PRELUDE

1988-1989
Electrical Troubleshooting Manual

Canada & USA

PRELUDE

INFAMOUZ

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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. Component Location photographs and Harness Routing drawings are at the back of the manual in sections 201 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.

New Features

New for this year is Section 202 - **Harness Connector Views.** The views are shown from the wire side of the female connectors, and only connectors with 6 or more pins are shown. Also, the number in each cavity corresponds to the number found next to the same connector on the schematic.

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

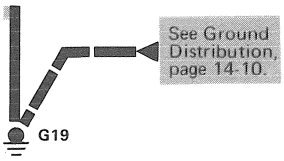
A wavy line means the wire is broken by the binding of the book but continues on the next page.

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

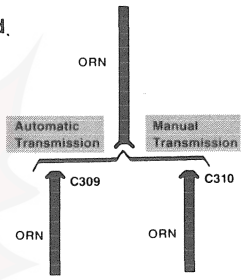
This means the current path continues on another page. (The arrow shows direction of current flow.) To follow the white wire in this example, you would turn to the Power Distribution schematic and look for the "P" arrow.

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

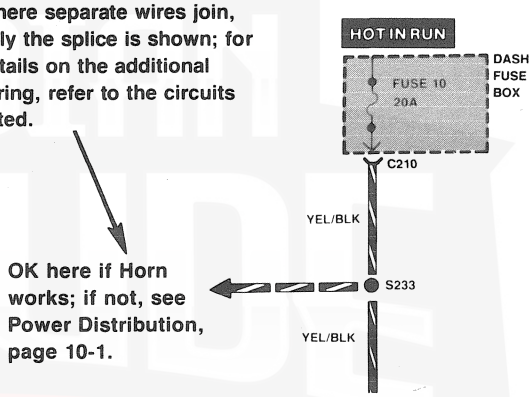
A broken line means only some of the circuit is shown; refer to the circuit listed for the complete schematic.



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

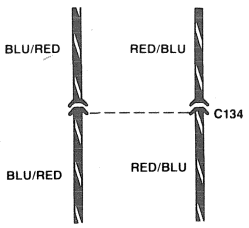


Where separate wires join, only the splice is shown; for details on the additional wiring, refer to the circuits listed.



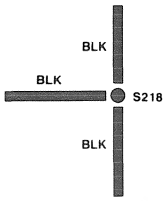
OK here if Horn works; if not, see Power Distribution, page 10-1.

This dashed line means the BLU/RED and RED/BLU wires are both in connector C134.



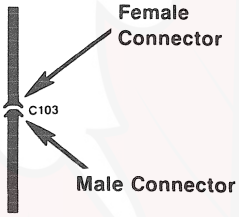
Splices — "S"

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

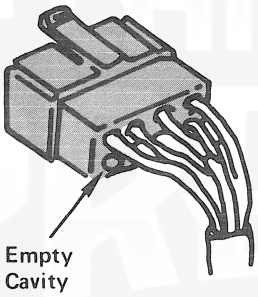


Connectors — "C"

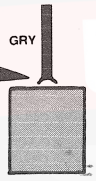
Each connector (C) is numbered for reference in the component location index.



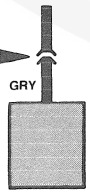
The index also lists the total number of cavities and the color of the connector. Wires may not be used in all cavities.



This means the connector connects directly to the component.



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



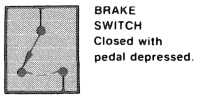
This indicates a screw terminal on the component.

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.

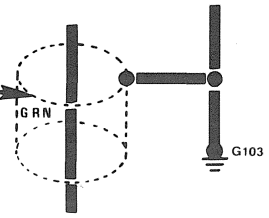
Each wire ground (G) is numbered for reference in the component location index.

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.

How To Use This Manual

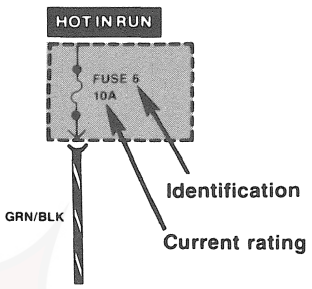
Symbols (cont'd)

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



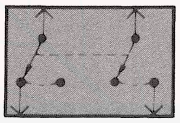
Fuses

This means power is supplied with the ignition in RUN.



Switches

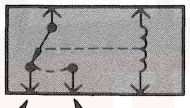
These switches move together; a dashed line shows a mechanical connection between them.



Diode

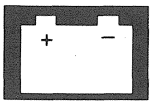
The diode allows current to flow only in the direction of the arrow.

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



Normally Closed Contact

Open



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.

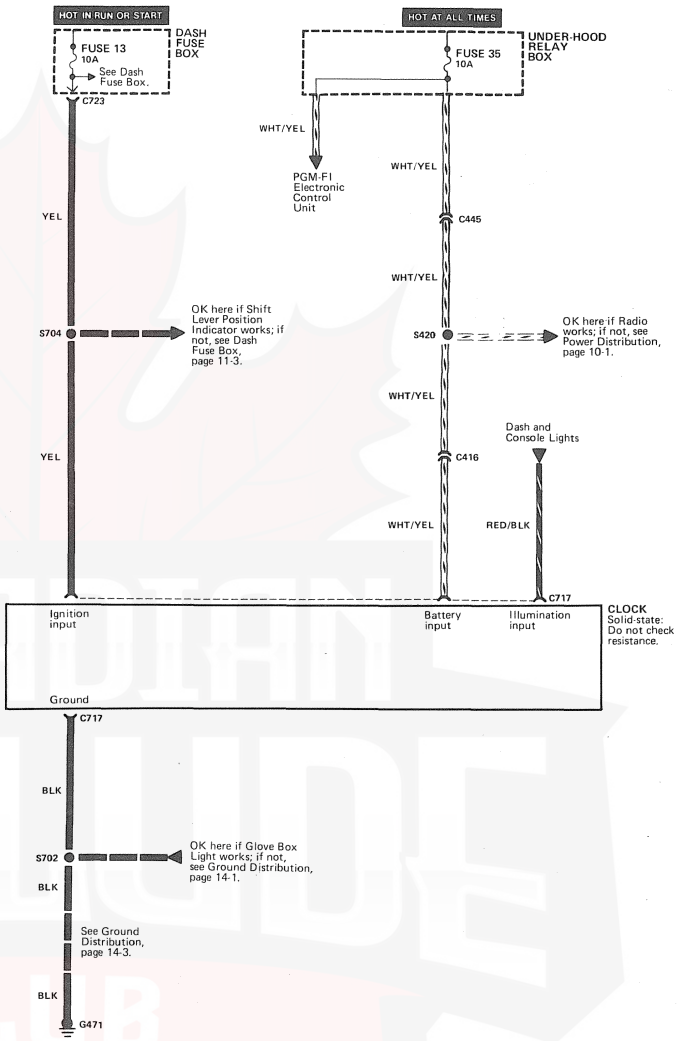
Each drawing is arranged so current flows from positive, at the top of the page, to ground, at the bottom of the page. The "hot" labels at the top of a fuse show when the ignition switch supplies power to that fuse.

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

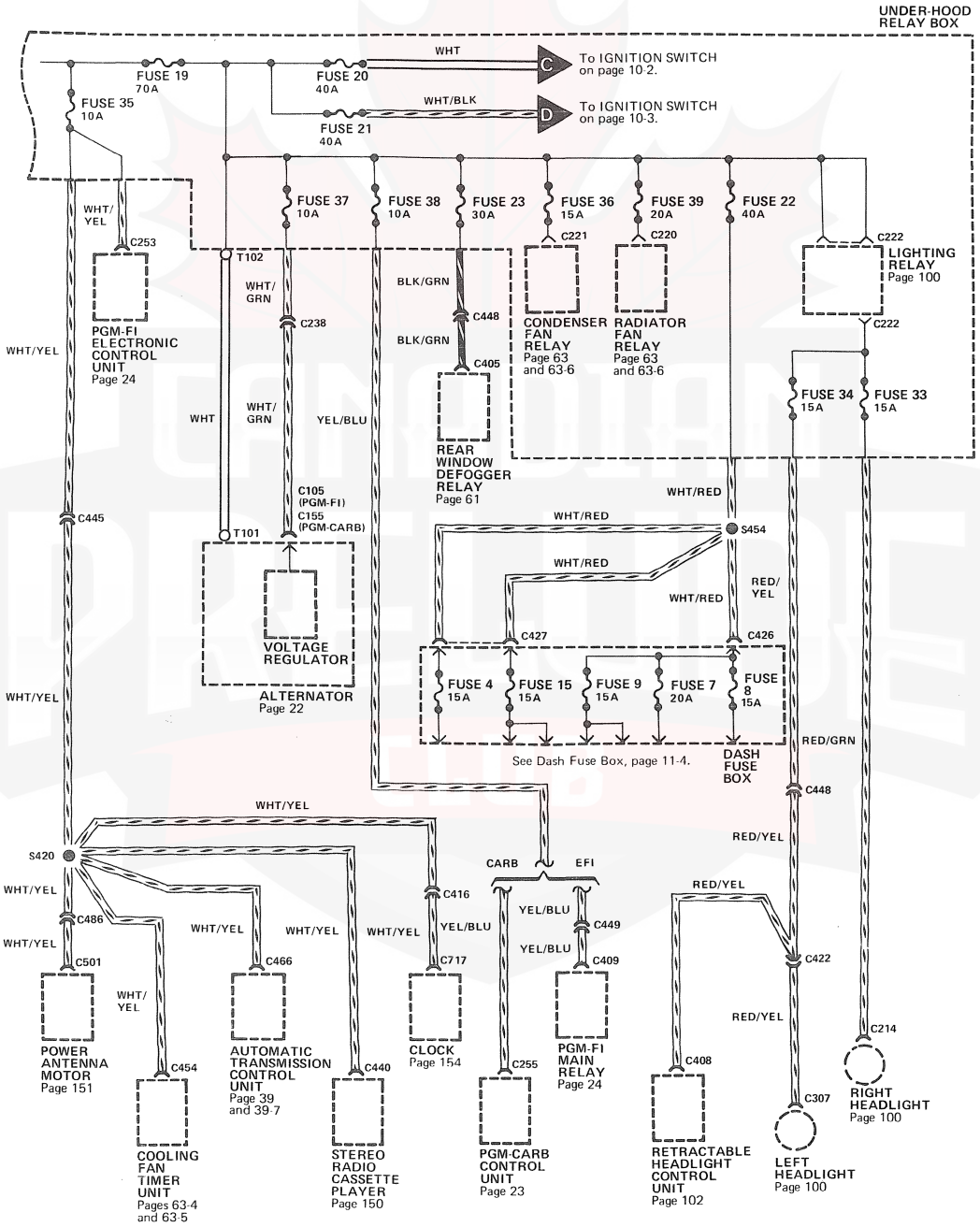
The note "OK here if Glove Box Light works; if not, see Ground Distribution Page 14-1" is a troubleshooting aid. Check the glove box light by opening the glove box and observing the light. If it works, the ground circuit is OK from that point to the ground. In the dash fuse box circuit the circuit is good from that point to the fuse.



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.

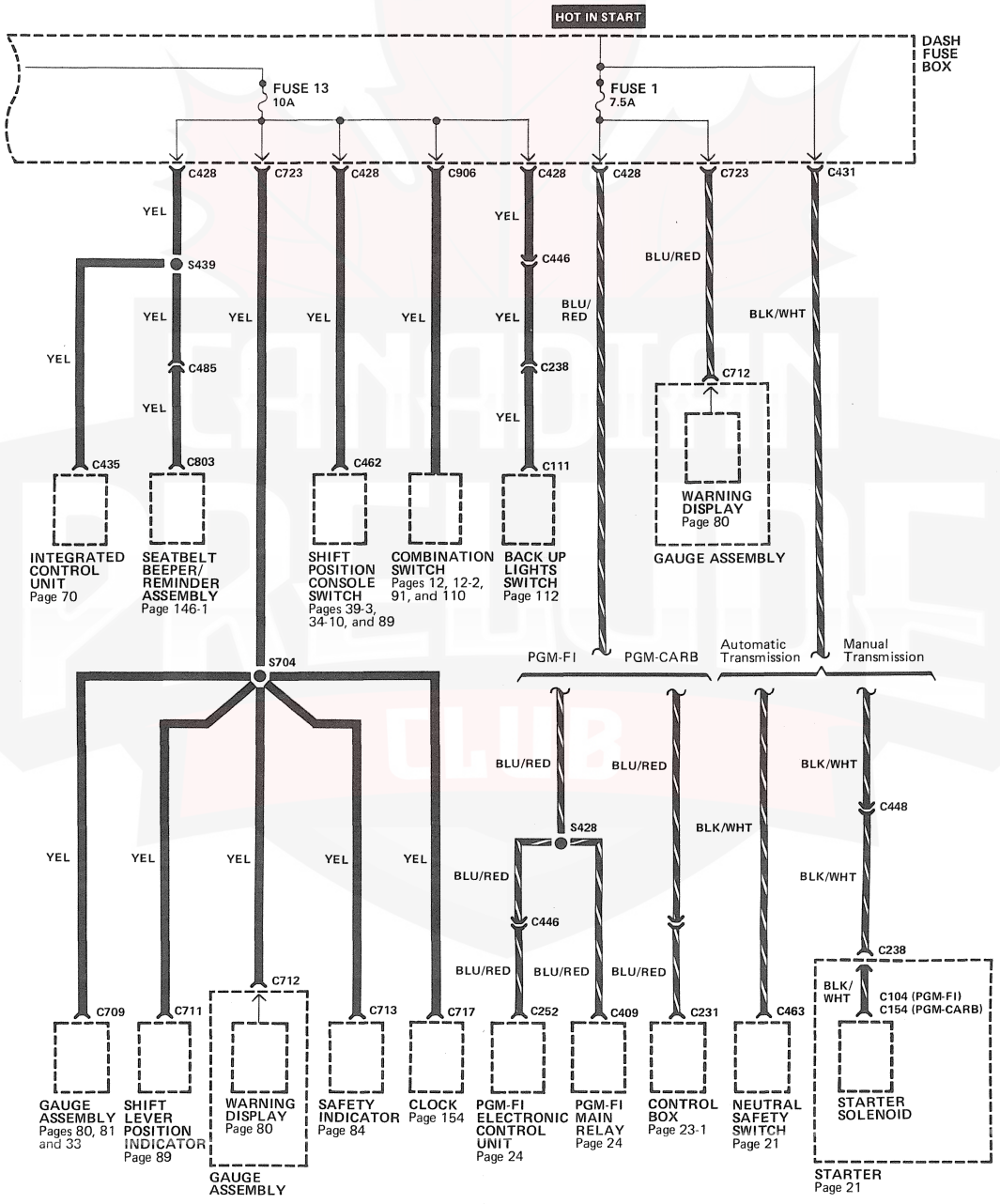


Circuit Schematics (cont'd)

Dash Fuse Box

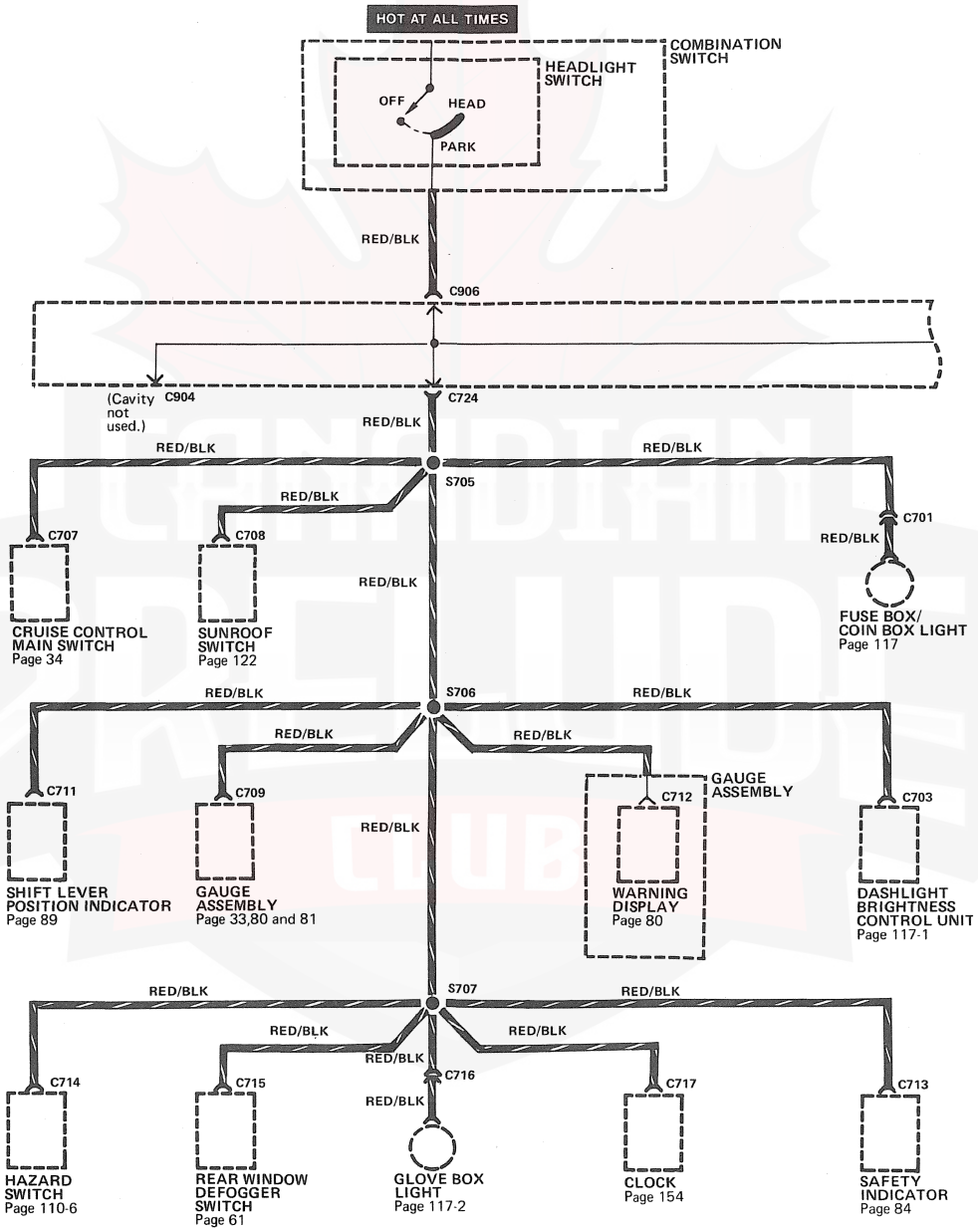
The sample Dash Fuse Box schematic shows how voltage is supplied from the fuse to each individual component.

You can use the Dash Fuse Box circuit to speed your troubleshooting. If the Dash Fuse Box circuit 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.



Headlight Switch

The sample Headlight Switch schematic shows how voltage is supplied from the headlight switch to each individual component.

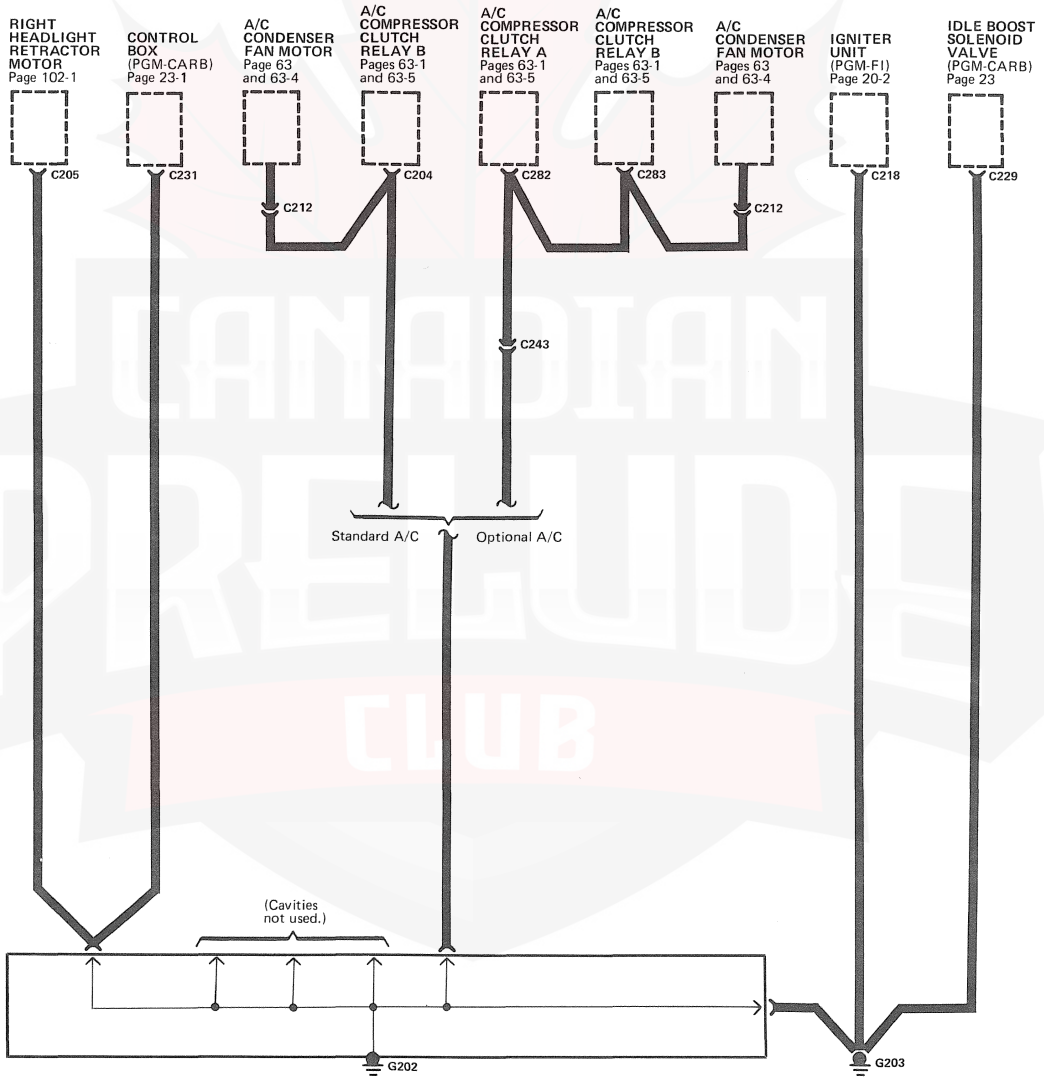


Circuit Schematics (cont'd)

Ground Distribution

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

All wires shown are black unless otherwise designated.



Component Location

A component location index follows each schematic. It lists every component, connector and ground in that circuit and describes its location in the car. The index also gives references to photographs of component locations which are located in Section 201.

Component Location Index

(Refer to Section 201 for photographs.)

C446 (23-GRN) 73
Under right side of dash

C462 (10-WHT) 107
On center of floor, near gear selector

C466 (12-WHT) 93
On automatic transmission control unit

C467 (18-WHT) 93
On automatic transmission control unit

C710 (7-WHT) 82
Behind gauge assembly

C711 (10-WHT) 82
Behind gauge assembly

C713 (16-WHT) 82
Behind gauge assembly

C723 (4-WHT) 95
Under left side of dash, on dash fuse box

G151 111
On right front of engine

G401 75
Behind top center of dash

G471 20
Right front of trunk area

How To Use This Manual

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 and 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.

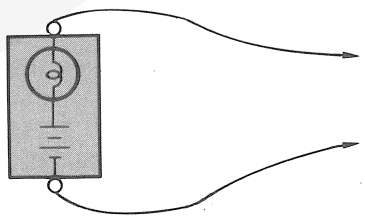
A voltmeter can be used in place of a test light. While a test light shows whether or not voltage is present, a voltmeter indicates how much voltage there is.

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

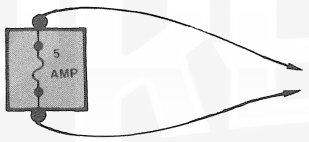
Circuits that contain solid-state devices should only be tested with a 10-megohm or higher impedance digital multimeter.

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 have continuity. Connect 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

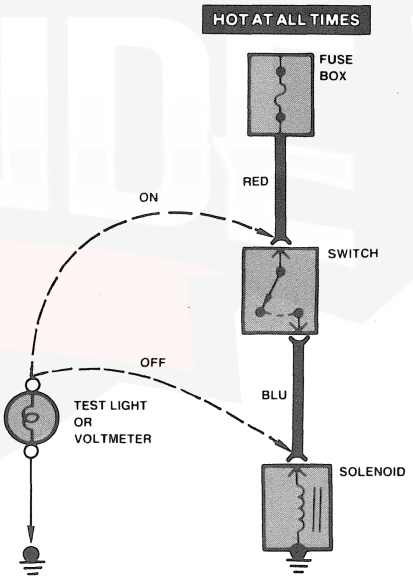
Testing For Voltage

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 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.



Troubleshooting Tests (cont'd)

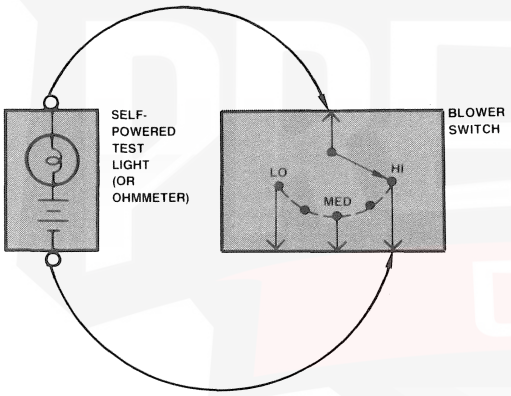
Testing for Continuity

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 car battery. If you are using an ohmmeter, hold the leads together and adjust the ohmmeter to read zero ohms.
2. Connect one lead of self-powered test light or ohmmeter to one end of the part of the circuit you wish to test.

3. Connect the other lead to the other end.

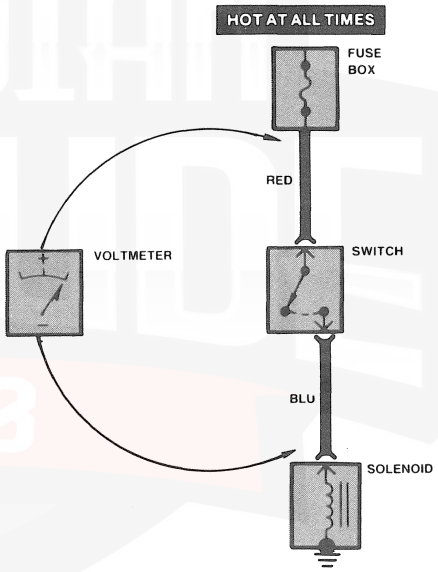
4. If the self-powered test light glows, there is continuity. If you're using an ohmmeter, low or no resistance means good continuity.



Testing For Voltage Drop

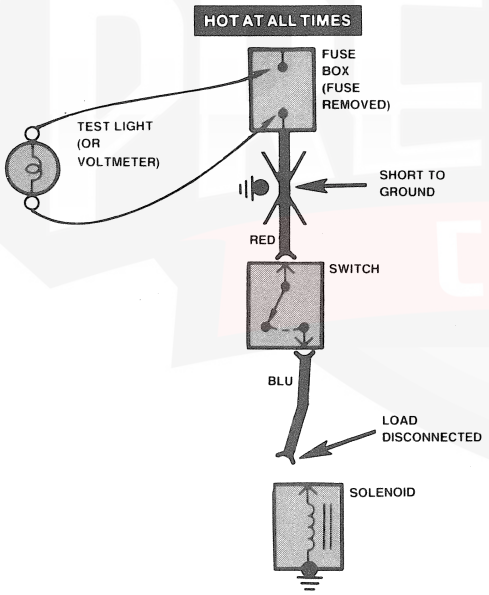
Wires, connectors, and switches are designed to conduct current with a minimum loss of voltage. A voltage drop of more than one volt indicates a problem.

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.



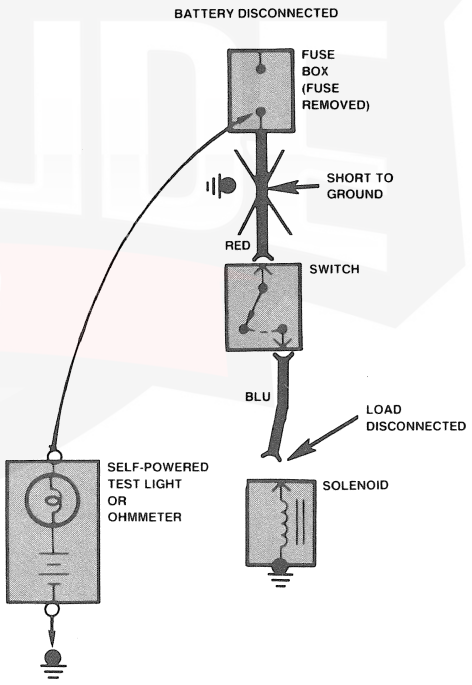
Testing For A Short With A Test Light Or Voltmeter

1. Remove the blown fuse and disconnect the load.
2. Connect a test light or voltmeter across the fuse terminals. Make sure that voltage is being applied to the fuse terminals. You might 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.

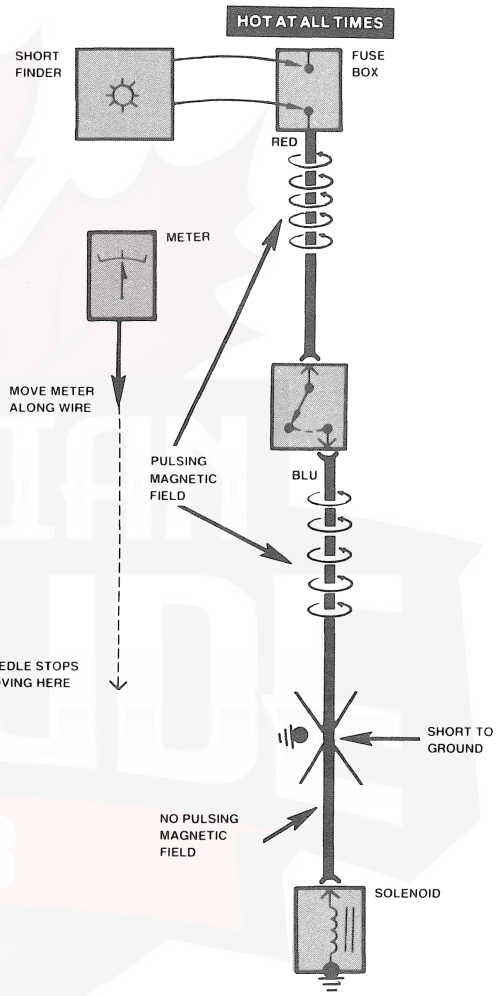
1. Remove the blown fuse and disconnect the battery and load.
2. Connect one lead of a self-powered test light or ohmmeter to the fuse terminal on the load side.
3. Connect the other lead to a known good ground.
4. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart while watching the test light or ohmmeter.
5. If the self-powered test light blinks or the ohmmeter needle moves, there is a short to ground in the wiring near that point.



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 fuse terminals.
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 along the circuit wiring. The meter will show current pulses through sheet metal and body trim. 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 Precaution

Before Troubleshooting

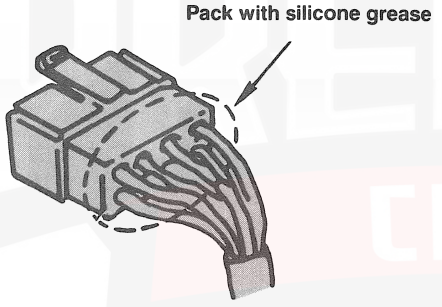
- Check the main fuse and the fuse box.
- Check the battery for damage, state of charge, and clean and tight connections.
- Check alternator belt tension.

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.

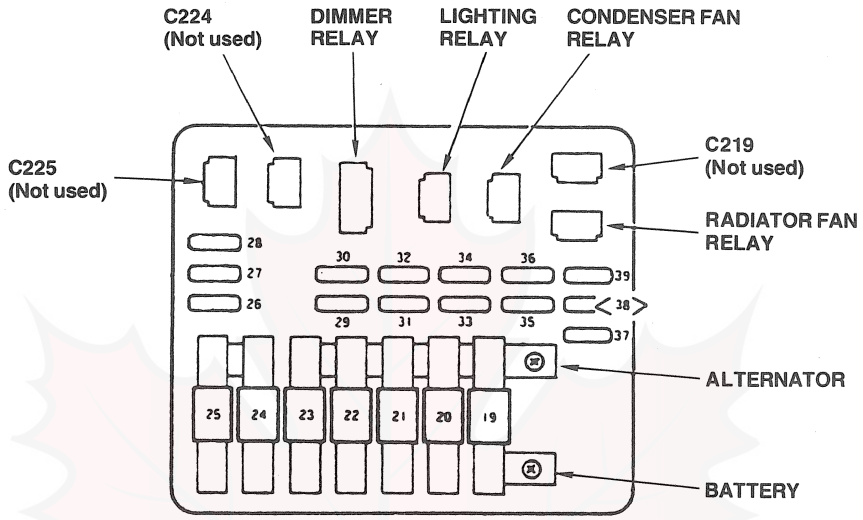


CAUTION:

- **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 12 for cautions about troubleshooting circuits that contain solid-state devices.**

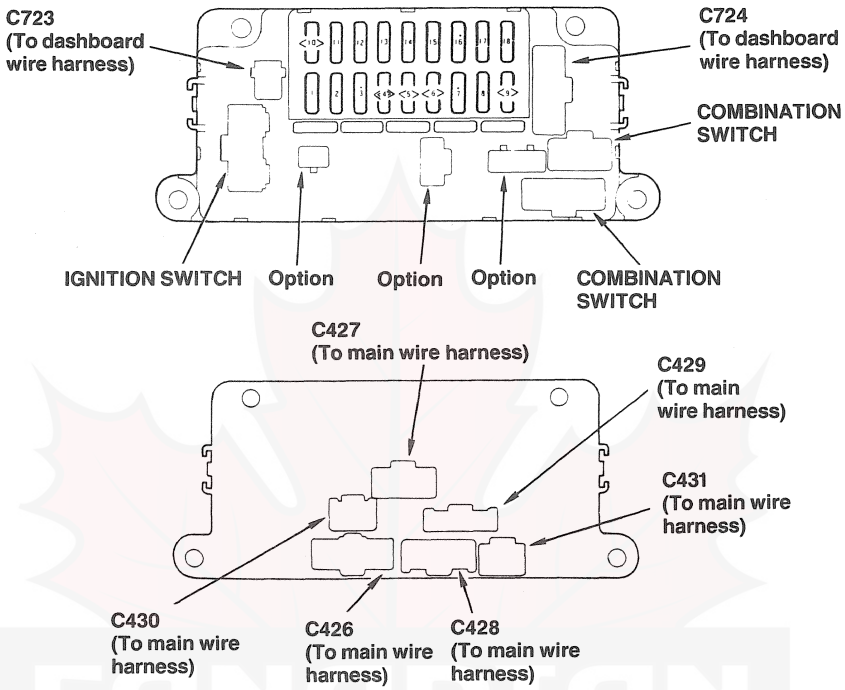
Fuse Information

Under-Hood Relay Box



Fuse Number	Amps	Circuit Protected
19	70	Power distribution
20	40	Power distribution (ignition switch)
21	40	Power distribution (ignition switch)
22	40	Dash fuse box
23	30	Rear window defogger
24	40	Power window relay; dash fuse box
25	—	Not used
26	—	Not used
27	—	Not used
28	—	Not used
29	15	Right headlight retractor motor
30	15	Left headlight retractor motor; retractable headlight control unit; combination switch
31	15	Turn signal/hazard relay; hazard switch
32	20	Horns; brake lights; high mount brake light
33	15	Right headlight
34	15	Left headlight
35	10	PGM-FI electronic control unit; power antenna motor; cooling fan timer unit; automatic transmission control unit; stereo radio cassette player; clock
36	15	Condenser fan motor
37	10	Alternator
38	10	PGM-CARB control unit/PGM-FI main relay
39	20	Radiator fan motor

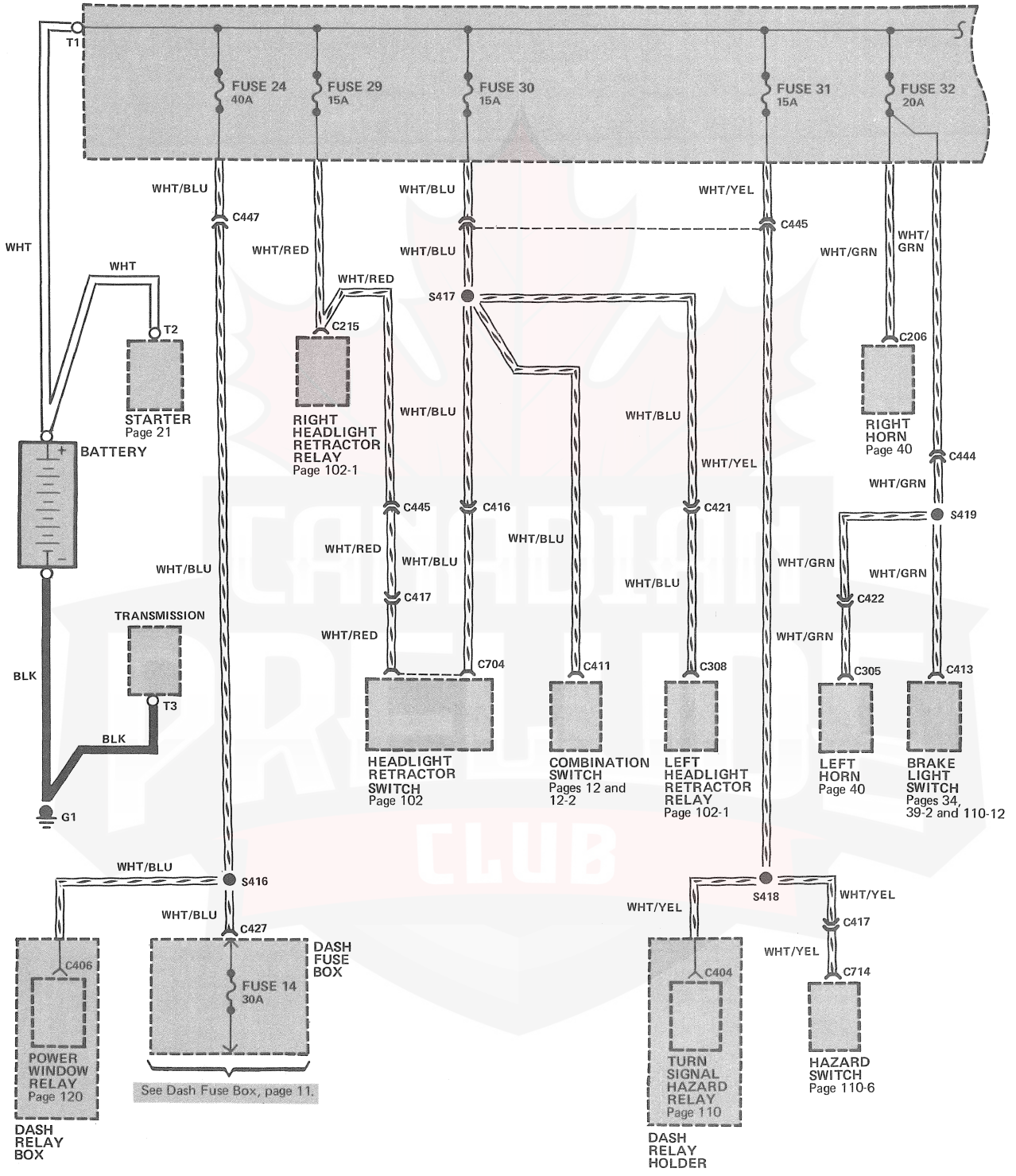
Dash Fuse Box

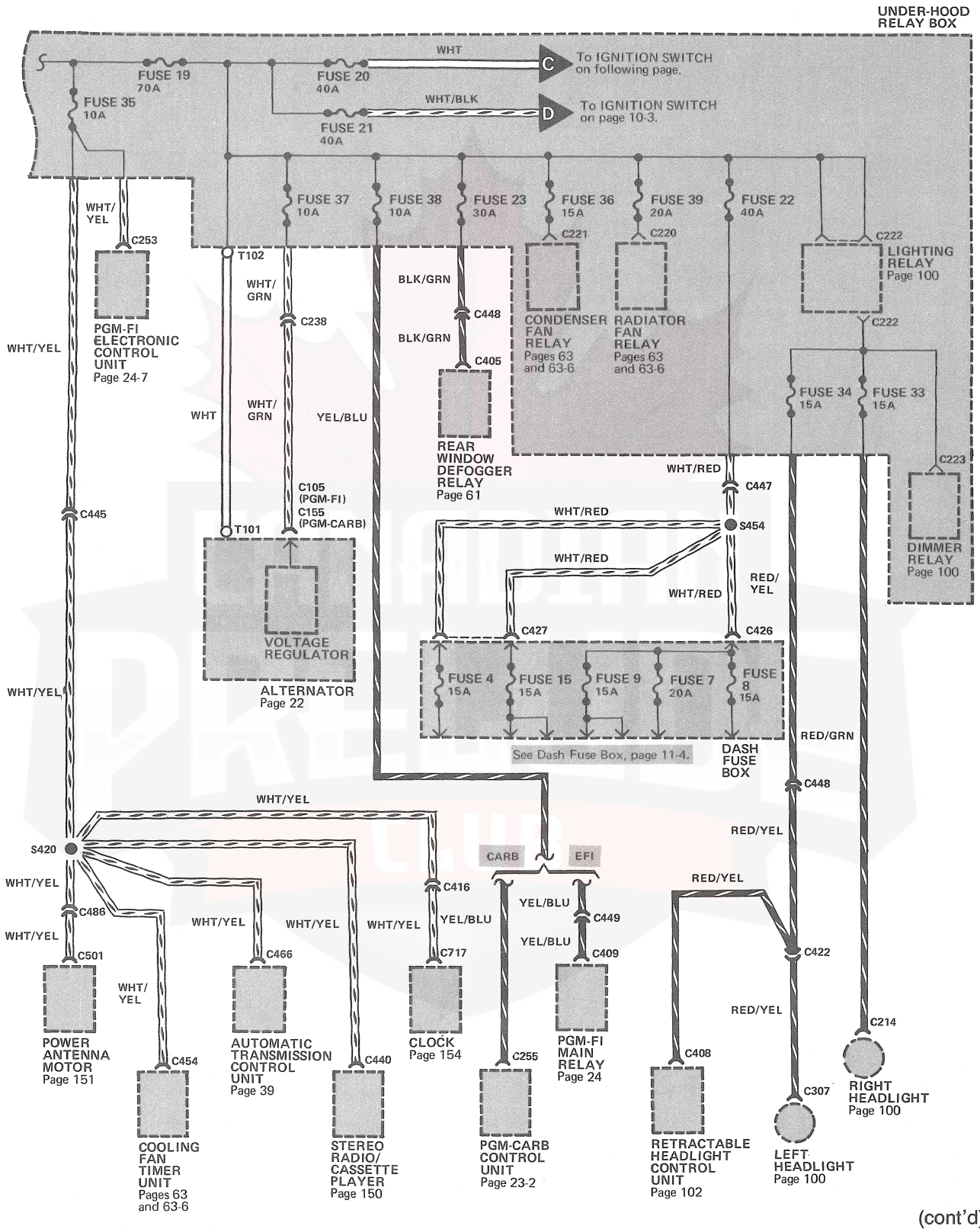


Fuse Number	Amps	Circuit/Component Protected
1 (Automatic)	7.5	Warning display; starter solenoid; PGM-FI electronic control unit; PGM-FI main relay; control box (PGM-CARB)
2	10	Stereo radio cassette player
3 (Manual)	—	Warning display; starter solenoid; PGM-FI electronic control unit; PGM-FI main relay; control box (PGM-CARB)
4	15	Power door lock control unit
5	15	Passenger's power window switch
6	15	Driver's power window switch
7	20	Automatic seat belt retractors
8	15	Trunk light; ignition key switch; dome light, cigarette lighter and ashtray light; integrated control unit; driver's door outer handle switch
9	15	Fog lights
10	7.5	Cruise control main switch
11	20	Sunroof relay; power windows; integrated control unit; windshield wipers; combination switch
12	10	Warning display; speed sensor amplifier; automatic transmission control unit; PGM-FI main relay; fuel cut-off relay; voltage regulator; cooling fan timer unit; emission control solenoid valves; PGM-CARB control unit
13	10	Intergrated control unit; seat belt beeper/reminder assembly; shift position console switch; combination switch; back up lights switch; gauge assembly; shift lever position indicator; safety indicator; clock; gauge assembly
14	30A	Sunroof motors
15	15	Combination switch
16	—	Not used
17	15	Power mirrors; cooling fan timer unit
18	10	Rear window defogger; heater controls; A/C controls

Power Distribution

Circuit Schematic

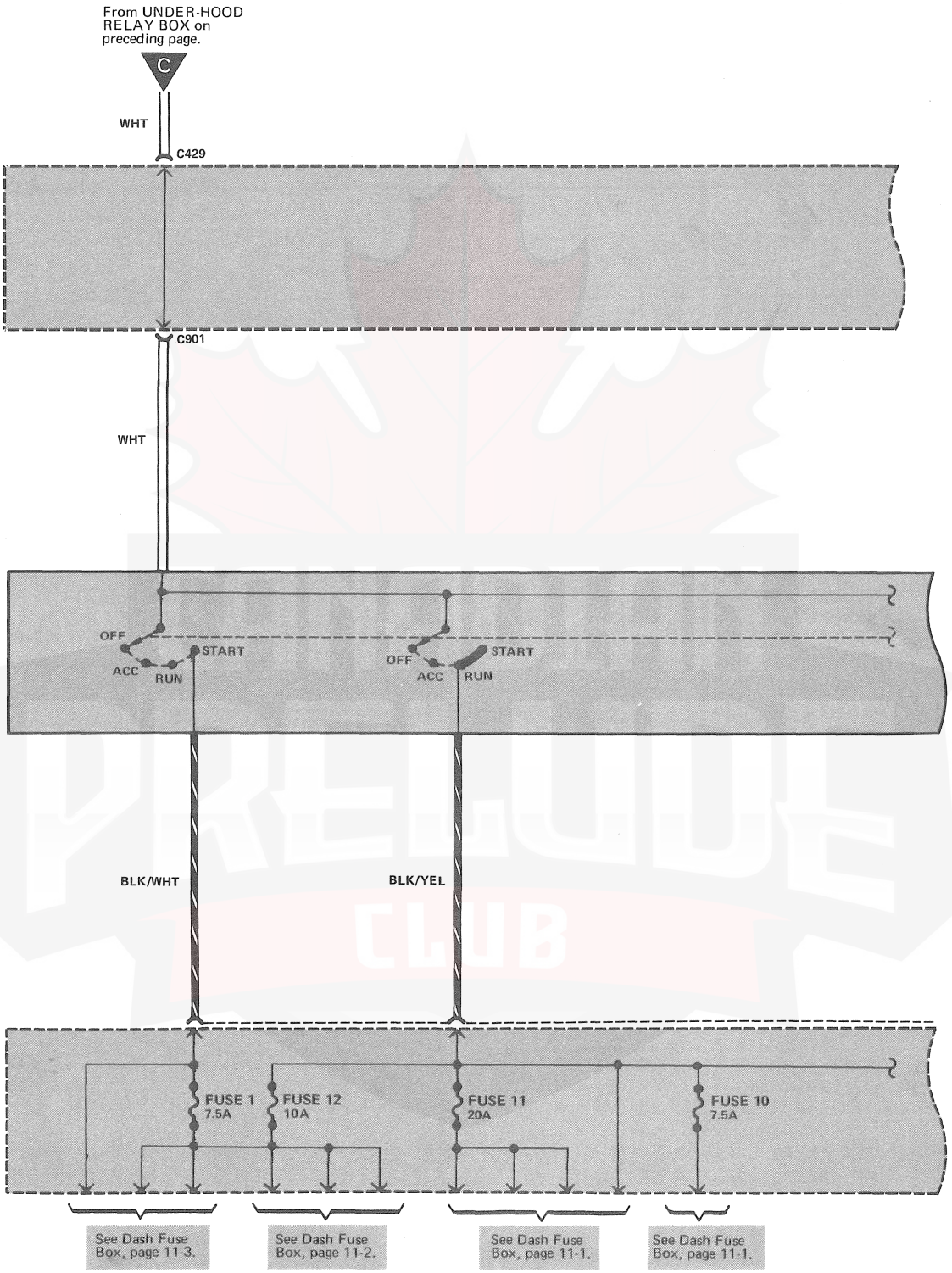


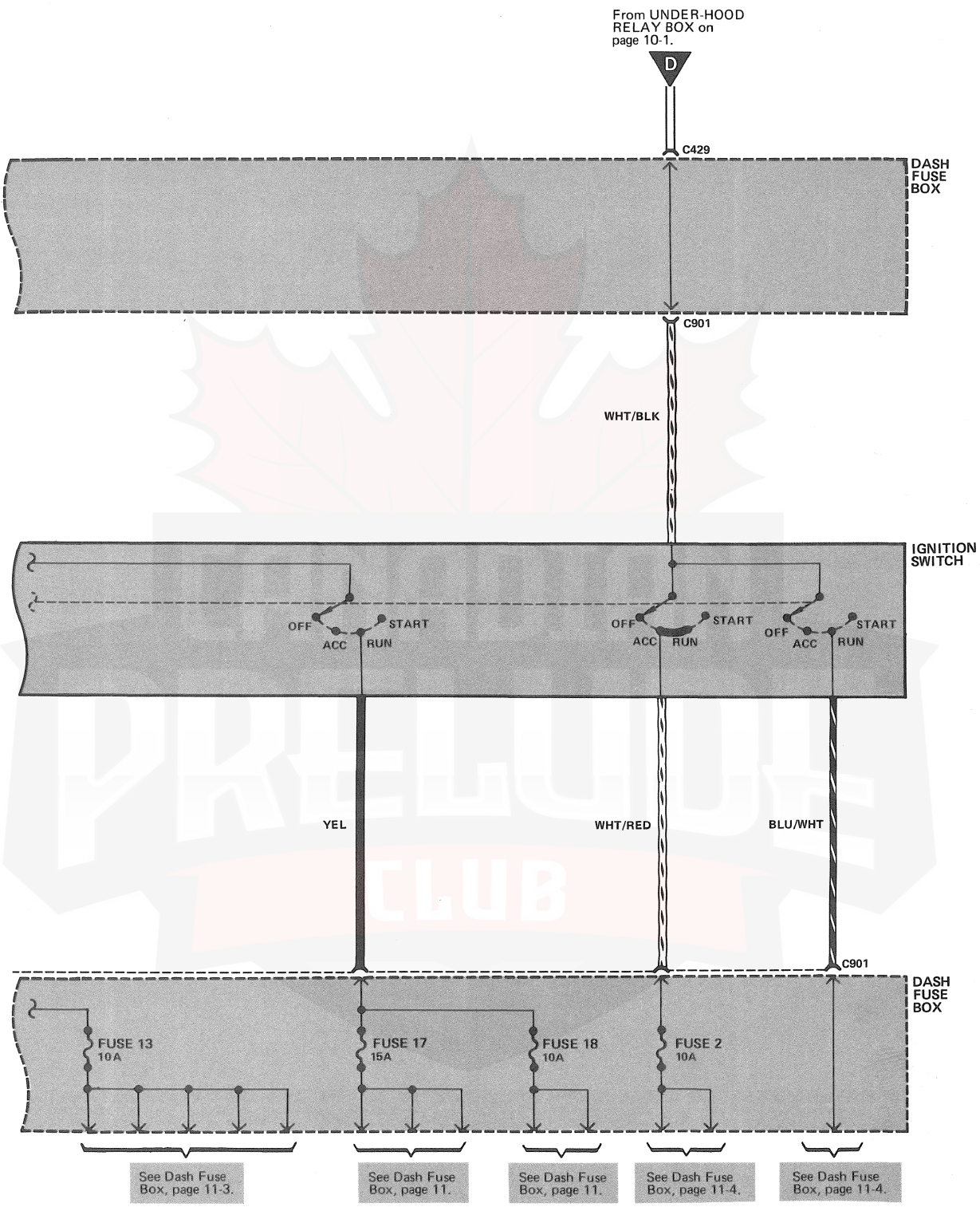


(cont'd)

Power Distribution

Circuit Schematic (cont'd)





Power Distribution

Component Location Index

(Refer to Section 201 for photographs.)

Alternator 17
Left front of engine

Automatic Transmission Control Unit 92
Underside of passenger's footrest

Brake Light Switch 86
Top of brake pedal support

Condenser Fan Relay 96
In under-hood relay box

Cooling Fan Timer Unit 85
Below right side of dash, on kick panel

Dash Fuse Box 70
Behind left side of dash

Dash Relay Holder 98
Behind left side of dash

Ignition Switch 87
Right side of steering column, behind steering column covers

Left Headlight Retractor Relay 4
Left front corner of engine compartment

Left Horn 54
Behind left side of front bumper

Lighting Relay 11
In under-hood relay box

Main Relay 100
Behind left side of dash, on left side of dash fuse box

PGM-CARB Control Unit 68
Behind right side of dash

PGM-FI Electronic Control Unit 91
Underside of passenger's footrest

Power Antenna Motor 27
Right side of trunk

Power Window Relay 98
Behind left side of dash, on relay holder

Radiator Fan Relay 96
In under-hood relay box

Rear Window Defogger Relay 98
Behind left side of dash, on relay holder

Retractable Headlight Control Unit 62
On left kick panel

Right Headlight Retractor Relay 10
Right front corner of engine compartment

Right Horn 52
Behind right side of front bumper

Starter 41
Lower right front of engine

Turn Signal/Hazard Relay 63
Behind left side of dash, on relay holder

Under-Hood Relay Box 102
Right side of engine compartment

C105 (4-WHT) 109
On alternator

C155 (3-WHT) 109
On alternator

C206 (1-BLK) 52
Behind right side of front bumper, on right horn

C238 (8-WHT) 56
Right side of engine compartment

C253 (17-WHT) 61
On electronic control unit

C255 (16-BLU) 68
On PGM-CARB control unit

C305 (1-BLK) 54
Behind left side of front bumper, on left horn

C411 (14-GRN) 70
Behind left side of dash

C416 (22-WHT) 78
Under left side of dash, right of steering column

C417 (24-WHT) 78
Under left side of dash, right of steering column

C421 (20-WHT) 71
Behind left kick panel

C422 (4-WHT) 71
Behind left kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C427 (6-YEL) 72
On rear of dash fuse box

C429 (3-YEL) 72
On rear of dash fuse box

C440 (16-WHT) 79
On rear of stereo radio cassette player

C444 (4-WHT) 112
Under right side of dash

C445 (22-WHT) 112
Under right side of dash

C447 (3-WHT) 73
Under right side of dash

C448 (7-WHT) 73
Under right side of dash

C449 (18-WHT) 112
Under right side of dash

C466 (12-WHT) 92
On automatic transmission control unit

C486 (13-WHT) 26
Upper right side of trunk

C501 (4-WHT) (S Model) 26
Right side of trunk

C501 (8-WHT) (Si Model) 26
Right side of trunk

C901 (7-WHT) 80
On front of dash fuse box

G1 83
Lower right front of engine compartment, on frame

T1 11
In under-hood relay box

T2
On starter solenoid

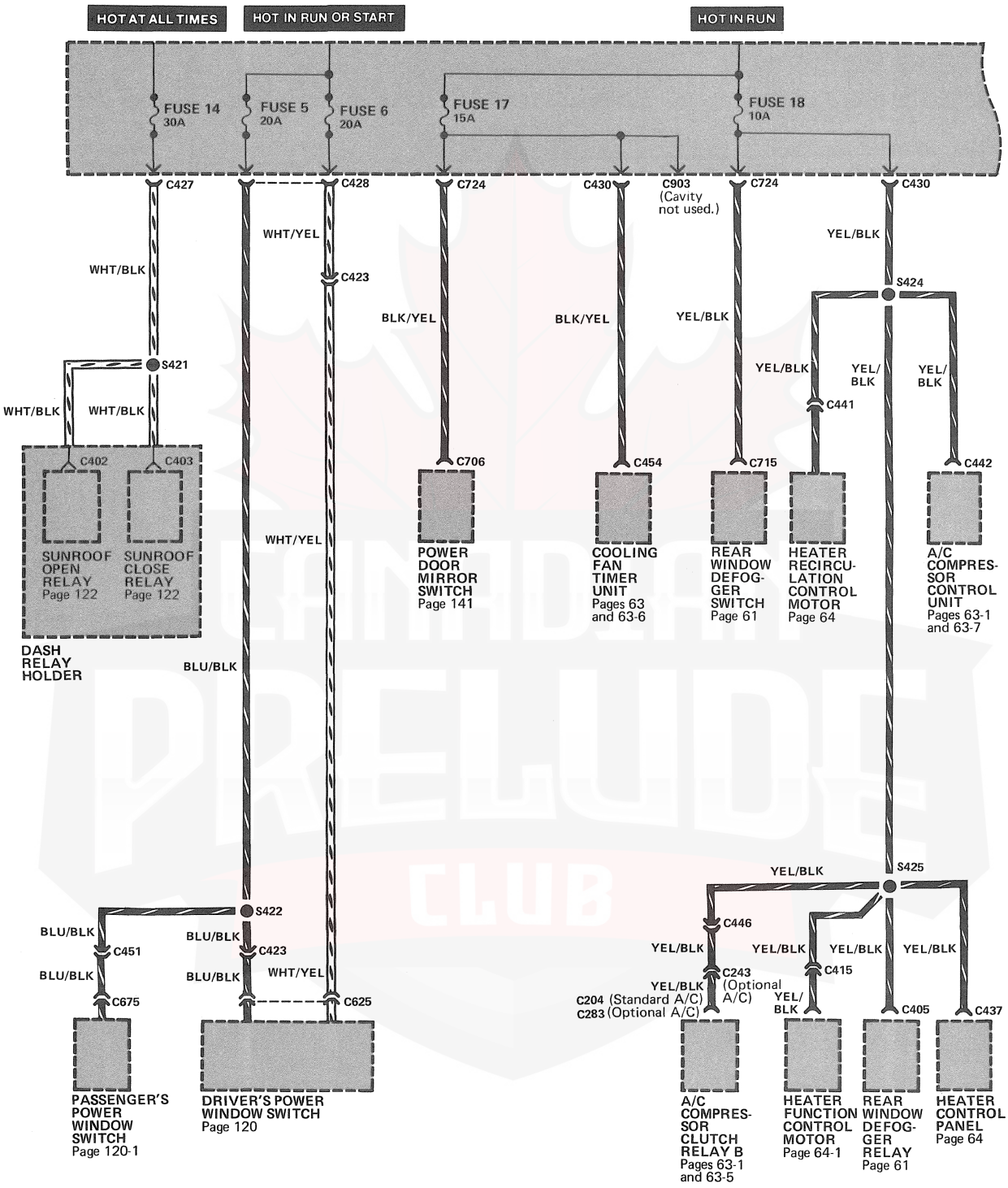
T3 14
On lower right front of transmission

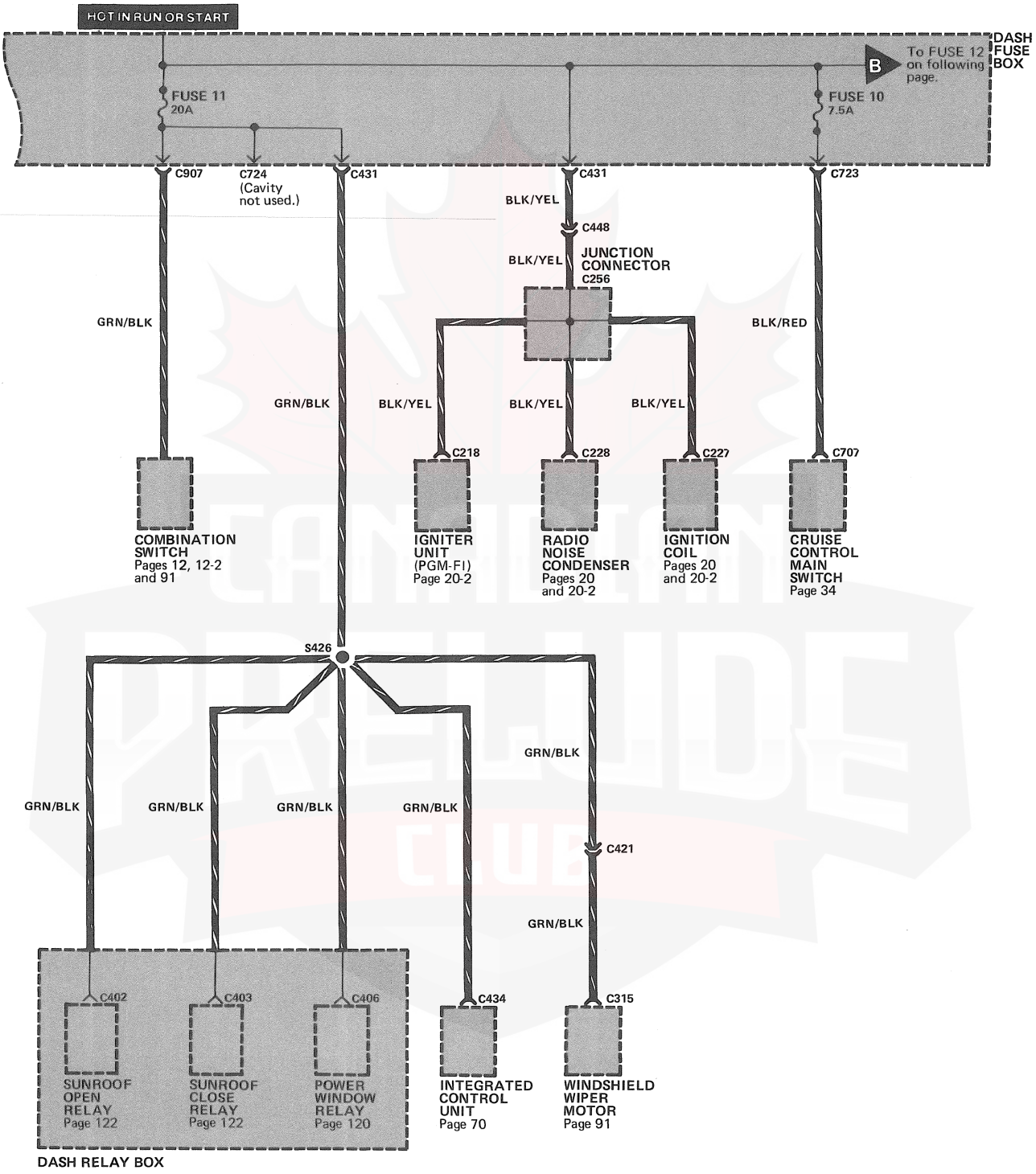
T101 109
On alternator

T102 96
In under-hood relay box

Dash Fuse Box

Circuit Schematic





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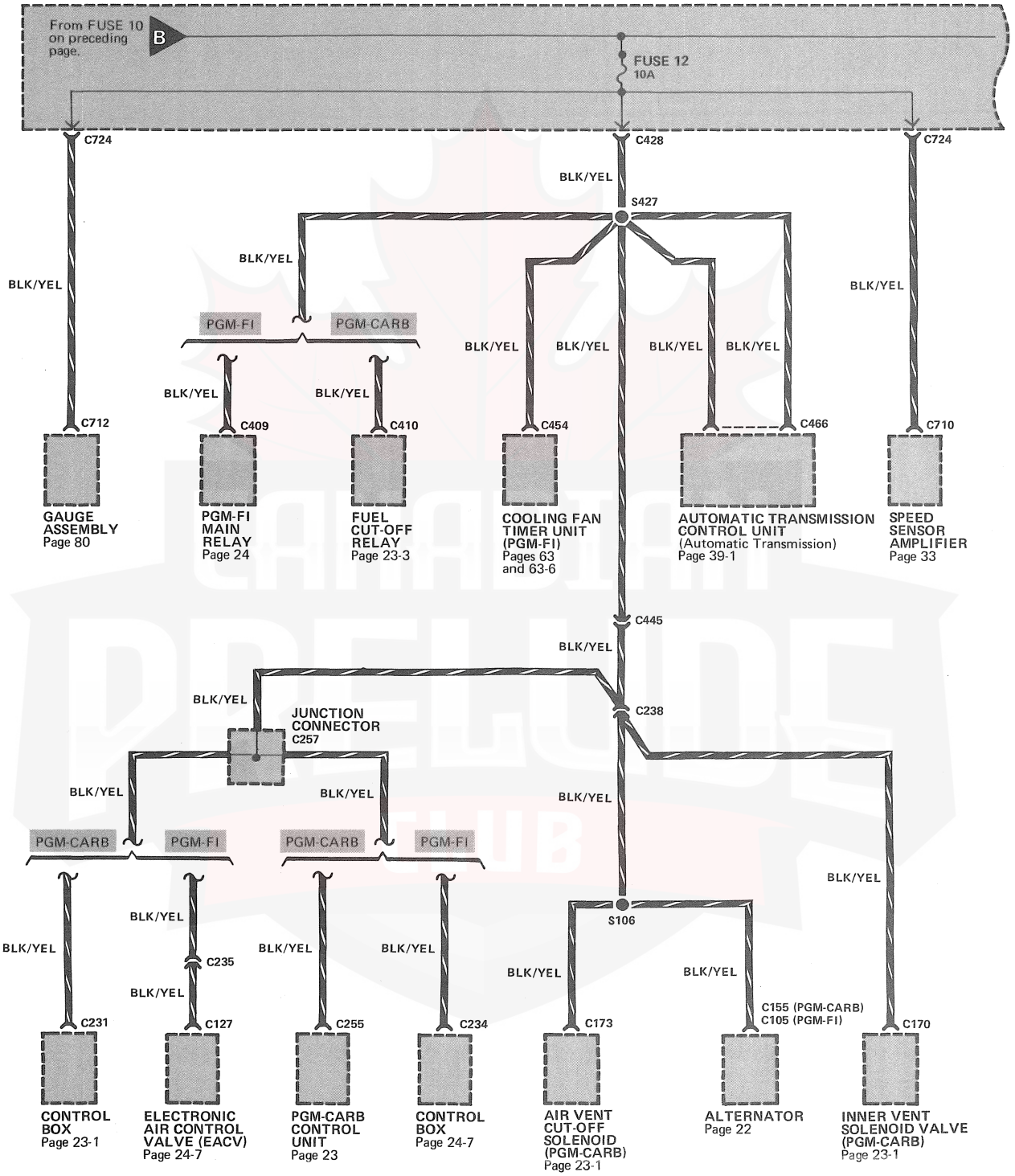
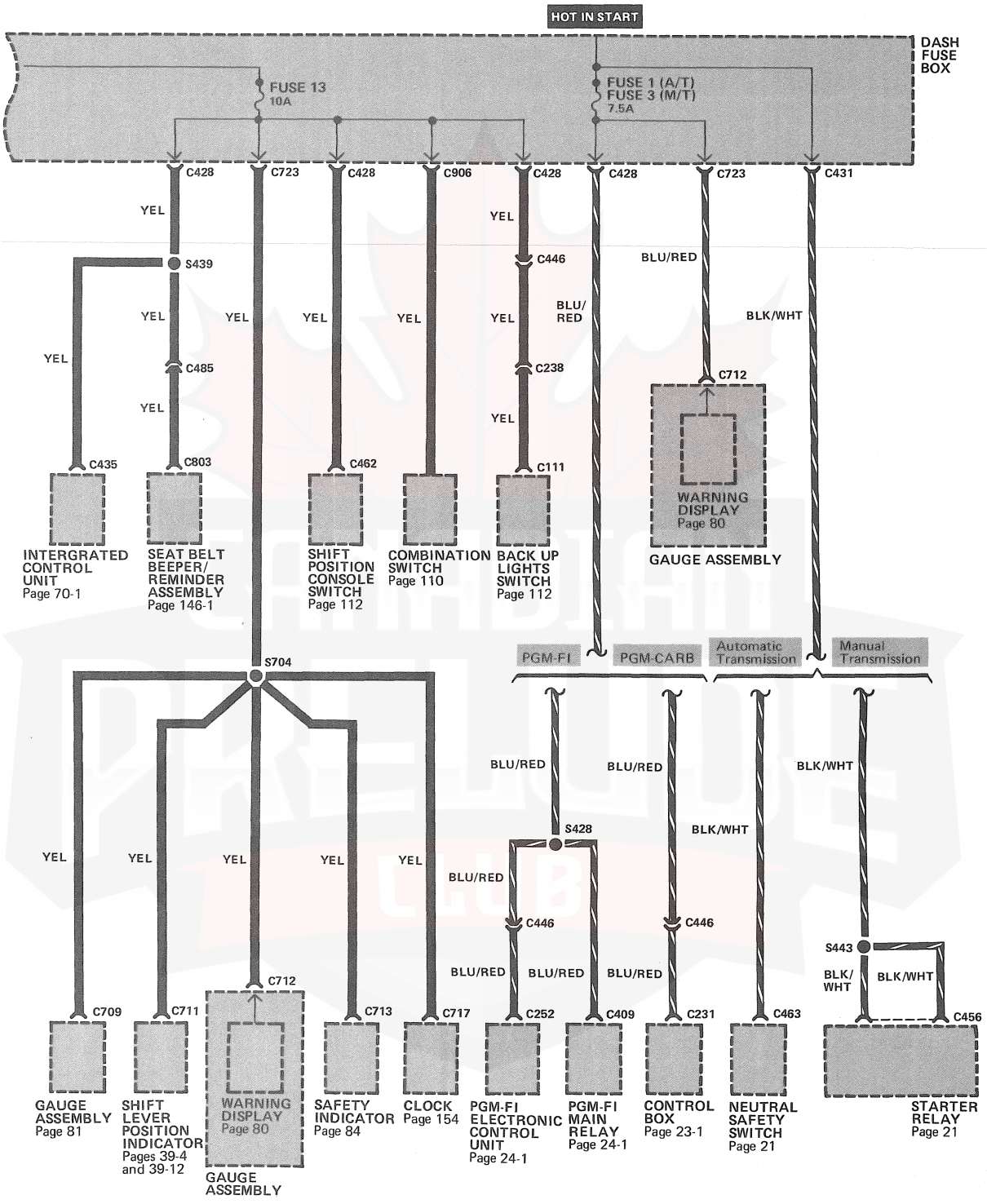
Dash Fuse Box

Circuit Schematic (cont'd)





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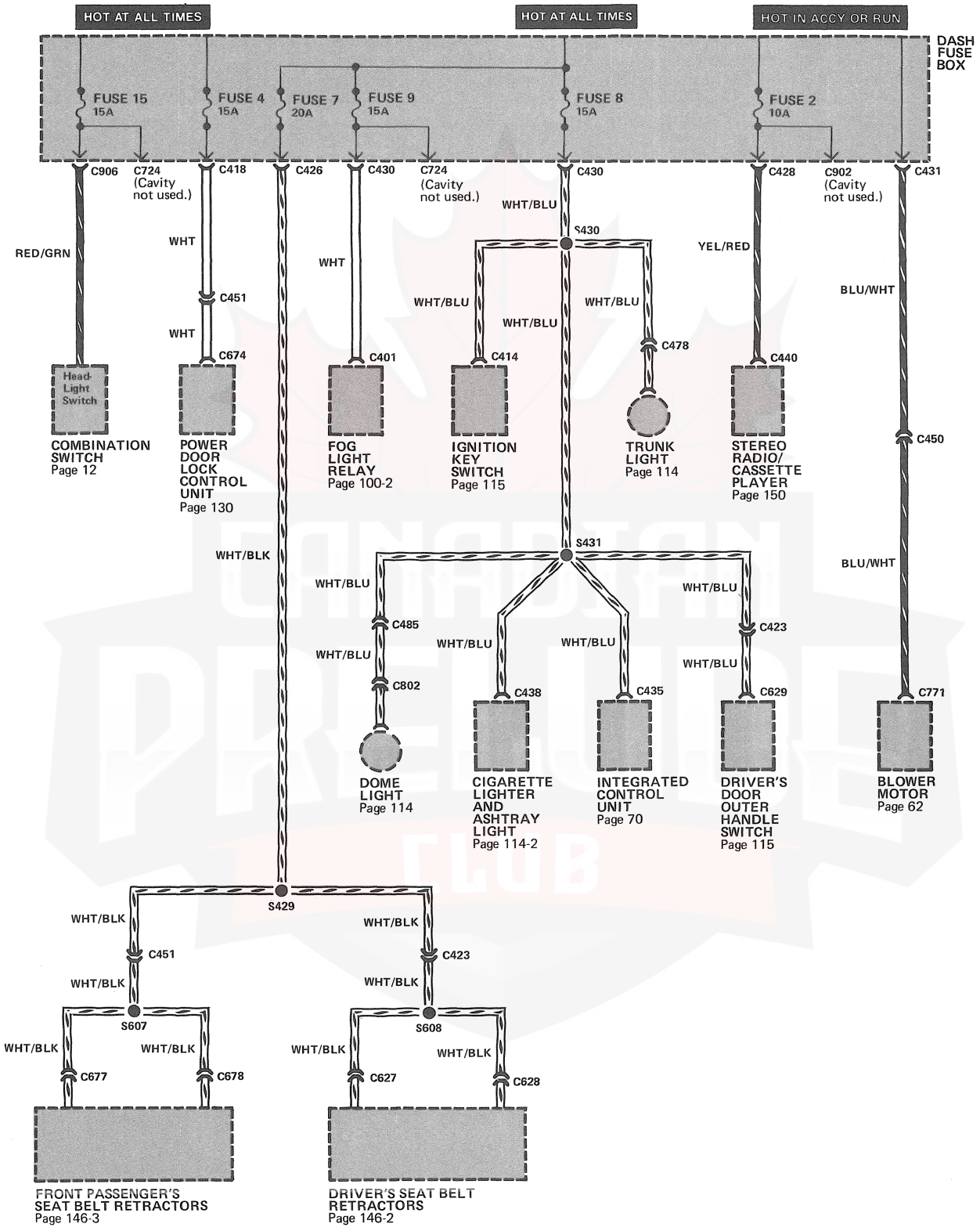
Dash Fuse Box

Circuit Schematic (cont'd)



Component Location Index

(Refer to Section 201 for photographs.)

A/C Compressor Clutch Relay B 89
Right front corner of engine compartment

A/C Compressor Control Unit 90
Behind right side of dash

Air Vent Cut-Off Solenoid
Rear of engine, near carburetors

Alternator 17
Left front of engine

Automatic Transmission Control Unit 92
Underside of passenger's footrest

Back Up Lights Switch 51
Top right side of transmission

Blower Motor 93
Below right side of dash

Condenser Fan Relay 96
In under-hood relay box

Control Box 36
Right rear of engine compartment

Cooling Fan Timer Unit 85
Below right side of dash, on kick panel

Dash Fuse Box 70
Behind left side of dash

Dash Relay Holder 98
Behind left side of dash

Driver's Door Outer Handle Switch 31
In driver's door

Driver's Seat Belt Retractors 30
In rear half of driver's door

Electronic Air Control Valve (EACV) (PGM-CARB) 50
Top right of engine

Electronic Air Control Valve (EACV) (PGM-FI) . . 40
Top of engine

Fog Light Relay 63
Behind left side of dash, on relay holder

Front Passenger's Seat Belt Retractors 33
In rear half of passenger's door

Fuel Cut-Off Relay 100
Behind left side of dash, on left side of dash fuse box

Heater Function Control Motor 59
Behind center of dash

Heater Recirculation Control Motor 57
Behind right side of dash

Igniter Unit (PGM-FI) 102
Right side of engine compartment

Ignition Coil 15
Right rear of engine compartment

Ignition Key Switch 87
In ignition switch mechanism, behind steering column covers

Inner Vent Solenoid Valve 49
Center rear of engine compartment

Integrated Control Unit 64
Behind center of dash

Main Relay 100
Behind left side of dash, on left side of dash fuse box

Neutral Safety Switch 60
Base of gear selector lever

PGM-CARB Control Unit 68
Behind right side of dash

PGM-FI Electronic Control Unit 91
Underside of passenger's footrest

Power Door Lock Control Unit 35
In passenger's door

Power Window Relay 98
Behind left side of dash, on relay holder

Radio Noise Condenser 36
Right rear corner of engine compartment

Rear Window Defogger Relay 98
Behind left side of dash, on relay holder

Seat Belt Beeper/Reminder Assembly 117
Center of windshield header

Shift Position Console Switch 60
In console, below shift lever

Speed Sensor Amplifier 107
On rear of gauge assembly

Starter Relay
Behind left side of dash, on relay holder

Dash Fuse Box

Component Location Index

(Refer to Section 201 for photographs.)

Sunroof Close Relay 63
Behind left side of dash, on relay holder

Sunroof Open Relay 63
Behind left side of dash, on relay holder

Windshield Wiper Motor 2
Left rear corner of engine compartment

C105 (4-WHT) 109
On alternator

C111 (1-BLK) 51
Above transmission

C155 (3-WHT) 109
On alternator

C170 (1-BLK) 49
Top right rear of engine

C227 (2-WHT) 15
On ignition coil

C228 (1-BLK) 15
In right rear corner of engine compartment

C231 (8-WHT) 115
Left rear corner of engine compartment, near control box

C234 (4-WHT) 36
Right rear corner of engine compartment

C235 (14-WHT) 16
Right rear corner of engine compartment

C238 (8-WHT) 56
Right side of engine compartment

C243 (14-WHT) 38
Right front of engine compartment, behind front bumper

C252 (20-BLK) 61
On electronic control unit

C255 (16-BLU) 68
On PGM-CARB control unit

C256 (4-RED) 58
Behind right side of dash

C257 (20-GRN) 58
Behind right side of dash

C315 (5-WHT) 2
Left rear of engine compartment

C414 (4-BLU) 78
Under center of dash, near steering column

C415 (8-WHT) 59
Behind center of dash

C421 (20-WHT) 71
Behind left kick panel

C423 (18-WHT) 111
Behind right kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C427 (6-YEL) 72
On rear of dash fuse box

C428 (14-YEL) 72
On rear of dash fuse box

C430 (10-YEL) 72
On rear of dash fuse box

C431 (4-YEL) 72
On rear of dash fuse box

C434 (4-WHT) 64
Behind center of dash, on integrated control unit

C435 (16-BLU) 64
Behind center of dash, on integrated control unit

C438 (4-WHT) 79
Behind center of dash

C440 (16-WHT) 79
On rear of stereo radio cassette player

C441 (4-WHT) 93
Under right side of dash

C445 (22-WHT) 112
Under right side of dash

C446 (23-GRN) 73
Under right side of dash

C448 (7-WHT) 73
Under right side of dash

C450 (2-WHT) 93
Under right side of dash

C451 (14-WHT) 58
Behind right kick panel

C462 (10-WHT) 60
On center of floor, near gear selector

C463 (2-WHT) 60
On center of floor, near gear selector

C466 (12-WHT) 92
On automatic transmission control unit

C485 (8-WHT) 20
In right quarter panel

C625 (10-WHT) 28
In front half of driver's door

C627 (4-WHT) 30
In rear half of driver's door

C628 (4-WHT) 30
In rear half of driver's door

C629 (4-WHT) 113
In rear half of driver's door

C675 (6-WHT) 32
In center of passenger's door

C677 (4-WHT) 33
In rear half of passenger's door

C678 (4-WHT) 33
In rear half of passenger's door

C709 (12-WHT) 81
On rear of gauge assembly

C710 (7-YEL) 81
On rear of gauge assembly

C711 (10-WHT) 81
On rear of gauge assembly

C712 (14-YEL) 107
On rear of gauge assembly

C713 (16-YEL) 81
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

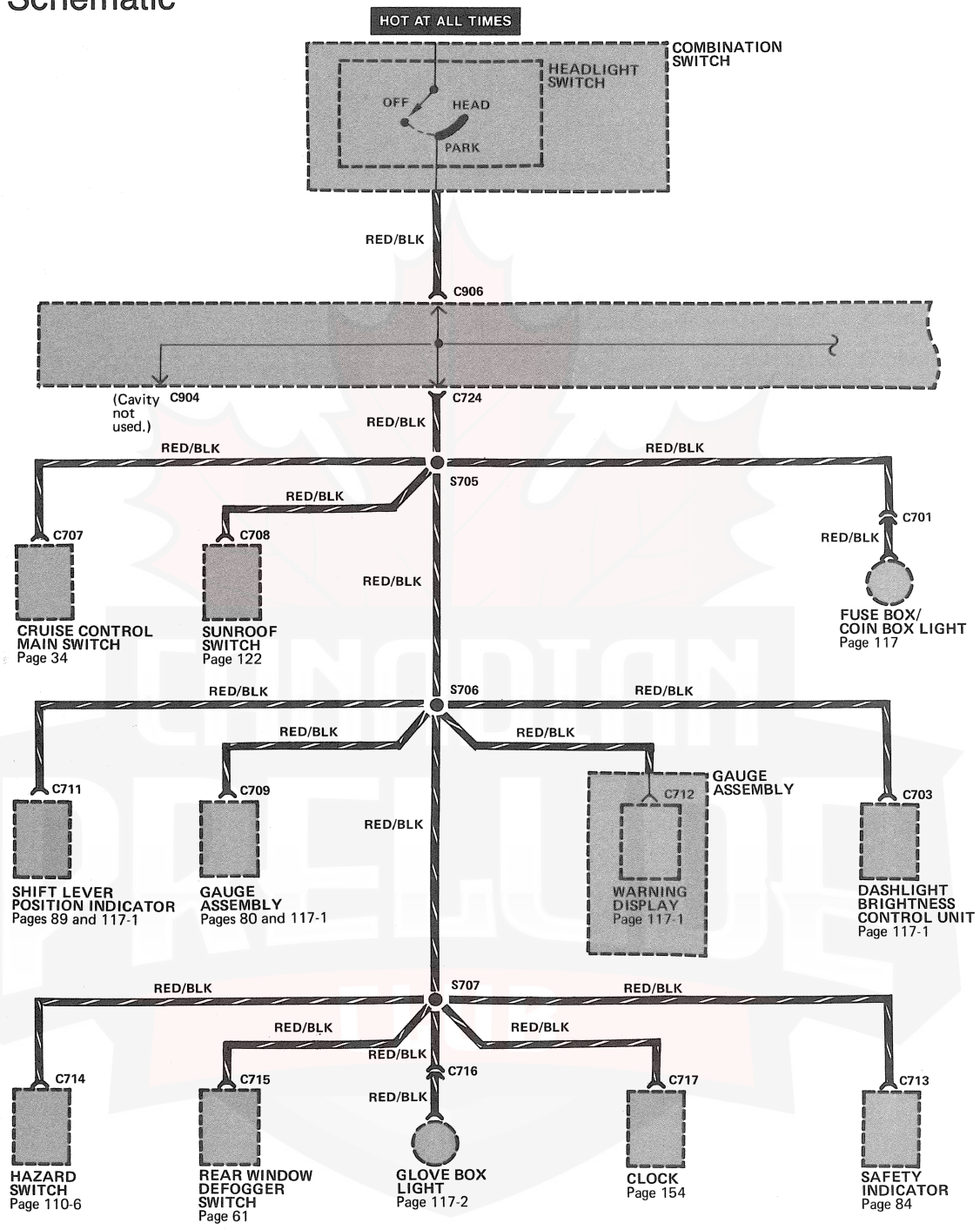
C902 (1-WHT)
Behind LH side of dash, on front of dash fuse box

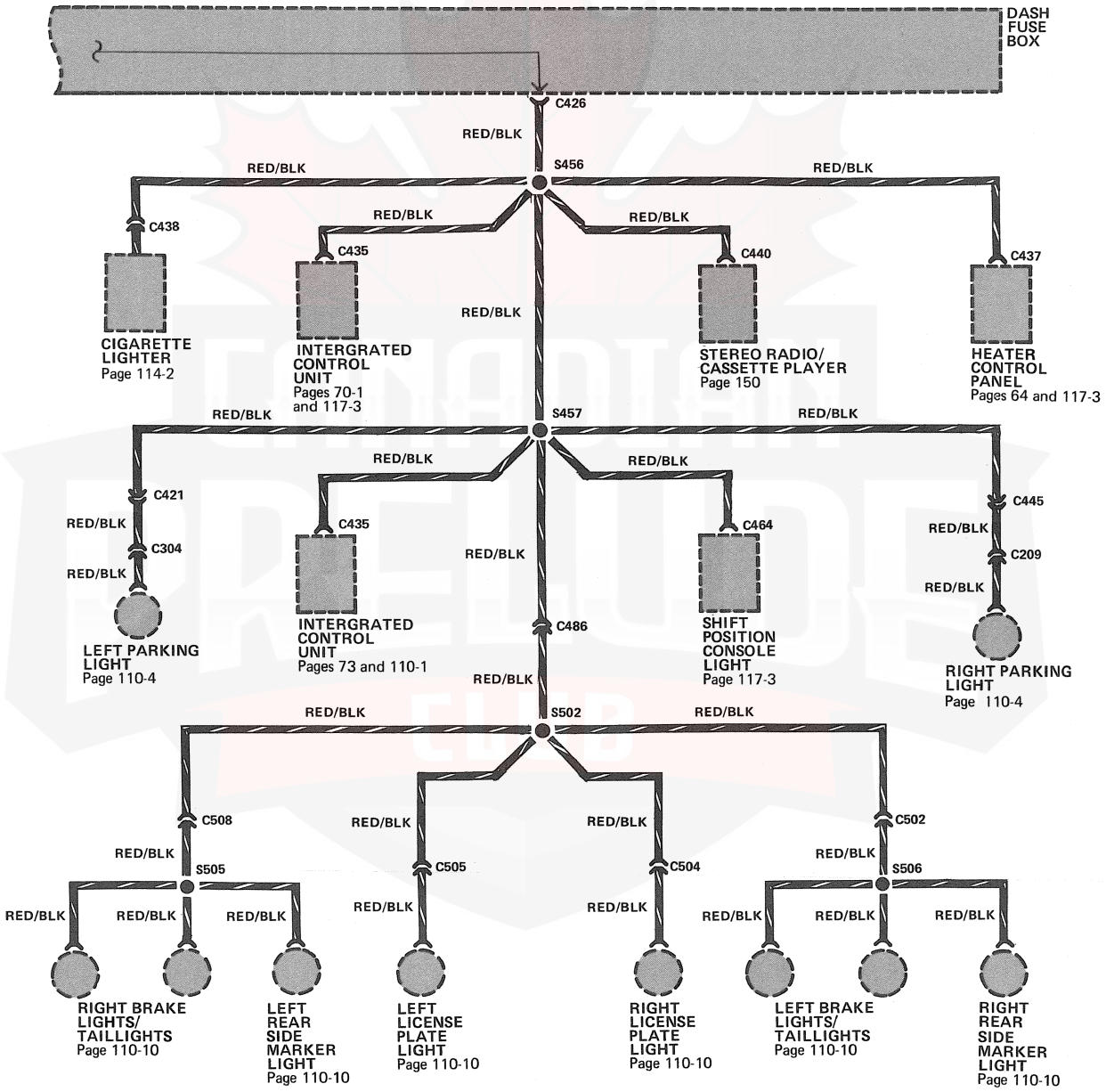
C906 (8-WHT) 80
On front of dash fuse box

C907 (10-WHT) 80
On front of dash fuse box

Headlight Switch

Circuit Schematic





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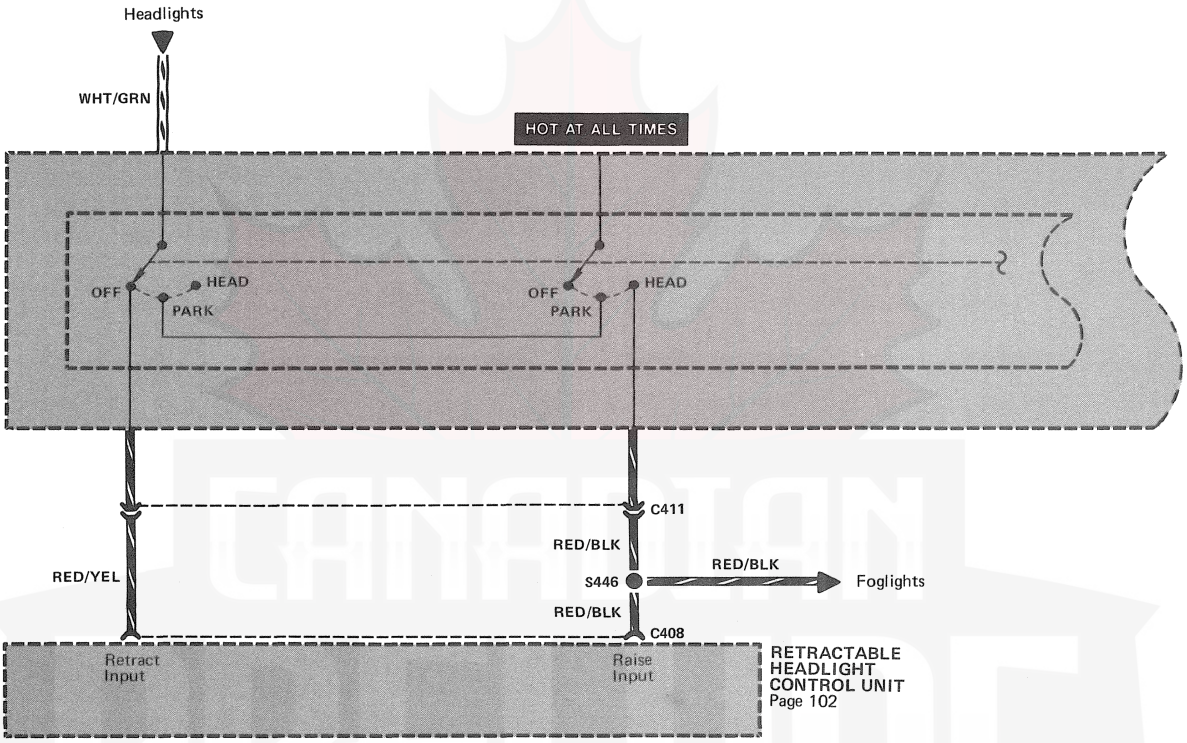
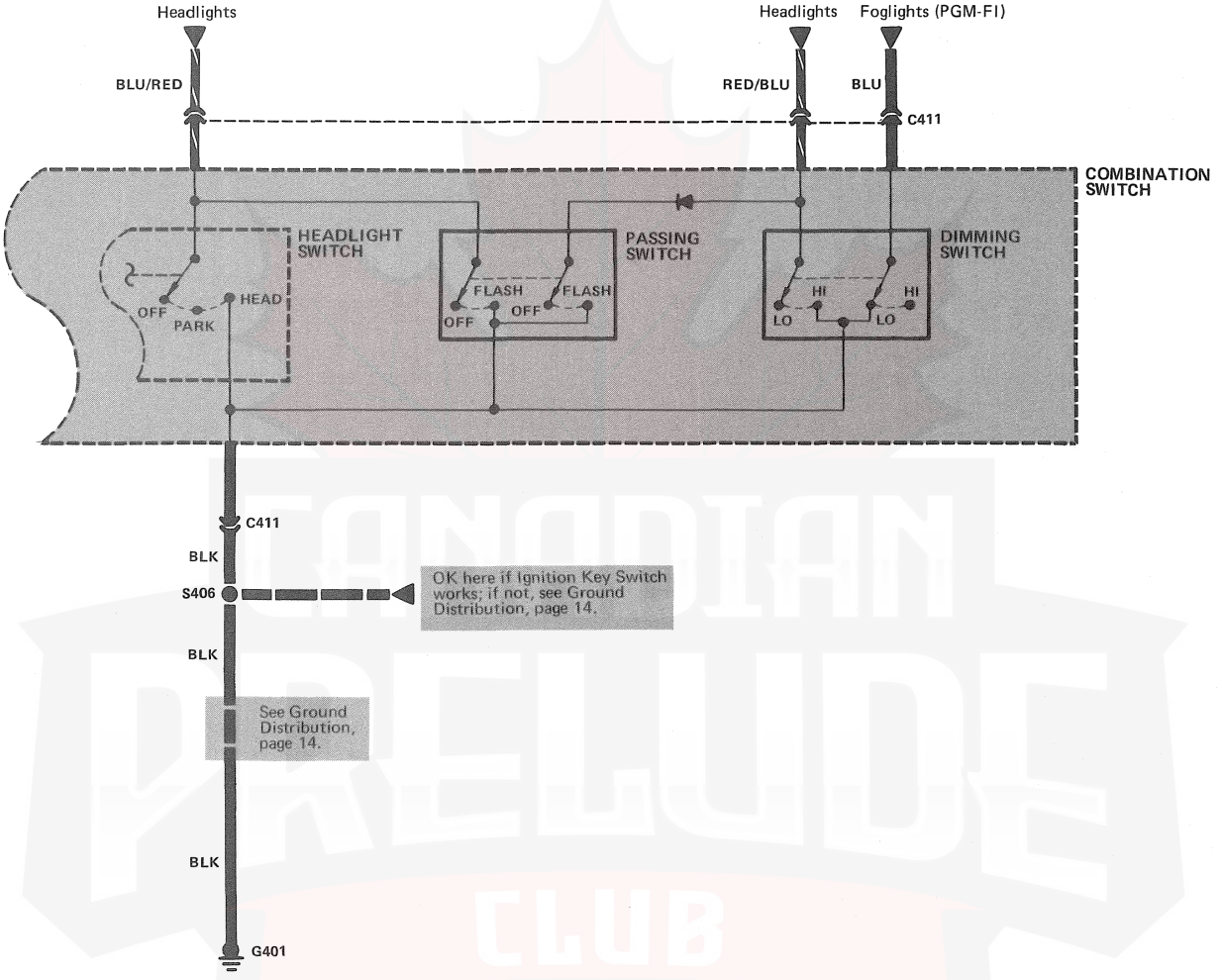
Headlight Switch

Circuit Schematic (cont'd)





Headlight Switch

Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Integrated Control Unit 64
Behind center of dash

Retractable Headlight Control Unit 62
On left kick panel

C209 (3-GRN) 69
Behind right side of front bumper

C304 (3-GRN) 69
Behind left side of front bumper

C411 (14-GRN) 70
Behind left side of dash

C421 (20-WHT) 71
Behind left kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C435 (16-BLU) 64
Behind center of dash, on integrated control unit

C438 (4-WHT) 79
Behind center of dash

C440 (16-WHT) 79
On rear of stereo radio cassette player

C445 (22-WHT) 112
Under right side of dash

C464 (2-WHT) 60
On center of floor, near gear selector

C486 (13-WHT) 26
Upper right side of trunk

C502 (8-WHT) 23
In right rear of trunk

C504 (4-WHT) 19
Behind center of rear bumper

C508 (8-WHT) 25
In left rear of trunk

C701 (4-WHT) 94
Under left side of dash

C709 (12-WHT) 81
On rear of gauge assembly

C711 (10-WHT) 81
On rear of gauge assembly

C713 (16-YEL) 81
On rear of gauge assembly

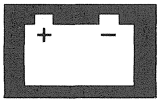
C716 (2-GRN) 77
Behind right center of dash

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

C904 (9-WHT)
Behind LH side of dash, on front of dash fuse box

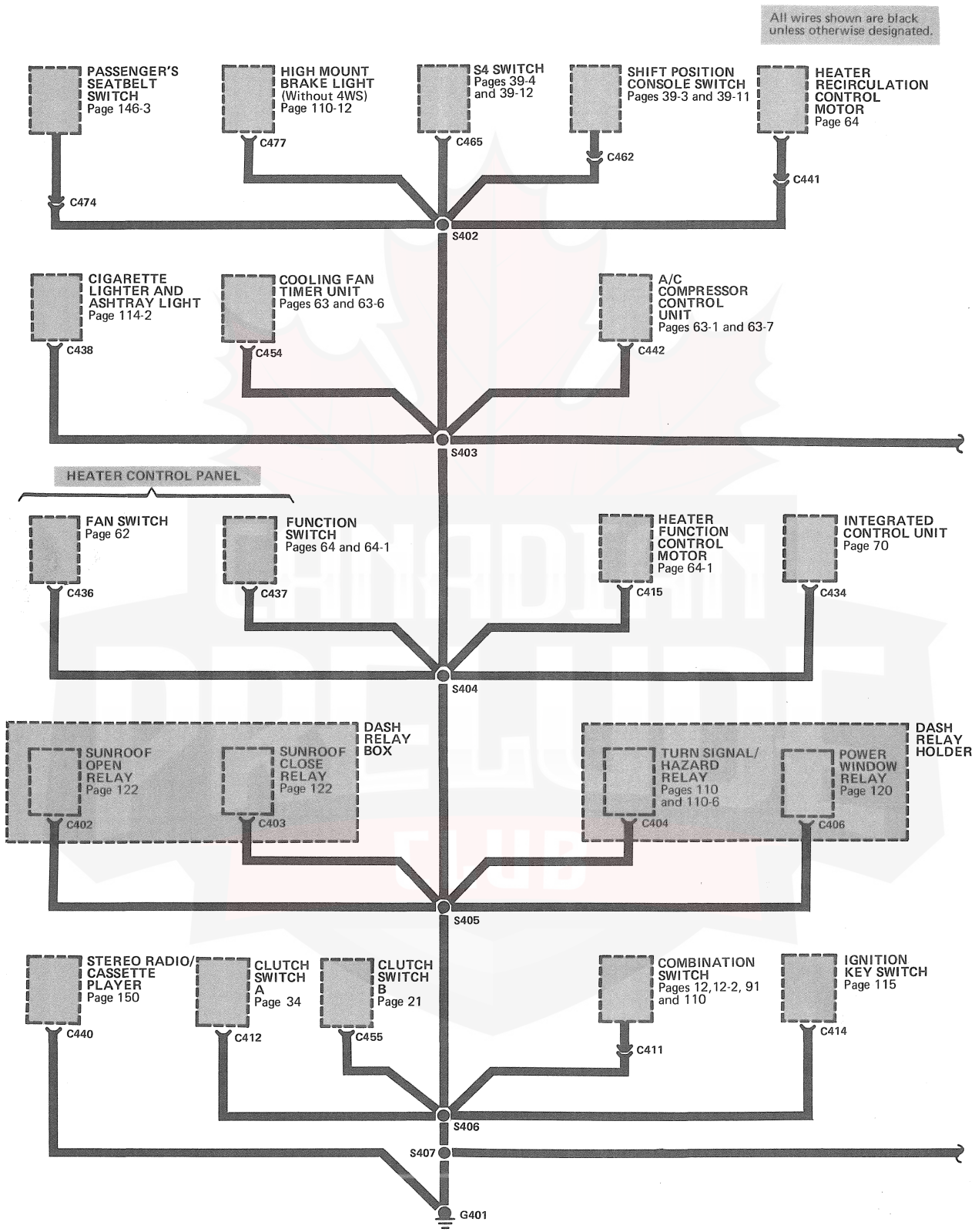
C906 (8-WHT) 80
On front of dash fuse box

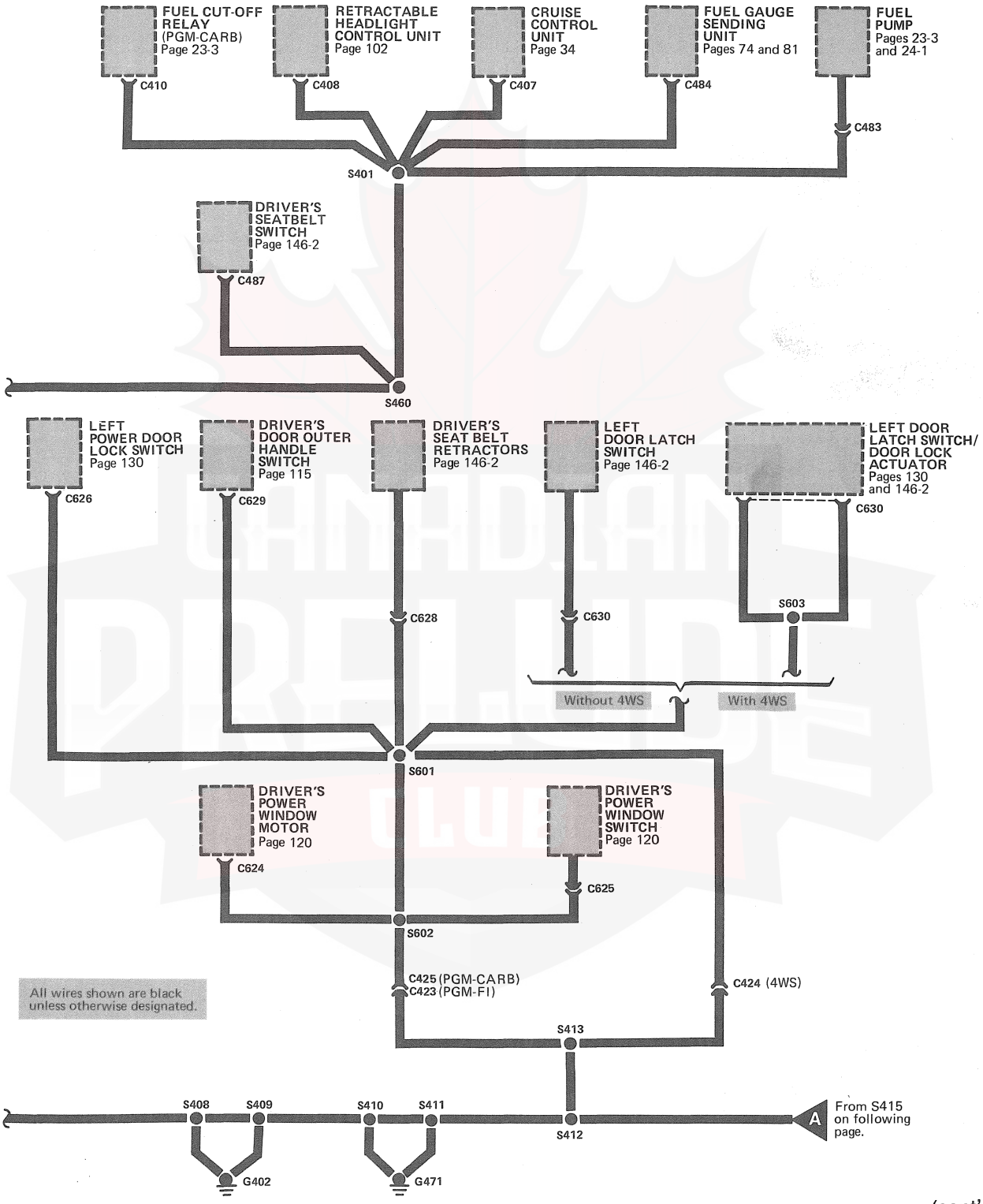
G401 74
Behind top center of dash



Ground Distribution: G401, G402 and G471

Circuit Schematic



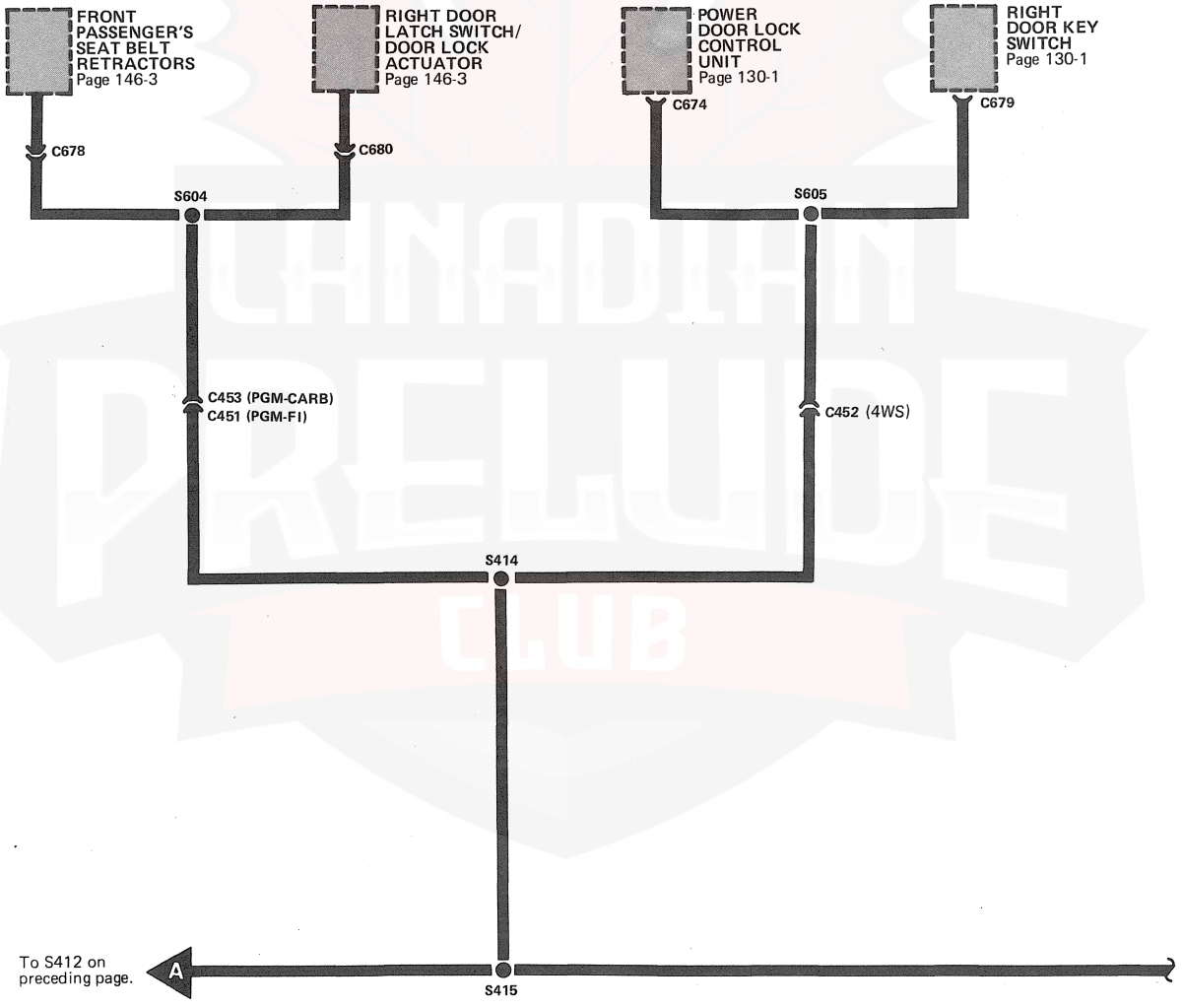


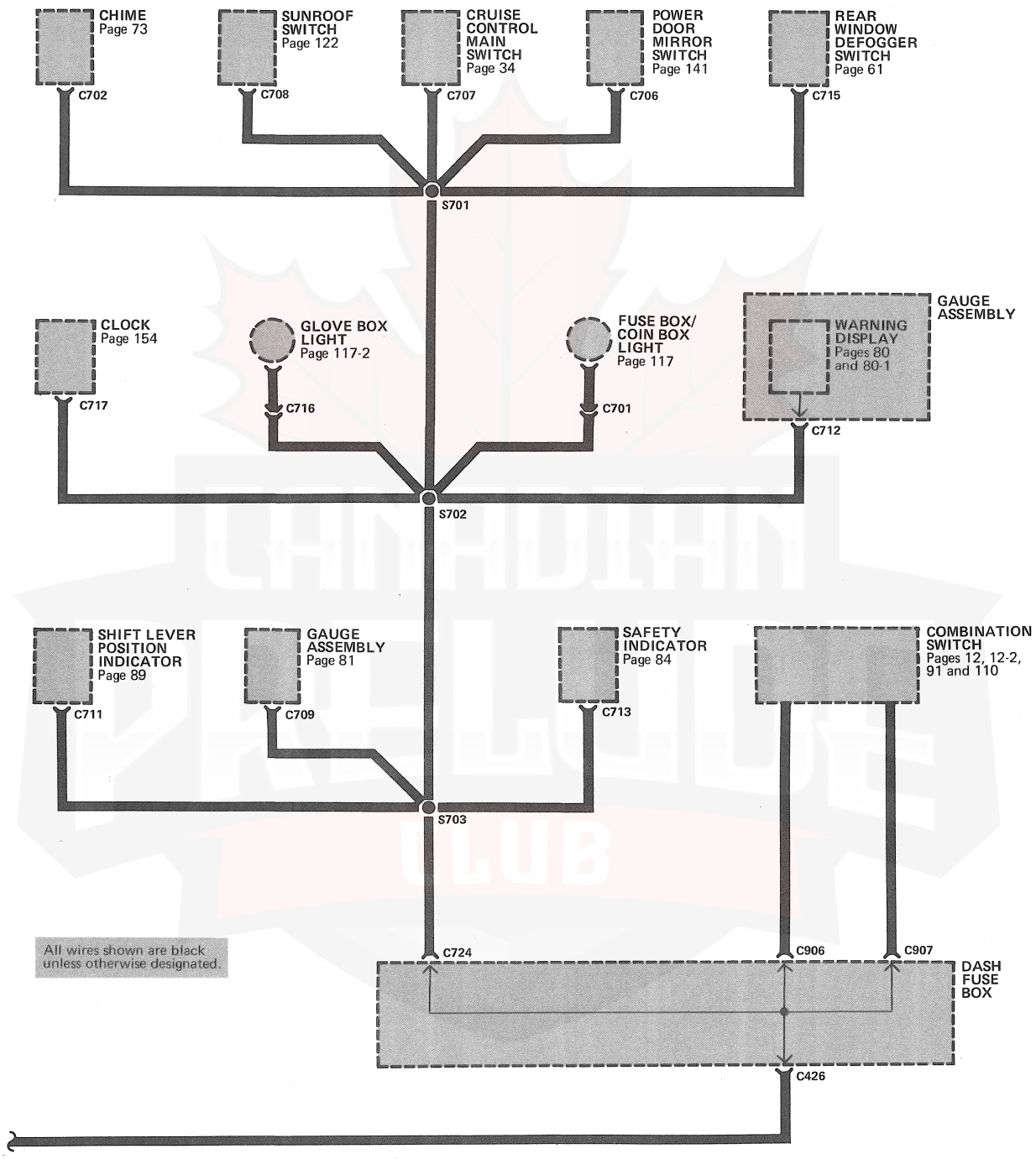
(cont'd)

Ground Distribution: G401, G402 and G471

Circuit Schematic (cont'd)

All wires shown are black unless otherwise designated.





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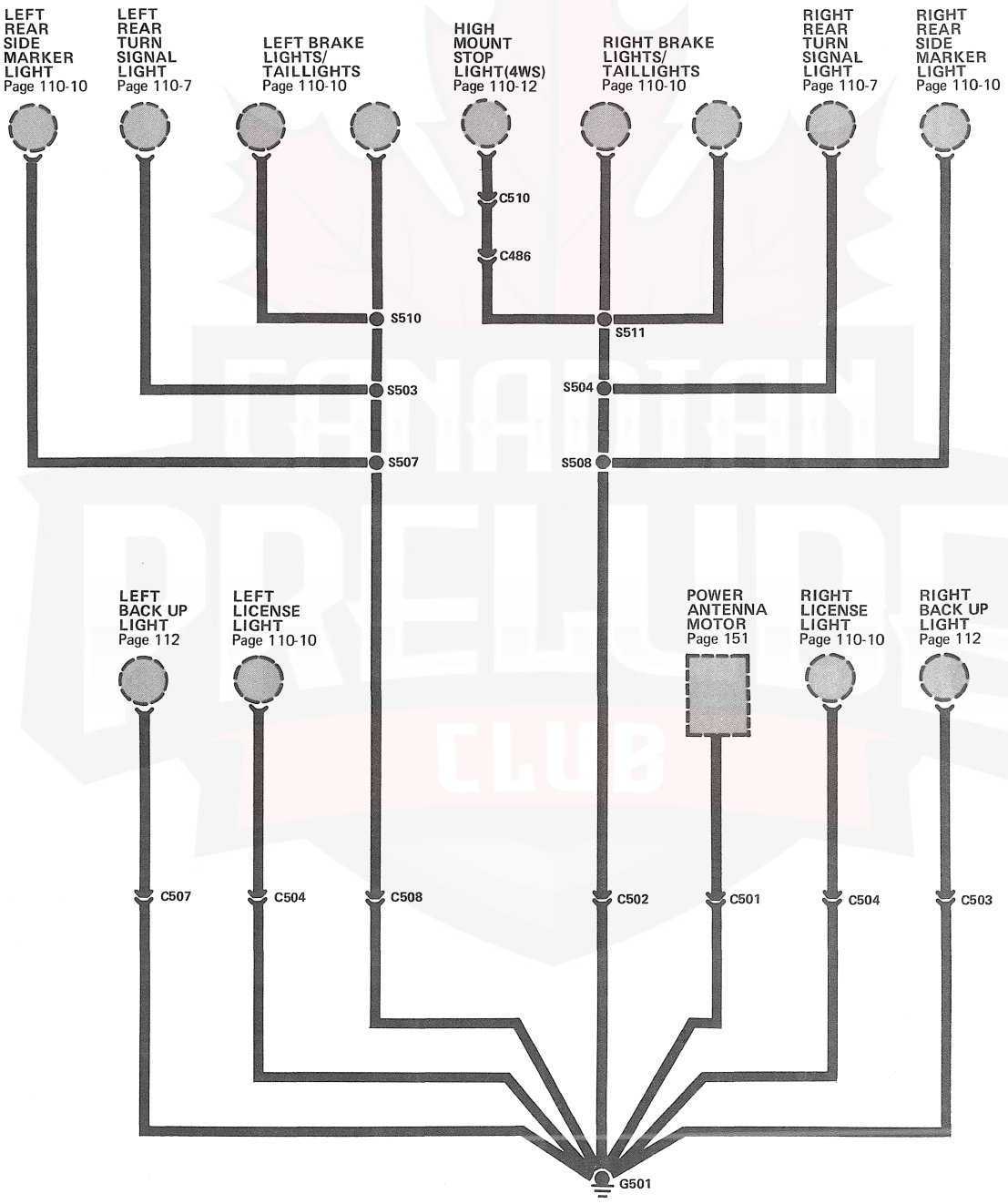
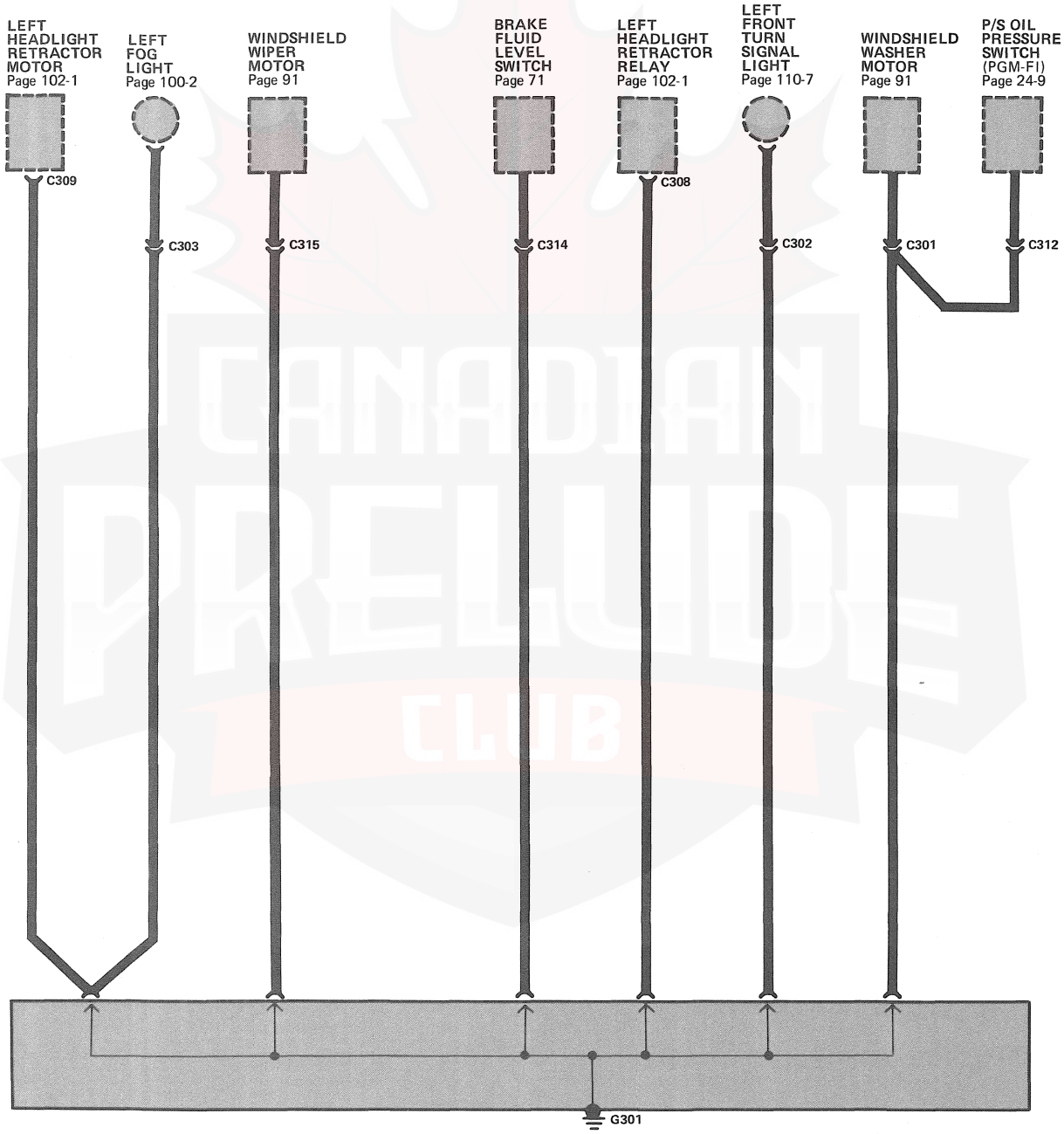
Ground Distribution: G301 and G501

Circuit Schematic (cont'd)

All wires shown are black unless otherwise designated.



All wires shown are black unless otherwise designated.



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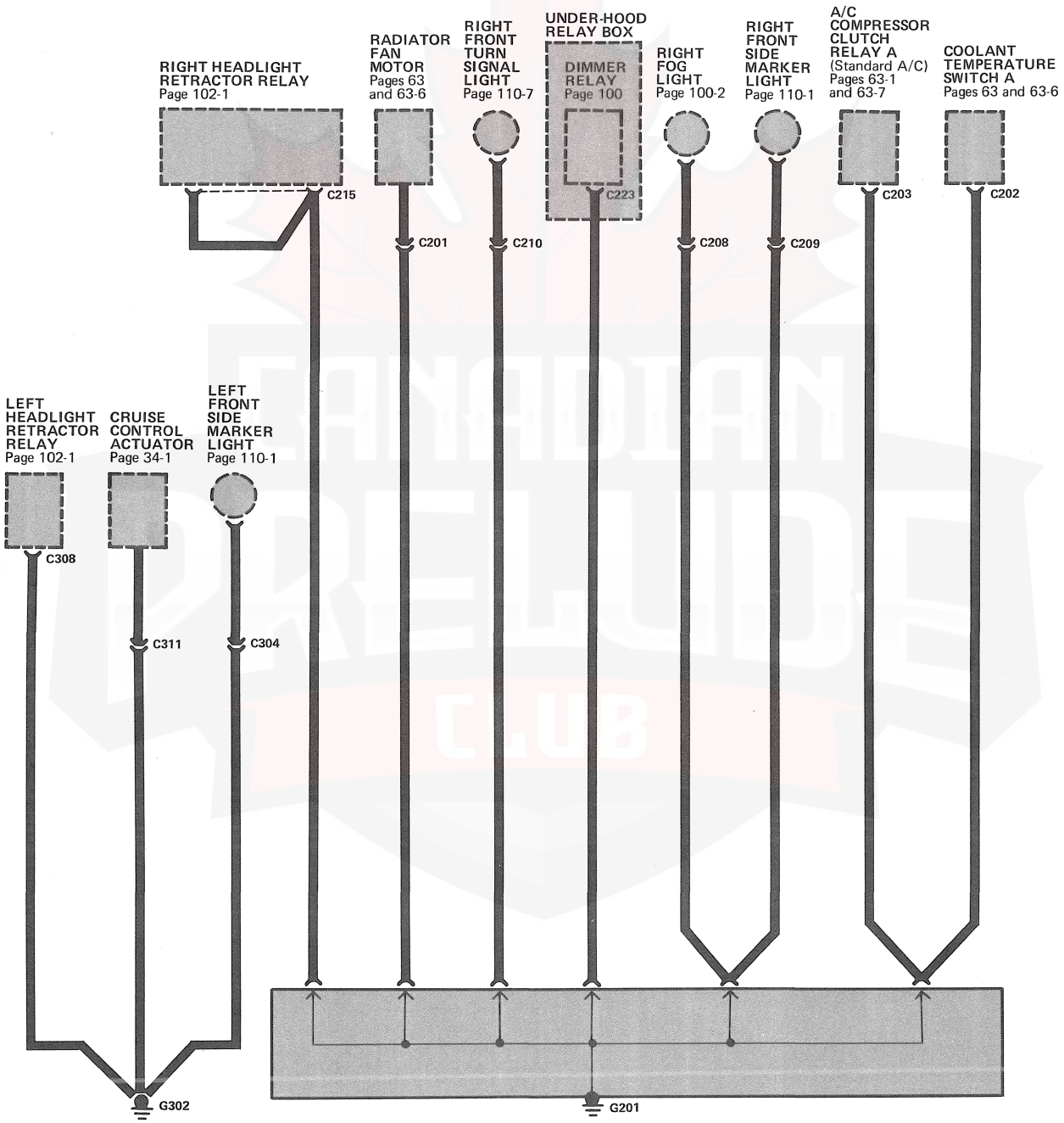
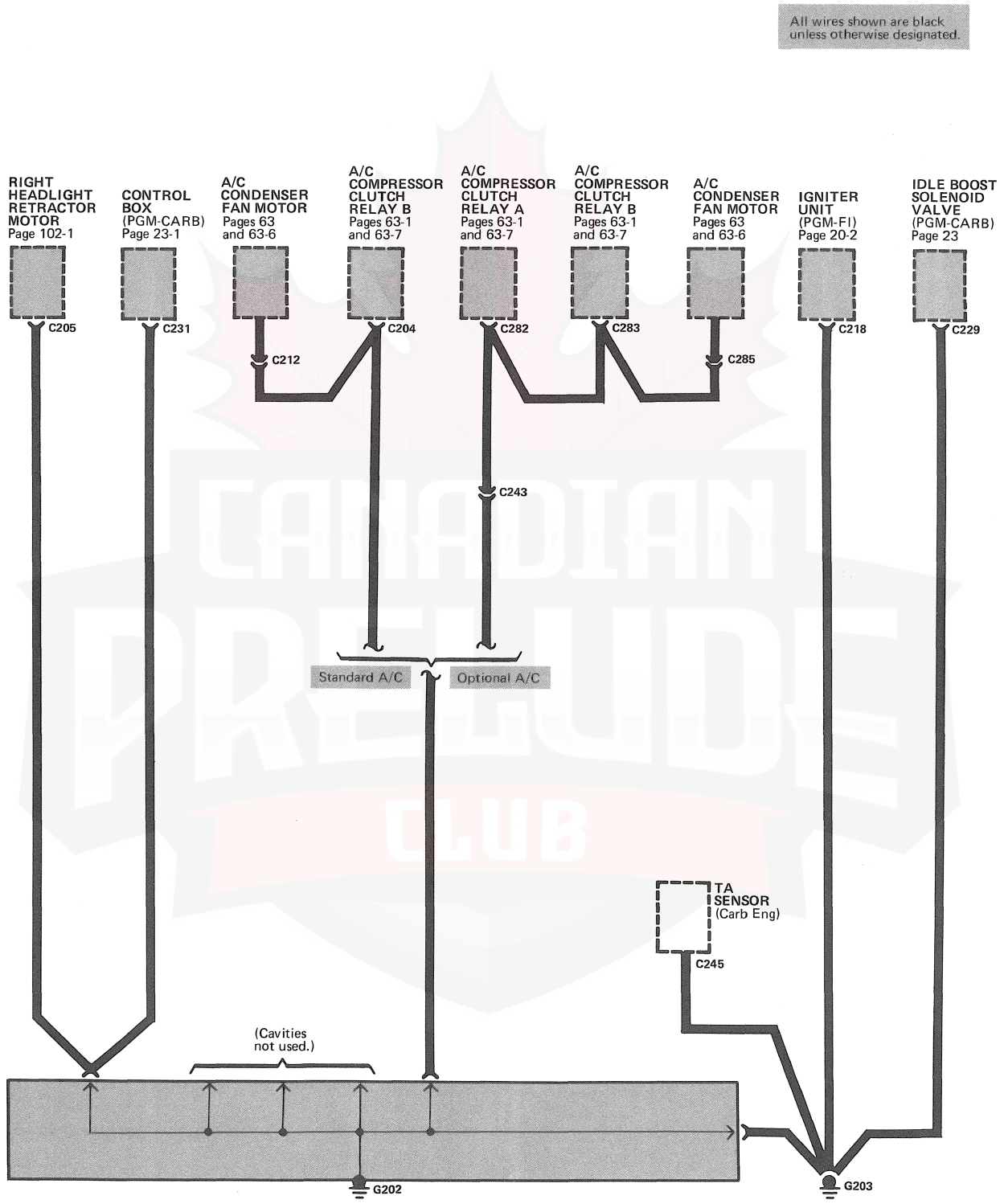
Ground Distribution: G201, G202, G203, G302

Circuit Schematic (cont'd)

All wires shown are black unless otherwise designated.

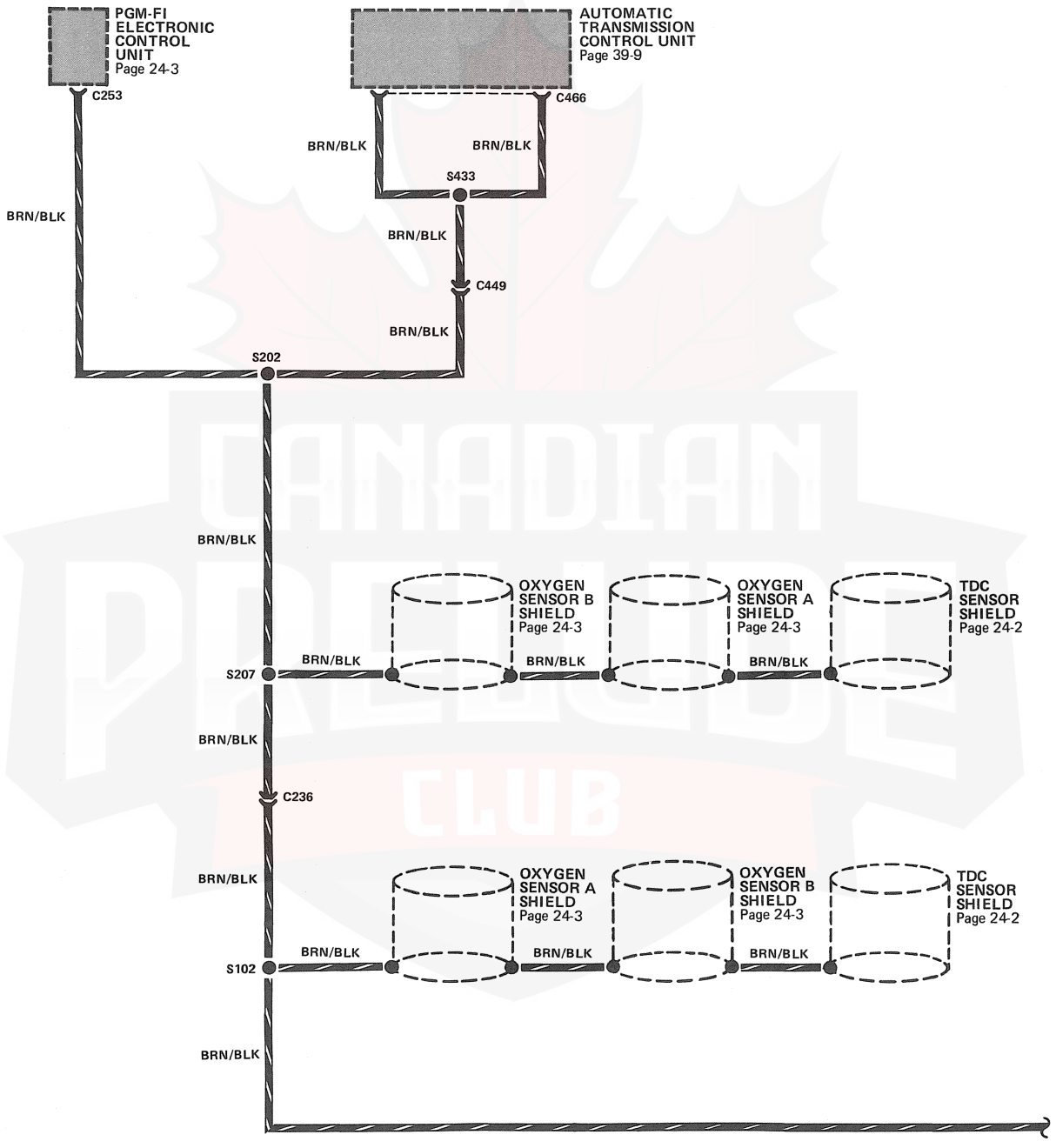


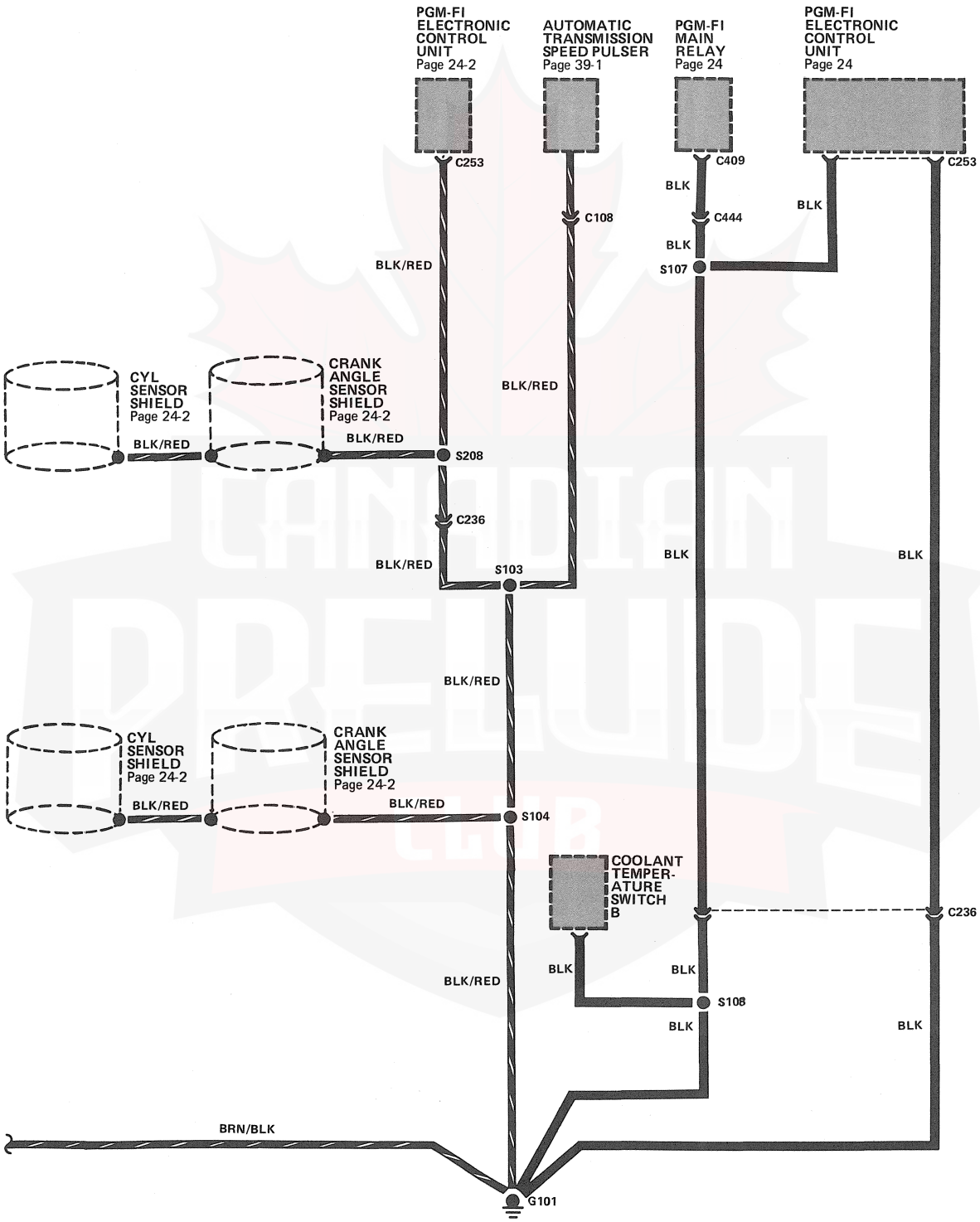


(cont'd)

Ground Distribution: G101 (PGM-FI)

Circuit Schematic (cont'd)





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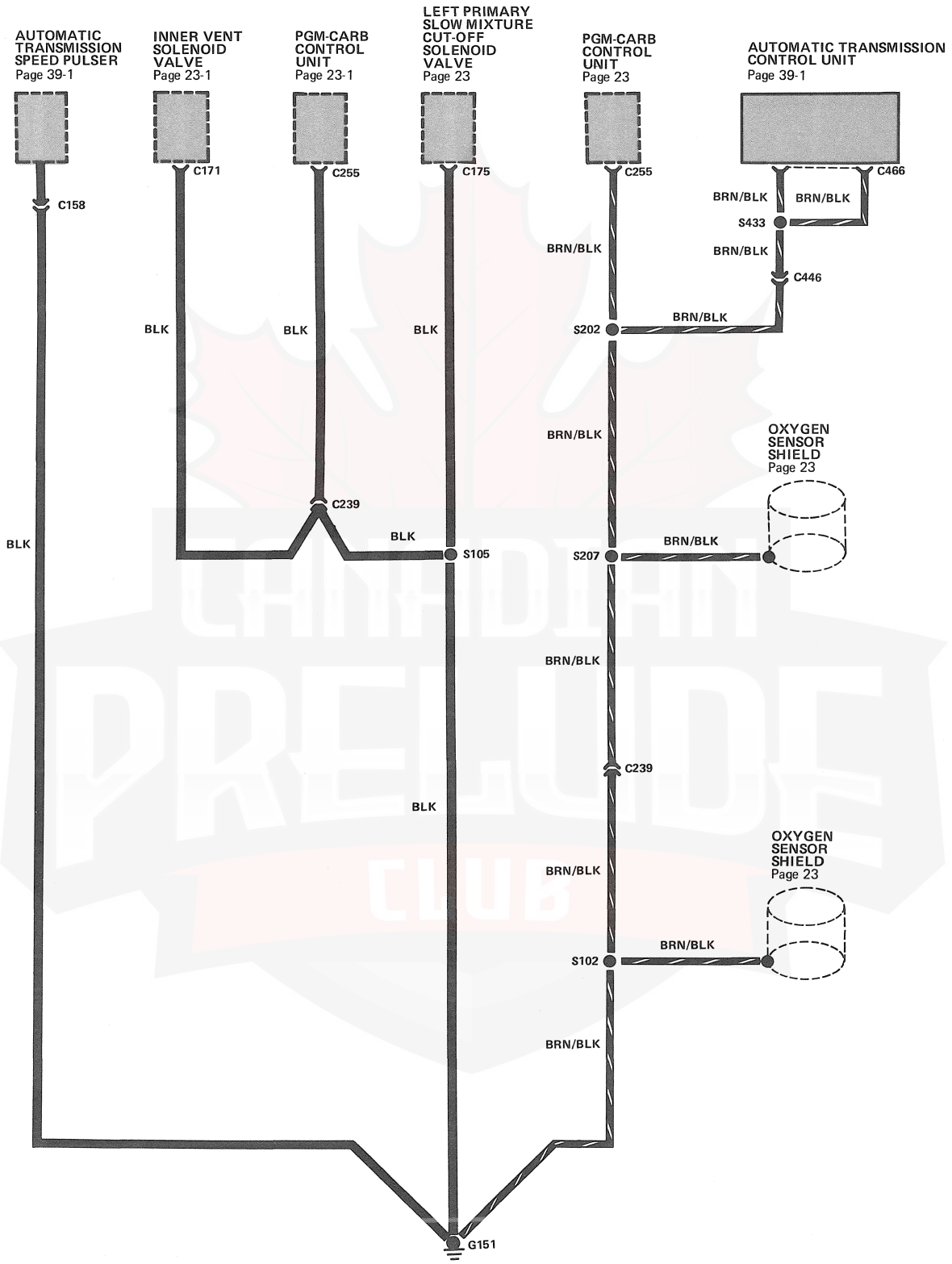
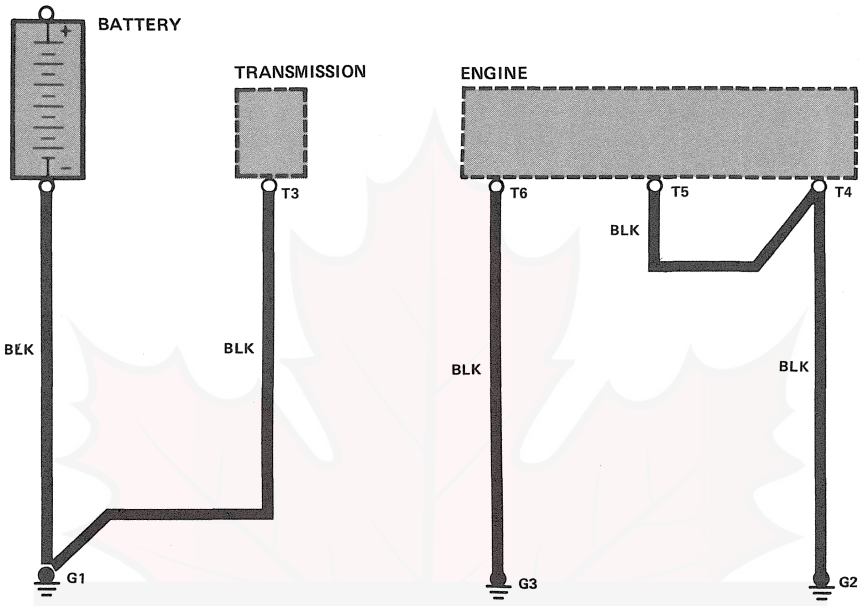
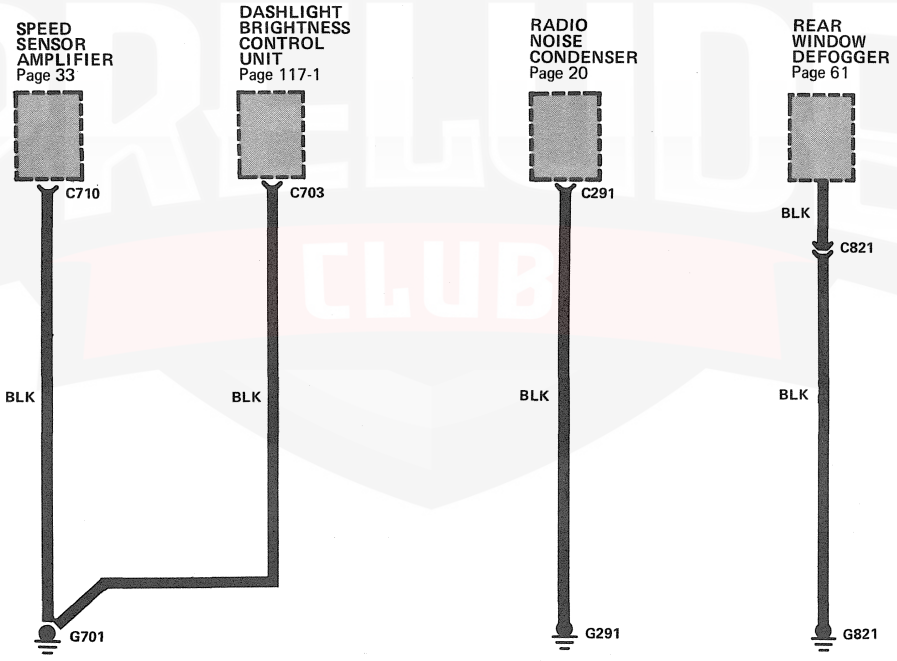
Ground Distribution: G151 (PGM-CARB), G1, G2, G3, G291, G701 and G821

Circuit Schematic (cont'd)







Ground Distribution

Component Location Index

(Refer to Section 201 for photographs.)

A/C Compressor Clutch Relay A 89
Right front corner of engine compartment

A/C Compressor Clutch Relay B 89
Right front corner of engine compartment

A/C Compressor Control Unit 90
Behind right side of dash

Automatic Transmission Control Unit 92
Underside of passenger's footrest

Automatic Transmission Speed Pulser 41
On right side of transmission

Brake Fluid Level Switch 1
Left rear of engine compartment, in brake fluid reservoir

Chime 94
Below left side of dash

Clutch Switch A 86
Top of clutch pedal support

Clutch Switch B 86
Above clutch pedal support

Condenser Fan Motor 95
Left rear of radiator

Control Box 36
Right rear of engine compartment

Coolant Temperature Switch A 47
On radiator, below coolant fan

Coolant Temperature Switch B 97
Top right front of engine

Cooling Fan Timer Unit 85
Below right side of dash, on kick panel

Cruise Control Actuator 5
Left front of engine compartment

Cruise Control Unit 62
On left kick panel

Dash Fuse Box 70
Behind left side of dash

Dash Relay Holder 98
Behind left side of dash

Dimmer Relay 11
In under-hood relay box

Driver's Door Outer Handle Switch 31
In driver's door

Driver's Power Door Lock Switch
In driver's door

Driver's Seat Belt Retractors 30
In rear half of driver's door

Driver's Seat Belt Switch
In driver's seat belt buckle

Front Passenger's Seat Belt Retractors 33
In rear half of passenger's door

Fuel Cut-Off Relay 100
Behind left side of dash, on left side of dash fuse box

Fuel Gauge Sending Unit
Below rear of car, top of fuel tank

Fuel Pump
In fuel tank

Heater Function Control Motor 59
Behind center of dash

Heater Recirculation Control Motor 57
Behind right side of dash

Igniter Unit (PGM-FI) 102
Right side of engine compartment

Ignition Key Switch 87
In ignition switch mechanism, behind steering column covers

Inner Vent Solenoid Valve 49
Center rear of engine compartment

Integrated Control Unit 64
Behind center of dash

Left Door Latch Switch/Door Lock Actuator
In rear half of driver's door

Left Door Switch 116
Lower section of left "B" pillar

Left Headlight Retractor Motor 4
Left front corner of engine compartment

Left Headlight Retractor Relay 4
Left front corner of engine compartment

Left Primary Slow Mixture Cut-Off Solenoid Valve
On left carburetor

Main Relay 100
Behind left side of dash, on left side of dash fuse box

Oxygen Sensor A 7
Center front of engine, on exhaust manifold

Oxygen Sensor B 7
Center front of engine, on exhaust manifold

Passenger's Seat Belt Switch
In passenger's seat belt buckle

PGM-CARB Control Unit 68
Behind right side of dash

PGM-FI Electronic Control Unit 91
Underside of passenger's footrest

Power Antenna Motor 27
Right side of trunk

Power Door Lock Control Unit 35
In passenger's door

Power Steering Oil Pressure Switch 44
Lower left rear of engine compartment

Power Window Relay 98
Behind left side of dash, on relay holder

Radiator Fan Motor 9
Right rear of radiator

Radio Noise Condenser 36
Right rear corner of engine compartment

Retractable Headlight Control Unit 62
On left kick panel

Right Door Key Switch
In passenger's door

Right Door Latch Switch/Door Lock Actuator
In rear half of passenger's door

Right Headlight Retractor Motor 10
Right front corner of engine compartment

Right Headlight Retractor Relay 10
Right front corner of engine compartment

Shift Position Console Switch 60
In console, below shift lever

Speed Sensor Amplifier 107
On rear of gauge assembly

Sunroof Close Relay 63
Behind left side of dash, on relay holder

TA Switch 105
On firewall, left of control box

Turn Signal/Hazard Relay 63
Behind left side of dash, on relay holder

Under-Hood Relay Box 102
Right side of engine compartment

Windshield Washer Motor 108
Behind left side of bumper, below washer fluid reservoir

Windshield Wiper Motor 2
Left rear corner of engine compartment

C108 (2-WHT) 41
Lower right side of engine

C158 (2-WHT) 41
Lower right side of engine

C175 (1-BLK)
Lower right rear of engine

C201 (2-WHT) 9
Lower right front of engine compartment

C205 (6-WHT) 10
Right front corner of engine compartment

C208 (2-RED) 66
Behind right side of front bumper

C209 (3-GRN) 69
Behind right side of front bumper

C210 (2-WHT) 66
Behind right side of front bumper

C212 (2-GRN) 95
Lower left front of engine compartment

C229 (2-WHT) 115
On right side of firewall, above control box

C231 (8-WHT) 115
Left rear corner of engine compartment, near control box

C236 (14-WHT) 16
Right rear corner of engine compartment

C239 (7-WHT) 56
Right side of engine compartment

C243 (14-WHT) 38
Right front of engine compartment, behind front bumper

C245 (2-GRN) 105
On firewall, left of control box

Ground Distribution

Component Location Index

(Refer to Section 201 for photographs.)

C253 (17-WHT) 61
On electronic control unit

C255 (16-BLU) 68
On PGM-CARB control unit

C285 (2-GRN) 95
Lower left front of engine compartment

C291 (1-BLK) 36
Right rear corner of engine compartment

C302 (2-WHT) 67
Behind left side of front bumper

C303 (2-RED) 67
Behind left side of front bumper

C304 (3-GRN) 69
Behind left side of front bumper

C309 (6-WHT) 4
Left front corner of engine compartment

C311 (4-WHT) 5
Left front of engine compartment

C312 (2-GRN) 2
Left rear of engine compartment, on strut tower

G301 114
Left front corner of engine compartment

G302 114
Left front corner of engine compartment

G401 74
Behind top center of dash

G402 74
Behind top center of dash

G471 20
Behind right side of rear seat

G501 26
Right side of trunk

G701 75
Behind center dash, on center frame

G821 24
Behind left side of rear seat

C314 (1-BLK) 1
Left rear of engine compartment

C315 (5-WHT) 2
Left rear of engine compartment

C411 (14-GRN) 70
Behind left side of dash

C414 (4-BLU) 78
Under center of dash, near steering column

C415 (8-WHT) 59
Behind center of dash

C423 (18-WHT) 111
Behind right kick panel

C424 (4-WHT) 111
Behind right kick panel

C425 (6-WHT) 111
Behind right kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C434 (4-WHT) 64
Behind center of dash, on integrated control unit

C438 (4-WHT) 79
Behind center of dash

C441 (4-WHT) 93
Under right side of dash

C444 (4-WHT) 112
Under right side of dash

C446 (23-GRN) 73
Under right side of dash

C449 (18-WHT) 112
Under right side of dash

C451 (14-WHT) 58
Behind right kick panel

C452 (4-WHT) 58
Behind right kick panel

C453 (6-WHT) 58
Behind right kick panel

C462 (10-WHT) 60
On center of floor, near gear selector

C466 (12-WHT) 92
On automatic transmission control unit

C474 (2-WHT)
Under right front seat

C477 (2-WHT) 22
Above center of trunk

C487 (2-WHT)
Under driver's seat

C501 (4-WHT) (S Model) 26
Right side of trunk

C501 (8-WHT) (Si Model) 26
Right side of trunk

C502 (8-WHT) 23
In right rear of trunk

C504 (4-WHT) 19
Behind center of rear bumper

C508 (8-WHT) 25
In left rear of trunk

C624 (6-WHT) 29
In front half of driver's door

C625 (10-WHT) 28
In front half of driver's door

C626 (3-WHT) 28
In front half of driver's door

C628 (4-WHT) 30
In rear half of driver's door

C629 (4-WHT) 113
In rear half of driver's door

C630 (6-WHT) 113
In rear half of driver's door

C678 (4-WHT) 33
In rear half of passenger's door

C679 (3-WHT) 34
In rear of passenger's door

C680 (4-WHT) 34
In rear of passenger's door

C701 (4-WHT) 94
Under left side of dash

C702 (2-WHT) 94
Under left side of dash

C709 (12-WHT) 81
On rear of gauge assembly

C710 (7-YEL) 81
On rear of gauge assembly

C711 (10-WHT) 81
On rear of gauge assembly

C712 (14-YEL) 107
On rear of gauge assembly

C713 (16-YEL) 81
On rear of gauge assembly

C716 (2-GRN) 77
Behind right center of dash

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

C906 (8-WHT) 80
On front of dash fuse box

C907 (10-WHT) 80
On front of dash fuse box

G1 83
Lower right front of engine compartment, on frame

G2 (PGM-CARB) 6
Left side of engine compartment, on front of strut tower

G2 (PGM-FI) 3
Left side of engine compartment, on front of strut tower

G3 76
Center rear of engine compartment, on firewall

G101 8
On top right side of engine

G151 110
On top right front of engine

G201 12
Right side of engine compartment

G202 12
Right side of engine compartment

G203 16
On right rear of engine compartment

G291 (PGM-CARB) 110
On underside of distributor

G291 (PGM-FI) 46
On rear of distributor

T3 14
On lower right front of transmission

T4 (PGM-CARB) 6
On top left front of engine

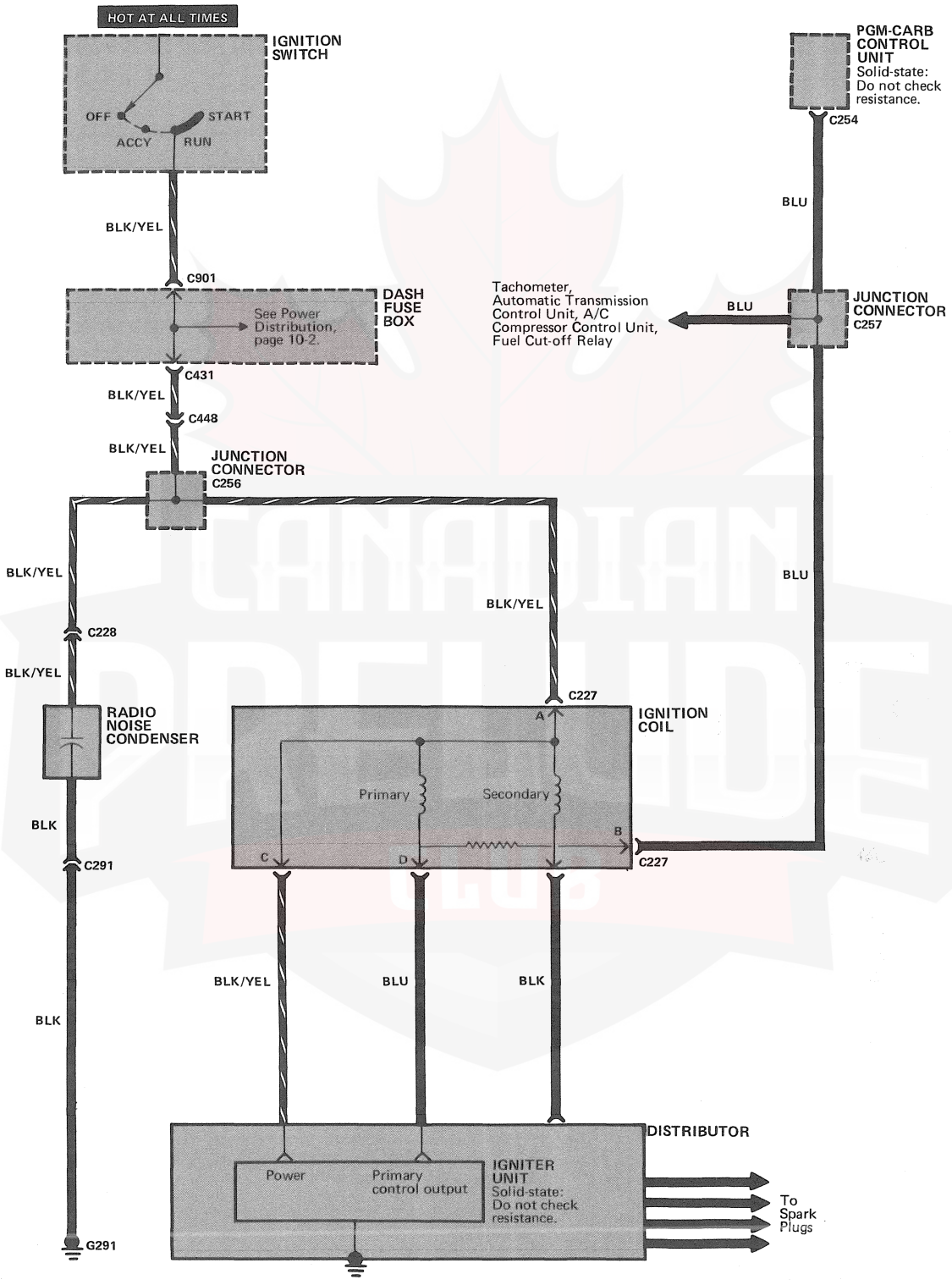
T4 (PGM-FI) 3
On top left front of engine

T5 3
On top left front of engine

T6 76
On rear of engine

Ignition System: PGM-CARB

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Distributor 99
Top right side of engine

Igniter Unit (PGM-CARB) 50
In distributor, under side cover

Ignition Coil 15
Right rear of engine compartment

Ignition Switch 87
Right side of steering column, behind steering column covers

PGM-CARB Control Unit 68
Behind right side of dash

Radio Noise Condenser 36
Right rear corner of engine compartment

C227 (2-WHT) 15
On ignition coil

C228 (1-BLK) 15
In right rear corner of engine compartment

C254 (16-YEL) 68
On PGM-CARB control unit

C256 (4-RED) 58
Behind right side of dash

C257 (20-GRN) 58
Behind right side of dash

C291 (1-BLK) 36
Right rear corner of engine compartment

C431 (4-YEL) 72
On rear of dash fuse box

C448 (7-WHT) 73
Under right side of dash

C901 (7-WHT) 80
On front of dash fuse box

G291 (PGM-CARB) 110
On underside of distributor

G291 (PGM-FI) 46
On rear of distributor

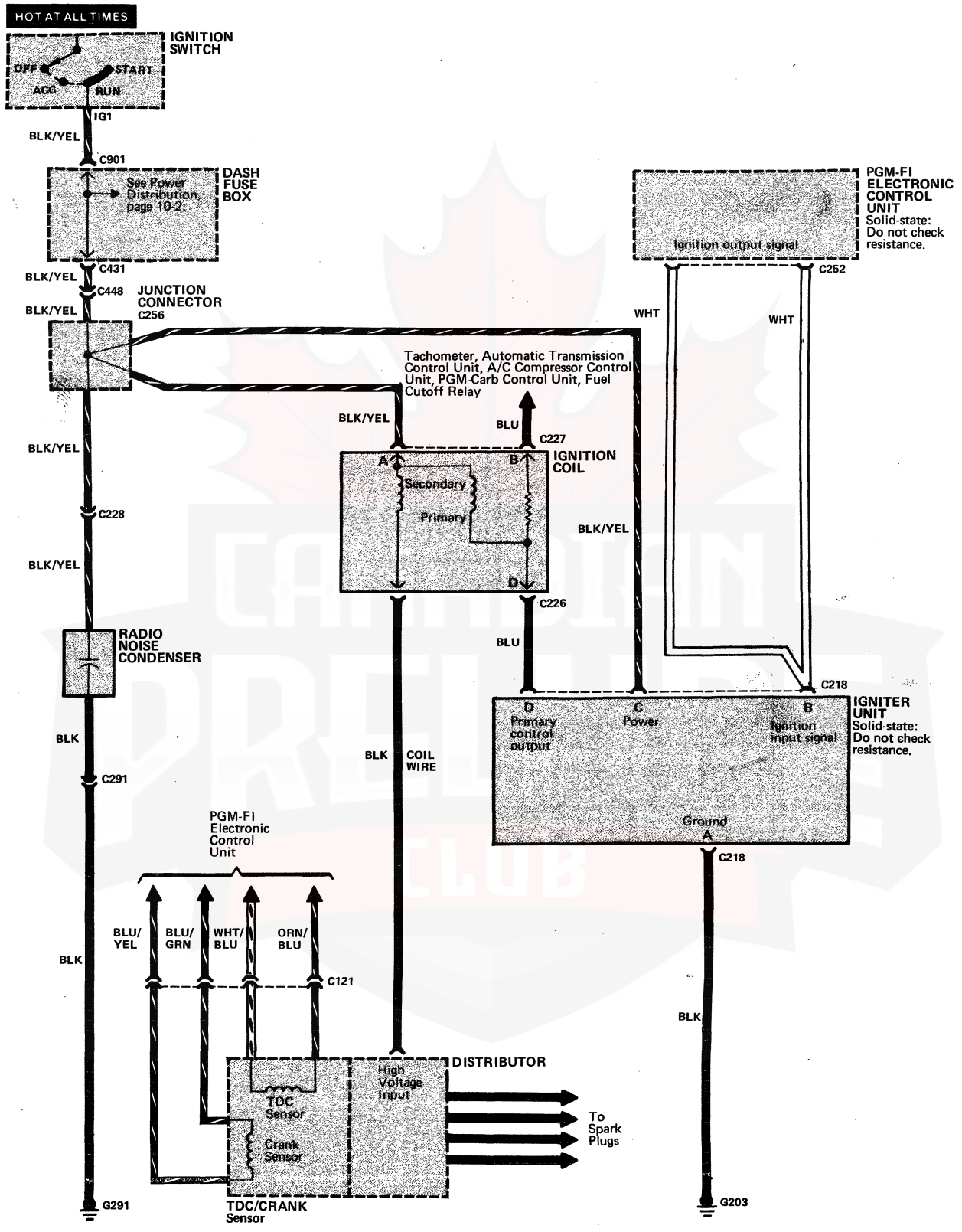
How The Circuit Works

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.

Ignition System: PGM-FI

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Igniter Unit (PGM-FI) 102
Right side of engine compartment

Ignition Coil 15
Right rear of engine compartment

Ignition Switch 87
Right side of steering column, behind steering column covers

PGM-FI Electronic Control Unit 91
Underside of passenger's footrest

Radio Noise Condenser 36
Right rear corner of engine compartment

TDC/Crank Sensor 99
In distributor

C121 (4-WHT) 18
Top right side of engine, near distributor

C226 (2-WHT) 15
On igntion coil

C227 (2-WHT) 15
On ignition coil

C228 (1-BLK) 15
In right rear corner of engine compartment

C252 (20-BLK) 61
On electronic control unit

C256 (4-RED) 58
Behind right side of dash

C291 (1-BLK) 36
Right rear corner of engine compartment

C431 (4-YEL) 72
On rear of dash fuse box

C448 (7-WHT) 73
Under right side of dash

C901 (7-WHT) 80
On front of dash fuse box

G203 16
On right rear of engine compartment

G291 (PGM-CARB) 110
On underside of distributor

G291 (PGM-FI) 46
On rear of distributor

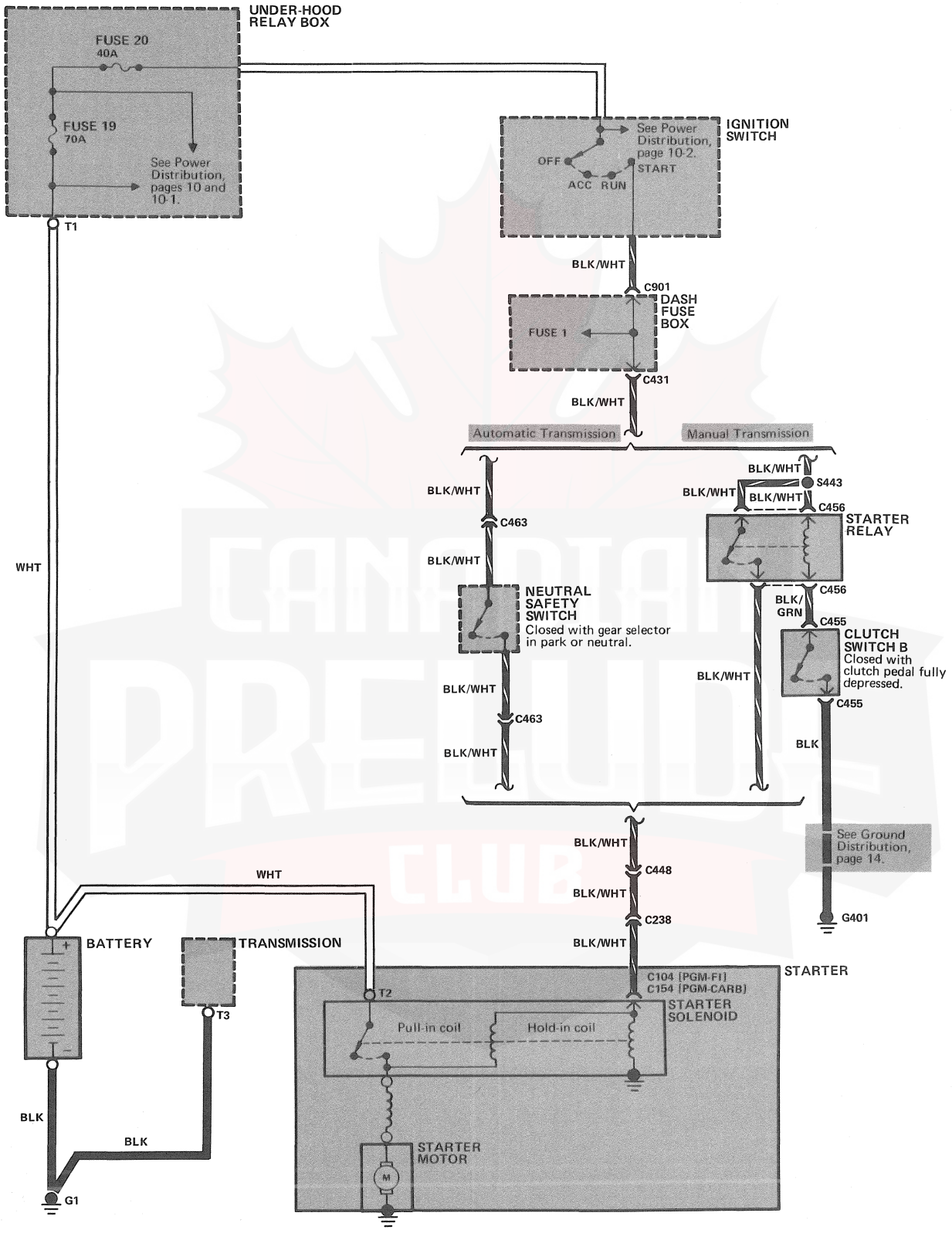
How The Circuit Works

With the ignition switch in RUN or START, voltage is applied to the ignition coil. 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.

Starting System

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Clutch Switch B 86
Above clutch pedal support

Dash Fuse Box 70
Behind left side of dash

Ignition Switch 87
Right side of steering column, behind steering column covers

Neutral Safety Switch 60
Base of gear selector lever

Starter 41
Lower right front of engine

Starter Relay
Behind left side of dash, on relay holder

Under-Hood Relay Box 102
Right side of engine compartment

C238 (8-WHT) 56
Right side of engine compartment

C429 (3-YEL) 72
On rear of dash fuse box

C431 (4-YEL) 72
On rear of dash fuse box

C448 (7-WHT) 73
Under right side of dash

C463 (2-WHT) 60
On center of floor, near gear selector

C901 (7-WHT) 80
On front of dash fuse box

G1 83
Lower right front of engine compartment, on frame

G401 74
Behind top center of dash

T1 11
In under-hood relay box

T2
On starter solenoid

T3 14
On lower right front of transmission

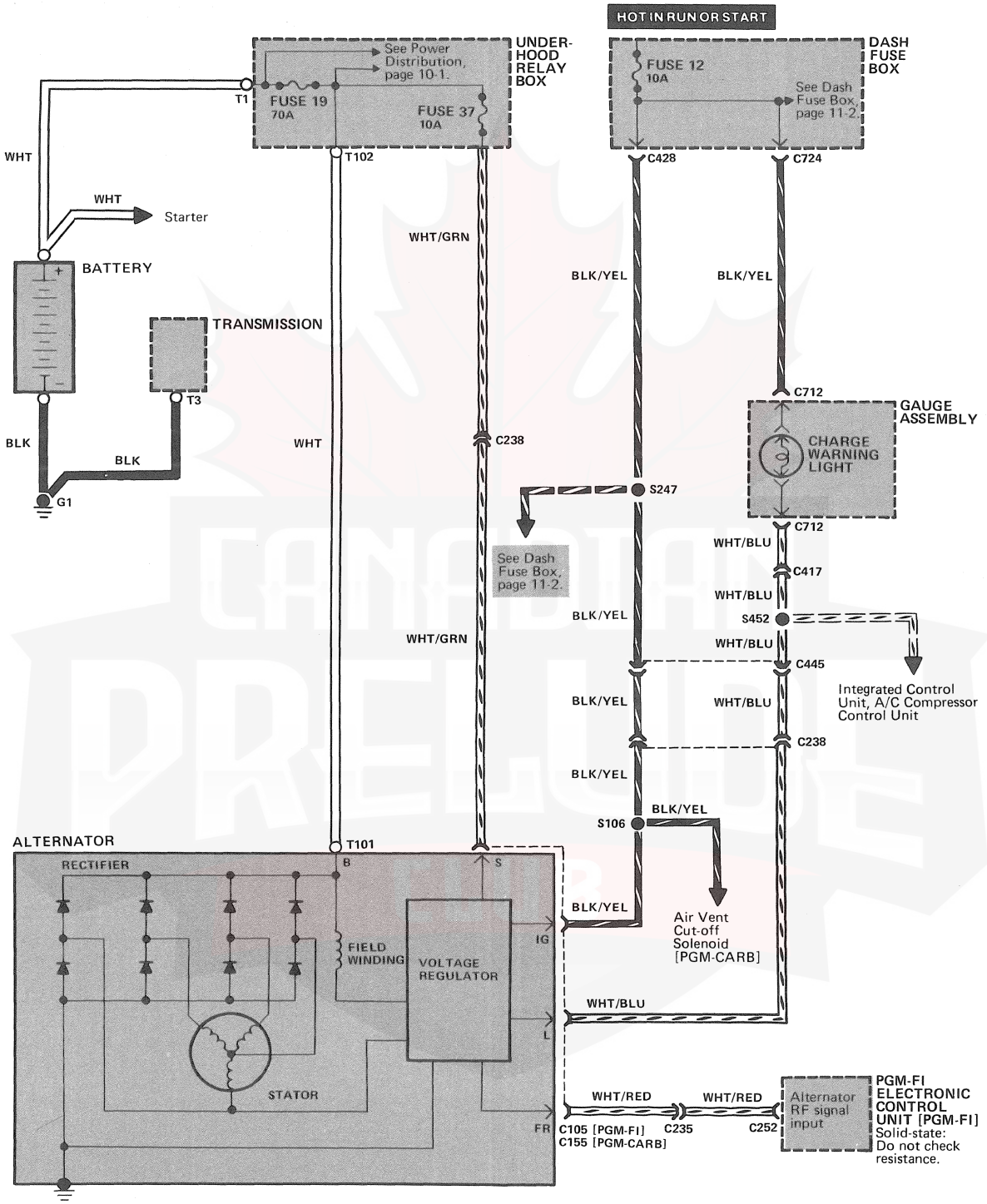
How The Circuit Works

Voltage is applied at all times from the positive battery terminal to the ignition switch and the normally open starter solenoid contacts. When the ignition switch is turned to START and the neutral safety switch (automatic transmission) is closed, voltage is applied to the starter solenoid coil. The starter solenoid coil energizes, the starter solenoids contacts close, and voltage is applied to the starter motor: The starter motor engages to start the engine.

With a manual transmission voltage is applied to the starter relay coil when the ignition switch is turned to start and clutch switch B is closed, the starter relay coil energizes the starter relay contacts allowing voltage to be applied to the starter solenoid coil which energizes the starter solenoid contacts. Voltage is then applied to the starter and engaging it to start the engine.

Charging System

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Alternator 17
Left front of engine

Dash Fuse Box 70
Behind left side of dash

PGM-FI Electronic Control Unit 91
Underside of passenger's footrest

Under-Hood Relay Box 102
Right side of engine compartment

C105 (4-WHT) 109
On alternator

C155 (3-WHT) 109
On alternator

C235 (14-WHT) 16
Right rear corner of engine compartment

C238 (8-WHT) 56
Right side of engine compartment

C252 (20-BLK) 61
On electronic control unit

C417 (24-WHT) 78
Under left side of dash, right of steering column

C428 (14-YEL) 72
On rear of dash fuse box

C445 (22-WHT) 112
Under right side of dash

C712 (14-YEL) 107
On rear of gauge assembly

G1 83
Lower right front of engine compartment, on frame

T1 11
In under-hood relay box

T3 14
On lower right front of transmission

T101 109
On alternator

T102 96
In under-hood relay box

How The Circuit Works

The alternator supplies DC voltage to operate the vehicle's electrical systems and to recharge its battery. The output of the alternator is controlled by the built-in voltage regulator.

When you first move the ignition switch to RUN, before the engine is started, voltage is applied to the charge warning light through fuse 12. The charge warning light is grounded through terminal L of the alternator, and it goes on.

With the engine running and the alternator operating normally, voltage is still applied to the charge warning light through fuse 12 but now voltage is also applied from the alternator (terminal L). With equal voltage on both sides of the charge warning light, the light does not go on.

When the engine is running and the alternator is not charging, the charge warning light is grounded through the alternator (terminal L): The charge warning light goes on to warn the driver that the alternator is not charging properly.

Charging System

Quick Checks

1. Check that the battery is not damaged by observing the case for cracks or loose posts.
2. Check that the battery is fully charged by observing the battery indicator:

   Blue or Green — OK
   Red — add distilled water
   Clear — needs charging

Note: If battery indicator is Red or Clear, see Section 23 of the Service Manual for battery test procedures.

3. Check fuses 12, 19 and 37 by visual inspection.
4. Check alternator belt tension. See Section 23 of the Service Manual for alternator belt adjustment.
5. Refer to Section 11 of the Service Manual for Alternator FR Signal test procedures.

Troubleshooting

Symptom	Troubletree
Charge warning light does not light with the ignition switch in RUN.	A
Battery is undercharged or charge warning light is ON with engine running.	B
Interior and exterior lights intensify or dim depending on engine rpm.	C

Troubletree A

Charge warning light does not light with ignition switch in RUN.

Turn the ignition switch off.

Disconnect alternator connector C105 or C155.

Connect fused jumper between the WHT/BLU wire terminal of connector and ground.

Turn the ignition switch to RUN.

Is charge warning light on?

YES → Z

(To page 22-6)

NO

Check for a defective:
- fuse 9
- charge warning bulb
- BLK/YEL wire between dash fuse box and gauge assembly
- WHT/BLU wires between gauge assembly and alternator
- dash function box
- gauge assembly

(cont'd)

Charging System

Troubleshooting (cont'd)

Troubletree B

Battery is undercharged or charge warning light is on with engine running.

Start engine and run at 1500 RPM.

Measure the voltage between T101 (+) terminal of alternator and ground (–).

Is voltage less than 16 volts?

NO → Replace the regulator. See Section 23 of the Service Manual.

YES

Turn the ignition switch off.

Disconnect alternator connector C105 or C155.

Start engine and let idle.

Is charge warning light on?

YES → Check for a short to ground by disconnecting the following units one at a time until the charge warning light goes out:
1. A/C Compressor Control Unit
2. Integrated Control Unit

If the charge warning light is still on, check/repair the WHT/BLU wires for a short to ground.

NO

Shut engine off and turn the ignition switch to RUN.

Measure the voltage between the T101 (+) terminal of alternator and ground (–).

Is there battery voltage?

NO → – Check/replace Fuse 19
– Check/repair WHT wire between alternator and under-hood relay box.

YES

Measure the voltage between the WHT/GRN wire terminal of C105 or C155 (+) and ground (–).

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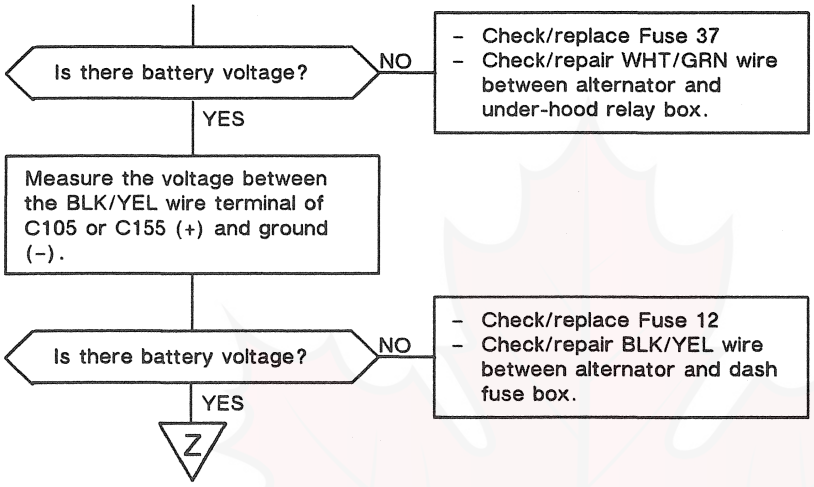

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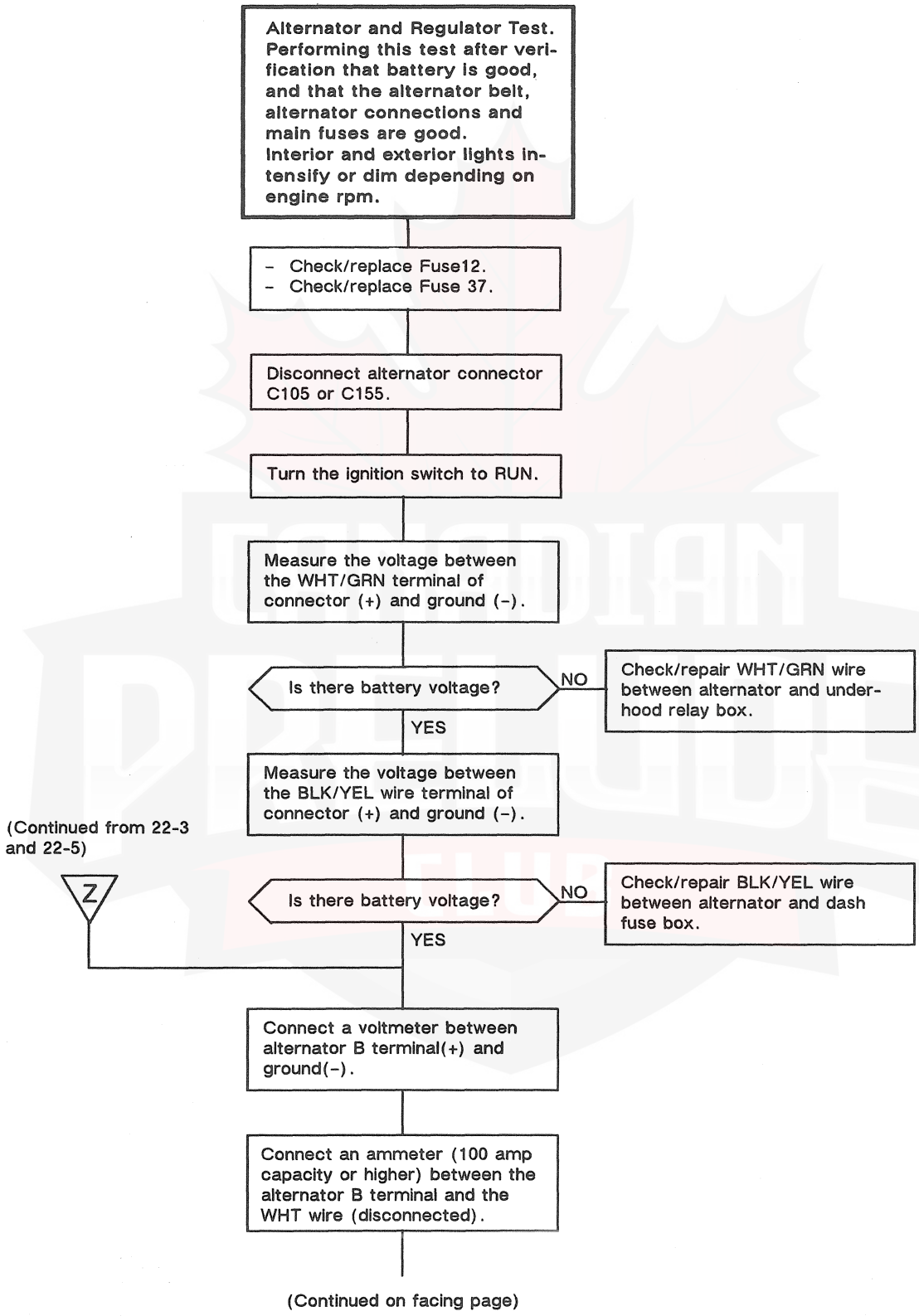
Troubleshooting (cont'd)

Troubletree C



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Start engine and turn on the headlights, blower motor, rear window defogger and other electrical systems until the voltage is below 13.5V. If voltage exceeds 15V, stop engine and replace the voltage regulator. See Section 23 of the Service Manual.

Compare the readings to the chart.

Is output within specification when voltage is between 13.9V and 15.1V?

NO

YES

Turn off all electrical loads.

Measure voltage at 1500 RPM.

Is voltage between 13.9V and 15.1V?

YES → Alternator and regulator are good.

NO

Perform a full field test: Insert a short screwdriver into the brush holder screw hole in the alternator and cover.

With the screwdriver touching the brush screw, ground the screwdriver with a jumper lead to a clean ground.

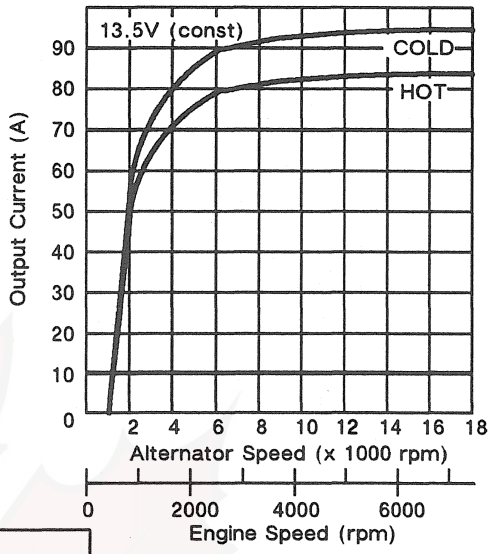
Compare the amperage readings to the chart.

Is the reading within specification?

NO → Replace the alternator. See Section 23 of the Service Manual.

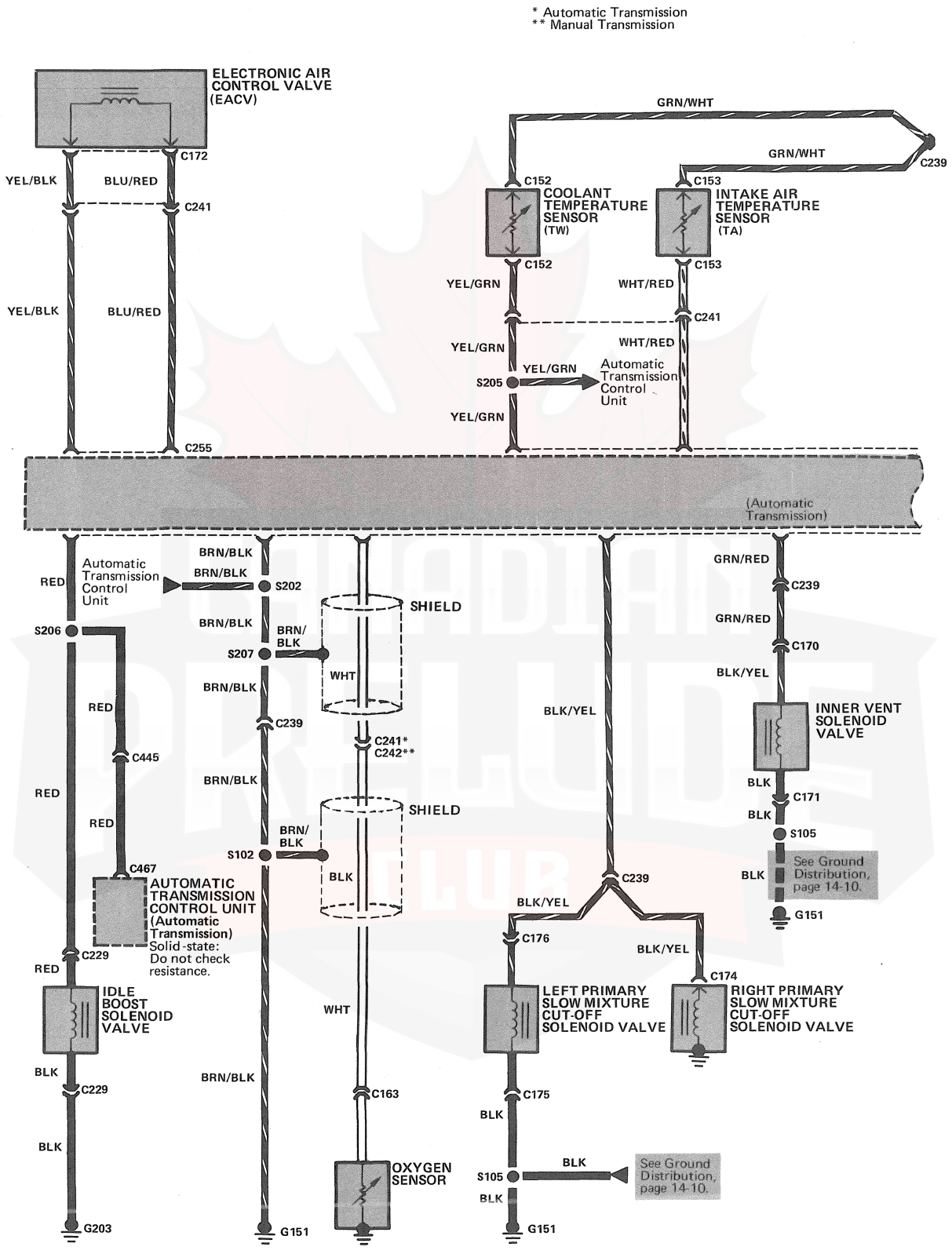
YES

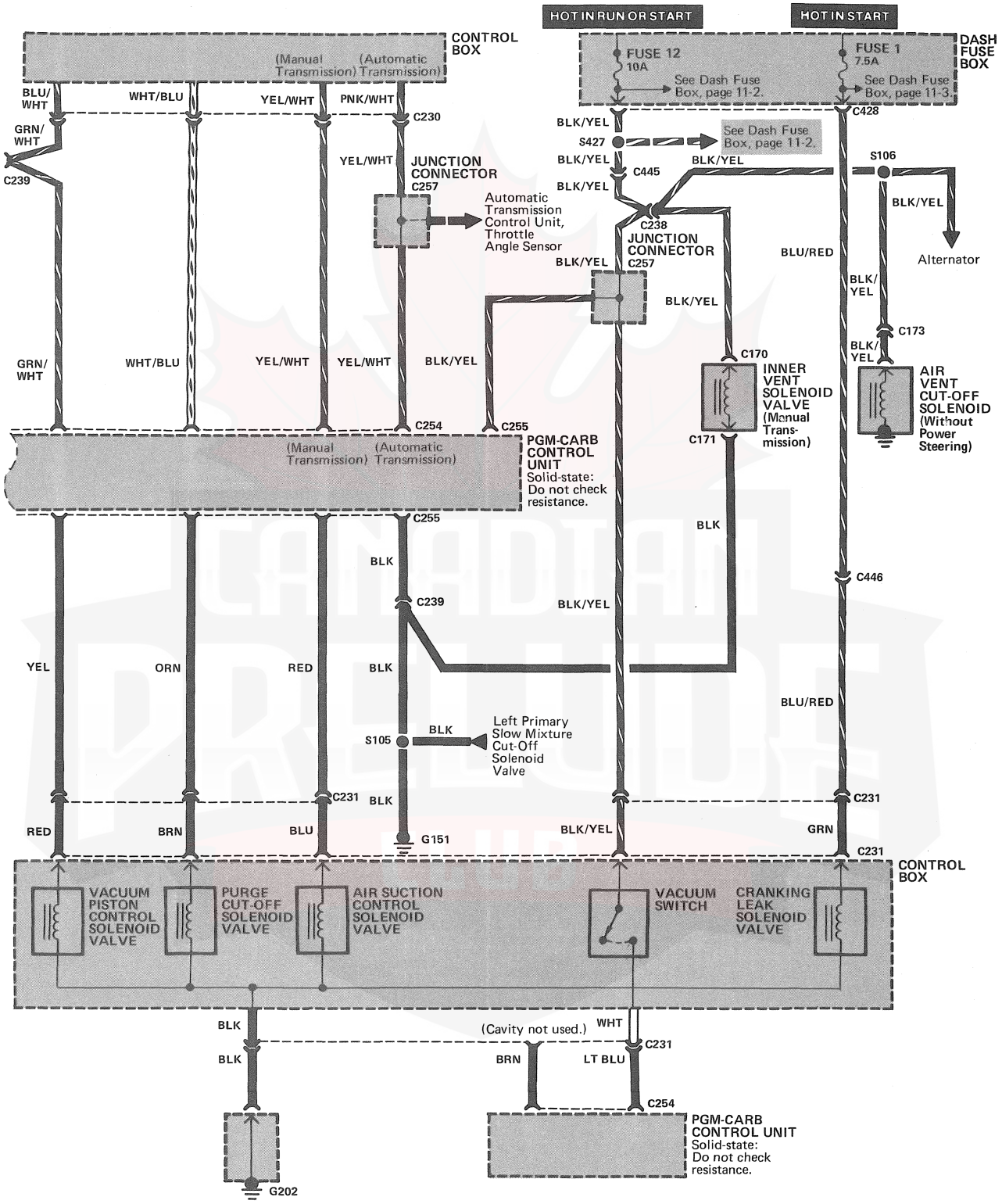
Replace the voltage regulator. See Section 23 of the Service Manual.



PGM-CARB

Circuit Schematic





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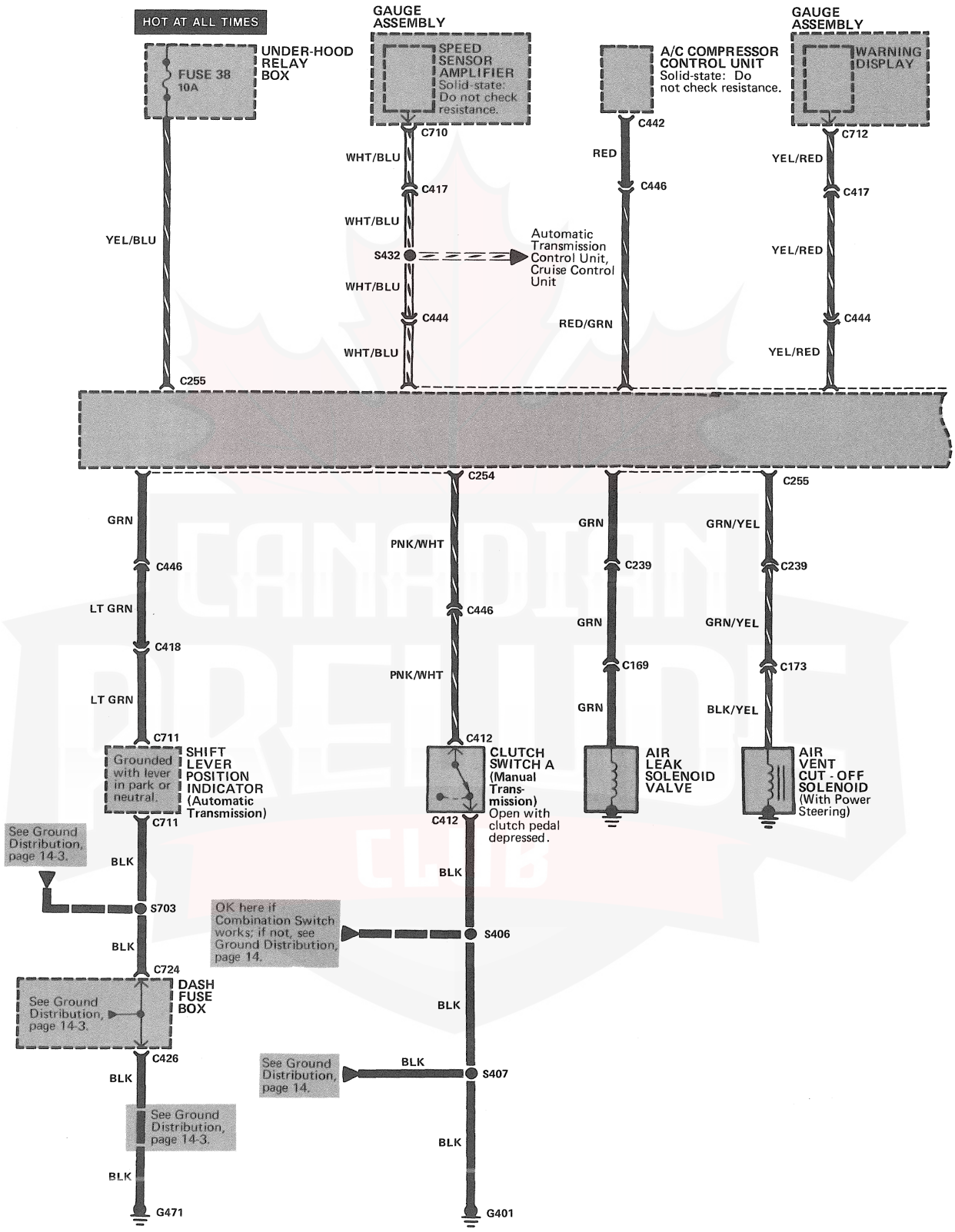
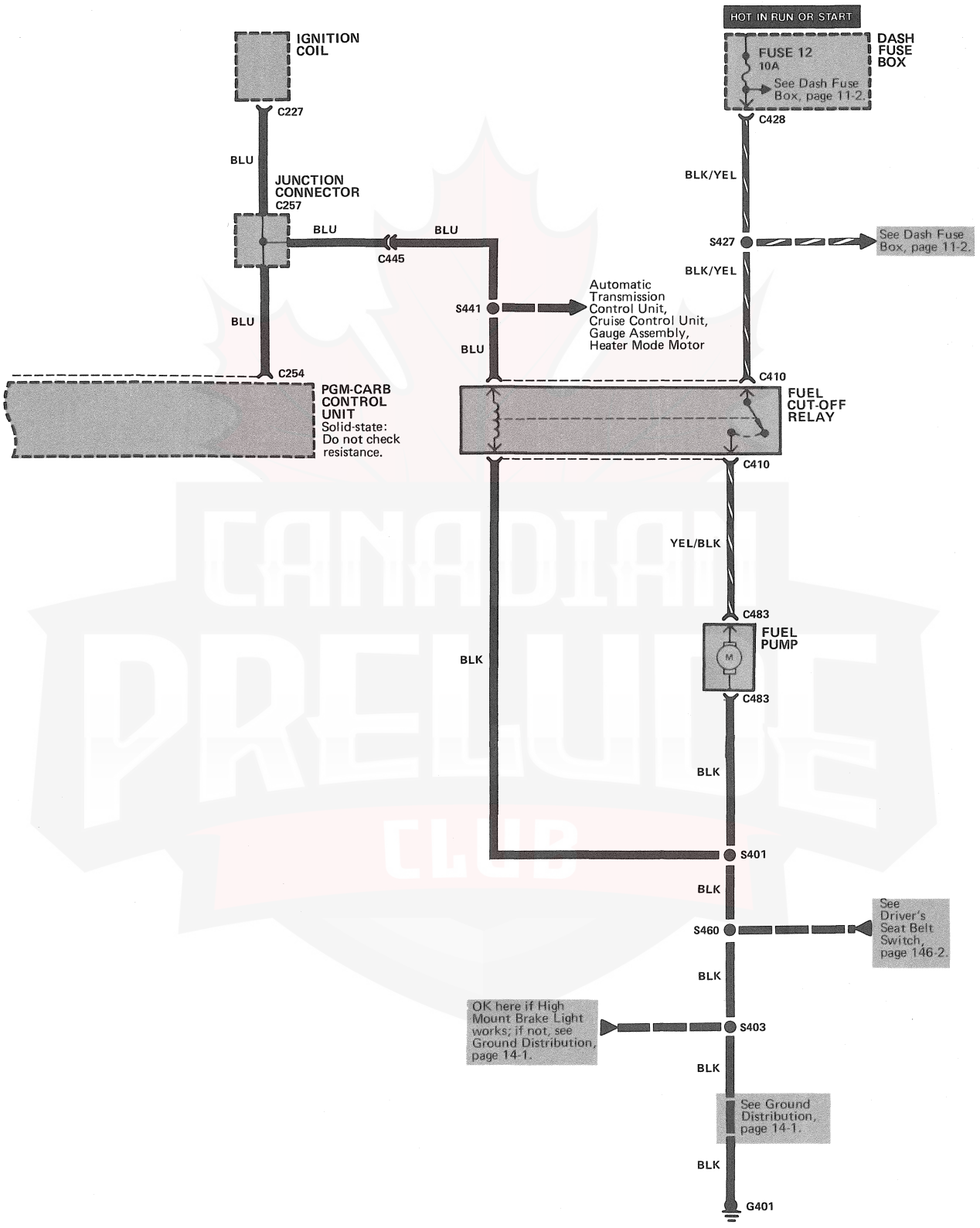
Circuit Schematic (cont'd)





Component Location Index

(Refer to Section 201 for photographs.)

A/C Compressor Control Unit 90
Behind right side of dash

Air Leak Solenoid Valve 49
Center rear of engine compartment

Air Suction Control Solenoid Valve 48
In control box

Air Vent Cut-Off Solenoid
Rear of engine, near carburetors

Automatic Transmission Control Unit 92
Underside of passenger's footrest

Clutch Switch A 86
Top of clutch pedal support

Control Box 36
Right rear of engine compartment

Coolant Temperature Sensor (TW) 97
Top right front of engine

Cranking Leak Solenoid Valve 48
In control box

Cruise Control Unit 62
On left kick panel

Dash Fuse Box 70
Behind left side of dash

Electronic Air Control Valve (EACV) (PGM-CARB) 50
Top right of engine

Fuel Cut-Off Relay 100
Behind left side of dash, on left side of dash fuse box

Fuel Pump
In fuel tank

Idle Boost Solenoid Valve 105
Right rear of engine compartment, on firewall

Ignition Coil 15
Right rear of engine compartment

Inner Vent Solenoid Valve 49
Center rear of engine compartment

Intake Air Temperature (TA) Sensor (PGM-CARB) 84
Top rear of engine

Left Primary Slow Mixture Cut-Off Solenoid Valve
On left carburetor

Oxygen Sensor 53
Lower front of engine

PGM-CARB Control Unit 68
Behind right side of dash

Purge Cut-Off Solenoid Valve 104
In control box

Right Primary Slow Mixture Cut-Off Solenoid Valve 49
On right carburetor

Speed Sensor Amplifier 107
On rear of gauge assembly

Under-Hood Relay Box 102
Right side of engine compartment

Vacuum Piston Control Solenoid Valve 48
In control box

Vacuum Switch 104
In control box

C163 (1-WHT) 53
Lower front of engine

C169 (1-BLK) 49
Top right rear of engine

C170 (1-BLK) 49
Top right rear of engine

C171 (1-BLK) 49
Top right rear of engine

C174
Lower left rear of engine compartment

C175 (1-BLK)
Lower right rear of engine

C176 (1-BLK)
Lower right rear of engine

C227 (2-WHT) 15
On ignition coil

C230 (3-WHT) 115
On front of control box

C231 (8-WHT) 115
Left rear corner of engine compartment, near control box

C238 (8-WHT) 56
Right side of engine compartment

C239 (7-WHT) 56
Right side of engine compartment

C241 (6-YEL) 56
Right side of engine compartment

C242 (1-WHT)
Right side of engine compartment

C254 (16-YEL) 68
On PGM-CARB control unit

C255 (16-BLU) 68
On PGM-CARB control unit

C257 (20-GRN) 58
Behind right side of dash

C417 (24-WHT) 78
Under left side of dash, right of steering column

C418 (10-BLU) 78
Under left side of dash, right of steering column

C426 (7-YEL) 72
On rear of dash fuse box

C428 (14-YEL) 72
On rear of dash fuse box

C444 (4-WHT) 112
Under right side of dash

C445 (22-WHT) 112
Under right side of dash

C446 (23-GRN) 73
Under right side of dash

C467 (18-WHT) 92
On automatic transmission control unit

C710 (7-WHT), C711 (10-WHT) 81
On rear of gauge assembly

C712 (14-YEL) 107
On rear of gauge assembly

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

G151 110
On top right front of engine

G202 12
Right side of engine compartment

G203 16
On right rear of engine compartment

G401 74
Behind top center of dash

G471 20
Behind right side of rear seat

How The Circuit Works

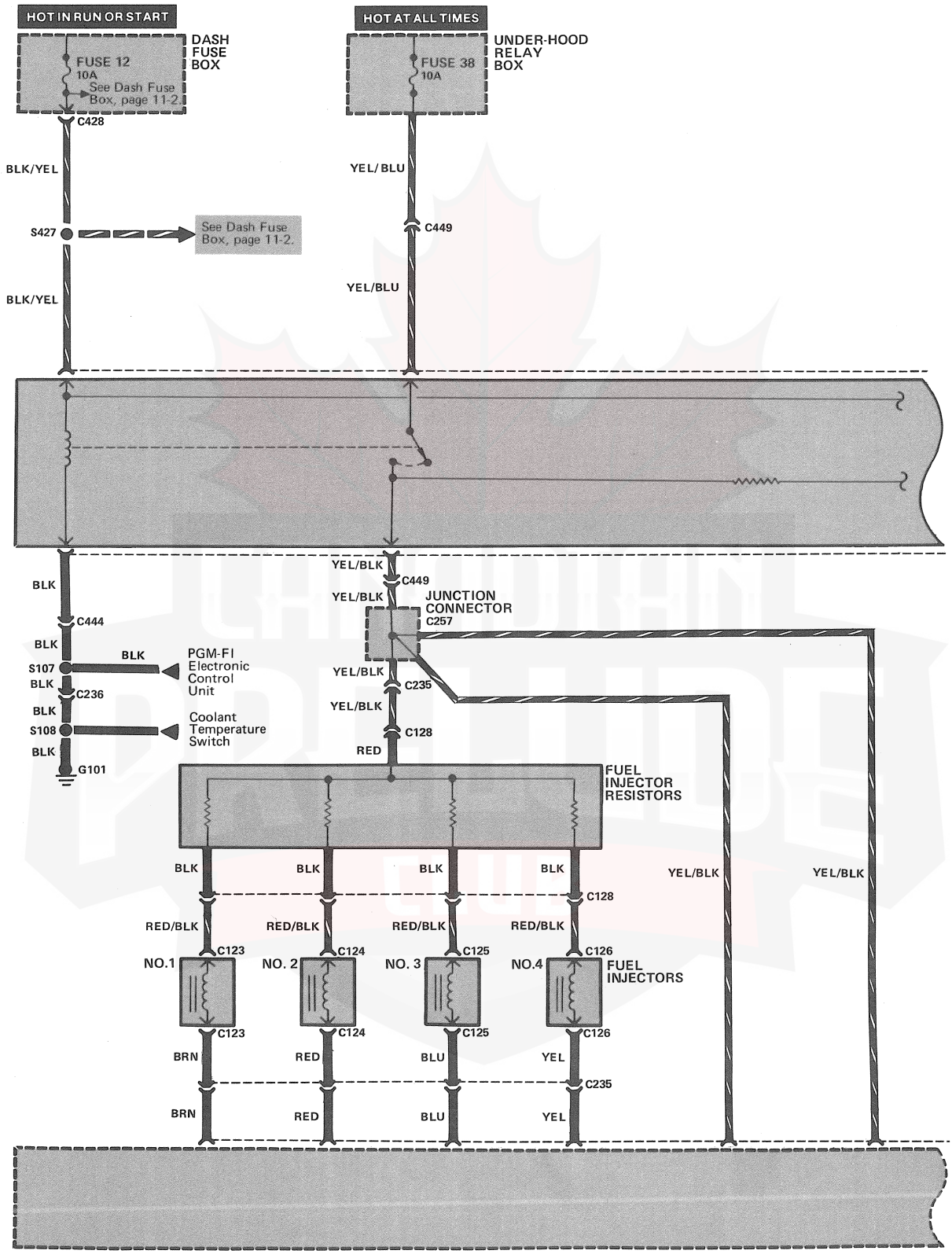
The PGM-CARB system provides the correct air-fuel ratio based on engine speed and absolute pressure in the manifold.

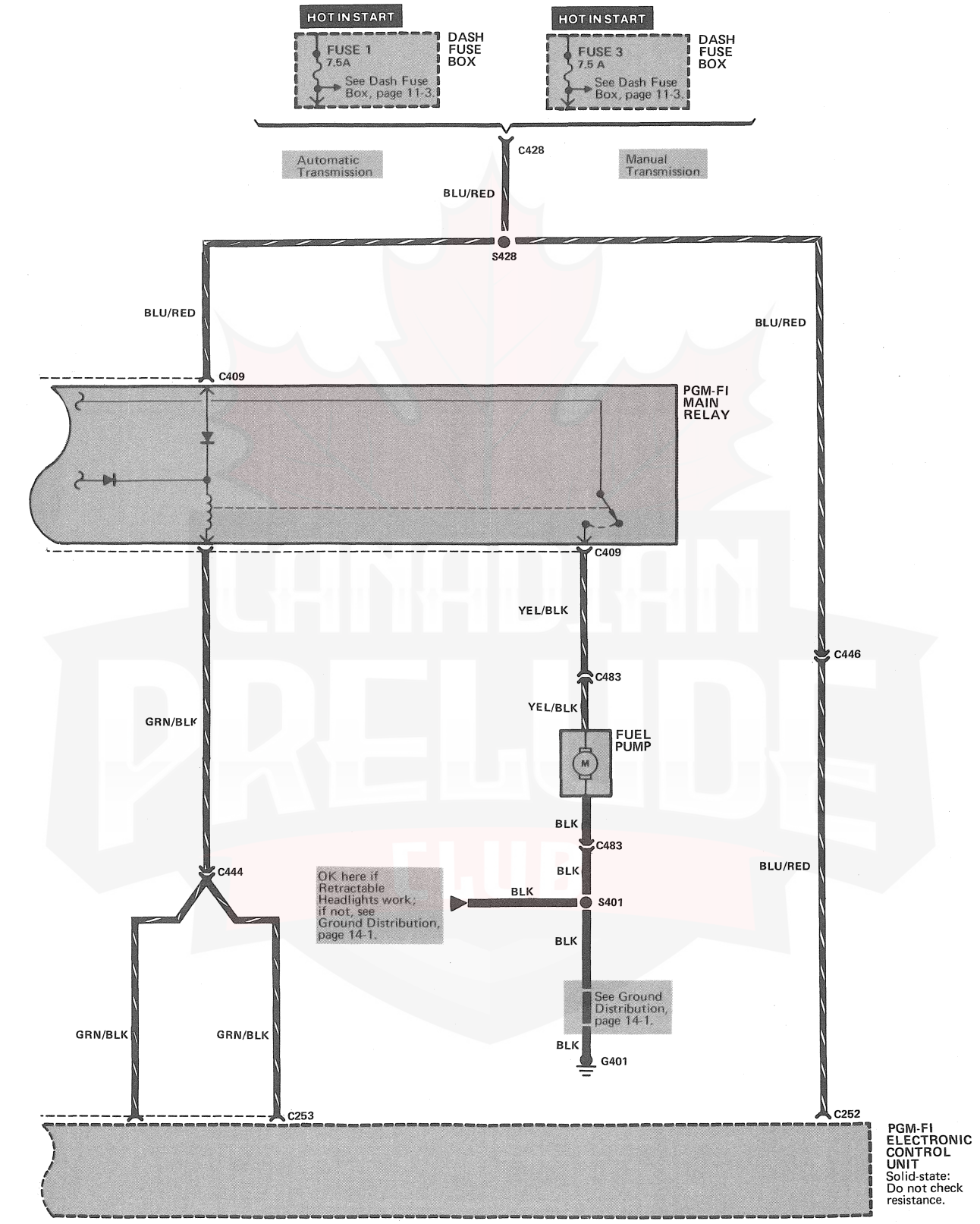
The electronic control unit and various sensors provide extremely accurate control of air-fuel mixture under all operating conditions.

See Section 11 of the Service Manual for circuit description and troubleshooting procedures.

PGM-FI

Circuit Schematic





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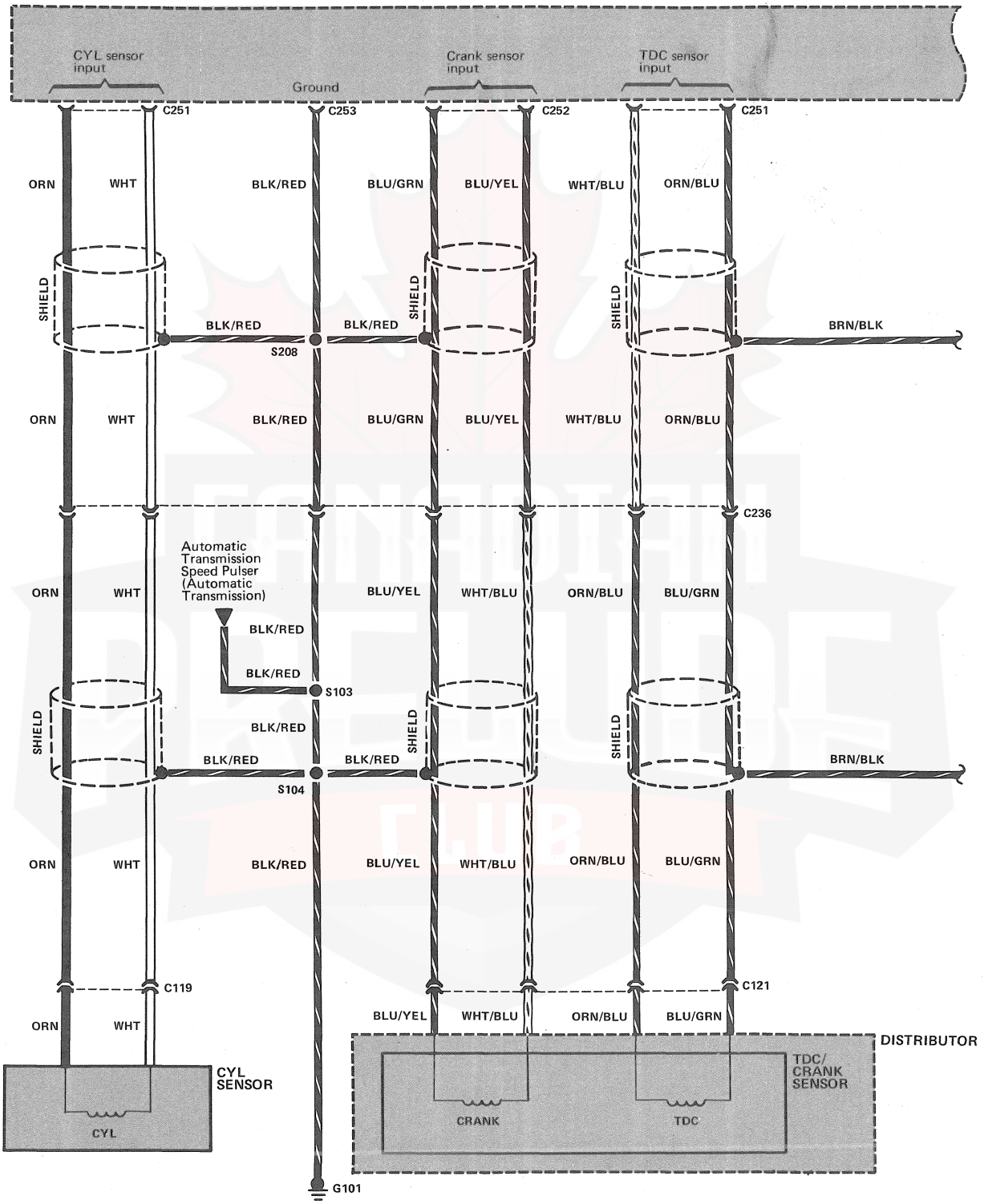
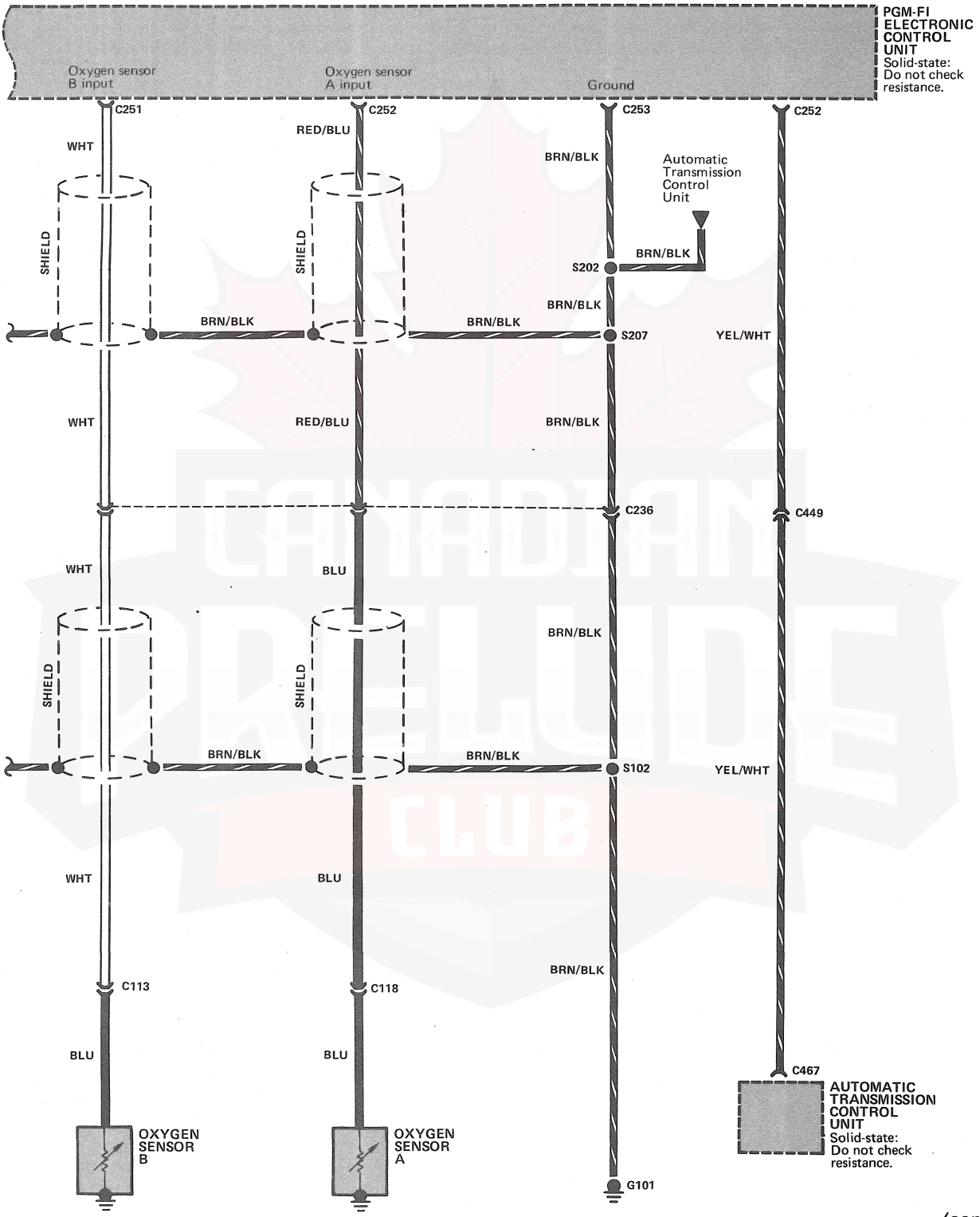
Circuit Schematic (cont'd)





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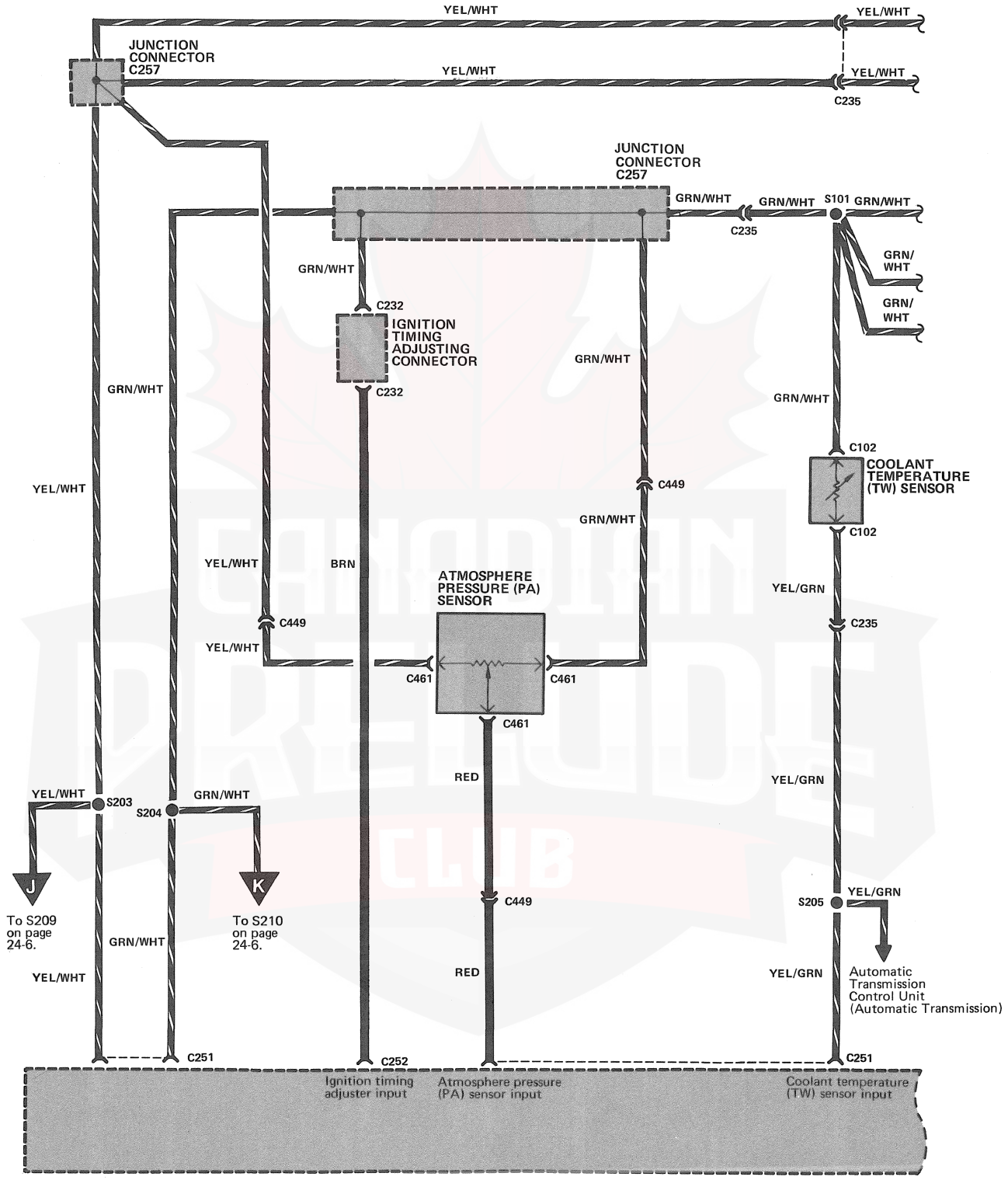
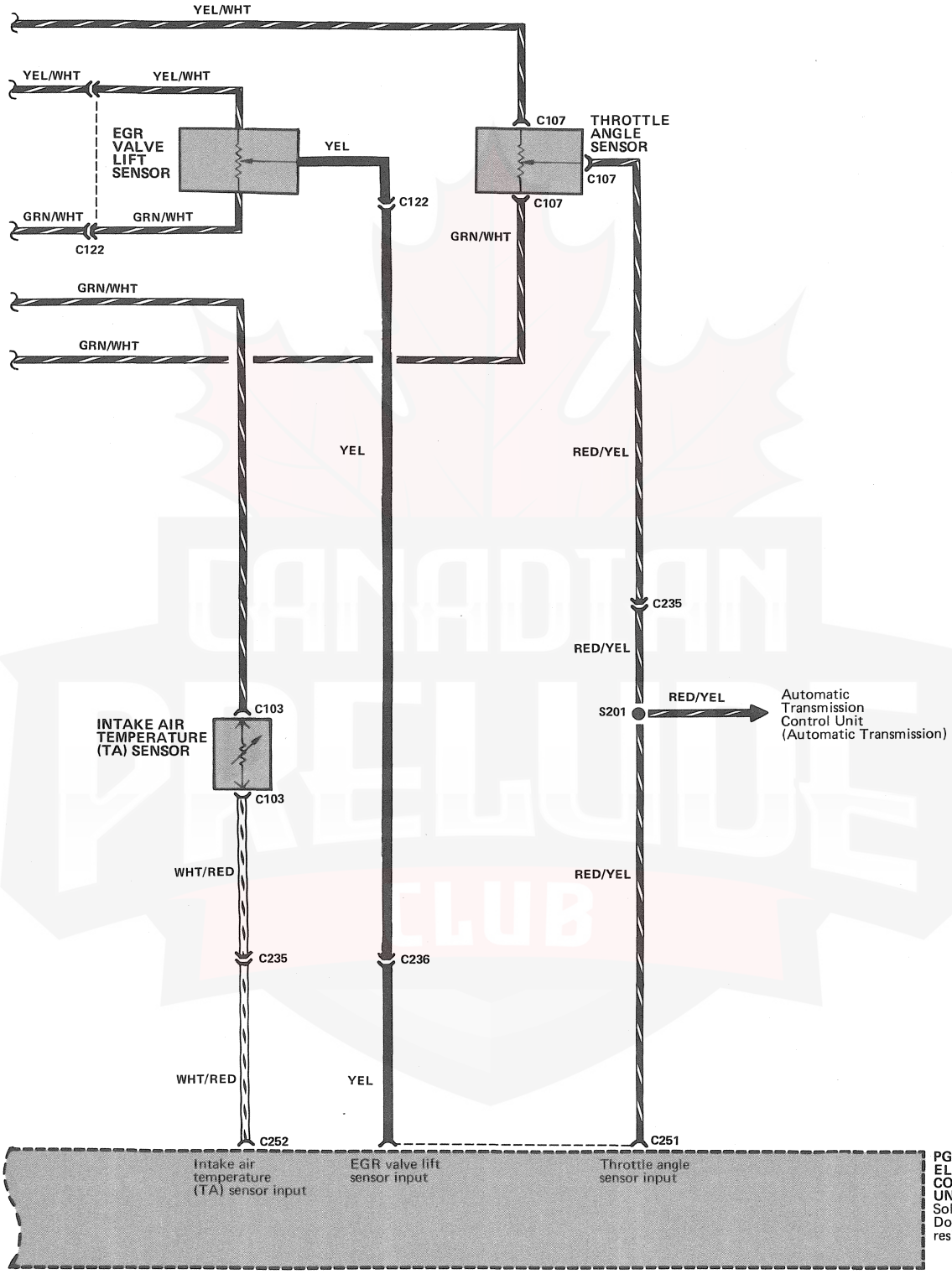
Circuit Schematic (cont'd)





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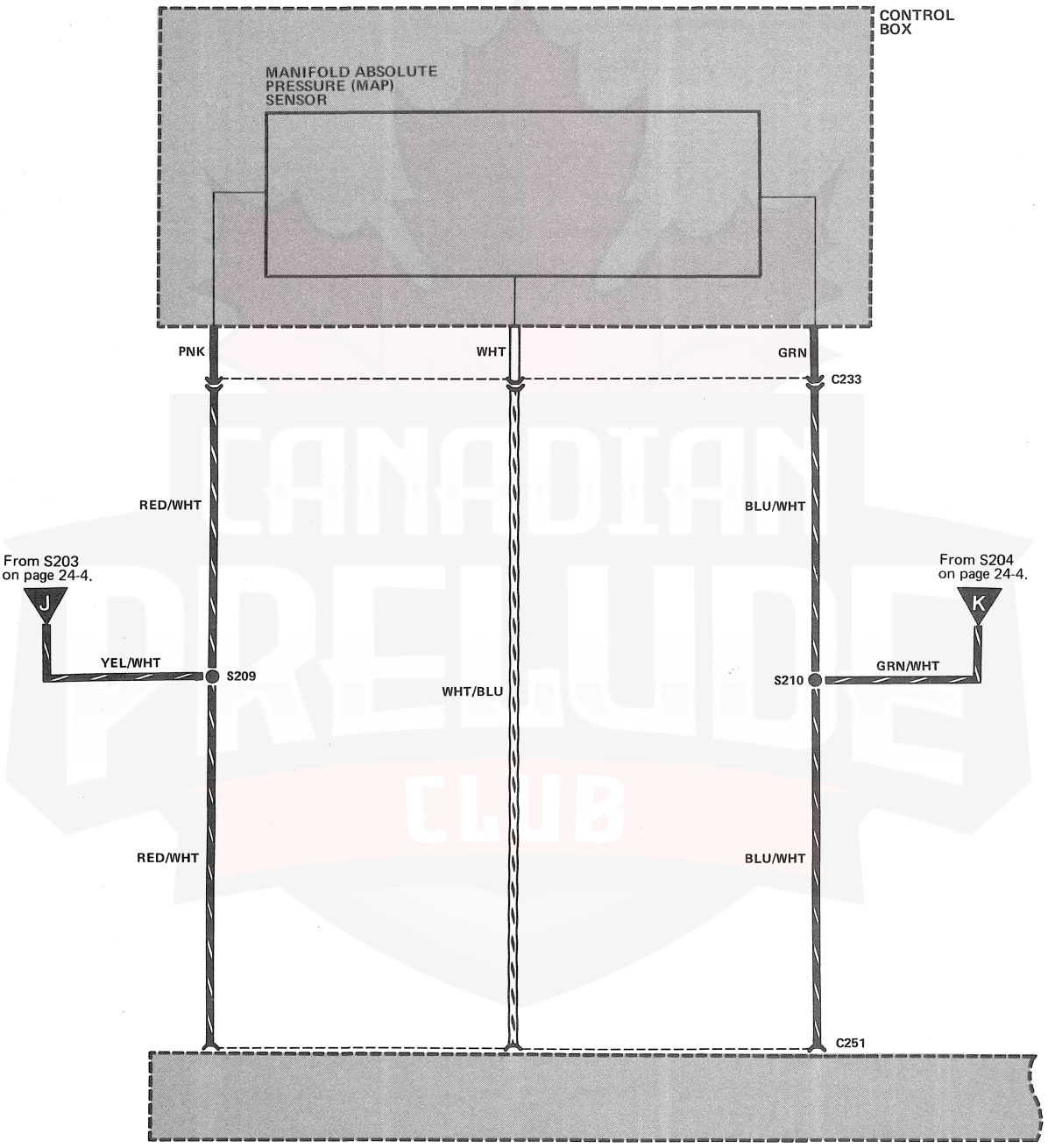
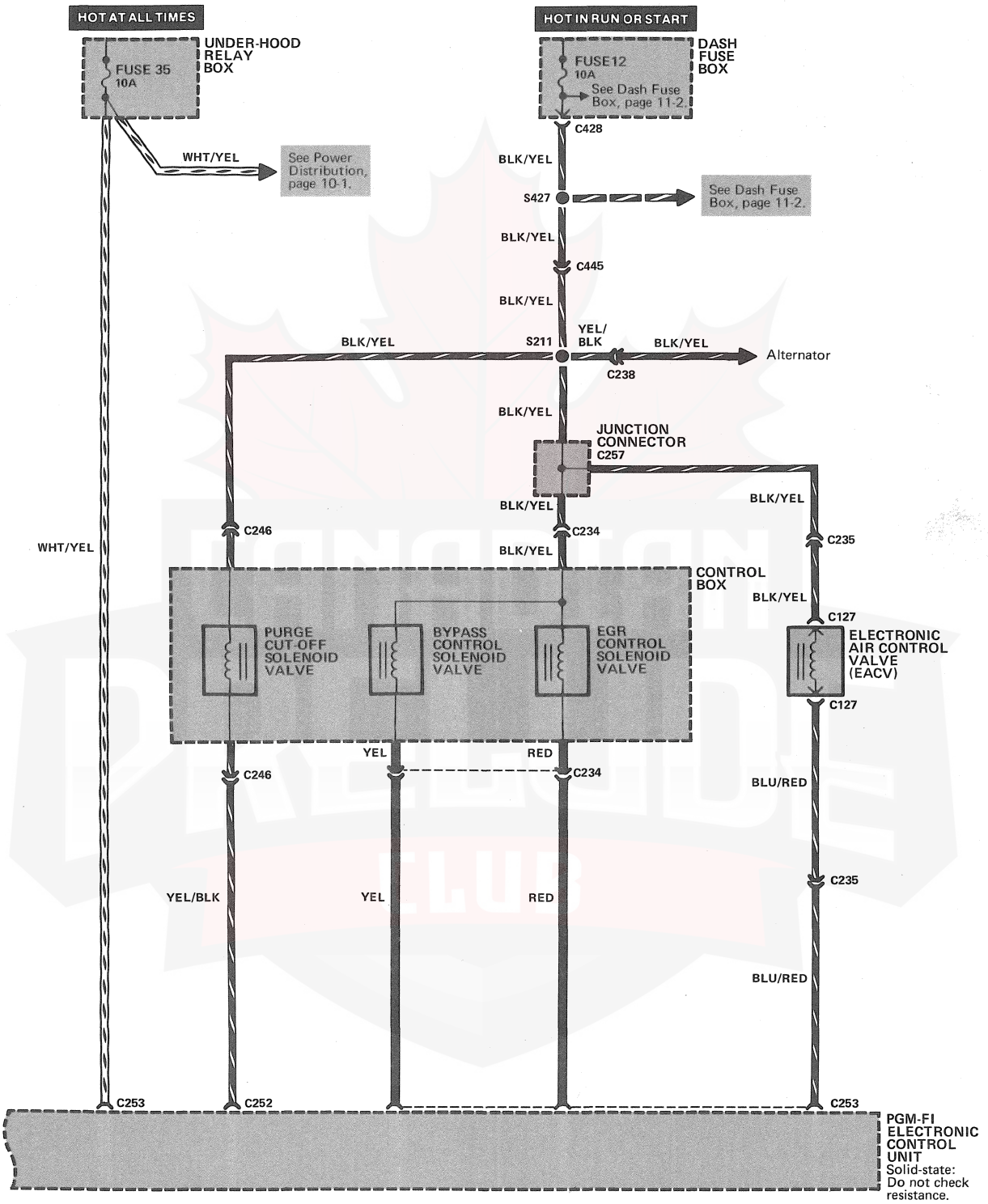
Circuit Schematic (cont'd)





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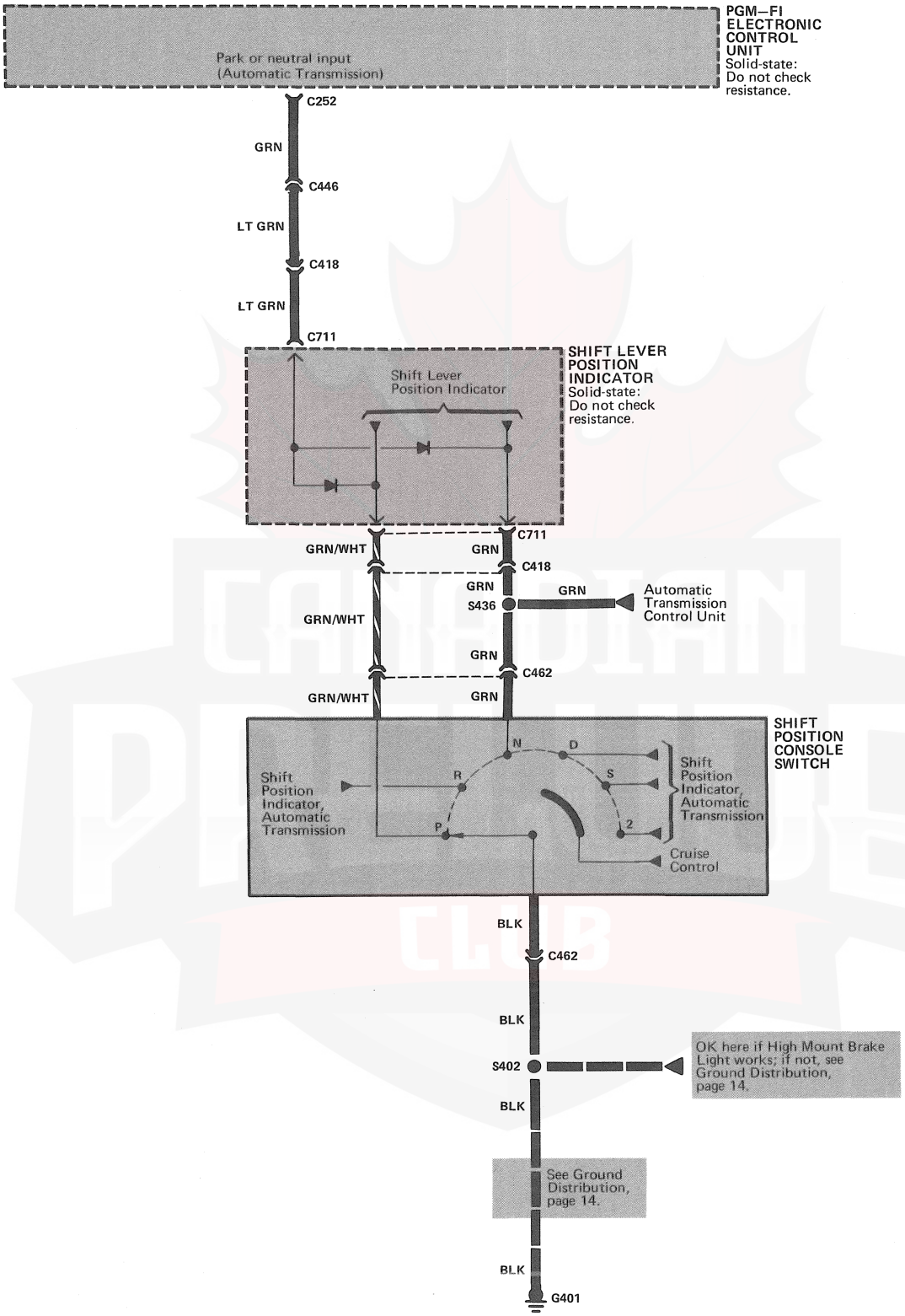
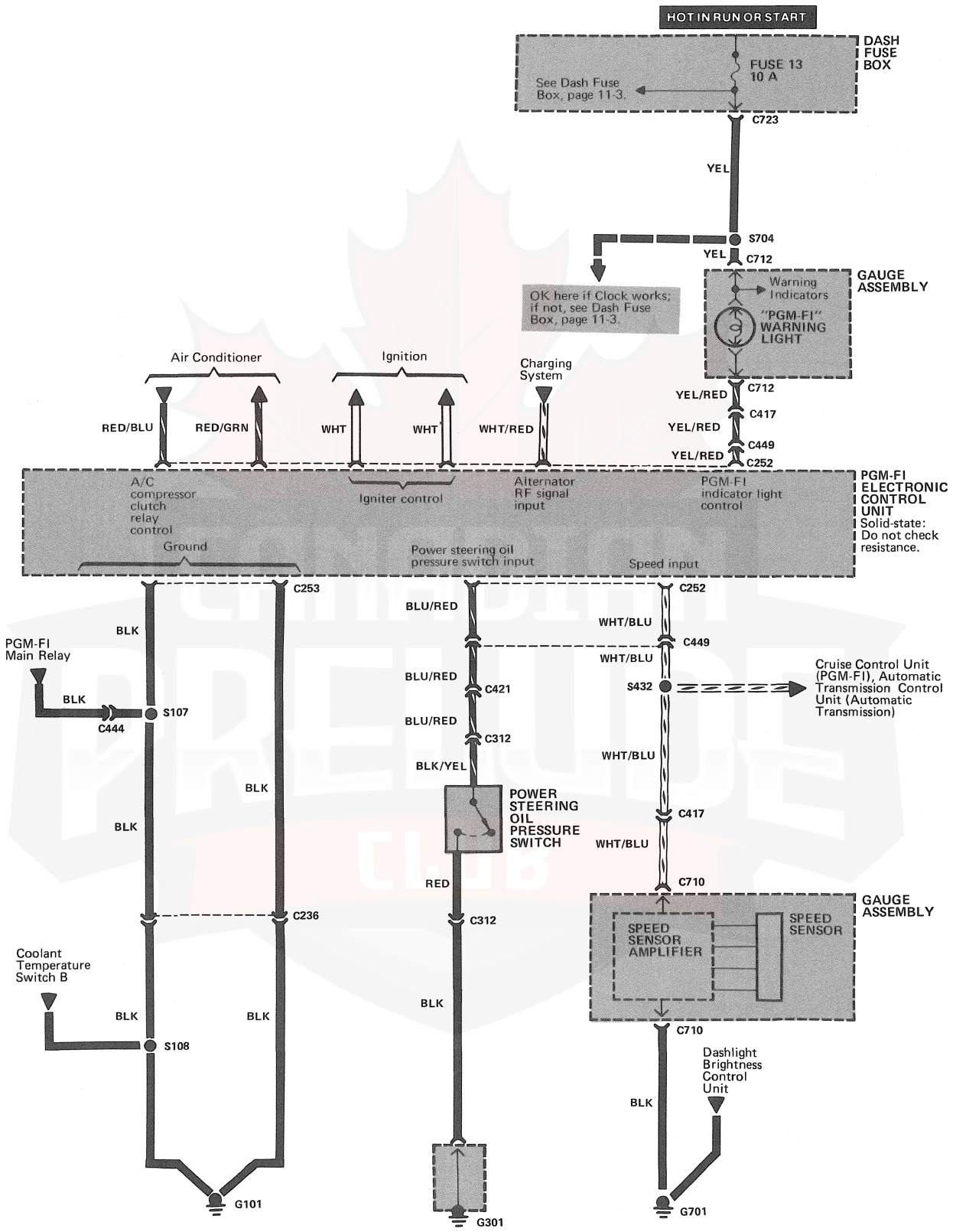
Circuit Schematic (cont'd)





Component Location Index

(Refer to Section 201 for photographs.)

Atmosphere Pressure (PA) Sensor 91
Underside of passenger's footrest

Automatic Transmission Control Unit 92
Underside of passenger's footrest

Bypass Control Solenoid Valve 37
In control box

Control Box 36
Right rear of engine compartment

Coolant Temperature Sensor (TW) 97
Top right front of engine

CYL Sensor 39
Upper right end of engine

Dash Fuse Box 70
Behind left side of dash

Distributor 99
Top right side of engine

EGR Control Solenoid Valve 37
In control box

EGR Valve Lift Sensor 18
Top right rear of engine

Electronic Air Control Valve (EACV) (PGM-FI) . . 40
Top of engine

Fuel Injector Resistors 101
Center rear of engine compartment, on firewall

Fuel Injectors 40
Top of engine, in intake manifold

Fuel Pump
In fuel tank

Ignition Timing Adjusting Connector 16
In right rear corner of engine compartment

Intake Air Temperature (TA) Sensor (PGM-FI) . . 45
Left rear of engine

Main Relay 100
Behind left side of dash, on left side of dash fuse box

Manifold Absolute Pressure (MAP) Sensor 37
In control box

Oxygen Sensor A 7
Center front of engine, on exhaust manifold

Oxygen Sensor B 7
Center front of engine, on exhaust manifold

PGM-FI Electronic Control Unit 91
Underside of passenger's footrest

Power Steering Oil Pressure Switch 44
Lower left rear of engine compartment

Shift Position Console Switch 60
In console, below shift lever

Speed Sensor Amplifier 107
On rear of gauge assembly

TDC/Crank Sensor 99
In distributor

Throttle Angle Sensor (PGM-FI) 43
Top rear of engine

Under-Hood Relay Box 102
Right side of engine compartment

C113 (1-WHT) 7
Center front of engine

C118 (1-GRN) 7
Center front of engine

C119 (2-WHT) 39
Top right side of engine

C121 (4-WHT) 18
Top right side of engine, near distributor

C122 (3-WHT) 18
Top right side of engine, near distributor

C128 (6-WHT) 101
Left rear of engine compartment, on firewall

C232 (2-WHT) 16
Right rear corner of engine compartment

C233 (3-WHT) 16
Right rear corner of engine compartment

C234 (4-WHT) 36
Right rear corner of engine compartment

C235 (14-WHT) 16
Right rear corner of engine compartment

C236 (14-WHT) 16
Right rear corner of engine compartment

C238 (8-WHT) 56
Right side of engine compartment

C251 (16-BLK) 61
On electronic control unit

C252 (20-BLK) 61
On electronic control unit

C253 (17-WHT) 61
On electronic control unit

C257 (20-GRN) 58
Behind right side of dash

C312 (2-GRN) 2
Left rear of engine compartment, on strut tower

C417 (24-WHT) 78
Under left side of dash, right of steering column

C418 (10-BLU) 78
Under left side of dash, right of steering column

C421 (20-WHT) 71
Behind left kick panel

C428 (14-YEL) 72
On rear of dash fuse box

C444 (4-WHT) 112
Under right side of dash

C445 (22-WHT) 112
Under right side of dash

C446 (23-GRN) 73
Under right side of dash

C449 (18-WHT) 112
Under right side of dash

C462 (10-WHT) 60
On center of floor, near gear selector

C467 (18-WHT) 92
On automatic transmission control unit

C710 (7-YEL) 81
On rear of gauge assembly

C711 (10-WHT) 81
On rear of gauge assembly

C712 (14-YEL) 107
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

G101 8
On top right side of engine

G301 114
Left front corner of engine compartment

G401 74
Behind top center of dash

G701 75
Behind center dash, on center frame

How The Circuit Works

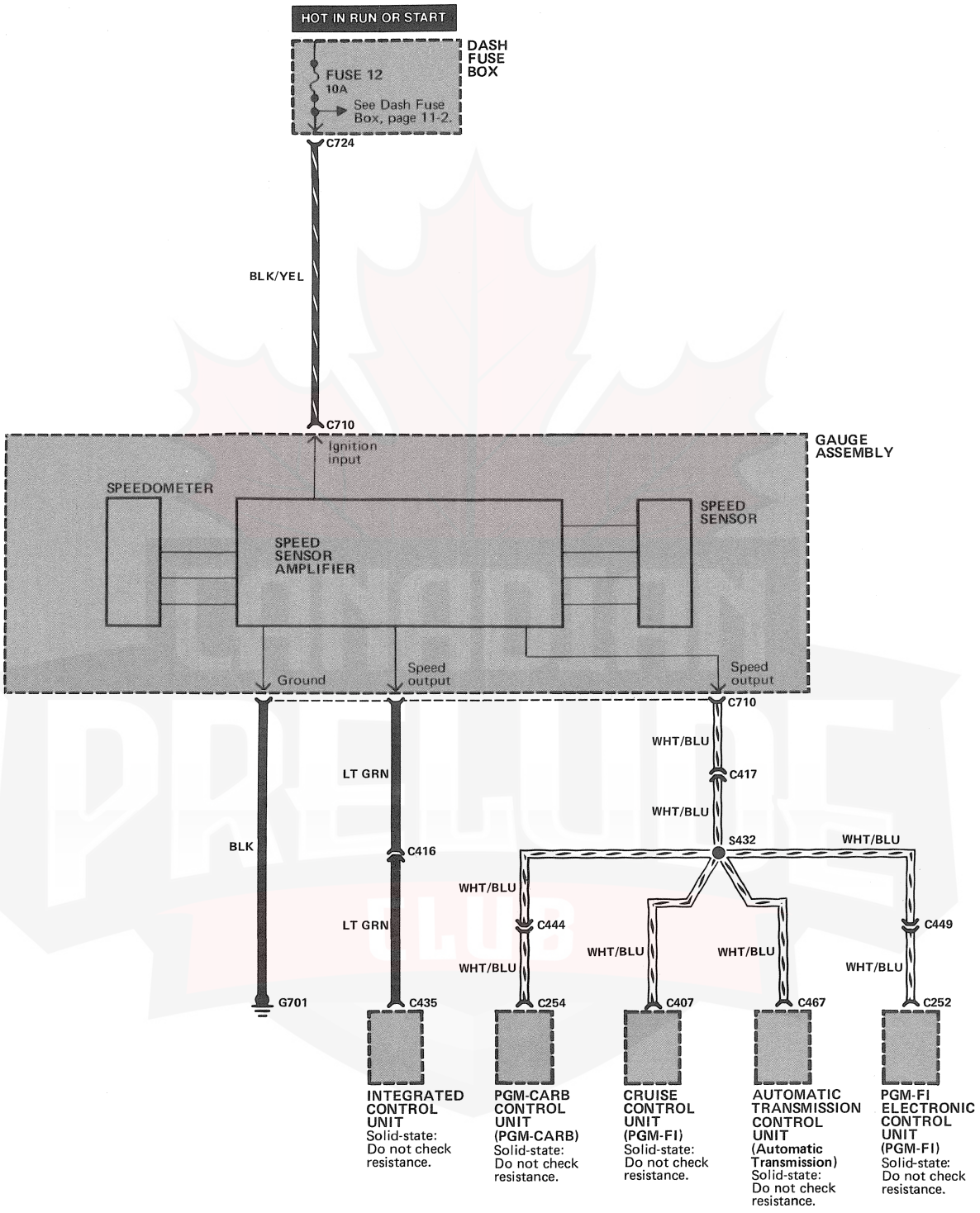
The PGM-FI system provides the correct air-fuel ratio based on engine speed and absoute pressure in the manifold.

The electronic control unit 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.

See Section 11 of the Service Manual for circuit description and troubleshooting procedures.

Speed Sensor

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Automatic Transmission Control Unit 92
Underside of passenger's footrest

Cruise Control Unit 62
On left kick panel

Dash Fuse Box 70
Behind left side of dash

Integrated Control Unit 64
Behind center of dash

PGM-CARB Control Unit 68
Behind right side of dash

PGM-FI Electronic Control Unit 91
Underside of passenger's footrest

Speed Sensor Amplifier 107
On rear of gauge assembly

C252 (20-BLK) 61
On electronic control unit

C254 (16-YEL) 68
On PGM-CARB control unit

C416 (22-WHT) 78
Under left side of dash, right of steering column

C417 (24-WHT) 78
Under left side of dash, right of steering column

C435 (16-BLU) 64
Behind center of dash, on integrated control unit

C444 (4-WHT) 112
Under right side of dash

C449 (18-WHT) 112
Under right side of dash

C467 (18-WHT) 92
On automatic transmission control unit

C710 (7-YEL) 81
On rear of gauge assembly

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

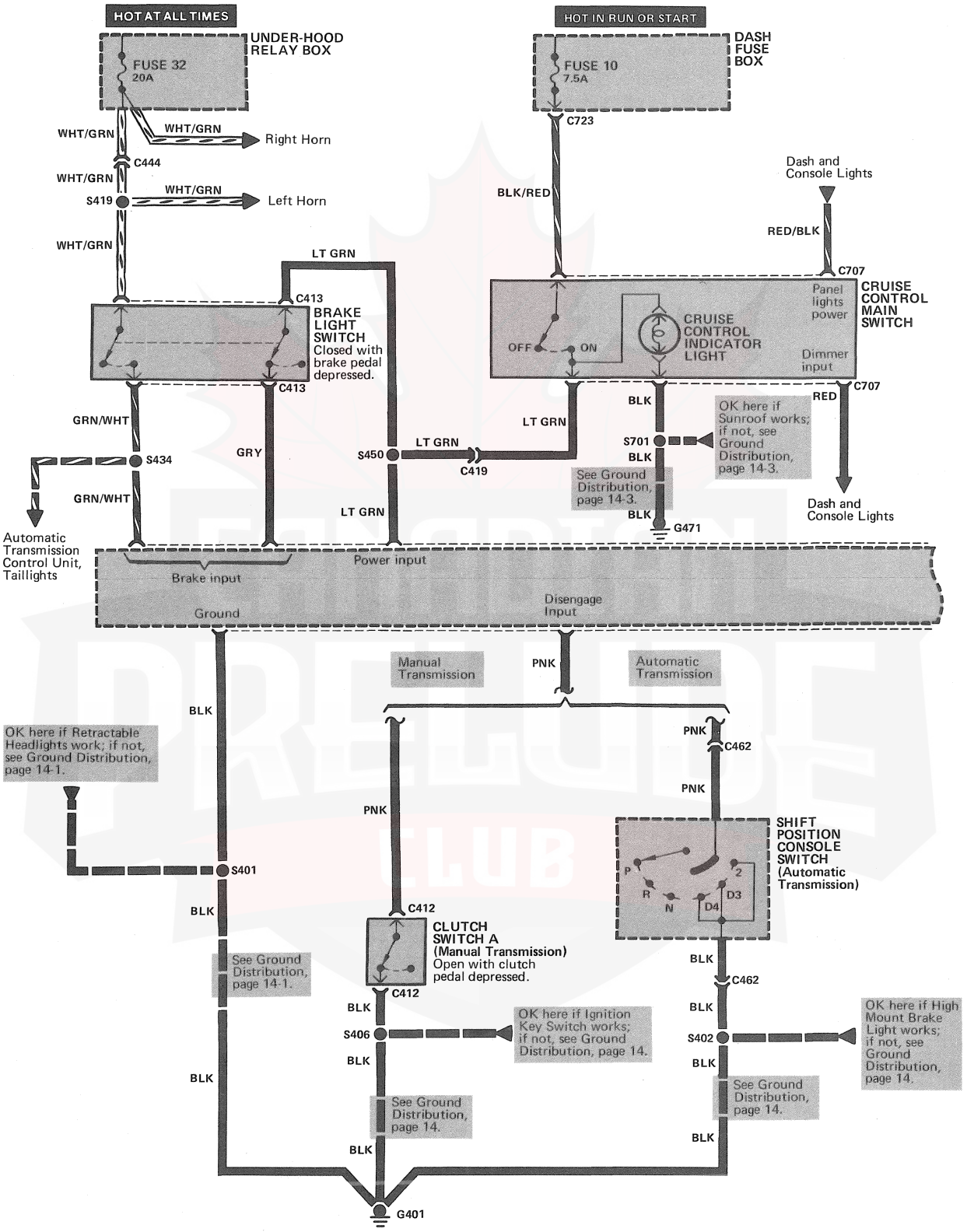
G701 75
Behind center dash, on center frame

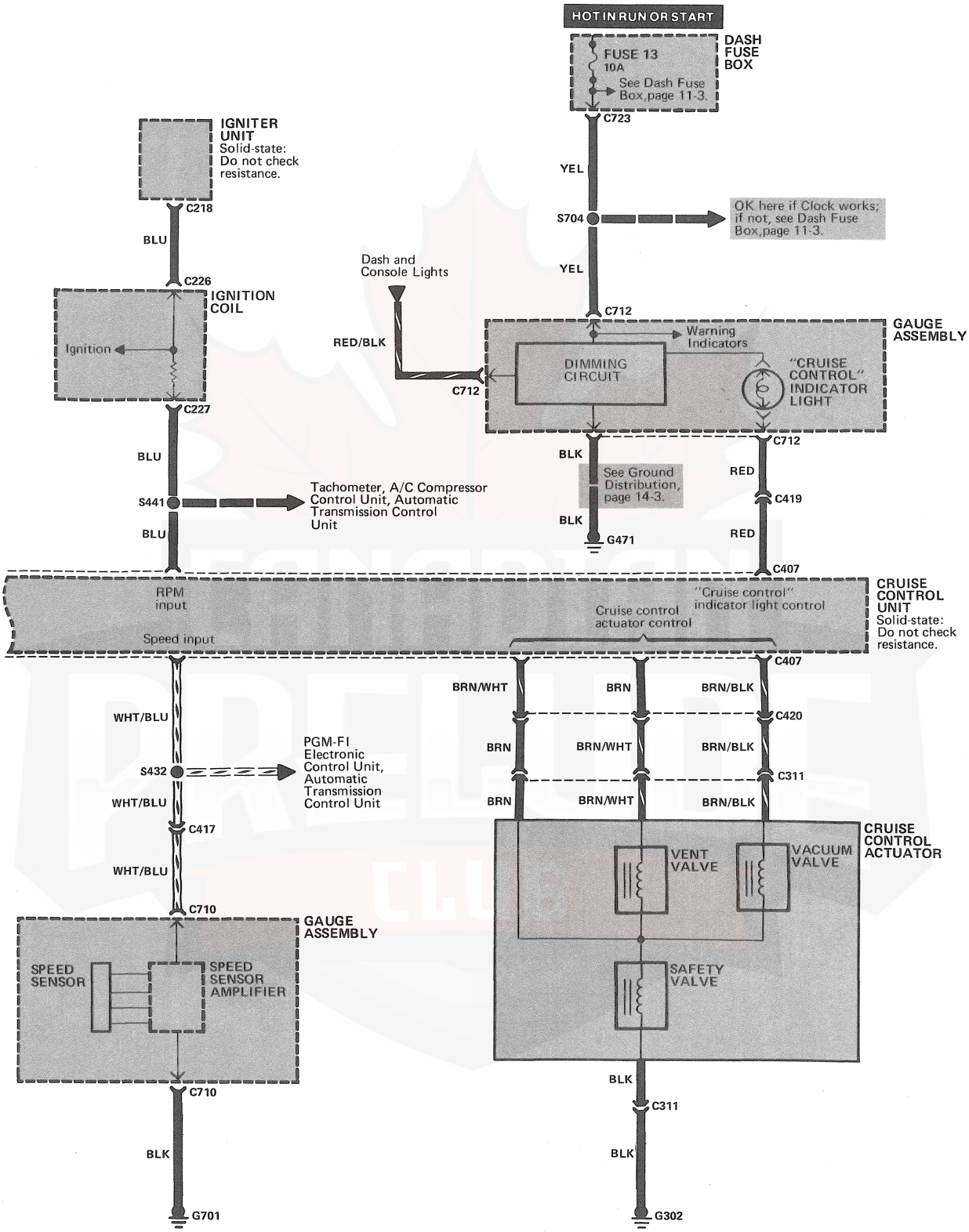
How The Circuit Works

The speed sensor generates a signal that indicates the speed of the car. The speed sensor amplifier receives this signal and applies it to the integrated control unit and other equipped control units. This signal is then used by each control unit to perform the necessary functions required by each circuit.

Cruise Control: PGM-FI

Circuit Schematic





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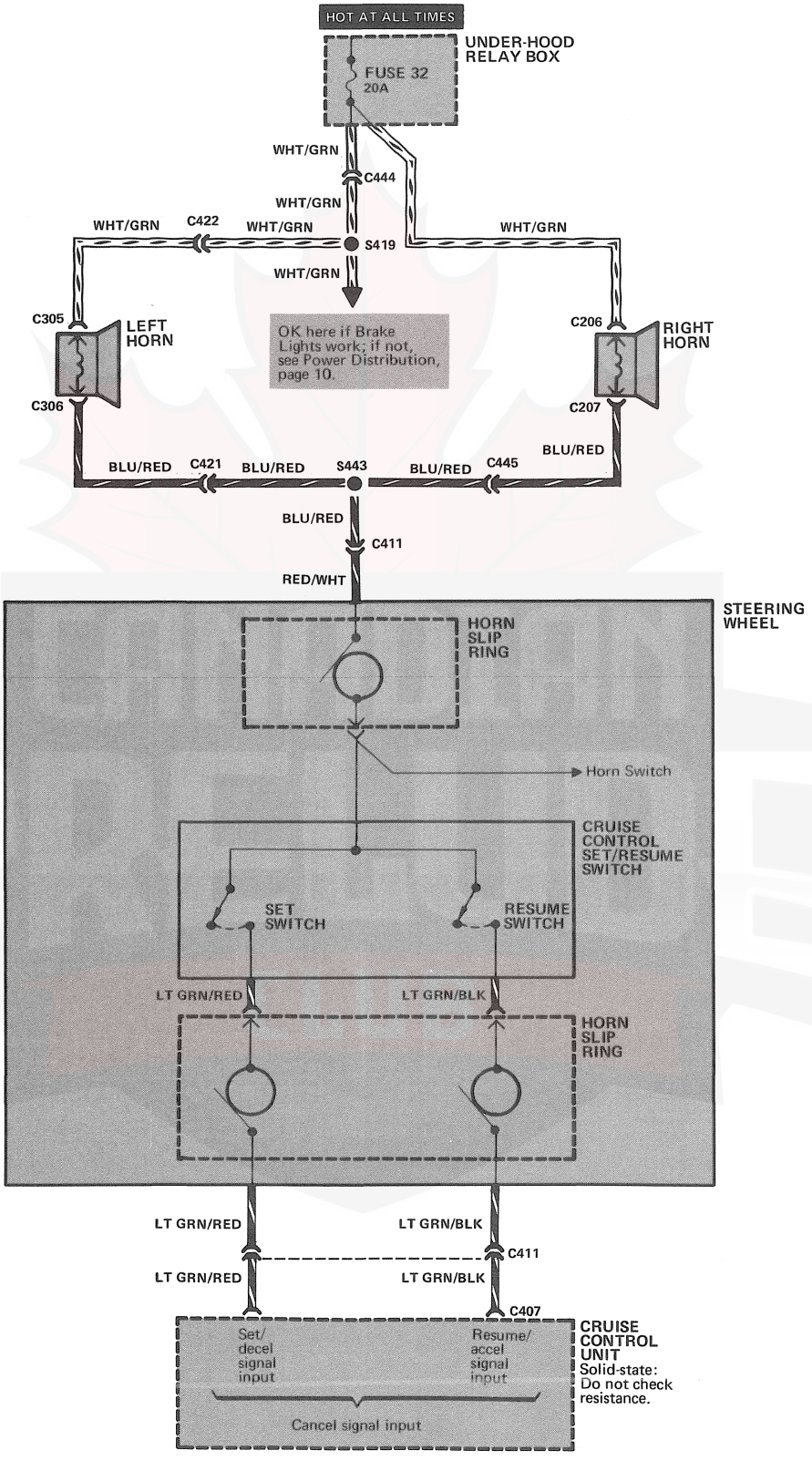
Cruise Control: PGM-FI

Circuit Schematic (cont'd)



Component Location Index

(Refer to Section 201 for photographs.)

Brake Light Switch 86
Top of brake pedal support

Clutch Switch A 86
Top of clutch pedal support

Cruise Control Actuator 5
Left front of engine compartment

Cruise Control Unit 62
On left kick panel

Dash Fuse Box 70
Behind left side of dash

Horn Slip Ring
On underside of steering wheel

Igniter Unit (PGM-FI) 102
Right side of engine compartment

Ignition Coil 15
Right rear of engine compartment

Left Horn 54
Behind left side of front bumper

Right Horn 52
Behind right side of front bumper

Shift Position Console Switch 60
In console, below shift lever

Speed Sensor Amplifier 107
On rear of gauge assembly

Under-Hood Relay Box 102
Right side of engine compartment

C206 (1-BLK) 52
Behind right side of front bumper, on right horn

C207 (1-BLK) 52
Behind right side of front bumper, on right horn

C226 (2-WHT) 15
On igntion coil

C227 (2-WHT) 15
On ignition coil

C305 (1-BLK) 54
Behind left side of front bumper, on left horn

C306 (1-BLK) 54
Behind left side of front bumper, on left horn

C311 (4-WHT) 5
Left front of engine compartment

C411 (14-GRN) 70
Behind left side of dash

C417 (24-WHT) 78
Under left side of dash, right of steering column

C419 (8-WHT) 78
Under left side of dash, right of steering column

C420 (13-WHT) 71
Behind left kick panel

C421 (20-WHT) 71
Behind left kick panel

C422 (4-WHT) 71
Behind left kick panel

C444 (4-WHT) 112
Under right side of dash

C445 (22-WHT) 112
Under right side of dash

C462 (10-WHT) 60
On center of floor, near gear selector

C710 (7-YEL) 81
On rear of gauge assembly

C712 (14-YEL) 107
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

G302 114
Left front corner of engine compartment

G401 74
Behind top center of dash

G471 20
Behind right side of rear seat

G701 75
Behind center dash, on center frame

Cruise Control

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

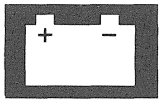
The cruise control unit receives command signals from the cruise control main switch and the cruise control set/resume switch. The cruise control unit receives information about operating conditions from the brake switch, the distributor, the speed sensor, the clutch switch (manual transmission), or the shift position console switch (automatic transmission). The cruise control unit sends operational signals to the cruise control actuator valves 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 shift position console switch (automatic transmission) sends a disengage signal input to the control unit that also allows the throttle to close.

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 ON. After reaching the desired speed, press the set switch. The cruise control unit receives a set signal input and, in turn, actuates the cruise control vacuum valves.

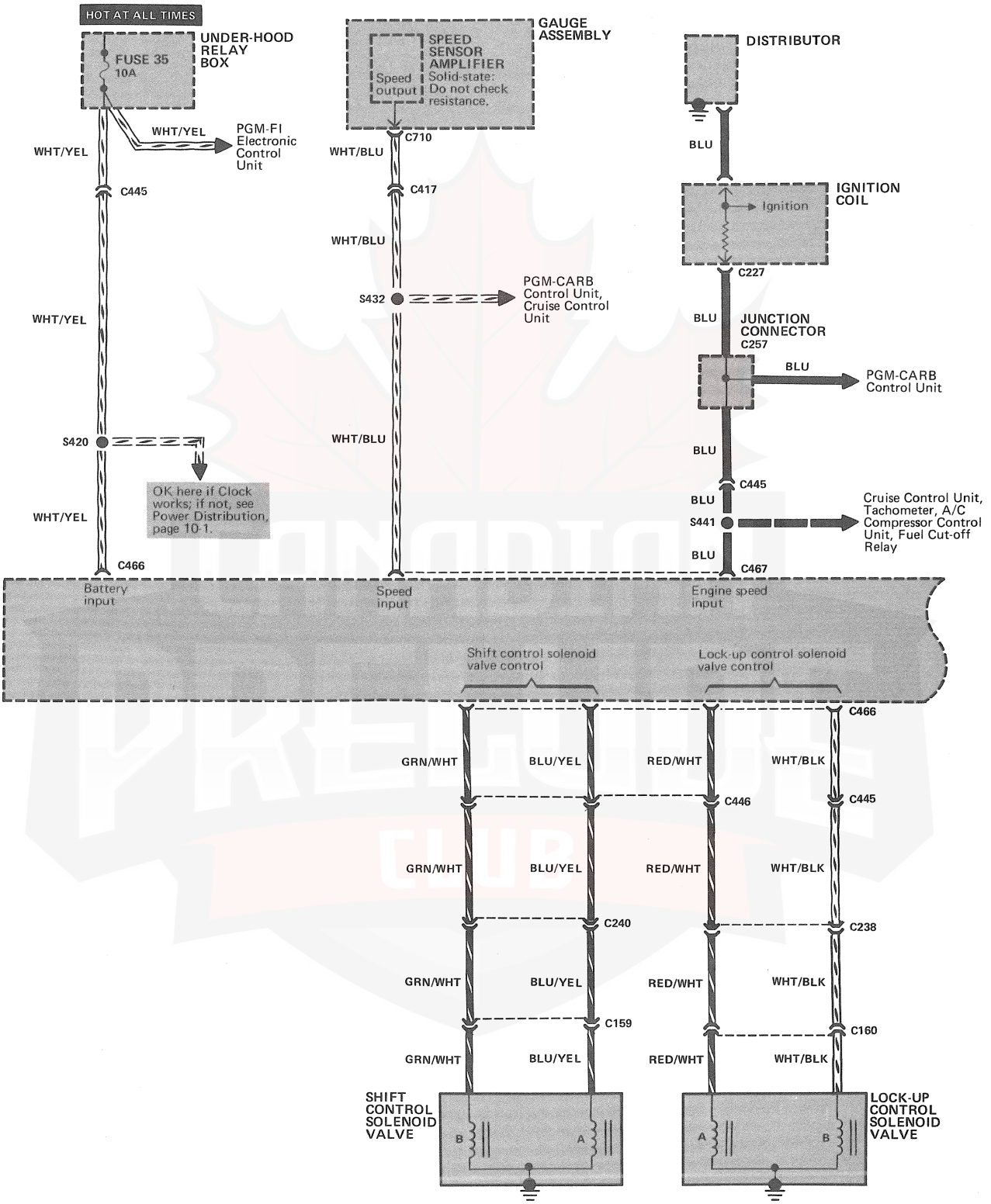
When the set switch is depressed and the cruise control system is on, the "Cruise Control" indicator on the warning display lights up.
You can cancel the cruise control system by pushing the main switch off. This removes power to the control unit and erases the set speed from memory. If the system is disengaged temporarily by the brake switch, clutch switch, or shift position console 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 previously set speed.

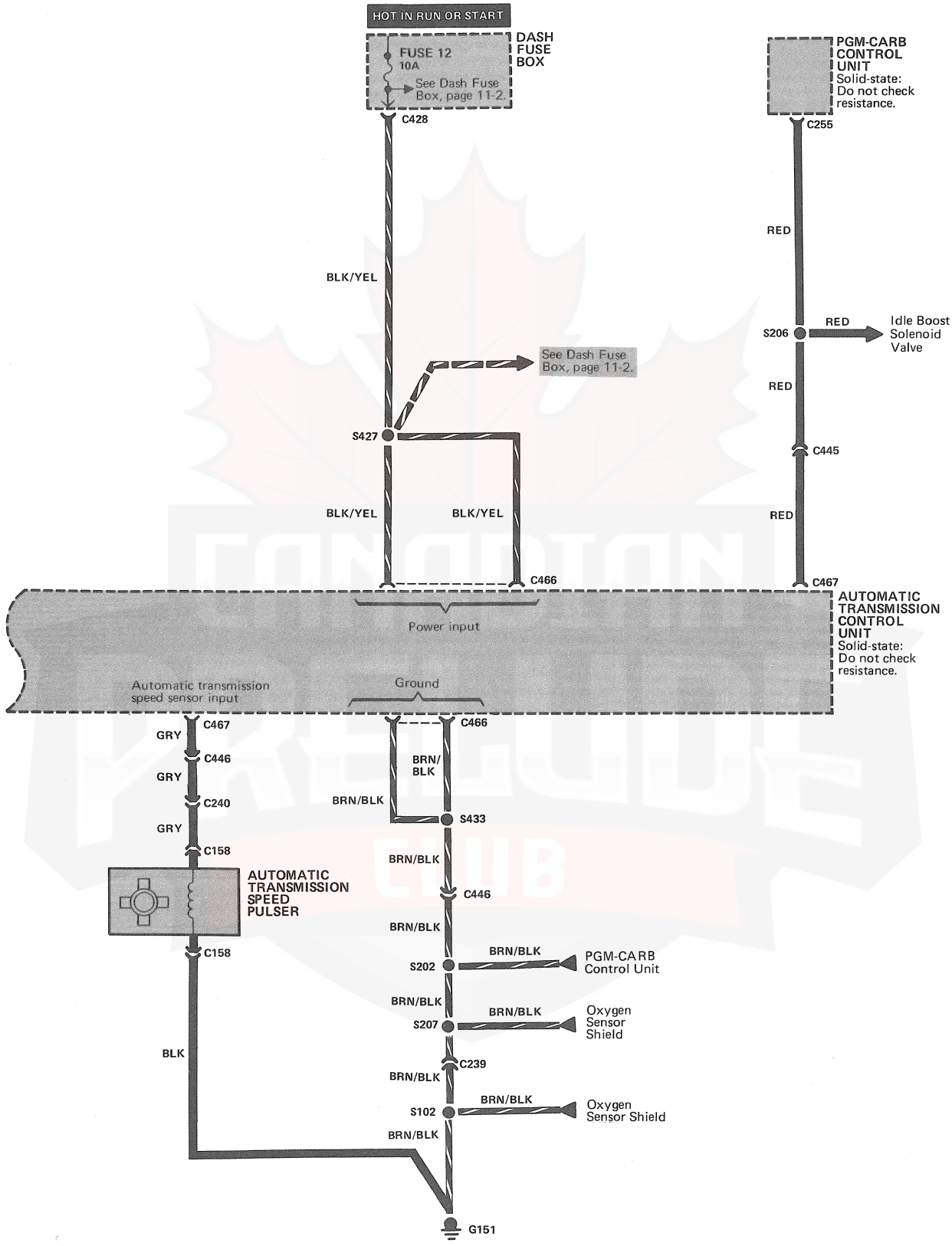
For gradual acceleration without depressing the accelerator pedal, push the resume switch down and hold it there until the desired speed is reached. This will send an acceleration signal input to the control unit. When the switch is released, the system will be reprogrammed for the new speed. To slow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



Automatic Transmission Controls: PGM-CARB

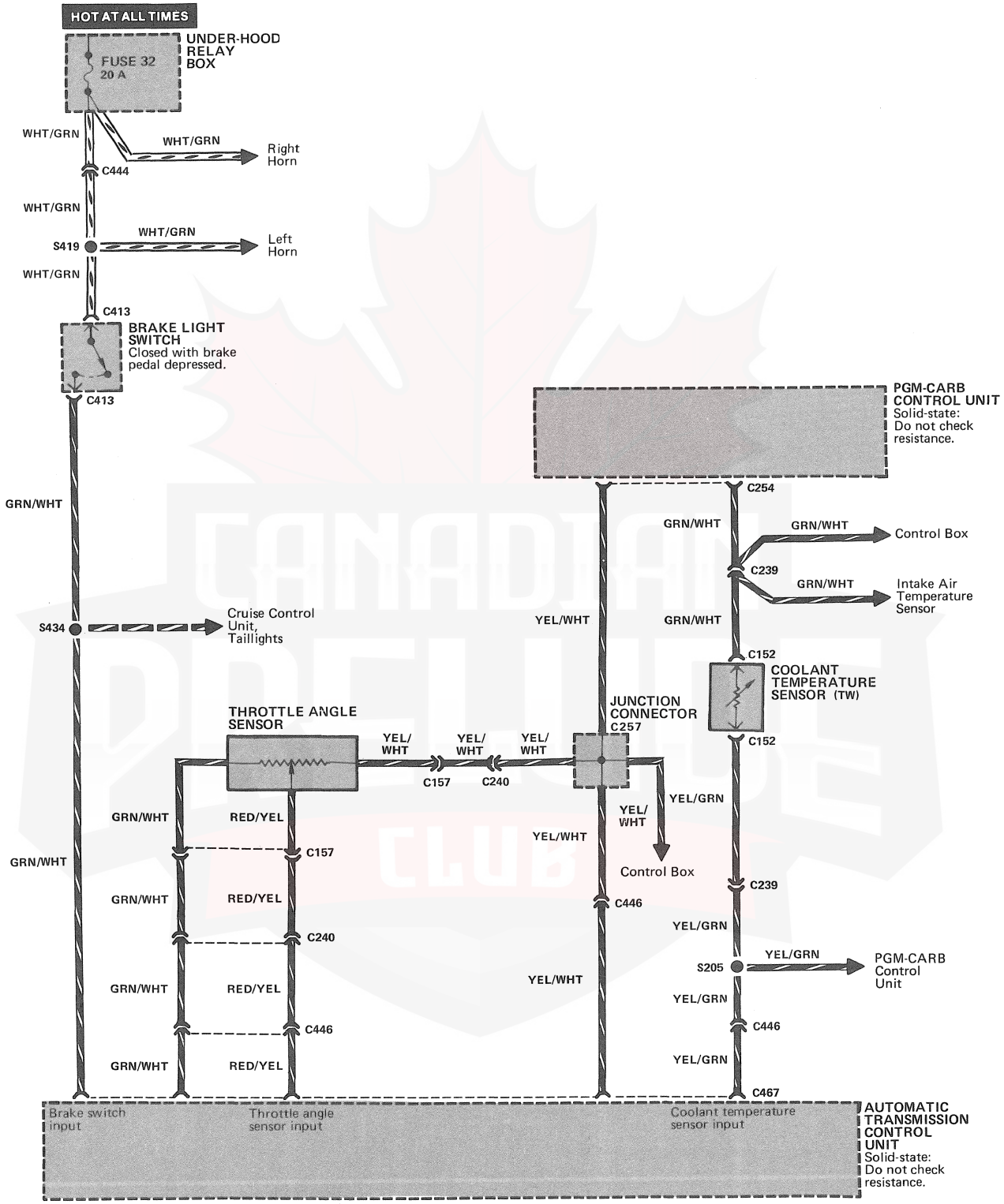
Circuit Schematic

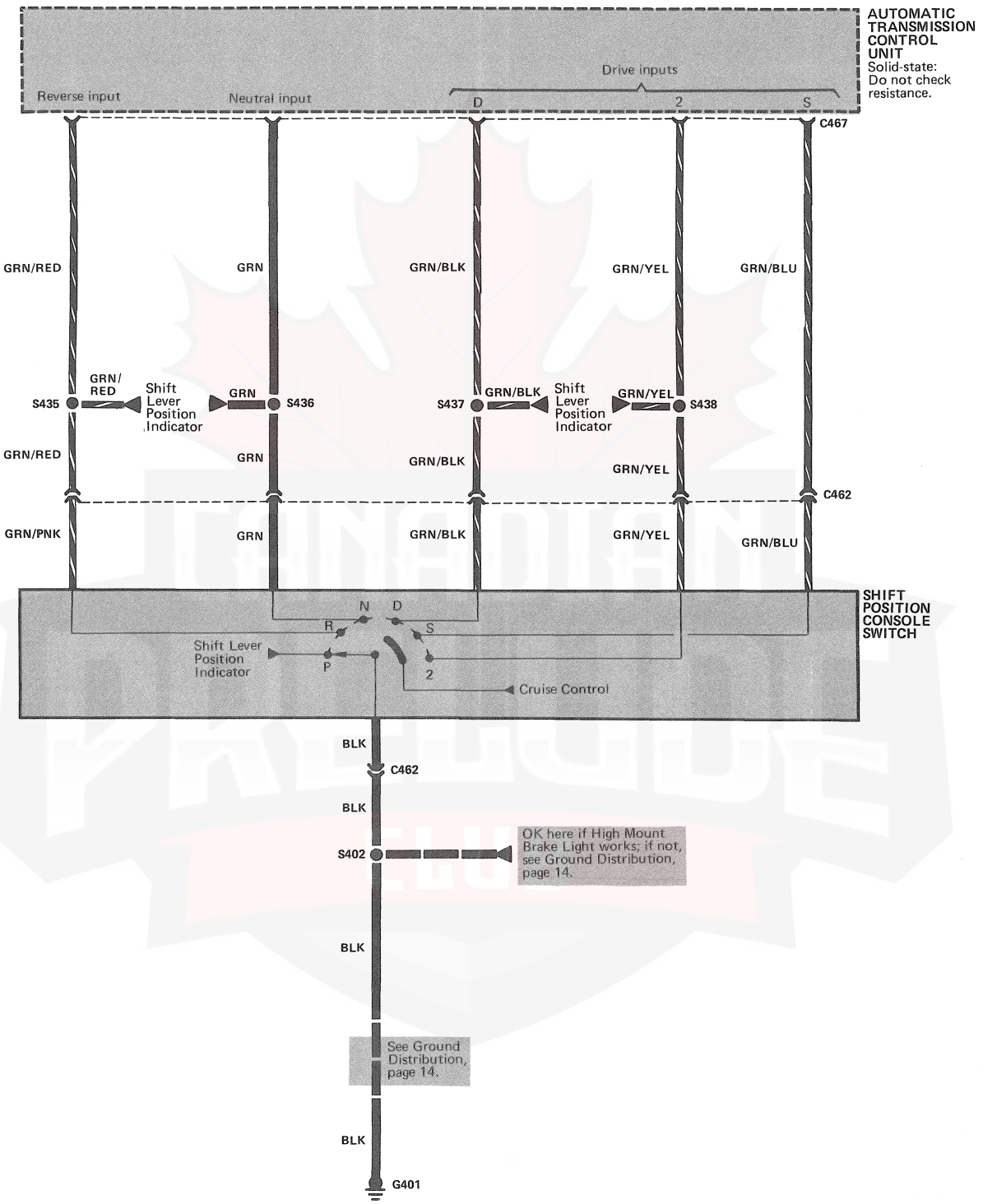




Automatic Transmission Controls: PGM-CARB

Circuit Schematic (cont'd)





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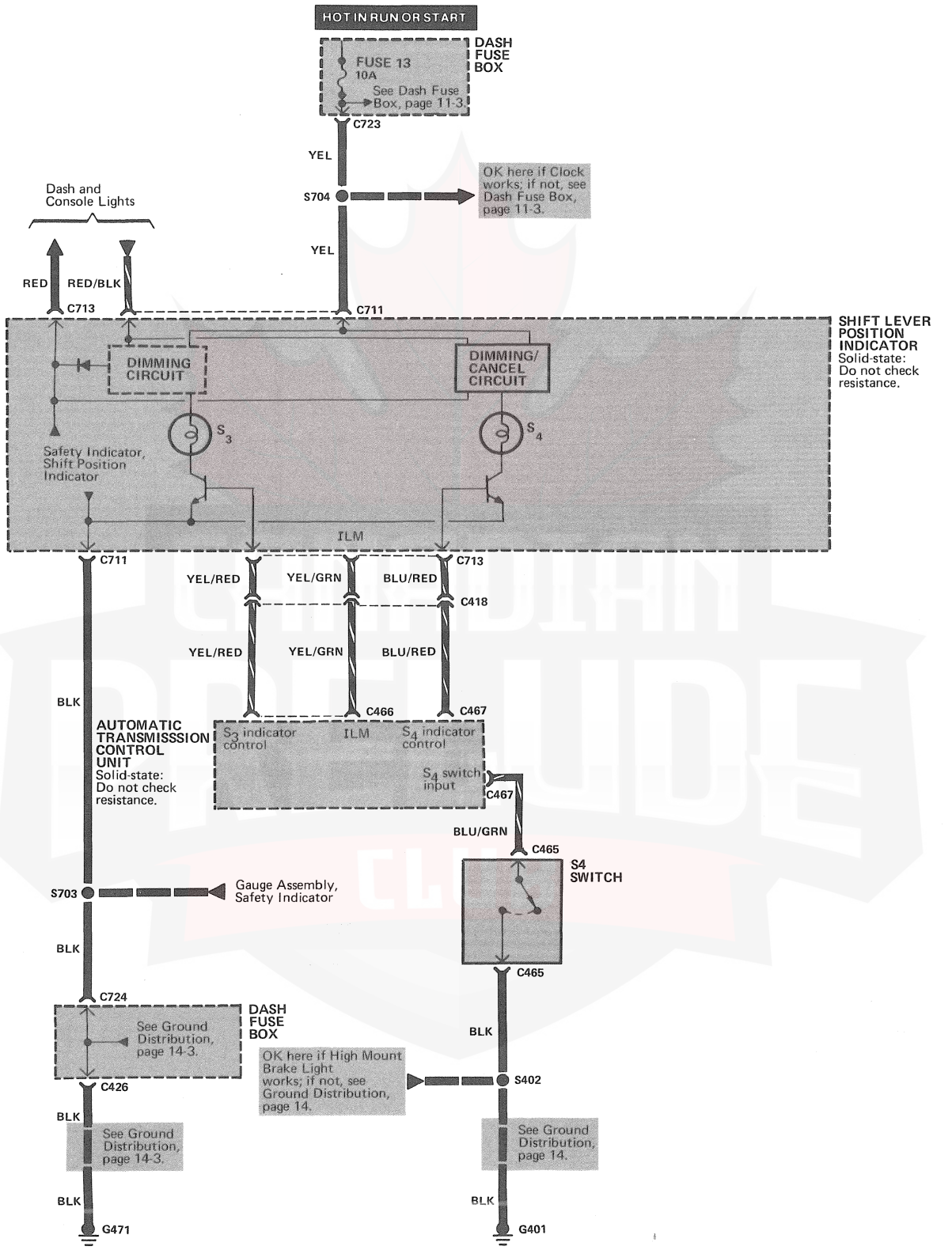
Automatic Transmission Controls: PGM-CARB

Circuit Schematic (cont'd)



Component Location Index

(Refer to Section 201 for photographs.)

Automatic Transmission Control Unit 92
Underside of passenger's footrest

Automatic Transmission Speed Pulser 41
On right side of transmission

Brake Light Switch 86
Top of brake pedal support

Coolant Temperature Sensor (TW) 97
Top right front of engine

Dash Fuse Box 70
Behind left side of dash

Distributor 99
Top right side of engine

Ignition Coil 15
Right rear of engine compartment

Lock-Up Control Solenoid Valve 103
Right front of transmission

PGM-CARB Control Unit 68
Behind right side of dash

Shift Control Solenoid Valve 103
Right front of transmission

Shift Position Console Switch 60
In console, below shift lever

Speed Sensor Amplifier 107
On rear of gauge assembly

Throttle Angle Sensor (PGM-CARB)
On right carburetor

Under-Hood Relay Box 102
Right side of engine compartment

C157 (3-WHT)
Center rear of engine

C158 (2-WHT) 41
Lower right side of engine

C159 (2-WHT) 42
Lower right front of engine

C160 (2-WHT) 42
Lower right front of engine

C238 (8-WHT) 56
Right side of engine compartment

C239 (7-WHT) 56
Right side of engine compartment

C240 (6-WHT) 56
Right side of engine compartment

C254 (16-YEL) 68
On PGM-CARB control unit

C255 (16-BLU) 68
On PGM-CARB control unit

C257 (20-GRN) 58
Behind right side of dash

C417 (24-WHT) 78
Under left side of dash, right of steering column

C418 (10-BLU) 78
Under left side of dash, right of steering column

C426 (7-YEL) 72
On rear of dash fuse box

C428 (14-YEL) 72
On rear of dash fuse box

C444 (4-WHT) 112
Under right side of dash

C445 (22-WHT) 112
Under right side of dash

Automatic Transmission Controls: PGM-CARB

Component Location Index

(Refer to Section 201 for photographs.)

C446 (23-GRN) 73
Under right side of dash

C462 (10-WHT) 60
On center of floor, near gear selector

C466 (12-WHT) 92
On automatic transmission control unit

C467 (18-WHT) 92
On automatic transmission control unit

C710 (7-YEL) 81
On rear of gauge assembly

C711 (10-WHT) 81
On rear of gauge assembly

C713 (16-YEL) 81
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

G151 110
On top right front of engine

G401 74
Behind top center of dash

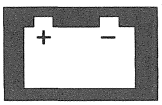
G471 20
Behind right side of rear seat

How The Circuit Works

The automatic transmission is a combination of a three element torque converter and a dual-shaft electronically controlled automatic transmission which provides four forward speeds and one reverse speed. The entire unit is positioned in line with the engine.

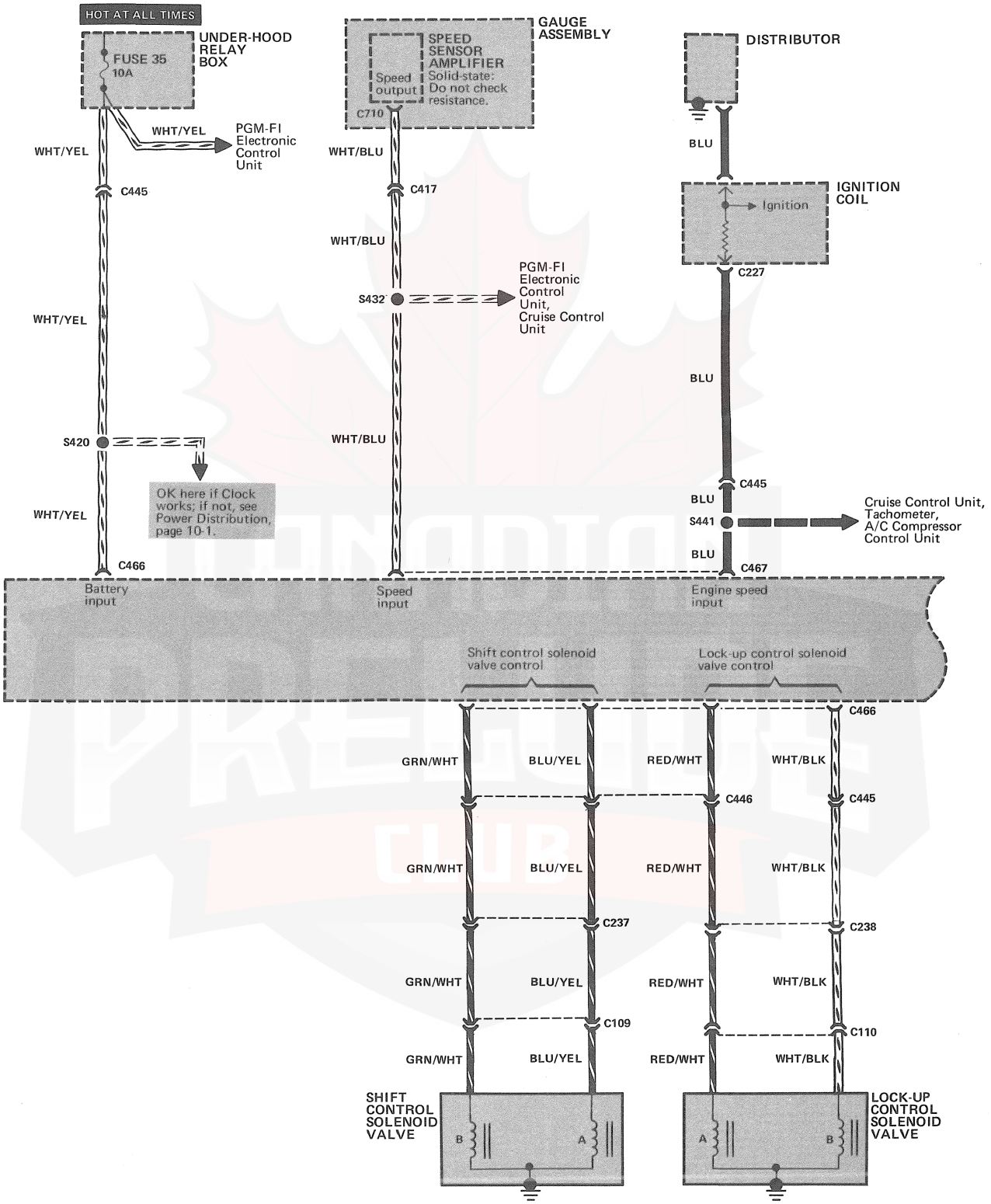
The electronic control system consists of an automatic transmission control unit, sensors, and four solenoid valves. Shifting and lock-up are electronically controlled for comfortable driving under all conditions.

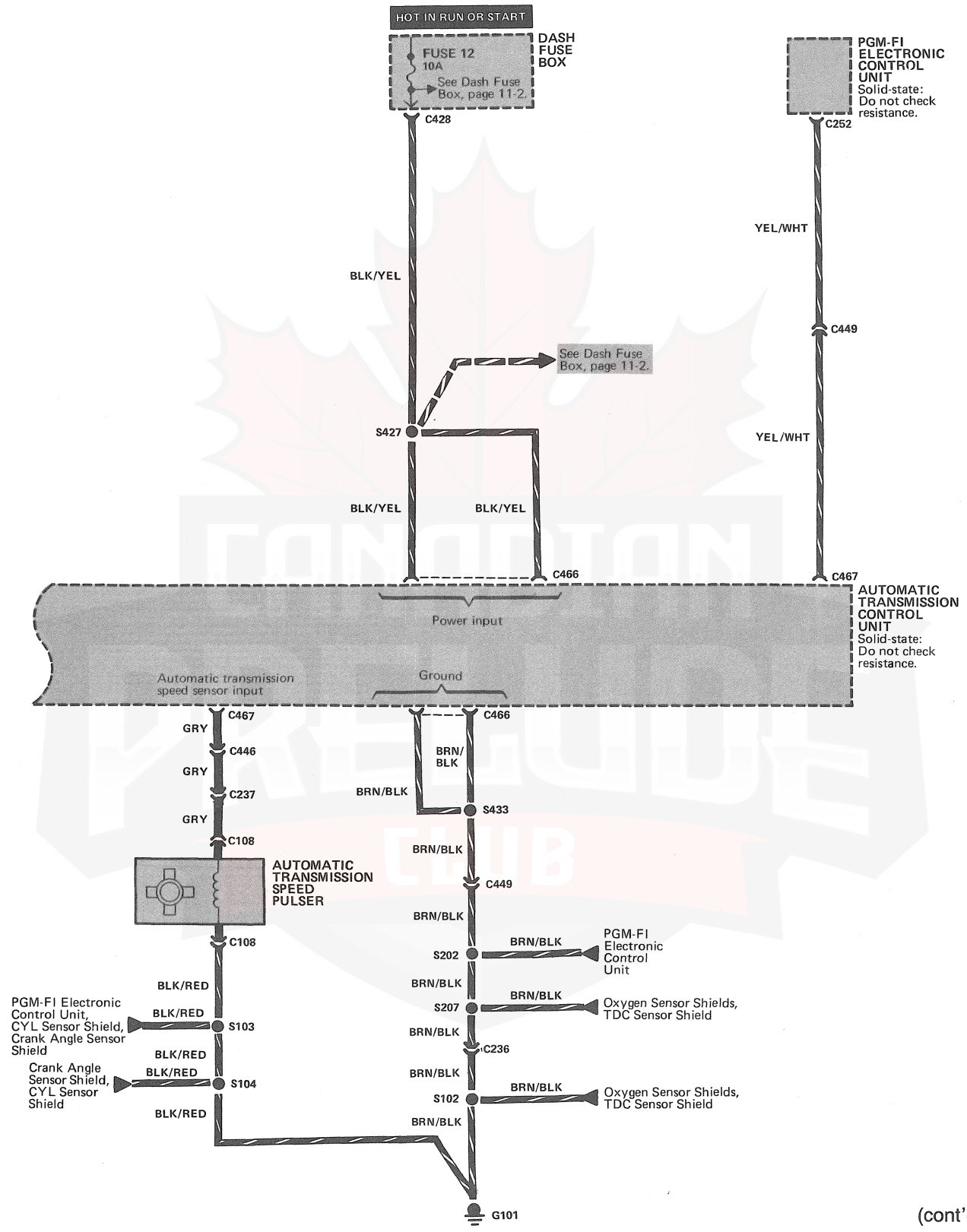
See Section 14 of the Service Manual for circuit description and troubleshooting procedures.



Automatic Transmission Controls: PGM-FI

Circuit Schematic

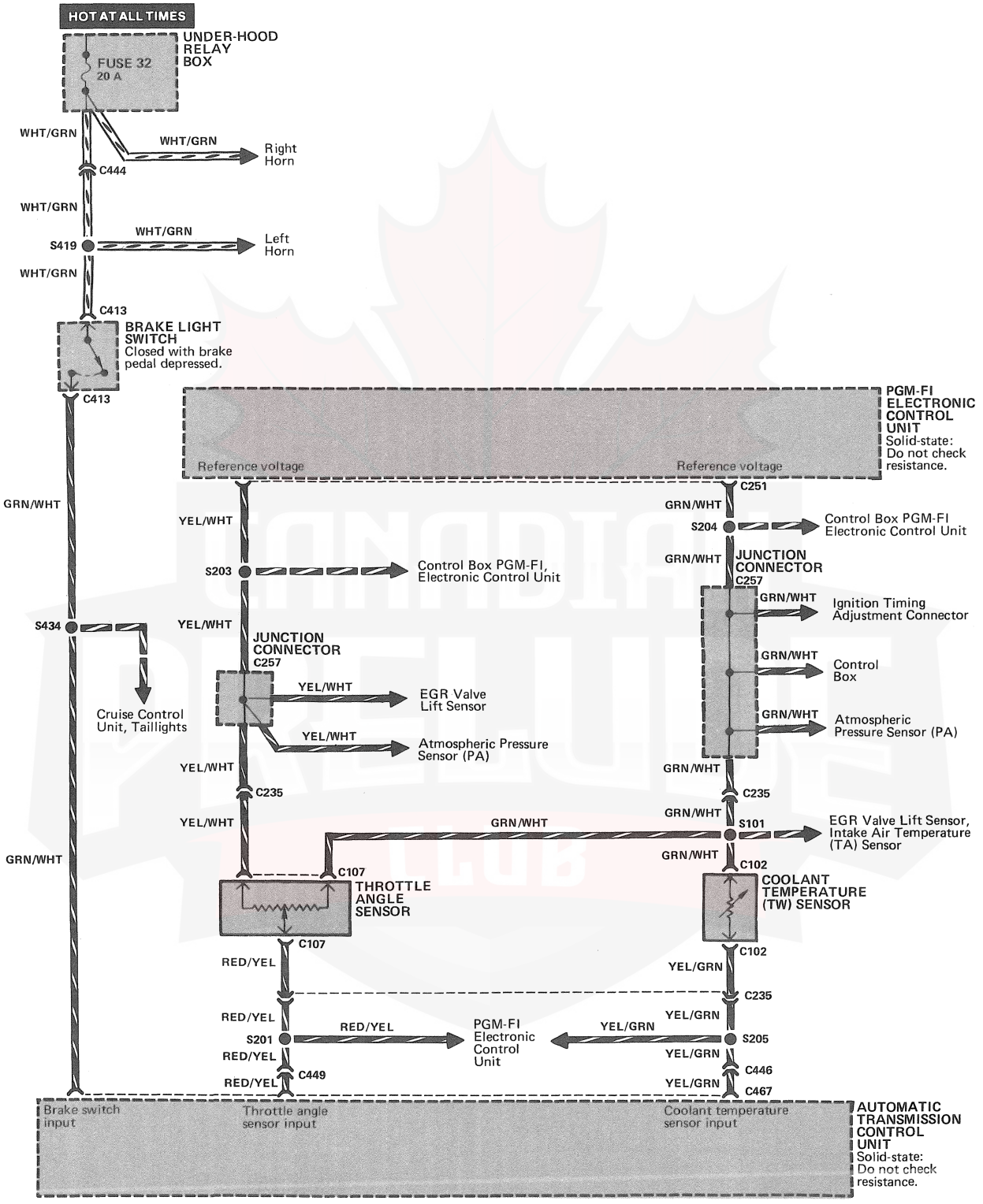


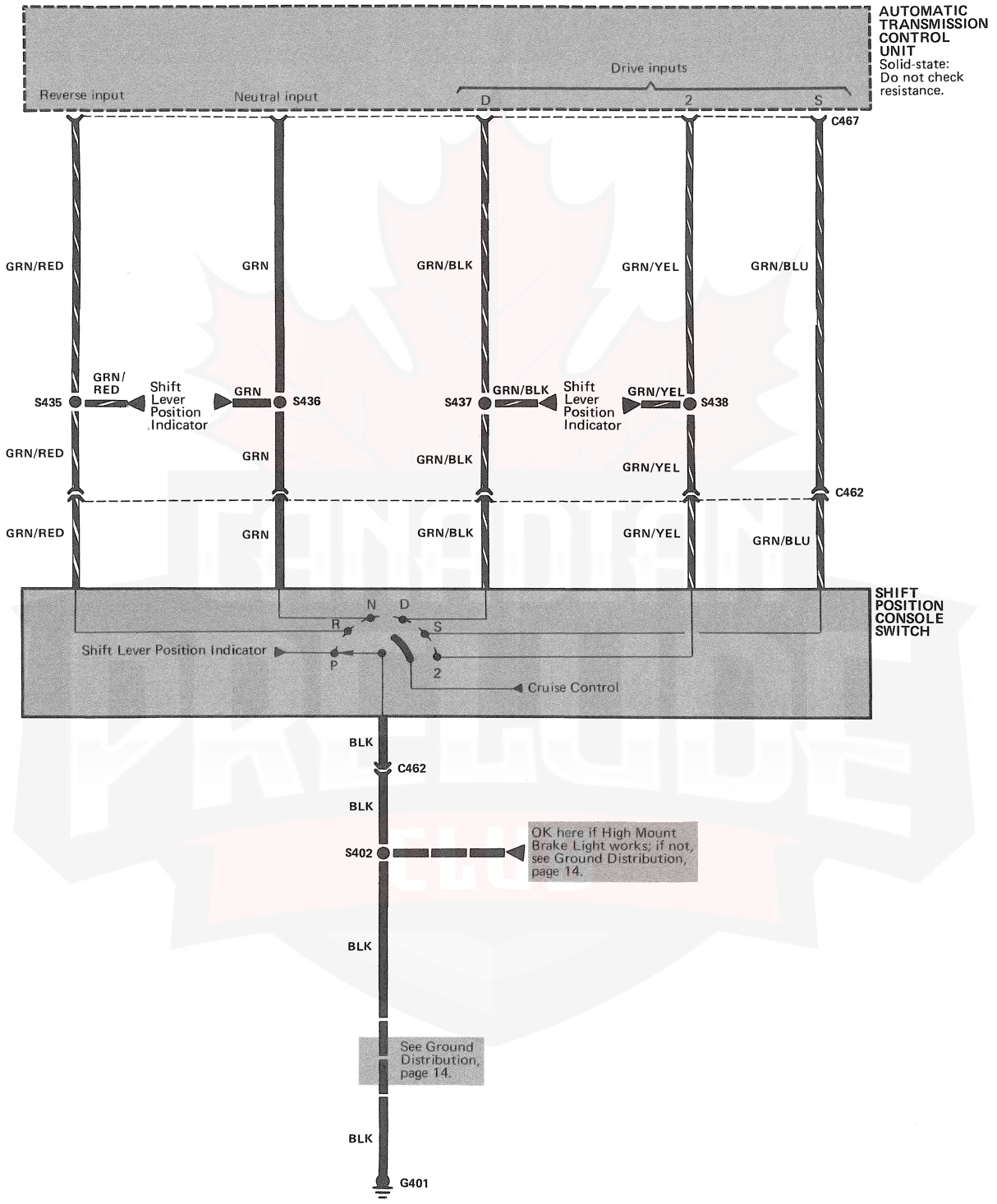


(cont'd)

Automatic Transmission Controls: PGM-FI

Circuit Schematic (cont'd)

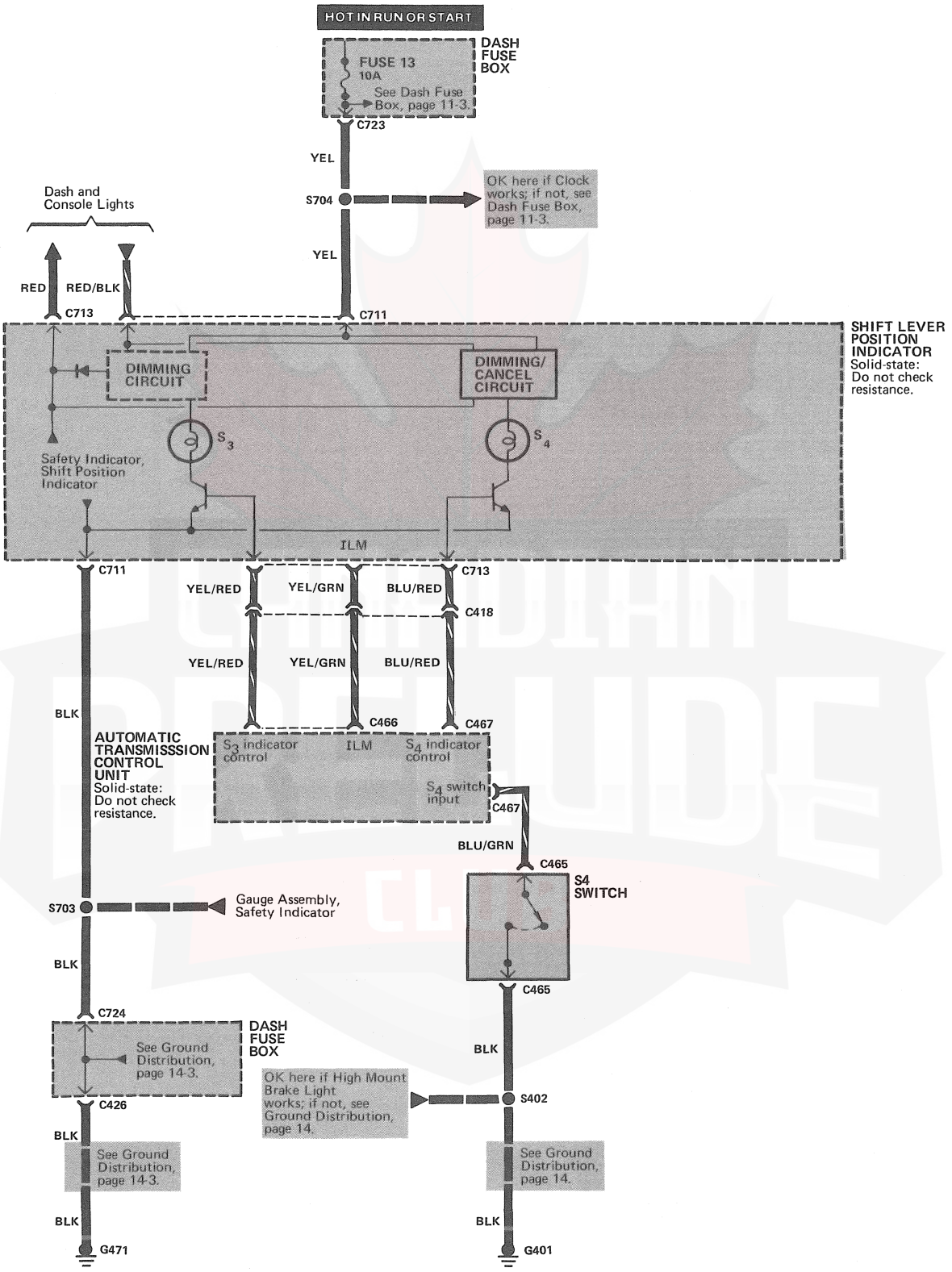




(cont'd)

Automatic Transmission Controls: PGM-FI

Circuit Schematic (cont'd)



Component Location Index

(Refer to Section 201 for photographs.)

Automatic Transmission Control Unit 92
Underside of passenger's footrest

Automatic Transmission Speed Pulser 41
On right side of transmission

Brake Light Switch 86
Top of brake pedal support

Coolant Temperature Sensor (TW) 97
Top right front of engine

Dash Fuse Box 70
Behind left side of dash

Distributor 99
Top right side of engine

Ignition Coil 15
Right rear of engine compartment

Lock-Up Control Solenoid Valve 103
Right front of transmission

PGM-FI Electronic Control Unit 91
Underside of passenger's footrest

Shift Control Solenoid Valve 103
Right front of transmission

Shift Position Console Switch 60
In console, below shift lever

Speed Sensor Amplifier 107
On rear of gauge assembly

Throttle Angle Sensor (PGM-FI) 43
Top rear of engine

Under-Hood Relay Box 102
Right side of engine compartment

C108 (2-WHT) 41
Lower right side of engine

C109 (2-WHT) 42
Lower right front of engine

C110 (2-WHT) 42
Lower right front of engine

C227 (2-WHT) 15
On ignition coil

C235 (14-WHT) 16
Right rear corner of engine compartment

C236 (14-WHT) 16
Right rear corner of engine compartment

C237 (3-WHT) 13
Right side of engine compartment

C238 (8-WHT) 56
Right side of engine compartment

C251 (16-BLK) 61
On electronic control unit

C252 (20-BLK) 61
On electronic control unit

C257 (20-GRN) 58
Behind right side of dash

C417 (24-WHT) 78
Under left side of dash, right of steering column

C418 (10-BLU) 78
Under left side of dash, right of steering column

C426 (7-YEL) 72
On rear of dash fuse box

C428 (14-YEL) 72
On rear of dash fuse box

C444 (4-WHT) 112
Under right side of dash

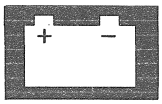
Automatic Transmission Controls: PGM-FI

How The Circuit Works

The automatic transmission is a combination of the element torque converter and a dual-shaft electronically controlled automatic transmission which provides four forward speeds and one reverse speed. The entire unit is positioned in line with the engine.

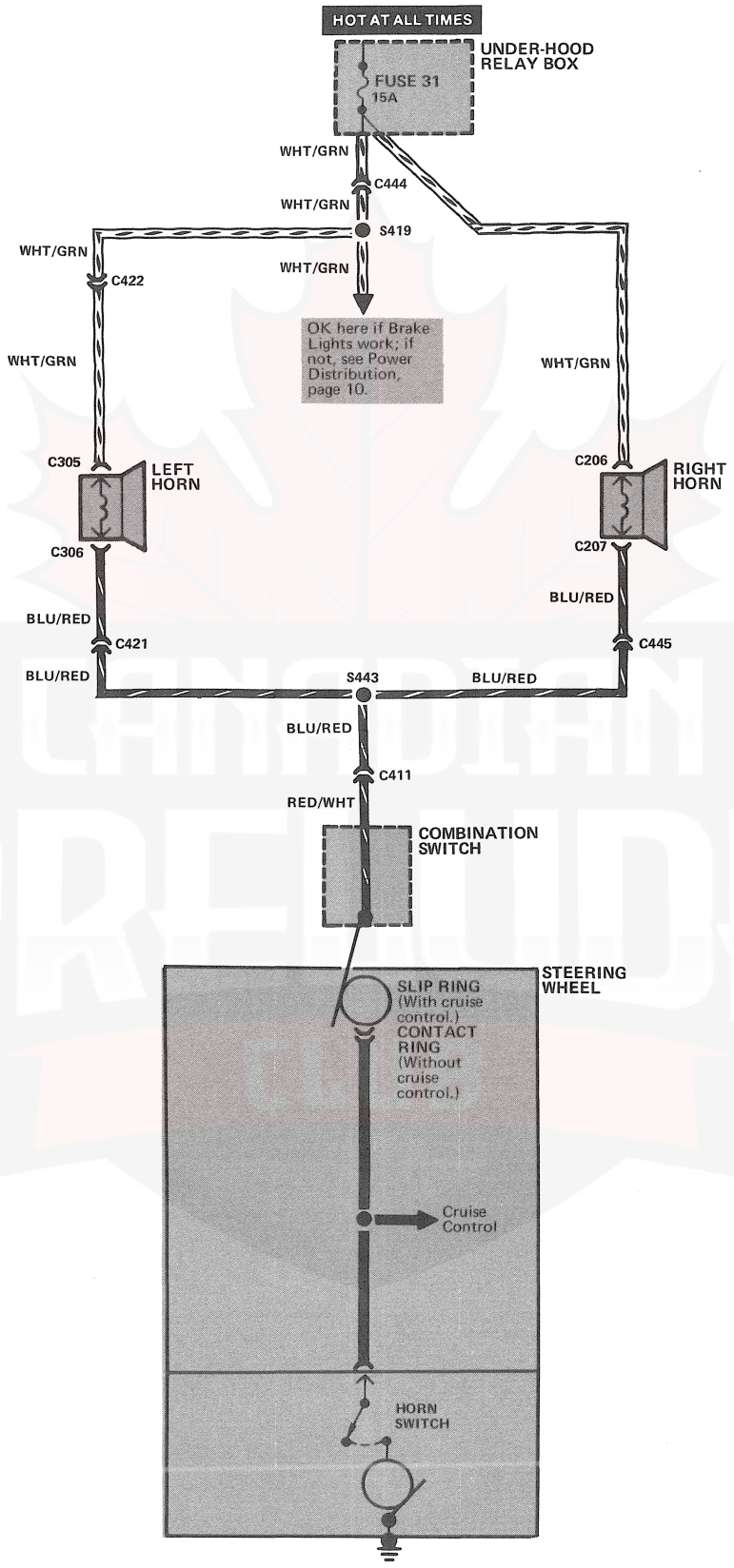
The electronic control system consists of an automatic transmission control unit, sensors, and four solenoid valves. Shifting and lock-up are electronically controlled for comfortable driving under all conditions.

See Section 14 of the Service Manual for circuit description and troubleshooting procedures.



Horns

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Left Horn 54
Behind left side of front bumper

Under-Hood Relay Box 102
Right side of engine compartment

C206 (1-BLK) 52
Behind right side of front bumper, on right horn

C207 (1-BLK) 52
Behind right side of front bumper, on right horn

C305 (1-BLK) 54
Behind left side of front bumper, on left horn

C306 (1-BLK) 54
Behind left side of front bumper, on left horn

C411 (14-GRN) 70
Behind left side of dash

C421 (20-WHT) 71
Behind left kick panel

C422 (4-WHT) 71
Behind left kick panel

C444 (4-WHT) 112
Under right side of dash

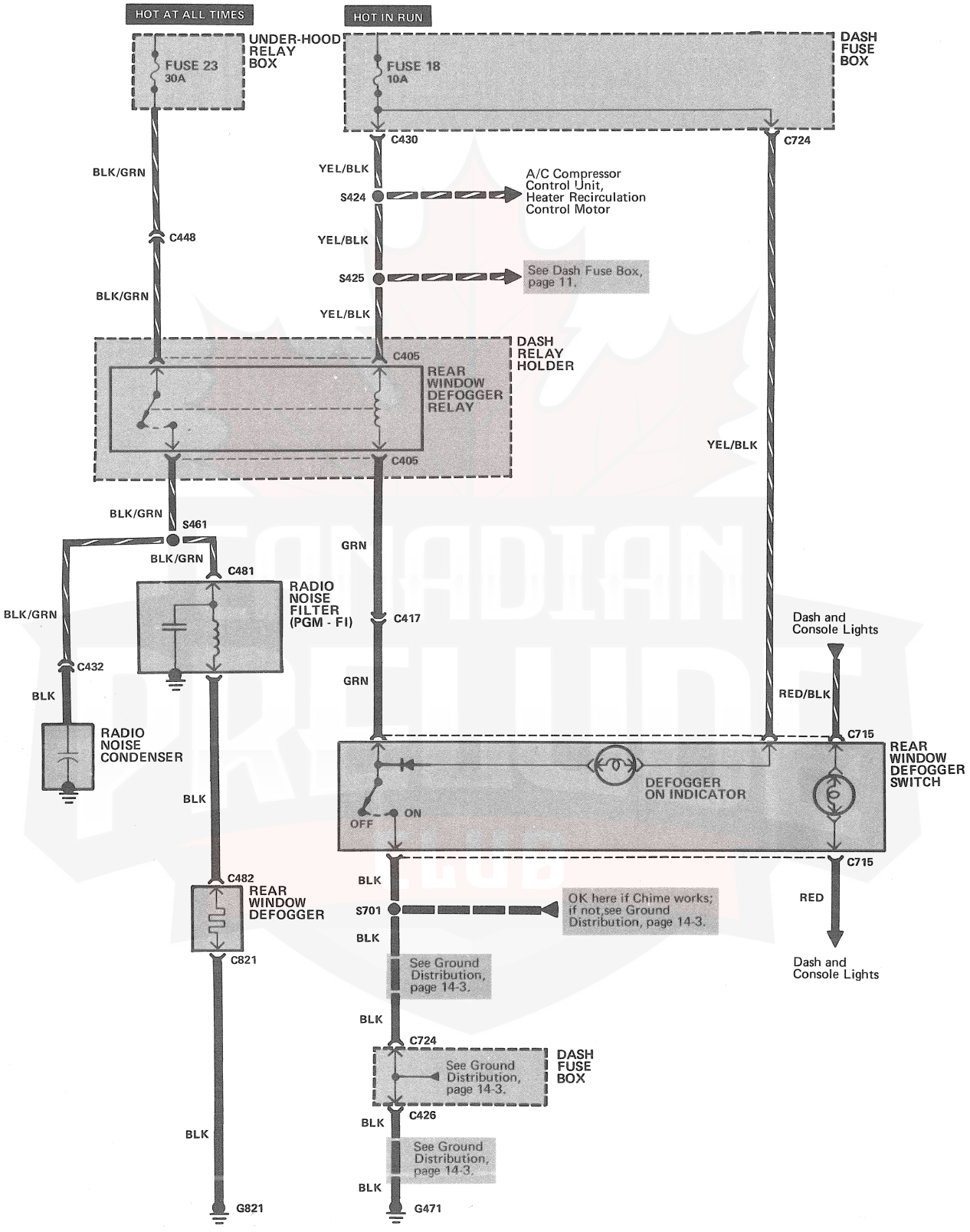
C445 (22-WHT) 112
Under right side of dash

How The Circuit Works

Voltage is applied at all times through fuse 32 to the left and right horns. The circuit continues from the horns to the slip ring or contact ring and to the horn switch. When the horn switch is closed, the cirucit path is completed to ground: The horns sound.

Rear Window Defogger

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Dash Relay Holder 98
Behind left side of dash

Radio Noise Condenser
Below left side of dash, on kick panel

Radio Noise Filter 27
Right rear of trunk

Rear Window Defogger Relay 98
Behind left side of dash, on relay holder

Under-Hood Relay Box 102
Right side of engine compartment

C417 (24-WHT) 78
Under left side of dash, right of steering column

C426 (7-YEL) 72
On rear of dash fuse box

C430 (10-YEL) 72
On rear of dash fuse box

C432 (1-BLK)
At left kick panel

C448 (7-WHT) 73
Under right side of dash

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

G471 20
Behind right side of rear seat

G821 24
Behind left side of rear seat

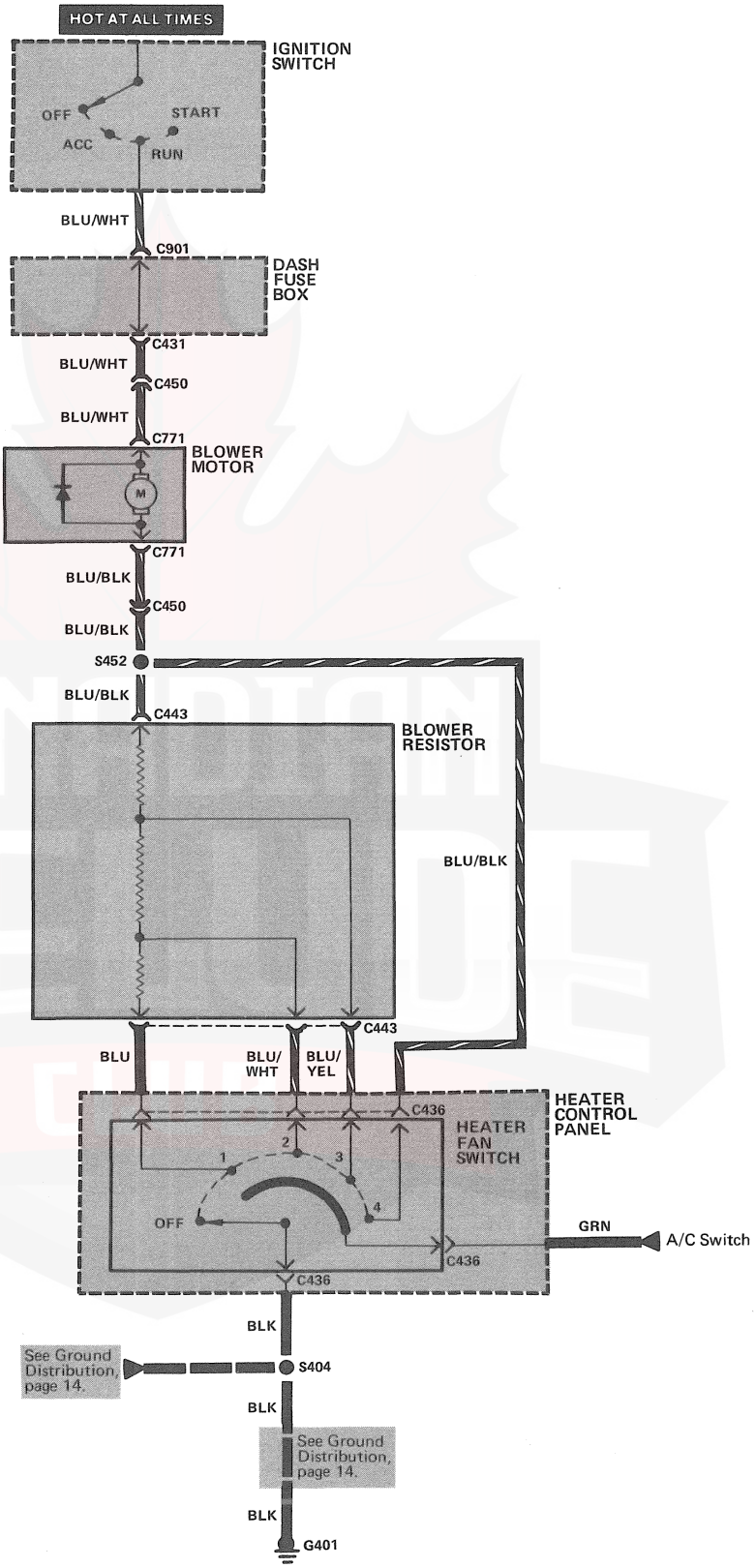
How The Circuit Works

Voltage is applied at all times through fuse 23 to the rear window defogger relay. With the ignition switch in RUN, voltage is applied through fuse 18 to the rear window defogger relay coil and the defogger ON indicator.

When you turn the rear window defogger switch to ON, a path to ground is provided for the rear window defogger relay coil and the defogger ON indicator. The defogger ON indicator lights up and the rear window defogger relay contact closes. Voltage is applied to the defogger grid on the surface of the rear window: The grid heats the rear window to remove any fog from the glass.

A/C: Blower Control

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Blower Motor 93
Below right side of dash

Blower Resistor 90
Behind right side of dash

Dash Fuse Box 70
Behind left side of dash

Ignition Switch 87
Right side of steering column, behind steering column covers

C431 (4-YEL) 72
On rear of dash fuse box

C450 (2-WHT) 93
Under right side of dash

C901 (7-WHT) 80
On front of dash fuse box

G401 74
Behind top center of dash

How The Circuit Works

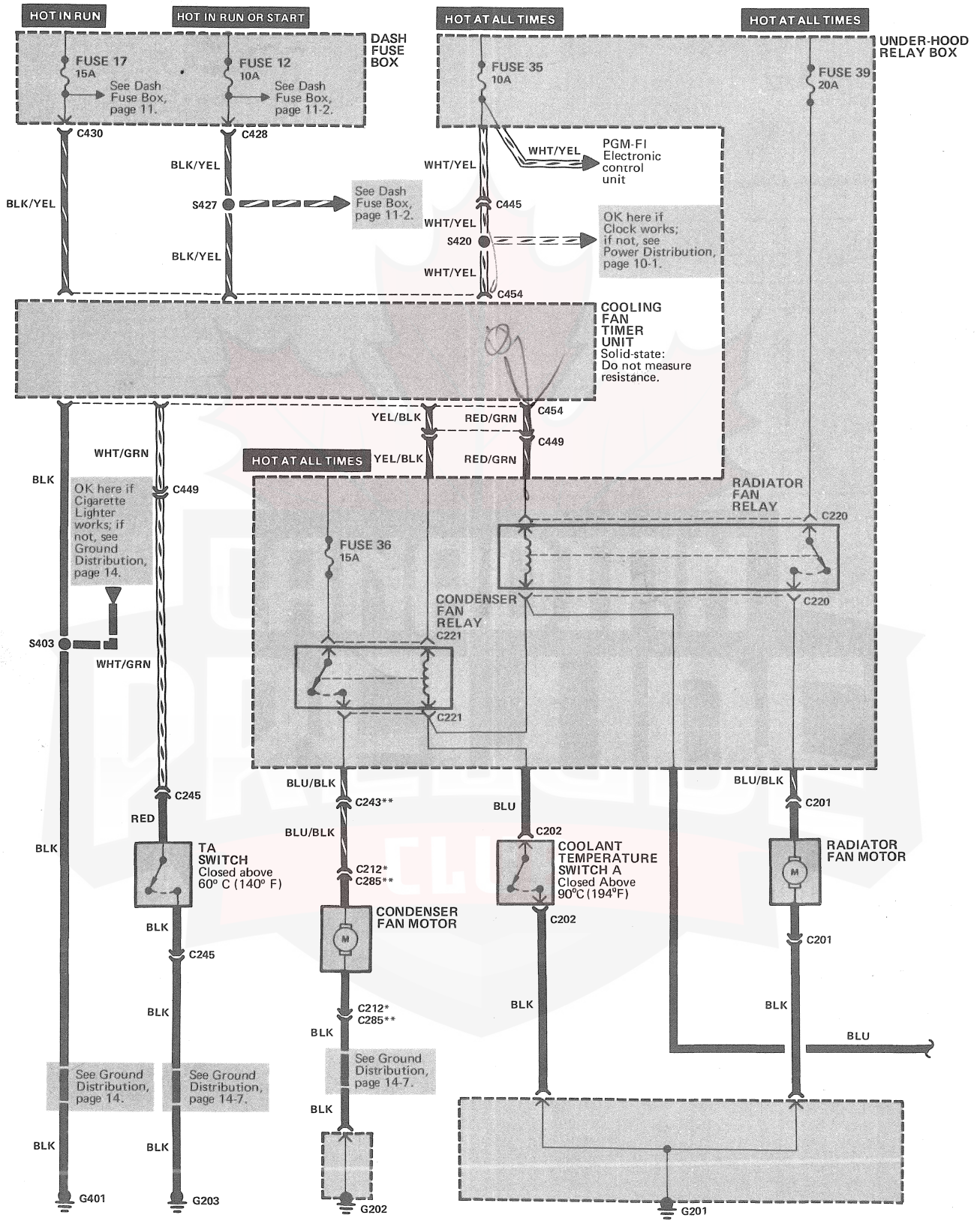
The blower motor speed is controlled by the heater fan switch in the heater control panel. With the ignition switch in RUN and the heater fan switch in position 1, all the blower resistors are in the circuit with the motor so the motor runs slowly. In positions 2 and 3, the heater fan switch bypasses some of the resistors, increasing the speed of the blower motor.

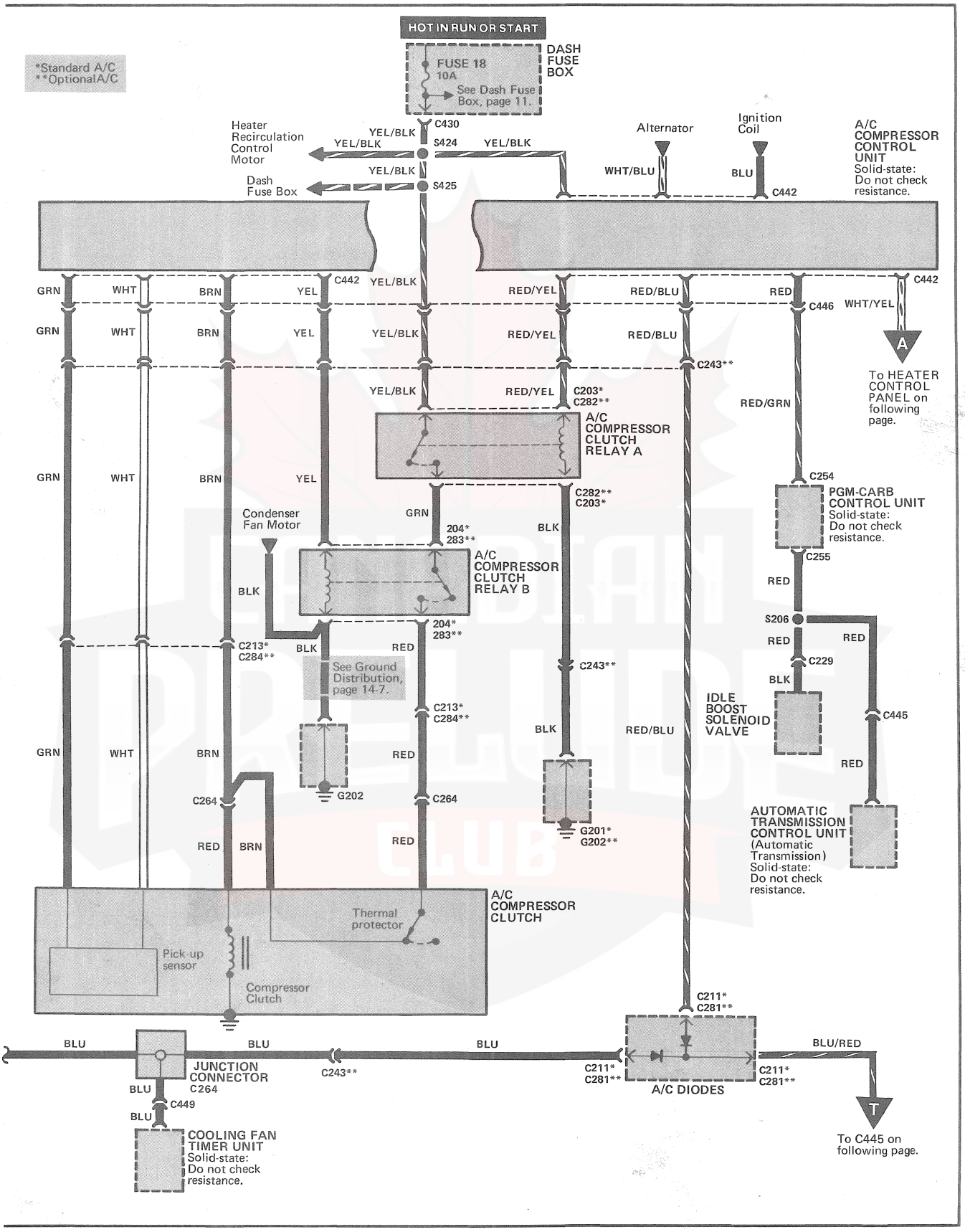
When the heater fan switch is in position 4, all the blower resistors are bypassed and full battery voltage is applied across the blower motor: The motor runs at maximum speed.

With the heater fan switch off the circuit is open and no voltage is applied across the blower motor. The motor does not run.

A/C: Fans and Compressor Controls (PGM-CARB)

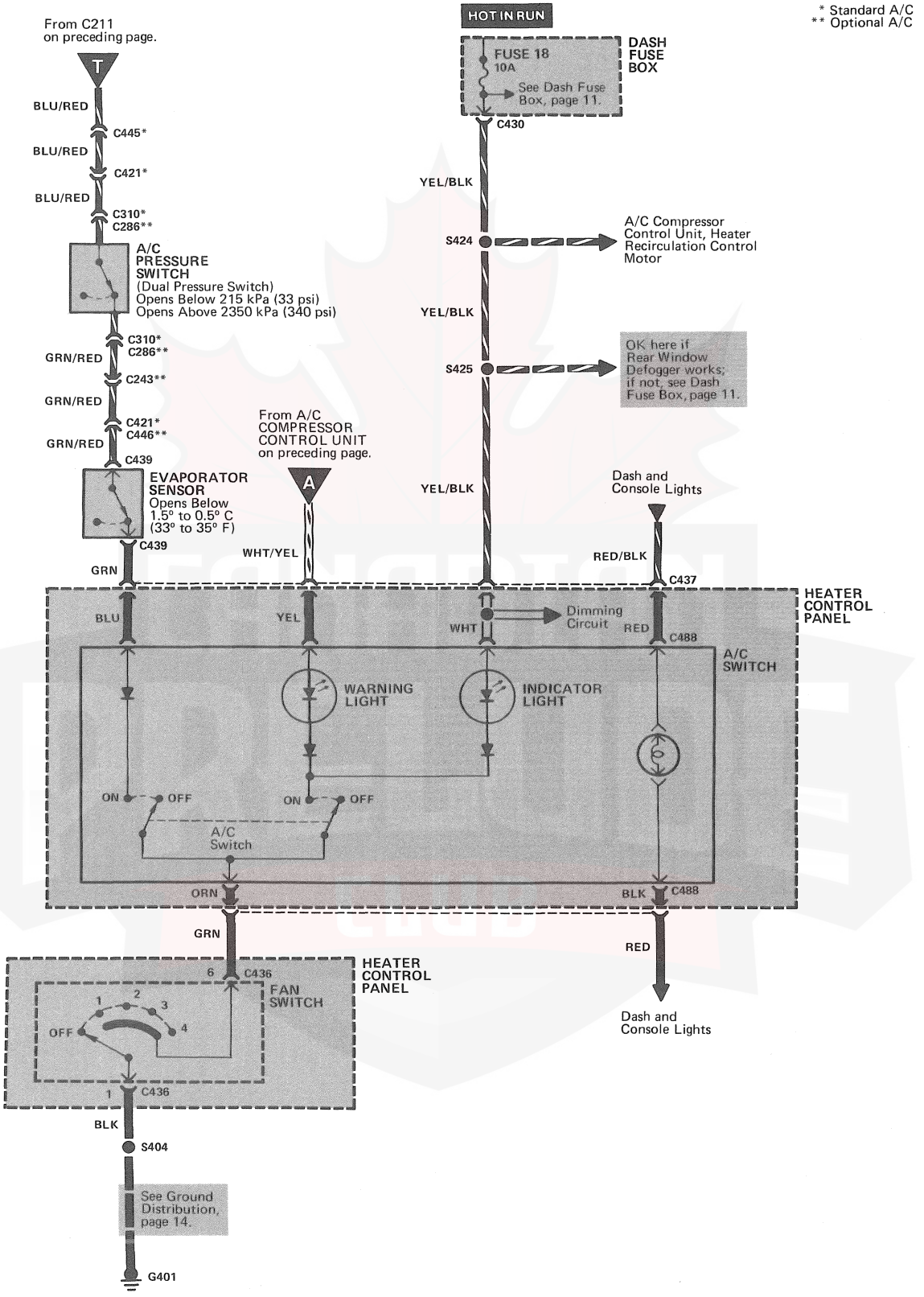
Circuit Schematic





A/C: Fans and Compressor Controls (PGM-CARB)

Circuit Schematic (cont'd)



Component Location Index

(Refer to Section 201 for photographs.)

A/C Compressor Clutch 17
Lower left front of engine

A/C Compressor Clutch Relay A 89
Right front corner of engine compartment

A/C Compressor Clutch Relay B 89
Right front corner of engine compartment

A/C Compressor Control Unit 90
Behind right side of dash

A/C Diodes 38
Right front of car, behind bumper

A/C Pressure Switch 5
Lower left front corner of engine compartment, on receiver

Condenser Fan Motor 95
Left rear of radiator

Condenser Fan Relay 96
In under-hood relay box

Coolant Temperature Switch A 47
On radiator, below coolant fan

Cooling Fan Timer Unit 85
Below right side of dash, on kick panel

Dash Fuse Box 70
Behind left side of dash

Evaporator Sensor 65
Behind dash, at evaporator

Idle Boost Solenoid Valve 105
Right rear of engine compartment, on firewall

PGM-CARB Control Unit 68
Behind right side of dash

Radiator Fan Motor 9
Right rear of radiator

Radiator Fan Relay 96
In under-hood relay box

TA Switch 105
On firewall, left of control box

Under-Hood Relay Box 102
Right side of engine compartment

C201 (2-WHT) 9
Lower right front of engine compartment

C212 (2-GRN) 95
Lower left front of engine compartment

C213 (4-WHT)
Lower left front of engine compartment, near A/C compressor

C229 (2-WHT) 115
On right side of firewall, above control box

C243 (14-WHT) 38
Right front of engine compartment, behind front bumper

C245 (2-GRN) 105
On firewall, left of control box

C254 (16-YEL) 68
On PGM-CARB control unit

C255 (16-BLU) 68
On PGM-CARB control unit

C284 (2-WHT)
Lower left front of engine compartment, near A/C compressor

C285 (2-GRN) 95
Lower left front of engine compartment

C286 (2-WHT) 5
Lower left front of engine compartment, on A/C pressure switch

C310 (2-WHT) 5
Lower left front of engine compartment, on A/C pressure switch

C421 (20-WHT) 71
Behind left kick panel

C428 (14-YEL) 72
On rear of dash fuse box

C430 (10-YEL) 72
On rear of dash fuse box

C445 (22-WHT) 112
Under right side of dash

A/C: Fans and Compressor Controls (PGM-CARB)

Component Location Index

(Refer to Section 201 for photographs.)

C446 (23-GRN) 73
Under right side of dash

C449 (18-WHT) 112
Under right side of dash

G201 12
Right side of engine compartment

G202 12
Right side of engine compartment

G203 16
On right rear of engine compartment

G401 74
Behind top center of dash

How The Circuit Works

Fans

The cooling fan timer unit operates the radiator and condenser fans according to the temperature of the engine coolant. Both fans are turned on when the coolant temperature rises above 194°F (90°C) and are turned off when the coolant temperature falls below 181°F (83°C). If the engine coolant temperature is above 226°F (108°C) when the ignition is turned off, the cooling fan timer will run the condenser fan for a maximum of 15 minutes or until the engine coolant temperature drops to 214°F (101°C). The cooling fan timer unit controls the fans by operating the radiator and condenser fan relays.

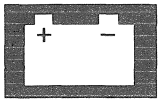
Closure of coolant temperature switch A initiates the operation of both fans at 194°F (90°C). Closure of coolant temperature switch B affects only the condenser fan and is used for initiating operation of the condenser fan at ignition turn-off.

Compressor Control

When the A/C switch and the blower switch are turned on, a ground is applied from the heater control panel through the evaporator sensor, the A/C pressure switch and the A/C diodes to the cooling fan timer unit and the PGM-FI electronic control unit. The cooling fan timer unit energizes both fans. The electronic control unit increases the engine idle speed and signals the A/C compressor control unit to operate compressor clutch relays A and B, which will engage the A/C compressor clutch.

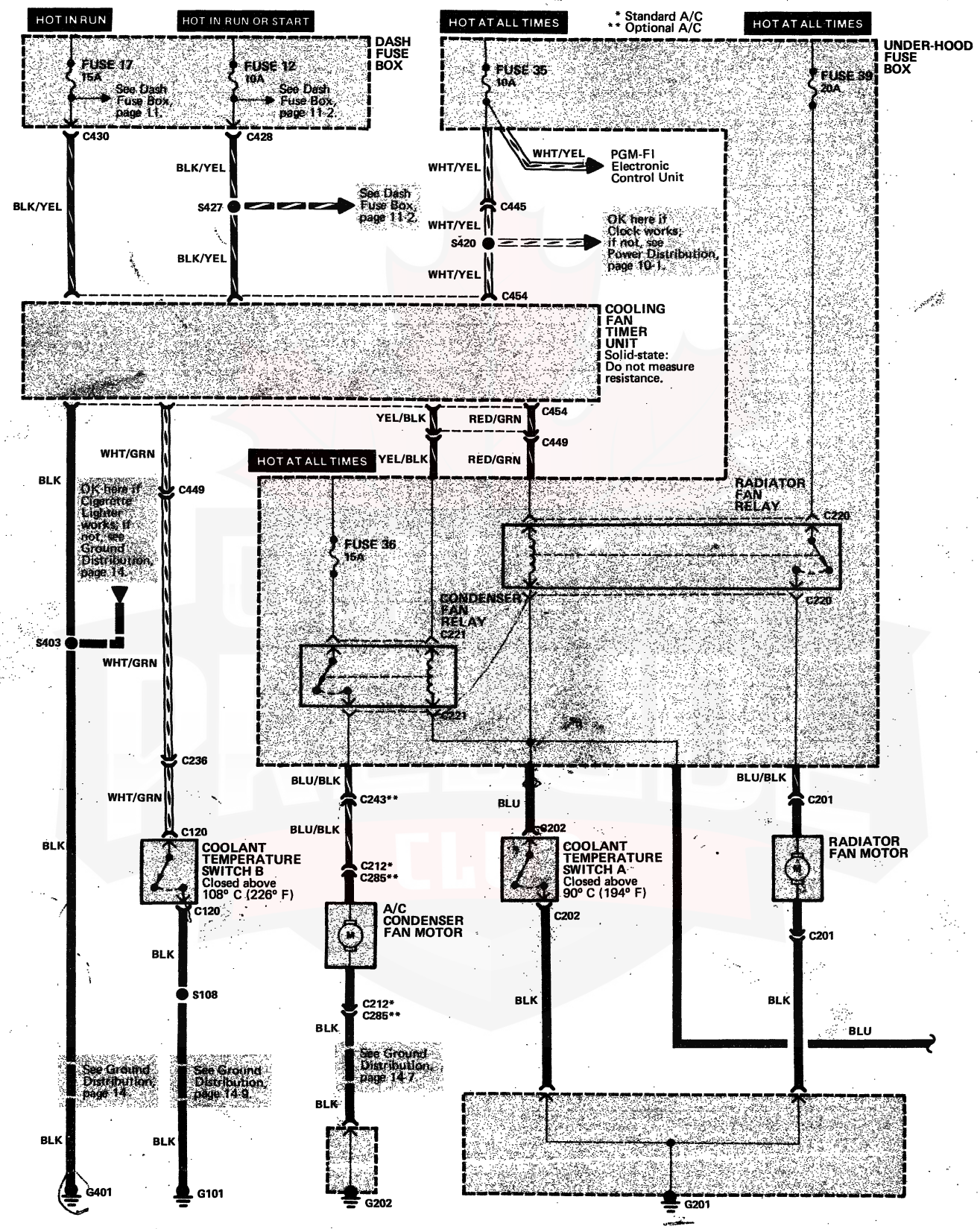
When the evaporator temperature drops below 37°F (3°C), the evaporator sensor opens its contacts, removing the ground from the cooling fan timer and electronic control unit. Both cooling fans and the A/C compressor clutch are de-energized until the evaporator temperature rises to a point where additional cooling is required. The evaporator sensor then closes its contacts and the cycle is repeated.

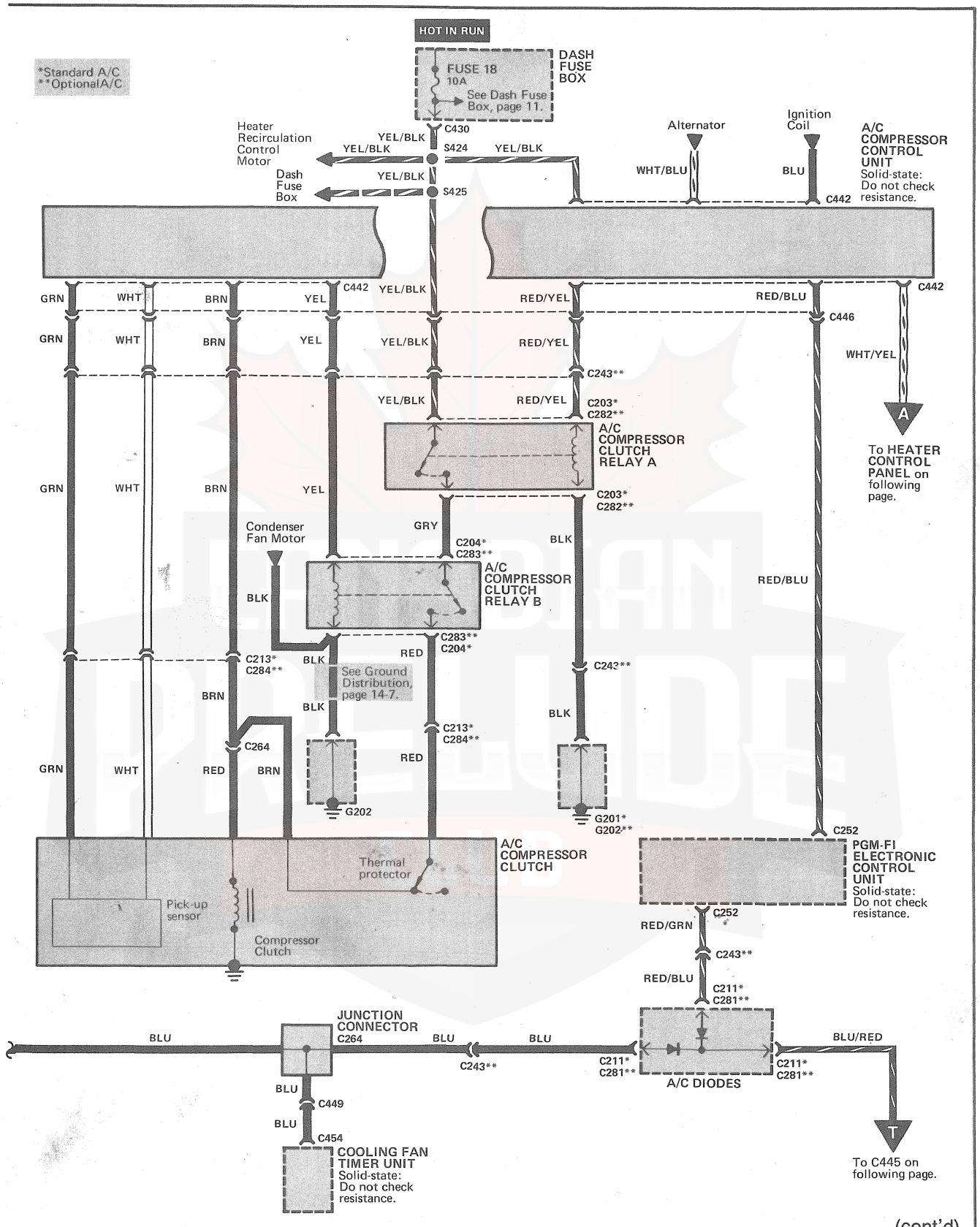
If refrigerant pressure becomes too high due to blockage or too low due to leakage, the A/C pressure switch contacts open, which interrupts the ground signal and prevents the air conditioning system from operating.



A/C: Fans and Compressor Controls (PGM-FI)

Circuit Schematic





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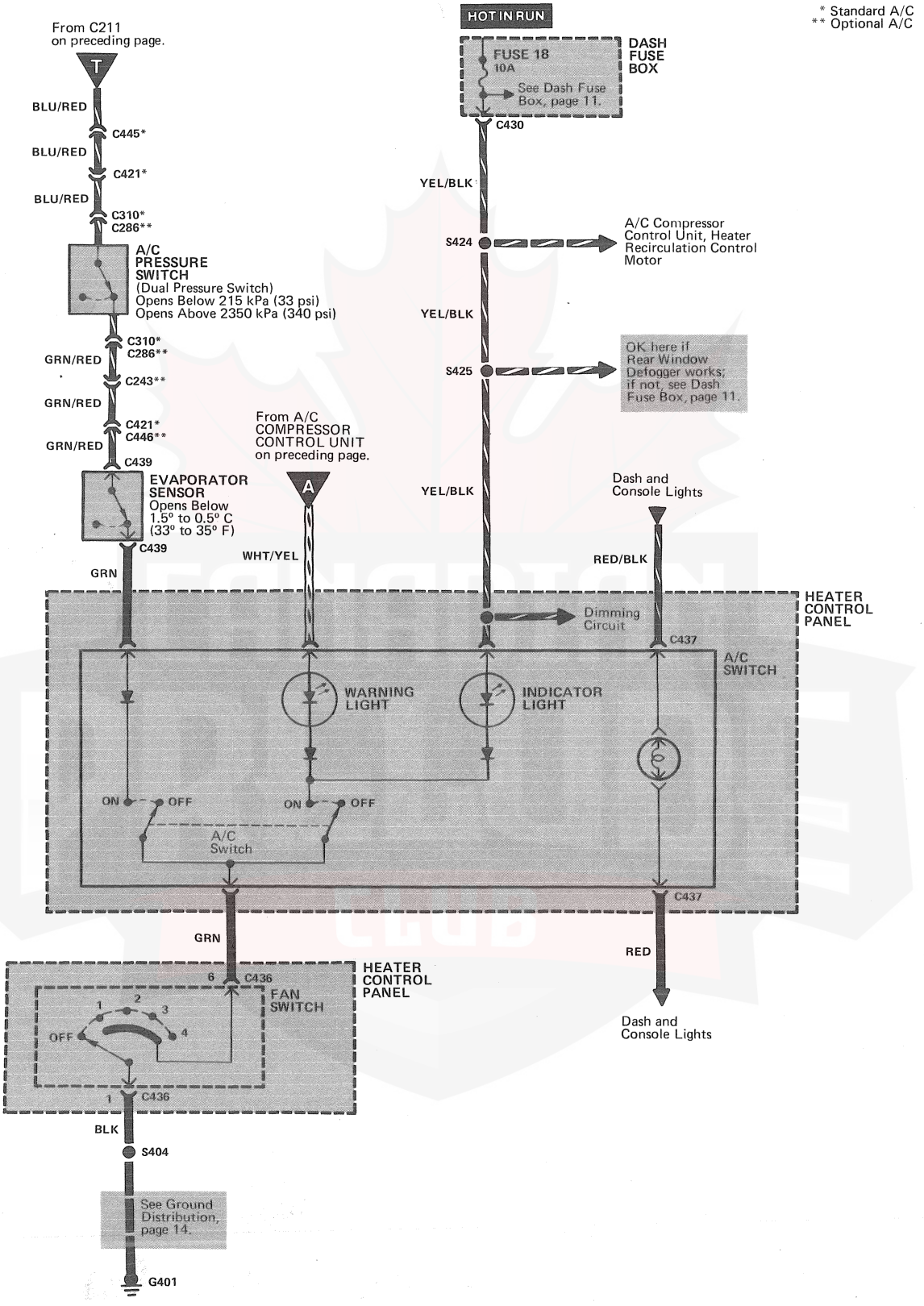
A/C: Fans and Compressor Controls (PGM-FI)

Circuit Schematic (cont'd)



Component Location Index

(Refer to Section 201 for photographs.)

A/C Compressor Clutch 17
Lower left front of engine

A/C Compressor Clutch Relay A 89
Right front corner of engine compartment

A/C Compressor Clutch Relay B 89
Right front corner of engine compartment

A/C Compressor Control Unit 90
Behind right side of dash

A/C Diodes 38
Right front of car, behind bumper

Condenser Fan Motor 95
Left rear of radiator

Condenser Fan Relay 96
In under-hood relay box

Coolant Temperature Switch A 47
On radiator, below coolant fan

Coolant Temperature Switch B 97
Top right front of engine

Cooling Fan Timer Unit 85
Below right side of dash, on kick panel

Dash Fuse Box 70
Behind left side of dash

Evaporator Sensor 65
Behind dash, at evaporator

PGM-FI Electronic Control Unit 91
Underside of passenger's footrest

Radiator Fan Motor 9
Right rear of radiator

Radiator Fan Relay 96
In under-hood relay box

Under-Hood Relay Box 102
Right side of engine compartment

C201 (2-WHT) 9
Lower right front of engine compartment

C212 (2-GRN) 95
Lower left front of engine compartment

C213 (4-WHT)
Lower left front of engine compartment, near A/C compressor

C236 (14-WHT) 16
Right rear corner of engine compartment

C243 (14-WHT) 38
Right front of engine compartment, behind front bumper

C252 (20-BLK) 61
On electronic control unit

C257 (20-GRN) 58
Behind right side of dash

C284 (2-WHT)
Lower left front of engine compartment, near A/C compressor

C285 (2-GRN) 95
Lower left front of engine compartment

C421 (20-WHT) 71
Behind left kick panel

C428 (14-YEL) 72
On rear of dash fuse box

C430 (10-YEL) 72
On rear of dash fuse box

C445 (22-WHT) 112
Under right side of dash

C446 (23-GRN) 73
Under right side of dash

C449 (18-WHT) 112
Under right side of dash

G101 8
On top right side of engine

G201 12
Right side of engine compartment

G202 12
Right side of engine compartment

G401 74
Behind top center of dash

A/C: Fans and Compressor Controls (PGM-FI)

How The Circuit Works

Fans

The cooling fan timer unit operates the radiator and condenser fans according to the temperature of the engine coolant. Both fans are turned on when the coolant temperature rises above 194°F (90°C) and are turned off when the coolant temperature falls below 181°F (83°C). If the engine coolant temperature is above 226°F (108°C) when the ignition is turned off, the cooling fan timer will run the condenser fan for a maximum of 15 minutes or until the engine coolant temperature drops to 214°F (101°C). The cooling fan timer unit controls the fans by operating the radiator and condenser fan relays.

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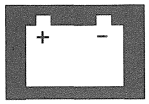
Compressor Control

When the A/C switch and the blower switch are turned on, a ground is applied from the heater control panel through the evaporator sensor, the A/C pressure switch and the A/C diodes to the cooling fan timer unit and the PGM-FI electronic control unit. The cooling fan timer unit energizes both fans. The electronic control unit increases the engine idle speed and signals the A/C compressor control unit to operate compressor clutch relays A and B, which will engage the A/C compressor clutch.

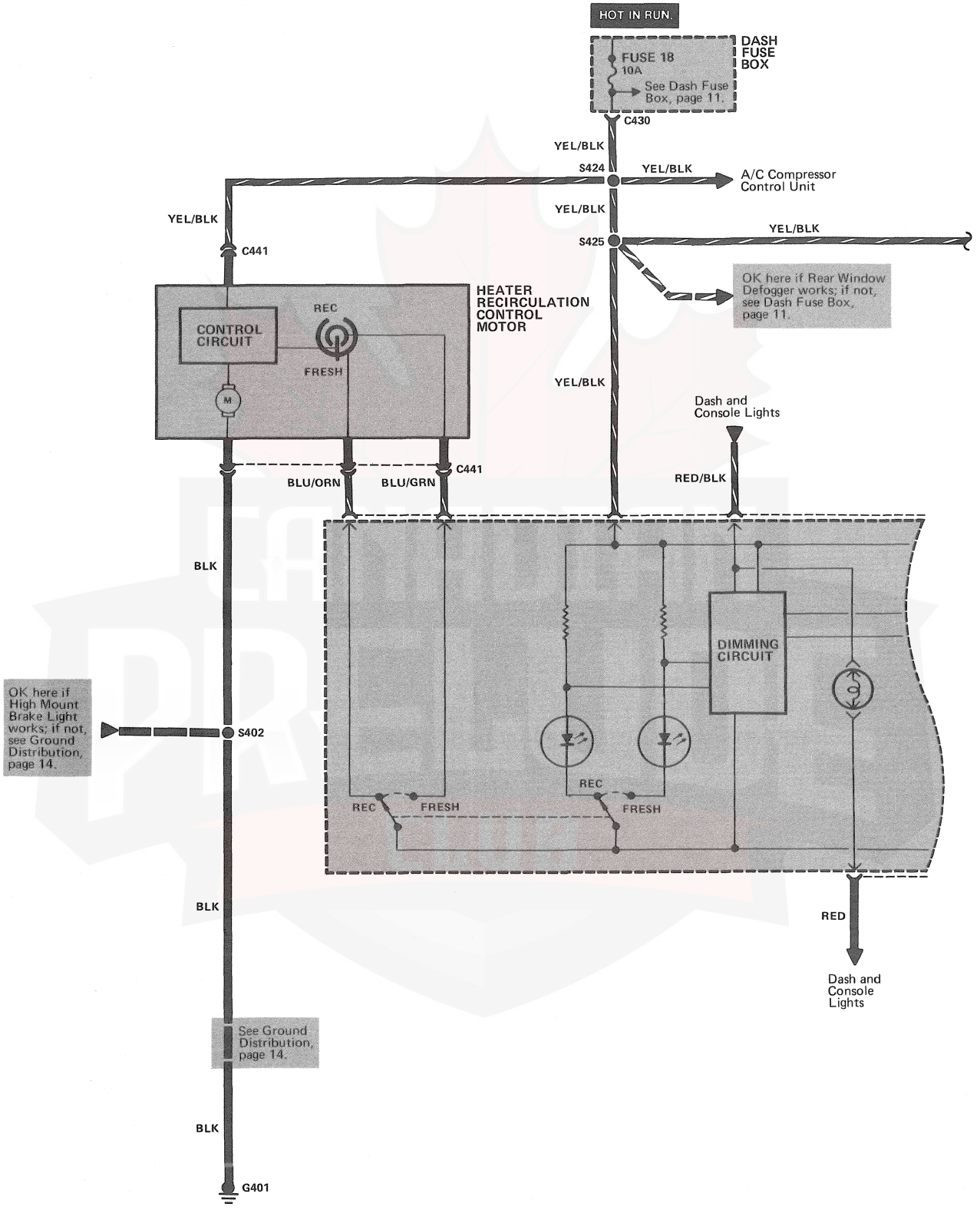
When the evaporator temperature drops below 37°F (3°C), the evaporator sensor opens its contacts, removing the ground from the cooling fan timer and electronic control unit. Both cooling fans and the A/C compressor clutch are de-energized until the evaporator temperature rises to a point where additional cooling is required. The evaporator sensor then closes its contacts and the cycle is repeated.

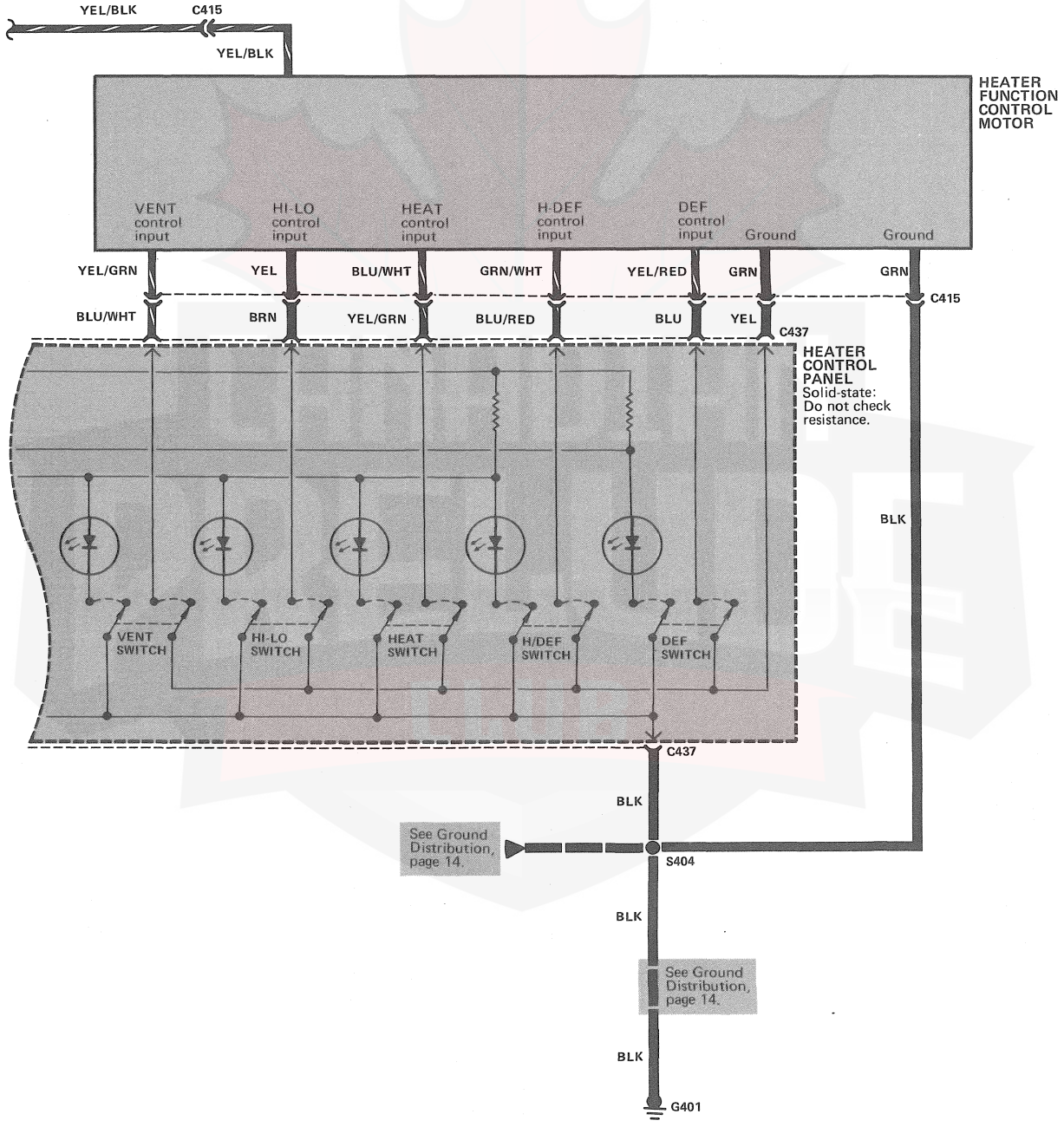
If refrigerant pressure becomes too high due to blockage or too low due to leakage, the A/C pressure switch contacts open, which interrupts the ground signal and prevents the air conditioning system from operating.



A/C: Air Delivery

Circuit Schematic





A/C: Air Delivery

Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Heater Function Control Motor 59
Behind center of dash

Heater Recirculation Control Motor 57
Behind right side of dash

C415 (8-WHT) 59
Behind center of dash

C430 (10-YEL) 72
On rear of dash fuse box

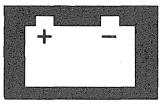
C441 (4-WHT) 93
Under right side of dash

G401 74
Behind top center of dash

How The Circuit Works

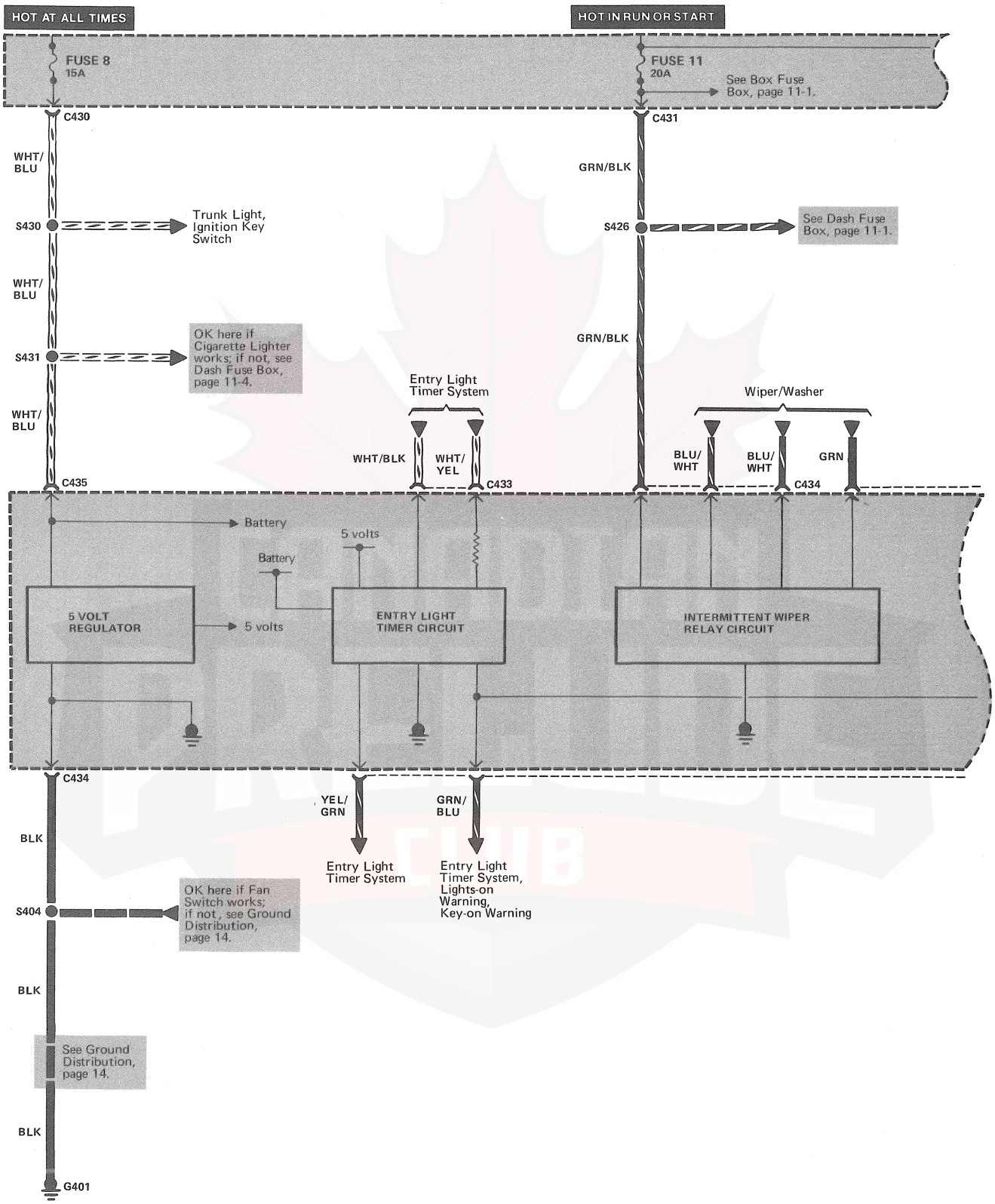
The heating and ventilating system has five modes: Vent, Hi-lo, Heat, H/Def, and Def. You select each mode by a pushbutton switch on the heater control panel. The system will recirculate the air in the car or draw air from the outside, depending on the position of the recirculation control pushbuttons.

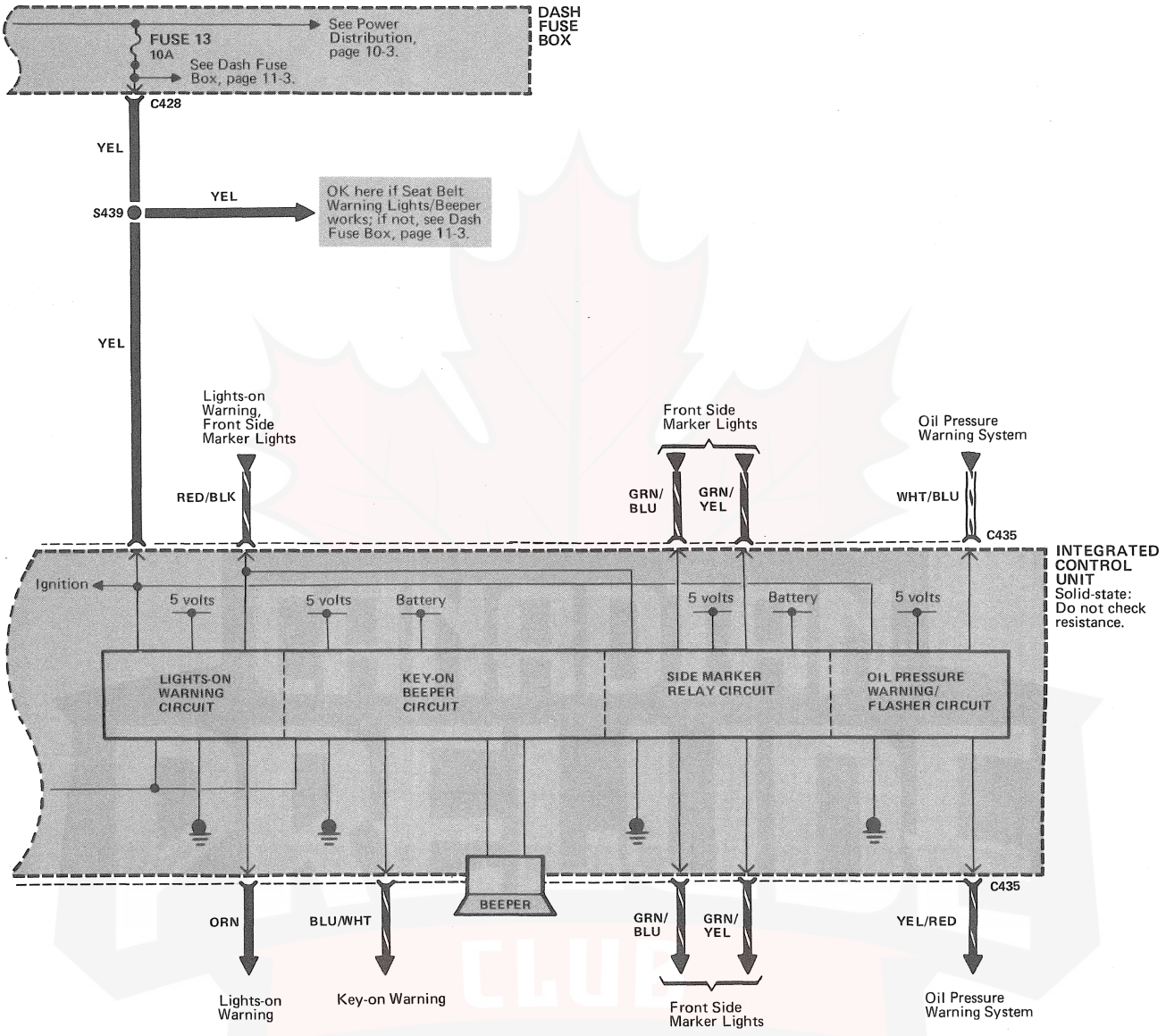
See Section 21 of the Service Manual for circuit description and troubleshooting procedures.



Integrated Control Unit

Circuit Schematic





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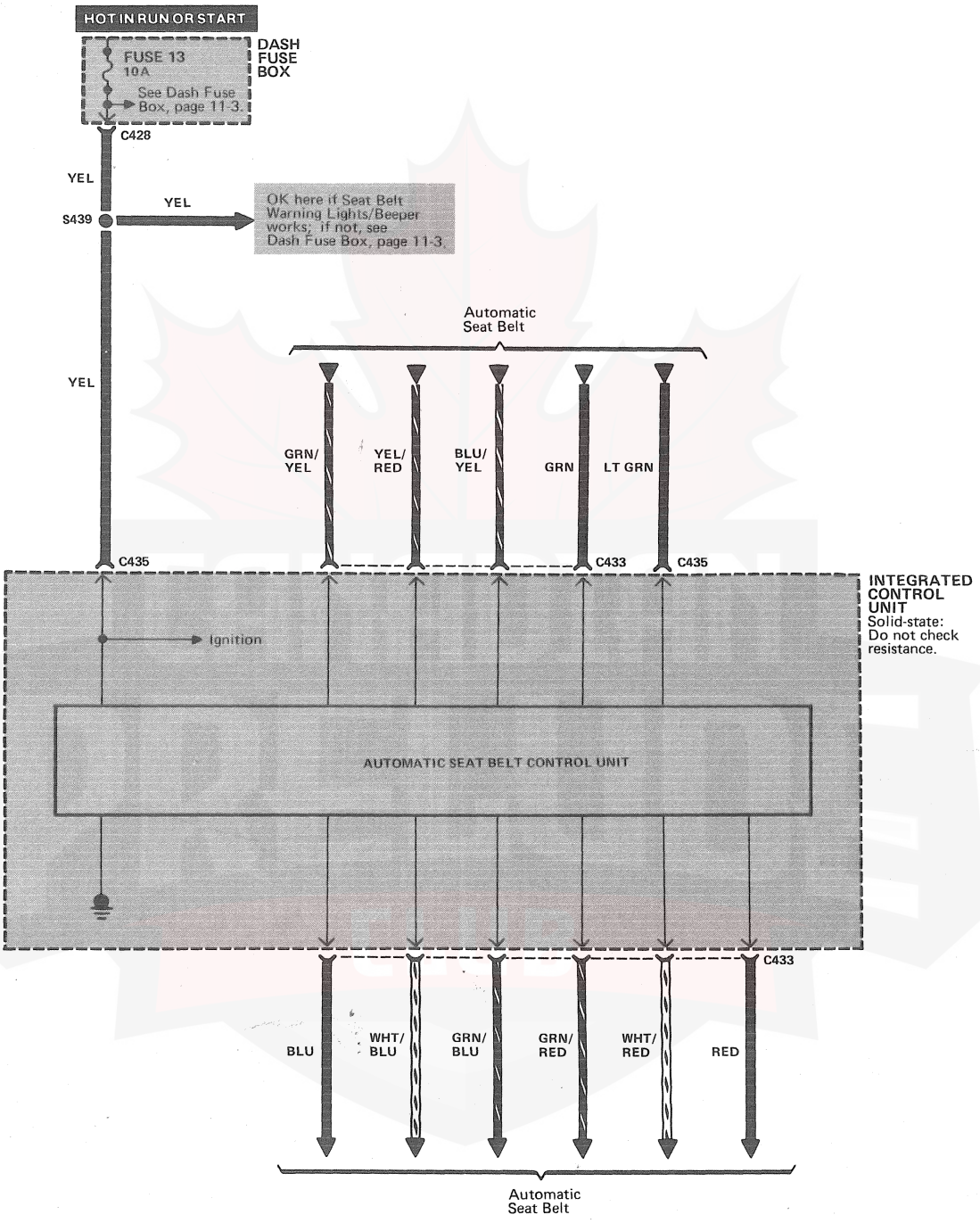
Integrated Control Unit

Circuit Schematic (cont'd)



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Integrated Control Unit 64
Behind center of dash

C428 (14-YEL) 72
On rear of dash fuse box

C430 (10-YEL) 72
On rear of dash fuse box

C431 (4-YEL) 72
On rear of dash fuse box

C433 (12-BLU) 64
Behind center of dash, on integrated control unit

C434 (4-WHT) 64
Behind center of dash, on integrated control unit

C435 (16-BLU) 64
Behind center of dash, on integrated control unit

G401 74
Behind top center of dash

How The Circuit Works

The integrated control unit combines several circuits sharing common circuit functions.

Entry Light Timer Circuit

For information on how the circuit works, see the Entry Light Timer System circuit.

Oil Pressure Warning/Flasher Circuit

For information on how the circuit works, see the Oil Pressure Warning System circuit.

Lights-on Warning and Key-on Beeper Circuit

For information on how the circuit works, see the Seat Belt, Lights-on and Ignition Key-on Warning circuit.

Side Marker Relay Circuit

For information on how the circuit works, see the Front Side Marker Lights circuit.

Intermittent Wiper Relay Circuit

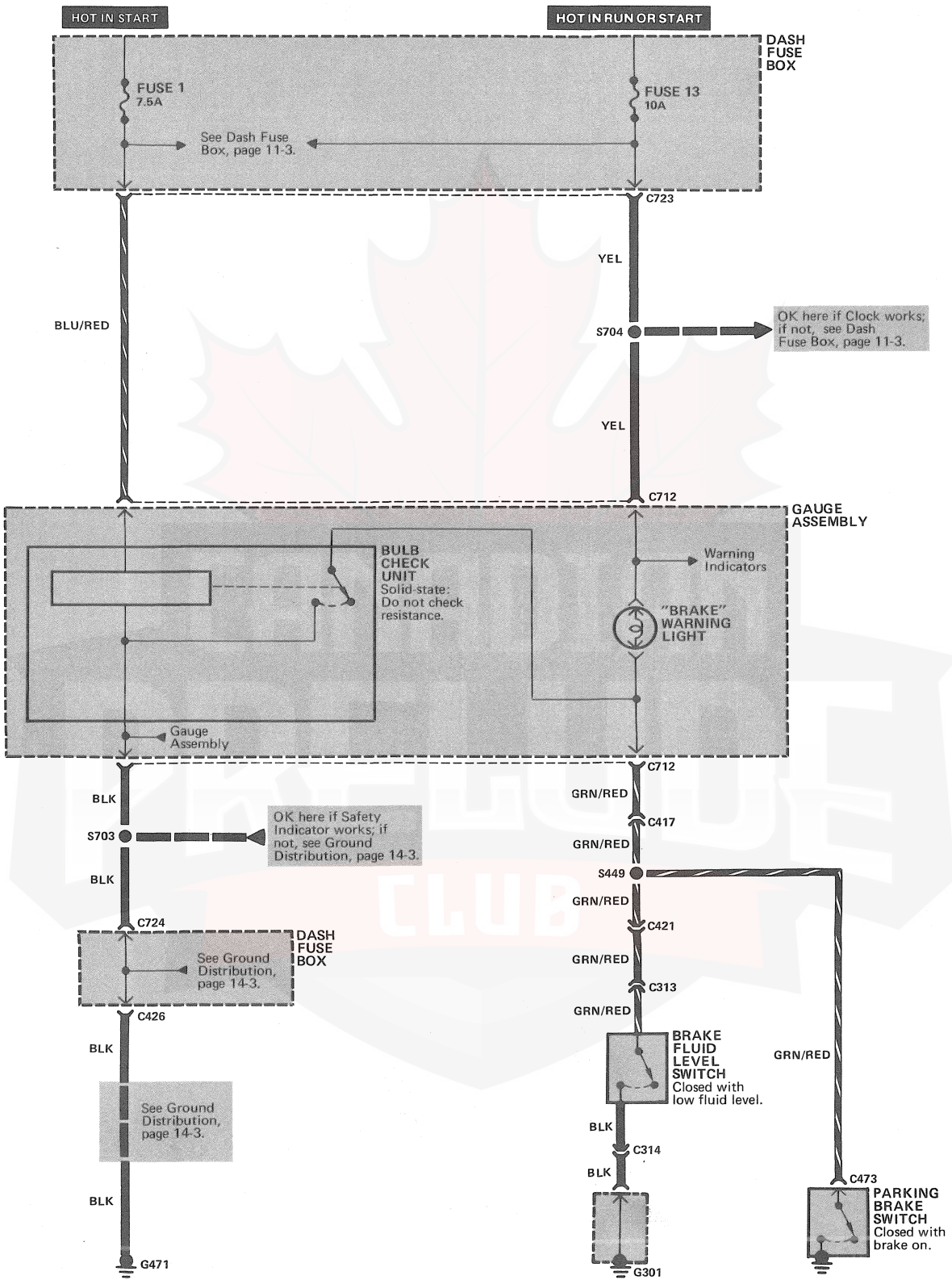
For information on how the circuit works, see the Wiper/Washer circuit.

Automatic Seat Belt

For information on how the circuit works, see the Automatic Seat Belt circuit.

Brake Warning System

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Brake Fluid Level Switch 1
Left rear of engine compartment, in brake fluid reservoir

Dash Fuse Box 70
Behind left side of dash

Parking Brake Switch 55
At base of parking brake lever

C313 (1-BLK) 1
Left rear of engine compartment

C314 (1-BLK) 1
Left rear of engine compartment

C417 (24-WHT) 78
Under left side of dash, right of steering column

C421 (20-WHT) 71
Behind left kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C712 (14-YEL) 107
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

G301 114
Left front corner of engine compartment

G471 20
Behind right side of rear seat

How The Circuit Works

The brake warning indicator light goes on to alert the driver that the parking brake is applied, or that the brake fluid level is low. It also lights as a bulb test when cranking the engine.

Parking Brake

With the ignition switch in RUN or START, voltage is applied through fuse 13 to the brake warning indicator light. When you apply the parking brake, the switch closes and provides a ground for the light: The brake warning indicator light goes on to remind the driver that the parking brake is applied.

Brake Fluid Level

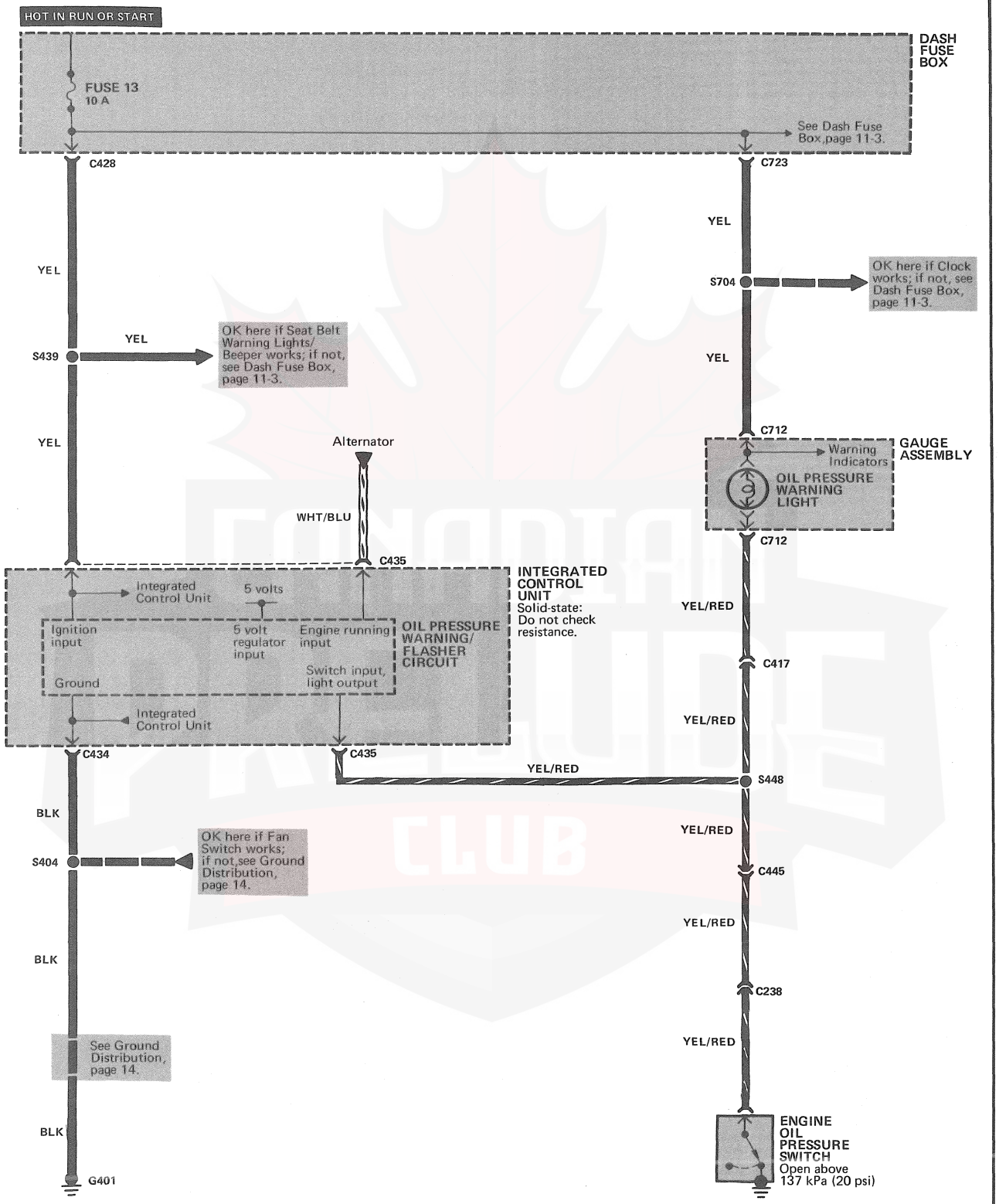
With the ignition switch in RUN or START, voltage is applied through fuse 13 to the brake warning indicator light. If the brake fluid level is low, the brake fluid level switch closes and ground is provided to the circuit: The brake warning indicator light operates to warn the driver of low brake fluid 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 1 to the bulb check unit of the warning display. The bulb check unit closes the circuit, allowing current to flow through the brake warning indicator light and bulb check unit to ground: The brake warning indicator light goes on to test the brake warning indicator light bulb.

Oil Pressure Warning System

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Engine Oil Pressure Switch
Rear of engine, above oil filter

Integrated Control Unit 64
Behind center of dash

C238 (8-WHT) 56
Right side of engine compartment

C417 (24-WHT) 78
Under left side of dash, right of steering column

C428 (14-YEL) 72
On rear of dash fuse box

C434 (4-WHT) 64
Behind center of dash, on integrated control unit

C435 (16-BLU) 64
Behind center of dash, on integrated control unit

C445 (22-WHT) 112
Under right side of dash

C712 (14-YEL) 107
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

G401 74
Behind top center of dash

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 and stays on with a complete loss of oil pressure.

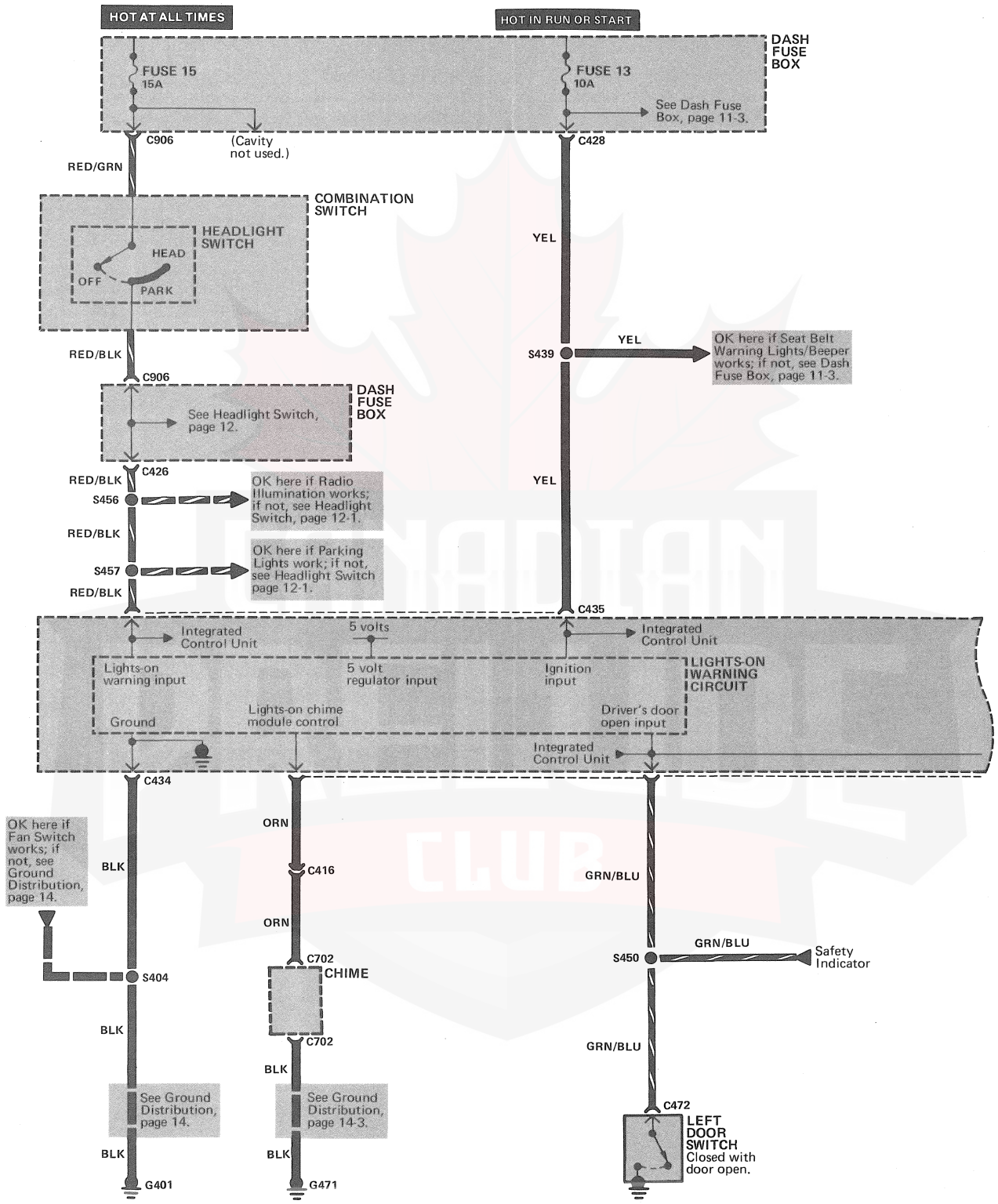
When the engine first starts, before oil pressure rises above 20 psi, voltage is applied to the oil pressure warning indicator light and the oil pressure switch to ground. This tests the bulb.

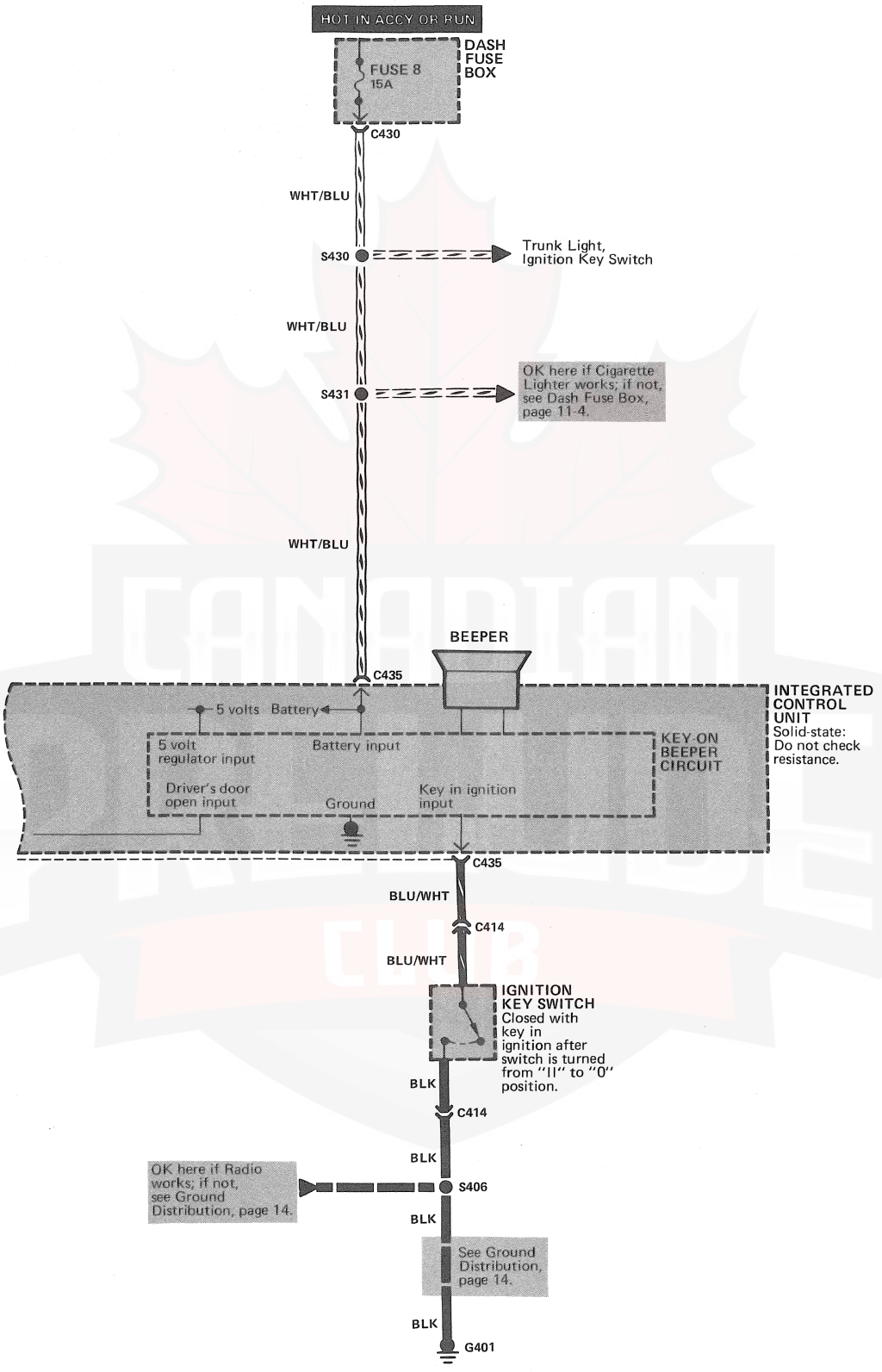
With the engine running, voltage is applied at the WHT/BLU wire of the integrated control unit. With normal oil pressure, the oil pressure switch is open and the oil pressure warning indicator light does not go on. If the oil pressure switch closes momentarily (more than 0.5 seconds) but then opens again, the YEL/RED wire at the integrated control unit will sense ground through the switch. The integrated control unit will then provide and remove ground for the oil pressure warning indicator light through the YEL/RED wire. The light will flash on and off until you turn the ignition switch off. The flashing feature will not work until 30 seconds after the initial voltage is applied to the WHT/BLU wire of the oil flasher unit. This delay avoids unnecessary warning light operation.

If engine oil pressure falls below 20 psi and does not increase, the oil pressure switch will stay closed. The oil pressure warning indicator light will go on and stay on.

Lights-on and Key-on Warning

Circuit Schematic





Lights-on and Key-on Warning

Component Location Index

(Refer to Section 201 for photographs.)

Chime 94
Below left side of dash

Dash Fuse Box 70
Behind left side of dash

Ignition Key Switch 87
In ignition switch mechanism, behind steering column covers

Integrated Control Unit 64
Behind center of dash

Left Door Switch 116
Lower section of left "B" pillar

C414 (4-BLU) 78
Under center of dash, near steering column

C416 (22-WHT) 78
Under left side of dash, right of steering column

C426 (7-YEL) 72
On rear of dash fuse box

C428 (14-YEL) 72
On rear of dash fuse box

C430 (10-YEL) 72
On rear of dash fuse box

C434 (4-WHT) 64
Behind center of dash, on integrated control unit

C435 (16-BLU) 64
Behind center of dash, on integrated control unit

C702 (2-WHT) 94
Under left side of dash

C906 (8-WHT) 80
On front of dash fuse box

G401 74
Behind top center of dash

G471 20
Behind right side of rear seat

How The Circuit Works

Key-on Warning

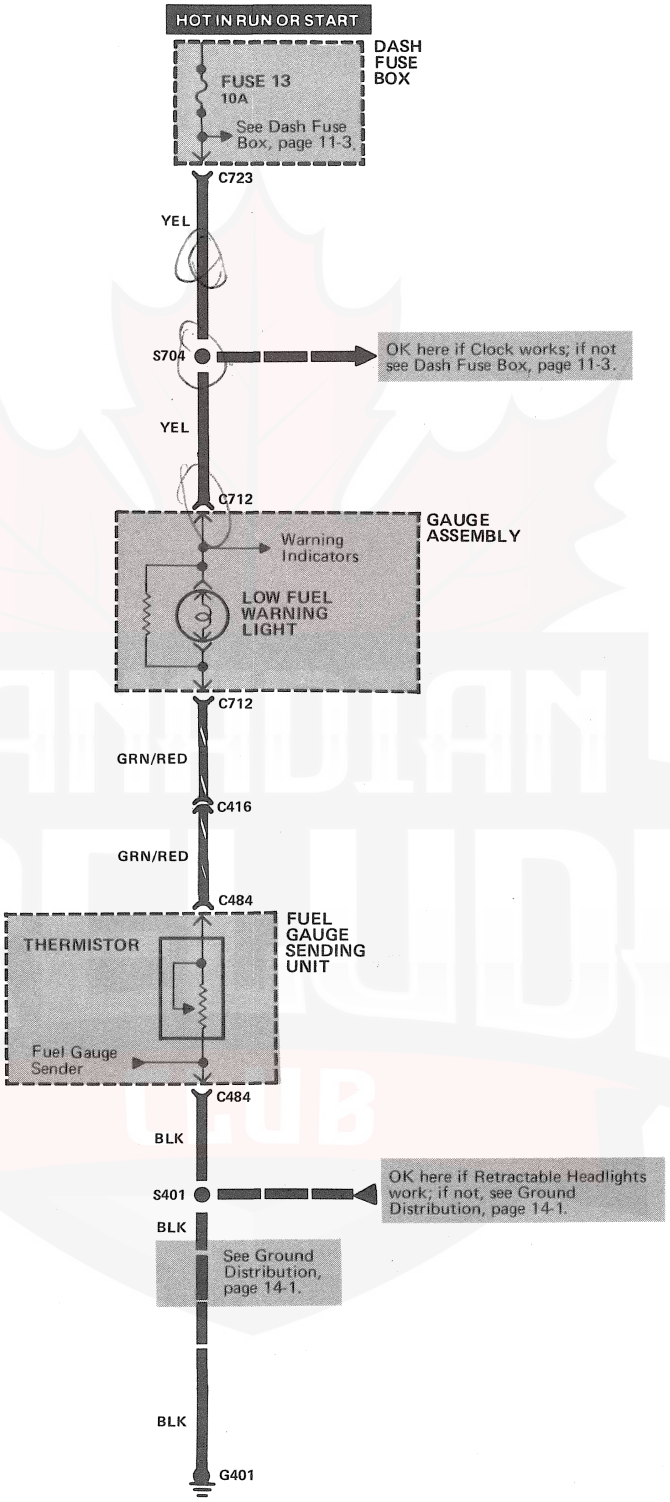
When the ignition key switch is closed, a ground is provided at the BLU/WHT wire of the integrated control unit. When you open the driver's door, ground is also provided at the GRN/BLU wire of the integrated control unit: The buzzer sounds.

Lights-on Warning

Voltage is applied at all times to the headlight switch. When the headlight switch is in PARK or HEAD, voltage is applied to the RED/BLK wire of C435. When you open the driver's door, the integrated control unit senses ground at the GRN/BLU wire of C435. If voltage is at the RED/BLK wire and ground is at the GRN/BLU wire, the lights-on chime module sounds.

Low Fuel Warning System

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Fuel Gauge Sending Unit
Below rear of car, top of fuel tank

C416 (22-WHT) 78
Under left side of dash, right of steering column

C712 (14-YEL) 107
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

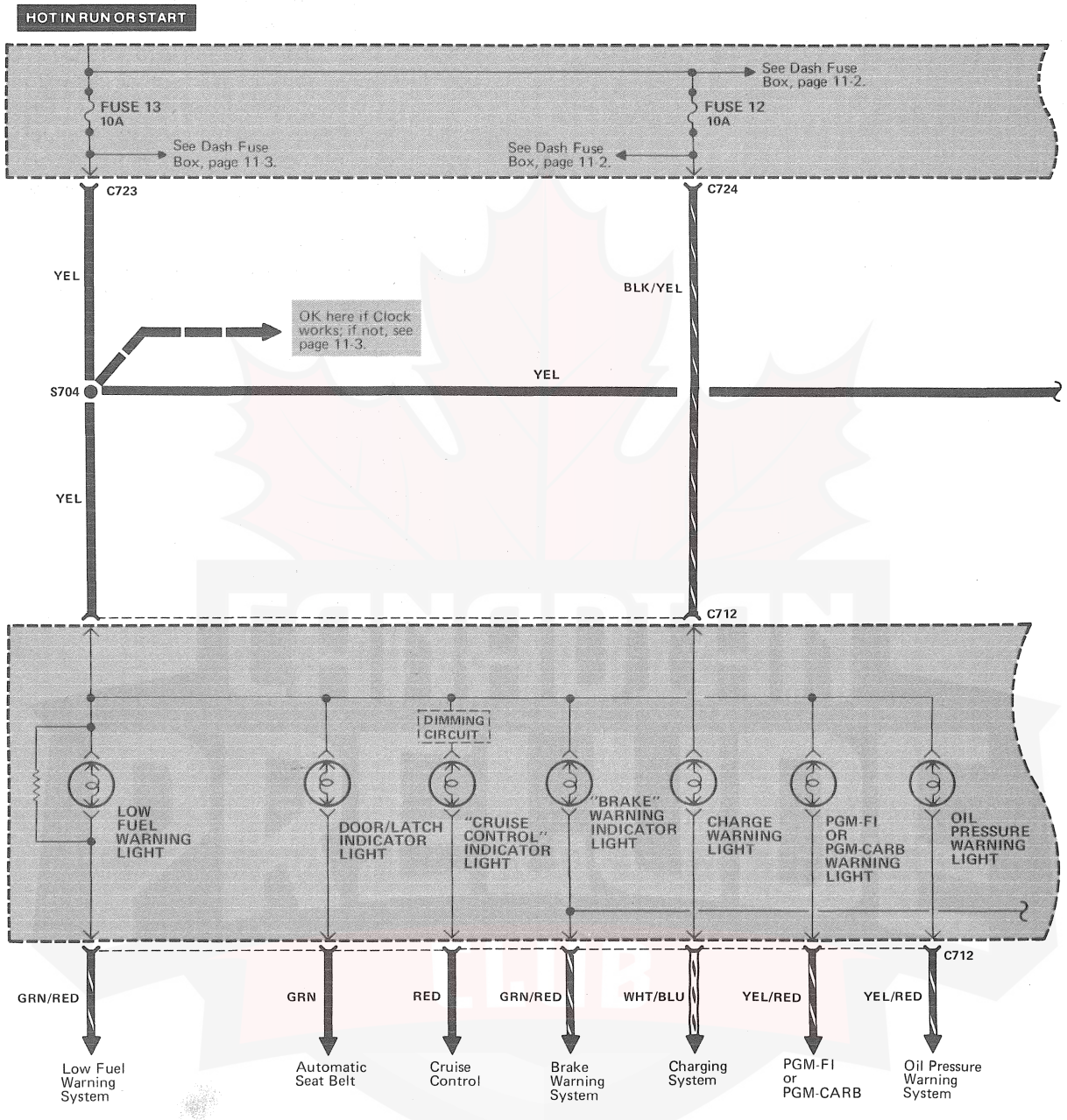
G401 74
Behind top center of dash

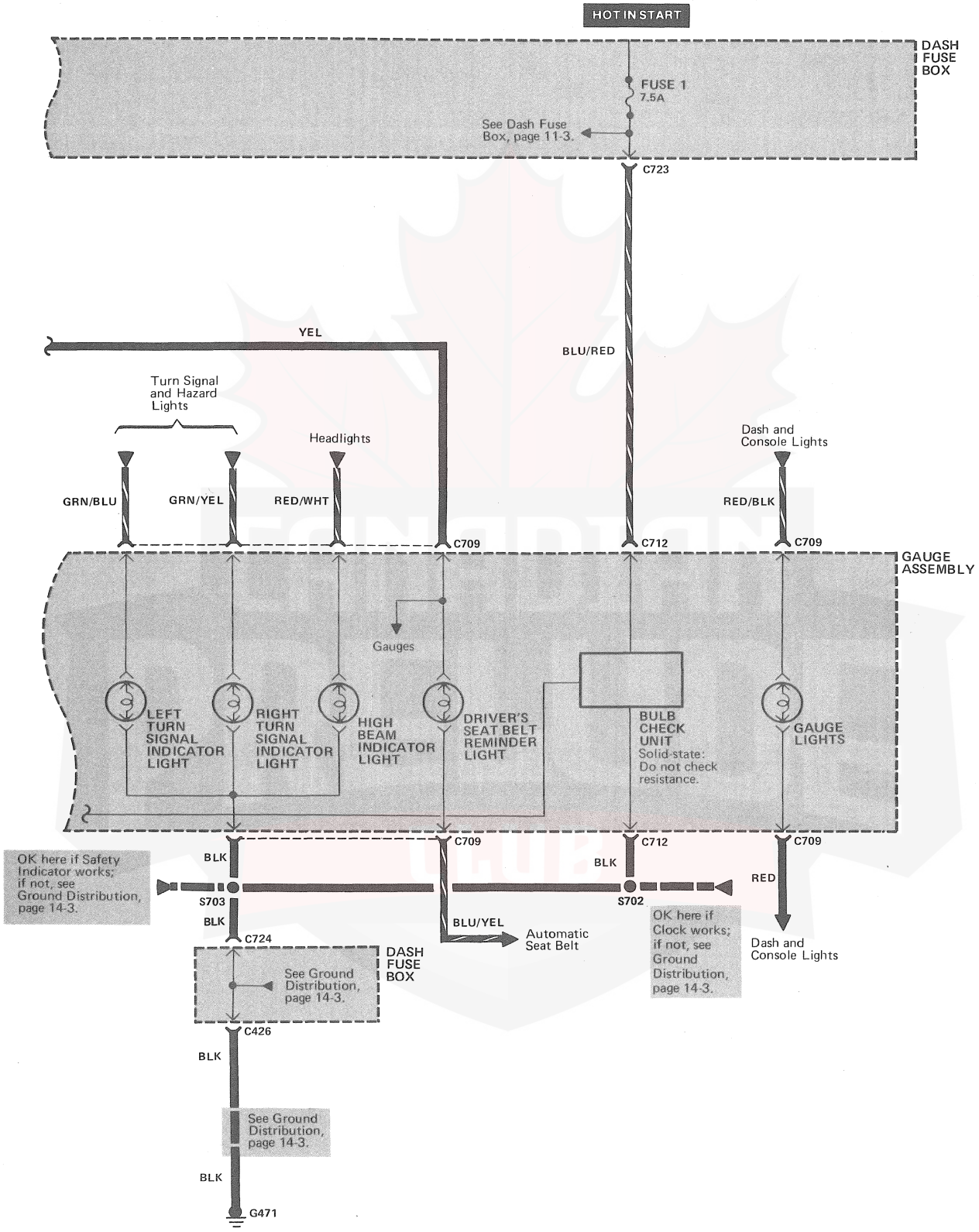
How The Circuit Works

The thermistor is mounted in the fuel tank unit. When the thermistor is cool, its resistance is very high. When the thermistor is warm, its resistance is lower. Fuel in the fuel tank transfers heat away from the thermistor fast enough to keep it cool. The thermistor's resistance stays high and the low fuel warning indicator light does not go on. When the fuel level drops below about 2.9 gallons, the thermistor is no longer immersed in fuel. Without the fuel to cool it, the thermistor's resistance is low. Current flows through the low fuel warning indicator light and the thermistor to ground: The low fuel warning indicator light goes on.

Indicators

Circuit Schematic





Indicators

Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

C426 (7-YEL) 72
On rear of dash fuse box

C709 (12-WHT) 81
On rear of gauge assembly

C712 (14-YEL) 107
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

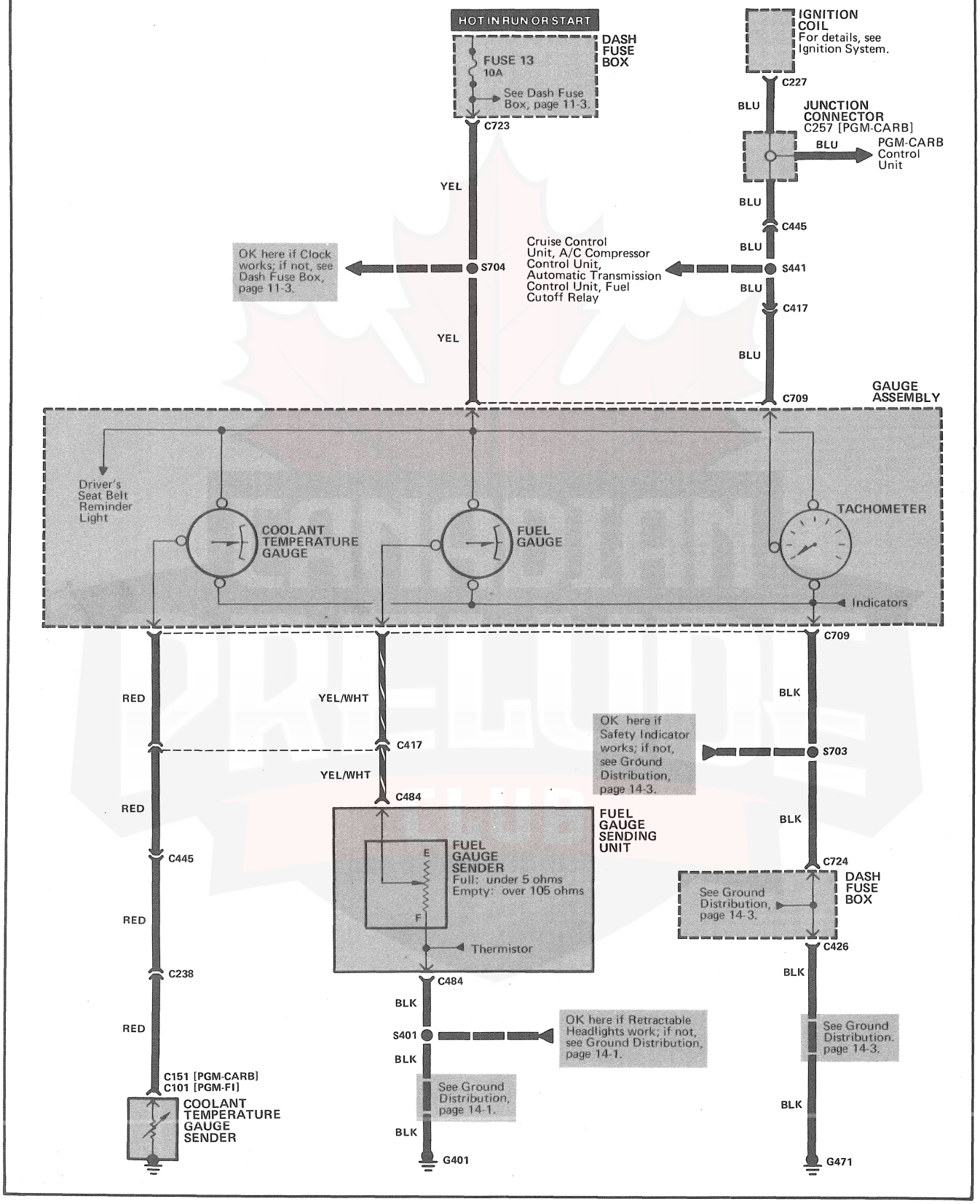
G471 20
Behind right side of rear seat

How The Circuit Works

The indicator lights are controlled by different conditions set forth in their associated system. See the associated system for the indicator light circuit description.

Gauges

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Coolant Temperature Gauge Sender 8
Top right front of engine

Dash Fuse Box 70
Behind left side of dash

Fuel Gauge Sending Unit
Below rear of car, top of fuel tank

Ignition Coil 15
Right rear of engine compartment

C227 (2-WHT) 15
On ignition coil

C238 (8-WHT) 56
Right side of engine compartment

C257 (20-GRN) 58
Behind right side of dash

C417 (24-WHT) 78
Under left side of dash, right of steering column

C426 (7-YEL) 72
On rear of dash fuse box

C445 (22-WHT) 112
Under right side of dash

C709 (12-WHT) 81
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

G401 74
Behind top center of dash

G471 20
Behind right side of rear seat

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 13 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.

The coolant temperature sender's resistance varies from approximately 142 ohms at low engine temperature to approximately 32 ohms at high engine temperature.

The fuel gauge sender's resistance varies from approximately 5 ohms at full to approximately 105 ohms at empty. Damper oil surrouding the fuel gauge allows the fuel level to be shown when the ignition is off.

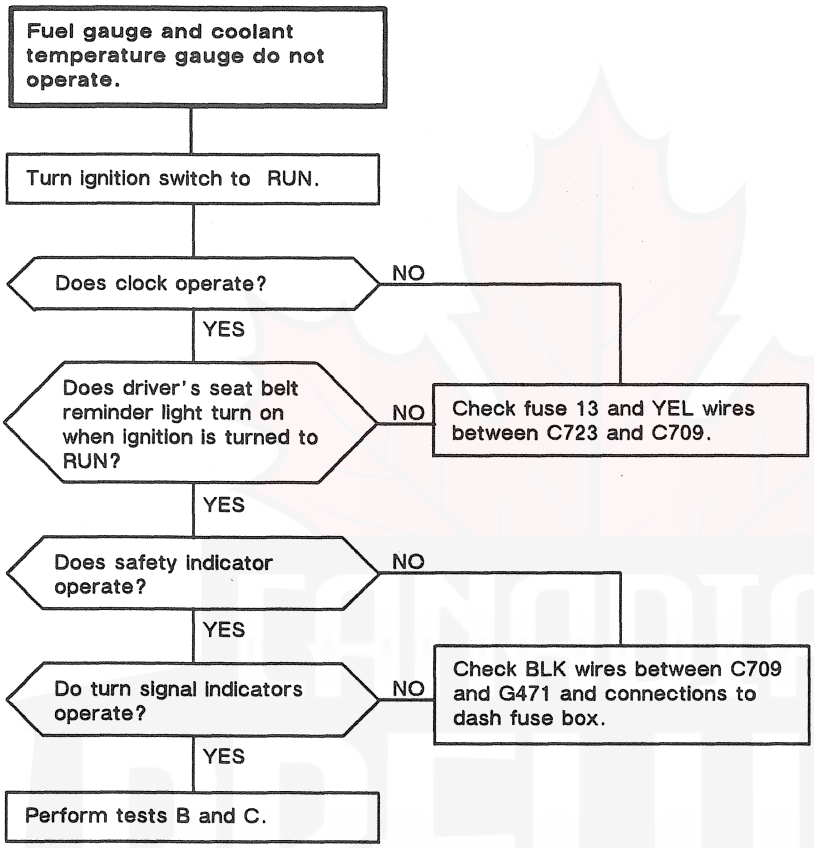
With the engine running, the tachometer senses ignition pulses from the distributor through the igniter unit. The solid-state tachometer displays these pulses as engine speed. With 200 pulses per minute from the igniter unit, the tachometer displays 100 rpm.

Gauges

Troubleshooting

Symptom	Troubletree
Fuel gauge and coolant temperature gauge do not operate.	A
Fuel gauge does not operate correctly.	B
Coolant temperature gauge does not operate correctly.	C
Inaccurate fuel gauge reading at all times — fuel gauge sender test.	D
Inaccurate coolant temperature gauge — coolant temperature gauge sender test.	E

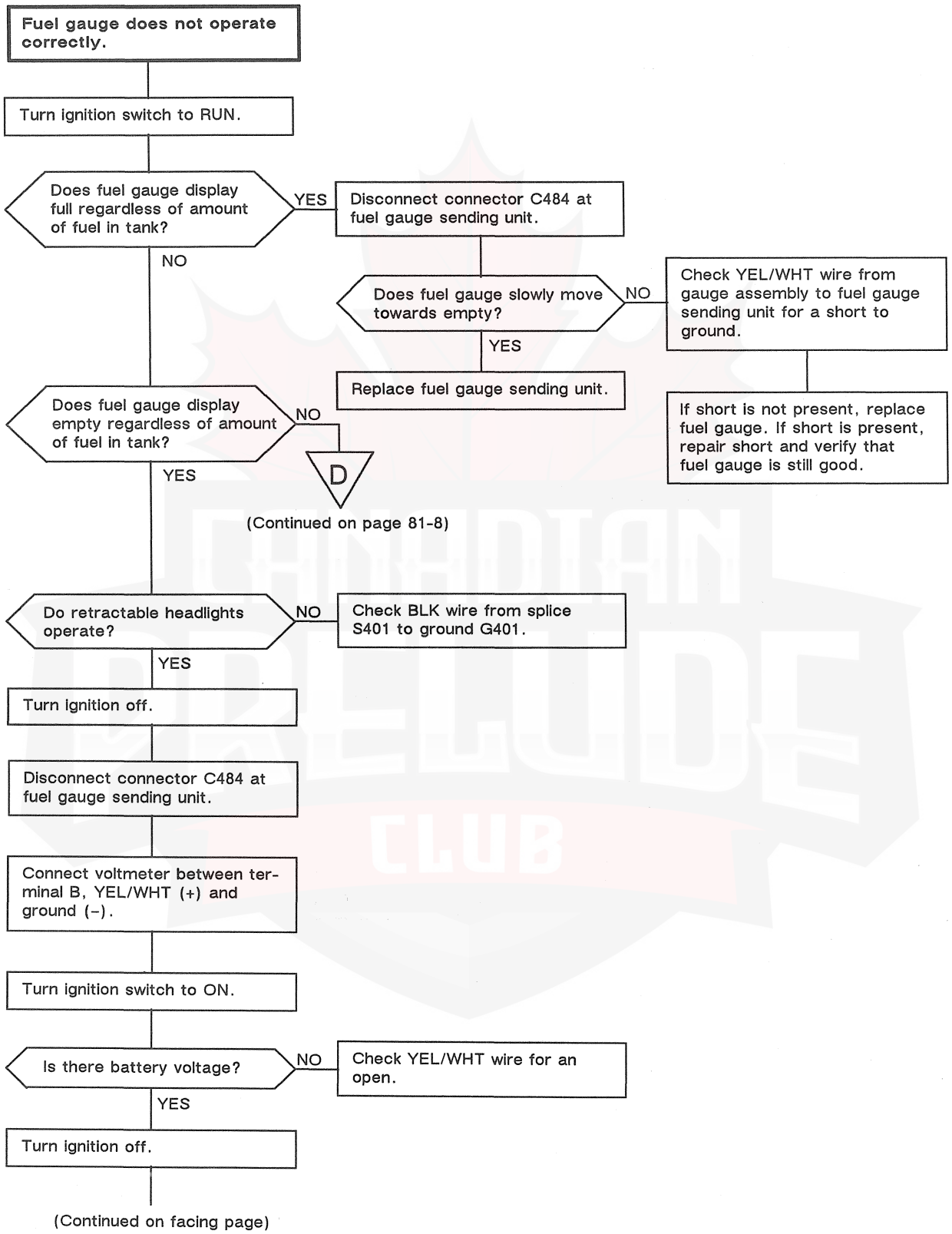
Troubletree A



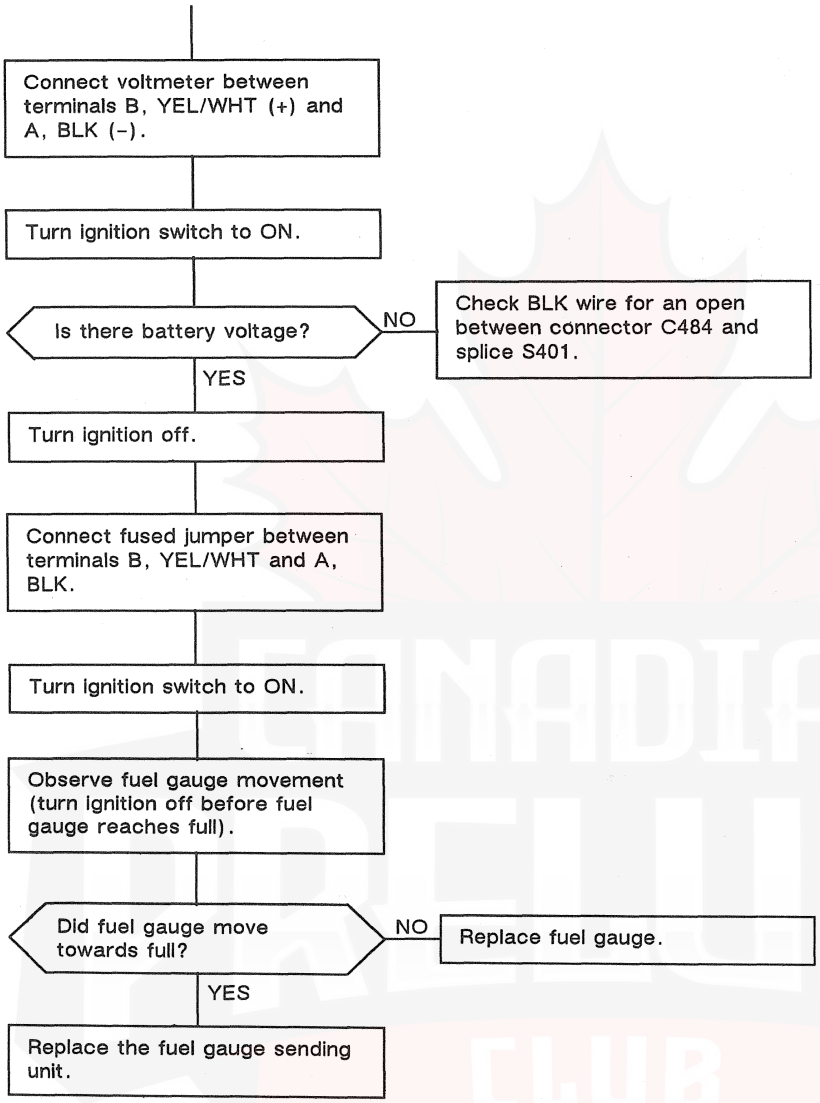
(cont'd)

Troubleshooting (cont'd)

Troubletree B



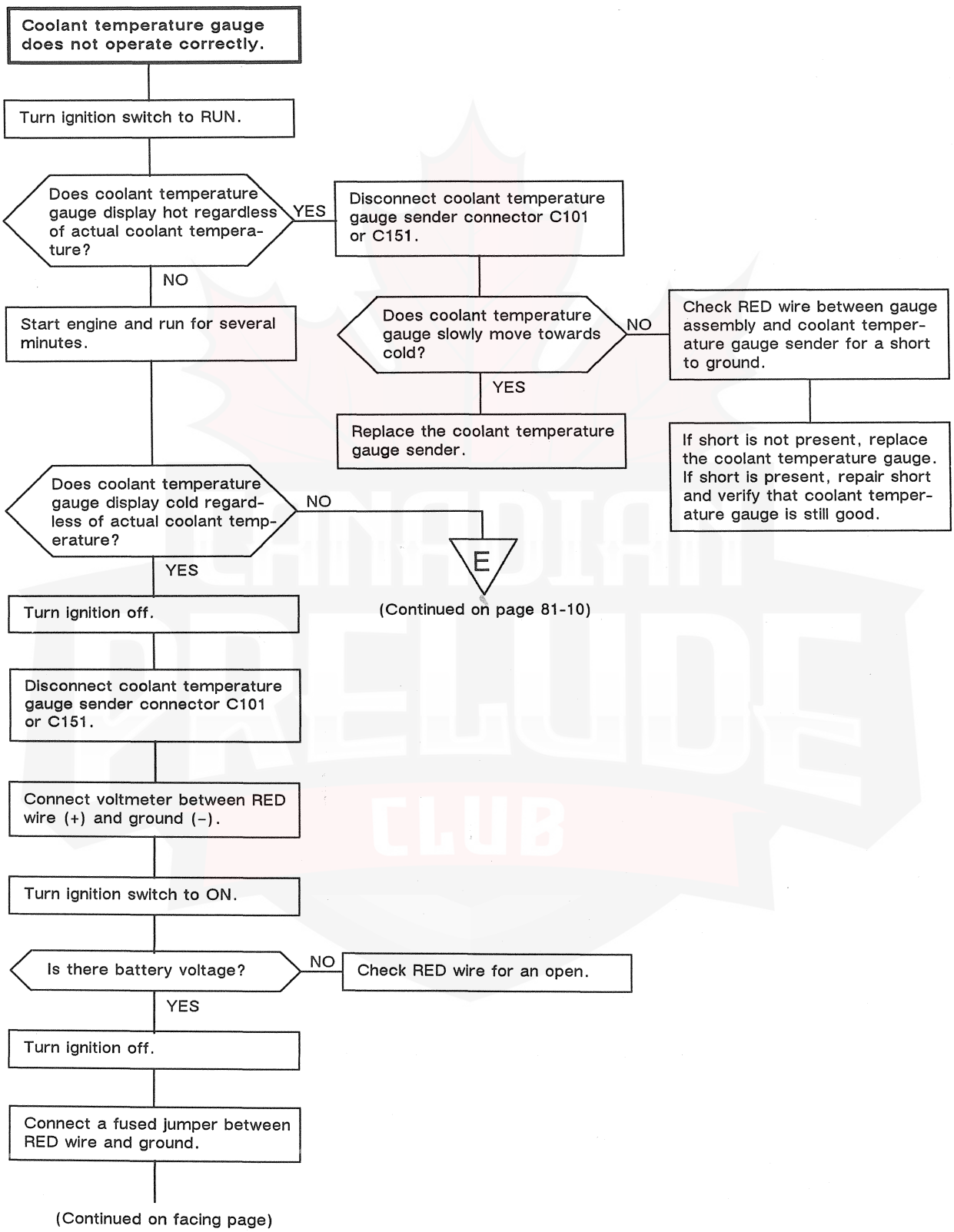
(Continued from facing page)



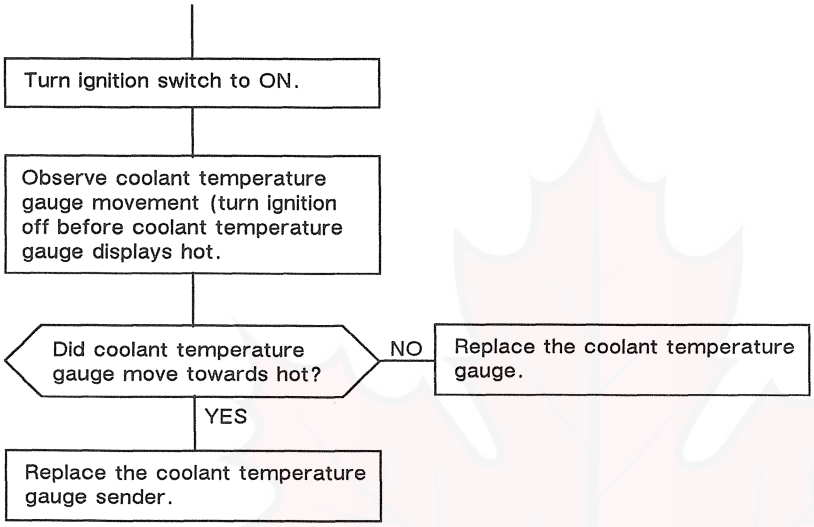
(cont'd)

Troubleshooting (cont'd)

Troubletree C



(Continued from facing page)



(cont'd)

Troubleshooting (cont'd)

Troubletree D

Fuel gauge sender test.

(Continued from page 81-4)

D

WARNING: Do not smoke while working on fuel system. Keep an open flame away from work area.

Turn ignition off.

Disconnect fuel gauge sending unit connector C484.

Remove the fuel gauge sender.

Move the float to position "A" as shown.

Measure the resistance between terminals A and B of the fuel gauge sender.

Is the resistance between 105 and 110 ohms?

NO → Replace the fuel gauge sending unit.

YES

Move the float to position "B" as shown.

Measure the resistance between terminals A and B of the fuel gauge sender.

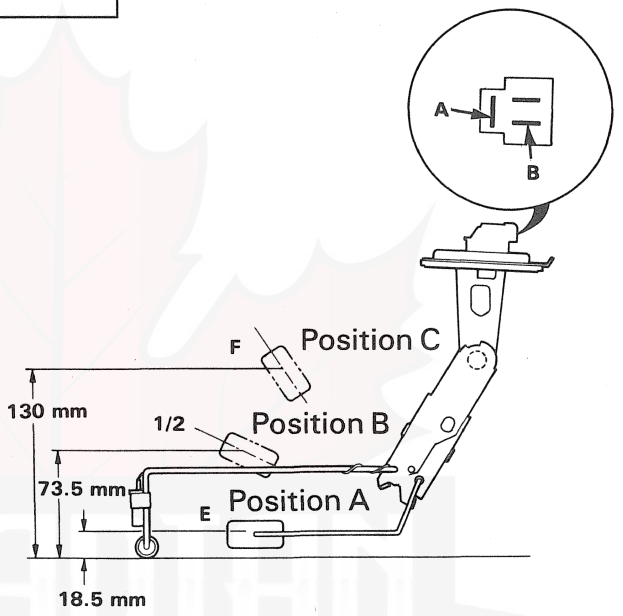
Is the resistance between 25.5 and 39.5 ohms?

NO → Replace the fuel gauge sending unit.

YES

Move the float to position "C" as shown.

(Continued on facing page)



FUEL GAUGE SENDING UNIT

(Continued from facing page)

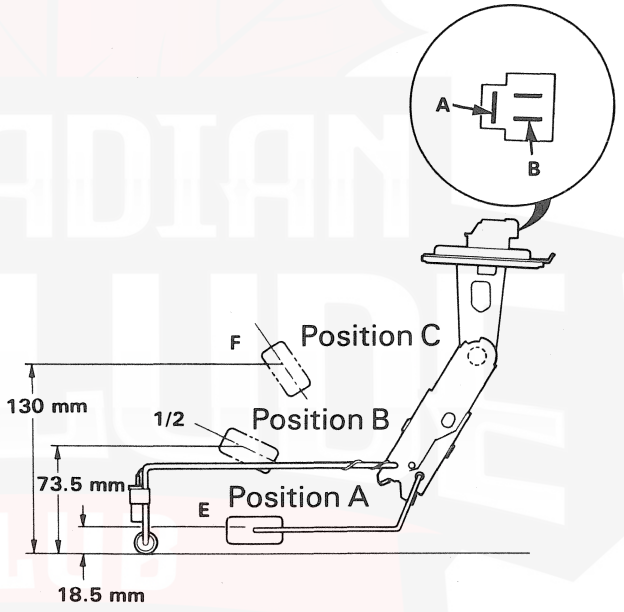
Measure the resistance between terminals A and B of the fuel gauge sender.

Is the resistance between 2 and 5 ohms?

NO → Replace the fuel gauge sending unit.

YES

Check the YEL/WHT and BLK wires to the fuel gauge sending unit connector for high resistance. If wires are good, replace fuel gauge.



FUEL GAUGE SENDING UNIT

(cont'd)

Troubleshooting (cont'd)

Troubletree E

Coolant temperature gauge sender test.

(Continued from 81-6) E

Disconnect the coolant temperature gauge sender connector C101 or C151.

Monitor the temperature of the engine coolant.

With engine cold (56 °C, 133 °F), measure the resistance between the coolant temperature gauge sender and ground.

Is the resistance between 140 and 150 ohms?

NO — Replace the coolant temperature gauge sender.

YES

Start the engine and run it at operating temperature (85 °C, 185 °F to 100 °C, 212 °F).

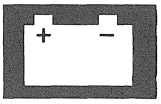
Measure the resistance between the coolant temperature gauge sender and ground.

Is the resistance between 32 and 49 ohms?

NO — Replace the coolant temperature gauge sender.

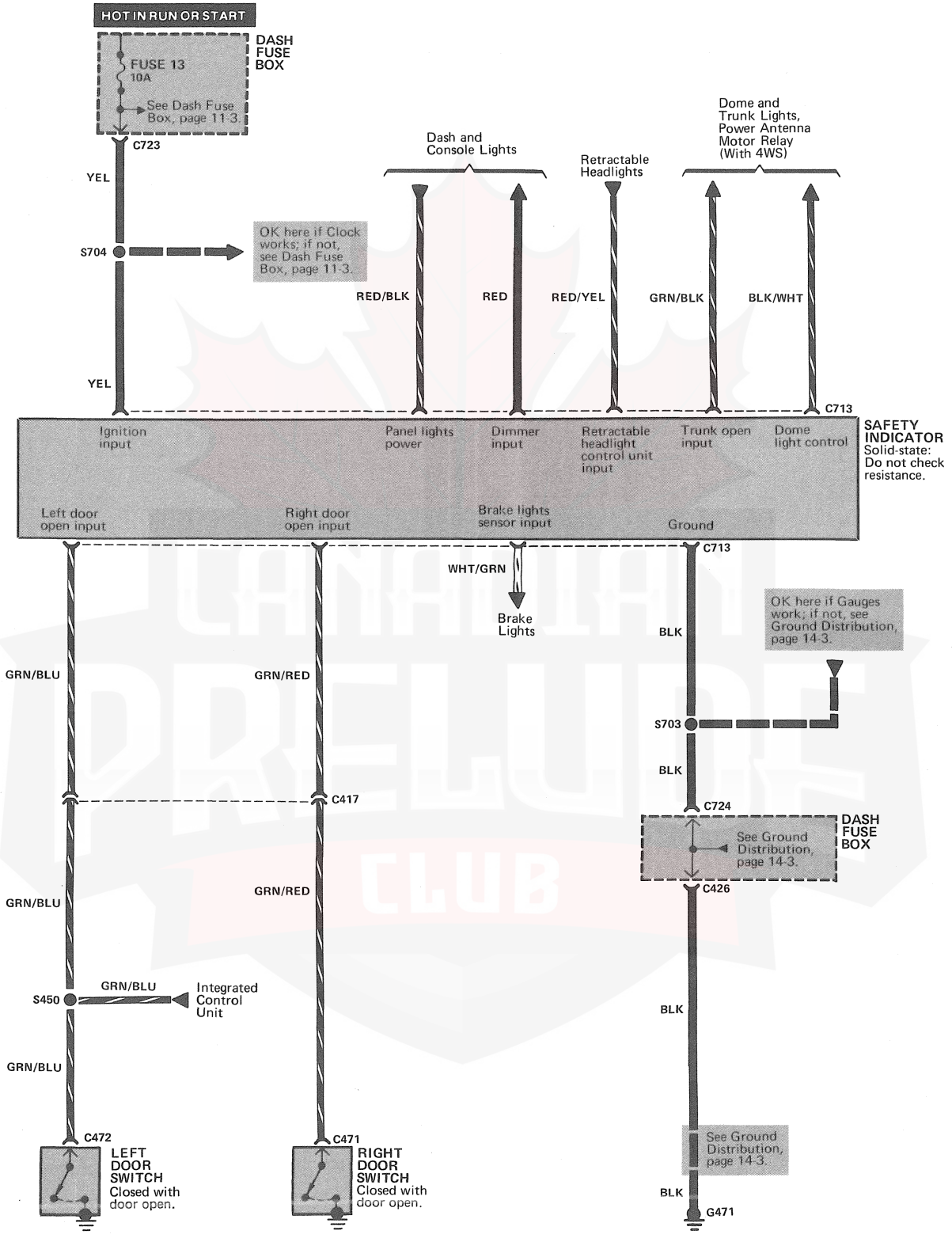
YES

Check the RED wire to the gauge assembly for high resistance. If wire is good, replace the coolant temperature gauge.



Safety Indicator

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Left Door Switch 116
Lower section of left "B" pillar

Right Door Switch 116
Lower section of right "B" pillar

C417 (24-WHT) 78
Under left side of dash, right of steering column

C426 (7-YEL) 72
On rear of dash fuse box

C713 (16-YEL) 81
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

G471 20
Behind right side of rear seat

How The Circuit Works

With the ignition switch in RUN or START, voltage is applied to the safety indicator. The safety indicator lights the appropriate display according to the corresponding input signal. The brightness of the safety indicator display is controlled by the dash lights dimmer when the headlight switch is in PARK or HEAD.

Trunk Light

For information on how the circuit works, see the Trunk Light circuit.

Brake Light Bulb Failure Warning

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

Dome Light

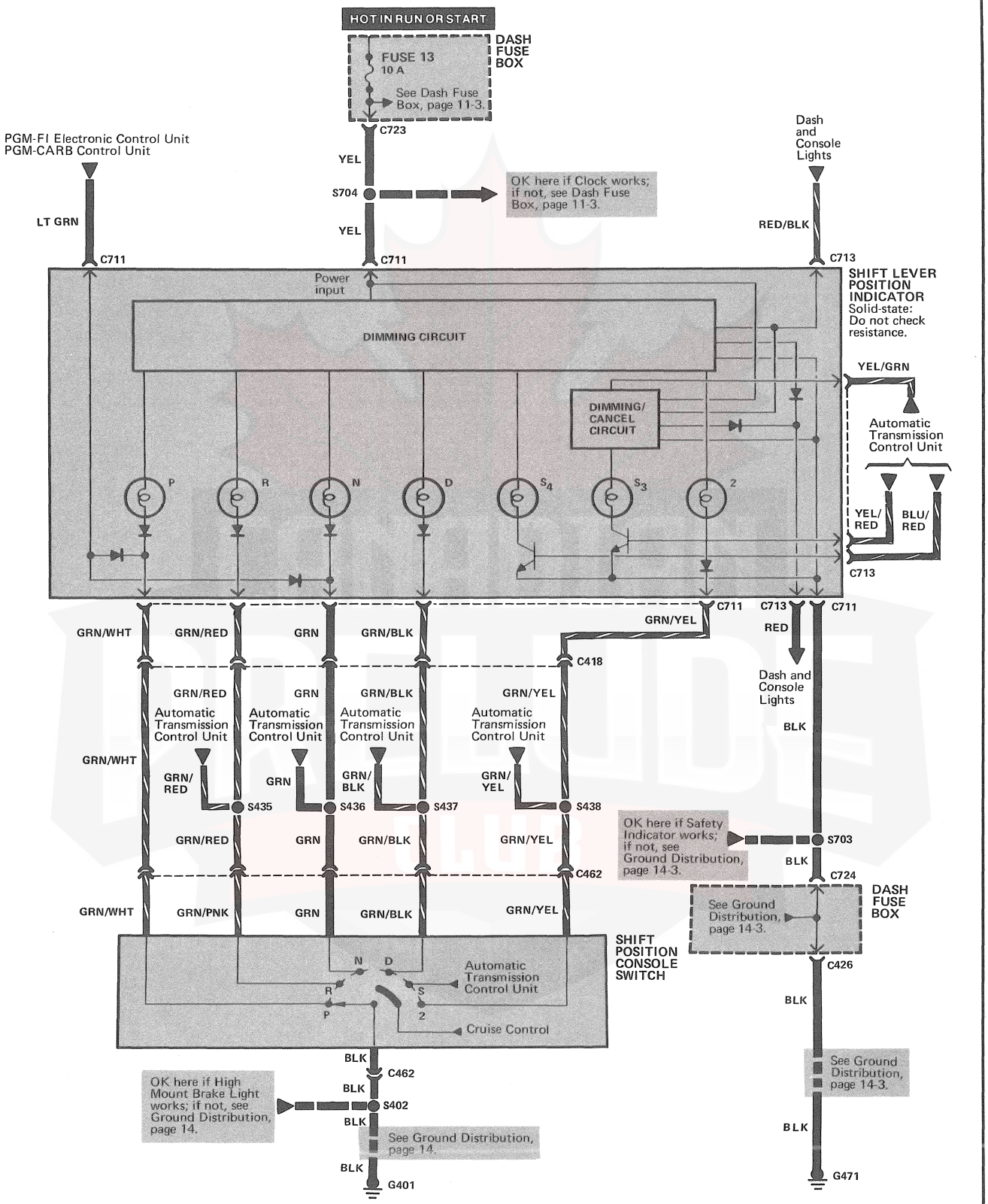
For information on how the circuit works, see the Dome Light circuit.

Retractable Headlights

For information on how the circuit works, see the Retractable Headlights circuit.

Shift Lever Position Indicator

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Shift Position Console Switch 60
In console, below shift lever

C418 (10-BLU) 78
Under left side of dash, right of steering column

C426 (7-YEL) 72
On rear of dash fuse box

C462 (10-WHT) 60
On center of floor, near gear selector

C711 (10-WHT) 81
On rear of gauge assembly

C713 (16-YEL) 81
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

G401 74
Behind top center of dash

G471 20
Behind right side of rear seat

How The Circuit Works

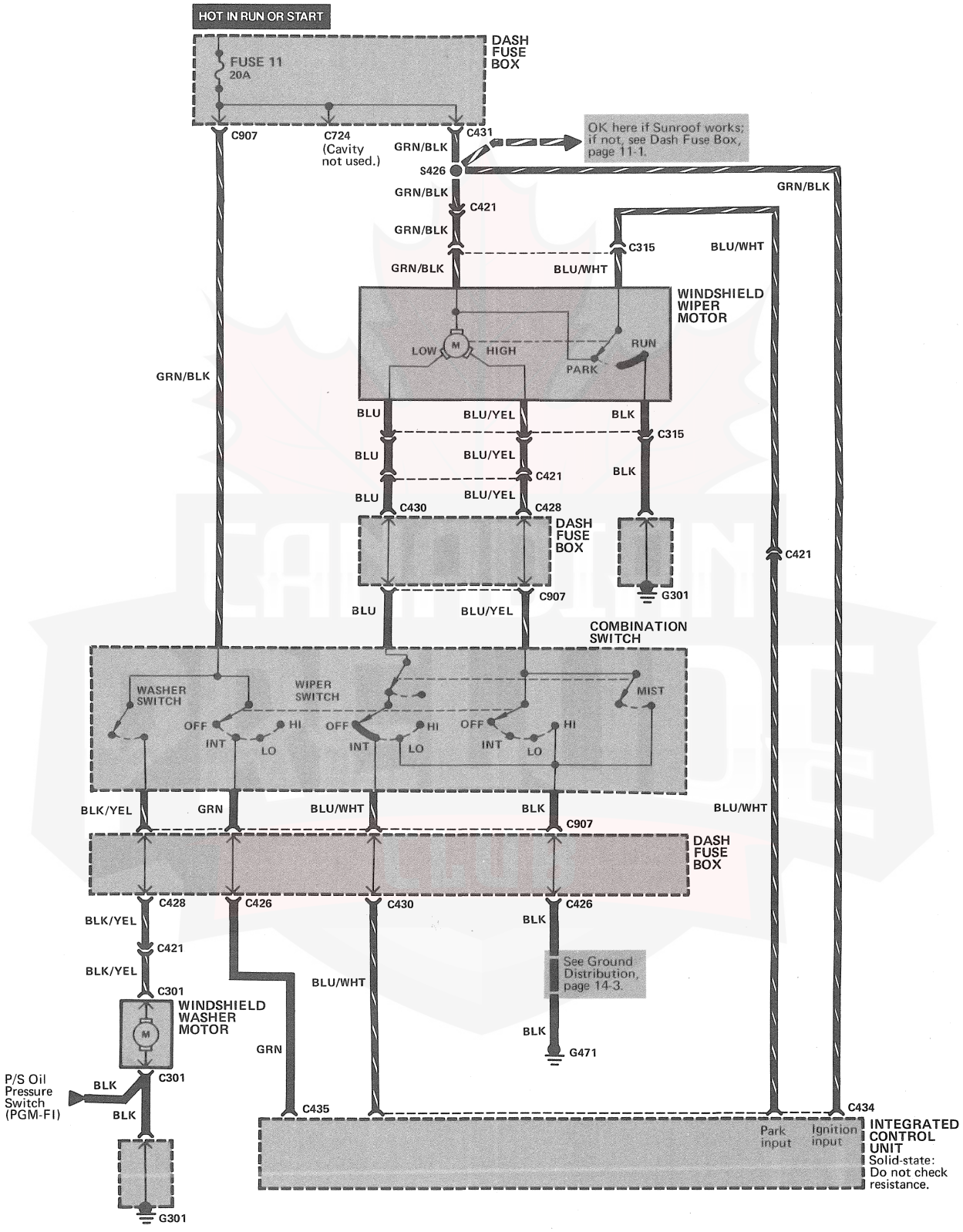
With the ignition switch in RUN or START, voltage is applied to the shift lever position indicator. The gear selector switch provides a ground for each position. As an input is grounded, its indicator lights. If R is selected, for example, a ground will be applied to the input of the shift position indicator, and the R indicator will light.

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 input on the RED wire.

The S_4 and S_3 indicators are controlled by the automatic transmission control unit. See Automatic Transmission and Section 14 of the Service Manual for circuit description and troubleshooting procedures.

Wiper/Washer

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Integrated Control Unit 64
Behind center of dash

Windshield Washer Motor 108
Behind left side of bumper, below washer fluid reservoir

Windshield Wiper Motor 2
Left rear corner of engine compartment

C315 (5-WHT) 2
Left rear of engine compartment

C421 (20-WHT) 71
Behind left kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C428 (14-YEL) 72
On rear of dash fuse box

C430 (10-YEL) 72
On rear of dash fuse box

C431 (4-YEL) 72
On rear of dash fuse box

C434 (4-WHT) 64
Behind center of dash, on integrated control unit

C435 (16-BLU) 64
Behind center of dash, on integrated control unit

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

C907 (10-WHT) 80
On front of dash fuse box

G301 114
Left front corner of engine compartment

G471 20
Behind right side of rear seat

How The Circuit Works

Low Speed

With the ignition switch in RUN or START, battery voltage is applied to the windshield wiper motor. When the wiper switch is moved to LO, the low speed winding of the motor is grounded through the low contact of the combination switch. The wipers run at low speed. A cam switch attached to the wiper motor signals the integrated control unit as to the position of the wipers.

Park/Off

When the wiper switch is turned off, the integrated control unit provides a ground for the windshield wiper motor. When the cam switch on the motor signals the integrated control unit that the wipers are in the park position, the control unit removes the grounds for the motor. The wipers stop in the parked position.

High Speed

When the wiper switch is in HI, the high speed winding of the windshield wiper motor is grounded through the high contact of the combination switch: The wipers run at high speed.

Intermittent

When the wiper switch is moved to INT, battery voltage is applied through the GRN wire to the integrated control unit. The integrated control unit's intermittent wiper relay circuit provides ground to the low speed windings of the wiper motor: The wipers make a single sweep approximately once every five seconds.

Mist

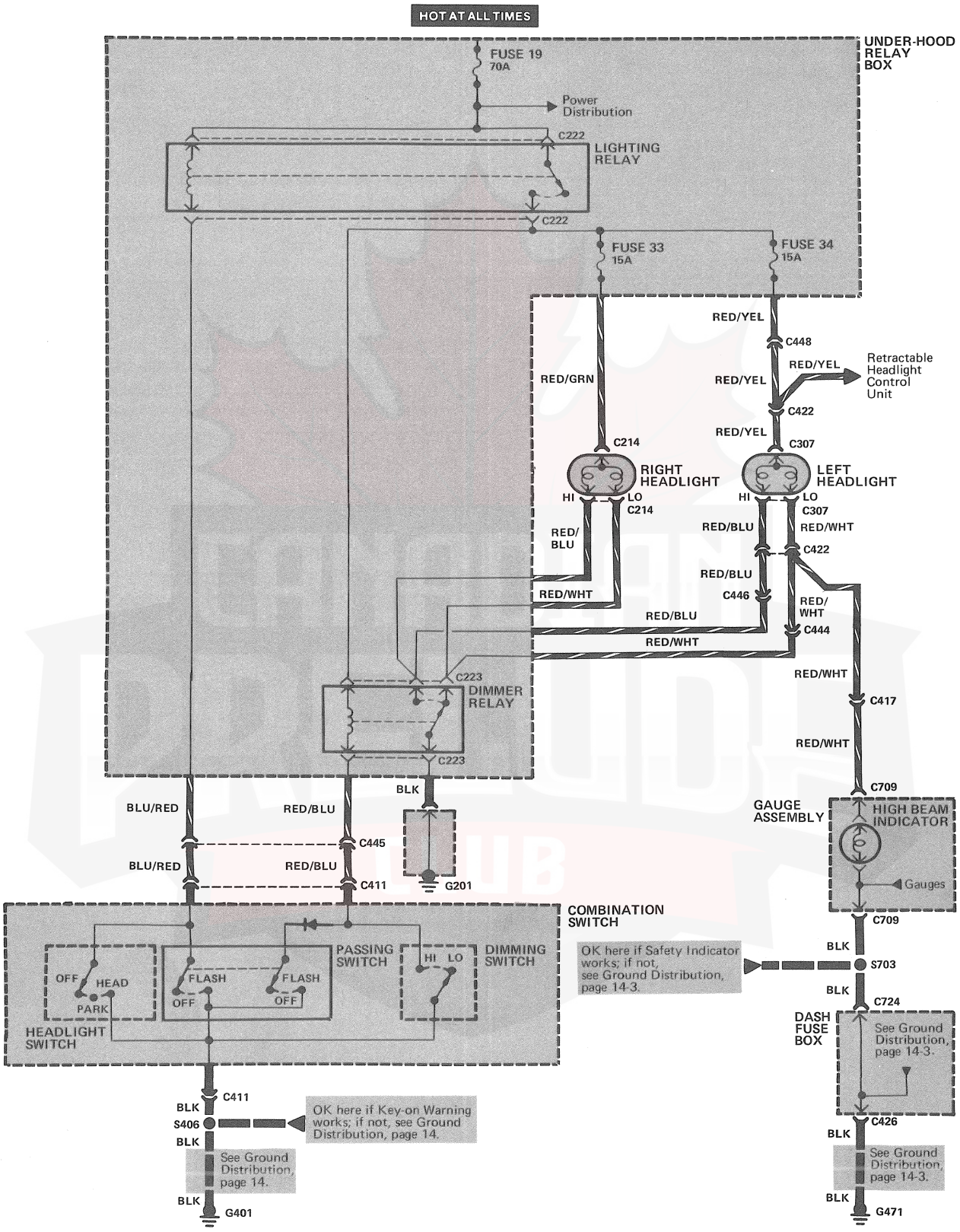
When the wiper switch is moved to MIST and released, the high speed winding of the windshield wiper motor is grounded through the mist contact in the combination switch. The wipers make one sweep at high speed and return to the park position.

Washer

When the washer switch is depressed, battery voltage is applied to the windshield washer motor. The motor pumps fluid on the windshield until the switch is released.

Headlights

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Dimmer Relay 11
In under-hood relay box

Lighting Relay 11
In under-hood relay box

Retractable Headlight Control Unit 62
On left kick panel

Under-Hood Relay Box 102
Right side of engine compartment

C411 (14-GRN) 70
Behind left side of dash

C417 (24-WHT) 78
Under left side of dash, right of steering column

C422 (4-WHT) 71
Behind left kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C444 (4-WHT) 112
Under right side of dash

C445 (22-WHT) 112
Under right side of dash

C446 (23-GRN) 73
Under right side of dash

C448 (7-WHT) 73
Under right side of dash

C709 (12-WHT) 81
On rear of gauge assembly

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

G201 12
Right side of engine compartment

G401 74
Behind top center of dash

G471 20
Behind right side of rear seat

How The Circuit Works

Low Beam Operation

Voltage is applied at all times to the lighting relay. With the headlight switch in HEAD, ground is applied to the lighting relay coil, and the contacts close. Voltage is applied through the fuses to the headlights. The low filaments of the dual beam headlights are grounded through the dimmer relay contacts: The low beams go on.

High Beam Operation

Voltage is applied to the headlights the same way as it is in low beam operation. Voltage is applied through the lighting relay contacts to the dimmer relay coil. With the dimming switch in HI, ground is applied to the dimmer relay coil and the relay energizes. The high filaments of the dual beam headlights and the high beam headlights are grounded through the dimmer relay contacts: The high beams go on.

Voltage is applied through the low filaments of the headlights to the high beam indicator light: The indicator light goes on.

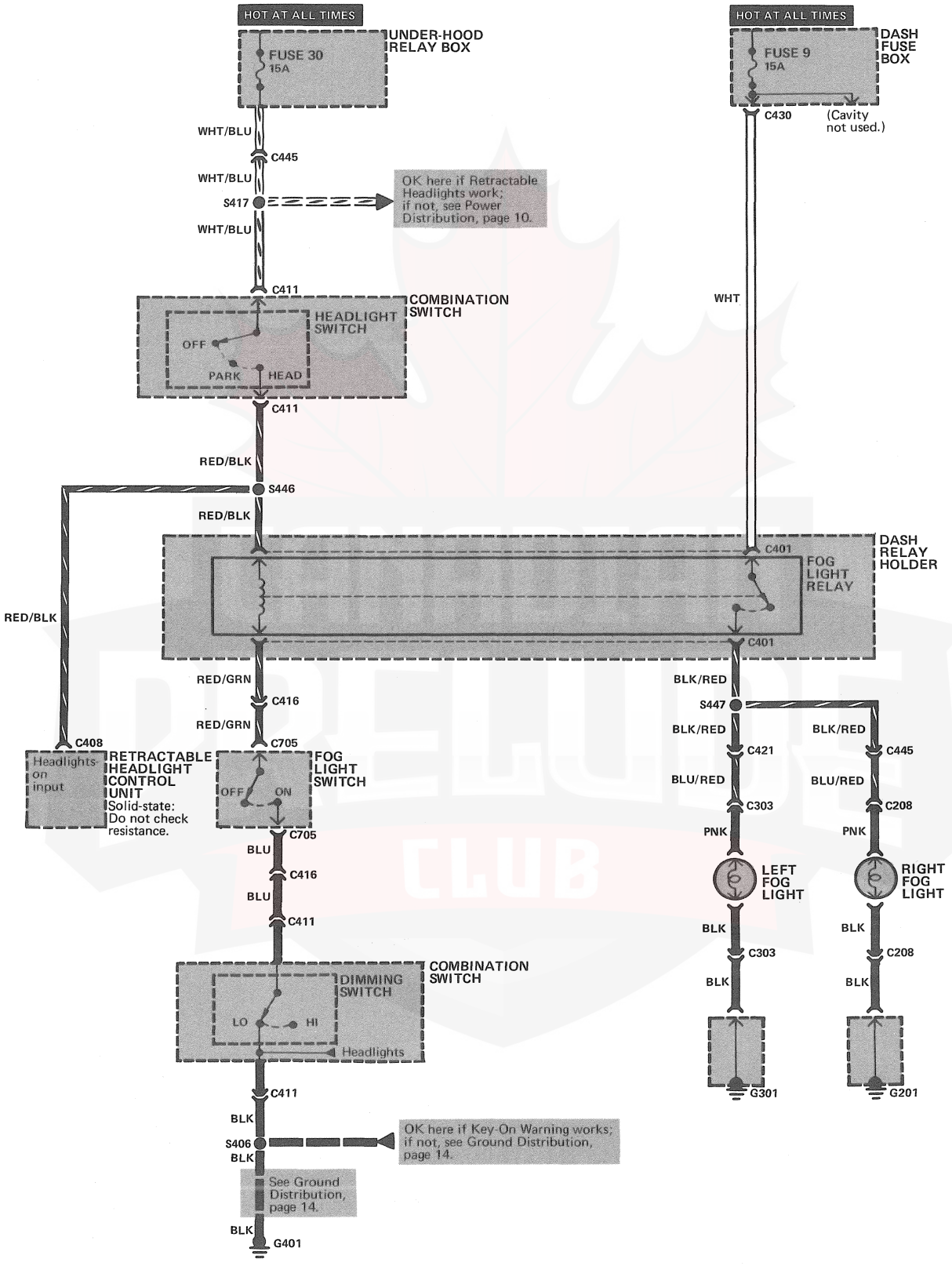
Flash Operation

The flash feature works with the headlight switch off, or in PARK, or HEAD (low beams). With the passing switch in FLASH, ground is applied to the lighting relay coil. The lighting relay energizes and applies voltage to the headlights and the dimmer relay coil. The dimmer relay coil is grounded through the passing switch. The dimmer relay energizes and applies ground to the high filaments of the headlights: The high beams go on.

The flash function has no effect if high beams are already on.

Fog Lights: PGM-FI

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Dash Relay Holder 98
Behind left side of dash

Fog Light Relay 63
Behind left side of dash, on relay holder

Under-Hood Relay Box 102
Right side of engine compartment

C206 (1-BLK) 52
Behind right side of front bumper, on right horn

C208 (2-RED) 66
Behind right side of front bumper

C303 (2-RED) 67
Behind left side of front bumper

C411 (14-GRN) 70
Behind left side of dash

C416 (22-WHT) 78
Under left side of dash, right of steering column

C421 (20-WHT) 71
Behind left kick panel

C430 (10-YEL) 72
On rear of dash fuse box

C445 (22-WHT) 112
Under right side of dash

G201 12
Right side of engine compartment

G301 114
Left front corner of engine compartment

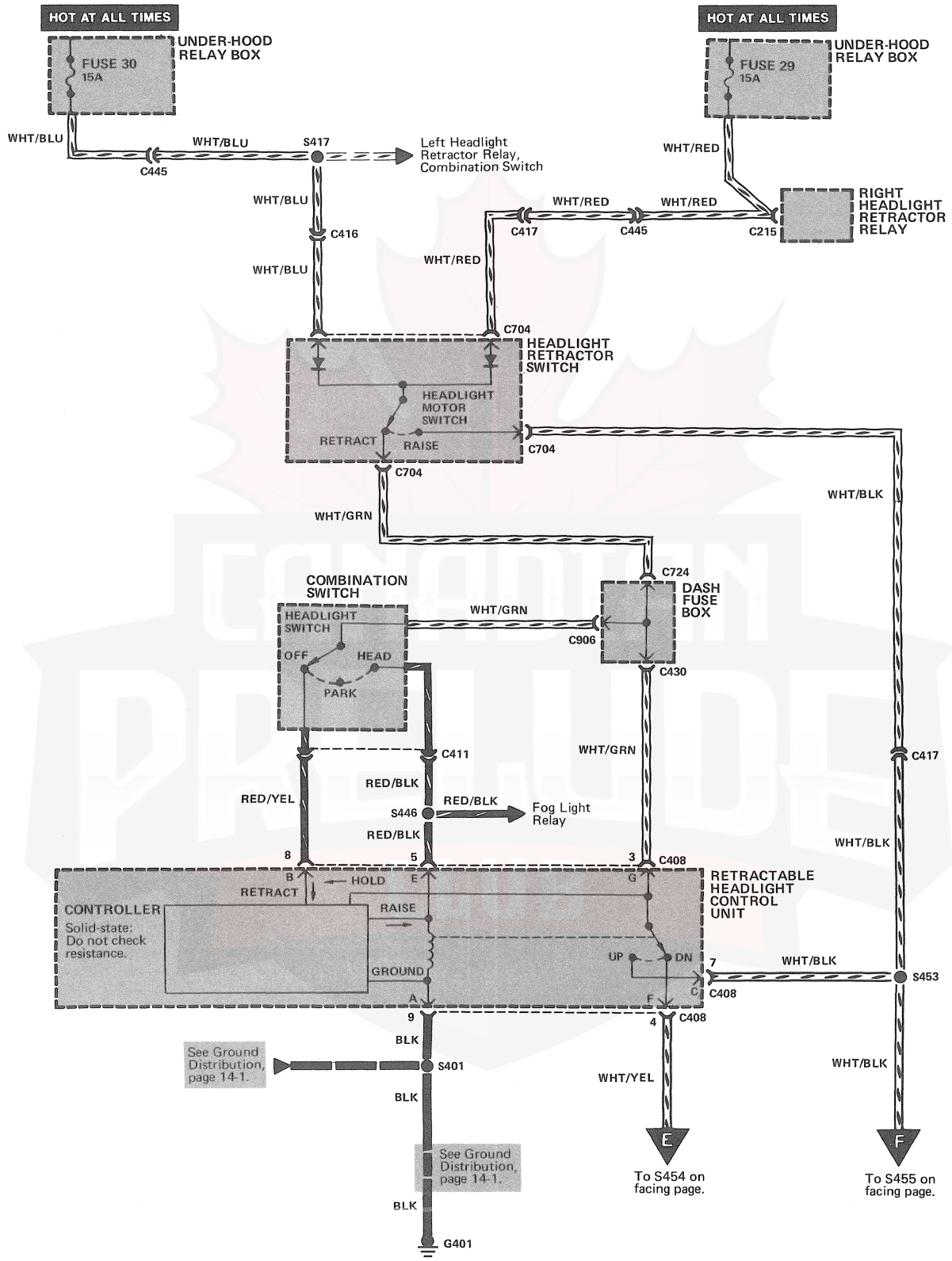
G401 74
Behind top center of dash

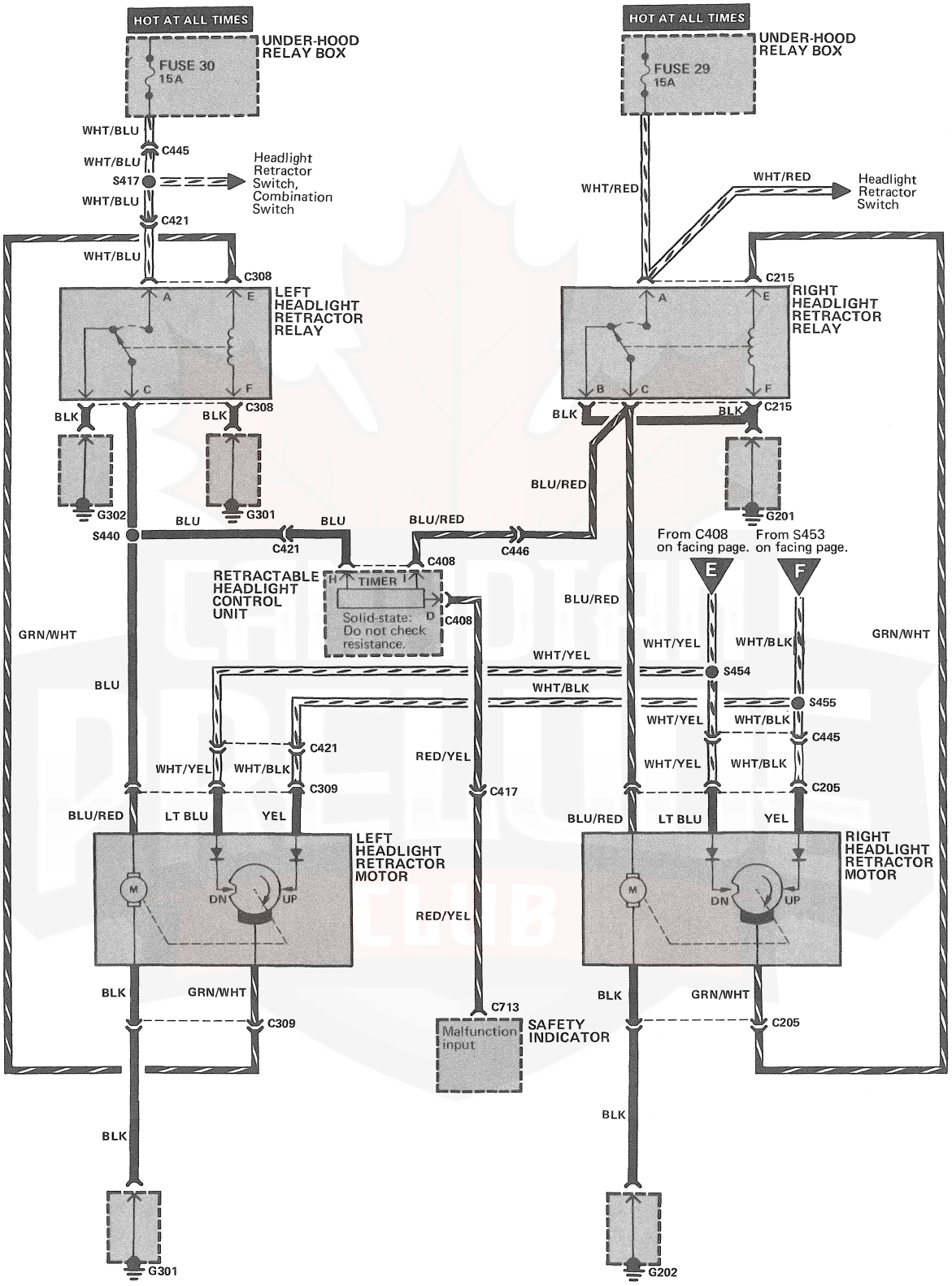
How The Circuit Works

The fog lights are controlled indirectly through the fog light relay by the fog light switch, headlight switch and dimming switch. With the headlight switch in the HEAD position battery voltage is applied to the fog light relay coil. With the fog light switch in the ON position, the dimming switch in LO, and the headlight switch ON a current path is created to the fog light relay coil. The fog light relay is energized and voltage from fuse 9 is applied to the fog lights. If the dimming switch is in the HI position, the headlight switch is not in the HEAD position or the fog light switch is turned off, the relay coil is de-energized and the fog lights are turned off.

Retractable Headlights

Circuit Schematic





Retractable Headlights

Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Left Headlight Retractor Motor 4
Left front corner of engine compartment

Left Headlight Retractor Relay 4
Left front corner of engine compartment

Retractable Headlight Control Unit 62
On left kick panel

Right Headlight Retractor Motor 10
Right front corner of engine compartment

Right Headlight Retractor Relay 10
Right front corner of engine compartment

Under-Hood Relay Box 102
Right side of engine compartment

C205 (6-WHT) 10
Right front corner of engine compartment

C309 (6-WHT) 4
Left front corner of engine compartment

C411 (14-GRN) 70
Behind left side of dash

C416 (22-WHT) 78
Under left side of dash, right of steering column

C417 (24-WHT) 78
Under left side of dash, right of steering column

C421 (20-WHT) 71
Behind left kick panel

C430 (10-YEL) 72
On rear of dash fuse box

C445 (22-WHT) 112
Under right side of dash

C446 (23-GRN) 73
Under right side of dash

C713 (16-YEL) 81
On rear of gauge assembly

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

C906 (8-WHT) 80
On front of dash fuse box

G201 12
Right side of engine compartment

G202 12
Right side of engine compartment

G301 114
Left front corner of engine compartment

G302 114
Left front corner of engine compartment

G401 74
Behind top center of dash

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), current flows through the headlight motor switch, the LH headlight retractor motor up contact, and the LH headlight retractor relay coil to ground. The relay operates, and current flows through the relay contacts and LH headlight retractor motor to ground. The motor operates to raise the headlight. With the headlight fully raised, the LH headlight retractor motor up contact opens and current to the LH headlight retractor relay is stopped. The relay moves to the position shown in the schematic and current to the motor is cut off: The motor stops. Similar current flow occurs at the same time for the RH retractor relay and motor.

When the headlight 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 off, and the headlight motor switch released (RETRACT), current flows through the headlight motor switch, the retractable headlight control unit down contacts, the LH headlight retractor motor down contact, and the LH headlight retractor relay coil to ground. The motor operates to retract the headlights. With the headlights fully retracted, the LH headlight retractor motor down contact opens and current to the LH headlight retractor relay is stopped. The relay moves to the position shown in the schematic and current to the motor is cut off: The motor stops.

Similar current flow occurs at the same time for the RH headlight retractor relay and motor.

Headlight Switch Operation

With the headlight motor switch in RETRACT and the headlight switch moved to HEAD current flows through the retractable headlight control unit coil to ground. The control unit contacts move to up and current flows through the headlight motor switch RETRACT contacts and control unit up contacts to the LH retractor motor. From this point, current flow to raise the headlights is the same as described in Headlight Motor Switch Operation above. With the headlight motor switch in RETRACT and the headlight switch moved from HEAD to PARK, voltage to the retractable headlight control unit terminal "E" is cut off. The controller applies voltage to the coil to keep the contacts closed in the up position.

With the headlight motor switch in RETRACT and the headlight switch moved to off voltage is applied to terminal "B" of the retractable headlight control unit. Voltage is removed from the control unit coil, and the control unit contacts move to "DN". Current flows through the headlight motor switch retract contacts and control unit down contacts to the LH retractor motor. From this point, current flow to retract headlights is the same as described in Headlight Motor Switch Operation, above.

Safety Indicator Operation

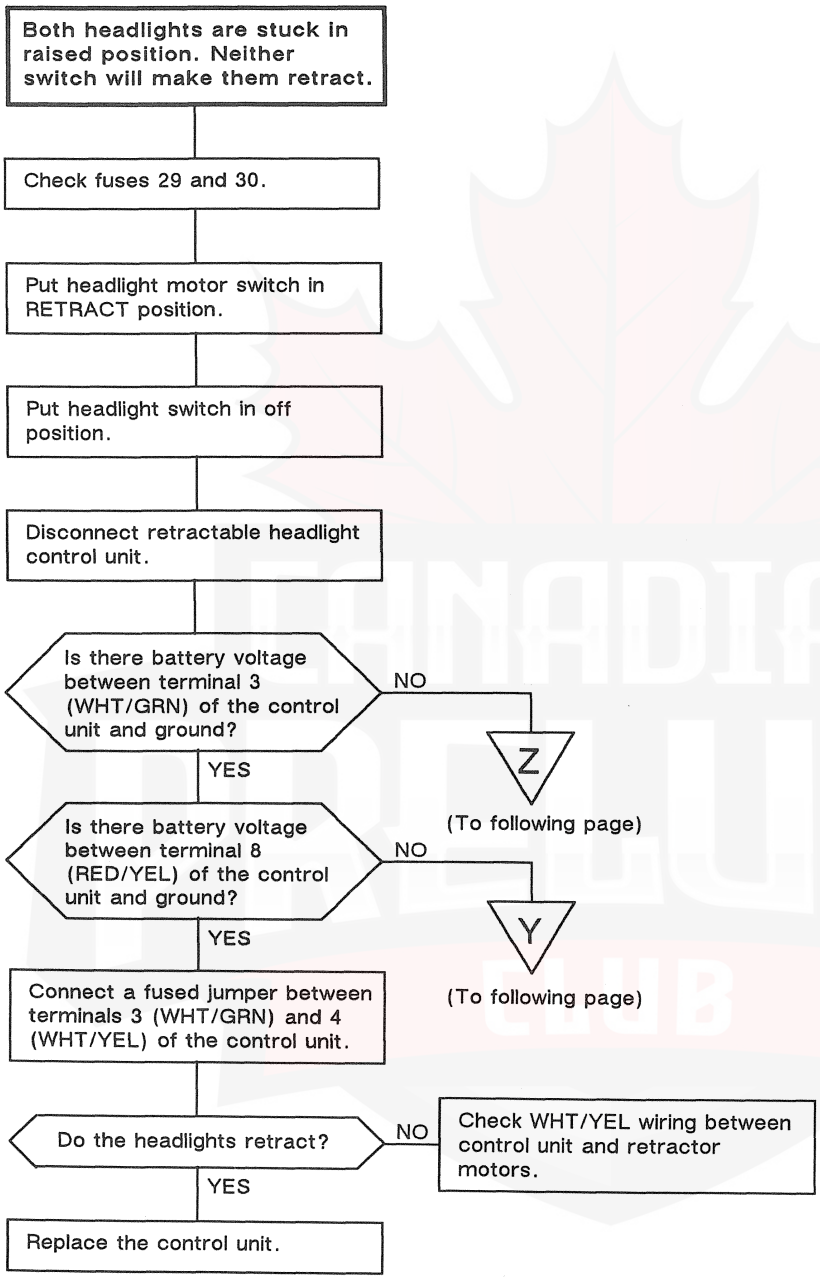
Voltage is applied to terminals H and I of the retractable headlight control unit whenever the headlight retractor relays operate to activate the headlight retractor motors. The relays operate only for the short time it takes the headlights to rise or retract. With the headlights operating normally, the time that this voltage is applied to the timer is fixed and equal between terminals H and I. 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.

Retractable Headlights

Troubleshooting

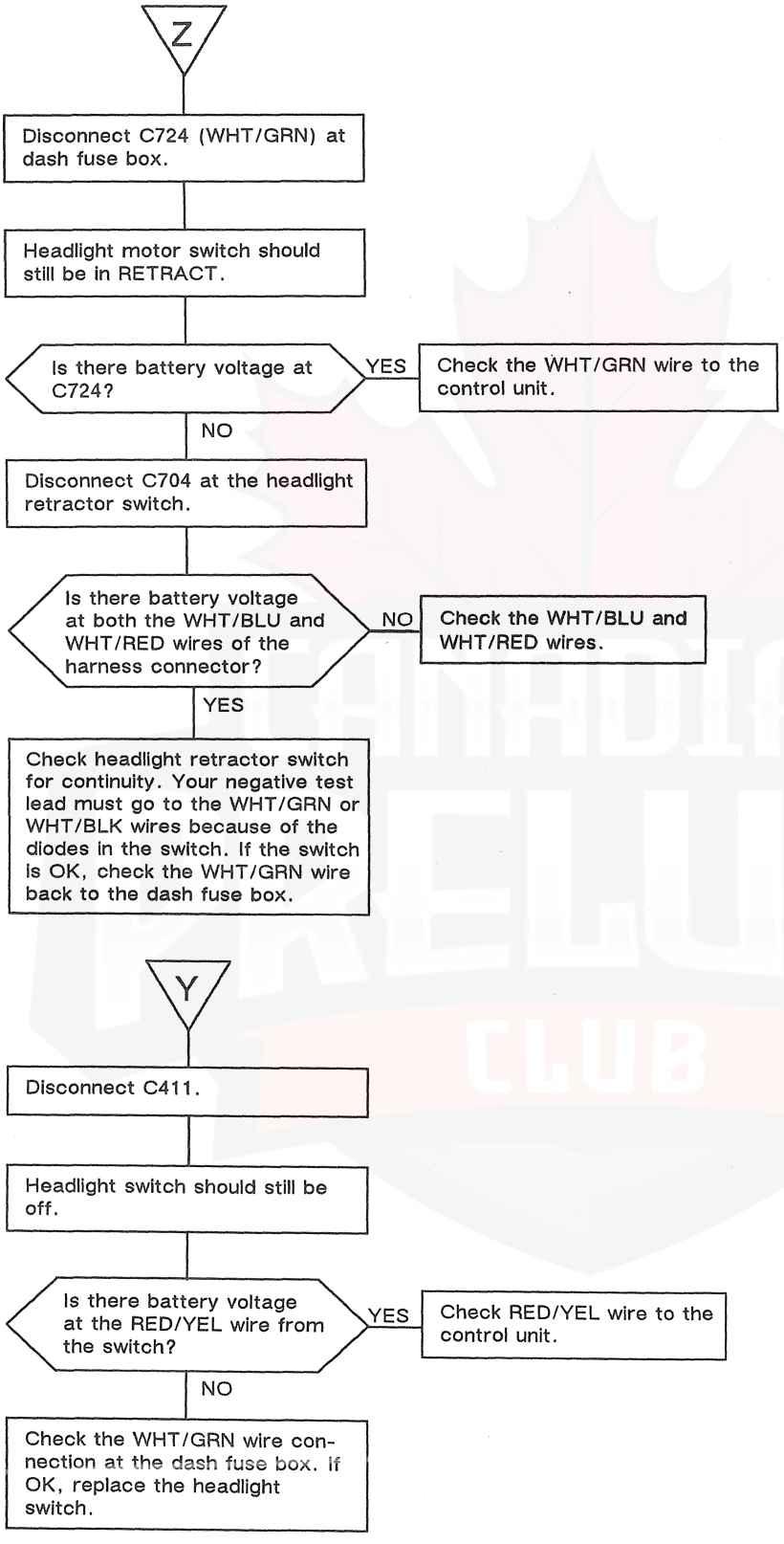
Symptom	Troubletree
Both headlights are stuck in raised position. Neither switch will make them retract.	A
Both retractor motors do not work from the headlight switch but do work from the headlight motor switch.	B
Both retractor motors do not work from the headlight motor switch but do work from the headlight switch.	C
Headlights retract when headlight switch is moved from HEAD to PARK.	D
A single motor is inoperative.	E

Troubletree A

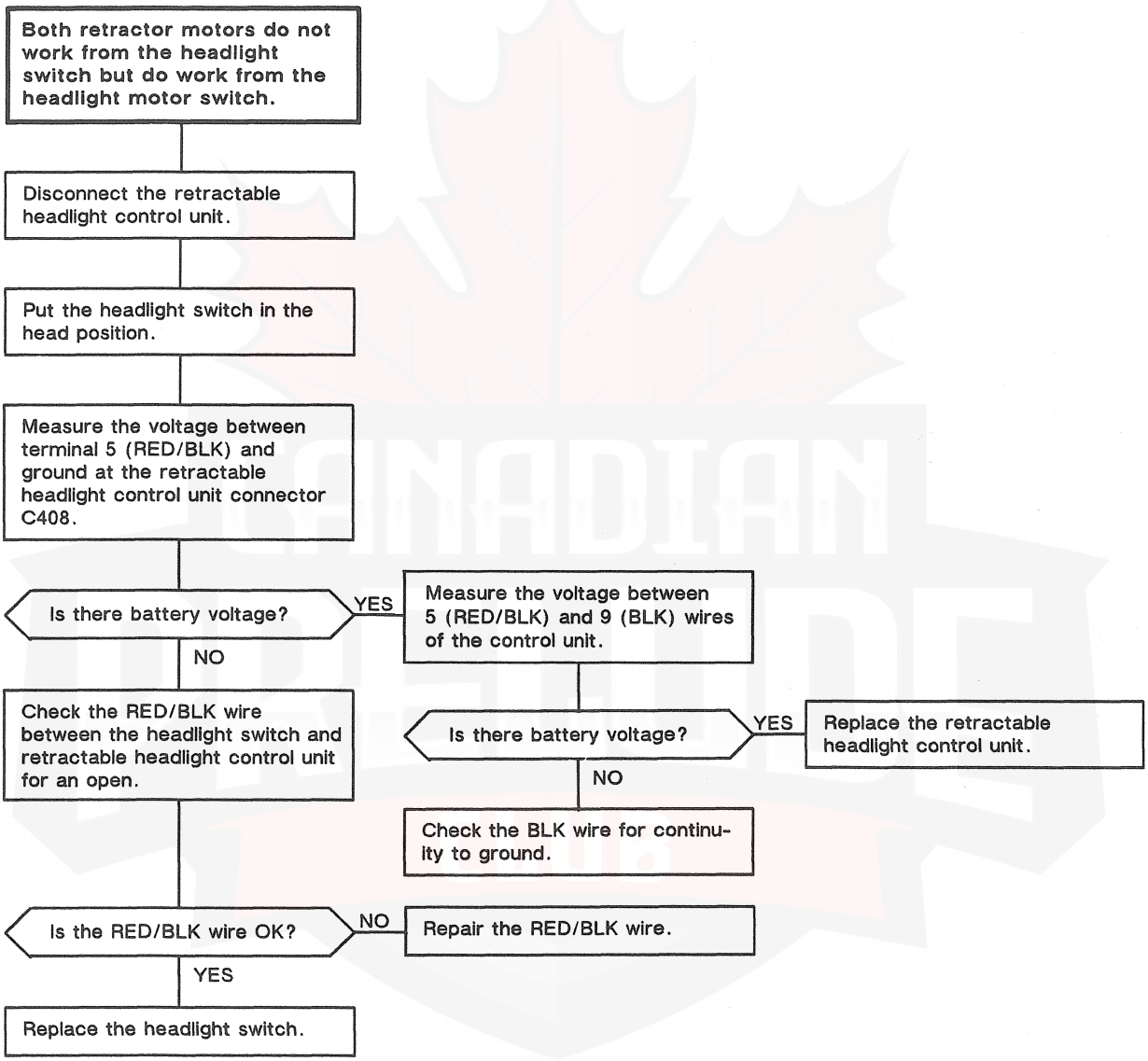


Retractable Headlights

Troubleshooting (cont'd)



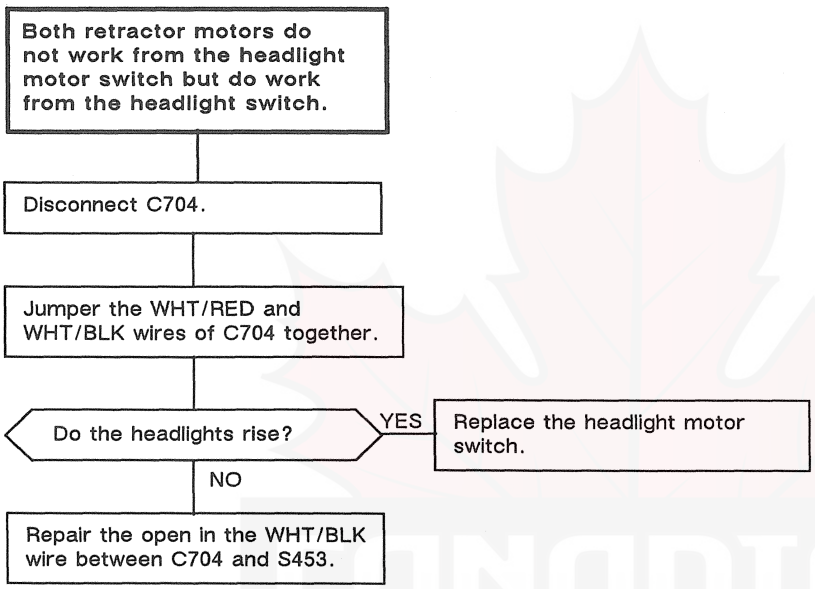
Troubletree B



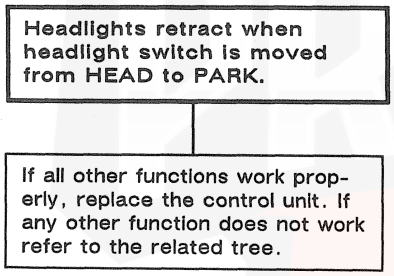
Retractable Headlights

Troubleshooting (cont'd)

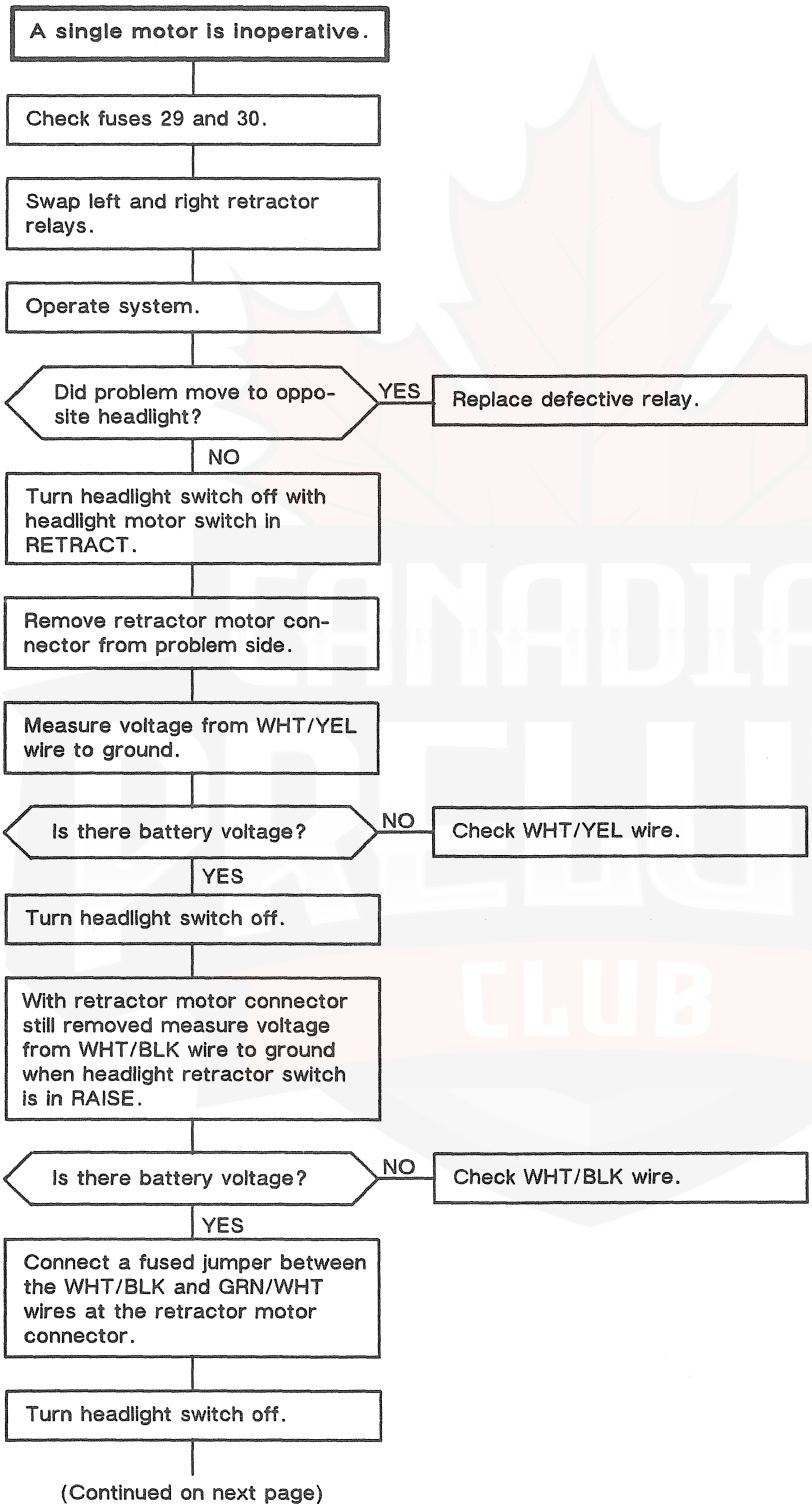
Troubletree C



Troubletree D



Troubletree E



(Continued on next page)

Retractable Headlights

Troubleshooting

(Continued from previous page)

Switch headlight retractor switch between RETRACT and RAISE several times.

Listen for clicking of retractor relay, or connect a test lamp from terminal E to F of the retractor relay connector with relay disconnected and look for test lamp flashing.

Does relay click (lamp flash)?
- NO → Check GRN/WHT wire to relay and BLK wire from relay to ground.
- YES

With retractor relay removed measure voltage from terminal A of its connector ground.

Is there battery voltage?
- NO → Check WHT/BLU wire to underhood relay box.
- YES

Reconnect retractor motor connector.

With retractor relay removed, connect a fused jumper from terminal A to terminal C of the retractor relay connector.

Does retractor operate?
- YES → Replace retractor (cam switch is defective).
- NO

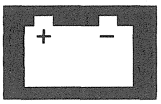
Fused jumper still connected to retractor relay connector.

Remove connector from retractor motor.

Connect a test light from the BLU (left) or BLU/RED (right) to the BLK wire of the headlight retractor motor.

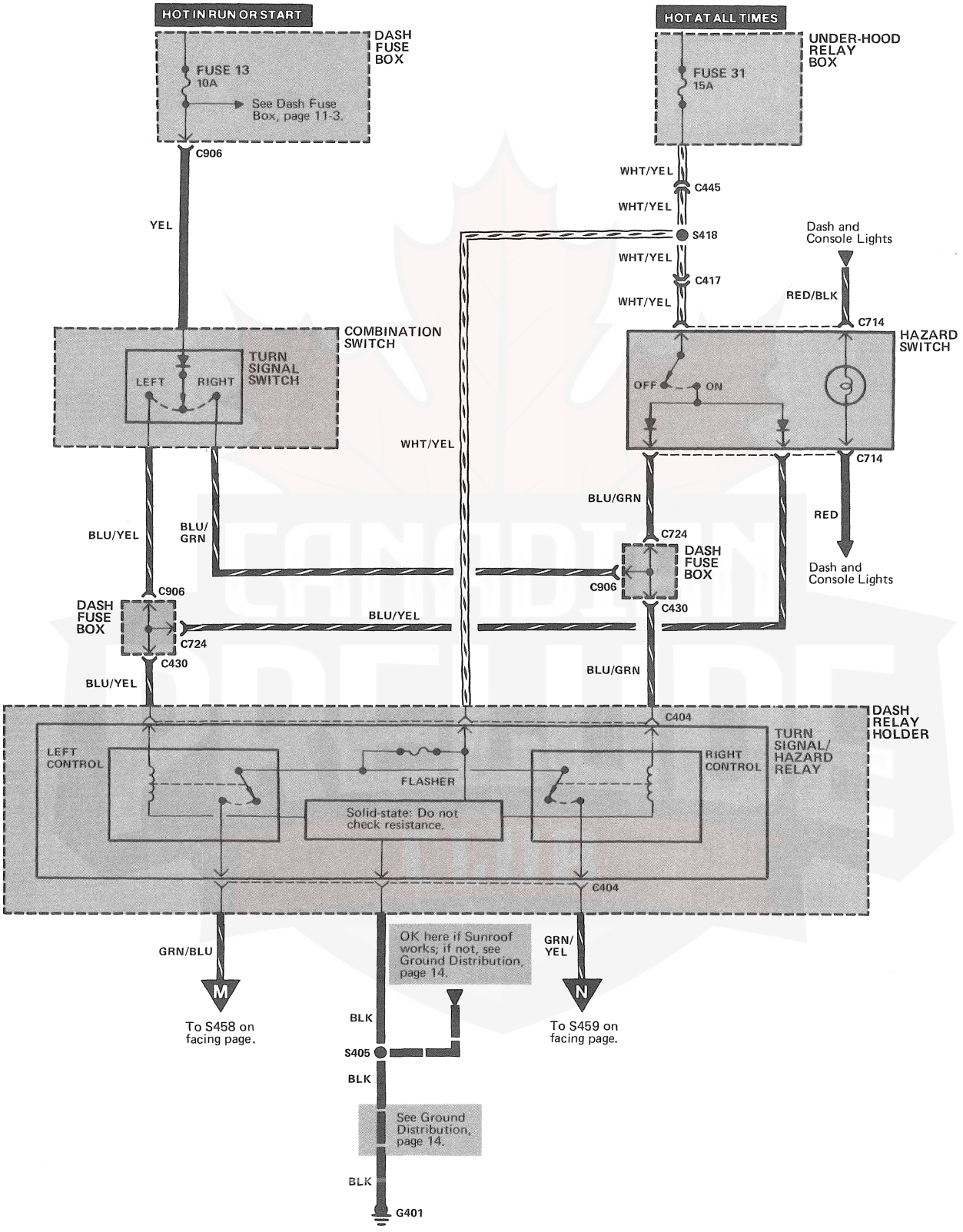
Does the test light go on?
- NO → Check BLU or BLU/RED wire.
- YES

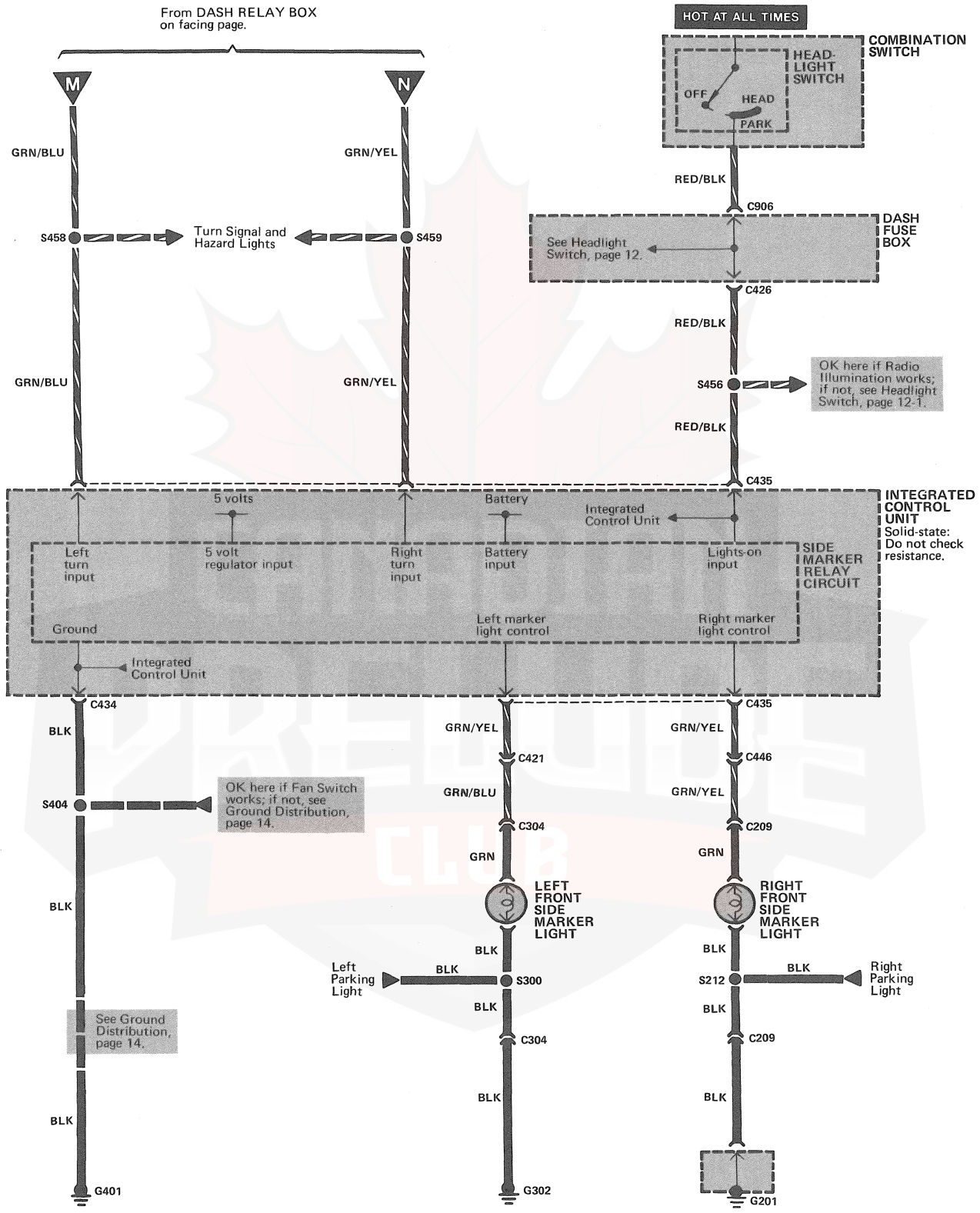
Replace retractor (motor is bad).



Front Side Marker Lights

Circuit Schematic





Front Side Marker Lights

Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Dash Relay Holder 98
Behind left side of dash

Integrated Control Unit 64
Behind center of dash

Turn Signal/Hazard Relay 63
Behind left side of dash, on relay holder

Under-Hood Relay Box 102
Right side of engine compartment

C209 (3-GRN) 69
Behind right side of front bumper

C304 (3-GRN) 69
Behind left side of front bumper

C417 (24-WHT) 78
Under left side of dash, right of steering column

C421 (20-WHT) 71
Behind left kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C430 (10-YEL) 72
On rear of dash fuse box

C434 (4-WHT) 64
Behind center of dash, on integrated control unit

C435 (16-BLU) 64
Behind center of dash, on integrated control unit

C445 (22-WHT) 112
Under right side of dash

C446 (23-GRN) 73
Under right side of dash

C513 (2-WHT) 82
Upper right side of trunk

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

C906 (8-WHT) 80
On front of dash fuse box

G201 12
Right side of engine compartment

G302 114
Left front corner of engine compartment

G401 74
Behind top center of dash

How The Circuit Works

With the headlight switch in PARK or HEAD, voltage is applied to the integrated control unit: The front side marker lights go on.

Turn Operation

With the ignition switch in RUN or START and the turn signal switch in LEFT, 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 contacts open and close, the integrated 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.

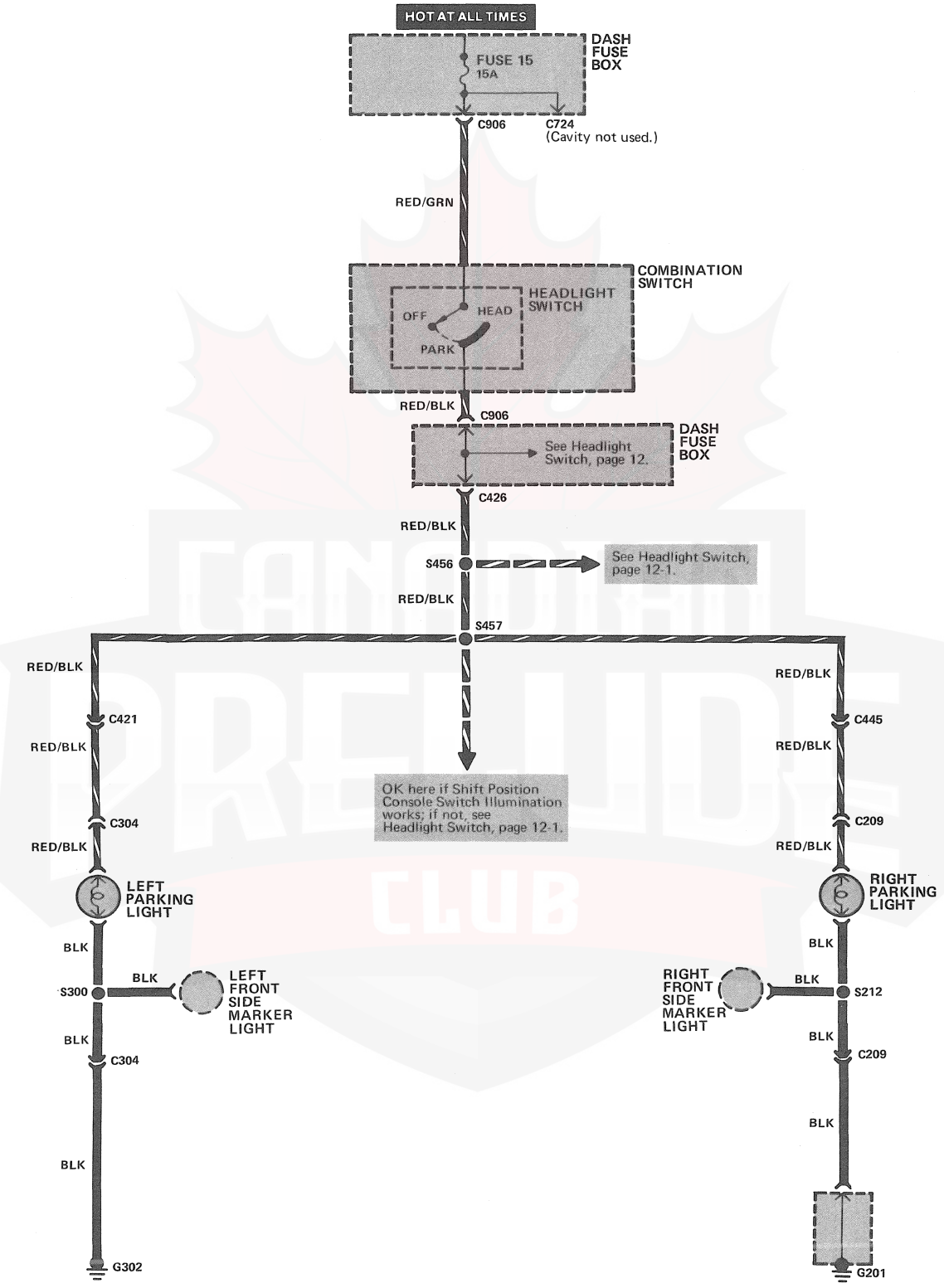
With the headlight switch in HEAD or PARK, the front side marker lights and the turn signal lights flash alternately.

Hazard Operation

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

Parking Lights

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

C209 (3-GRN) 69
Behind right side of front bumper

C304 (3-GRN) 69
Behind left side of front bumper

C421 (20-WHT) 71
Behind left kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C445 (22-WHT) 112
Under right side of dash

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

C906 (8-WHT) 80
On front of dash fuse box

G201 12
Right side of engine compartment

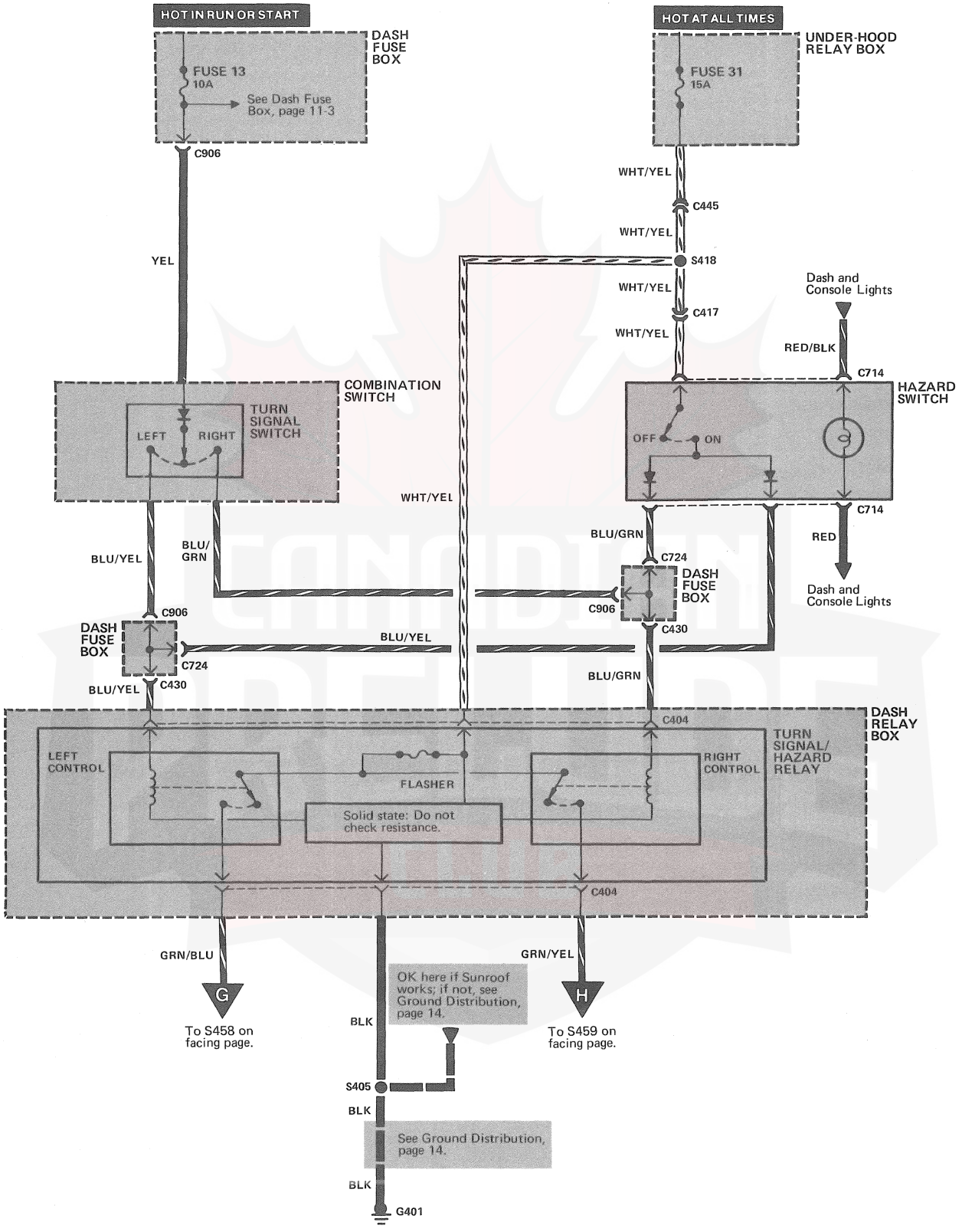
G302 114
Left front corner of engine compartment

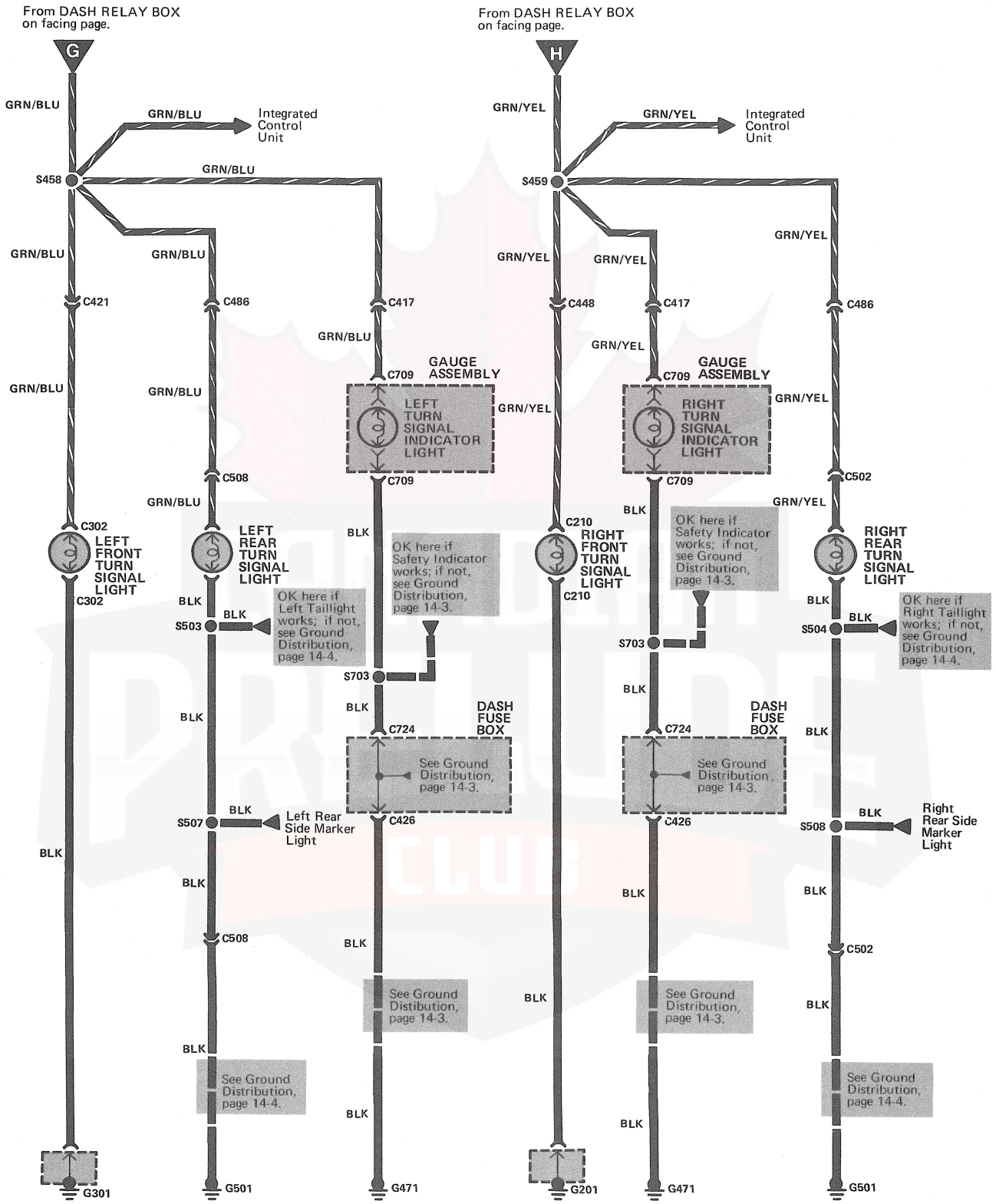
How The Circuit Works

Voltage is applied through fuse 15 to the headlight switch at all times. With the headlight switch in PARK or HEAD, voltage is applied to the parking lights: The parking lights go on.

Turn Signal and Hazard Lights

Circuit Schematic





Turn Signal and Hazard Lights

Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Dash Relay Holder 98
Behind left side of dash

Turn Signal/Hazard Relay 63
Behind left side of dash, on relay holder

Under-Hood Relay Box 102
Right side of engine compartment

C210 (2-WHT) 66
Behind right side of front bumper

C302 (2-WHT) 67
Behind left side of front bumper

C417 (24-WHT) 78
Under left side of dash, right of steering column

C421 (20-WHT) 71
Behind left kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C430 (10-YEL) 72
On rear of dash fuse box

C445 (22-WHT) 112
Under right side of dash

C448 (7-WHT) 73
Under right side of dash

C486 (13-WHT) 26
Upper right side of trunk

C502 (8-WHT) 23
In right rear of trunk

C508 (8-WHT) 25
In left rear of trunk

C709 (12-WHT) 81
On rear of gauge assembly

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

C906 (8-WHT) 80
On front of dash fuse box

G201 12
Right side of engine compartment

G301 114
Left front corner of engine compartment

G401 74
Behind top center of dash

G471 20
Behind right side of rear seat

G501 26
Right side of trunk

How The Circuit Works

Turn Signal Operation

Voltage is applied through fuse 31 to the turn signal/hazard relay contacts and flasher at all times. With the ignition switch in RUN or START and the turn signal switch in LEFT, voltage is applied to the left control coil 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 contacts open and close, the left turn signal lights and indicator light flash.

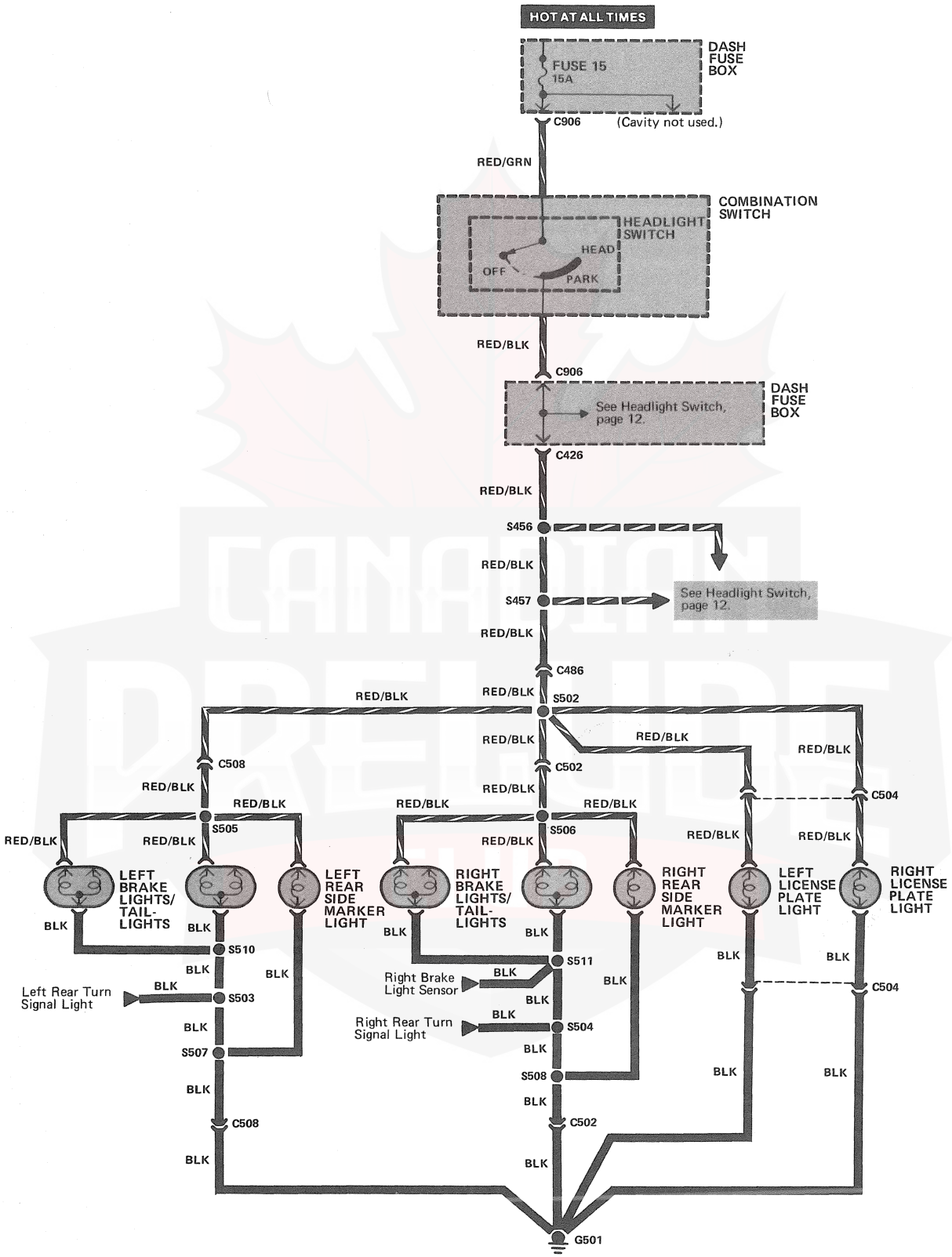
Right turn operation is similar to left turn operation. With the turn signal switch in the RIGHT position, the right turn signal lights and indicator light will both flash.

Hazard Flasher Operation

With the hazard switch ON, voltage is always applied to the turn signal/hazard relay coils, flasher, and contacts. The solid-state flasher provides a ground for the relay coils. The coils control the relay contacts. As the contacts open and close, all the turn signal lights and both indicator lights flash.

Tail, Rear Side Marker and License Plate Lights

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

C426 (7-YEL) 72
On rear of dash fuse box

C486 (13-WHT) 26
Upper right side of trunk

C502 (8-WHT) 23
In right rear of trunk

C504 (4-WHT) 19
Behind center of rear bumper

C508 (8-WHT) 25
In left rear of trunk

C906 (8-WHT) 80
On front of dash fuse box

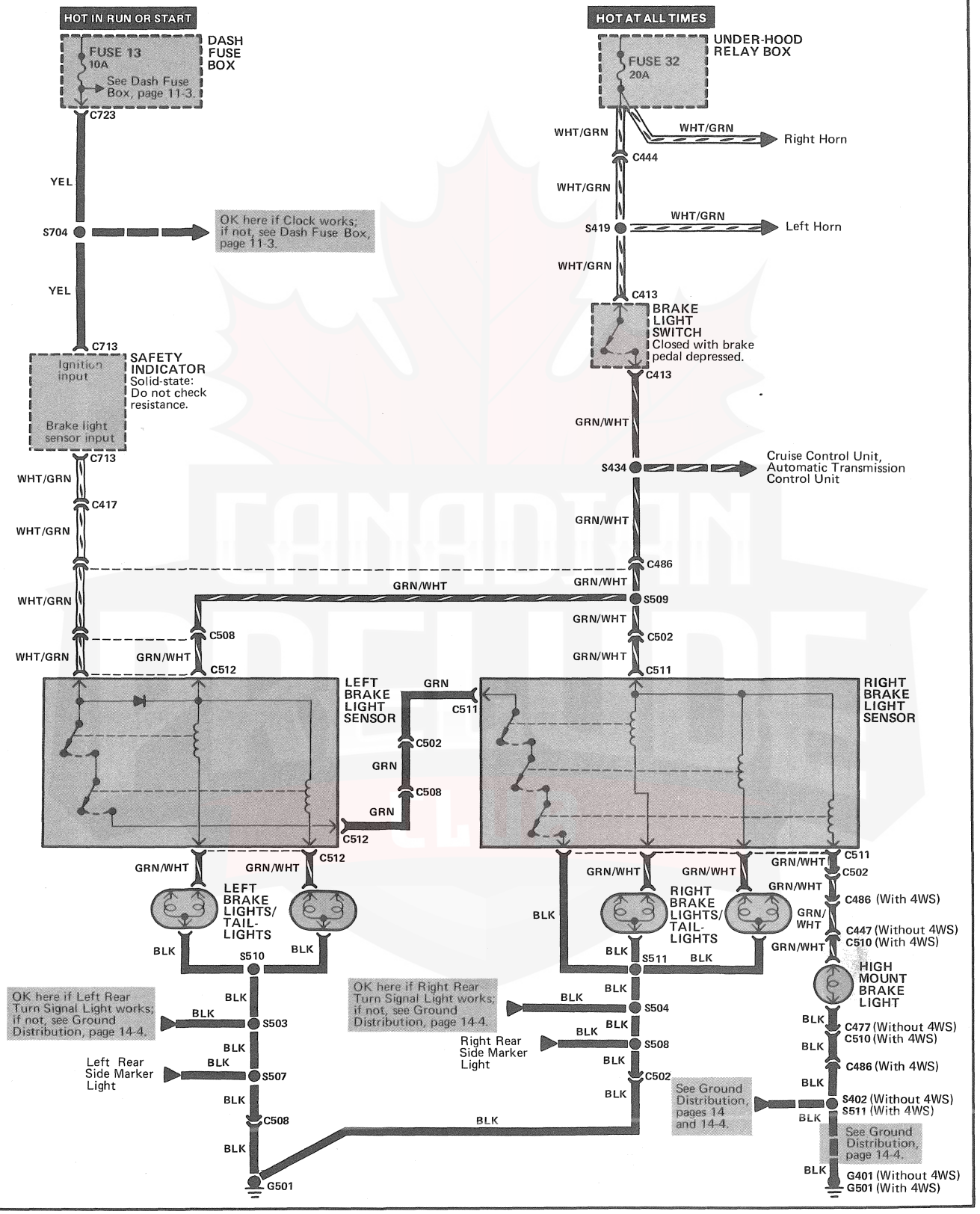
G501 26
Right side of trunk

How The Circuit Works

Voltage is applied through fuse 15 to the headlight switch at all times. With the headlight switch in PARK or HEAD, voltage is applied to all the lights in this circuit: The tail, rear side marker, and license plate lights go on.

Brake Lights

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Brake Light Switch 86
Top of brake pedal support

Dash Fuse Box 70
Behind left side of dash

Left Brake Light Sensor 25
At left brake lights

Right Brake Light Sensor 23
At right brake lights

Under-Hood Relay Box 102
Right side of engine compartment

C417 (24-WHT) 78
Under left side of dash, right of steering column

C444 (4-WHT) 112
Under right side of dash

C477 (2-WHT) 22
Above center of trunk

C486 (13-WHT) 26
Upper right side of trunk

C502 (8-WHT) 23
In right rear of trunk

C508 (8-WHT) 25
In left rear of trunk

C510 (2-WHT) 106
Underside of trunk lid

C713 (16-YEL) 81
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

G401 74
Behind top center of dash

G501 26
Right side of trunk

How The Circuit Works

With the brake switch closed, current flows through the brake switch, the brake light sensors' coils and the brake light filaments to ground: The brake lights go on. The brake light sensors' coils offer very little resistance to the brake light current.

Safety Indicator Input

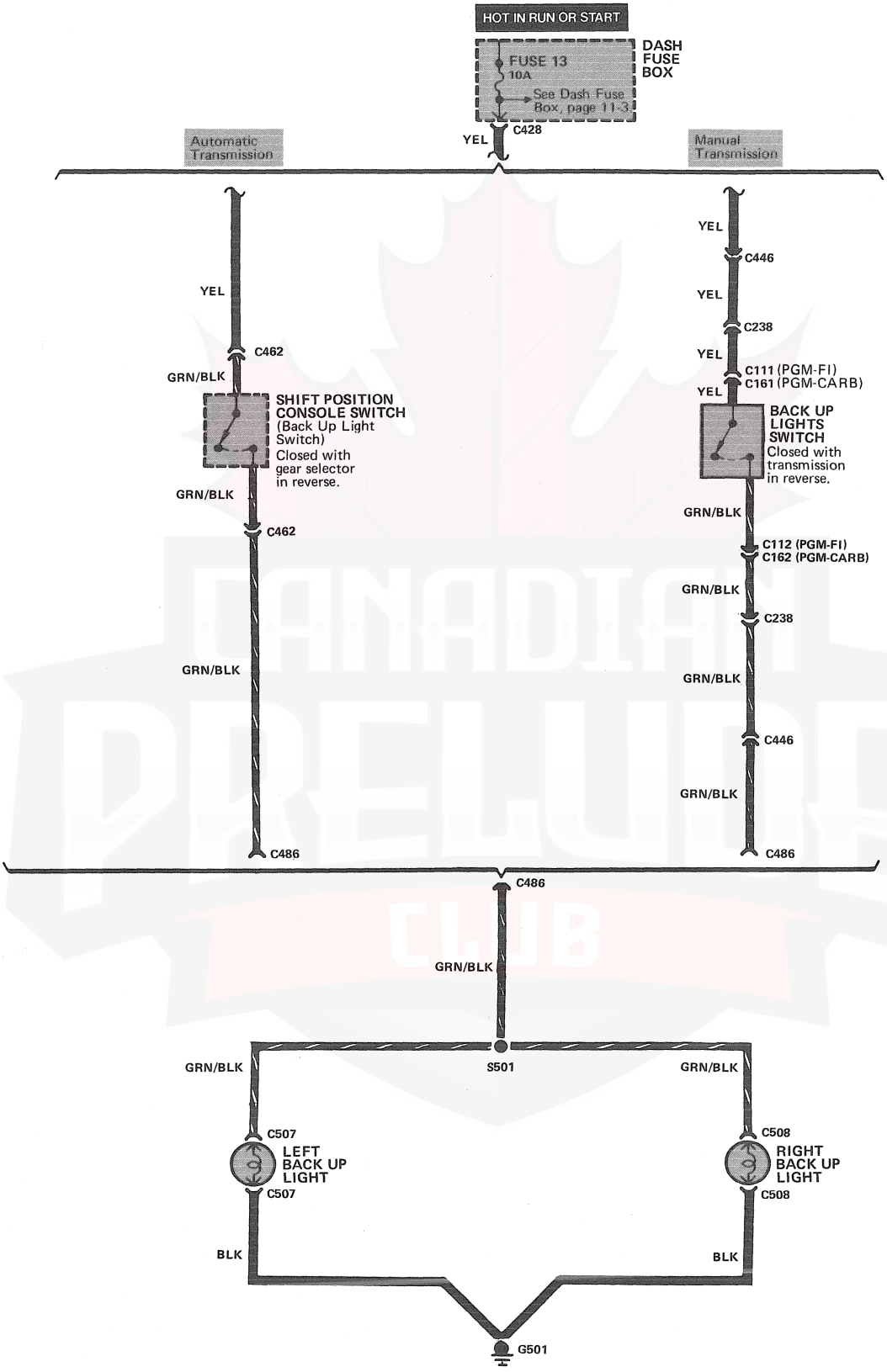
If the safety indicator senses a burned out brake light filament, it lights up the "Brake Lamp" symbol on the safety indicator panel. The safety indicator senses ground through the brake light sensors and brake light filaments. With the brake switch open (brake lights off), the safety indicator senses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

When the brake switch is closed (brake lights on), current through the brake light sensors' coils and brake lights to ground closes the brake light sensors' contacts. The safety indicator is then grounded through the brake light sensors' contacts. If all five brake light filaments are good, the safety indicator 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, 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.

Back Up Lights

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Back Up Lights Switch 51
Top right side of transmission

Dash Fuse Box 70
Behind left side of dash

Shift Position Console Switch 60
In console, below shift lever

C111 (1-BLK) 51
Above transmission

C112 (1-BLK) 51
Above transmission

C161 (1-BLK) 110
Right side of engine

C162 (1-BLK) 110
Right side of engine

C238 (8-WHT) 56
Right side of engine compartment

C446 (23-GRN) 73
Under right side of dash

C462 (10-WHT) 60
On center of floor, near gear selector

C486 (13-WHT) 26
Upper right side of trunk

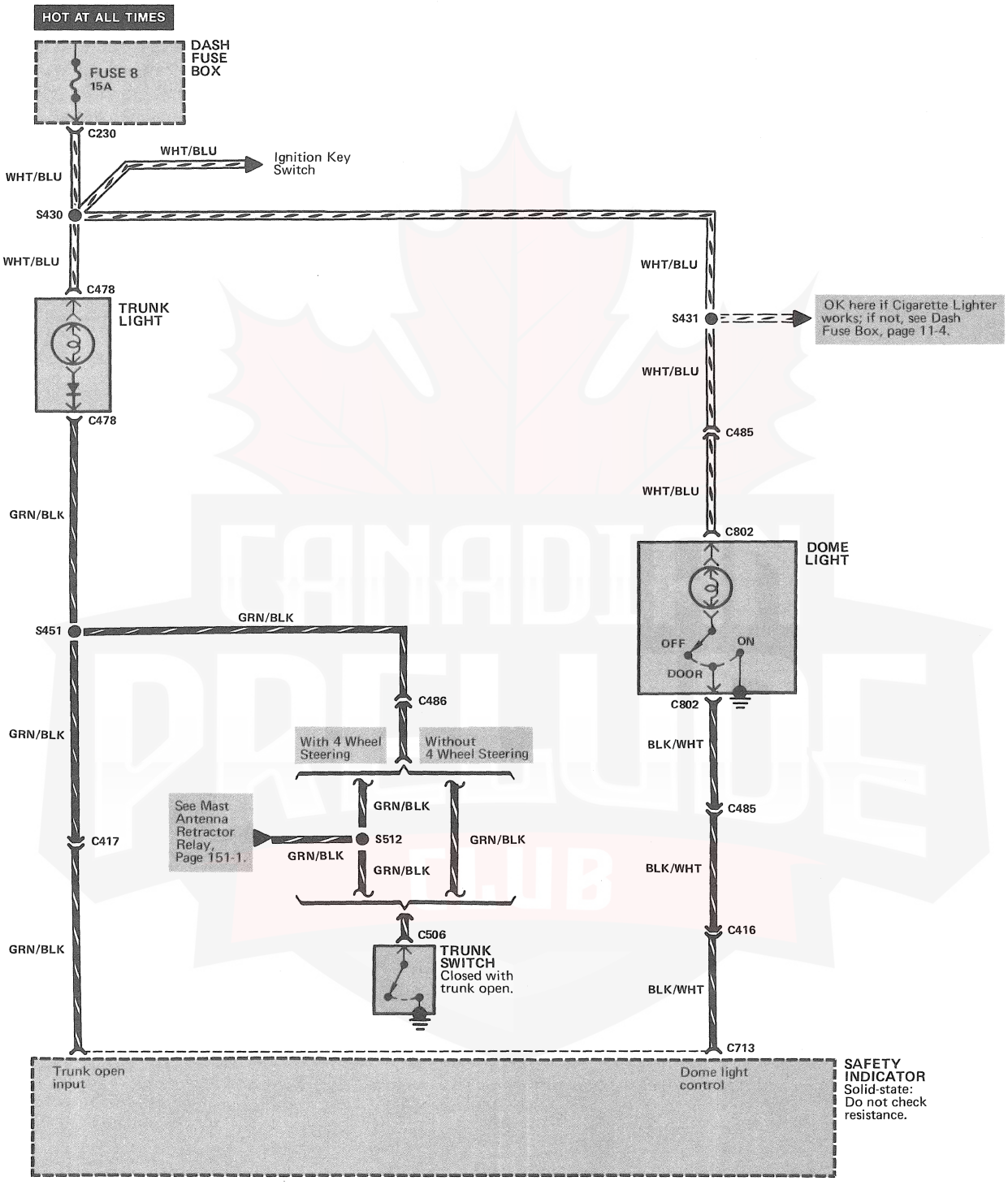
G501 26
Right side of trunk

How The Circuit Works

With the ignition switch in RUN or START, voltage is applied through fuse 13 to the shift position console switch (with automatic transmission), or to the back up lights switch (with manual transmission). When you shift the gear selector lever to reverse, the shift position console switch or the back up lights switch closes and voltage is applied to the back up lights: The back up lights go on.

Dome and Trunk Lights

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Trunk Switch 21
In rear of trunk

C416 (22-WHT) 78
Under left side of dash, right of steering column

C417 (24-WHT) 78
Under left side of dash, right of steering column

C446 (23-GRN) 73
Under right side of dash

C485 (8-WHT) 20
In right quarter panel

C486 (13-WHT) 26
Upper right side of trunk

C713 (16-YEL) 81
On rear of gauge assembly

How The Circuit Works

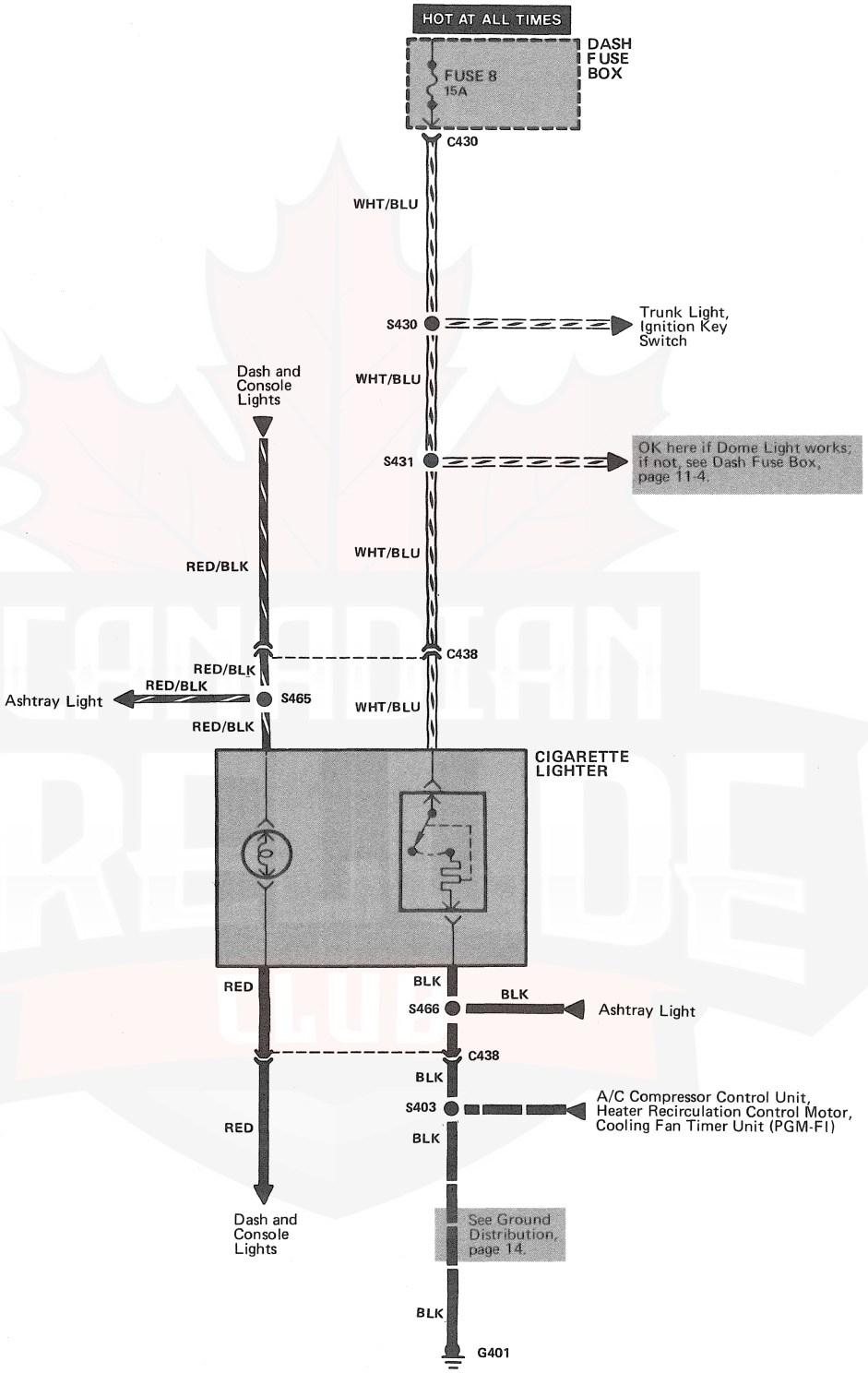
Voltage is applied at all times through fuse 8 to the trunk and dome lights.

When you open the trunk lid, the trunk switch closes providing a path to ground for the trunk light circuit: The light goes on. The safety indicator senses that the trunk switch is closed and lights the trunk-open symbol on the indicator panel.

When the dome light switch is in the DOOR position and you open a door, a ground path is provided by the safety indicator through the closed light switch: The dome light goes on. With the door closed, you can turn on the dome light by turning the light switch to ON.

Cigarette Lighter

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

C430 (10-YEL) 72
On rear of dash fuse box

C438 (4-WHT) 79
Behind center of dash

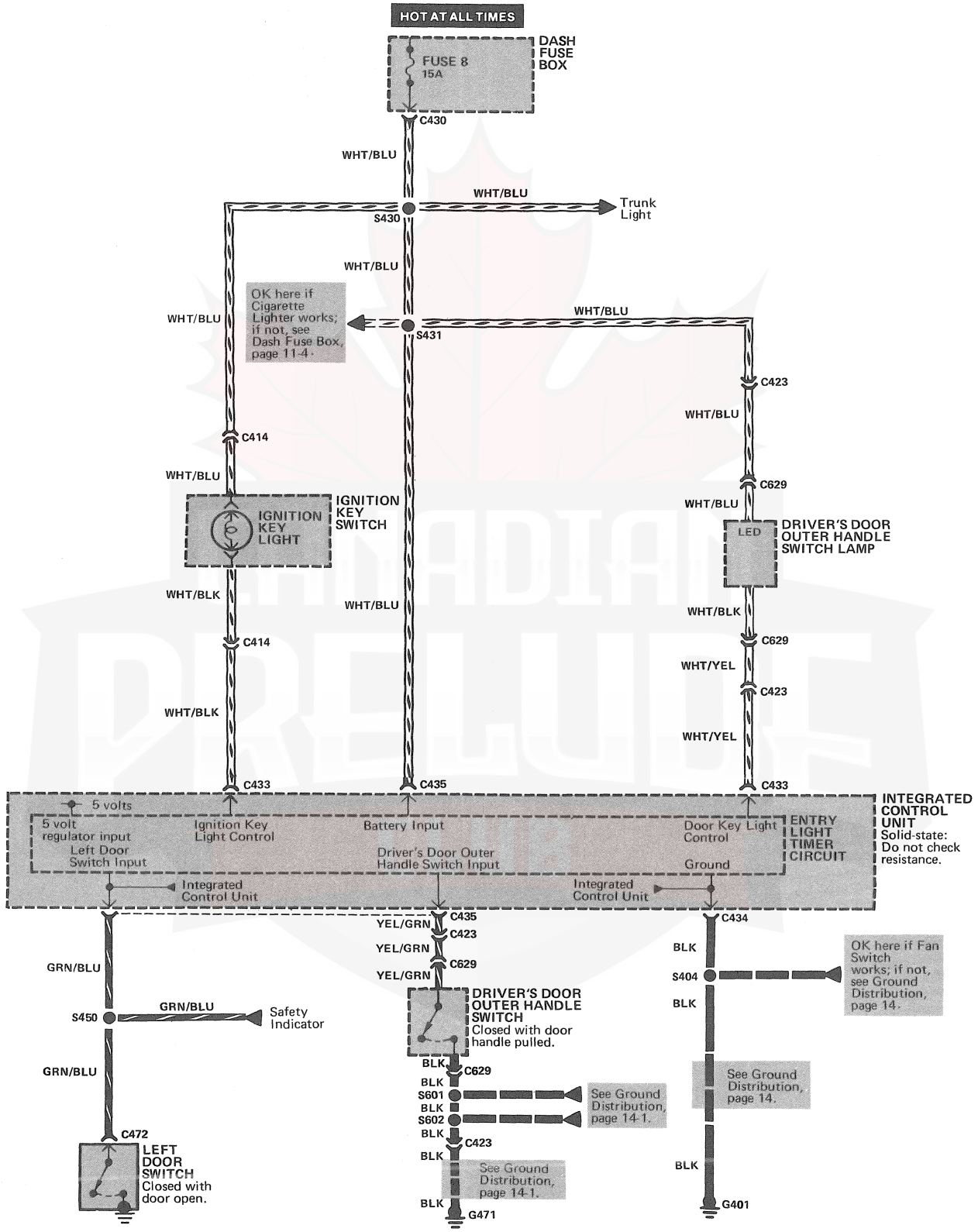
G401 74
Behind top center of dash

How The Circuit Works

Voltage is applied at all times through fuse 8 to the cigarette lighter. When you depress the lighter, the lighter element completes the circuit to ground. When the element becomes sufficiently heated, it is spring-released and the circuit opens.

Entry Light Timer System: PGM-FI

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Driver's Door Outer Handle Switch 31
In driver's door

Ignition Key Switch 87
In ignition switch mechanism, behind steering column covers

Integrated Control Unit 64
Behind center of dash

Left Door Switch 116
Lower section of left "B" pillar

C414 (4-BLU) 78
Under center of dash, near steering column

C423 (18-WHT) 111
Behind right kick panel

C430 (10-YEL) 72
On rear of dash fuse box

C433 (12-BLU) 64
Behind center of dash, on integrated control unit

C434 (4-WHT) 64
Behind center of dash, on integrated control unit

C435 (16-BLU) 64
Behind center of dash, on integrated control unit

C629 (4-WHT) 113
In rear half of driver's door

G401 74
Behind top center of dash

G471 20
Behind right side of rear seat

How The Circuit Works

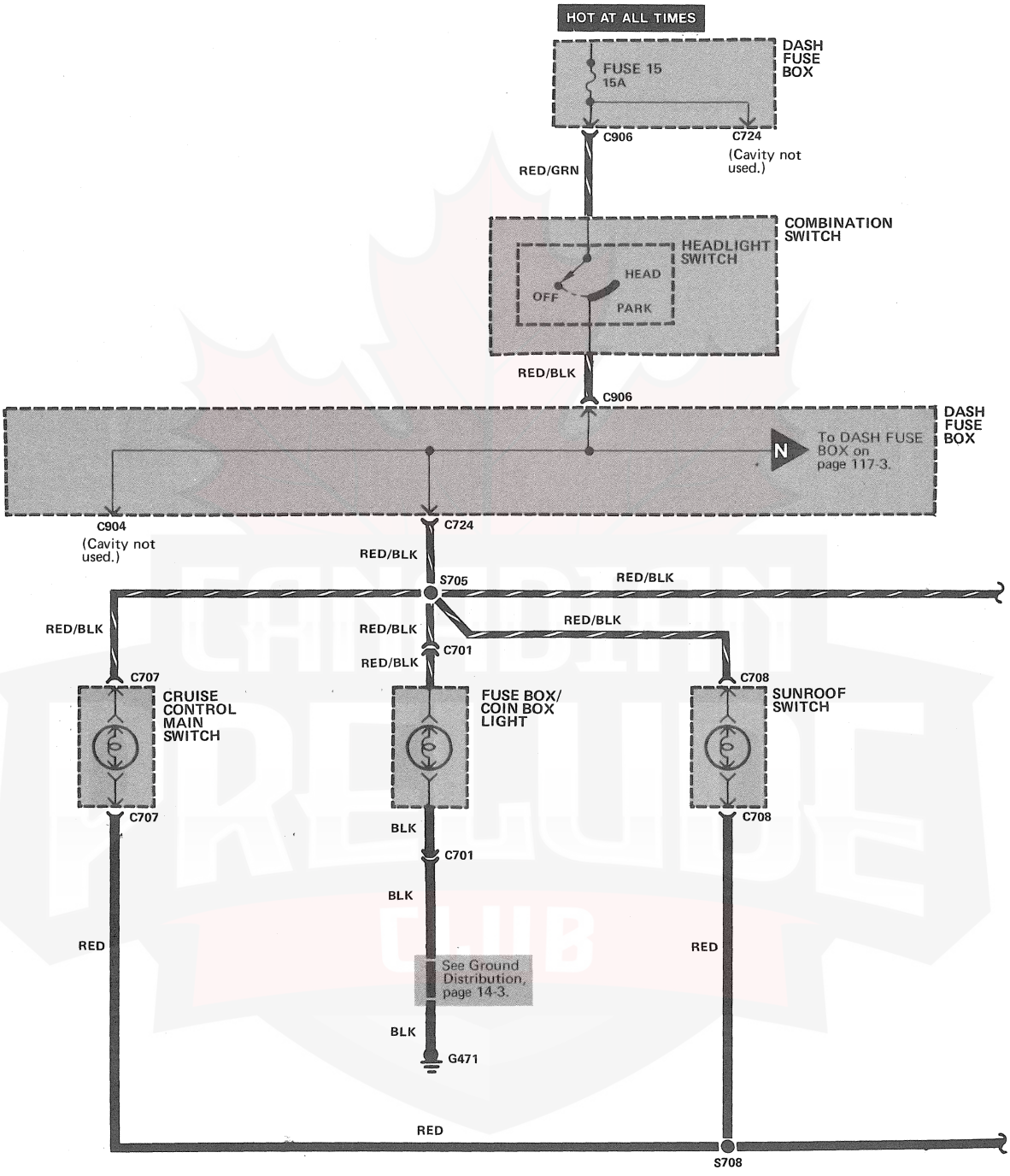
Voltage is applied at all times through fuse 8 to the ignition key switch light, the footwell light, and the door key light.

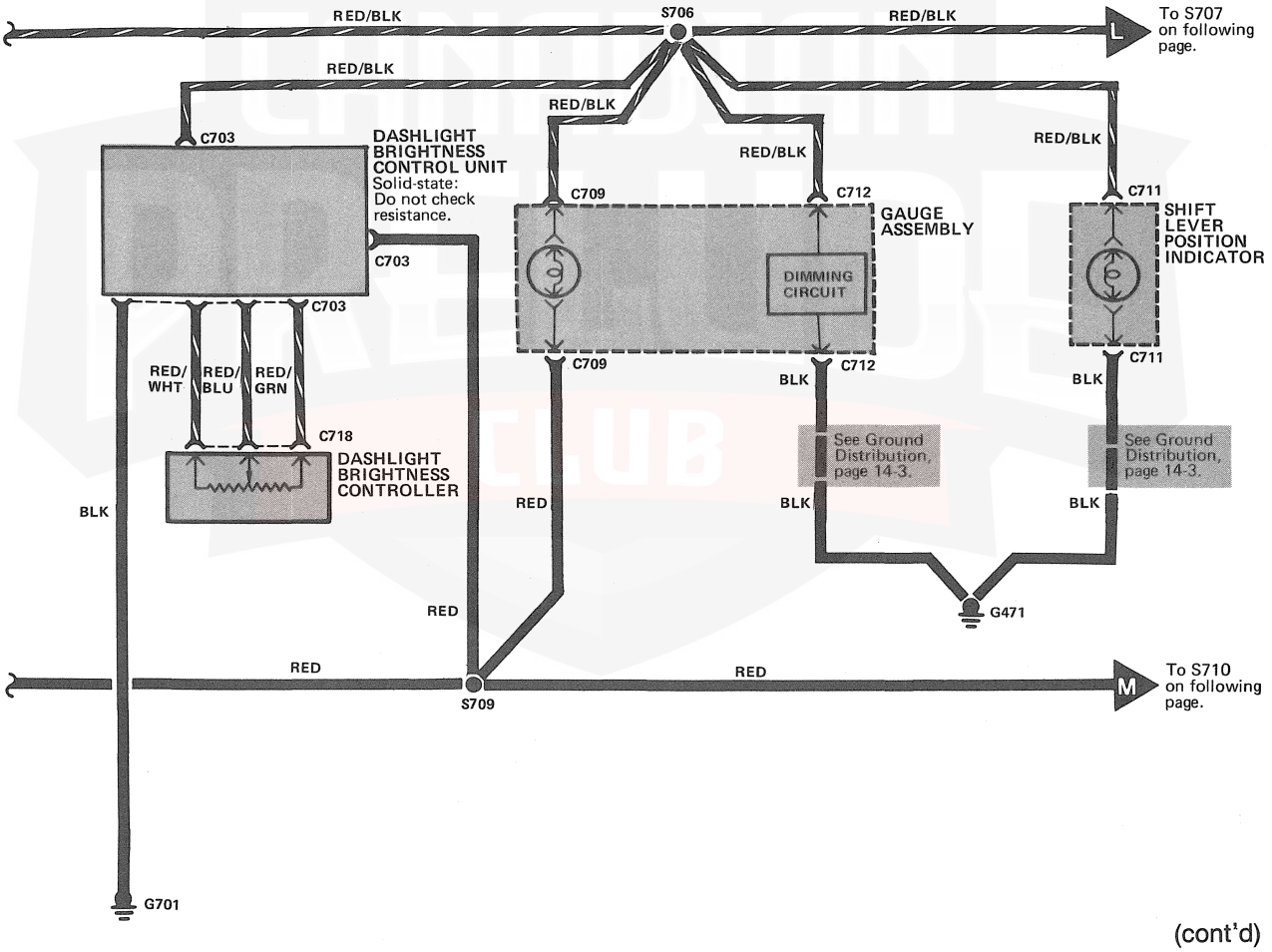
When you lift the driver's door handle, the driver's door outer handle switch input to the integrated control unit is grounded. The integrated control unit provides a path to ground for the ignition key light, the footwell light, and the door key light: The lights go on. When you open the driver's door, the left door switch closes and the lights stay on.

When you close the driver's door, the left door switch opens. The integrated control unit continues to provide ground for the light circuits for approximately eight seconds.

Dash and Console Lights

Circuit Schematic

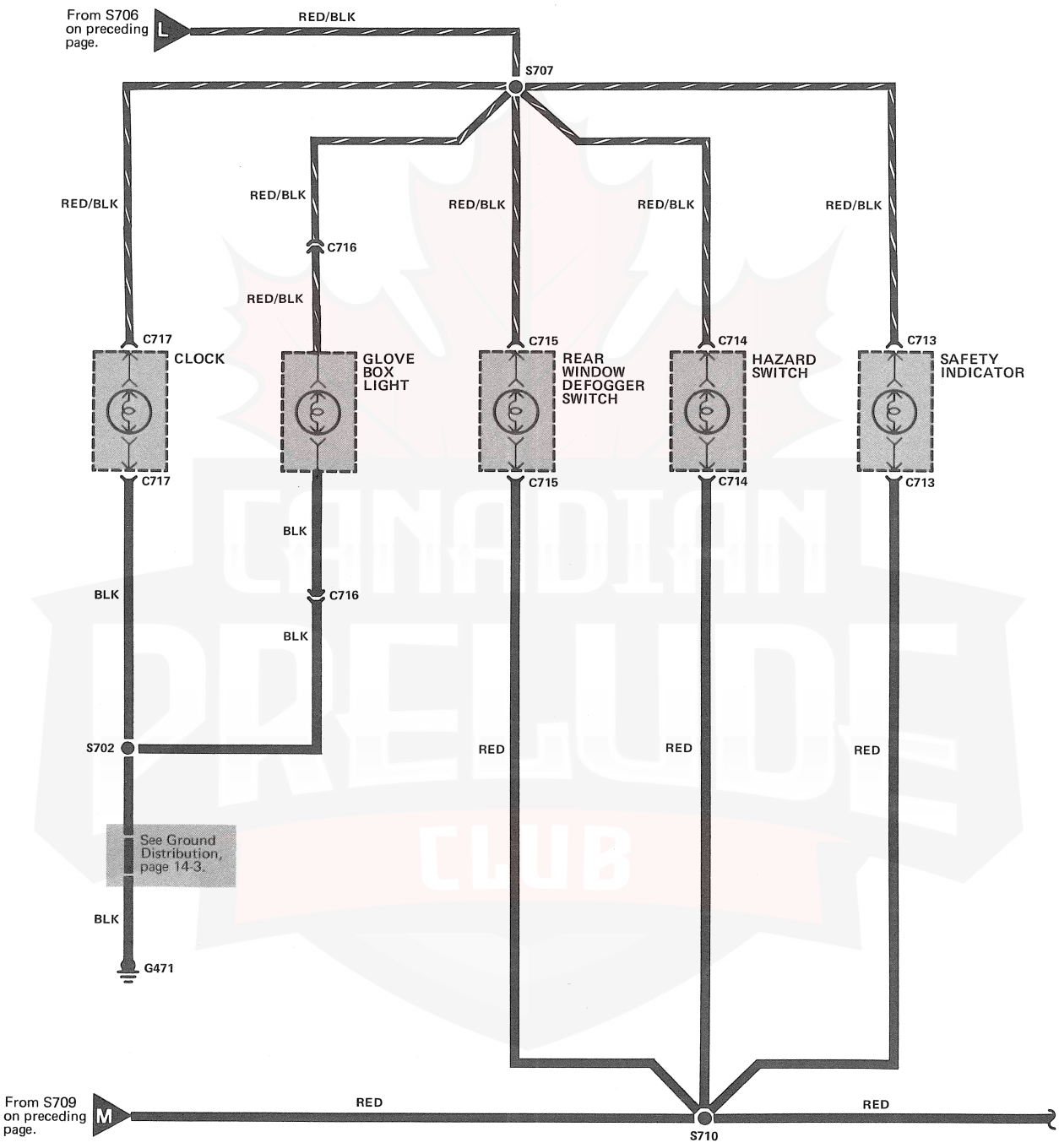


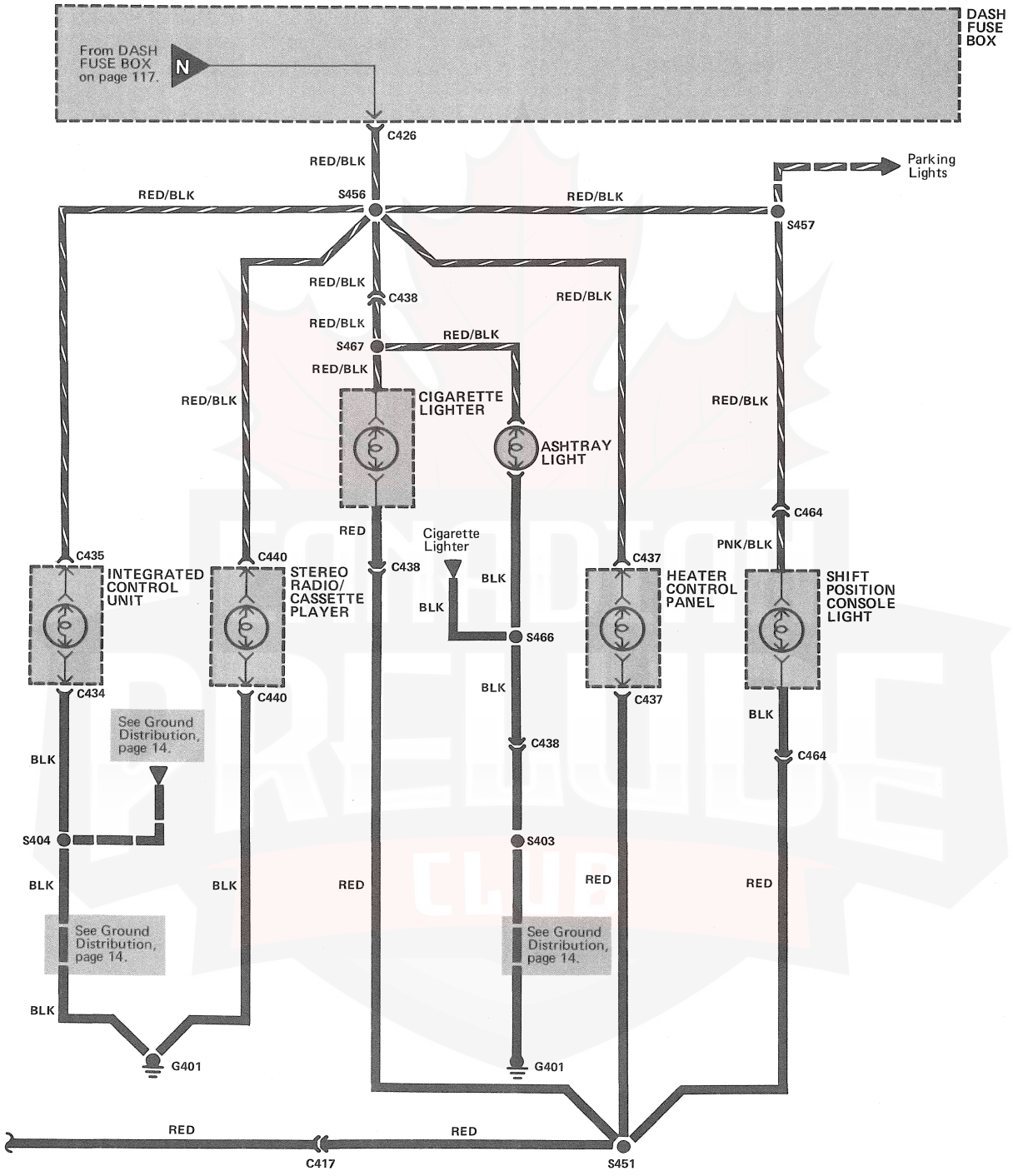


(cont'd)

Dash and Console Lights

Circuit Schematic (cont'd)





Dash and Console Lights

Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Integrated Control Unit 64
Behind center of dash

C417 (24-WHT) 78
Under left side of dash, right of steering column

C426 (7-YEL) 72
On rear of dash fuse box

C434 (4-WHT) 64
Behind center of dash, on integrated control unit

C435 (16-BLU) 64
Behind center of dash, on integrated control unit

C438 (4-WHT) 79
Behind center of dash

C440 (16-WHT) 79
On rear of stereo radio cassette player

C464 (2-WHT) 60
On center of floor, near gear selector

C701 (4-WHT) 94
Under left side of dash

C709 (12-WHT) 81
On rear of gauge assembly

C711 (10-WHT) 81
On rear of gauge assembly

C712 (14-YEL) 107
On rear of gauge assembly

C713 (16-YEL) 81
On rear of gauge assembly

C716 (2-GRN) 77
Behind right center of dash

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

C904 (9-WHT)
Behind LH side of dash, on front of dash fuse box

C906 (8-WHT) 80
On front of dash fuse box

G401 74
Behind top center of dash

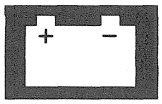
G471 20
Behind right side of rear seat

G701 75
Behind center dash, on center frame

How The Circuit Works

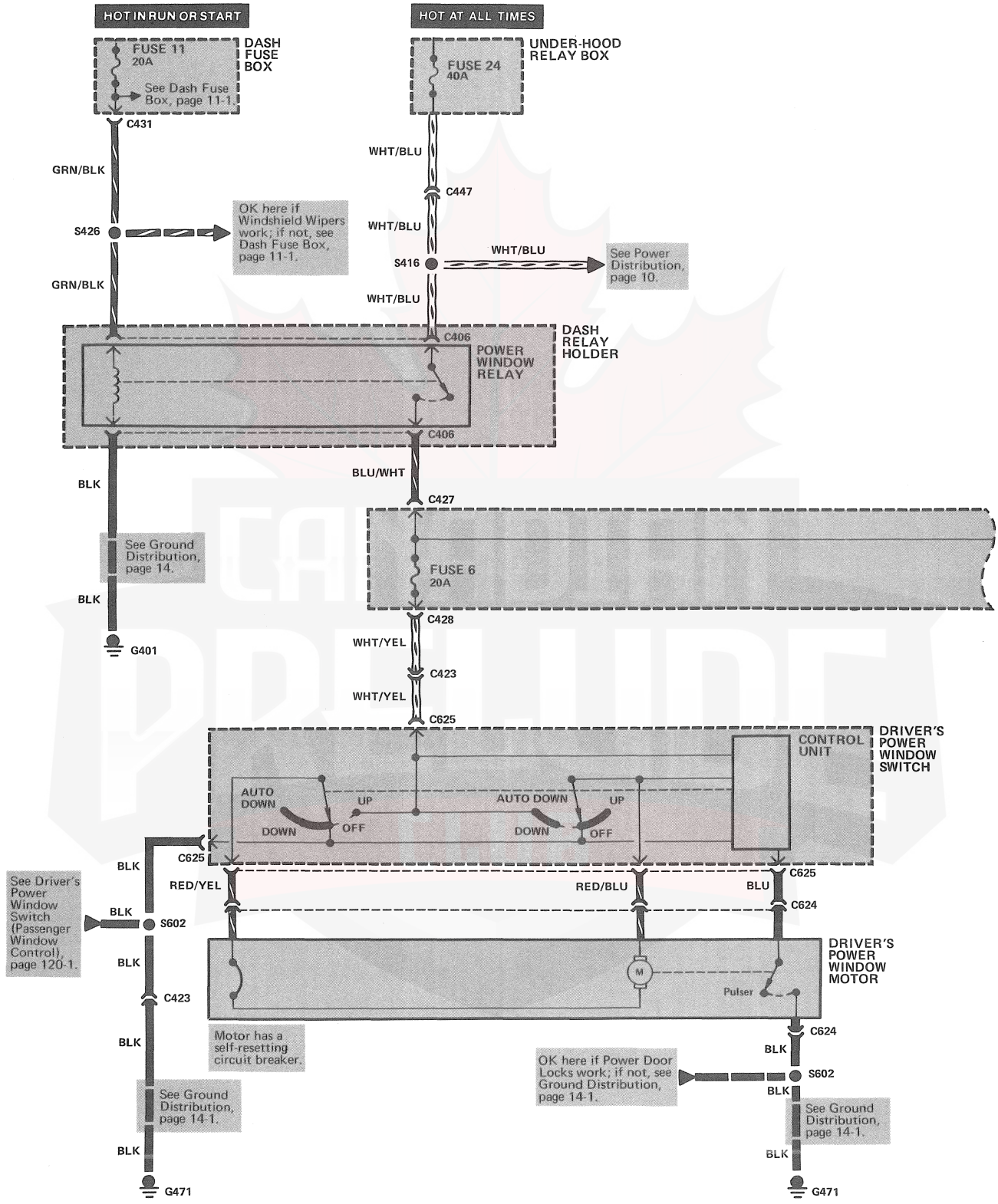
Voltage is applied at all times through fuse 15 to the headlight switch. With the headlight switch in HEAD or PARK, voltage is applied to the dash and console lights: The lights come on. The glove box light comes on when the glove box door is opened.

The lights connected with the RED wire to the dashlight brightness control unit can be dimmed by using the dashlight brightness controller, a variable resistor.



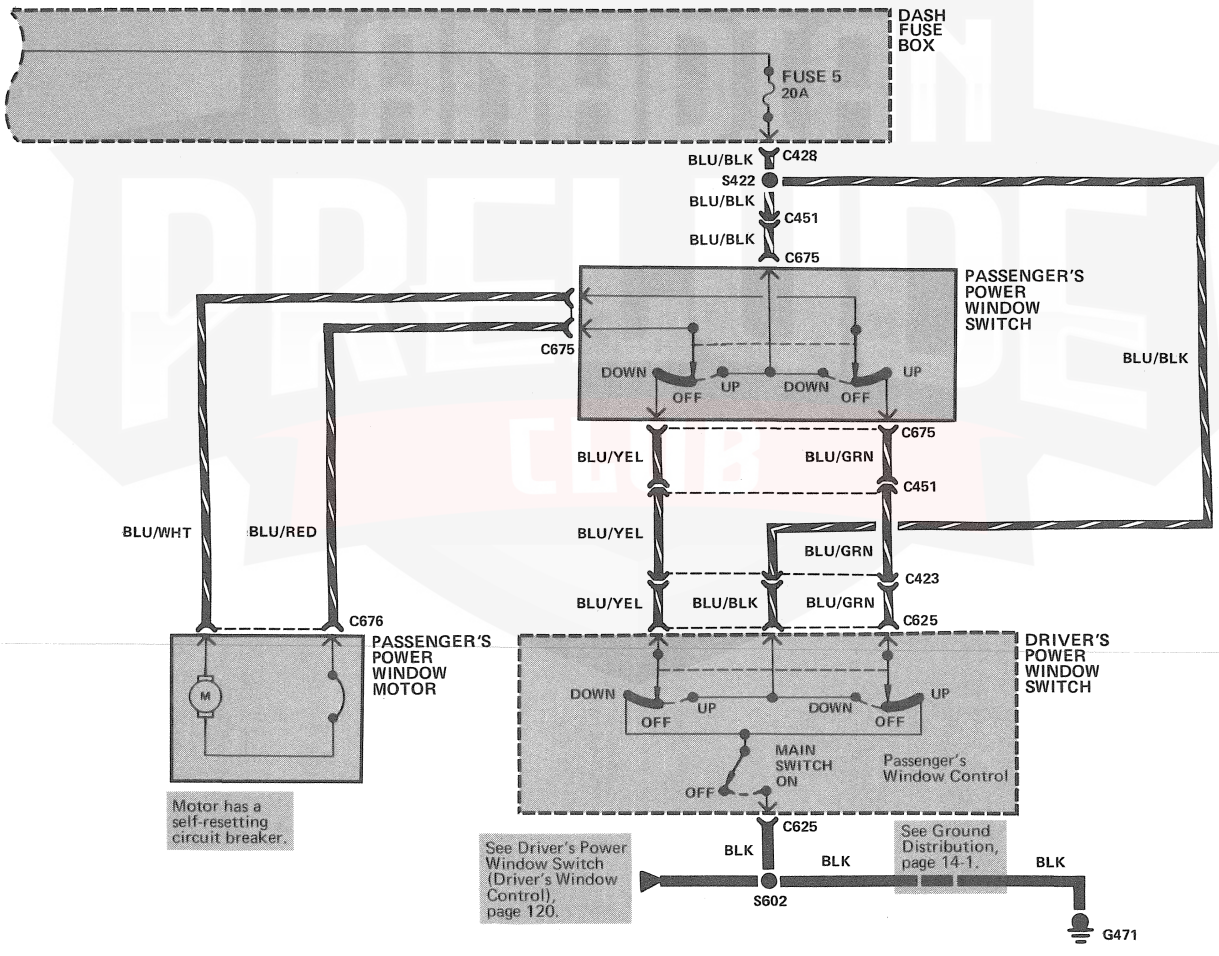
Power Window: Driver's Door

Circuit Schematic



Right Front Door

– Circuit Schematic



Power Windows: PGM-FI

Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Dash Relay Holder 98
Behind left side of dash

Driver's Power Window Motor 28
In front half of drivers door

Passenger's Power Window Motor 32
In front half of passenger's door

Power Window Control Unit 29
In front half of driver's door

Power Window Relay 98
Behind left side of dash, on relay holder

Under-Hood Relay Box 102
Right side of engine compartment

C423 (18-WHT) 111
Behind right kick panel

C427 (6-YEL) 72
On rear of dash fuse box

C428 (14-YEL) 72
On rear of dash fuse box

C431 (4-YEL) 72
On rear of dash fuse box

C447 (3-WHT) 73
Under right side of dash

C451 (14-WHT) 58
Behind right kick panel

C624 (6-WHT) 29
In front half of driver's door

C625 (10-WHT) 28
In front half of driver's door

C675 (6-WHT) 32
In center of passenger's door

C676 (2-WHT) 32
In center of passenger's door

G401 74
Behind top center of dash

G471 20
Behind right side of rear seat

How The Circuit Works

System Description

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

The power windows are driven by reversible motors. Each motor is protected by a built-in circuit breaker. If a window switch is held on too long (with the window obstructed, or after the window is fully up or down) the circuit breaker opens the circuit. The circuit breaker resets automatically as it cools.

When the ignition switch is in RUN or START, voltage is applied to the coil in the power window relay. The contacts of the power window relay close and voltage is applied to the driver's power window switch, the power window control unit, and the passenger's power window switch. When the ignition switch is turned from RUN or START to ACC or OFF and both front doors are closed, the integrated control unit will keep the power window relay energized for approximately ten minutes or until one of the doors is opened.

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 through fuse 6 to the driver's power window switch and the power window control unit. When you move the driver's power window switch to UP, voltage is applied to the power window control unit up input. Voltage is then applied through the power window control unit (motor up control) to the driver's power window motor. The motor's ground path is back through the power window control unit. The power window motor drives the window up. When you move the driver's power window switch to DOWN, voltage is applied to the power window motor in the opposite direction: The motor drives the window down.

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. When you push the driver's switch to the AUTO DOWN position, voltage is applied through the driver's power window switch to the power window control unit's down and auto down hold inputs. The voltage triggers the power window control unit and voltage is applied from the power input through the motor down control output to the power window motor. The power window control unit receives voltage pulses at the pulser input while the motor is operating. When the window is fully down, the motor stops and pulses are no longer generated by the pulser. This is sensed by the power window control unit at the pulser input and voltage is no longer applied to the power window motor.

Passenger's Window

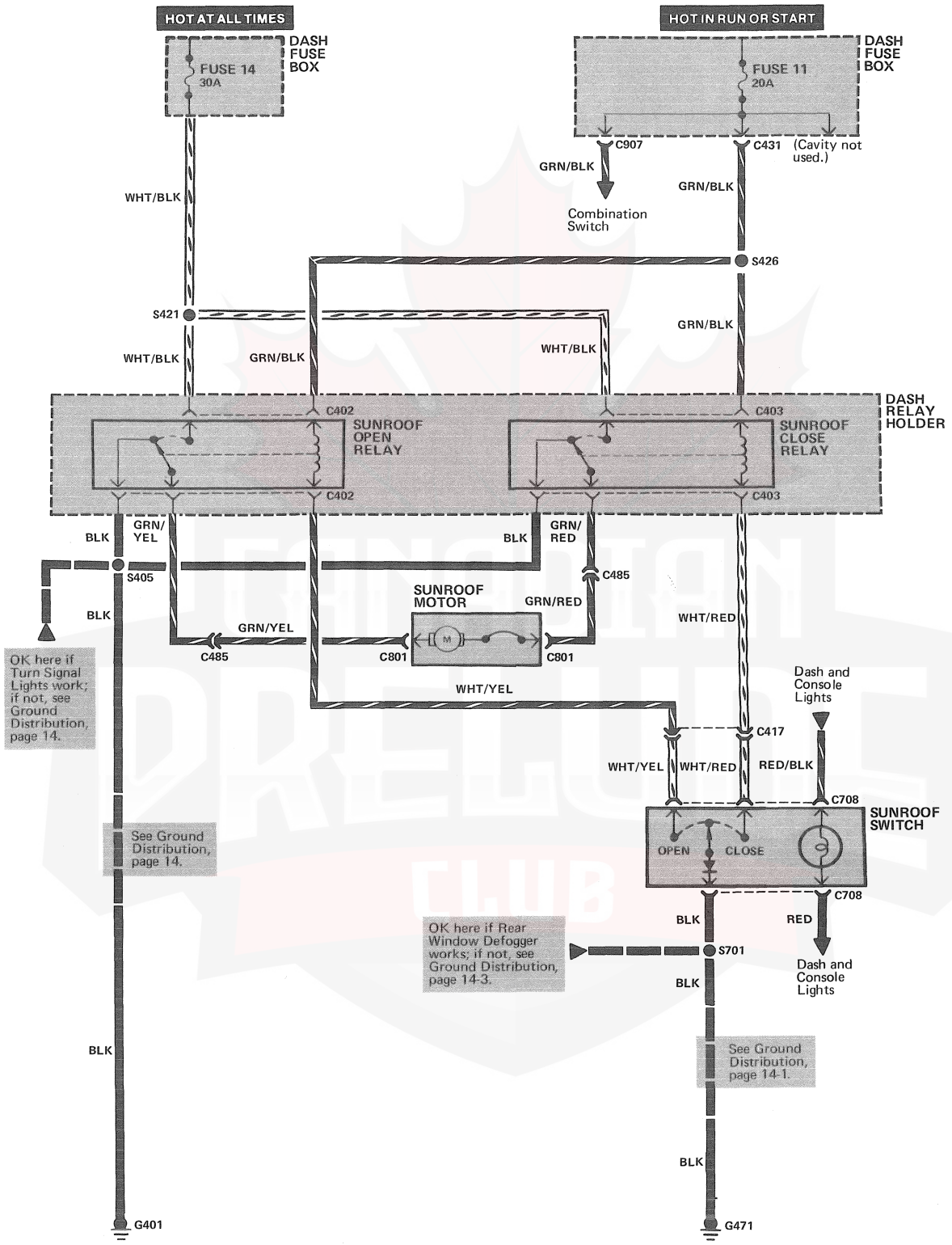
With the ignition switch in RUN or START, voltage is applied to the coil of the power window relay. The contacts of the power window relay close and voltage is applied through fuse 5 to the passenger's power window switch and the driver's power window switch. If you close the master switch in the driver's power window switch, the passenger's window can be operated from the individual window switch or from the driver's power window switch.

When you move the passenger's power window switch to UP, voltage is applied to the passenger's power window motor. The motor is grounded through the contacts in the passenger's power window switch and the driver's power window switch. The window moves up as long as the switch is held in the UP position. If the passenger's power window switch is moved to DOWN, voltage is applied to the passenger's power window motor in the opposite direction. The window moves down as long as the switch is held in the DOWN position.

When the driver's passenger window switch is moved to UP, voltage is applied through the passenger's power window switch contacts to the passenger's power window motor. The motor is grounded through the contacts in the passenger's power window switch and the driver's power window switch. The window moves up as long as the switch is held in the UP position. If the driver's passenger window switch is moved to DOWN, voltage is applied to the passenger's power window motor in the opposite direction. The window moves down as long as the switch is held in the DOWN position.

Sunroof

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Dash Relay Holder 98
Behind left side of dash

Sunroof Close Relay 63
Behind left side of dash, on relay holder

Sunroof Motor
Center rear of roof

Sunroof Open Relay 63
Behind left side of dash, on relay holder

C417 (24-WHT) 78
Under left side of dash, right of steering column

C431 (4-YEL) 72
On rear of dash fuse box

C485 (8-WHT) 20
In right quarter panel

C907 (10-WHT) 80
On front of dash fuse box

G401 74
Behind top center of dash

G471 20
Behind right side of rear seat

How The Circuit Works

System Description

The sunroof is driven by a reversible motor which opens and closes the sunroof. Voltage is applied at all times through fuse 14 to the normally open contacts in the sunroof close relay and sunroof open relay. With the ignition switch in RUN or START, voltage is applied through fuse 11, the sunroof close relay coil, and the sunroof open relay coil to the sunroof switch contacts.

Opening the Sunroof

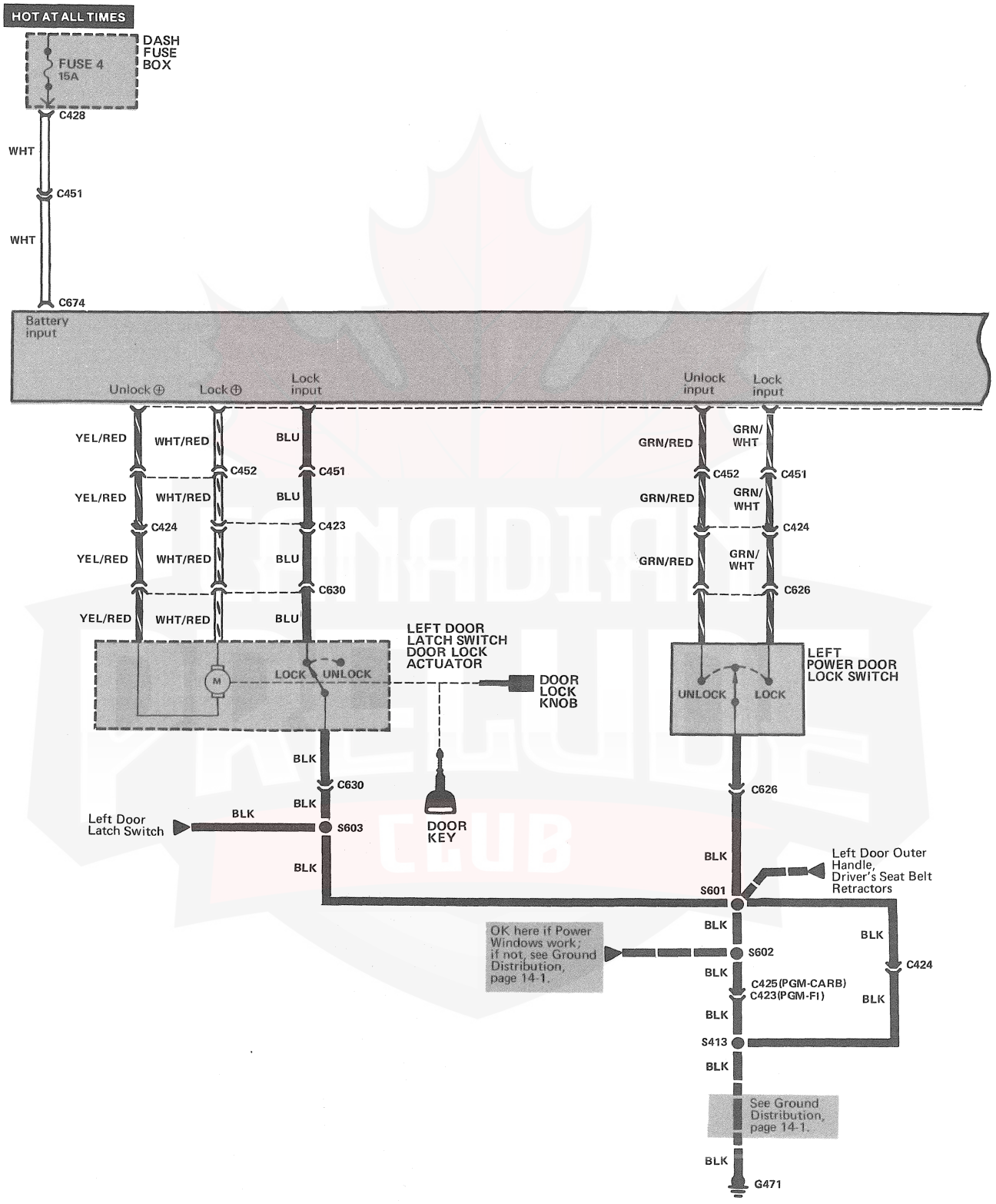
When the sunroof switch is in the OPEN position, the sunroof open relay coil is grounded through the sunroof switch open contacts to G471. The coil energizes and the sunroof open relay contacts close. Voltage is applied to the sunroof motor. The sunroof motor is grounded through the sunroof close relay contacts to G401. The sunroof motor operates to open the sunroof. The sunroof motor operates until the sunroof switch is moved from the OPEN position.

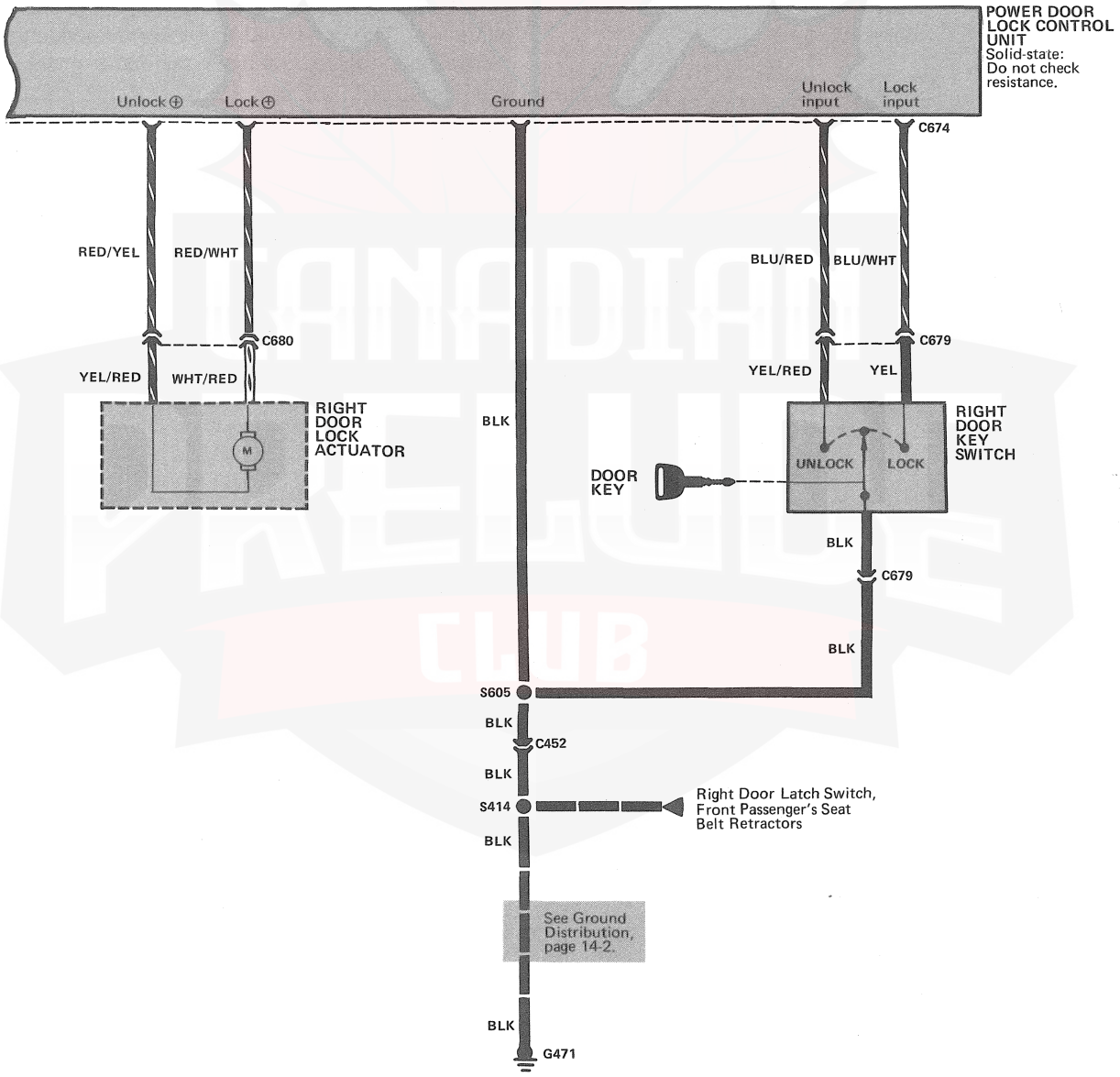
Closing the Sunroof

When the sunroof switch is in the CLOSE position, the sunroof close relay coil is grounded through the sunroof switch close contacts to G471. The coil energizes and the sunroof close relay contacts close. Voltage is applied to the sunroof motor. The sunroof motor is grounded through the sunroof open relay contacts to G401. The sunroof motor operates to close the sunroof. The sunroof motor operates until the sunroof switch is moved from the CLOSE position.

Power Door Locks (4WS)

Circuit Schematic





Power Door Locks (4WS)

Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Driver's Door Lock Actuator 31
In driver's door

Driver's Power Door Lock Switch
In driver's door

Left Door Latch Switch/Door Lock Actuator
In rear half of driver's door

Passenger's Door Lock Actuator 34
In front half of passenger's door

Power Door Lock Control Unit 35
In passenger's door

Right Door Key Switch
In passenger's door

Right Door Lock Actuator
In passenger's door

C423 (18-WHT) 111
Behind right kick panel

C424 (4-WHT) 111
Behind right kick panel

C425 (6-WHT) 111
Behind right kick panel

C428 (14-YEL) 72
On rear of dash fuse box

C451 (14-WHT) 58
Behind right kick panel

C452 (4-WHT) 58
Behind right kick panel

C626 (3-WHT) 28
In front half of driver's door

C630 (6-WHT) 113
In rear half of driver's door

C679 (3-WHT) 34
In rear of passenger's door

C680 (4-WHT) 34
In rear of passenger's door

G471 20
Behind right side of rear seat

How The Circuit Works

Voltage is applied at all times through fuse 4 to the power door lock control unit.

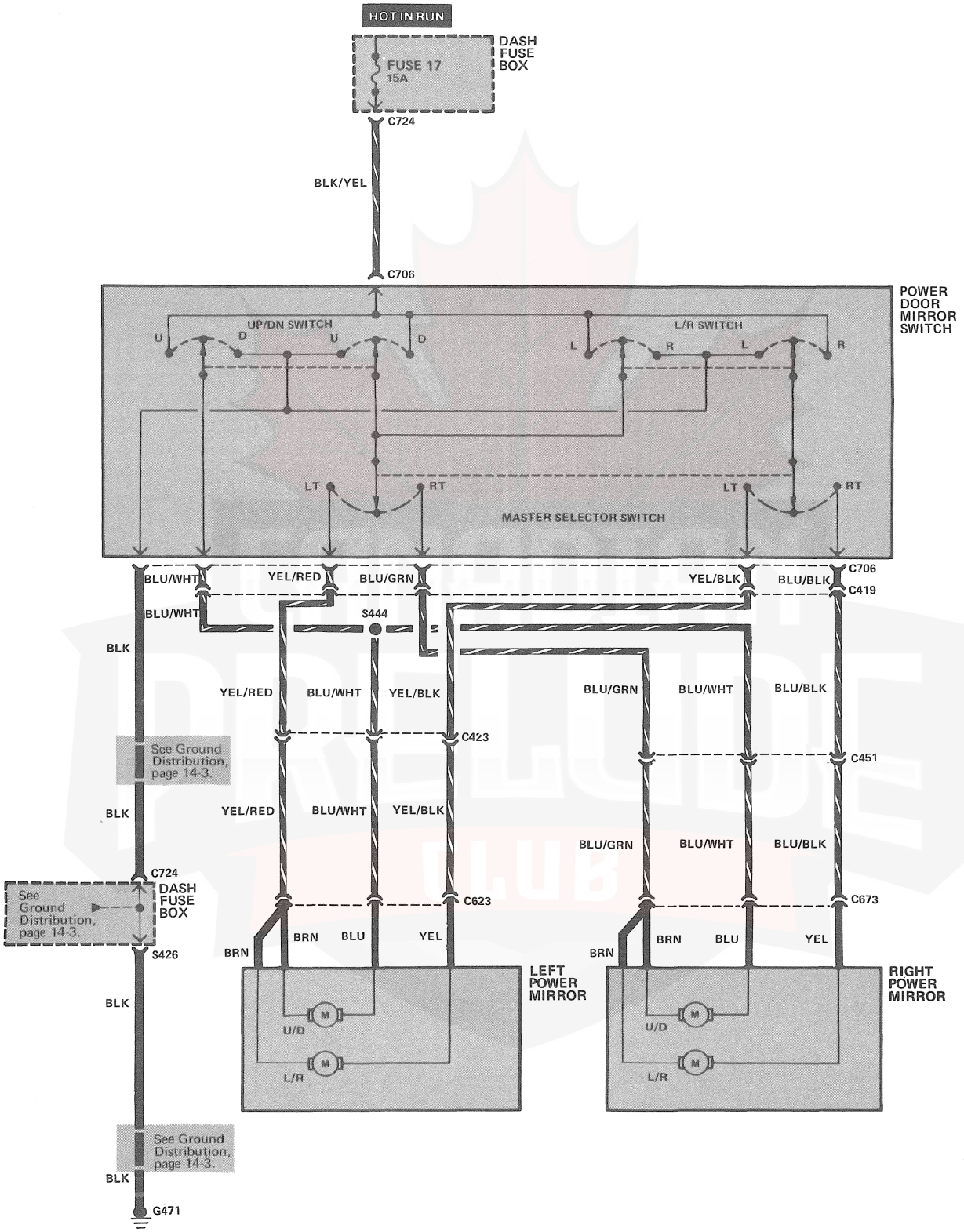
When you use the key to turn the left door lock actuator or right door key switch to the LOCK position, a path to ground is supplied to one of the control unit's lock inputs. The power door lock control unit applies voltage to the door lock actuators: The doors lock.

When you use the key to turn the left door lock acutator or right door key switch to the UNLOCK position, a path to ground is supplied to the control unit's unlock input. Voltage is applied to the door lock actuators: The polarity of the voltage applied to the actuators is now reversed and the doors unlock.

Both doors can be electrically locked and unlocked from the driver's power door lock switch. Both doors can also be unlocked mechanically from the outside with a key.

Power Door Mirrors: PGM-FI

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

C419 (8-WHT) 78
Under left side of dash, right of steering column

C423 (18-WHT) 111
Behind right kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C451 (14-WHT) 58
Behind right kick panel

C623 (3-WHT) 29
In front half of driver's door

C673 (3-WHT) 35
In front half of passenger's door

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

G471 20
Behind right side of rear seat

How The Circuit Works

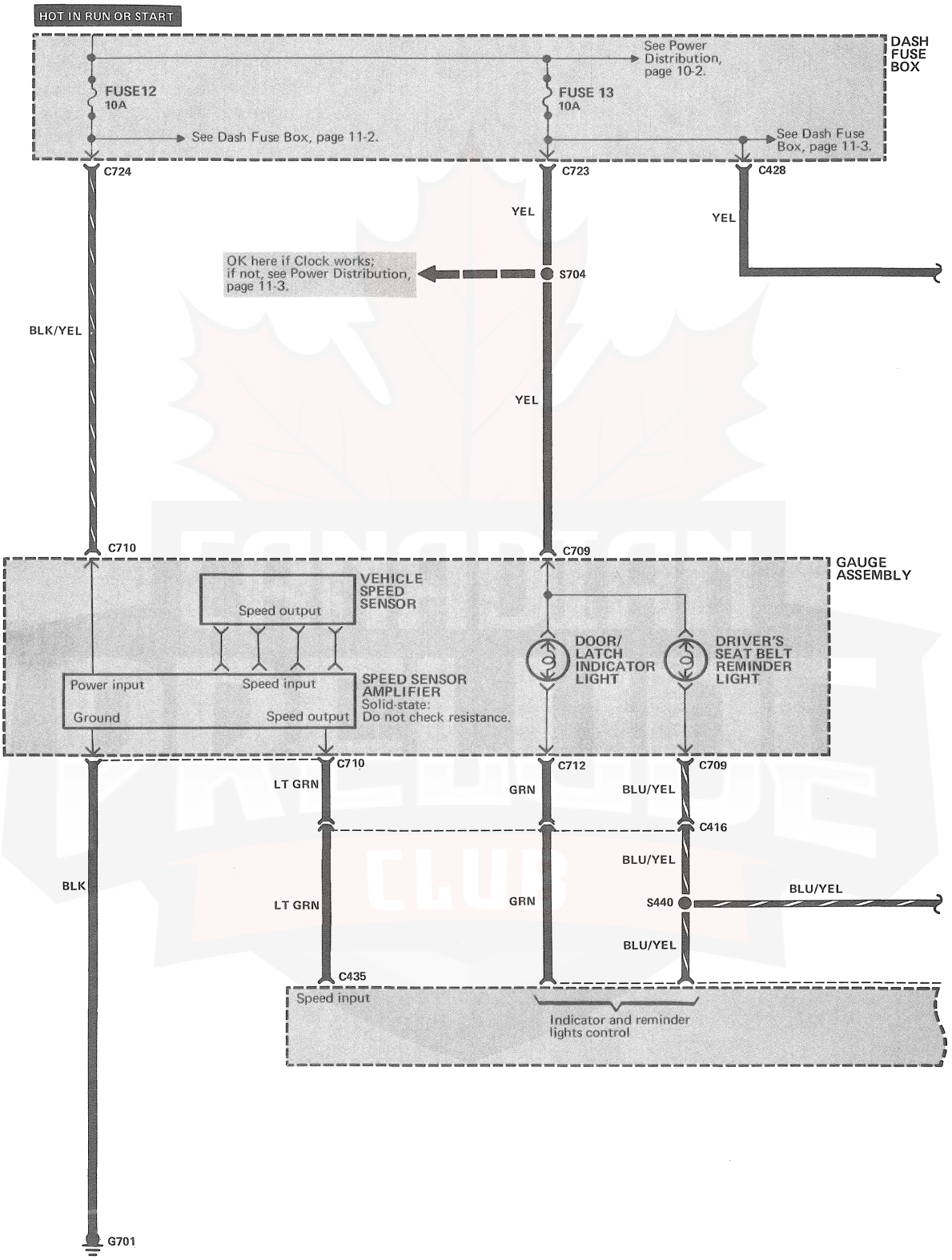
The operation of the two outside mirrors is controlled by the power mirror control switch. Each mirror has two reversible motors: One motor moves the mirror up and down, the other motor moves the mirror left and right. The power mirror control switch directs voltage to the right and left outside mirrors.

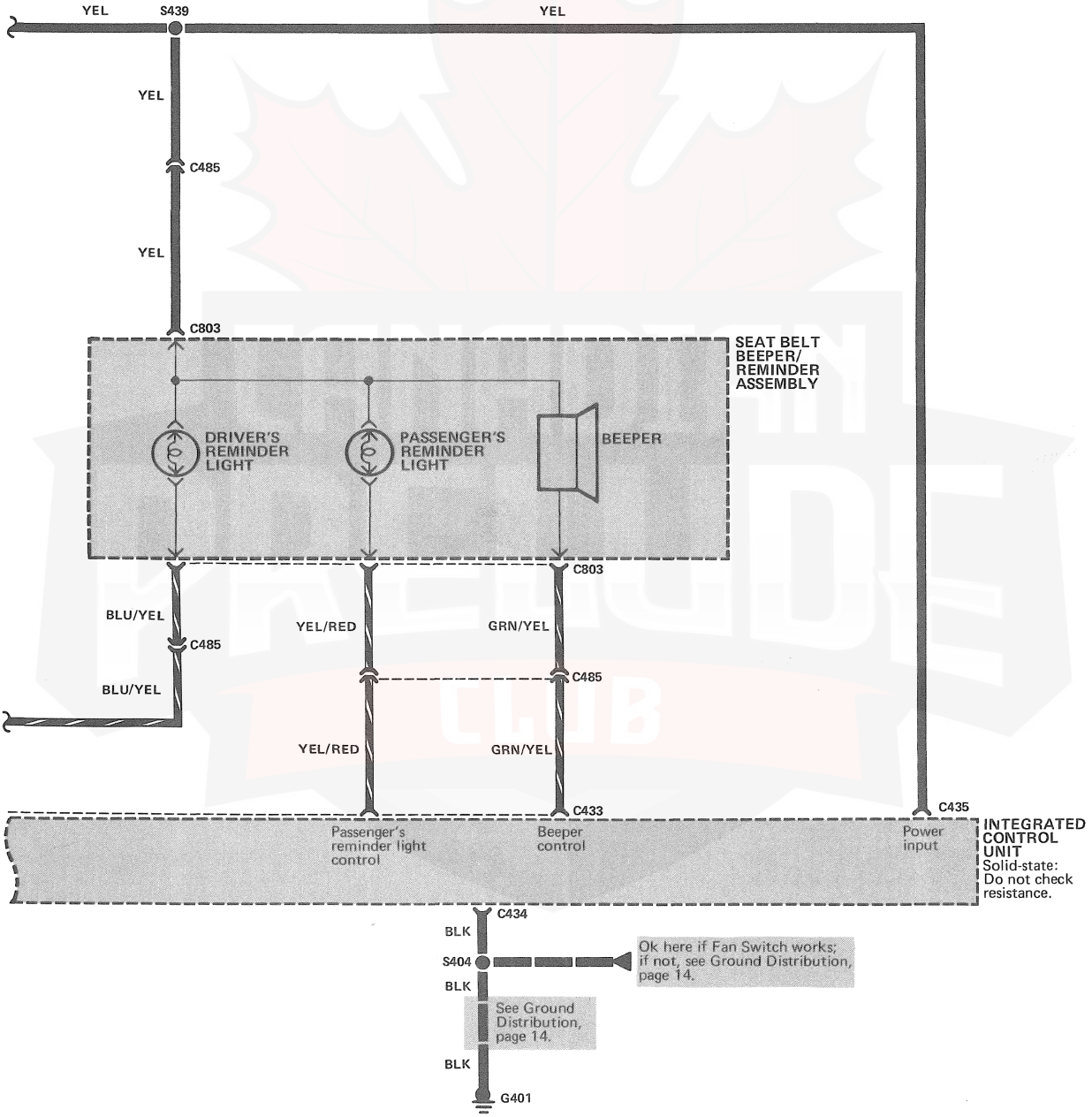
With the ignition switch in RUN, voltage is applied through fuse 17 to the power door mirror switch. With the master selector switch in LEFT and up/down switch in UP, voltage is applied through the up contacts of the up/down switch to the left power mirror up/down motor. Ground is provided through the 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 mirror.

The left/right switch works similary to the up/down switch. With the master selector switch in the RIGHT position, voltage is applied to the right power mirror motors which then operate in a similar way.

Automatic Seat Belt

Circuit Schematic

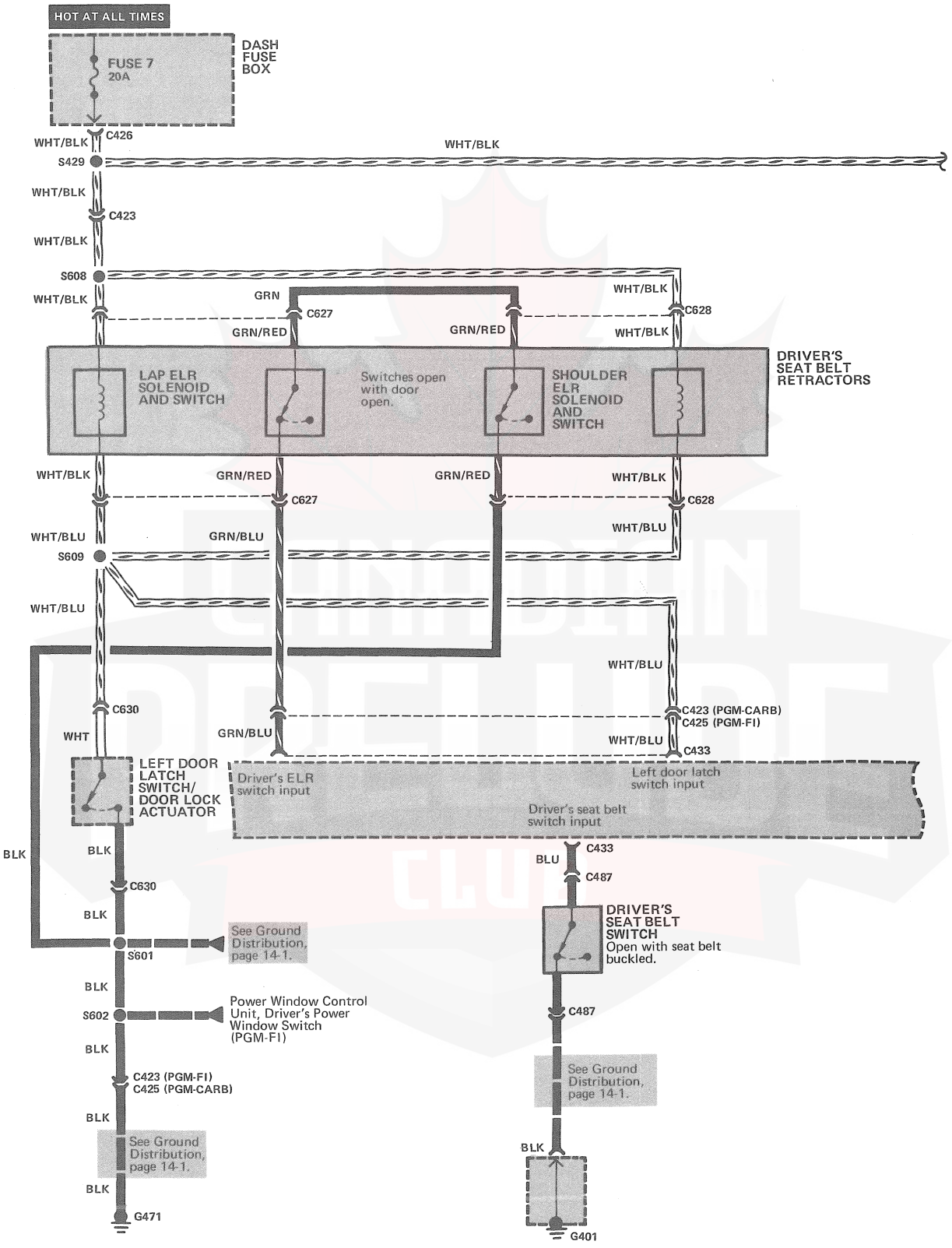


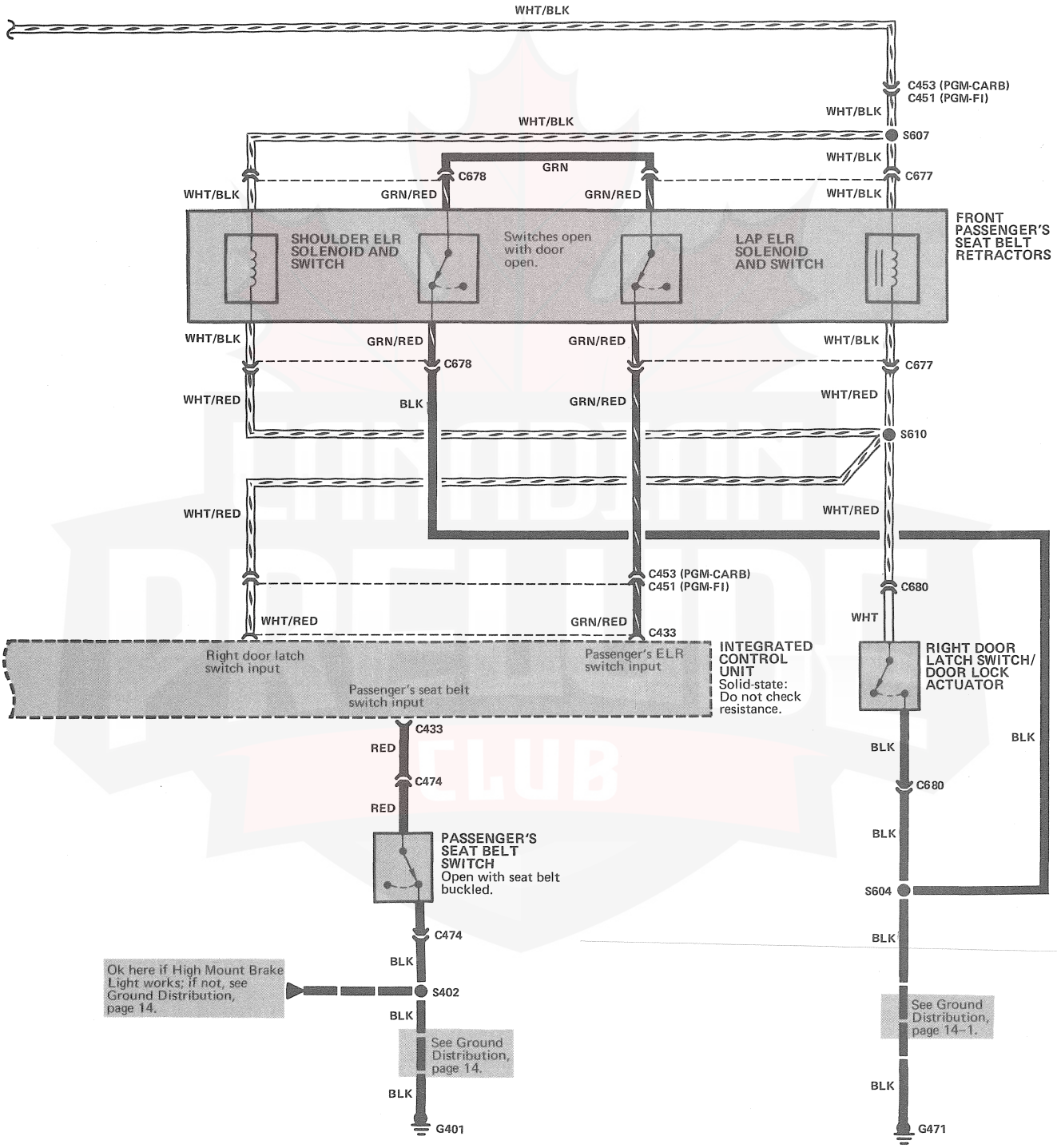


(cont'd)

Automatic Seat Belt

Circuit Schematic (cont'd)





Automatic Seat Belt

Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Driver's Seat Belt Retractors 30
In rear half of driver's door

Driver's Seat Belt Switch
In driver's seat belt buckle

Front Passenger's Seat Belt Retractors 33
In rear half of passenger's door

Integrated Control Unit 64
Behind center of dash

Left Door Latch Switch/Door Lock Actuator
In rear half of driver's door

Passenger's Seat Belt Switch
In passenger's seat belt buckle

Right Door Latch Switch/Door Lock Actuator
In rear half of passenger's door

Seat Belt Beeper/Reminder Assembly 117
Center of windshield header

Speed Sensor Amplifier 107
On rear of gauge assembly

Vehicle Speed Sensor 107
In gauge assembly

C416 (22-WHT) 78
Under left side of dash, right of steering column

C421 (20-WHT) 71
Behind left kick panel

C423 (18-WHT) 111
Behind right kick panel

C425 (6-WHT) 111
Behind right kick panel

C426 (7-YEL) 72
On rear of dash fuse box

C428 (14-YEL) 72
On rear of dash fuse box

C433 (12-BLU) 64
Behind center of dash, on integrated control unit

C434 (4-WHT) 64
Behind center of dash, on integrated control unit

C435 (16-BLU) 64
Behind center of dash, on integrated control unit

C451 (14-WHT) 58
Behind right kick panel

C453 (6-WHT) 58
Behind right kick panel

C474 (2-WHT)
Under right front seat

C485 (8-WHT) 20
In right quarter panel

C487 (2-WHT)
Under driver's seat

C627 (4-WHT) 30
In rear half of driver's door

C628 (4-WHT) 30
In rear half of driver's door

C630 (6-WHT) 113
In rear half of driver's door

C677 (4-WHT) 33
In rear half of passenger's door

C678 (4-WHT) 33
In rear half of passenger's door

C680 (4-WHT) 34
In rear of passenger's door

C709 (12-WHT) 81
On rear of gauge assembly

C710 (7-YEL) 81
On rear of gauge assembly

C712 (14-YEL) 107
On rear of gauge assembly

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

C724 (14-WHT) 80
Behind LH side of dash, on front of dash fuse box

G401 74
Behind top center of dash

G471 20
Behind right side of rear seat

G701 75
Behind center dash, on center frame

How The Circuit Works

Battery voltage is applied to the integrated control unit through fuse 13 with the ignition switch in RUN or START.

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.

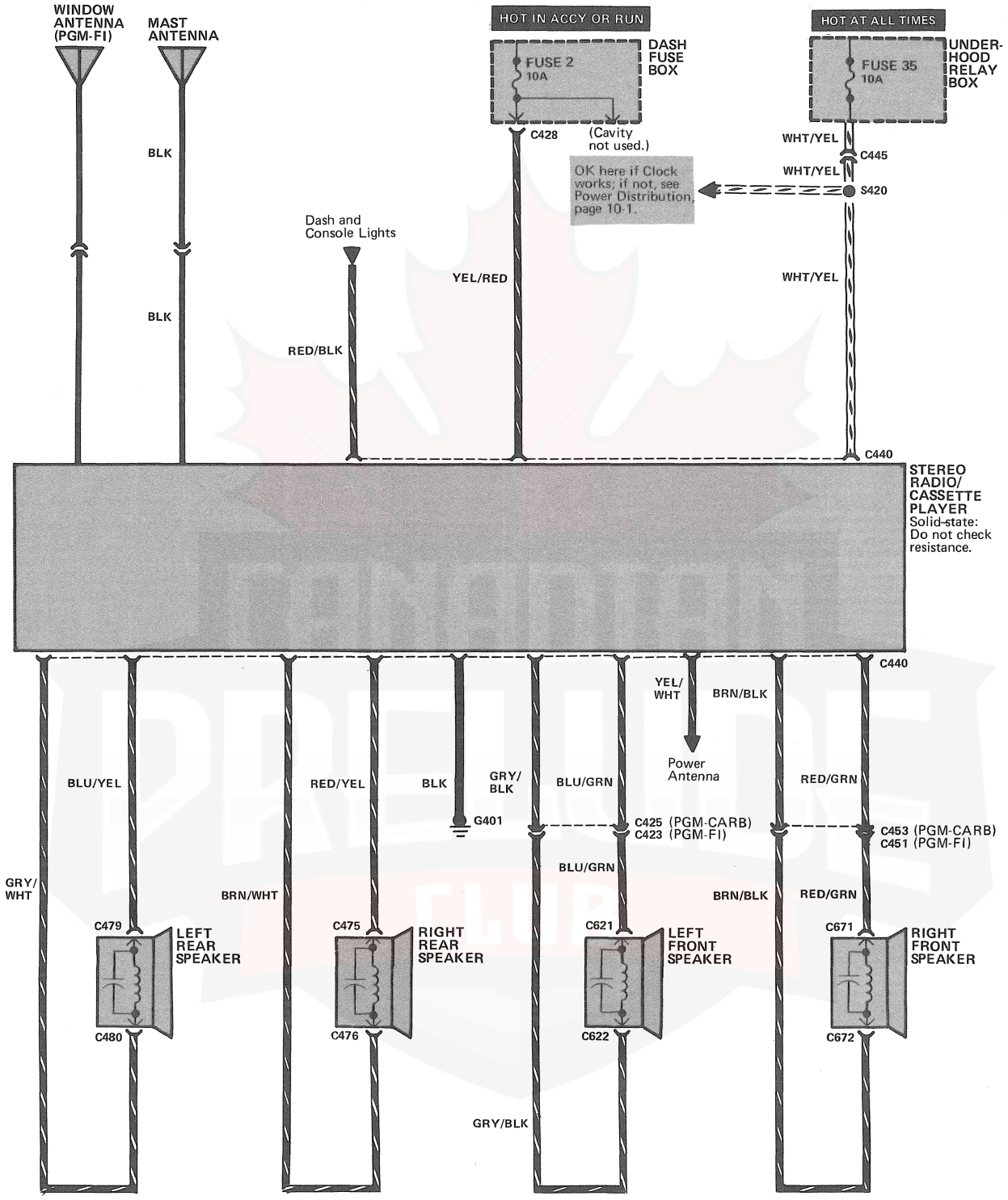
When you close a door the corresponding door latch switch opens, removing the ground for the shoulder and lap solenoids. The solenoids de-energize and operate the seat belt retractor. The seatbelt retractor will lock up in the event of a sudden deceleration.

The integrated conrtrol 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 integrated 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 integrated control unit.

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

Stereo Sound System

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Under-Hood Relay Box 102
Right side of engine compartment

C423 (18-WHT) 111
Behind right kick panel

C425 (6-WHT) 111
Behind right kick panel

C428 (14-YEL) 72
On rear of dash fuse box

C440 (16-WHT) 79
On rear of stereo radio cassette player

C445 (22-WHT) 112
Under right side of dash

C451 (14-WHT) 58
Behind right kick panel

C453 (6-WHT) 58
Behind right kick panel

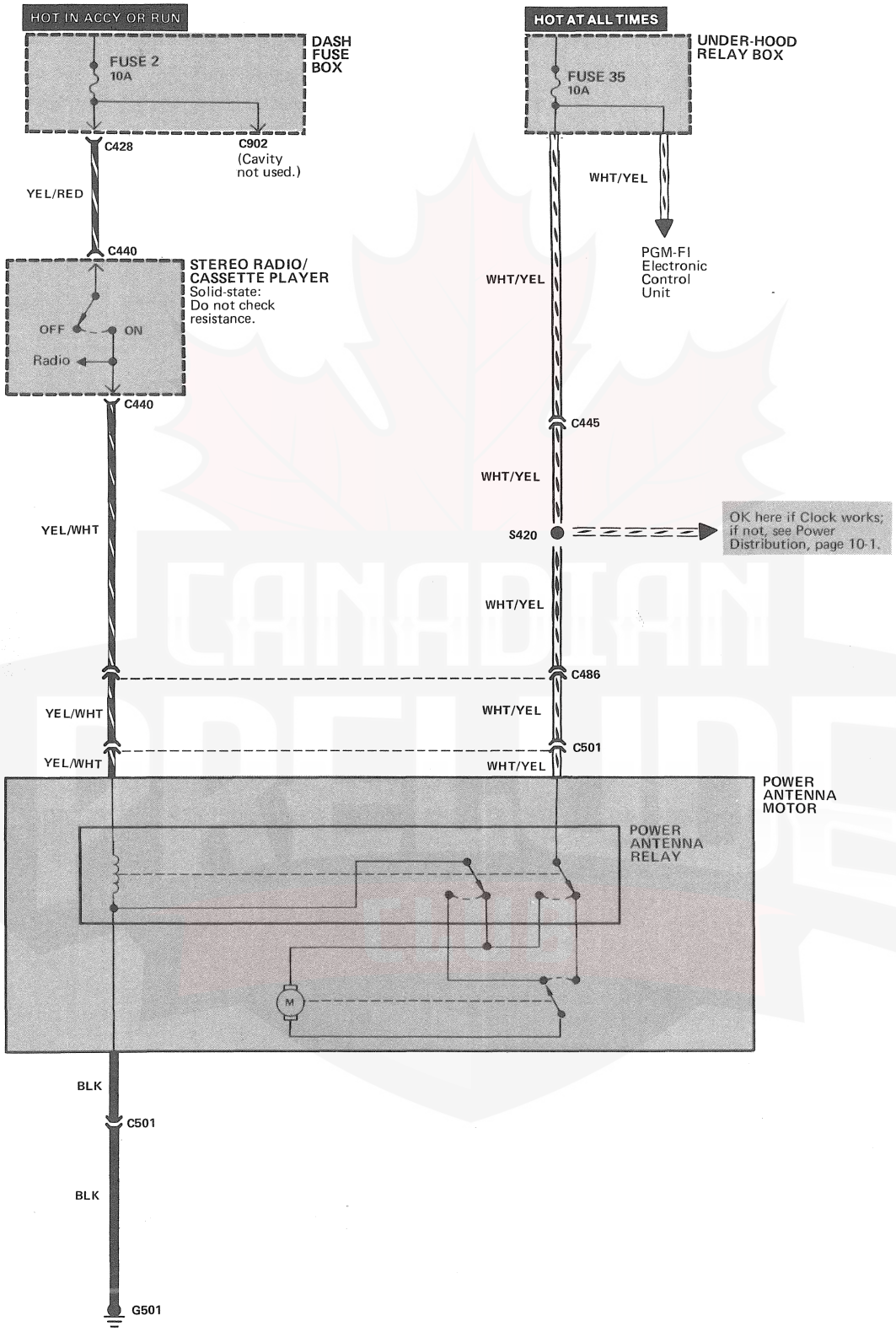
G401 74
Behind top center of dash

How The Circuit Works

With the ignition switch in ACC or RUN, voltage is applied through fuse 2 to the radio. When you turn the radio on, current flows through fuse 2 into the receiver circuits in the radio. Fuse 35 is hot at all times and provides power to the radio for its memory circuits.

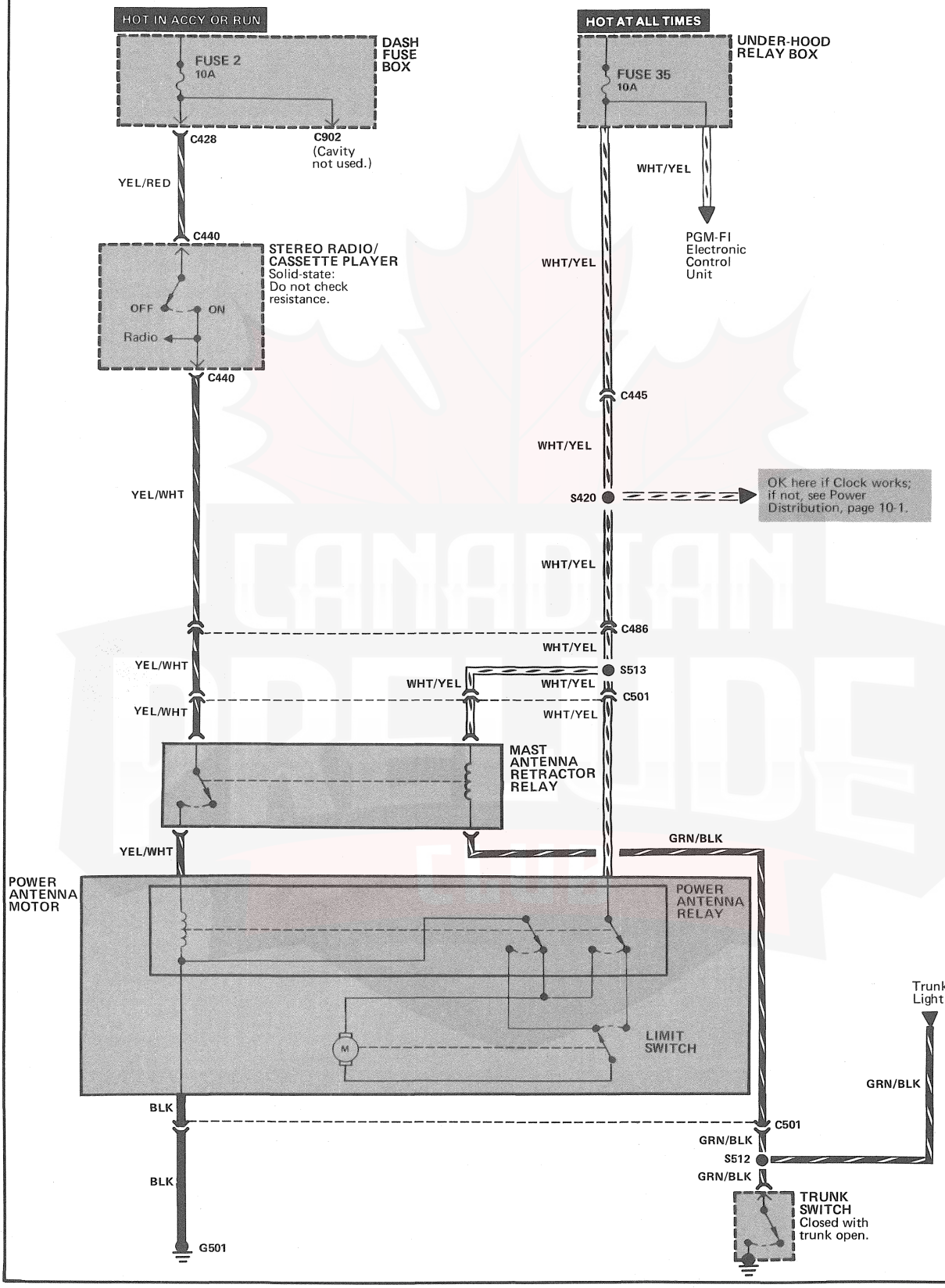
Power Antenna

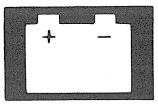
Circuit Schematic



Power Antenna (4WS)

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Mast Antenna Retractor Relay 88
Right side of trunk

Power Antenna Motor 27
Right side of trunk

Trunk Switch 21
In rear of trunk

Under-Hood Relay Box 102
Right side of engine compartment

C428 (14-YEL) 72
On rear of dash fuse box

C440 (16-WHT) 79
On rear of stereo radio cassette player

C445 (22-WHT) 112
Under right side of dash

C486 (13-WHT) 26
Upper right side of trunk

C501 (4-WHT) (S Model) 26
Right side of trunk

C501 (8-WHT) (Si Model) 26
Right side of trunk

C902 (1-WHT)
Behind LH side of dash, on front of dash fuse box

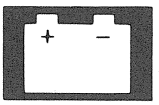
G501 26
Right side of trunk

How The Circuit Works

With the ignition switch in ACC or RUN, voltage is applied through fuse 2 to the radio. Voltage is applied at all times through fuse 35 to the power antenna relay.

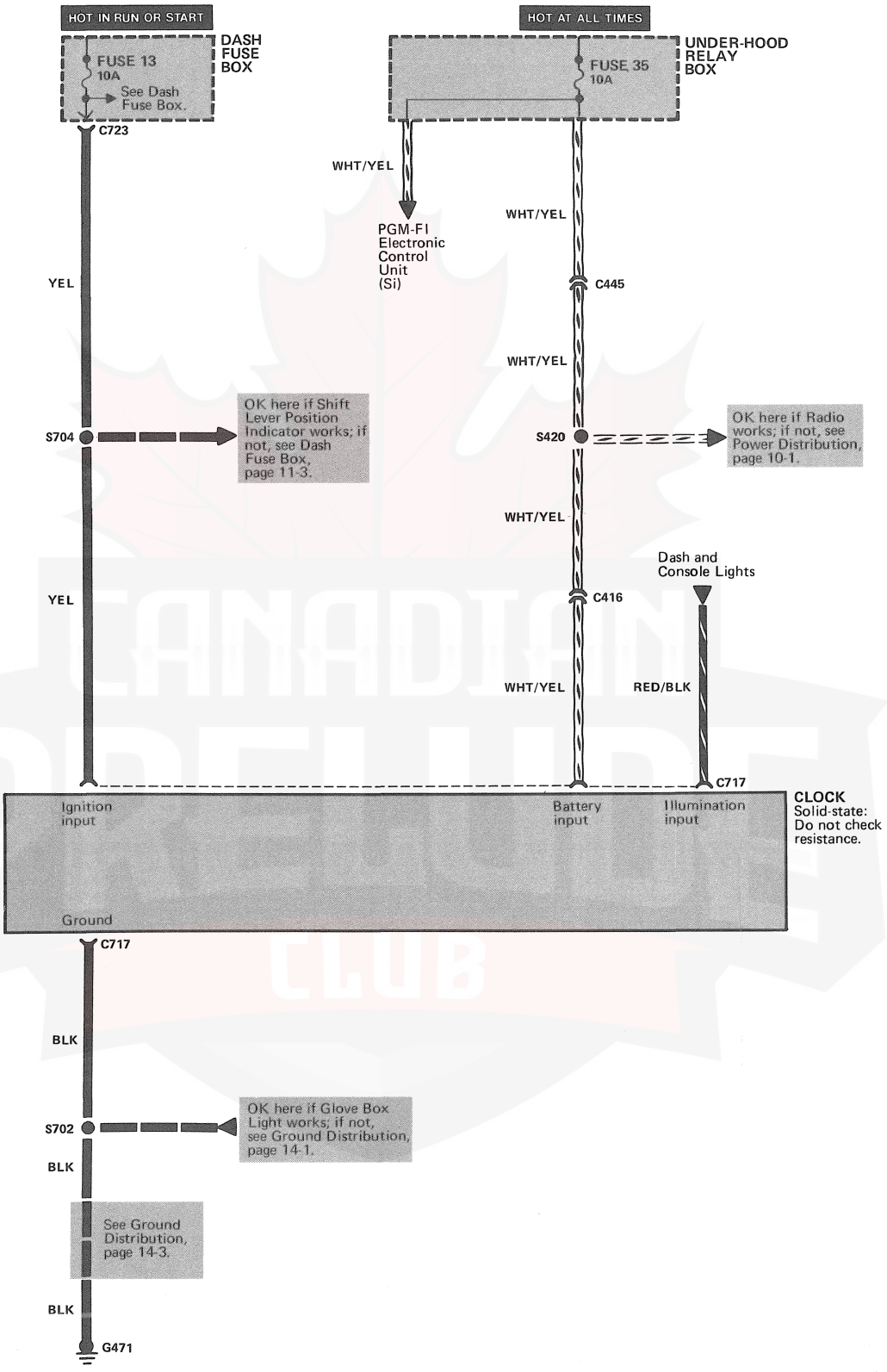
When you turn the radio on, the relay coil is energized and the contacts close. Voltage is applied to the power antenna motor: The antenna motor drives the antenna up to its fully extended position.

When you turn the radio off, the relay contacts open. The polarity of the voltage applied to the motor is now reversed: The antenna motor moves the antenna completely down. A mechanical switch controlled by the motor turns the motor off when the antenna reaches maximum height or when the antenna is fully retracted.



Clock

Circuit Schematic



Component Location Index

(Refer to Section 201 for photographs.)

Dash Fuse Box 70
Behind left side of dash

Under-Hood Relay Box 102
Right side of engine compartment

C416 (22-WHT) 78
Under left side of dash, right of steering column

C445 (22-WHT) 112
Under right side of dash

C723 (4-WHT) 94
Under left side of dash, on dash fuse box

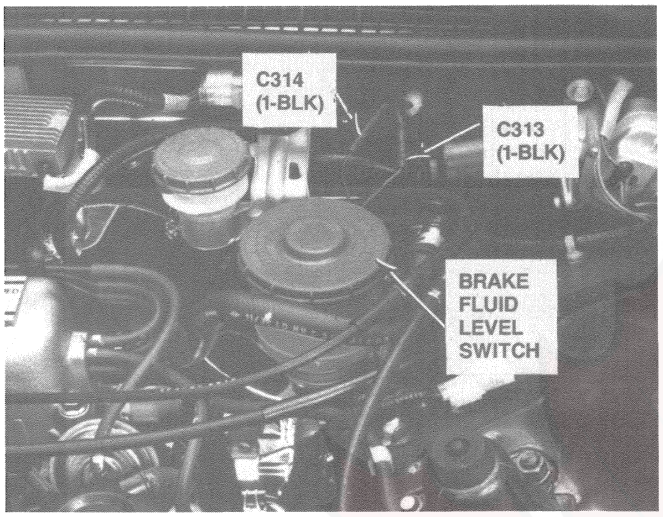
G471 20
Behind right side of rear seat

How The Circuit Works

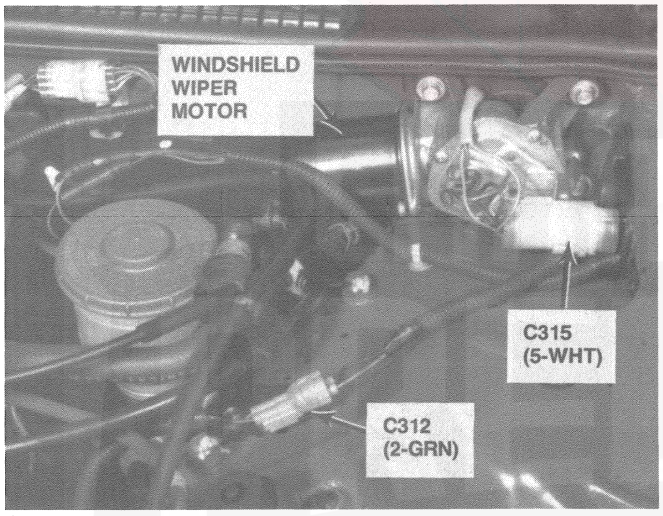
Voltage is applied at all times to the clock through the WHT/YEL wire to provide clock memory. With the ignition switch in RUN or START, voltage is applied to the clock through the YEL wire: The clock lights up and displays the time.

Component Location

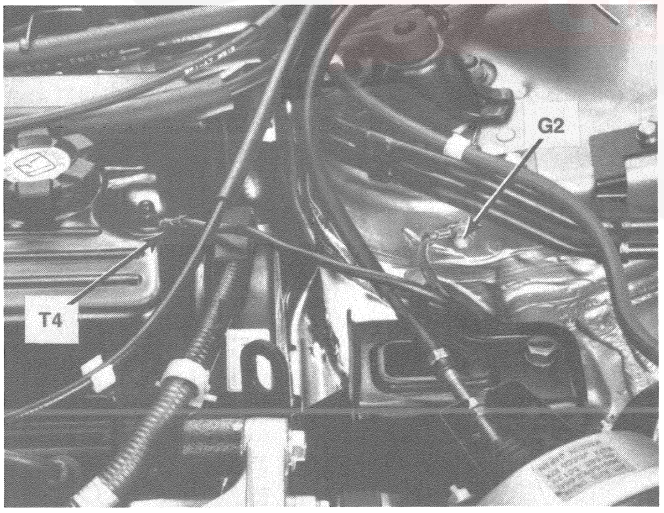
1. Left Rear of Engine Compartment



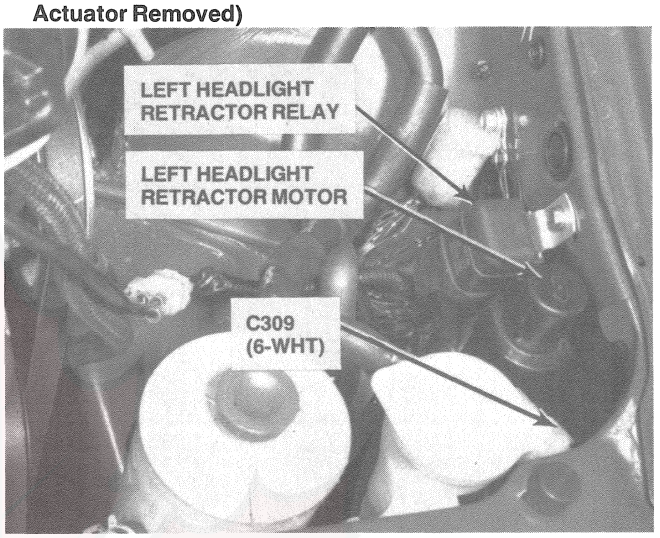
2. Left Rear of Engine Compartment



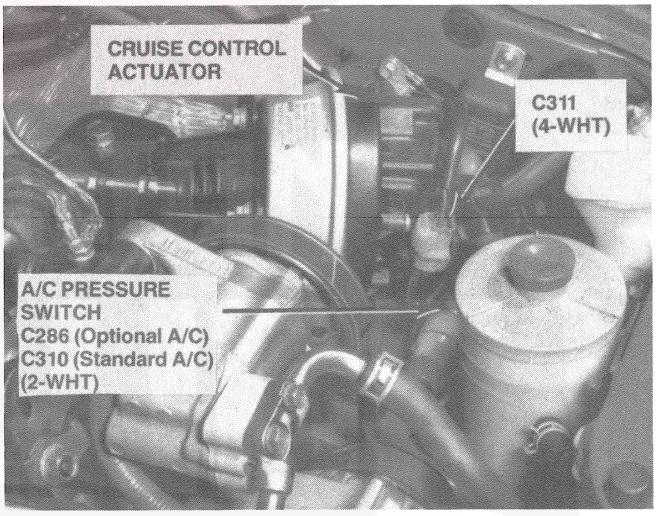
3. Left Front of PGM-FI Engine Compartment



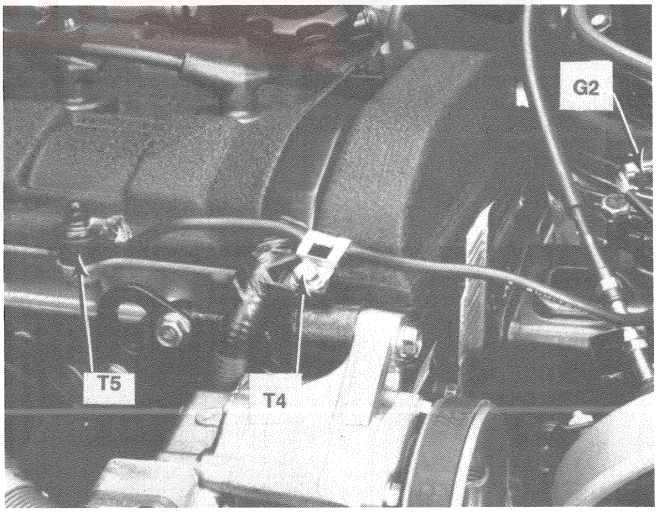
4. Left Front of Engine Compartment (With Cruise Control Actuator Removed)



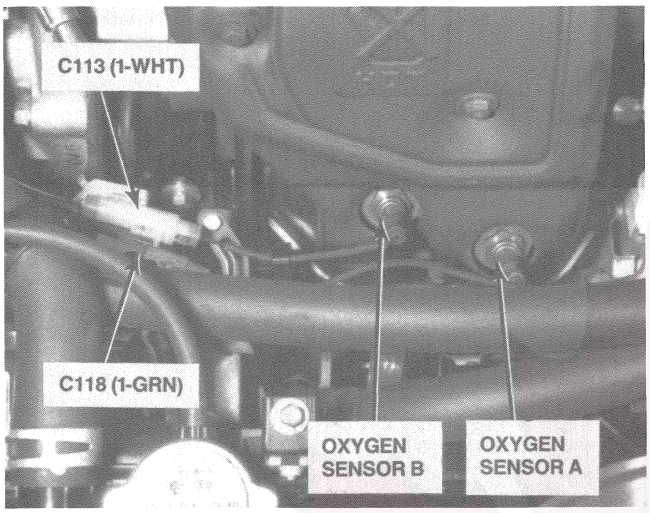
5. Left Front of Engine Compartment



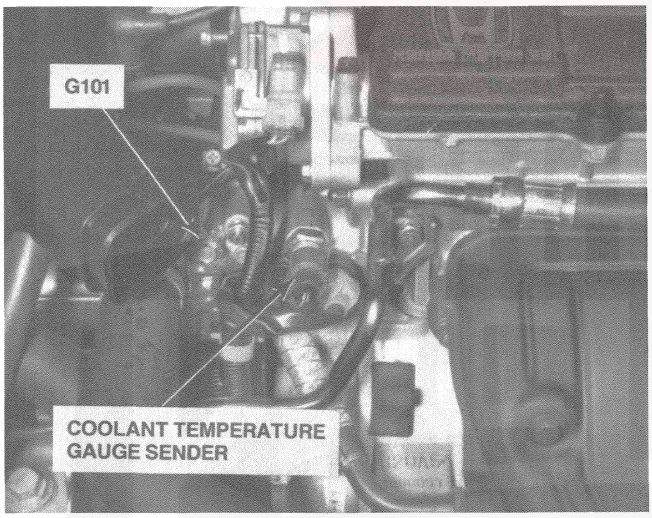
6. Left Front of PGM-CARB Engine Compartment



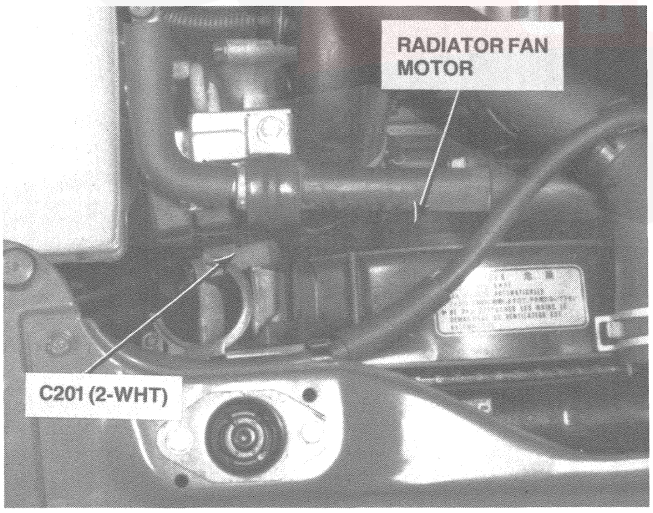
7. Front of PGM-FI Engine Compartment



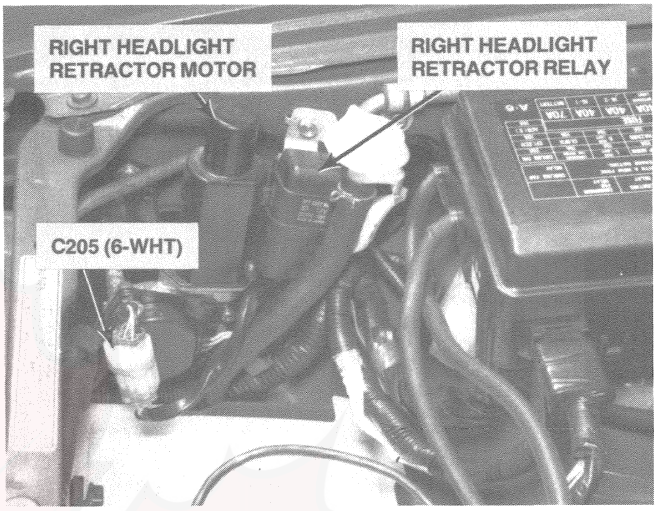
8. Right Front of PGM-FI Engine (Air Cleaner Duct Removed)



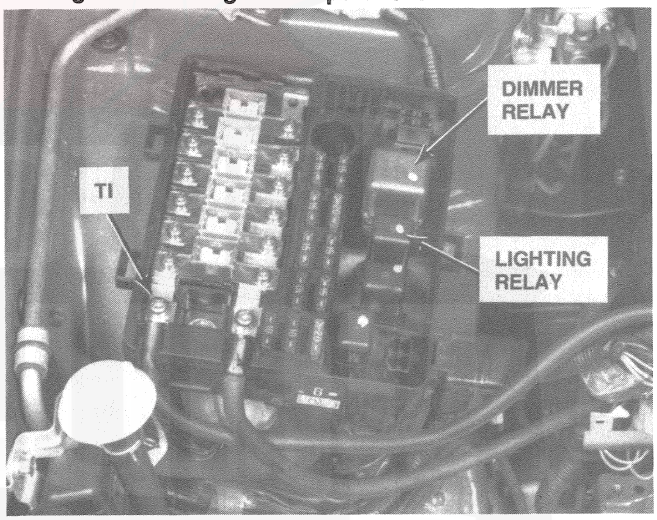
9. Right Front of Engine Compartment



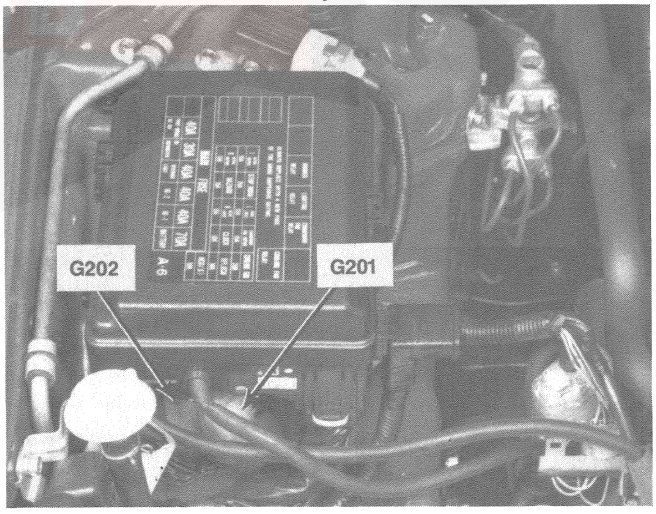
10. Right Front of Engine Compartment (Battery Removed)



11. Right Side of Engine Compartment

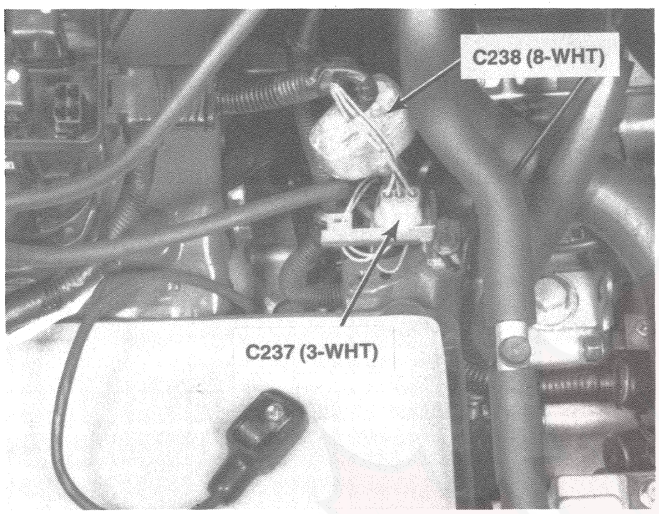


12. Right Side of Engine Compartment

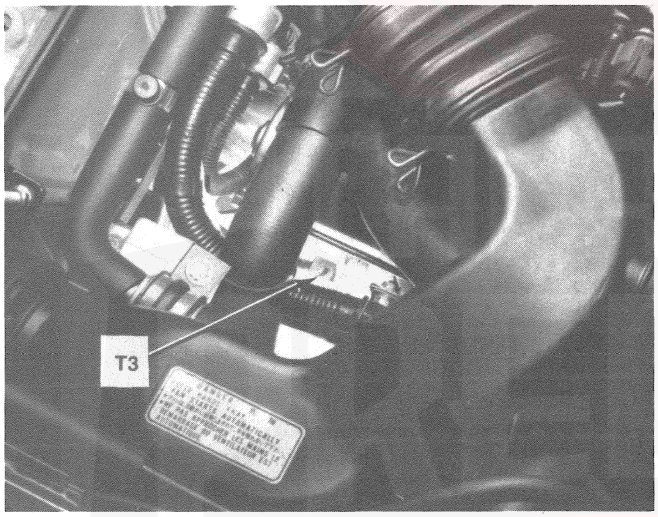


Component Location

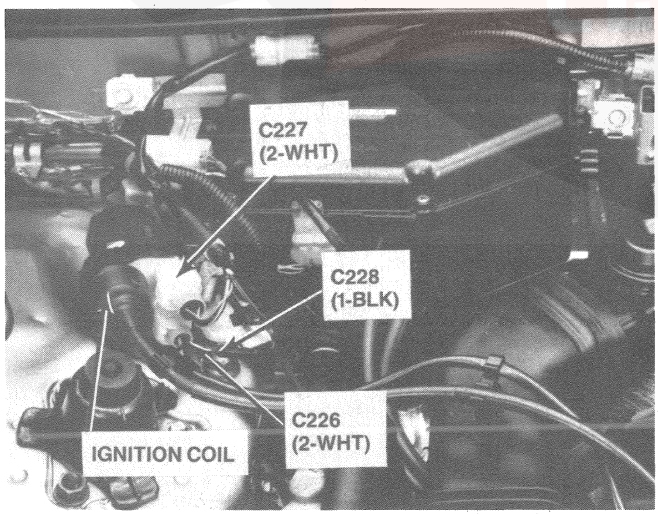
13. Right Front of Engine Compartment (Battery Removed)



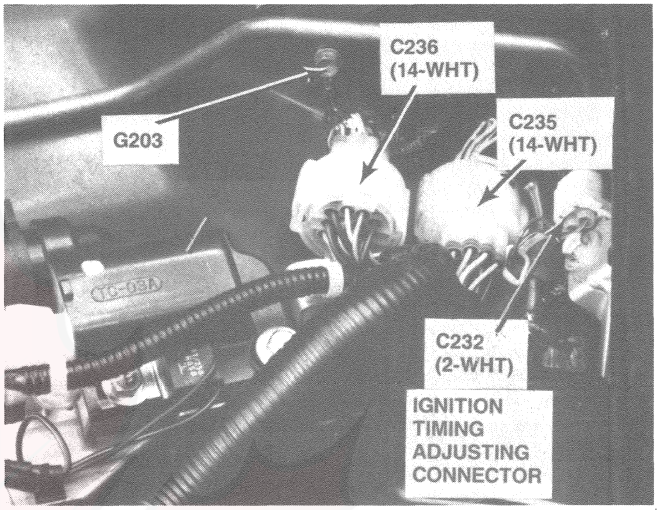
14. Right Front of Engine Compartment



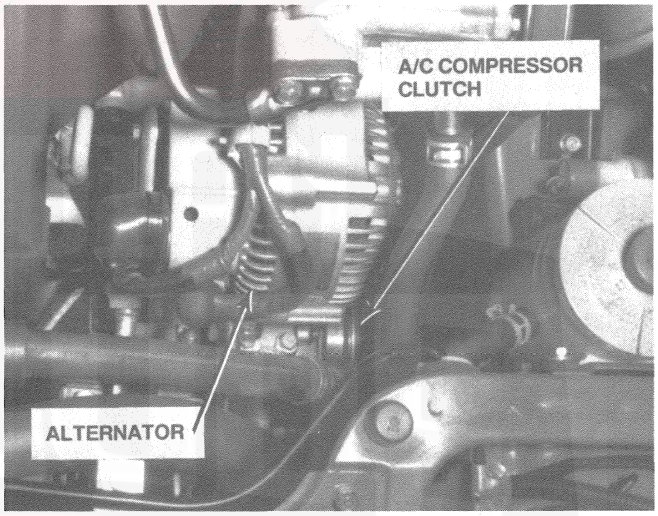
15. Right Rear of PGM-FI Engine Compartment



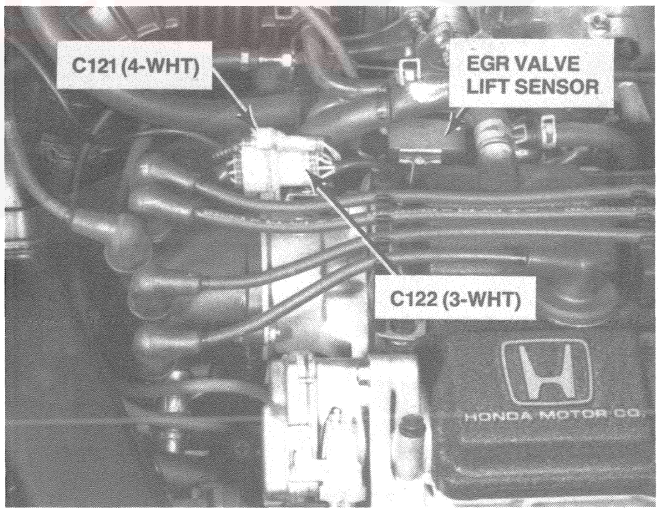
16. Right Rear of PGM-FI Engine Compartment

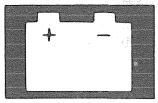


17. Left Front of Engine

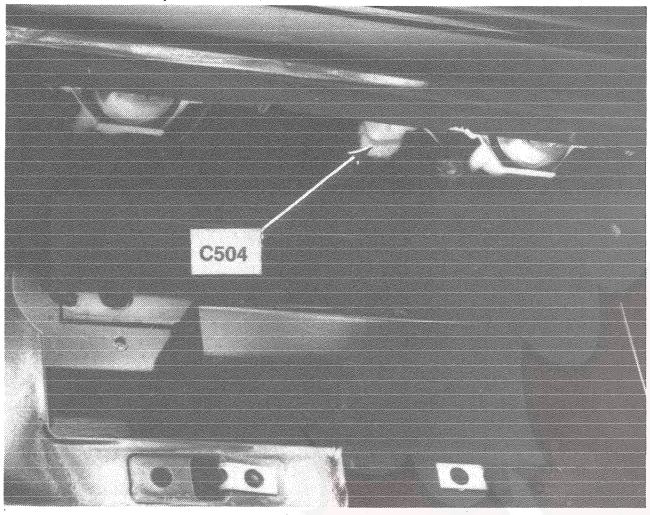


18. Top Right Side of PGM-FI Engine

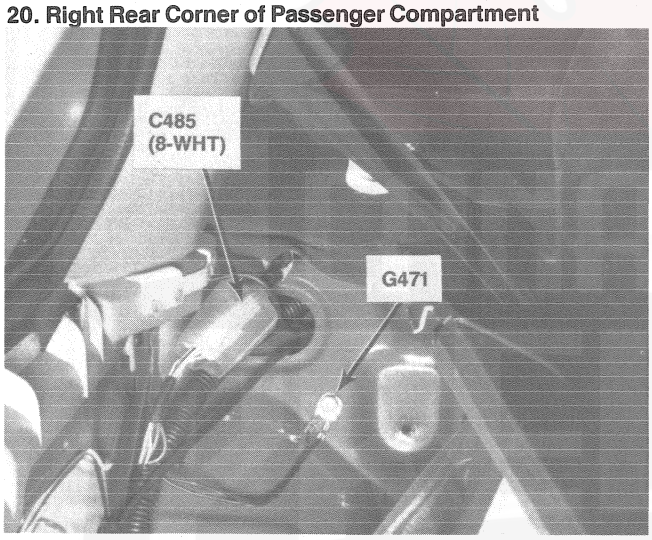




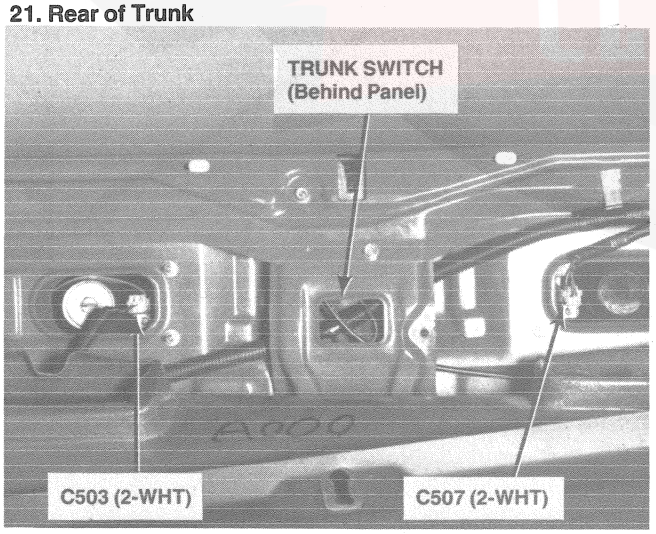
19. Rear of Car, Above License Plate



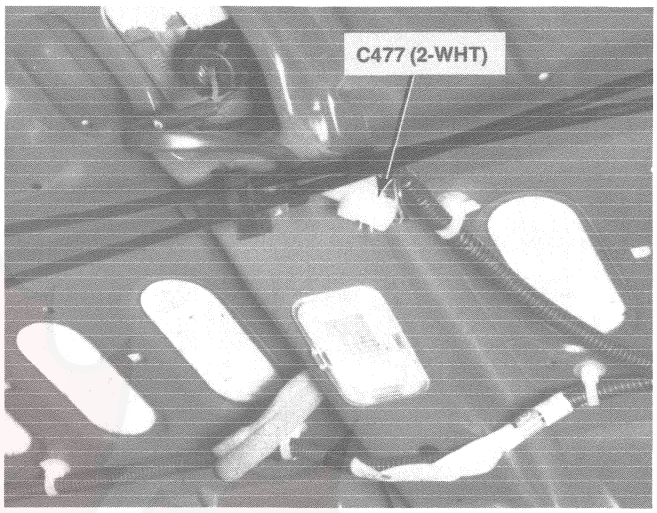
20. Right Rear Corner of Passenger Compartment



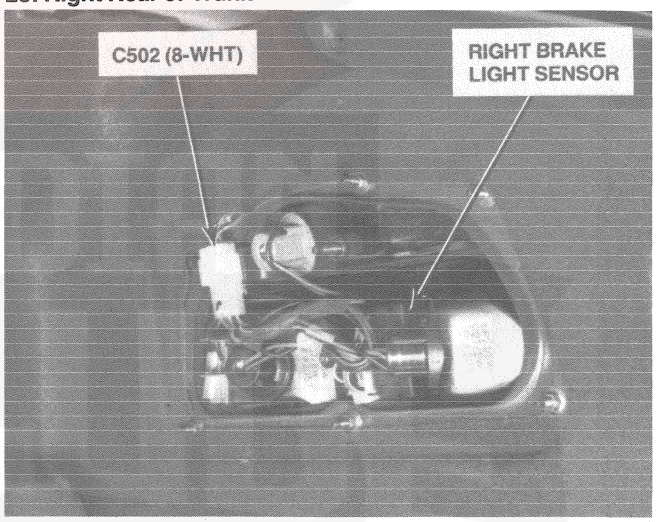
21. Rear of Trunk



22. In Center of Trunk, Below Rear Deck



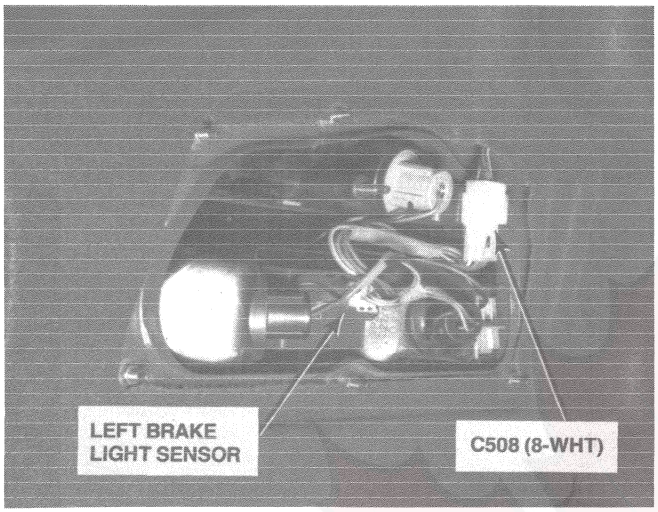
23. Right Rear of Trunk



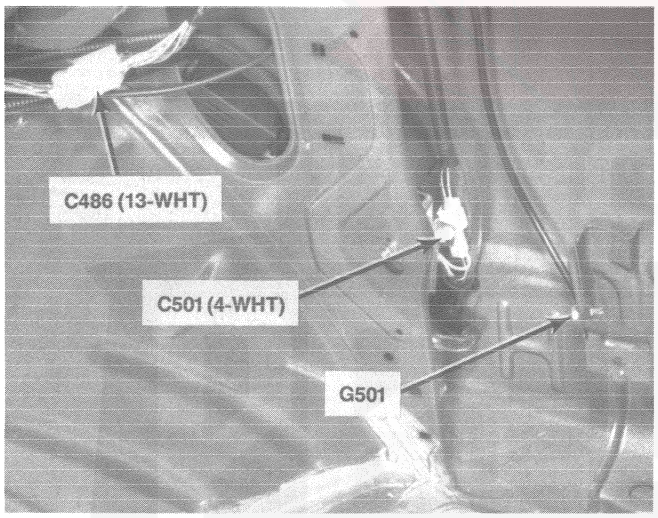
24. Left Rear Corner of Passenger Compartment

Component Location

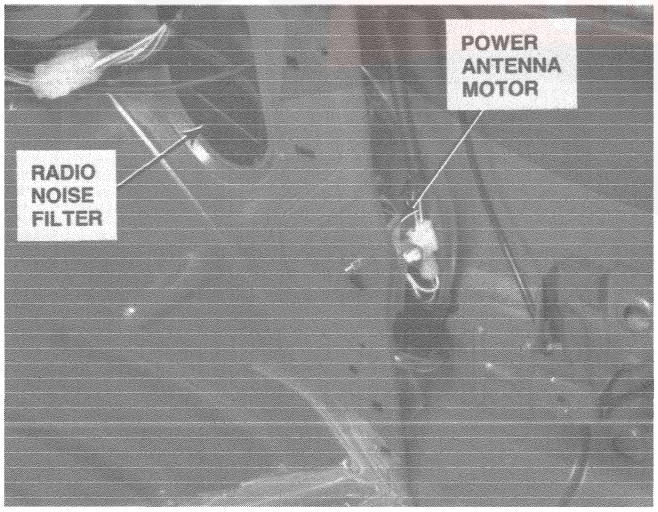
25. Left Rear of Trunk



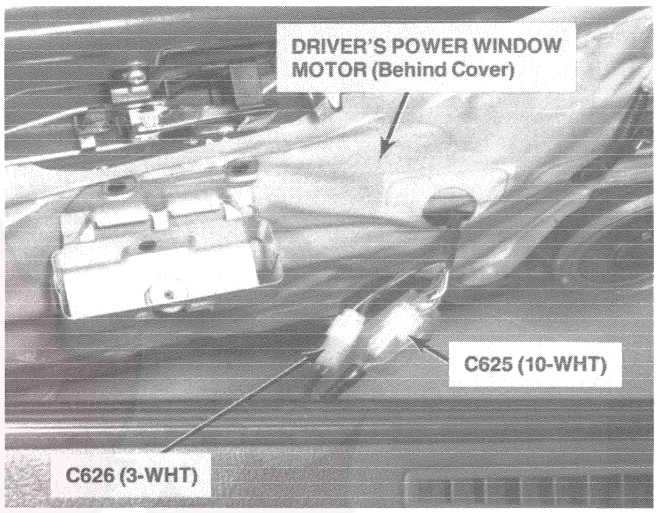
26. Right Rear of Si Trunk (S Similar)



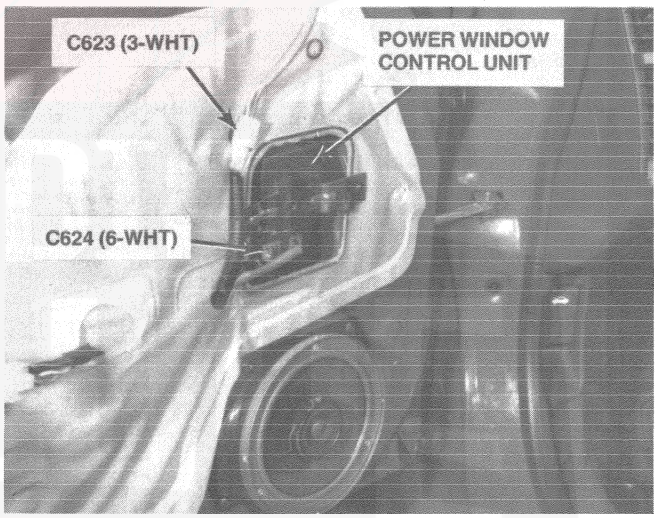
27. Right Rear of Si Trunk (S Similar)



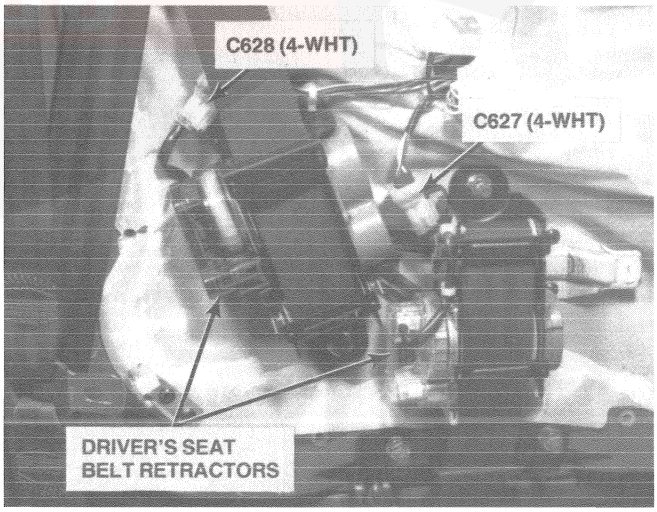
28. Center of Driver's Door (Panel Removed)



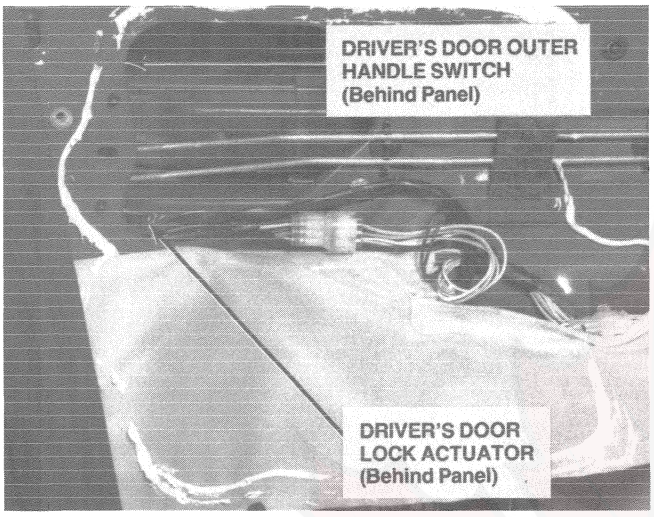
29. Front of Driver's Door (Panel Removed)



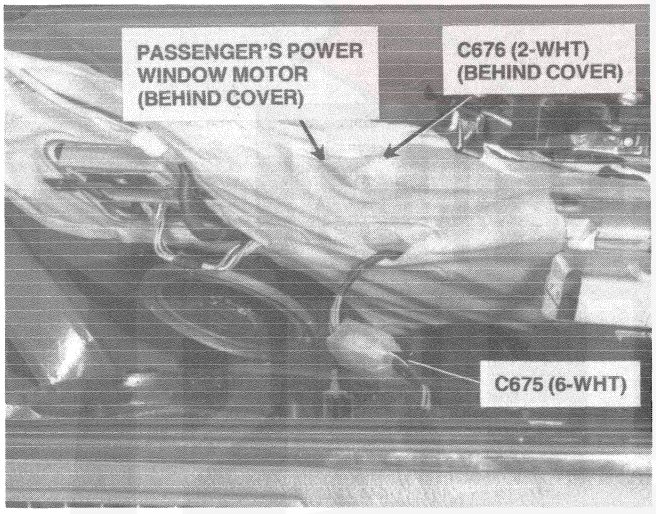
30. Rear of Driver's Door (Panel Removed)



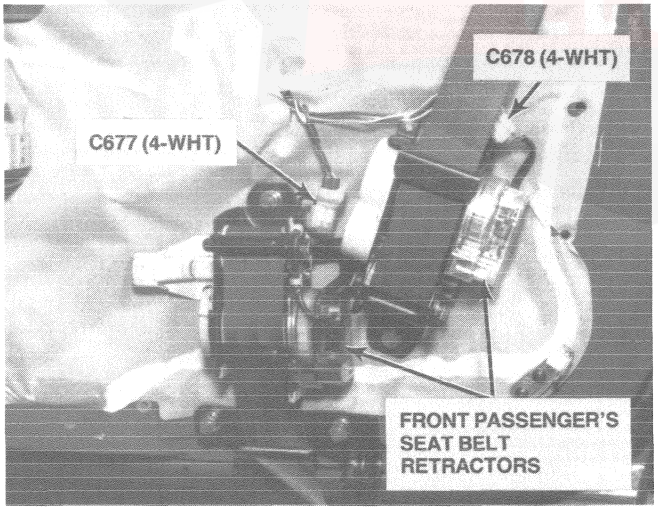
31. Rear of Driver's Door (Panel Removed)



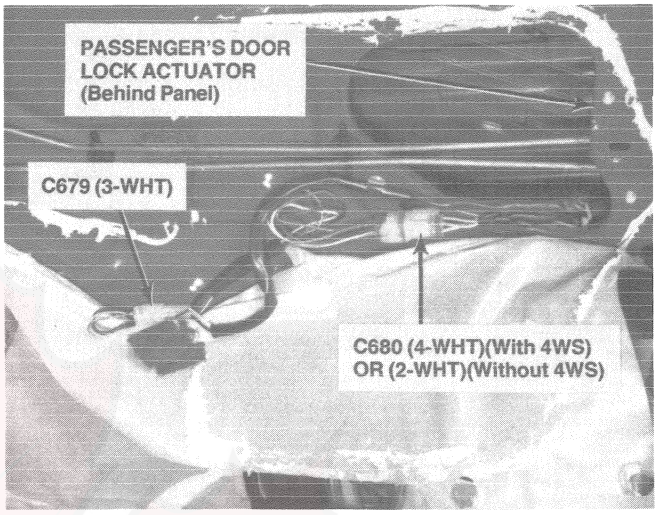
32. Center of Passenger's Door (Panel Removed)



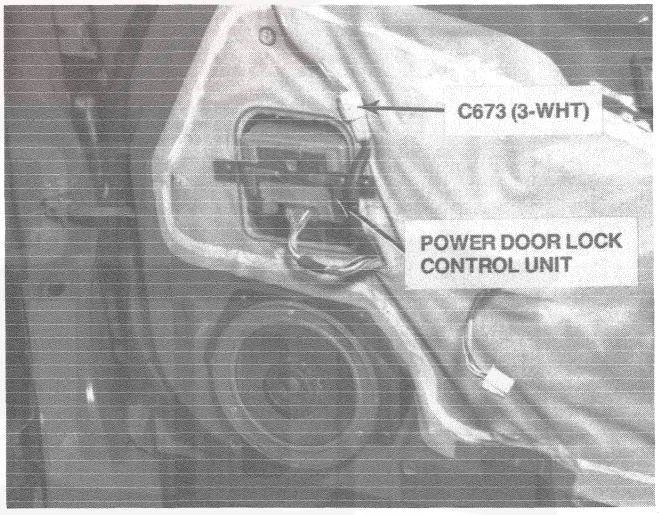
33. Rear of Passenger's Door (Panel Removed)



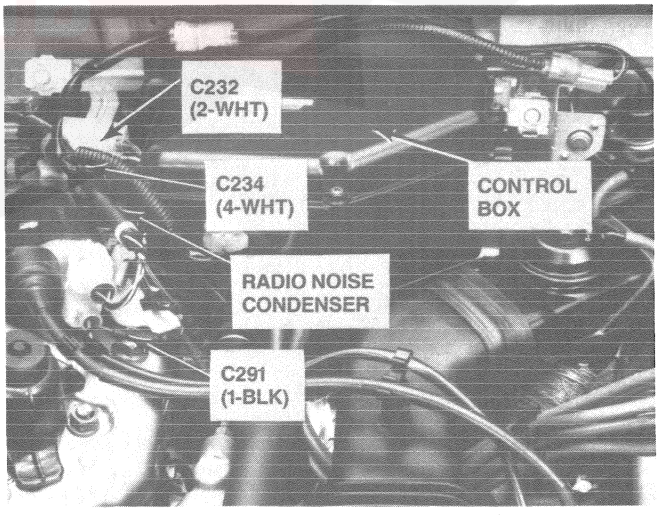
34. Rear of Passenger's Door (Panel Removed)



35. Front of Passenger's Door (Panel Removed)

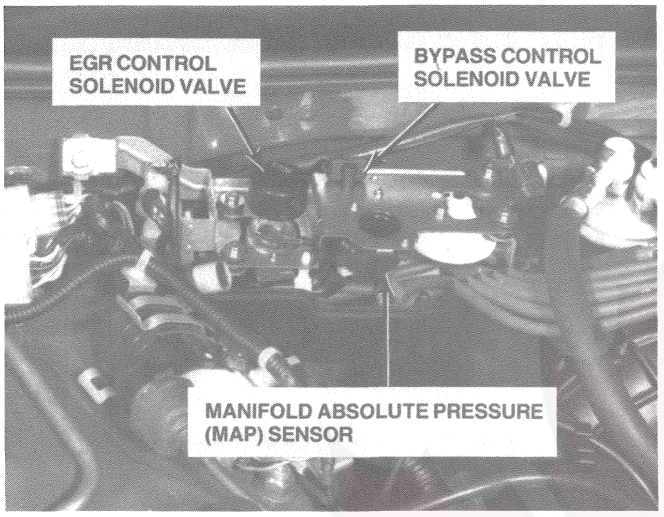


36. Right Rear of PGM-FI Engine Compartment

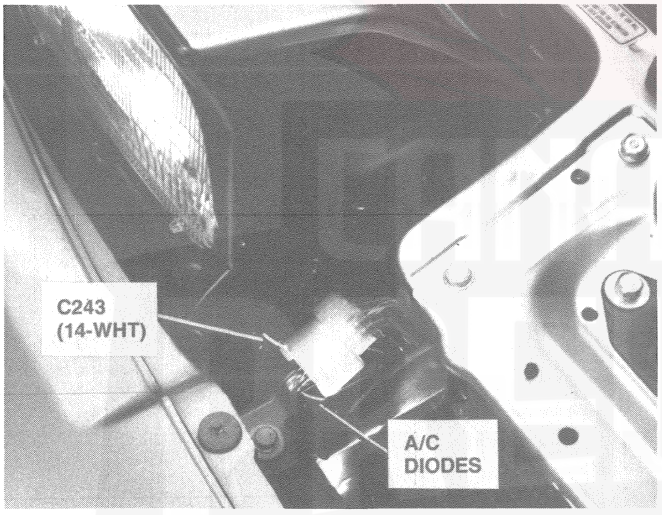


Component Location

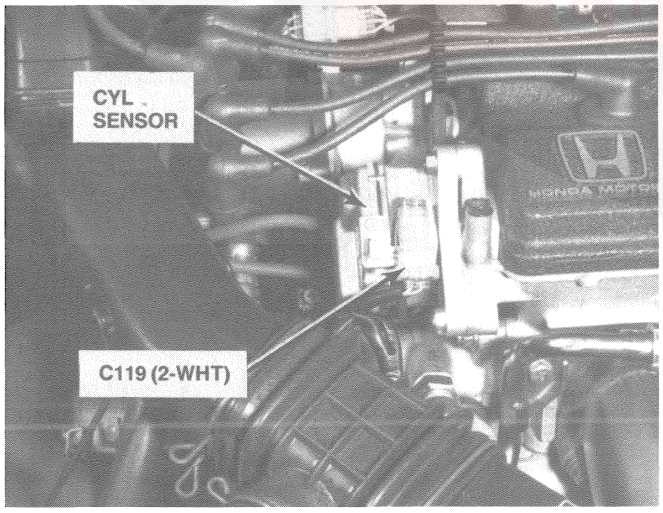
37. Right Rear of PGM-FI Engine Compartment



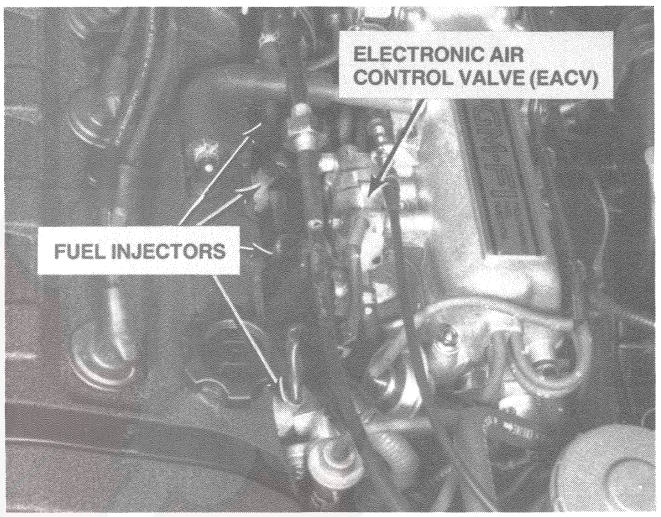
38. Right Front of Car



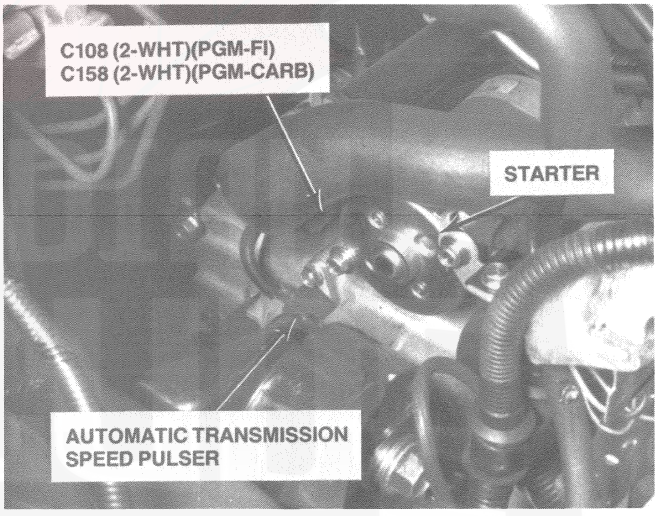
39. Right Front of PGM-FI Engine



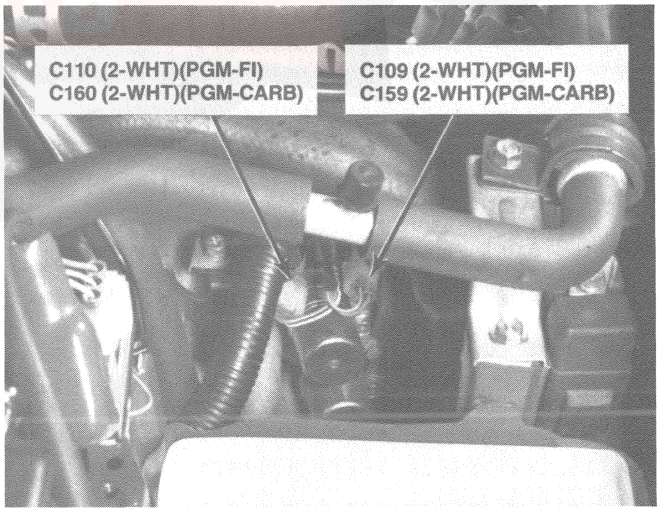
40. Rear of PGM-FI Engine Compartment



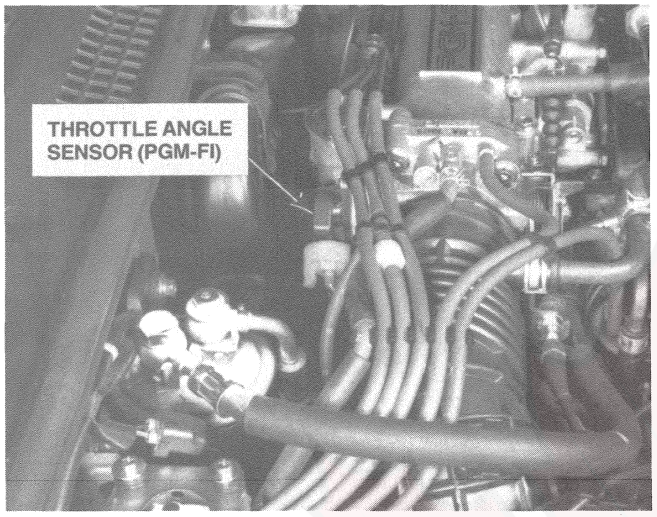
41. Right Side of Engine



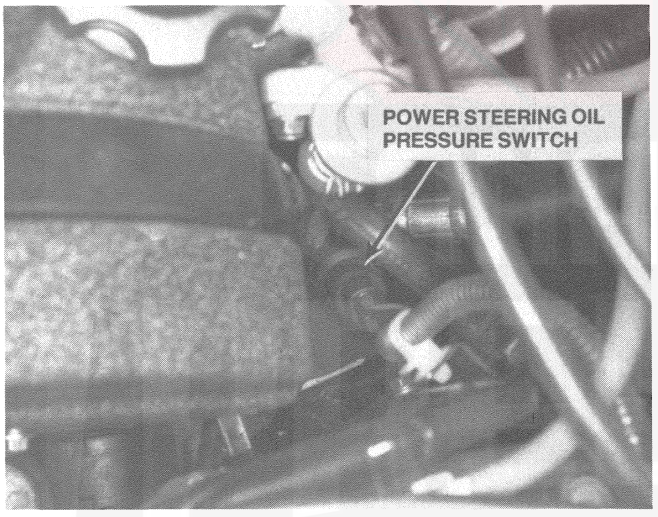
42. Right Front of Engine Compartment (Battery Removed)



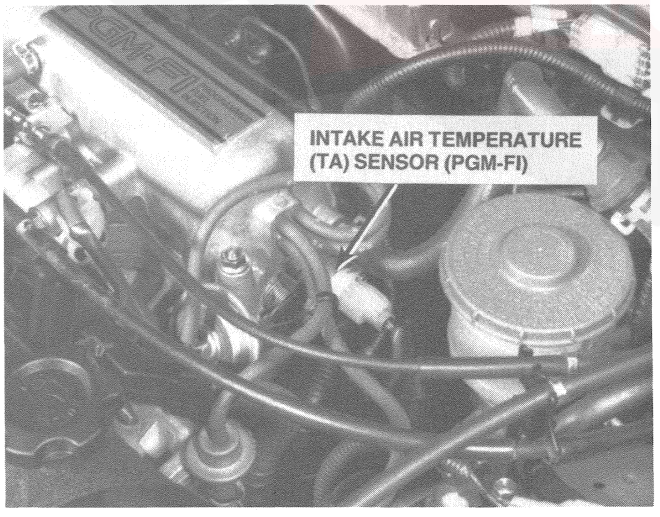
43. Rear of PGM-FI Engine Compartment



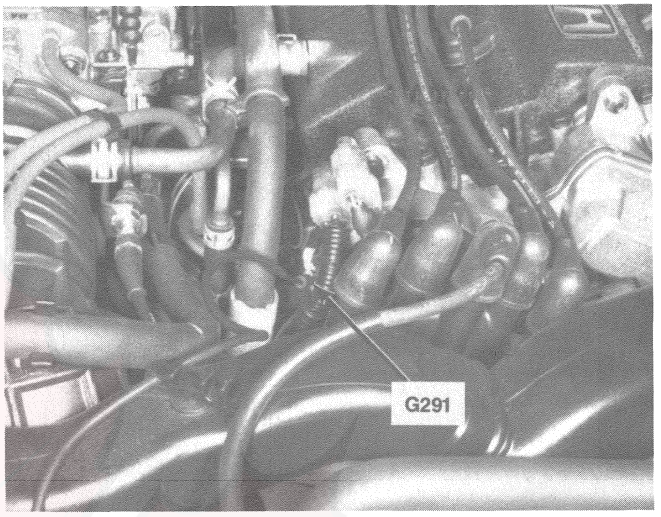
44. Left Rear of Engine Compartment



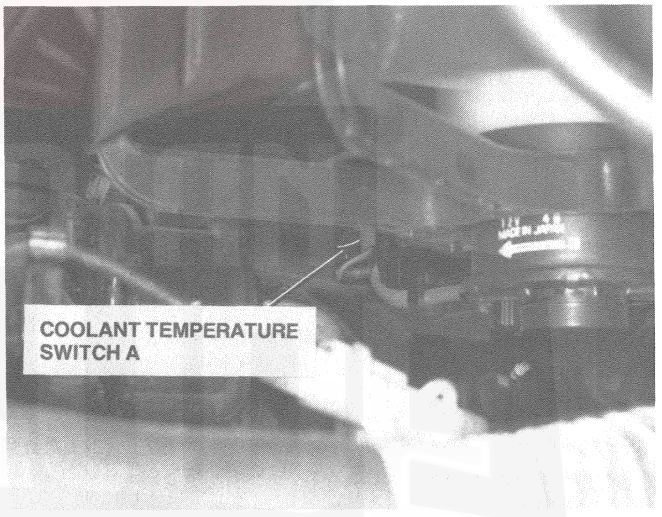
45. Left Rear of PGM-FI Engine Compartment



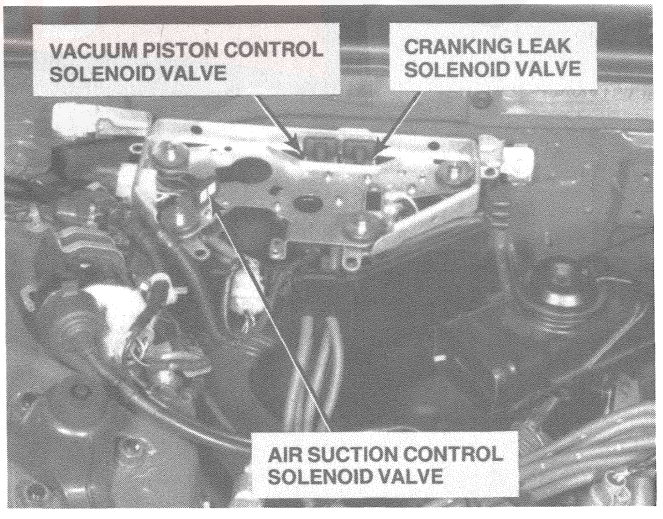
46. Right Side of PGM-FI Engine



47. Front of PGM-FI Engine Compartment

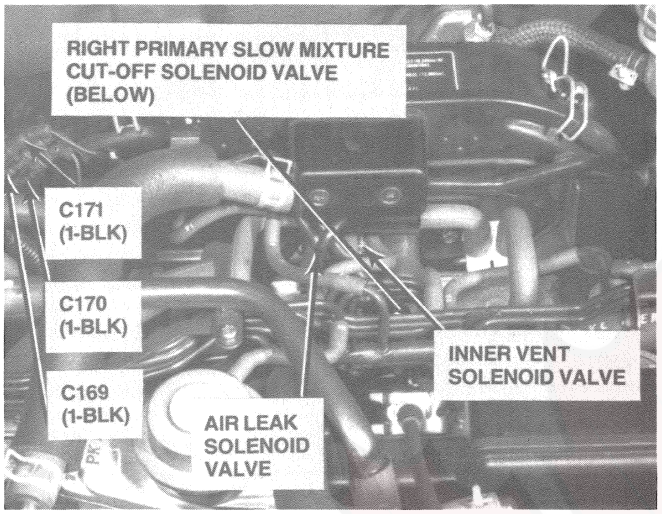


48. Right Rear of PGM-CARB Engine Compartment

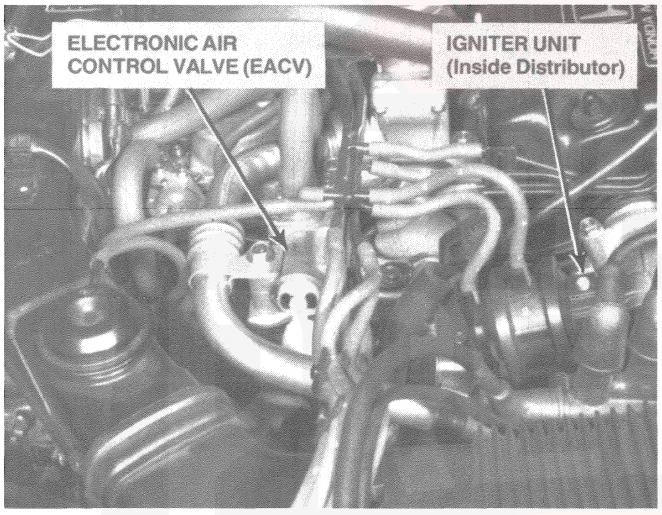


Component Location

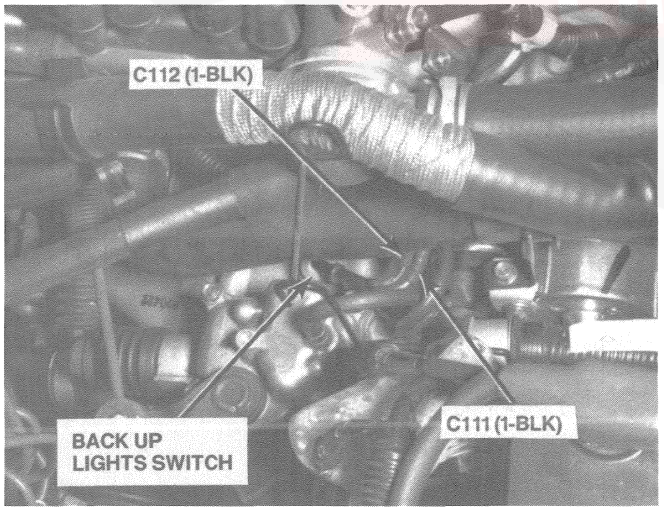
49. Top of PGM-CARB Engine



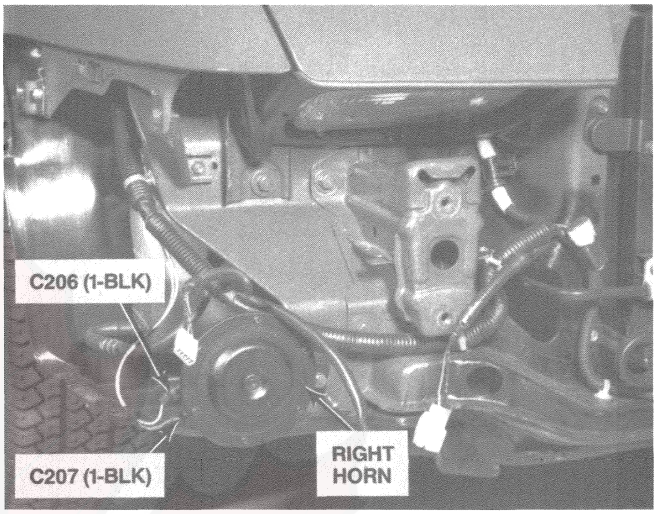
50. Rear of PGM-CARB Engine Compartment



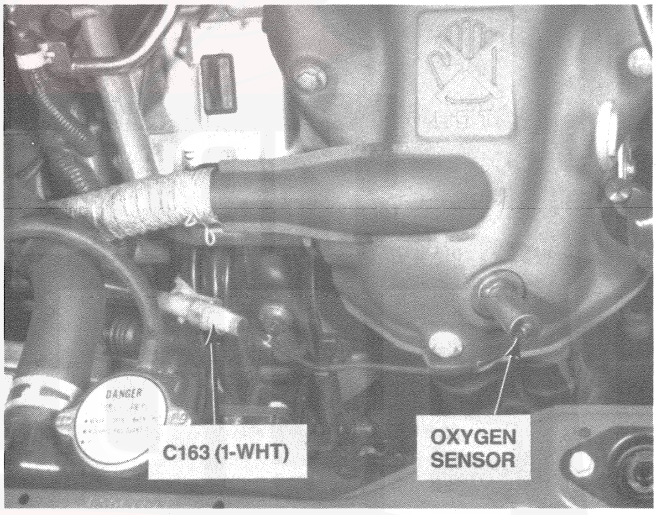
51. Right Front of Engine Compartment



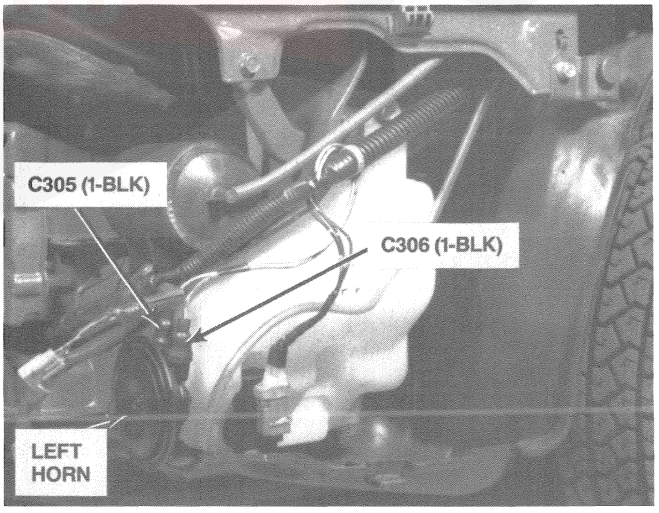
52. Right Front of Car (Bumper Removed)



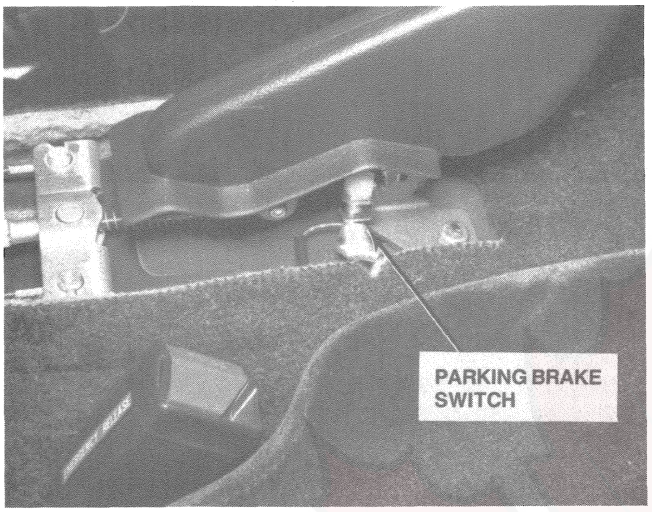
53. Left Front of PGM-CARB Engine Compartment



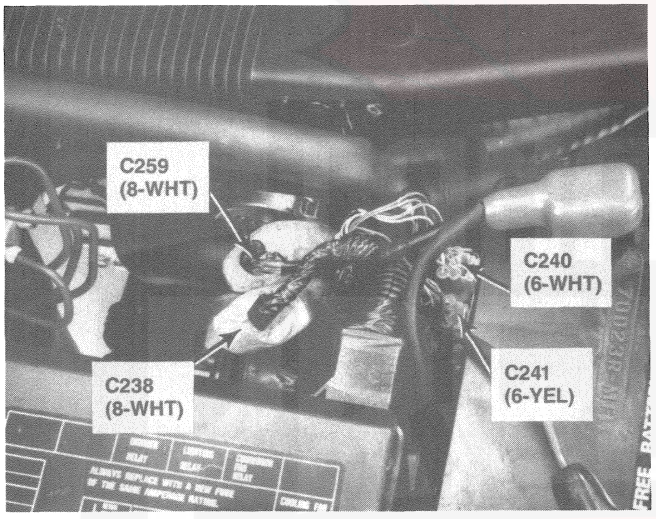
54. Left Front of Car (Bumper Removed)



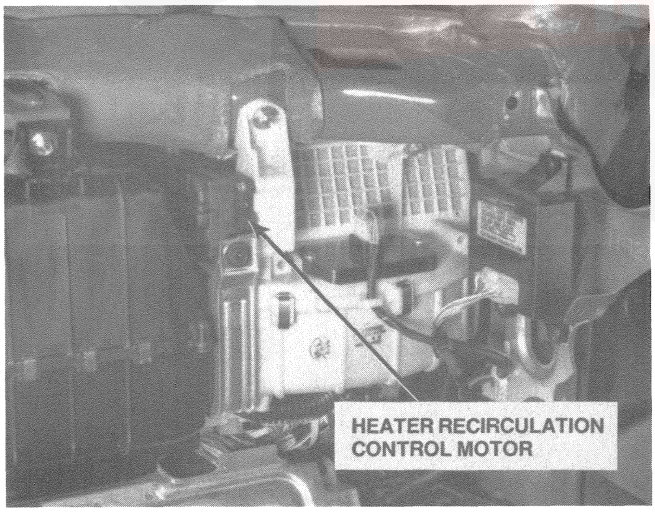
55. Below Rear of Console (Console Removed)



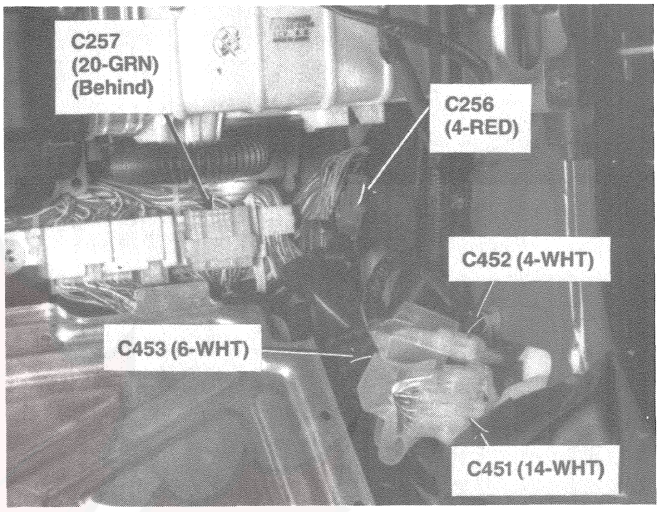
56. Left Front of PGM-FI Engine Compartment



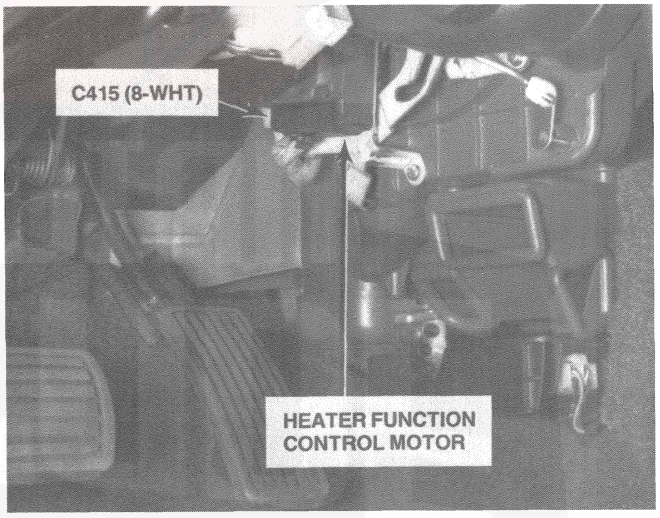
57. Behind Right Side of Dash (Dash Removed)



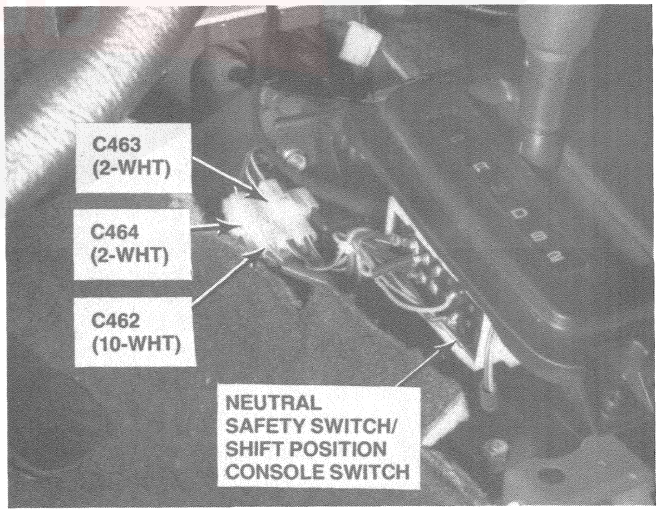
58. Behind Right Side of Dash (Dash Removed)



59. Behind Center of Dash (Dash Removed)

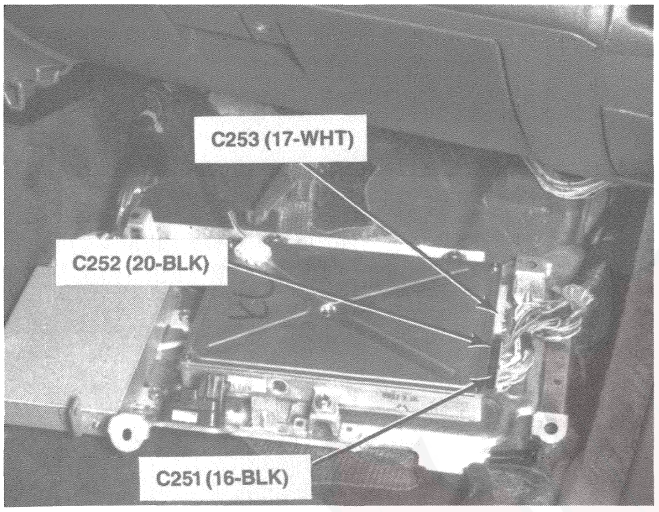


60. Below Front of Console (Console Removed)

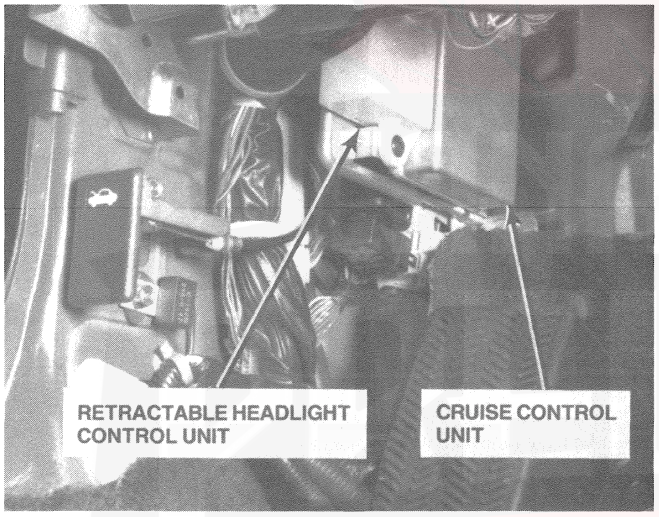


Component Location

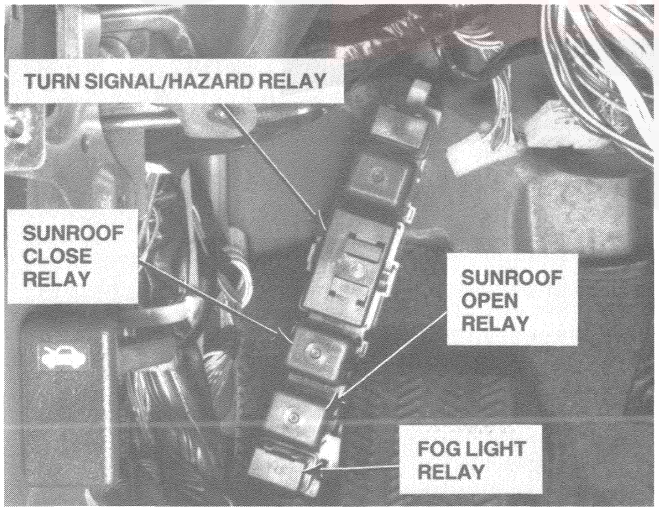
61. Below Right Side of Dash (Dash Removed) (PGM-FI)



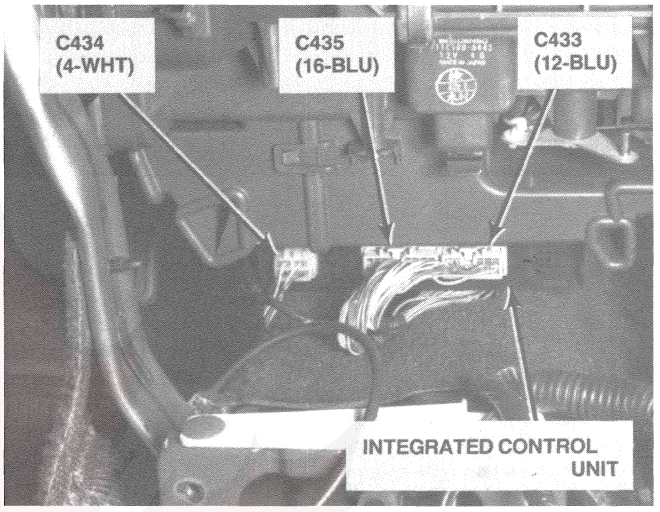
62. Below Left Side of Dash (Dash Removed)



63. Below Left Side of Dash (Dash Removed)

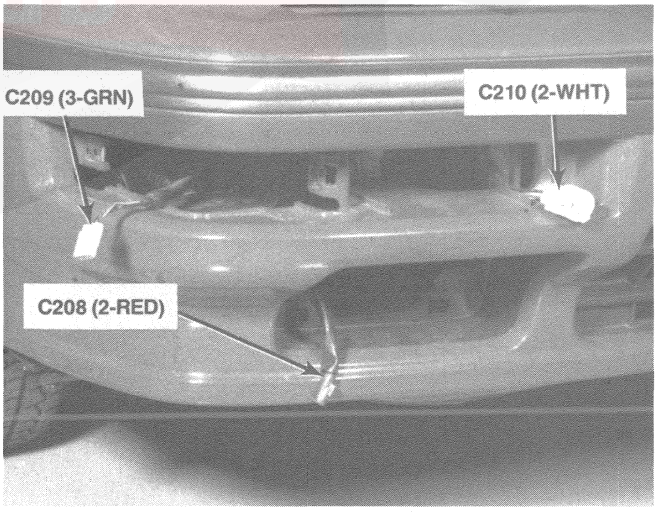


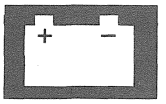
64. Behind Center of Dash (Dash Removed) (PGM-FI)



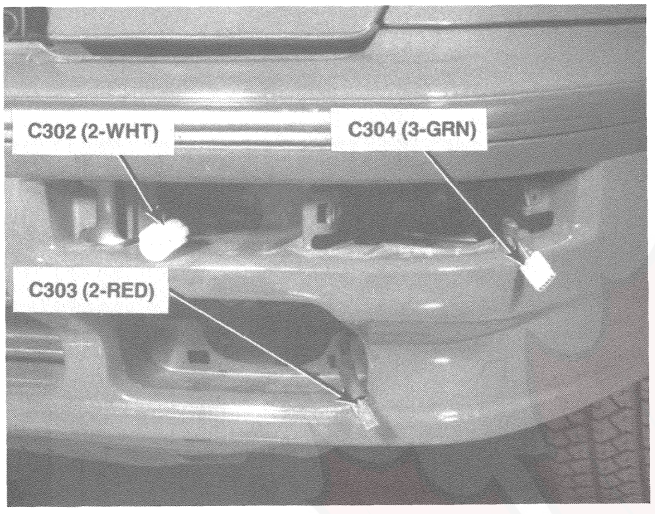
65. Behind Right Side of Dash (Dash Removed)

66. Right Front of Car

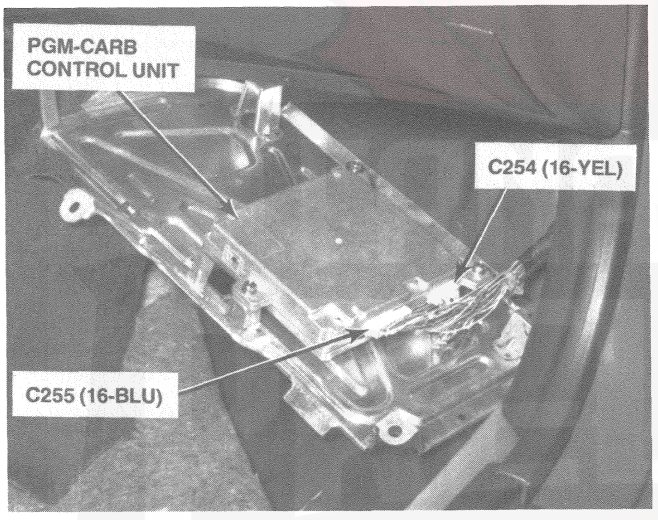




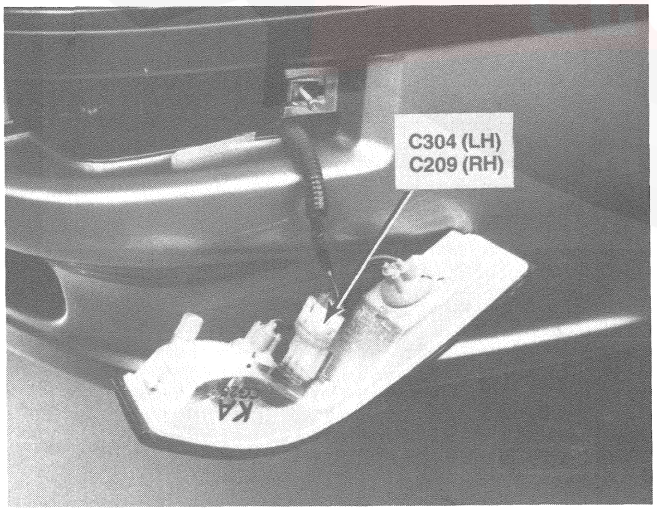
67. Left Front of Car



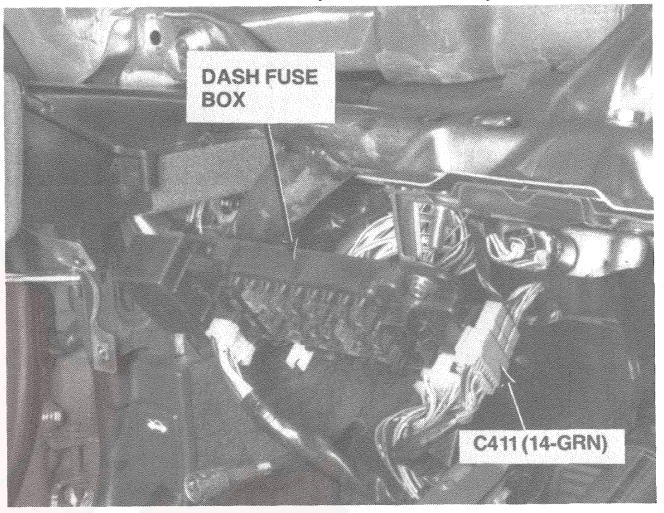
68. Below Right Side of Dash (PGM-CARB)



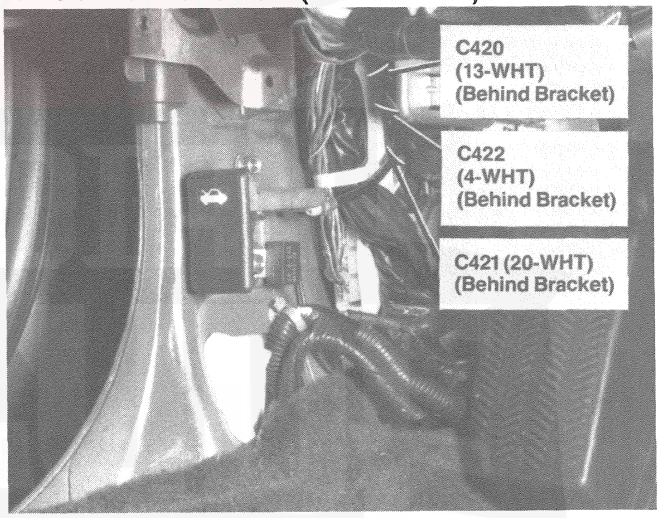
69. Left Front of Car



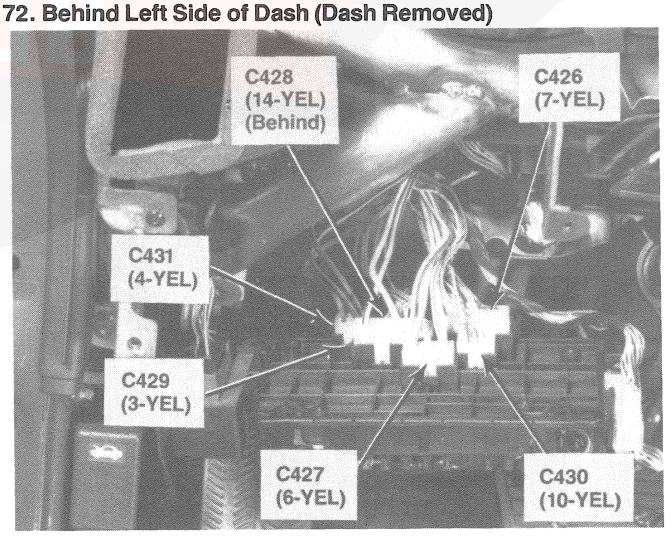
70. Behind Left Side of Dash (Dash Removed)



71. Below Left Side of Dash (Dash Removed)

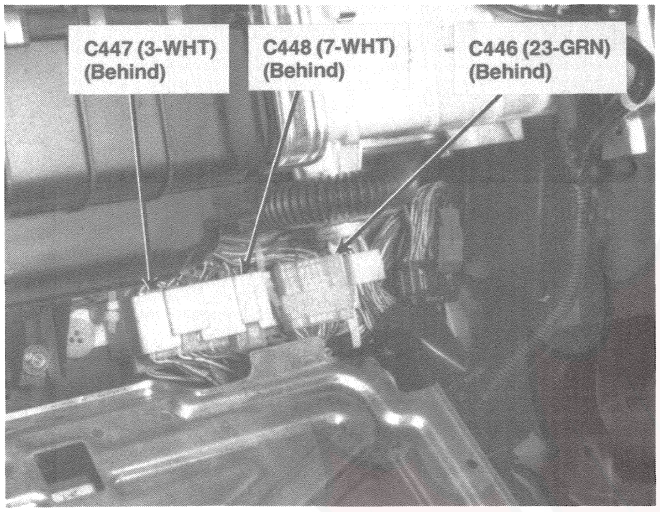


72. Behind Left Side of Dash (Dash Removed)



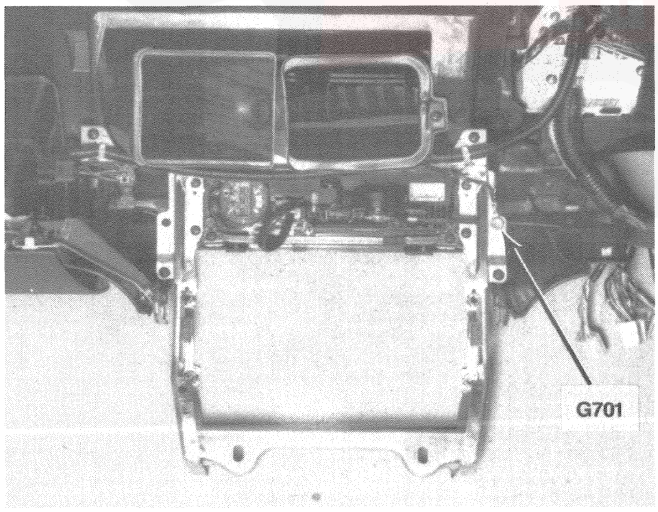
Component Location

73. Behind Right Side of Dash (Dash Removed)

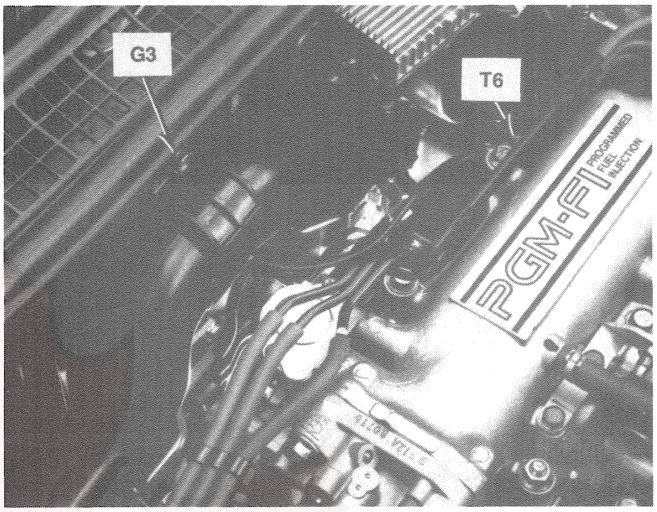


74. Behind Center of Dash (Dash Removed)

75. Rear of Dash (Dash Removed)

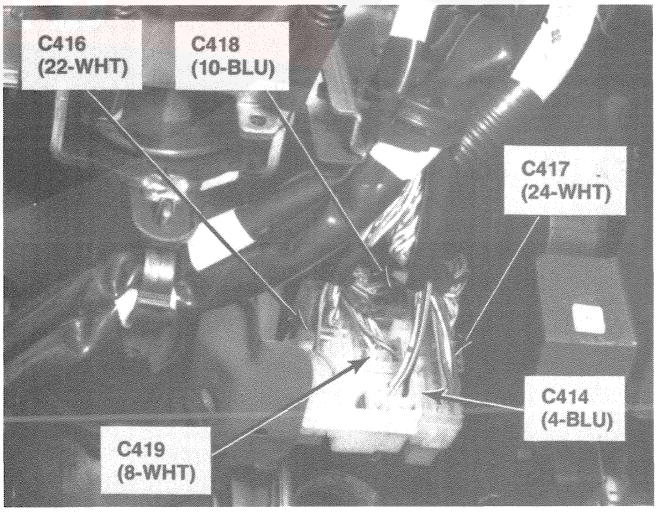


76. Rear of PGM-FI Engine Compartment

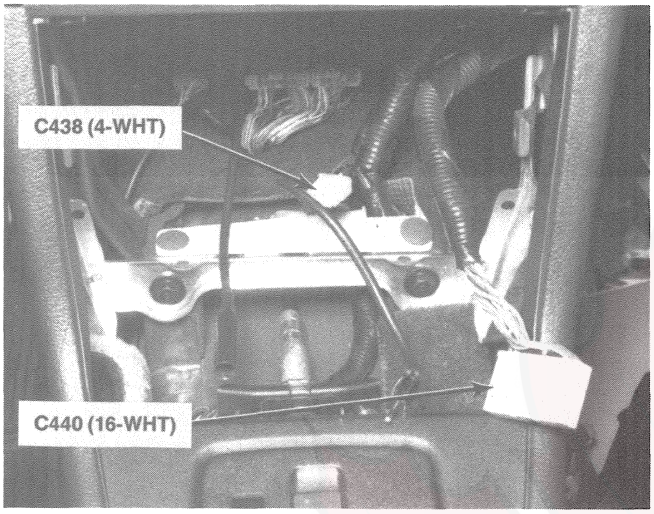


77. Center of Dash (Panel Removed)

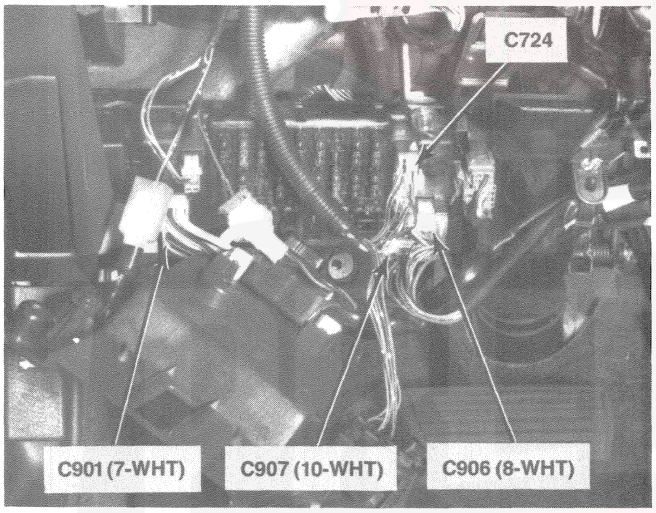
78. Under Left Side of Dash



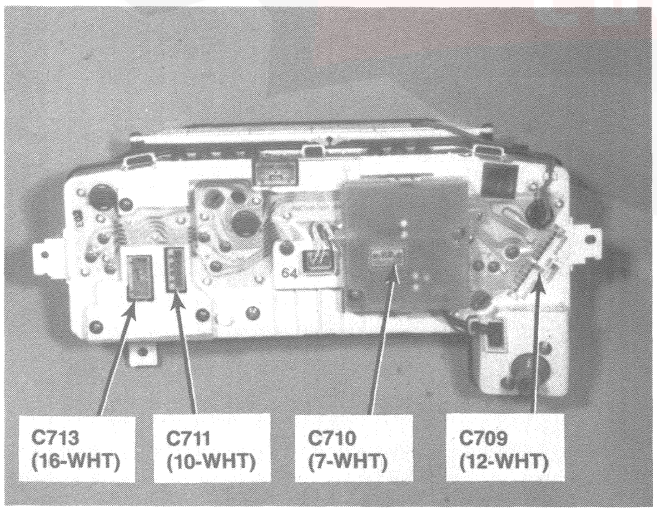
79. Center of Dash (Radio and Heater Control Panel Removed)



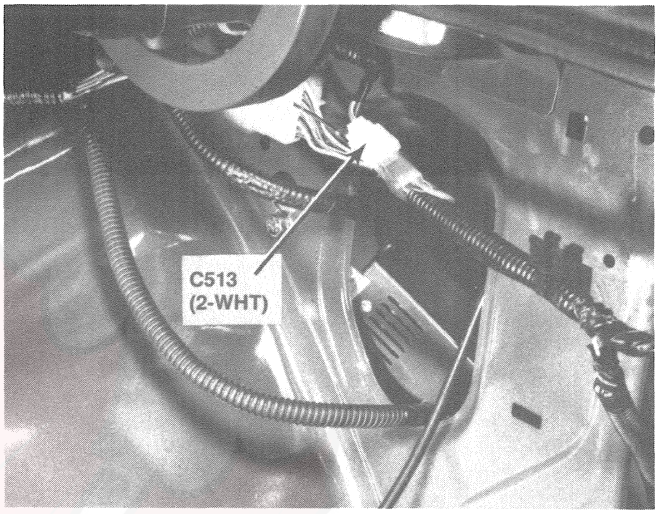
80. Left Side of Dash (Lower Panel Removed)



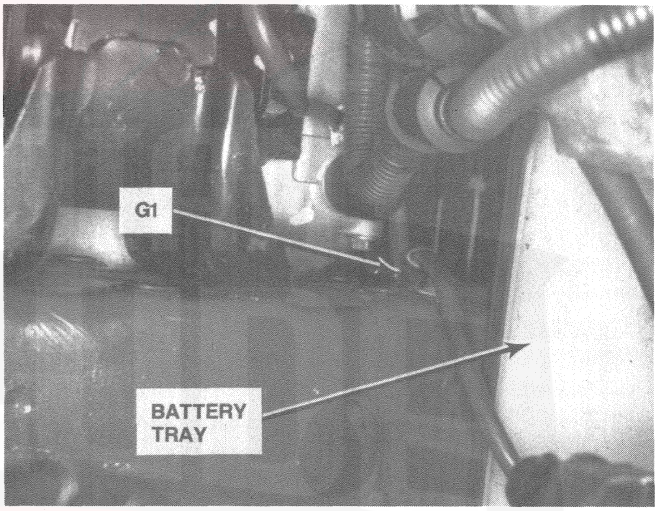
81. Rear of Gauge Assembly



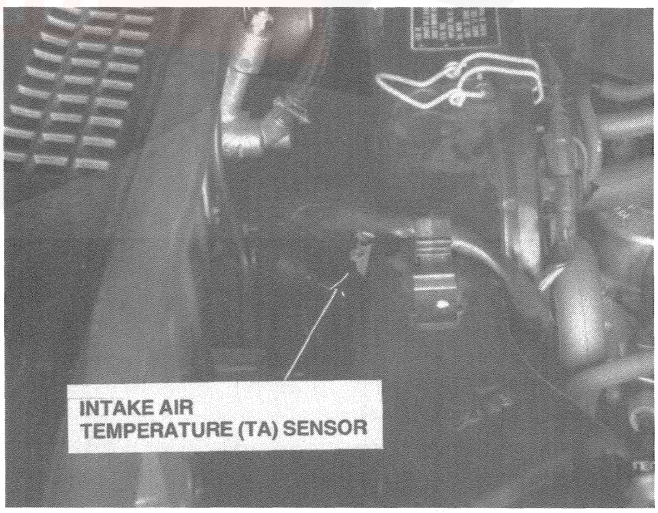
82. Right Side of Si Trunk



83. Right Front of PGM-CARB Engine Compartment (Battery Removed)

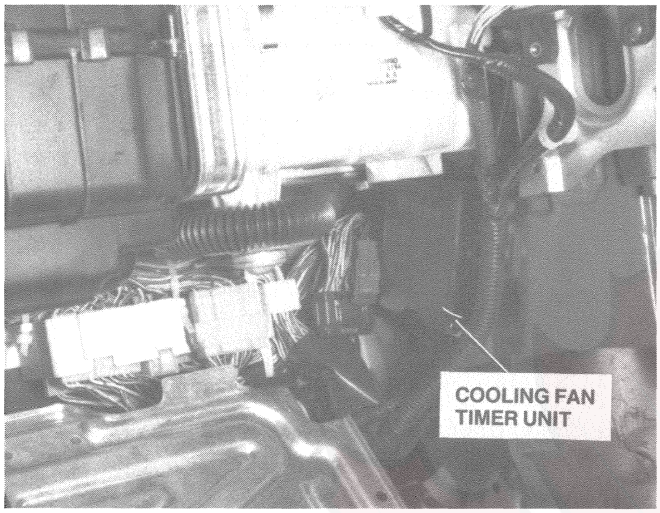


84. Rear of PGM-CARB Engine Compartment

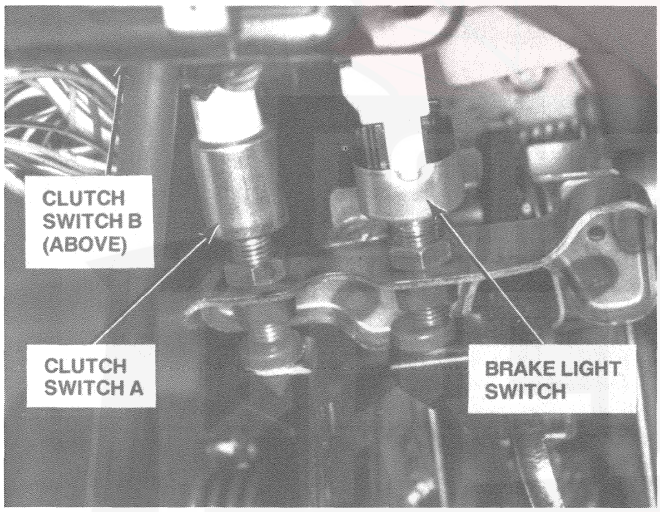


Component Location

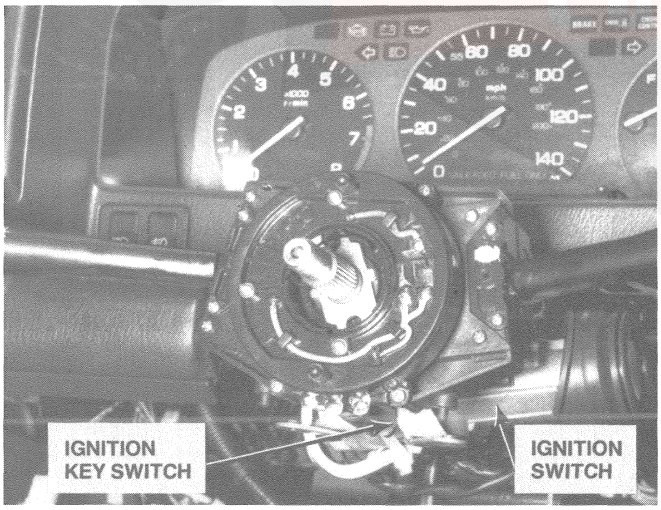
85. Behind Right Side of Dash (Dash Removed)



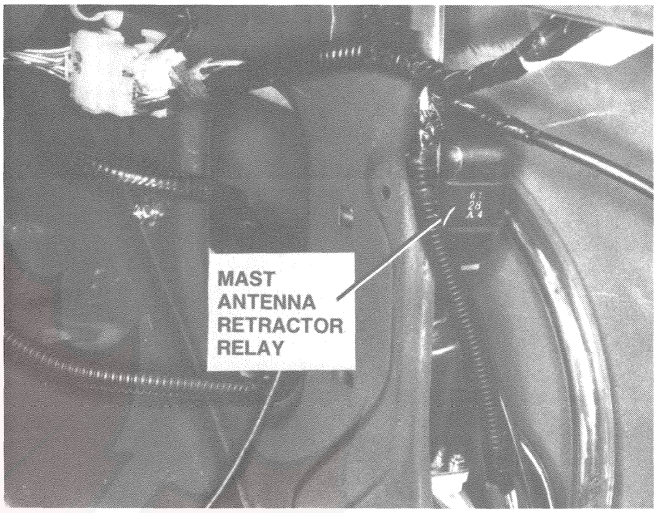
86. Behind Left Side of Dash



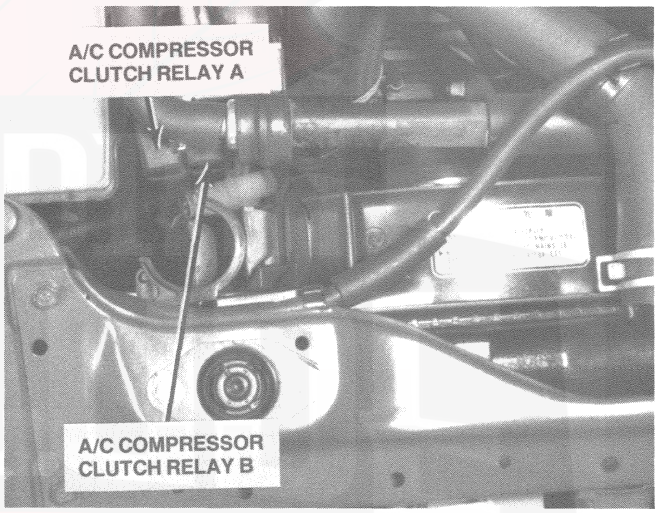
87. Top of Steering Column (Steering Wheel Removed)



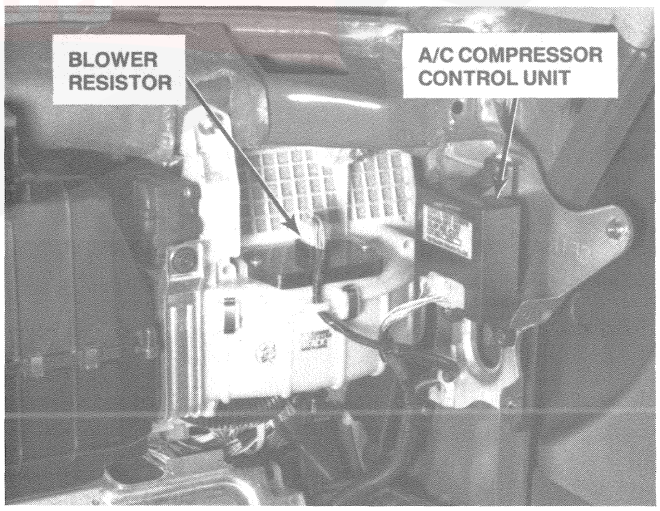
88. Right Side of Si Trunk



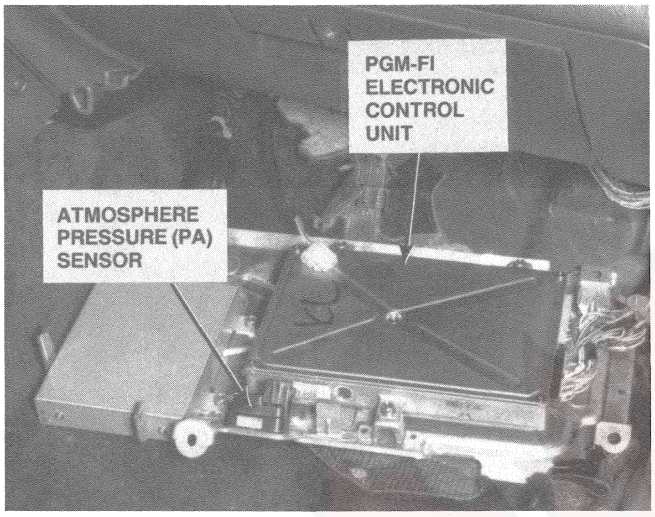
89. Right Front of Engine Compartment



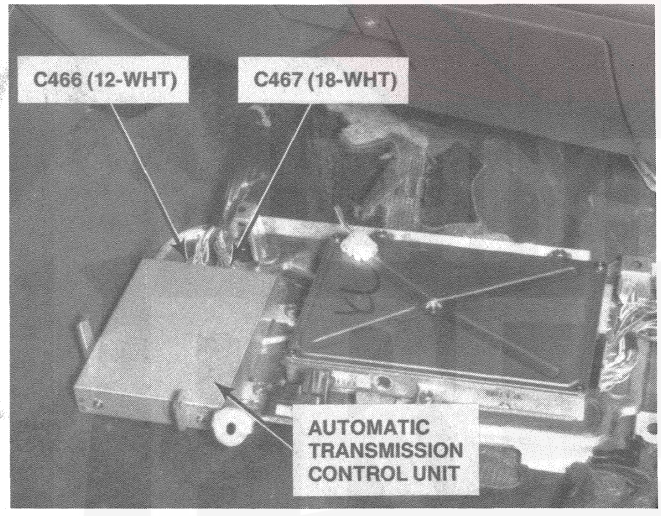
90. Behind Right Side of Dash (Dash Removed)



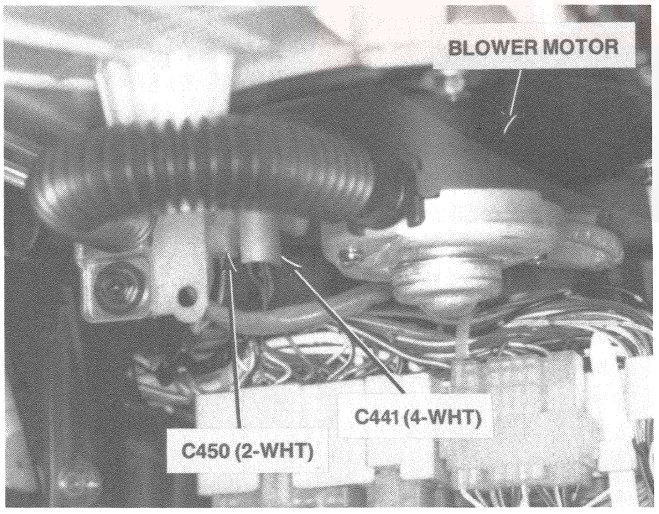
91. Behind Right Front Footrest (PGM-FI)



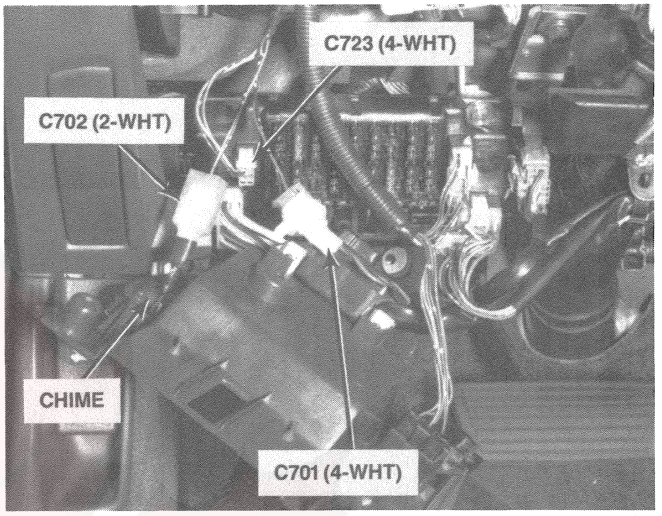
92. Below Right Front Footrest (PGM-FI)



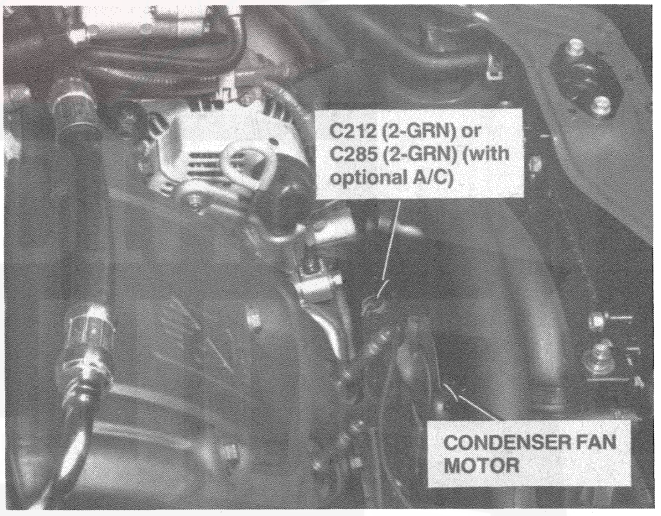
93. Below Right Side of Dash



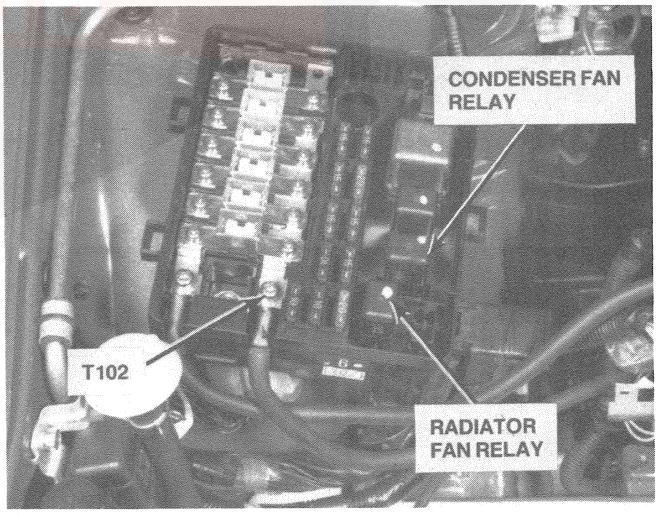
94. Behind Left Side of Dash (Lower Panel Removed)



95. Front of PGM-FI Engine Compartment

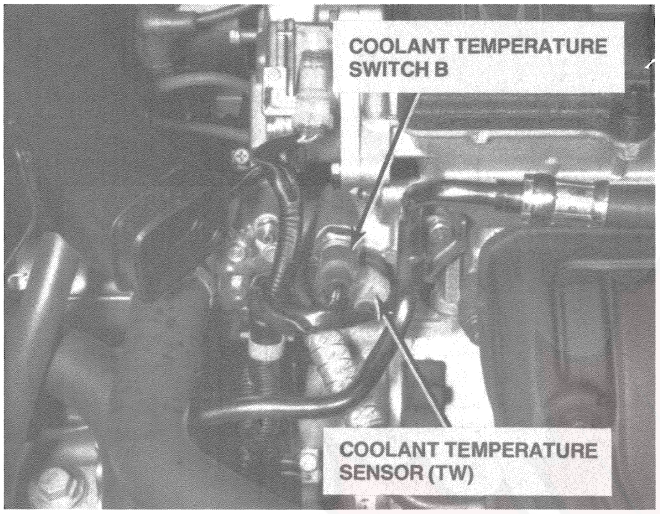


96. Right Side of Engine Compartment

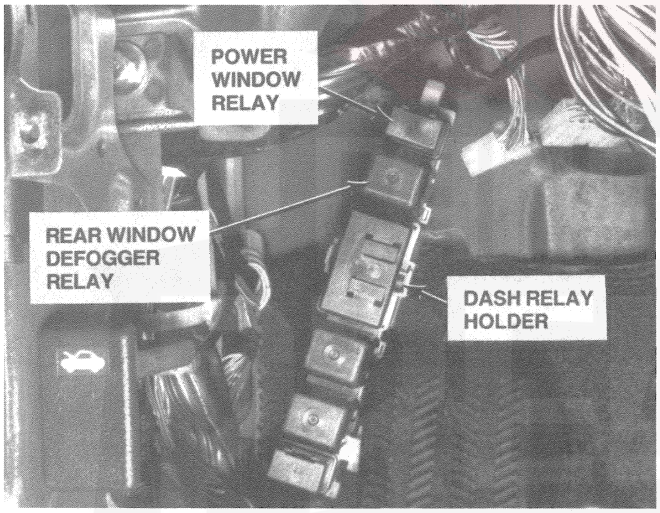


Component Location

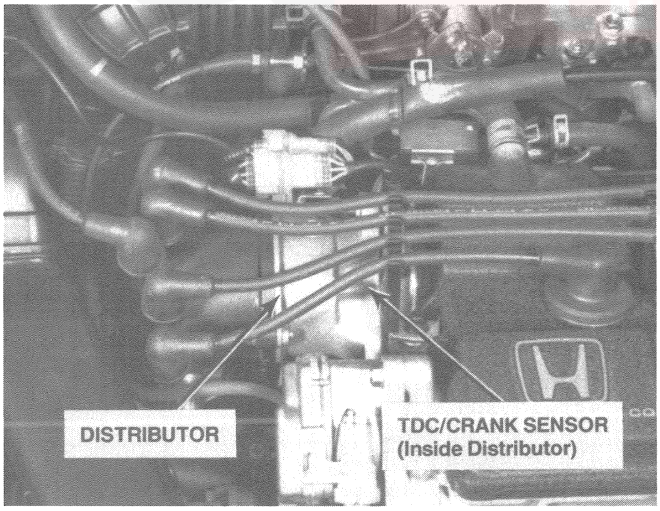
97. Right Front of PGM-FI Engine
(Air Cleaner Duct Removed)



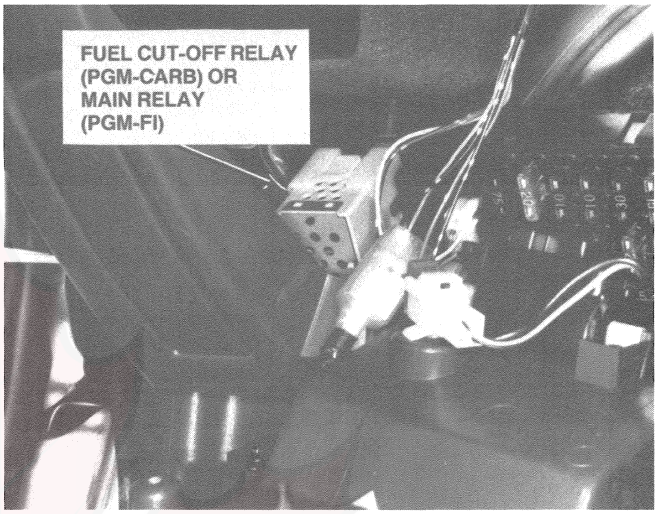
98. Below Left Side of Dash (Dash Removed)



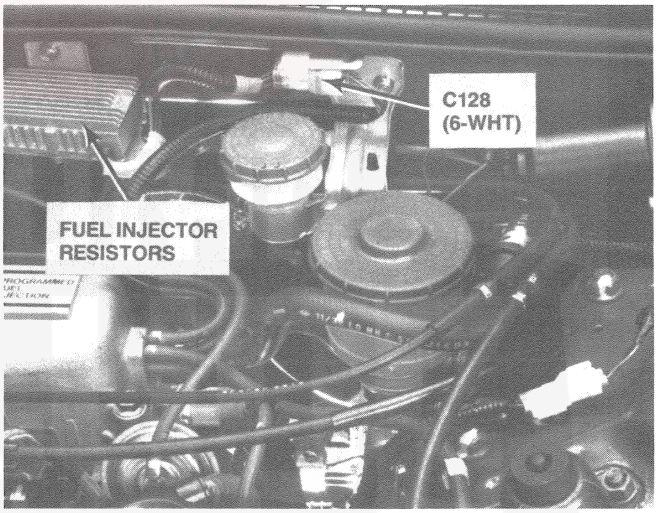
99. Top Right Side of PGM-FI Engine



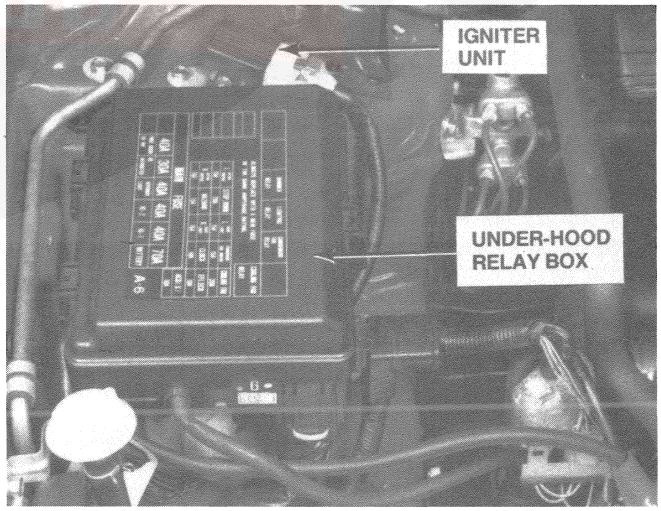
100. Below Left Side of Dash, (Lower Panel Removed)

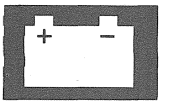


101. Left Rear of PGM-FI Engine Compartment

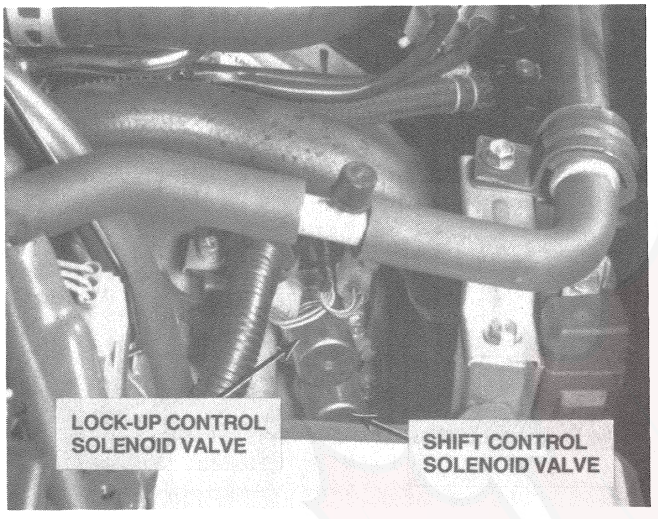


102. Right Side of PGM-FI Engine Compartment

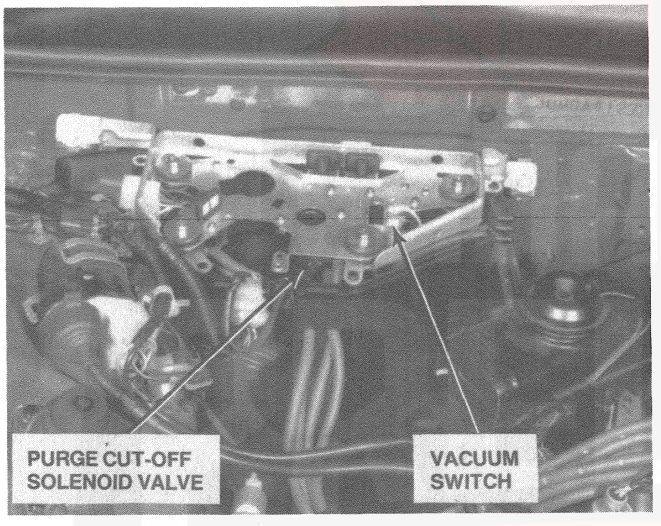




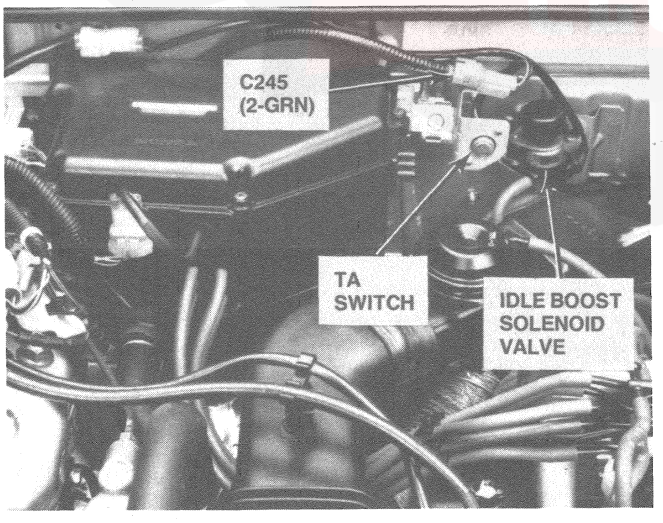
103. Right Front of Engine Compartment (Battery Removal)



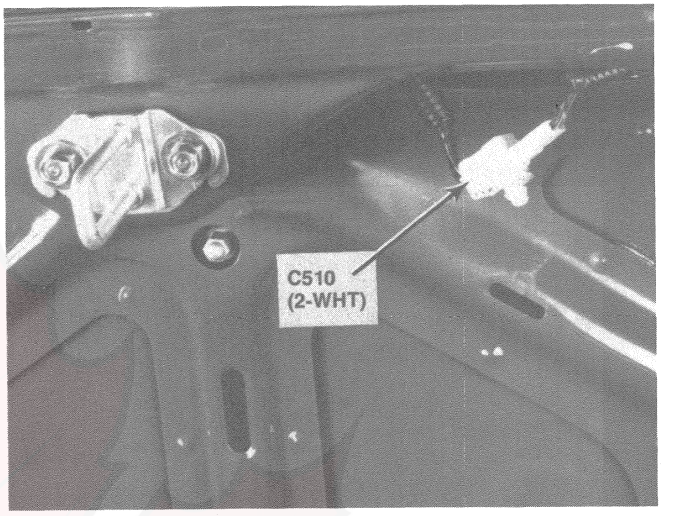
104. Right Rear of PGM-CARB Engine Compartment



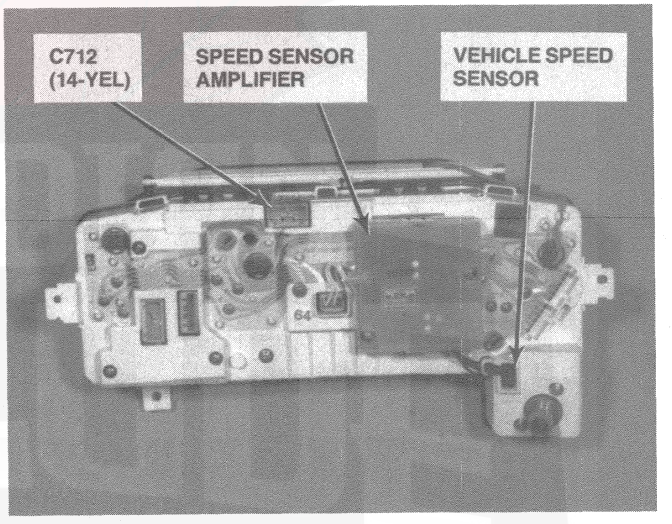
105. Right Rear of PGM-CARB Engine Compartment



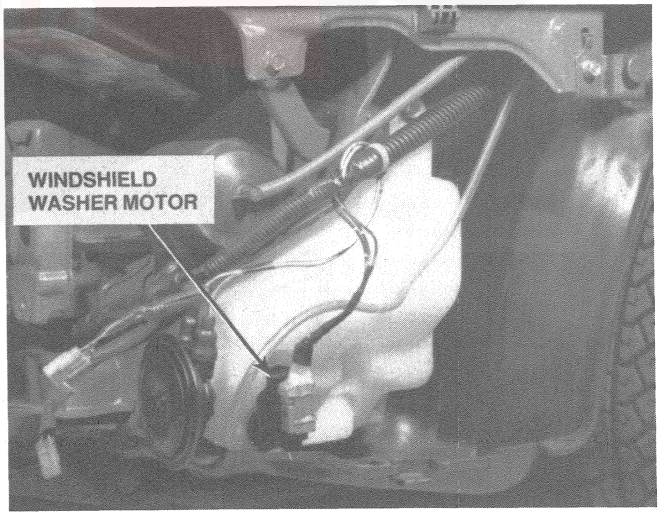
106. Underside of Trunk Lid



107. Rear of Gauge Assembly

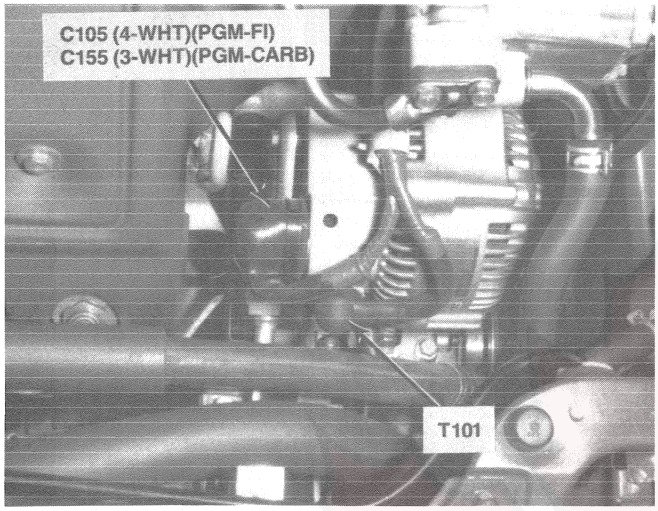


108. Left Front of Car (Bumper Removed)

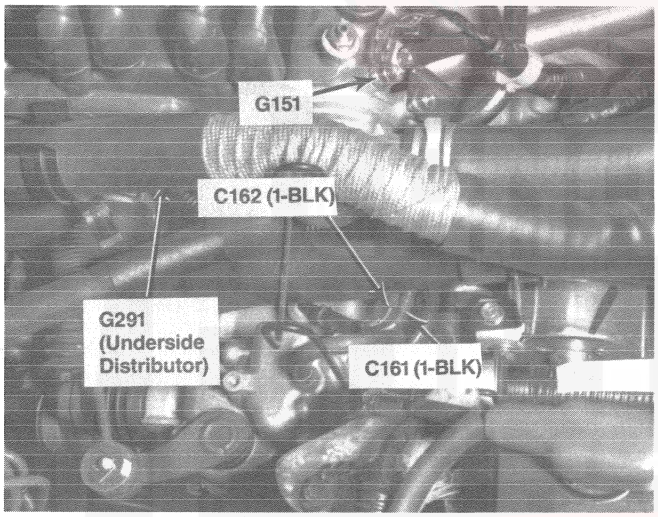


Component Location

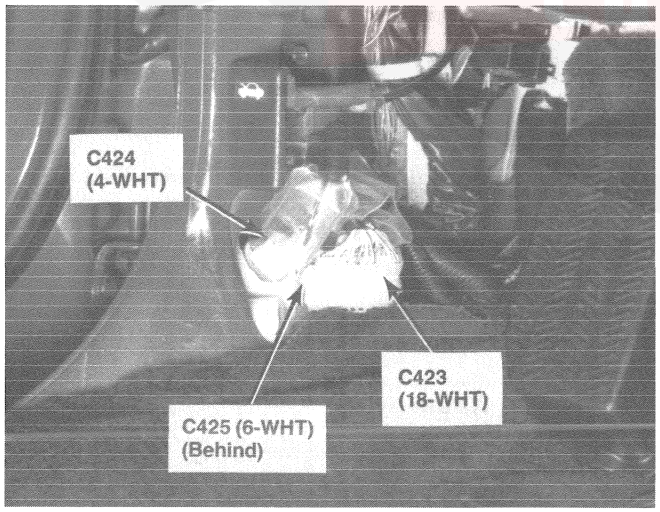
109. Front of PGM-FI Engine Compartment



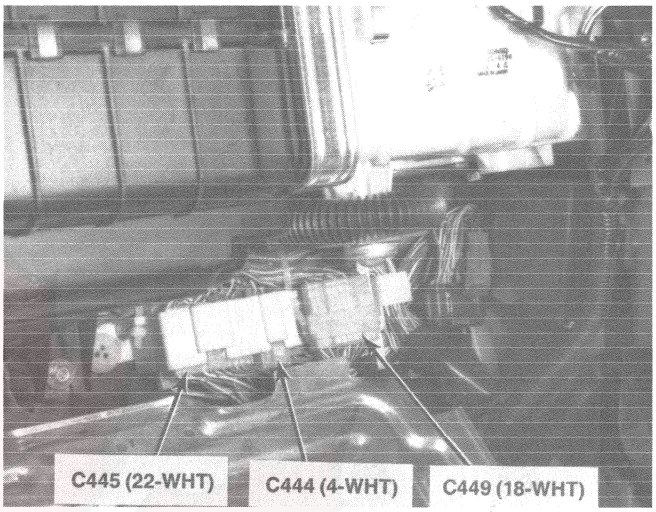
110. Right Front of PGM-CARB Engine



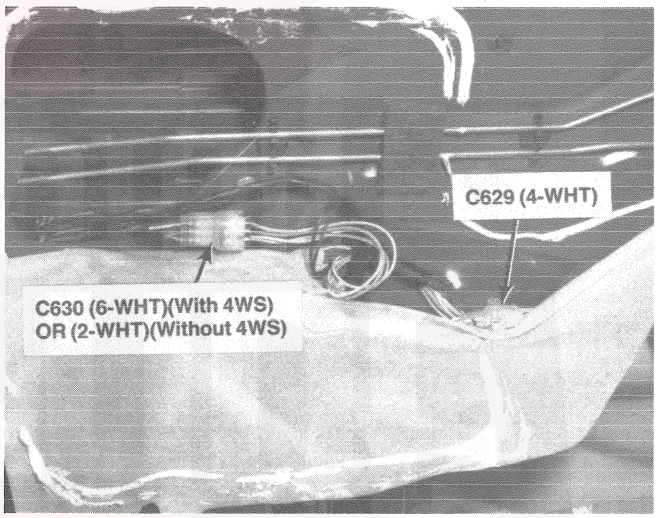
111. Below Left Side of Dash (Dash Removed)



112. Behind Right Side of Dash (Dash Removed)

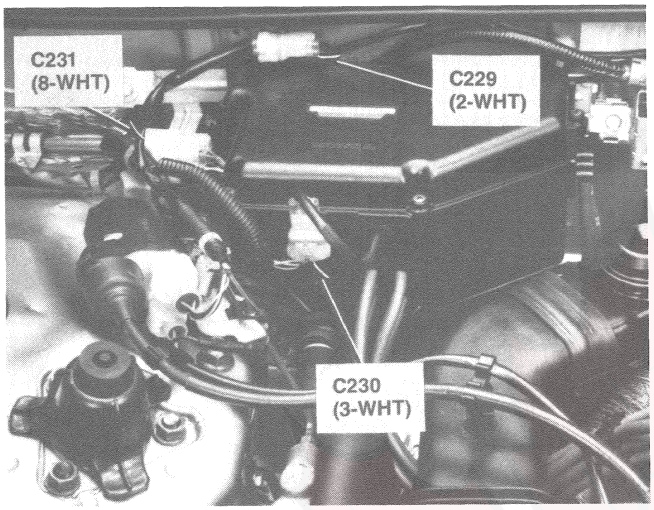


113. Rear of Drivers Door (Panel Removed)

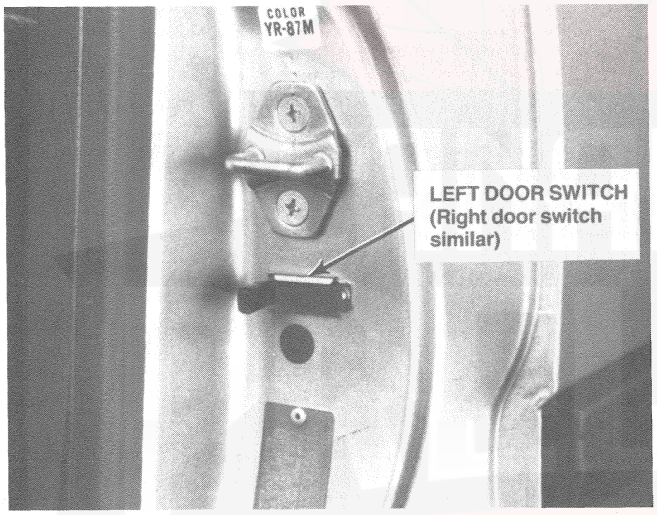


114. Left Front of Engine Compartment

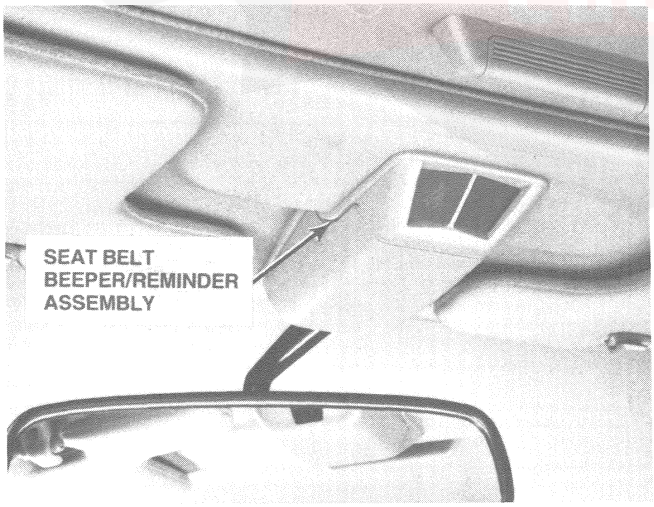
115. Right Rear of PGM-CARB Engine Compartment



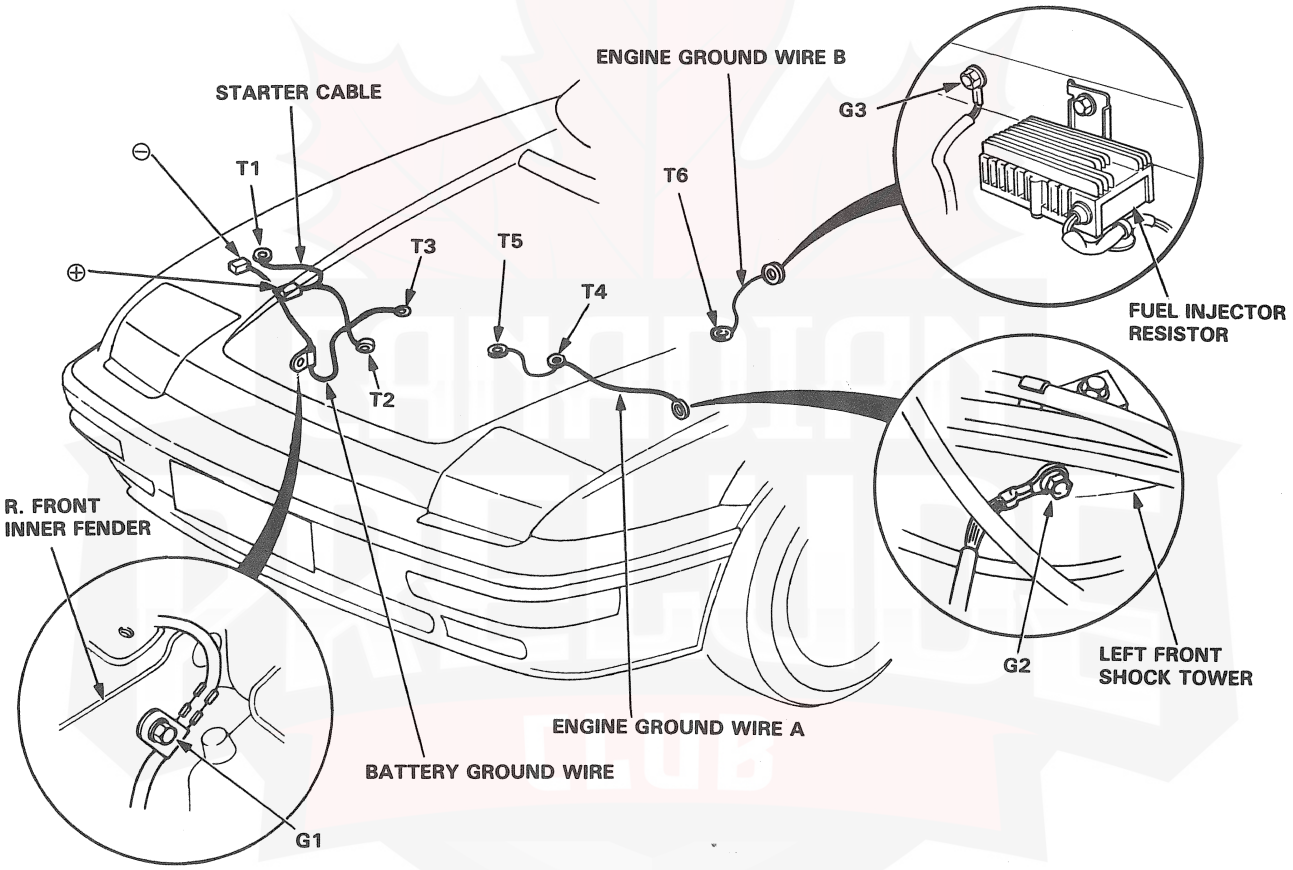
116. Left Door Pillar (Right Similar)

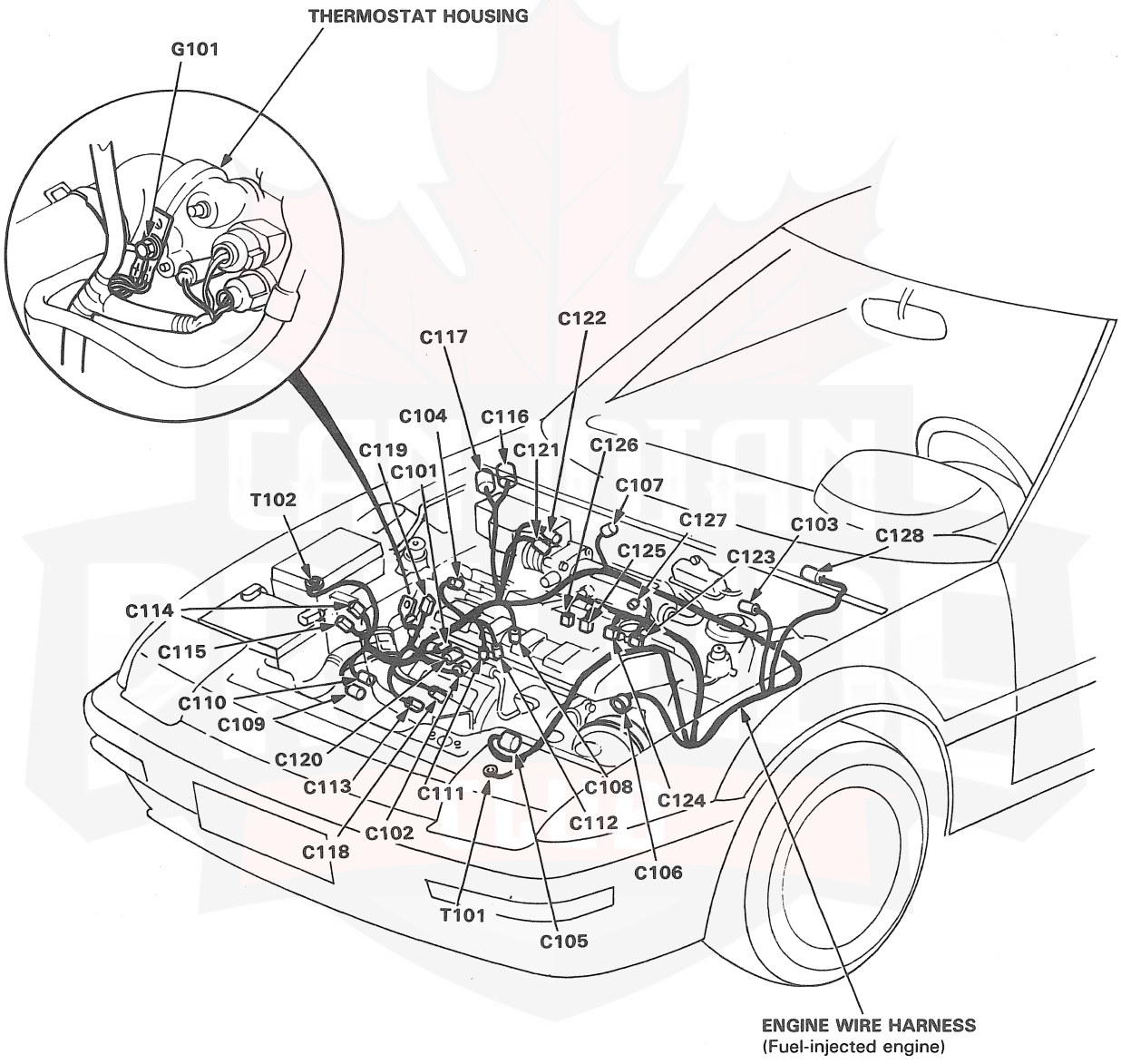


117. Above Center of Windshield



Connector and Wire Harness Routing

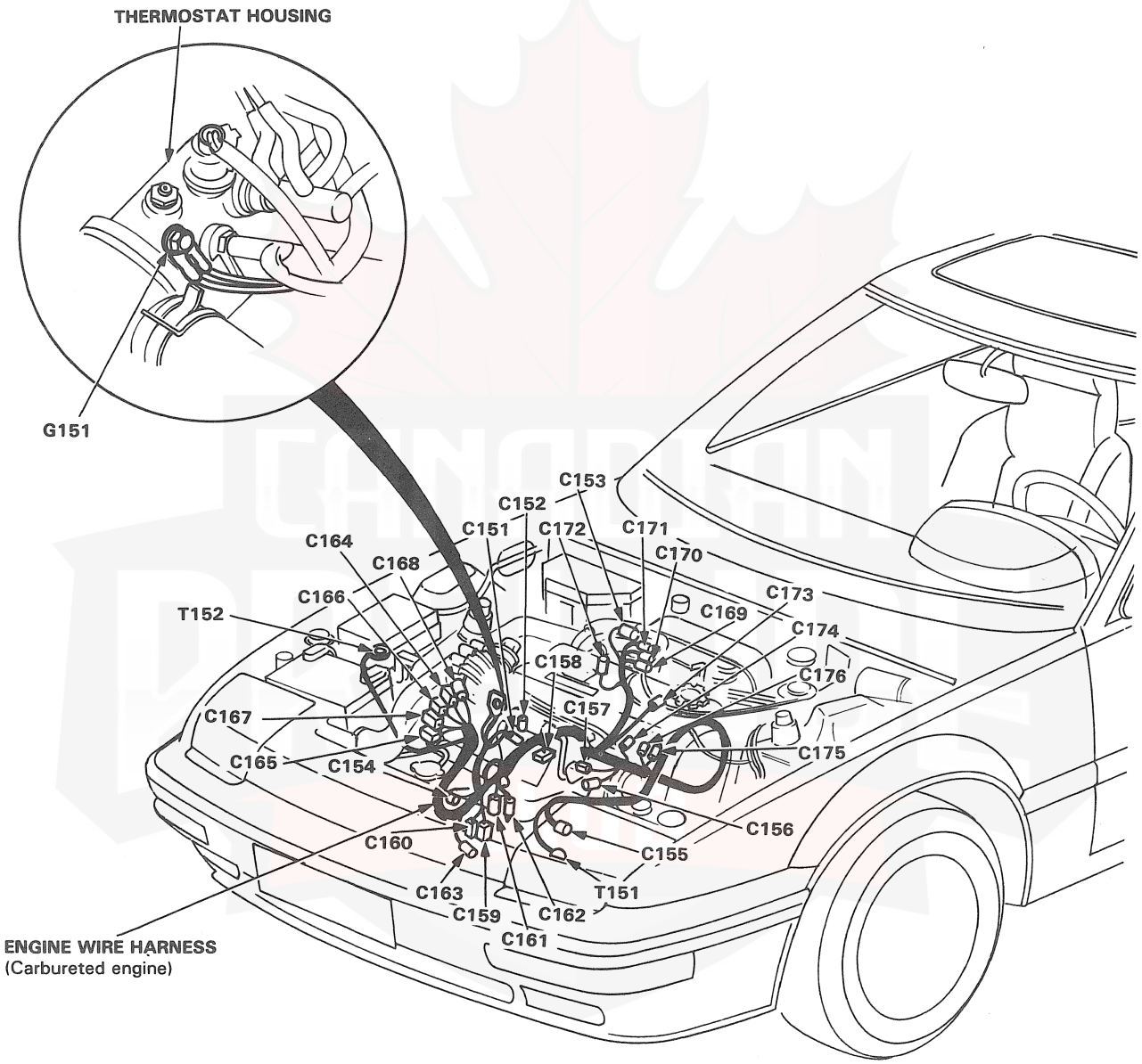


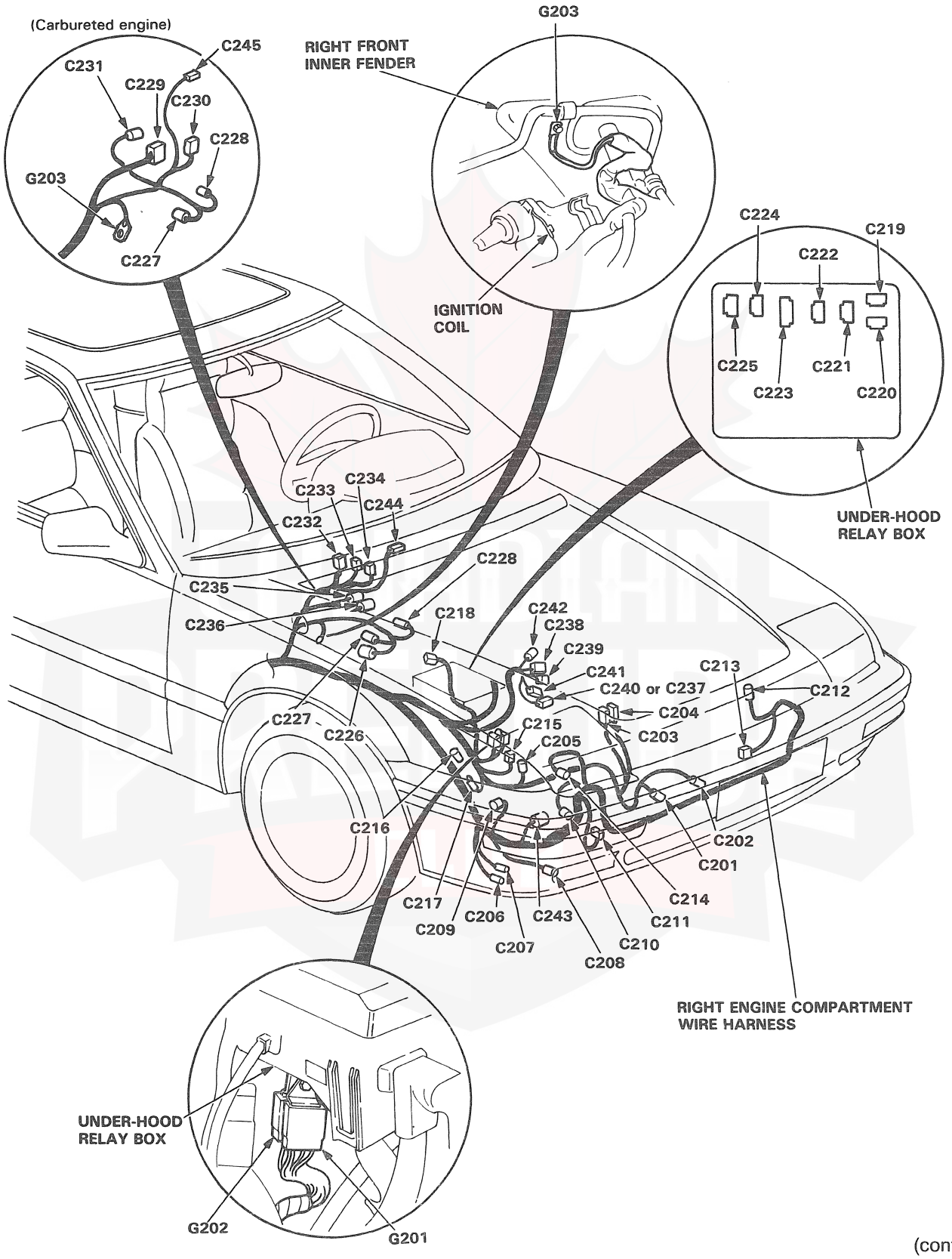


(cont'd)

Connector and Wire Harness Routing

(cont'd)

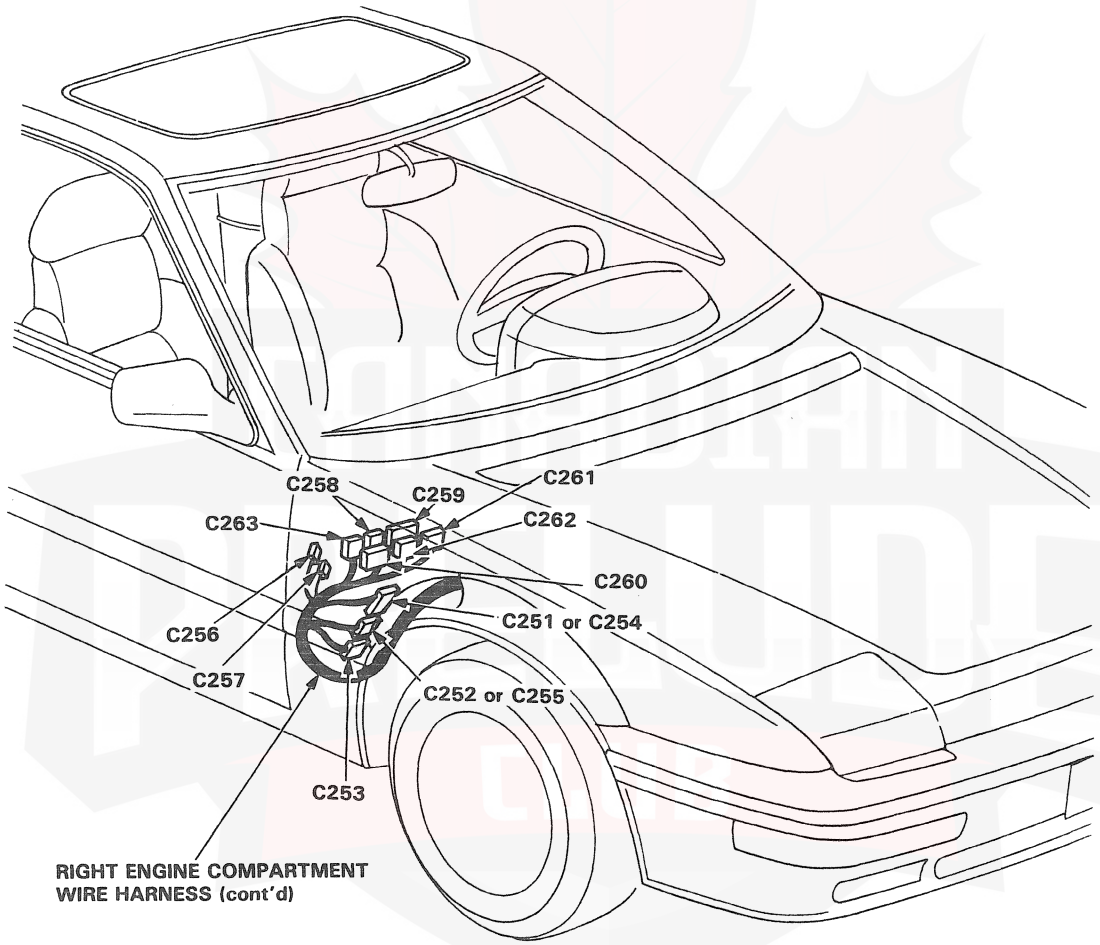




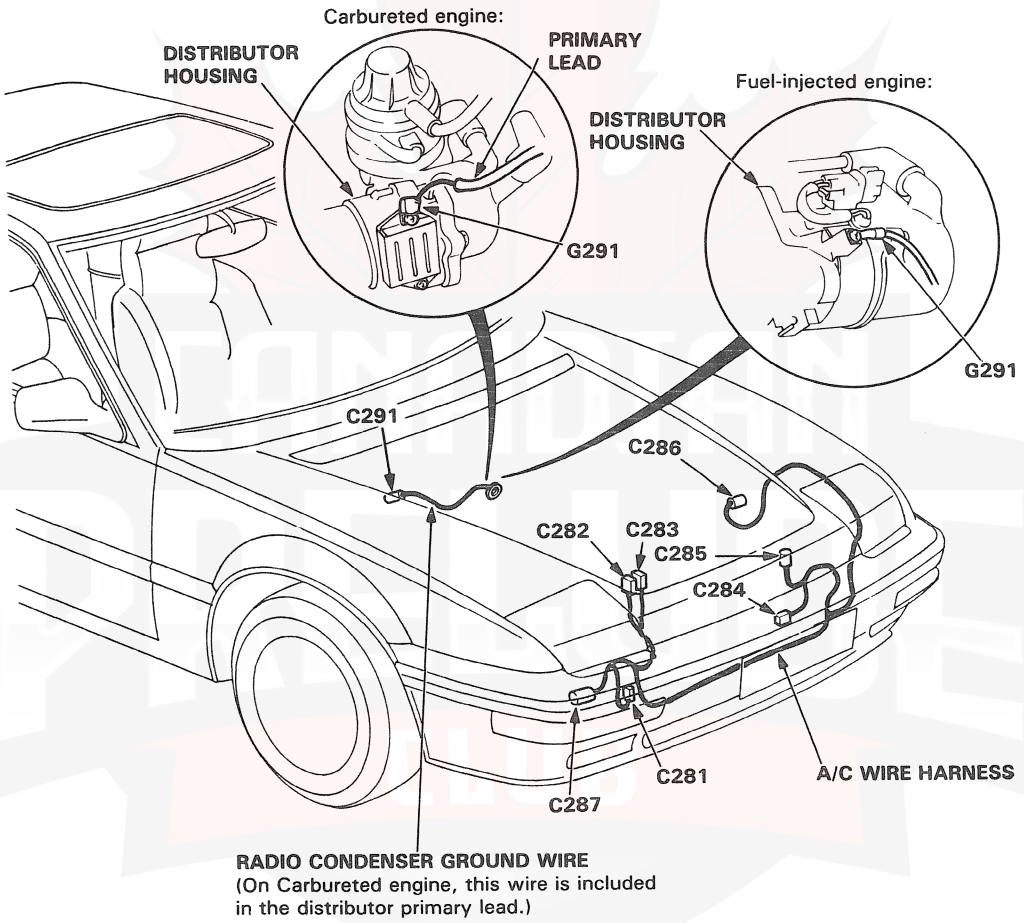
(cont'd)

Connector and Wire Harness Routing

(cont'd)



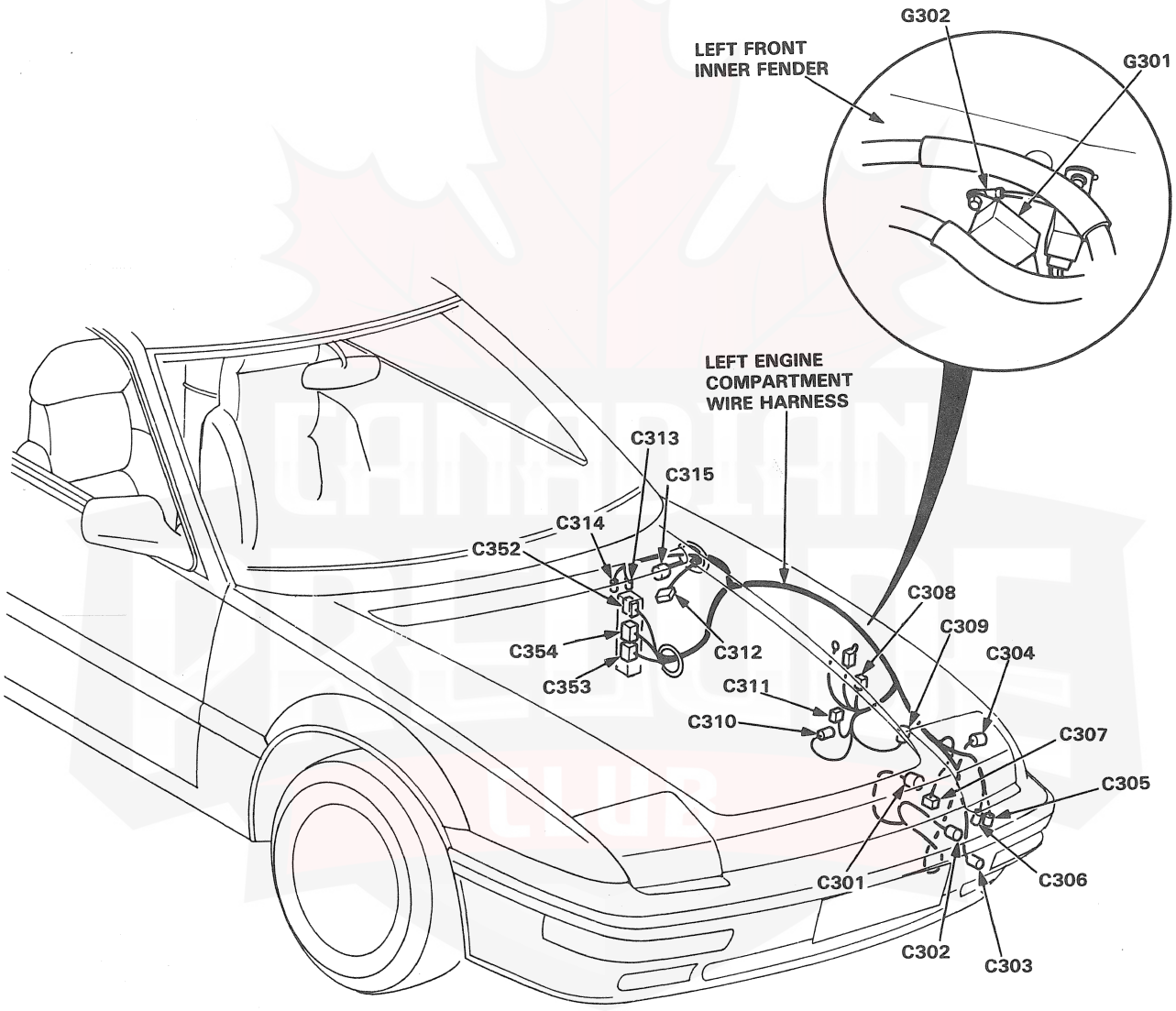
RIGHT ENGINE COMPARTMENT
WIRE HARNESS (cont'd)

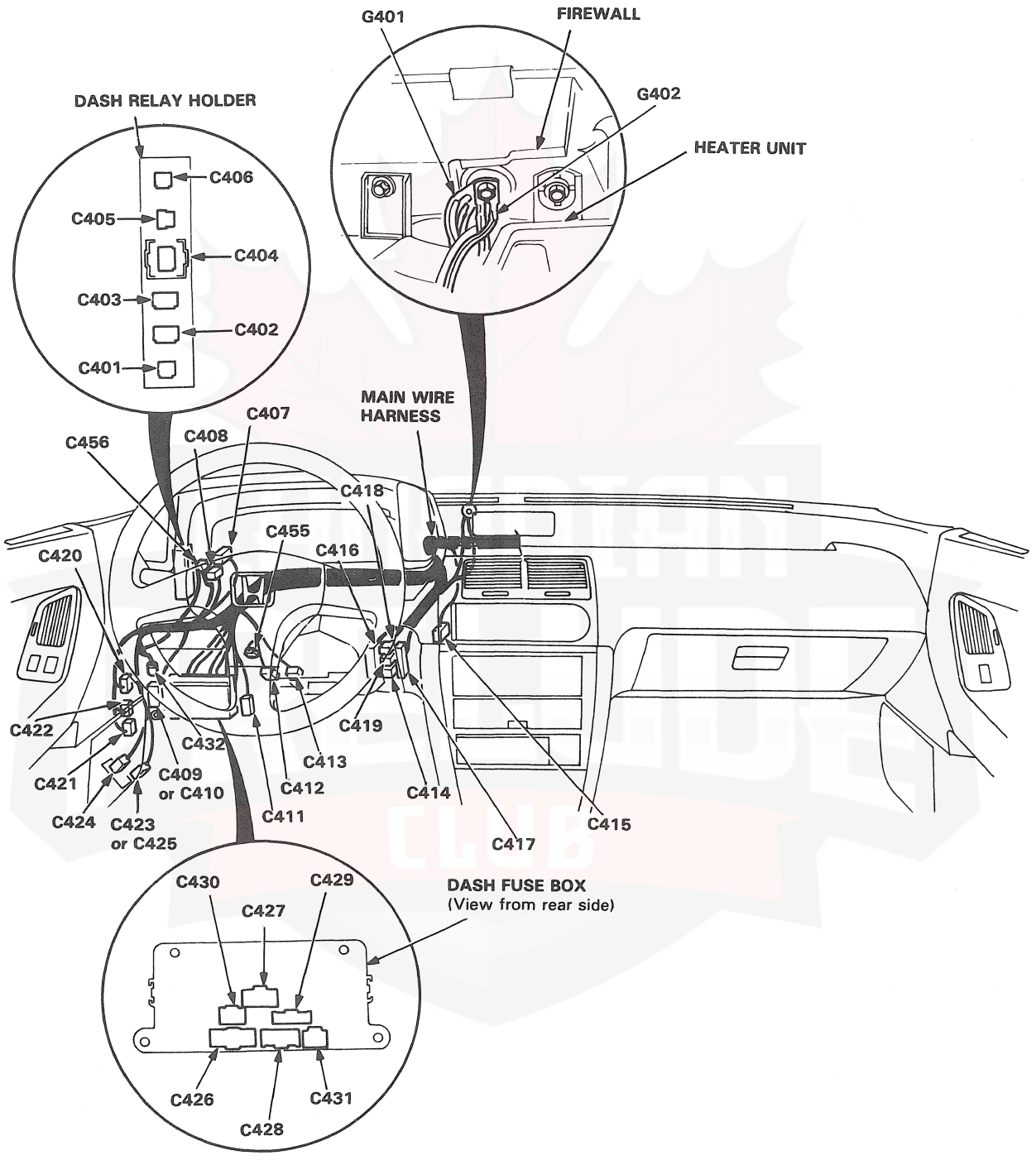


(cont'd)

Connector and Wire Harness Routing

(cont'd)

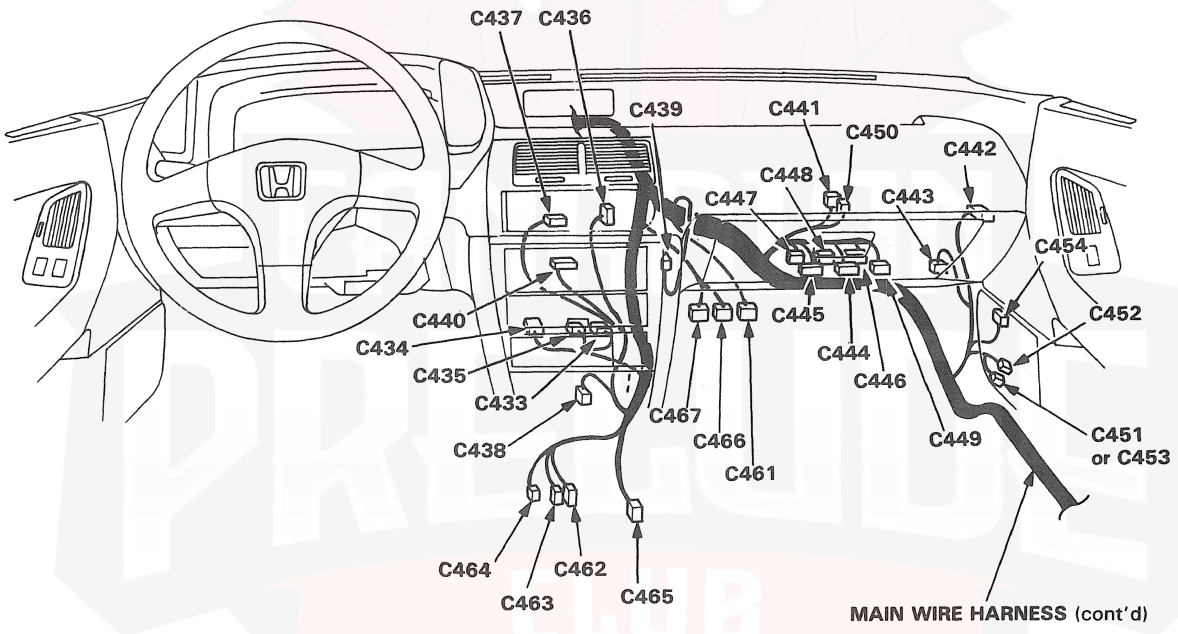


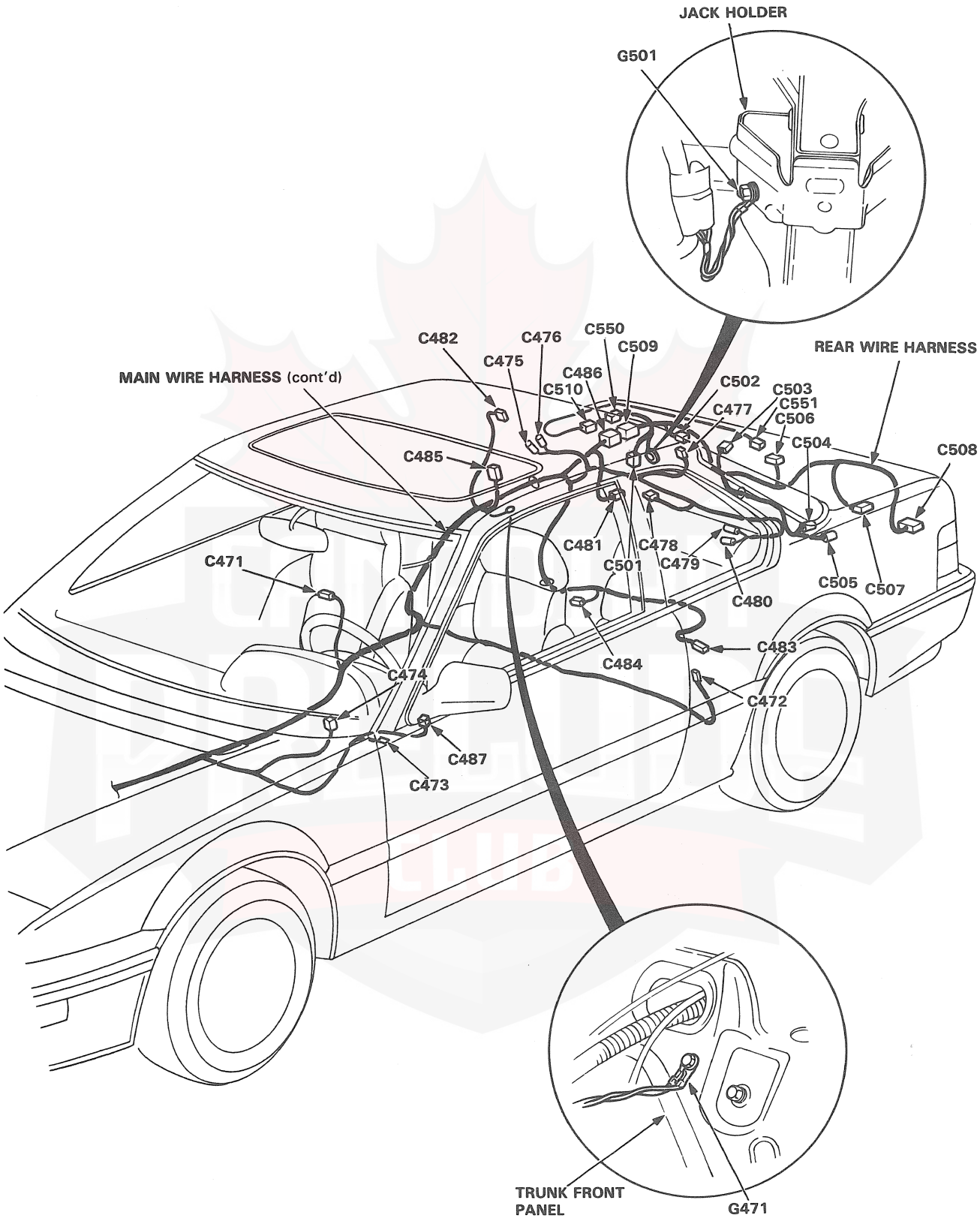


(cont'd)

Connector and Wire Harness Routing

(cont'd)

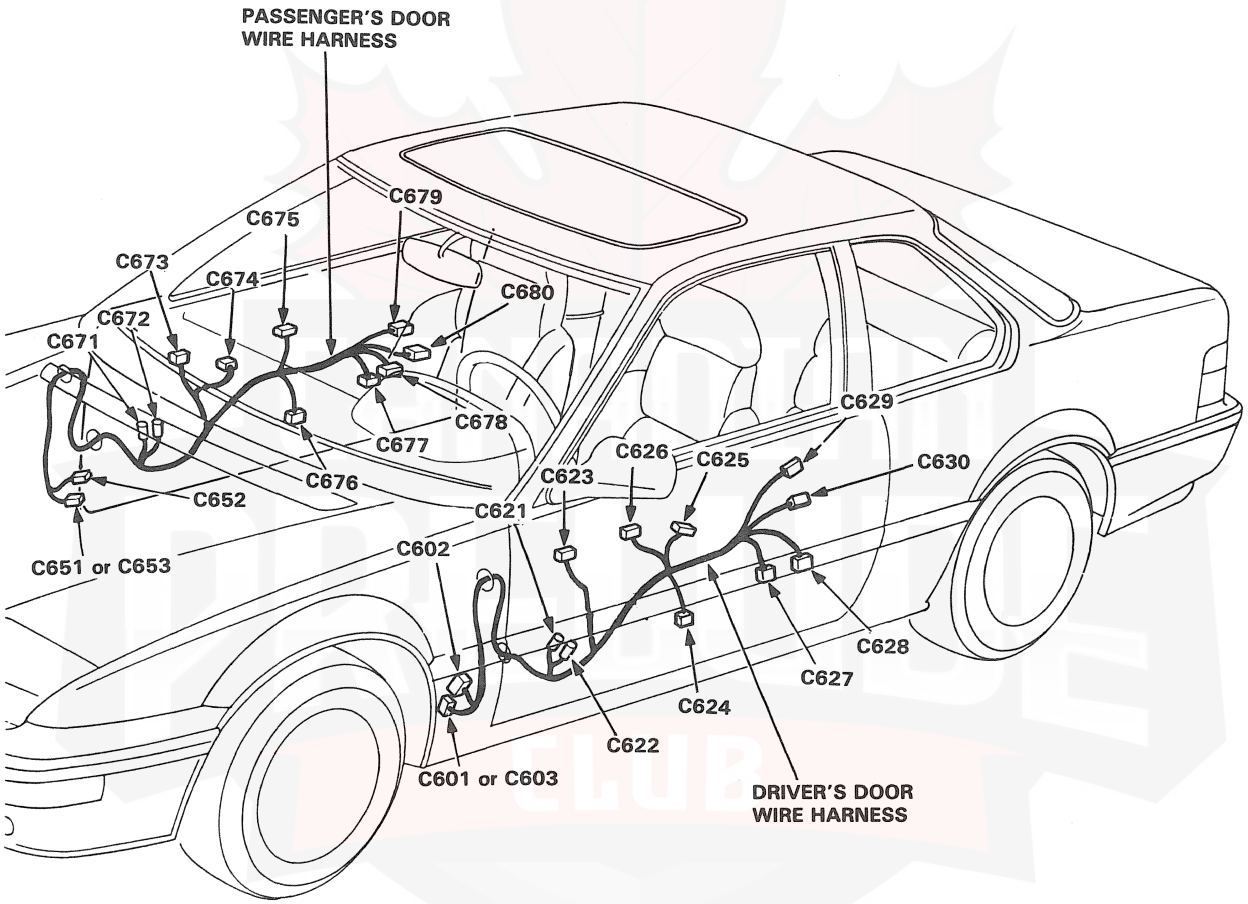


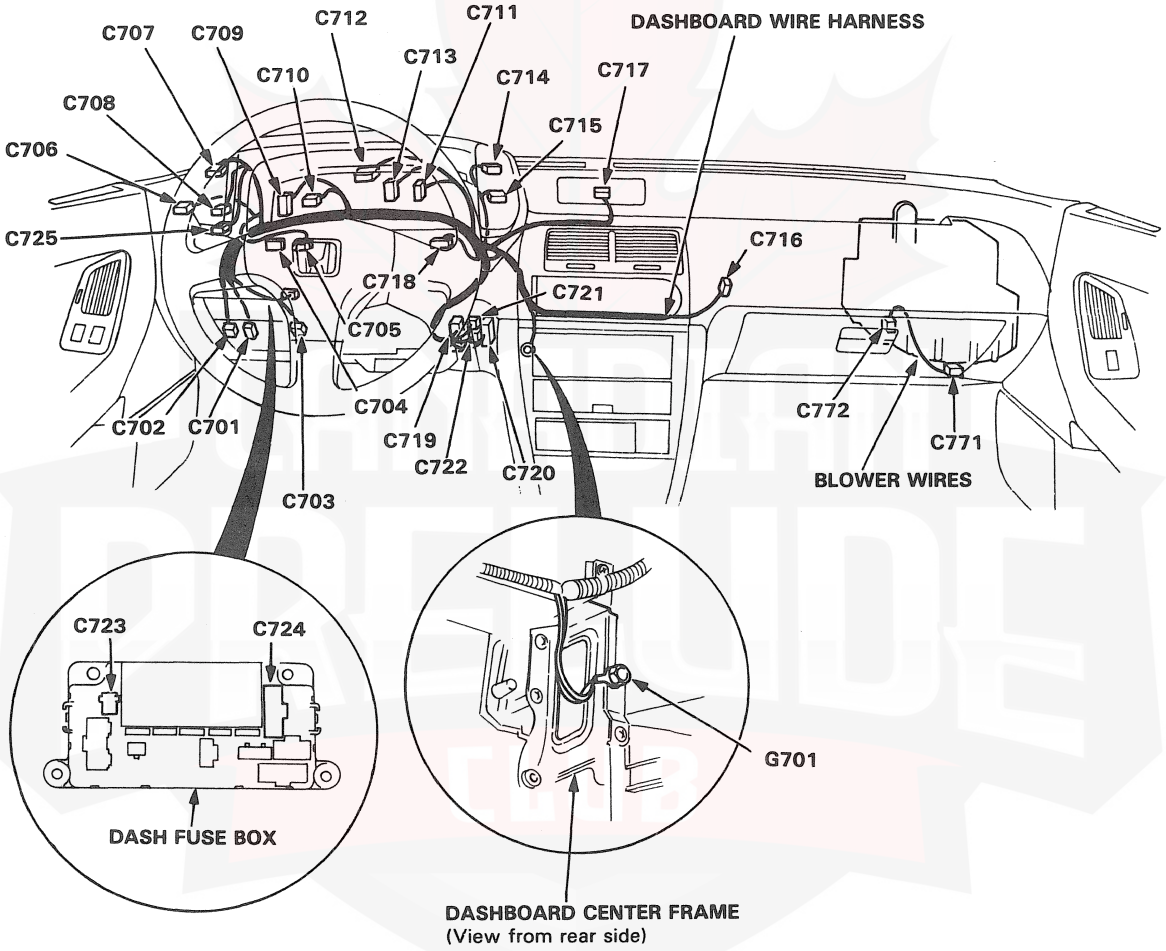


(cont'd)

Connector and Wire Harness Routing

(cont'd)

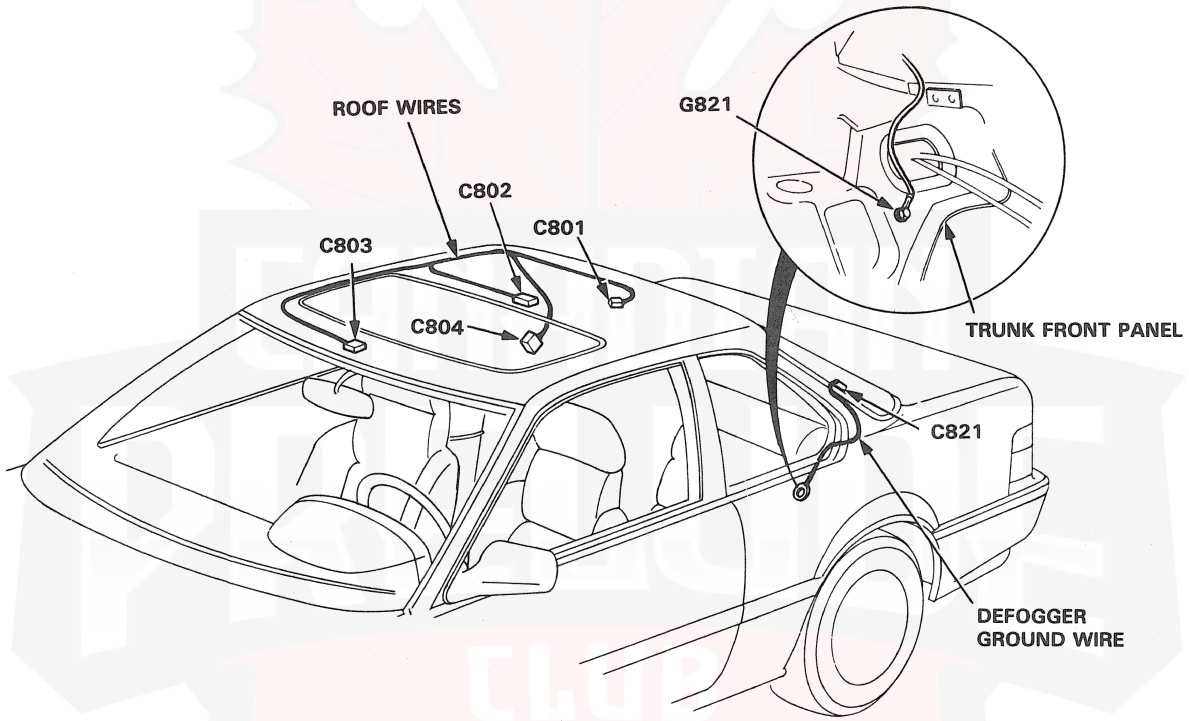


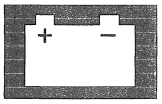


(cont'd)

Connector and Wire Harness Routing

(cont'd)





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