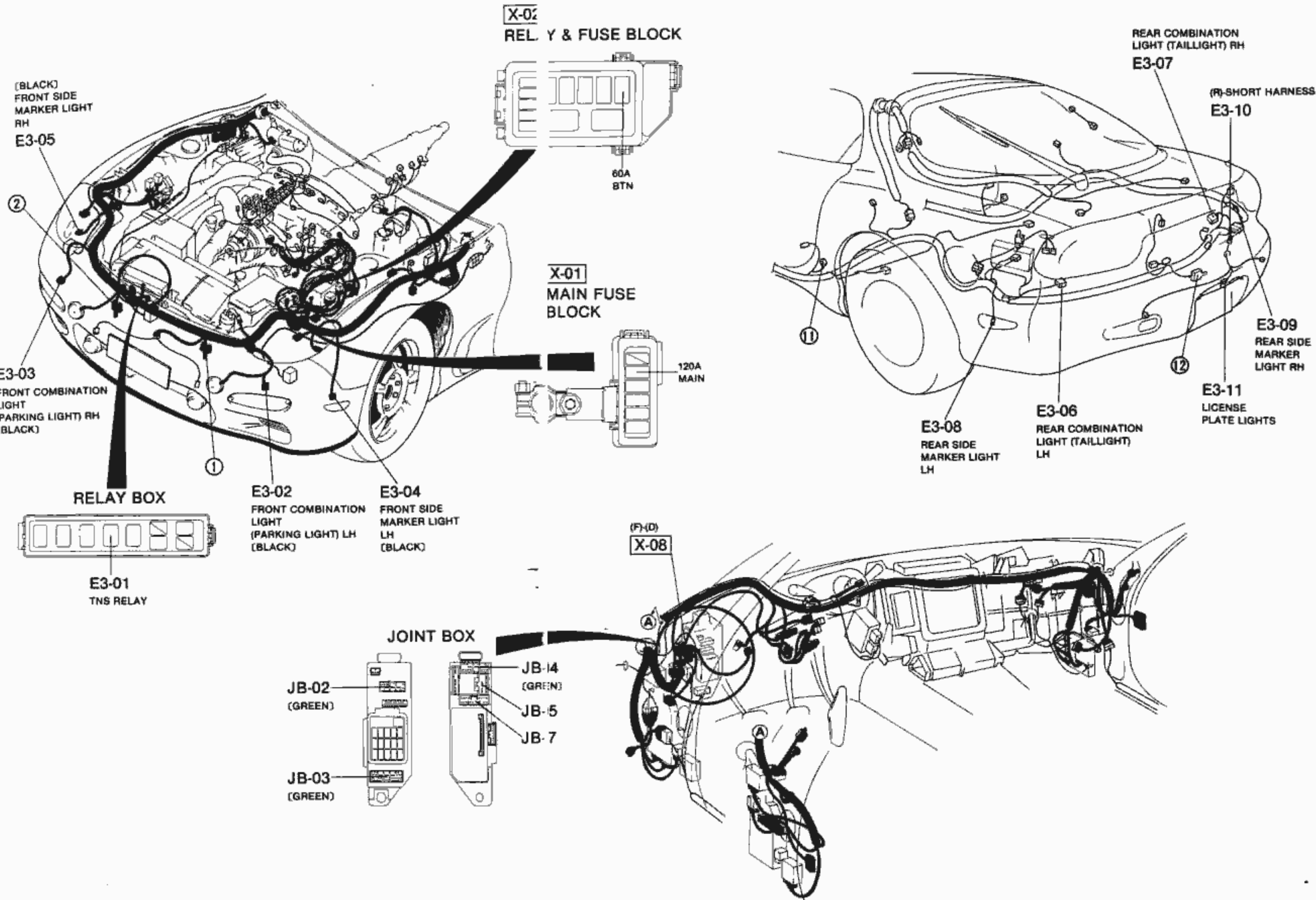
E-3 ■ PARKING LIGHTS ■ FRONT SIDE MARKER LIGHTS ■ TAILLIGHTS ■ REAR SIDE MARKER LIGHTS ■ LICENSE PLATE LIGHTS



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

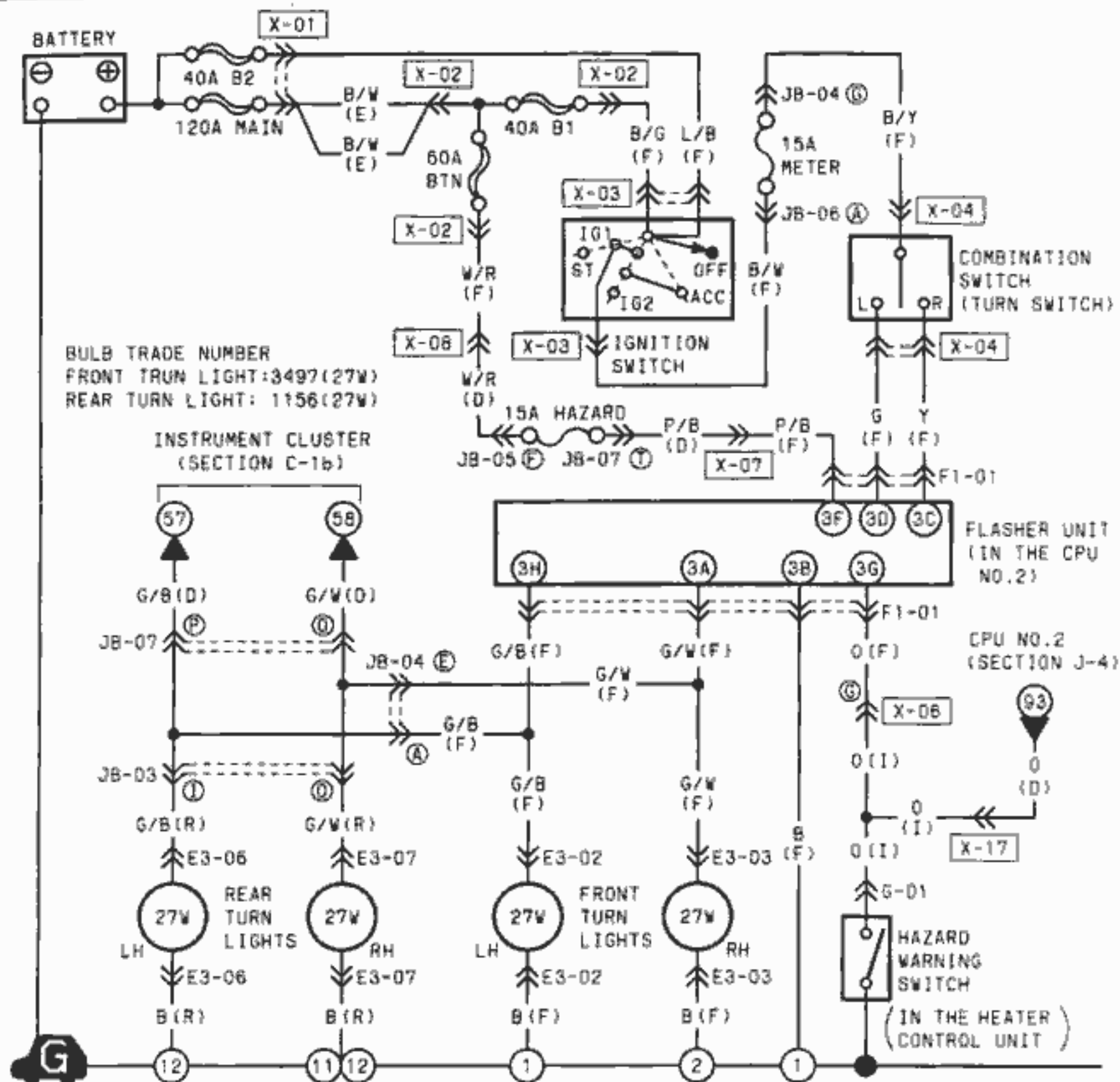
<p>E3-01 TNS RELAY (F)</p>	<p>E3-02 FRONT COMBINATION LIGHT (PARKING LIGHT) LH (F)</p> <p>1 1...CANADA</p>	<p>E3-03 FRONT COMBINATION LIGHT (PARKING LIGHT) RH (F)</p> <p>1 1...CANADA</p>	<p>E3-04 FRONT SIDE MARKER LIGHT LH (F)</p>	<p>E3-05 FRONT SIDE MARKER LIGHT RH (F)</p>		
<p>E3-06 REAR COMBINATION 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 (R)</p>	<p>E3-11 LICENSE PLATE LIGHT (R)</p>

E-3



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
3H	3F	3D
3B		

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

G/B	B	R/B
-----	---	-----

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

G/W	B	R/B
-----	---	-----

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

G/B	R/B
B	G

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

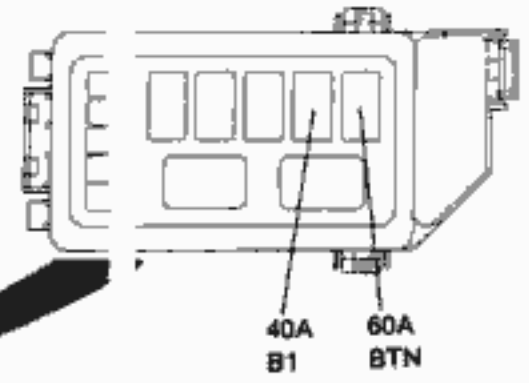
G/W	R/B
B	G

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

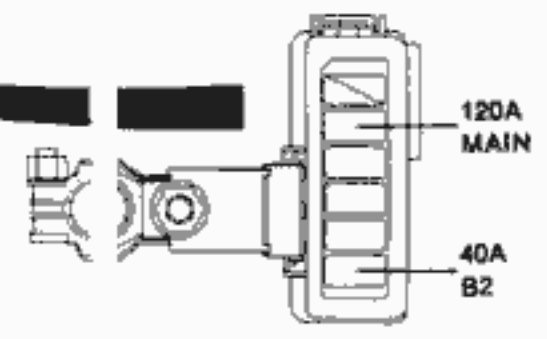
BR	B	L/G	V/P	W	Y	R/L	B/Y
R	0	*	*	R/G	R/B	*	*

F-1

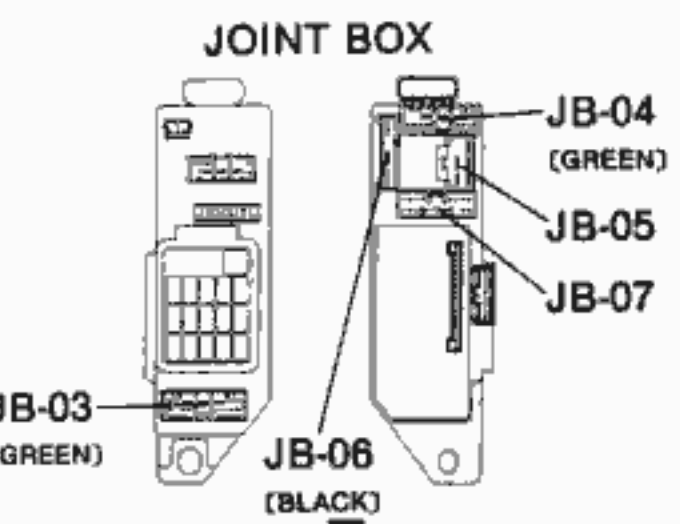
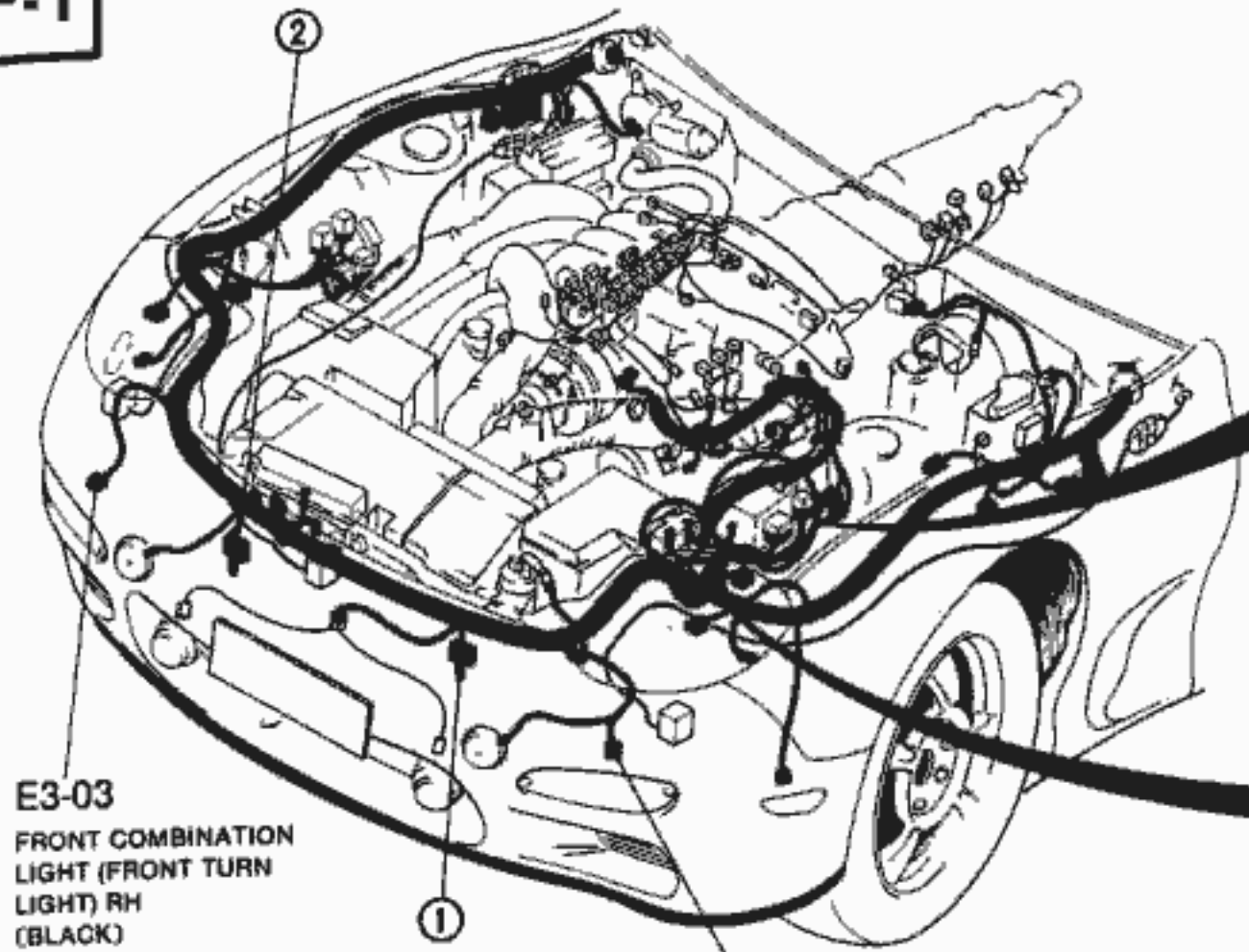
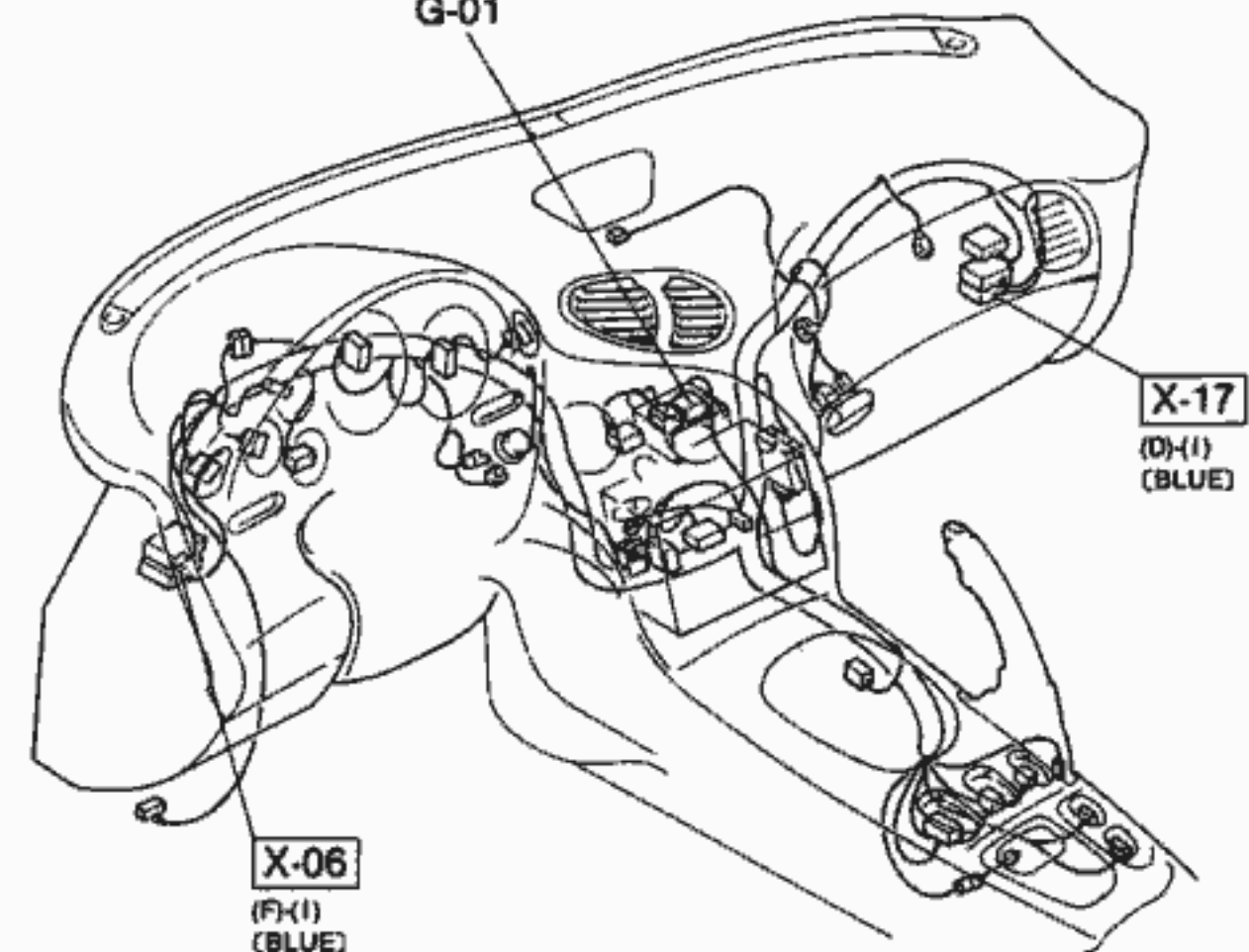
X-01
RELAY & FUSE BLOCK



X-01
MAIN FUSE LOCK



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



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

IGNITION
SWITCH
X-03

(F-D)
X-07

(F-D)
X-08

(F-D)
X-08

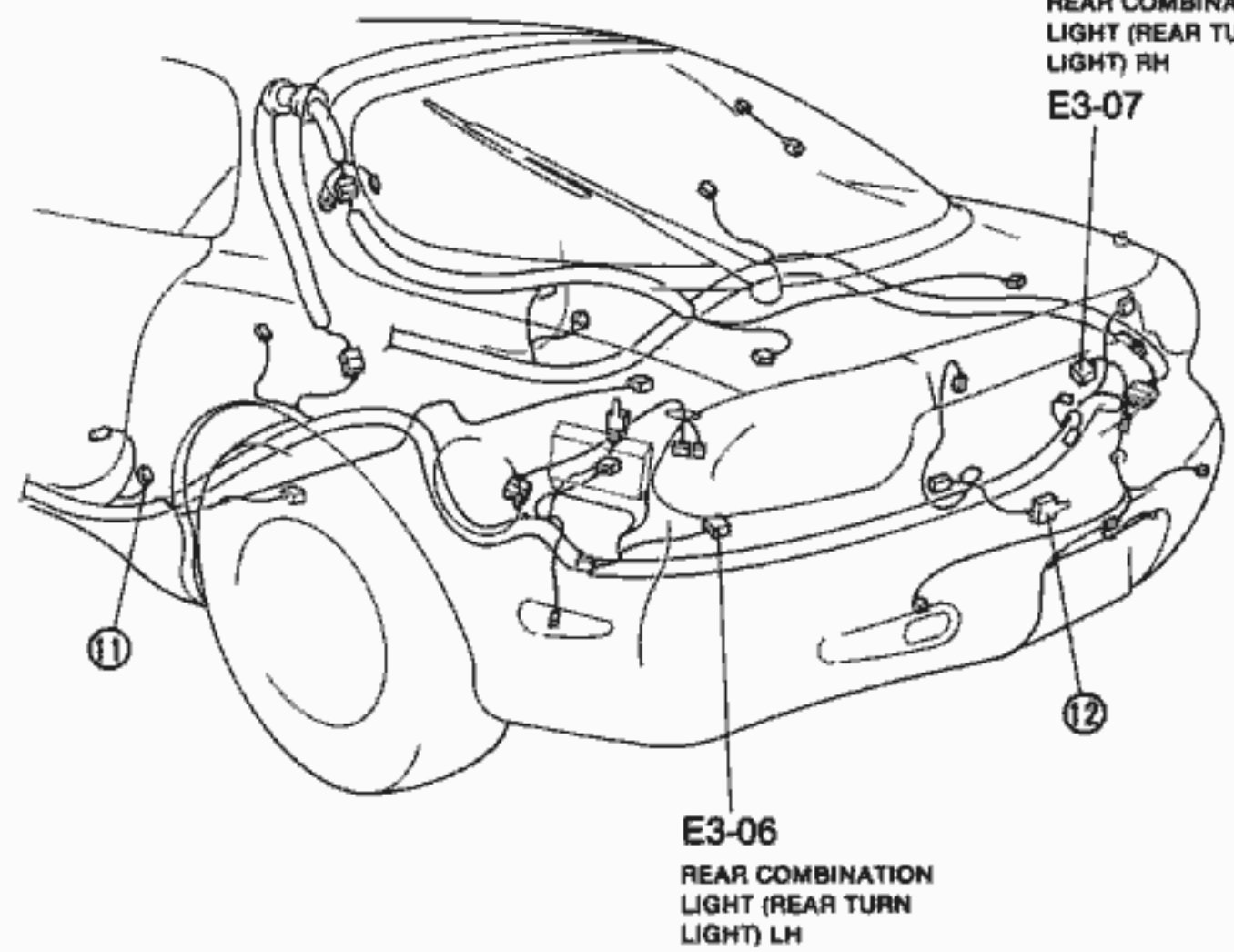
X-06
(F-I)
(BLUE)

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

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

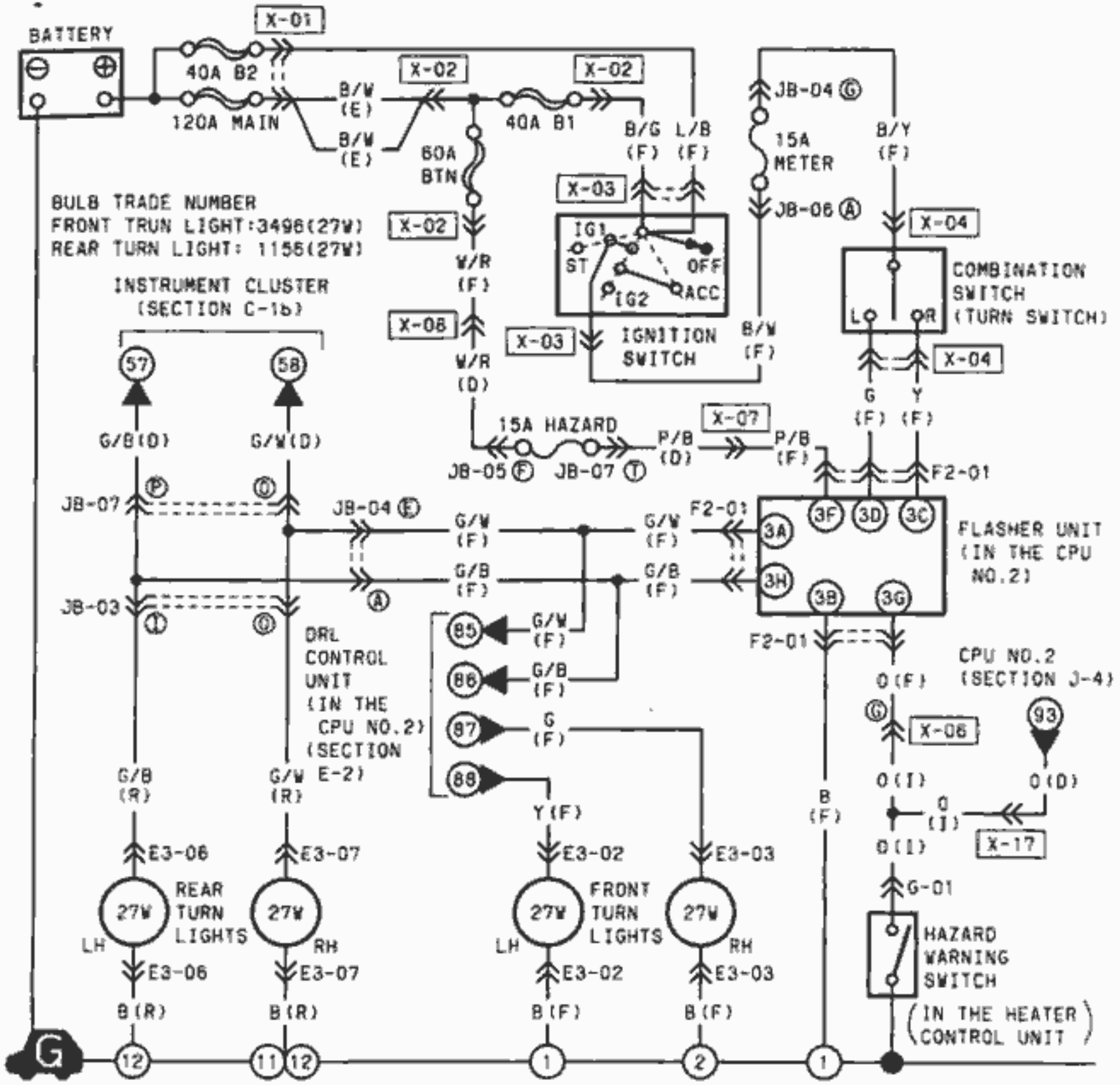
X-17
(D-I)
(BLUE)

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



Z WIRING DIAGRAM

F-2 CANADA ■ TURN & HAZARD WARNING LIGHTS



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

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

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

Y	B	R/B
---	---	-----

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

G	B	R/B
---	---	-----

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

G/B	R/B
B	G

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

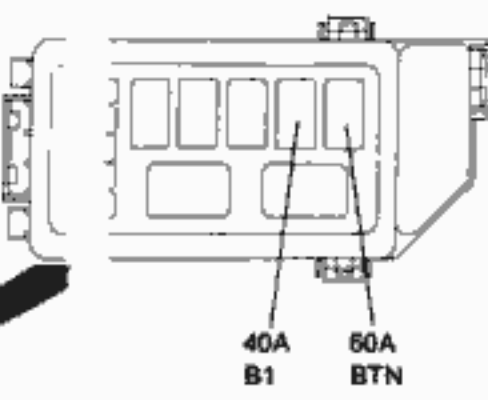
G/W	R/B
B	G

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

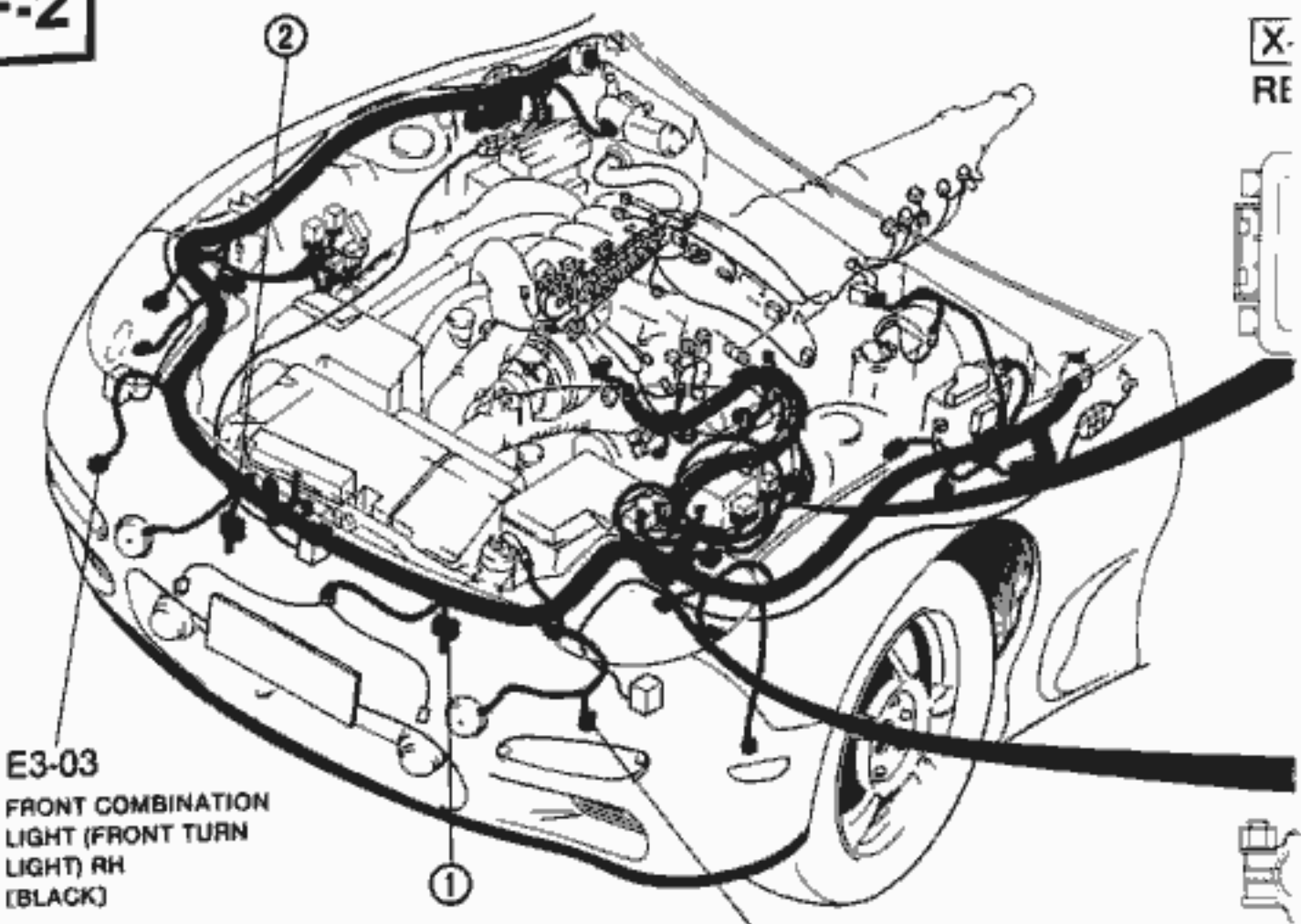
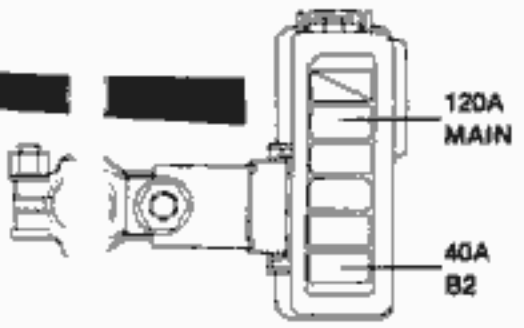
BR	B	L/G	V/P	W	Y	R/L	B/Y
R	O	*	*	R/G	R/B	*	*

F-2

X-2
REAR
RAY & FUSE BLOCK



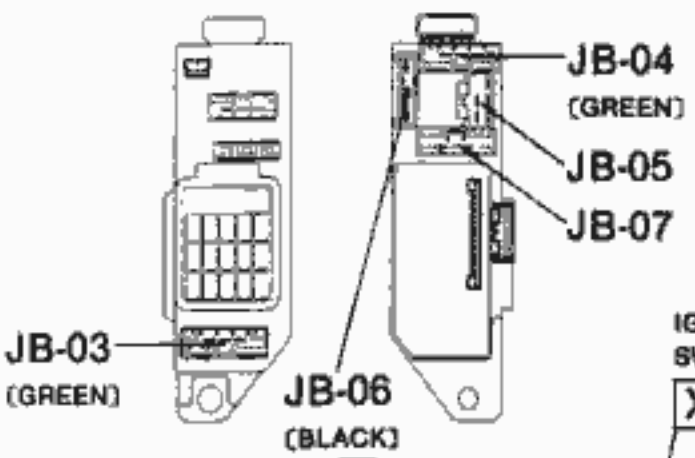
X-01
MAIN FUSE
BLOCK



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

IGNITION
SWITCH
X-03

(F)(D)
X-08

JB-06
(BLACK)

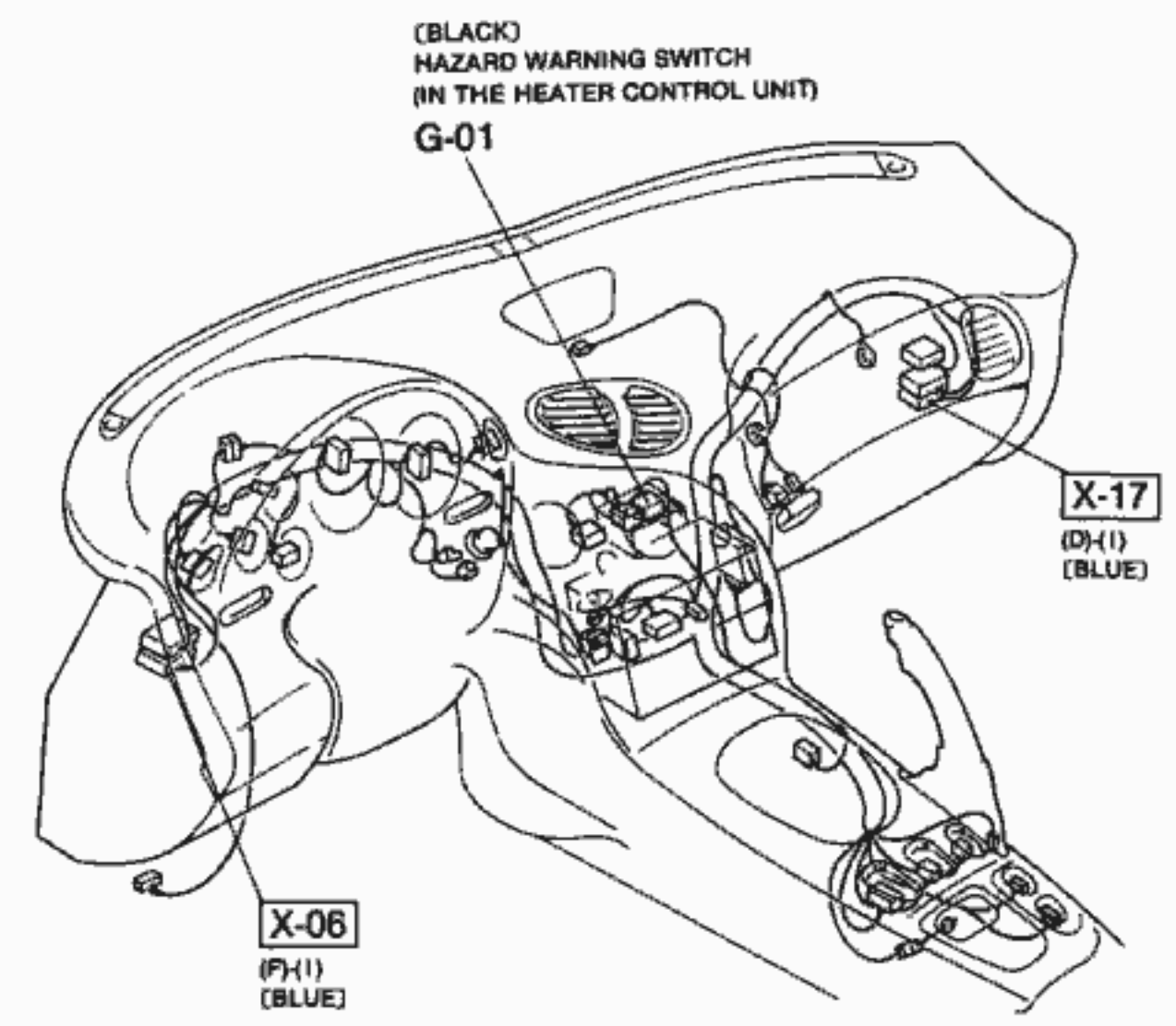
(F)(D)
X-07

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

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

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

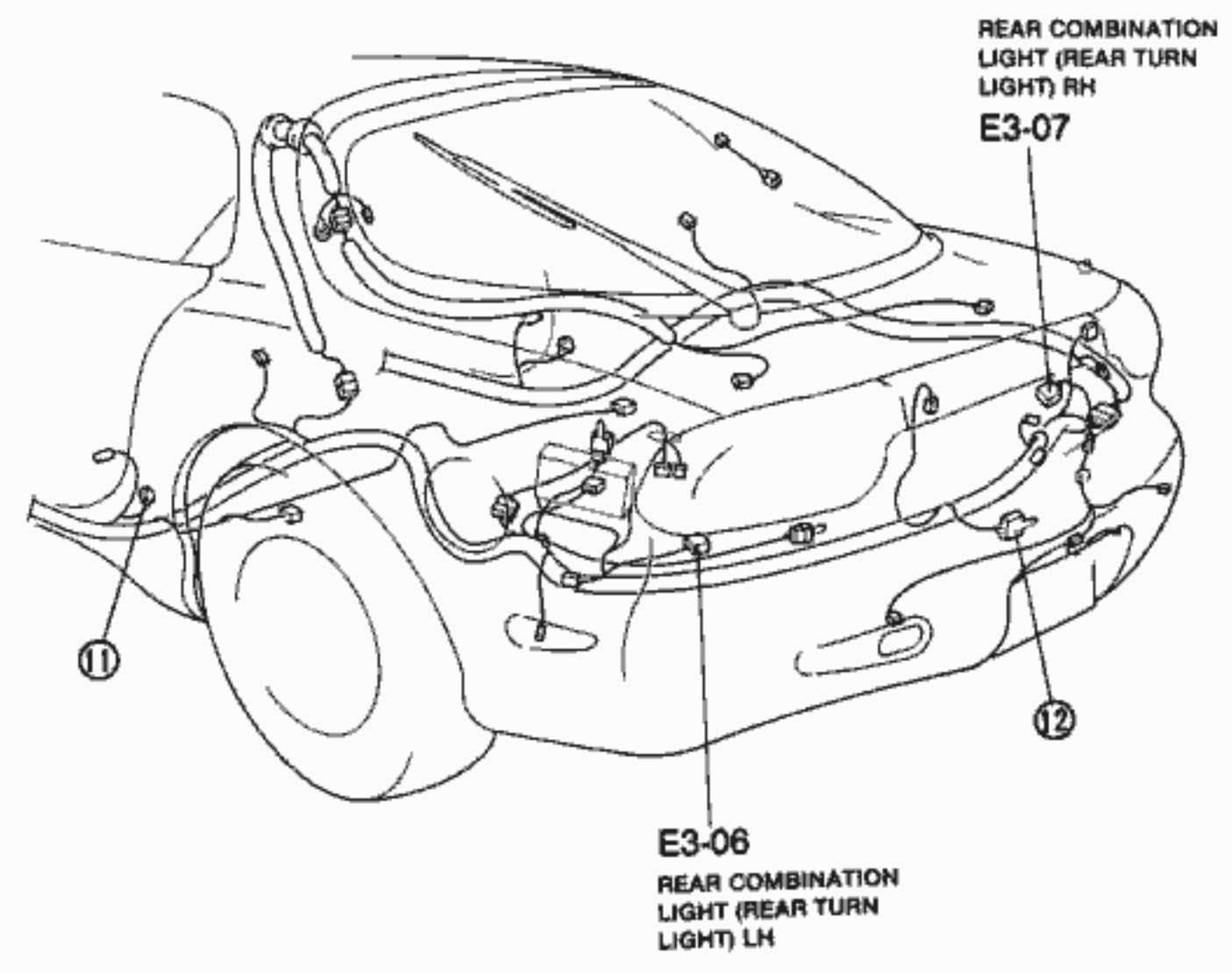
X-17
(D)(1)
(BLUE)



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

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

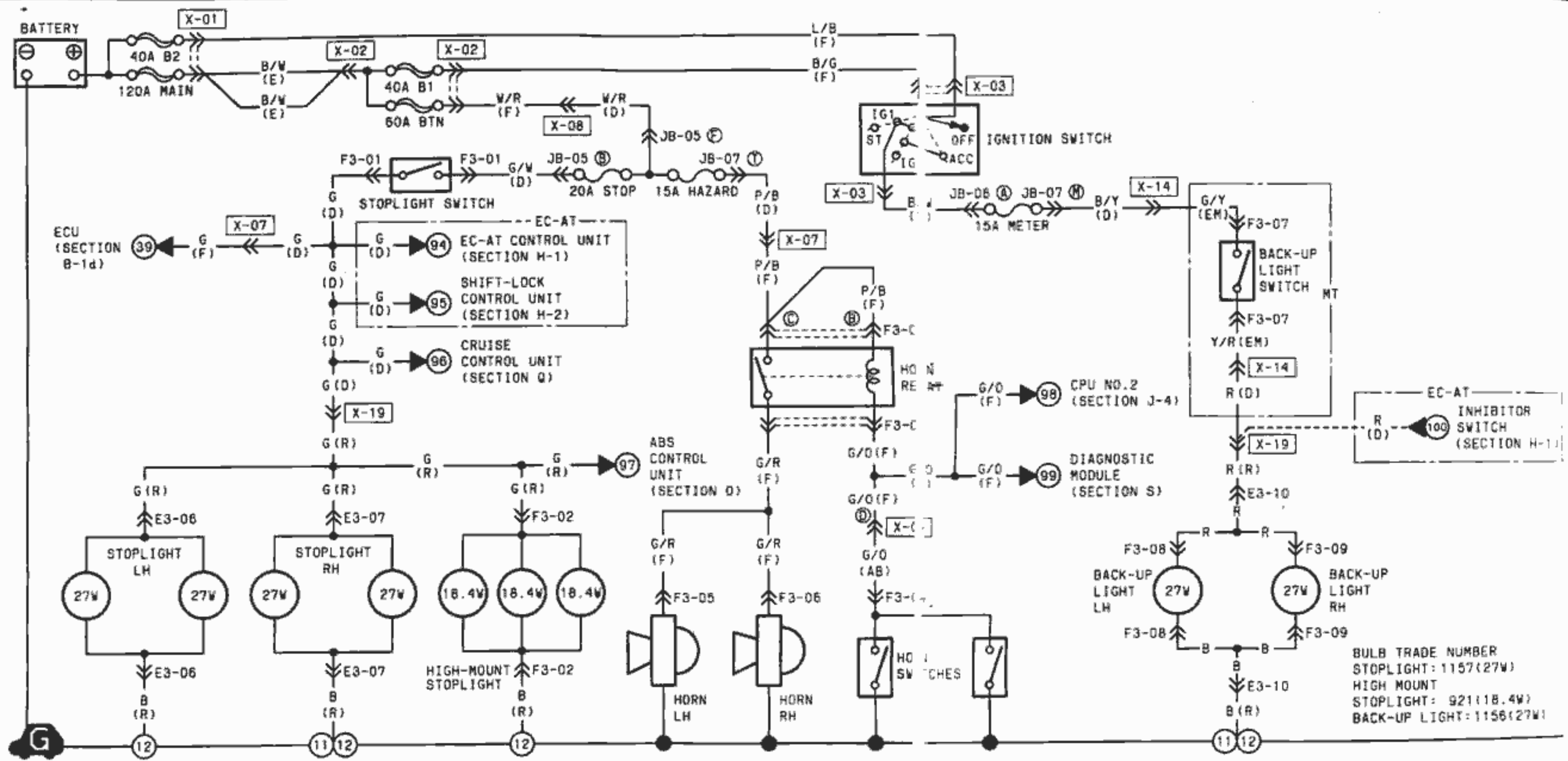
X-06
(F)(1)
(BLUE)



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

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

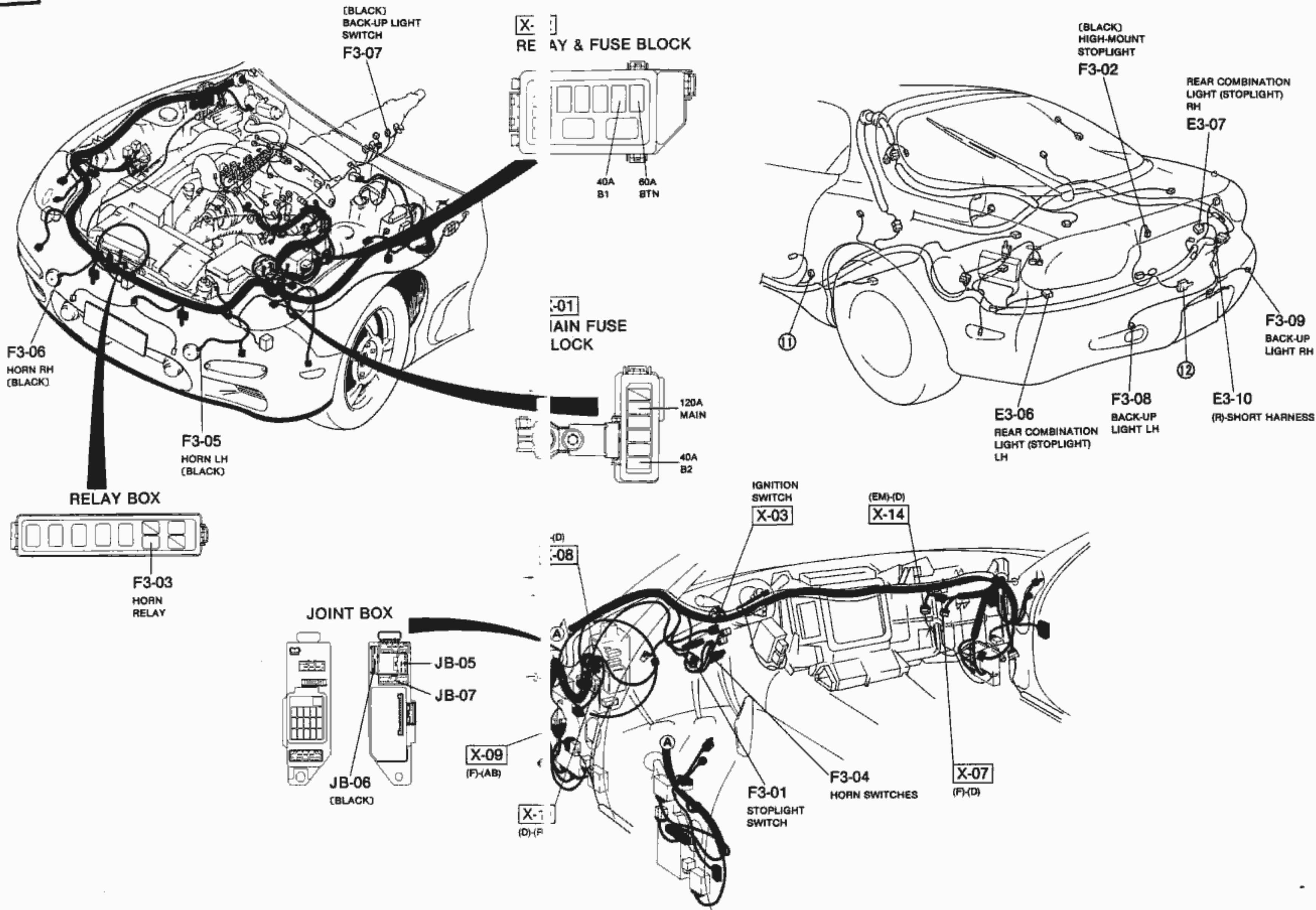
F-3 ■ STOPLIGHTS ■ HIGH-MOUNT STOPLIGHT ■ BACK-UP LIGHTS ■ HORNS



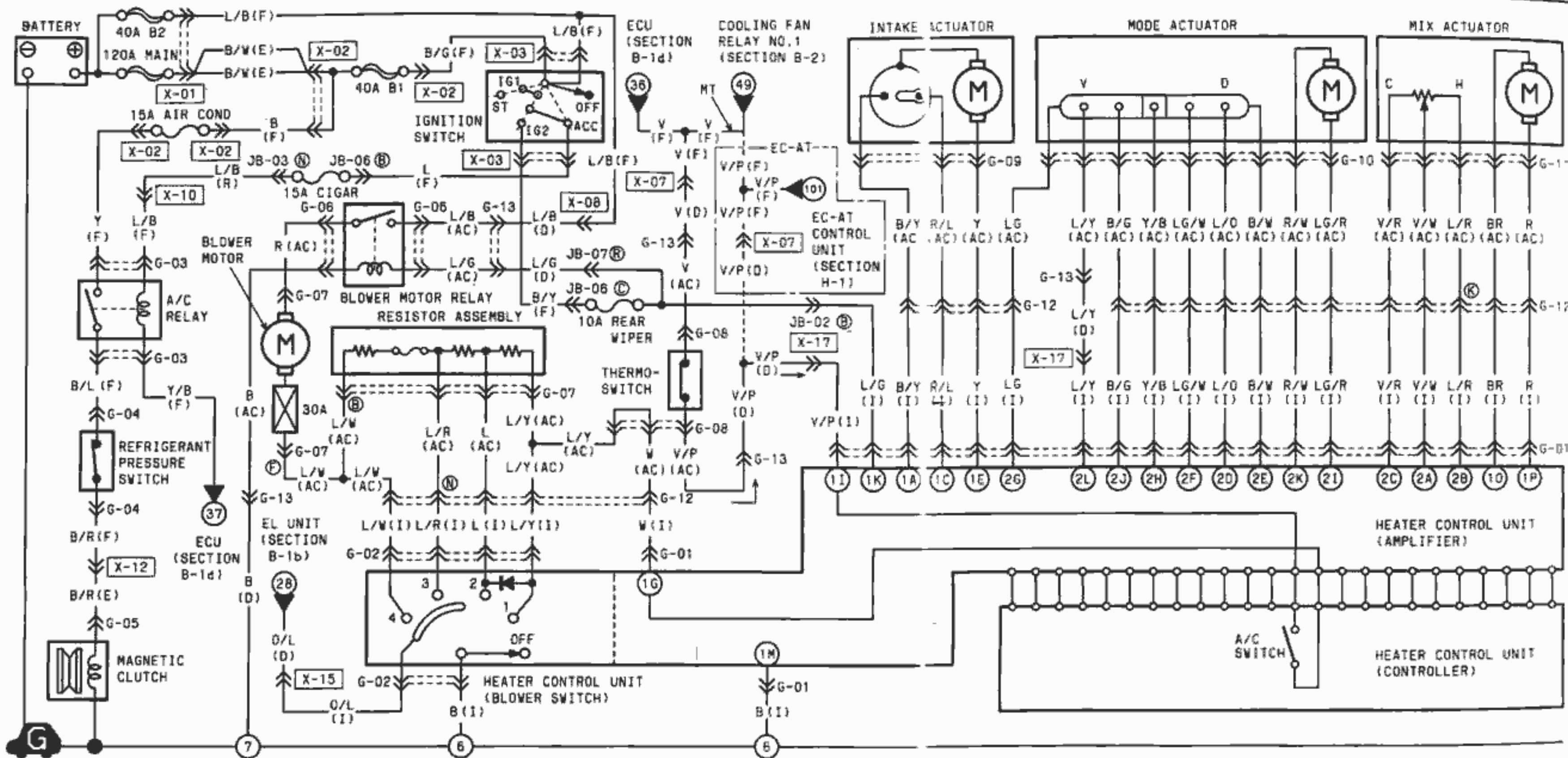
BULB TRADE NUMBER
 STOPLIGHT: 1157(27W)
 HIGH MOUNT
 STOPLIGHT: 921(18.4W)
 BACK-UP LIGHT: 1156(27W)

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)	E3-10 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	D	*	*	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	LG/W	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/G	R/W	L	L/W	L/R	V/R	V/W	L/Y	

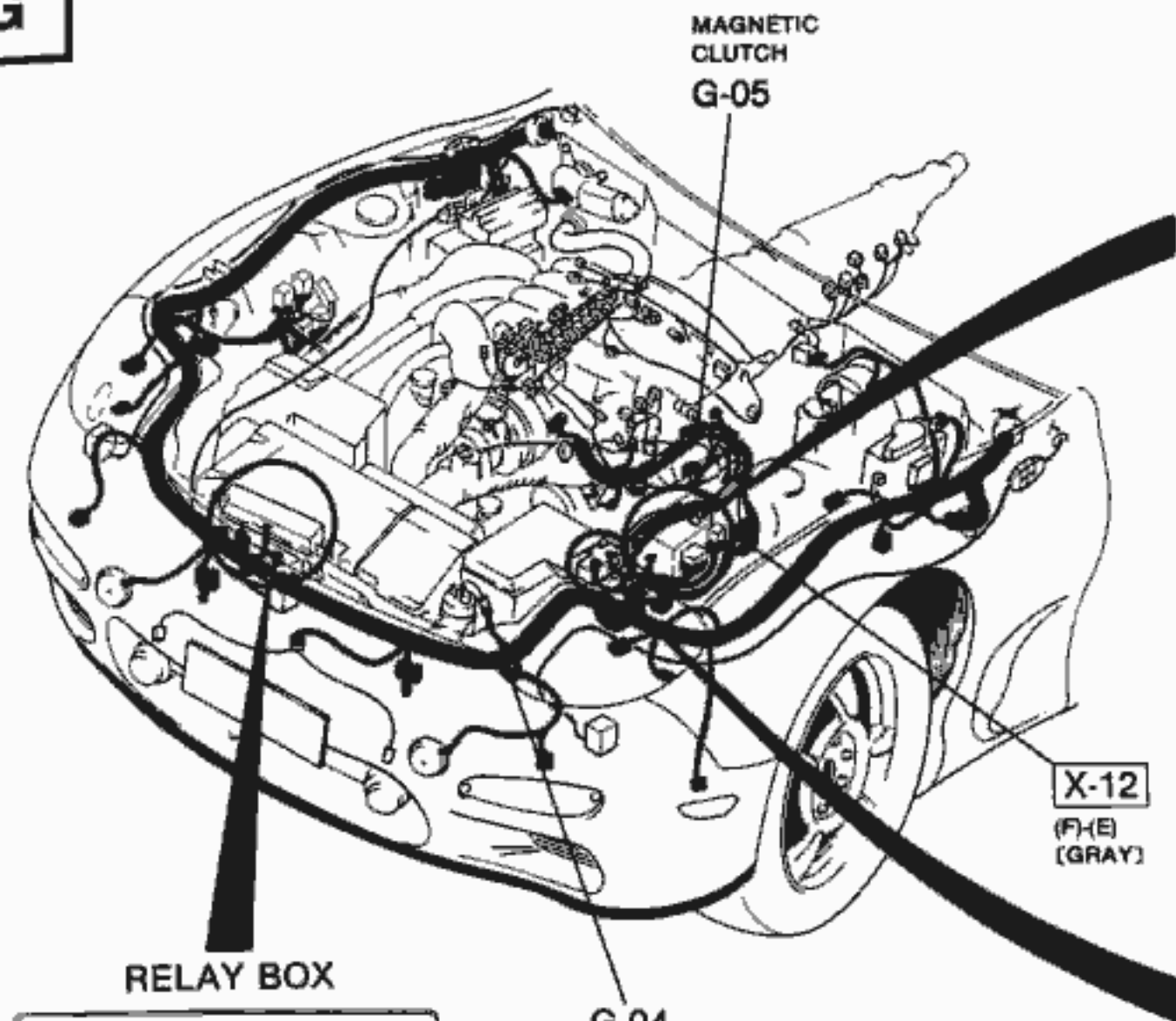
G-13 CONNECTOR BETWEEN DASH (D) & A/C (AC)

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	

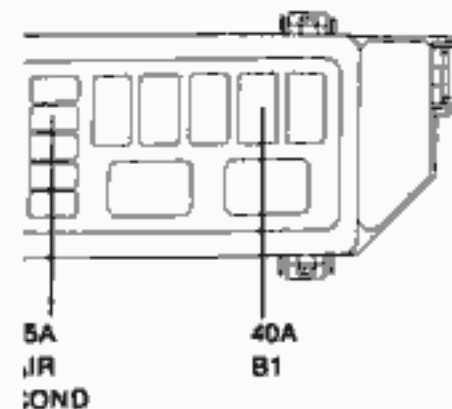
G-13 CONNECTOR BETWEEN DASH (D) & A/C (AC)

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

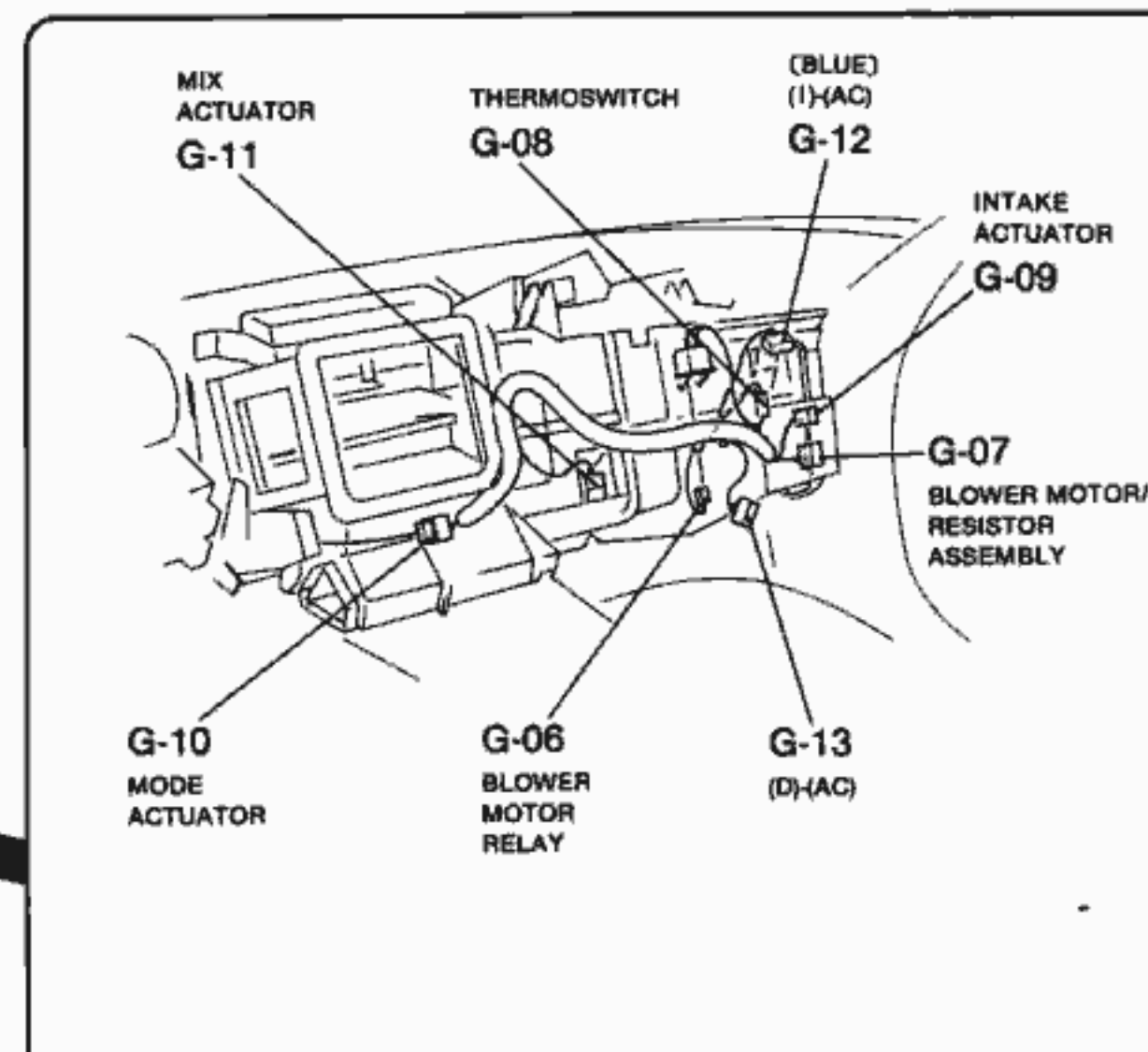
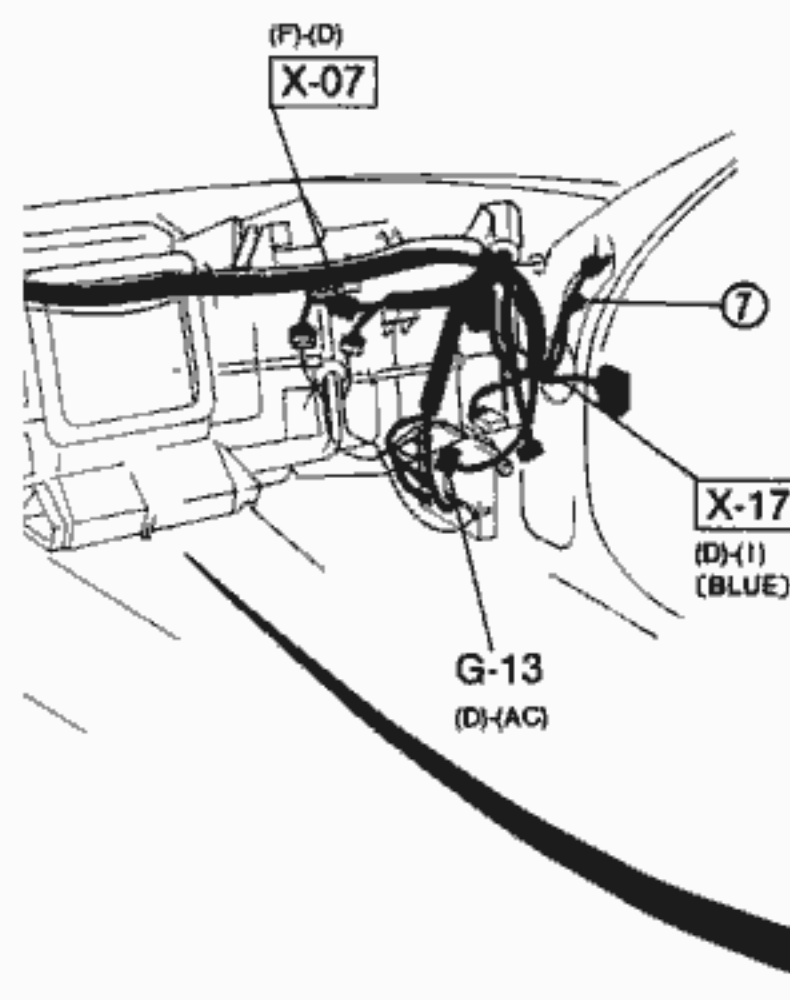
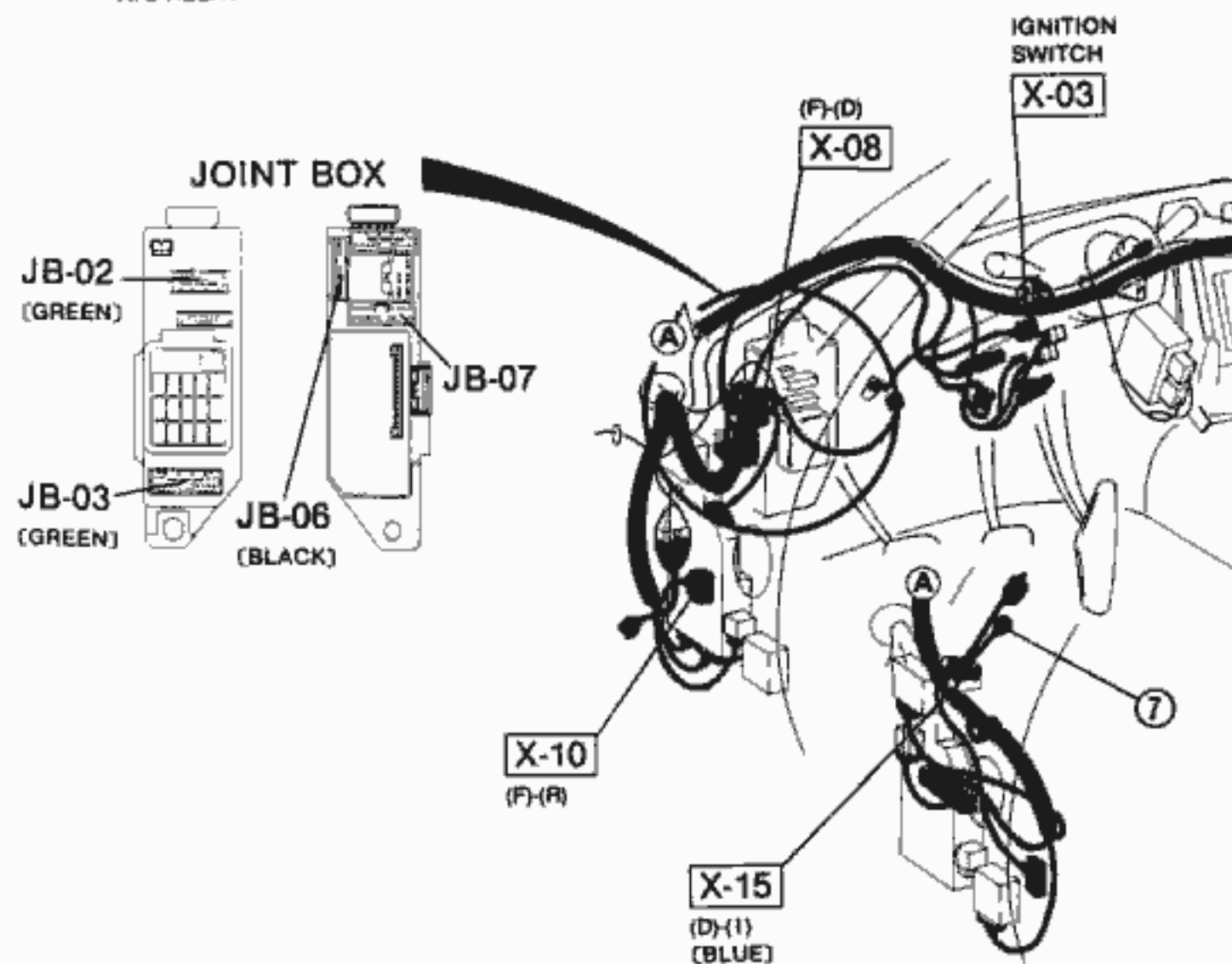
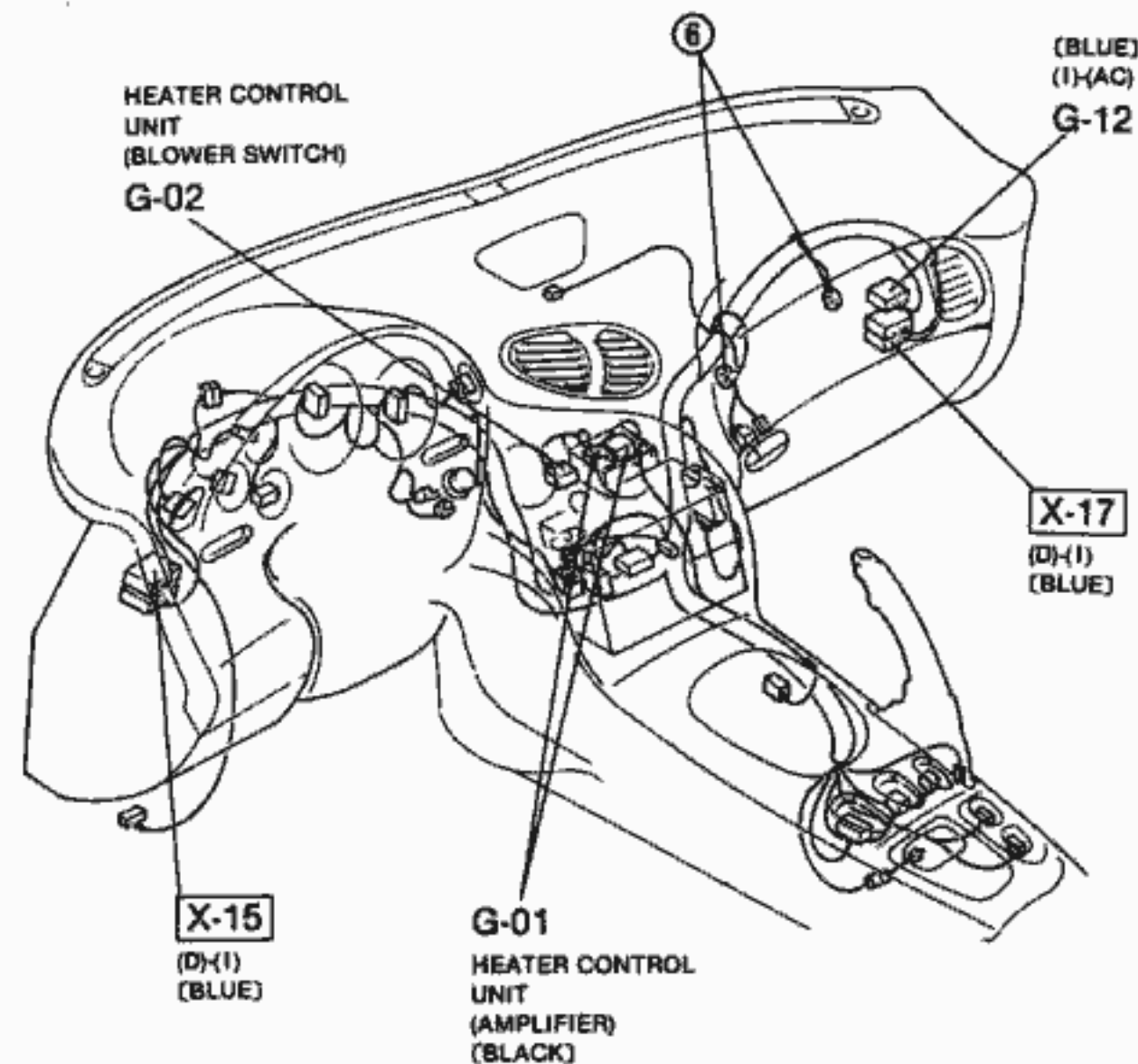
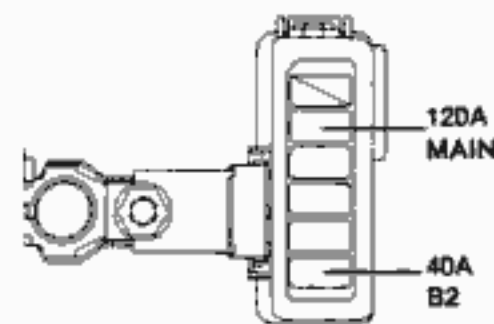
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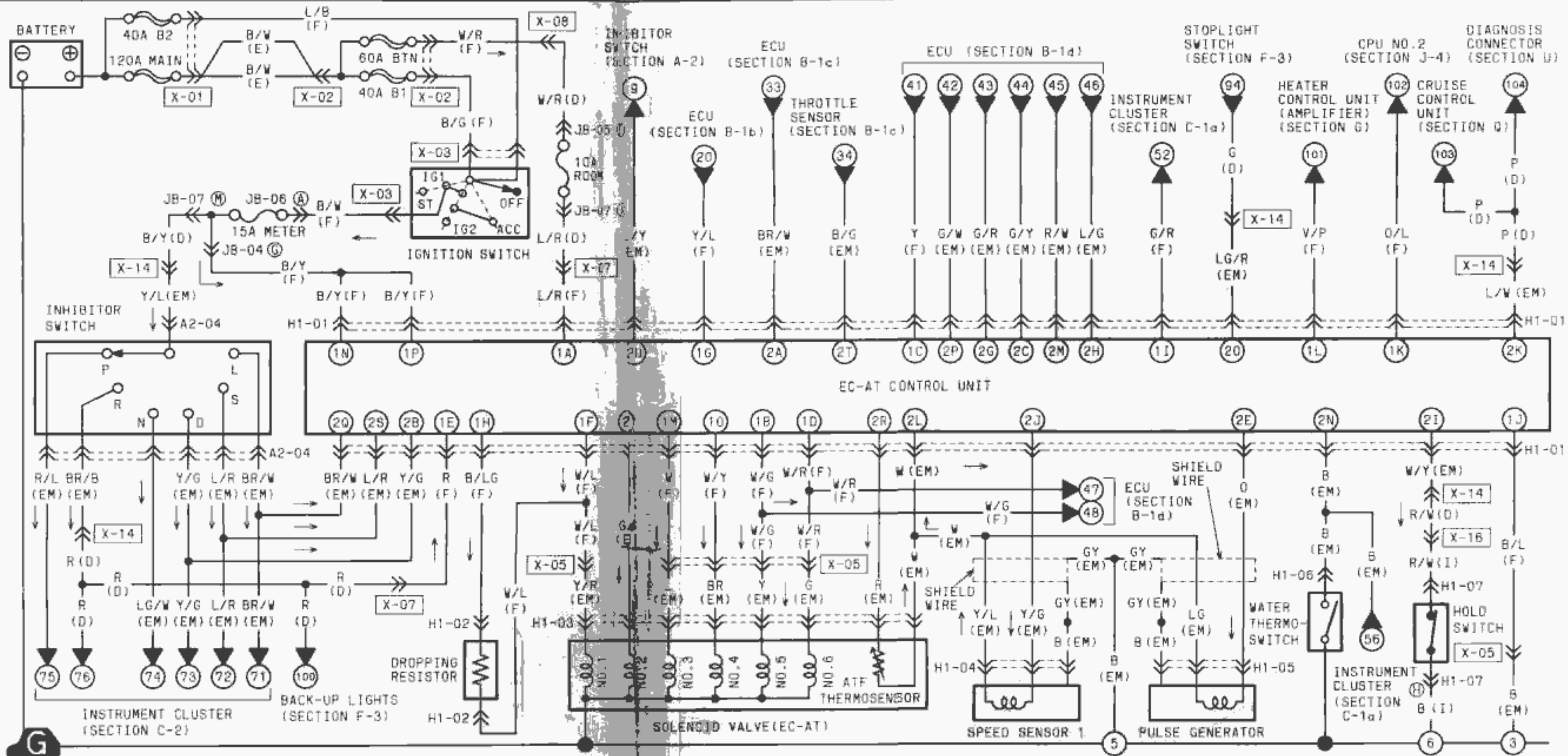
-02 RELAY & FUSE BLOCK



X-01 MAIN FUSE BLOCK



H-1 ■ EC-AT CONTROL SYSTEM



H1-01 EC-AT CONTROL UNIT (F)

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

H1-02 DROPPING RESISTOR (F)

2S	2Q	2O	2M	2I	2G	2E	2C	2A
L/R	BR/W	LG/R	R/W	W	W/Y	G/R	O	G/Y
B/G	R	G/W	B	Y/G	L/G	G/W	L/Y	Y/G
2T	2R	2P	2N	2J	2H	2F	2D	2B

H1-05 PULSE GENERATOR (EM)

O	B
LG	*

H1-06 WATER THERMOSWITCH (EM)

G/W	Y	Y/R	R
G	BR	L	W

H1-07 HOLD SWITCH (I)

Y/G	Y/L	B
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H1-05 PULSE GENERATOR (EM)

O	B
LG	*

H1-06 WATER THERMOSWITCH (EM)

B

H1-07 HOLD SWITCH (I)

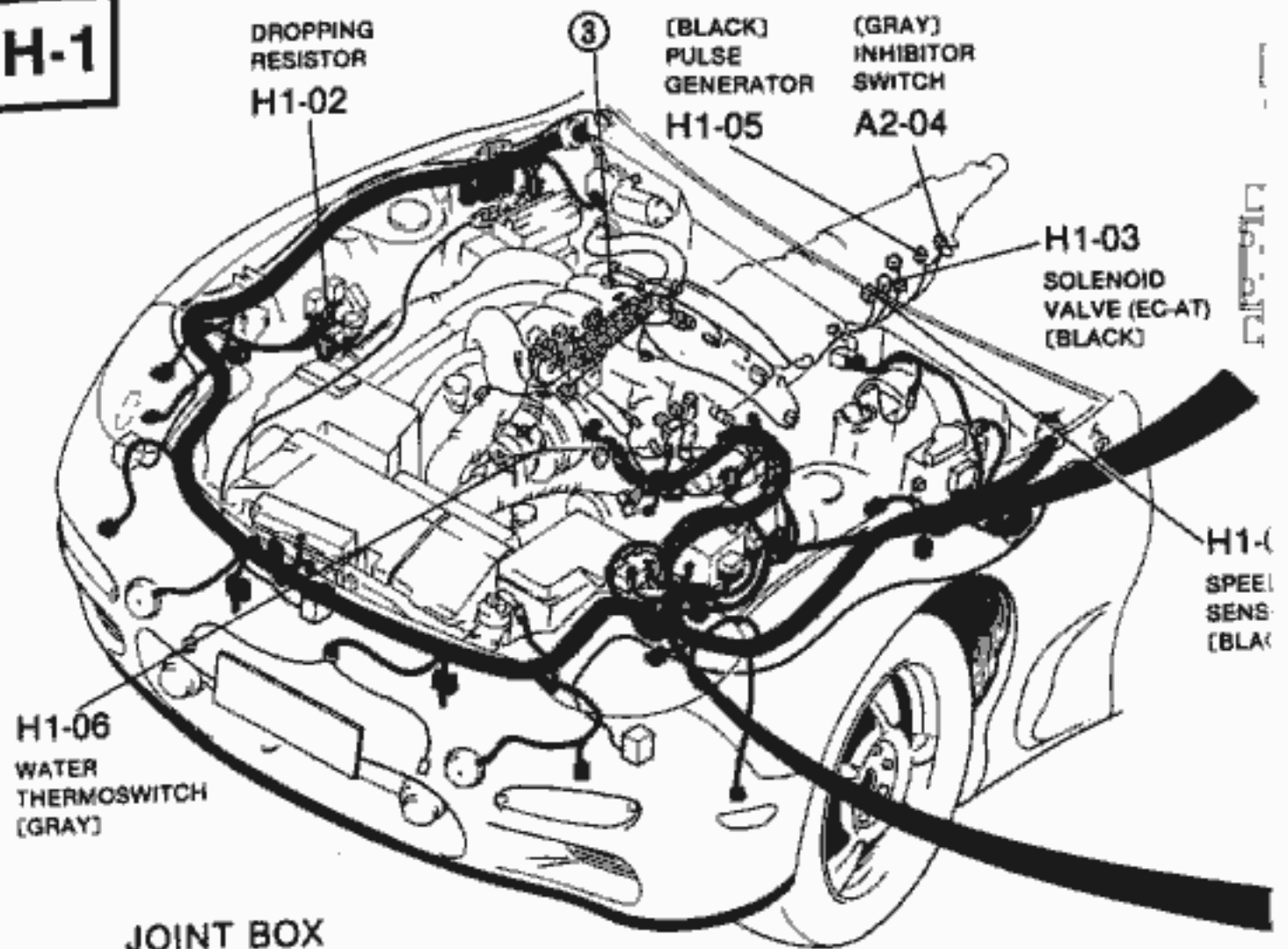
R/B		G	B/Y
R/G	B	R/W	LG

A2-04 INHIBITOR SWITCH (EM)

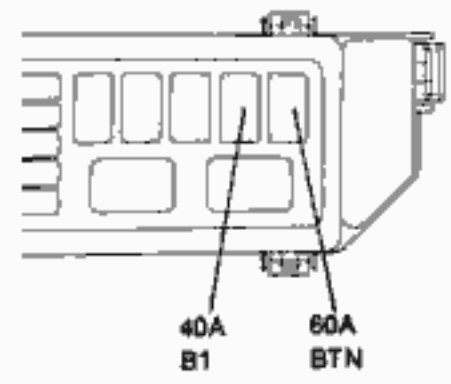
BR/W	Y/G	R/L	BR/B	Y/L
R/Y	LG/W	L/R	L/Y	

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

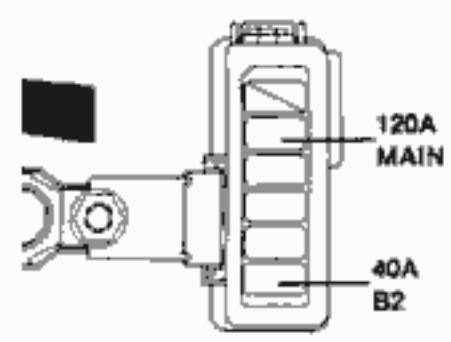
H-1



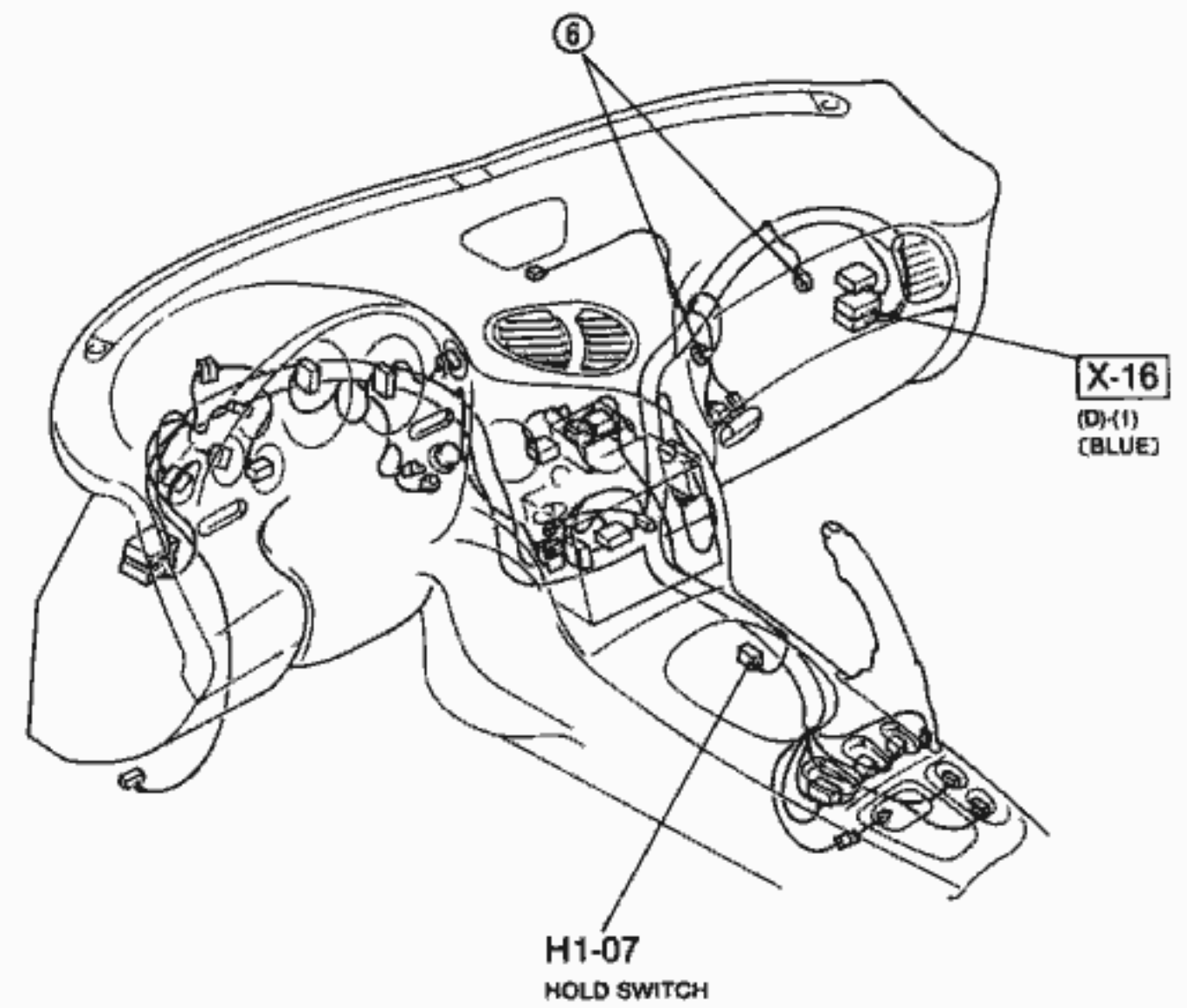
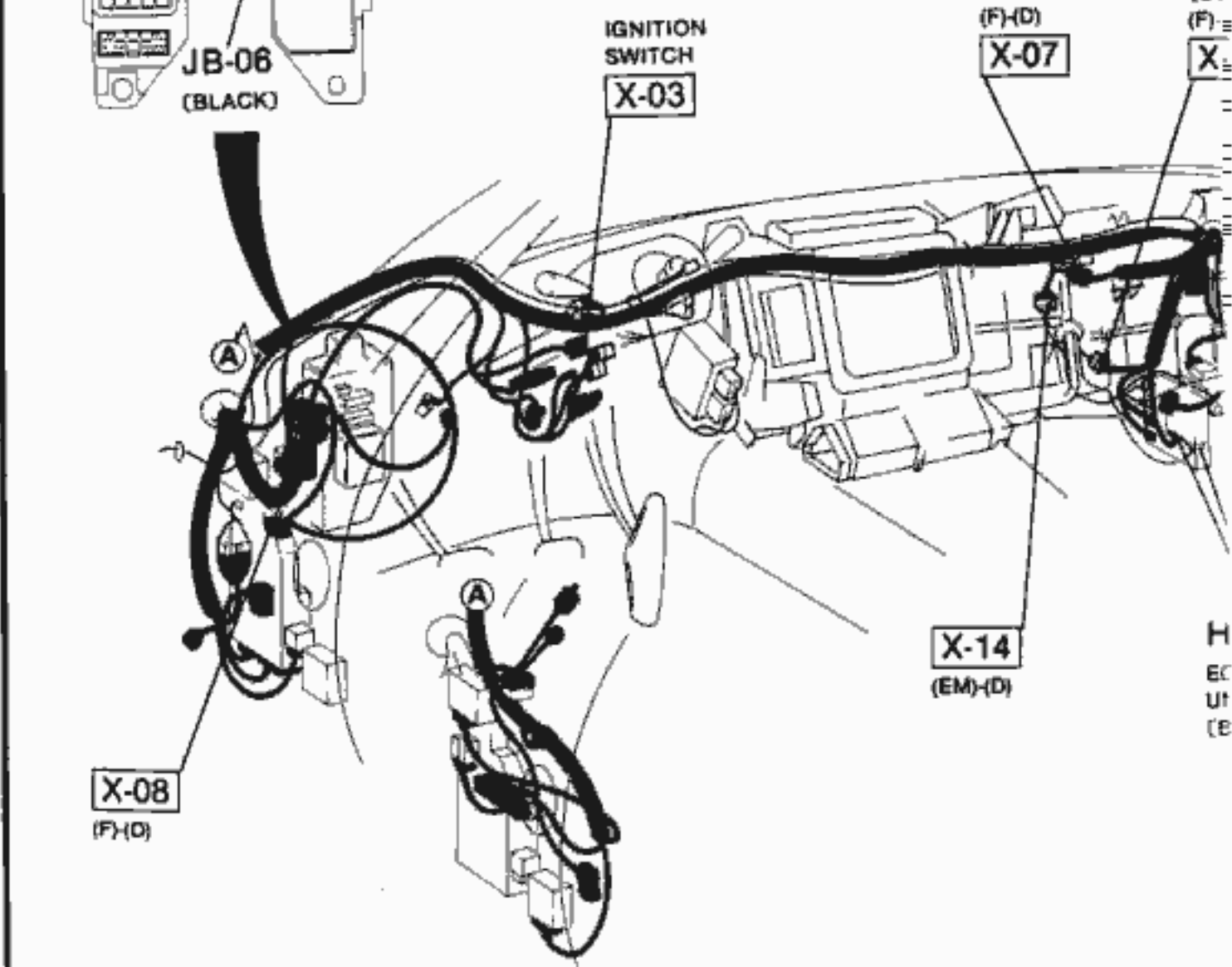
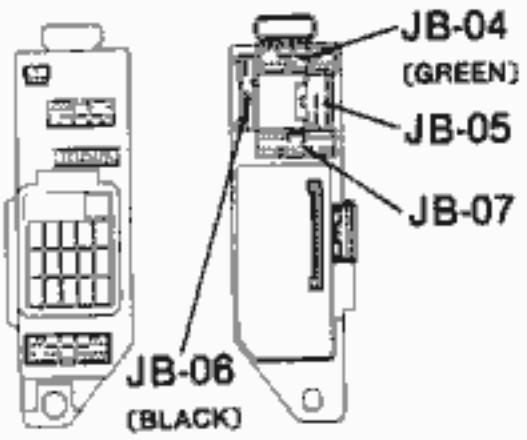
02 RELAY & FUSE BLOCK



X-01 MAIN FUSE BLOCK



JOINT BOX



H-01 EC AT CONTROL UNIT [BLACK]

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	•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	•Solenoid valve (shift B) •Wiring and/or connector from 1B terminal to solenoid valve (shift B)
						Below 1.0V	3rd and O/D gear positions	
1C (Output)	Y	Inhibitor signal	Engine control unit	1C	Ground	Below 1.0V	P and N ranges	•Inhibitor switch, pulse generator, and/or engine control unit •Wiring and/or connector from 1C terminal to engine control unit 1R terminal
						V _B	Except P and N ranges	
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	•Solenoid valve (shift A) •Wiring and/or connector from 1D terminal to solenoid valve (shift A)
						Below 1.0V	2nd and 3rd gear positions	
1E (Input)	R	Inhibitor switch (R range)	Inhibitor switch	1E	Ground	V _B	R range	•Inhibitor switch •Wiring and/or connector from 1E terminal to inhibitor switch
						0V	Except R range	
1F (Output)	W/L	Solenoid valve (line pressure)	Solenoid valve	1F	Ground	Above 1.5V	Throttle valve fully closed	•Solenoid valve (line pressure) •Wiring and/or connector from 1F terminal to solenoid valve (line pressure)
						Below 1.0V	Throttle valve fully opened	
1G (Input)	Y/L	Engine rpm signal	Engine control unit	1G	Ground	0.3-0.8V	Engine running at idle	•Wiring and/or connector from 1G terminal to engine control unit 2B terminal
						0V	Engine stopped	
						1.8-2.2V	Engine running at 3,000 rpm (no load)	•Engine control unit
1H (Output)	B/LG	Dropping resistor	Dropping resistor	1H	Ground	V _B	Throttle valve fully closed	•Dropping resistor and/or solenoid valve (line pressure) •Wiring and/or connector between 1H terminal, dropping resistor, and solenoid valve.
						Below 1.0V	Throttle valve fully opened	

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	•Speed sensor 2 and/or speedometer •Wiring and/or connector between 1I terminal, speedometer, and speed sensor 2.
						0V or 4.5-5.5V	Vehicle stopped	
1J (Ground)	B/L	Ground (EC-AT control unit)	-	1J	Ground	0V	Constant	•Wiring condition.
1K (Output)	O/L	Hold indicator / FAT terminal (diagnosis connector)	CPU No. 2	1K	Ground	Below 1.0V	Hold mode	•Wiring and/or connector from 1K terminal to hold indicator lamp (combination meter) •Hold indicator lamp
						V _B	Except hold mode	
1L (Input)	V/P	A/C signal	Heater control unit	1L	Ground	Below 3.0V	A/C ON	•Engine control unit and/or A/C switch •Wiring and/or connector from 1L terminal to A/C switch
						V _B	A/C OFF	
1M (Output)	W	Solenoid valve (lockup)	Solenoid valve	1M	Ground	V _B	Lockup	•Solenoid valve (lockup) •Wiring and/or connector from 1M terminal to solenoid valve (lockup)
						Below 1.0V	No lockup	
1N	B/Y	Battery (main)	Ignition switch	1N	Ground	V _B	Ignition switch ON	•Meter fuse and/or ignition switch •Wiring and/or connector from 1N terminal to ignition switch (IG1)
						0V	Ignition switch OFF	
1O (Output)	W/Y	Solenoid valve (overrunning clutch)	Solenoid valve	1O	Ground	Below 1.0V	Throttle valve fully opened (D range)	•Solenoid valve (overrunning clutch) •Wiring and/or connector from 1O terminal to solenoid valve (overrunning clutch)
						V _B	Throttle valve closed (D range)	
1P	B/Y	Battery (main)	Ignition switch	1P	Ground	V _B	Ignition switch ON	•Meter fuse and/or ignition switch •Wiring and/or connector from 1P terminal to ignition switch (IG1)
						0V	Ignition switch OFF	
2A (Input)	BR/W	Throttle sensor (V _{REF})	Throttle sensor (ECU)	2A	Ground	4.5-5.5V	Ignition switch ON	•Wiring and/or connector from 2A terminal to engine control unit 3I terminal •Throttle sensor
						0V	Ignition switch OFF	

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	
						Below 1.0V	Engine running at 3,000 rpm	
2G (Input)	G/R	Slip lockup OFF signal	Engine control unit	2G	Ground	V _B	Engine running at idle	<ul style="list-style-type: none"> Wiring and/or connector from 2G terminal to engine control unit 2C terminal Engine control unit
						Below 1.0V	Throttle opening above 1/8 (Engine coolant temp. below 40°C [104°F])	
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	
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 thermo-switch / mileage switch	Water thermo-switch 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 thermo-switch and/or mileage switch Wiring and/or connector from 2N terminal to water thermo-switch
						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	Ground	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

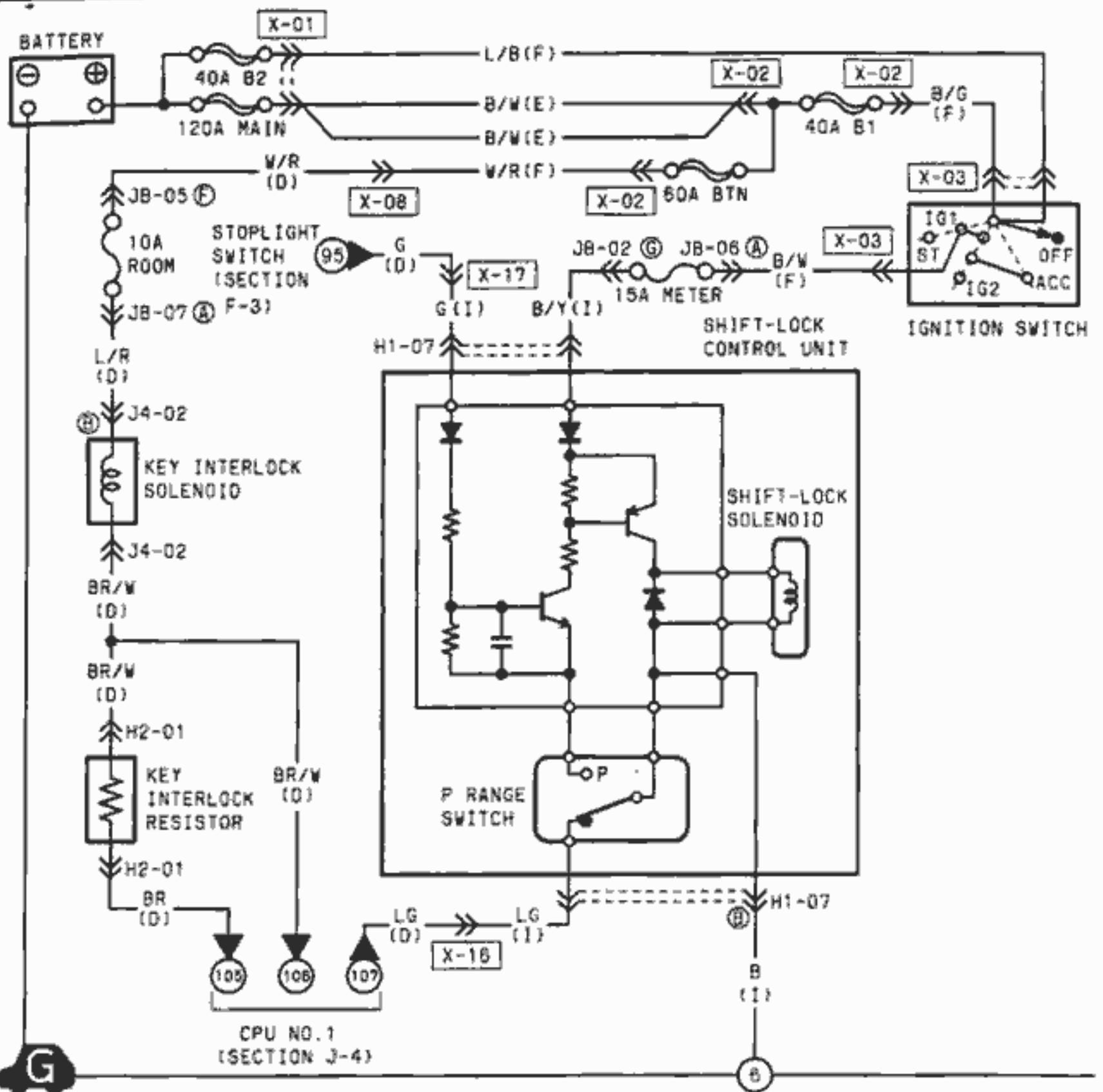
V_B: Battery voltage

Terminal	Color	Component	Connected to	Vollmeter		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 1Q terminal Throttle sensor, speed sensor 1, pulse generator, solenoid valve (lockup, lockup control), and/or engine control unit
						V _B	Engine running at idle	
						0V	Except L range	
2Q (input)	BR/W	Inhibitor switch (L range)	Inhibitor switch	2Q		V _B	L range	<ul style="list-style-type: none"> Inhibitor switch Wiring and/or connector from 2Q terminal to inhibitor switch
						0V	Except L range	
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-053

Z WIRING DIAGRAM

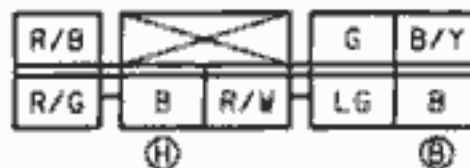
H-2 EC-AT ■ SHIFT-LOCK SYSTEM ■ KEY INTERLOCK SYSTEM



H2-01 KEY INTERLOCK RESISTOR (D)



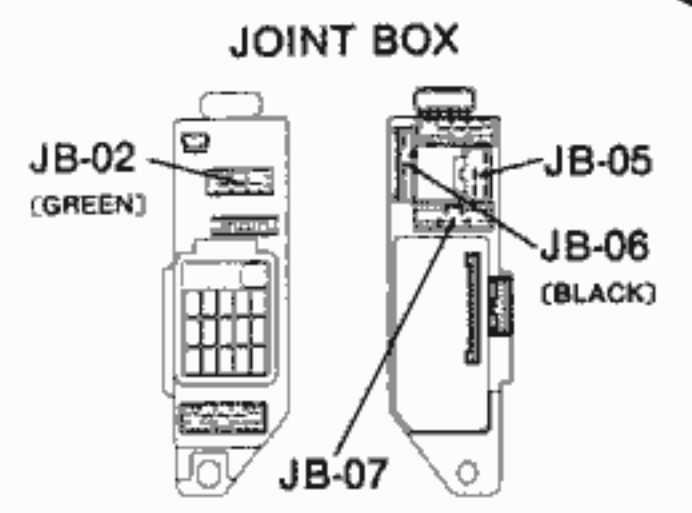
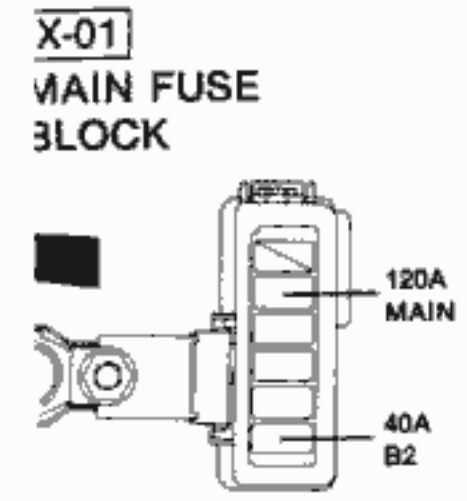
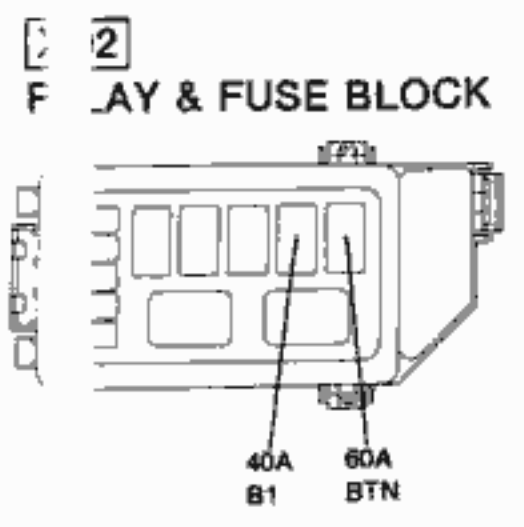
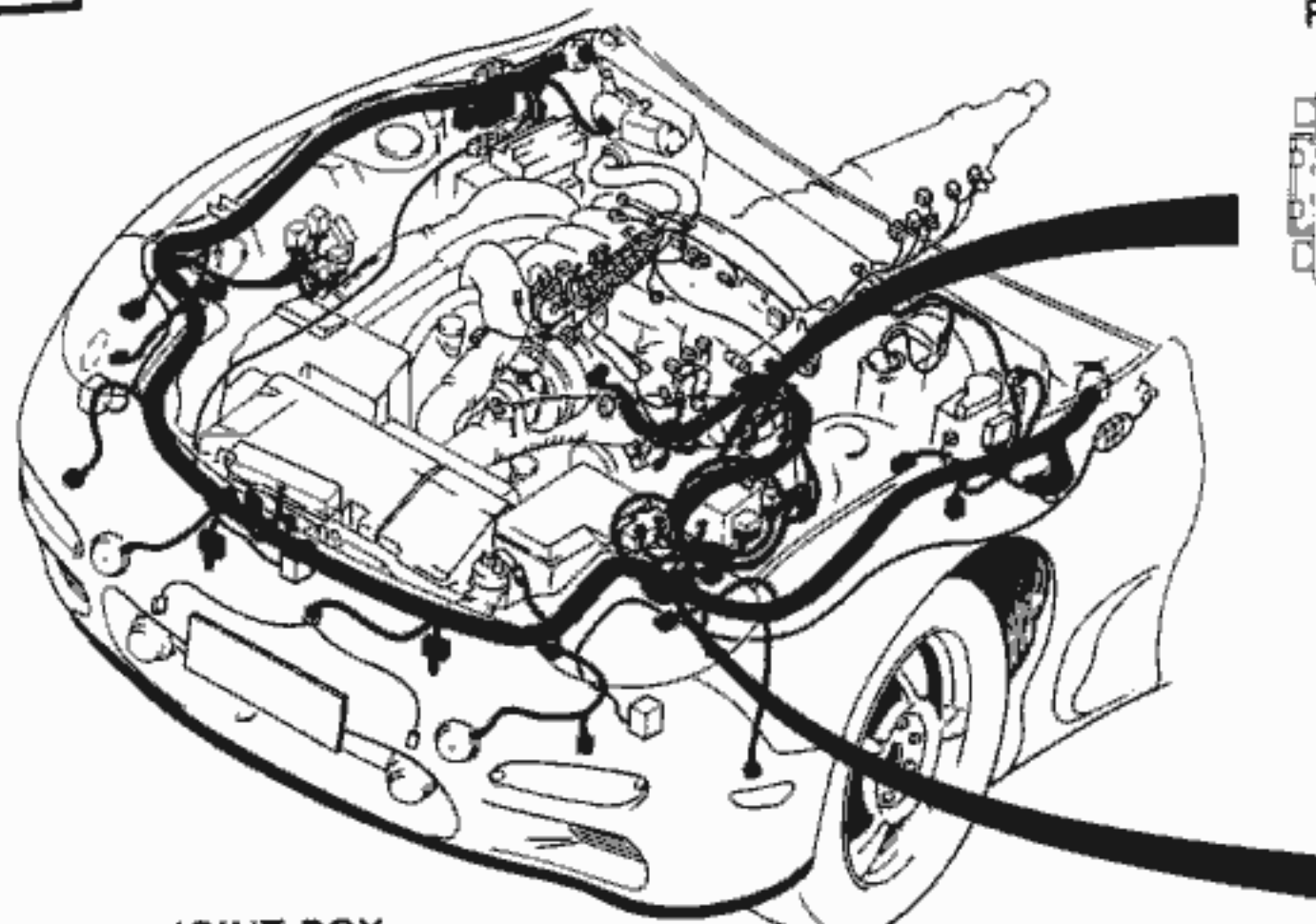
H1-07 SHIF-LOCK CONTROL UNIT (I)



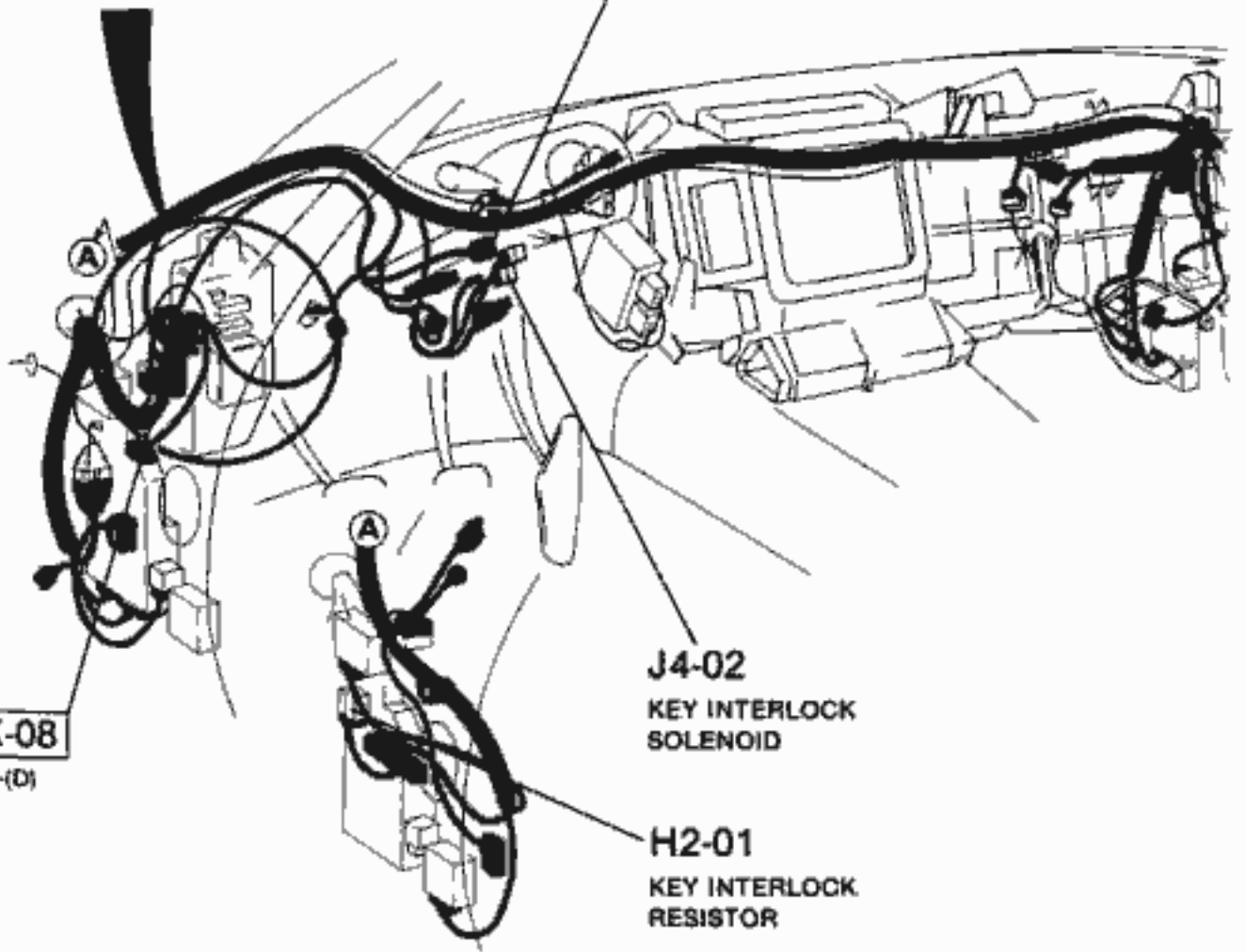
J4-02 KEY INTERLOCK SOLENOID (D)



H-2

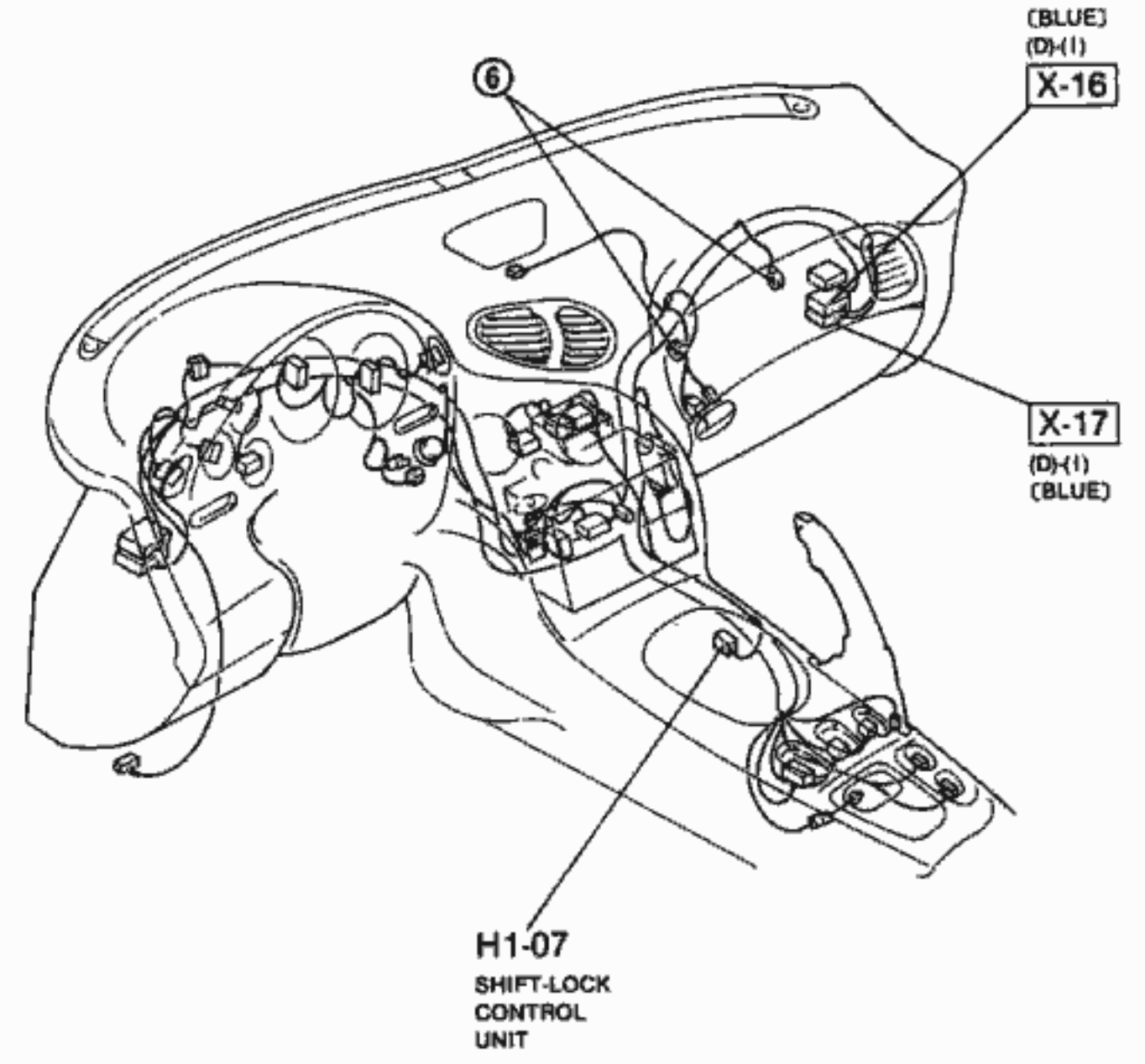


IGNITION SWITCH
X-03



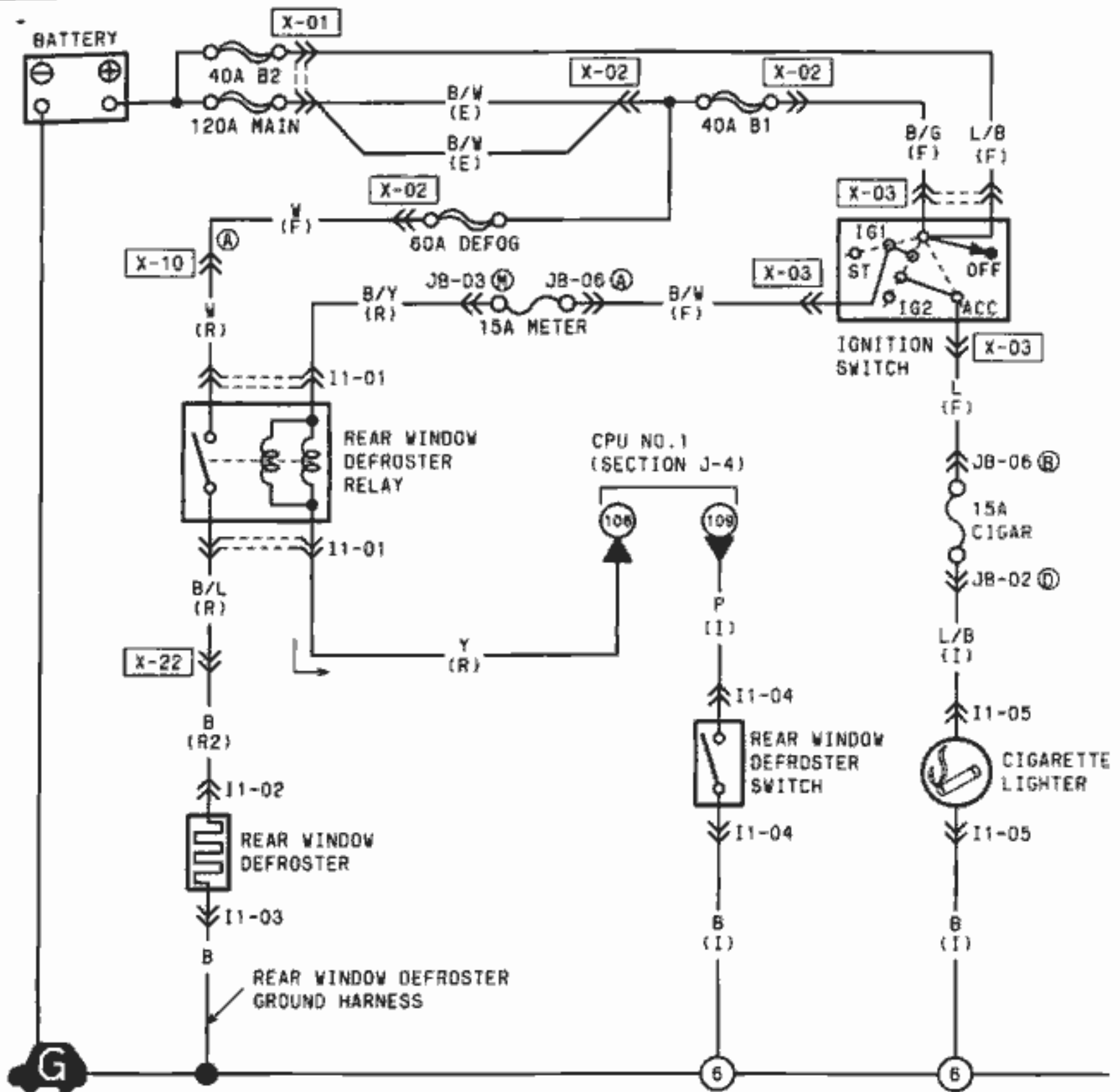
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X-16

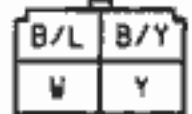


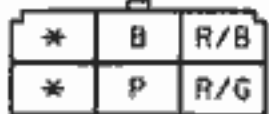

X-17
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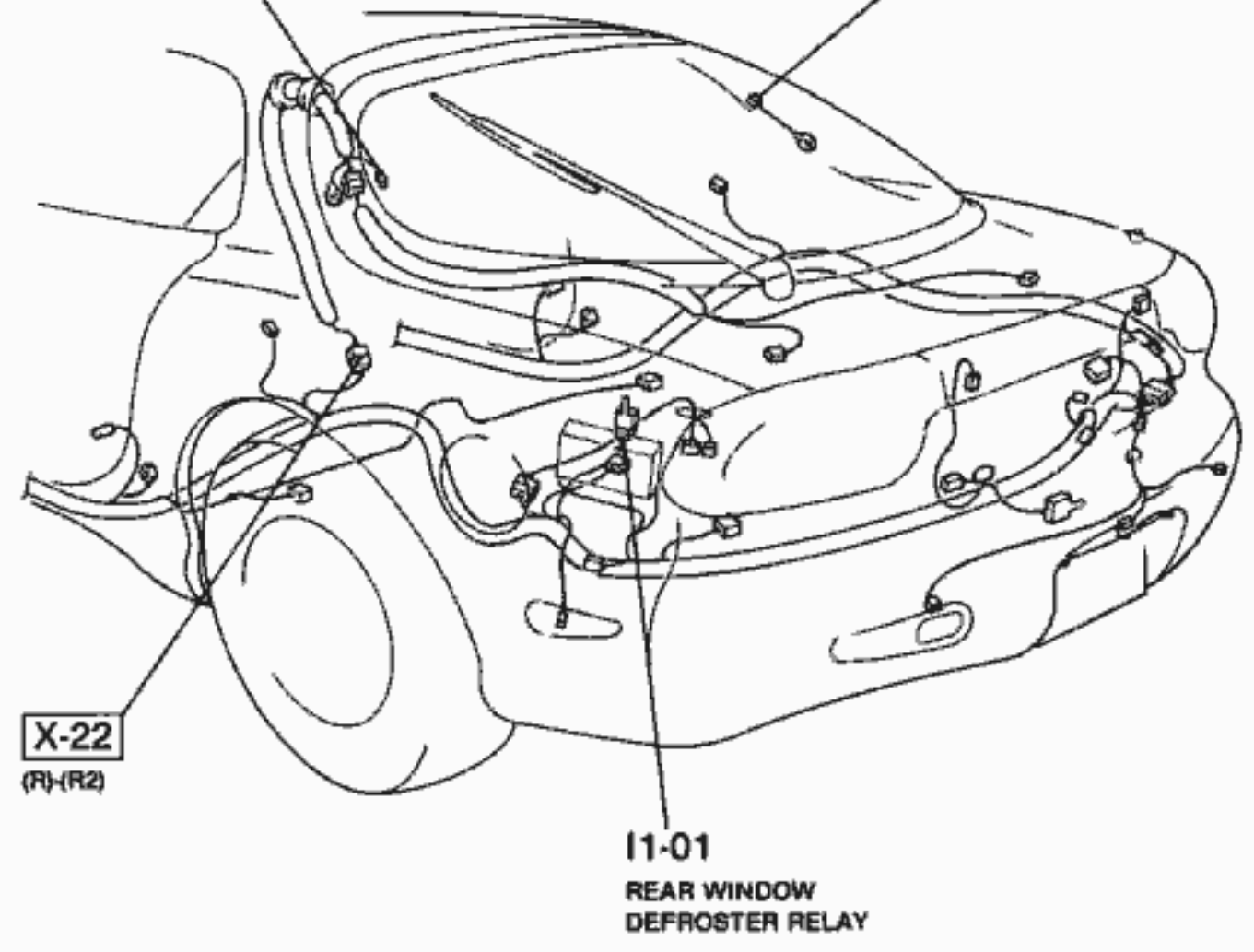
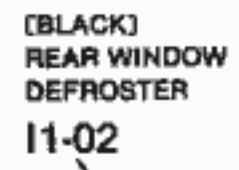
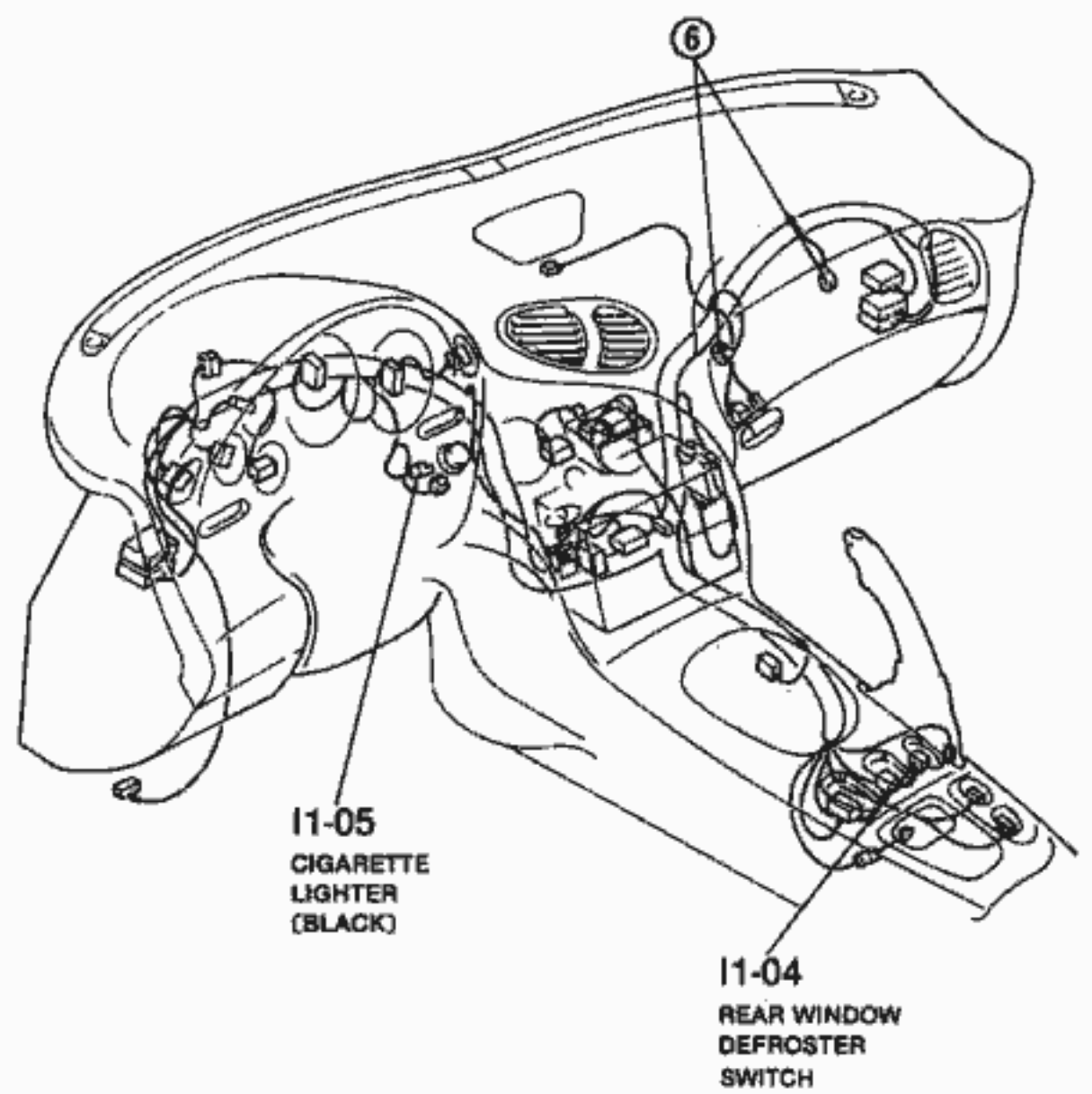
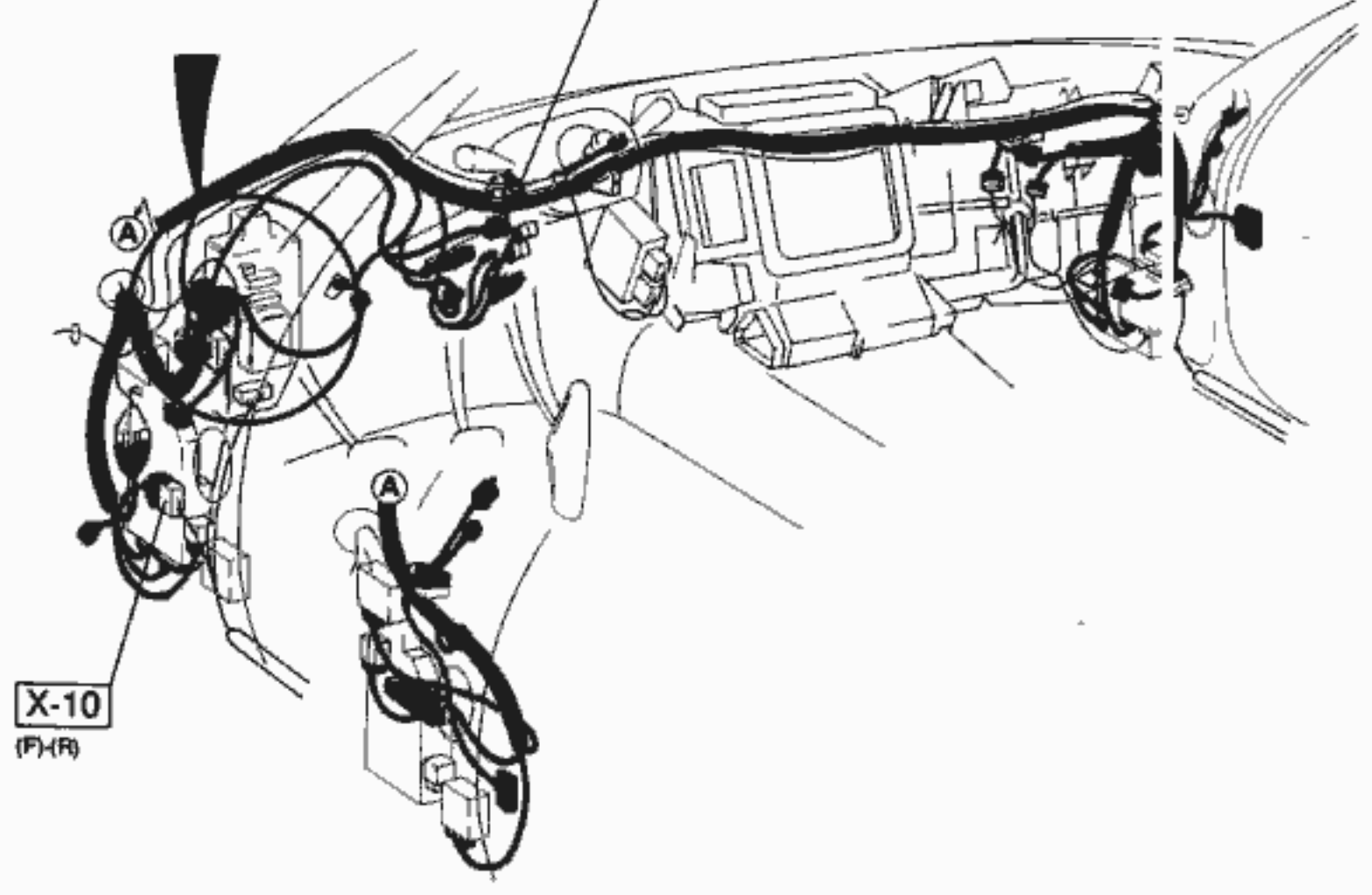
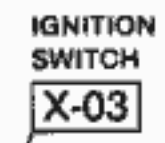
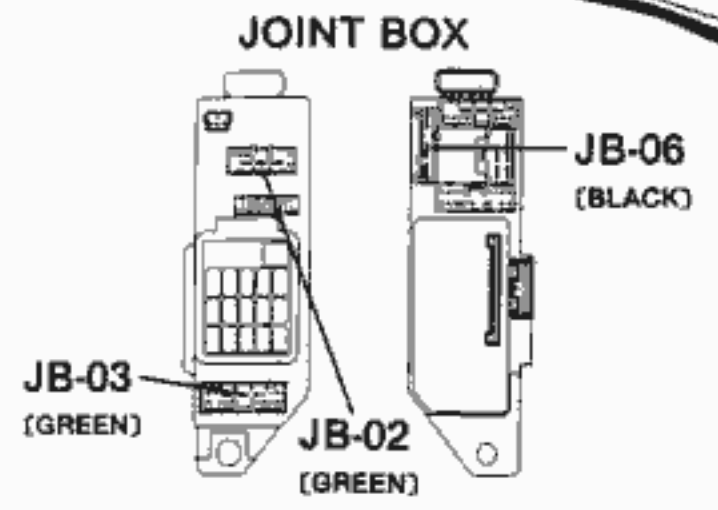
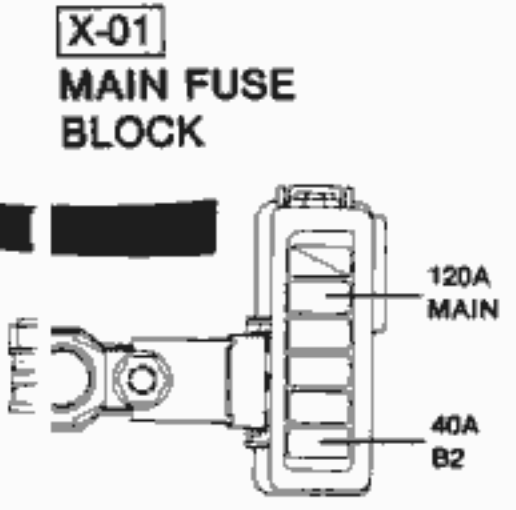
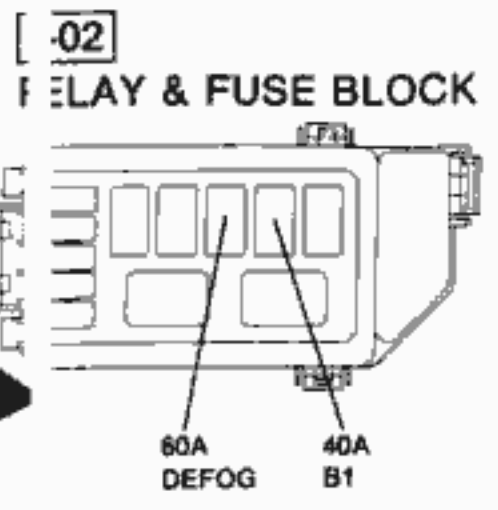
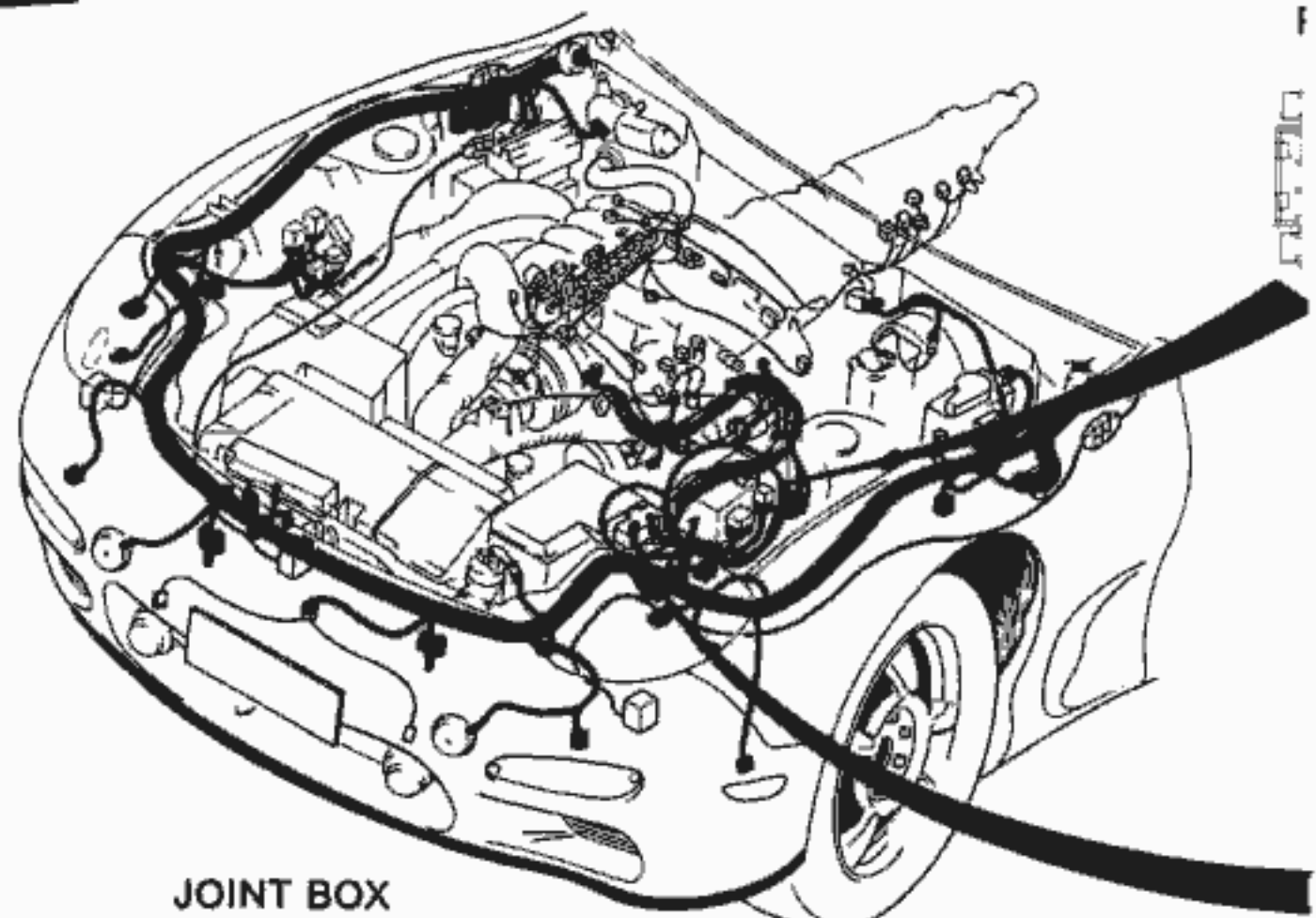
Z WIRING DIAGRAM

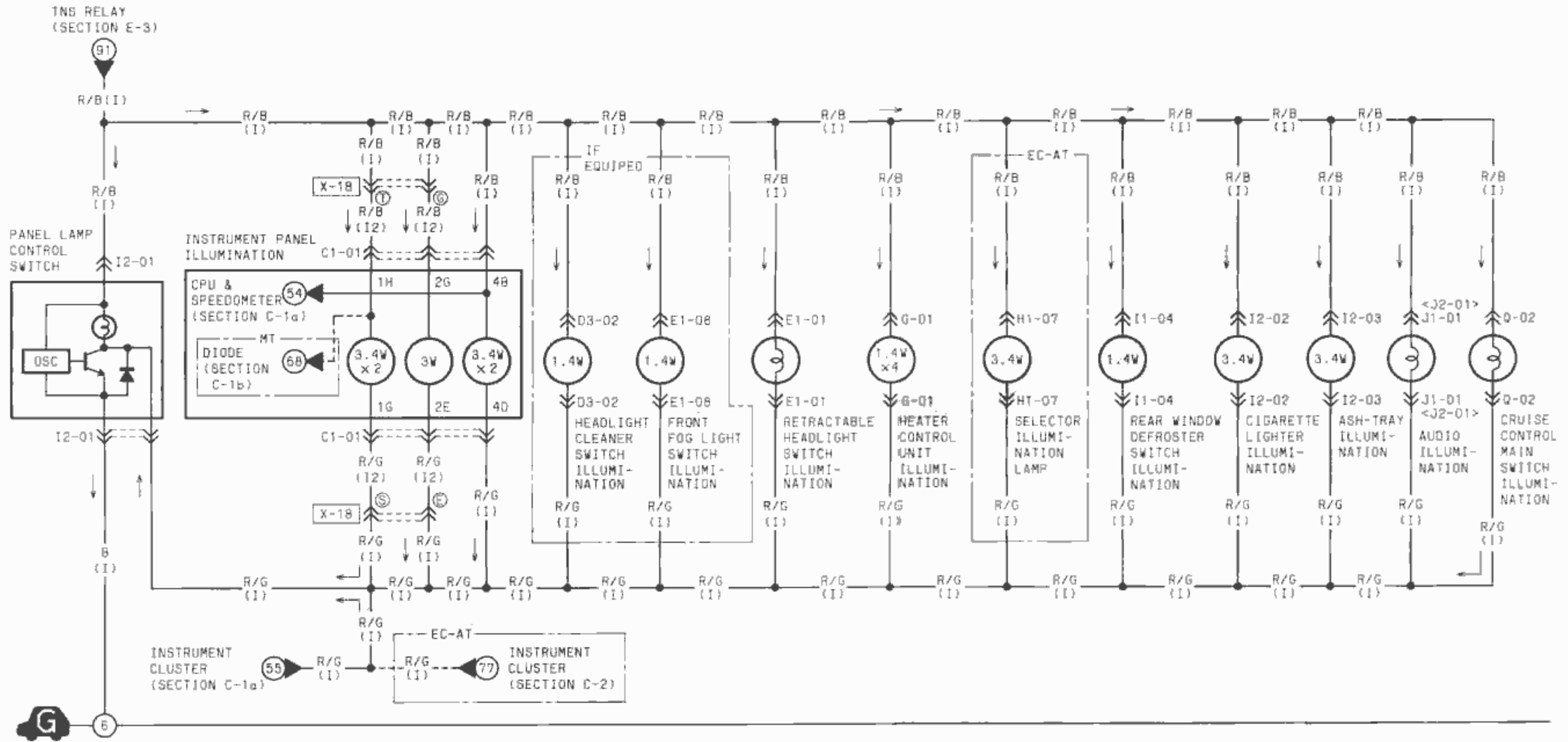
I-1 ■ REAR WINDOW DEFROSTER ■ CIGARETTE LIGHTER



<p>11-01 REAR WINDOW DEFROSTER RELAY (R)</p> 	<p>11-02 REAR WINDOW DEFROSTER (R2)</p> 	<p>11-03 REAR WINDOW DEFROSTER GROUND HARNESS</p> 	<p>11-04 REAR WINDOW DEFROSTER SWITCH (I)</p> 
<p>11-05 CIGARETTE LIGHTER (I)</p> 			

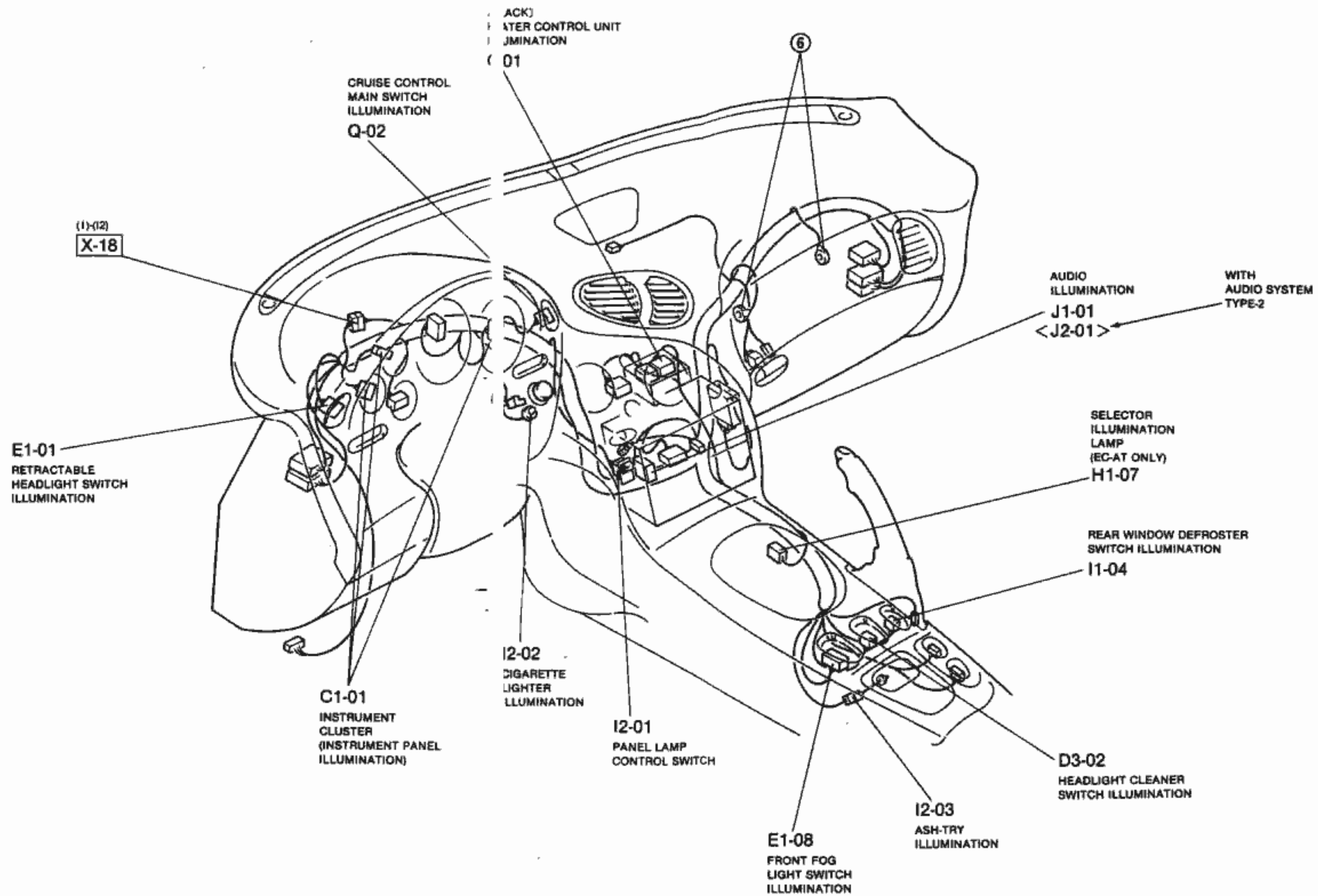
1-1





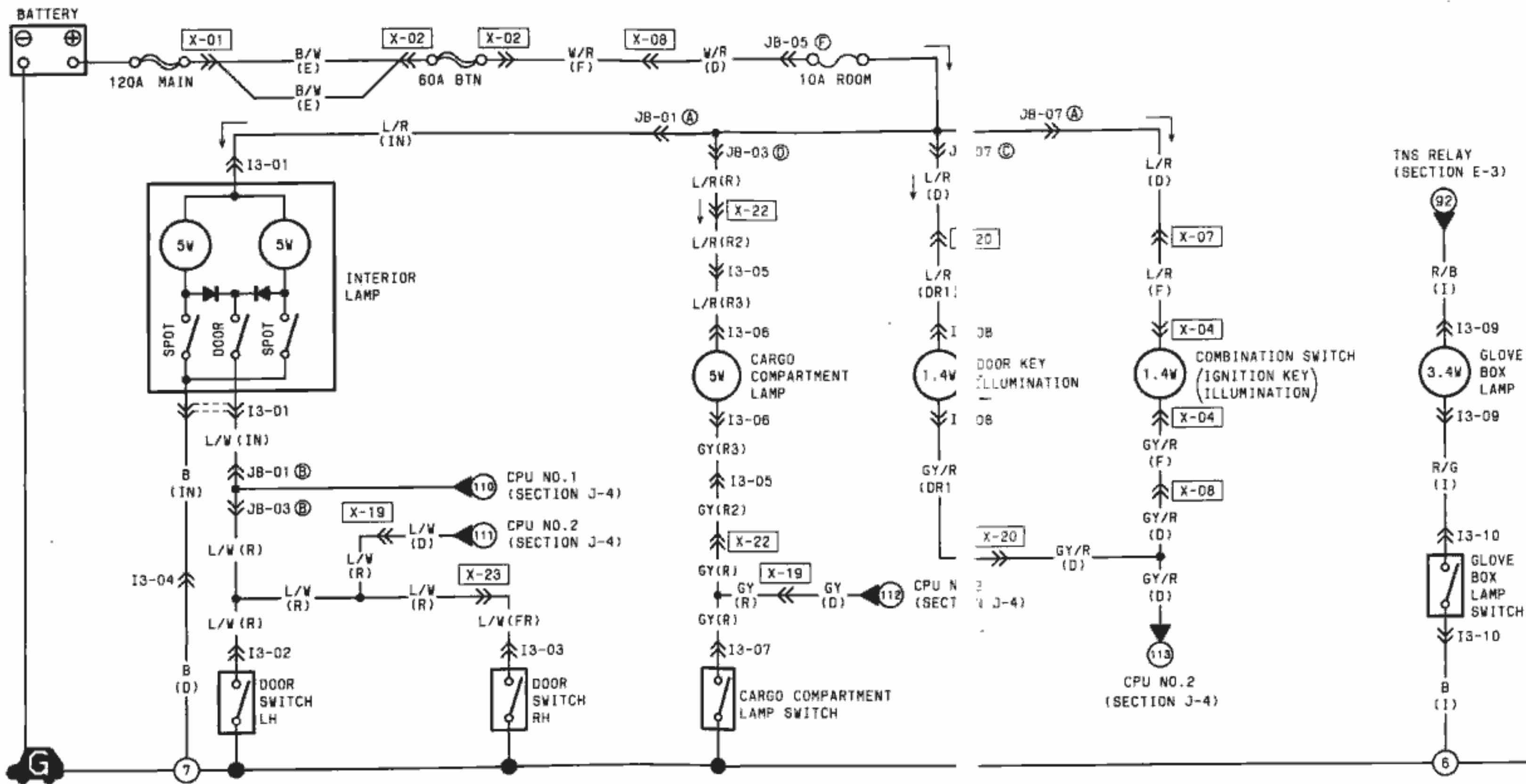
<p>12-01 PANEL LAMP CONTROL SWITCH (I)</p>	<p>12-02 CIGARETTE LIGHTER ILLUMINATION (I)</p>	<p>12-03 ASH-TRAY ILLUMINATION (I)</p>	<p>C1-01 INSTRUMENT CLUSTER (INSTRUMENT PANEL ILLUMINATION) (I)...EC-AT</p> <table border="1"> <tr> <td>1G</td><td>1E</td><td>(I)</td><td>1C</td><td>1A</td> <td>2I</td><td>2G</td><td>2E</td><td>(I2)</td><td>2C</td><td>2A</td> <td>4K</td><td>4I</td><td>4B</td><td>(I)</td><td>4E</td><td>4C</td><td>4A</td> </tr> <tr> <td>R/G</td><td>B/L</td><td></td><td>G/Y</td><td>R/Y</td> <td>Y</td><td>R/B</td><td>R/G</td><td></td><td>L</td><td>O/B</td> <td>B</td><td>W/B</td><td>R/W</td><td></td><td>L/R</td><td>L/Y</td><td>*</td></tr> <tr> <td>R/B</td><td>W/B</td><td></td><td>GY</td><td>G/O</td> <td>G/B</td><td>G/W</td><td>GY/R</td><td></td><td>B/Y</td><td>W/G</td> <td>L/W</td><td>BR/Y</td><td>B</td><td></td><td>LG</td><td>R/G</td><td>R/B</td></tr> <tr> <td>1H</td><td>1F</td><td></td><td>1D</td><td>1B</td> <td>2J</td><td>2H</td><td>2F</td><td></td><td>2D</td><td>2B</td> <td>4L</td><td>4J</td><td>4H</td><td></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	4B	(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	*	R/B	W/B		GY	G/O	G/B	G/W	GY/R		B/Y	W/G	L/W	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	4B	(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	*																																																											
R/B	W/B		GY	G/O	G/B	G/W	GY/R		B/Y	W/G	L/W	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>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>																																																																									

1-2



Z WIRING DIAGRAM

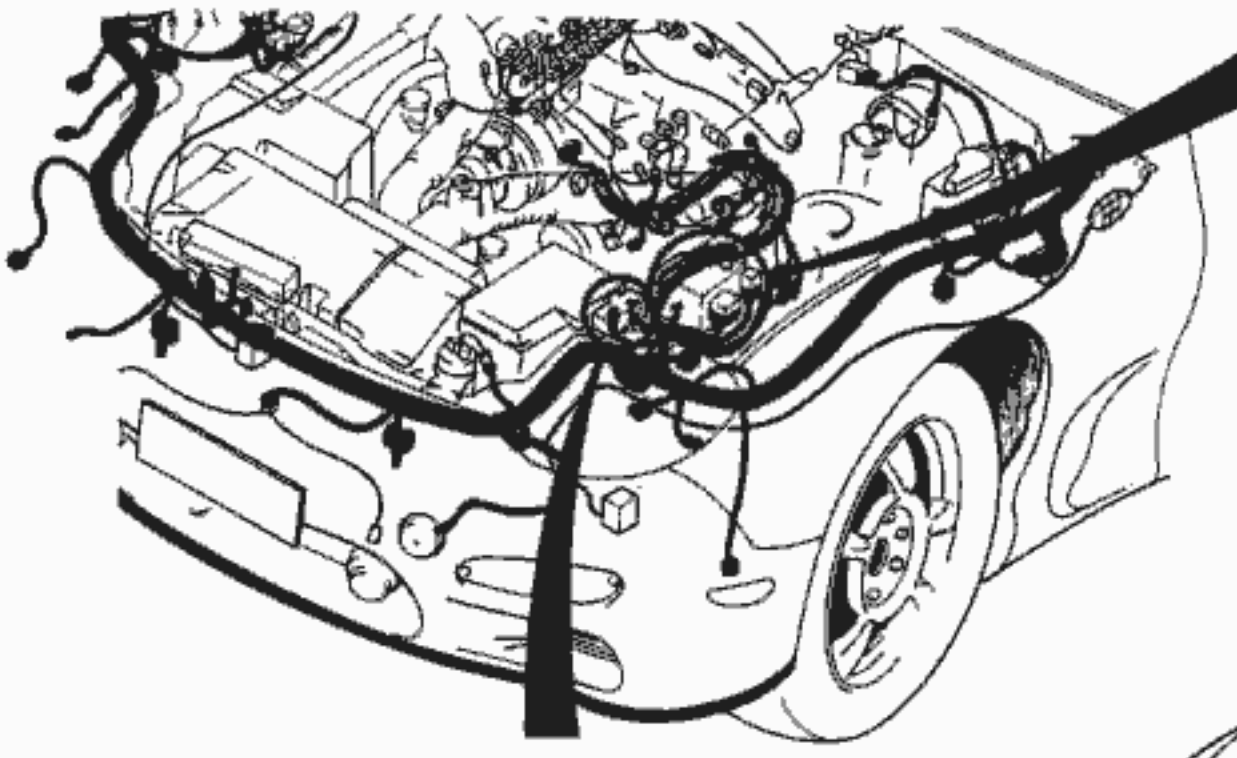
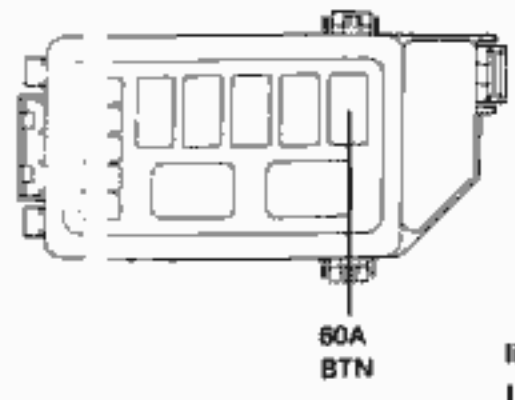
I-3 ■ INTERIOR LAMP ■ CARGO COMPARTMENT LAMP ■ DOOR KEY ILLUMINATION ■ IGNITION KEY ILLUMINATION ■ GLOVE BOX LAMP



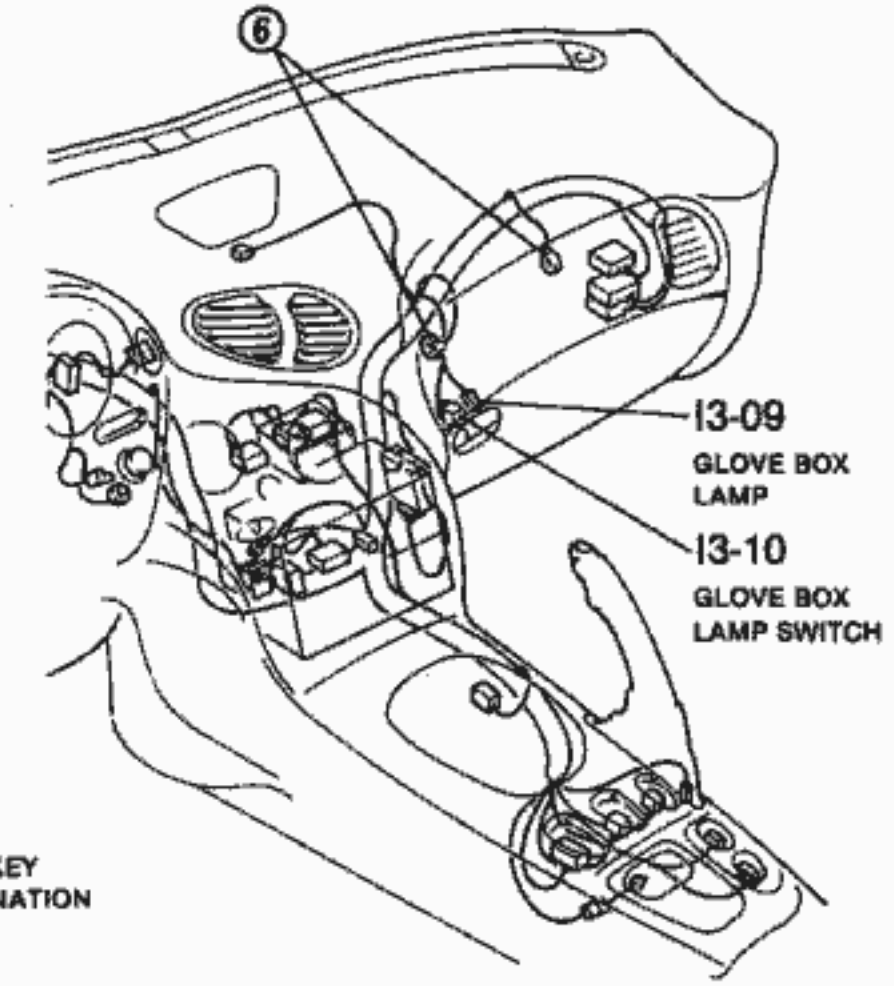
<p>13-01 INTERIOR LAMP (IN)</p> <p>() ...WITH SLIDING SUNROOF</p>	<p>13-02 DOOR SWITCH LH (R)</p>	<p>13-03 DOOR SWITCH RH (FR)</p>	<p>13-04 CONNECTOR BETWEEN DASH (D) & INTERIOR LAMP (IN)</p>	<p>13-05 CONNECTOR BETWEEN REAR NO. 2 (R2) & REAR NO. 3 (R3)</p> <p>() ...WITH REAR WIPER & WASHER</p>	<p>13-06 CARGO COMPARTMENT LAMP (R3)</p>
<p>13-07 CARGO COMPARTMENT LAMP SWITCH (R)</p>	<p>13-08 DOOR KEY ILLUMINATION (DR1)</p>	<p>13-09 GLOVE BOX LAMP (I)</p>	<p>13-10 GLOVE BOX LAMP SWITCH (I)</p>		

I-3

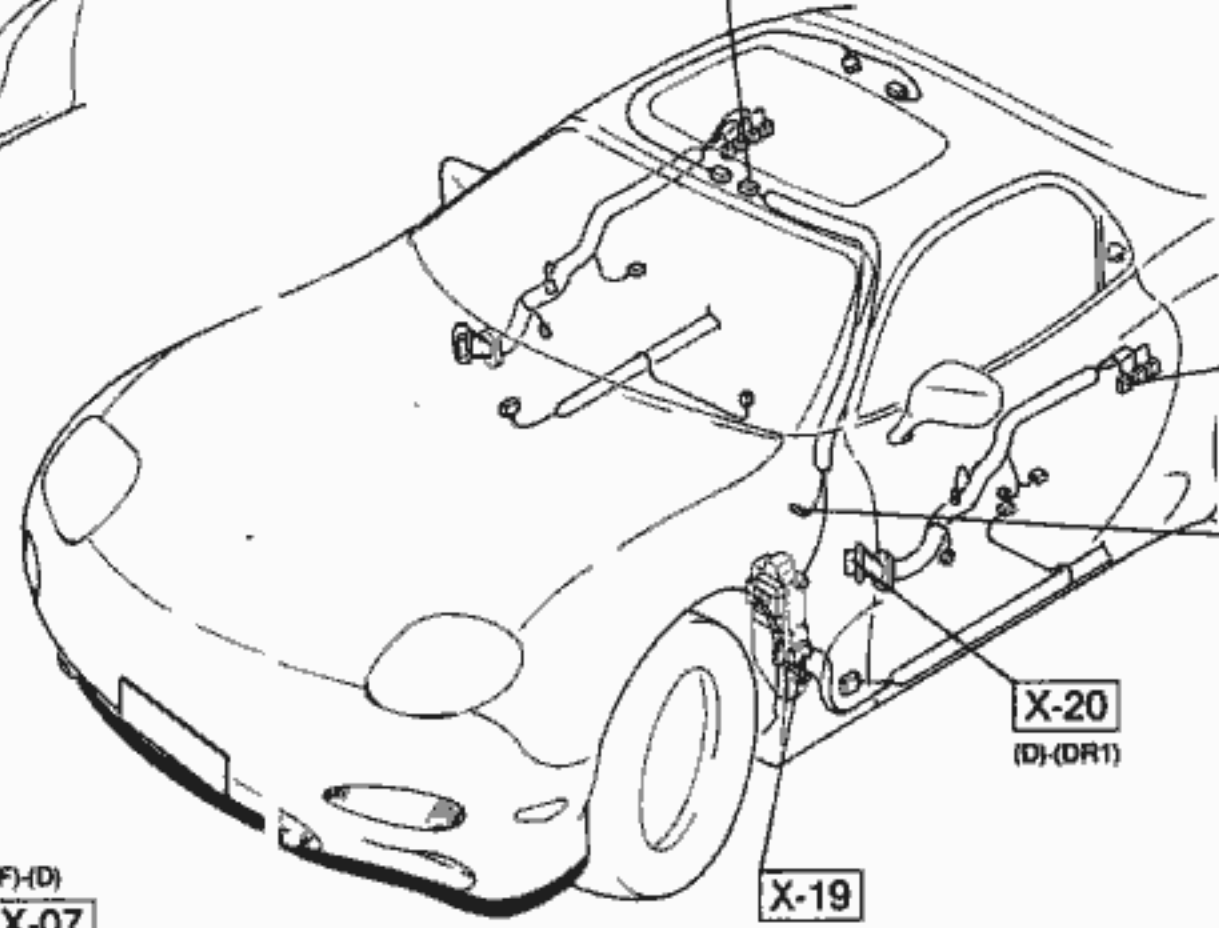
X-2
RE ARY & FUSE BLOCK



X-01
MAIN FUSE BLOCK



13-09
GLOVE BOX LAMP
13-10
GLOVE BOX LAMP SWITCH



13-01
INTERIOR LAMP

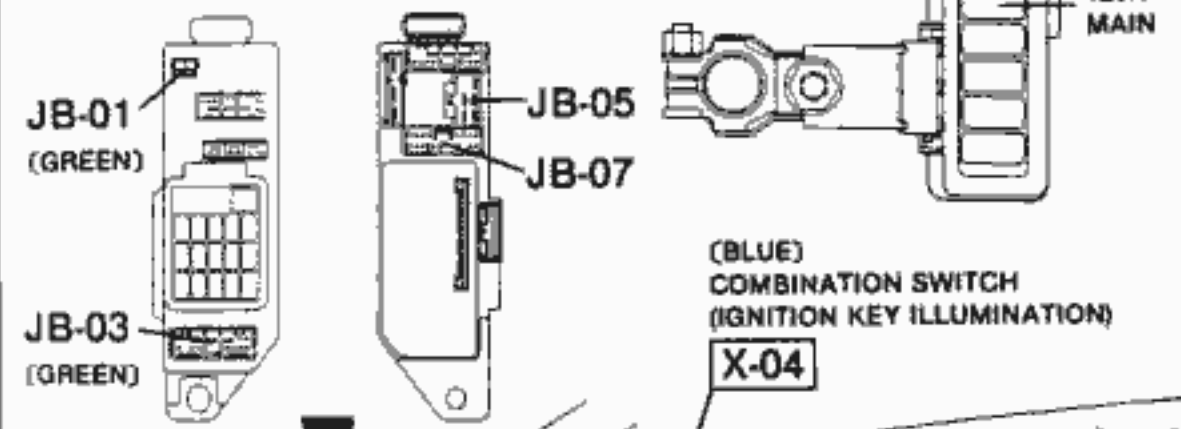
13-08
DOOR KEY ILLUMINATION

13-04
(D)-(IN)
(GREEN)

X-20
(D)-(DR1)

X-19
(D)-(R)

JOINT BOX



JB-01
(GREEN)

JB-05
JB-07

JB-03
(GREEN)

(BLUE)
COMBINATION SWITCH
(IGNITION KEY ILLUMINATION)

X-04

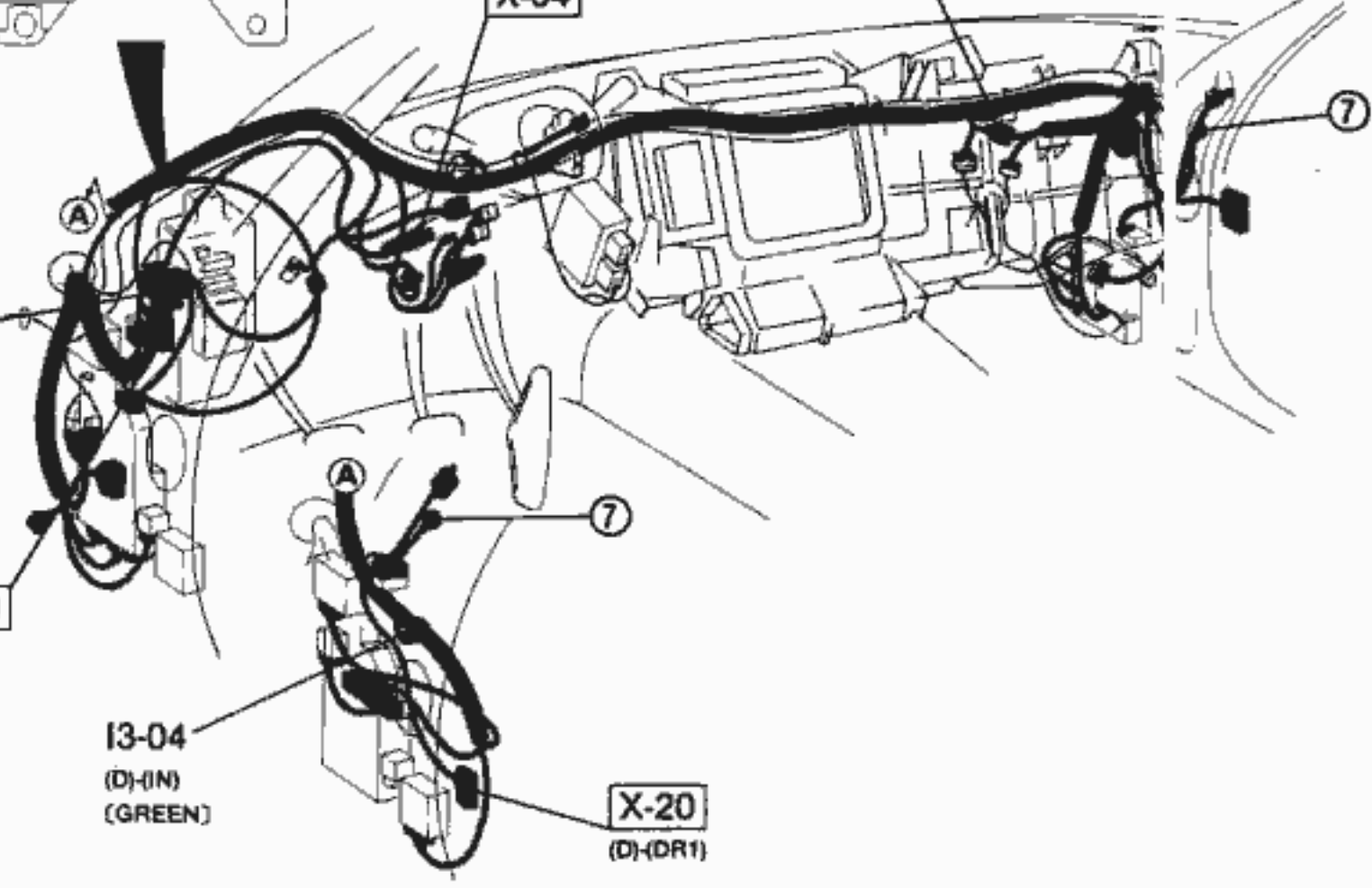
(F)-(D)
X-07

(F)-(D)
X-08

X-19
(D)-(R)

13-04
(D)-(IN)
(GREEN)

X-20
(D)-(DR1)



13-06
CARGO COMPARTMENT LAMP

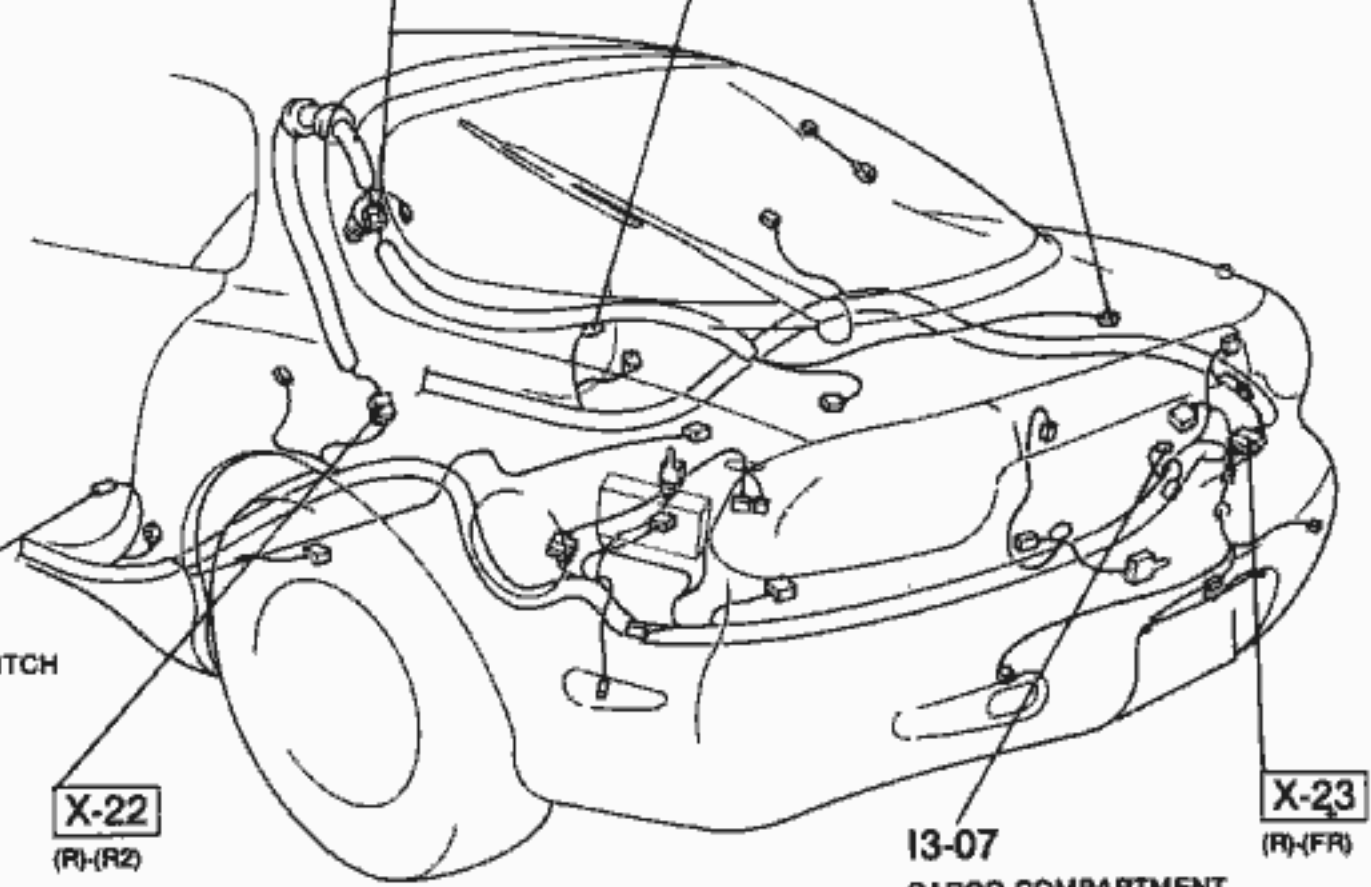
13-07
CARGO COMPARTMENT LAMP SWITCH

(R2)-(R3)
13-05
[BLACK] DOOR SWITCH RH
13-03

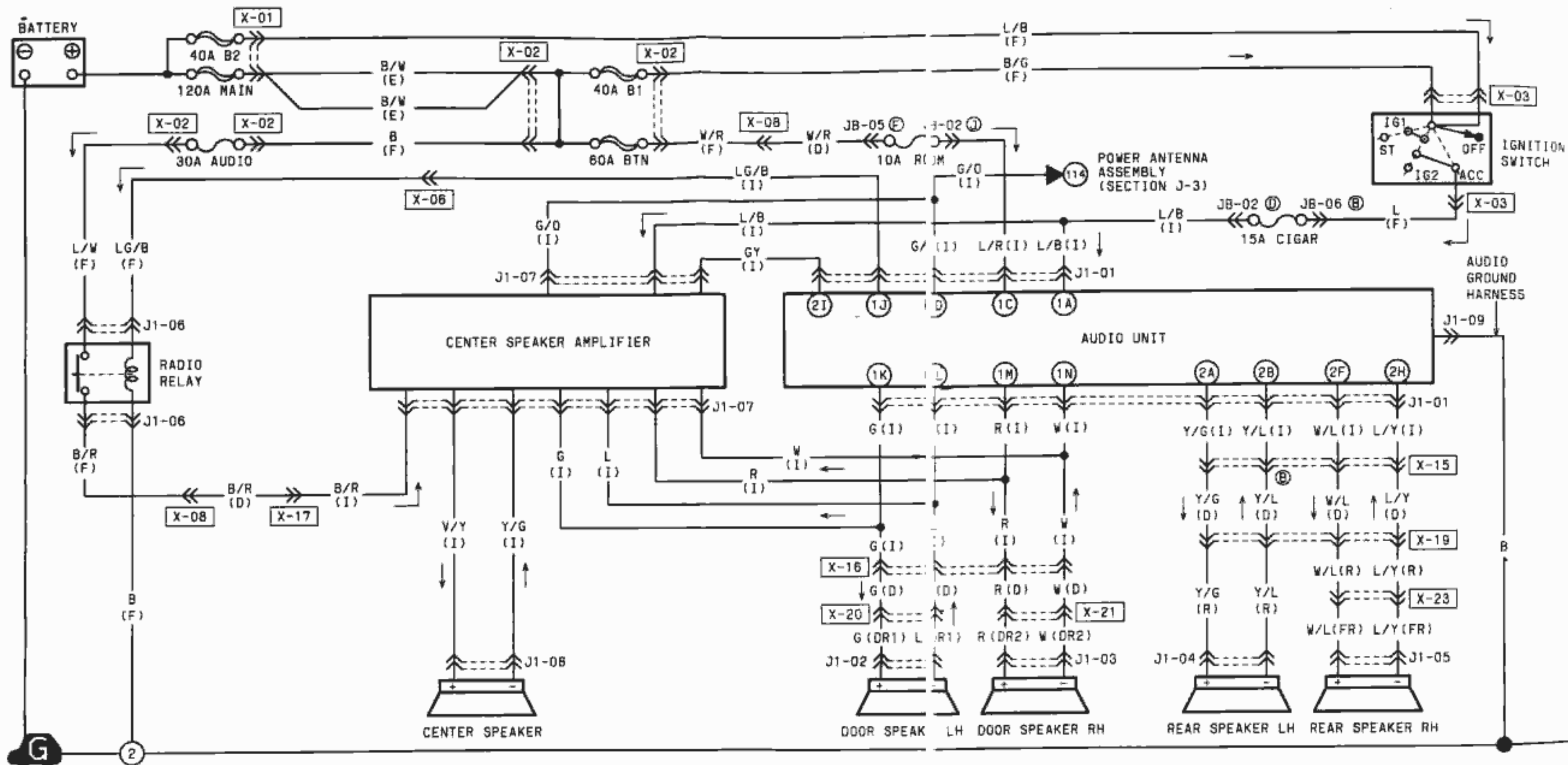
13-02
DOOR SWITCH LH
(BLACK)

X-22
(R)-(R2)

X-23
(R)-(FR)



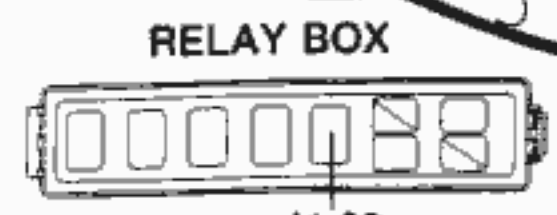
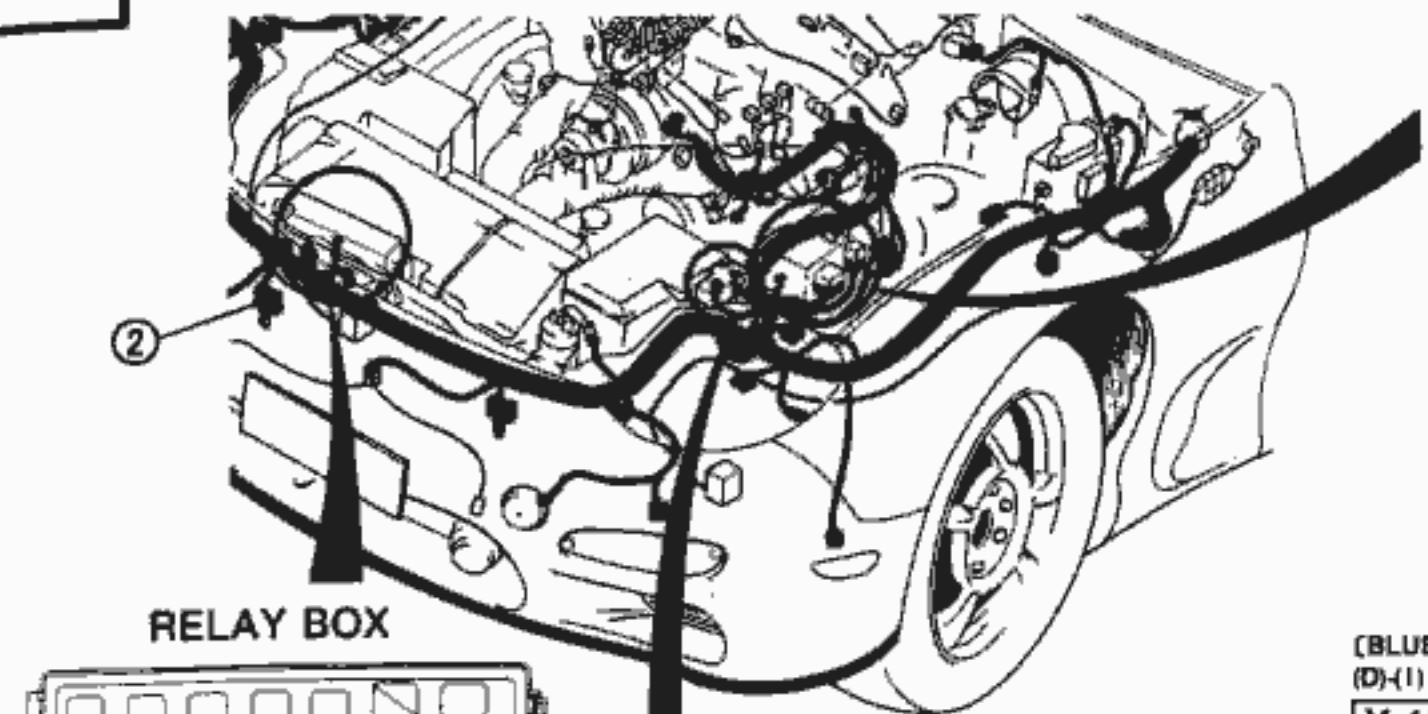
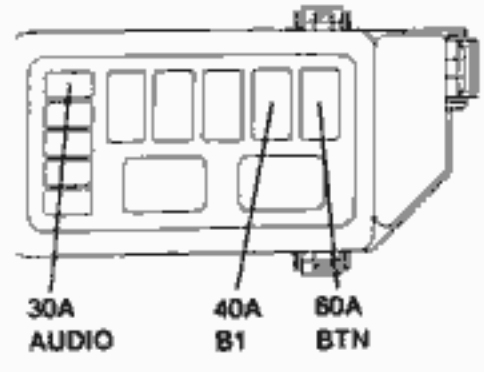
J-1 ■ AUDIO SYSTEM TYPE-1



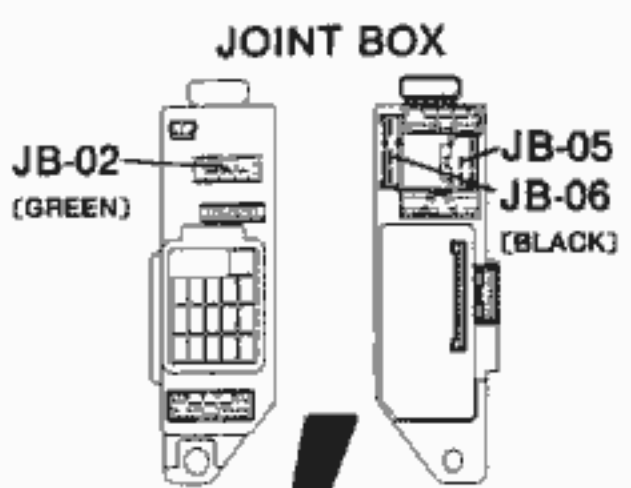
<p>J1-01 AUDIO UNIT (I)</p> <table border="1"> <tr> <td>1M</td><td>1K</td><td></td><td>1E</td><td>1C</td><td>1A</td> </tr> <tr> <td>R</td><td>G</td><td></td><td>R/B</td><td>L/R</td><td>L/B</td> </tr> <tr> <td>1N</td><td>1L</td><td>1J</td><td>1H</td><td>1F</td><td>1D</td><td>1B</td> </tr> <tr> <td>W</td><td>L</td><td>LG/B</td><td>*</td><td>R/G</td><td>G/O</td><td>*</td> </tr> </table>	1M	1K		1E	1C	1A	R	G		R/B	L/R	L/B	1N	1L	1J	1H	1F	1D	1B	W	L	LG/B	*	R/G	G/O	*	<p>J1-02 DOOR SPEAKER LH(DR1)</p> <table border="1"> <tr> <td>2I</td><td></td><td>2C</td><td>2A</td> </tr> <tr> <td>GY</td><td></td><td>*</td><td>Y/G</td> </tr> <tr> <td>*</td><td>L/Y</td><td>W/L</td><td>*</td><td>20</td><td>2B</td> </tr> <tr> <td>2J</td><td>2H</td><td>2F</td><td></td> </tr> </table>	2I		2C	2A	GY		*	Y/G	*	L/Y	W/L	*	20	2B	2J	2H	2F		<p>J1-03 DOOR SPEAKER RH(DR2)</p> <table border="1"> <tr> <td>L</td><td>*</td> </tr> <tr> <td>G</td><td>*</td> </tr> </table>	L	*	G	*	<p>J1-04 REAR SPEAKER LH (R)</p> <table border="1"> <tr> <td>W</td><td>*</td> </tr> <tr> <td>R</td><td>*</td> </tr> </table>	W	*	R	*	<p>J1-05 REAR SPEAKER RH (RF)</p> <table border="1"> <tr> <td>Y/G</td><td>Y/L</td> </tr> </table>	Y/G	Y/L	<p>J1-06 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	<p>J1-07 CENTER SPEAKER AMPLIFIER (I)</p> <table border="1"> <tr> <td>R</td><td>G</td><td>G/O</td><td></td><td>*</td><td>L/B</td><td>*</td> </tr> <tr> <td>W</td><td>L</td><td>*</td><td>GY</td><td>Y/G</td><td>V/Y</td><td>B/R</td><td>*</td> </tr> </table>	R	G	G/O		*	L/B	*	W	L	*	GY	Y/G	V/Y	B/R	*	<p>J1-08 CENTER SPEAKER (I)</p> <table border="1"> <tr> <td>V/Y</td><td>Y/G</td> </tr> </table>	V/Y	Y/G	<p>J1-09 AUDIO GROUND HARNESS</p>
1M	1K		1E	1C	1A																																																																																
R	G		R/B	L/R	L/B																																																																																
1N	1L	1J	1H	1F	1D	1B																																																																															
W	L	LG/B	*	R/G	G/O	*																																																																															
2I		2C	2A																																																																																		
GY		*	Y/G																																																																																		
*	L/Y	W/L	*	20	2B																																																																																
2J	2H	2F																																																																																			
L	*																																																																																				
G	*																																																																																				
W	*																																																																																				
R	*																																																																																				
Y/G	Y/L																																																																																				
B/R	L/W	LG/B																																																																																			
*	*	B																																																																																			
R	G	G/O		*	L/B	*																																																																															
W	L	*	GY	Y/G	V/Y	B/R	*																																																																														
V/Y	Y/G																																																																																				

J-1

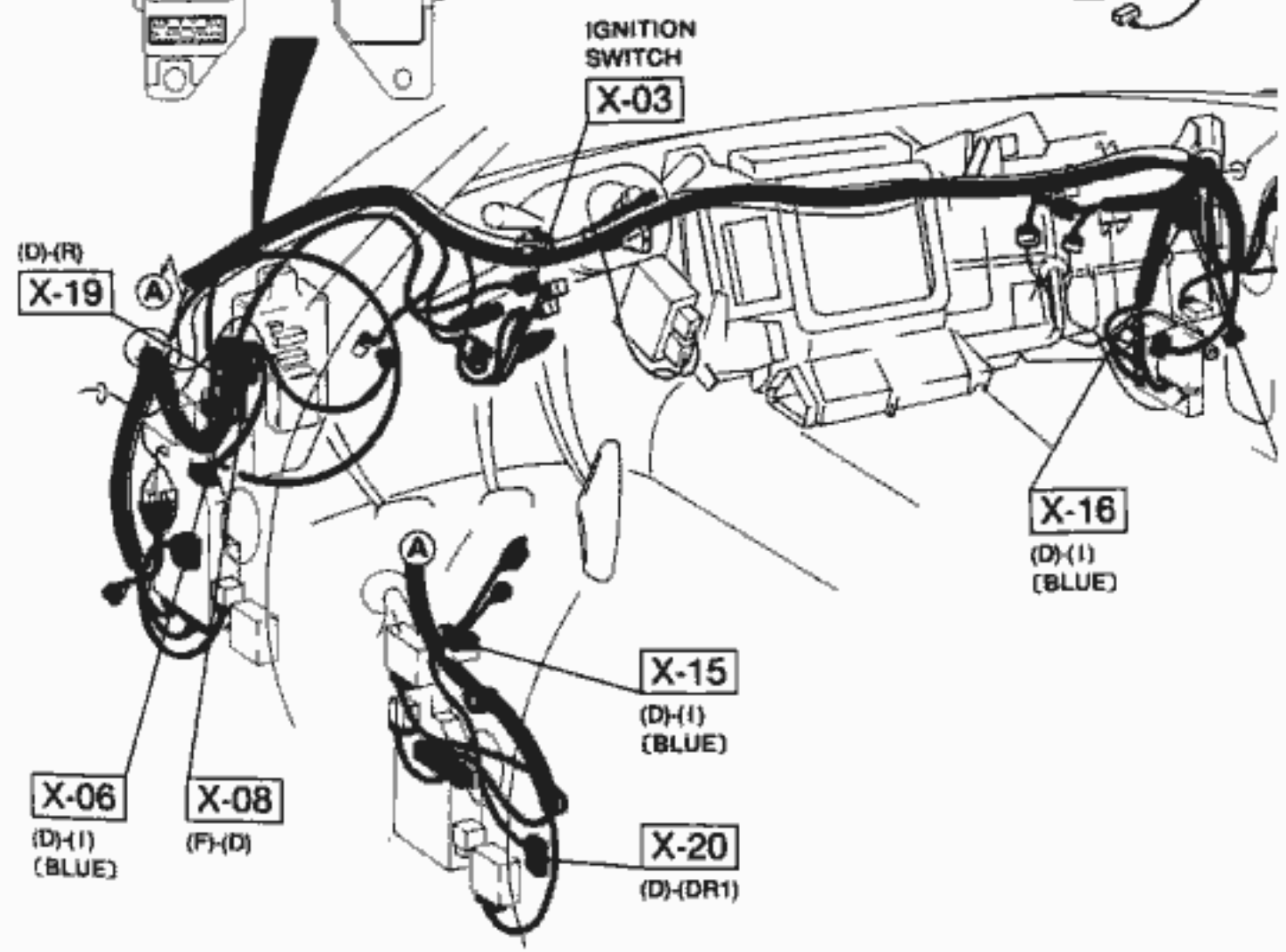
J-02 RELAY & FUSE BLOCK



J1-06
RADIO RELAY



JB-02 (GREEN)
JB-05 (BLACK)
JB-06 (BLACK)



(D)-(R)
X-19

X-06 (D)-(1) (BLUE)

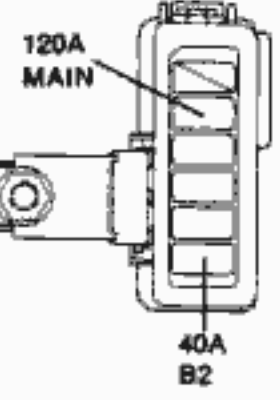
X-08 (F)-(D)

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

X-20 (D)-(DR1)

IGNITION SWITCH
X-03

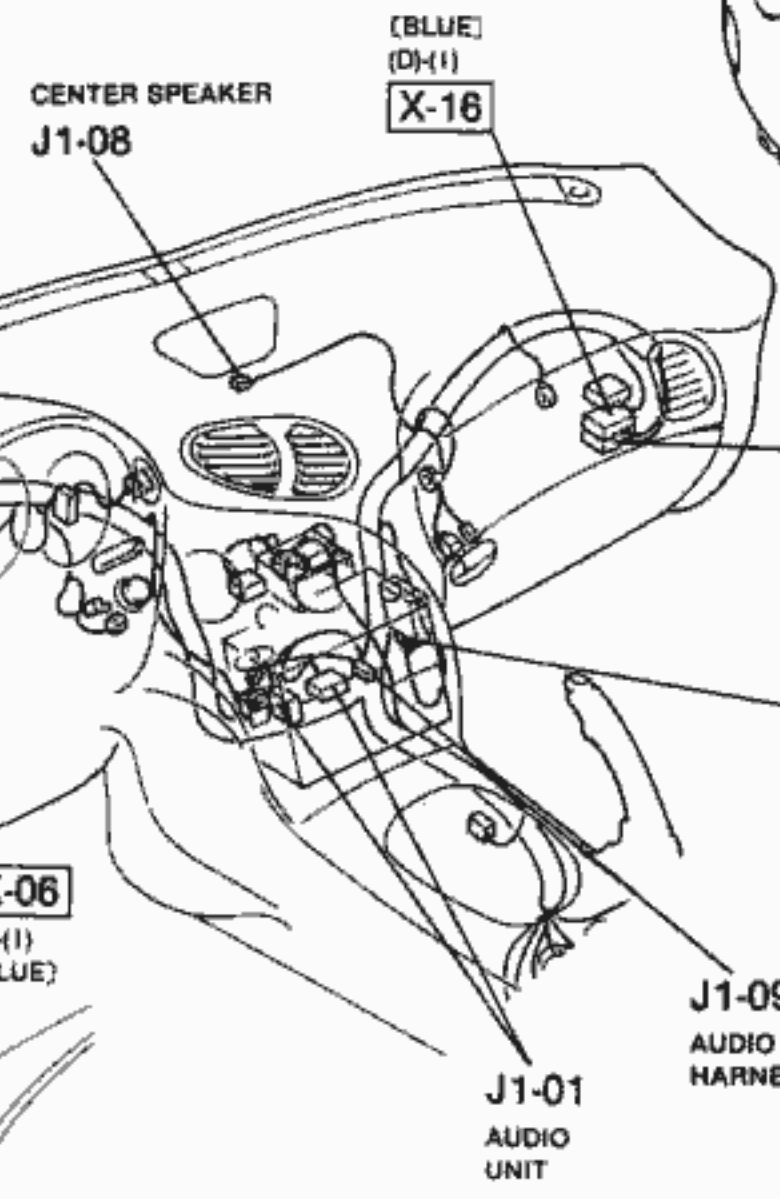
X-01 MAIN FUSE BLOCK



120A MAIN

40A B2

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



CENTER SPEAKER
J1-08

X-06 (D)-(1) (BLUE)

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

J1-07 CENTER SPEAKER AMPLIFIER

J1-01 AUDIO UNIT

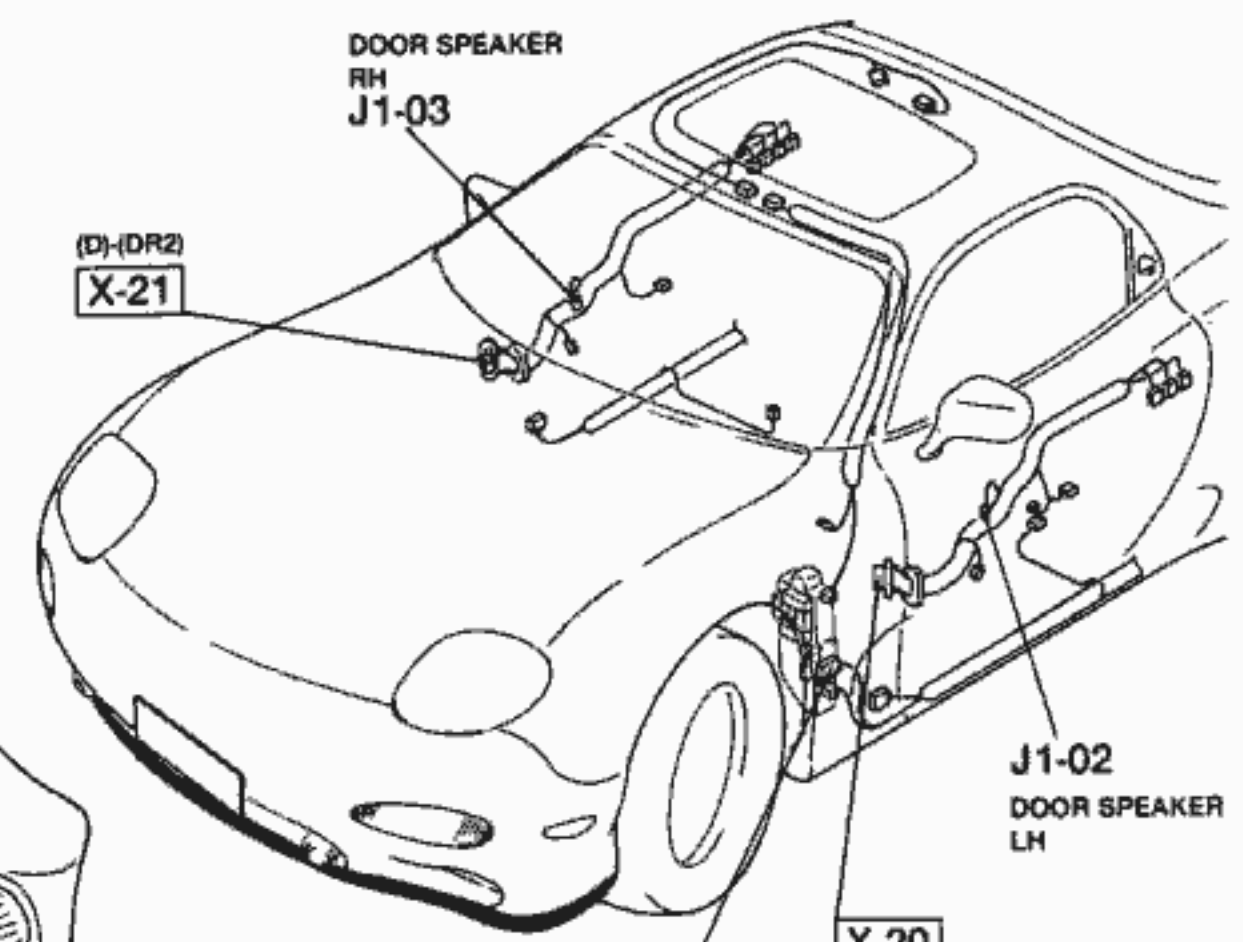
J1-09 AUDIO GROUND HARNESS

X-21 (D)-(DR2)

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

DOOR SPEAKER RH
J1-03

(D)-(DR2)
X-21



J1-02 DOOR SPEAKER LH

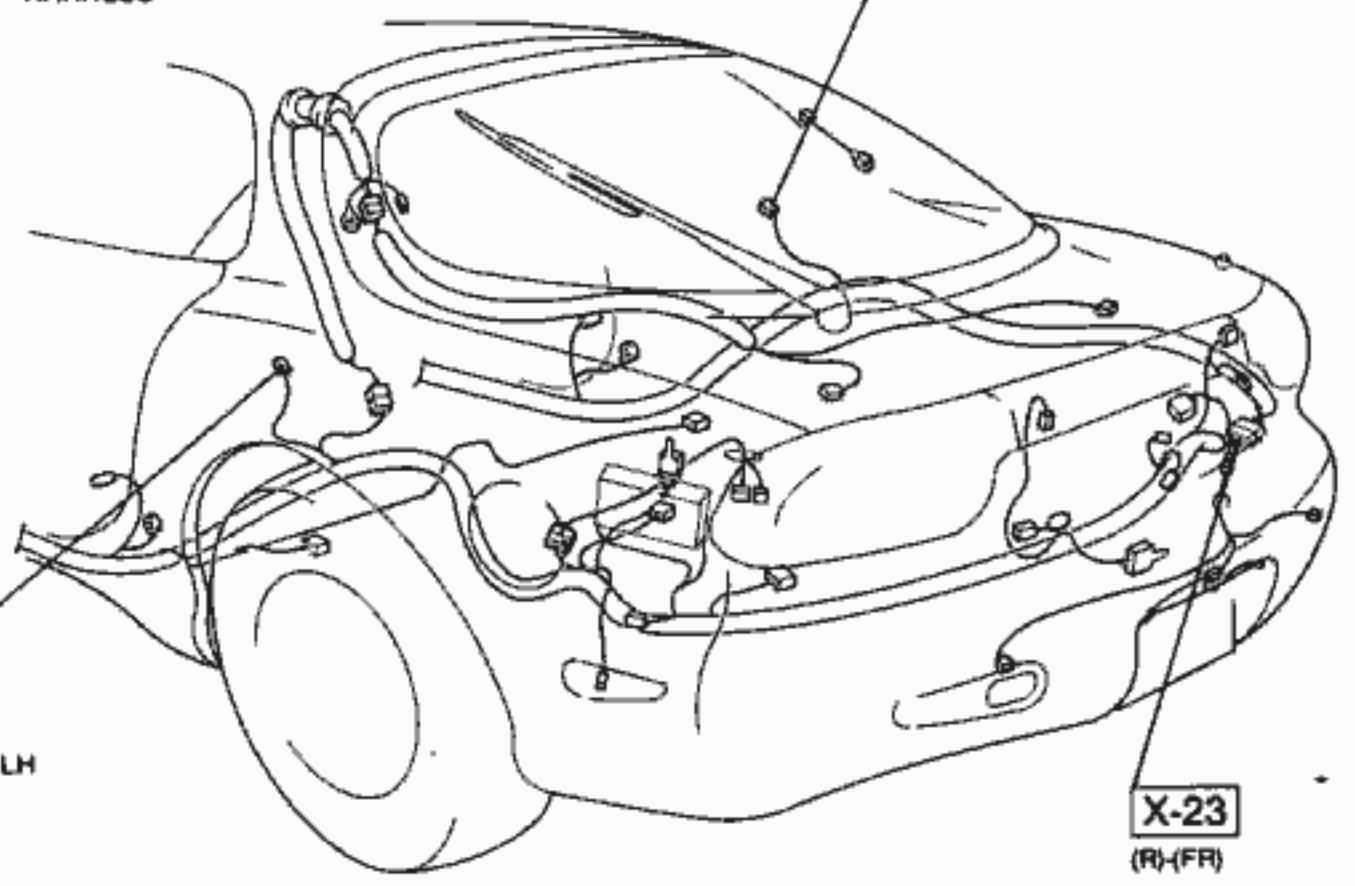
X-20 (D)-(DR1)

X-19 (D)-(R)

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

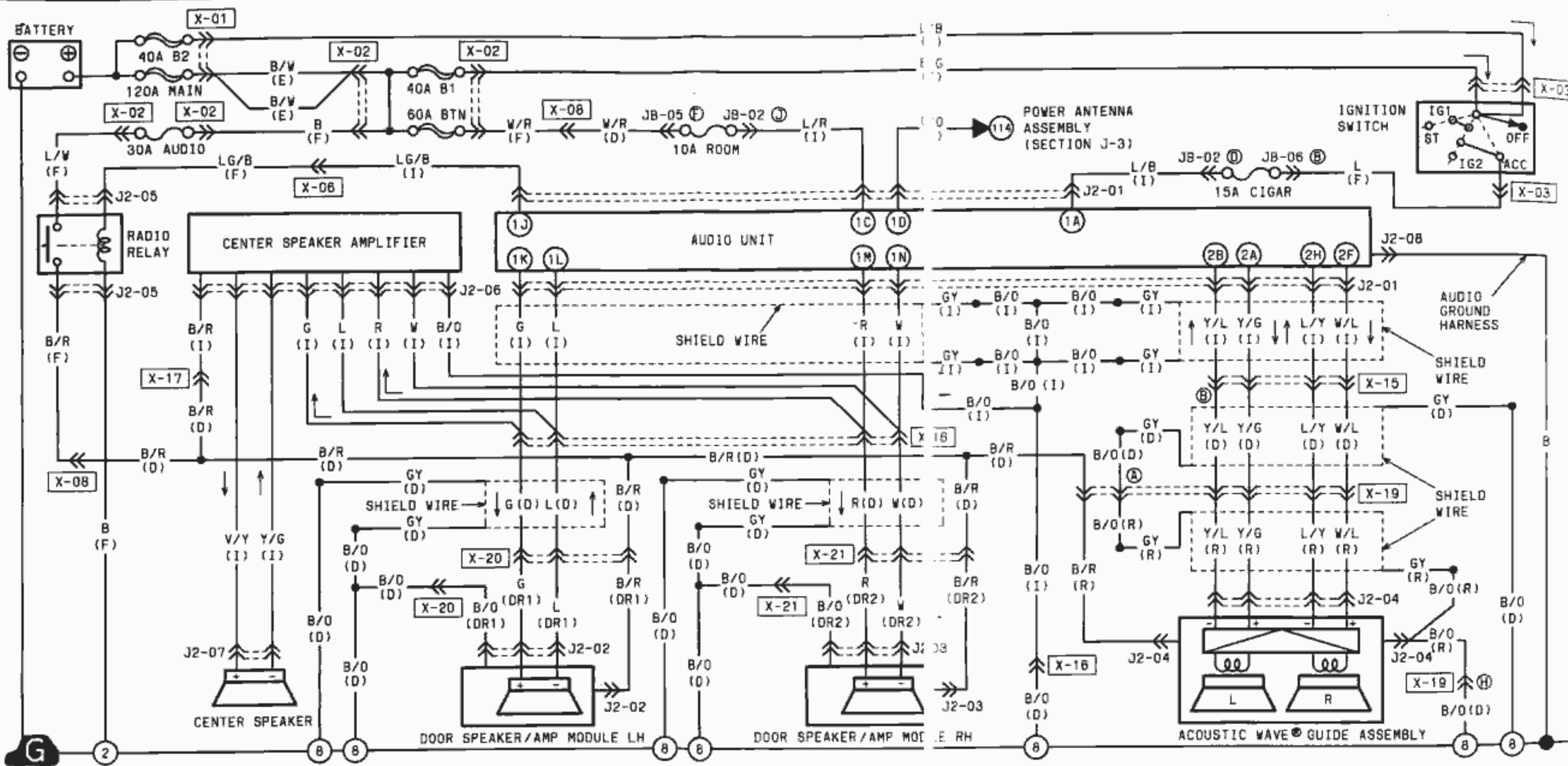
REAR SPEAKER RH
J1-05

J1-04 REAR SPEAKER LH



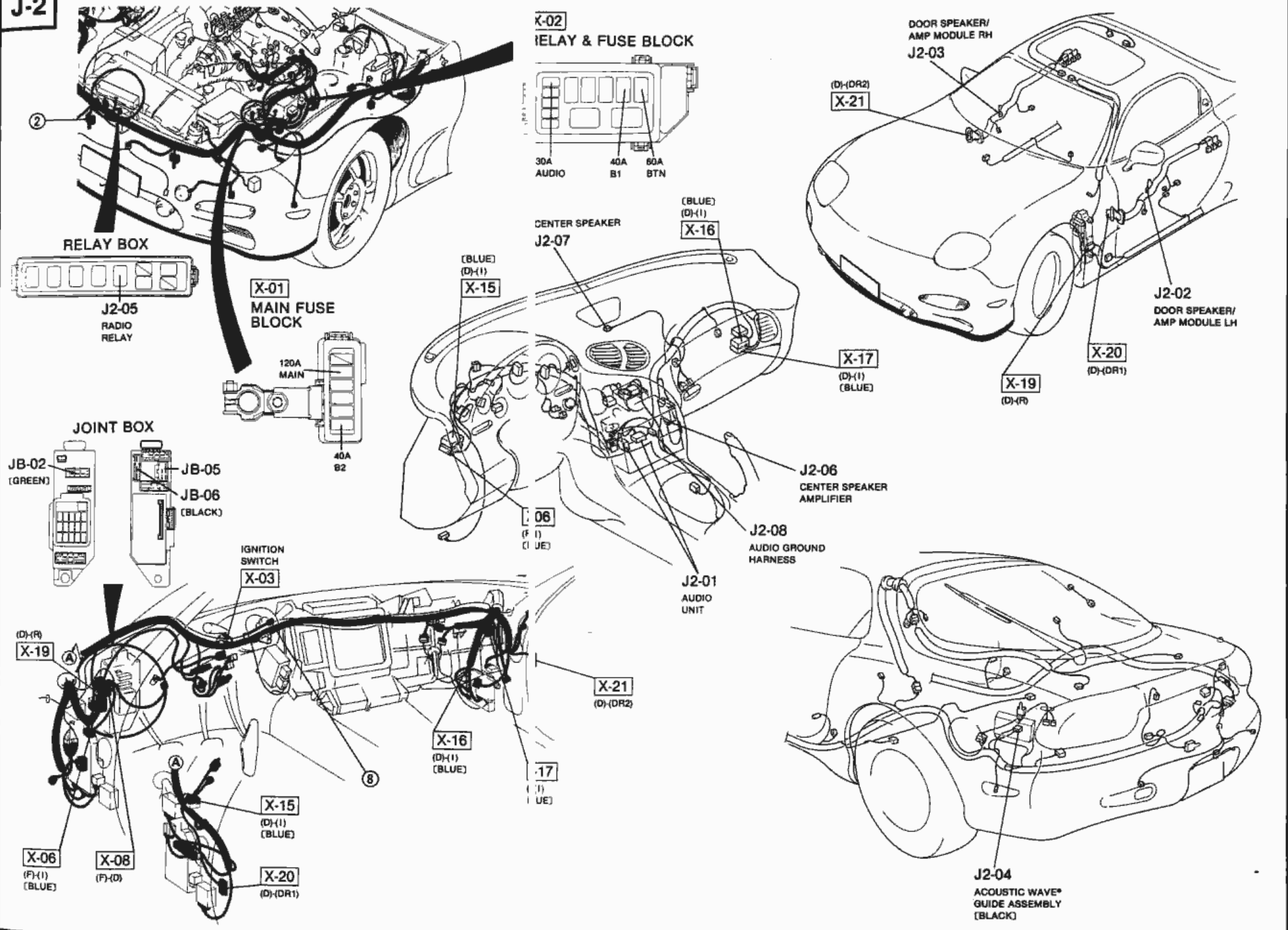
X-23 (R)-(FR)

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



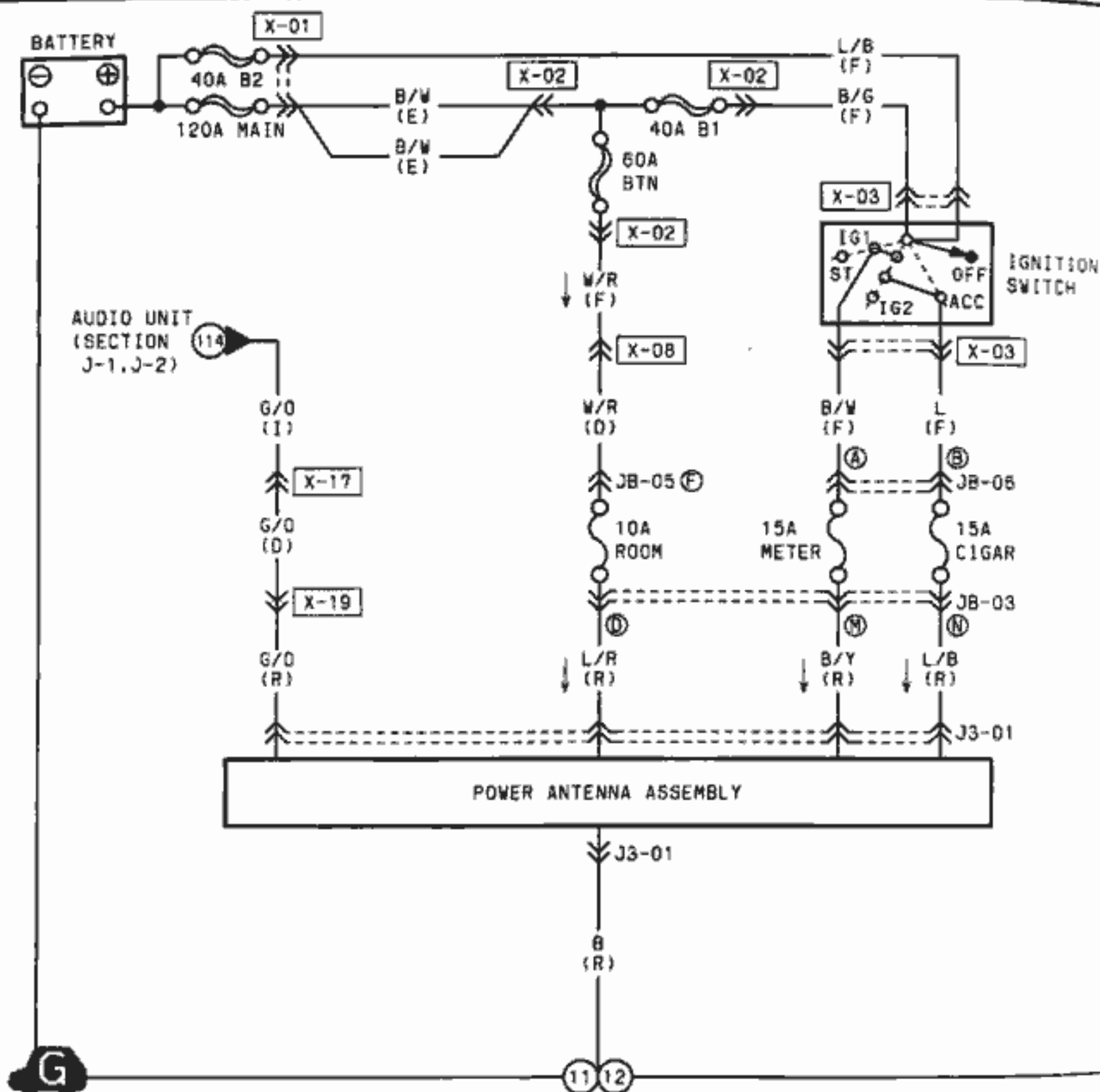
<p>J2-01 AUDIO UNIT (I)</p> <table border="1"> <tr> <td>1M</td><td>1K</td><td>1E</td><td>1C</td><td>1A</td> </tr> <tr> <td>R</td><td>G</td><td>R/B</td><td>L/R</td><td>L/B</td> </tr> <tr> <td>W</td><td>L</td><td>LG/B</td><td>R/G</td><td>G/O</td> </tr> <tr> <td>1N</td><td>1L</td><td>1J</td><td>1H</td><td>1F</td> </tr> <tr> <td></td><td></td><td></td><td>1D</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	1F				1D	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	1F																																																								
			1D	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

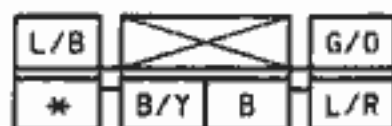


Z WIRING DIAGRAM

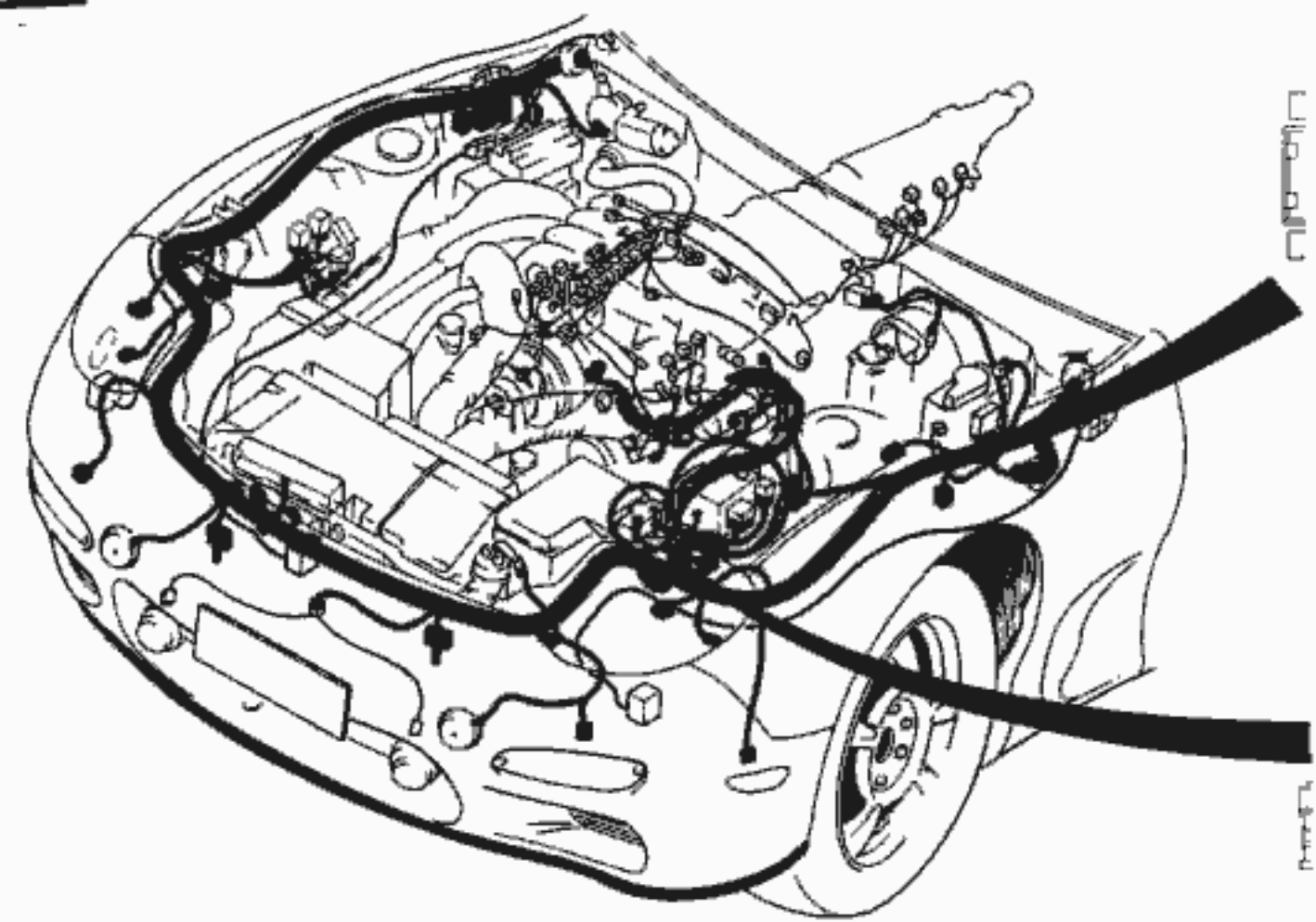
J-3 ■ POWER ANTENNA



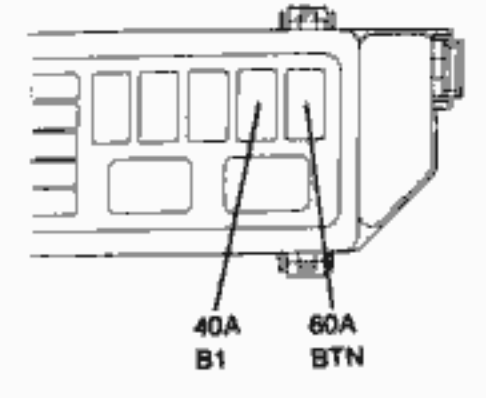
J3-01 POWER ANTENNA ASSEMBLY (R)



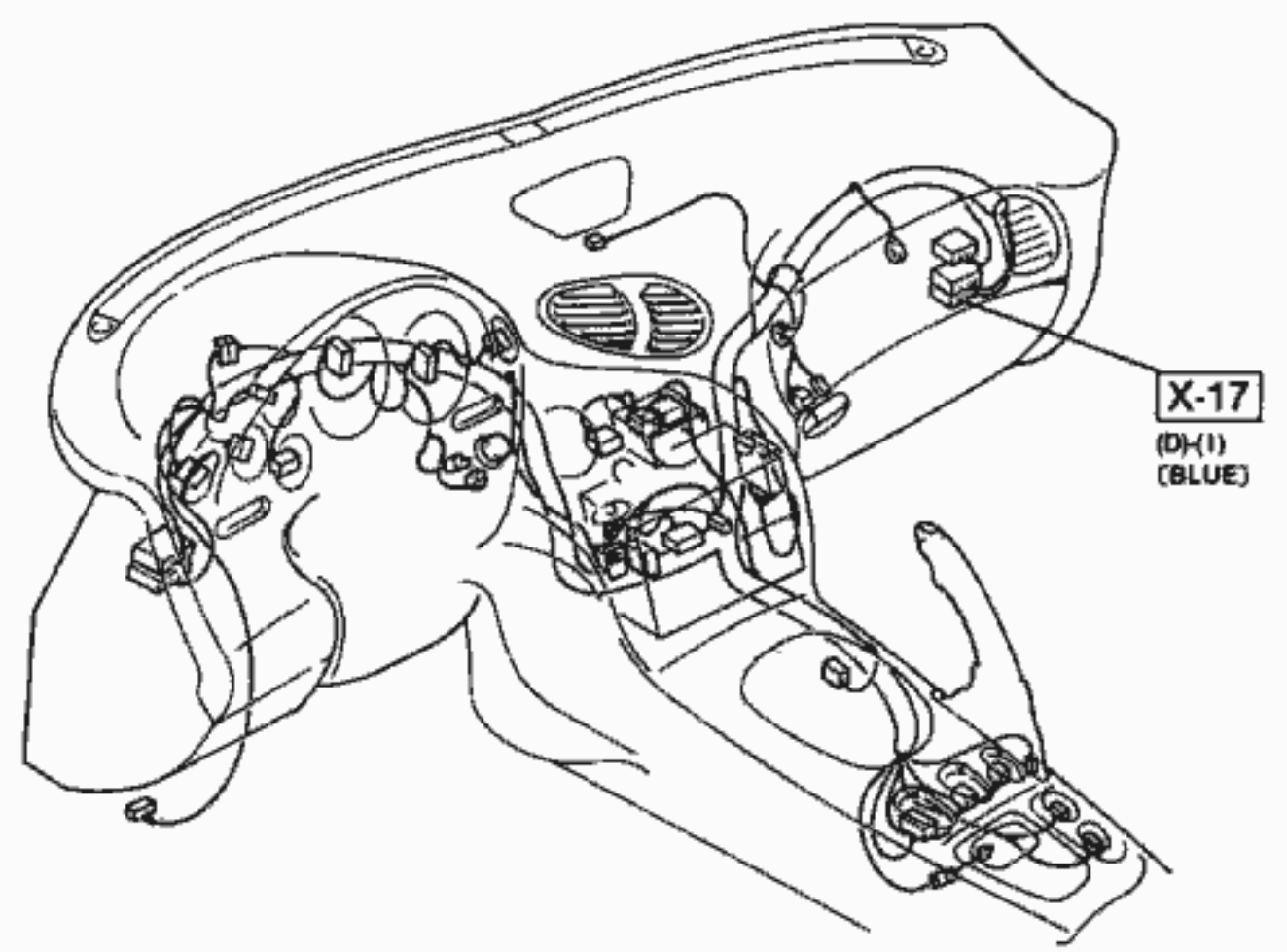
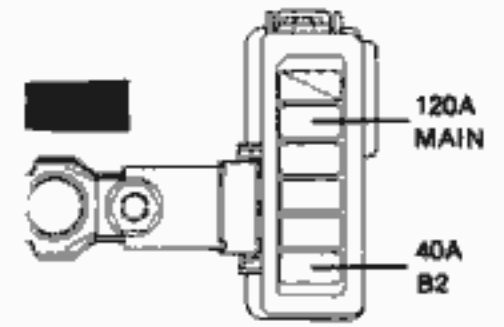
J-3



X-02
RELAY & FUSE BLOCK

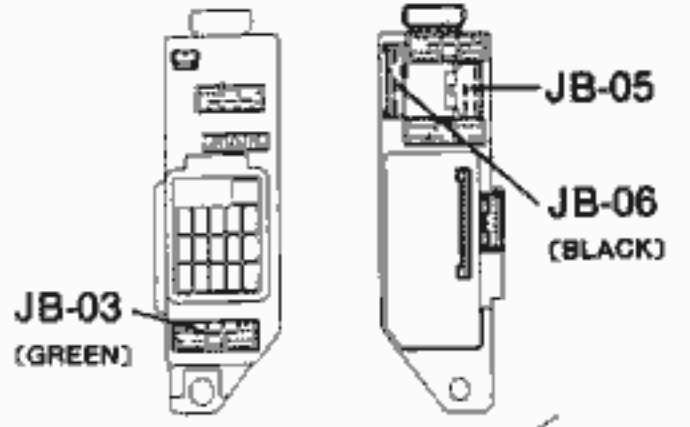


X-01
MAIN FUSE BLOCK

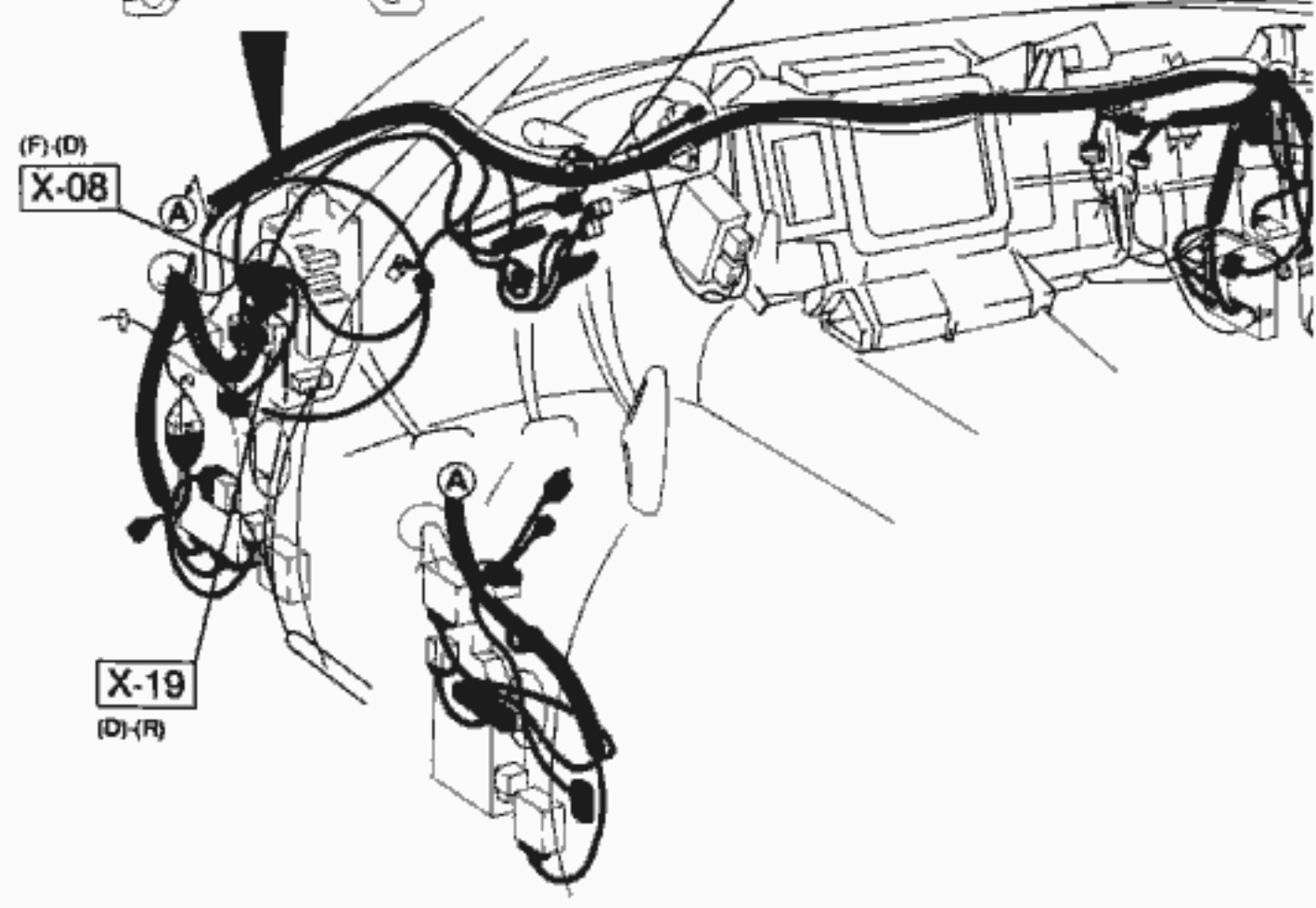


X-17
(D-1)
(BLUE)

JOINT BOX



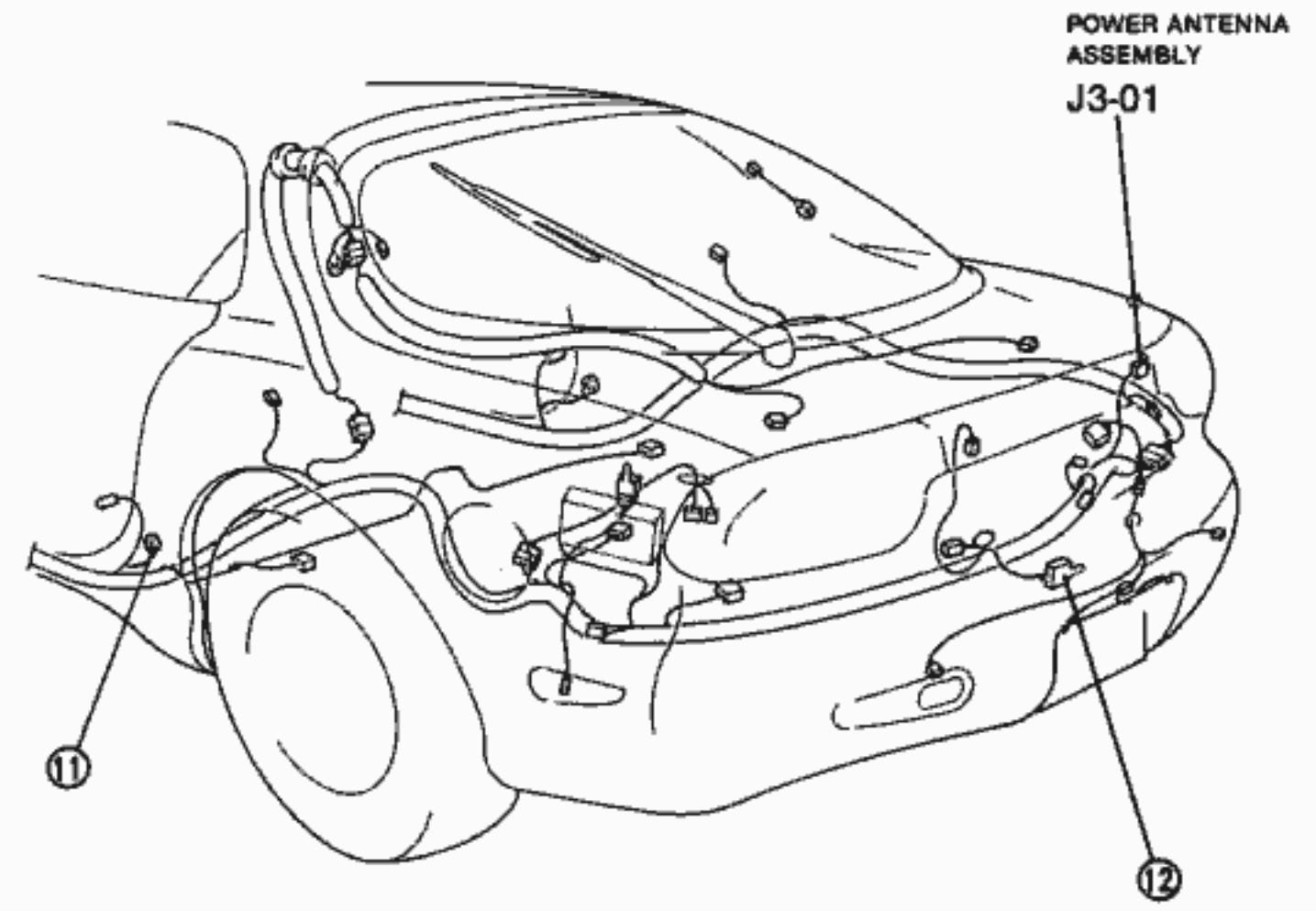
IGNITION SWITCH
X-03



(F)-(D)
X-08

X-19
(D)-(R)

X-17
(D-1)
(BLUE)

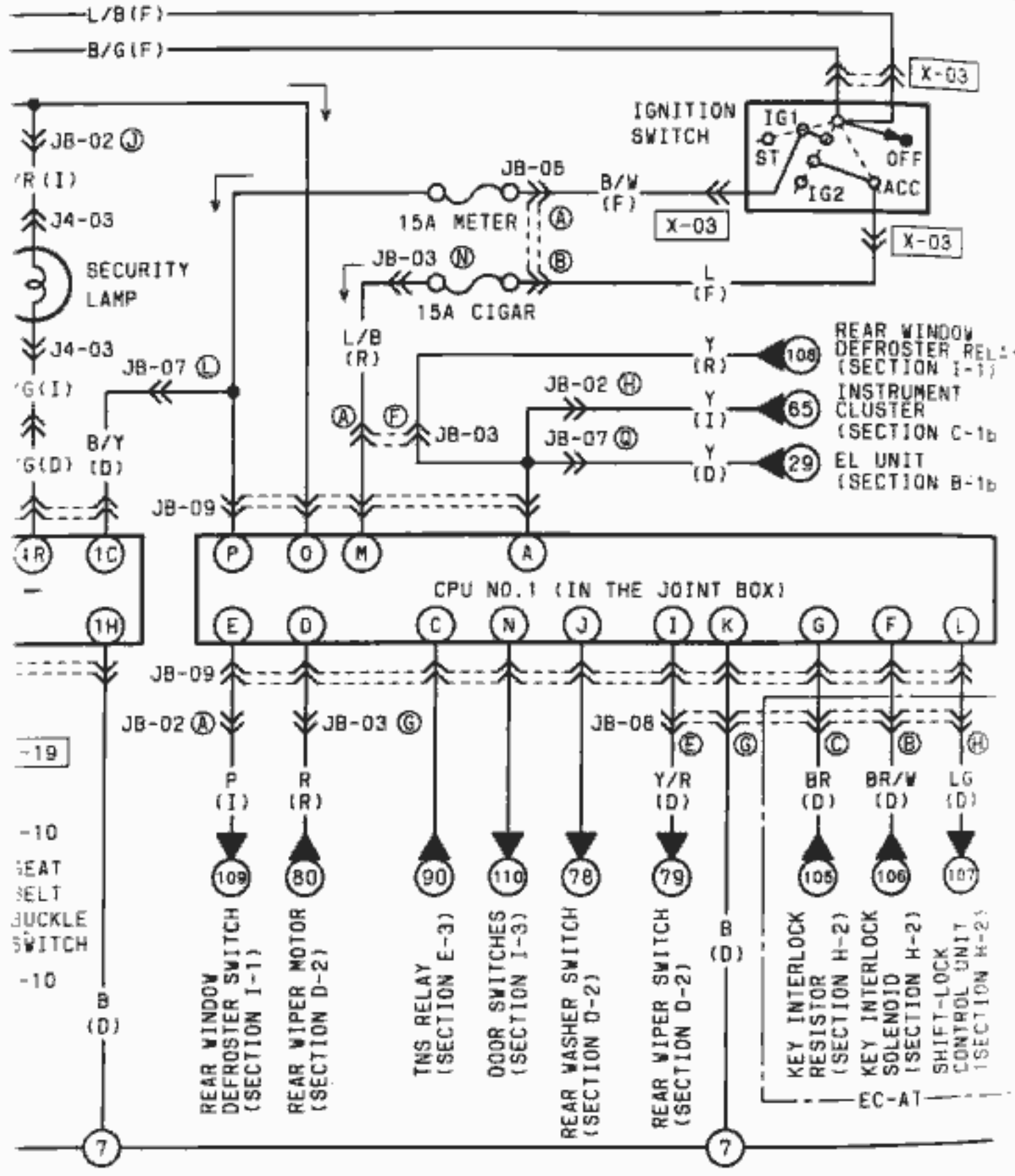
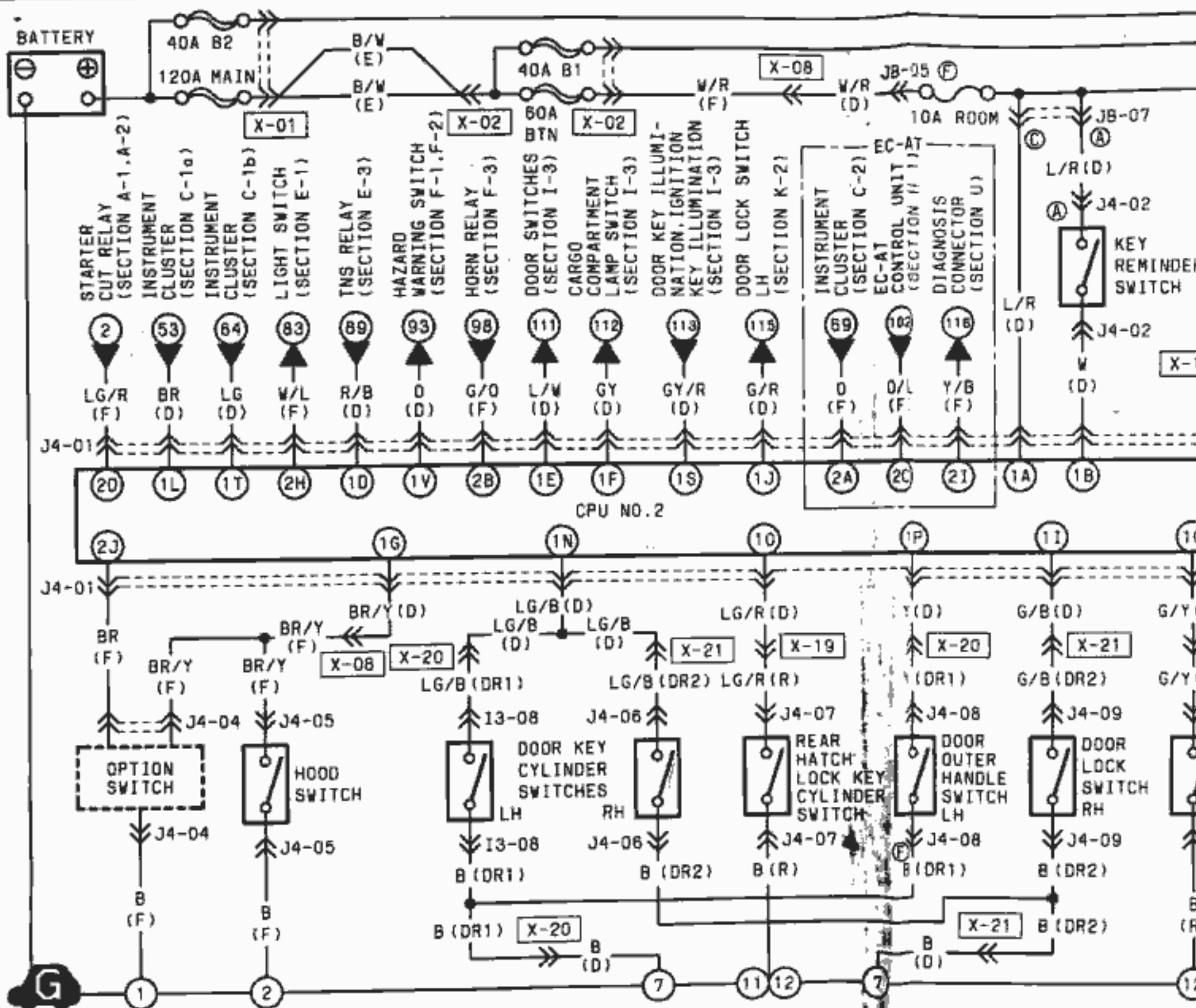


POWER ANTENNA ASSEMBLY
J3-01

11

12

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



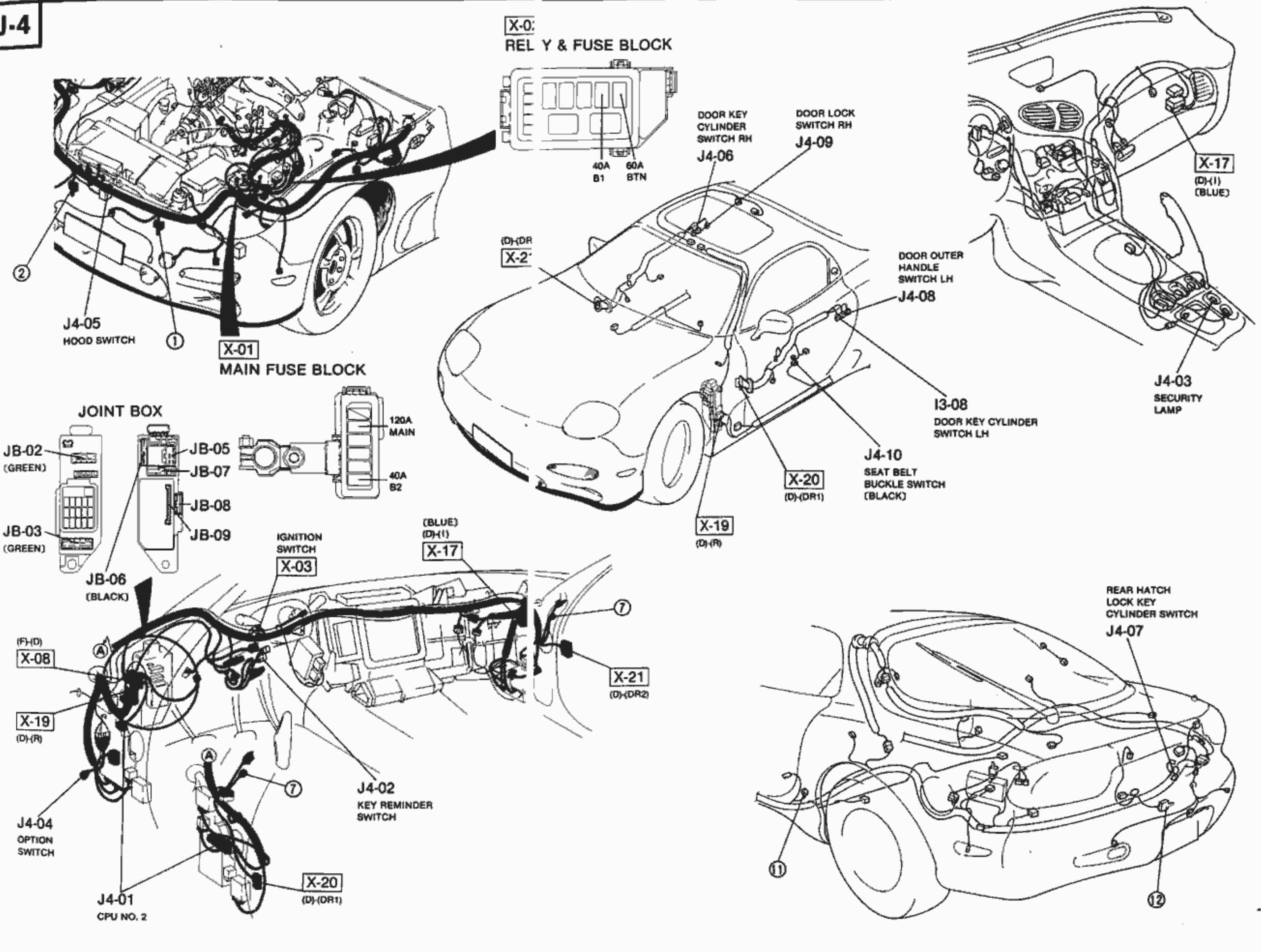
J4-01 CPU NO.2 ()...EC-AT (D)		J4-02 KEY REMINDER SWITCH (D)	
1U	1S 1Q 1O	2I	(F) 2C 2A
*	GY/R G/Y LG/R	(Y/B)	(D/L) (O)
O	LG V/G Y LG/B BR	BR	W/L * LG/R G/O
1V	1T 1R 1P 1N 1L 1J 1H 1F 1D 1B	2J	2H 2F 2D 2B

J4-06 DOOR KEY CYLINDER SWITCH RH (DR2)	J4-07 REAR HATCH LOCK KEY CYLINDER SWITCH (R)	J4-08 DOOR OUTER HANDLE SWITCH LH (DR1)	J4-09 DOOR LOCK SWITCH RH (DR2)

J3 SECURITY LAMP (I)	J4-04 OPTION SWITCH (F)	J4-05 HOOD SWITCH (F)

O SEAT BELT BUCKLE SWITCH (R)	I3-08 DOOR KEY CYLINDER SWITCH LH (DR1)

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
		Other	V _B
F	Interlock solenoid coil (For AT)	Ignition switch ACC or ON	V _B
		Shift transmission to P range	0
		After 2 to 3 seconds	0
G	Interlock resistor (For AT)	Ignition switch ACC	V _B
		Shift transmission to P range	0
		After 0.9 to 1 hour	0
		Ignition switch ON	V _B
H	NA	—	—
		—	—
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	0
		After 0.9 to 1 hour	0
		Ignition switch ON	V _B
M	Ignition switch	Ignition switch ACC	V _B
		—	—
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

37U0TX-158

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	V _B	
1	Security lamp	Ignition switch ON	V _B	
		Other	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	V _B	
1	Horn relay	Ignition switch ON	V _B	
		Other	V _B	
1	EC-AT control unit	Ignition switch ON	0	
		HOLD switch ON	V _B	
1	Starter cut relay	Ignition switch ON	V _B	
		Other	V _B	
1	NA	—	—	
		—	—	
1	Headlight relay	Constant	V _B	
		—	—	
1	Diagnosis connector	—	—	
		—	—	
1	Option switch	Option switch ON	0	
		Other	V _B	
C (7-pin)	Turn signal light (right)	Ignition switch ON	Turn signal switch ON (right)	3-7
		Other	0	
	Body ground	Constant	0	
1	Turn signal switch (right)	Ignition switch ON	Turn signal switch ON (right)	V _B
		Other	0	

37U0TX-160

Cont'd

Connector	Terminal	Connected to	Test condition		Specification (V)	
			Ignition switch ON	Other		
C (7-pin)	3D	Turn signal switch (left)	Turn signal switch ON (left)		V _B	
	3F	Battery voltage	Constant		0	
	3G	Hazard warning switch	Hazard warning switch ON		V _B	
			Other		0	
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		

37U0TX-181

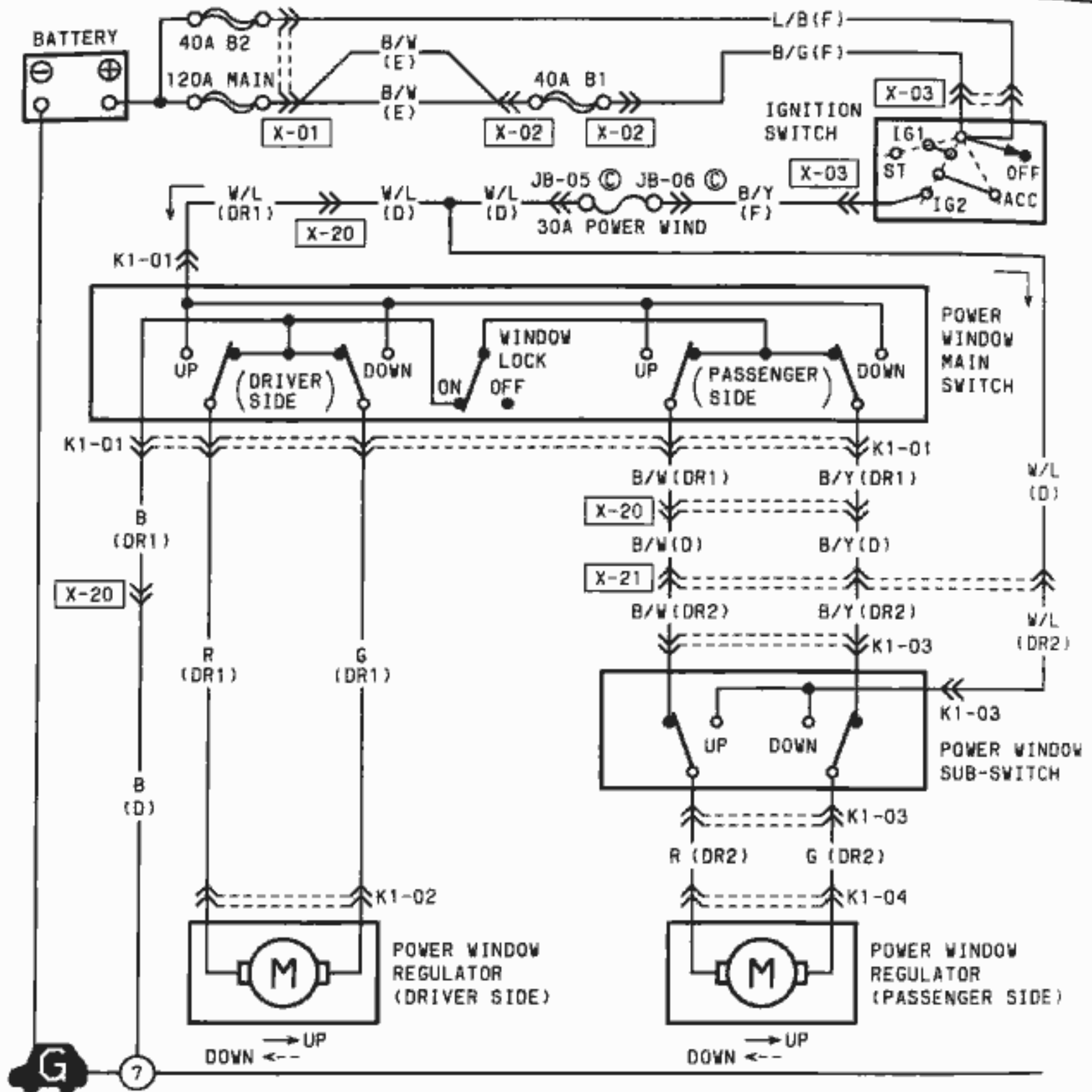
THEFT-DETERRENT SYSTEM
TERMINAL VOLTAGE LIST
 CPU No.2 20-pin and 8-pin Connectors

V_B: Battery voltage

Connector	Terminal	Connected to	Test condition		Specification (V)
			Continuity inspection	Other	
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
			Continuity inspection	Door closed	No
	1F	Cargo compartment lamp switch	Continuity inspection	Rear hatch open	Yes
			Continuity inspection	Rear hatch closed	No
	1G	Hood switch	Continuity inspection	Hood open	Yes
			Continuity inspection	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	
		Continuity inspection	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)

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

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

R
G

K1-03 POWER WINDOW SUB-SWITCH (DR2)

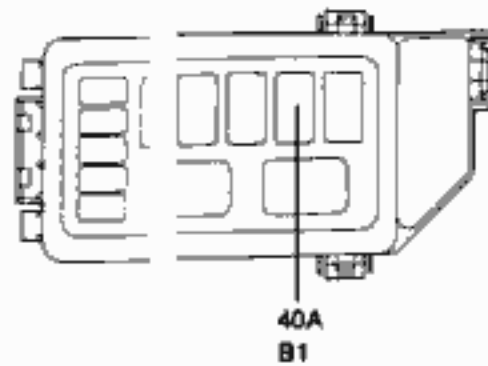
W/L	X		B/W
G	B/Y	*	R

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

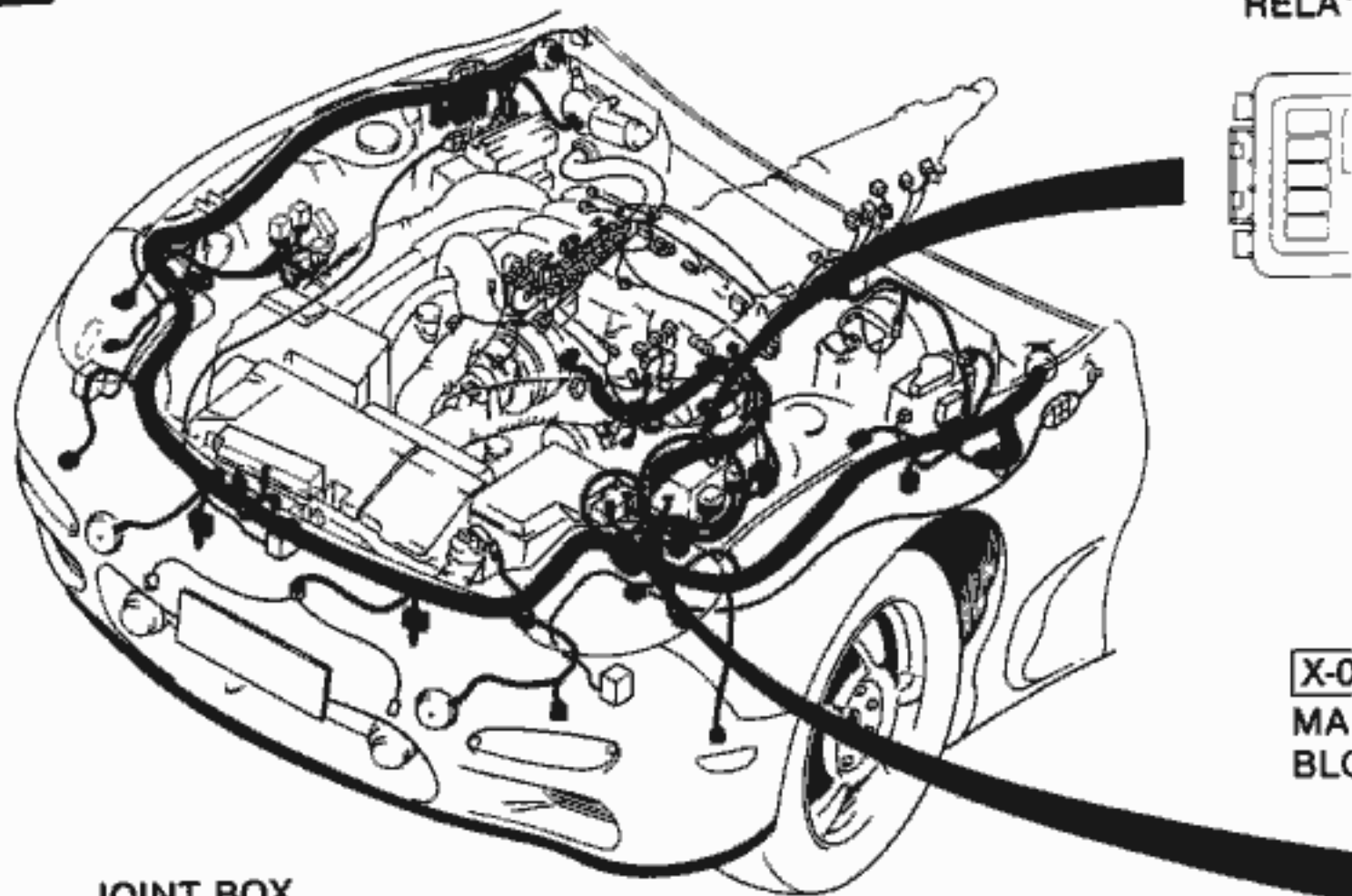
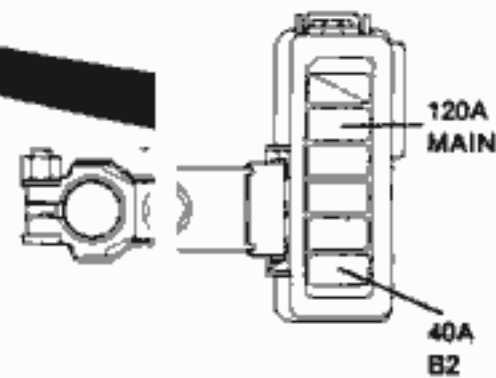
R
G

K-1

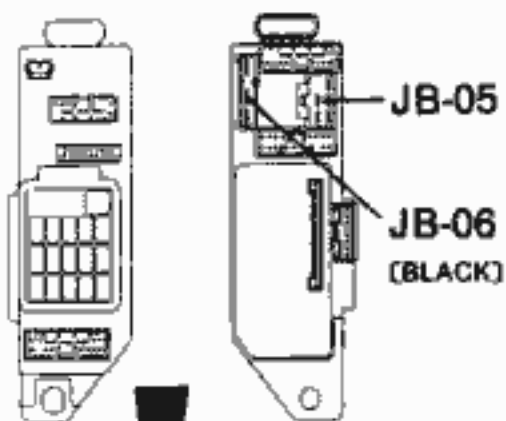
X-02
RELA' & FUSE BLOCK



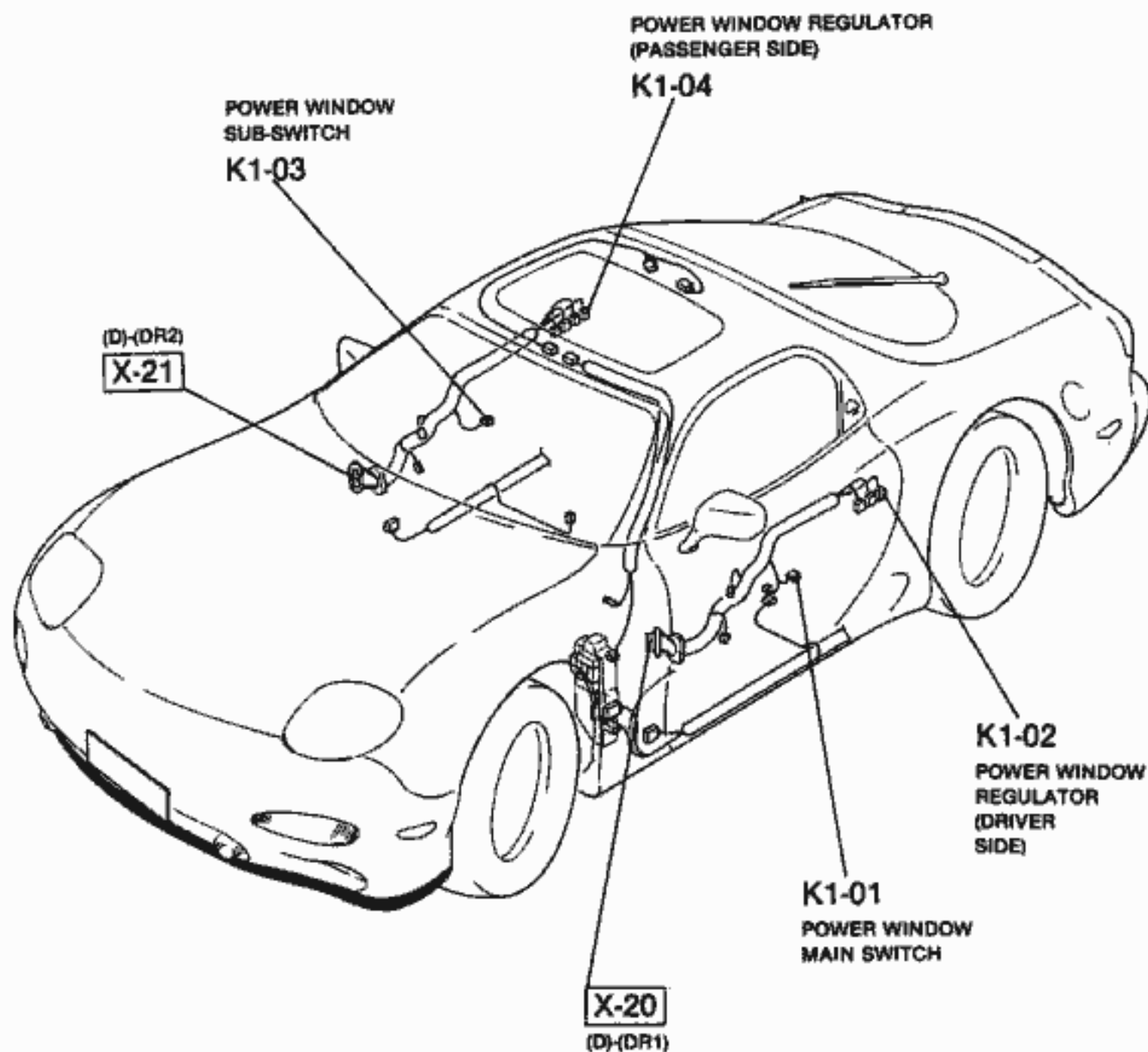
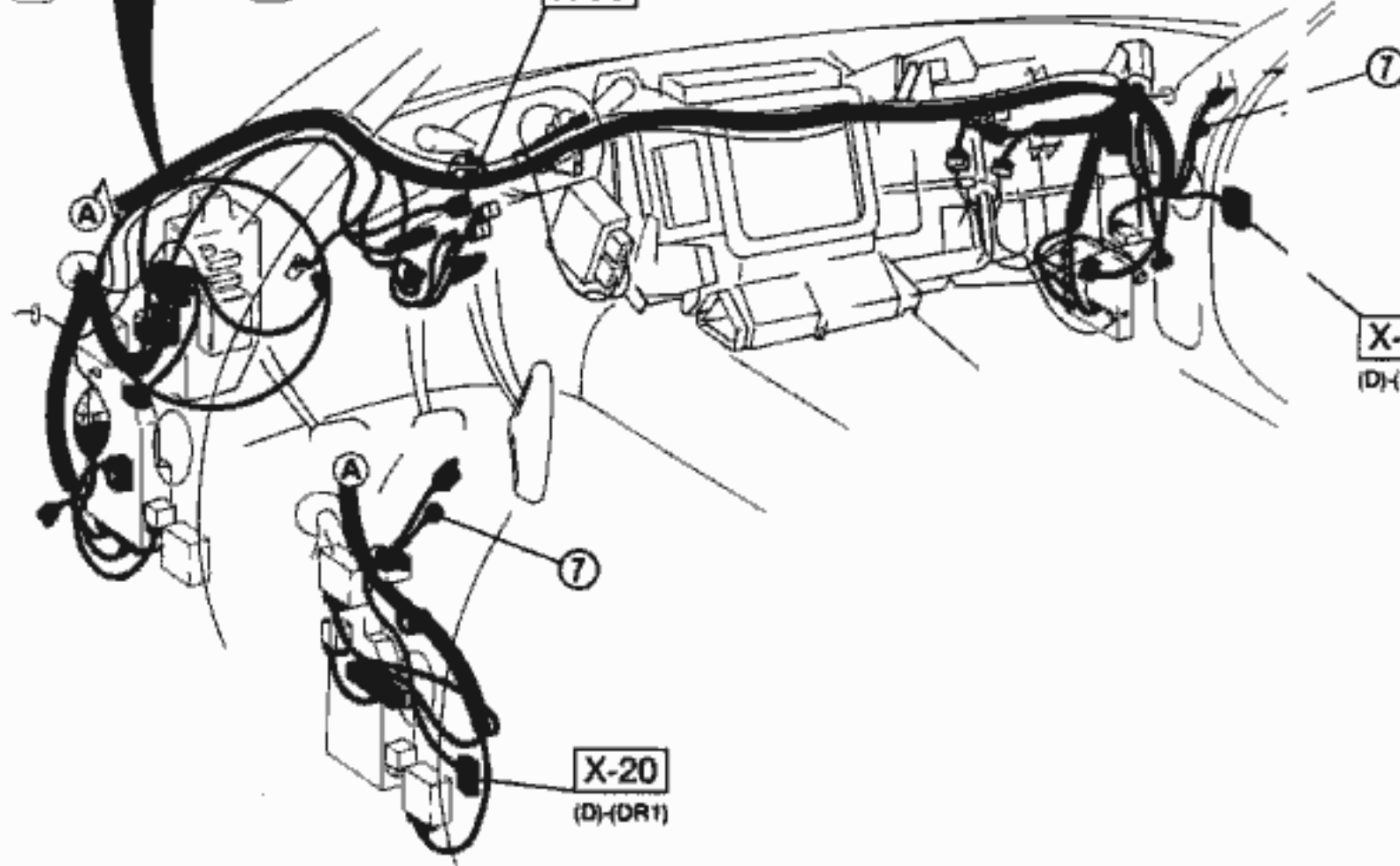
X-0
MAI FUSE
BLCK



JOINT BOX

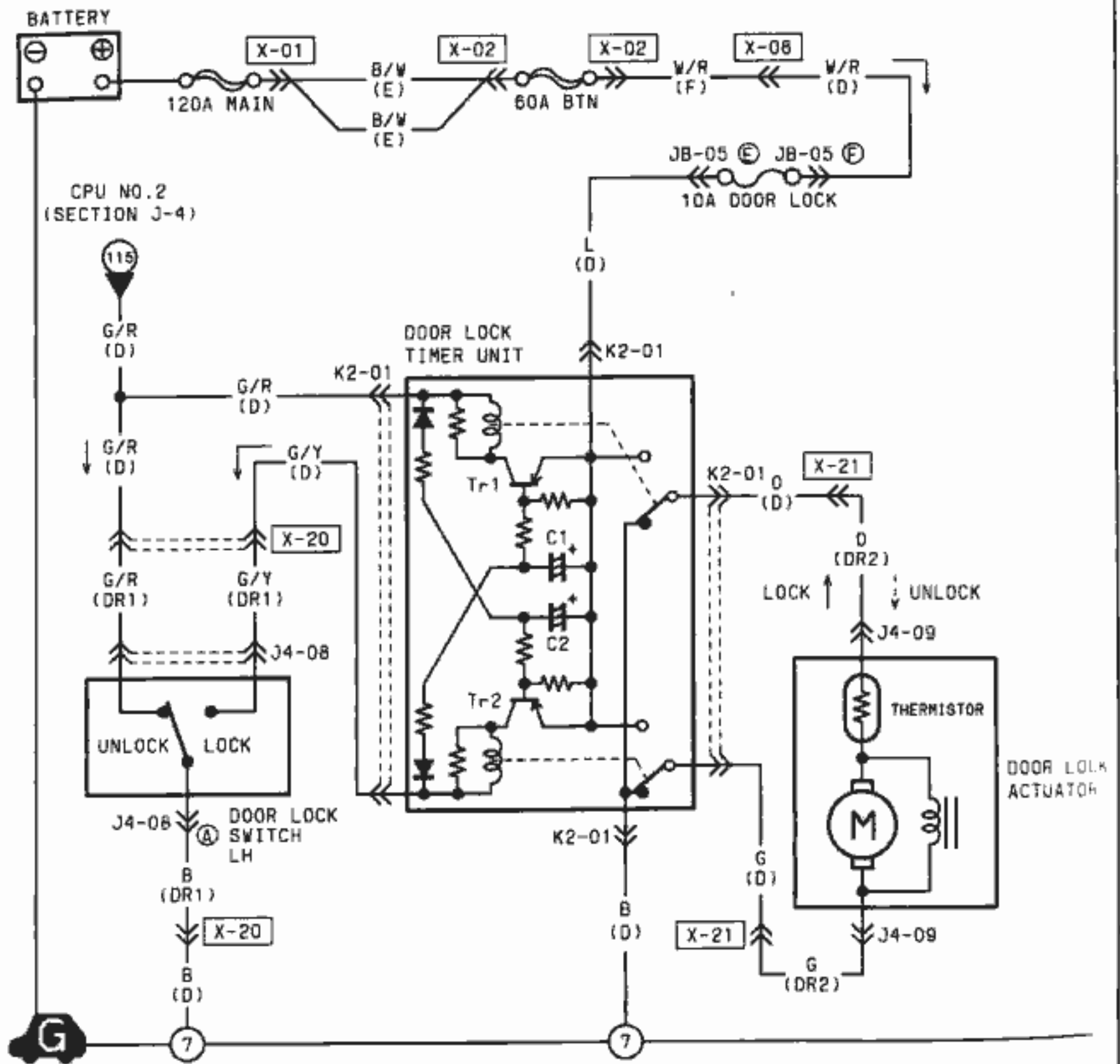


IGNITION
SWITCH
X-03



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)

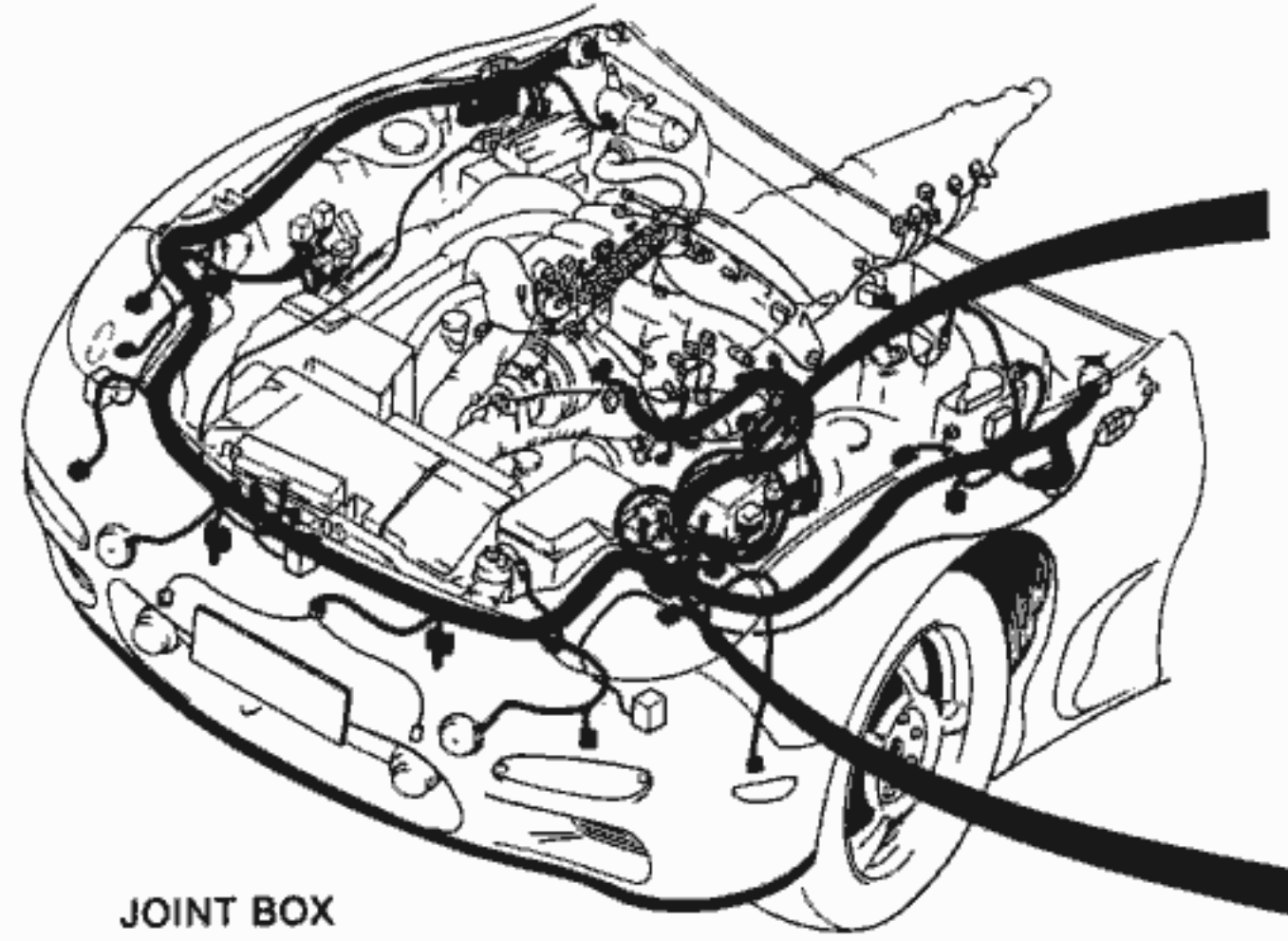
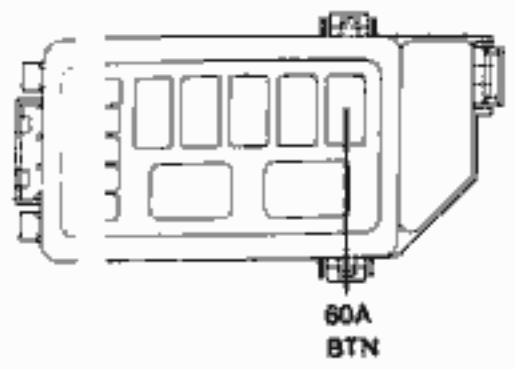
Y	G/R	B	Ⓐ
Ⓔ	B	*	G/Y

J4-09 DOOR LOCK ACTUATOR (DR2)

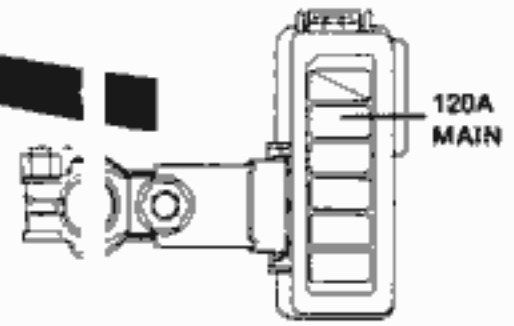
G/B	O
B	G

K-2

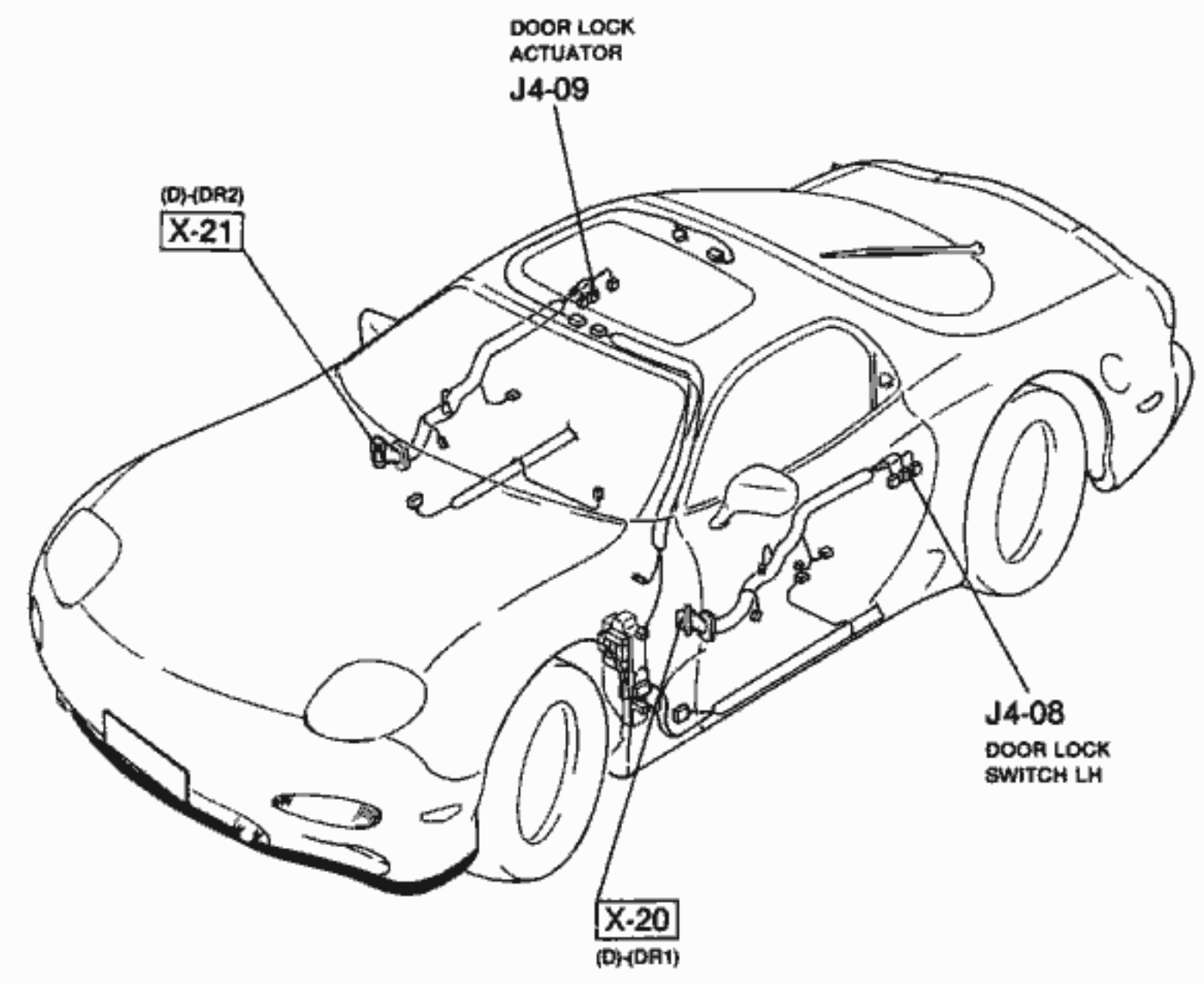
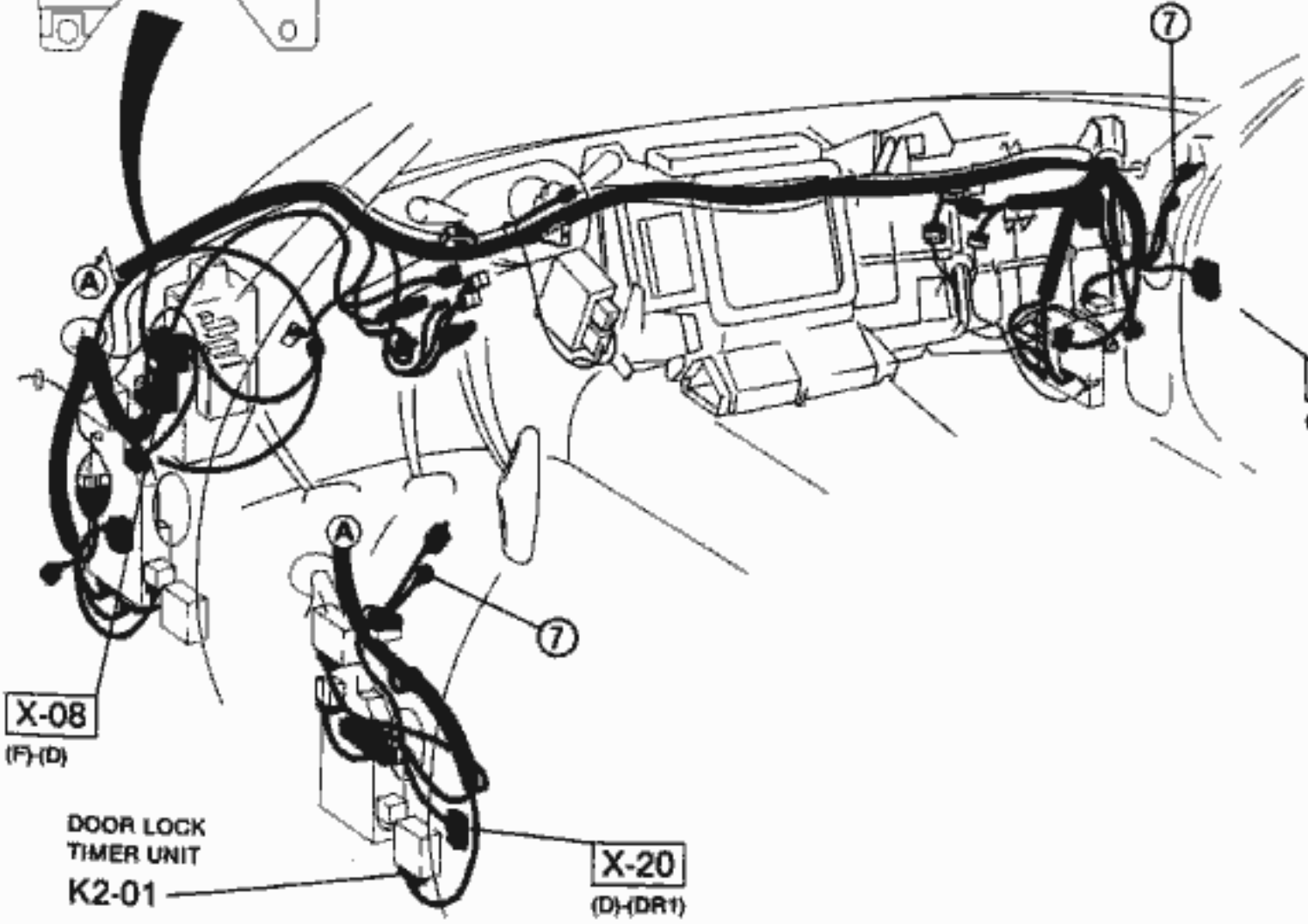
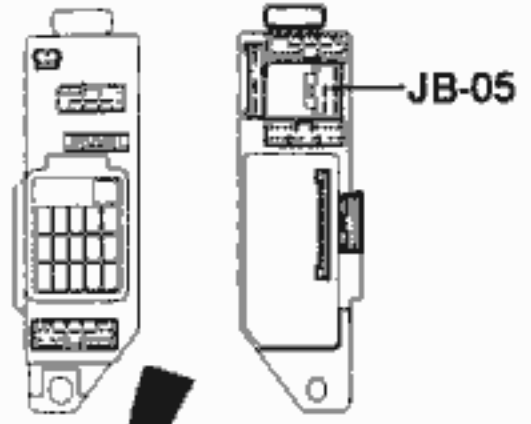
X-2
RELAY & FUSE BLOCK



K-01
MAIN FUSE BLOCK

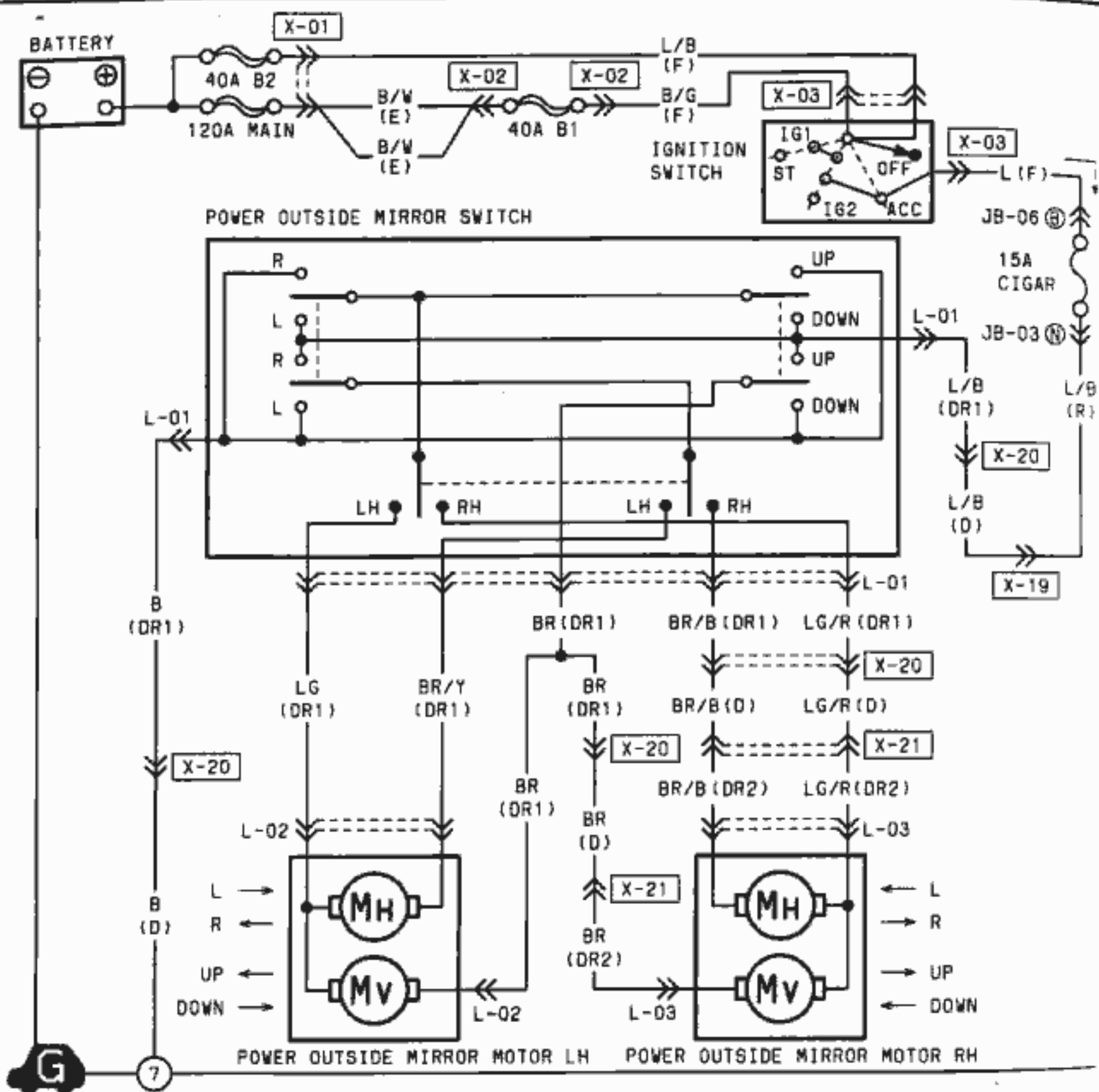


JOINT BOX



Z WIRING DIAGRAM

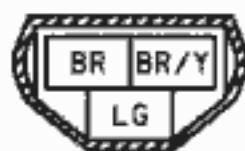
L ■ POWER OUTSIDE MIRROR



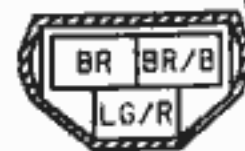
L-01 POWER OUTSIDE MIRROR SWITCH (DR1)



L-02 POWER OUTSIDE MIRROR MOTOR LH (DR1)

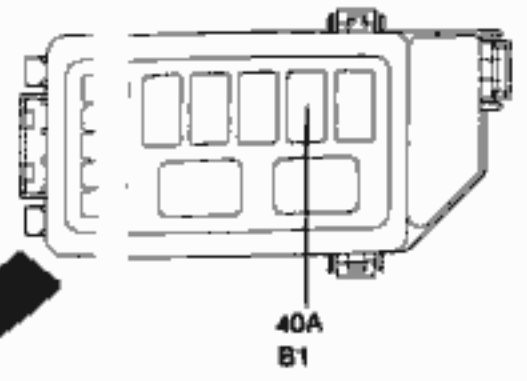


L-03 POWER OUTSIDE MIRROR MOTOR RH (DR2)

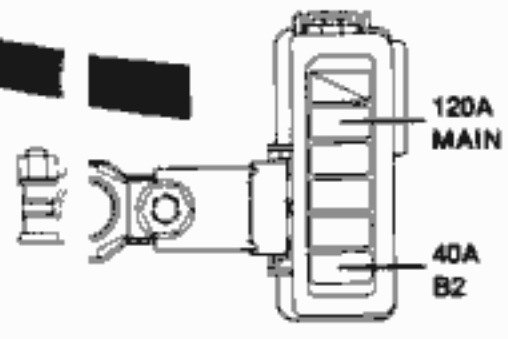


L

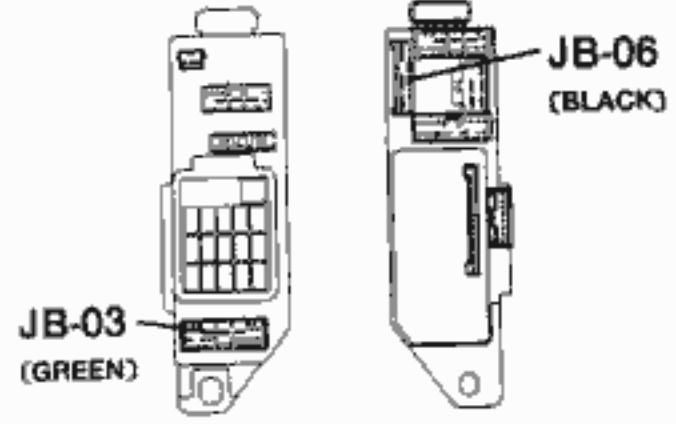
X-2
RELAY & FUSE BLOCK



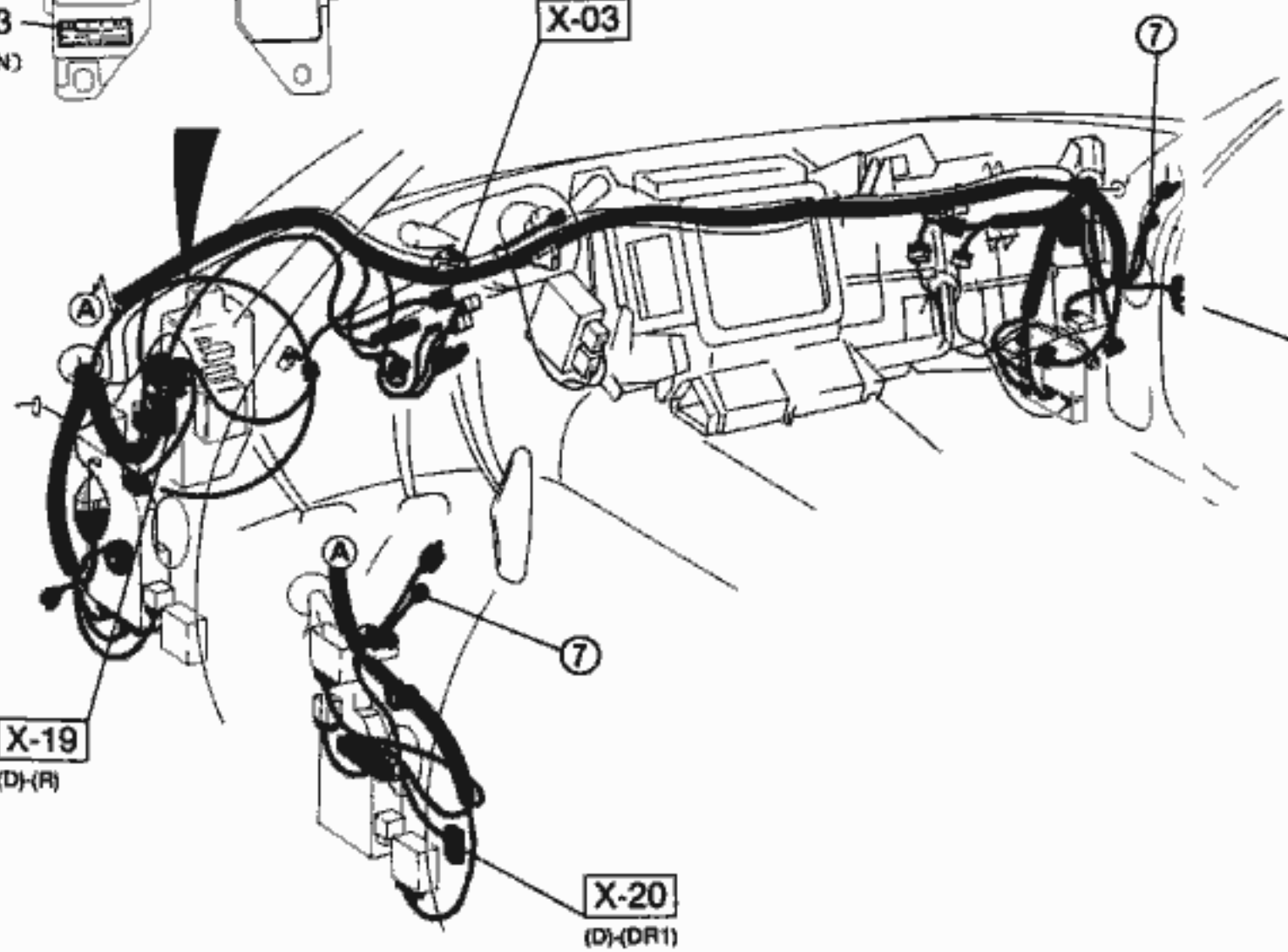
X-01
MAIN FUSE BLOCK



JOINT BOX



IGNITION SWITCH
X-03

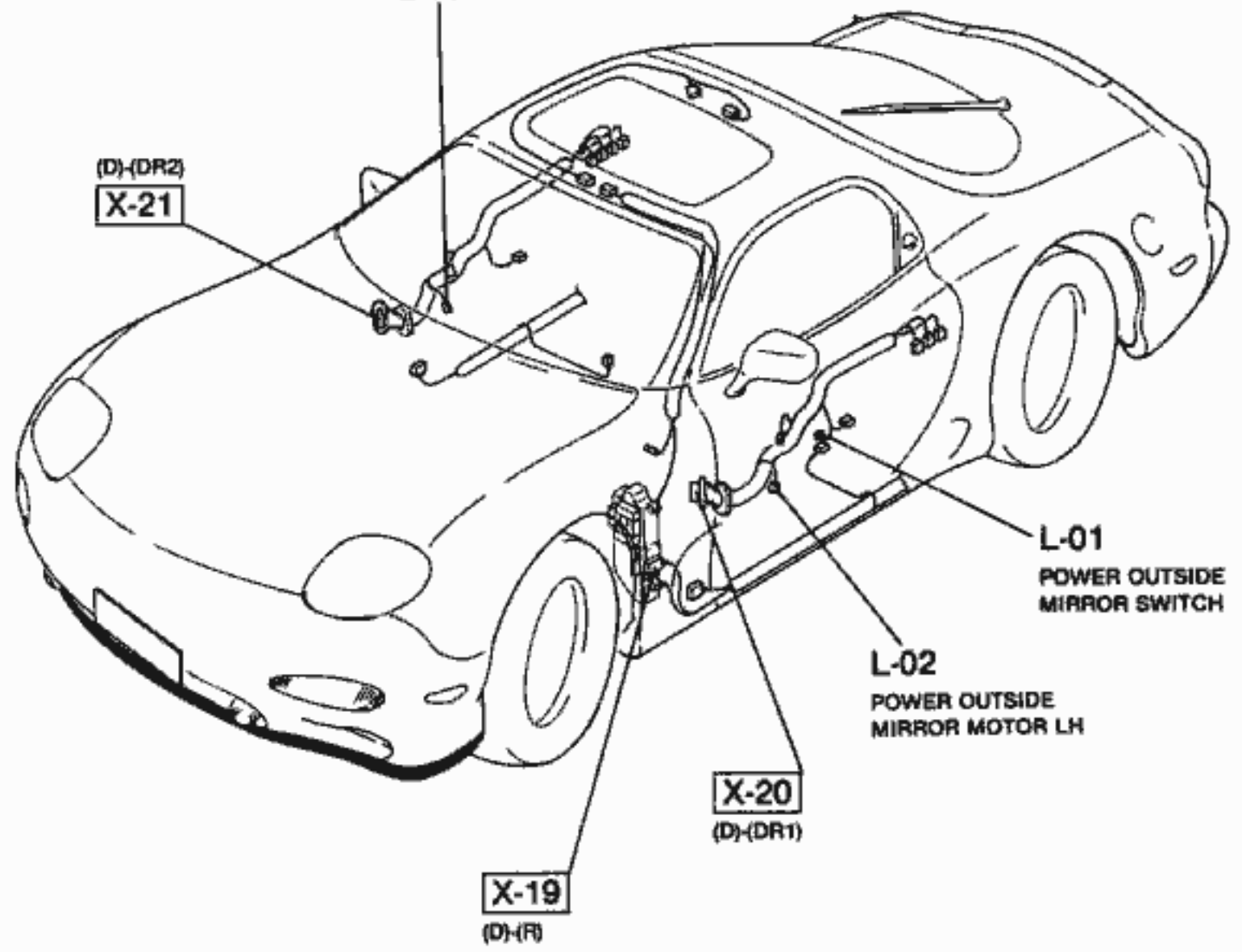


X-19
(D)-(R)

X-20
(D)-(DR1)

X-21
(D)-(DR2)

POWER OUTSIDE MIRROR MOTOR RH
L-03



(D)-(DR2)
X-21

L-01
POWER OUTSIDE MIRROR SWITCH

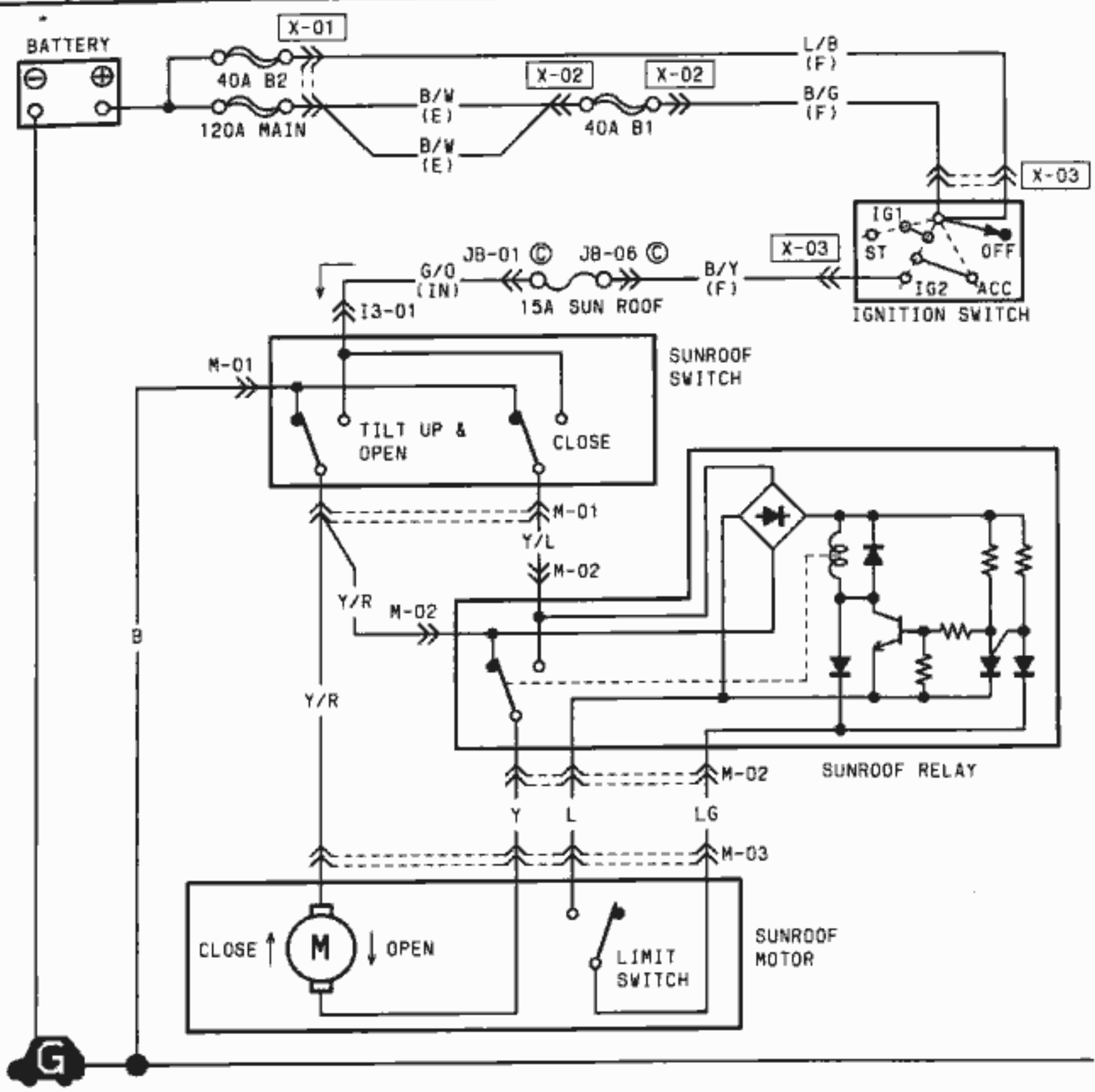
L-02
POWER OUTSIDE MIRROR MOTOR LH

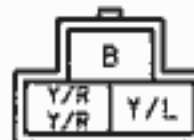
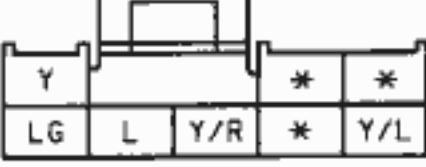
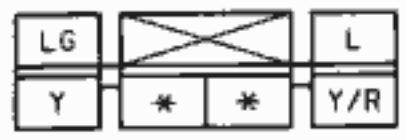
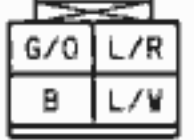
X-20
(D)-(DR1)

X-19
(D)-(R)

Z WIRING DIAGRAM

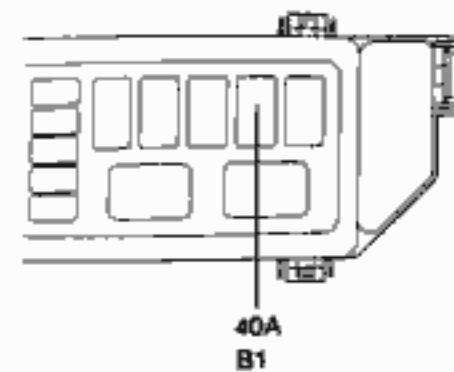
M ■ SLIDING SUNROOF



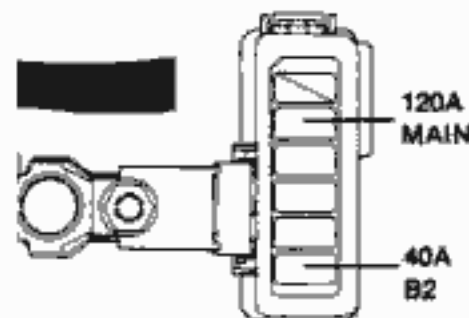
M-01 SUNROOF SWITCH	M-02 SUNROOF RELAY	M-03 SUNROOF MOTOR	13-01 SUNROOF SWITCH (IN)
			

M

-02
RELAY & FUSE BLOCK



X-01
MAIN FUSE
BLOCK



JOINT BOX

JB-01
(GREEN)

JB-06
(BLACK)

IGNITION
SWITCH
X-03

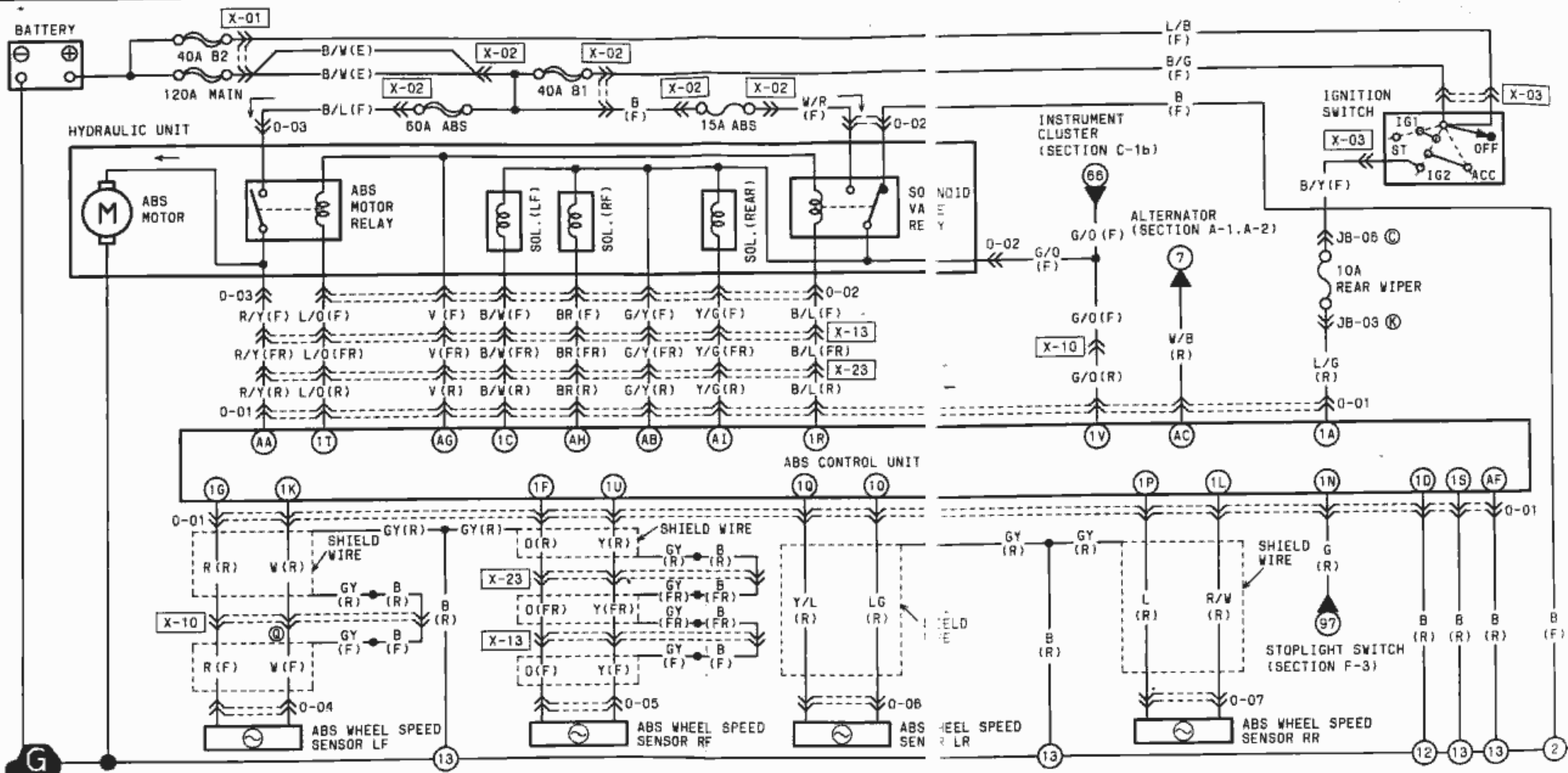
SUNROOF SWITCH
M-01

SUNROOF
MOTOR
M-03

SUNROOF
RELAY
M-02

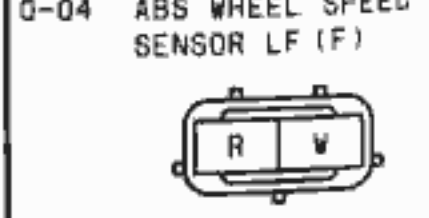
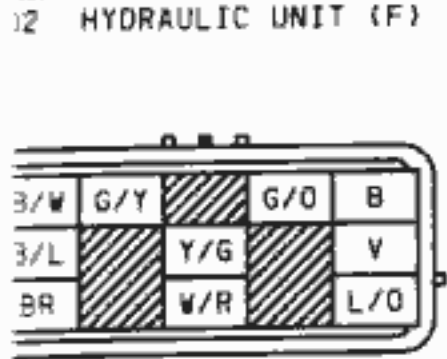
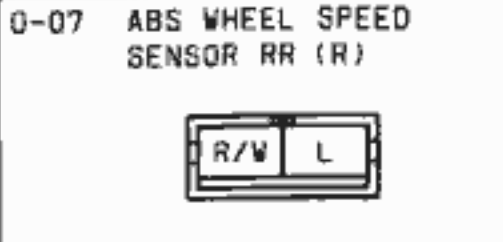
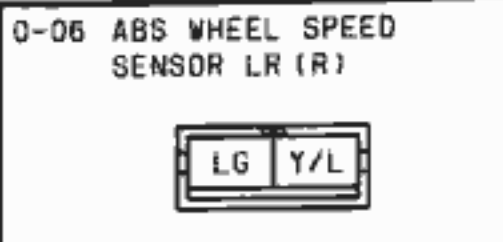
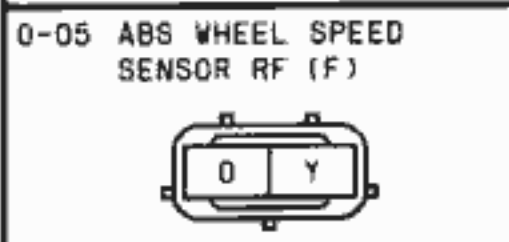
I3-01
SUNROOF SWITCH

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	



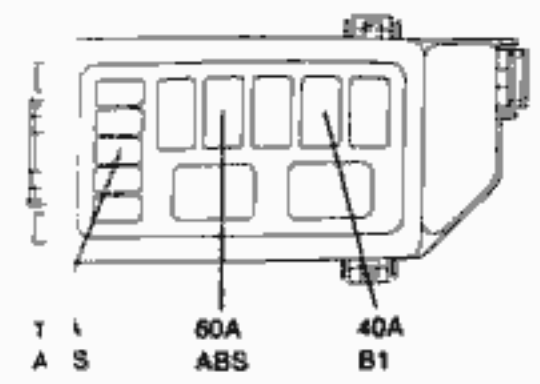
0

(BLACK)
ABS WHEEL
SPEED SENSOR
RF
O-05

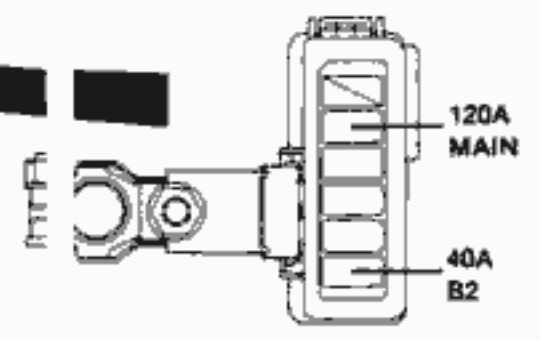
(GRAY)
HYDRAULIC UNIT
O-02

(GRAY)
HYDRAULIC UNIT
O-03

X-02
RELAY & FUSE BLOCK



X-01
MAIN FUSE
BLOCK



JOINT BOX

JB-06
(BLACK)

JB-03
(GREEN)

IGNITION
SWITCH
X-03

O-04
ABS WHEEL
SPEED SENSOR
LF
(BLACK)

ABS WHEEL
SPEED SENSOR RR
O-07

(R)-(FR)
X-23

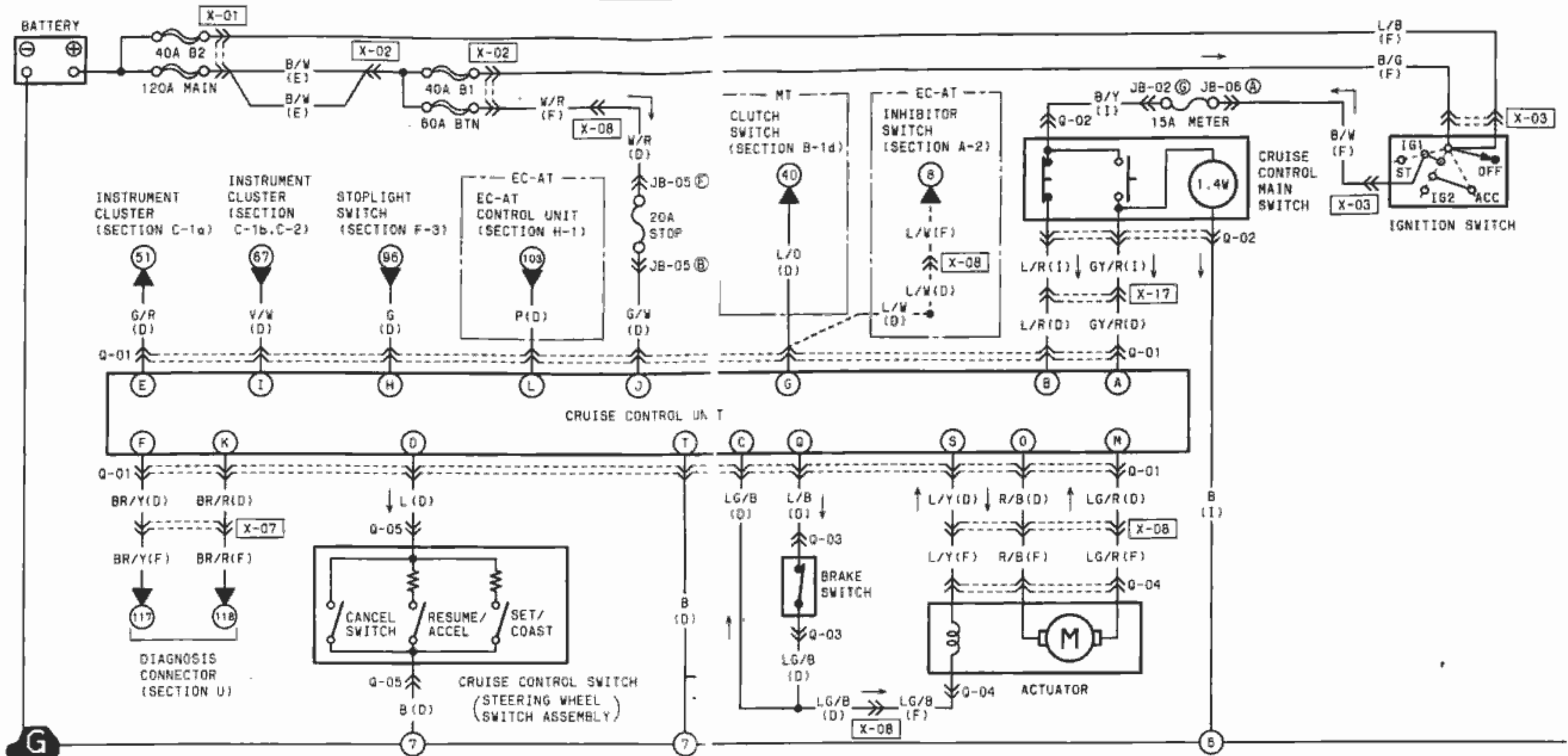
O-06
ABS WHEEL
SPEED SENSOR
LR

O-01
ABS CONTROL
UNIT

X-13
(F)-(FR)

X-10
(F)-(R)

Q CRUISE CONTROL SYSTEM



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

S	Q	Q	M	K	I	G	E	C	A
L/Y	L/B	R/B	LG/R	BR/R	V/W	L/W (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
------	-----

Q-04 ACTUATOR (F)

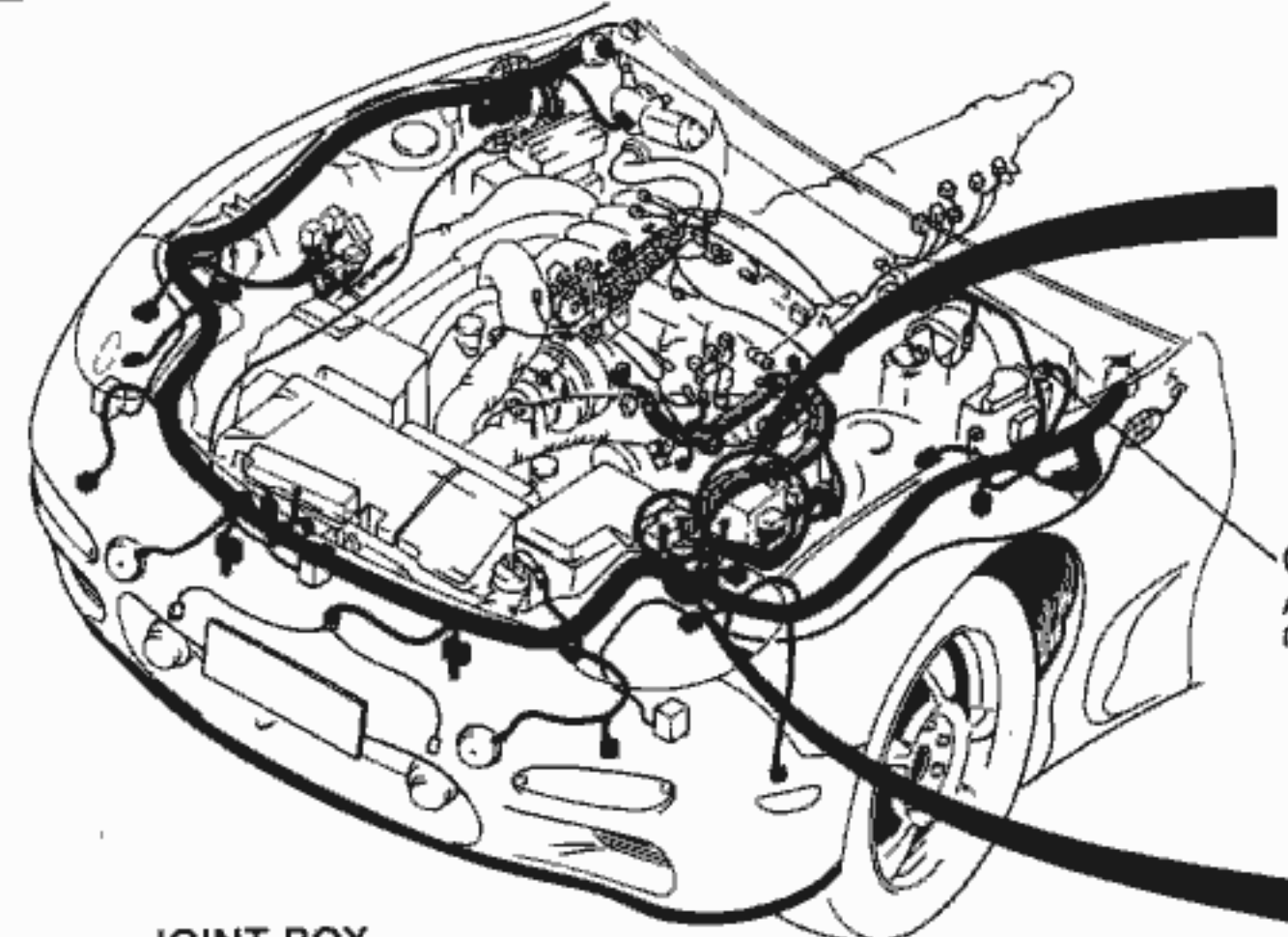
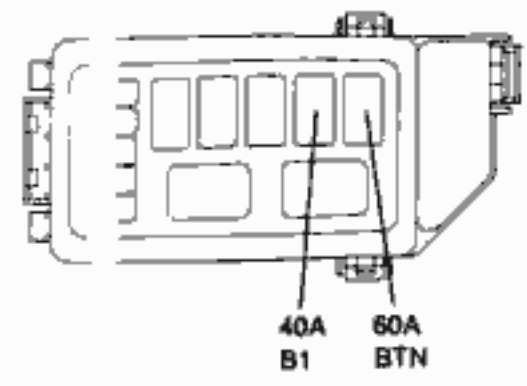
LG/B	L/Y
LG/R	R/B

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

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

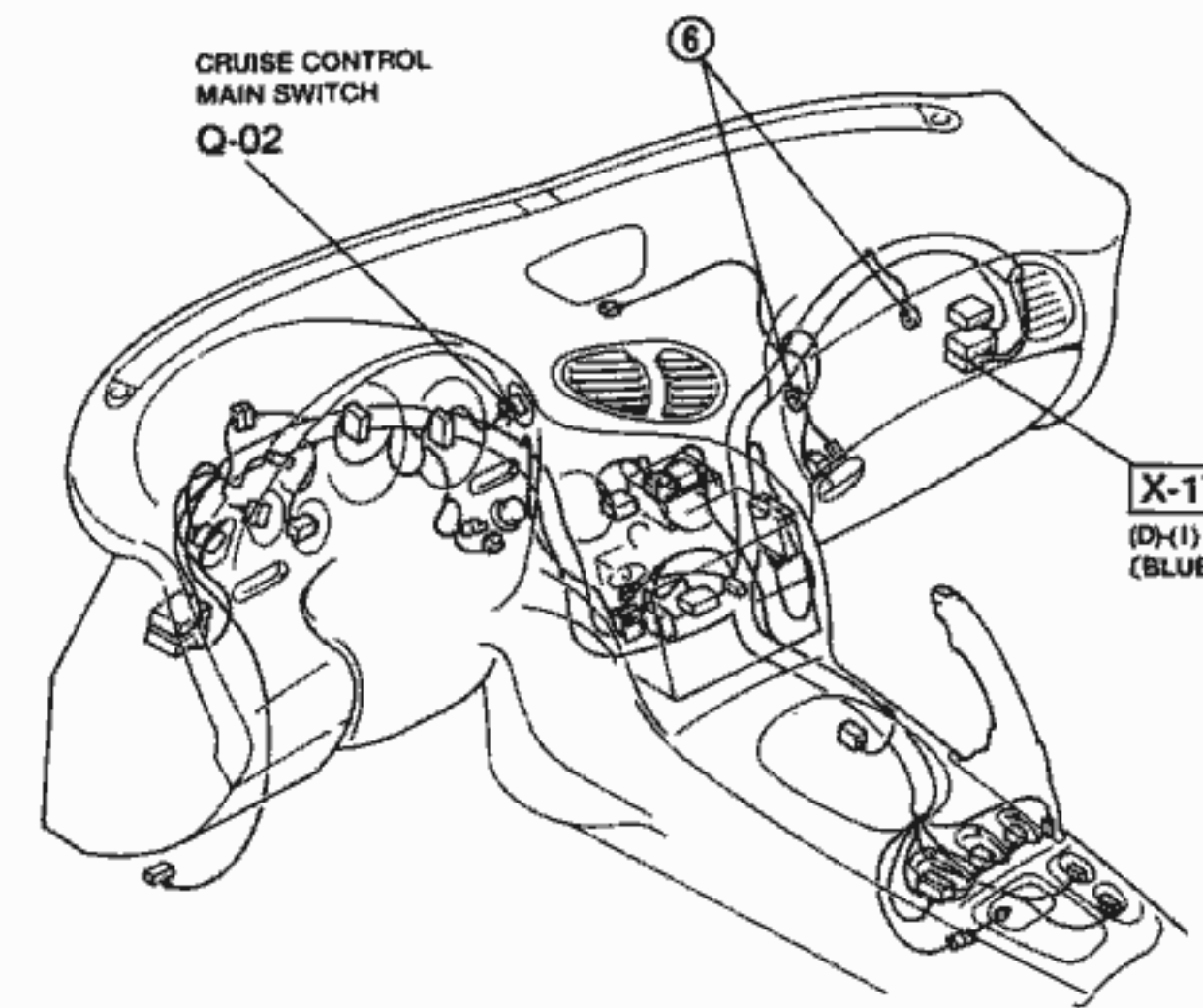
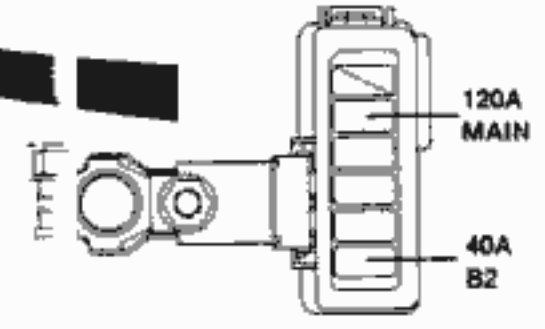
Q

X-12
RELAY & FUSE BLOCK



Q-04
ACTUATOR
(BLACK)

X-01
MAIN FUSE
BLOCK

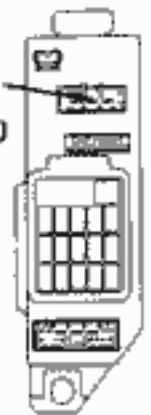


CRUISE CONTROL
MAIN SWITCH
Q-02

X-17
(D-1)
(BLUE)

JOINT BOX

JB-02
(GREEN)



JB-05

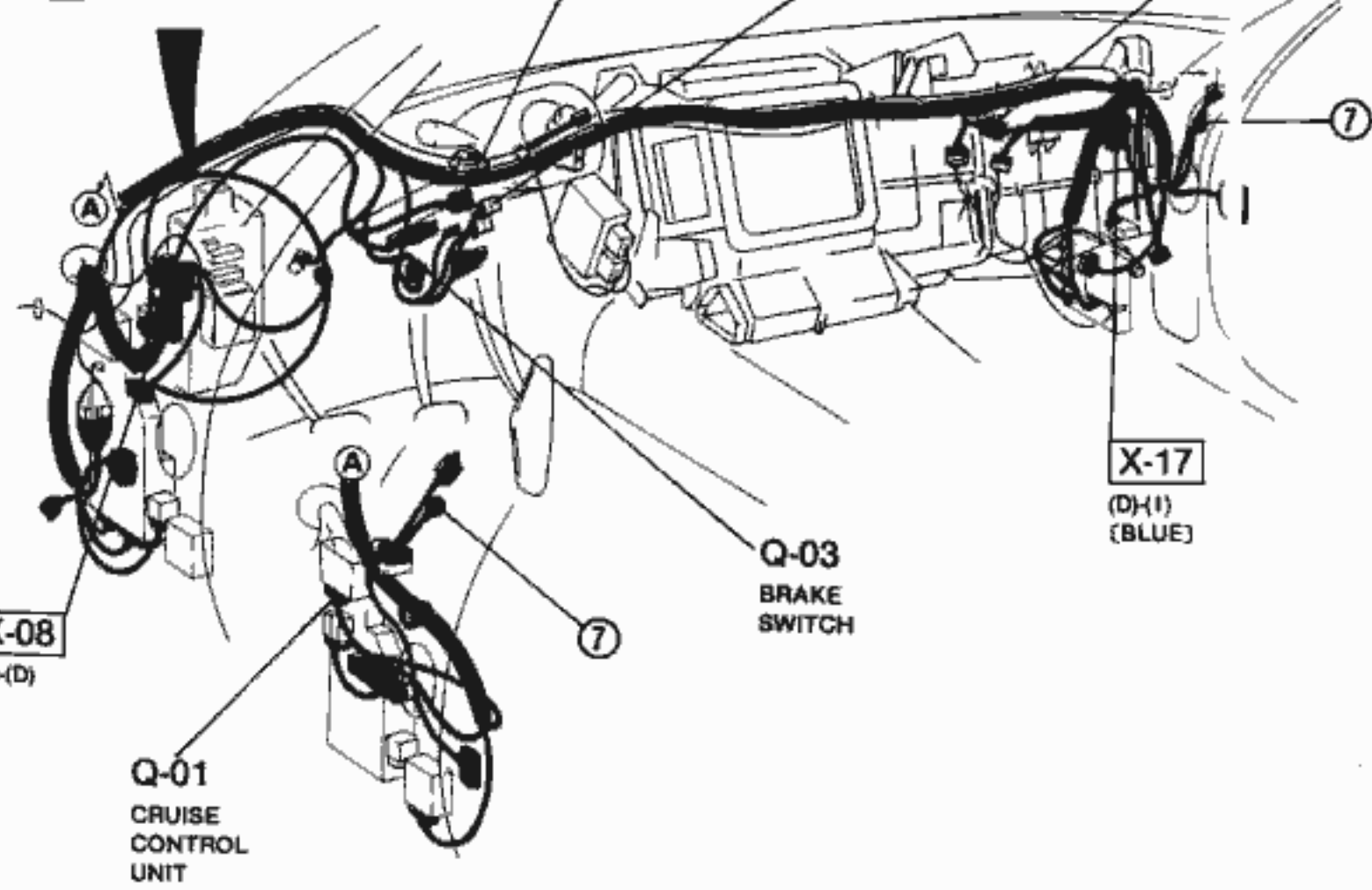


JB-06
(BLACK)

IGNITION
SWITCH
X-03

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

(F-1)
X-07



X-08
(F-1)

Q-01
CRUISE
CONTROL
UNIT

Q-03
BRAKE
SWITCH

X-17
(D-1)
(BLUE)

Q

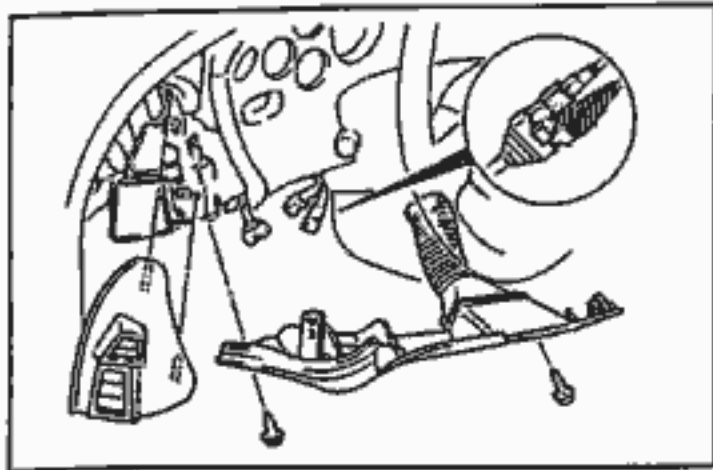
Terminal voltage

V_b: Battery voltage

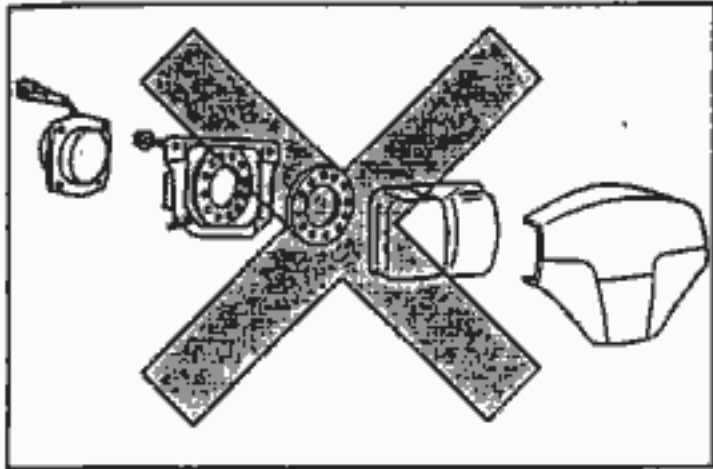
Terminal	Connected to	Test condition	Voltage	
A	Cruise control main switch (N.O. side)	Ignition switch ON and main switch ON	V _b	
B	Cruise control main switch (N. C. side)	Ignition switch ON	Main switch ON 0V	
			Main switch OFF V _b	
C	Actuator (clutch)	Ignition switch ON	0V	
		Ignition switch ON and 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-262

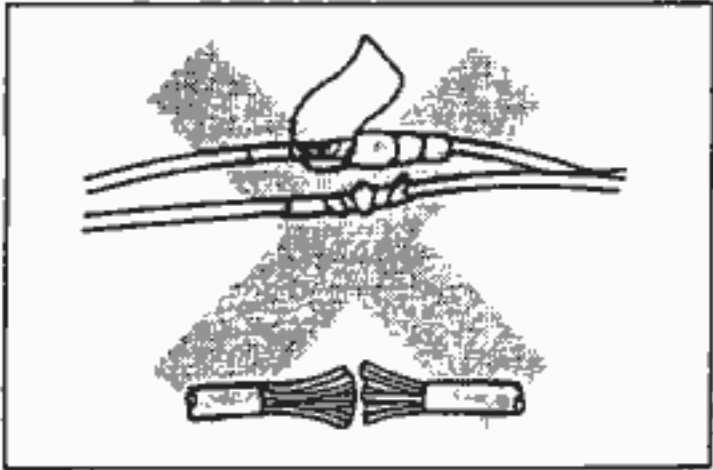
Z WIRING DIAGRAM



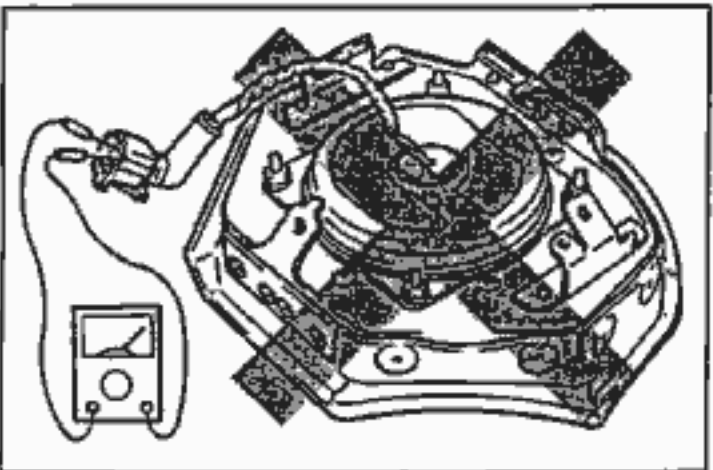
37U0TX-636



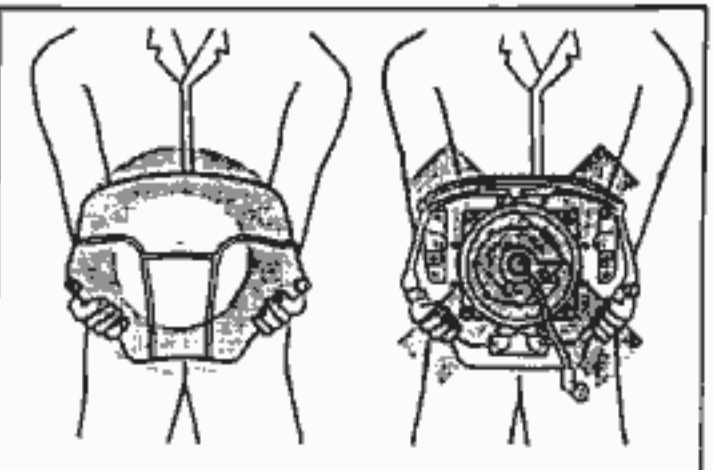
37U0TX-637



37U0TX-638



37U0TX-639



37U0TX-640

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.

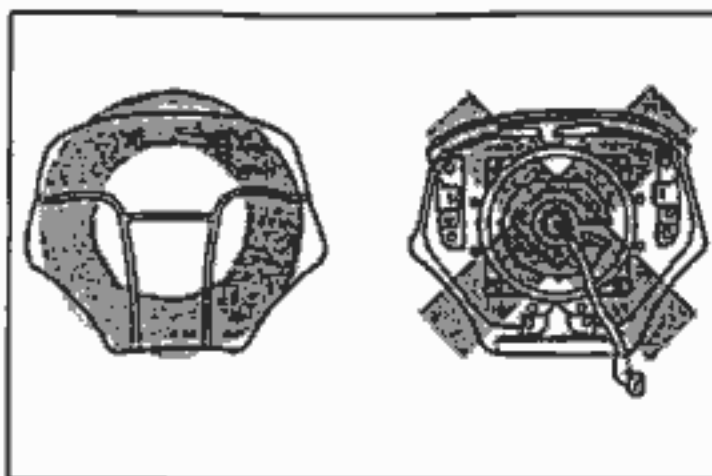
3. Prohibition of Wire Harness Repair

- 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

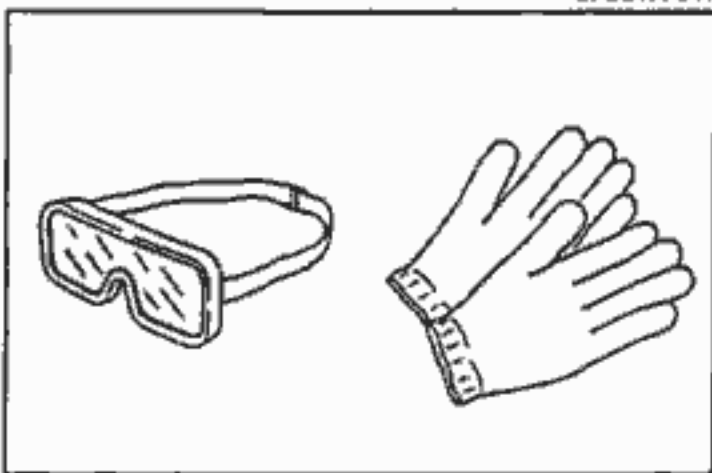
- Do not use an ohmmeter for inspection of the air bag module. It may cause accidental deployment of the air bag.

- 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.



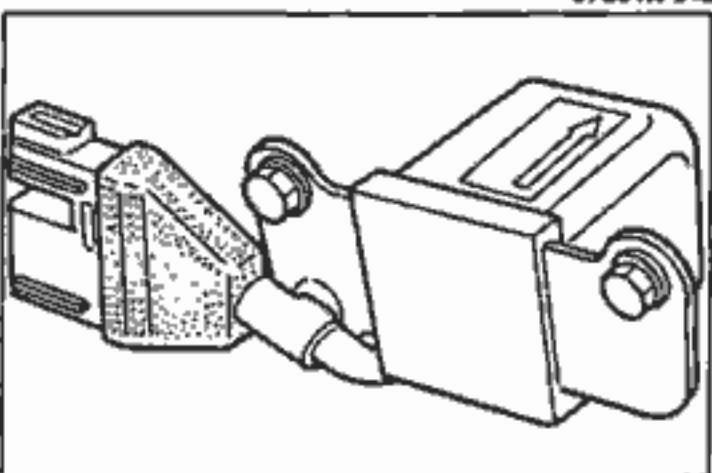
37U0TX-641

- 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

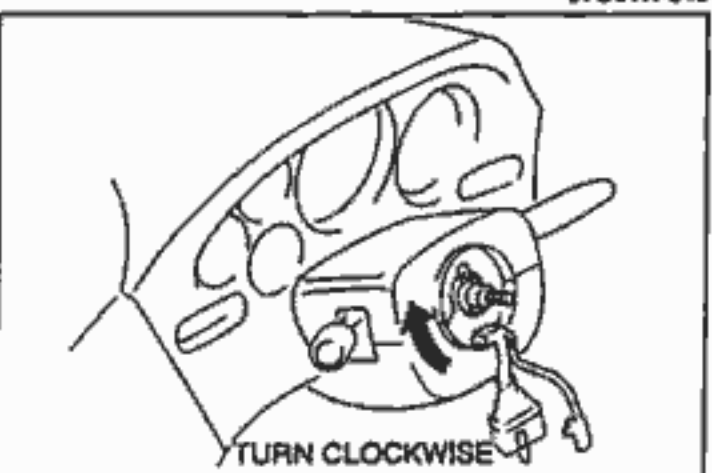
- When handling a deployed air bag module, wear gloves and safety glasses, because the deployed air bag module may contain deposits of sodium hydroxide, a caustic by-product of the gas generant combustion.
- When an air bag module is to be disposed, follow the procedure recommended for the specific situation.



37U0TX-643

5. Crash Sensor Installation

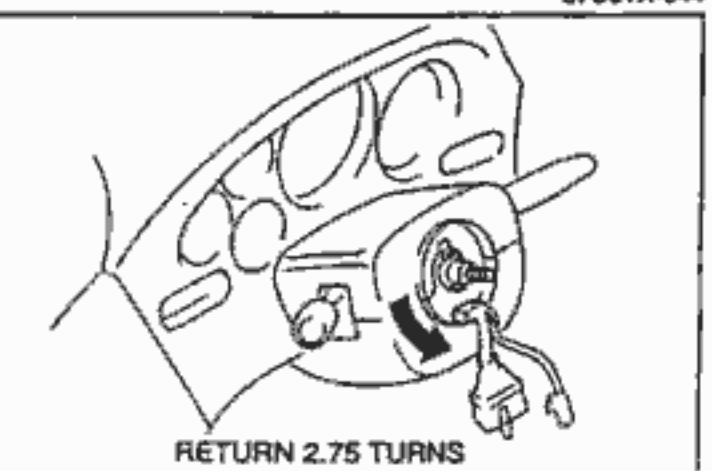
- Crash sensor orientation is very important for proper operation. If a vehicle is involved in a collision where its front sheet metal is damaged, inspect the body structure at the sensor mounting area for deformation. If damaged, restore it to its original shape.



37U0TX-644

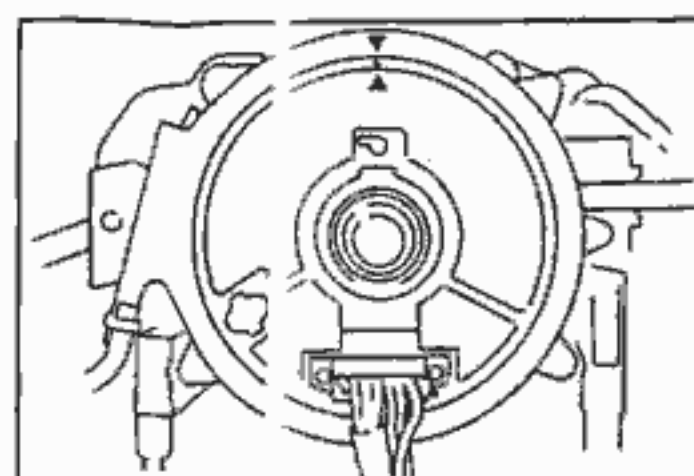
6. Adjustment of Clock Spring Connector

- 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.)



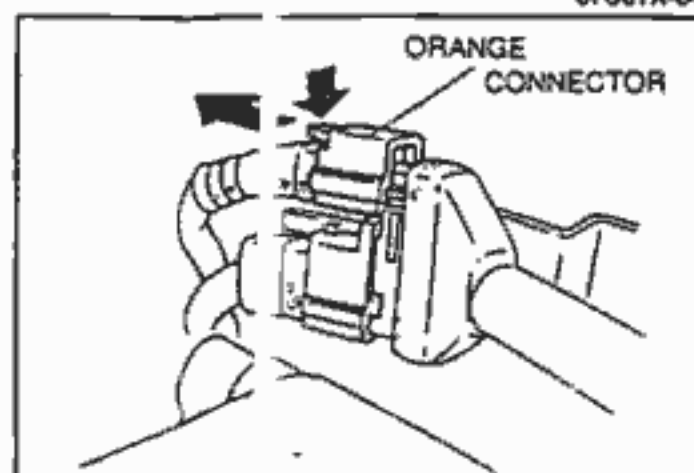
37U0TX-645

- (3) Return the connector 2.75 turns.



37U0TX-646

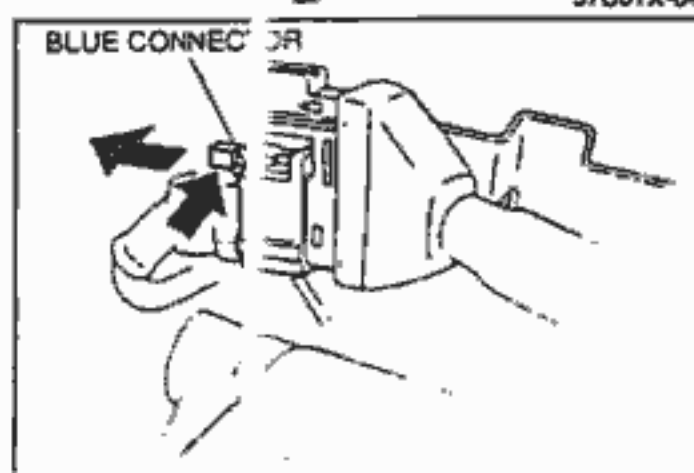
- (4) Align the marks on the clock spring connector and the outer housing.



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

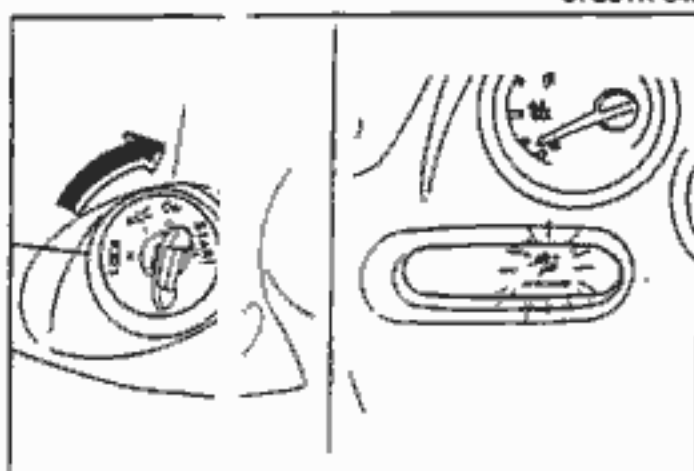
8. Disconnecting Double-Lock Type Connector

- 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.

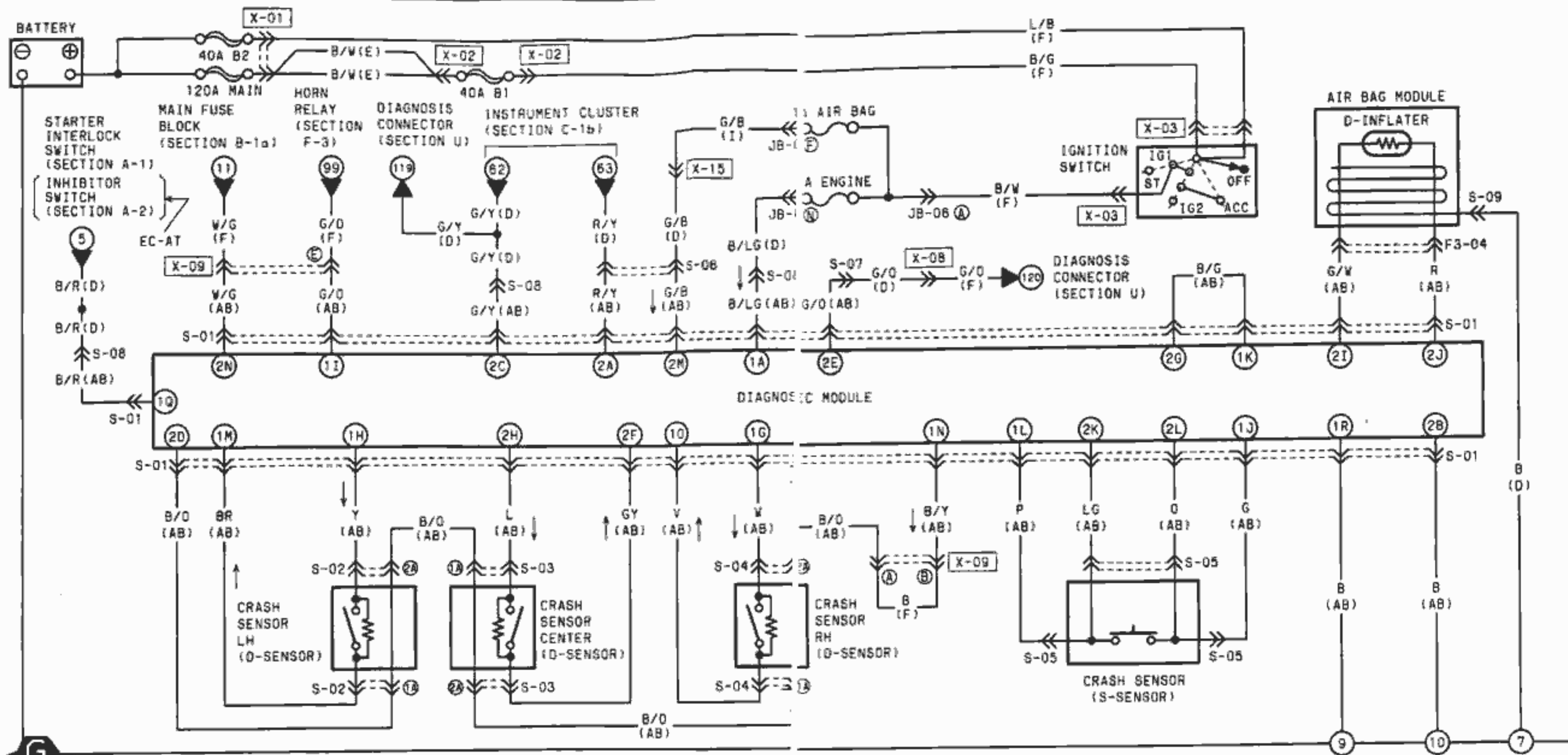


37U0TX-650

9. After System Service

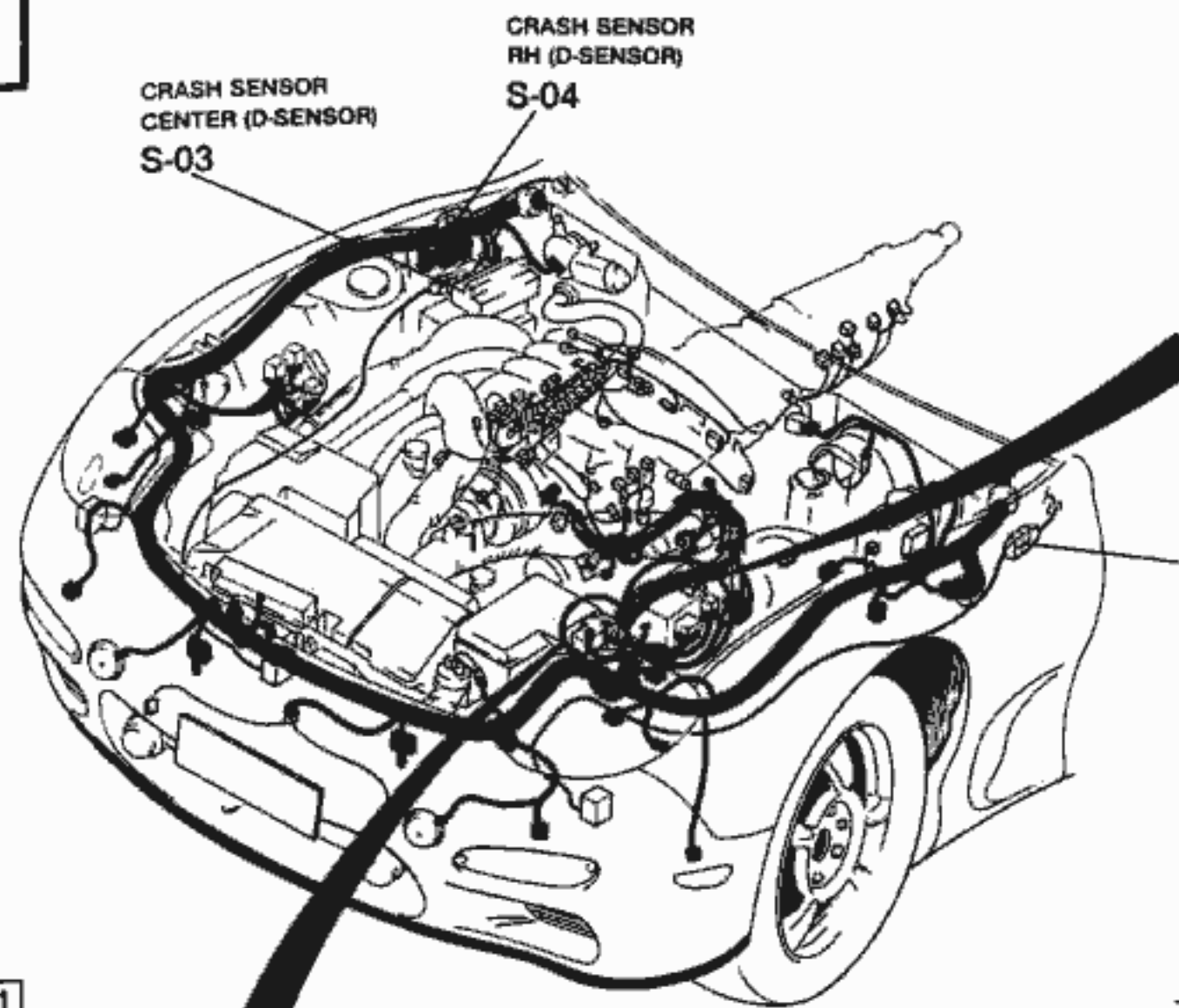
- Verify correct system operation by checking with the AIR BAG system warning lamp. If the system is operating normally, the warning lamp will come on when the ignition switch is turned ON, then go off after approximately 6 seconds.
- Check if the horn sounds. If the horn does not sound, remove the air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

S AIR BAG SYSTEM

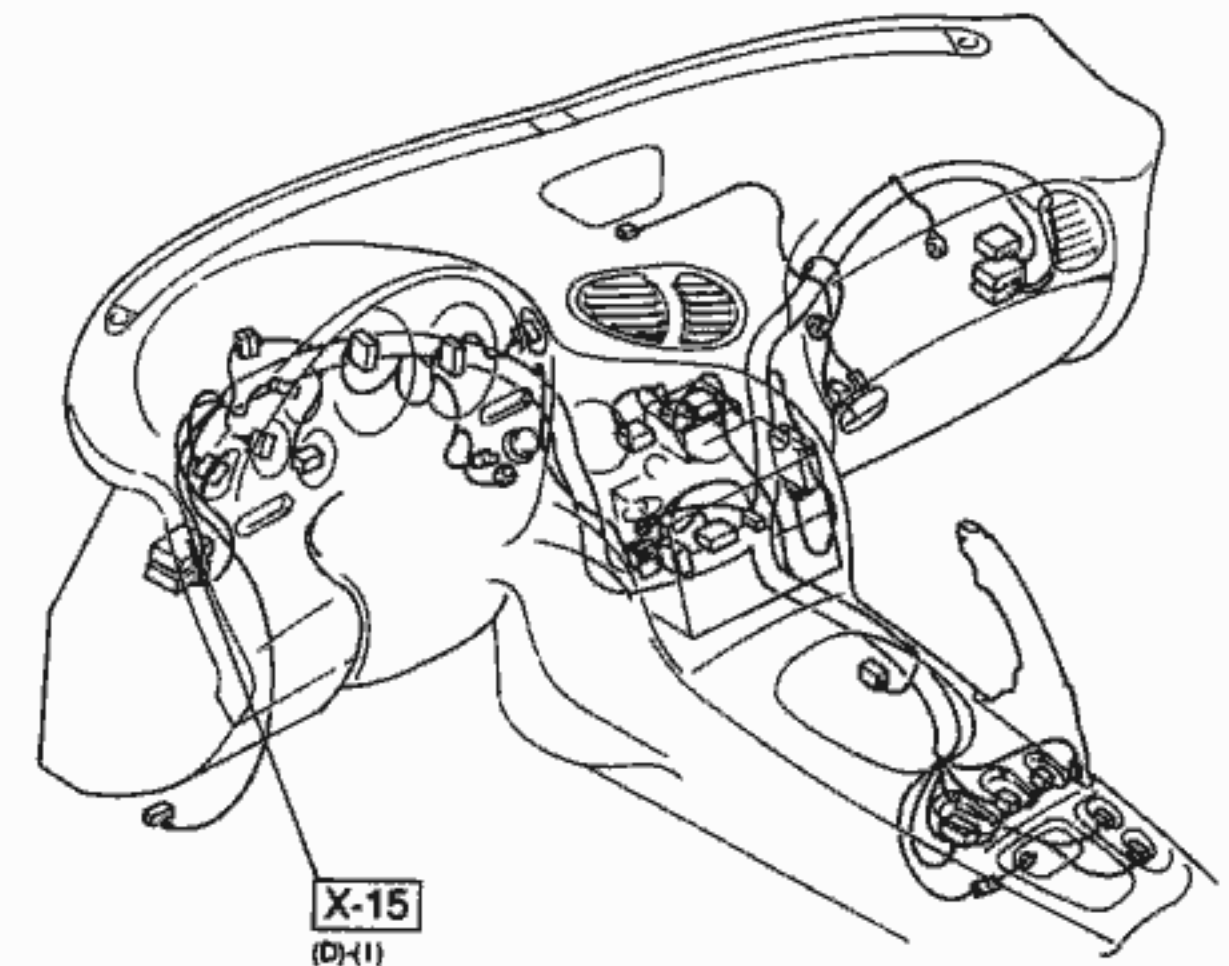
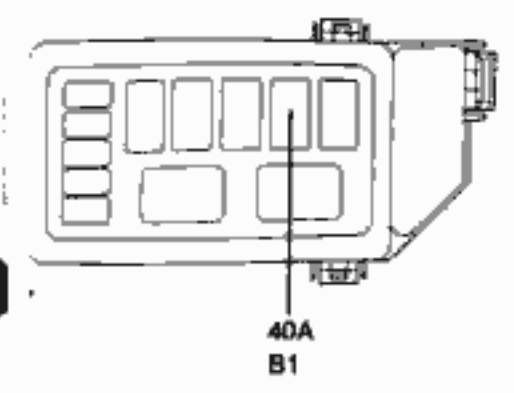


<p>S-01 DIAGNOSTIC MODULE (AB)</p> <table border="1"> <tr> <td>1Q</td><td>1O</td><td>1M</td><td>1K</td><td>1I</td><td>1G</td><td>1E</td><td>1C</td><td>1A</td> <td>2M</td><td>2K</td><td>2I</td><td>2G</td><td>2E</td><td>2C</td><td>2A</td> </tr> <tr> <td>B/R</td><td>V</td><td>BR</td><td>B/G</td><td>G/O</td><td>W</td><td>*</td><td>*</td><td>B/LG</td> <td>G/B</td><td>LG</td><td>G/W</td><td>B/G</td><td>G/O</td><td>G/Y</td><td>R/Y</td> </tr> <tr> <td>B</td><td>*</td><td>B/Y</td><td>P</td><td>G</td><td>Y</td><td>*</td><td>*</td><td>*</td> <td>W/G</td><td>O</td><td>R</td><td>L</td><td>GY</td><td>B/O</td><td>B</td> </tr> <tr> <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> <td>2N</td><td>2L</td><td>2J</td><td>2H</td><td>2F</td><td>2D</td><td>2B</td> </tr> </table>	1Q	1O	1M	1K	1I	1G	1E	1C	1A	2M	2K	2I	2G	2E	2C	2A	B/R	V	BR	B/G	G/O	W	*	*	B/LG	G/B	LG	G/W	B/G	G/O	G/Y	R/Y	B	*	B/Y	P	G	Y	*	*	*	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	<p>S-02 CRASH SENSOR LH (D-SENSOR) (AB)</p>	<p>S-03 CRASH SENSOR CENTER (D-SENSOR) (AB)</p>	<p>S-04 CRASH SENSOR RH (D-SENSOR) (AB)</p>
1Q	1O	1M	1K	1I	1G	1E	1C	1A	2M	2K	2I	2G	2E	2C	2A																																																				
B/R	V	BR	B/G	G/O	W	*	*	B/LG	G/B	LG	G/W	B/G	G/O	G/Y	R/Y																																																				
B	*	B/Y	P	G	Y	*	*	*	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																																																				
<p>S-05 CRASH SENSOR (S-SENSOR) (AB)</p>	<p>S-06 CONNECTOR BETWEEN DASH(D) & AIR BAG(AB)</p>	<p>S-07 CONNECTOR BETWEEN DASH (D) & AIR BAG (AB)</p>	<p>S-08 CONNECTOR BETWEEN DASH(D) & AIR BAG(AB)</p>	<p>S-09 AIR BAG MODULE (D)</p> <p>F3-04 AIR BAG MODULE (AB)</p>																																																															

S

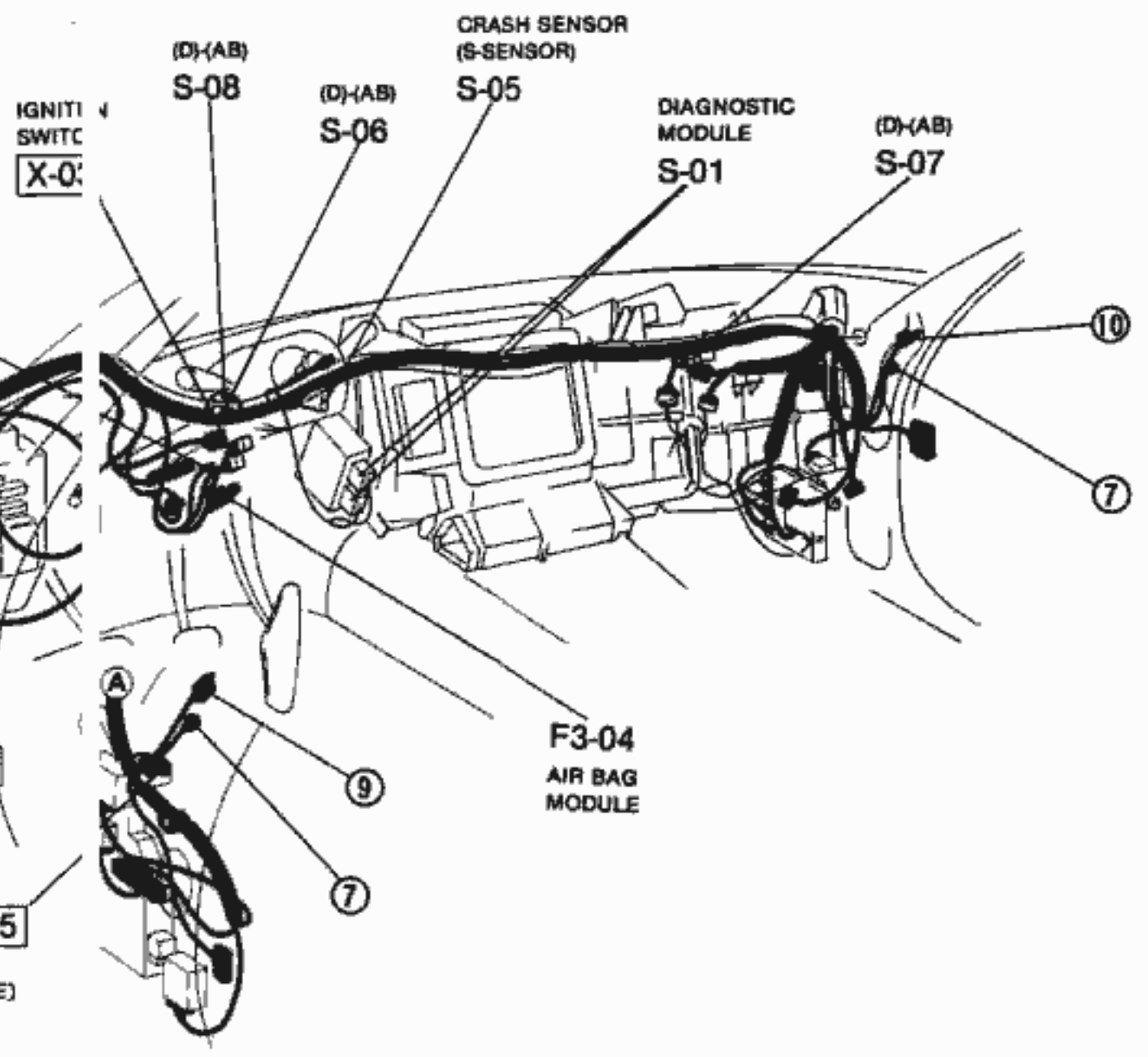
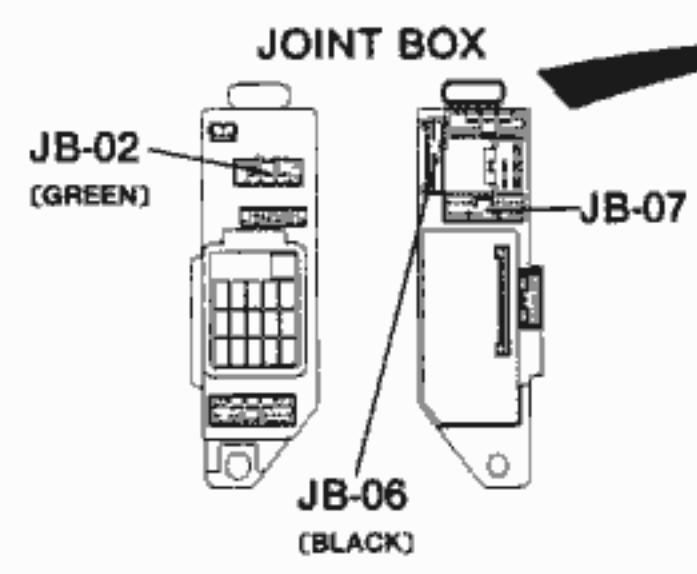
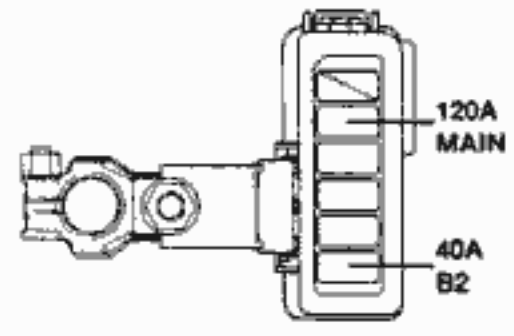


X-02 RELAY & FUSE BLOCK

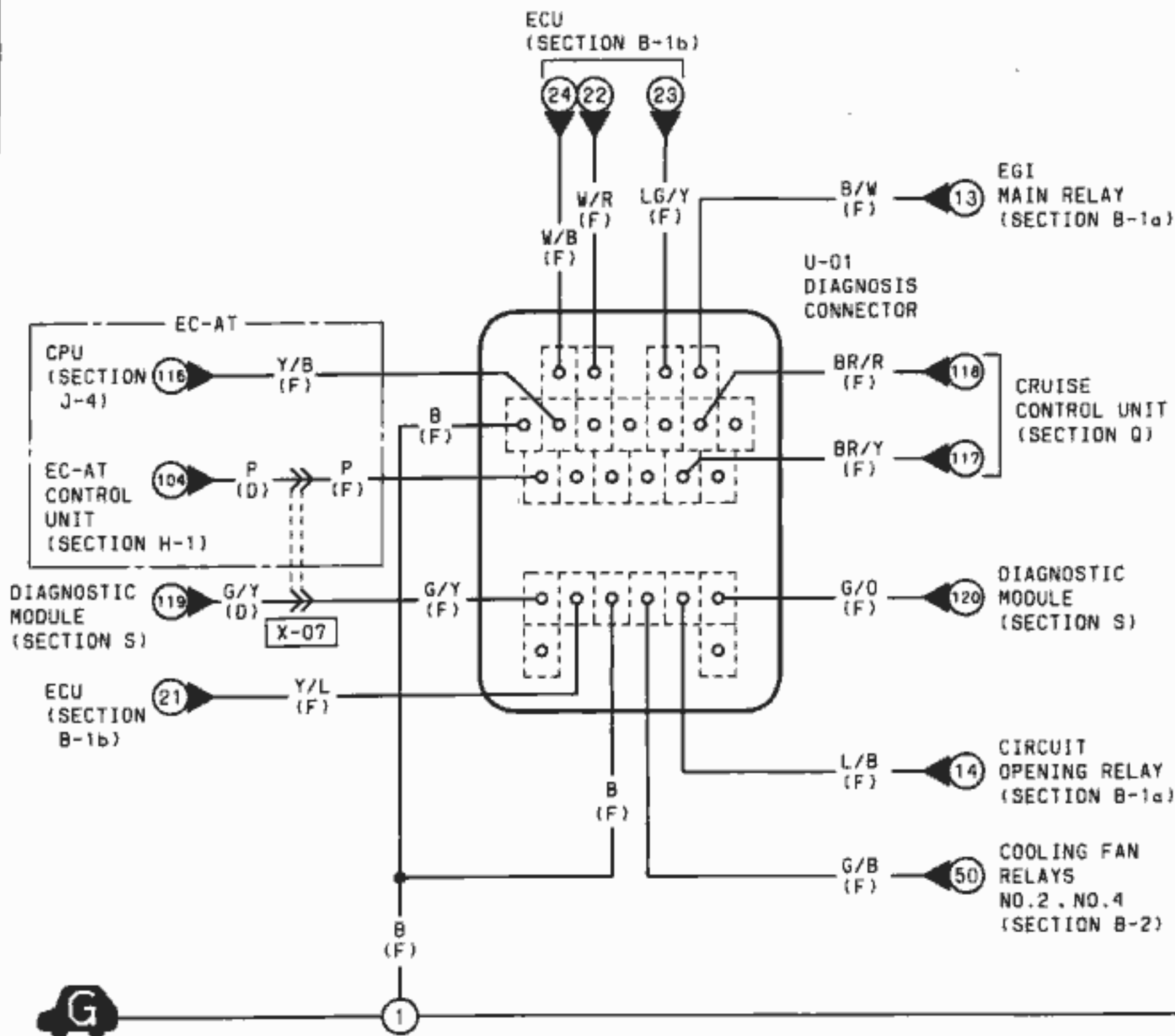


S-02 CRASH SENSOR LH (D-SENSOR)

X-01 MAIN FUSE BLOCK



U ■ DIAGNOSIS CONNECTOR



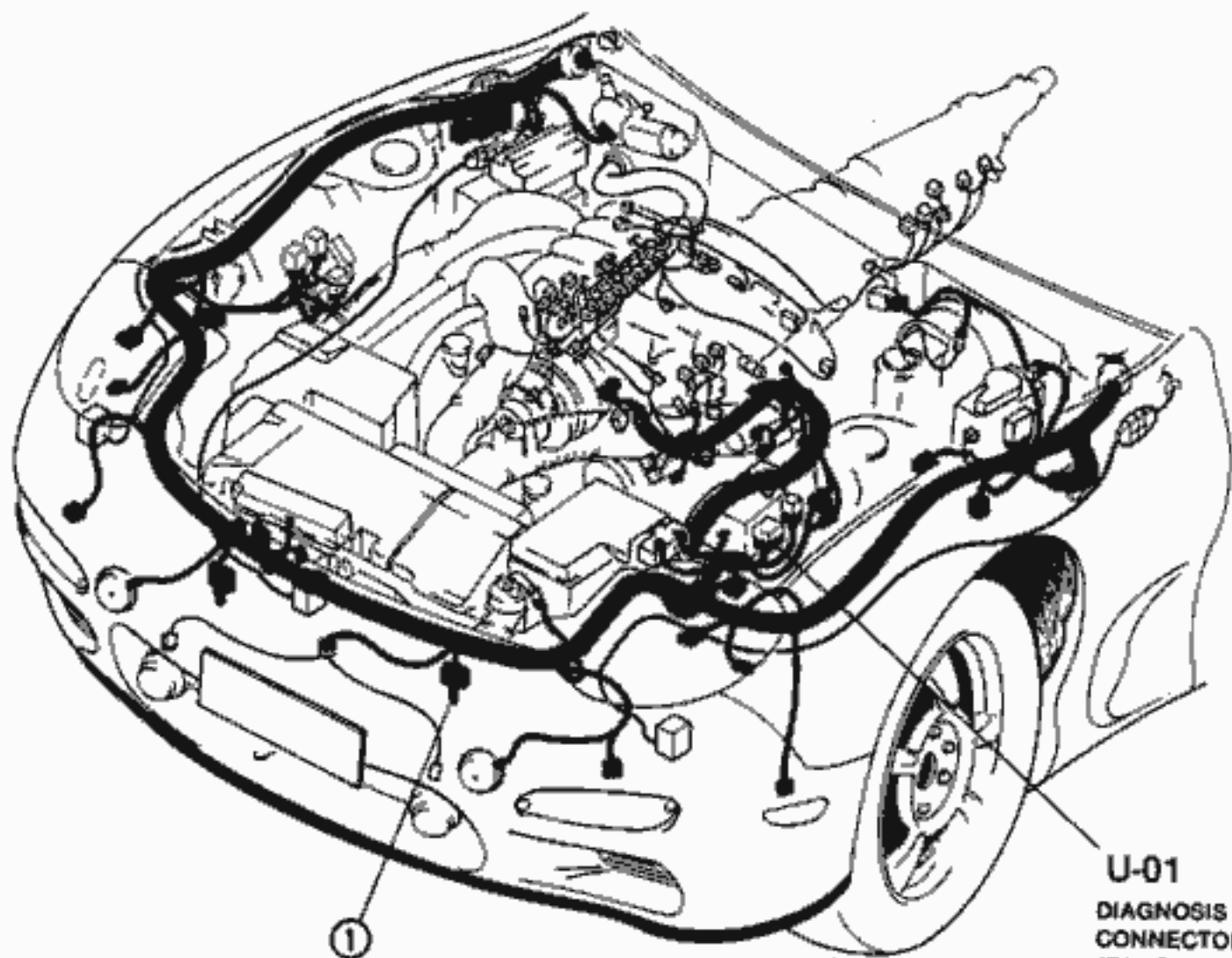
U-01 DIAGNOSIS CONNECTOR (F)

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

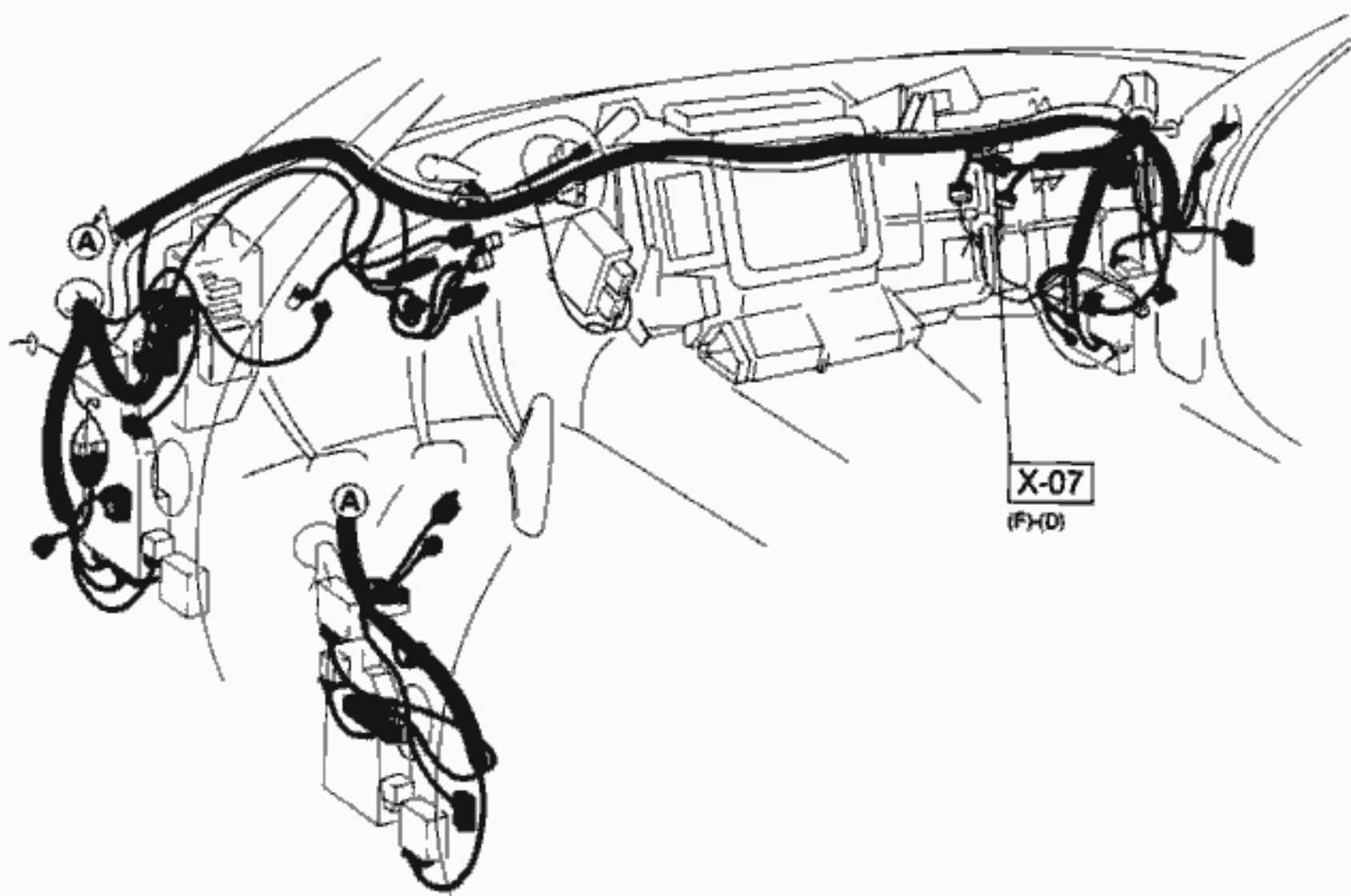
	W/B	W/R		LG/Y	B/W
B	*(Y/B)	*	*	*	BR/R
*(P)	*	*	*	BR/Y	*
G/Y	Y/L	B	G/B	L/B	G/O
*					*

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

U

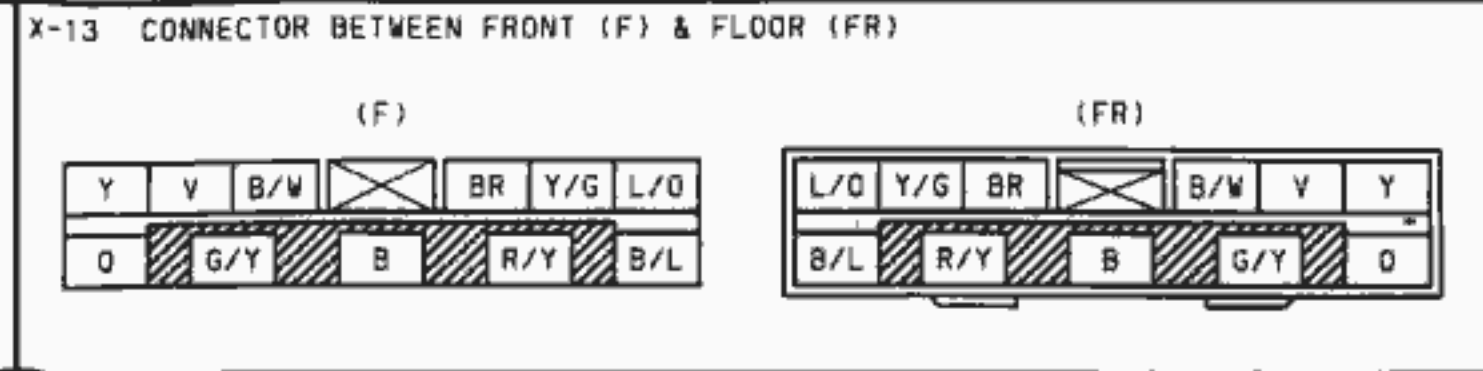
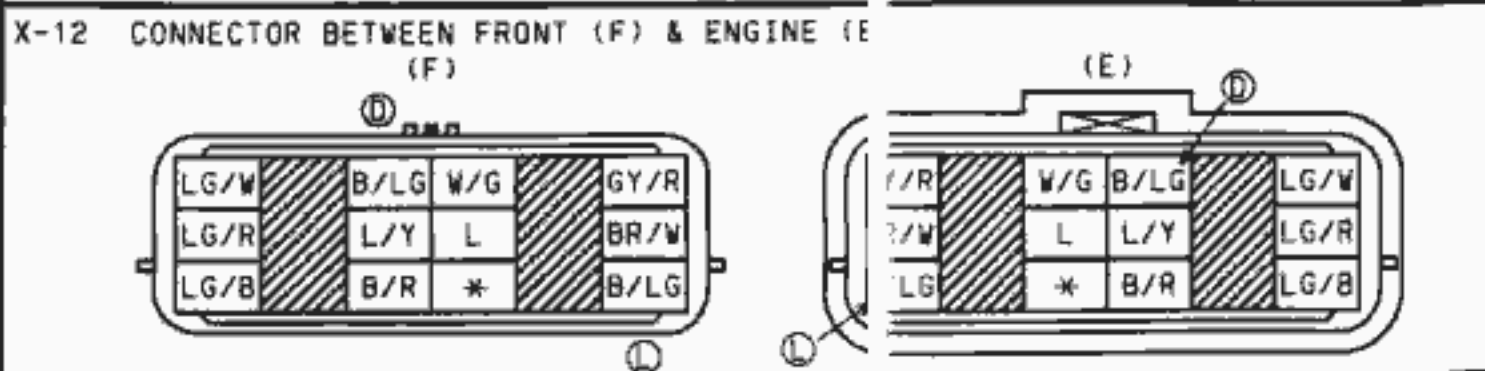
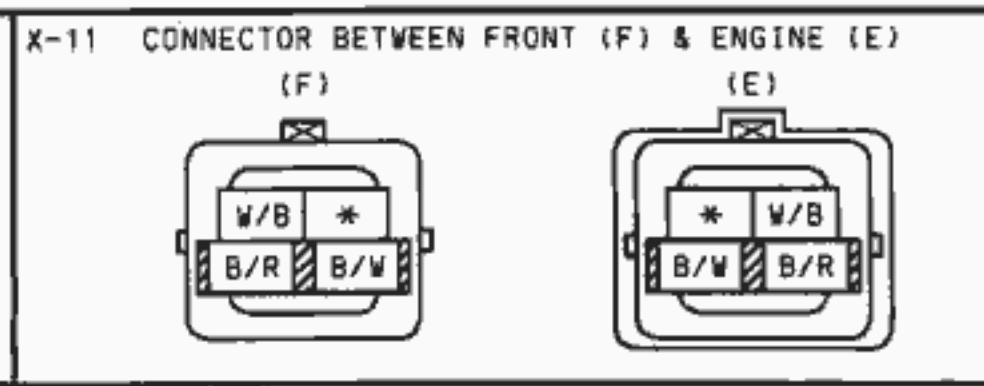
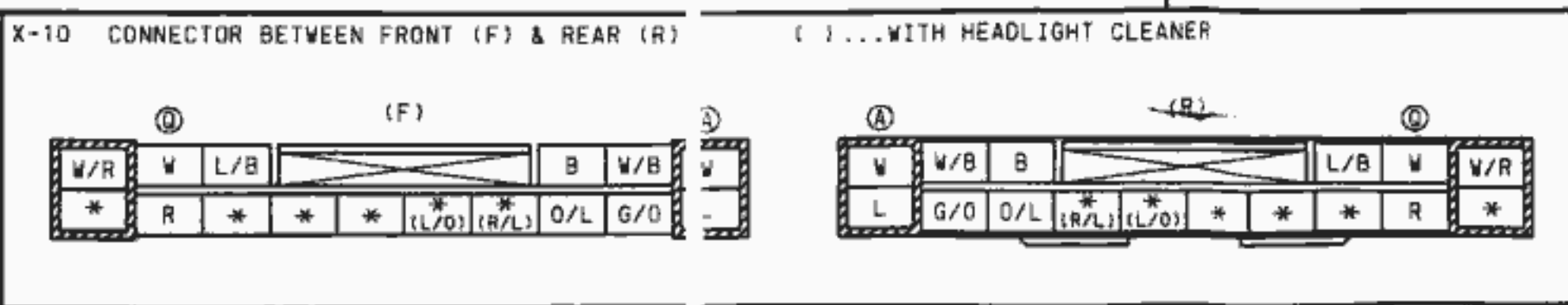
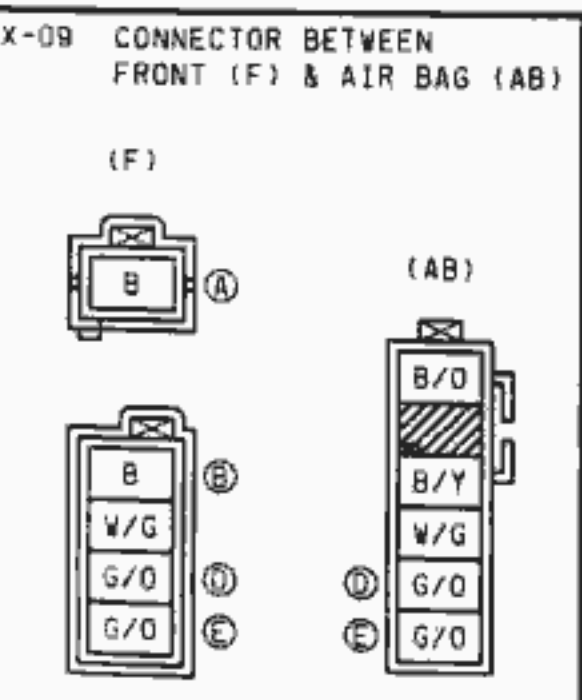
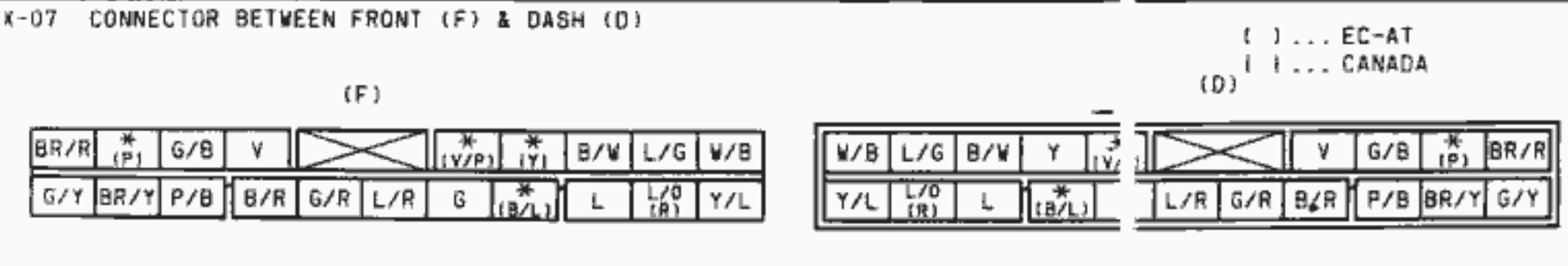
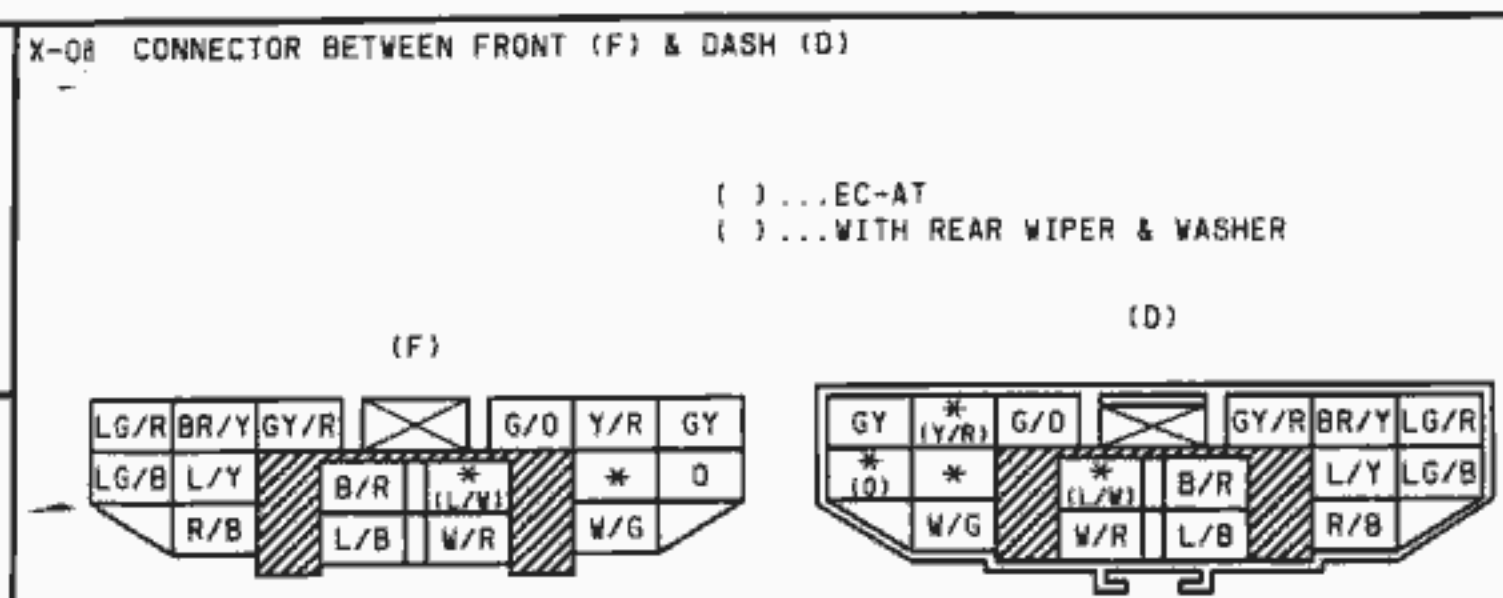
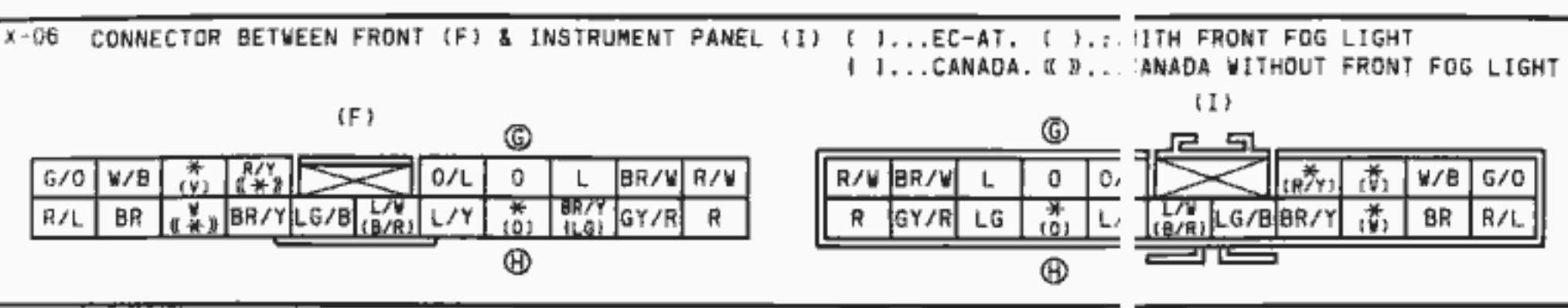
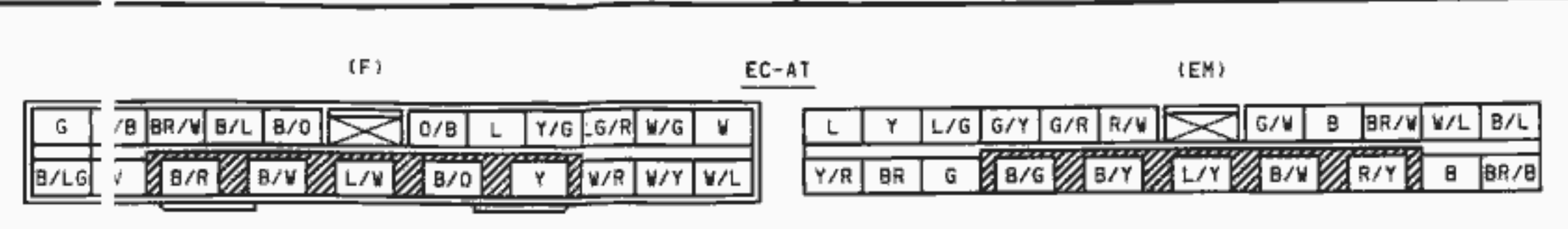
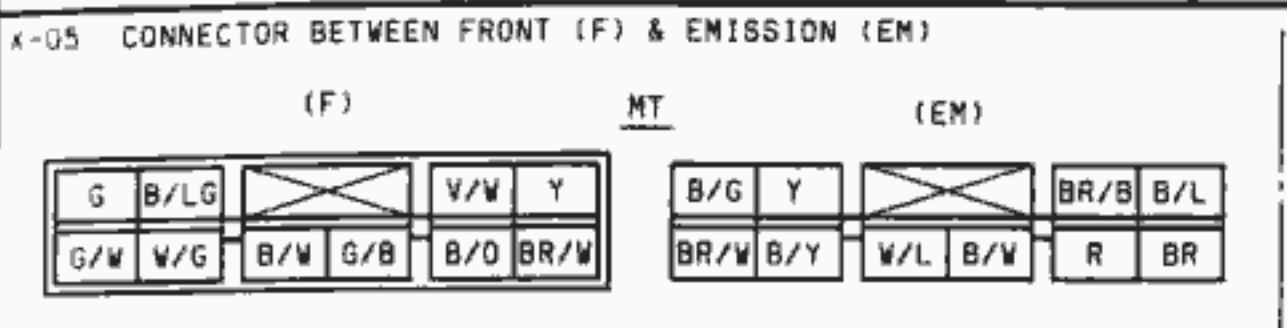
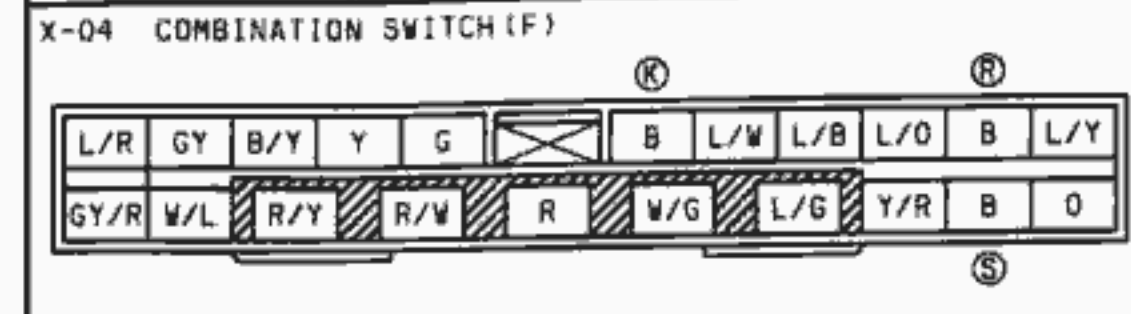
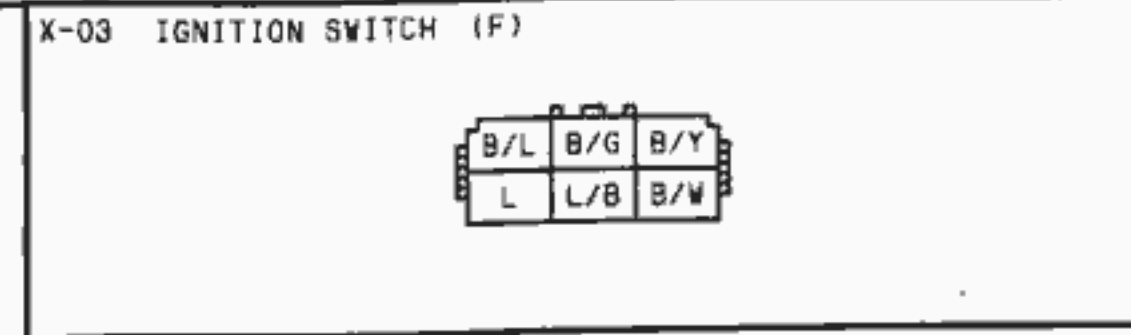
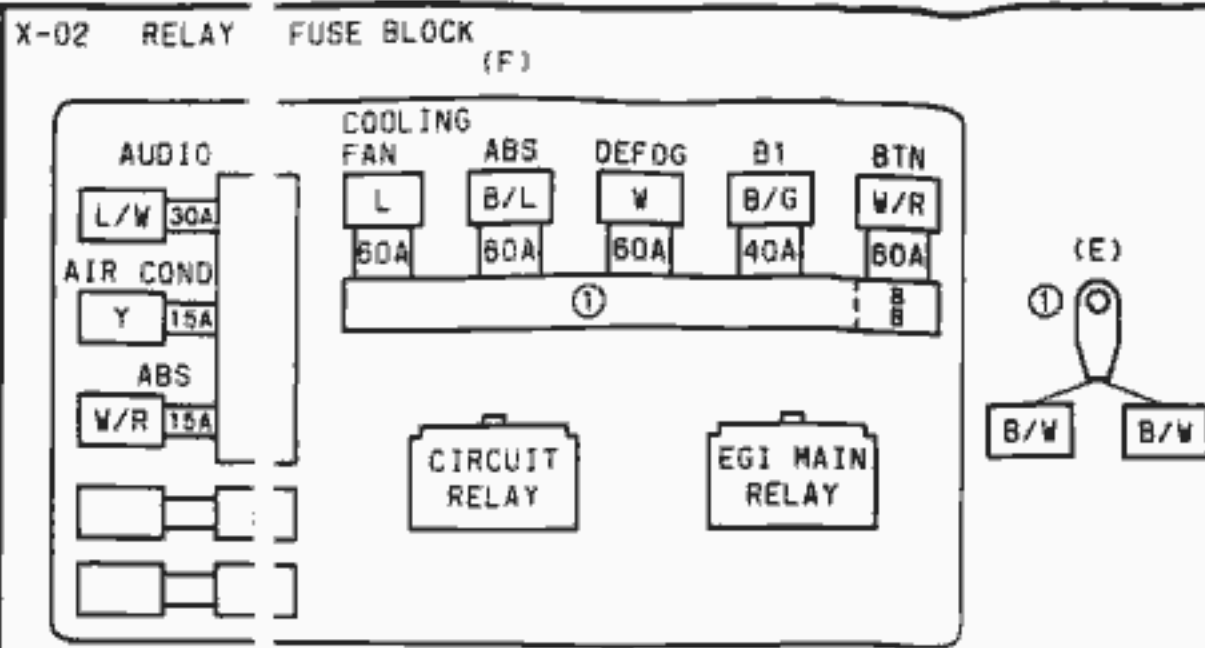
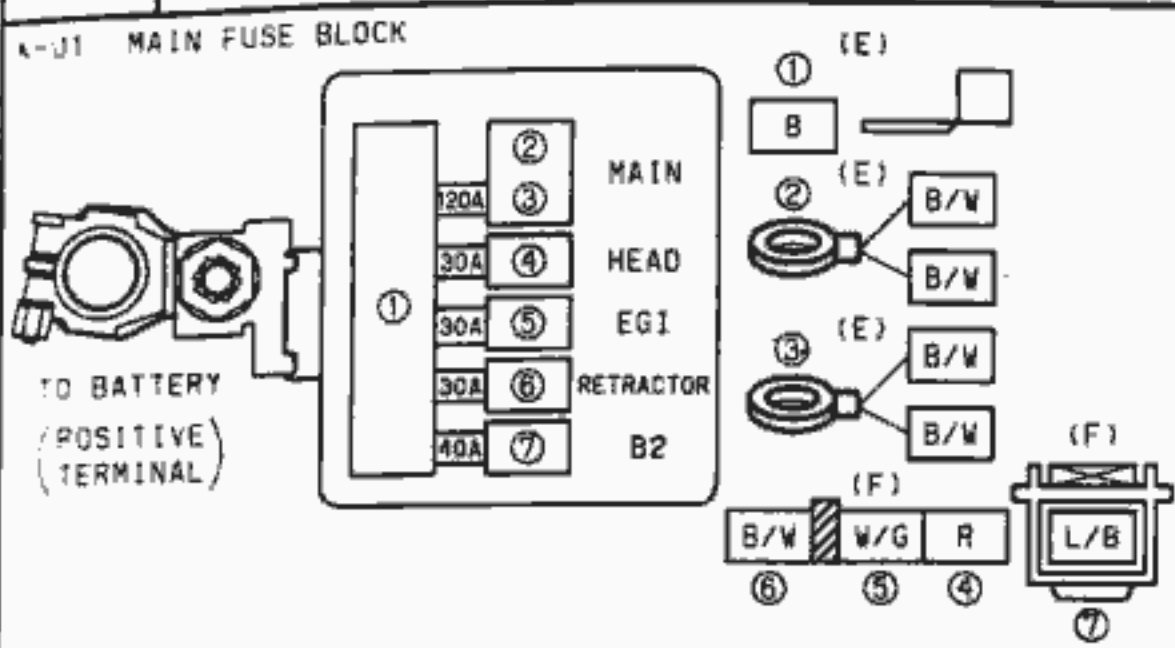


U-01
DIAGNOSIS
CONNECTOR
(BLACK)



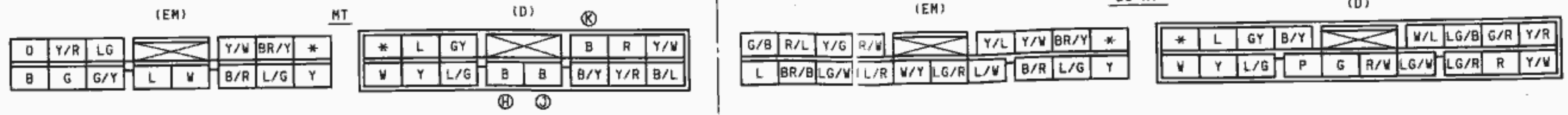
X-07
(FHD)

X-1 ■ COMMON CONNECTOR LIST

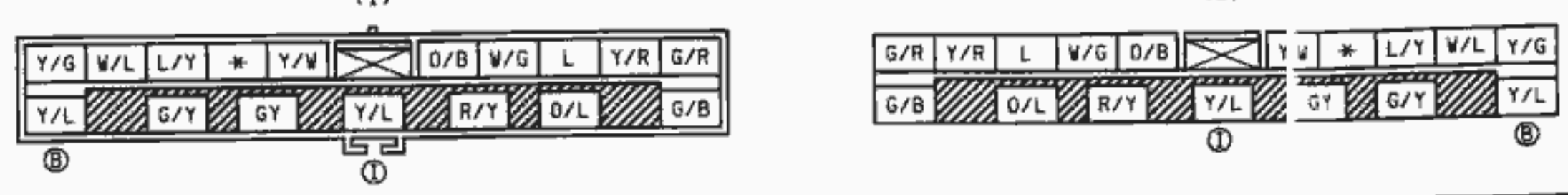


X-2 ■ COMMON CONNECTOR LIST

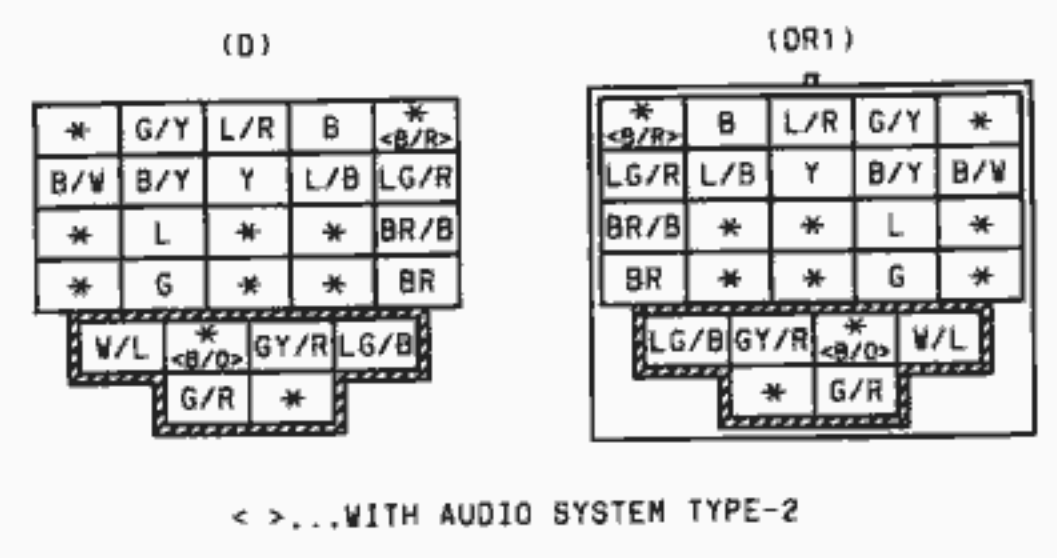
X-14 CONNECTOR BETWEEN EMISSION (EM) & DASH (D)



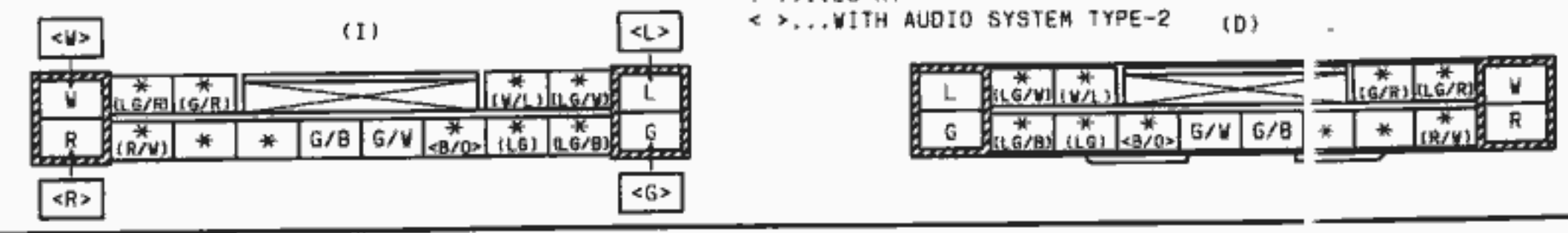
X-15 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & DASH (D)



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



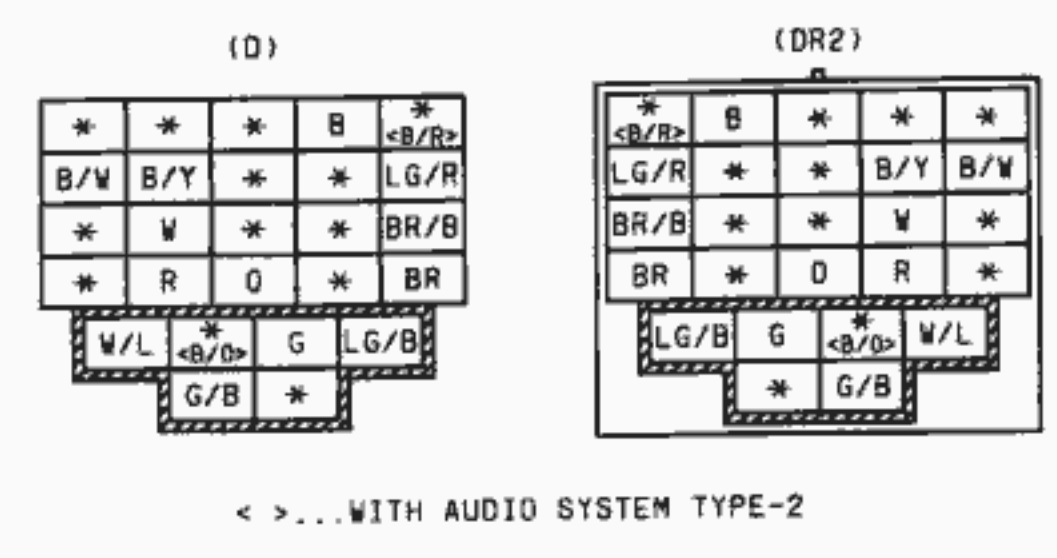
X-16 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & DASH (D)



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



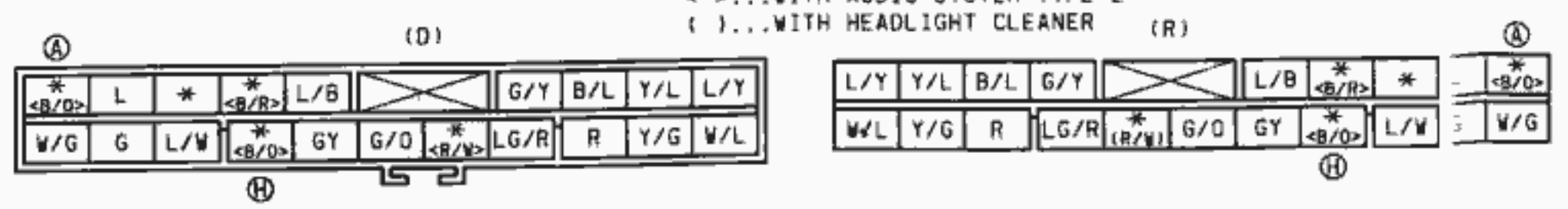
X-21 CONNECTOR BETWEEN DASH (D) & DOOR NO.2 (DR2)



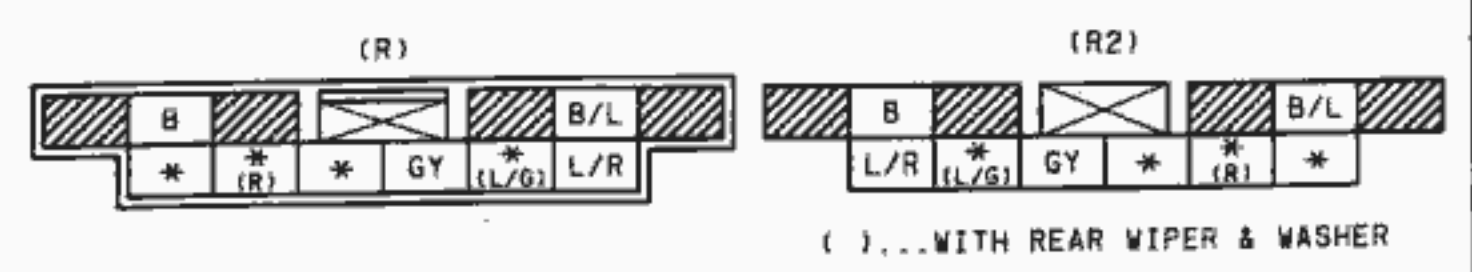
X-18 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & INSTRUMENT PANEL NO.2 (I2)



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



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



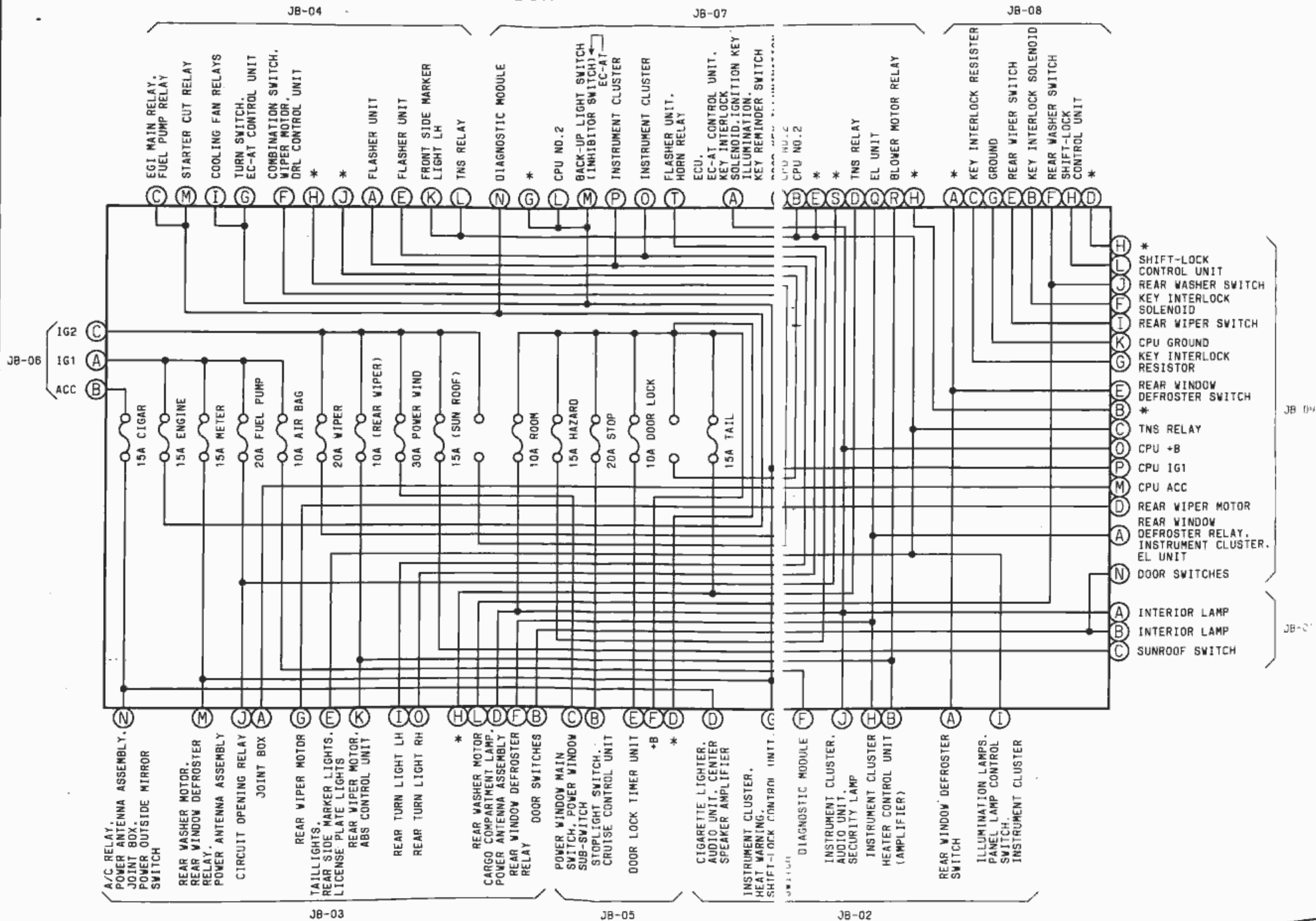
X-23 CONNECTOR BETWEEN REAR (R) & FLOOR (FR)



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

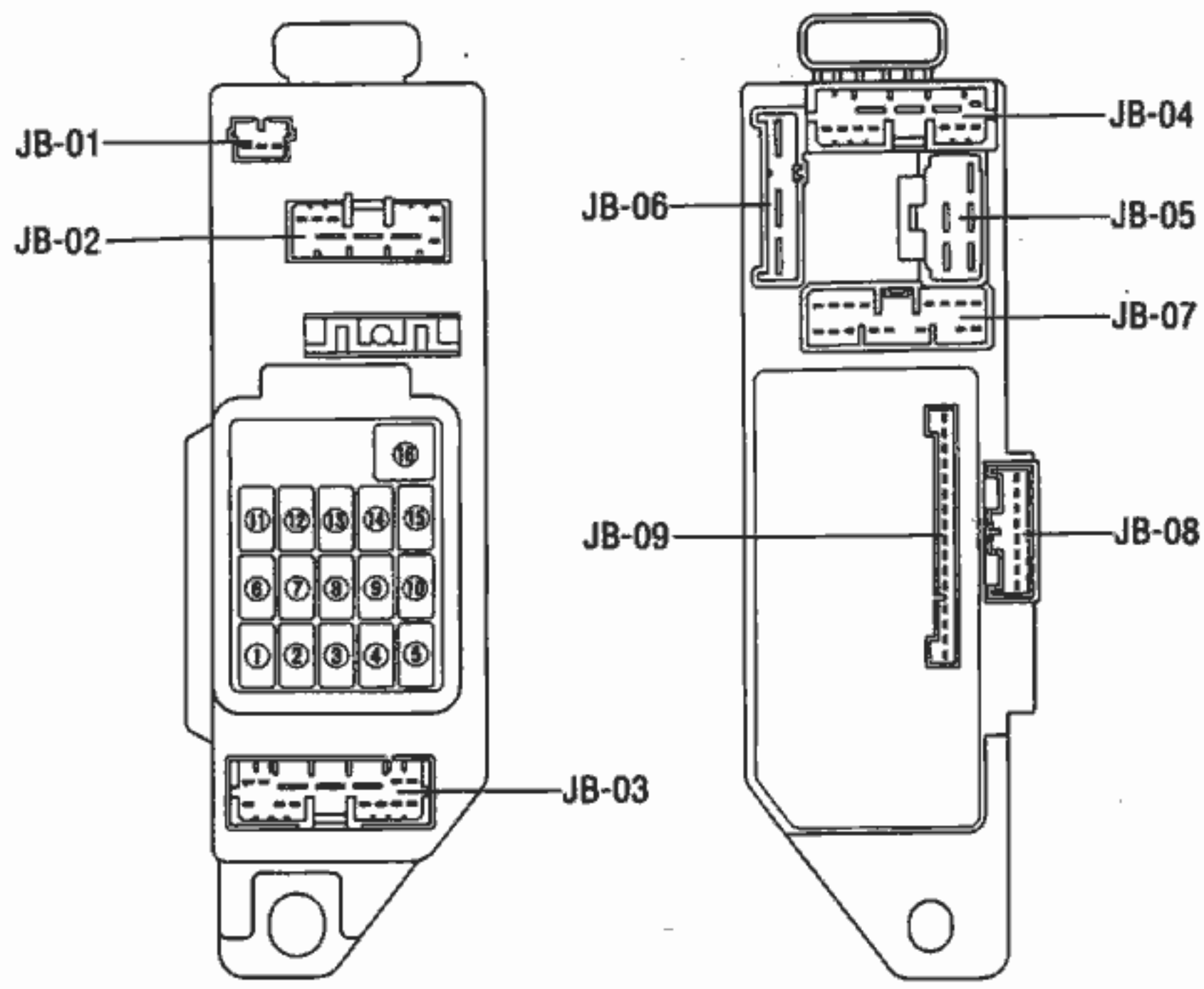
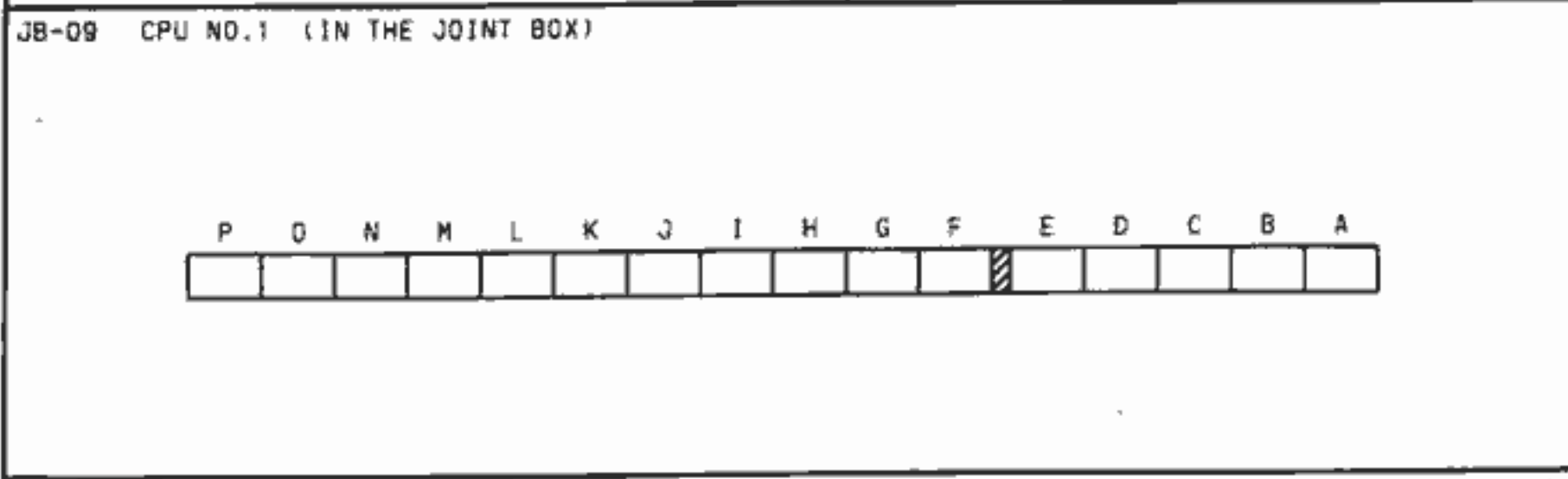
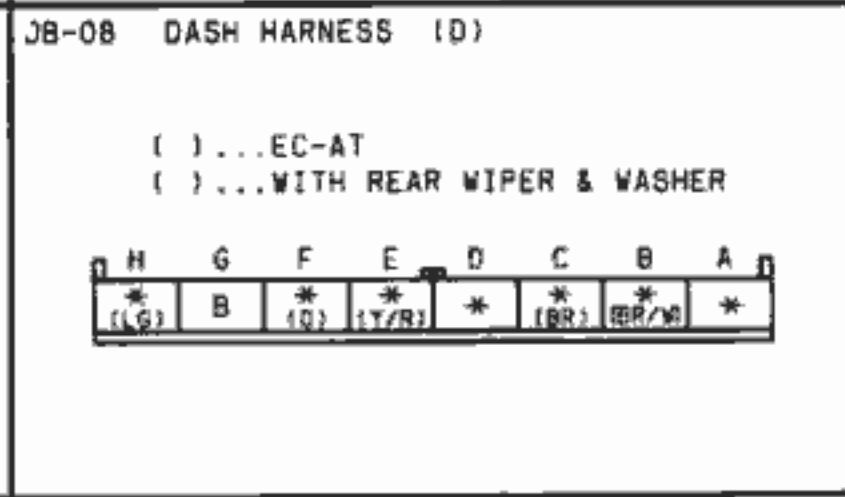
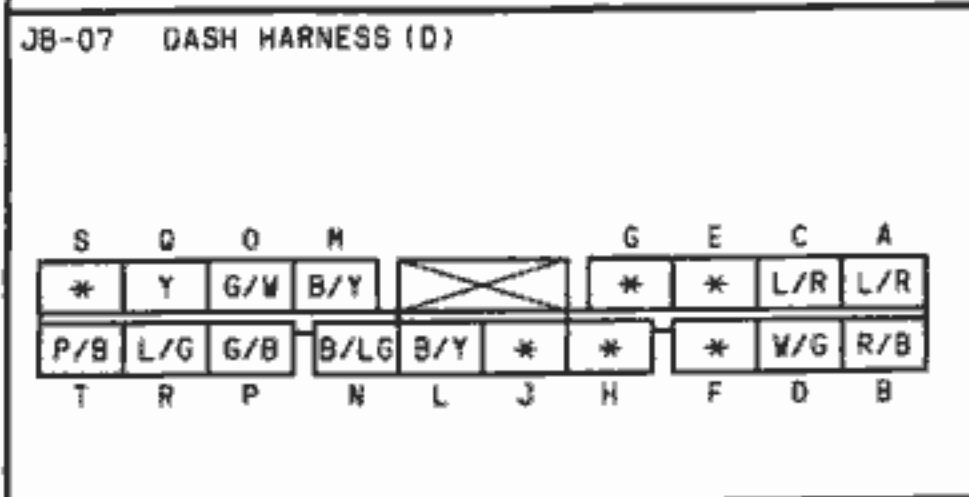
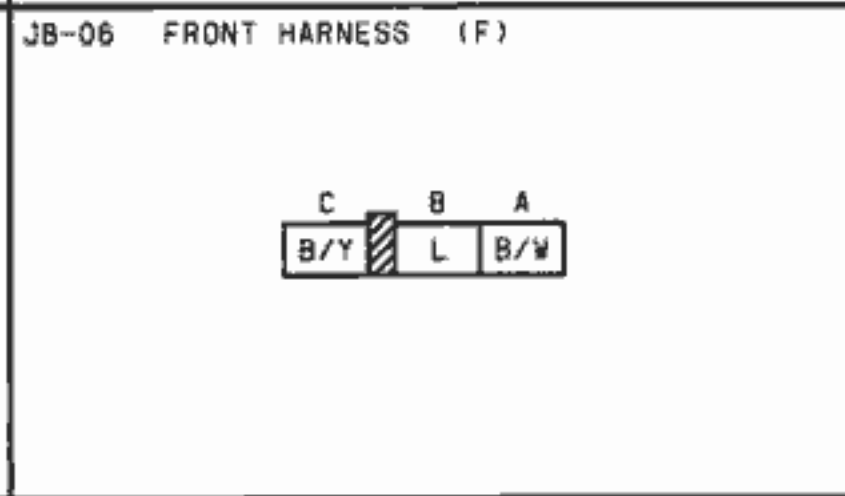
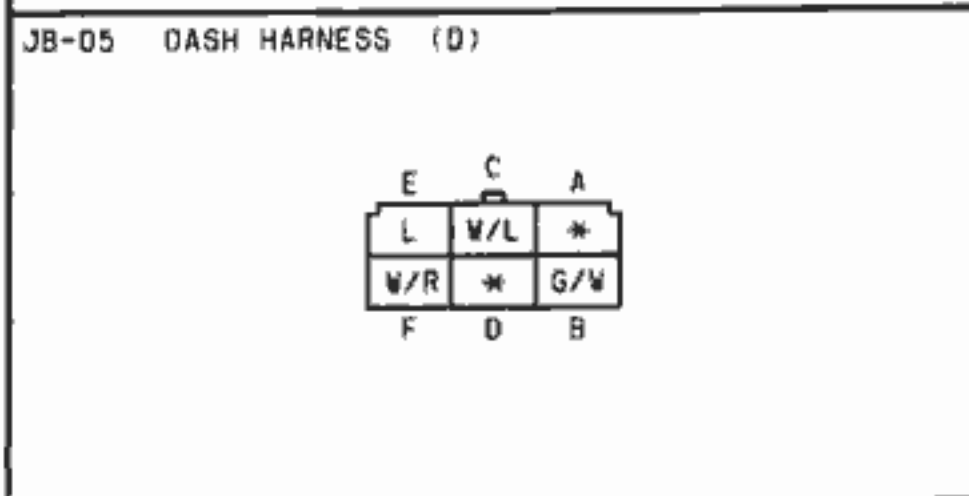
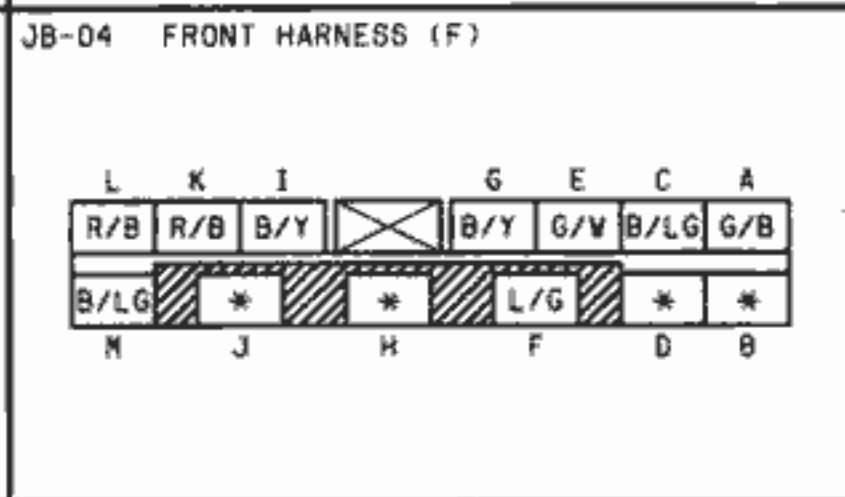
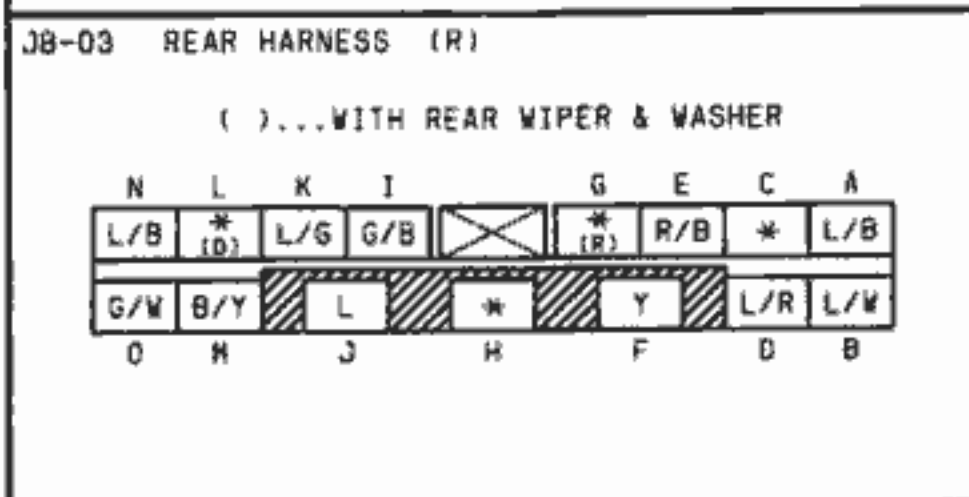
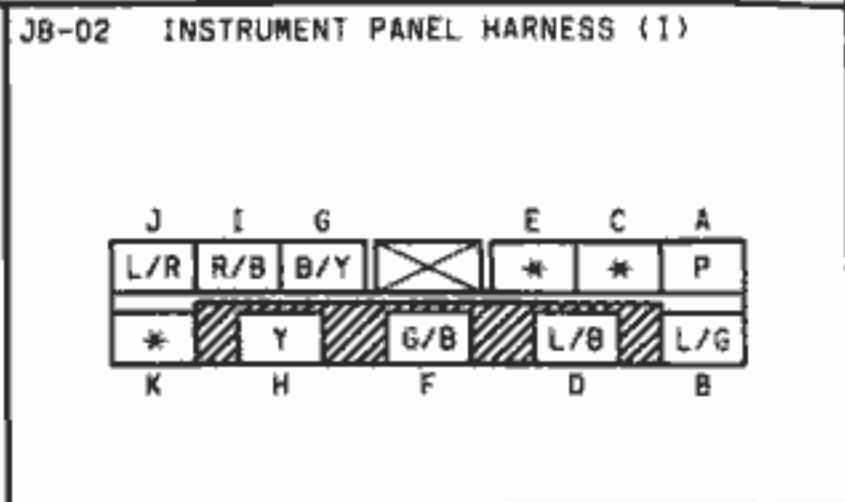
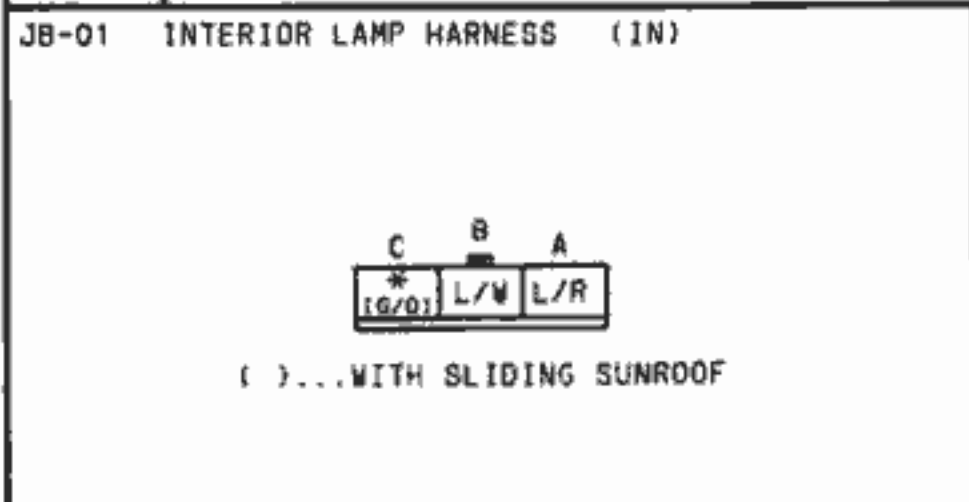


INTERCONNECTING DIAGRAM OF JOINT BOX



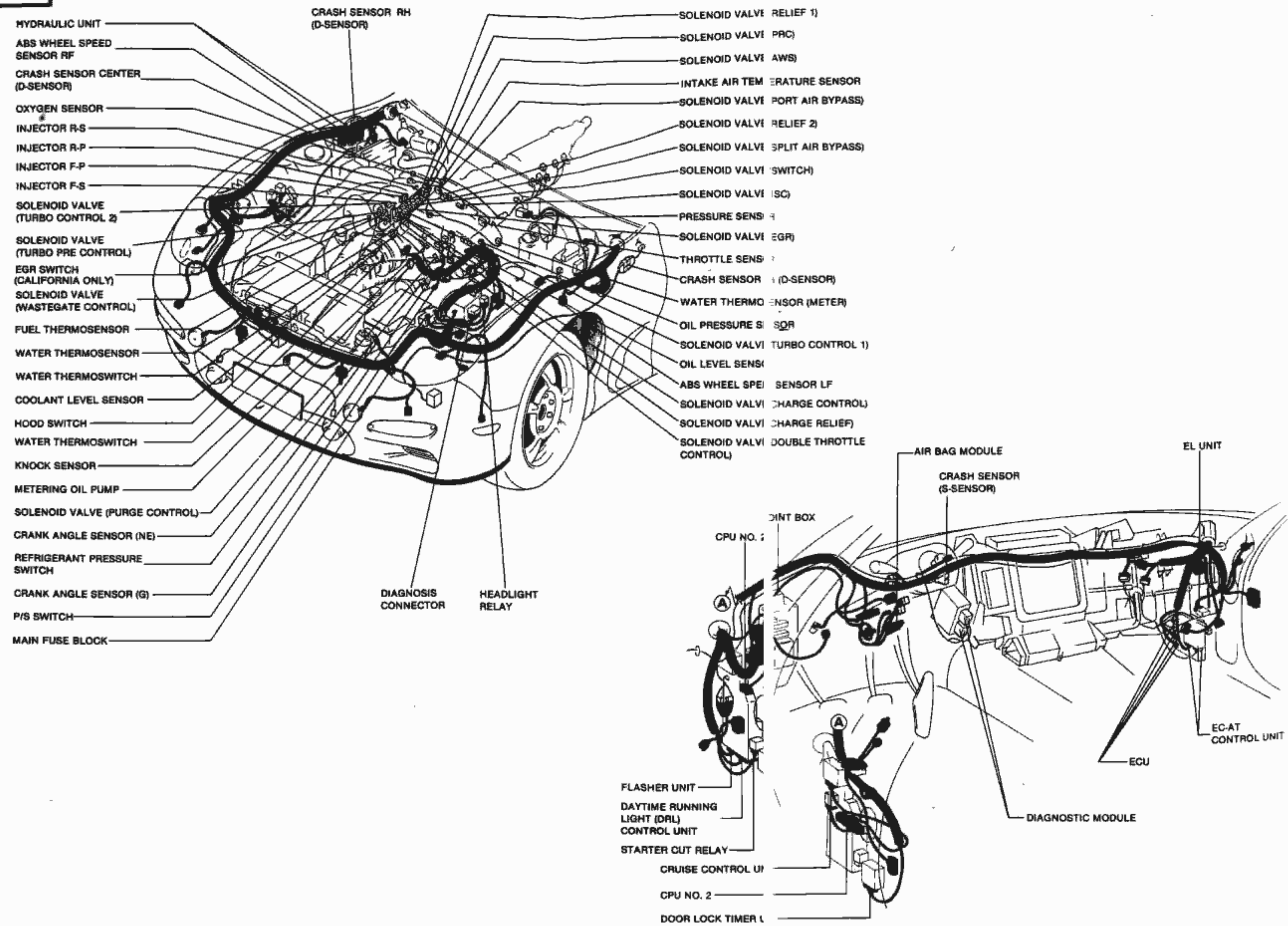
WIRING DIAGRAM Z

JB ■ JOINT BOX

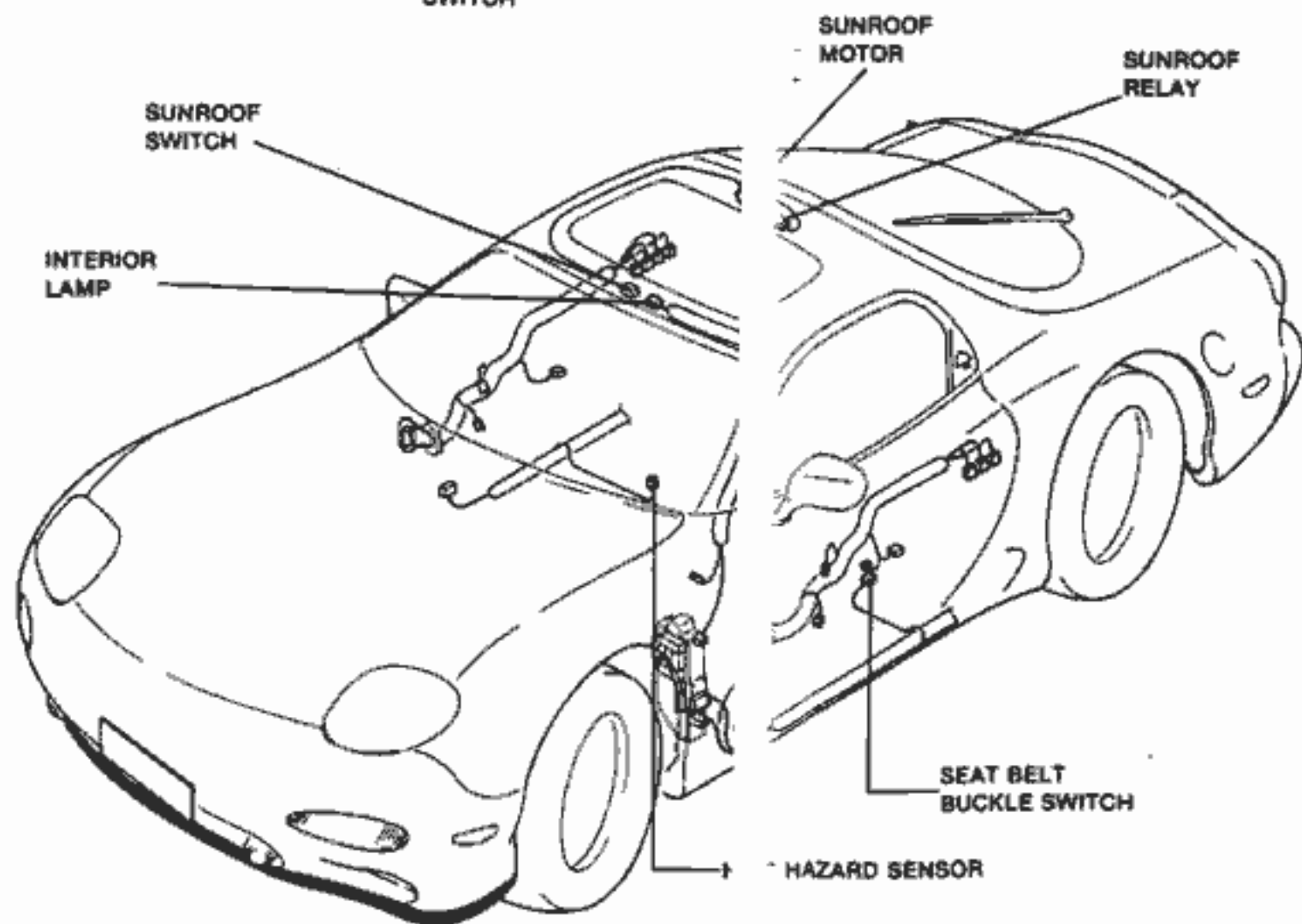
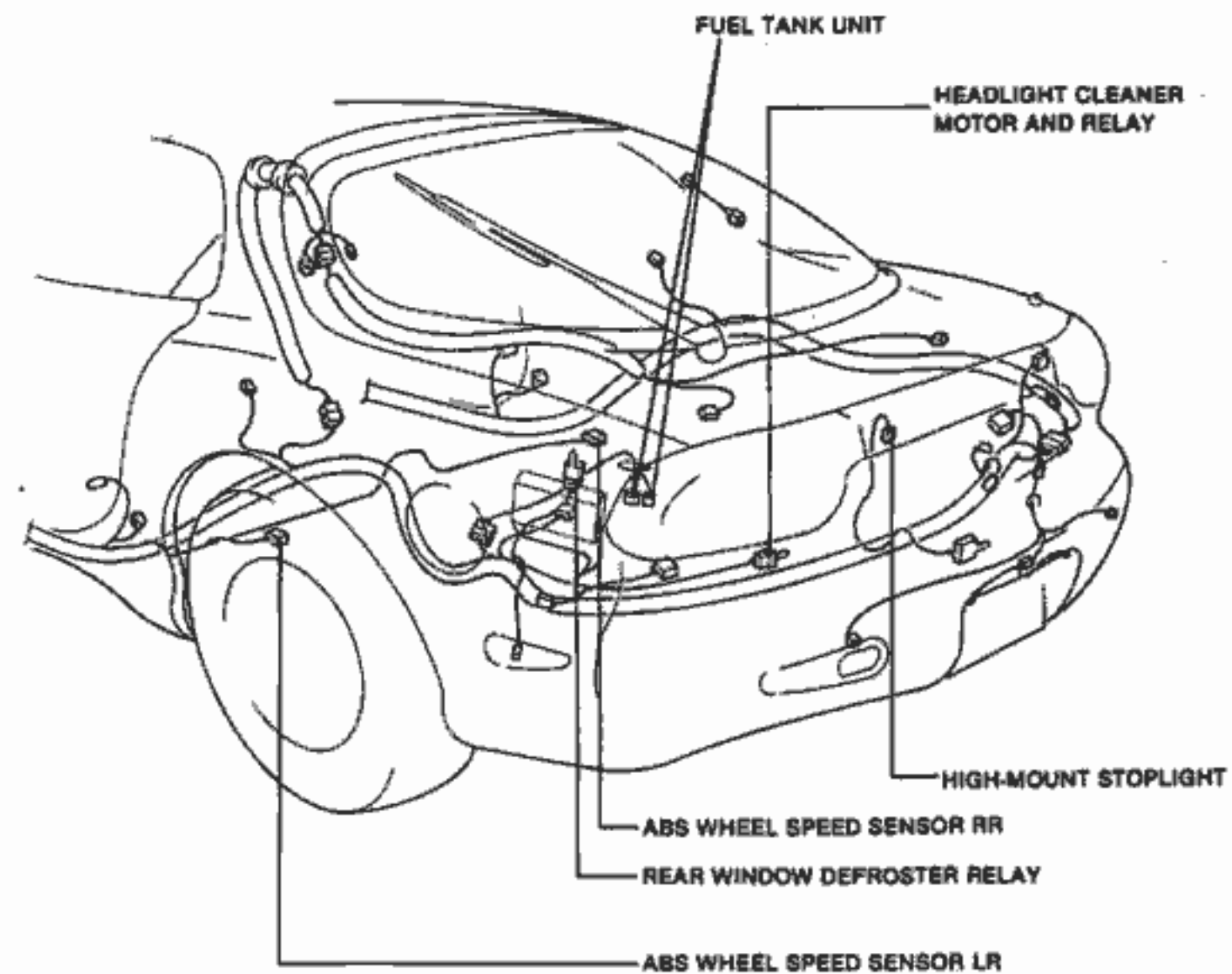
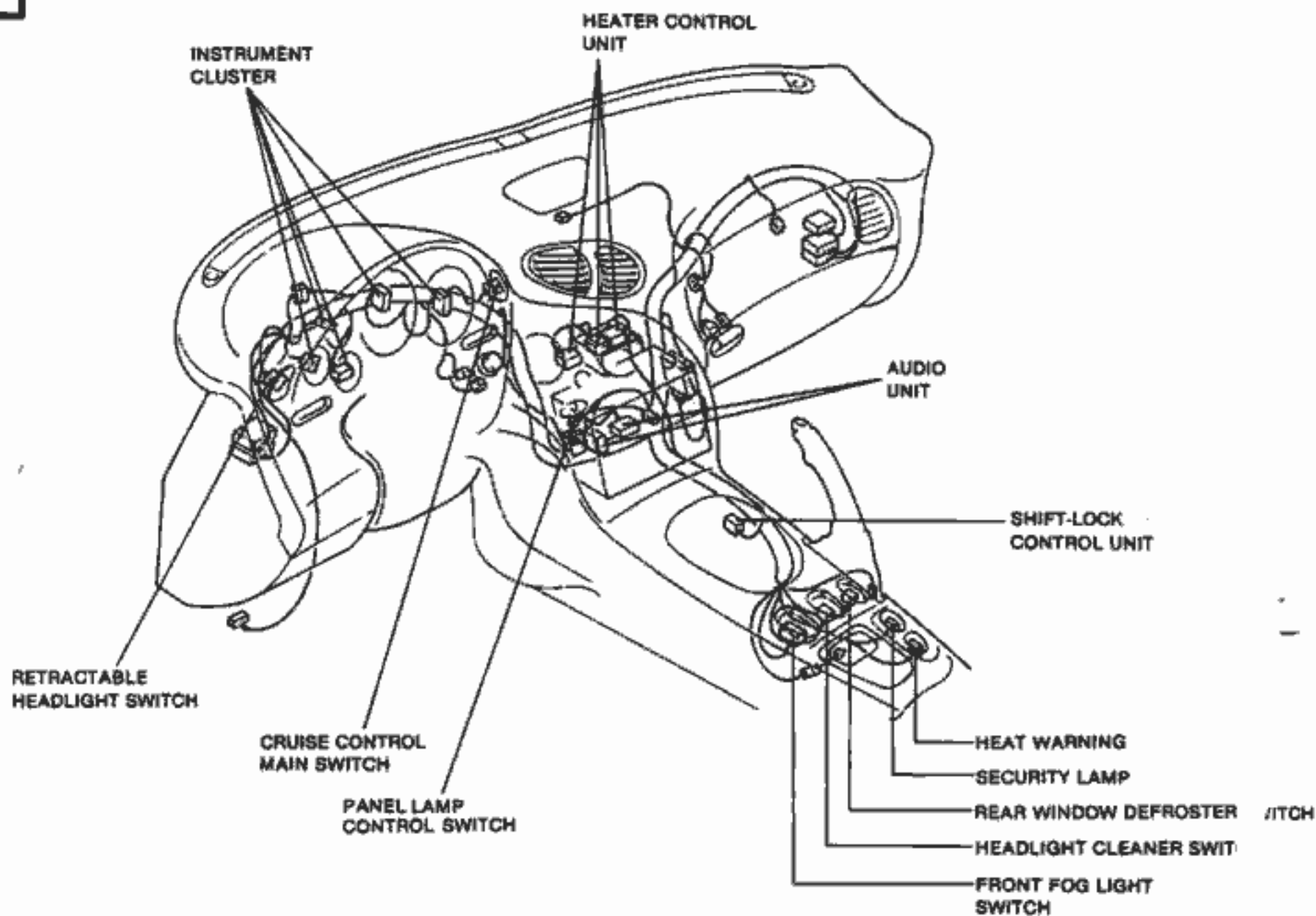


No.	CIRCUIT NAME	FUSE	COLOR CODE	No.	CIRCUIT NAME	FUSE	COLOR CODE
①	(REAR WIPER)	10A	R	⑩	METER	15A	L
②	HAZARD	15A	L	⑪	WIPER	20A	Y
③	ROOM	10A	R	⑫	STOP	20A	Y
④	ENGINE	15A	L	⑬	-	-	-
⑤	CIGAR	15A	L	⑭	(SUN ROOF)	15A	L
⑥	DOOR LOCK	10A	R	⑮	FUEL PUMP	20A	Y
⑦	TAIL	15A	L	⑯	AIR BAG	10A	R
⑧	POWER WIND	30A	G	⑰	-	-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

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PARTS INDEX

PI

PARTS	SECTION	PARTS	SECTION
A A/C RELAY	Z-68	I 1-2 SWITCH	Z-34
A/P RELAY	Z-28	FLASHER UNIT	Z-62, 64
ABS CONTROL UNIT	Z-102	FRONT COMBINATION LIGHTS	
ABS WHEEL SPEED SENSORS	Z-102	FRONT TURN LIGHTS	Z-62, 64
ACOUSTIC WAVE® GUIDE ASSEMBLY	Z-86	PARKING LIGHTS	Z-60
ACTUATOR	Z-104	FRONT FOG LIGHTS	Z-56
AIR BAG MODULE	Z-110	FRONT FOG LIGHT SWITCH	Z-56
ALTERNATOR	Z-24, 28	FRONT SIDE MARKER LIGHTS	Z-60
AUDIO UNIT	Z-84, 86	FUEL PUMP	Z-28
B BACK-UP LIGHTS	Z-66	FUEL PUMP RELAY	Z-28
BACK-UP LIGHT SWITCH	Z-66	FUEL PUMP RESISTOR	Z-28
BLOWER MOTOR	Z-68	FUEL TANK UNIT	Z-44
BLOWER MOTOR RELAY	Z-68	FUEL THERMOSENSOR	Z-30
BRAKE FLUID LEVEL SENSOR	Z-46	G GLOVE BOX LAMP	Z-82
BRAKE SWITCH	Z-104	GLOVE BOX LAMP SWITCH	Z-82
C CARGO COMPARTMENT LAMP	Z-82	H HAZARD WARNING SWITCH	Z-62, 64
CARGO COMPARTMENT LAMP SWITCH	Z-82	HEADLIGHT CLEANER MOTOR AND RELAY	Z-54
CENTER SPEAKER	Z-84, 86	HEADLIGHT CLEANER SWITCH	Z-54
CENTER SPEAKER AMPLIFIER	Z-84, 86	HEADLIGHT RELAY	Z-56
CIGARETTE LIGHTER	Z-78	HEADLIGHTS	Z-56
CIRCUIT OPENING RELAY	Z-28	HEAT HAZARD SENSOR	Z-30
CLUTCH SWITCH	Z-34	HEAT WARNING	Z-44
COMBINATION SWITCH		HEATER CONTROL UNIT	Z-68
LIGHT AND DIMMER SWITCH	Z-56	HIGH-MOUNT STOPLIGHT	Z-66
REAR WASHER SWITCH	Z-52	HOLD SWITCH	Z-70
REAR WIPER SWITCH	Z-52	HOOD SWITCH	Z-90
TURN SWITCH	Z-62, 64	HORNS	Z-66
WASHER SWITCH	Z-50	HORN RELAY	Z-66
WIPER SWITCH	Z-50	HORN SWITCHES	Z-66
CONDENSER	Z-28	HYDRAULIC UNIT	Z-102
COOLANT LEVEL SENSOR	Z-44	I IGNITER	Z-28
COOLING FAN MOTORS	Z-42	IGNITION COILS	Z-28
COOLING FAN RELAYS	Z-42	ILLUMINATION LAMPS	
CPU NO. 1 (IN THE JOINT BOX)	Z-90	ASH-TRAY	Z-80
CPU NO. 2	Z-90	AUDIO	Z-80
CRANK ANGLE SENSORS	Z-34	CIGARETTE LIGHTER	Z-80
CRASH SENSORS	Z-110	CRUISE CONTROL MAIN SWITCH	Z-80
CRUISE CONTROL MAIN SWITCH	Z-104	FRONT FOG LIGHT SWITCH	Z-80
CRUISE CONTROL SWITCH	Z-104	HEADLIGHT CLEANER SWITCH	Z-80
CRUISE CONTROL UNIT	Z-104	HEATER CONTROL UNIT	Z-80
D DIAGNOSIS CONNECTOR	Z-112	IGNITION KEY	Z-82
DIAGNOSTIC MODULE	Z-110	INSTRUMENT PANEL	Z-80
DOOR KEY CYLINDER SWITCHES	Z-90	REAR WINDOW DEFROSTER SWITCH	Z-80
DOOR KEY ILLUMINATION	Z-82	RETRACTABLE HEADLIGHT SWITCH	Z-80
DOOR LOCK ACTUATOR	Z-96	SELECTOR	Z-80
DOOR LOCK SWITCH LH	Z-96	INHIBITOR SWITCH	Z-26, 70
DOOR LOCK SWITCH RH	Z-90	INJECTORS	Z-30
DOOR LOCK TIMER UNIT	Z-96	INSTRUMENT CLUSTER	Z-44, 46, 48
DOOR OUTER HANDLE SWITCH LH	Z-90	INTAKE ACTUATOR	Z-68
DOOR SPEAKERS	Z-84	INTAKE AIR TEMPERATURE SENSOR	Z-32
DOOR SPEAKER/AMP MODULES	Z-86	INTERIOR LAMP	Z-82
DOOR SWITCHES	Z-82	K KEY INTERLOCK RESISTOR	Z-76
DRL CONTROL UNIT	Z-58	KEY INTERLOCK SOLENOID	Z-76
DROPPING RESISTOR	Z-70	KEY REMINDER SWITCH	Z-90
E EC-AT CONTROL UNIT	Z-70	KNOCK SENSOR	Z-32
ECU	Z-28, 30, 32, 34	L LICENSE PLATE LIGHTS	Z-60
EGI MAIN RELAY	Z-28		
EGR SWITCH	Z-32		
EL UNIT	Z-30		

PI

PARTS INDEX

PARTS	SECTION	PARTS	SECTION
M MAGNETIC CLUTCH.....	Z-88	SWITCH.....	Z-30
MAGNETIC CLUTCH (A/P).....	Z-28	TURBO CONTROL 1.....	Z-32
METERING OIL PUMP.....	Z-32	TURBO CONTROL 2.....	Z-32
MIX ACTUATOR.....	Z-68	TURBO PRE CONTROL.....	Z-32
MODE ACTUATOR.....	Z-68	WASTEGATE CONTROL.....	Z-32
N NEUTRAL SWITCH.....	Z-34	SPEED SENSOR 1.....	Z-70
O OIL LEVEL SENSOR.....	Z-44	SPEEDOMETER SENSOR.....	Z-44
OIL PRESSURE SENSOR.....	Z-44	STARTER.....	Z-24, 28
OPTION SWITCH.....	Z-90	STARTER CUT RELAY.....	Z-24, 28
OXYGEN SENSOR.....	Z-32	STARTER INTERLOCK SWITCH.....	Z-24
P P/S SWITCH.....	Z-30	STOPLIGHT SWITCH.....	Z-68
PANEL LAMP CONTROL SWITCH.....	Z-80	SUNROOF MOTOR.....	Z-100
PARKING BRAKE SWITCH.....	Z-46	SUNROOF RELAY.....	Z-100
POWER ANTENNA ASSEMBLY.....	Z-88	SUNROOF SWITCH.....	Z-100
POWER OUTSIDE MIRROR MOTORS.....	Z-88	T THERMOSWITCH.....	Z-68
POWER OUTSIDE MIRROR SWITCH.....	Z-88	THROTTLE SENSOR.....	Z-32
POWER WINDOW MAIN SWITCH.....	Z-84	TNS RELAY.....	Z-80
POWER WINDOW REGULATORS.....	Z-84	W WASHER MOTOR.....	Z-50
POWER WINDOW SUB-SWITCH.....	Z-84	WATER THERMOSENSOR.....	Z-32
PRESSURE SENSOR.....	Z-32	WATER THERMOSENSOR (METER).....	Z-44
PULSE GENERATOR.....	Z-70	WATER THERMOSWITCH.....	Z-42, 70
R RADIO RELAY.....	Z-84, 88	WIPER MOTOR.....	Z-50
REAR COMBINATION LIGHTS			
REAR TURN LIGHTS.....	Z-62, 64		
STOPLIGHTS.....	Z-66		
TAILLIGHTS.....	Z-60		
REAR HATCH LOCK KEY CYLINDER SWITCH.....	Z-80		
REAR SIDE MARKER LIGHTS.....	Z-60		
REAR SPEAKERS.....	Z-84		
REAR WASHER MOTOR.....	Z-52		
REAR WINDOW DEFROSTER.....	Z-78		
REAR WINDOW DEFROSTER RELAY.....	Z-78		
REAR WINDOW DEFROSTER SWITCH.....	Z-78		
REAR WIPER MOTOR.....	Z-52		
REFRIGERANT PRESSURE SWITCH.....	Z-68		
RESISTOR ASSEMBLY.....	Z-68		
RETRACTABLE HEADLIGHT ACTUATORS.....	Z-56		
RETRACTABLE HEADLIGHT RELAY.....	Z-56		
RETRACTABLE HEADLIGHT SWITCH.....	Z-56		
S SEAT BELT BUCKLE SWITCH.....	Z-90		
SECURITY LAMP.....	Z-90		
SHIFT-LOCK CONTROL UNIT.....	Z-76		
SOLENOID VALVES			
AWS.....	Z-32		
CHARGE CONTROL.....	Z-32		
CHARGE RELIEF.....	Z-32		
DOUBLE THROTTLE CONTROL.....	Z-32		
EC-AT.....	Z-70		
EGR.....	Z-30		
ISC.....	Z-32		
PORT AIR BYPASS.....	Z-30		
PRC.....	Z-30		
PURGE CONTROL.....	Z-32		
RELIEF 1.....	Z-30		
RELIEF 2.....	Z-30		
SPLIT AIR BYPASS.....	Z-30		