ACCORD

electrical troubleshooting manual

1989

In this manual:

WARNING Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

CAUTION: Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

CAUTION: Detailed descriptions of *standard* workshop procedures, safety principles and service operations are not included. Please note that this manual does contain warnings and cautions against some specific service methods which could cause PERSONAL INJURY, or could damage a vehicle or make it unsafe. Please understand that these warnings cannot cover all conceivable ways in which service, whether or not recommended by American Honda, might be done, or of the possible hazardous consequences of each conceivable way, nor could American Honda investigate all such ways. Anyone using service procedures or tools, whether or not recommended by American Honda, *must satisfy himself thoroughly* that neither personal safety nor vehicle safety will be jeopardized.

Contents

Circuit Index

First Edition 12/88

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Service Publications

How To Use This Manual

Page Numbering System

This manual divides the electrical system into individual sections. Each section has a unique section number. For example, the wiper/washer circuit is section 90, the wiper/washer-pulse circuit is section 91, and the rear wiper/washer circuit is 92. The Component Location photographs, Harness Connector views, and Harness Routing drawings are at the back of the manual in sections 201, 202, and 203 respectively.

Within a section, the first section page uses the section number and then the remaining pages are numbered using the section number, a dash, and then a consecutive number. So, if there are three pages in section 90, the pages will be numbered 90, 90-1, and 90-2.

In addition, the sections are not numbered sequentially, and in many cases, numbers have been left out to leave room for possible additions to reflect the new features for next year or new model types.

Outline of Each Circuit Section

Each circuit section will have a **Circuit Schematic** (wiring diagram), a **Component Location Index**, and a **System Description**. Certain complex circuits will also have **System Operation** charts, **Quick-Checks**, and **Troubleshooting** procedures.

1. A **Circuit Schematic** starts off each section. Schematics show:
   - how all the components within a circuit work together.
   - current flow from the power source (at top of page) to ground (at bottom of page).
   - switch positions (shown "at rest" as if the ignition was off).
   - special instructions ("Solid-State: Do not check resistance").
   - those circuits sharing a common power source or ground.
2. A **Component Location Index** follows each schematic and lists:
   - major components, connectors, and grounds for that particular schematic.
   - the physical locations of each component, connector, and ground.
   - the number of cavities within and the color of each connector.
   - the page number showing photos of each component, connector, and ground.
3. A **System Description** follows the index, and gives a concise explanation of the basic operation of that particular circuit.
4. A **System Operation** chart follows (if required), which describes how the circuit should normally operate, to help you quickly validate the symptom.
5. Next, a list of **Quick-Checks** follows (if required) explaining how to quickly test for proper operation of fuses, grounds, and components without the help of any special equipment. For example: "Check fuse 13 by sounding the horn."
6. Last are the **Troubleshooting** procedures (if required), which are step-by-step instructions leading to diagnosis and repair.

How To Use This Manual

Symbols

The abbreviations and symbols explained here are used throughout the manual; you'll need to know what they mean before you can use the schematics effectively.

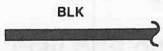
Wire Color Abbreviations

The following abbreviations are used to identify wire colors in the circuit schematics:

BLK . . . . . black
BLU . . . . . blue
BRN . . . . . brown
GRN . . . . . green
GRY . . . . . gray
LT BLU . . . . . light blue
LT GRN . . . . . light green
ORN . . . . . orange
PNK . . . . . pink
RED . . . . . red
WHT . . . . . white
YEL . . . . . yellow

Wires

A wavy line means the wire is broken by the binding of the book but continues on the next page.

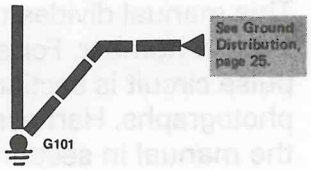


Wire insulation can be one color, or one color with another color stripe. (The second color is the stripe.)

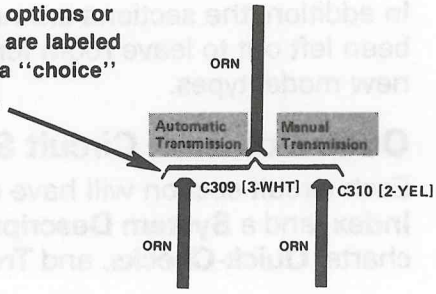
This means the current path continues on another page. (The arrow shows direction of current flow.) To follow the white wire in this example, you would turn to the Power Distribution schematic and look for the "P" arrow.

This means the wire connects to another circuit. The wire is shown again in the circuit the arrow is pointing to.

A broken line means only some of the circuit is shown; refer to the circuit listed for the complete schematic.

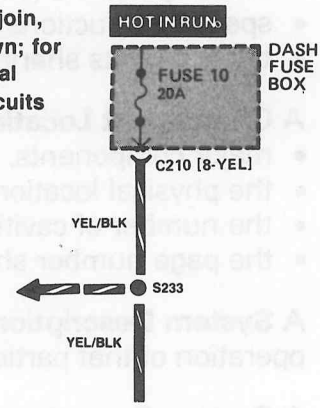


Wire choices for options or different models are labeled and shown with a "choice" bracket like this.

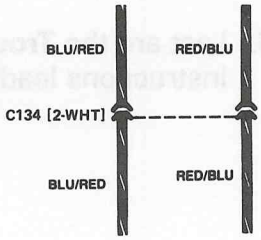


Where separate wires join, only the splice is shown; for details on the additional wiring, refer to the circuits listed.

OK here if Horn works; if not, see Power Distribution, page 20.

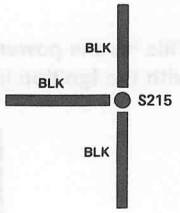


This dashed line means the BLU/RED and RED/BLU wires are both in connector C134. See Connectors, page 3.



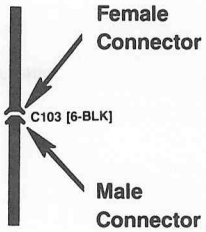
Splices — "S"

Splices (S) are numbered and shown as a dot. The location and connection of these splices may change depending on manufacturer.

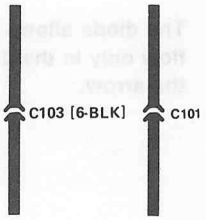


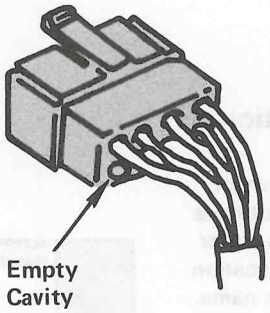
Connectors — "C"

Each connector (C) is numbered for reference in the component location photographs.

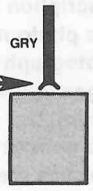


Next to each connector is the total number of cavities and the color of the connector. If nothing is listed, a one pin connector is shown. Wires may not be used in all cavities.



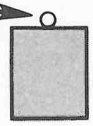


This means the connector connects directly to the component.



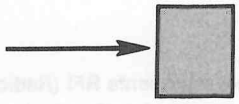
This indicates the connector connects to a lead (pigtail), wired directly to the component.

This indicates a screw terminal on the component.

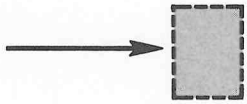


Components

A solid line means the entire component is shown.



A broken line indicates only part of the component is shown.



The name of the component appears next to its upper right corner.

Notes about component function follow its name.

Grounds — "G"

This symbol means the end of the wire is attached to a metal part of the car.

Each wire ground (G) is numbered for reference in the component location photographs.

This ground symbol (dot and 3 lines) overlapping the component means the housing of the component is attached directly to a metal part of the car.

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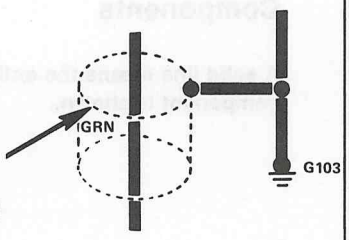
How To Use This Manual

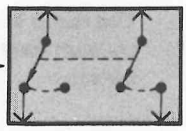
Symbols (cont'd)

This represents RFI (Radio Frequency Interference) shielding around a wire. The shielding is always connected to ground.

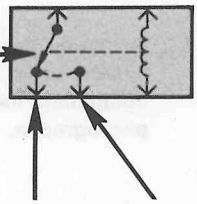


Switches

These switches move together; a dashed line shows a mechanical connection between them.



This is a relay shown with no current flowing through its coil.

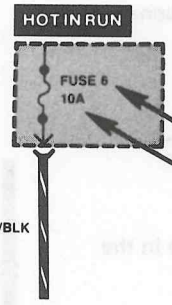


Normally Closed Contact

Open

Fuses

This means power is supplied with the ignition in "Run."



Identification

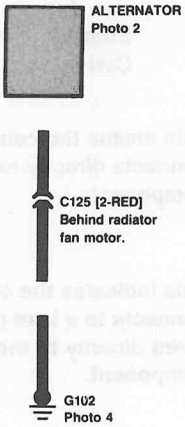
Current rating

Diode

The diode allows current to flow only in the direction of the arrow.

Component Location

Every component, connector, and ground that does not have an obvious location has either a photo reference or a location description following its name. The photo number refers to a photograph shown on the pages following the schematic.
The connectors, splices, and grounds are numbered according to their location in the car. "100 series" are located in the front, "200 series" are in the middle (dash area), "300 series" are in the body area (seats and doors) and "400 series" are in the rear.



How To Use This Manual

Circuit Schematics

Circuit schematics break the entire electrical system into individual circuits. Electrical components that work together are shown together. You are not distracted by wiring that is not part of the circuit you are working on.

Each drawing is arranged so current flows from positive, at the top of the page, to ground, at the bottom of the page. The "hot" labels at the top of a fuse show when the ignition switch supplies power to that fuse.

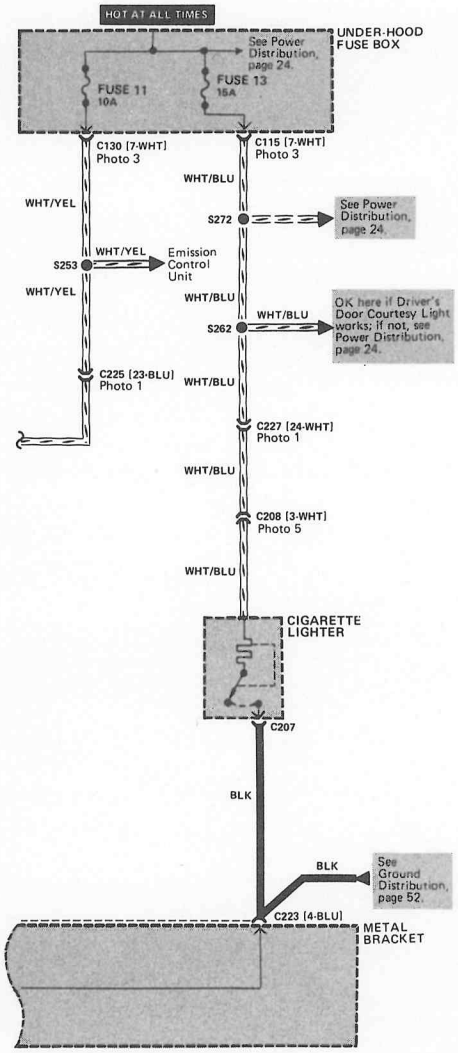
Each circuit is shown completely and independently on one schematic. Other circuits getting their power from the same point, or grounding at the same point are not shown. However, if other circuits actually share some wires with the circuit shown, the shared wires of the other circuits will also be shown.

Wires that connect to another circuit are shown with an arrowhead pointing in the direction of current flow. The name of the circuit or component that shares the wiring is provided for reference. You can check shared wiring by checking the operation of the other circuits.

"See Power Distribution" means there are more connections to other circuits that are not shown. All such shared circuits are shown on the Power Distribution circuit schematic. "See Ground Distribution" means there are more shared ground circuits which are shown on the Ground Distribution schematic.

The note "OK here if Driver's Door Courtesy Light works; if not, see Power Distribution, page 24" is a troubleshooting aid. Check the driver's door courtesy light by opening the driver's door. If the light goes on the circuit from fuse 13 to splice S262 is OK.

Photographs follow the text for each circuit and are referred to on the schematic by number. Above each photo is its reference number and a general description of the location. The photos show the specific component, connector, and ground locations.

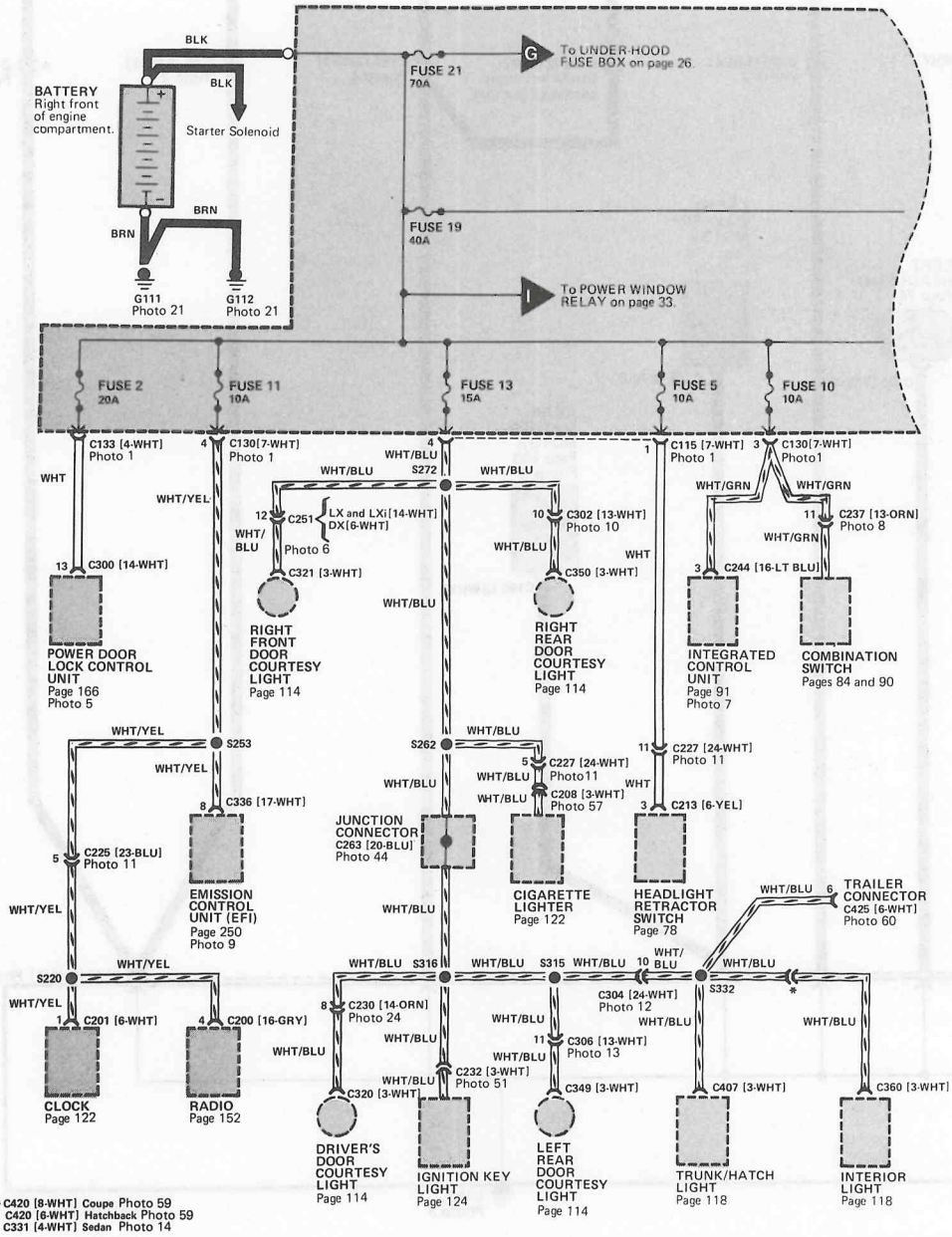


Power Distribution

The sample Power Distribution schematic shows how voltage is supplied from the positive battery terminal to the various circuits in the car.

Individual circuit schematics begin with a fuse. Power Distribution shows the wiring between the battery and the fuses. By combining Power Distribution with any individual schematic, you get a complete picture of how voltage is applied to the circuit.

You can use Power Distribution to speed your troubleshooting. If Power Distribution shows that an inoperative circuit and a second circuit share a fuse, check the operation of the second circuit. If it works, you know the fuse is good and voltage is available to the inoperative circuit. You can then continue troubleshooting.



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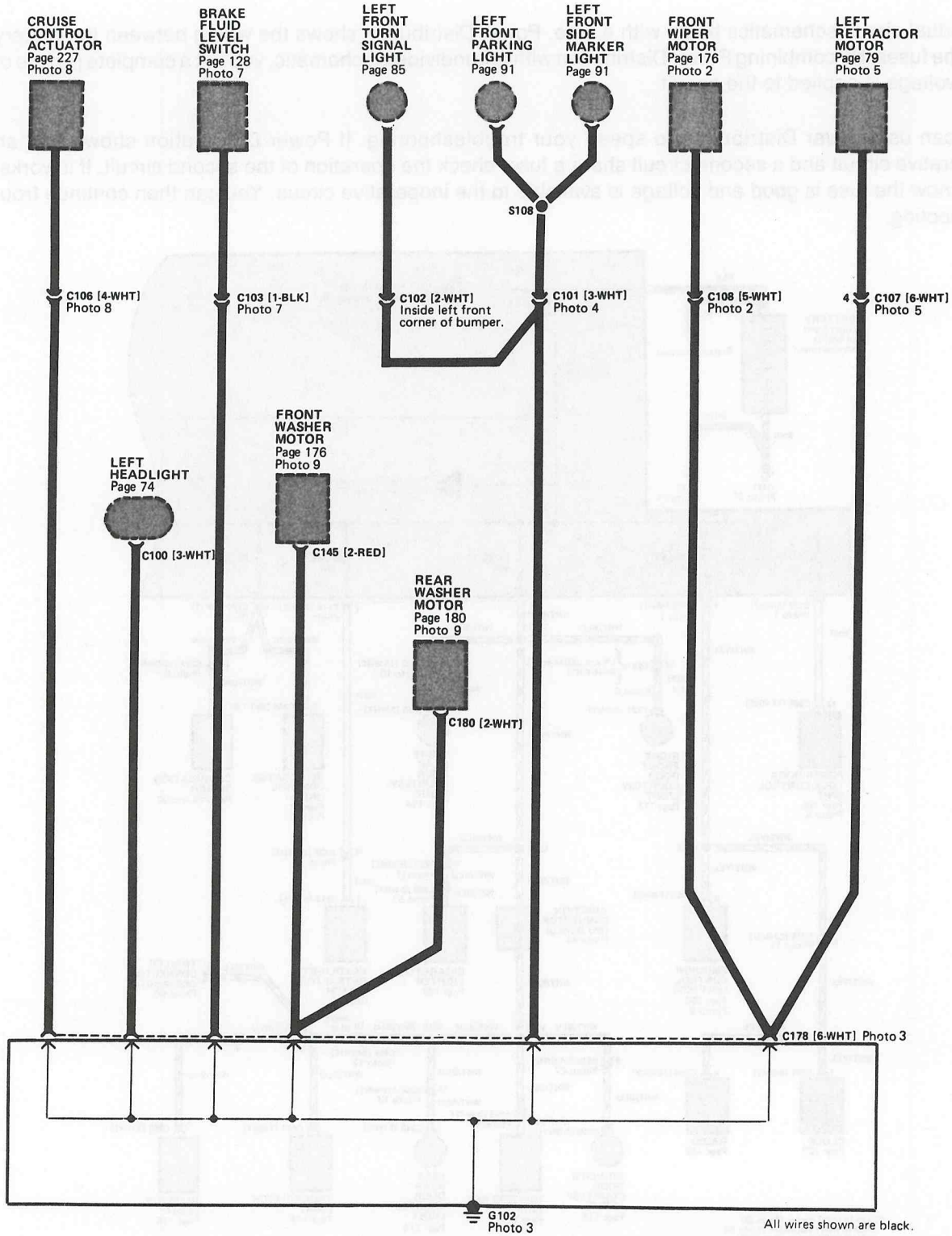
Circuit Schematics (cont'd)

Ground Distribution

This sample Ground Distribution schematic shows which components share the same ground points.



Troubleshooting

Five-Step Troubleshooting

1. **Verify The Complaint**

   Turn on all the components in the problem circuit to check the accuracy of the customer complaint. Note the symptoms. Do not begin disassembly or testing until you have narrowed down the problem area.

2. **Analyze The Schematic**

   Look up the schematic for the problem circuit. Determine how the circuit is supposed to work by tracing the current paths from the power source through the circuit components to ground. Also trace circuits that share wiring with the problem circuit. The names of circuits that share the same fuse, ground, or switch, and so on, are referred to on each circuit schematic. Try to operate any shared circuits you didn't check in step 1. If the shared circuits work, the shared wiring is OK, and the cause must be in the wiring used only by the problem circuit. If several circuits fail at the same time, the fuse or ground is a likely cause.

   Based on the symptoms and your understanding of the circuit's operation, identify one or more possible causes of the problem.

3. **Isolate The Problem By Testing The Circuit**

   Make circuit tests to check the diagnosis you made in step 2. Keep in mind that a logical, simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points that are easily accessible.

4. **Fix The Problem**

   Once the specific problem is identified, make the repair. Be sure to use proper tools and safe procedures.

5. **Make Sure The Circuit Works**

   Turn on all components in the repaired circuit in all modes to make sure you've fixed the entire problem. If the problem was a blown fuse, be sure to test all of the circuits on that fuse. Make sure no new problems turn up; make sure the original problem does not recur.

Test Equipment

Voltmeter and Test Light

CAUTION: A number of circuits include solid-state devices. Voltages in these circuits should be tested only with a 10-megohm or higher impedance digital multimeter. Never use a test light on circuits that contain solid-state devices. Damage to the device may result.

On circuits without solid-state devices, use a test light to check for voltage. A test light is made up of a 12-volt bulb with a pair of leads attached. After grounding one lead, touch the other lead to various points along the circuit where voltage should be present. The bulb will go on, if there is voltage at the point being tested.

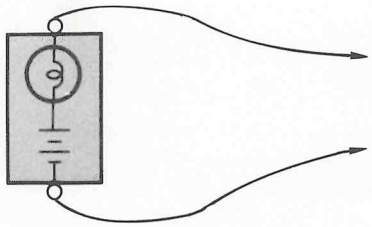
A voltmeter can be used in place of a test light. While a test light shows whether or not voltage is present, a voltmeter also indicates how much voltage is present.

Self-Powered Test Light and Ohmmeter

CAUTION: Never use a self-powered test light on circuits that contain solid-state devices. Damage to these devices may result.

Diodes and solid-state devices in a circuit can make an ohmmeter give a false reading. To find out if a component is affecting a measurement, take one reading, reverse the leads, and take a second reading. If the readings differ, the component is affecting the measurement.

An ohmmeter can be used in place of a self-powered test light. The ohmmeter shows how much resistance there is between two points along a circuit. Low resistance means good continuity.



Self-Powered Test Light

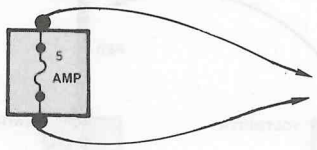
Circuits that contain solid-state devices should only be tested with a 10-megohm or higher impedance digital multimeter.

Use a self-powered test light to check for continuity. This tool is made up of a light bulb, battery, and two leads. If the leads are touched together, the bulb will go on.

A self-powered test light is only used on an unpowered circuit. First disconnect the battery or remove the fuse that feeds the circuit you are working on. Select two points along the circuit through which there should be continuity. Attach one lead of the self-powered test light to each point. If there is continuity, the test light's circuit will be completed and the bulb will go on.

Jumper Wire

Use a jumper wire to bypass an open circuit. A jumper wire is made up of an in-line fuse holder connected to a set of test leads. It should have a five ampere fuse. Never use a jumper wire across any load. This direct battery short will blow the fuse.



Short Finder

Short finders are available to locate shorts to ground. The short finder creates a pulsing magnetic field in the shorted circuit and shows you the location of the short through body trim or sheet metal. Its use is explained in the following troubleshooting tests.

Troubleshooting Tests

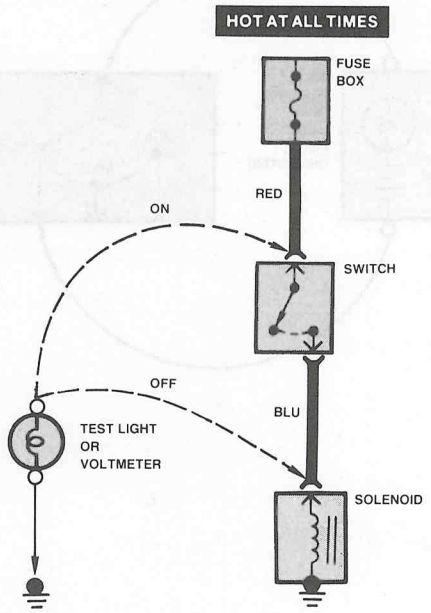
Testing For Voltage

This test measures voltage in a circuit. When testing for voltage at a connector, you do not have to separate the two halves of the connector. Instead, probe the connector from the back. Always check both sides of the connector, because dirt and corrosion between its contact surfaces can cause electrical problems.

1. Connect one lead of a test light to a known good ground, or if you are using a voltmeter, be sure you connect its negative lead to ground.

2. Connect the other lead of the test light or voltmeter to the point you want to check.

3. If the test light glows, there is voltage present. If you are using a voltmeter, note the voltage reading. It should be within one volt of measured battery voltage. A loss of more than one volt indicates a problem.



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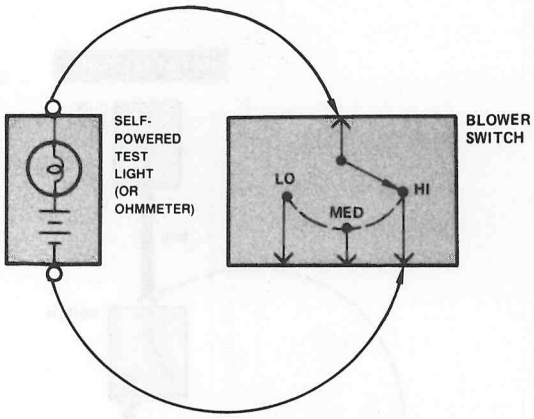
Troubleshooting Tests (cont'd)

Testing For Continuity

This test checks for continuity within a circuit. When testing for continuity at a connector, you do not have to separate the two halves of the connector. Instead, probe the connector from the back. Always check both sides of the connector, because dirt and corrosion between contact surfaces can cause electrical problems.

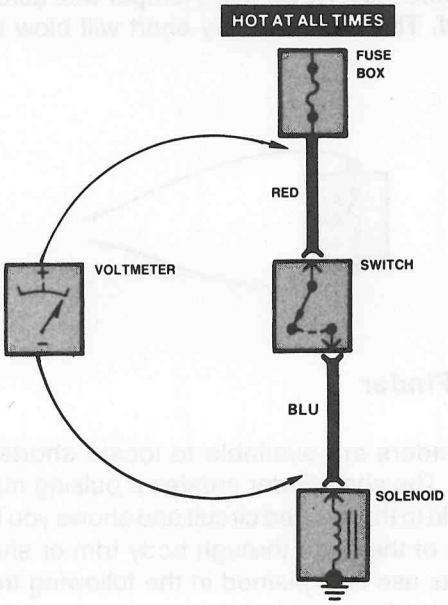
1. Disconnect the negative cable from the battery. If you are using an ohmmeter, hold the leads together and adjust the ohmmeter to read zero ohms.
2. Connect one lead of a self-powered test light or ohmmeter to one end of the part of the circuit you want to test.
3. Connect the other lead to the other end.
4. If the self-powered test light glows, there is continuity. If you're using an ohmmeter, low or no resistance means good continuity.



Testing For Voltage Drop

Wires, connectors, and switches are designed to conduct current with a minimum loss of voltage. A voltage drop of more than one volt indicates a problem.

1. Connect the positive lead of a voltmeter to the end of the wire (or to the side of the connector or switch) closest to the battery.
2. Connect the negative lead to the other end of the wire (or the other side of the connector or switch).
3. Turn on the components in the circuit.
4. The voltmeter will show the difference in voltage between the two points. A difference, or drop, of more than one volt indicates a problem. Check the circuit for loose or dirty connections.



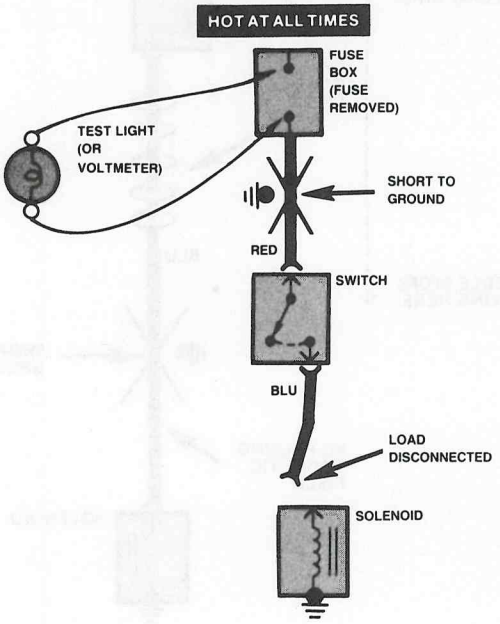
Testing For A Short With A Test Light Or Voltmeter

1. Remove the blown fuse and disconnect the load.

2. Connect a test light or voltmeter across the fuse terminals to make sure that voltage is being applied to the fuse terminals. You may have to put the ignition switch in "RUN;" check the schematic to see.

3. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart, while watching the test light or voltmeter.

4. When the test light blinks or the voltmeter needle moves, there is a short-to-ground in the wiring near that point.



Testing For A Short With A Self-Powered Test Light Or Ohmmeter

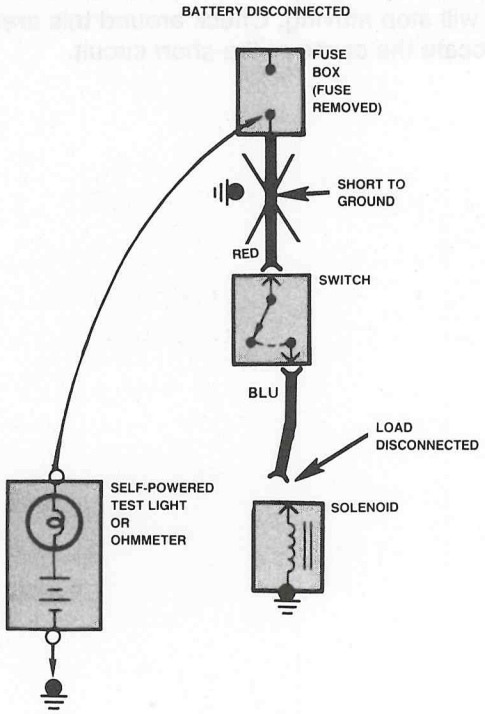
1. Remove the blown fuse and disconnect the battery and load.

2. Connect one lead of a self-powered test light or ohmmeter to the fuse terminal on the load side.

3. Connect the other lead to a known good ground.

4. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart, while watching the test light or ohmmeter.

5. When the self-powered test light blinks or the ohmmeter needle moves, there is a short to ground in the wiring near that point.



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Troubleshooting Tests (cont'd)

Testing For A Short With A Short Circuit Locator

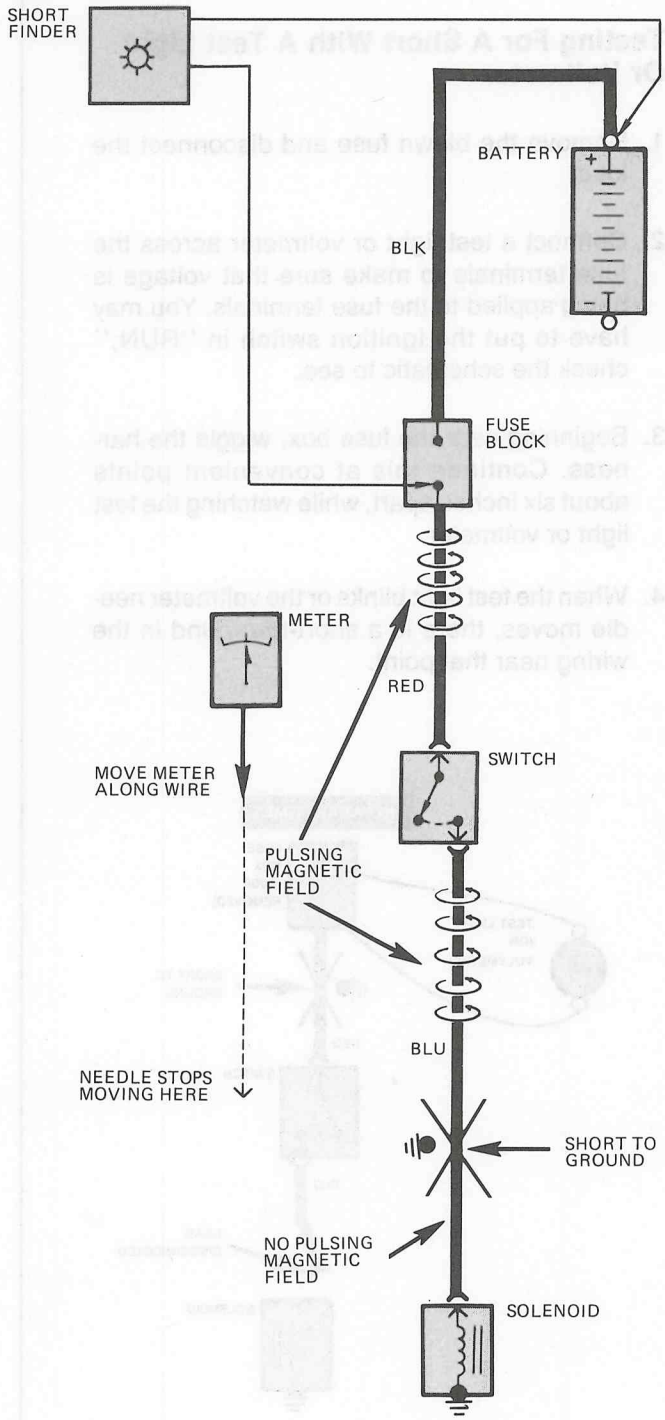
1. Remove the blown fuse. Leave the battery connected.

2. Connect the short finder across the battery terminal and the load side of the fuse terminal.

3. Close all switches in series, in the circuit you're testing.

4. Turn on the short circuit locator. It sends pulses of current to the short. This creates a pulsing magnetic field around the wiring between the fuse box and the short.

5. Beginning at the fuse box, slowly move the short finder meter along the circuit wiring. The meter will show current pulses through body trim and sheet metal. As long as the meter is between the fuse and the short, the needle will move with each current pulse. Once you move the meter past the point of the short, the needle will stop moving. Check around this area to locate the cause of the short circuit.



Troubleshooting Precautions

Before Troubleshooting

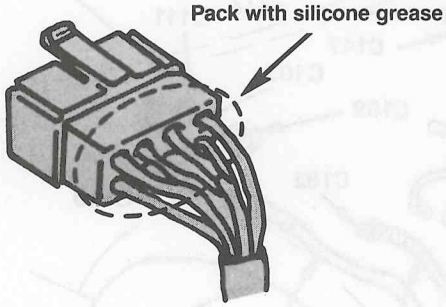
- Check the main fuse and the fuse box.
- Check the battery for damage, state of charge, and clean and tight connections.
- Check alternator belt tension.

CAUTION:

- **Do not quick-charge a battery unless the battery ground cable has been disconnected, or you will damage the alternator diodes.**
- **Do not attempt to crank the engine with the ground cable disconnected or you will severely damage the wiring.**

While You're Working

- Make sure connectors are clean, and have no loose pins or receptacles.
- Make sure multiple pin connectors are packed with silicone grease.



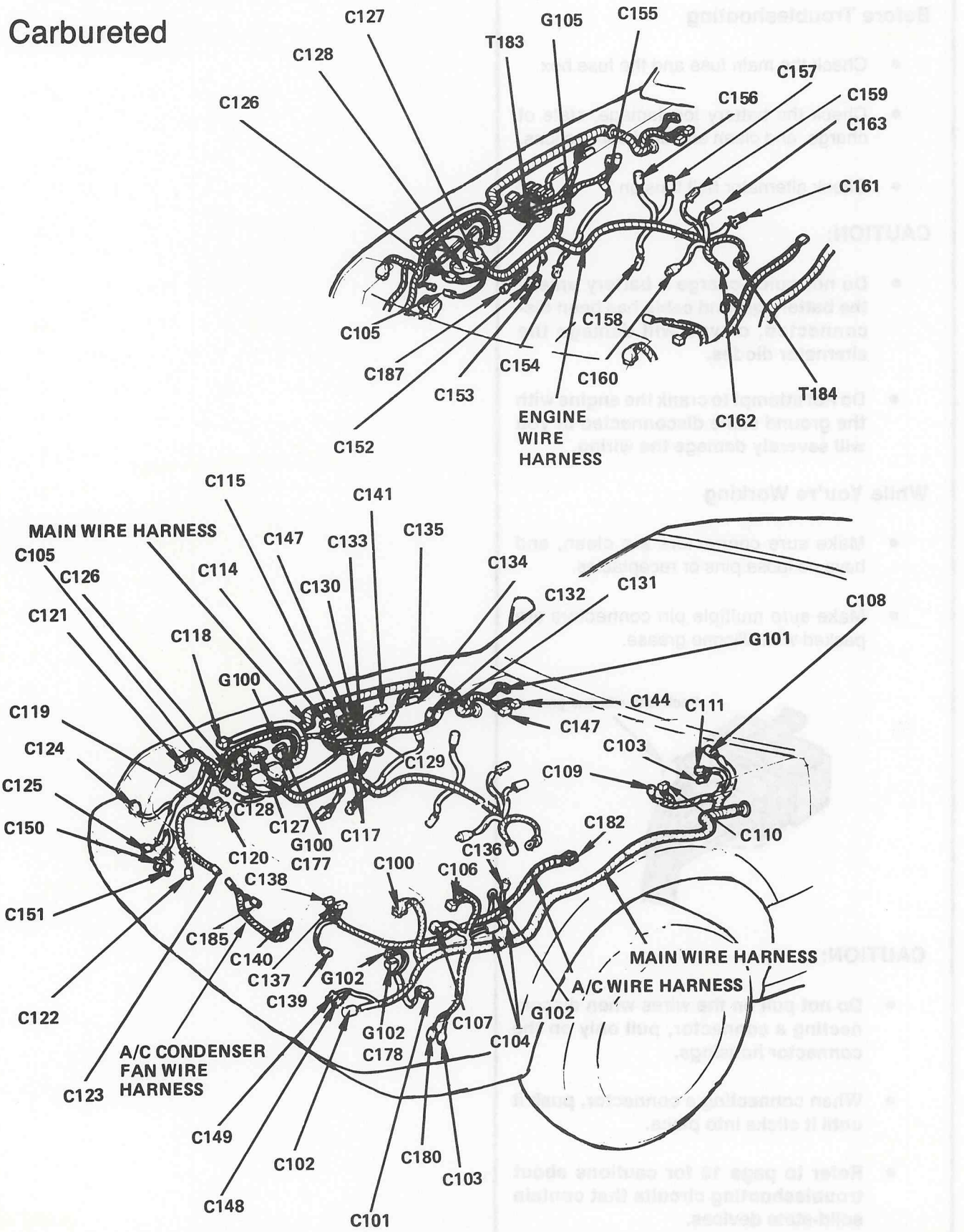
CAUTION:

- **Do not pull on the wires when disconnecting a connector, pull only on the connector housings.**
- **When connecting a connector, push it until it clicks into place.**
- **Refer to page 10 for cautions about troubleshooting circuits that contain solid-state devices.**

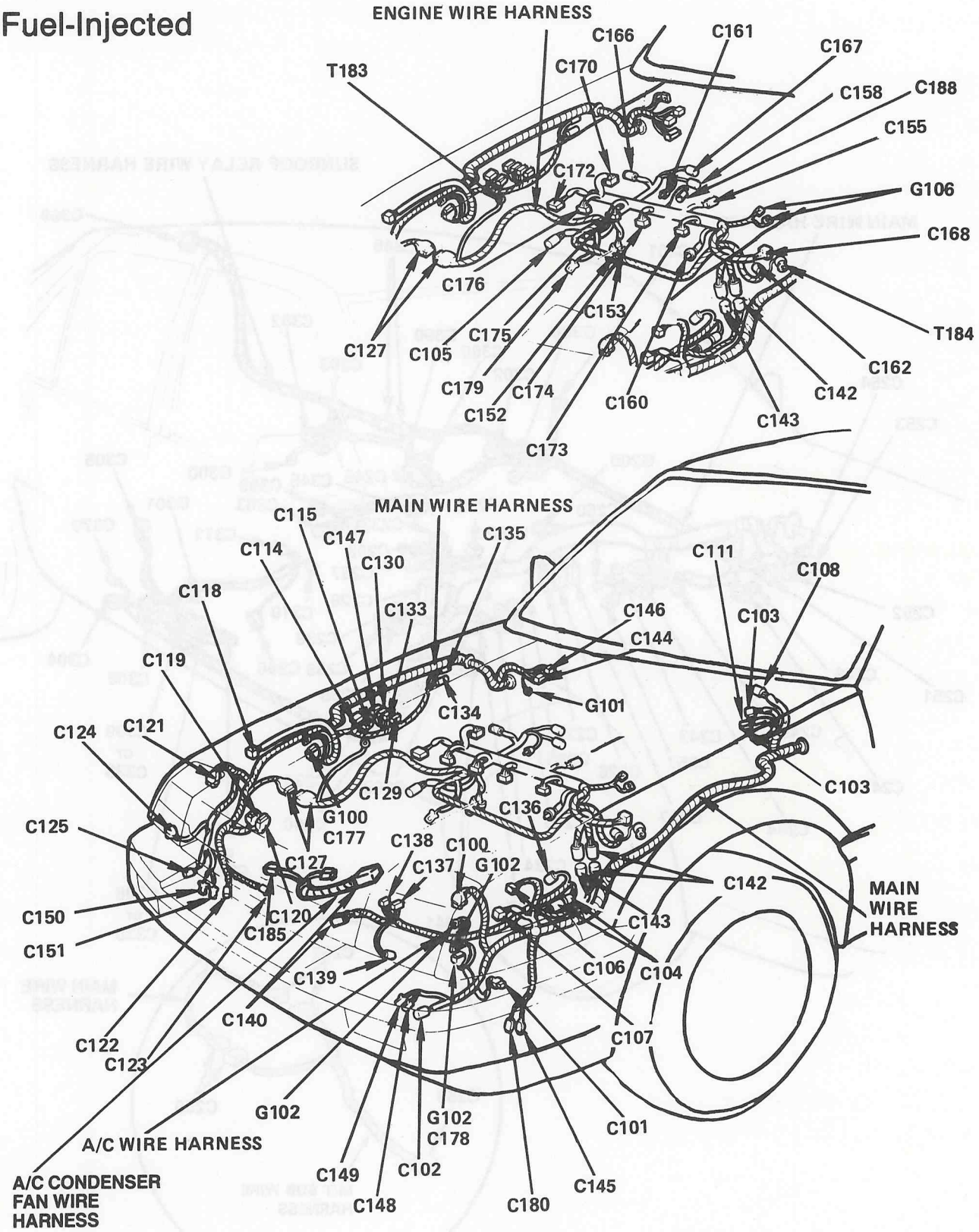
Harness Routing

Engine Compartment

Carbureted



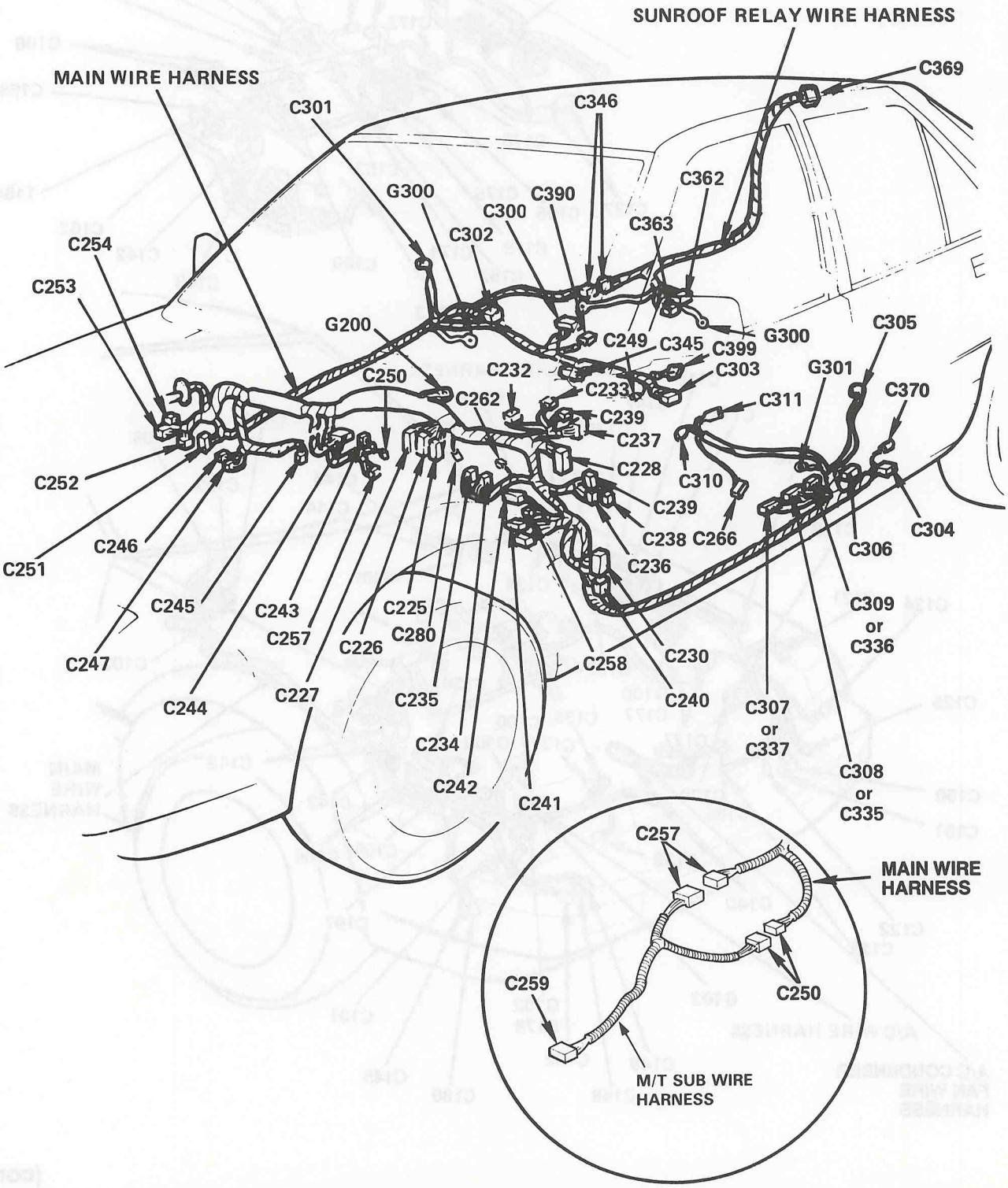
Fuel-Injected

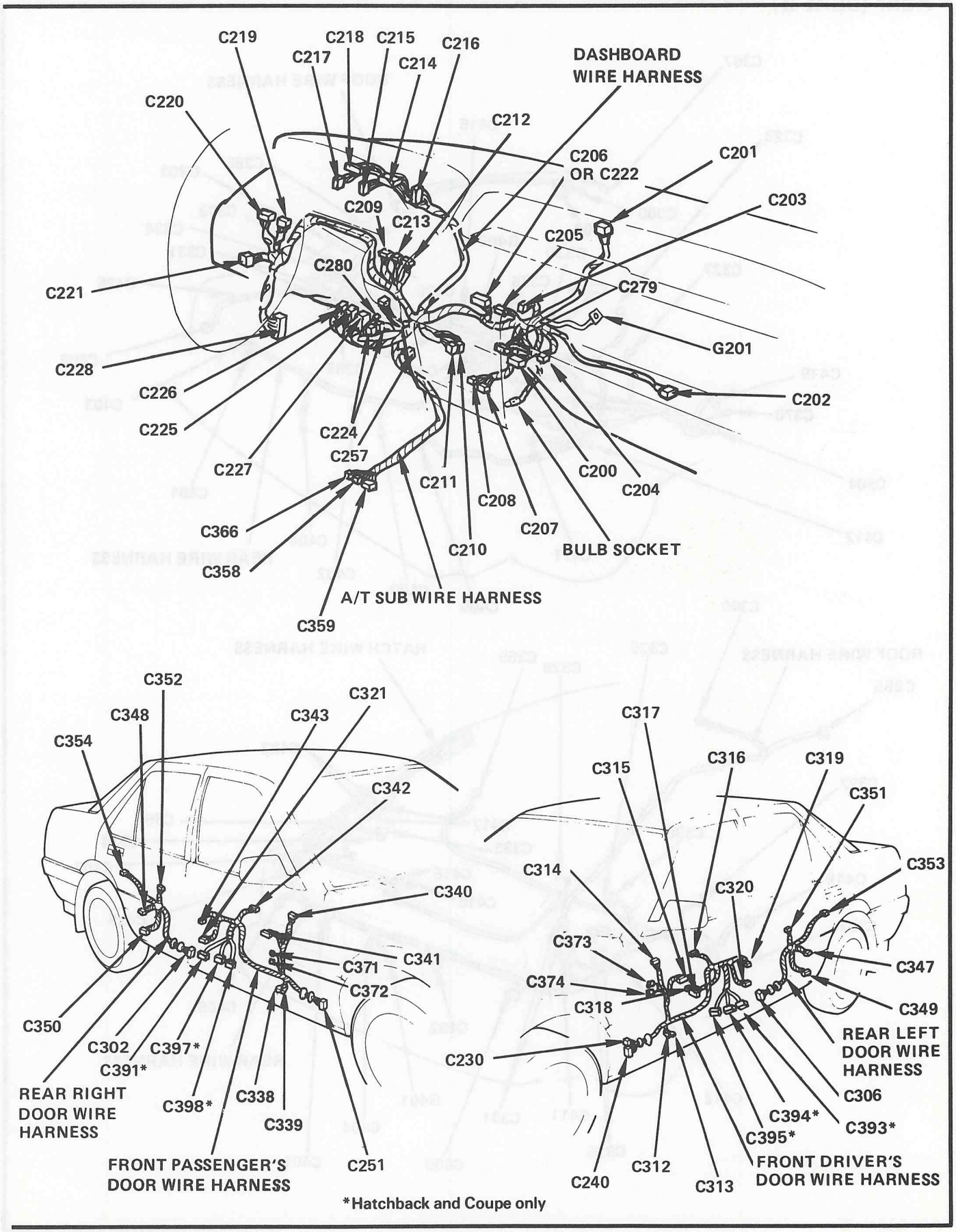


(cont'd)

Harness Routing

Dash, Body, and Doors (cont'd)

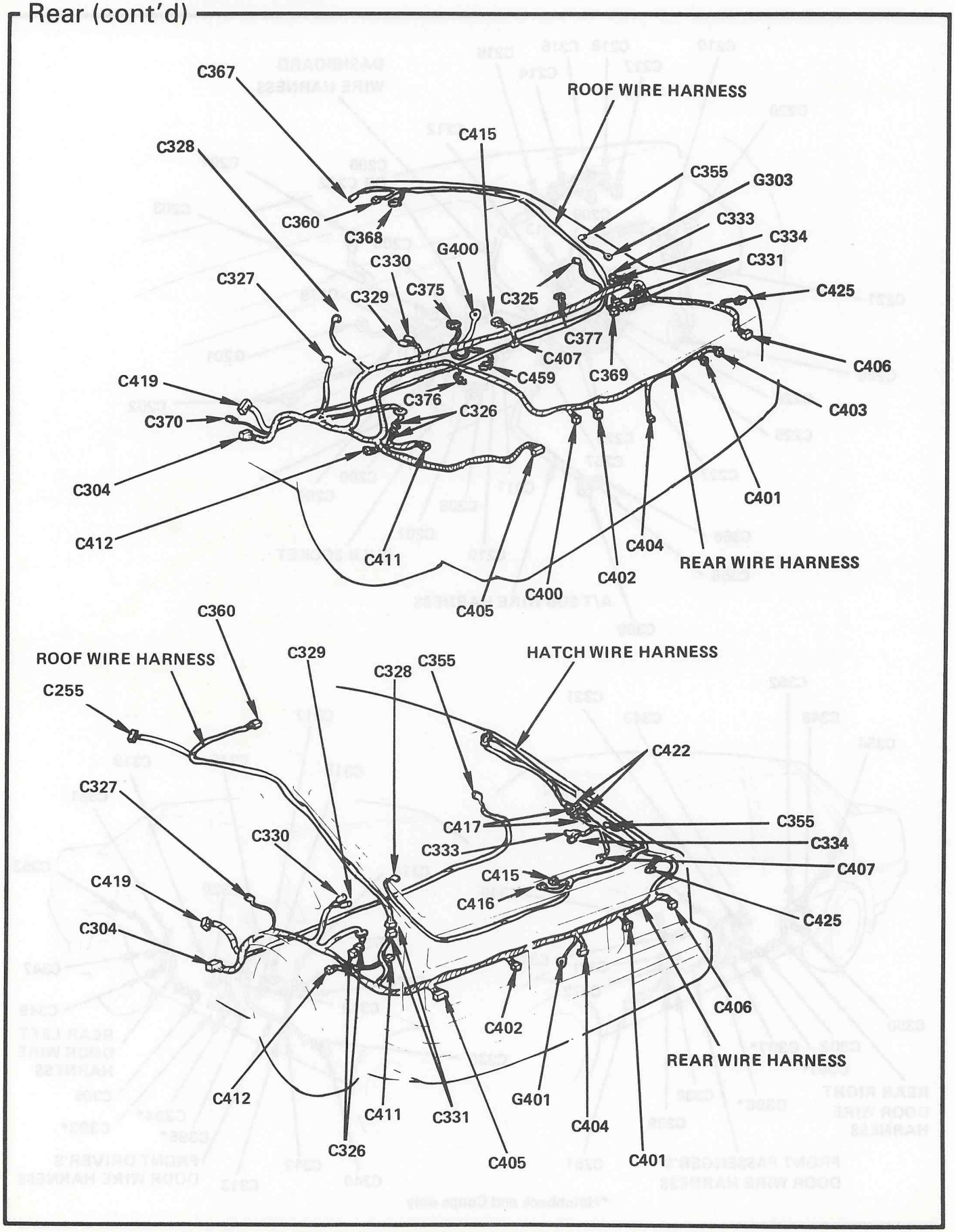




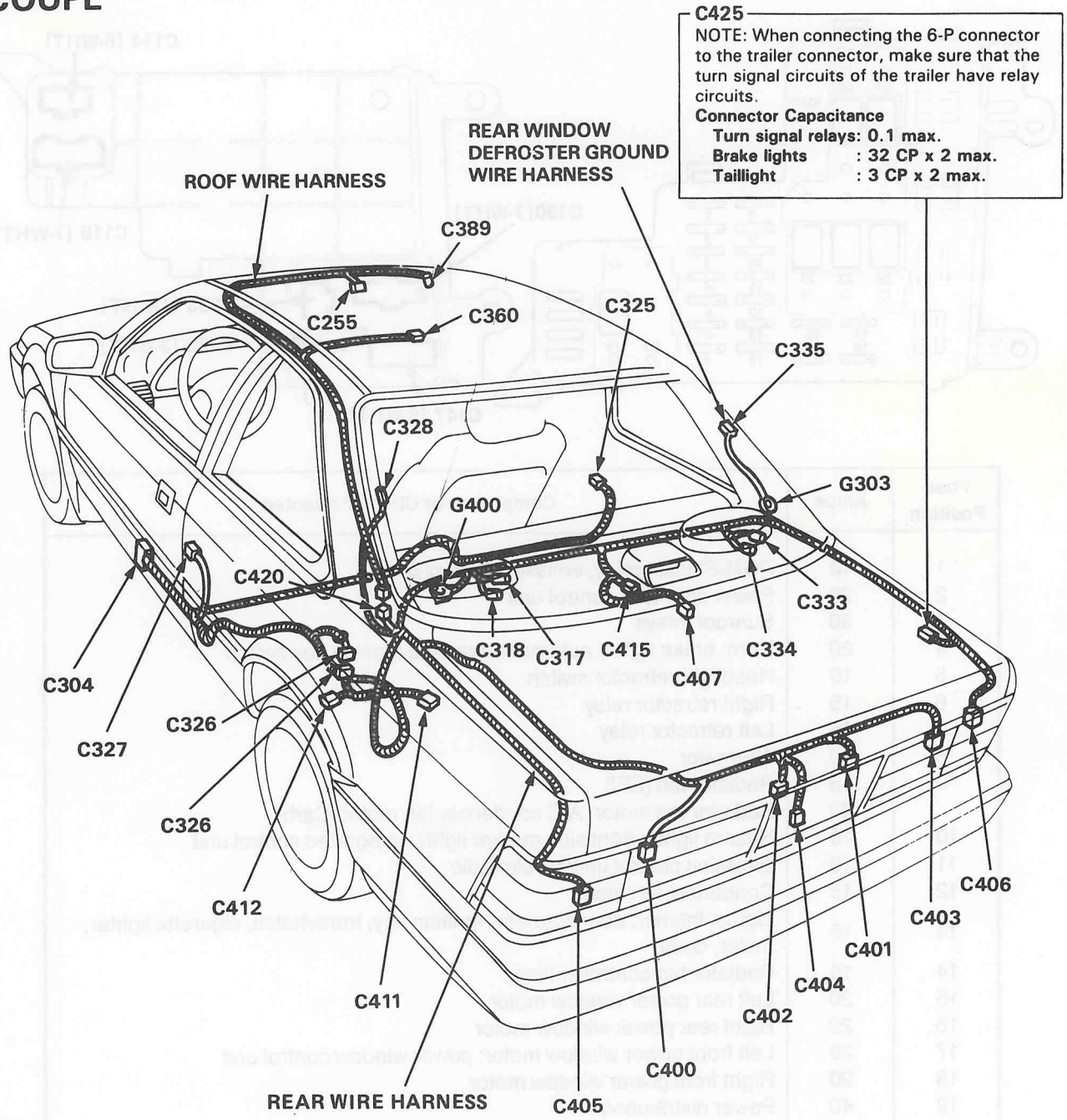
*Hatchback and Coupe only

Harness Routing

Rear (cont'd)

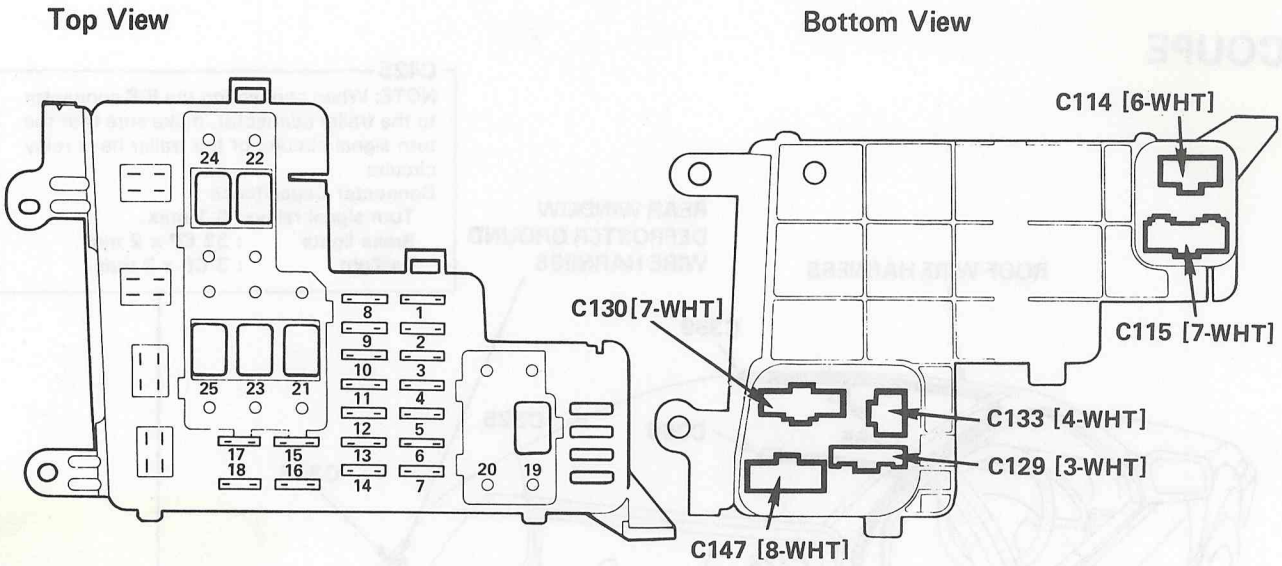


COUPE


C425
NOTE: When connecting the 6-P connector to the trailer connector, make sure that the turn signal circuits of the trailer have relay circuits.
Connector Capacitance
Turn signal relays: 0.1 max.
Brake lights : 32 CP x 2 max.
Taillight : 3 CP x 2 max.
REAR WINDOW DEFROSTER GROUND WIRE HARNESS
ROOF WIRE HARNESS
C389
C255
C360
C325
C335
C328
G303
G400
C420
C333
C318
C317
C415
C334
C407
C304
C326
C327
C326
C412
C406
C403
C401
C404
C411
C402
C400
REAR WIRE HARNESS
C405

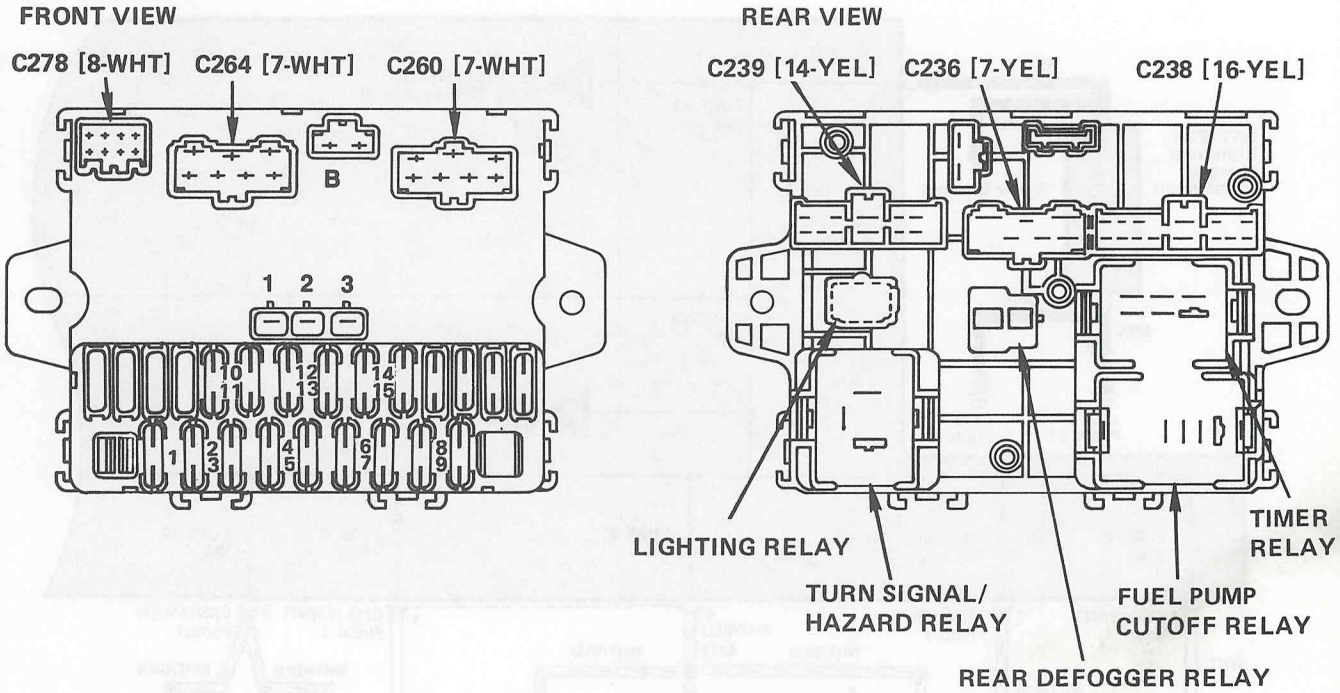
Fuse Information

Under-Hood Fuse Box



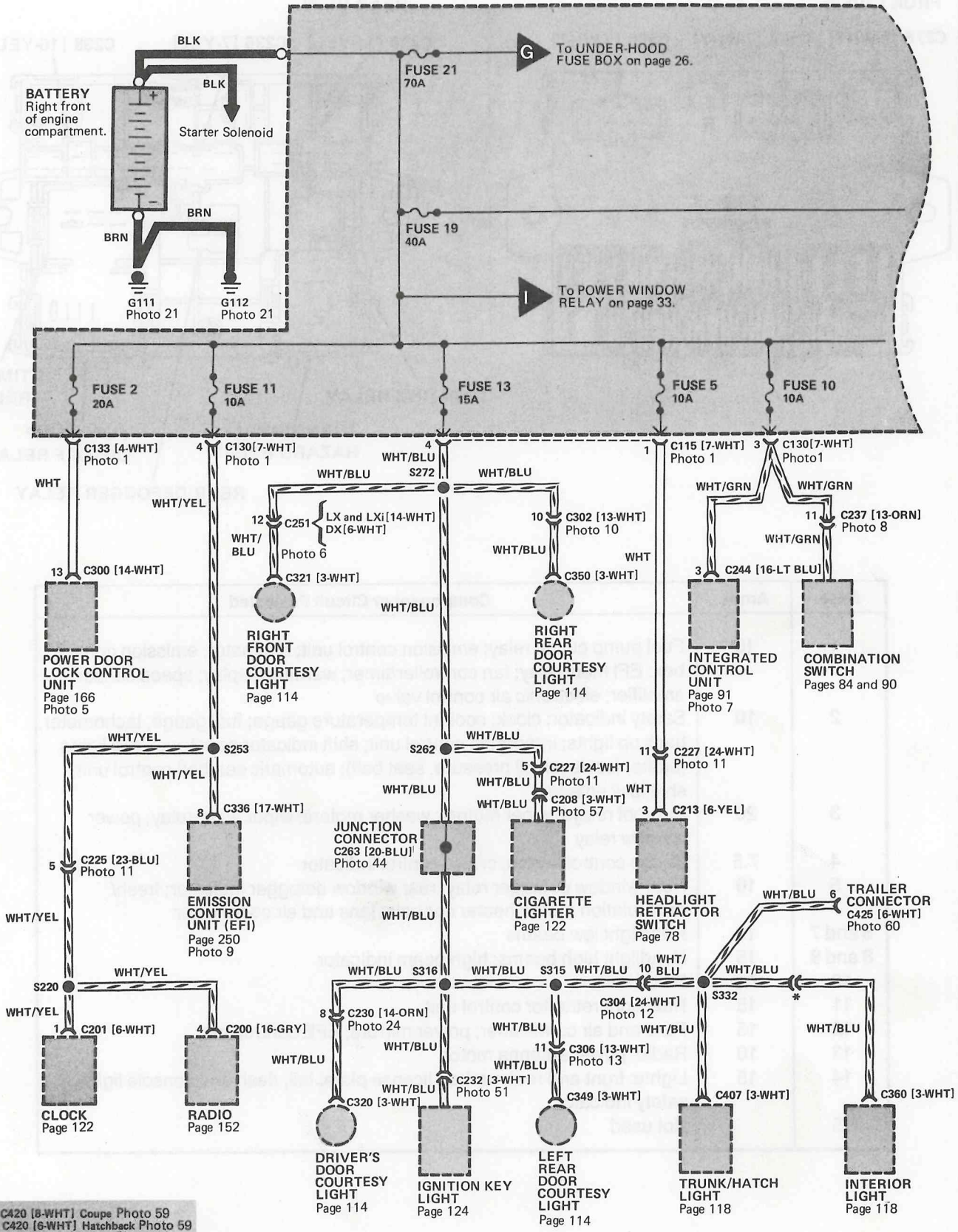
Fuse Position	Amps	Component or Circuit Protected
1	10	PGM-FI main relay; emission control unit
2	20	Power door lock control unit
3	30	Sunroof relays
4	20	Horn; brake lights; automatic seatbelt; ignition key switch
5	10	Headlight retractor switch
6	15	Right retractor relay
7	15	Left retractor relay
8	10	Alternator
9	15	Radiator fan (EFI)
	30	Radiator fan motor; A/C condenser fan motor (Carb)
10	10	Hazard lights; front side marker lights; integrated control unit
11	10	Emission control unit; clock; radio
12	15	Condenser fan motor
13	15	Lights: interior, door courtesy, ignition key, trunk/hatch, cigarette lighter, trailer, dome
14	15	Radiator fan controller timer
15	20	Left rear power window motor
16	20	Right rear power window motor
17	20	Left front power window motor; power window control unit
18	20	Right front power window motor
19	40	Power distribution
20	40	Condenser fan relay
21	70	Power distribution
22	40	Power distribution
23	30	Rear window defogger
24	30	EFE heater
25	40	Power distribution

Dash Fuse Box

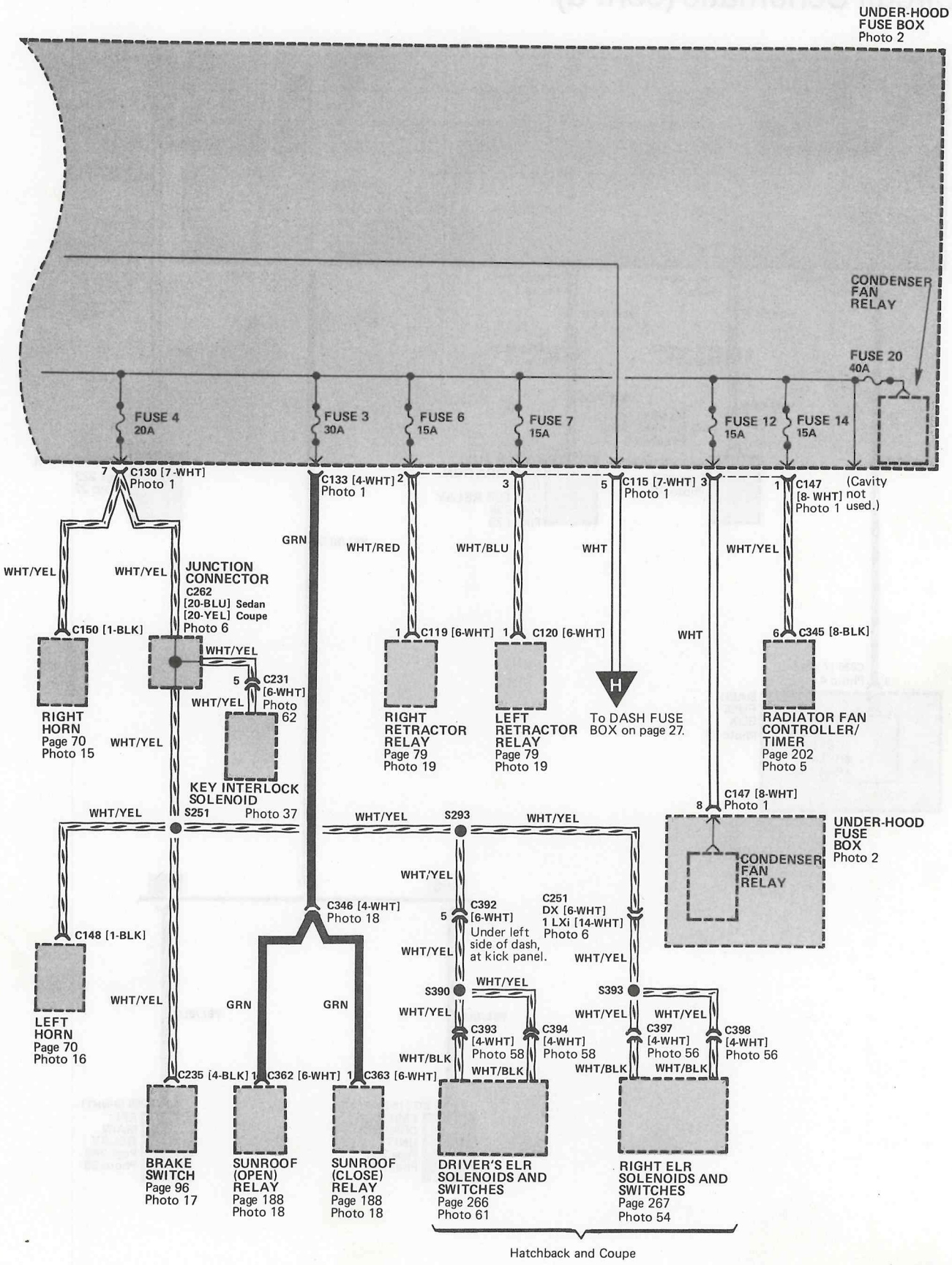


Fuse	Amps	Component or Circuit Protected
1	15	Fuel pump cut off relay; emission control unit; alternator; emission control box; EFI main relay; fan controller/timer; warning display; speed sensor amplifier; electronic air control valve
2	10	Safety indicator; clock; coolant temperature gauge; fuel gauge; tachometer; back up lights; integrated control unit; shift indicator panel; warning lights (brake, fuel level, oil pressure, seat belt); automatic seatbelt control unit; shift lock solenoid
3	20	Sunroof relays; wiper motors; washer motors; wiper timer relay; power window relay
4	7.5	Cruise control switch; cruise control indicator
5	10	Rear window defogger relay; rear window defogger indicator; fresh/ recirculation motor; heater controls; fans and air conditioner
6 and 7	10	Headlight low beams
8 and 9	15	Headlight high beams; high beam indicator
10	7.5	Bulb check
11	15	Headlight retractor control unit
12	15	Fans and air conditioner; power mirrors; EFE control unit
13	10	Radio; power antenna motor
14	15	Lights: front and rear marker, license plate, tail, dash and console lights, safety indicator
15		Not used

Power Distribution
- Circuit Schematic

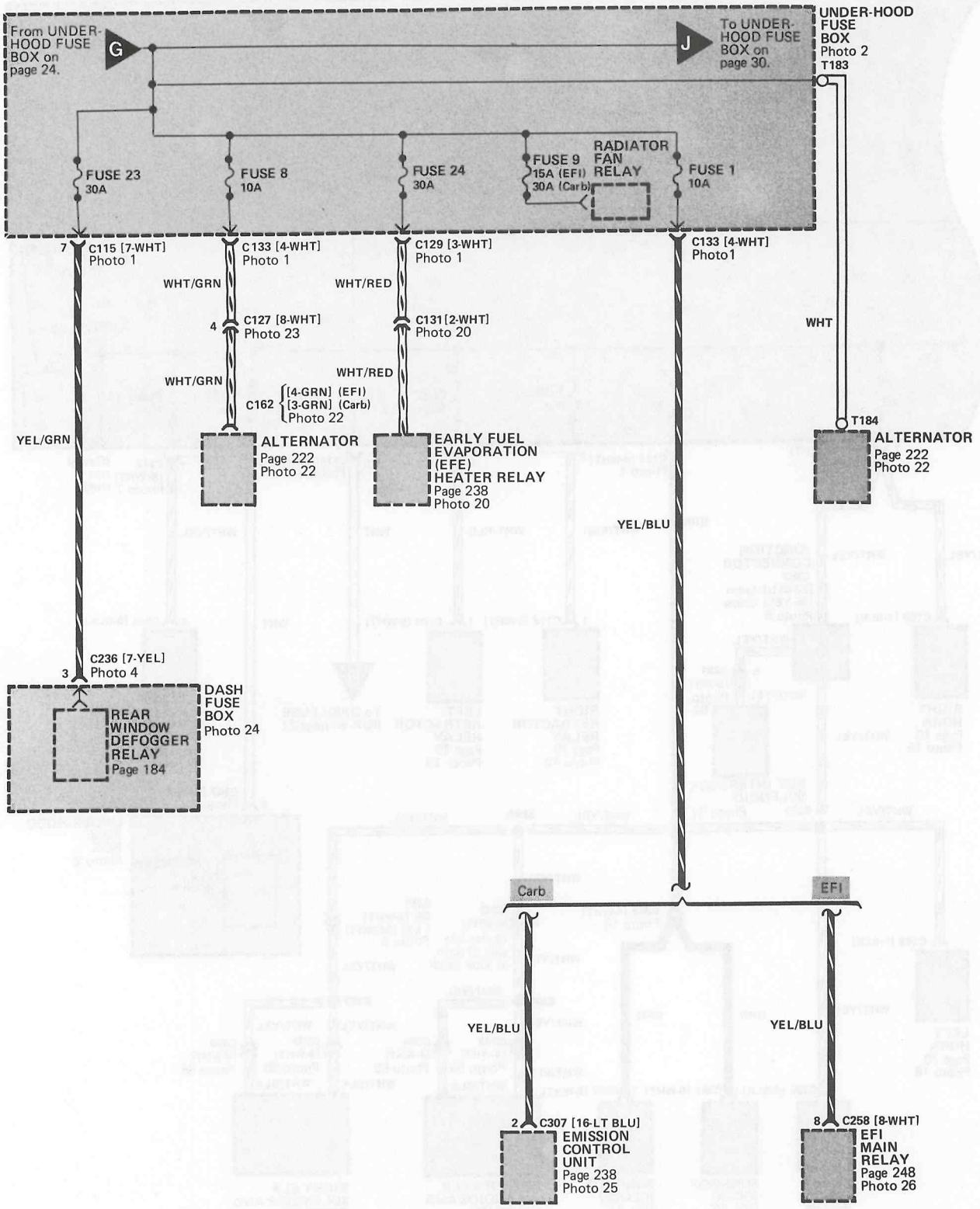


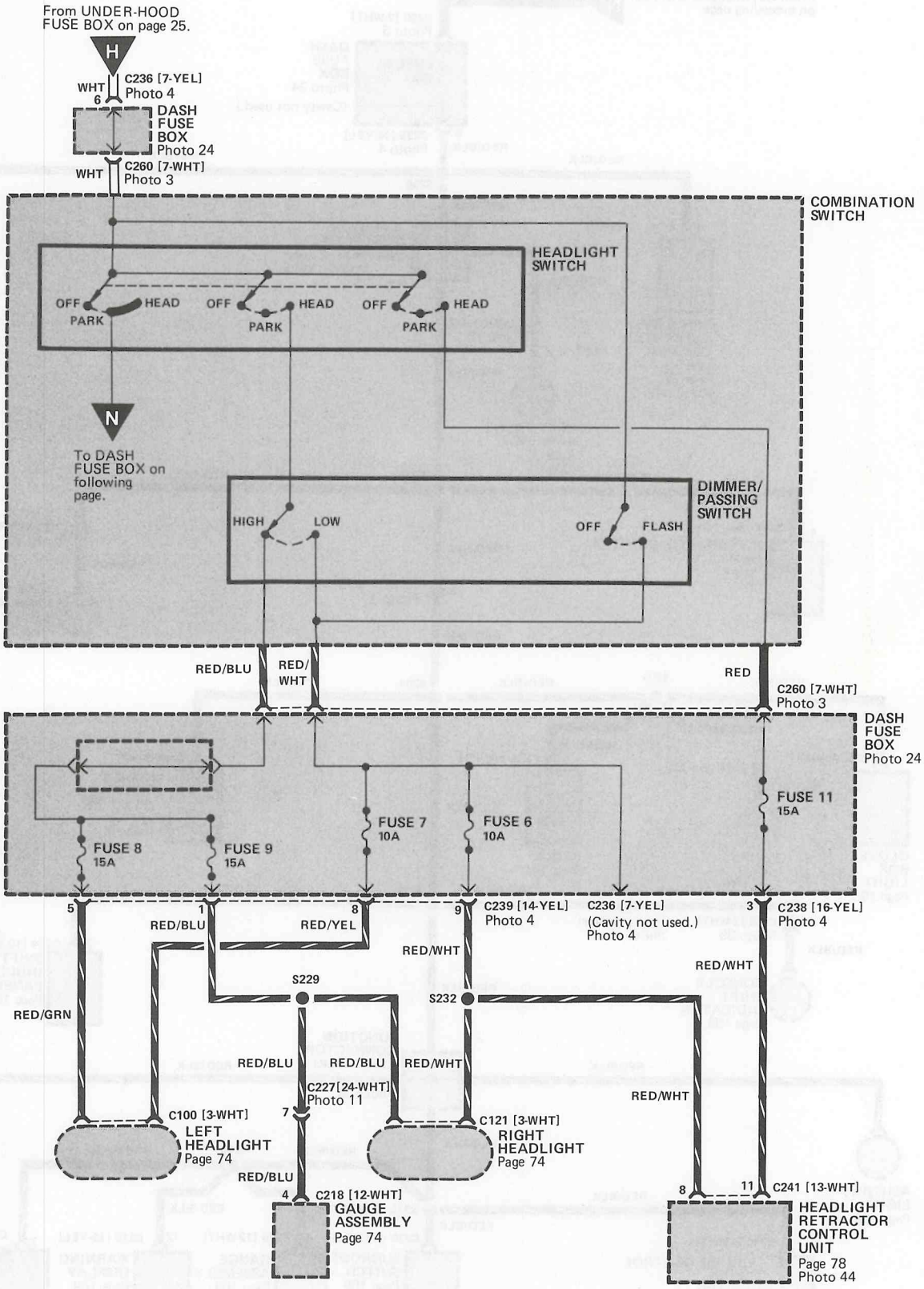
* C420 [8-WHT] Coupe Photo 59
C420 [6-WHT] Hatchback Photo 59
C331 [4-WHT] Sedan Photo 14


UNDER-HOOD FUSE BOX Photo 2
CONDENSER FAN RELAY
FUSE 20 40A
FUSE 4 20A
FUSE 3 30A
FUSE 6 15A
FUSE 7 15A
FUSE 12 15A
FUSE 14 15A
7 C130 [7-WHT] Photo 1
C133 [4-WHT] Photo 1
2
3
5 C115 [7-WHT] Photo 1
3
1 C147 [8-WHT] Photo 1
(Cavity not used.)
GRN
WHT/RED
WHT/BLU
WHT
WHT/YEL
WHT/YEL
WHT/YEL
JUNCTION CONNECTOR C262 [20-BLU] Sedan [20-YEL] Coupe Photo 6
C150 [1-BLK]
1 C119 [6-WHT]
1 C120 [6-WHT]
WHT
6 C345 [8-BLK]
WHT/YEL
5 C231 [6-WHT] Photo 62
WHT/YEL
RIGHT HORN Page 70 Photo 15
WHT/YEL
RIGHT RETRACTOR RELAY Page 79 Photo 19
LEFT RETRACTOR RELAY Page 79 Photo 19
H
To DASH FUSE BOX on page 27.
RADIATOR FAN CONTROLLER/ TIMER Page 202 Photo 5
KEY INTERLOCK SOLENOID Photo 37
WHT/YEL
S251
WHT/YEL
S293
WHT/YEL
8 C147 [8-WHT] Photo 1
UNDER-HOOD FUSE BOX Photo 2
CONDENSER FAN RELAY
WHT/YEL
C346 [4-WHT] Photo 18
5 C392 [6-WHT] Under left side of dash, at kick panel.
C251 DX [6-WHT] 1 LXi [14-WHT] Photo 6
C148 [1-BLK]
WHT/YEL
WHT/YEL
WHT/YEL
S390
WHT/YEL
S393
LEFT HORN Page 70 Photo 16
WHT/YEL
GRN
GRN
WHT/YEL
C393 [4-WHT] Photo 58
C394 [4-WHT] Photo 58
WHT/YEL
C397 [4-WHT] Photo 56
C398 [4-WHT] Photo 56
WHT/BLK
WHT/BLK
WHT/BLK
WHT/BLK
C235 [4-BLK] 1
C362 [6-WHT] 1
C363 [6-WHT]
BRAKE SWITCH Page 96 Photo 17
SUNROOF (OPEN) RELAY Page 188 Photo 18
SUNROOF (CLOSE) RELAY Page 188 Photo 18
DRIVER'S ELR SOLENOIDS AND SWITCHES Page 266 Photo 61
RIGHT ELR SOLENOIDS AND SWITCHES Page 267 Photo 54
Hatchback and Coupe

(cont'd)

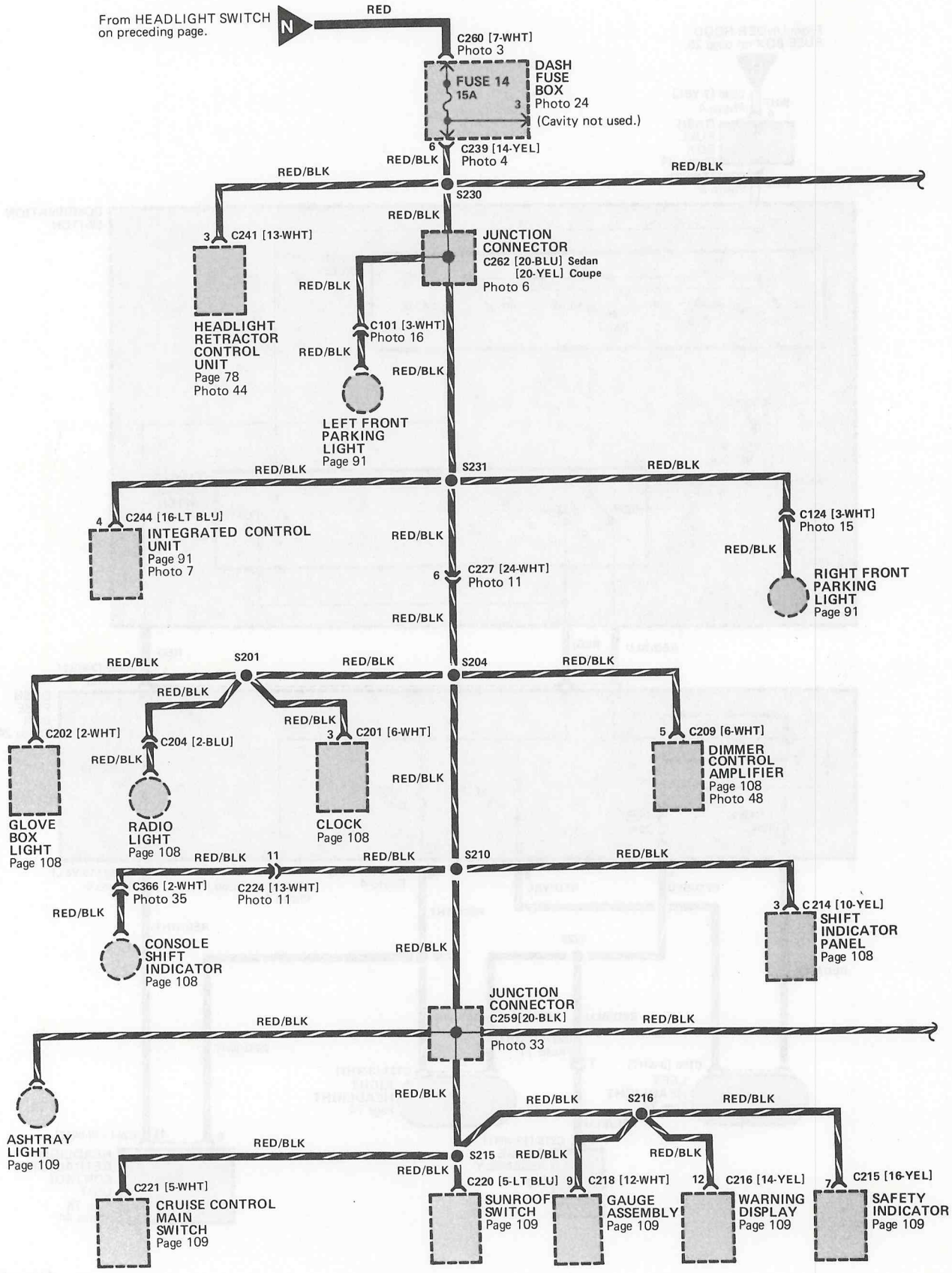
Power Distribution
- Circuit Schematic (cont'd)

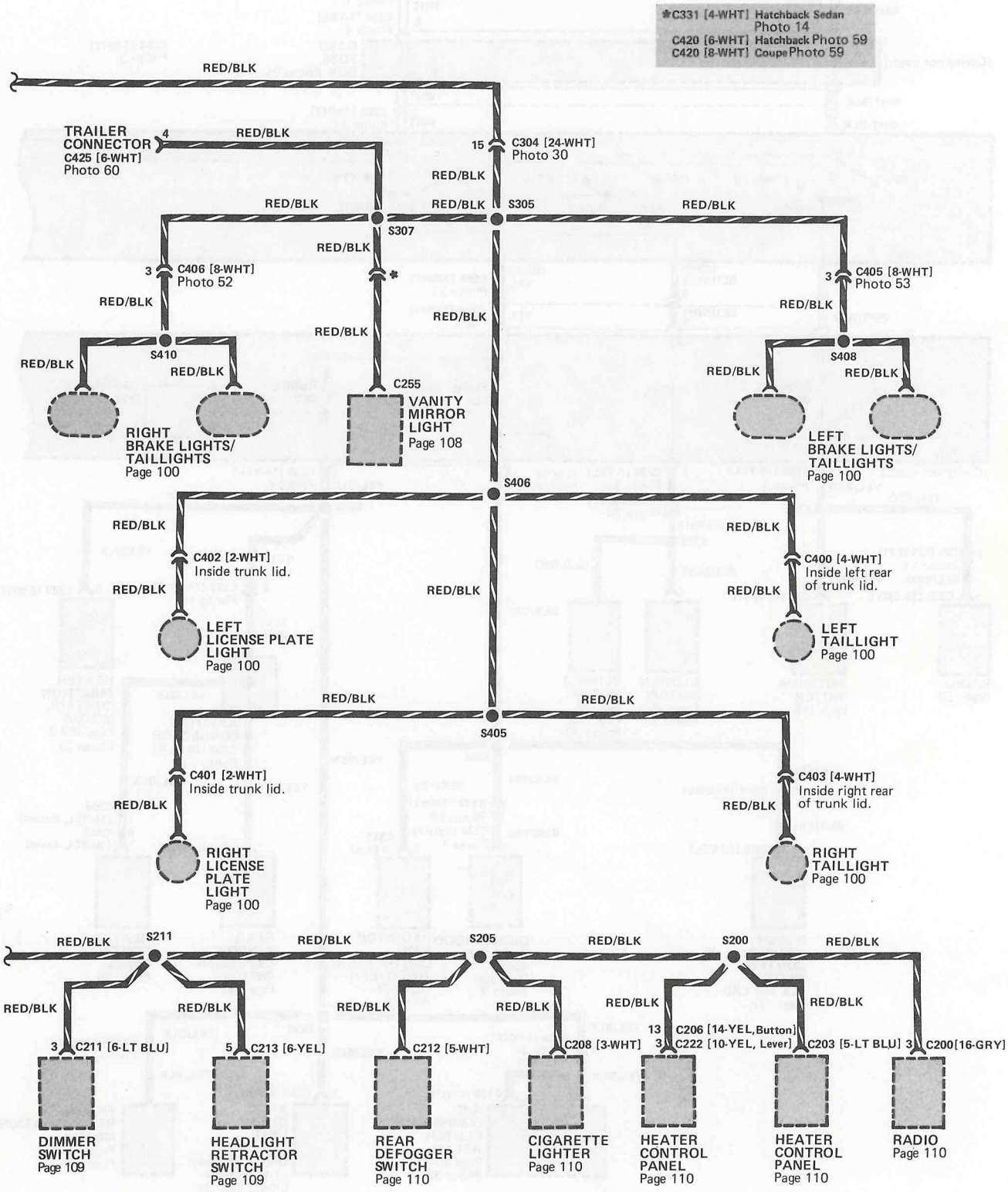



From UNDER-HOOD FUSE BOX on page 25.
H
WHT
6
C236 [7-YEL]
Photo 4
DASH FUSE BOX
Photo 24
WHT
C260 [7-WHT]
Photo 3
COMBINATION SWITCH
HEADLIGHT SWITCH
OFF
HEAD
PARK
OFF
HEAD
PARK
OFF
HEAD
PARK
N
To DASH FUSE BOX on following page.
DIMMER/ PASSING SWITCH
HIGH
LOW
OFF
FLASH
RED/BLU
RED/ WHT
RED
C260 [7-WHT]
Photo 3
DASH FUSE BOX
Photo 24
FUSE 11
15A
FUSE 7
10A
FUSE 6
10A
FUSE 8
15A
FUSE 9
15A
5
1
8
9
C239 [14-YEL]
Photo 4
C236 [7-YEL]
(Cavity not used.)
Photo 4
3
C238 [16-YEL]
Photo 4
RED/BLU
RED/YEL
RED/WHT
RED/WHT
S229
S232
RED/GRN
RED/BLU
RED/BLU
RED/WHT
C227 [24-WHT]
Photo 11
RED/WHT
7
C100 [3-WHT]
LEFT HEADLIGHT
Page 74
C121 [3-WHT]
RIGHT HEADLIGHT
Page 74
RED/BLU
4
C218 [12-WHT]
GAUGE ASSEMBLY
Page 74
8
11
C241 [13-WHT]
HEADLIGHT RETRACTOR CONTROL UNIT
Page 78
Photo 44

(cont'd)

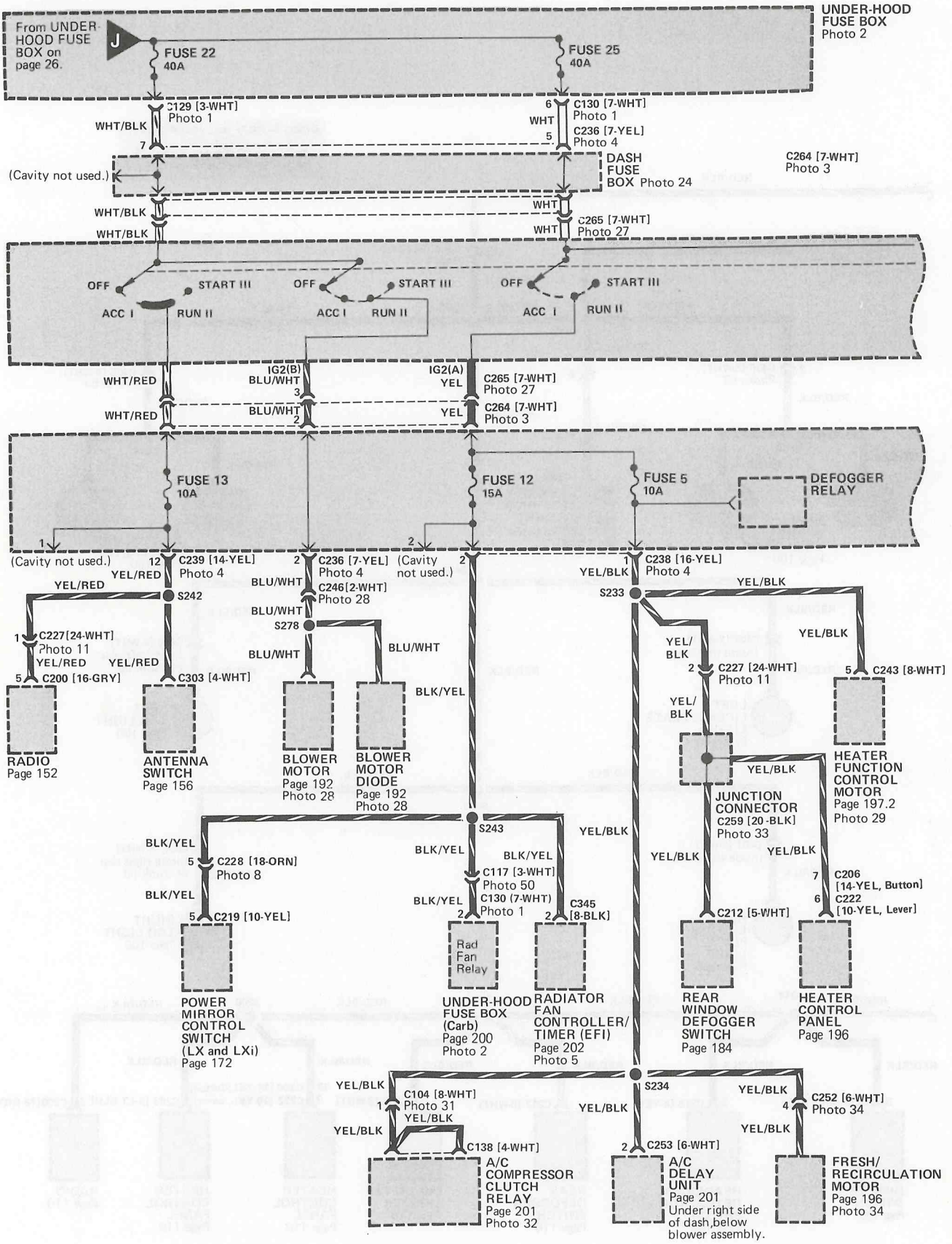
Power Distribution
- Circuit Schematic (cont'd)

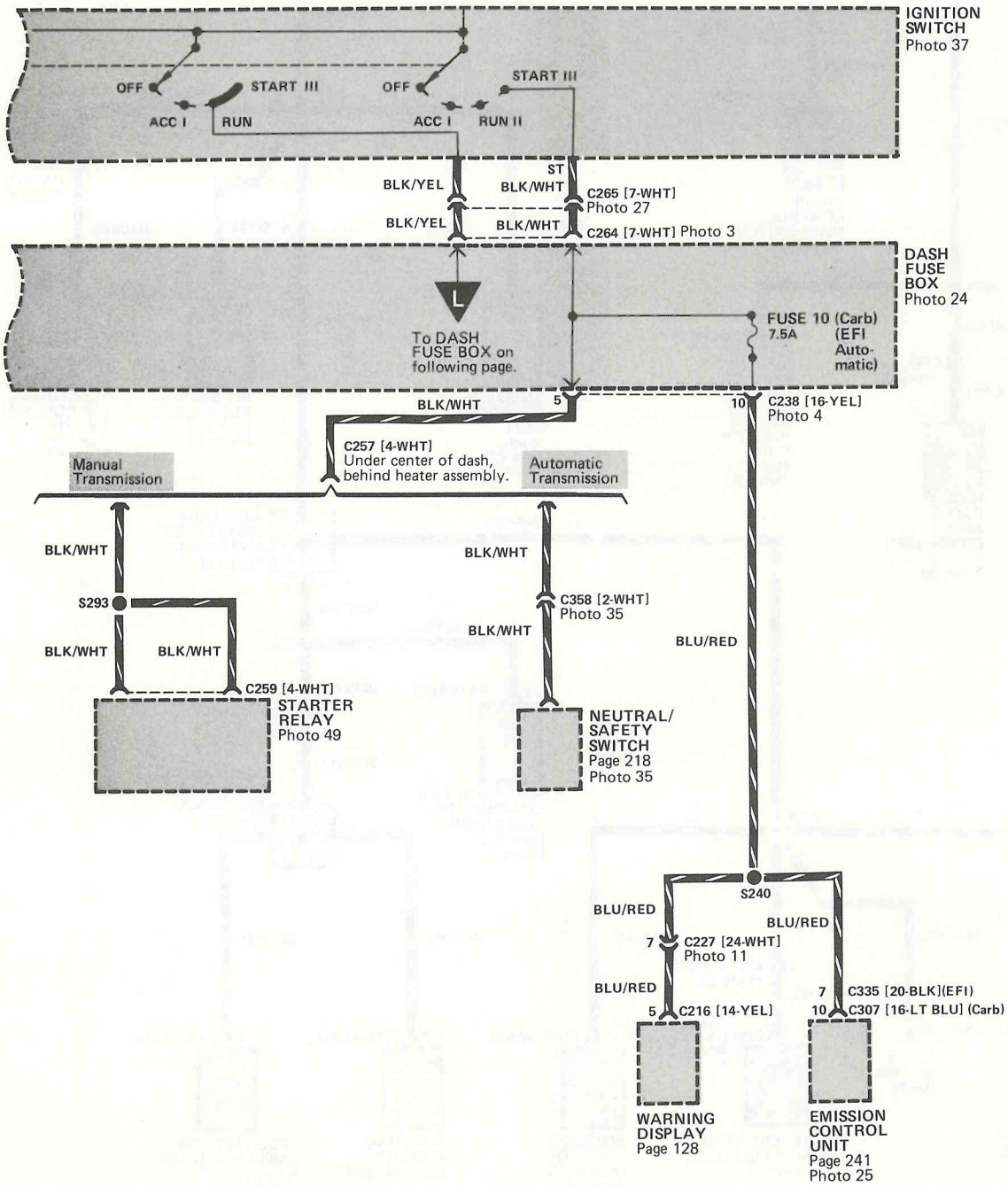



*C331 [4-WHT] Hatchback Sedan Photo 14
C420 [6-WHT] Hatchback Photo 59
C420 [8-WHT] Coupe Photo 59
RED/BLK
TRAILER CONNECTOR
C425 [6-WHT]
Photo 60
4
15
C304 [24-WHT]
Photo 30
S305
S307
3
C406 [8-WHT]
Photo 52
*
C405 [8-WHT]
Photo 53
S410
S408
C255
VANITY MIRROR LIGHT
Page 108
RIGHT BRAKE LIGHTS/ TAILLIGHTS
Page 100
LEFT BRAKE LIGHTS/ TAILLIGHTS
Page 100
S406
C402 [2-WHT]
Inside trunk lid.
C400 [4-WHT]
Inside left rear of trunk lid.
LEFT LICENSE PLATE LIGHT
Page 100
LEFT TAILLIGHT
Page 100
S405
C401 [2-WHT]
Inside trunk lid.
C403 [4-WHT]
Inside right rear of trunk lid.
RIGHT LICENSE PLATE LIGHT
Page 100
RIGHT TAILLIGHT
Page 100
S211
S205
S200
3 C211 [6-LT BLU]
5 C213 [6-YEL]
C212 [5-WHT]
C208 [3-WHT]
13 C206 [14-YEL, Button]
3 C222 [10-YEL, Lever]
C203 [5-LT BLU]
3 C200 [16-GRY]
DIMMER SWITCH
Page 109
HEADLIGHT RETRACTOR SWITCH
Page 109
REAR DEFOGGER SWITCH
Page 110
CIGARETTE LIGHTER
Page 110
HEATER CONTROL PANEL
Page 110
HEATER CONTROL PANEL
Page 110
RADIO
Page 110

(cont'd)

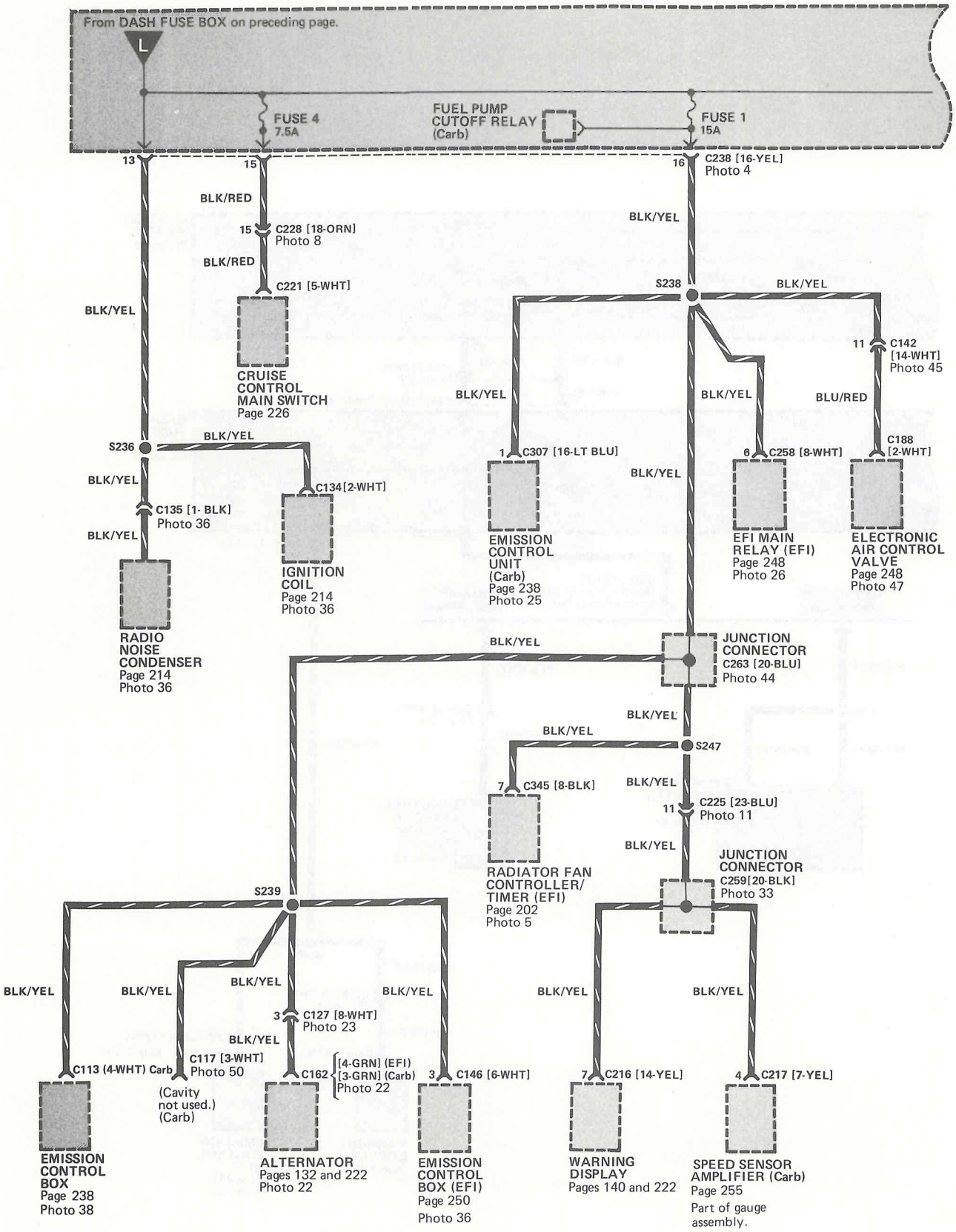
Power Distribution
- Circuit Schematic (cont'd)

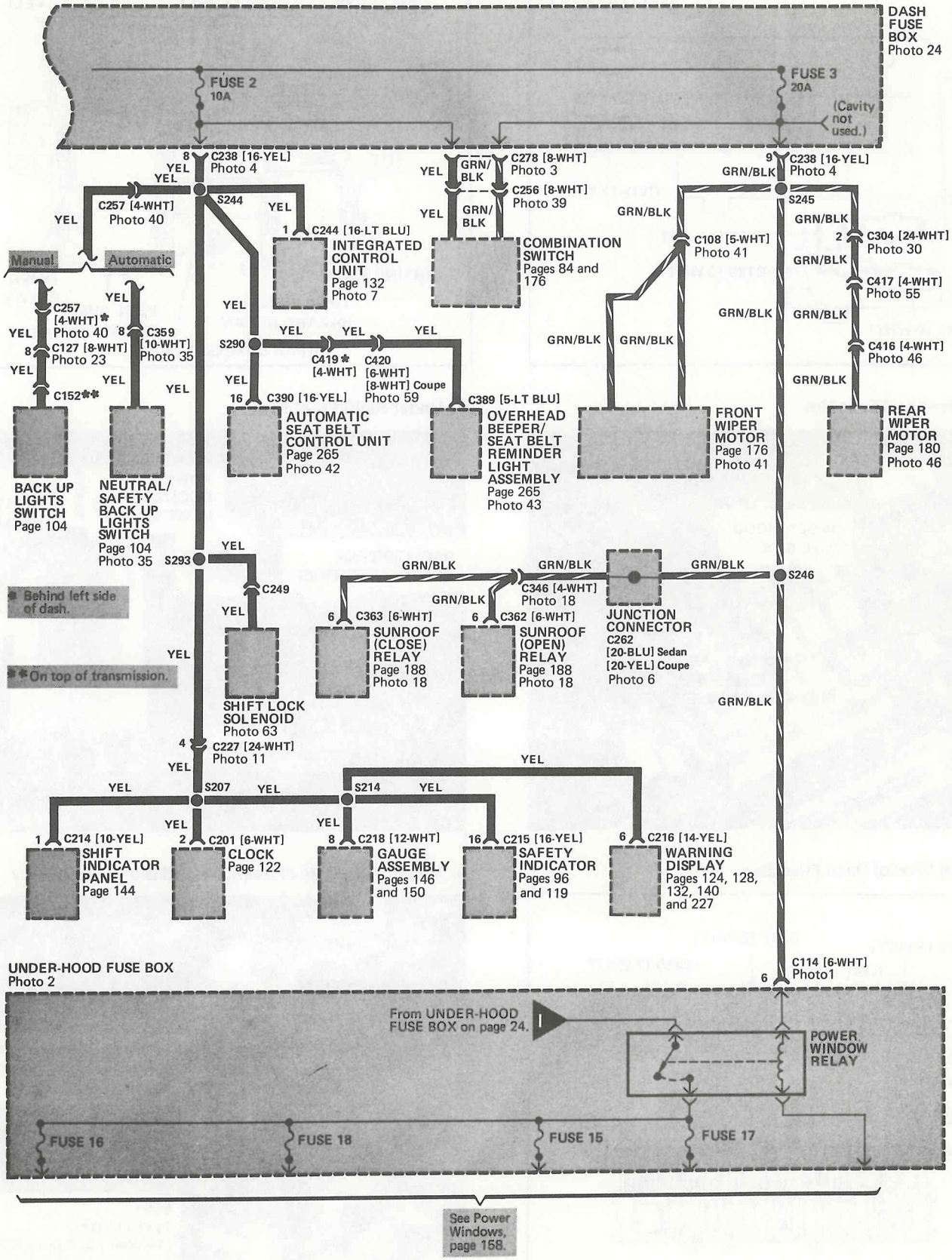



IGNITION SWITCH
Photo 37
OFF
START III
ACC I
RUN
OFF
START III
ACC I
RUN II
ST
BLK/YEL
BLK/WHT
C265 [7-WHT]
Photo 27
BLK/YEL
BLK/WHT
C264 [7-WHT] Photo 3
DASH FUSE BOX
Photo 24
L
To DASH FUSE BOX on following page.
FUSE 10 (Carb)
7.5A
(EFI Automatic)
BLK/WHT
5
10
C238 [16-YEL]
Photo 4
C257 [4-WHT]
Under center of dash, behind heater assembly.
Manual Transmission
Automatic Transmission
BLK/WHT
S293
BLK/WHT
BLK/WHT
C259 [4-WHT]
STARTER RELAY
Photo 49
BLK/WHT
C358 [2-WHT]
Photo 35
BLK/WHT
NEUTRAL/ SAFETY SWITCH
Page 218
Photo 35
BLU/RED
S240
BLU/RED
BLU/RED
7
C227 [24-WHT]
Photo 11
BLU/RED
5
C216 [14-YEL]
7
C335 [20-BLK](EFI)
10
C307 [16-LT BLU] (Carb)
WARNING DISPLAY
Page 128
EMISSION CONTROL UNIT
Page 241
Photo 25

(cont'd)

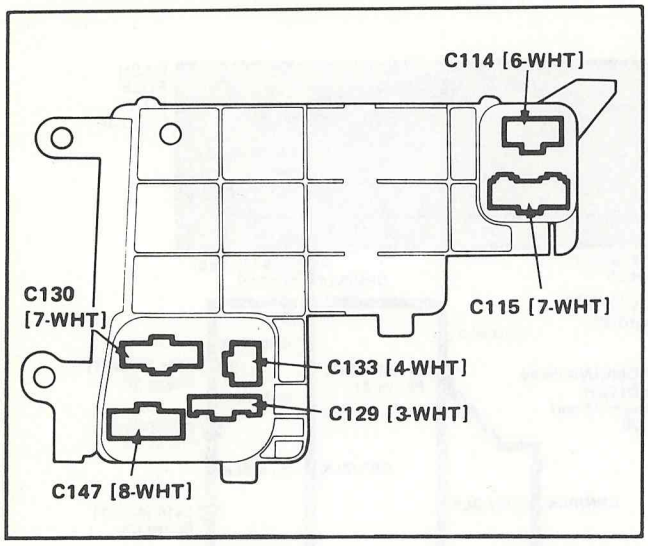
Power Distribution
- Circuit Schematic (cont'd)



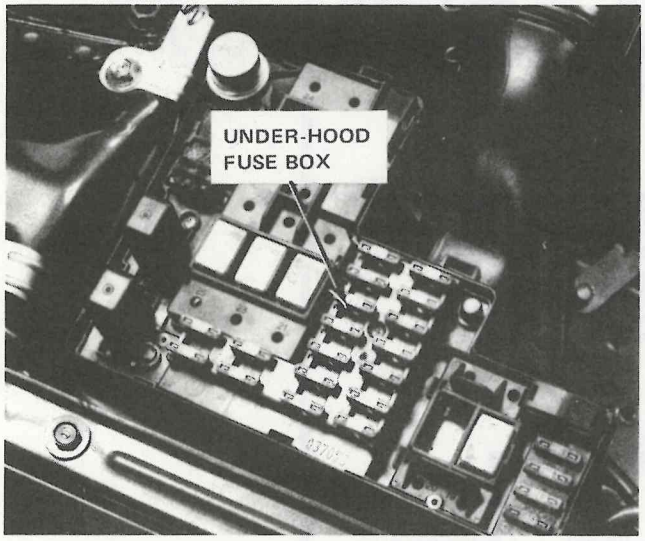

DASH FUSE BOX Photo 24
FUSE 2 10A
FUSE 3 20A
(Cavity not used.)
8 C238 [16-YEL] Photo 4
YEL
YEL
C257 [4-WHT] Photo 40
YEL
S244
YEL
1 C244 [16-LT BLU]
INTEGRATED CONTROL UNIT Page 132 Photo 7
YEL
GRN/BLK
C278 [8-WHT] Photo 3
C256 [8-WHT] Photo 39
YEL
GRN/BLK
COMBINATION SWITCH Pages 84 and 176
9 C238 [16-YEL] Photo 4
GRN/BLK
S245
GRN/BLK
C108 [5-WHT] Photo 41
GRN/BLK
2 C304 [24-WHT] Photo 30
GRN/BLK
C417 [4-WHT] Photo 55
GRN/BLK
GRN/BLK
C416 [4-WHT] Photo 46
GRN/BLK
Manual
Automatic
C257 [4-WHT]* Photo 40
YEL
8 C127 [8-WHT] Photo 23
YEL
C152**
8 C359 [10-WHT] Photo 35
YEL
YEL
YEL
S290
YEL
YEL
YEL
C419* [4-WHT]
C420 [6-WHT] [8-WHT] Coupe Photo 59
YEL
16 C390 [16-YEL]
AUTOMATIC SEAT BELT CONTROL UNIT Page 265 Photo 42
C389 [5-LT BLU]
OVERHEAD BEEPER/ SEAT BELT REMINDER LIGHT ASSEMBLY Page 265 Photo 43
GRN/BLK
GRN/BLK
FRONT WIPER MOTOR Page 176 Photo 41
REAR WIPER MOTOR Page 180 Photo 46
BACK UP LIGHTS SWITCH Page 104
NEUTRAL/ SAFETY BACK UP LIGHTS SWITCH Page 104 Photo 35
YEL
S293
C249
YEL
GRN/BLK
GRN/BLK
GRN/BLK
S246
C346 [4-WHT] Photo 18
GRN/BLK
6 C363 [6-WHT]
SUNROOF (CLOSE) RELAY Page 188 Photo 18
6 C362 [6-WHT]
SUNROOF (OPEN) RELAY Page 188 Photo 18
JUNCTION CONNECTOR C262 [20-BLU] Sedan [20-YEL] Coupe Photo 6
* Behind left side of dash.
** On top of transmission.
YEL
SHIFT LOCK SOLENOID Photo 63
GRN/BLK
4 C227 [24-WHT] Photo 11
YEL
YEL
YEL
S207
YEL
S214
YEL
YEL
1 C214 [10-YEL]
SHIFT INDICATOR PANEL Page 144
YEL
2 C201 [6-WHT]
CLOCK Page 122
YEL
8 C218 [12-WHT]
GAUGE ASSEMBLY Pages 146 and 150
16 C215 [16-YEL]
SAFETY INDICATOR Pages 96 and 119
6 C216 [14-YEL]
WARNING DISPLAY Pages 124, 128, 132, 140 and 227
UNDER-HOOD FUSE BOX Photo 2
6 C114 [6-WHT] Photo1
From UNDER-HOOD FUSE BOX on page 24.
POWER WINDOW RELAY
FUSE 16
FUSE 18
FUSE 15
FUSE 17
See Power Windows, page 158.

Power Distribution

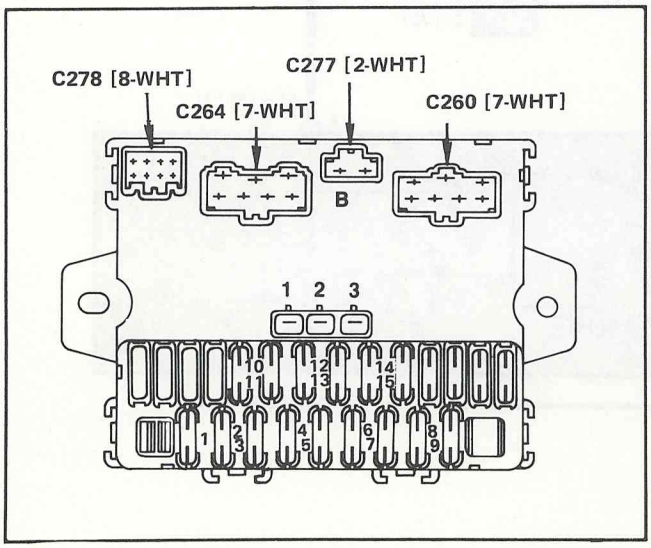
1. Bottom View of Under-hood Fuse Box



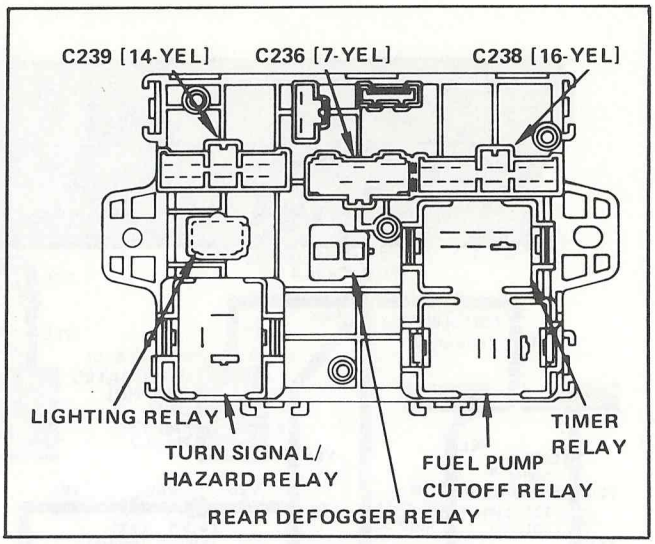
2. Under-hood Fuse Box



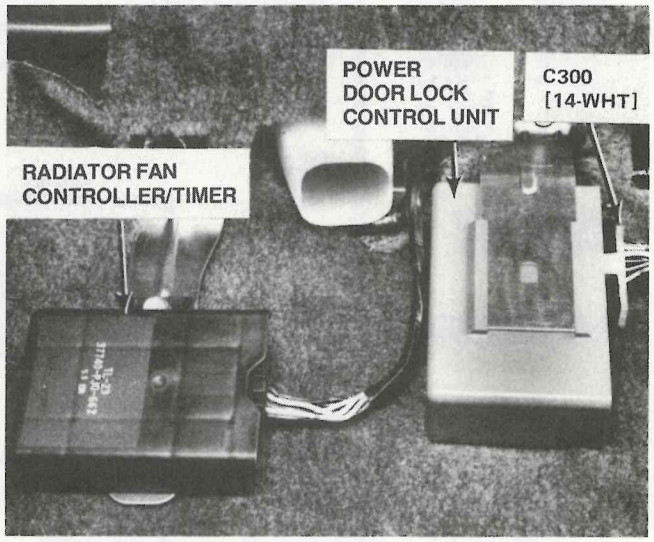
3. Front View of Dash Fuse Box



4. Rear View of Dash Fuse Box

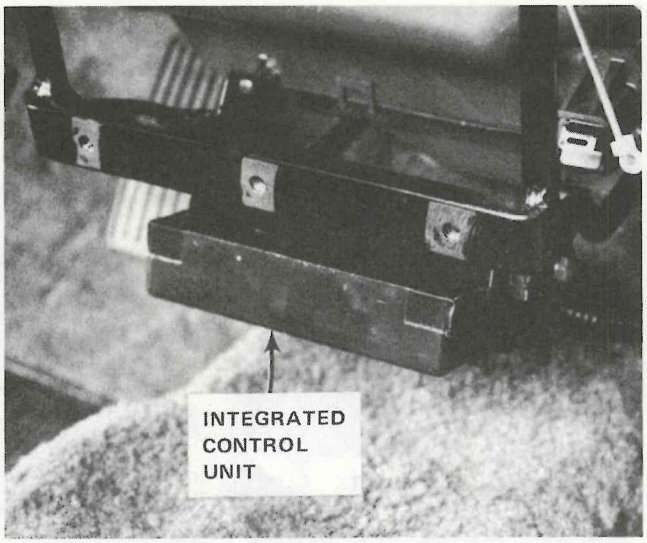


5. Under Right Front Seat

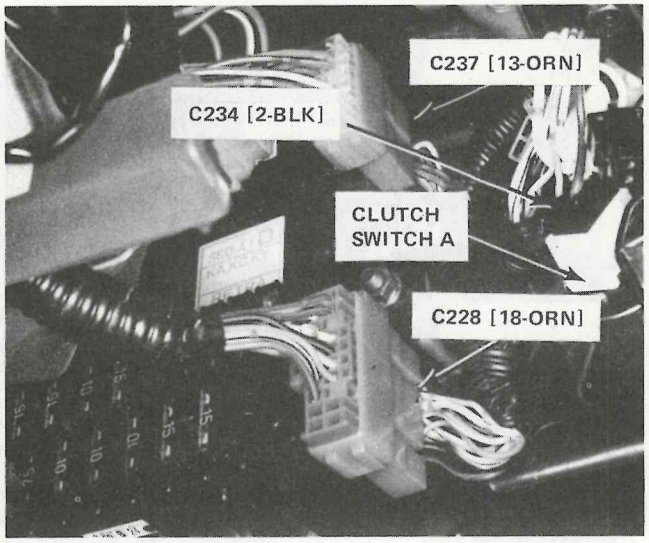


6. Under Right Side of Dash, Behind Blower Assembly

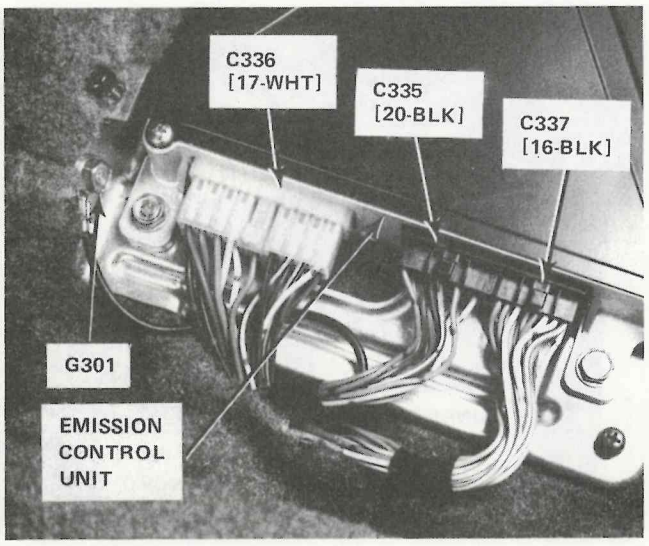
7. Under Center of Dash



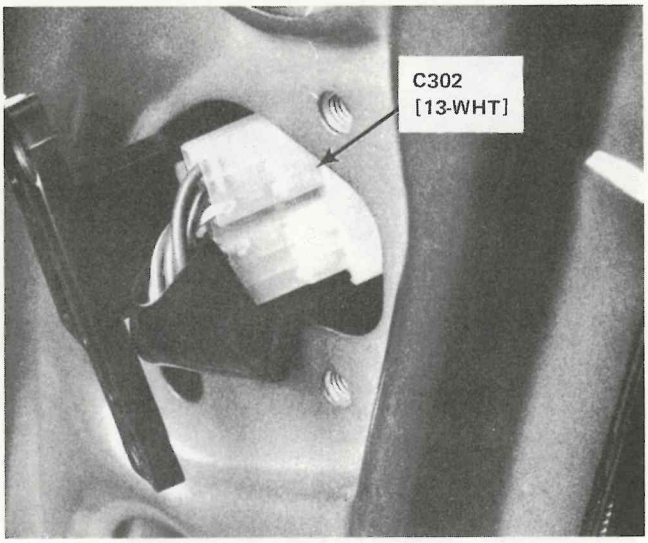
8. Under Left Side of Dash, on Right Side of Dash Fuse Box



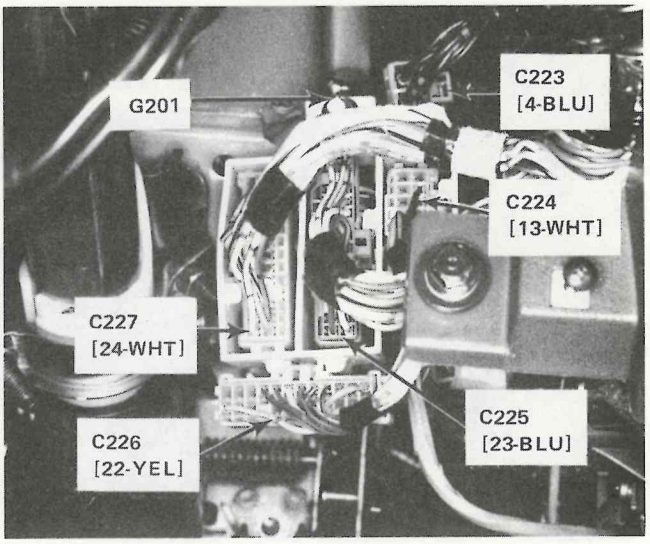
9. Under Left Front Seat



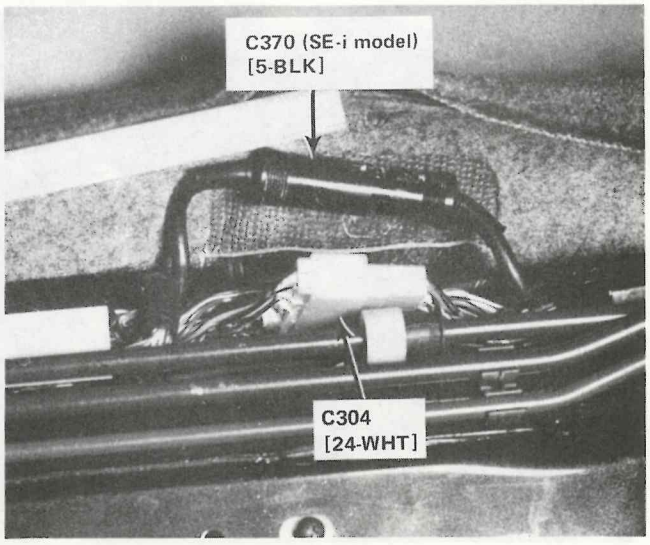
10. In Right Center Pillar, Between Front and Rear Doors



11. Under Left Side of Dash, Right of Steering Column

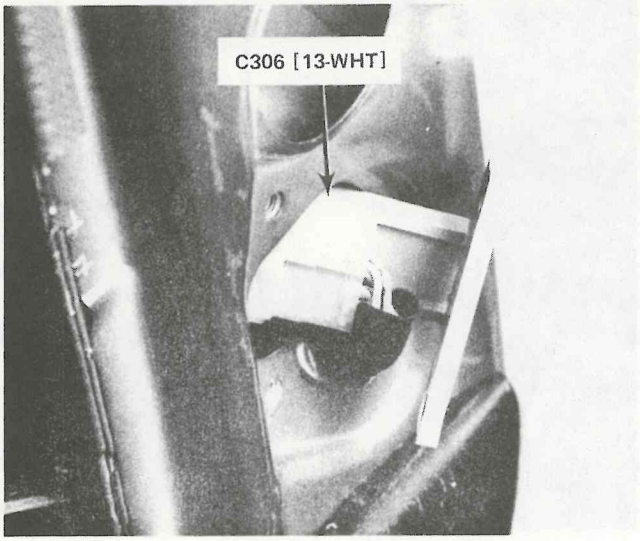


12. Under Carpet, Next to Driver's Door

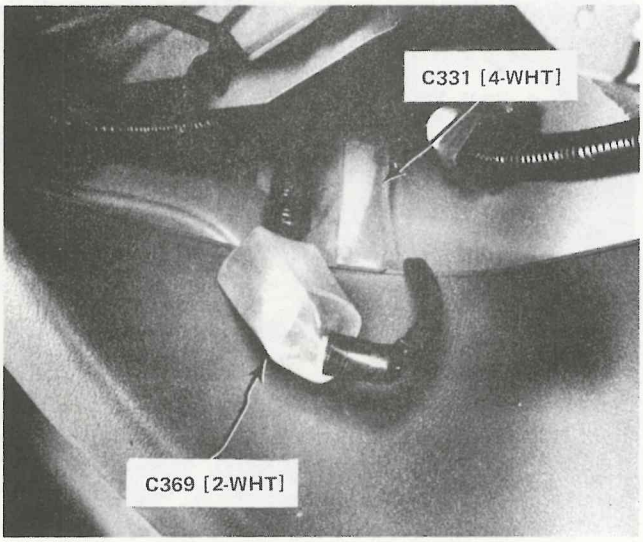


Power Distribution

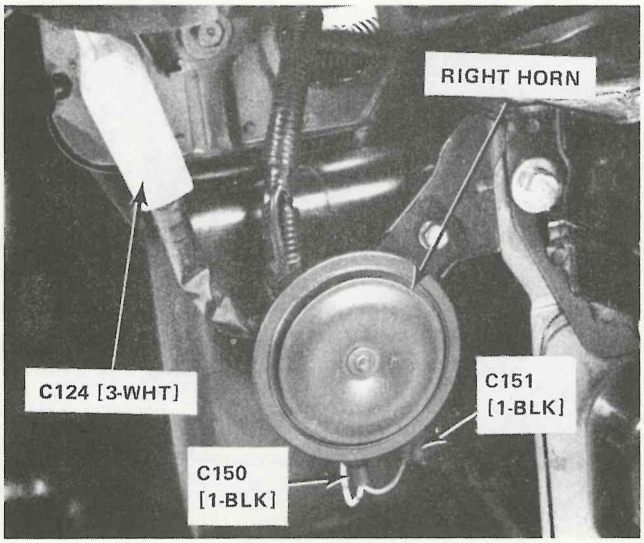
13. In Left Center Pillar, Between Front and Rear Doors



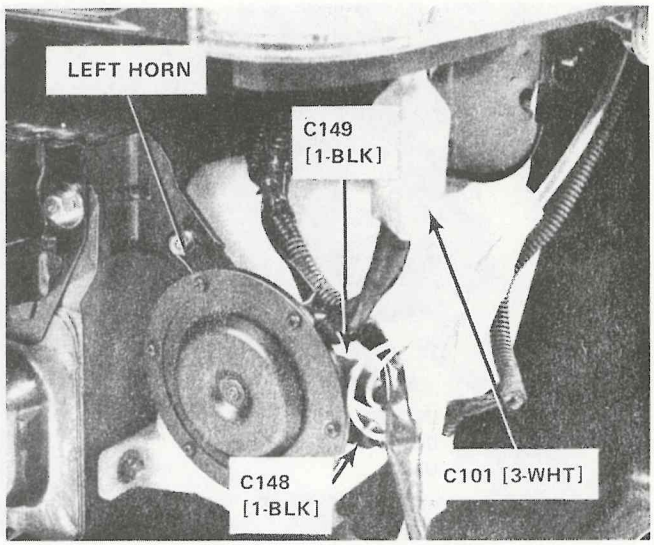
14. Right Front of Trunk, Near Speaker



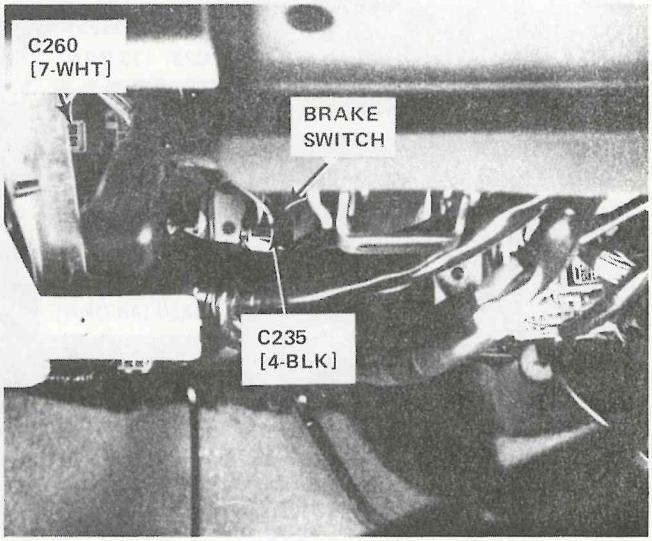
15. Right Front Corner of Engine Compartment, Behind Bumper



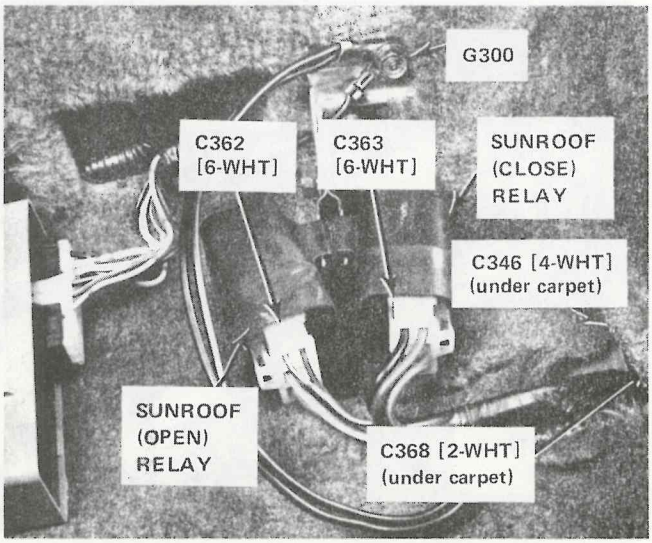
16. Left Front Corner of Engine Compartment, Behind Bumper



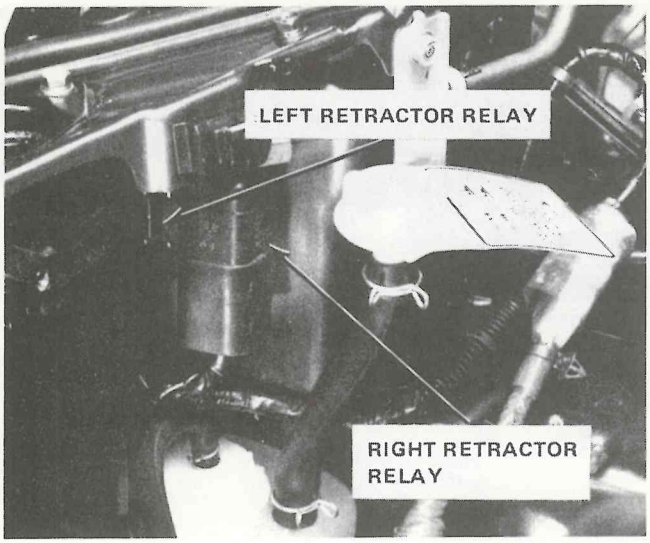
17. Under Left Side of Dash, Left of Steering Column



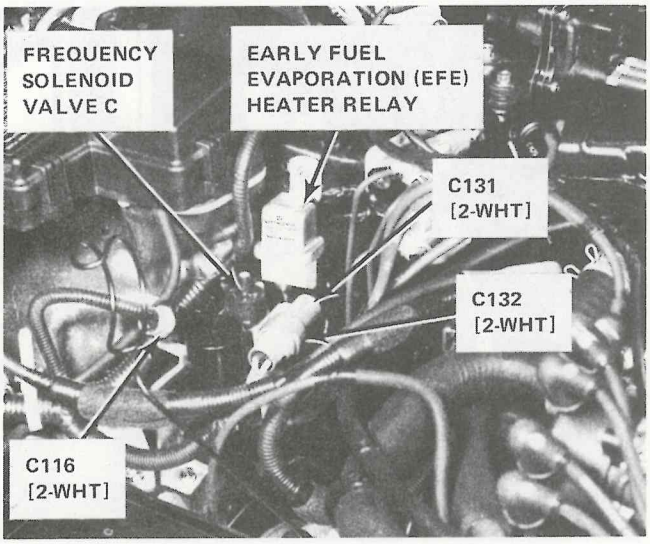
18. Under Right Front Seat



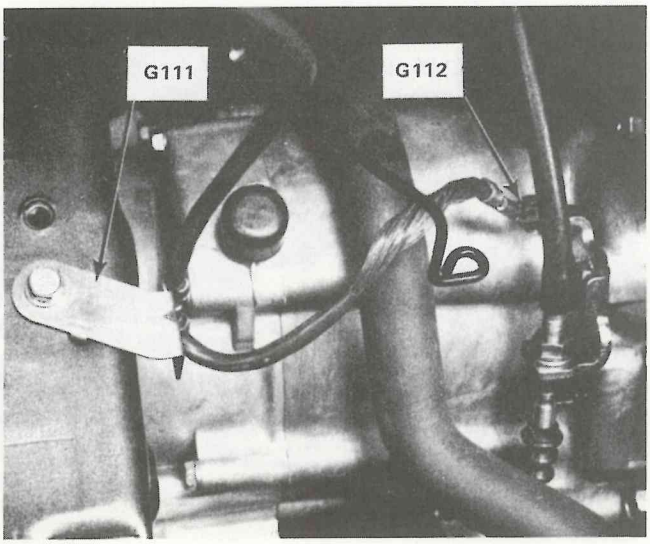
19. Right Front of Engine Compartment, Near Radiator



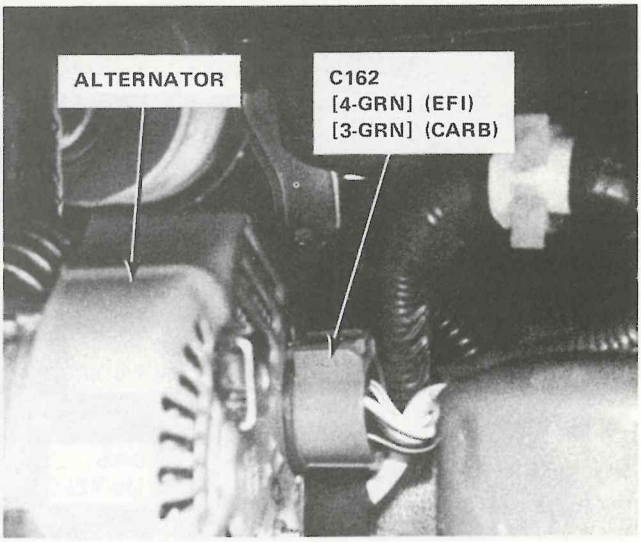
20. Right Side of Engine Compartment, Rear of Battery



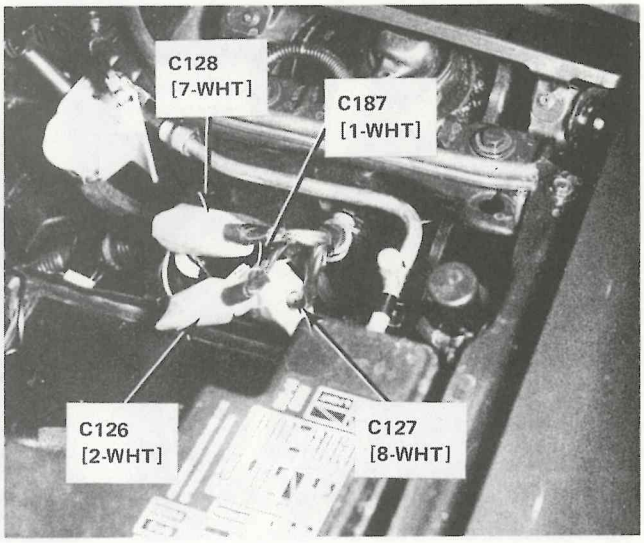
21. Left Front Corner of Engine Compartment, Below Battery



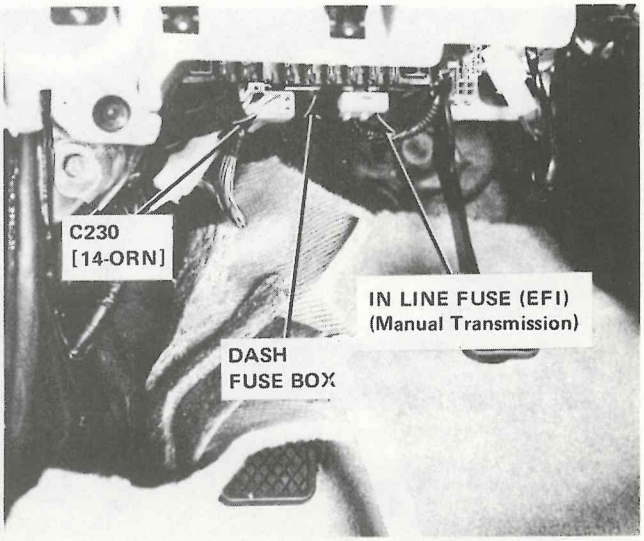
22. Lower Left Rear of Engine



23. Right Front Corner of Engine Compartment, Front of Battery

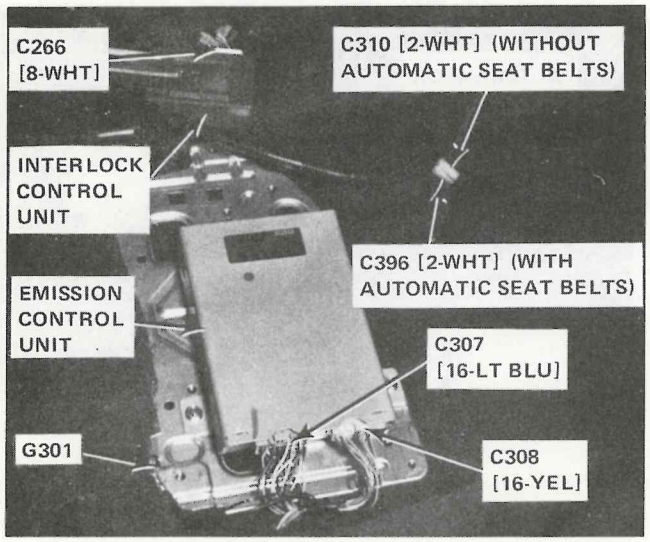


24. Under Left Side of Dash, Left of Steering Column

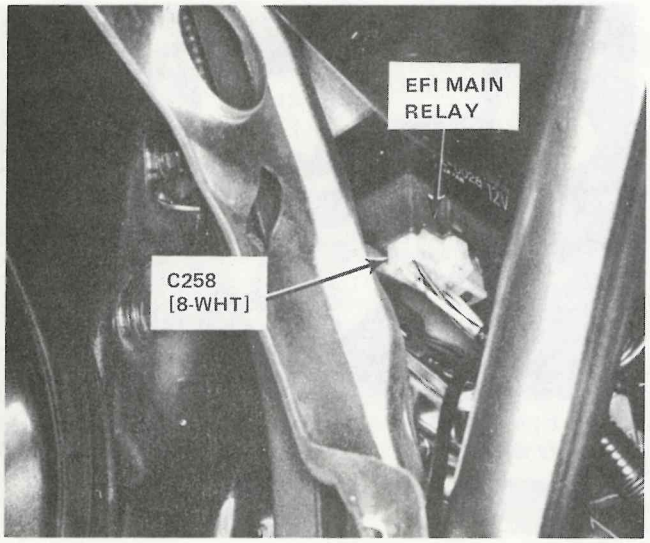


Power Distribution

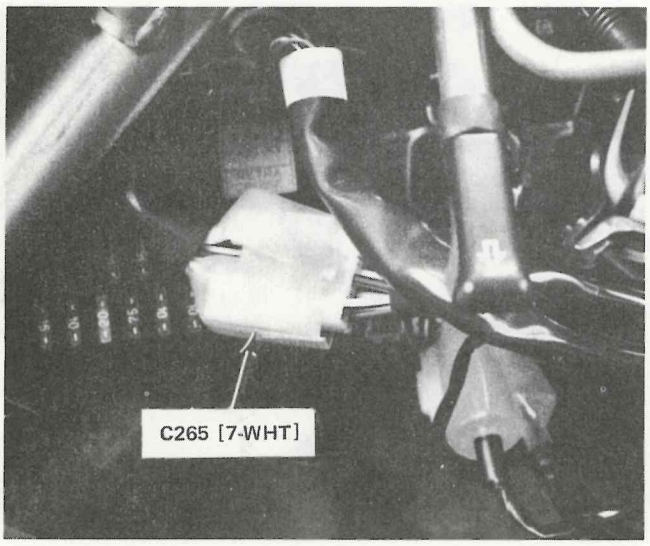
25. Under Left Front Seat



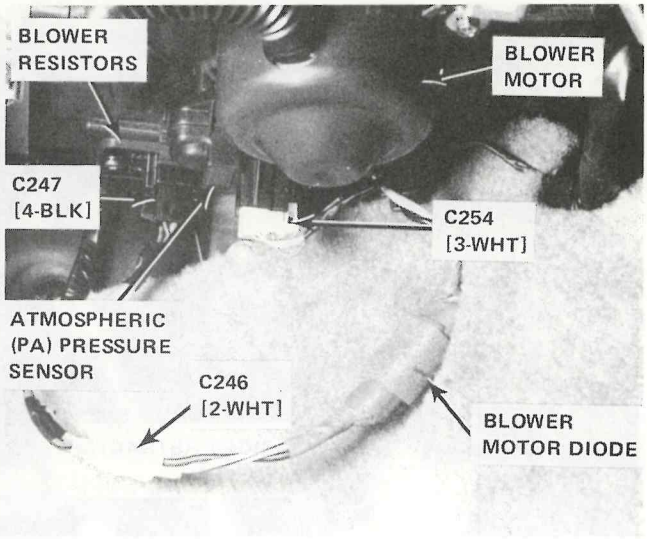
26. Under Left Side of Dash, Above Dash Fuse Box



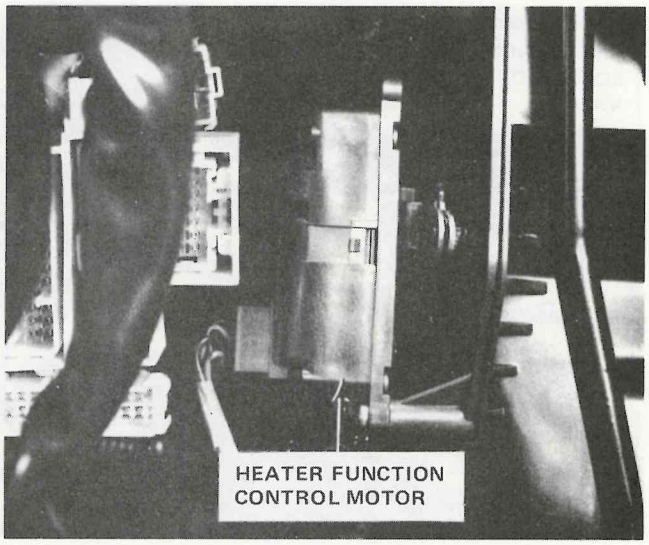
27. Under Left Side of Dash, Left of Steering Column



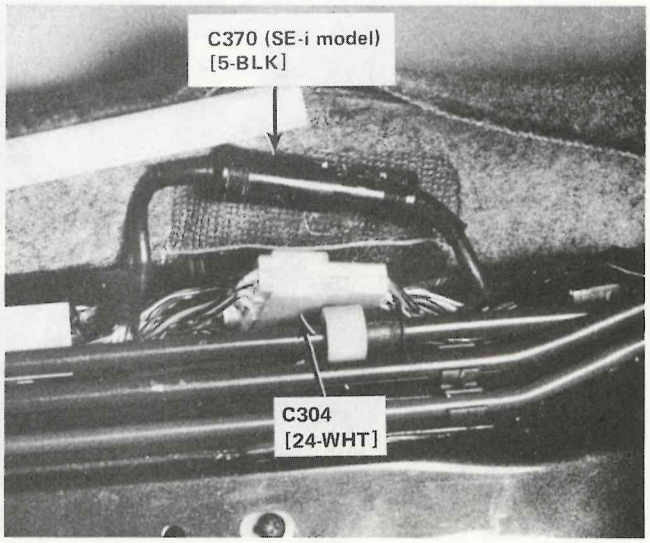
28. Under Right Side of Dash, at Kick Panel



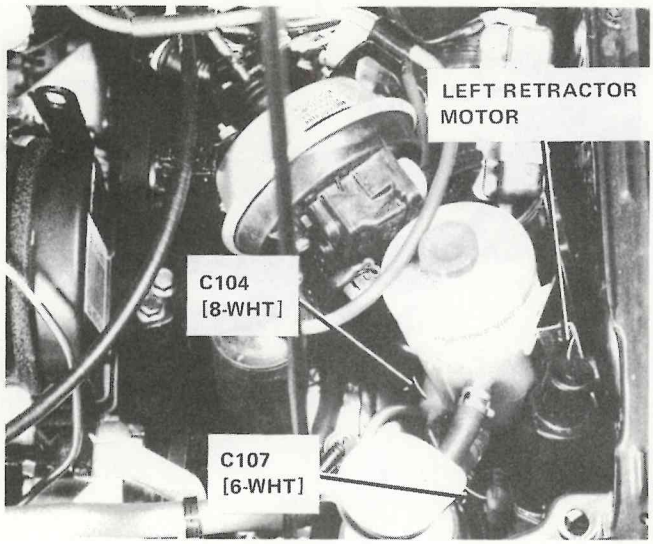
29. Under Left Center of Dash, Behind Heater Assembly



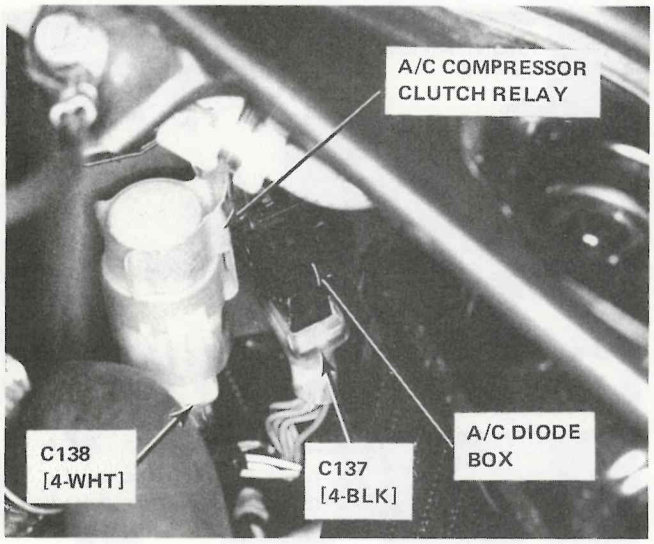
30. Under Carpet, Next to Driver's Door



31. Left Front Corner of Engine Compartment

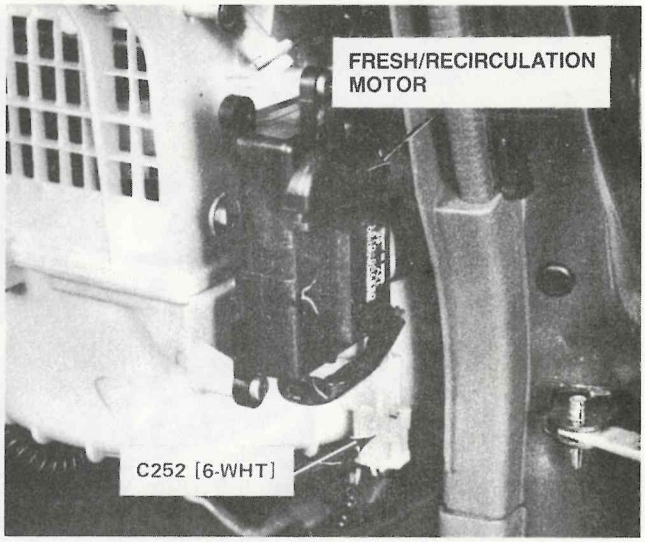


32. Left Front of Engine Compartment, Left of Radiator

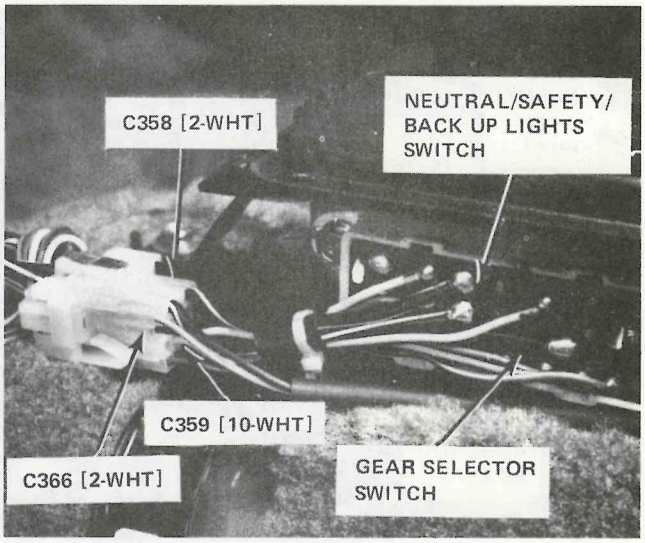


33. Left Side of Dash, Behind I/P

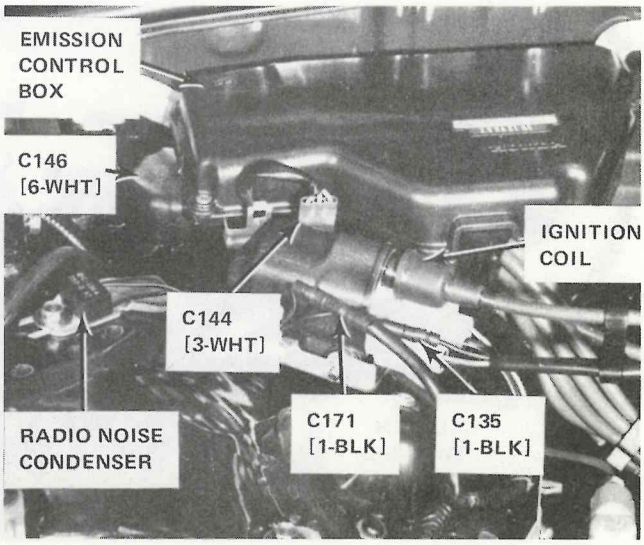
34. Under Right Side of Dash, at Kick Panel



35. In Console, at Base of Gear Selector

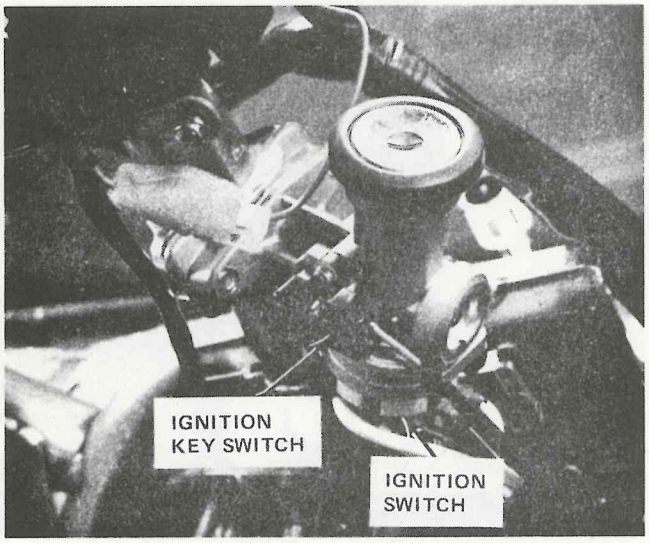


36. Right Rear Corner of Engine Compartment, on Strut Tower

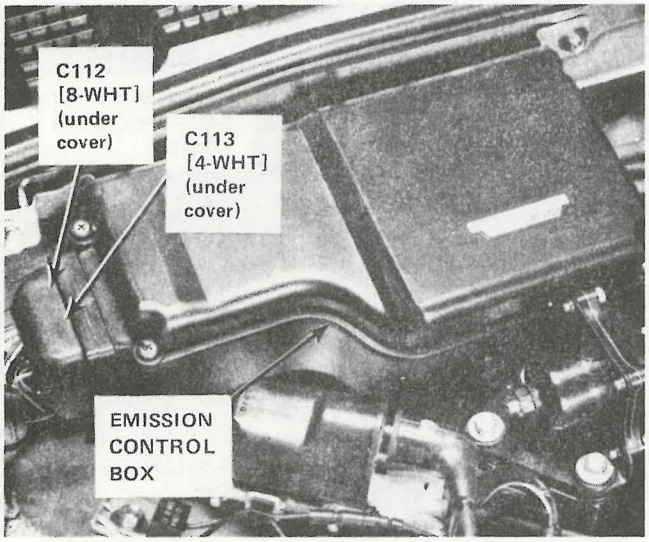


Power Distribution

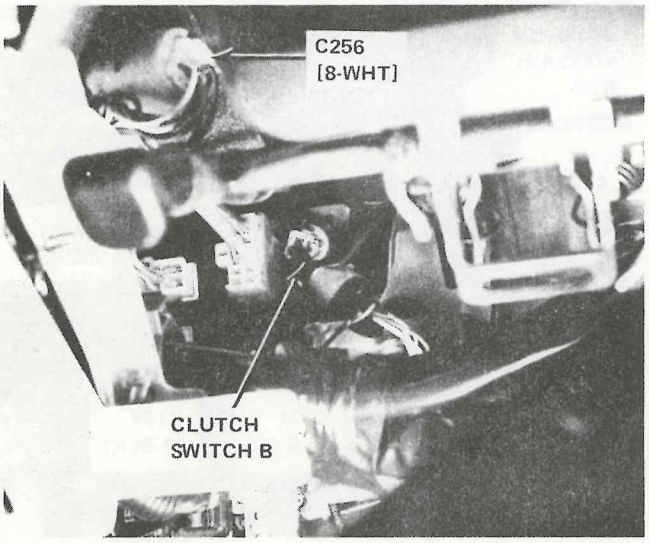
37. Top Right Side of Steering Column



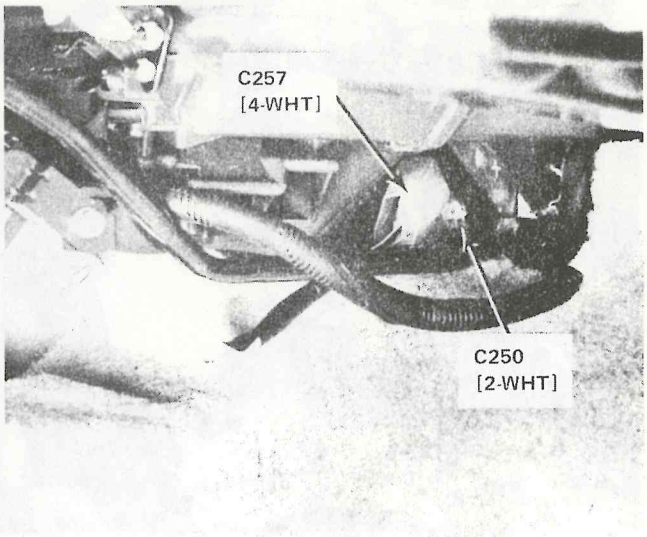
38. Right Front of Dash, in Engine Compartment



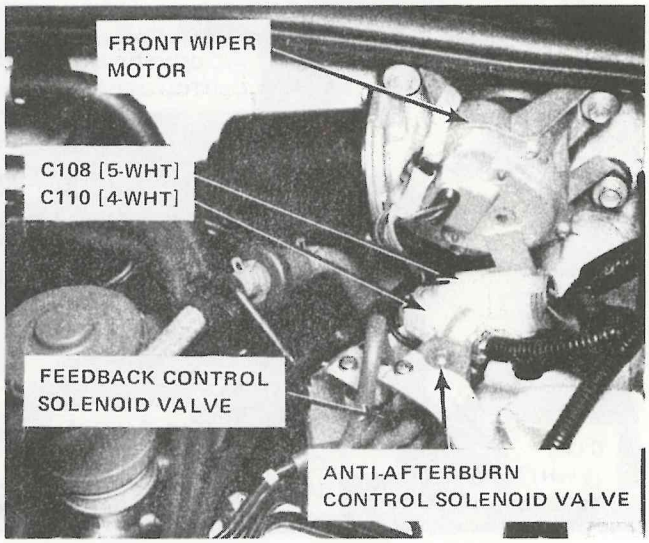
39. Under Left Side of Dash, Left of Steering Column



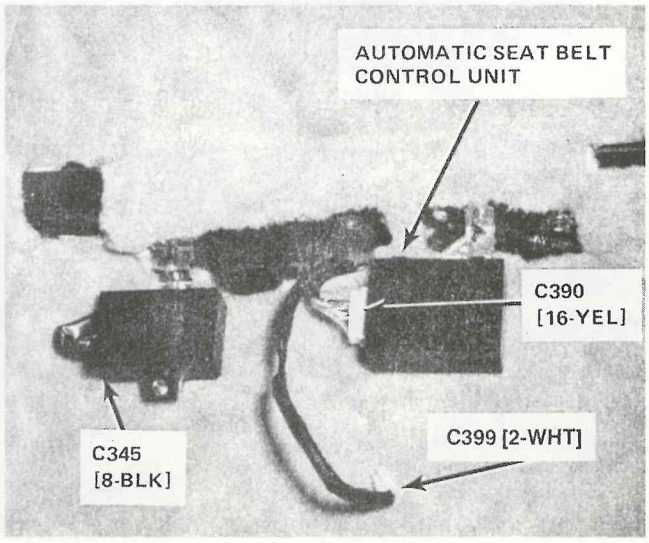
40. Under Dash, Right of Heater Assembly



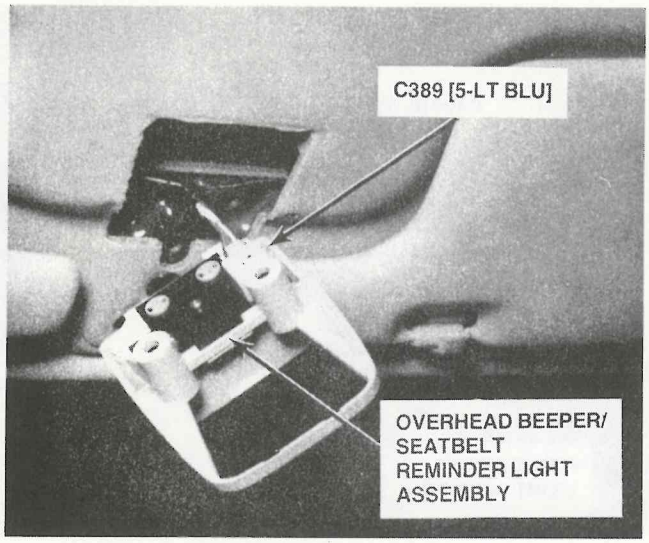
41. Left Rear of Engine Compartment



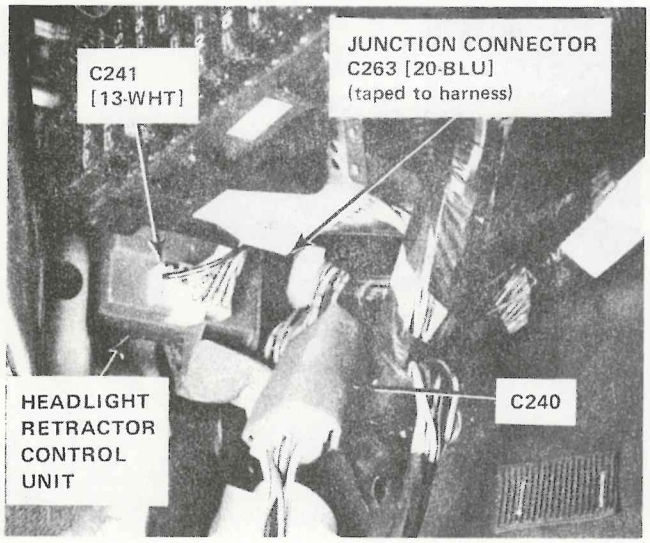
42. Under Passenger's Seat



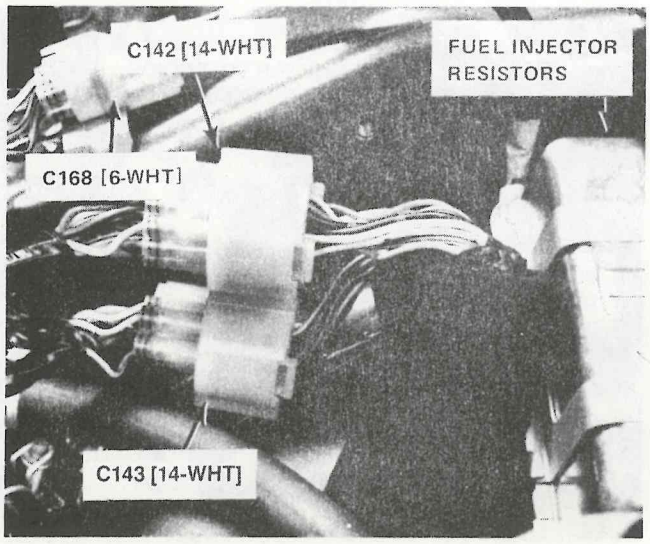
43. Center Front of Roof



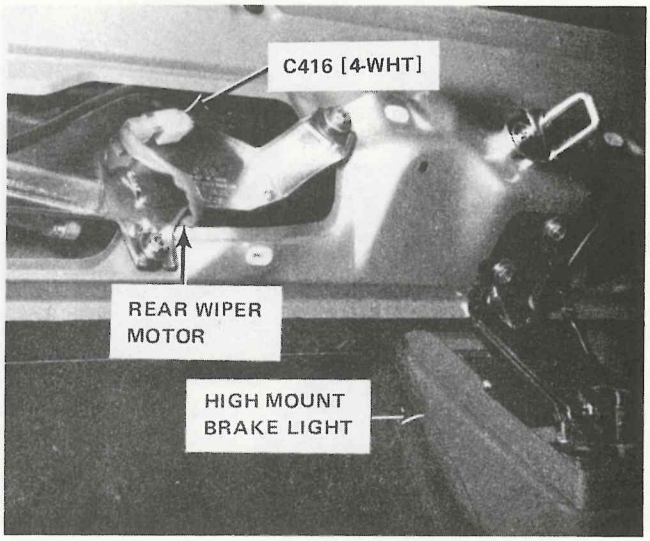
44. Under Left Side of Dash, at Kick Panel



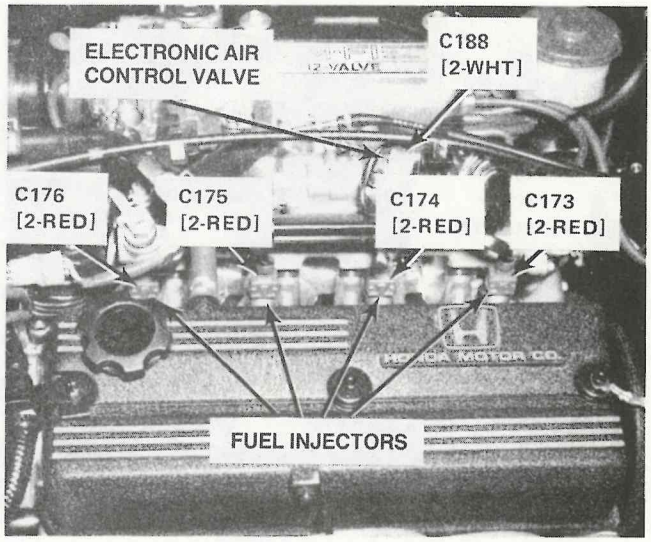
45. Left Rear of Engine Compartment



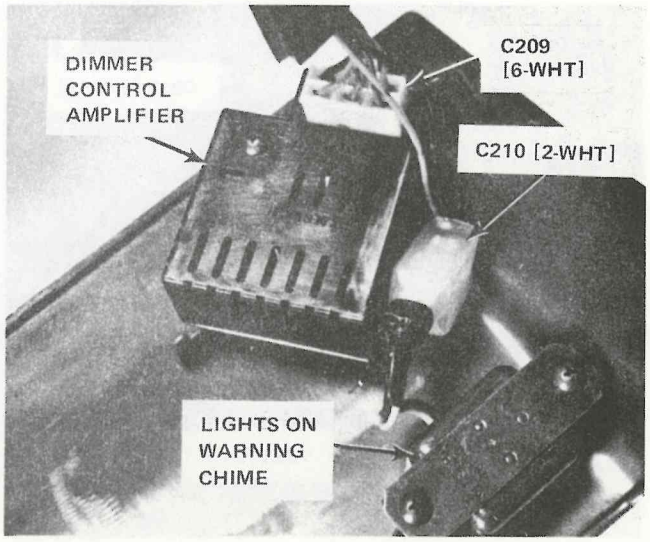
46. Left Center of Rear Hatch



47. Top Rear of Engine

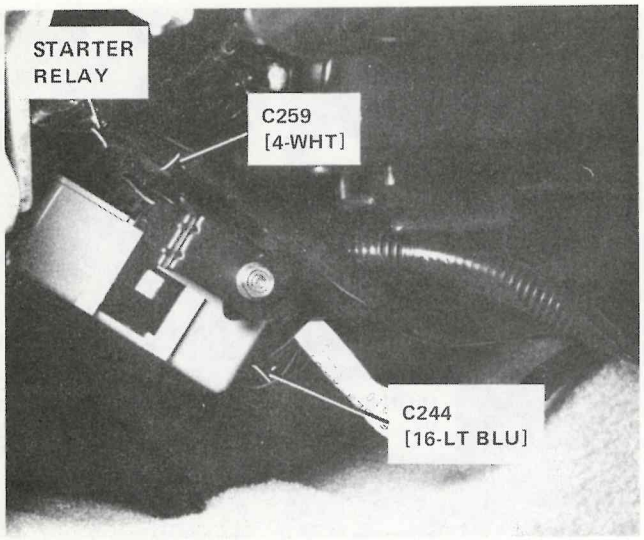


48. On Steering Column Trim Panel

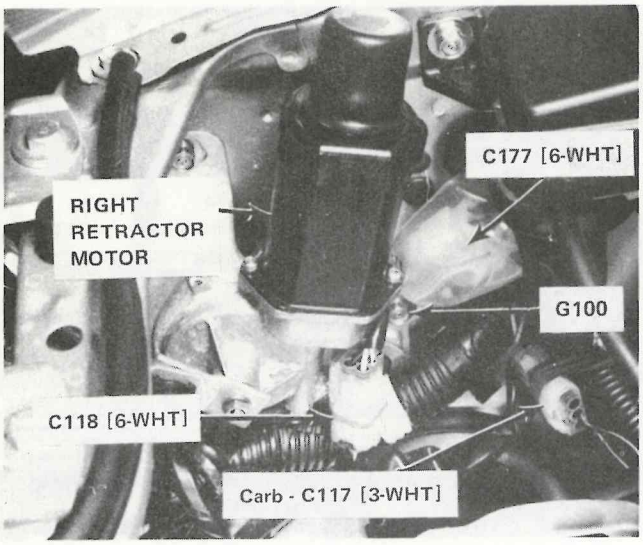


Power Distribution

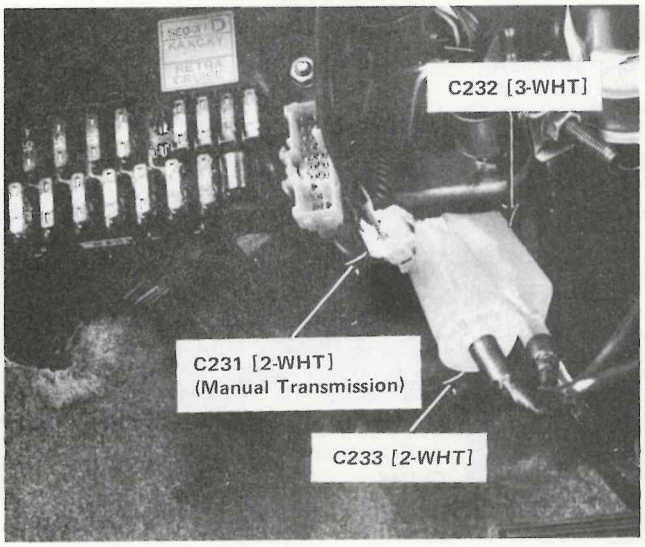
49. Center of Dash, Near Radio



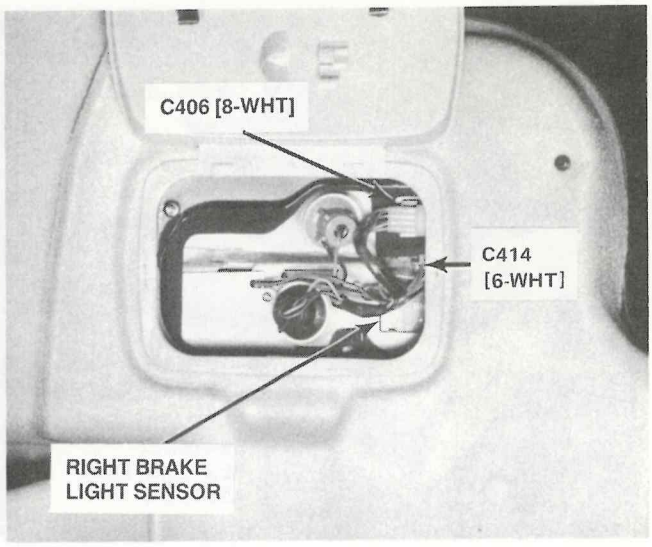
50. On Inner Fender Panel, Behind Right Headlight



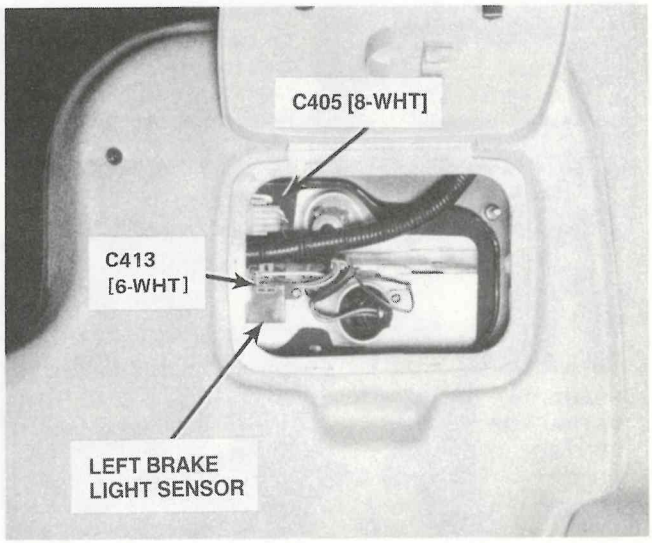
51. Under Left Side of Dash, Below Steering Column



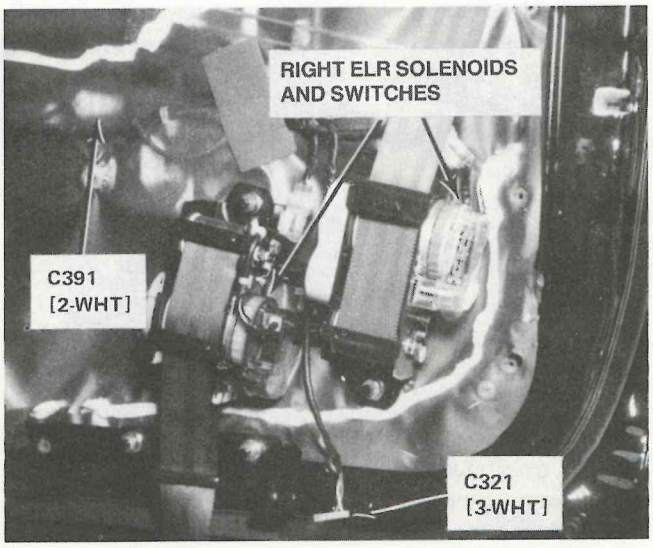
52. Right Rear Corner of Trunk



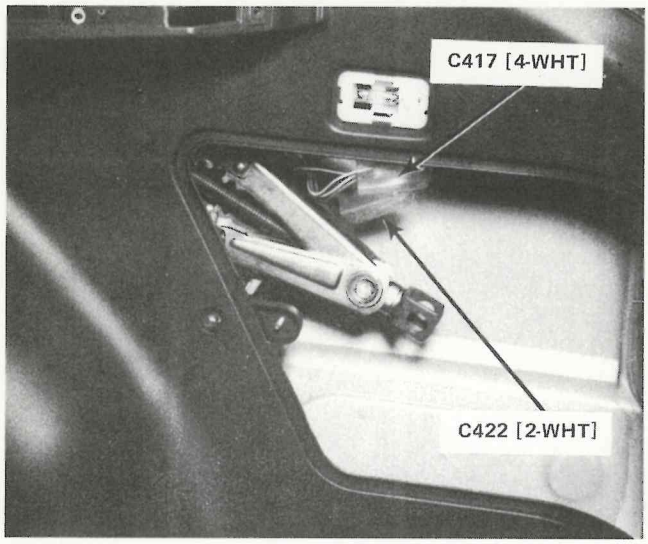
53. Left Rear Corner of Trunk



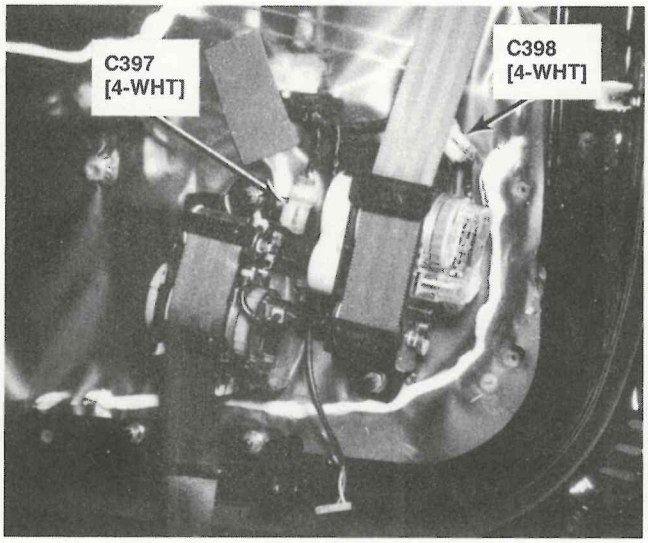
54. Rear Half of Right Door (Panel Removed)



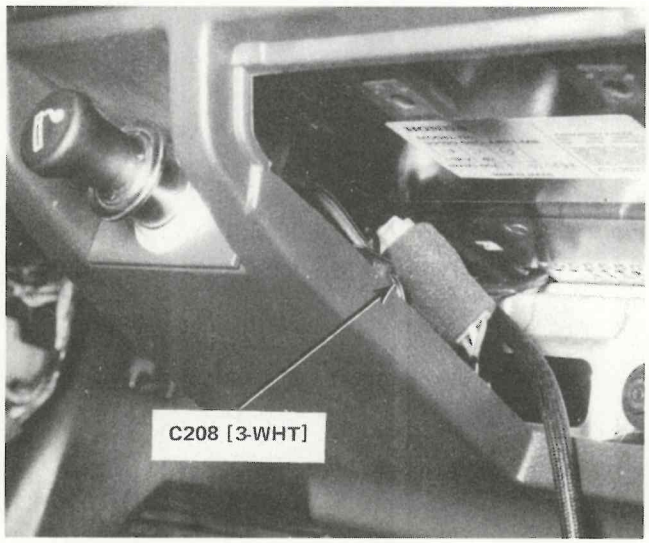
55. Right Rear of Hatch, Behind Access Panel



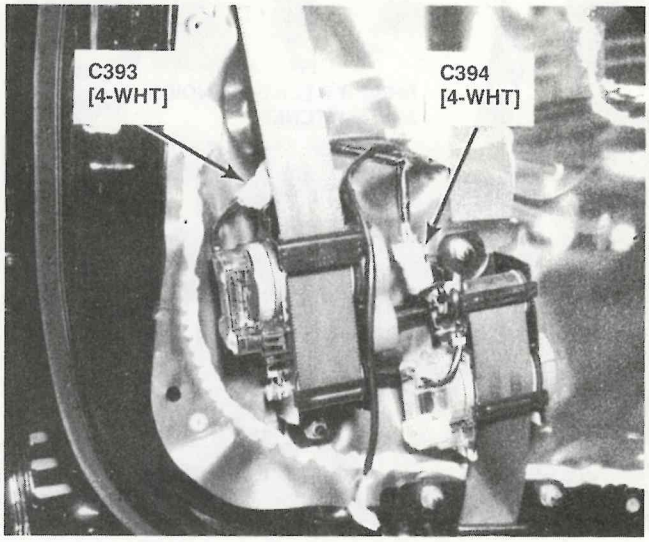
56. Rear Half of Right Door (Panel Removed)



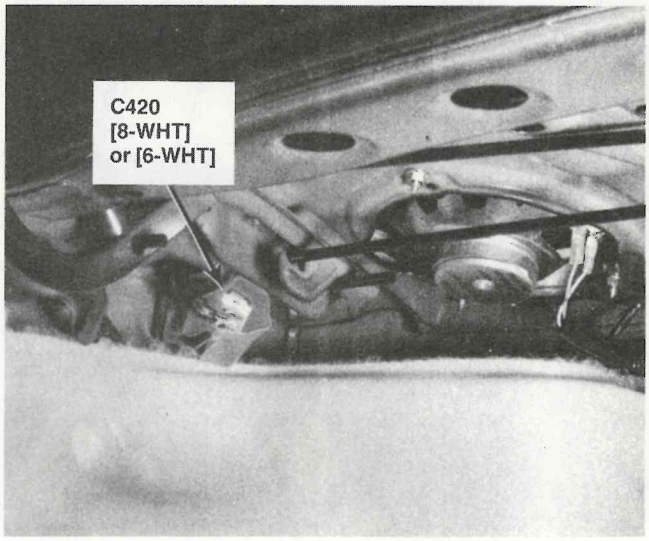
57. Behind Front Cigarette Lighter



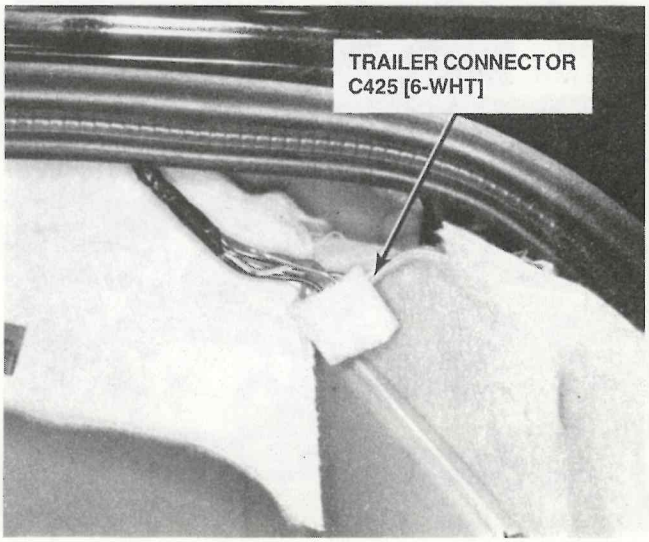
58. Rear Half of Driver's Door (Panel Removed)



59. Top Left Front of Trunk

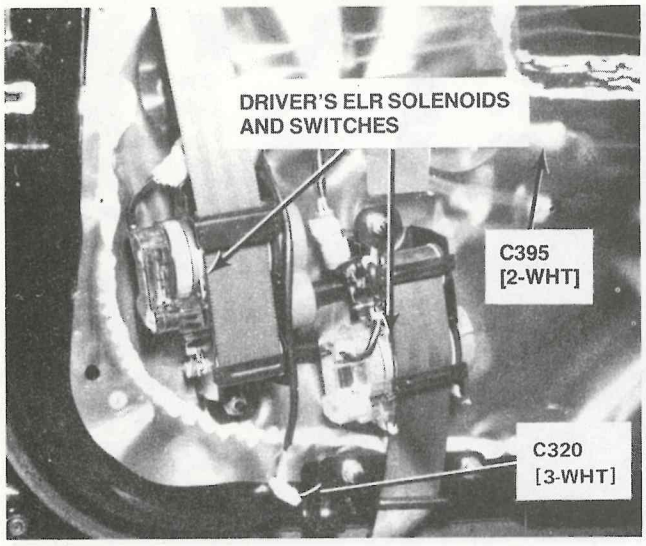


60. Right Rear Corner of Trunk

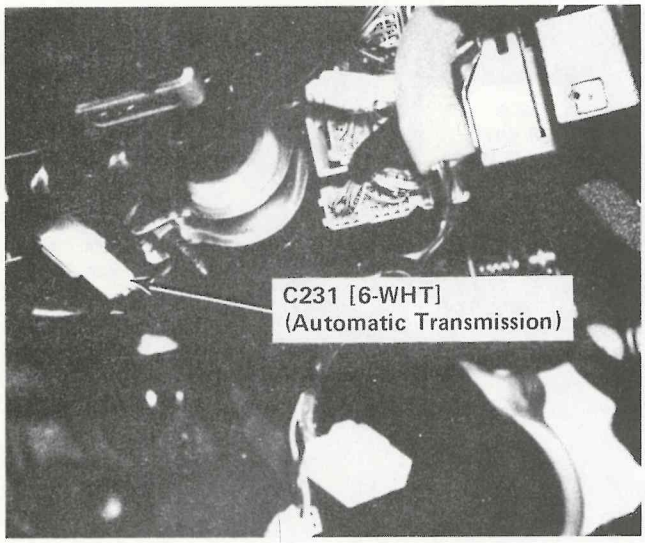


Power Distribution

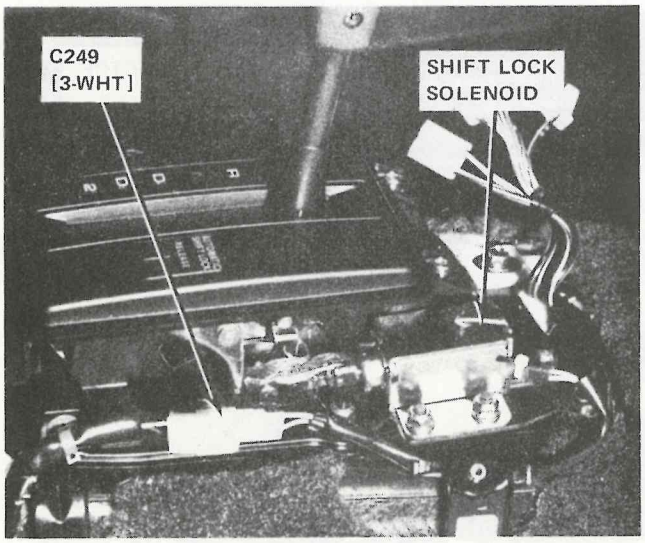
61. Rear Half of Driver's Door (Panel Removed)



62. Under Left Side of Dash

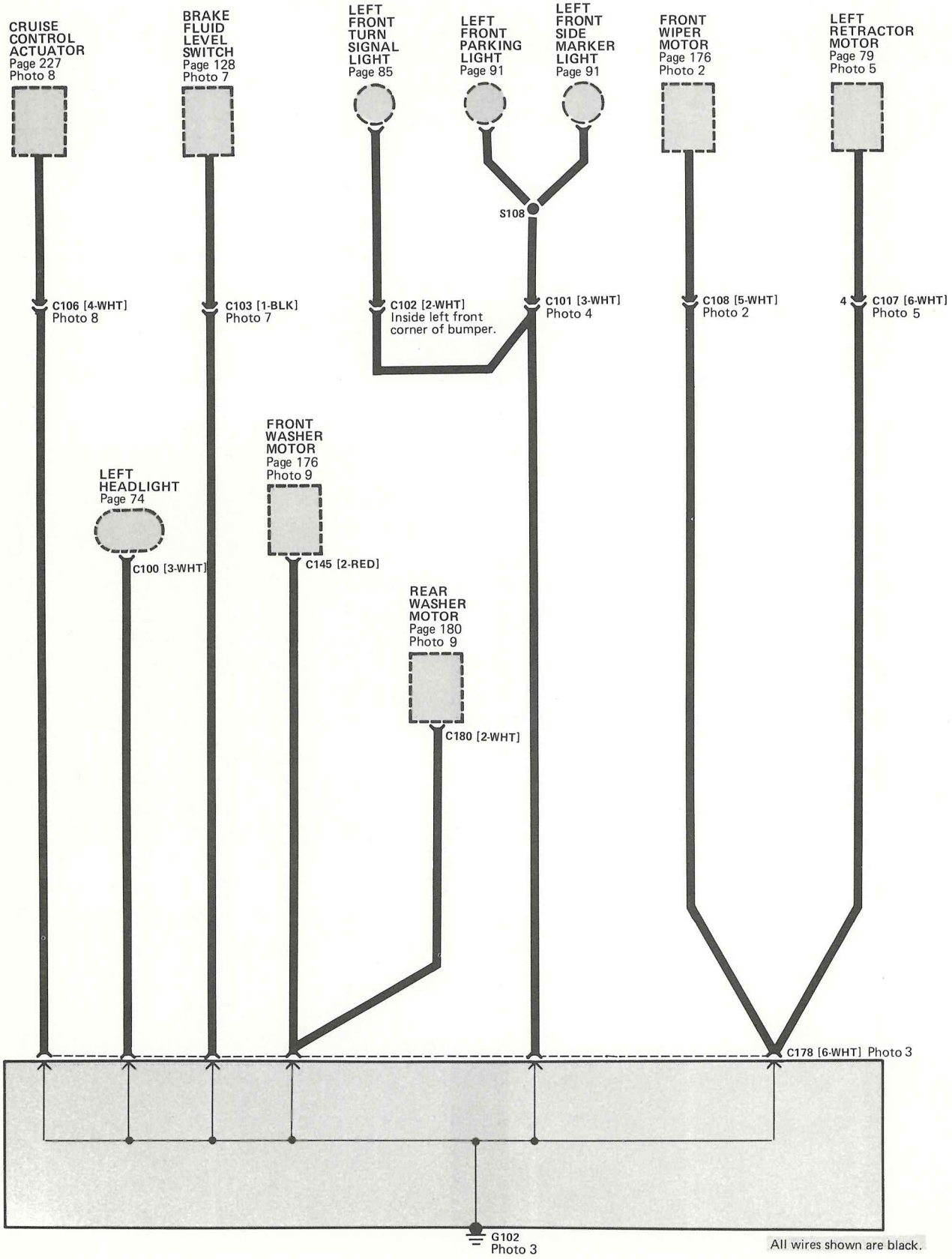


63. Under Center Console



Ground Distribution: G102

- Circuit Schematic



All wires shown are black.

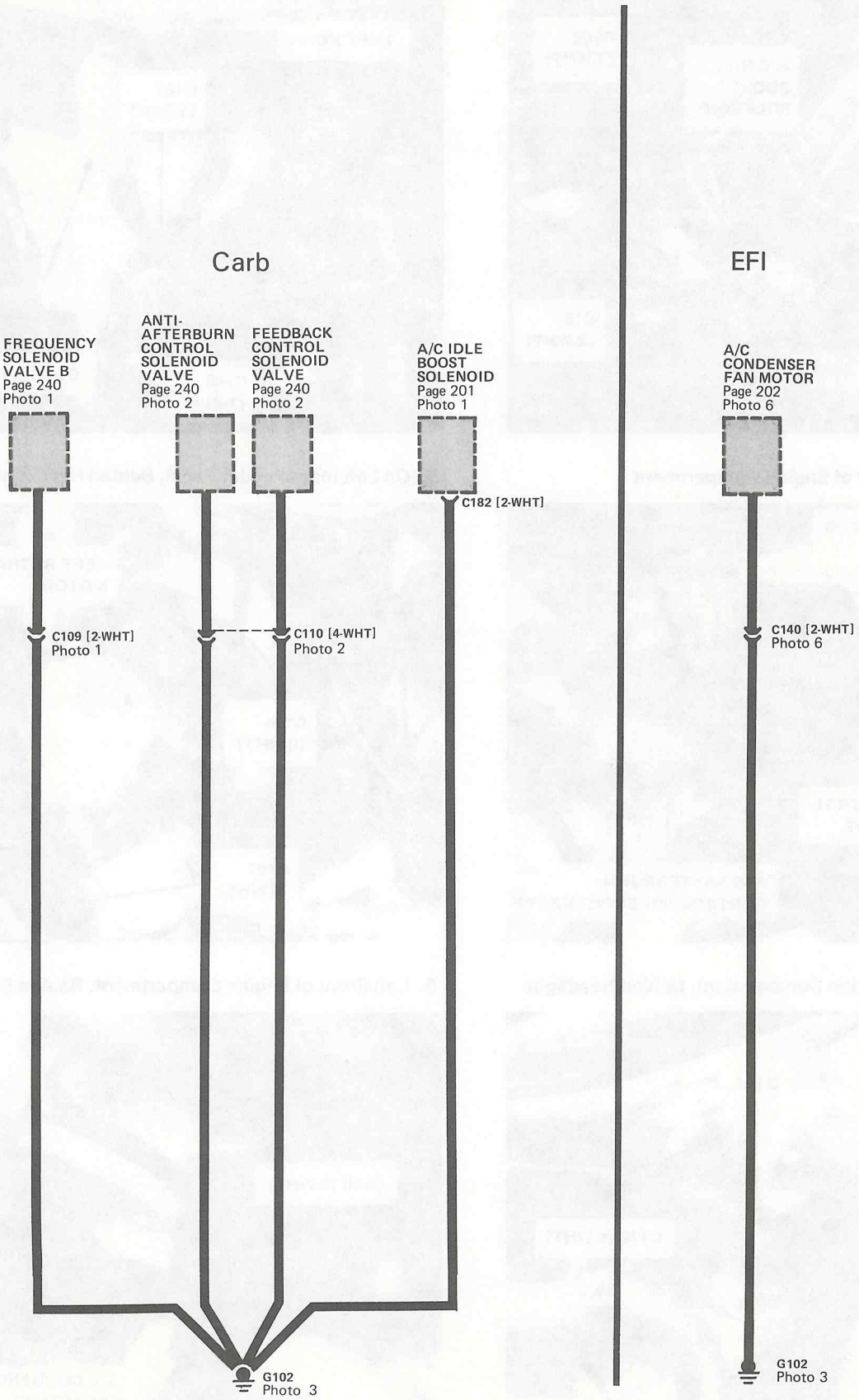

Carb
EFI
FREQUENCY SOLENOID VALVE B
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Photo 1
ANTI-AFTERBURN CONTROL SOLENOID VALVE
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Photo 2
FEEDBACK CONTROL SOLENOID VALVE
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Photo 2
A/C IDLE BOOST SOLENOID
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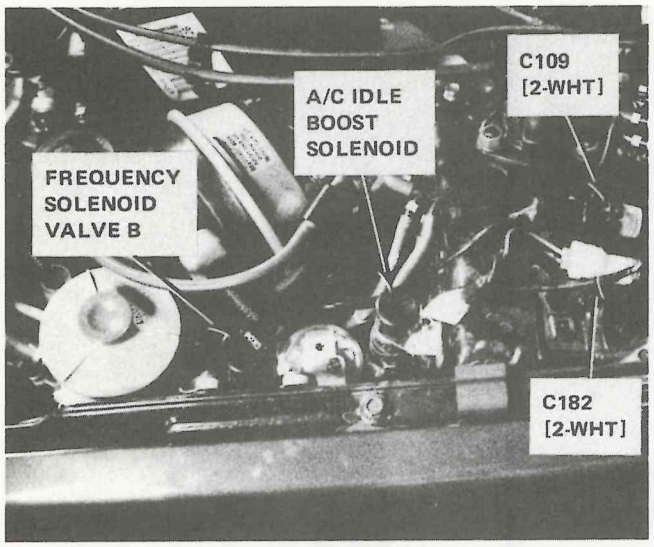
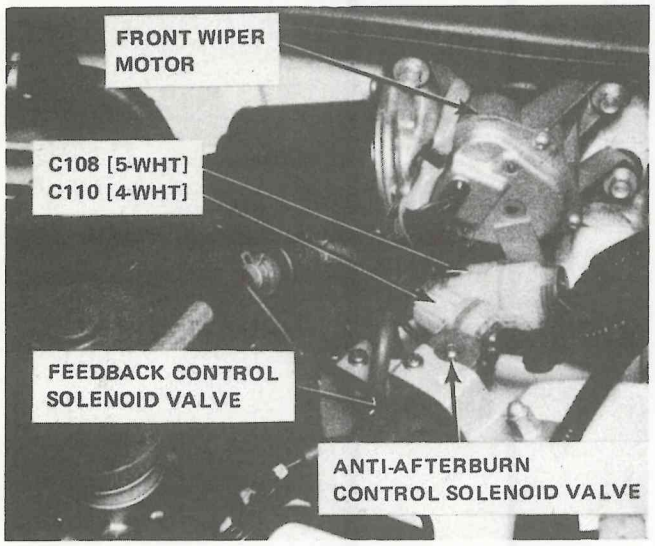
Photo 1
A/C CONDENSER FAN MOTOR
Page 202
Photo 6
C182 [2-WHT]
C109 [2-WHT]
Photo 1
C110 [4-WHT]
Photo 2
C140 [2-WHT]
Photo 6
G102
Photo 3
G102
Photo 3

Ground Distribution

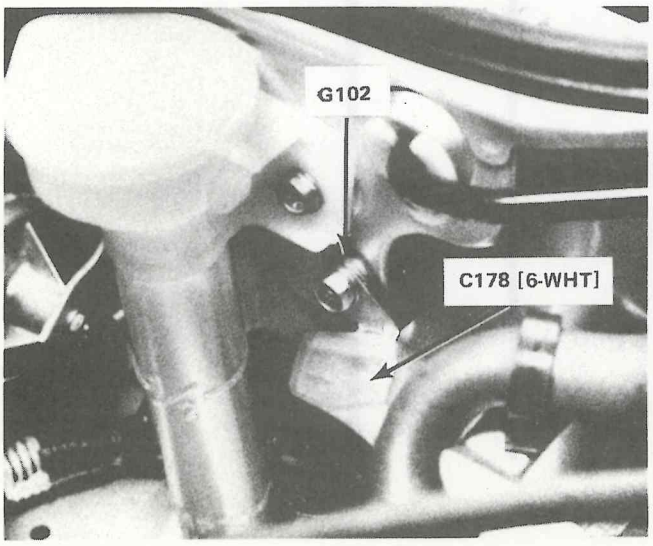
1. Left Side of Engine Compartment



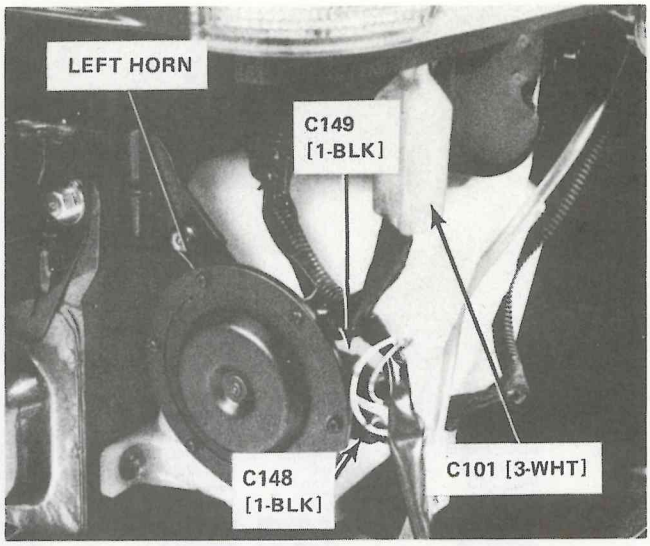
2. Left Rear Corner of Engine Compartment



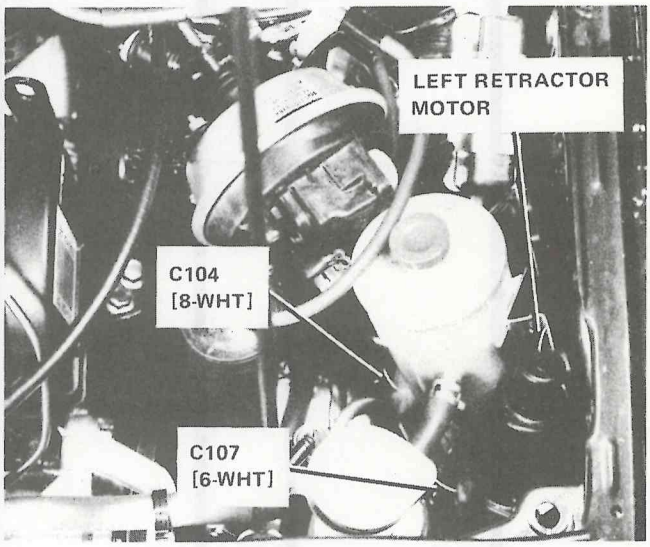
3. Left Front of Engine Compartment, Behind Headlight



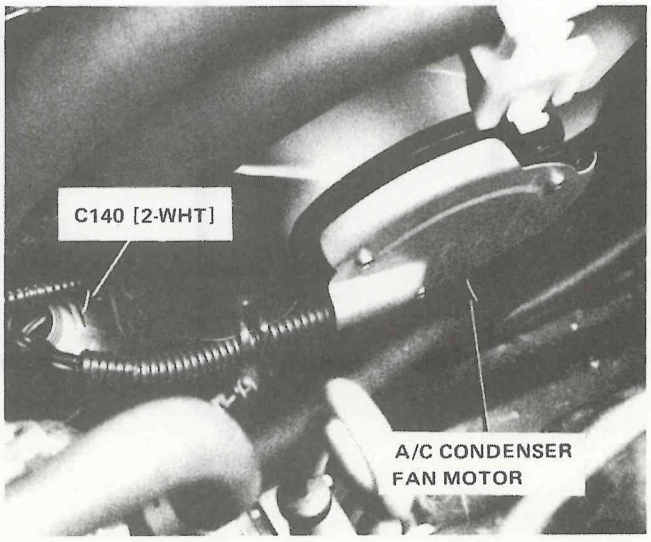
4. Left Front Corner of Engine Compartment, Behind Bumper



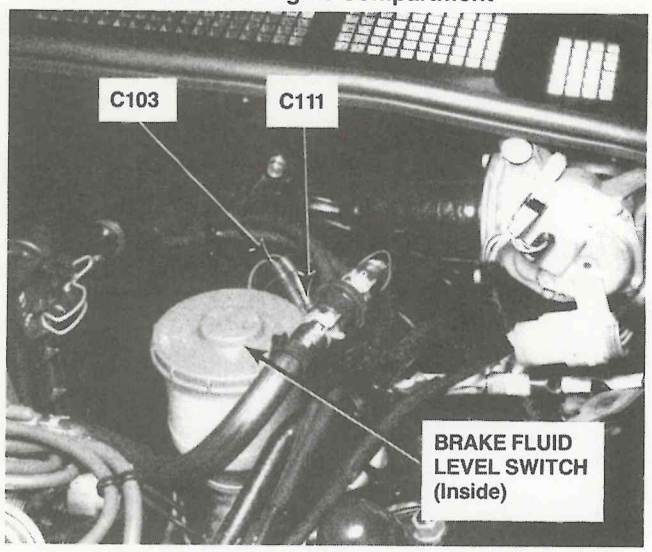
5. On Left Inner Fender Panel, Behind Headlights



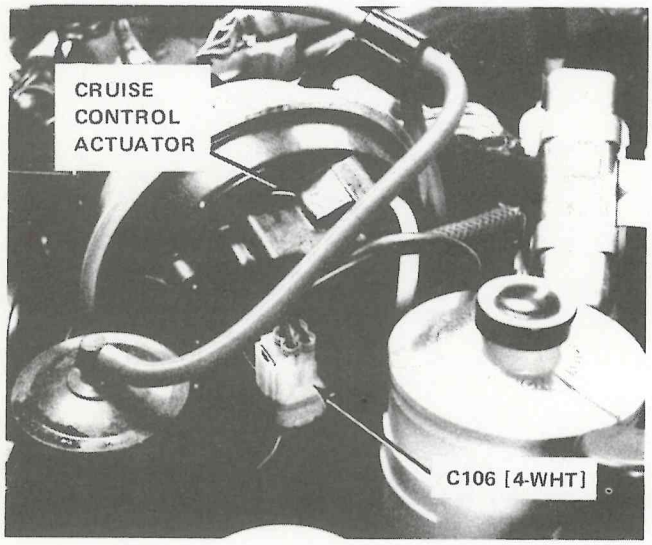
6. Left Front of Engine Compartment, Behind Radiator



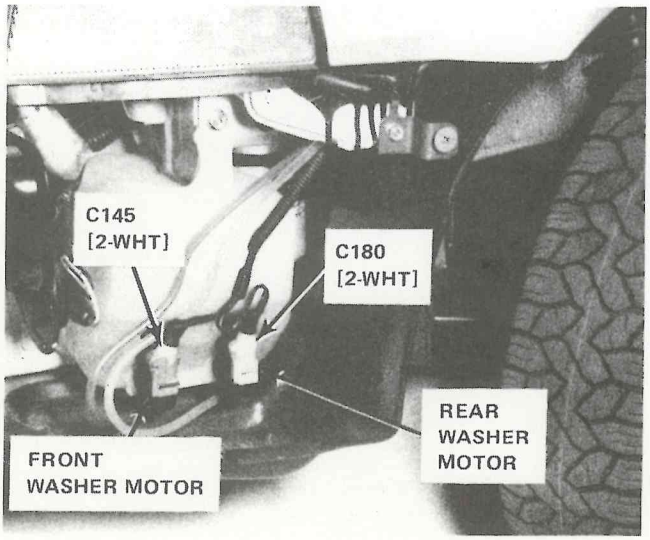
7. Left Rear Corner of Engine Compartment



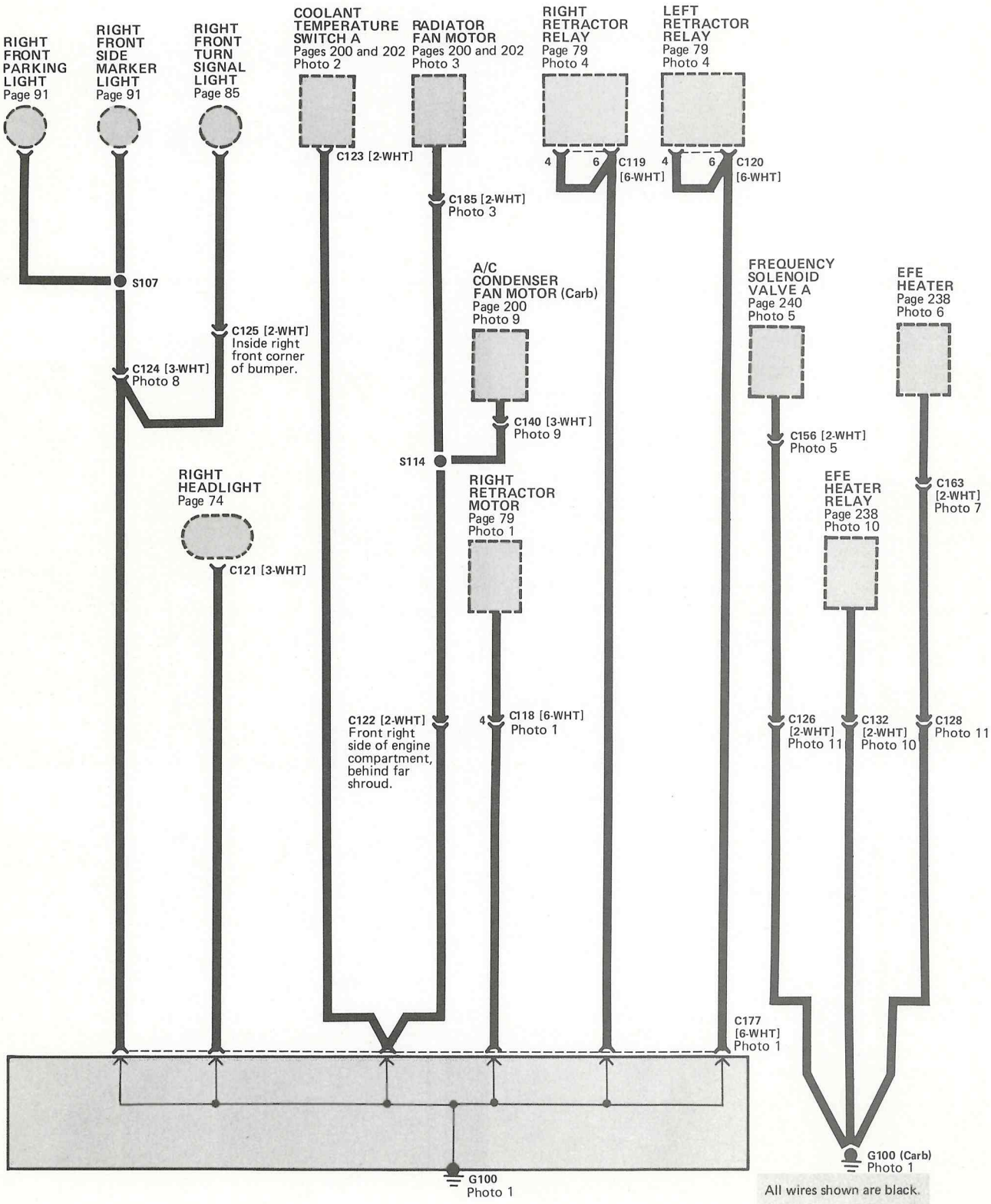
8. Left Side of Engine Compartment, Front of Shock Tower



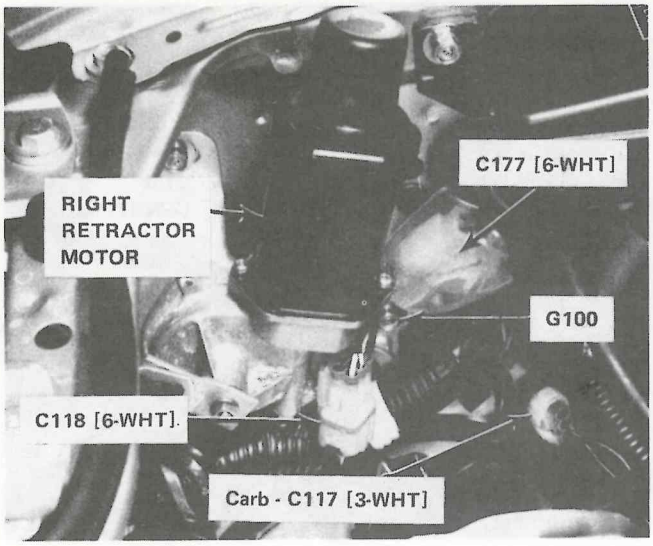
9. Behind Lower Left Corner of Bumper



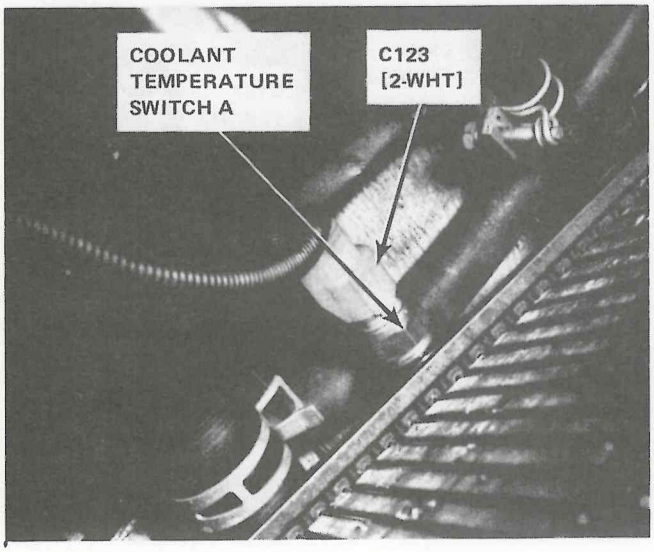
Ground Distribution: G100
- Circuit Schematic



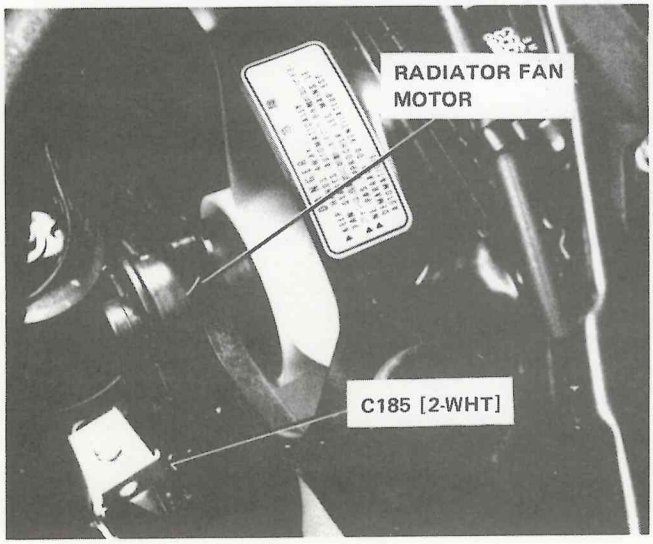
1. Right Front of Engine Compartment



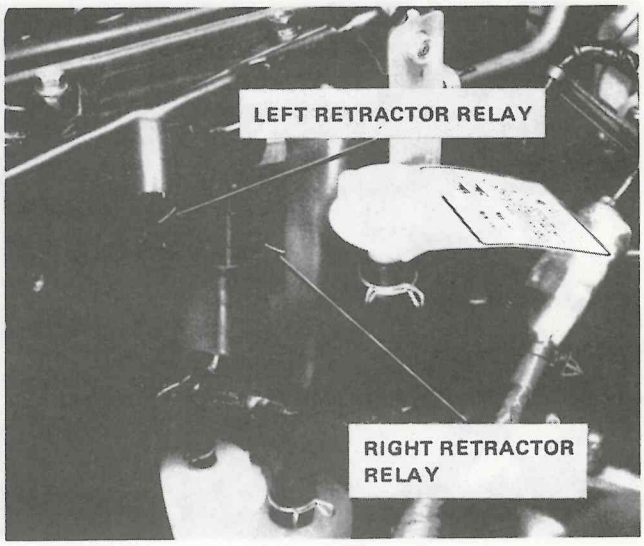
2. Right Front of Engine Compartment, Behind Radiator



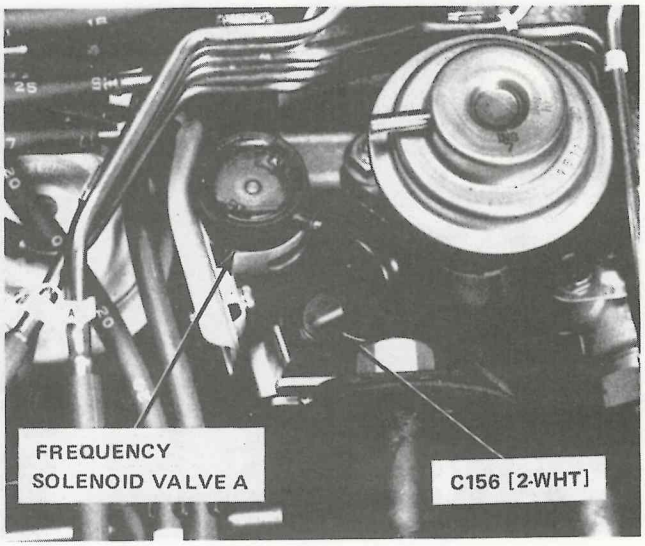
3. Right Front of Engine Compartment, Behind Radiator



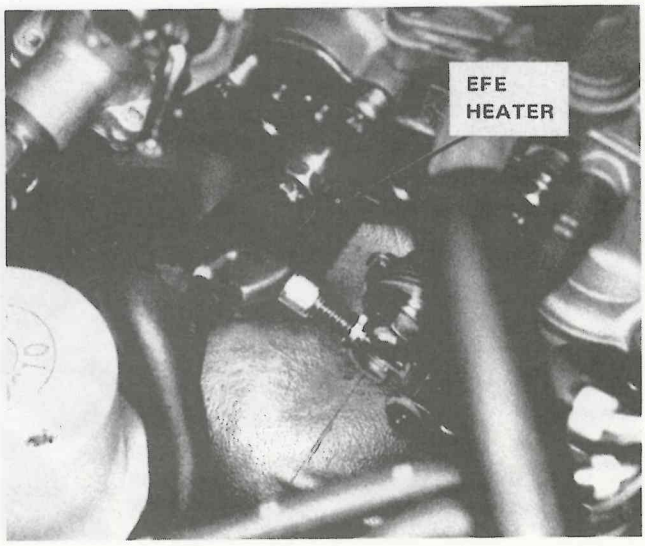
4. Behind Top Right Side of Radiator



5. Right Rear of Engine, Below Air Cleaner

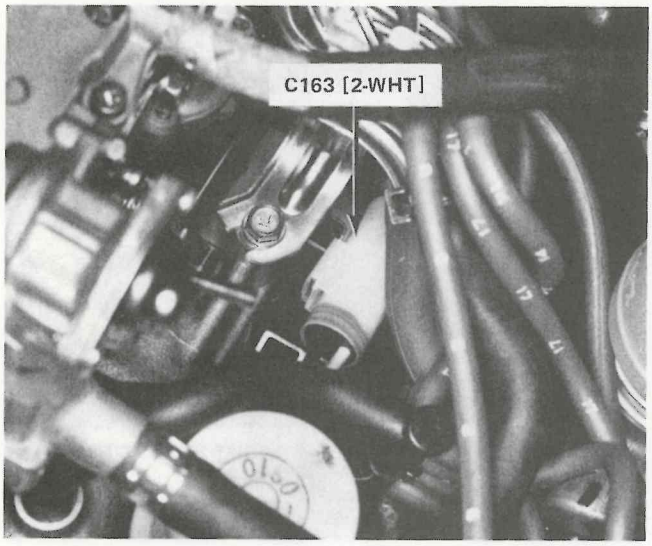


6. Left Side of Engine

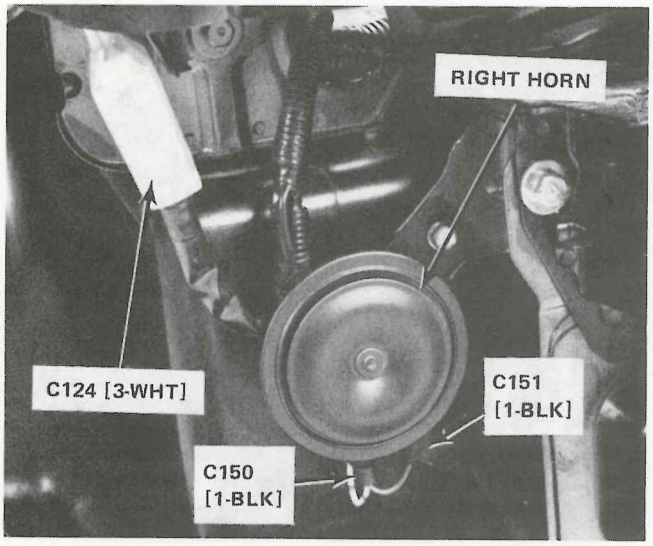


Ground Distribution

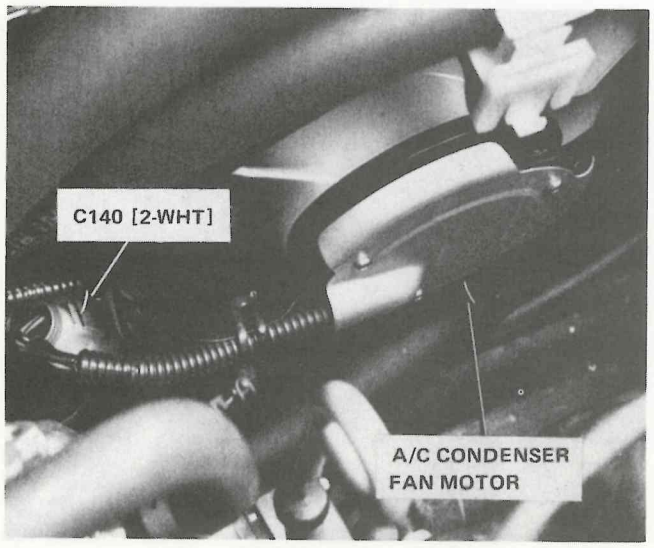
7. Left of Engine, on Left Side of Carburetor



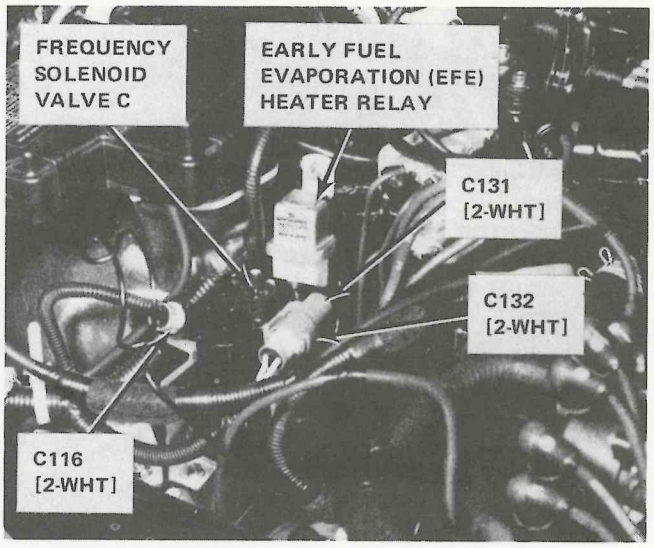
8. Right Front Corner of Engine Compartment, Behind Bumper



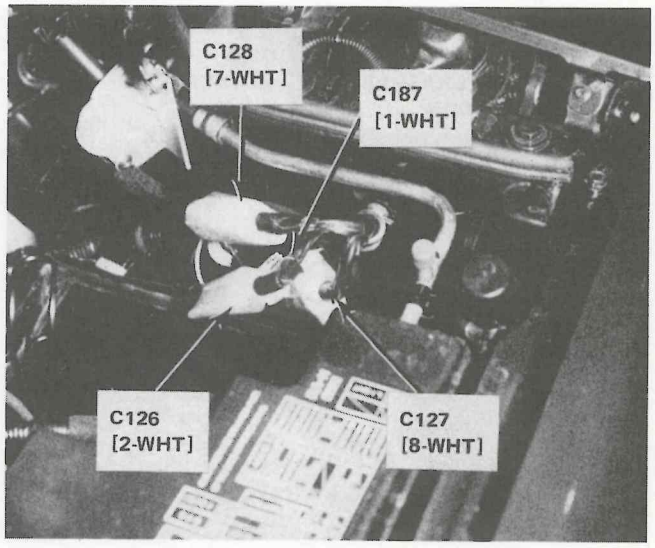
9. Left Front of Engine Compartment, Behind Radiator

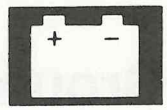


10. Right Side of Engine Compartment, Rear of Battery

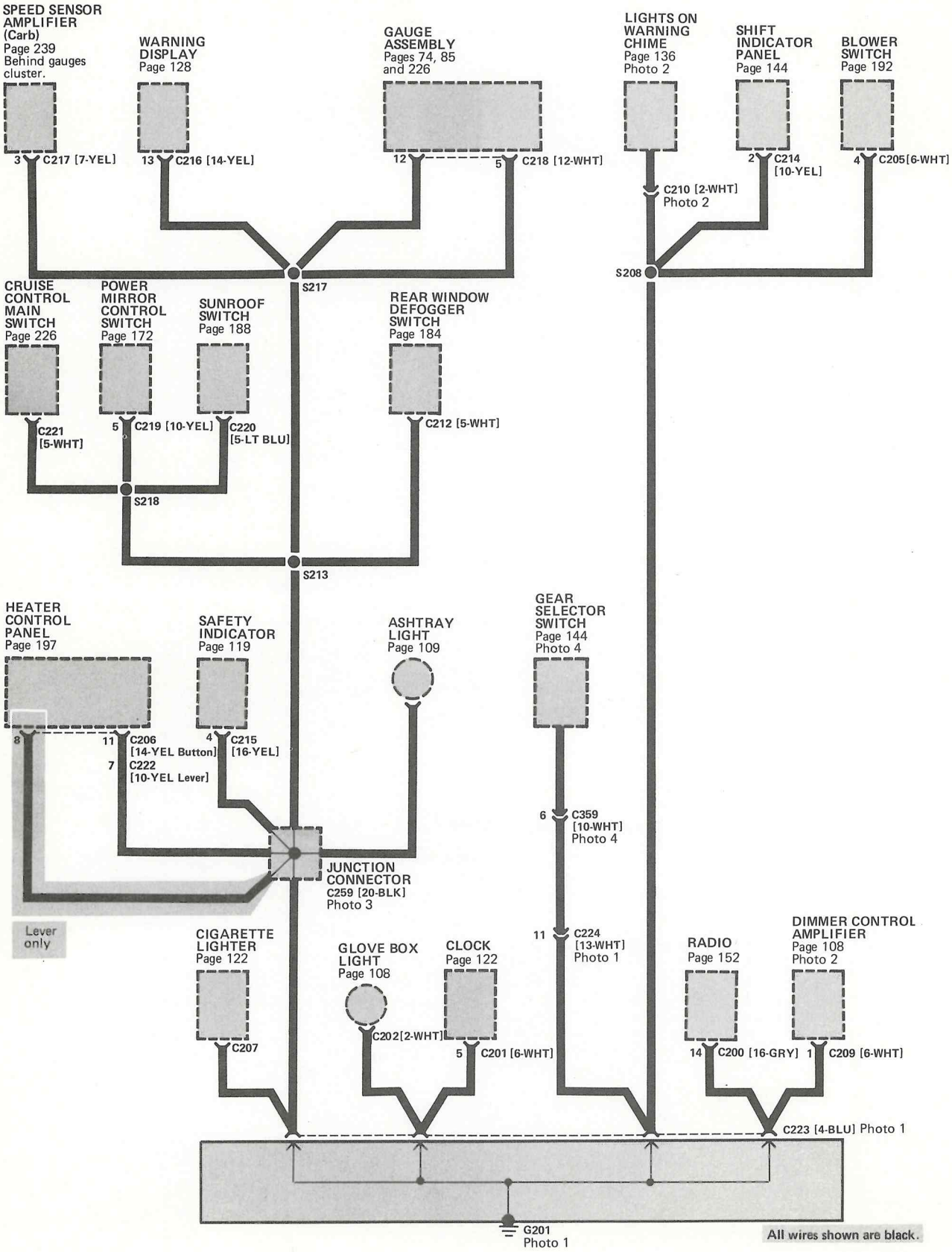


11. Right Front Corner of Engine Compartment, Front of Battery

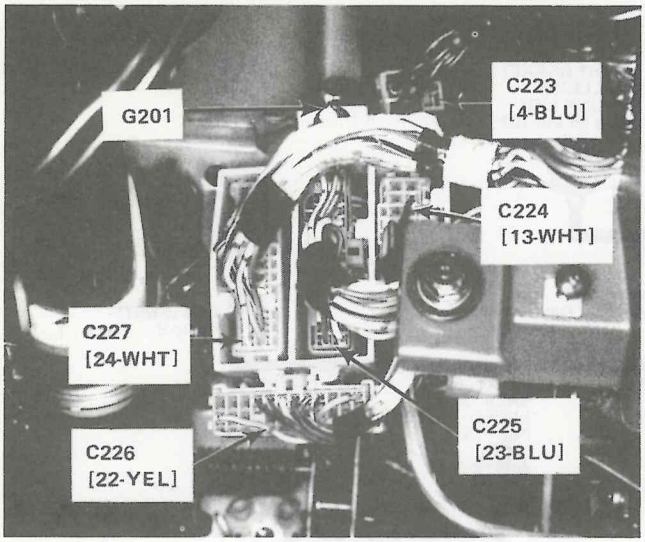




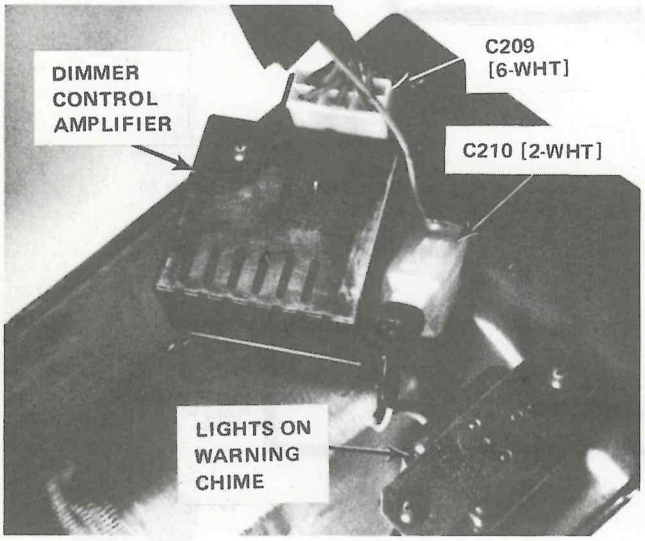
Ground Distribution: G201
- Circuit Schematic



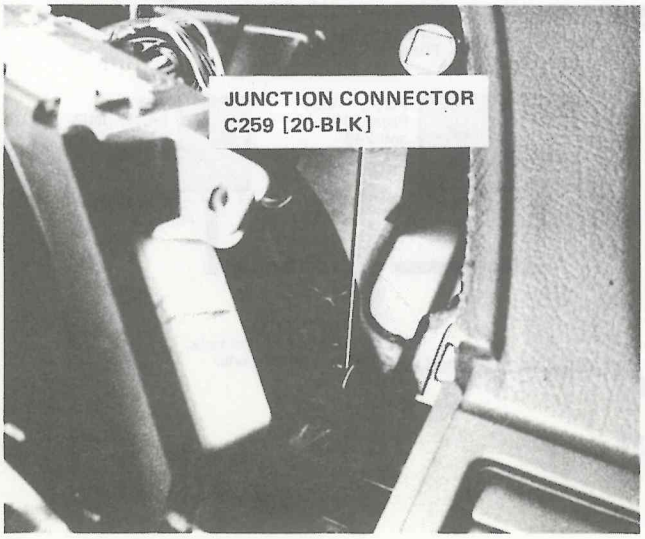
1. Under Left Side of Dash, Right of Steering Column



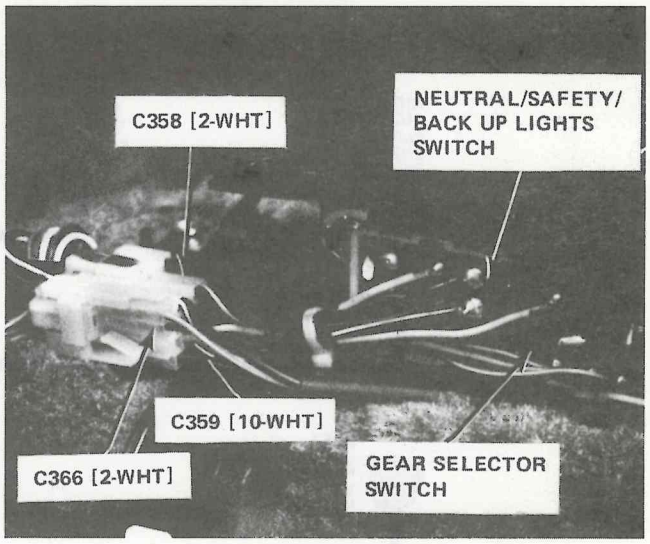
2. On Steering Column Trim Panel



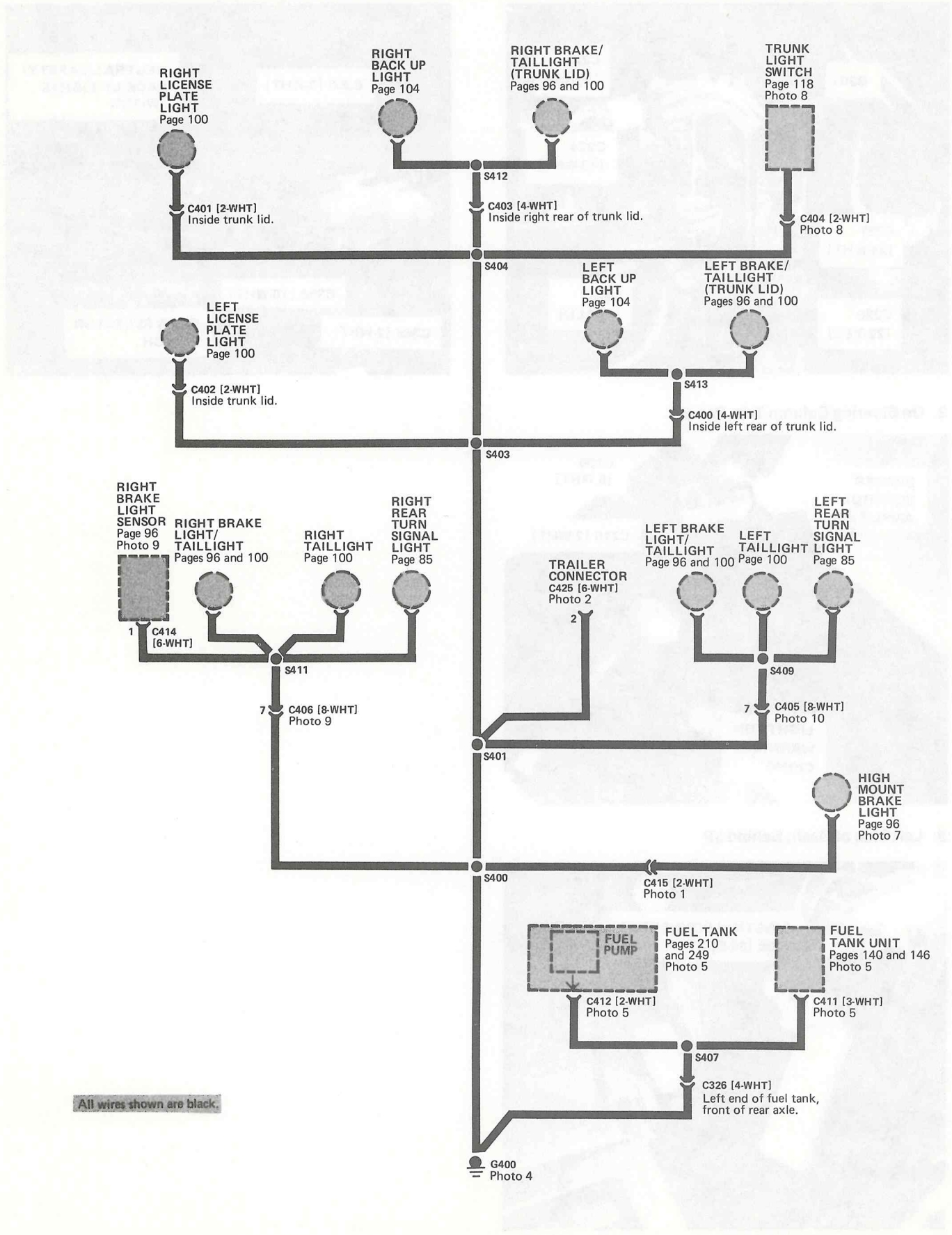
3. Left Side of Dash, Behind I/P



4. Under Console, at Base of Gear Selector

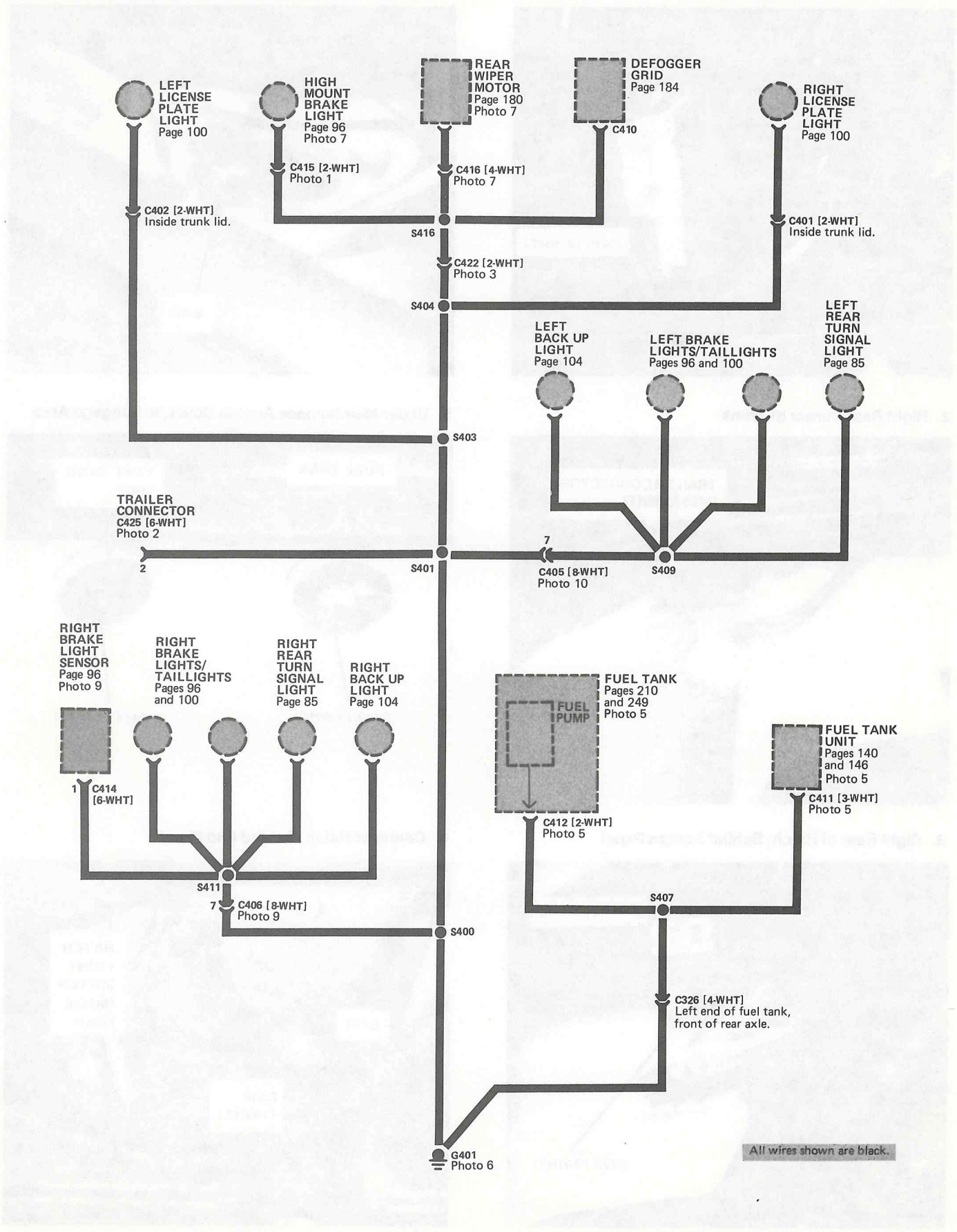


Ground Distribution: G400 (Sedan and Coupe)
- Circuit Schematic



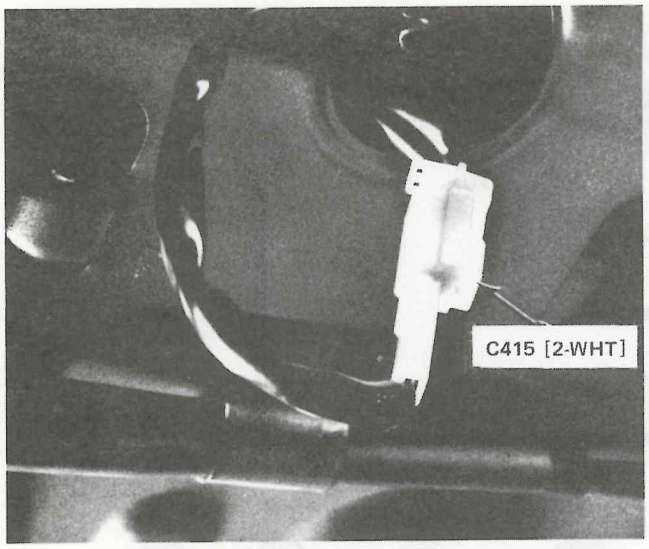
All wires shown are black.

G401 (Hatchback)
- Circuit Schematic

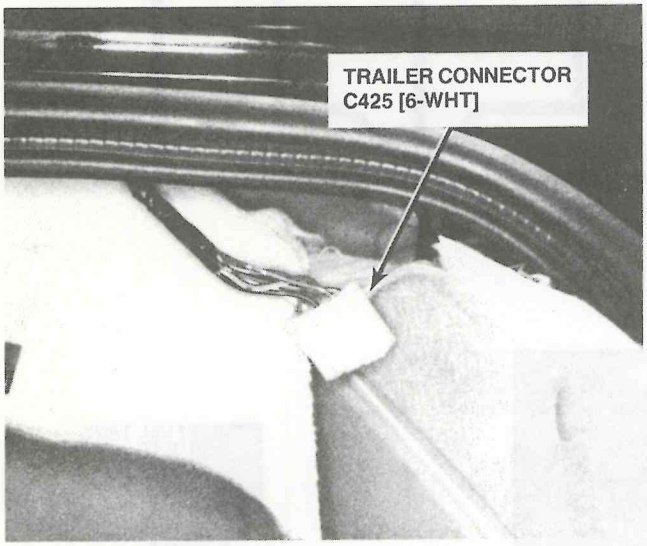


Ground Distribution

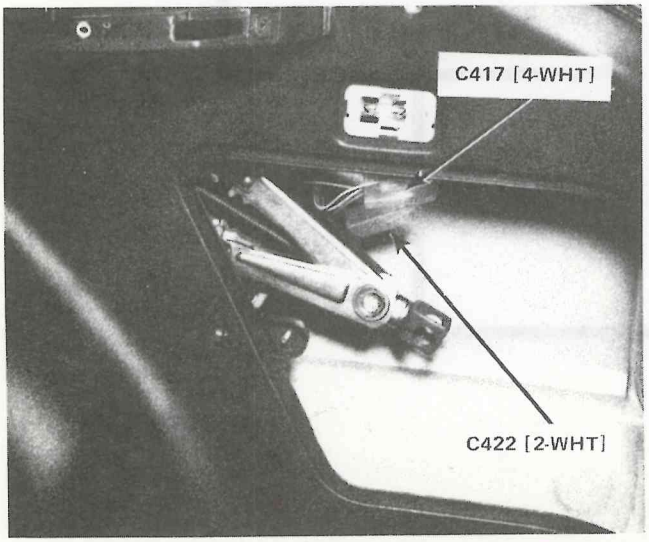
1. Center of Trunk, Below Rear Deck



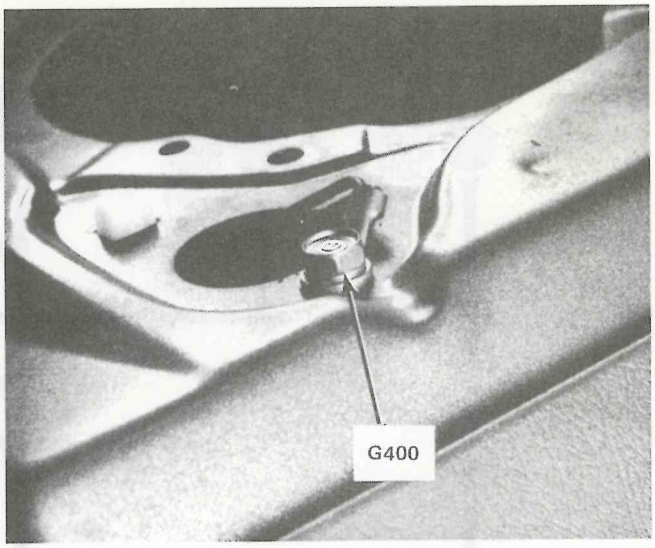
2. Right Rear Corner of Trunk



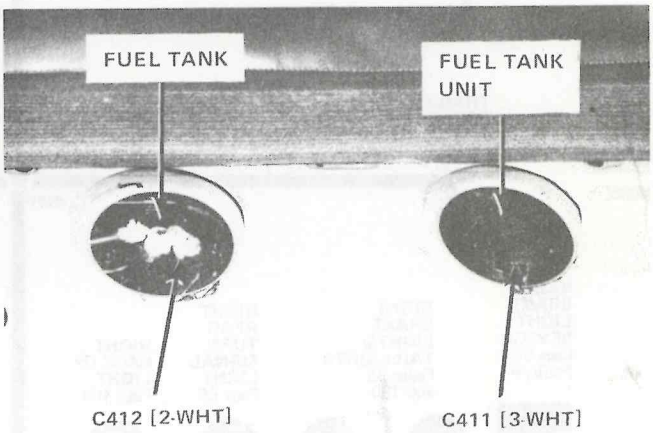
3. Right Rear of Hatch, Behind Access Panel



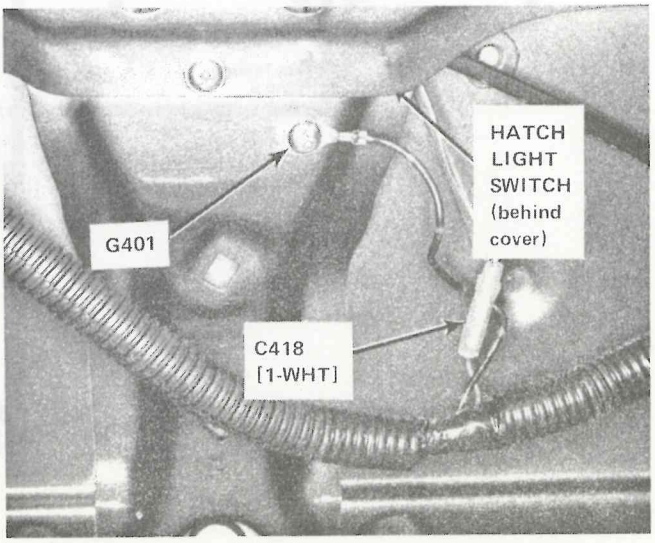
4. Under Carpet, on Left Rear Side of Rear Deck



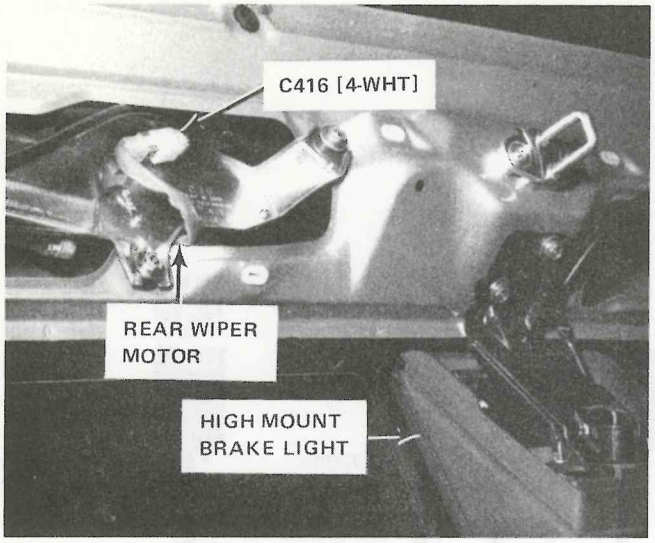
5. Under Maintenance Access Cover, in Luggage Area



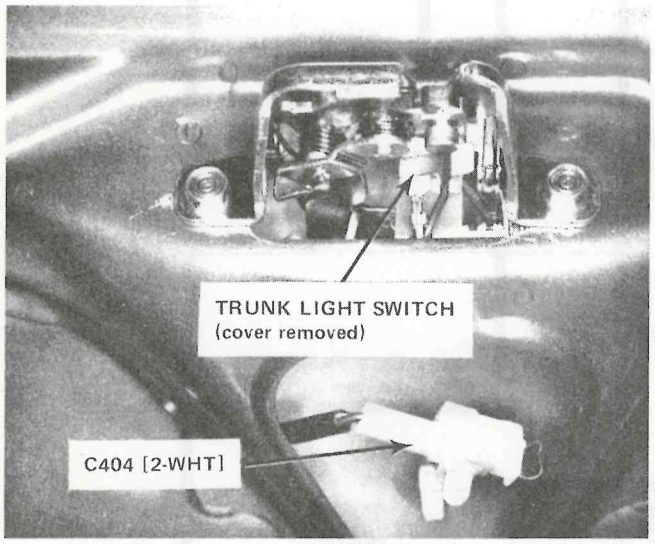
6. Center of Hatch, Behind End Panel



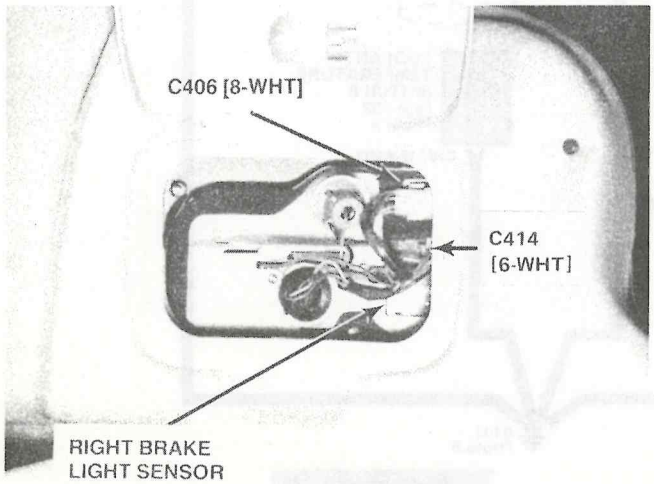
7. Left Center of Hatch



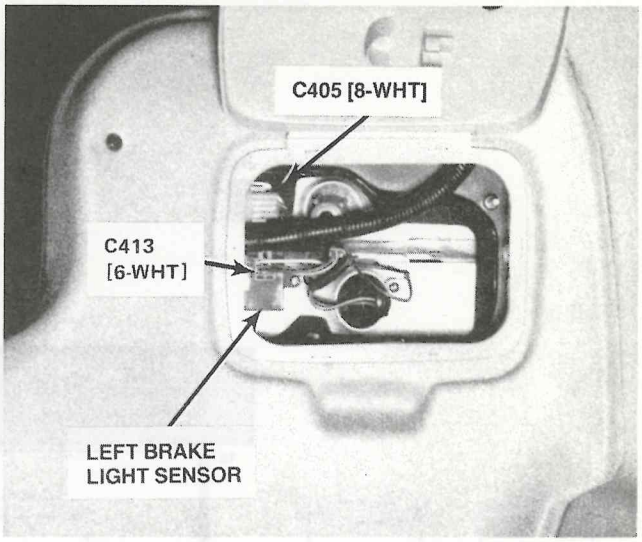
8. Center Rear of Trunk



9. Right Rear Corner of Trunk

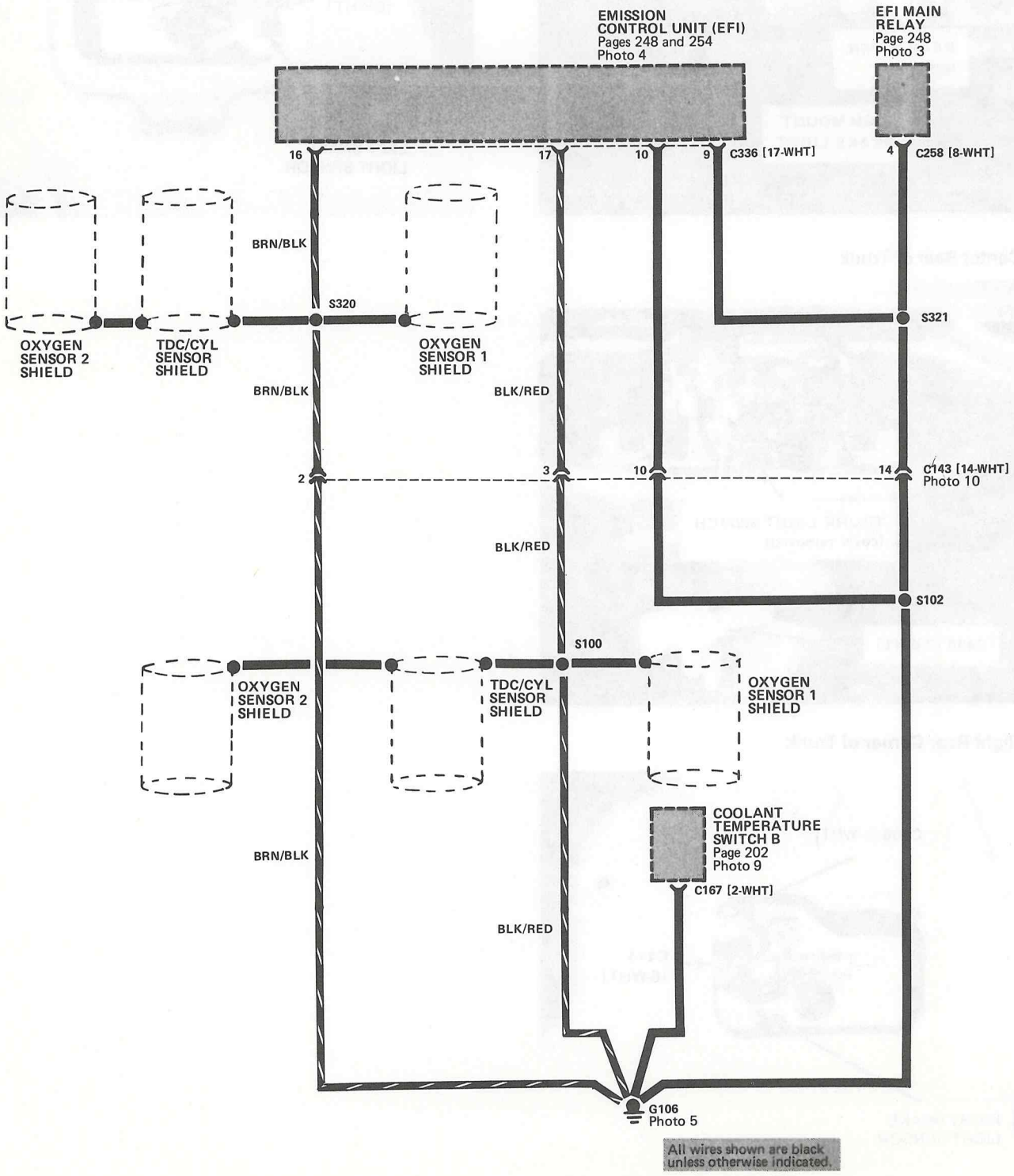


10. Left Rear Corner of Trunk

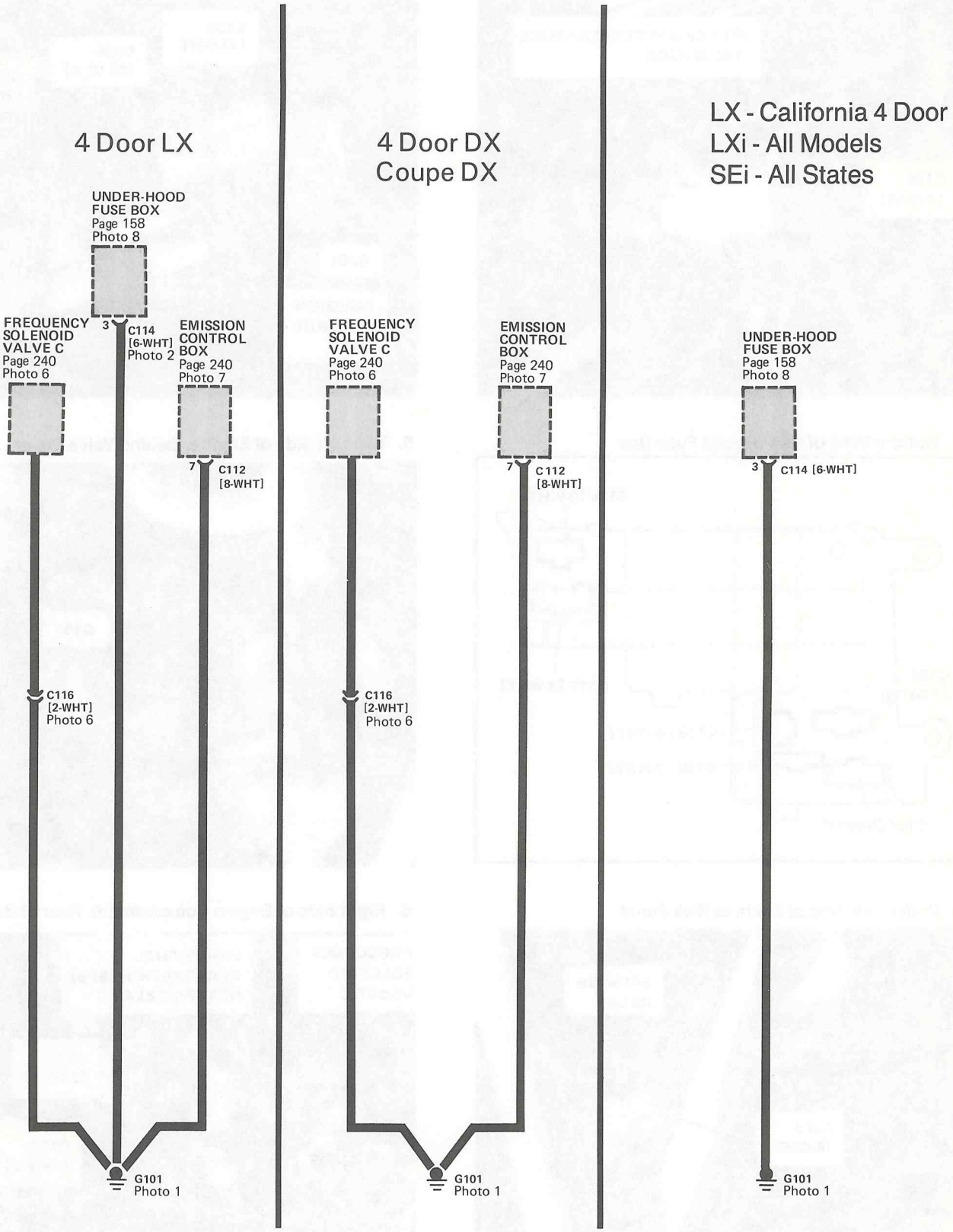


Ground Distribution: G101 and G106

- Circuit Schematic



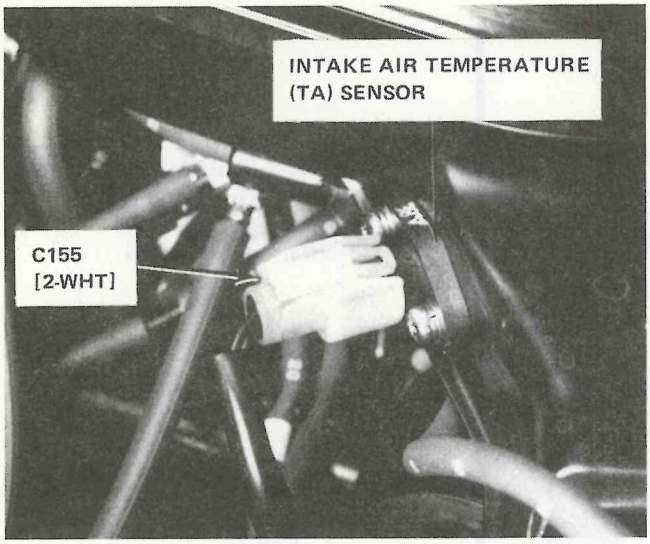
All wires shown are black unless otherwise indicated.



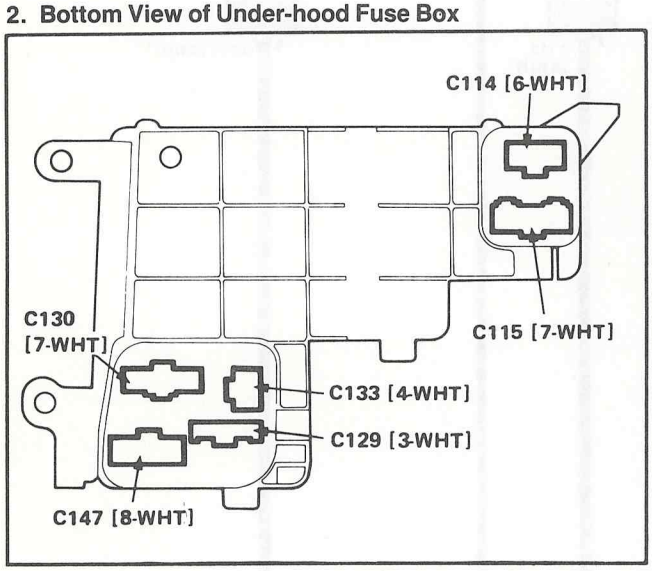
All wires shown are black.

Ground Distribution

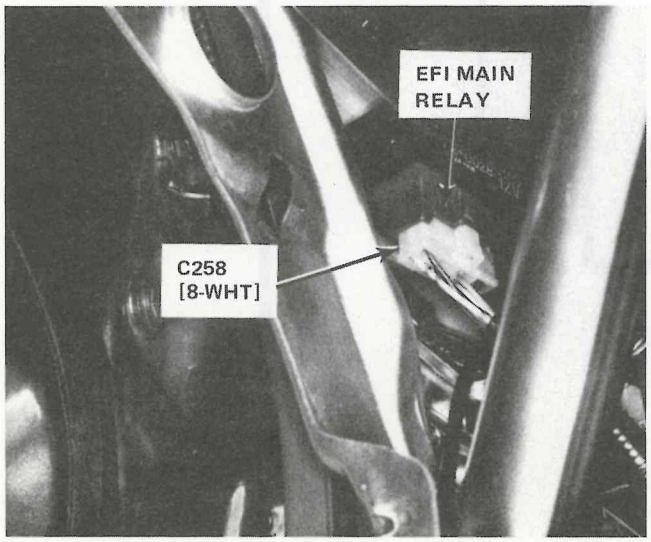
1. Rear of Right Inner Fender Panel



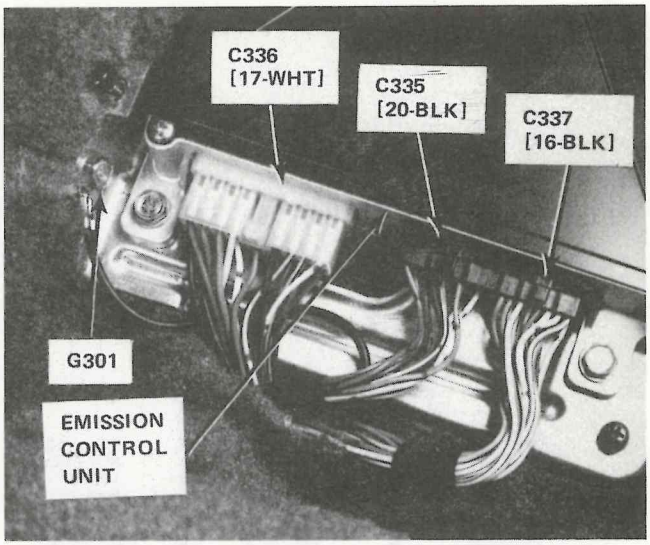
2. Bottom View of Under-hood Fuse Box



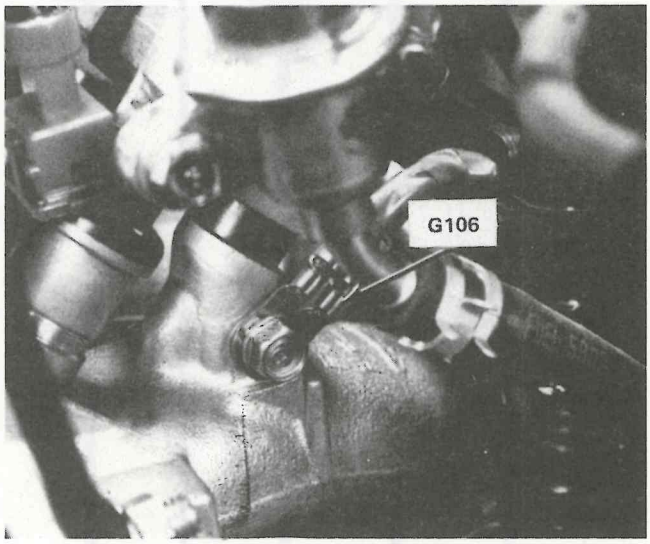
3. Under Left Side of Dash, at Kick Panel



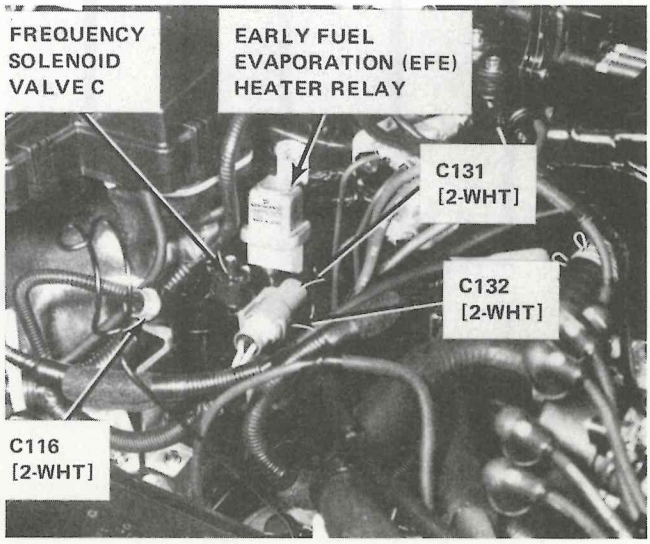
4. Under Left Front Seat



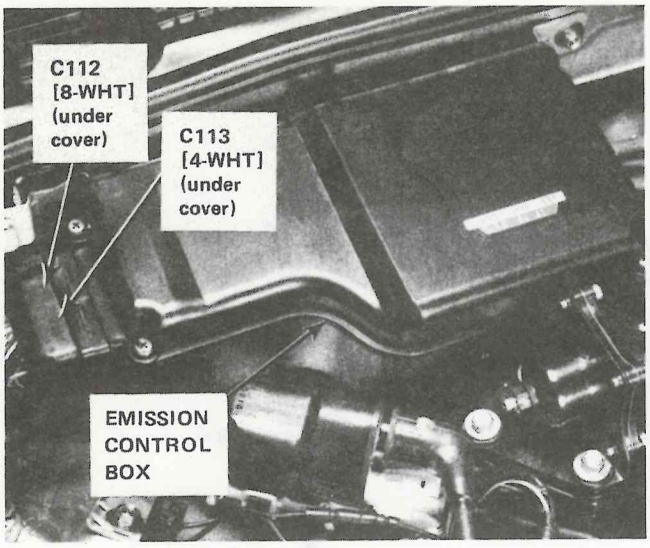
5. Top Left Side of Engine, Behind Valve Cover



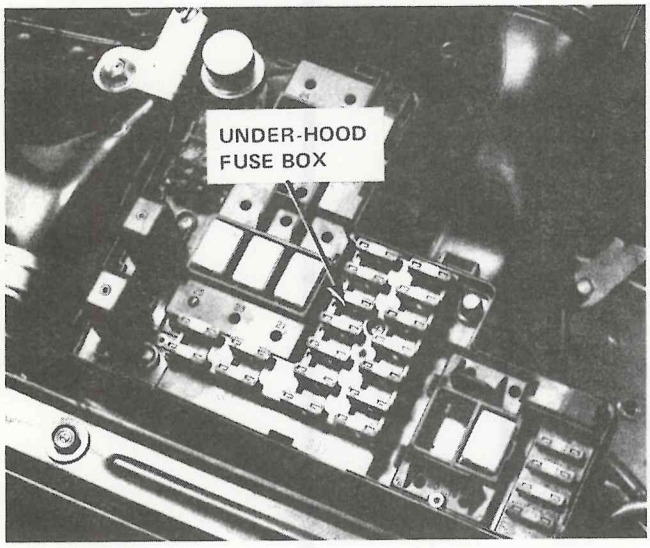
6. Right Side of Engine Compartment, Rear of Battery



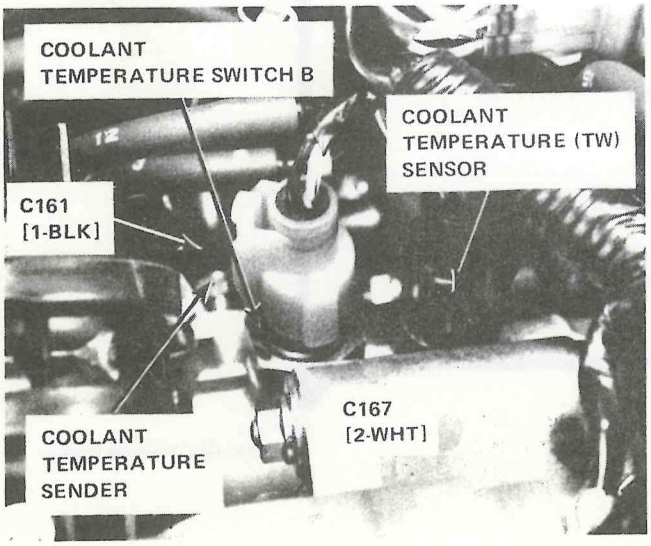
7. Right Rear Corner of Engine Compartment



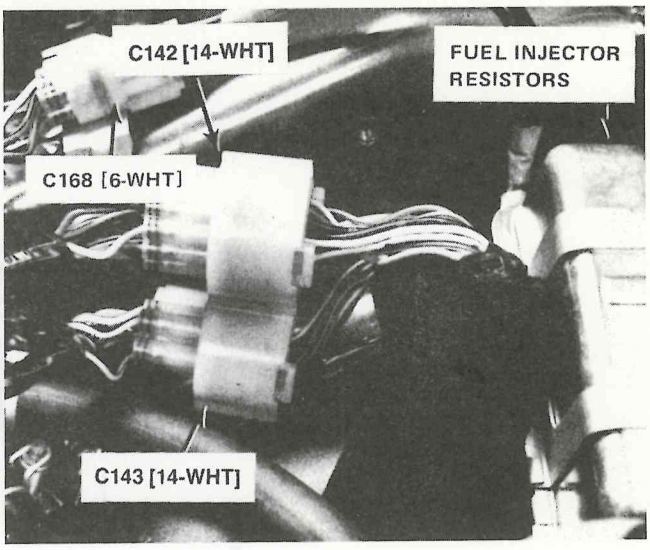
8. Right Side of Engine Compartment, on Inner Fender Panel



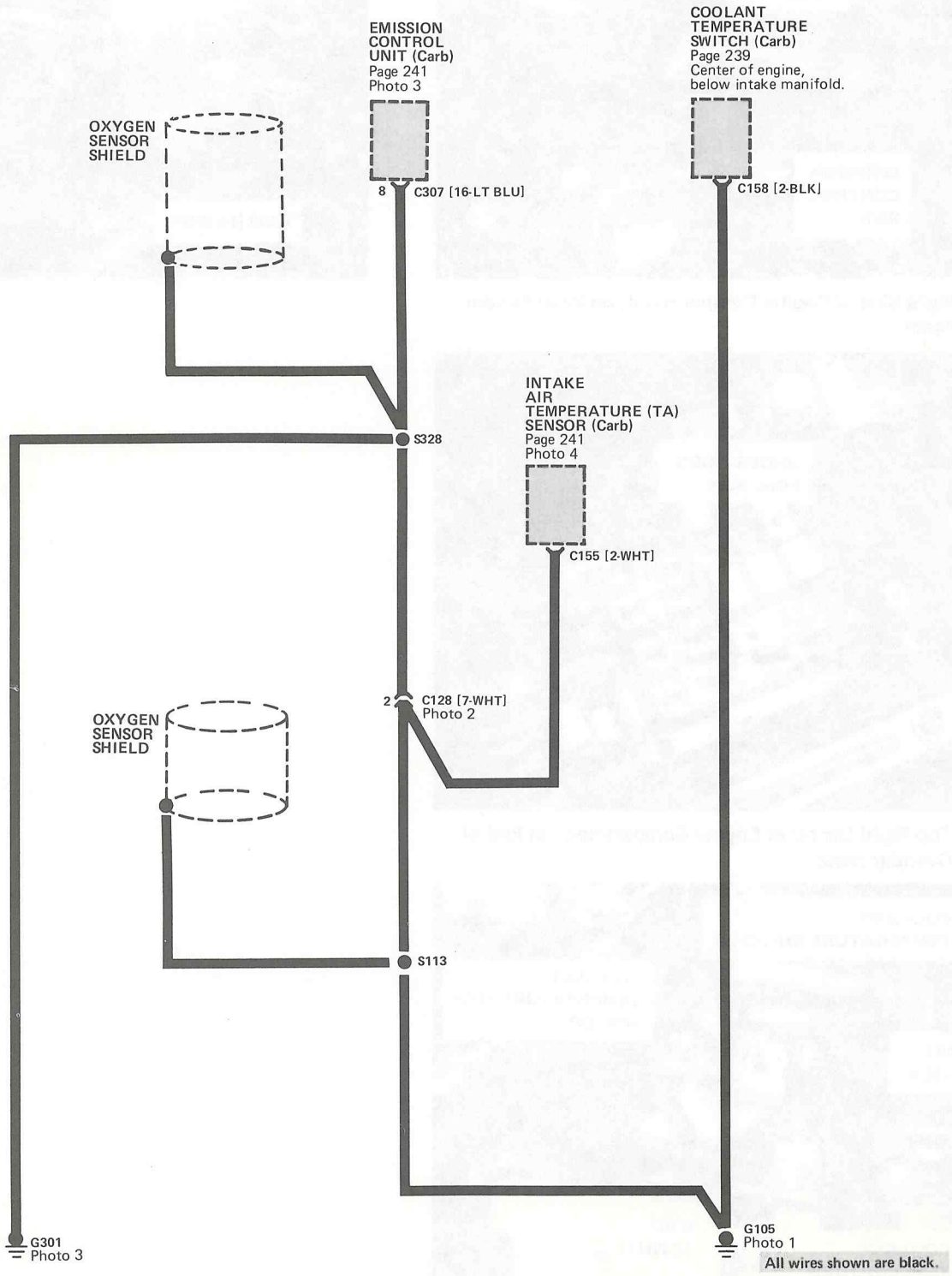
9. Top Right Center of Engine Compartment, at End of Cylinder Head



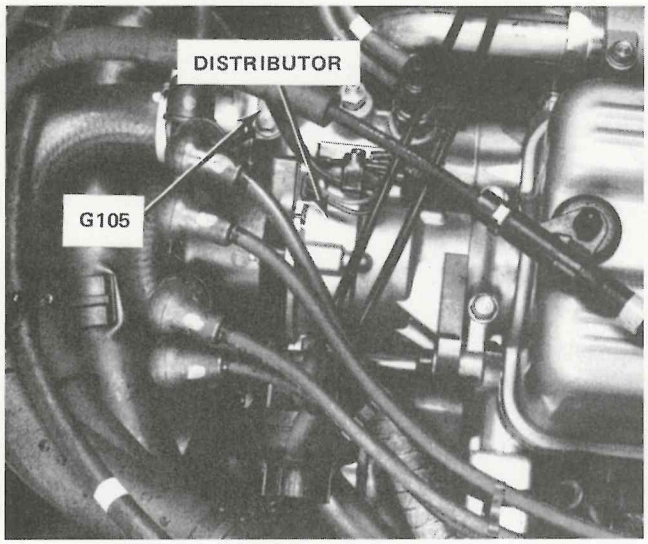
10. Left Inner Fender Panel, Forward of Strut Tower



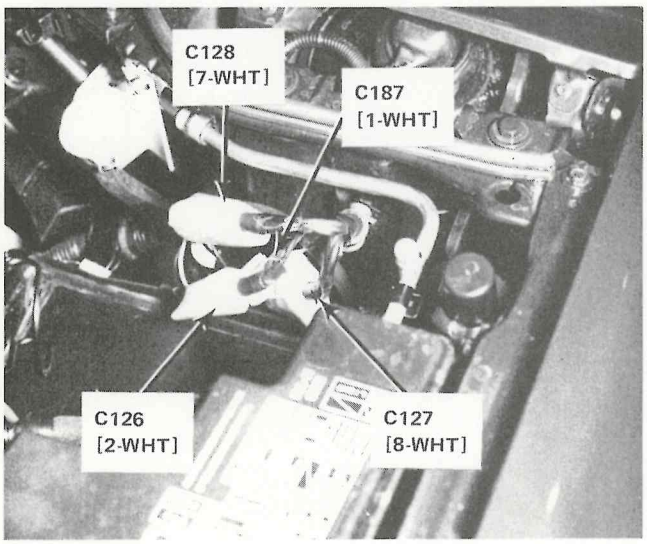
Ground Distribution: G105 and G301
- Circuit Schematic



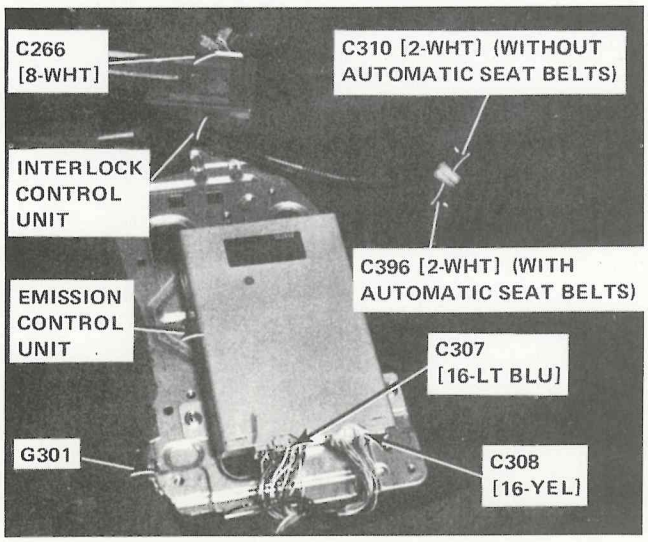
1. Top Right Front of Engine



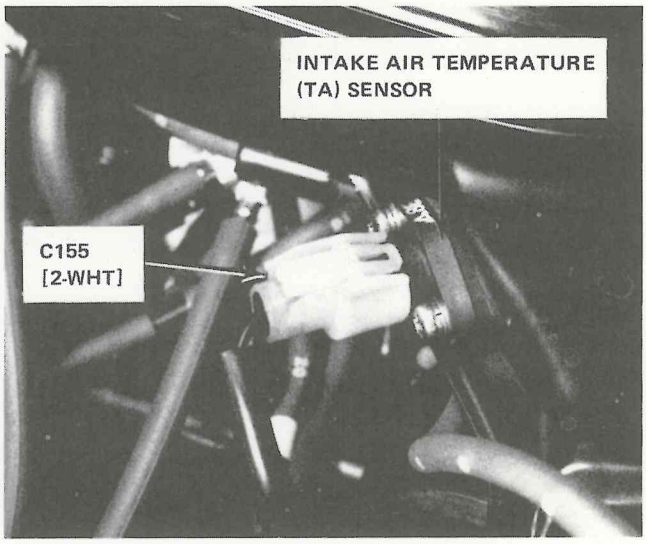
2. Right Front of Engine Compartment, Forward of Battery



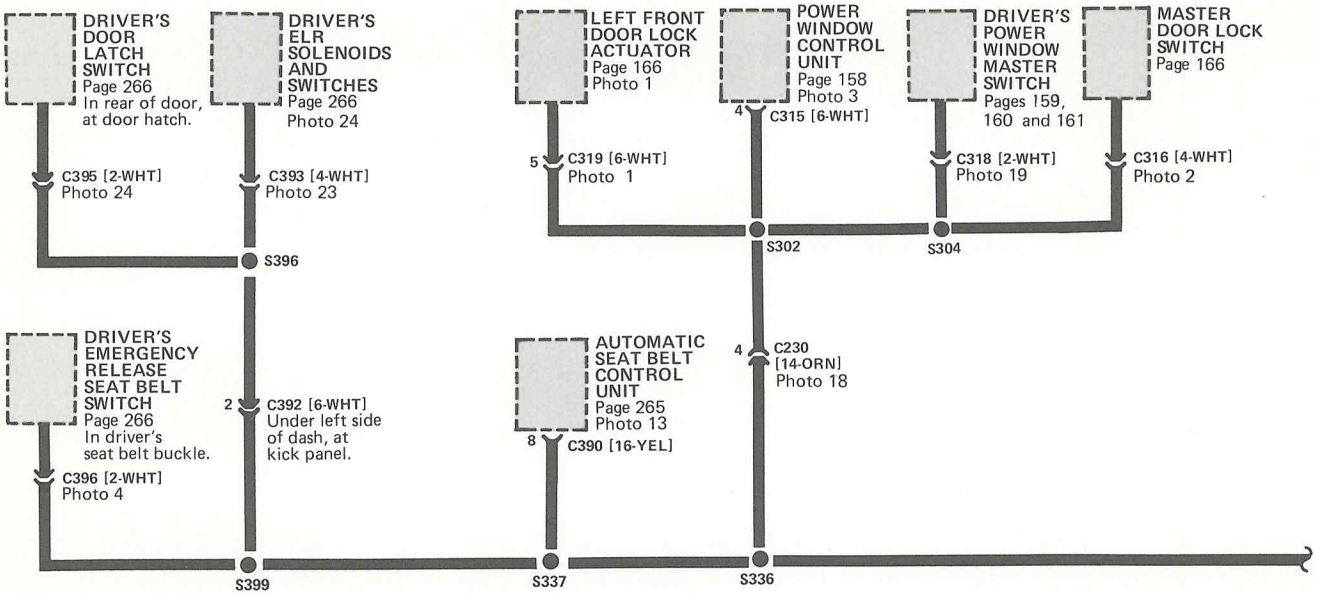
3. Under Left Front Seat

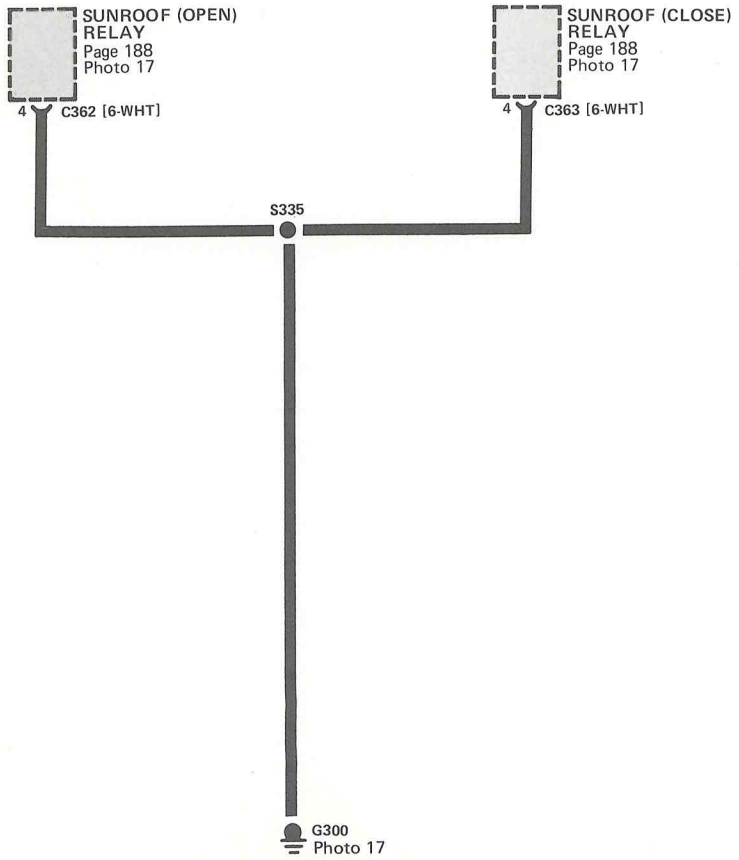


4. Right Rear of Engine, on Air Cleaner



Ground Distribution: G200, G300 and G301
- Circuit Schematic





All wires shown are black.

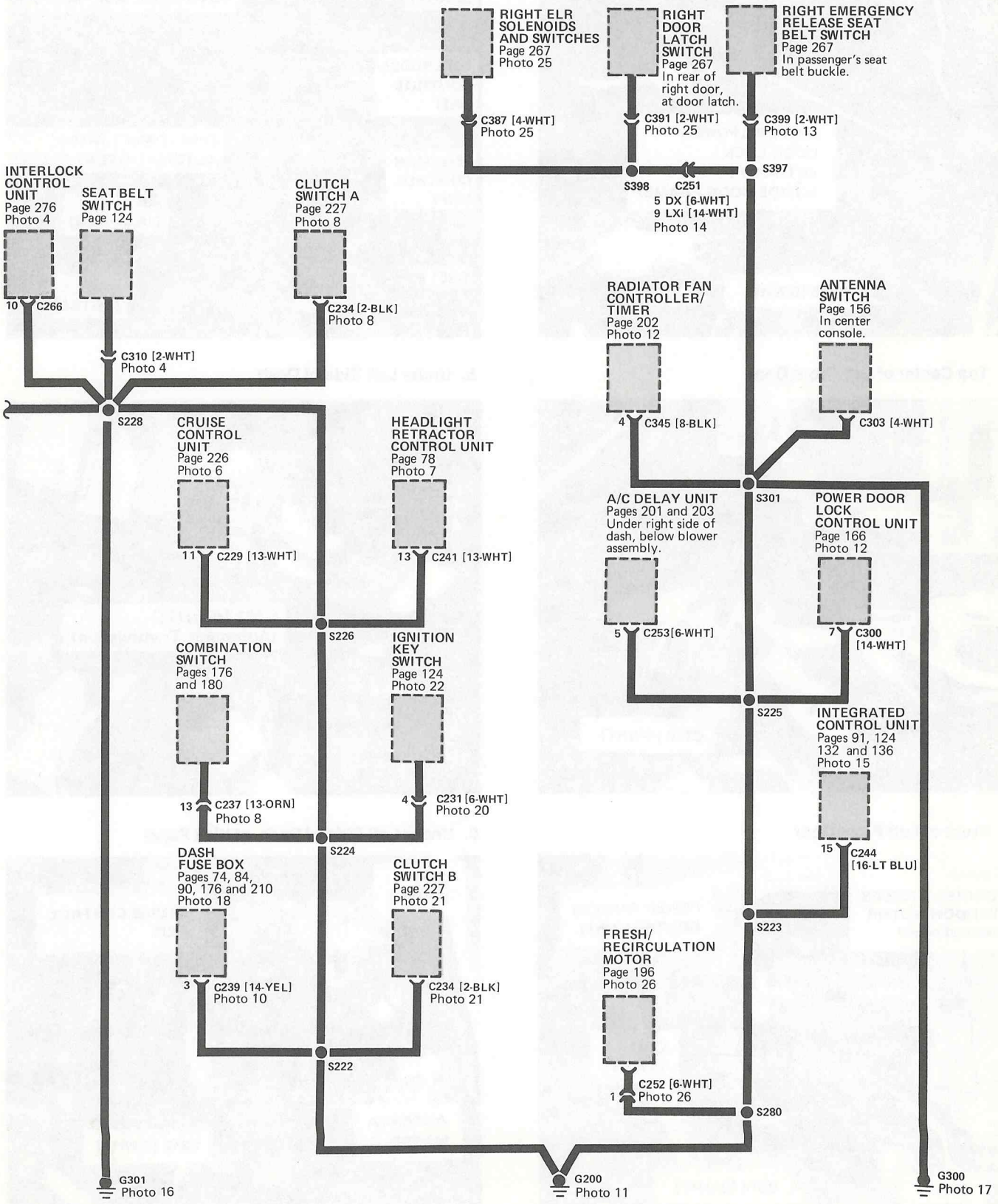

RIGHT ELR SOLENOIDS AND SWITCHES
Page 267
Photo 25
RIGHT DOOR LATCH SWITCH
Page 267
In rear of right door, at door latch.
RIGHT EMERGENCY RELEASE SEAT BELT SWITCH
Page 267
In passenger's seat belt buckle.
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Photo 25
C391 [2-WHT]
Photo 25
C399 [2-WHT]
Photo 13
S398
C251
5 DX [6-WHT]
9 LXi [14-WHT]
Photo 14
S397
INTERLOCK CONTROL UNIT
Page 276
Photo 4
SEAT BELT SWITCH
Page 124
CLUTCH SWITCH A
Page 227
Photo 8
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C234 [2-BLK]
Photo 8
C310 [2-WHT]
Photo 4
S228
RADIATOR FAN CONTROLLER/ TIMER
Page 202
Photo 12
ANTENNA SWITCH
Page 156
In center console.
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C345 [8-BLK]
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CRUISE CONTROL UNIT
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HEADLIGHT RETRACTOR CONTROL UNIT
Page 78
Photo 7
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A/C DELAY UNIT
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Under right side of dash, below blower assembly.
POWER DOOR LOCK CONTROL UNIT
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C229 [13-WHT]
13
C241 [13-WHT]
S226
5
C253[6-WHT]
7
C300 [14-WHT]
COMBINATION SWITCH
Pages 176 and 180
IGNITION KEY SWITCH
Page 124
Photo 22
S225
INTEGRATED CONTROL UNIT
Pages 91, 124 132 and 136
Photo 15
13
C237 [13-ORN]
Photo 8
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C231 [6-WHT]
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15
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CLUTCH SWITCH B
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Photo 21
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C234 [2-BLK]
Photo 21
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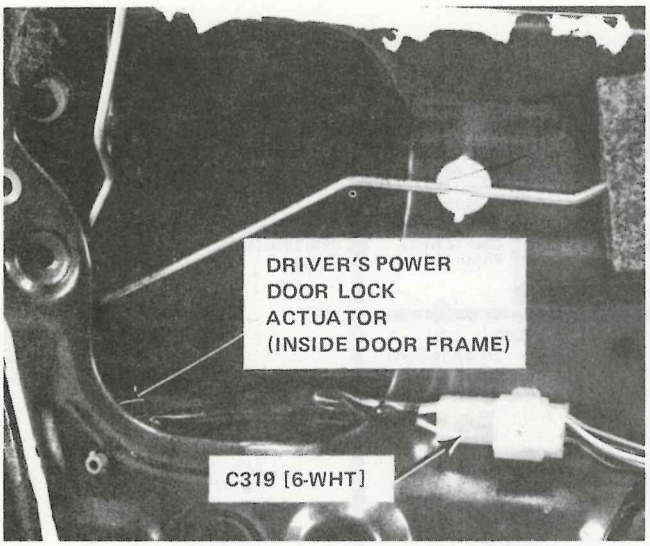
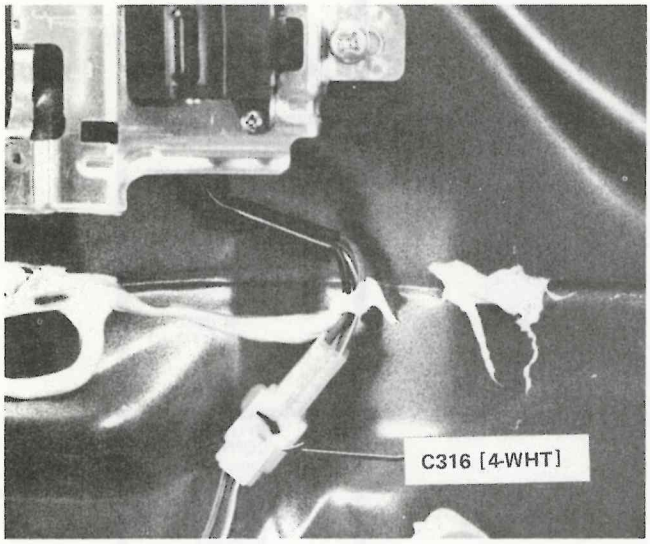
C252 [6-WHT]
Photo 26
1
S280
G301
Photo 16
G200
Photo 11
G300
Photo 17

Ground Distribution

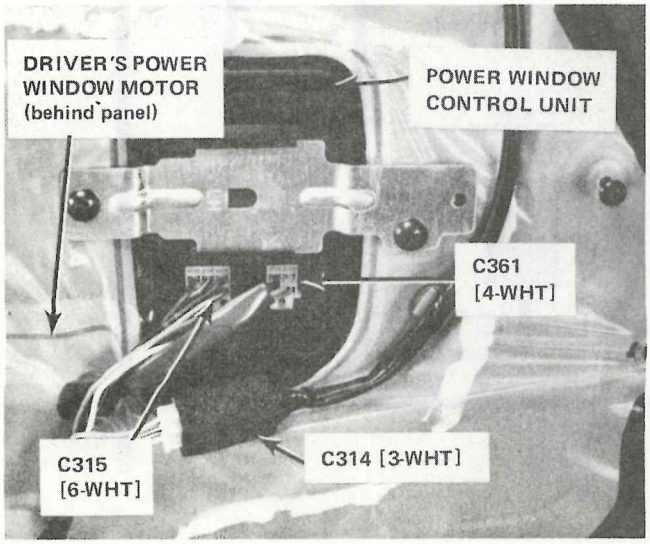
1. Inside Rear of Left Front Door



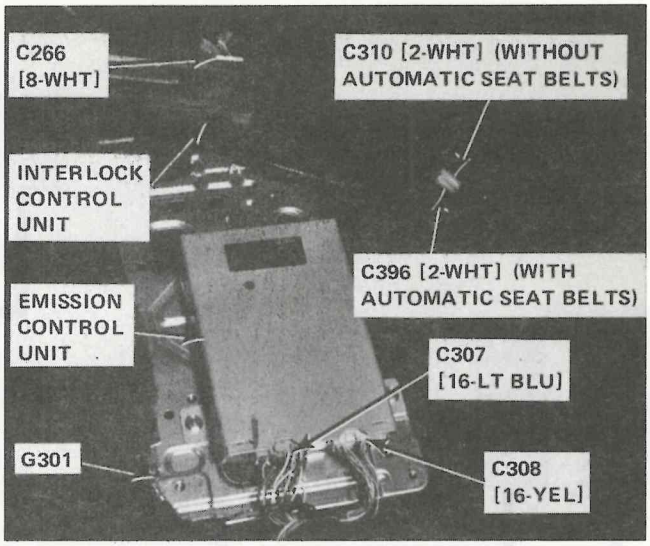
2. Top Center of Left Front Door



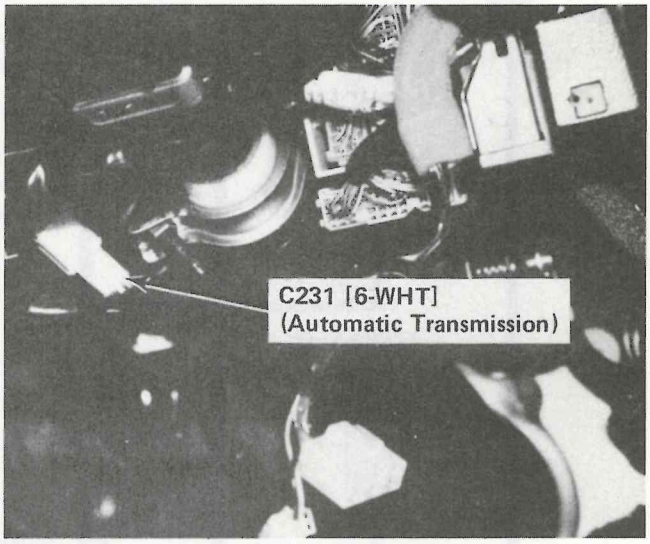
3. Front of Left Front Door



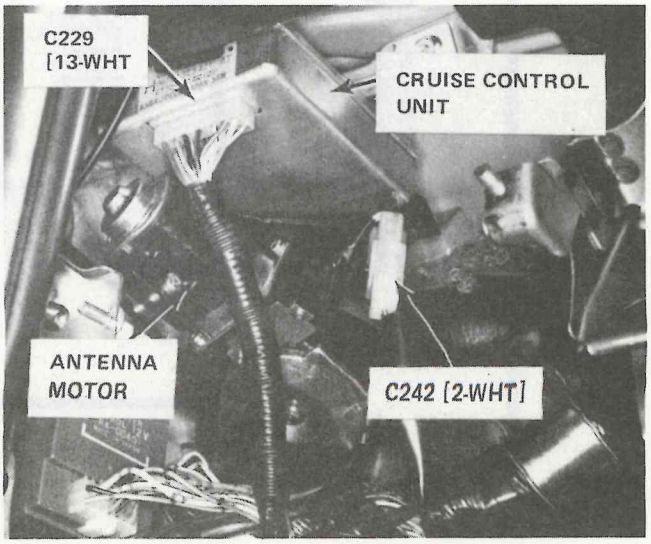
4. Under Left Front Seat



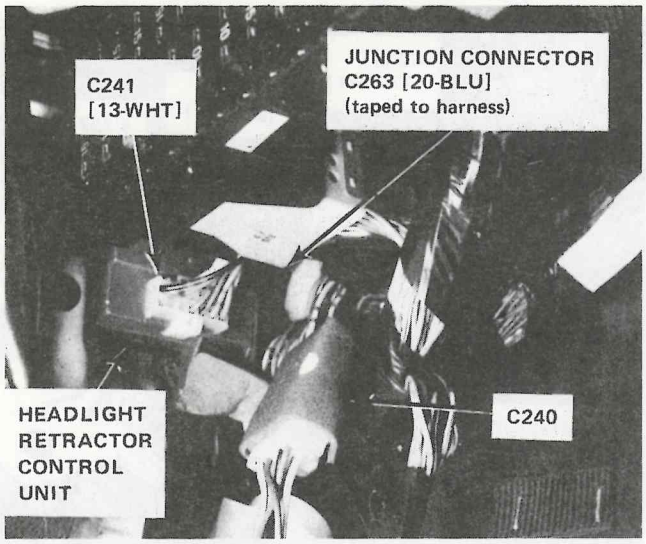
5. Under Left Side of Dash



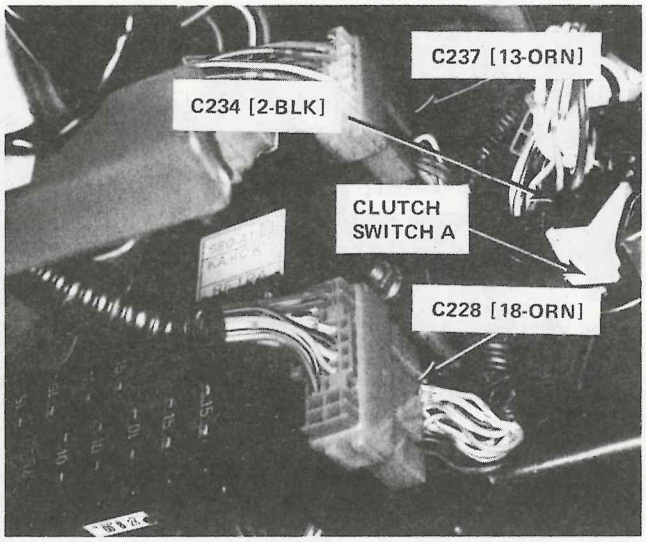
6. Under Left Side of Dash, at Kick Panel



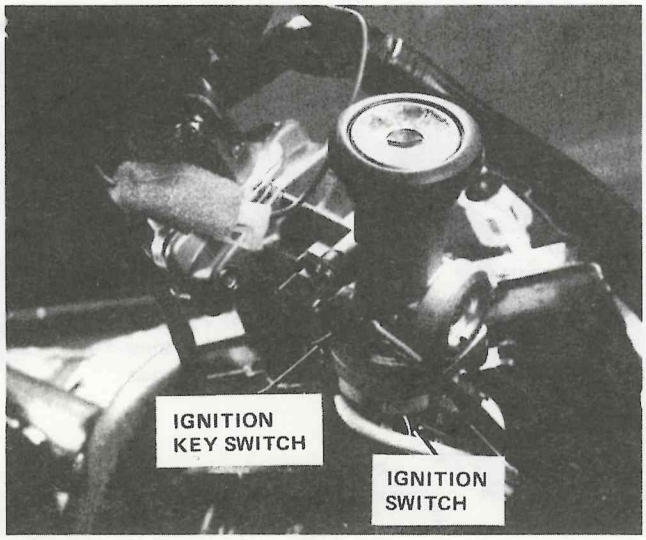
7. Under Left Side of Dash, at Kick Panel



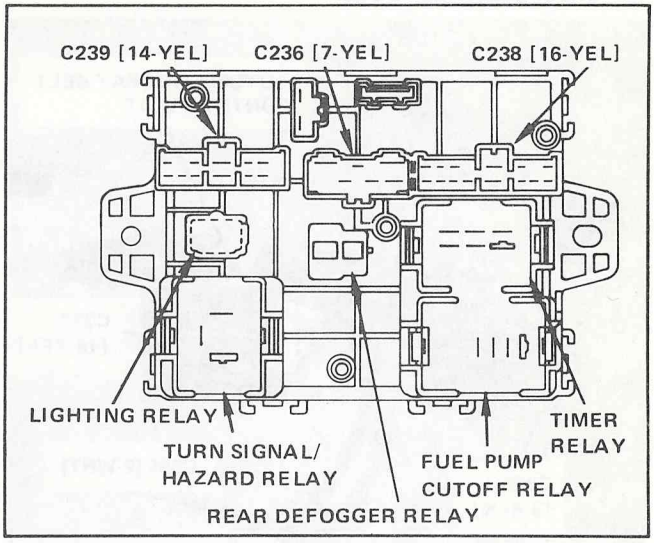
8. Under Left Side of Dash, on Right Side of Dash Fuse Box



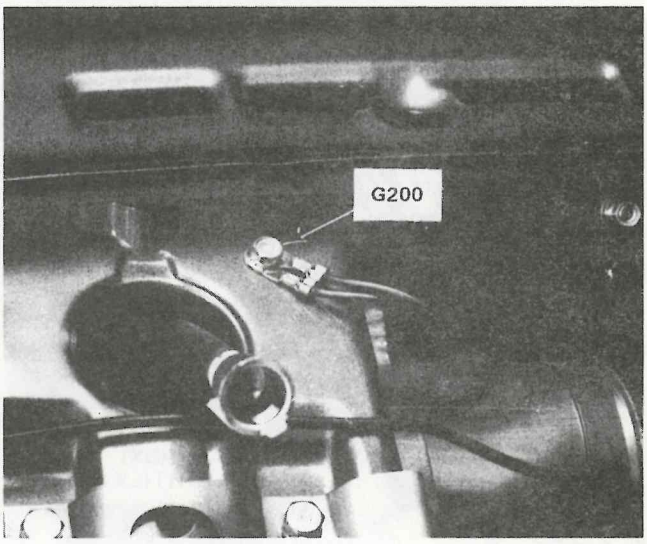
9. On Steering Column



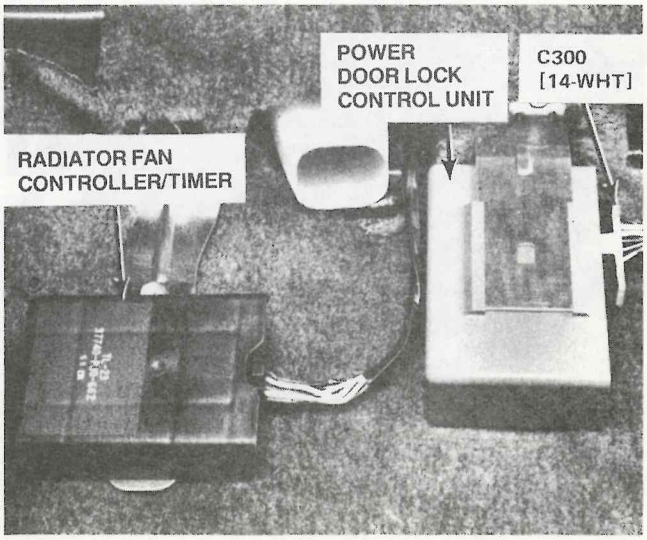
10. Rear View of Dash Fuse Box



11. Beneath Dash, Near Speedometer Cable

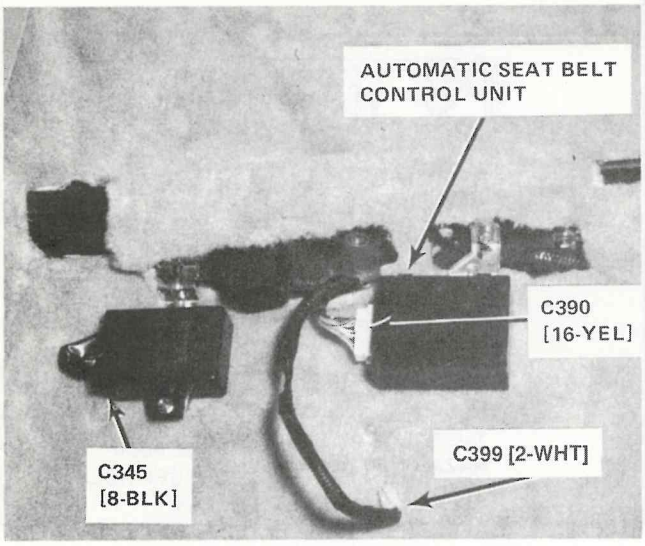


12. Under Right Front Seat



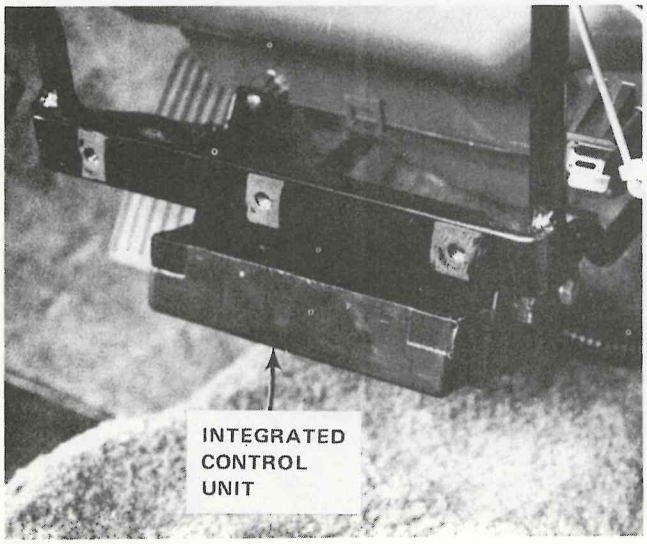
Ground Distribution

13. Under passenger's Seat

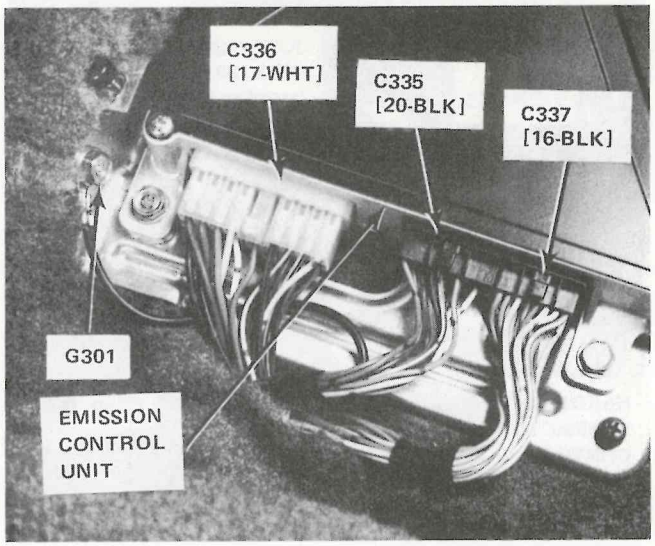


14. Under Right Side of Dash, Behind Heater Assembly

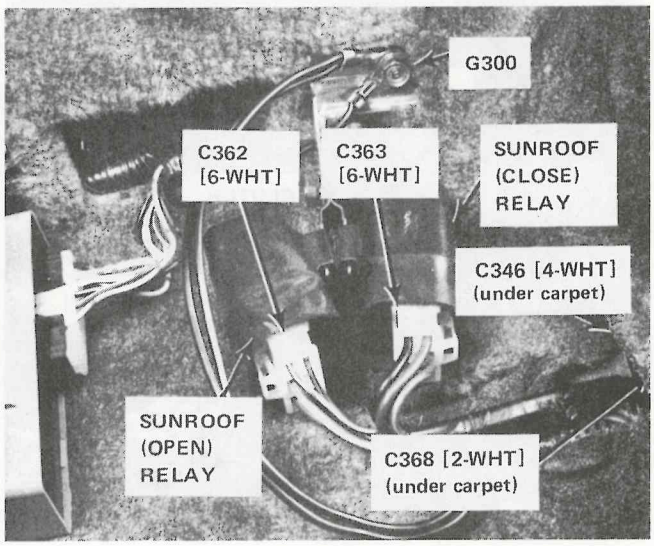
15. Under Center of Dash



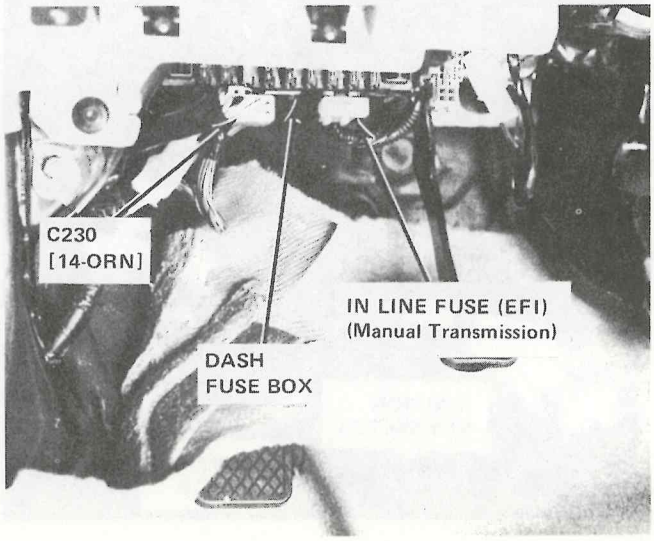
16. Under Left Front Seat



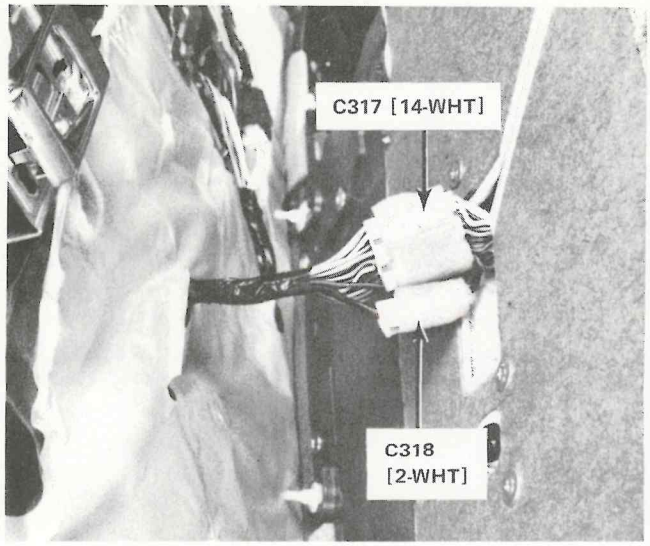
17. Under Right Front Seat



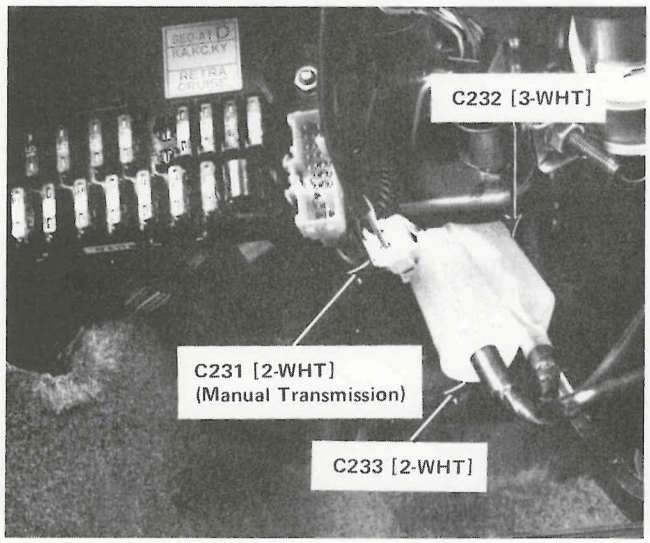
18. Under Right Side of Dash, Left of Steering Column



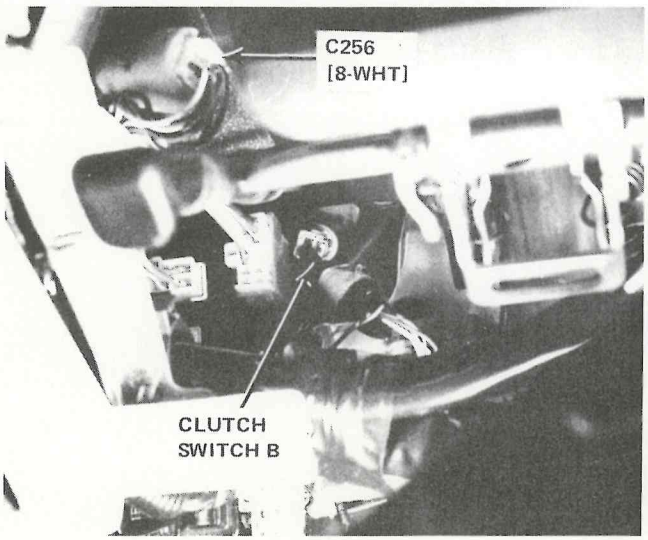
19. Center of Left Front Door



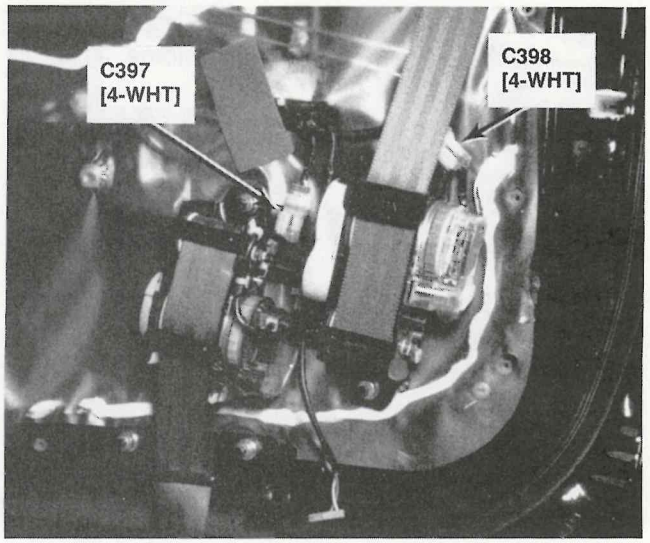
20. Under Left Side of Dash, Below Steering Column



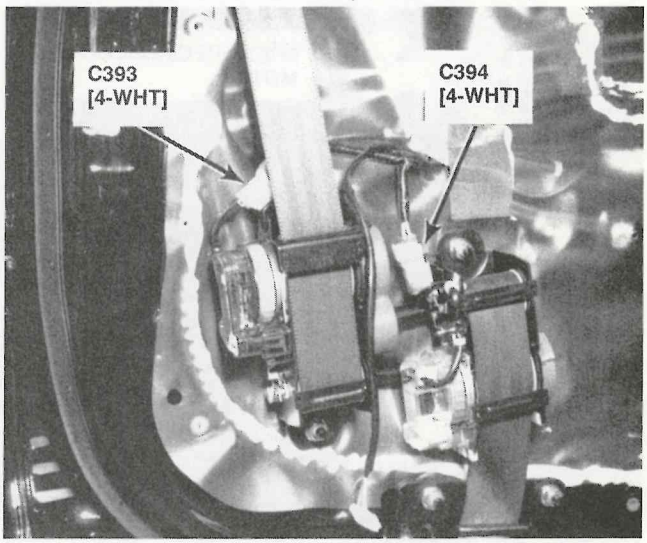
21. Under Right Side of Dash, At Kick Panel



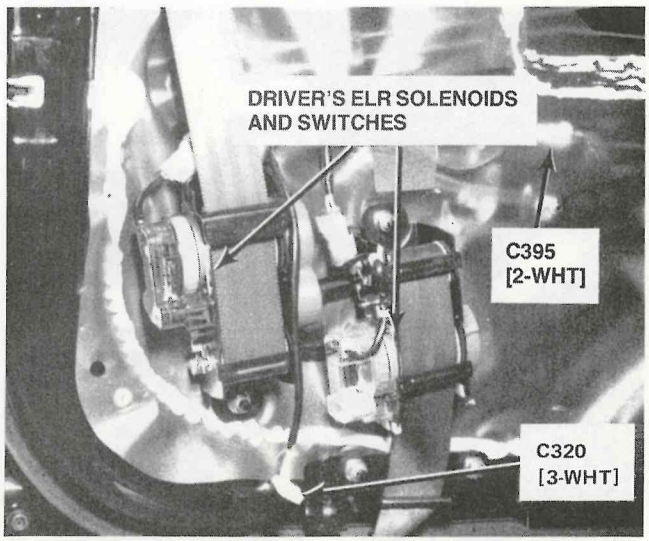
22. Rear of Right Door



23. Rear Half of Driver's Door (Panel Removed)

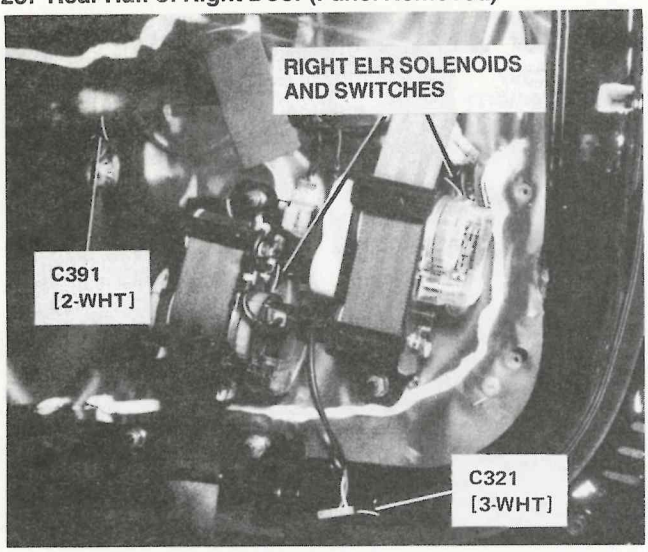


24. Rear Half of Driver's Door (Panel Removed)

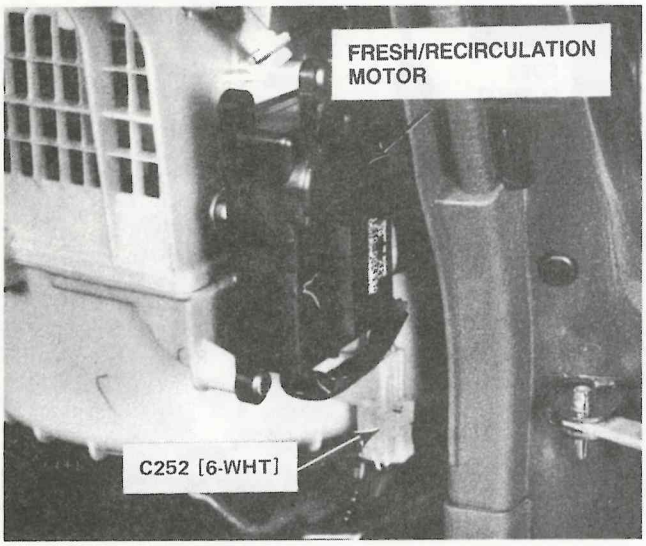


Ground Distribution

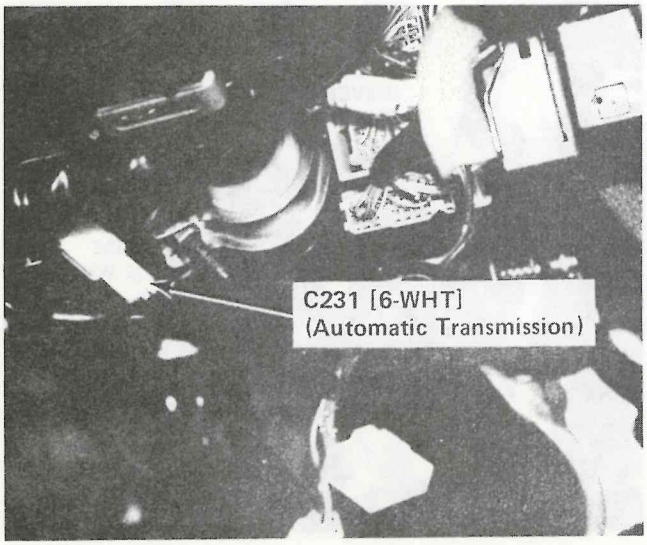
25. Rear Half of Right Door (Panel Removed)



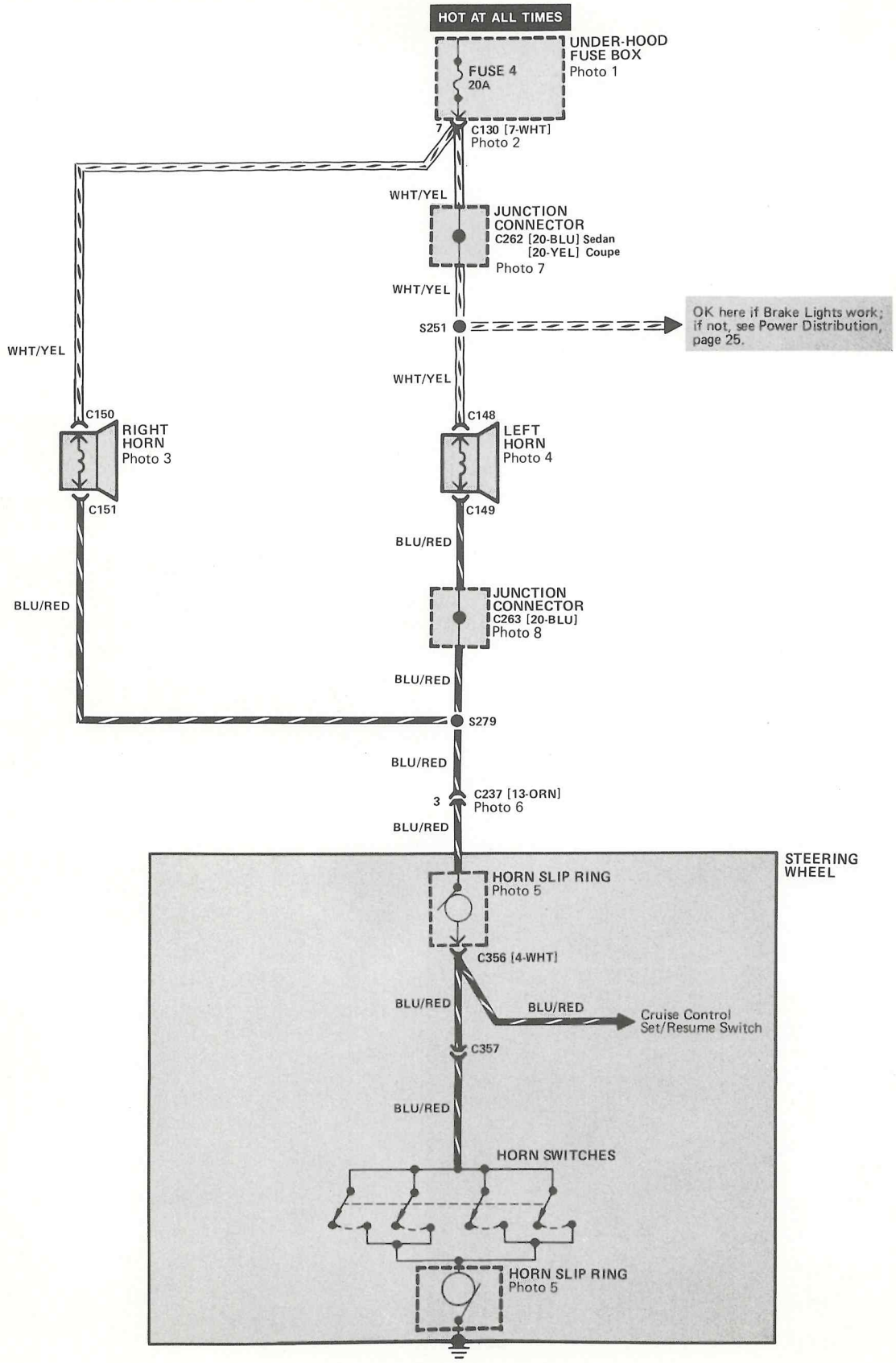
26. Under Right Side of Dash, at Kick Panel



27. Under Left Side of Dash



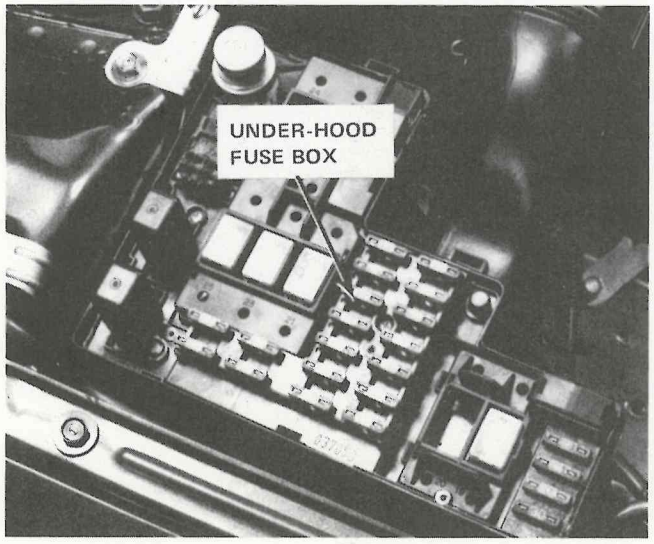
Horn
- Circuit Schematic



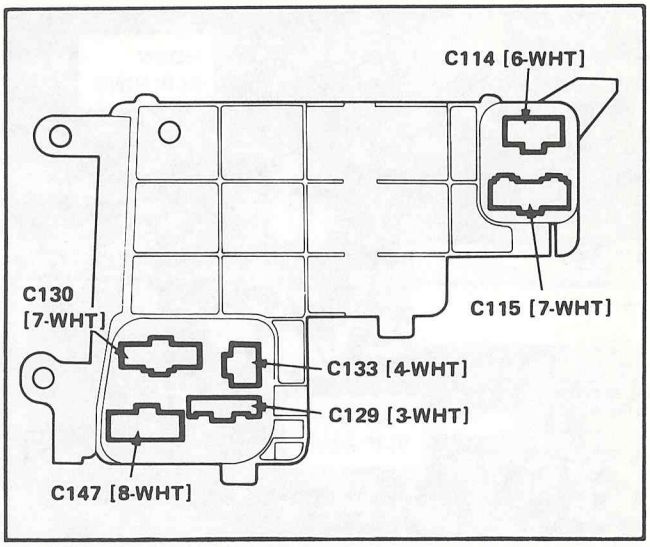
How The Circuit Works

Voltage is applied through fuse 4 to the right and left horns. With any of the horn switches closed, ground is provided to the horns: The horns sound. The steering shaft is grounded to the steering column by a ground collar in the upper part of the column.

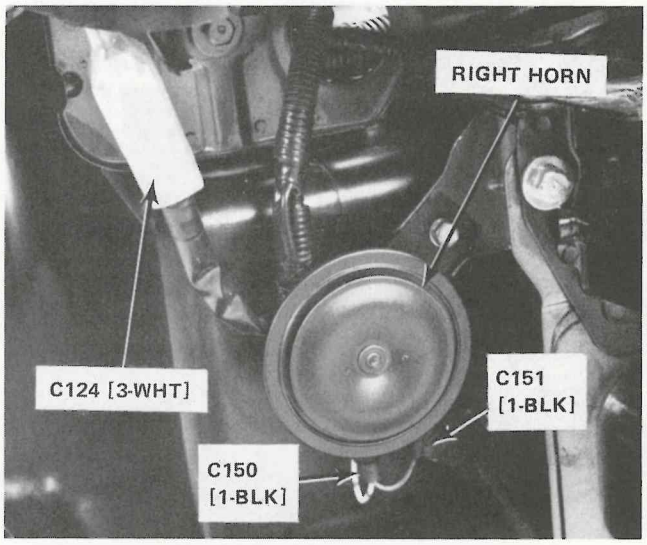
1. Right Side of Engine Compartment, on Inner Fender Panel



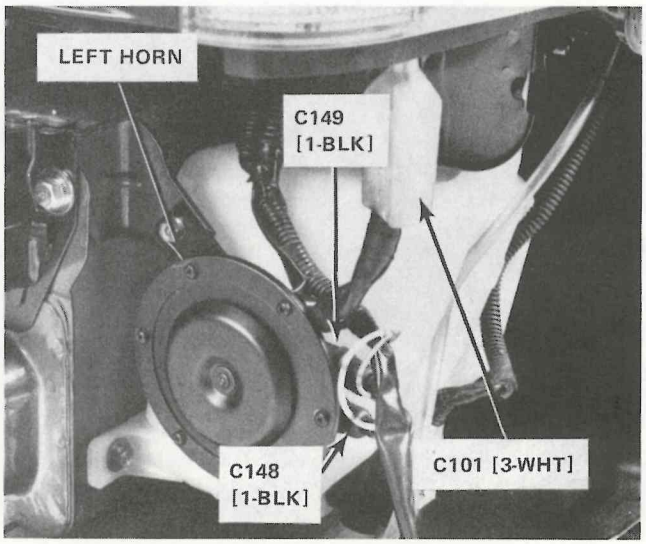
2. Bottom View of Under-hood Fuse Box



3. Right Front Corner of Engine Compartment, Behind Bumper

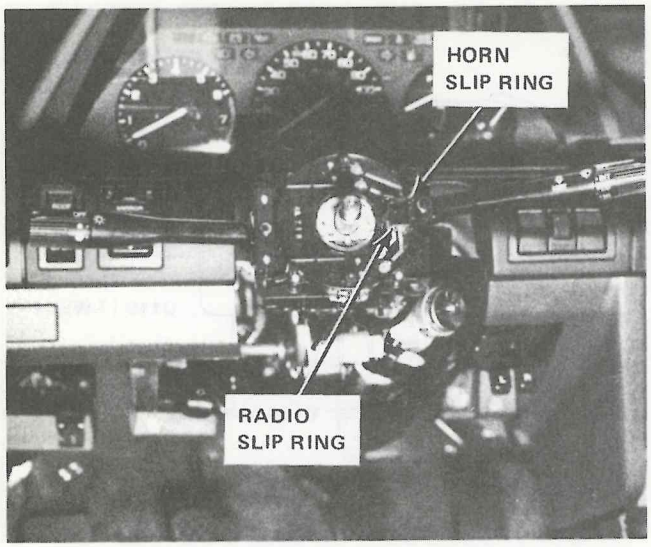


4. Left Front Corner of Engine Compartment, Behind Bumper

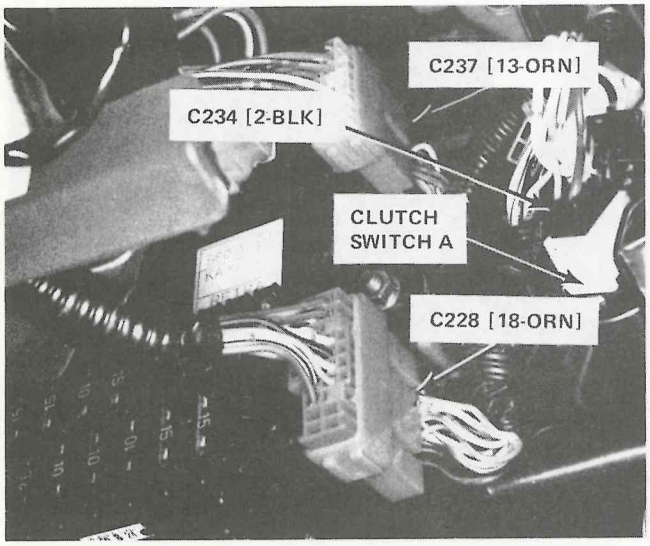


Horn

5. Top of Steering Column, Steering Wheel Removed

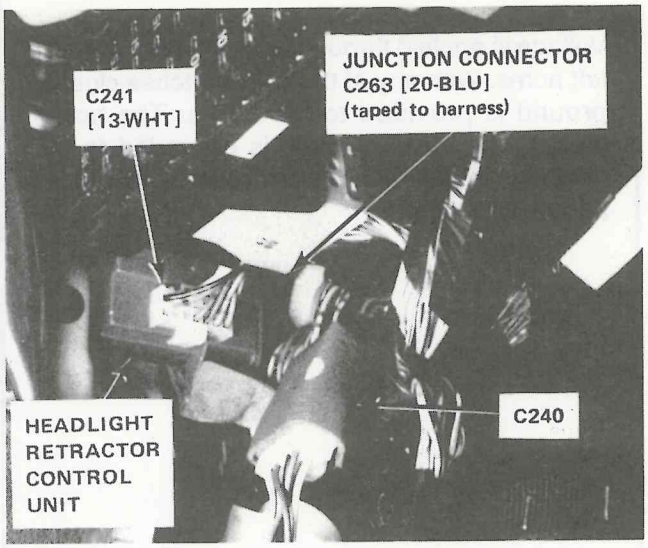


6. Under Left Side of Dash, on Right Side of Dash Fuse Box

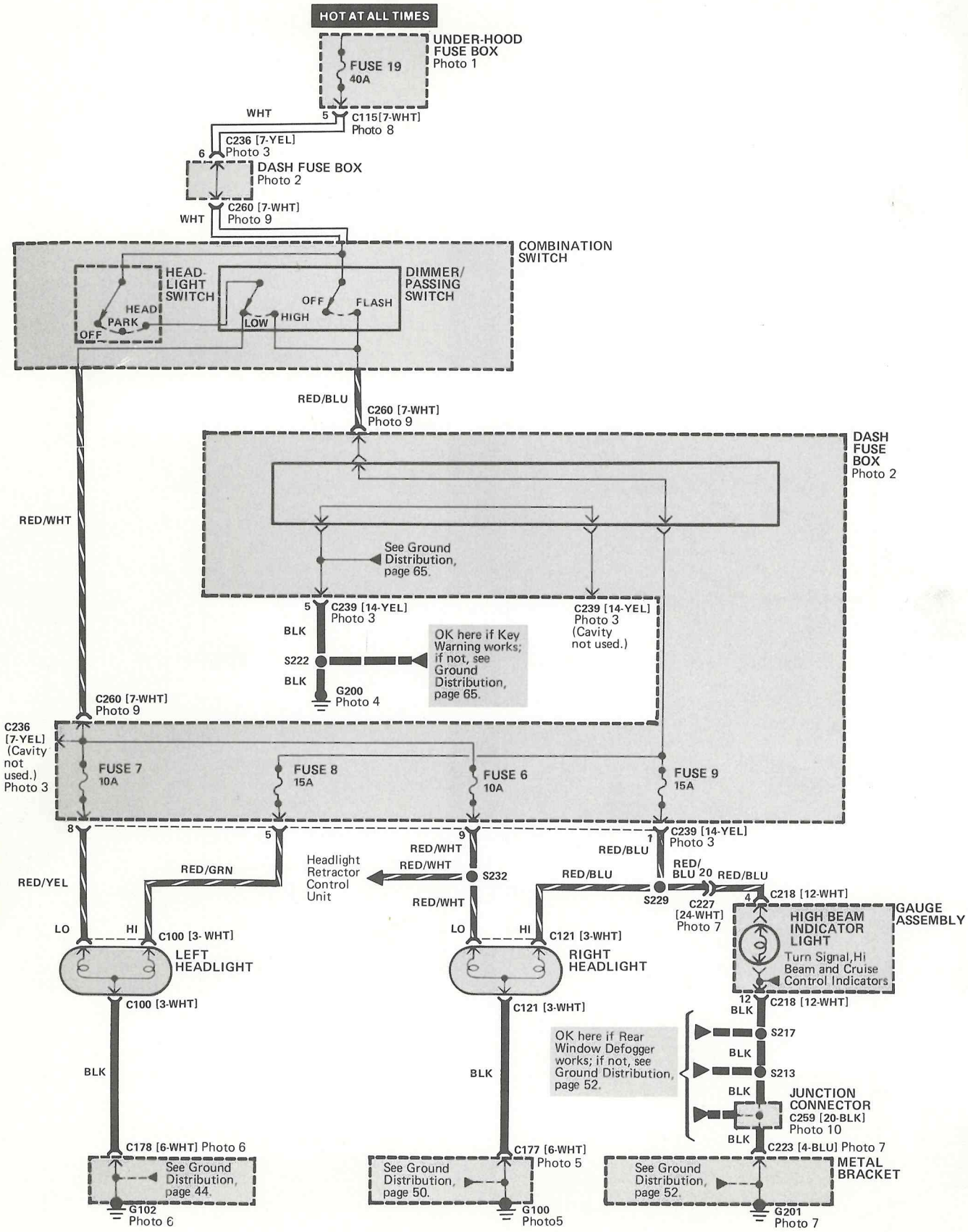


7. Under Right Side of Dash, Behind Blower Assembly

8. Under Left Side of Dash, At Kick Panel



Headlights
- Circuit Schematic



How The Circuit Works

Lo Beam Operation

With the headlight switch in "Head," voltage is applied through the headlight switch, the dimmer/passing switch and fuses 6 and 7, to the "Lo" filaments of the dual beam headlights. The "Lo" filaments light up.

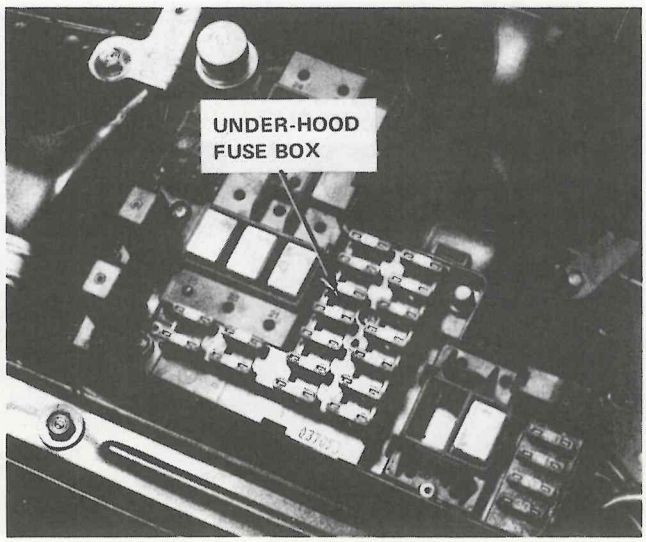
Hi Beam Operation

With the headlight switch in "Head" and the dimmer/passing switch in "High," voltage is applied through the headlight switch, the dimmer/passing switch, and fuses 8 and 9 to the "Hi" filaments of the dual beam headlights. Voltage is also applied to the high beam indicator.

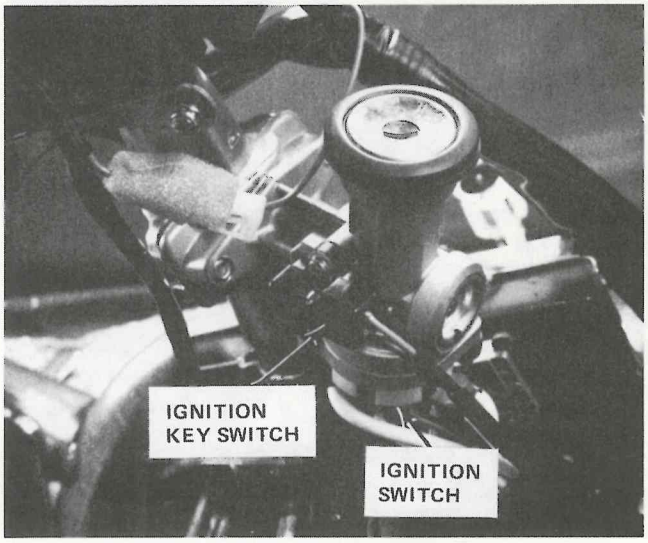
Flash Operation

The flash feature works with the headlight switch in "Off," "Park," or "Head" (lo beams). With the dimmer/passing switch moved to "Flash," voltage is applied in the same way as in Hi Beam Operation except the headlights and high beam indicator flash to hi beams. The flash function has no effect if the dimmer/passing switch is in "High."

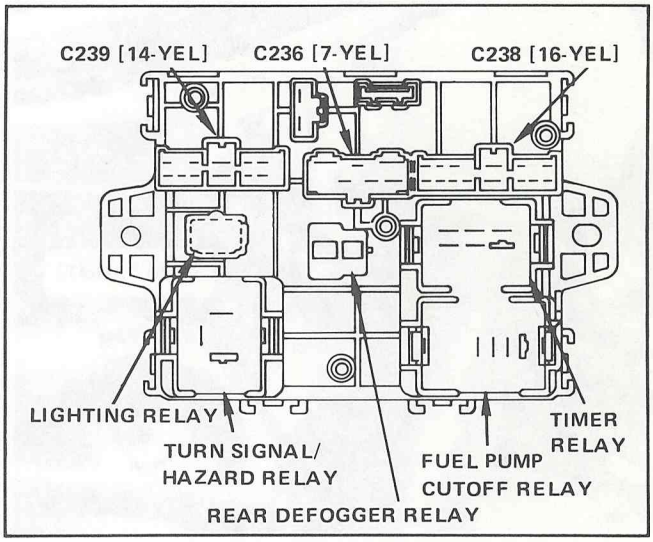
1. Right Side of Engine Compartment, on Inner Fender Panel



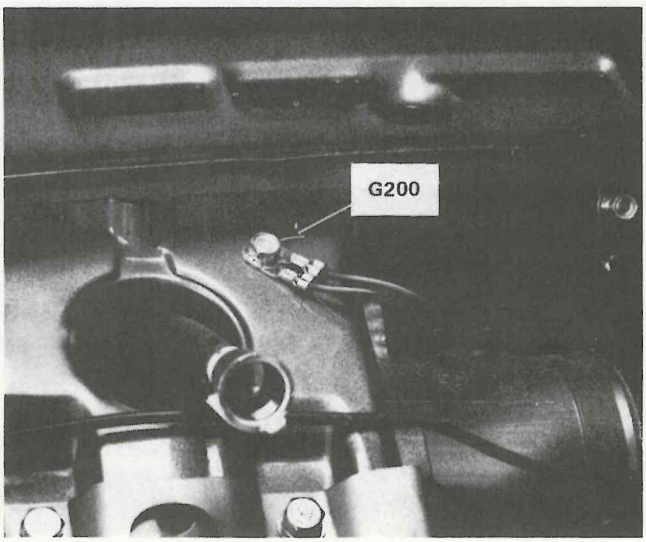
2. Under Left Side of Dash, Left of Steering Column



3. Rear View of Dash Fuse Box

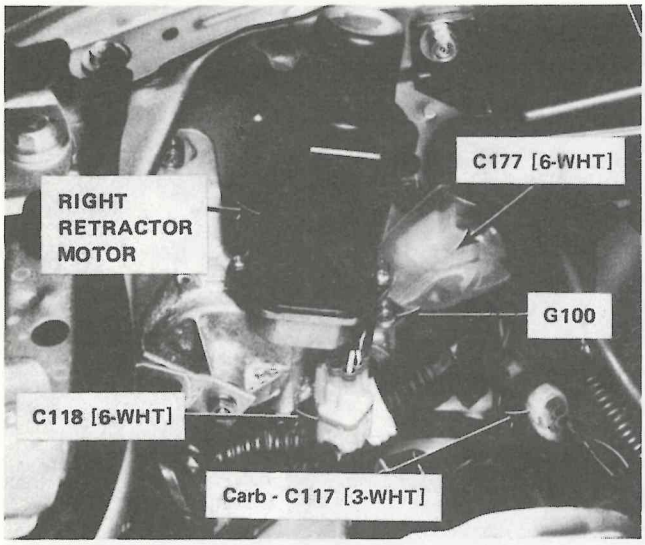


4. Under Dash, Near Speedometer Connector

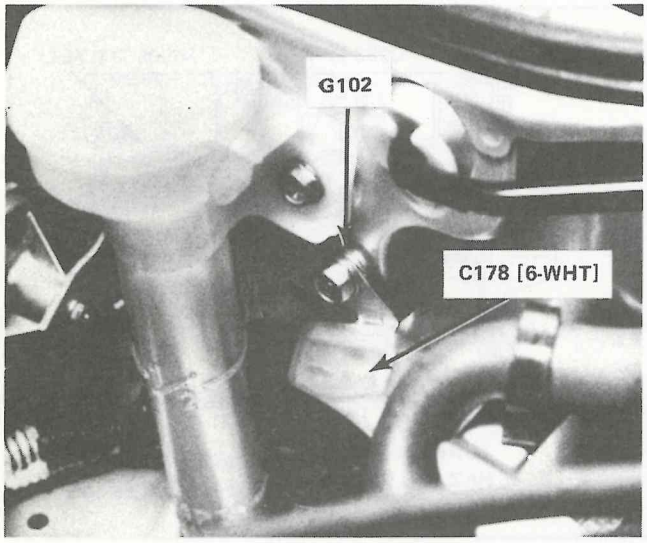


Headlights

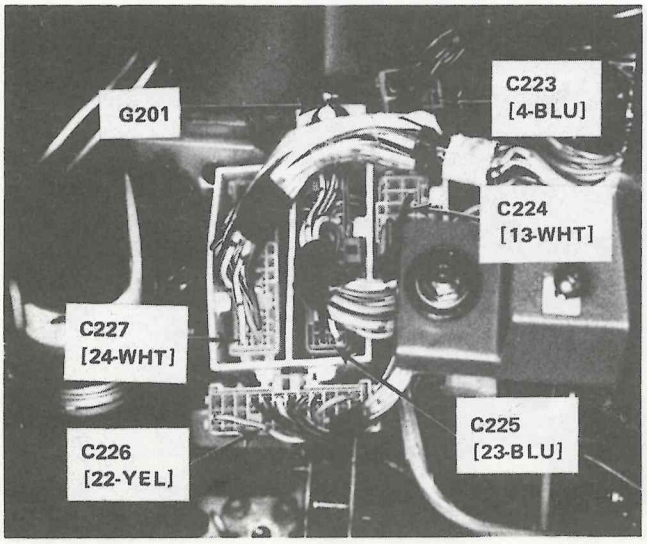
5. Right Front Corner of Engine Compartment



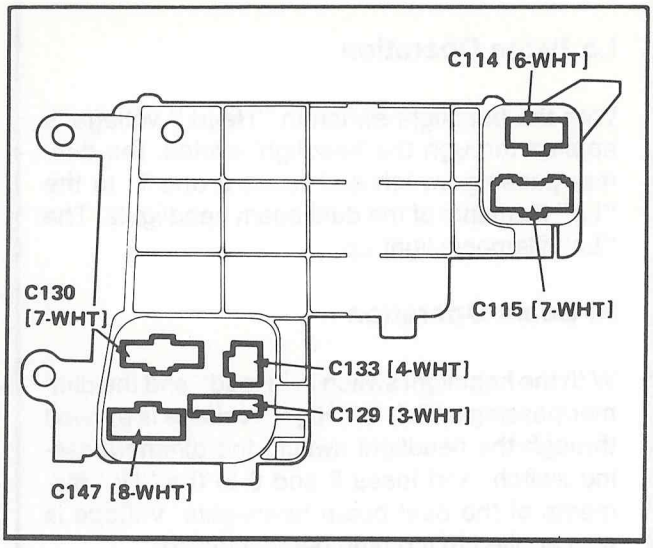
6. Left Front Corner of Engine Compartment, Behind Headlight



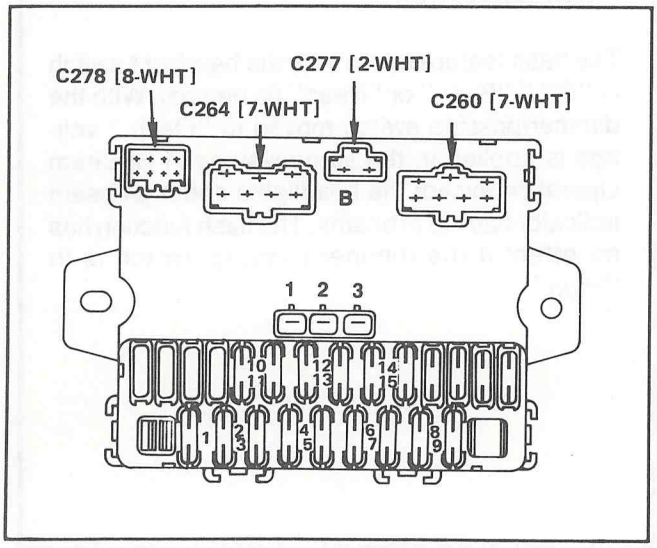
7. Under Left Side of Dash, Right of Steering Column



8. Bottom View of Under-hood Fuse Box

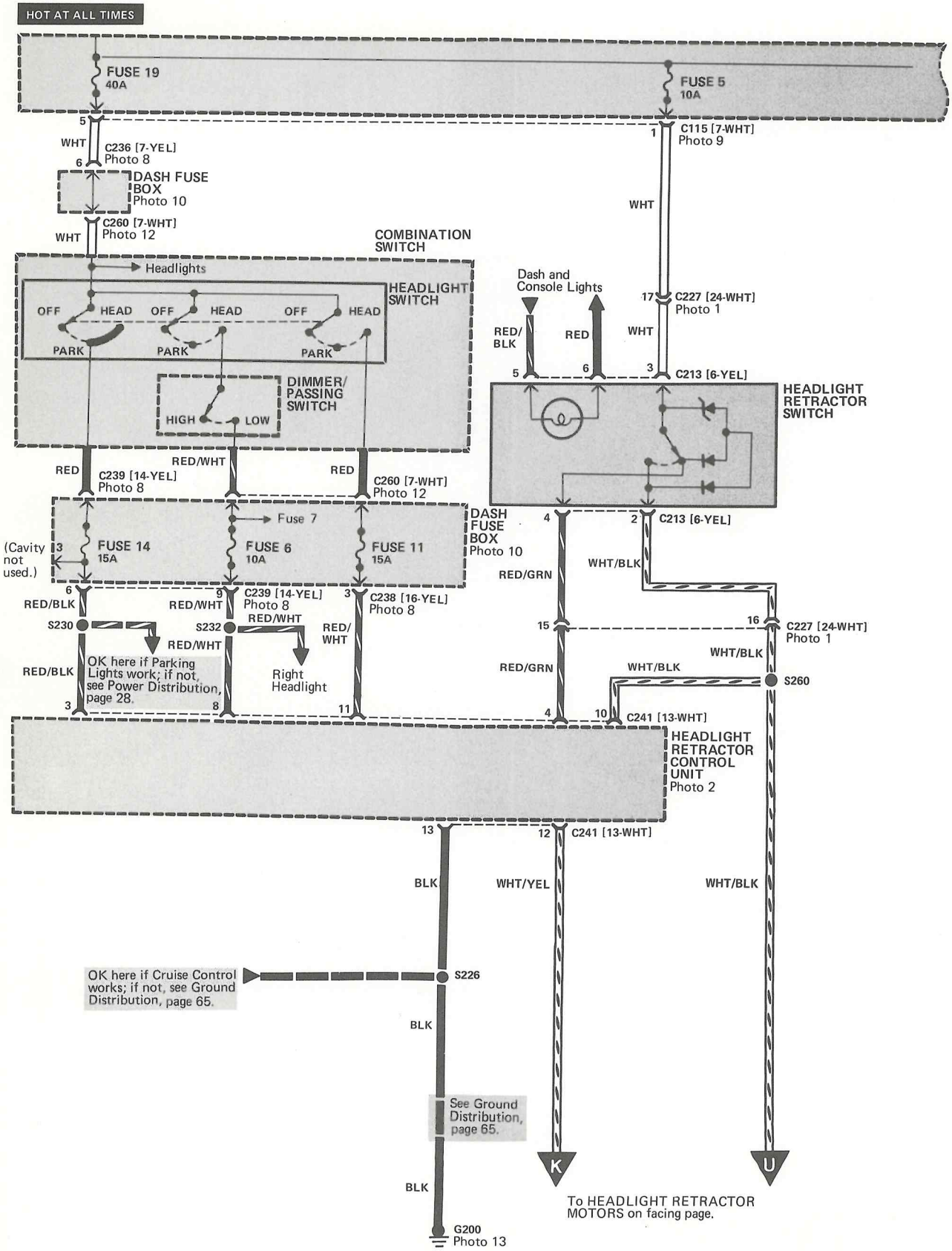


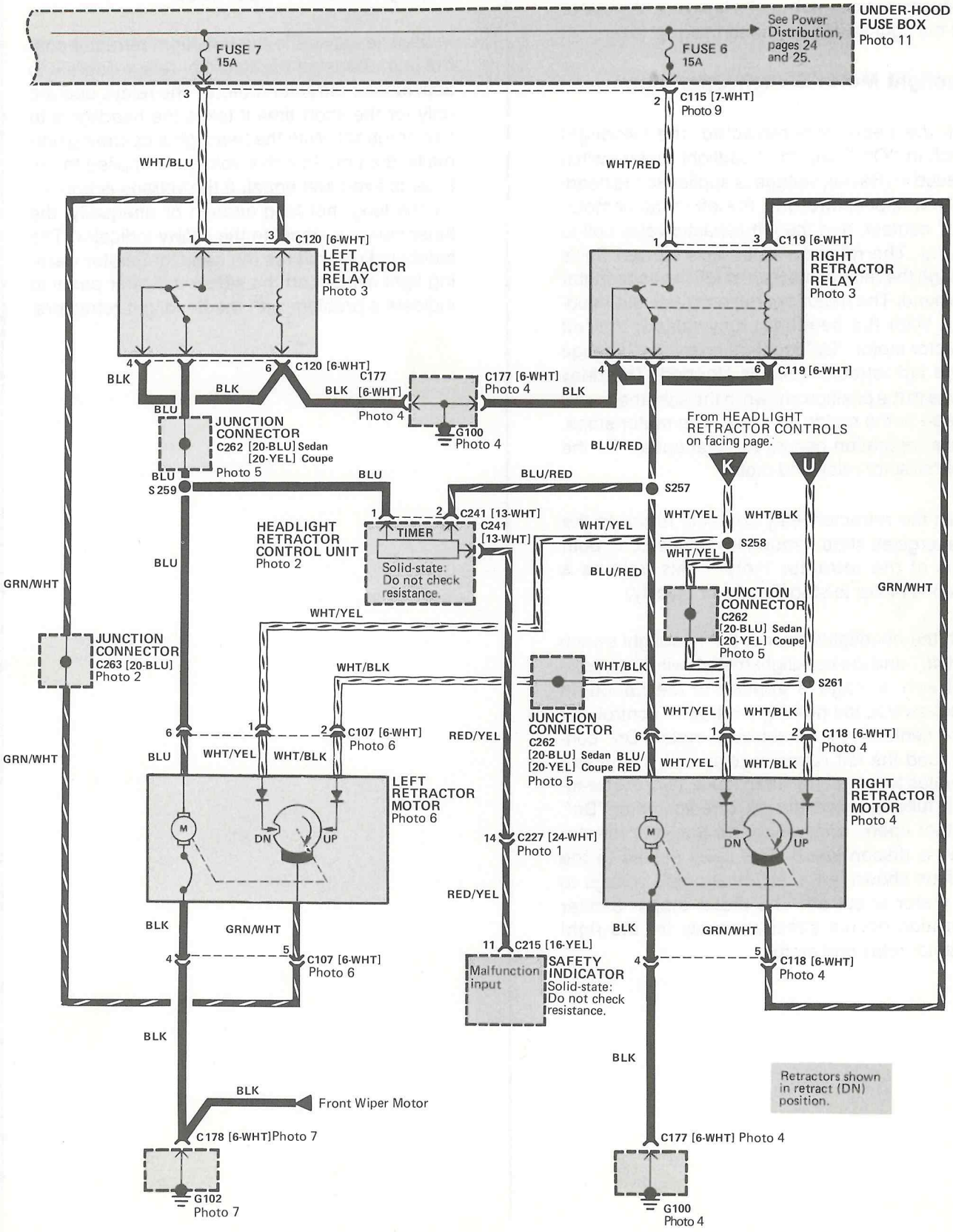
9. Front View of Dash Fuse Box



10. Left Side of Dash, Behind I/P

Headlight Retractors: Controls
- Circuit Schematic




UNDER-HOOD FUSE BOX
Photo 11
See Power Distribution, pages 24 and 25.
FUSE 7
15A
FUSE 6
15A
C115 [7-WHT]
Photo 9
WHT/BLU
WHT/RED
C120 [6-WHT]
LEFT RETRACTOR RELAY
Photo 3
C119 [6-WHT]
RIGHT RETRACTOR RELAY
Photo 3
C120 [6-WHT]
C177 [6-WHT]
C177 [6-WHT]
Photo 4
C119 [6-WHT]
BLK
BLU
JUNCTION CONNECTOR
C262 [20-BLU] Sedan
[20-YEL] Coupe
Photo 5
G100
Photo 4
From HEADLIGHT RETRACTOR CONTROLS on facing page.
BLU/RED
K
U
S259
S257
C241 [13-WHT]
HEADLIGHT RETRACTOR CONTROL UNIT
Photo 2
TIMER
Solid-state: Do not check resistance.
WHT/YEL
WHT/BLK
S258
GRN/WHT
JUNCTION CONNECTOR
C263 [20-BLU]
Photo 2
JUNCTION CONNECTOR
C262
[20-BLU] Sedan
[20-YEL] Coupe
Photo 5
S261
C107 [6-WHT]
Photo 6
RED/YEL
JUNCTION CONNECTOR
C262
[20-BLU] Sedan
[20-YEL] Coupe
Photo 5
BLU/RED
C118 [6-WHT]
Photo 4
LEFT RETRACTOR MOTOR
Photo 6
RIGHT RETRACTOR MOTOR
Photo 4
DN
UP
C227 [24-WHT]
Photo 1
C215 [16-YEL]
Malfunction input
SAFETY INDICATOR
Solid-state: Do not check resistance.
Retractors shown in retract (DN) position.
Front Wiper Motor
C178 [6-WHT] Photo 7
G102
Photo 7
C177 [6-WHT] Photo 4
G100
Photo 4

Headlight Retractors

How The Circuit Works

The headlights can be raised or retracted with the headlight motor switch on the instrument panel or with the light switch on the turn signal lever.

Headlight Motor Switch Operation

With the headlights retracted, the headlight switch in "Off," and the headlight motor switch pressed in (Raise), voltage is applied to the headlight retractor control unit, the left retractor motor "Up" contact, and the left retractor relay coil to ground. The relay operates and current flows through the relay contacts and left retractor motor to ground. The motor operates to raise the headlight. With the headlight fully raised, the left retractor motor "Up" contact opens and voltage to the left retractor relay is stopped. The relay moves to the position shown in the schematic and voltage to the motor is cut off: The motor stops. Similar operation occurs simultaneously for the right retractor relay and motor.

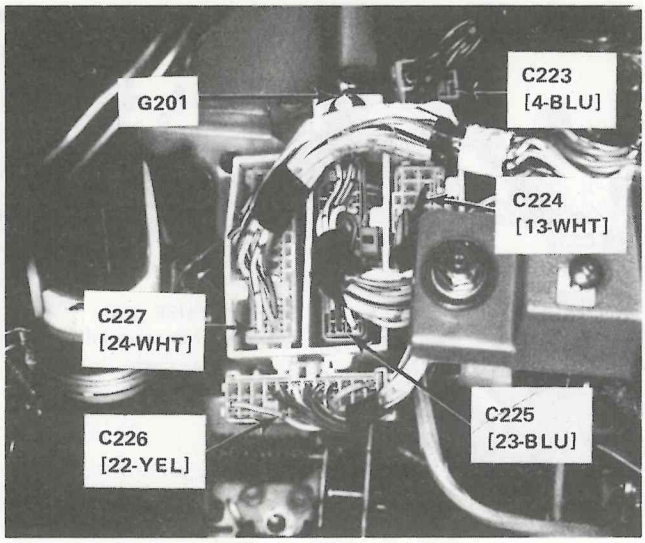
When the retractor relay contacts return to the de-energized state, ground is connected to both sides of the retractor motor. This acts as a dynamic brake to stop the motor quickly.

With the headlights raised, the headlight switch in "Off," and the headlight motor switch released (Retract), voltage is applied to the headlight motor switch, the headlight retractor control unit "Dn" contacts, the left retractor motor "Dn" contact, and the left retractor relay coil. The motor operates to retract the headlights. With the headlights fully retracted, the left retractor motor "Dn" contact opens and voltage to the left retractor relay is discontinued. The relay moves to the position shown in the schematic and voltage to the motor is cut off: The motor stops. Similar operation occurs simultaneously for the right retractor relay and motor.

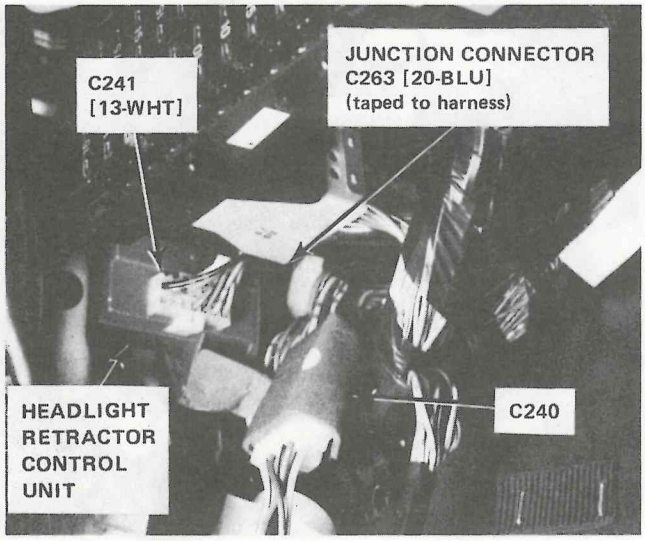
Safety Indicator Operation

Voltage is applied to the headlight retractor control unit whenever the retractor relays operate to activate the retractor motors. The relays operate only for the short time it takes the headlights to rise or retract. With the headlights operating normally, the time that this voltage is applied to the timer is fixed and equal. If the voltage is applied for too long, not long enough or unequally, the timer sends a signal to the safety indicator. The safety indicator lights the headlight motor warning light symbol on the safety indicator panel to indicate a problem with the headlight retractors.

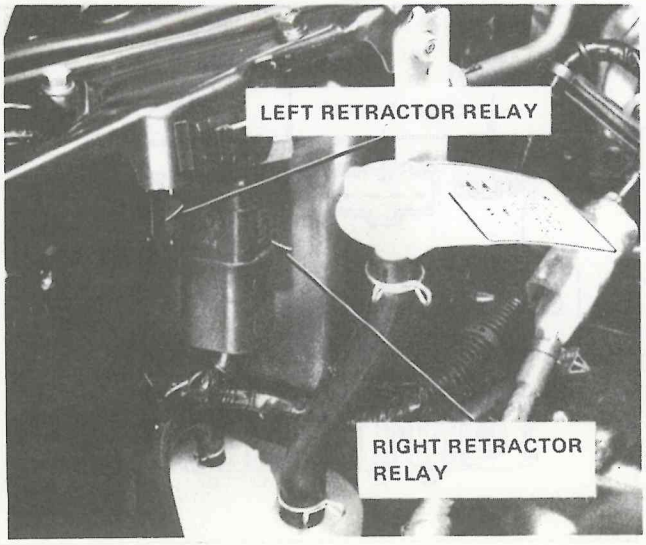
1. Under Left Side of Dash, Right of Steering Column



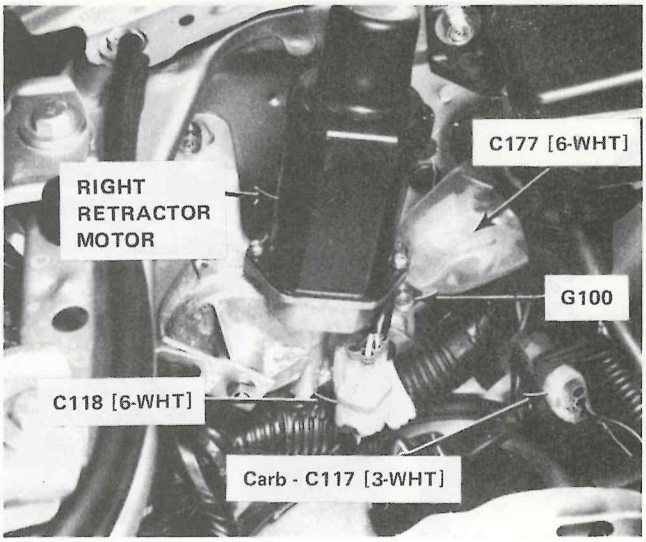
2. Under Left Side of Dash, at Kick Panel



3. Right Front of Engine Compartment, Right of Radiator

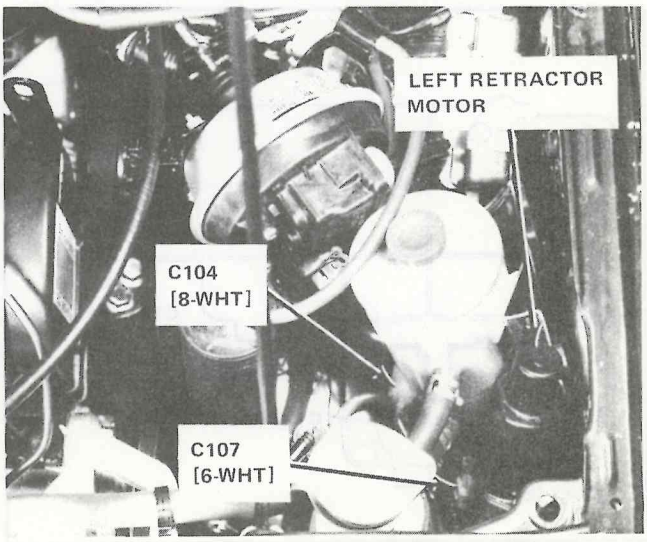


4. On Right Inner Fender Panel, Behind Headlight



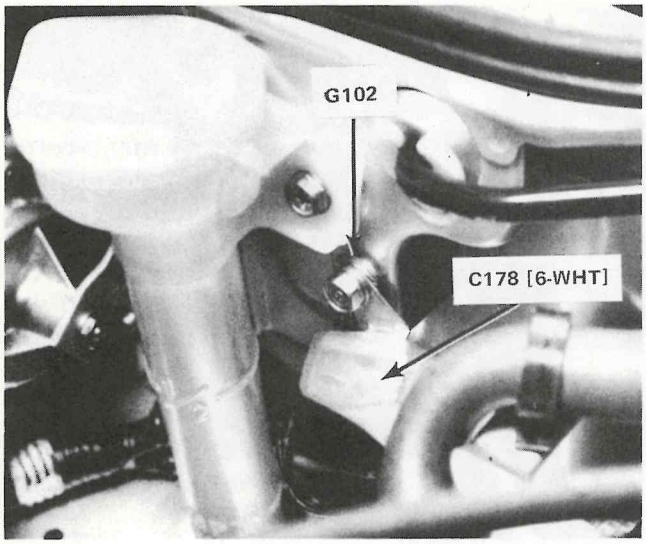
5. Under Right Side of Dash, Behind Blower Assembly

6. On Left Inner Fender Panel, Behind Headlight

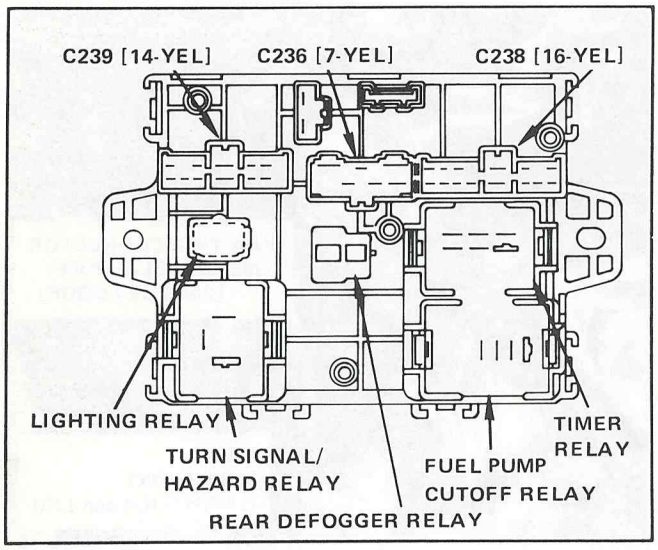


Headlight Retractors

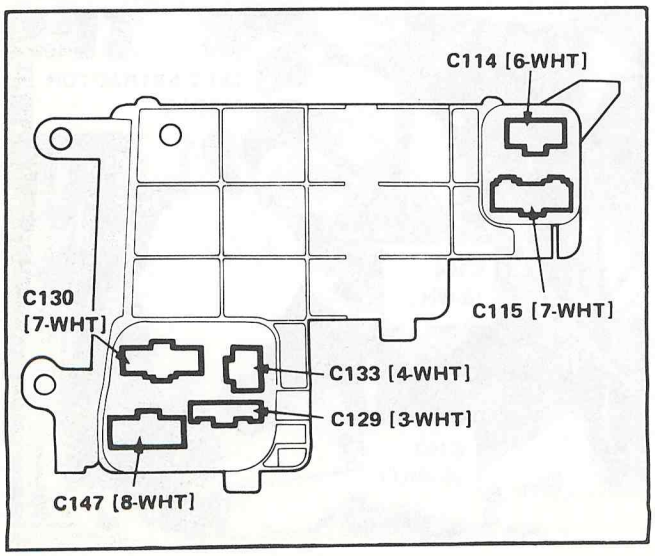
7. Left Front Corner of Engine Compartment, Behind Headlight



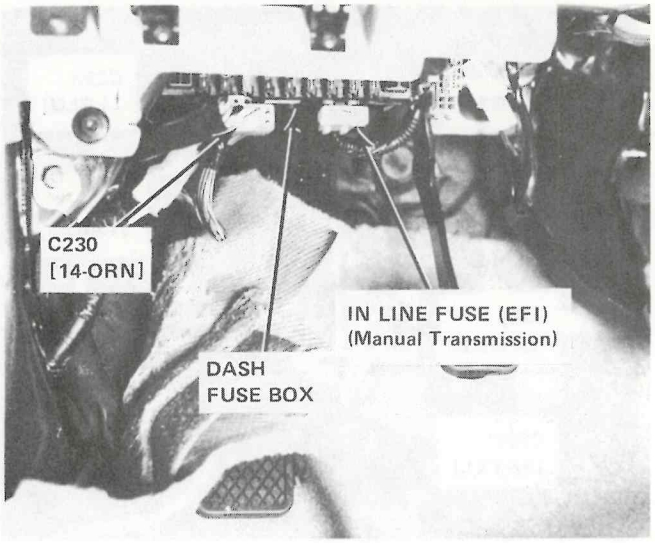
8. Rear View of Dash Fuse Box



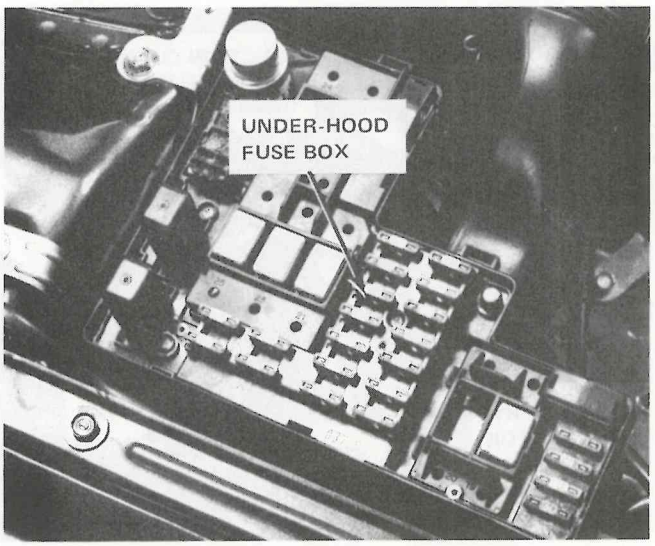
9. Bottom View of Under-hood Fuse Box



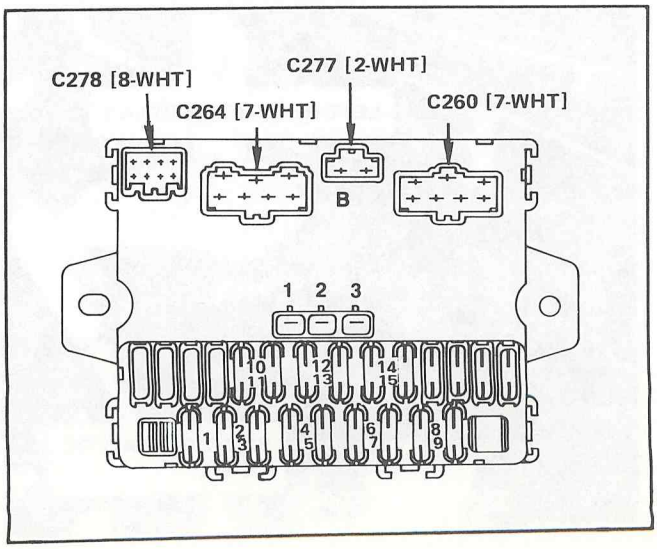
10. Under Left Side of Dash, Left of Steering Column



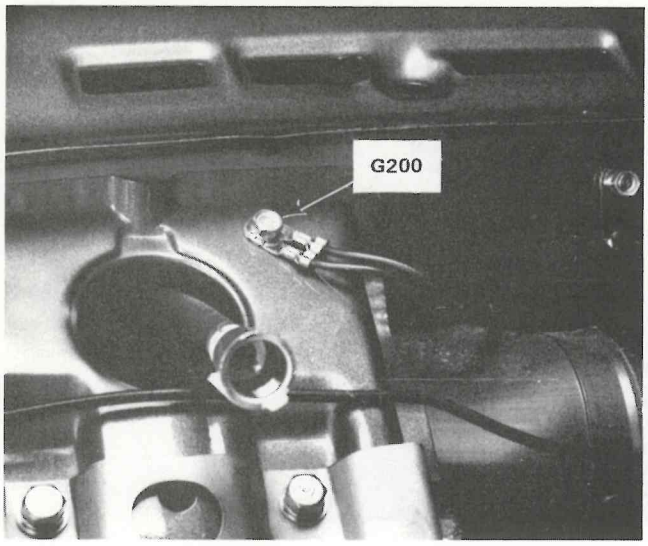
11. Right Side of Engine Compartment, on Inner Fender Panel



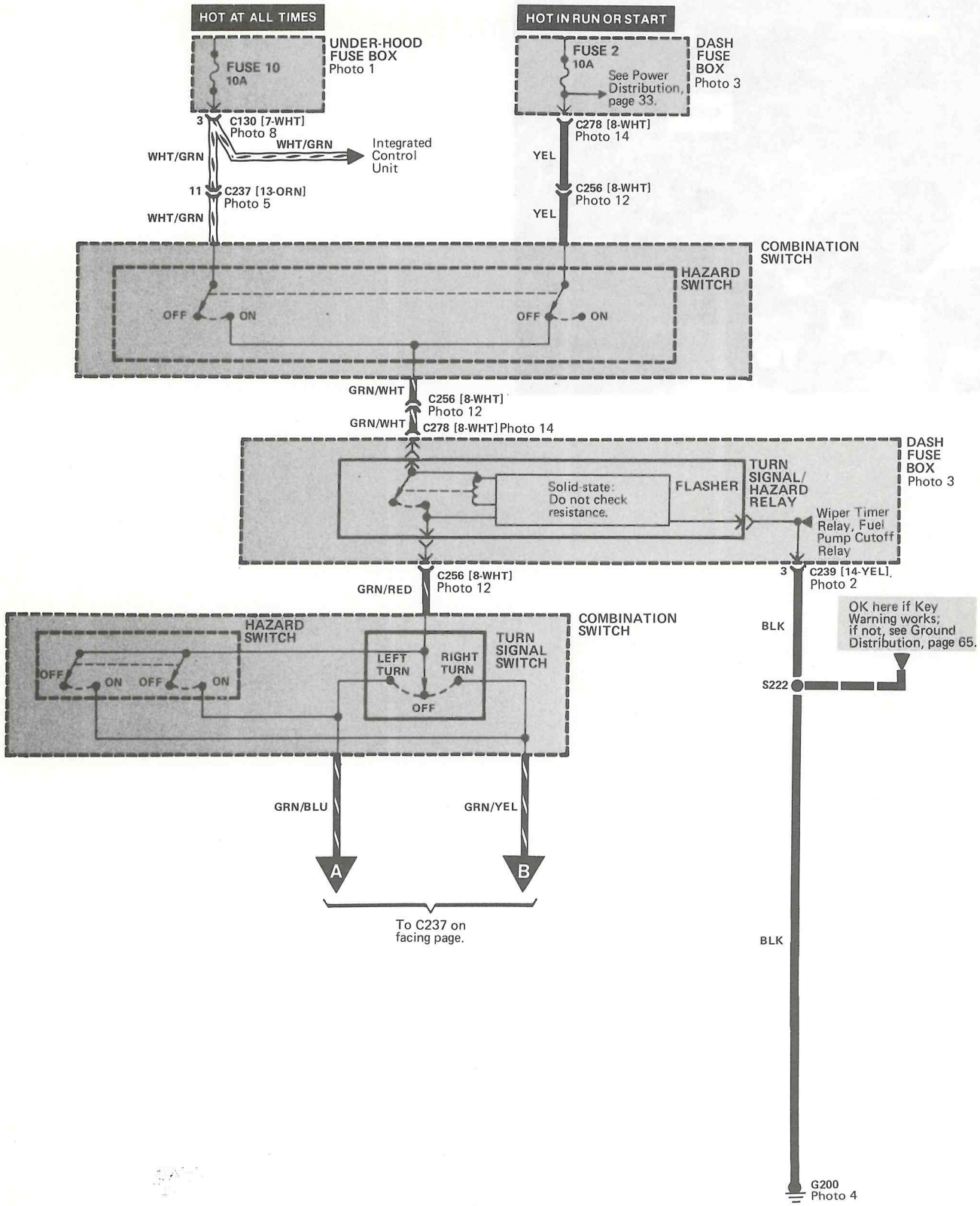
12. Front View of Dash Fuse Box

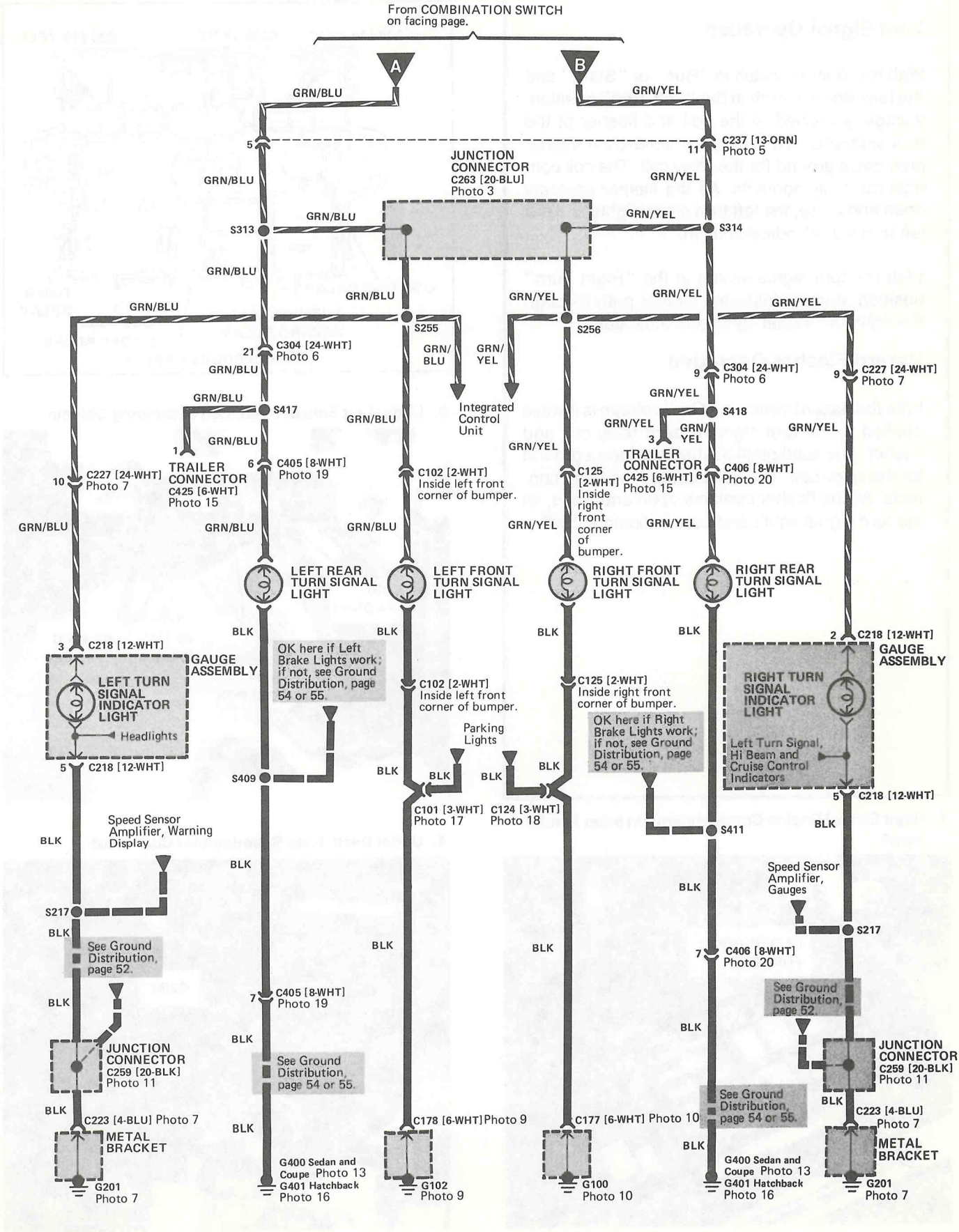


13. Under Dash, Near Speedometer Cable



Turn Signal and Hazard Lights
- Circuit Schematic




From COMBINATION SWITCH on facing page.
A
B
GRN/BLU
GRN/YEL
5
11
C237 [13-ORN] Photo 5
JUNCTION CONNECTOR C263 [20-BLU] Photo 3
S313
S314
S255
S256
21
C304 [24-WHT] Photo 6
9
C227 [24-WHT] Photo 7
S417
S418
1
TRAILER CONNECTOR C425 [6-WHT] Photo 15
6
C405 [8-WHT] Photo 19
10
C227 [24-WHT] Photo 7
C102 [2-WHT] Inside left front corner of bumper.
Integrated Control Unit
C125 [2-WHT] Inside right front corner of bumper.
3
TRAILER CONNECTOR C425 [6-WHT] Photo 15
C406 [8-WHT] Photo 20
LEFT REAR TURN SIGNAL LIGHT
LEFT FRONT TURN SIGNAL LIGHT
RIGHT FRONT TURN SIGNAL LIGHT
RIGHT REAR TURN SIGNAL LIGHT
BLK
3
C218 [12-WHT]
GAUGE ASSEMBLY
LEFT TURN SIGNAL INDICATOR LIGHT
Headlights
OK here if Left Brake Lights work; if not, see Ground Distribution, page 54 or 55.
C102 [2-WHT] Inside left front corner of bumper.
C125 [2-WHT] Inside right front corner of bumper.
OK here if Right Brake Lights work; if not, see Ground Distribution, page 54 or 55.
2
C218 [12-WHT]
GAUGE ASSEMBLY
RIGHT TURN SIGNAL INDICATOR LIGHT
Left Turn Signal, Hi Beam and Cruise Control Indicators
5
C218 [12-WHT]
S409
Parking Lights
C101 [3-WHT] Photo 17
C124 [3-WHT] Photo 18
S411
Speed Sensor Amplifier, Warning Display
S217
See Ground Distribution, page 52.
7
C405 [8-WHT] Photo 19
JUNCTION CONNECTOR C259 [20-BLK] Photo 11
See Ground Distribution, page 54 or 55.
C223 [4-BLU] Photo 7
METAL BRACKET
G201 Photo 7
G400 Sedan and Coupe Photo 13
G401 Hatchback Photo 16
C178 [6-WHT] Photo 9
G102 Photo 9
C177 [6-WHT] Photo 10
G100 Photo 10
Speed Sensor Amplifier, Gauges
7
C406 [8-WHT] Photo 20
See Ground Distribution, page 52.
JUNCTION CONNECTOR C259 [20-BLK] Photo 11
See Ground Distribution, page 54 or 55.
C223 [4-BLU] Photo 7
METAL BRACKET
G201 Photo 7
G400 Sedan and Coupe Photo 13
G401 Hatchback Photo 16

Turn Signal and Hazard Lights

How The Circuit Works

Turn Signal Operation

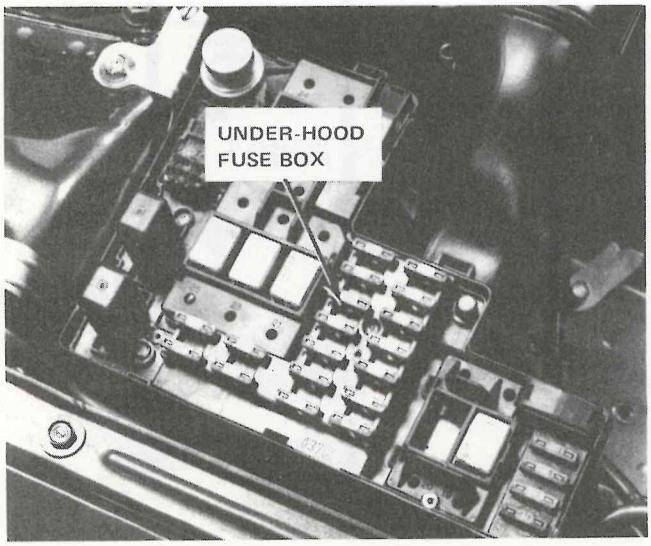
With the ignition switch in "Run" or "Start," and the turn signal switch in the "Left Turn" position, voltage is applied to the coil and flasher of the turn signal/hazard relay. The solid-state flasher provides a ground for the relay coil. The coil controls the relay contacts. As the flasher contacts open and close, the left turn signal lights and the left turn signal indicator flash.

With the turn signal switch in the "Right Turn" position, current follows a similar path through the right turn signal lights and indicator.

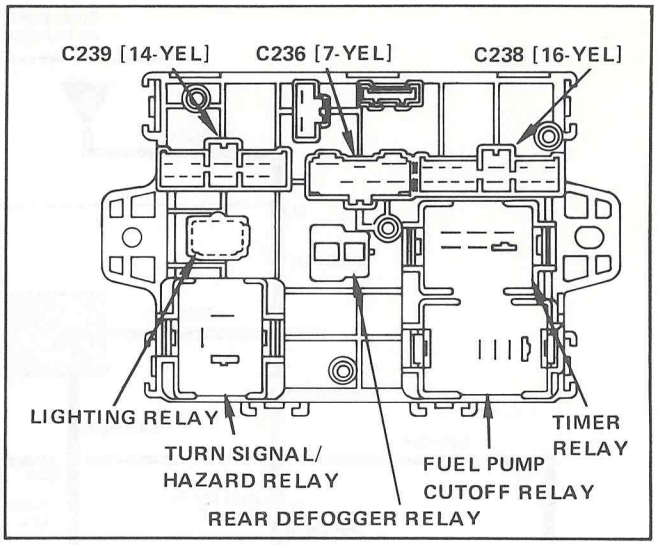
Hazard Flasher Operation

With the hazard switch in "On," voltage is always applied to the turn signal/hazard relay coil and flasher. The solid-state flasher provides a ground for the relay coil. The coil controls the relay contacts. As the flasher contacts open and close, all the turn signal lights and both indicators flash.

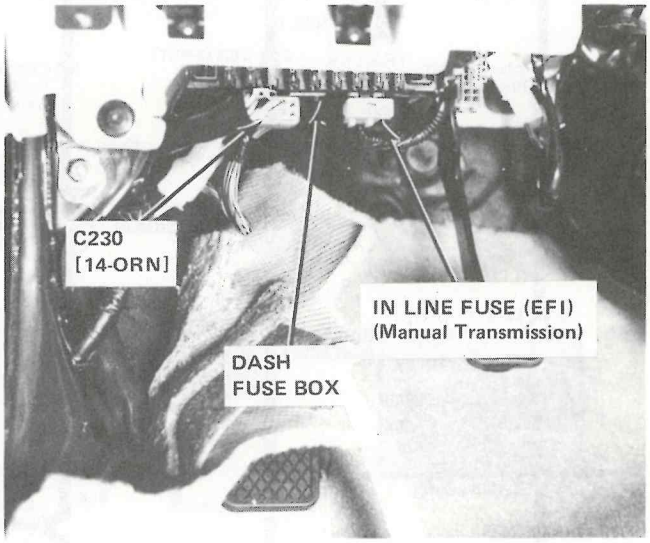
1. Right Side of Engine Compartment, on Inner Fender Panel



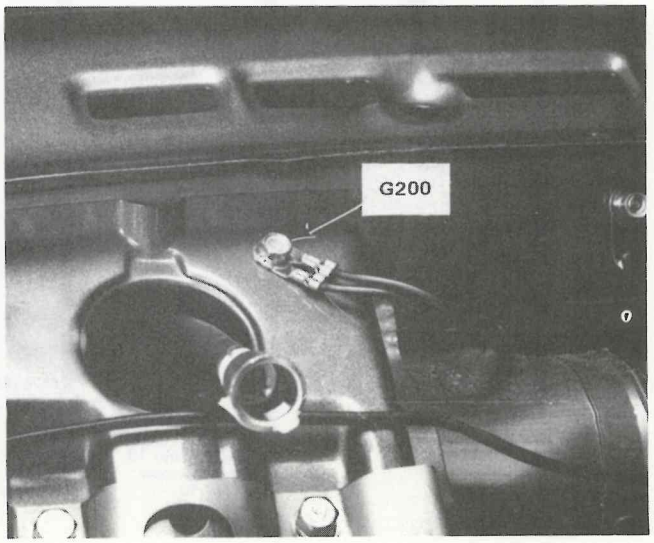
2. Rear View of Dash Fuse Box



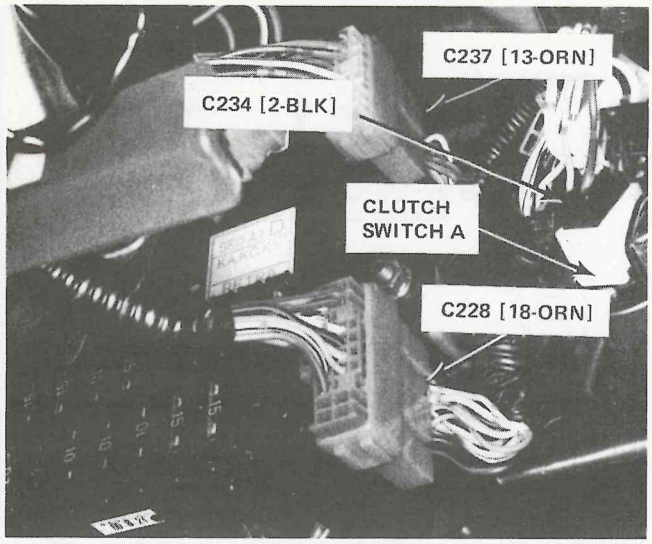
3. Under Left Side of Dash, Left of Steering Column



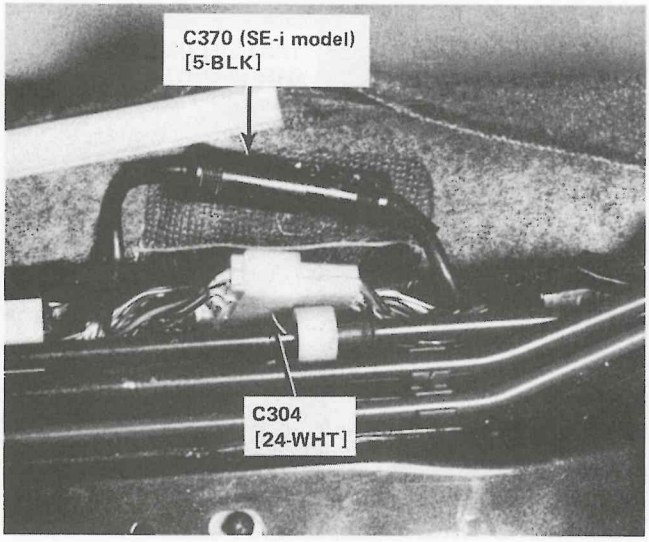
4. Under Dash, Near Speedometer Connector



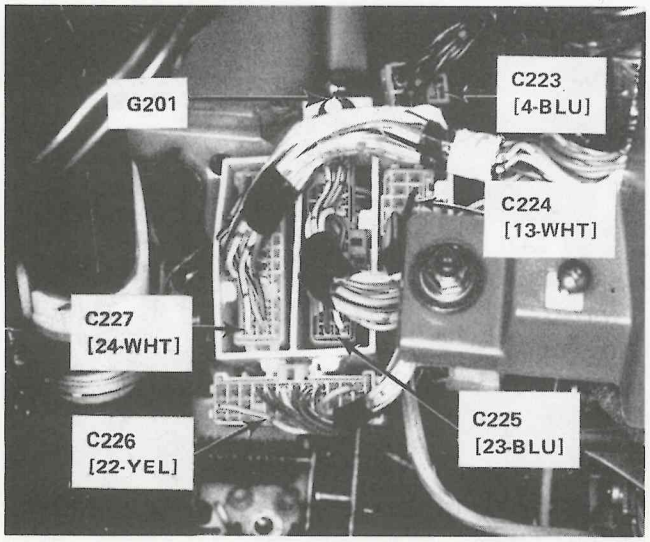
5. Under Left Side of Dash, on Right Side of Dash Fuse Box



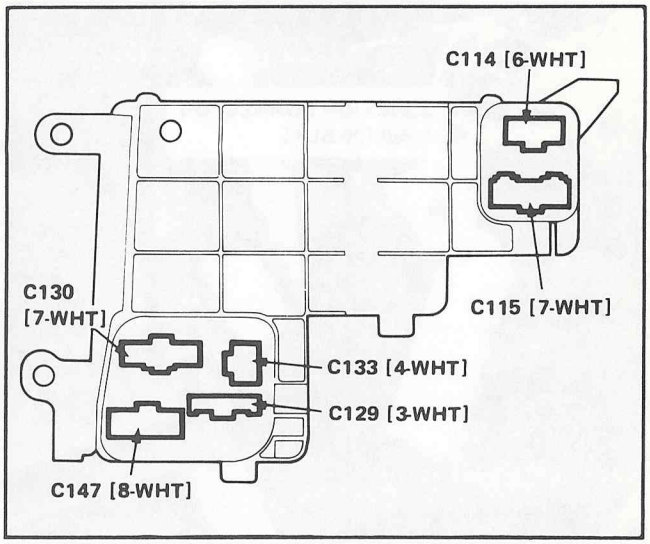
6. Under Carpet, Next to Driver's Door



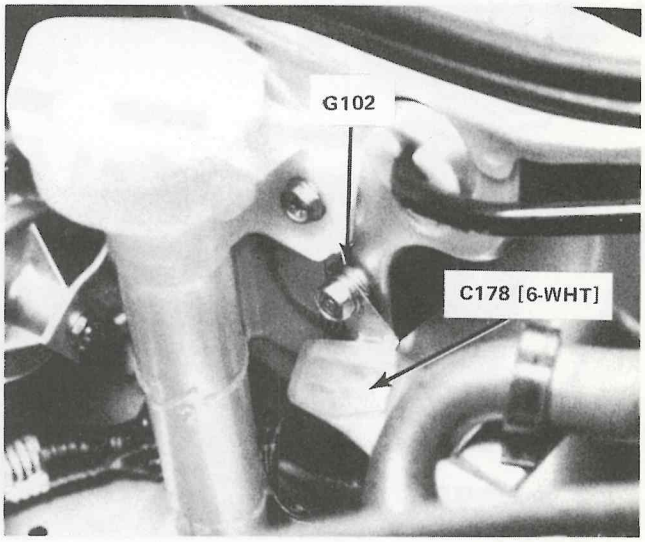
7. Under Left Side of Dash, Right of Steering Column



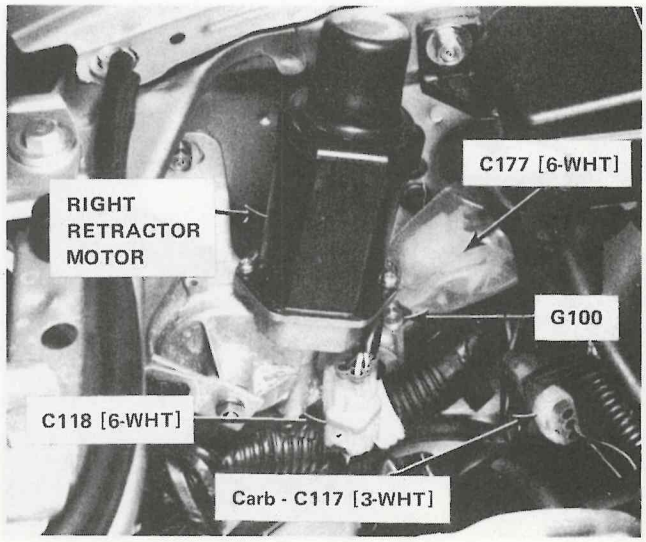
8. Bottom View of Under-hood Fuse Box



9. Left Front Corner of Engine Compartment, Behind Headlight



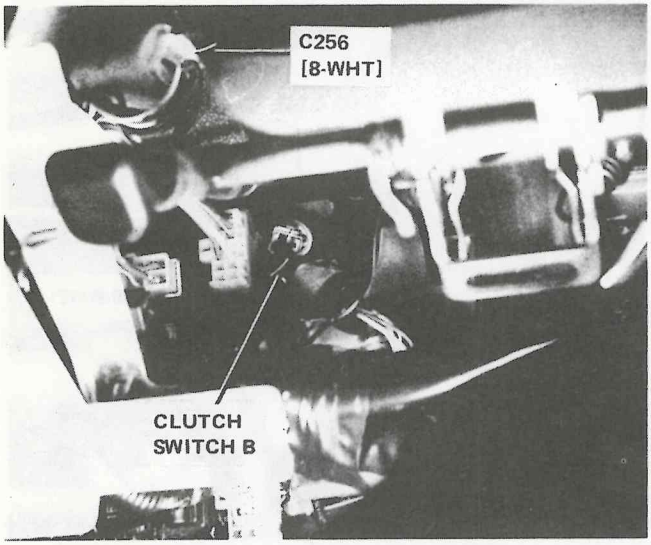
10. Right Front of Engine Compartment



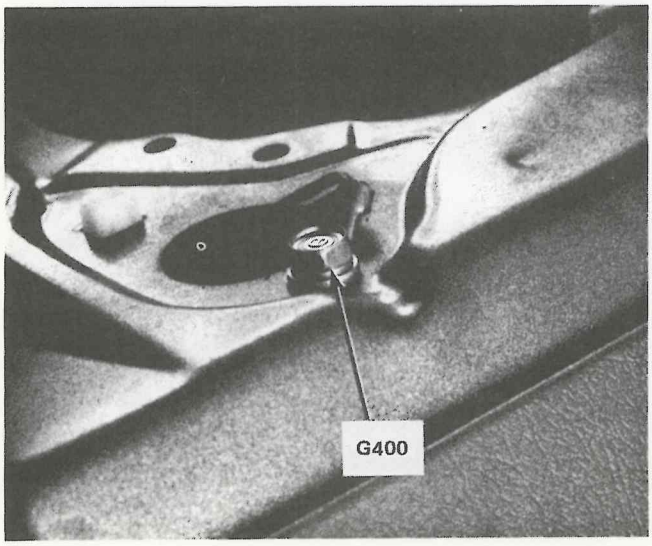
Turn Signal and Hazard Lights

11. Left Side of Dash, Behind I/P

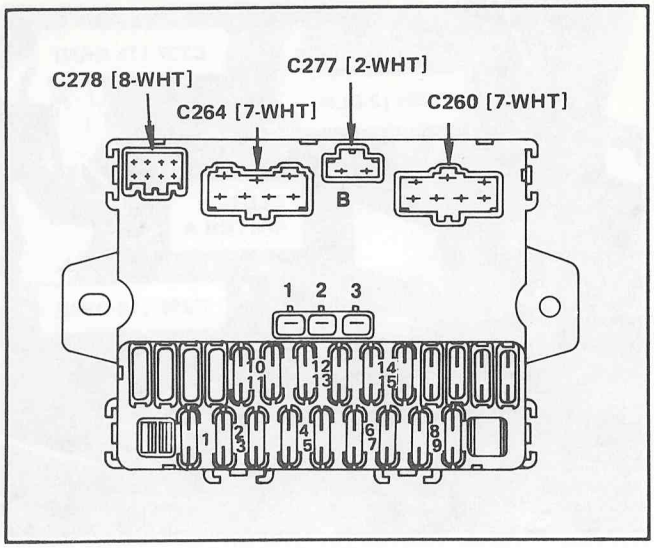
12. Under Left Side of Dash, Left of Steering Column



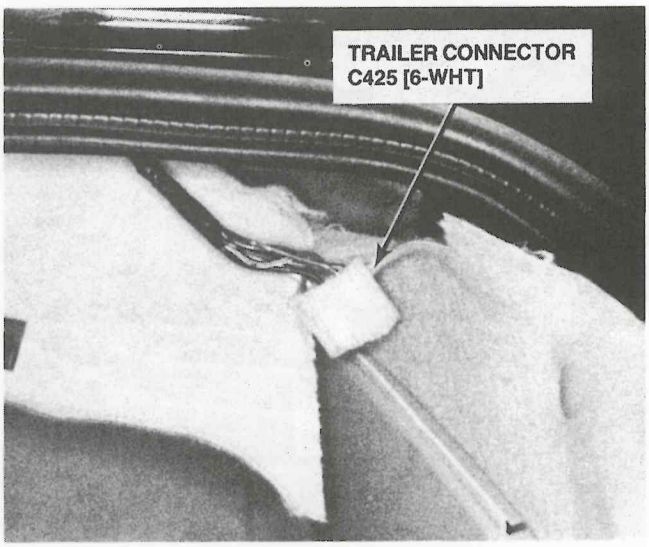
13. Under Carpet, on Left Rear Side of Rear Deck



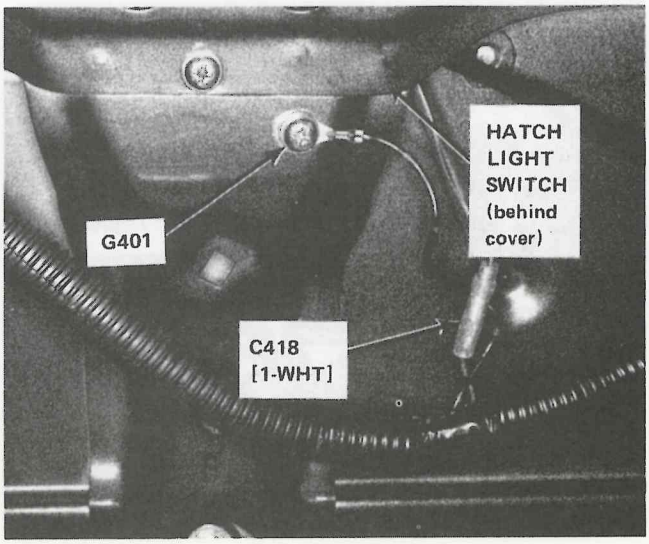
14. Front View of Dash Fuse Box



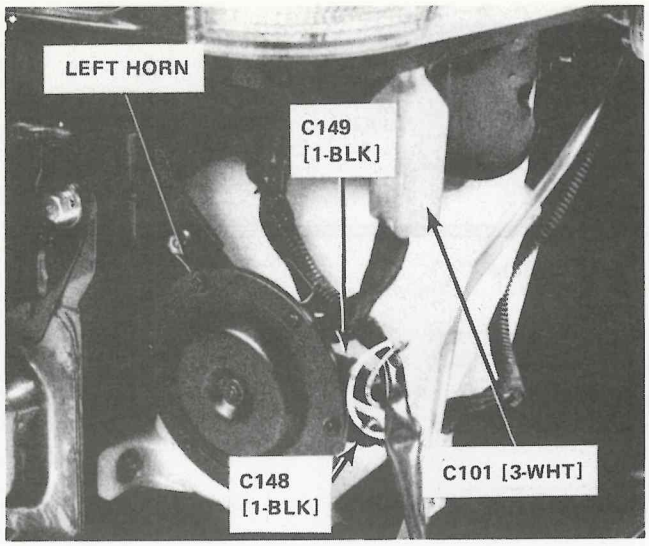
15. In Right Rear of Trunk Behind Panel



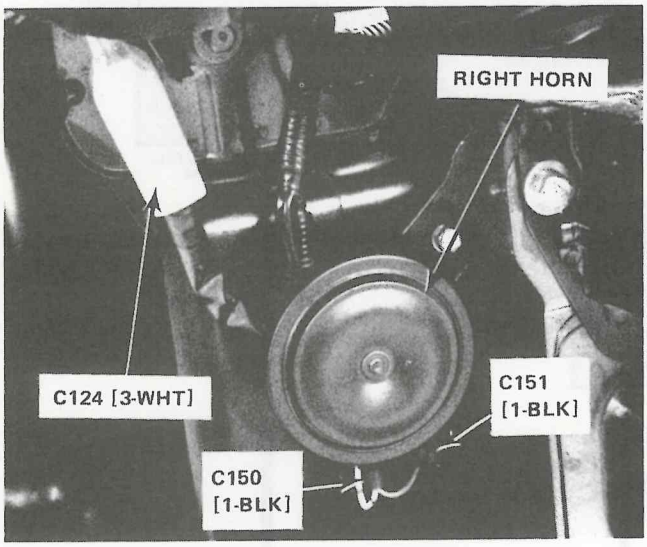
16. Center Rear of Hatch, Behind End Panel



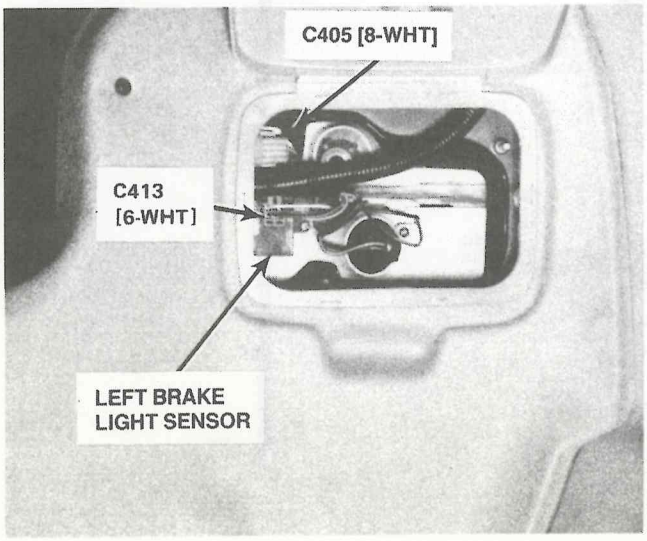
17. Behind Lower Left Corner of Bumper



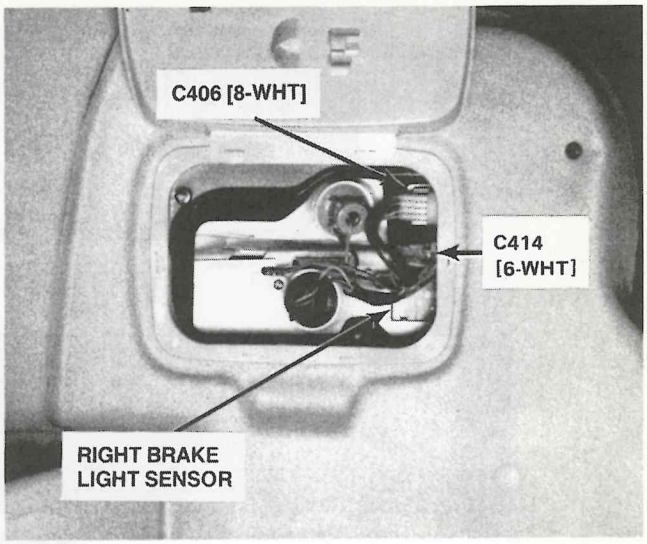
18. Right Front Corner of Engine Compartment, Behind Bumper



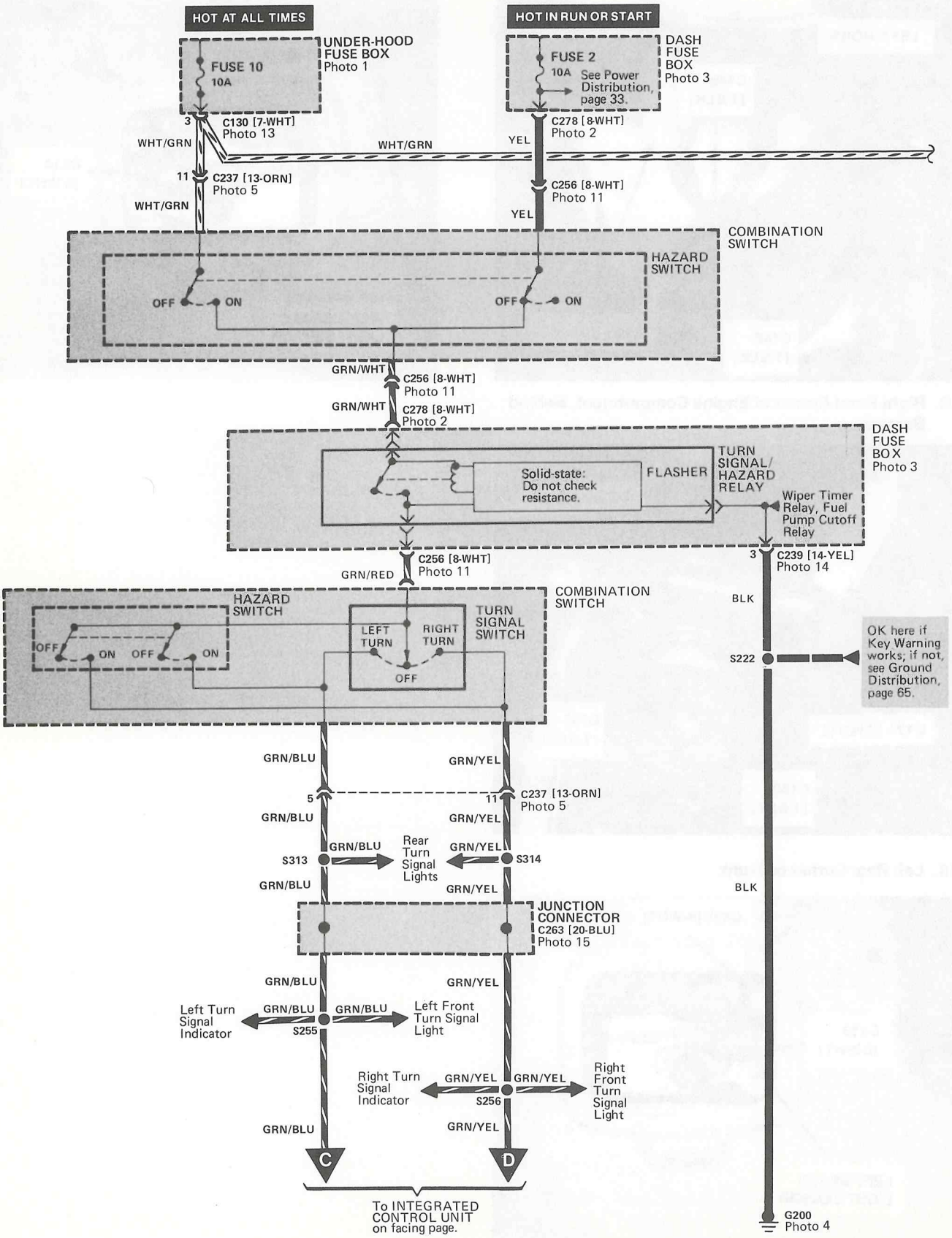
19. Left Rear Corner of Trunk

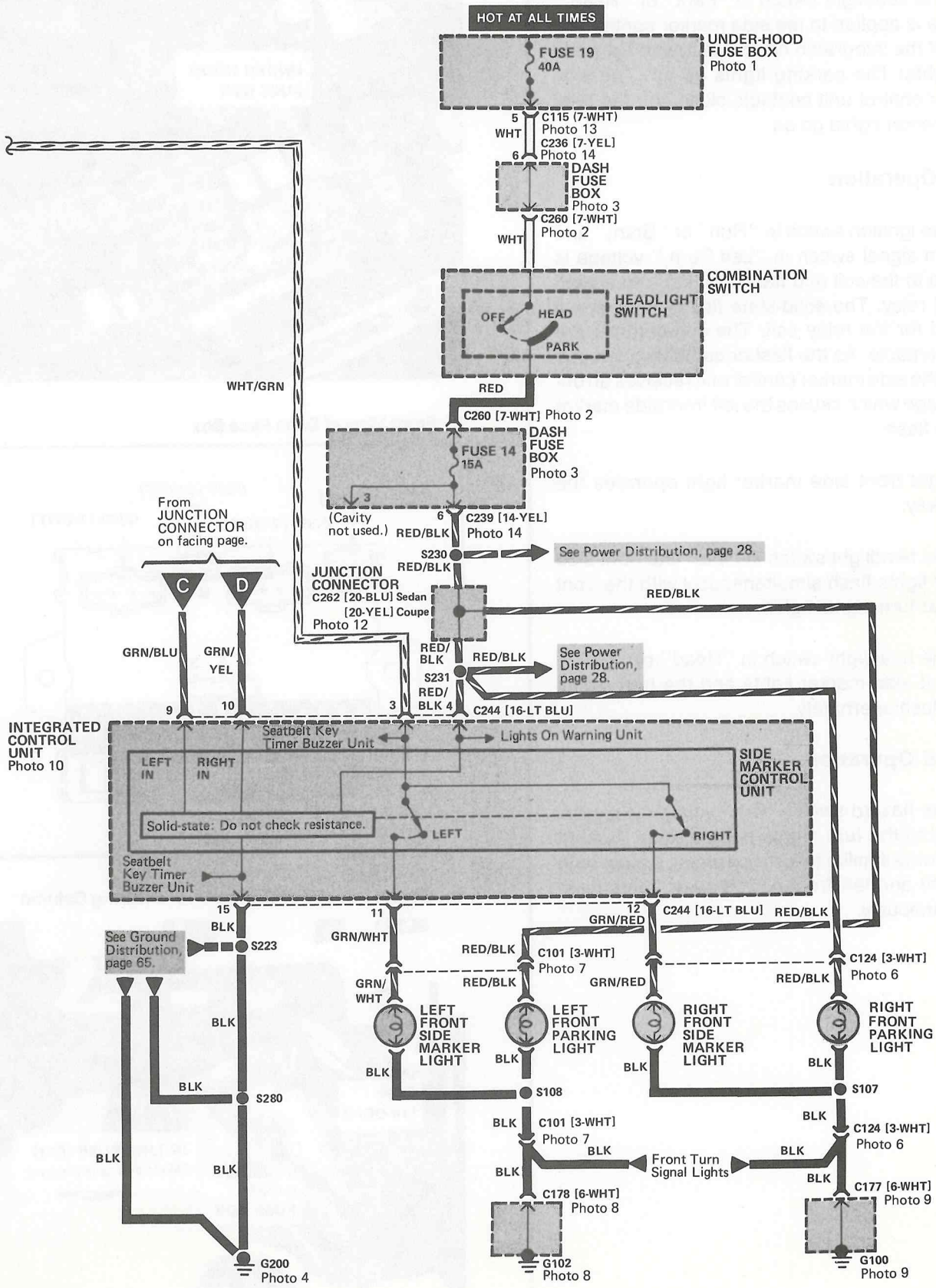


20. Right Rear Corner of Trunk



Parking, Hazard, and Front Side Marker Lights
- Circuit Schematic




HOT AT ALL TIMES
FUSE 19
40A
UNDER-HOOD FUSE BOX
Photo 1
5
WHT
C115 (7-WHT)
Photo 13
C236 [7-YEL]
Photo 14
6
DASH FUSE BOX
Photo 3
C260 [7-WHT]
Photo 2
WHT
COMBINATION SWITCH
HEADLIGHT SWITCH
OFF
HEAD
PARK
WHT/GRN
RED
C260 [7-WHT] Photo 2
DASH FUSE BOX
Photo 3
FUSE 14
15A
3
(Cavity not used.)
6
RED/BLK
C239 [14-YEL]
Photo 14
S230
RED/BLK
See Power Distribution, page 28.
From JUNCTION CONNECTOR on facing page.
C
D
JUNCTION CONNECTOR
C262 [20-BLU] Sedan
[20-YEL] Coupe
Photo 12
RED/BLK
GRN/BLU
GRN/YEL
RED/BLK
RED/BLK
See Power Distribution, page 28.
S231
RED/BLK 4
C244 [16-LT BLU]
9
10
3
INTEGRATED CONTROL UNIT
Photo 10
Seatbelt Key Timer Buzzer Unit
Lights On Warning Unit
LEFT IN
RIGHT IN
SIDE MARKER CONTROL UNIT
Solid-state: Do not check resistance.
LEFT
RIGHT
Seatbelt Key Timer Buzzer Unit
15
BLK
11
12
GRN/RED
C244 [16-LT BLU]
RED/BLK
See Ground Distribution, page 65.
S223
GRN/WHT
RED/BLK
C101 [3-WHT]
Photo 7
C124 [3-WHT]
Photo 6
GRN/WHT
RED/BLK
GRN/RED
RED/BLK
LEFT FRONT SIDE MARKER LIGHT
LEFT FRONT PARKING LIGHT
RIGHT FRONT SIDE MARKER LIGHT
RIGHT FRONT PARKING LIGHT
BLK
BLK
BLK
BLK
BLK
S280
S108
S107
BLK
C101 [3-WHT]
Photo 7
BLK
C124 [3-WHT]
Photo 6
BLK
Front Turn Signal Lights
BLK
BLK
BLK
BLK
BLK
C178 [6-WHT]
Photo 8
C177 [6-WHT]
Photo 9
G200
Photo 4
G102
Photo 8
G100
Photo 9

Parking, Hazard and Front Marker Lights

How The Circuit Works

With the headlight switch in "Park" or "Head," voltage is applied to the side marker control unit (part of the integrated control unit) and the parking lights: The parking lights go on. The side marker control unit contacts close and the front side marker lights go on.

Turn Operation

With the ignition switch in "Run" or "Start," and the turn signal switch in "Left Turn," voltage is applied to the coil and flasher of the turn signal/hazard relay. The solid-state flasher provides a ground for the relay coil. The coil controls the relay contacts. As the flasher contacts open and close, the side marker control unit receives an on-off voltage which causes the left front side marker light to flash.

The right front side marker light operates the same way.

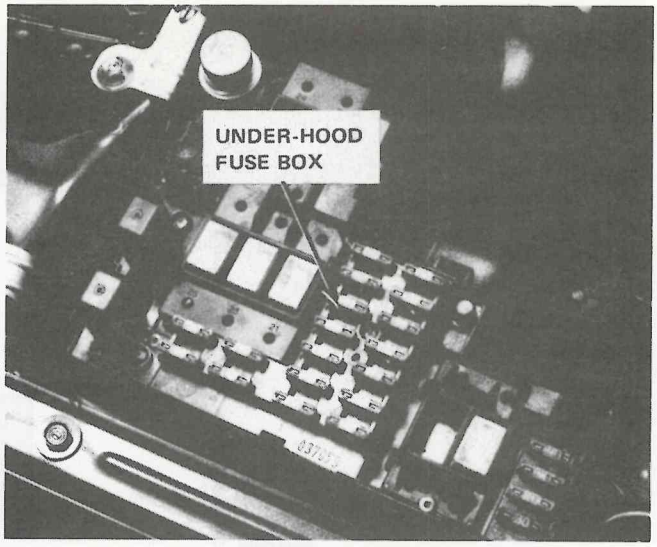
With the headlight switch in "Off," the front side marker lights flash simultaneously with the front and rear turn signal lights.

With the headlight switch in "Head" or "Park," the front side marker lights and the turn signal lights flash alternately.

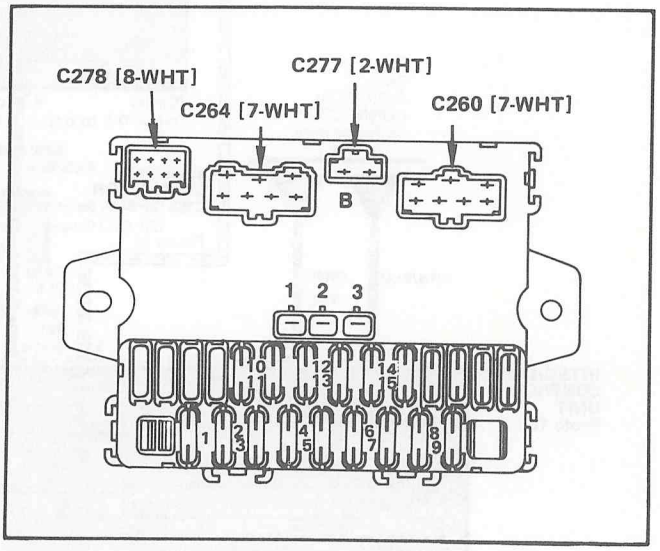
Hazard Operation

With the hazard switch "On," voltage is always applied to the turn signal/hazard relay. Hazard operation is similiar to turn operation, except both the right and left front side marker lights flash simultaneously.

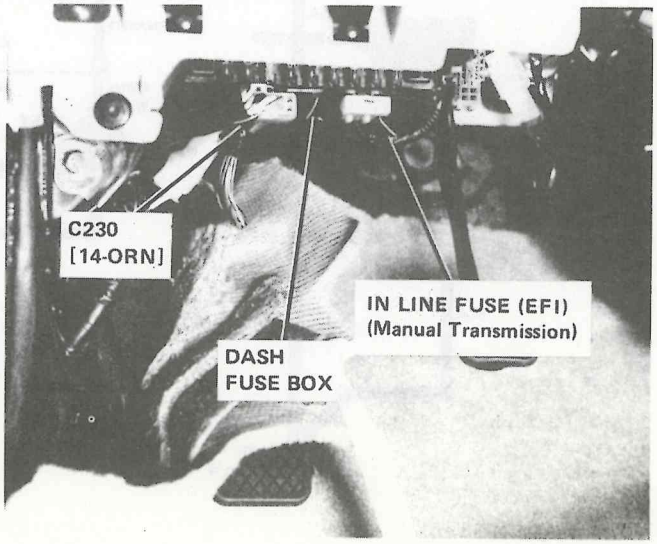
1. Right Side of Engine Compartment, on Inner Fender Panel



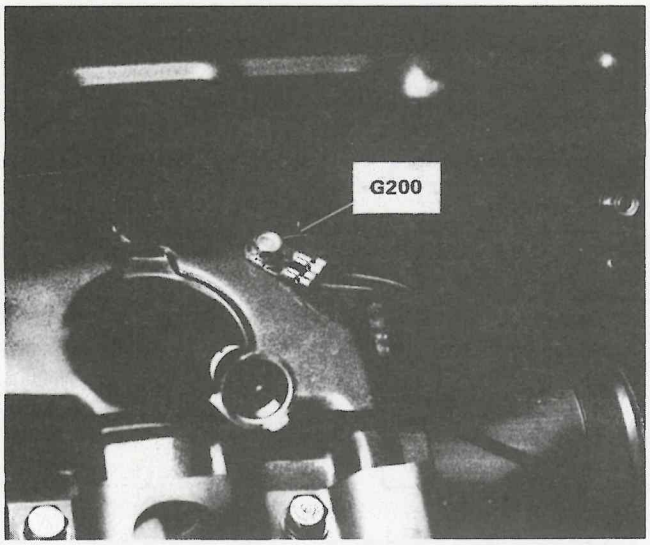
2. Front View of Dash Fuse Box



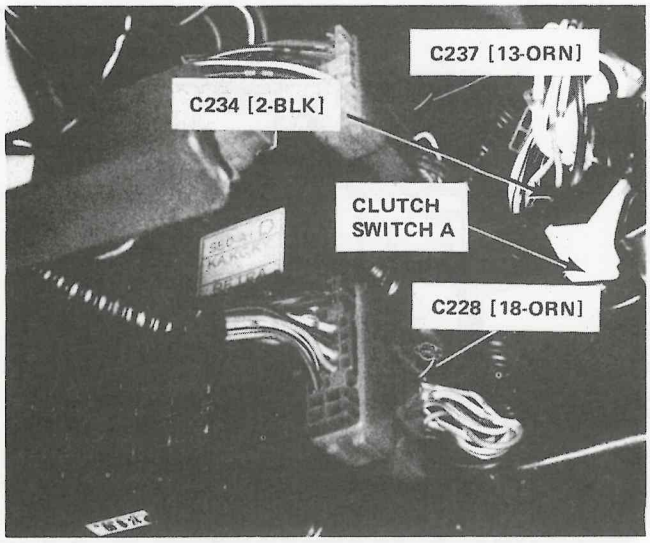
3. Under Left Side of Dash, Left of Steering Column



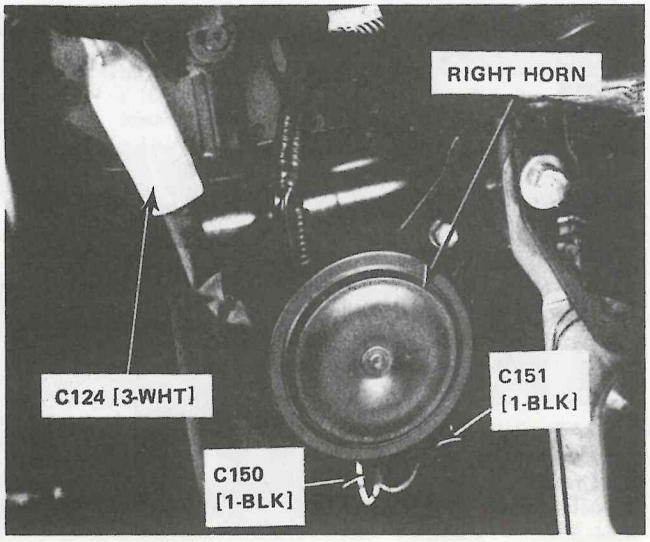
4. Under Dash, Near Speedometer Connector



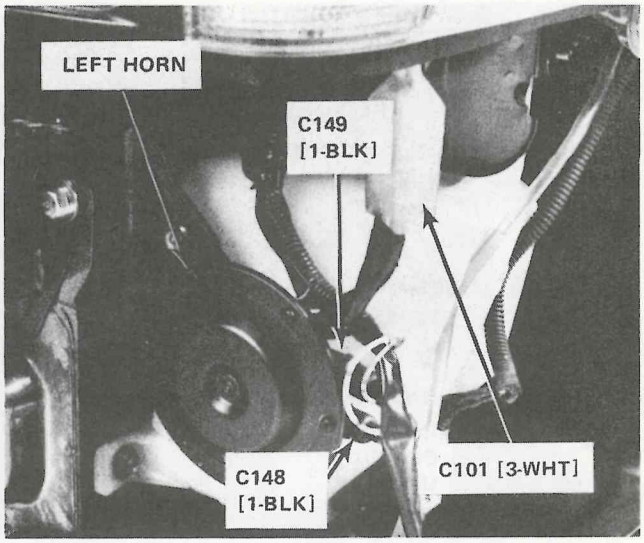
5. Under Left Side of Dash, on Right Side of Dash Fuse Box



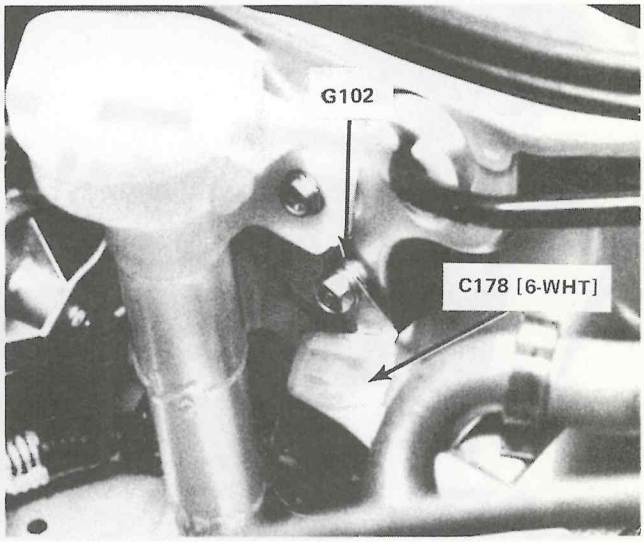
6. Right Front Corner of Engine Compartment, Behind Bumper



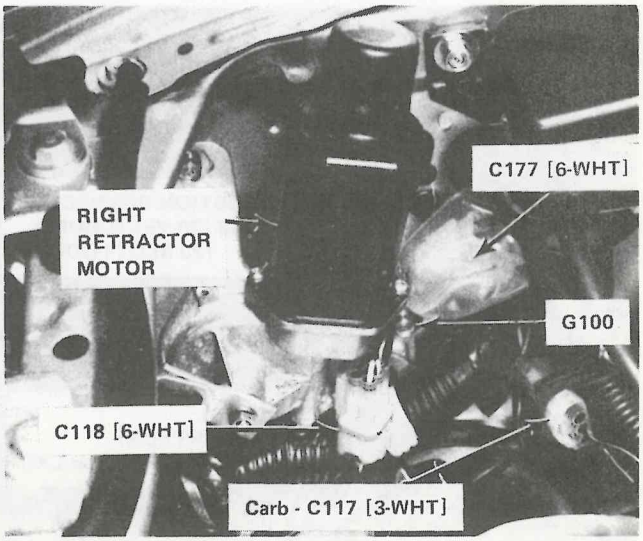
7. Left Front Corner of Engine Compartment, Behind Bumper



8. Left Front Corner of Engine Compartment, Behind Headlight

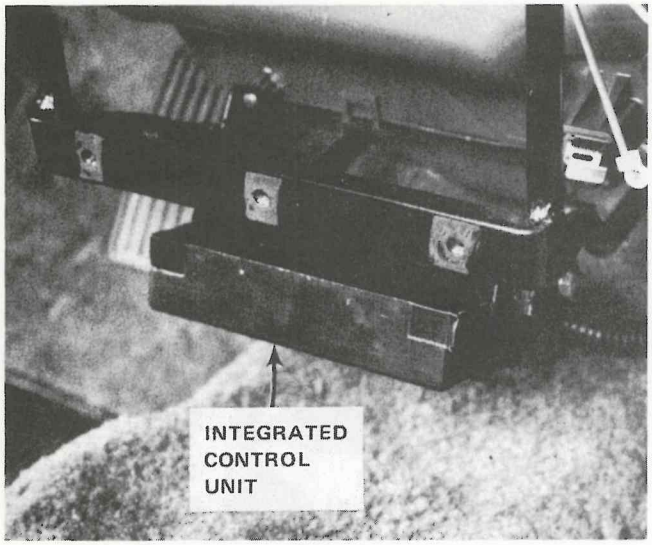


9. Right Front of Engine Compartment

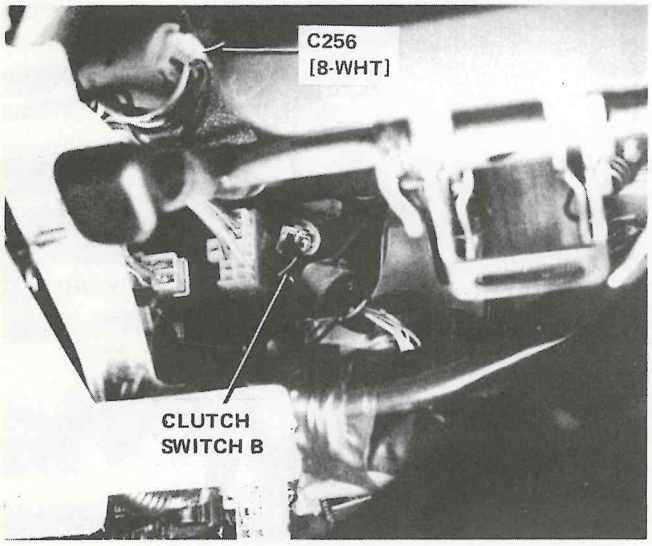


Parking, Hazard, and Front Side Marker Lights

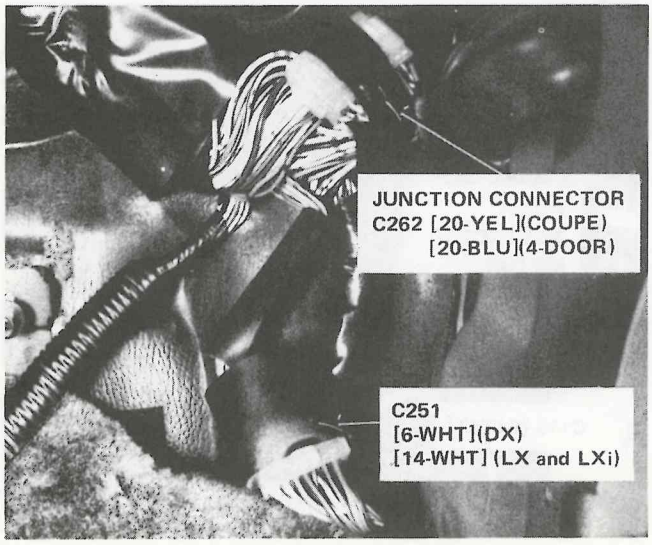
10. Under Center of Dash



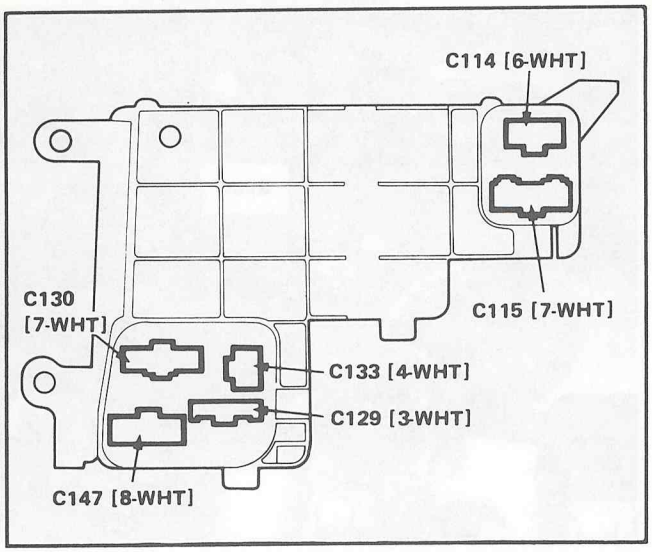
11. Under Left Side of Dash, Left of Steering Column



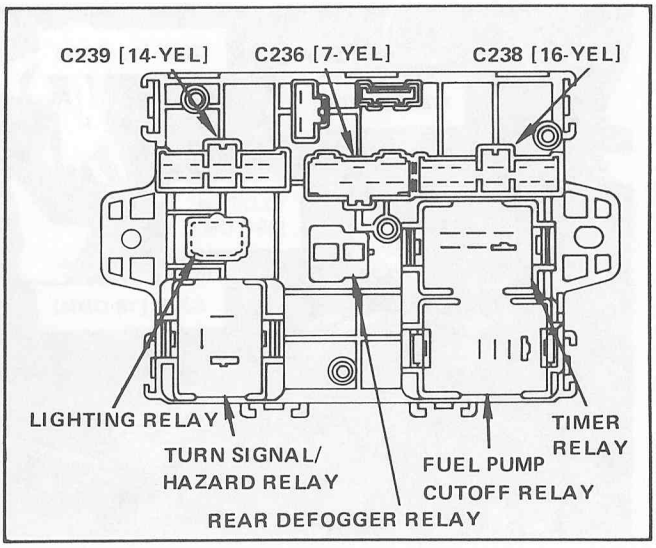
12. Under Right Side of Dash, Below Blower Assembly



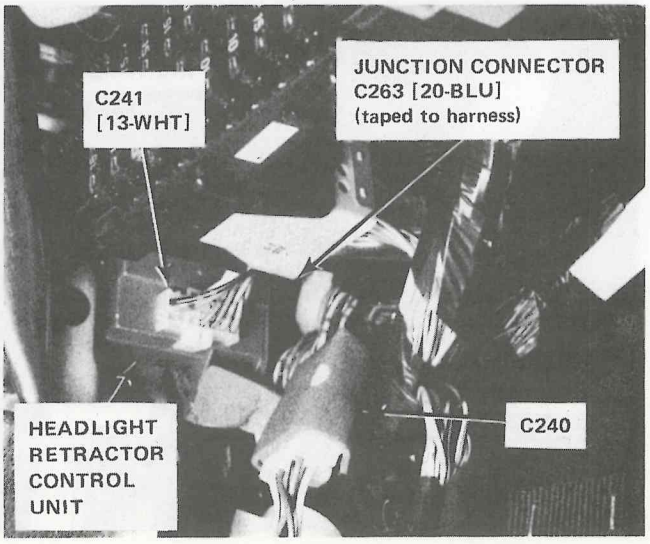
13. Bottom View of Under-hood Fuse Box



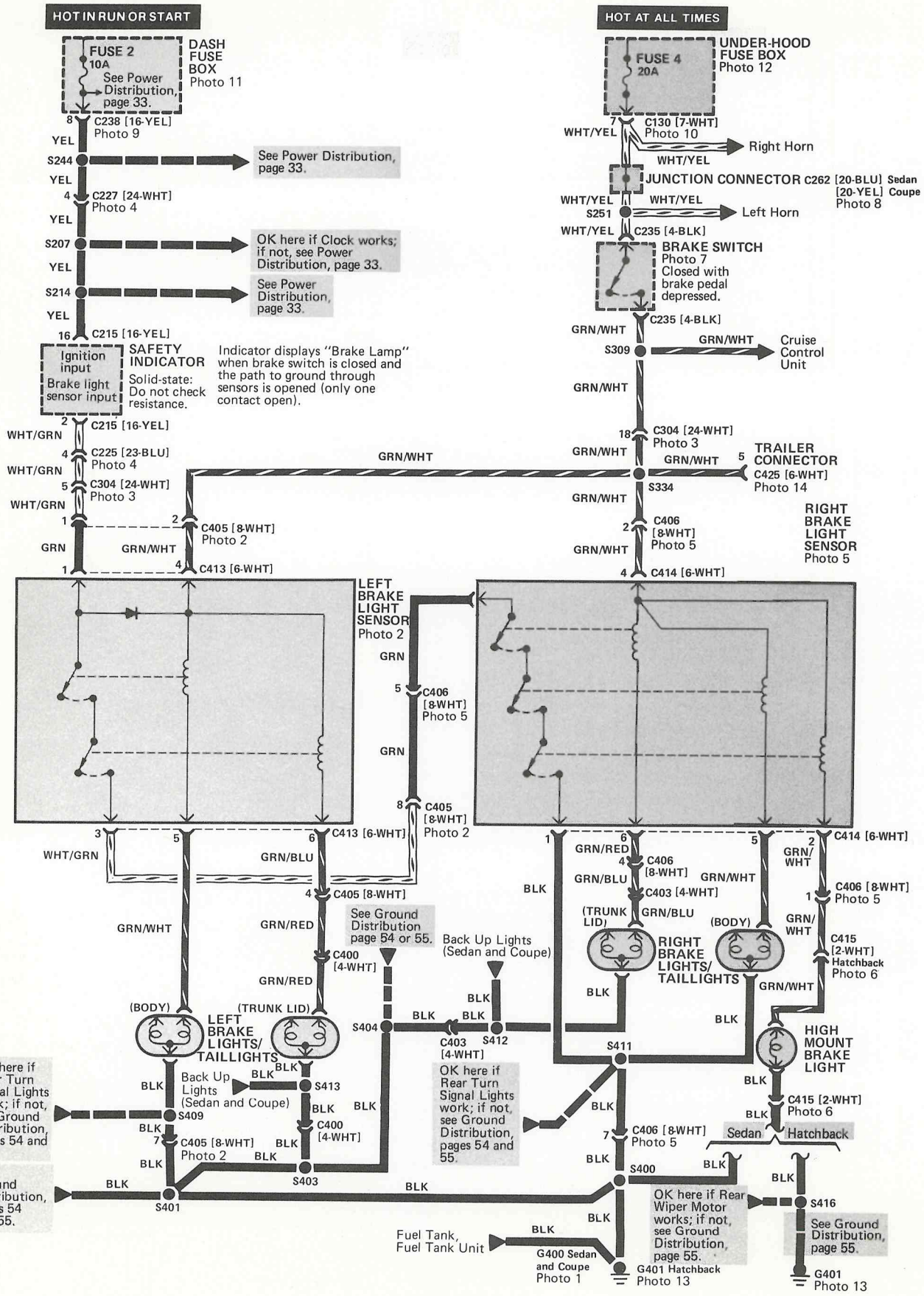
14. Rear View of Dash Fuse Box



15. Under Left Side of Dash, at Kick Panel



Brake Lights
- Circuit Schematic



How The Circuit Works

Brake Lights

With the brake light switch closed, voltage is applied through the cruise control switch and the brake light sensor coils to the brake light filaments: The brake lights go on. The brake light sensor coils offer very little resistance to the brake light current.

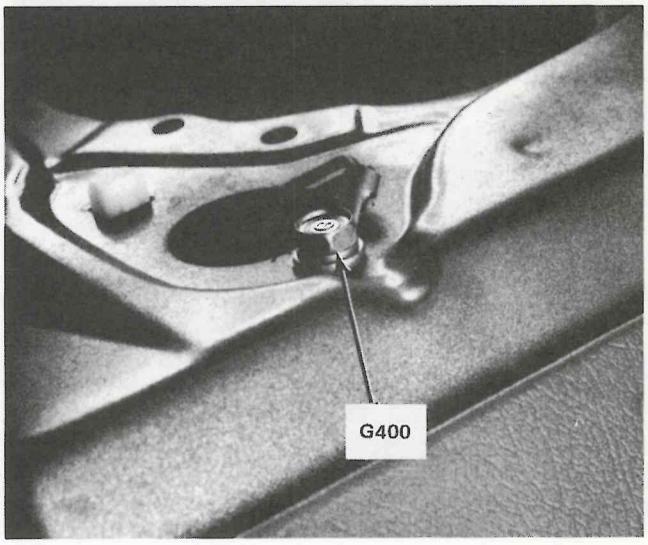
Safety Indicator Input

If the safety indicator senses a burned out brake light filament, it lights up the "Brake Lamp" symbol on the safety indicator panel. Terminal 6 of the safety indicator senses ground through the brake light sensors and brake light filaments. With the brake switch open (brake lights off), terminal 6 of the safety indicator senses ground through any of the five brake light sensor coils and brake light filaments. The indicator does not light up the "Brake Lamp" symbol.

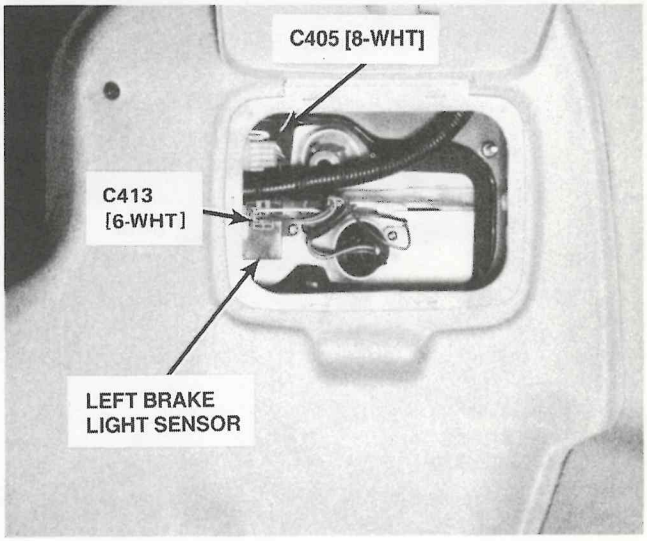
When the brake switch is closed (brake lights on), current through the brake light sensor coils and brake lights to ground closes the brake light sensor contacts. Terminal 6 of the safety indicator is then grounded through the brake light sensor contacts. If all five brake light filaments are good, terminal 6 senses ground through the five sensor contacts. The safety indicator does not light up the "Brake Lamp" symbol.

If any one of the five brake light filaments is burned out, the brake light sensor coil for that filament does not receive ground, so its contacts remain open. With the contacts open, terminal 6 of the safety indicator does not sense ground so the indicator lights up the "Brake Lamp" symbol on the safety indicator panel. The symbol remains on until the ignition switch is turned off.

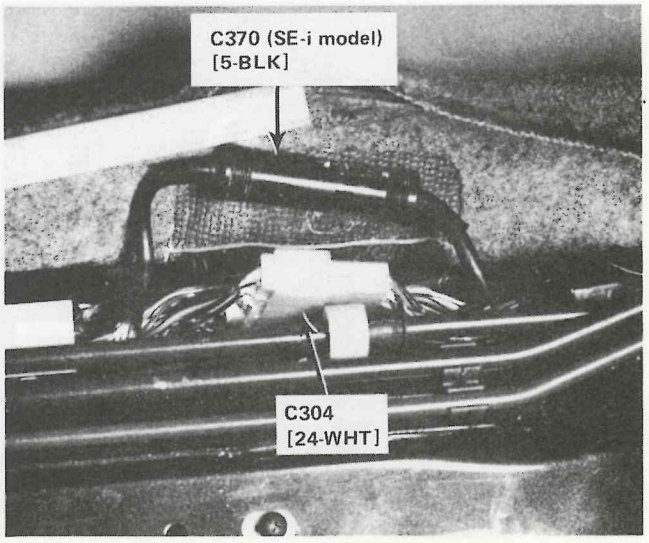
1. Under Carpet, in Left Rear Side of Rear Deck



2. Left Rear Corner of Trunk

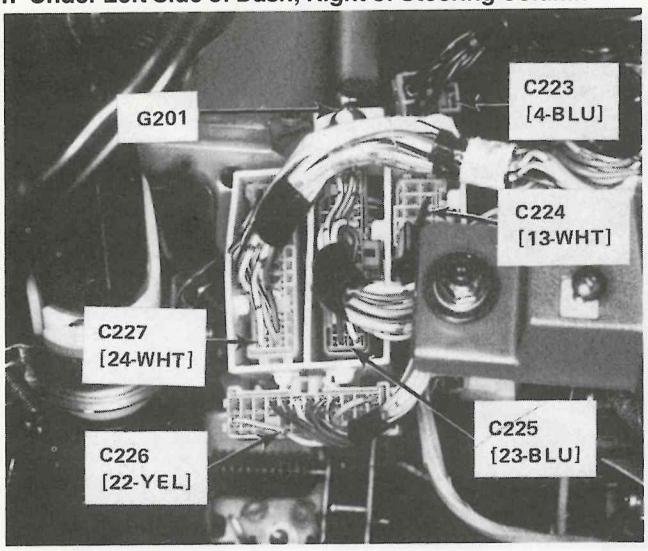


3. Under Carpet, Next to Driver's Door

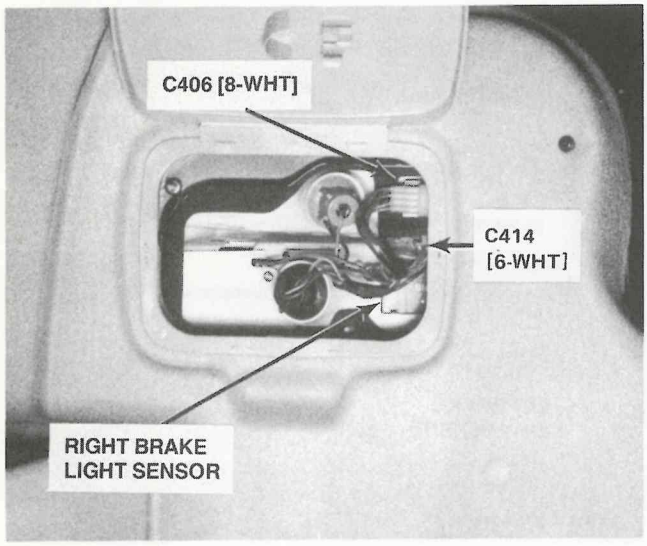


Brake Lights

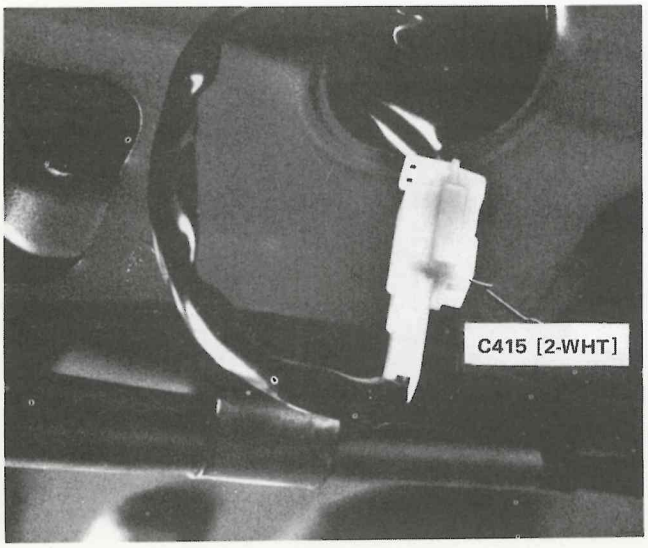
4. Under Left Side of Dash, Right of Steering Column



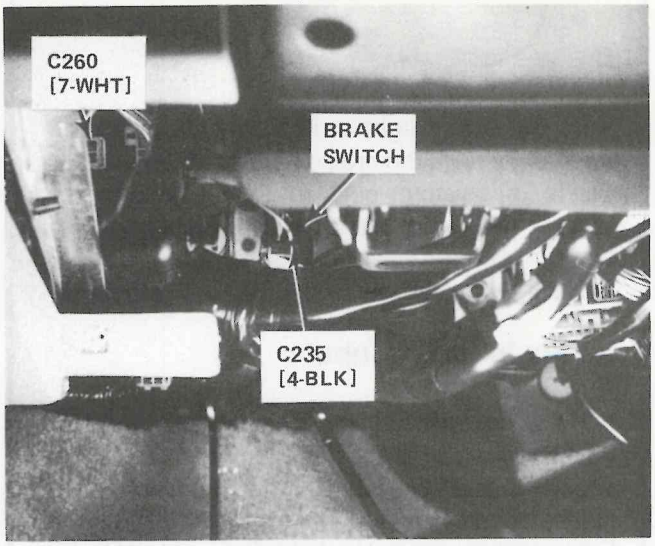
5. Right Rear Corner of Trunk



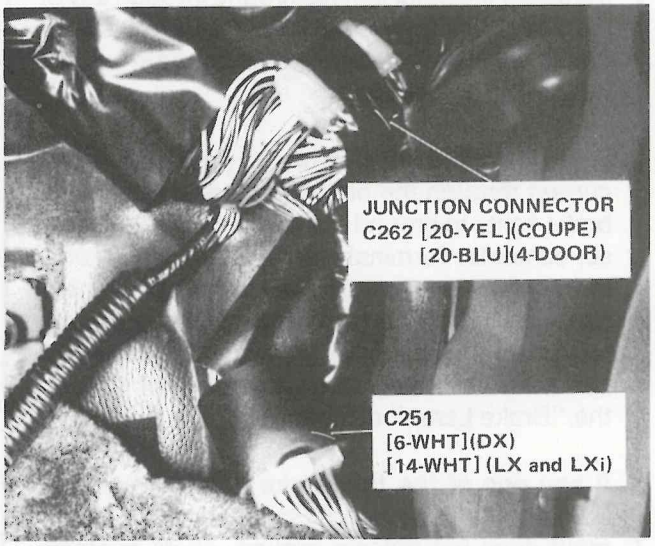
6. Center of Trunk, Below Rear Deck



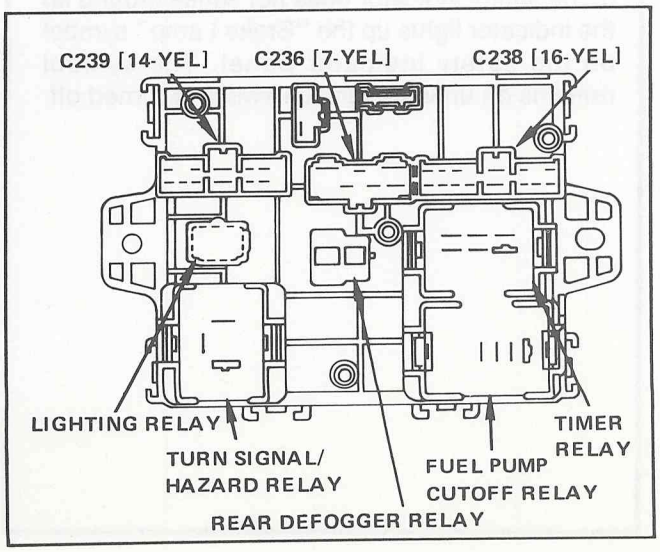
7. Under Left Side of Dash, Left of Steering Column



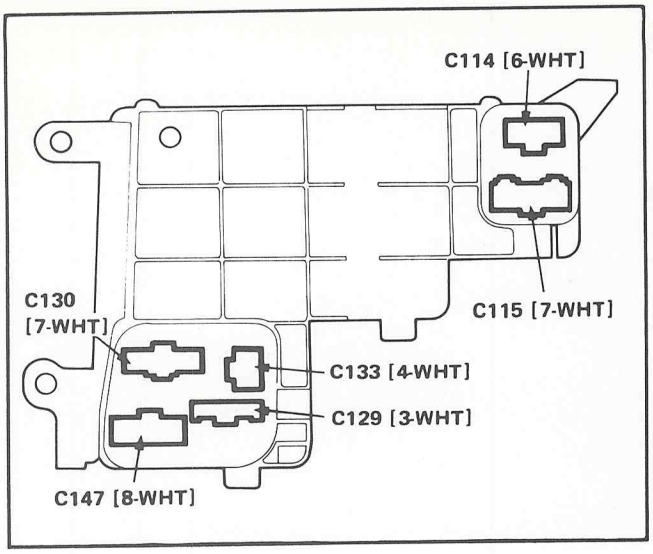
8. Behind Right Side of Dash, Near Interior Grommet



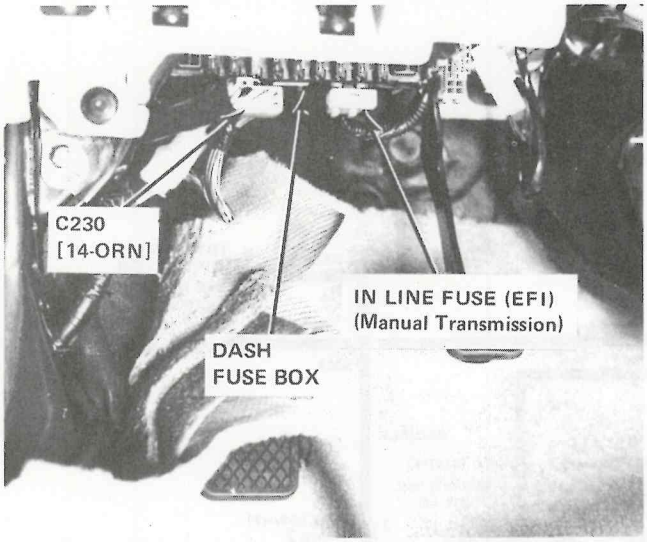
9. Rear View of Dash Fuse Box



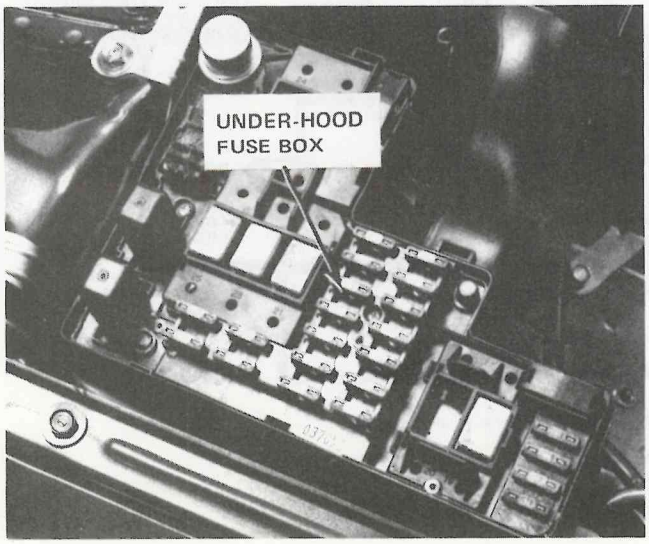
10. Bottom View of Under-hood Fuse Box



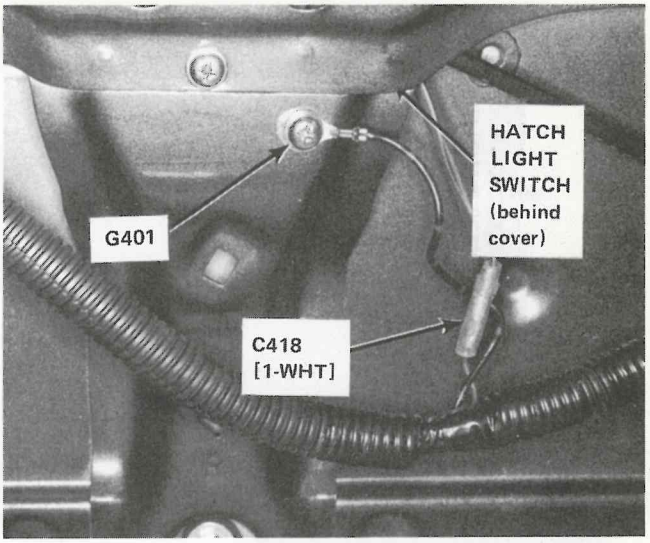
11. Under Left Side of Dash, Left of Steering Column



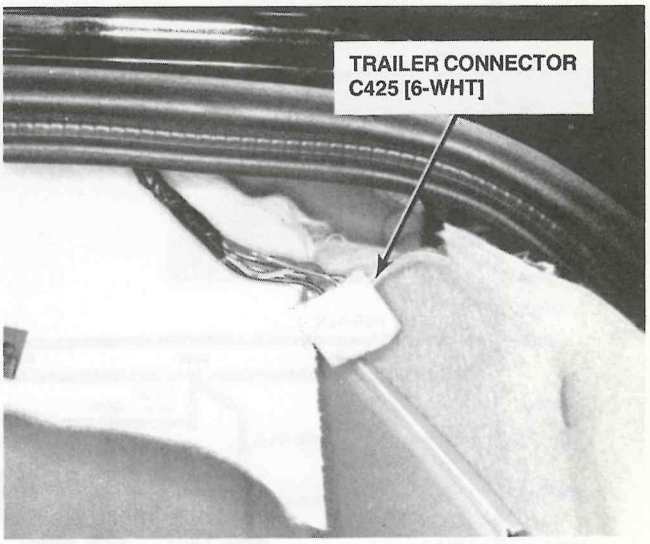
12. Right Side of Engine Compartment, on Inner Fender Panel



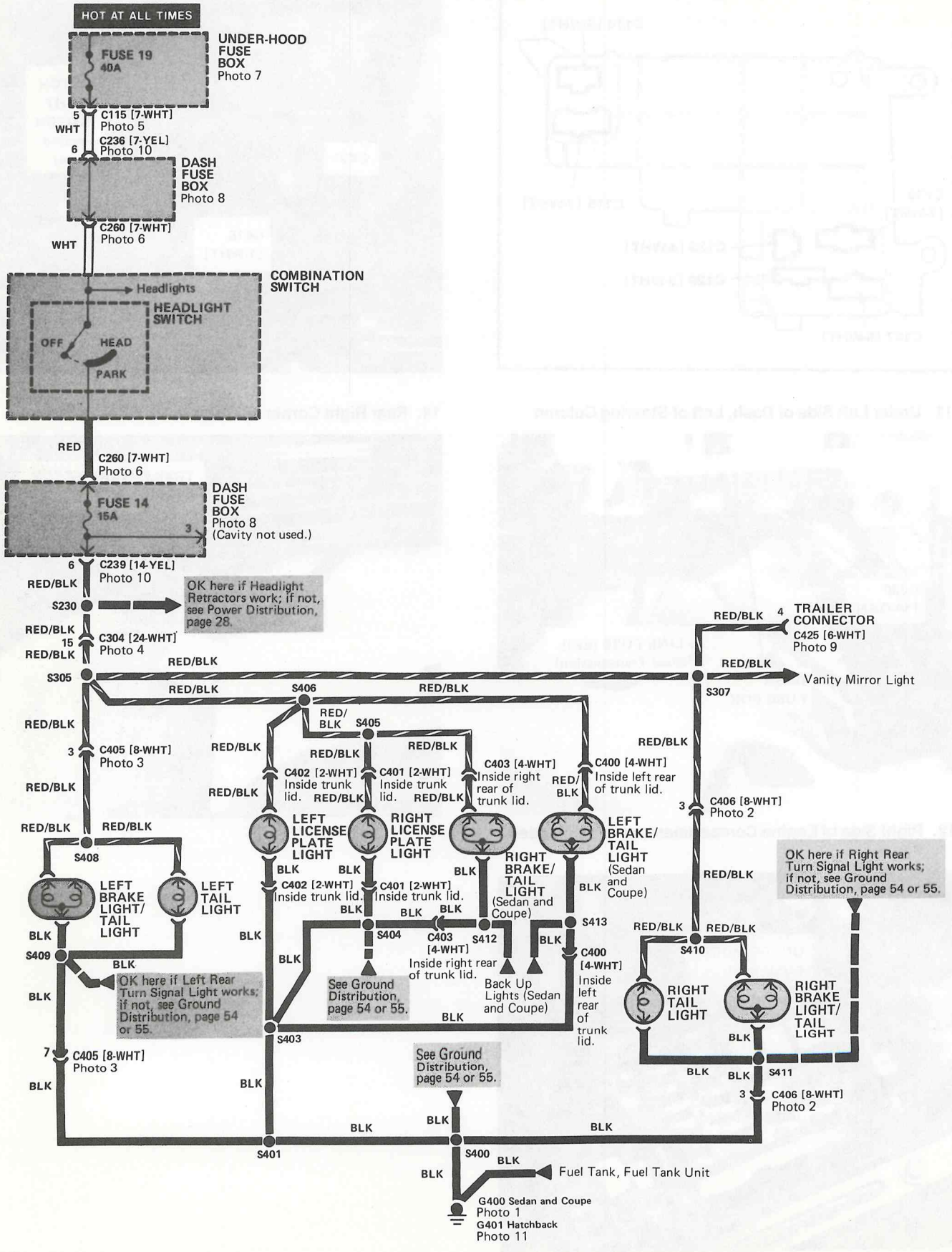
13. Center Rear of Hatch, Behind End Panel



14. Rear Right Corner of Trunk



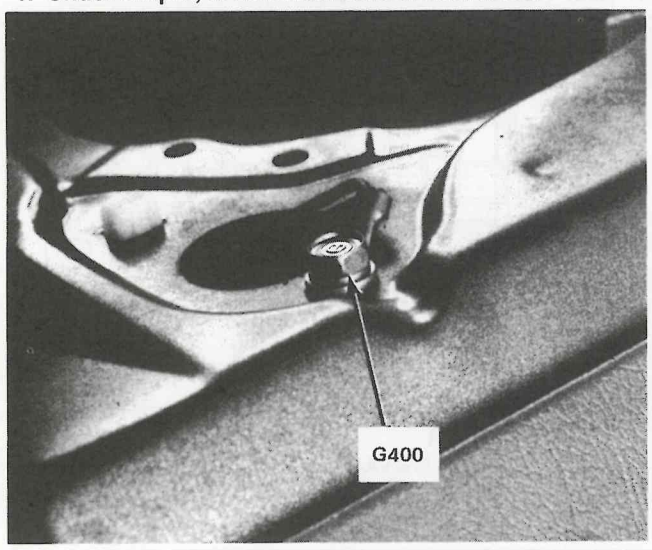
Tail and License Plate Lights
–Circuit Schematic



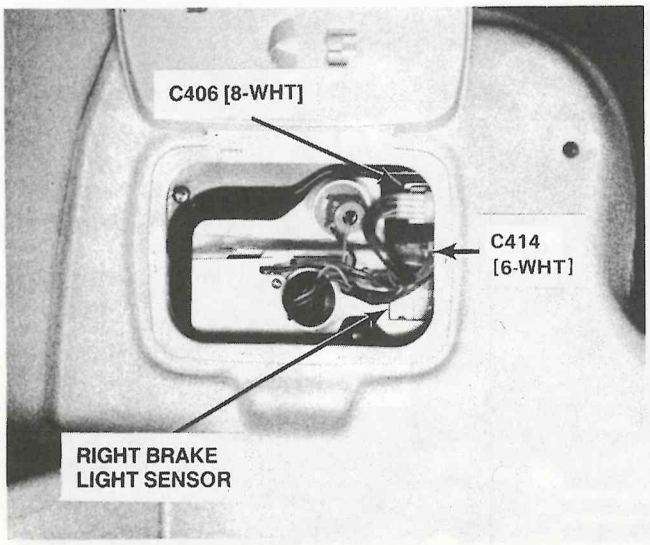
How The Circuit Works

Voltage is applied through fuse 19 to the headlight switch at all times. With the headlight switch in "Park" or "Head," voltage is applied to the tail, rear side marker, and license plate lights: The lights go on.

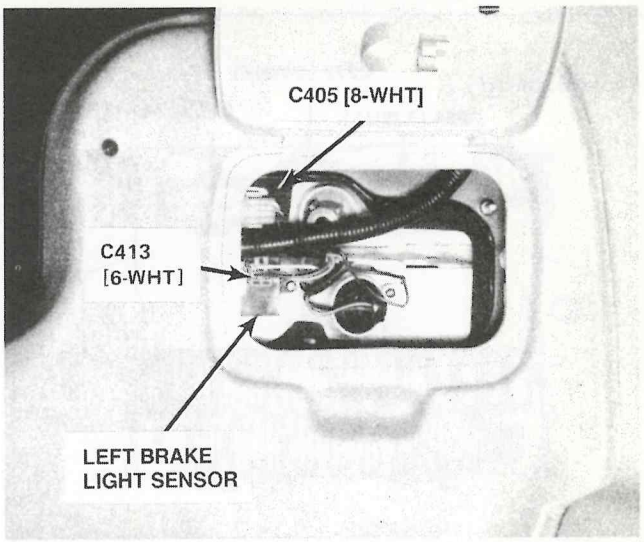
1. Under Carpet, in Left Rear Side of Rear Deck



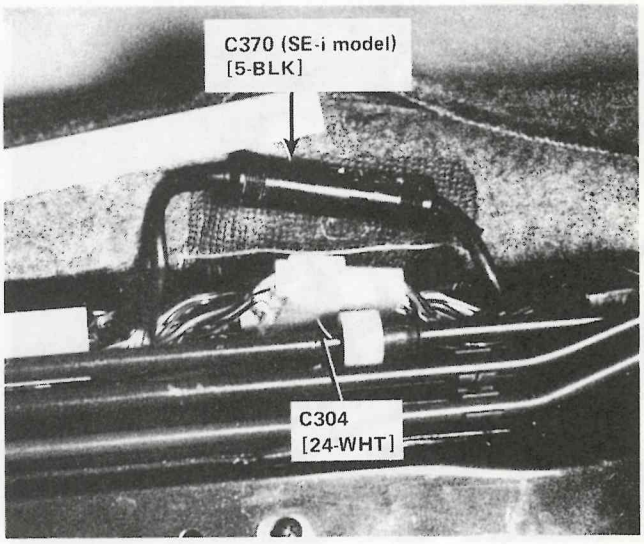
2. Right Rear Corner of Trunk



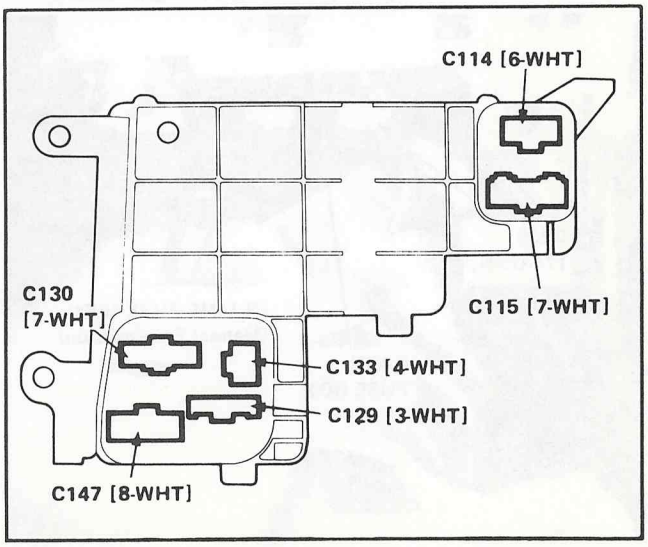
3. Left Rear Corner of Trunk



4. Under Carpet, Next to Driver's Door

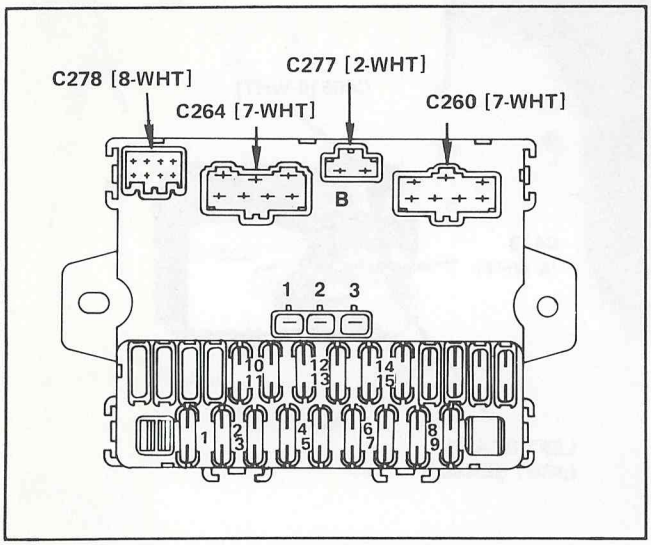


5. Bottom View of Under-hood Fuse Box

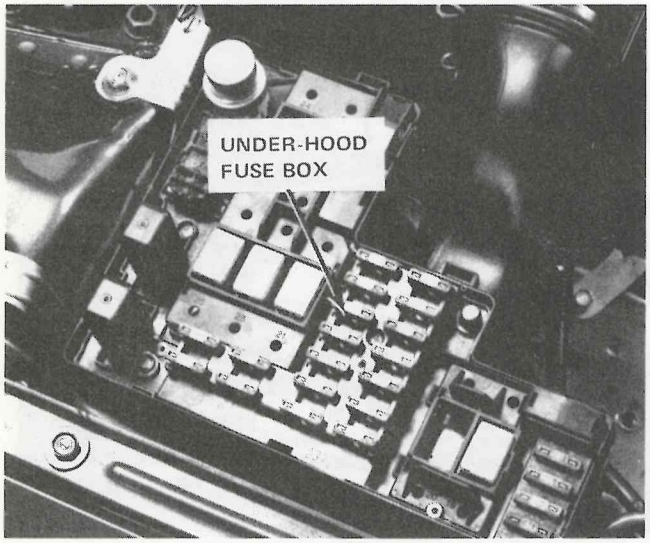


Tail and License Plate Lights

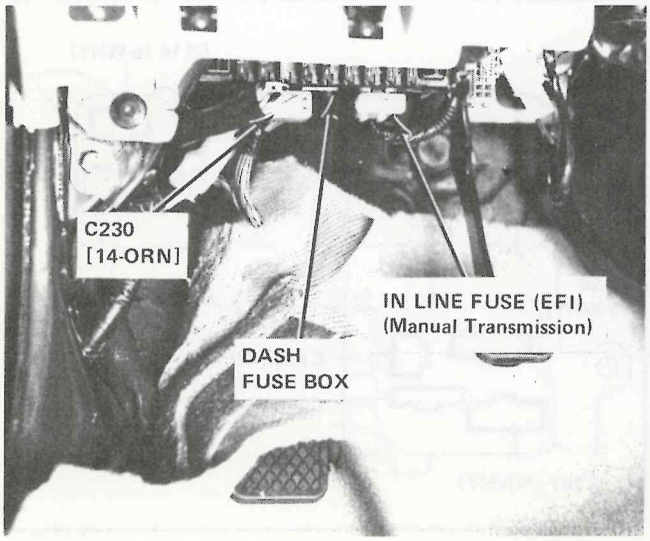
6. Front View of Dash Fuse Box



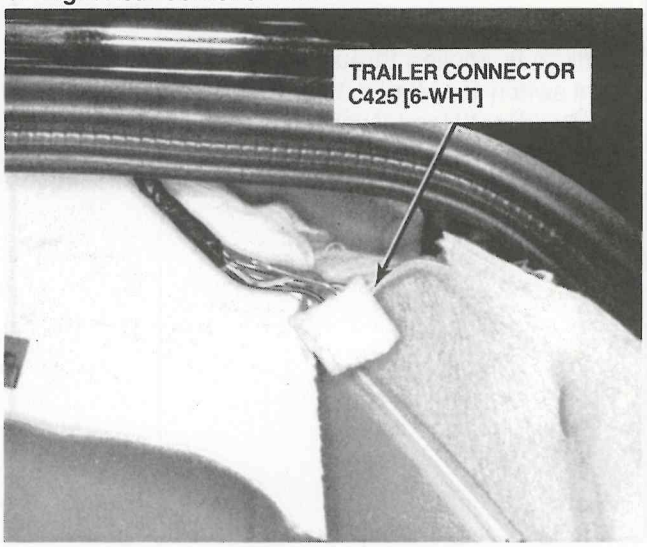
7. Right Side of Engine Compartment, on Inner Fender Panel



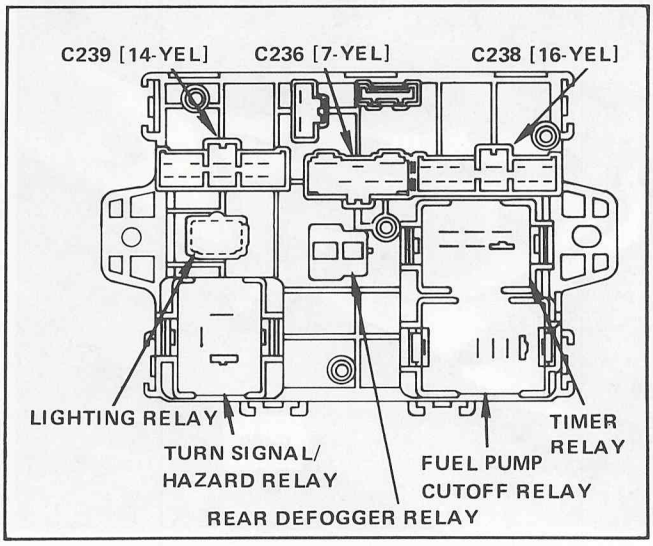
8. Under Left Side of Dash, Left of Steering Column



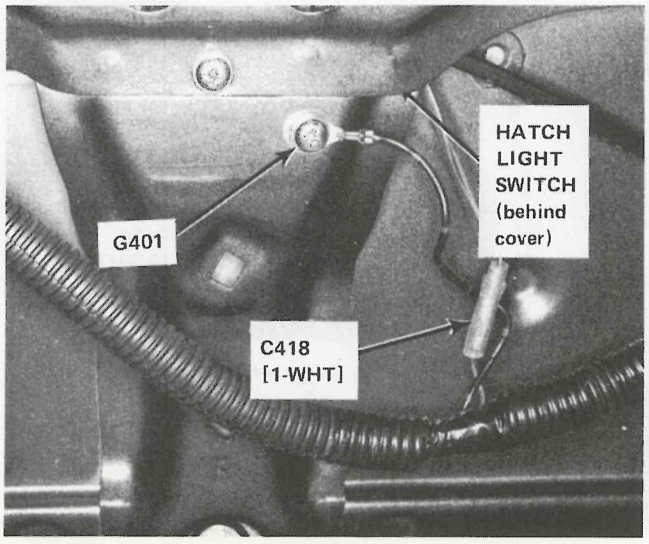
9. Right Rear Corner of Trunk



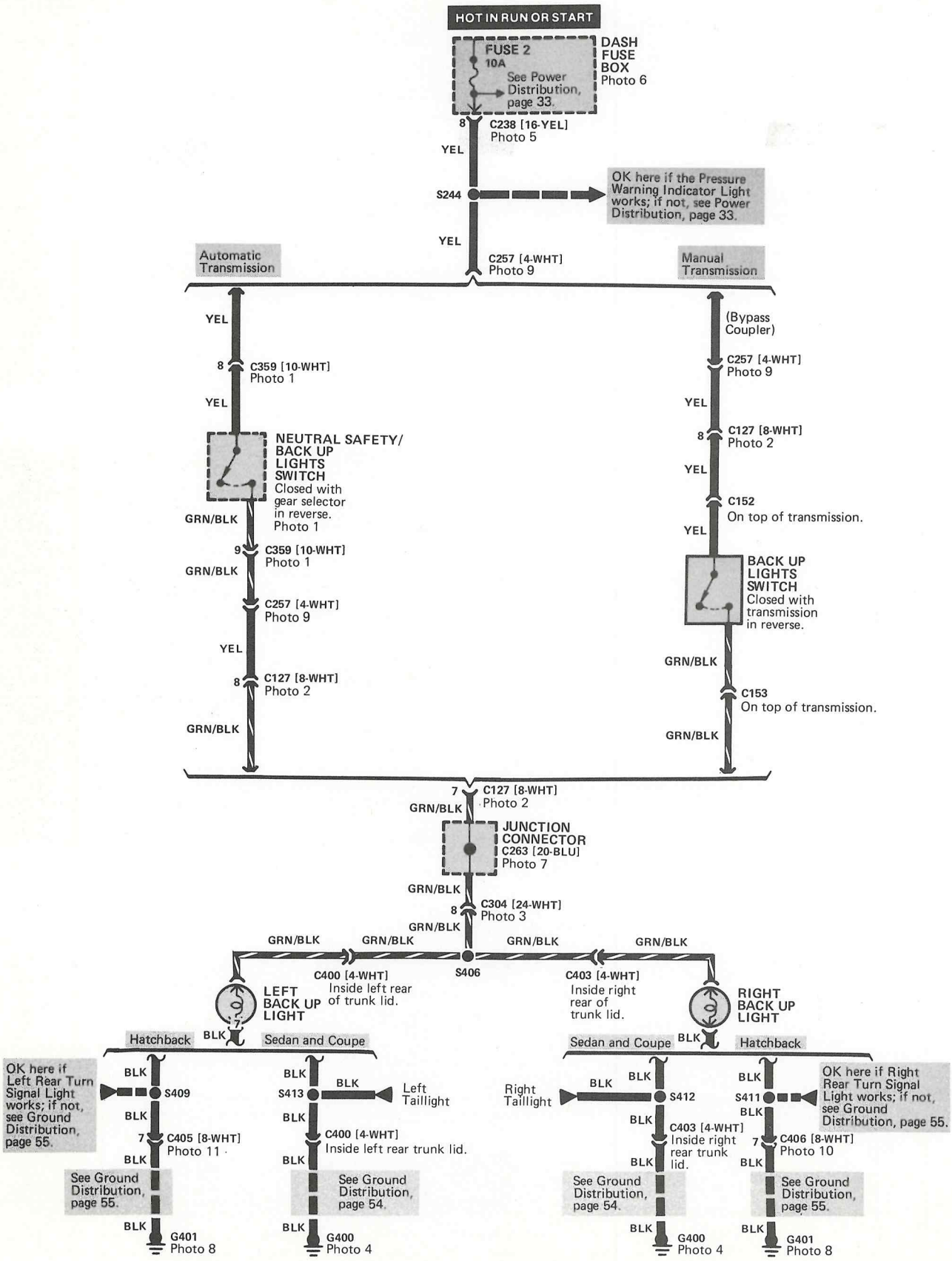
10. Rear View of Dash Fuse Box



11. Center Rear of Hatch, Behind End Panel



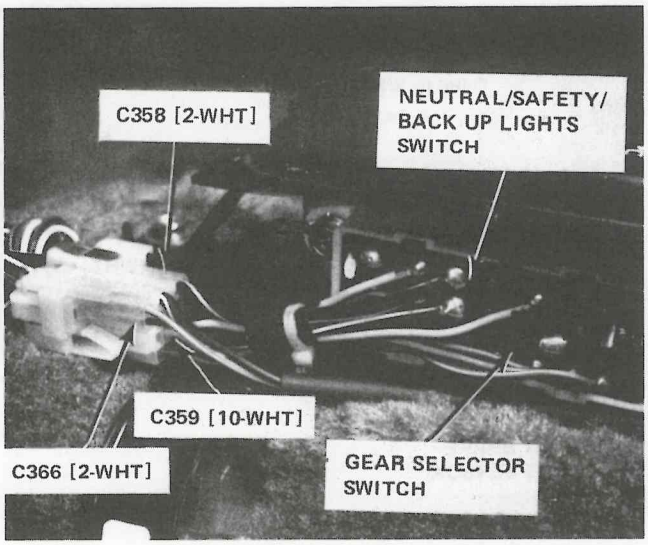
Back Up Lights
- Circuit Schematic



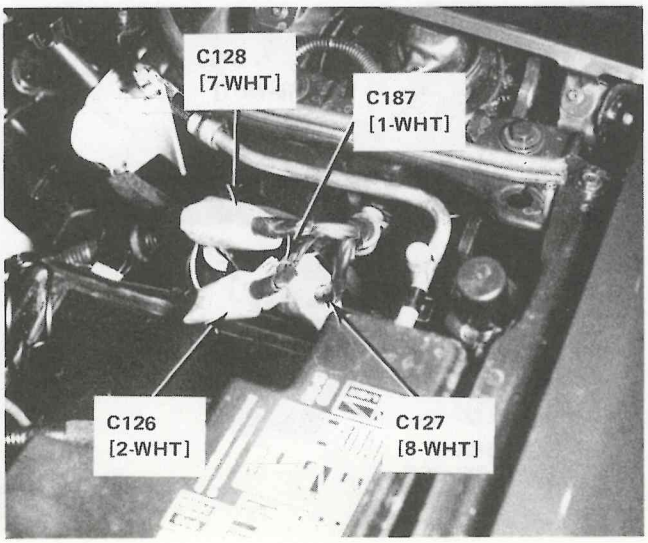
How The Circuit Works

With the ignition switch in "Run" or "Start," voltage is applied through fuse 2 to the neutral safety/back up lights switch (with automatic transmission), or to the back up lights switch (with manual transmission). When you shift the gear selector lever to "Reverse", the neutral safety/back up lights switch or the back up lights switch closes and voltage is applied to the back up lights: The back up lights go on.

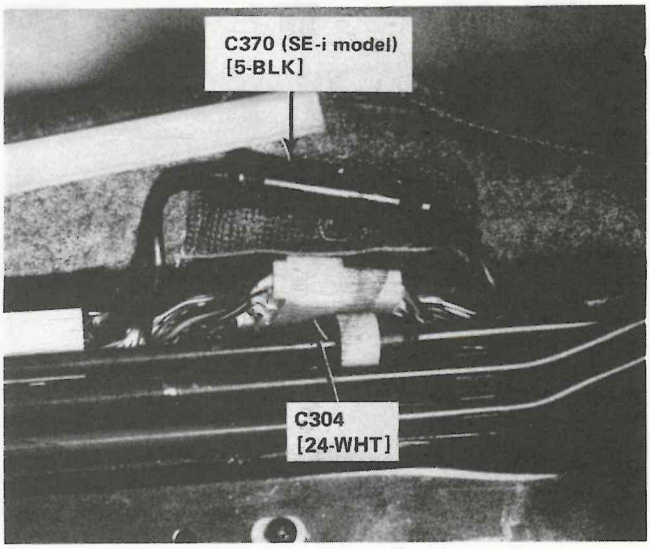
1. In Console, at Base of Gear Selector



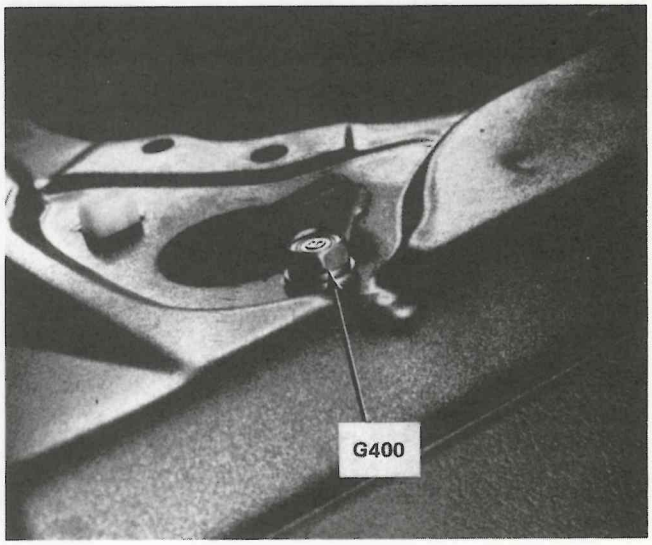
2. Right Front Corner of Engine Compartment, Front of Battery



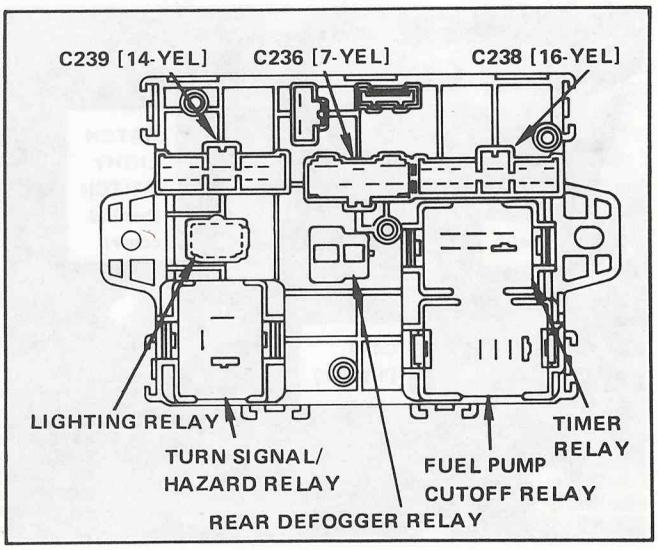
3. Under Carpet, Next to Driver's Door



4. Under Carpet, on Left Rear Side of Rear Deck

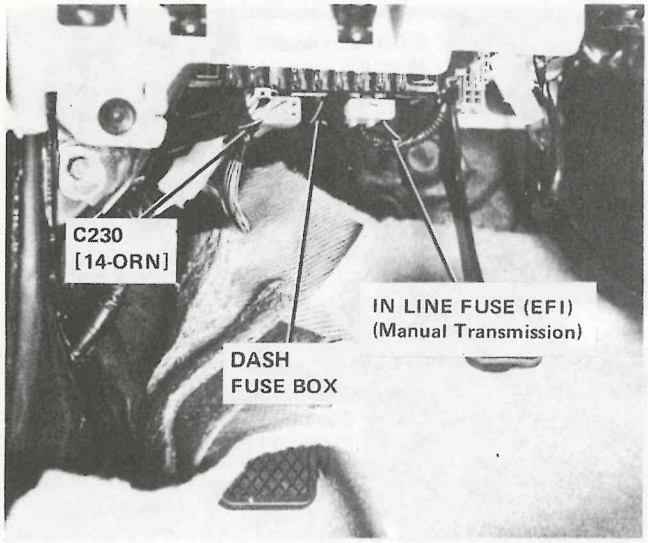


5. Rear View of Dash Fuse Box

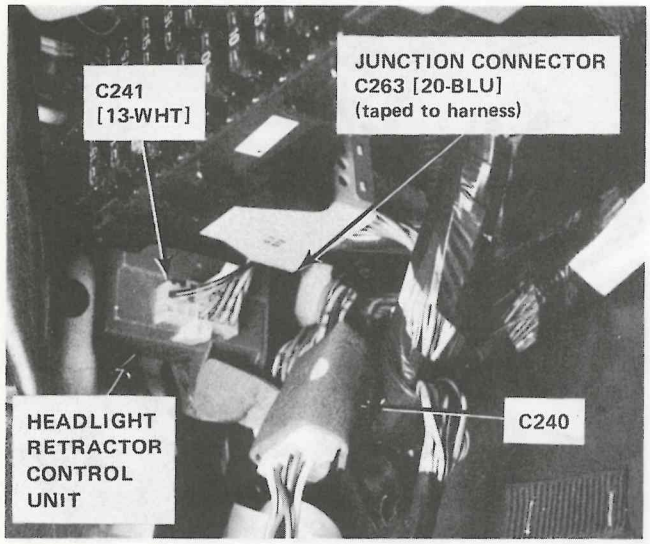


Back Up Lights

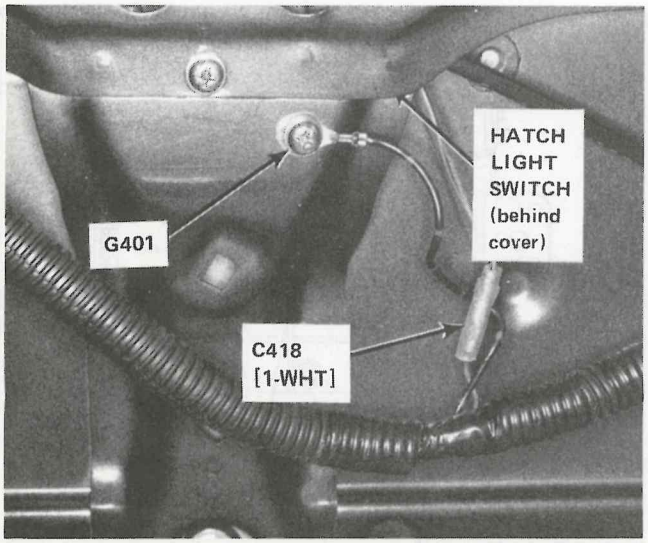
6. Under Left Side of Dash, Left of Steering Column



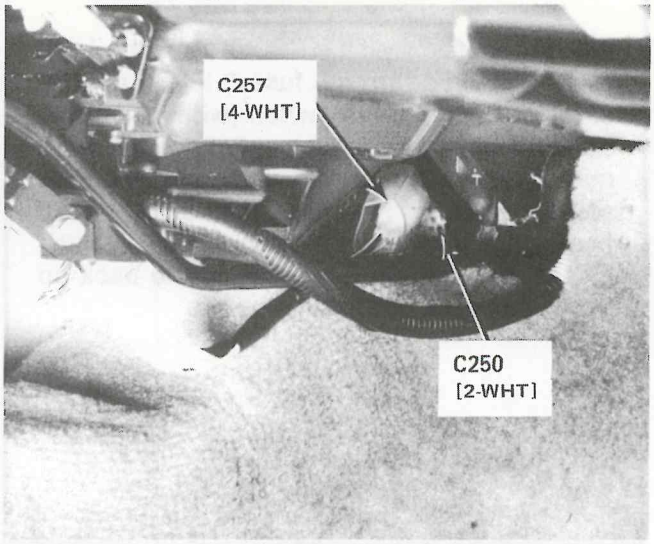
7. Under Left Side of Dash, at Kick Panel



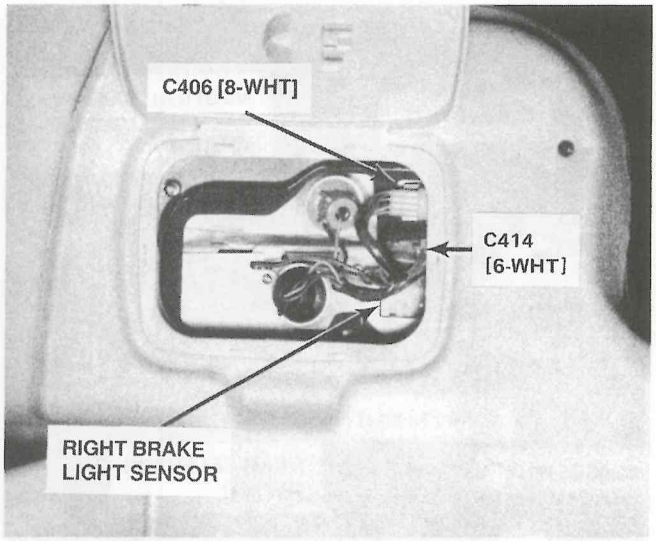
8. Center Rear of Hatch, Behind End Panel



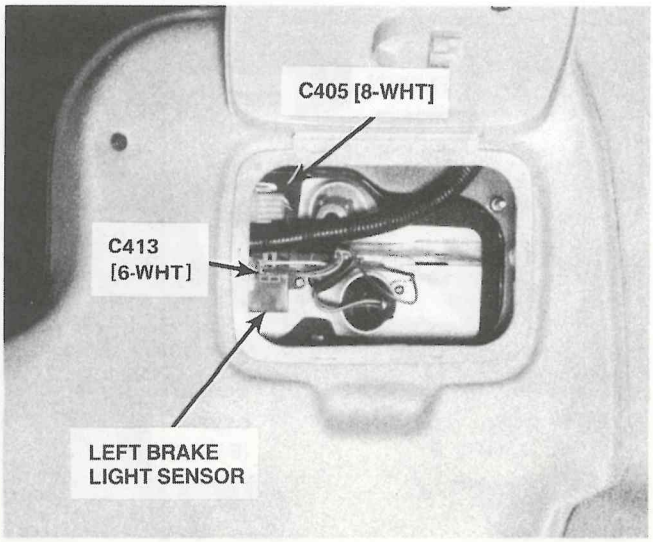
9. Under Dash, Right of Heater Assembly



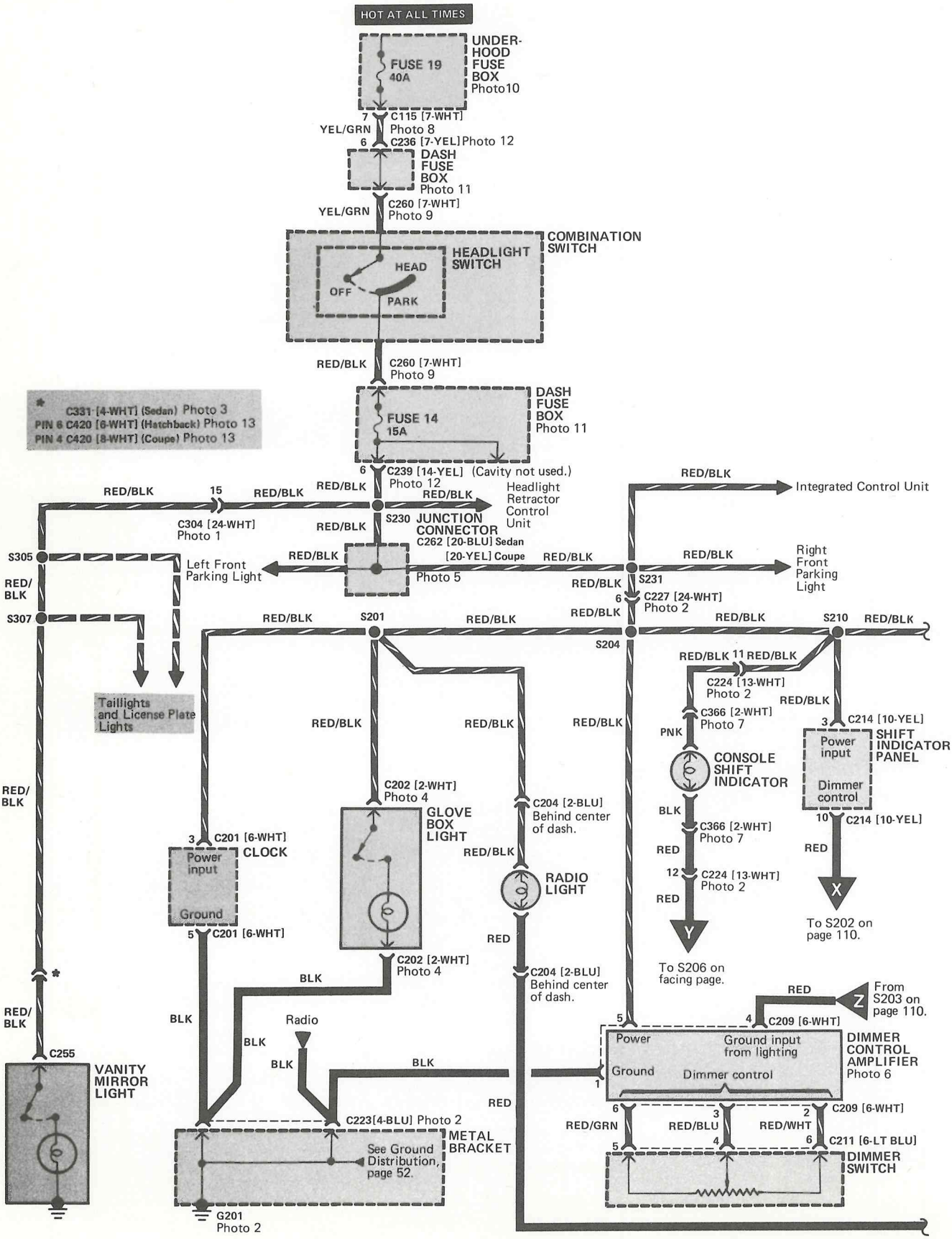
10. Right Rear Corner of Trunk

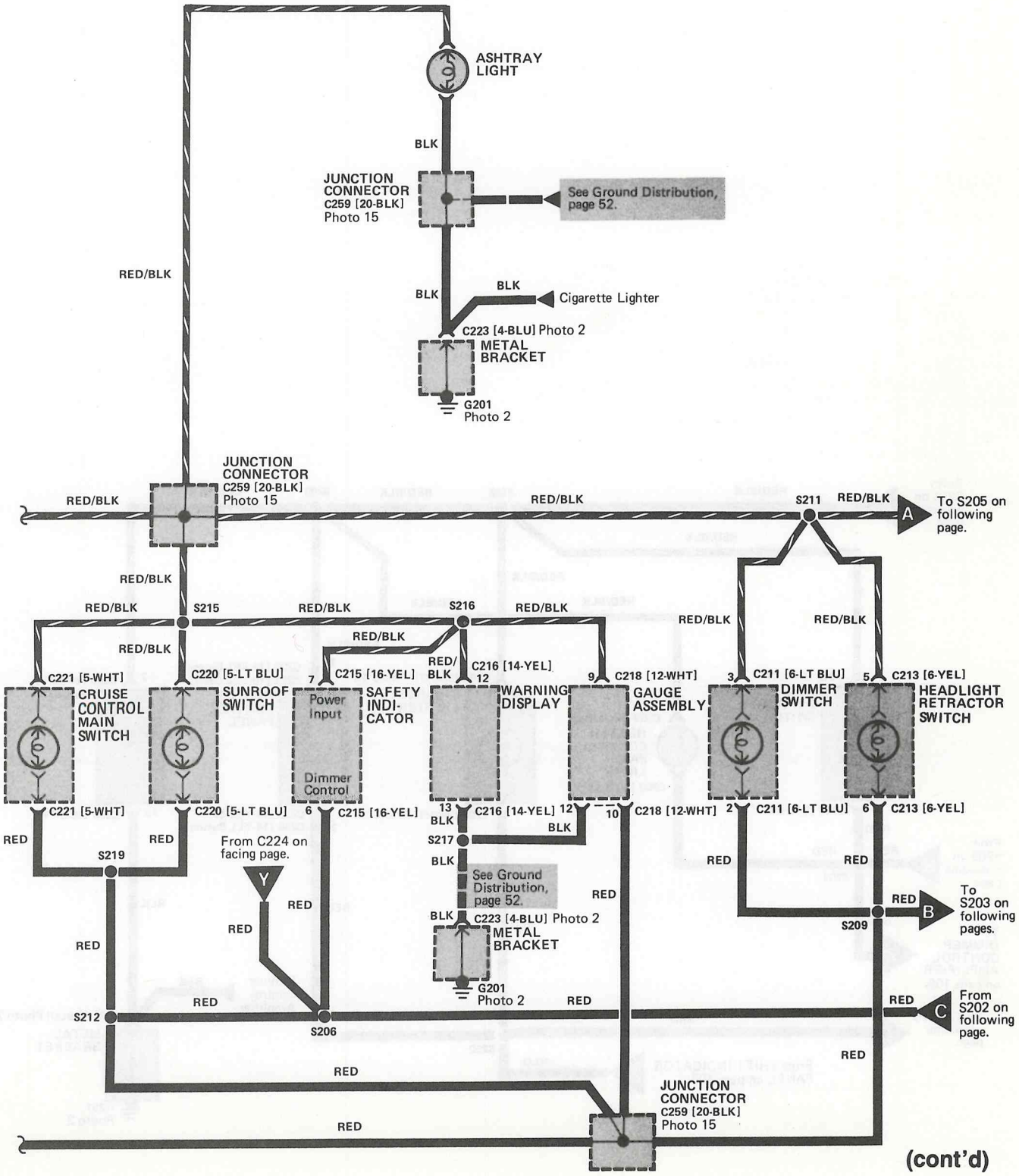


11. Left Rear Corner of Trunk



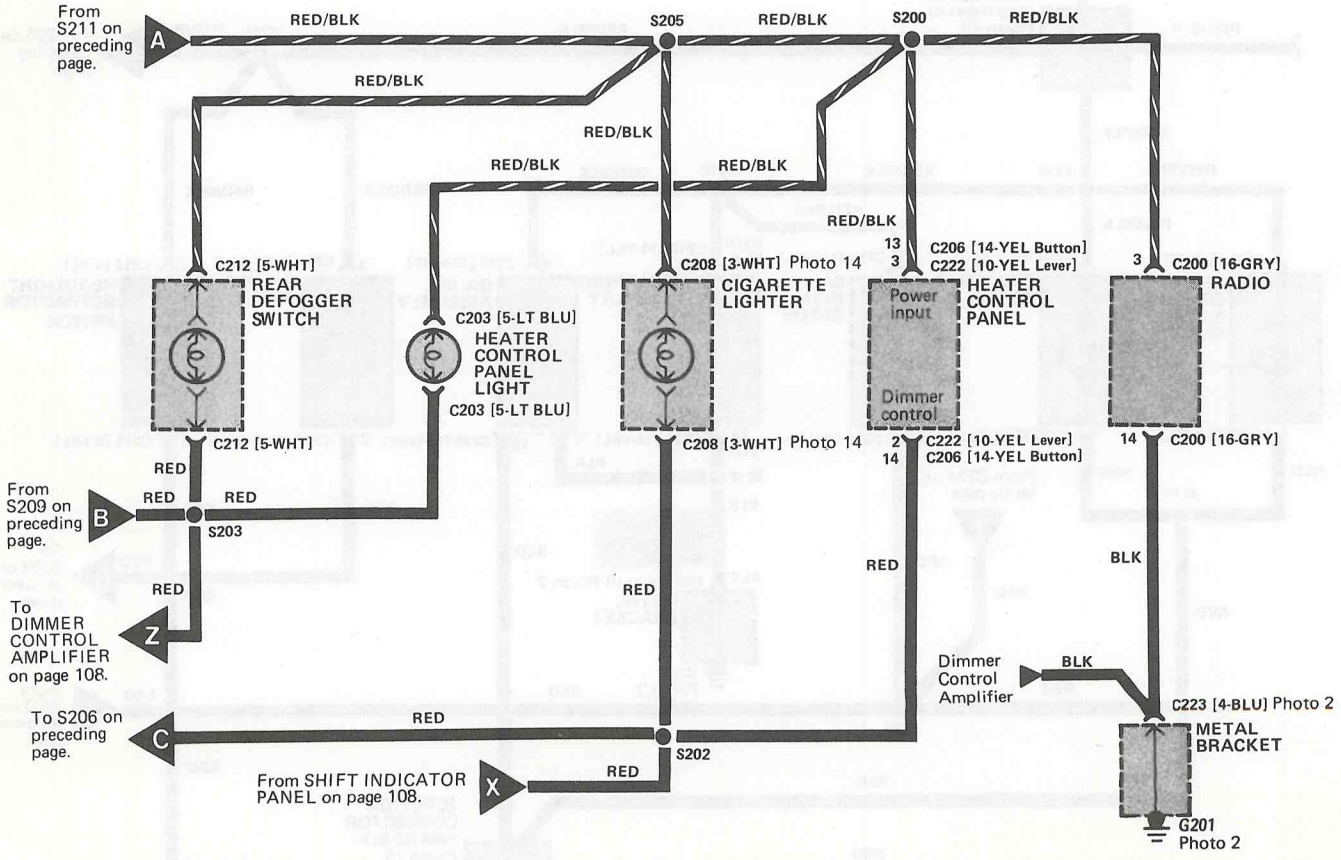
Dash and Console Lights
- Circuit Schematic




ASHTRAY LIGHT
BLK
JUNCTION CONNECTOR
C259 [20-BLK]
Photo 15
See Ground Distribution, page 52.
RED/BLK
BLK
BLK
Cigarette Lighter
C223 [4-BLU] Photo 2
METAL BRACKET
G201
Photo 2
JUNCTION CONNECTOR
C259 [20-BLK]
Photo 15
RED/BLK
RED/BLK
S211
RED/BLK
A
To S205 on following page.
RED/BLK
RED/BLK
S215
RED/BLK
S216
RED/BLK
RED/BLK
RED/BLK
RED/BLK
RED/BLK
RED/BLK
C221 [5-WHT]
CRUISE CONTROL MAIN SWITCH
C220 [5-LT BLU]
SUNROOF SWITCH
7
C215 [16-YEL]
Power Input
Dimmer Control
SAFETY INDI-CATOR
RED/BLK
C216 [14-YEL]
12
WARNING DISPLAY
9
C218 [12-WHT]
GAUGE ASSEMBLY
3
C211 [6-LT BLU]
DIMMER SWITCH
5
C213 [6-YEL]
HEADLIGHT RETRACTOR SWITCH
C221 [5-WHT]
C220 [5-LT BLU]
6
C215 [16-YEL]
13
C216 [14-YEL]
12
10
C218 [12-WHT]
2
C211 [6-LT BLU]
6
C213 [6-YEL]
RED
RED
S219
From C224 on facing page.
Y
RED
RED
BLK
BLK
BLK
S217
BLK
See Ground Distribution, page 52.
RED
RED
RED
RED
RED
RED
B
To S203 on following pages.
S209
BLK
C223 [4-BLU] Photo 2
METAL BRACKET
G201
Photo 2
RED
RED
RED
C
From S202 on following page.
S212
S206
RED
RED
JUNCTION CONNECTOR
C259 [20-BLK]
Photo 15
RED

(cont'd)

Dash and Console Lights
- Circuit Schematic (cont'd)

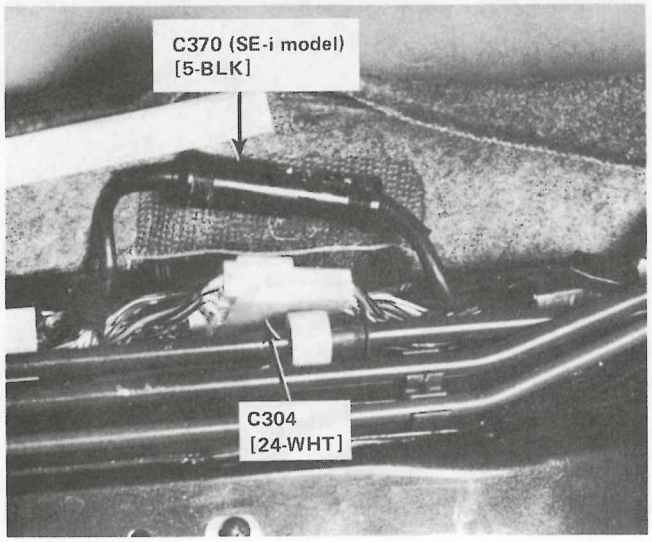


How The Circuit Works

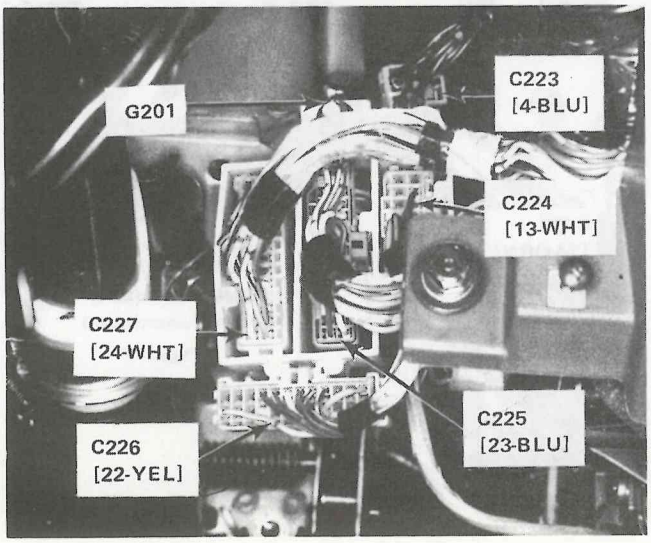
Except for the ashtray, glove box, clock, and radio lights, all dash and console lights can be dimmed. The ashtray, glove box, clock, and radio lights are at full brightness any time the headlight switch is in "Off." With the headlight switch in "Park" or "Head," the lights are dimmed one step.

The dash lights dimmer, which is a variable resistor, and the dimmer control amplifier vary the brightness of the console lights.

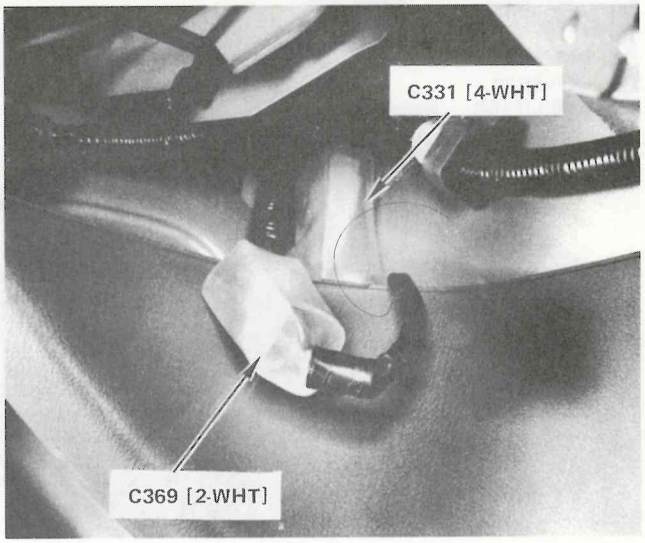
1. Under Carpet, Next to Driver's Door



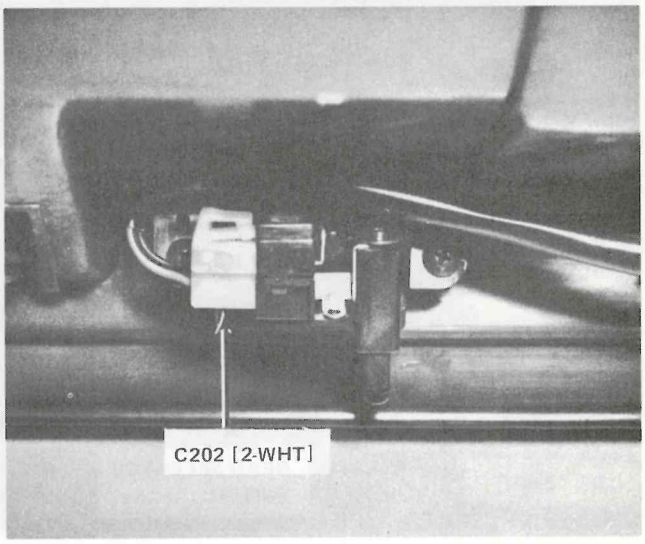
2. Under Left Side of Dash, Right of Steering Column



3. Right Front of Trunk, Near Speaker



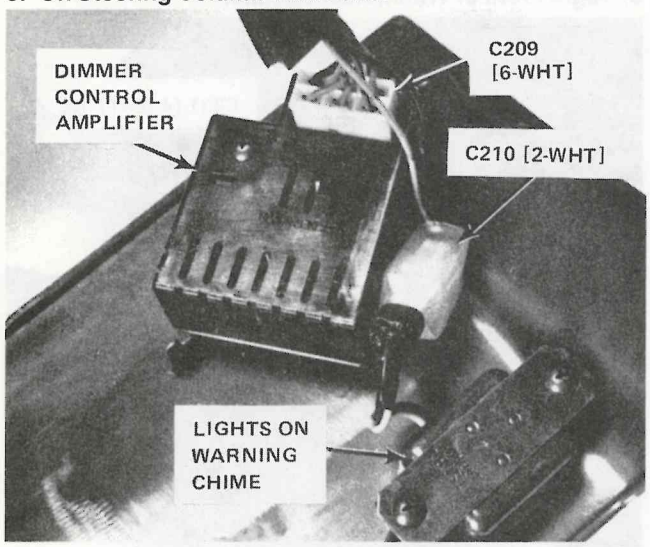
4. Behind Right Side of Dash, Behind Glove Box



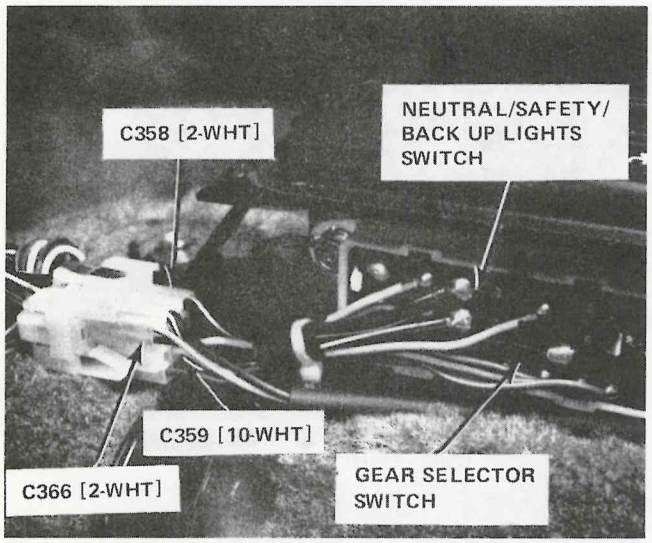
5. Behind Right Side of Dash, Below Blower Assembly

Dash and Console Lights

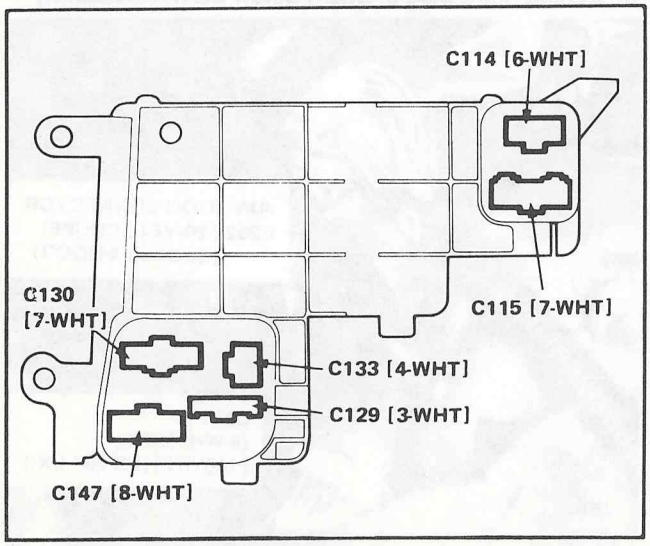
6. On Steering Column Trim Panel



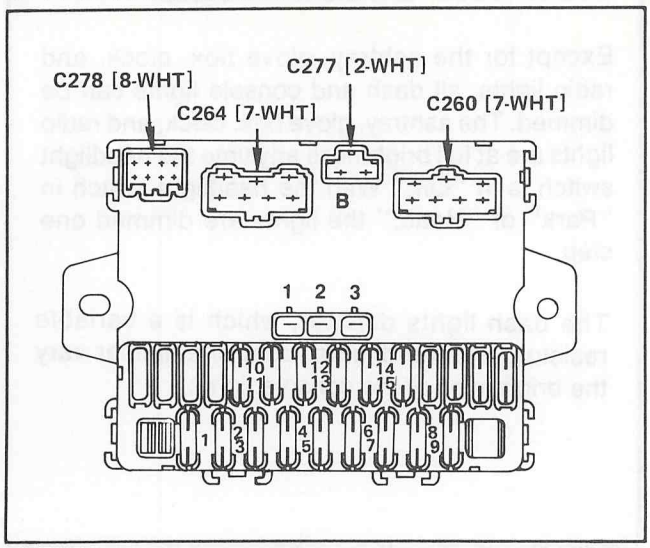
7. In Console, at Base of Gear Selector



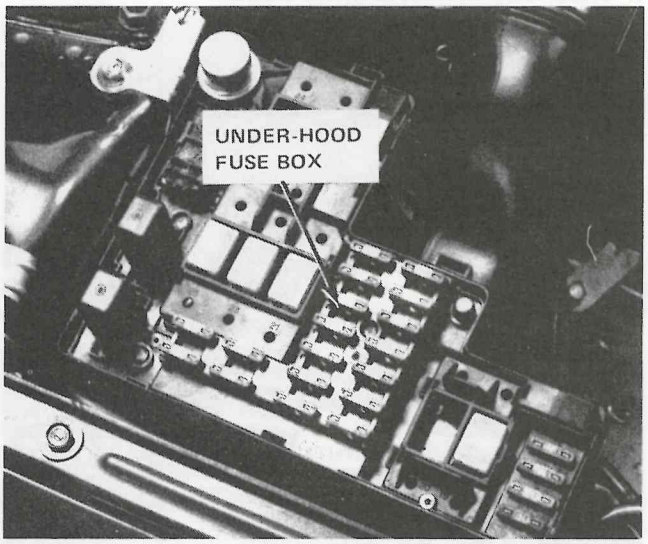
8. Bottom View of Under-hood Fuse Box



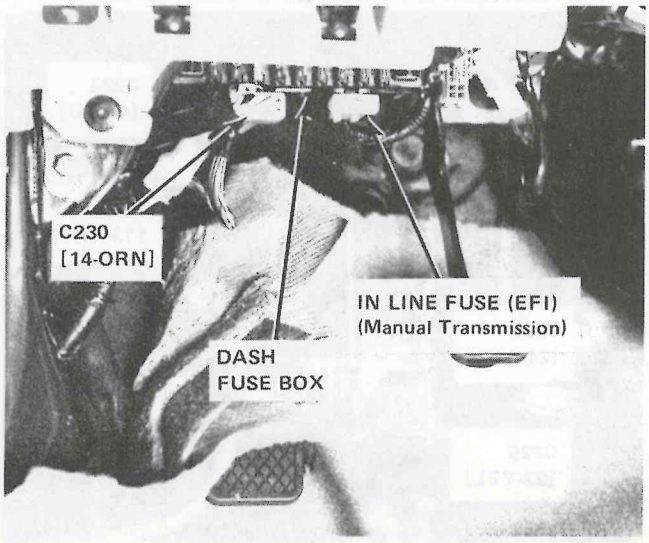
9. Front View of Dash Fuse Box



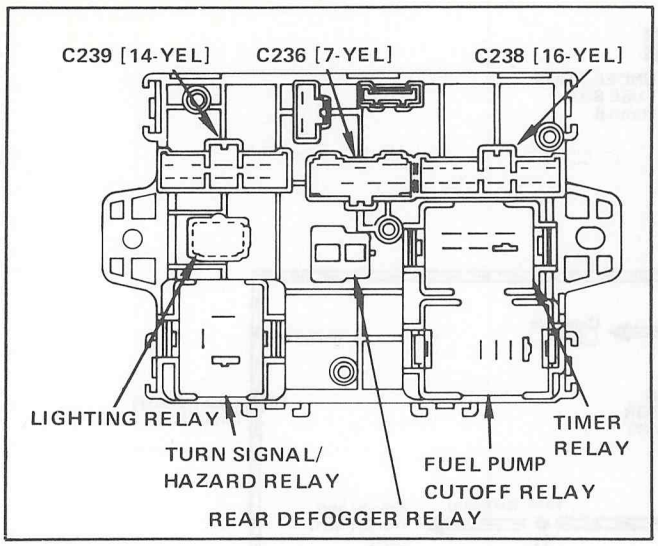
10. Right Side of Engine Compartment, on Inner Fender Panel



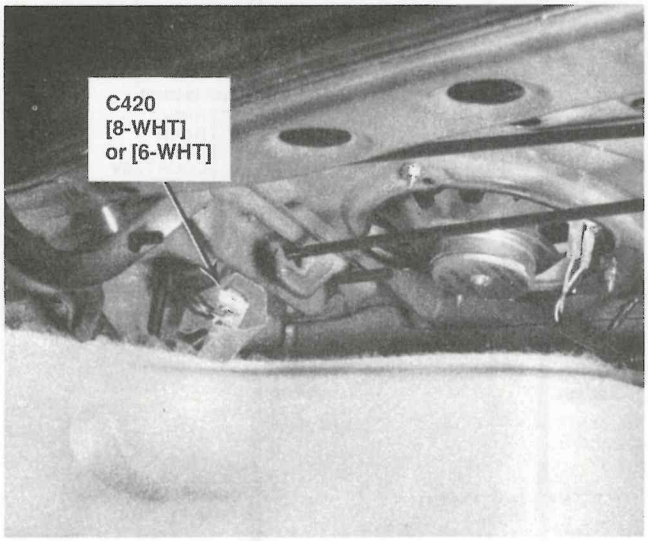
11. Under Left Side of Dash, Left of Steering Column



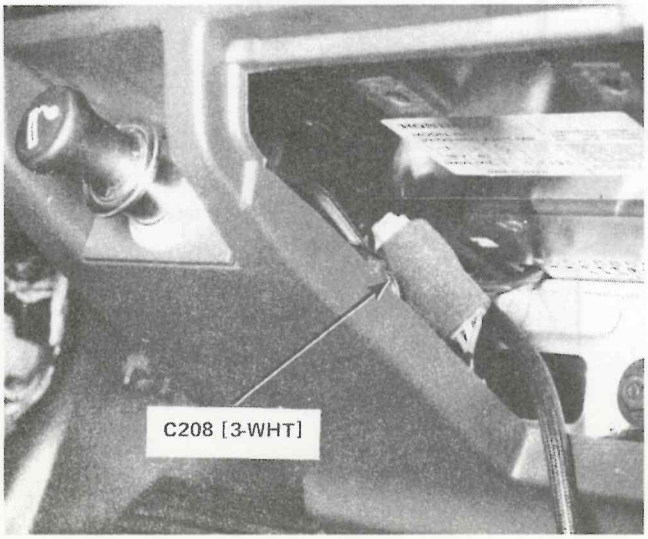
12. Rear View of Dash Fuse Box



13. Top Left Front of Trunk

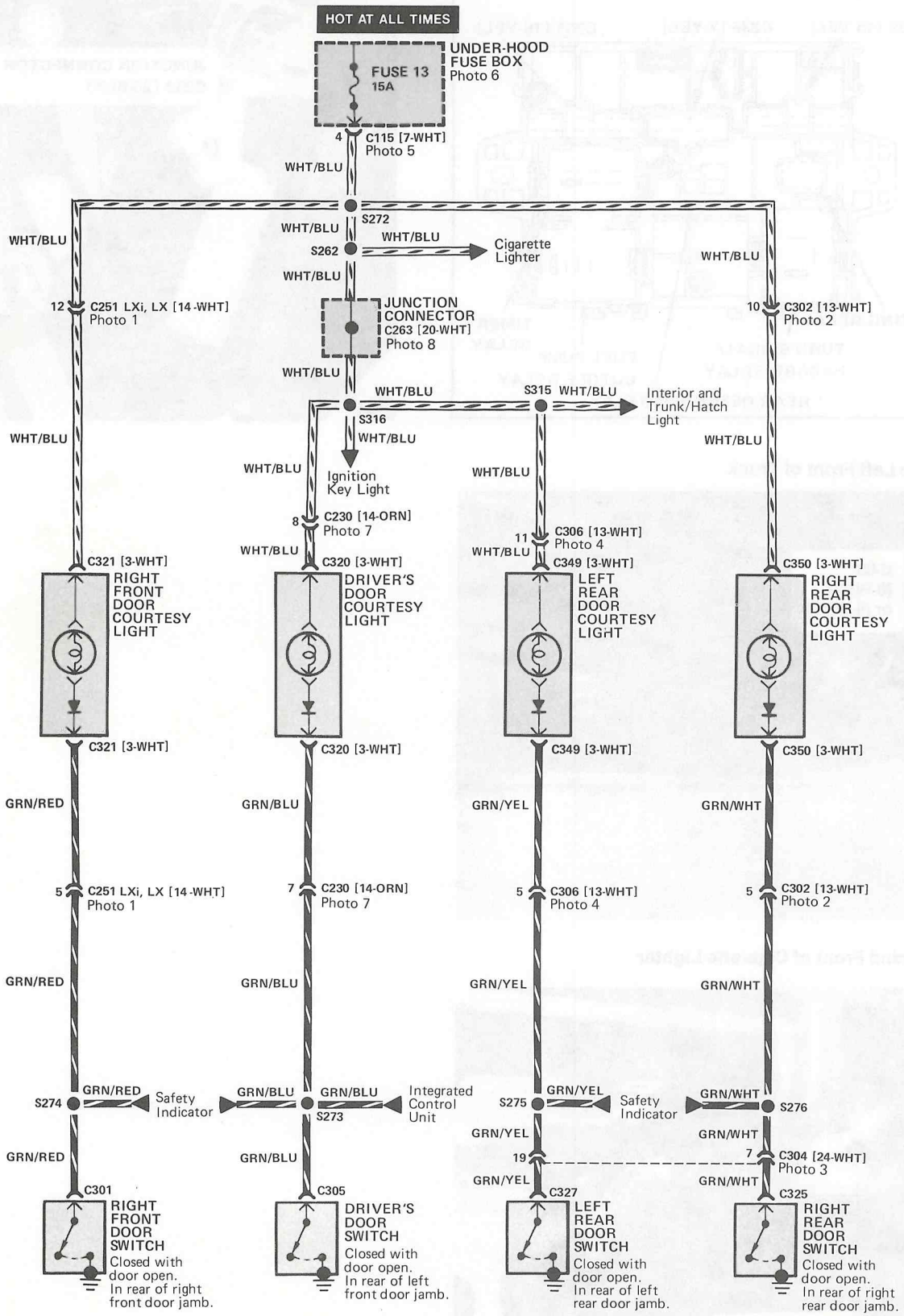


14. Behind Front of Cigarette Lighter



15. Left Side of Dash, Behind I/P

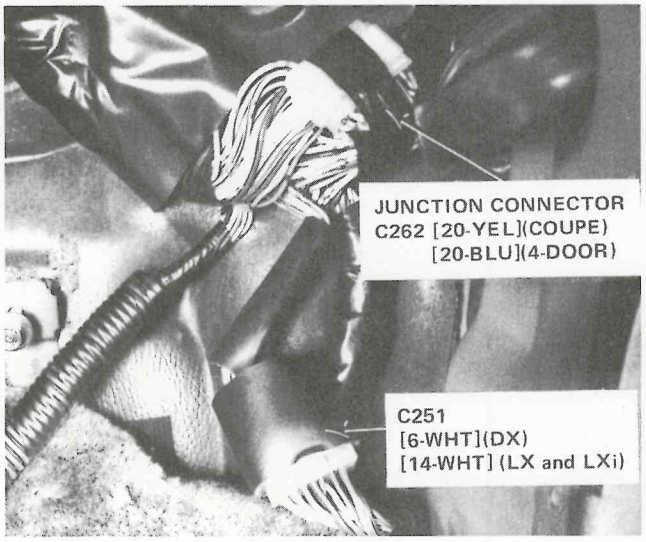
Door Courtesy Lights
- Circuit Schematic



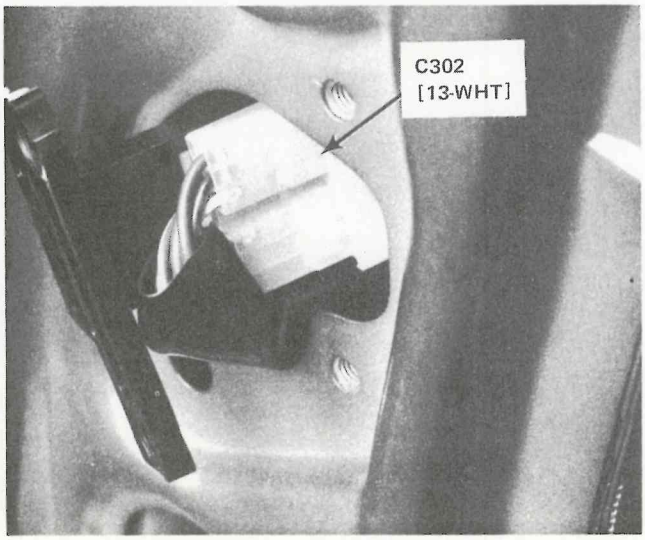
How The Circuit Works

Voltage is applied at all times to all of the door courtesy lights. When you open a door, the door switch closes. Current flows through the fuse and the door courtesy light to ground: The door courtesy light goes on.

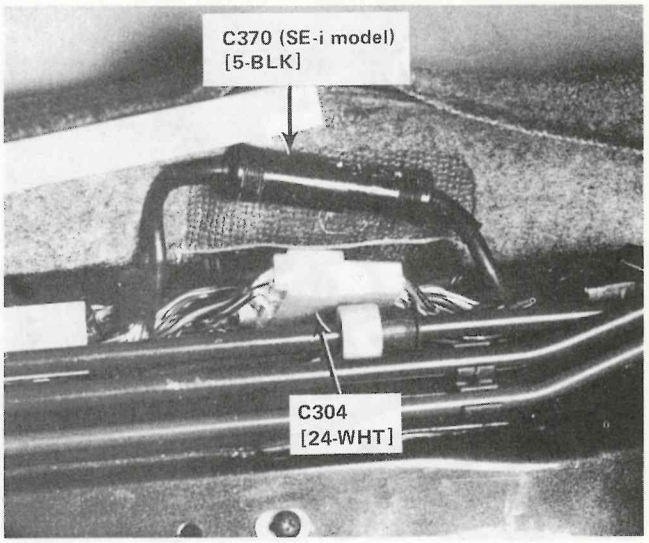
1. Under Right Side of Dash, Behind Blower Assembly



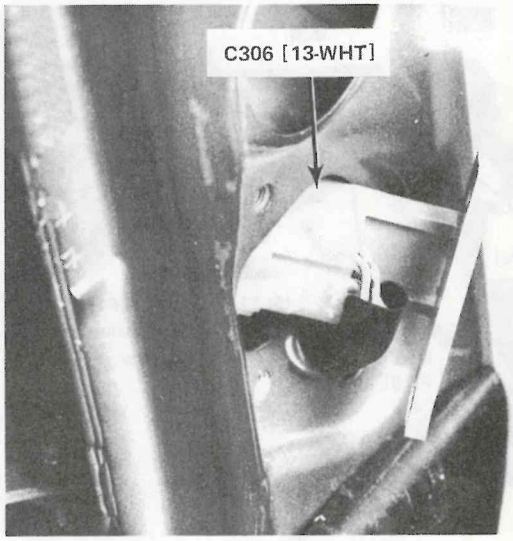
2. In Right Center Pillar, Between Front and Rear Doors



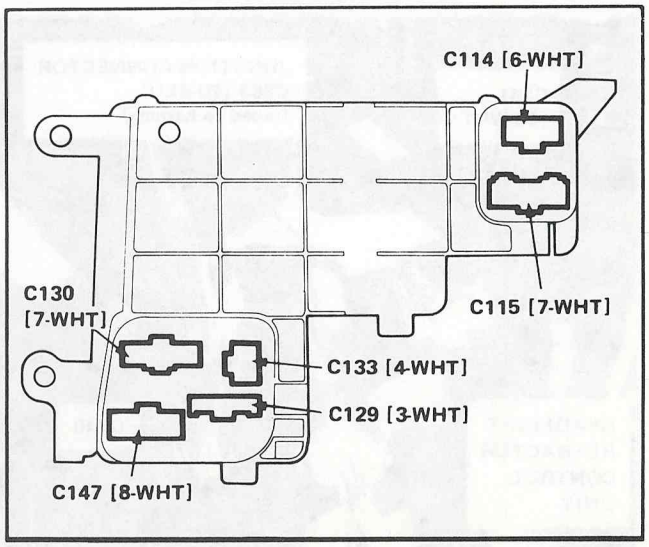
3. Under Carpet, Next to Driver's Seat



4. In Left Center Pillar, Between Front and Rear Doors

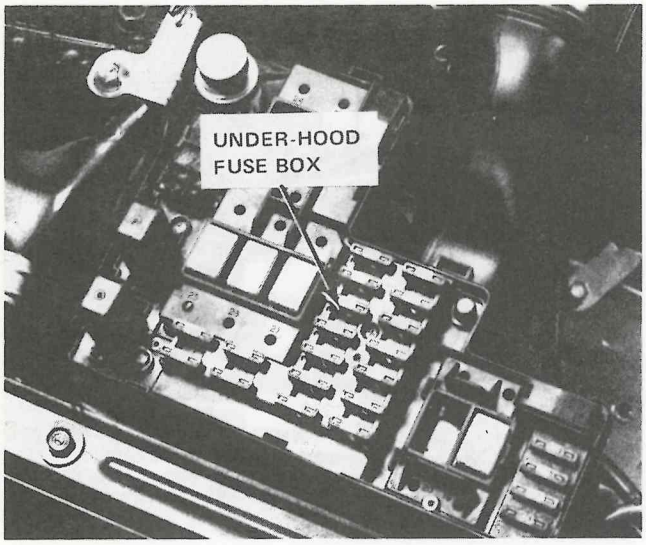


5. Bottom View of Under-hood Fuse Box

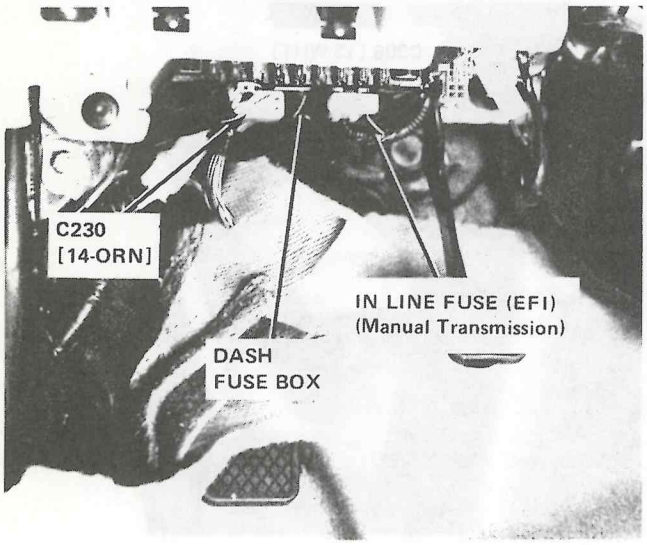


Door Courtesy Lights

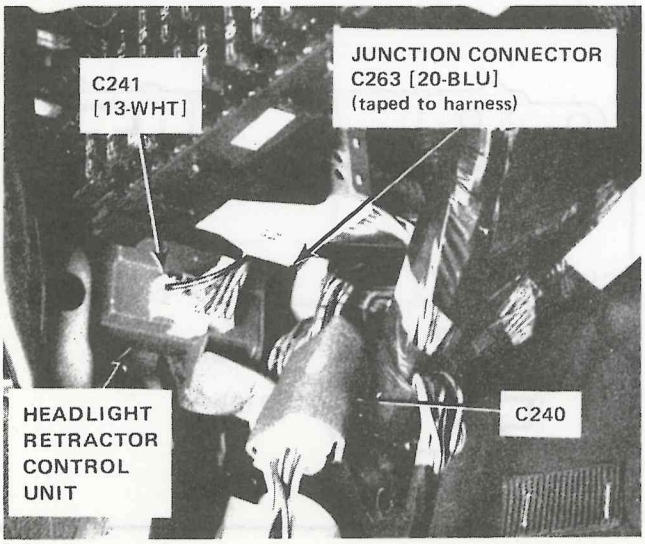
6. Right Side of Engine Compartment, on Inner Fender Panel



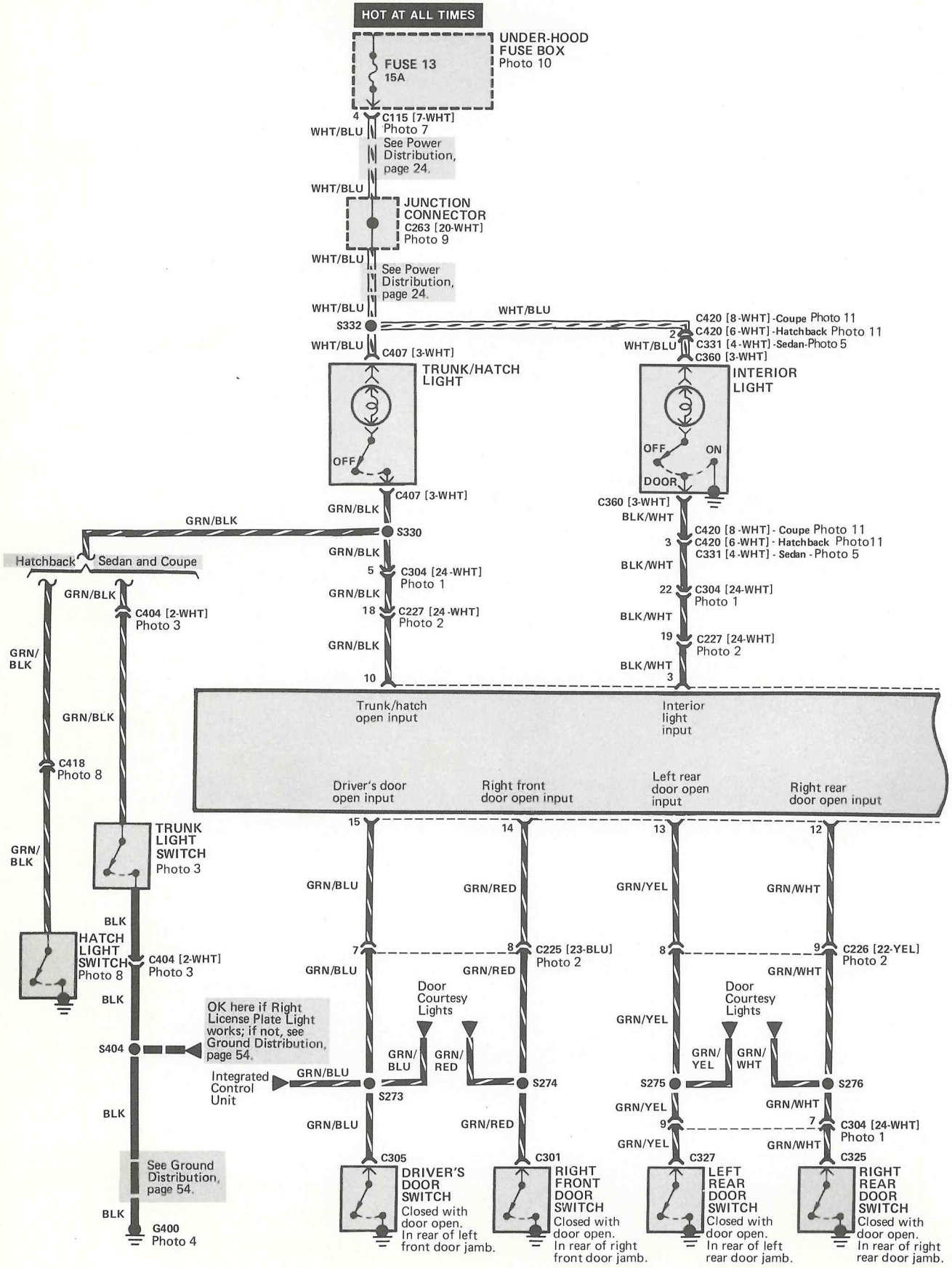
7. Under Left Side of Dash, Left of Steering Column

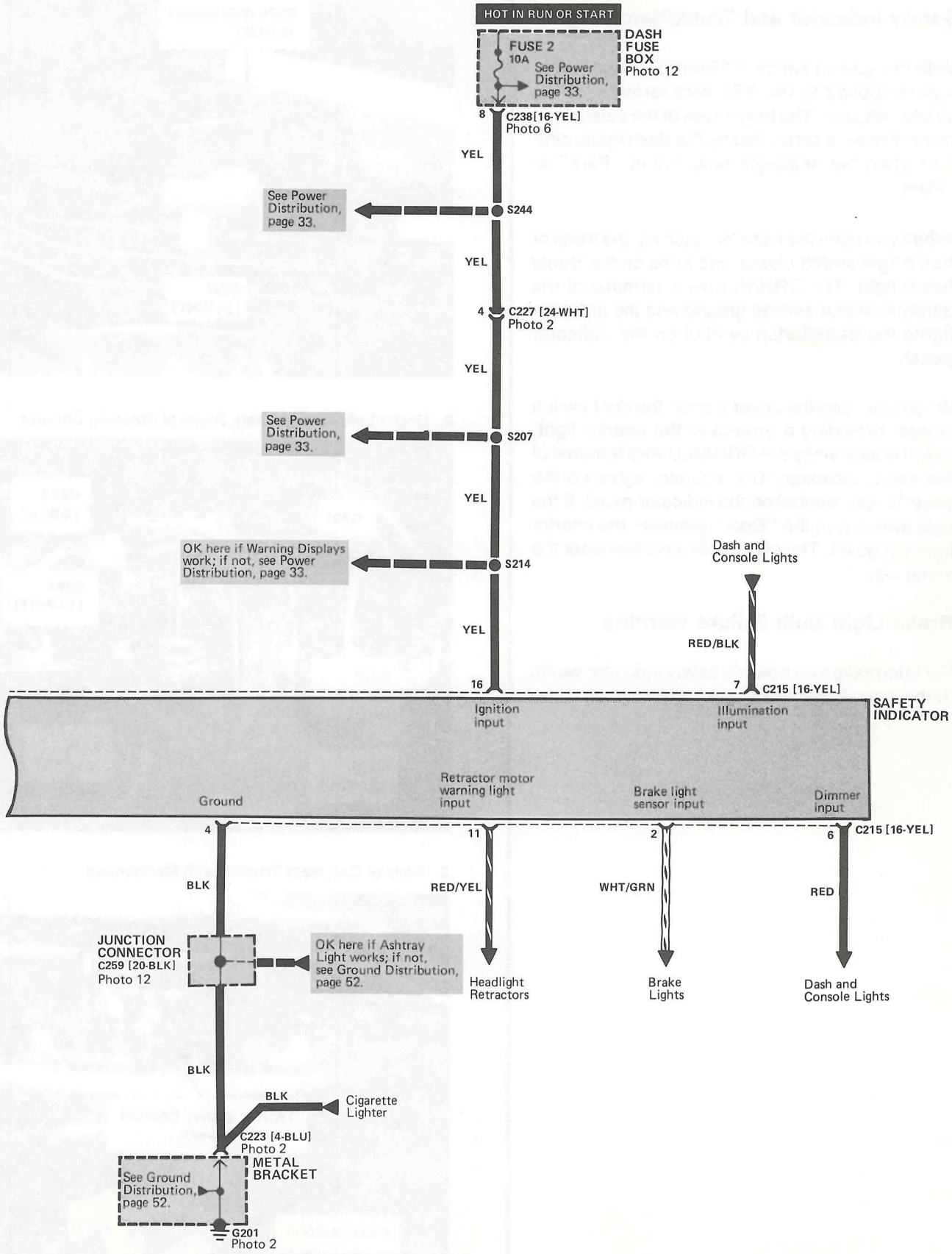


8. Under Left Side of Dash, at Kick Panel



Safety Indicator, Interior, and Trunk/Hatch Lights
- Circuit Schematic




HOT IN RUN OR START
FUSE 2
10A
See Power Distribution, page 33.
DASH FUSE BOX
Photo 12
8
C238 [16-YEL]
Photo 6
YEL
See Power Distribution, page 33.
S244
YEL
4
C227 [24-WHT]
Photo 2
YEL
See Power Distribution, page 33.
S207
YEL
OK here if Warning Displays work; if not, see Power Distribution, page 33.
S214
Dash and Console Lights
YEL
RED/BLK
16
7
C215 [16-YEL]
SAFETY INDICATOR
Ignition input
Illumination input
Ground
Retractor motor warning light input
Brake light sensor input
Dimmer input
4
11
2
6
C215 [16-YEL]
BLK
RED/YEL
WHT/GRN
RED
JUNCTION CONNECTOR
C259 [20-BLK]
Photo 12
OK here if Ashtray Light works; if not, see Ground Distribution, page 52.
Headlight Retractors
Brake Lights
Dash and Console Lights
BLK
BLK
Cigarette Lighter
C223 [4-BLU]
Photo 2
METAL BRACKET
See Ground Distribution, page 52.
G201
Photo 2

Safety Indicator, Interior, and Trunk/Hatch Lights

How The Circuit Works

Safety Indicator and Trunk/Hatch Light

With the ignition switch in "Run" or "Start," voltage is applied to the YEL wire terminal of the safety indicator. The brightness of the safety indicator display is controlled by the dash lights dimmer when the headlight switch is in "Park" or "Head."

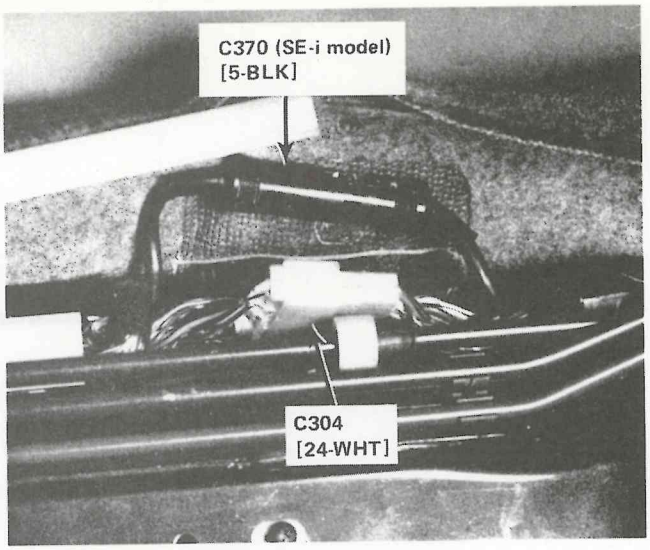
When you open the trunk or hatch lid, the trunk or hatch light switch closes and turns on the trunk/hatch light: The GRN/BLK wire terminal of the safety indicator senses ground and the indicator lights the trunk/hatch symbol on the indicator panel.

When you open the driver's door, the door switch closes, providing a ground to the interior light, which is sensed by the GRN/BLU wire terminal of the safety indicator. The indicator lights up the driver's door symbol on the indicator panel. If the light switch is in the "Door" position, the interior light will go on. The other door switches work the same way.

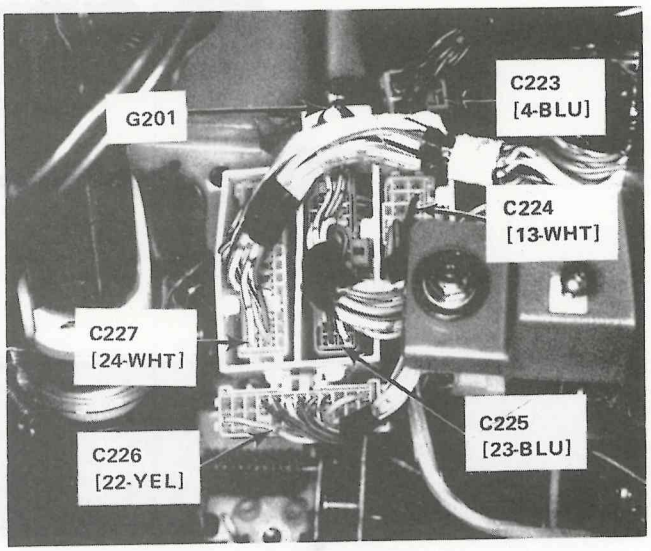
Brake Light Bulb Failure Warning

For information on how the safety indicator works in this circuit, see the Brake Lights circuit.

1. Under Carpet, Next to Driver's Door

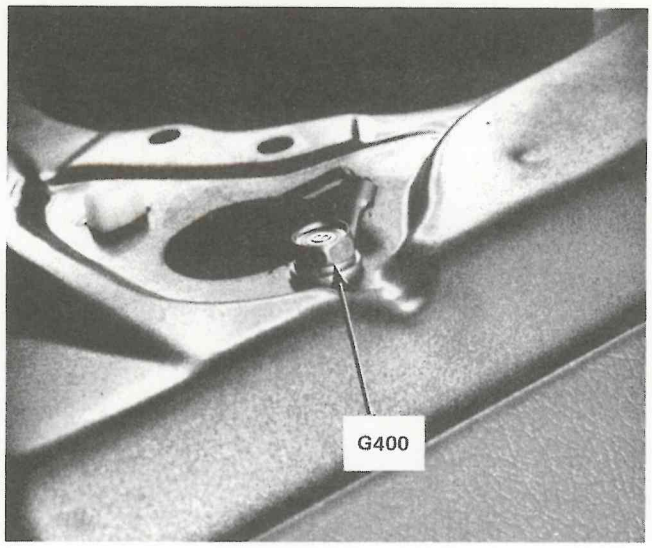


2. Under Left Side of Dash, Right of Steering Column

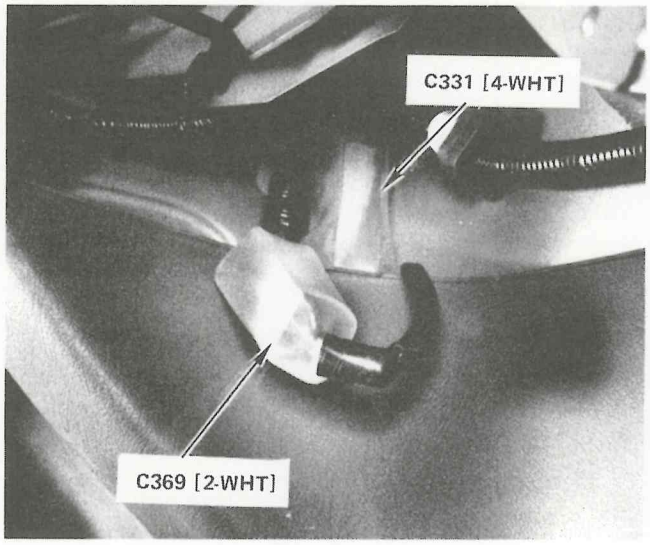


3. Rear of Car, Near Trunk Latch Mechanism

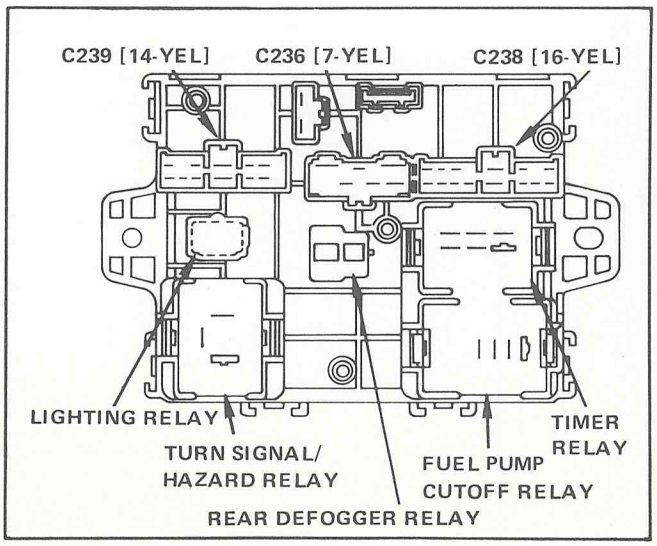
4. Under Carpet, in Left Rear Side of Rear Deck



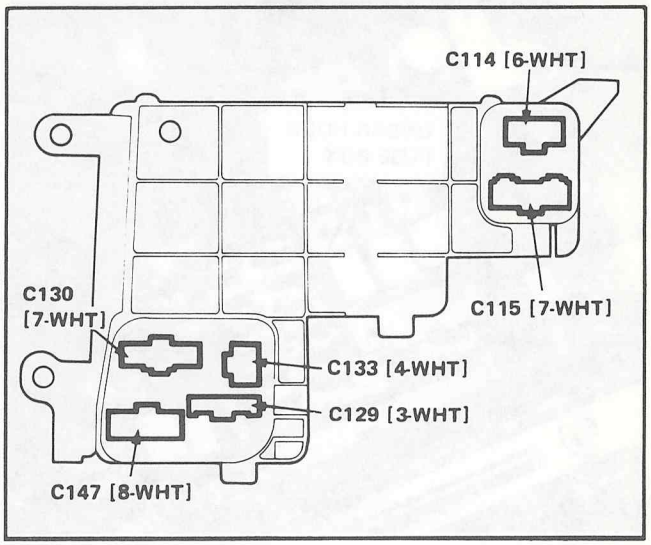
5. Right Front of Trunk, Near Speaker



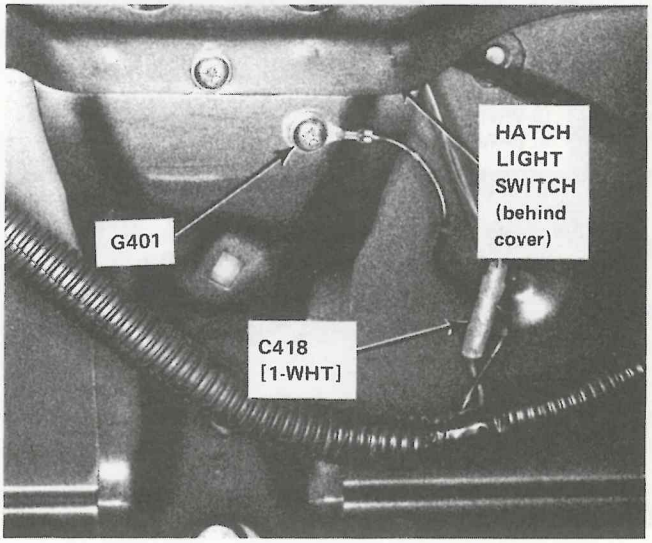
6. Rear View of Dash Fuse Box



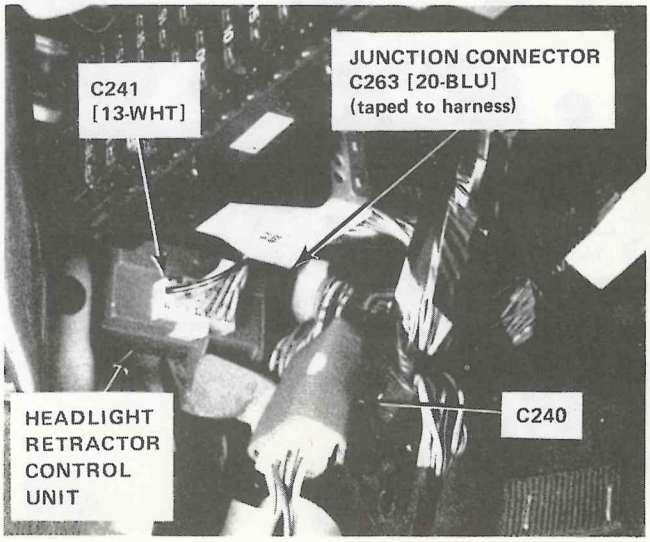
7. Bottom View of Under-hood Fuse Box



8. Center Rear of Hatch, Behind End Panel

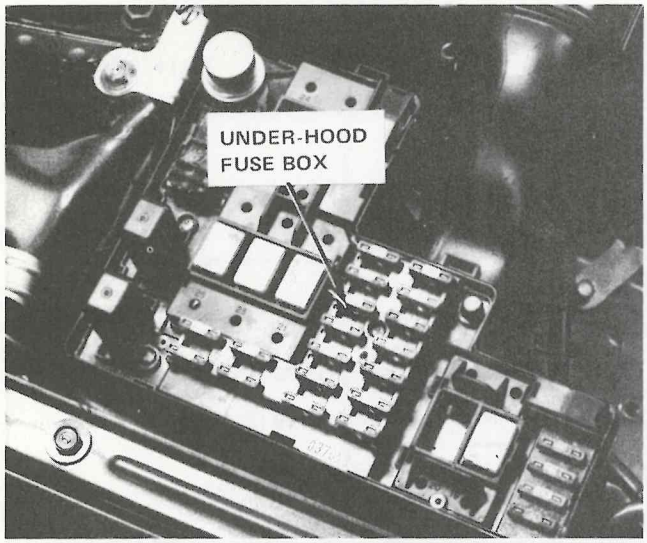


9. Under Left Side of Dash, at Kick Panel

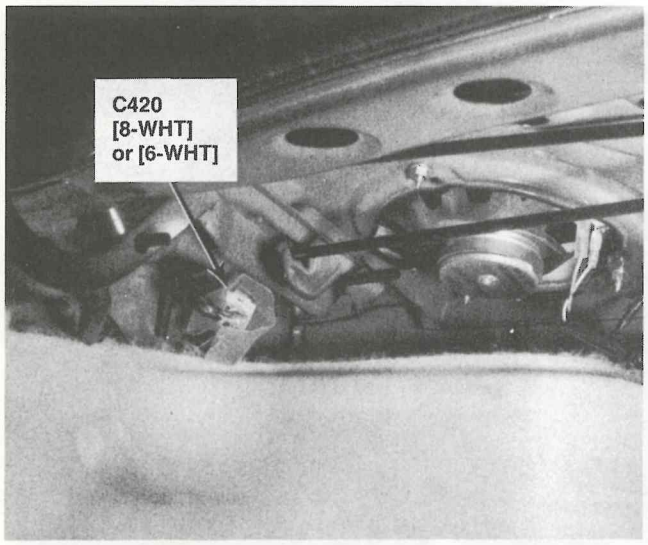


Safety Indicators, Interior, and Trunk/Hatch Lights

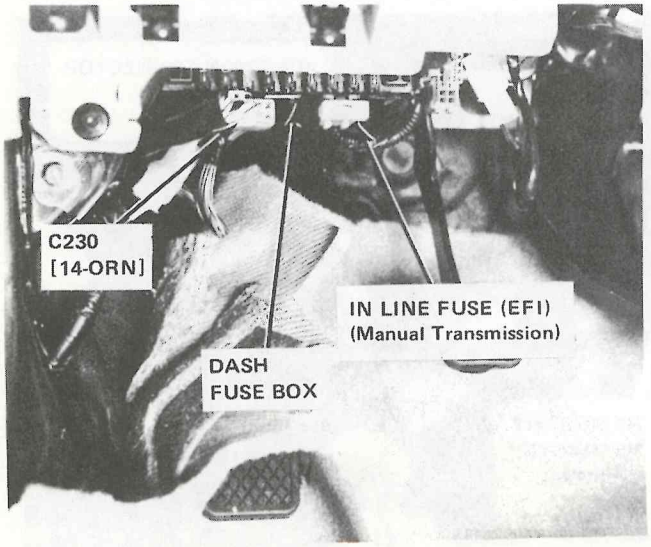
10. Right Side of Engine Compartment



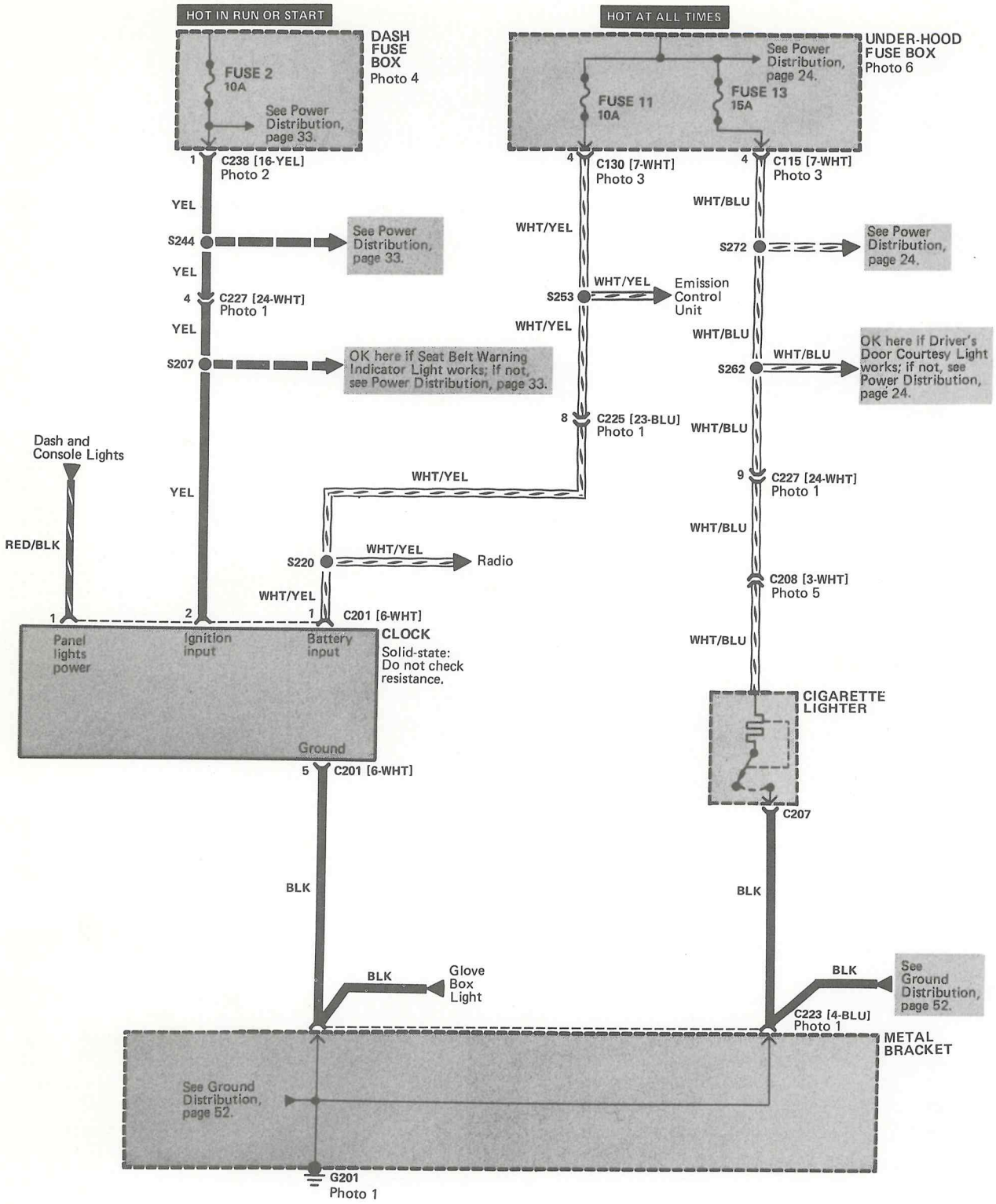
11. Upper Left Front of Trunk, Near Speaker



12. Left Side of Dash, Behind I/P



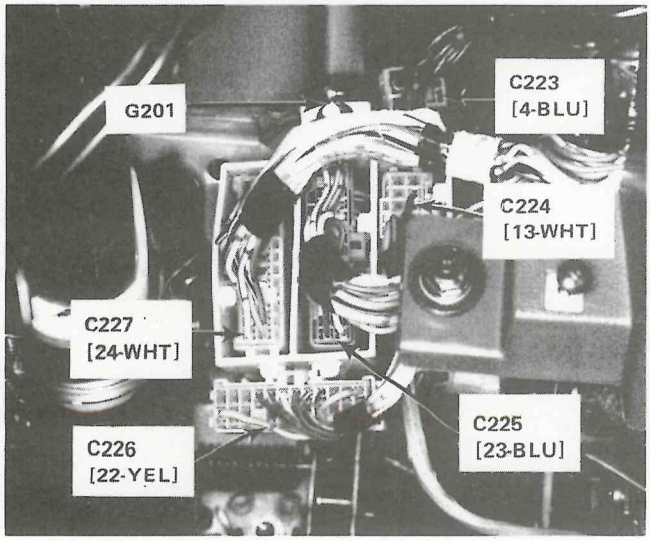
Clock and Cigarette Lighter
- Circuit Schematic



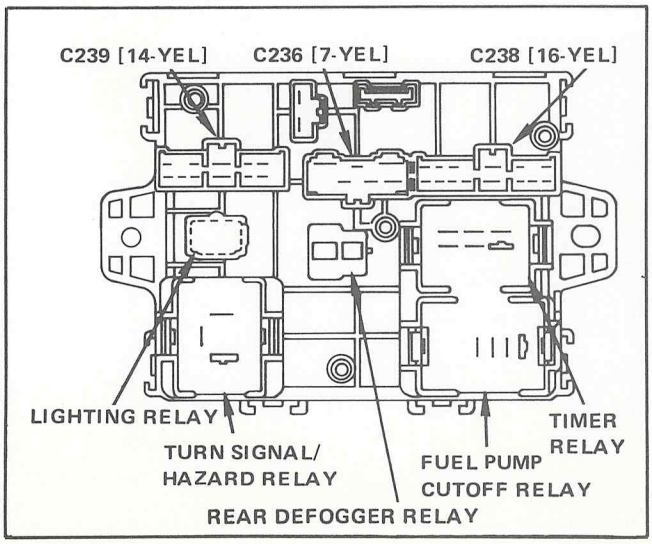
How The Circuit Works

Voltage is applied at all times through fuse 11 to provide memory for the clock. With the ignition switch in "Run" or "Start," voltage is applied through fuse 2 to provide for the clock display. Voltage is applied at all times to the cigarette lighter.

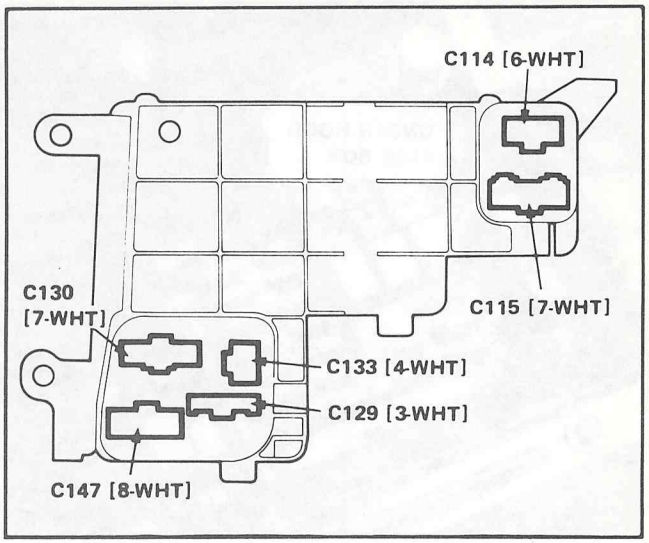
1. Under Left Side of Dash, Right of Steering Column



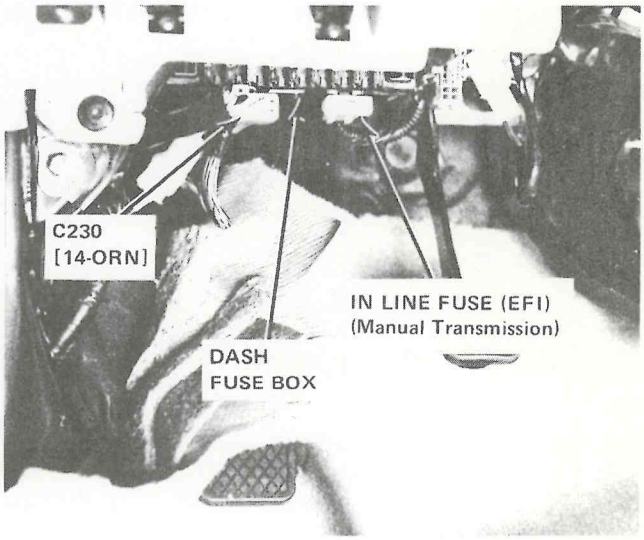
2. Rear View of Dash Fuse Box



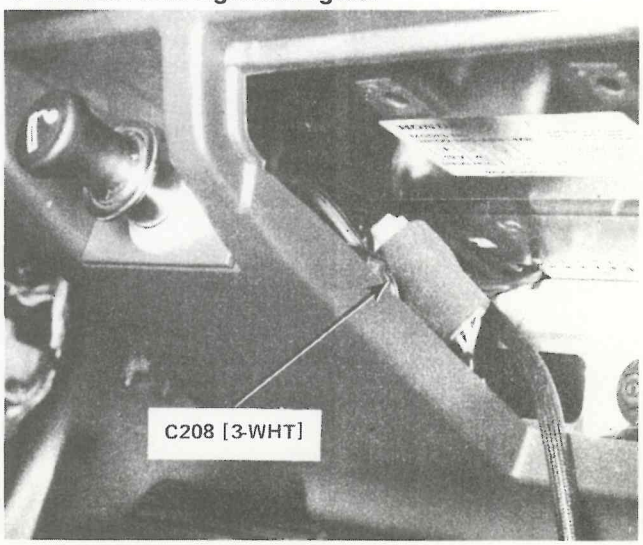
3. Bottom View of Under-hood Fuse Box



4. Under Left Side of Dash, Left of Steering Column

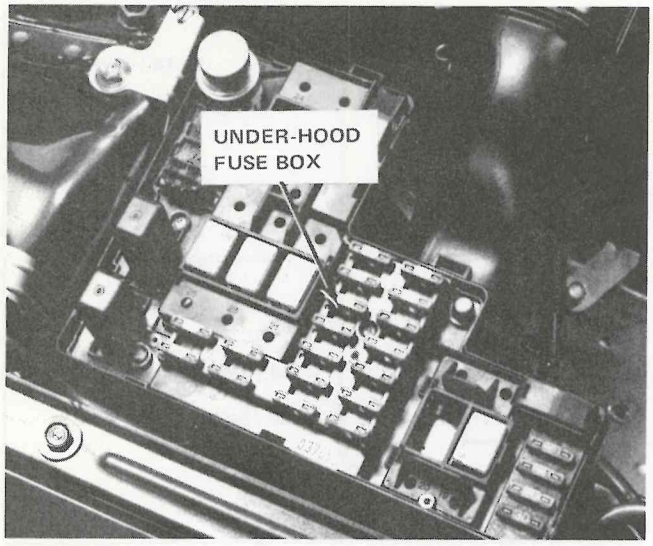


5. Behind Front Cigarette Lighter

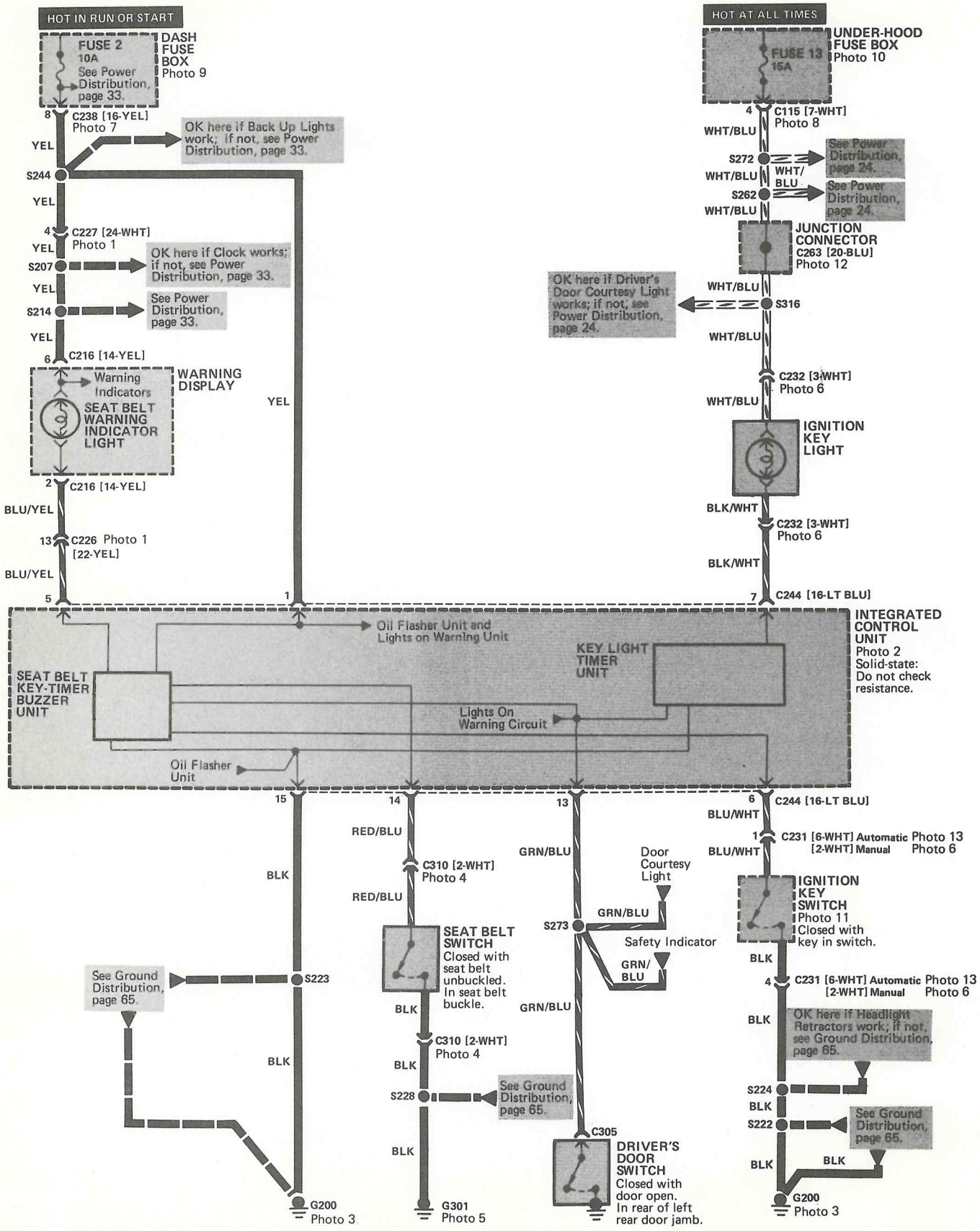


Clock and Cigarette Lighter

6. Under-Hood Fuse Box



Seat Belt and Key Warning, and Ignition Key Light
- Circuit Schematic



How The Circuit Works

Seat Belt Warning

With the ignition switch in "Run" or "Start," voltage is applied to the seat belt/key timer-buzzer (part of integrated control unit). When you unbuckle the driver's seat belt, the seat belt/key timer-buzzer senses ground. With voltage and ground, the seat belt buzzer sounds and the timer contacts close and open. This causes the seat belt warning indicator light to flash on and off. After 5 seconds, the alarm stops and the contacts remain open.

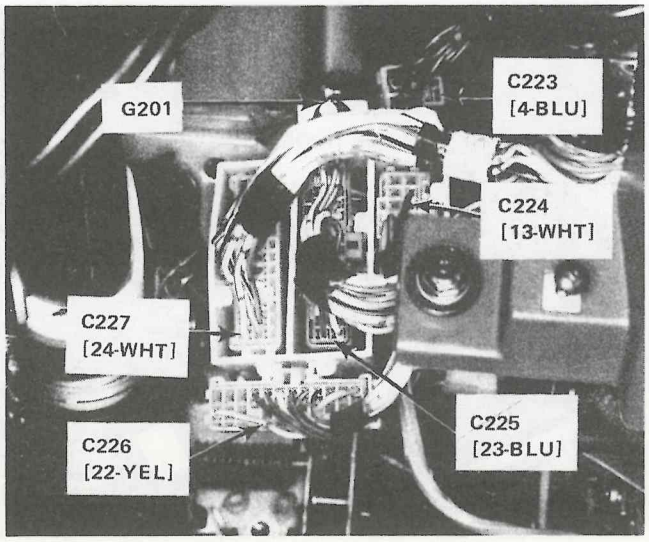
Key Warning

When the key switch is closed, ground is provided for the seat belt/key timer-buzzer (part of integrated control unit). When you open the driver's door or right door, the key buzzer senses ground through the closed door switch: The key buzzer sounds.

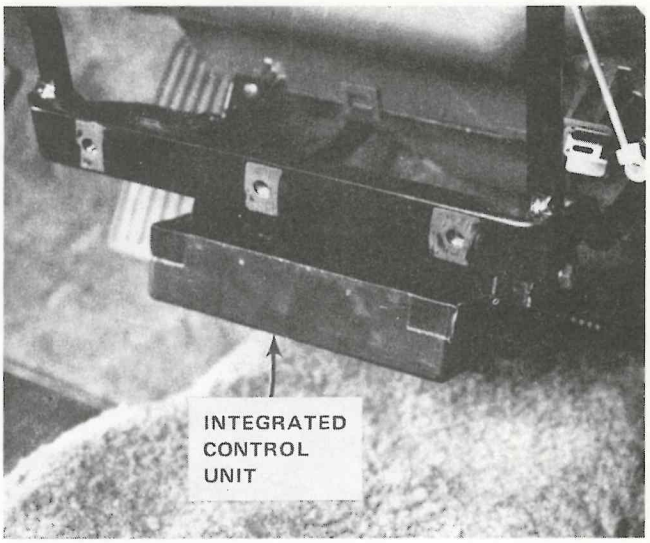
Key Light

Voltage is applied to the key light at all times. When the driver's door is opened, ground is provided to the key light timer circuit (part of integrated control unit). The timer provides ground to the key light for approximately 8 to 10 seconds.

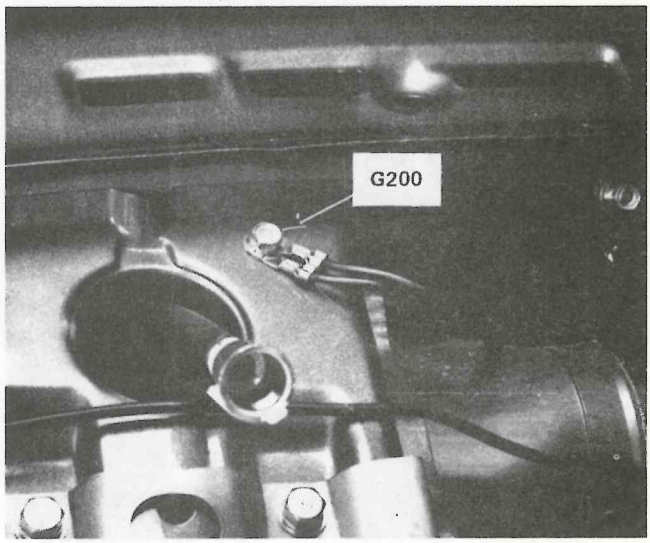
1. Under Left Side of Dash, Right of Steering Column



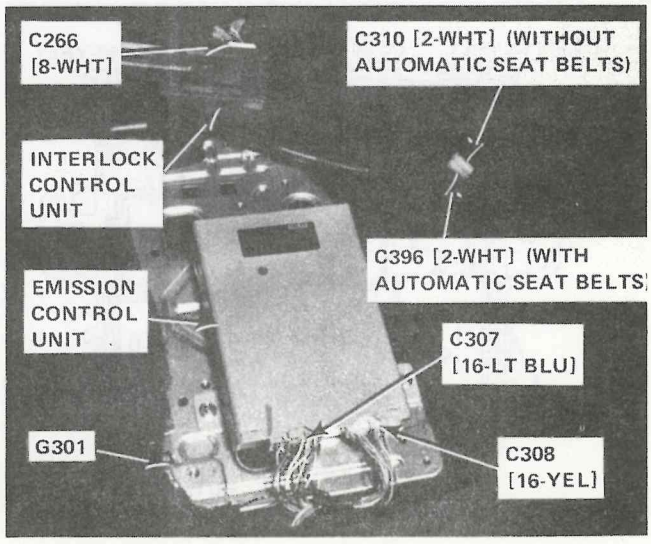
2. Under Center of Dash



3. Under Dash, Near Speedometer Connector

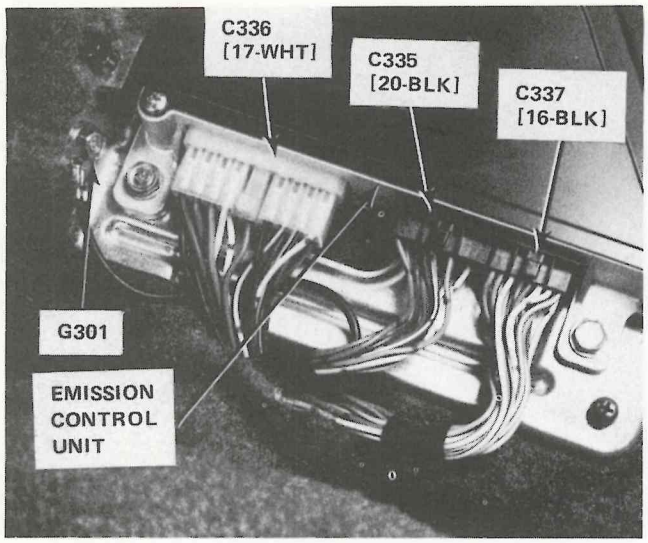


4. In Console, at Base of Parking Brake

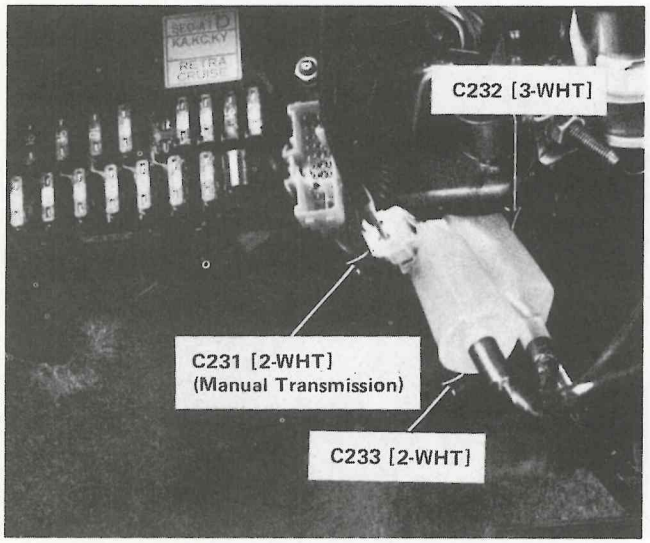


Seat Belt and Key Warning, and Ignition Key Light

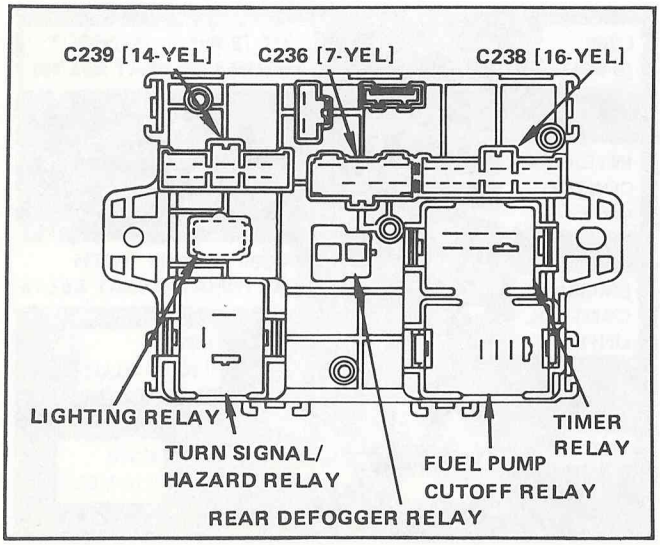
5. Under Left Front Seat



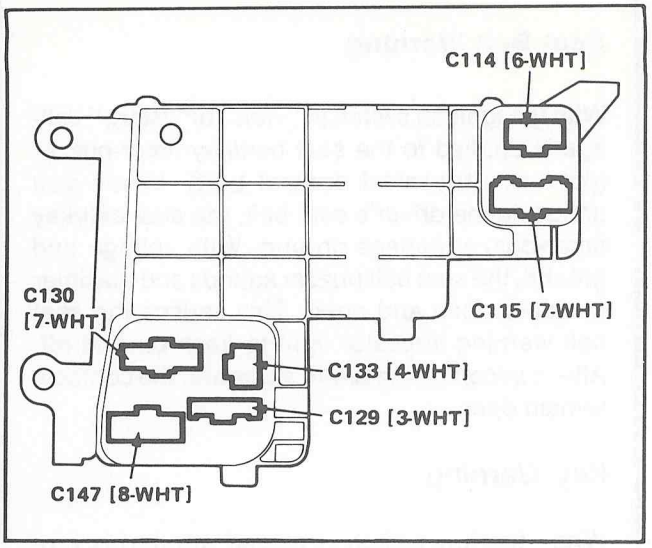
6. Under Left Side of Dash, Below Steering Column



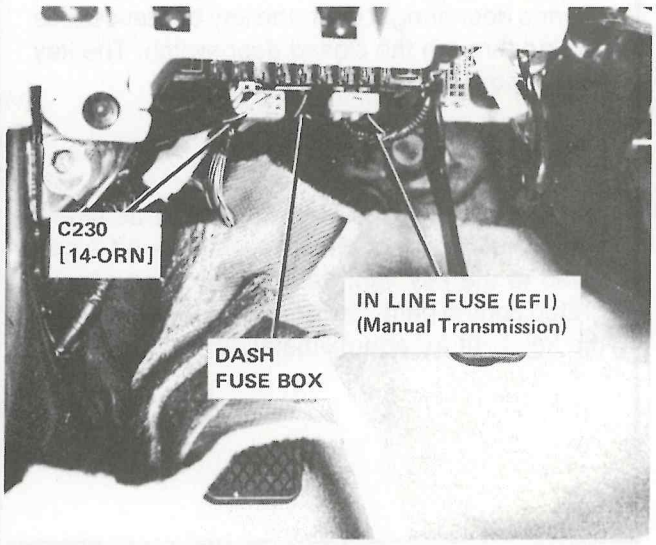
7. Rear View of Dash Fuse Box



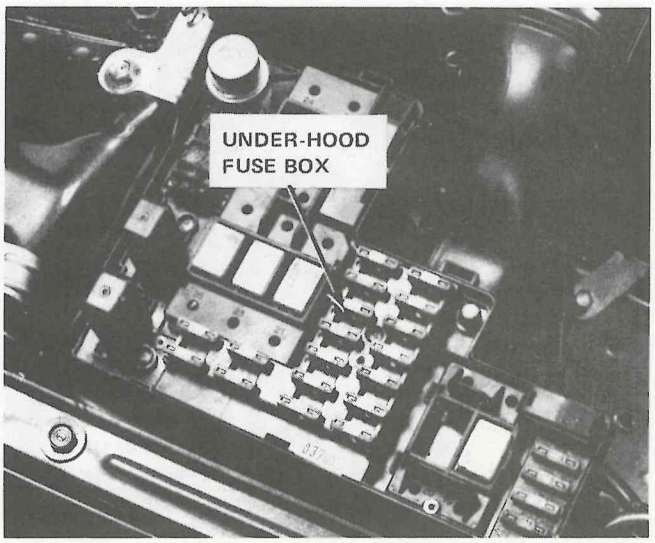
8. Bottom View of Under-hood Fuse Box



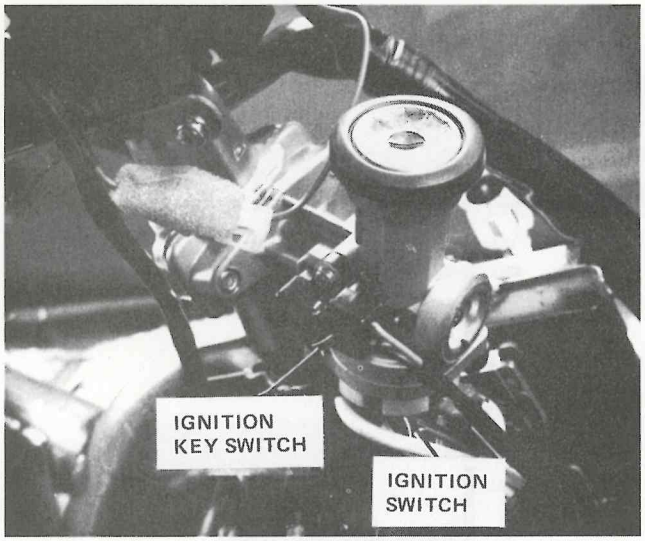
9. Under Left Side of Dash, Left of Steering Column



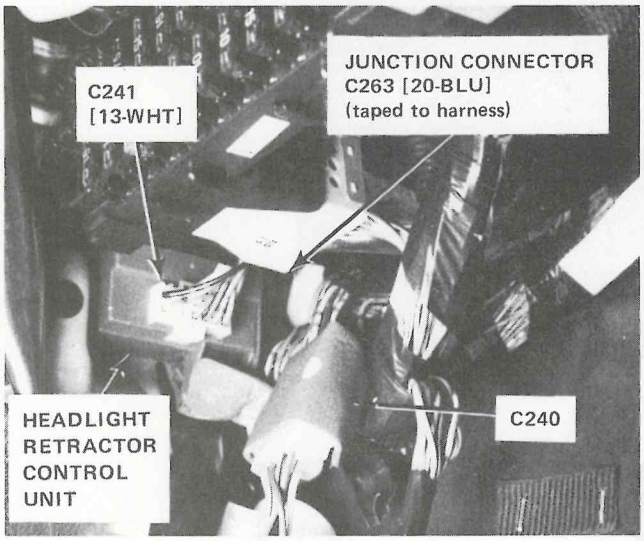
10. Right Side of Engine Compartment, on Inner Fender Panel



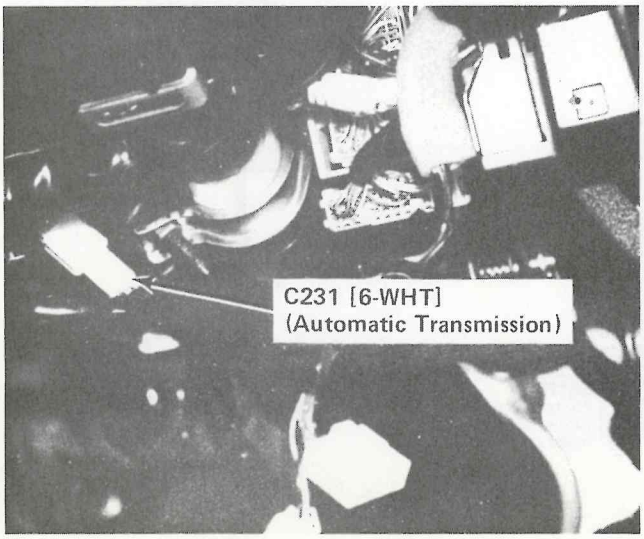
11. On Steering Column



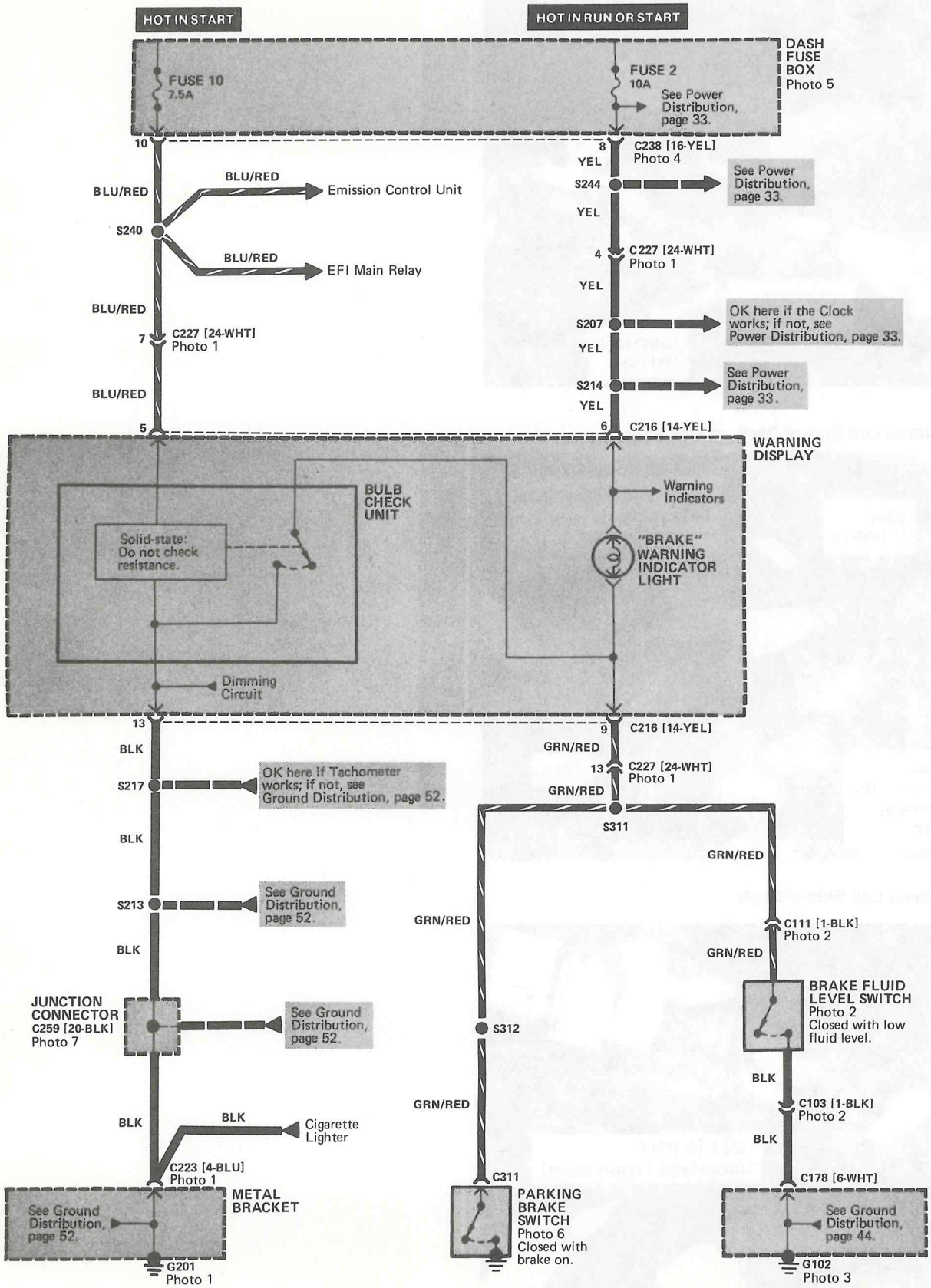
12. Under Left Side of Dash, at Kick Panel



13. Under Left Side of Dash



Brake Warning System
- Circuit Schematic



How The Circuit Works

The brake warning indicator light goes on if the parking brake is applied, if the brake fluid level is low, and as a bulb test while cranking the engine.

Parking Brake

With the ignition switch in "Run" or "Start," and the parking brake switch closed, the brake warning indicator light operates to remind the driver that the parking brake is applied.

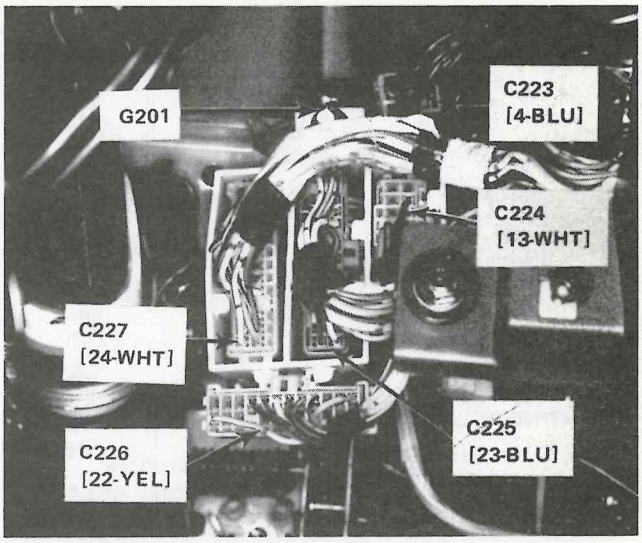
Brake Fluid Level

With the ignition switch in "Run" or "Start," and the brake fluid level switch closed, the brake warning indicator light operates to warn the driver of low brake fluid level in the brake master cylinder. (Note: Check brake pad wear before adding fluid.)

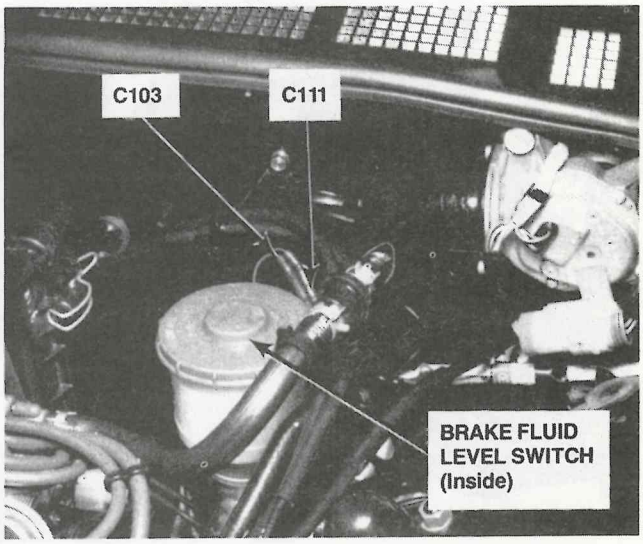
Bulb Check

With the ignition switch in "Start," voltage is applied through fuse 10 to the bulb check unit of the warning display. The bulb check unit contacts close, and current flows through the brake warning indicator light and bulb check unit contacts to ground: The brake warning indicator light goes on to test the brake warning indicator light bulb.

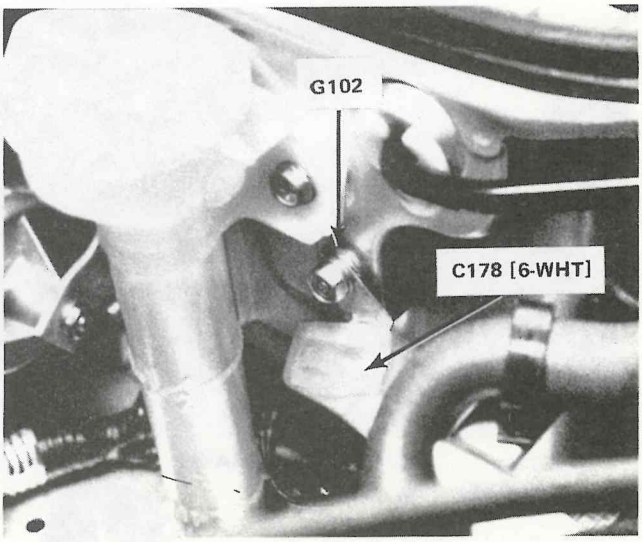
1. Under Left Side of Dash, Right of Steering Column



2. Left Rear Corner of Engine Compartment

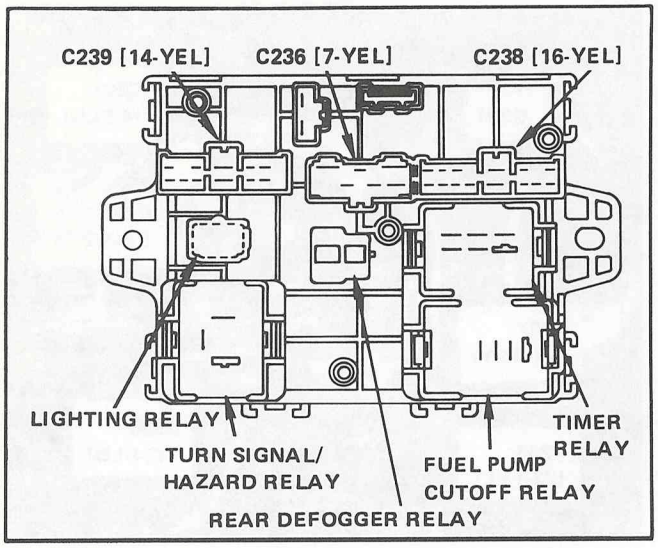


3. Left Front Corner of Engine Compartment, Behind Headlight

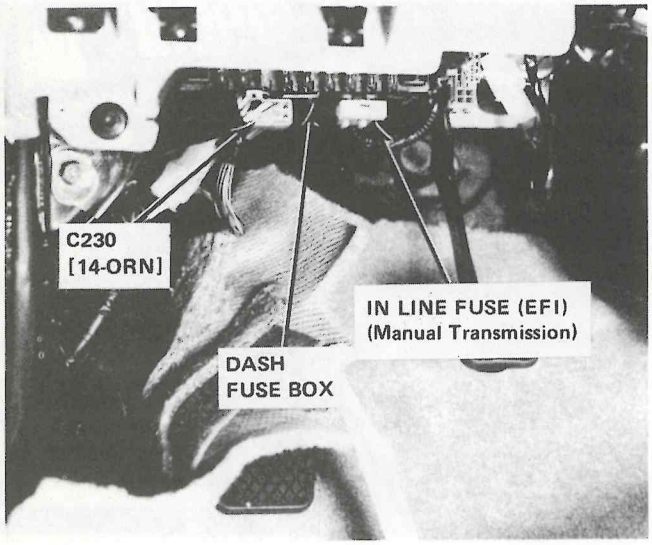


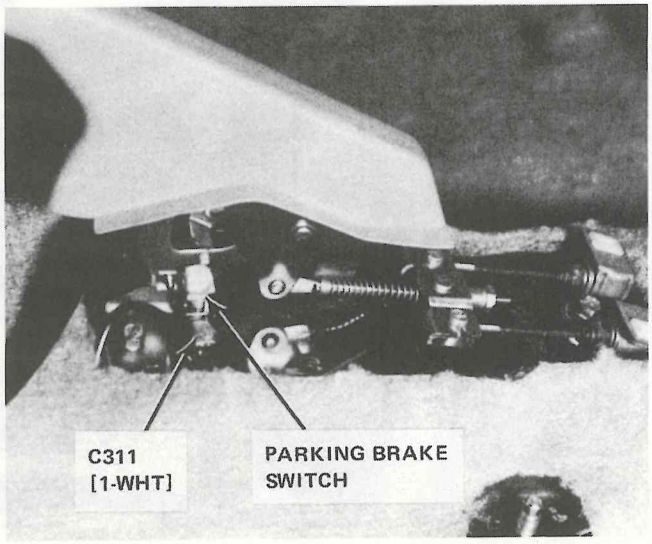
Brake Warning System

4. Rear View of Dash Fuse Box

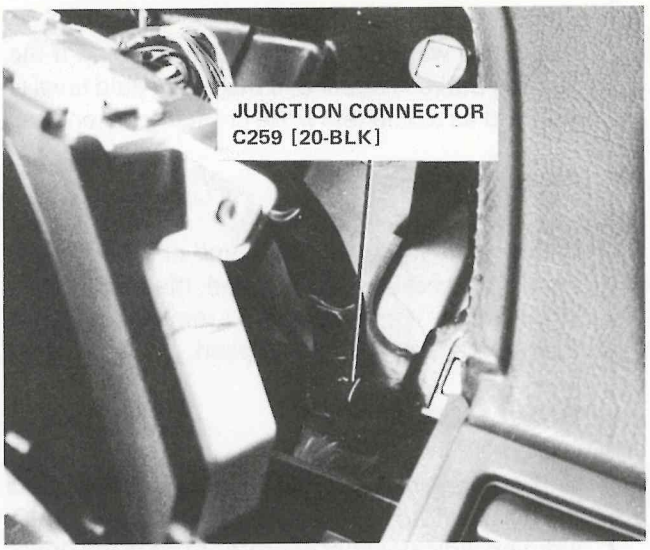


5. Under Left Side of Dash, Left of Steering Column

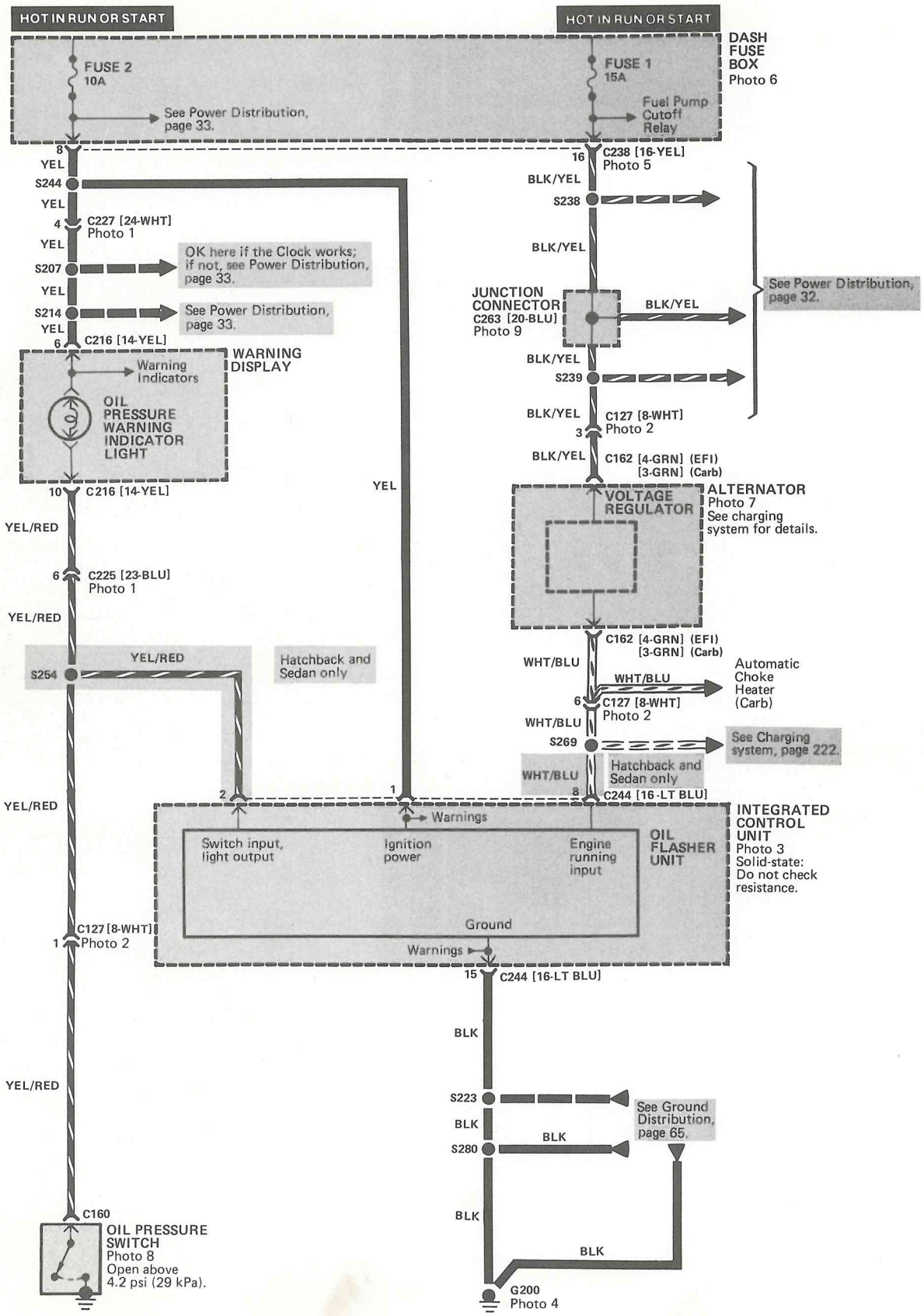




7. Left Side of Dash, Behind I/P



Oil Pressure Warning System
- Circuit Schematic



How The Circuit Works

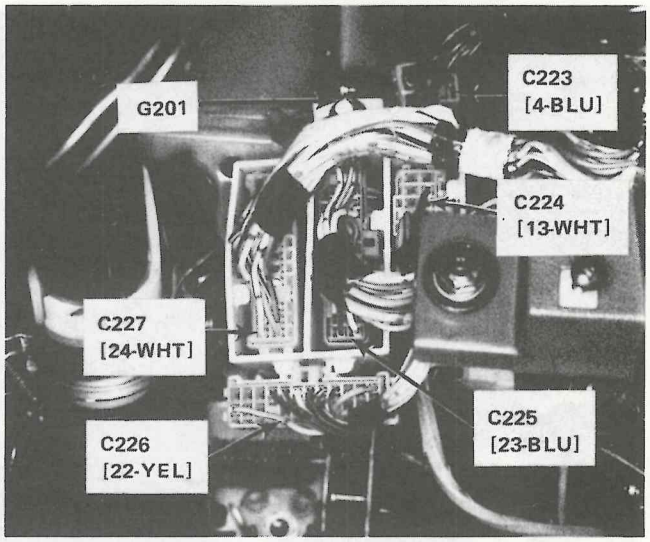
The oil pressure warning indicator light works in two ways. It flashes continuously following a momentary loss of oil pressure, or it goes on with a complete loss of oil pressure.

When the engine first starts, before oil pressure rises above 4.2 psi, voltage is applied through the oil pressure warning indicator light and the oil pressure switch to ground. This tests the bulb.

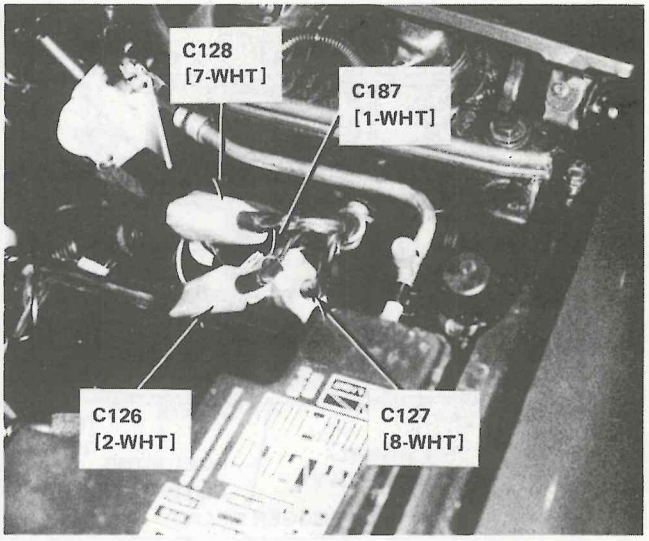
With the engine running, voltage is applied to the oil flasher unit (part of the integrated control unit). With normal oil pressure, the oil pressure switch is open and the oil pressure warning indicator light does not go on. If the oil pressure switch closes momentarily (more than 0.5 seconds), but then opens again, the oil flasher unit senses ground through the switch. The oil flasher unit then provides and removes ground for the oil pressure warning indicator light. The light flashes on and off until the ignition switch is turned off. The flashing feature will not work until 30 seconds after initial voltage is applied to the oil flasher unit. This delay avoids unnecessary warning indicator light operation.

If engine oil pressure falls below 4.2 psi and does not increase, the oil pressure switch will stay closed. The oil pressure warning indicator light goes on and stays on.

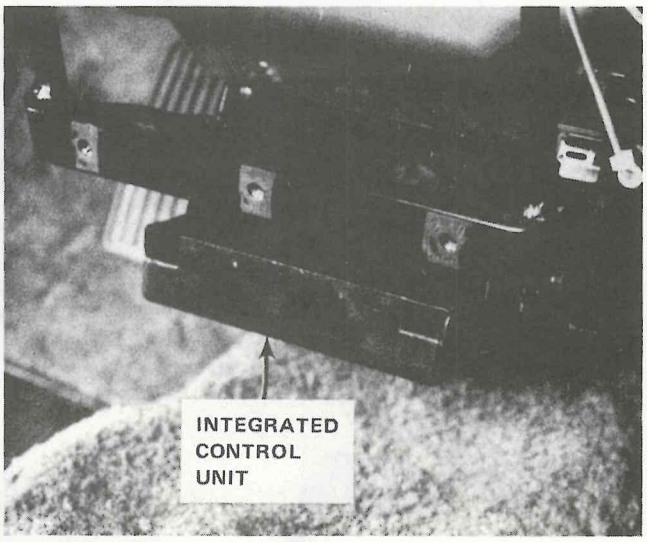
1. Under Left Side of Dash, Right of Steering Column



2. Right Front Corner of Engine Compartment, Forward of Battery

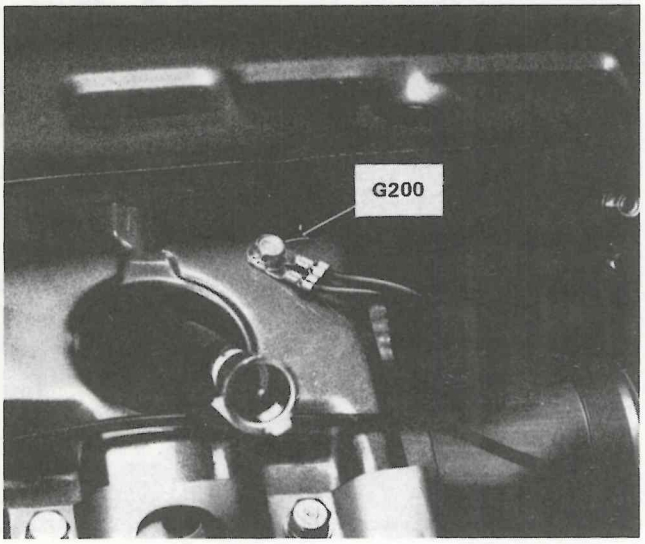


3. Under Center of Dash

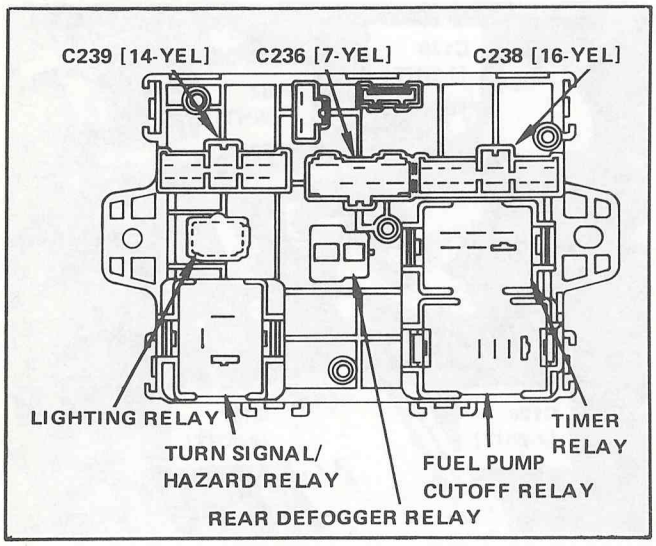


Oil Pressure Warning System

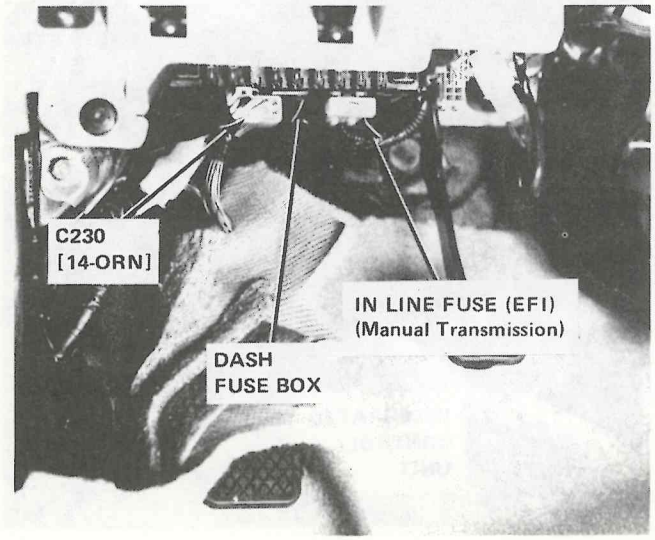
4. Under Dash, Near Speedometer Connector



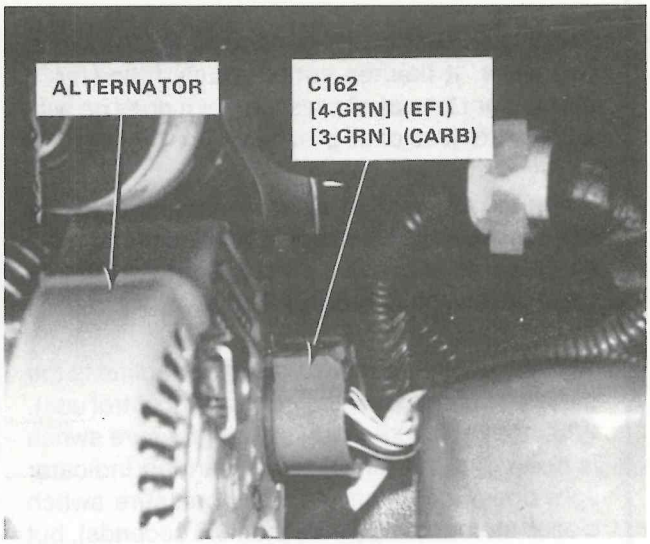
5. Rear View of Dash Fuse Box



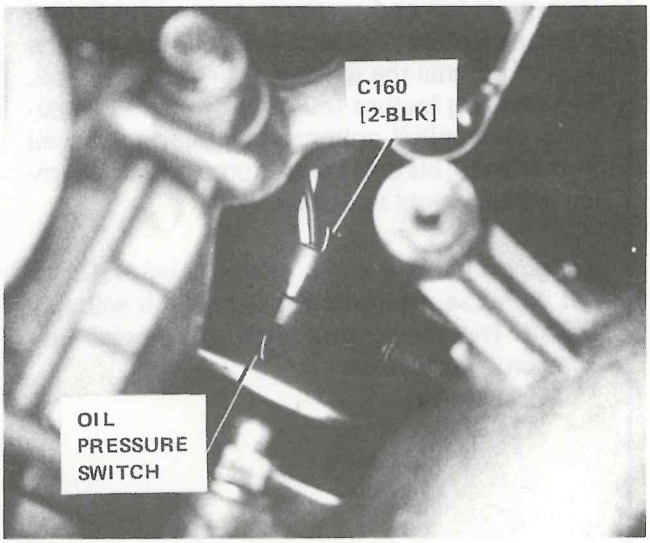
6. Under Left Side of Dash, Left of Steering Column



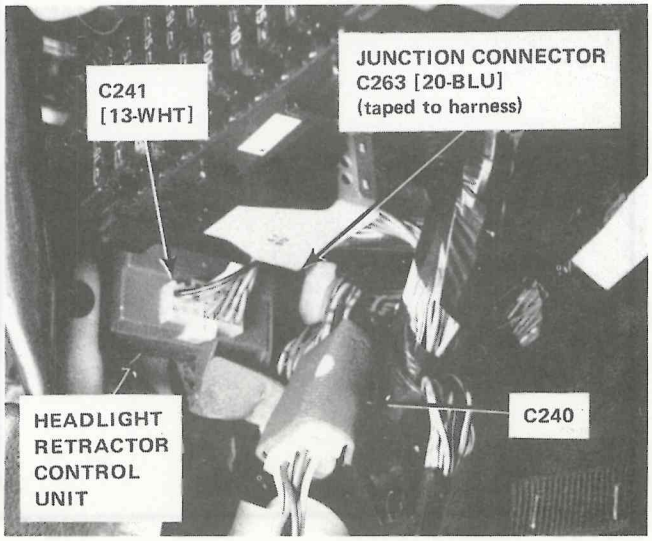
7. Lower Left Rear of Engine



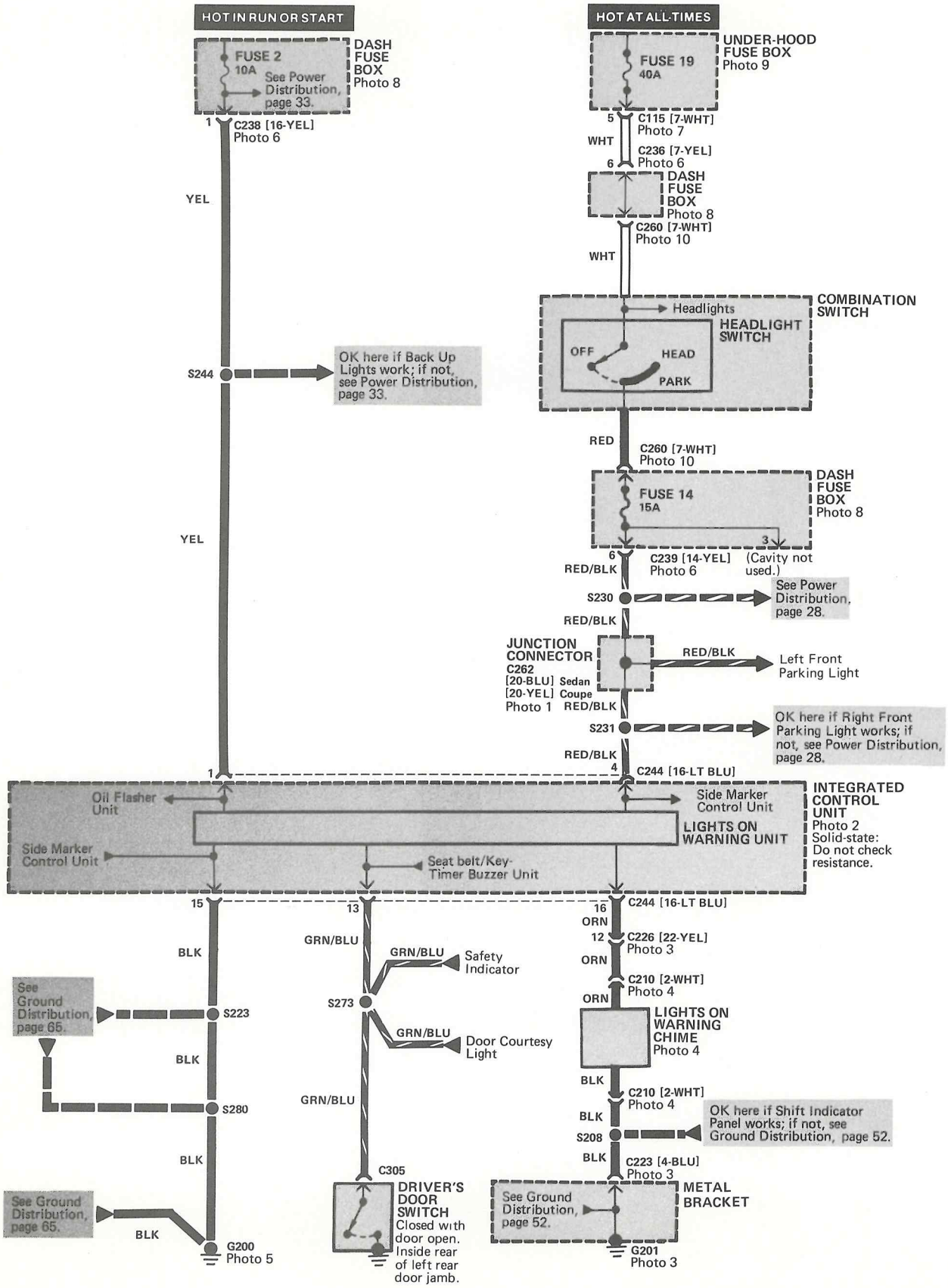
8. Lower Left Center of Engine, Front of Oil Filter



9. Under Left Side of Dash, at Kick Panel



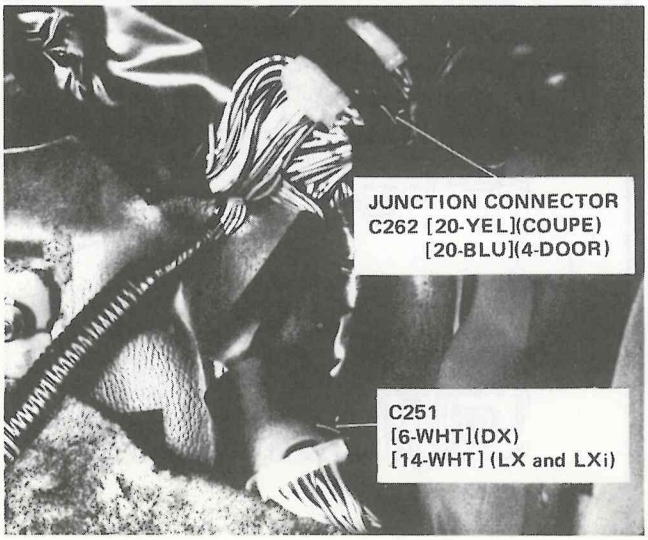
Lights On Warning
- Circuit Schematic



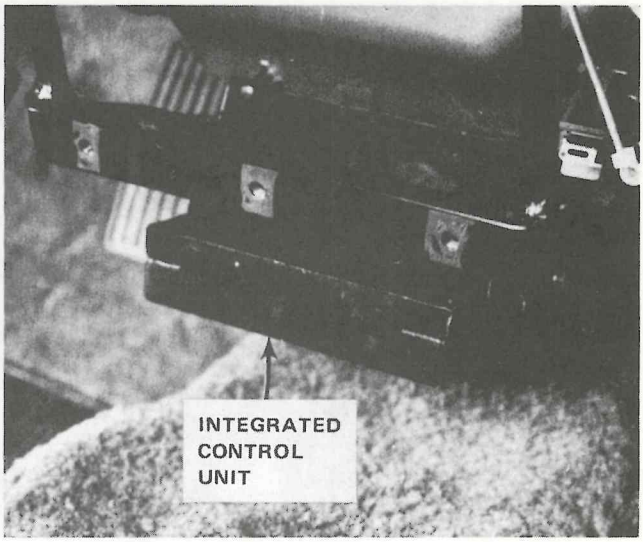
How The Circuit Works

With the headlight switch in "Park" or "Head" and the ignition switch in "Run or "Start," voltage is applied to the Lights On Warning circuit. This prevents the Lights On Warning circuit from applying voltage to the lights-on warning chime, and the chime does not sound (lights and ignition on with driver's door closed). When the ignition switch is turned off (key removed), and the driver's door is opened while the lights are on, voltage pulses are applied to the lights-on warning chime. The chime sounds to remind the driver to turn off the lights.

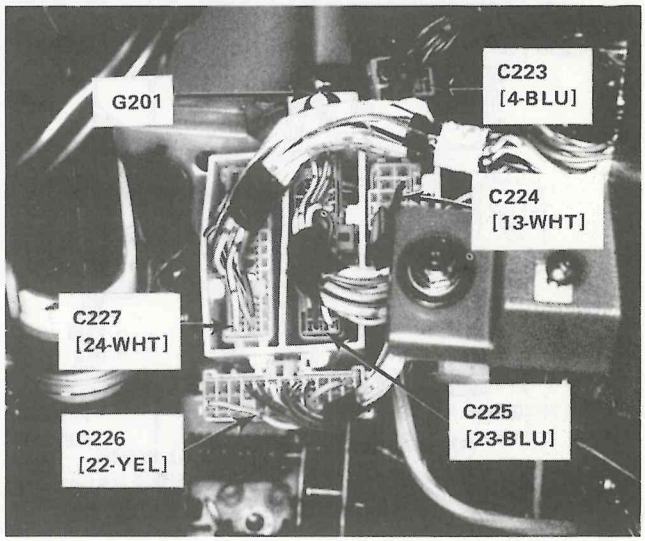
1. Under Right Side of Dash, Behind Blower Assembly



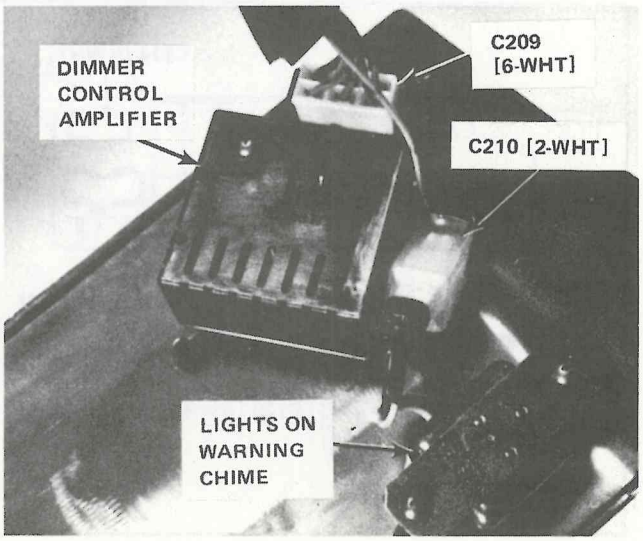
2. Under Center of Dash



3. Under Left Side of Dash, Right of Steering Column

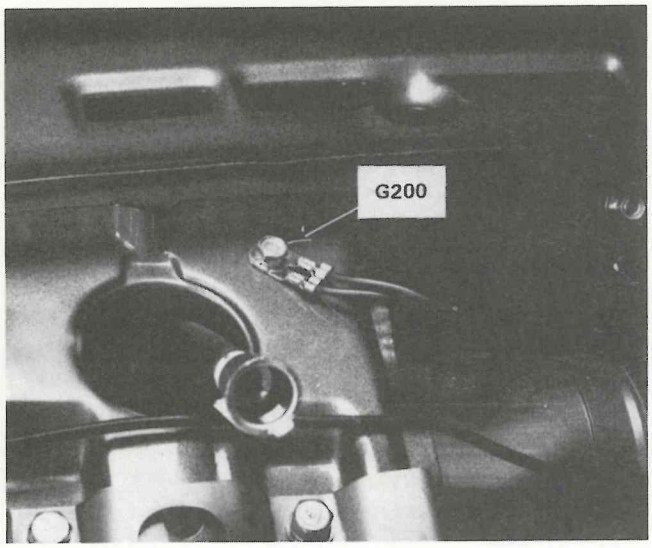


4. On Steering Column Trim Panel

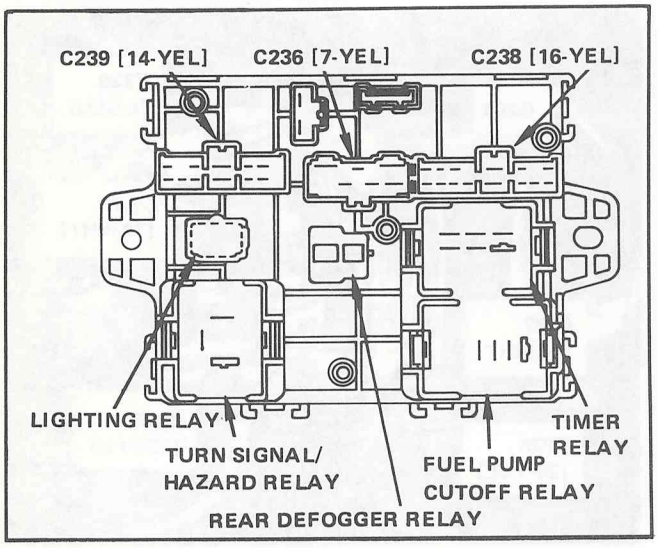


Lights On Warning

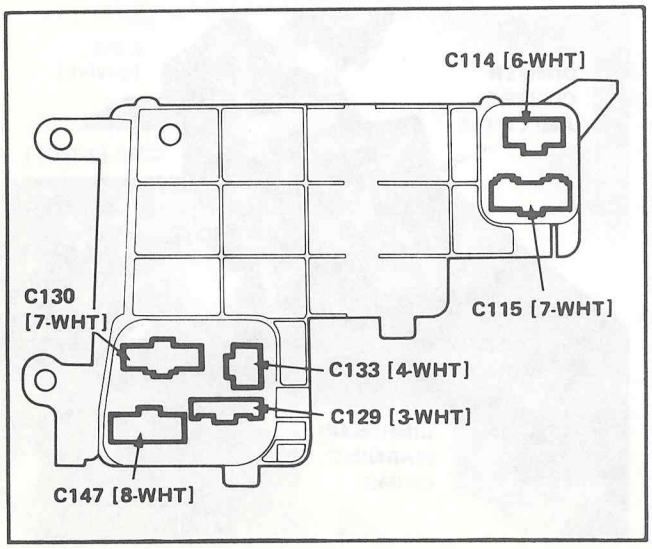
5. Beneath Dash, Near Speedometer Connector



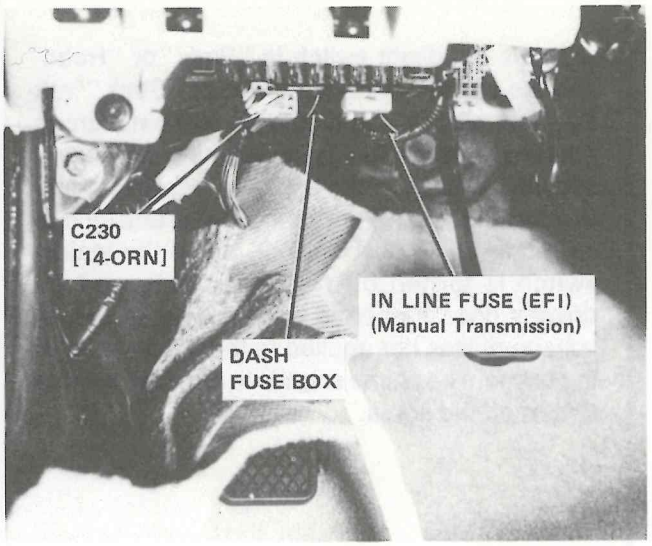
6. Rear View of Dash Fuse Box



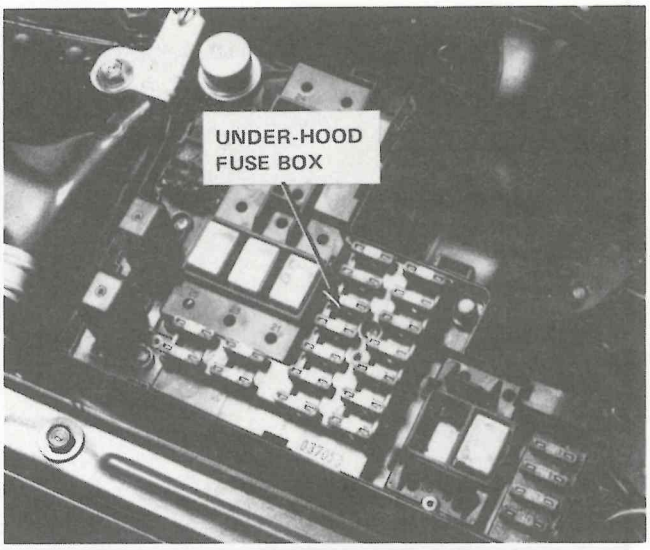
7. Bottow View of Under-hood Fuse Box



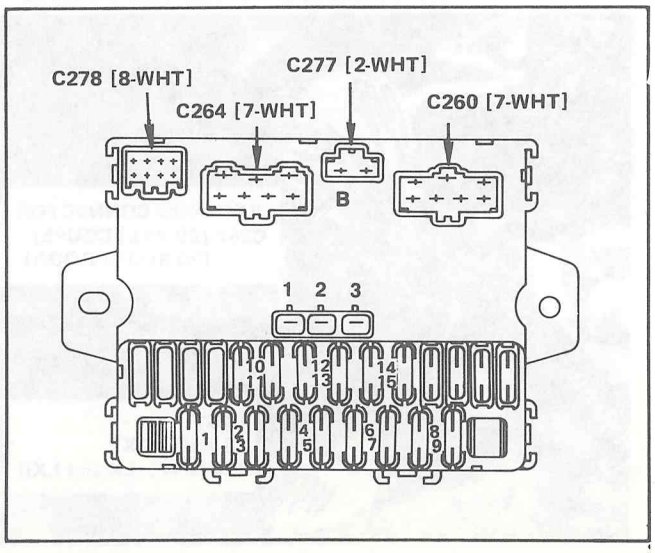
8. Under Left Side of Dash, Left of Steering Column



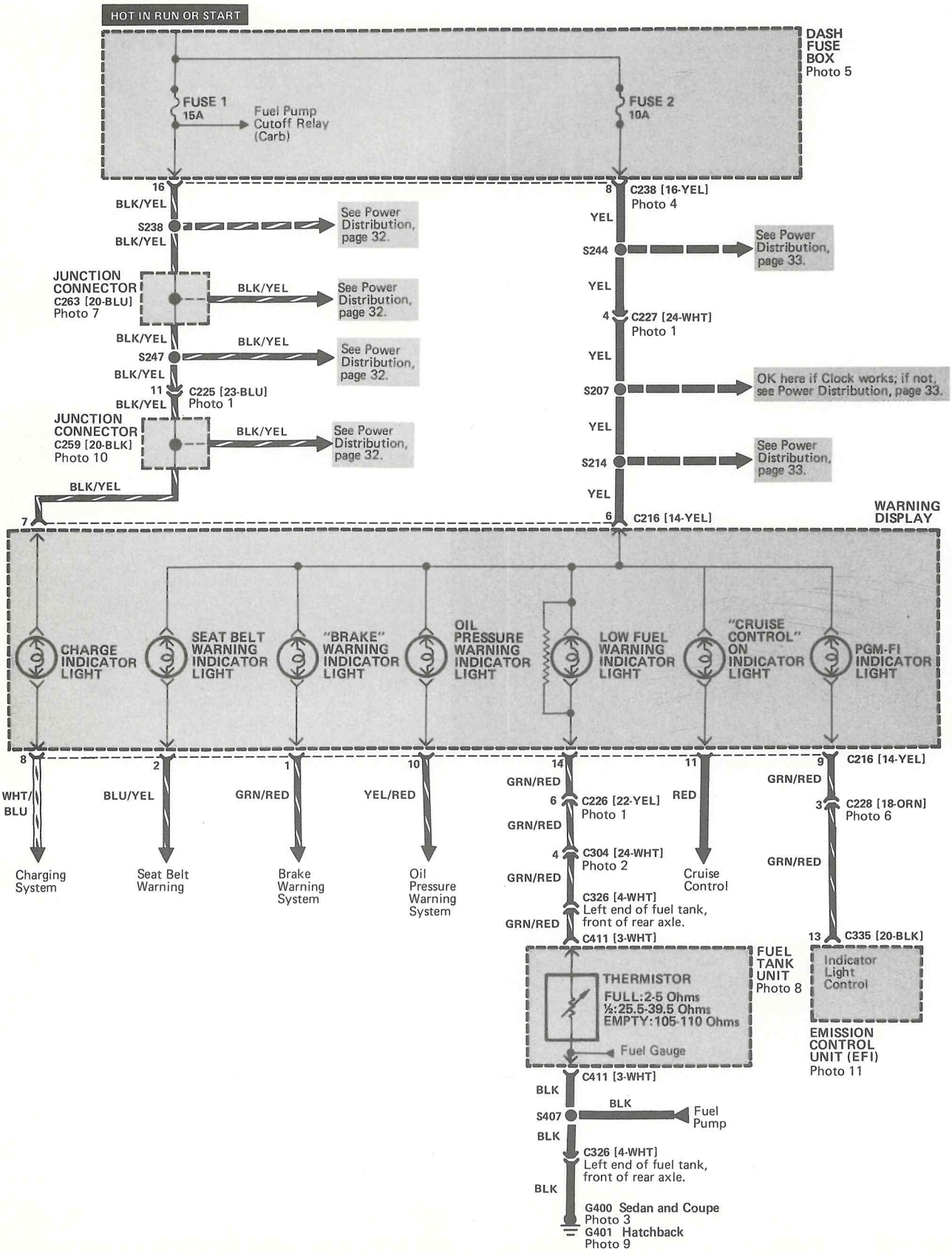
9. Right Side of Engine Compartment, on Inner Fender Panel



10. Front View of Dash Fuse Box



Warning Indicators and Low Fuel Warning System
- Circuit Schematic



How The Circuit Works

Oil Pressure Warning Indicator Light

For the oil pressure warning indicator light, see the Oil Pressure Warning System circuit.

Seat Belt Warning Indicator Light

For the seat belt warning indicator light, see the Seat Belt and Key Warning System circuit.

Charge Indicator Light

For the charge indicator light, see the Charging System circuit.

Cruise Control On Indicator Light

For the cruise control on indicator light, see the Cruise Control circuit.

PGM-FI Indicator Light

For the PGM-FI indicator light, see the Electronic Fuel Injection circuit.

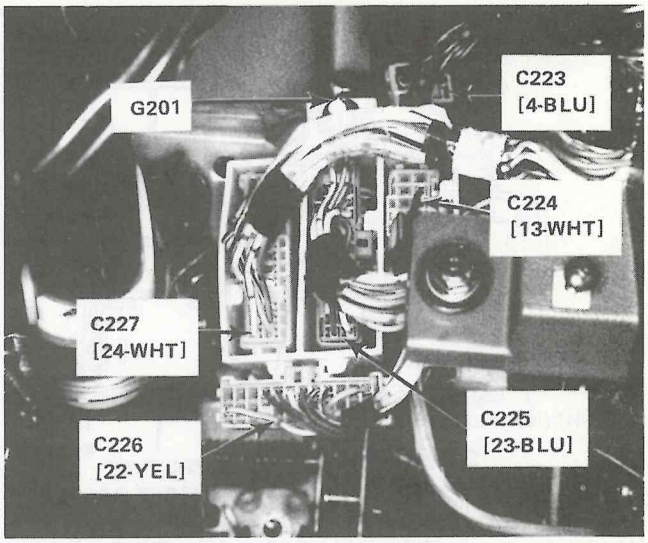
Brake Warning Indicator Light

For the brake warning indicator light, see the Brake Warning System circuit.

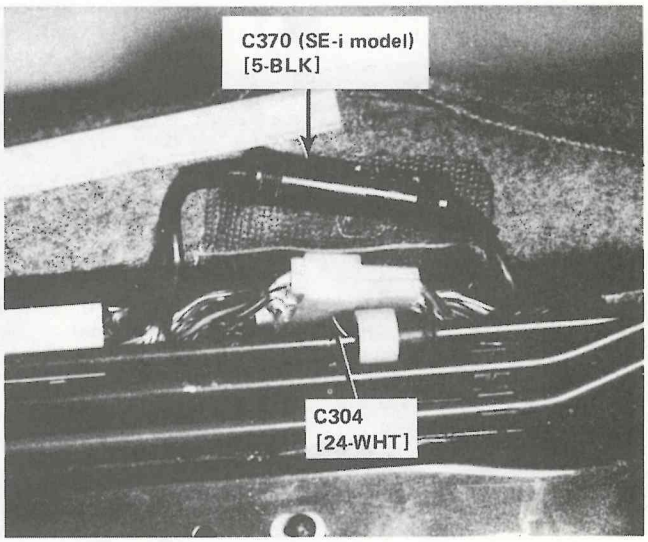
Low Fuel Warning System

The thermistor is mounted in the fuel tank, as part of the fuel gauge sender. When the thermistor is cool, its resistance is very high. When the thermistor is warm, its resistance lowers. Fuel in the fuel tank transfers heat away from the thermistor fast enough to keep it cool. The thermistor resistance stays high and the low fuel warning light does not operate. When the fuel level drops below about 2.6 gallons, the thermistor is no longer immersed in fuel. Without the fuel to cool it, the thermistor resistance becomes low. Current flows through the low fuel warning light and the thermistor to ground. The low fuel warning indicator lights up.

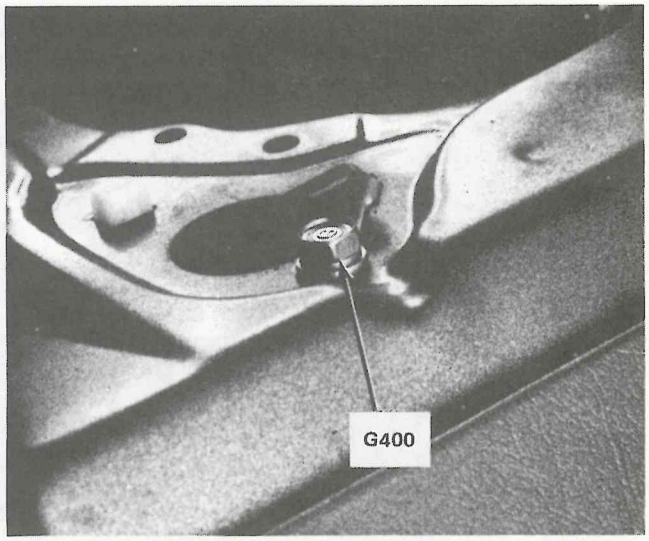
1. Under Left Side of Dash, Right of Steering Column



2. Under Carpet, Next to Driver's Door

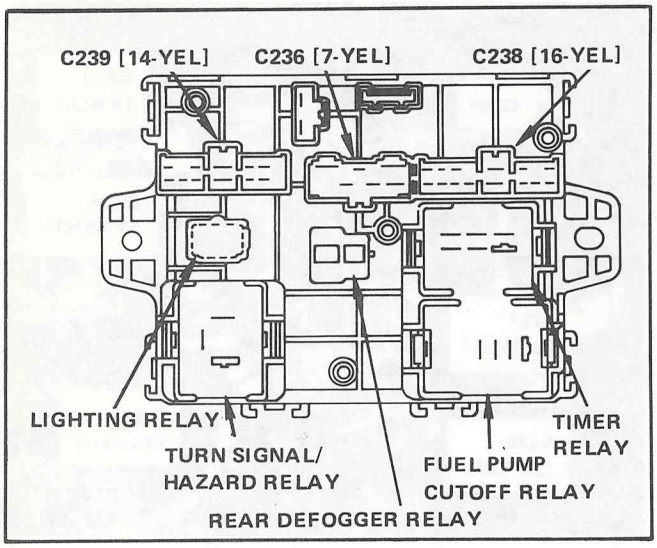


3. Under Carpet, on Left Rear Side of Rear Deck

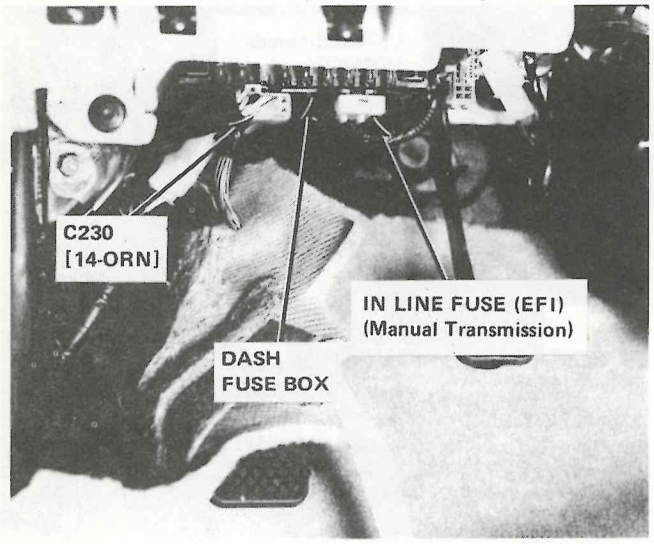


Warning Indicators and Low Fuel Warning System

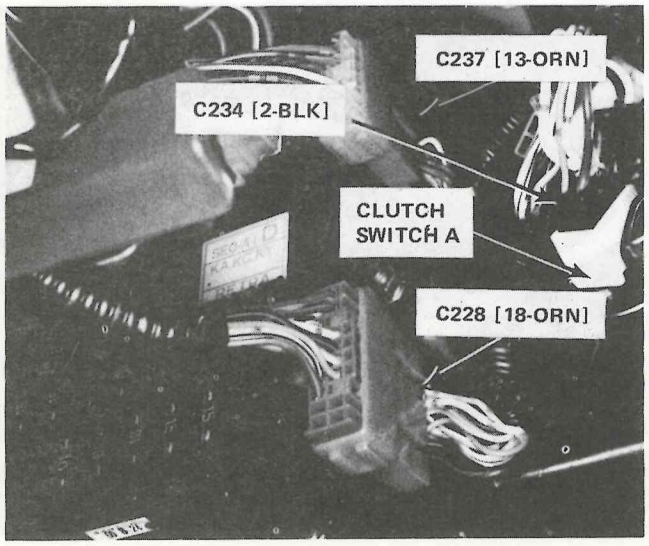
4. Rear View of Dash Fuse Box



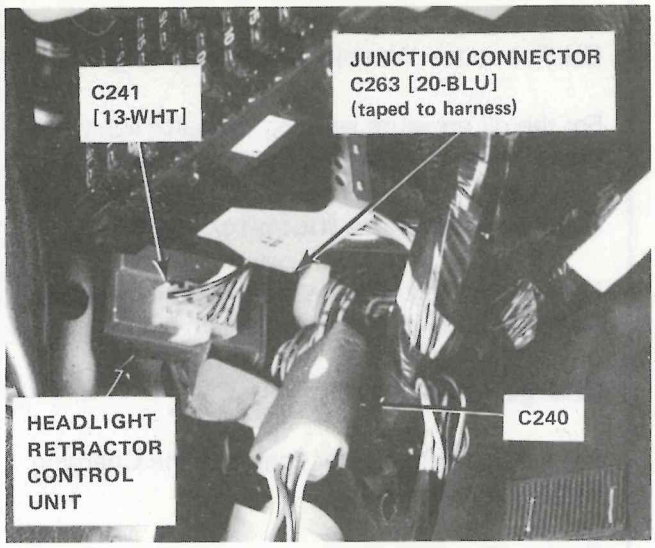
5. Under Left Side of Dash, Left of Steering Column



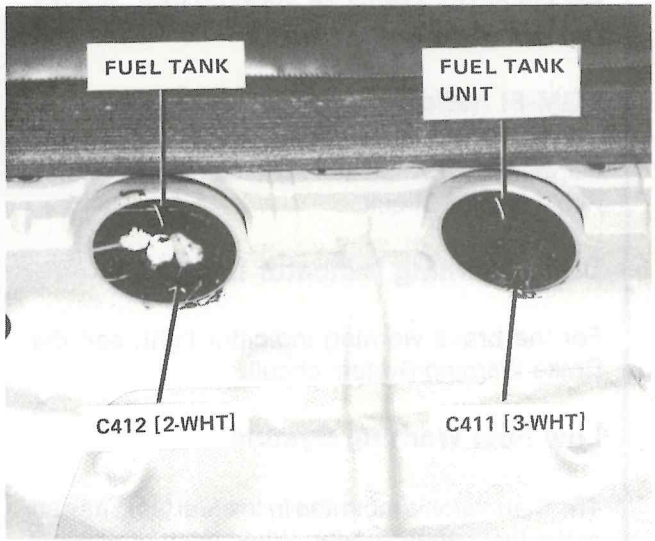
6. Under Left Side of Dash, on Right Side of Dash Fuse Box



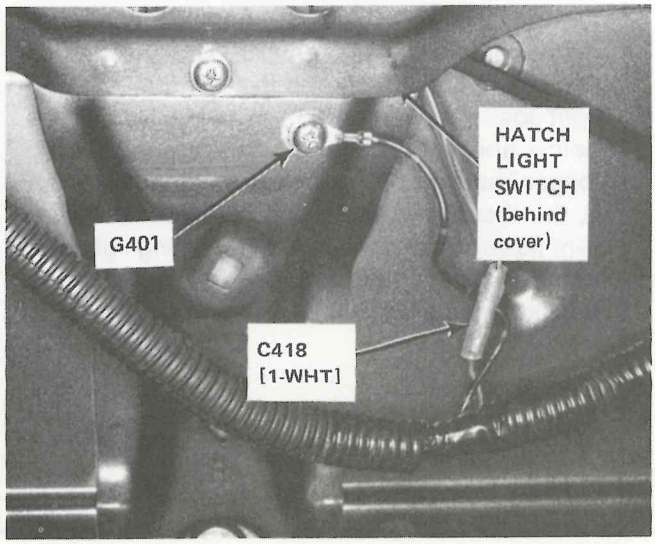
7. Under Left Side of Dash, at Kick Panel



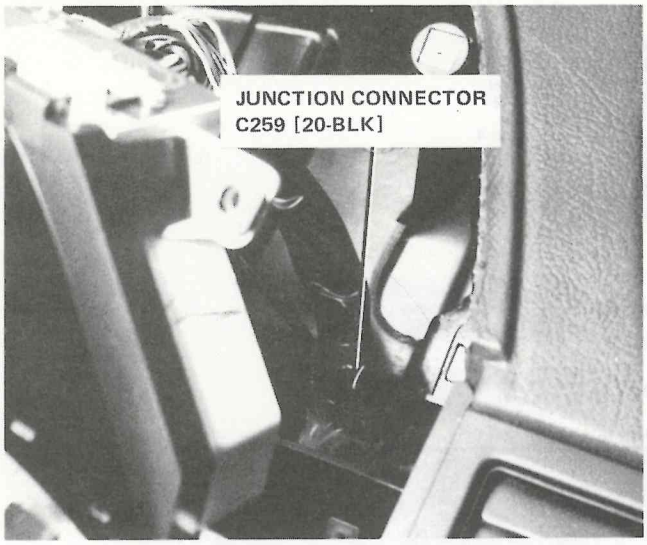
8. Under Right Maintenance Access Cover in Luggage Area



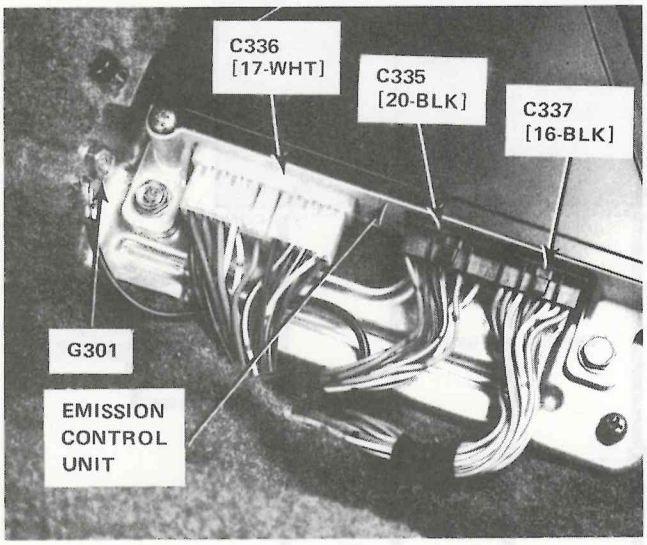
9. Center Rear of Hatch, Behind End Panel



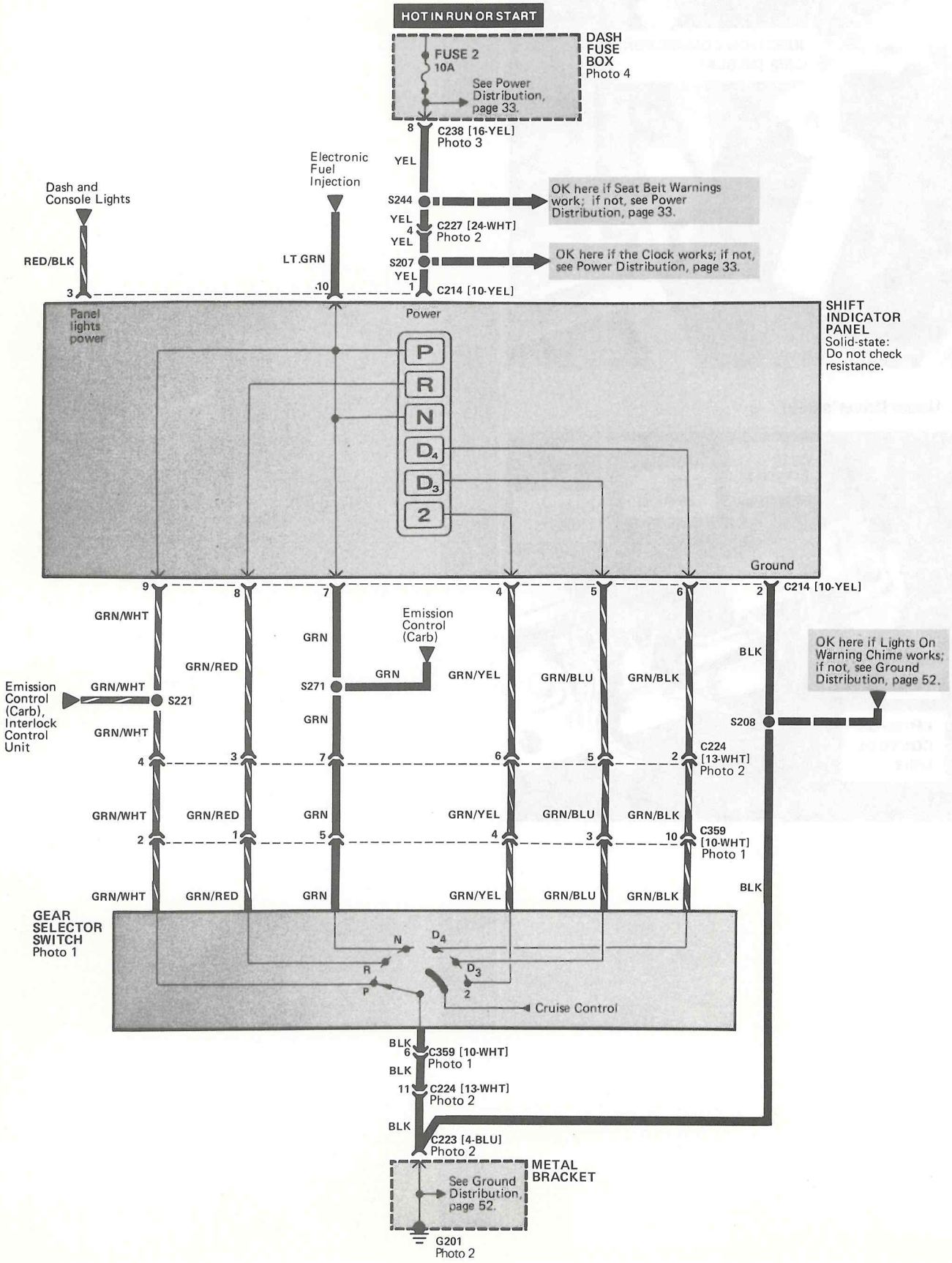
10. Left Side of Dash, Behind I/P



11. Under Driver's Seat



Shift Position Indicator
- Circuit Schematic

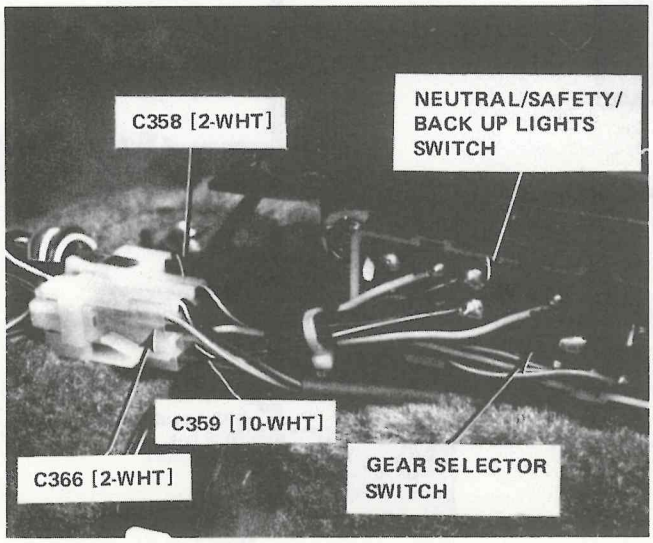


How The Circuit Works

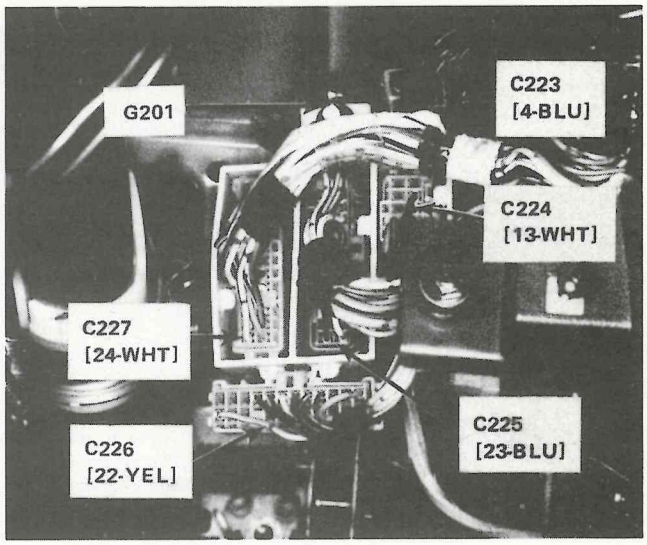
With the ignition switch in "Run" or "Start," voltage is applied to the power terminal of the shift indicator panel. The gear selector switch provides a separate ground for each position. As an input is grounded, its indicator lights up. If "R" is selected, for example, a ground will be applied to the "R" input of the shift indicator panel, and the "R" indicator will light up.

With the headlight switch in "Park" or "Head," voltage is applied to the RED/BLK wire terminal. This changes indicator panel illumination from fixed to controlled by the dash lights dimmer.

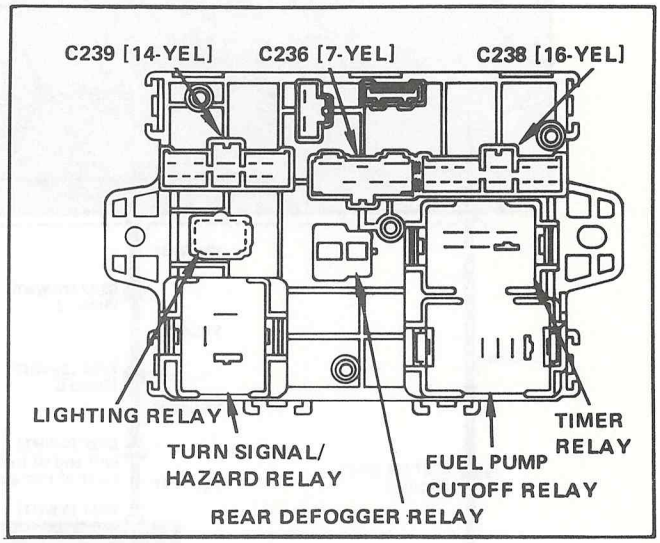
1. In Console, at Base of Gear Selector



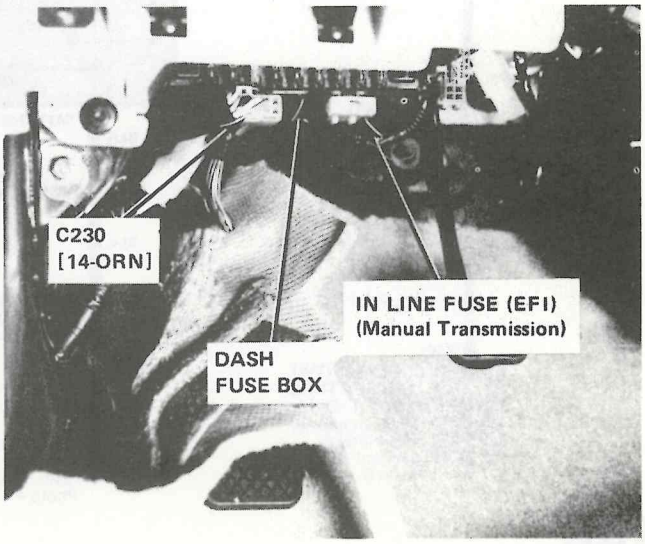
2. Under Left Side of Dash, Right of Steering Column



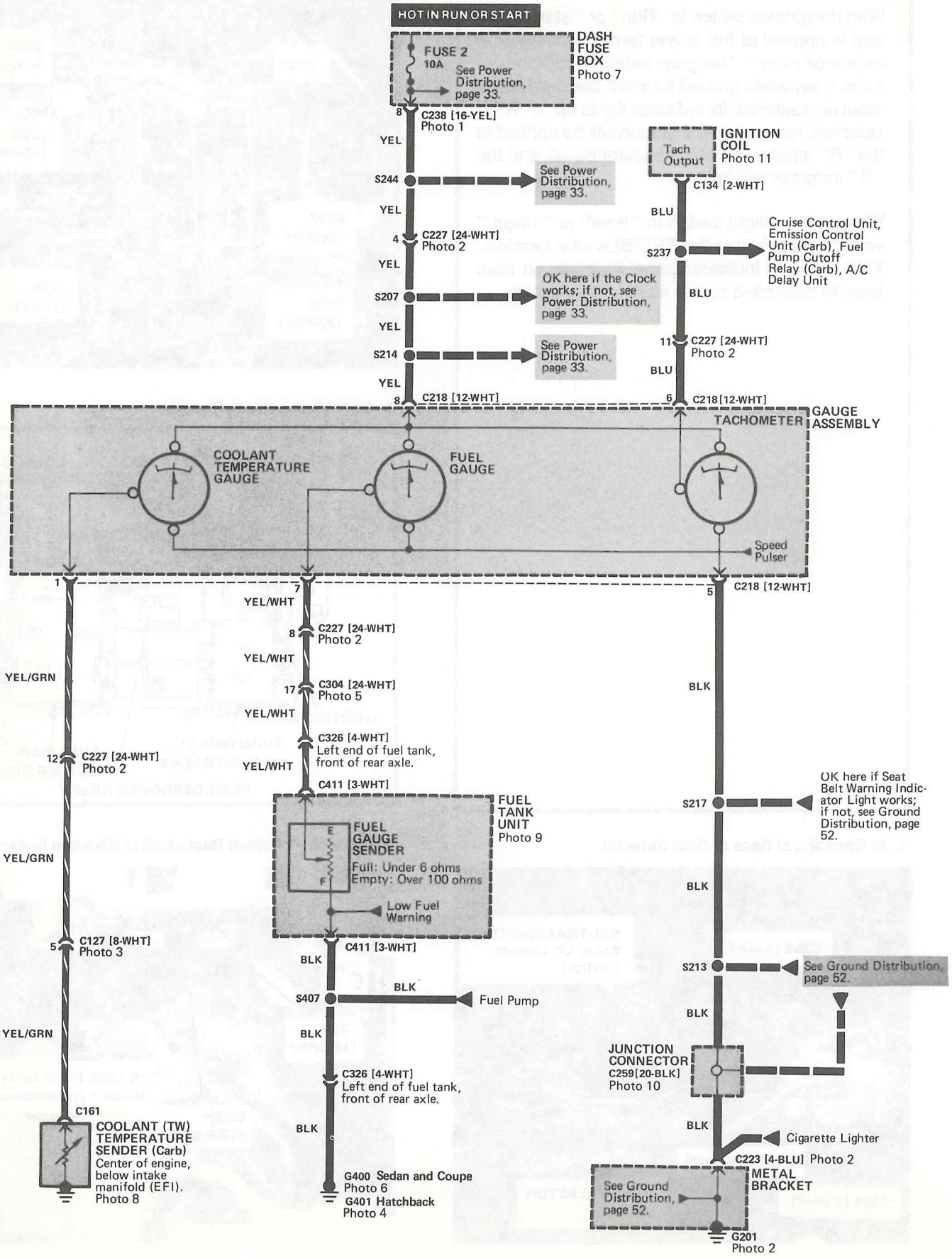
3. Rear View of Dash Fuse Box



4. Under Left Side of Dash, Left of Steering Column



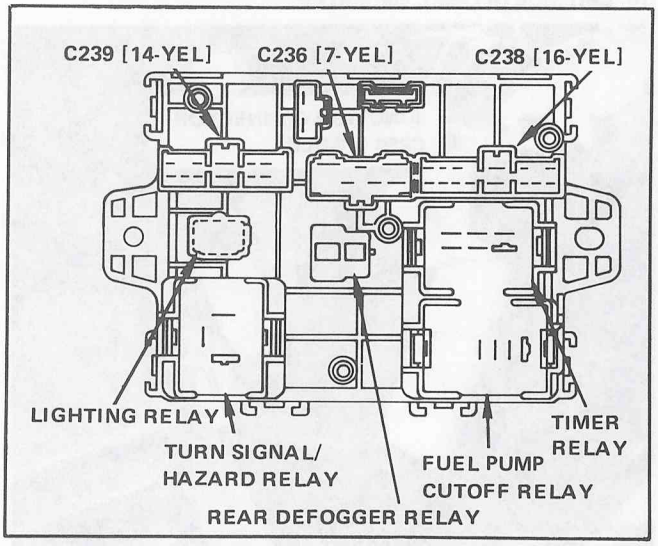
Coolant Temperature and Fuel Gauges
- Circuit Schematic



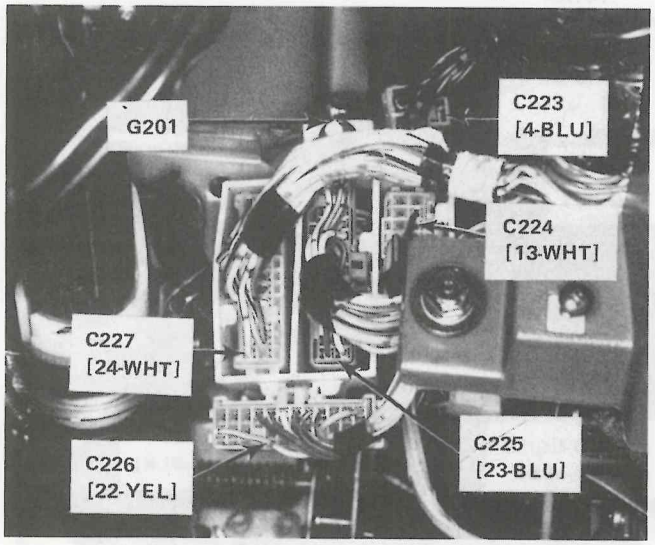
How The Circuit Works

The coolant temperature gauge and the fuel gauge are each operated by two intersecting coils wound around a permanent magnet rotor. When voltage from fuse 1 is applied to the coils, a magnetic field is generated. This causes the rotor to rotate and the gauge needle to move. The magnetic field is controlled by the sender. As the resistance in the sender varies, current through the gauge coils changes. The gauge needle moves according to the changing magnetic field.

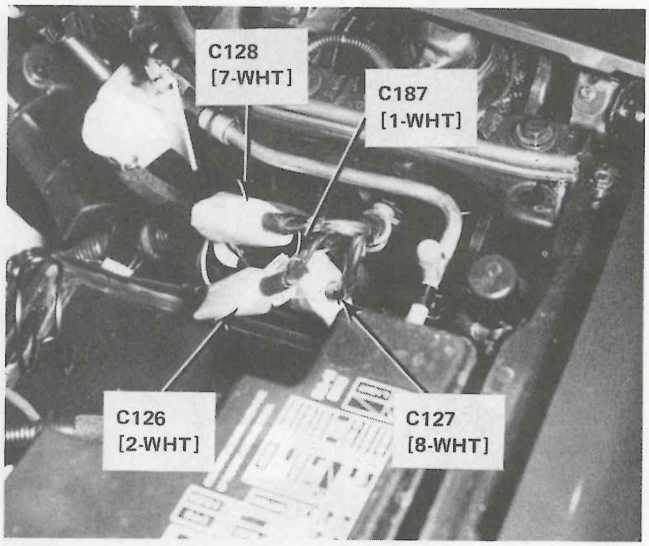
1. Rear View of Dash Fuse Box



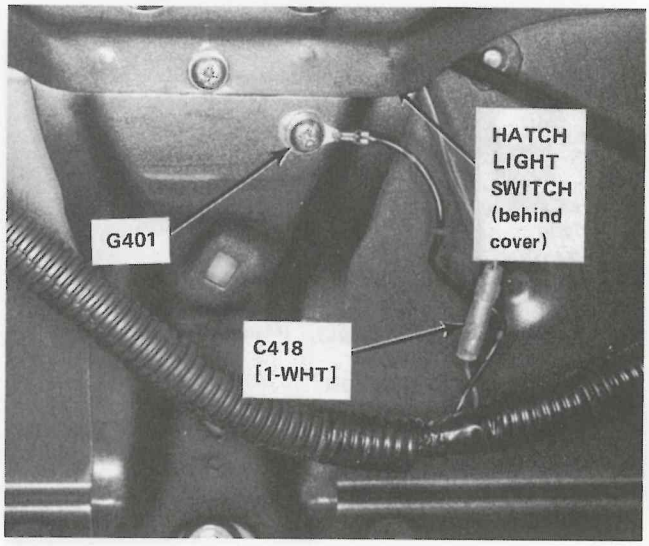
2. Under Left Side of Dash, Right of Steering Column



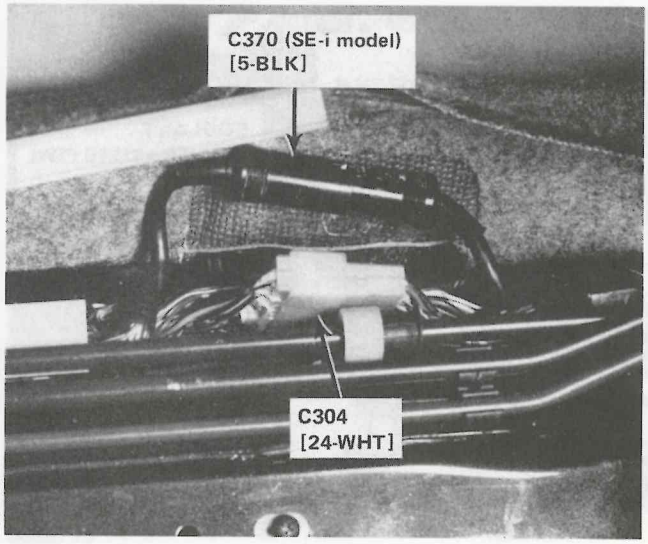
3. Right Front Corner of Engine Compartment, Front of Battery



4. Center Rear of Hatch, Behind End Panel

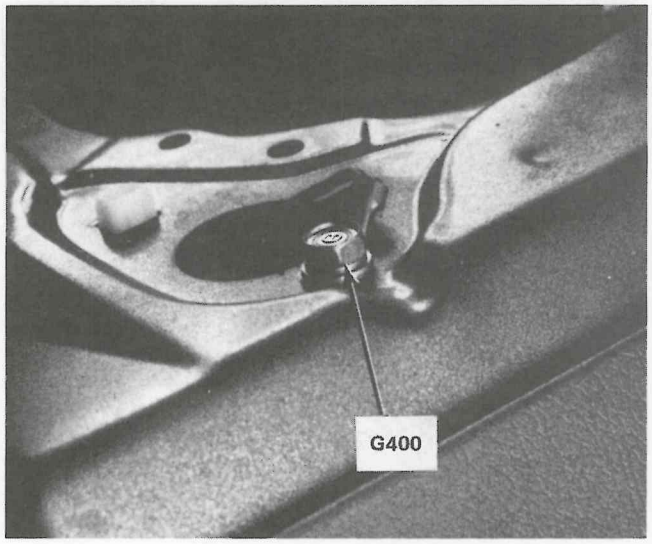


5. Under Carpet, Next to Driver's Door

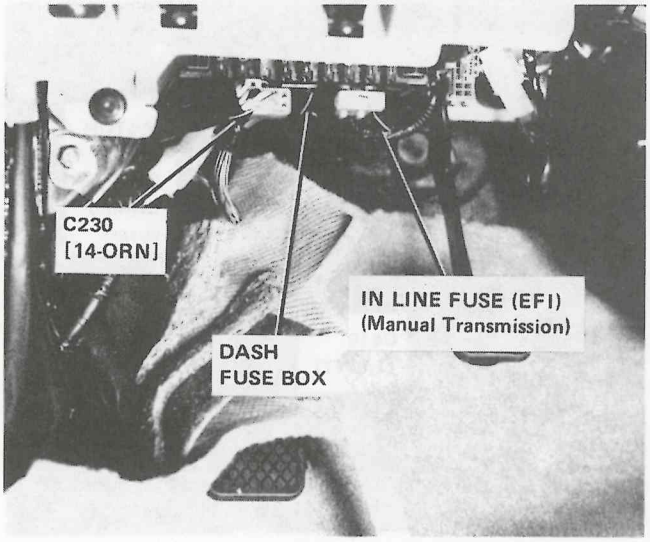


Coolant Temperature and Fuel Gauges

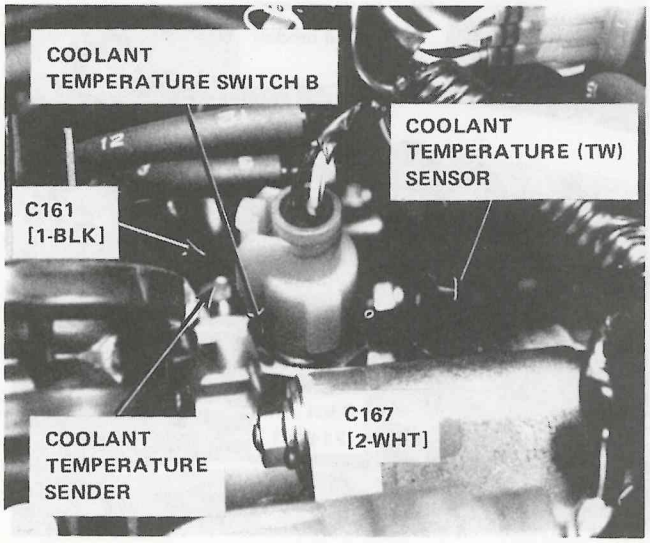
6. Under Carpet, on Left Rear Side of Rear Deck



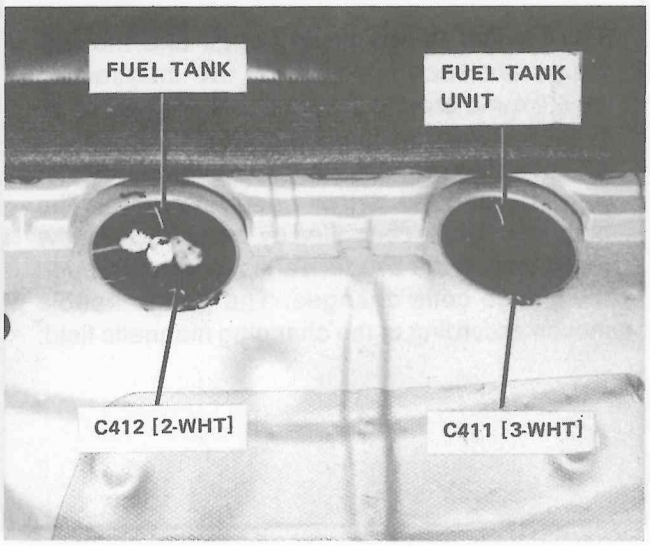
7. Under Left Side of Dash, Left of Steering Column



8. Rear Center of Engine Compartment at End of Cylinder Head

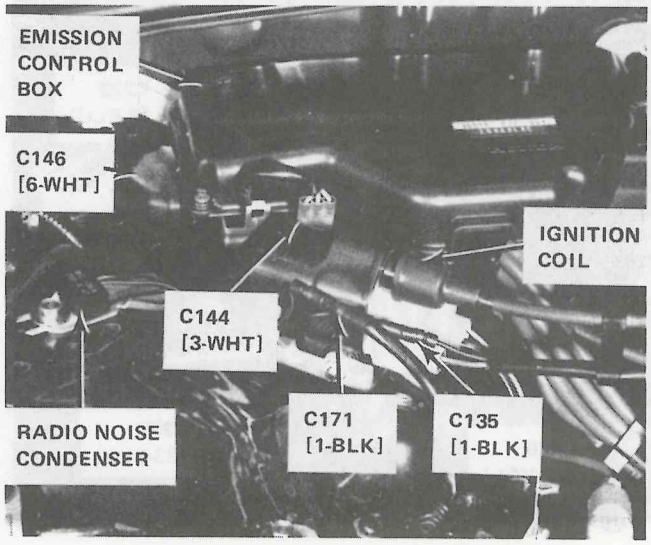


9. Under Right Maintenance Access Cover in Luggage Area

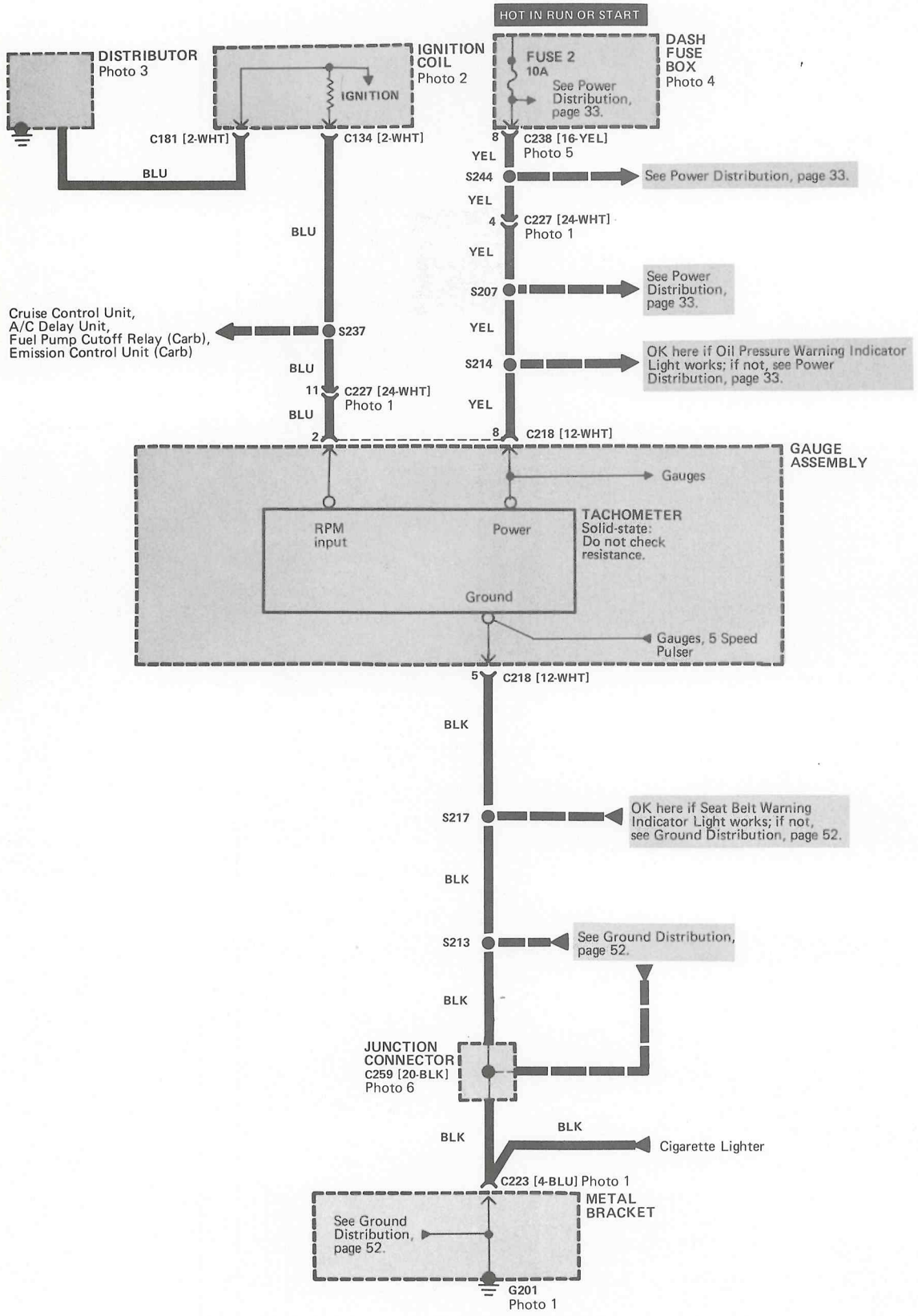


10. Left Side of Dash, Behind I/P

11. Right Rear Corner of Engine Compartment, on Strut Tower



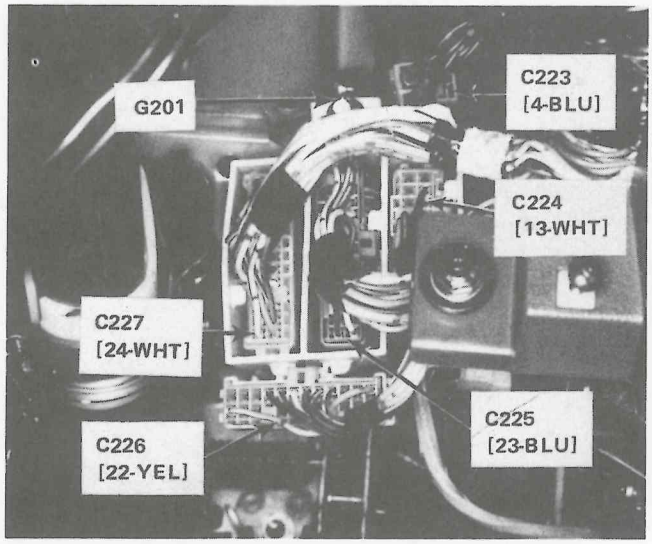
Tachometer
- Circuit Schematic



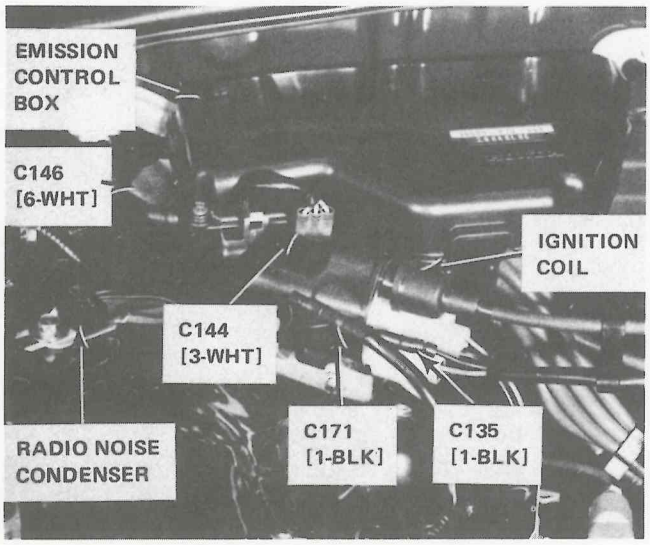
How The Circuit Works

With the engine running, the tachometer senses ignition pulses from the distributor. The solid-state tachometer displays these pulses as engine speed.

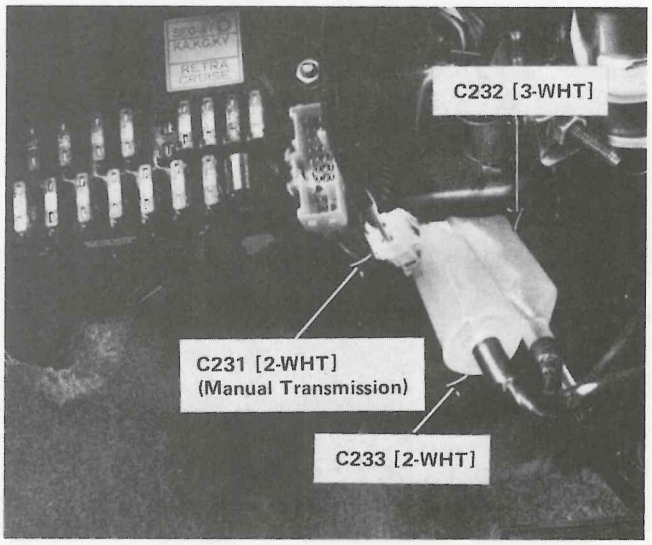
1. Under Left Side of Dash, Right of Steering Column



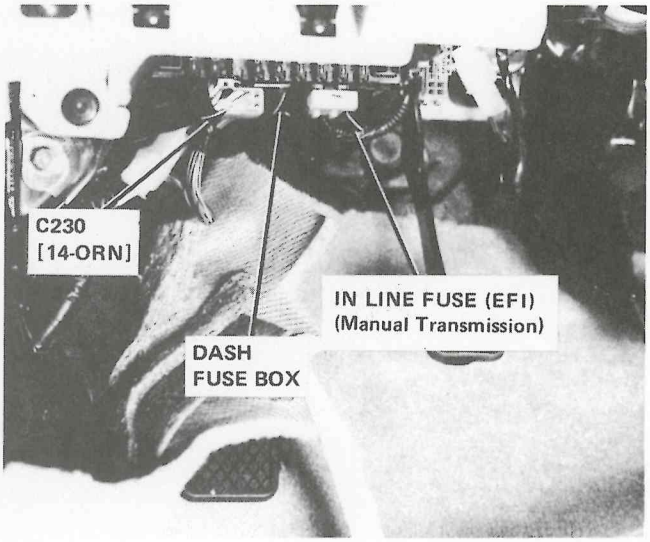
2. Right Rear of Engine Compartment, Above Strut Tower



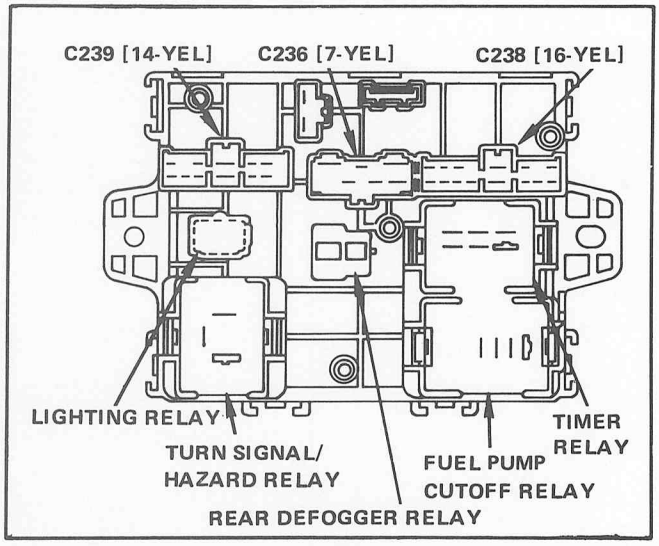
3. Right Side of Engine



4. Under Left Side of Dash, Left of Steering Column

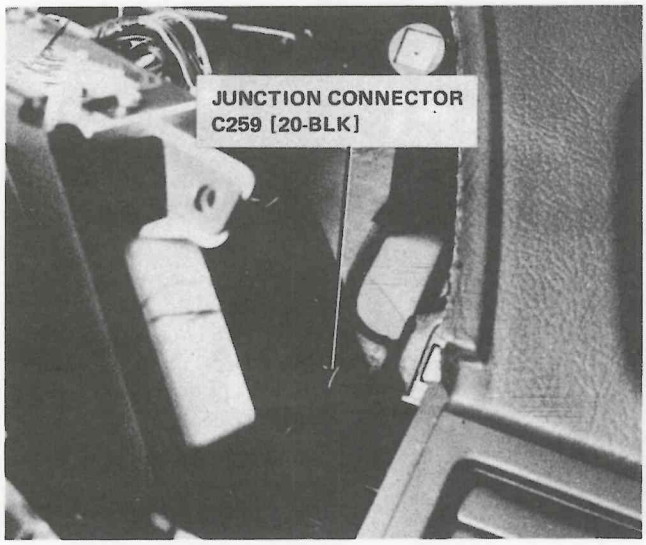


5. Rear View of Dash Fuse Box

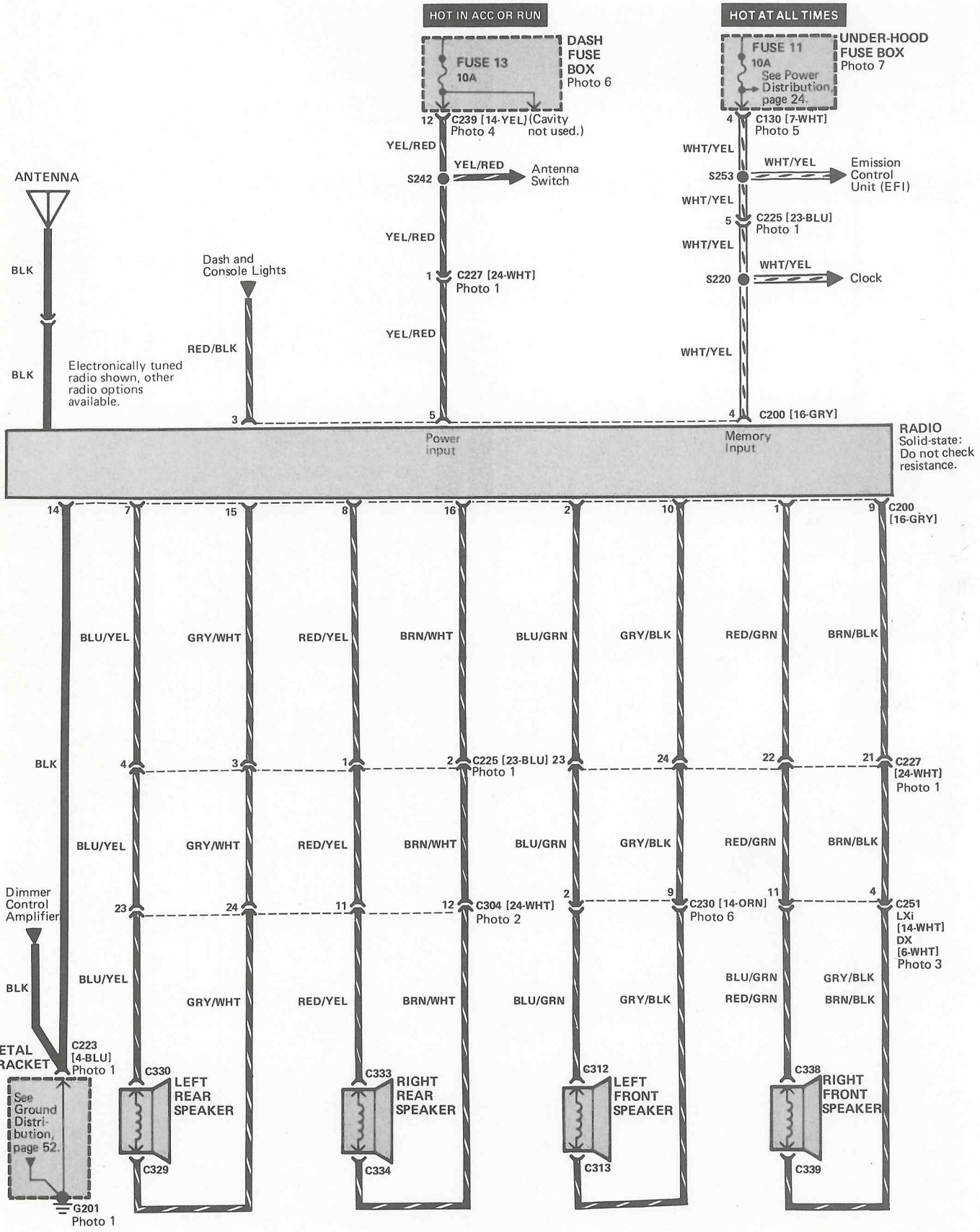


Tachometer

6. Left Side of Dash, Behind I/P



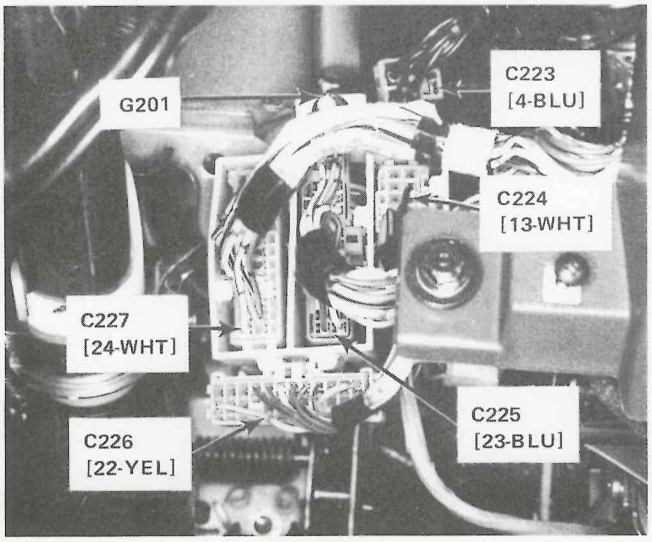
Radio
- Circuit Schematic



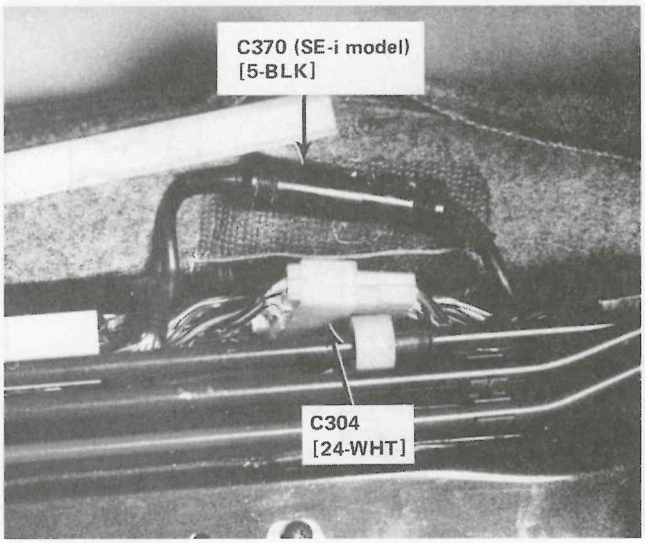
How The Circuit Works

With the ignition switch in "Acc" or "Run," voltage is applied through fuse 13 to the radio on-off switch. When you turn the switch "On," current flows through these fuses into the receiver circuits. The WHT/YEL wire from fuse 11 provides a memory input to the radio.

1. Under Left Side of Dash, Right of Steering Column

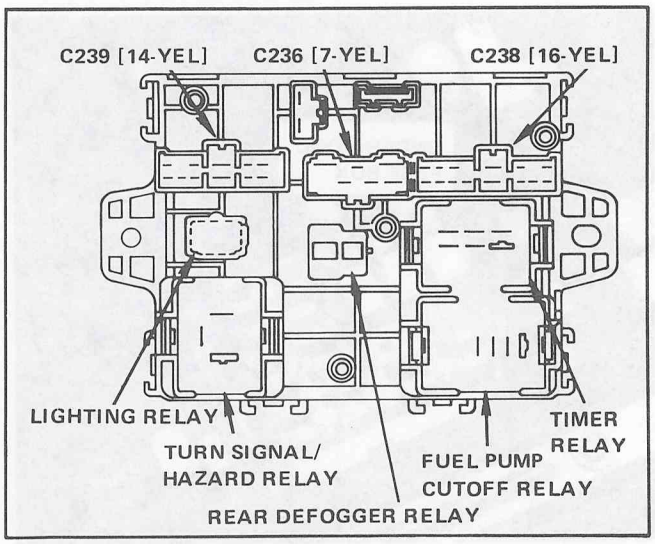


2. Under Carpet, Next to Driver's Door

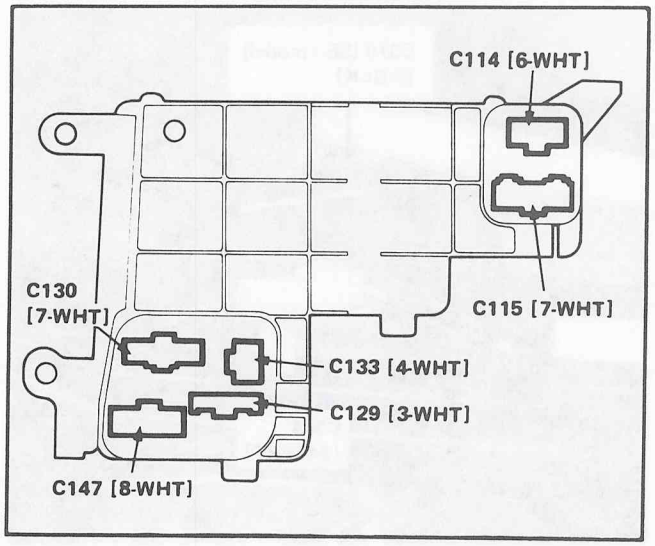


3. Under Right Side of Dash, Behind Blower Assembly

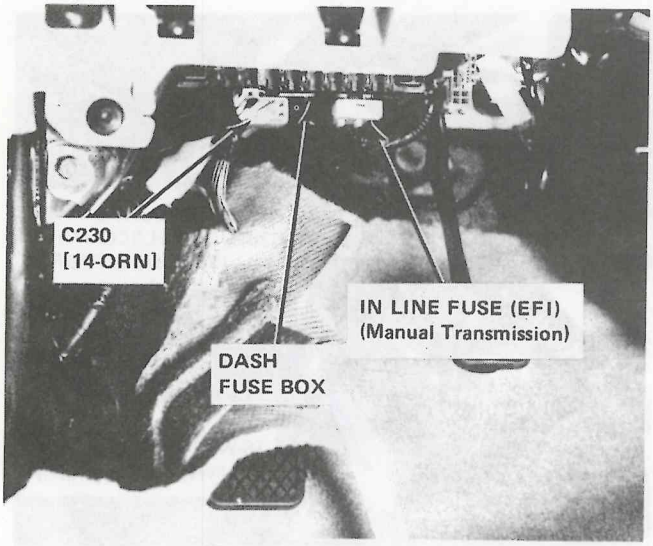
4. Rear View of Dash Fuse Box



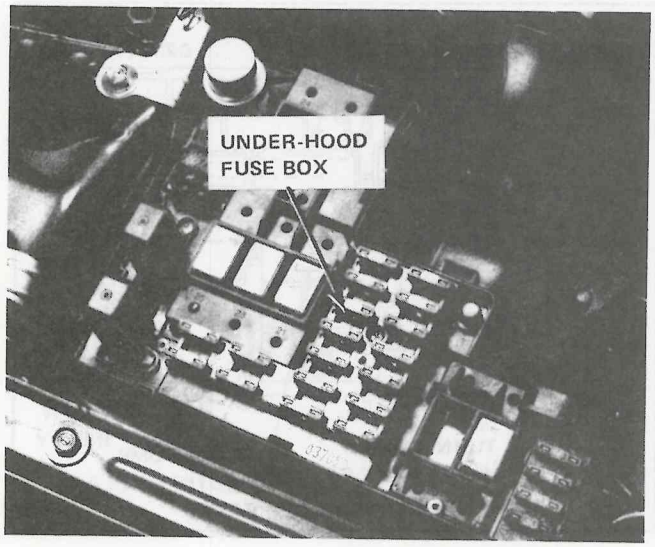
5. Bottom View of Under-hood Fuse Box



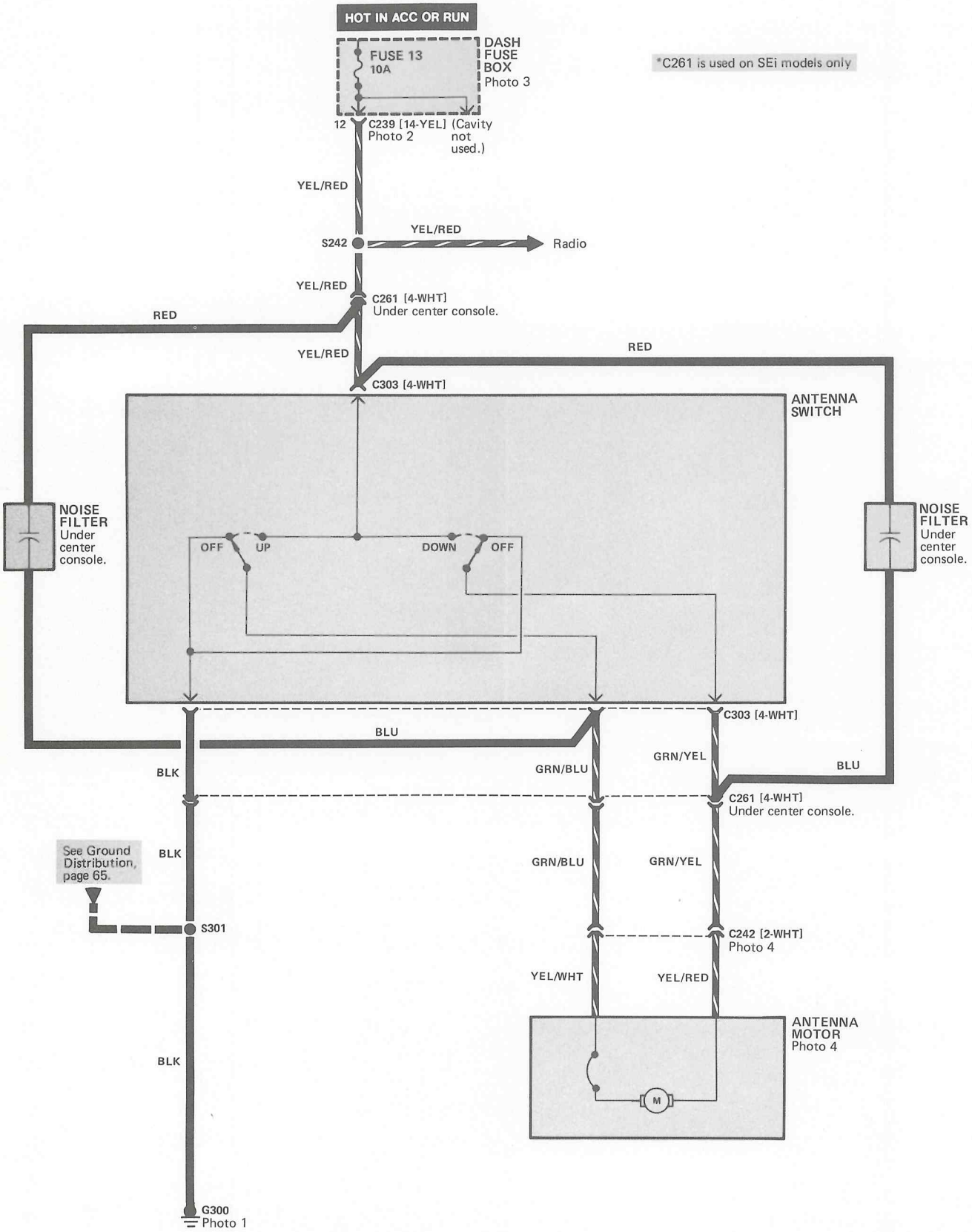
6. Under Left Side of Dash, Left of Steering Column



7. Right Side of Engine Compartment, on Inner Fender Panel



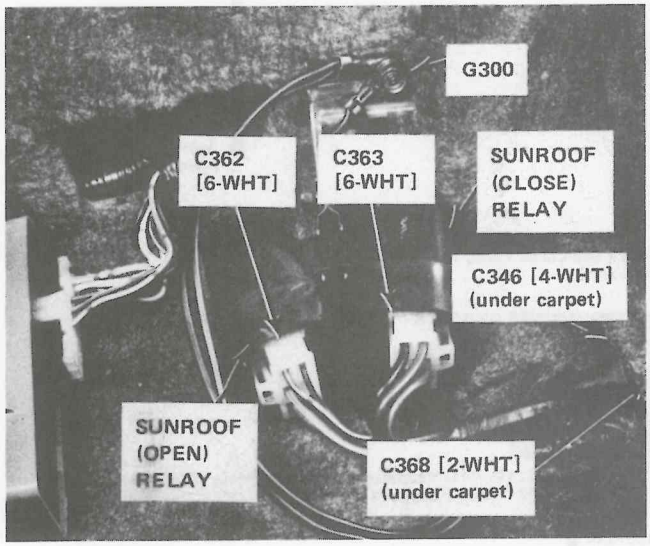
Power Antenna
- Circuit Schematic



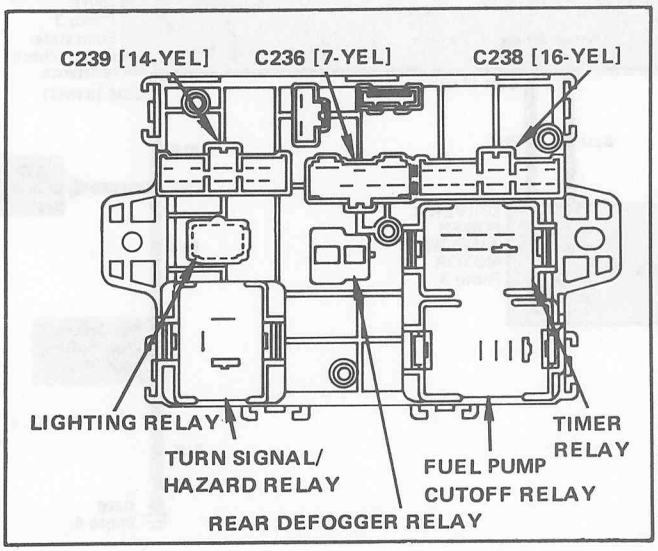
How The Circuit Works

With the ignition switch in "Acc" or "Run," voltage is applied to the antenna switch. The antenna motor will move the antenna completely up or completely down. The direction the motor turns depends on the polarity of the supply voltage.

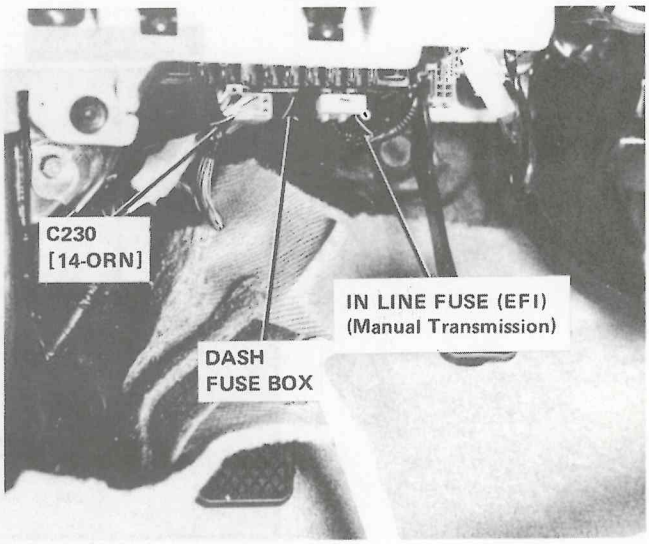
1. Under Right Front Seat



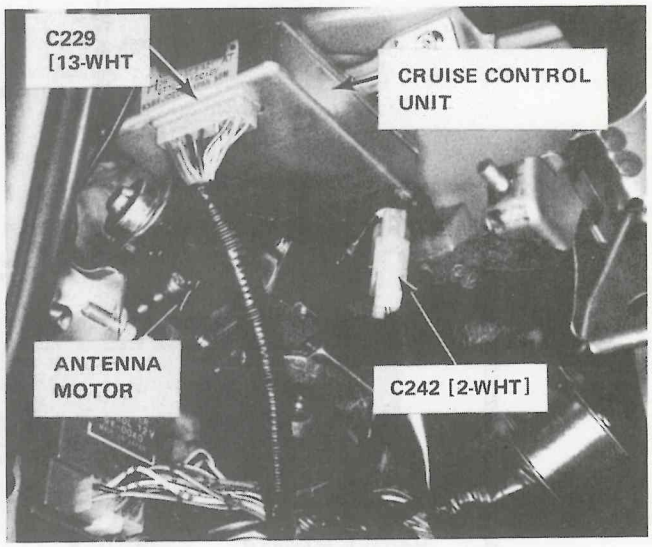
2. Rear View of Dash Fuse Box



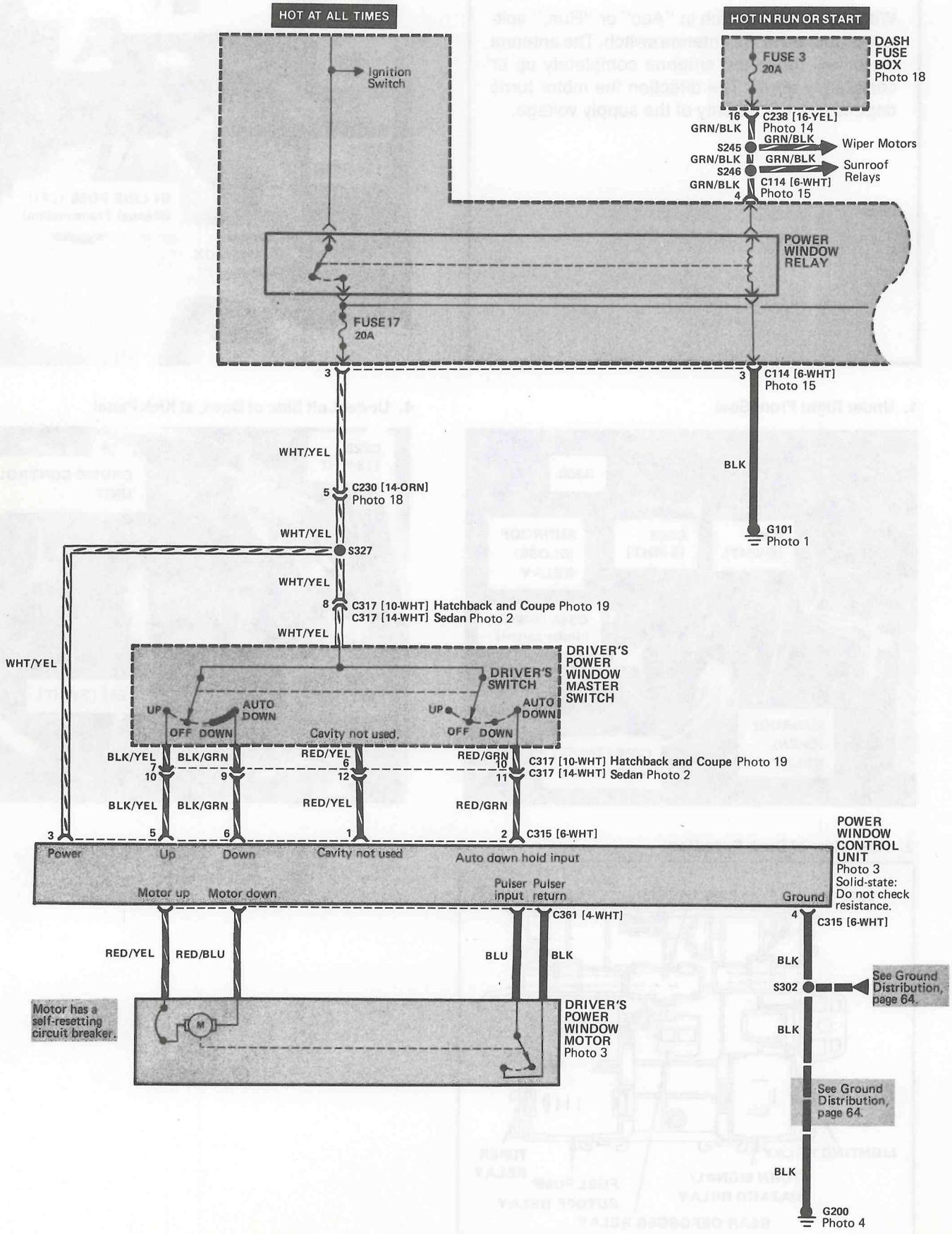
3. Under Left Side of Dash, Left of Steering Column



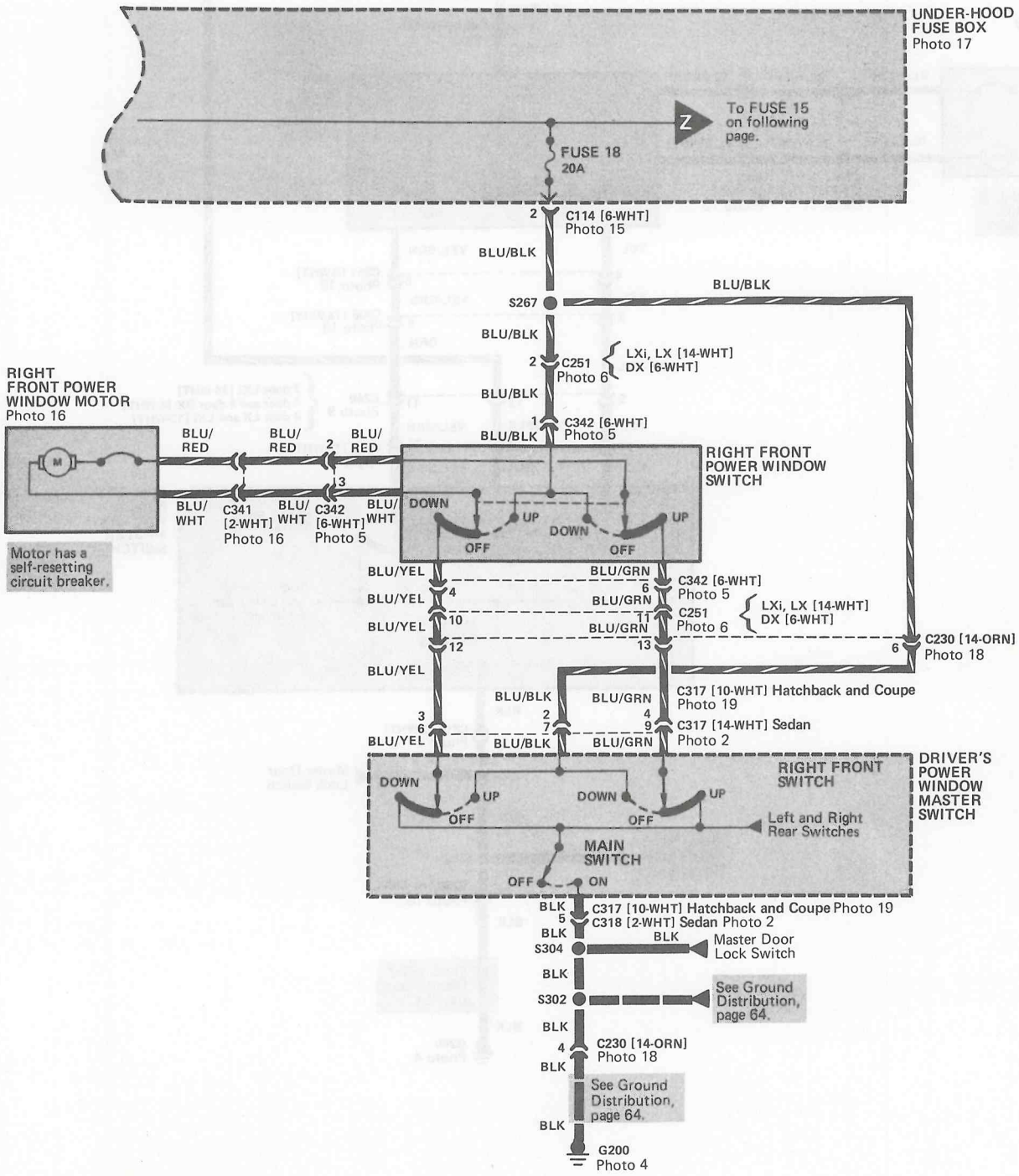
4. Under Left Side of Dash, at Kick Panel



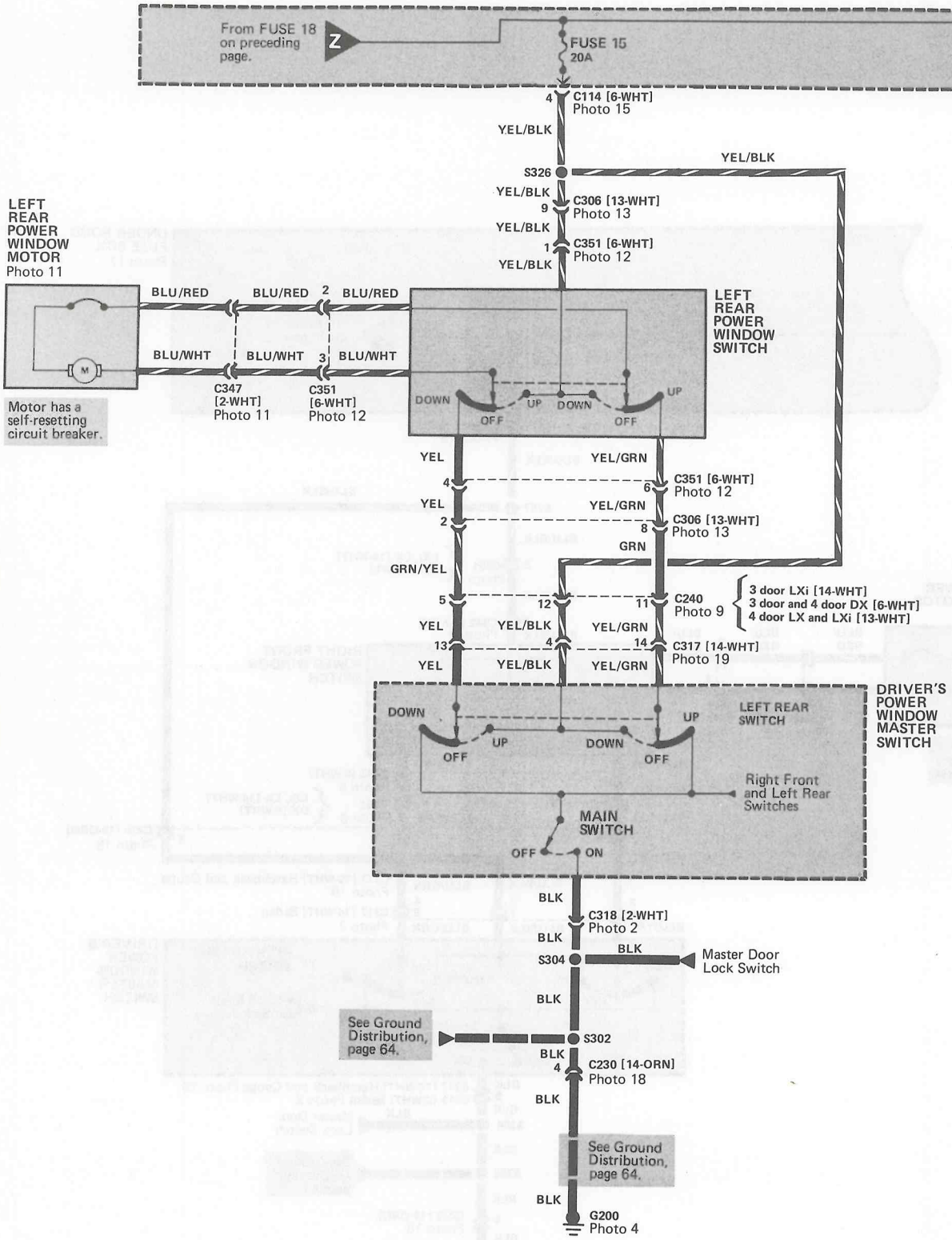
Power Windows: Driver's Door
- Circuit Schematic



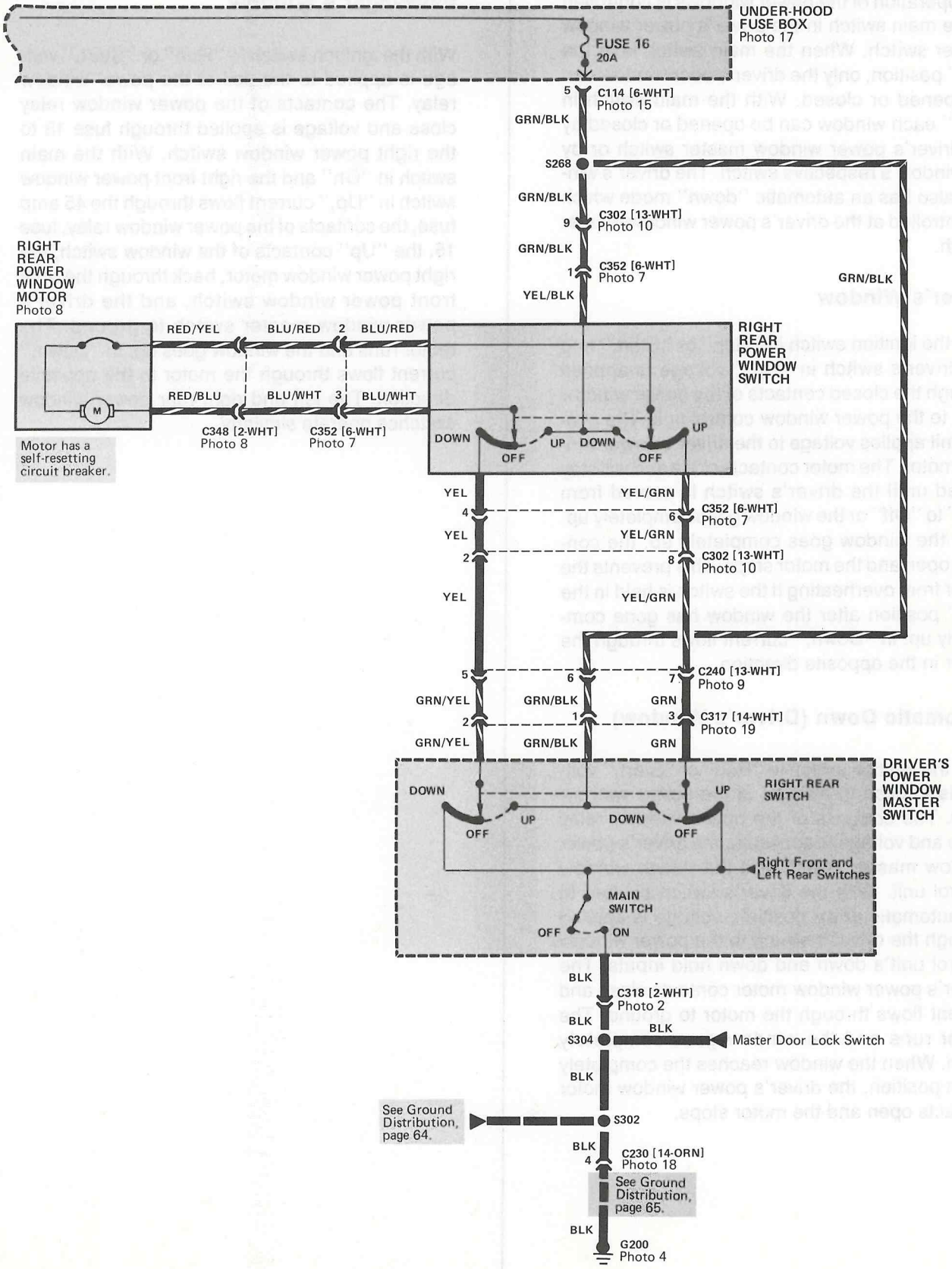
Right Front Door
- Circuit Schematic



Power Windows: Left Rear Door
- Circuit Schematic



Right Rear Door
- Circuit Schematic



Power Windows

How The Circuit Works

The operation of the power windows is controlled by the main switch in the driver's power window master switch. When the main switch is in the "Off" position, only the driver's door window can be opened or closed. With the main switch in "On," each window can be opened or closed by the driver's power window master switch or by the window's respective switch. The driver's window also has an automatic "down" mode which is controlled at the driver's power window master switch.

Driver's Window

With the ignition switch in "Run" or "Start," and the driver's switch in "Up," voltage is applied through the closed contacts of the power window relay to the power window control unit. The control unit applies voltage to the driver's power window motor. The motor contacts close and will stay closed until the driver's switch is moved from "Up" to "Off" or the window goes completely up. After the window goes completely up, the contacts open and the motor stops. This prevents the motor from overheating if the switch is held in the "Up" position after the window has gone completely up. In "Down," current flows through the motor in the opposite direction.

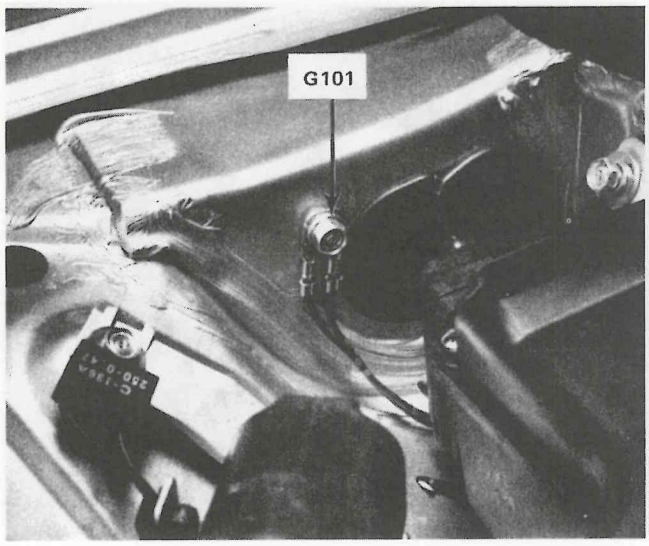
Automatic Down (Driver's Window)

With the ignition switch in "Run" or "Start," voltage is applied to the coil of the power window relay. The contacts of the power window relay close and voltage is applied to the driver's power window master switch and the power window control unit. With the driver's switch pushed to the automatic down position, voltage is applied through the driver's switch to the power window control unit's down and down hold inputs. The driver's power window motor contacts close and current flows through the motor to ground. The motor runs and the window goes completely down. When the window reaches the completely down position, the driver's power window motor contacts open and the motor stops.

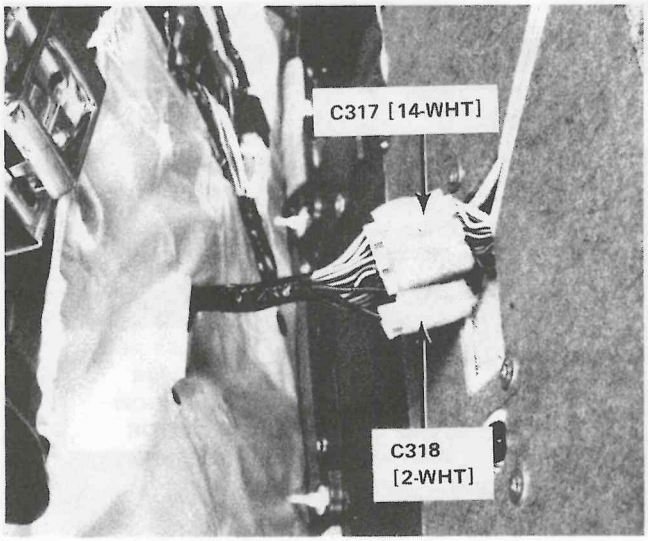
Passenger's Window

With the ignition switch in "Run" or "Start," voltage is applied to the coil of the power window relay. The contacts of the power window relay close and voltage is applied through fuse 18 to the right power window switch. With the main switch in "On" and the right front power window switch in "Up," current flows through the 45 amp fuse, the contacts of the power window relay, fuse 15, the "Up" contacts of the window switch, the right power window motor, back through the right front power window switch, and the driver's power window master switch to ground. The motor runs and the window goes up. In "Down," current flows through the motor in the opposite direction. The left and right rear power window switches operate similarly.

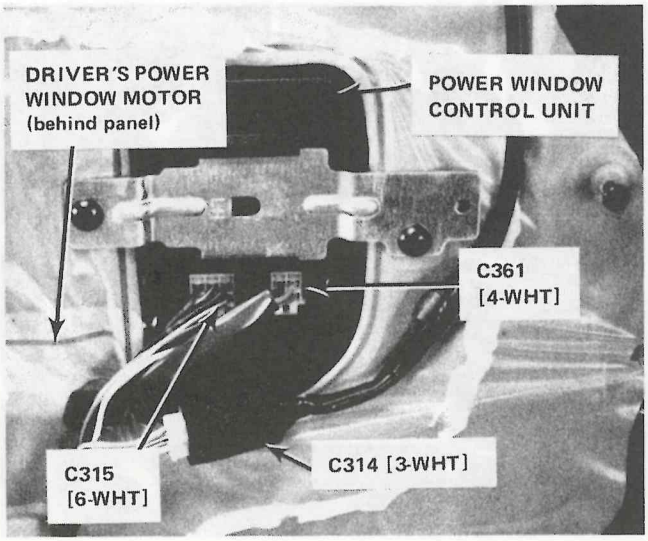
1. Rear of Right Inner Fender Panel



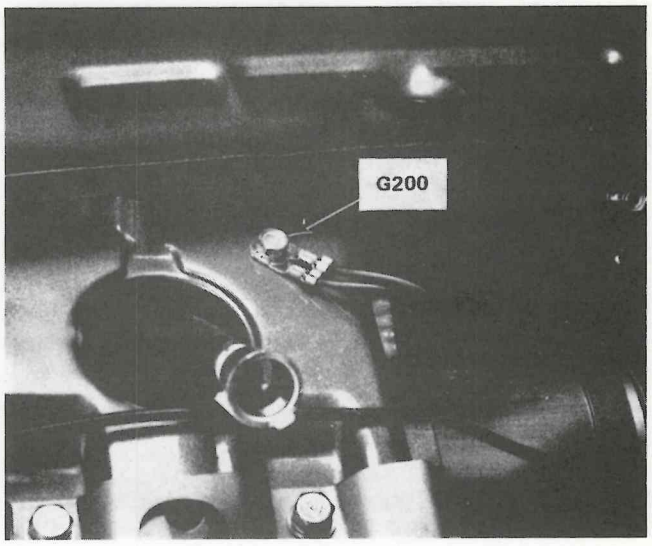
2. Center of Left Front Door



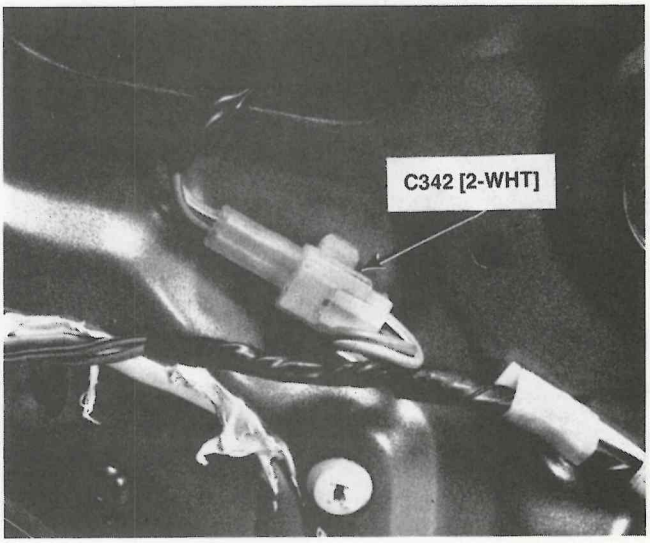
3. Front of Left Front Door



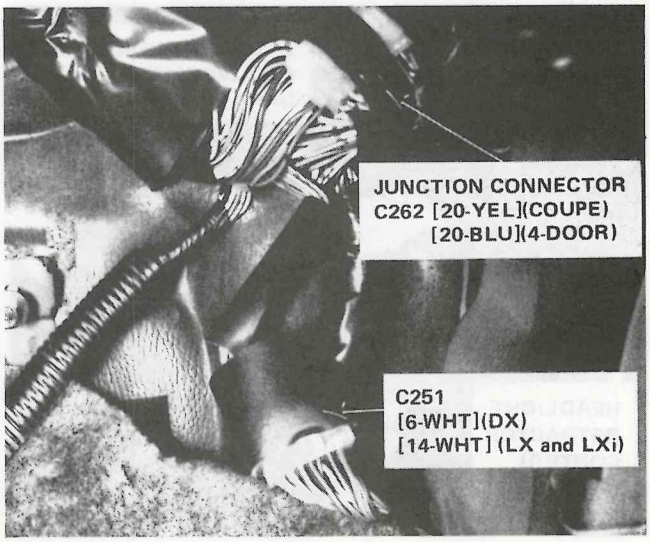
4. Beneath Dash, Near Speedometer Connector



5. Front of Right Front Door

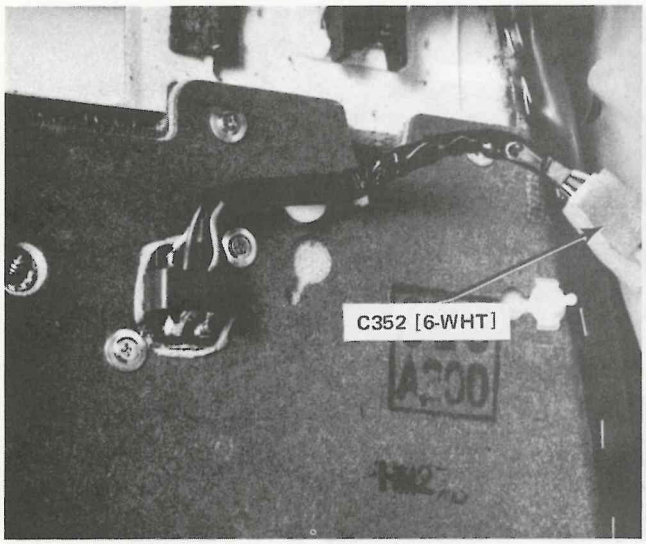


6. Under Right Side of Dash, Behind Blower Assembly



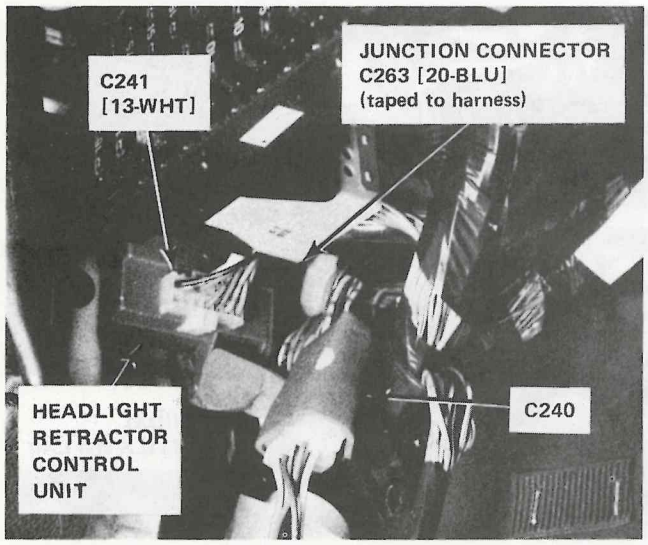
Power Windows

7. Front of Right Rear Door

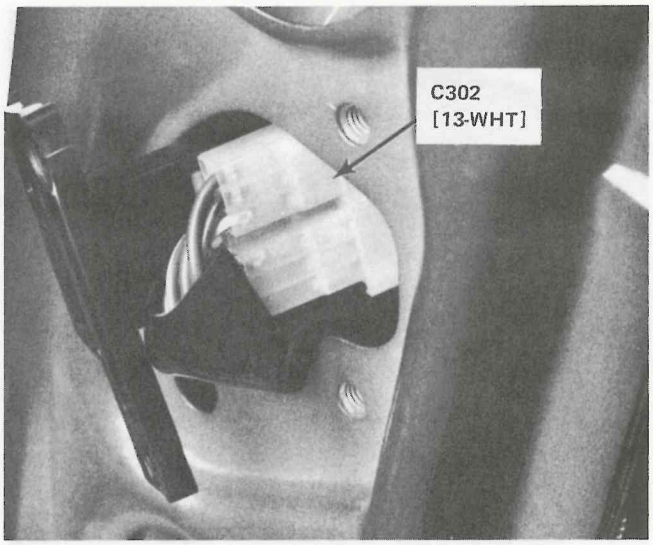


8. Front of Right Rear Door

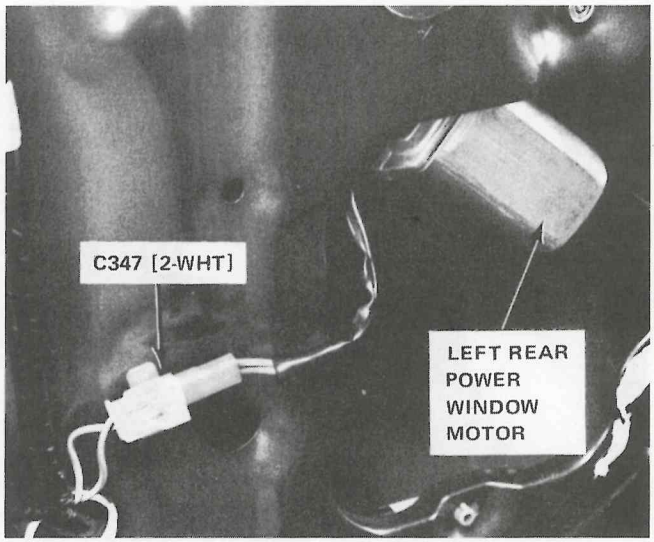
9. Under Left Side of Dash, at Kick Panel



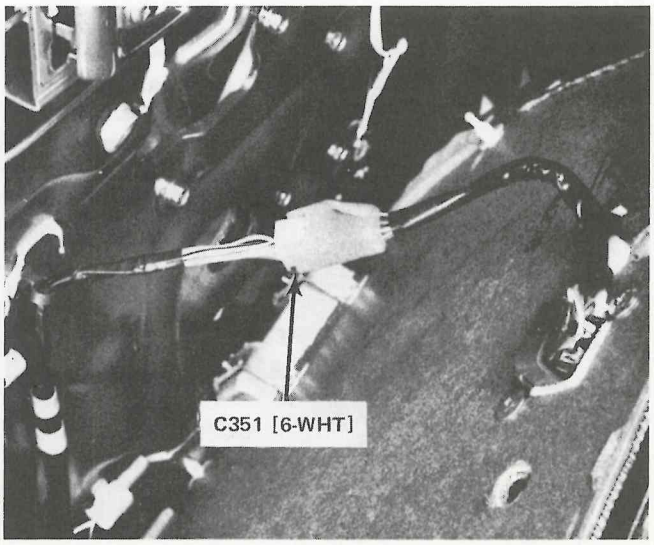
10. In Right Center Pillar, Between Front and Rear Doors



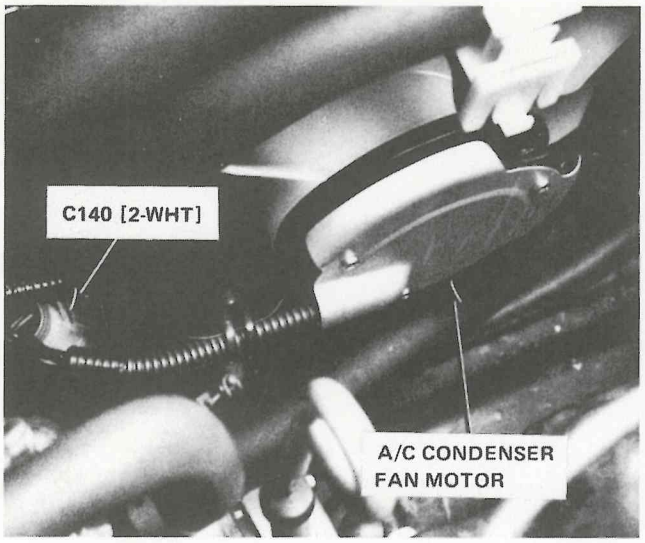
11. Front of Left Rear Door



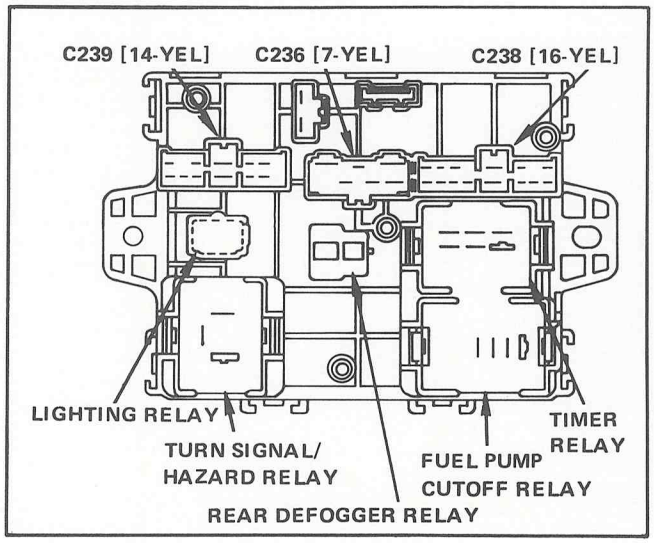
12. Front of Left Rear Door



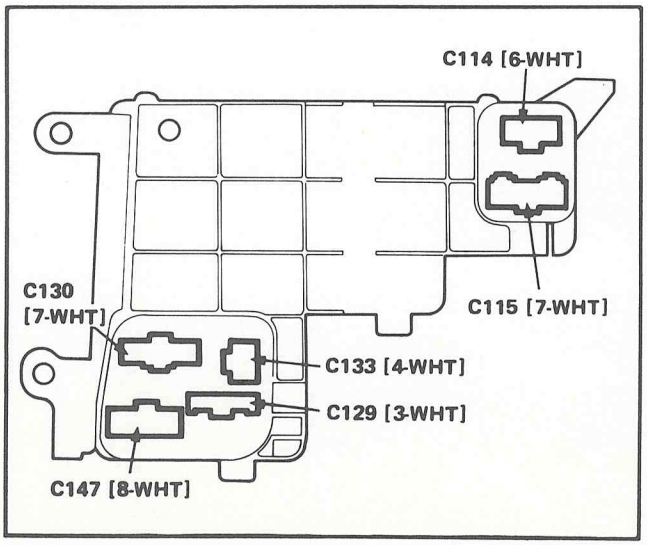
13. In Left Center Pillar, Between Front and Rear Doors



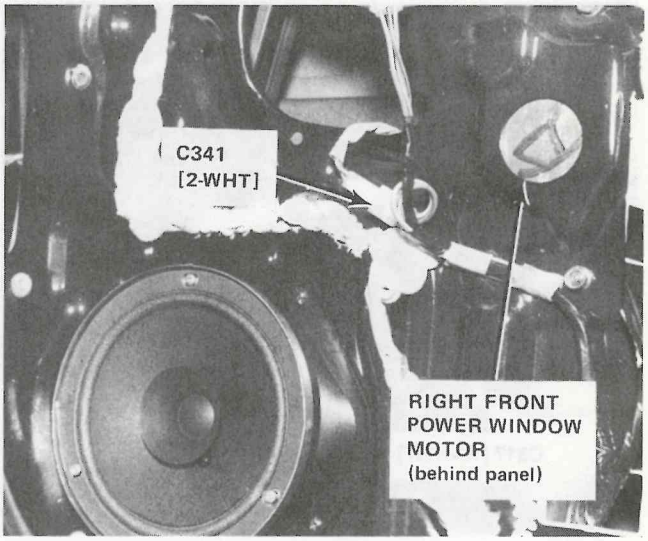
14. Rear View of Dash Fuse Box



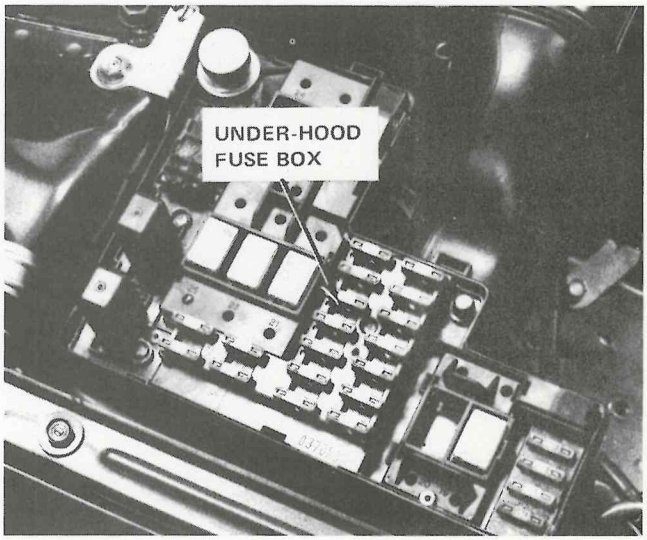
15. Bottom View of Under-hood Fuse Box



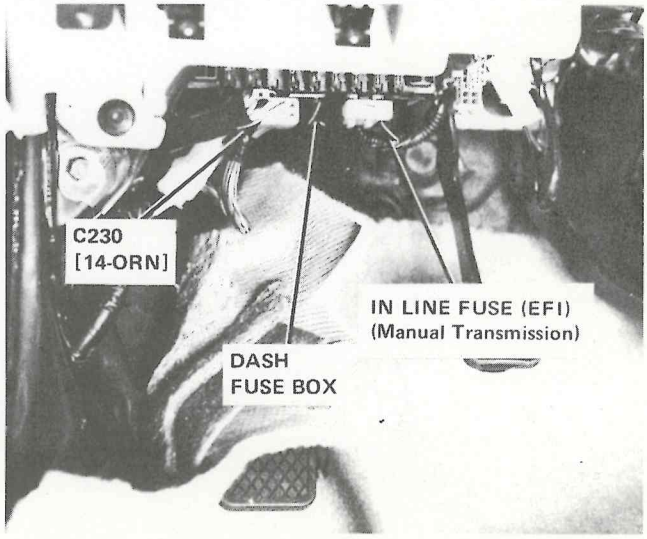
16. Front of Right Front Door



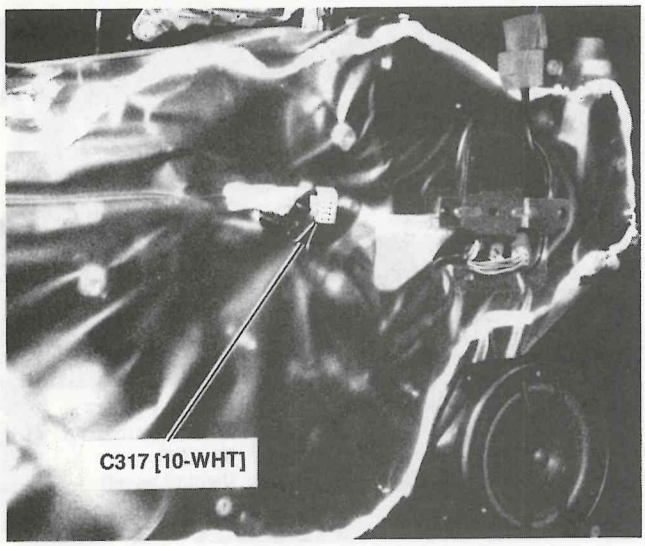
17. Right Side of Engine Compartment, on Inner Fender Panel



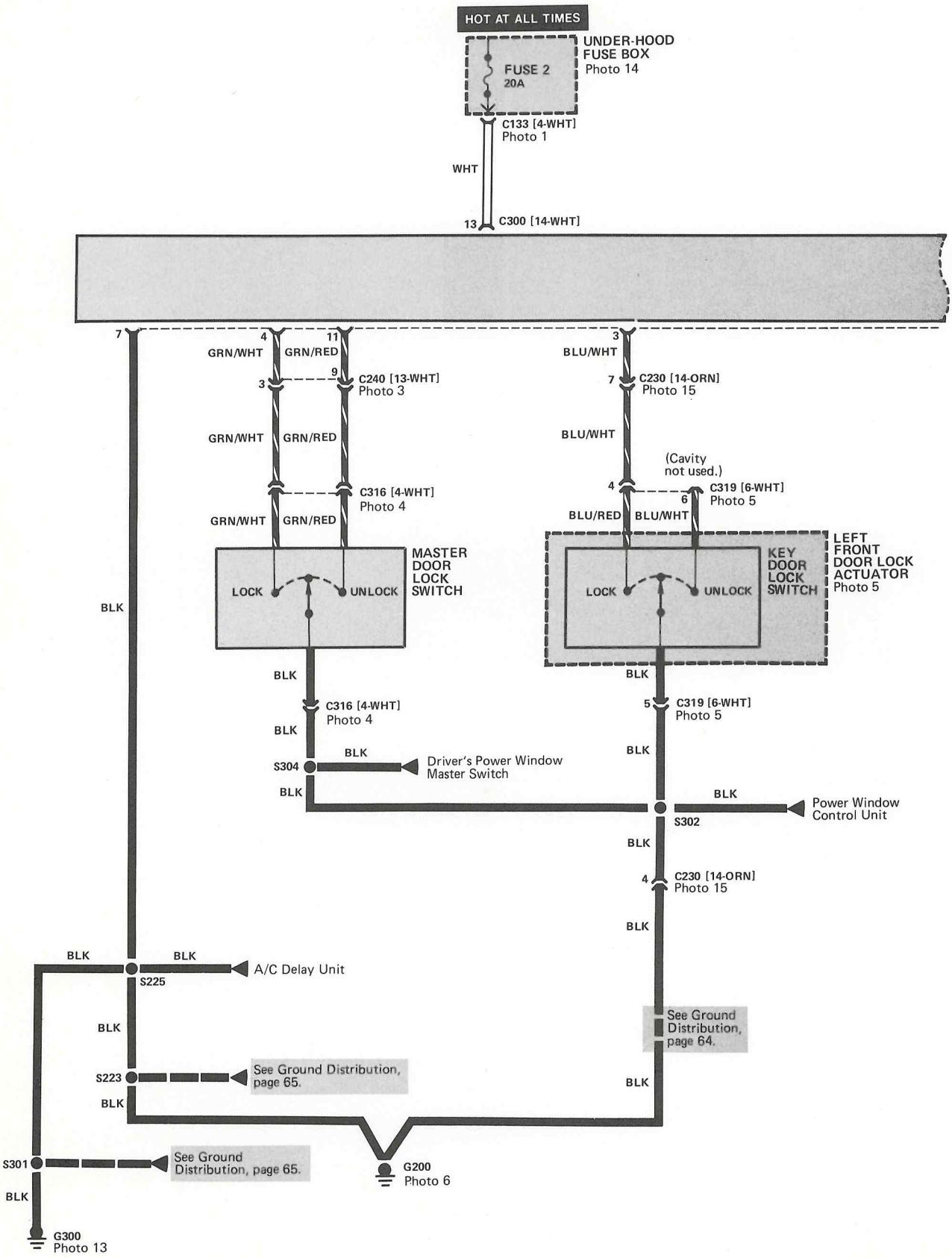
18. Under Left Side of Dash, Left of Steering Column

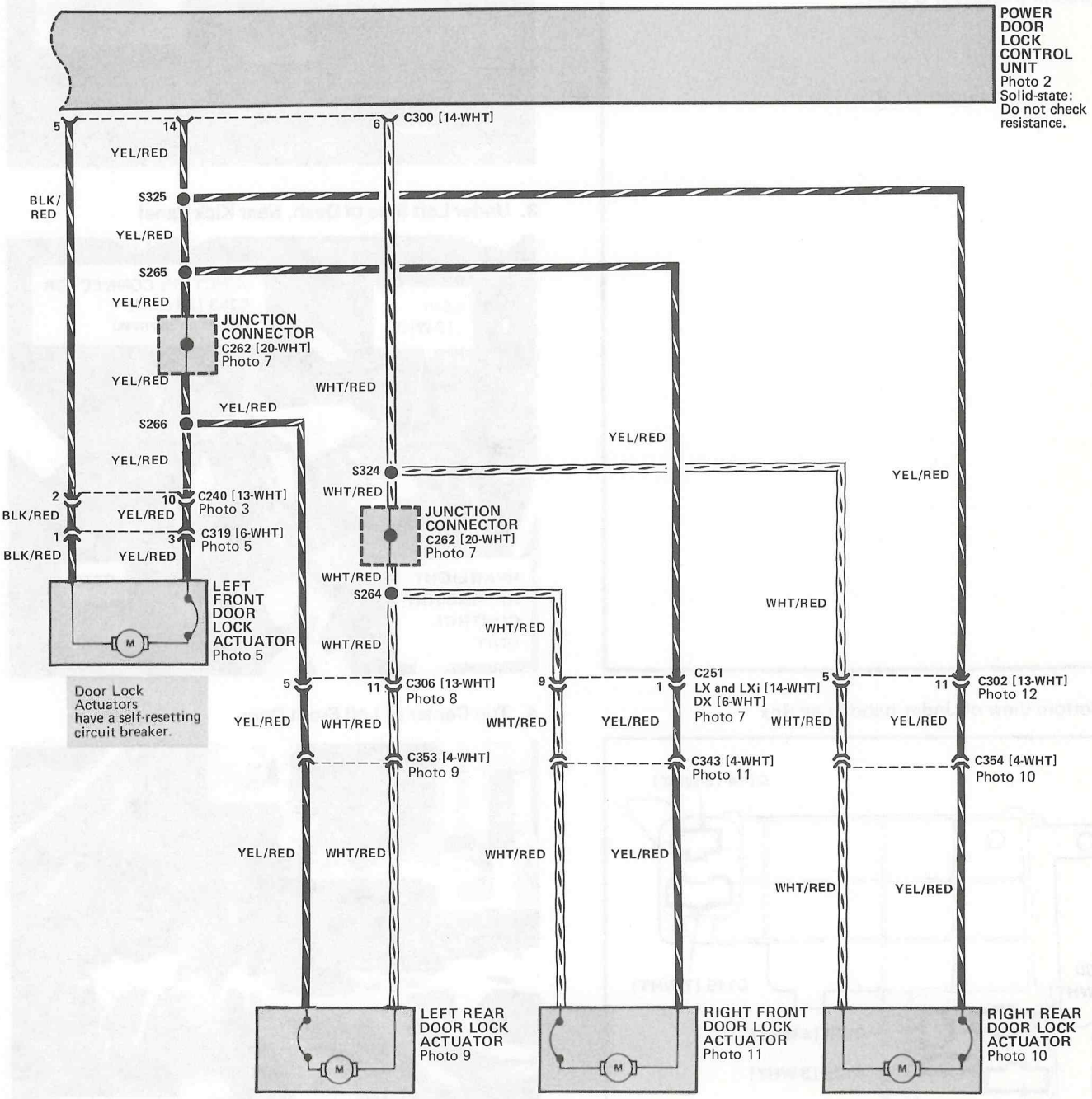


19. Front of Driver's Door



Power Door Locks
- Circuit Schematic



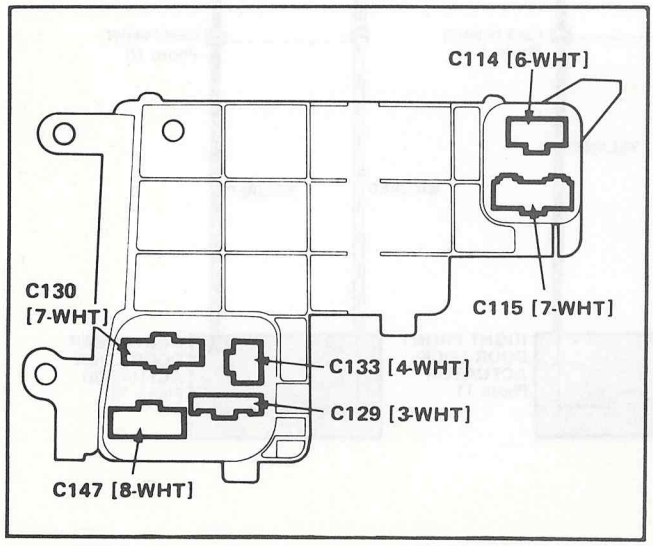

POWER DOOR LOCK CONTROL UNIT
Photo 2
Solid-state: Do not check resistance.
C300 [14-WHT]
5
14
6
YEL/RED
BLK/RED
S325
YEL/RED
S265
YEL/RED
JUNCTION CONNECTOR
C262 [20-WHT]
Photo 7
YEL/RED
WHT/RED
YEL/RED
S266
YEL/RED
YEL/RED
S324
YEL/RED
2
10
C240 [13-WHT]
Photo 3
BLK/RED
YEL/RED
WHT/RED
1
3
C319 [6-WHT]
Photo 5
BLK/RED
YEL/RED
JUNCTION CONNECTOR
C262 [20-WHT]
Photo 7
WHT/RED
S264
LEFT FRONT DOOR LOCK ACTUATOR
Photo 5
WHT/RED
WHT/RED
WHT/RED
Door Lock Actuators have a self-resetting circuit breaker.
5
11
C306 [13-WHT]
Photo 8
9
1
C251
LX and LXi [14-WHT]
DX [6-WHT]
Photo 7
5
11
C302 [13-WHT]
Photo 12
YEL/RED
WHT/RED
WHT/RED
YEL/RED
WHT/RED
YEL/RED
C353 [4-WHT]
Photo 9
C343 [4-WHT]
Photo 11
C354 [4-WHT]
Photo 10
YEL/RED
WHT/RED
WHT/RED
YEL/RED
WHT/RED
YEL/RED
LEFT REAR DOOR LOCK ACTUATOR
Photo 9
RIGHT FRONT DOOR LOCK ACTUATOR
Photo 11
RIGHT REAR DOOR LOCK ACTUATOR
Photo 10

Power Door Locks

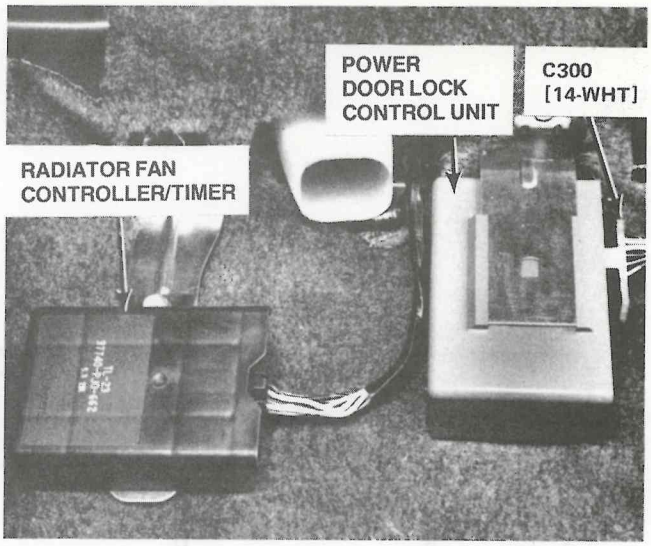
How The Circuit Works

With all the doors locked, the driver's door and the right front door can be unlocked mechanically from the outside with the key. The master door lock switch will simultaneously lock or unlock all of the door locks. The passenger doors will also automatically lock when the driver's tab, on the driver's door, is pushed down. The driver's key door lock switch will automatically lock all doors when turned to the "Lock" position, but will only unlock the driver's door.

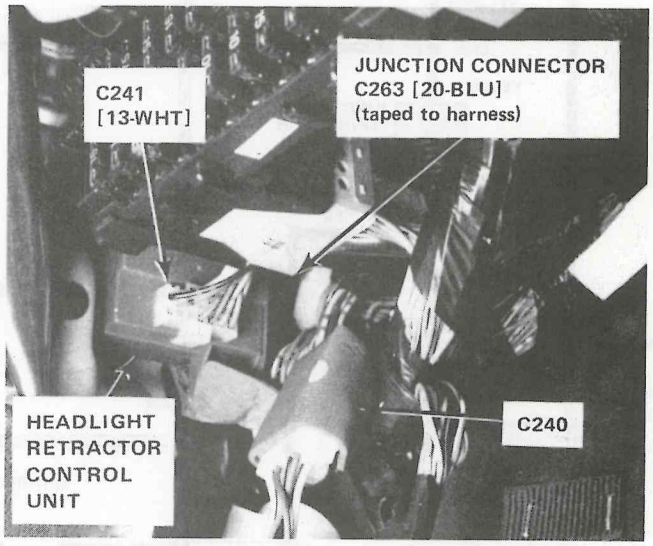
1. Bottom View of Under-hood Fuse Box



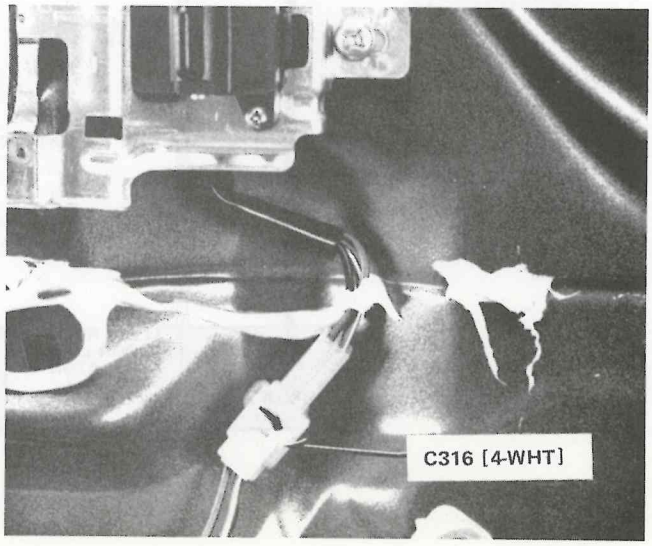
2. Under Right Front Seat



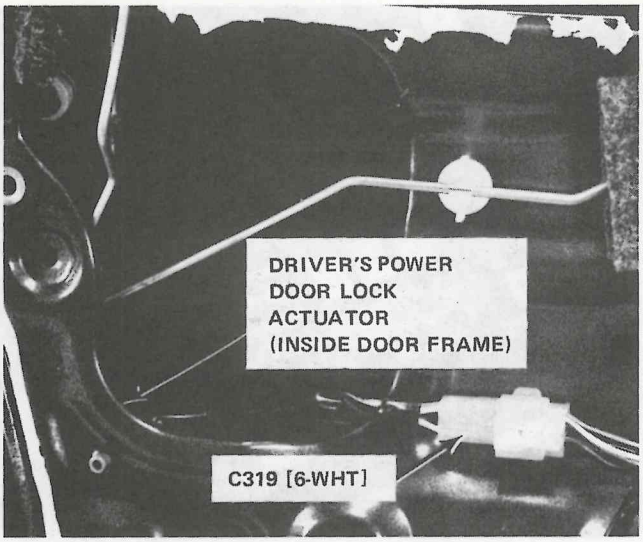
3. Under Left Side of Dash, Near Kick Panel



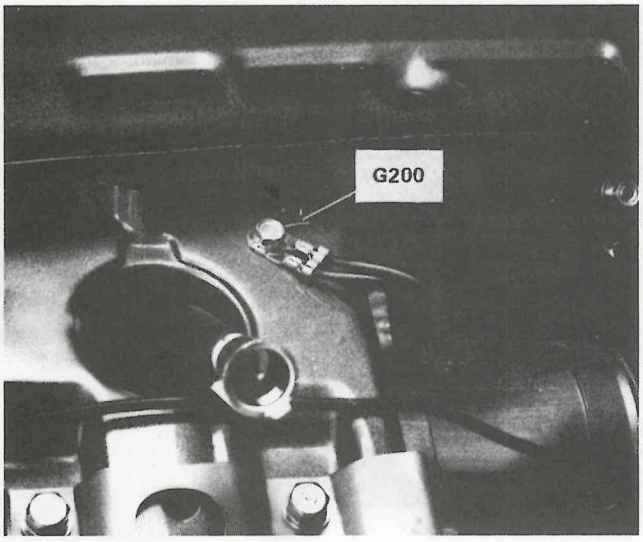
4. Top Center of Left Front Door



5. Rear of Left Front Door

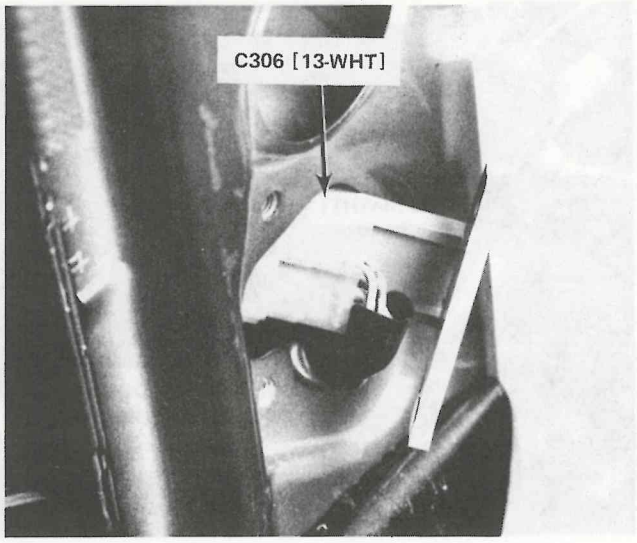


6. Under Left Side of Dash, on Top of Steering Support Bracket

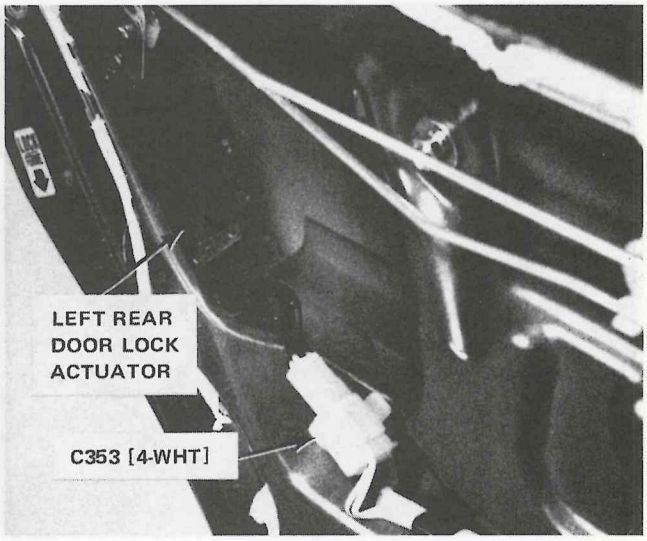


7. Under Right Side of Dash, Behind Blower Assembly

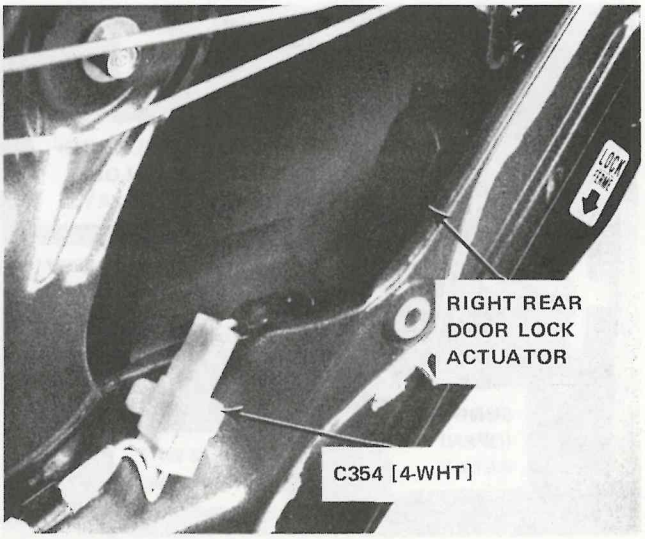
8. In Left Center Pillar, Between Front and Rear Doors



9. Rear of Left Rear Door

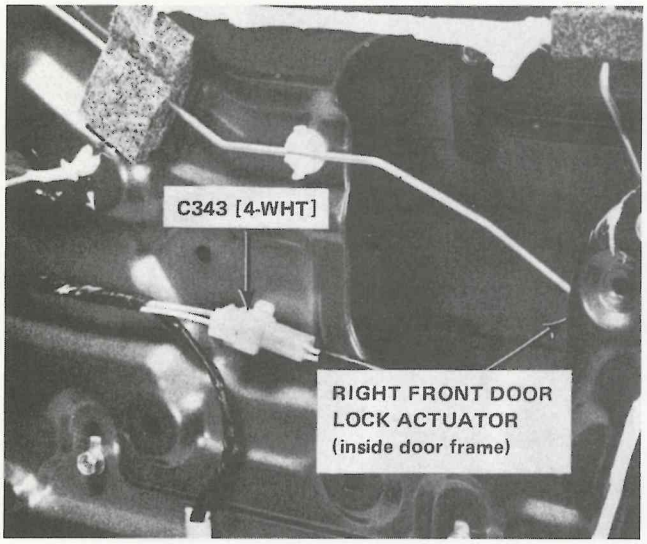


10. Rear of Right Rear Door

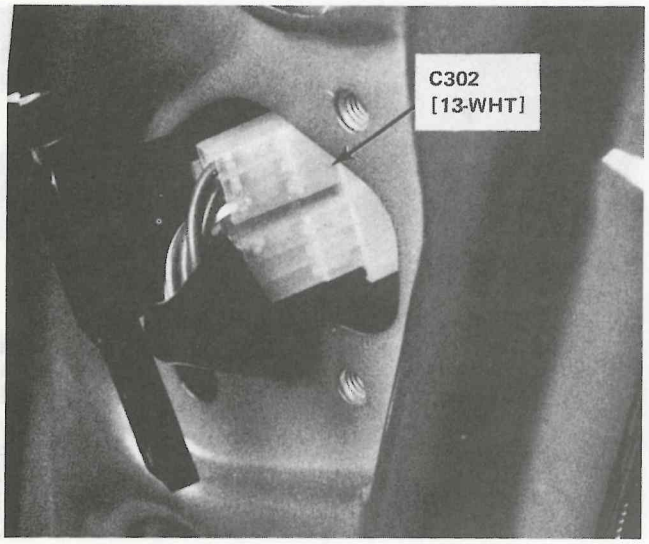


Power Door Locks

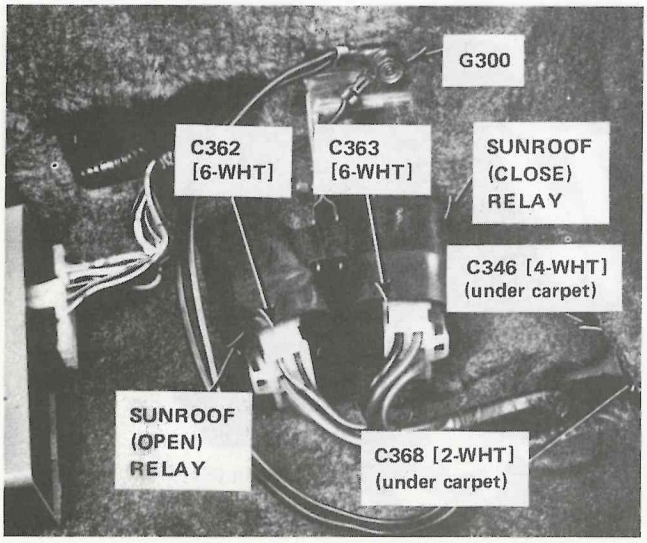
11. Rear of Right Front Door



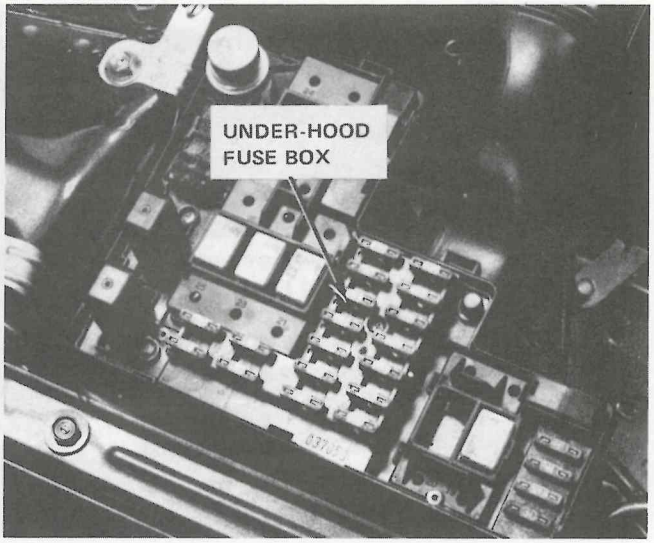
12. In Right Center Pillar, Between Front and Rear Doors



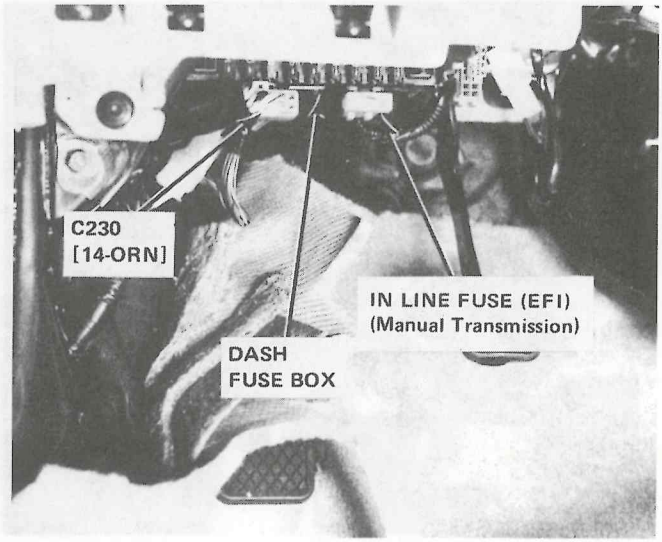
13. Under Right Front Seat



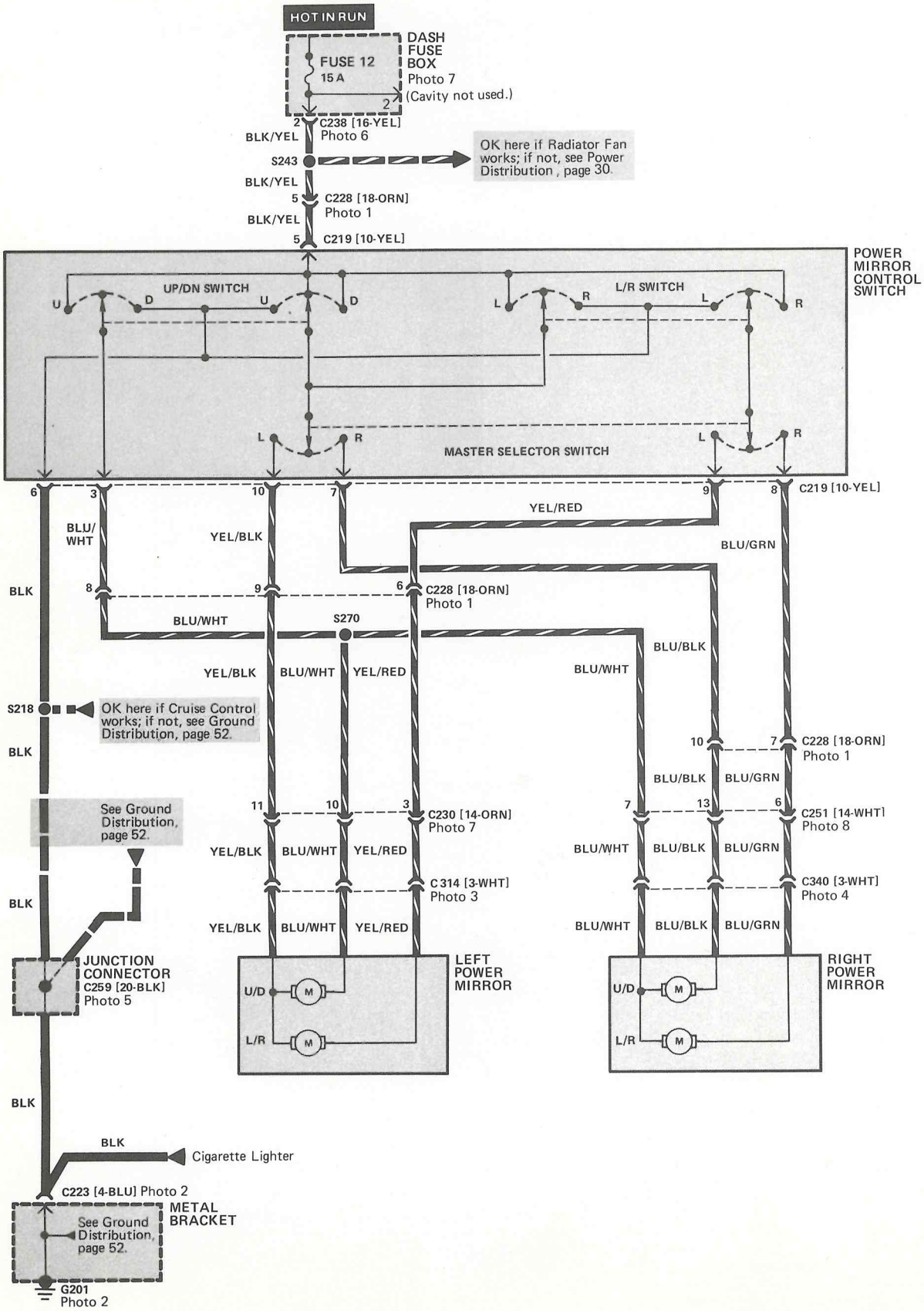
14. Right Side of Engine Compartment, on Inner Fender Panel



15. Under Left Side of Dash, Left of Steering Column



Power Mirrors
- Circuit Schematic

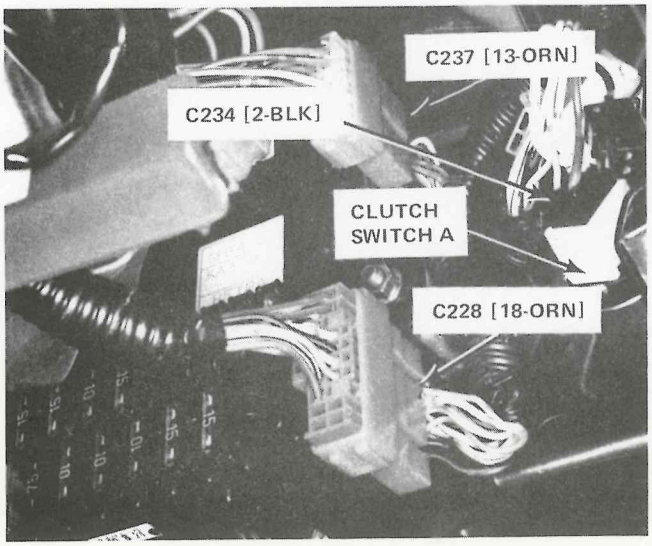


How The Circuit Works

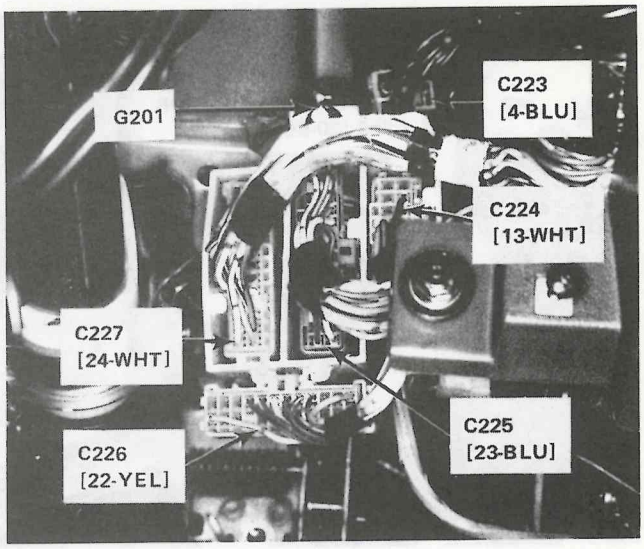
The operation of the two outside mirrors is controlled by the power mirror control switch. Each mirror has two reversible motors. One motor moves the mirror up and down; the other motor moves the mirror left and right. The power mirror control switch directs voltage to the right and left outside mirrors.

With the ignition switch in "Run," the master selector switch in "Left," and the up/down switch in "Up," voltage is applied through the "Up" contacts of the up/down switch to the left power mirror up/down motor. Ground is provided through the "Left" contacts of the master selector switch and the "Up" contacts of the up/down switch: The mirror goes up. In the "Down" position, voltage is applied to the opposite side of the motor.

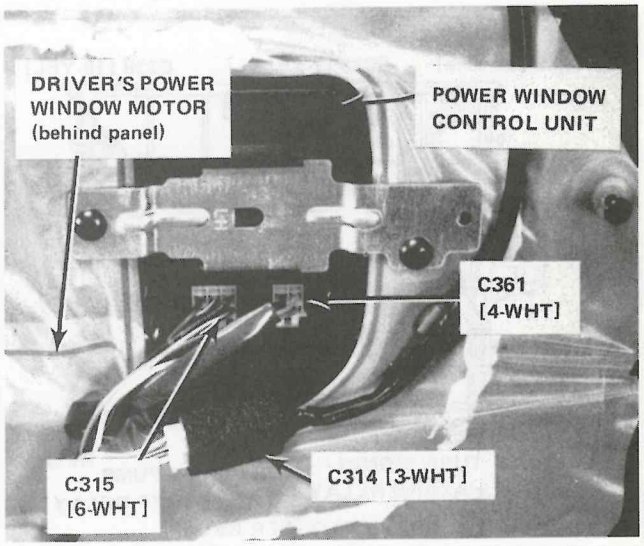
1. Under Left Side of Dash, on Right Side of Dash Fuse Box



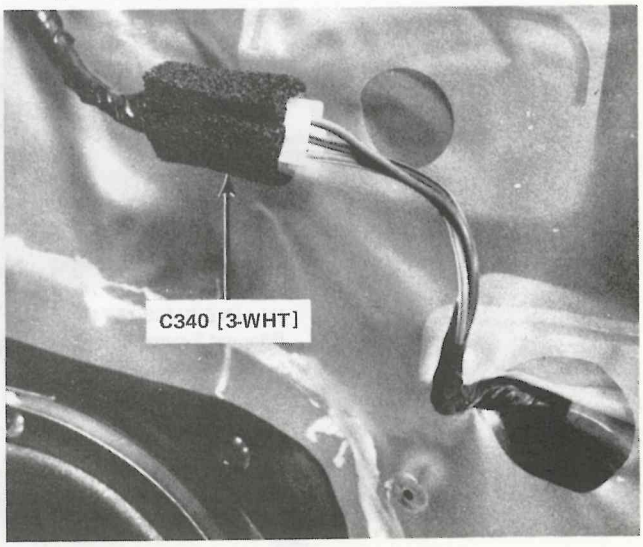
2. Under Left Side of Dash, Right of Steering Column



3. Left Front Door, Above Speaker



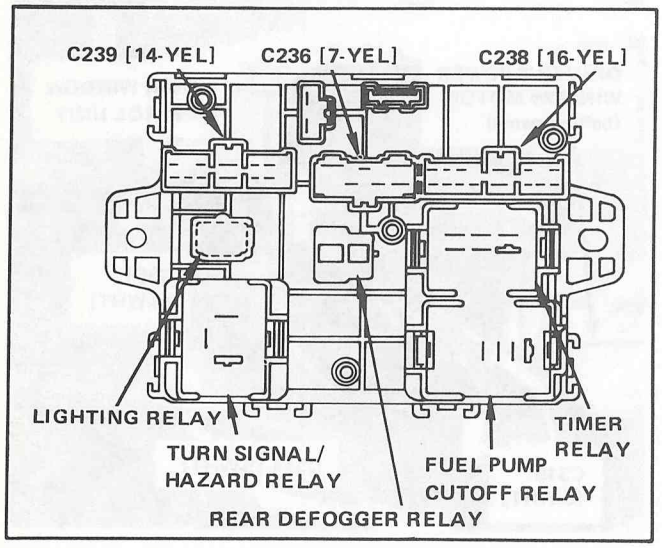
4. Right Front Door, Above Speaker



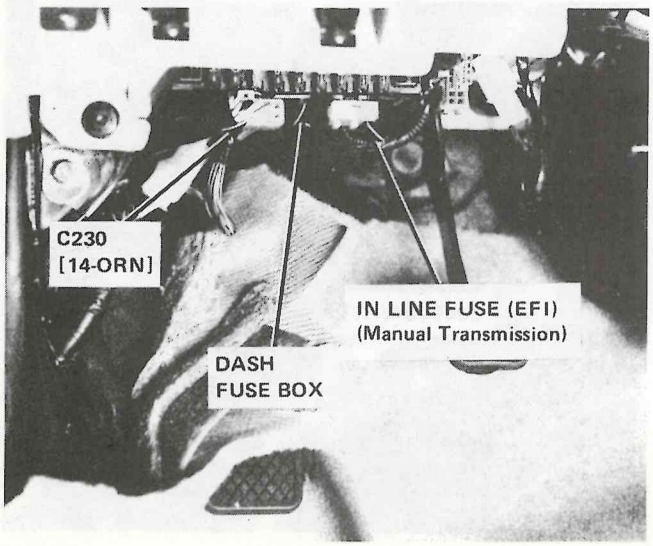
Power Mirrors

5. Left Side of Dash, Behind I/P

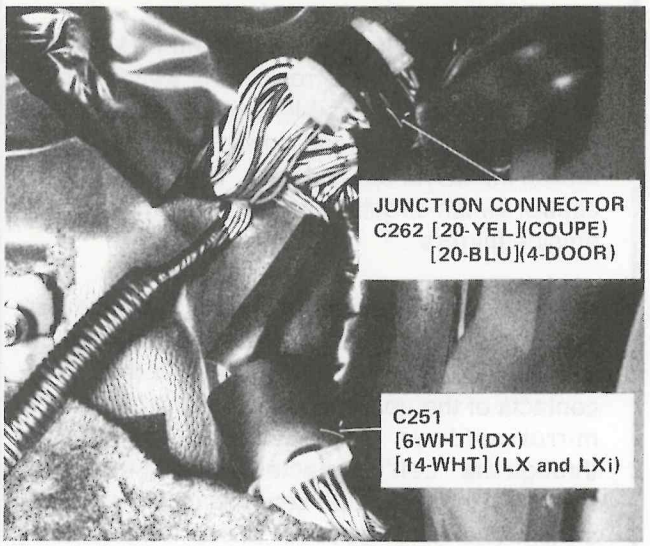
6. Rear View of Dash Fuse Box



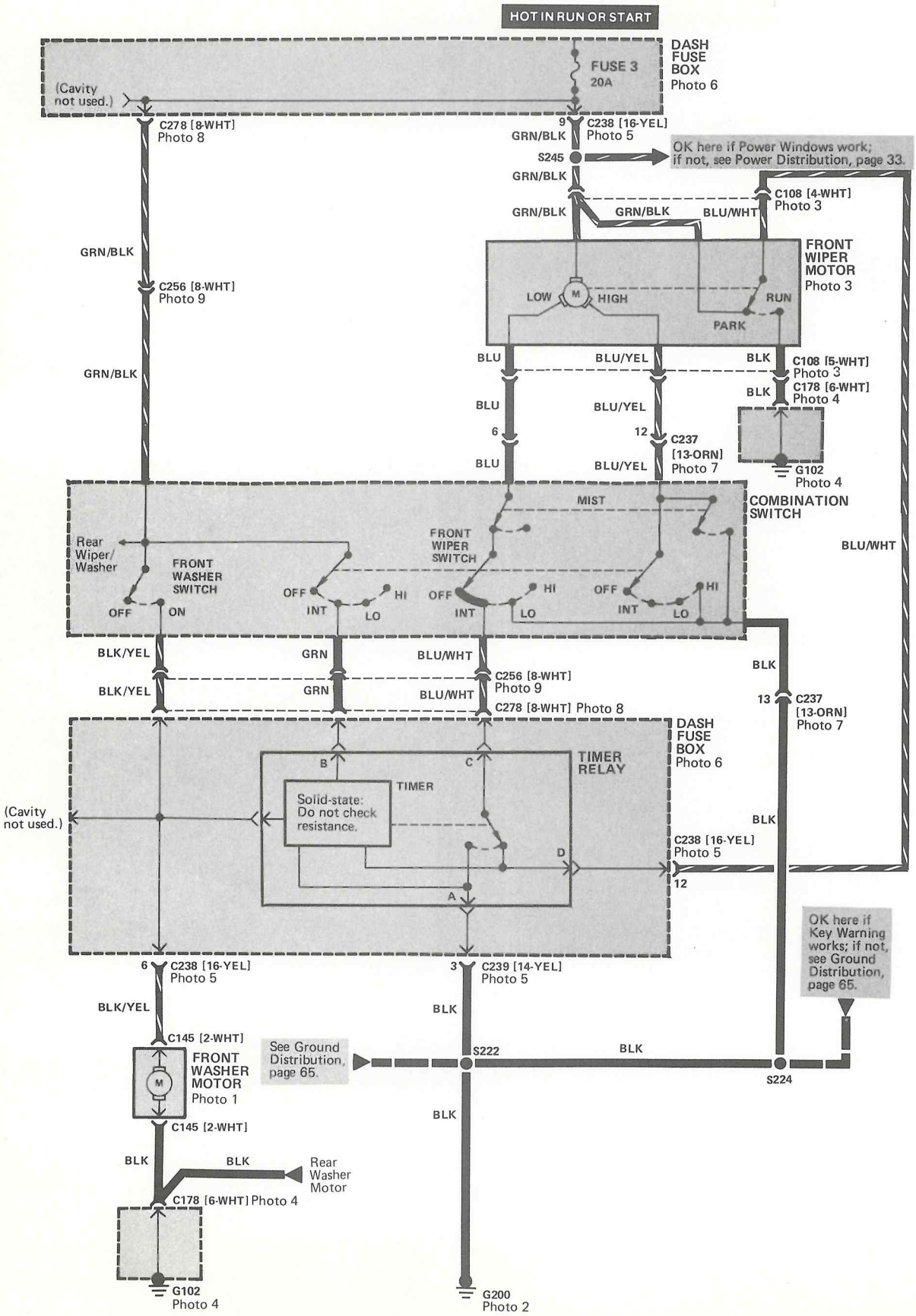
7. Under Left Side of Dash, Left of Steering Column



8. Below Right Side of Dash, at Kick Panel



Wiper/Washer
- Circuit Schematic



How The Circuit Works

Wiper Lo and Hi Operation

With the ignition switch in "Run" or "Start," and the wiper switch in "Lo," current flows through the wiper motor low brush and the wiper switch "Lo" contact to ground. The wiper motor operates at low speed.

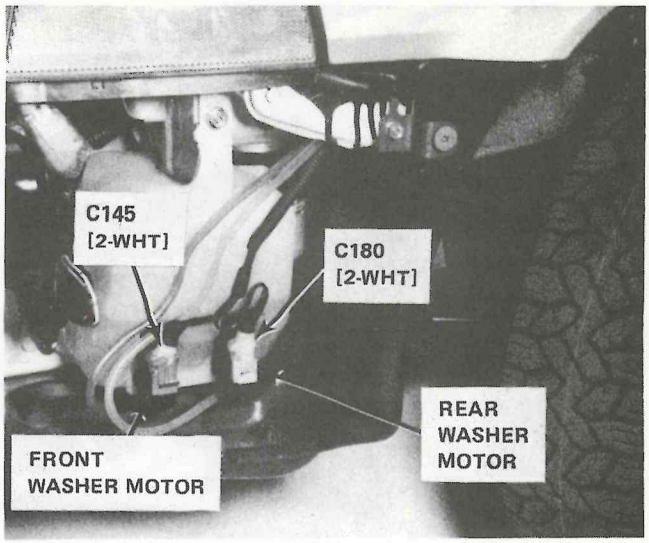
When you move the wiper switch from "Lo" to "Off," current flows through the wiper motor, wiper switch "Off/Int" contacts, and wiper motor "Run" contacts to ground. The motor operates until the wiper blades reach the parked position. With the wiper blades parked, the wiper motor contacts move to "Park." Ground for the wiper motor is removed and the motor stops.

Similar current flow takes place with the wiper switch in "Hi."

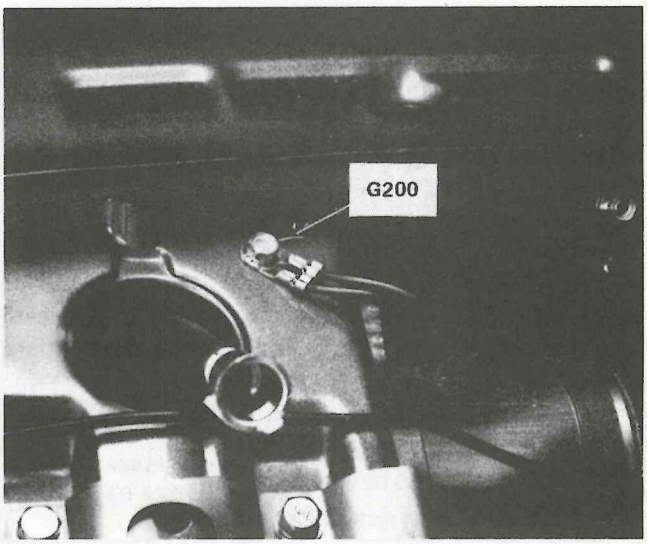
Wiper/Int Operation

With the wiper switches in "Int," voltage is applied to terminal B of the timer relay, and the timer relay contacts operate. Current flows through the wiper motor, wiper switch "Off/Int" contacts, and timer relay contacts to ground. The wiper motor operates. Once the wiper motor starts, the wiper motor contacts move to "Run." The motor receives ground and the timer relay senses ground through the contacts. With ground at terminal D of the timer relay, the timer relay contacts move back to the position shown in the schematic. The motor operates as described in Wiper Lo and Hi Operation (above) until the wiper blades park. After a pause, the timer relay repeats this operation, making the wiper blades operate intermittently.

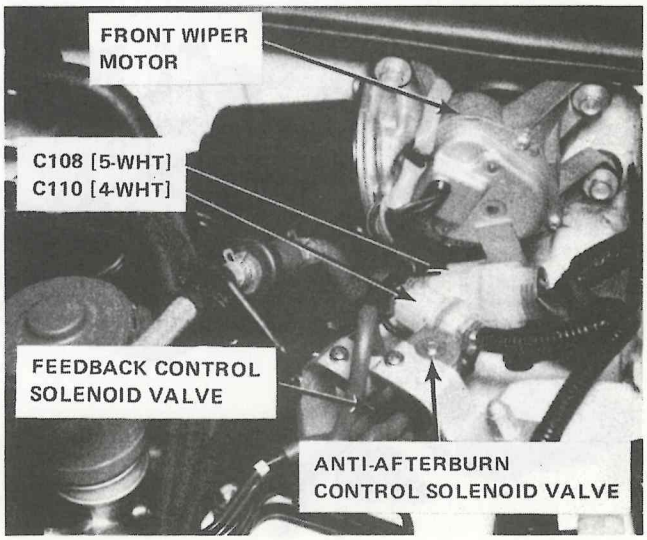
1. Behind Lower Left Corner of Bumper



2. Under Dash, Near Speedometer Cable

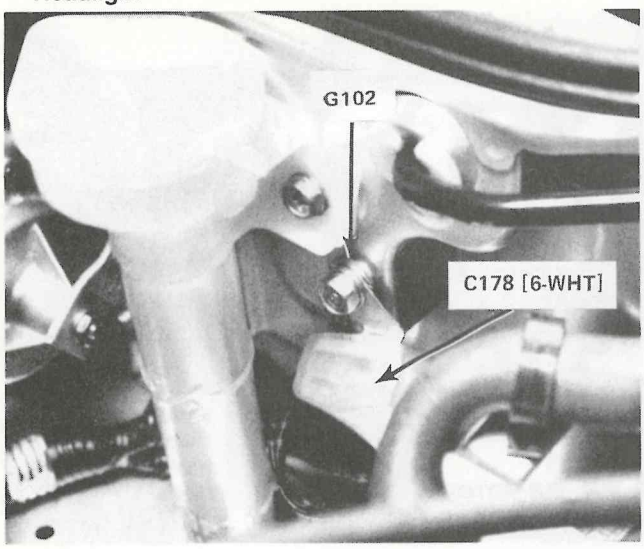


3. Left Rear of Engine Compartment, Behind Strut Tower

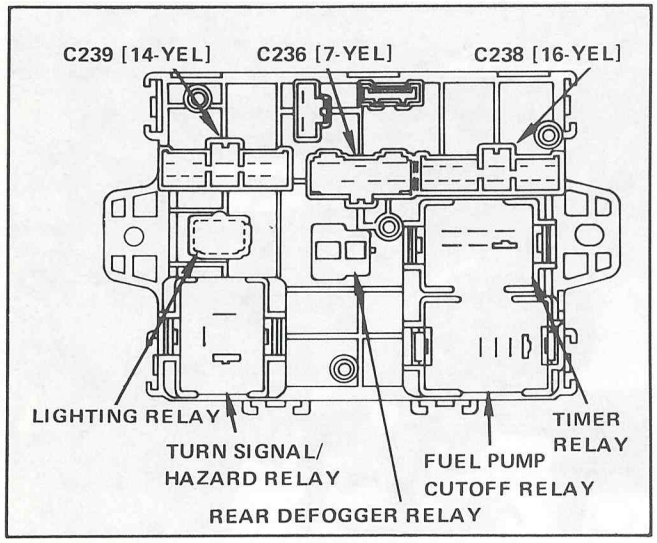


Wiper/Washer

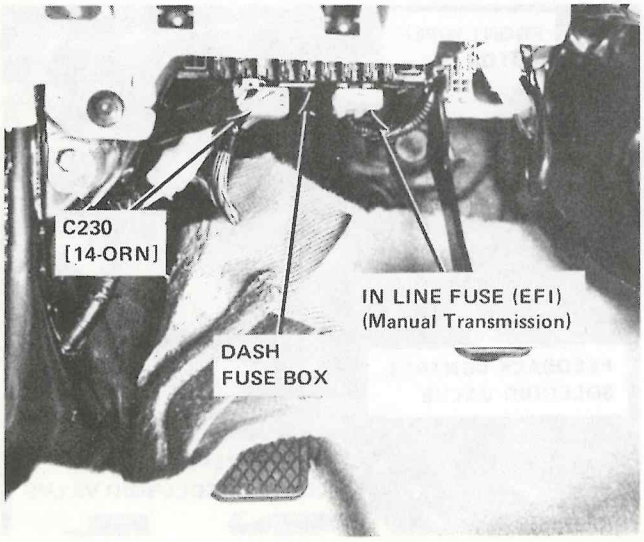
4. Left Front Corner of Engine Compartment, Behind Headlight



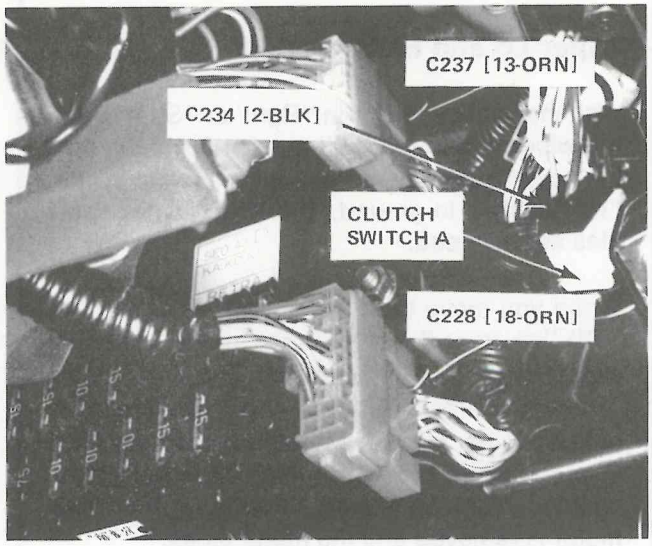
5. Rear View of Dash Fuse Box



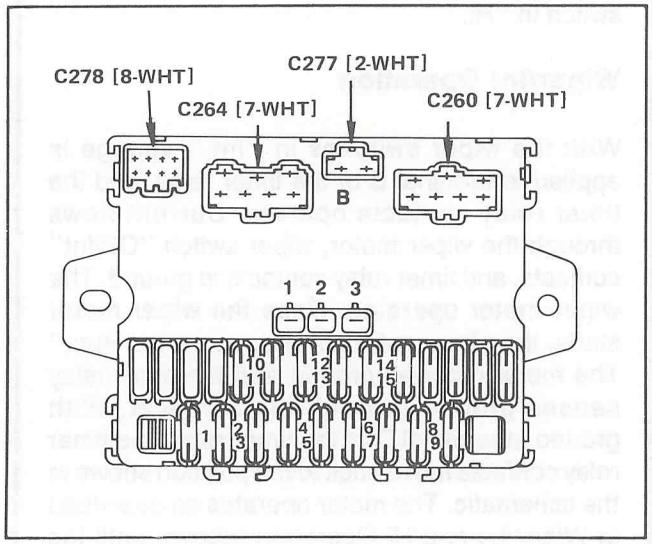
6. Under Left Side of Dash, Left of Steering Column



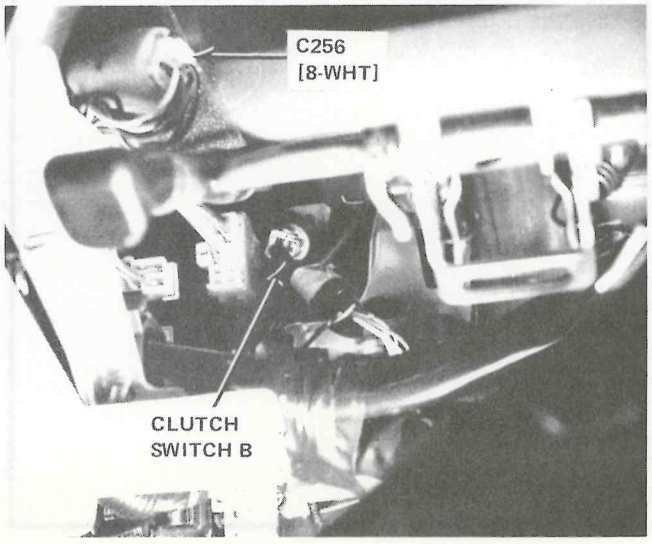
7. Under Left Side of Dash, on Right Side of Dash Fuse Box



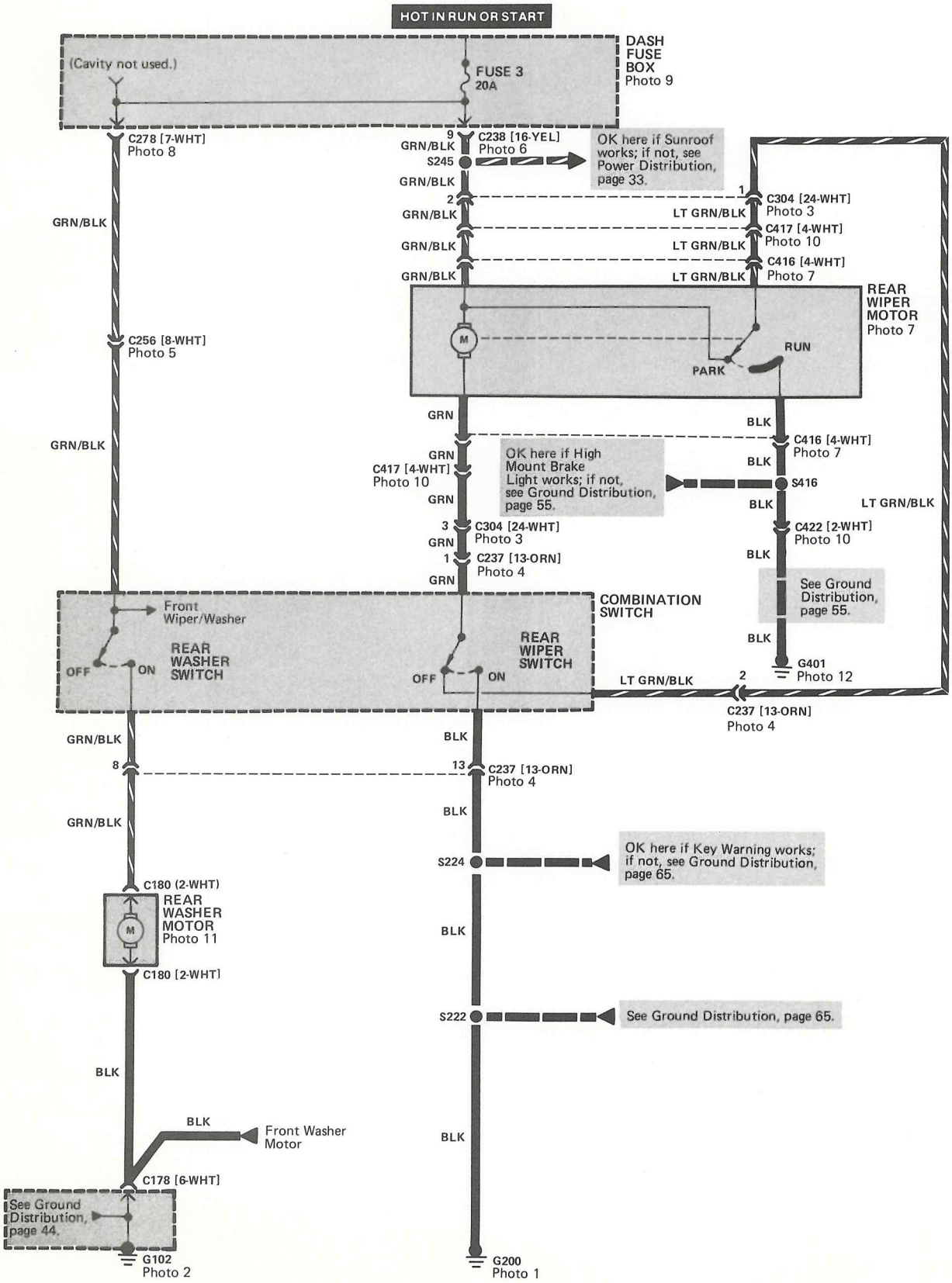
8. Front View of Dash Fuse Box



9. Under Left Side of Dash, Left of Steering Column



Rear Wiper/Washer
- Circuit Schematic



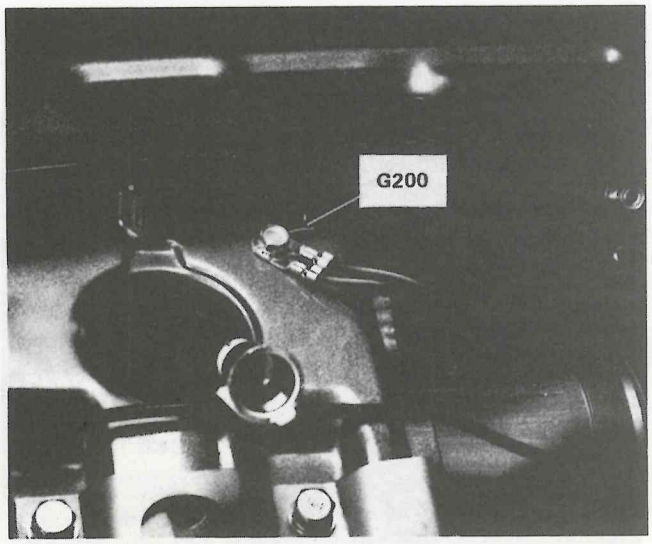
How The Circuit Works

With the ignition switch in "Run" or "Start," and the rear wiper switch in the "On" position, voltage is applied to the rear wiper motor. The rear wiper motor operates.

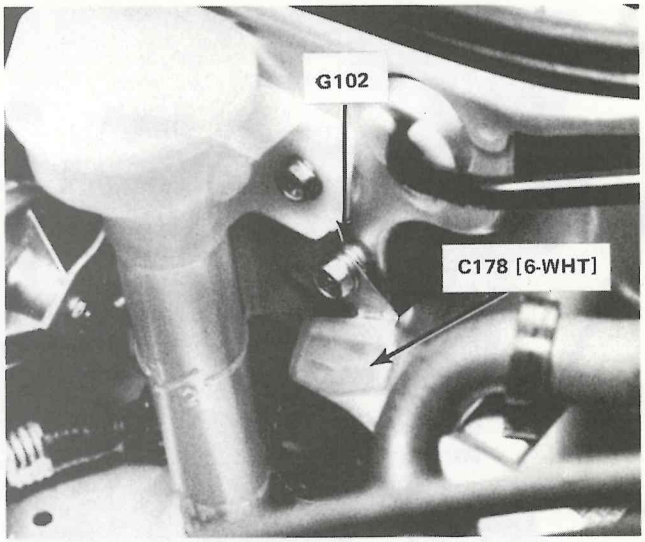
When you move the rear wiper switch from "On" to "Off," current flows through the rear wiper motor, the "Off" contacts of the rear wiper switch, and the rear wiper motor "Run" contacts to ground. The motor operates until the wiper blades reach the parked position. When the wiper blades are parked, the rear wiper motor contacts move to "Park." Ground for the rear wiper motor is removed and the motor stops.

With the ignition switch in "Run" or "Start," and the washer switch pushed to "On," voltage is applied to the rear washer motor: The motor operates.

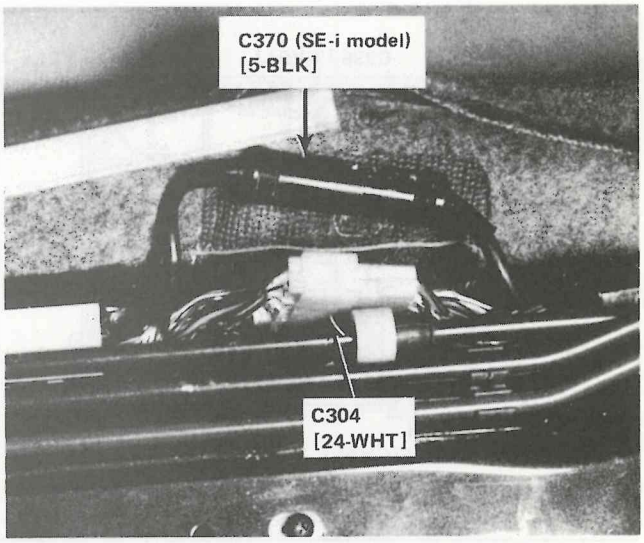
1. Under Dash, Near Speedometer Cable



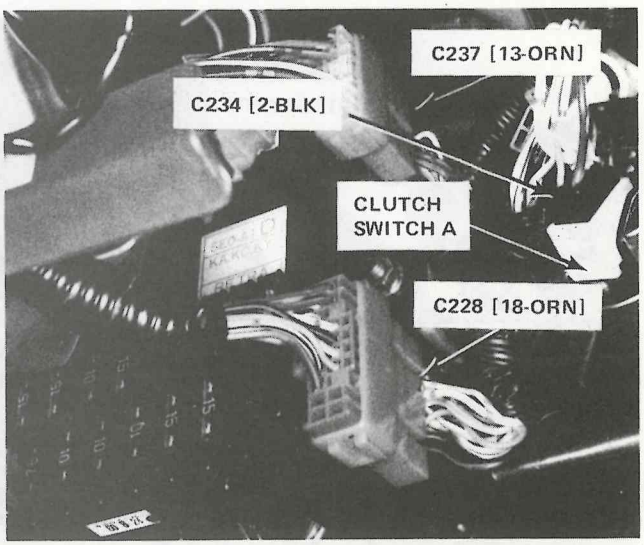
2. Left Front Corner of Engine Compartment, Behind Headlight



3. Under Carpet, Next to Driver's Door

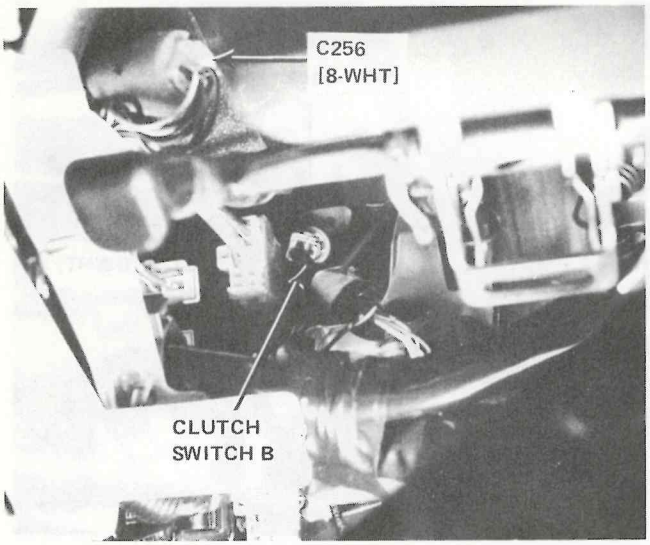


4. Under Left Side of Dash, on Right Side of Dash Fuse Box

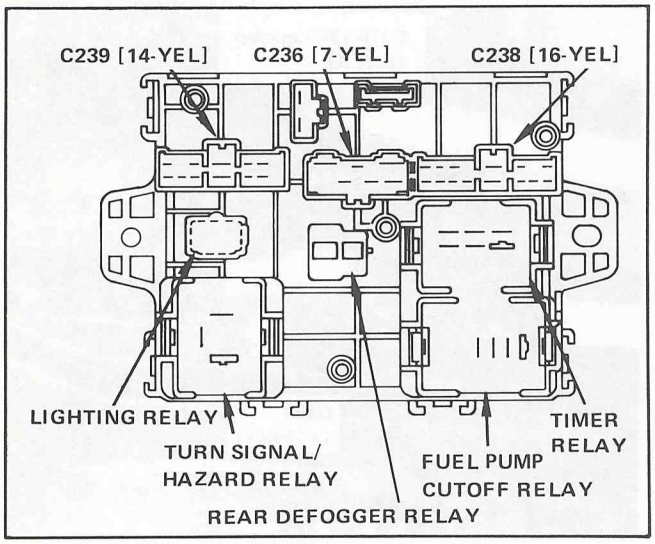


Rear Wiper/Washer

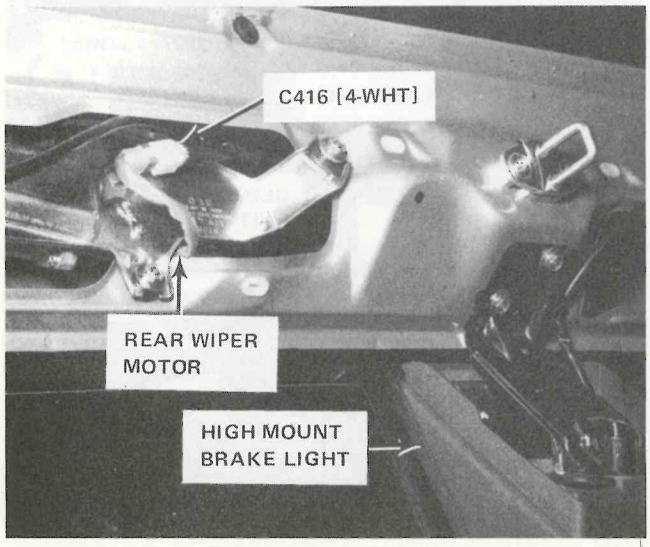
5. Under Left Side of Dash, Left of Steering Column



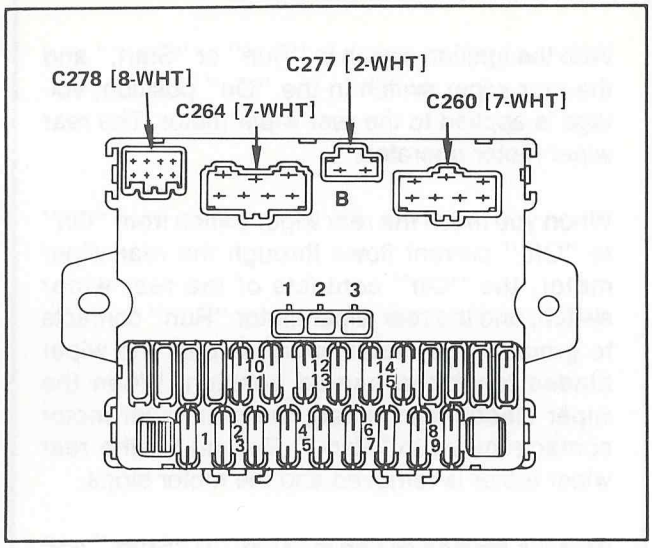
6. Rear View of Dash Fuse Box



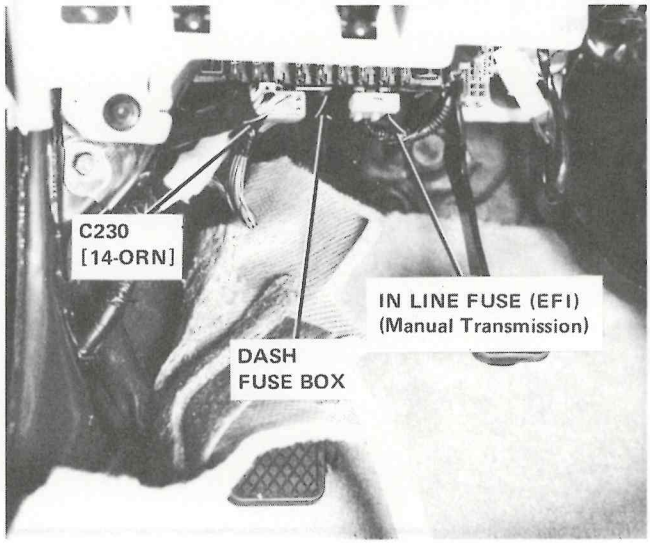
7. Left Center of Hatch



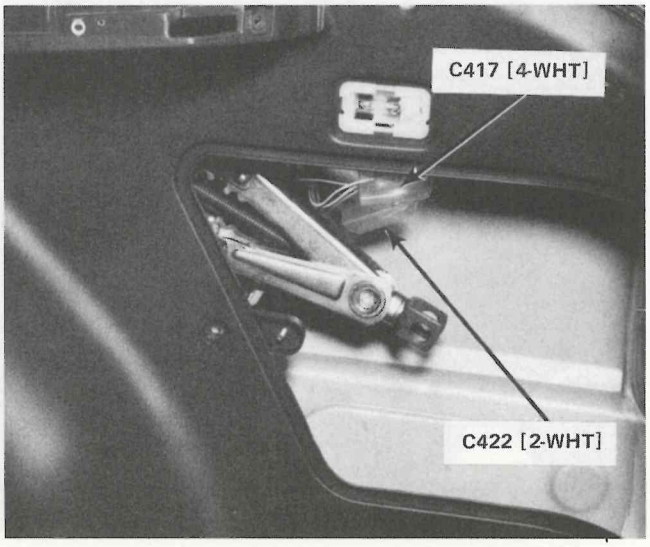
8. Front View of Dash Fuse Box



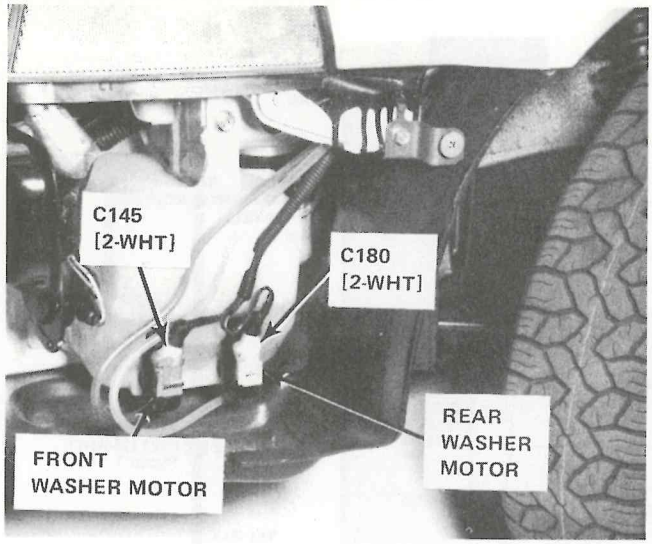
9. Under Left Side of Dash, Left of Steering Column



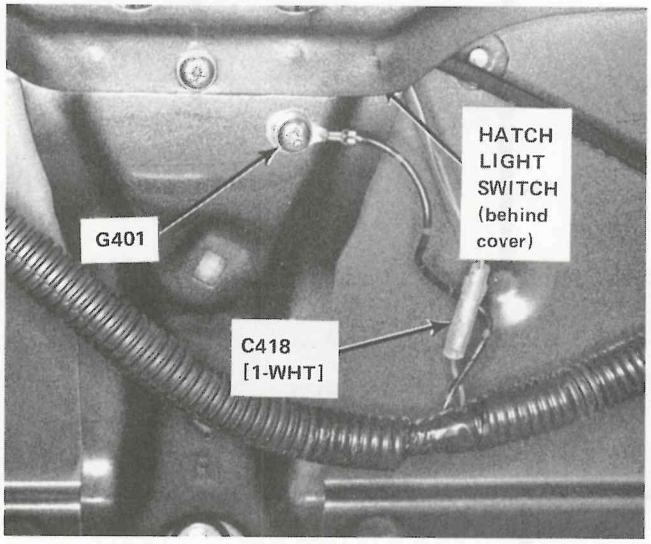
10. Right Rear of Hatch, Behind Access Panel



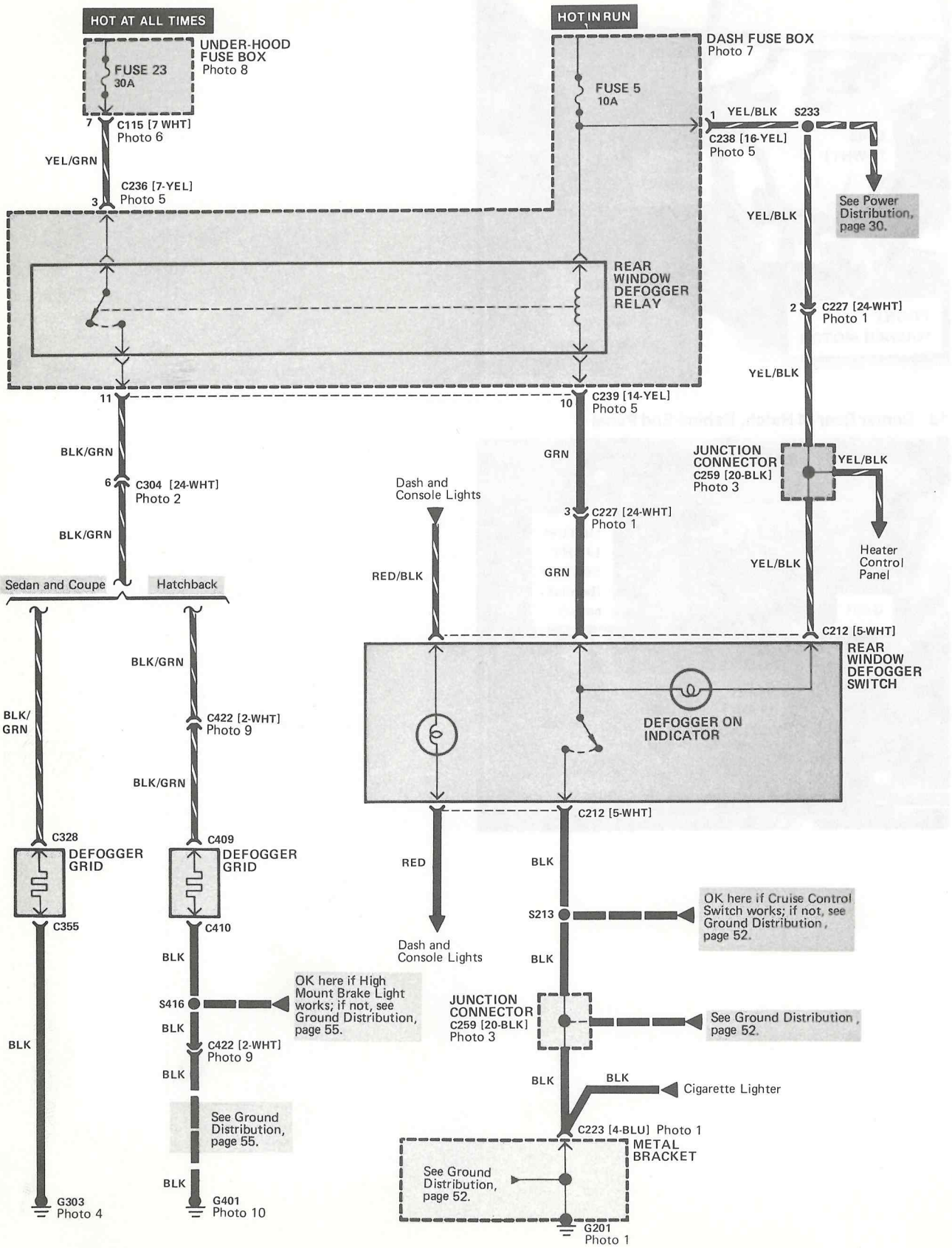
11. Behind Lower Left Corner of Bumper



12. Center Rear of Hatch, Behind End Panel



Rear Window Defogger
- Circuit Schematic

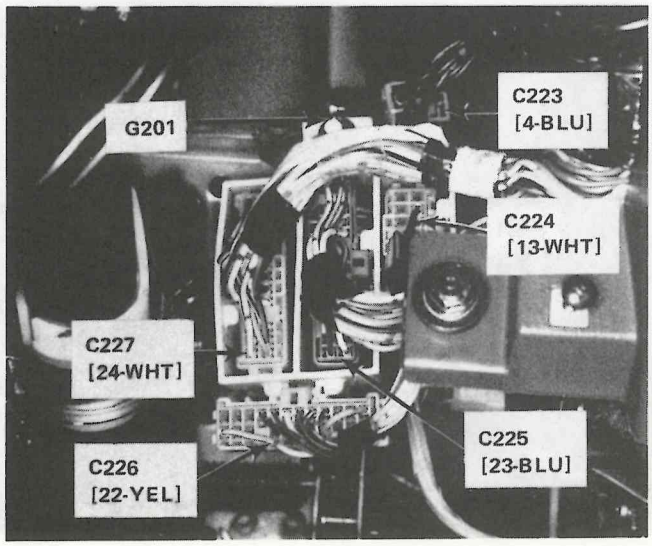


How The Circuit Works

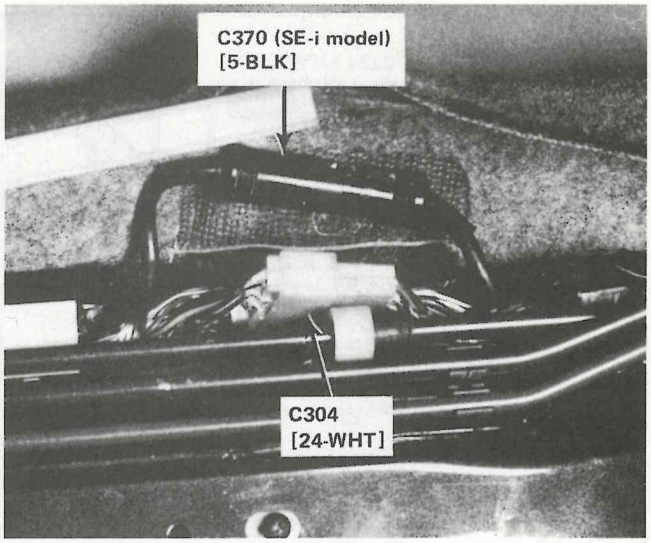
The defogger operates when voltage is applied to the defogger grid on the surface of the rear window. The grid heats the back window to remove interior fog from the glass.

When you turn the defogger switch in "On", two things happen: The "Defogger On" indicator lights up and the defogger operates. With the ignition switch in "Run," voltage is applied to the coil of the defogger relay and the indicator light. When the rear defogger switch is pushed, a ground is provided for the relay coil and the indicator light. The relay contacts close and apply voltage to the defogger grid: The grid heats up and the indicator light goes on.

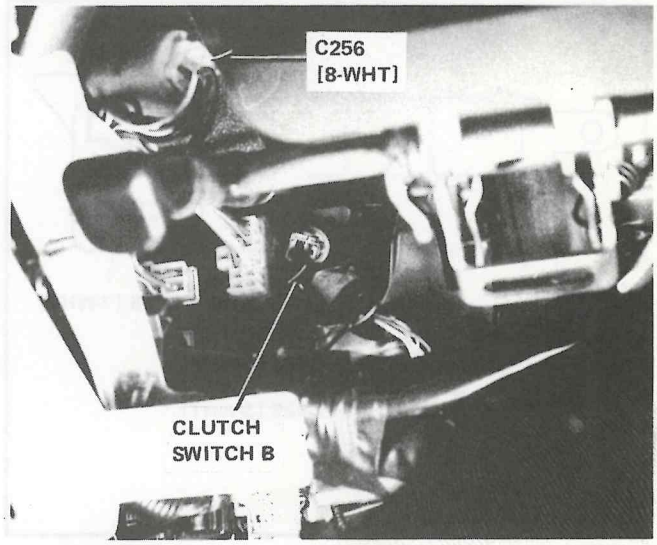
1. Under Left Side of Dash, Right of Steering Column



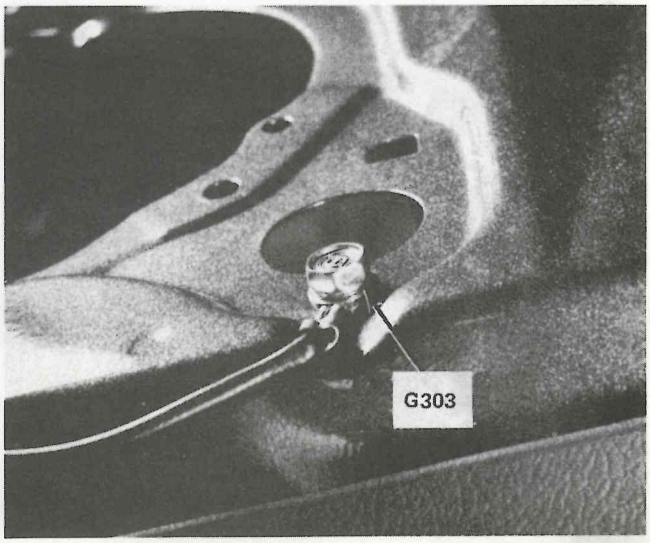
2. Under Carpet, Next to Driver's Seat



3. Under Left Side of Dash, Left of Steering Column

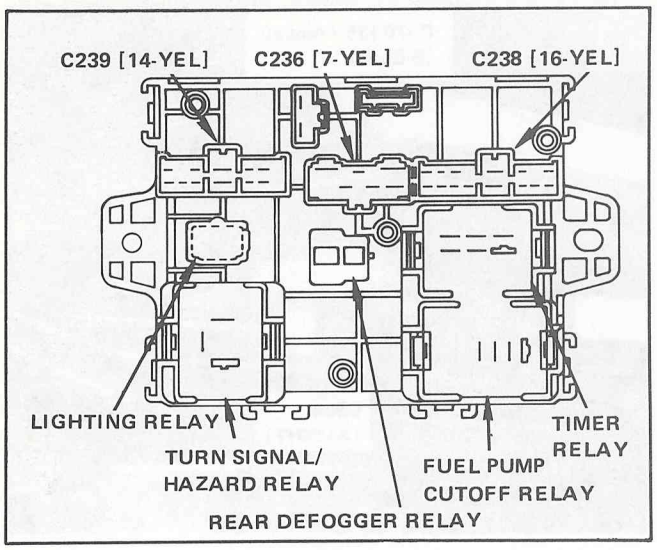


4. Under Carpet, in Right Rear Side of Rear Deck

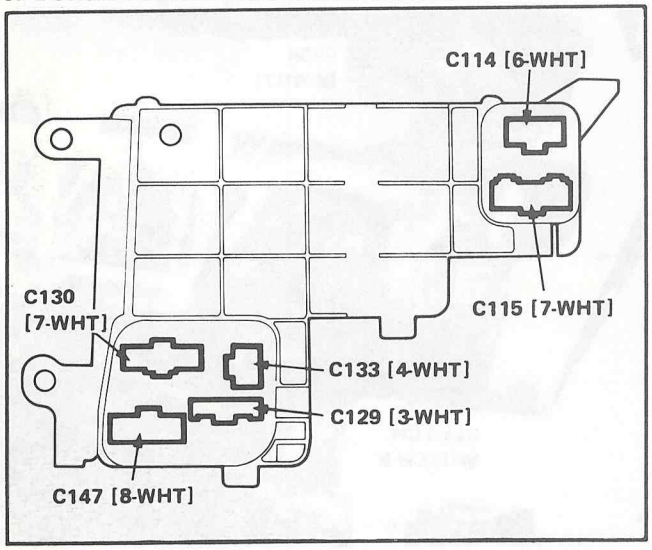


Rear Window Defogger

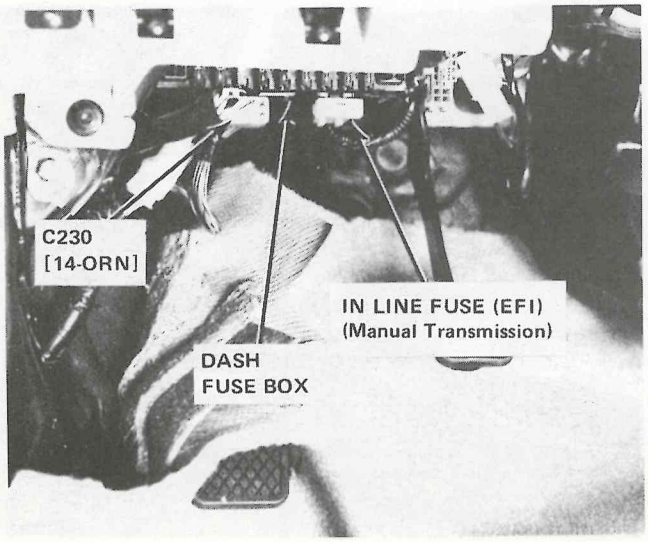
5. Rear View of Dash Fuse Box



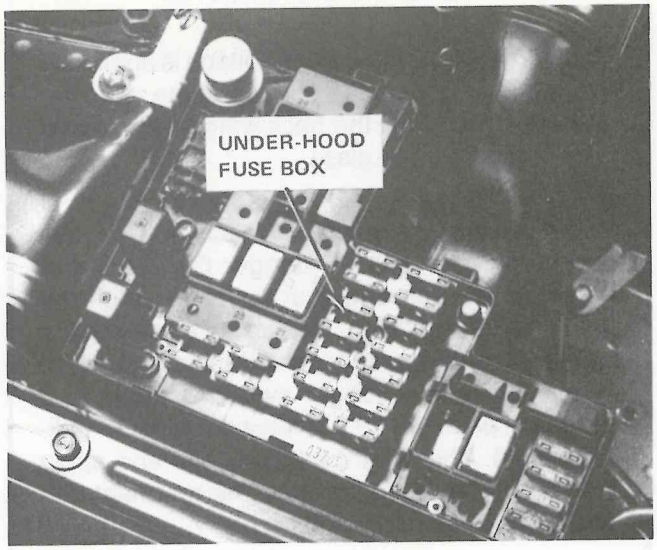
6. Bottom View of Under-hood Fuse Box



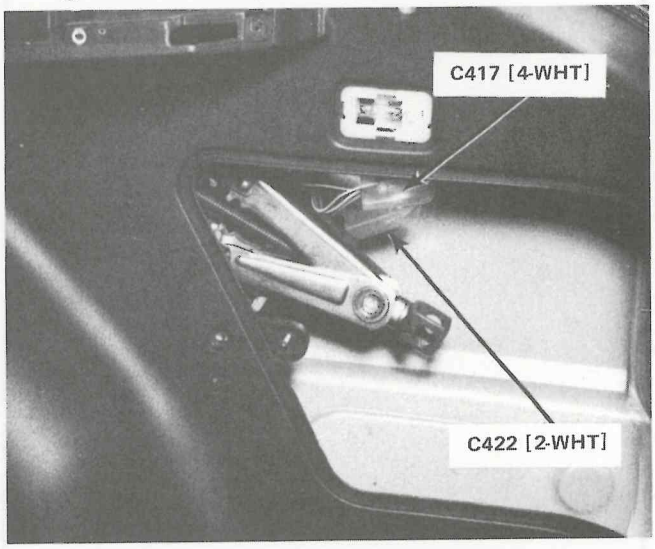
7. Under Left Side of Dash, Left of Steering Column



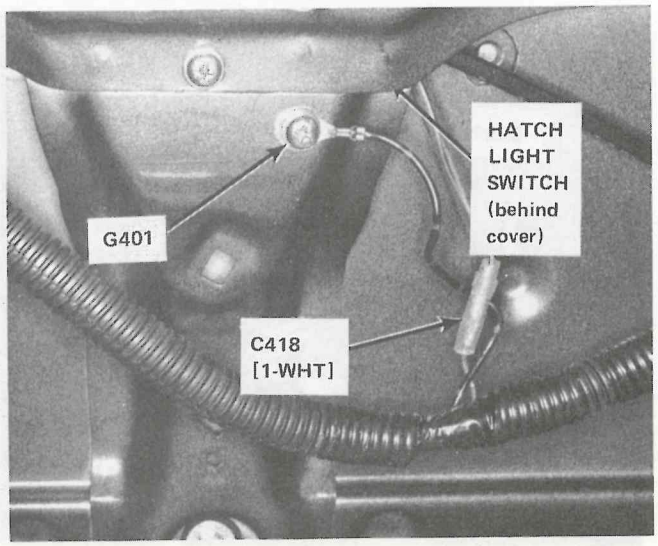
8. Right Side of Engine Compartment, on Inner Fender Panel



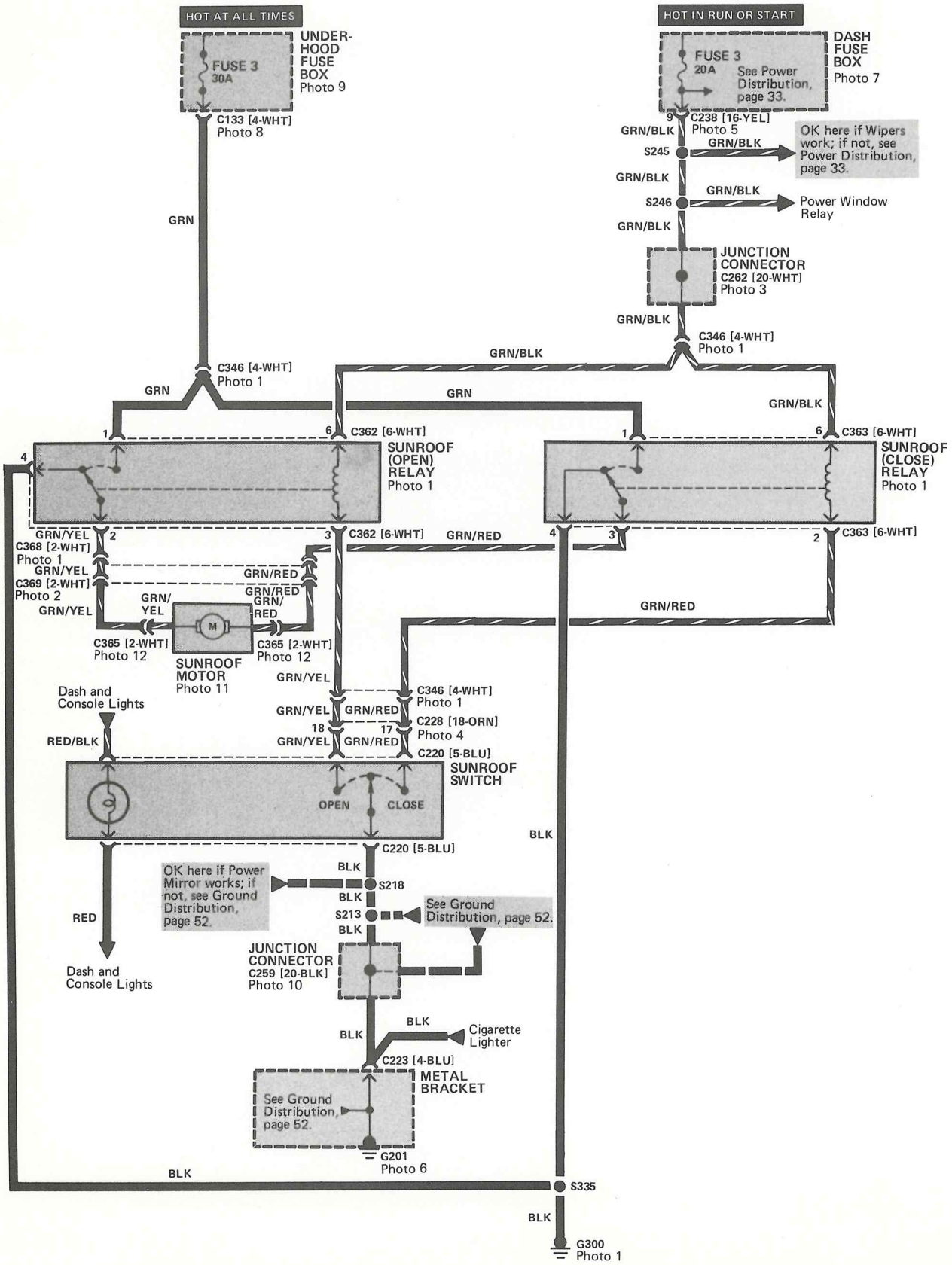
9. Right Rear of Hatch, Behind Access Panel



10. Center Rear of Hatch, Behind End Panel



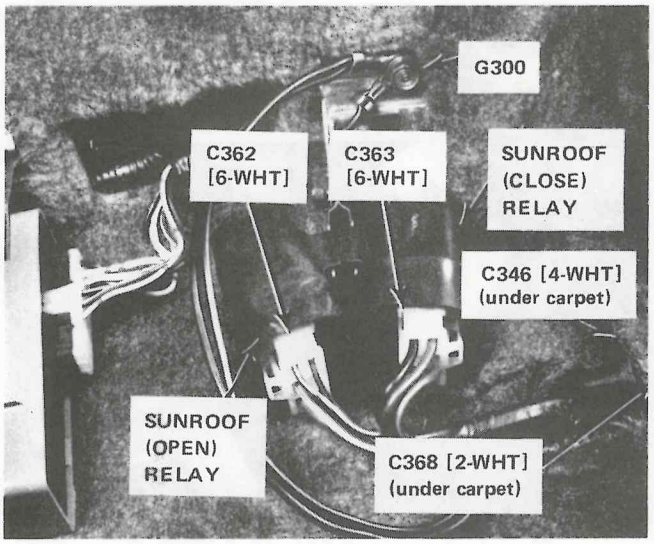
Sunroof
- Circuit Schematic



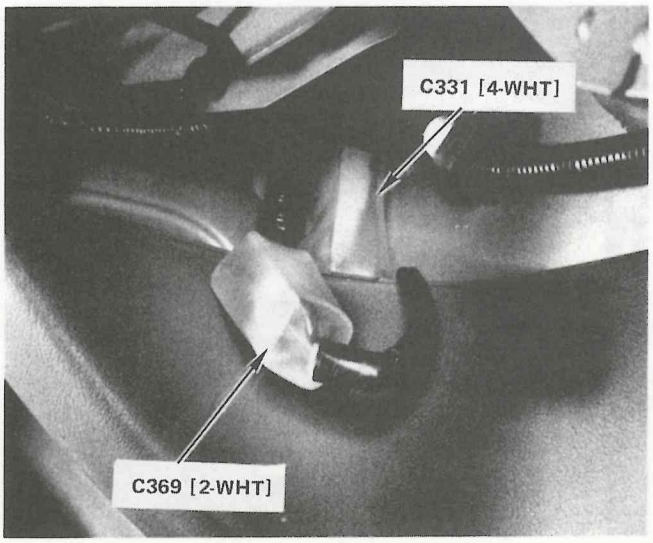
How The Circuit Works

With the ignition switch in "Run" or "Start," voltage is applied to each relay coil. When the sunroof switch is moved to open the sunroof, a path to ground is provided for the sunroof (open) relay coil. The relay contacts close and voltage is applied to the sunroof motor. Ground for the motor is provided through the contacts of the sunroof (close) relay. The sunroof motor operates to open the sunroof. When the sunroof switch is moved to close the sunroof, the current path is reversed and the motor operates in the reverse direction.

1. Under Right Front Seat

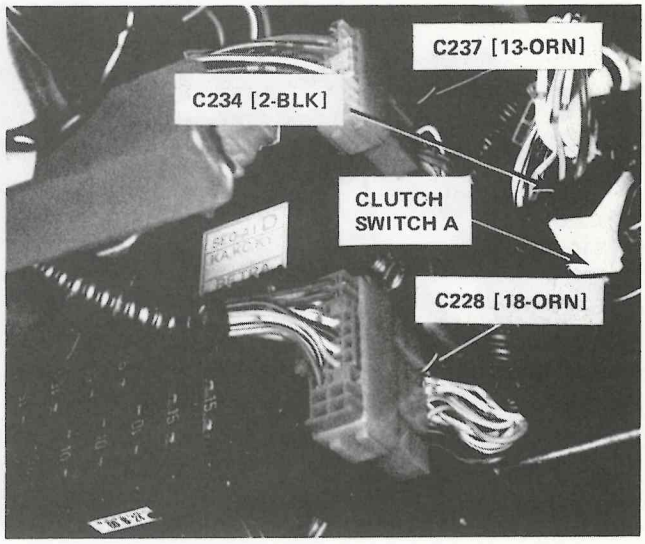


2. Right Front of Trunk, Near Speaker.

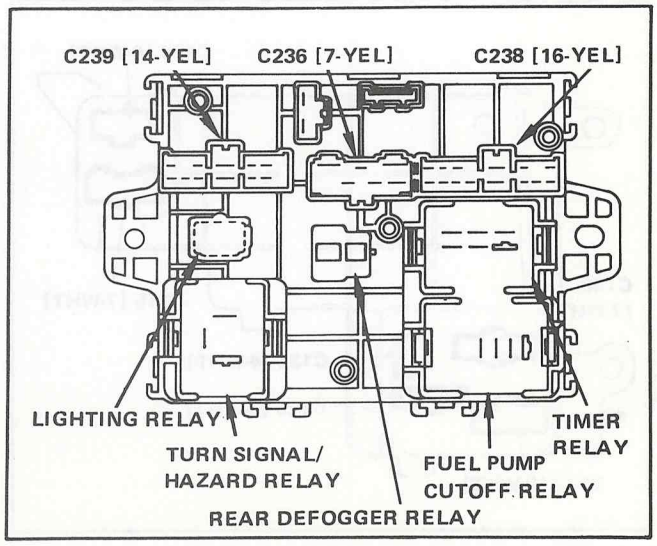


3. Under Right Side of Dash, Behind Blower Assembly

4. Under Left Side of Dash, on Right Side of Dash Fuse Box

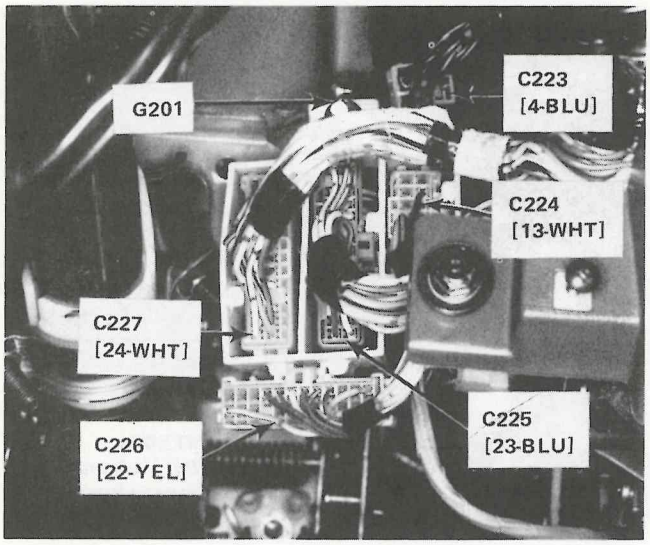


5. Rear View of Dash Fuse Box

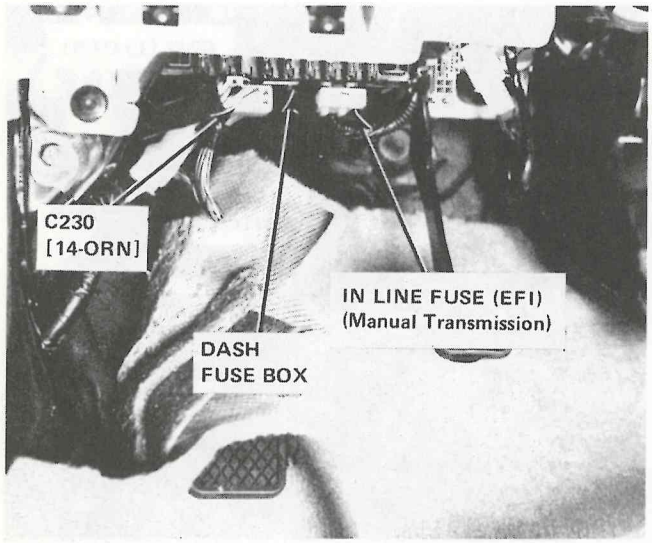


Sunroof

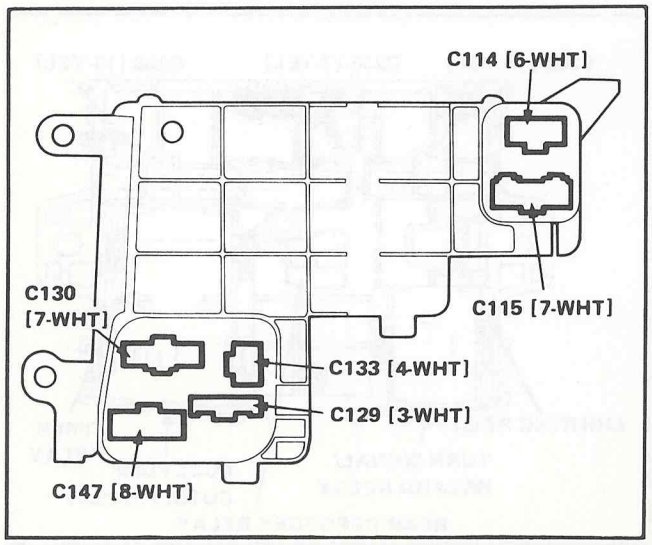
6. Under Left Side of Dash, Right of Steering Column



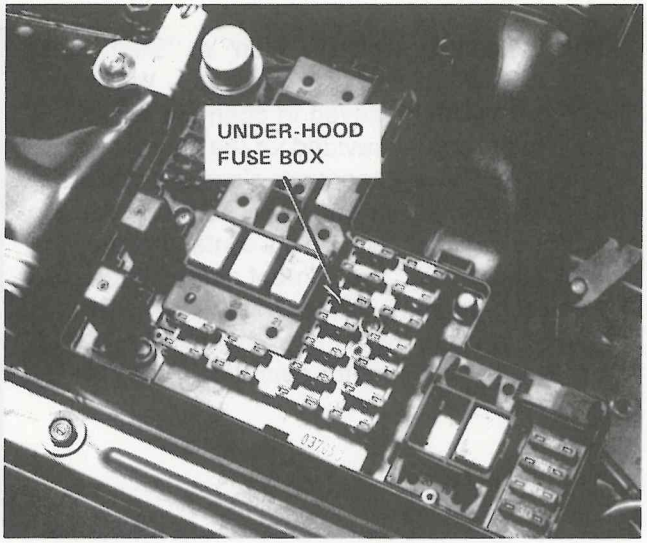
7. Under Left Side of Dash, Left of Steering Column



8. Bottom View of Under-hood Fuse Box

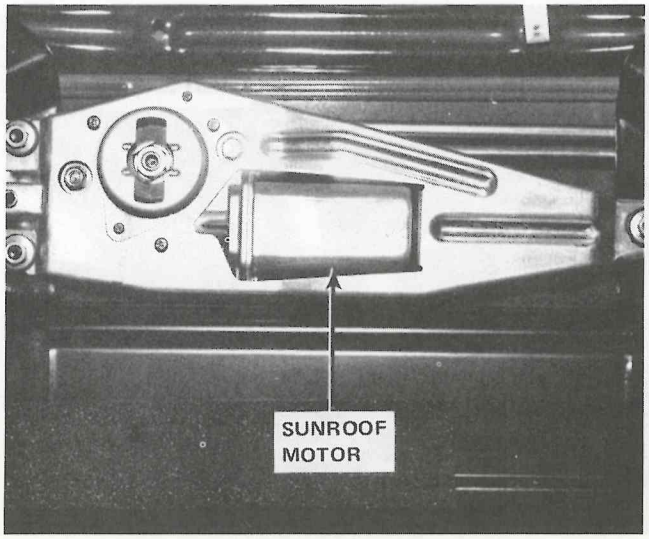


9. Right Side of Engine Compartment, on Inner Fender Panel

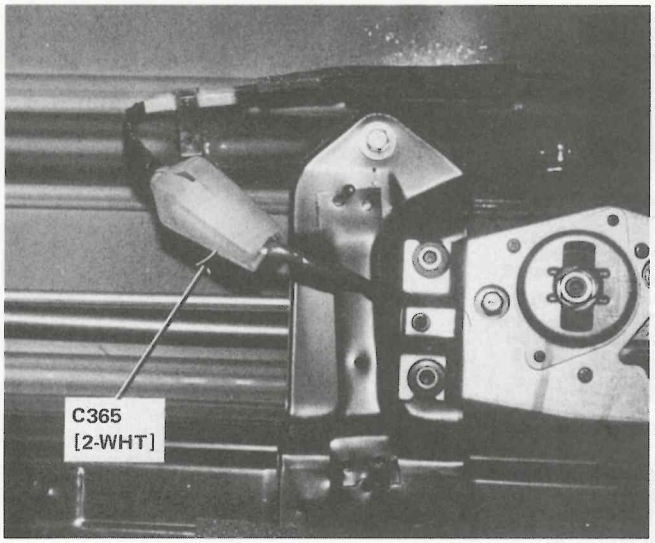


10. Left Side of Dash, Behind I/P

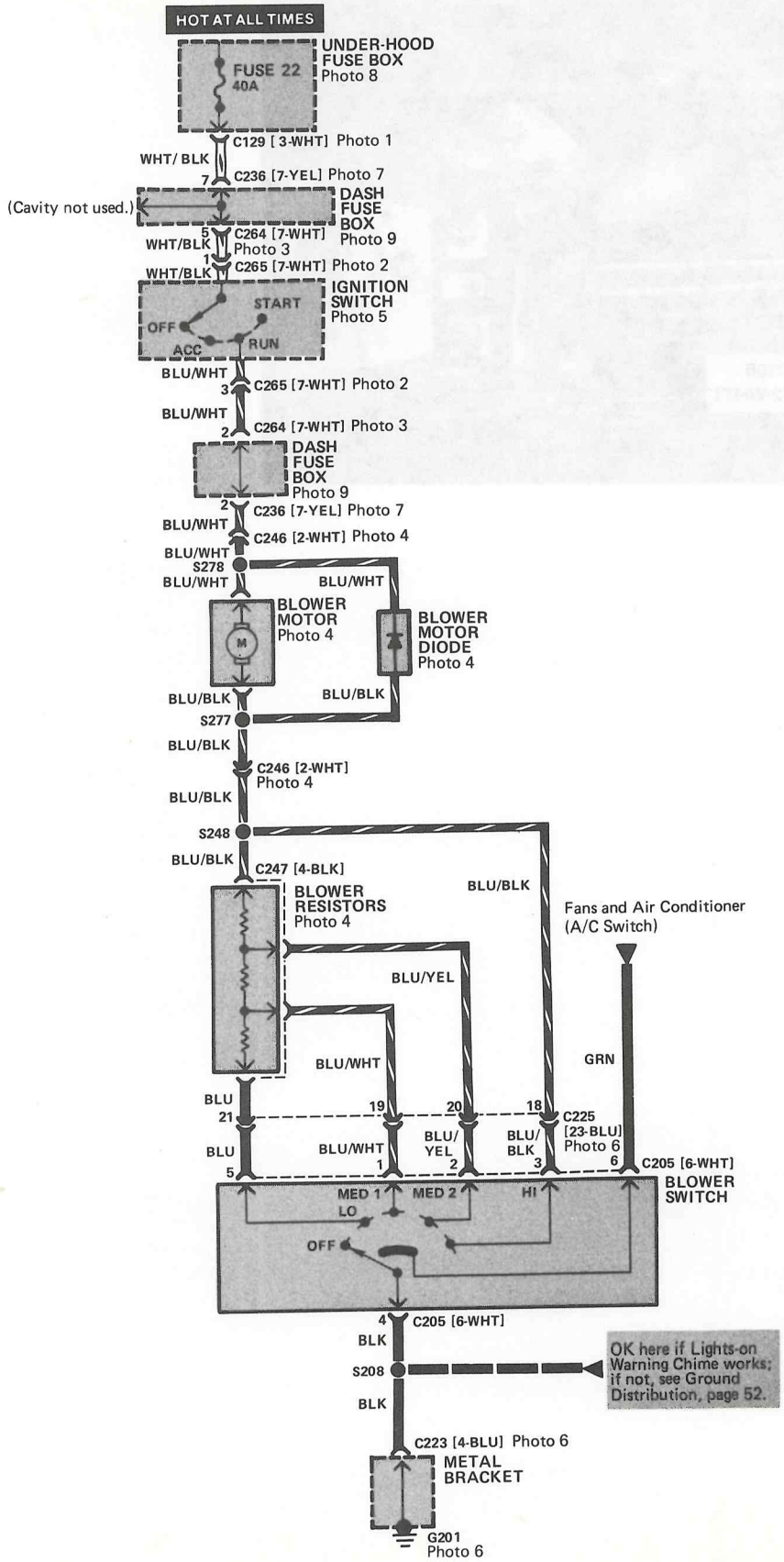
11. Rear of Ceiling, above Headliner



12. Left Rear of Ceiling, above Headliner



Blower
- Circuit Schematic



How The Circuit Works

The blower switch regulates the speed of the four speed blower motor. The switch can be set to "Lo," "Med 1," "Med 2," or "Hi."

The position of the blower switch determines the path to ground for the current flowing through the blower motor. With the switch in "Lo," three resistors are included in the circuit. With the switch in "Med 1," two resistors are included in the circuit. With the switch in "Med 2," one resistor is included in the circuit. The resistors drop a portion of the circuit voltage, slowing the motor speed. With the switch set to "Hi," no resistors are included in the circuit. Most of the circuit voltage is dropped across the motor, causing it to run at high speed.

Lo Setting

With the ignition switch in "Run," voltage is applied through the fuse to the blower motor. With the blower switch set to "Lo," current flows through the blower motor, all of the blower resistors and the "Lo" contacts of the blower switch to ground. The motor runs at the slowest speed.

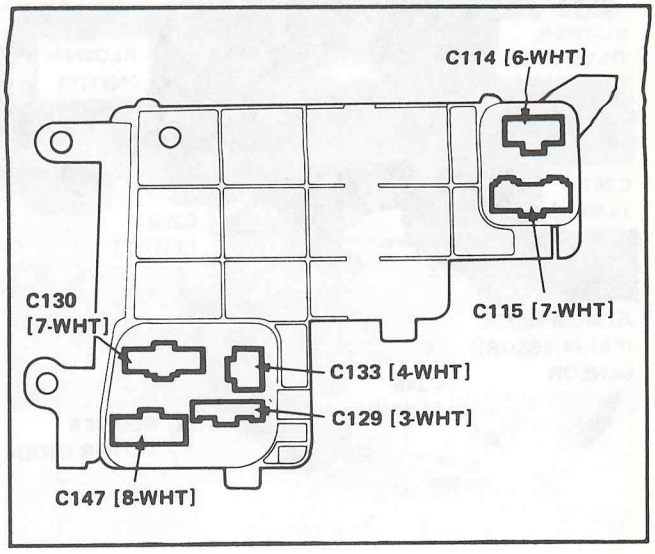
Med and Hi Settings

With the ignition switch in "Run," voltage is applied through fuse 22 to the blower motor. With the blower switch set to "Med 1," current flows through the fuse, the blower motor, two blower resistors, and the "Med 1" contacts of the blower switch to ground. The motor runs at low speed.

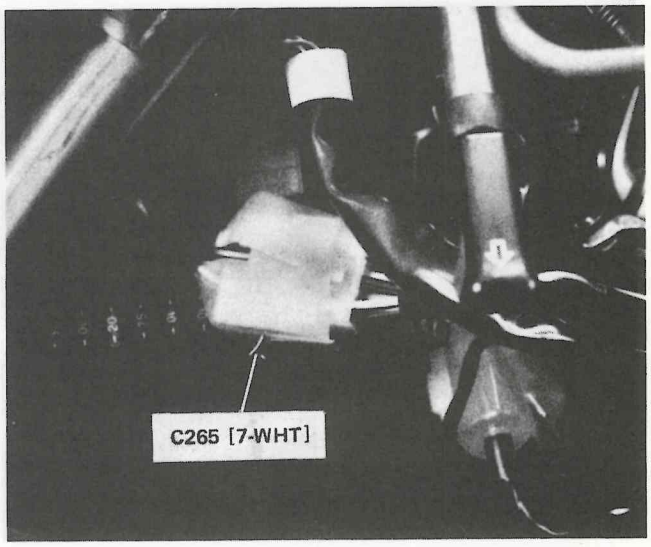
When you set the blower switch to "Med 2," current flows through the fuse, the blower motor, one blower resistor, and the "Med 2" contacts of the blower switch to ground. The motor runs at medium speed.

When you set the blower switch to "Hi," current flows through the fuse, the blower motor, and the "Hi" contacts of the blower switch to ground. The motor runs at high speed.

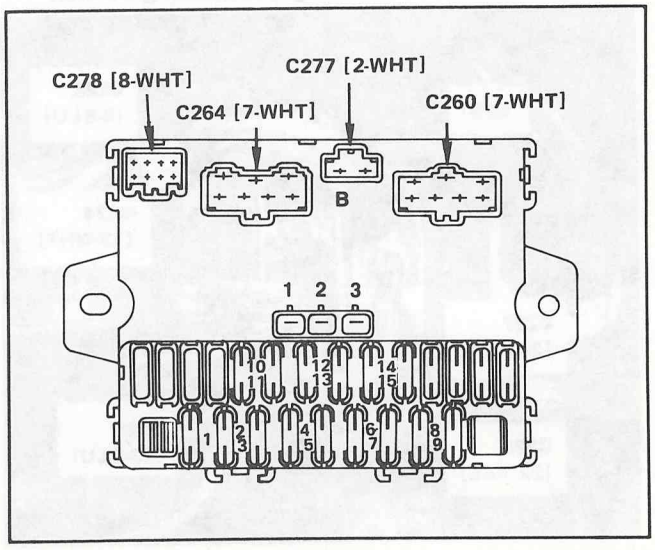
1. Bottom View of Under-hood Fuse Box



2. Under Left Side of Dash, Left of Steering Column

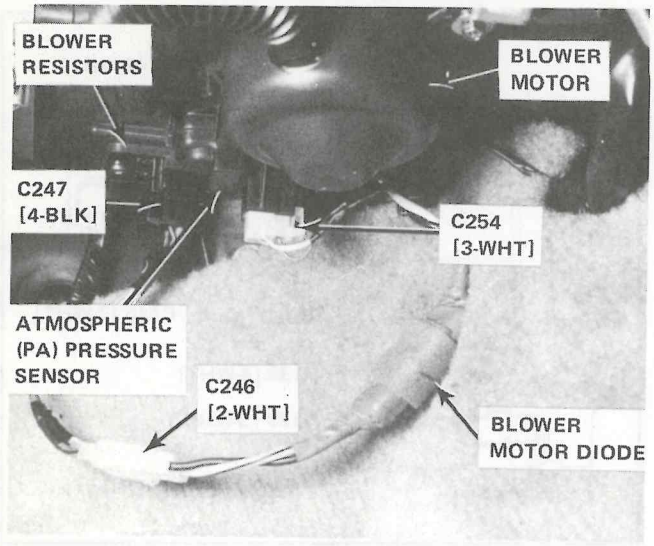


3. Front View of Dash Fuse Box

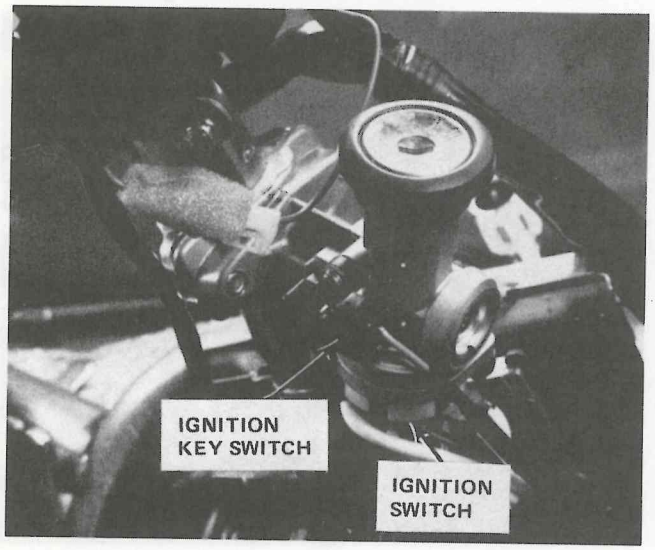


Blower

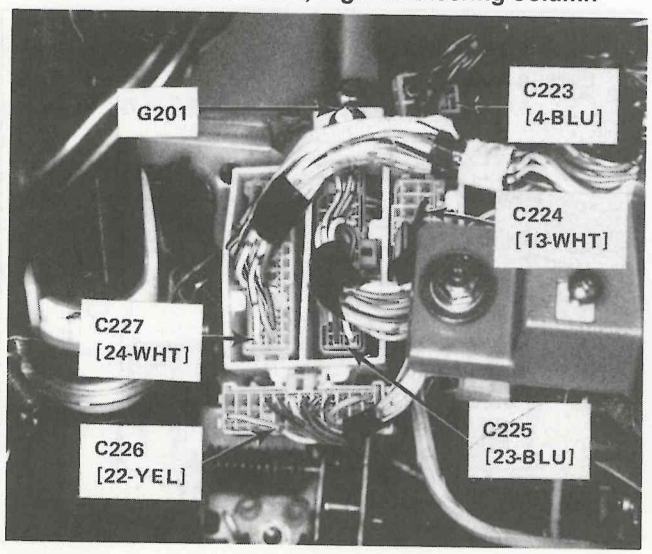
4. Under Right Side of Dash, at Kick Panel



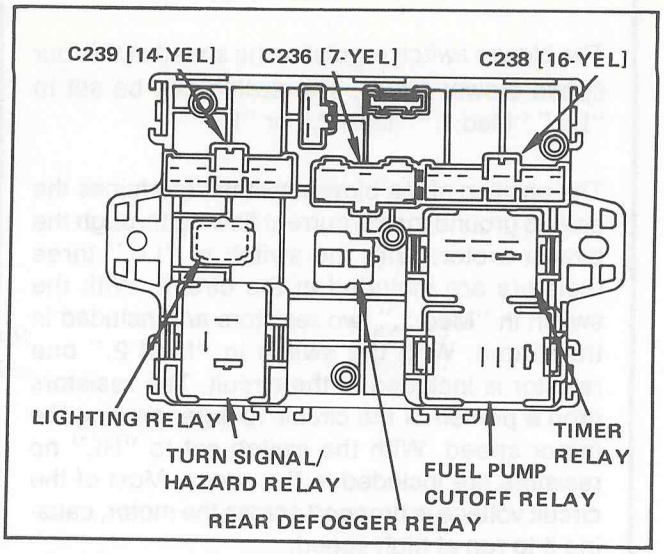
5. Top Right Side of Steering Column



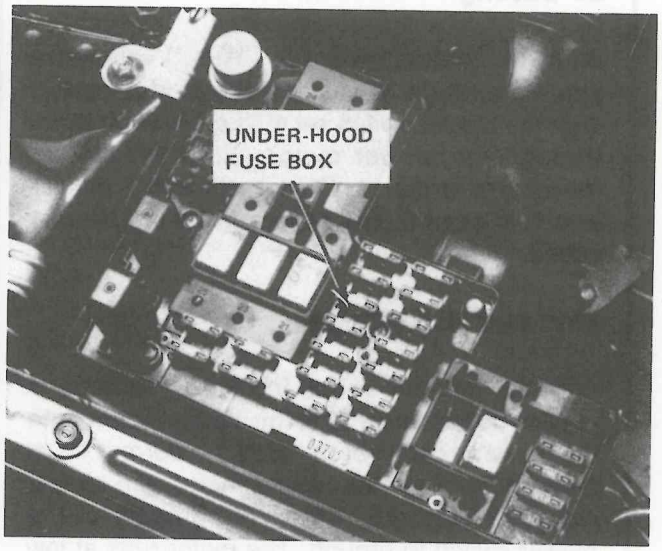
6. Under Left Side of Dash, Right of Steering Column



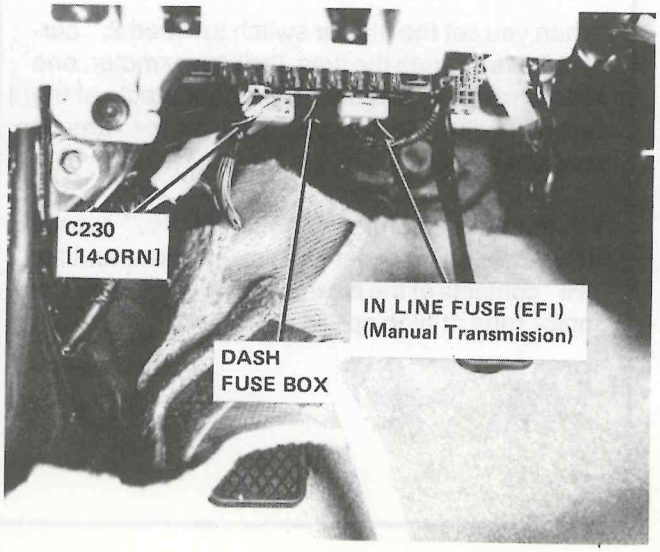
7. Rear View of Dash Fuse Box



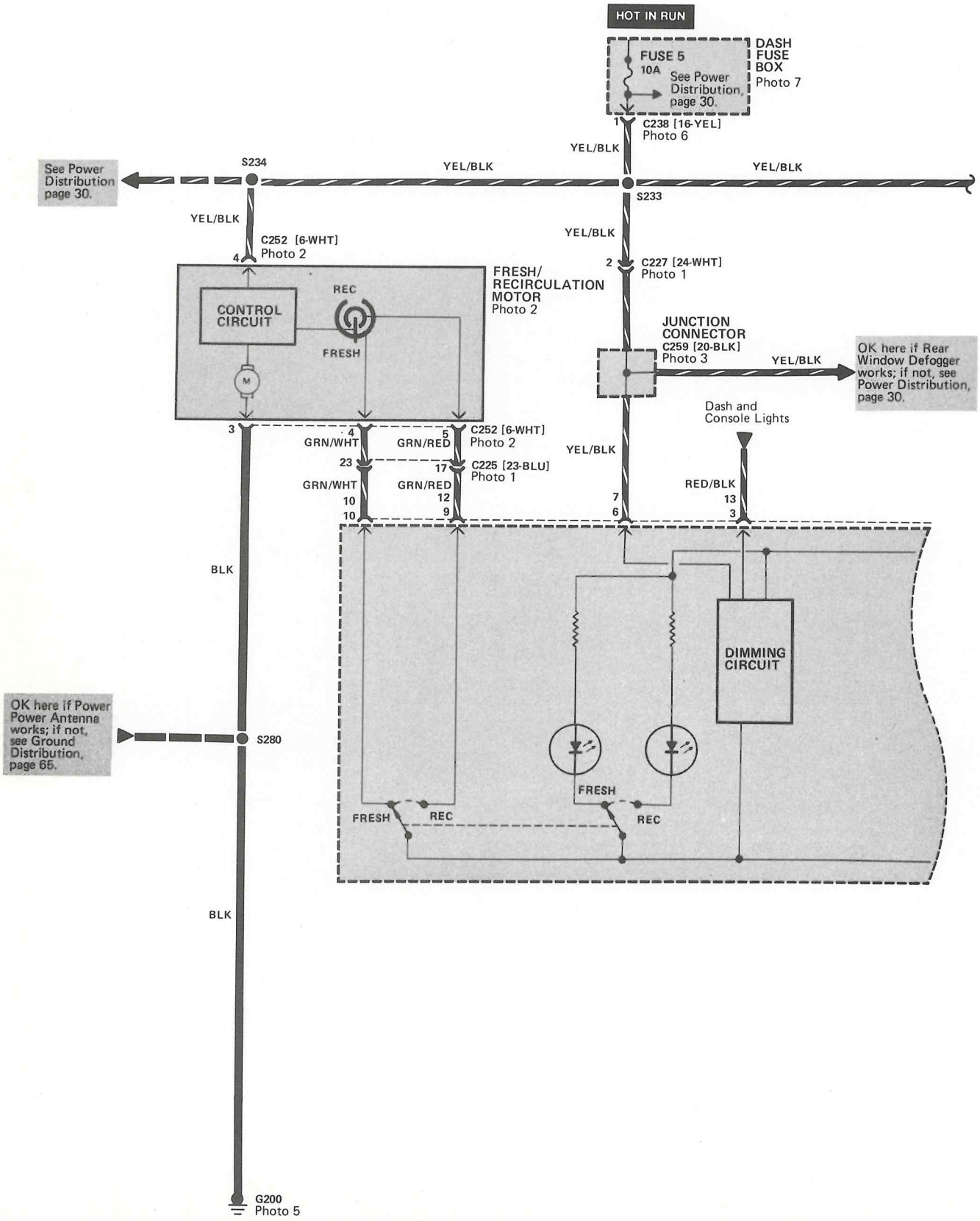
8. Right Side of Engine Compartment, on Inner Fender Panel

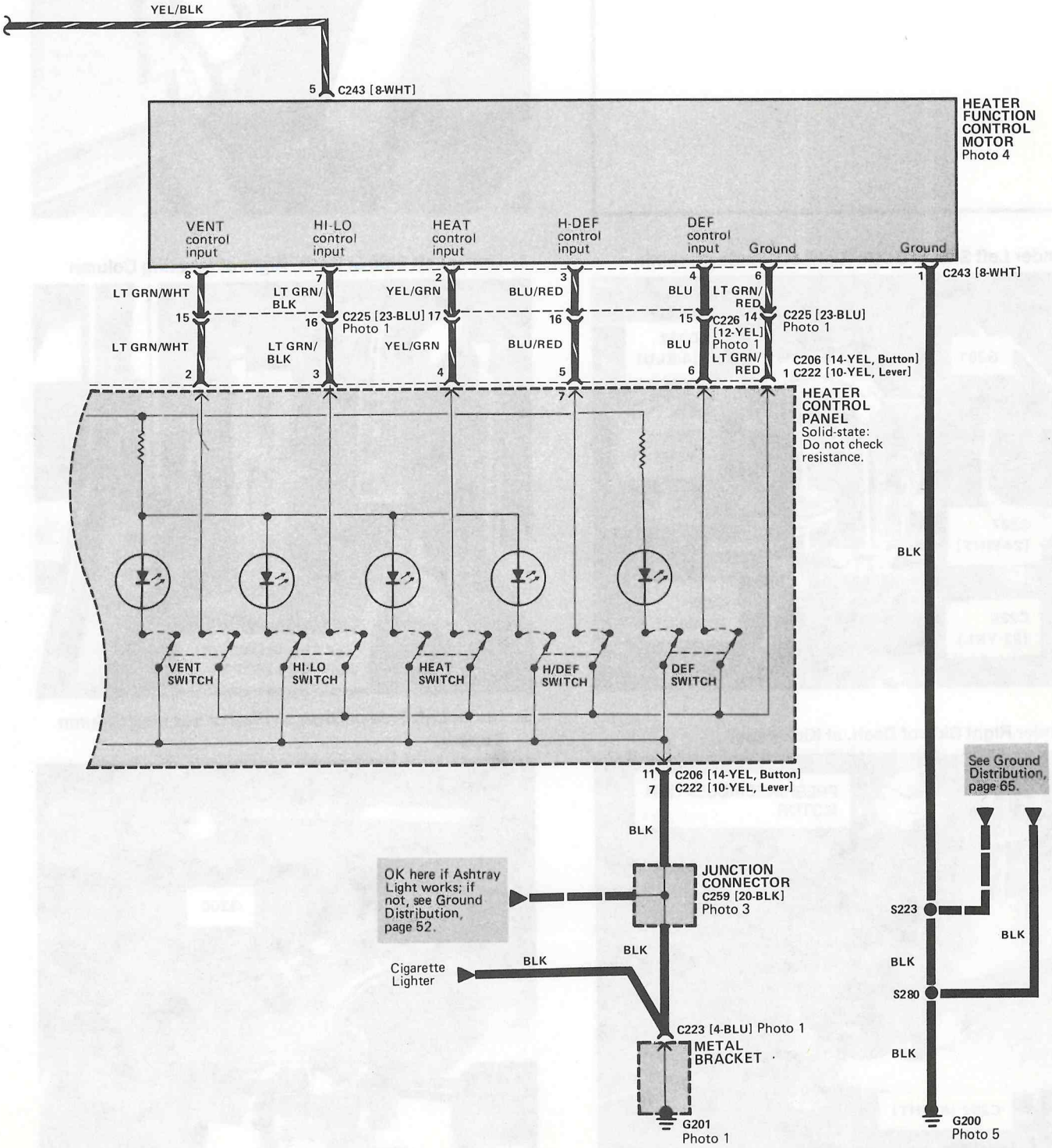


9. Under Left Side of Dash, Left of Steering Column



Heater Controls
- Circuit Schematic



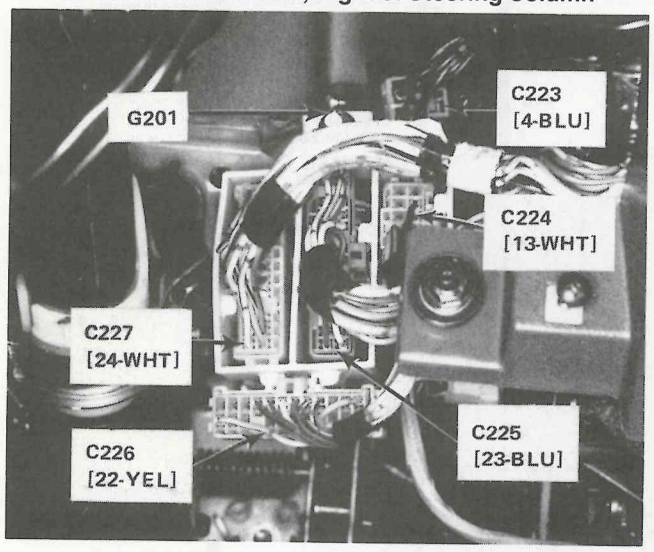

YEL/BLK
5 C243 [8-WHT]
HEATER FUNCTION CONTROL MOTOR
Photo 4
VENT control input
HI-LO control input
HEAT control input
H-DEF control input
DEF control input
Ground
Ground
1 C243 [8-WHT]
8 LT GRN/WHT
7 LT GRN/BLK
2 YEL/GRN
3 BLU/RED
4 BLU
6 LT GRN/RED
15 LT GRN/WHT
16 C225 [23-BLU] 17 Photo 1
16 BLU/RED
15 BLU
C226 14 [12-YEL] Photo 1
C225 [23-BLU] Photo 1
LT GRN/BLK
YEL/GRN
LT GRN/RED
2
3
4
5
6
C206 [14-YEL, Button]
1 C222 [10-YEL, Lever]
7
HEATER CONTROL PANEL
Solid-state: Do not check resistance.
BLK
VENT SWITCH
HI-LO SWITCH
HEAT SWITCH
H/DEF SWITCH
DEF SWITCH
11 C206 [14-YEL, Button]
7 C222 [10-YEL, Lever]
See Ground Distribution, page 65.
BLK
OK here if Ashtray Light works; if not, see Ground Distribution, page 52.
JUNCTION CONNECTOR
C259 [20-BLK]
Photo 3
S223
BLK
BLK
BLK
Cigarette Lighter
BLK
S280
C223 [4-BLU] Photo 1
METAL BRACKET
BLK
G201
Photo 1
G200
Photo 5

Heater Controls

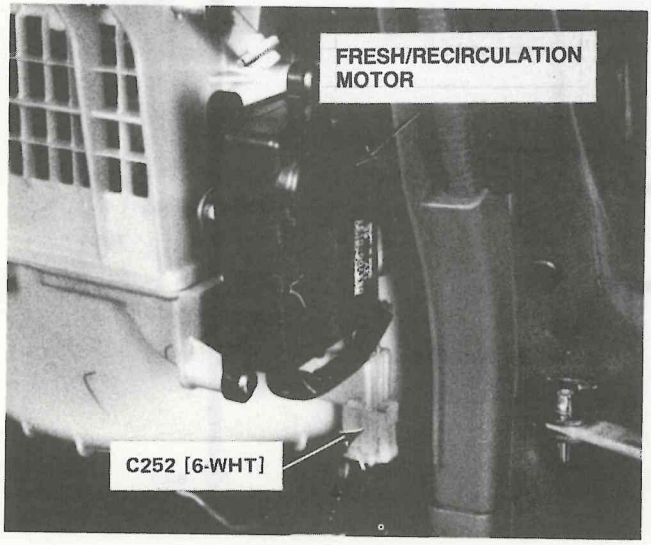
How The Circuit Works

The heating and ventilating system has five modes: "Vent," "Hi-Lo," "Heat," "H/Def," and "Def." In addition to the five modes, you can shut off the air or change the air the system uses (from fresh to recirculated) by using the Rec and Fresh switch.

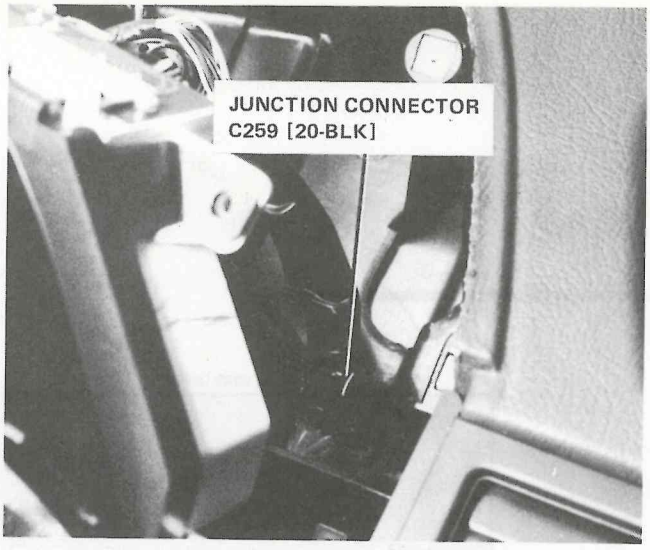
1. Under Left Side of Dash, Right of Steering Column



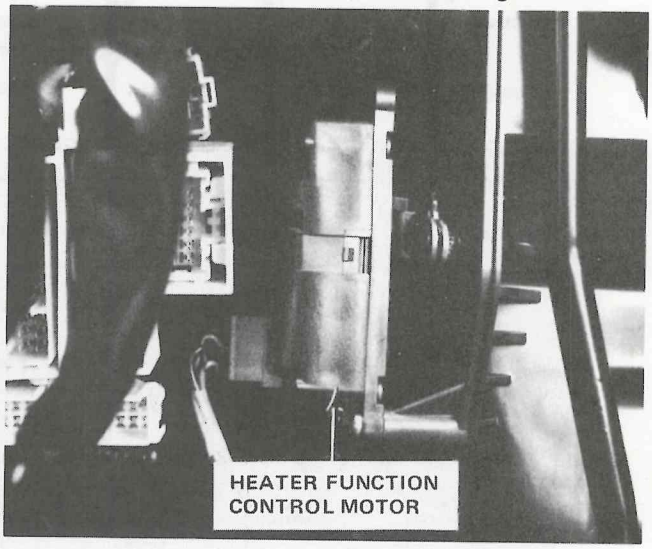
2. Under Right Side of Dash, at Kick Panel



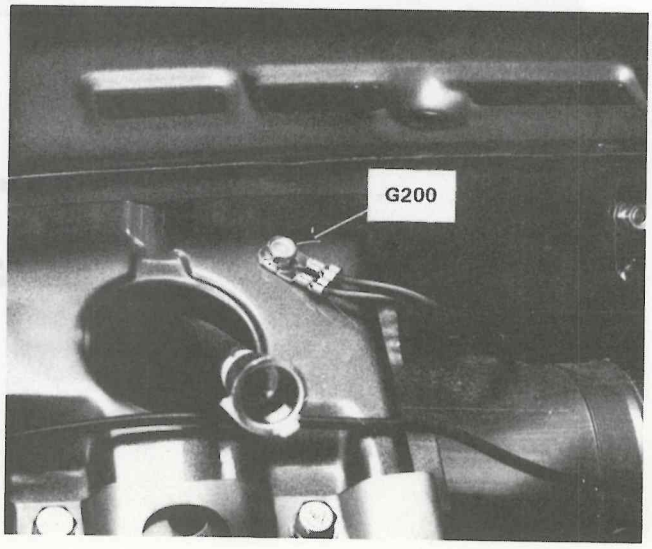
3. Left Side of Dash, Behind I/P



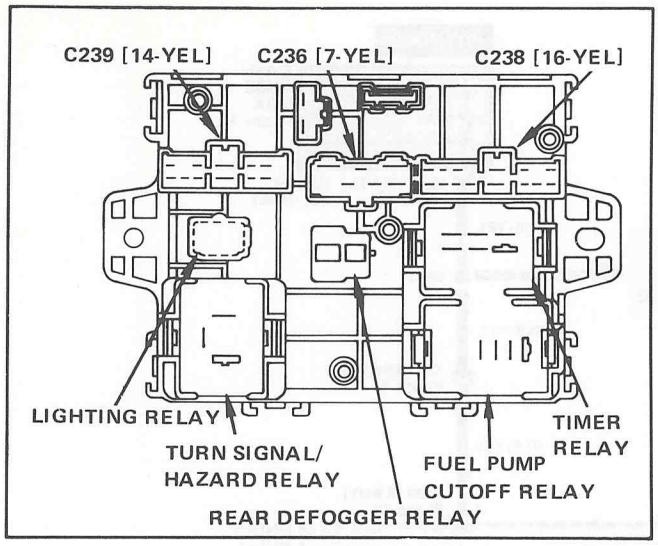
4. Under Left Side of Dash, Right of Steering Column



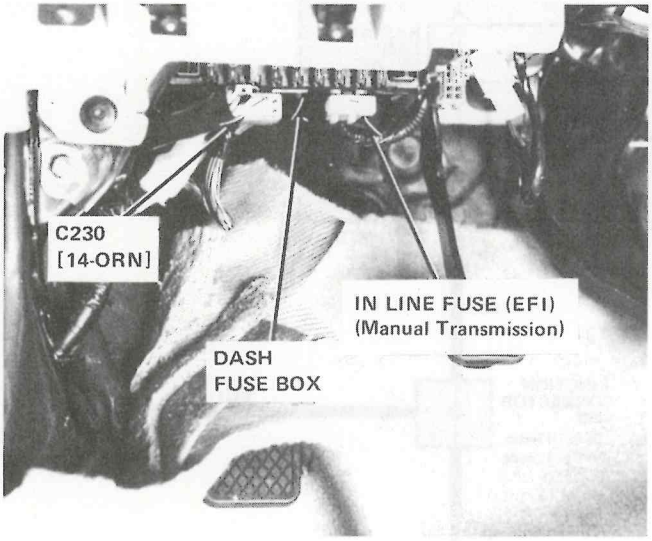
5. Under Left Side of Dash, on Top of Steering Column Support



6. Rear View of Dash Fuse Box

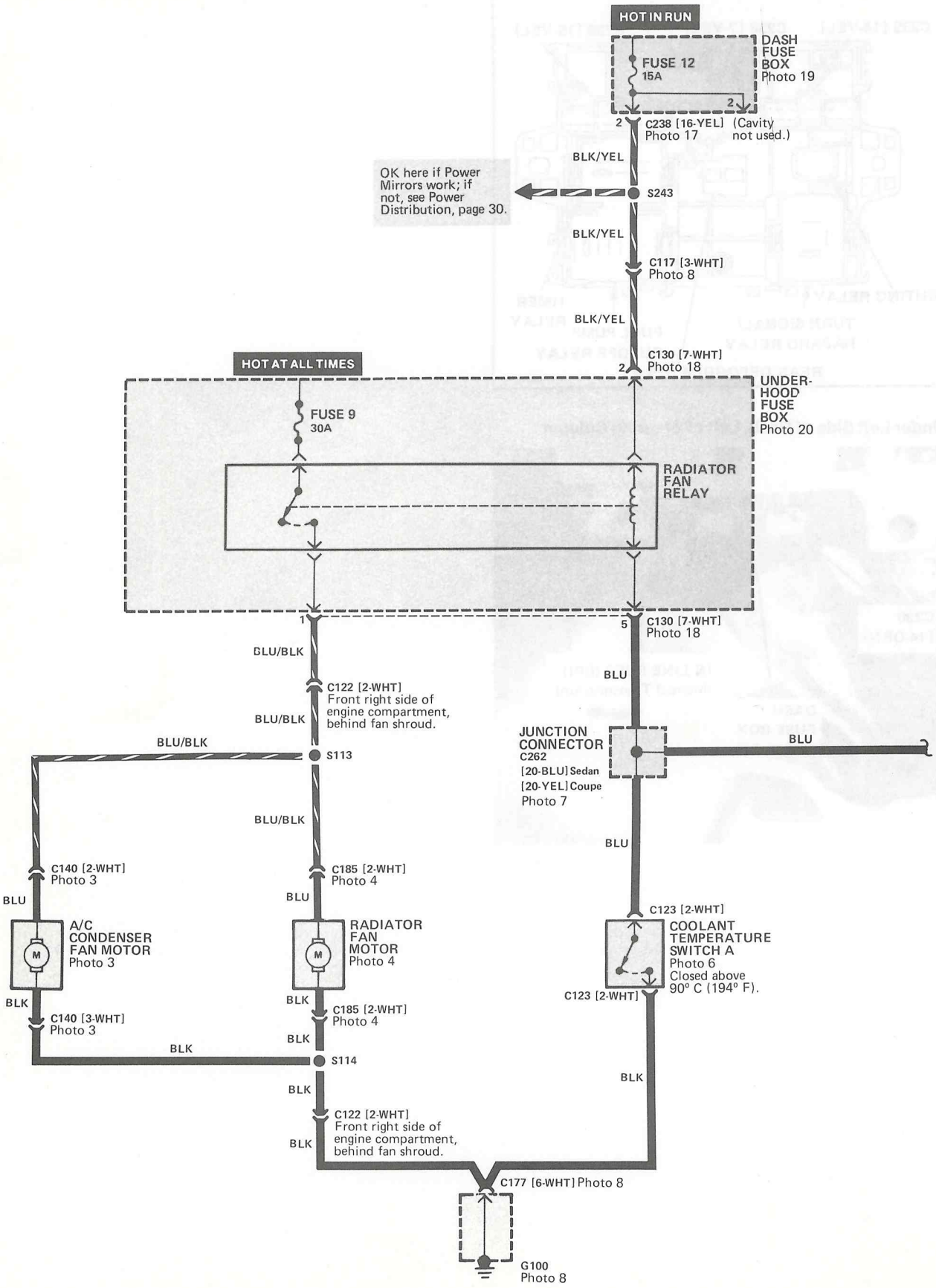


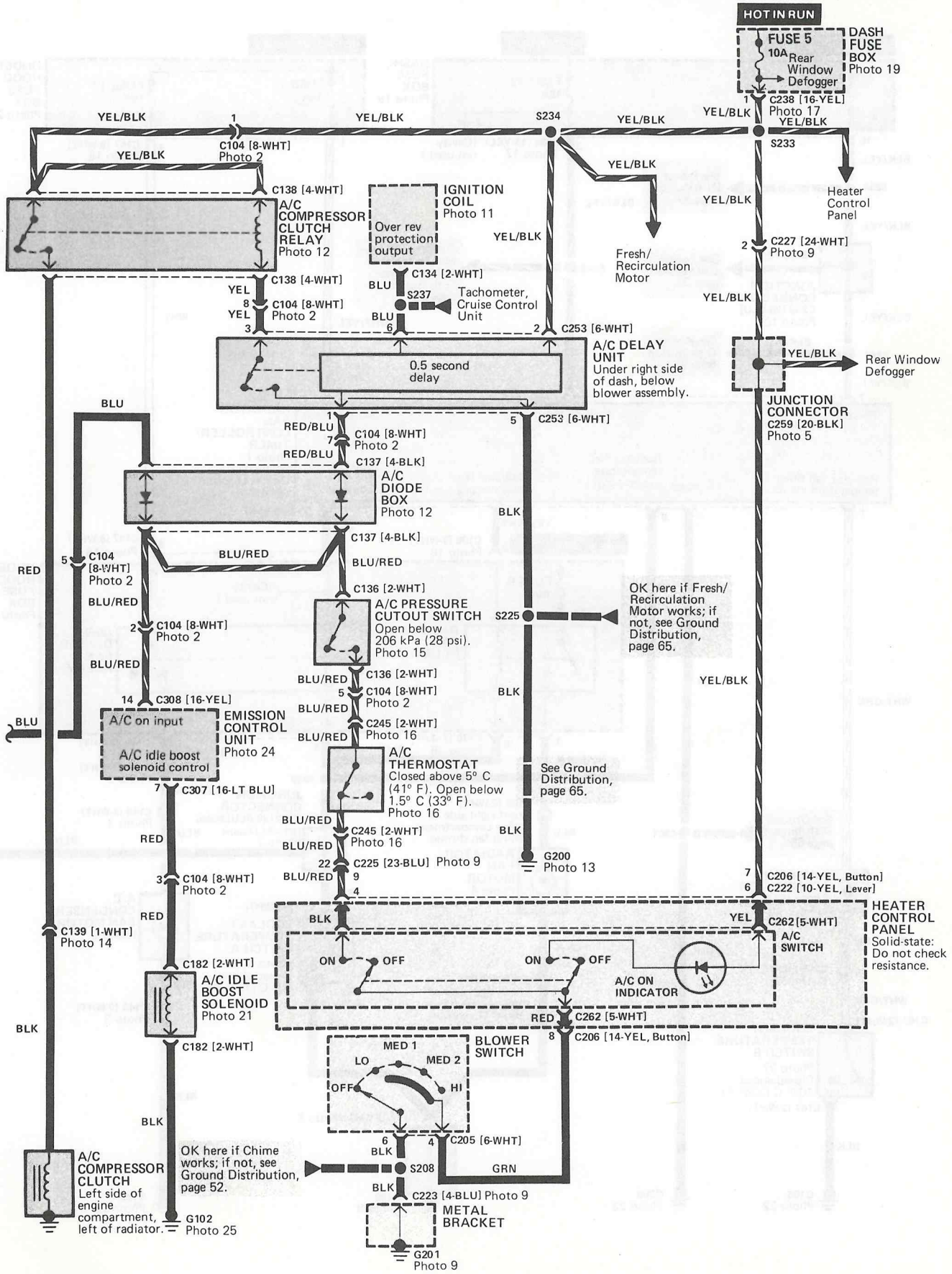
7. Under Left Side of Dash, Left of Steering Column



Fans and Air Conditioner (Carb)

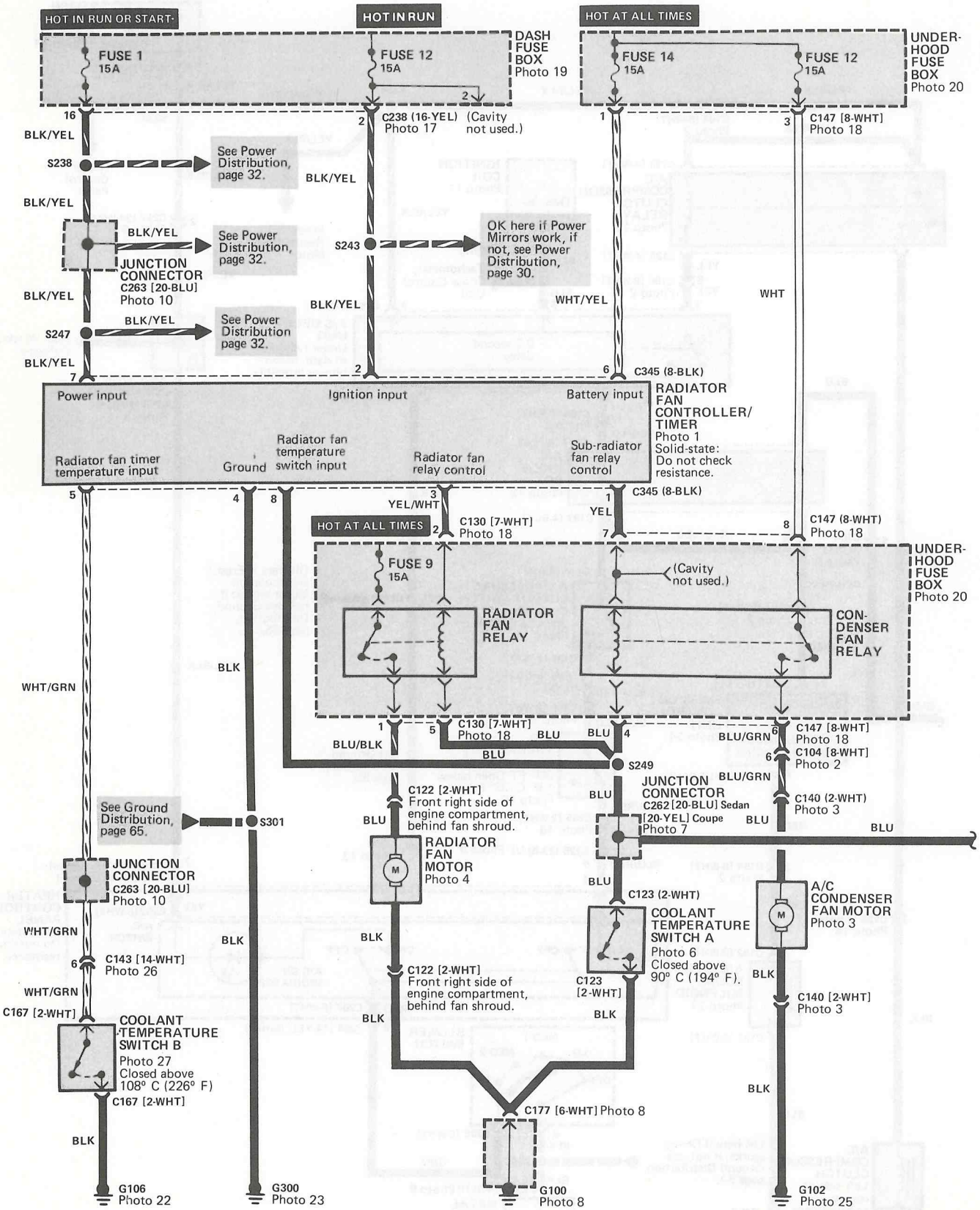
- Circuit Schematic

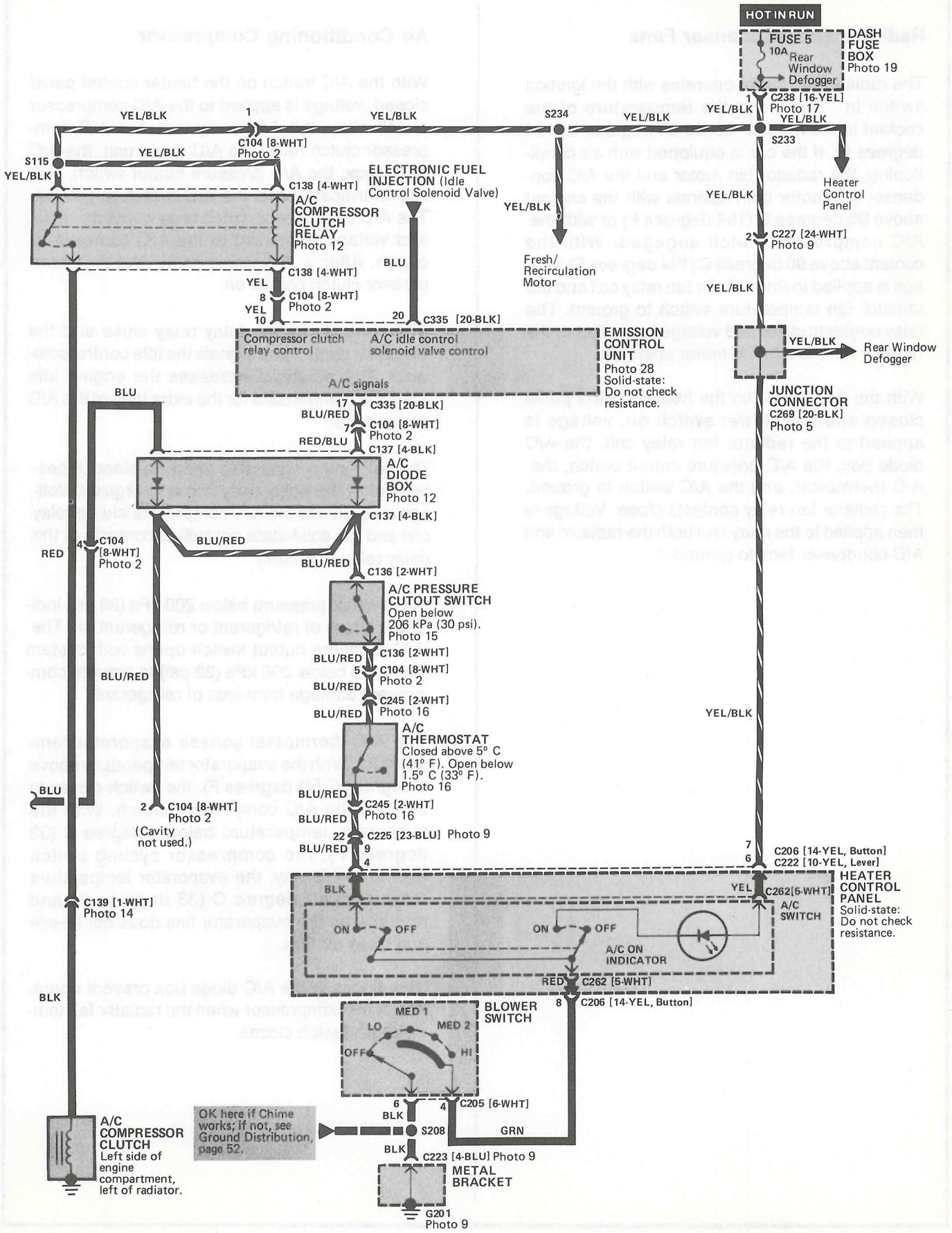



HOT IN RUN
FUSE 5
10A
Rear Window Defogger
DASH FUSE BOX
Photo 19
C238 [16-YEL]
Photo 17
YEL/BLK
S234
S233
C104 [8-WHT]
Photo 2
C138 [4-WHT]
A/C COMPRESSOR CLUTCH RELAY
Photo 12
IGNITION COIL
Photo 11
Over rev protection output
Fresh/ Recirculation Motor
Heater Control Panel
C227 [24-WHT]
Photo 9
C134 [2-WHT]
S237
Tachometer, Cruise Control Unit
C253 [6-WHT]
A/C DELAY UNIT
Under right side of dash, below blower assembly.
0.5 second delay
Rear Window Defogger
JUNCTION CONNECTOR
C259 [20-BLK]
Photo 5
RED/BLU
C137 [4-BLK]
A/C DIODE BOX
Photo 12
BLU/RED
C136 [2-WHT]
A/C PRESSURE CUTOUT SWITCH
Open below 206 kPa (28 psi).
Photo 15
S225
OK here if Fresh/ Recirculation Motor works; if not, see Ground Distribution, page 65.
C308 [16-YEL]
EMISSION CONTROL UNIT
Photo 24
A/C on input
A/C idle boost solenoid control
C245 [2-WHT]
Photo 16
A/C THERMOSTAT
Closed above 5° C (41° F). Open below 1.5° C (33° F).
Photo 16
See Ground Distribution, page 65.
C307 [16-LT BLU]
C225 [23-BLU] Photo 9
G200
Photo 13
C206 [14-YEL, Button]
C222 [10-YEL, Lever]
HEATER CONTROL PANEL
Solid-state: Do not check resistance.
C262 [5-WHT]
A/C SWITCH
ON
OFF
A/C ON INDICATOR
C139 [1-WHT]
Photo 14
C182 [2-WHT]
A/C IDLE BOOST SOLENOID
Photo 21
BLOWER SWITCH
MED 1
LO
MED 2
OFF
HI
C205 [6-WHT]
S208
OK here if Chime works; if not, see Ground Distribution, page 52.
C223 [4-BLU] Photo 9
METAL BRACKET
G201
Photo 9
A/C COMPRESSOR CLUTCH
Left side of engine compartment, left of radiator.
G102
Photo 25

Fans and Air Conditioner (EFI)

- Circuit Schematic




HOT IN RUN
FUSE 5
10A
Rear Window Defogger
DASH FUSE BOX
Photo 19
C238 [16-YEL]
Photo 17
YEL/BLK
S234
S233
C104 [8-WHT]
Photo 2
S115
C138 [4-WHT]
ELECTRONIC FUEL INJECTION (Idle Control Solenoid Valve)
A/C COMPRESSOR CLUTCH RELAY
Photo 12
Heater Control Panel
C227 [24-WHT]
Photo 9
Fresh/ Recirculation Motor
BLU
YEL
C335 [20-BLK]
Compressor clutch relay control
A/C idle control solenoid valve control
EMISSION CONTROL UNIT
Photo 28
Solid-state: Do not check resistance.
Rear Window Defogger
A/C signals
JUNCTION CONNECTOR
C269 [20-BLK]
Photo 5
BLU/RED
RED/BLU
C137 [4-BLK]
A/C DIODE BOX
Photo 12
RED
C136 [2-WHT]
A/C PRESSURE CUTOUT SWITCH
Open below 206 kPa (30 psi).
Photo 15
C245 [2-WHT]
Photo 16
A/C THERMOSTAT
Closed above 5° C (41° F). Open below 1.5° C (33° F).
Photo 16
C225 [23-BLU] Photo 9
(Cavity not used.)
C206 [14-YEL, Button]
C222 [10-YEL, Lever]
HEATER CONTROL PANEL
Solid-state: Do not check resistance.
C262 [5-WHT]
A/C SWITCH
ON
OFF
A/C ON INDICATOR
C139 [1-WHT]
Photo 14
BLK
GRN
BLOWER SWITCH
MED 1
MED 2
LO
HI
C205 [6-WHT]
S208
OK here if Chime works; if not, see Ground Distribution, page 52.
C223 [4-BLU] Photo 9
METAL BRACKET
G201
Photo 9
A/C COMPRESSOR CLUTCH
Left side of engine compartment, left of radiator.

How The Circuit Works

Radiator and Condenser Fans

The radiator fan motor operates with the ignition switch in "Run" and the temperature of the coolant in the radiator above 90 degrees C (194 degrees F). If the car is equipped with air conditioning, the radiator fan motor and the A/C condenser fan motor both operate with the coolant above 90 degrees C (194 degrees F) or with the A/C compressor clutch engaged. With the coolant above 90 degrees C (194 degrees F), voltage is applied to the radiator fan relay coil and the radiator fan temperature switch to ground. The relay contacts close and voltage is applied to the radiator fan motor: The motor operates.

With the A/C switch on the heater control panel closed and the blower switch on, voltage is applied to the radiator fan relay coil, the A/C diode box, the A/C pressure cutout switch, the A/C thermostat, and the A/C switch to ground. The radiator fan relay contacts close. Voltage is then applied to the relay and both the radiator and A/C condenser fans to ground.

Air Conditioning Compressor

With the A/C switch on the heater control panel closed, voltage is applied to the A/C compressor clutch relay, the A/C delay unit, the A/C compressor clutch relay, the A/C diode unit, the A/C diode box, the A/C pressure cutout switch, the A/C thermostat, and the A/C switch to ground. The A/C compressor clutch relay contacts close, and voltage is applied to the A/C compressor clutch. After a .5 second delay, the A/C compressor clutch comes on.

The contacts in the delay relay close and the emission control unit signals the idle control solenoid. This solenoid increases the engine idle speed to compensate for the extra load of the A/C compressor.

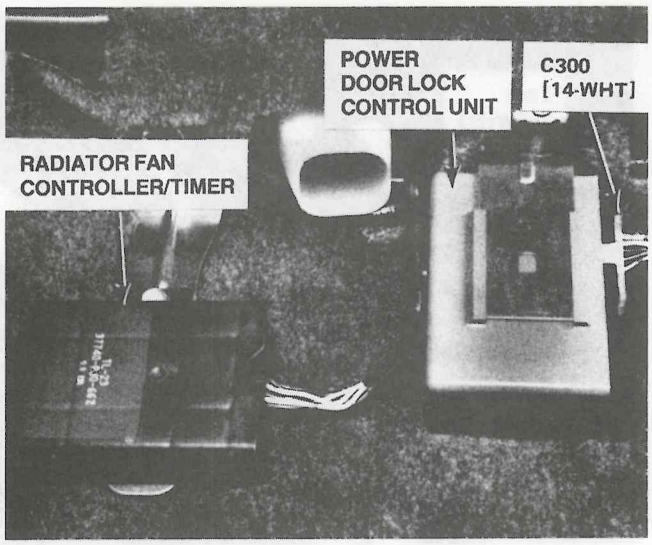
The solid-state controlled contacts close .5 seconds after the delay relay coil is energized. Voltage is applied to the A/C compressor clutch relay coil and the solid-state controlled contacts of the delay relay to ground.

A/C system pressure below 206 kPa (28 psi) indicates a loss of refrigerant or refrigerant oil. The A/C pressure cutout switch opens with system pressure below 206 kPa (28 psi) to prevent compressor damage from loss of refrigerant.

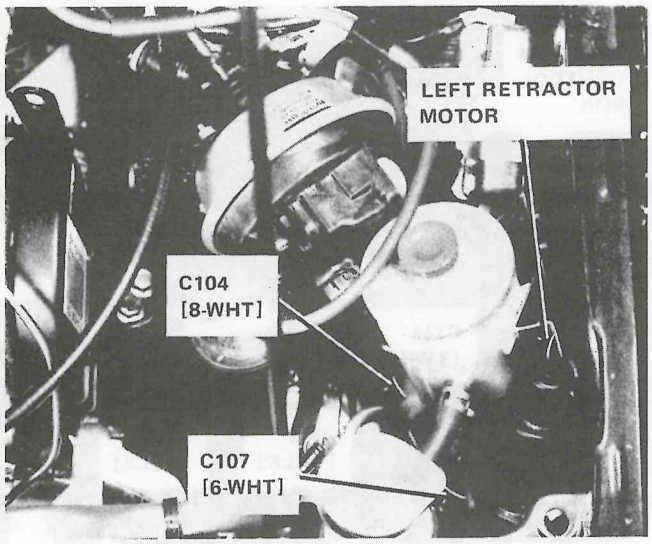
The A/C thermostat senses evaporator temperature. With the evaporator temperature above 5 degrees C (41 degrees F), the switch closes to activate the A/C compressor clutch. With the evaporator temperature below 1 degree C (33 degrees F), the compressor cycling switch opens. In this way, the evaporator temperature stays above 1 degree C (33 degrees F) and moisture on the evaporator fins does not freeze and block air flow.

The diodes in the A/C diode box prevent operation of the compressor when the radiator fan temperature switch closes.

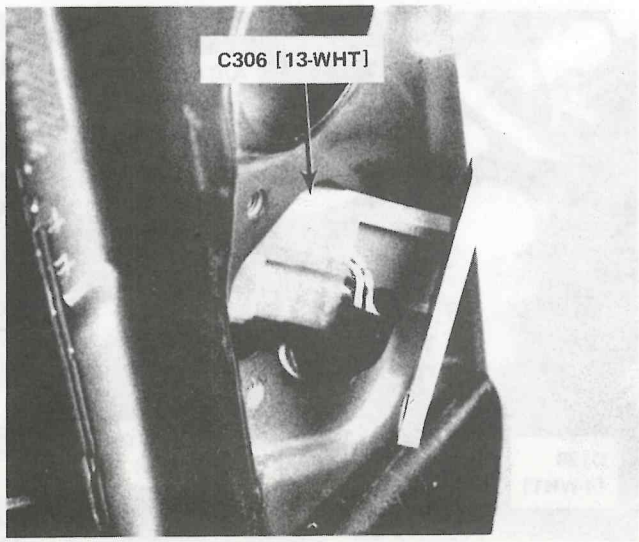
1. Under Right Front Seat (EFI)



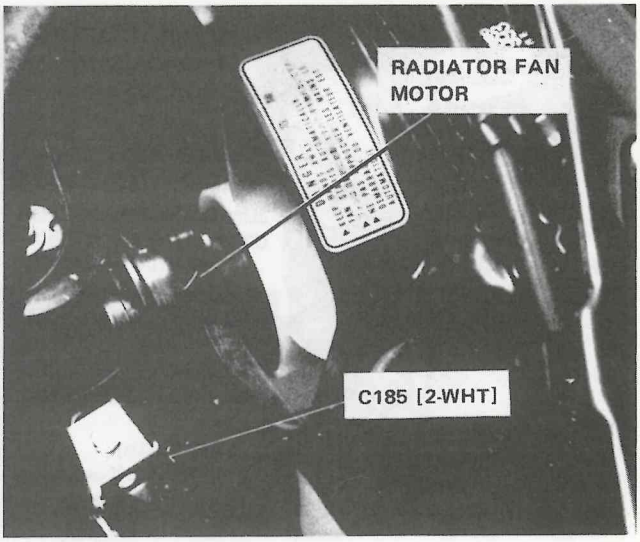
2. Left Front of Engine Compartment, Below Power Steering Reservoir



3. Left Front of Engine Compartment, Behind Radiator

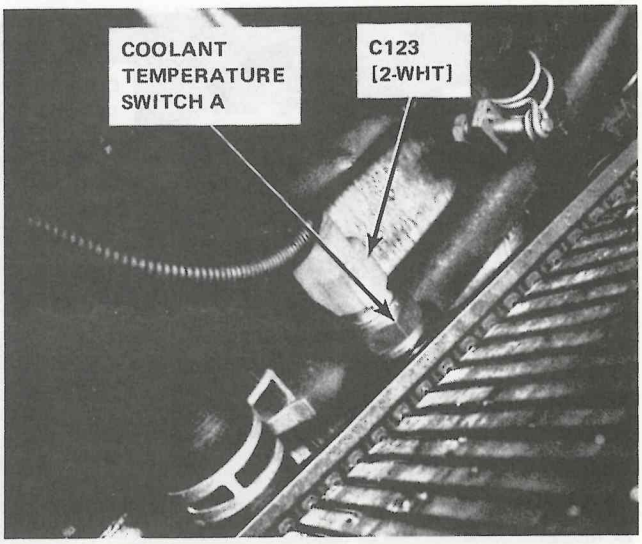


4. Right Front of Engine Compartment, Behind Radiator



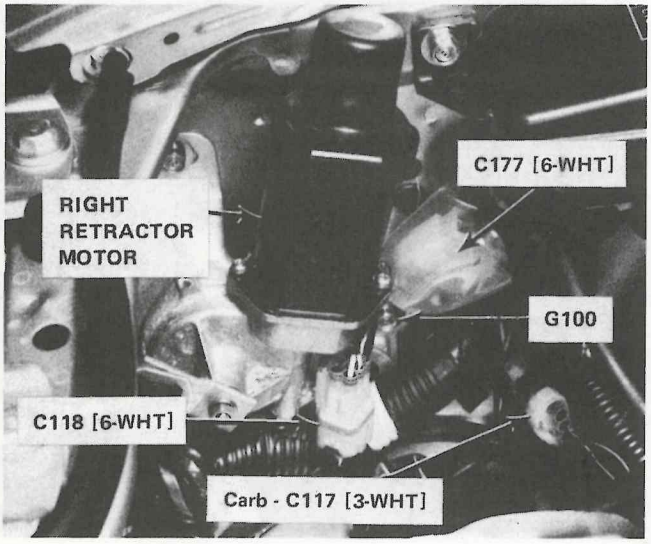
5. Left Side of Dash, Behind I/P

6. Right Front of Engine Compartment, Behind Radiator

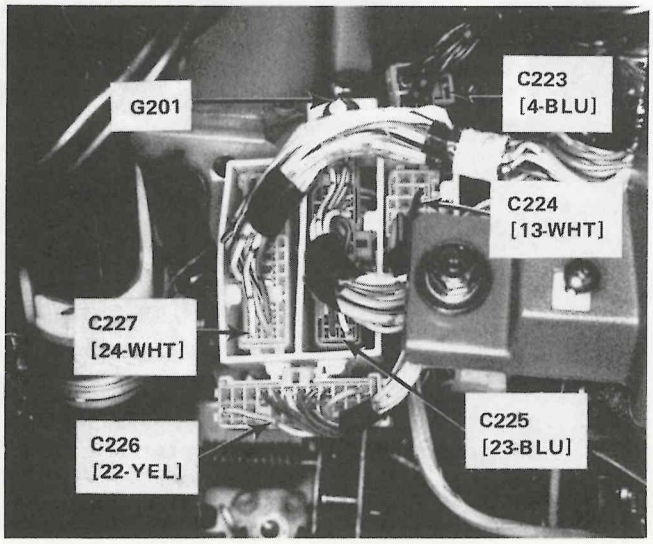


7. Under Right Side of Dash, Behind Blower Assembly

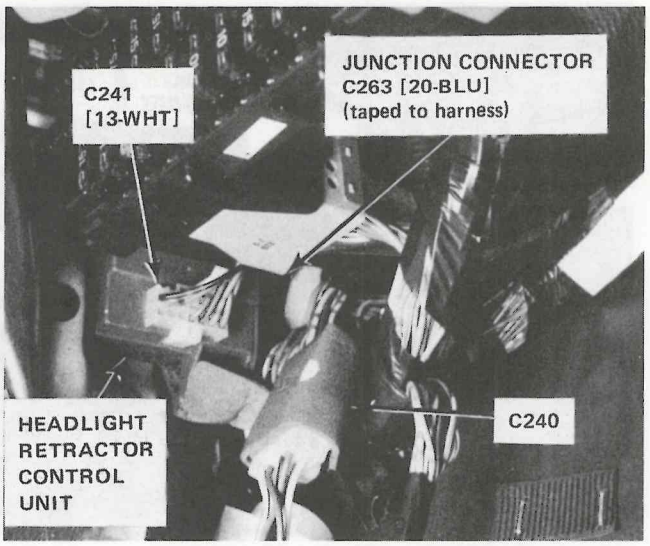
8. On Right Inner Fender Panel, Behind Headlight



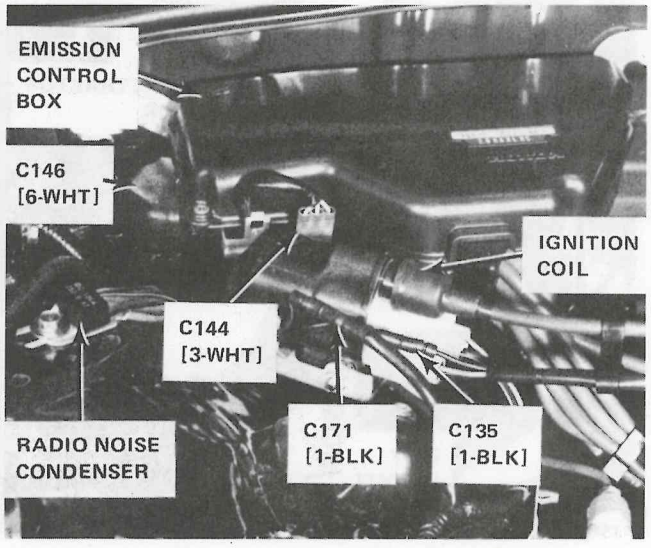
9. Under Left Side of Dash, Right of Steering Column



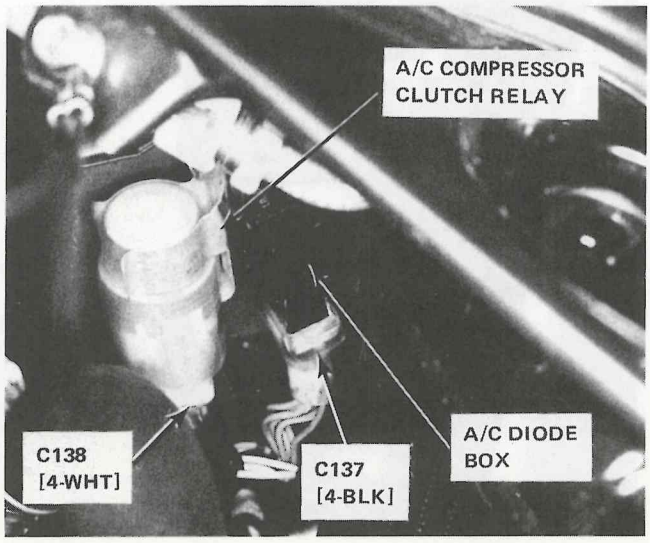
10. Under Left Side of Dash, at Kick Panel



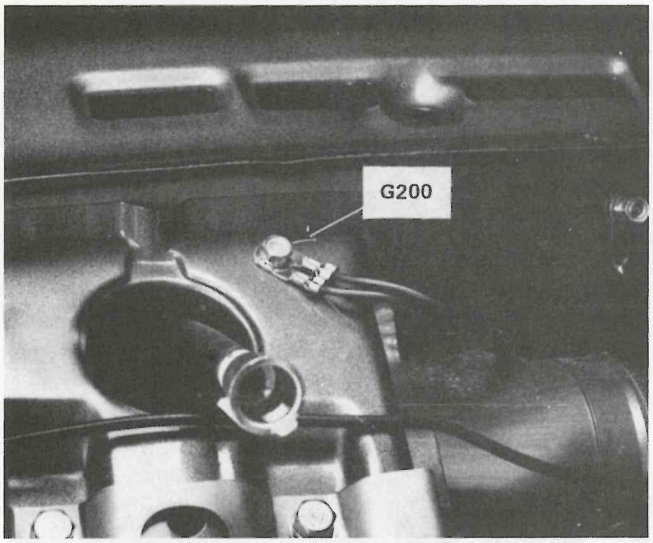
11. Right Rear of Engine Compartment, Above Strut Tower



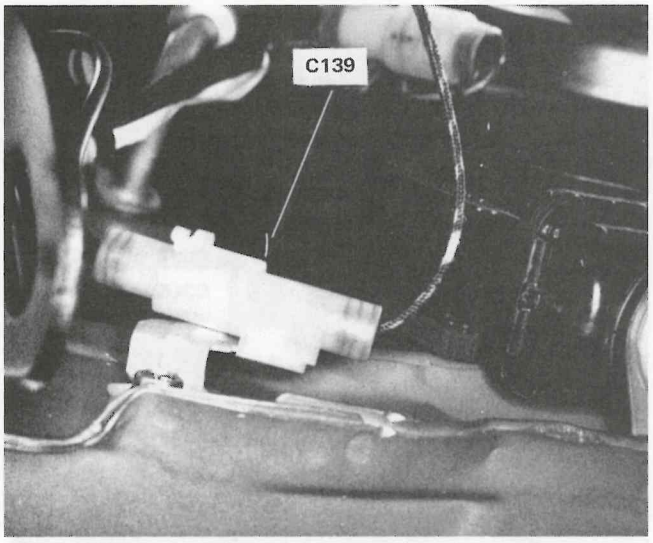
12. Left Side of Engine Compartment, Left of Radiator



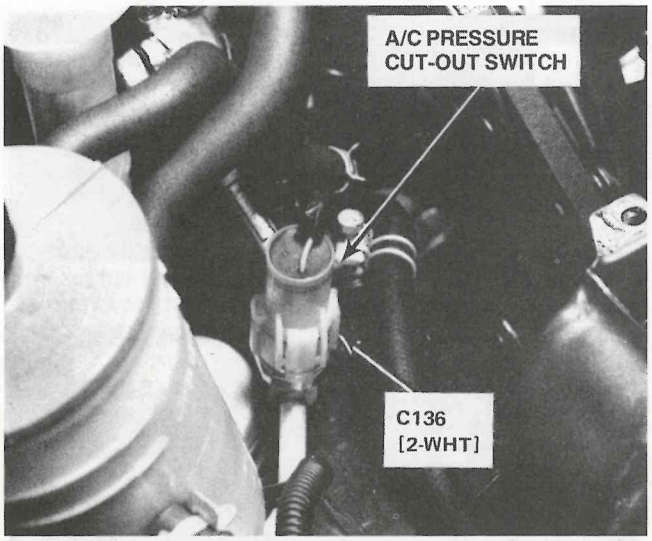
13. Beneath Dash, Near Speedometer Connector



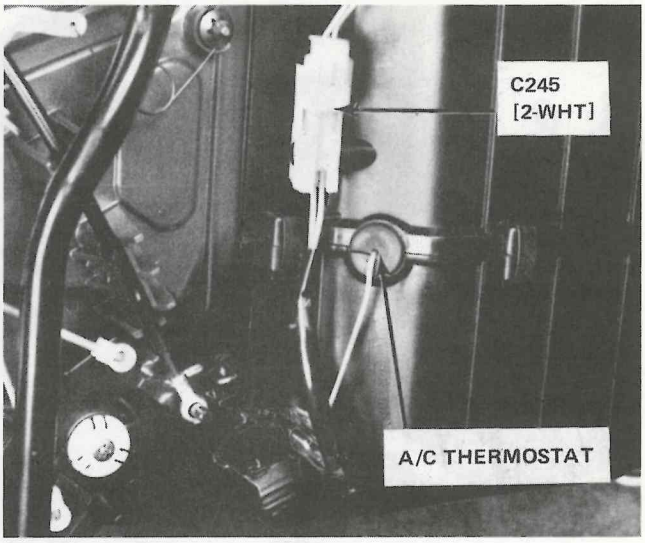
14. Lower Left Front of Engine Compartment, Left of Radiator



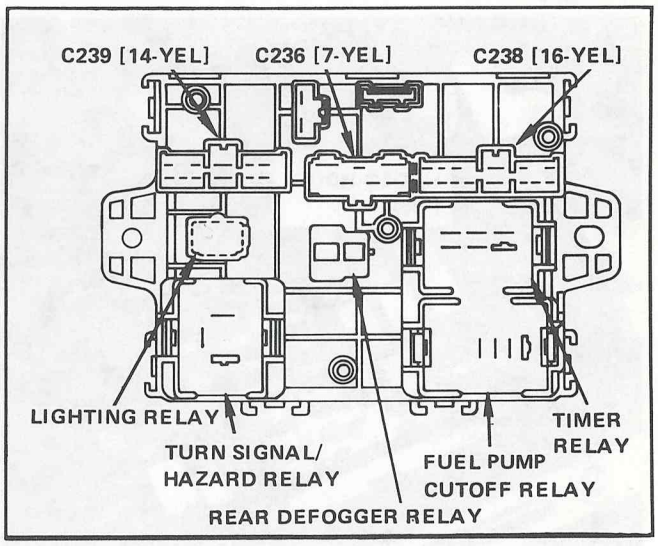
15. Left Front of Engine Compartment, Behind Headlight



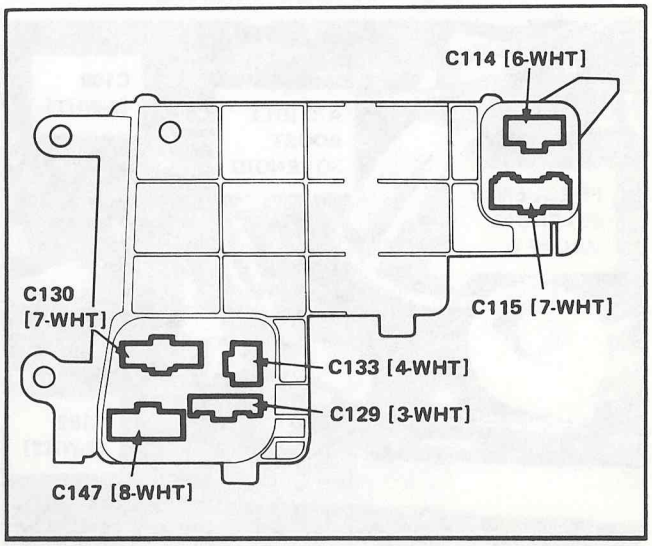
16. Right Center of Dash, on A/C Evaporator



17. Rear View of Dash Fuse Box

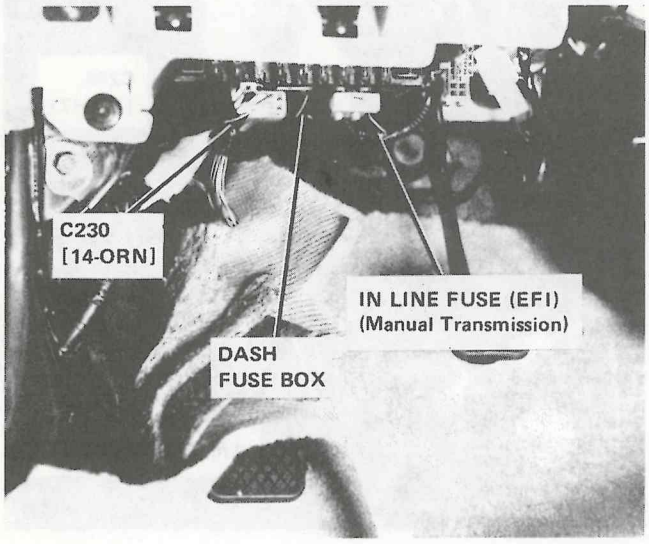


18. Bottom View of Under-hood Fuse Box

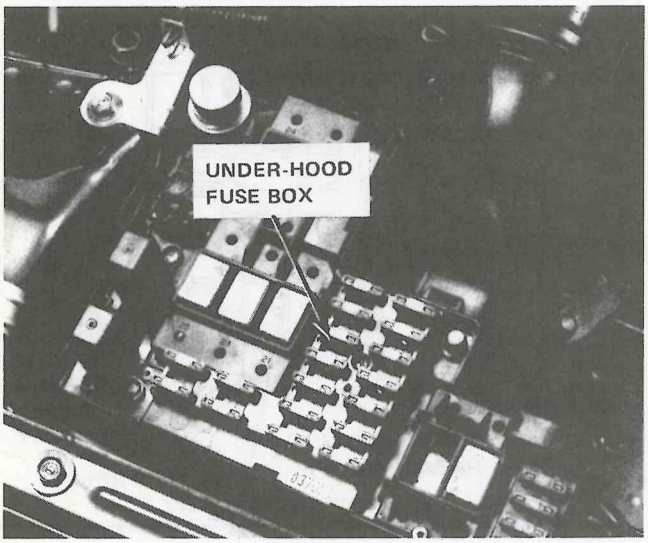


Fans and Air Conditioner

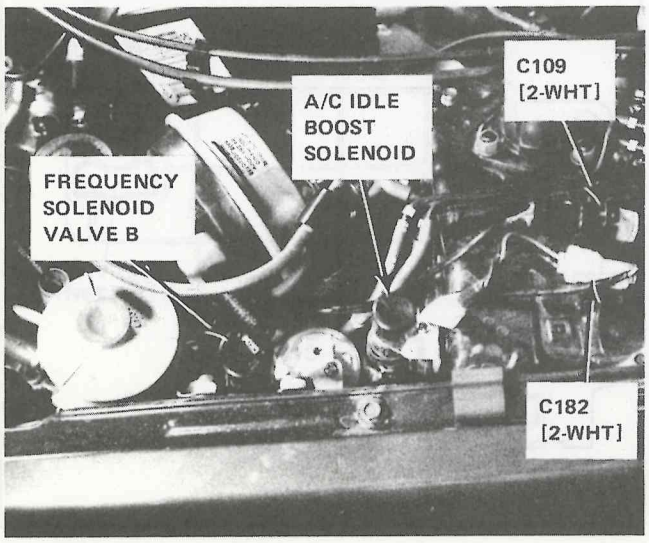
19. Under Left Side of Dash, Left of Steering Column



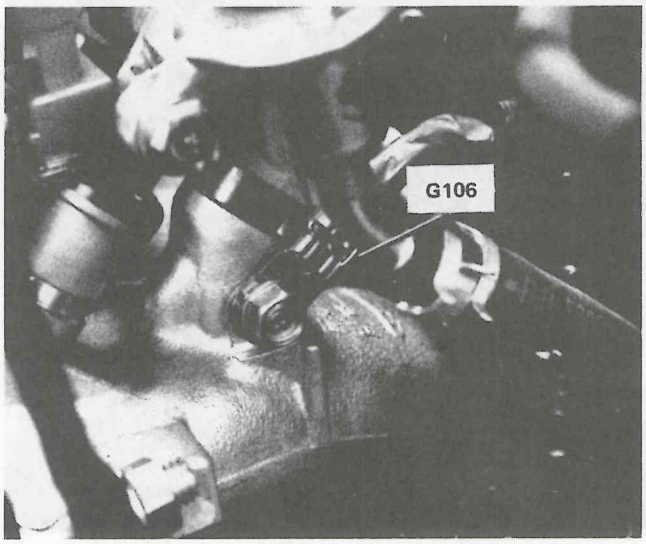
20. Right Side of Engine Compartment, on Inner Fender Panel



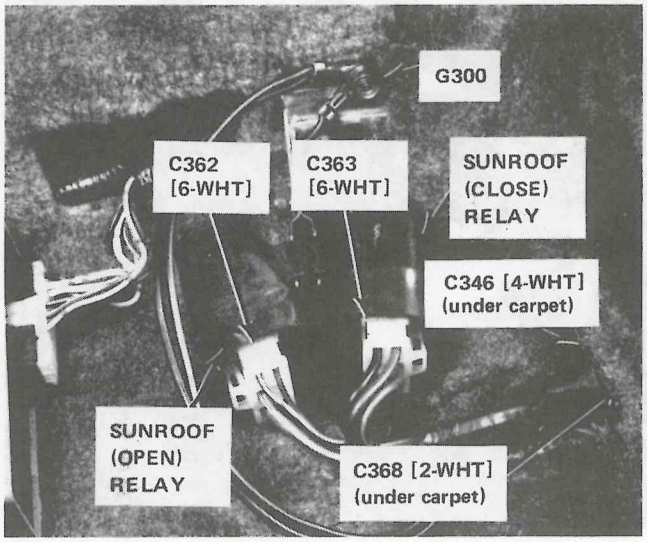
21. Left Side of Engine Compartment (Carb)



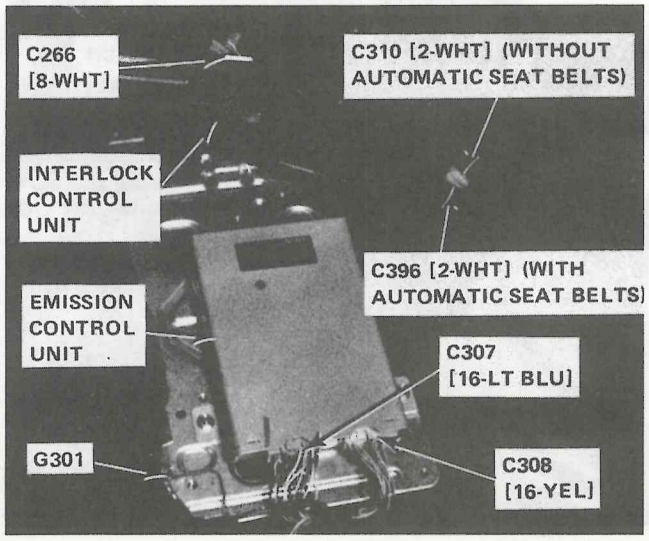
22. Top Left Side of Engine, Behind Valve Cover



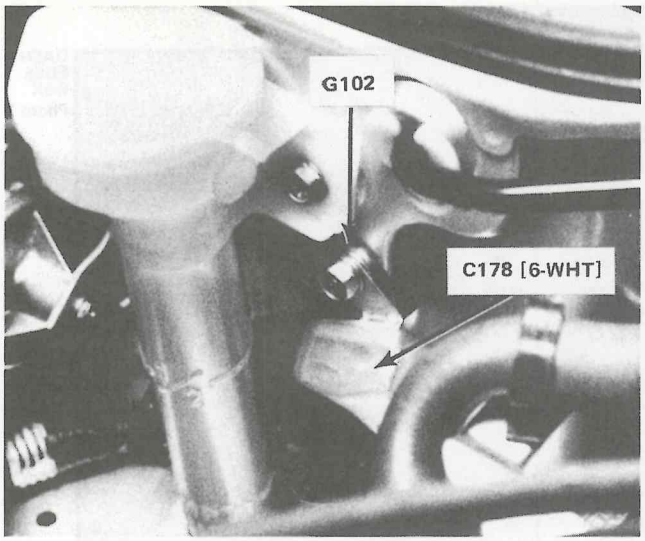
23. Under Right Front Seat



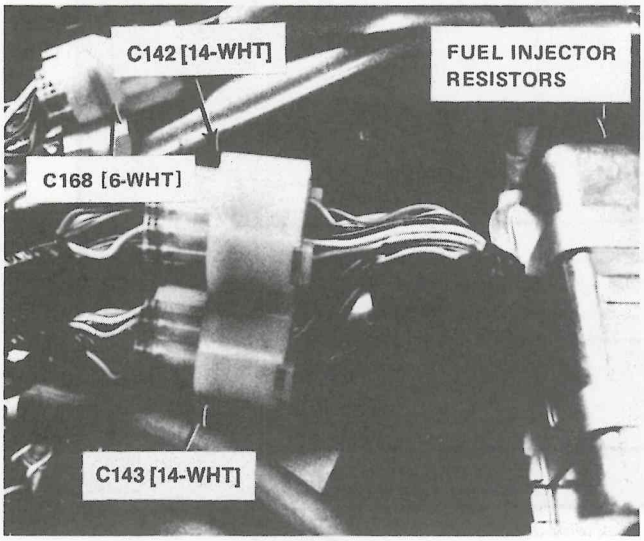
24. Under Right Front Seat (Carb)



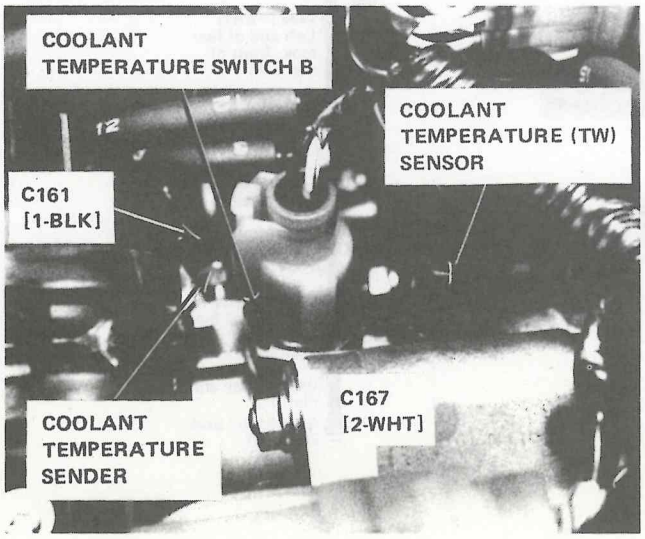
25. Left Front Corner of Engine Compartment, Behind Headlight



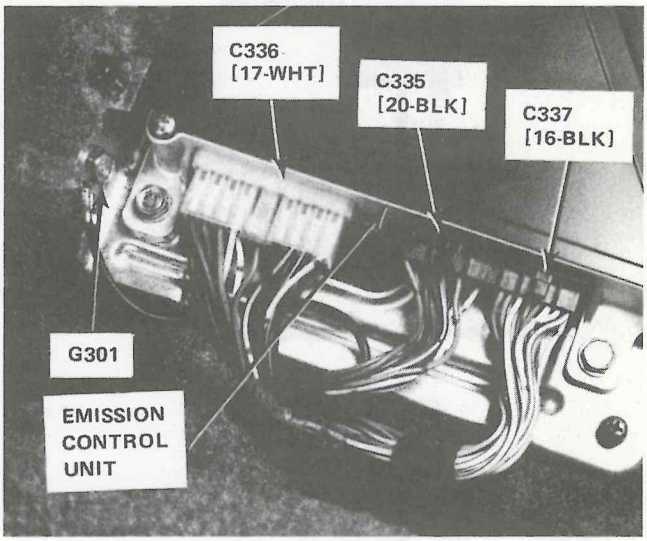
26. Left Inner Fender Panel, Forward of Strut Tower (EFI)



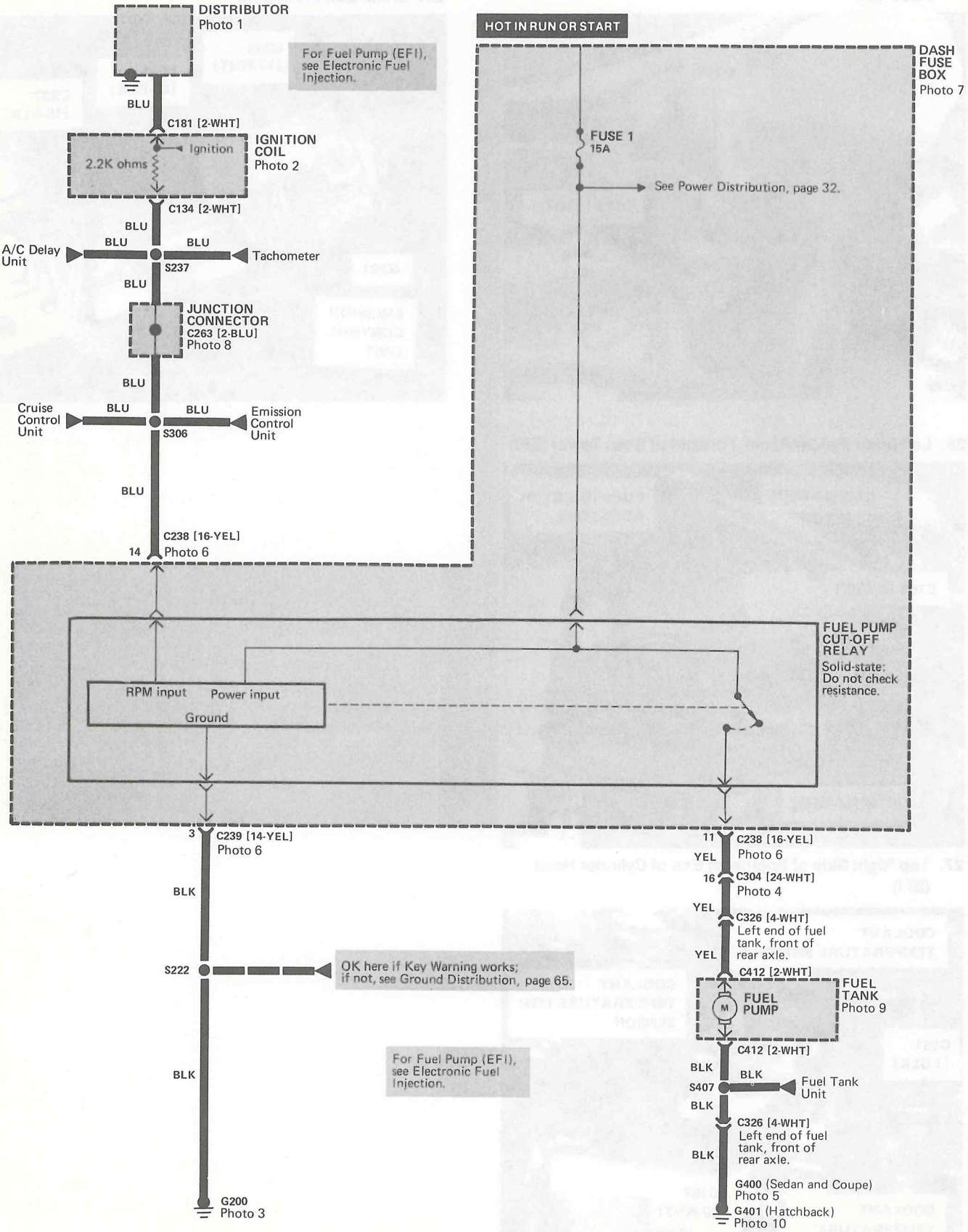
27. Top Right Side of Engine, at End of Cylinder Head (EFI)



28. Under Left Front Seat



Fuel Pump (Carb)
- Circuit Schematic

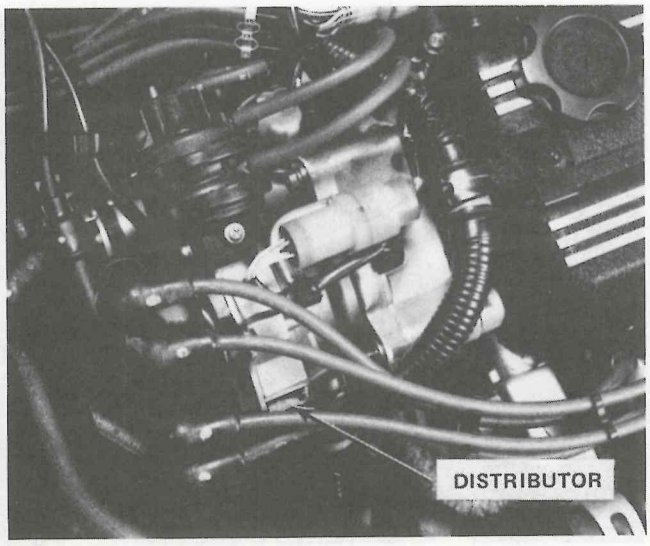


How The Circuit Works

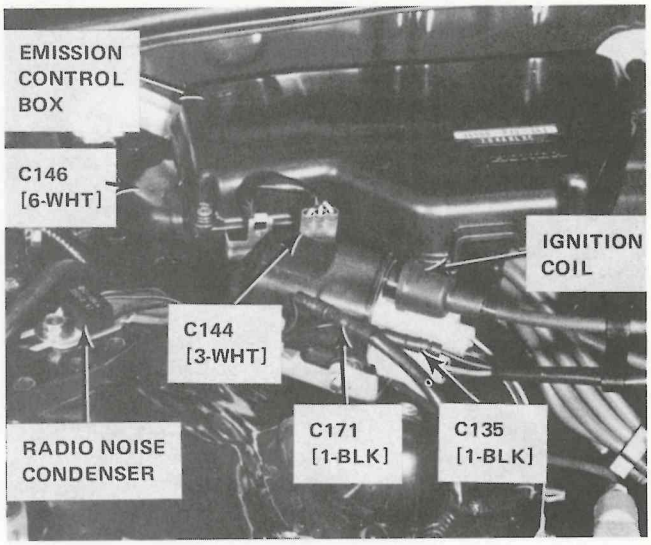
With the ignition switch in "Run" or "Start," voltage is applied to the fuel pump cut-off relay. With the engine running, the fuel pump relay senses ignition pulses from the distributor. The fuel pump relay contacts close, and current flows through the relay and fuel pump to ground.

If the engine stops running while the ignition switch is in "Run" or "Start," no ignition pulses will be sent to the fuel pump cut-off relay. The relay contacts will open and the fuel pump will not operate.

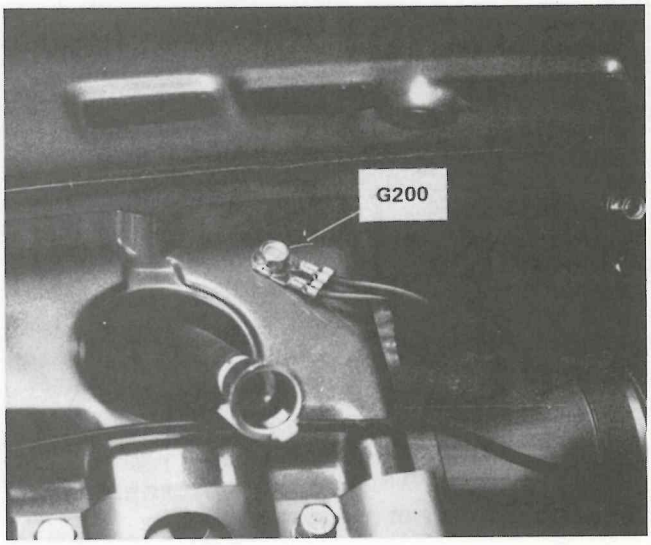
1. Right Side of Engine



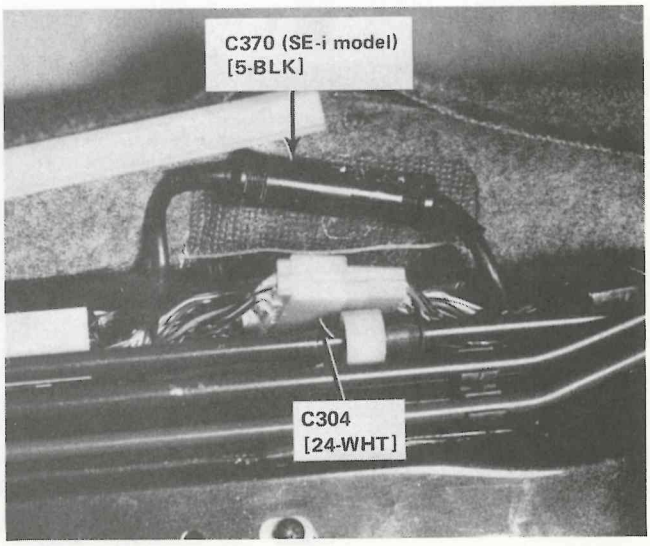
2. Right Rear of Engine Compartment, Above Strut Tower



3. Under Dash, Near Speedometer Connector

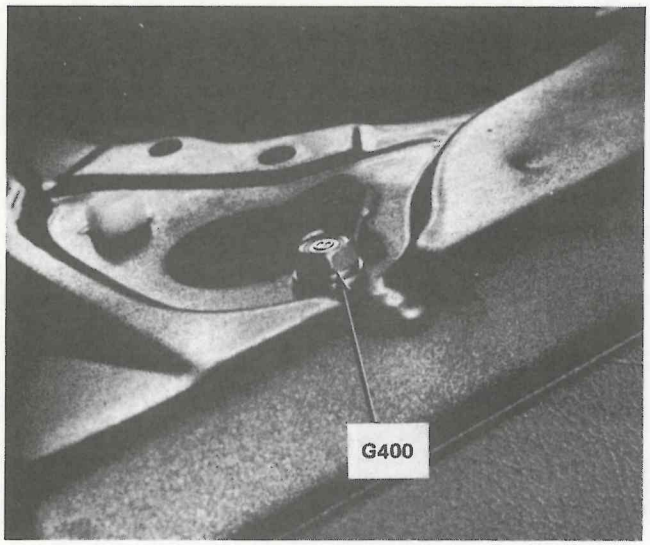


4. Under Carpet, Next to Driver's Door

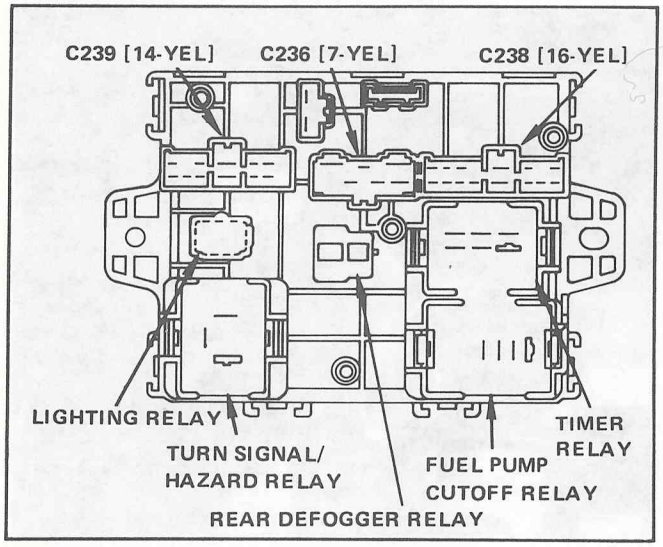


Fuel Pump (Carb)

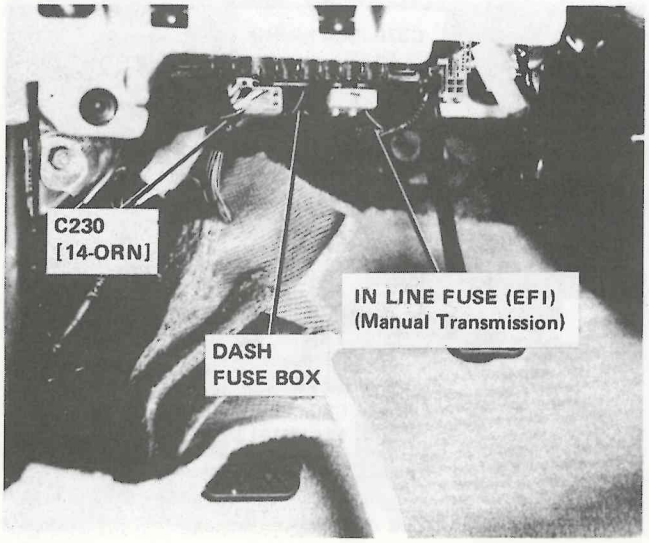
5. Under Carpet, on Left Rear Side of Rear Deck



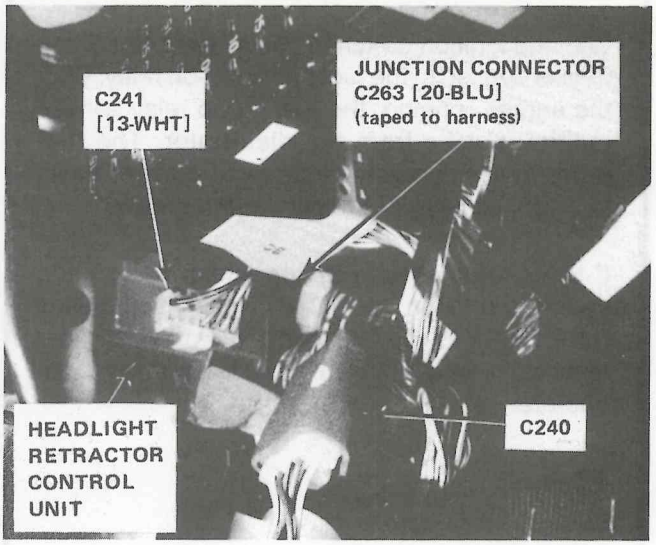
6. Rear View of Dash Fuse Box



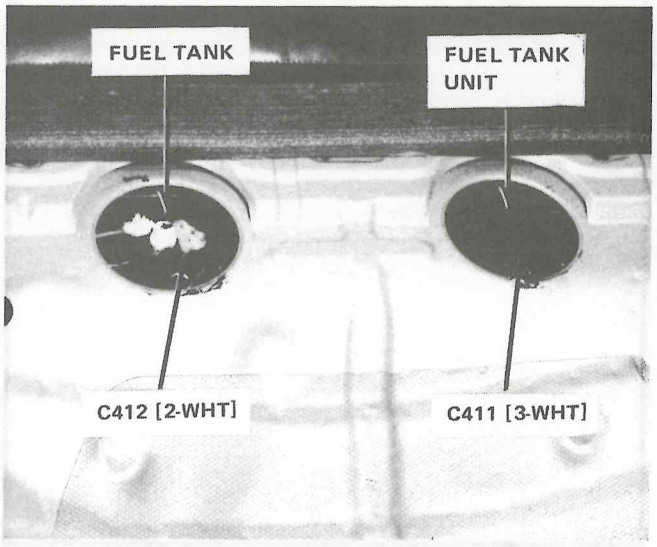
7. Under Left Side of Dash, Left of Steering Column



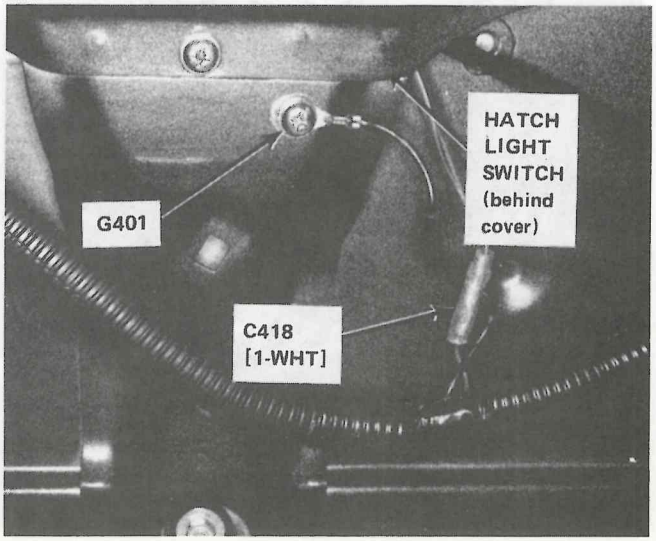
8. Under Left Side of Dash, at Kick Panel



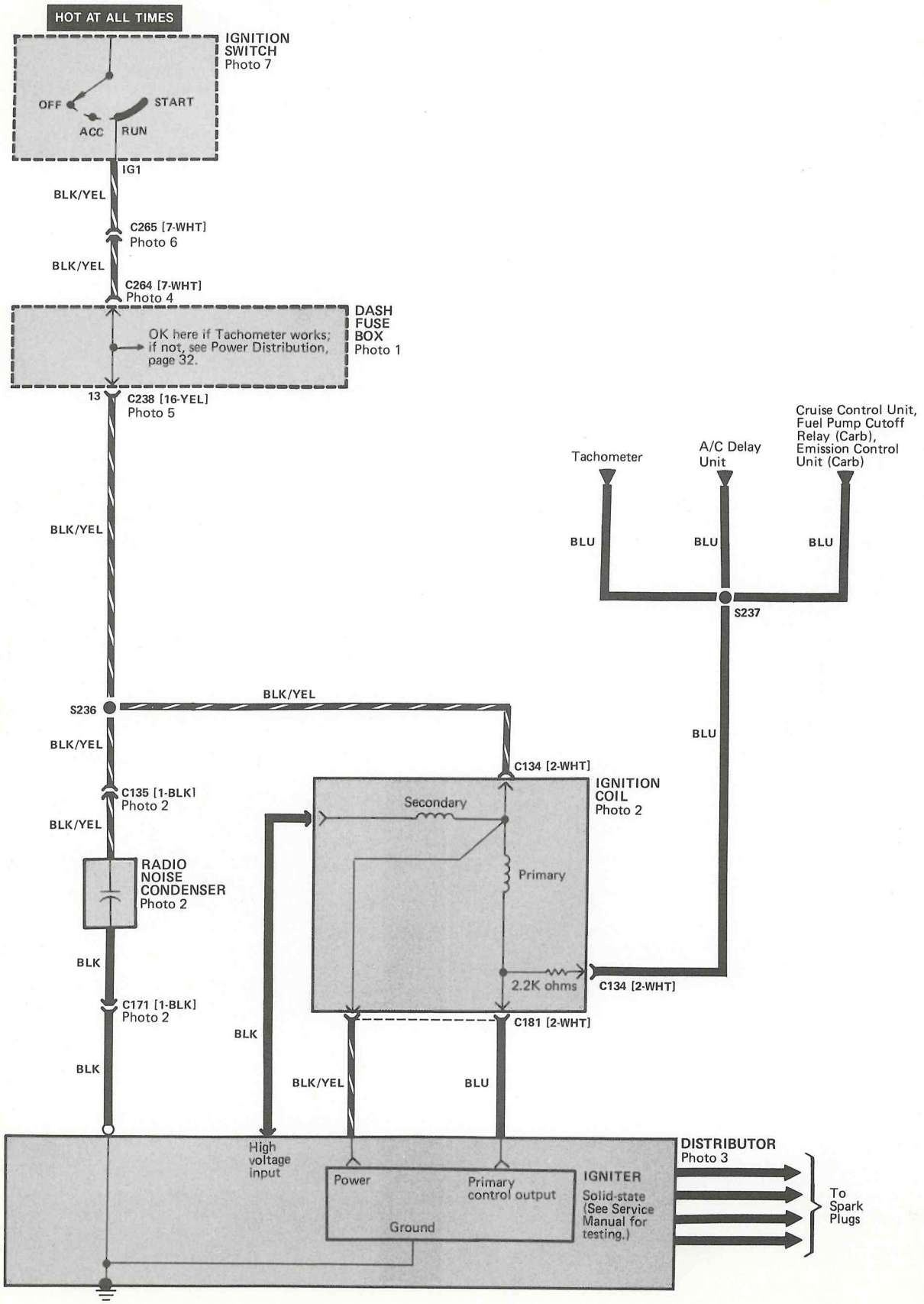
9. Under Maintenance Access Covers, in Luggage Area



10. Center Rear of Hatch, Behind End Panel



Ignition
- Circuit Schematic

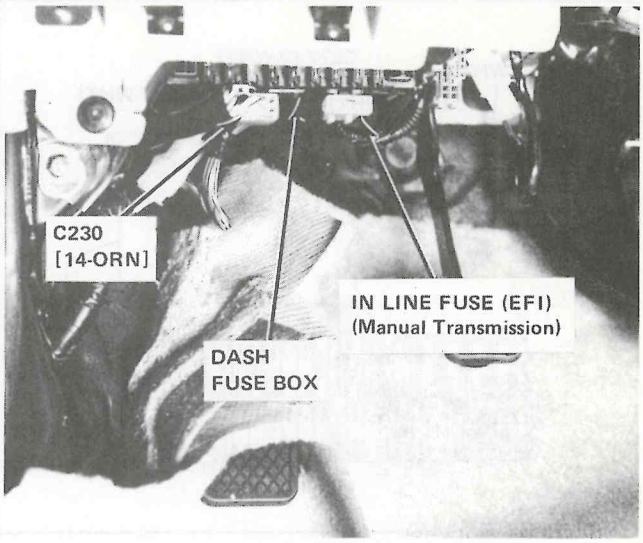


How The Circuit Works

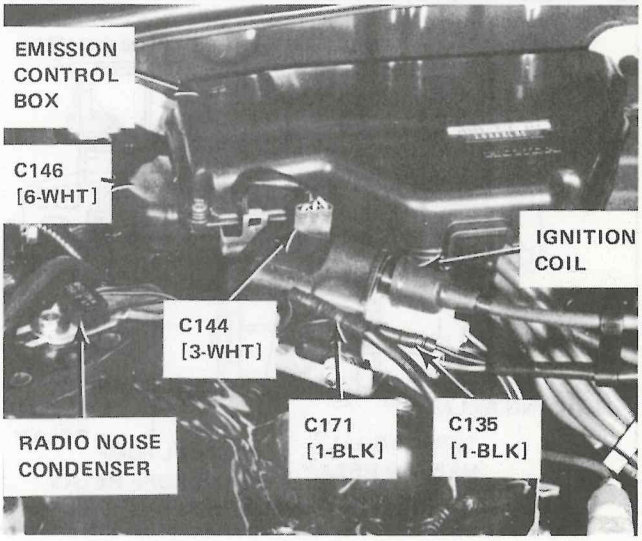
With the ignition switch in "Run" or "Start," voltage is applied to the ignition coil and the solid-state igniter in the distributor. As the distributor shaft turns, the igniter acts as a switch to control current flow through the primary winding of the ignition coil. When current flow through the primary winding is stopped, a high-voltage current is induced in the secondary winding of the ignition coil. The high-voltage current flows through the distributor cap and rotor to the proper spark plug.

The radio noise condenser helps suppress electrical radio interference.

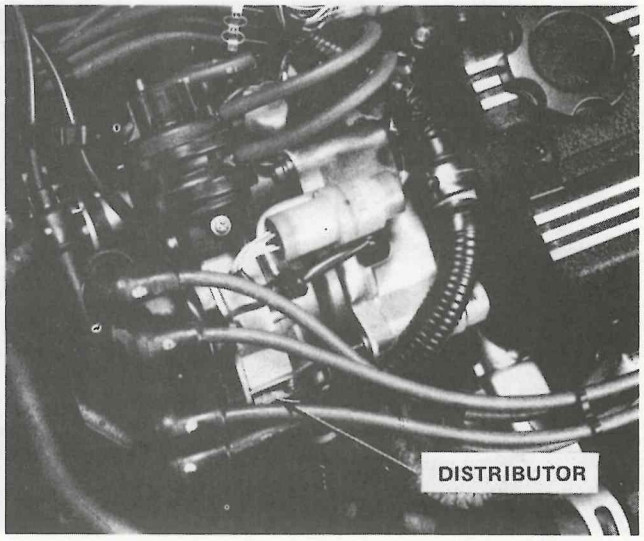
1. Under Left Side of Dash, Left of Steering Column



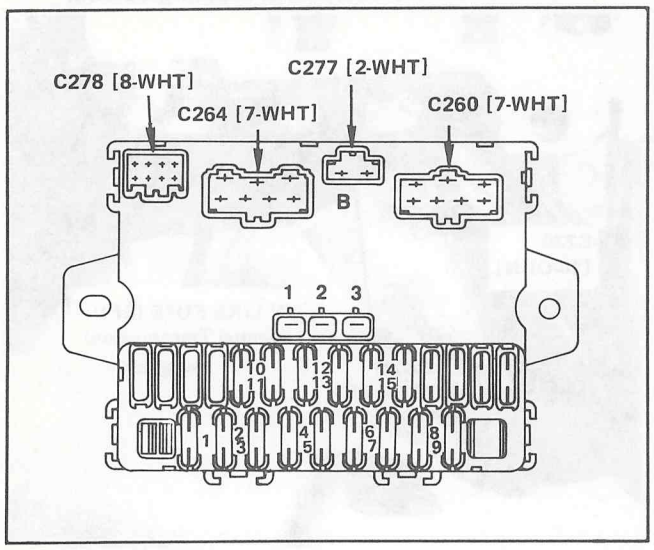
2. Right Rear of Engine Compartment, Above Strut Tower



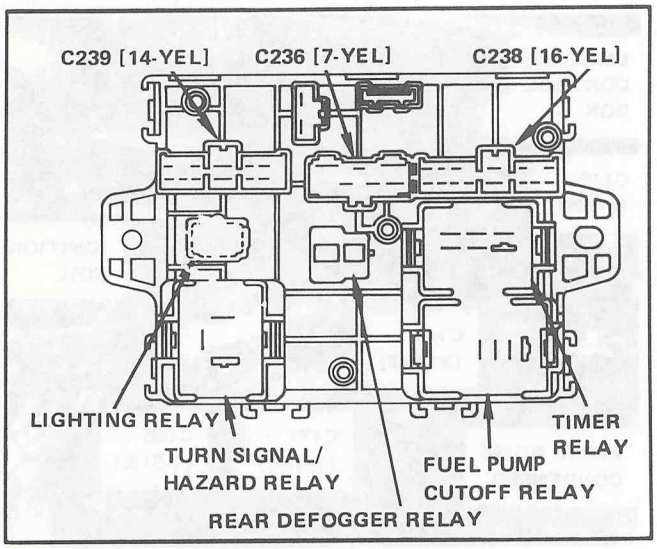
3. Right Side of Engine



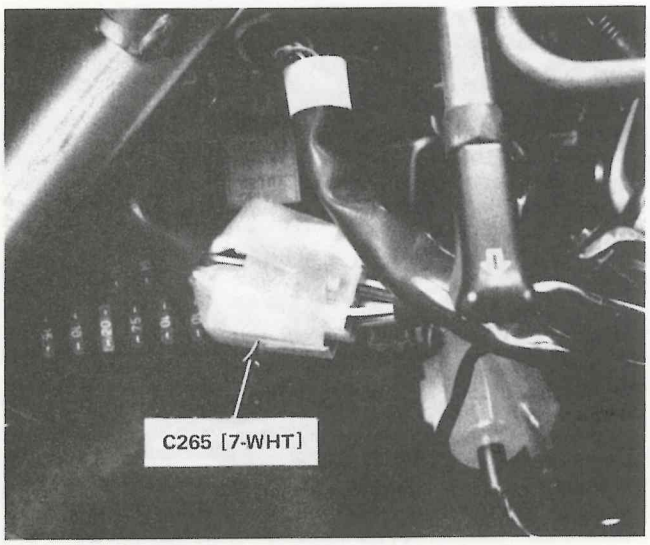
4. Front View of Dash Fuse Box



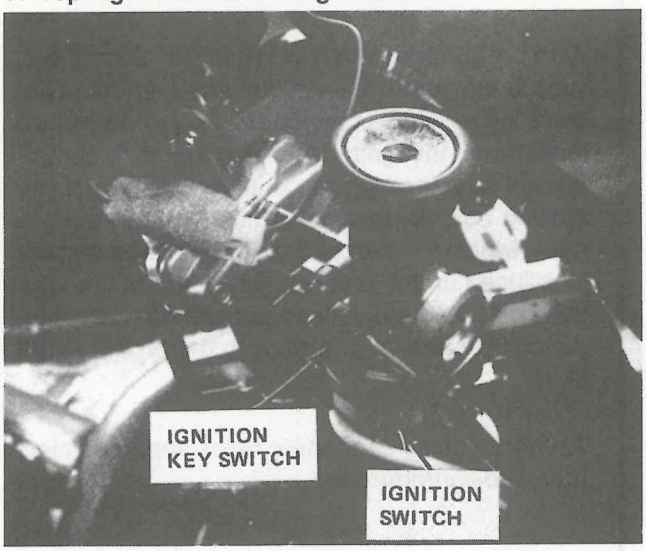
5. Rear View of Dash Fuse Box



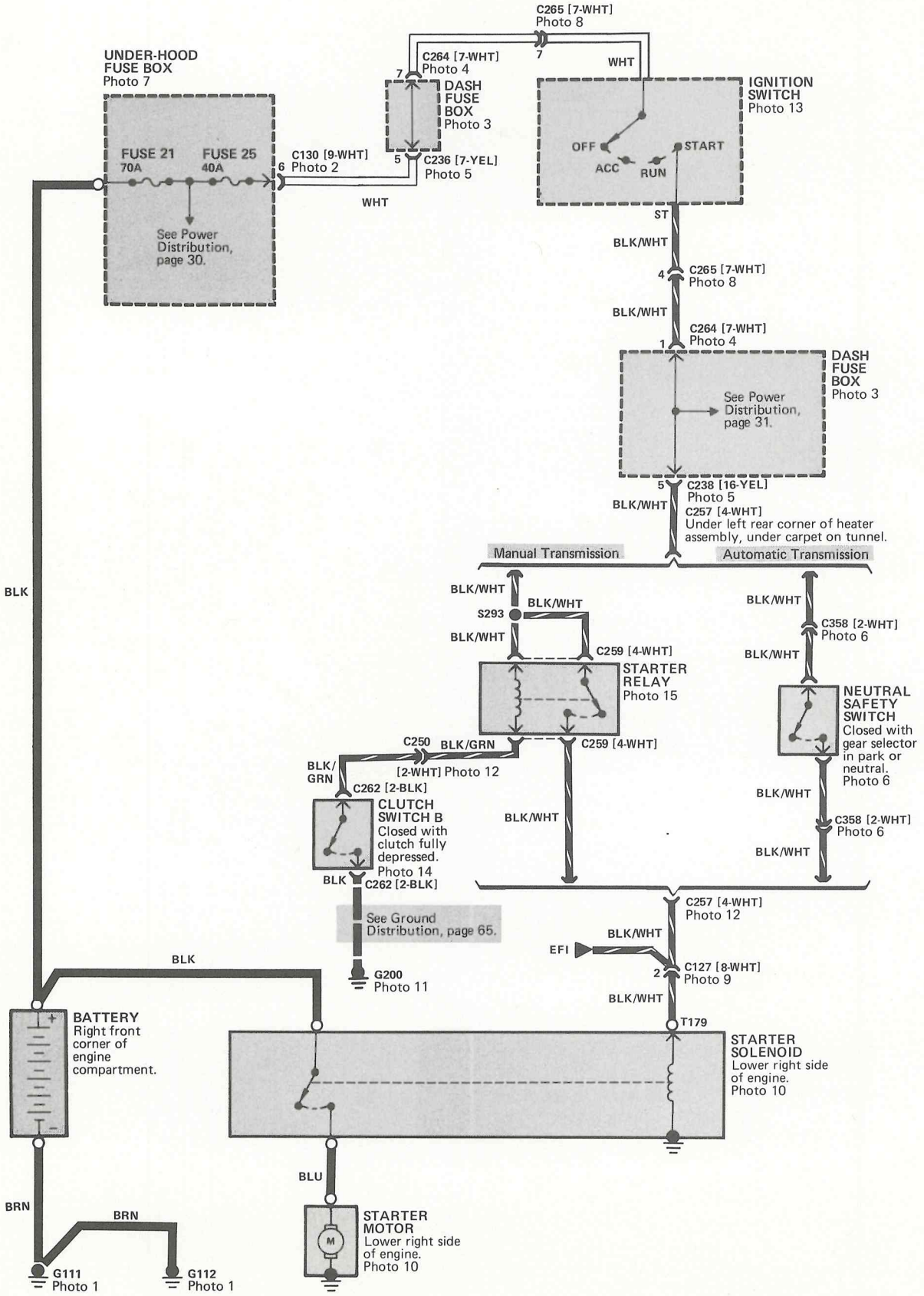
6. Under Left Side of Dash, Left of Steering Column



7. Top Right Side of Steering Column



Starting System
- Circuit Schematic

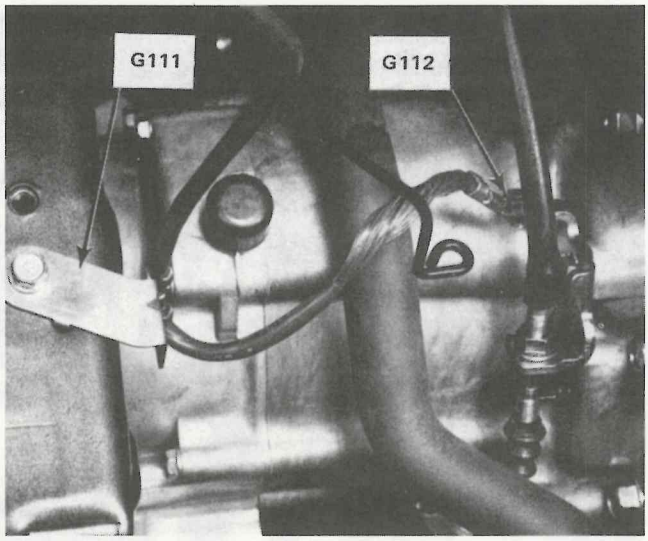


How The Circuit Works

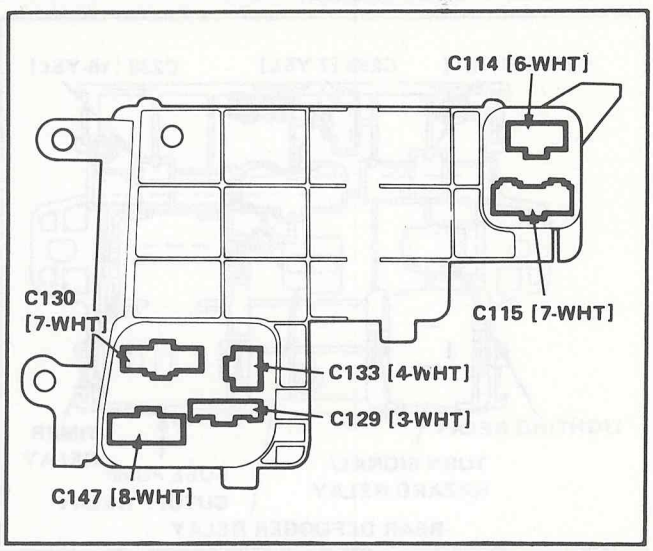
Starter Motor

With the ignition switch in "Start," and the neutral/back up lights switch closed (automatic transmission), current flows through the starter solenoid coil to ground. With manual transmission, if the clutch is depressed clutch switch B provides a path to ground, thus engaging the starter relay. The solenoid operates and current flows through the solenoid contacts and starter motor to ground: The motor engages to start the engine.

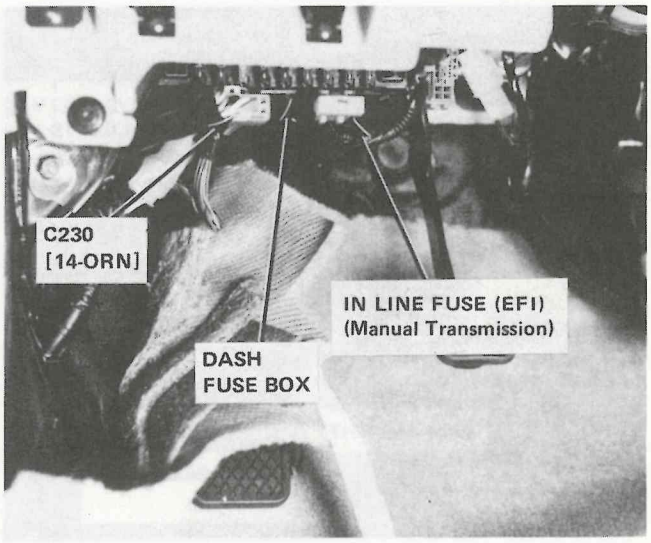
1. Front Corner of Engine Compartment, Below Battery



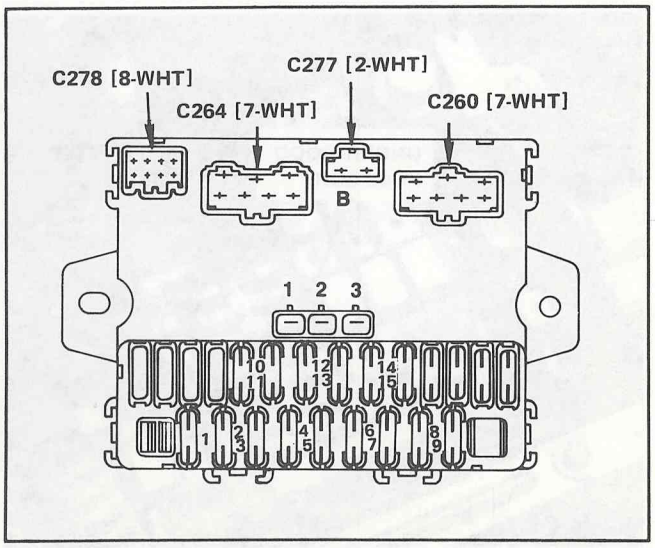
2. Bottom View of Under-hood Fuse Box



3. Under Left Side of Dash, Left of Steering Column

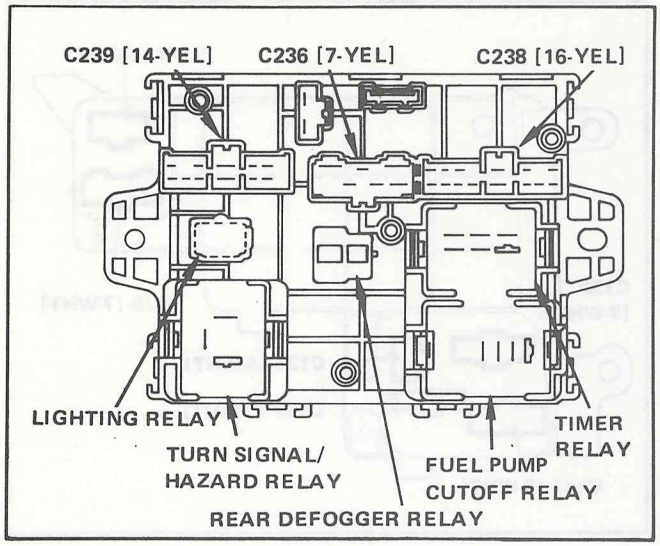


4. Front View of Dash Fuse Box

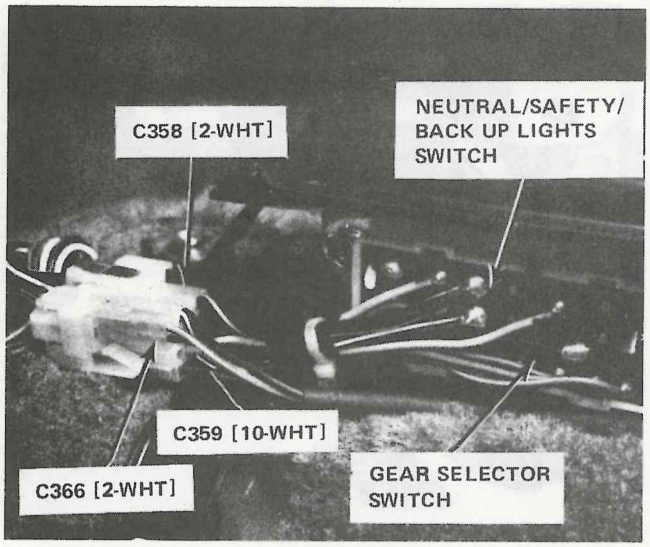


Starting System

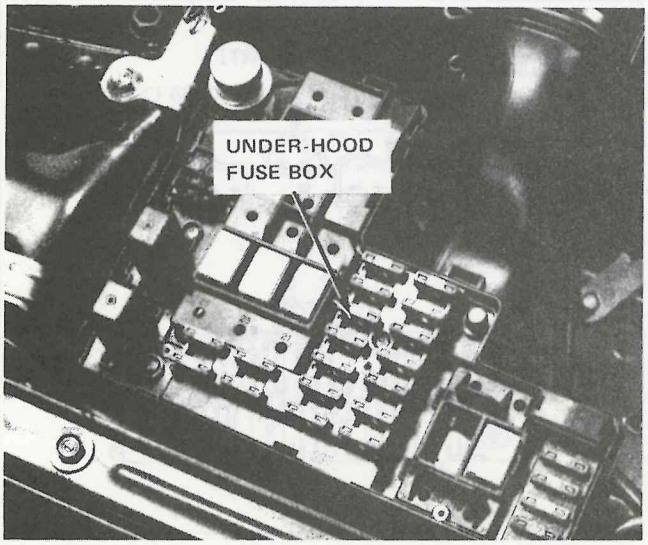
5. Rear View of Dash Fuse Box



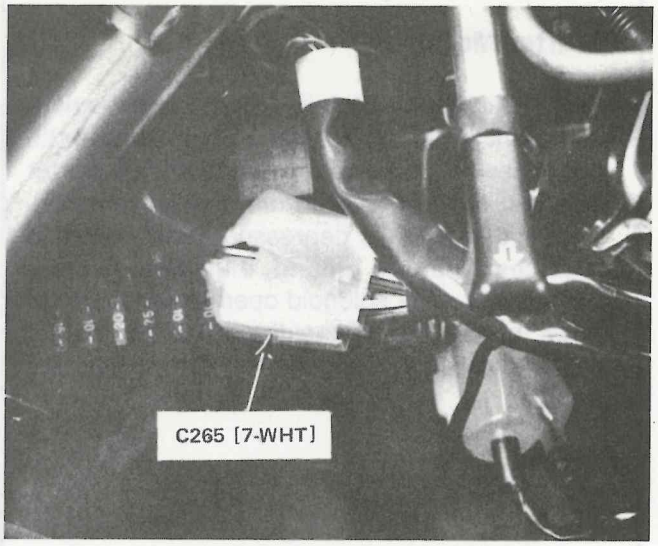
6. In Console, at Base of Gear Selector



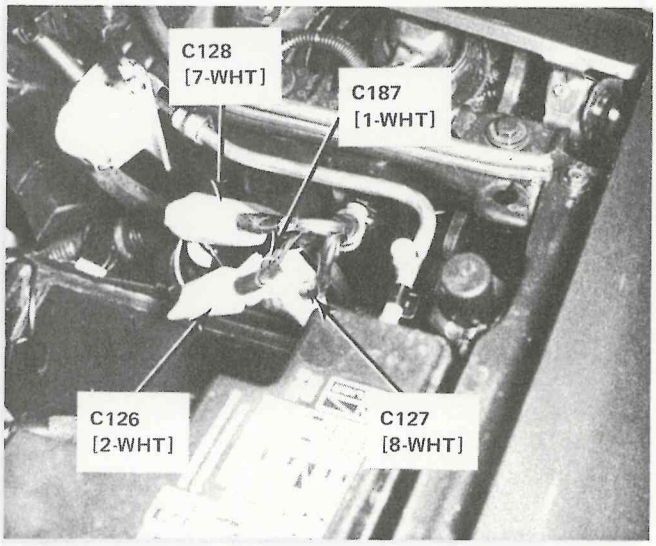
7. Right Side of Engine Compartment, on Inner Fender Panel



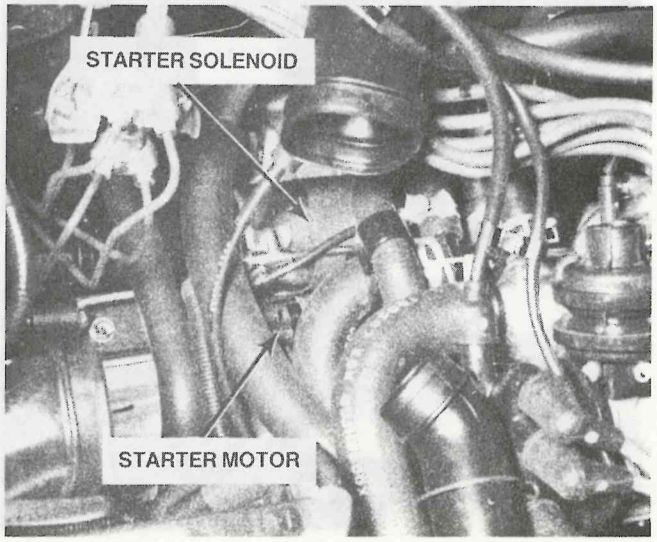
8. Under Left Side of Dash, Left of Steering Column



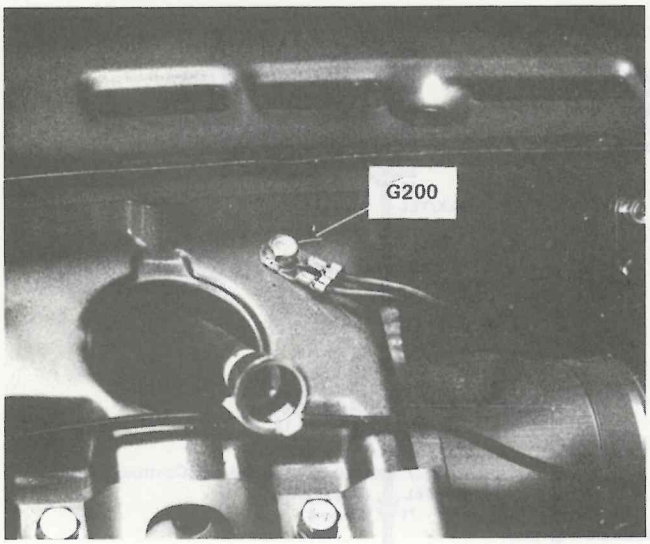
9. Right Front of Engine Compartment, Forward of Battery



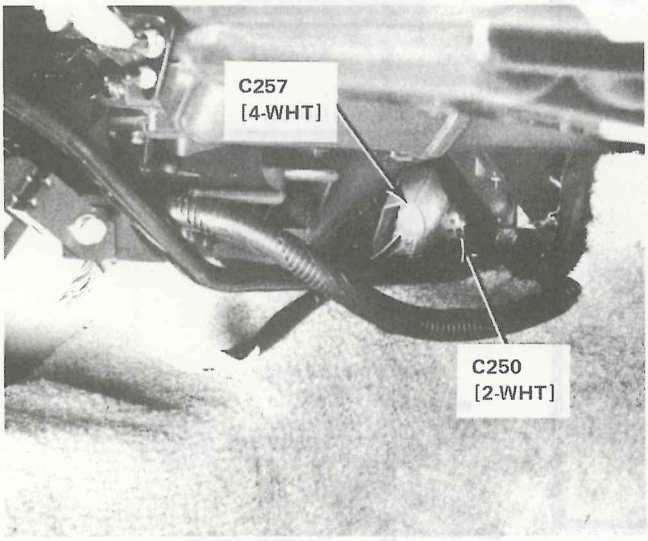
10. Lower Right Side of Engine



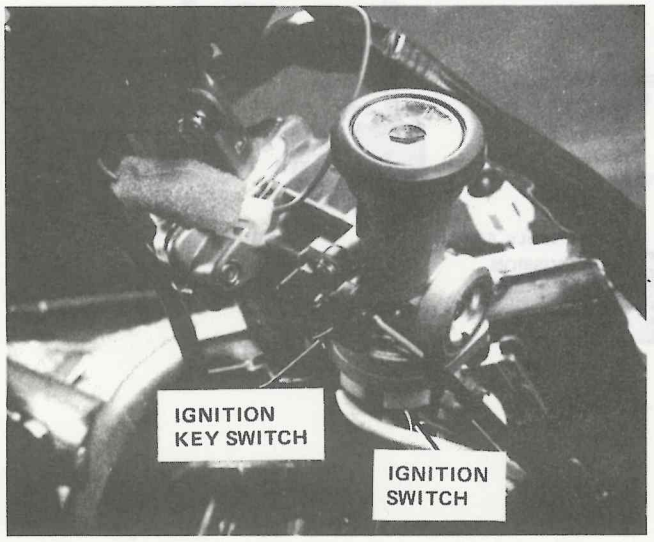
11. Behind Dash, Near Speedometer Cable



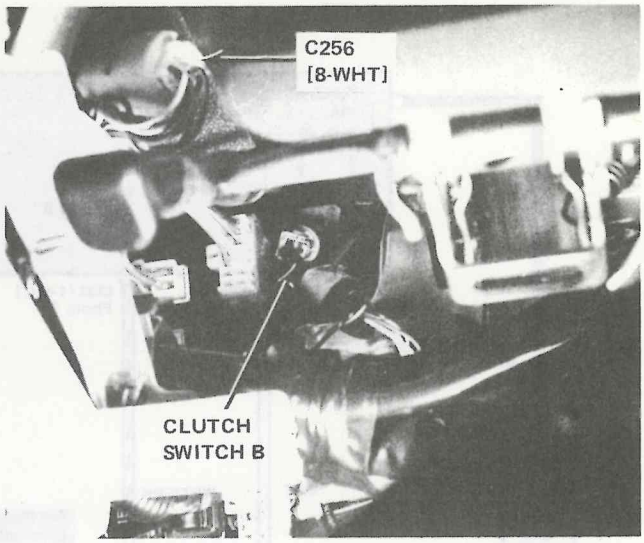
12. Under Side of Dash, on Heater Assembly



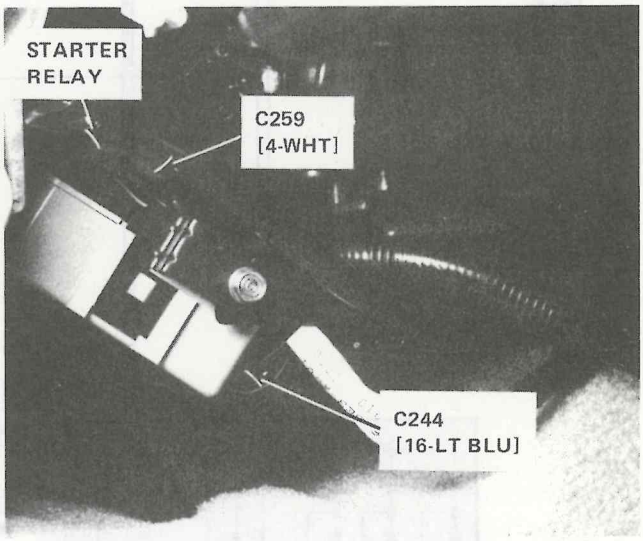
13. Top Right Side of Steering Column



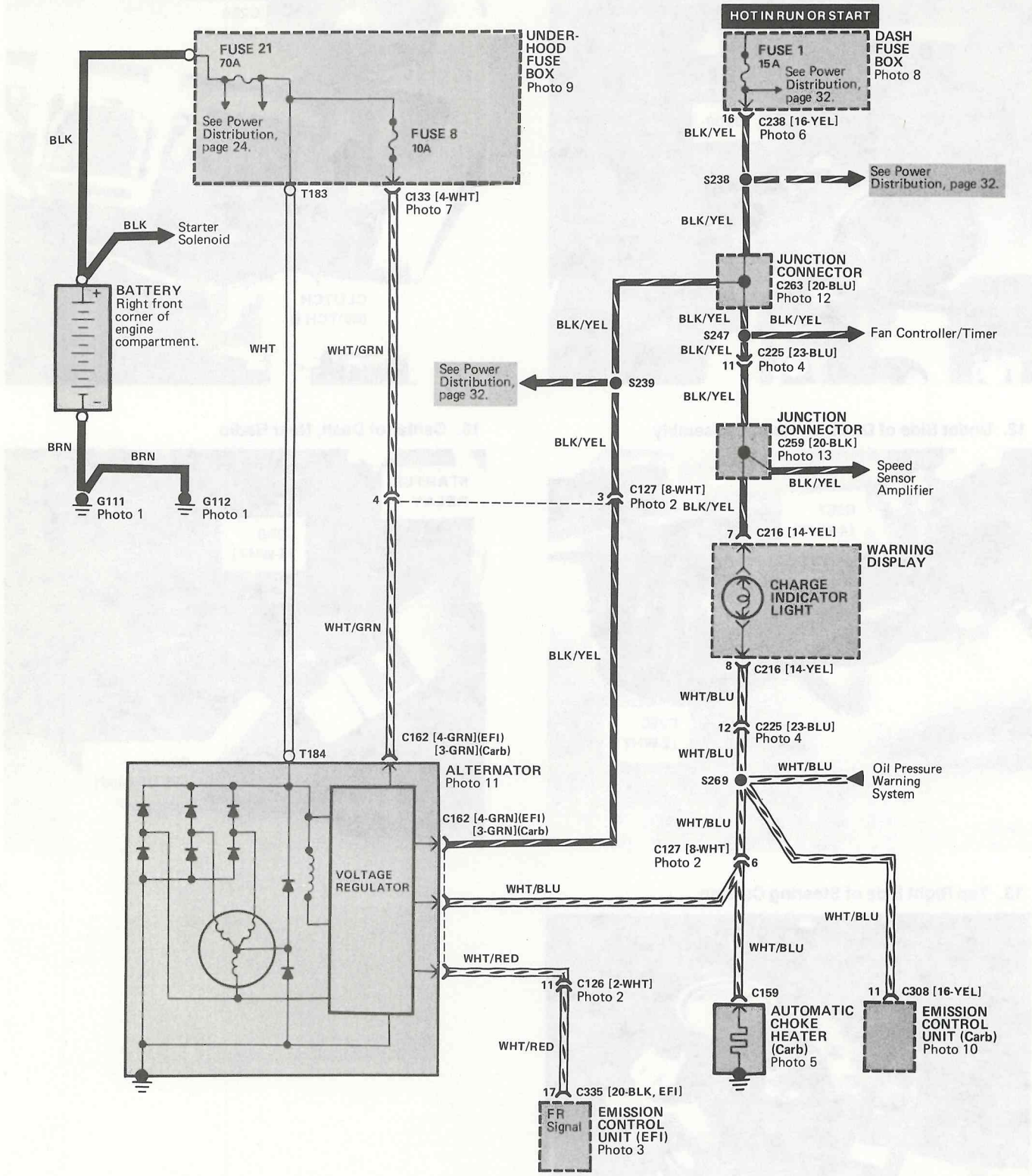
14. Under Left Side of Dash, Left of Steering Column



15. Center of Dash, Near Radio



Charging System and Choke Heater
- Circuit Schematic



How The Circuit Works

Charging System

With the engine running, the alternator produces alternating current (AC) voltage. Solid-state rectifiers built into the alternator convert the AC voltage to direct current (DC) voltage for the car's electrical system. By rapidly opening and closing the ground circuit of the field, the voltage regulator controls current through the field coil, in the alternator, to keep alternator voltage output constant.

Charge Indicator

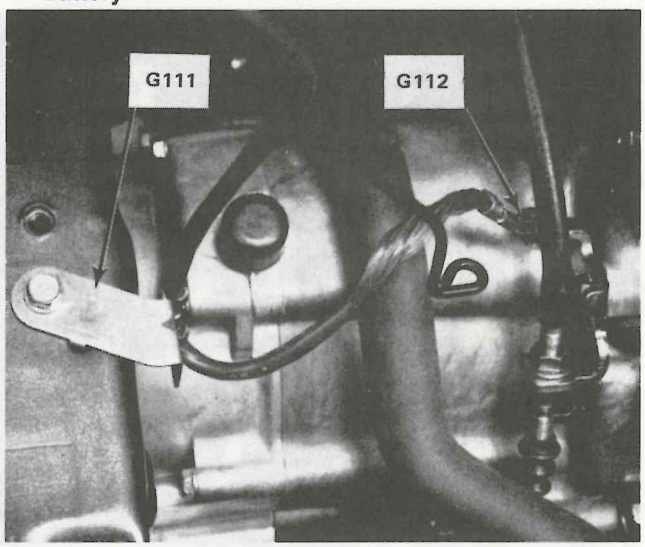
With the ignition switch in "Run" or "Start," voltage is applied to the charge indicator bulb. With the engine running and the alternator operating normally, voltage is present at the WHT/BLU wire and the charge indicator bulb. The bulb doesn't light up because voltage is present at both sides of the bulb. The WHT/RED wire is an input to indicate an electrical load on the engine. The ECU compensates for the load and adjusts idle speed. (Manual carbureted versions do not have this WHT/RED wire.)

If the ignition switch is in "Run" or "Start" and the alternator stops charging, the voltage regulator will stay grounded. In this case, there will be a negative potential felt on one side of the charge indicator bulb and the voltage regulator, thereby providing a current path to ground. The charge indicator bulb will light up to warn the driver that the alternator is not charging properly.

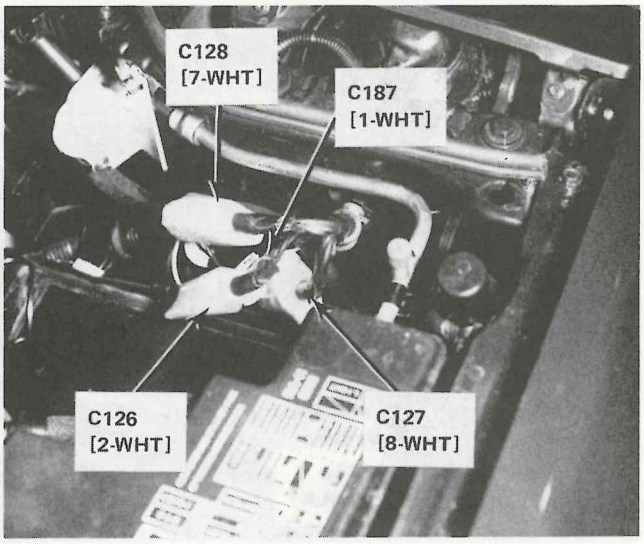
Choke Heater (Carb)

With the engine running and the alternator charging normally, voltage is applied through the voltage regulator to the automatic choke heater. The heater heats the bimetal coil, which unwinds and opens the choke valve. The choke valve is also controlled by the air temperature at the thermistor and by the intake air temperature sensor. The intake air temperature sensor switches the automatic choke resistor into the choke heater circuit whenever the intake air temperature is below 4.5 degrees C (40 degrees F). The automatic choke resistor reduces voltage to the automatic choke heater. This reduction in voltage slows the heating rate and delays the opening of the choke.

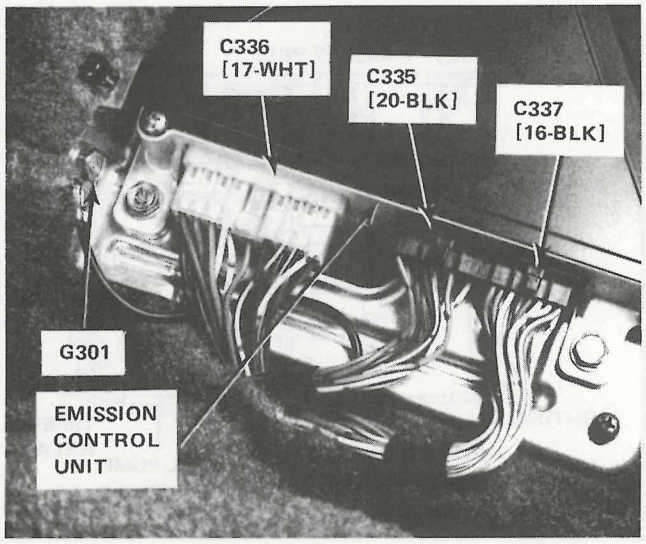
1. Left Front Corner of Engine Compartment, Below Battery



2. Right Front Corner of Engine Compartment, Front of Battery

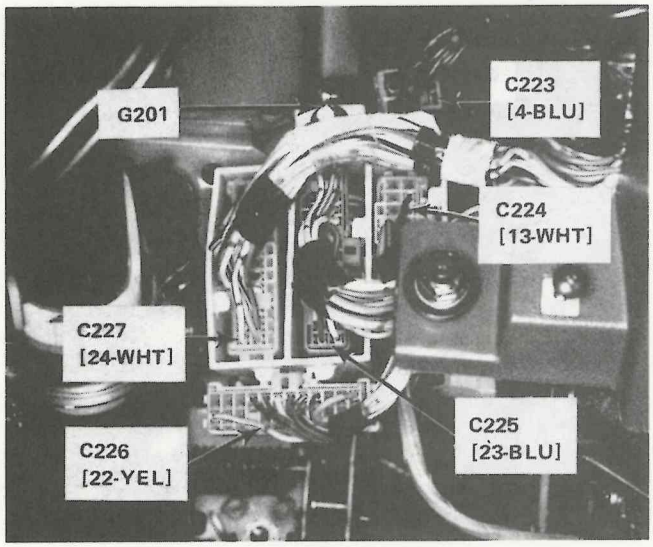


3. Under Left Front Seat

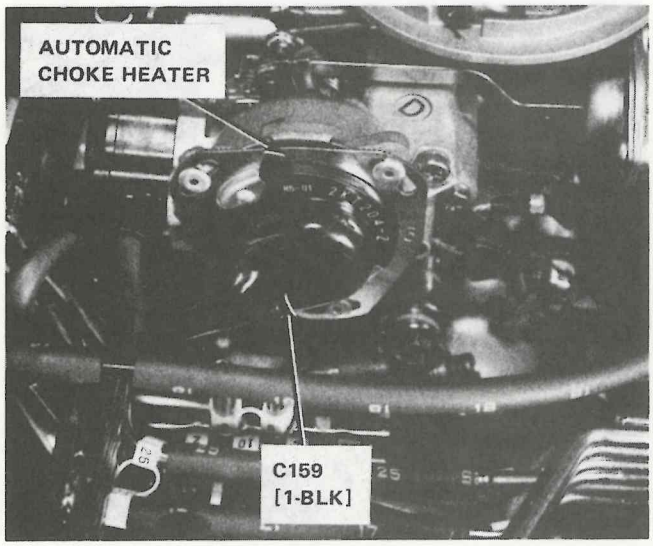


Charging System and Choke Heater

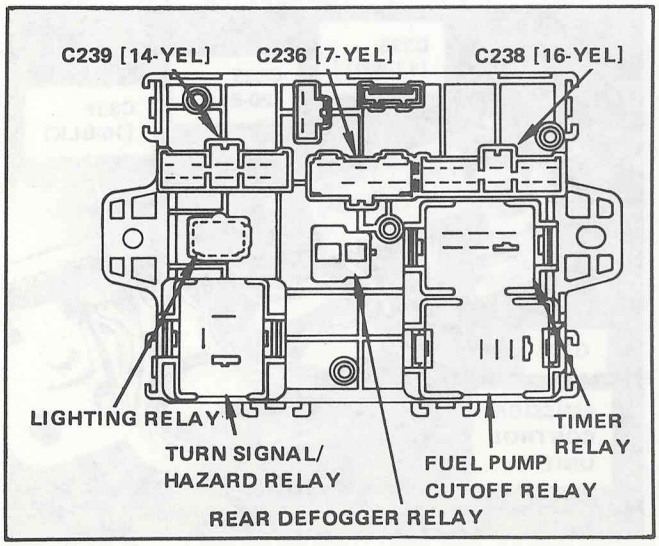
4. Under Left Side of Dash, Right of Steering Column



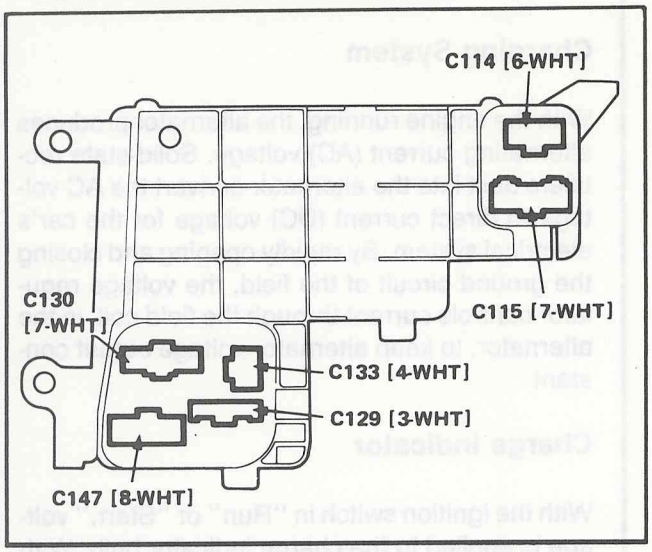
5. Center of Engine, Right of Carburetor



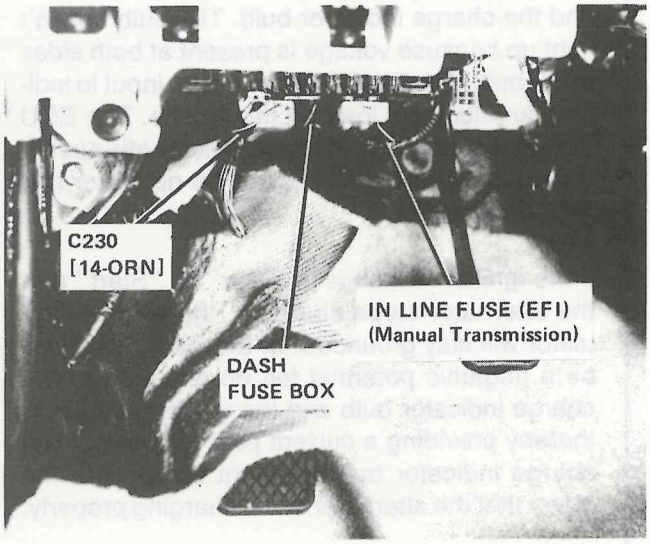
6. Rear View of Dash Fuse Box



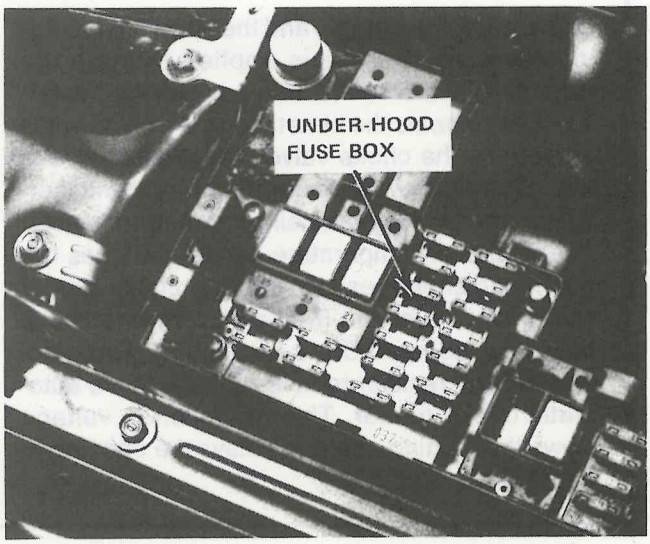
7. Bottom View of Under-hood Fuse Box



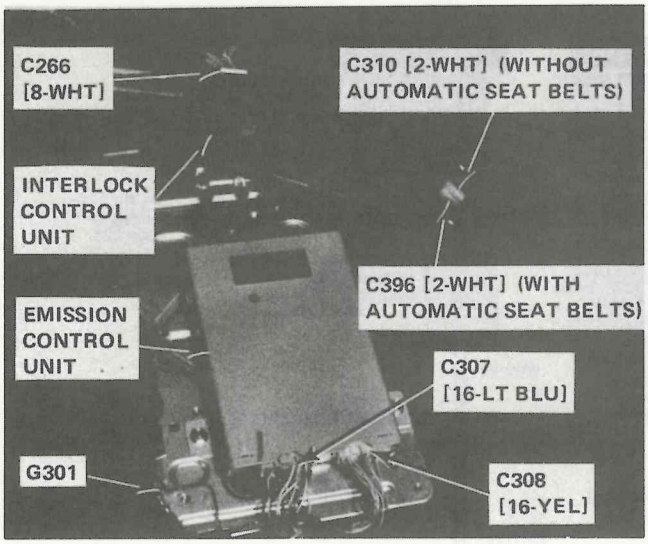
8. Under Left Side of Dash, Left of Steering Column



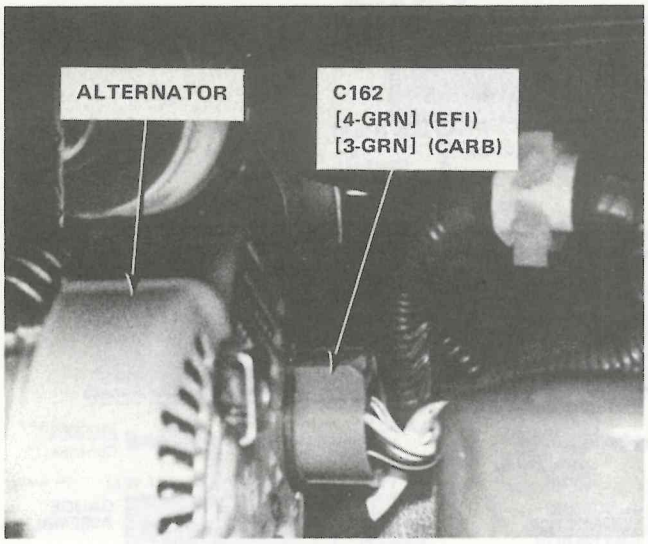
9. Right Side of Engine Compartment, on Inner Fender Panel



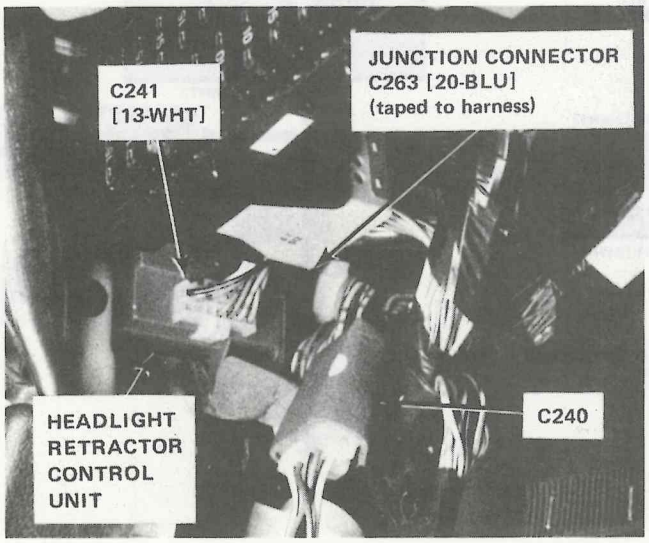
10. Under Left Front Seat



11. Lower Left Rear of Engine

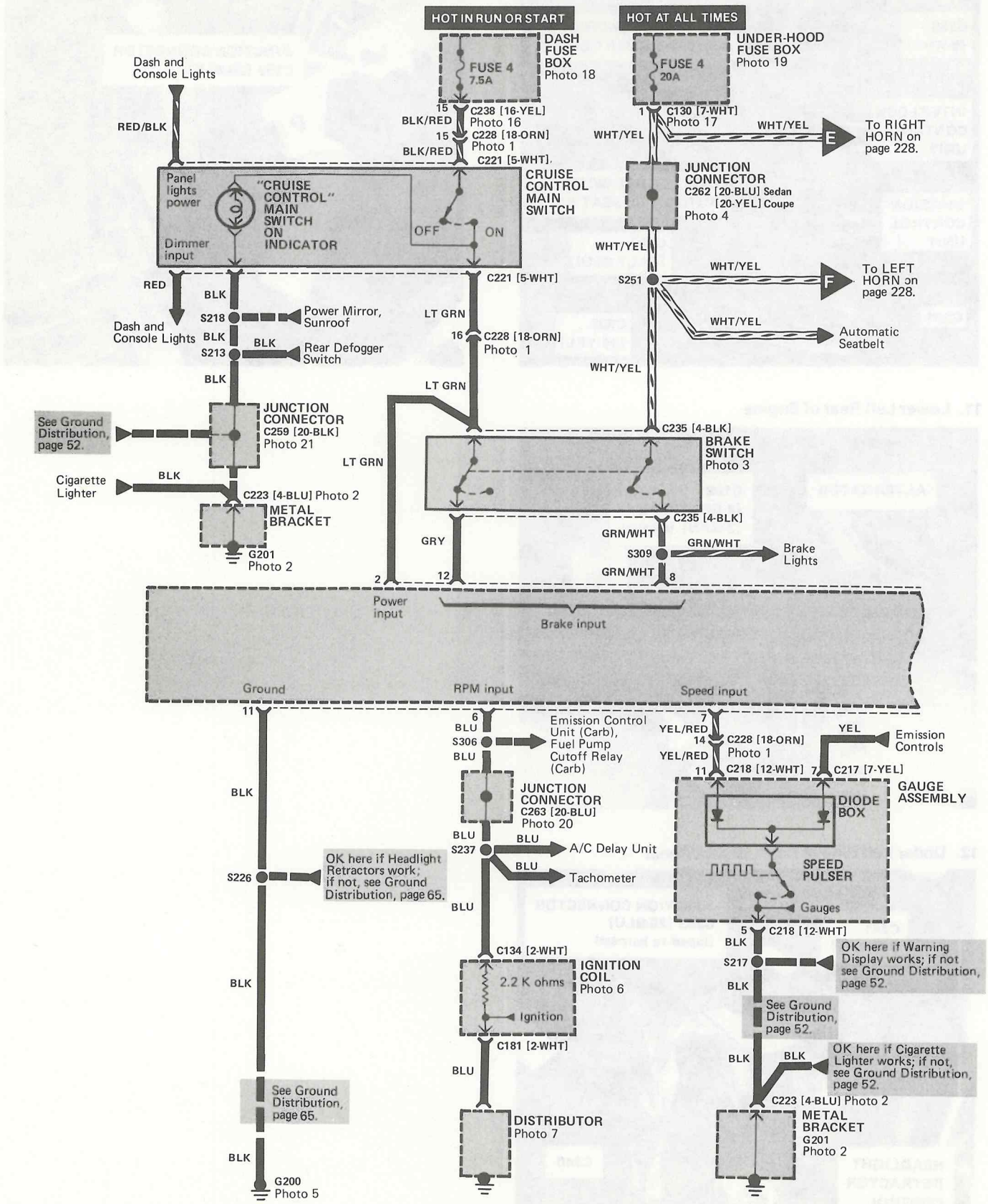


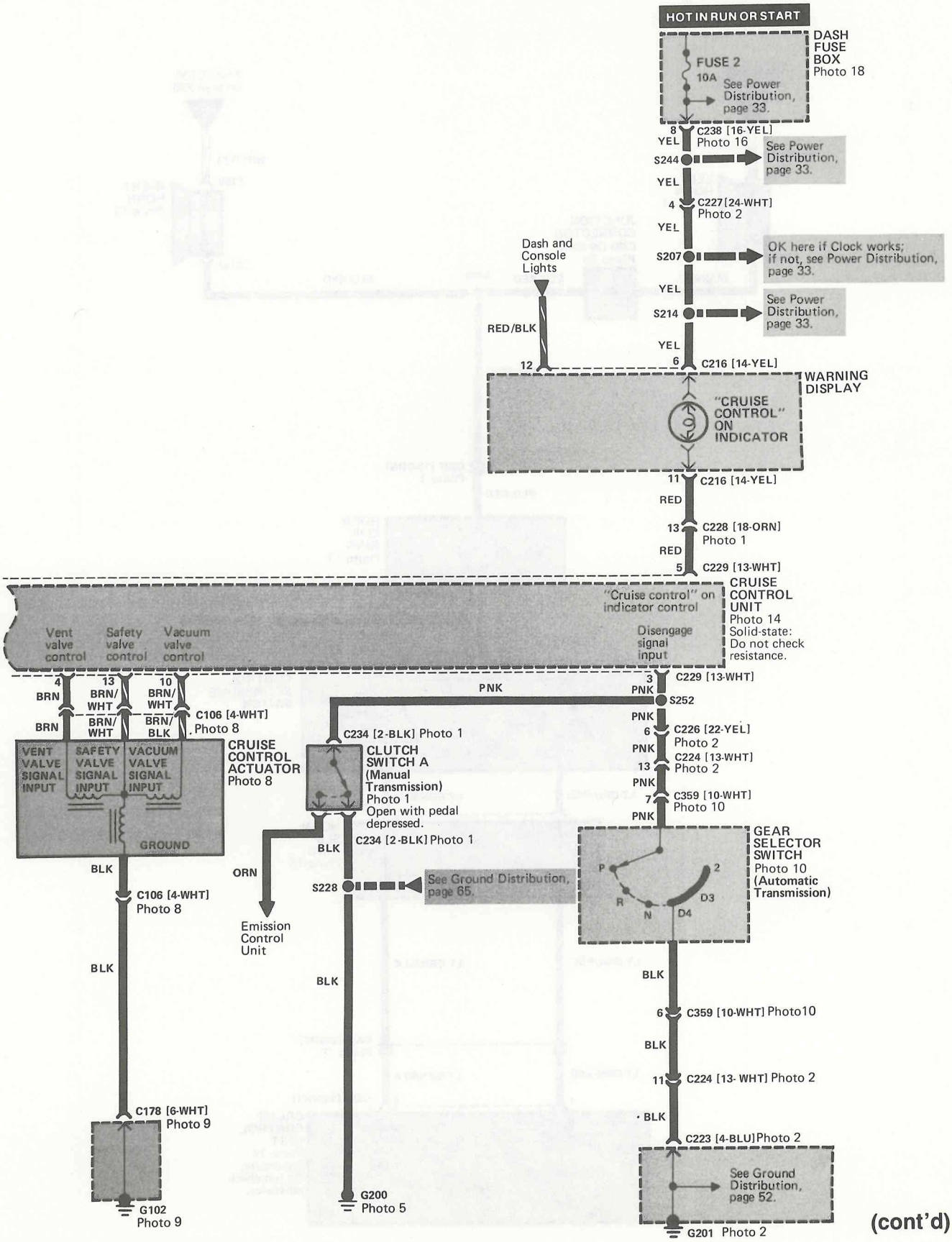
12. Under Left Side of Dash, at Kick Panel



13. Left Side of Dash, Behind I/P

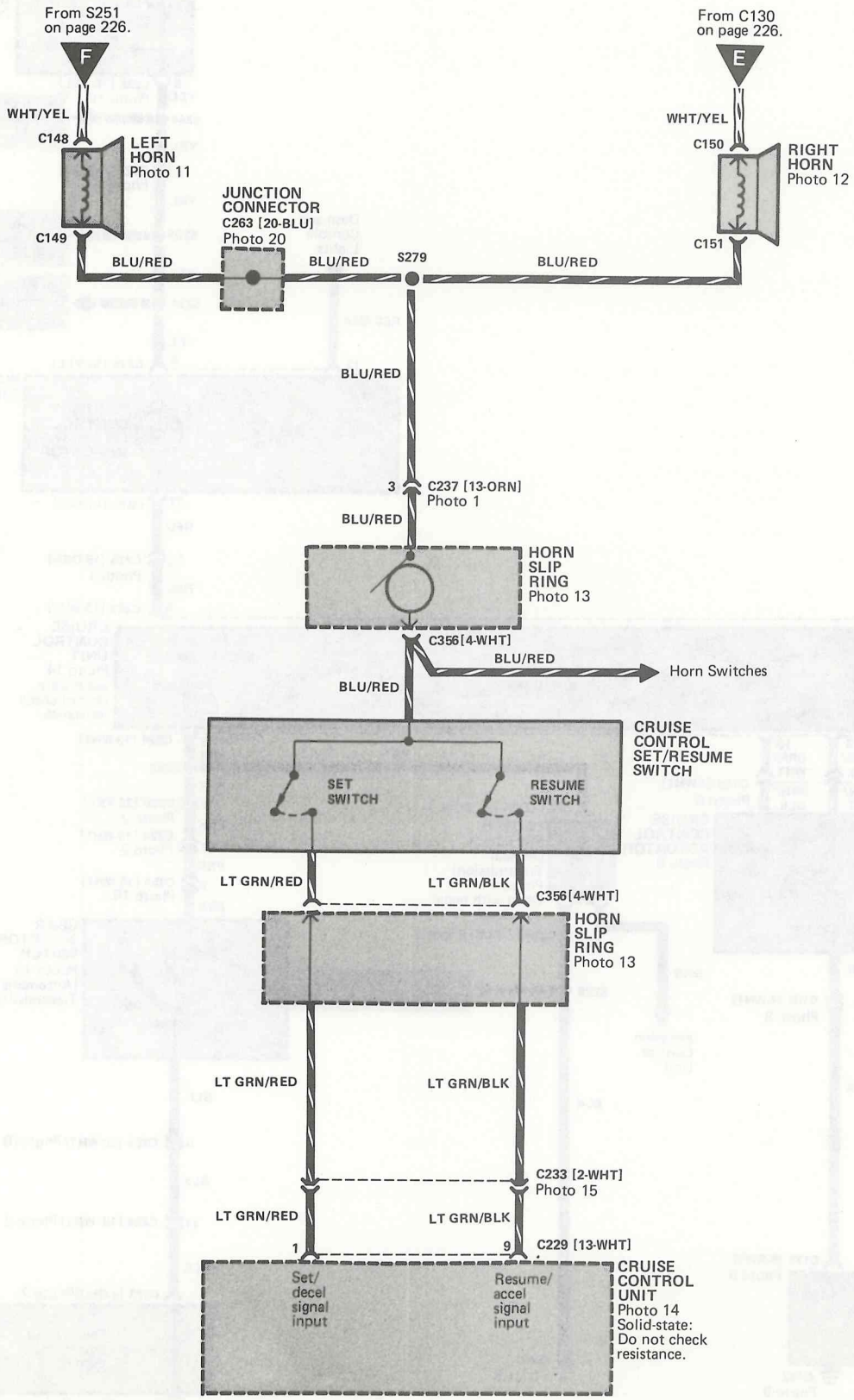
Cruise Control
- Circuit Schematic




HOT IN RUN OR START
DASH FUSE BOX Photo 18
FUSE 2
10A
See Power Distribution, page 33.
8 YEL
C238 [16-YEL] Photo 16
S244
See Power Distribution, page 33.
YEL
4
C227 [24-WHT] Photo 2
YEL
Dash and Console Lights
S207
OK here if Clock works; if not, see Power Distribution, page 33.
YEL
S214
See Power Distribution, page 33.
RED/BLK
YEL
12
6
C216 [14-YEL]
WARNING DISPLAY
"CRUISE CONTROL" ON INDICATOR
11
C216 [14-YEL]
RED
13
C228 [18-ORN] Photo 1
RED
5
C229 [13-WHT]
CRUISE CONTROL UNIT Photo 14 Solid-state: Do not check resistance.
"Cruise control" on indicator control
Vent valve control
Safety valve control
Vacuum valve control
Disengage signal input
4 BRN
13 BRN/WHT
10 BRN/WHT
BRN
BRN/WHT
BRN/BLK
C106 [4-WHT] Photo 8
CRUISE CONTROL ACTUATOR Photo 8
VENT VALVE SIGNAL INPUT
SAFETY VALVE SIGNAL INPUT
VACUUM VALVE SIGNAL INPUT
GROUND
BLK
C106 [4-WHT] Photo 8
BLK
C178 [6-WHT] Photo 9
G102 Photo 9
PNK
3 PNK
C229 [13-WHT]
S252
PNK
6
C226 [22-YEL] Photo 2
PNK
C224 [13-WHT] Photo 2
13
PNK
7
C359 [10-WHT] Photo 10
PNK
C234 [2-BLK] Photo 1
CLUTCH SWITCH A (Manual Transmission) Photo 1 Open with pedal depressed.
C234 [2-BLK] Photo 1
BLK
ORN
Emission Control Unit
S228
See Ground Distribution, page 65.
BLK
G200 Photo 5
GEAR SELECTOR SWITCH Photo 10 (Automatic Transmission)
P
R
N
D4
D3
2
BLK
6
C359 [10-WHT] Photo10
BLK
11
C224 [13- WHT] Photo 2
BLK
C223 [4-BLU] Photo 2
See Ground Distribution, page 52.
G201 Photo 2

(cont'd)

Cruise Control
- Circuit Schematic (cont'd)



How The Circuit Works

The cruise control system uses mechanical, electrical, and vacuum operated devices to maintain vehicle speed at a setting selected by the driver.

System Description

The cruise control unit receives command signals from the cruise control main switch and the cruise control set/resume switch. It receives information about operating conditions from the brake switch, the distributor, the speed pulser, and the clutch switch (manual transmission), or the gear selector switch (automatic transmission). The cruise control unit also sends operational signals to the devices that regulate the throttle position. The throttle position maintains the selected vehicle speed. Essentially, the control unit compares the actual speed of the vehicle to the selected speed. Then the control unit uses the result of that comparison to open or close the throttle.

The brake switch releases the system's control of the throttle at the instant the driver depresses the brake pedal. The switch sends an electronic signal to the control unit when the brake pedal is depressed; the control unit responds by allowing the throttle to close. The clutch switch (manual transmission) or the gear selector switch (automatic transmission) sends a disengage signal input to the control unit that also allows the throttle to close.

System Operation

The cruise control system will set and automatically maintain any speed above 30 mph (45 kph). To set, make sure that the main switch is in the "On" position. After reaching the desired speed, press the set switch. The cruise control unit will receive a set signal input and, in turn, will actuate the cruise control motor.

When the set switch is depressed and the cruise control system is on, the "Cruise Control" on indicator on the warning display will light up.

You can cancel the cruise control system by pushing the main switch to "Off." This removes power to the control unit and erases the set speed from memory. If the system is disengaged temporarily by the brake switch, clutch switch, or gear selector switch and vehicle speed is still above 30 mph, press the resume switch. With the resume switch depressed and the set memory retained, the vehicle automatically returns to the previous set speed.

For gradual acceleration without depressing the accelerator pedal, push the resume switch down and hold it there until the desired speed is reached. This will send an acceleration signal input to the control unit. When the switch is released, the system will be reprogrammed for the new speed. To slow the vehicle down, depress the set switch. This will send a deceleration signal input to the control unit, causing the vehicle to coast until the desired speed is reached. When the desired speed is reached, release the set switch. This will reprogram the system for the new speed.

Troubleshooting

System Check (Road Test)

Perform the following check with the cruise control main switch "On," while driving faster than 30 mph:

1. **Depress the set switch.** The car should maintain its set speed. You shouldn't have to put your foot on the accelerator.

2. **With your foot off the accelerator, hold the set switch in.** The car should coast to a slower speed.

3. **Release the set switch.** The cruise control system should engage and hold the slower speed, if the speed is above 30 mph.

4. **Hold the resume switch.** The car should accelerate.

5. **Release the resume switch.** The car should hold the new faster speed.

6. **Tap the brake pedal.** The cruise control system should disengage and the pilot light should go out.

7. **Tap the resume switch.** The car should accelerate to its former speed.

If the car has a manual transmission, repeat steps 6 and 7 by depressing the clutch. With automatic transmission, repeat steps 6 and 7 by placing the gear selector switch in "Neutral" and then to "Drive."

8. **While cruising, accelerate, then take your foot off the accelerator.** The car should coast back to the set speed.

9. **While cruising, tap the resume switch.** The car's speed should increase about 1 mph for each tap.

10. **While cruising, tap the set switch.** The car's speed should decrease about 1 mph for each tap.

11. **Depress the cruise control main switch.** The cruise control should turn off.

System Diagnosis

1. Check fuses 2 and 4 of the dash fuse box and fuse 4 of the under-hood fuse box.

2. No matter what the symptoms, disconnect the control unit connector (under left side of dash) and check the wires in it for voltage and resistance.

- **Check the voltage** at each wire listed in the first chart on page 232 (all checks are to body ground). Use a digital multimeter for all measurements.
  - If the voltage is not correct at a cavity in the connector, repair or replace the circuit that connects to that cavity, then check resistance as described below.
  - If the voltage readings are correct, make sure the ignition switch is off, then disconnect the battery.
- **Check the resistance** of the wires listed in the second chart on page 232 (all checks are between each wire and ground).
  - If the resistance is not correct at a cavity in the connector, repair or replace the circuit that connects to that cavity.
  - If all of the resistance measurements are good, go on to step 3.

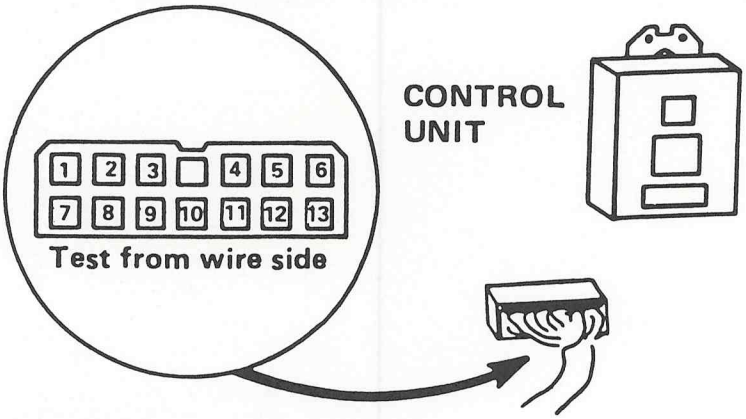
3. If you found no problems on the previous check, gently twist the connector pins on the control unit about 10 degrees with a pair of needle nose pliers to increase the contact pressure. Attach the connector to the control unit, then test drive the car again.

- If the cruise control won't set, replace the control unit.
- If the cruise control disconnects after some time, carefully check the control unit connector for loose terminals or other signs of poor contact.

- If the cruise control will set but won't hold its set speed, check the actuator in accordance with the Service Manual.
- If the cruise control will set but feels erratic or surges, replace the speedometer cable.
- If the speedometer cable has been replaced and the cruise control is still erratic or intermittent, measure the voltage at pin 13 with the control unit attached, the front end raised and the wheels turning at 60 mph. Voltage should be between 1.5 and 2.5 volts if the pulse generator is operating normally. If the voltage is not correct, replace the speedometer.

Resistance Check at Control Unit Connector

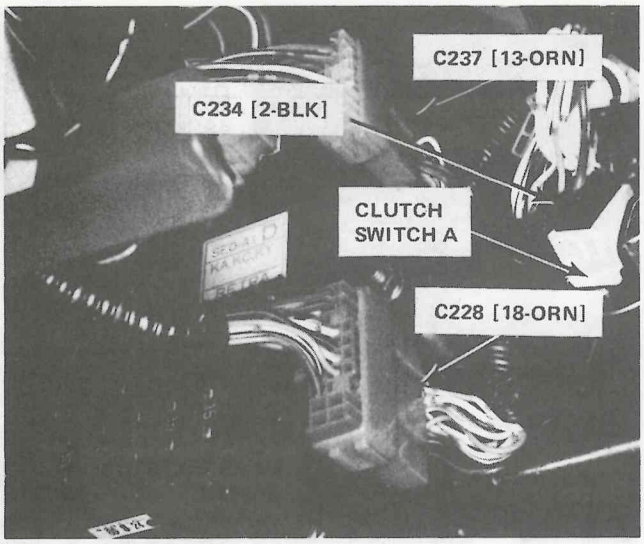
WIRE COLOR	CAVITY	FUNCTION	RESISTANCE	TEST CONDITIONS
BLK	11	Ground	0Ω	To body ground.
PNK (automatic transmission)	3	Disengage signal input	0Ω	Gear selector switch in D or 2.
PNK (manual transmission)	3	Disengage signal input	0Ω	Clutch pedal released.
YEL/RED	7	Speed input	23 pulses per 10 revolutions of the wheel	Measure as front drive wheel is turned by hand.
BRN	4	Common positive	80-120Ω	To body ground.
BRN/BLK	10	Vacuum valve control	80-120Ω	To body ground.
BRN/WHT	13	Vent valve control	40-60Ω	To body ground.



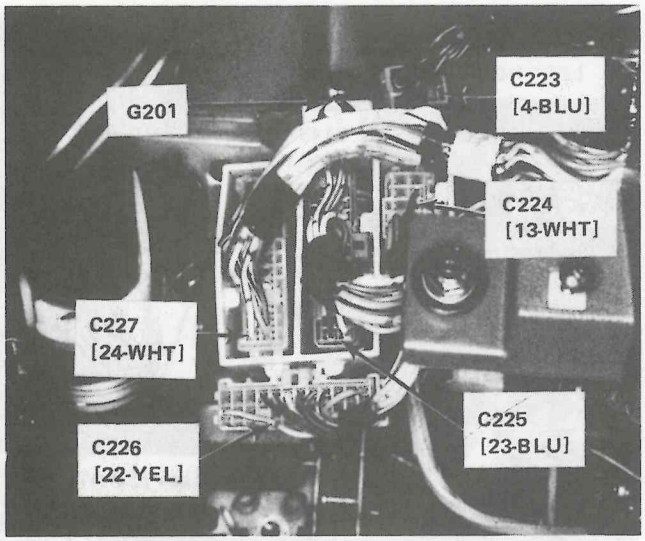
Voltage Check at Control Unit Connector

WIRE COLOR	CAVITY	FUNCTION	VOLTAGE	TEST CONDITIONS
LT GRN	2	Power input	Battery	Ignition switch to "Run" and cruise control main switch on.
GRY	12	Brake input	Battery	Ignition switch to "Run" and cruise control main switch on.
GRN/WHT	8	Brake input	Battery	Brake pedal depressed.
LT GRN/RED	1	Set/decel signal input	Battery	Set switch depressed.
LT GRN/BLK	9	Resume/accel signal input	Battery	Resume switch depressed.
BLU	6	RPM input	Battery	Ignition switch in "Run."
			System (13.1v)	Engine running.
RED	5	"Cruise Control" on indicator control	"Cruise Control" on indicator lights up	Ignition switch in "Run" and red wire grounded.

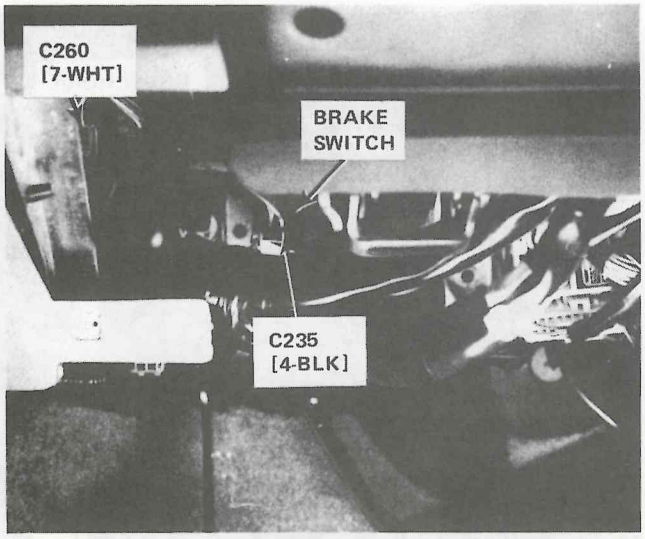
1. Under Left Side of Dash, on Right Side of Dash Fuse Box



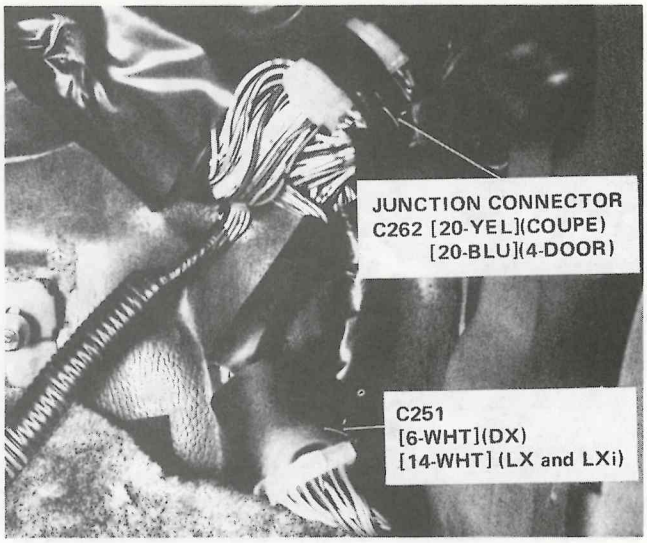
2. Under Left Side of Dash, on Right Side of Steering Column



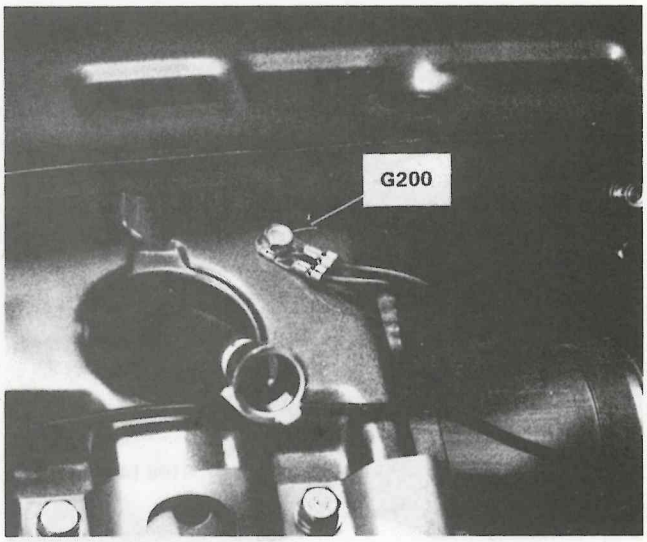
3. Under Left Side of Dash, on Brake Pedal Support Bracket



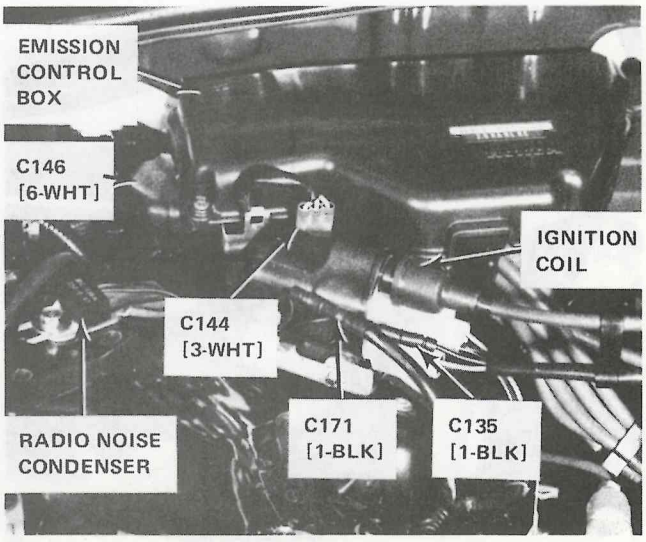
4. Under Right Side of Dash, Below Blower Assembly



5. Under Dash, Near Speedometer Connector

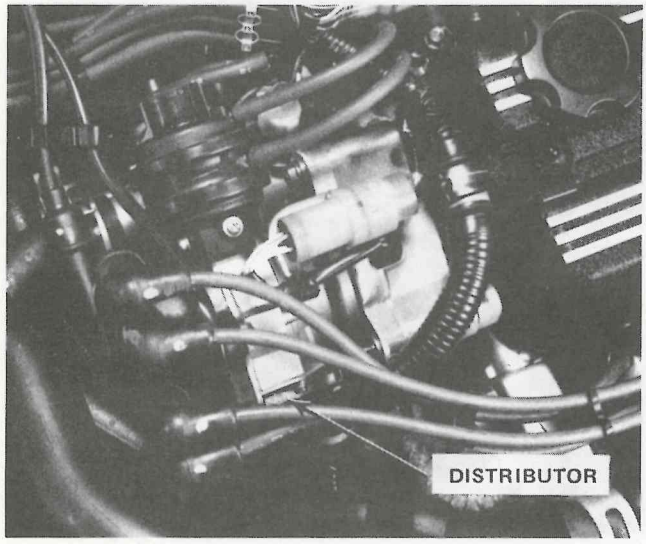


6. Right Rear of Engine Compartment, Above Strut Tower

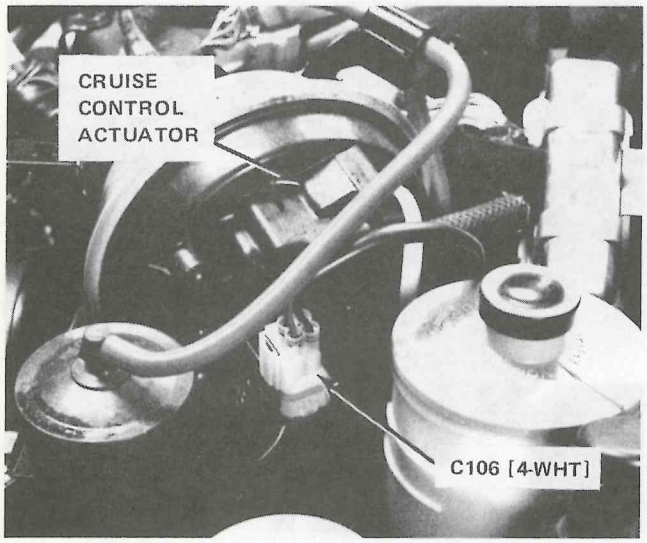


Cruise Control

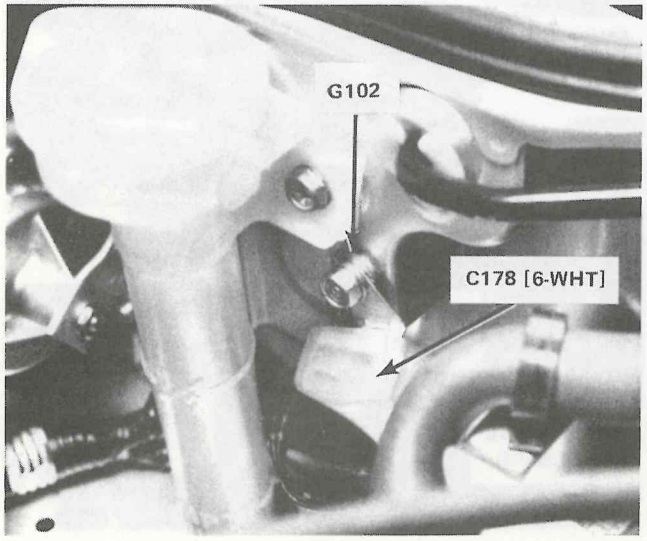
7. Right Side of Engine



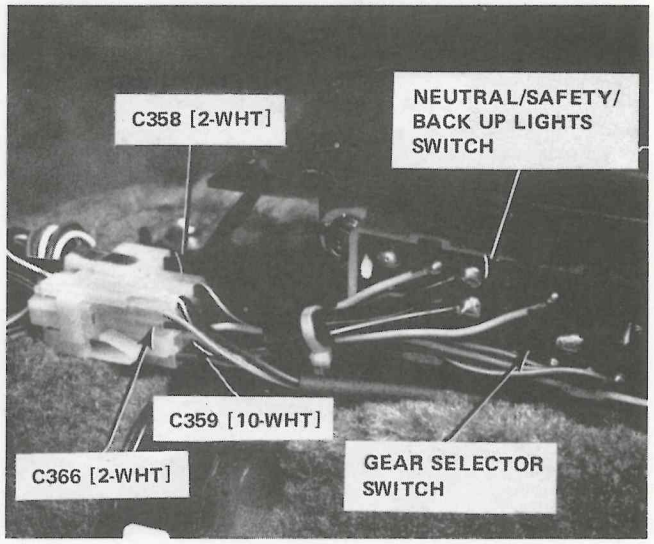
8. Left Side of Engine Compartment, Front of Shock Tower



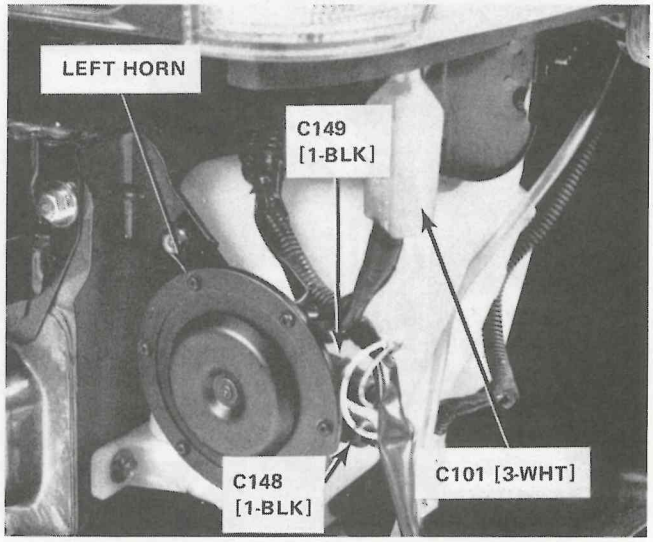
9. Left Front Corner of Engine Compartment, Behind Headlight



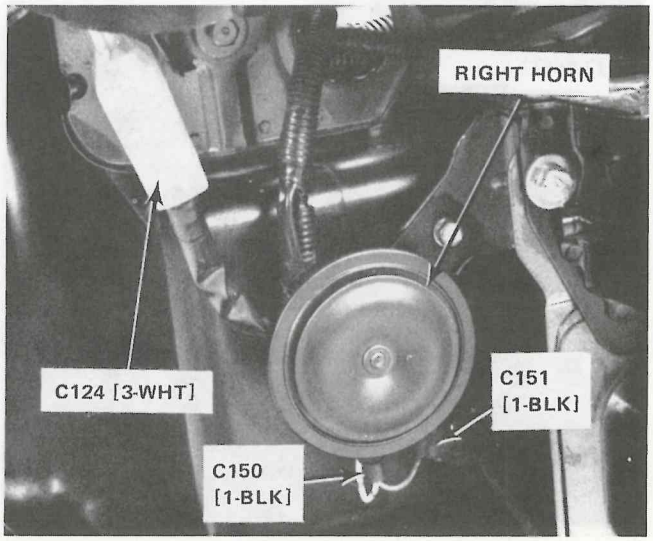
10. In Console, at Base of Gear Selector



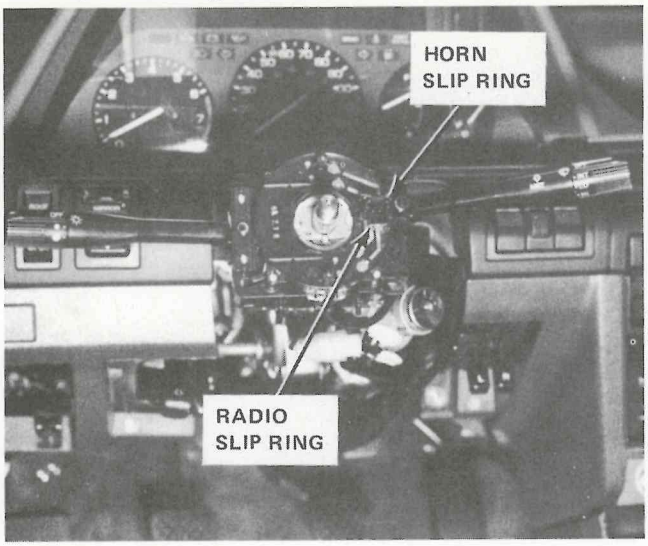
11. Left Front Corner of Engine Compartment, Behind Bumper



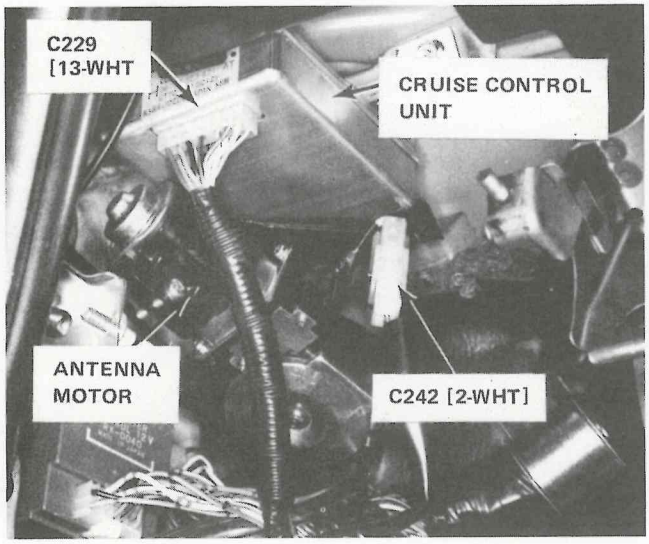
12. Right Front Corner of Engine Compartment, Behind Bumper



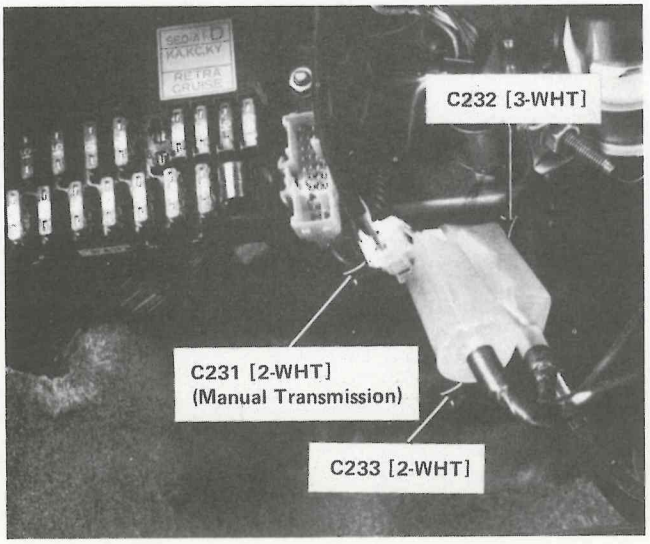
13. Top of Steering Column



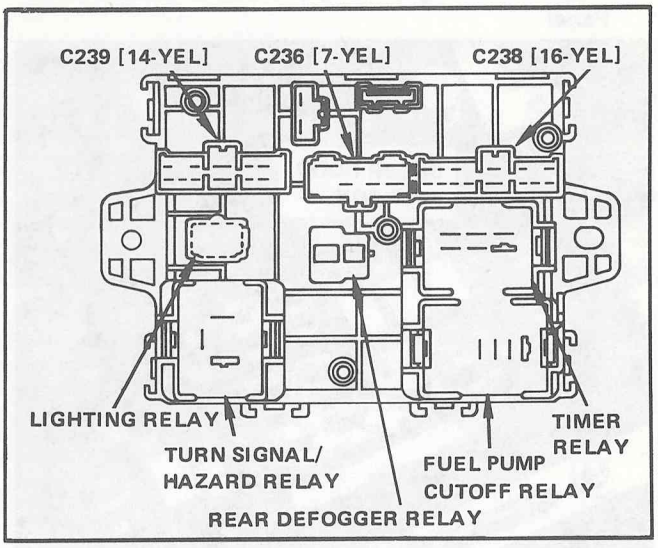
14. Under Left Side of Dash, at Kick Panel



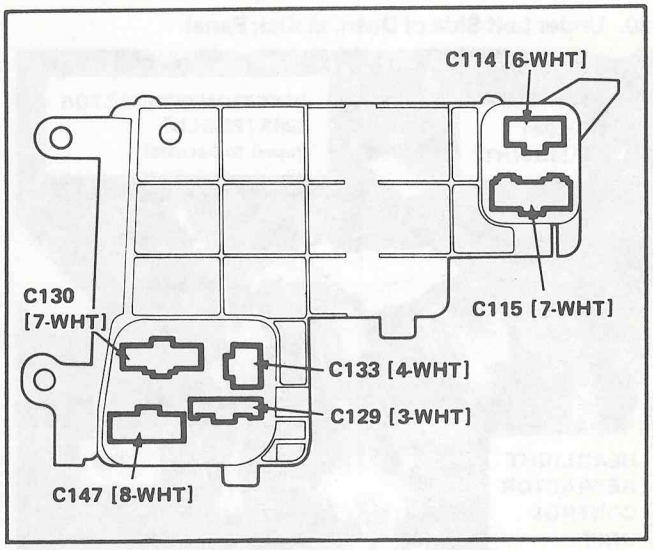
15. Under Left Side at Dash, Below Steering Column



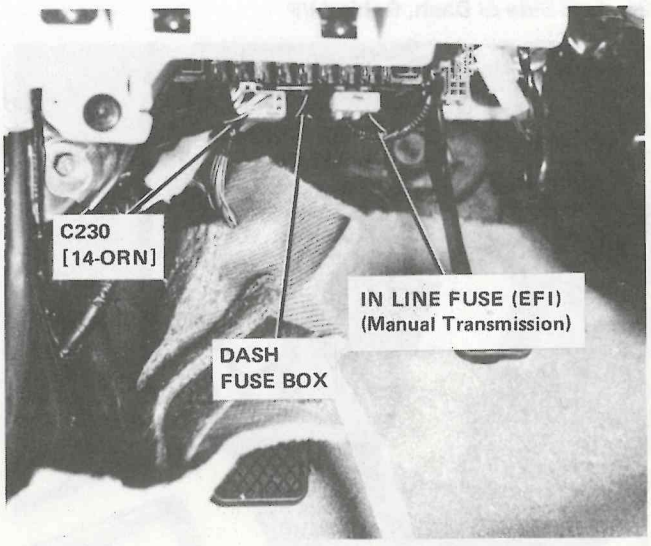
16. Rear View of Dash Fuse Box



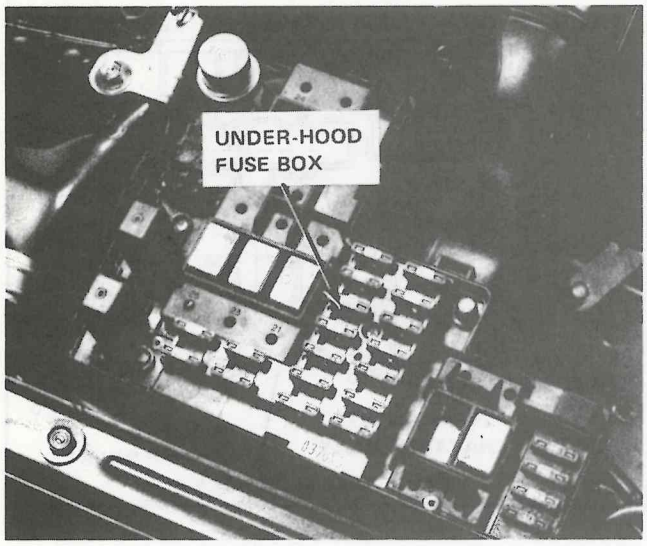
17. Bottom View of Under-hood Fuse Box



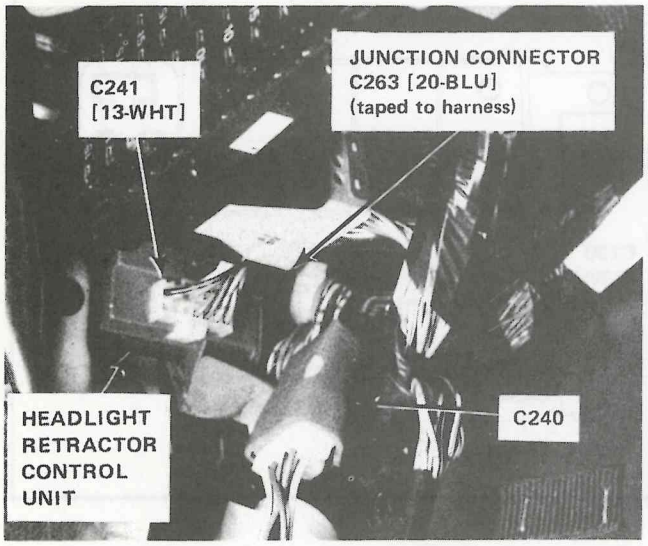
18. Under Left Side of Dash, Left of Steering Column



19. Right Side of Engine Compartment, on Lower Fender Panel

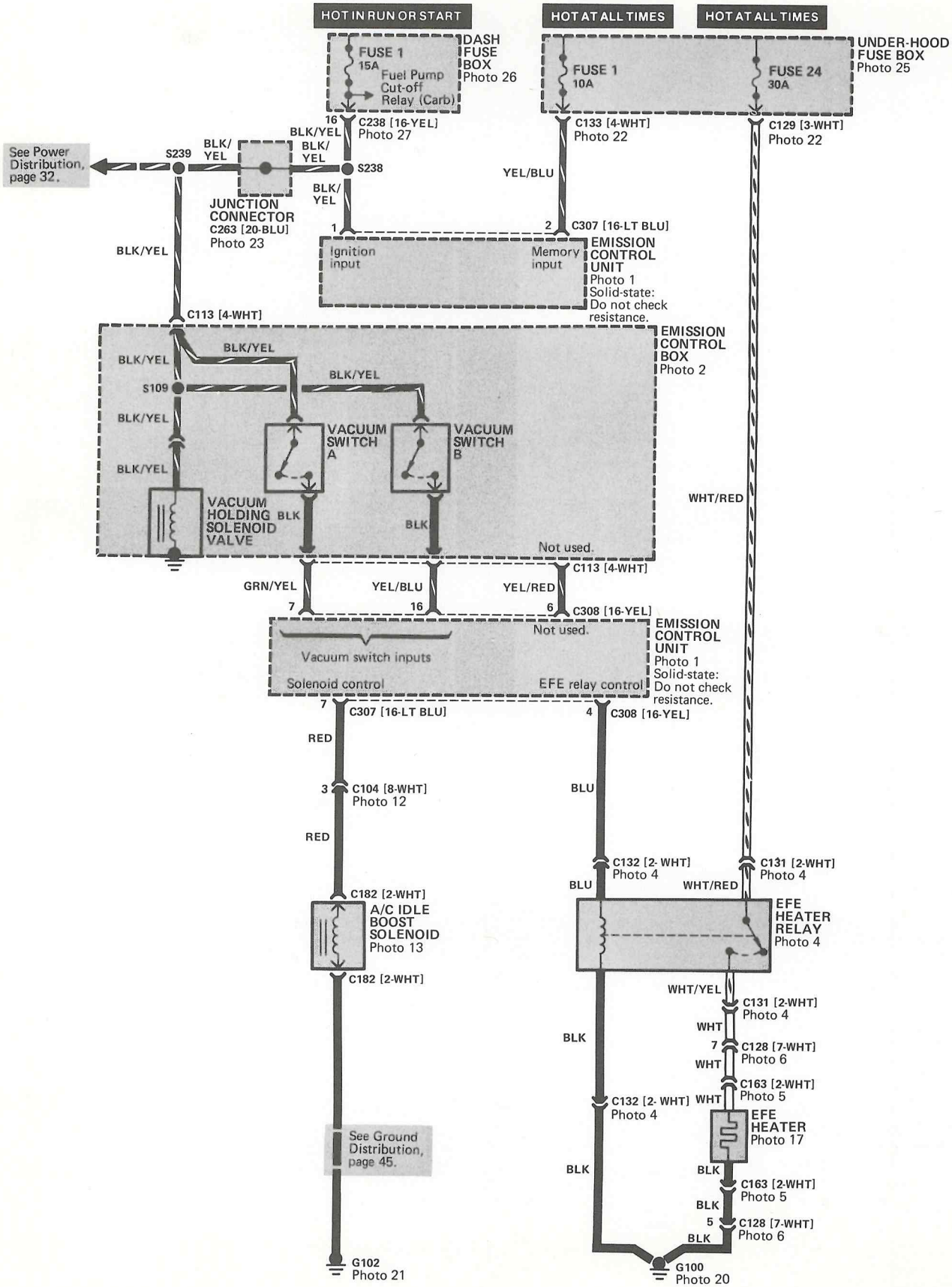


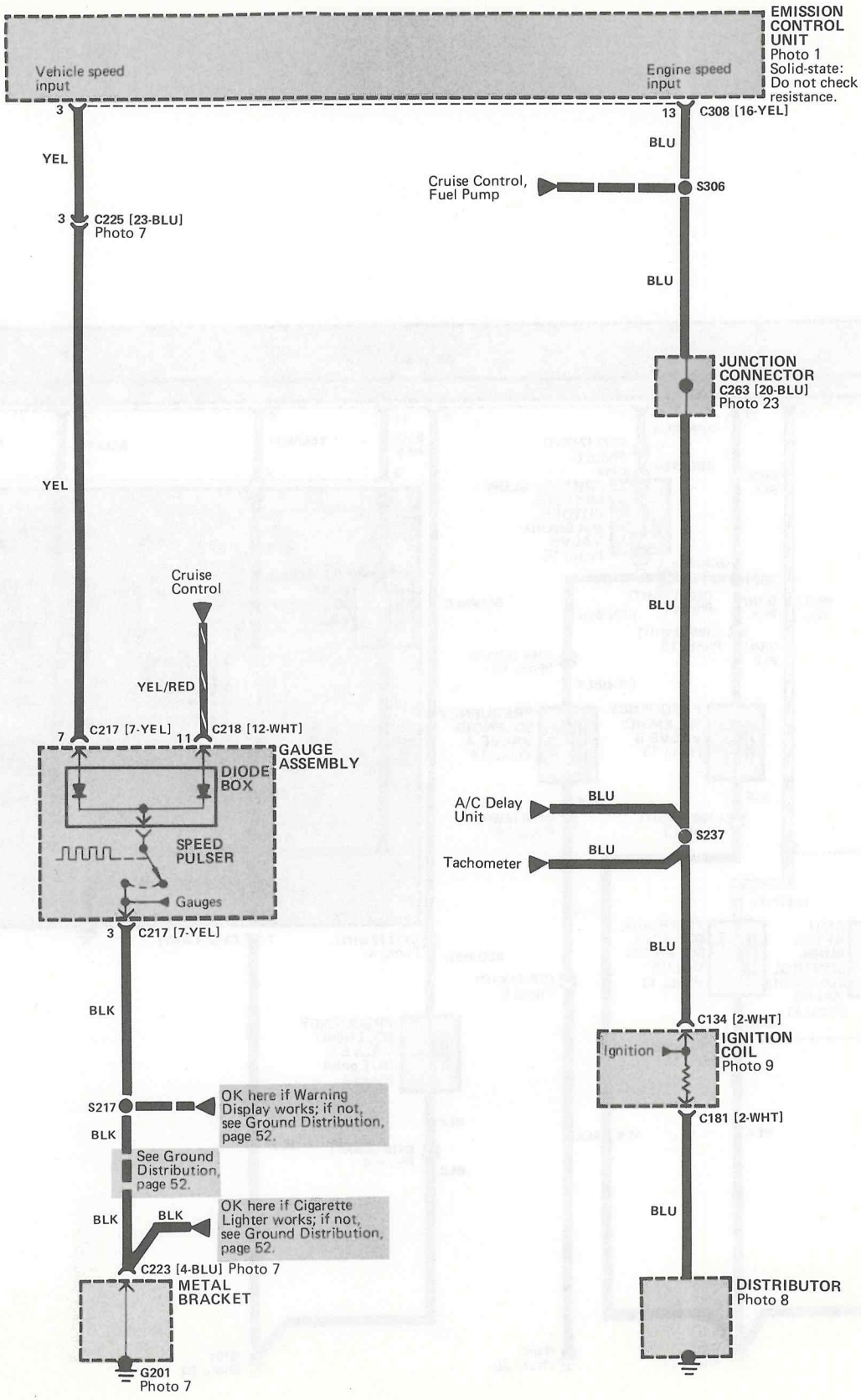
20. Under Left Side of Dash, at Kick Panel



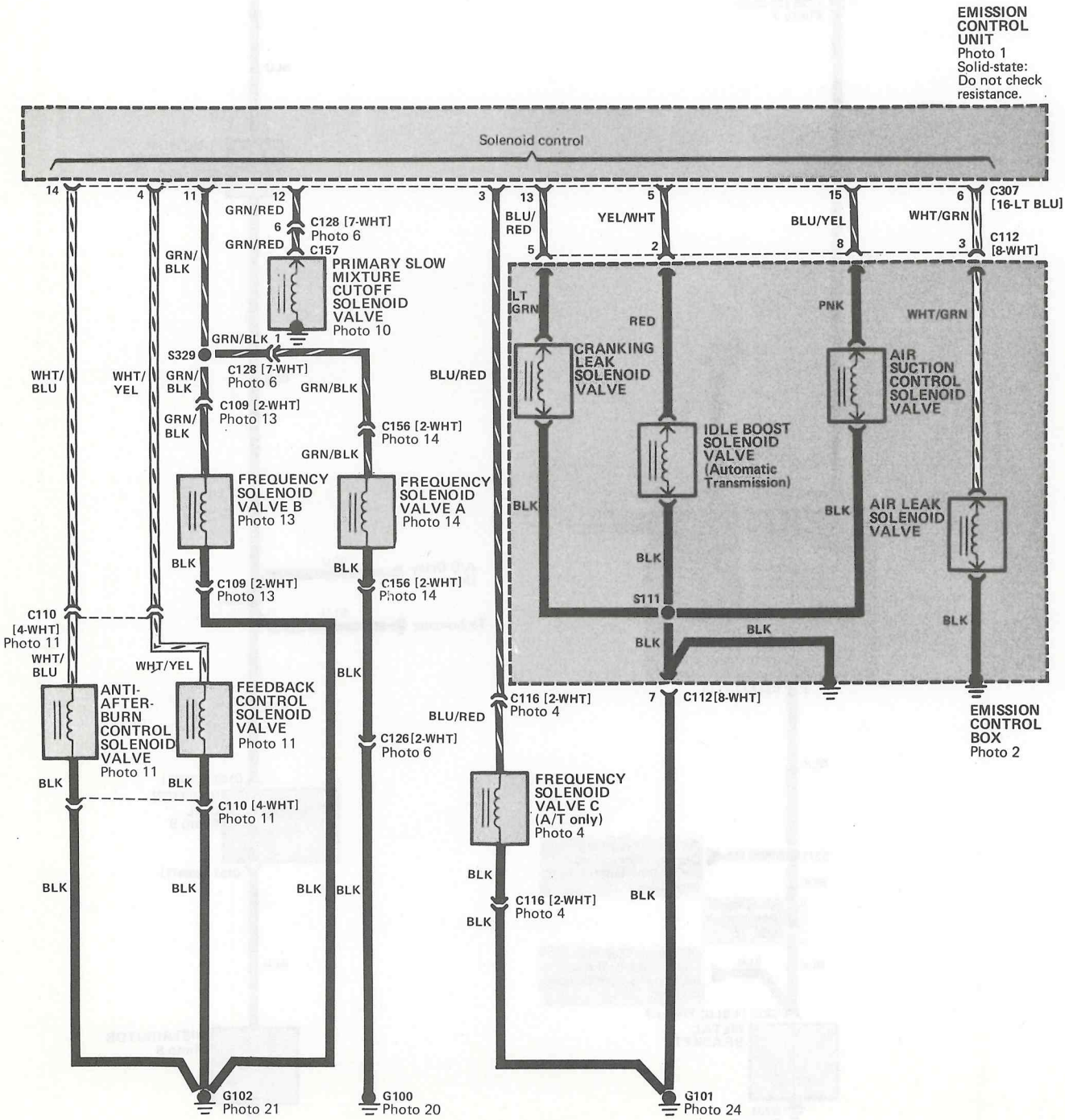
21. Left Side of Dash, Behind I/P

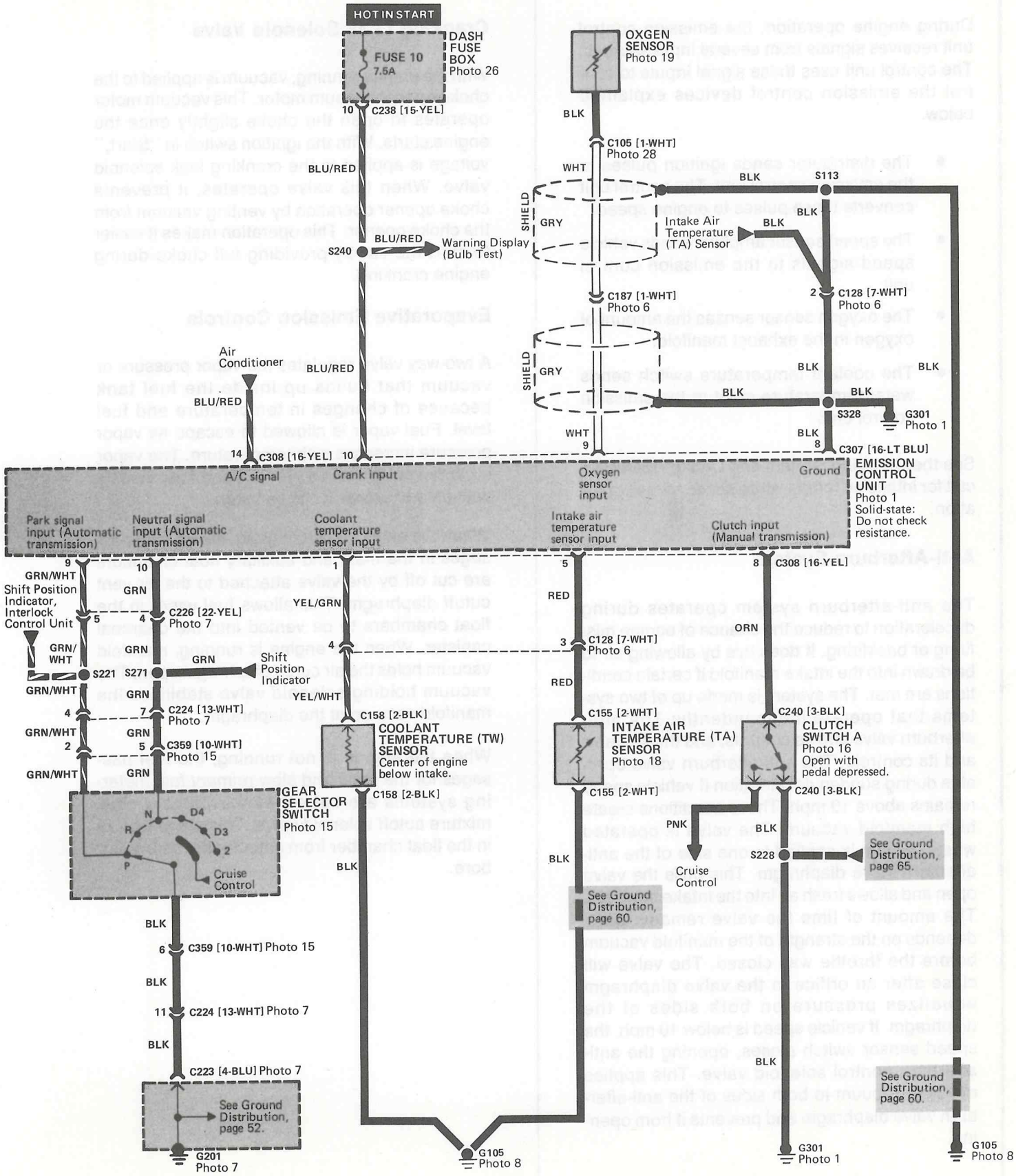
Emission Controls (Carb)
- Circuit Schematic




EMISSION CONTROL UNIT
Photo 1
Solid-state: Do not check resistance.
Vehicle speed input
Engine speed input
3
13
C308 [16-YEL]
YEL
BLU
Cruise Control, Fuel Pump
S306
3
C225 [23-BLU]
Photo 7
BLU
JUNCTION CONNECTOR
C263 [20-BLU]
Photo 23
YEL
Cruise Control
BLU
YEL/RED
7
C217 [7-YEL]
11
C218 [12-WHT]
GAUGE ASSEMBLY
DIODE BOX
SPEED PULSER
Gauges
A/C Delay Unit
BLU
S237
Tachometer
BLU
3
C217 [7-YEL]
BLU
BLK
C134 [2-WHT]
Ignition
IGNITION COIL
Photo 9
S217
OK here if Warning Display works; if not, see Ground Distribution, page 52.
C181 [2-WHT]
BLK
See Ground Distribution, page 52.
BLK
BLK
OK here if Cigarette Lighter works; if not, see Ground Distribution, page 52.
BLU
C223 [4-BLU] Photo 7
METAL BRACKET
DISTRIBUTOR
Photo 8
G201
Photo 7

Emission Controls (Carb)
- Circuit Schematic (cont'd)




HOT IN START
FUSE 10
7.5A
DASH FUSE BOX
Photo 26
10
C238 [15-YEL]
BLU/RED
S240
Warning Display (Bulb Test)
OXGEN SENSOR
Photo 19
BLK
C105 [1-WHT]
Photo 28
WHT
BLK
S113
SHIELD
GRY
Intake Air Temperature (TA) Sensor
BLK
BLK
C187 [1-WHT]
Photo 6
2
C128 [7-WHT]
Photo 6
Air Conditioner
BLU/RED
BLU/RED
SHIELD
GRY
BLK
BLK
BLK
BLK
S328
G301
Photo 1
WHT
9
BLK
8
C307 [16-LT BLU]
14
C308 [16-YEL]
10
A/C signal
Crank input
Oxygen sensor input
Ground
EMISSION CONTROL UNIT
Photo 1
Solid-state: Do not check resistance.
Park signal input (Automatic transmission)
Neutral signal input (Automatic transmission)
Coolant temperature sensor input
Intake air temperature sensor input
Clutch input (Manual transmission)
9
10
1
5
8
C308 [16-YEL]
GRN/WHT
Shift Position Indicator, Interlock Control Unit
GRN
YEL/GRN
RED
5
4
C226 [22-YEL]
Photo 7
ORN
GRN/WHT
GRN
4
3
C128 [7-WHT]
Photo 6
GRN
GRN
S221
S271
Shift Position Indicator
RED
GRN/WHT
GRN
YEL/WHT
4
7
C224 [13-WHT]
Photo 7
C158 [2-BLK]
C155 [2-WHT]
C240 [3-BLK]
GRN/WHT
GRN
2
5
C359 [10-WHT]
Photo 15
COOLANT TEMPERATURE (TW) SENSOR
Center of engine below intake.
INTAKE AIR TEMPERATURE (TA) SENSOR
Photo 18
CLUTCH SWITCH A
Photo 16
Open with pedal depressed.
GRN/WHT
GRN
C158 [2-BLK]
C155 [2-WHT]
C240 [3-BLK]
GEAR SELECTOR SWITCH
Photo 15
N
D4
R
D3
2
P
Cruise Control
BLK
PNK
BLK
S228
See Ground Distribution, page 65.
Cruise Control
BLK
See Ground Distribution, page 60.
BLK
6
C359 [10-WHT] Photo 15
BLK
11
C224 [13-WHT] Photo 7
BLK
C223 [4-BLU] Photo 7
BLK
See Ground Distribution, page 60.
See Ground Distribution, page 52.
G201
Photo 7
G105
Photo 8
G301
Photo 1
G105
Photo 8

How The Circuit Works

During engine operation, the emission control unit receives signals from several input sources. The control unit uses these signal inputs to control the emission control devices explained below.

- The distributor sends ignition pulses to the emission control unit. The control unit converts these pulses to engine speed.
- The speed sensor amplifier sends vehicle speed signals to the emission control unit.
- The oxygen sensor senses the amount of oxygen in the exhaust manifold.
- The coolant temperature switch sends water temperature input to the emission control unit.

See the Charging System and Choke Heater circuit for intake air temperature sensor circuit operation.

Anti-Afterburn System

The anti-afterburn system operates during deceleration to reduce the chance of engine misfiring or backfiring. It does this by allowing air to be drawn into the intake manifold if certain conditions are met. The system is made up of two systems that operate independently: The anti-afterburn valve and its controls, and the air valve and its controls. The anti-afterburn valve operates during sudden deceleration if vehicle speed remains above 10 mph. These conditions create high manifold vacuum. The valve is operated when vacuum is applied to one side of the anti-afterburn valve diaphragm. This pulls the valve open and allows fresh air into the intake manifold. The amount of time the valve remains open depends on the strength of the manifold vacuum before the throttle was closed. The valve will close after an orifice in the valve diaphragm equalizes pressure on both sides of the diaphragm. If vehicle speed is below 10 mph, the speed sensor switch closes, opening the anti-afterburn control solenoid valve. This applies manifold vacuum to both sides of the anti-afterburn valve diaphragm and prevents it from opening.

Cranking Leak Solenoid Valve

With the engine running, vacuum is applied to the choke opener vacuum motor. This vacuum motor operates to open the choke slightly once the engine starts. With the ignition switch in "Start," voltage is applied to the cranking leak solenoid valve. When this valve operates, it prevents choke opener operation by venting vacuum from the choke opener. This operation makes it easier to start the car by providing full choke during engine cranking.

Evaporative Emission Controls

A two-way valve regulates the vapor pressure or vacuum that builds up inside the fuel tank because of changes in temperature and fuel level. Fuel vapor is allowed to escape as vapor pressure increases with temperature. The vapor is carried out through a vent line and absorbed by activated charcoal in the canister.

When the engine is not running, the air vent passages in the main and auxiliary float chambers are cut off by the valve attached to the air vent cutoff diaphragm. This allows fuel vapor in the float chambers to be vented into the charcoal canister. When the engine is running, manifold vacuum holds the air cutoff diaphragm open. The vacuum holding solenoid valve stabilizes the manifold vacuum at the diaphragm.

When the engine is not running, the fuel passages for the main and slow primary fuel metering systems are cut off by the primary slow mixture cutoff solenoid valve. This prevents fuel in the float chamber from entering the carburetor bore.

Power Valve System

This system supplies supplementary fuel to the primary main fuel passages when the car is operated in the power mode.

In normal driving modes, other than acceleration, manifold vacuum is applied to the diaphragm of the power valve and the valve stays closed. During acceleration, the throttle valve opens suddenly. This decreases the manifold vacuum and causes the power valve to open. This operation supplies additional fuel to the primary main fuel passages through the power jet, providing smooth acceleration performance.

Feedback Control System

The feedback control system maintains the proper air-fuel mixture ratio. It does this by supplying fresh air as required to the intake manifold to prevent an over-rich mixture.

The feedback control system is made up of two separate systems:

- The X-system, or main system.
- The M-system, which fine tunes the operation of the overall system.

The X-system controls the amount of air entering the intake manifold. The control unit cycles frequency solenoid valve B on and off at a rate determined by the strength of the signal from the oxygen sensor. Then manifold vacuum, which is always modulated by the constant vacuum valve, is applied to an air control valve. This allows the correct amount of air to be fed into the intake manifold.

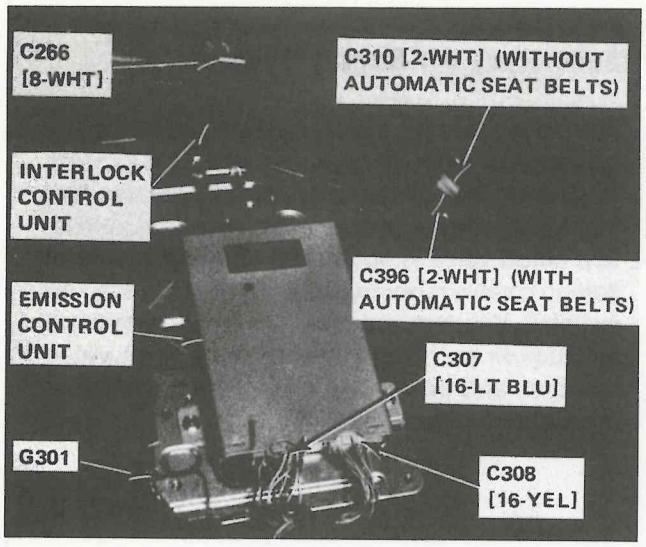
The M-system also controls the amount of air entering the intake manifold. The control unit cycles frequency solenoid valve A, which applies EGR load sensitive vacuum to another air control valve. This feeds the correct amount of air into the intake manifold and fine tunes the system.

Secondary Air Supply System

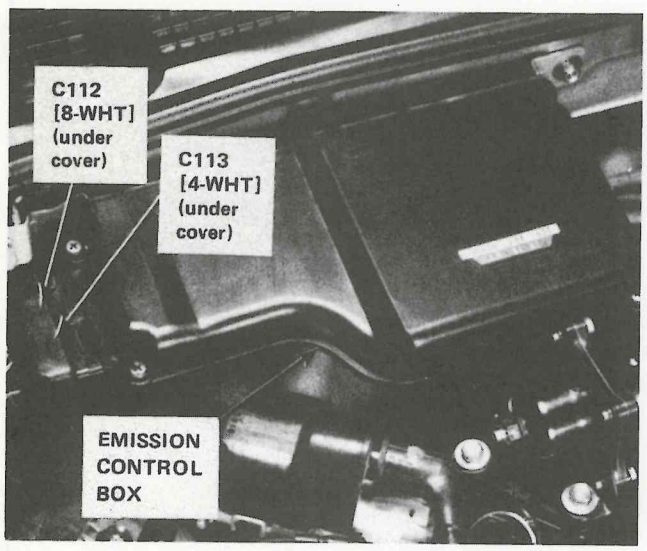
The secondary air supply system promotes the oxidation of exhaust hydrocarbons by supplying fresh air to the exhaust manifold. It operates during deceleration and during idle when the air suction cutoff valve is open. The air suction control solenoid valve is opened by a signal from vacuum switch B. Vacuum is applied to a diaphragm in the air suction cutoff diaphragm valve. The valve operates and fresh air is drawn into the exhaust manifold by exhaust pulses.

Emission Controls (Carb)

1. Under Left Front Seat

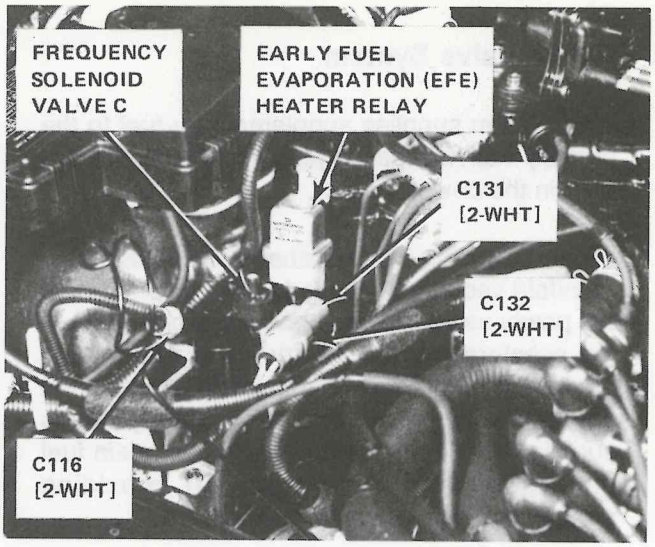


2. Right Rear Corner of Engine Compartment

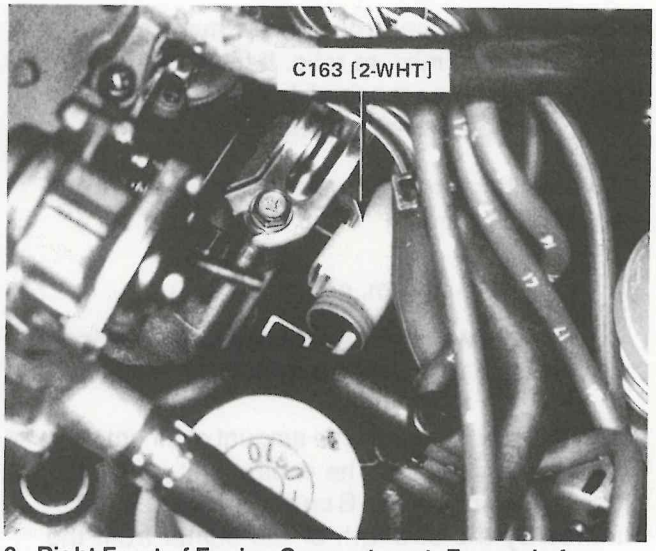


3. Left Side of Dash, Behind I/P

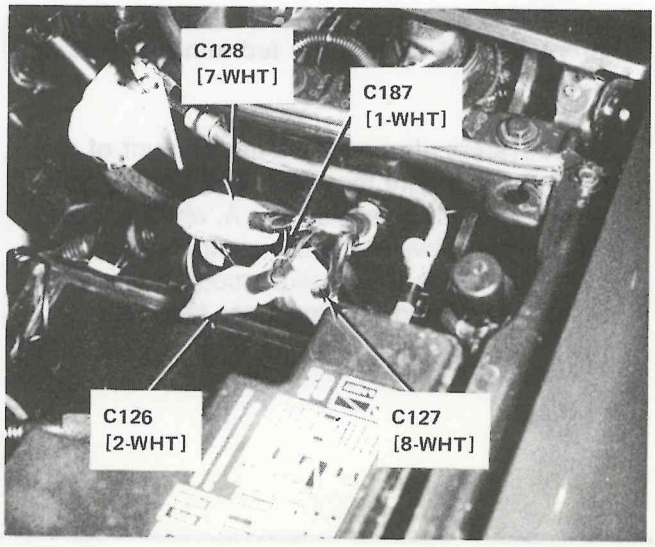
4. Right Side of Engine Compartment, Rear of Battery



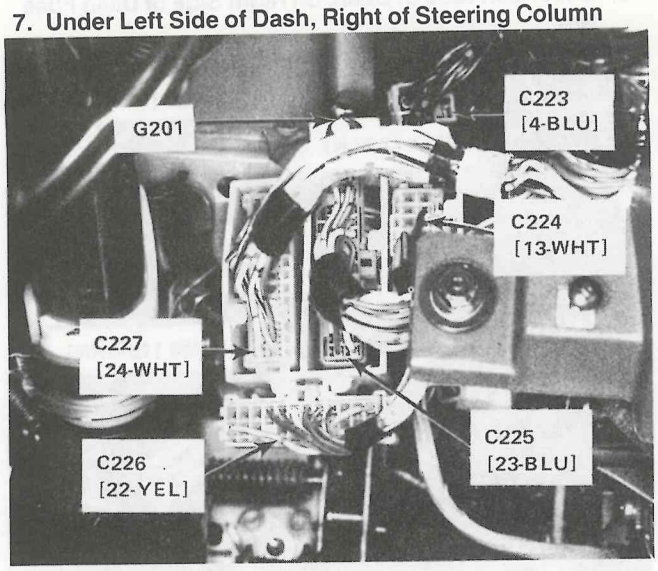
5. Left of Engine, on Left Side of Carburetor



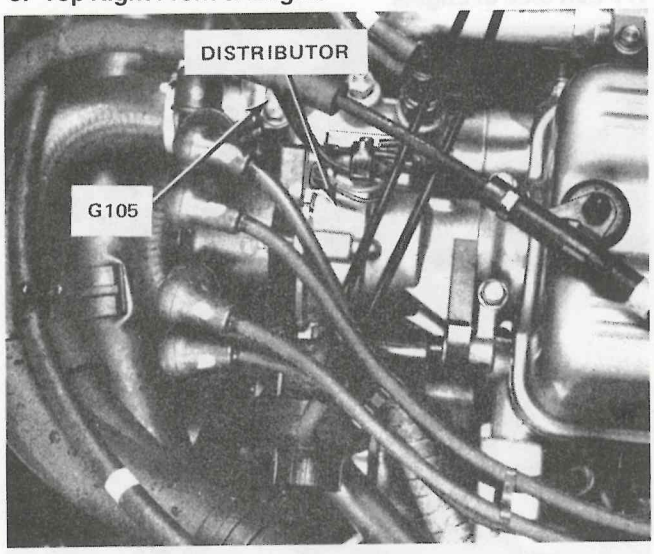
6. Right Front of Engine Compartment, Forward of Battery



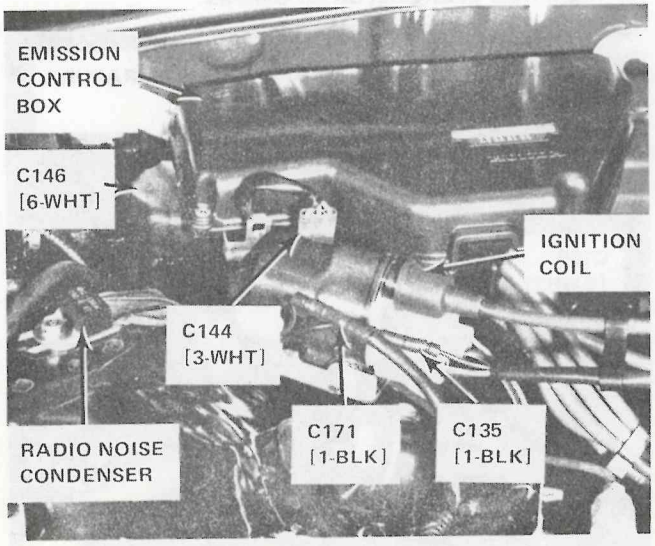
7. Under Left Side of Dash, Right of Steering Column



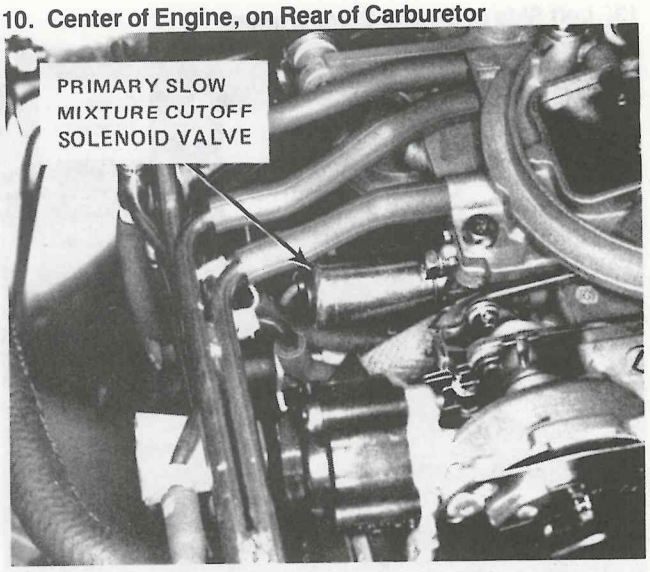
8. Top Right Front of Engine



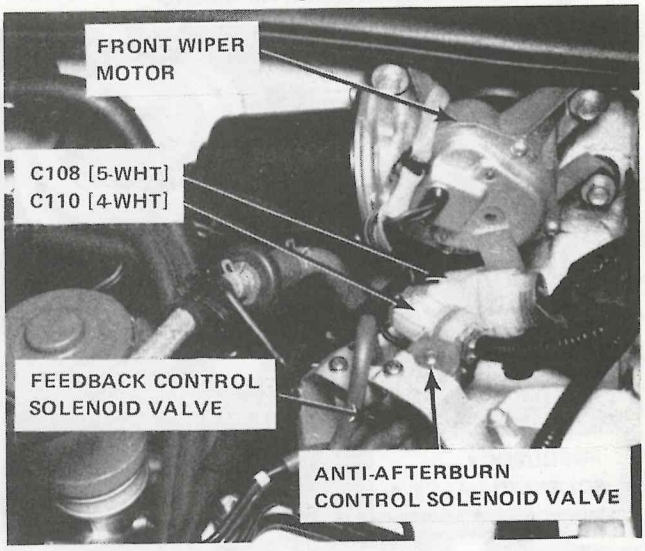
9. Right Rear Corner of Engine Compartment, on Strut Tower



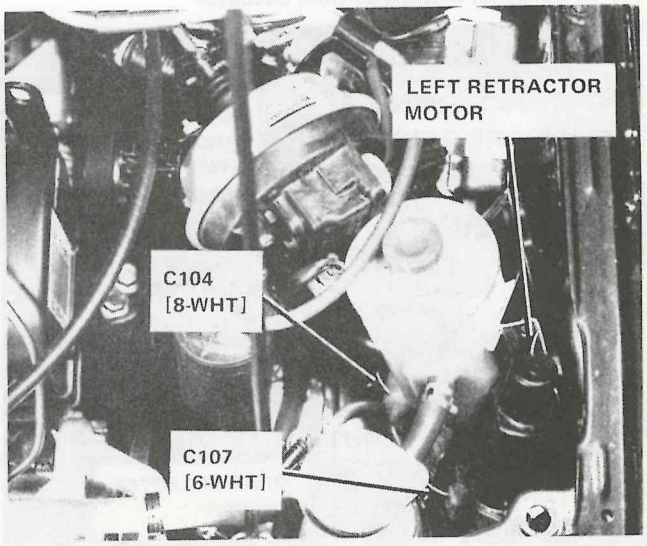
10. Center of Engine, on Rear of Carburetor



11. Left Rear Corner of Engine Compartment

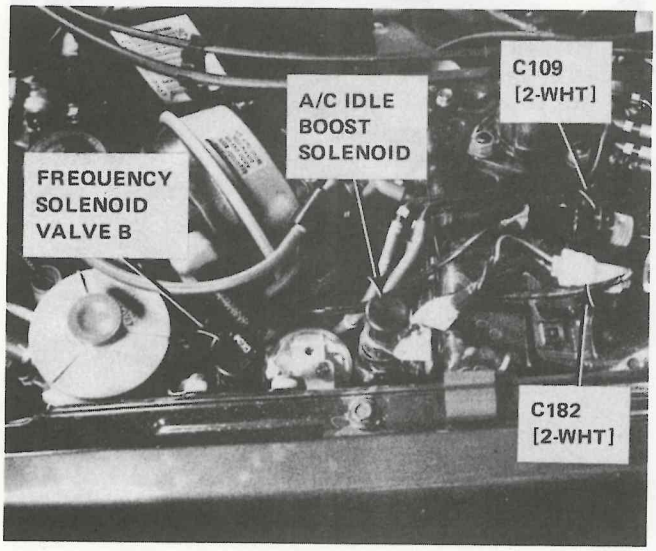


12. Left Front Corner of Engine Compartment

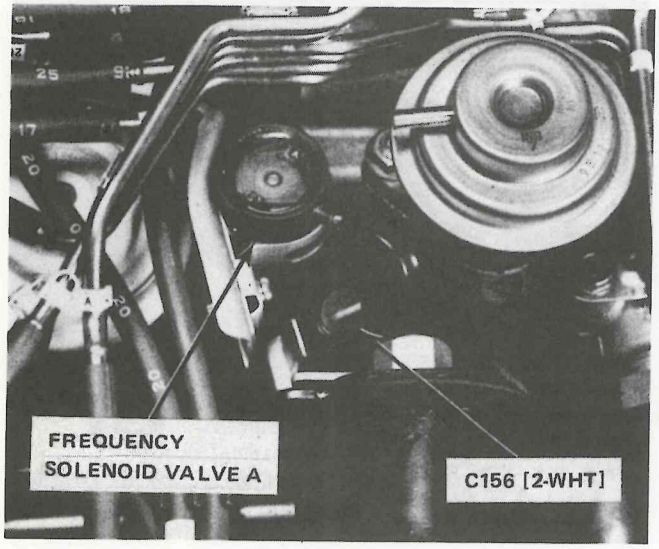


Emission Controls (Carb)

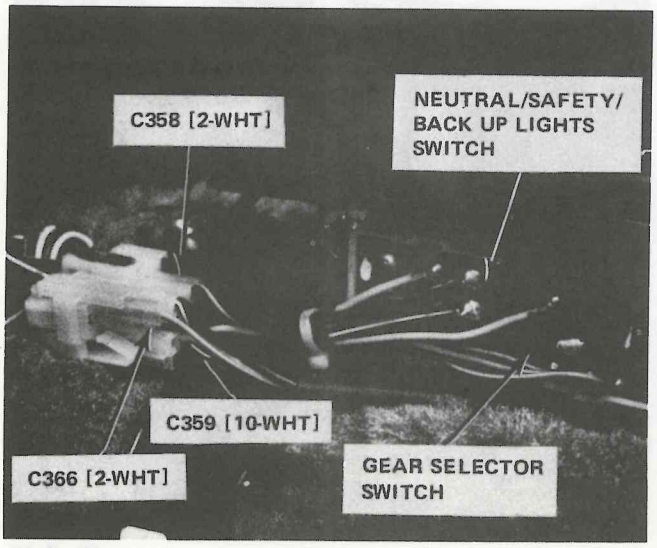
13. Left Side of Engine Compartment



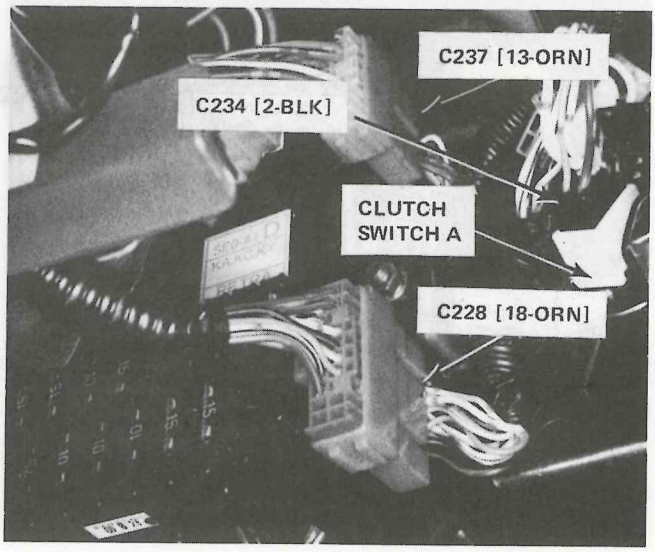
14. Right Rear of Engine, Below Air Cleaner



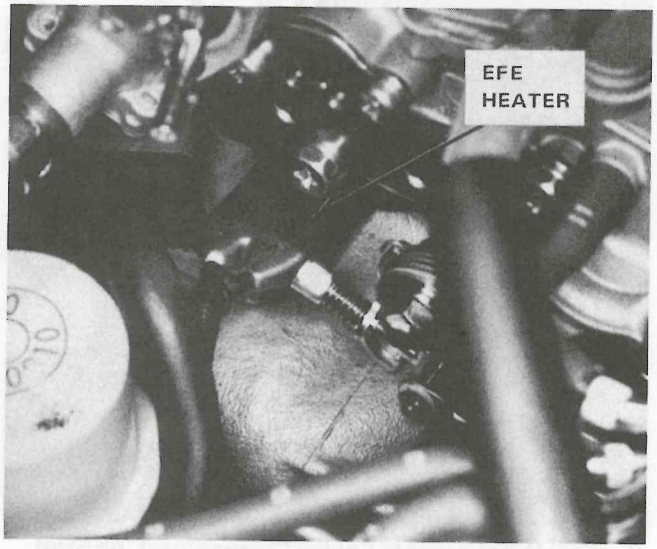
15. In Console, at Base of Gear Selector



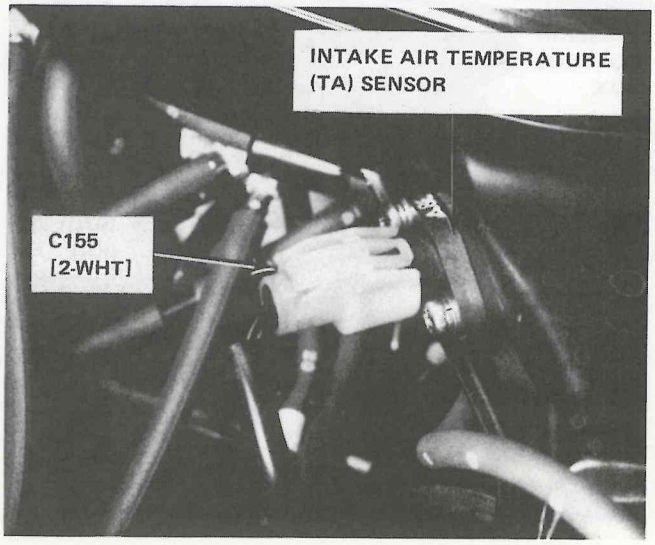
16. Under Left Side of Dash, on Right Side of Dash Fuse Box



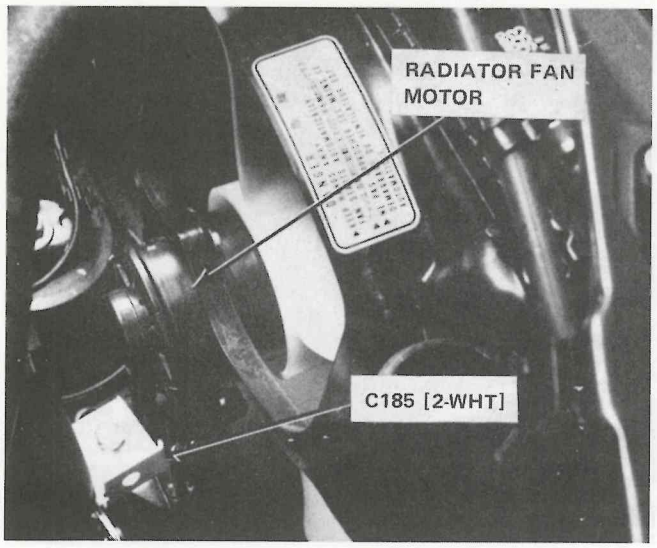
17. Left Side of Engine



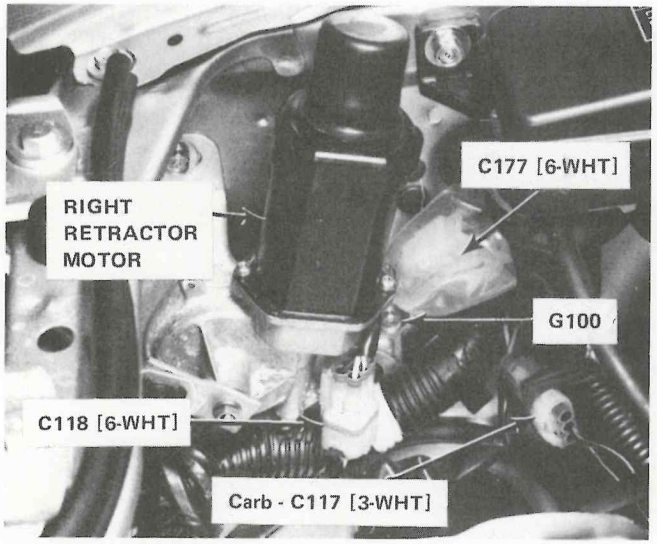
18. Right Rear of Engine, on Air Cleaner



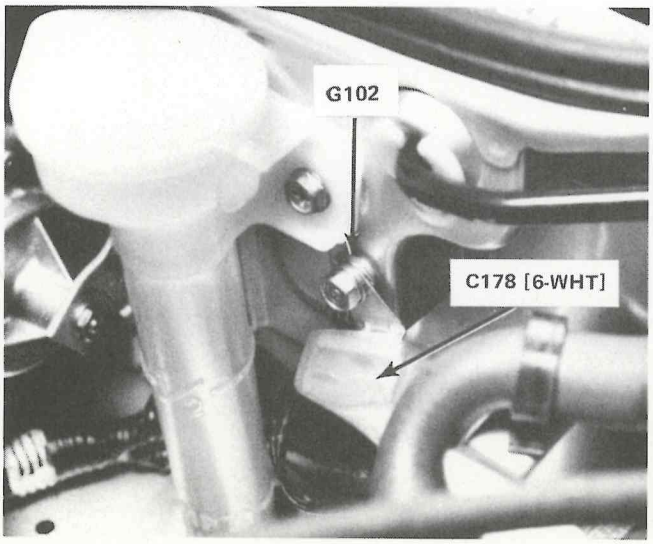
19. Lower Front of Engine Compartment, Behind Right Side of Radiator



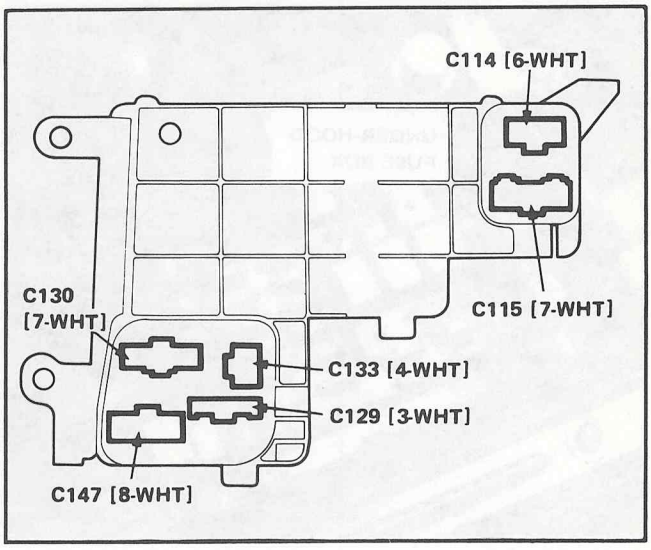
20. Right Front of Engine Compartment



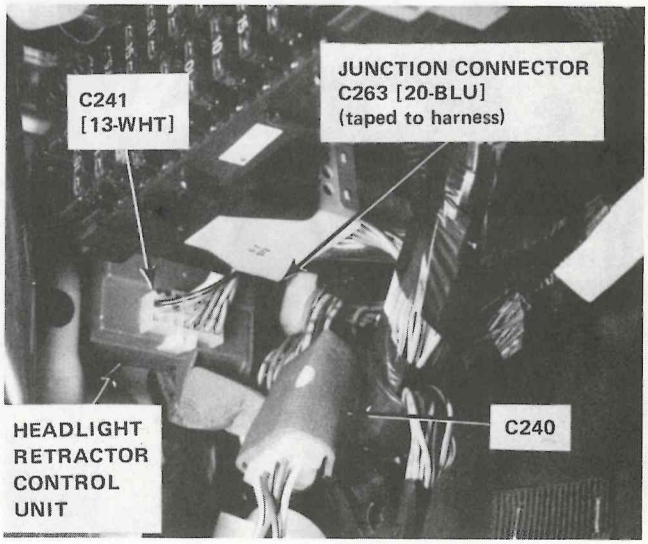
21. Left Front Corner of Engine Compartment, Behind Headlight



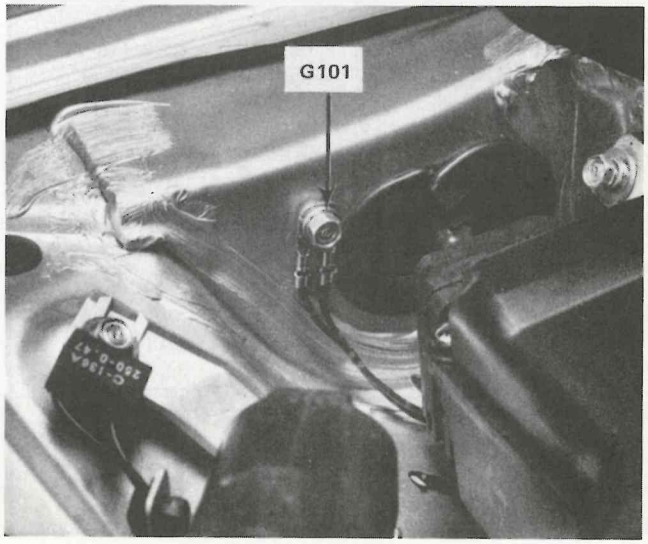
22. Bottom View of Under-hood Fuse Box



23. Under Left Side of Dash at Kick Panel

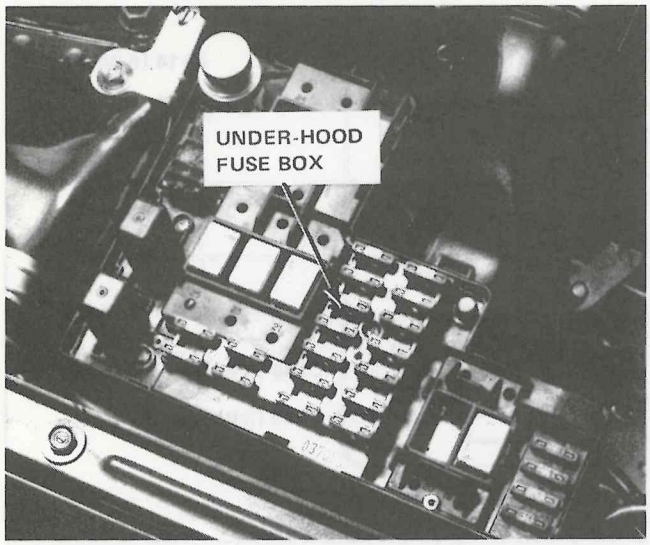


24. On Rear of Right Inner Fender Panel

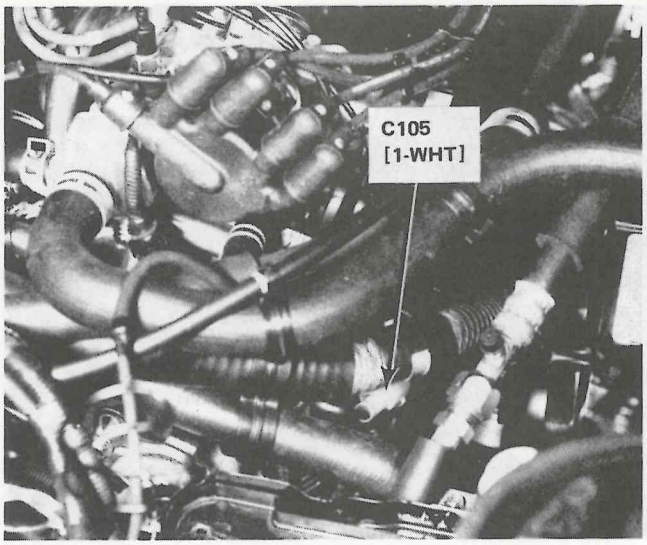


Emission Controls (Carb)

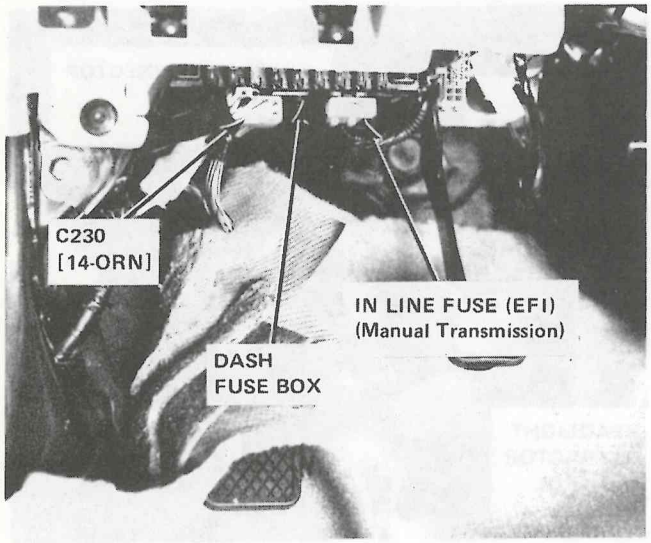
25. Right Side of Engine Compartment



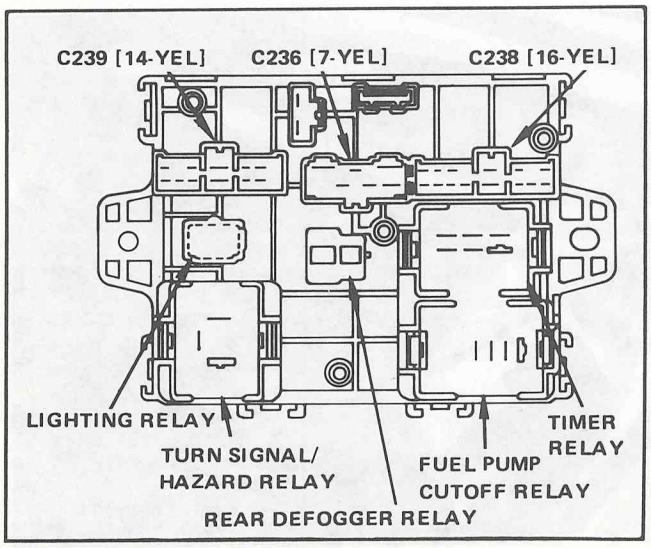
28. Front of Engine

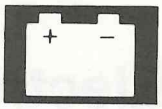


26. Below Left Side of Dash, Left of Steering Column

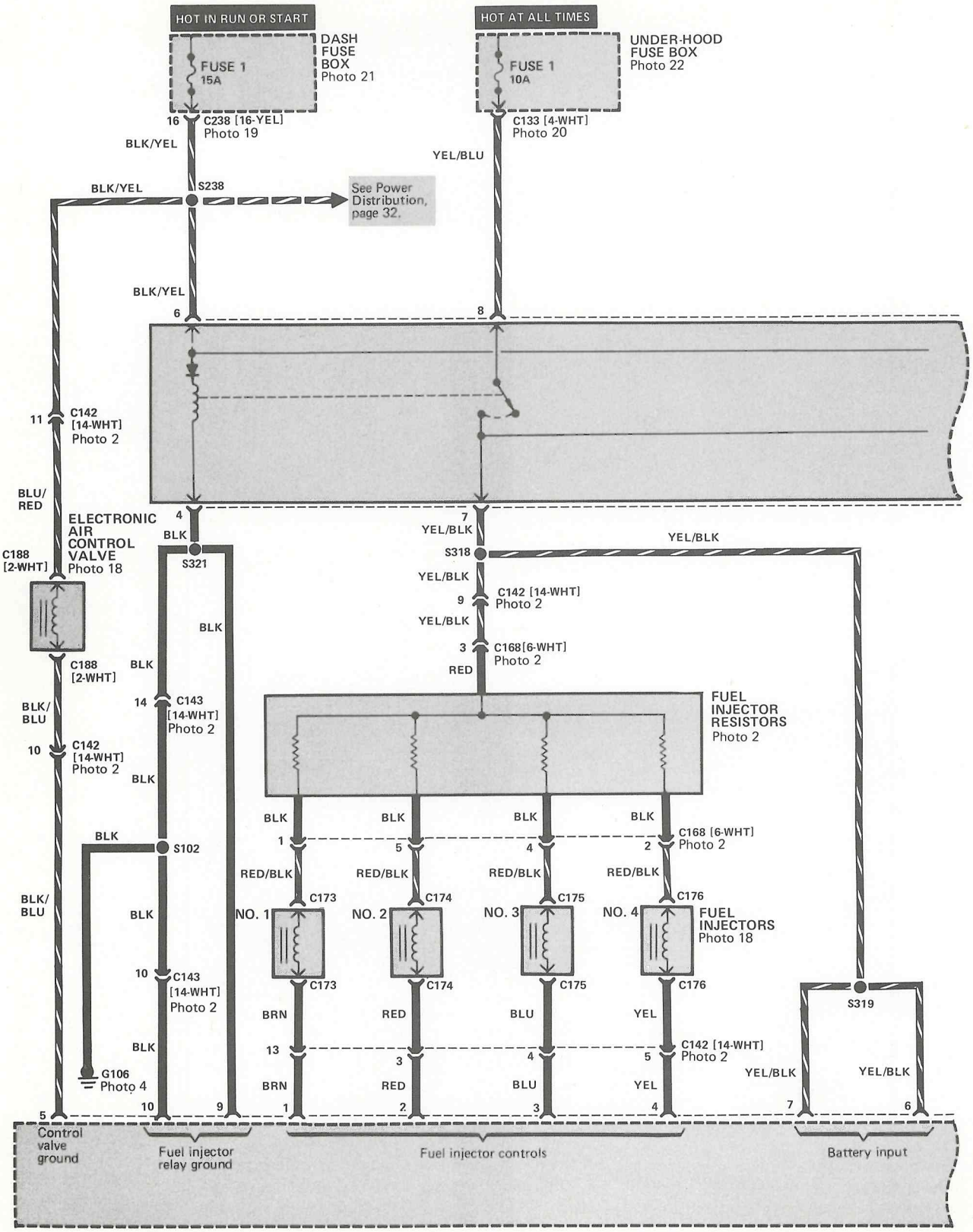


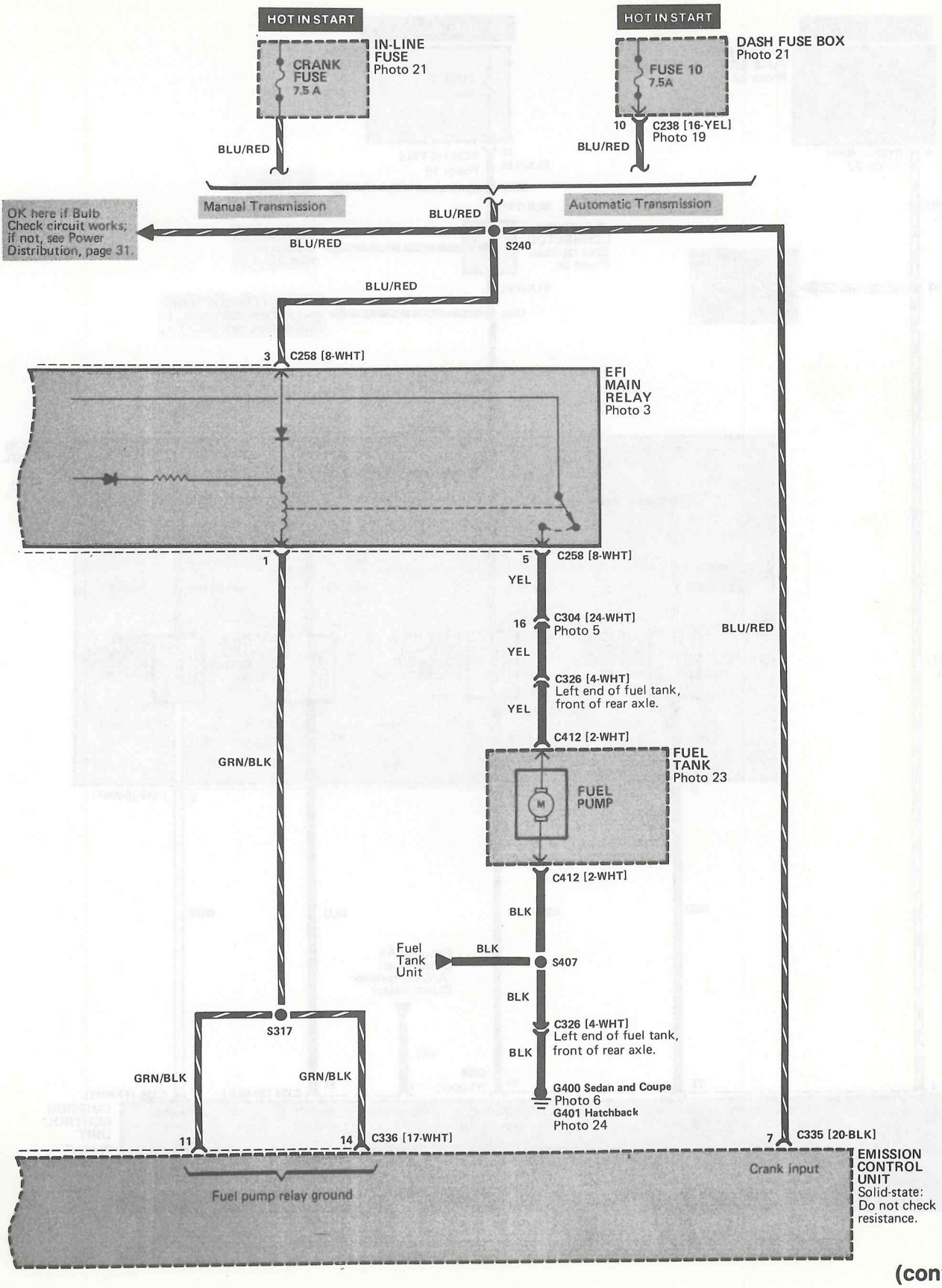
27. Rear View of Dash Fuse Box





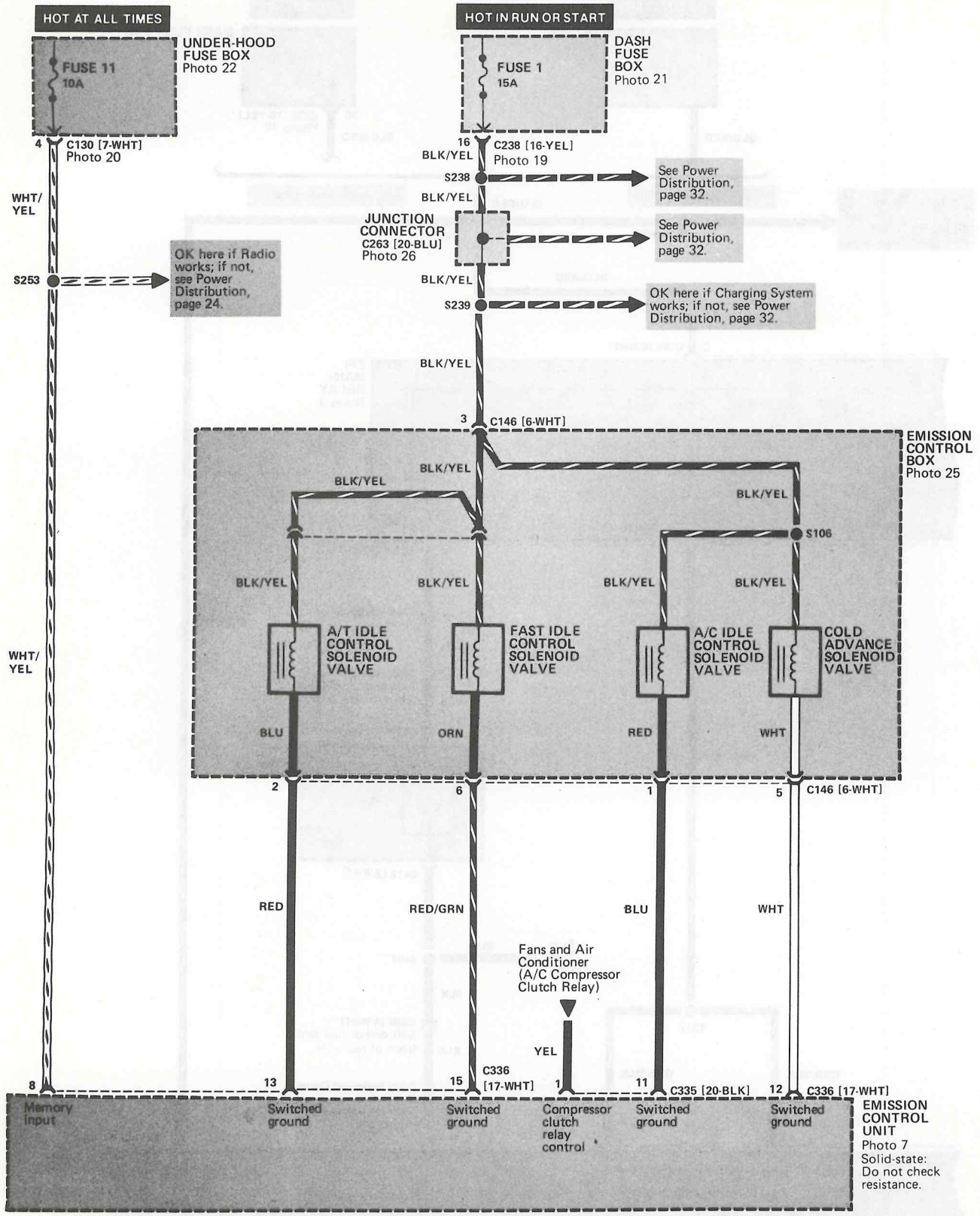
Electronic Fuel Injection (EFI)
- Circuit Schematic

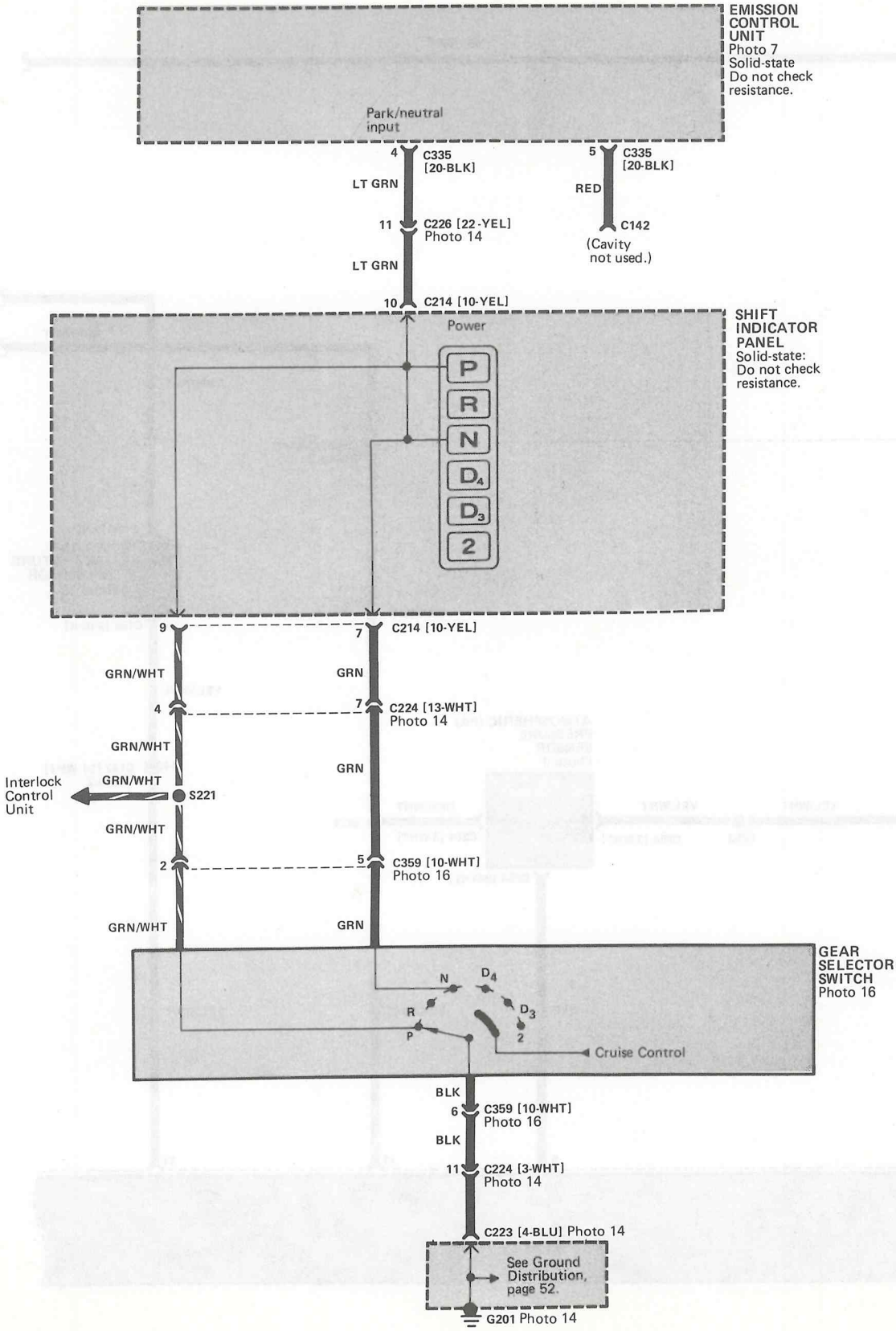



HOT IN START
CRANK FUSE 7.5 A
IN-LINE FUSE Photo 21
HOT IN START
FUSE 10 7.5A
DASH FUSE BOX Photo 21
10
C238 [16-YEL] Photo 19
BLU/RED
BLU/RED
Manual Transmission
Automatic Transmission
BLU/RED
OK here if Bulb Check circuit works; if not, see Power Distribution, page 31.
BLU/RED
S240
BLU/RED
3
C258 [8-WHT]
EFI MAIN RELAY Photo 3
1
5
C258 [8-WHT]
YEL
16
C304 [24-WHT] Photo 5
BLU/RED
YEL
C326 [4-WHT] Left end of fuel tank, front of rear axle.
YEL
C412 [2-WHT]
GRN/BLK
FUEL TANK Photo 23
FUEL PUMP
M
C412 [2-WHT]
BLK
Fuel Tank Unit
BLK
S407
BLK
S317
C326 [4-WHT] Left end of fuel tank, front of rear axle.
BLK
GRN/BLK
GRN/BLK
G400 Sedan and Coupe Photo 6
G401 Hatchback Photo 24
11
14
C336 [17-WHT]
7
C335 [20-BLK]
EMISSION CONTROL UNIT Solid-state: Do not check resistance.
Crank input
Fuel pump relay ground

(cont'd)

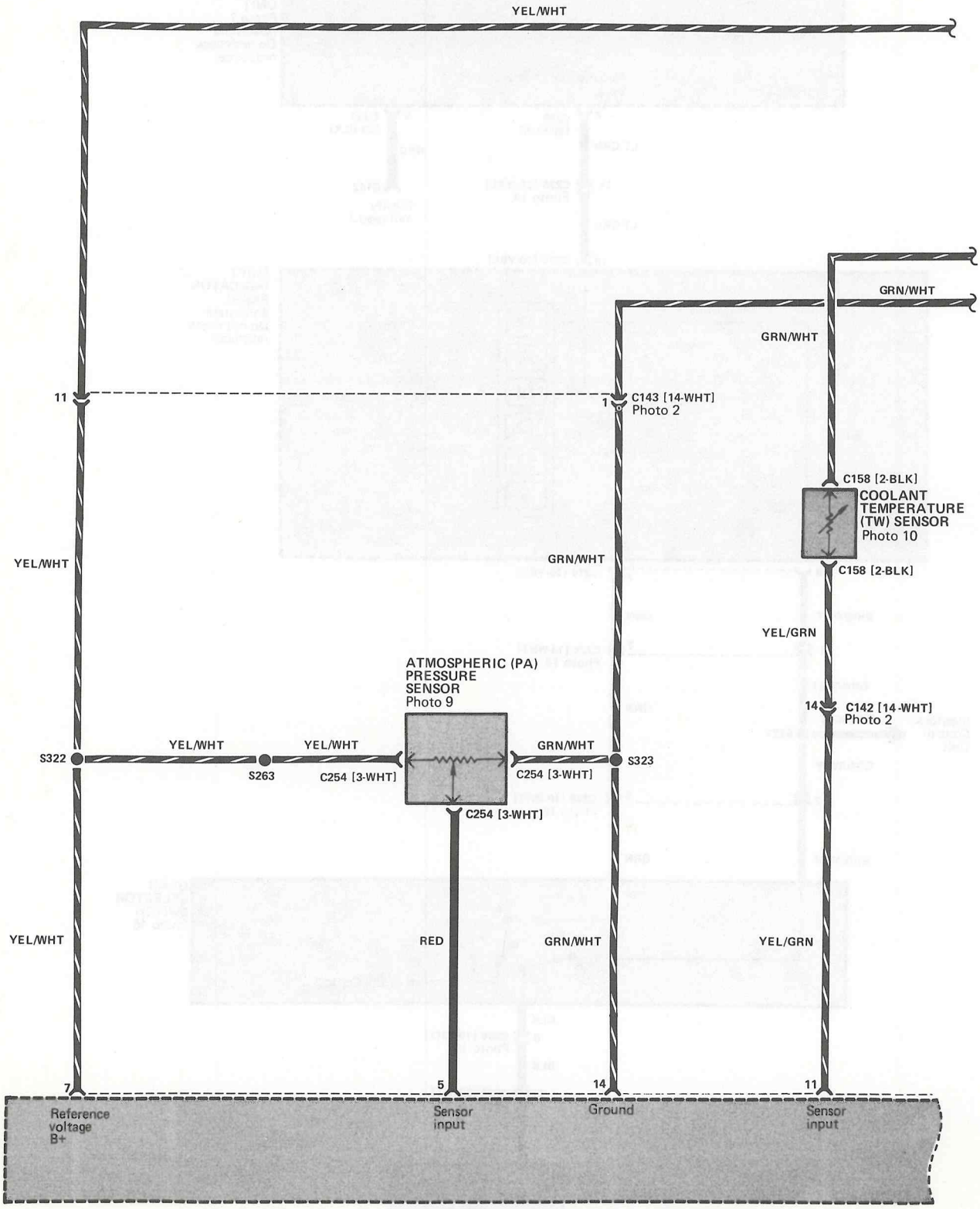
Electronic Fuel Injection (EFI)
- Circuit Schematic (cont'd)

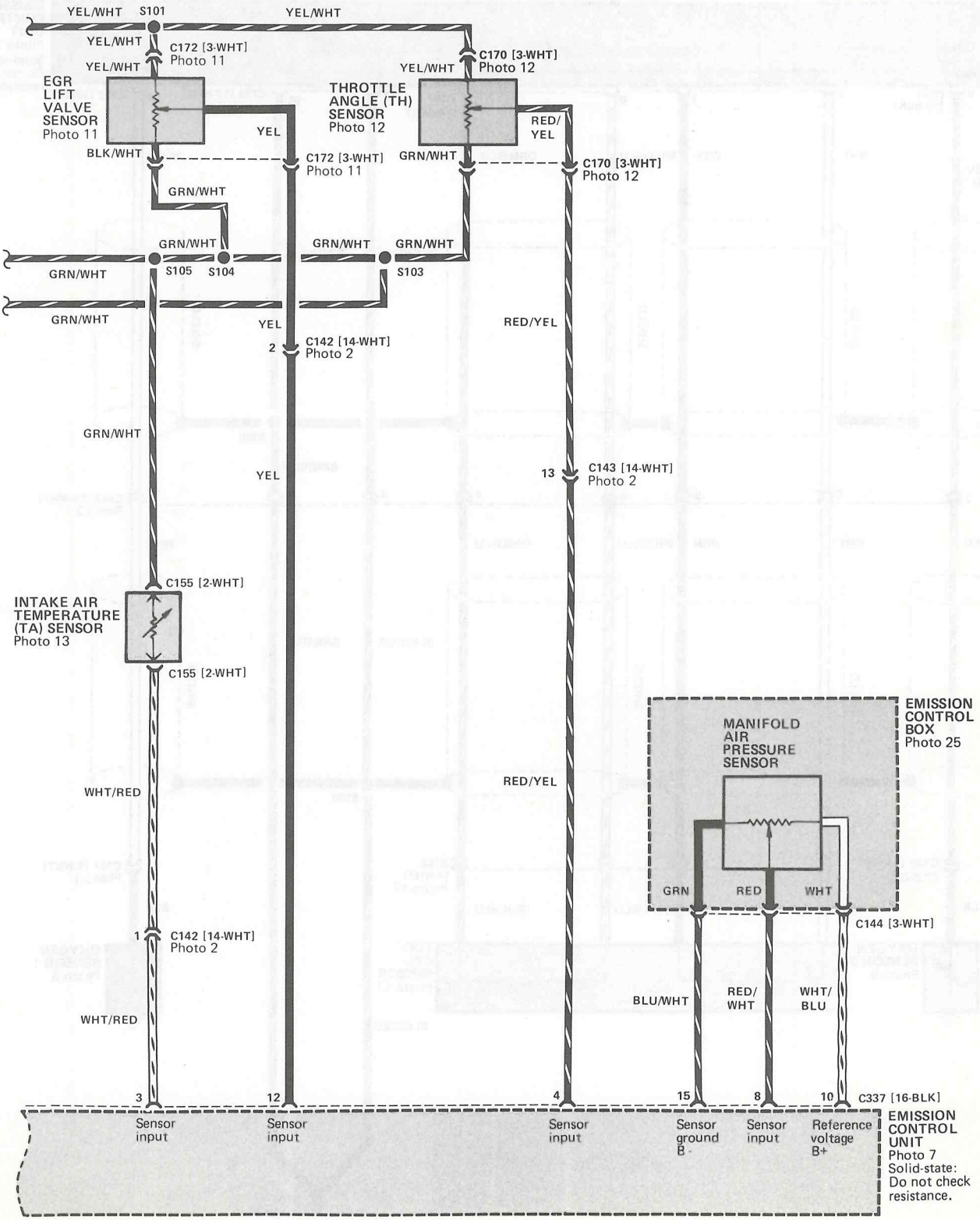



EMISSION CONTROL UNIT
Photo 7
Solid-state
Do not check resistance.
Park/neutral input
4
C335 [20-BLK]
5
C335 [20-BLK]
LT GRN
RED
11
C226 [22-YEL]
Photo 14
C142
(Cavity not used.)
LT GRN
10
C214 [10-YEL]
SHIFT INDICATOR PANEL
Solid-state:
Do not check resistance.
Power
P
R
N
D4
D3
2
9
7
C214 [10-YEL]
GRN/WHT
GRN
4
7
C224 [13-WHT]
Photo 14
GRN/WHT
GRN
Interlock Control Unit
GRN/WHT
S221
GRN/WHT
2
5
C359 [10-WHT]
Photo 16
GRN/WHT
GRN
GEAR SELECTOR SWITCH
Photo 16
N
D4
R
D3
P
2
Cruise Control
BLK
6
C359 [10-WHT]
Photo 16
BLK
11
C224 [3-WHT]
Photo 14
C223 [4-BLU] Photo 14
See Ground Distribution, page 52.
G201 Photo 14

(cont'd)

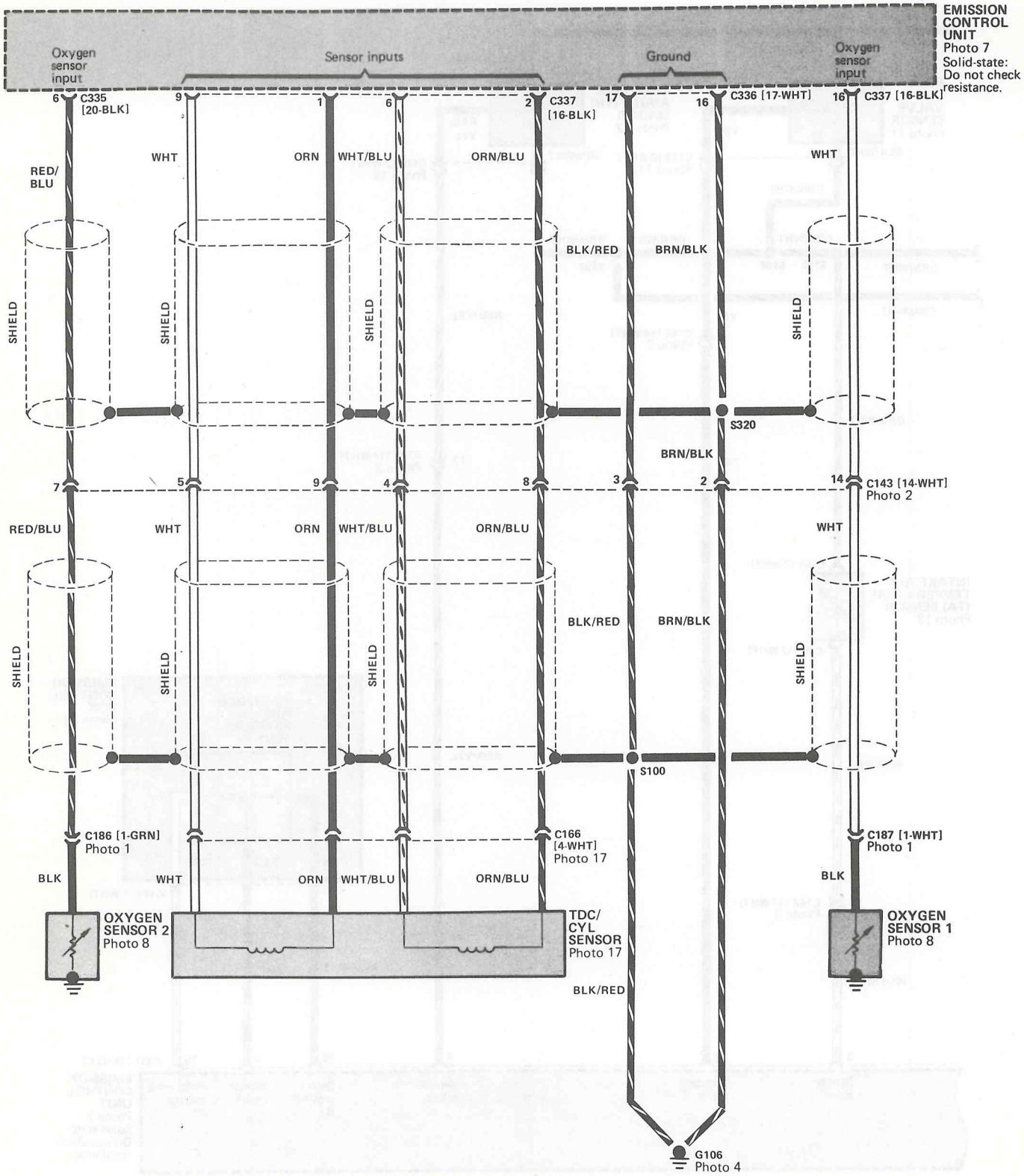
Electronic Fuel Injection (EFI)
- Circuit Schematic (cont'd)

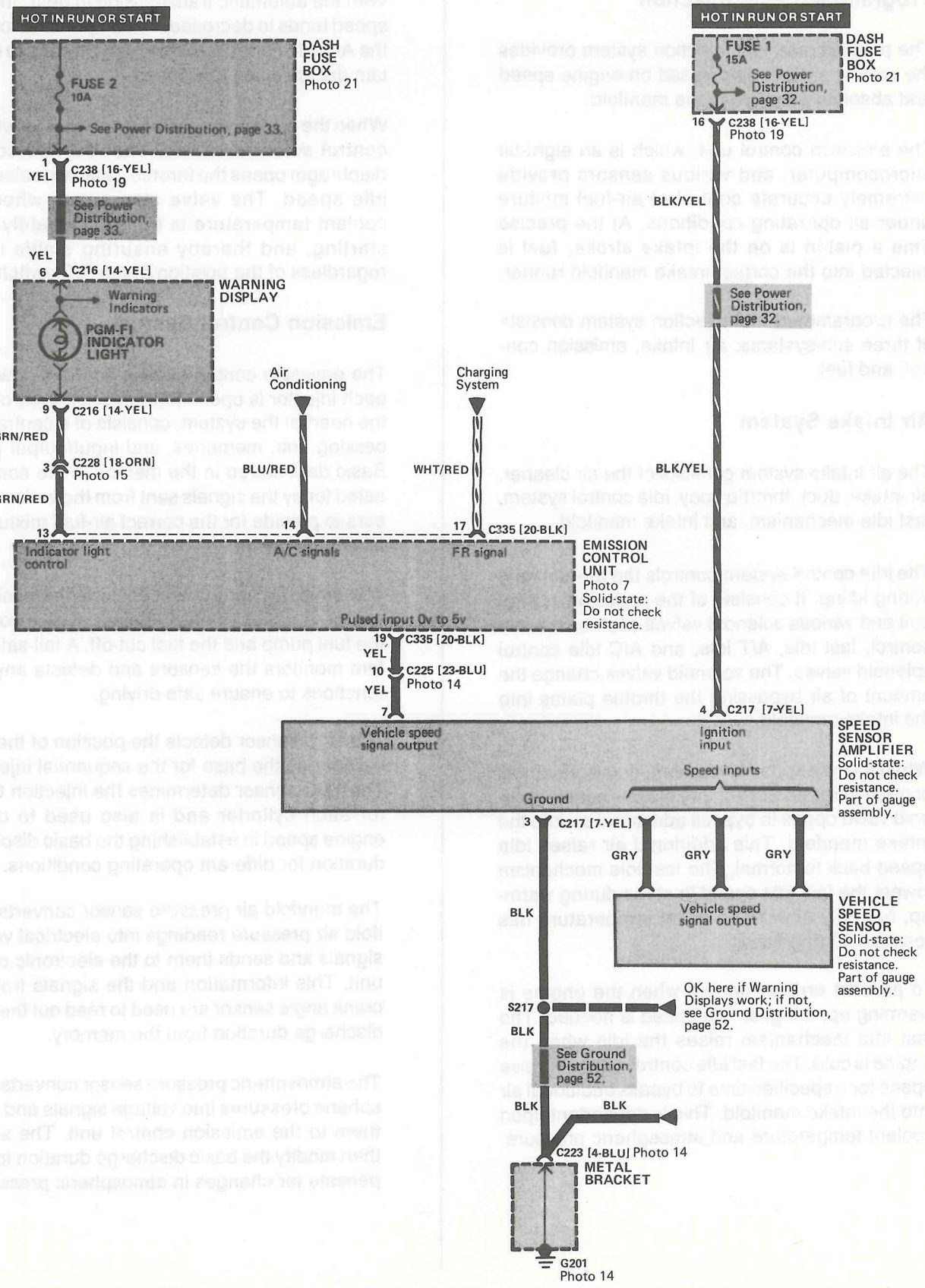



YEL/WHT
S101
YEL/WHT
YEL/WHT
C172 [3-WHT]
Photo 11
YEL/WHT
C170 [3-WHT]
Photo 12
YEL/WHT
EGR
LIFT
VALVE
SENSOR
Photo 11
THROTTLE
ANGLE (TH)
SENSOR
Photo 12
YEL
RED/
YEL
BLK/WHT
C172 [3-WHT]
Photo 11
GRN/WHT
C170 [3-WHT]
Photo 12
GRN/WHT
GRN/WHT
GRN/WHT
GRN/WHT
S105
S104
S103
GRN/WHT
YEL
RED/YEL
2
C142 [14-WHT]
Photo 2
GRN/WHT
YEL
13
C143 [14-WHT]
Photo 2
C155 [2-WHT]
INTAKE AIR
TEMPERATURE
(TA) SENSOR
Photo 13
C155 [2-WHT]
EMISSION
CONTROL
BOX
Photo 25
MANIFOLD
AIR
PRESSURE
SENSOR
WHT/RED
RED/YEL
GRN
RED
WHT
1
C142 [14-WHT]
Photo 2
C144 [3-WHT]
BLU/WHT
RED/
WHT
WHT/
BLU
WHT/RED
3
12
4
15
8
10
C337 [16-BLK]
Sensor
input
Sensor
input
Sensor
input
Sensor
ground
B -
Sensor
input
Reference
voltage
B+
EMISSION
CONTROL
UNIT
Photo 7
Solid-state:
Do not check
resistance.

(cont'd)

Electronic Fuel Injection
- Circuit Schematic (cont'd)




HOT IN RUN OR START
DASH FUSE BOX Photo 21
FUSE 2 10A
See Power Distribution, page 33.
1 YEL
C238 [16-YEL] Photo 19
See Power Distribution, page 33.
YEL
6
C216 [14-YEL]
WARNING DISPLAY
Warning Indicators
PGM-FI INDICATOR LIGHT
9
C216 [14-YEL]
GRN/RED
3
C228 [18-ORN] Photo 15
GRN/RED
13
Air Conditioning
BLU/RED
14
Charging System
WHT/RED
17
C335 [20-BLK]
Indicator light control
A/C signals
FR signal
EMISSION CONTROL UNIT Photo 7 Solid-state: Do not check resistance.
Pulsed input 0v to 5v
19
C335 [20-BLK]
YEL
10
C225 [23-BLU] Photo 14
YEL
7
Vehicle speed signal output
HOT IN RUN OR START
FUSE 1 15A
See Power Distribution, page 32.
DASH FUSE BOX Photo 21
16
C238 [16-YEL] Photo 19
BLK/YEL
See Power Distribution, page 32.
BLK/YEL
4
C217 [7-YEL]
Ignition input
Speed inputs
SPEED SENSOR AMPLIFIER Solid-state: Do not check resistance. Part of gauge assembly.
Ground
3
C217 [7-YEL]
GRY
GRY
GRY
BLK
Vehicle speed signal output
VEHICLE SPEED SENSOR Solid-state: Do not check resistance. Part of gauge assembly.
OK here if Warning Displays work; if not, see Ground Distribution, page 52.
S217
BLK
See Ground Distribution, page 52.
BLK
BLK
C223 [4-BLU] Photo 14
METAL BRACKET
G201 Photo 14

How The Circuit Works

Programmed Fuel Injection

The programmed fuel injection system provides the correct air-fuel ratio based on engine speed and absolute pressure in the manifold.

The emission control unit, which is an eight-bit microcomputer, and various sensors provide extremely accurate control of air-fuel mixture under all operating conditions. At the precise time a piston is on the intake stroke, fuel is injected into the correct intake manifold runner.

The programmed fuel injection system consists of three sub-systems: air intake, emission control, and fuel.

Air Intake System

The air intake system consists of the air cleaner, air intake, duct, throttle body, idle control system, fast idle mechanism, and intake manifold.

The idle control system controls the air-fuel ratio during idling. It consists of the emission control unit and various solenoid valves such as the idle control, fast idle, A/T idle, and A/C idle control solenoid valves. The solenoid valves change the amount of air bypassing the throttle plates into the intake manifold.

When the idle speed is reduced, due to electrical or other loads on the engine, the idle control solenoid valve opens to bypass additional air into the intake manifold. This additional air raises idle speed back to normal. The fast idle mechanism lowers the fast idle speed in steps during warm-up, but only after the coolant temperature has reached 40 degrees C.

To prevent erratic running when the engine is warming up, a higher idle speed is needed. The fast idle mechanism raises the idle when the engine is cold. The fast idle control solenoid valve opens for a specified time to bypass additional air into the intake manifold. This is dependent upon coolant temperature and atmospheric pressure.

With the automatic transmission in gear, the idle speed tends to decrease. To compensate for this, the A/T idle control solenoid valve opens to maintain the specified idle speed.

When the air conditioner is turned on, the A/C idle control solenoid opens. The A/C idle control diaphragm opens the throttle valve and raises the idle speed. The valve also opens when the coolant temperature is low (immediately after starting, and thereby ensuring stable idling regardless of the position of the A/C switch).

Emission Control System

The emission control system controls how long each injector is open. The emission control unit, the heart of the system, consists of a central processing unit, memories, and input/output ports. Basic data stored in the memories are compensated for by the signals sent from the various sensors to provide for the correct air-fuel mixture for all engine needs.

The emission control unit controls the basic discharge duration of each injector. It also controls the fuel pump and the fuel cut-off. A fail-safe system monitors the sensors and detects any malfunctions to ensure safe driving.

The CYL sensor detects the position of the no. 1 cylinder as the base for the sequential injection. The TDC sensor determines the injection timing for each cylinder and is also used to detect engine speed in establishing the basic discharge duration for different operating conditions.

The manifold air pressure sensor converts manifold air pressure readings into electrical voltage signals and sends them to the electronic control unit. This information and the signals from the crank angle sensor are used to read out the basic discharge duration from the memory.

The atmospheric pressure sensor converts atmospheric pressures into voltage signals and sends them to the emission control unit. The signals then modify the basic discharge duration to compensate for changes in atmospheric pressure.

The intake air temperature (ta) sensor uses a thermistor to measure air temperature entering the intake manifold. The basic discharge duration of the injectors is again compensated for the different operating conditions by signals sent from the sensor to the emission control unit.

The throttle angle sensor is a variable resistor. As the throttle valve is moved, the resistance varies, altering the output voltage to the control unit.

The oxygen sensor detects the oxygen content in the exhaust gas and maintains the correct air-fuel ratio. The control unit receives signals from the sensor and changes the duration during which fuel is injected.

The idle mixture adjuster sensor maintains the correct air-fuel ratio at idling when an injector is replaced. Turning the adjuster (not adjustable in the field) changes the voltage sent to the control unit, which alters the fuel discharge duration.

During engine cranking, the emission control unit detects the signal from the starter switch and increases the amount of fuel injected into the manifold, according to engine temperature. The amount of fuel injected is gradually reduced when the starter switch is released.

Fuel System

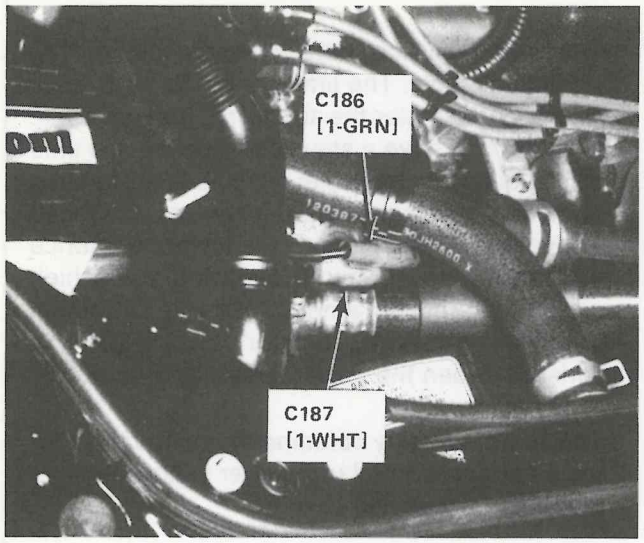
The fuel injector is a solenoid-activated constant-stroke pintle type consisting of a solenoid, plunger, needle valve and housing. When current is applied to the coil of the solenoid, the valve lifts up and pressurized fuel fills the inside of the injector. The pressurized fuel is injected close to the intake valve. Because the needle valve lift and the fuel pressure are constant, the length of time that the valve is open determines the amount of fuel injected.

The injector's timing determines its opening and closing intervals. The timing must be very accurate since it dictates the air-fuel mixture ratio. The injector must have a shortened current rise time when voltage is applied to the coil. Therefore the number of windings on the injector coil is reduced to decrease inductance. This lower resistance increases current flow through the coil, which generates a higher amount of heat. To restrict this flow of current, resistors are installed in series between the power supply and each coil.

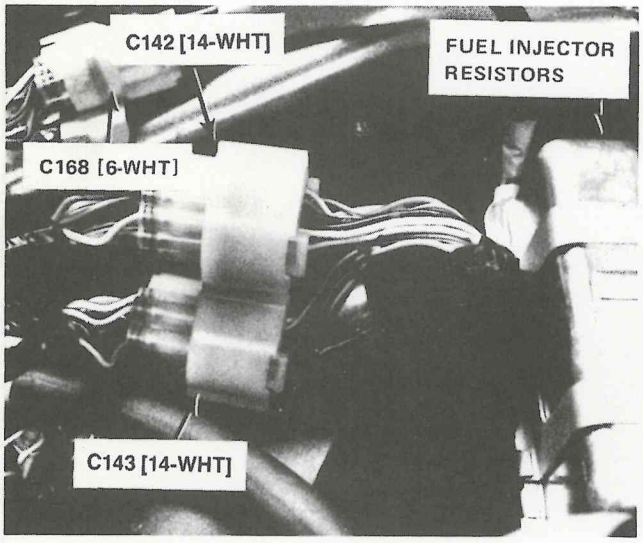
The EFI main relay contains the main relays for the electronic control unit power supply and fuel pump power supply.

Electronic Fuel Injection (EFI)

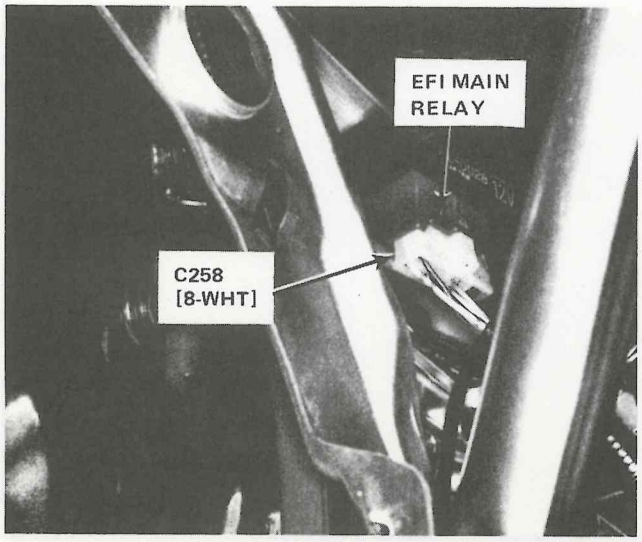
1. Right Front Side of Engine



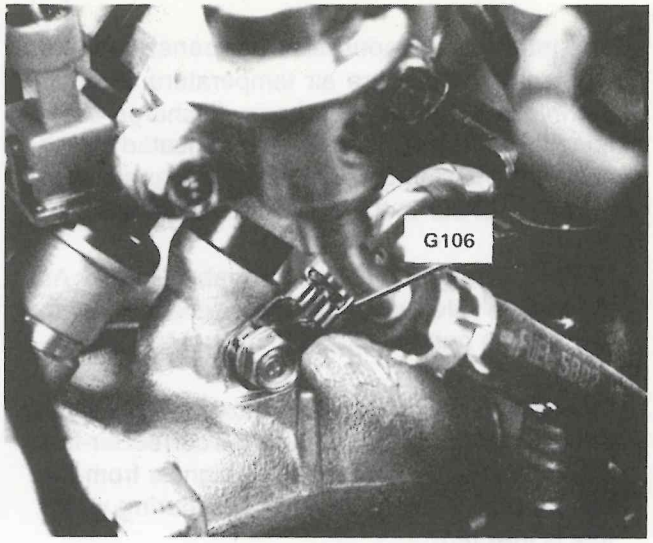
2. Left Inner Fender Panel, Forward of Strut Tower



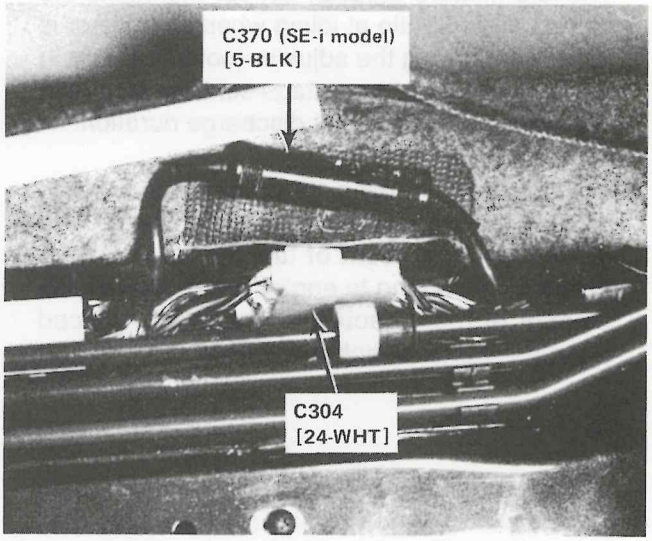
3. Under Left Side of Dash, at Kick Panel



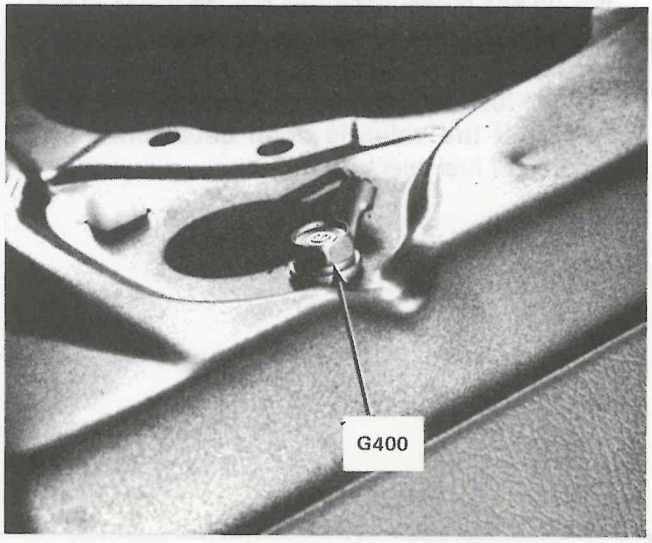
4. Top Left Side of Engine, Behind Valve Cover



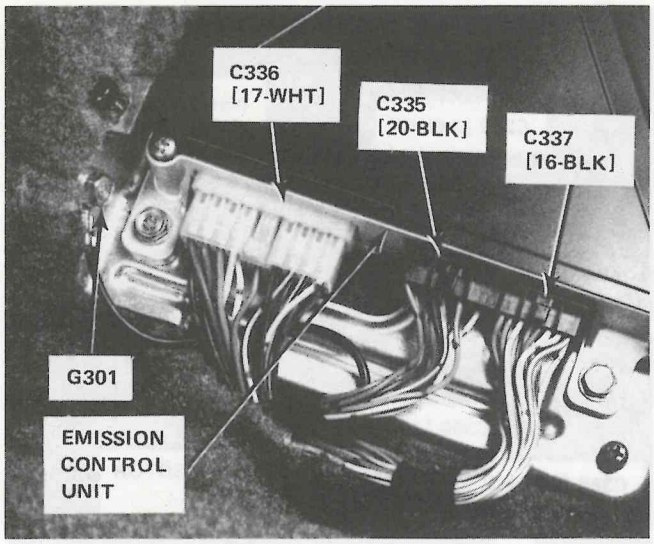
5. Under Carpet, Next to Driver's Door



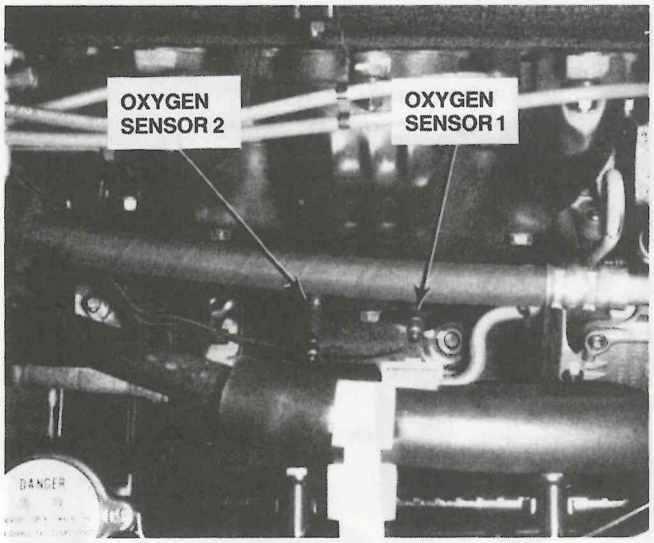
6. Under Carpet, on Left Side of Rear Deck



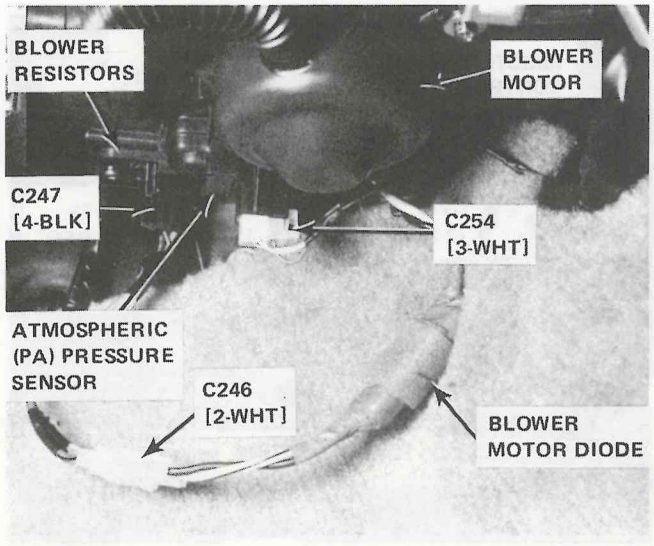
7. Under Left Front Seat



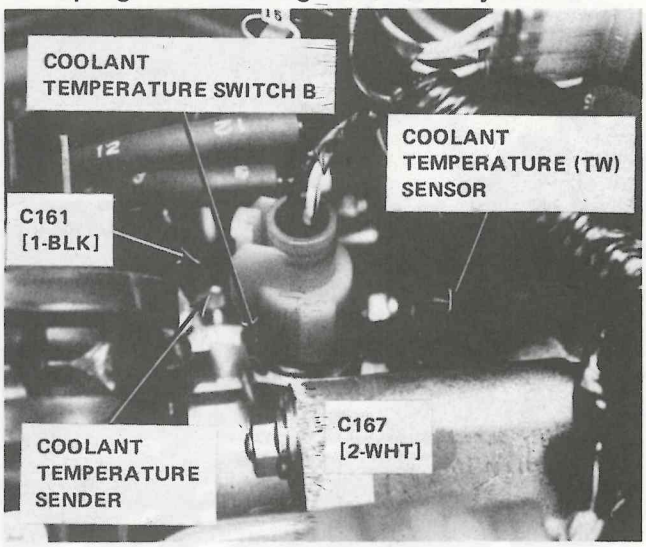
8. Front of Engine Compartment, Behind Radiator



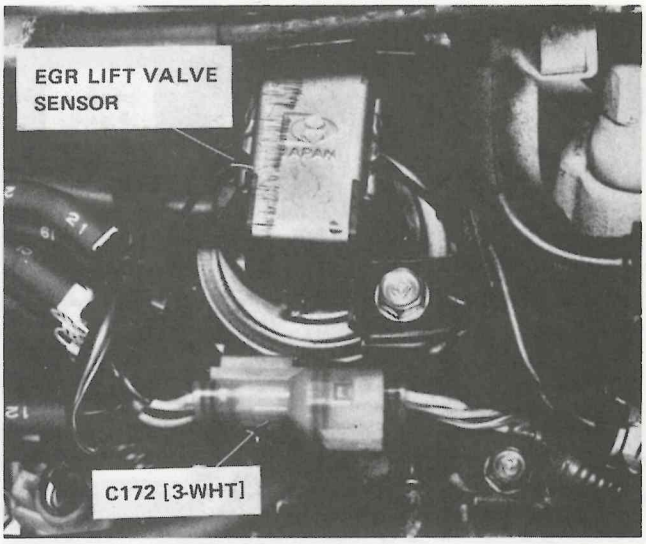
9. Under Right Side of Dash, Below Blower Assembly



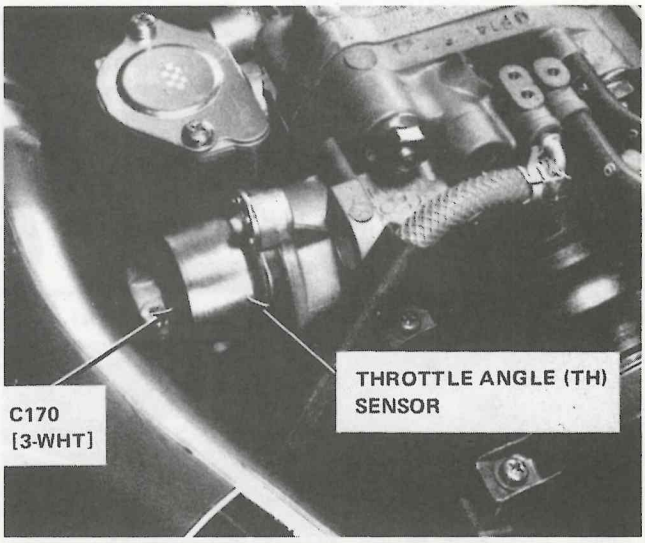
10. Top Right Center of Engine, at End of Cylinder Head



11. Top Center of Engine, Right of Fuel Injectors

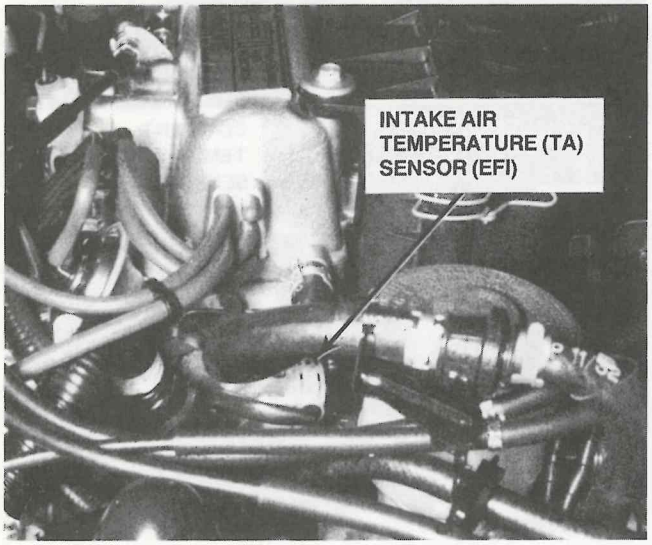


12. Top Center of Engine, Rear of Air Intake Assembly

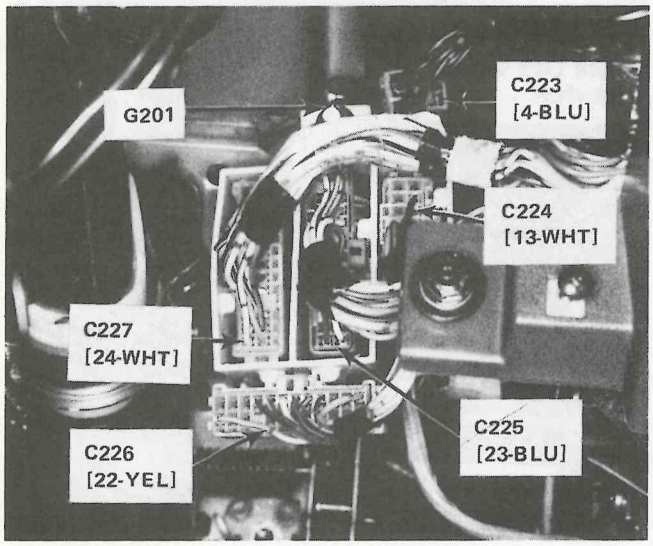


Electronic Fuel Injection (EFI)

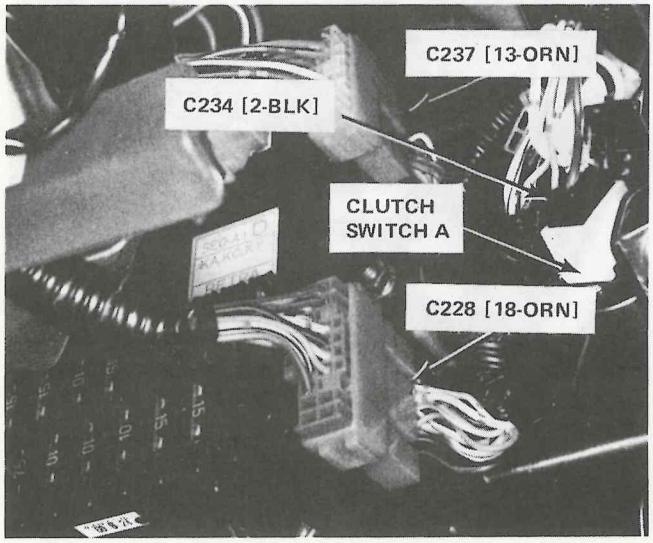
13. Right Rear of Engine, on Air Cleaner



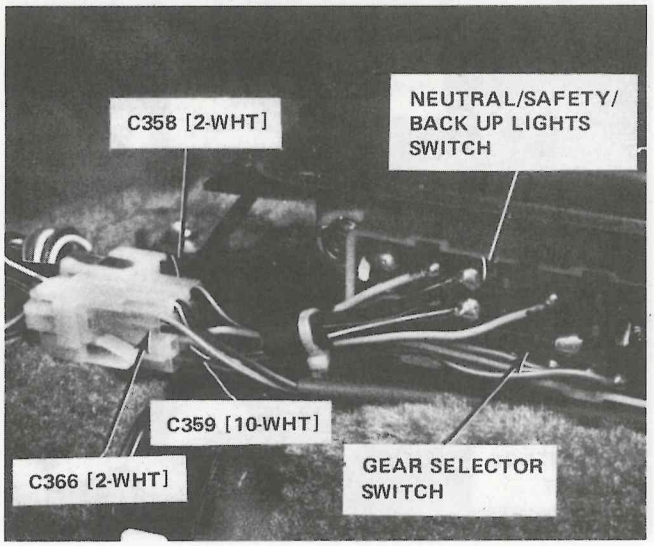
14. Under Left Side of Dash, Right of Steering Column



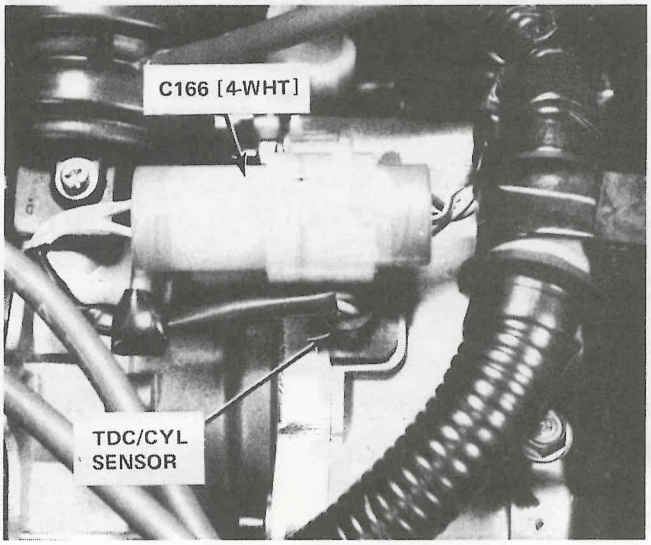
15. Under Left Side of Dash, on Right Side of Dash Fuse Box



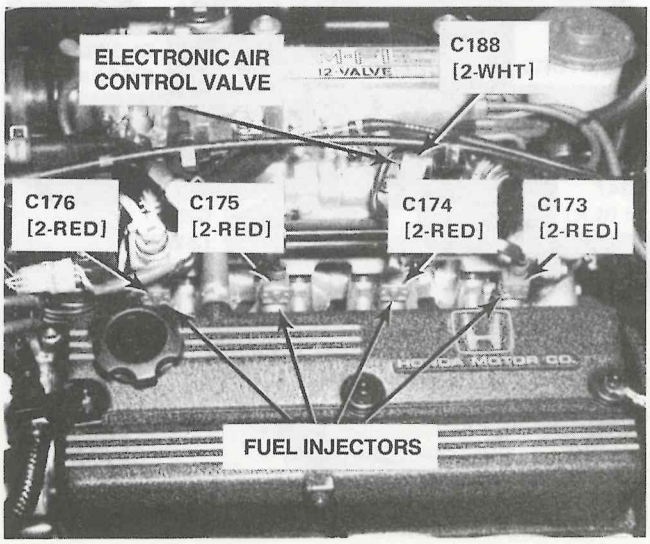
16. In Console, at Base of Gear Selector



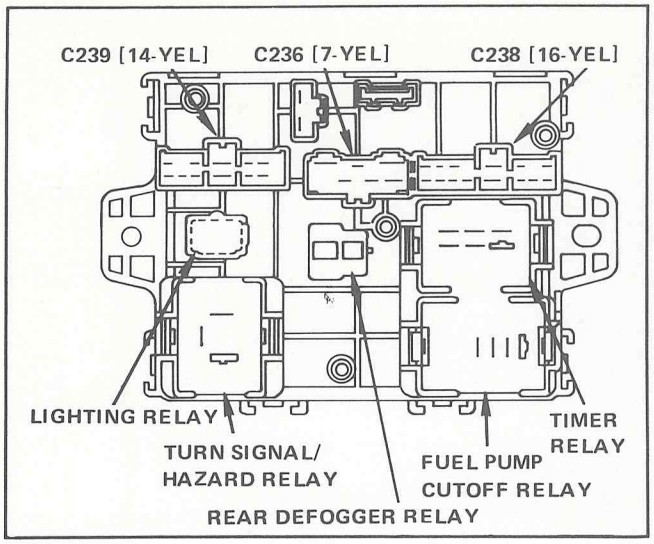
17. Top Right Center of Engine, at End of Cylinder Head



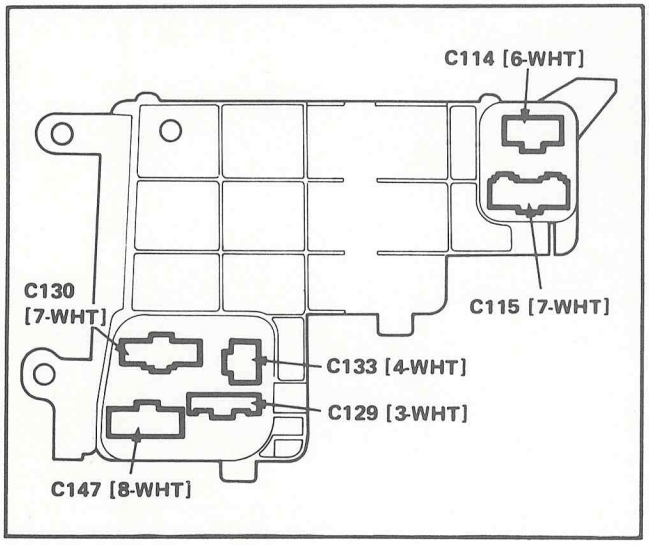
18. Top of Engine



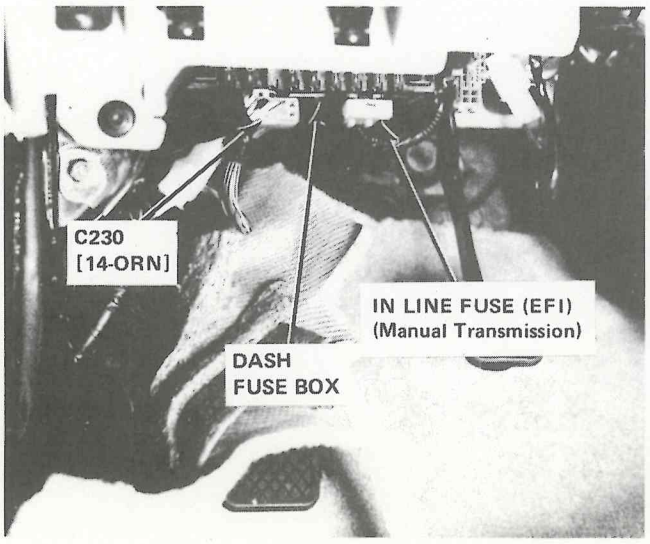
19. Rear View of Dash Fuse Box



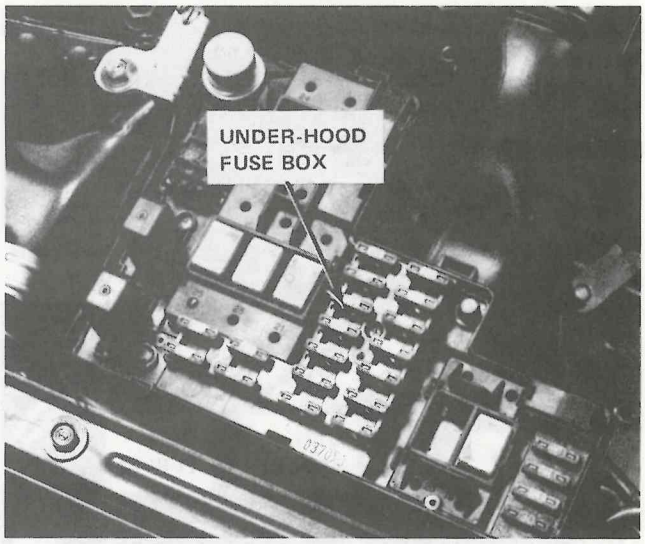
20. Bottom View of Under-hood Fuse Box



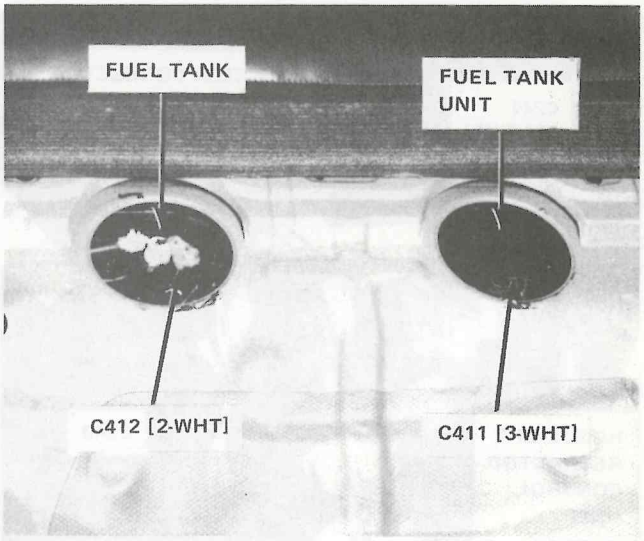
21. Under Left Side of Dash, Left of Steering Column



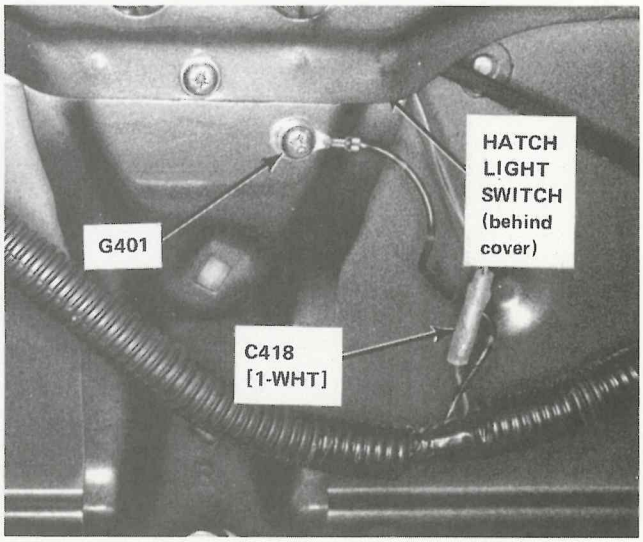
22. Right Side of Engine Compartment, on Inner Fender Panel



23. Under Maintenance Access Covers, in Luggage Area

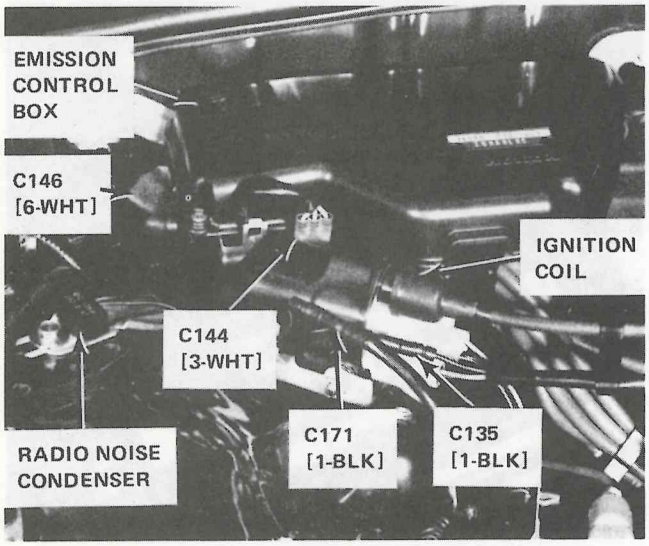


24. Center Rear of Hatch, Behind End Panel

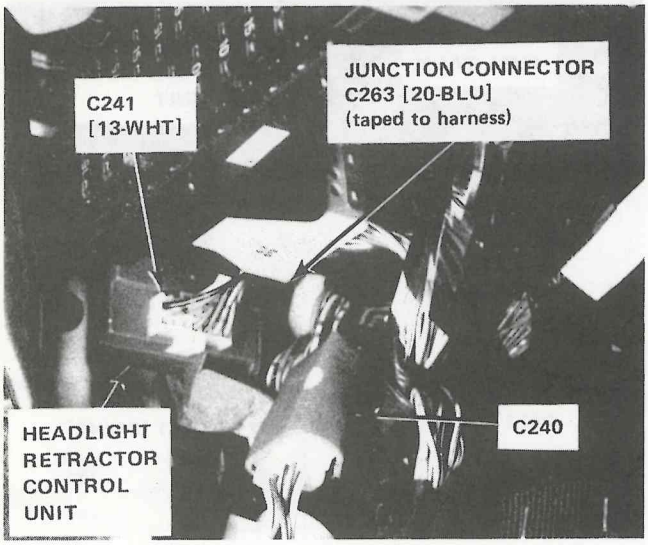


Electronic Fuel Injection (EFI)

25. Right Rear Corner of Engine Compartment

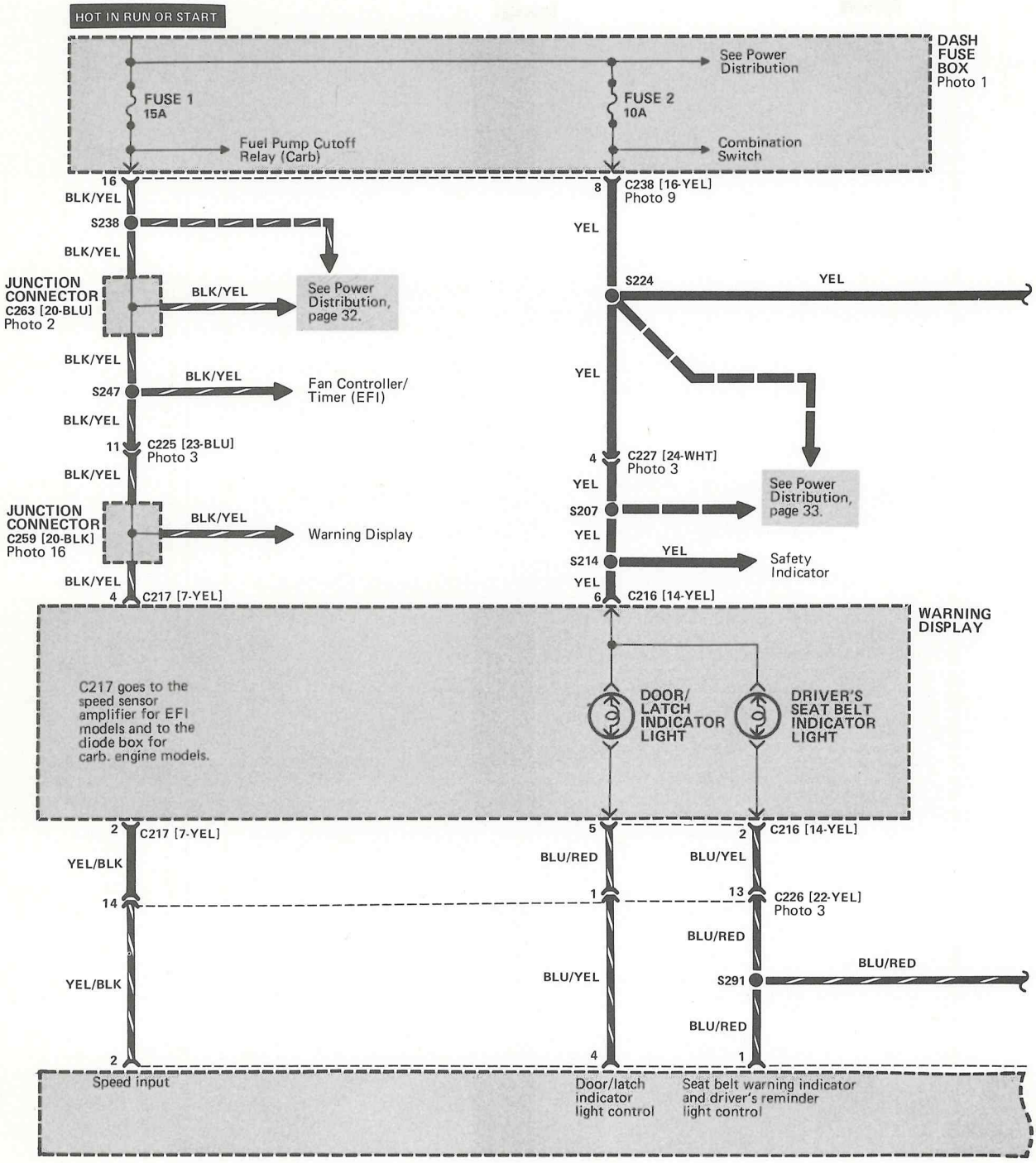


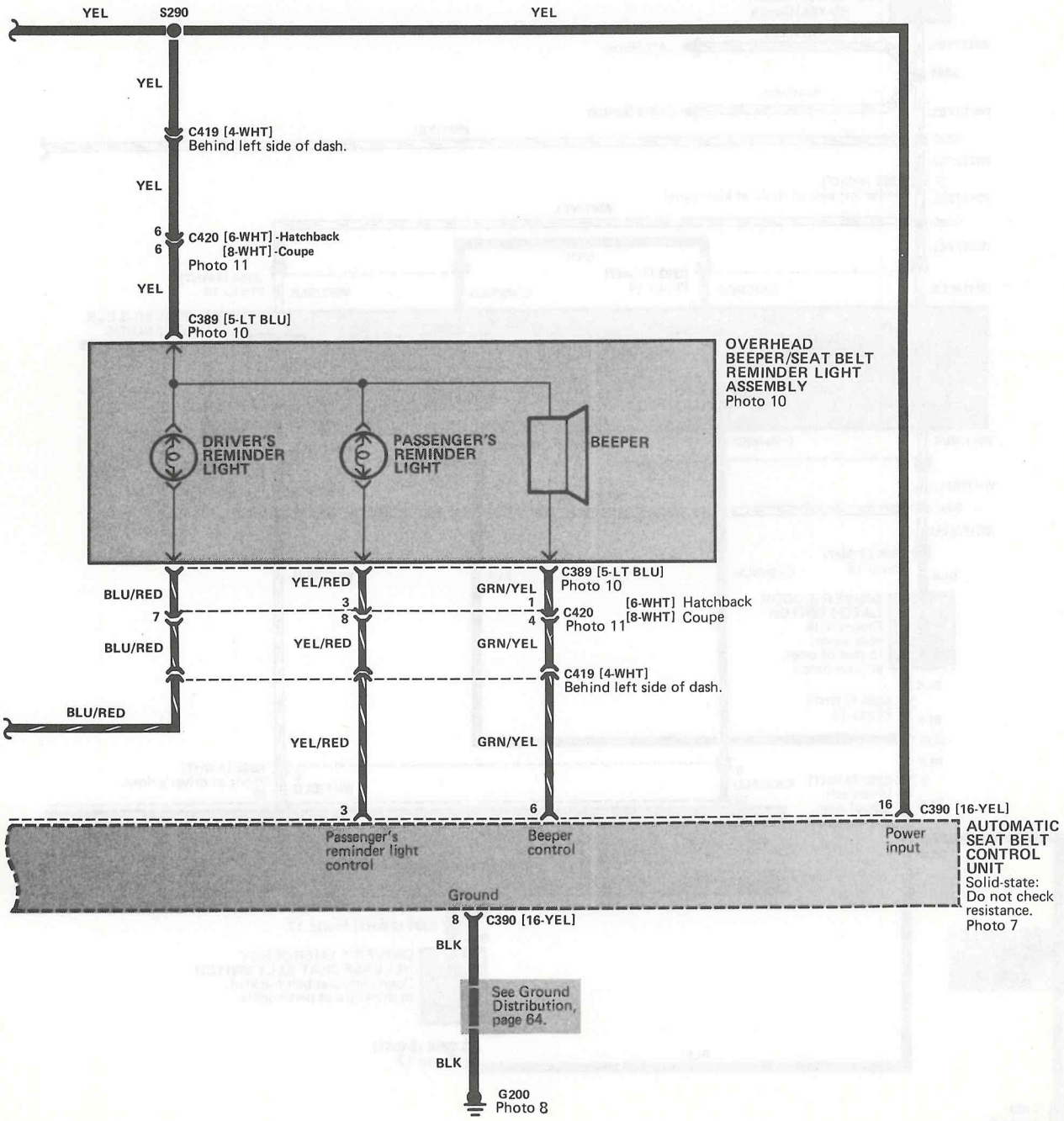
26. Under Left Side of Dash, at Kick Panel



Automatic Seat Belt

- Circuit Schematic

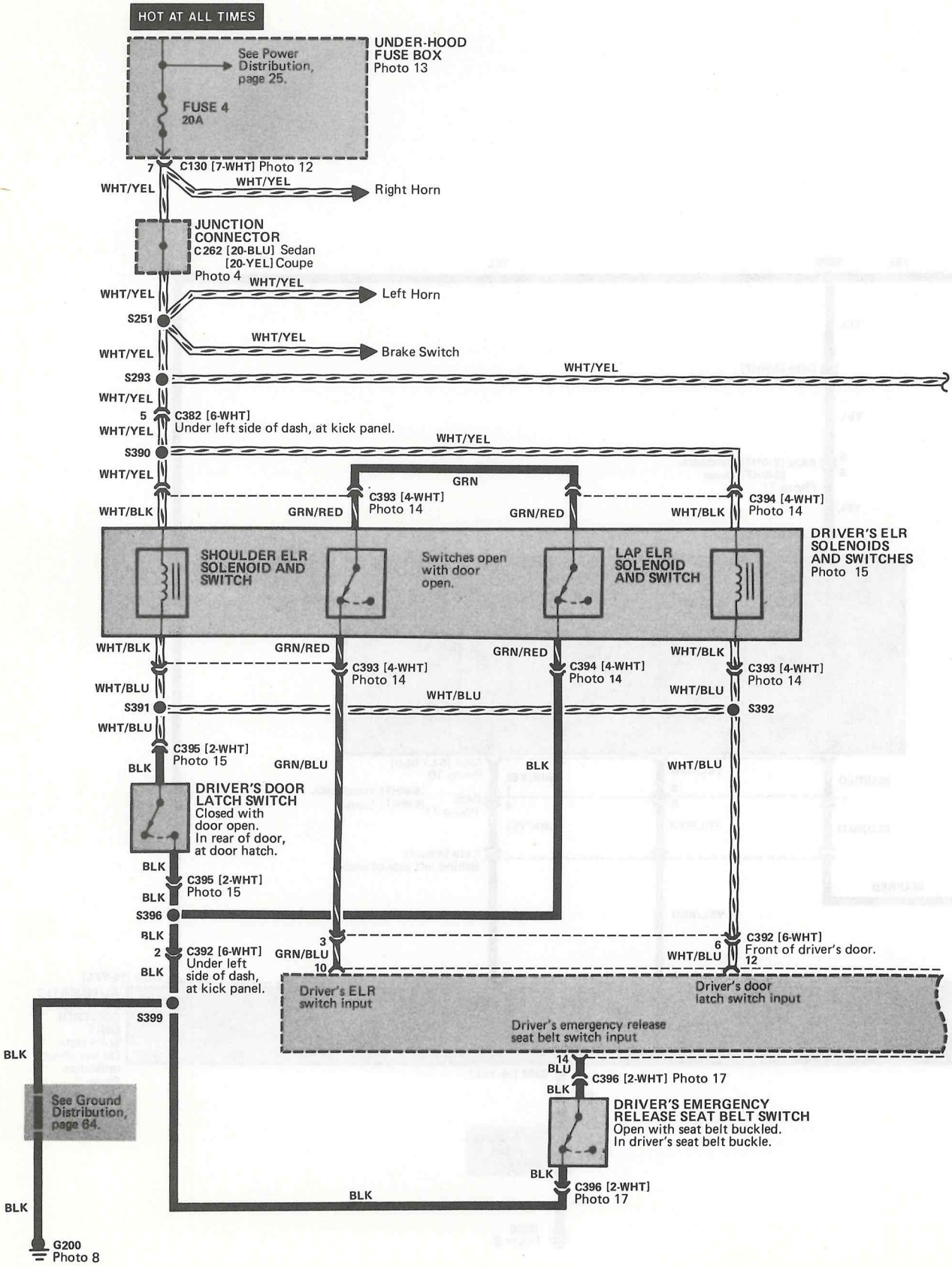


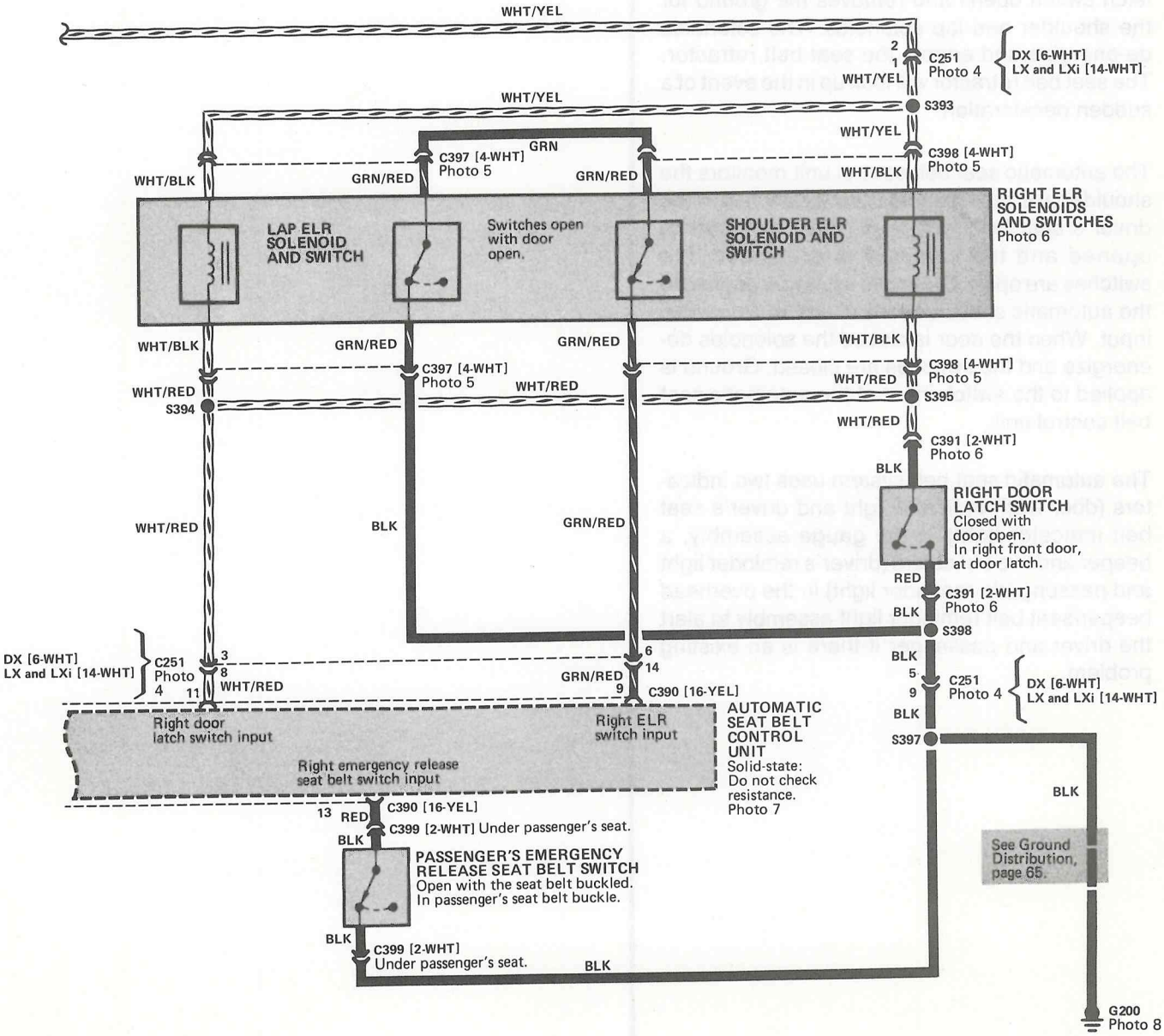

YEL
S290
YEL
YEL
C419 [4-WHT]
Behind left side of dash.
YEL
6
6
C420 [6-WHT] -Hatchback
[8-WHT] -Coupe
Photo 11
YEL
C389 [5-LT BLU]
Photo 10
OVERHEAD BEEPER/SEAT BELT REMINDER LIGHT ASSEMBLY
Photo 10
DRIVER'S REMINDER LIGHT
PASSENGER'S REMINDER LIGHT
BEEPER
BLU/RED
YEL/RED
GRN/YEL
C389 [5-LT BLU]
Photo 10
3
1
7
8
4
C420
Photo 11
[6-WHT] Hatchback
[8-WHT] Coupe
BLU/RED
YEL/RED
GRN/YEL
C419 [4-WHT]
Behind left side of dash.
BLU/RED
YEL/RED
GRN/YEL
3
6
16
C390 [16-YEL]
Passenger's reminder light control
Beeper control
Power input
AUTOMATIC SEAT BELT CONTROL UNIT
Solid-state: Do not check resistance.
Photo 7
Ground
8
C390 [16-YEL]
BLK
See Ground Distribution, page 64.
BLK
G200
Photo 8

(cont'd)

Automatic Seat Belt

- Circuit Schematic (cont'd)




WHT/YEL
2
1
C251
Photo 4
DX [6-WHT]
LX and LXi [14-WHT]
WHT/YEL
WHT/YEL
S393
WHT/YEL
GRN
C397 [4-WHT]
Photo 5
C398 [4-WHT]
Photo 5
WHT/BLK
GRN/RED
GRN/RED
WHT/BLK
RIGHT ELR
SOLENOIDS
AND SWITCHES
Photo 6
LAP ELR
SOLENOID
AND SWITCH
Switches open
with door
open.
SHOULDER ELR
SOLENOID AND
SWITCH
WHT/BLK
GRN/RED
GRN/RED
WHT/BLK
C397 [4-WHT]
Photo 5
C398 [4-WHT]
Photo 5
WHT/RED
WHT/RED
WHT/RED
S394
S395
WHT/RED
C391 [2-WHT]
Photo 6
BLK
RIGHT DOOR
LATCH SWITCH
Closed with
door open.
In right front door,
at door latch.
WHT/RED
BLK
GRN/RED
RED
C391 [2-WHT]
Photo 6
BLK
S398
DX [6-WHT]
LX and LXi [14-WHT]
C251
Photo
4
3
8
11
WHT/RED
6
14
9
GRN/RED
C390 [16-YEL]
BLK
5
9
C251
Photo 4
DX [6-WHT]
LX and LXi [14-WHT]
BLK
S397
Right door
latch switch input
Right ELR
switch input
Right emergency release
seat belt switch input
AUTOMATIC
SEAT BELT
CONTROL
UNIT
Solid-state:
Do not check
resistance.
Photo 7
BLK
13
RED
C390 [16-YEL]
BLK
C399 [2-WHT] Under passenger's seat.
PASSENGER'S EMERGENCY
RELEASE SEAT BELT SWITCH
Open with the seat belt buckled.
In passenger's seat belt buckle.
See Ground
Distribution,
page 65.
BLK
C399 [2-WHT]
Under passenger's seat.
BLK
G200
Photo 8

Automatic Seat Belt

How The Circuit Works

Battery voltage is applied to the automatic seat belt control unit with the ignition switch in RUN or START through fuse 2.

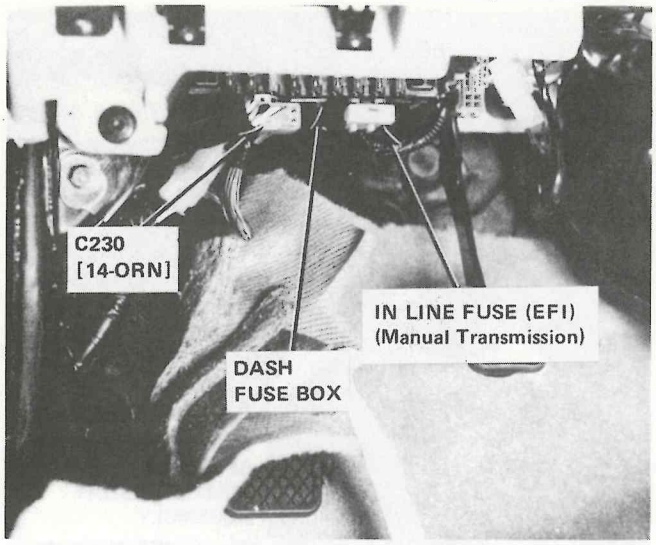
When you open a door, the corresponding door latch switch closes. This provides a ground for the shoulder and lap solenoids. The solenoids energize, and disable the inertia switch in the seat belt retractor. This allows you to open and close the doors freely when the seat belt is buckled without the door motion causing the seat belt retractors to lock up.

When you close a door the corresponding door latch switch opens and removes the ground for the shoulder and lap solenoids. The solenoids de-energize and enable the seat belt retractor. The seat belt retractor will lock up in the event of a sudden deceleration.

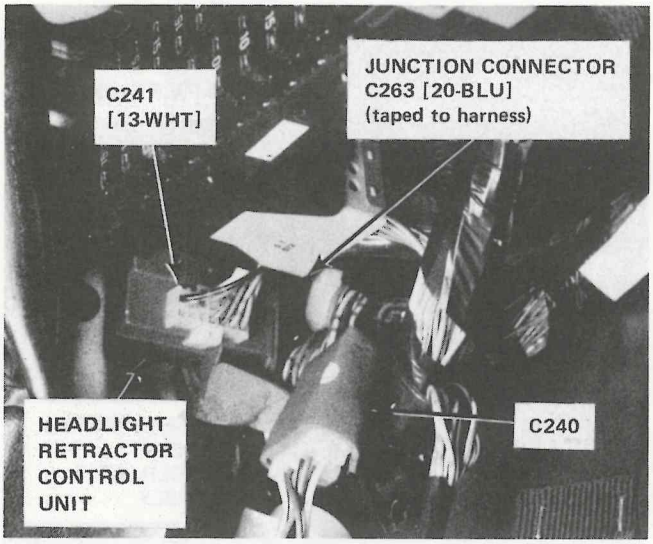
The automatic seat belt control unit monitors the shoulder and lap solenoids using switches in the driver's seat belt retractors. When the door is opened and the solenoid is energized, the switches are open. Ground is no longer applied to the automatic seat belt control unit at the switch input. When the door is closed the solenoids de-energize and the switches are closed. Ground is applied to the switch input of the automatic seat belt control unit.

The automatic seat belt system uses two indicators (door latch indicator light and driver's seat belt indicator light) in the gauge assembly, a beeper and two indicators (driver's reminder light and passenger's reminder light) in the overhead beeper/seat belt reminder light assembly to alert the driver and passenger if there is an existing problem.

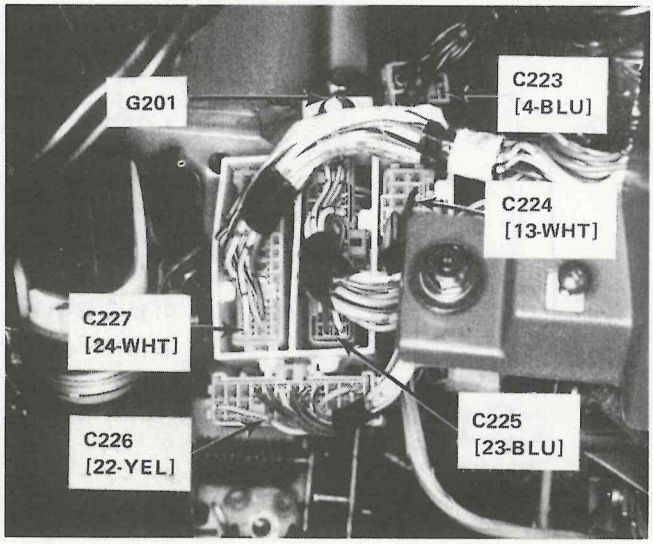
1. Under Left Side of Dash, Left of Steering Column



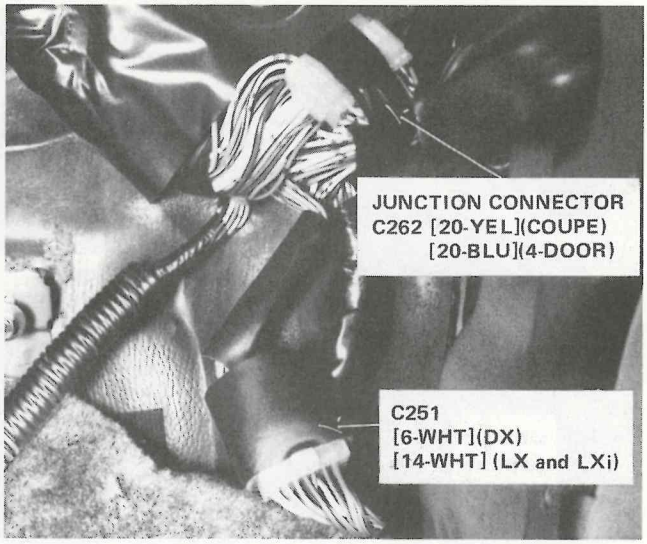
2. Under Left Side of Dash, at Kick Panel



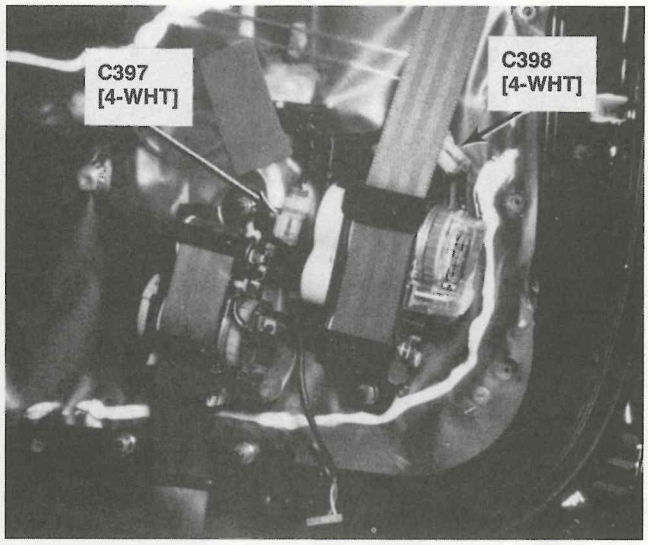
3. Below Left Side of Dash, Right of Steering Column



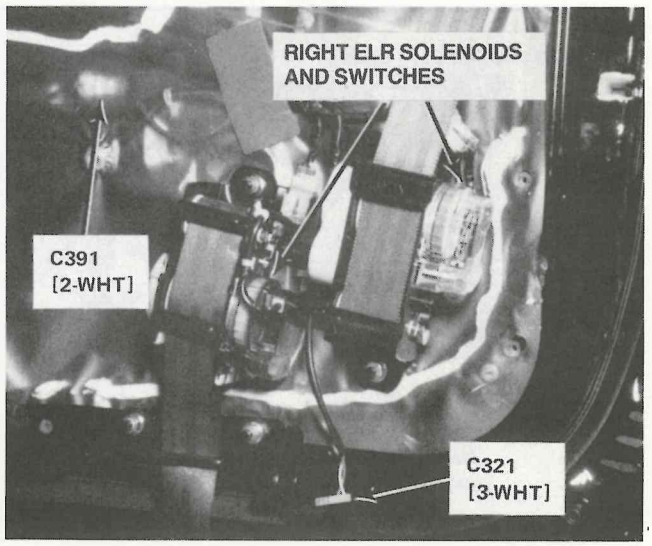
4. Below Right Side of Dash, at Kick Panel



5. Rear of Right Door

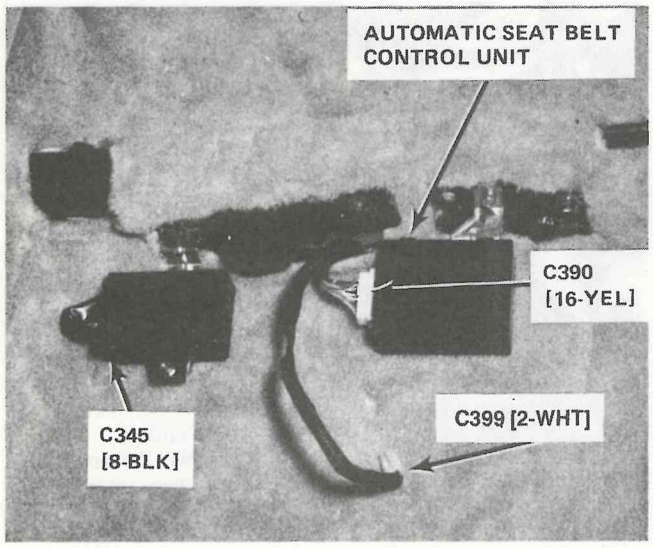


6. Under Right Door Panel, Rear of Door

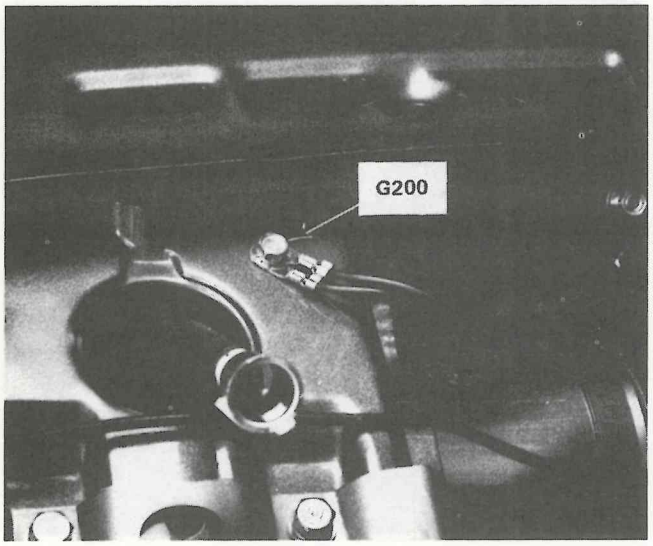


Automatic Seat Belt

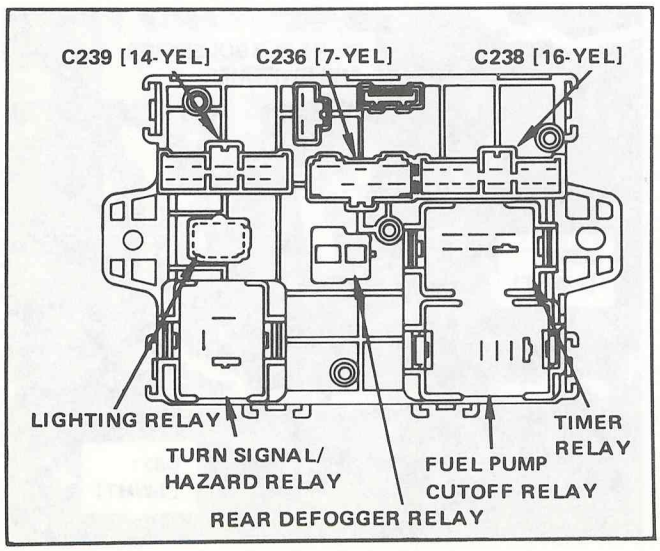
7. Under Right Front Seat



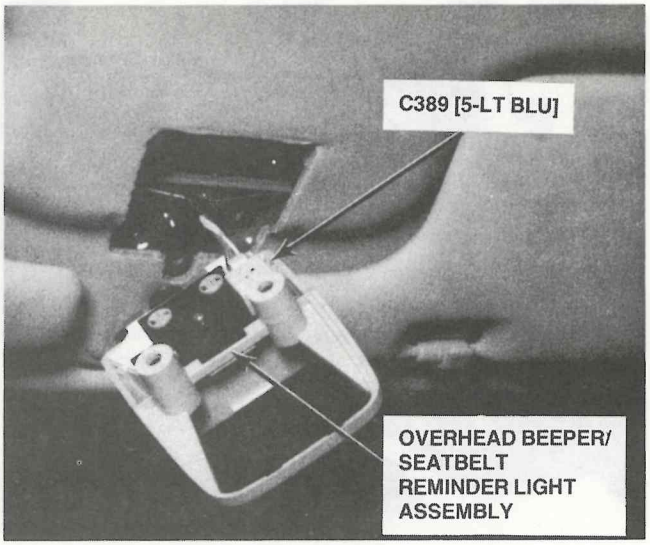
8. Under Dash, Near Speedometer Connector



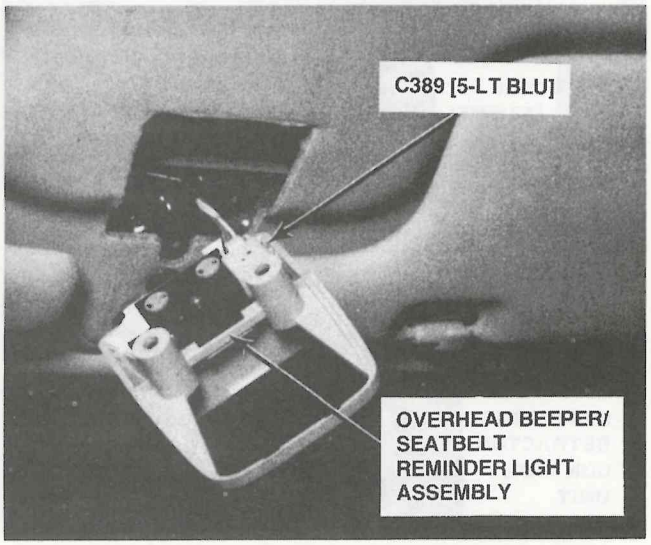
9. Rear View of Dash Fuse Box



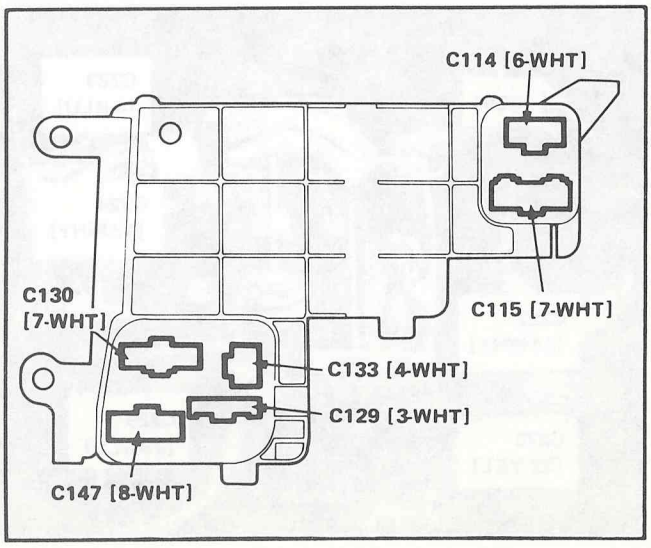
10. Front Center of Roof



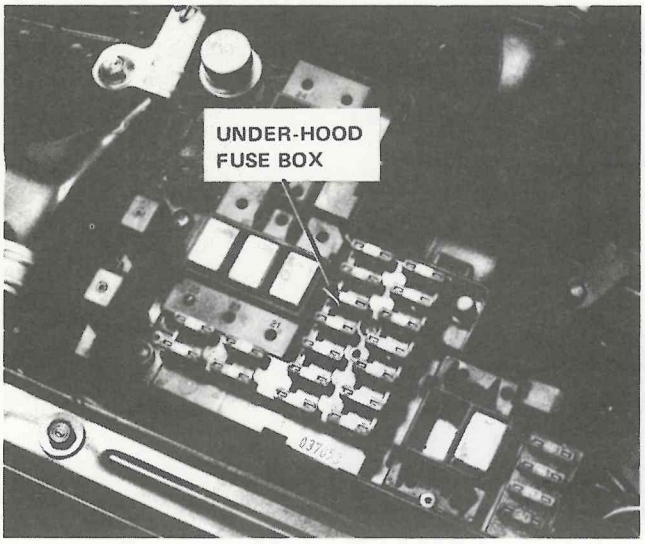
11. Upper Left Front of Trunk, Near Speaker



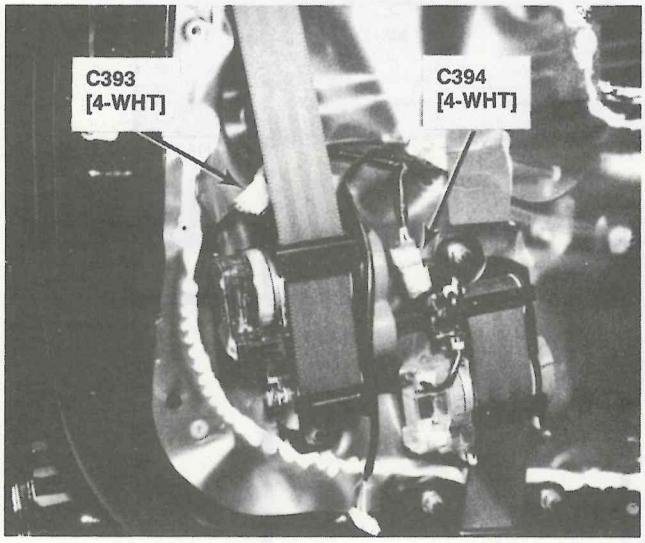
12. Bottom View of Under-hood Fuse Box



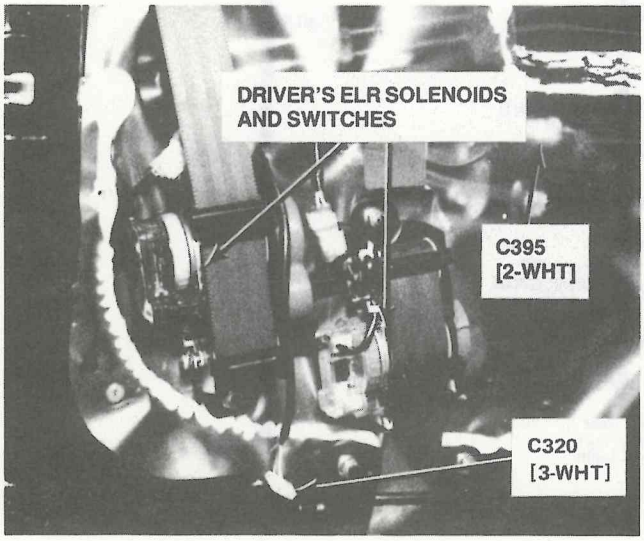
13. Right Side of Engine Compartment



14. Rear Half of Driver's Door (Panel Removed)

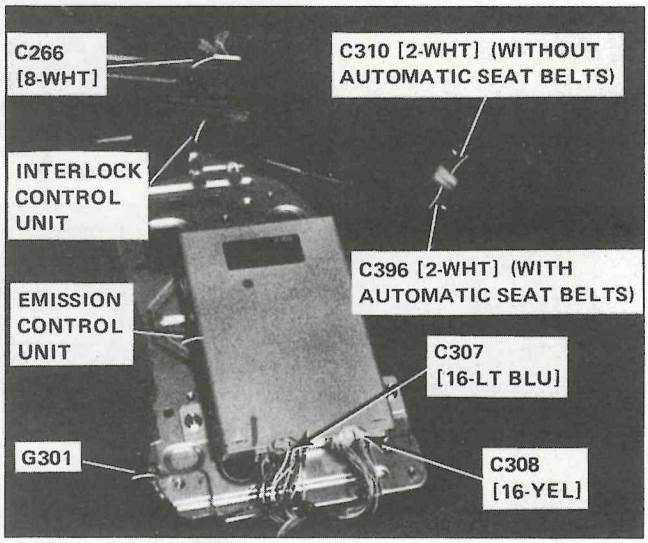


15. Rear Half of Driver's Door (Panel Removed)

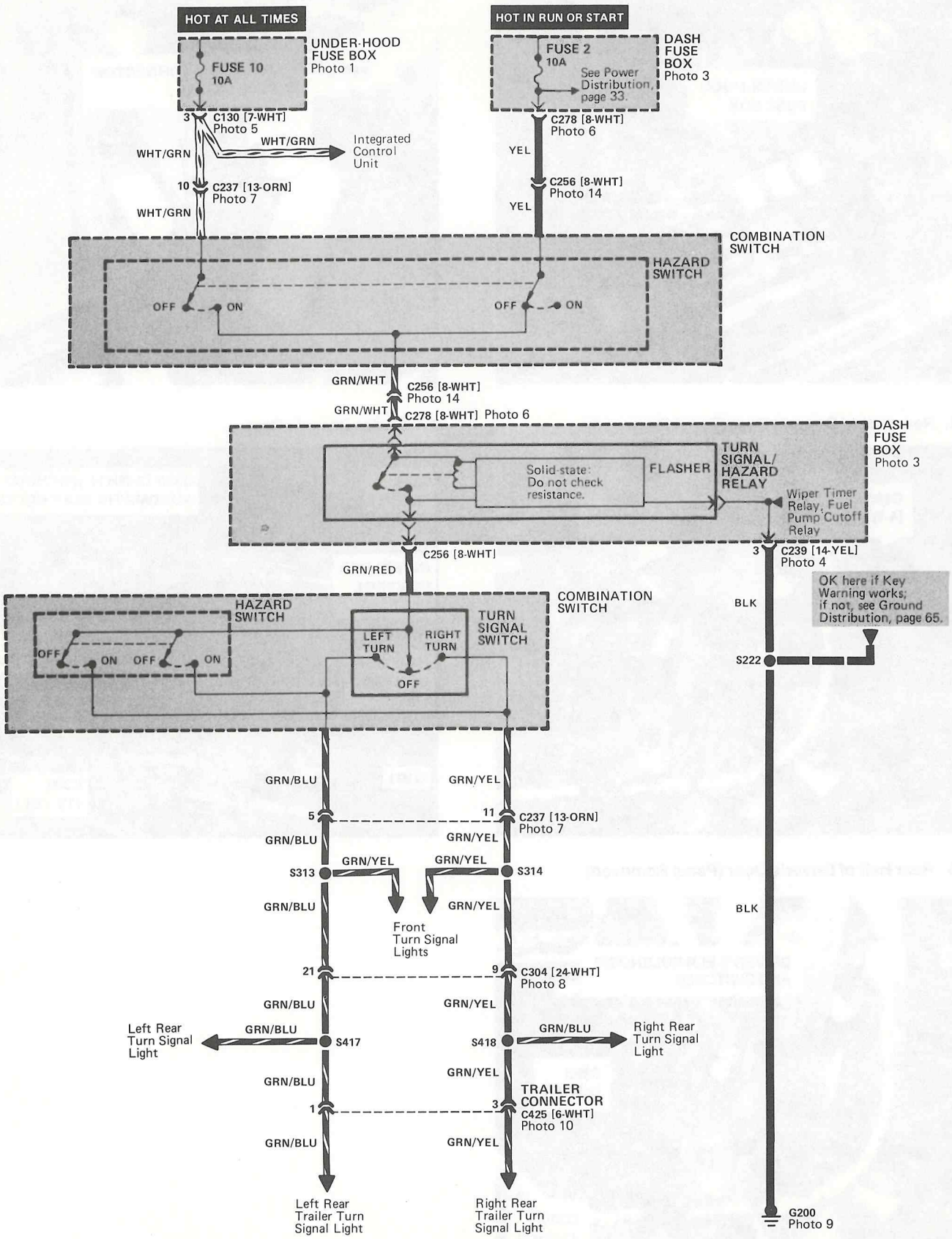


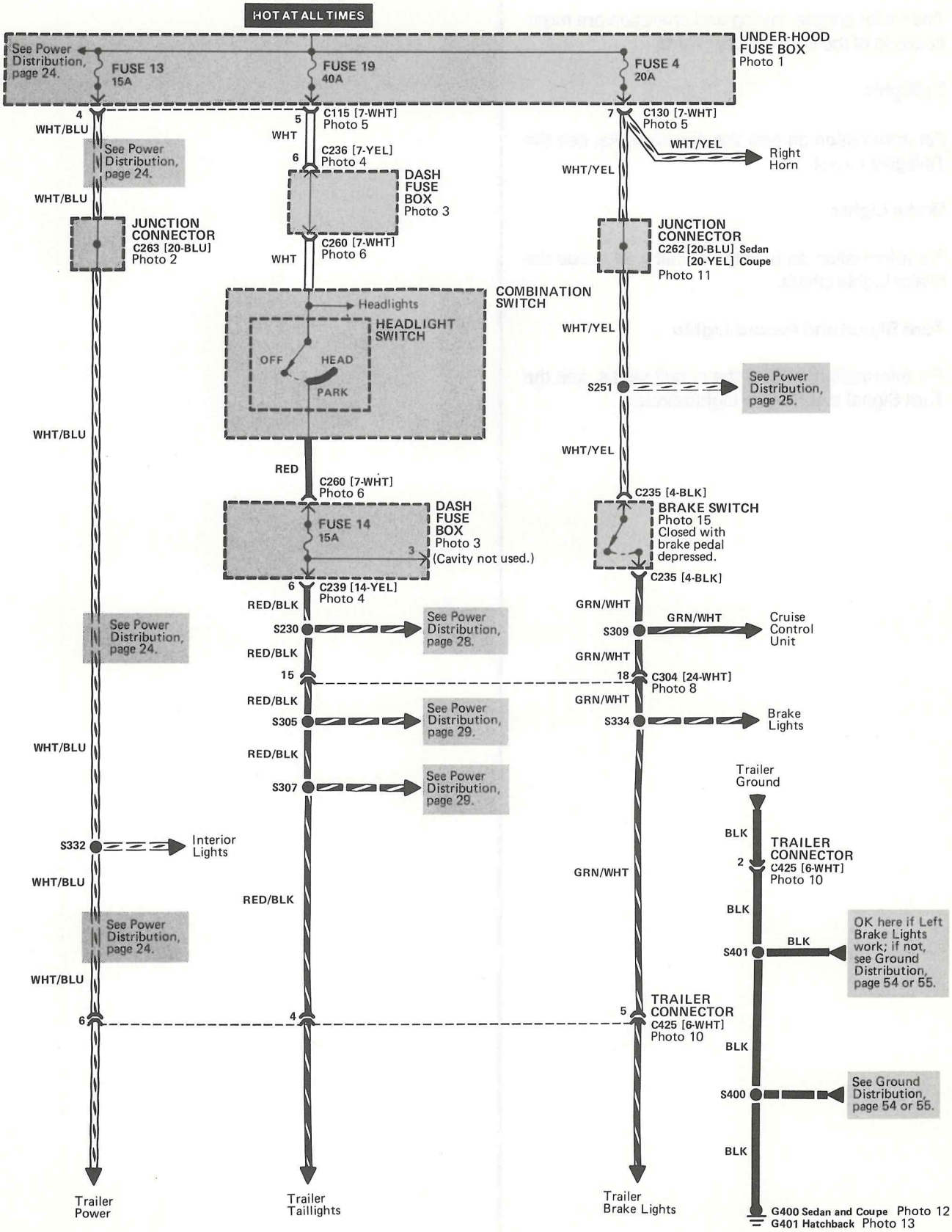
16. Left Side of Dash, Behind I/P

17. Under Driver's Seat



Trailer Adapter
- Circuit Schematic




HOT AT ALL TIMES
See Power Distribution, page 24.
FUSE 13
15A
FUSE 19
40A
FUSE 4
20A
UNDER-HOOD FUSE BOX
Photo 1
4
WHT/BLU
5
WHT
C115 [7-WHT]
Photo 5
6
C236 [7-YEL]
Photo 4
7
C130 [7-WHT]
Photo 5
WHT/YEL
Right Horn
WHT/YEL
See Power Distribution, page 24.
WHT/BLU
DASH FUSE BOX
Photo 3
JUNCTION CONNECTOR
C263 [20-BLU]
Photo 2
C260 [7-WHT]
Photo 6
WHT
JUNCTION CONNECTOR
C262 [20-BLU] Sedan
[20-YEL] Coupe
Photo 11
COMBINATION SWITCH
Headlights
HEADLIGHT SWITCH
OFF
HEAD
PARK
WHT/YEL
S251
See Power Distribution, page 25.
WHT/BLU
WHT/YEL
RED
C260 [7-WHT]
Photo 6
C235 [4-BLK]
DASH FUSE BOX
Photo 3
FUSE 14
15A
3
(Cavity not used.)
BRAKE SWITCH
Photo 15
Closed with brake pedal depressed.
C235 [4-BLK]
6
C239 [14-YEL]
Photo 4
RED/BLK
GRN/WHT
See Power Distribution, page 24.
S230
See Power Distribution, page 28.
S309
GRN/WHT
Cruise Control Unit
RED/BLK
GRN/WHT
15
18
C304 [24-WHT]
Photo 8
RED/BLK
GRN/WHT
S305
See Power Distribution, page 29.
S334
Brake Lights
WHT/BLU
RED/BLK
S307
See Power Distribution, page 29.
Trailer Ground
BLK
S332
Interior Lights
TRAILER CONNECTOR
2
C425 [6-WHT]
Photo 10
WHT/BLU
GRN/WHT
RED/BLK
BLK
See Power Distribution, page 24.
S401
BLK
OK here if Left Brake Lights work; if not, see Ground Distribution, page 54 or 55.
WHT/BLU
6
4
5
TRAILER CONNECTOR
C425 [6-WHT]
Photo 10
BLK
S400
See Ground Distribution, page 54 or 55.
BLK
Trailer Power
Trailer Taillights
Trailer Brake Lights
G400 Sedan and Coupe Photo 12
G401 Hatchback Photo 13

Trailer Adapter

How The Circuit Works

The trailer adapter wiring and operation are modifications of the conventional lights.

Taillights

For information on how the circuit works, see the Taillights circuit.

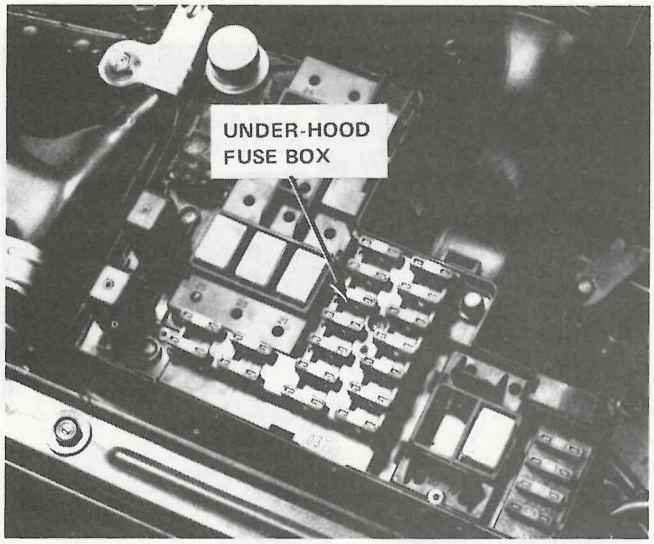
Brake Lights

For information on how the circuit works, see the Brake Lights circuit.

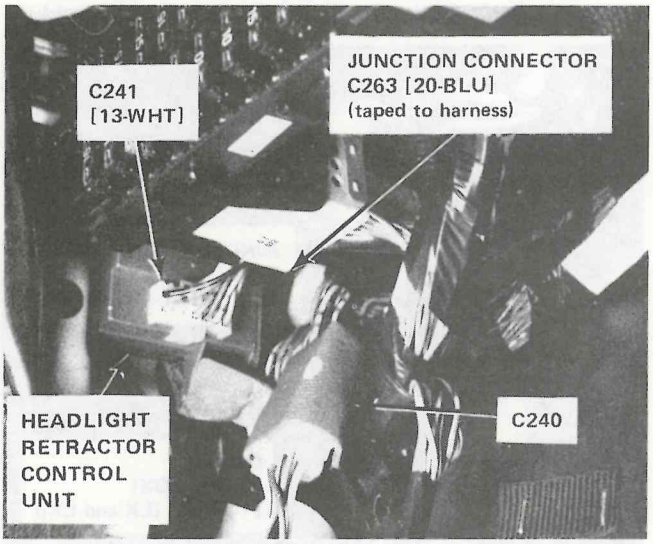
Turn Signal and Hazard Lights

For information on how the circuit works, see the Turn Signal and Hazard Lights circuit.

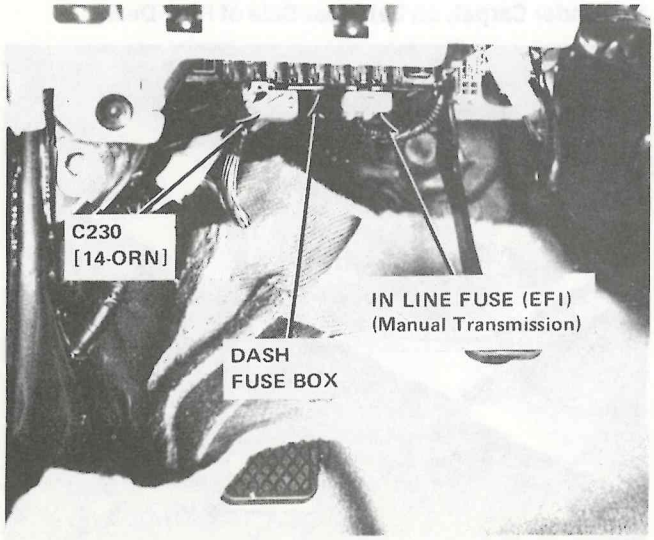
1. Right Side of Engine Compartment



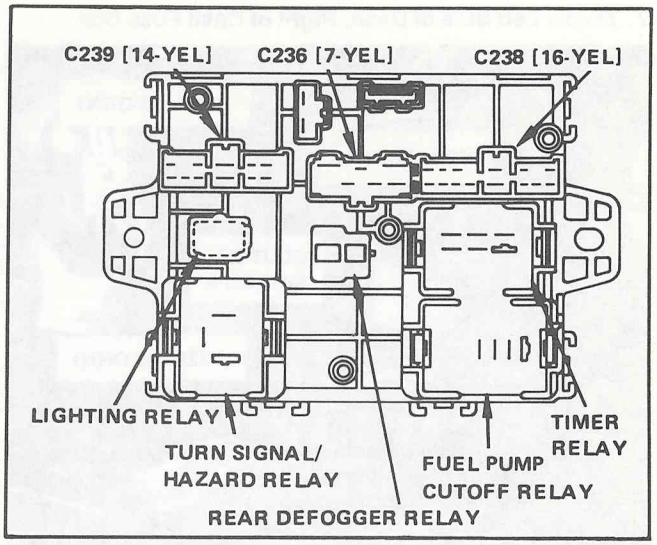
2. Under Left Side of Dash, at Kick Panel



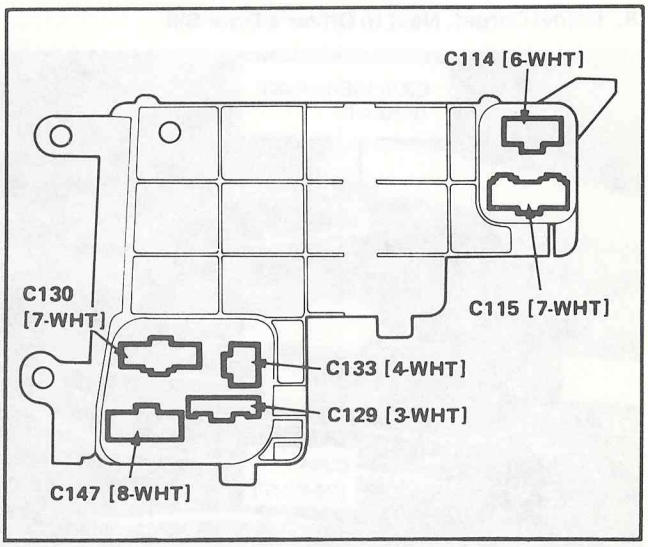
3. Under Left Side of Dash, Left of Steering Column



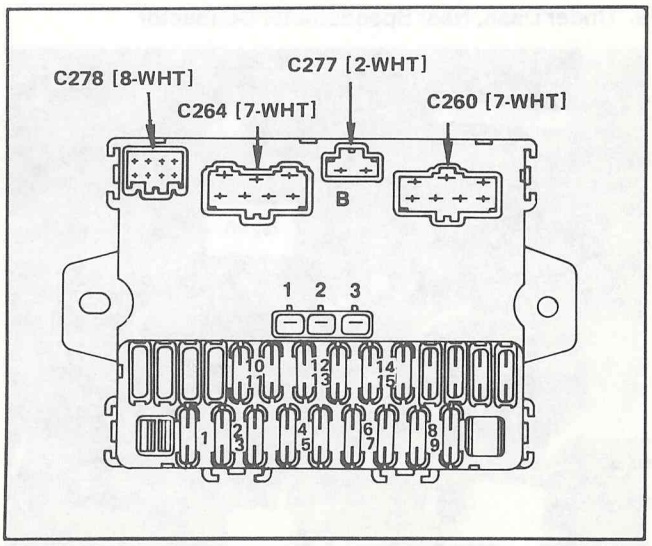
4. Rear View of Dash Fuse Box



5. Bottom View of Under-hood Fuse Box

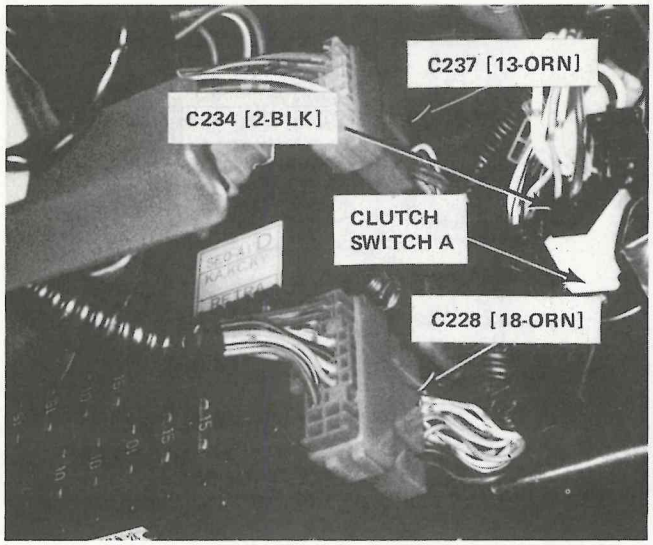


6. Front View of Dash Fuse Box

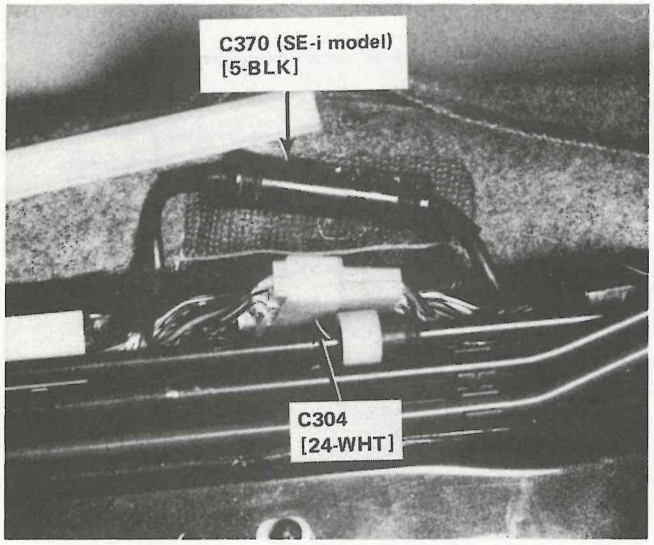


Trailer Adapter

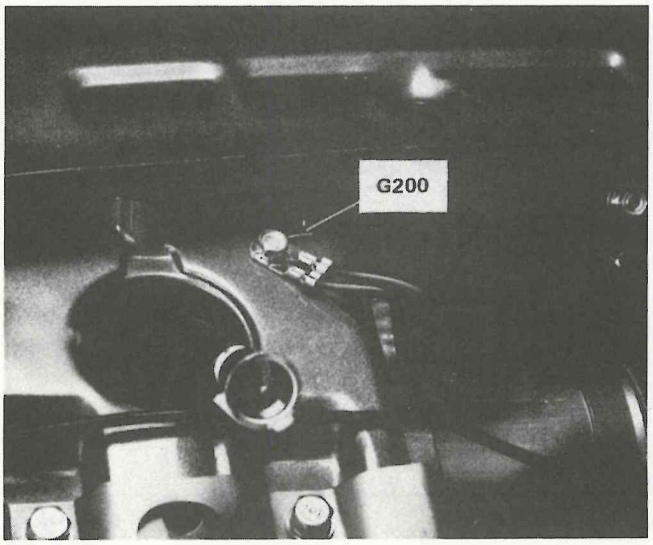
7. Below Left Side of Dash, Right of Dash Fuse Box



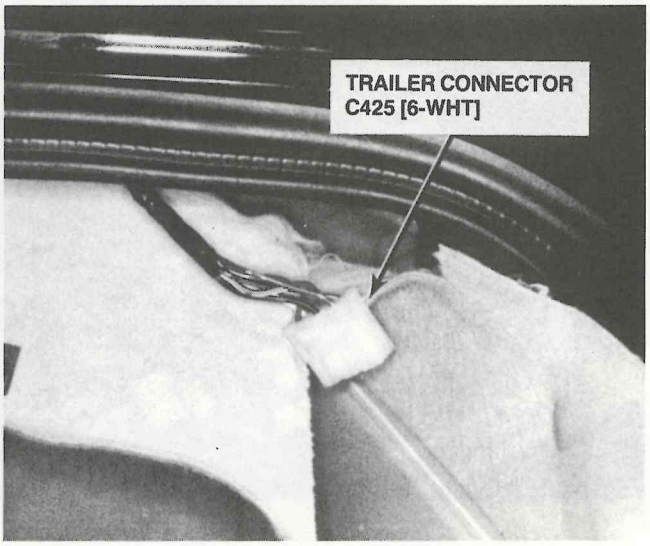
8. Below Carpet, Next to Driver's Door Sill



9. Under Dash, Near Speedometer Connector

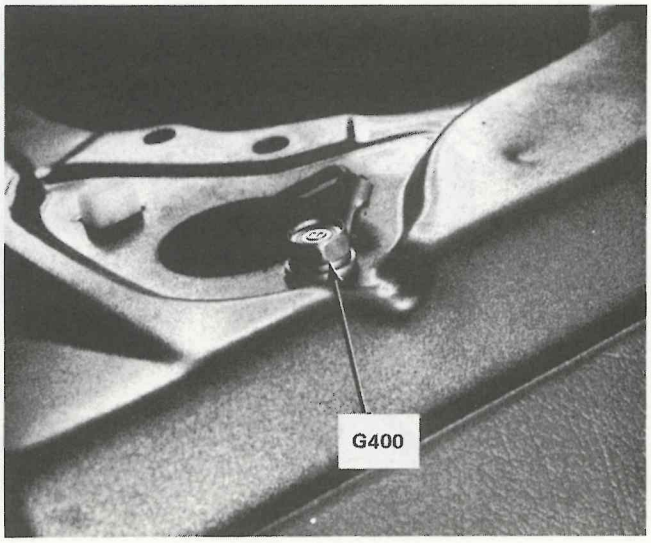


10. Right Rear Corner of Trunk

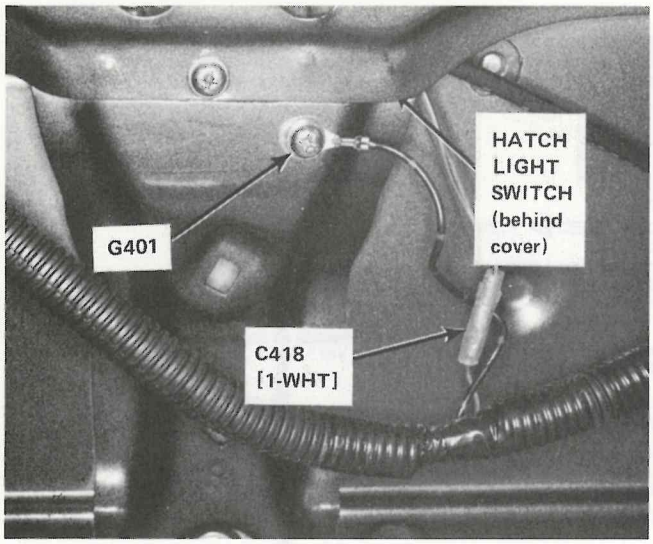


11. Under Right Side of Dash, Behind Blower Assembly

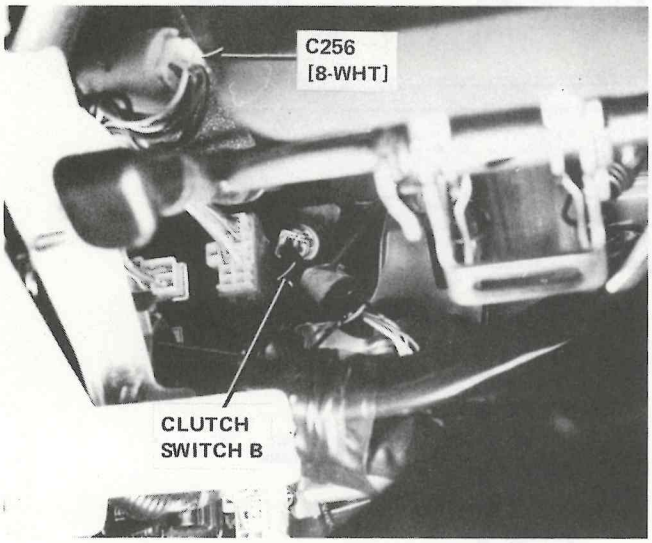
12. Under Carpet, on Left Rear Side of Rear Deck



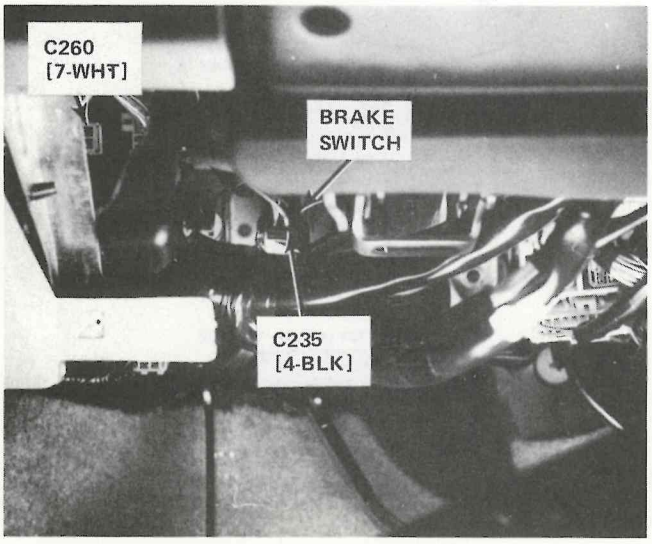
13. Center Rear of Hatch, Behind End Panel



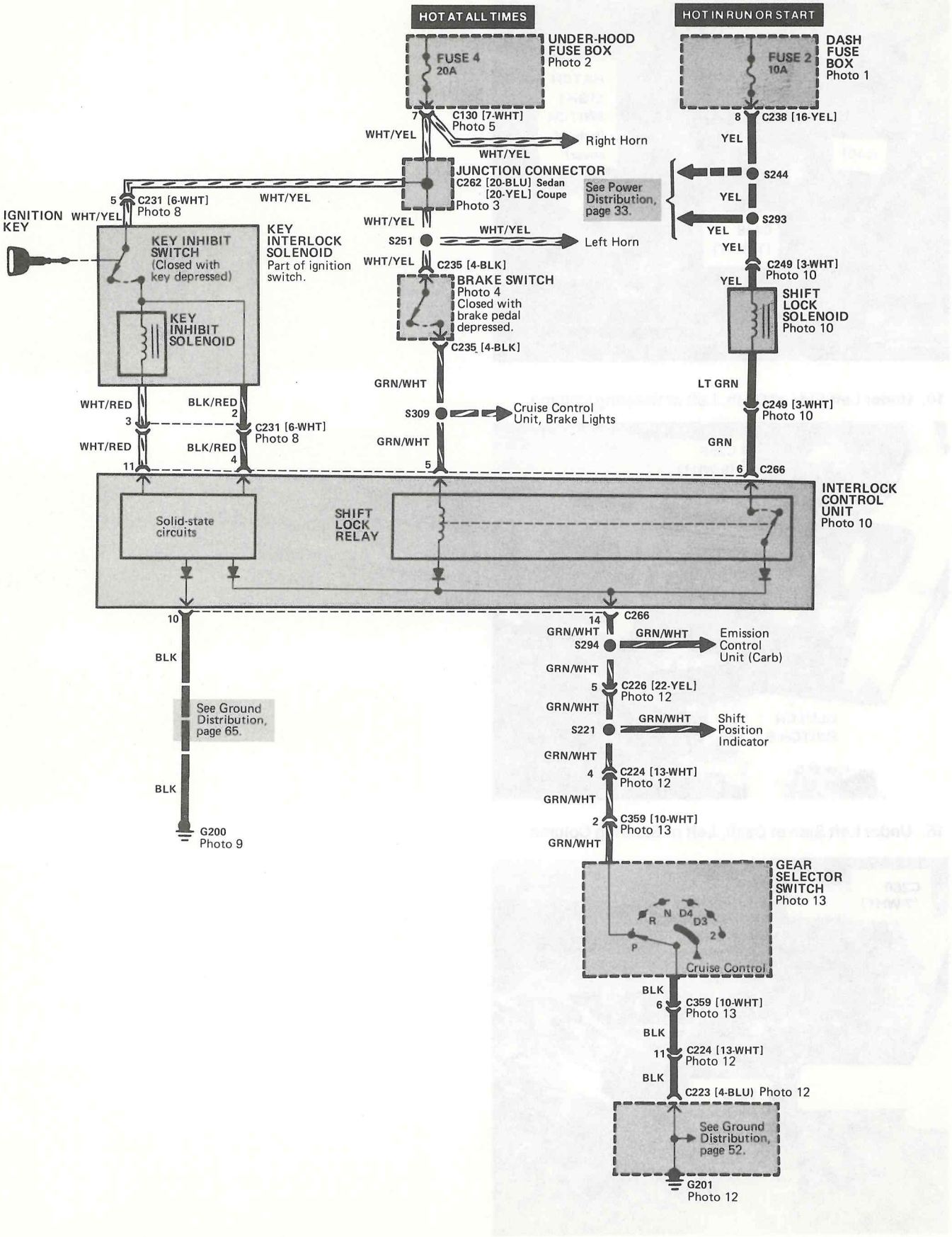
14. Under Left Side of Dash, Left of Steering Column



15. Under Left Side of Dash, Left of Steering Column



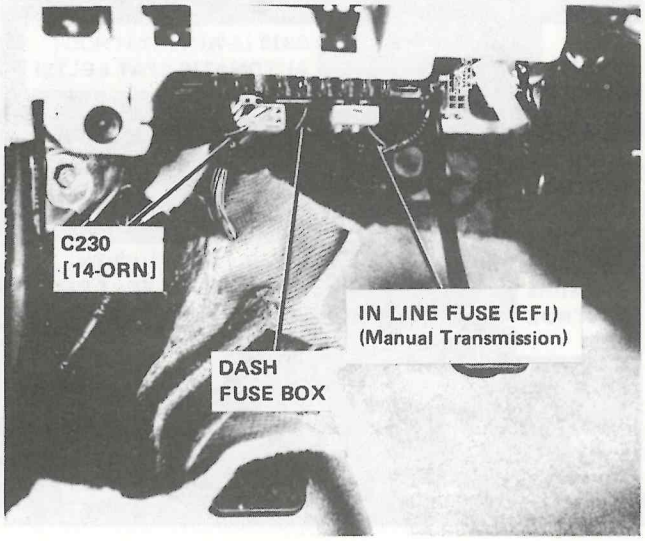
Automatic Transmission Interlock
- Circuit Schematic



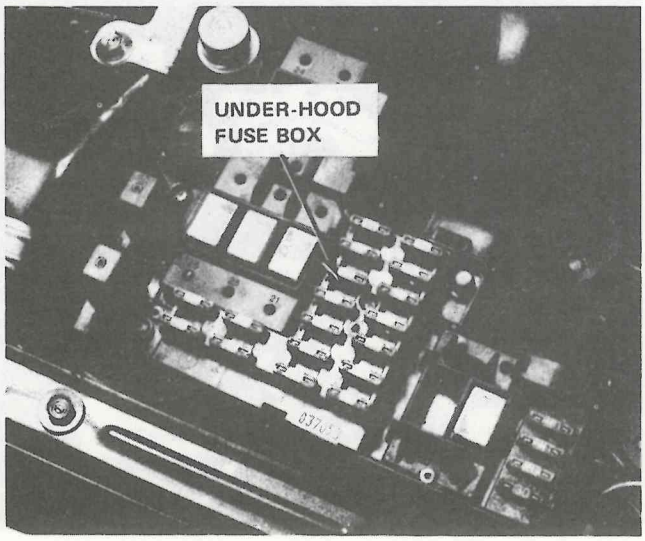
How The Circuit Works

Voltage is applied at all times through fuse 4 to the brake switch. When the pedal is depressed, voltage is provided to the brake input of the interlock control unit. In "Start" or "Run" voltage is supplied through fuse 2 to the shift lock solenoid. If the brake pedal is not depressed, the interlock control unit provides ground to the shift lock solenoid, which energizes and prevents the gear shift lever from being moved from "Park" to either "Drive or "Reverse."

1. Under Left Side of Dash, Left of Steering Column

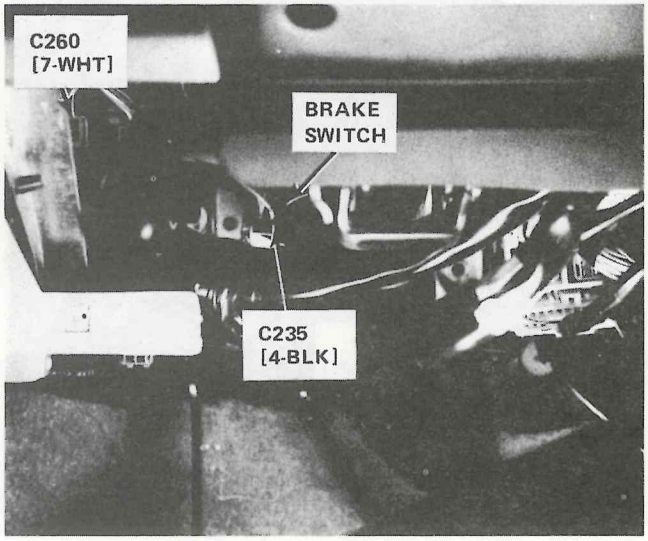


2. Right Side of Engine Compartment

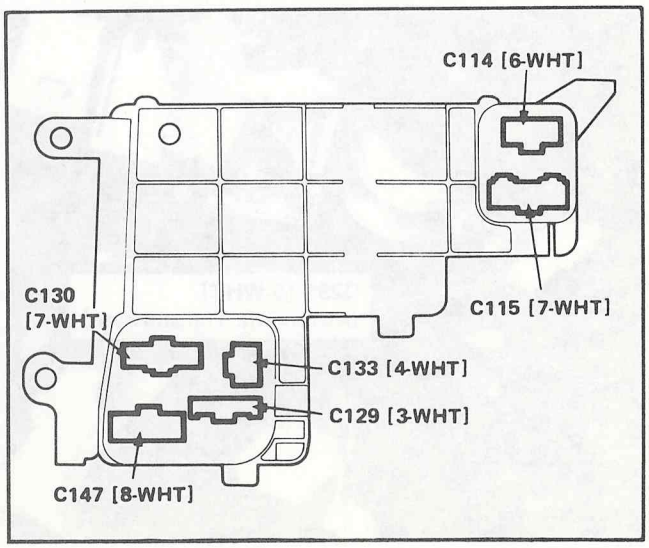


3. Under Right Side of Dash, Behind Blower Assembly

4. Under Left side of Dash, Left of Steering Column

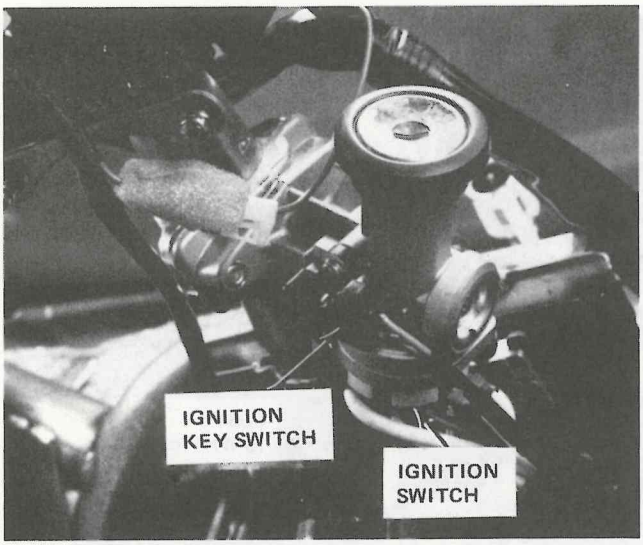


5. Bottom View of Under-hood Fuse Box

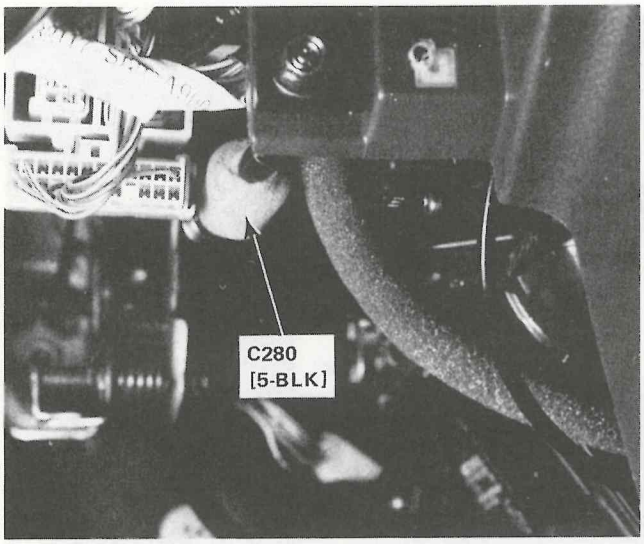


Automatic Transmission Interlock

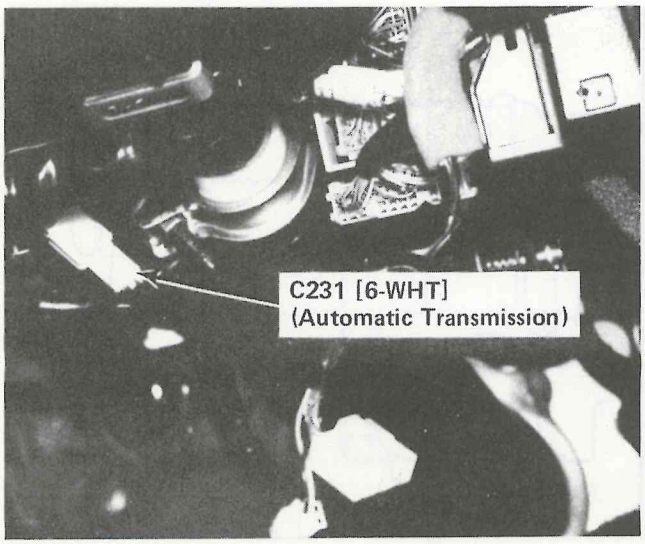
6. Top of Steering Column



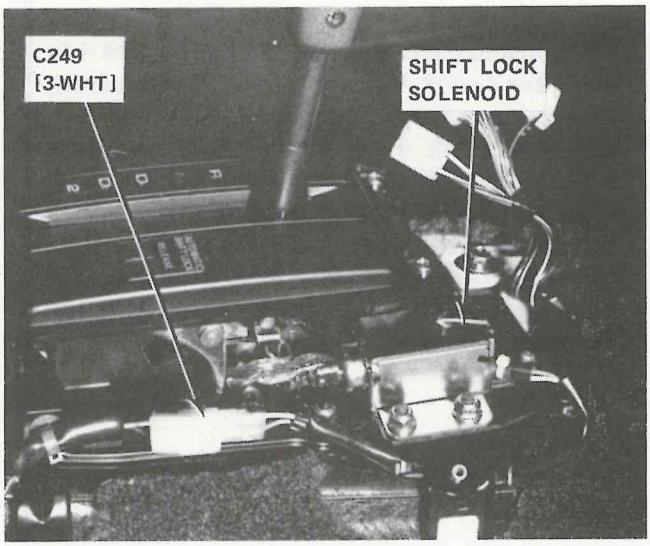
7. Under Left Side of Dash, Right of Steering Column



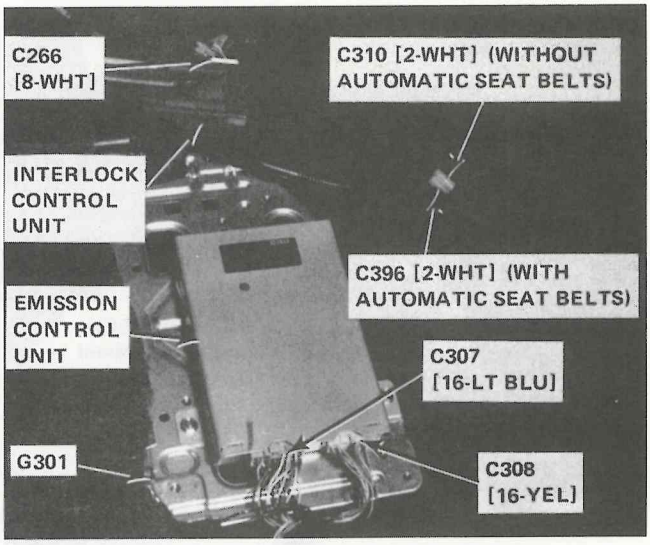
8. Under Left Side of Dash



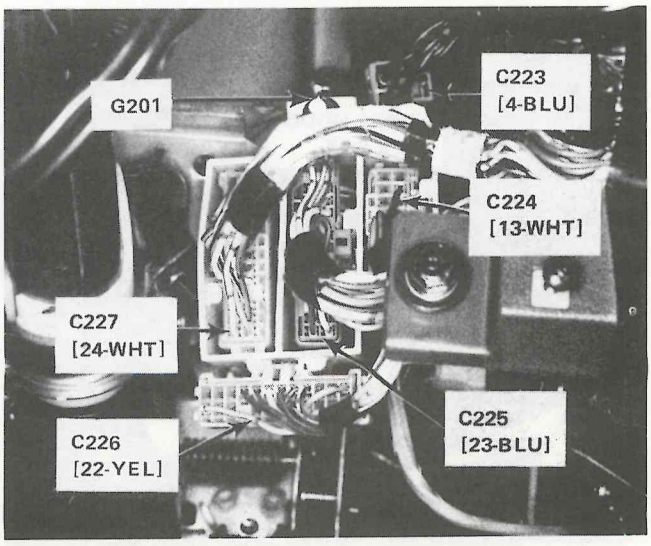
9. Under Center Console



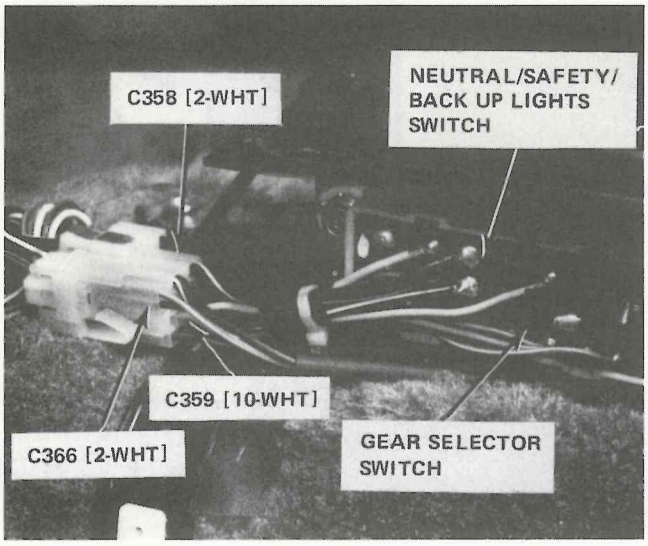
10. Under Driver's Seat



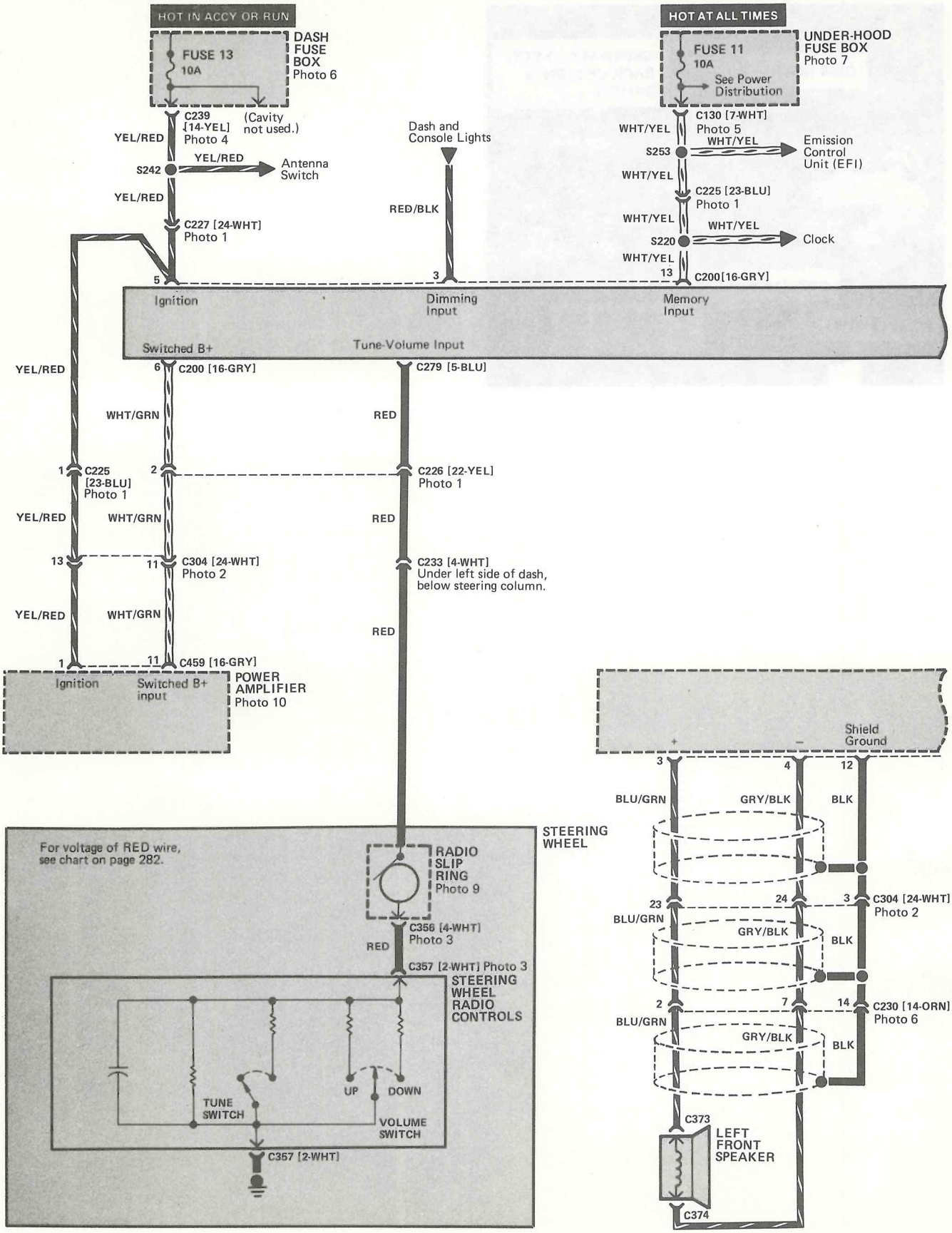
11. Below Left Side of Dash, Right of Steering Column

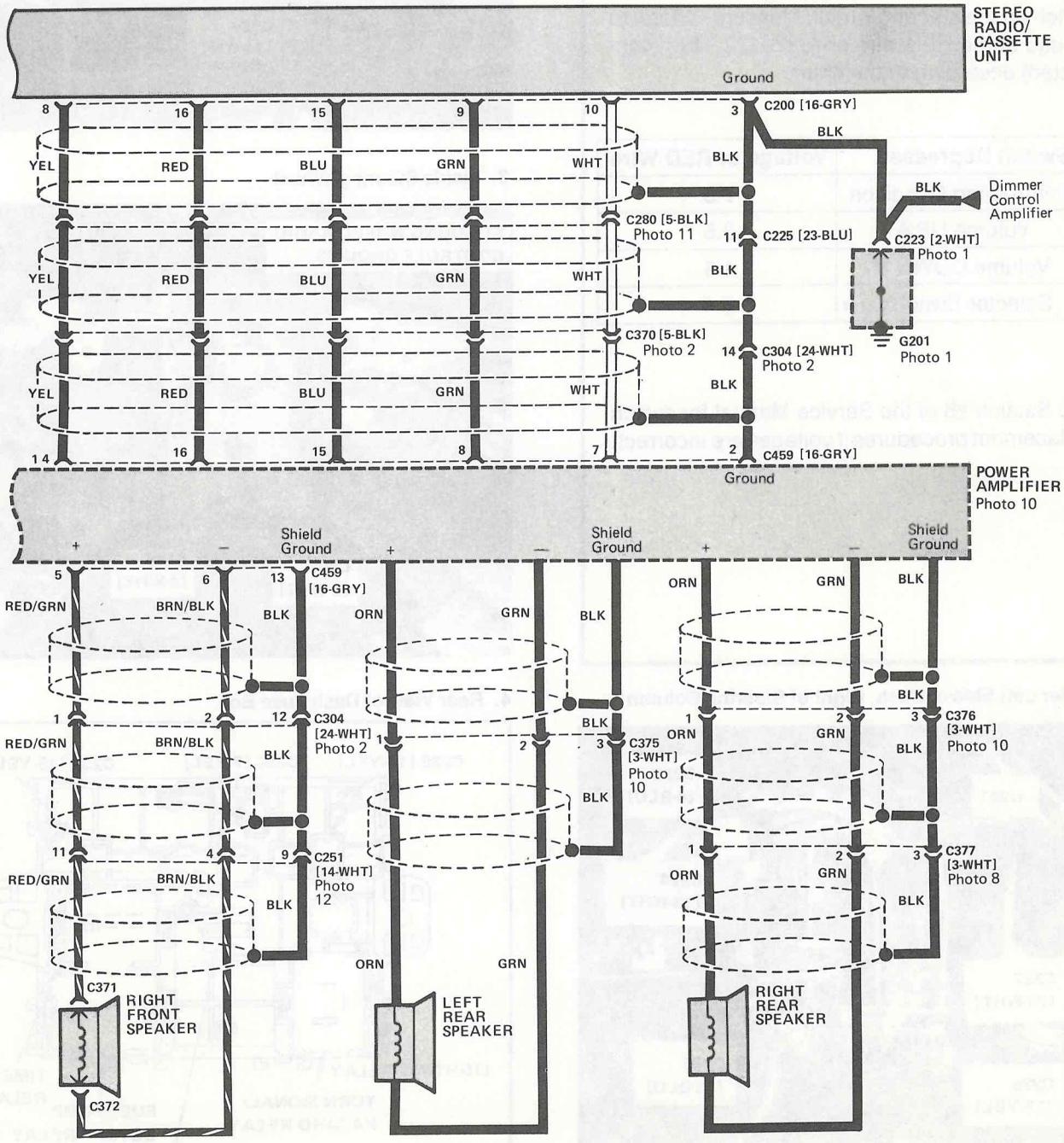


12. In Console, at Base of Gear Selector



Radio: Honda Bose®
- Circuit Schematic




STEREO RADIO/ CASSETTE UNIT
Ground
C200 [16-GRY]
BLK
Dimmer Control Amplifier
C223 [2-WHT] Photo 1
G201 Photo 1
C280 [5-BLK] Photo 11
C225 [23-BLU]
C370 [5-BLK] Photo 2
C304 [24-WHT] Photo 2
C459 [16-GRY]
YEL
RED
BLU
GRN
WHT
POWER AMPLIFIER Photo 10
Shield Ground
C459 [16-GRY]
RED/GRN
BRN/BLK
ORN
C304 [24-WHT] Photo 2
C375 [3-WHT] Photo 10
C376 [3-WHT] Photo 10
C251 [14-WHT] Photo 12
C377 [3-WHT] Photo 8
C371
C372
RIGHT FRONT SPEAKER
LEFT REAR SPEAKER
RIGHT REAR SPEAKER

Radio: Honda Bose®

How The Circuit Works

With the ignition switch in "Accy" or "Run," voltage is applied through fuse 13 to the radio on-off switch and the power amplifier. When you turn the radio switch "On," current flows through this fuse into the receiver circuits and the power amplifier.The WHT/YEL wire from fuse 11 provides a memory input to the radio.

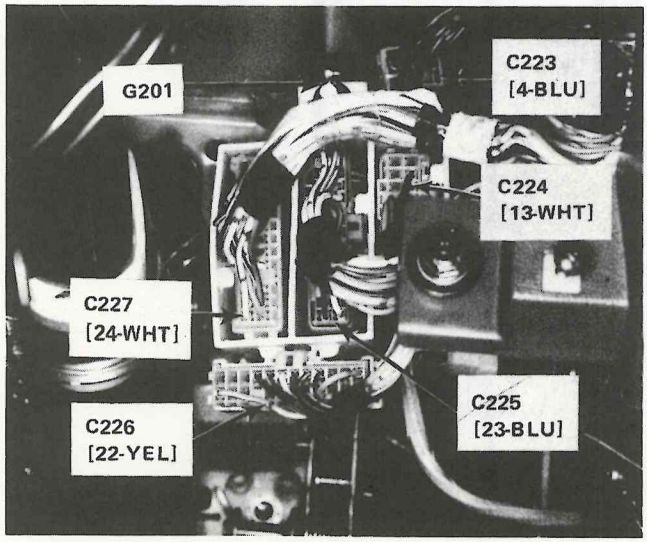
Audio Remote Switch Test

Use the chart below to troubleshoot the remote switch on the steering wheel. Measure voltage to ground at the RED wire on C226 [22-YEL] (connected) according to the chart.

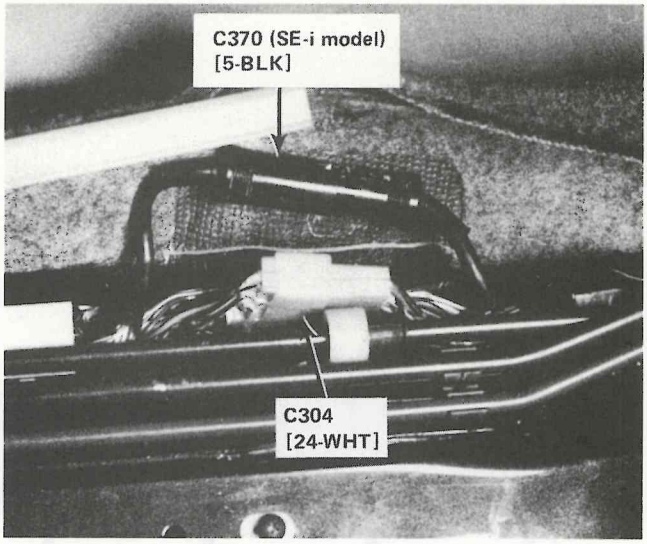
Switch Depressed	Voltage of RED Wire
Nothing-Idling Condition	7.5
Volume UP ▲	3.5
Volume DOWN ▼	1.5
Selector Switch •–•►	5.4

See Section 25 of the Service Manual for switch replacement procedures if voltages are incorrect.

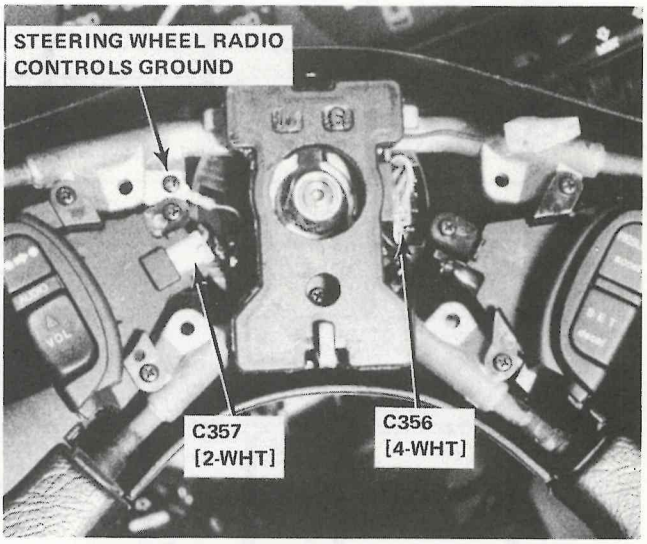
1. Under Left Side of Dash, Right of Steering Column



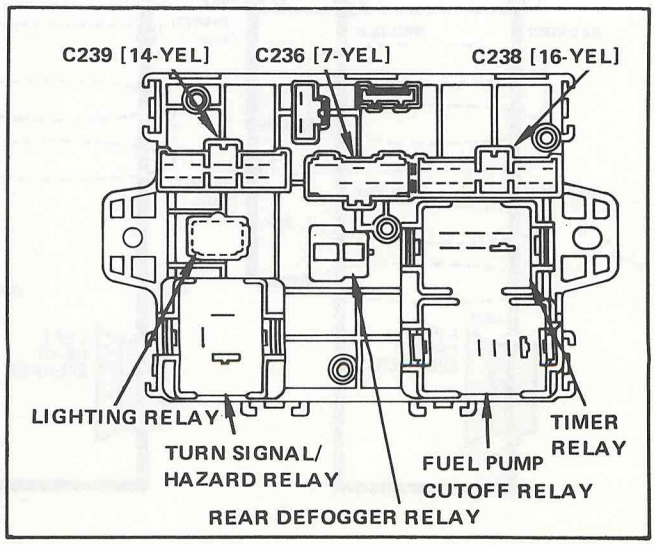
2. Under Carpet, Next to Driver's Door



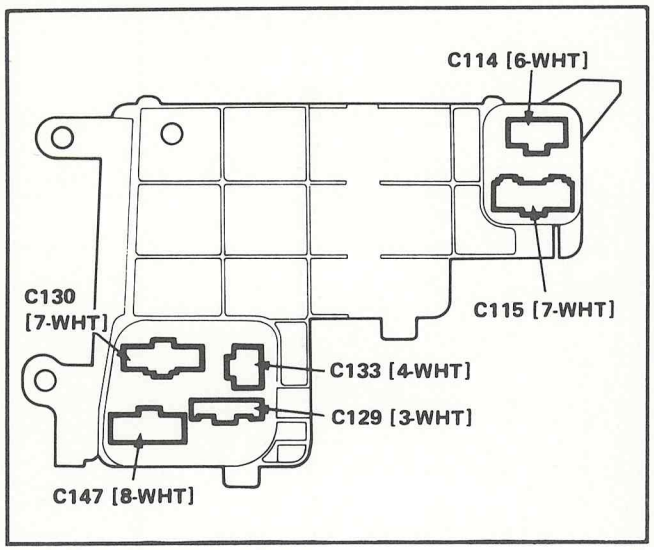
3. Inside Steering Wheel



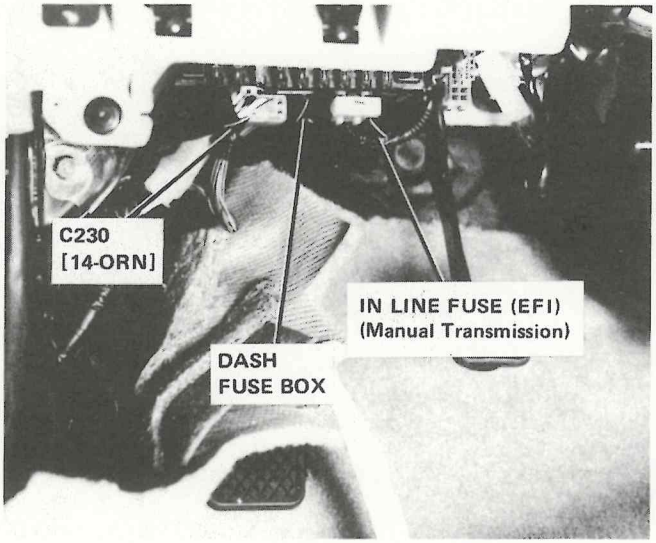
4. Rear View of Dash Fuse Box



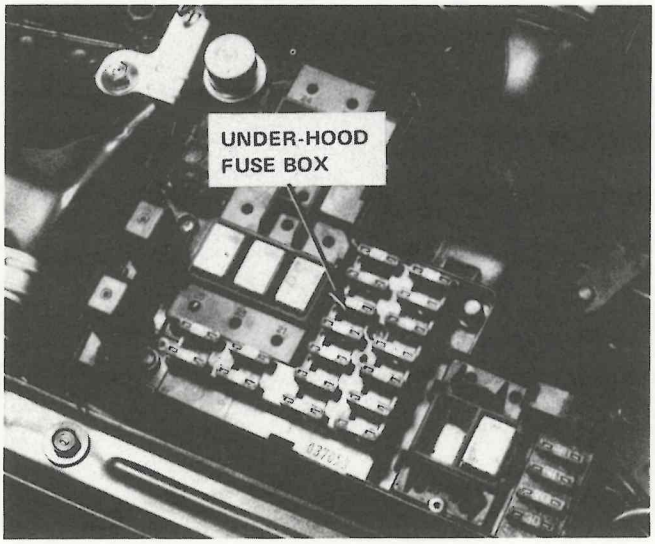
5. Bottom View of Under-hood Fuse Box



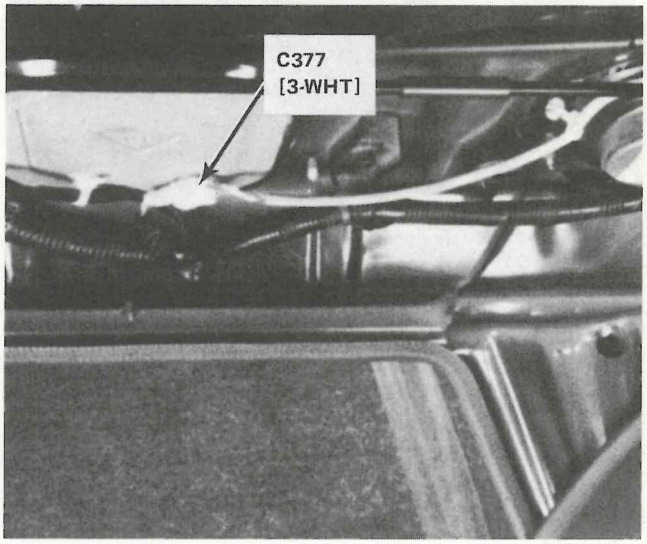
6. Under Left Side of Dash, Left of Steering Column



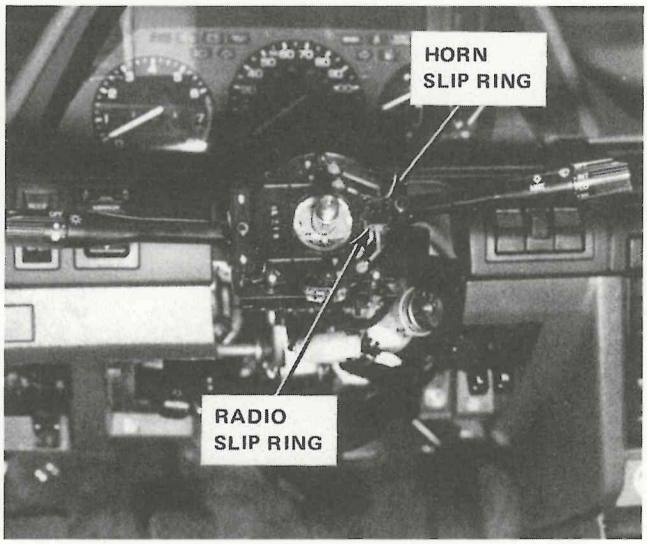
7. Right Side of Engine Compartment, on Inner Fender Panel



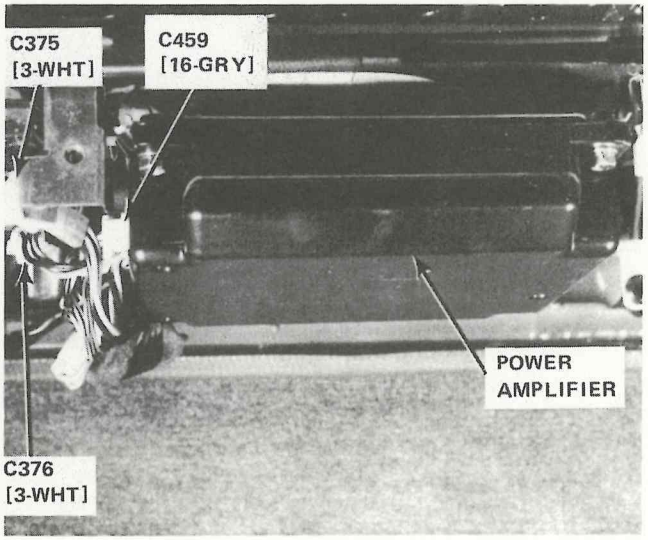
8. Under Right Side of Rear Package Tray



9. Top of Steering Column

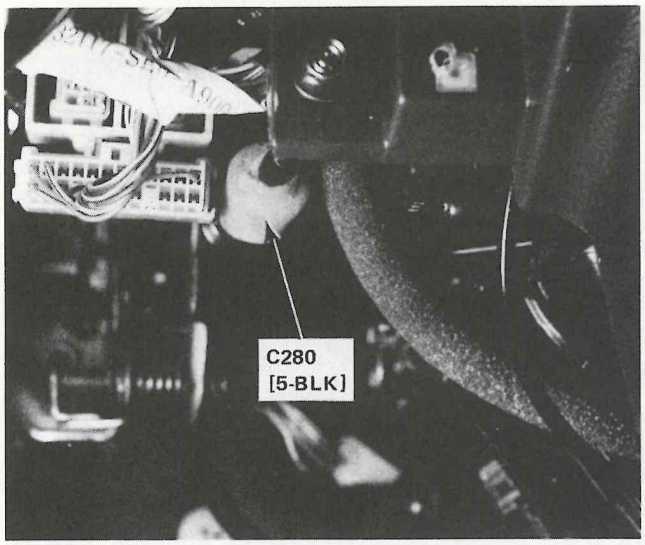


10. Under Center of Rear Package Tray



Radio: Honda Bose®

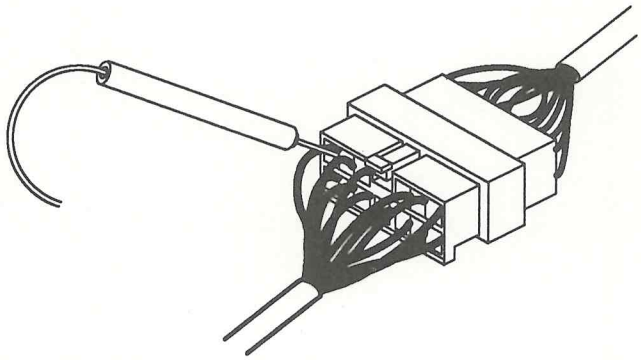
11. Under Left Side of Dash, Right of Steering Column



Harness Connector Views: Index For Section 202

The harness connector views in this section are shown from the **WIRE SIDE** of the **FEMALE CONNECTOR**, and only connectors with 6 or more pins are shown.

To make troubleshooting easier, the number in each cavity corresponds to the number found next to the appropriate connector on the schematic. So when troubleshooting, do so from the wire side of the female connector.



6-PIN CONNECTORS

7-PIN CONNECTORS

8-PIN CONNECTORS

8-PIN CONNECTORS (cont'd)

10-PIN CONNECTORS

12-PIN CONNECTORS

13-PIN CONNECTORS

14-PIN CONNECTORS

14-PIN CONNECTORS (cont'd)

16-PIN CONNECTORS

17-PIN CONNECTORS

18-PIN CONNECTORS

20-PIN CONNECTORS

22-PIN CONNECTORS

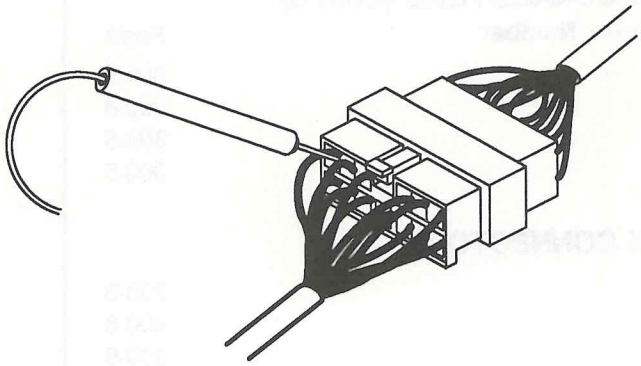
23-PIN CONNECTORS

24-PIN CONNECTORS

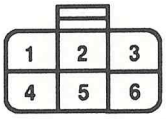
Harness Connector Views

The harness connector views in this section are shown from the **WIRE SIDE** of the **FEMALE CONNECTOR**, and only connectors with 6 or more pins are shown.

To make troubleshooting easier, the number in each cavity corresponds to the number found next to the appropriate connector on the schematic. So when troubleshooting, do so from the wire side of the female connector

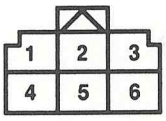


C107 C168
C118



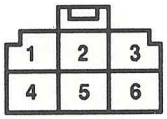
63.030

C114
C209



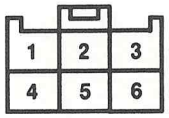
63.031

C119 C146 C362
C120 C205 C363



63.036

C201 C315
C253

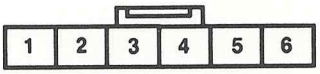


63.032

C211

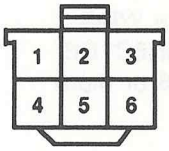
63.037

C213



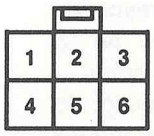
63.034

C230 C252 C351 C420
C251 C342 C352



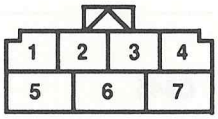
63.033

C425



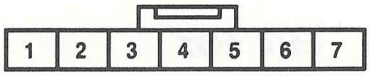
63.035

C115 C130
C128 C236



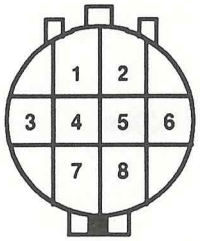
63.038

C217



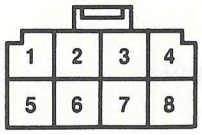
63.040

C104



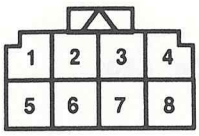
63.042

C112 C258
C127



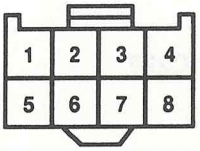
63.045

C147



63.043

C243 C406
C405 C420



63.046

Harness Connector Views

The harness connector views in this section are shown from the **WIRE SIDE** of the **FEMALE CONNECTOR**, and only connectors with 6 or more pins are shown.

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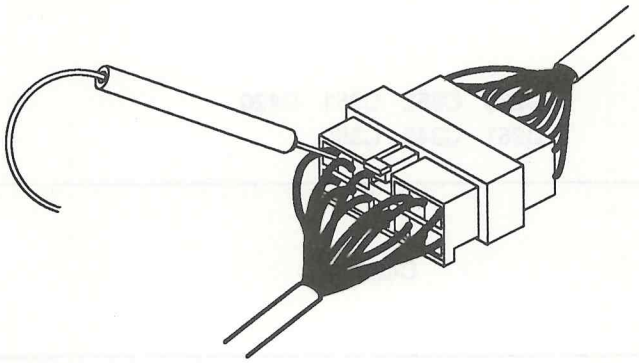
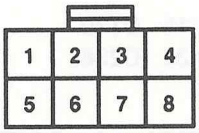
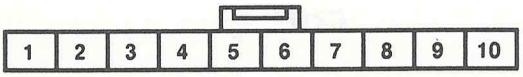


C345



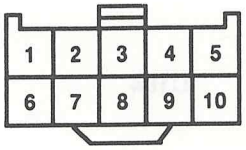
63.044

C214 C222
C219



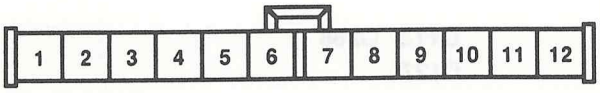
63.048

C317 C359



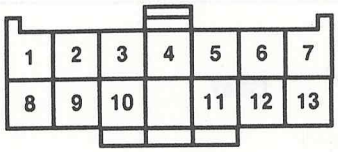
63.047

C218



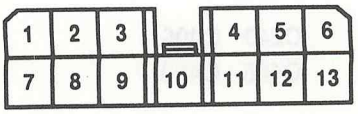
63.049

C224 C241



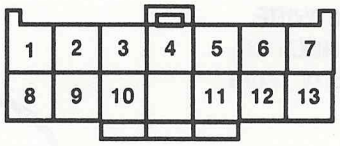
63.050

C229



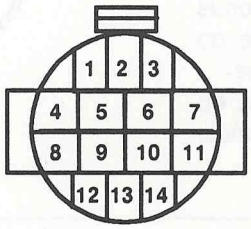
63.051

C237 C306
C302



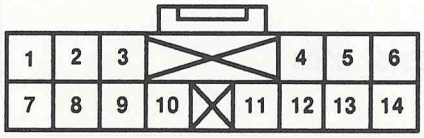
63.052

C142 C143



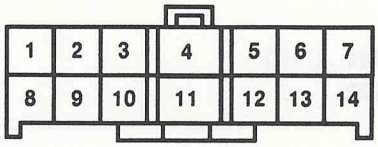
63.053

C206 C216



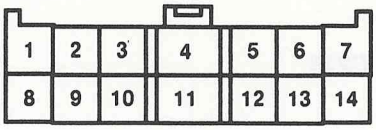
63.054

C230



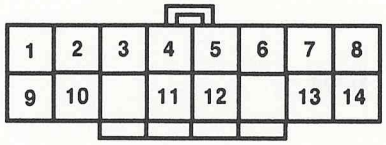
63.056

C239 C300



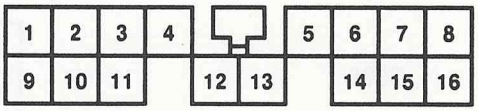
63.055

C251



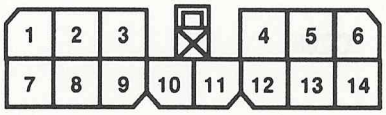
63.057

C200



63.058

C266



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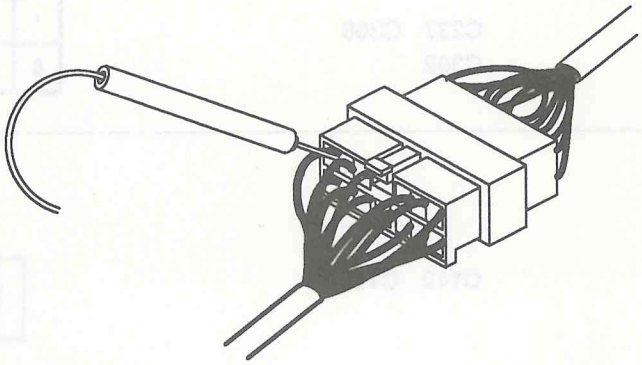
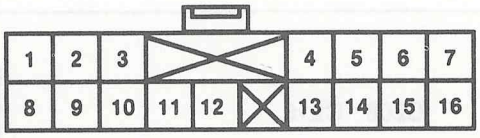
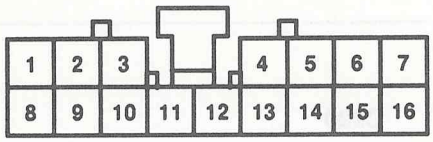


C215 C308



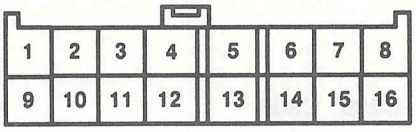
63.059

C244 C390 C307



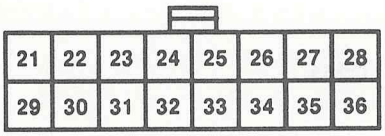
63.062

C238



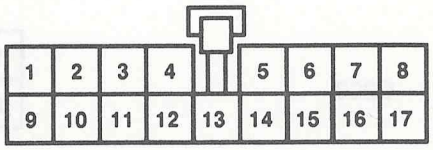
63.060

C337



63.061

C336



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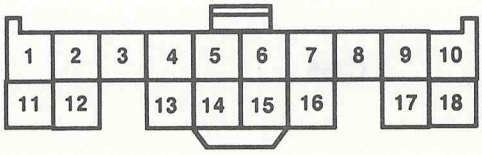
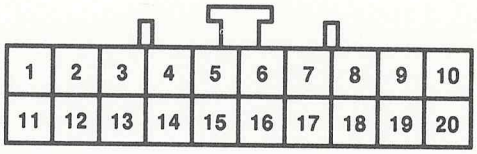
C228

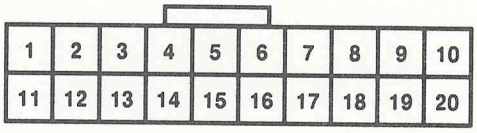


C335



63.065

C259 C262
C263



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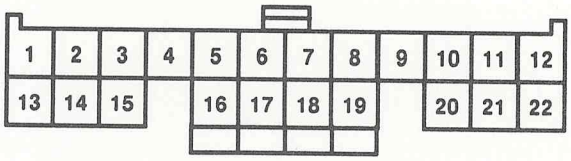
C226



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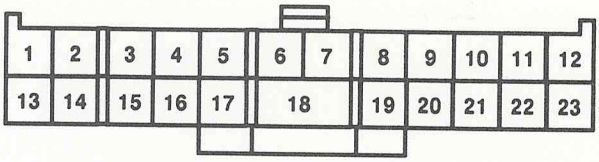
C225



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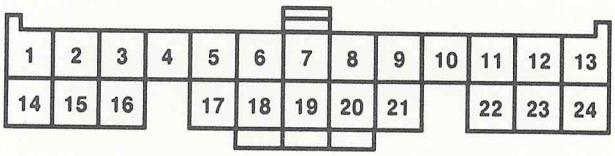
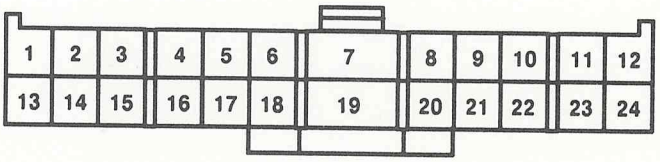
C227



63.068

C304



63.069

Request for ETM Change or Correction

The problem is with:

- ☐ Circuit schematic on page ____. (Attach a corrected copy of the schematic.)
- ☐ How the Circuit Works on page ____.
- ☐ Troubleshooting Hints on page ____.
- ☐ Component Location Index on page ____.
- ☐ Photo number ____ on page ____.
- ☐ Other (describe below)

Describe the car you worked on:

COMPLETE SERIAL NUMBER

ENGINE NUMBER

Comments:

DEALER # | DEALER NAME | SERVICE MGR'S SIGNATURE | DATE

ASV 6524-482 (8606)

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