



 1991

Electrical Troubleshooting Manual

Canada & USA

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PRELUDE
INFAMOUZ

1991 Prelude Electrical Troubleshooting Manual

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How to Use This Manual

The next few pages describe how this manual is organized. They also explain what kind of information it contains, what that information means, and how to use it to troubleshoot electrical problems.

Page Numbers

This manual divides the electrical system into separate circuits. Each circuit and section, in all ETMs, is assigned a unique number. For example, the wiper/washer circuit is always section 90, the wiper/washer-pulse circuit is 91, and the rear wiper/washer circuit is 92. And in the back of the manual are the Component Location photographs in section 201, and the Harness Routing drawings in 203.

The section number alone is used on the first page of each section. The remaining pages are numbered using the section number and consecutive page numbers, beginning with 1. So, in section 90, for example, the pages are numbered 90, 90-1, 90-2, etc. Sections are *not* numbered consecutively; we've skipped some numbers to leave room for new circuits in future manuals.

Section Contents

Each section begins with a **Circuit Schematic** which shows:

- how components work together.
- current flow (from top to bottom).
- switch positions (ignition off).
- special instructions.
- circuits that share a power source or ground.

A **Component Location Index** follows the schematic. It lists

- major components, connectors, and grounds.
- the location of each component, connector, and ground on the car.
- each connector number, its color, and the number of cavities in it.
- the number of the photo in section 201 that shows the component, connector, or ground.

A description called **How the Circuit Works** follows the Index. It may include a **System Operation** chart to help you quickly validate a symptom.

Next, a list of **Quick-Checks** follows (if required), explaining how to quickly test fuses, grounds, and components in that circuit without any special equipment.

Last are **Troubleshooting** procedures (if required), specific, step-by-step instructions that lead to diagnosis and repair.

How To Use This Manual

Symbols

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

Wire Color Abbreviations

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

BLK	.....	black
BLU	.....	blue
BRN	.....	brown
GRN	.....	green
GRY	.....	gray
LT BLU	.....	light blue
LT GRN	.....	light green
ORN	.....	orange
PNK	.....	pink
PPL	.....	purple
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.



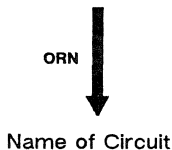
Wire insulation can be one color, or one color with another color stripe. (The second color is the stripe.)



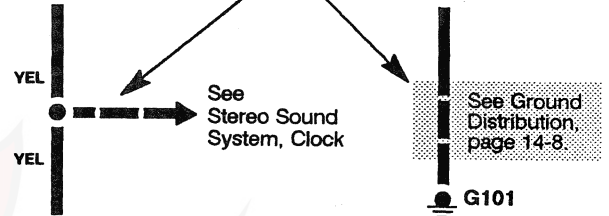
This means the current path continues on another page. (The arrow shows direction of current flow.) To follow the RED/BLK wire in this example, you would turn to page 11-3 and look for the "Z" arrow.



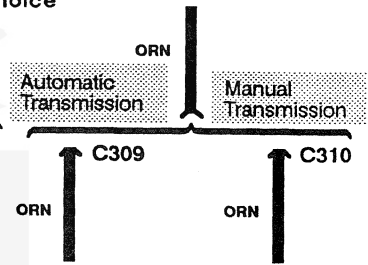
This means the wire connects to another circuit. The wire is shown again in the circuit the arrow is pointing to.



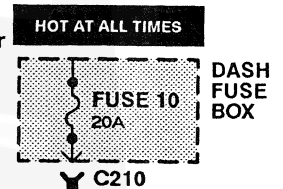
A broken line means only some of the circuit is shown; refer to the circuit listed for the complete schematic.



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



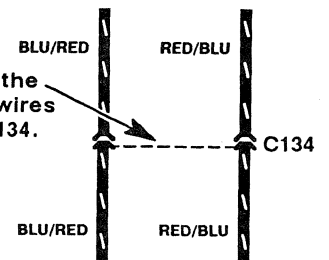
Where separate wires join, only the splice is shown; for details on the additional wiring, refer to the circuits listed.

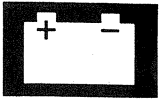


See Cruise Control, Gauges, Indicators

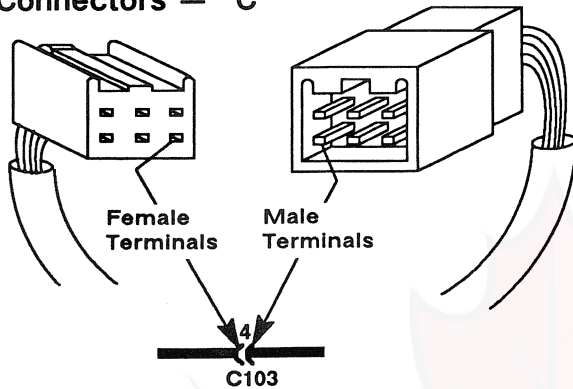


This dashed line means the BLU/RED and RED/BLU wires are both in connector C134.



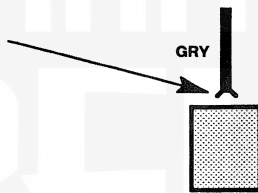


Connectors — “C”

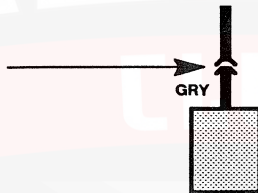


Each connector (C) is numbered for reference in the component location index. It also lists the total number of cavities and the color of the connector. Wires may not be used in all cavities. The determination between male/female connectors is in reference to connector terminals and not connector bodies.

This means the connector connects directly to the component.

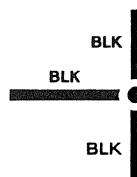


This indicates the connector connects to a lead (pigtail) wired directly to the component.



Splices — “S”

Splices (S) are shown as a dot. Their location and the number of wires may vary depending on the harness manufacturer.



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.



BRAKE SWITCH
Closed with pedal depressed.

Notes about component function follow its name.

Ground — “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.



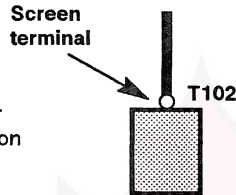
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How To Use This Manual

Symbols (cont'd)

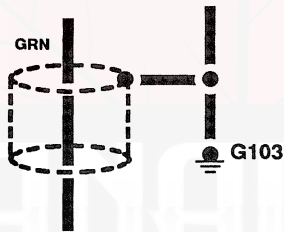
Terminals - "T"

Each terminal (T) is numbered for reference in the component location index. A "T" connection is made with a screw or bolt, instead of a push-pull type (C) connector.



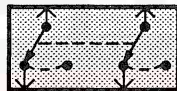
Shielding

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

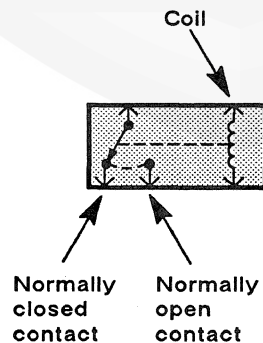


Switches

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

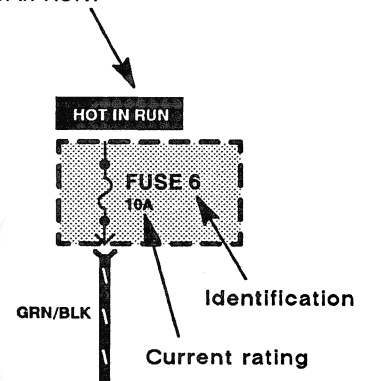


This is a relay shown with no current flowing through its coil.



Fuses

This means power is supplied with the ignition switch in RUN.



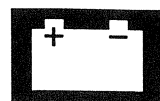
Diodes

A rectifier diode operates like a current valve. It allows current to flow only in the direction of the arrow.



A Zener diode blocks reverse current at normal voltages in the same manner as a rectifier diode. At high voltages, however, a Zener diode allows reverse current in the opposite direction.





How To Use This Manual

Circuit Schematics

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

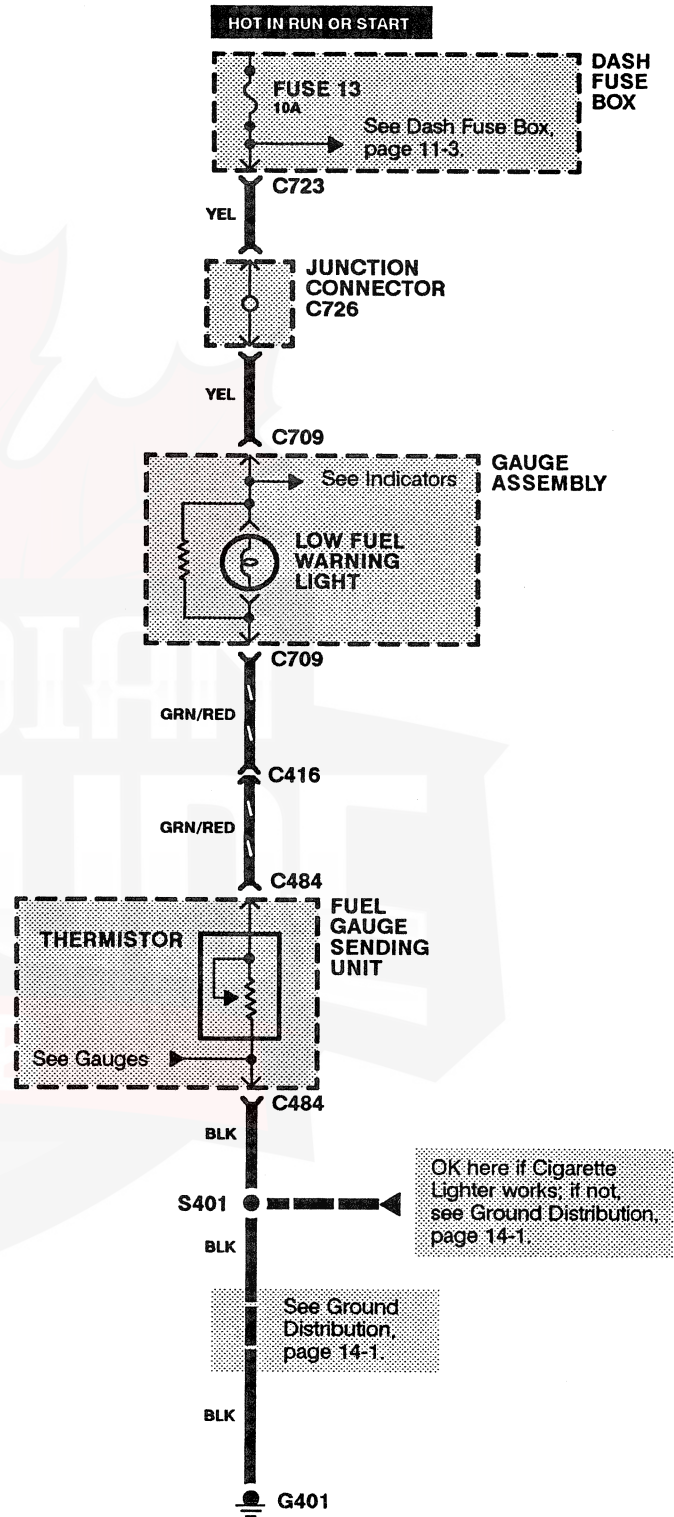
Each drawing is arranged so current flows from positive voltage, at the top of the page, to ground, at the bottom of the page. The "hot" labels at the top of a fuse show when the ignition switch supplies power to that fuse.

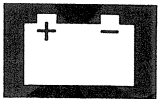
Each circuit is shown completely and independently on one schematic. Other circuits getting their power from the same point, or grounding at the same point are not shown. However, if other circuits actually share some wires with the circuit shown, the shared wires of the other circuits will also be shown.

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. One can check shared wiring by checking the operation of the other circuits.

"See Dash Fuse Box" or "See Fuse Details" means there are more connections to other circuits that are not shown. All such shared circuits are shown in the Dash Fuse Box or Fuse Details 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 Cigarette lighter works; if not, see Ground Distribution, page 14-1", is a troubleshooting aid. Check the cigarette lighter by depressing it and waiting for it to release. If the lighter is glowing, the ground circuit is OK from that point to the ground.

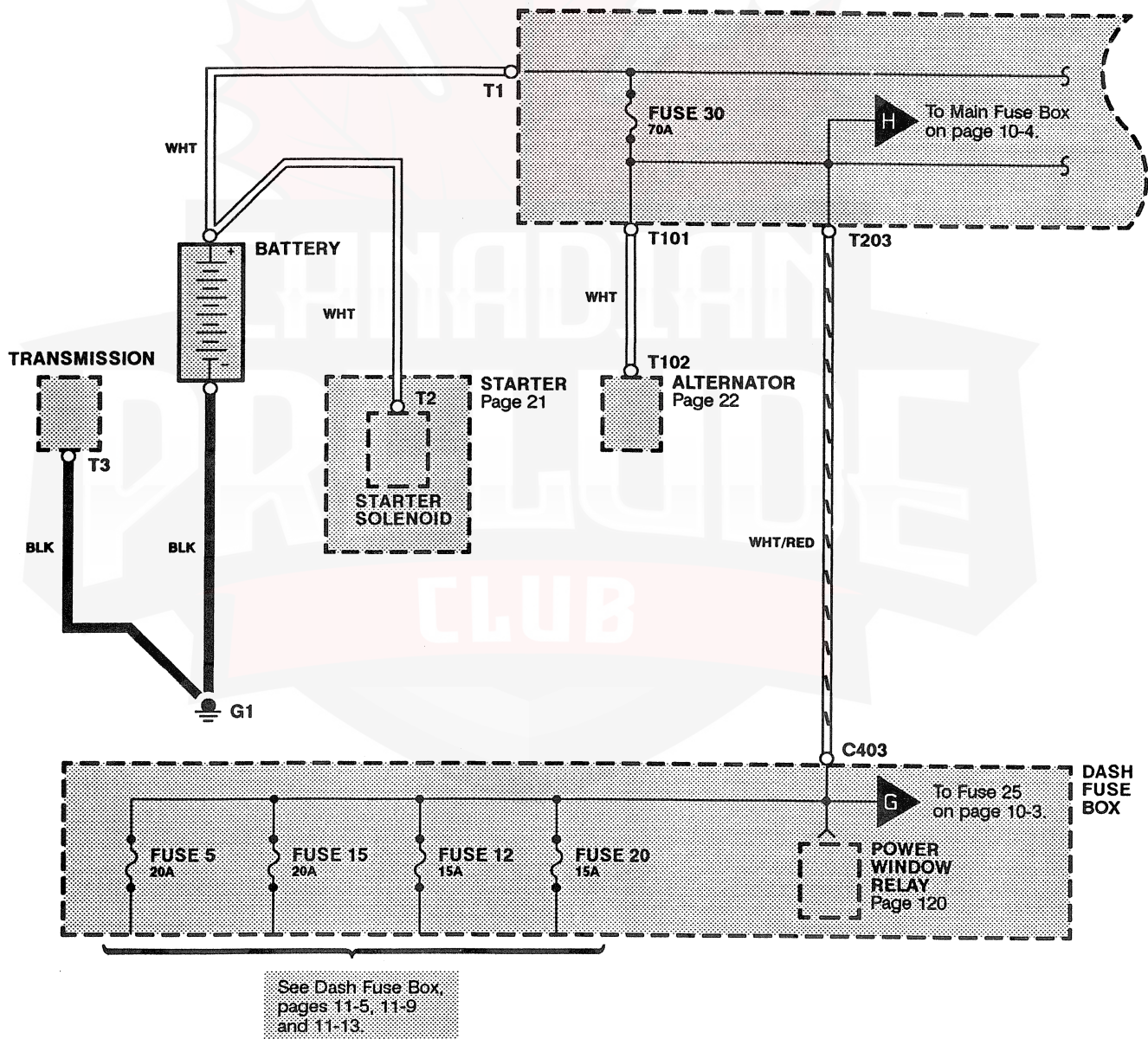




Power Distribution

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.



(cont'd)

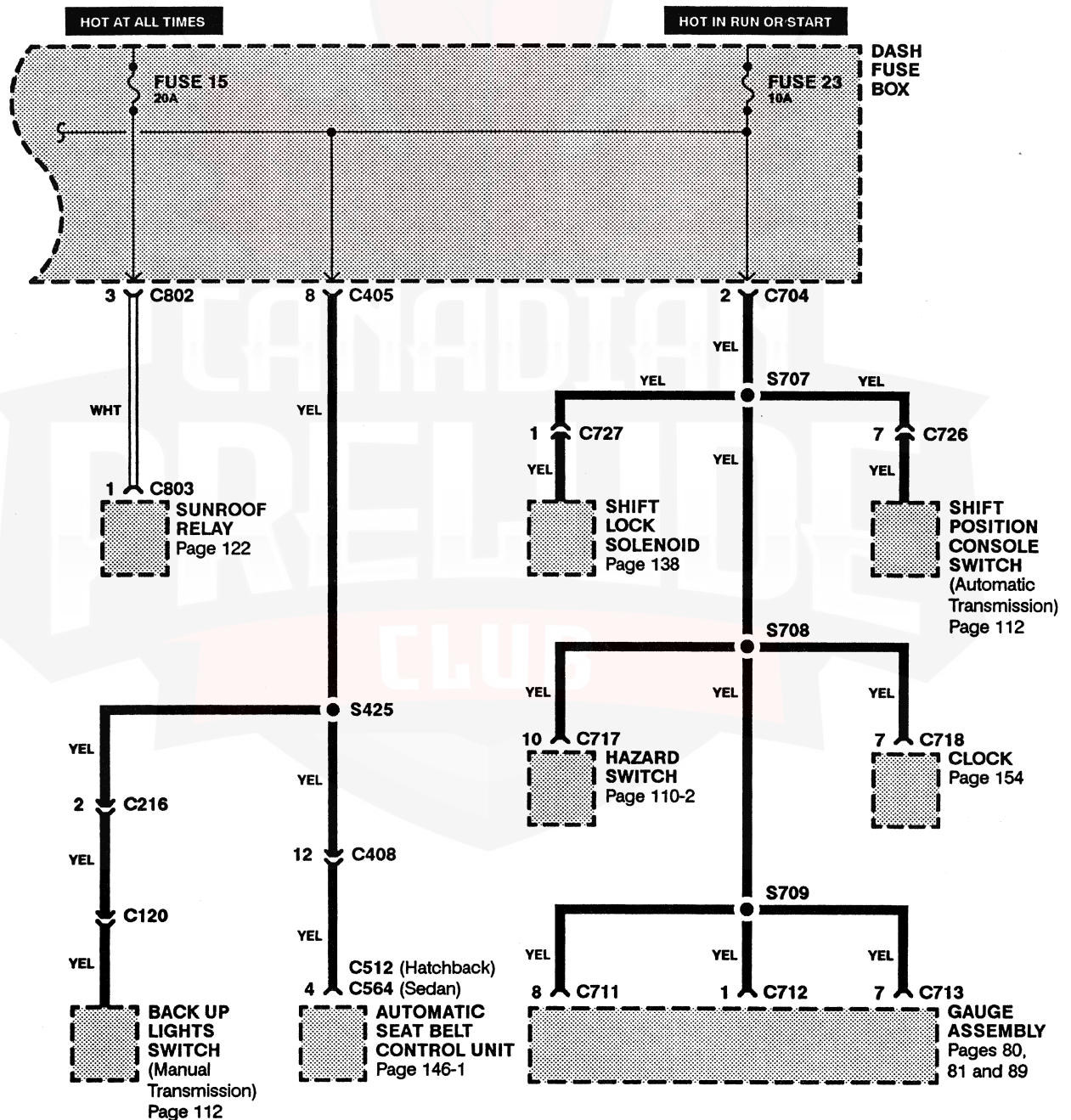
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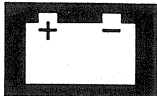
Circuit Schematic (cont'd)

Dash Fuse Box or Fuse Details (NSX)

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

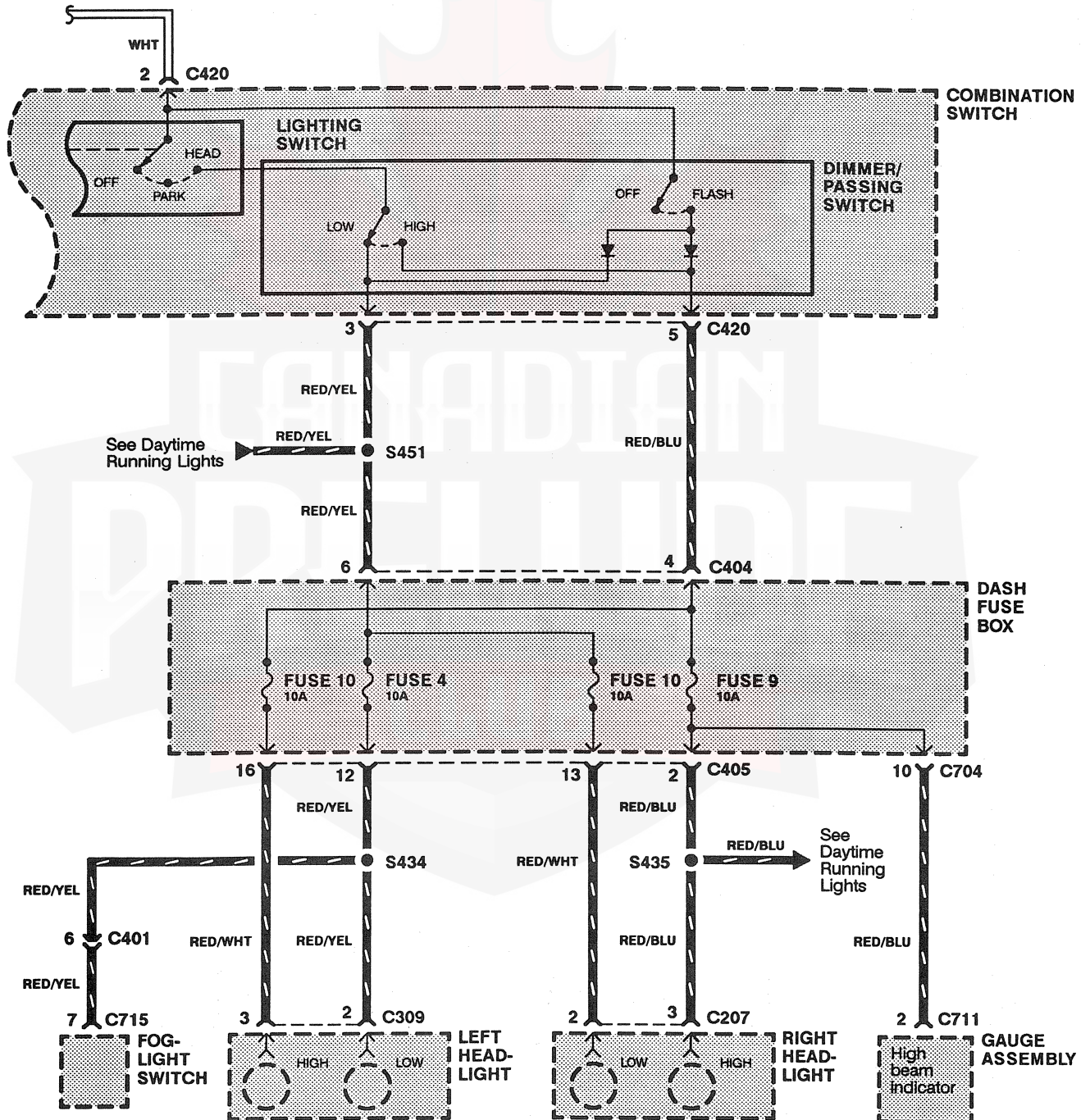
You can use the Dash Fuse Box or Fuse Details circuit to speed your troubleshooting. If the Dash Fuse Box or Fuse Details circuit shows that an inoperative circuit and a second circuit share a fuse, check the operation of the second circuit. If it works, you know the fuse is good and voltage is available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





Headlight Switch or Light Switch Details (NSX)

The sample schematic shows how the lighting switch supplies voltage to each individual component.



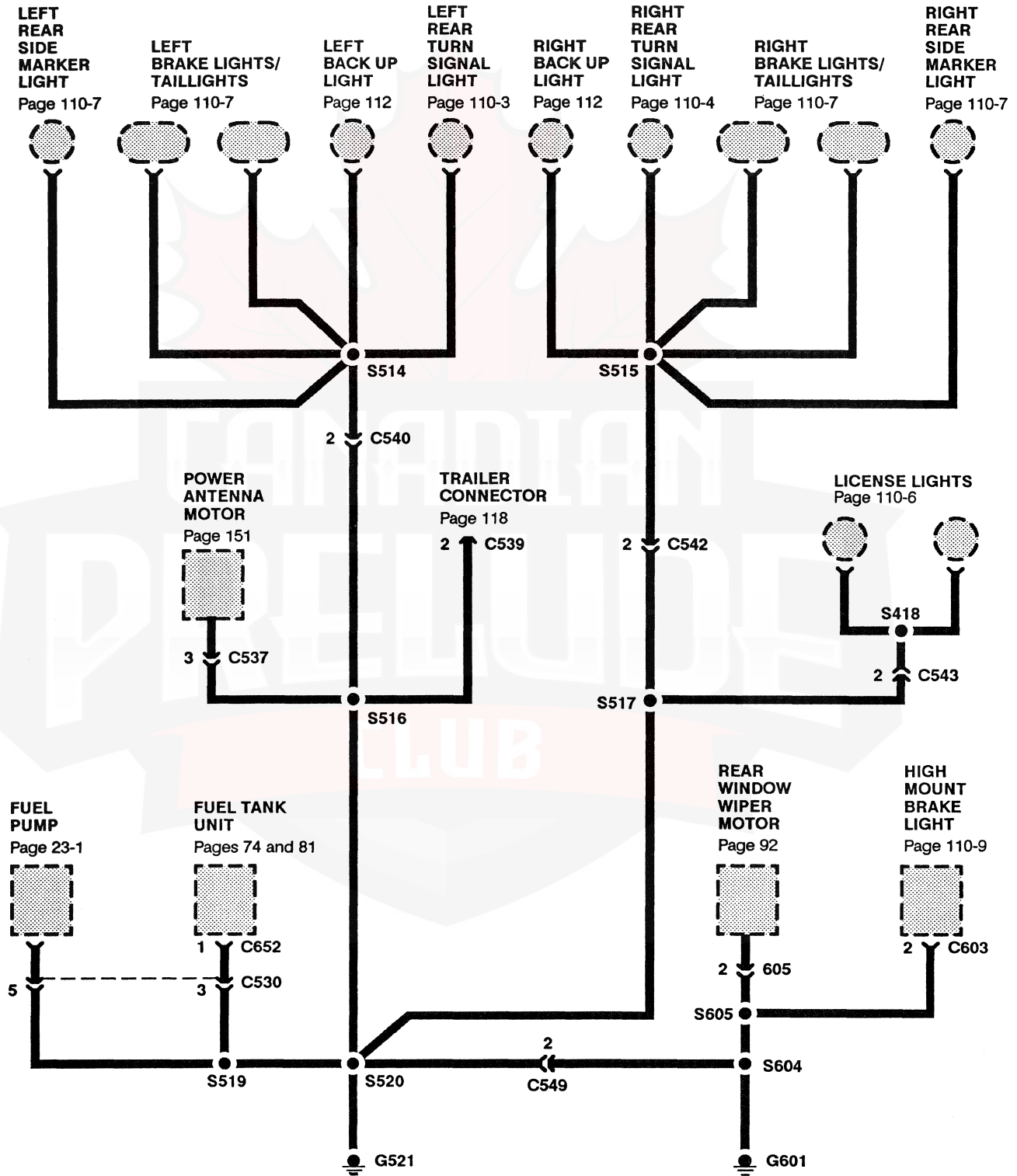
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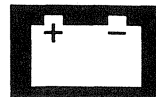
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Circuit Schematic (cont'd)

Ground Distribution

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





Component Location Index

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.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Brake Switch	45
Behind left side of dash, on brake pedal support	
Dash Fuse Box	37
Below left side of dash, at kick panel	
Junction Connector B (20)-ORN	38
Behind left side of dash, above kick panel	
Main Fuse Box	14
Right rear corner of engine compartment, on shock tower	
Trailer Connector	93
Left rear of trunk, behind rear trim panel	
Turn Signal/Hazard Relay	43
Behind left side of dash	
C401 (16-WHT) (Manual Transmission)	38
Behind left side of dash, on dash fuse box	
C401 (24-WHT) (Automatic Transmission) .	42
Behind left side of dash, on dash fuse box	
C408 (14-RED)	39
Behind left side of dash, on dash fuse box	

(cont'd)

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 devices 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.

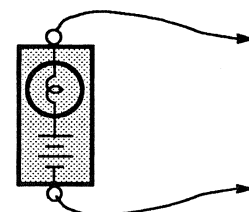
A voltmeter can be used in place of a test light. While a test light shows whether or not voltage is present, a voltmeter indicates how much voltage there is.

Self-Powered Test Light and Ohmmeter

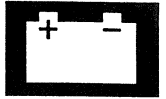
CAUTION: Never use a self-powered test light on circuits that contain solid-state devices. Damage to these devices may result.

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



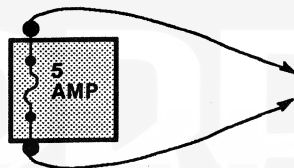
Circuits that contain solid-state devices should only be tested with a 10-megohm or higher impedance digital multimeter.

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 be 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

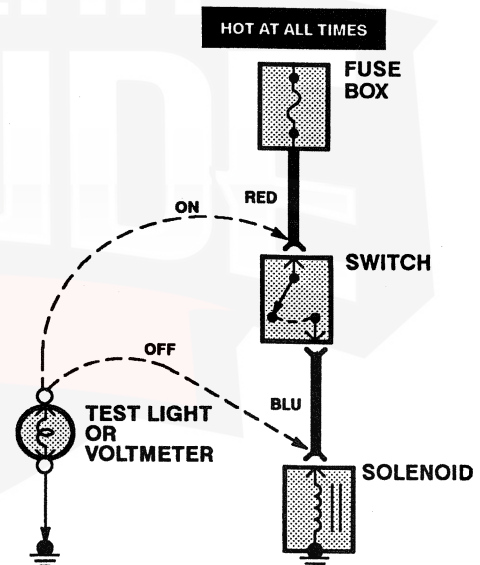
Short finders are available to locate shorts to ground. The short finder creates a pulsing magnetic field in the shorted circuit and shows you the location of the short. Its use is explained in the following troubleshooting tests.

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.



(cont'd)

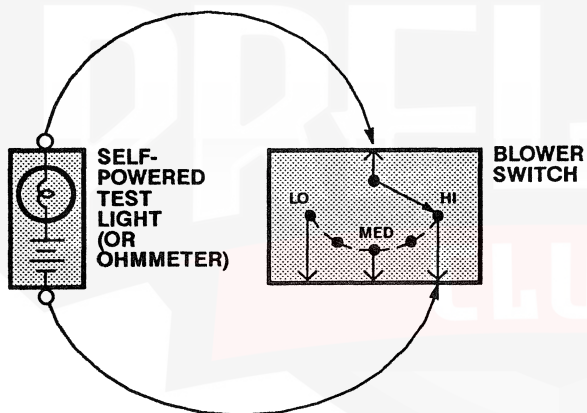
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Troubleshooting Tests (cont'd)

Testing for Continuity

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

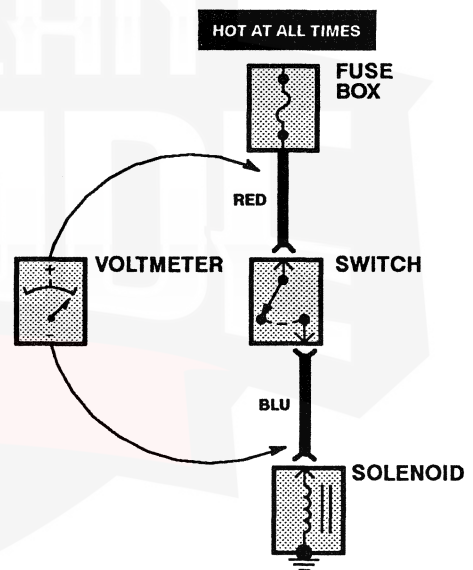
1. Disconnect the negative cable from the car battery. If you are using an ohmmeter, hold the leads together and adjust the ohmmeter to read zero ohms.
2. Connect one lead of self-powered test light or ohmmeter to one end of the part of the circuit you wish to test.
3. Connect the other lead to the other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

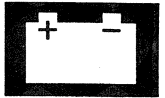


Testing for Voltage Drop

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.

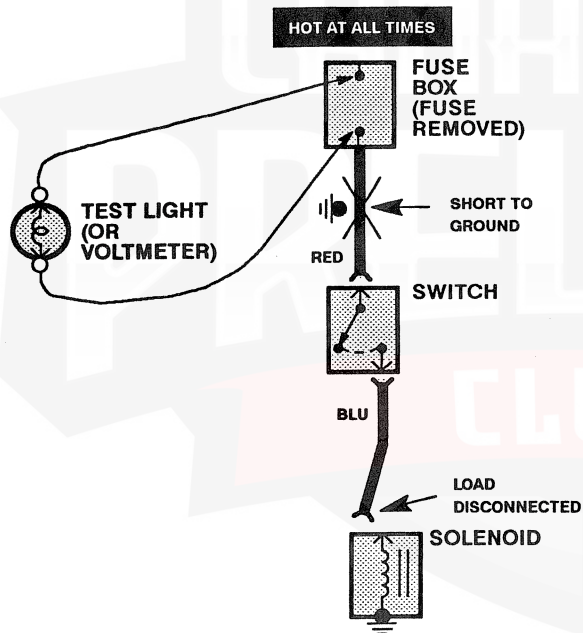
1. Connect the positive lead of a voltmeter to the end of the wire (or to the side of the connector or switch) closest to the battery.
2. Connect the negative lead to the other end of the wire (or the other side of the connector or switch).
3. Turn on the components in the circuit.
4. The voltmeter will 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.





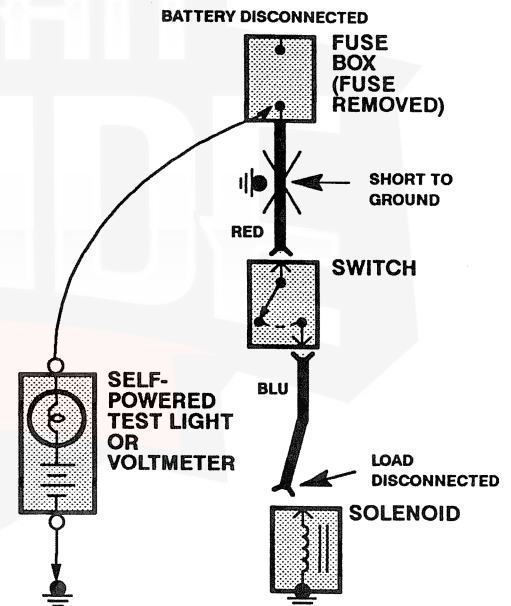
Testing for a short with a Test Light or Voltmeter

1. Remove the blown fuse and disconnect the load.
2. Connect a test light or voltmeter across the fuse terminals. Make sure that the 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.



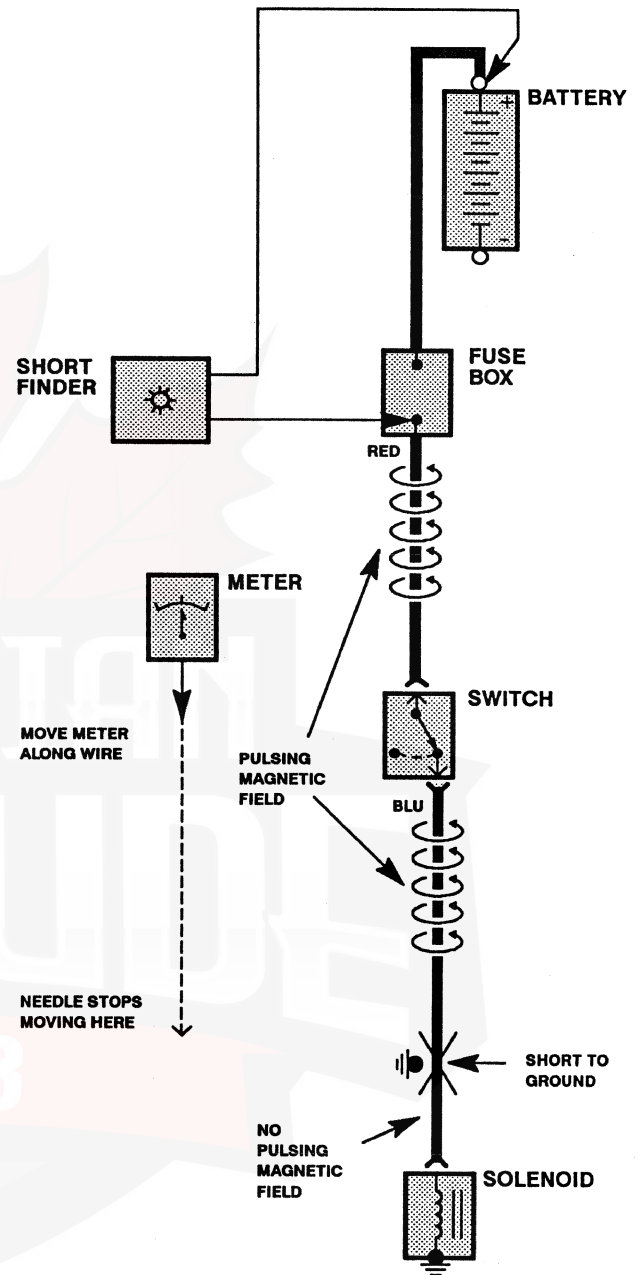
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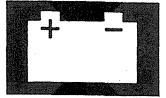
How To Use This Manual

Troubleshooting Tests (cont'd)

Testing for a short with a Short Circuit Locator

1. Remove the blown fuse. Leave the battery connected.
2. Connect the short finder across the battery terminals and the load side of the fuse terminal.
3. Close all switches in series in the circuit you're testing.
4. Turn on the short circuit locator. It sends pulses of current to the short. This creates a pulsing magnetic field around the wiring between the fuse box and the short.
5. Beginning at the fuse box, slowly move the short finder 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 Precautions

Before Troubleshooting

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

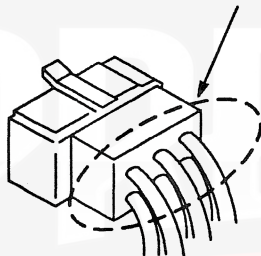
CAUTION:

- 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.

Pack 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.

CAUTION:

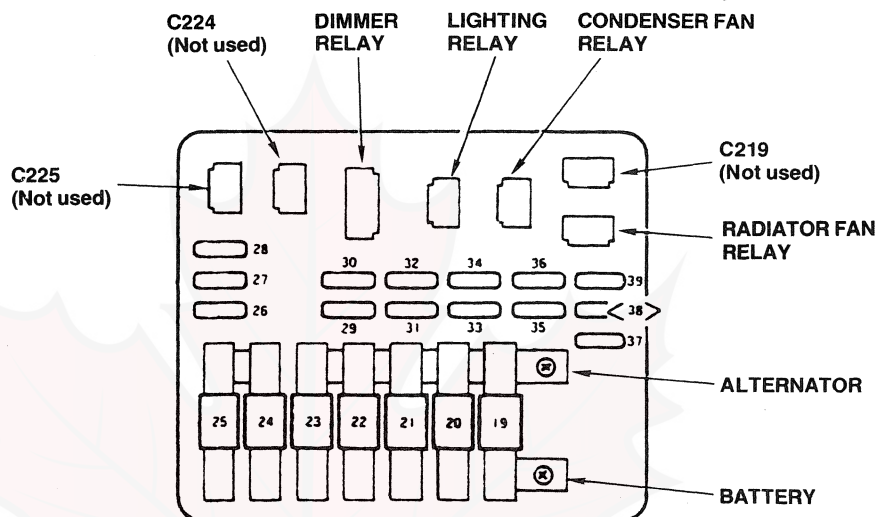
- The following components can be damaged by electrostatic discharge (ESD):
 - Anti-Lock Brake Control Unit
 - Automatic Transmission Control Unit
 - Chime Module
 - Climate Control Unit
 - Cooling Fan Control Unit
 - Cruise Control Module
 - Electronic Power Steering Control Unit
 - Integrated Control Unit
 - PGM-FI Electronic Control Unit
 - Radio
 - Security Control Unit
 - SRS Control Unit
 - Traction Control Unit

While You're Working

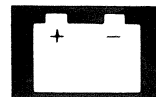
- Use the following guidelines to reduce the chance of ESD damage:
 - Always ground yourself (touch a good ground) before handling an ESD sensitive component.
 - Avoid touching the terminals of an ESD sensitive component.

Fuse Information

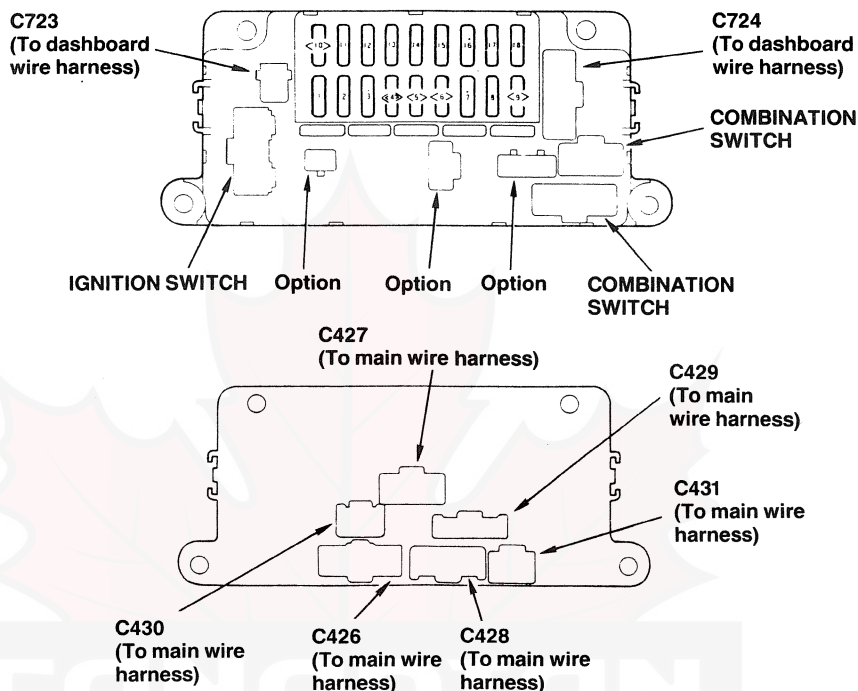
Under-Hood Relay Box



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	40	ABS motor relay
26	15	Anti-lock brake control unit
27	15	Anti-lock brake control unit
28	15	Anti-lock brake control unit
29	15	Right headlight retractor relay; headlight retractor switch
30	15	Left headlight retractor relay; retractable headlight control unit; combination switch
31	15	Turn signal/hazard relay; hazard switch
32	20	Horns; brake lights; key interlock switch
33	15	Right headlight
34	15	Left headlight
35	10	PGM-FI electronic control unit; power antenna motor; fan control unit; automatic transmission control unit; stereo radio cassette player; clock
36	15	Condenser fan relay
37	10	Alternator
38	10	PGM-FI main relay
39	20	Radiator fan motor



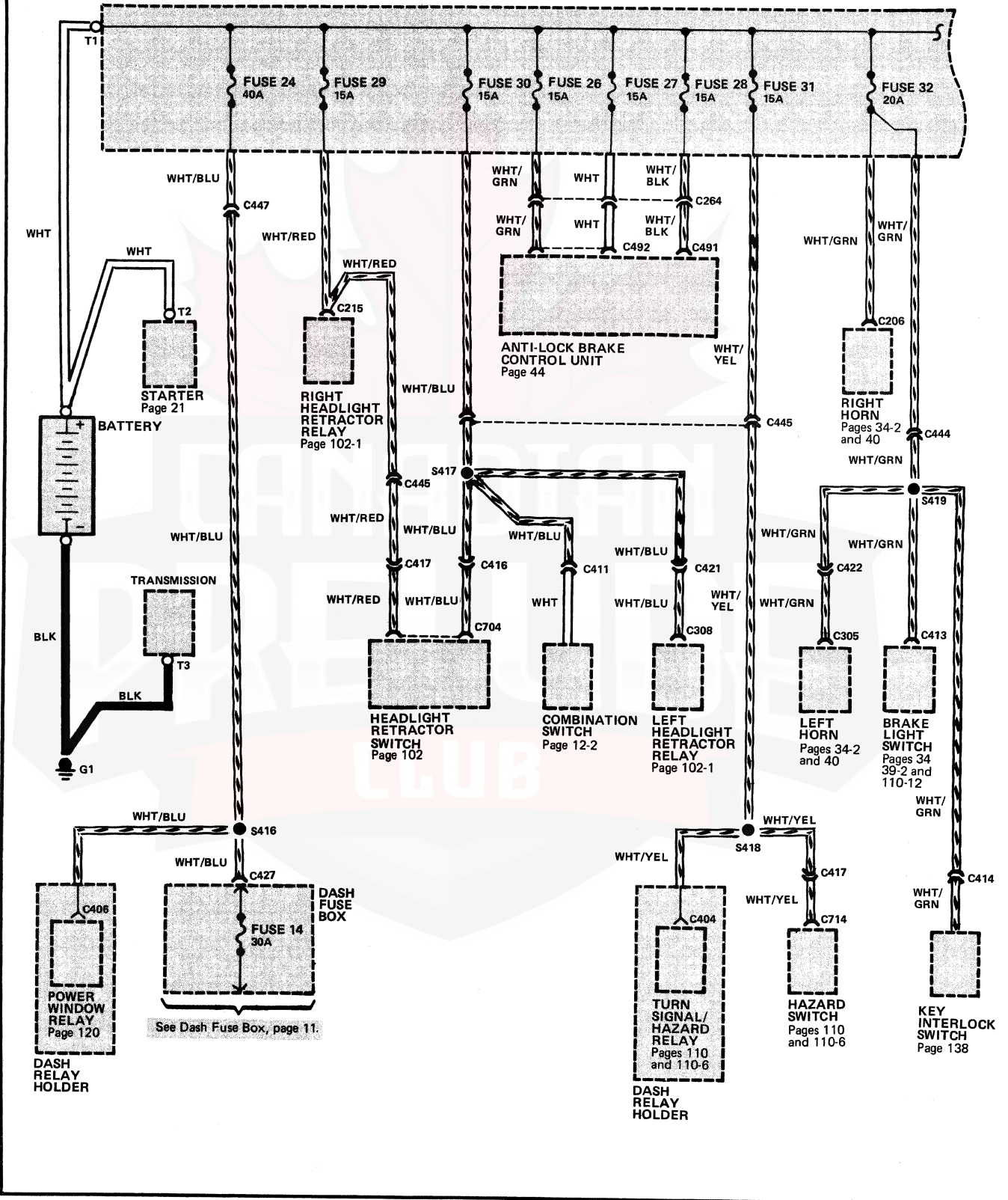
Dash Fuse Box



Fuse Number	Amps	Circuit/Component Protected
1 (A/T)	7.5	Warning display; starter solenoid; PGM-FI electronic control unit; PGM-FI main relay
2	10	Stereo radio cassette player; cigarette lighter relay
3 (M/T)	7.5	Warning display; starter solenoid; PGM-FI electronic control unit; PGM-FI main relay
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 relay; integrated control unit; driver's door outer handle switch
9	15	Fog lights; daytime running lights relay
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; fan control unit; emission control solenoid valves
13	10	Integrated 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; vehicle speed sensor
14	30	Sunroof motors
15	15	Combination switch
16	7.5	Daytime running lights relay
17	15	Power mirrors; fan control unit; ABS relays
18	10	Rear window defogger; heater controls; A/C controls

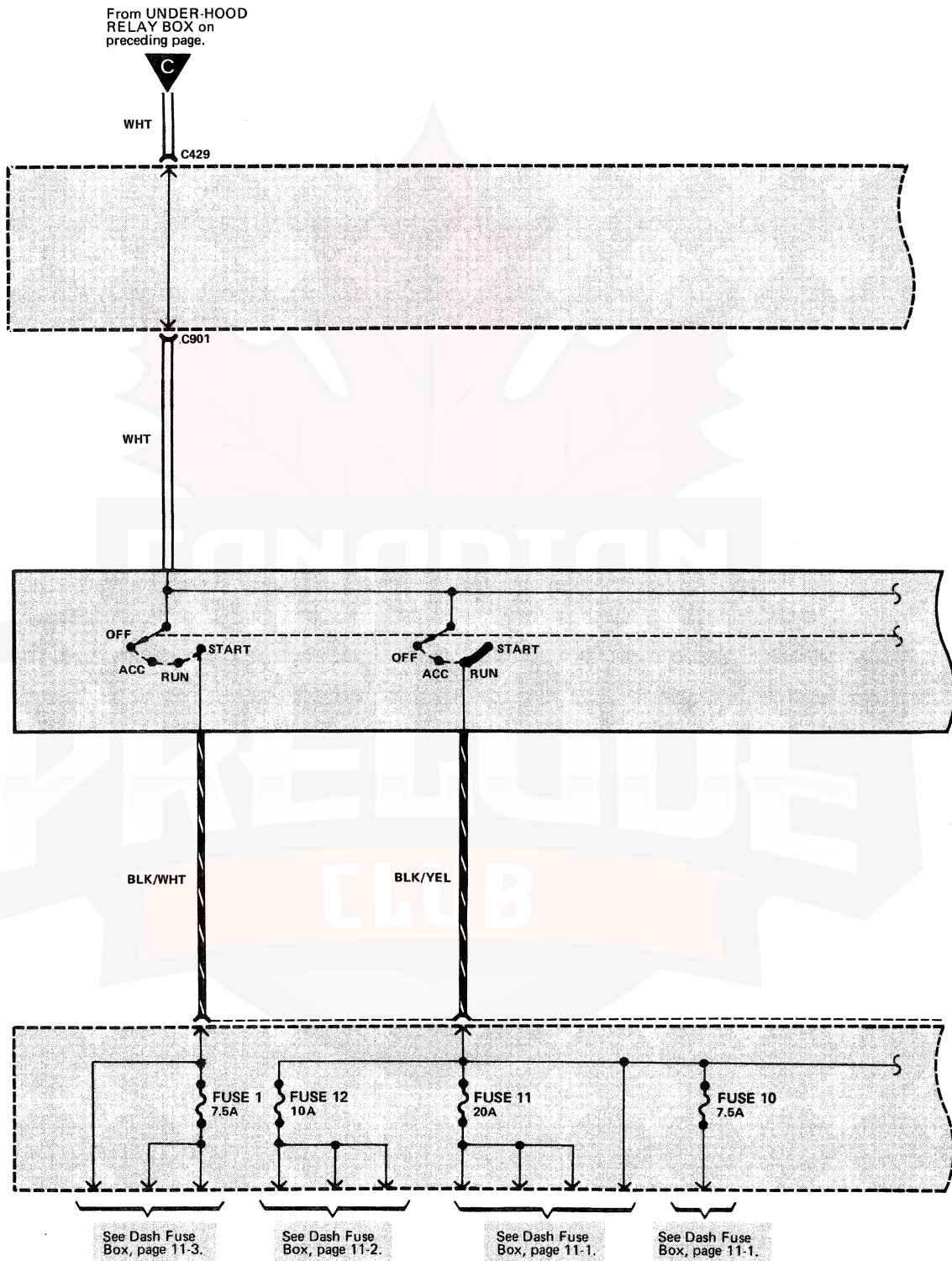
Power Distribution

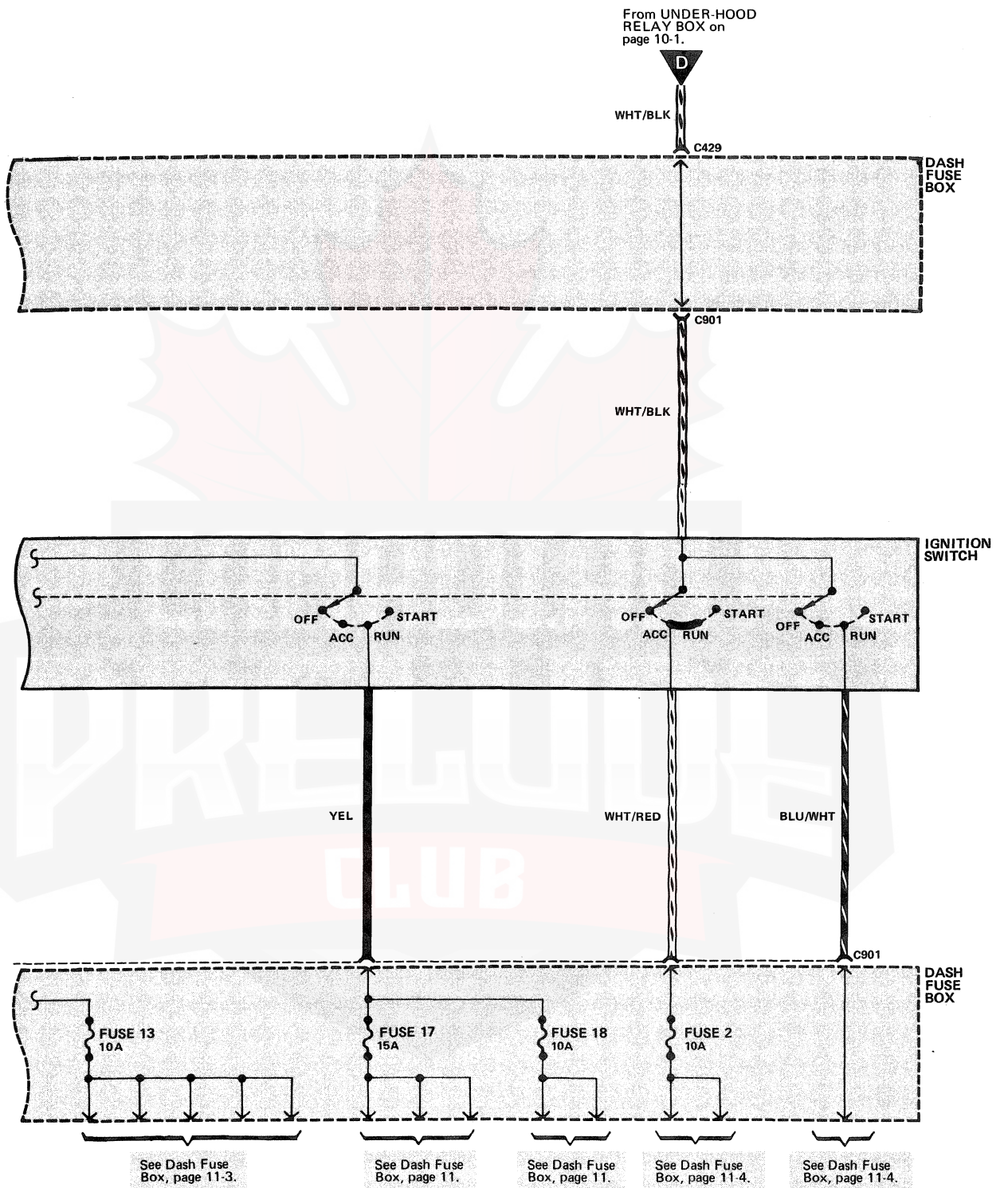
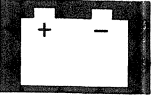
Circuit Schematic



Power Distribution

Circuit Schematic (cont'd)





Power Distribution

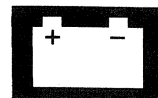
Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

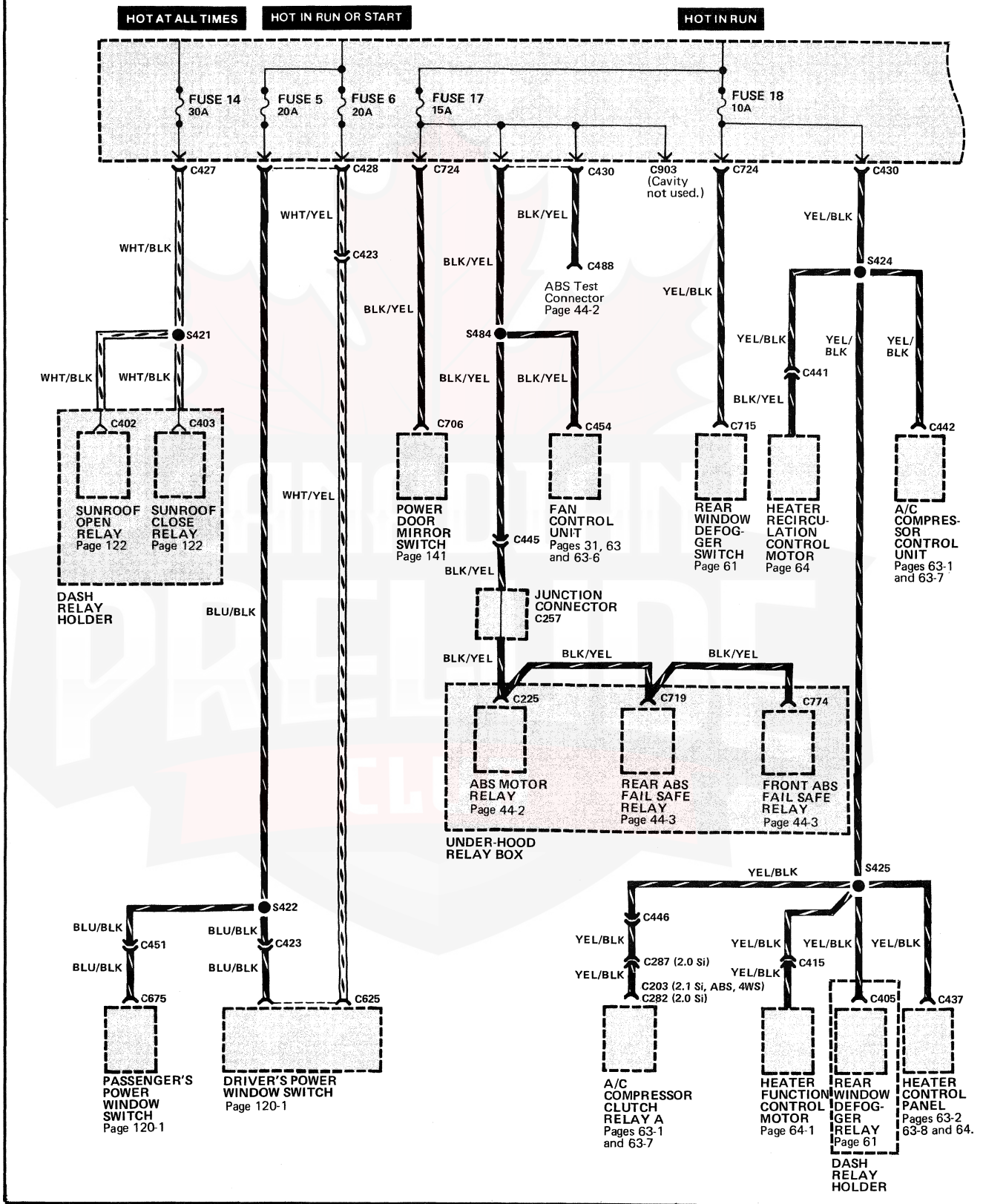
ABS Motor Relay	35	PGM-FI Main Relay	65
Right side of engine compartment, in under-hood relay box		Below left side of dash, left of dash fuse box	
Alternator	1	Power Antenna Motor	115
Left front of engine		Right side of trunk	
Anti-lock Brake Control Unit	83	Power Window Relay	62
Below center of dash, front of center console		Below left side of dash, on dash relay holder	
Automatic Transmission Control Unit (2.0 Si) . .	84	Radiator Fan Relay	11
Below center of dash		Right side of engine compartment, in under-hood relay box	
Automatic Transmission Control Unit (2.1 Si) . .	98	Rear Window Defogger Relay	61
Below right front footrest, under carpet		Below left side of dash, on dash relay holder	
Brake Light Switch	69	Retractable Headlight Control Unit	87
Below left side of dash, on brake pedal support		Behind right side of dash, right of glove box	
CD Player		Right Headlight Retractor Relay	12
Above radio		Right front corner of engine compartment	
Condenser Fan Relay	11	Right Horn	52
Right side of engine compartment, in under-hood relay box		Behind right side of front bumper	
Dash Fuse Box	63	Starter	14
Behind dash, left of steering column		Lower right side of engine	
Dash Relay Holder	62	Turn Signal/Hazard Relay	60
Below left side of dash, at kick panel		Below left side of dash, on dash relay holder	
Dimmer Relay	10	Under-hood Relay Box	34
Right side of engine compartment, in under-hood relay box		Right side of engine compartment, forward of strut tower	
Fan Control Unit	92	C105 (4-WHT)	2
Below right side of dash, on kick panel		Left front of engine, on alternator	
Ignition Switch	71	C238 (8-WHT)	17
Top right side of steering column, behind steering column covers		Right side of engine compartment, on bracket, behind battery	
Key Interlock Switch	72	C253 (17-WHT) (2.0 Si)	96
Top right side of steering column, on ignition switch		Below right front footrest, on PGM-FI electronic control unit	
Left Headlight Retractor Relay	5	C253 (22-GRY) (2.1 Si)	98
Left front corner of engine compartment		Below right front footrest, on PGM-FI electronic control unit	
Left Horn	51	C264 (14-PNK)	93
Behind left side of front bumper		Below right side of dash	
Mast Antenna Retractor Relay	118	C411 (14-GRN)	63
Right side of trunk		Behind left side of dash, on right side of dash fuse box	
PGM-FI Electronic Control Unit	97		
Below passenger's footrest, under carpet			

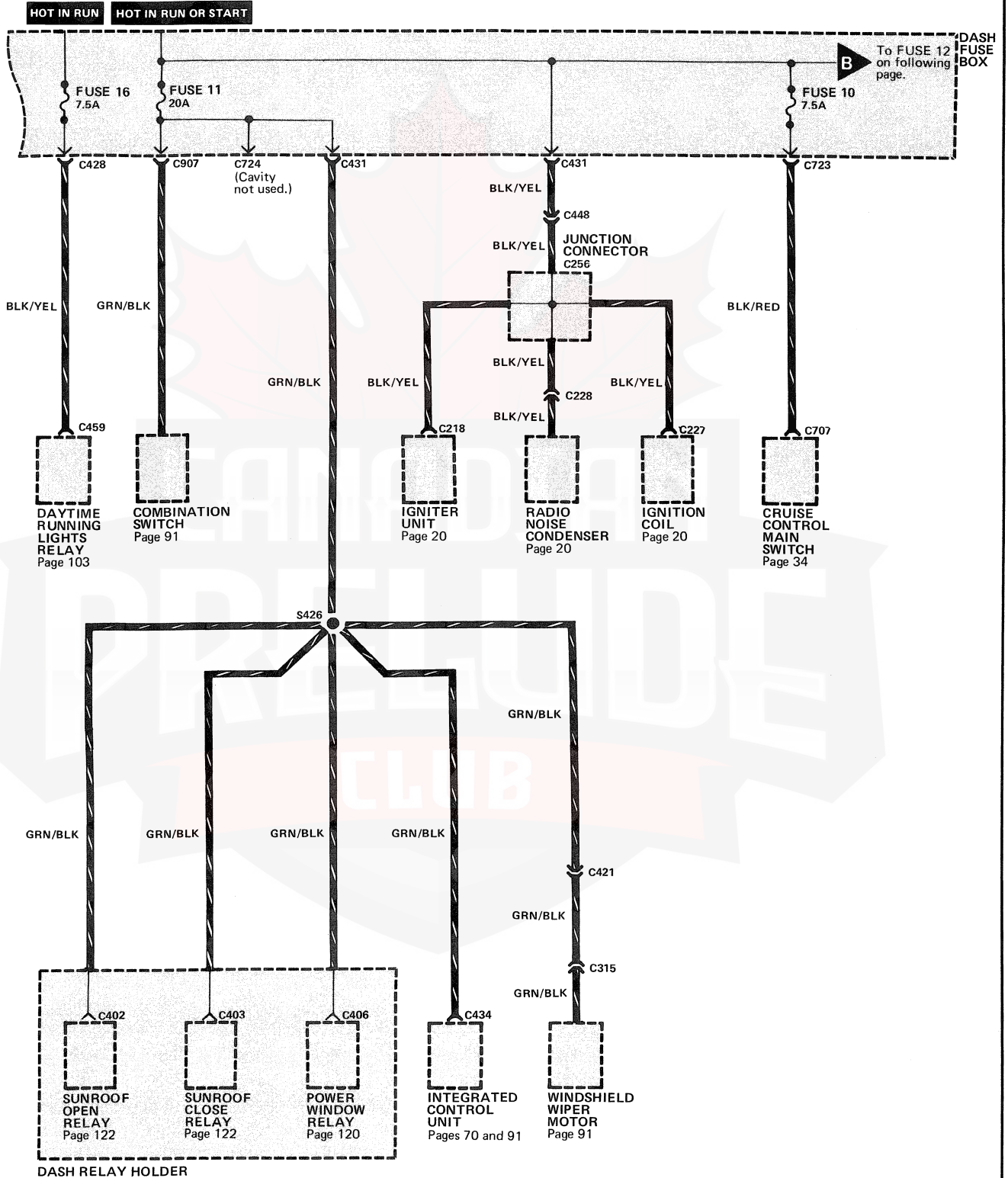
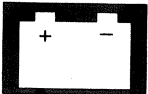


C414 (13-WHT)	74	C901 (7-WHT)	64
Below dash, right of steering column		Behind left side of dash, on front right side of dash fuse box	
C416 (22-WHT)	74	G1	16
Below dash, right of steering column		Lower right front of engine compartment, on frame	
C417 (24-WHT)	74	T1	10
Below dash, right of steering column		Right side of engine compartment, in under-hood relay box	
C421 (20-WHT)	59	T2	14
Below left side of dash, at kick panel		Lower right side of engine, on starter solenoid	
C422 (4-WHT)	59	T3	16
Below left side of dash, at kick panel		On lower right front of transmission	
C426 (7-YEL)	67	T101	2
Below left side of dash, on rear of dash fuse box		Left front of engine, on alternator	
C427 (6-YEL)	67	T102	11
Below left side of dash, on rear of dash fuse box		Right side of engine compartment, in under-hood relay box	
C429 (3-YEL)	67		
Below left side of dash, on rear of dash fuse box			
C444 (4-WHT)	94		
Below right side of dash			
C445 (22-WHT)	94		
Below right side of dash			
C447 (3-WHT)	93		
Below right side of dash			
C448 (7-WHT)	93		
Below right side of dash			
C449 (18-WHT)	94		
Below right side of dash			
C466 (12-GRY)	98		
Below left front footrest, on automatic transmission control unit			
C486 (13-WHT)	116		
Top right side of trunk			
C491 (5-WHT)	83		
Below center of dash, on anti-lock brake control unit			
C492 (21-WHT)	83		
Below center of dash, on anti-lock brake control unit			
C501 (4-WHT) (Without Rear Spoiler)	116		
Right side of trunk			
C501 (8-WHT) (With Rear Spoiler)	116		
Right side of trunk			

Dash Fuse Box

Circuit Schematic

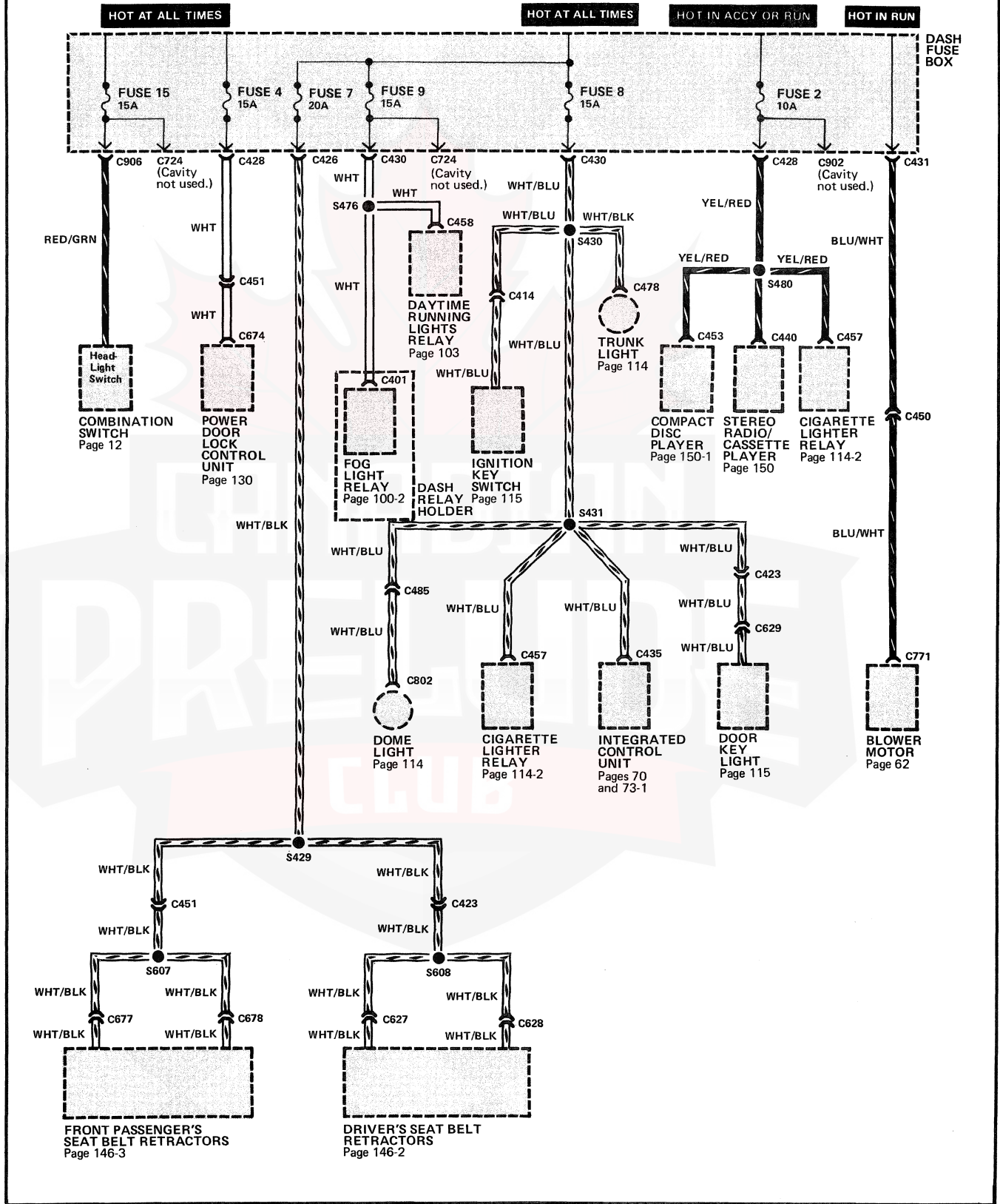




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Dash Fuse Box

Circuit Schematic (cont'd)





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

A/C Compressor Clutch Relay A	20	Fan Control Unit.	92
Right front corner of engine compartment, mounted on battery tray		Below right side of dash, on kick panel	
A/C Compressor Control Unit	87	Fog Light Relay	60
Behind dash, right of glove box		Below left side of dash, on dash relay holder	
ABS Motor Relay	35	Front ABS Fail Safe Relay.	35
Right side of engine compartment, in under-hood relay box		Right side of engine compartment, in under-hood relay box	
ABS Test Connector C488 (6-PNK)	88	Front Passenger's Seat Belt Retractors	109
Behind front right side of console		In rear portion of right front door	
Alternator	1	Heater Function Control Motor	76
Left front of engine		Behind center of dash, on left side of heater assembly	
Automatic Transmission Control Unit (2.0 Si)	84	Heater Recirculation Control Motor.	87
Below center of dash		Behind right side of dash	
Automatic Transmission Control Unit (2.1 Si)	98	Igniter Unit	34
Below right front footrest, under carpet		Right side of engine compartment, top of strut tower	
Back Up Lights Switch		Ignition Coil	43
Top right side of transmission		Right rear of engine compartment, on top of strut tower	
Blower Motor	91	Ignition Key Switch	70
Below right side of dash		Top left side of steering column, part of ignition switch	
CD Player		Integrated Control Unit (2.0 Si)	84
Above radio		Below center of dash	
Cigarette Lighter Relay.	68	Integrated Control Unit (2.1 Si)	80
Below left side of dash, at kick panel, below cruise control unit		Below center of dash	
Control Box	46	Junction Connector C256 (4-RED)	95
Right rear of engine compartment		Below right side of dash, near kick panel	
Dash Fuse Box.	63	Junction Connector C257 (20-BLK).	95
Behind dash, left of steering column		Below right side of dash, near kick panel	
Dash Relay Holder	62	Junction Connector C726 (20-BLU).	73
Below left side of dash, at kick panel		Behind right side of gauge assembly, taped to harness	
Daylight Running Lights Relay	61	Neutral Safety Switch	86
Below left side of dash, on dash relay holder		Below console, left side of gear selector lever	
Driver's Door Outer Handle Switch	103	PGM-FI Electronic Control Unit.	97
In rear portion of left front door, part of latch assembly		Below passenger's footrest, under carpet	
Driver's Seat Belt Retractors.	104	PGM-FI Main Relay	65
In rear portion of left front door		Below left side of dash, left of dash fuse box	
Electronic Air Control Valve (EACV)	27	Power Door Lock Control Unit.	107
Top of engine		In top front portion of right front door	
		Power Window Relay	62
		Below left side of dash, on dash relay holder	

Dash Fuse Box

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

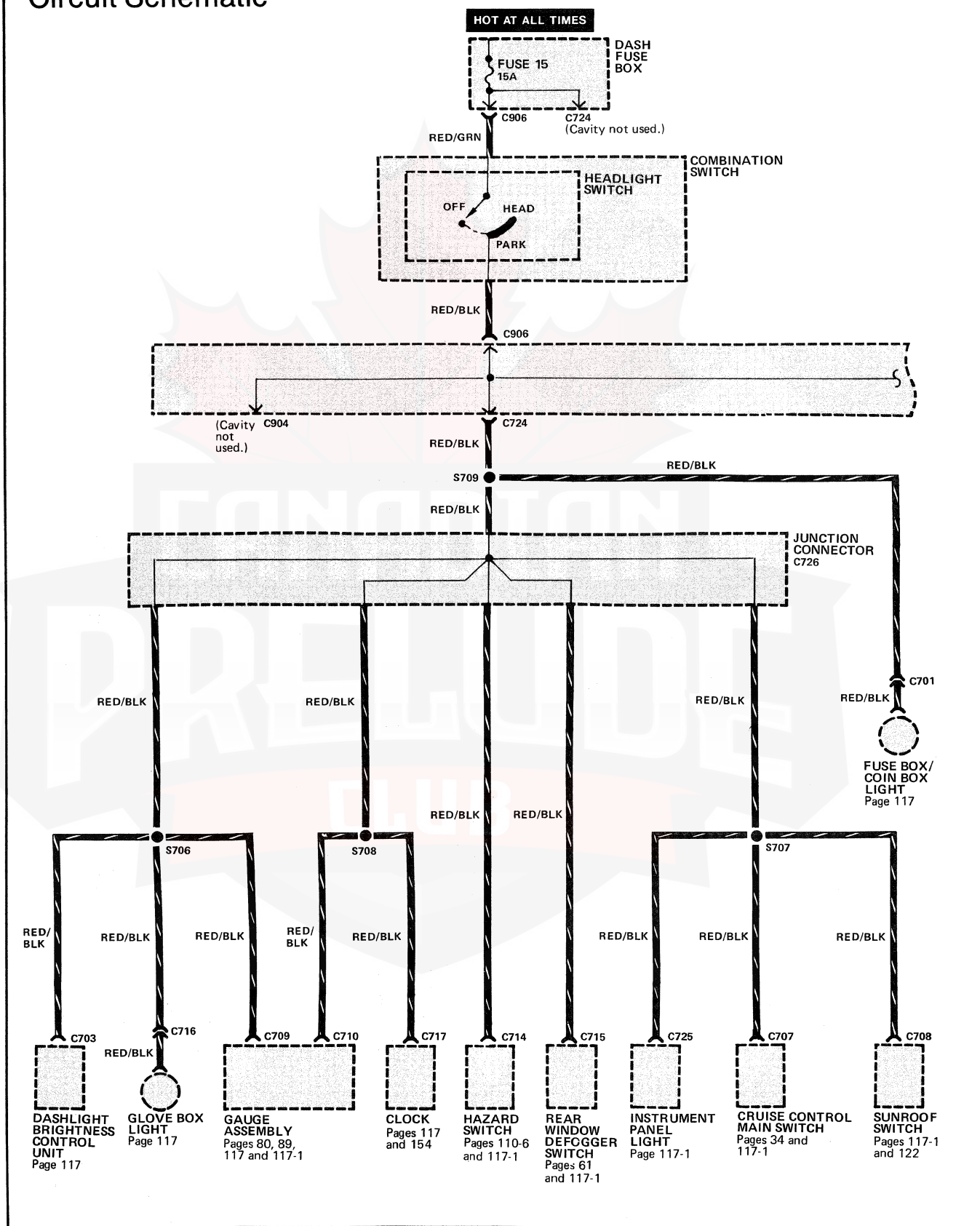
Purge Cut-Off Solenoid Valve (2.0 Si)	32	C228 (1-BLK)	44
Right rear of engine compartment, below control box		Right rear of engine compartment, top of strut tower	
Radio Noise Condenser A.	43	C234 (4-WHT)	43
Right rear of engine compartment, on ignition coil		Right rear corner of engine compartment, on control box bracket	
Rear ABS Fail Safe Relay	35	C235 (14-WHT).	33
Right side of engine compartment, in under-hood relay box		Right rear corner of engine compartment	
Rear Window Defogger Relay	61	C238 (8-WHT)	17
Below left side of dash, on dash relay holder		Right side of engine compartment, on bracket, behind battery	
Seat Belt Beeper/Reminder Assembly	75	C240 (2-WHT) (2.0 Si).	40
Center of windshield header		Right front of engine compartment, on bracket, behind battery	
Shift Lock Solenoid	85	C242 (2-WHT)	32
Below front right side of console		Right rear of engine compartment, below control box	
Shift Position Console Switch	86	C252 (16-GRY) (2.1 Si)	98
Below console, left side of gear selector lever		Below right front footrest, on PGM-FI electronic control unit	
Starter Relay	68	C252 (20-BLK) (2.0 Si)	96
Behind left side of dash, at kick panel, above cruise control unit		Below right front footrest, on PGM-FI electronic control unit	
Sunroof Close Relay	62	C287 (14-WHT).	49
Below left side of dash, on dash relay holder		Behind right side of front bumper, below headlight	
Sunroof Open Relay	61	C315 (5-WHT).	7
Below left side of dash, on dash relay holder		Left rear corner of engine compartment	
Under-hood Relay Box	34	C414 (13-WHT).	74
Right side of engine compartment, forward of strut tower		Below dash, right of steering column	
Vehicle Speed Sensor	45	C415 (8-WHT).	76
On right rear of transmission		Behind center of dash, left side of heater assembly	
Windshield Wiper Motor	7	C421 (20-WHT).	59
Left rear corner of engine compartment		Below left side of dash, at kick panel	
C105 (4-WHT).	2	C423 (18-WHT).	58
Left front of engine, on alternator		Behind left kick panel	
C111 (1-BLK)		C426 (7-YEL)	67
Right side of engine compartment, above transmission		Below left side of dash, on rear of dash fuse box	
C129 (3-GRY).	45	C427 (6-YEL)	67
Lower right side of engine compartment, above transmission		Below left side of dash, on rear of dash fuse box	
C227 (2-GRY).	46	C428 (14-YEL)	67
Right rear corner of engine compartment, on ignition coil		Below left side of dash, on rear of dash fuse box	
		C430 (10-YEL)	67
		Below left side of dash, on rear of dash fuse box	
		C431 (4-YEL)	67
		Below left side of dash, on rear of dash fuse box	

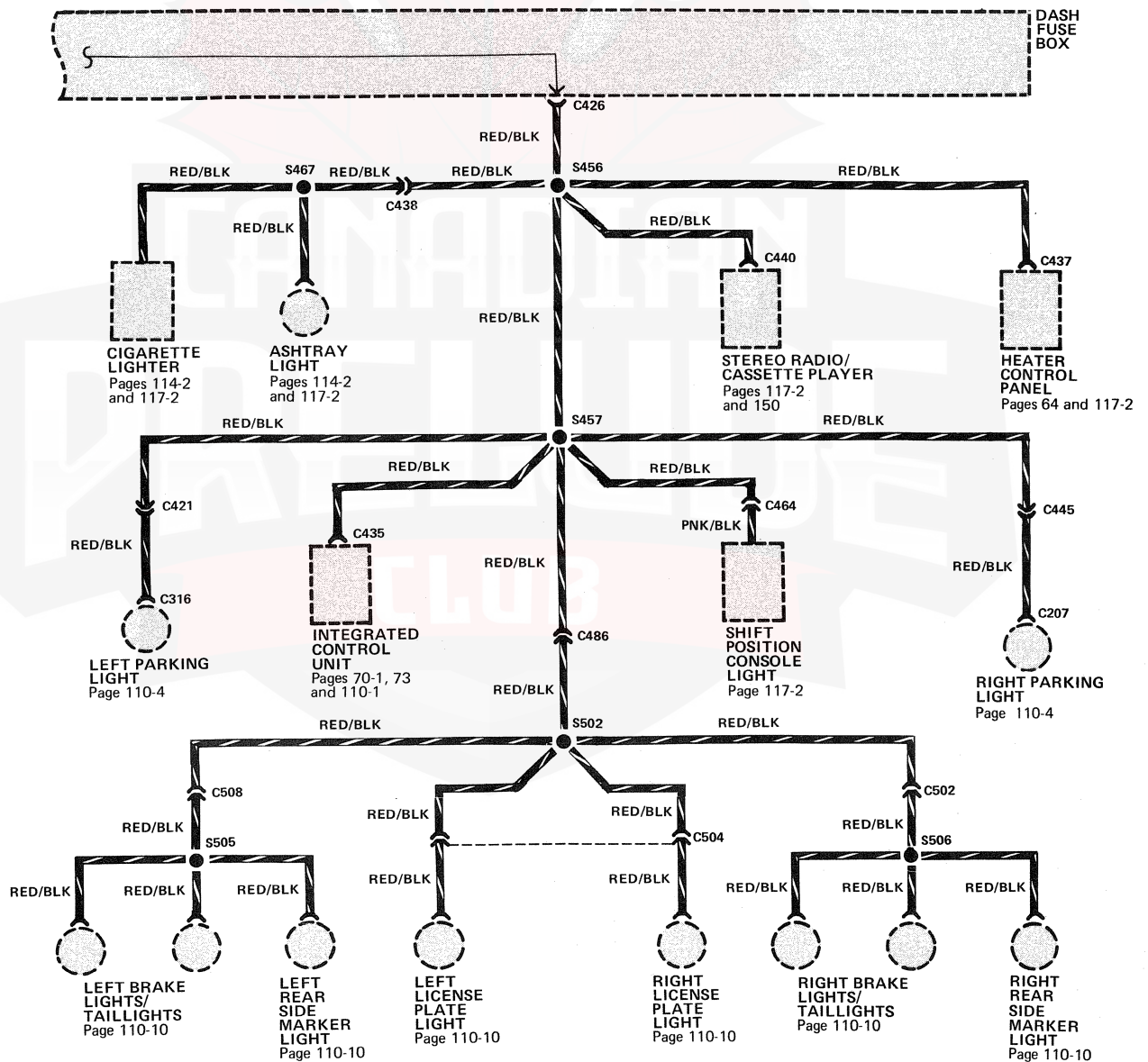
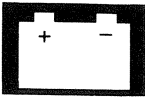


C434 (4-WHT)	80	C709 (16-BLU)	56
Below center of dash, on integrated control unit		Behind top left side of dash, on rear of gauge assembly	
C435 (16-BLU)	80	C710 (16-YEL)	56
Below center of dash, on integrated control unit		Behind top left side of dash, on rear of gauge assembly	
C437 (16-GRN)	78	C723 (4-WHT)	66
Behind center of dash, on rear of heater control panel		Below left side of dash, on front right side of dash fuse box	
C438 (4-WHT)	77	C724 (14-WHT)	64
Behind center of dash, behind front of console		Behind left side of dash, on front right side of dash fuse box	
C441 (4-WHT)	91	C906 (8-WHT)	64
Below right side of dash		Behind left side of dash, on front right side of dash fuse box	
C445 (22-WHT)	94	C907 (10-WHT)	64
Below right side of dash		Behind left side of dash, on front right side of dash fuse box	
C446 (23-BLU)	93		
Below right side of dash			
C448 (7-WHT)	93		
Below right side of dash			
C450 (2-WHT)	91		
Below right side of dash			
C451 (16-WHT)	95		
Behind right kick panel			
C452 (4-WHT)	95		
Behind right kick panel			
C462 (10-WHT)	86		
Below left side of console, forward of gear selector			
C463 (4-WHT)	86		
Below left side of console, forward of gear selector			
C466 (12-GRY)	98		
Below left front footrest, on automatic transmission control unit			
C485 (8-WHT)	111		
Behind top right corner of rear seat			
C489 (3-WHT)	85		
Below front right side of console			
C627 (4-WHT)	104		
In rear portion of left front door			
C628 (4-WHT)	104		
In rear portion of left front door			
C629 (4-WHT)	105		
In rear portion of left front door			
C677 (4-WHT)	109		
In rear portion of right front door			
C678 (4-WHT)	109		
In rear portion of right front door			

Headlight Switch

Circuit Schematic

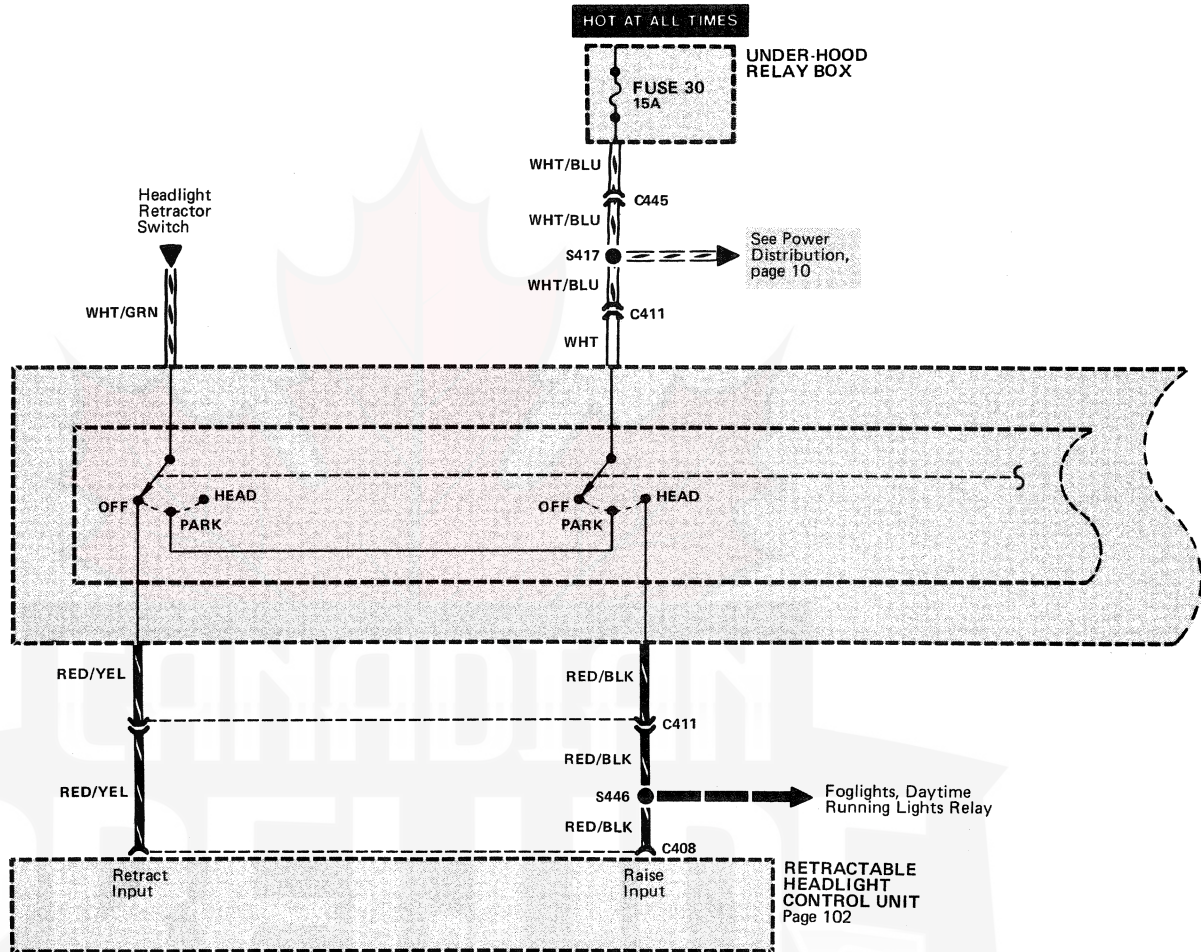


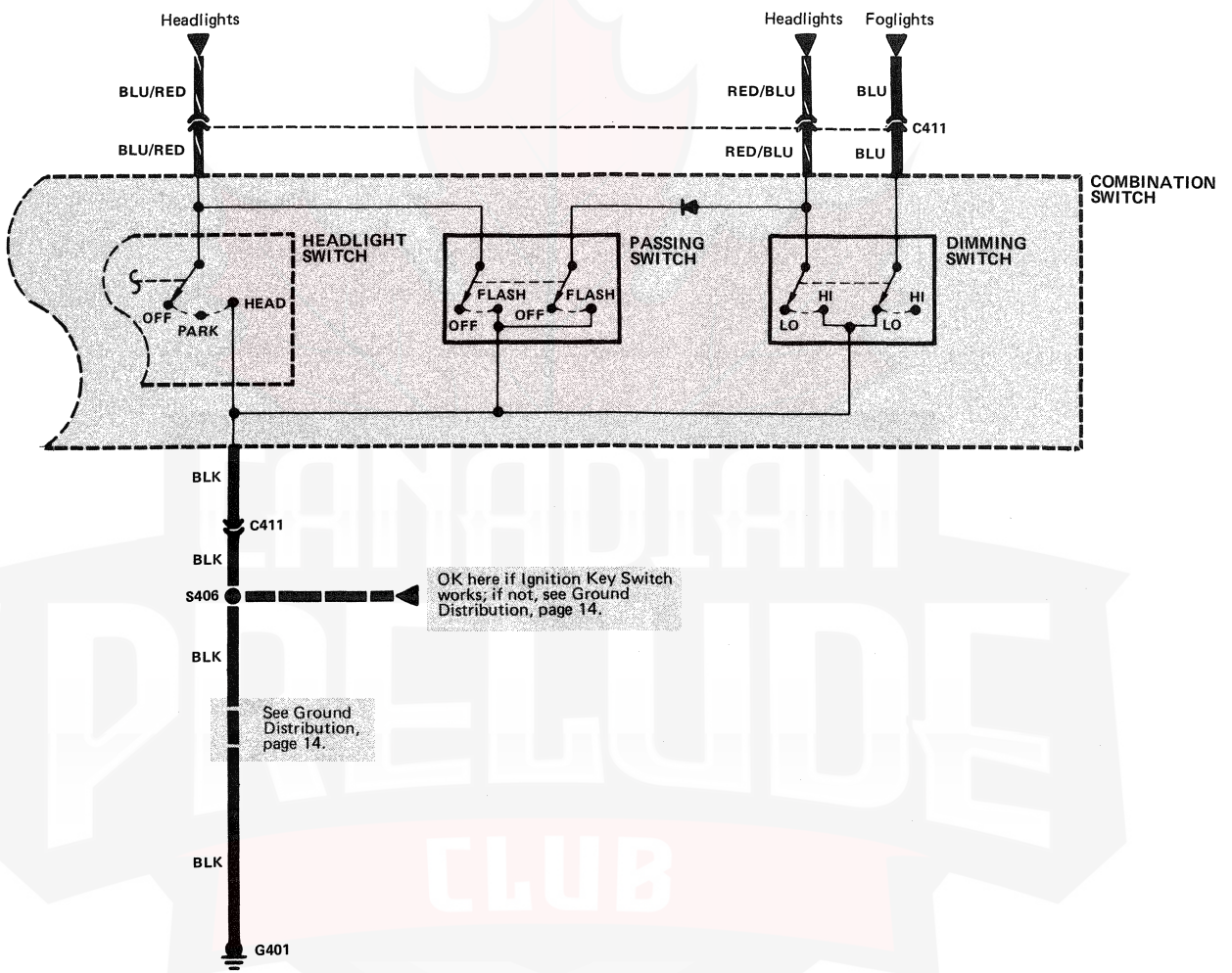
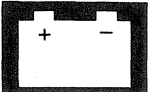


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Headlight Switch

Circuit Schematic (cont'd)





Headlight Switch

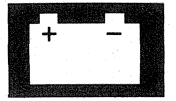
Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

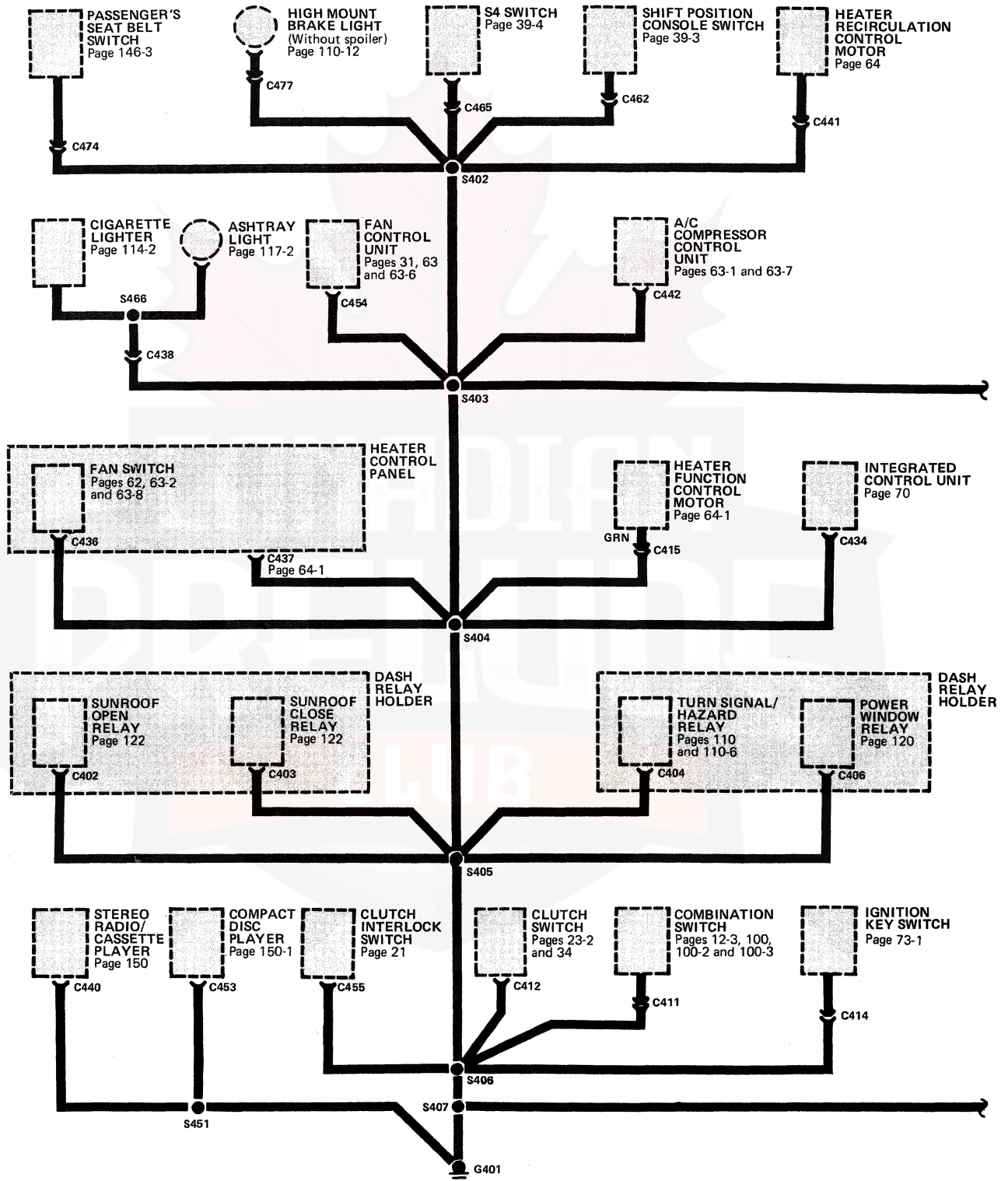
Dash Fuse Box.	63	C502 (8-GRY).	119
Behind dash, left of steering column		In right rear of trunk, behind maintenance door	
Dashlight Brightness Control Unit.	66	C504 (4-WHT)	123
Below left side of dash, on lower panel		Behind center of rear bumper	
Integrated Control Unit (2.0 Si)	84	C508 (8-GRY).	124
Below center of dash		In left rear of trunk, behind maintenance door	
Integrated Control Unit (2.1 Si)	80	C701 (4-WHT)	66
Below center of dash		Below left side of dash, behind lower panel	
Junction Connector C726 (20-BLU).	73	C709 (16-BLU)	56
Behind right side of gauge assembly, taped to harness		Behind top left side of dash, on rear of gauge assembly	
Retractable Headlight Control Unit	87	C710 (16-YEL)	56
Behind right side of dash, right of glove box		Behind top left side of dash, on rear of gauge assembly	
Under-hood Relay Box	34	C716 (2-GRN).	79
Right side of engine compartment, forward of strut tower		Behind right center of dash	
C411 (14-GRN).	63	C724 (14-WHT).	64
Behind left side of dash, on right side of dash fuse box		Behind left side of dash, on front right side of dash fuse box	
C417 (24-WHT).	74	C906 (8-WHT)	64
Below dash, right of steering column		Behind left side of dash, on front right side of dash fuse box	
C421 (20-WHT).	59		
Below left side of dash, at kick panel			
C426 (7-YEL)	67		
Below left side of dash, on rear of dash fuse box			
C435 (16-BLU)	80		
Below center of dash, on integrated control unit			
C437 (16-GRN).	78		
Behind center of dash, on rear of heater control panel			
C438 (4-WHT)	77		
Behind center of dash, behind front of console			
C445 (22-WHT).	94		
Below right side of dash			
C464 (2-WHT)	86		
Below left side of console, forward of gear selector			
C486 (13-WHT).	116		
Top right side of trunk			

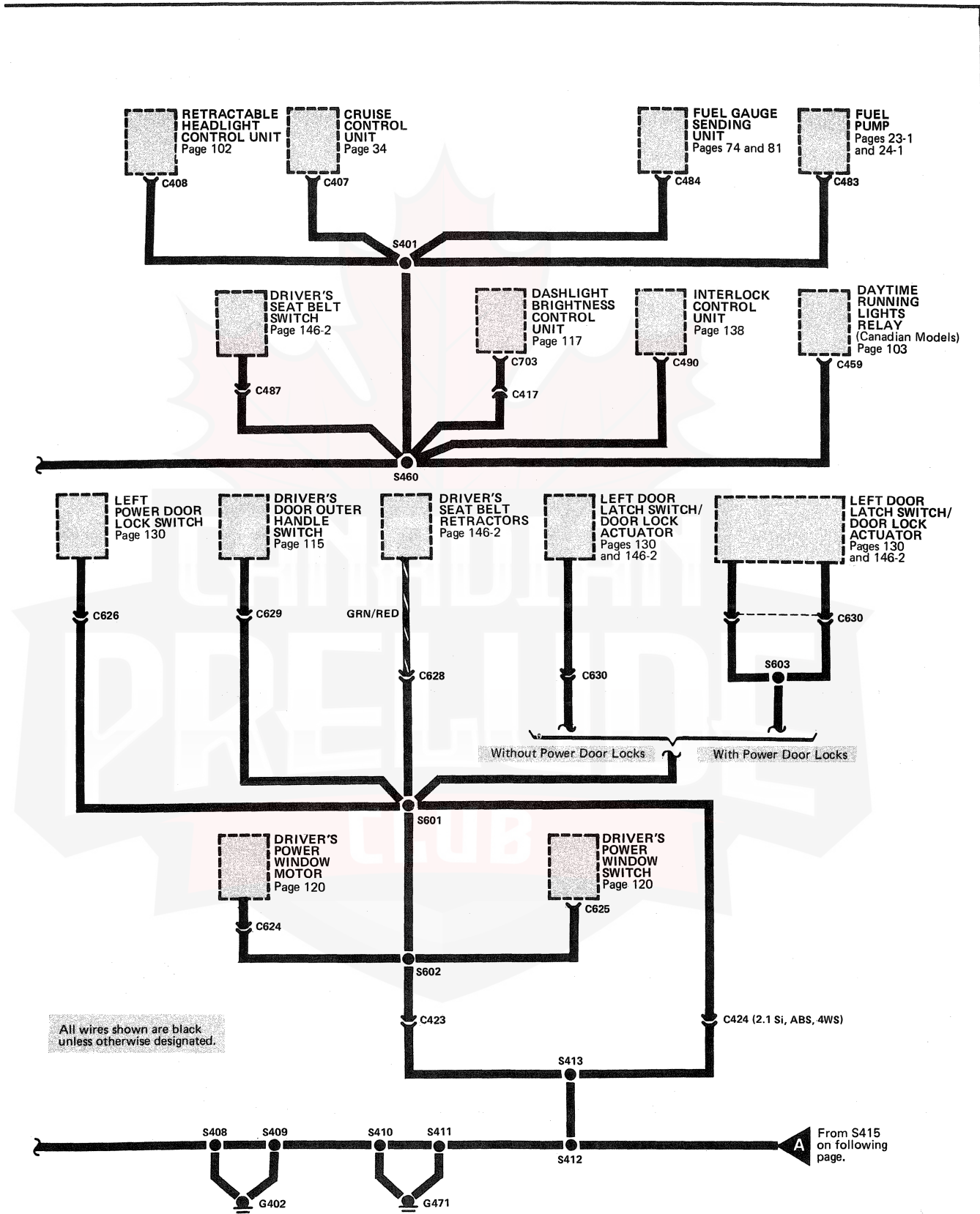
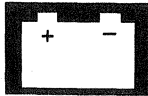


Ground Distribution: G401, G402 and G471

Circuit Schematic

All wires shown are black unless otherwise designated.





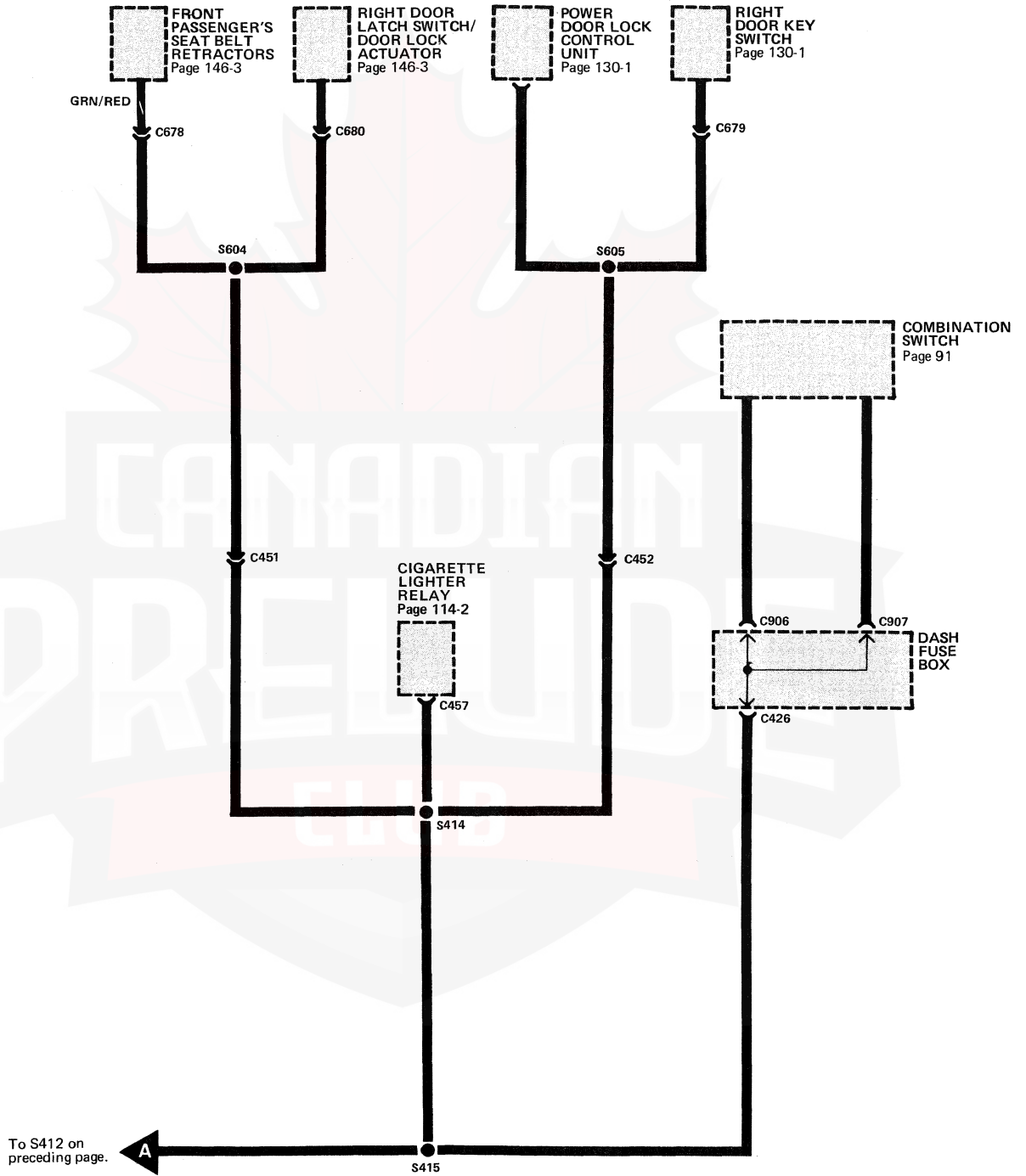
All wires shown are black unless otherwise designated.

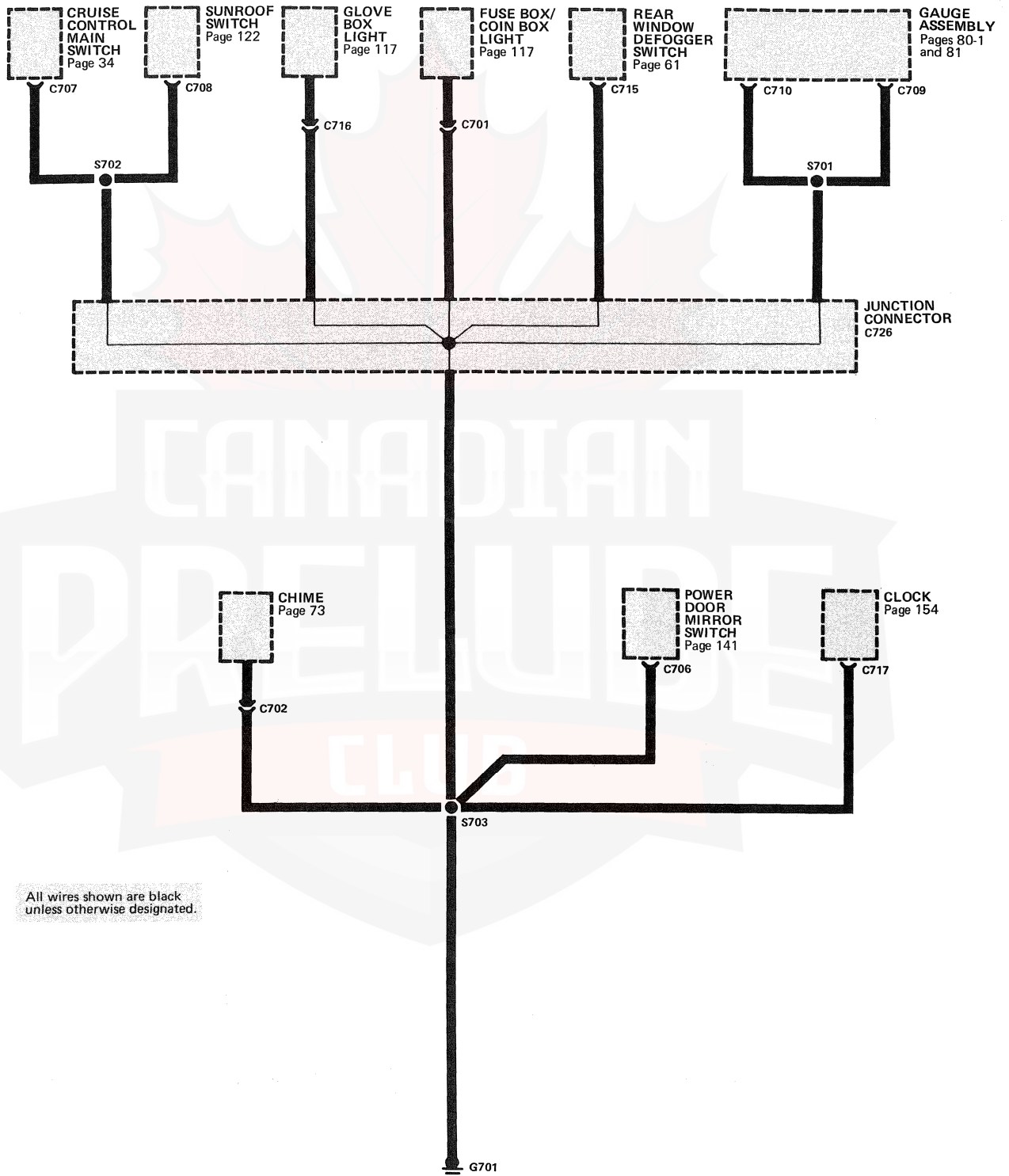
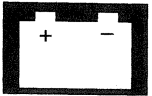
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Ground Distribution: G401, G402, G471 and G701

Circuit Schematic

All wires shown are black unless otherwise designated.





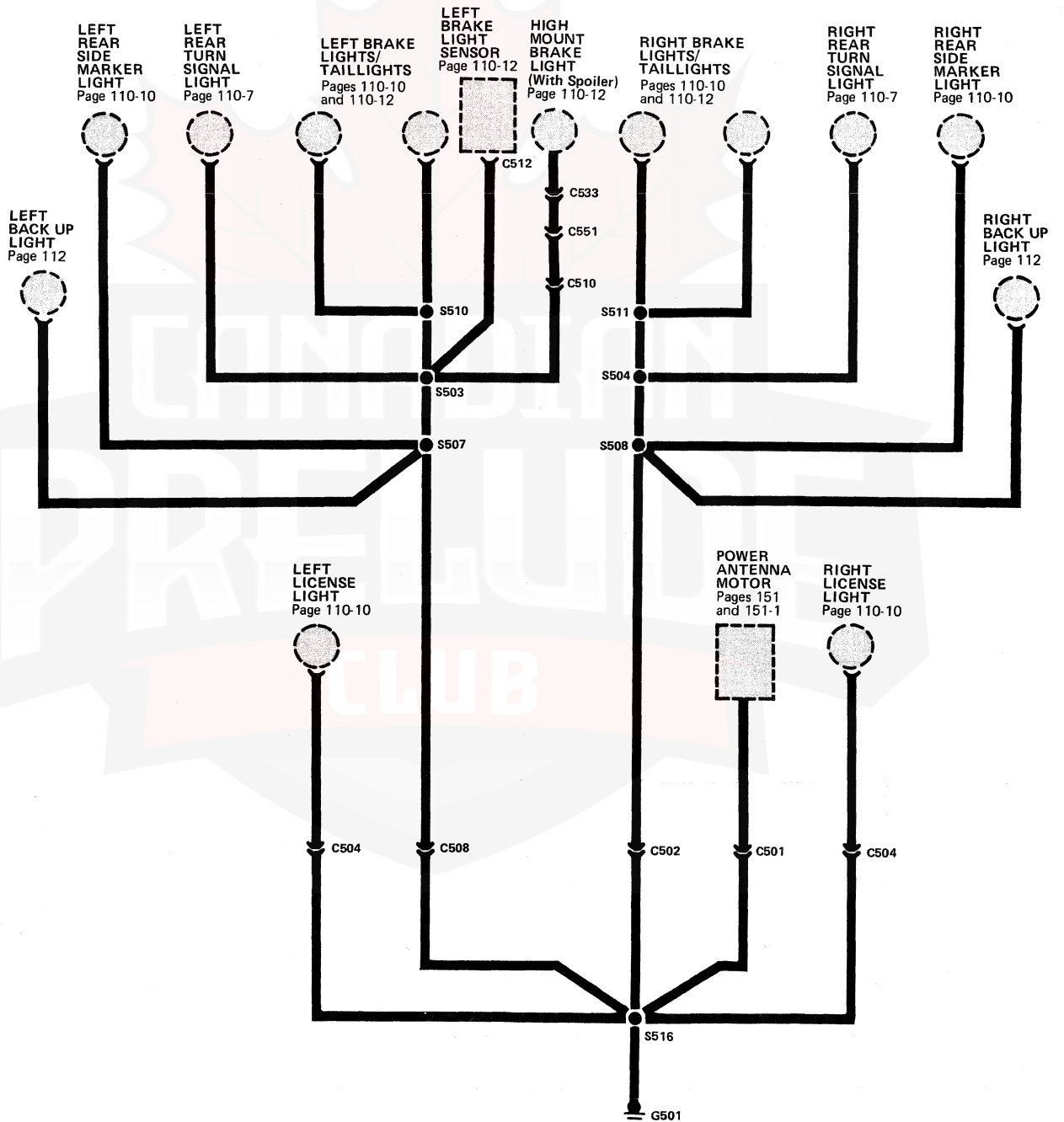
All wires shown are black unless otherwise designated.

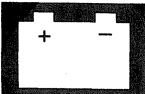
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Ground Distribution: G301 and G501

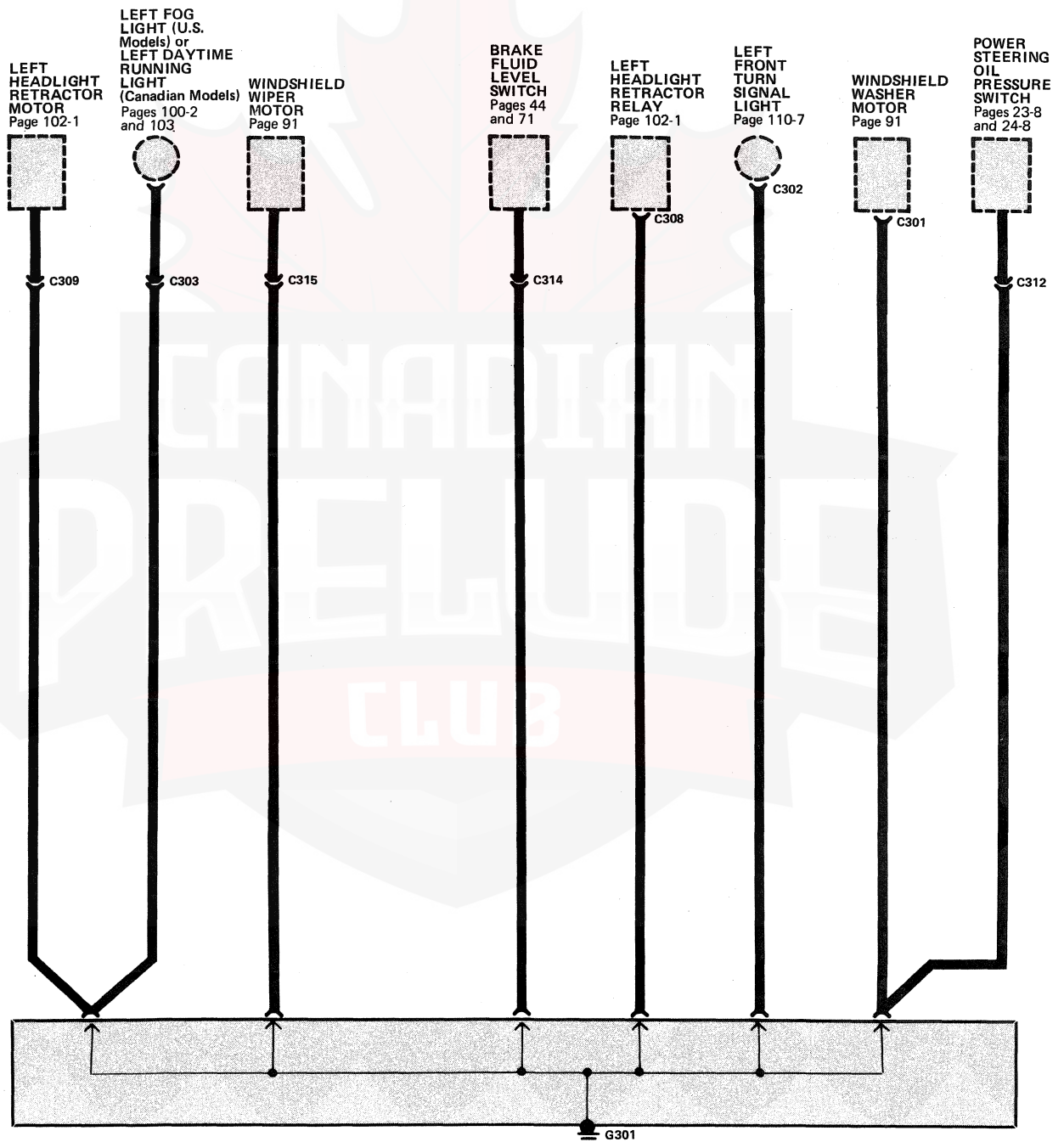
Circuit Schematic (cont'd)

All wires shown are black unless otherwise designated.





All wires shown are black unless otherwise designated.

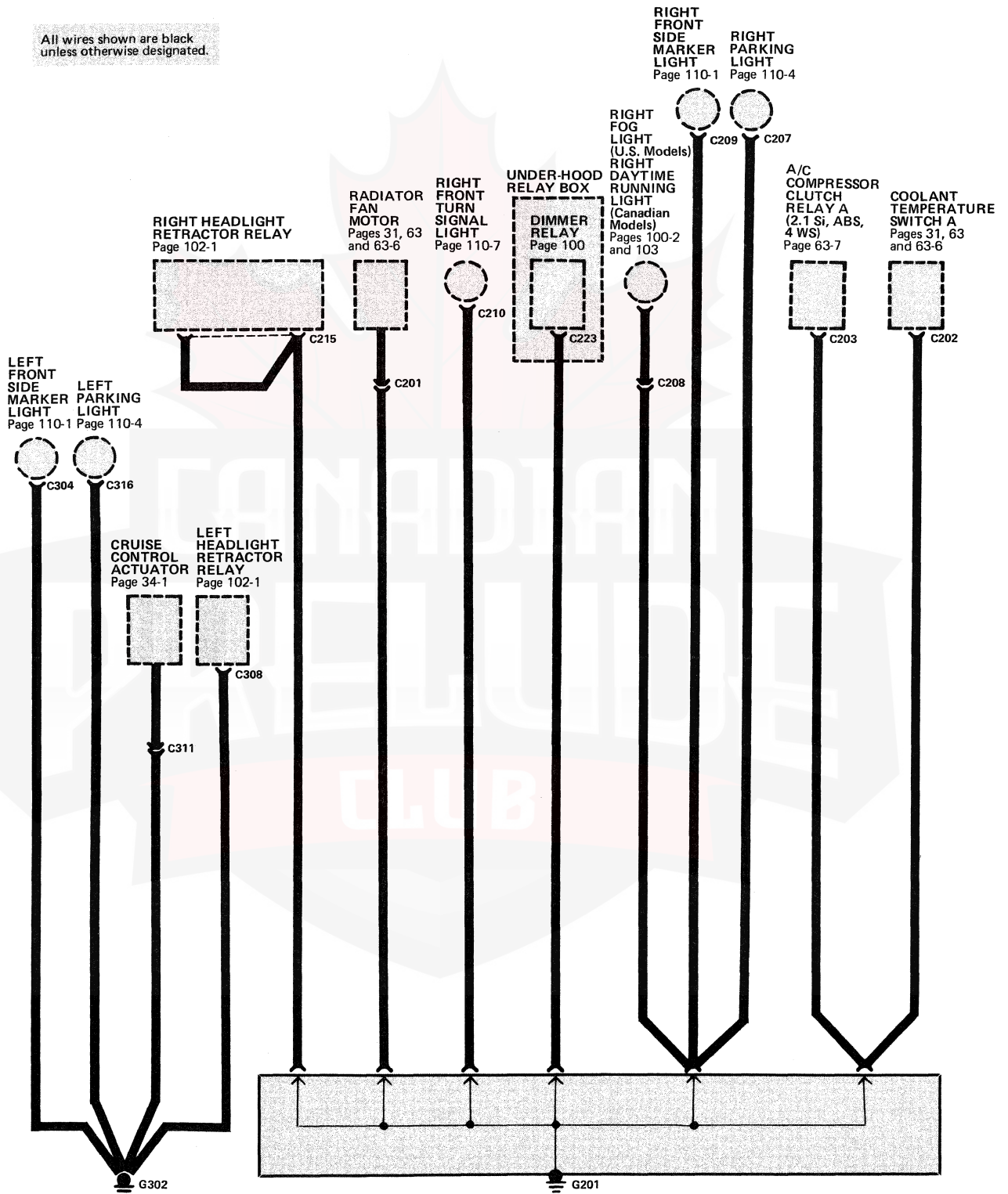


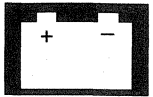
(cont'd)

Ground Distribution: G201, G202, G203 and G302

Circuit Schematic (cont'd)

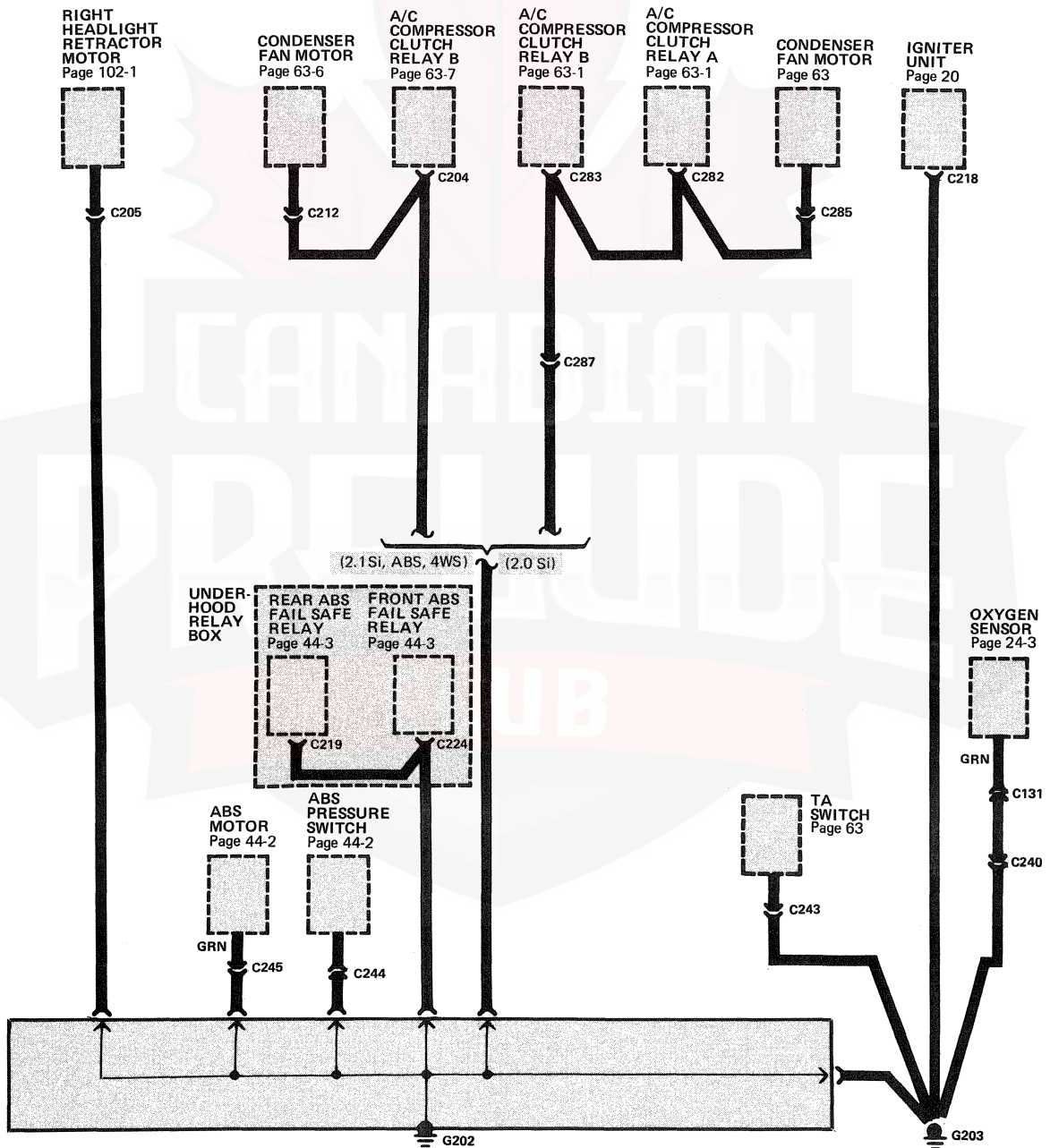
All wires shown are black unless otherwise designated.





All wires shown are black unless otherwise designated.

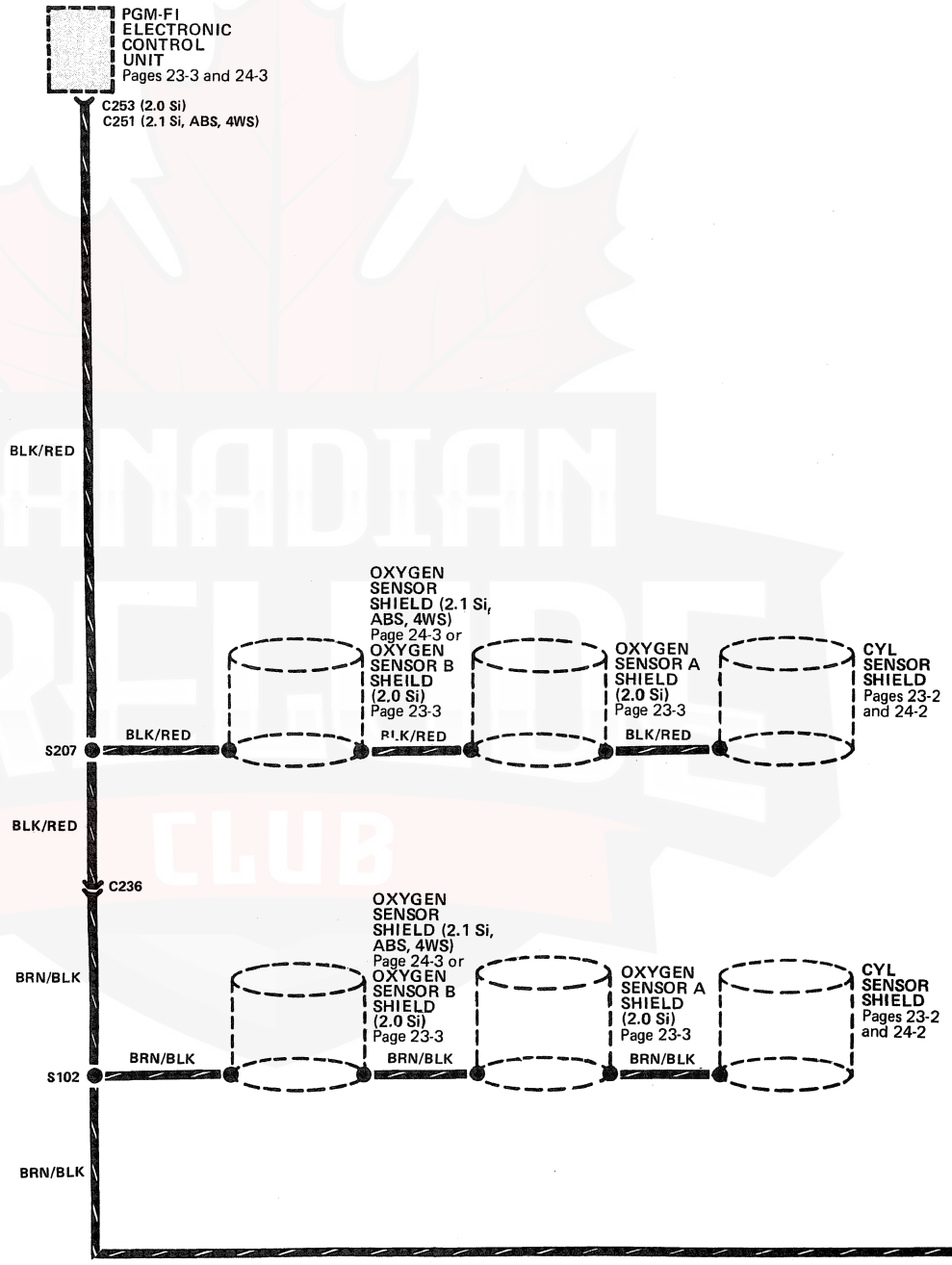
* (2.1 Si, ABS, 4WS)
** (2.0 Si)

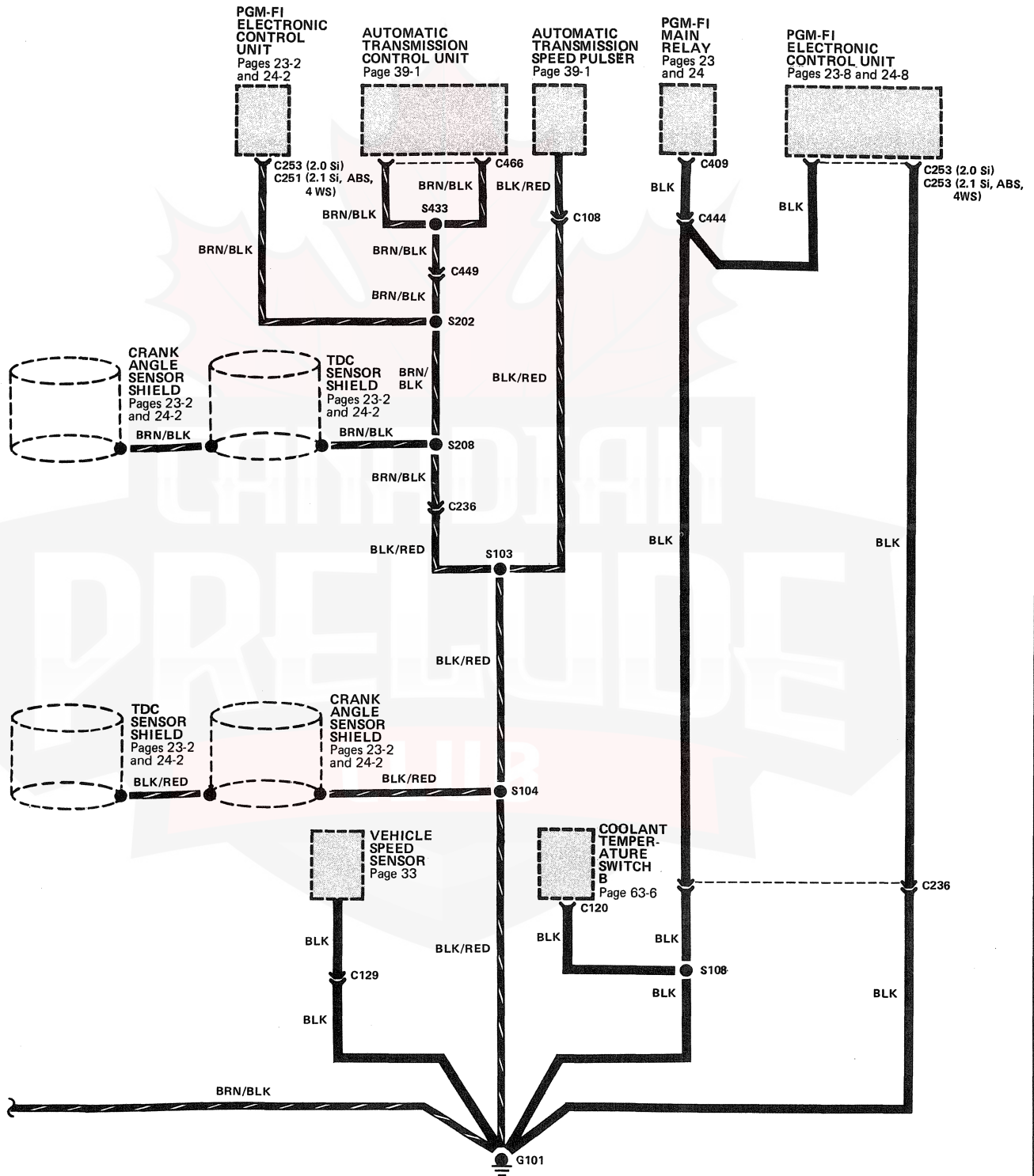
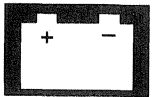


(cont'd)

Ground Distribution: G101

Circuit Schematic (cont'd)

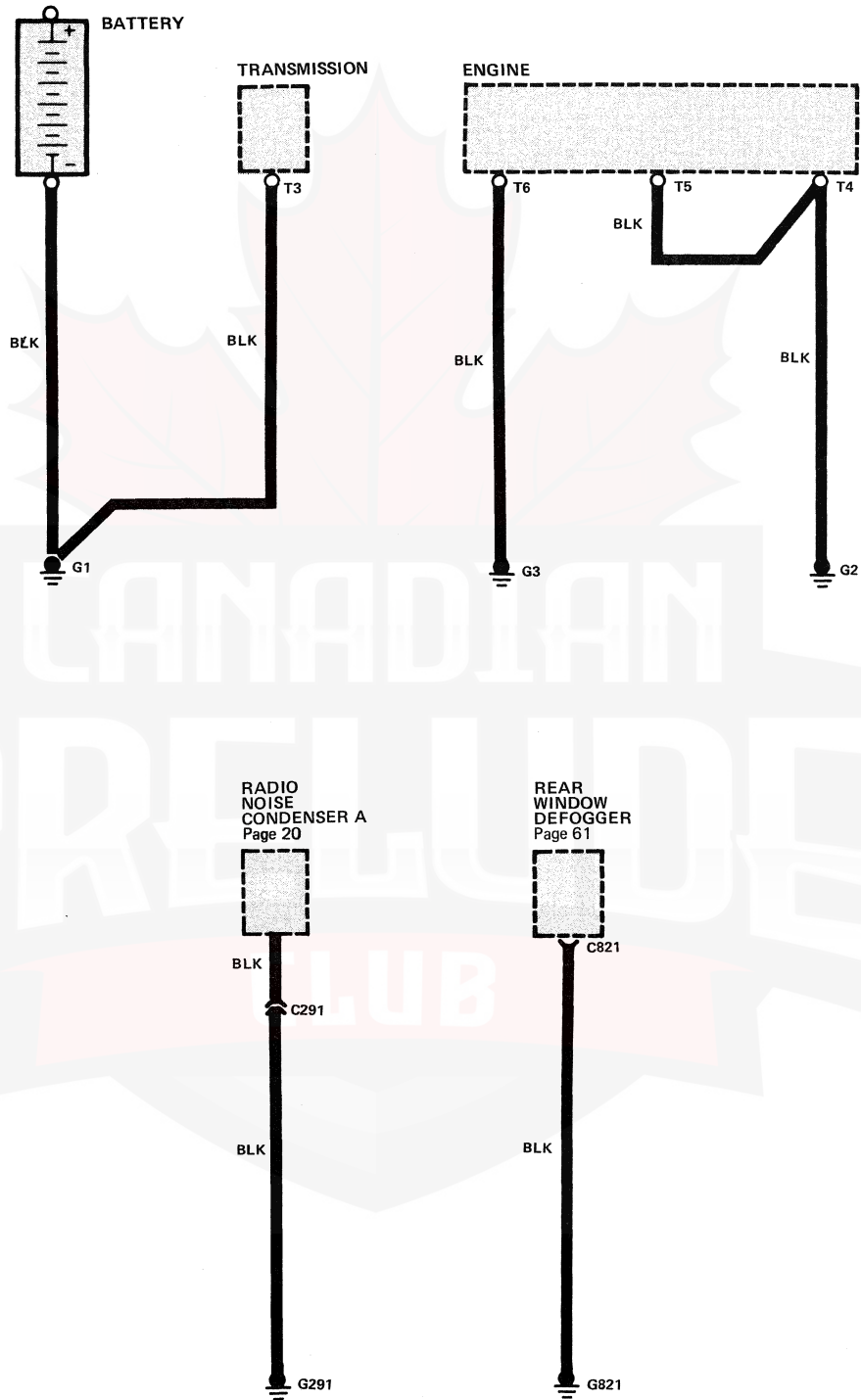


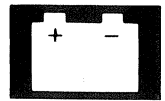


(cont'd)

Ground Distribution: G1, G2, G3, G291 and G821

Circuit Schematic (cont'd)





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

A/C Compressor Clutch Relay A	20	Coolant Temperature Switch B	47
Right front corner of engine compartment, mounted on battery tray		Top right front of engine	
A/C Compressor Clutch Relay B	20	Cruise Control Actuator	4
Right front corner of engine compartment, mounted on battery tray		Left front of engine compartment	
A/C Compressor Control Unit	87	Cruise Control Unit	68
Behind dash, right of glove box		Below left side of dash, at kick panel	
ABS Motor	41	Dash Fuse Box	63
Lower right front of engine compartment, below battery tray		Behind dash, left of steering column	
ABS Pressure Switch	41	Dash Relay Holder	62
Lower right front of engine compartment, below battery tray		Below left side of dash, at kick panel	
Automatic Transmission Control Unit (2.0 Si) . .	84	Dashlight Brightness Control Unit	66
Below center of dash		Below left side of dash, on lower panel	
Automatic Transmission Control Unit (2.1 Si) . .	98	Daylight Running Lights Relay	61
Below right front footrest, under carpet		Below left side of dash, on dash relay holder	
Automatic Transmission Speed Pulsar	21	Dimmer Relay	10
On right side of transmission		Right side of engine compartment, in under-hood relay box	
Brake Fluid Level Switch	8	Driver's Door Outer Handle Switch	103
Left rear of engine compartment, in brake fluid reservoir		In rear portion of left front door, part of latch assembly	
CD Player		Driver's Power Window Motor	102
Above radio		In front portion of left front door	
Chime	66	Driver's Seat Belt Retractors	104
Below left side of dash, on lower panel		In rear portion of left front door	
Cigarette Lighter Relay	68	Driver's Seat Belt Switch	
Below left side of dash, at kick panel, below cruise control unit		In left front seat belt buckle	
Clutch Interlock Switch	69	Fan Control Unit	92
Below left side of dash, top of clutch pedal support		Below right side of dash, on kick panel	
Clutch Switch	69	Front ABS Fail Safe Relay	35
Below left side of dash, on clutch pedal support		Right side of engine compartment, in under-hood relay box	
Condenser Fan Motor	22	Front Passenger's Seat Belt Retractors	109
Front of engine compartment, behind left side of radiator		In rear portion of right front door	
Coolant Temperature Switch A	23	Fuel Gauge Sending Unit	112
Lower rear of radiator, below radiator fan motor		Behind right side of rear seat, in top of fuel tank	
		Fuel Pump	113
		Behind left side of rear seat, in top of fuel tank	
		Heater Function Control Motor	76
		Behind center of dash, on left side of heater assembly	
		Heater Recirculation Control Motor	87
		Behind right side of dash	

Ground Distribution

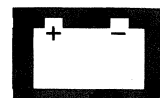
Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Igniter Unit	34	Power Steering Oil Pressure Switch	6
Right side of engine compartment, top of strut tower		Lower left rear of engine	
Ignition Key Switch	70	Power Window Relay	62
Top left side of steering column, part of ignition switch		Below left side of dash, on dash relay holder	
Integrated Control Unit (2.0 Si)	84	Radiator Fan Motor	19
Below center of dash		Front of engine compartment, behind right side of radiator	
Integrated Control Unit (2.1 Si)	80	Radio Noise Condenser A	43
Below center of dash		Right rear of engine compartment, on ignition coil	
Interlock Control Unit (2.0 Si)	84	Rear ABS Fail Safe Relay	35
Below center of dash, front of console		Right side of engine compartment, in under-hood relay box	
Interlock Control Unit (2.1 Si)	83	Retractable Headlight Control Unit	87
Below center of dash, front of console		Behind right side of dash, right of glove box	
Junction Connector C726 (20-BLU)	73	Right Door Key Switch	
Behind right side of gauge assembly, taped to harness		In rear portion of right front door, part of handle assembly	
Left Brake Light Sensor	124	Right Door Latch Switch/Door Lock Actuator . . .	108
Left rear of trunk, at left brake lights/taillights		In rear portion of right front door, part of latch assembly	
Left Door Latch Switch/Door Lock Actuator	103	Right Headlight Retractor Motor	12
In rear portion of left front door, part of latch assembly		Right front corner of engine compartment	
Left Headlight Retractor Motor	5	Right Headlight Retractor Relay	12
Left front corner of engine compartment		Right front corner of engine compartment	
Left Headlight Retractor Relay	5	Shift Position Console Switch	86
Left front corner of engine compartment		Below console, left side of gear selector lever	
Oxygen Sensor	24	Sunroof Close Relay	62
Lower rear of engine compartment, on exhaust manifold		Below left side of dash, on dash relay holder	
Passenger's Seat Belt Switch		Sunroof Open Relay	61
In right front seat belt buckle		Below left side of dash, on dash relay holder	
PGM-FI Electronic Control Unit	97	TA Switch	
Below passenger's footrest, under carpet		Right rear of engine compartment, below control box	
PGM-FI Main Relay	65	Turn Signal/Hazard Relay	60
Below left side of dash, left of dash fuse box		Below left side of dash, on dash relay holder	
Power Antenna Motor	115	Under-hood Relay Box	34
Right side of trunk		Right side of engine compartment, forward of strut tower	
Power Door Lock Control Unit	107	Vehicle Speed Sensor	45
In top front portion of right front door		On right rear of transmission	
		Windshield Washer Motor	51
		Behind left side of front bumper, on washer fluid reservoir	



Windshield Wiper Motor	7	C253 (22-GRY) (2.1 Si)	98
Left rear corner of engine compartment		Below right front footrest, on PGM-FI electronic control unit	
C108 (2-WHT)	14	C285 (2-GRN)	22
Lower right side of engine		Lower left front of engine compartment, on condenser fan motor shroud	
C129 (3-GRY)	45	C287 (14-WHT)	49
Lower right side of engine compartment, above transmission		Behind right side of front bumper, below headlight	
C131 (4-WHT)	24	C291 (1-BLK)	46
Lower rear of engine compartment, near oil filter		Right rear of engine compartment, top of strut tower	
C201 (2-WHT)	19	C303 (2-GRN)	50
Lower right front of engine compartment, on radiator fan motor shroud		Behind left side of front bumper, near fog light	
C205 (6-WHT)	12	C309 (6-WHT)	5
Right front corner of engine compartment		Left front corner of engine compartment	
C208 (2-GRN) (US)	50	C311 (4-WHT)	4
Behind right side of front bumper, near fog light		Left front of engine compartment, near cruise control actuator	
C208 (3-BLU) (Canada)	50	C312 (2-YEL)	7
Behind right side of front bumper, near fog light		Left rear of engine compartment, on strut tower	
C212 (2-GRN)	22	C314 (1-BLK)	8
Lower left front of engine compartment, on condenser fan motor shroud		Left rear of engine compartment, near brake fluid reservoir	
C236 (14-WHT)	33	C315 (5-WHT)	7
Right rear corner of engine compartment		Left rear corner of engine compartment	
C240 (2-WHT) (2.0 Si)	40	C411 (14-GRN)	63
Right front of engine compartment, on bracket, behind battery		Behind left side of dash, on right side of dash fuse box	
C243 (2-GRN)		C414 (13-WHT)	74
Right rear of engine compartment, near control box		Below dash, right of steering column	
C244 (2-PNK)	41	C415 (8-WHT)	76
Lower right front of engine compartment, below battery tray		Behind center of dash, left side of heater assembly	
C245 (2-YEL)	41	C417 (24-WHT)	74
Lower right front of engine compartment, below battery tray		Below dash, right of steering column	
C251 (16-BLK) (2.0 Si)	96	C423 (18-WHT)	58
Below right front footrest, on PGM-FI electronic control unit		Behind left kick panel	
C251 (26-GRY) (2.1 Si)	98	C424 (4-WHT)	58
Below right front footrest, on PGM-FI electronic control unit		Behind left kick panel	
C253 (17-WHT) (2.0 Si)	96	C426 (7-YEL)	67
Below right front footrest, on PGM-FI electronic control unit		Below left side of dash, on rear of dash fuse box	
		C434 (4-WHT)	80
		Below center of dash, on integrated control unit	
		C436 (6-WHT)	78
		Behind center of dash, on rear of heater control panel	

Ground Distribution

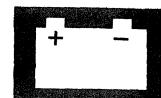
Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

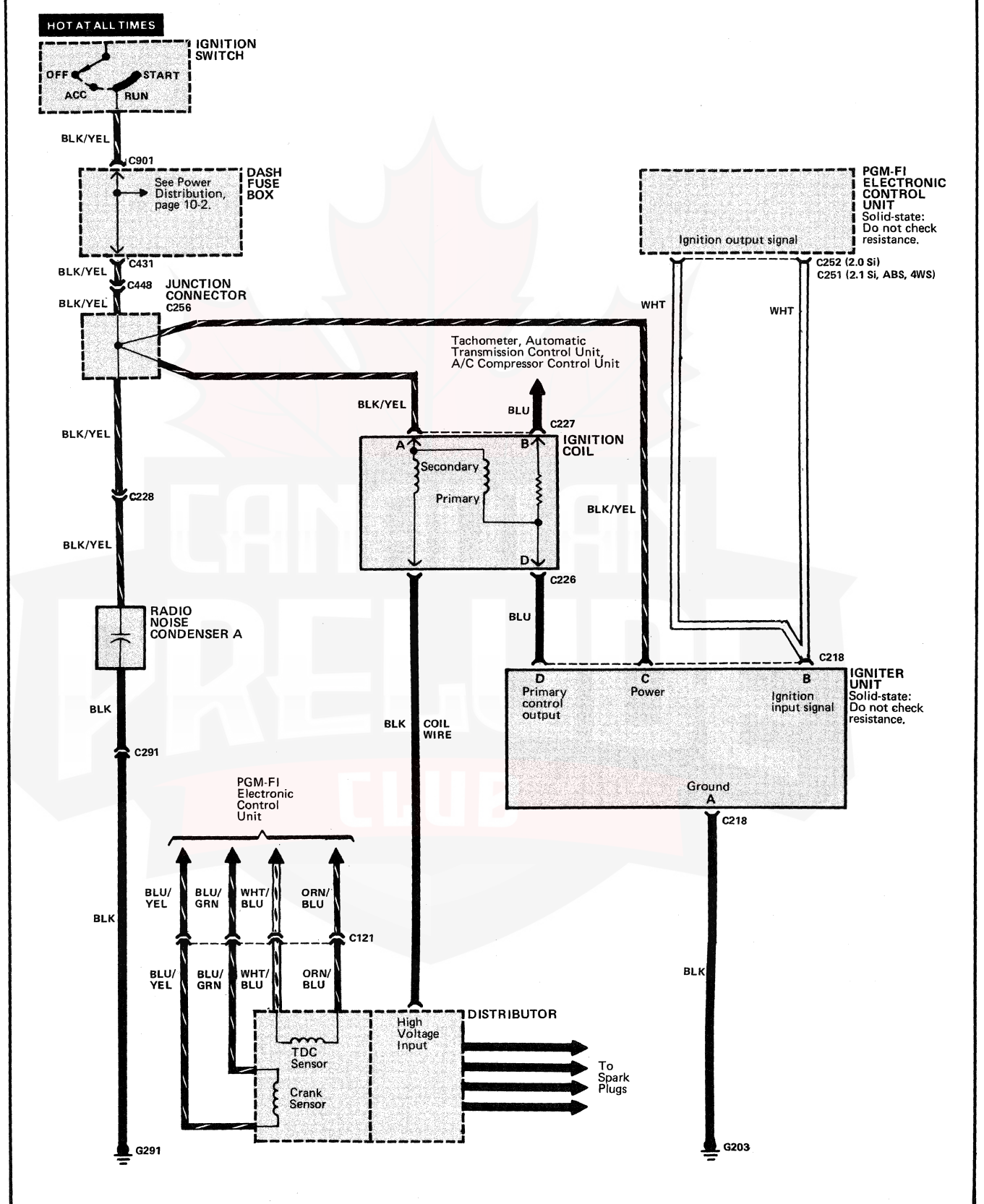
C437 (16-GRN)	78	C510 (2-WHT)	117
Behind center of dash, on rear of heater control panel		Top right side of trunk, taped to harness	
C438 (4-WHT)	77	C551 (2-GRY)	121
Behind center of dash, behind front of console		Right rear of trunk lid	
C441 (4-WHT)	91	C553 (1-BLK)	122
Below right side of dash		In center of rear spoiler, near high mount brake light	
C444 (4-WHT)	94	C623 (3-WHT)	101
Below right side of dash		In front portion of left front door	
C449 (18-WHT)	94	C624 (4-WHT)	100
Below right side of dash		In front portion of left front door	
C451 (16-WHT)	95	C626 (3-WHT)	102
Behind right kick panel		In front portion of left front door	
C452 (4-WHT)	95	C628 (4-WHT)	104
Behind right kick panel		In rear portion of left front door	
C462 (10-WHT)	86	C629 (4-WHT)	105
Below left side of console, forward of gear selector		In rear portion of left front door	
C465 (2-WHT)	86	C630 (2-WHT) (Without 4WS or ABS)	105
Below left side of console, forward of gear selector		In rear portion of left front door	
C466 (12-GRY)	98	C630 (6-WHT) (With 4WS or ABS)	105
Below left front footrest, on automatic transmission control unit		In rear portion of left front door	
C474 (2-WHT)	106	C678 (4-WHT)	109
Under right front seat		In rear portion of right front door	
C477 (2-WHT)	114	C679 (3-WHT)	108
Center of trunk, below rear deck		In rear portion of right front door, behind plastic	
C487 (2-WHT)	106	C680 (2-WHT) (Without 4WS or ABS)	108
Under left front seat		In rear portion of right front door, behind plastic	
C501 (4-WHT) (Without Rear Spoiler)	116	C680 (4-WHT) (With 4WS or ABS)	108
Right side of trunk		In rear portion of right front door, behind plastic	
C501 (8-WHT) (With Rear Spoiler)	116	C701 (4-WHT)	66
Right side of trunk		Below left side of dash, behind lower panel	
C502 (8-GRY)	119	C702 (2-WHT)	66
In right rear of trunk, behind maintenance door		Below left side of dash, behind lower panel	
C504 (4-WHT)	123	C709 (16-BLU)	56
Behind center of rear bumper		Behind top left side of dash, on rear of gauge assembly	
C508 (8-GRY)	124	C710 (16-YEL)	56
In left rear of trunk, behind maintenance door		Behind top left side of dash, on rear of gauge assembly	
		C716 (2-GRN)	79
		Behind right center of dash	
		C906 (8-WHT)	64
		Behind left side of dash, on front right side of dash fuse box	

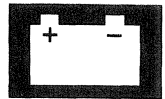


C907 (10-WHT)	64	G3	29
Behind left side of dash, on front right side of dash fuse box		Center rear of engine compartment, on bulkhead	
G1	16	G101	42
Lower right front of engine compartment, on frame		On top right side of engine	
G2	25	G201	9
Left side of engine compartment, on front of strut tower		Right side of engine compartment, below under-hood relay box	
G202	9		
Right side of engine compartment, below under-hood relay box			
G203	33		
Right rear corner of engine compartment, above grommet			
G291	13		
Right side of engine, on rear of distributor			
G301	3		
Left front corner of engine compartment			
G302	3		
Left front corner of engine compartment			
G401	82		
Behind top center of dash, above left side of heater assembly			
G402	82		
Behind top center of dash, above left side of heater assembly			
G471	111		
Behind top right corner of rear seat			
G501	116		
Right side of trunk			
G701	81		
Behind center dash, on left side of center frame			
G821	110		
Behind top left corner of rear seat			
T3	16		
On lower right front of transmission			
T4	25		
On top left front of engine			
T5	25		
On top left front of engine			
T6	29		
On top rear of engine			

Ignition System

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63	C227 (2-GRY)	46
Behind dash, left of steering column		Right rear corner of engine compartment, on ignition coil	
Distributor	36	C228 (1-BLK)	44
Top right side of engine		Right rear of engine compartment, top of strut tower	
Igniter Unit	34	C251 (26-GRY) (2.1 Si)	98
Right side of engine compartment, top of strut tower		Below right front footrest, on PGM-FI electronic control unit	
Ignition Coil	43	C252 (16-GRY) (2.1 Si)	98
Right rear of engine compartment, on top of strut tower		Below right front footrest, on PGM-FI electronic control unit	
Ignition Switch	71	C252 (20-BLK) (2.0 Si)	96
Top right side of steering column, behind steering column covers		Below right front footrest, on PGM-FI electronic control unit	
Junction Connector C256 (4-RED)	95	C291 (1-BLK)	46
Below right side of dash, near kick panel		Right rear of engine compartment, top of strut tower	
PGM-FI Electronic Control Unit	97	C431 (4-YEL)	67
Below passenger's footrest, under carpet		Below left side of dash, on rear of dash fuse box	
Radio Noise Condenser A	43	C448 (7-WHT)	93
Right rear of engine compartment, on ignition coil		Below right side of dash	
C121 (4-WHT)	38	C901 (7-WHT)	64
Top right side of engine, on top of distributor		Behind left side of dash, on front right side of dash fuse box	
C226 (2-GRY)	44	G203	33
Right rear corner of engine compartment, on ignition coil		Right rear corner of engine compartment, above grommet	
		G291	13
		Right side of engine, on rear of distributor	

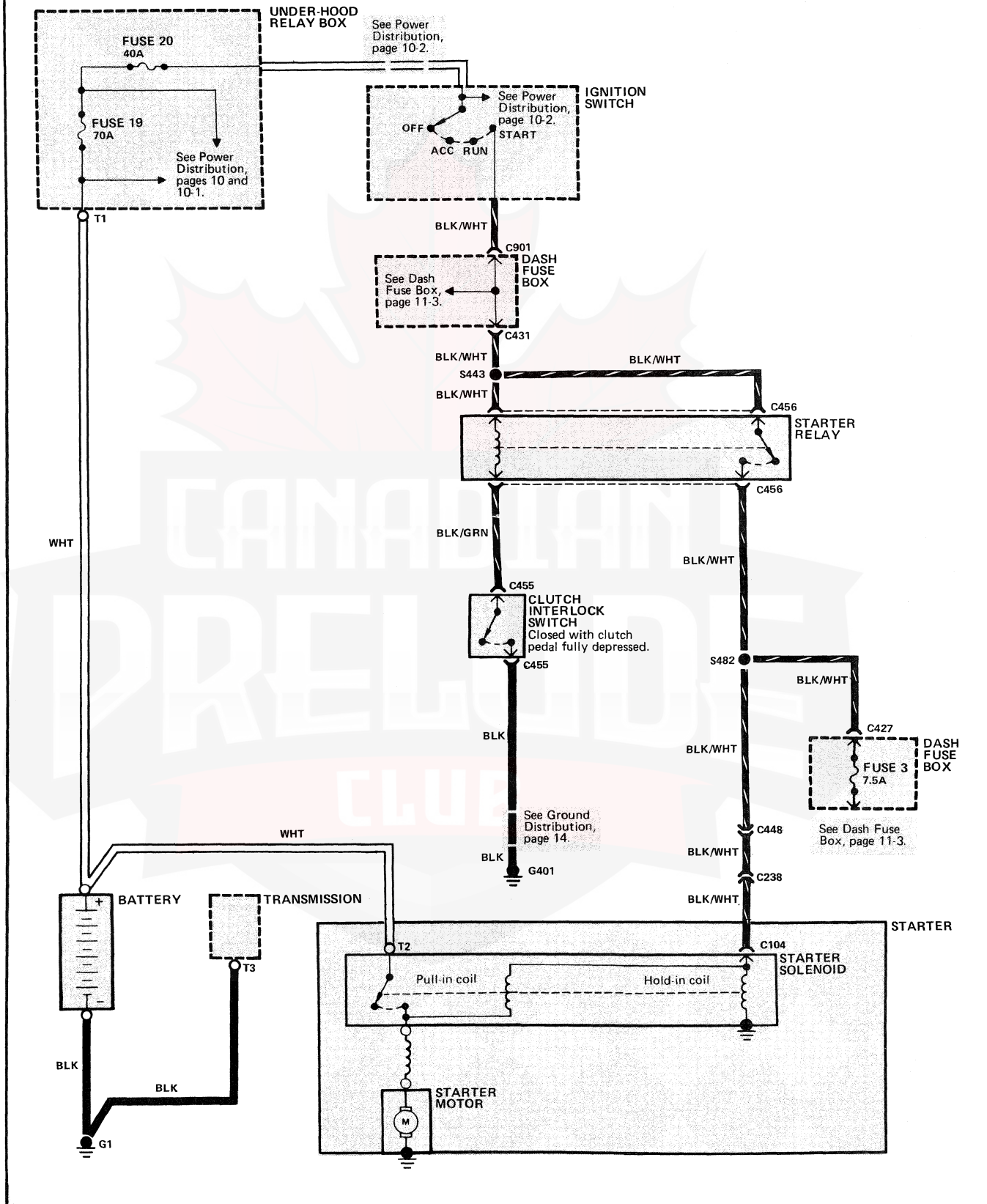
How The Circuit Works

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.

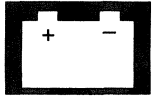
The radio noise condenser helps suppress electrical radio interference.

Starting System: Manual Transmission

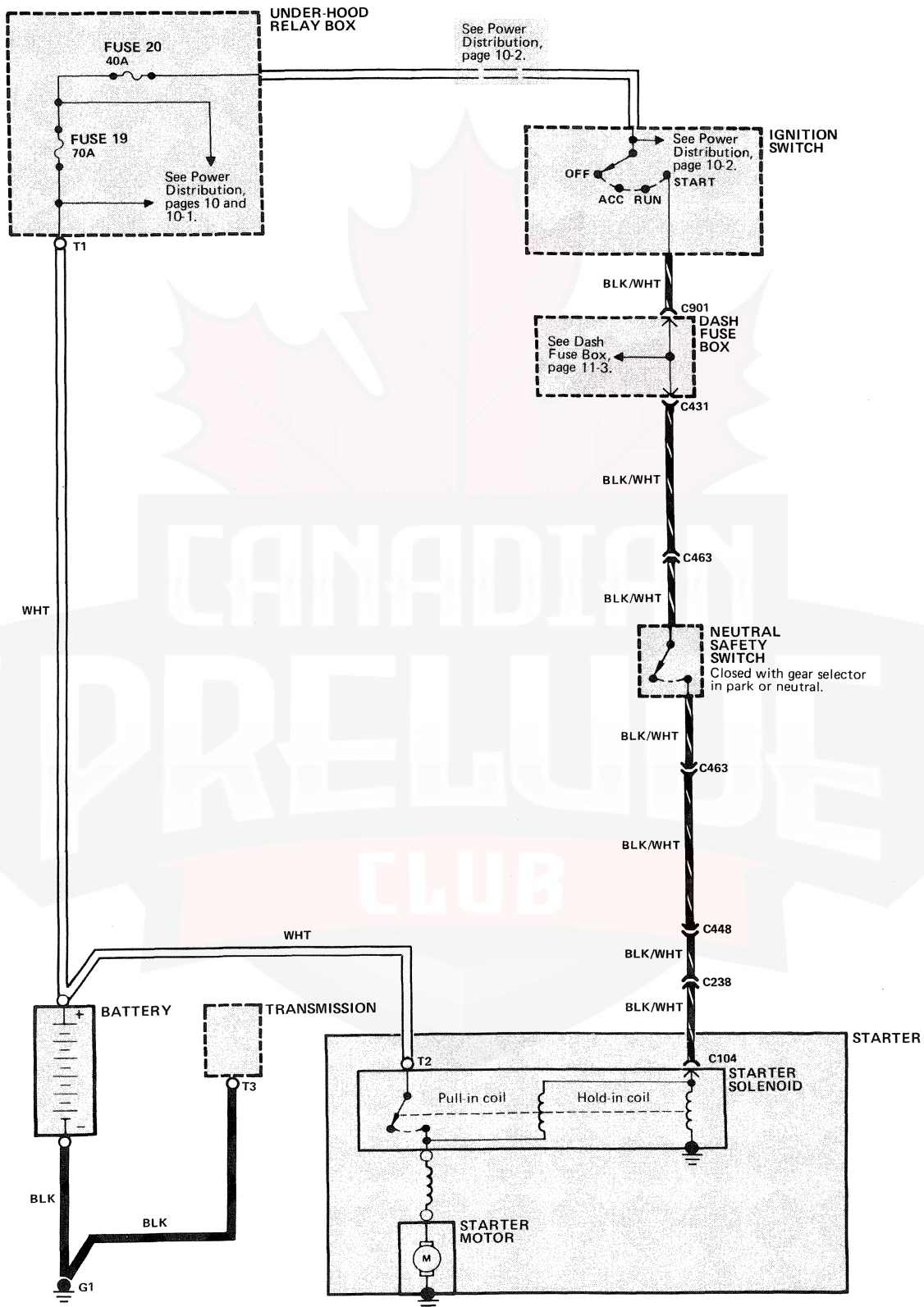
Circuit Schematic

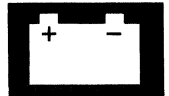


Starting System: Automatic Transmission



- Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

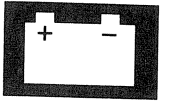
Clutch Interlock Switch	69	C427 (6-YEL)	67
Below left side of dash, top of clutch pedal support		Below left side of dash, on rear of dash fuse box	
Dash Fuse Box	63	C431 (4-YEL)	67
Behind dash, left of steering column		Below left side of dash, on rear of dash fuse box	
Ignition Switch	71	C448 (7-WHT)	93
Top right side of steering column, behind steering column covers		Below right side of dash	
Neutral Safety Switch	86	C463 (4-WHT)	86
Below console, left side of gear selector lever		Below left side of console, forward of gear selector	
Starter	14	C901 (7-WHT)	64
Lower right side of engine		Behind left side of dash, on front right side of dash fuse box	
Starter Relay	68	G1	16
Behind left side of dash, at kick panel, above cruise control unit		Lower right front of engine compartment, on frame	
Under-hood Relay Box	34	G401	82
Right side of engine compartment, forward of strut tower		Behind top center of dash, above left side of heater assembly	
C104 (1-BLK)	14	T1	10
Lower right side of engine, on starter solenoid		Right side of engine compartment, in under-hood relay box	
C238 (8-WHT)	17	T2	14
Right side of engine compartment, on bracket, behind battery		Lower right side of engine, on starter solenoid	
		T3	16
		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 solenoid contacts close, and voltage is applied to the starter motor. The starter motor engages to start the engine.

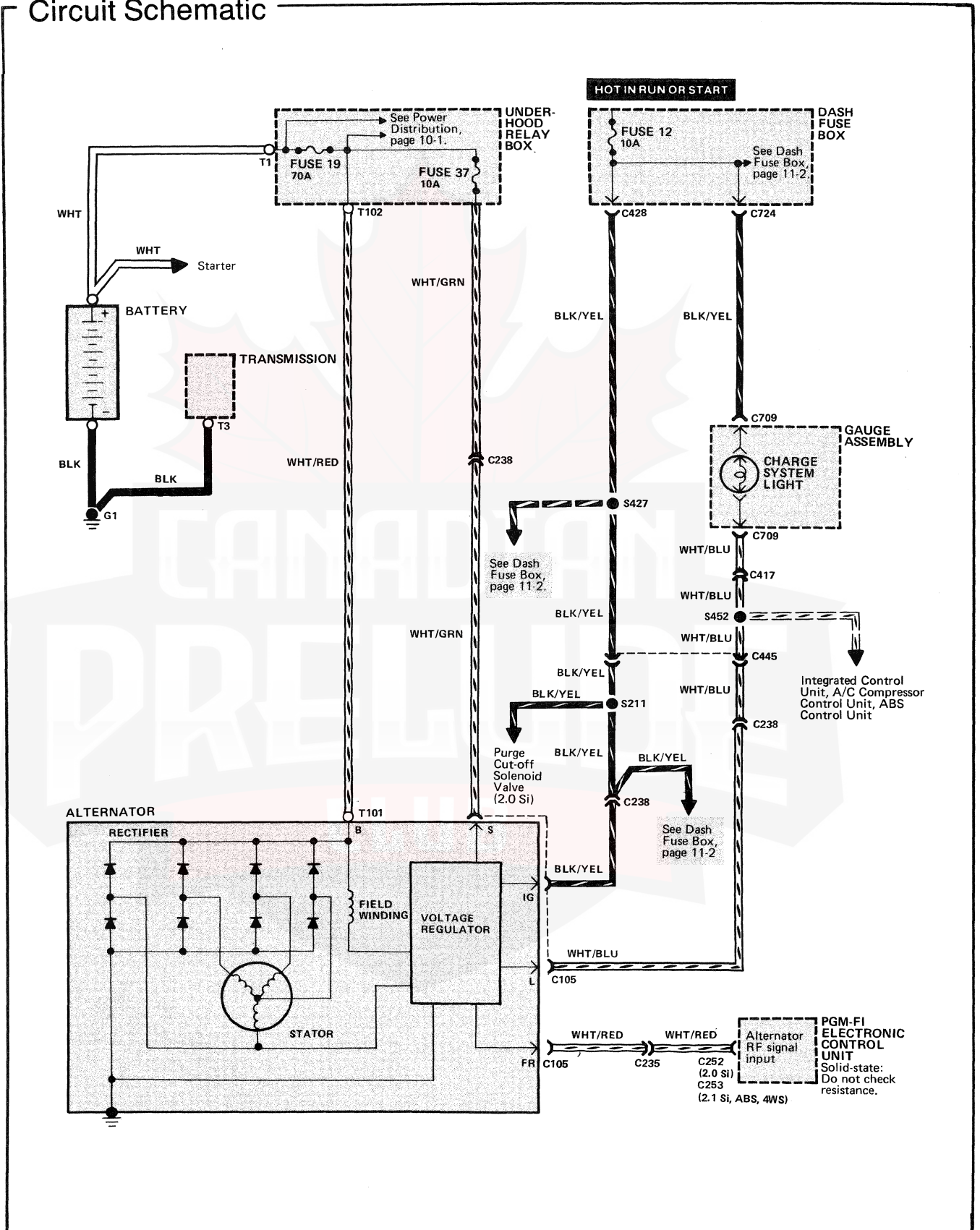
With a manual transmission voltage is applied to the starter relay coil when the ignition switch is turned to start and the clutch interlock switch is closed, the starter relay coil energizes the starter relay contacts allowing voltage to be applied to the starter solenoid coil which energizes the starter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

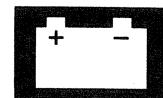
With a manual transmission, voltage is applied to the starter relay coil when the ignition switch is turned to start and the clutch interlock switch is closed. The starter relay coil energizes the starter relay contacts, allowing voltage to be applied to the starter solenoid coil, which energizes the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



Charging System

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Alternator	1	C428 (14-YEL)	67
Left front of engine		Below left side of dash, on rear of dash fuse box	
Dash Fuse Box	63	C445 (22-WHT)	94
Behind dash, left of steering column		Below right side of dash	
PGM-FI Electronic Control Unit	97	C709 (16-BLU)	56
Below passenger's footrest, under carpet		Behind top left side of dash, on rear of gauge assembly	
Under-hood Relay Box	34	C724 (14-WHT)	64
Right side of engine compartment, forward of strut tower		Behind left side of dash, on front right side of dash fuse box	
C105 (4-WHT)	2	G1	16
Left front of engine, on alternator		Lower right front of engine compartment, on frame	
C235 (14-WHT)	33	T1	10
Right rear corner of engine compartment		Right side of engine compartment, in under-hood relay box	
C238 (8-WHT)	17	T3	16
Right side of engine compartment, on bracket, behind battery		On lower right front of transmission	
C252 (16-GRY) (2.1 Si)	98	T101	2
Below right front footrest, on PGM-FI electronic control unit		Left front of engine, on alternator	
C252 (20-BLK) (2.0 Si)	96	T102	11
Below right front footrest, on PGM-FI electronic control unit		Right side of engine compartment, in under-hood relay box	
C253 (22-GRY) (2.1 Si)	98		
Below right front footrest, on PGM-FI electronic control unit			
C417 (24-WHT)	74		
Below dash, right of steering column			

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 system light through fuse 12. The charge system 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 system light through fuse 12 but now voltage is also applied from the alternator (terminal L). With equal voltage on both sides of the charge system light, the light does not go on.

When the engine is running and the alternator is not charging, the charge system light is grounded through the alternator (terminal L): The charge system 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:

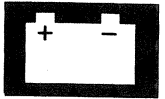
Blue or Green — OK
Red — add distilled water
Clear — needs charging

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

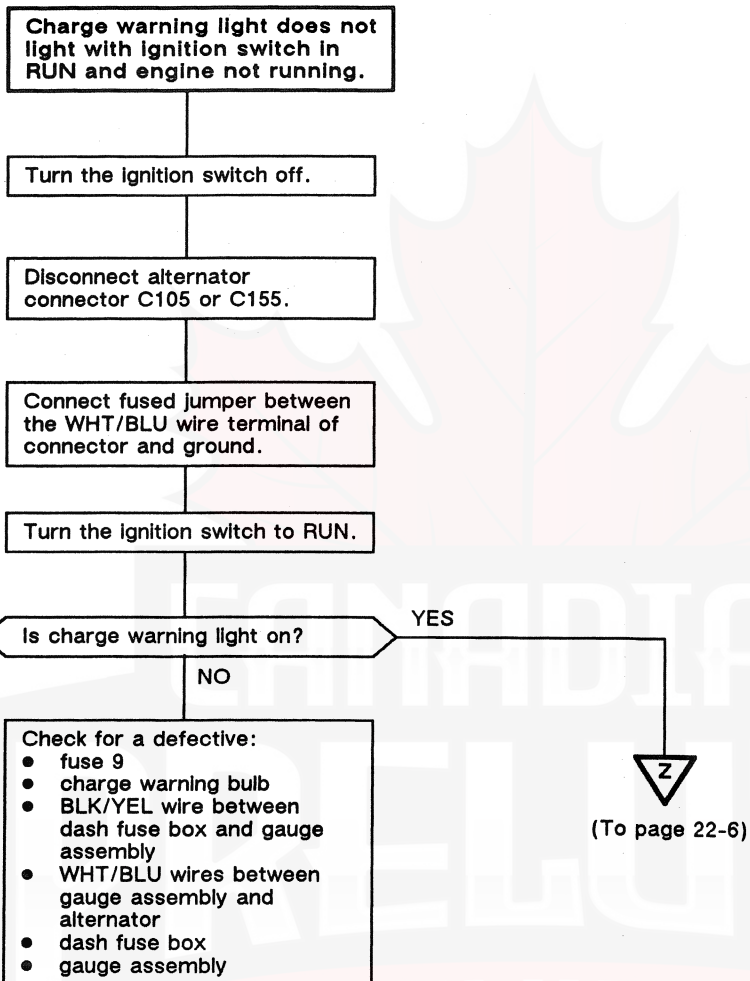
3. Check fuses 12, 19 and 37 by visual inspection.
4. Check alternator belt tension. See Section 23 of the Service Manual for alternator belt adjustment.
5. Refer to Section 11 of the Service Manual for Alternator FR Signal test procedures.

Troubleshooting

Symptom	Troubleshooting
Charge warning light does not light with the ignition switch in RUN and engine not running.	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



Troubleshooting A

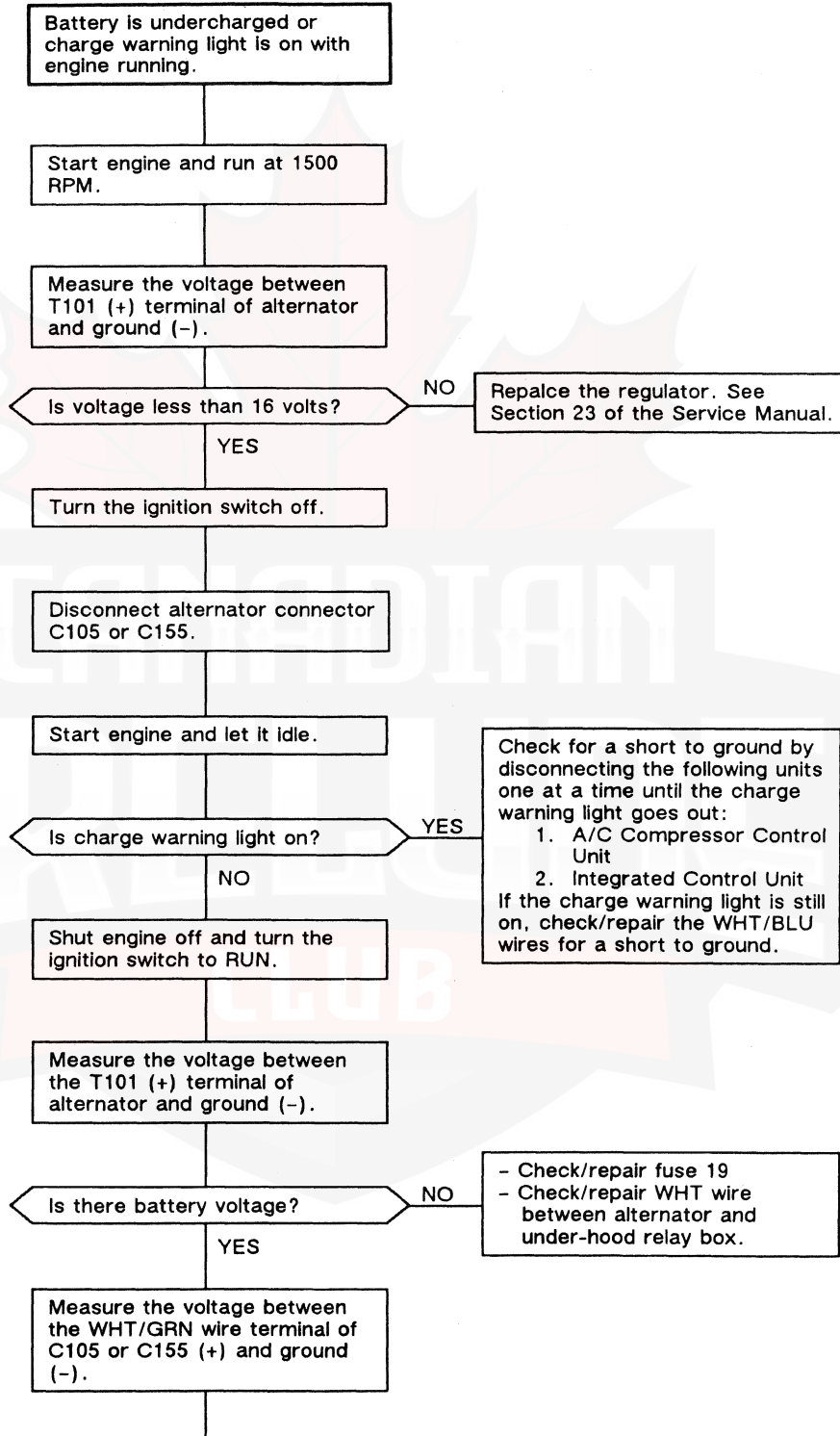


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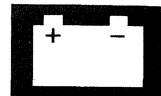
Charging System

Troubleshooting (cont'd)

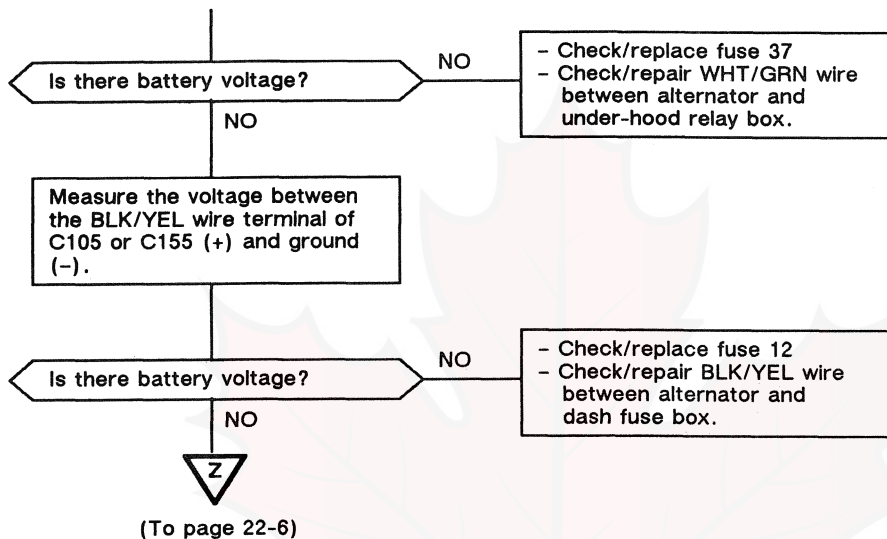
Troubleshooting B



(Continued on facing page)



(Continued from facing page)

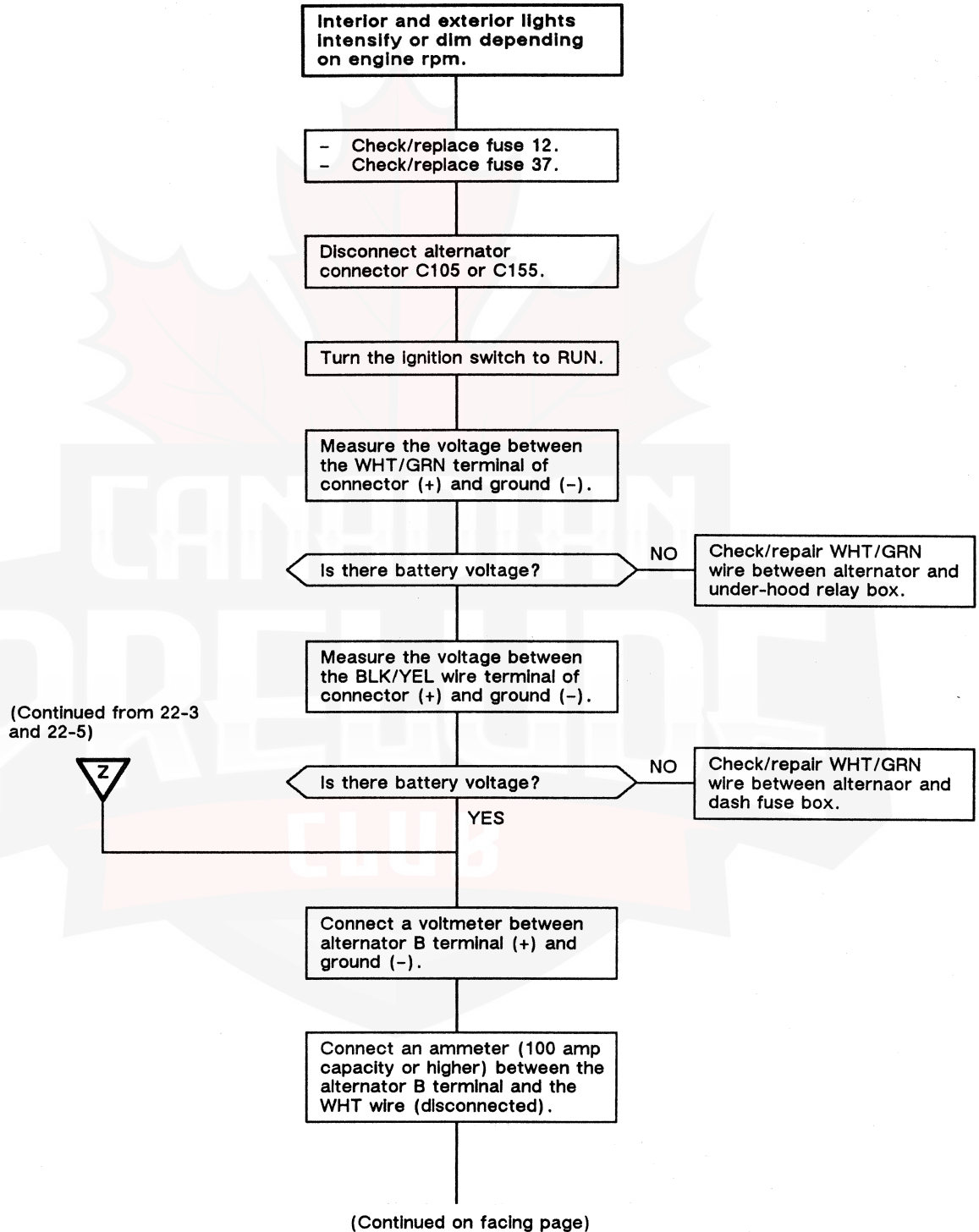


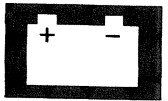
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Charging System

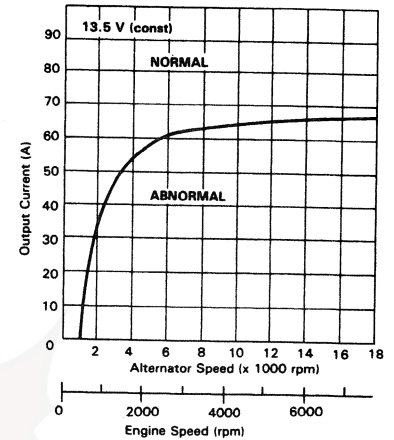
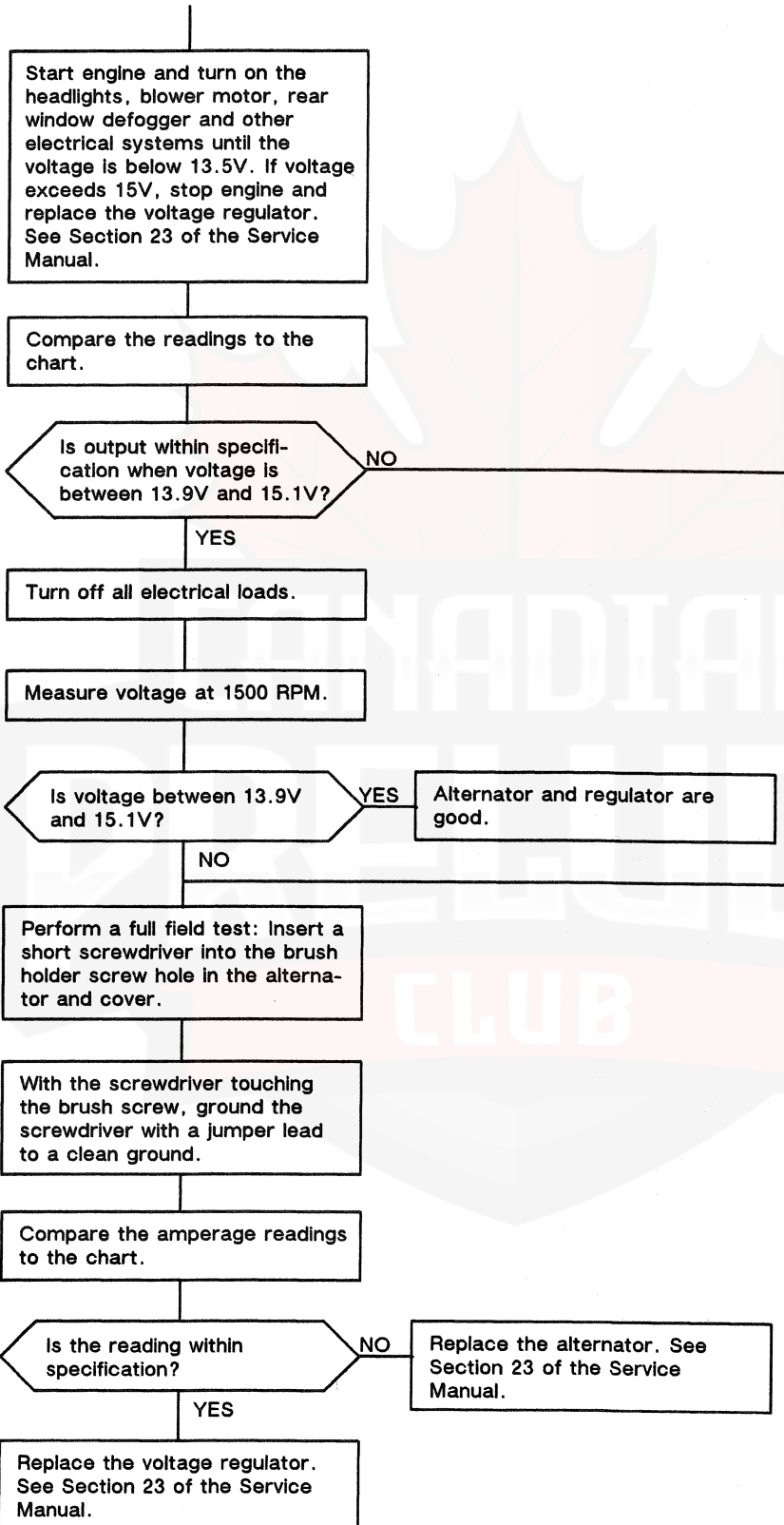
Troubleshooting (cont'd)

Troubleshooting C



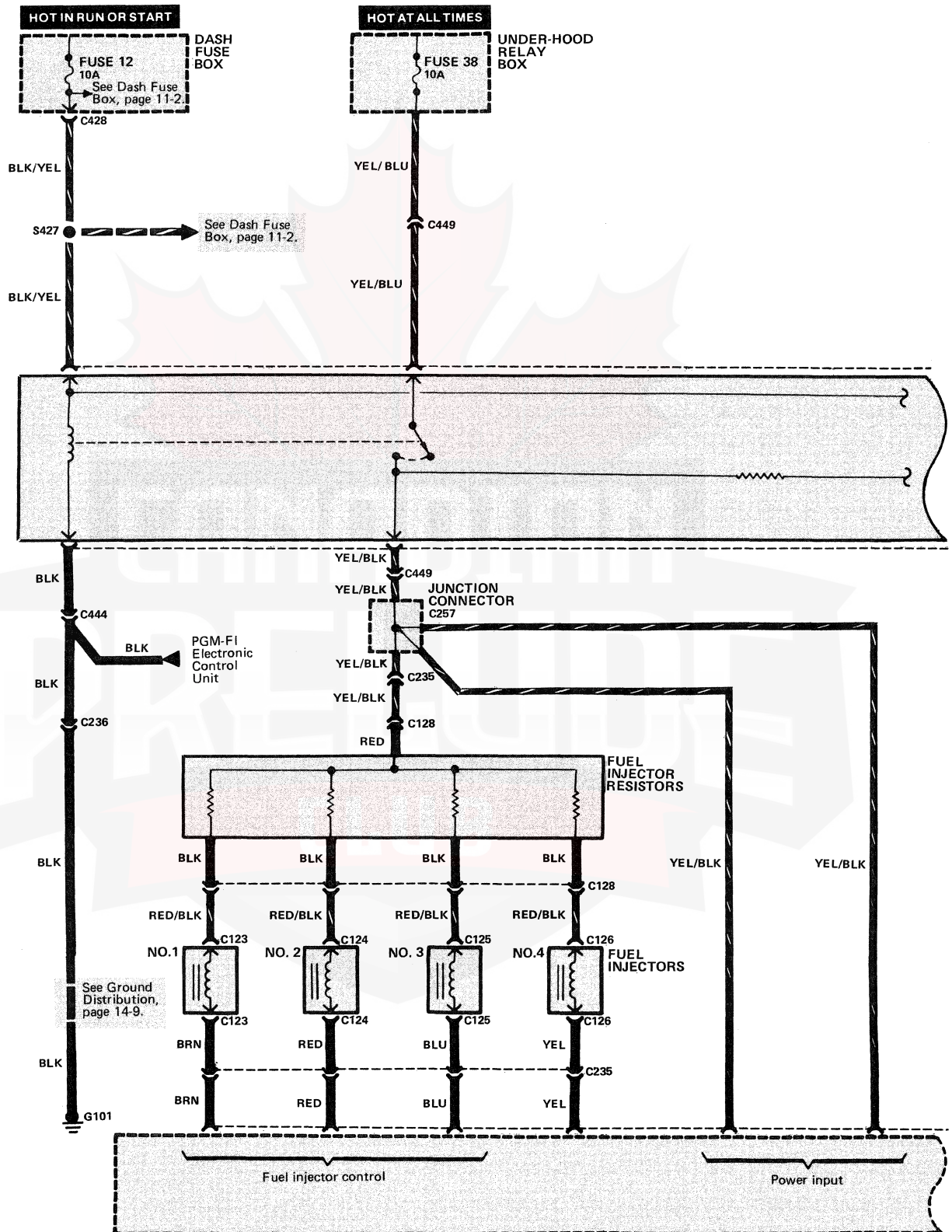


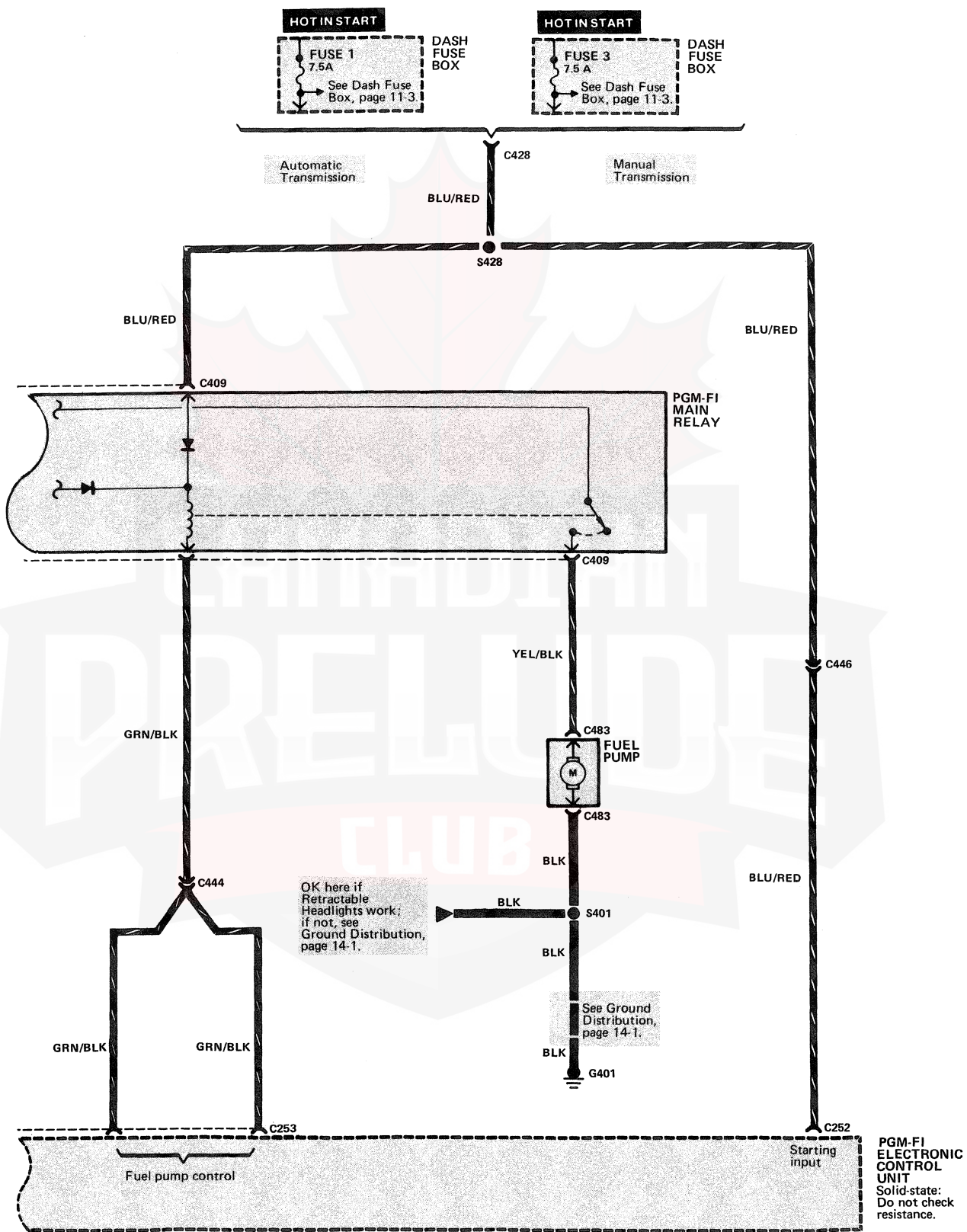
(Continued from facing page)



PGM-FI: 2.0 Si

Circuit Schematic

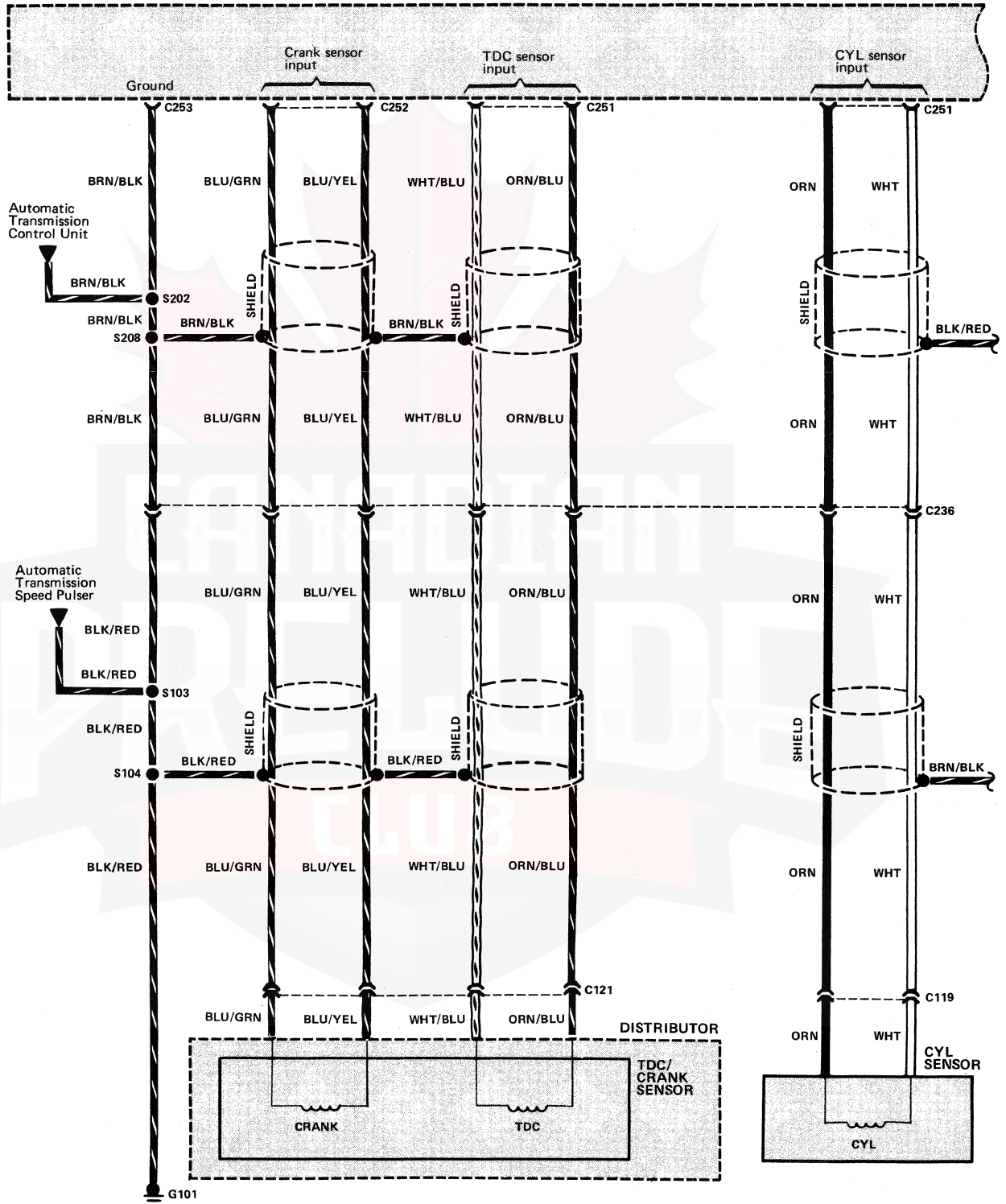


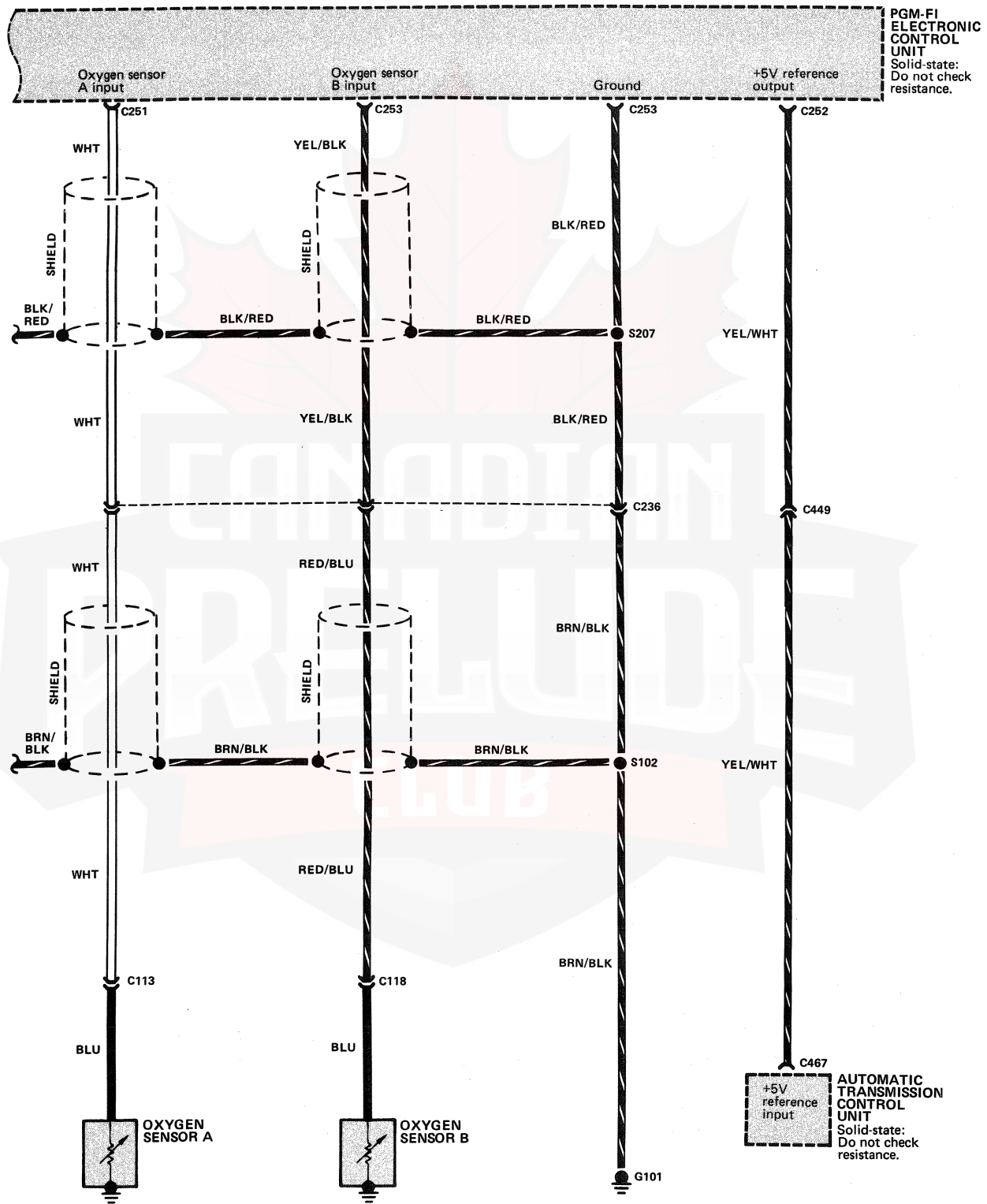
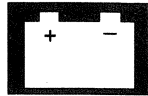


(cont'd)

PGM-FI: 2.0 Si

Circuit Schematic (cont'd)

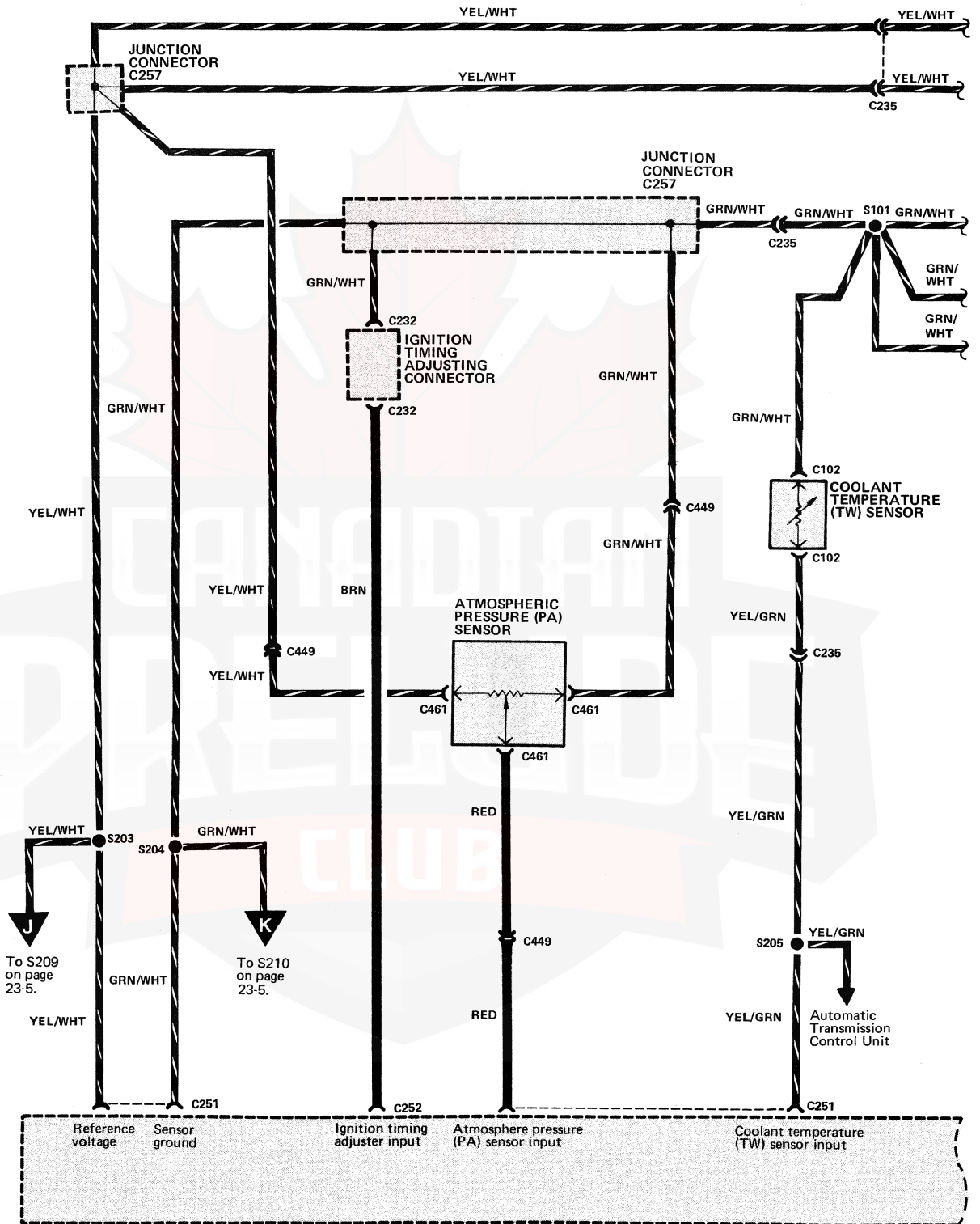


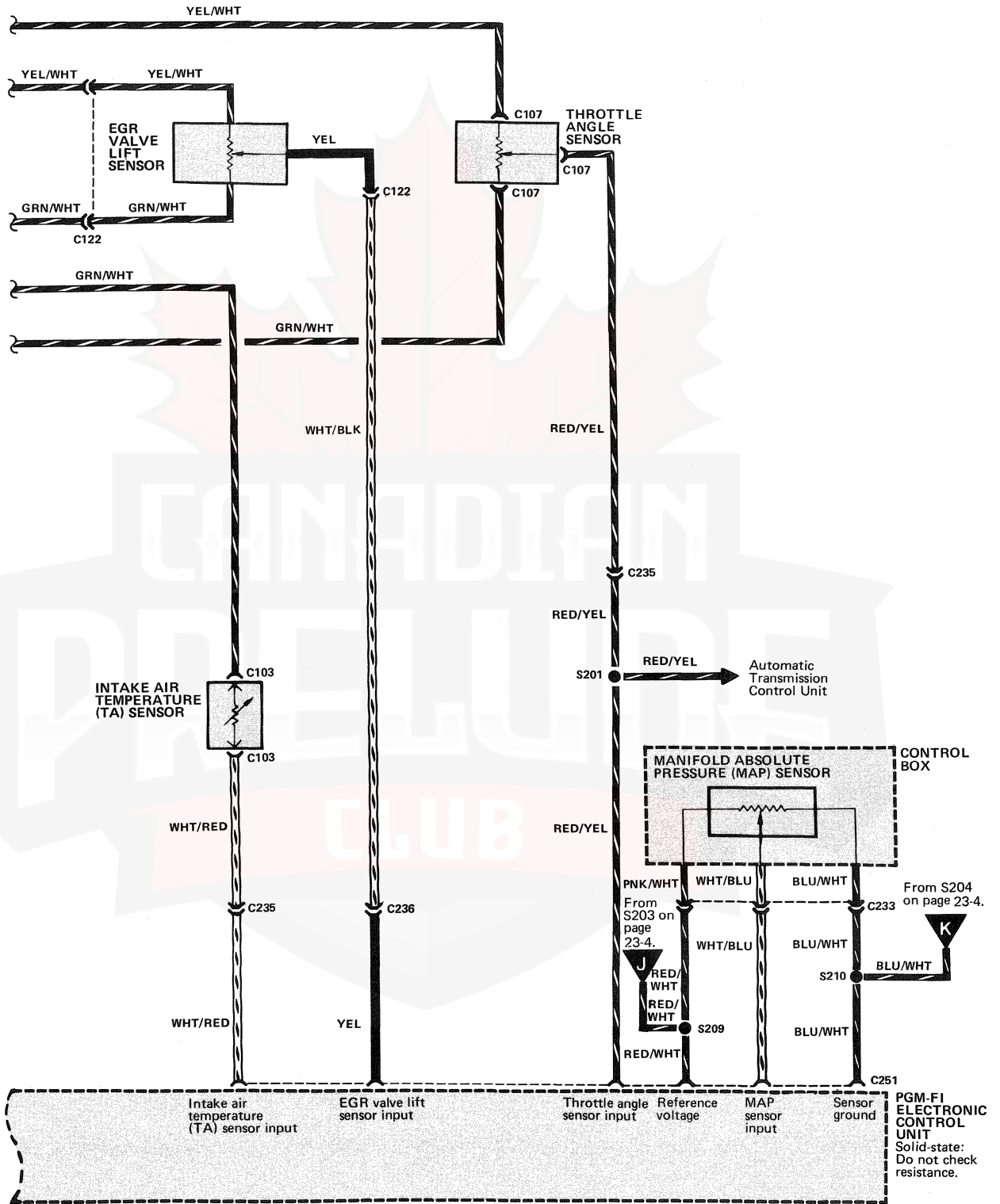
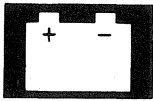


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PGM-FI: 2.0 Si

Circuit Schematic (cont'd)

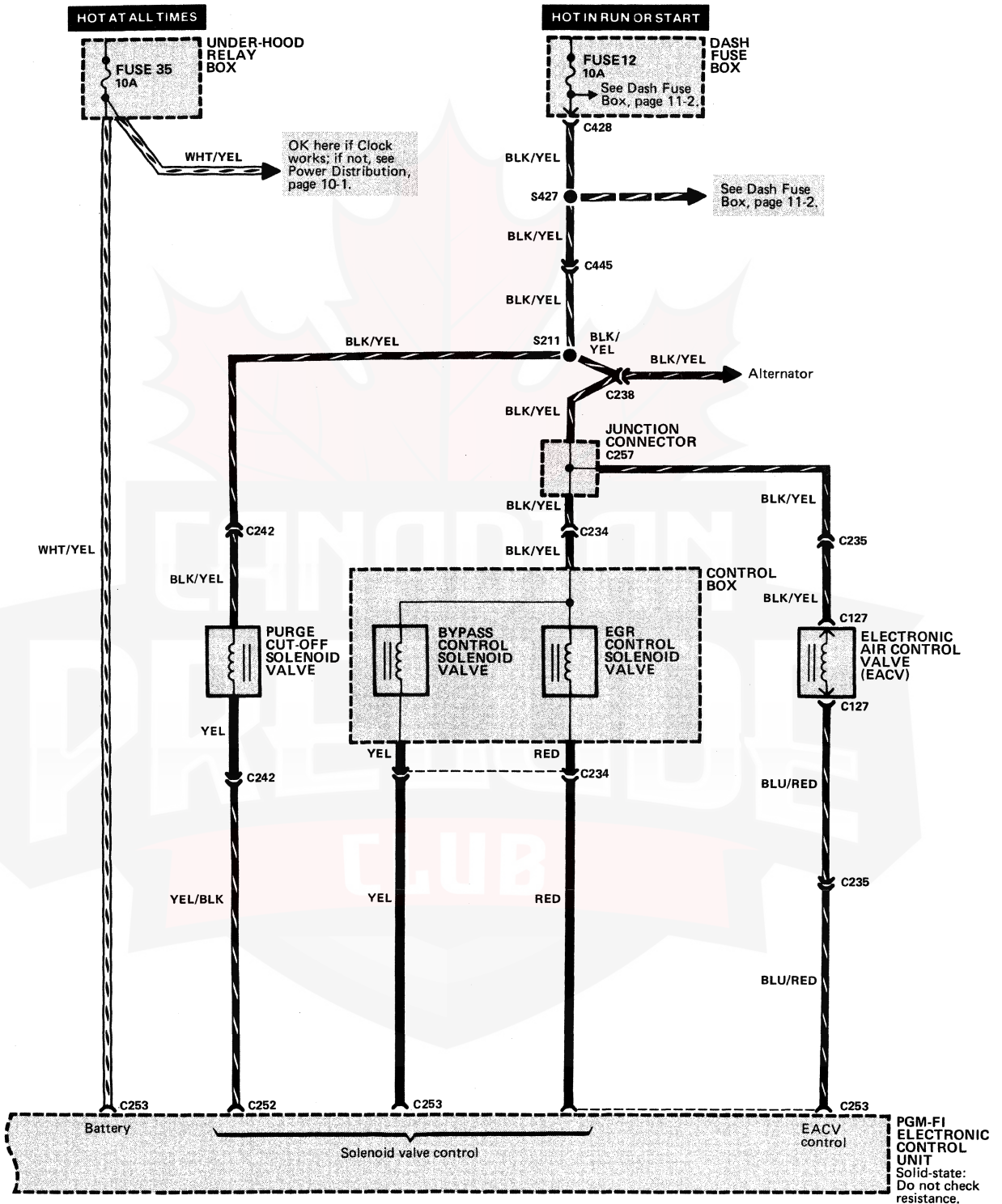




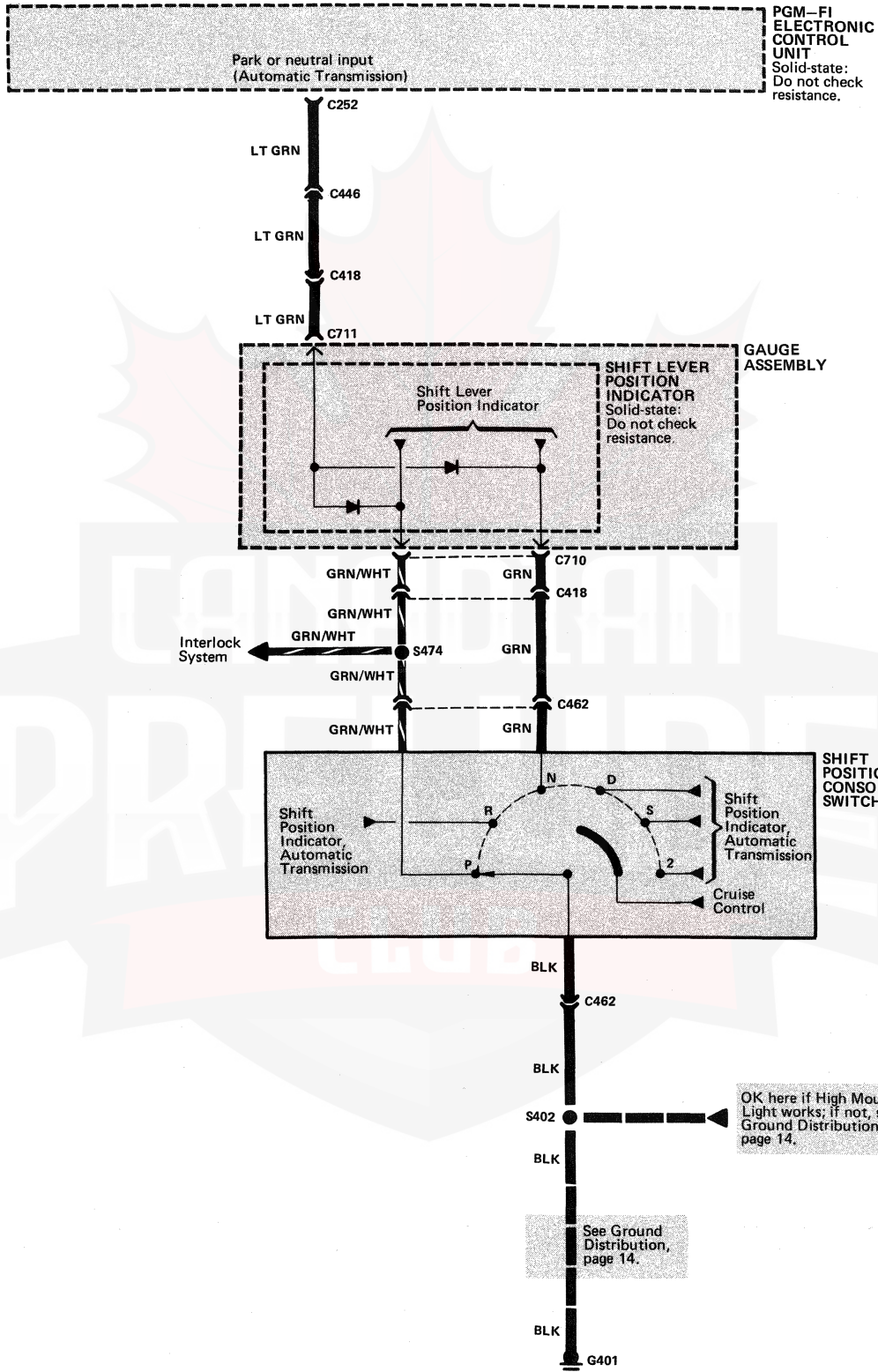
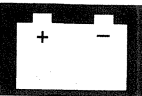
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PGM-FI: 2.0 Si

Circuit Schematic

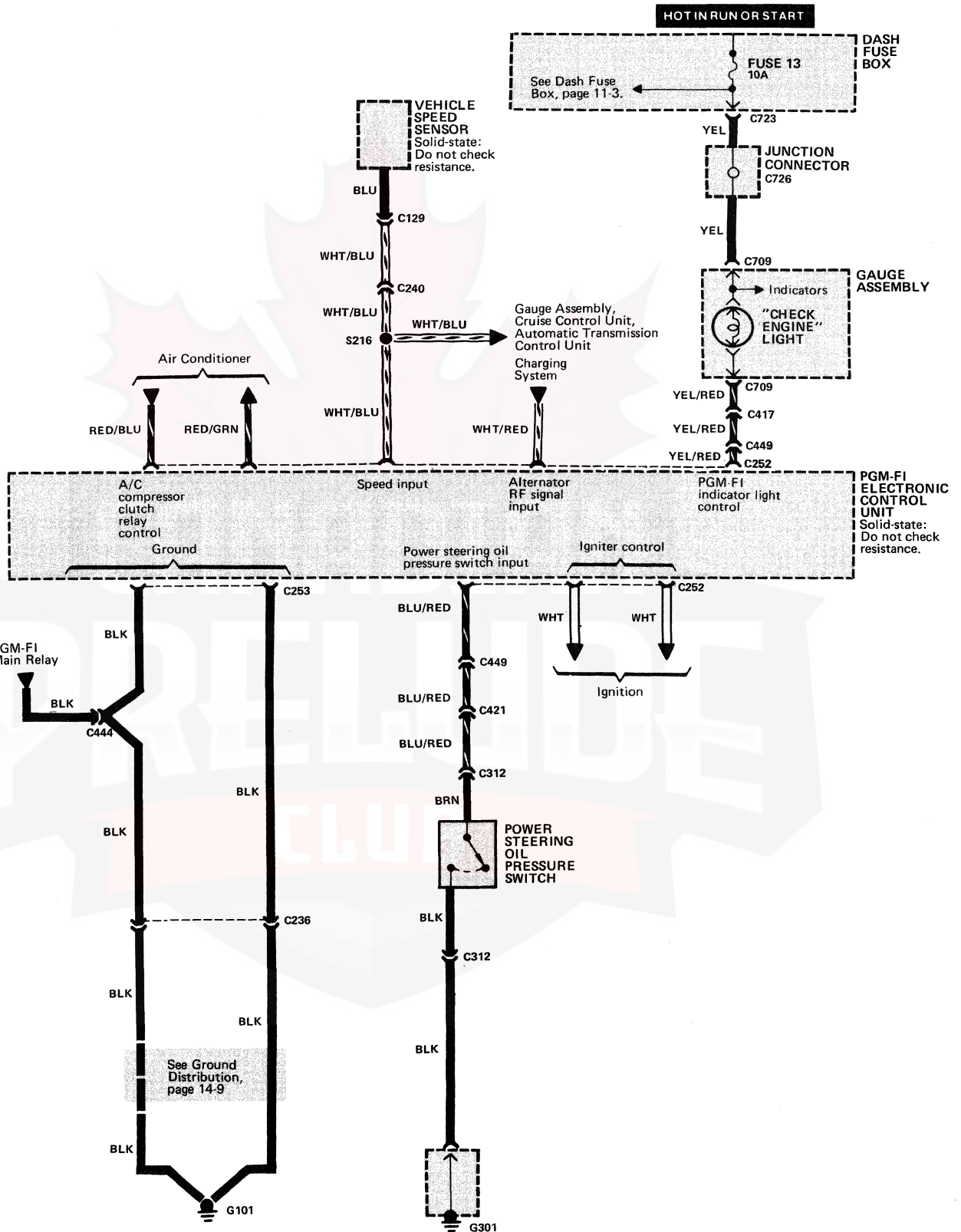


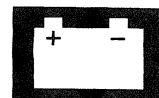
(cont'd)



PGM-FI: 2.0 Si

Circuit Schematic (cont'd)





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Atmospheric Pressure (PA) Sensor	97	Oxygen Sensor A	48
Below right front footrest, under carpet		Center front of engine, on exhaust manifold	
Automatic Transmission Control Unit (2.0 Si)	84	Oxygen Sensor B	48
Below center of dash		Center front of engine, on exhaust manifold	
Bypass Control Solenoid Valve	31	Power Steering Oil Pressure Switch	6
Right rear corner of engine compartment, in control box		Lower left rear of engine	
Control Box	46	Purge Cut-Off Solenoid Valve (2.0 Si)	32
Right rear of engine compartment		Right rear of engine compartment, below control box	
Coolant Temperature (TW) Sensor	47	Shift Position Console Switch	86
Top right front of engine		Below console, left side of gear selector lever	
CYL Sensor	37	Throttle Angle Sensor	30
Top right side of engine		Top rear of engine	
Dash Fuse Box	63	Under-hood Relay Box	34
Behind dash, left of steering column		Right side of engine compartment, forward of strut tower	
Distributor	36	Vehicle Speed Sensor	45
Top right side of engine		On right rear of transmission	
EGR Control Solenoid Valve	31	C113 (1-WHT)	48
Right rear corner of engine compartment, in control box		Center front of engine	
EGR Valve Lift Sensor	38	C118 (1-GRN)	48
Top right rear of engine		Center front of engine	
Electronic Air Control Valve (EACV)	27	C119 (2-WHT)	37
Top of engine		Top right side of engine	
Fuel Pump	113	C121 (4-WHT)	38
Behind left side of rear seat, in top of fuel tank		Top right side of engine, on top of distributor	
Ignition Timing Adjusting Connector C232 (2- WHT)	43	C122 (3-WHT)	38
Right rear corner of engine compartment, on control box bracket		Top right side of engine, on top of distributor	
Intake Air Temperature (TA) Sensor	26	C128 (6-WHT)	28
Left rear of engine		Left rear of engine compartment, on bulkhead	
Junction Connector C257 (20-BLK)	95	C129 (3-GRY)	45
Below right side of dash, near kick panel		Lower right side of engine compartment, above transmission	
Junction Connector C726 (20-BLU)	73	C233 (3-WHT)	44
Behind right side of gauge assembly, taped to harness		Right rear corner of engine compartment, on control box bracket	
Manifold Absolute Pressure (MAP) Sensor	31	C234 (4-WHT)	43
Right rear corner of engine compartment, in control box		Right rear corner of engine compartment, on control box bracket	
		C235 (14-WHT)	33
		Right rear corner of engine compartment	
		C236 (14-WHT)	33
		Right rear corner of engine compartment	

PGM-FI: 2.0 Si

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

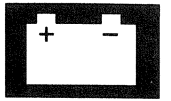
C238 (8-WHT)	17	C428 (14-YEL)	67
Right side of engine compartment, on bracket, behind battery		Below left side of dash, on rear of dash fuse box	
C240 (2-WHT) (2.0 Si)	40	C444 (4-WHT)	94
Right front of engine compartment, on bracket, behind battery		Below right side of dash	
C242 (2-WHT)	32	C445 (22-WHT)	94
Right rear of engine compartment, below control box		Below right side of dash	
C251 (16-BLK) (2.0 Si)	96	C446 (23-BLU)	93
Below right front footrest, on PGM-FI electronic control unit		Below right side of dash	
C252 (20-BLK) (2.0 Si)	96	C449 (18-WHT)	94
Below right front footrest, on PGM-FI electronic control unit		Below right side of dash	
C253 (17-WHT) (2.0 Si)	96	C462 (10-WHT)	86
Below right front footrest, on PGM-FI electronic control unit		Below left side of console, forward of gear selector	
C312 (2-YEL)	7	C467 (18-GRY)	98
Left rear of engine compartment, on strut tower		Below right front footrest, on automatic transmission control unit	
C417 (24-WHT)	74	C709 (16-BLU)	56
Below dash, right of steering column		Behind top left side of dash, on rear of gauge assembly	
C418 (10-BLU)	74	C710 (16-YEL)	56
Below dash, right of steering column		Behind top left side of dash, on rear of gauge assembly	
C421 (20-WHT)	59	C711 (14-YEL)	56
Below left side of dash, at kick panel		Behind top left side of dash, on rear of gauge assembly	
		C723 (4-WHT)	66
		Below left side of dash, on front right side of dash fuse box	
		G101	42
		On top right side of engine	
		G301	3
		Left front corner of engine compartment	
		G401	82
		Behind top center of dash, above left side of heater assembly	

How The Circuit Works

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

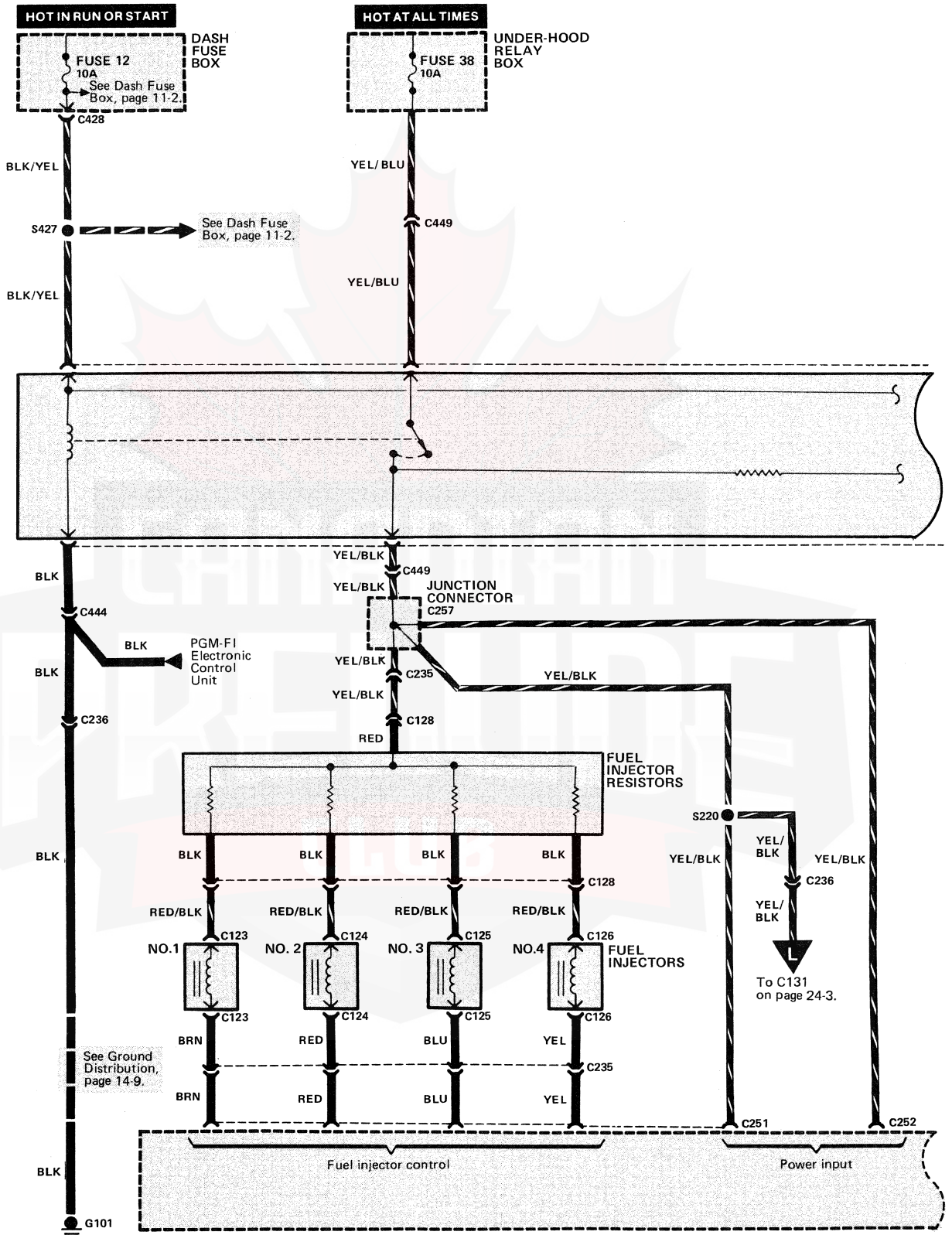
The electronic control unit and various sensors provide extremely accurate control of air-fuel mixture under all operating conditions. At the precise time a piston is on the intake stroke, fuel is injected into the correct intake manifold runner.

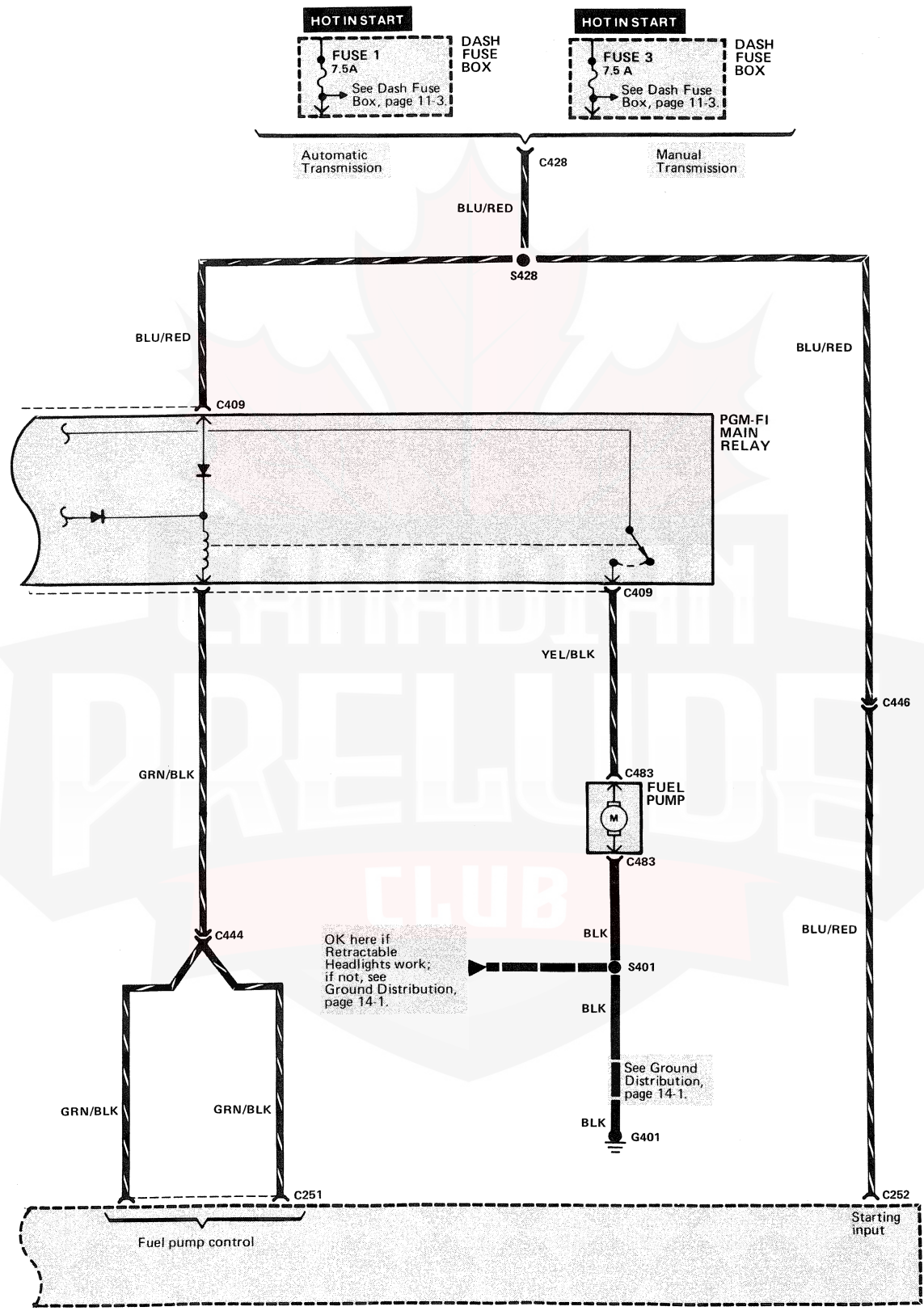
See Section 11 of the Service Manual for circuit description and troubleshooting procedures.



PGM-FI: 2.1 Si, ABS, 4WS

Circuit Schematic





OK here if Retractable Headlights work; if not, see Ground Distribution, page 14-1.

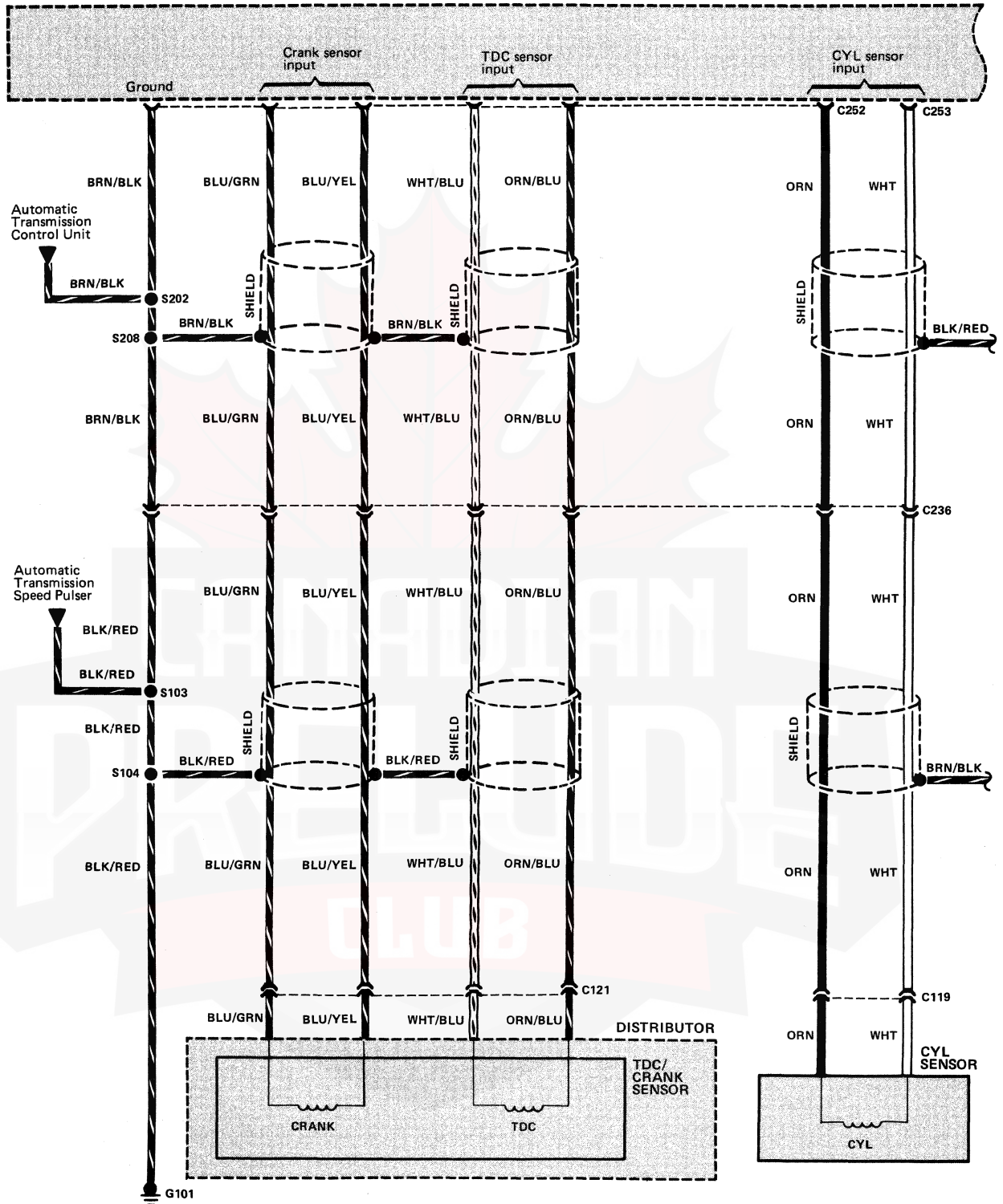
See Ground Distribution, page 14-1.

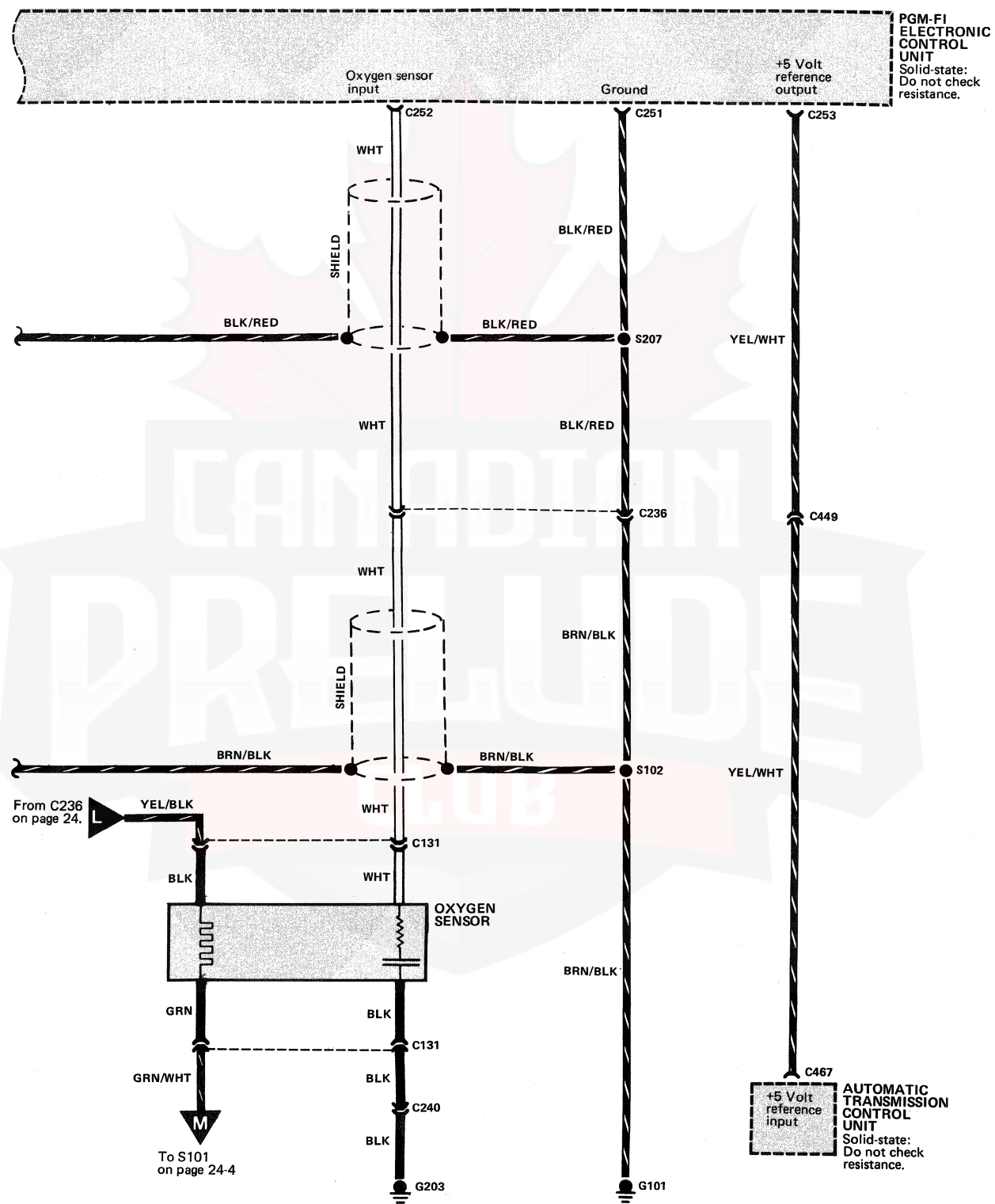
PGM-FI ELECTRONIC CONTROL UNIT
Solid-state:
Do not check resistance.

(cont'd)

PGM-FI: 2.1 Si, ABS, 4WS

Circuit Schematic (cont'd)

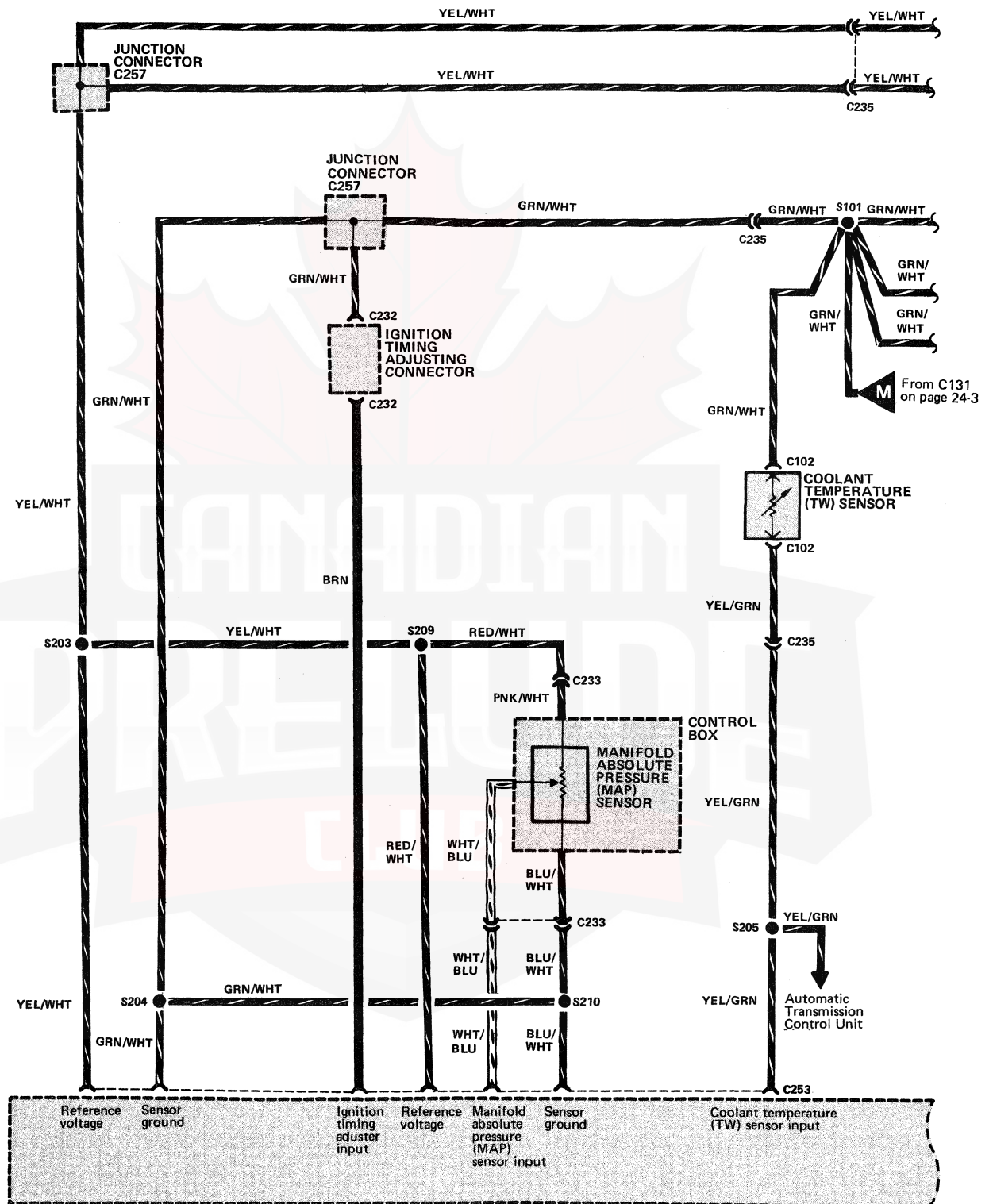


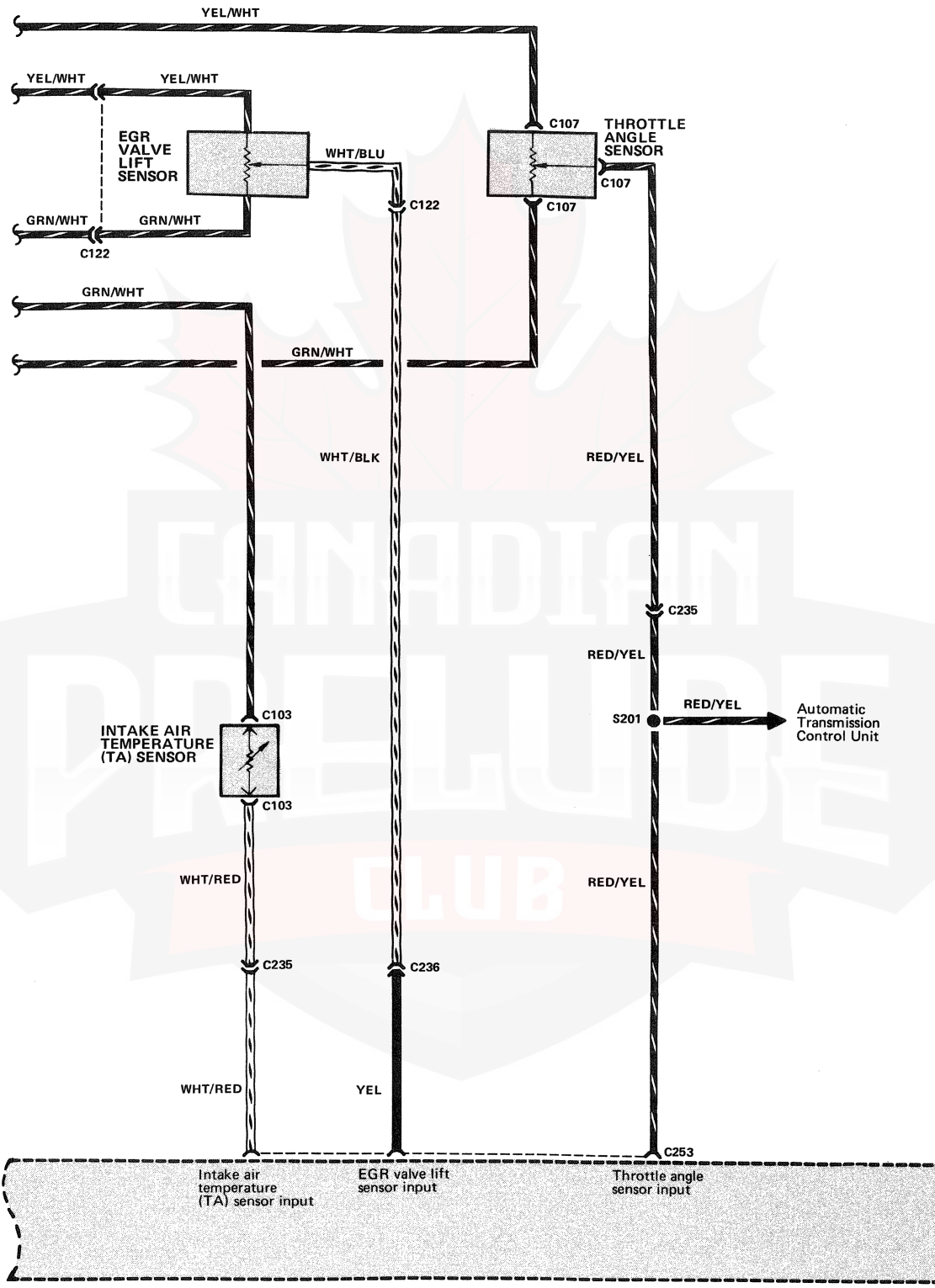
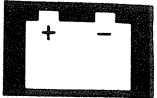


(cont'd)

PGM-FI: 2.1 Si, ABS, 4WS

Circuit Schematic (cont'd)

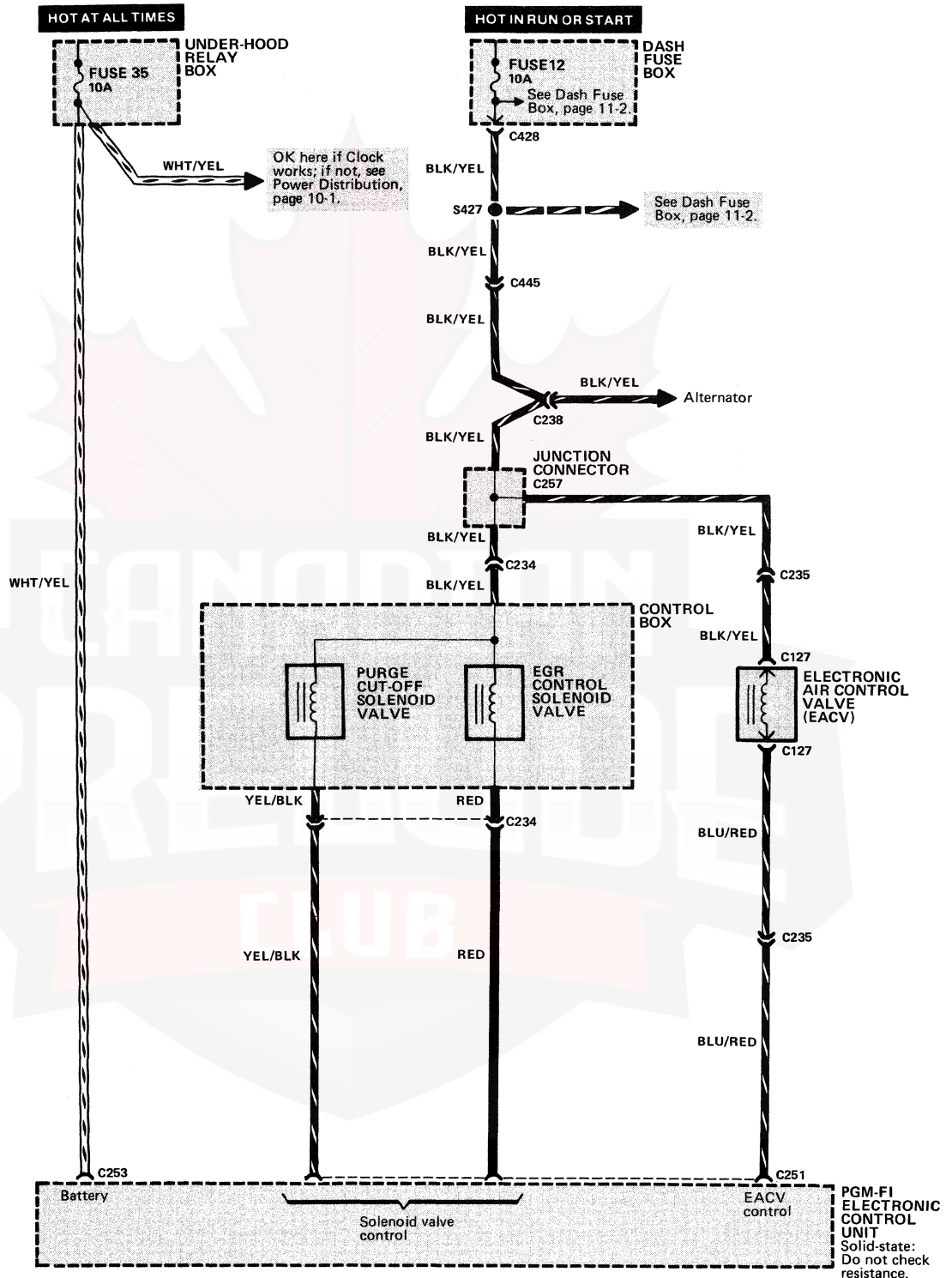


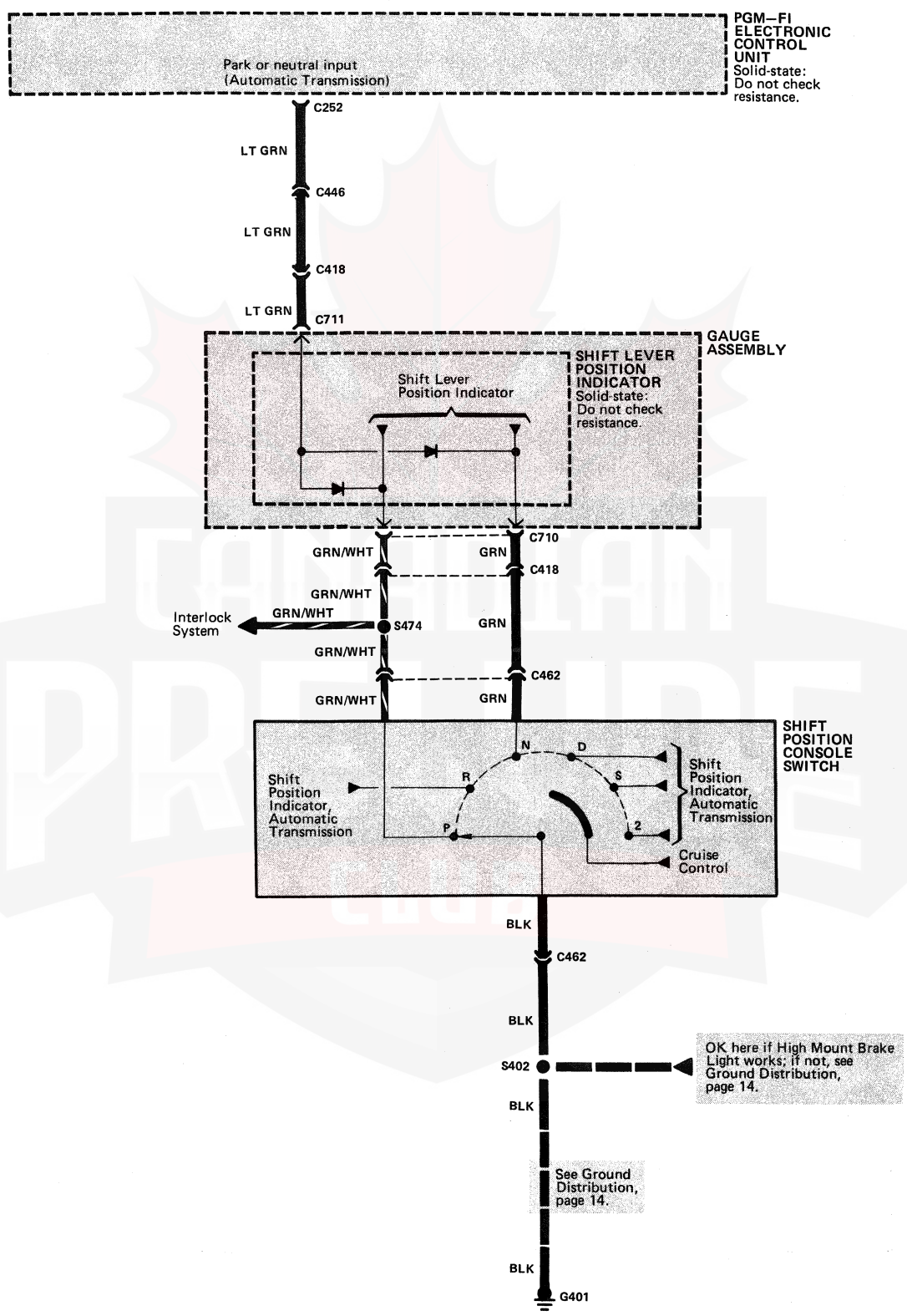
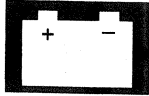


(cont'd)

PGM-FI: 2.1 Si, ABS, 4WS

Circuit Schematic

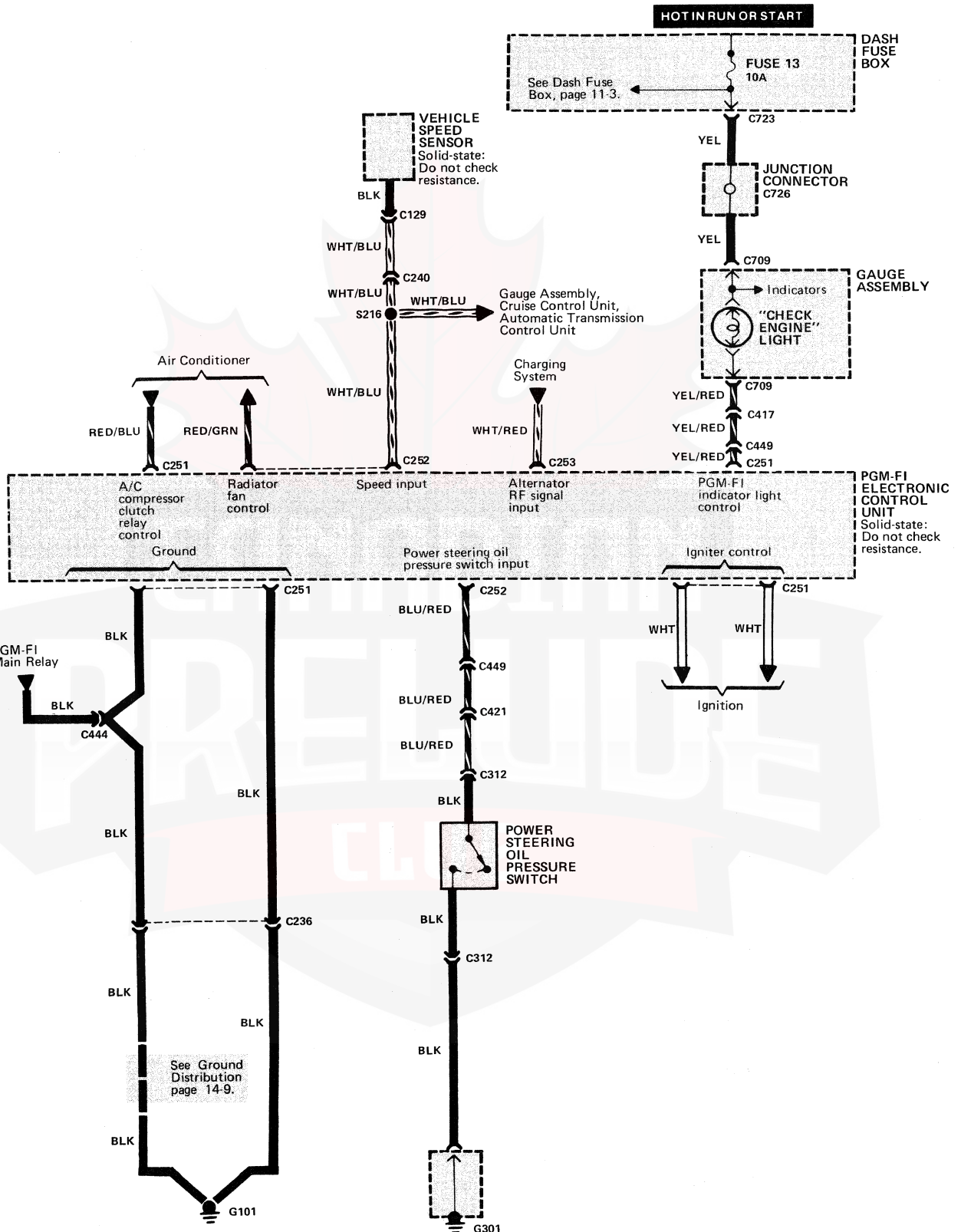


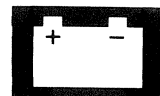


(cont'd)

PGM-FI: 2.1 Si, ABS, 4WS

Circuit Schematic (cont'd)





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Automatic Transmission Control Unit (2.1 Si)	98	Oxygen Sensor	24
Below right front footrest, under carpet		Lower rear of engine compartment, on exhaust manifold	
Control Box	46	PGM-FI Electronic Control Unit	97
Right rear of engine compartment		Below passenger's footrest, under carpet	
Coolant Temperature (TW) Sensor	47	PGM-FI Main Relay	65
Top right front of engine		Below left side of dash, left of dash fuse box	
CYL Sensor	37	Power Steering Oil Pressure Switch	6
Top right side of engine		Lower left rear of engine	
Dash Fuse Box	63	Purge Cut-Off Solenoid Valve (2.1 Si)	31
Behind dash, left of steering column		Right rear corner of engine compartment, in control box	
Distributor	36	Shift Position Console Switch	86
Top right side of engine		Below console, left side of gear selector lever	
EGR Control Solenoid Valve	31	Throttle Angle Sensor	30
Right rear corner of engine compartment, in control box		Top rear of engine	
EGR Valve Lift Sensor	38	Under-hood Relay Box	34
Top right rear of engine		Right side of engine compartment, forward of strut tower	
Electronic Air Control Valve (EACV)	27	Vehicle Speed Sensor	45
Top of engine		On right rear of transmission	
Fuel Injector Resistors	28	C119 (2-WHT)	37
Center rear of engine compartment, on bulkhead		Top right side of engine	
Fuel Injectors	27	C121 (4-WHT)	38
Top of engine, in intake manifold		Top right side of engine, on top of distributor	
Fuel Pump	113	C122 (3-WHT)	38
Behind left side of rear seat, in top of fuel tank		Top right side of engine, on top of distributor	
Ignition Timing Adjusting Connector C232 (2-WHT)	43	C128 (6-WHT)	28
Right rear corner of engine compartment, on control box bracket		Left rear of engine compartment, on bulkhead	
Intake Air Temperature (TA) Sensor	26	C129 (3-GRY)	45
Left rear of engine		Lower right side of engine compartment, above transmission	
Junction Connector C257 (20-BLK)	95	C131 (4-WHT)	24
Below right side of dash, near kick panel		Lower rear of engine compartment, near oil filter	
Junction Connector C726 (20-BLU)	73	C233 (3-WHT)	44
Behind right side of gauge assembly, taped to harness		Right rear corner of engine compartment, on control box bracket	
Manifold Absolute Pressure (MAP) Sensor	31	C234 (4-WHT)	43
Right rear corner of engine compartment, in control box		Right rear corner of engine compartment, on control box bracket	
		C235 (14-WHT)	33
		Right rear corner of engine compartment	

PGM-FI: 2.1 Si, ALB, 4WS

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

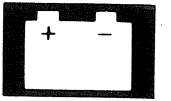
C236 (14-WHT)	33	C445 (22-WHT)	94
Right rear corner of engine compartment		Below right side of dash	
C238 (8-WHT)	17	C446 (23-BLU)	93
Right side of engine compartment, on bracket, behind battery		Below right side of dash	
C240 (4-WHT) (2.1 Si)	40	C449 (18-WHT)	94
Right front of engine compartment, on bracket, behind battery		Below right side of dash	
C251 (26-GRY) (2.1 Si)	98	C462 (10-WHT)	86
Below right front footrest, on PGM-FI electronic control unit		Below left side of console, forward of gear selector	
C252 (16-GRY) (2.1 Si)	98	C467 (18-GRY)	98
Below right front footrest, on PGM-FI electronic control unit		Below right front footrest, on automatic transmission control unit	
C253 (22-GRY) (2.1 Si)	98	C709 (16-BLU)	56
Below right front footrest, on PGM-FI electronic control unit		Behind top left side of dash, on rear of gauge assembly	
C312 (2-YEL)	7	C710 (16-YEL)	56
Left rear of engine compartment, on strut tower		Behind top left side of dash, on rear of gauge assembly	
C417 (24-WHT)	74	C711 (14-YEL)	56
Below dash, right of steering column		Behind top left side of dash, on rear of gauge assembly	
C418 (10-BLU)	74	C723 (4-WHT)	66
Below dash, right of steering column		Below left side of dash, on front right side of dash fuse box	
C421 (20-WHT)	59	G101	42
Below left side of dash, at kick panel		On top right side of engine	
C428 (14-YEL)	67	G203	33
Below left side of dash, on rear of dash fuse box		Right rear corner of engine compartment, above grommet	
C444 (4-WHT)	94	G301	3
Below right side of dash		Left front corner of engine compartment	
		G401	82
		Behind top center of dash, above left side of heater assembly	
		G701	81
		Behind center dash, on left side of center frame	

How The Circuit Works

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

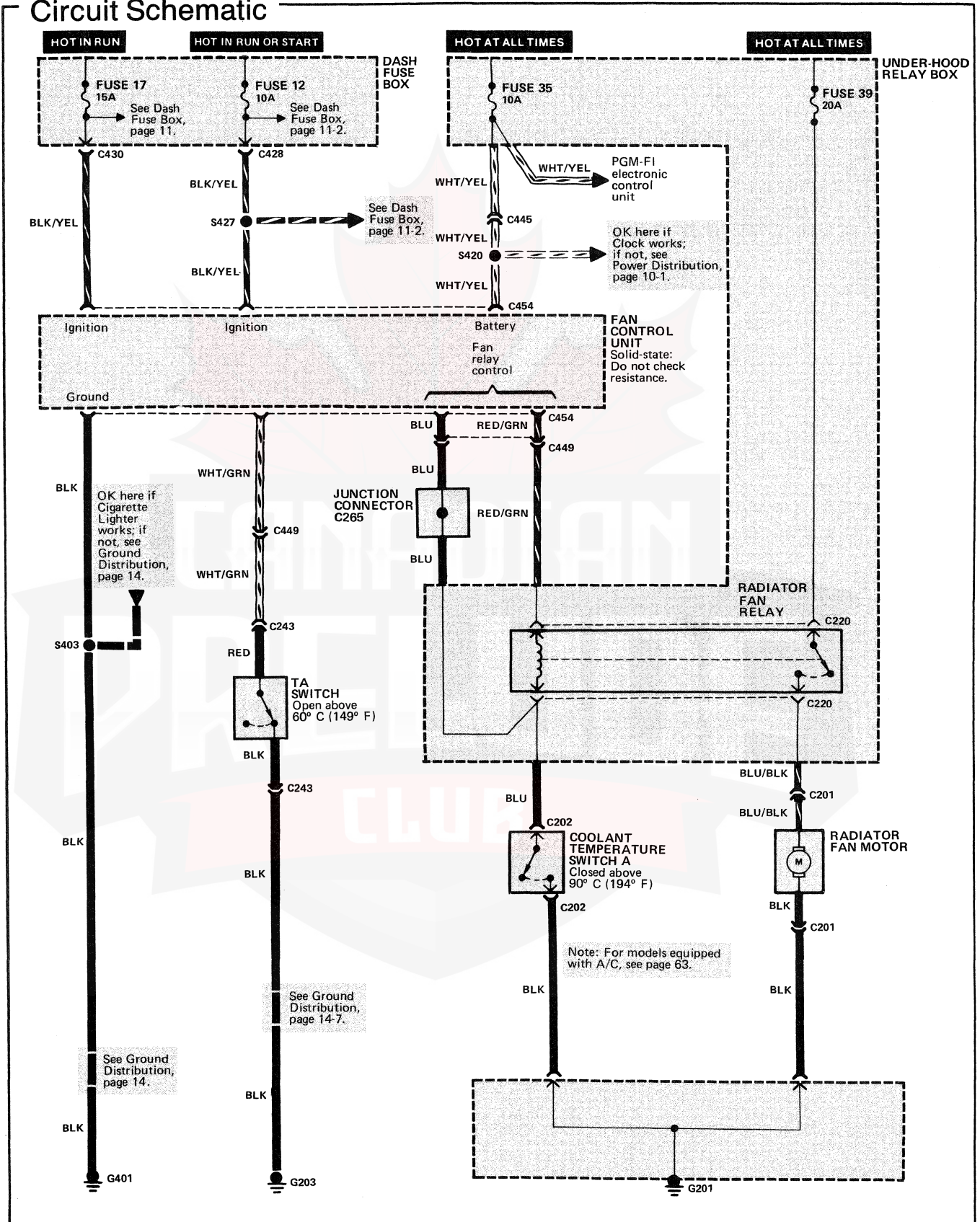
The electronic control unit and various sensors provide extremely accurate control of air-fuel mixture under all operating conditions. At the precise time a piston is on the intake stroke, fuel is injected into the correct intake manifold runner.

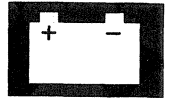
See Section 11 of the Service Manual for circuit description and troubleshooting procedures.



Radiator Fan: Without A/C

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

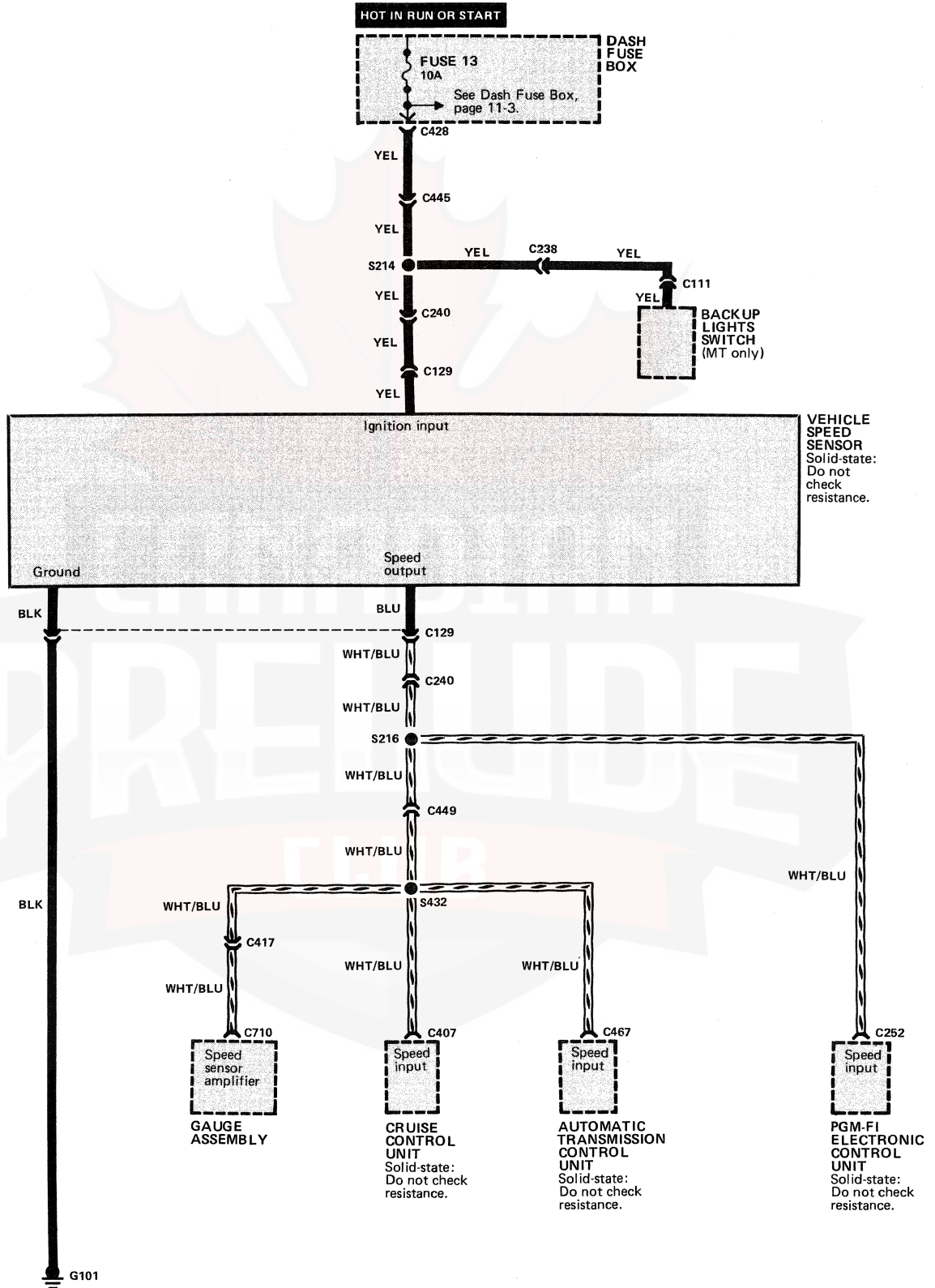
Coolant Temperature Switch A	23
Lower rear of radiator, below radiator fan motor	
Dash Fuse Box	63
Behind dash, left of steering column	
Fan Control Unit	92
Below right side of dash, on kick panel	
Junction Connector C265 (3-BLU)	54
In right front wheel well, above tire	
Radiator Fan Motor	19
Front of engine compartment, behind right side of radiator	
Radiator Fan Relay	11
Right side of engine compartment, in under-hood relay box	
TA Switch	
Right rear of engine compartment, below control box	
Under-hood Relay Box	34
Right side of engine compartment, forward of strut tower	
C201 (2-WHT)	19
Lower right front of engine compartment, on radiator fan motor shroud	
C243 (2-GRN)	
Right rear of engine compartment, near control box	
C428 (14-YEL)	67
Below left side of dash, on rear of dash fuse box	
C430 (10-YEL)	67
Below left side of dash, on rear of dash fuse box	
C445 (22-WHT)	94
Below right side of dash	
C449 (18-WHT)	94
Below right side of dash	
G201	9
Right side of engine compartment, below under-hood relay box	
G203	33
Right rear corner of engine compartment, above grommet	
G401	82
Behind top center of dash, above left side of heater assembly	

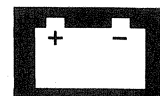
How The Circuit Works

The fan timer unit operates the radiator fan according to the temperature of the engine coolant. The fan is turned on when the coolant temperature rises above 194°F (90°C) and is 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 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 fan timer unit controls the fan by operating the radiator fan relay. Closure of coolant temperature switch A initiates the operation of the fan at 194°F (90°C). Opening the TA switch initiates operation of the radiator fan at ignition turn-off.

Speed Sensor

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

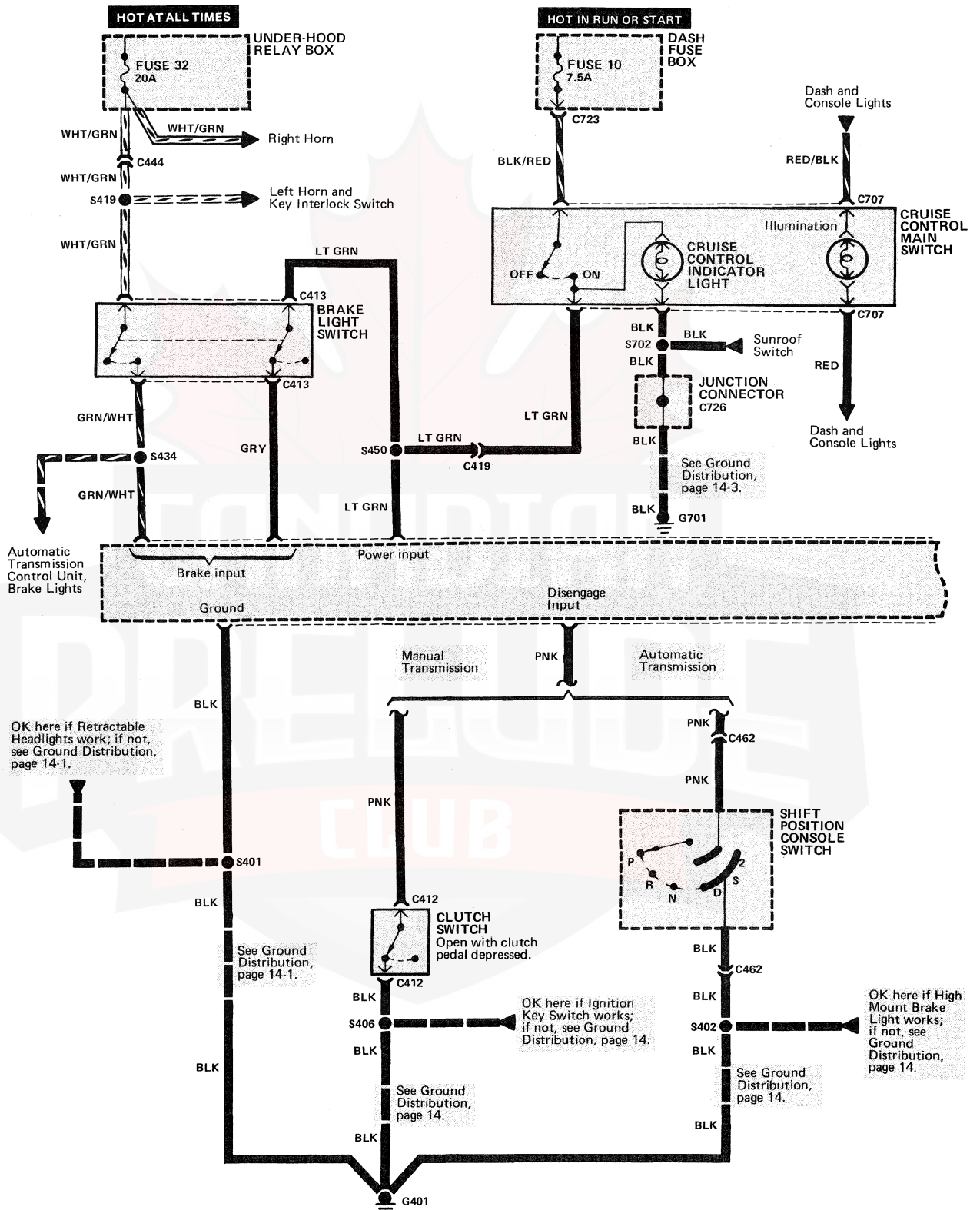
Automatic Transmission Control Unit (2.0 Si) . . .	84	C252 (16-GRY) (2.1 Si)	98
Below center of dash		Below right front footrest, on PGM-FI electronic control unit	
Automatic Transmission Control Unit (2.1 Si) . . .	98	C252 (20-BLK) (2.0 Si)	96
Below right front footrest, under carpet		Below right front footrest, on PGM-FI electronic control unit	
Back Up Lights Switch		C417 (24-WHT)	74
Top right side of transmission		Below dash, right of steering column	
Cruise Control Unit	68	C428 (14-YEL)	67
Below left side of dash, at kick panel		Below left side of dash, on rear of dash fuse box	
Dash Fuse Box	63	C445 (22-WHT)	94
Behind dash, left of steering column		Below right side of dash	
PGM-FI Electronic Control Unit	97	C449 (18-WHT)	94
Below passenger's footrest, under carpet		Below right side of dash	
Vehicle Speed Sensor	45	C467 (18-GRY)	98
On right rear of transmission		Below right front footrest, on automatic transmission control unit	
C111 (1-BLK)		C710 (16-YEL)	56
Right side of engine compartment, above transmission		Behind top left side of dash, on rear of gauge assembly	
C129 (3-GRY)	45	G101	42
Lower right side of engine compartment, above transmission		On top right side of engine	
C238 (8-WHT)	17		
Right side of engine compartment, on bracket, behind battery			
C240 (2-WHT) (2.0 Si)	40		
Right front of engine compartment, on bracket, behind battery			

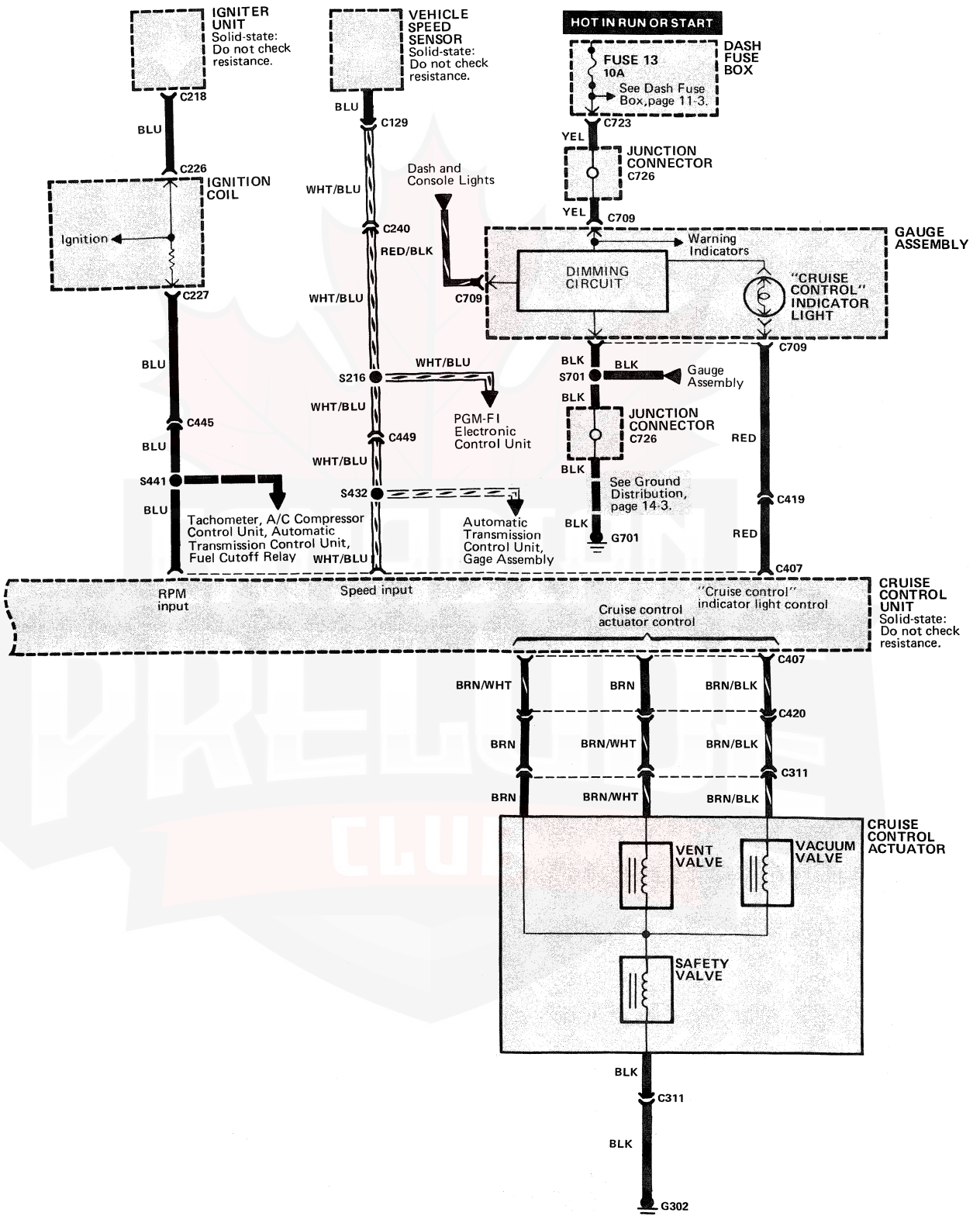
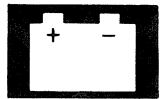
How The Circuit Works

The speed sensor generates a signal that indicates the speed of the car. This signal is then used by each control unit to perform the necessary functions required by each circuit.

Cruise Control

Circuit Schematic

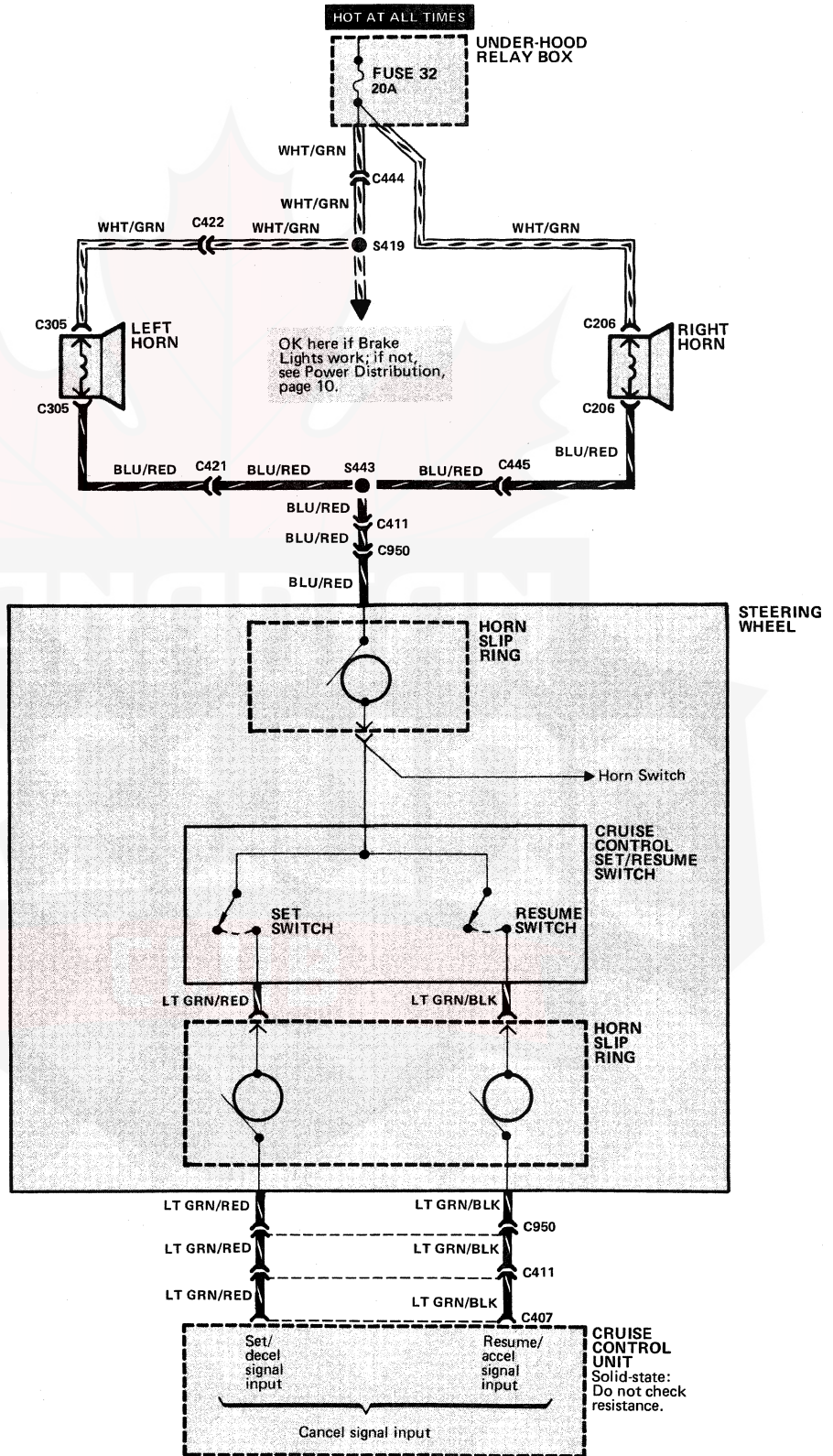


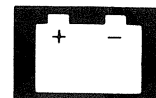


(cont'd)

Cruise Control

Circuit Schematic (cont'd)





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Brake Light Switch	69	C240 (2-WHT) (2.0 Si)	40
Below left side of dash, on brake pedal support		Right front of engine compartment, on bracket, behind battery	
Clutch Switch	69	C311 (4-WHT)	4
Below left side of dash, on clutch pedal support		Left front of engine compartment, near cruise control actuator	
Cruise Control Actuator	4	C411 (14-GRN)	63
Left front of engine compartment		Behind left side of dash, on right side of dash fuse box	
Cruise Control Unit	68	C419 (8-WHT)	74
Below left side of dash, at kick panel		Below dash, right of steering column	
Dash Fuse Box	63	C420 (13-WHT)	59
Behind dash, left of steering column		Below left side of dash, at kick panel	
Igniter Unit	34	C421 (20-WHT)	59
Right side of engine compartment, top of strut tower		Below left side of dash, at kick panel	
Ignition Coil	43	C422 (4-WHT)	59
Right rear of engine compartment, on top of strut tower		Below left side of dash, at kick panel	
Junction Connector C726 (20-BLU)	73	C444 (4-WHT)	94
Behind right side of gauge assembly, taped to harness		Below right side of dash	
Left Horn	51	C445 (22-WHT)	94
Behind left side of front bumper		Below right side of dash	
Right Horn	52	C449 (18-WHT)	94
Behind right side of front bumper		Below right side of dash	
Shift Position Console Switch	86	C462 (10-WHT)	86
Below console, left side of gear selector lever		Below left side of console, forward of gear selector	
Under-hood Relay Box	34	C709 (16-BLU)	56
Right side of engine compartment, forward of strut tower		Behind top left side of dash, on rear of gauge assembly	
Vehicle Speed Sensor	45	C723 (4-WHT)	66
On right rear of transmission		Below left side of dash, on front right side of dash fuse box	
C129 (3-GRY)	45	C950 (3-WHT)	70
Lower right side of engine compartment, above transmission		Top of steering column	
C226 (2-GRY)	44	G302	3
Right rear corner of engine compartment, on ignition coil		Left front corner of engine compartment	
C227 (2-GRY)	46	G401	82
Right rear corner of engine compartment, on ignition coil		Behind top center of dash, above left side of heater assembly	
		G701	81
		Behind center dash, on left side of 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

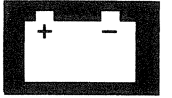
The cruise control unit receives command signals from the cruise control main switch and the cruise control set/resume switch. The cruise control unit receives information about operating conditions from the brake switch, the distributor, the speed sensor, the clutch switch (manual transmission), or 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. 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.

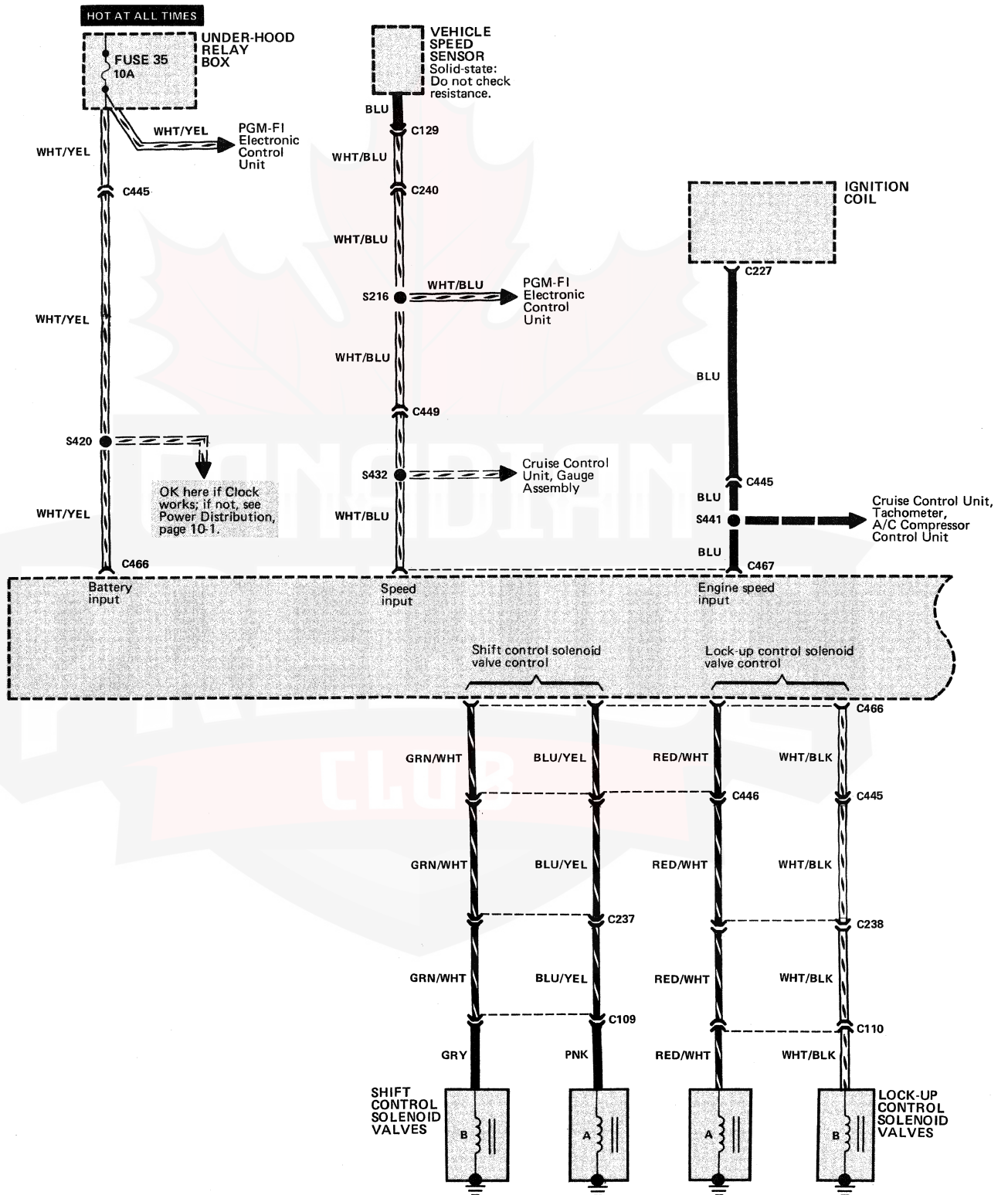
When the set switch is depressed and the cruise control system is on, the "Cruise Control" indicator on the warning display lights up. You can cancel the cruise control system by pushing the main switch off. This removes power to the control unit and erases the set speed from memory. If the system is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

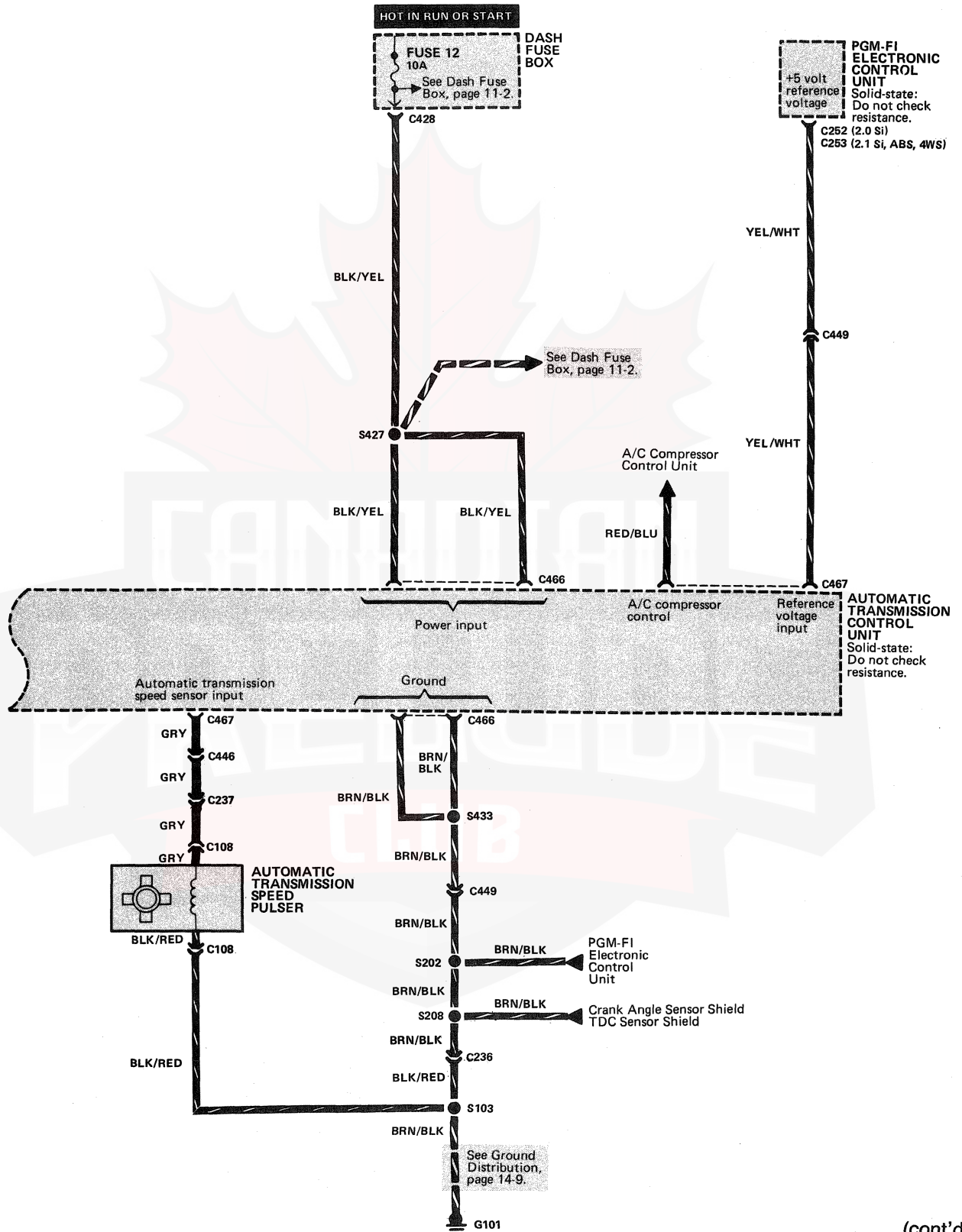
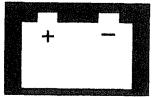
For gradual acceleration without depressing the accelerator pedal, push the resume switch down and hold it there until the desired speed is reached. This will send an acceleration signal input to the control unit. When the switch is released, the system will be reprogrammed for the new speed. To slow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

Circuit Schematic

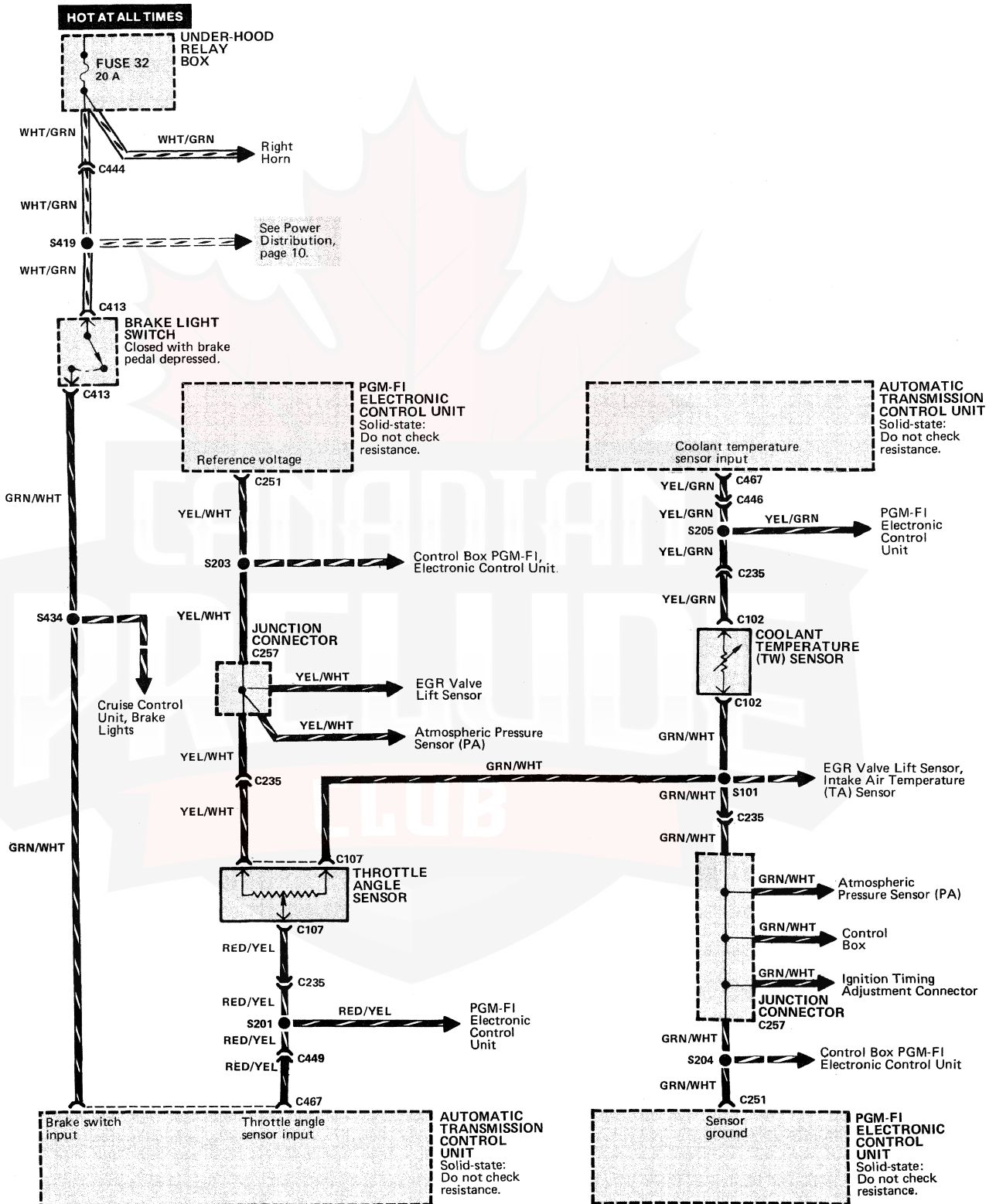


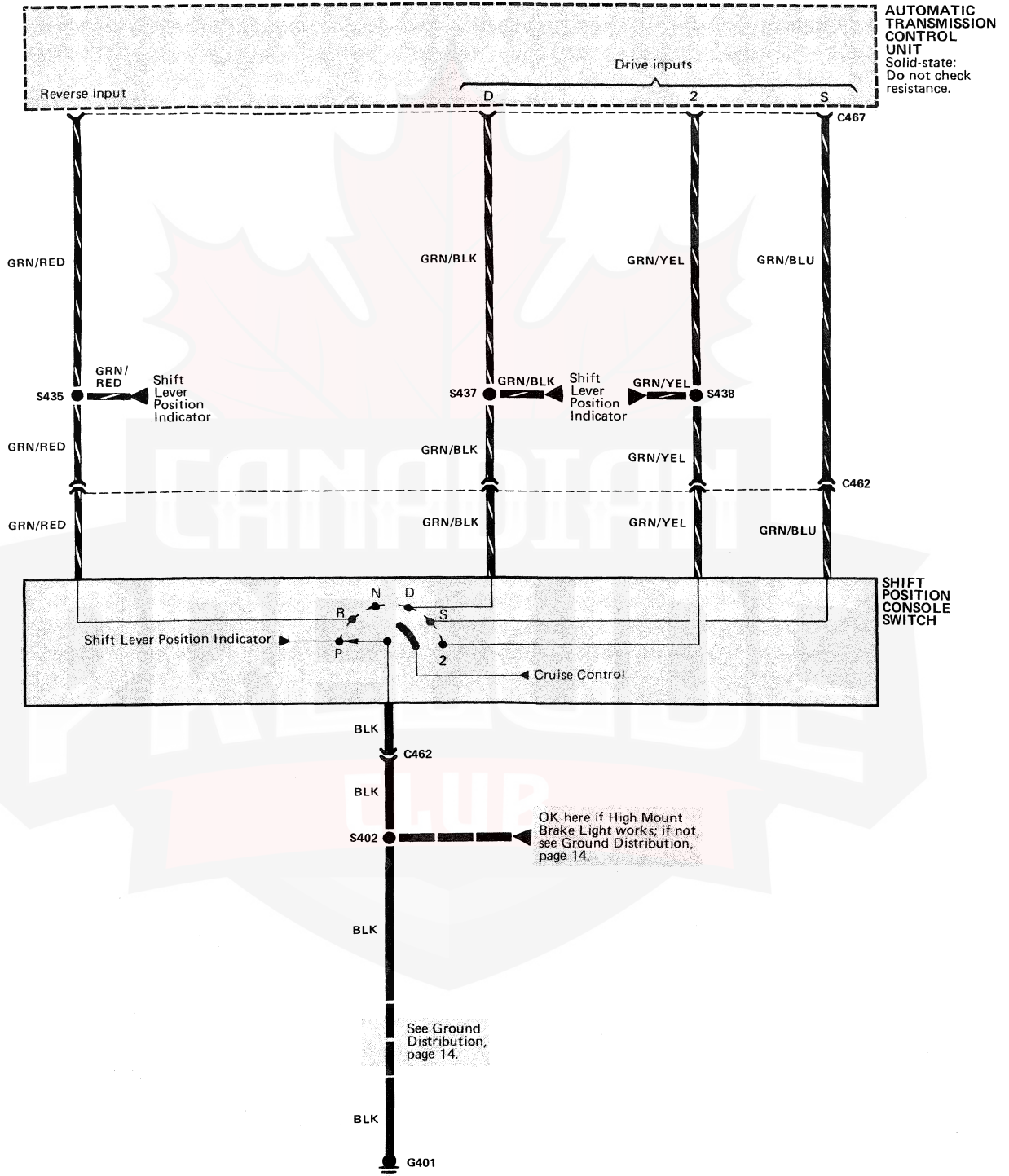
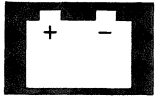


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Automatic Transmission Controls

Circuit Schematic (cont'd)

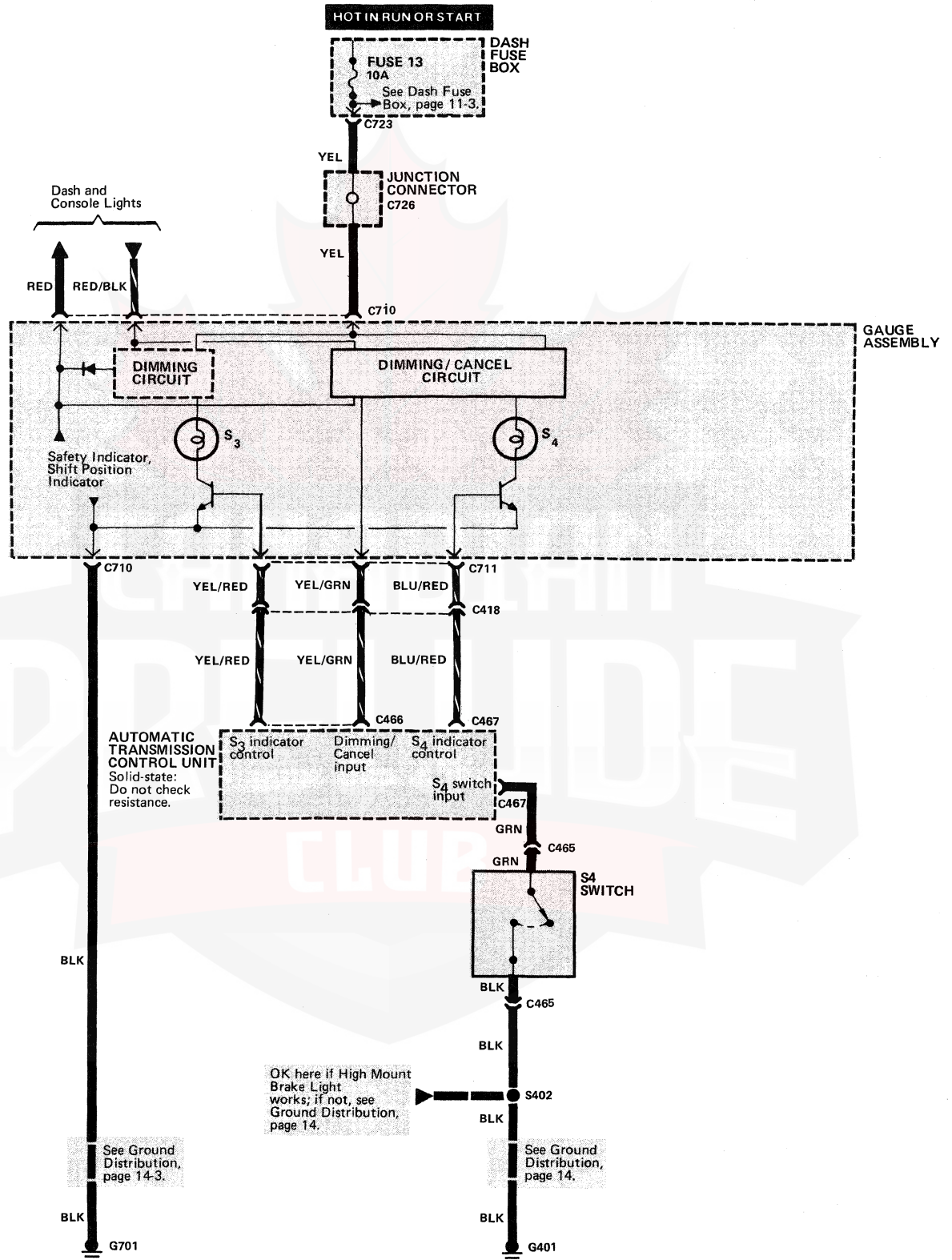


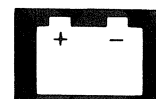


(cont'd)

Automatic Transmission Controls

Circuit Schematic (cont'd)





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Automatic Transmission Control Unit (2.0 Si)	84	C110 (2-WHT)	18
Below center of dash		Lower right front of engine	
Automatic Transmission Control Unit (2.1 Si)	98	C129 (3-GRY)	45
Below right front footrest, under carpet		Lower right side of engine compartment, above transmission	
Automatic Transmission Speed Pulser	21	C227 (2-GRY)	46
On right side of transmission		Right rear corner of engine compartment, on ignition coil	
Brake Light Switch	69	C235 (14-WHT)	33
Below left side of dash, on brake pedal support		Right rear corner of engine compartment	
Coolant Temperature (TW) Sensor	47	C236 (14-WHT)	33
Top right front of engine		Right rear corner of engine compartment	
Dash Fuse Box	63	C237 (3-WHT)	17
Behind dash, left of steering column		Right side of engine compartment, on bracket, behind battery	
Ignition Coil	43	C238 (8-WHT)	17
Right rear of engine compartment, on top of strut tower		Right side of engine compartment, on bracket, behind battery	
Junction Connector C257 (20-BLK)	95	C240 (2-WHT) (2.0 Si)	40
Below right side of dash, near kick panel		Right front of engine compartment, on bracket, behind battery	
Junction Connector C726 (20-BLU)	73	C251 (16-BLK) (2.0 Si)	96
Behind right side of gauge assembly, taped to harness		Below right front footrest, on PGM-FI electronic control unit	
Lock-Up Control Solenoid Valves	18	C251 (26-GRY) (2.1 Si)	98
Right front of transmission		Below right front footrest, on PGM-FI electronic control unit	
PGM-FI Electronic Control Unit	97	C252 (16-GRY) (2.1 Si)	98
Below passenger's footrest, under carpet		Below right front footrest, on PGM-FI electronic control unit	
Shift Control Solenoid Valves	18	C252 (20-BLK) (2.0 Si)	96
Right front of transmission		Below right front footrest, on PGM-FI electronic control unit	
Shift Position Console Switch	86		
Below console, left side of gear selector lever			
Throttle Angle Sensor	30		
Top rear of engine			
Under-hood Relay Box	34		
Right side of engine compartment, forward of strut tower			
Vehicle Speed Sensor	45		
On right rear of transmission			
C108 (2-WHT)	14		
Lower right side of engine			
C109 (2-WHT)	18		
Lower right front of engine			

Automatic Transmission Controls

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

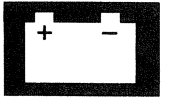
C253 (22-GRY) (2.1 Si)	98
Below right front footrest, on PGM-FI electronic control unit	
C418 (10-BLU)	74
Below dash, right of steering column	
C428 (14-YEL)	67
Below left side of dash, on rear of dash fuse box	
C444 (4-WHT)	94
Below right side of dash	
C445 (22-WHT)	94
Below right side of dash	
C446 (23-BLU)	93
Below right side of dash	
C449 (18-WHT)	94
Below right side of dash	
C462 (10-WHT)	86
Below left side of console, forward of gear selector	
C465 (2-WHT)	86
Below left side of console, forward of gear selector	
C466 (12-GRY)	98
Below left front footrest, on automatic transmission control unit	
C467 (18-GRY)	98
Below right front footrest, on automatic transmission control unit	
C710 (16-YEL)	56
Behind top left side of dash, on rear of gauge assembly	
C711 (14-YEL)	56
Behind top left side of dash, on rear of gauge assembly	
C723 (4-WHT)	66
Below left side of dash, on front right side of dash fuse box	
G101	42
On top right side of engine	
G401	82
Behind top center of dash, above left side of heater assembly	
G701	81
Behind center dash, on left side of center frame	

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.

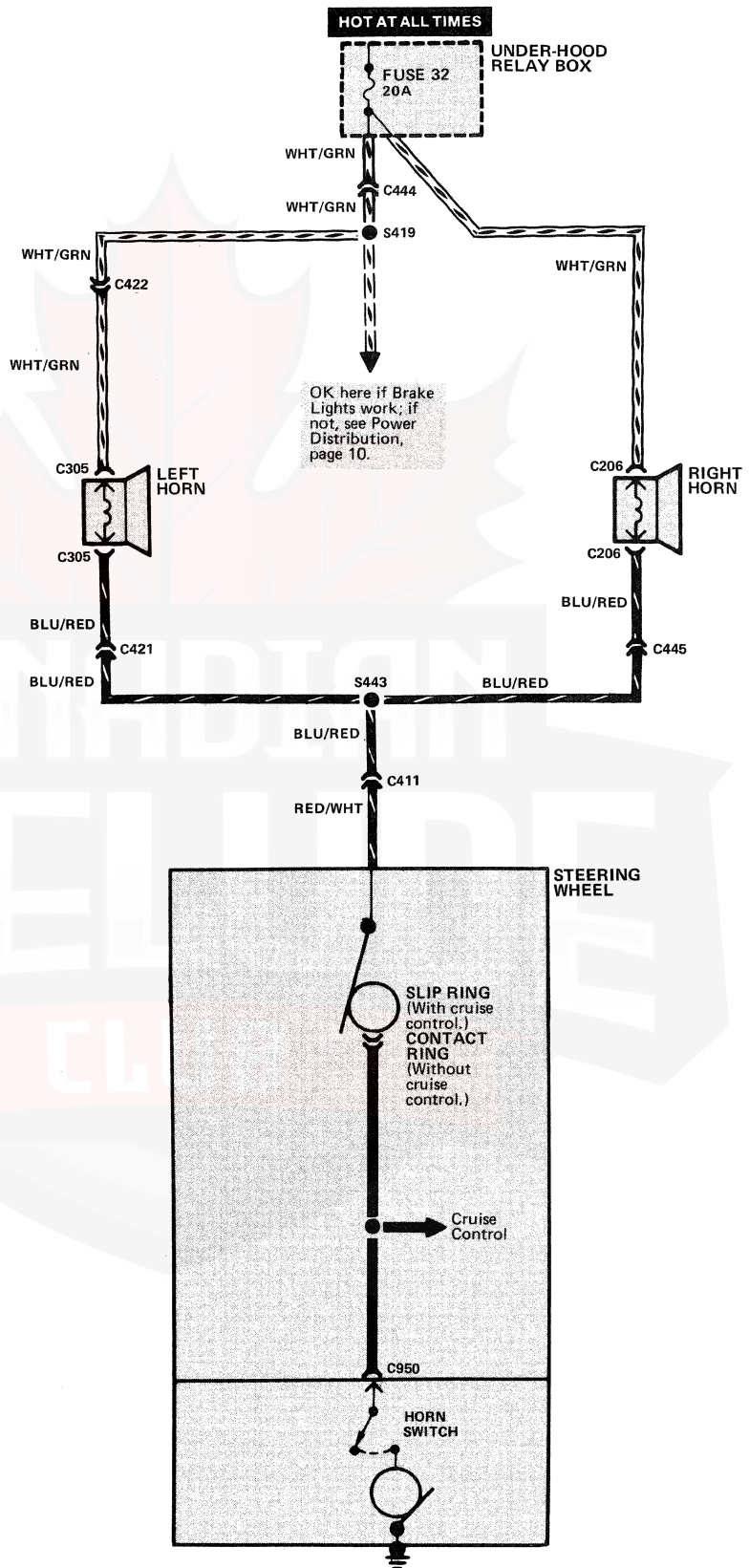
The electronic control system consists of an automatic transmission control unit, sensors, and four solenoid valves. Shifting and lock-up are electronically controlled for comfortable driving under all conditions.

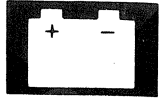
See Section 14 of the Service Manual for circuit description and troubleshooting procedures.



Horns

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

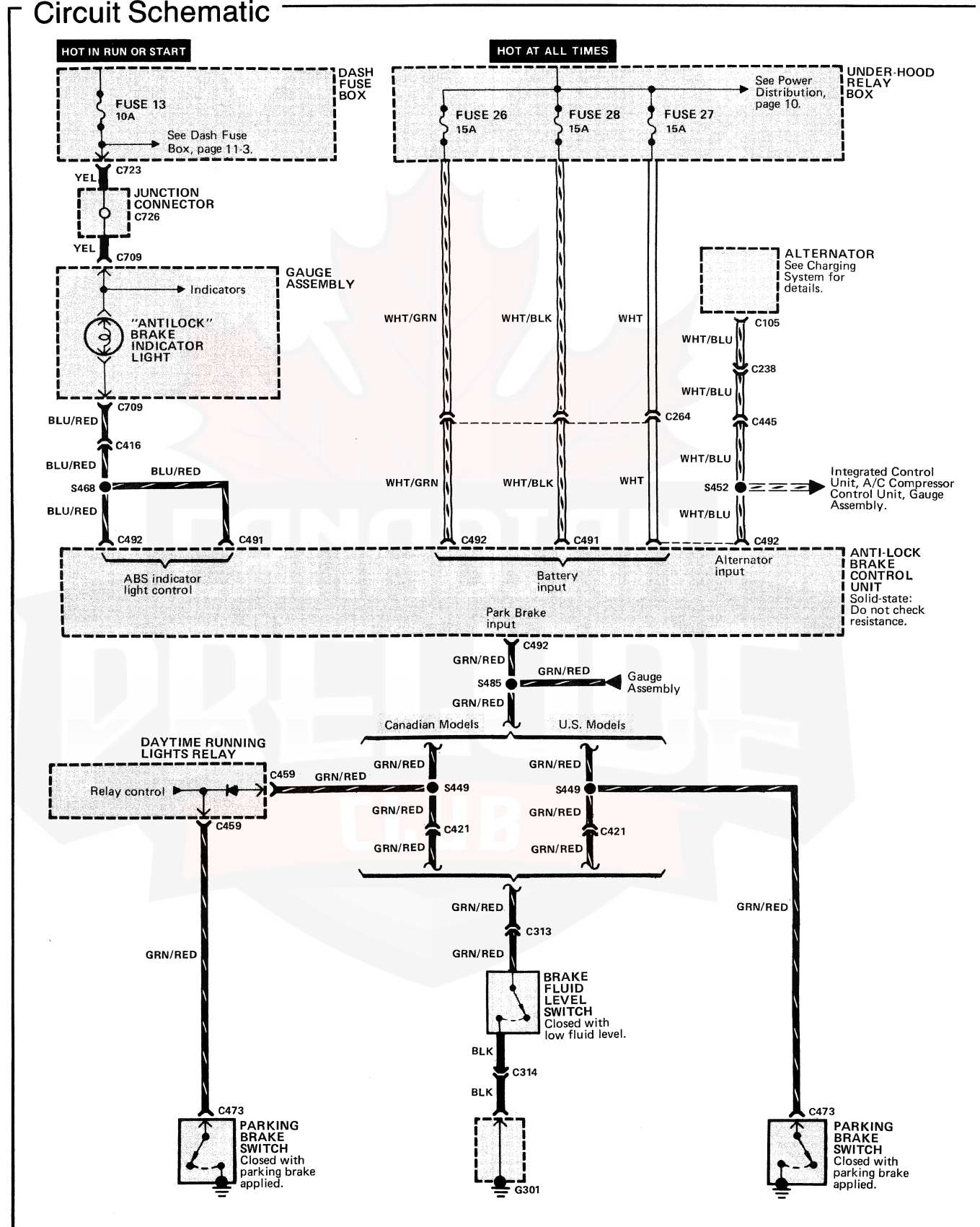
Left Horn	51
Behind left side of front bumper	
Right Horn	52
Behind right side of front bumper	
Under-hood Relay Box	34
Right side of engine compartment, forward of strut tower	
C411 (14-GRN).....	63
Behind left side of dash, on right side of dash fuse box	
C421 (20-WHT).....	59
Below left side of dash, at kick panel	
C422 (4-WHT)	59
Below left side of dash, at kick panel	
C444 (4-WHT)	94
Below right side of dash	
C445 (22-WHT).....	94
Below right side of dash	

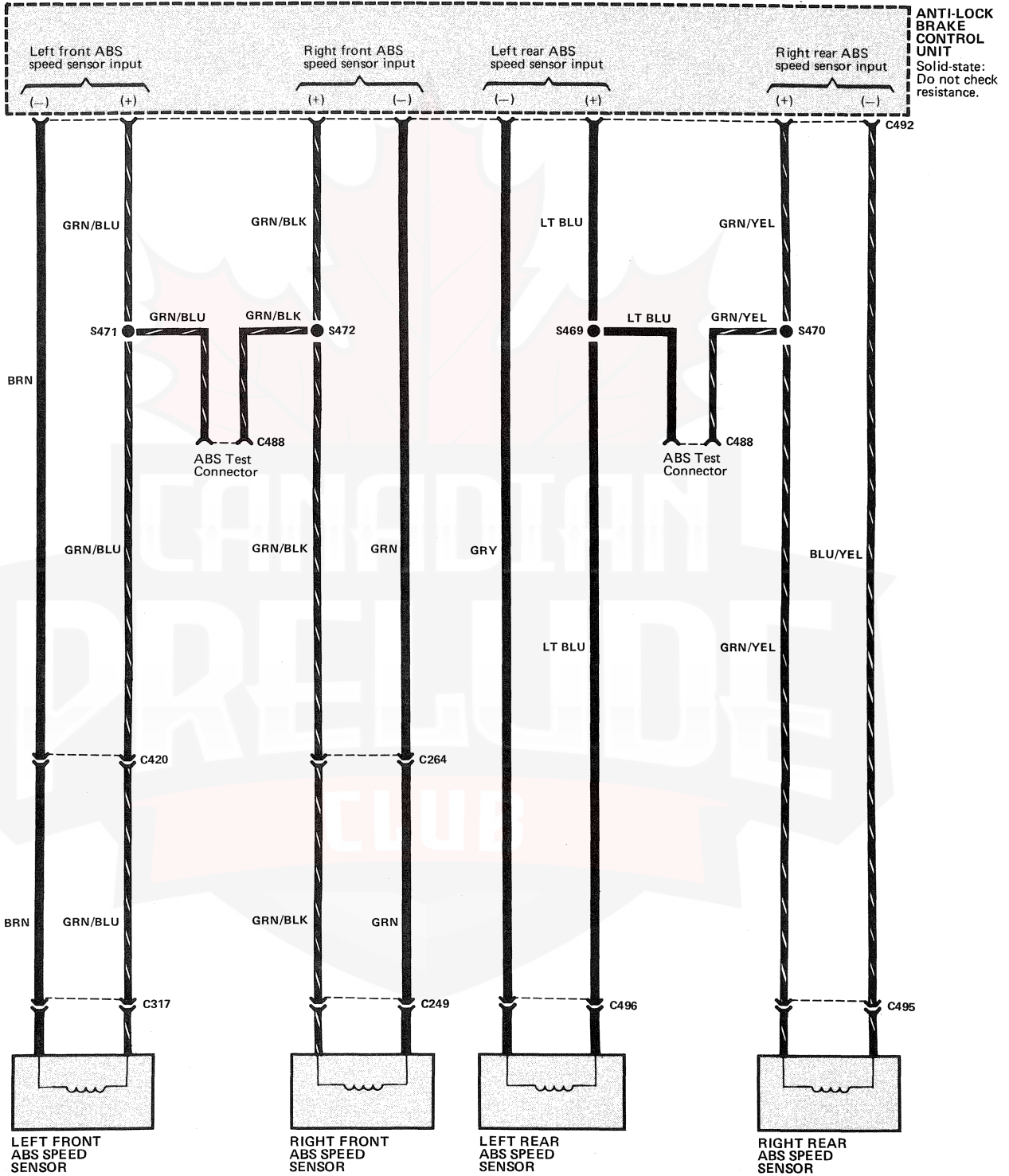
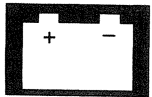
How The Circuit Works

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 circuit path is completed to ground: The horns sound.

Anti-lock Brake System (ABS)

Circuit Schematic

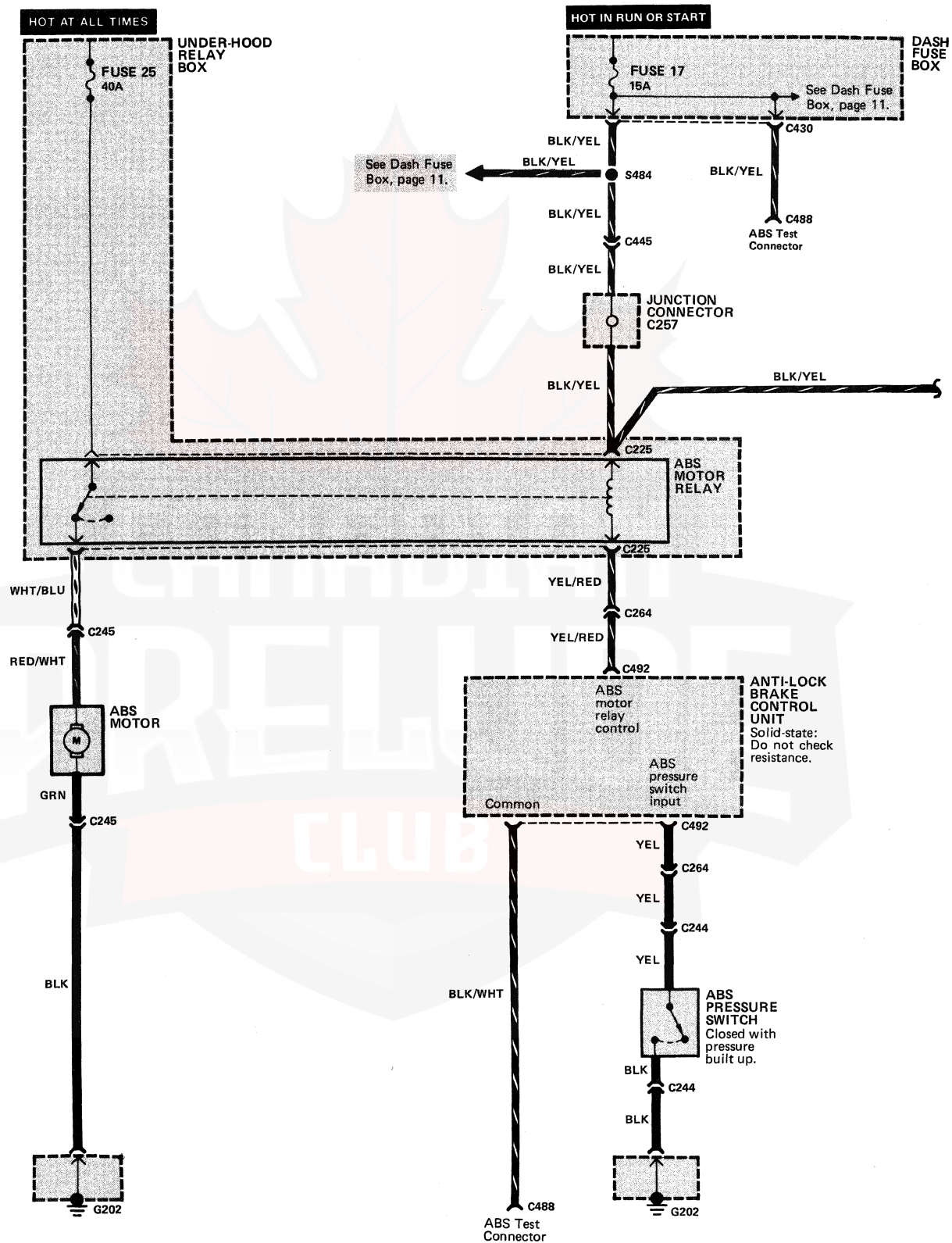


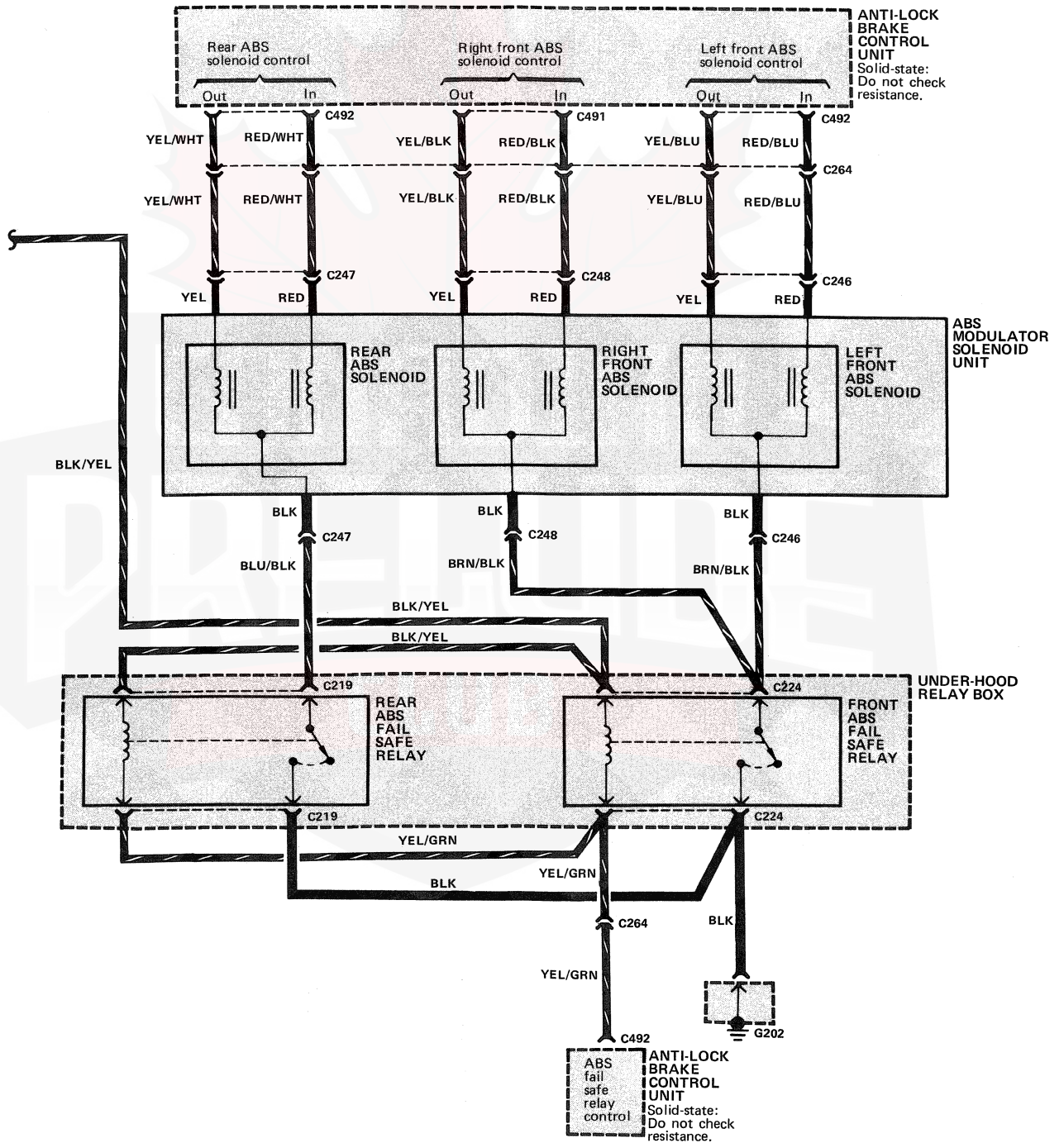
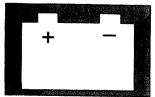


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Anti-lock Brake System (ABS)

Circuit Schematic (cont'd)





Anti-lock Brake System

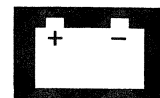
Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

ABS Modulator Solenoid Unit	39	Rear ABS Speed Sensor	125
Right front of engine compartment, left of under-hood relay box		At top inside of each rear wheel	
ABS Motor	41	Under-hood Relay Box	34
Lower right front of engine compartment, below battery tray		Right side of engine compartment, forward of strut tower	
ABS Motor Relay	35	C105 (4-WHT)	2
Right side of engine compartment, in under-hood relay box		Left front of engine, on alternator	
ABS Pressure Switch	41	C238 (8-WHT)	17
Lower right front of engine compartment, below battery tray		Right side of engine compartment, on bracket, behind battery	
ABS Test Connector C488 (6-PNK)	88	C244 (2-PNK)	41
Behind front right side of console		Lower right front of engine compartment, below battery tray	
Alternator	1	C245 (2-YEL)	41
Left front of engine		Lower right front of engine compartment, below battery tray	
Anti-lock Brake Control Unit	83	C246 (3-PNK)	39
Below center of dash, front of center console		Right front of engine compartment, on top of ABS modulator solenoid unit	
Brake Fluid Level Switch	8	C247 (3-PNK)	40
Left rear of engine compartment, in brake fluid reservoir		Right front of engine compartment, on top of ABS modulator solenoid unit	
Dash Fuse Box	63	C248 (3-PNK)	40
Behind dash, left of steering column		Right front of engine compartment, on top of ABS modulator solenoid unit	
Daylight Running Lights Relay	61	C249 (2-PNK)	46
Below left side of dash, on dash relay holder		Lower right rear corner of engine compartment, below control box	
Front ABS Fail Safe Relay	35	C264 (14-PNK)	93
Right side of engine compartment, in under-hood relay box		Below right side of dash	
Front ABS Speed Sensor	53	C313 (1-BLK)	8
At top inside of each front wheel		Left rear of engine compartment, near brake fluid reservoir	
Junction Connector C257 (20-BLK)	95	C314 (1-BLK)	8
Below right side of dash, near kick panel		Left rear of engine compartment, near brake fluid reservoir	
Junction Connector C726 (20-BLU)	73	C317 (2-PNK)	28
Behind right side of gauge assembly, taped to harness		Left rear of engine compartment	
Parking Brake Switch	89	C416 (22-WHT)	74
Below rear of console, at base of parking brake lever		Below dash, right of steering column	
Rear ABS Fail Safe Relay	35	C420 (13-WHT)	59
Right side of engine compartment, in under-hood relay box		Below left side of dash, at kick panel	
		C421 (20-WHT)	59
		Below left side of dash, at kick panel	



C430 (10-YEL)	67
Below left side of dash, on rear of dash fuse box	
C445 (22-WHT)	94
Below right side of dash	
C491 (5-WHT)	83
Below center of dash, on anti-lock brake control unit	
C492 (21-WHT)	83
Below center of dash, on anti-lock brake control unit	
C495 (2-PNK)	112
Behind right side of rear seat, below access hole	
C496 (2-PNK)	113
Behind left side of rear seat, below access hole	
C709 (16-BLU)	56
Behind top left side of dash, on rear of gauge assembly	
C723 (4-WHT)	66
Below left side of dash, on front right side of dash fuse box	
G202	9
Right side of engine compartment, below under-hood relay box	
G301	3
Left front corner of engine compartment	

How The Circuit Works

The antilock brake system modulates the pressure of the brake fluid to each caliper whenever the wheels are likely to be locked due to excessive braking. This prevents the locking of the wheels and allows for better handling of the car. If there is no longer any possibility of wheel locking, the system returns to the conventional braking system mode of operation.

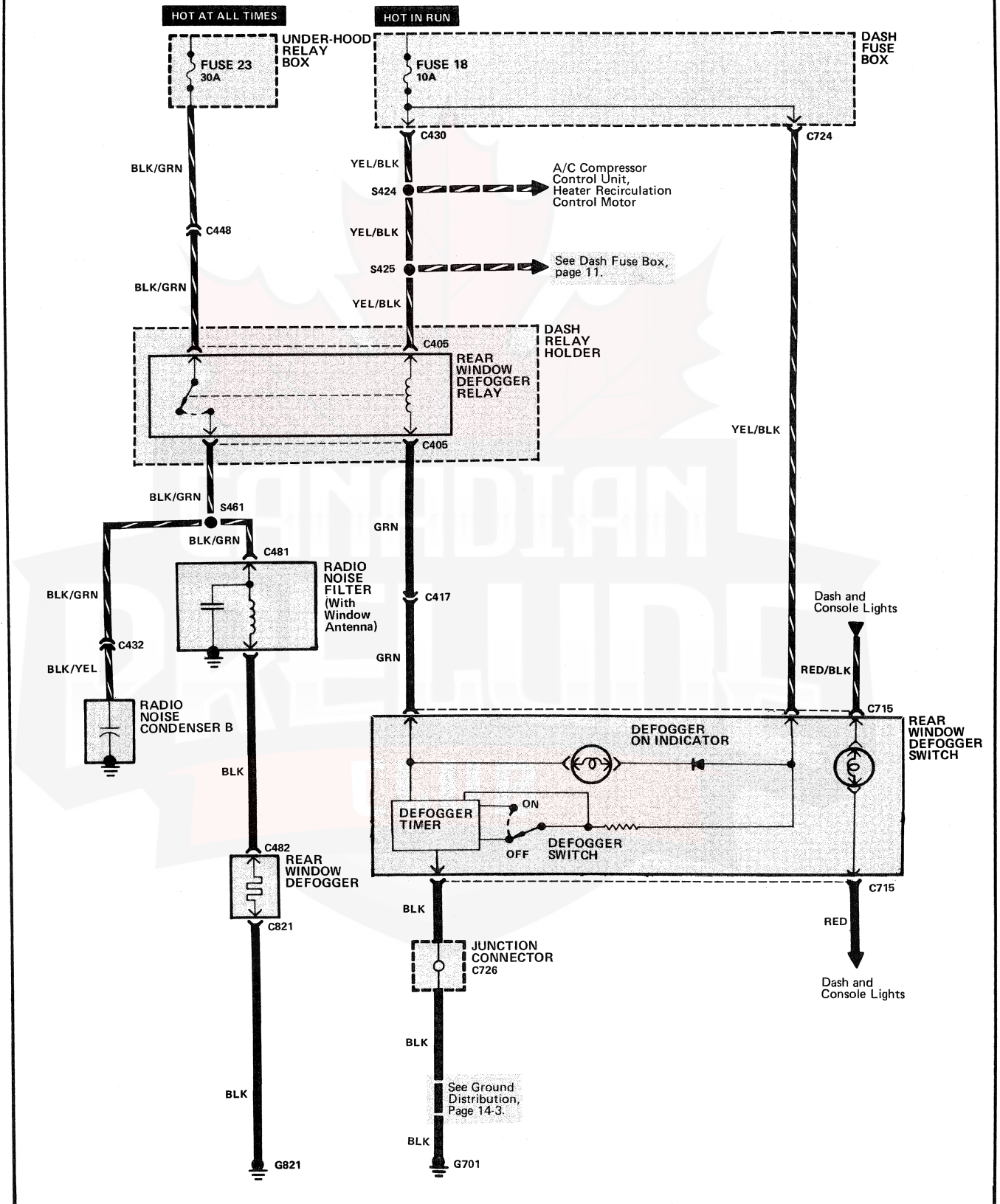
The antilock brake control unit receives inputs from individual speed sensors located on each wheel and from the ALB pressure switch. The antilock brake control unit uses the inputs to control the modulator unit, which adjusts the hydraulic pressure applied to each caliper on the basis of the signals received from the antilock brake control unit.

The antilock brake control unit has a self-diagnosis function which monitors the main system's functions. When an abnormality is detected, the "Antilock" brake warning indicator light goes on and the antilock brake control unit turns off the ALB fail safe relays and motor relay. The antilock brake system is disabled, but the conventional brake system continues to operate normally.

See Section 19 of the Service Manual for circuit description and troubleshooting procedures.

Rear Window Defogger

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Dash Relay Holder	62
Below left side of dash, at kick panel	
Junction Connector C726 (20-BLU).	73
Behind right side of gauge assembly, taped to harness	
Radio Noise Condenser B.	57
At left kick panel, below trunk release	
Radio Noise Filter	115
Right side of trunk	
Rear Window Defogger Relay	61
Below left side of dash, on dash relay holder	
Under-hood Relay Box	34
Right side of engine compartment, forward of strut tower	
C417 (24-WHT).	74
Below dash, right of steering column	
C430 (10-YEL)	67
Below left side of dash, on rear of dash fuse box	
C432 (1-BLK)	57
Below left side of dash, at kick panel	
C448 (7-WHT)	93
Below right side of dash	
C724 (14-WHT).	64
Behind left side of dash, on front right side of dash fuse box	
G701	81
Behind center dash, on left side of center frame	
G821	110
Behind top left corner of rear seat	

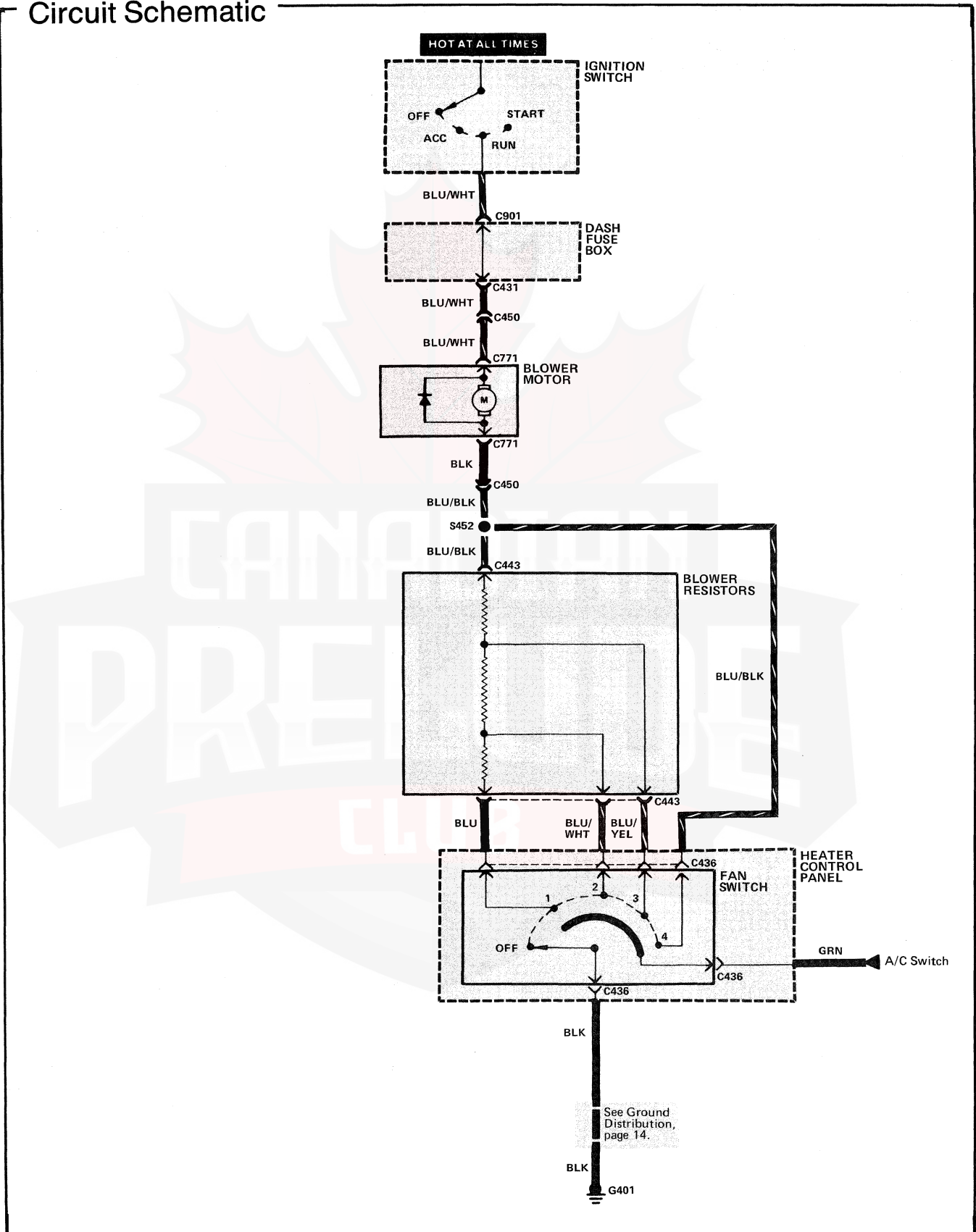
How The Circuit Works

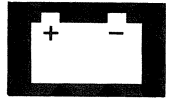
Voltage is applied at all times through fuse 23 to the rear window defogger relay. With the ignition switch in RUN, voltage is applied through fuse 18 to the rear window defogger relay coil and the defogger ON indicator.

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 through the defogger timer. 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 for 20 to 30 minutes.

Blower Controls

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Blower Motor	91
Below right side of dash	
Blower Resistors	87
Behind right side of dash	
Dash Fuse Box	63
Behind dash, left of steering column	
Ignition Switch	71
Top right side of steering column, behind steering column covers	
C431 (4-YEL)	67
Below left side of dash, on rear of dash fuse box	
C436 (6-WHT)	78
Behind center of dash, on rear of heater control panel	
C450 (2-WHT)	91
Below right side of dash	
C901 (7-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
G401	82
Behind top center of dash, above left side of heater assembly	

How The Circuit Works

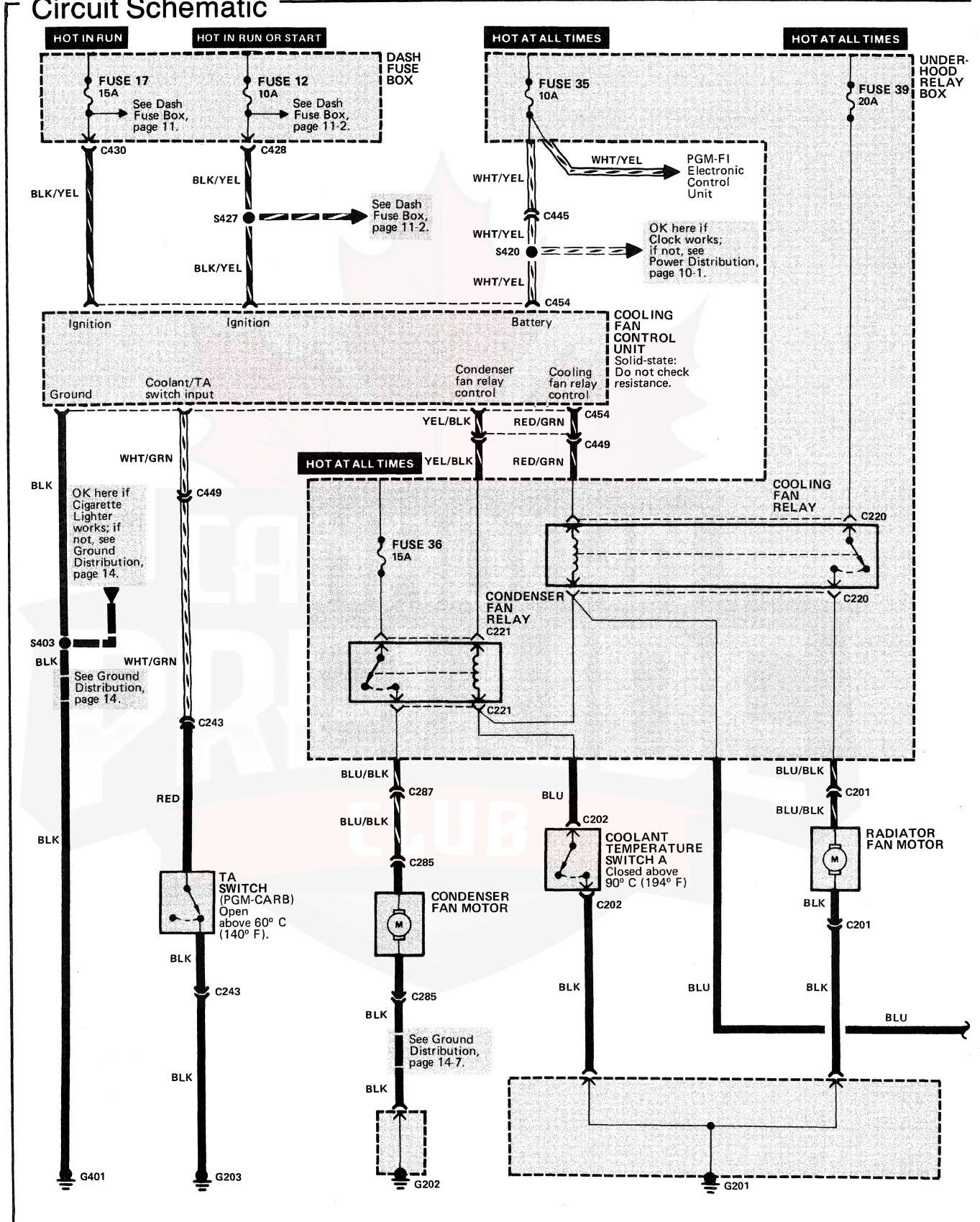
The blower motor speed is controlled by the fan switch in the heater control panel. With the ignition switch in RUN and the fan switch in position 1, all the blower resistors are in the circuit with the motor so the motor runs slowly. In positions 2 and 3, the fan switch bypasses some of the resistors,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

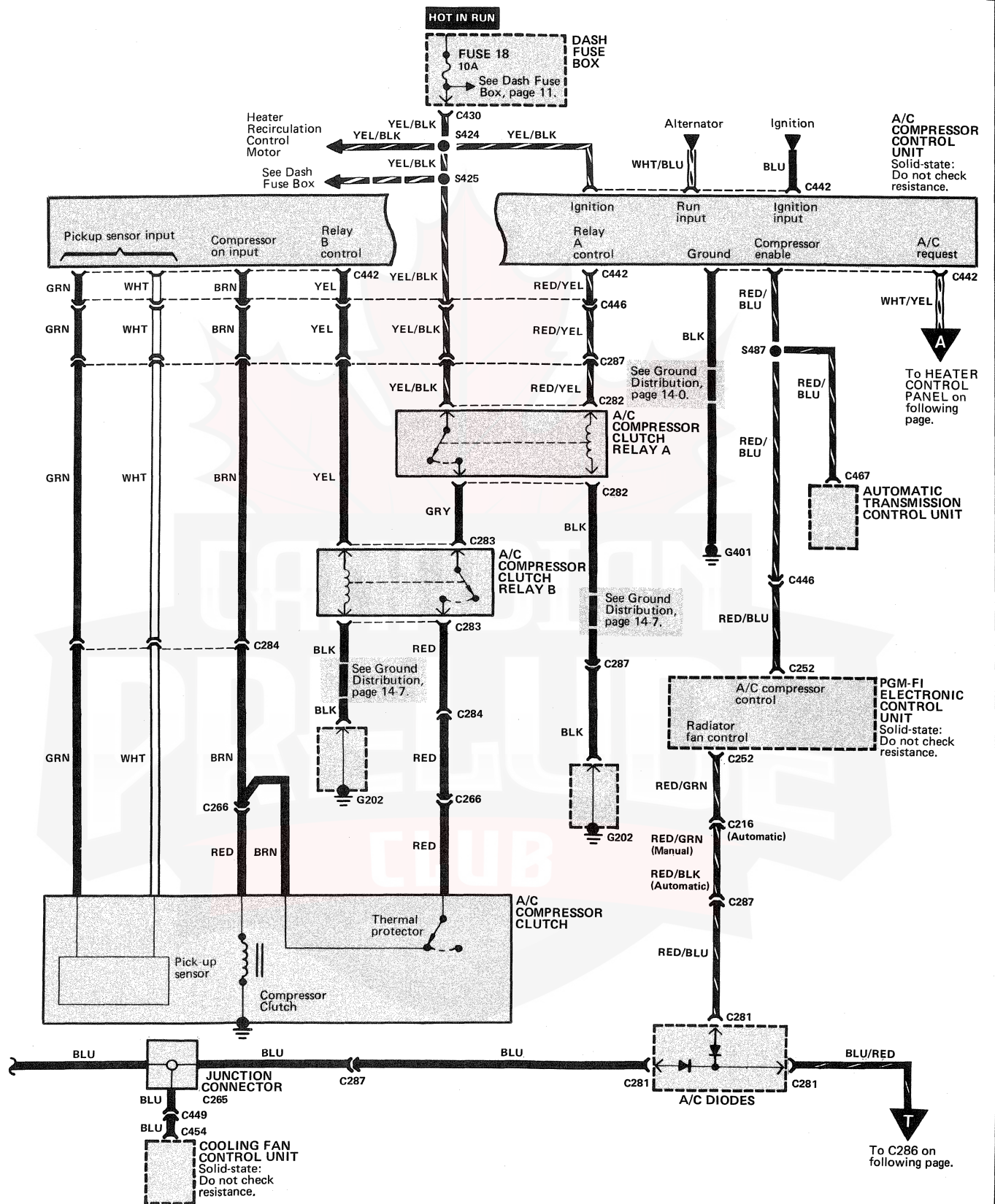
When the fan switch is in position 4, all the blower resistors are bypassed and full battery voltage is applied across the blower motor: The motor runs at maximum speed.

With the 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 (2.0 Si)

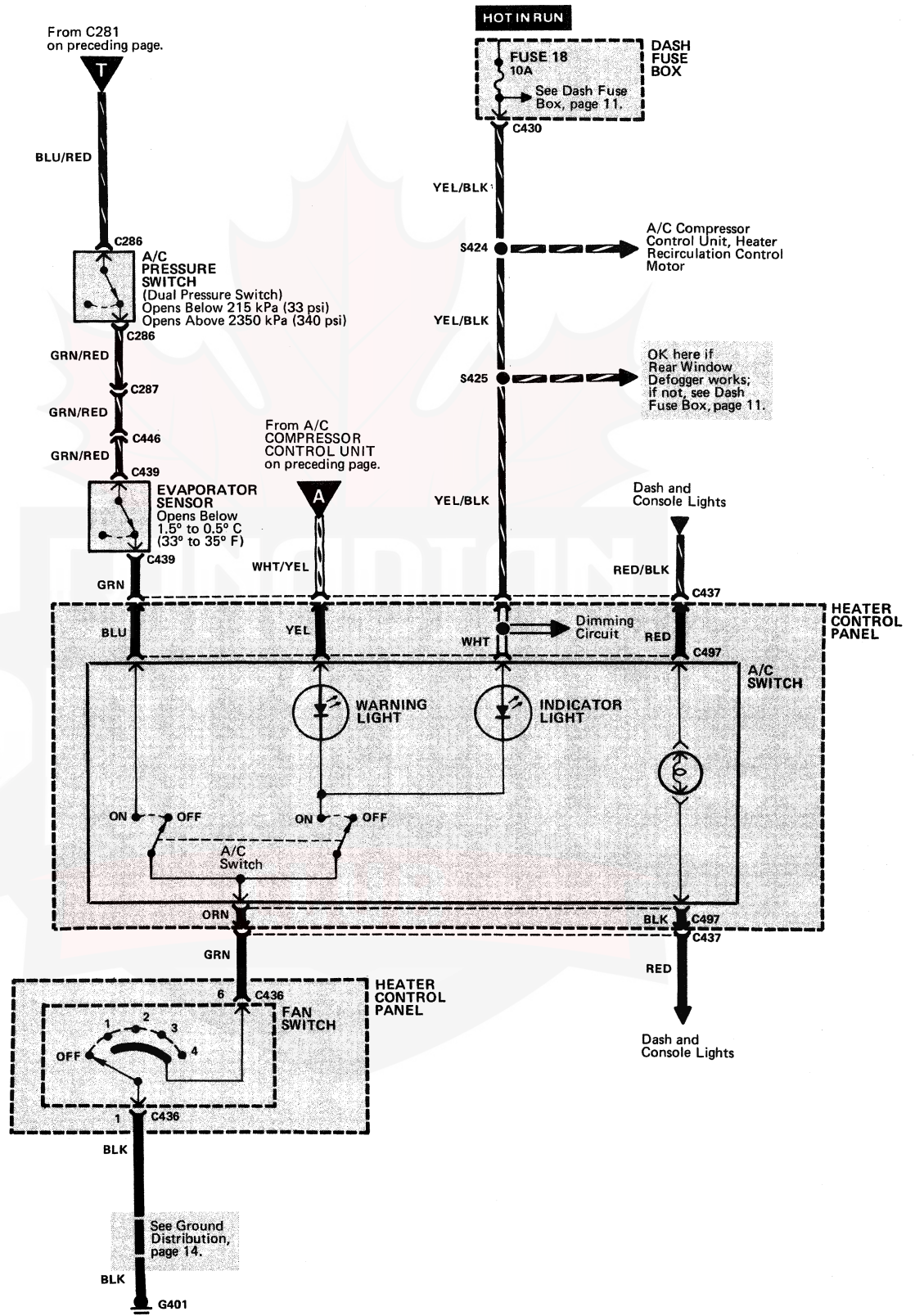
Circuit Schematic

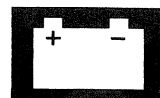




A/C: Fans and Compressor Controls (2.0 Si)

Circuit Schematic (cont'd)





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

A/C Compressor Clutch	1	TA Switch	
Lower left front of engine		Right rear of engine compartment, below control box	
A/C Compressor Clutch Relay A	20	Under-hood Relay Box	34
Right front corner of engine compartment, mounted on battery tray		Right side of engine compartment, forward of strut tower	
A/C Compressor Clutch Relay B	20	C201 (2-WHT)	19
Right front corner of engine compartment, mounted on battery tray		Lower right front of engine compartment, on radiator fan motor shroud	
A/C Compressor Control Unit	87	C216 (1-BLK)	39
Behind dash, right of glove box		Right front of engine compartment, below under-hood relay box	
A/C Diodes	49	C243 (2-GRN)	
Behind right side of front bumper, below headlight		Right rear of engine compartment, near control box	
A/C Pressure Switch	4	C252 (20-BLK) (2.0 Si)	96
Lower left front corner of engine compartment, on receiver		Below right front footrest, on PGM-FI electronic control unit	
Automatic Transmission Control Unit (2.0 Si)	84	C266 (1-BLK)	15
Below center of dash		Lower left front of engine, on top of A/C compressor	
Condenser Fan Motor	22	C284 (4-WHT)	55
Front of engine compartment, behind left side of radiator		Lower left front of engine compartment, forward of A/C compressor	
Condenser Fan Relay	11	C285 (2-GRN)	22
Right side of engine compartment, in under-hood relay box		Lower left front of engine compartment, on condenser fan motor shroud	
Coolant Temperature Switch A	23	C287 (14-WHT)	49
Lower rear of radiator, below radiator fan motor		Behind right side of front bumper, below headlight	
Dash Fuse Box	63	C428 (14-YEL)	67
Behind dash, left of steering column		Below left side of dash, on rear of dash fuse box	
Fan Control Unit	92	C430 (10-YEL)	67
Below right side of dash, on kick panel		Below left side of dash, on rear of dash fuse box	
Evaporator Sensor	90	C436 (6-WHT)	78
Behind right side of dash, on evaporator		Behind center of dash, on rear of heater control panel	
Junction Connector C265 (3-BLU)	54	C437 (16-GRN)	78
In right front wheel well, above tire		Behind center of dash, on rear of heater control panel	
Radiator Fan Motor	19	C445 (22-WHT)	94
Front of engine compartment, behind right side of radiator		Below right side of dash	
Radiator Fan Relay	11	C446 (23-BLU)	93
Right side of engine compartment, in under-hood relay box		Below right side of dash	
		C449 (18-WHT)	94
		Below right side of dash	
		C467 (18-GRY)	98
		Below right front footrest, on automatic transmission control unit	

A/C: Fans and Compressor Controls (2.0 Si)

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

C497 (6-YEL)	78
Behind center of dash, on rear of heater control panel	
G101	42
On top right side of engine	
G201	9
Right side of engine compartment, below under-hood relay box	
G202	9
Right side of engine compartment, below under-hood relay box	
G203	33
Right rear corner of engine compartment, above grommet	
G401	82
Behind top center of dash, above left side of heater assembly	

How The Circuit Works

Fans

The 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 fan timer unit controls the fans by operating the radiator and condenser fan relays.

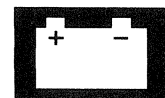
Closure of coolant temperature switch A initiates the operation of both fans at 194°F (90°C). Closure of coolant temperature switch B affects only the condenser fan and is used for initiating operation of the condenser fan at ignition turn-off.

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 fan timer unit and the PGM-FI electronic control unit. The 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.

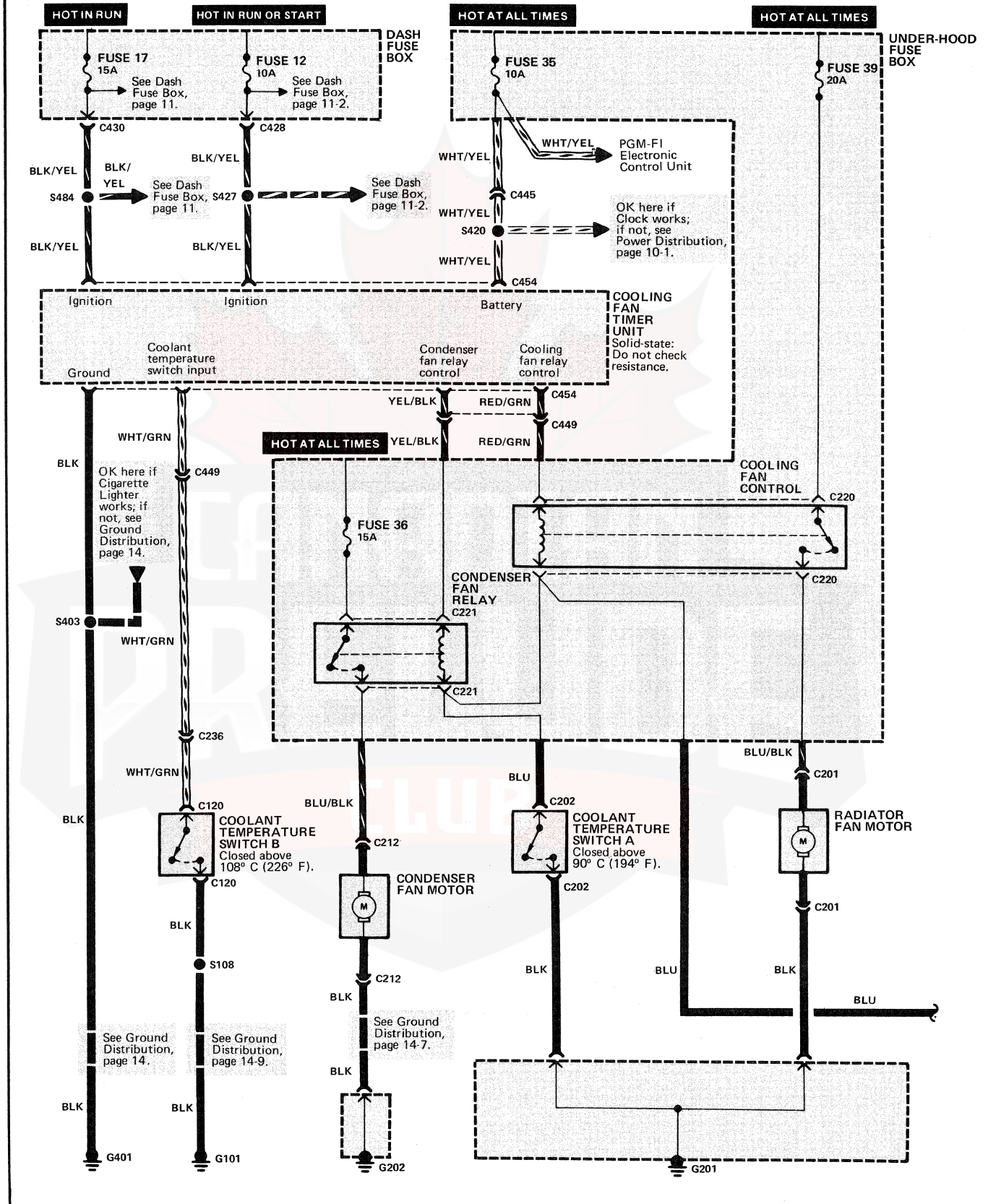
When the evaporator temperature drops below 37°F (3°C), the evaporator sensor opens its contacts, removing the ground from the fan timer and electronic control unit. Both fans and the A/C compressor clutch are de-energized until the evaporator temperature rises to a point where additional cooling is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

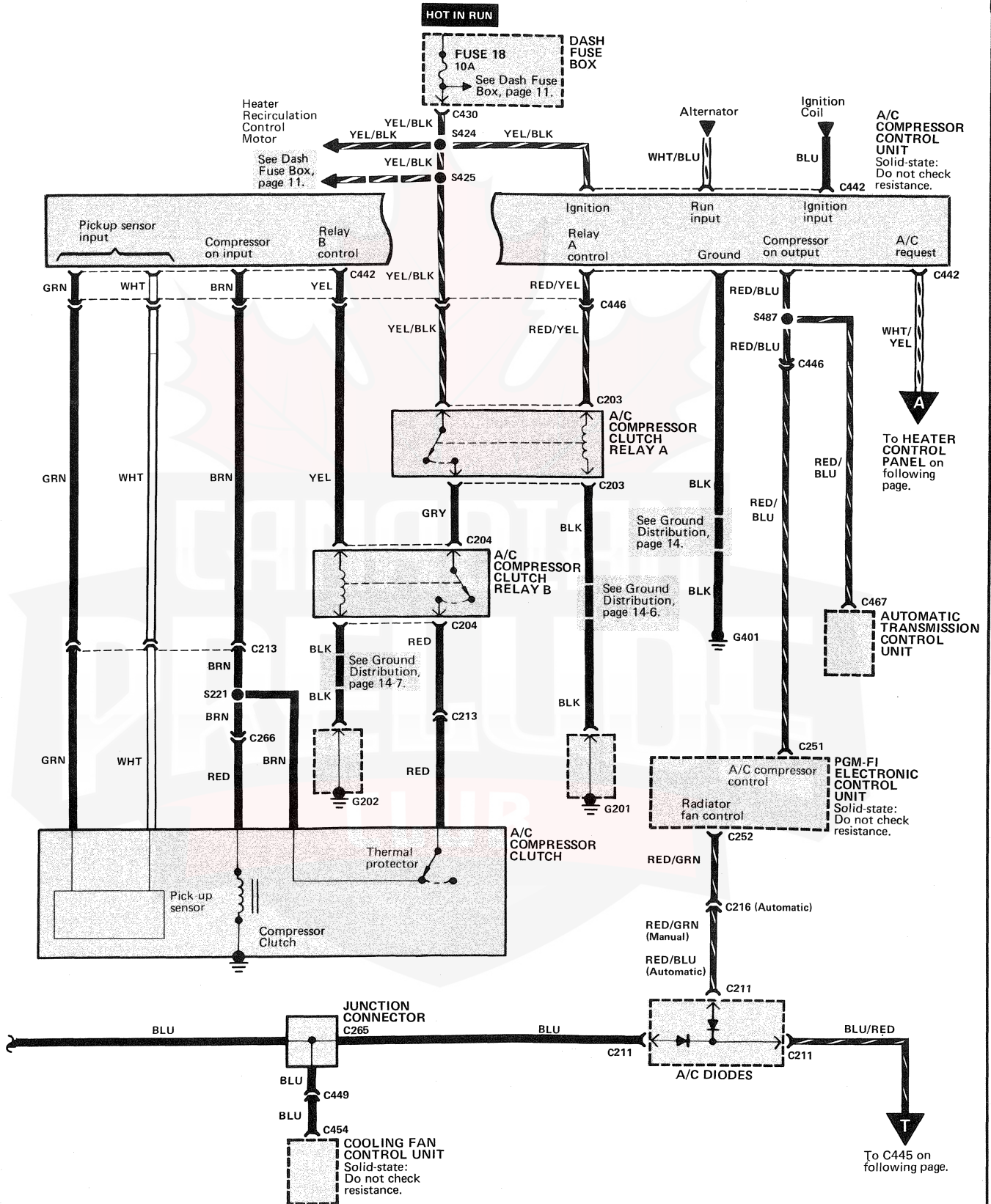
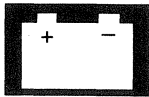
If refrigerant pressure becomes too high due to blockage or too low due to leakage, the A/C pressure switch contacts open, which interrupts the ground signal and prevents the air conditioning system from operating.



A/C: Fans and Compressor Controls (2.1 Si, ABS, 4WS)

Circuit Schematic (cont'd)

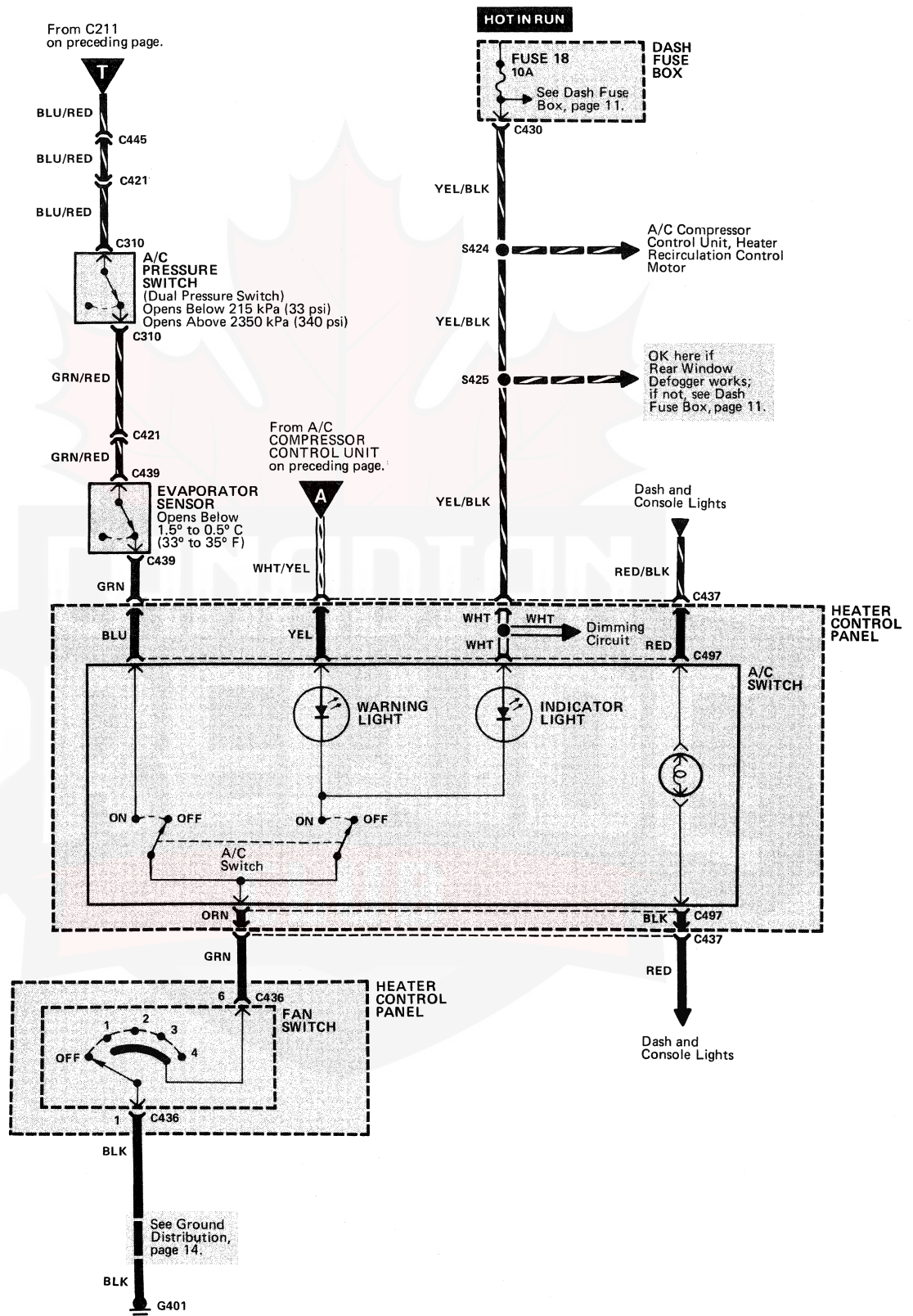


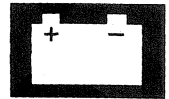


(cont'd)

A/C: Fans and Compressor Controls (2.1 Si, ALB, 4WS)

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

A/C Compressor Clutch	1	Radiator Fan Relay	11
Lower left front of engine		Right side of engine compartment, in under-hood relay box	
A/C Compressor Clutch Relay A	20	Under-hood Relay Box	34
Right front corner of engine compartment, mounted on battery tray		Right side of engine compartment, forward of strut tower	
A/C Compressor Clutch Relay B	20	C201 (2-WHT)	19
Right front corner of engine compartment, mounted on battery tray		Lower right front of engine compartment, on radiator fan motor shroud	
A/C Compressor Control Unit	87	C212 (2-GRN)	22
Behind dash, right of glove box		Lower left front of engine compartment, on condenser fan motor shroud	
A/C Diodes	49	C213 (4-WHT)	55
Behind right side of front bumper, below headlight		Lower left front of engine compartment, forward of A/C compressor	
A/C Pressure Switch	4	C216 (1-BLK)	39
Lower left front corner of engine compartment, on receiver		Right front of engine compartment, below under-hood relay box	
Automatic Transmission Control Unit (2.1 Si)	98	C236 (14-WHT)	33
Below right front footrest, under carpet		Right rear corner of engine compartment	
Condenser Fan Motor	22	C251 (26-GRY) (2.1 Si)	98
Front of engine compartment, behind left side of radiator		Below right front footrest, on PGM-FI electronic control unit	
Condenser Fan Relay	11	C252 (16-GRY) (2.1 Si)	98
Right side of engine compartment, in under-hood relay box		Below right front footrest, on PGM-FI electronic control unit	
Coolant Temperature Switch A	23	C266 (1-BLK)	15
Lower rear of radiator, below radiator fan motor		Lower left front of engine, on top of A/C compressor	
Coolant Temperature Switch B	47	C287 (14-WHT)	49
Top right front of engine		Behind right side of front bumper, below headlight	
Dash Fuse Box	63	C421 (20-WHT)	59
Behind dash, left of steering column		Below left side of dash, at kick panel	
Fan Control Unit	92	C428 (14-YEL)	67
Below right side of dash, on kick panel		Below left side of dash, on rear of dash fuse box	
Evaporator Sensor	90	C430 (10-YEL)	67
Behind right side of dash, on evaporator		Below left side of dash, on rear of dash fuse box	
Junction Connector C265 (3-BLU)	54	C436 (6-WHT)	78
In right front wheel well, above tire		Behind center of dash, on rear of heater control panel	
PGM-FI Electronic Control Unit	97		
Below passenger's footrest, under carpet			
Radiator Fan Motor	19		
Front of engine compartment, behind right side of radiator			

A/C: Fans and Compressor Controls (2.1 Si, ABS, 4WS)

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

C437 (16-GRN).....	78
Behind center of dash, on rear of heater control panel	
C445 (22-WHT).....	94
Below right side of dash	
C446 (23-BLU).....	93
Below right side of dash	
C449 (18-WHT).....	94
Below right side of dash	
C467 (18-GRY).....	98
Below right front footrest, on automatic transmission control unit	
C497 (6-YEL).....	78
Behind center of dash, on rear of heater control panel	
G101.....	42
On top right side of engine	
G201.....	9
Right side of engine compartment, below underhood relay box	
G202.....	9
Right side of engine compartment, below underhood relay box	
G401.....	82
Behind top center of dash, above left side of heater assembly	

How The Circuit Works

Fans

The 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 fan timer unit controls the fans by operating the radiator and condenser fan relays.

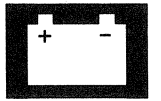
Closure of coolant temperature switch A initiates the operation of both fans at 194°F (90°C). Closure of coolant temperature switch B affects only the condenser fan and is used for initiating operation of the condenser fan at ignition turn-off.

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 fan timer unit and the PGM-FI electronic control unit. The 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.

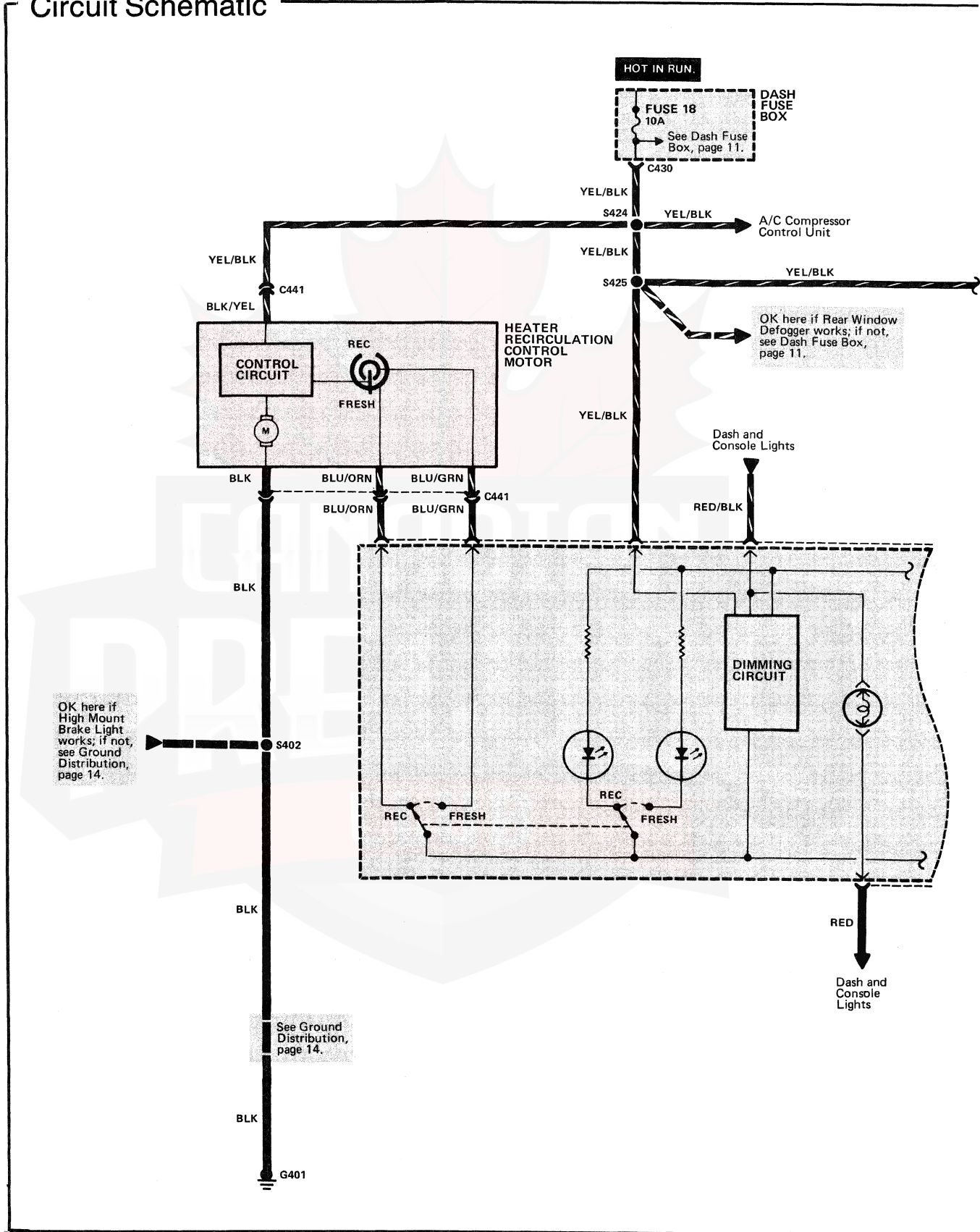
When the evaporator temperature drops below 37°F (3°C), the evaporator sensor opens its contacts, removing the ground from the fan timer and electronic control unit. Both fans and the A/C compressor clutch are de-energized until the evaporator temperature rises to a point where additional cooling is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

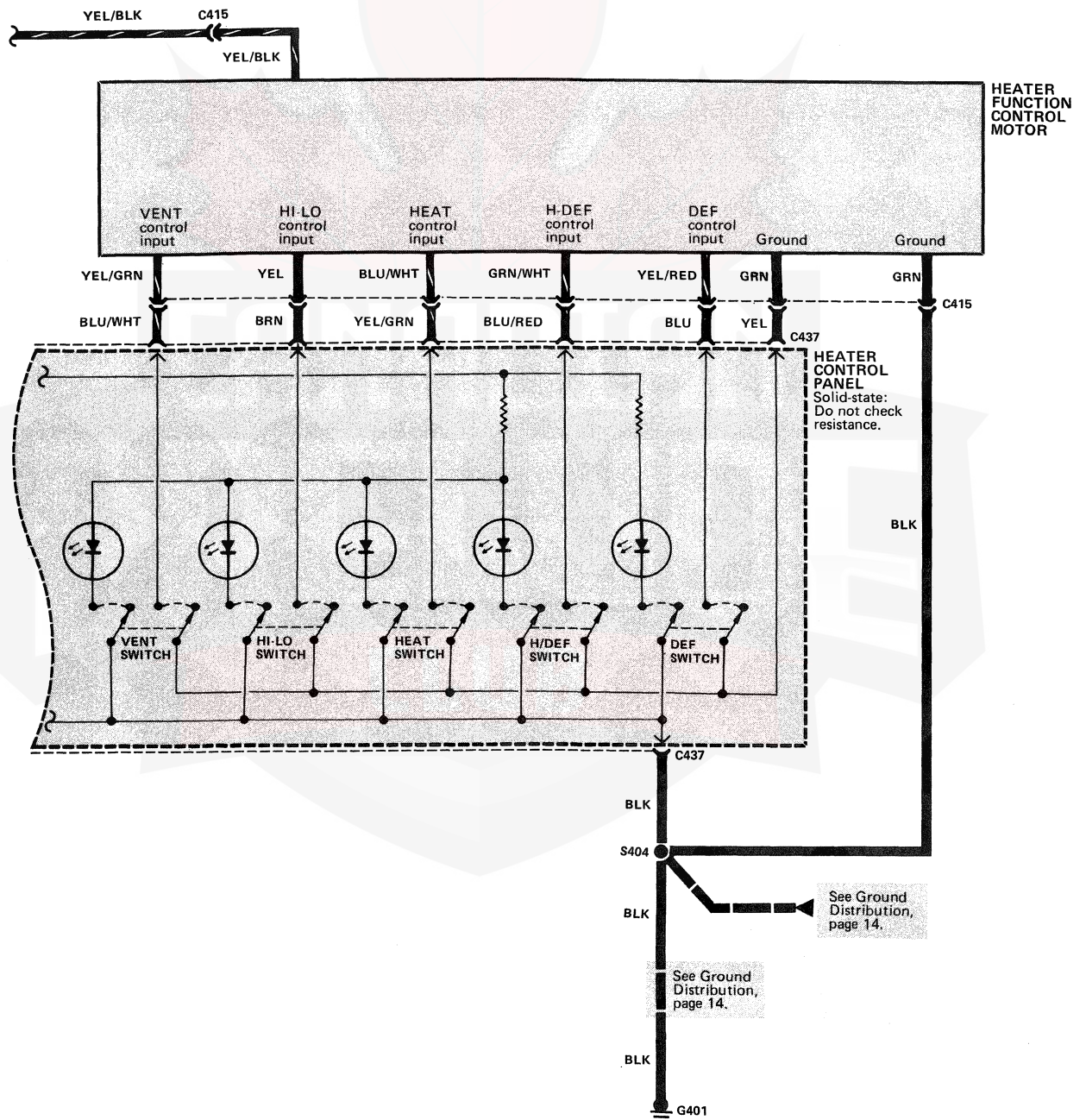
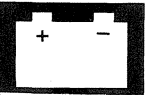
If refrigerant pressure becomes too high due to blockage or too low due to leakage, the A/C pressure switch contacts open, which interrupts the ground signal and prevents the air conditioning system from operating.



A/C: Air Delivery

Circuit Schematic





A/C: Air Delivery

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

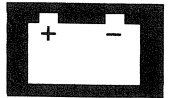
(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Heater Function Control Motor	76
Behind center of dash, on left side of heater assembly	
Heater Recirculation Control Motor	87
Behind right side of dash	
C415 (8-WHT)	76
Behind center of dash, left side of heater assembly	
C430 (10-YEL)	67
Below left side of dash, on rear of dash fuse box	
C437 (16-GRN)	78
Behind center of dash, on rear of heater control panel	
C441 (4-WHT)	91
Below right side of dash	
G401	82
Behind top center of dash, above left side of heater assembly	

How The Circuit Works

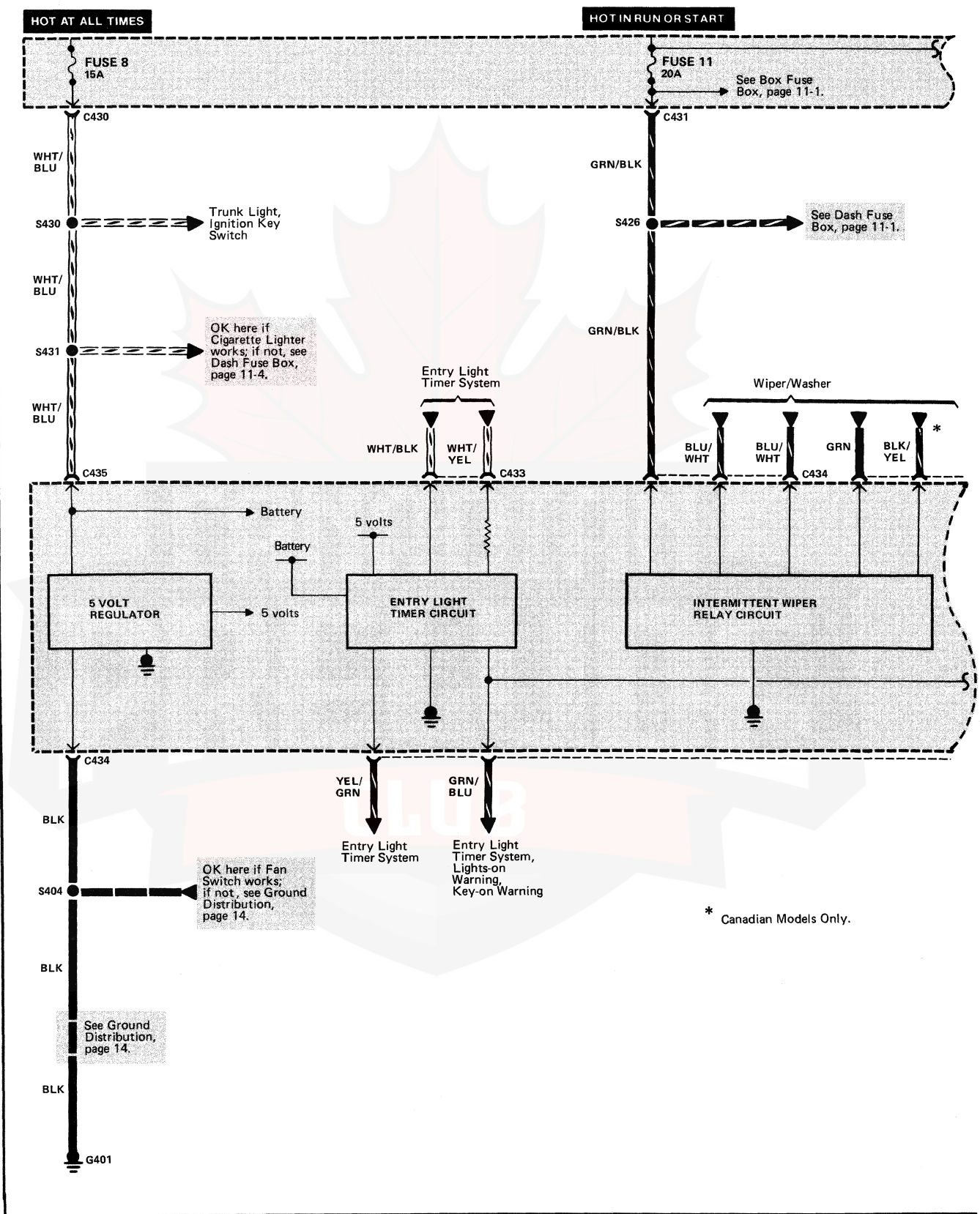
The heating and ventilating system has five modes: Vent, Hi-lo, Heat, H/Def, and Def. You select each mode by a pushbutton switch on the heater control panel. The system will recirculate the air in the car or draw air from the outside, depending on the position of the recirculation control pushbuttons.

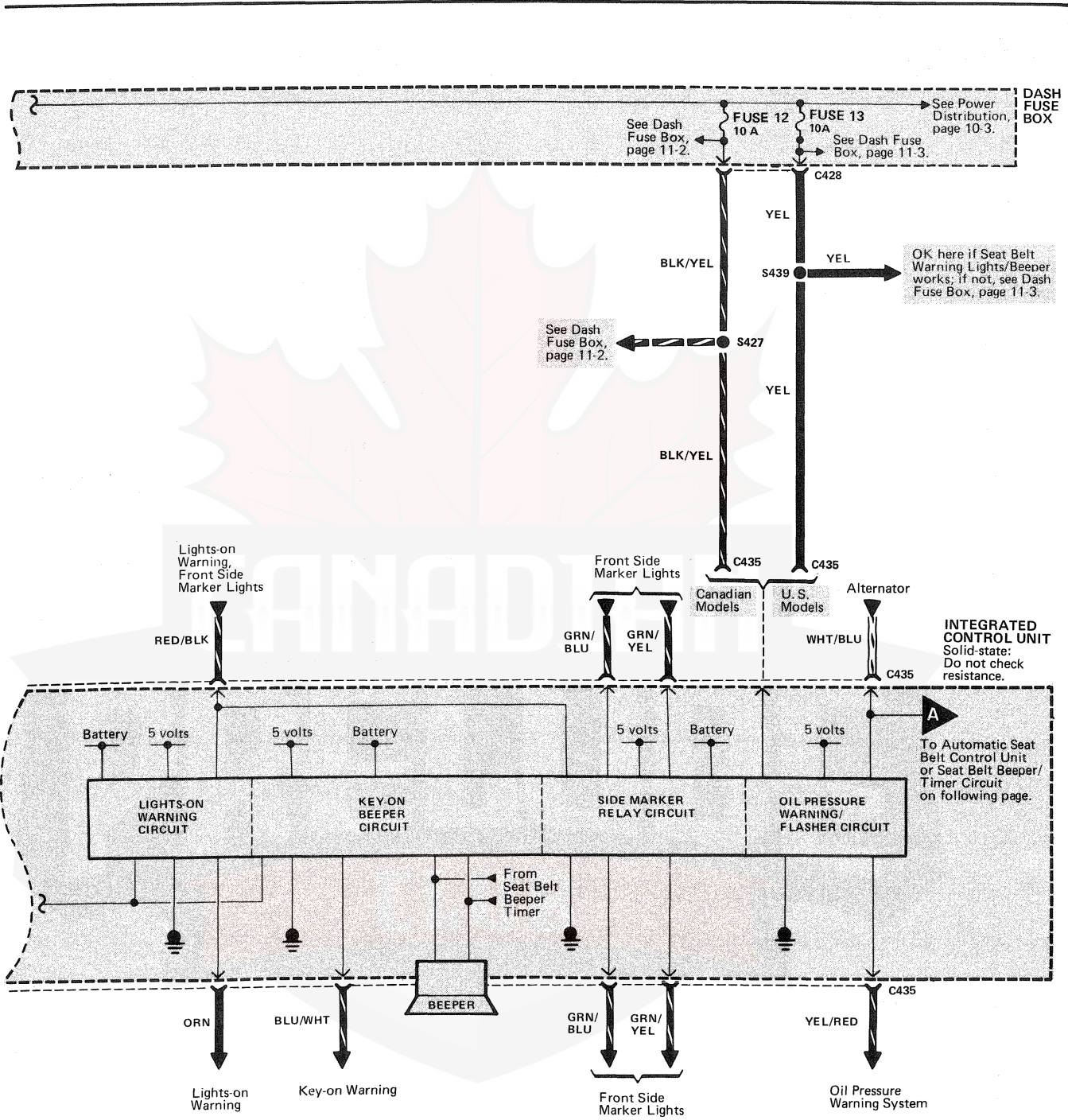
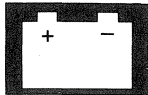
See Section 21 of the Service Manual for circuit description and troubleshooting procedures.



Integrated Control Unit

Circuit Schematic

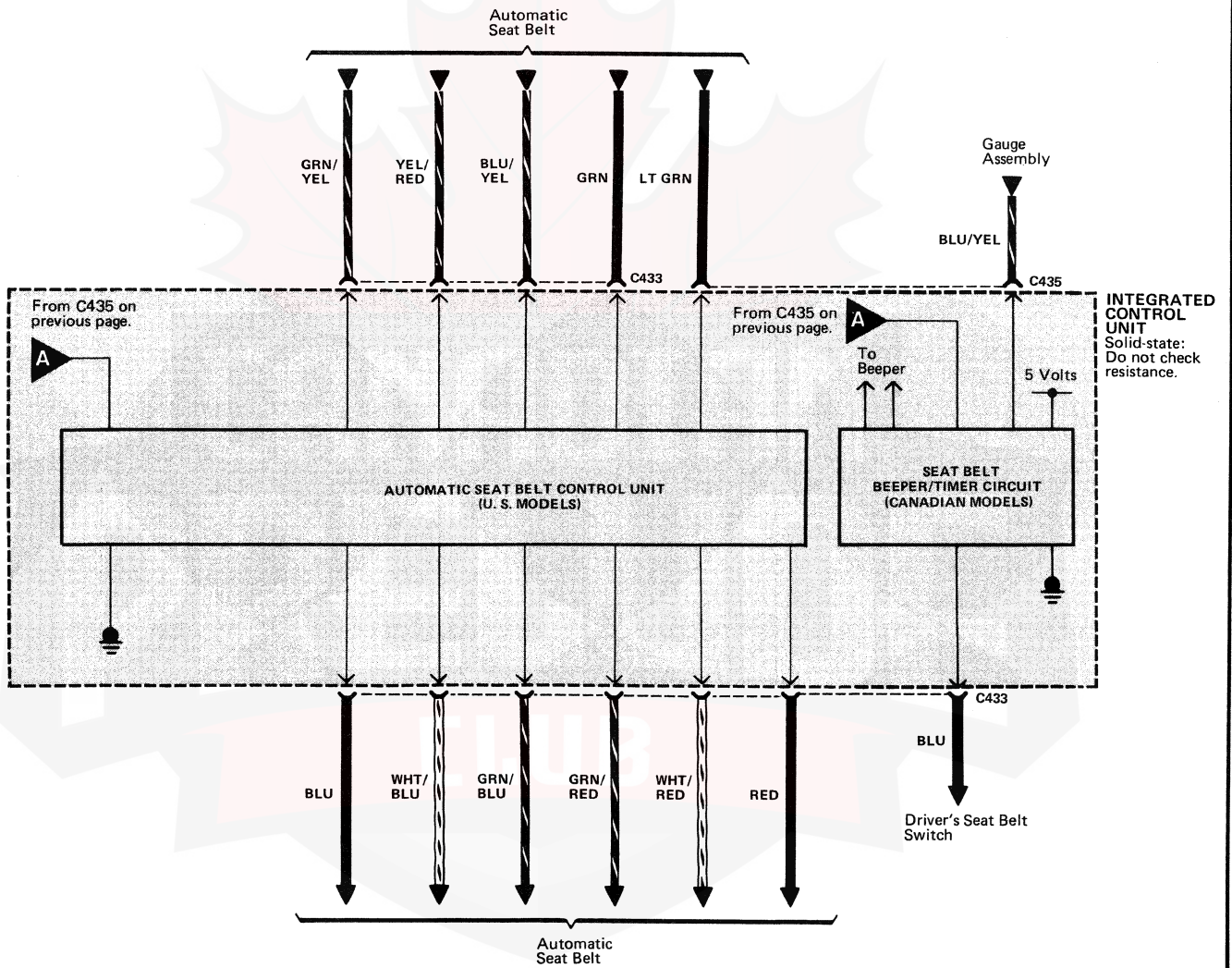




(cont'd)

Integrated Control Unit

Circuit Schematic (cont'd)





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Integrated Control Unit (2.0 Si)	84
Below center of dash	
Integrated Control Unit (2.1 Si)	80
Below center of dash	
C428 (14-YEL)	67
Below left side of dash, on rear of dash fuse box	
C430 (10-YEL)	67
Below left side of dash, on rear of dash fuse box	
C431 (4-YEL)	67
Below left side of dash, on rear of dash fuse box	
C433 (12-BLU)	80
Below center of dash, on integrated control unit	
C434 (4-WHT)	80
Below center of dash, on integrated control unit	
C435 (16-BLU)	80
Below center of dash, on integrated control unit	
G401	82
Behind top center of dash, above left side of heater assembly	

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.

Seat Belt 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

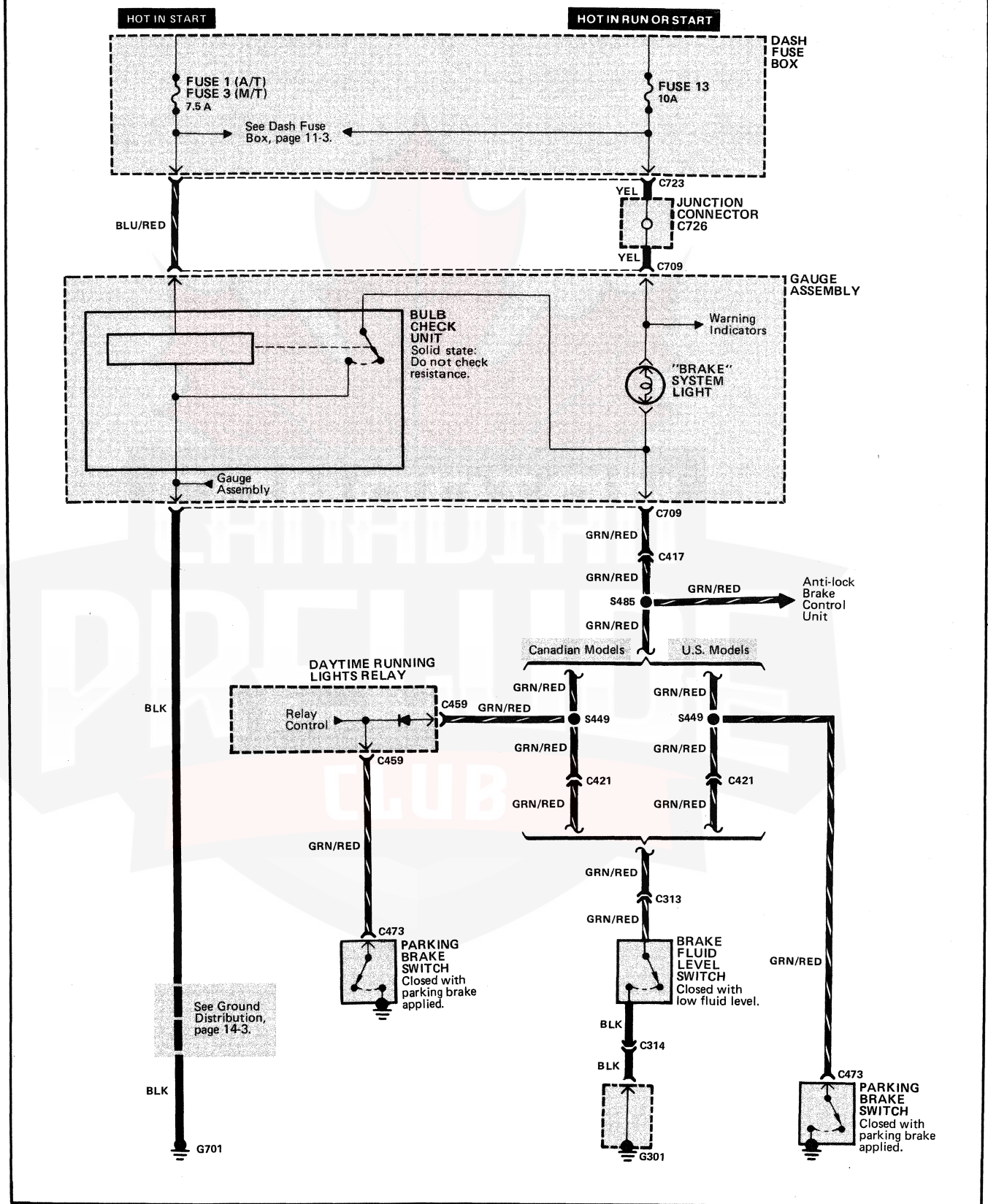
For information on how the circuit works, see the Wiper/Washer circuit.

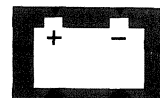
Automatic Seat Belt Circuit

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.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Brake Fluid Level Switch	8
Left rear of engine compartment, in brake fluid reservoir	
Dash Fuse Box	63
Behind dash, left of steering column	
Daylight Running Lights Relay	61
Below left side of dash, on dash relay holder	
Junction Connector C726 (20-BLU).	73
Behind right side of gauge assembly, taped to harness	
Parking Brake Switch	89
Below rear of console, at base of parking brake lever	
C313 (1-BLK)	8
Left rear of engine compartment, near brake fluid reservoir	
C314 (1-BLK)	8
Left rear of engine compartment, near brake fluid reservoir	
C417 (24-WHT).	74
Below dash, right of steering column	
C421 (20-WHT).	59
Below left side of dash, at kick panel	
C709 (16-BLU)	56
Behind top left side of dash, on rear of gauge assembly	
C723 (4-WHT)	66
Below left side of dash, on front right side of dash fuse box	
G301	3
Left front corner of engine compartment	
G701	81
Behind center dash, on left side of center frame	

How The Circuit Works

The brake system 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 system indicator light. When you apply the parking brake, the switch closes and provides a ground for the light: The brake system indicator light goes on to remind the driver that the parking brake is applied.

Brake Fluid Level

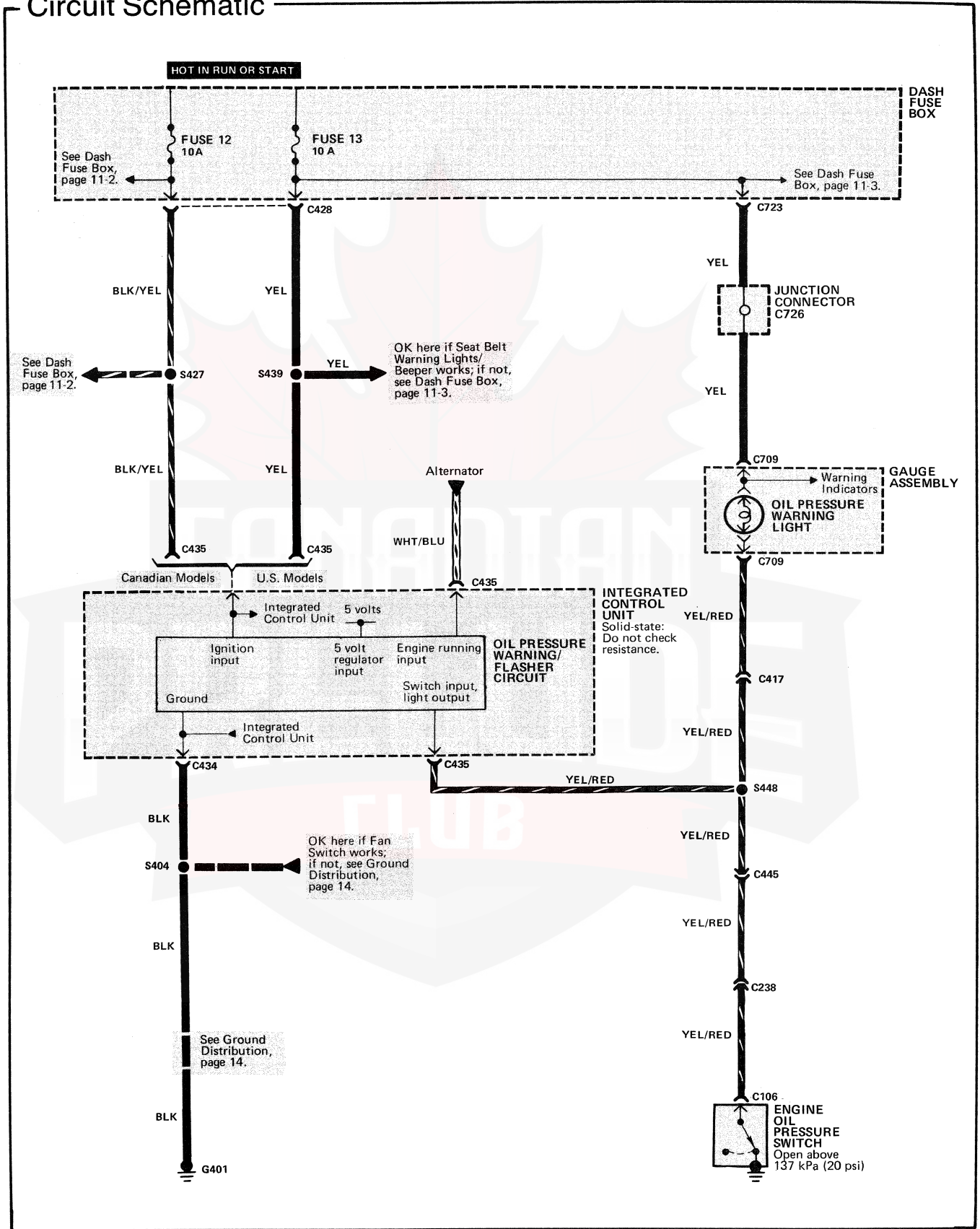
With the ignition switch in RUN or START, voltage is applied through fuse 13 to the brake system indicator light. If the brake fluid level is low, the brake fluid level switch closes and ground is provided to the circuit: The brake system indicator light operates to warn the driver of low brake fluid level in the brake master cylinder. (Note: Check brake pad wear before adding fluid.)

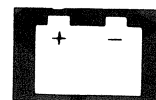
Bulb Check

With the ignition switch in START, voltage is applied through fuse 1 or 3 to the bulb check unit of the system display. The bulb check unit closes the circuit, allowing current to flow through the brake system indicator light and bulb check unit to ground: The brake system indicator light goes on to test the brake system indicator light bulb.

Oil Pressure Warning System

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Engine Oil Pressure Switch	
Center rear of engine, above oil filter	
Integrated Control Unit (2.0 Si)	84
Below center of dash	
Integrated Control Unit (2.1 Si)	80
Below center of dash	
Junction Connector C726 (20-BLU)	73
Behind right side of gauge assembly, taped to harness	
C238 (8-WHT)	17
Right side of engine compartment, on bracket, behind battery	
C417 (24-WHT)	74
Below dash, right of steering column	
C428 (14-YEL)	67
Below left side of dash, on rear of dash fuse box	
C434 (4-WHT)	80
Below center of dash, on integrated control unit	
C435 (16-BLU)	80
Below center of dash, on integrated control unit	
C445 (22-WHT)	94
Below right side of dash	
C709 (16-BLU)	56
Behind top left side of dash, on rear of gauge assembly	
C723 (4-WHT)	66
Below left side of dash, on front right side of dash fuse box	
G401	82
Behind top center of dash, above left side of heater assembly	

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.

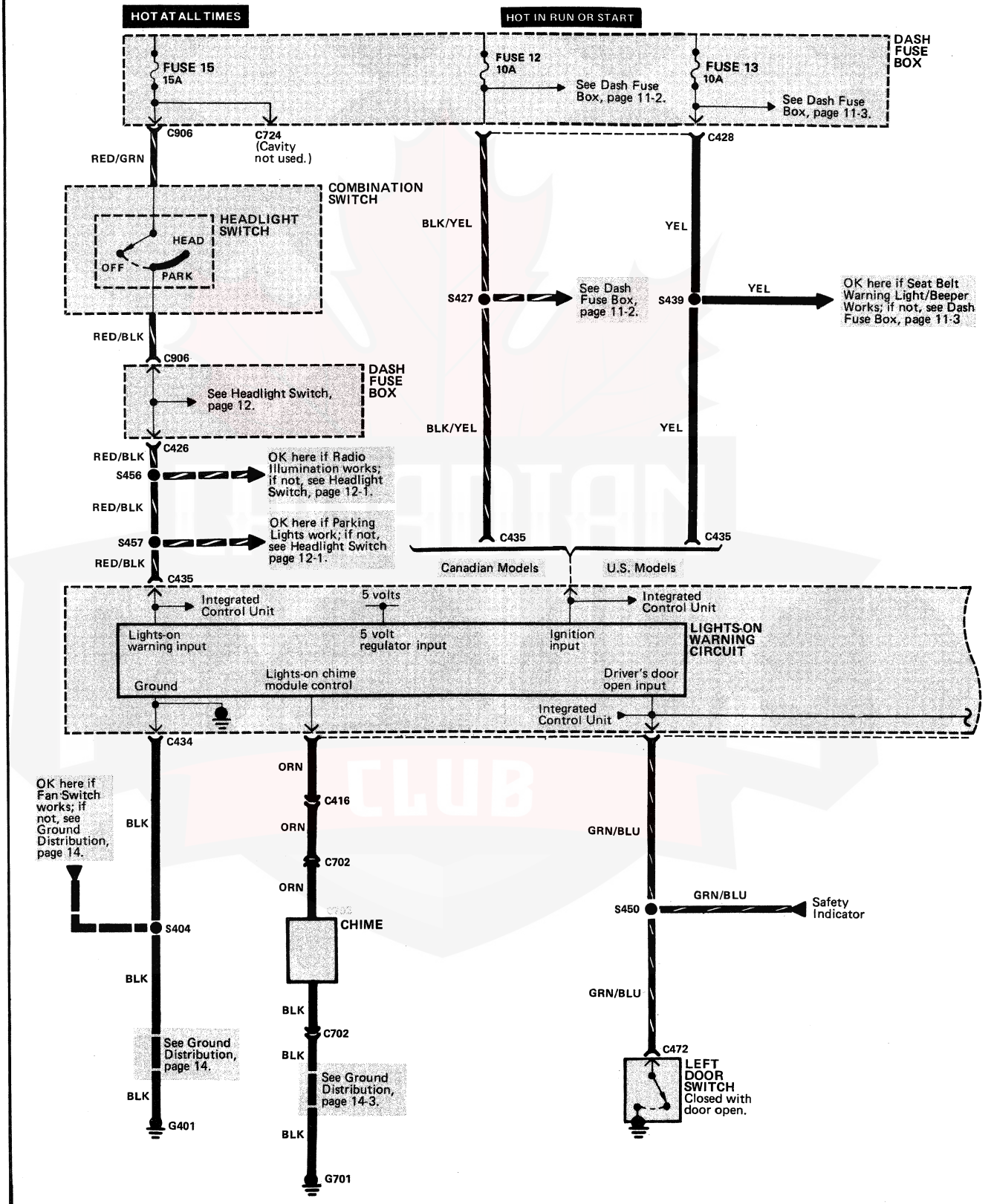
When the engine first starts, before oil pressure rises above 20 psi, voltage is applied to the oil pressure warning indicator light and the oil pressure switch to ground. This tests the bulb.

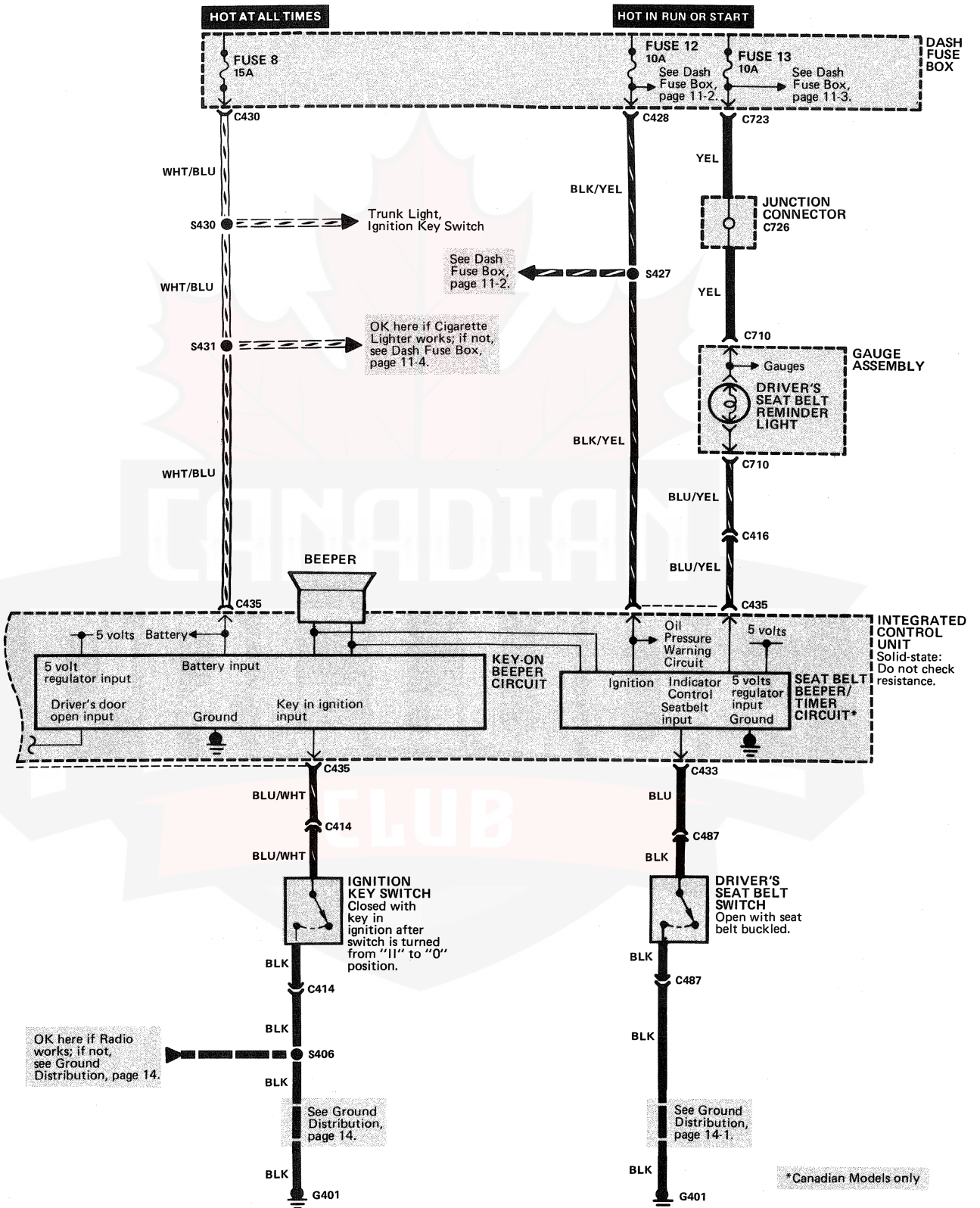
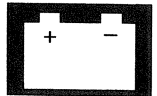
With the engine running, voltage is applied at the WHT/BLU wire of the integrated control unit. With normal oil pressure, the oil pressure switch is open and the oil pressure warning indicator light does not go on. If the oil pressure switch closes momentarily (more than 0.5 seconds) but then opens again, 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.

Seat Belt, Lights-on and Key-on Warning

Circuit Schematic





Seat Belt, Lights-on and Key-on Warning

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Chime	66	C428 (14-YEL)	67
Below left side of dash, on lower panel		Below left side of dash, on rear of dash fuse box	
Dash Fuse Box	63	C430 (10-YEL)	67
Behind dash, left of steering column		Below left side of dash, on rear of dash fuse box	
Driver's Seat Belt Retractors	104	C433 (12-BLU)	80
In rear portion of left front door		Below center of dash, on integrated control unit	
Driver's Seat Belt Switch		C434 (4-WHT)	80
In left front seat belt buckle		Below center of dash, on integrated control unit	
Ignition Key Switch	70	C435 (16-BLU)	80
Top left side of steering column, part of ignition switch		Below center of dash, on integrated control unit	
Integrated Control Unit (2.0 Si)	84	C487 (2-WHT)	106
Below center of dash		Under left front seat	
Integrated Control Unit (2.1 Si)	80	C702 (2-WHT)	66
Below center of dash		Below left side of dash, behind lower panel	
Junction Connector C726 (20-BLU)	73	C710 (16-YEL)	56
Behind right side of gauge assembly, taped to harness		Behind top left side of dash, on rear of gauge assembly	
Left Door Switch	120	C723 (4-WHT)	66
Front of left center pillar		Below left side of dash, on front right side of dash fuse box	
C414 (13-WHT)	74	C724 (14-WHT)	64
Below dash, right of steering column		Behind left side of dash, on front right side of dash fuse box	
C416 (22-WHT)	74	C906 (8-WHT)	64
Below dash, right of steering column		Behind left side of dash, on front right side of dash fuse box	
C426 (7-YEL)	67	G401	82
Below left side of dash, on rear of dash fuse box		Behind top center of dash, above left side of heater assembly	
		G701	81
		Behind center dash, on left side of center frame	

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.

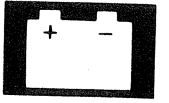
Lights-on Warning

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 con-

trol 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.

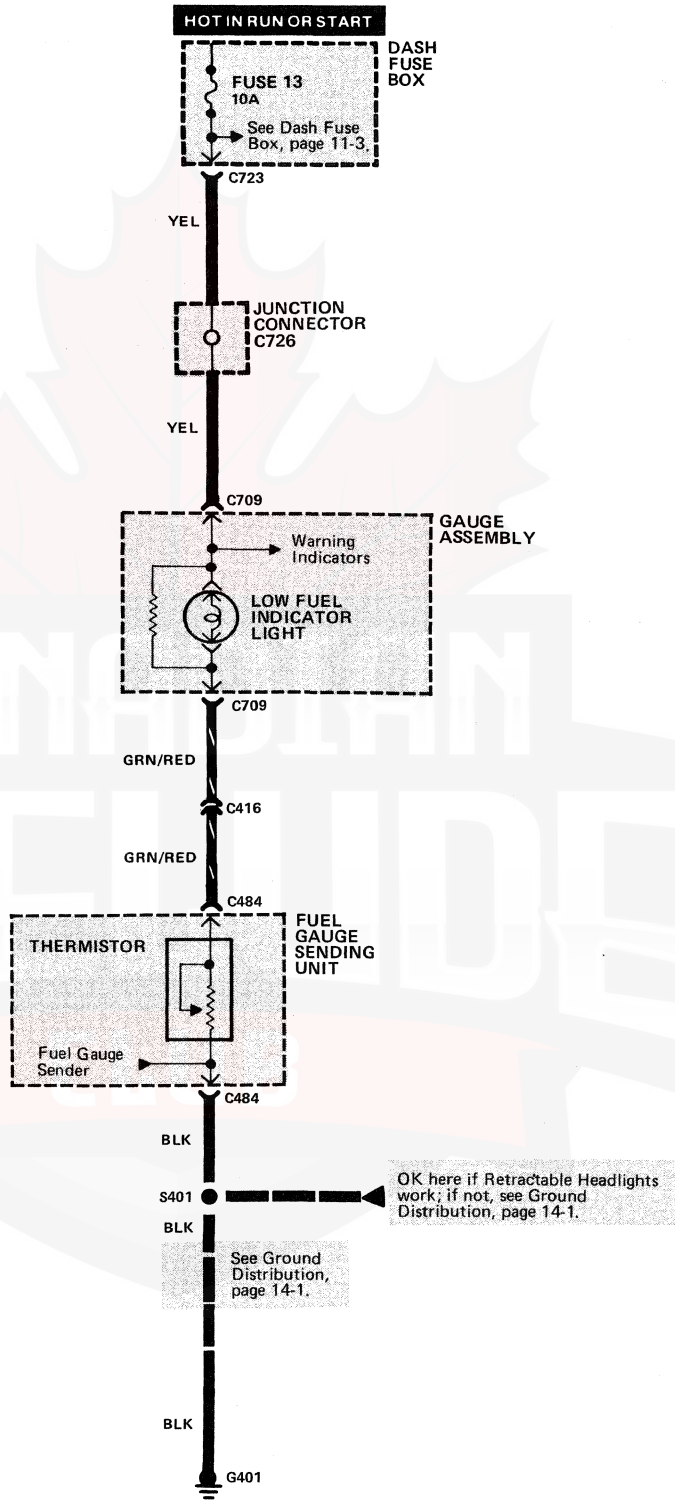
Seat Belt Warning (Canadian Models)

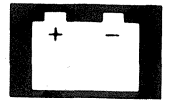
With the ignition switch in RUN or START, voltage is applied to the seat belt warning indicator light. When you unbuckle the driver's seat belt, the integrated control unit senses ground at the BLU wire of C433. The integrated control unit then provides a ground at the BLU/YEL wire for C435. The seat belt warning indicator light flashes on and off and the beeper sounds for five seconds.



Low Fuel Indicator System

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

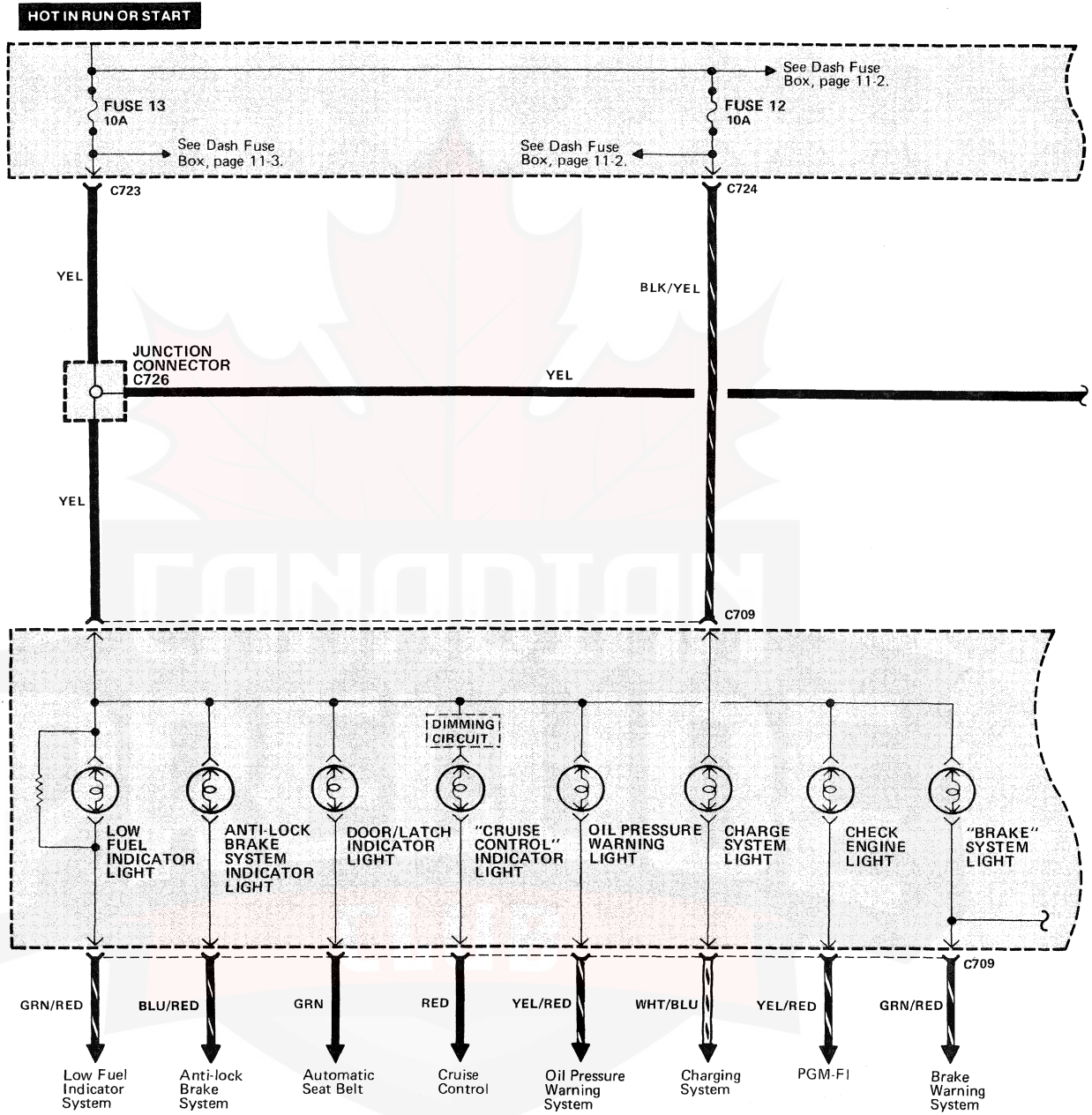
Dash Fuse Box	63
Behind dash, left of steering column	
Fuel Gauge Sending Unit	112
Behind right side of rear seat, in top of fuel tank	
Junction Connector C726 (20-BLU).	73
Behind right side of gauge assembly, taped to harness	
C416 (22-WHT).	74
Below dash, right of steering column	
C709 (16-BLU)	56
Behind top left side of dash, on rear of gauge assembly	
C723 (4-WHT)	66
Below left side of dash, on front right side of dash fuse box	
G401	82
Behind top center of dash, above left side of heater assembly	

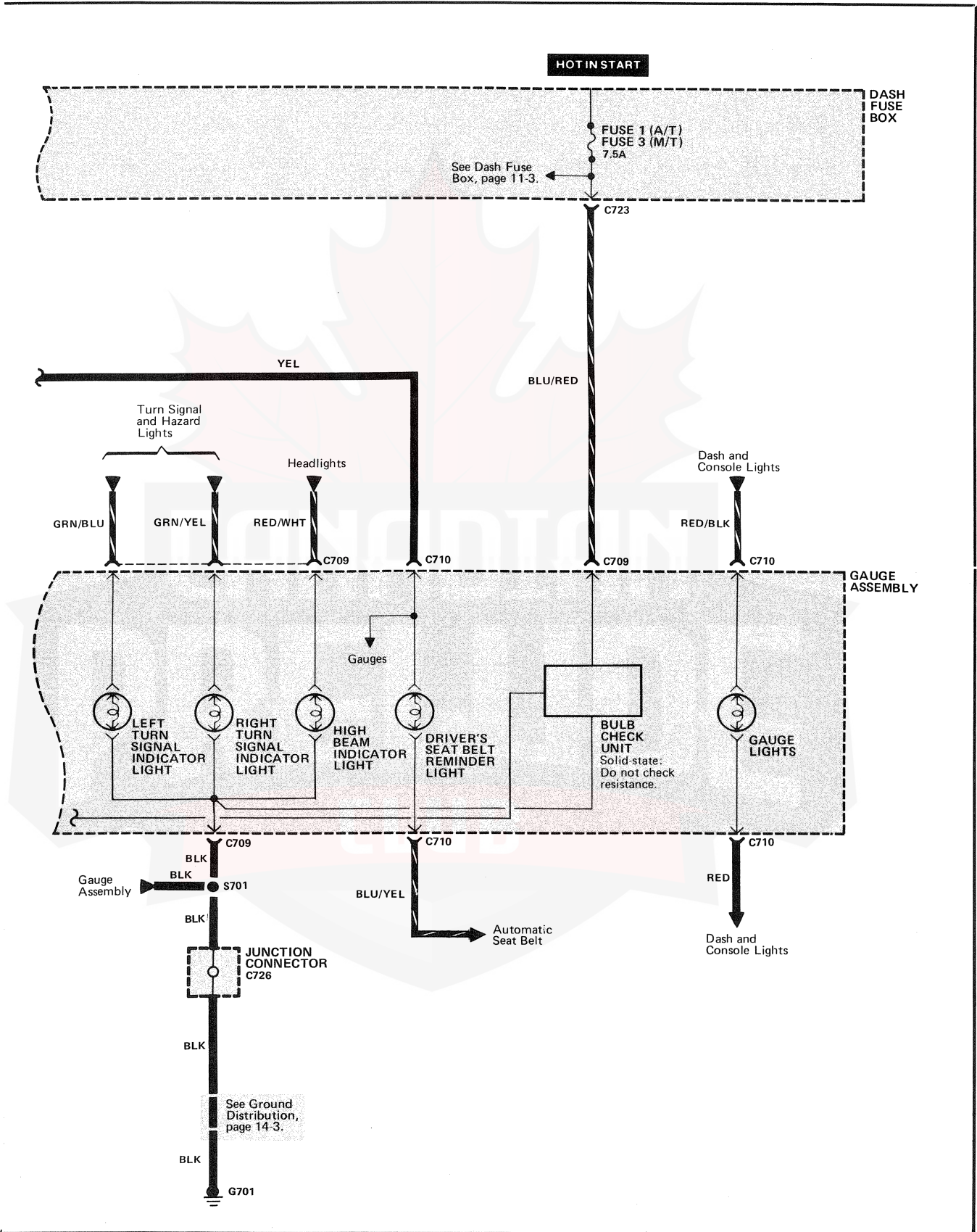
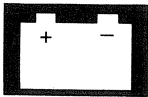
How The Circuit Works

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 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 indicator light and the thermistor to ground: The low fuel indicator light goes on.

Indicators

Circuit Schematic





Indicators

Component Location Index

(Refer to Section 201 for photographs.)

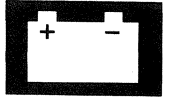
(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Junction Connector C726 (20-BLU)	73
Behind right side of gauge assembly, taped to harness	
C709 (16-BLU)	56
Behind top left side of dash, on rear of gauge assembly	
C710 (16-YEL)	56
Behind top left side of dash, on rear of gauge assembly	
C723 (4-WHT)	66
Below left side of dash, on front right side of dash fuse box	
C724 (14-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
G701	81
Behind center dash, on left side of center frame	

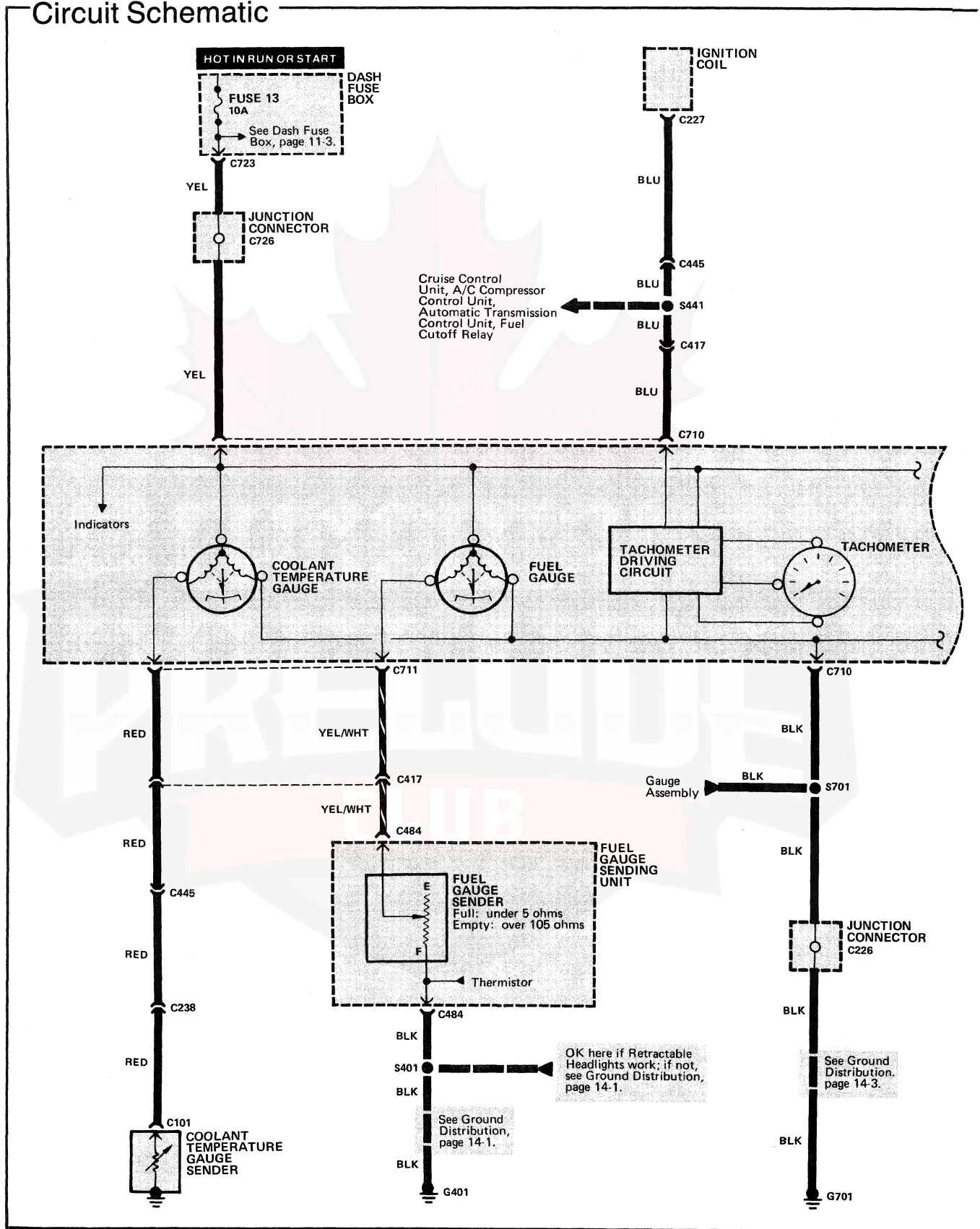
How The Circuit Works

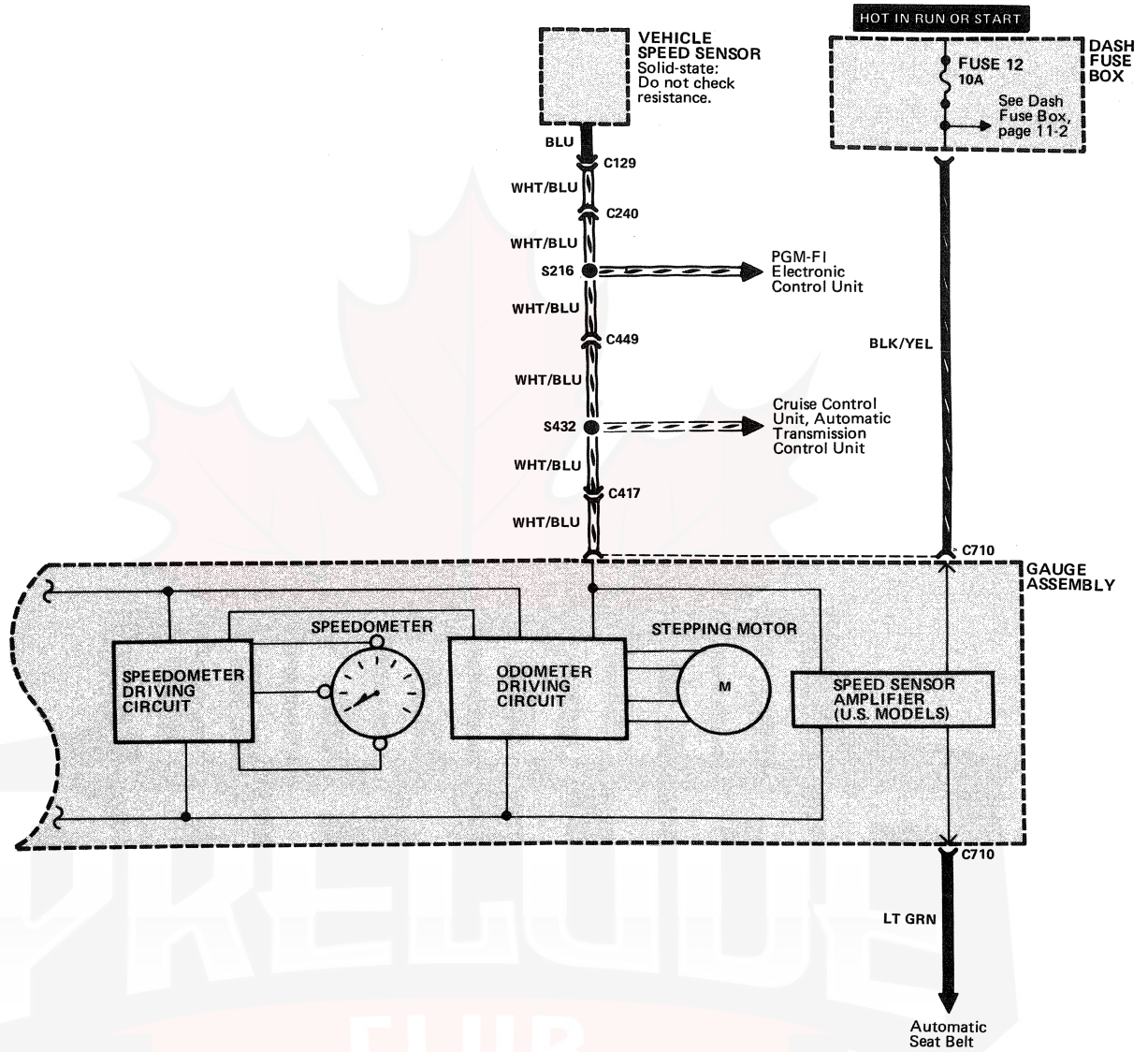
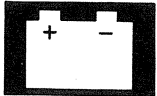
The indicator lights are controlled by different conditions set forth in their associated system. See the associated system for the indicator light circuit description.



Gauges

Circuit Schematic





Gauges

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views .)

Coolant Temperature Gauge Sender	42	C240 (2-WHT) (2.0 Si)	40
Top right front of engine		Right front of engine compartment, on bracket, behind battery	
Dash Fuse Box	63	C417 (24-WHT)	74
Behind dash, left of steering column		Below dash, right of steering column	
Fuel Gauge Sending Unit	112	C445 (22-WHT)	94
Behind right side of rear seat, in top of fuel tank		Below right side of dash	
Ignition Coil	43	C710 (16-YEL)	56
Right rear of engine compartment, on top of strut tower		Behind top left side of dash, on rear of gauge assembly	
Junction Connector C726 (20-BLU)	73	C711 (14-YEL)	56
Behind right side of gauge assembly, taped to harness		Behind top left side of dash, on rear of gauge assembly	
Vehicle Speed Sensor	45	C723 (4-WHT)	66
On right rear of transmission		Below left side of dash, on front right side of dash fuse box	
C129 (3-GRY)	45	C724 (14-WHT)	64
Lower right side of engine compartment, above transmission		Behind left side of dash, on front right side of dash fuse box	
C227 (2-GRY)	46	G401	82
Right rear corner of engine compartment, on ignition coil		Behind top center of dash, above left side of heater assembly	
C238 (8-WHT)	17	G701	81
Right side of engine compartment, on bracket, behind battery		Behind center dash, on left side of center frame	

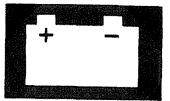
How The Circuit Works

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 surrounding the fuel gauge allows the fuel level to be shown when the ignition is off.

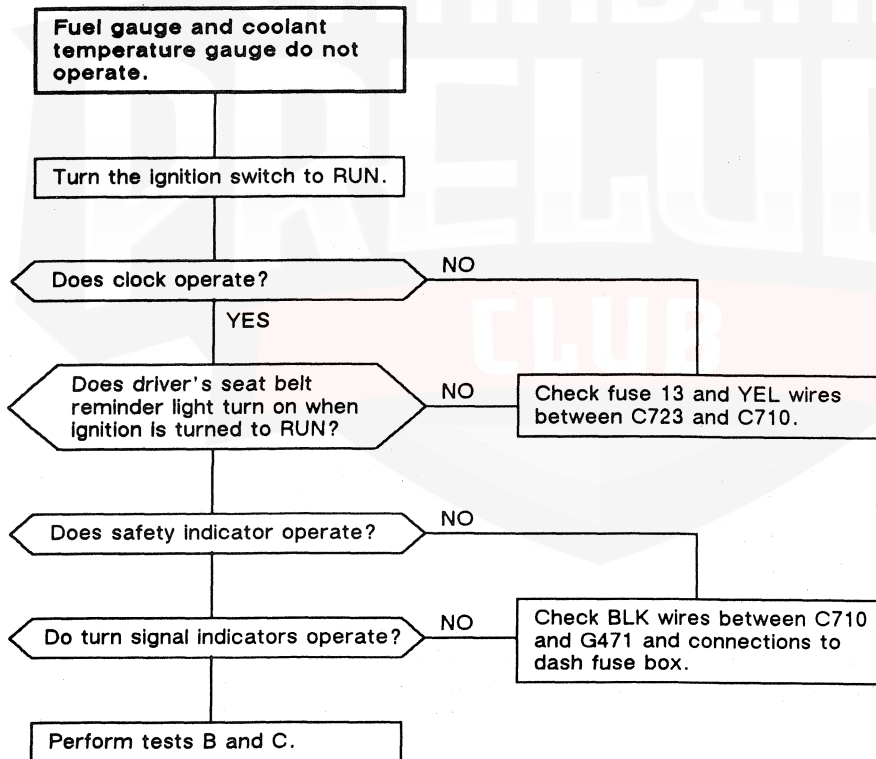
With the engine running, the tachometer senses ignition pulses from the distributor through the igniter unit. The solid-state tachometer displays these pulses as engine speed. With 200 pulses per minute from the igniter unit, the tachometer displays 100 rpm.



Troubleshooting

Symptom	Troubleshoot
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

Troubleshoot A

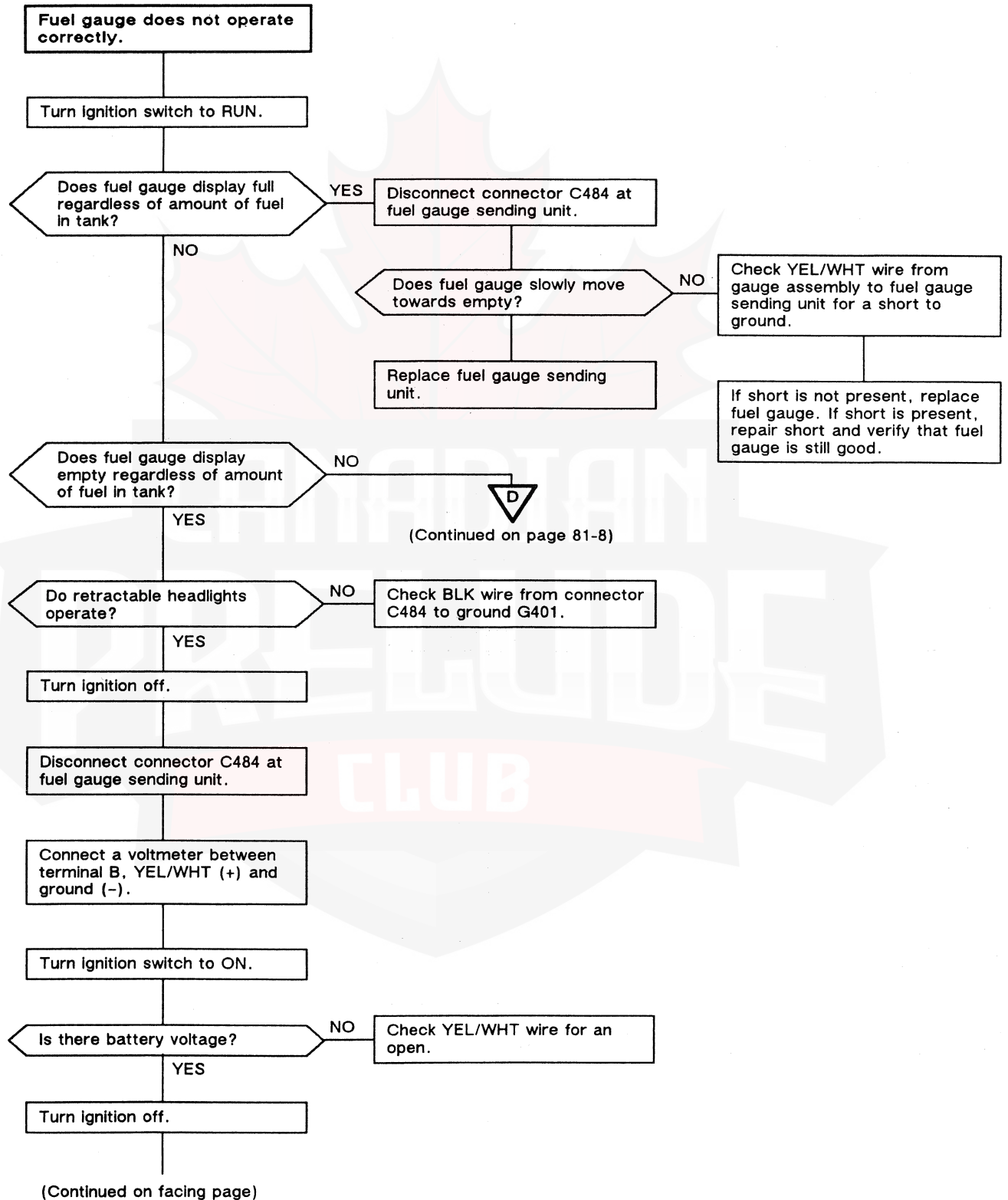


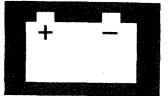
(cont'd)

Gauges

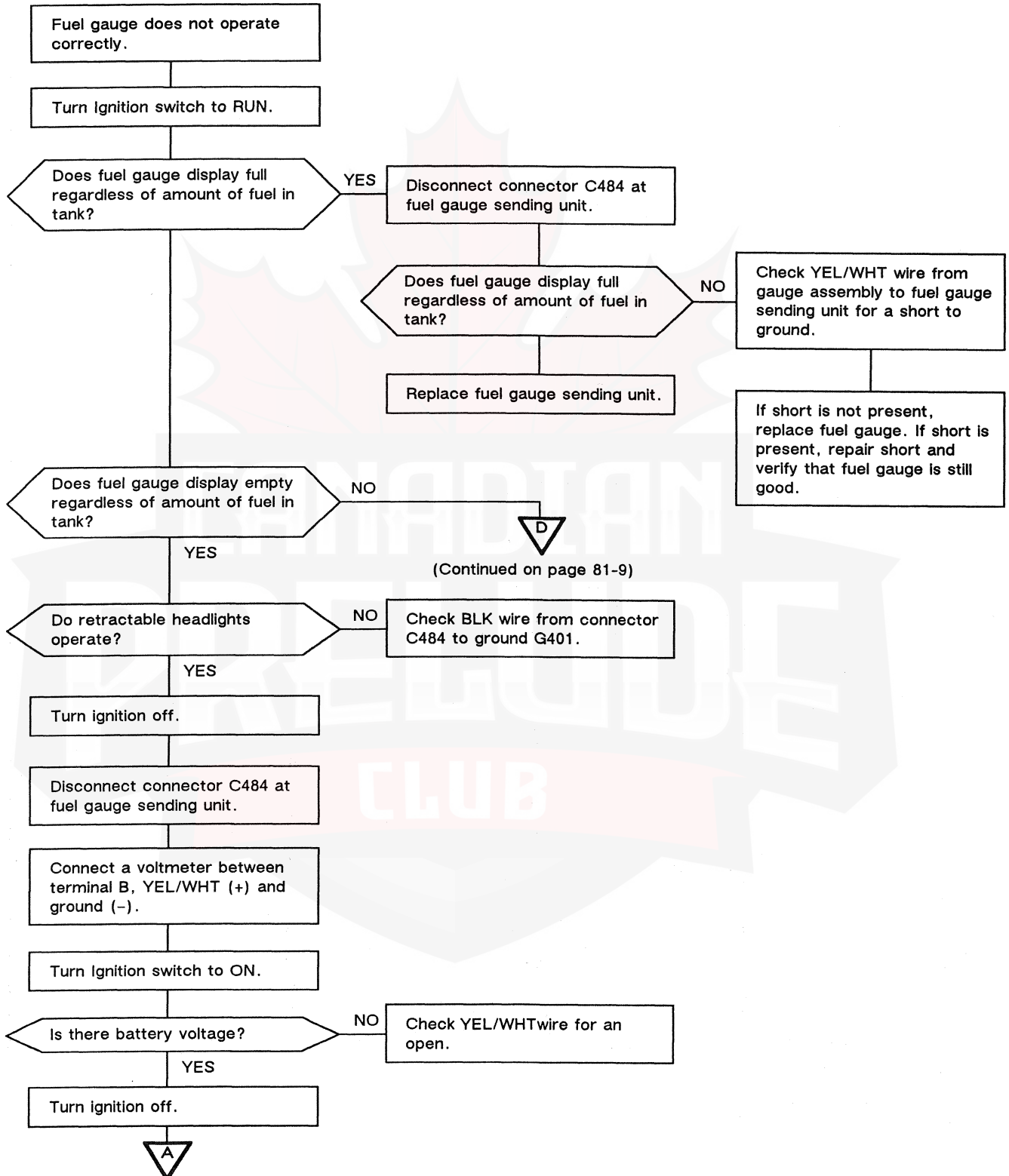
Troubleshooting (cont'd)

Troubleshooting B





Troubleshooting B



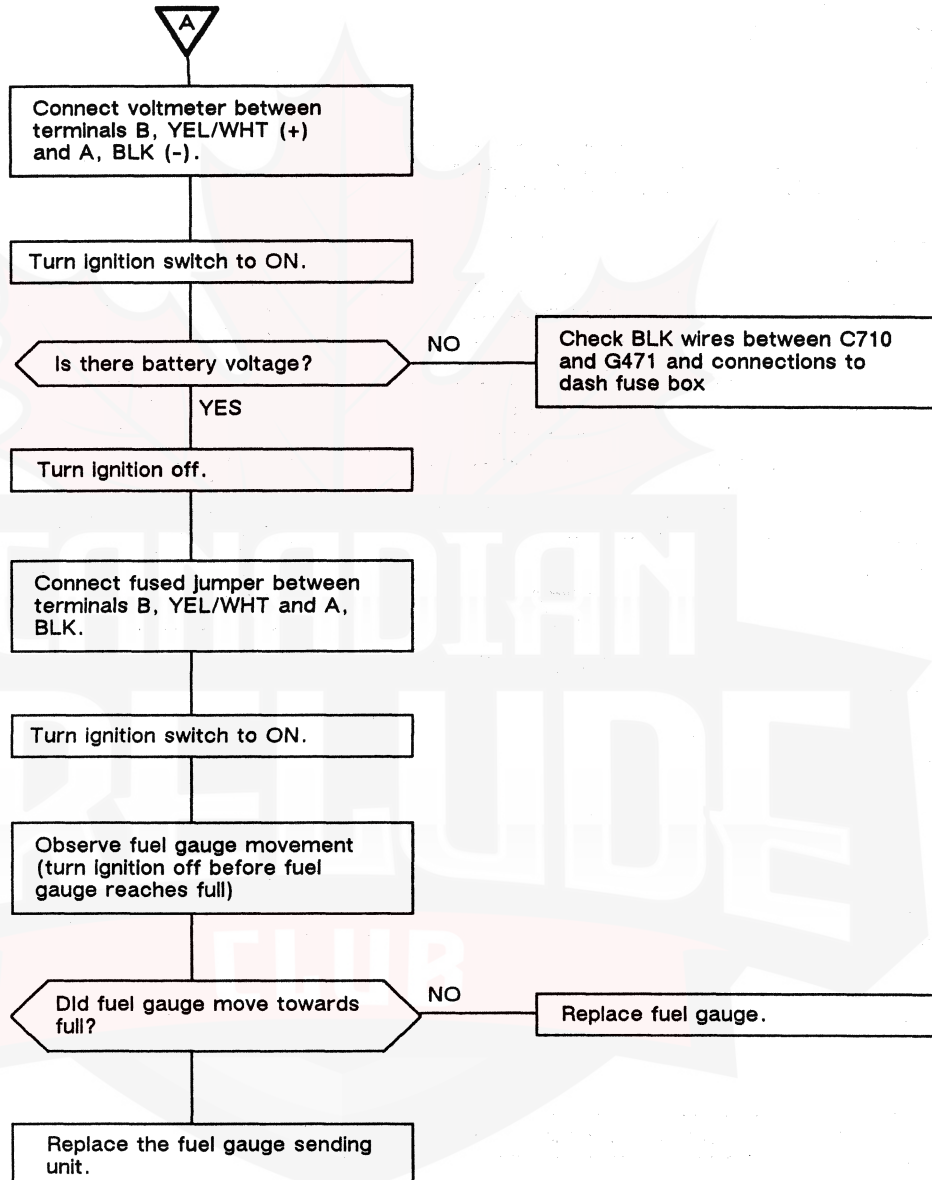
(Continued on page 81-6)

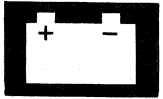
(cont'd)

Gauges

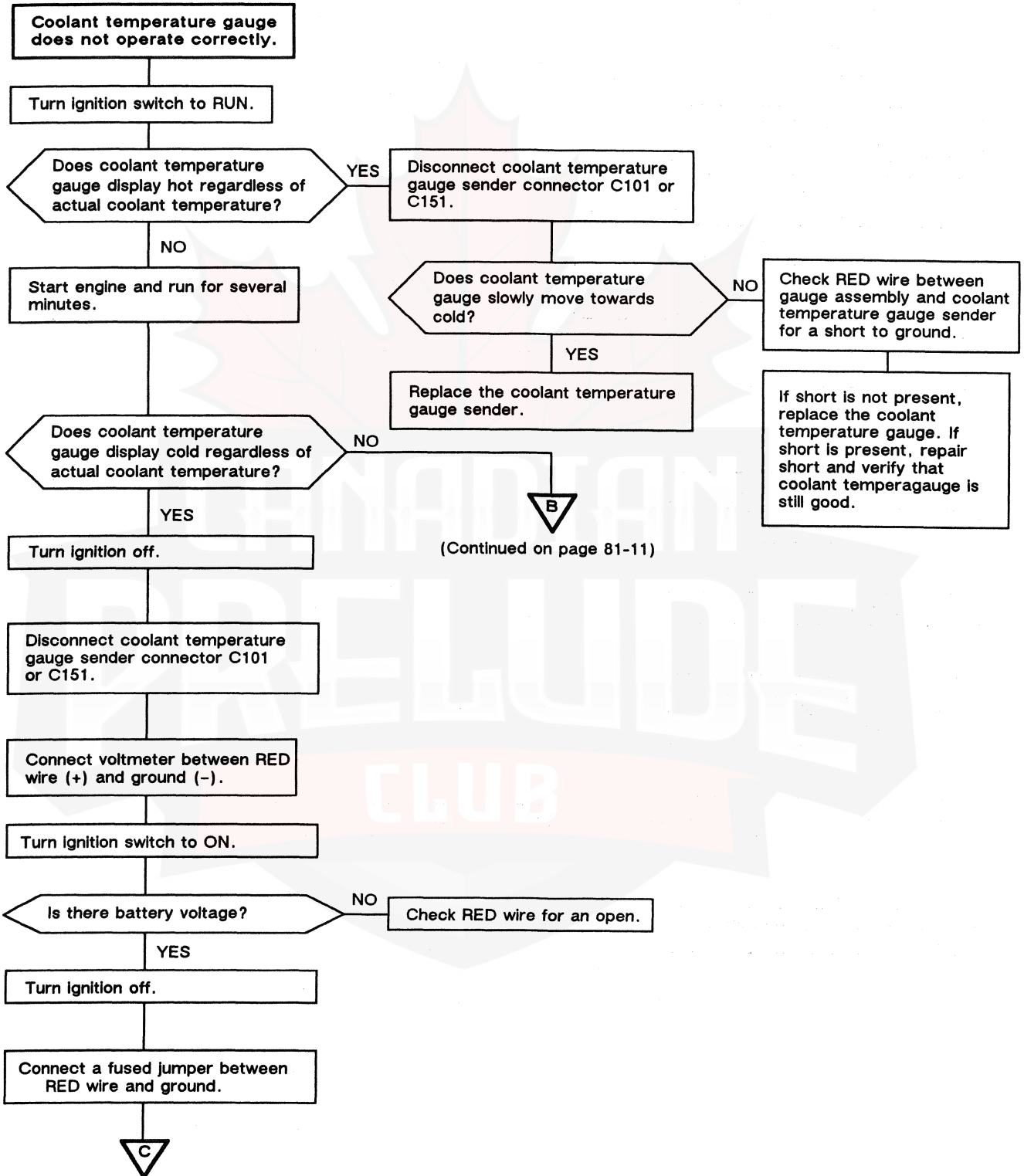
Troubleshooting (cont'd)

(Continued from page 81-5)





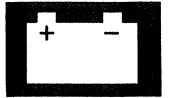
Troubleshooting C



(Continued on page 81-11)

(Continued on page 81-8)

(cont'd)



Gauges

Troubleshooting (cont'd)

Troubleshoot D

Fuel gauge sender test.

(Continued from page 81-4)

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?

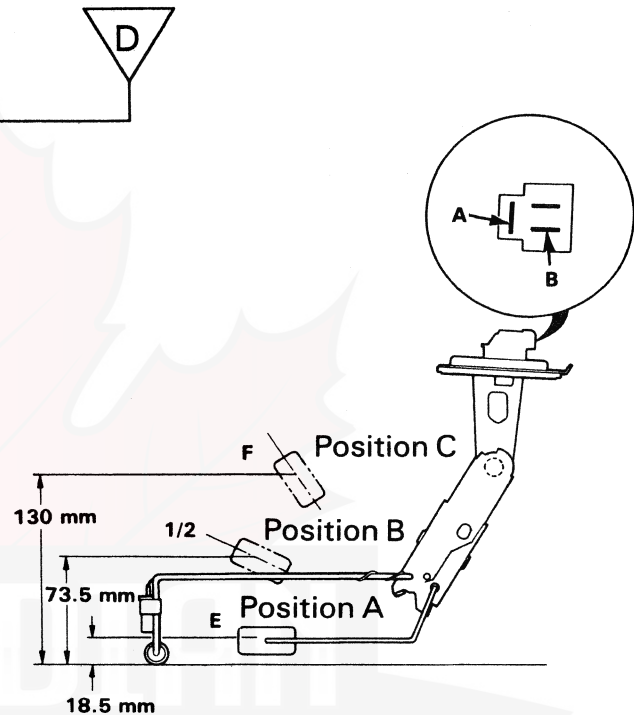
NO

Replace the fuel gauge sending unit.

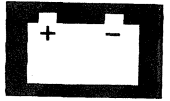
YES

Move the float to position "C" as shown.

(Continued on facing page)



FUEL GAUGE SENDING UNIT



Troubleshooting D

(Continued from page 81-5)

Fuel gauge sender test.

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

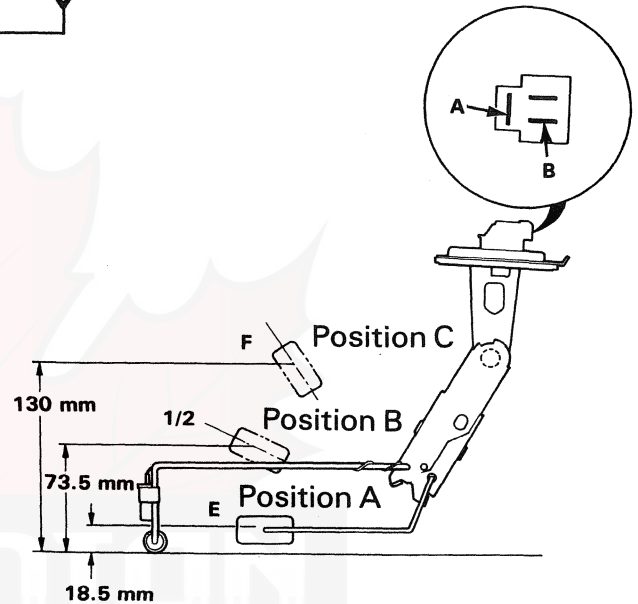
Replace the fuel gauge sending unit.

YES

Move the float to position "C" as shown.

E

(Continued on page 81-10)



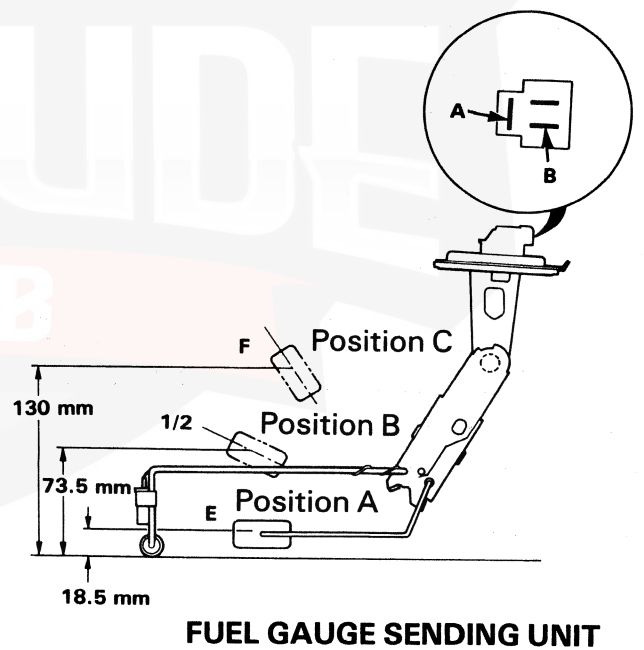
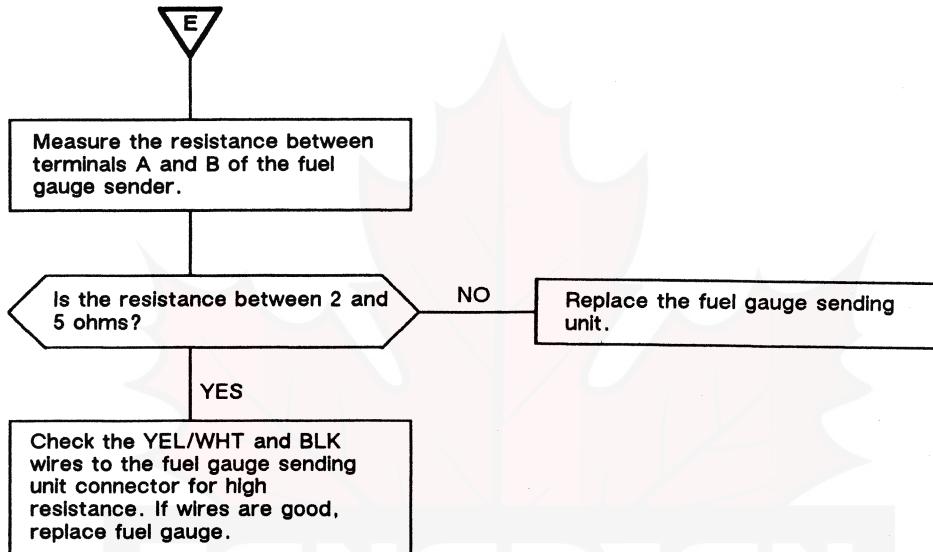
FUEL GAUGE SENDING UNIT

(cont'd)

Gauges

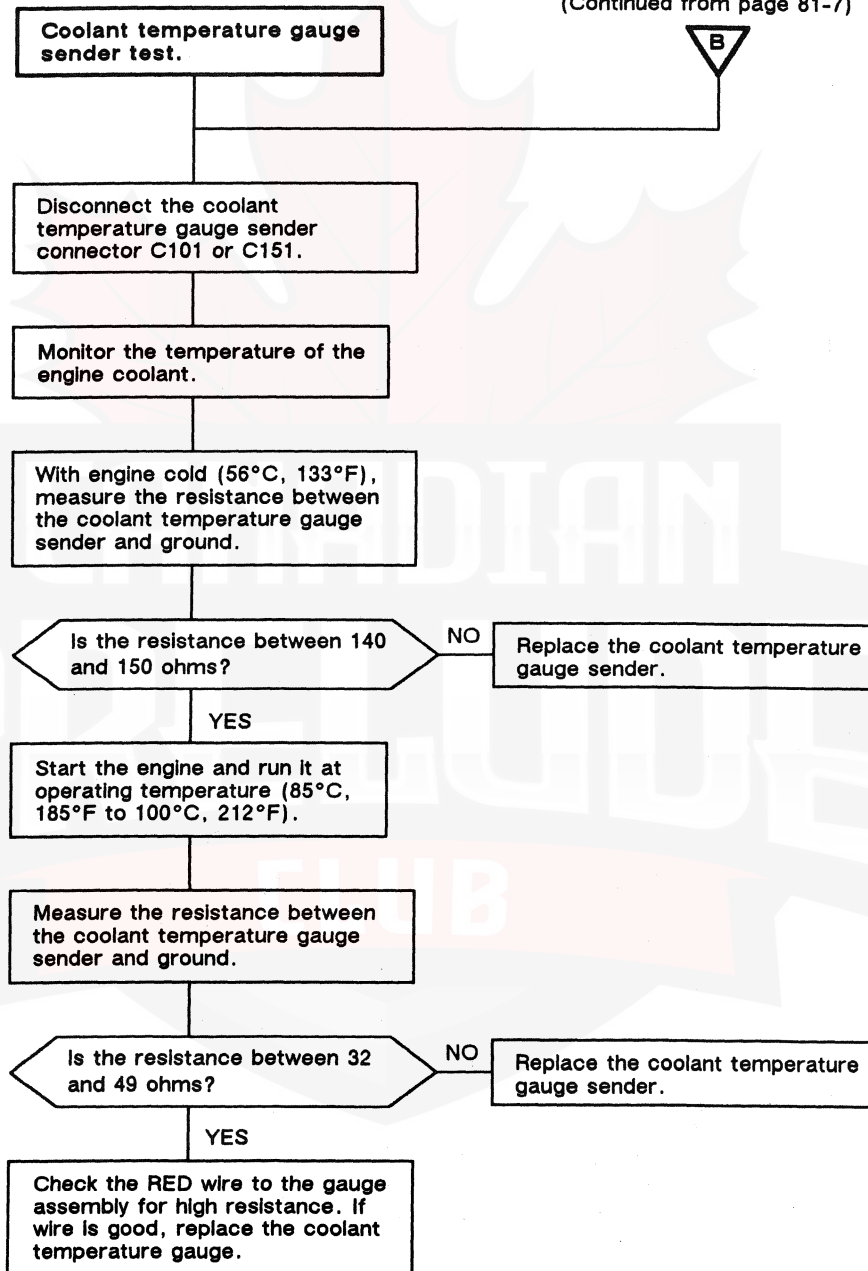
Troubleshooting (cont'd)

(Continued from page 81-9)



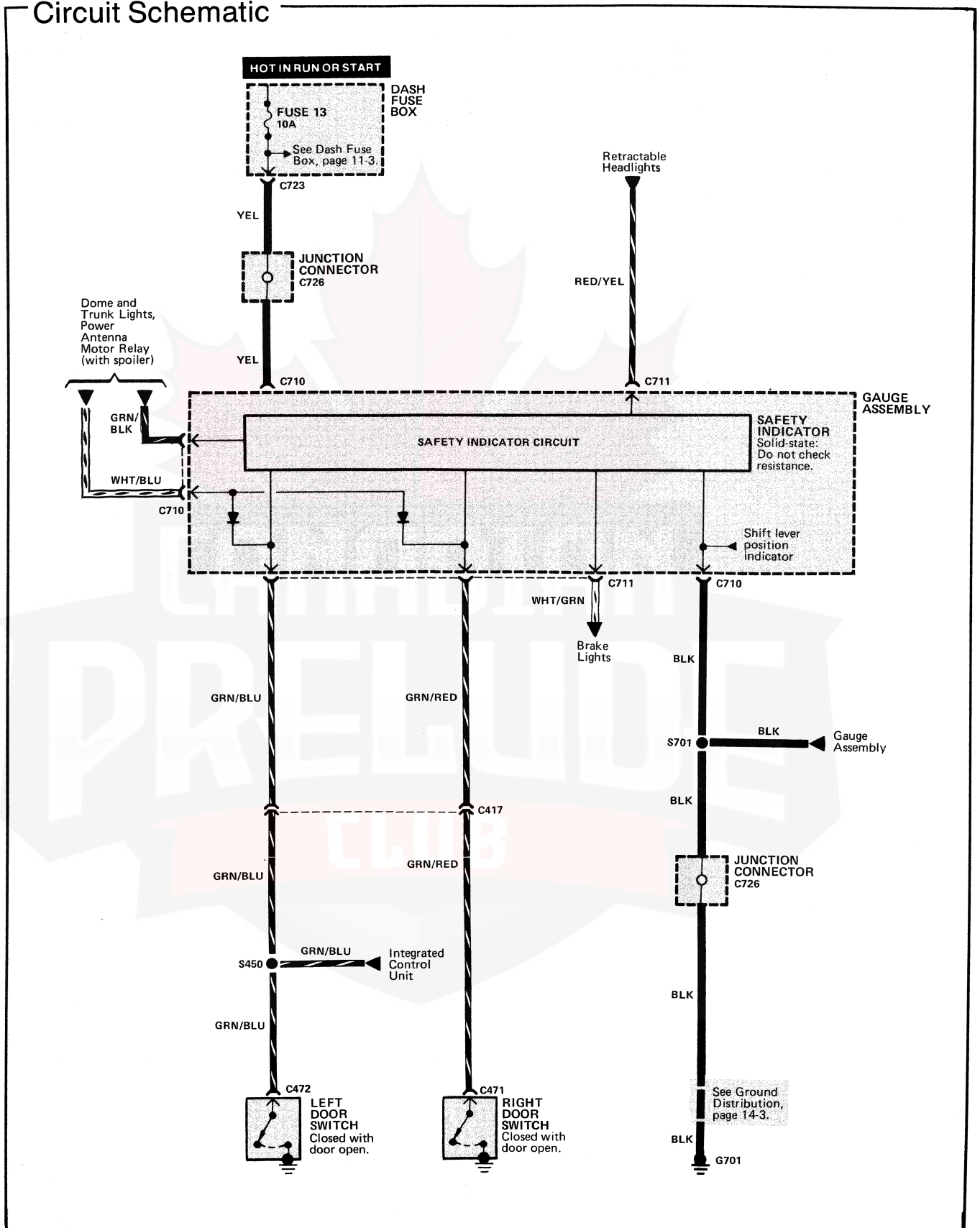
Troubleshooting E

(Continued from page 81-7)



Safety Indicator

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box.	63
Behind dash, left of steering column	
Junction Connector C726 (20-BLU).	73
Behind right side of gauge assembly, taped to harness	
Left Door Switch.	120
Front of left center pillar	
Right Door Switch.	120
Front of right center pillar	
C417 (24-WHT).	74
Below dash, right of steering column	
C710 (16-YEL)	56
Behind top left side of dash, on rear of gauge assembly	
C711 (14-YEL)	56
Behind top left side of dash, on rear of gauge assembly	
C723 (4-WHT)	66
Below left side of dash, on front right side of dash fuse box	
G701	81
Behind center dash, on left side of center frame	

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

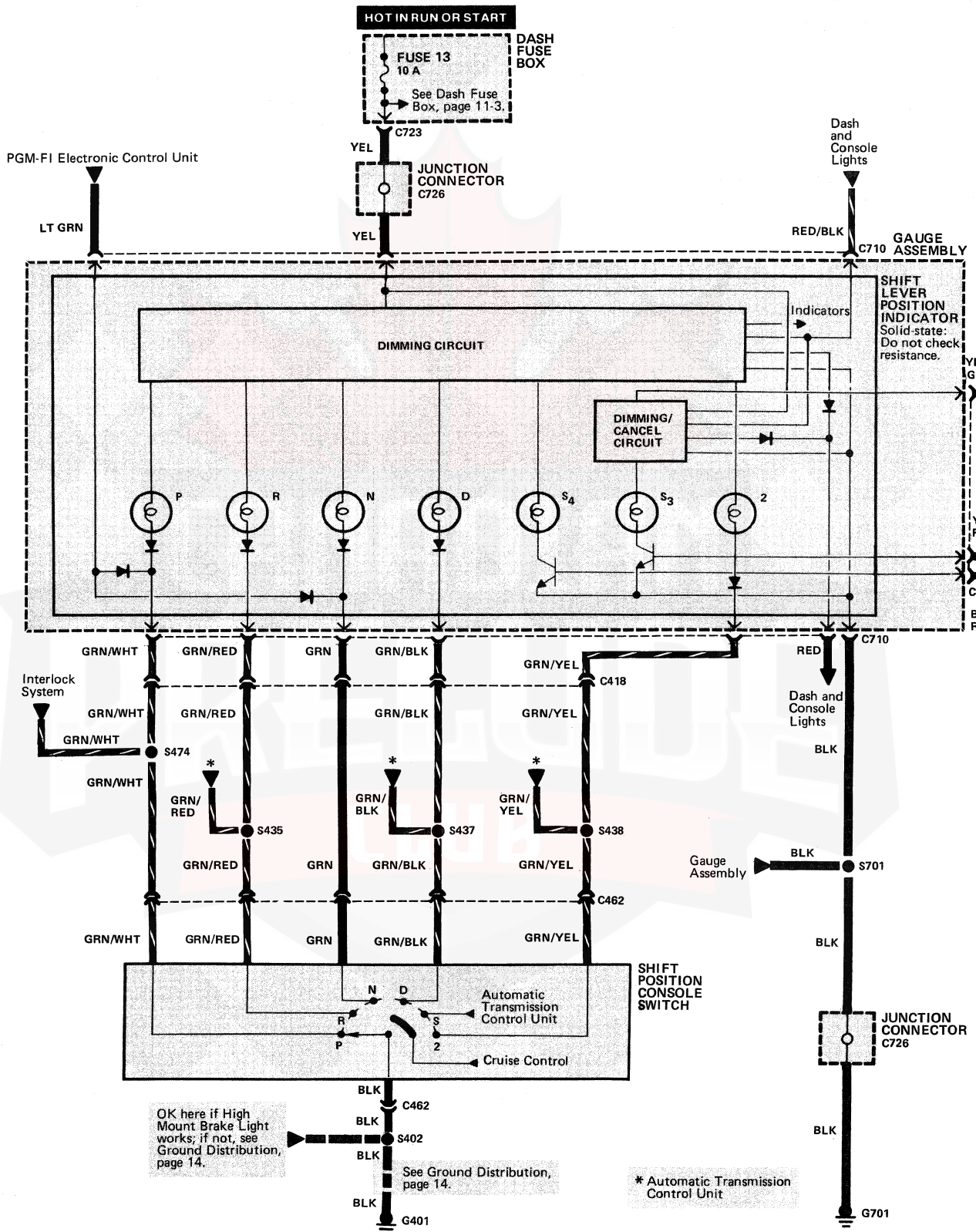
For information on how the circuit works, see the Dome Light circuit.

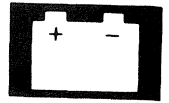
Retractable Headlights

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.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Junction Connector C726 (20-BLU)	73
Behind right side of gauge assembly, taped to harness	
Shift Position Console Switch	86
Below console, left side of gear selector lever	
C418 (10-BLU)	74
Below dash, right of steering column	
C462 (10-WHT)	86
Below left side of console, forward of gear selector	
C710 (16-YEL)	56
Behind top left side of dash, on rear of gauge assembly	
C711 (14-YEL)	56
Behind top left side of dash, on rear of gauge assembly	
C723 (4-WHT)	66
Below left side of dash, on front right side of dash fuse box	
G401	82
Behind top center of dash, above left side of heater assembly	
G701	81
Behind center dash, on left side of center frame	

How The Circuit Works

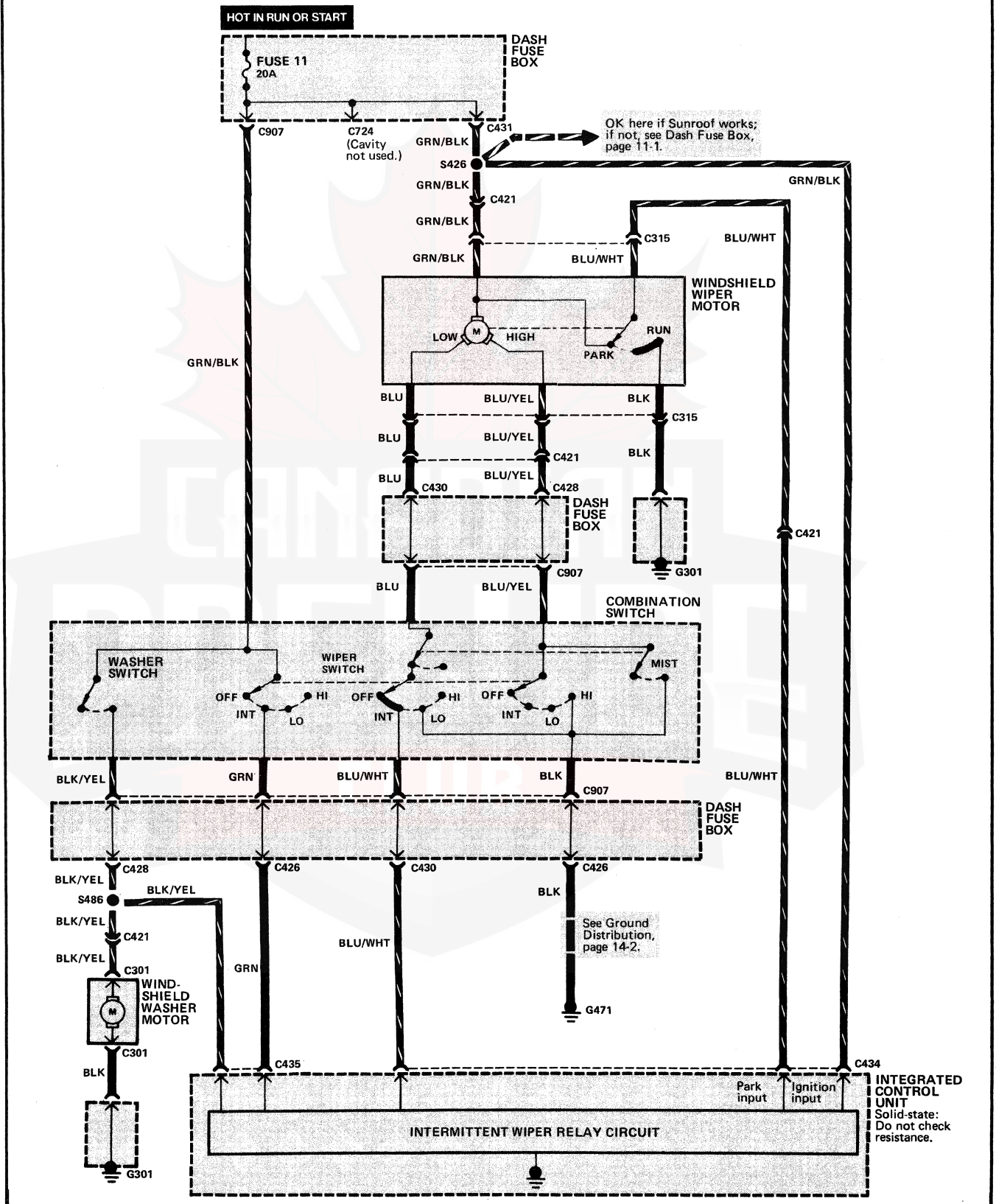
With the ignition switch in RUN or START, voltage is applied to the shift lever position indicator. The gear selector switch provides a ground for each position. As an input is grounded, its indicator lights. If R is selected, for example, a ground will be applied to the input of the shift position indicator,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

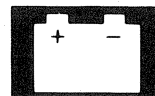
With the headlight switch in PARK or HEAD, voltage is applied to the RED/BLK wire terminal. This changes indicator panel illumination from fixed to controlled by the dash lights dimmer input on the RED wire.

The S₄ and S₃ 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.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Integrated Control Unit (2.0 Si)	84
Below center of dash	
Integrated Control Unit (2.1 Si)	80
Below center of dash	
Windshield Washer Motor	51
Behind left side of front bumper, on washer fluid reservoir	
Windshield Wiper Motor	7
Left rear corner of engine compartment	
C315 (5-WHT)	7
Left rear corner of engine compartment	
C421 (20-WHT)	59
Below left side of dash, at kick panel	
C426 (7-YEL)	67
Below left side of dash, on rear of dash fuse box	
C428 (14-YEL)	67
Below left side of dash, on rear of dash fuse box	
C430 (10-YEL)	67
Below left side of dash, on rear of dash fuse box	
C431 (4-YEL)	67
Below left side of dash, on rear of dash fuse box	
C434 (4-WHT)	80
Below center of dash, on integrated control unit	
C435 (16-BLU)	80
Below center of dash, on integrated control unit	
C724 (14-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
C907 (10-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
G301	3
Left front corner of engine compartment	
G471	111
Behind top right corner 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

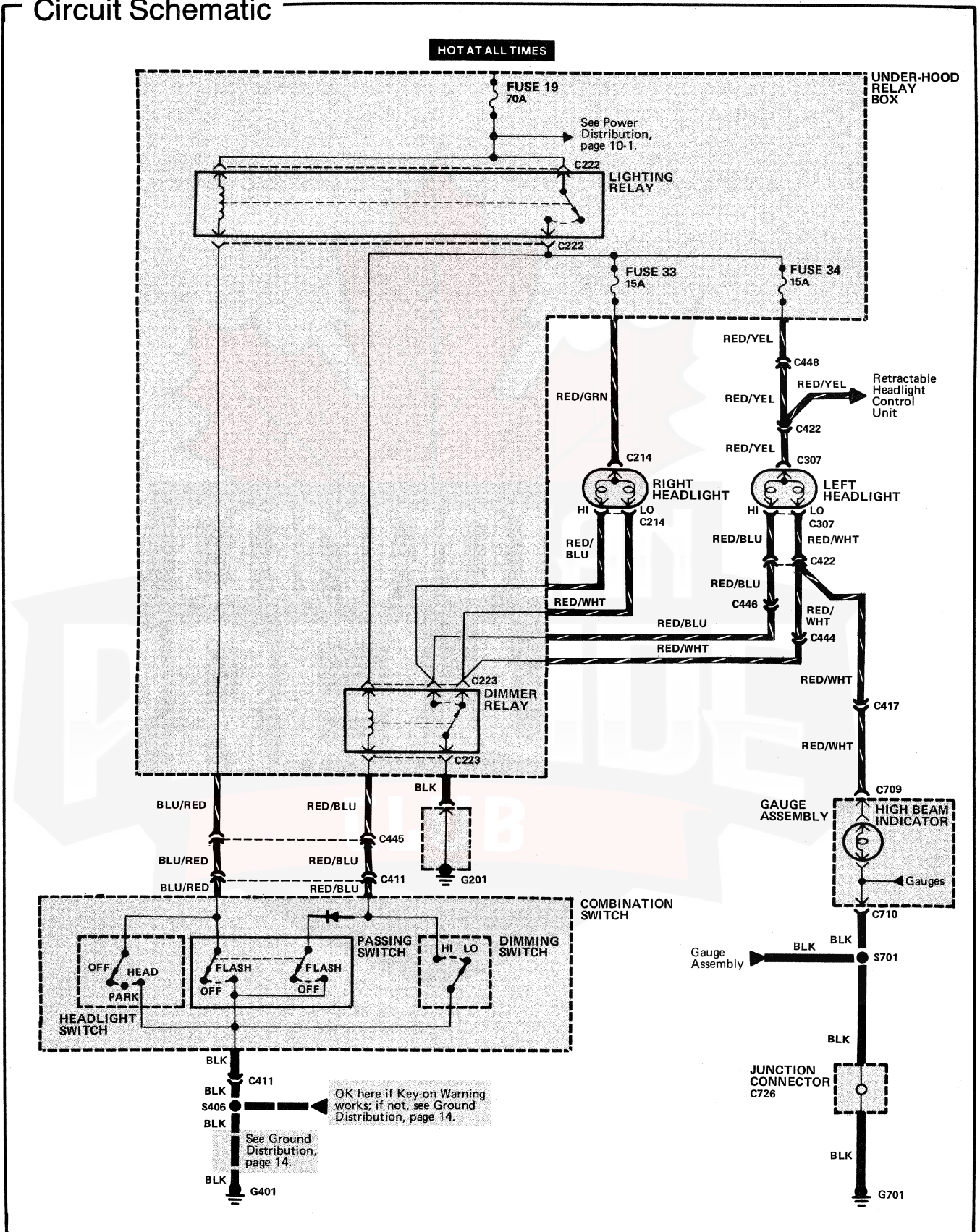
When the wiper switch is moved to MIST and released, the high speed winding of the windshield wiper motor is grounded through the mist contact in the combination switch. The wipers make one sweep at high speed and return to the park position.

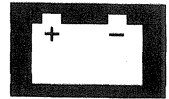
Washer

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.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63	C422 (4-WHT)	59
Behind dash, left of steering column		Below left side of dash, at kick panel	
Dimmer Relay	10	C444 (4-WHT)	94
Right side of engine compartment, in under-hood relay box		Below right side of dash	
Fog Light Relay	60	C445 (22-WHT)	94
Below left side of dash, on dash relay holder		Below right side of dash	
Junction Connector C726 (20-BLU)	73	C448 (7-WHT)	93
Behind right side of gauge assembly, taped to harness		Below right side of dash	
Lighting Relay	10	C709 (16-BLU)	56
Right side of engine compartment, in under-hood relay box		Behind top left side of dash, on rear of gauge assembly	
Under-hood Relay Box	34	C710 (16-YEL)	56
Right side of engine compartment, forward of strut tower		Behind top left side of dash, on rear of gauge assembly	
C411 (14-GRN)	63	G201	9
Behind left side of dash, on right side of dash fuse box		Right side of engine compartment, below under-hood relay box	
C417 (24-WHT)	74	G401	82
Below dash, right of steering column		Behind top center of dash, above left side of heater assembly	
		G701	81
		Behind center dash, on left side of center frame	

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.

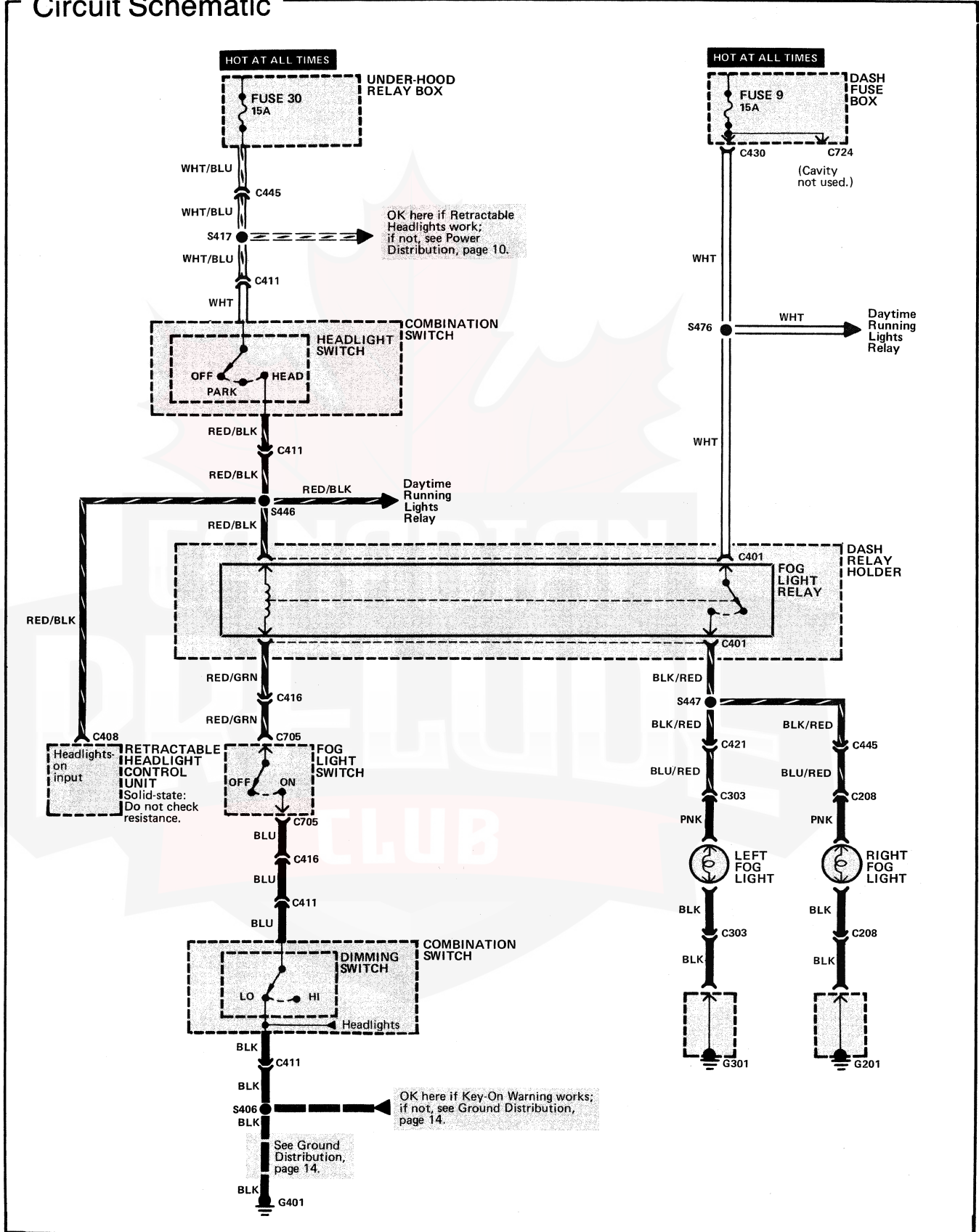
Flash Operation

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.

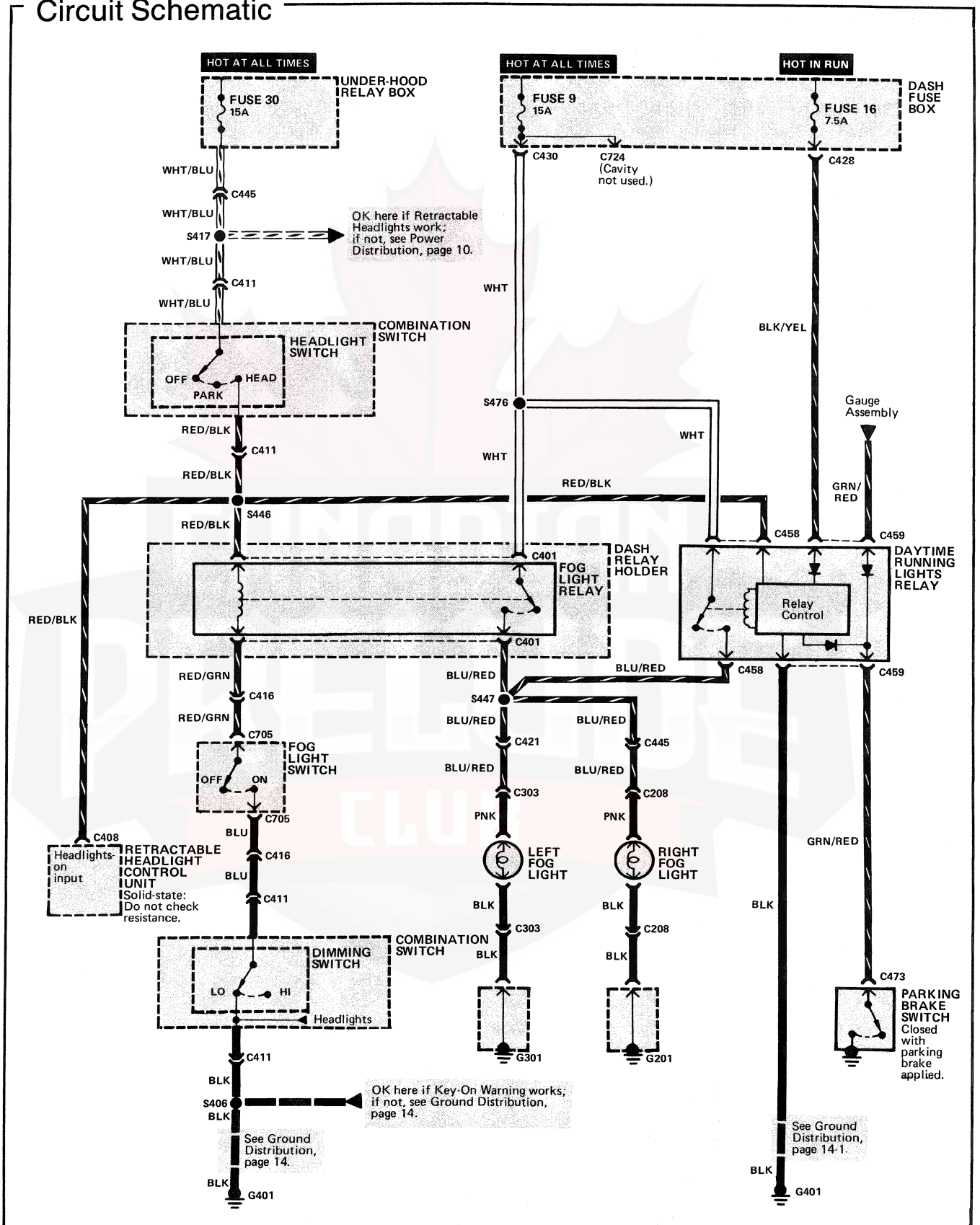
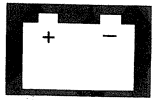
Fog Lights

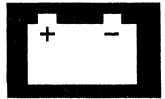
Circuit Schematic



Fog Lights: Canadian Models

Circuit Schematic





Fog Lights

Component Location Index

(Refer to Section 201 for photographs.)

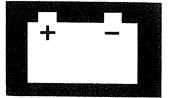
(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Dash Relay Holder	62
Below left side of dash, at kick panel	
Daylight Running Lights Relay	61
Below left side of dash, on dash relay holder	
Retractable Headlight Control Unit	87
Behind right side of dash, right of glove box	
Under-hood Relay Box	34
Right side of engine compartment, forward of strut tower	
C208 (2-GRN) (US)	50
Behind right side of front bumper, near fog light	
C208 (3-BLU) (Canada)	50
Behind right side of front bumper, near fog light	
C303 (2-GRN)	50
Behind left side of front bumper, near fog light	
C411 (14-GRN)	63
Behind left side of dash, on right side of dash fuse box	
C416 (22-WHT)	74
Below dash, right of steering column	
C421 (20-WHT)	59
Below left side of dash, at kick panel	
C430 (10-YEL)	67
Below left side of dash, on rear of dash fuse box	
C445 (22-WHT)	94
Below right side of dash	
C724 (14-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
G201	9
Right side of engine compartment, below under-hood relay box	
G301	3
Left front corner of engine compartment	
G401	82
Behind top center of dash, above left side of heater assembly	

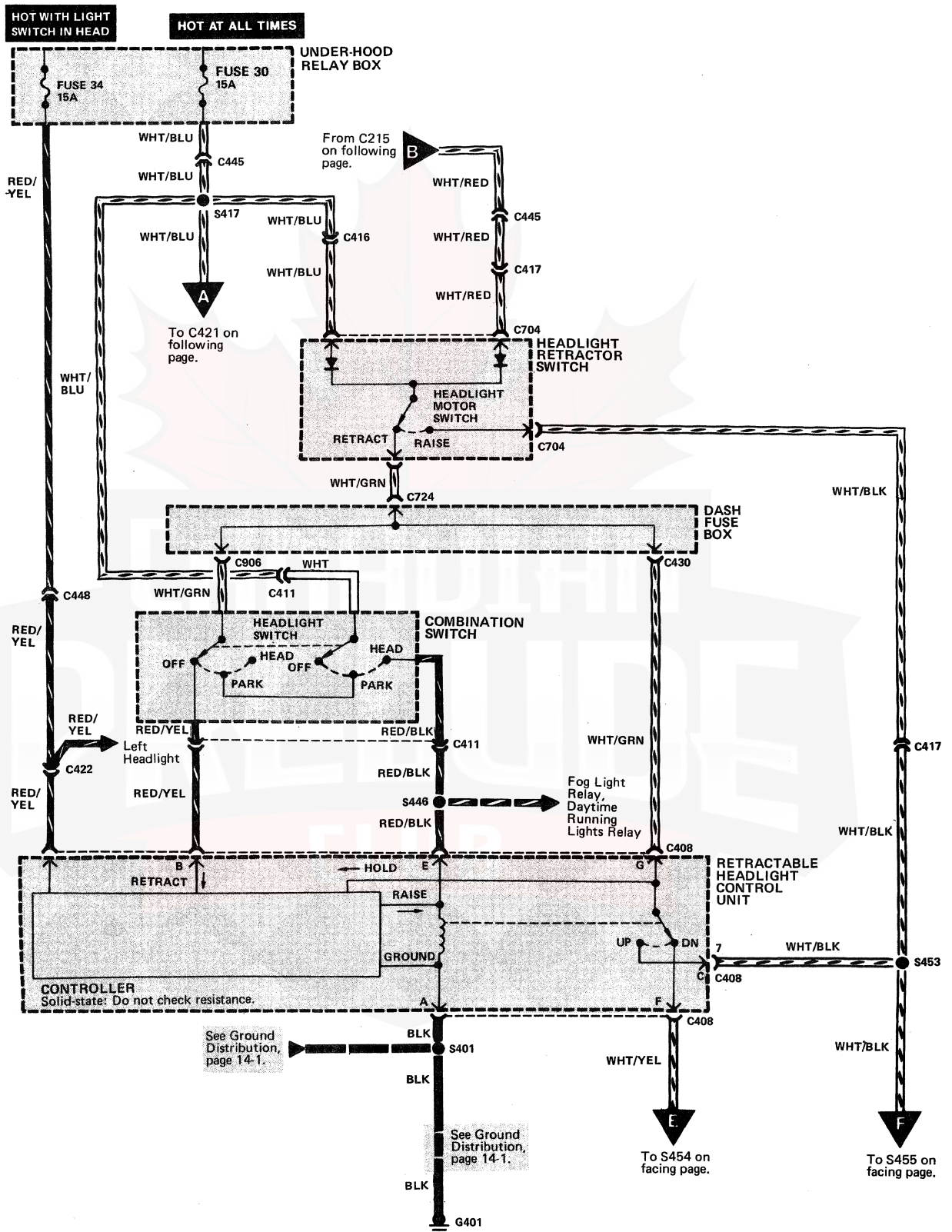
How The Circuit Works

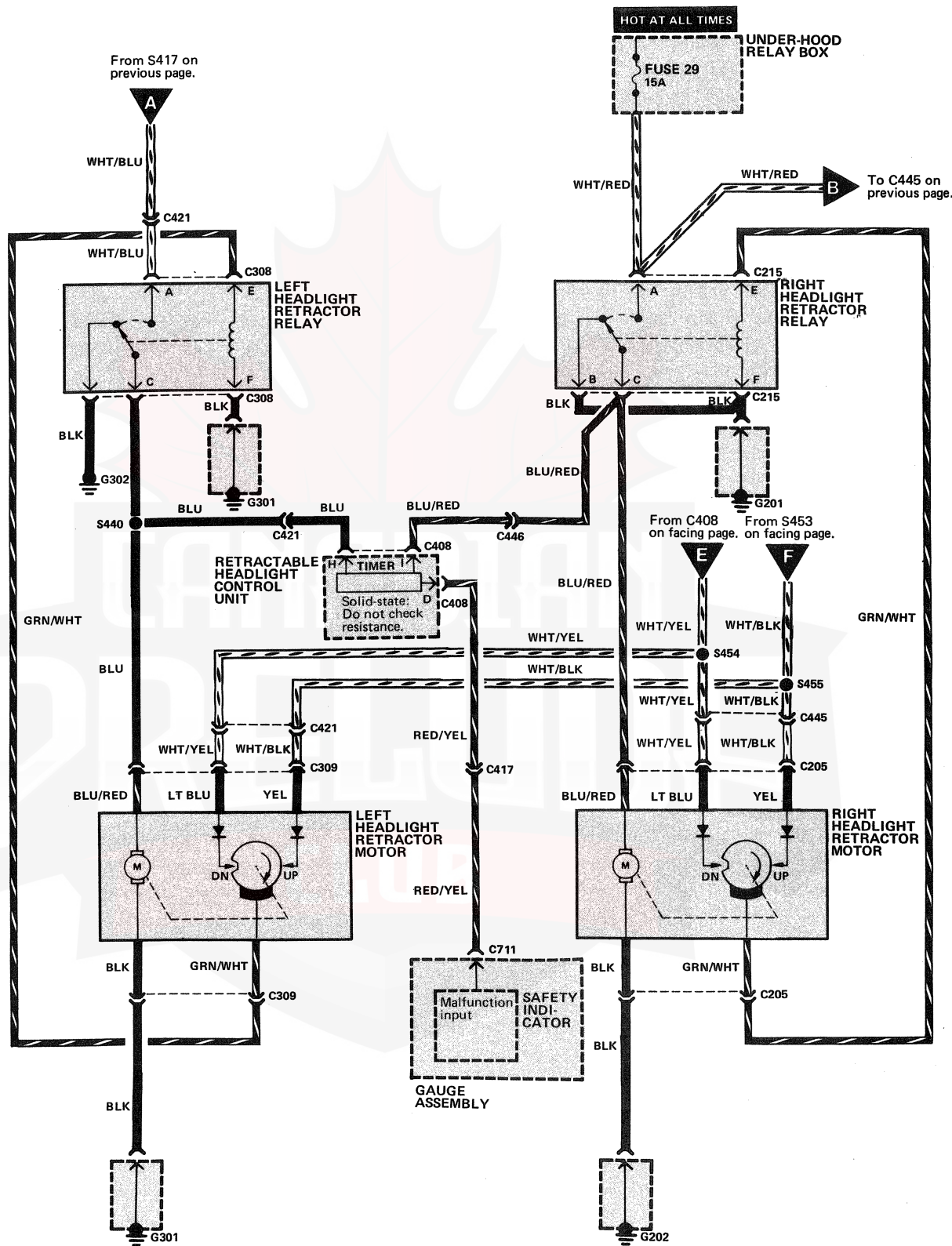
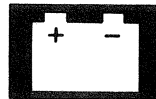
The fog lights are controlled indirectly through the fog light relay by the fog light switch, headlight switch and dimming switch. With the headlight switch in the HEAD position, battery voltage is applied to the fog light relay coil. With the fog light switch in the ON position, the dimming switch in 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 deenergized and the fog lights are turned off.



Retractable Headlights

Circuit Schematic





Retractable Headlights

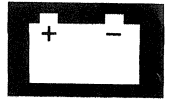
Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63	C711 (14-YEL)	56
Behind dash, left of steering column		Behind top left side of dash, on rear of gauge assembly	
Left Headlight Retractor Motor	5	C724 (14-WHT).	64
Left front corner of engine compartment		Behind left side of dash, on front right side of dash fuse box	
Left Headlight Retractor Relay	5	C906 (8-WHT)	64
Left front corner of engine compartment		Behind left side of dash, on front right side of dash fuse box	
Retractable Headlight Control Unit	87	G201	9
Behind right side of dash, right of glove box		Right side of engine compartment, below under-hood relay box	
Right Headlight Retractor Motor	12	G202	9
Right front corner of engine compartment		Right side of engine compartment, below under-hood relay box	
Right Headlight Retractor Relay	12	G301	3
Right front corner of engine compartment		Left front corner of engine compartment	
Under-hood Relay Box	34	G302	3
Right side of engine compartment, forward of strut tower		Left front corner of engine compartment	
C205 (6-WHT)	12	G401	82
Right front corner of engine compartment		Behind top center of dash, above left side of heater assembly	
C309 (6-WHT)	5		
Left front corner of engine compartment			
C411 (14-GRN).	63		
Behind left side of dash, on right side of dash fuse box			
C416 (22-WHT).	74		
Below dash, right of steering column			
C417 (24-WHT).	74		
Below dash, right of steering column			
C421 (20-WHT).	59		
Below left side of dash, at kick panel			
C422 (4-WHT)	59		
Below left side of dash, at kick panel			
C430 (10-YEL)	67		
Below left side of dash, on rear of dash fuse box			
C445 (22-WHT).	94		
Below right side of dash			
C446 (23-BLU)	93		
Below right side of dash			
C448 (7-WHT)	93		
Below right side 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

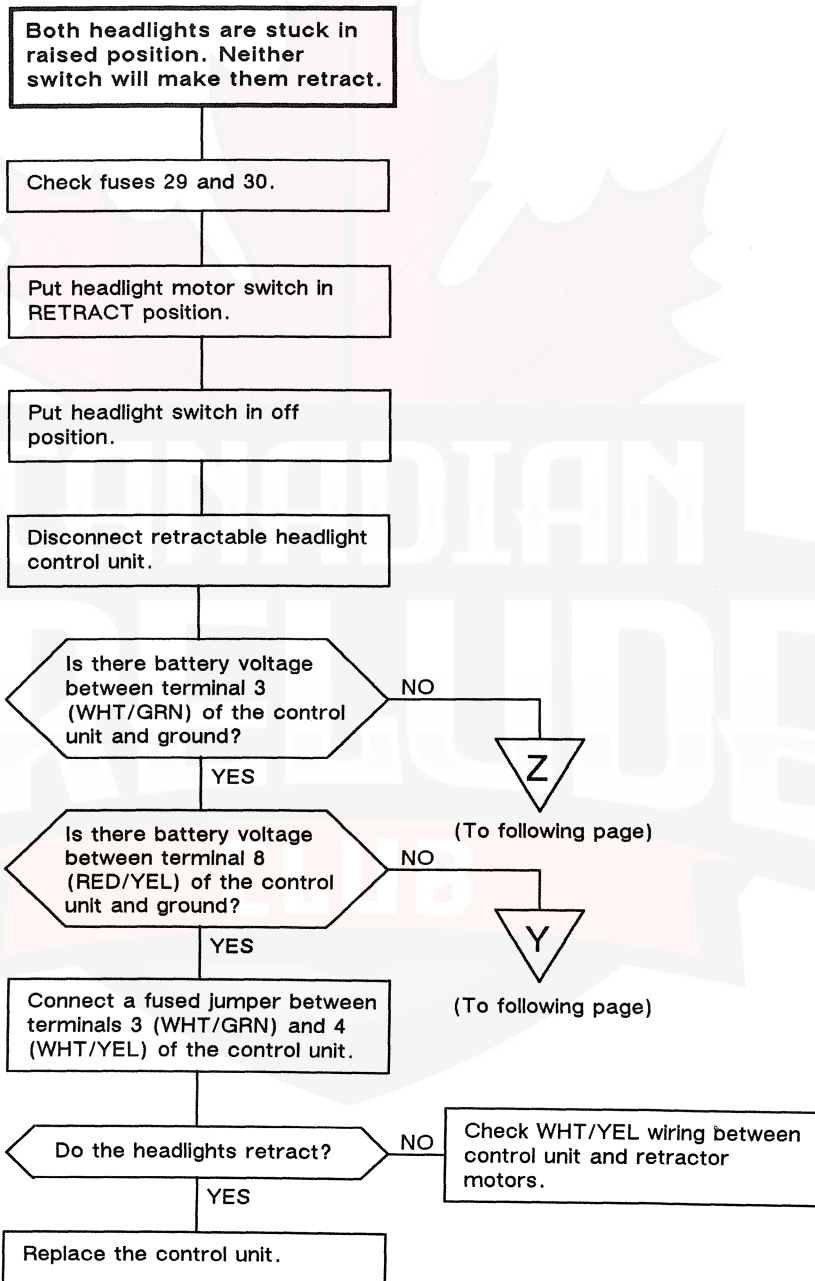
Voltage is applied to terminals H and I of the retractable headlight control unit whenever the headlight retractor relays operate to activate the headlight retractor motors. The relays operate only for the short time it takes the headlights to rise or retract. With the headlights operating normally,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

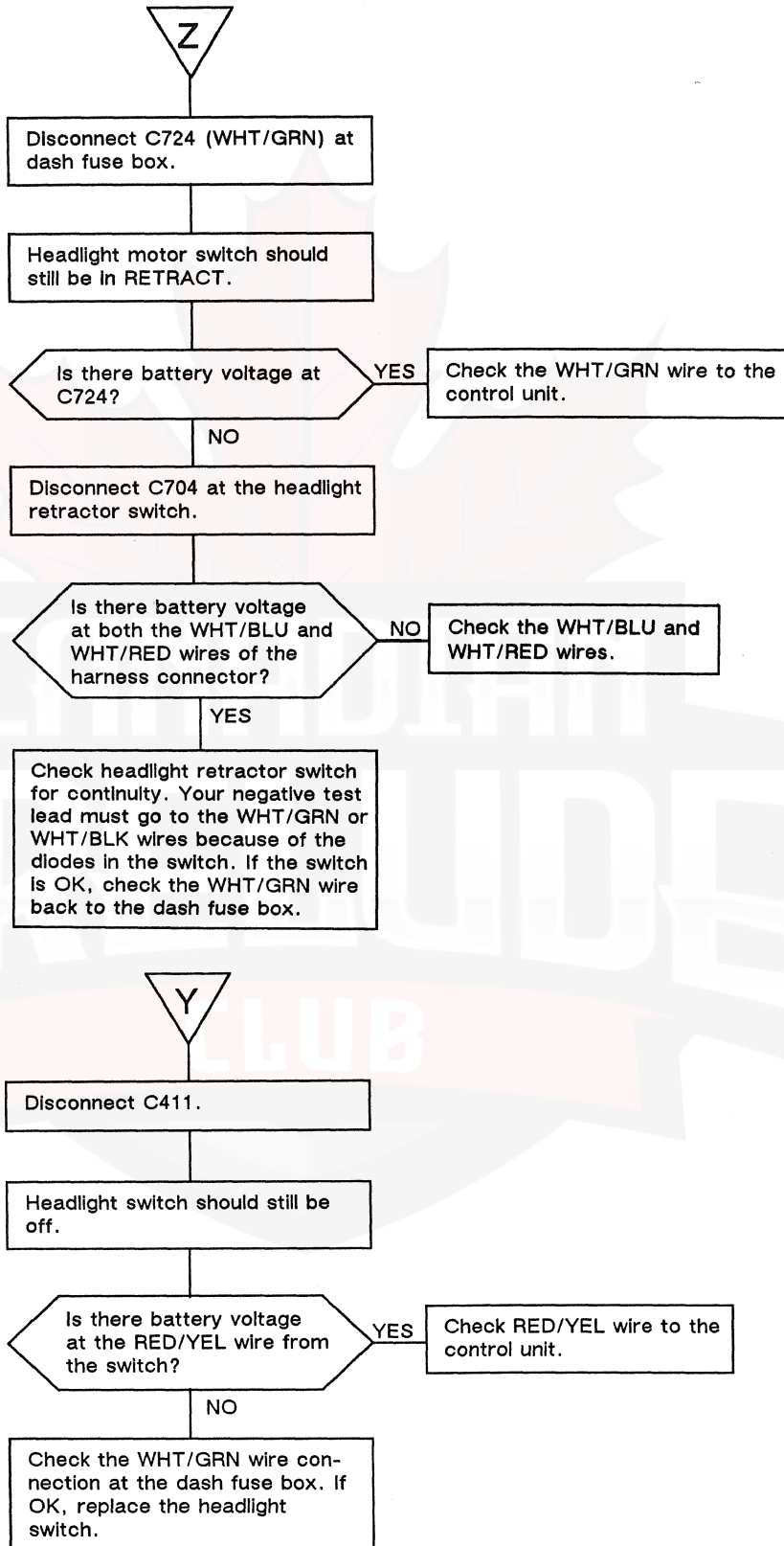
Symptom	Troubleshooting
Both headlights are stuck in raised position. Neither switch will make them retract.	A
Both retractor motors do not work from the headlight switch but do work from the headlight motor switch.	B
Both retractor motors do not work from the headlight motor switch but do work from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

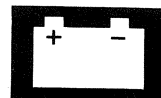
Troubleshooting A



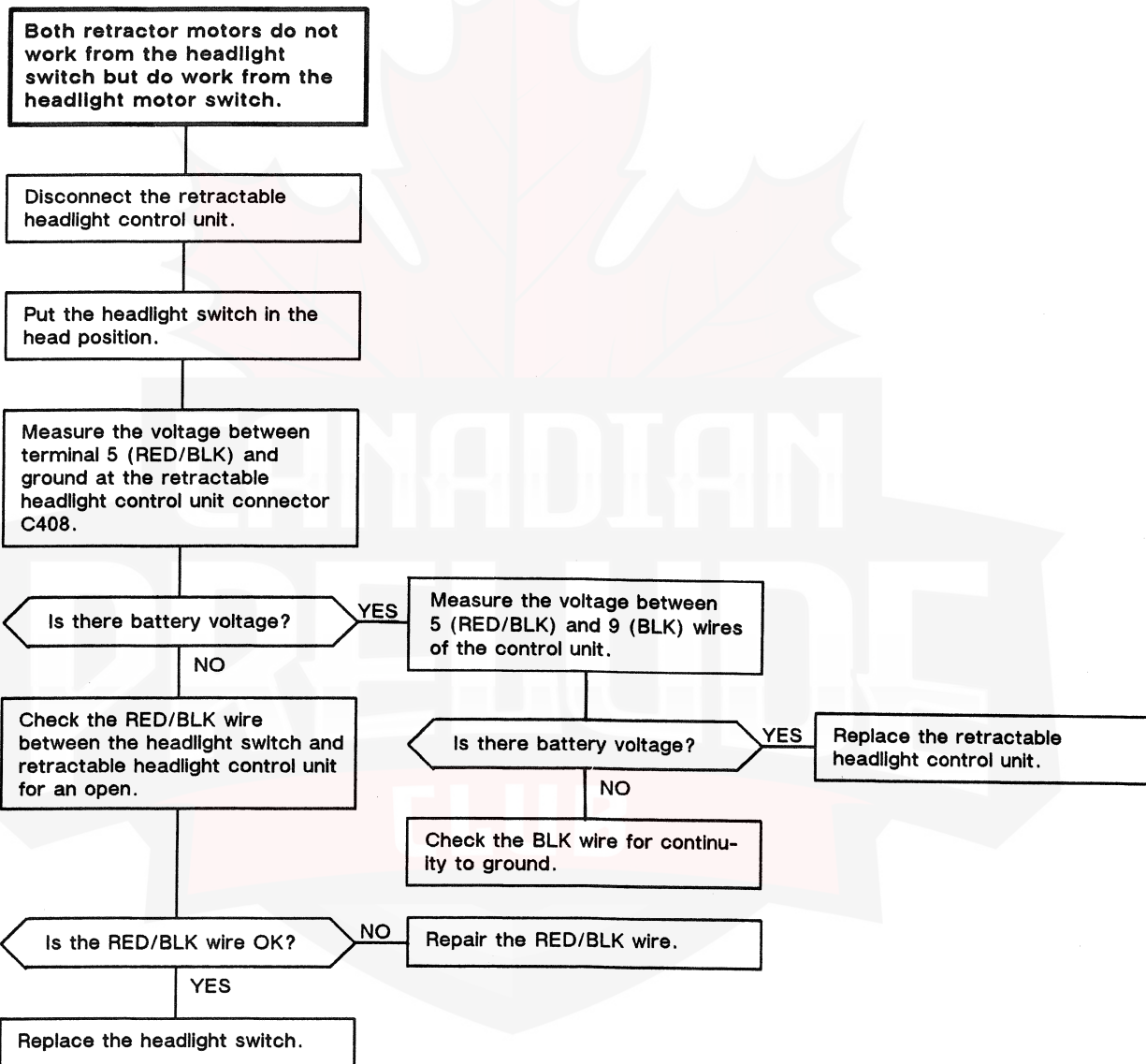
Retractable Headlights

Troubleshooting (cont'd)





Troubleshooting



Retractable Headlights

Troubleshooting

Troubleshooting C

Both retractor motors do not work from the headlight motor switch but do work from the headlight switch.

Disconnect C704.

Jumper the WHT/RED and WHT/BLK wires of C704 together.

Do the headlights rise?

YES

Replace the headlight motor switch.

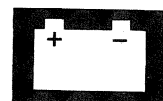
NO

Repair the open in the WHT/BLK wire between C704 and S453.

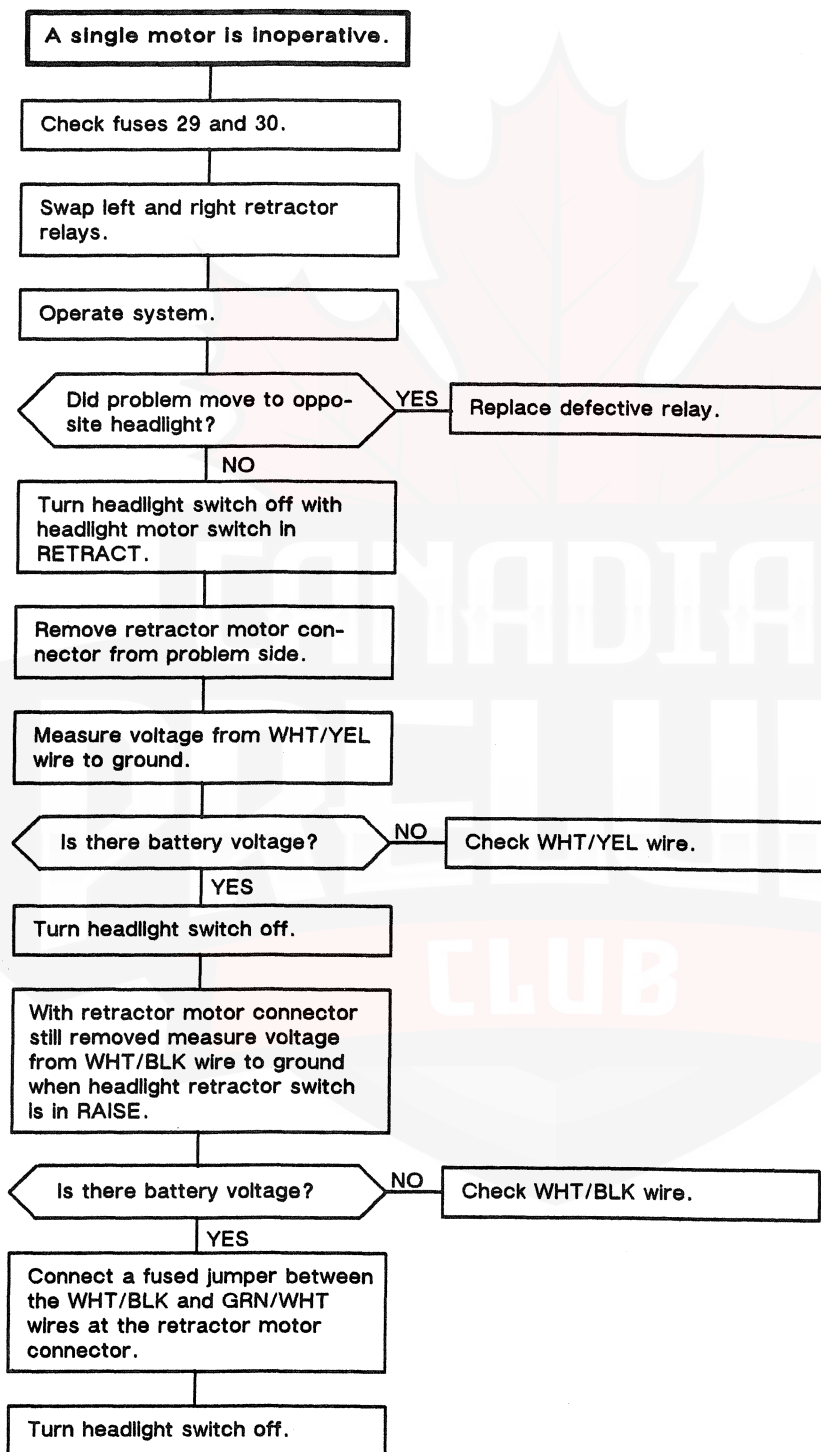
Troubleshooting D

Headlights retract when headlight switch is moved from HEAD to PARK.

If all other functions work properly, replace the control unit. If any other function does not work refer to the related tree.



Troubleshooting



(Continued on next page)

(cont'd)

Retractable Headlights

Troubleshooting (cont'd)

(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.

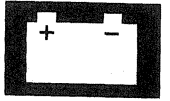
Does the test light go on?

NO

Check BLU or BLU/RED wire.

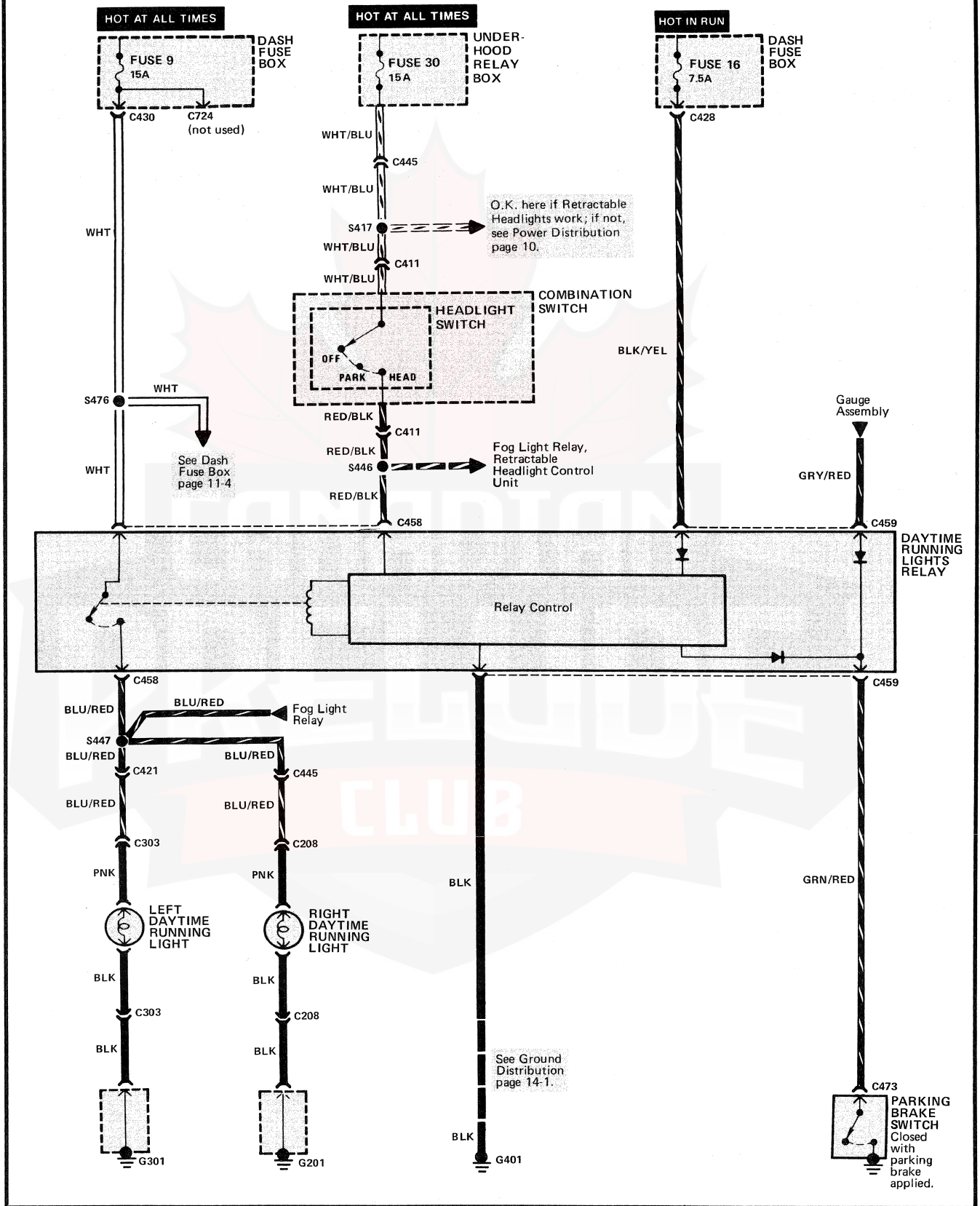
YES

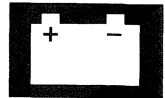
Replace retractor (motor is bad).



Daytime Running Lights

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

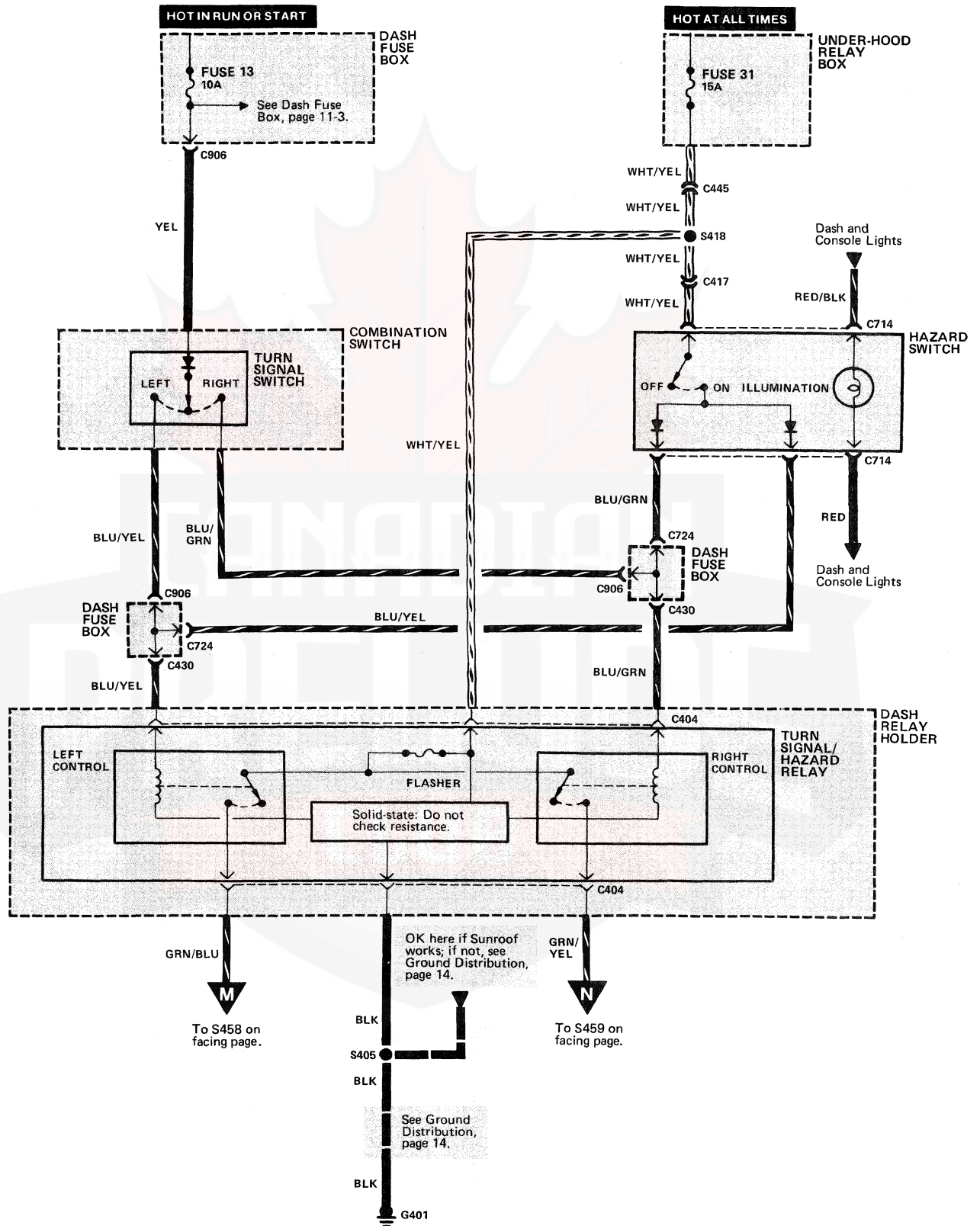
Dash Fuse Box	63
Behind dash, left of steering column	
Daylight Running Lights Relay	61
Below left side of dash, on dash relay holder	
Parking Brake Switch	89
Below rear of console, at base of parking brake lever	
Under-hood Relay Box	34
Right side of engine compartment, forward of strut tower	
C208 (2-GRN) (US)	50
Behind right side of front bumper, near fog light	
C208 (3-BLU) (Canada)	50
Behind right side of front bumper, near fog light	
C303 (2-GRN)	50
Behind left side of front bumper, near fog light	
C411 (14-GRN)	63
Behind left side of dash, on right side of dash fuse box	
C420 (13-WHT)	59
Below left side of dash, at kick panel	
C421 (20-WHT)	59
Below left side of dash, at kick panel	
C428 (14-YEL)	67
Below left side of dash, on rear of dash fuse box	
C430 (10-YEL)	67
Below left side of dash, on rear of dash fuse box	
C445 (22-WHT)	94
Below right side of dash	
C504 (4-WHT)	123
Behind center of rear bumper	
C724 (14-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
G201	9
Right side of engine compartment, below under-hood relay box	
G301	3
Left front corner of engine compartment	
G401	82
Behind top center of dash, above left side of heater assembly	

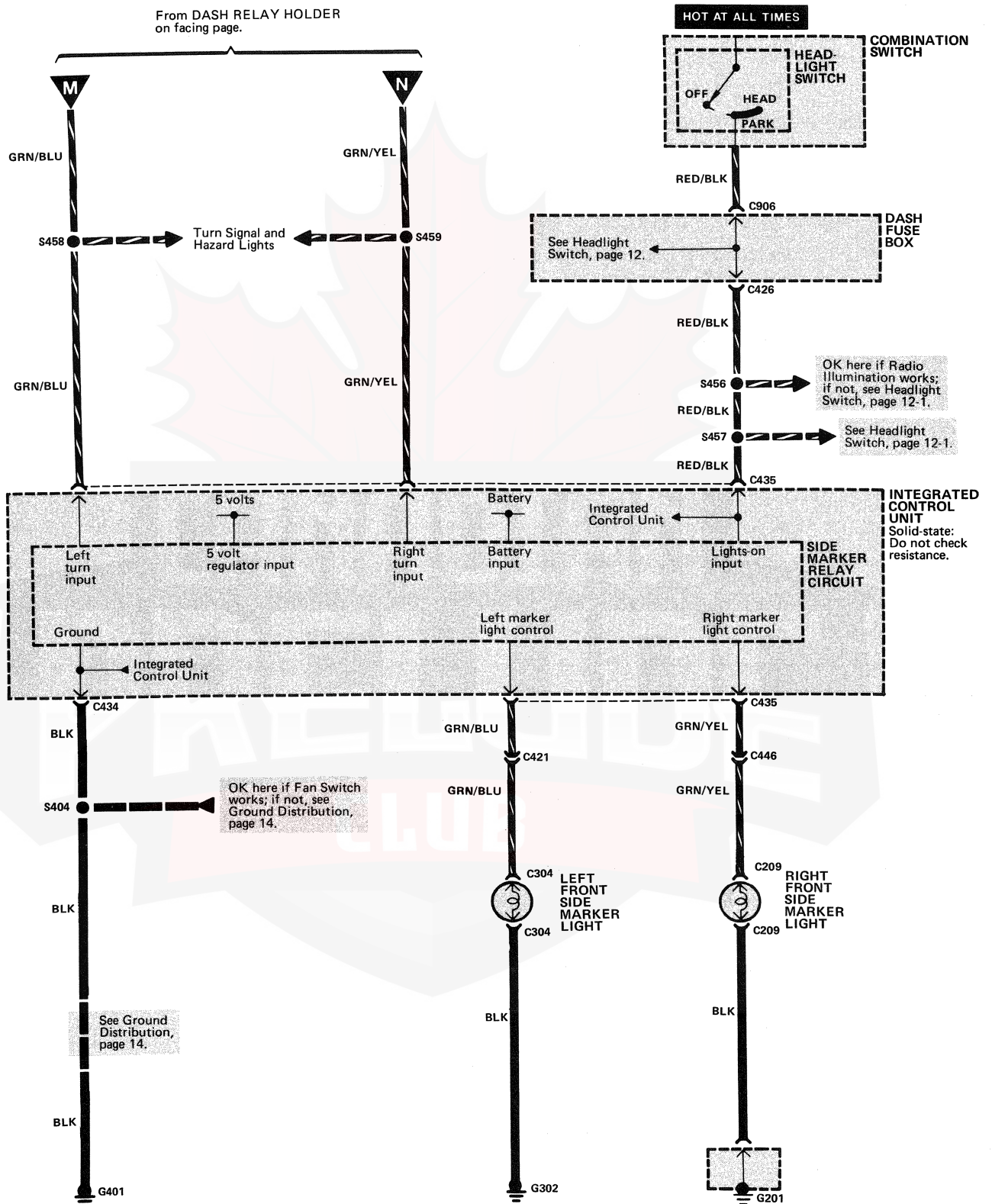
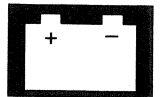
How The Circuit Works

With the ignition switch in RUN, voltage is applied through fuse 16 to the daytime running lights relay. The relay energizes and provides voltage to the daytime running lights. The relay will not energize if the parking brake is applied. If the headlight switch is turned to the HEAD position, the daytime running lights relay does not energize but the daytime running lights may be operated as described for U.S. models.

Front Side Marker Lights

Circuit Schematic





Front Side Marker Lights

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63	C435 (16-BLU)	80
Behind dash, left of steering column		Below center of dash, on integrated control unit	
Dash Relay Holder	62	C445 (22-WHT)	94
Below left side of dash, at kick panel		Below right side of dash	
Integrated Control Unit (2.0 Si)	84	C446 (23-BLU)	93
Below center of dash		Below right side of dash	
Integrated Control Unit (2.1 Si)	80	C724 (14-WHT)	64
Below center of dash		Behind left side of dash, on front right side of dash fuse box	
Turn Signal/Hazard Relay	60	C906 (8-WHT)	64
Below left side of dash, on dash relay holder		Behind left side of dash, on front right side of dash fuse box	
Under-hood Relay Box	34	G201	9
Right side of engine compartment, forward of strut tower		Right side of engine compartment, below under-hood relay box	
C417 (24-WHT)	74	G302	3
Below dash, right of steering column		Left front corner of engine compartment	
C421 (20-WHT)	59	G401	82
Below left side of dash, at kick panel		Behind top center of dash, above left side of heater assembly	
C426 (7-YEL)	67		
Below left side of dash, on rear of dash fuse box			
C430 (10-YEL)	67		
Below left side of dash, on rear of dash fuse box			
C434 (4-WHT)	80		
Below center of dash, on integrated control unit			

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.

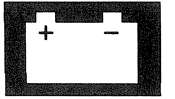
The right front side marker light operates the same way.

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.

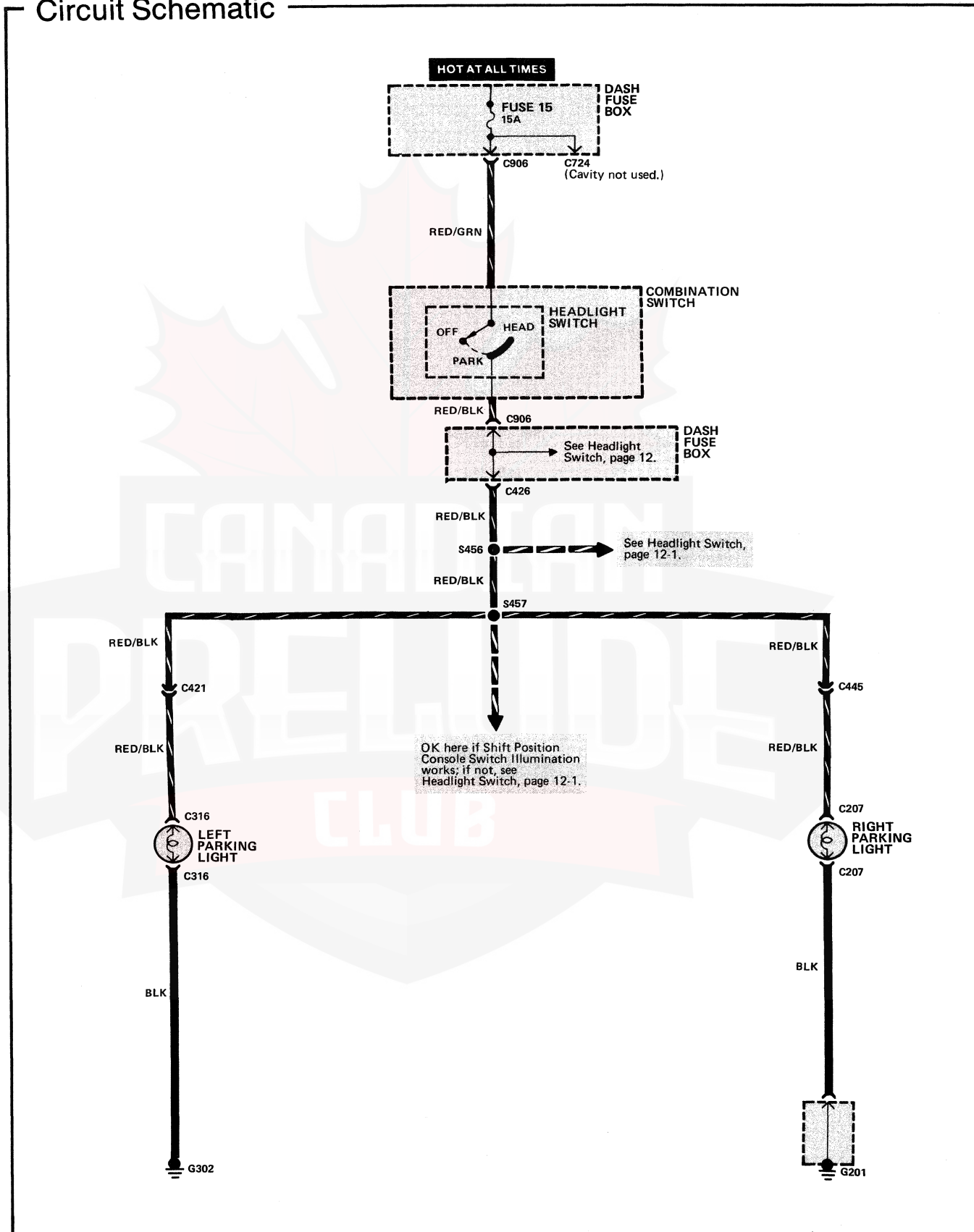
Hazard Operation

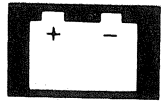
With the hazard switch ON, voltage is always applied to the turn signal/hazard relay. Hazard operation is similar to turn operation, except both the right and left front side marker lights flash simultaneously.



Parking Lights

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

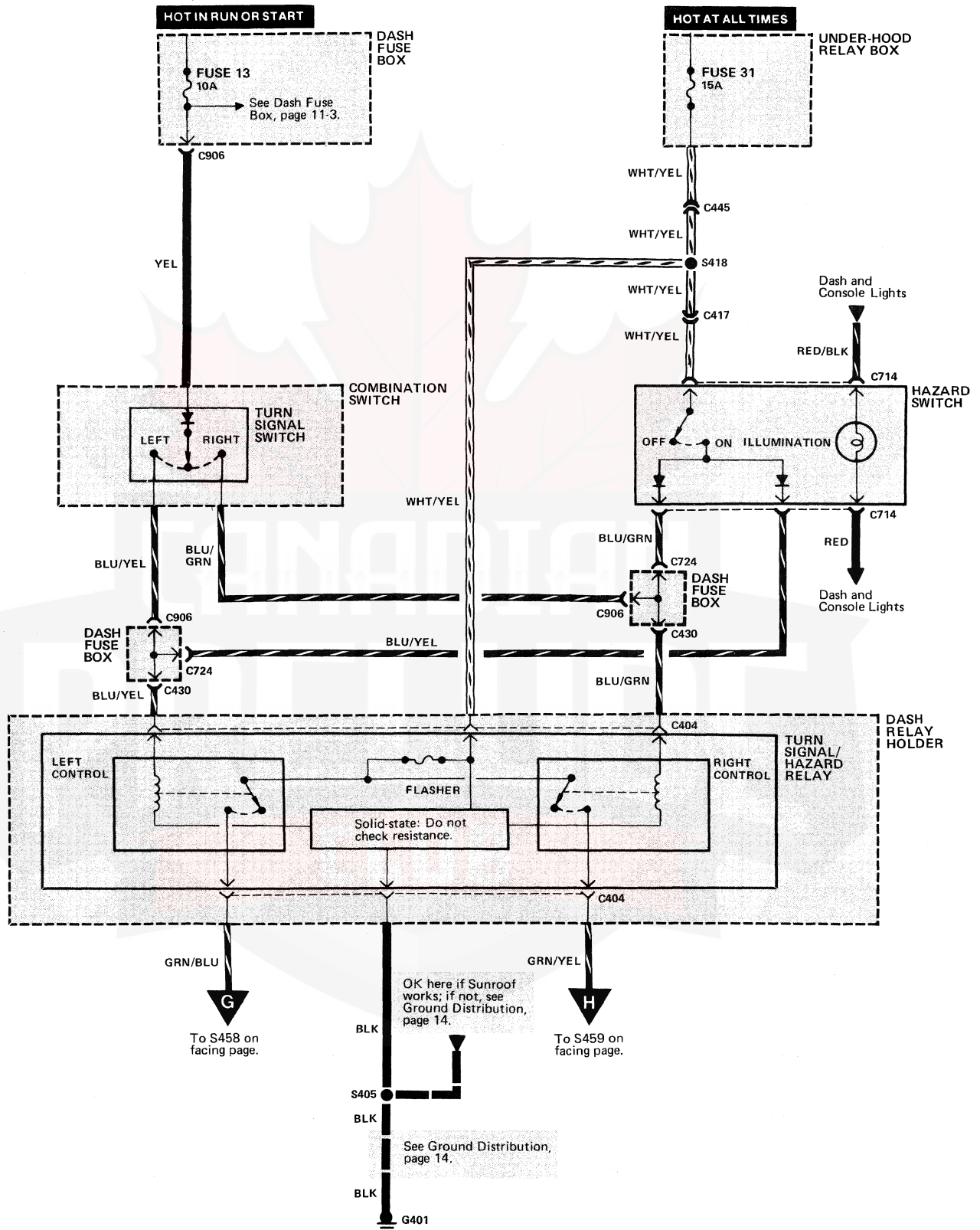
Dash Fuse Box	63
Behind dash, left of steering column	
C421 (20-WHT)	59
Below left side of dash, at kick panel	
C426 (7-YEL)	67
Below left side of dash, on rear of dash fuse box	
C445 (22-WHT)	94
Below right side of dash	
C724 (14-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
C906 (8-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
G201	9
Right side of engine compartment, below under-hood relay box	
G302	3
Left front corner of engine compartment	

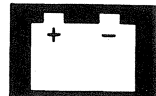
How The Circuit Works

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

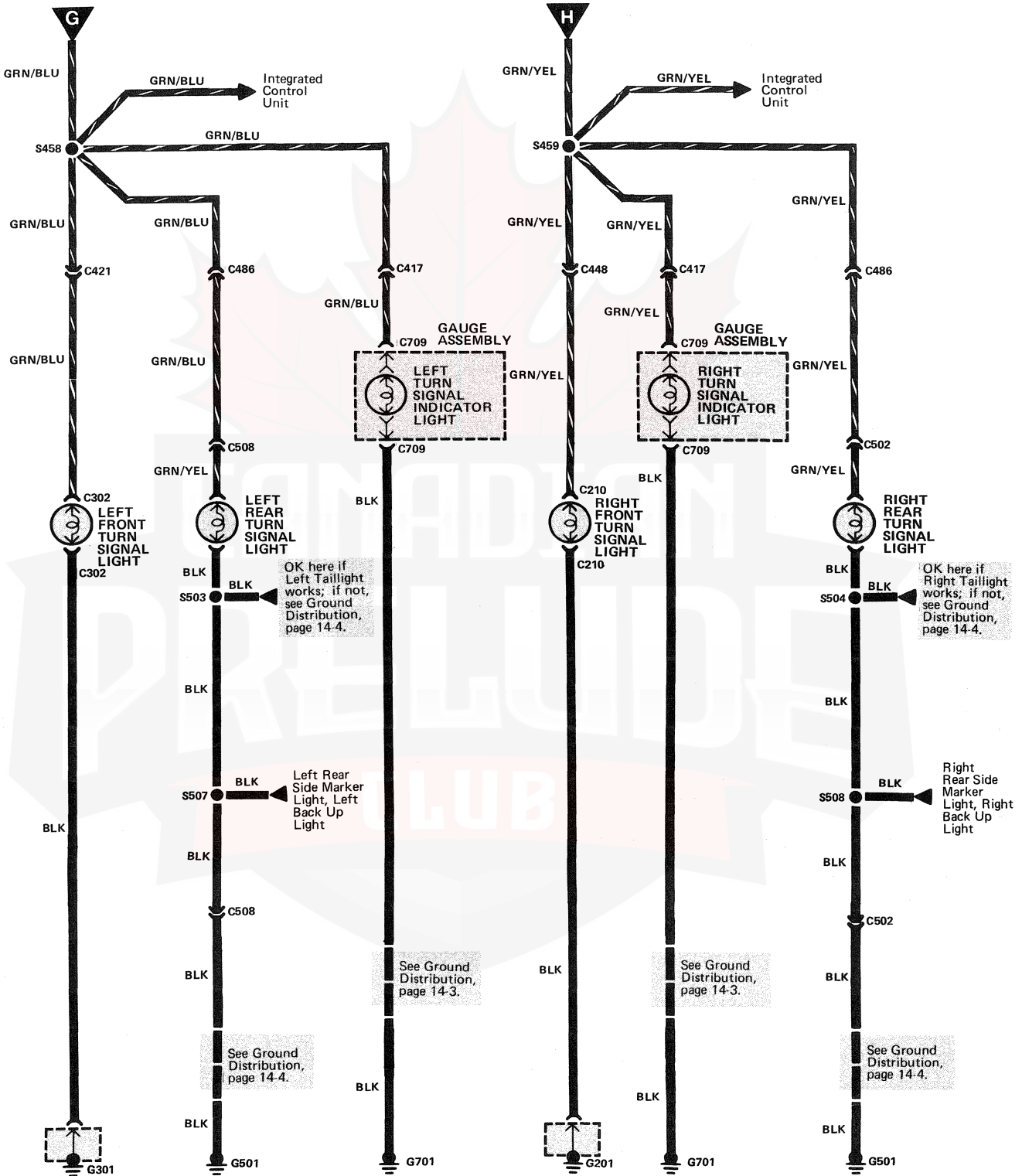
Circuit Schematic





From DASH RELAY HOLDER
on facing page.

From DASH RELAY HOLDER
on facing page.



Turn Signal and Hazard Lights

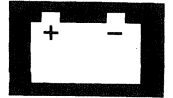
Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63	G401	82
Behind dash, left of steering column		Behind top center of dash, above left side of heater assembly	
Dash Relay Holder	62	G501	116
Below left side of dash, at kick panel		Right side of trunk	
Turn Signal/Hazard Relay	60	G701	81
Below left side of dash, on dash relay holder		Behind center dash, on left side of center frame	
Under-hood Relay Box	34		
Right side of engine compartment, forward of strut tower			
C417 (24-WHT)	74		
Below dash, right of steering column			
C421 (20-WHT)	59		
Below left side of dash, at kick panel			
C430 (10-YEL)	67		
Below left side of dash, on rear of dash fuse box			
C445 (22-WHT)	94		
Below right side of dash			
C448 (7-WHT)	93		
Below right side of dash			
C486 (13-WHT)	116		
Top right side of trunk			
C502 (8-GRY)	119		
In right rear of trunk, behind maintenance door			
C508 (8-GRY)	124		
In left rear of trunk, behind maintenance door			
C709 (16-BLU)	56		
Behind top left side of dash, on rear of gauge assembly			
C724 (14-WHT)	64		
Behind left side of dash, on front right side of dash fuse box			
C906 (8-WHT)	64		
Behind left side of dash, on front right side of dash fuse box			
G201	9		
Right side of engine compartment, below under-hood relay box			
G301	3		
Left front corner of engine compartment			



How The Circuit Works

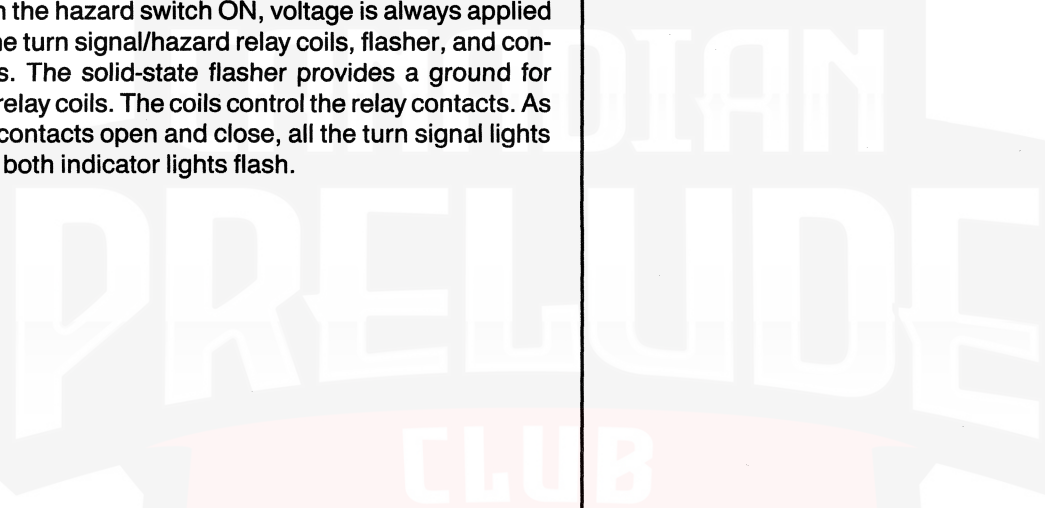
Turn Signal Operation

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.

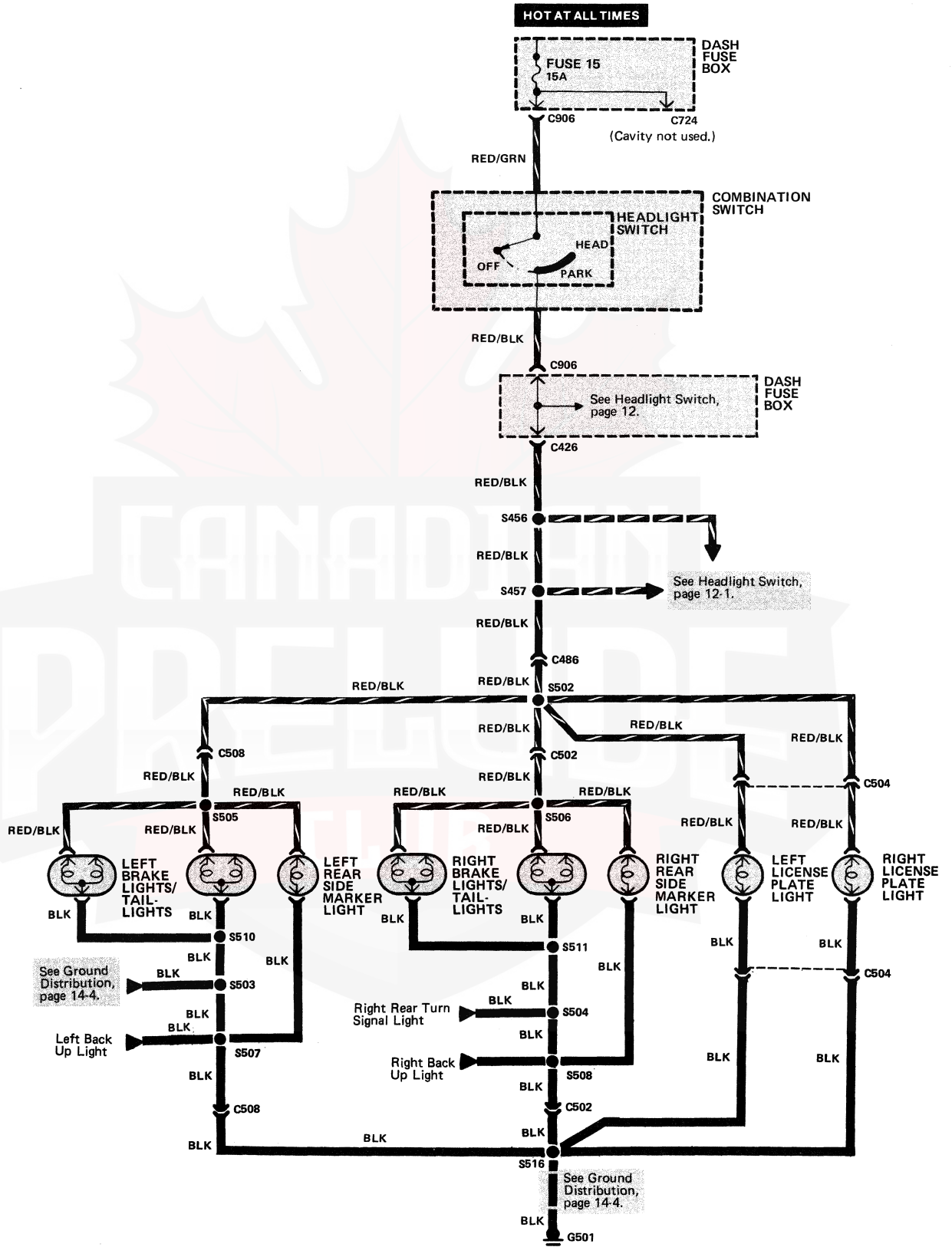
Hazard Flasher Operation

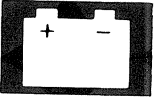
With the hazard switch ON, voltage is always applied to the turn signal/hazard relay coils, flasher, and contacts. The solid-state flasher provides a ground for the relay coils. The coils control the relay contacts. As the contacts open and close, all the turn signal lights and both indicator lights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



Tail, Rear Side Marker and License Plate Lights

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

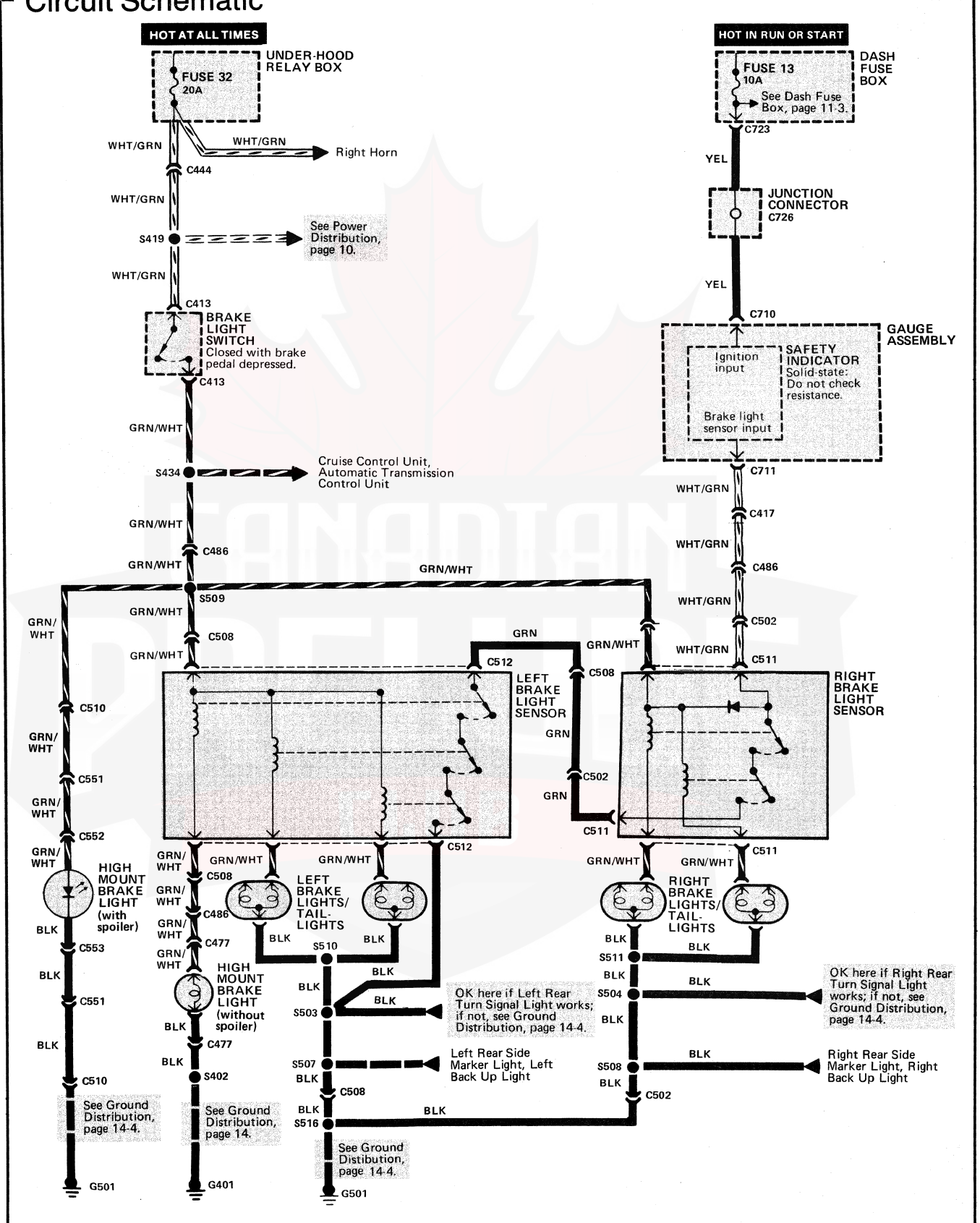
Dash Fuse Box	63
Behind dash, left of steering column	
C426 (7-YEL)	67
Below left side of dash, on rear of dash fuse box	
C486 (13-WHT)	116
Top right side of trunk	
C502 (8-GRY)	119
In right rear of trunk, behind maintenance door	
C504 (4-WHT)	123
Behind center of rear bumper	
C508 (8-GRY)	124
In left rear of trunk, behind maintenance door	
C724 (14-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
C906 (8-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
G501	116
Right side of trunk	

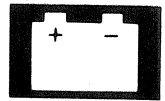
How The Circuit Works

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.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Brake Light Switch	69	C502 (8-GRY)	119
Below left side of dash, on brake pedal support		In right rear of trunk, behind maintenance door	
Dash Fuse Box	63	C508 (8-GRY)	124
Behind dash, left of steering column		In left rear of trunk, behind maintenance door	
Junction Connector C726 (20-BLU)	73	C510 (2-WHT)	117
Behind right side of gauge assembly, taped to harness		Top right side of trunk, taped to harness	
Left Brake Light Sensor	124	C551 (2-GRY)	121
Left rear of trunk, at left brake lights/taillights		Right rear of trunk lid	
Right Brake Light Sensor	119	C552 (1-BLK)	122
Right rear of trunk, at right brake lights/taillights		In center of rear spoiler, near high mount brake light	
Under-hood Relay Box	34	C553 (1-BLK)	122
Right side of engine compartment, forward of strut tower		In center of rear spoiler, near high mount brake light	
C417 (24-WHT)	74	C710 (16-YEL)	56
Below dash, right of steering column		Behind top left side of dash, on rear of gauge assembly	
C444 (4-WHT)	94	C711 (14-YEL)	56
Below right side of dash		Behind top left side of dash, on rear of gauge assembly	
C477 (2-WHT)	114	C723 (4-WHT)	66
Center of trunk, below rear deck		Below left side of dash, on front right side of dash fuse box	
C486 (13-WHT)	116	G401	82
Top right side of trunk		Behind top center of dash, above left side of heater assembly	
		G501	116
		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

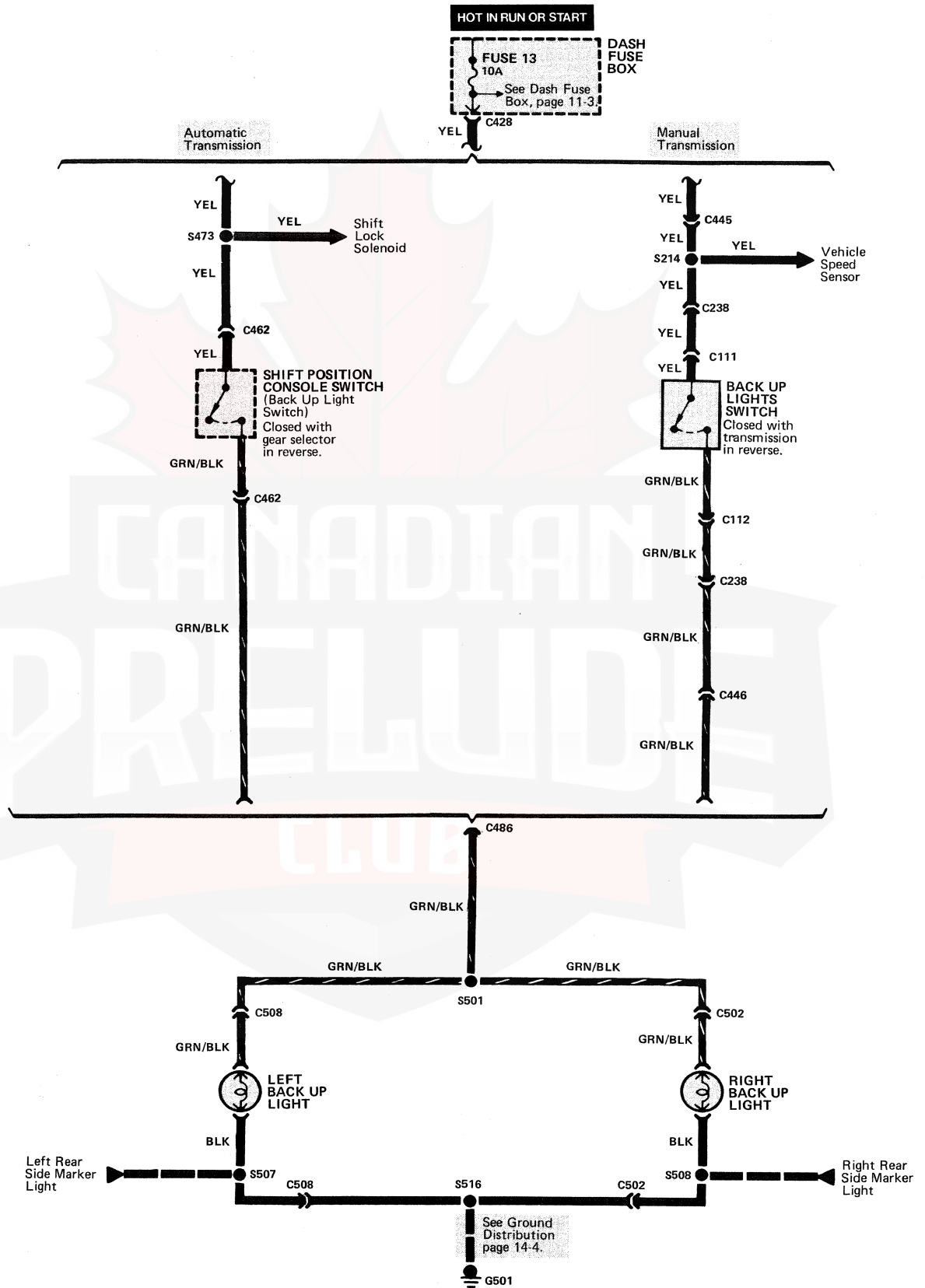
If the safety indicator senses a burned out brake light filament, it lights up the "Brake Lamp" symbol on the safety indicator panel. The safety indicator senses ground through the brake light sensors and brake light filaments. With the brake switch open (brake lights off), the safety indicator senses 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.

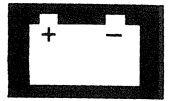
When the brake switch is closed (brake lights on), current through the brake light sensors' coils and brake lights to ground closes the brake light sensors' contacts. The safety indicator is then grounded through the brake light sensors' contacts. If all five brake light filaments are good, the safety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

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Back Up Lights Switch

Top right side of transmission

Dash Fuse Box 63

Behind dash, left of steering column

Shift Position Console Switch 86

Below console, left side of gear selector lever

C111 (1-BLK)

Right side of engine compartment, above transmission

C112 (1-BLK)

Right side of engine compartment, above transmission

C238 (8-WHT) 17

Right side of engine compartment, on bracket, behind battery

C428 (14-YEL) 67

Below left side of dash, on rear of dash fuse box

C445 (22-WHT) 94

Below right side of dash

C446 (23-BLU) 93

Below right side of dash

C462 (10-WHT) 86

Below left side of console, forward of gear selector

C486 (13-WHT) 116

Top right side of trunk

C502 (8-GRY) 119

In right rear of trunk, behind maintenance door

C508 (8-GRY) 124

In left rear of trunk, behind maintenance door

G501 116

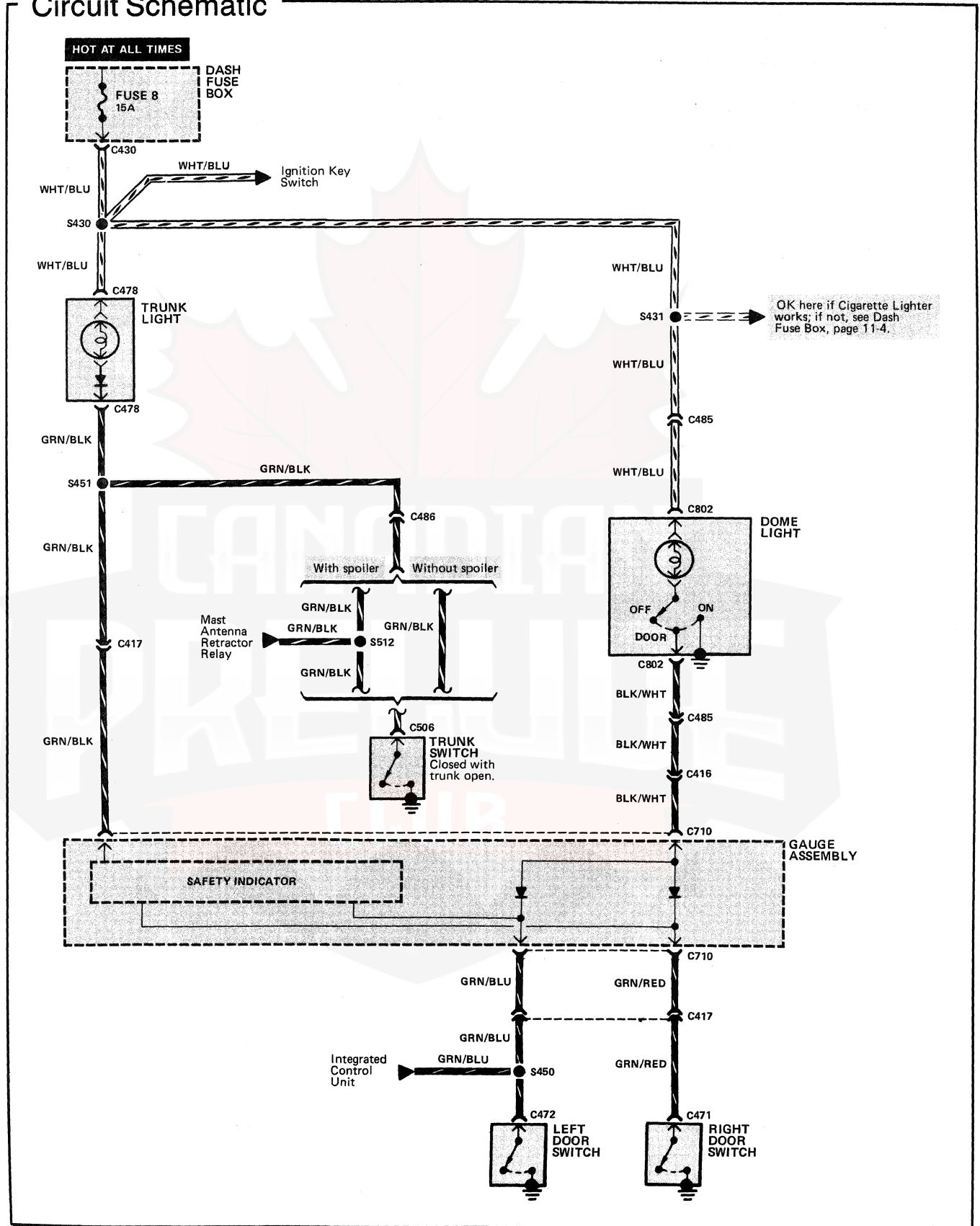
Right side of trunk

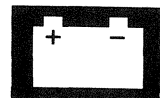
How The Circuit Works

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.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Left Door Switch	120
Front of left center pillar	
Right Door Switch	120
Front of right center pillar	
Trunk Switch	99
In center rear of trunk, part of latch assembly	
C416 (22-WHT)	74
Below dash, right of steering column	
C417 (24-WHT)	74
Below dash, right of steering column	
C430 (10-YEL)	67
Below left side of dash, on rear of dash fuse box	
C485 (8-WHT)	111
Behind top right corner of rear seat	
C486 (13-WHT)	116
Top right side of trunk	
C710 (16-YEL)	56
Behind top left side of dash, on rear of gauge assembly	

How The Circuit Works

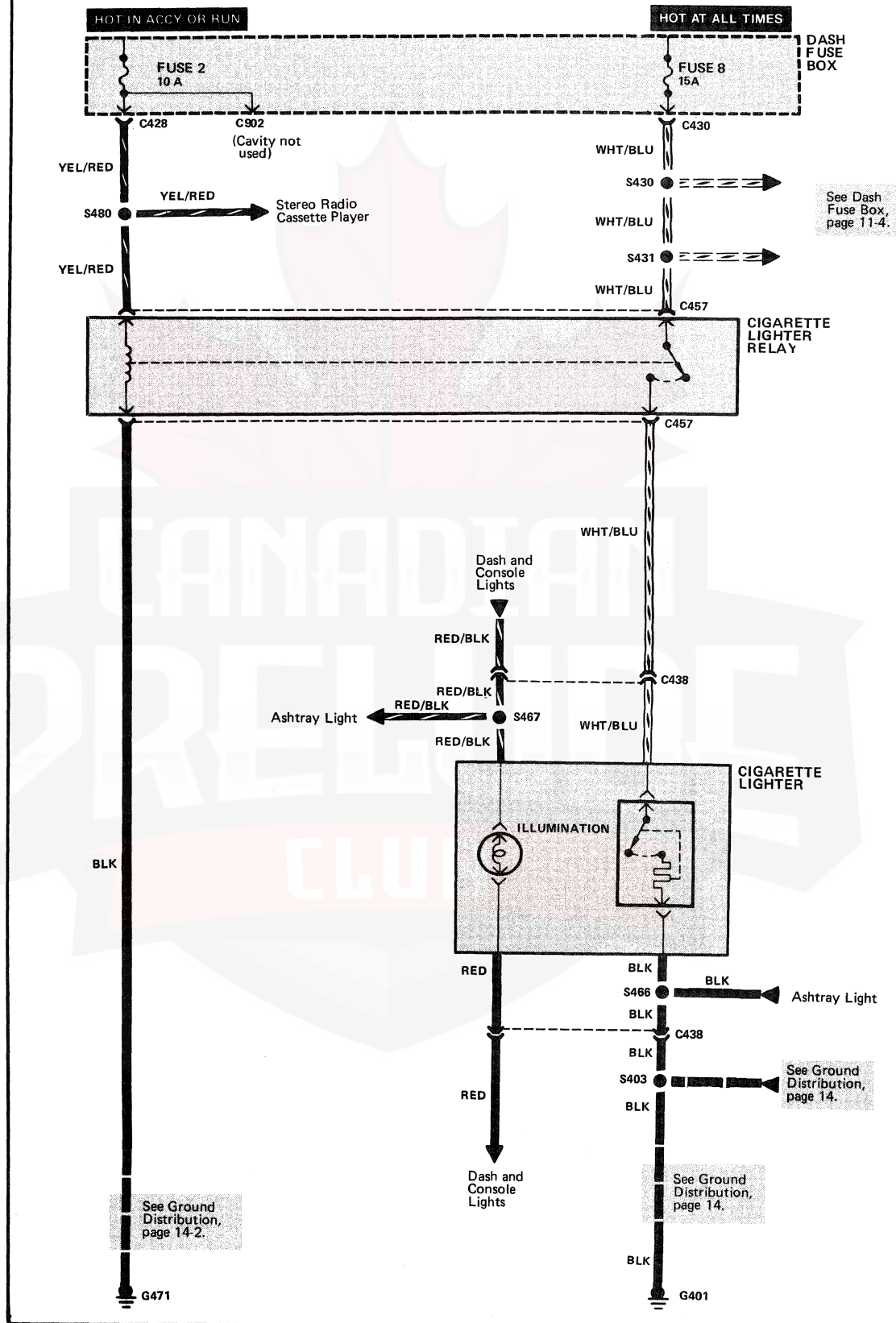
Voltage is applied at all times through fuse 8 to the trunk and dome lights.

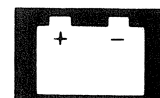
When you open the trunk lid, the trunk switch closes providing a path to ground for the trunk light circuit: The light goes on. The safety indicator senses that the trunk switch is closed and lights the trunk-open symbol on the indicator panel.

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.)

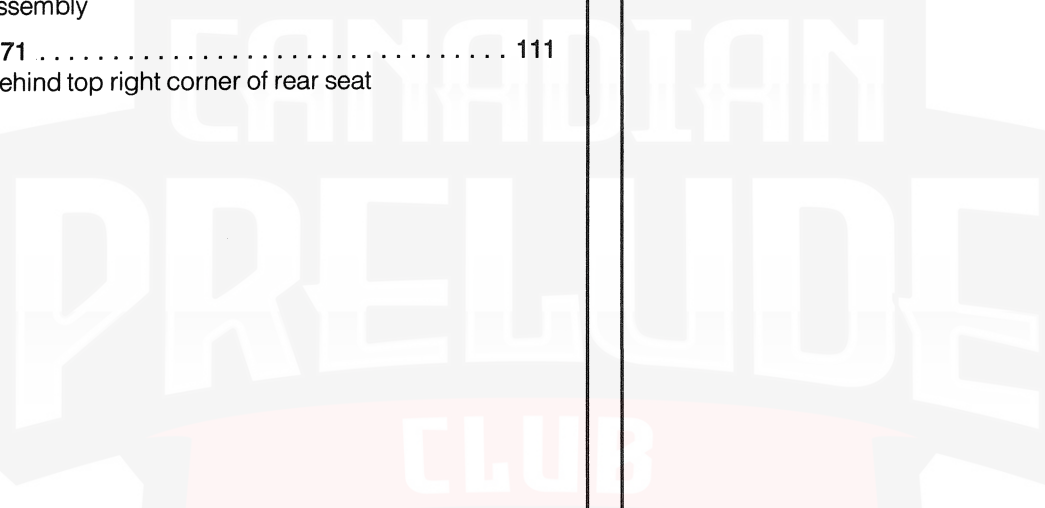
(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Cigarette Lighter Relay	68
Below left side of dash, at kick panel, below cruise control unit	
Dash Fuse Box	63
Behind dash, left of steering column	
C428 (14-YEL)	67
Below left side of dash, on rear of dash fuse box	
C430 (10-YEL)	67
Below left side of dash, on rear of dash fuse box	
C438 (4-WHT)	77
Behind center of dash, behind front of console	
G401	82
Behind top center of dash, above left side of heater assembly	
G471	111
Behind top right corner of rear seat	

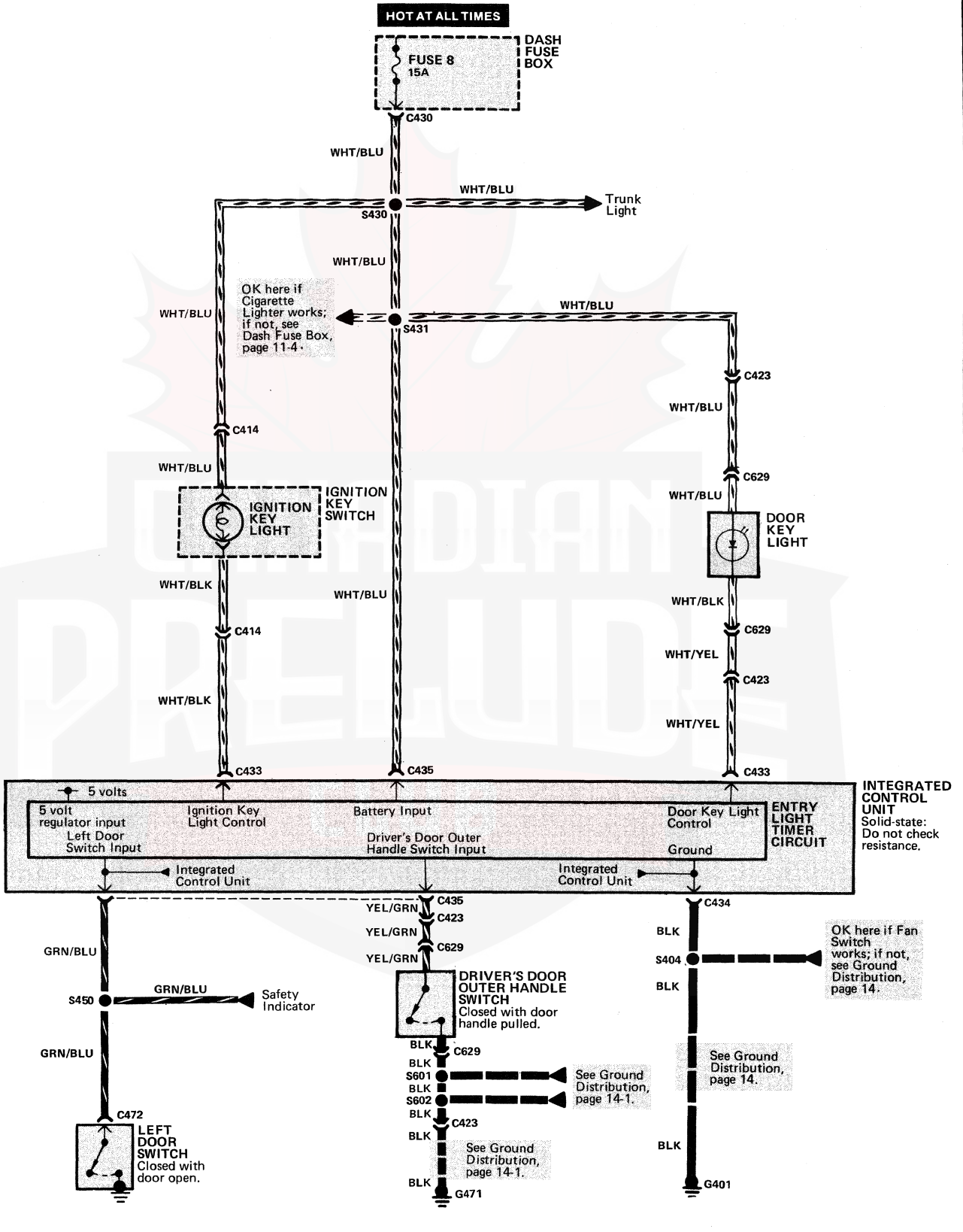
How The Circuit Works

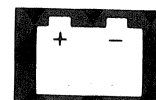
Voltage is applied at all times through fuse 8 to the cigarette lighter relay. With the ignition switch in the ACCY or RUN position, voltage is applied to the cigarette lighter relay coil. The contacts of the relay close, allowing voltage to be applied to the lighter. When you depress the lighter, the 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: 2.1 Si, ABS, 4WS

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Driver's Door Outer Handle Switch	103
In rear portion of left front door, part of latch assembly	
Ignition Key Switch	70
Top left side of steering column, part of ignition switch	
Integrated Control Unit (2.0 Si)	84
Below center of dash	
Integrated Control Unit (2.1 Si)	80
Below center of dash	
Left Door Switch	120
Front of left center pillar	
C414 (13-WHT)	74
Below dash, right of steering column	
C423 (18-WHT)	58
Behind left kick panel	
C430 (10-YEL)	67
Below left side of dash, on rear of dash fuse box	
C433 (12-BLU)	80
Below center of dash, on integrated control unit	
C434 (4-WHT)	80
Below center of dash, on integrated control unit	
C435 (16-BLU)	80
Below center of dash, on integrated control unit	
C629 (4-WHT)	105
In rear portion of left front door	
G401	82
Behind top center of dash, above left side of heater assembly	
G471	111
Behind top right corner of rear seat	

How The Circuit Works

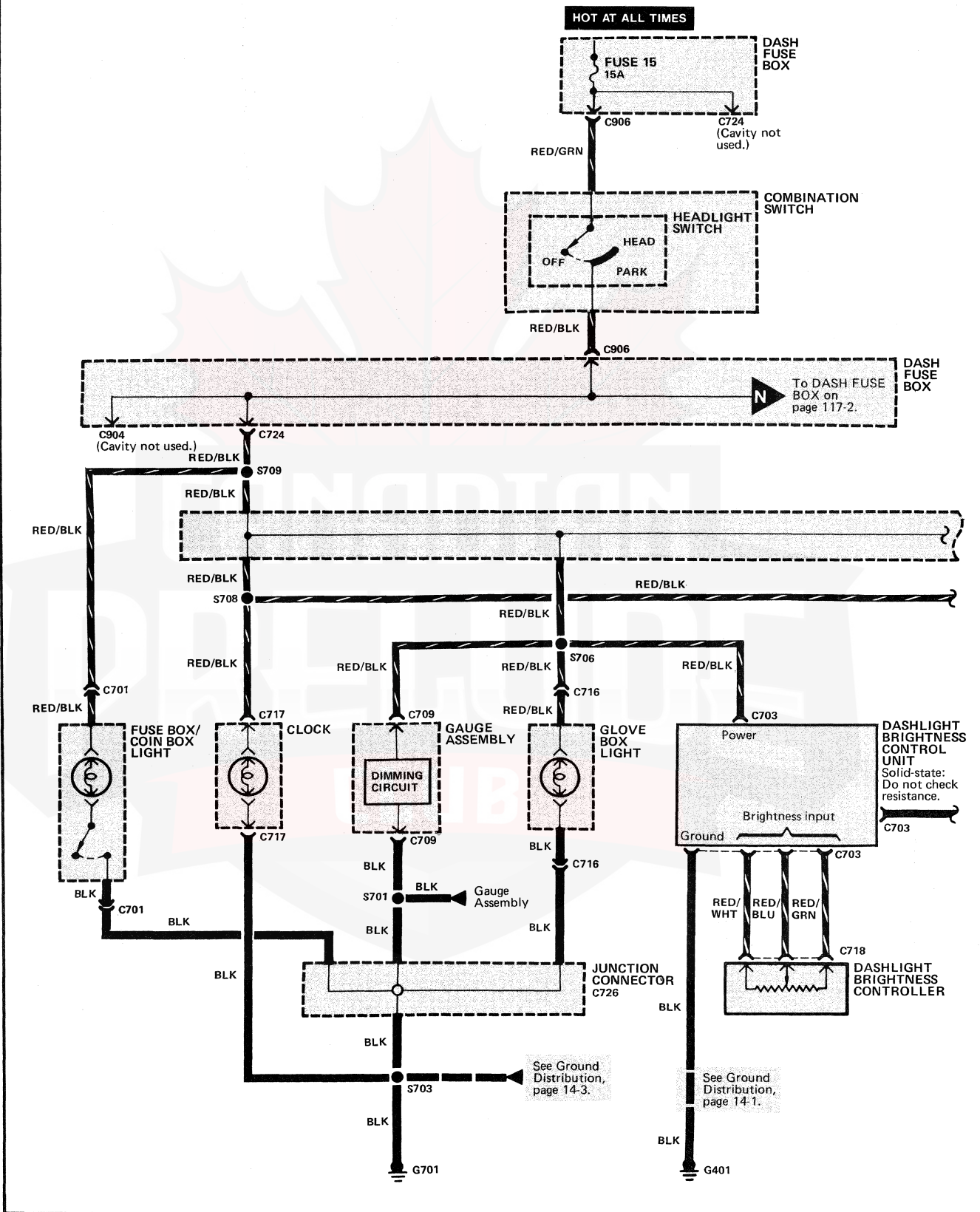
Voltage is applied at all times through fuse 8 to the ignition key light, and the door key light.

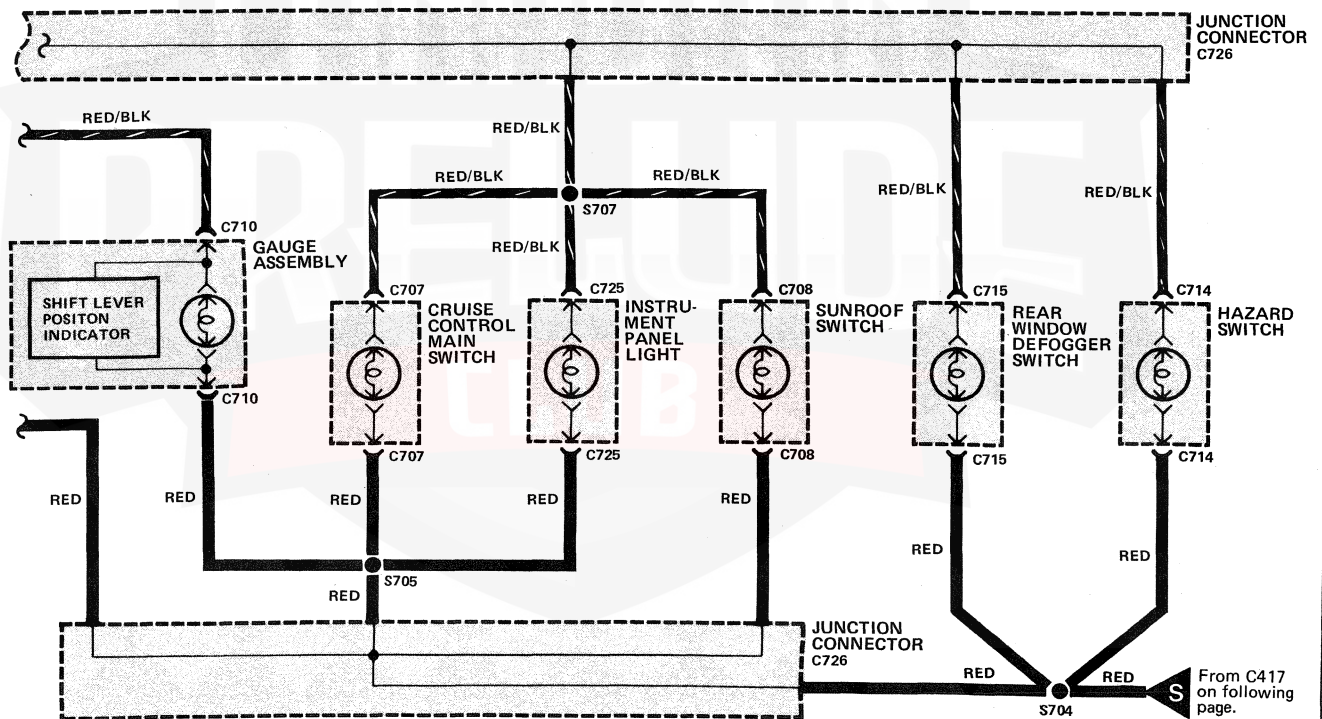
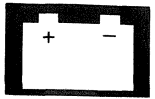
When you lift the driver's door handle, the driver's door outer handle switch input to the integrated control unit is grounded. The integrated control unit provides a path to ground for the ignition key light, and the door key light: The lights go on. When you open the driver's door, the left door switch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

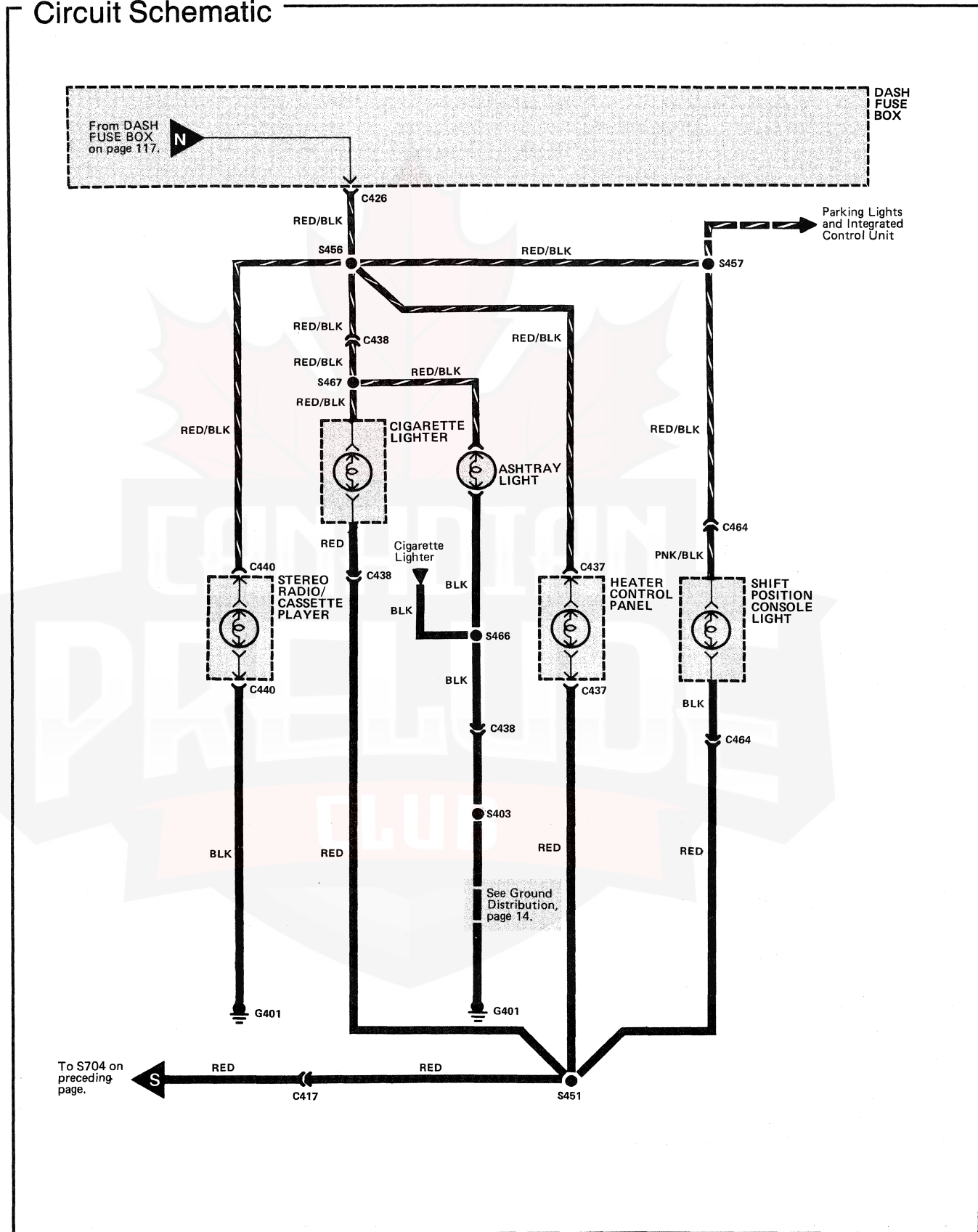


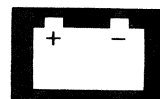


(cont'd)

Dash and Console Lights

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63	C710 (16-YEL)	56
Behind dash, left of steering column		Behind top left side of dash, on rear of gauge assembly	
Dashlight Brightness Control Unit	66	C716 (2-GRN)	79
Below left side of dash, on lower panel		Behind right center of dash	
Junction Connector C726 (20-BLU)	73	C724 (14-WHT)	64
Behind right side of gauge assembly, taped to harness		Behind left side of dash, on front right side of dash fuse box	
C417 (24-WHT)	74	C906 (8-WHT)	64
Below dash, right of steering column		Behind left side of dash, on front right side of dash fuse box	
C426 (7-YEL)	67	G401	82
Below left side of dash, on rear of dash fuse box		Behind top center of dash, above left side of heater assembly	
C437 (16-GRN)	78	G701	81
Behind center of dash, on rear of heater control panel		Behind center dash, on left side of center frame	
C438 (4-WHT)	77		
Behind center of dash, behind front of console			
C464 (2-WHT)	86		
Below left side of console, forward of gear selector			
C701 (4-WHT)	66		
Below left side of dash, behind lower panel			
C709 (16-BLU)	56		
Behind top left side of dash, on rear of gauge assembly			

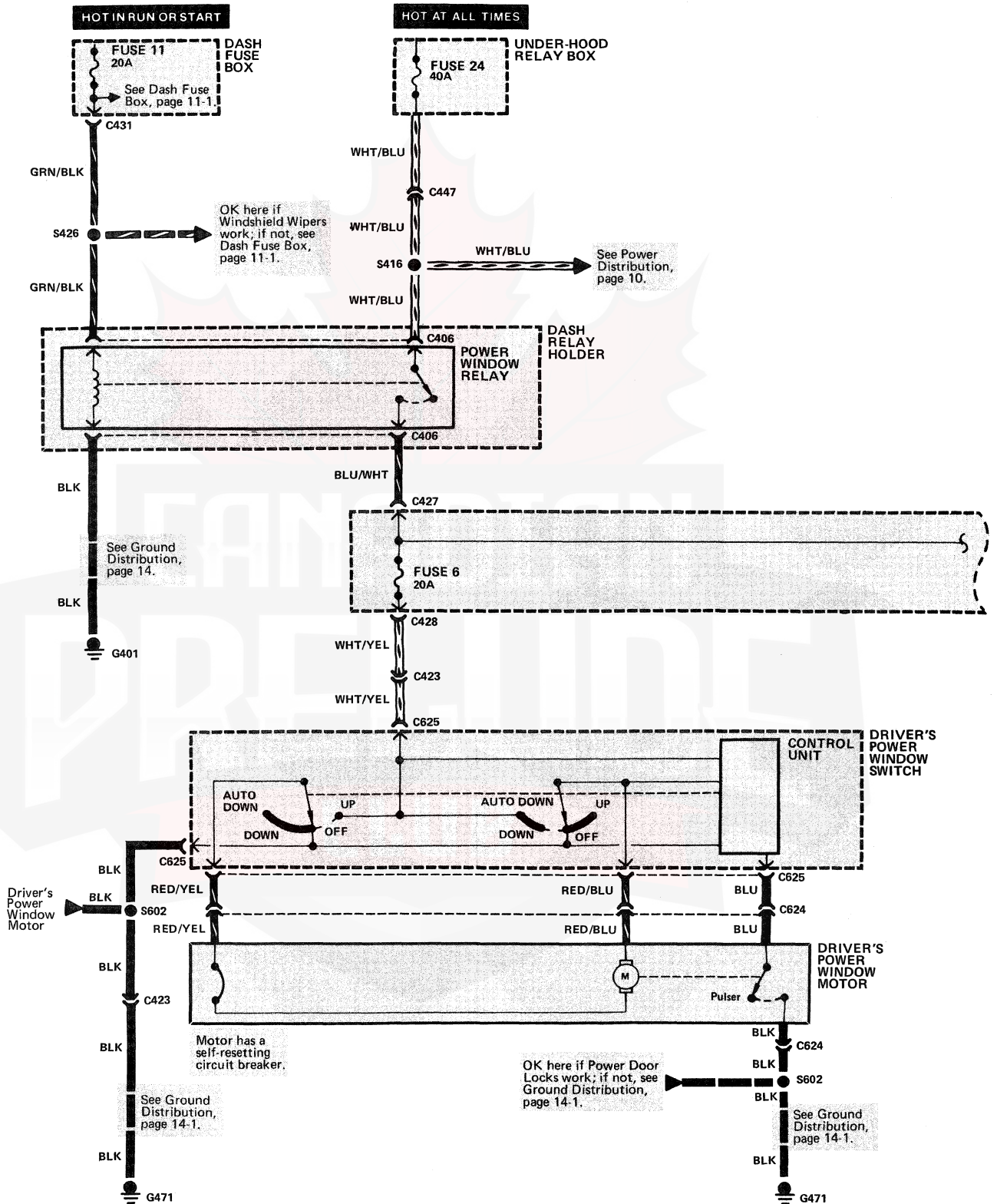
How The Circuit Works

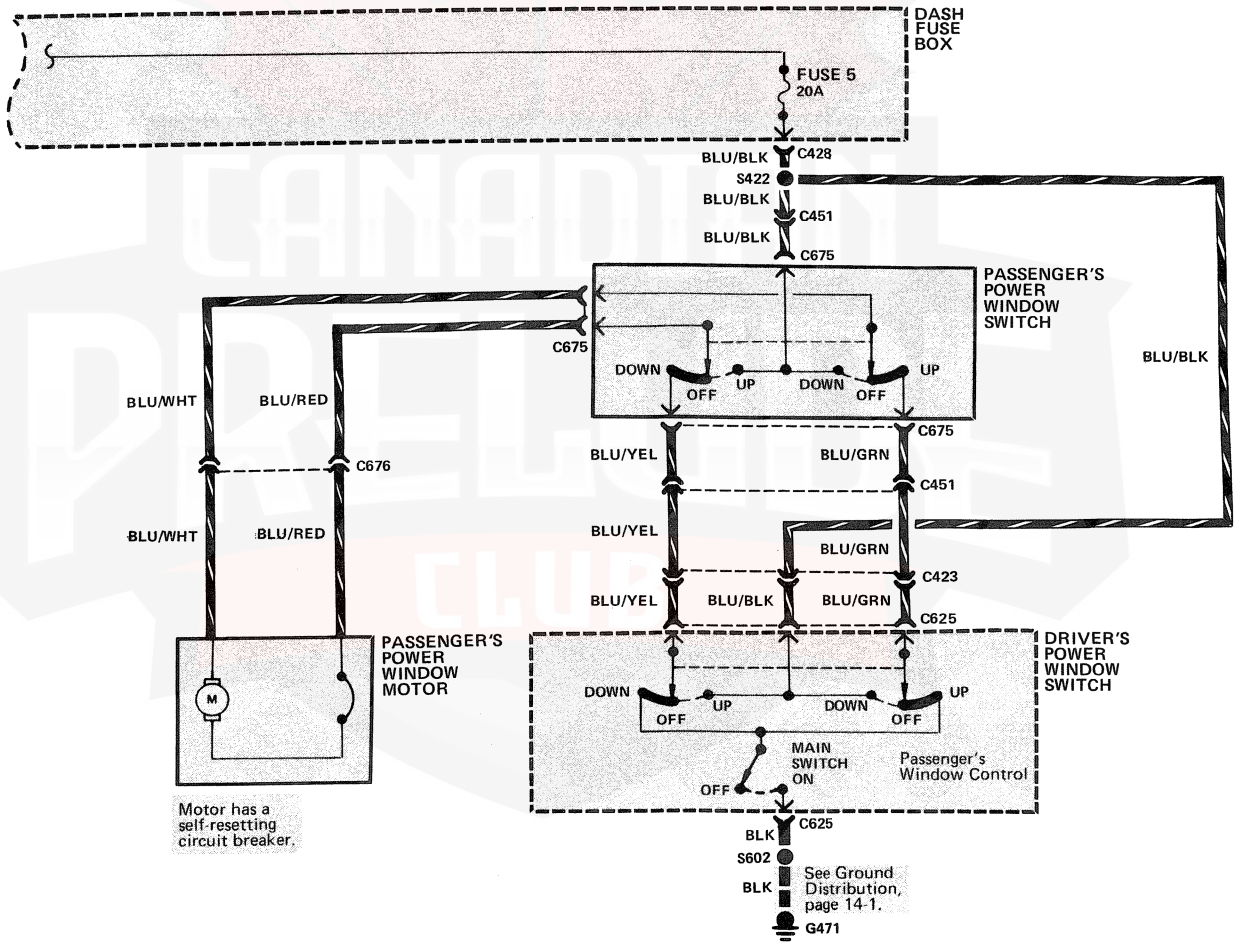
Voltage is applied at all times through fuse 15 to the headlight switch. With the headlight switch in HEAD or PARK, voltage is applied to the dash and console lights: The lights come on. The glove box light comes on when the glove box door is opened.

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 Windows: 2.1 Si, ABS, 4WS

Circuit Schematic





Power Windows: 2.1 Si, ABS, 4WS

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

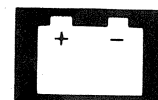
Dash Fuse Box	63
Behind dash, left of steering column	
Dash Relay Holder	62
Below left side of dash, at kick panel	
Driver's Power Window Motor	102
In front portion of left front door	
Passenger's Power Window Motor	107
In front portion of right front door	
Power Window Relay	62
Below left side of dash, on dash relay holder	
Under-hood Relay Box	34
Right side of engine compartment, forward of strut tower	
C423 (18-WHT)	58
Behind left kick panel	
C427 (6-YEL)	67
Below left side of dash, on rear of dash fuse box	
C428 (14-YEL)	67
Below left side of dash, on rear of dash fuse box	
C431 (4-YEL)	67
Below left side of dash, on rear of dash fuse box	
C447 (3-WHT)	93
Below right side of dash	
C451 (16-WHT)	95
Behind right kick panel	
C624 (4-WHT)	100
In front portion of left front door	
G401	82
Behind top center of dash, above left side of heater assembly	
G471	111
Behind top right corner of rear seat	

How The Circuit Works

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.



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

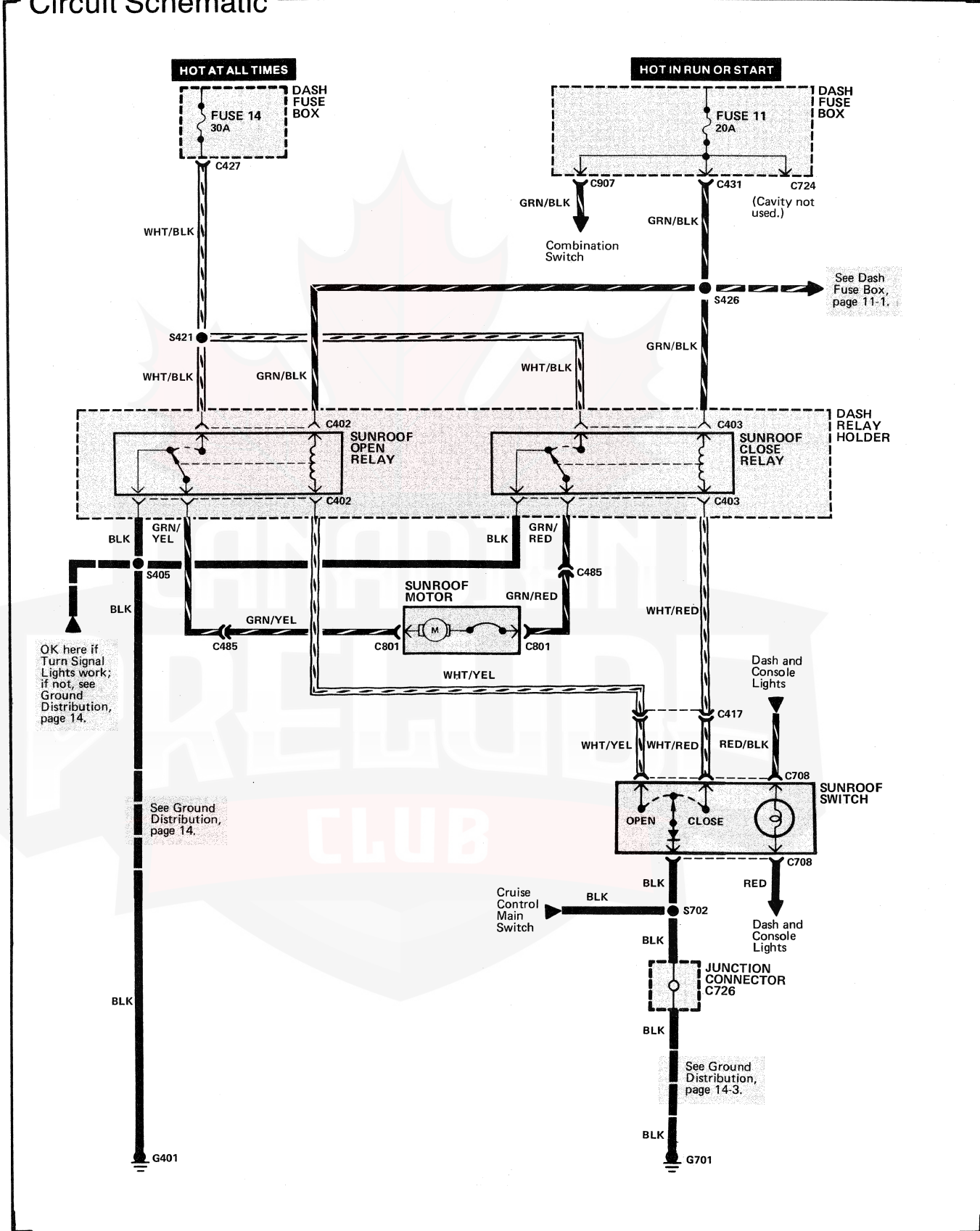
With the ignition switch in RUN or START, voltage is applied to the coil of the power window relay. The contacts of the power window relay close and voltage is applied through fuse 5 to the passenger's power window switch and the driver's power window switch. If you close the master switch in the driver's power window switch, the passenger's window can be operated from the individual window switch or from the driver's power window switch.

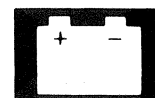
When you move the passenger's power window switch to UP, voltage is applied to the passenger's power window motor. The motor is grounded through the contacts in the passenger's power window switch and the driver's power window switch. The window moves up as long as the switch is held in the UP position. 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.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Dash Relay Holder	62
Below left side of dash, at kick panel	
Junction Connector C726 (20-BLU)	73
Behind right side of gauge assembly, taped to harness	
Sunroof Close Relay	62
Below left side of dash, on dash relay holder	
Sunroof Motor	
Center rear of roof	
Sunroof Open Relay	61
Below left side of dash, on dash relay holder	
C417 (24-WHT)	74
Below dash, right of steering column	
C427 (6-YEL)	67
Below left side of dash, on rear of dash fuse box	
C431 (4-YEL)	67
Below left side of dash, on rear of dash fuse box	
C485 (8-WHT)	111
Behind top right corner of rear seat	
C724 (14-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
C907 (10-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
G401	82
Behind top center of dash, above left side of heater assembly	
G701	81
Behind center dash, on left side of center frame	

How The Circuit Works

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

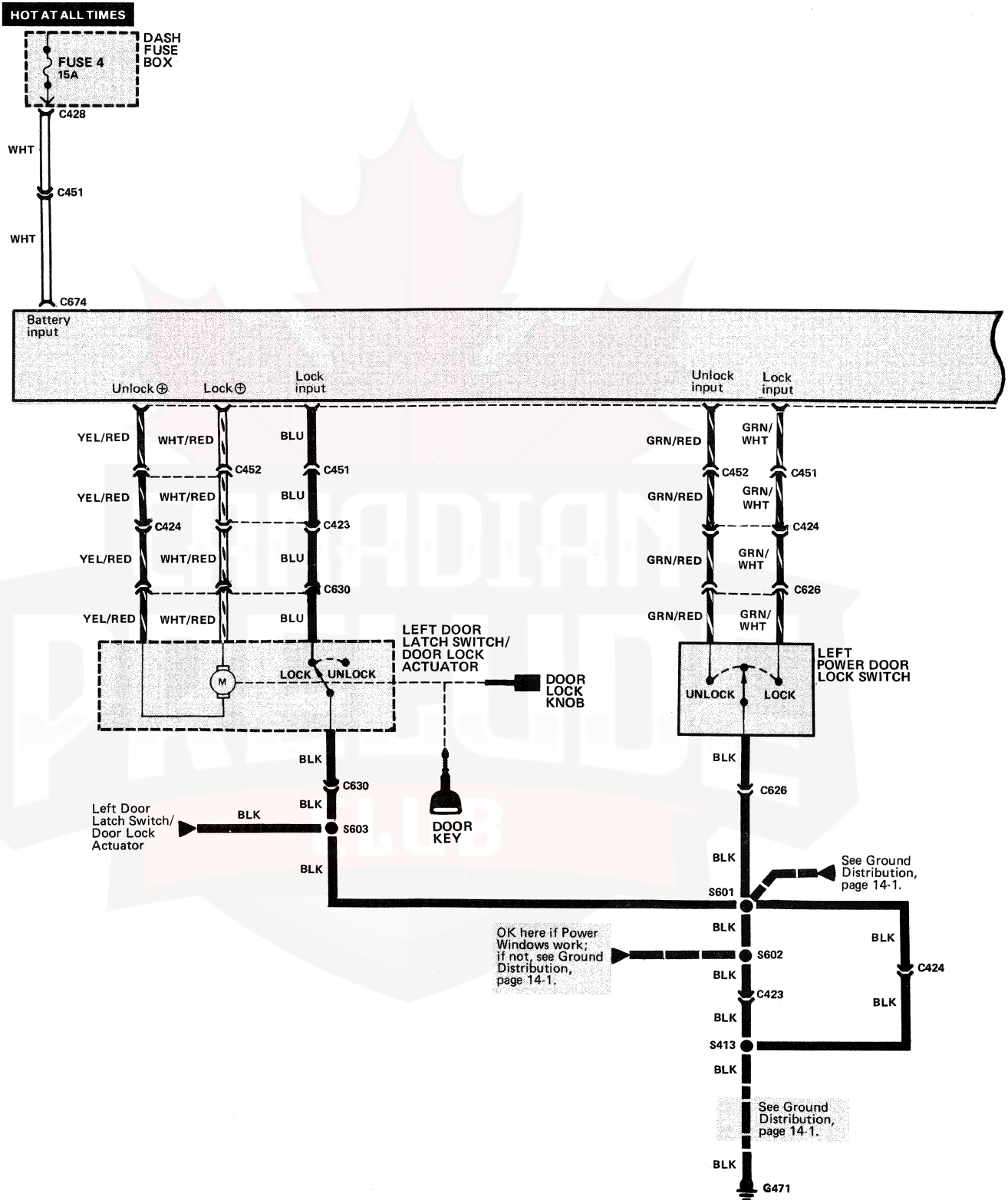
When the sunroof switch is in the open position, the sunroof open relay coil is grounded through the sunroof switch OPEN contacts to G701. The coil energizes and the sunroof open relay contacts close. Voltage is applied to the sunroof motor. The sunroof motor is grounded through the sunroof close relay 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.

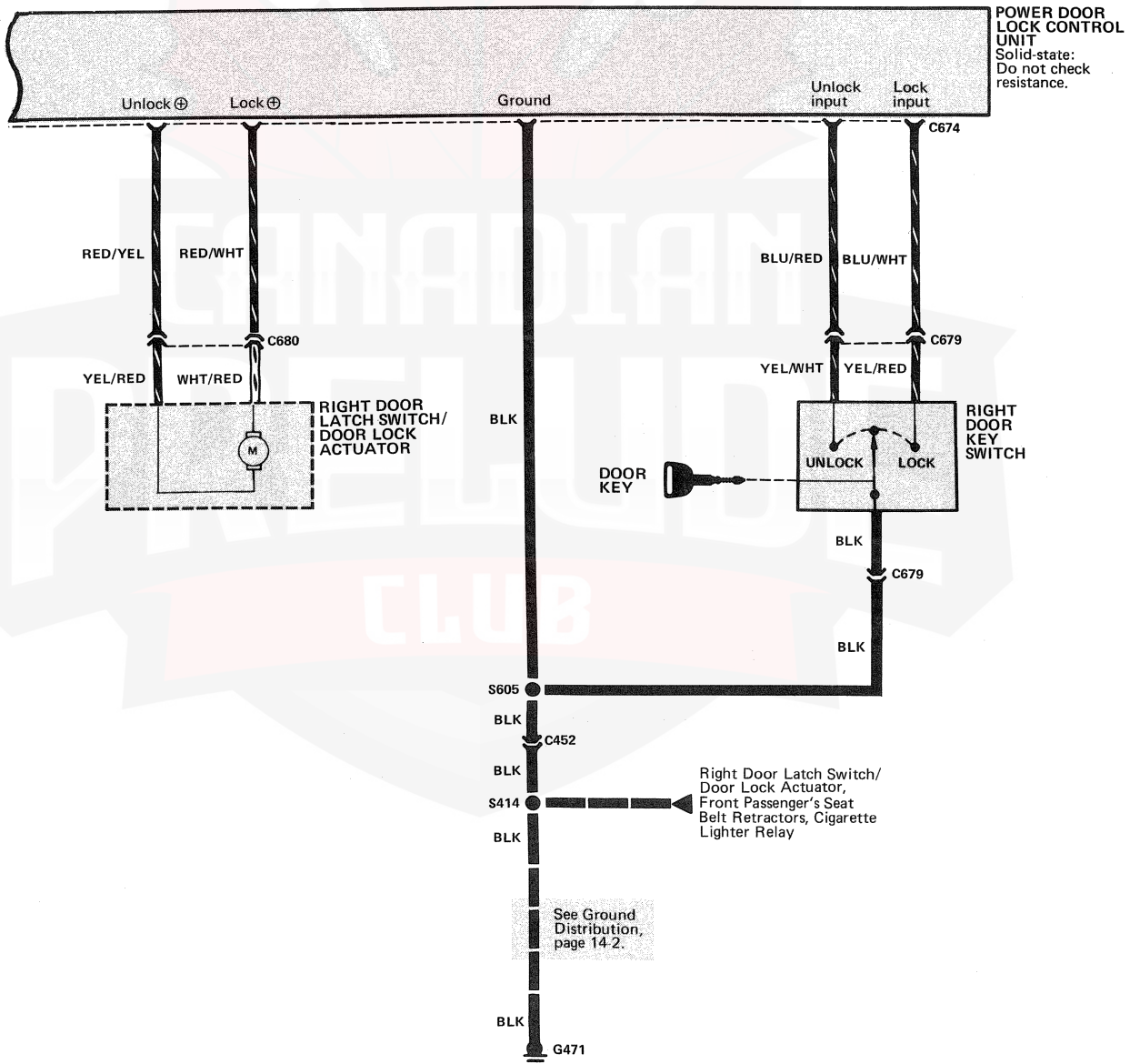
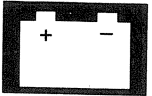
Closing the Sunroof

When the sunroof switch is in the CLOSE position, the sunroof close relay coil is grounded through the sunroof switch close contacts to G701. 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

Circuit Schematic





Power Door Locks

Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Left Door Latch Switch/Door Lock Actuator	103
In rear portion of left front door, part of latch assembly	
Power Door Lock Control Unit	107
In top front portion of right front door	
Right Door Key Switch	
In rear portion of right front door, part of handle assembly	
Right Door Latch Switch/Door Lock Actuator	108
In rear portion of right front door, part of latch assembly	
C423 (18-WHT)	58
Behind left kick panel	
C424 (4-WHT)	58
Behind left kick panel	
C428 (14-YEL)	67
Below left side of dash, on rear of dash fuse box	
C451 (16-WHT)	95
Behind right kick panel	
C452 (4-WHT)	95
Behind right kick panel	
C626 (3-WHT)	102
In front portion of left front door	
C630 (2-WHT) (Without 4WS or ABS)	105
In rear portion of left front door	
C630 (6-WHT) (With 4WS or ABS)	105
In rear portion of left front door	
C679 (3-WHT)	108
In rear portion of right front door, behind plastic	
C680 (2-WHT) (Without 4WS or ABS)	108
In rear portion of right front door, behind plastic	
C680 (4-WHT) (With 4WS or ABS)	108
In rear portion of right front door, behind plastic	
G471	111
Behind top right corner of rear seat	

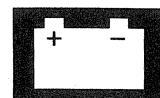
How The Circuit Works

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.

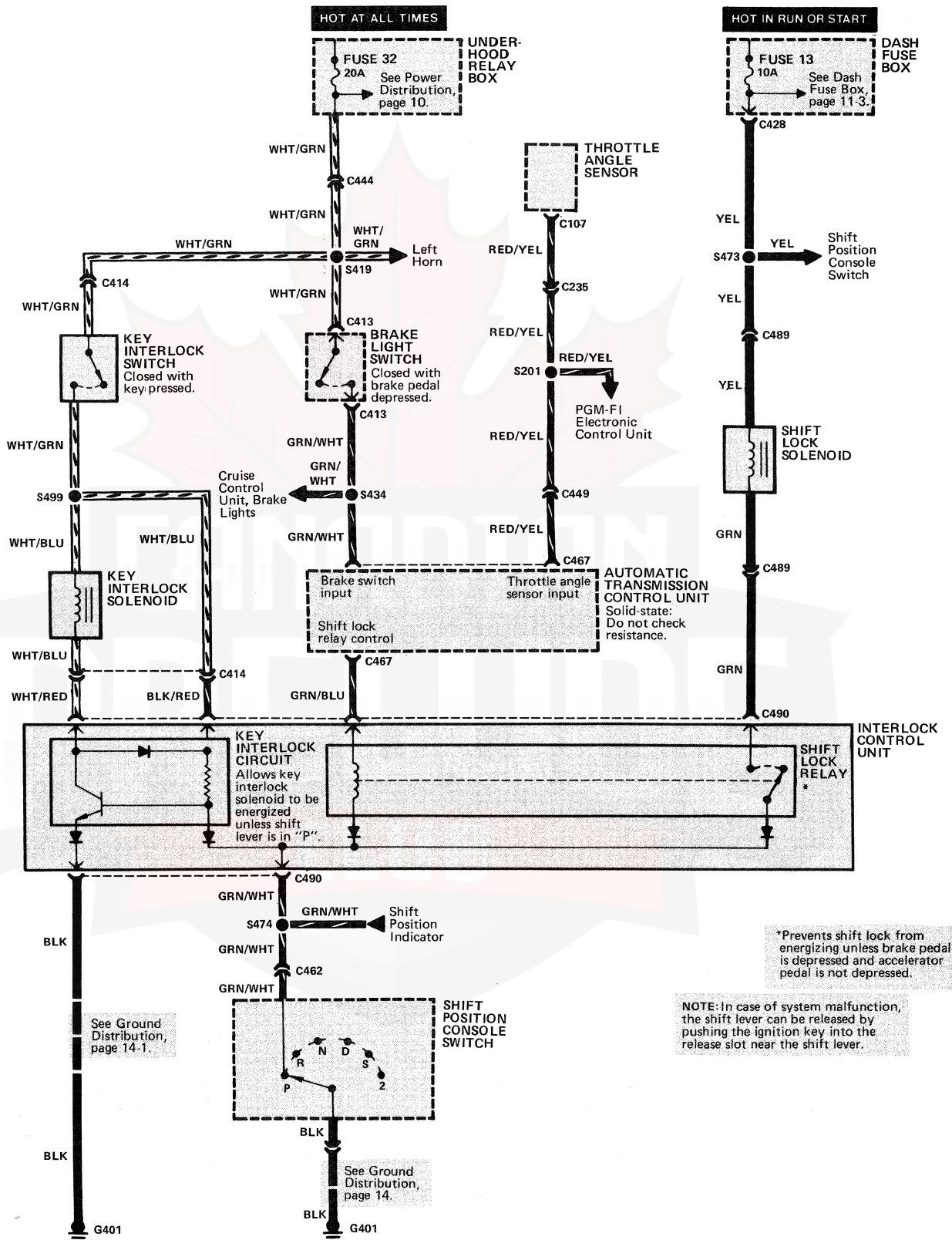
When you use the key to turn the left door lock actuator or right door key switch to the UNLOCK position, a path to ground is supplied to the control unit's unlock input. Voltage is applied to the door lock actuators: The polarity of the voltage applied to the actuators is now reversed and the doors unlock.

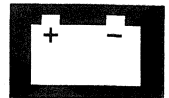
Both doors can be electrically locked and unlocked from the driver's power door lock switch. Both doors can also be unlocked mechanically from the outside with a key.



Interlock System

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Automatic Transmission Control Unit (2.0 Si) . . .	84	C235 (14-WHT)	33
Below center of dash		Right rear corner of engine compartment	
Automatic Transmission Control Unit (2.1 Si) . . .	98	C414 (13-WHT)	74
Below right front footrest, under carpet		Below dash, right of steering column	
Brake Light Switch	69	C428 (14-YEL)	67
Below left side of dash, on brake pedal support		Below left side of dash, on rear of dash fuse box	
Dash Fuse Box	63	C444 (4-WHT)	94
Behind dash, left of steering column		Below right side of dash	
Interlock Control Unit (2.0 Si)	84	C449 (18-WHT)	94
Below center of dash, front of console		Below right side of dash	
Interlock Control Unit (2.1 Si)	83	C462 (10-WHT)	86
Below center of dash, front of console		Below left side of console, forward of gear selector	
Key Interlock Solenoid	72	C467 (18-GRY)	98
Top right side of steering column, on ignition switch		Below right front footrest, on automatic transmission control unit	
Key Interlock Switch	72	C489 (3-WHT)	85
Top right side of steering column, on ignition switch		Below front right side of console	
Shift Lock Solenoid	85	G401	82
Below front right side of console		Behind top center of dash, above left side of heater assembly	
Shift Position Console Switch	86		
Below console, left side of gear selector lever			
Throttle Angle Sensor	30		
Top rear of engine			
Under-hood Relay Box	34		
Right side of engine compartment, forward of strut tower			

How The Circuit Works

Key Interlock

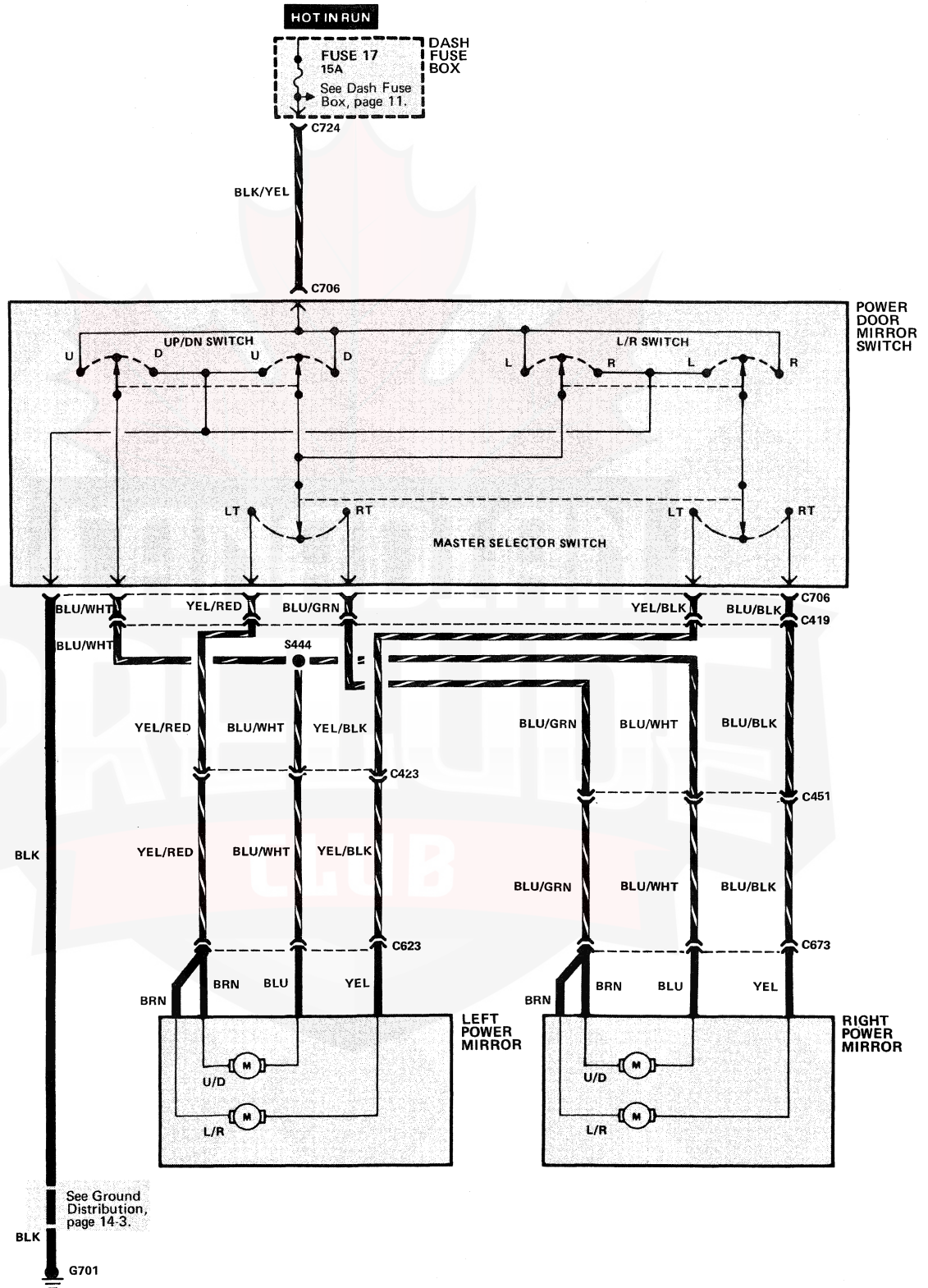
Voltage is provided at all times through fuse 32 to the key interlock switch. When the key is pressed in, voltage is provided to the key interlock solenoid and the interlock control unit. If the shift position console switch is not in park, the interlock control unit provides ground to and energizes the key interlock solenoid, which prevents the key from being turned to the lock position.

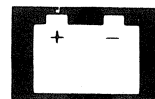
Shift Lock

Voltage is applied at all times through fuse 32 to the brake switch. When the brake pedal is depressed and the accelerator is not depressed, voltage is provided to the shift lock relay in the interlock control unit by the automatic transmission control unit. In run or start, voltage is supplied through fuse 5 to the shift lock solenoid. If the brake pedal is not depressed, the interlock control unit provides ground to and energizes the shift lock solenoid, which prevents the gear shift lever from being moved from park to either drive or reverse.

Power Door Mirrors: 2.1 Si, ABS, 4WS

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
C419 (8-WHT)	74
Below dash, right of steering column	
C423 (18-WHT)	58
Behind left kick panel	
C451 (16-WHT)	95
Behind right kick panel	
C623 (3-WHT)	101
In front portion of left front door	
C673 (3-WHT)	107
In front portion of right front door	
C724 (14-WHT)	64
Behind left side of dash, on front right side of dash fuse box	
G701	81
Behind center dash, on left side of center frame	

How The Circuit Works

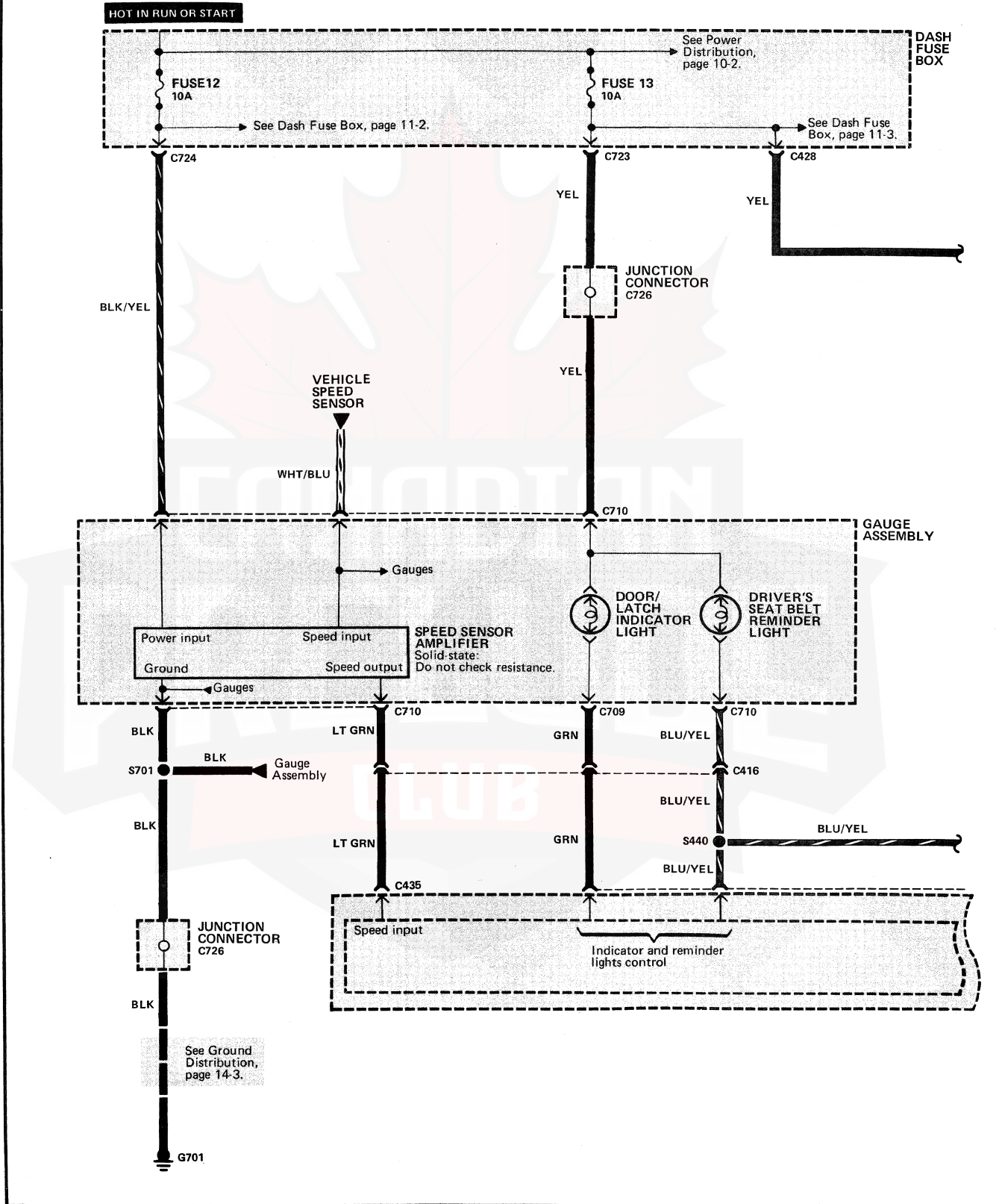
The operation of the two outside mirrors is controlled by the power door switch. Each mirror has two reversible motors: One motor moves the mirror up and down, the other motor moves the mirror left and right. The power mirror control switch directs voltage to the right and left outside mirrors.

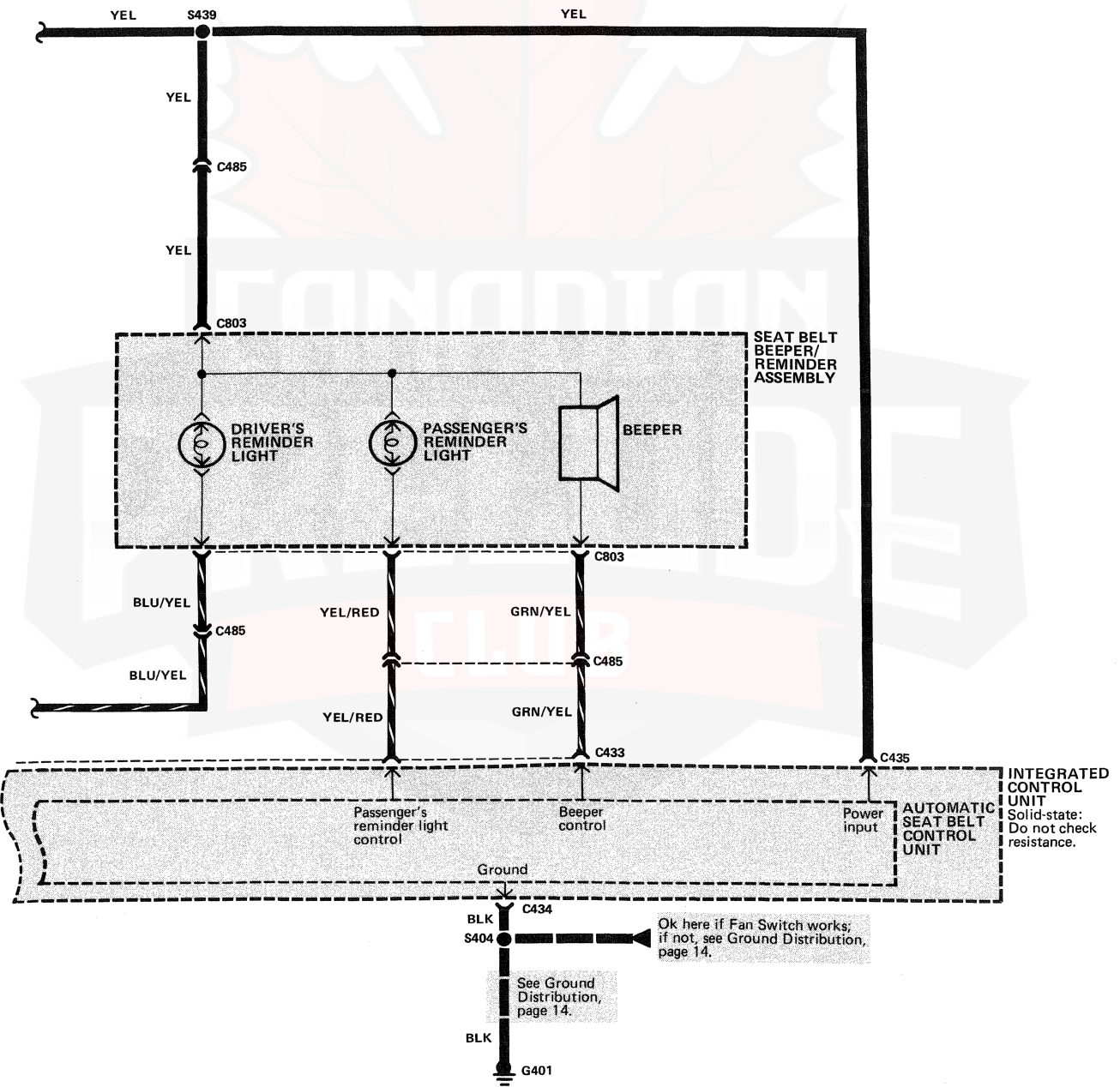
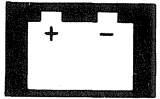
With the ignition switch in RUN, voltage is applied through fuse 17 to the power door mirror switch. With the master selector switch in LEFT and up/down switch in UP, voltage is applied through the up contacts of the up/down switch to the left power mirror up/down motor. Ground is provided through the 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 similarly 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

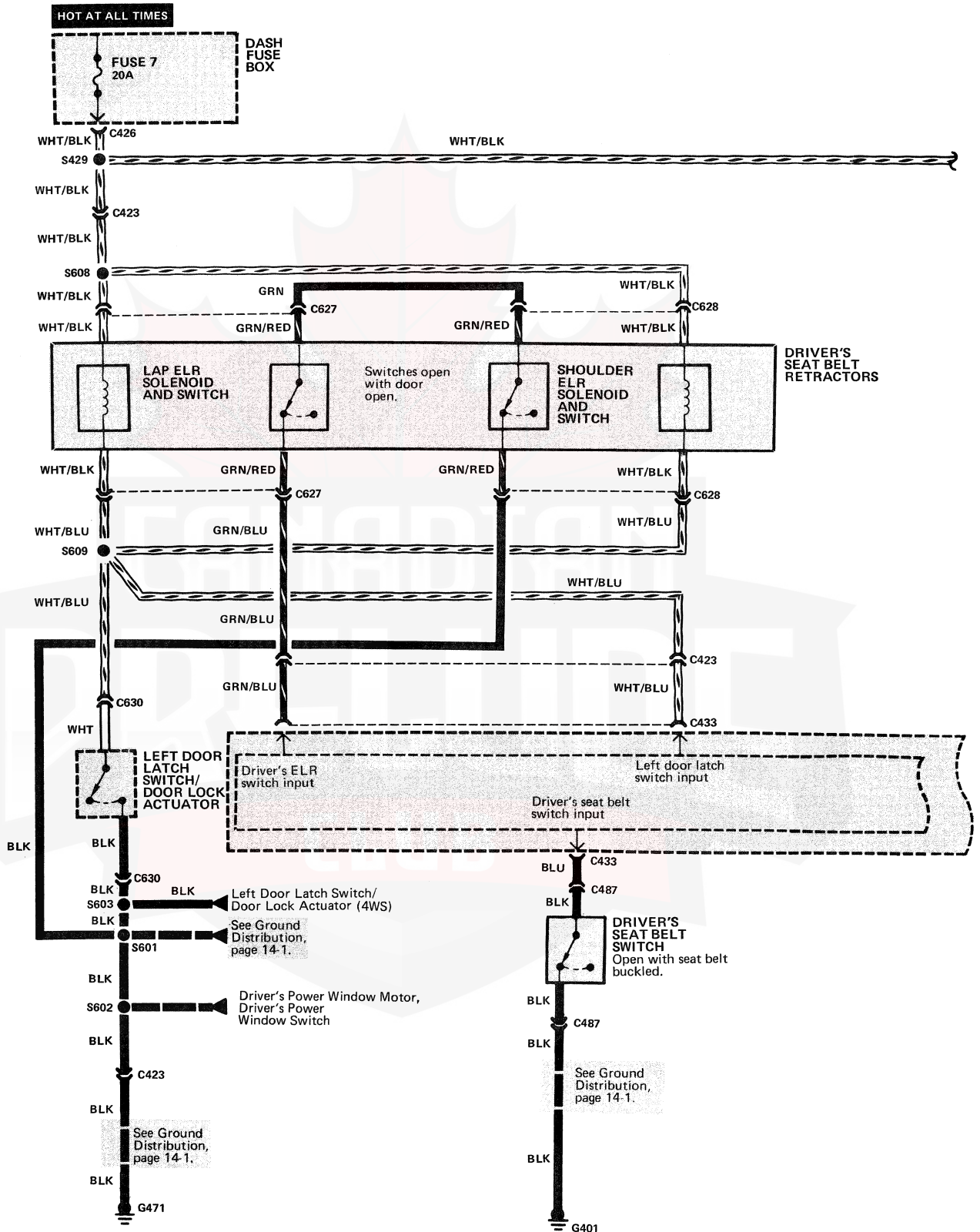


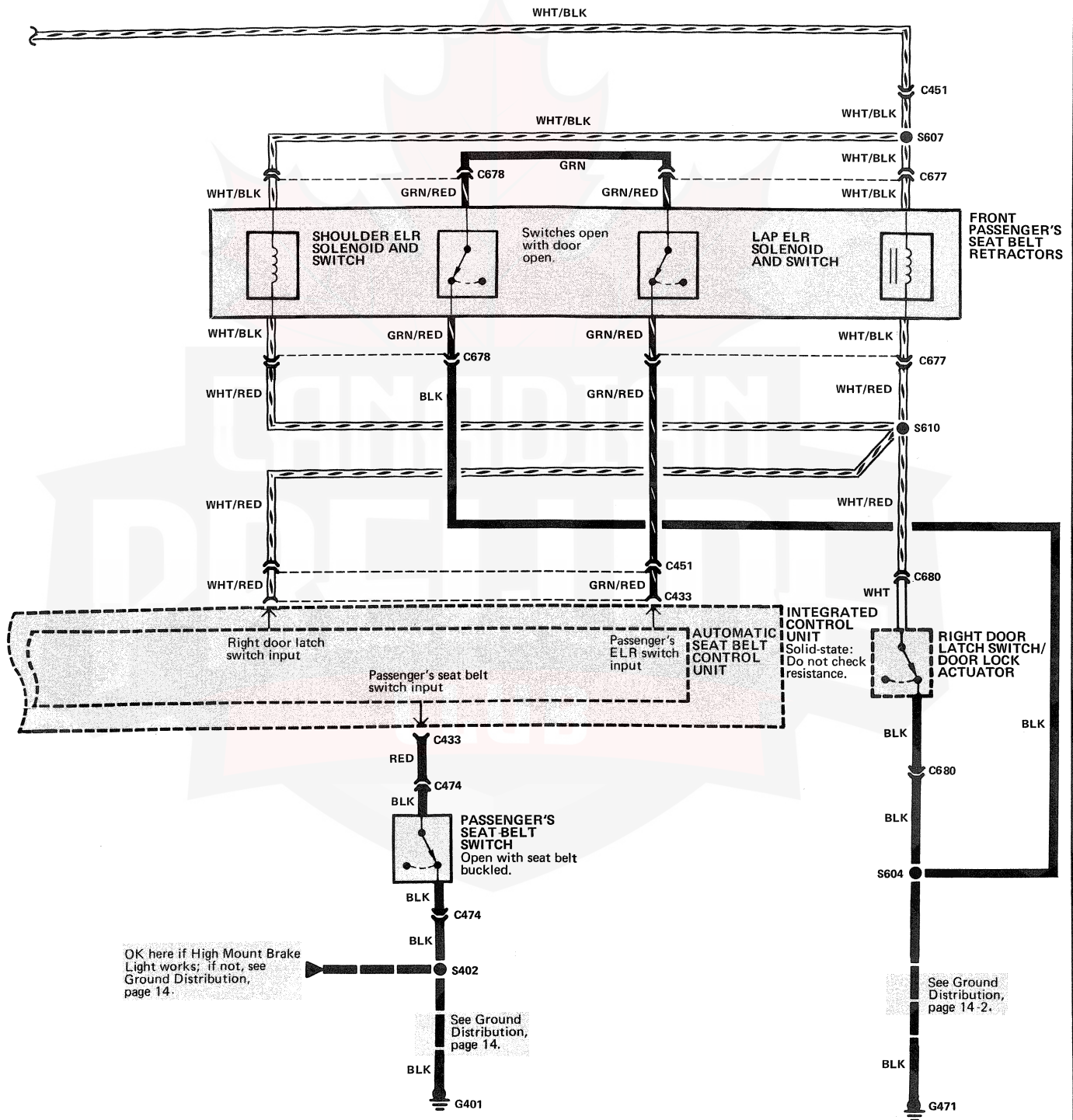
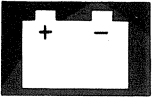


(cont'd)

Automatic Seat Belt

Circuit Schematic (cont'd)





Automatic Seat Belt

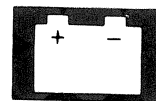
Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63	C435 (16-BLU)	80
Behind dash, left of steering column		Below center of dash, on integrated control unit	
Driver's Seat Belt Retractors	104	C451 (16-WHT)	95
In rear portion of left front door		Behind right kick panel	
Driver's Seat Belt Switch		C474 (2-WHT)	106
In left front seat belt buckle		Under right front seat	
Front Passenger's Seat Belt Retractors	109	C485 (8-WHT)	111
In rear portion of right front door		Behind top right corner of rear seat	
Integrated Control Unit (2.0 Si)	84	C487 (2-WHT)	106
Below center of dash		Under left front seat	
Integrated Control Unit (2.1 Si)	80	C627 (4-WHT)	104
Below center of dash		In rear portion of left front door	
Junction Connector C726 (20-BLU)	73	C628 (4-WHT)	104
Behind right side of gauge assembly, taped to harness		In rear portion of left front door	
Left Door Latch Switch/Door Lock Actuator	103	C630 (2-WHT) (Without 4WS or ABS)	105
In rear portion of left front door, part of latch assembly		In rear portion of left front door	
Passenger's Seat Belt Switch		C630 (6-WHT) (With 4WS or ABS)	105
In right front seat belt buckle		In rear portion of left front door	
Right Door Latch Switch/Door Lock Actuator	108	C677 (4-WHT)	109
In rear portion of right front door, part of latch assembly		In rear portion of right front door	
Seat Belt Beeper/Reminder Assembly	75	C678 (4-WHT)	109
Center of windshield header		In rear portion of right front door	
Vehicle Speed Sensor	45	C680 (4-WHT) (With 4WS or ABS)	108
On right rear of transmission		In rear portion of right front door, behind plastic	
C416 (22-WHT)	74	C709 (16-BLU)	56
Below dash, right of steering column		Behind top left side of dash, on rear of gauge assembly	
C423 (18-WHT)	58	C710 (16-YEL)	56
Behind left kick panel		Behind top left side of dash, on rear of gauge assembly	
C426 (7-YEL)	67	C723 (4-WHT)	66
Below left side of dash, on rear of dash fuse box		Below left side of dash, on front right side of dash fuse box	
C428 (14-YEL)	67	C724 (14-WHT)	64
Below left side of dash, on rear of dash fuse box		Behind left side of dash, on front right side of dash fuse box	
C433 (12-BLU)	80	G401	82
Below center of dash, on integrated control unit		Behind top center of dash, above left side of heater assembly	
C434 (4-WHT)	80	G471	111
Below center of dash, on integrated control unit		Behind top right corner of rear seat	
		G701	81
		Behind center dash, on left side of 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.

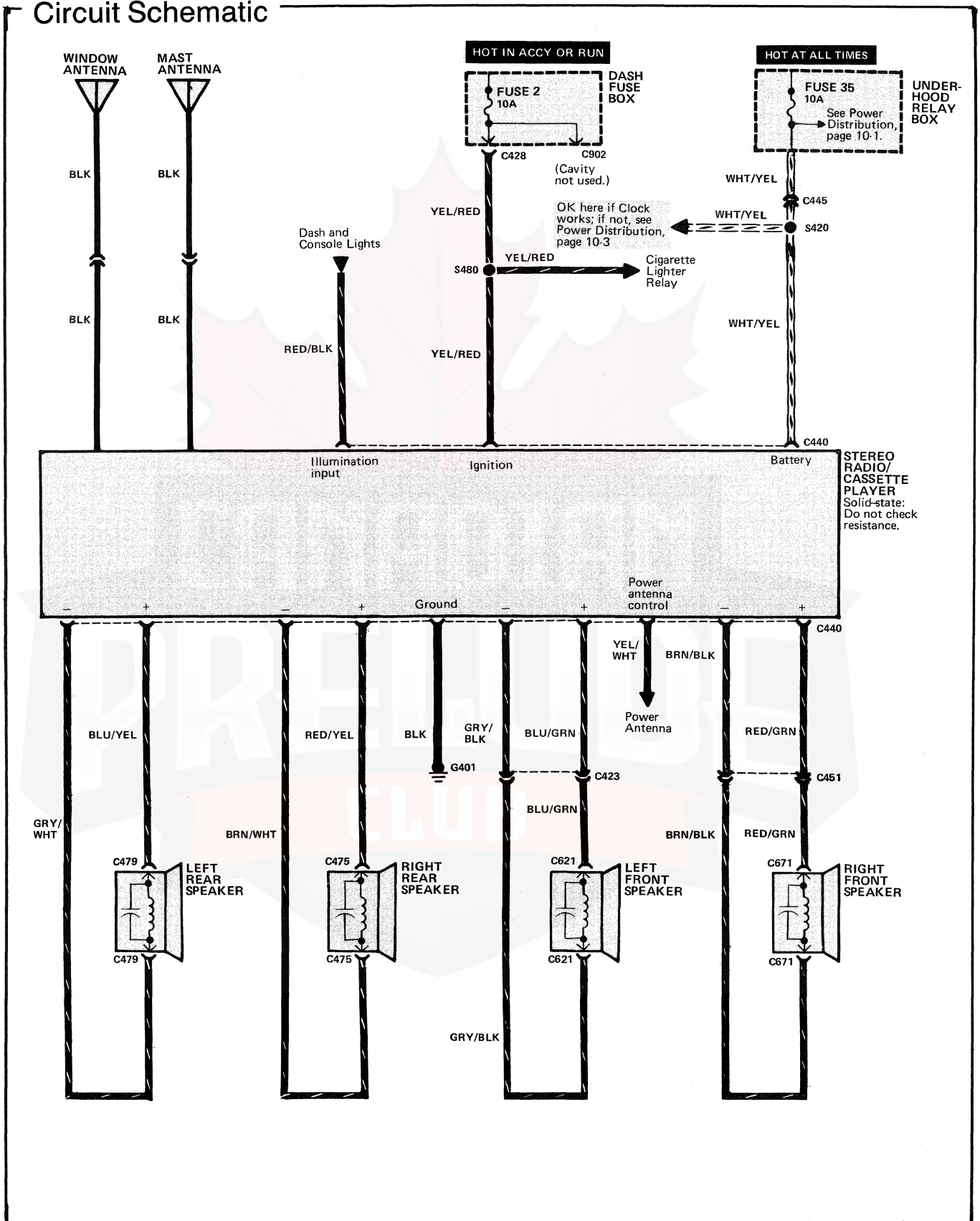
When you close a door the corresponding door latch switch opens, removing the ground for the shoulder and lap solenoids. The solenoids de-energize and operate the seat belt retractor. The seat belt retractor will lock up in the event of a sudden deceleration.

The integrated control unit monitors the shoulder and lap solenoids using switches in the driver's seat belt retractors. When the door is opened and the solenoid is energized, the switches are open. Ground is no longer applied to the 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.

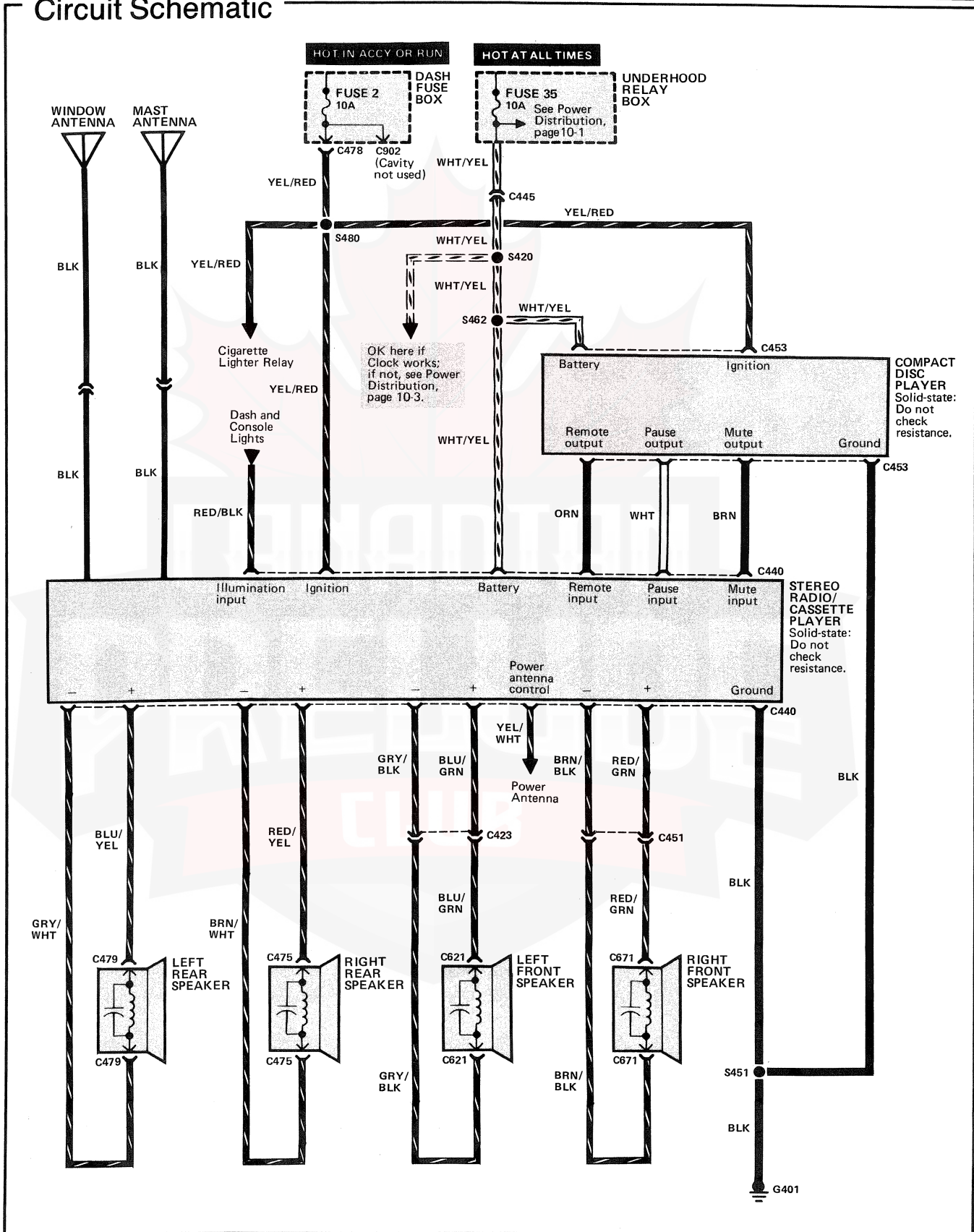
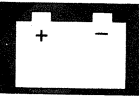
Stereo Sound System

Circuit Schematic



With Compact Disc Player

Circuit Schematic



Stereo Sound System

Component Location Index

(Refer to Section 201 for photographs.)

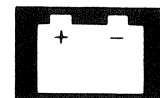
(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

CD Player	
Above radio	
Dash Fuse Box	63
Behind dash, left of steering column	
Under-hood Relay Box	34
Right side of engine compartment, forward of strut tower	
C423 (18-WHT)	58
Behind left kick panel	
C428 (14-YEL)	67
Below left side of dash, on rear of dash fuse box	
C445 (22-WHT)	94
Below right side of dash	
C451 (16-WHT)	95
Behind right kick panel	
G401	82
Behind top center of dash, above left side of heater assembly	

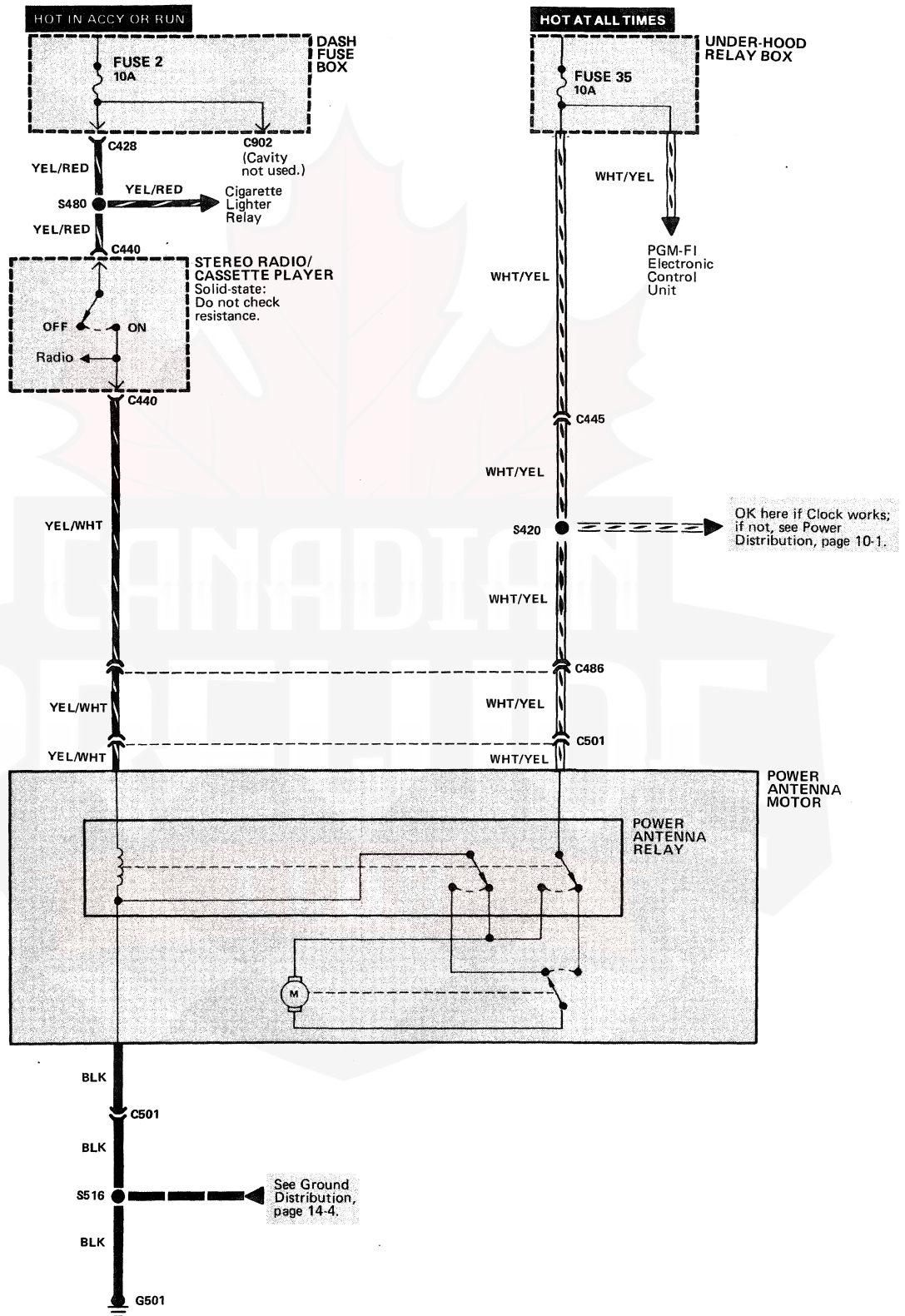
How The Circuit Works

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.



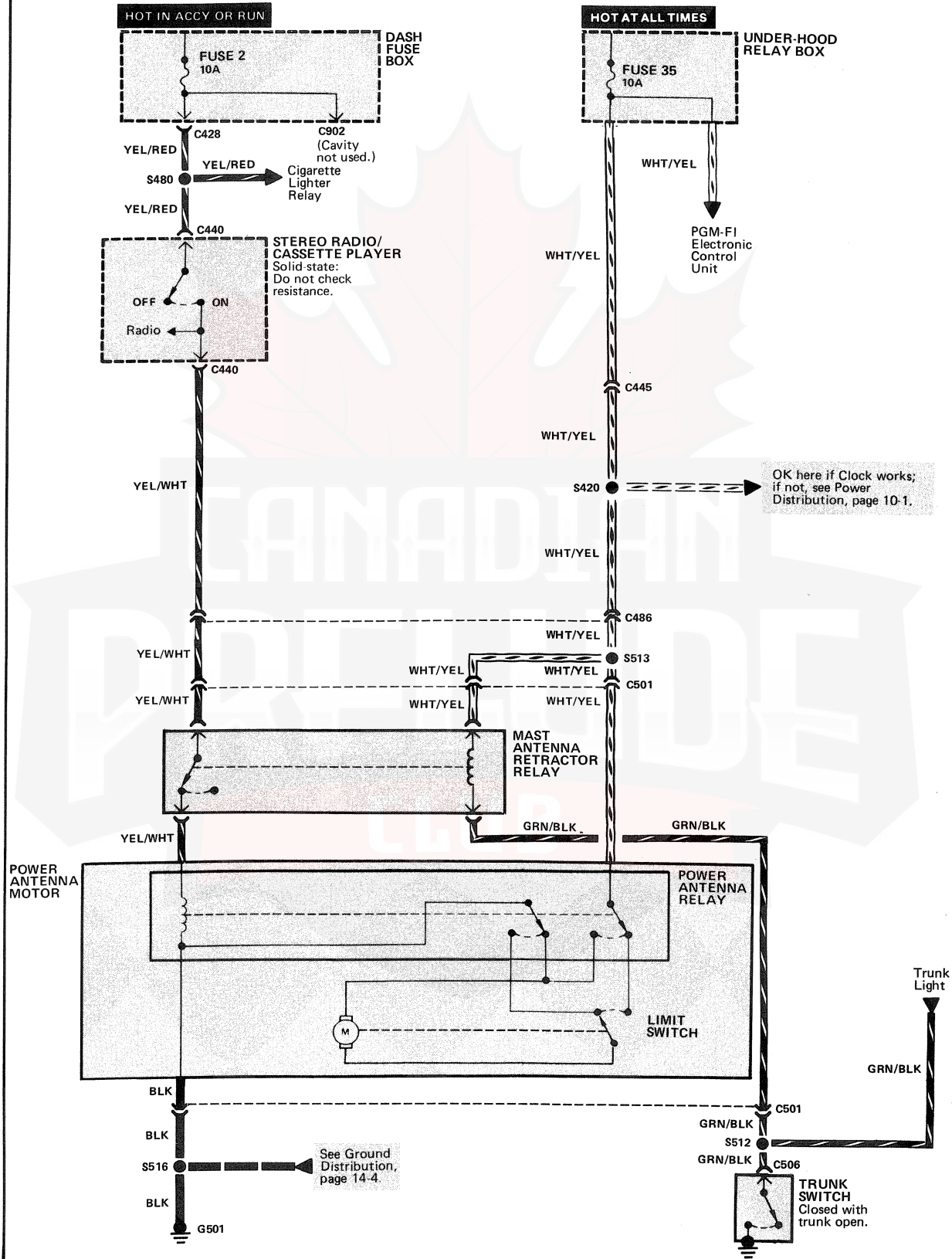
Power Antenna: Without Spoiler

Circuit Schematic



Power Antenna: With Spoiler

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

Dash Fuse Box	63
Behind dash, left of steering column	
Mast Antenna Retractor Relay	118
Right side of trunk	
Power Antenna Motor	115
Right side of trunk	
Trunk Switch	99
In center rear of trunk, part of latch assembly	
Under-hood Relay Box	34
Right side of engine compartment, forward of strut tower	
C428 (14-YEL)	67
Below left side of dash, on rear of dash fuse box	
C445 (22-WHT)	94
Below right side of dash	
C486 (13-WHT)	116
Top right side of trunk	
C501 (4-WHT) (Without Rear Spoiler)	116
Right side of trunk	
C501 (8-WHT) (With Rear Spoiler)	116
Right side of trunk	
G501	116
Right side of trunk	

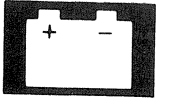
How The Circuit Works

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 and drives the antenna up to its fully extended position.

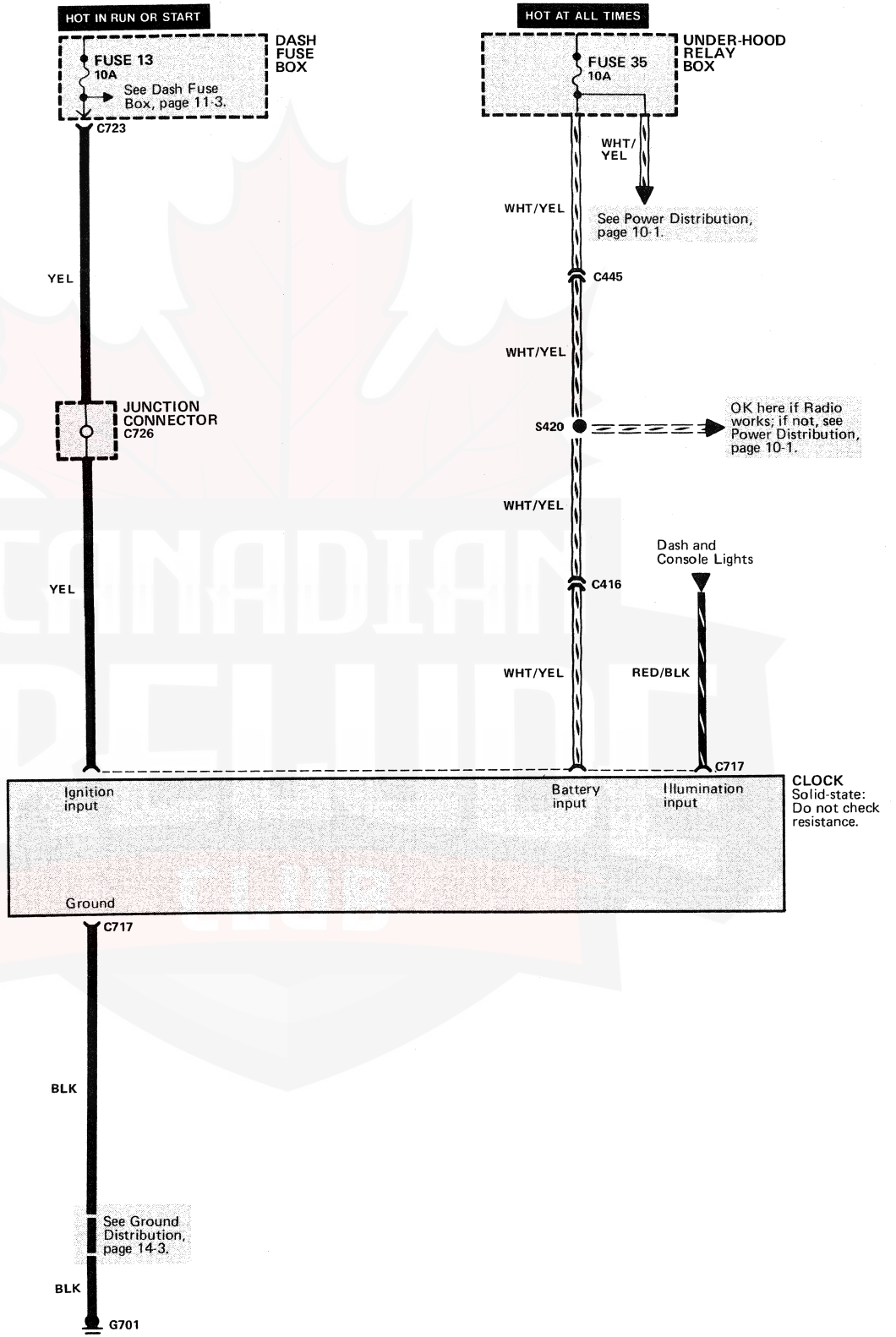
When you turn the radio off, the relay contacts open. The polarity of the voltage applied to the motor is now reversed: The antenna motor moves the antenna completely down. A mechanical switch controlled by the motor turns the motor off when the antenna reaches maximum height or when the antenna is fully retracted.

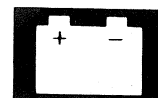
In models equipped with a spoiler, a mast antenna retractor relay is used to lower the antenna when the trunk lid is opened. Voltage is applied at all times to the coil of the relay. When the trunk lid is opened, the coil is grounded and the normally closed contacts of the relay open thus removing power from the power antenna relay. The motor then retracts the antenna.



Clock

Circuit Schematic





Component Location Index

(Refer to Section 201 for photographs.)

(Refer to Section 202 for selected connector views.)

(Refer to Section 203 for harness routing views.)

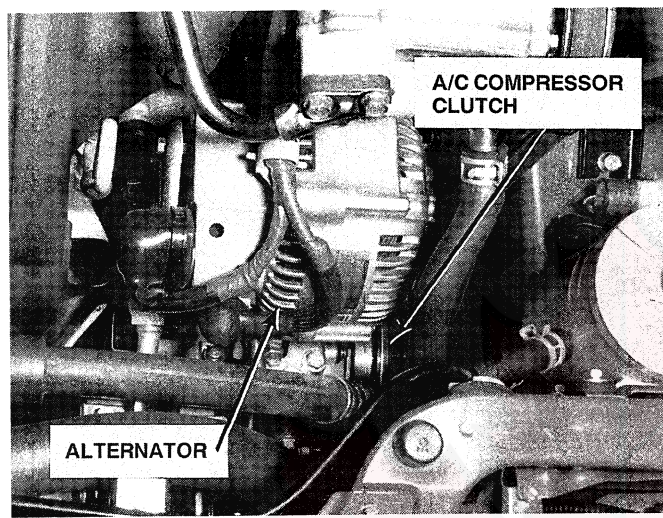
Dash Fuse Box	63
Behind dash, left of steering column	
Junction Connector C726 (20-BLU).	73
Behind right side of gauge assembly, taped to harness	
Under-hood Relay Box	34
Right side of engine compartment, forward of strut tower	
C416 (22-WHT).	74
Below dash, right of steering column	
C445 (22-WHT).	94
Below right side of dash	
C723 (4-WHT)	66
Below left side of dash, on front right side of dash fuse box	
G701	81
Behind center dash, on left side of center frame	

How The Circuit Works

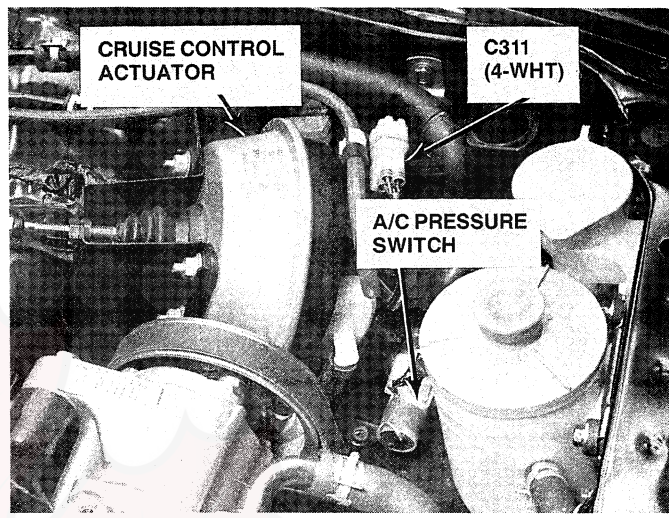
Voltage is applied at all times to the clock through the WHT/YEL wire to provide clock memory. With the ignition switch in RUN or START, voltage is applied to the clock through the YEL wire: The clock lights up and displays the time.

Component Location

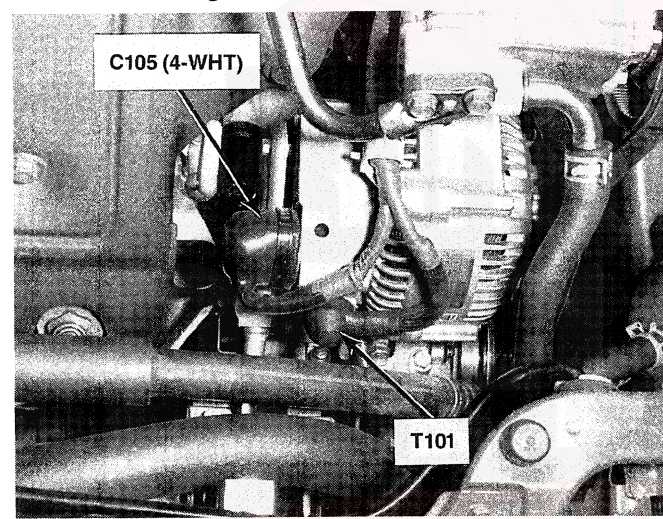
1. Left Front of Engine



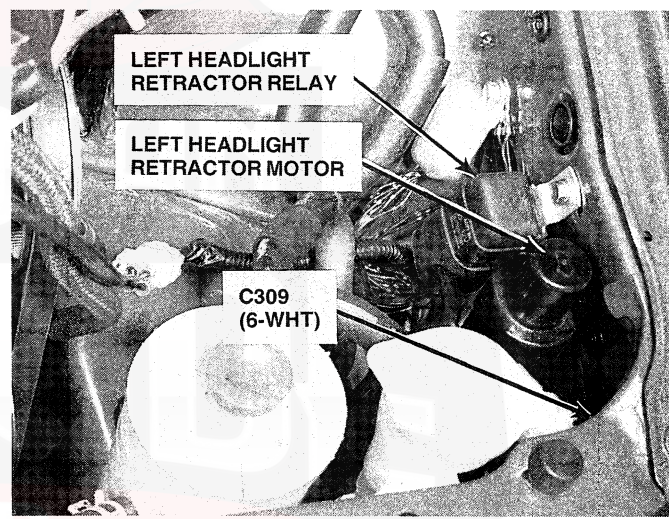
4. Left Front of Engine Compartment



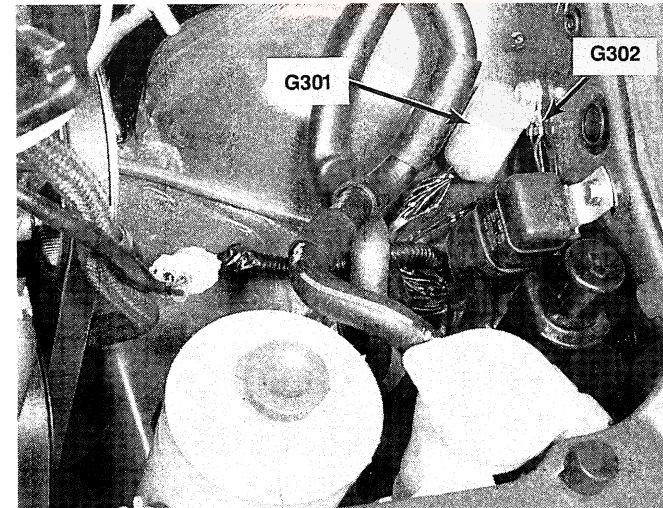
2. Left Front of Engine Compartment



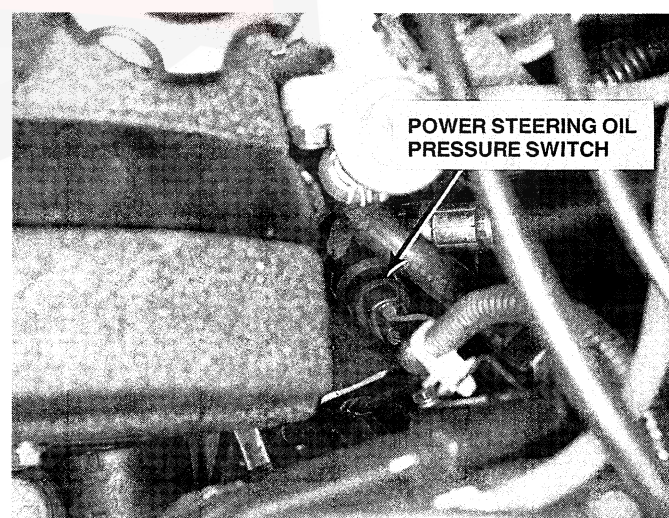
5. Left Front of Engine Compartment (Cruise Control Actuator Removed)

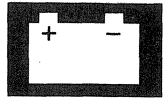


3. Left Front of Engine Compartment (Cruise Control Actuator Removed)

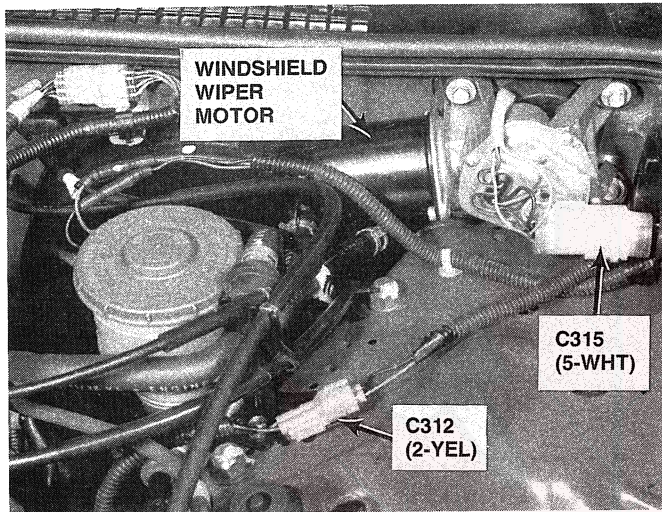


6. Left Rear of Engine

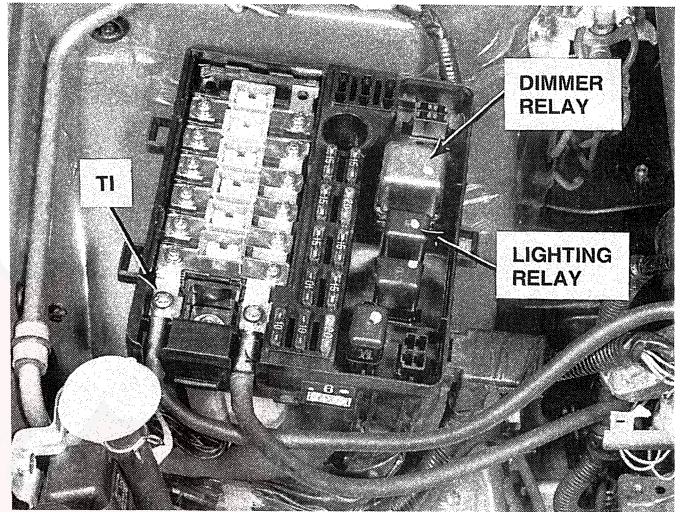




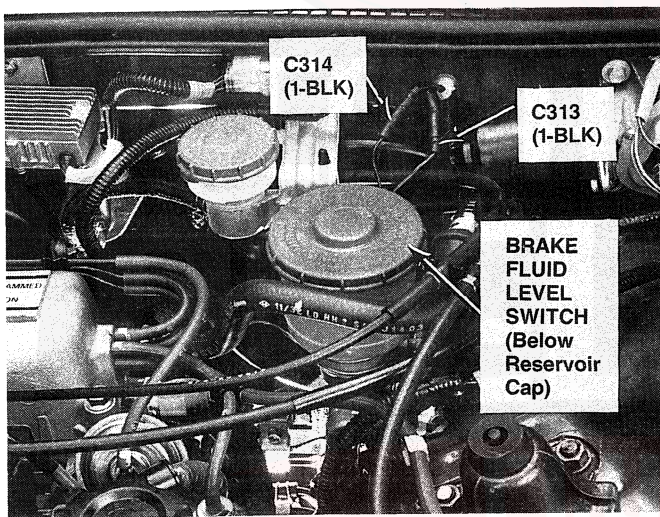
7. Left Rear of Engine Compartment



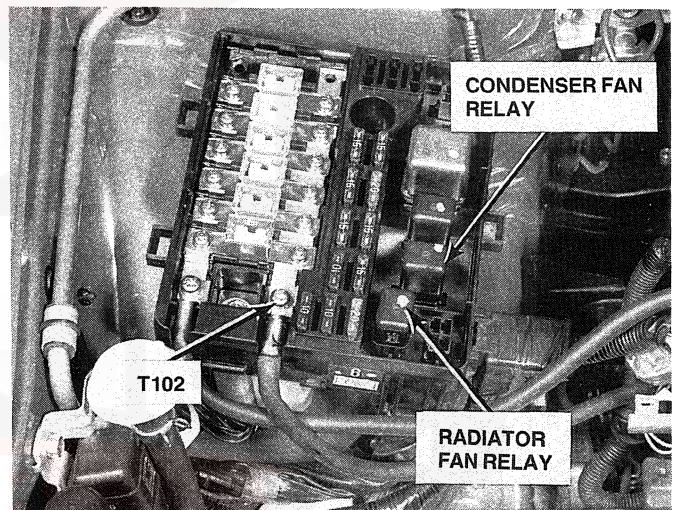
10. Right Side of Engine Compartment



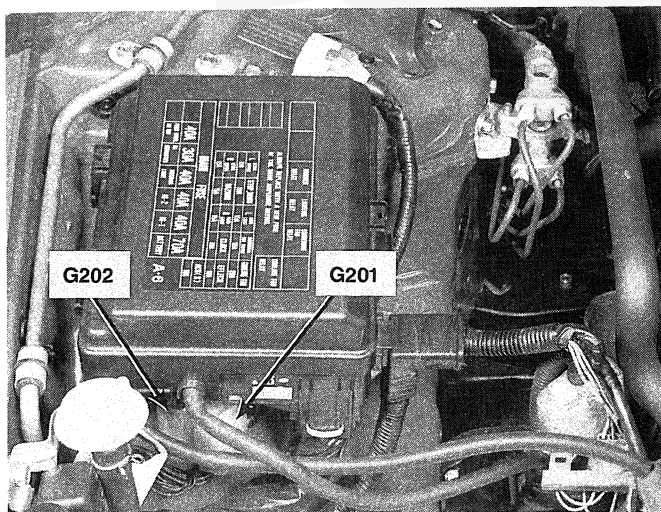
8. Left Rear of Engine Compartment



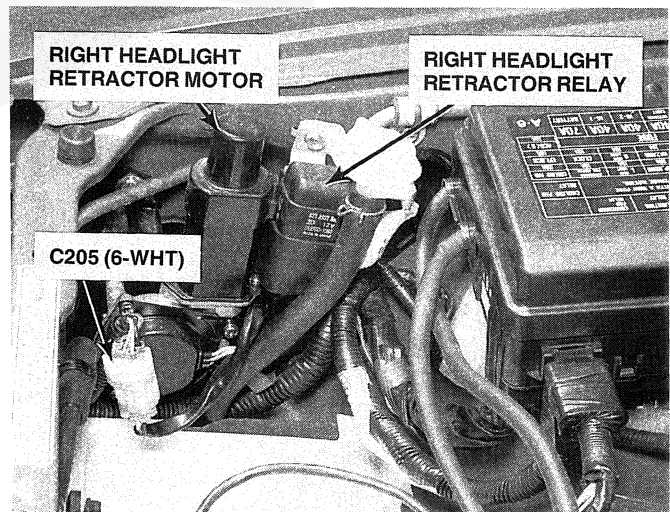
11. Right Side of Engine Compartment



9. Right Side of Engine Compartment

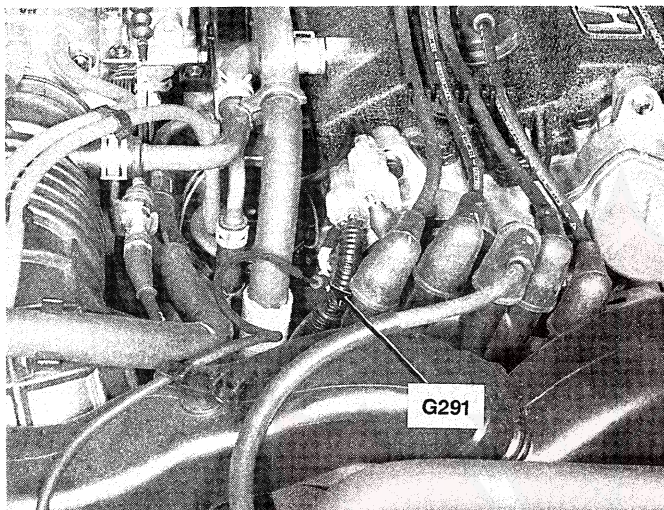


12. Right Front of Engine Compartment (Battery Removed)

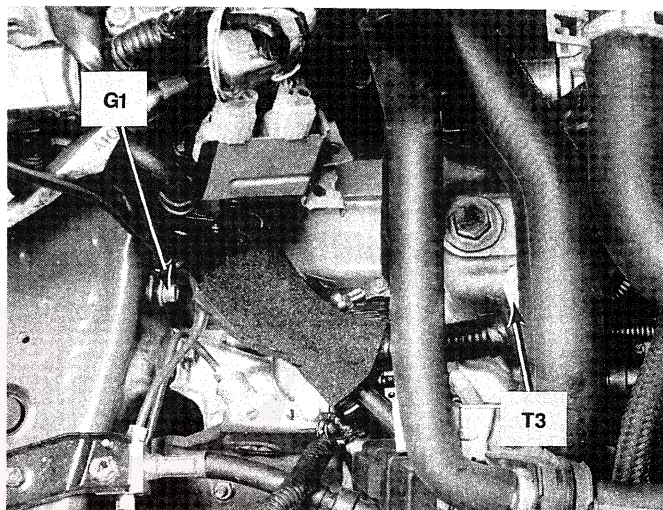


Component Location

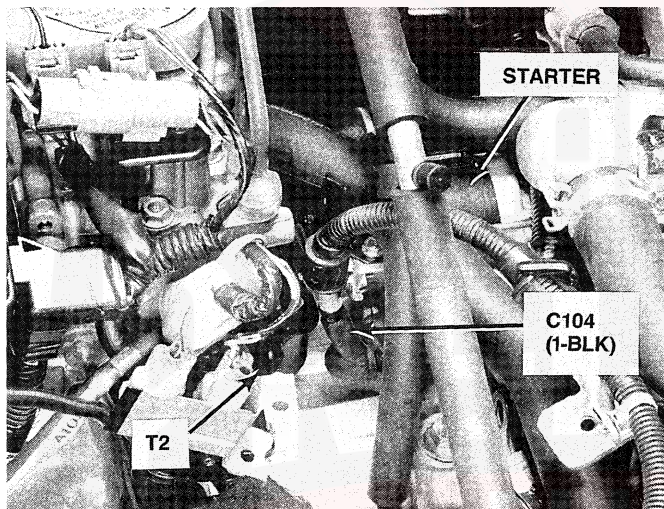
13. Right Side of Engine



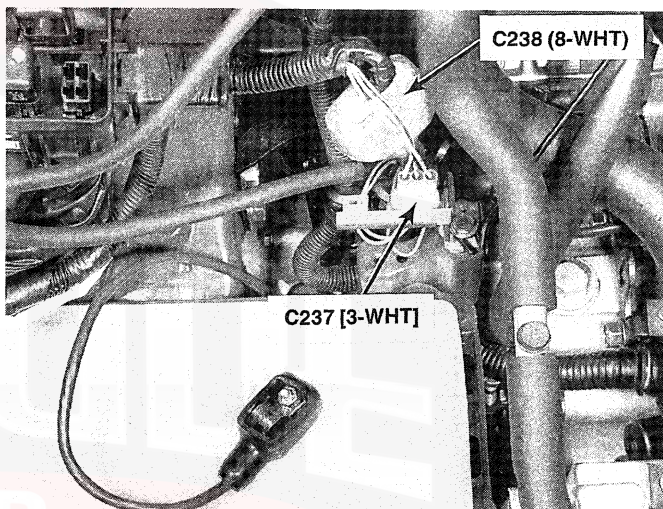
16. Lower Right Front of Engine Compartment (Battery and Battery Tray Removed)



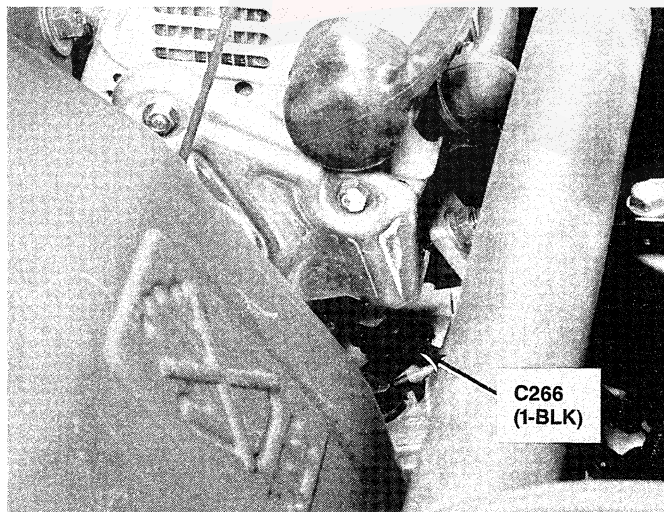
14. Right Side of Engine (Battery Removed)



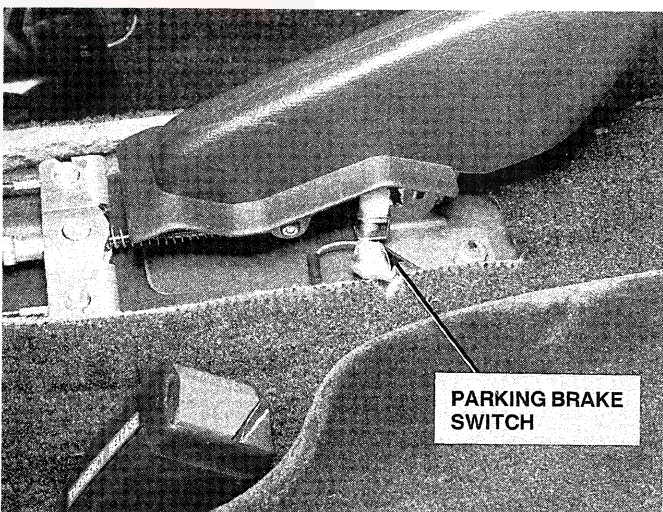
17. Right Front of Engine Compartment (Battery Removed)

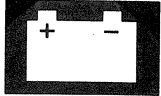


15. Lower Left Front of Engine (Air Intake Assembly Removed)

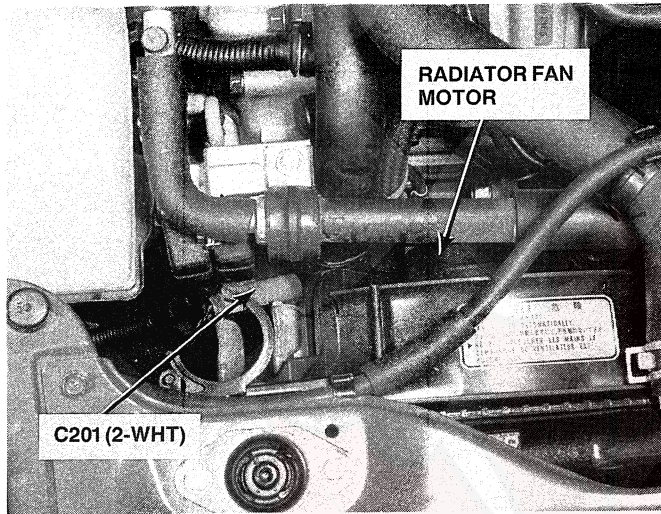


18. Right Front of Engine Compartment (Air Intake Assembly Removed)

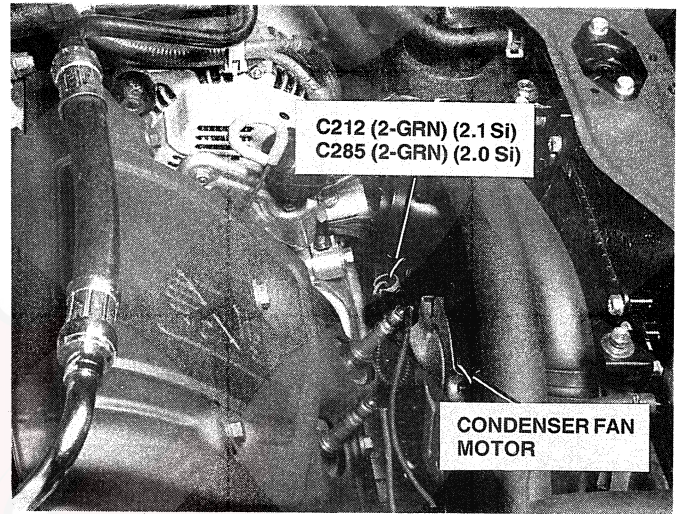




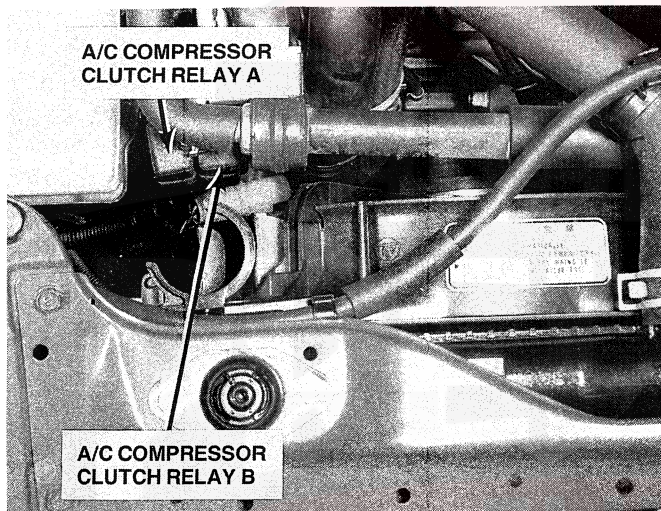
**19. Right Front of Engine Compartment
(Battery and Air Intake Removed)**



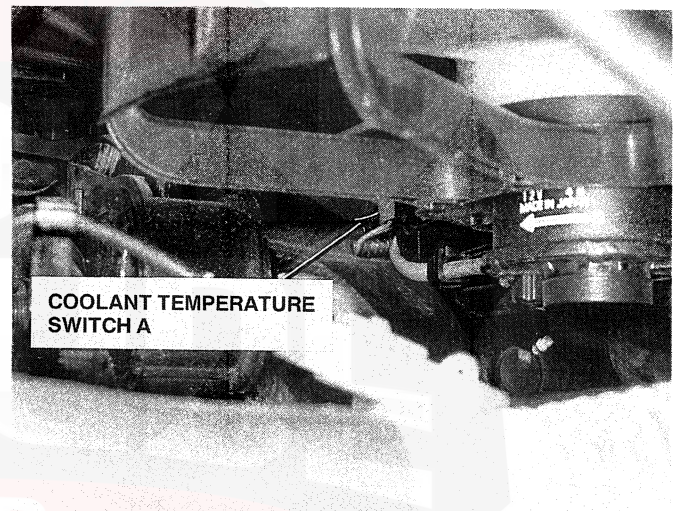
22. Center Front of Engine Compartment



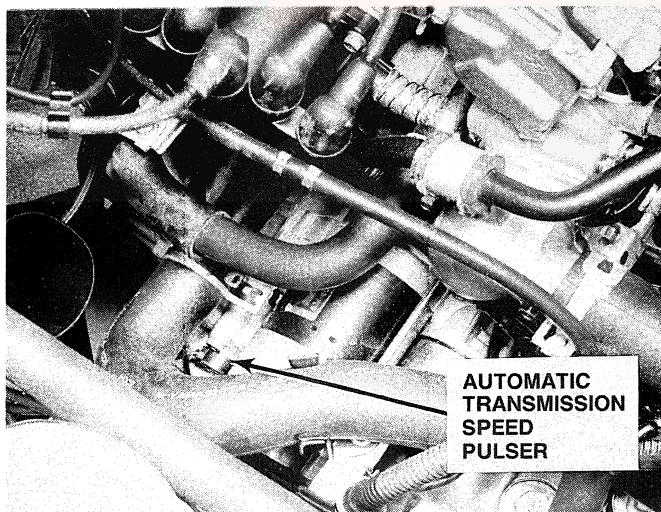
**20. Right Front of Engine Compartment
(Battery and Air Intake Removed)**



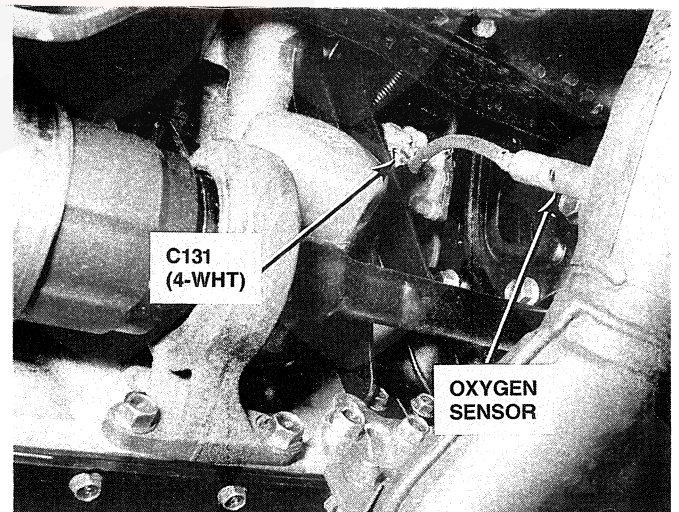
23. Lower Right Front of Engine Compartment (Air Intake Removed)



21. Right Side of Engine (Air Intake Assembly Removed)

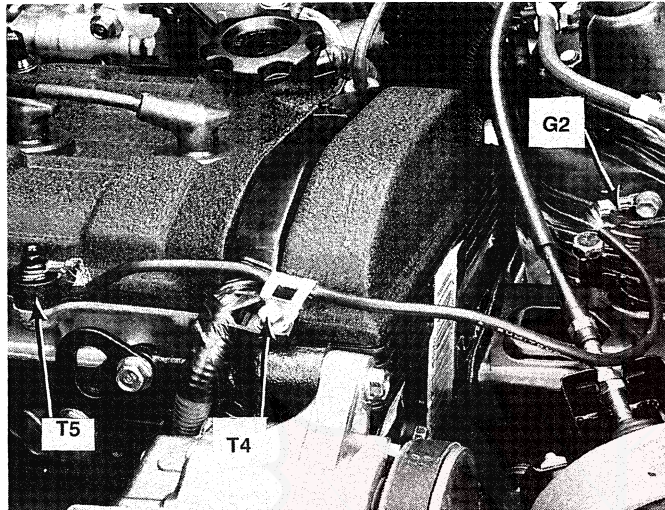


24. Lower Rear of Engine

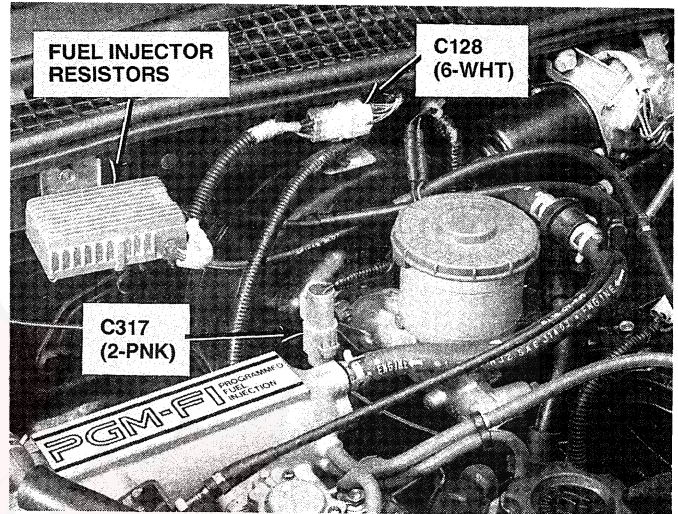


Component Location

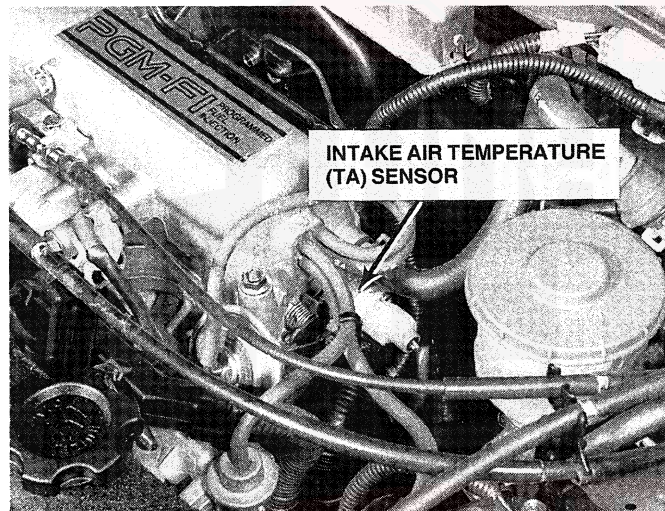
25. Left Front of Engine



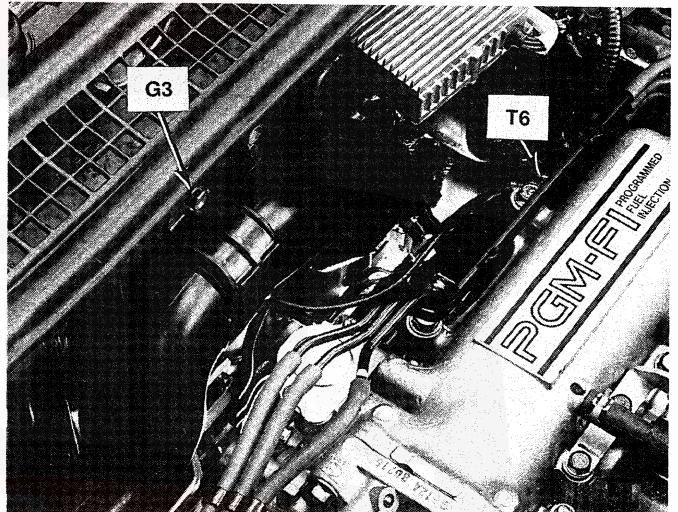
28. Left Rear of 2.1 Si Engine Compartment (2.0 Si Similar)



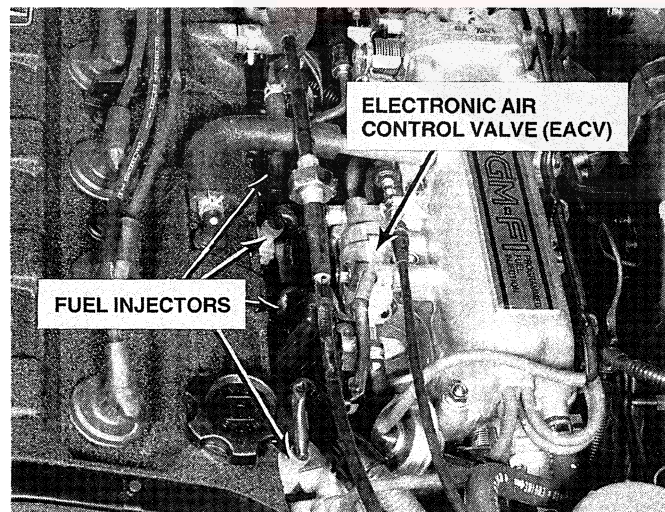
26. Left Rear of Engine



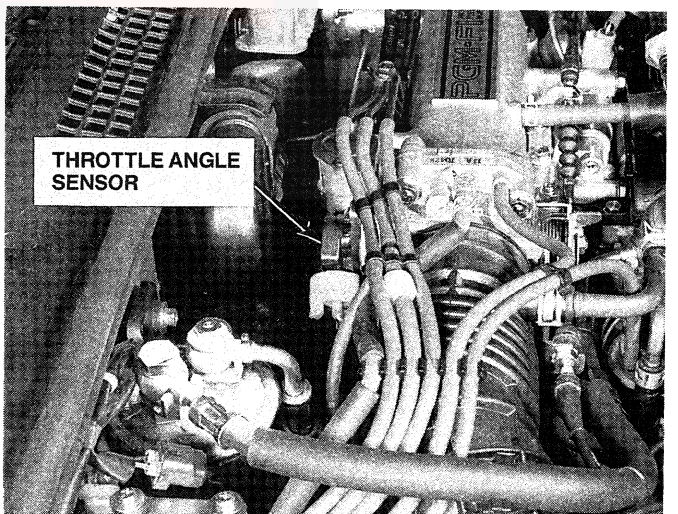
29. Rear of Engine Compartment

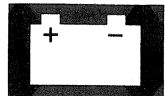


27. Rear of Engine

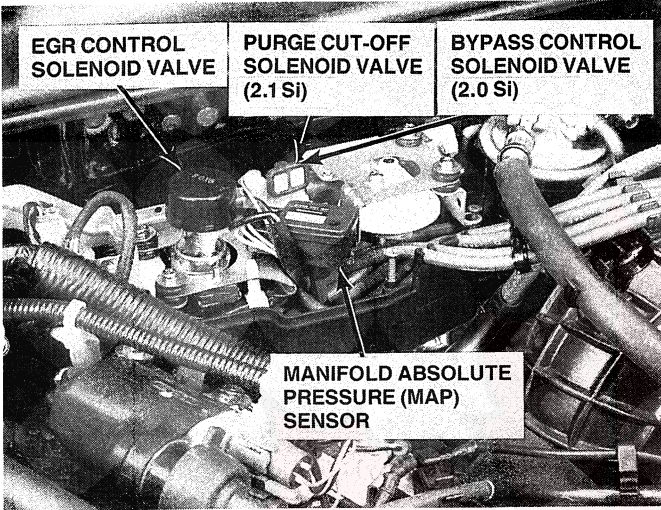


30. Rear of Engine Compartment

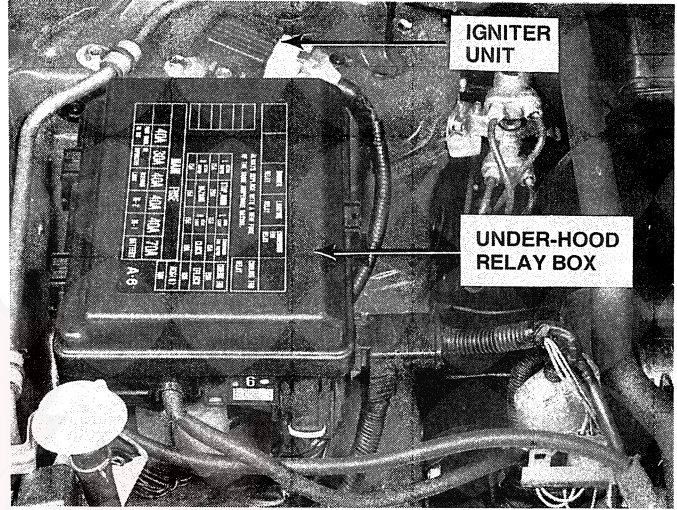




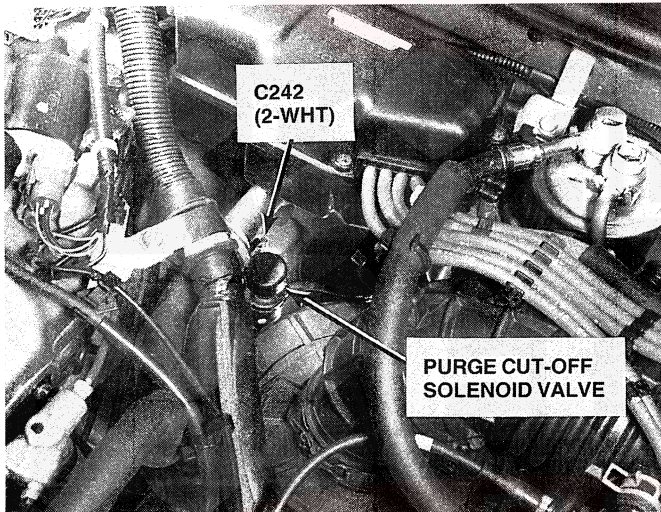
**31. Right Rear of 2.1 Si Engine Compartment
(2.0 Si Similar)**



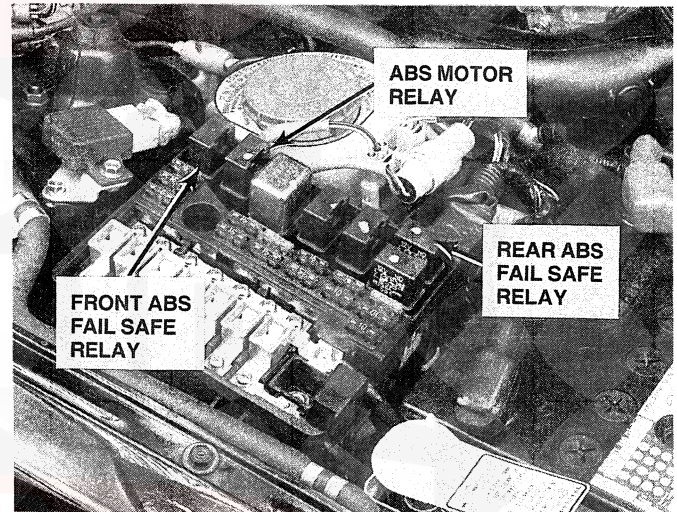
**34. Right Side of Engine Compartment
(Without ABS Shown; With ABS Similar)**



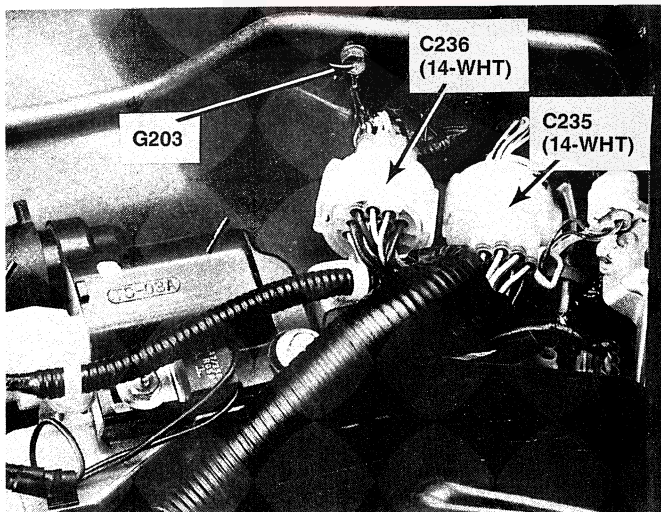
32. Right Rear of 2.0 Si Engine Compartment



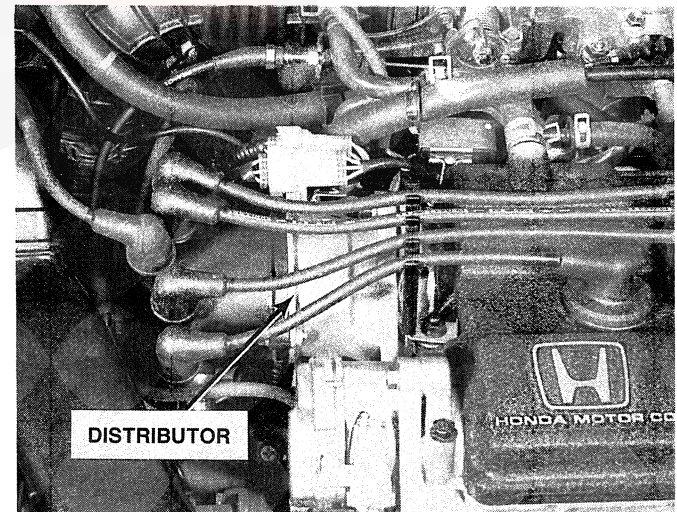
35. Right Side of 2.1 Si Engine Compartment



33. Right Rear of Engine Compartment

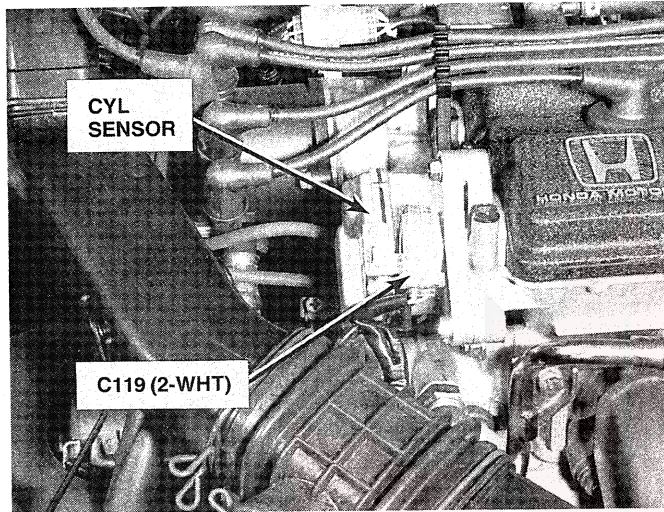


36. Right Front of Engine

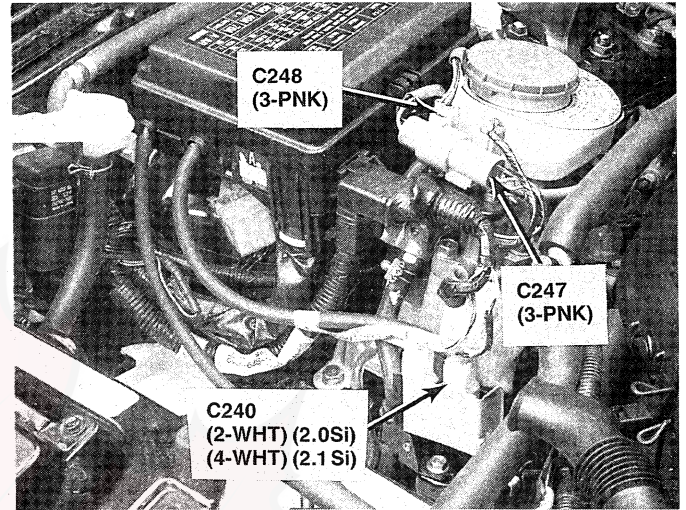


Component Location

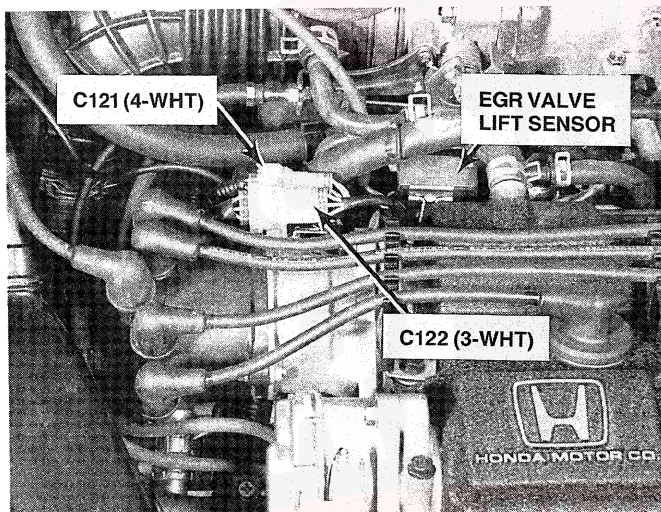
37. Right Front of Engine



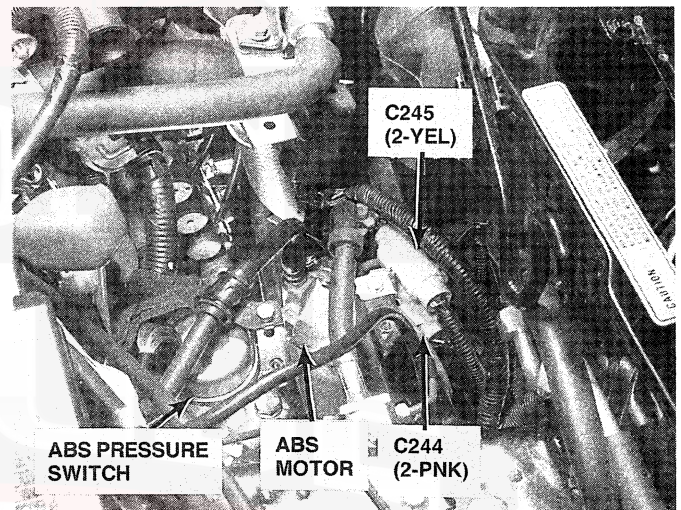
40. Right Side of 2.1 Si Engine Compartment
(2.0 Si Similar)



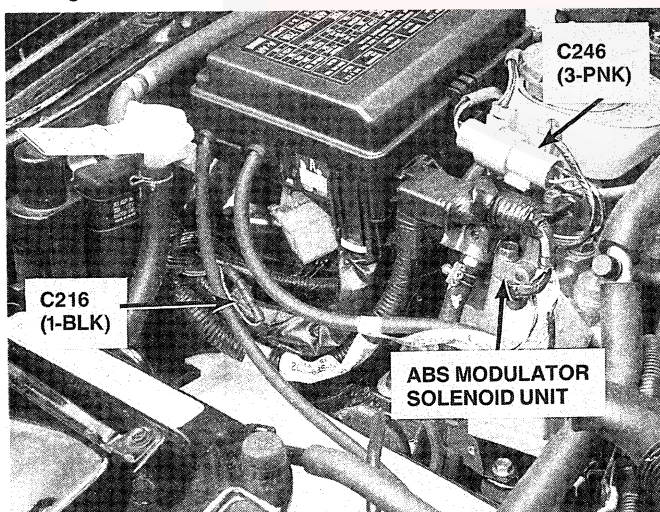
38. Right Front of Engine



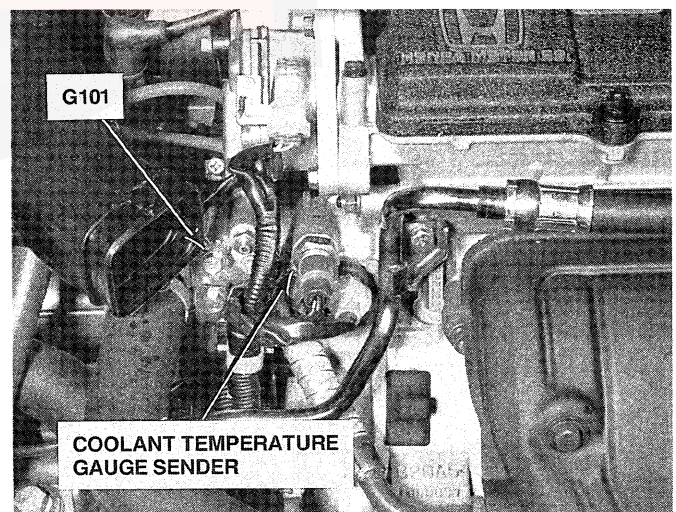
41. Right Front of 2.1 Si Engine Compartment

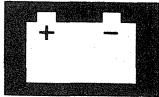


39. Right Side of 2.1 Si Engine Compartment

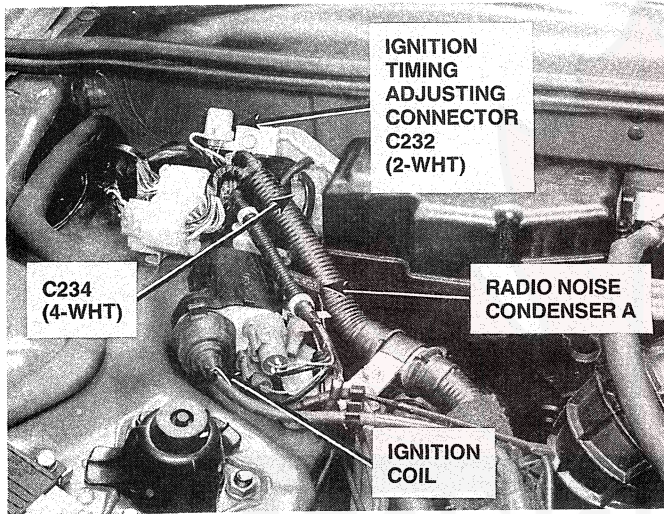


42. Right Front of Engine
(Air Cleaner Duct Removed)

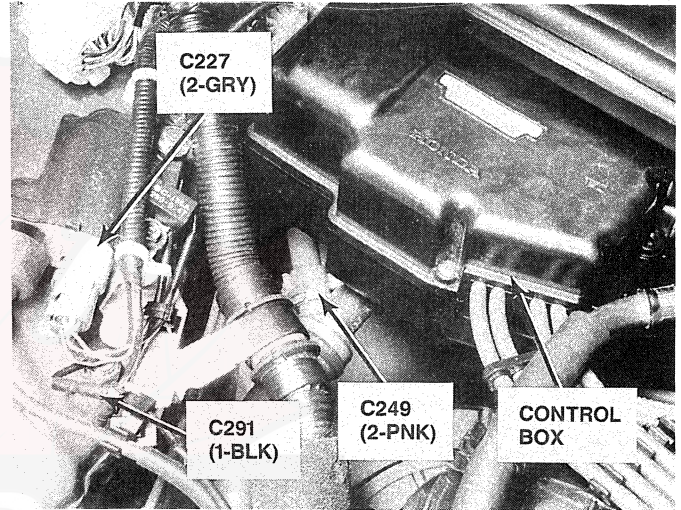




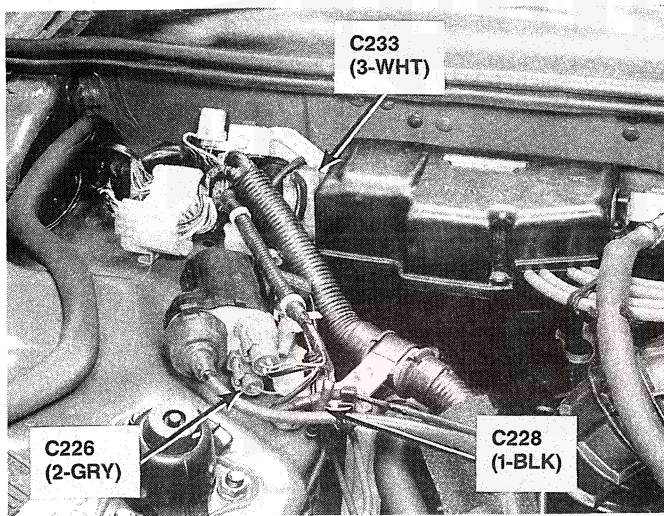
43. Right Rear Corner of Engine Compartment



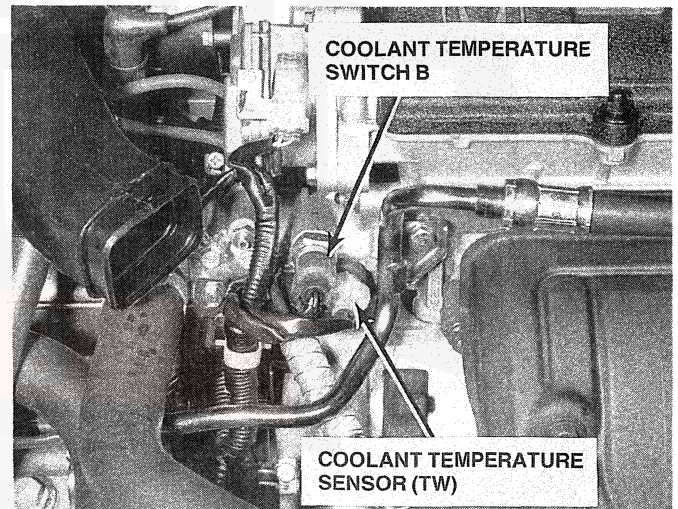
46. Right Rear Corner of Engine Compartment



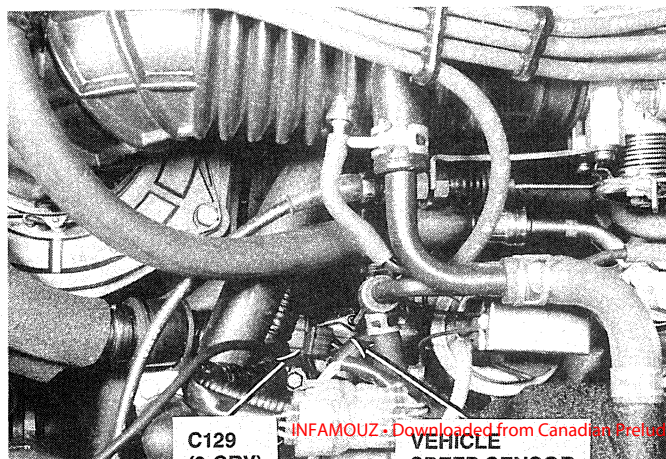
44. Right Rear Corner of Engine Compartment



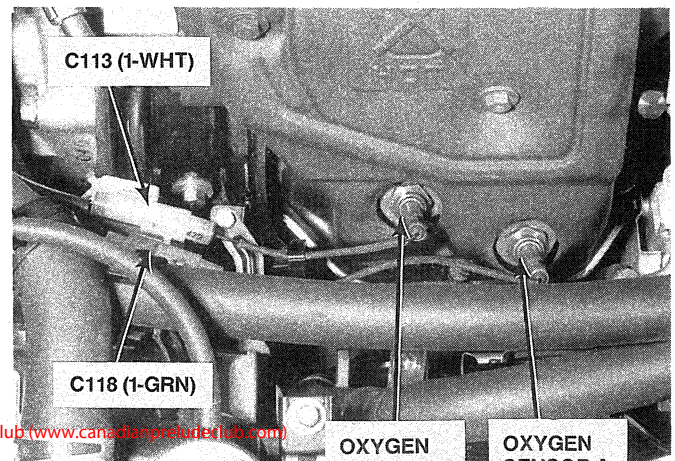
47. Right Front of Engine (Air Cleaner Duct Removed)



45. Right Rear of Engine

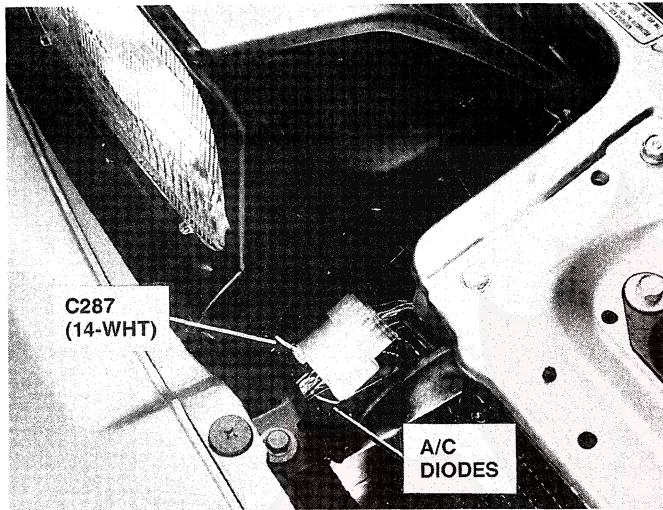


48. Center Front of 2.0 Si Engine Compartment

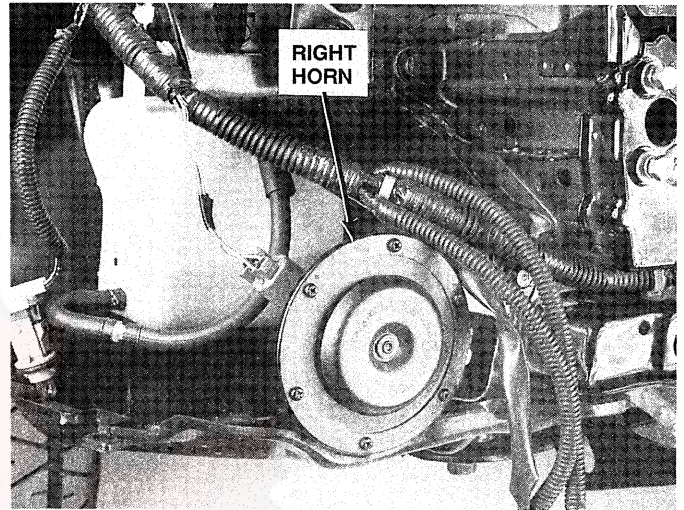


Component Location

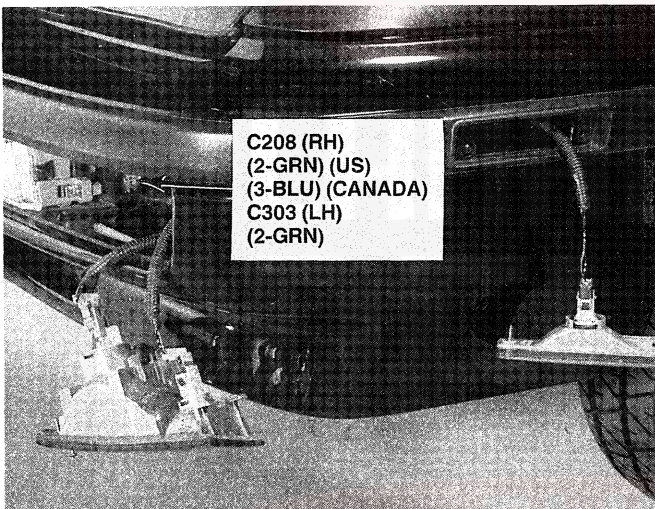
49. Right Front of Car



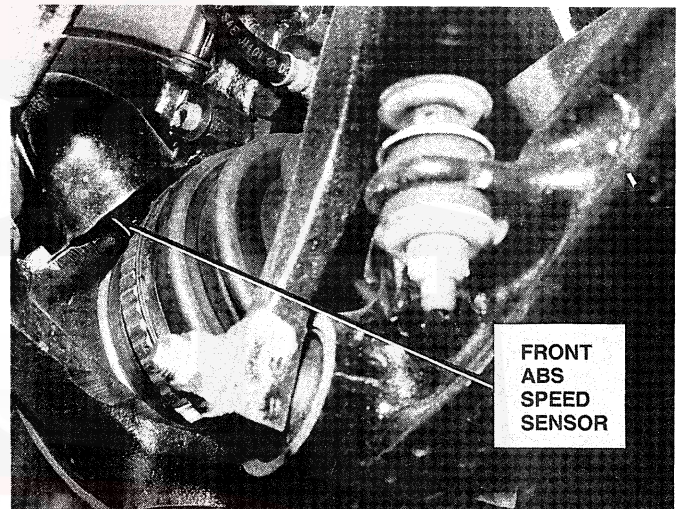
52. Behind Right Side of Front Bumper



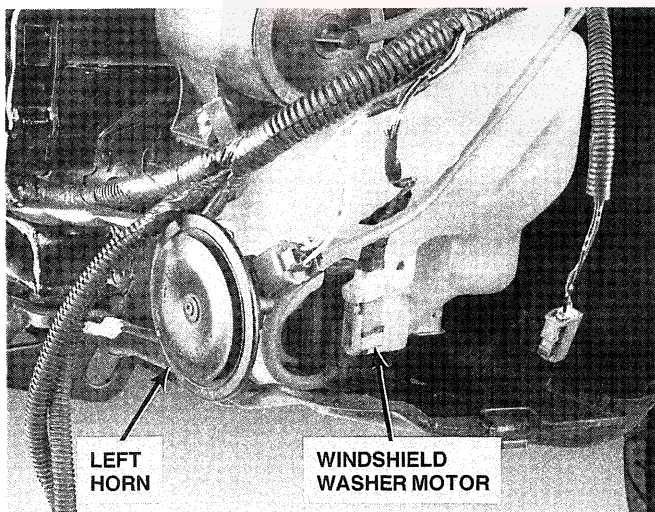
50. Left Front of Car (Right Similar)



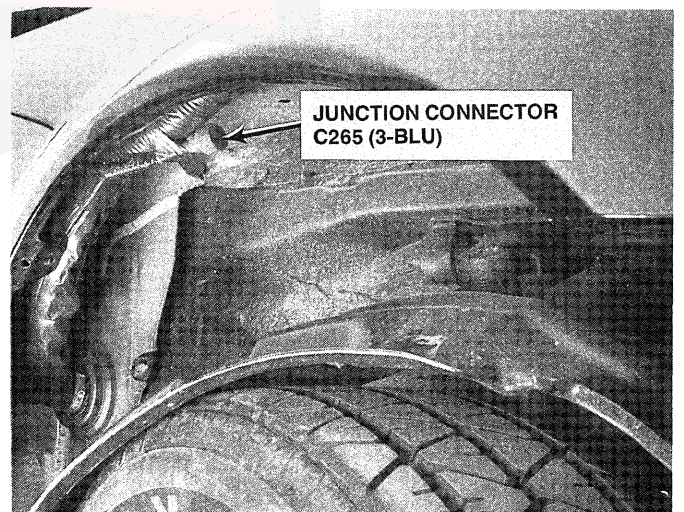
53. Behind Left Front Wheel (Right Similar)

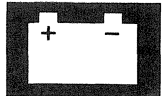


51. Behind Left Side of Front Bumper

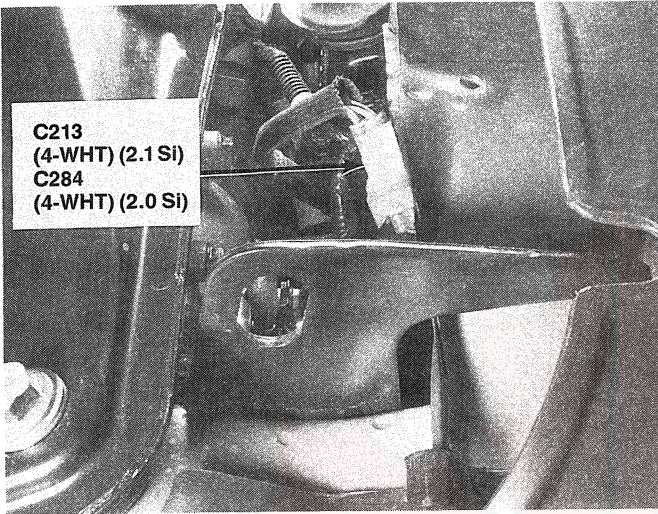


54. Inside Right Front Wheel Well

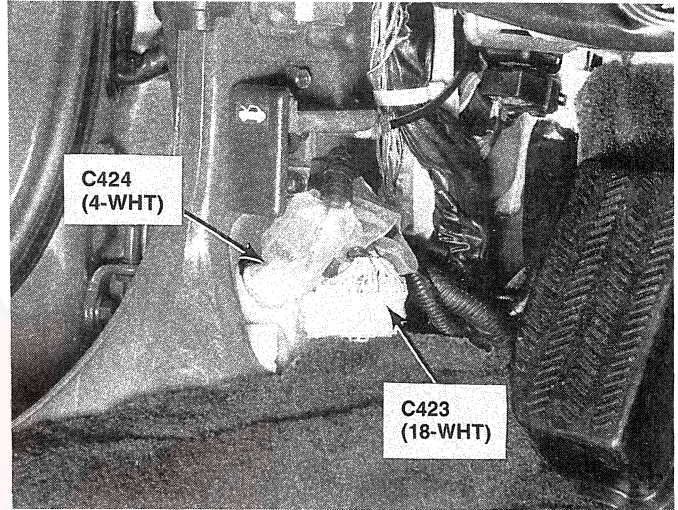




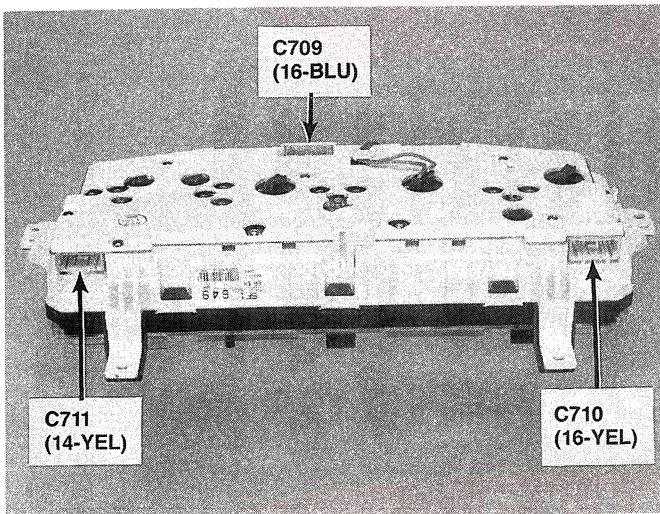
55. Below Left Front of Car (Splash Guard Removed)



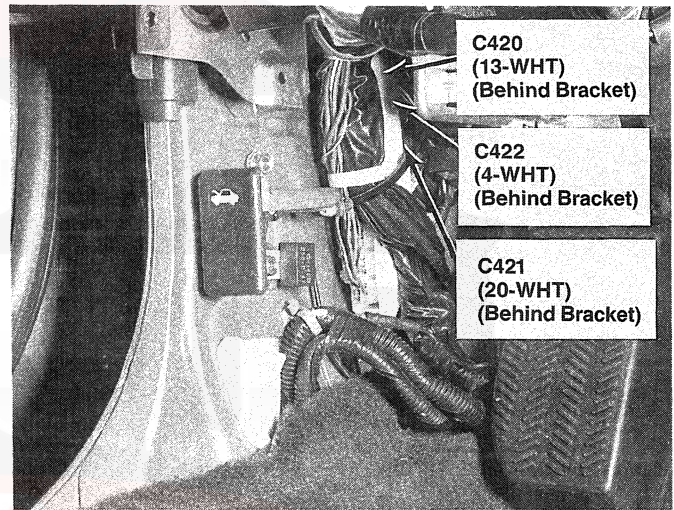
58. Left Kick Panel



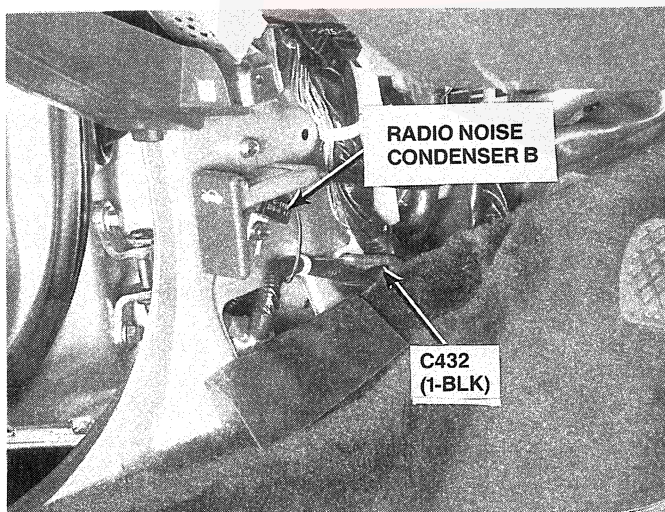
56. Rear of Gauge Assembly



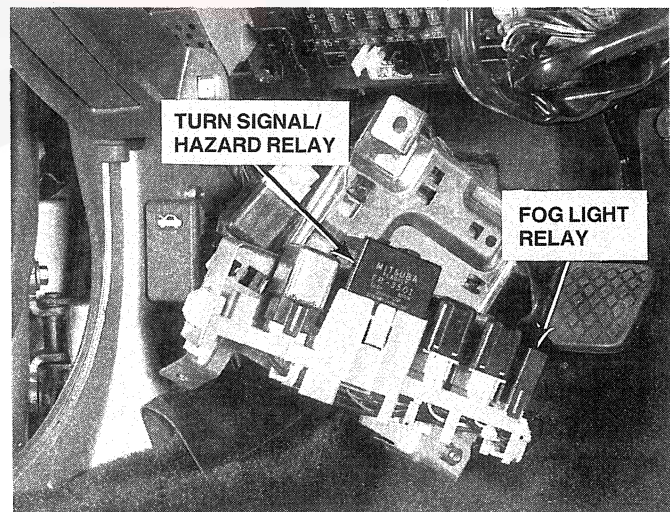
59. Below Left Side of Dash, at Kick Panel



57. Left Kick Panel

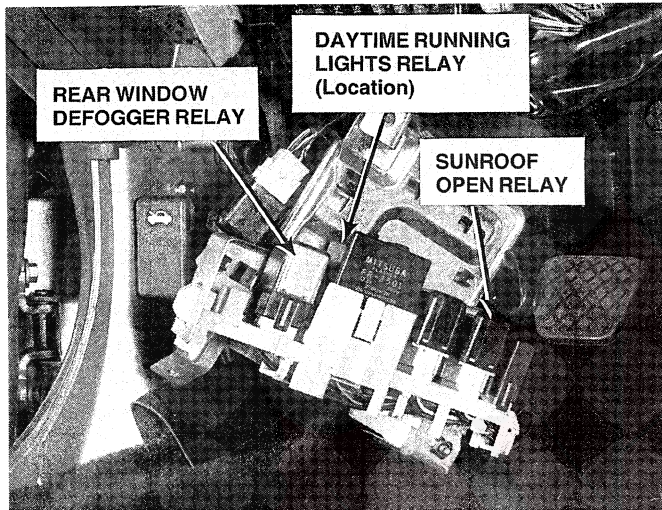


60. Below Left Side of Dash
(Dash Relay Holder Loosened)

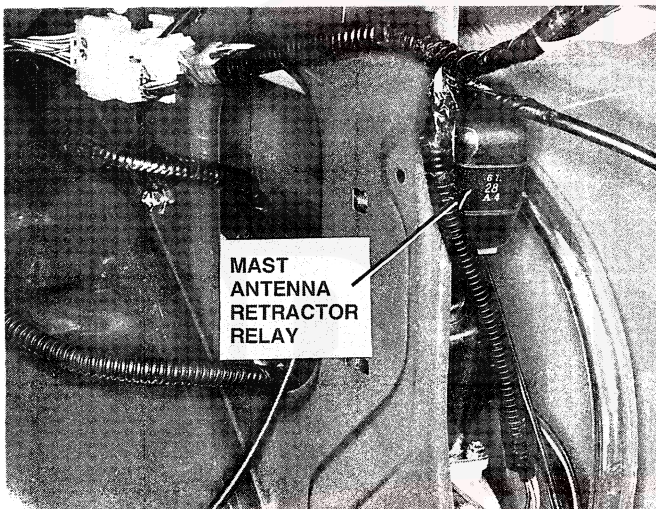


Component Location

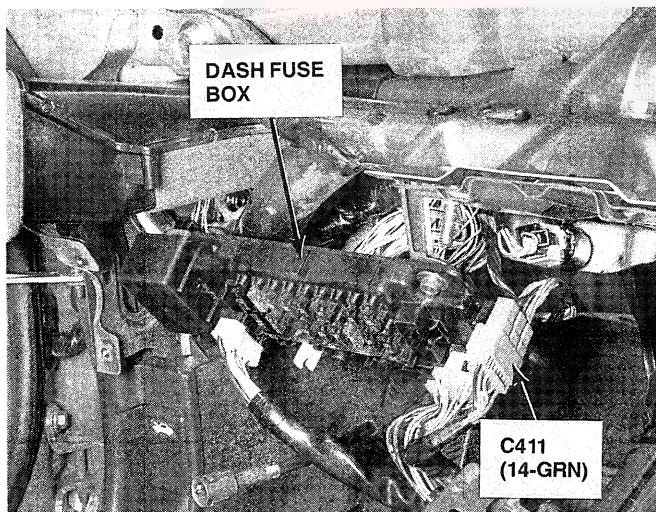
61. Below Left Side of Dash
(Dash Relay Holder Loosened)



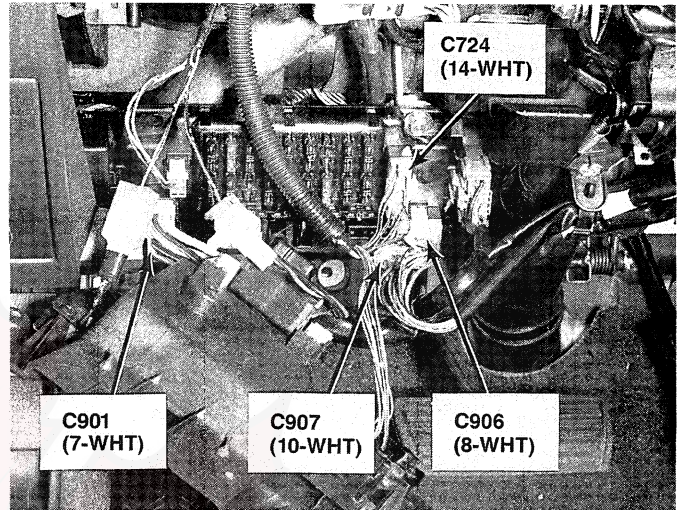
62. Below Left Side of Dash
(Dash Relay Holder Loosened)



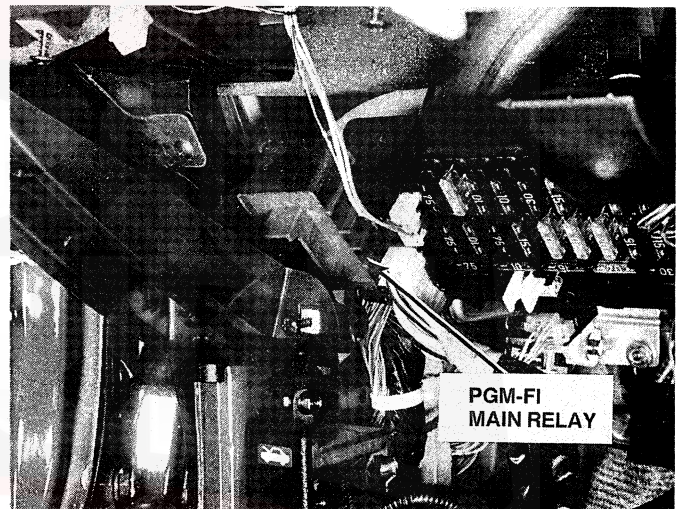
63. Behind Left Side of Dash



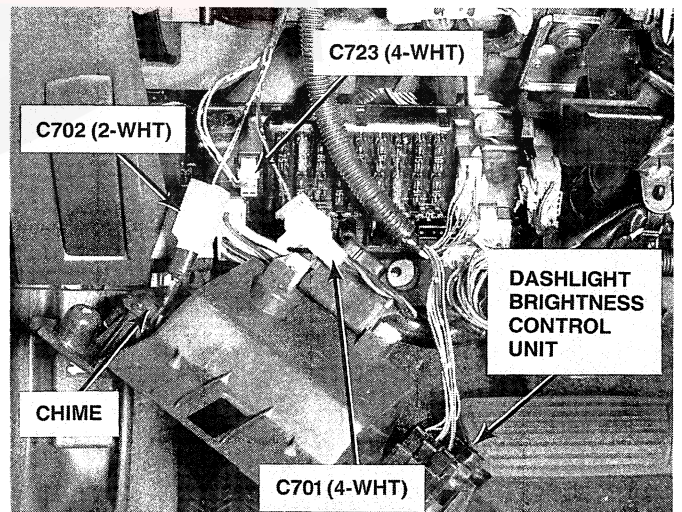
64. Behind Left Side of Dash
(Lower Panel Removed)

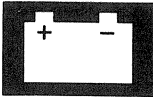


65. Below Dash, Left Side of Steering Column

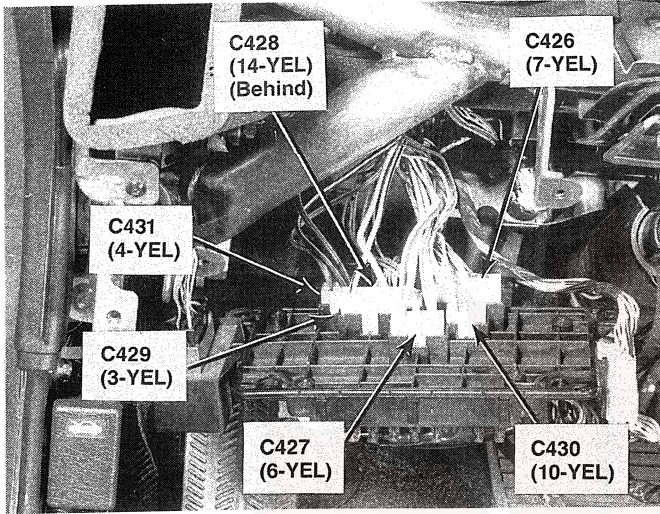


66. Behind Left Side of Dash
(Lower Panel Removed)

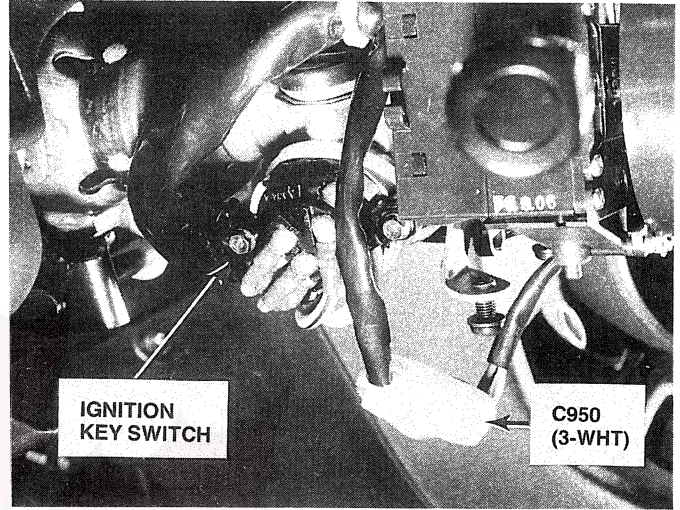




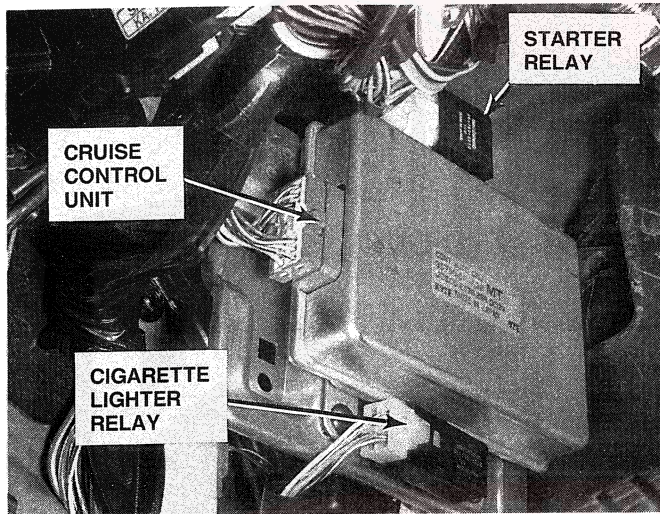
**67. Behind Left Side of Dash
(Dash Fuse Box Loosened)**



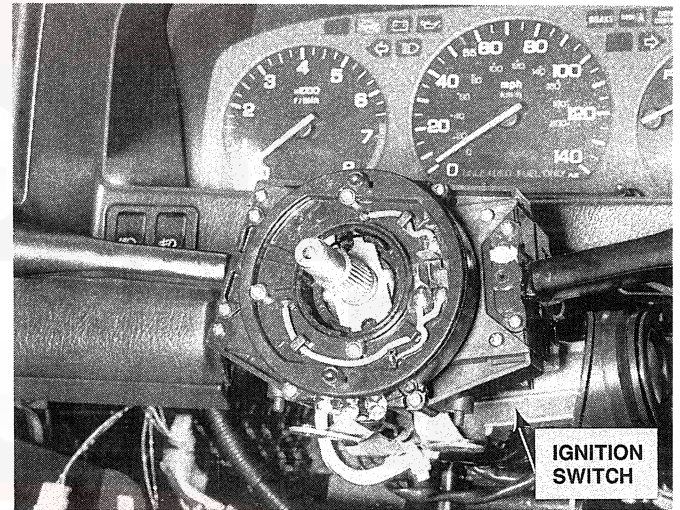
70. Top Left Side of Steering Column



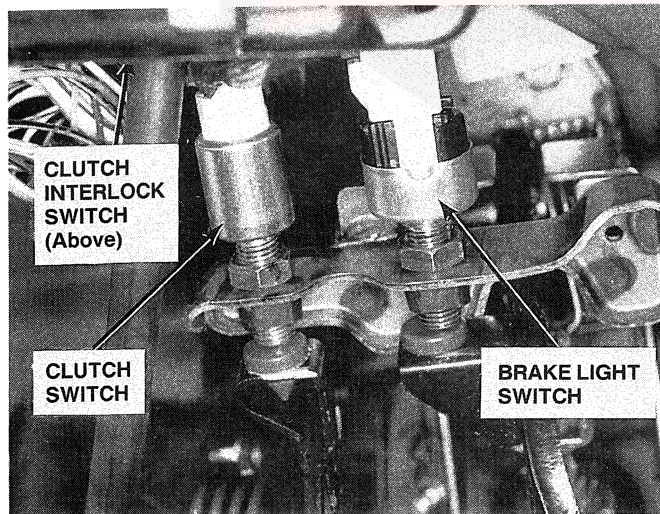
68. Behind Left Side of Dash



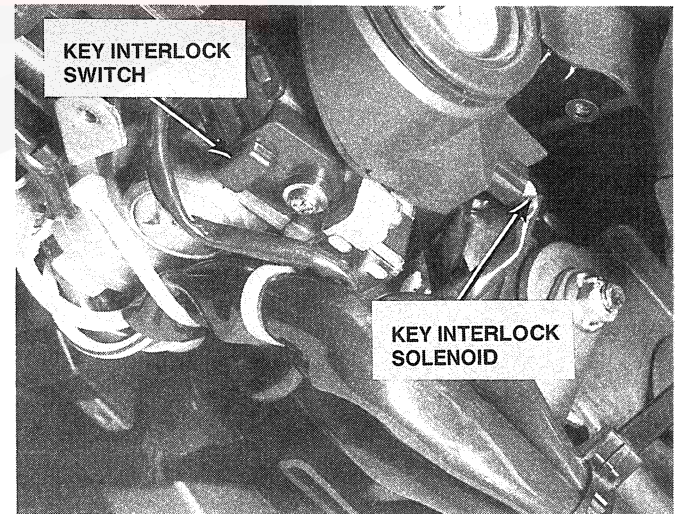
**71. Top of Steering Column
(Steering Wheel Removed)**



69. Behind Left Side of Dash, Above Brake Pedal

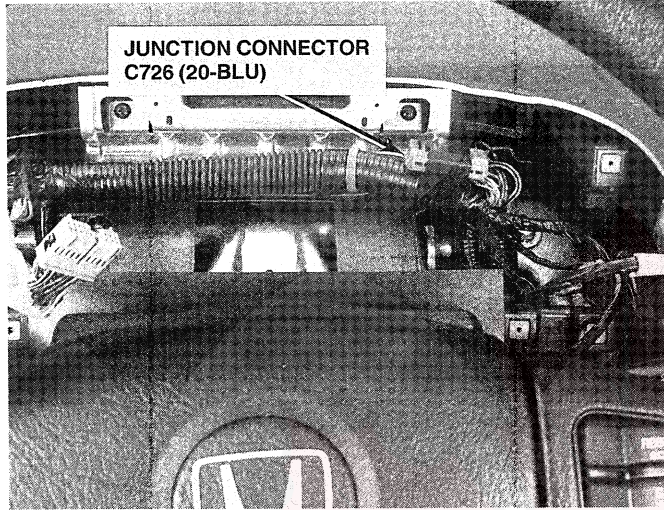


72. Top Right Side of Steering Column

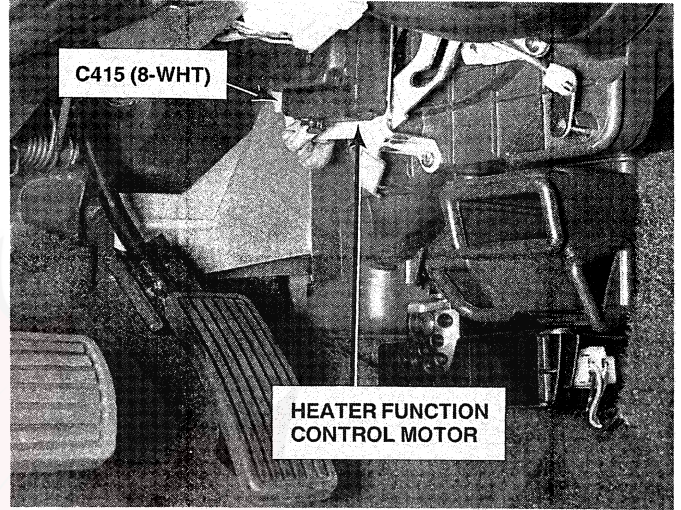


Component Location

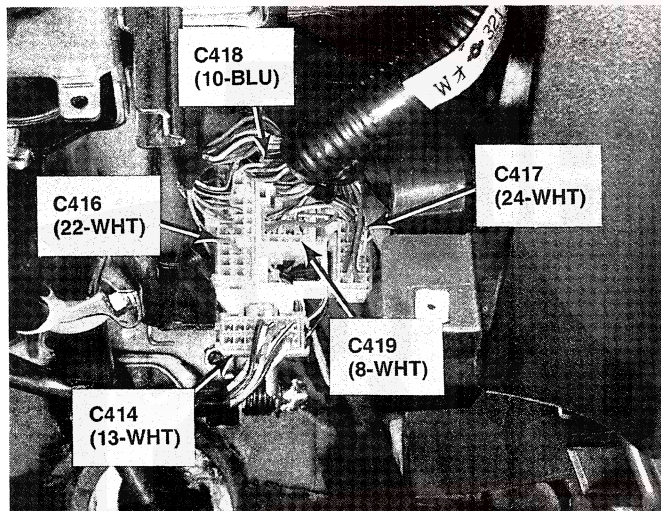
73. Behind Top Left Side of Dash
(Gauge Assembly Removed)



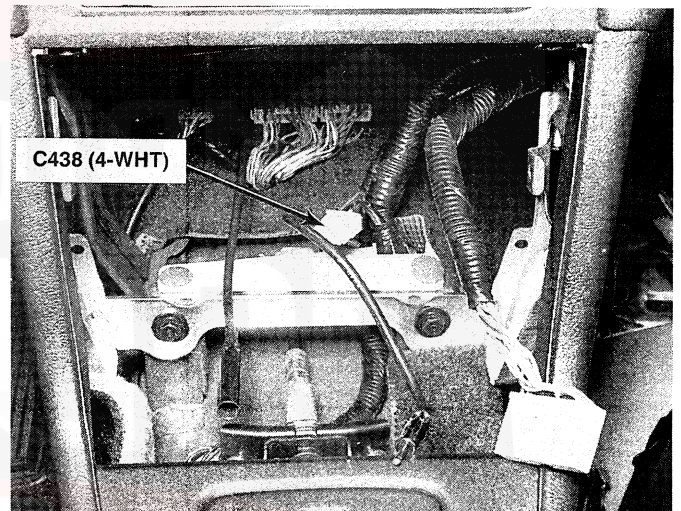
76. Behind Center of Dash, Left Side of Heater Assembly



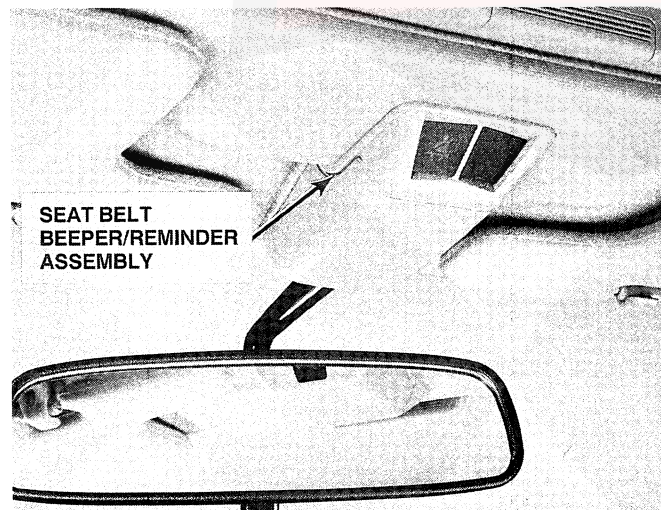
74. Below Dash, Right of Steering Column



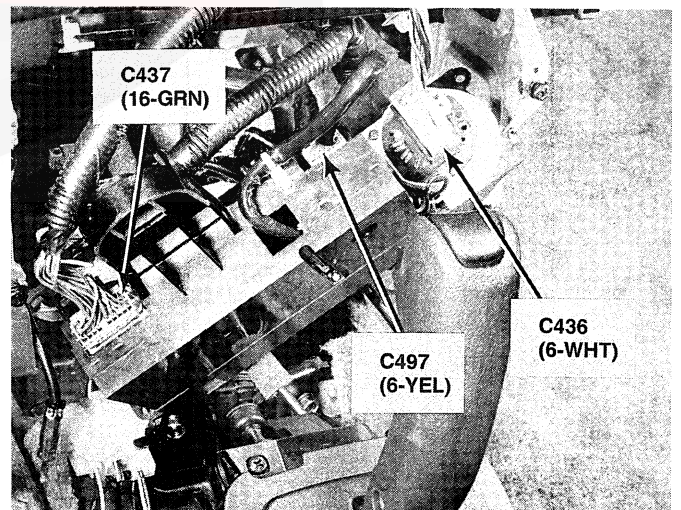
77. Behind Center of Dash (Stereo Radio/Cassette Player
and Heater Control Removed)

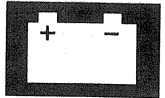


75. Center of Windshield Header

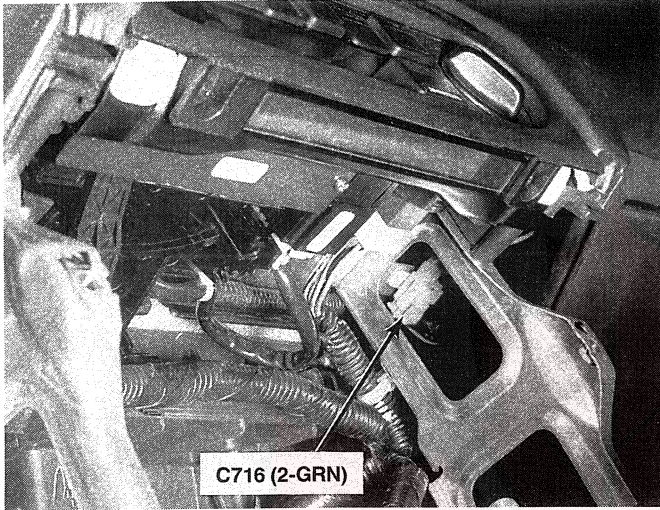


78. Behind Center of Dash

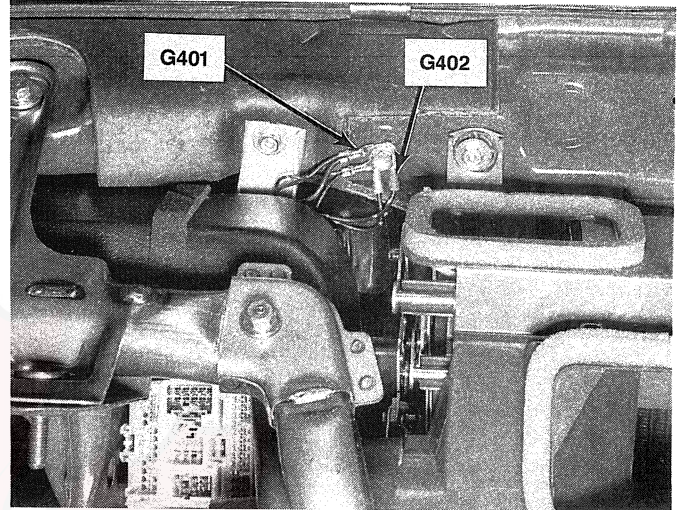




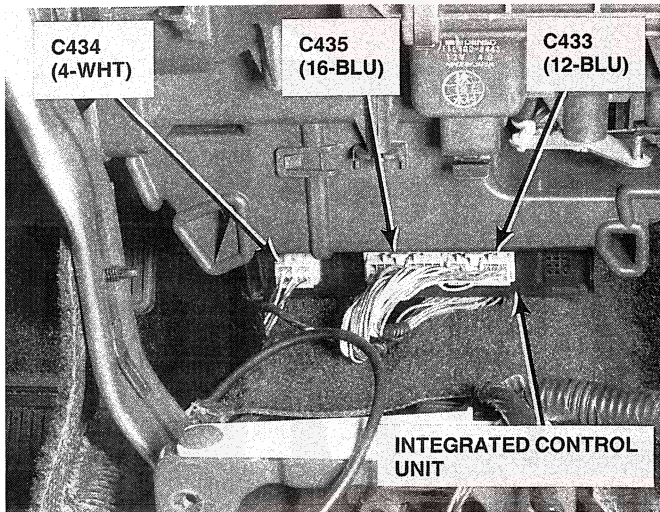
79. Behind Center of Dash



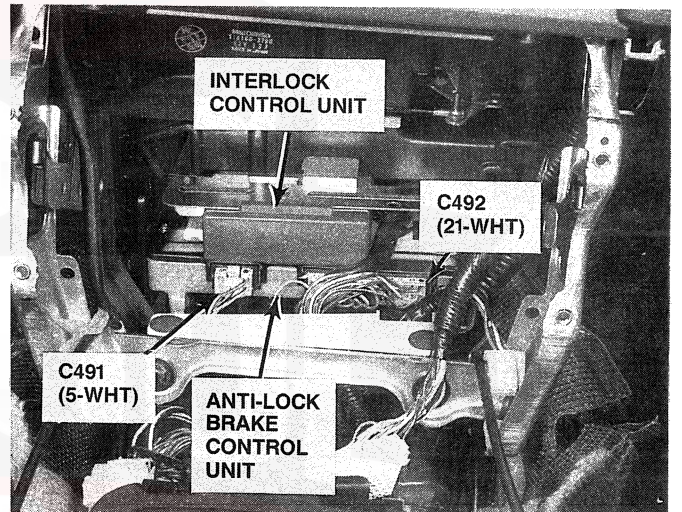
82. Behind Top Center of Dash (Dash Removed)



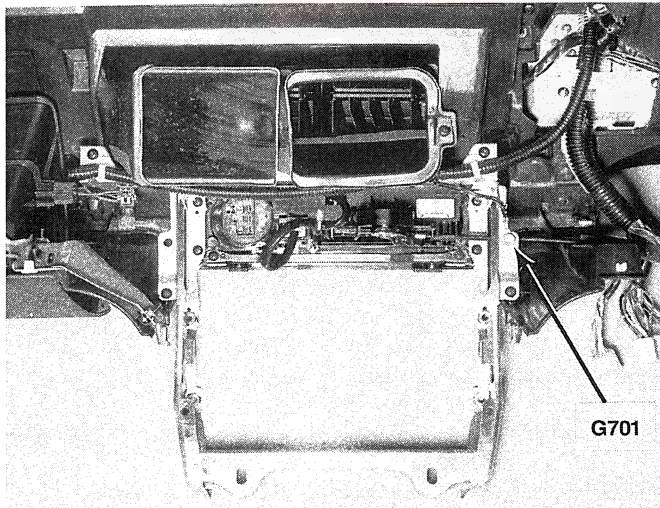
80. Behind Center of Dash (2.1 Si) (Anti-lock Brake Control Unit and Interlock Control Unit Removed)



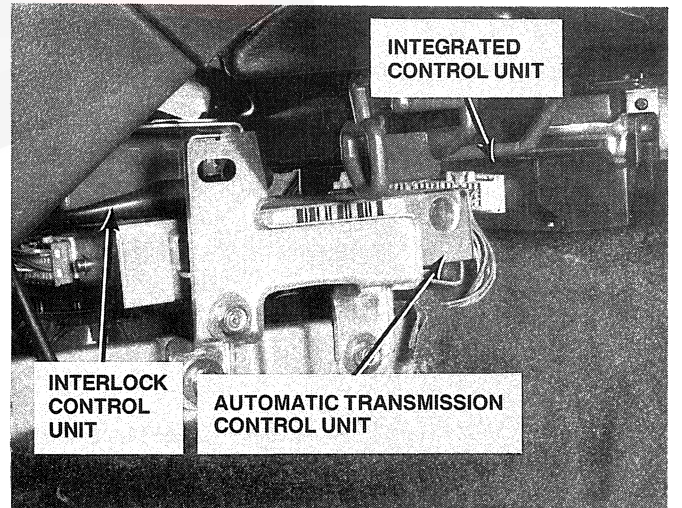
83. Behind Center of Dash (2.1 Si)



81. Center Rear of Dash (Dash Removed)

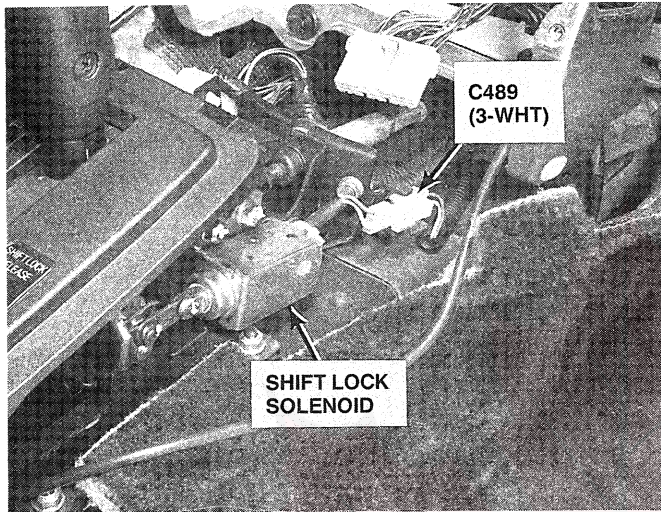


84. Below Center of Dash (2.0 Si)

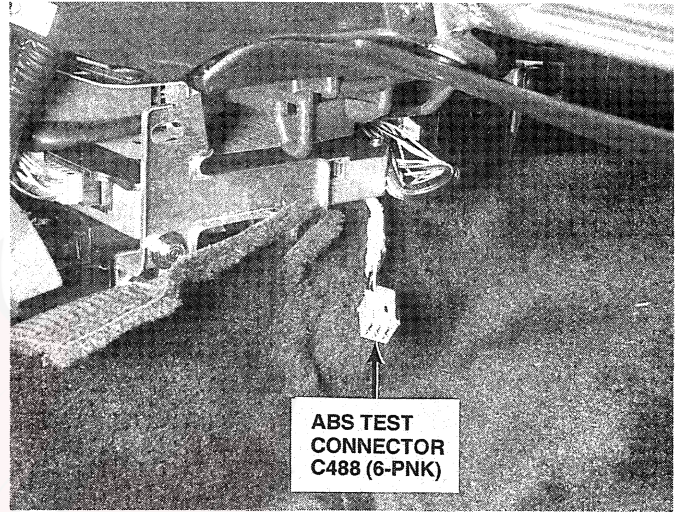


Component Locations

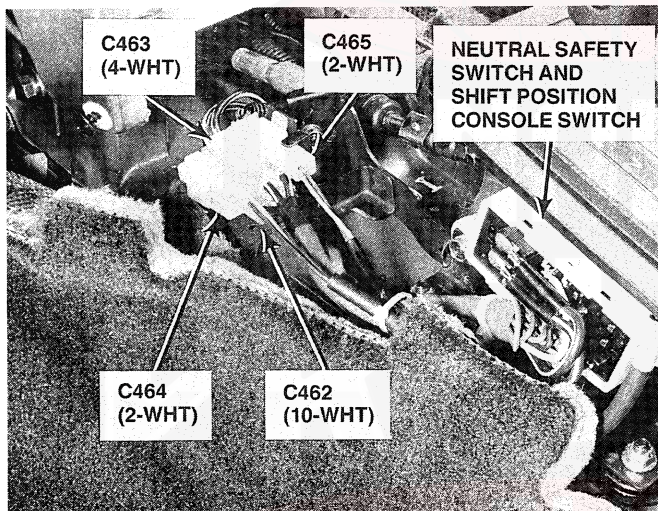
85. Below Front Right Side of Console



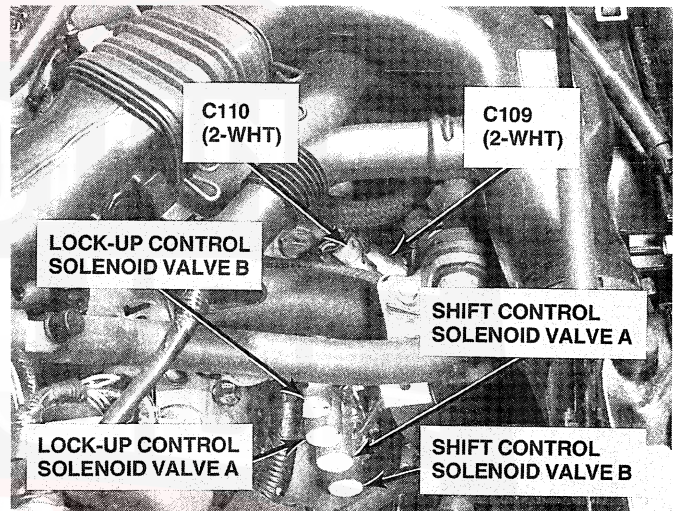
88. Below Front Right Side of Console



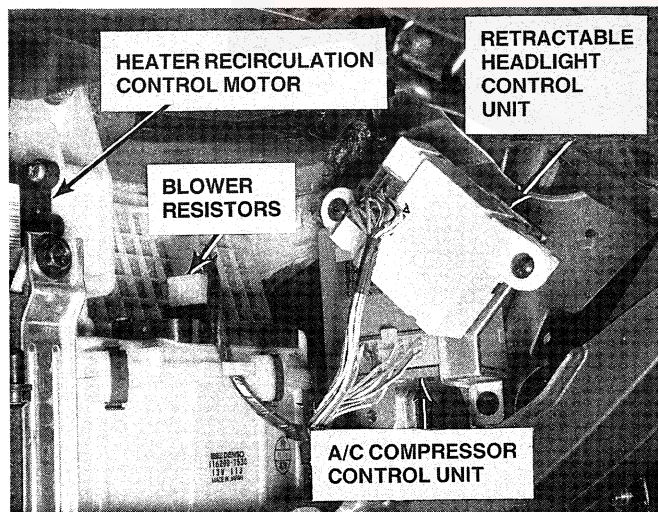
86. Below Left Side of Console



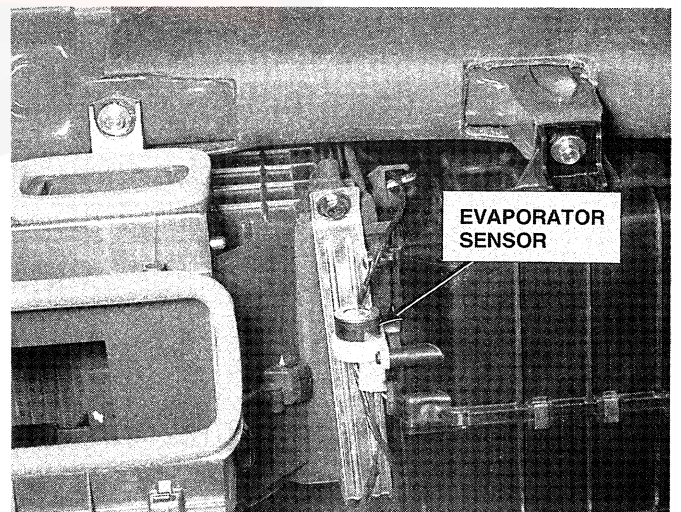
89. Below Rear of Console

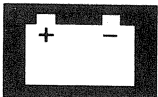


87. Behind Right Side of Dash

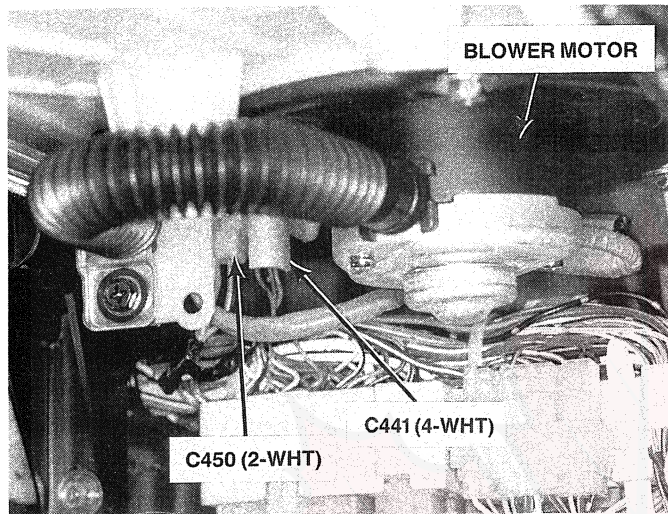


90. Behind Right Side of Dash (Dash Removed)

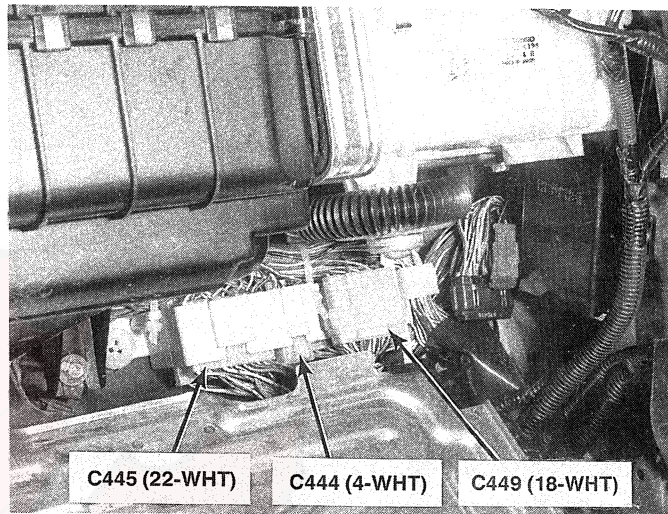




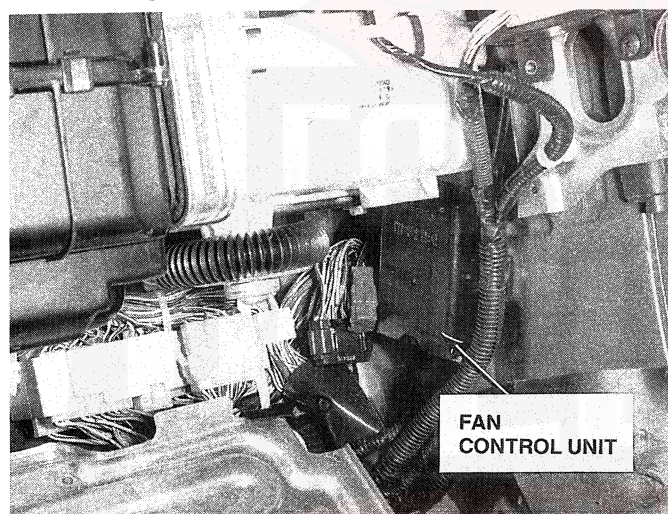
91. Below Right Side of Dash (Dash Removed)



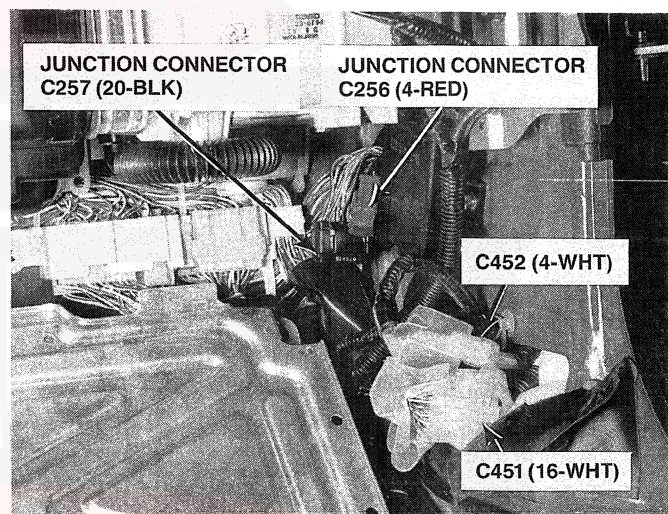
94. Below Right Side of Dash (Dash Removed)



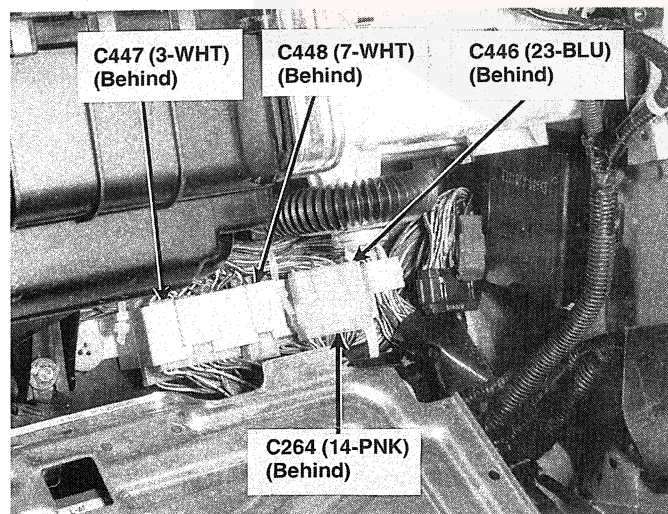
92. Below Right Side of Dash (Dash Removed)



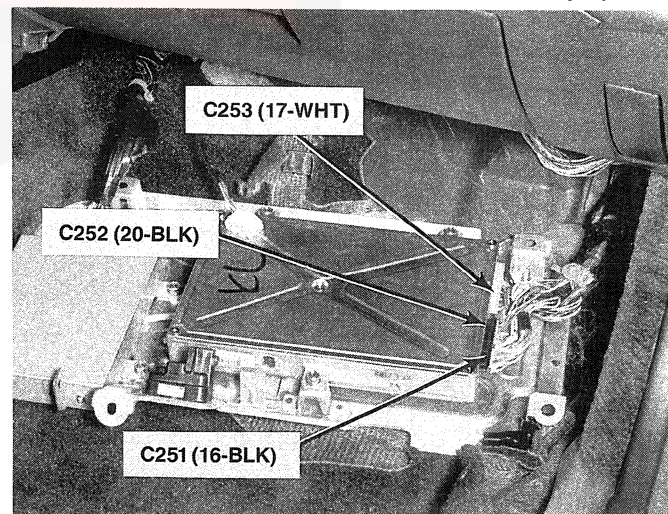
95. Below Right Side of Dash



93. Below Right Side of Dash (Dash Removed)

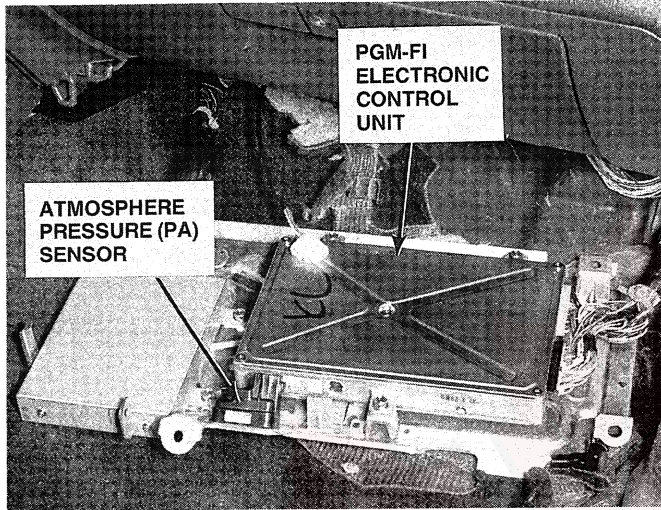


96. Below Right Front Footrest (2.0 Si) (Under Carpet)

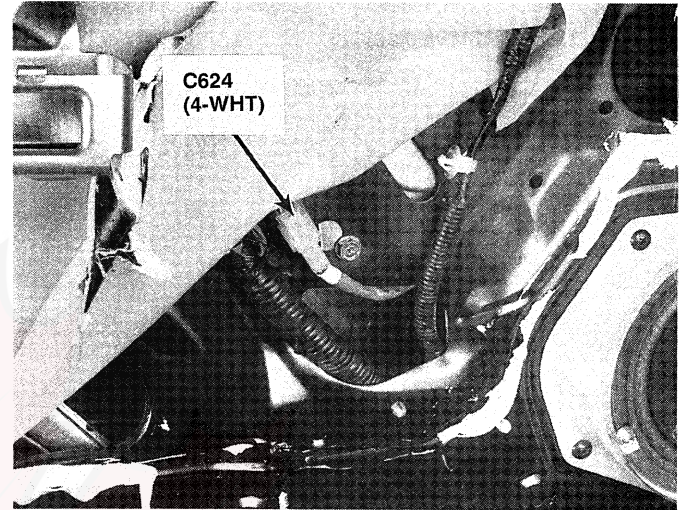


Component Location

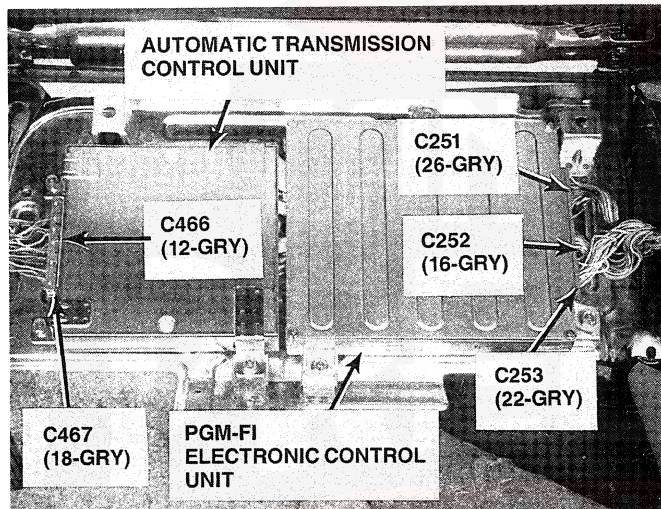
97. Below Right Front Footrest (2.0 Si)
(Below Carpet)



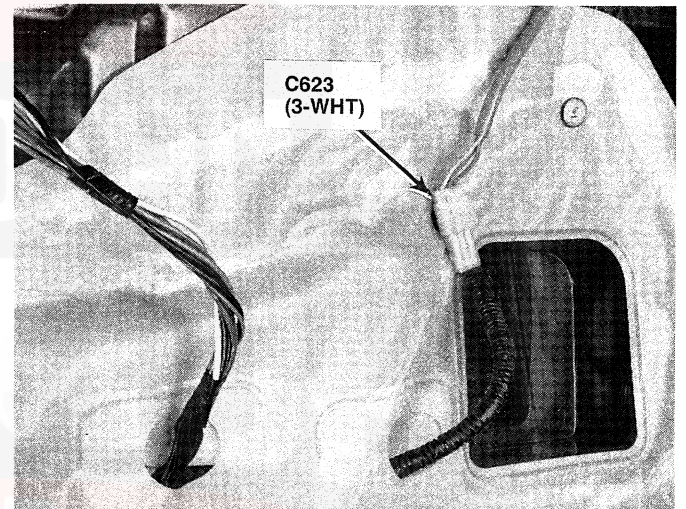
100. Inside Front of Left Front Door



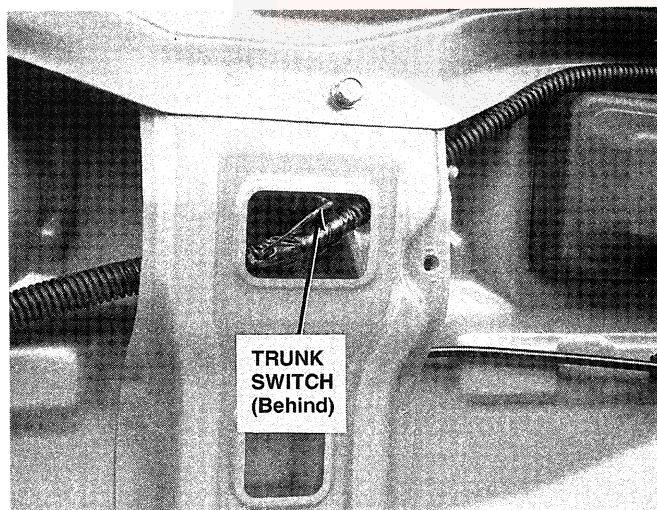
98. Below Right Front Footrest (Under Carpet)



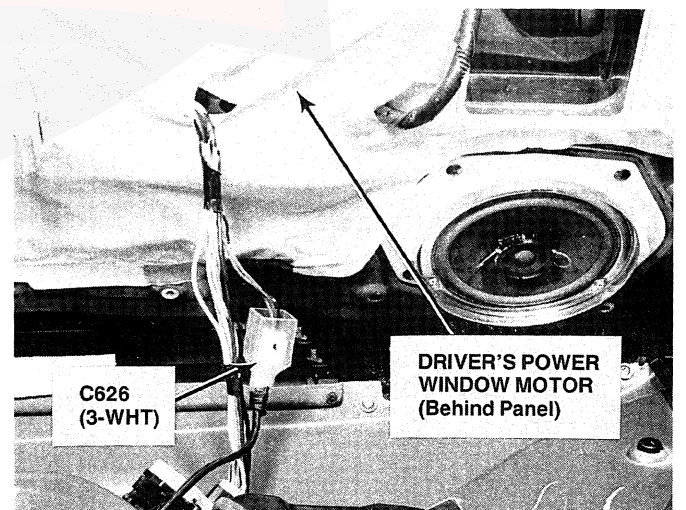
101. Inside Front of Left Front Door

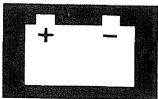


99. Center Rear of Trunk

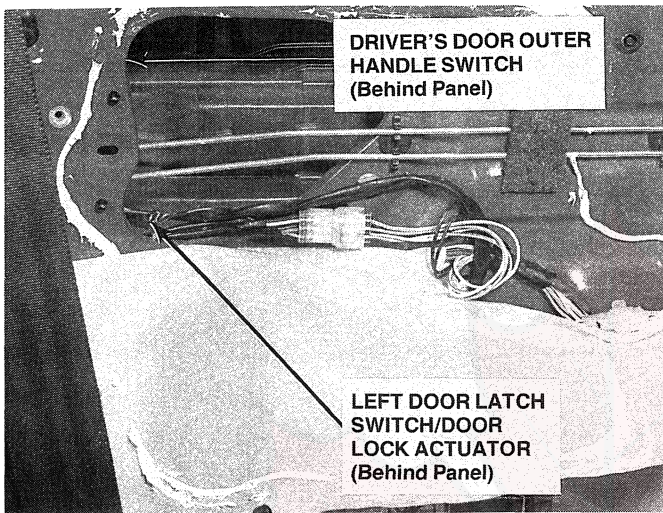


102. Inside Front of Left Front Door

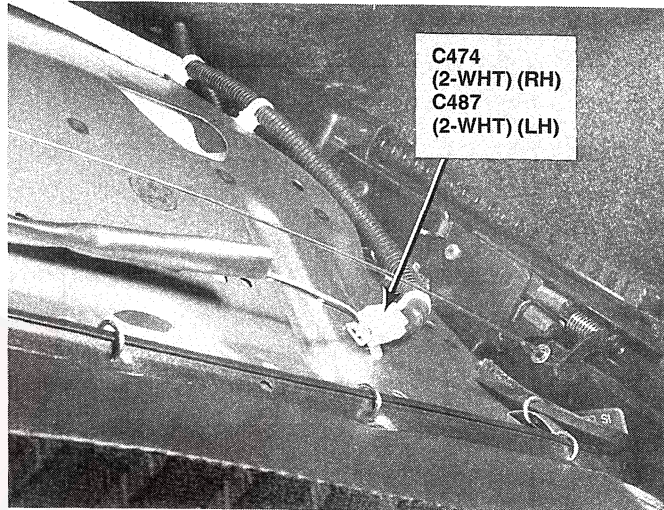




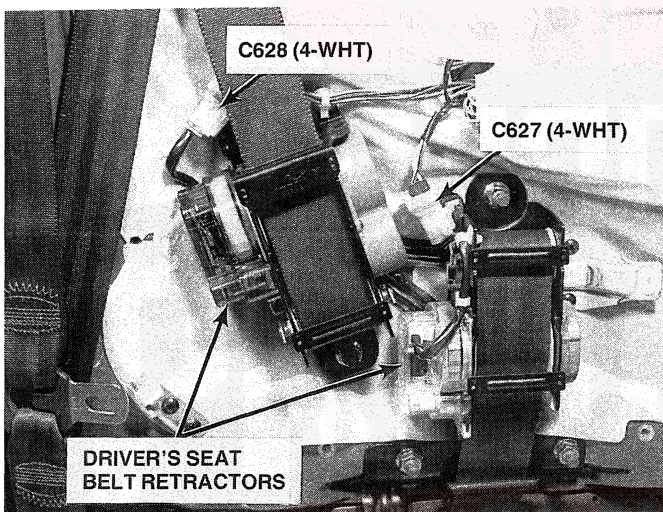
103. Inside Rear of Left Front Door



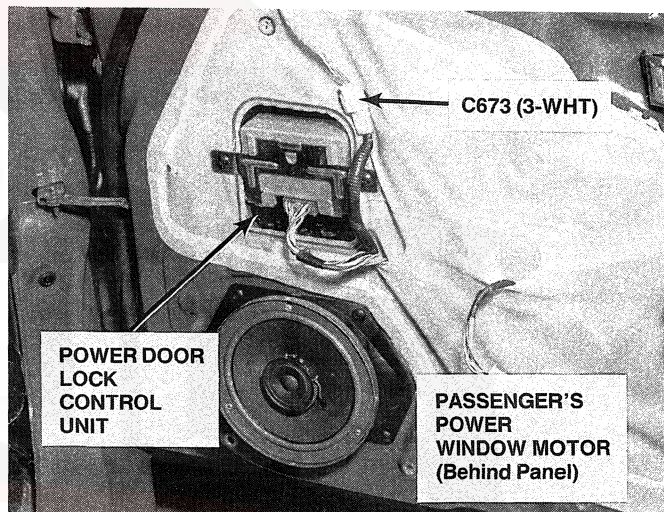
106. Under Left Front Seat (Right Similar)



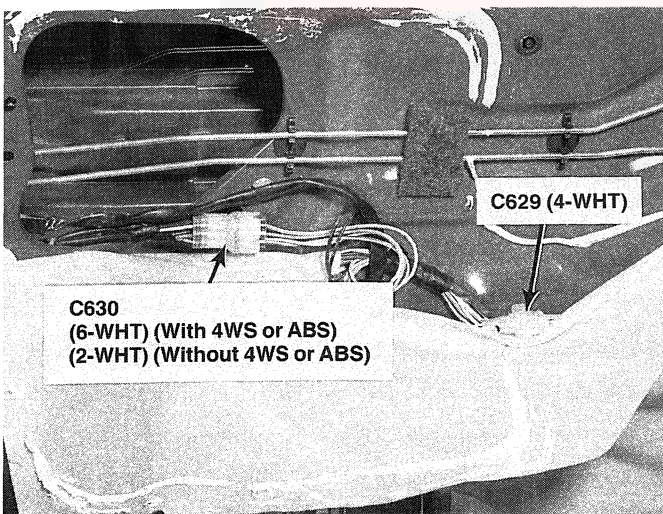
104. Inside Rear of Left Front Door



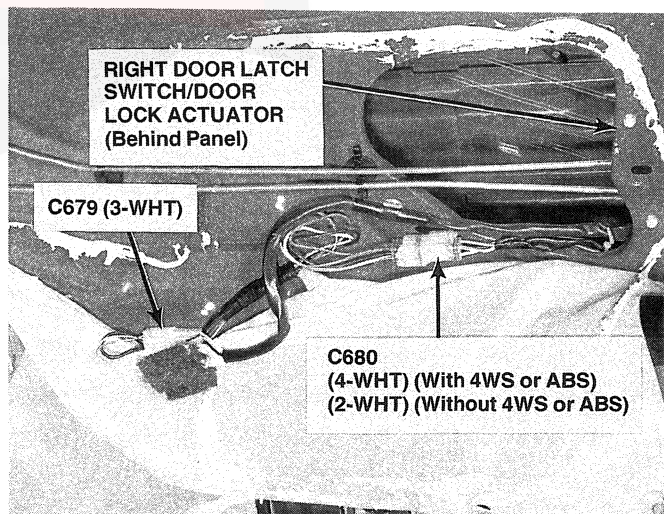
107. Inside Front of Right Front Door



105. Inside Rear of Left Front Door

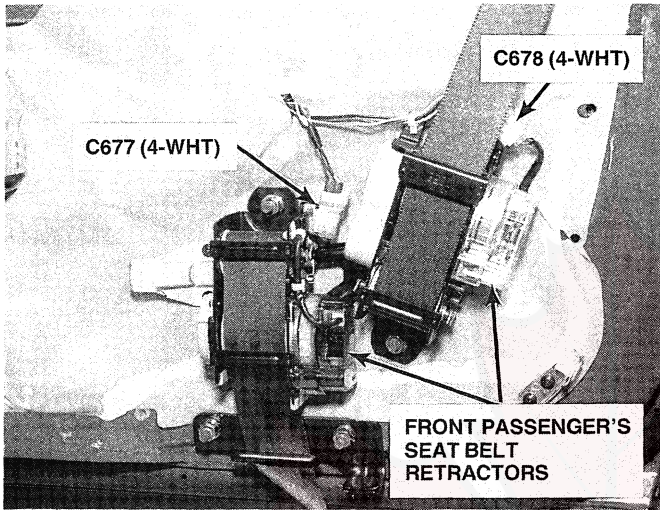


108. Inside Rear of Right Front Door

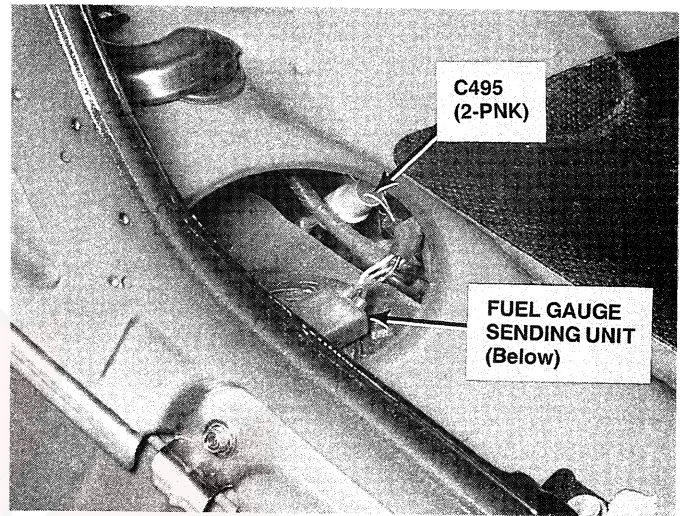


Component Location

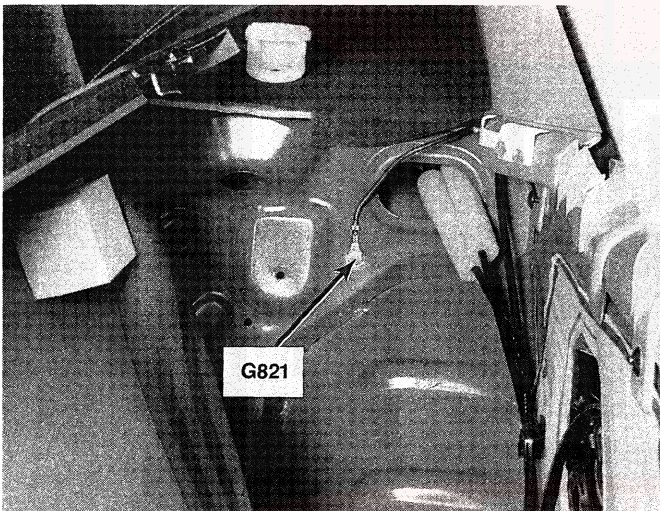
109. Inside Rear of Right Front Door



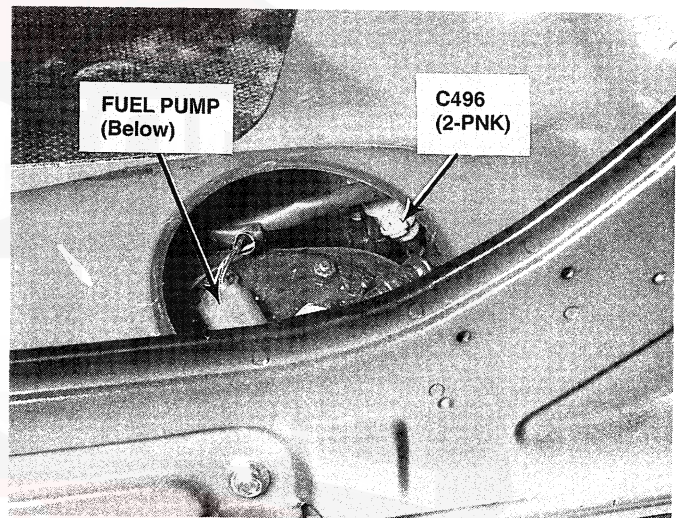
112. Behind Right Side of Rear Seat, Below Maintenance Cover



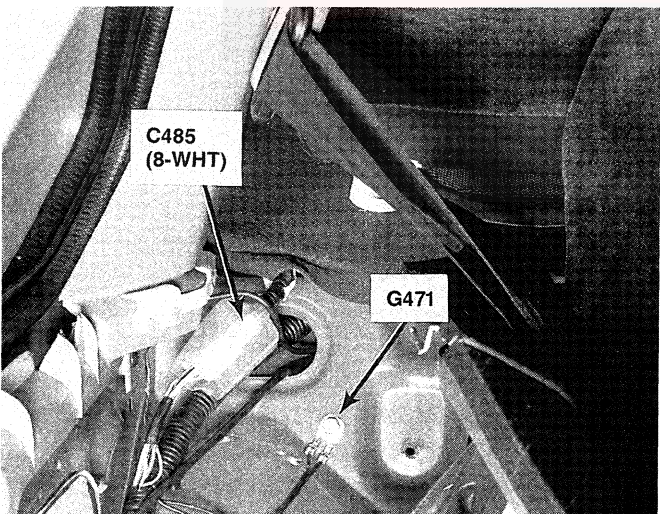
110. Behind Top Left Corner of Rear Seat



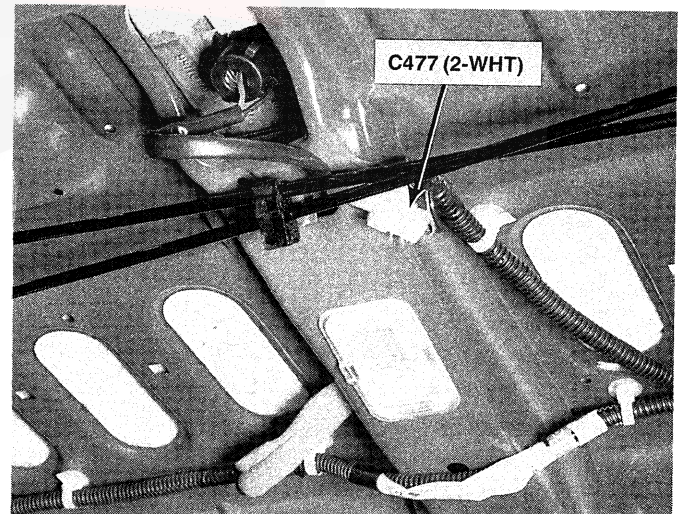
113. Behind Left Side of Rear Seat, Below Maintenance Cover

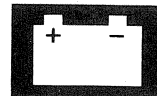


111. Behind Top Right Corner of Rear Seat

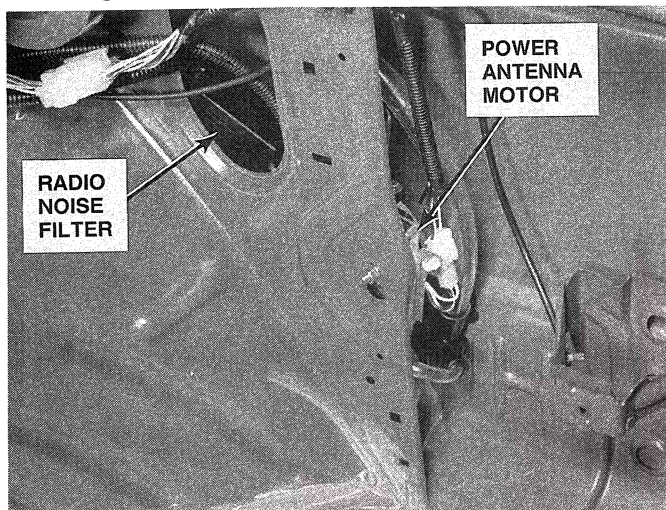


114. In Center of Trunk, Below Rear Deck

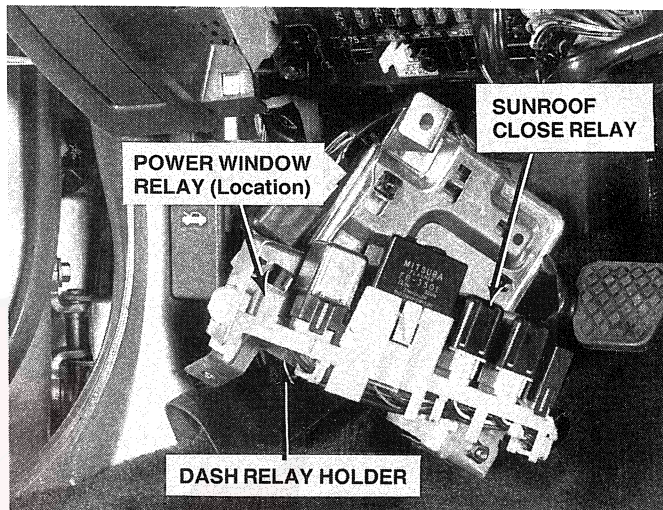




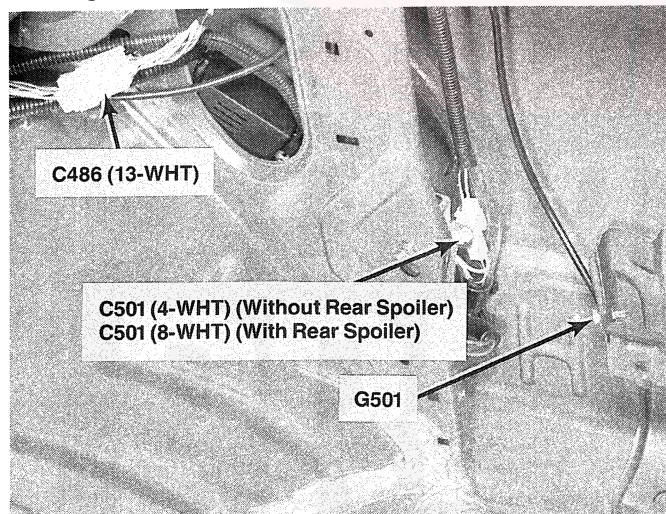
115. Right Rear of Trunk



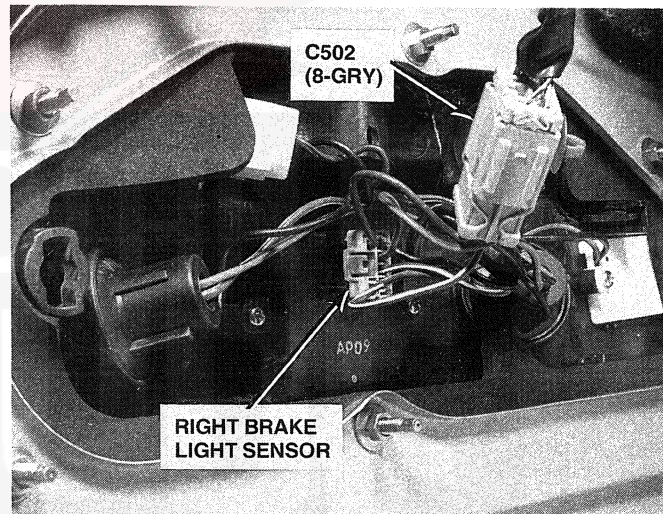
118. Right Side of Trunk



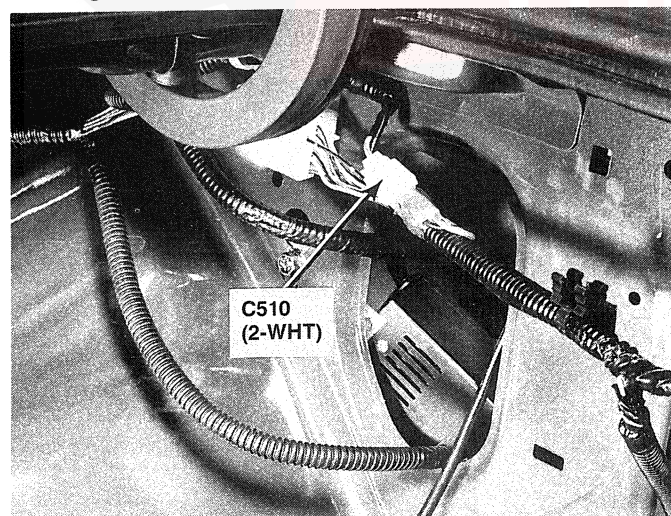
116. Right Rear of Trunk



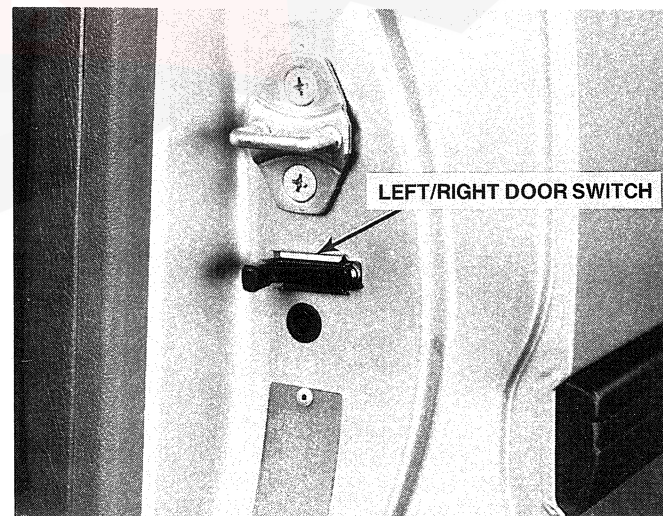
119. Right Rear of Trunk



117. Right Side of Trunk

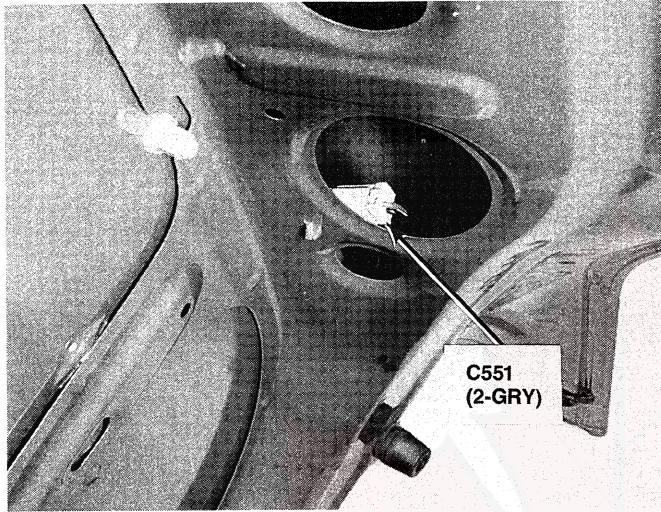


120. Left Center Pillar (Right Similar)

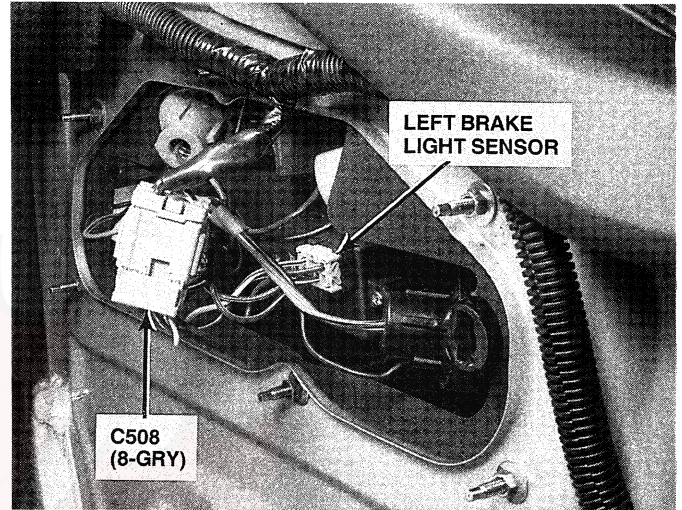


Component Location

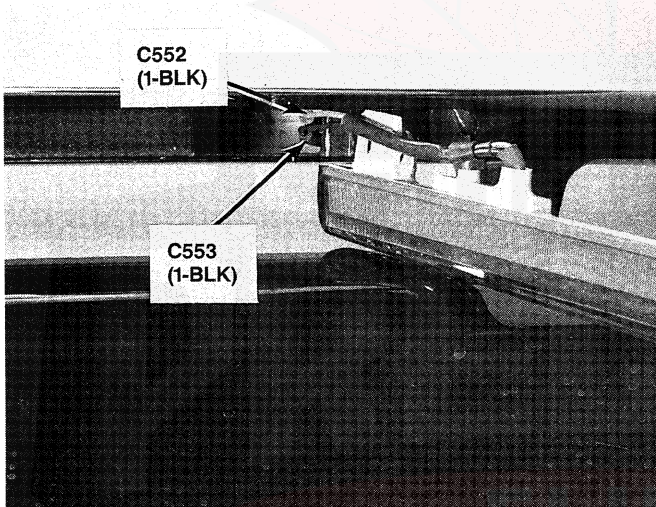
121. Right Rear of Trunk Lid



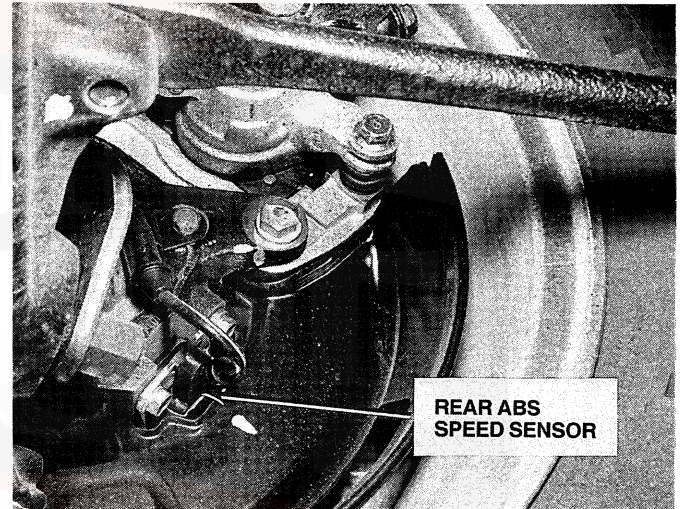
124. Left Rear of Trunk



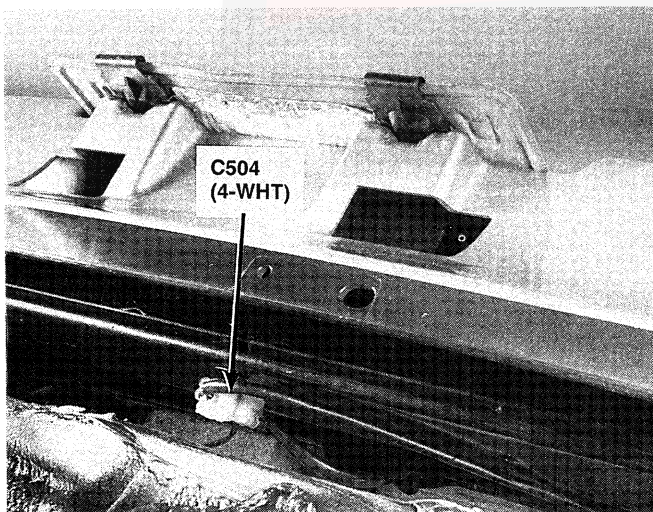
122. Center Rear of Trunk Lid, Inside Rear Spoiler

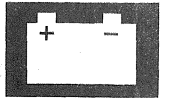


125. Behind Left Rear Wheel (Right Similar)

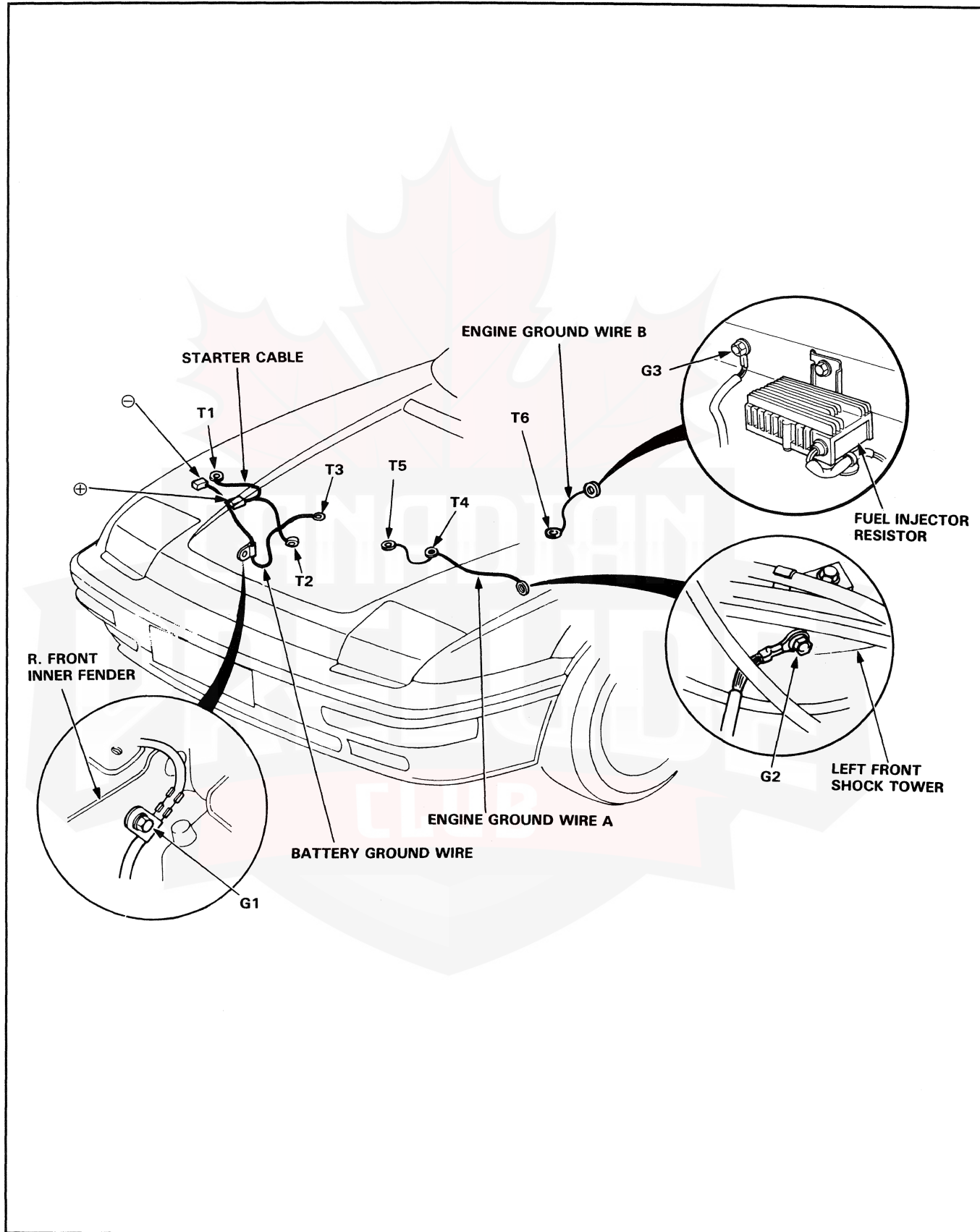


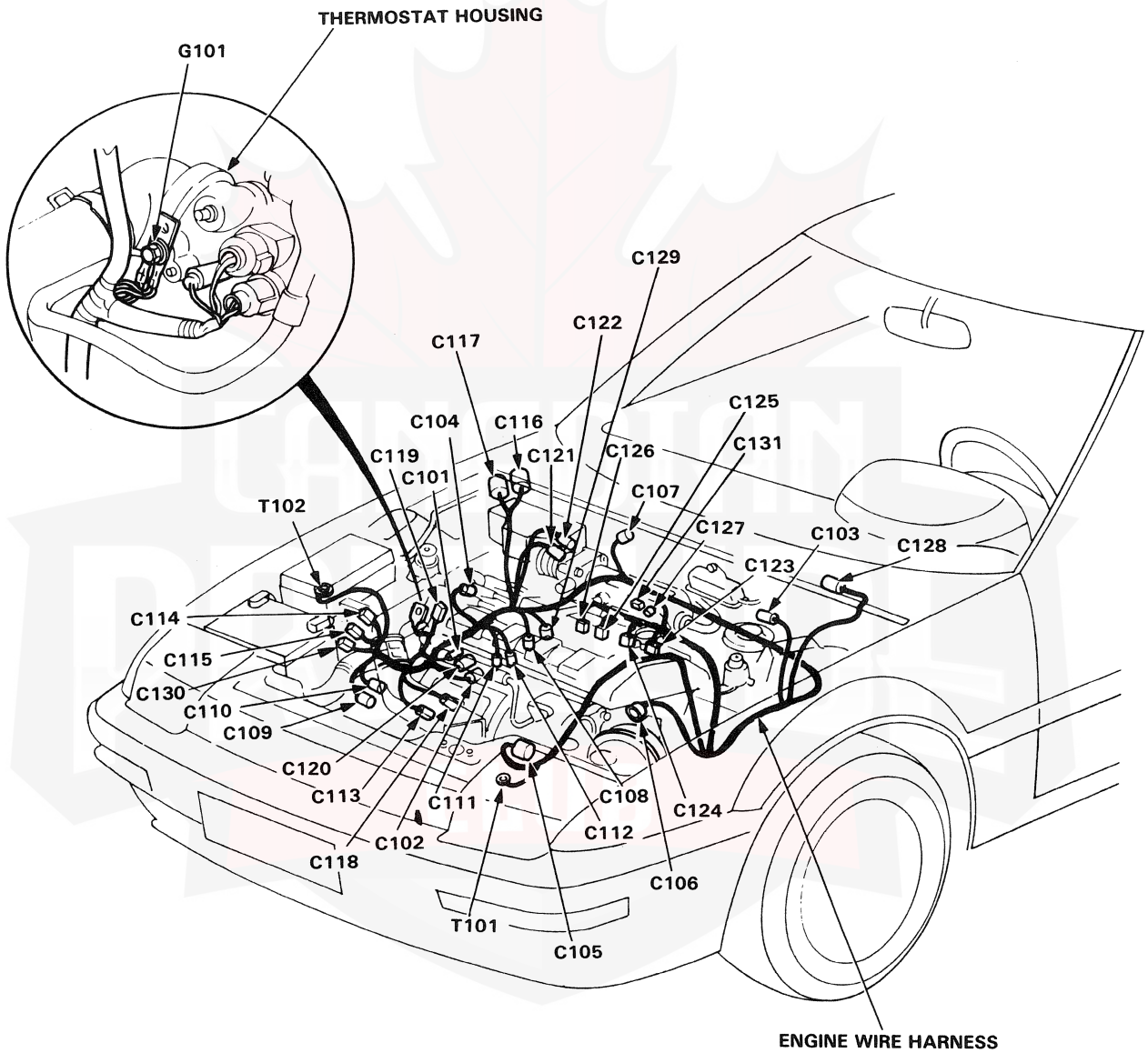
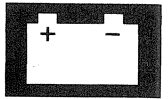
123. Behind Center of Rear Bumper





Connector and Wire Harness Routing

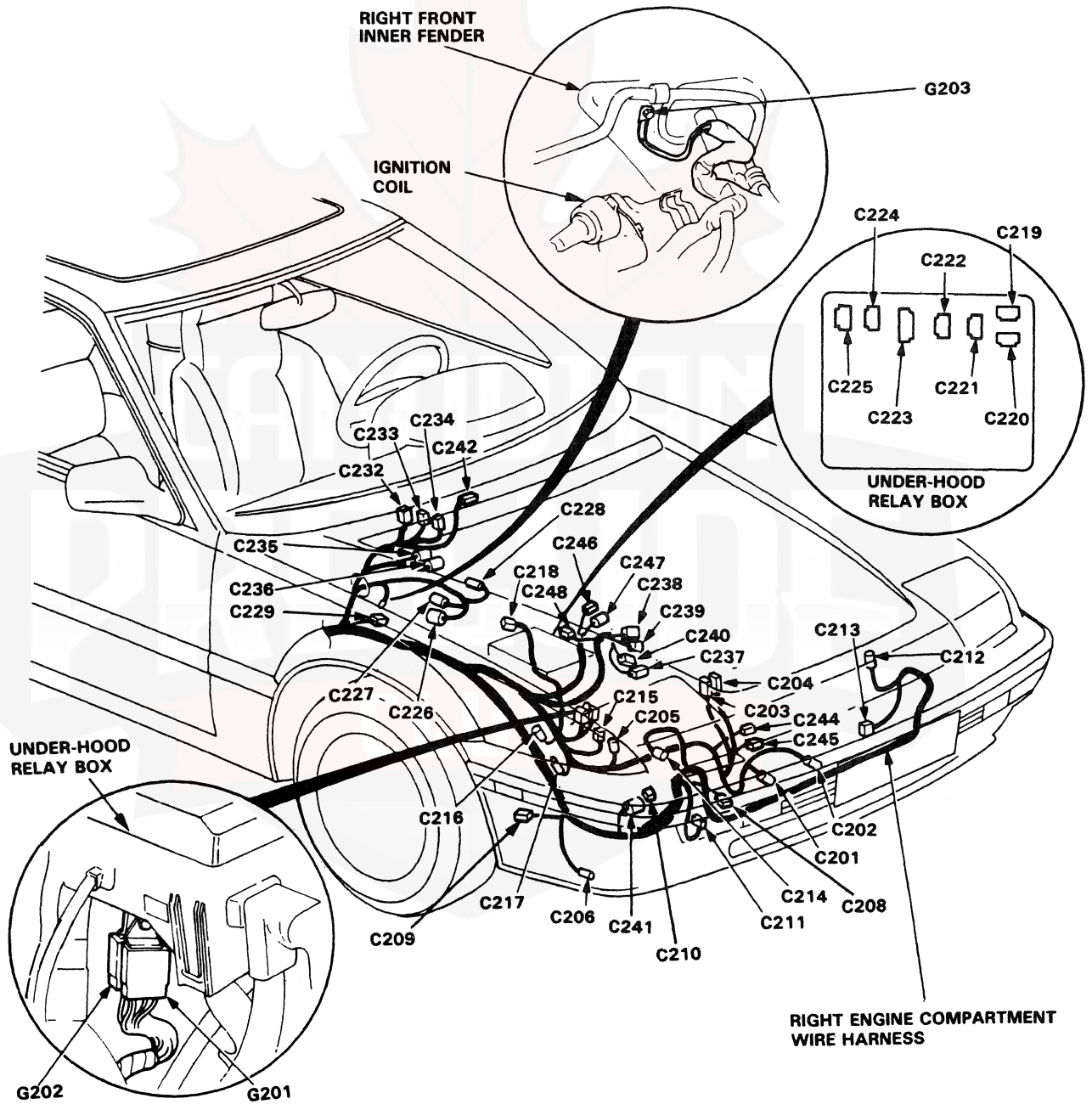


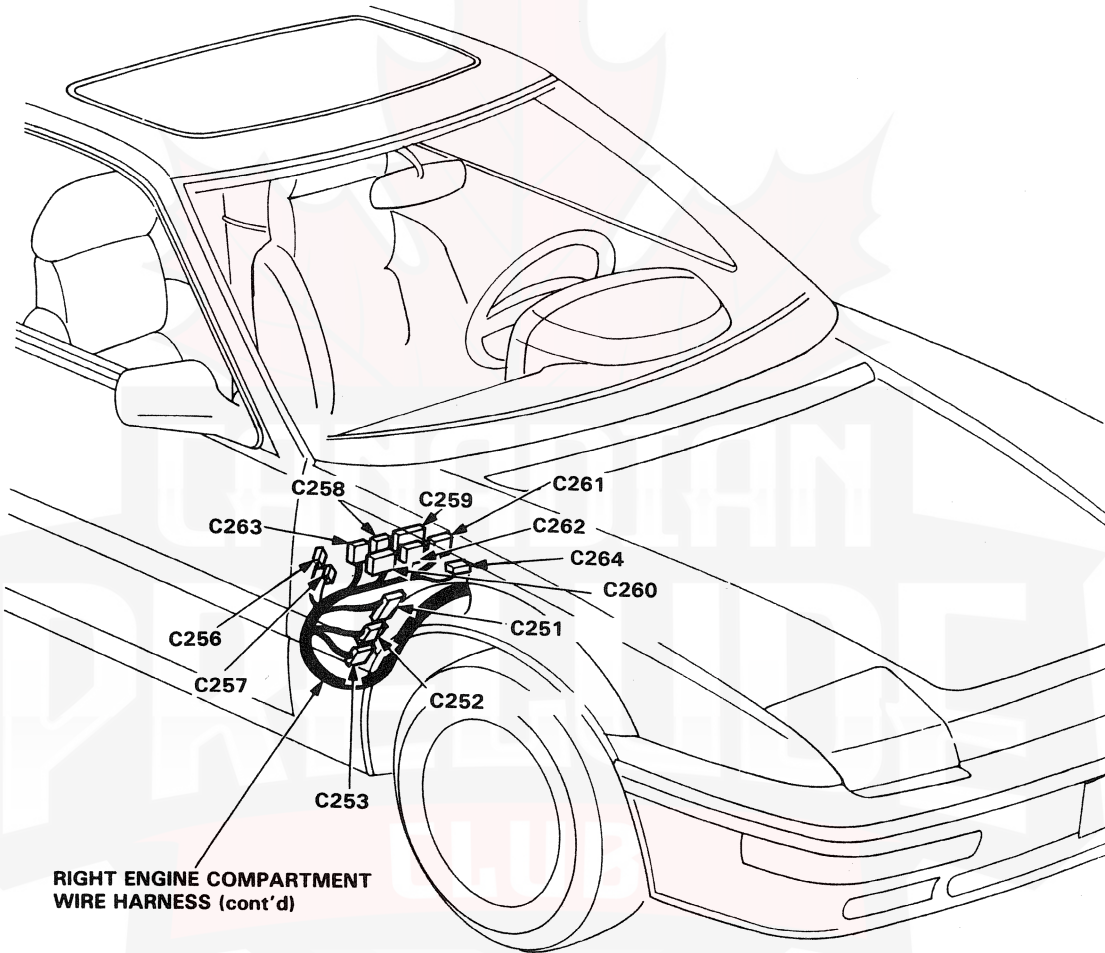
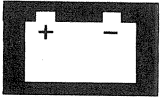


(cont'd)

Connector and Wire Harness Routing

(cont'd)



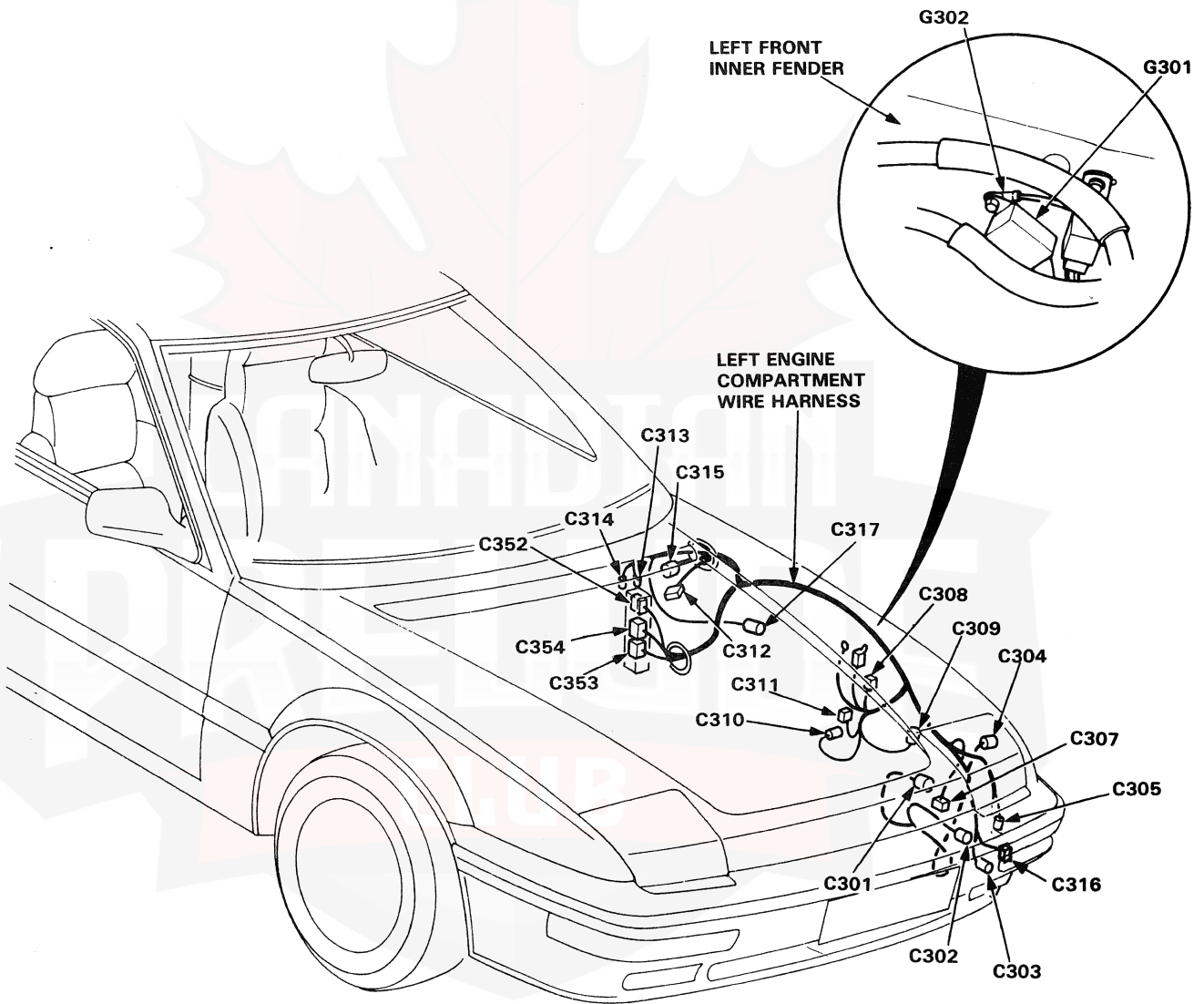


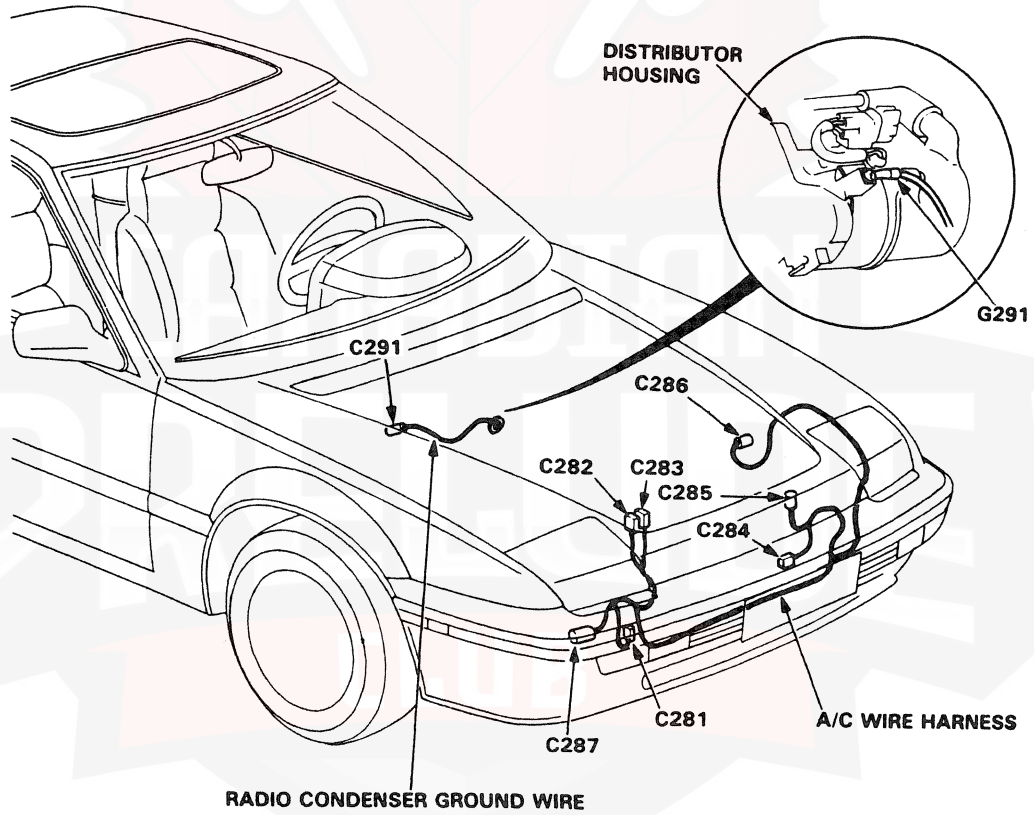
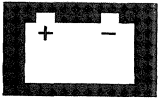
**RIGHT ENGINE COMPARTMENT
WIRE HARNESS (cont'd)**

(cont'd)

Connector and Wire Harness Routing

(cont'd)

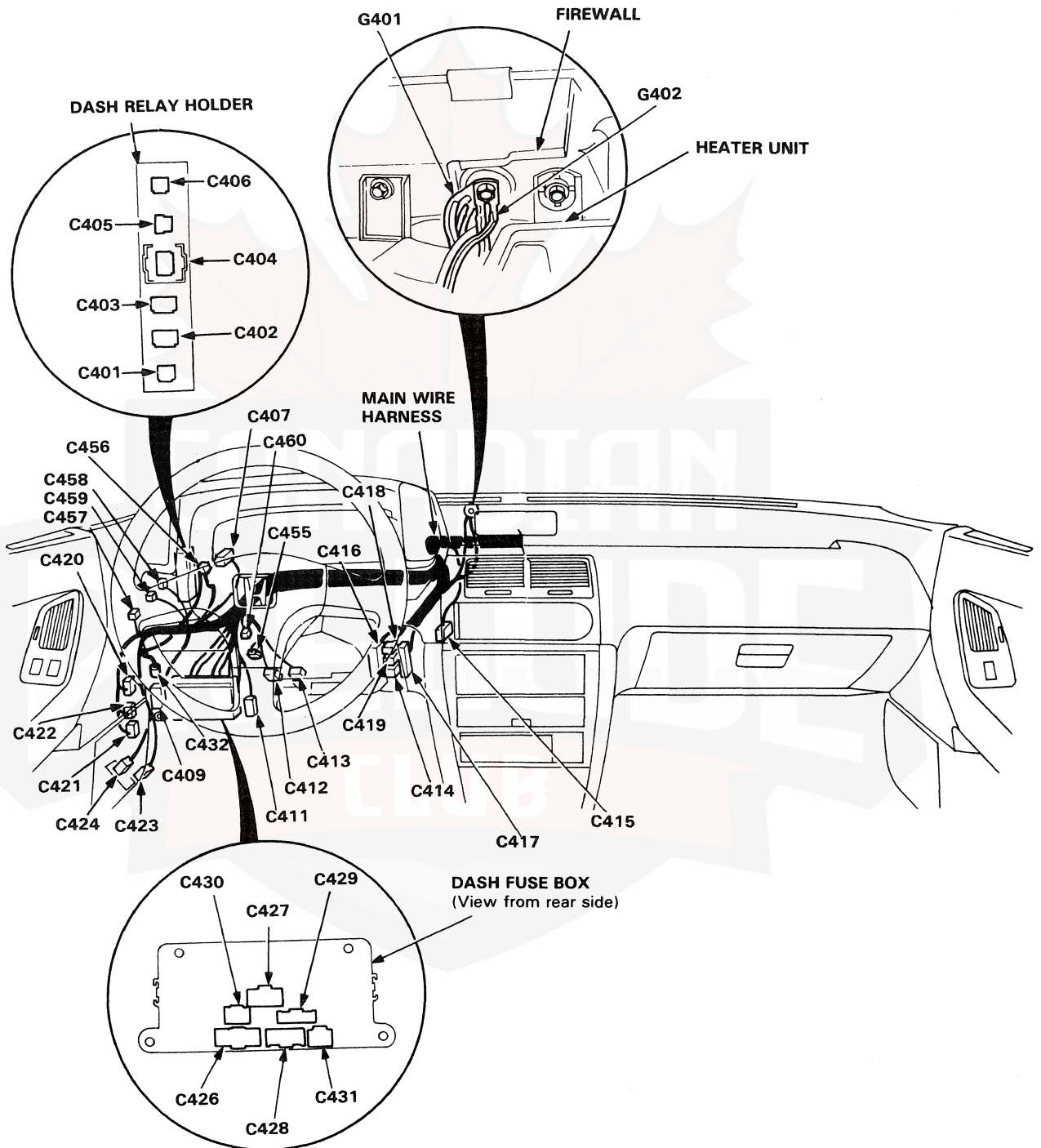


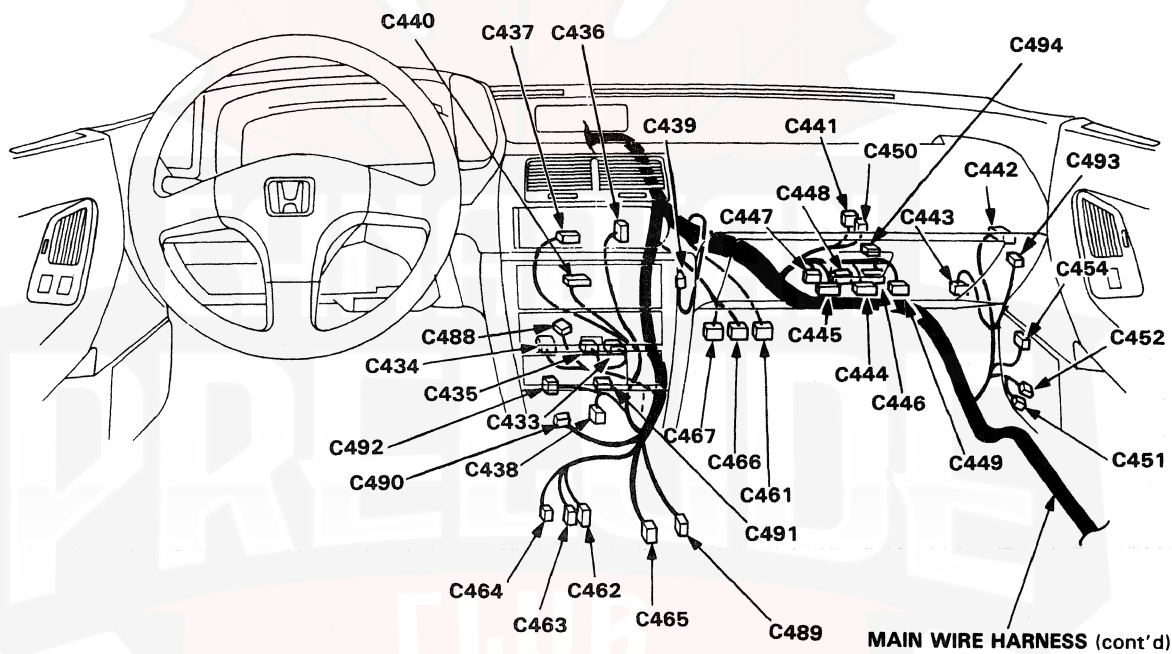
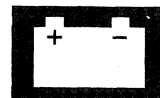


(cont'd)

Connector and Wire Harness Routing

(cont'd)

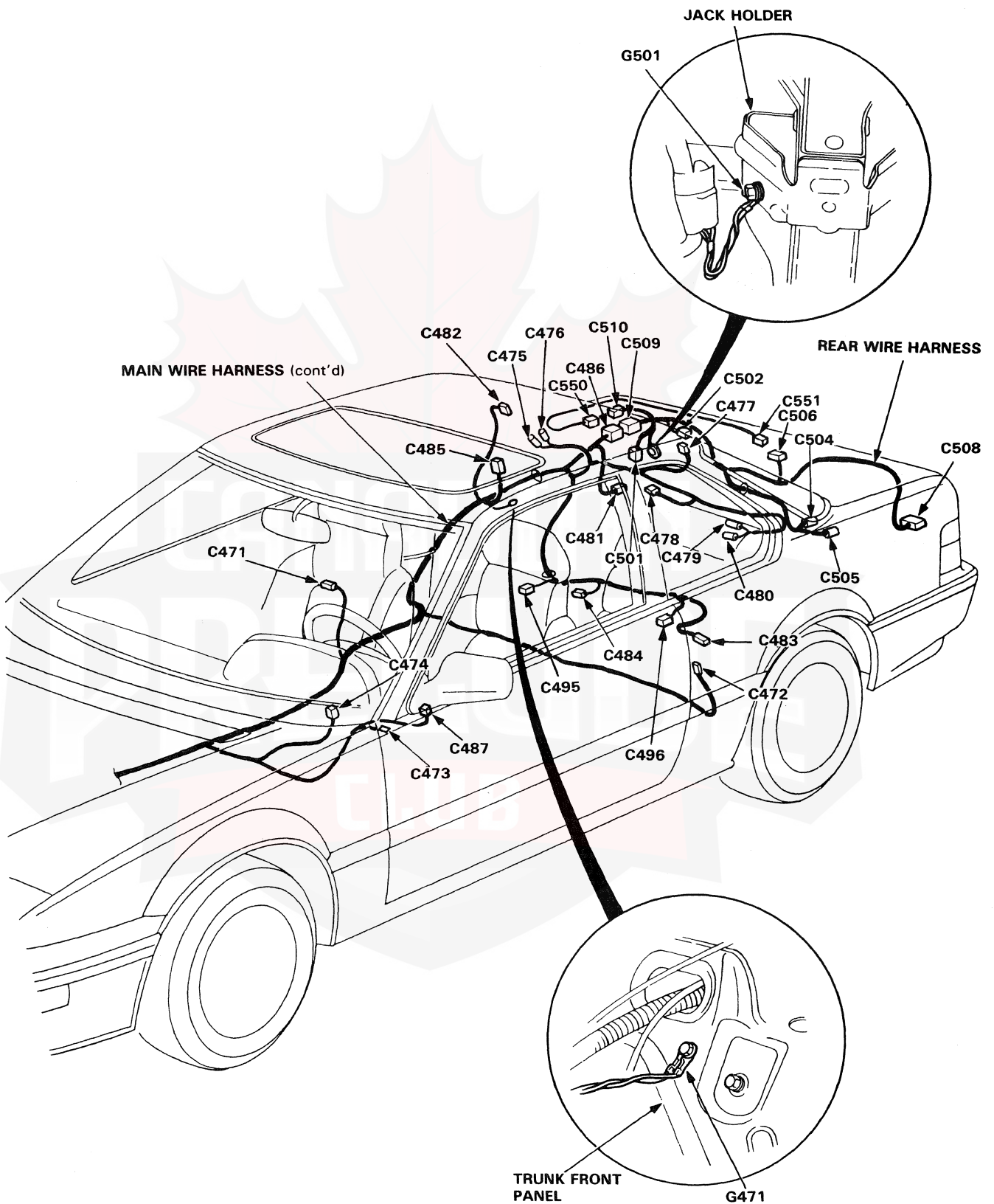


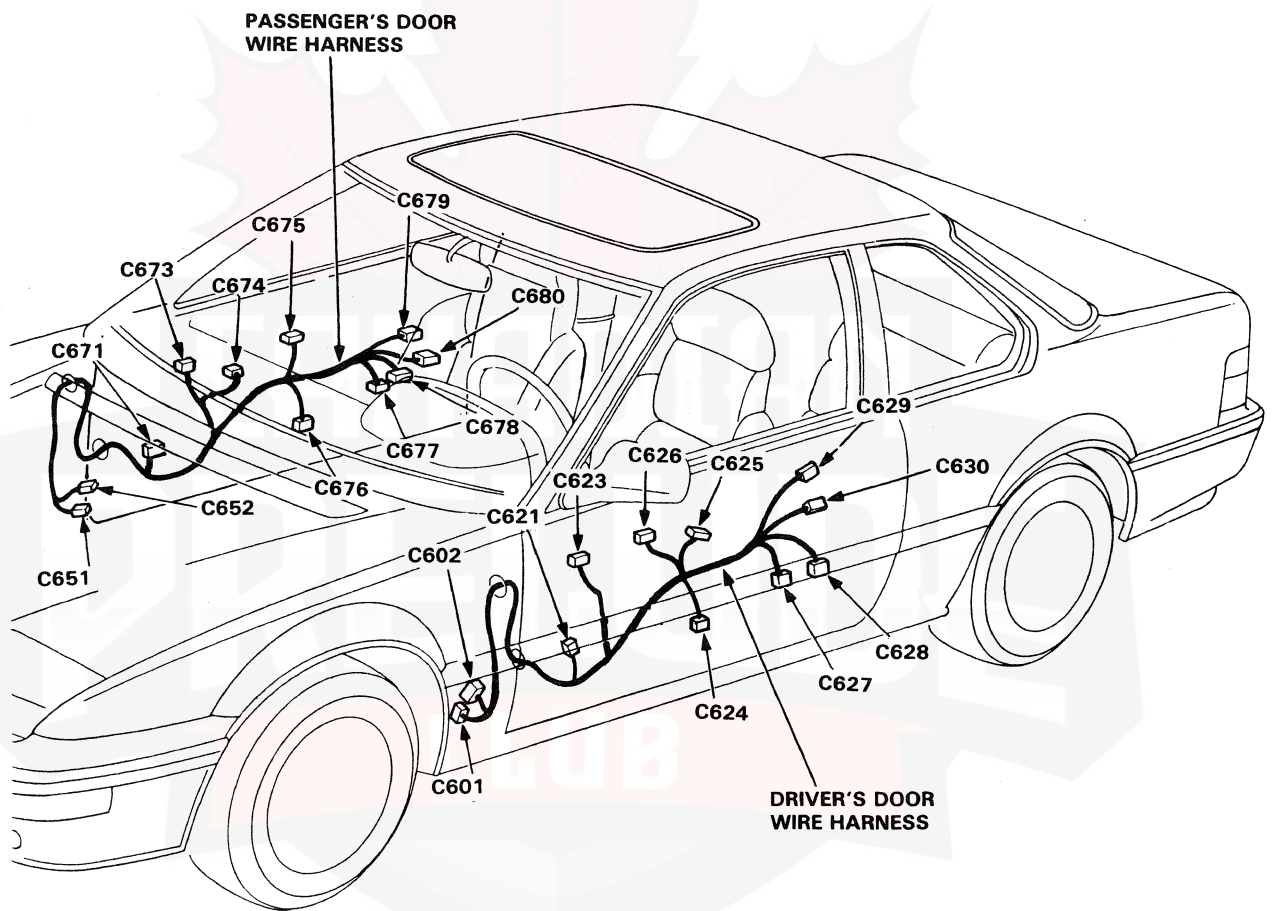
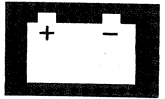


(cont'd)

Connector and Wire Harness Routing

(cont'd)

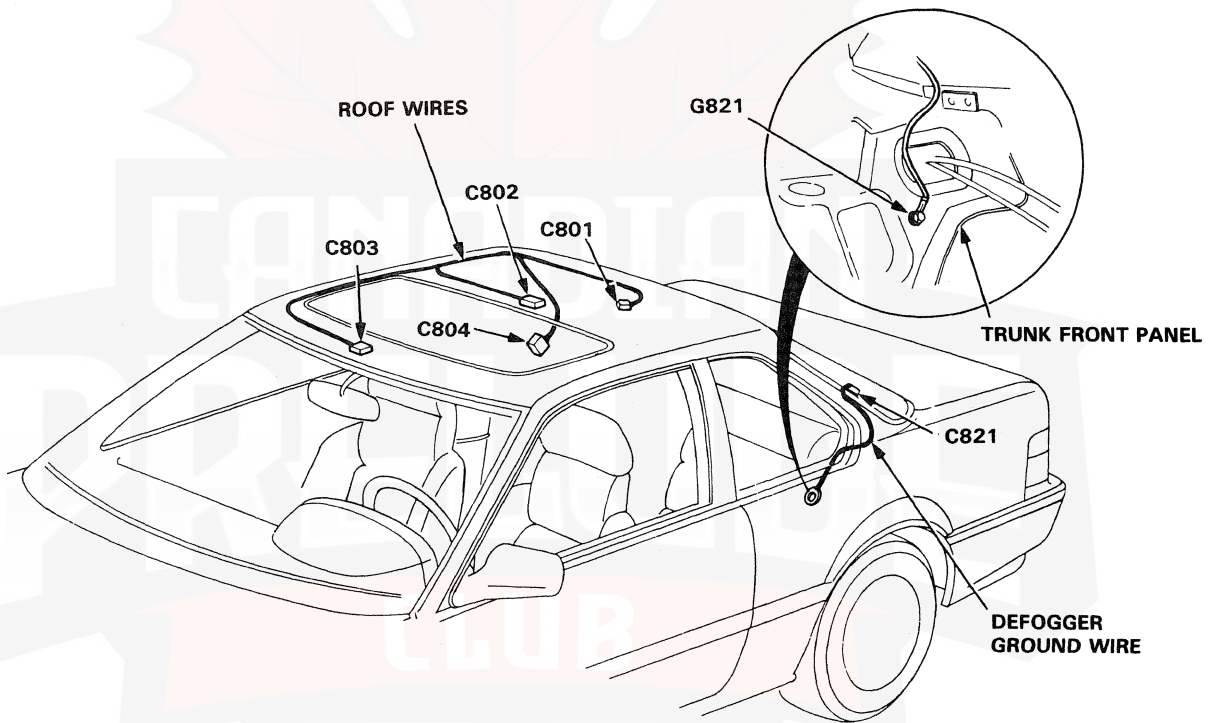


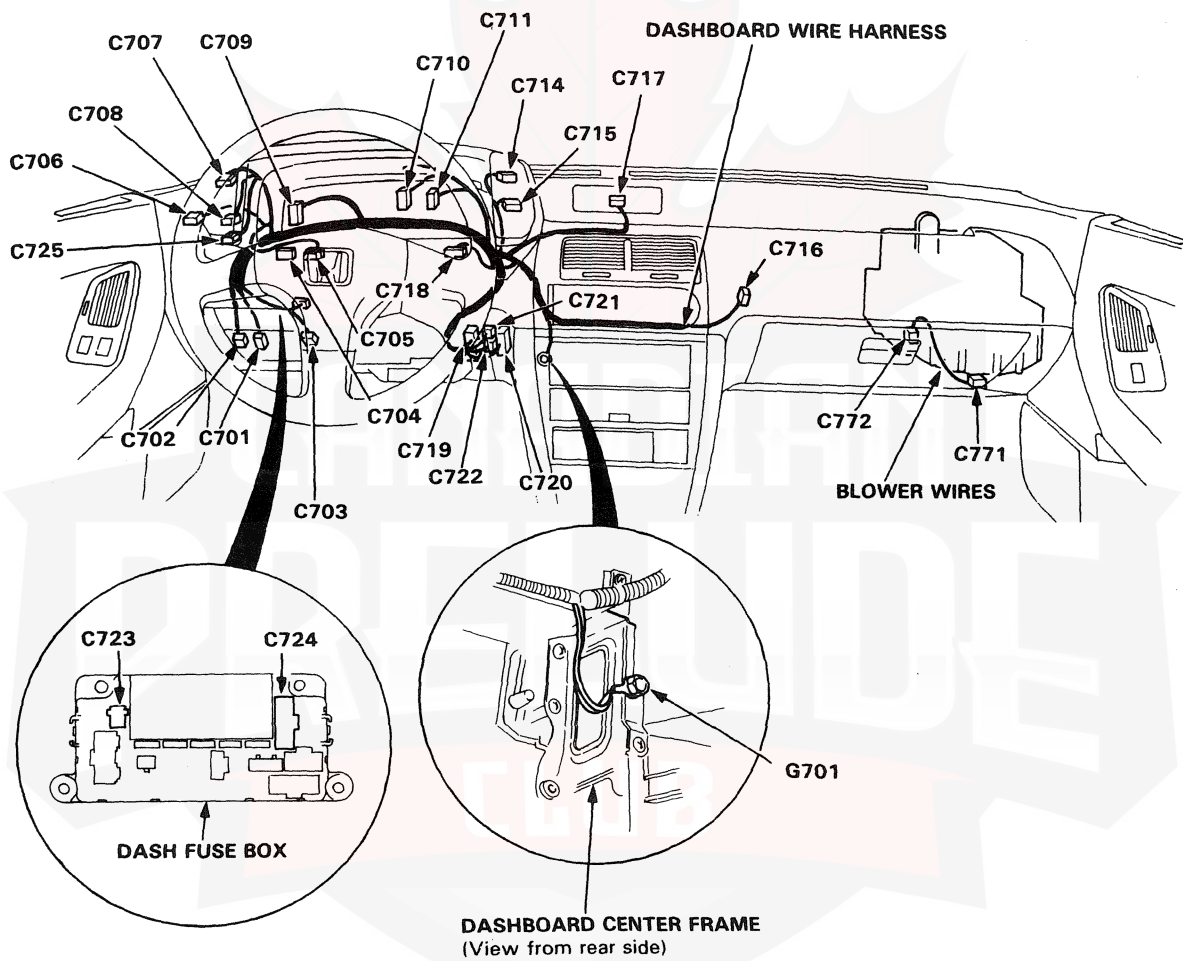
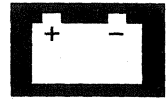


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Connector and Wire Harness Routing

(cont'd)







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