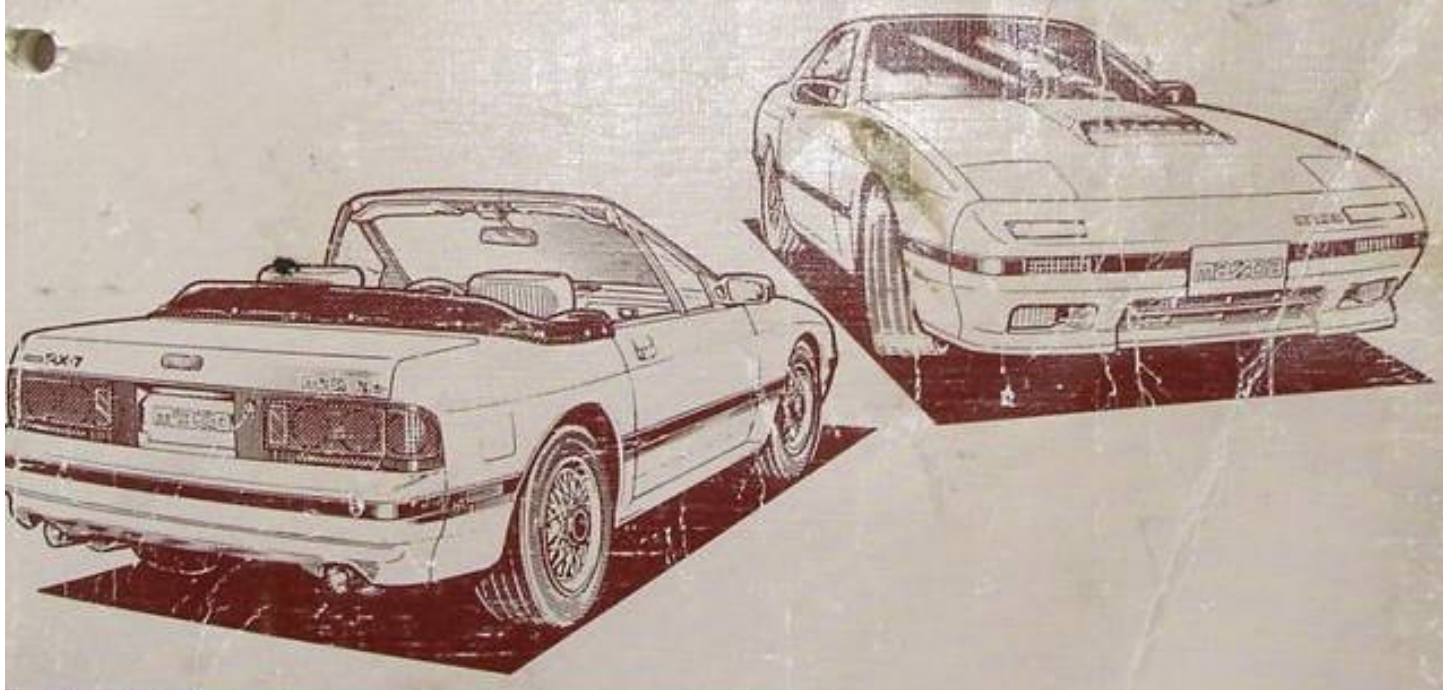
Mazda RX-7

1991 Wiring Diagram



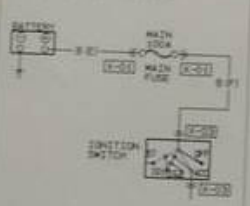
mazda

WIRING COLOR CODE

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

1991 Wiring Diagram

The following items are enhance beginning with this manual to improve electrical troubleshooting when using the wiring diagrams only.

Items	Previous	New	Advantage
General information	Described how to use wiring diagram contents only	Describes how to use wiring diagram and basic information for electrical troubleshooting	Provides quick and easy reference to beneficial information for servicing
Power system in each diagram	No detailed power system in diagram 	Shows detailed power system in each diagram 	Improves usage during troubleshooting
Position of parts index	After general information	Last of manual	Matches workshop manual for improved usage

Z

CONTENTS

1991 Mazda RX-7

Wiring Diagram

FOREWORD

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

Mazda Motor Corporation
HIROSHIMA, JAPAN

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

PRINTED IN JAPAN, AUG. '90 H
5171-10-90G

VEHICLE IDENTIFICATION NUMBERS(VIN) (CHASSIS NUMBER)

JM1 FC331*MO 900001~ FEDERAL & CALIFORNIA COUPE
JM1 FC332*MO 900001~ FEDERAL & CALIFORNIA COUPE
JM1 FC333*MO 900001~ CANADA COUPE
JM1 FC334*MO 900001~ CANADA COUPE
JM1 FC351*MO 900001~ CANADA CONVERTIBLE
JM1 FC352*MO 900001~ FEDERAL & CALIFORNIA CONVERTIBLE

WIRING COLOR CODE

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

SYSTEM INDEX

GENERAL INFORMATION

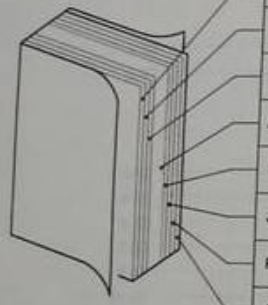
Contents of and Using Electrical Wiring Diagrams

Reading Wiring Diagrams

Troubleshooting

Contents of wiring diagrams

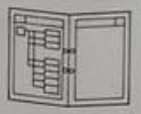
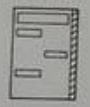
- This document is composed of the 8 groups shown below. The main components are summarized in the components location diagram at the end of the document.



GI	General information	Tells how to: use and read wiring diagrams, use test equipment, check harnesses and connectors, and locate trouble spots.
Y	Ground points	Ground routes from and to the battery.
W	Electrical wiring schematic	Shows main and other fuses for each system.
A~V	Circuit diagrams for individual systems	Shows circuit and connector diagrams, component and connector location diagrams.
X	Common connectors	Shows connectors common throughout system.
JB	Joint box diagrams	Shows internal circuits and connectors.
PL	Parts location	Shows location of major electrical parts.
PI	Index	Gives page number of circuit diagram for each component.

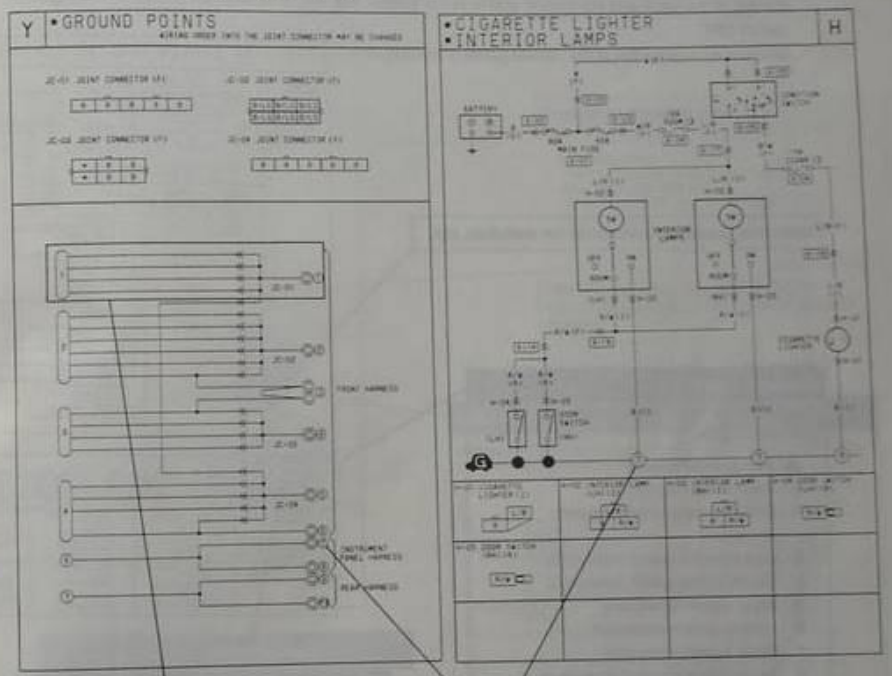
Using wiring diagrams

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

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

Ground points

- This shows ground points of the harness.



Ground indication

On car	Indication
	To circuit 

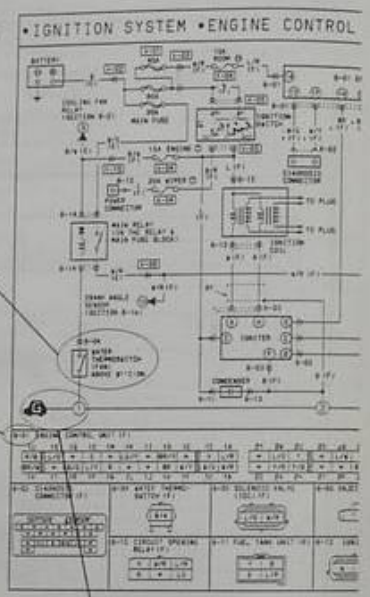
On circuit diagrams and ground points

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

System circuit diagram/connector diagram

- These show the circuits for each system, from the power supply to the ground. The power supply side is at the top of the page and the ground side is at the bottom. The diagrams describe circuits with the ignition switch OFF.

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



Indicates operating conditions for switches, etc.

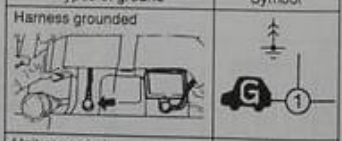
Connector code.

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

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

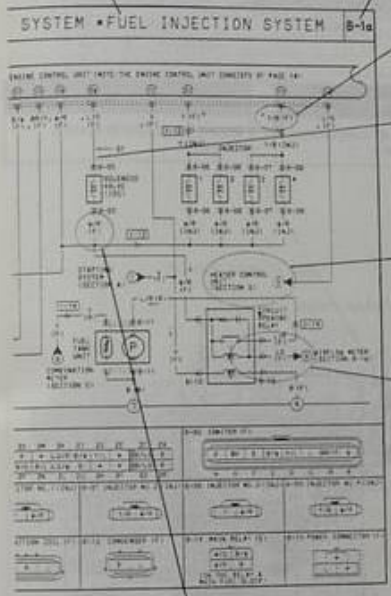
Ground numbers

A harness ground is represented differently than a physical ground of a unit.

Types of ground	Symbol
Harness grounded	
Unit grounded	

System name

System number



Current symbol

Current flows in the direction of the arrow.

***Indicates shielded wire.**

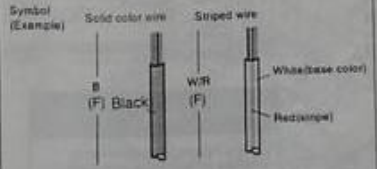
*Shielded wire
Prevents signal disturbances due to electrical interference.
Wire is covered by a metal meshing for grounding.

The number (e.g. 6), indicates the circuit continues to the related system diagram.

Wire color code (harness symbol)

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

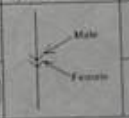
W/R is a white wire with a red strip
BR/Y is a brown wire with a yellow strip



- The harness symbol is given in the ( ) following the wire color (Refer to GI-7.).

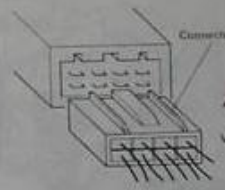
Connector symbols

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

		Circuit diagram symbol	Connector diagram symbol
Male			
Female			

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

(Example)



- Colors for connectors other than those that are off white are given in diagrams.
- Unused terminals are indicated by •

Routing diagram

- This shows where electrical components are located on the system circuit diagram by lead and connector symbols.
- Specified values are listed beside the routing diagram or on the following page.

Connector symbol

Shows the system that uses the connector.

(Example)

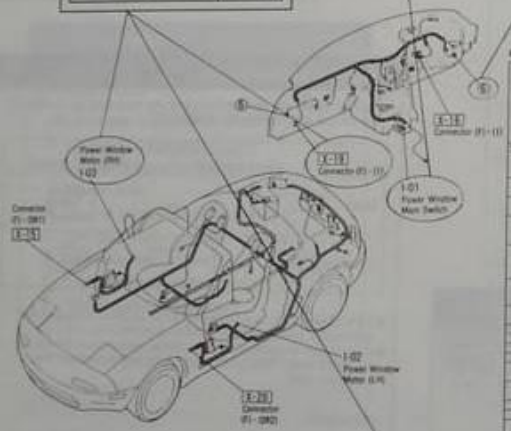
Connector	Symbol
Joint box	JB-04
Common connectors	X-19
System connectors	I-03

Component name

Shows the names of components in routing diagrams.

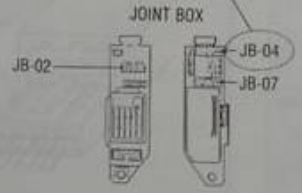
Ground symbol

Shows the ground in system diagrams.



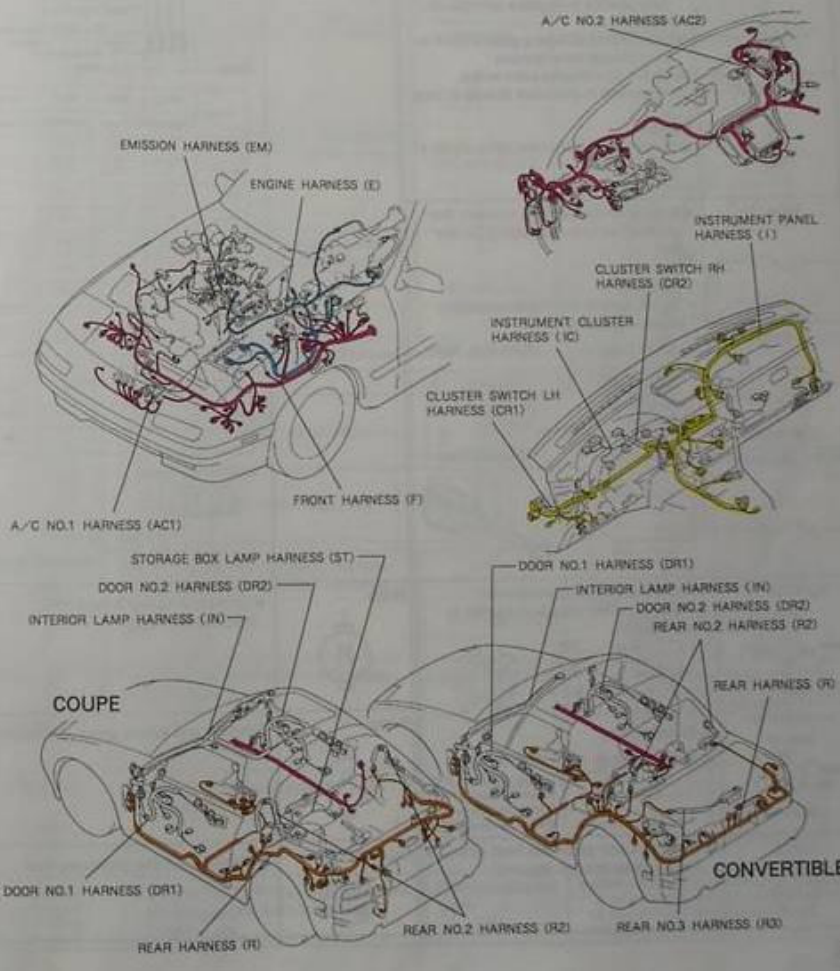
Specified values

Shows values for determining whether an electrical component is good.



Harness symbols

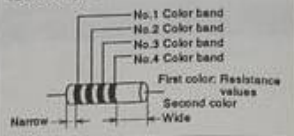
DESCRIPTION OF HARNESS	COLOR	SYMBOL	DESCRIPTION OF HARNESS	SYMBOL
ENGINE HARNESS		(E)	DOOR NO.1 HARNESS	(DR1)
FRONT HARNESS		(F)	DOOR NO.2 HARNESS	(DR2)
INSTRUMENT PANEL HARNESS		(I)	EMISSION HARNESS	(EM)
REAR HARNESS		(R)	INSTRUMENT CLUSTER HARNESS	(IC)
A/C NO.1 HARNESS		(AC1)	INTERIOR LAMP HARNESS	(IN)
A/C NO.2 HARNESS		(AC2)	REAR NO.2 HARNESS	(R2)
CLUSTER SWITCH LH HARNESS		(CR1)	REAR NO.3 HARNESS	(R3)
CLUSTER SWITCH RH HARNESS		(CR2)	STORAGE BOX LAMP HARNESS	(ST)



Symbols

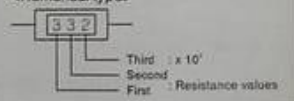
Symbol	Meaning
Battery	• Generates electricity through chemical reaction • Supplies direct current to circuits
Ground (1)	• Connecting point to vehicle body or other ground wire where current flows from positive to negative terminal of battery • Ground (1) indicates a ground point to body through wire harness • Gound (2) indicates point where component is grounded directly to body
Ground (2)	Remark • Current will not flow through a circuit if ground is faulty
Fuse (1) (box)	• Melts when current flow exceeds that specified for circuit, stopping current flow Precautions • Do not replace with fuses exceeding specified capacity
Fuse (2) (Cartridge)	<Box type> <Cartridge type>
Main fuse/Fusible link	<Main fuse> <Fusible link>
Transistor (1)	• Electrical switching component • Turns on when voltage is applied to the base(B)
Transistor (2)	• Reading code 2 S C 828 A — Revision mark Semiconductor Number of terminals A:High- frequency PNP B:Low- frequency PNP C:High- frequency NPN D:Low- frequency NPN
Lamp	• Emits light and generates heat when current flows through filament

Symbol	Meaning
Resistance	• A resistor with a constant value • Mainly used to protect electrical components in circuits by maintaining rated voltage • Reading resistance values <Colored type>



Color	No.1	No.2	No.3	No.4
	Resistance values		Multiplier	Tolerance
Black	0	0	×10⁰	
Brown	1	1	×10¹	
Red	2	2	×10²	
Orange	3	3	×10³	
Yellow	4	4	×10⁴	
Green	5	5	×10⁵	
Blue	6	6	×10⁶	
Purple	7	7	×10⁷	
Grey	8	8	×10⁸	
White	9	9	×10⁹	
Gold			×10⁻¹	±5%
Silver			×10⁻²	±10%
				±20%

<Numerical type>



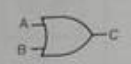
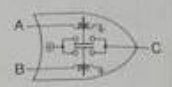
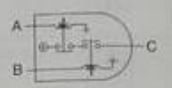
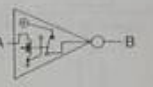
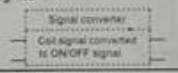
Symbol	Meaning
Motor	• Converts electrical energy into mechanical energy
Pump	• Pulls in and expels gases and liquids
Cigarette lighter	• Electrical coil that generates heat

Symbol	Meaning
Horn	• Generates sound when current flows.
Speaker	
Heater	• Generates heat when current flows.
Speed sensor	• Movement of magnet in speedometer set turns contact within sensor on and off.
Ignition switch Normally open (NO)	• Turning ignition key operates switch contacts to complete various circuits.
Relay (1) Relay (2) Normally closed (NC)	• Current flowing through coil produces electromagnetic force causing contact to open or close.
Sensor (variable)	• Resistor whose resistance changes with operation of other components.
Sensor (thermistor)	• Resistor whose resistance changes with temperature.
Capacitor	• Component that temporarily stores electrical charge.
Solenoid	• Current flowing through coil generates electromagnetic force to operate plungers, etc.

Symbol	Meaning
Switch (1) Normally open (NO)	• Allows or breaks current flow by opening and closing circuits.
Switch (2) Normally closed (NC)	
Harness (Not connected) (Connected)	• Unconnected intersecting harness. • Connected intersecting harness.
Diode	• Known as a semiconductor rectifier, diode allows current flow in one direction only Cathode(K) — Anode(A) — Flow of electric current
Light emitting diode (LED)	• Diode that lights when current flows • Unlike ordinary light bulbs, diode does not generate heat when lit Cathode(K) — Anode(A) Cathode(K) — Anode(A) Flow of electric current
Reference(zener) diode	• Allows current to flow in one direction up to a certain voltage, allows current to flow in other direction once that voltage is exceeded.

	Open	Closed
Normally open relay (NO)	No flow	Closed
Normally closed relay (NC)	Flow	No flow

Logic symbols

Types of logic symbols	Operation	Expressing output	Simple relay circuits
OR 	Input to A or B will produce output at C	Low electrical potential (L) at A and B → No output (L) at C High electrical potential (H) at A or B → Output (H) at C	
AND 	Input to A and B will produce output at C	High electrical potential (H) at A and B → Output (H) at C Low electrical potential (L) at A or B → No output (L) at C	
INV 	No input to A will produce an output at B Input to A will not produce any output at B	Low electrical potential (L) at A → Ungrounds (H) B High electrical potential (H) at A → Grounds (L) B	
PROCESS 	Simplified representation of complex functions within circuit Describes main function 1.Signal detector for emission control unit, cooling unit and tachometer 2.Signal converter for turn and hazard flasher unit,breakerless transistor igniter unit, etc.	(Examples) Breakerless transistor igniters	

Abbreviations used in this booklet

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

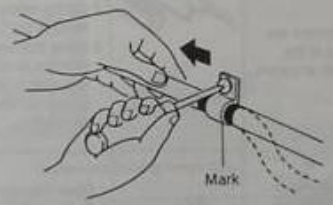
Precautions when servicing electrical system

- Note the following items when servicing the electrical system.
- Do not alter the wiring or electrical equipment in any way as this may damage the vehicle or cause a fire due to shorting or overcapacity of a circuit.

- Always disconnect the negative (-) battery cable first and reconnect it last when disconnecting the battery.

Caution
- Be sure that the ignition and other switches are OFF before disconnecting or connecting the battery terminals.
  Failure to do so may damage the semi-conductor components.

- Secure harnesses with a clamp when provided to take up any slack.



Caution
- Clamp all harnesses near vibrating components(e.g. the engine) to remove any slack and prevent contact due to vibration.

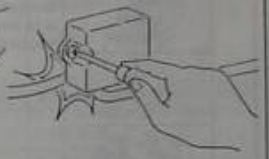
- Do not handle roughly or drop electrical components.

- Replace blown fuses with ones having the same designated capacity.

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

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

- Be sure that the harness is not caught or damaged when mounting components.

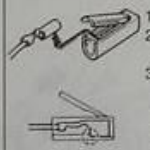


- Disconnect heat sensitive parts (e.g. relays, ECU) when performing maintenance where temperatures may exceed 80°C (176°F) (i.e.welding).

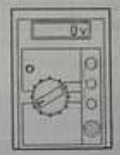
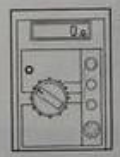
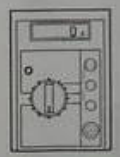
- Make sure that the connectors are securely connected when installed.

Handling connectors

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

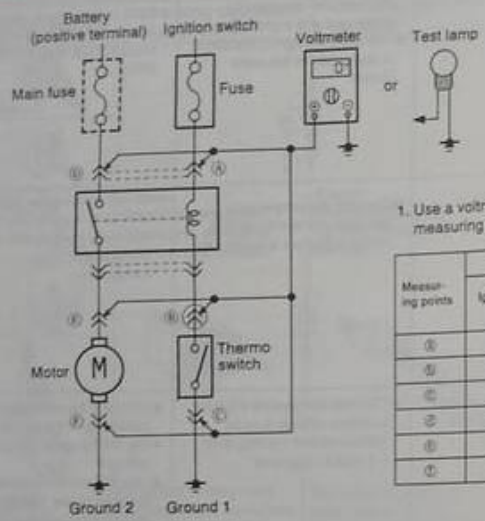
Connector removal	Checking connector engagement	Checking for loose terminal	Repairing terminal
Push type Remove Pull up type Spring type	Caution Improperly engaged connectors will cause poor terminal contact.  Using a matching male terminal make sure there is no looseness in the female terminal.	Caution A loose terminal will cause poor terminal contact.  Verify that terminals are not pushed out of the connector when engaged.  Lightly pull each wire to verify that the terminal does not pull out of the connector.	<CPU connector>  1.Open the rear cover. 2.Lift the tab with a small screwdriver and remove the terminal. <General/connector>  Lift the tab with a small screwdiver and remove the terminal. <Round connectors>  1.Open the cover. 2.Lift the terminal to remove it. 3.Verify that the terminal is securely mounted in the connector when reinstalling. <Common ground connector>  1.Open the cover. 2.Remove A. 3.Lift the tab with a small screwdriver and remove the terminal.

Using electrical test equipment

Equipment	Use	Operation	Handling precautions
Test lamp 	Test for locating open or shorted circuits.	● Connect the test lamp between the circuit being measured and a ground. ● The lamp will light if the circuit is energized to the point tested. 	● Test lamps use 12V 1.4 or 3.4W bulbs or light - emitting diodes (LED). Using a large capacity bulb may damage the CPU.
Jumper wire 	Used to create a temporary circuit.	● Connect the jumper wire between the terminals of a circuit to bypass a switch, etc. 	● Do not connect the power side directly to a ground as this may burn the harness or damage electrical components.
Voltmeter 	Used for measuring the voltage of a circuit to locate possible opens or shorts.	● Connect the positive (+) lead to where voltage is to be measured and the negative (-) lead to a ground. 	● Connect the voltmeter in parallel with the circuit. ● Set the range to the desired voltage. ● Use the service hole when measuring the voltage at the diagnosis connector.  ● Tie a thin wire to the positive (+) lead to access narrow terminals.
Ohmmeter 	Used for locating opens and shorts in the circuit, confirming continuity of switches and checking sensor resistance.	● Zero the ohmmeter.  ● Verify that current is not flowing through the circuit. ● Touch the leads to the check points. 	● Zero the meter after switching to the measuring range. ● Before using the ohmmeter, make sure that the ignition switch is OFF or the negative (-) battery cable is disconnected to prevent burning the ohmmeter.
Ammeter 	Used for checking alternator output, current supplied to the starter, and dark current within a circuit. Note Dark current is the current flowing through the circuit when the ignition switch is OFF.	● Connect the ammeter in series with the circuit by touching the positive (+) lead to the power side terminal and the negative (-) lead to the ground - side terminal. 	● Set the range to the desired voltage. ● Connect the ammeter in series with the circuit. The ammeter may be burned if it is connected in parallel.

Measuring voltage

Checks



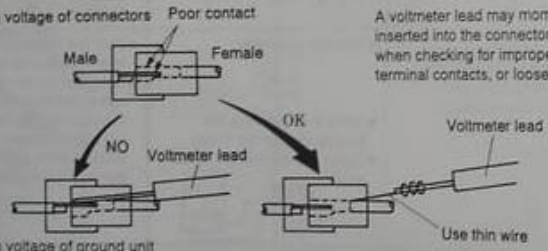
1. Use a voltmeter or test lamp to ascertain voltage at the measuring points.

Measuring points	Circuit operation					
	Ignition switch: OFF		Ignition switch: ON			
			Thermo switch: OFF		Thermo switch: ON	
①	0V	×	12V	☼	12V	☼
⑤	0V	×	12V	☼	0V	×
⑥	0V	×	0V	×	0V	×
②	12V	☼	12V	☼	12V	☼
③	0V	×	0V	×	12V	☼
④	0V	×	0V	×	0V	×

☼ : Test lamp ON
× : Test lamp OFF

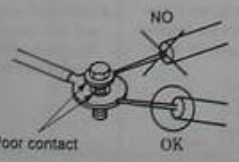
Precautions during checks

Measuring voltage of connectors



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

Measuring voltage of ground unit



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

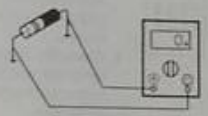
Measuring continuity/resistance

Checking switches

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

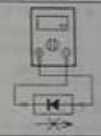
Caution
Verify the operating state of the switch before checking continuity because readings vary accordingly.

Checking diodes

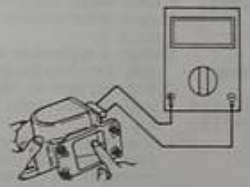


Remark
The negative (-) lead of the ohmmeter is connected to the positive terminal of the internal ohmmeter battery. The positive (+) lead to the negative terminal of the battery.

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

Connection	Continuity
	Yes
	No

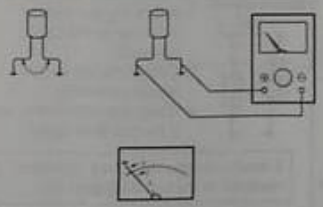
Checking sensors, solenoid valves



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

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

Checking condensers

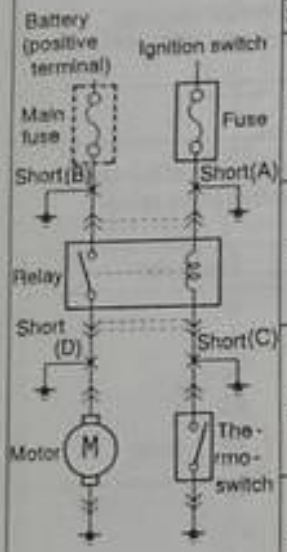


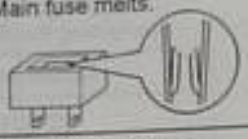
1. Short between the terminals with a jumper wire to discharge the capacitor.
2. Set the ohmmeter range to x10k Ω and connect it to the capacitor terminals.
3. The capacitor is good if the needle of the ohmmeter swings once and returns to it original position.

Finding short circuits

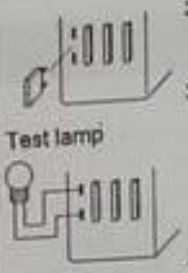
Shorts occur between the power(positive) and ground(negative) sides of a circuit.
Therefore, finding a short circuit requires determining how the circuit is routed.

Circuits not connected to control unit



Examples	
Short location	Indication
Short (A)	● Fuse melts. 
Short (B)	● Main fuse melts. 
Short (C)	● The motor operates regardless of whether the is ON or OFF when the ignition switch is ON. ● The fuse is not melted.
Short (D)	● The main fuse melts when the ignition switch and thermo-switch are ON and the relay is operating.

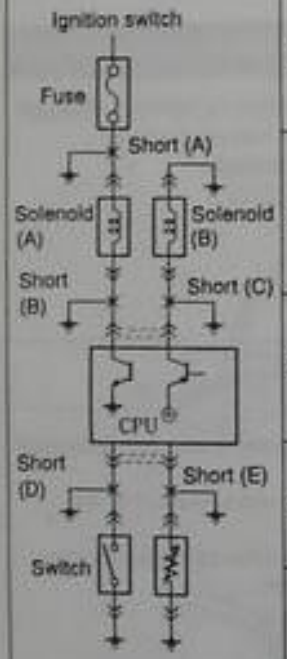
Finding short circuit



1. Remove the fuse and main fuse of the circuit.
2. Disconnect all connectors of electrical components in the circuit.
3. Attach a voltmeter or test lamp to the fuse box and reconnect each connector, beginning nearest the power source.
4. Check the voltmeter or see if the test lamp lights as the connectors are connected.

A short has occurred where the voltmeter reading changes or the test lamp lights.

Circuits connected to control unit

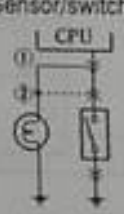


Examples	
Short location	Indication
Short (A)	● Fuse melts. 
Short (B)	● Solenoid A operates normally when the ignition switch is ON.
Short (C)	● The CPU transistor burns out when the ignition switch is turned ON.
Short (D)	● The CPU thinks the switch is ON because the same conditions exist as when the switch is ON.
Short (E)	● The CPU senses the sensor to be 0 Ω because the conditions exist as when resistance value is 0 Ω ● The CPU equipped with the self-diagnosis function outputs the malfunction code.

Finding short circuit

1. Remove the fuse and main fuse of the circuit.
2. Disconnect all connectors of electrical components in the circuit.
3. Attach a voltmeter or test lamp to the fuse box and reconnect each connector, beginning nearest the power source.
4. Check the voltmeter or see if the test lamp lights as the connectors are connected.

A short has occurred where the voltmeter reading changes or the test lamp lights.



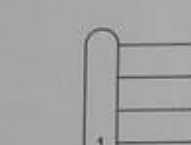
1. Attach the test lamp or voltmeter to the CPU connector.
2. Connect to the switch/ sensor connector.
3. Check the voltmeter or see if the test lamp lights.

A short has occurred where voltmeter reads 0V or the test lamp goes out.

WITHOUT AIR BAG SYSTEM ■ GROUND POINTS

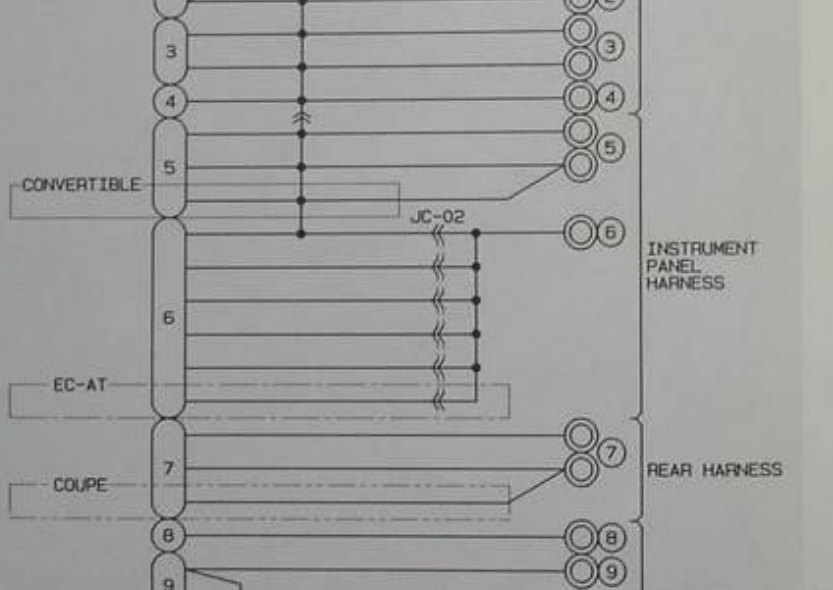
WIRING ORDER INTO THE JOINT CONNECTOR MAY BE CHANGED

JC-01 JOINT CONNECTOR (F)

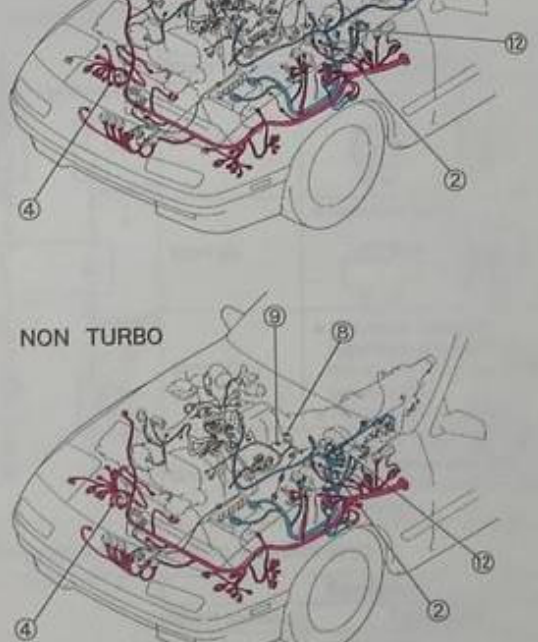


JC-02 JOINT CONNECTOR (I)

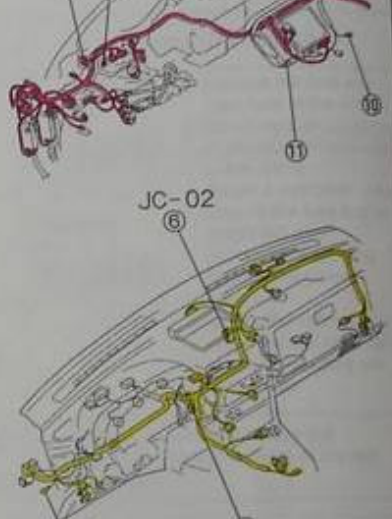
( ) ...EC-AT



TURBO

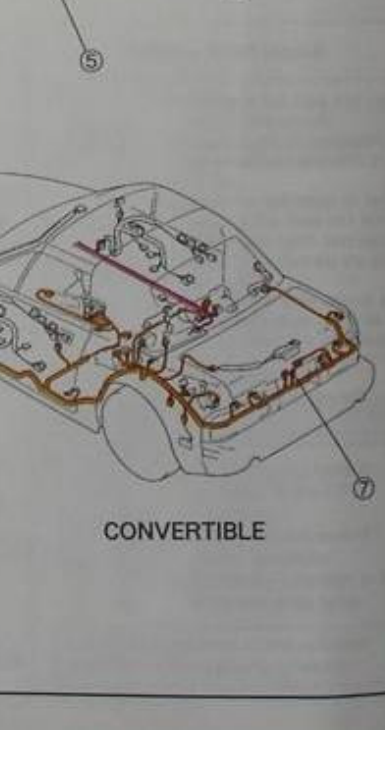


JC-01



NON TURBO

JC-02



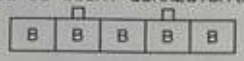
COUPE

CONVERTIBLE

Y-2 WITH AIR BAG SYSTEM ■ GROUND POINTS

WIRING ORDER INTO THE JOINT CONNECTOR MAY BE CHANGED

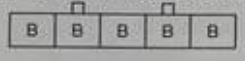
JC-01 JOINT CONNECTOR (F)



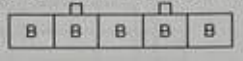
JC-02 JOINT CONNECTOR (I)

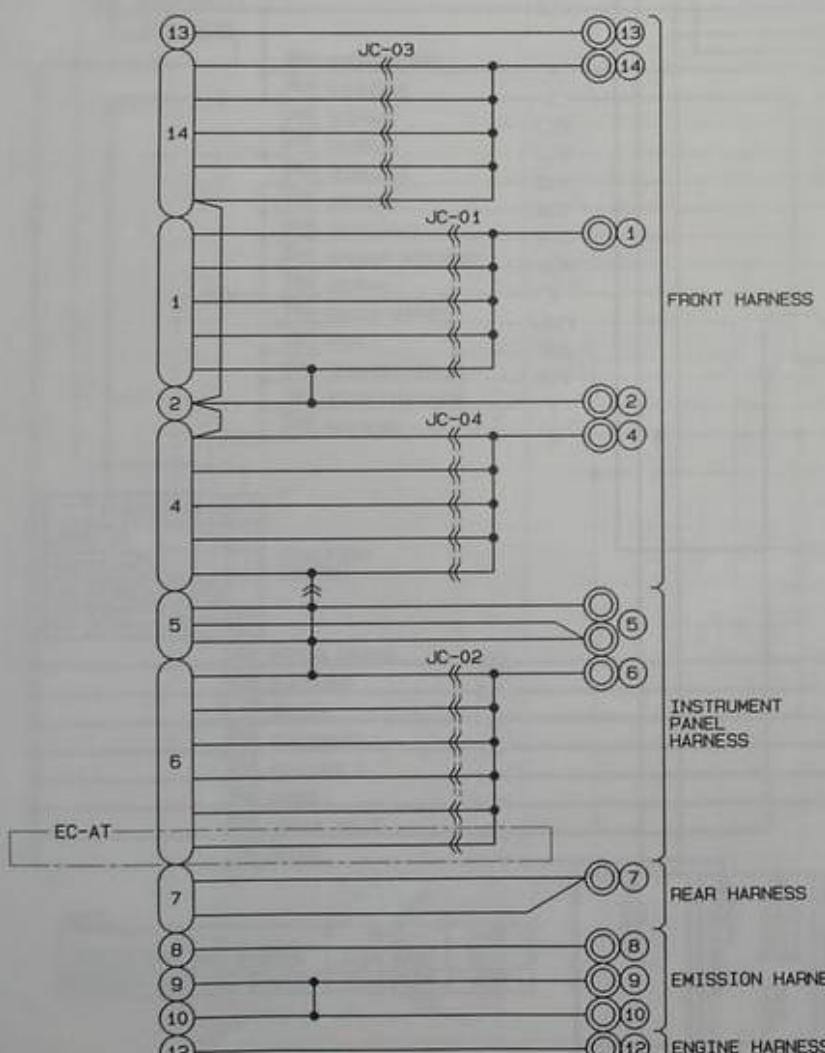
( ) ...EC-AT

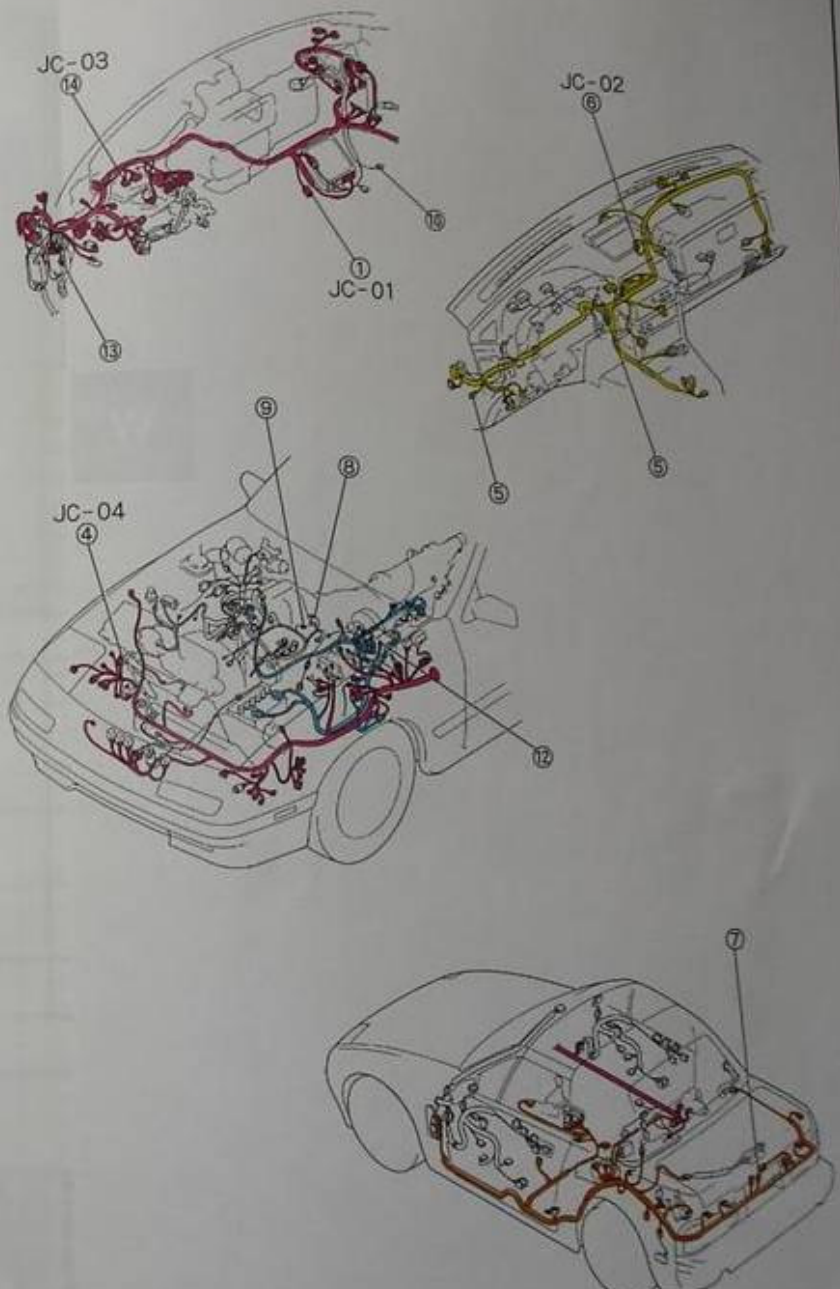
JC-03 JOINT CONNECTOR (F)



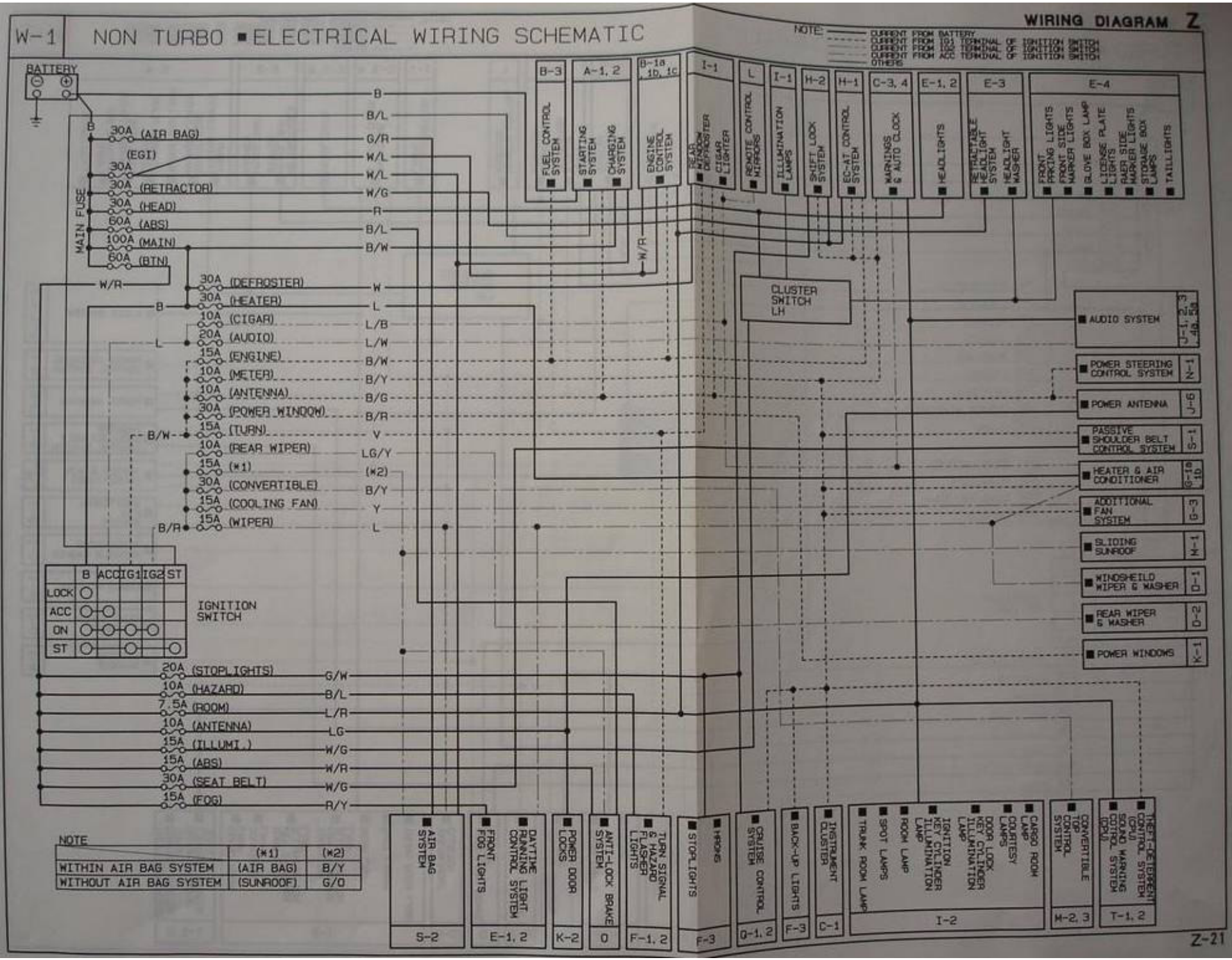
JC-04 JOINT CONNECTOR (F)







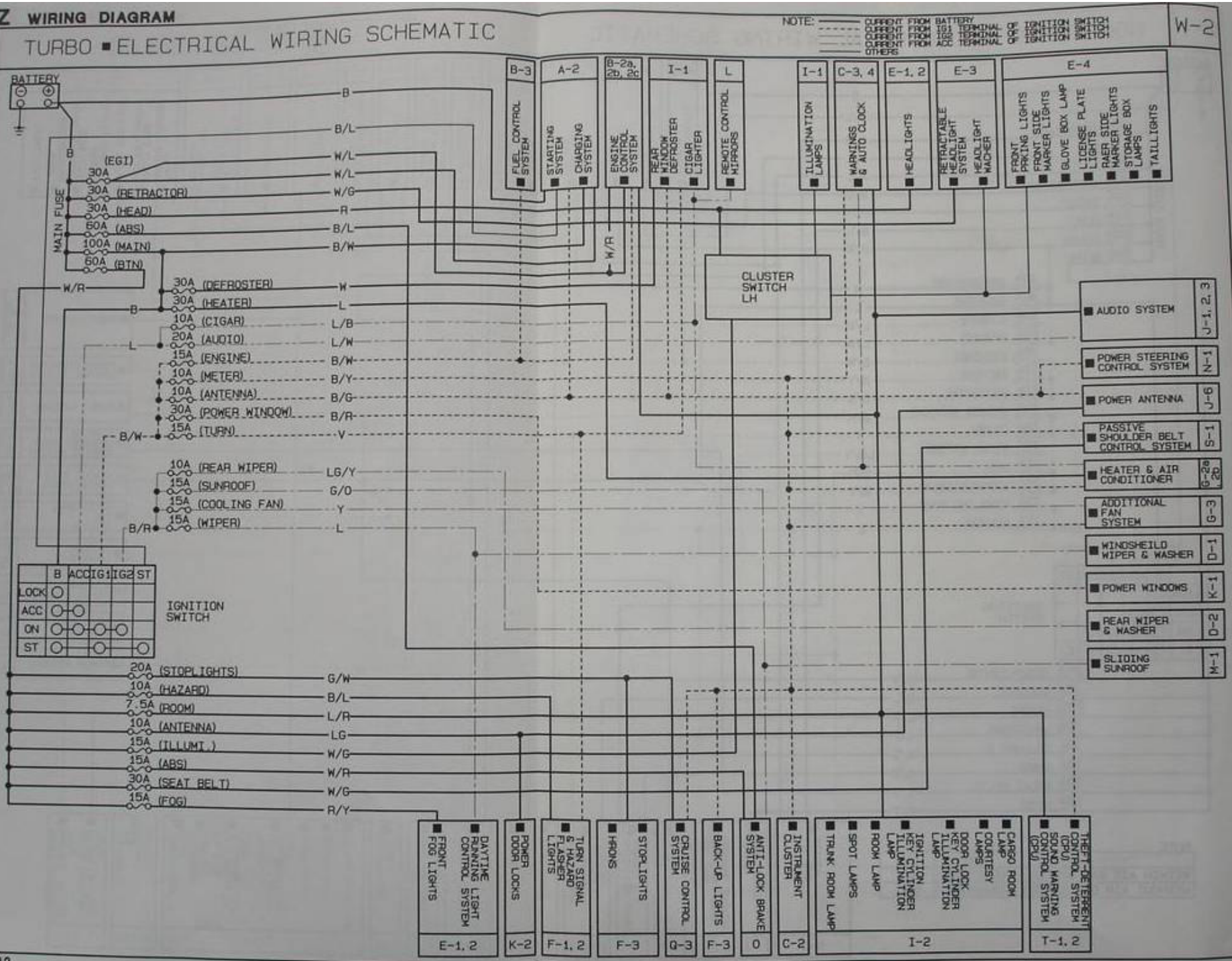
W-1 NON TURBO ■ ELECTRICAL WIRING SCHEMATIC



NOTE

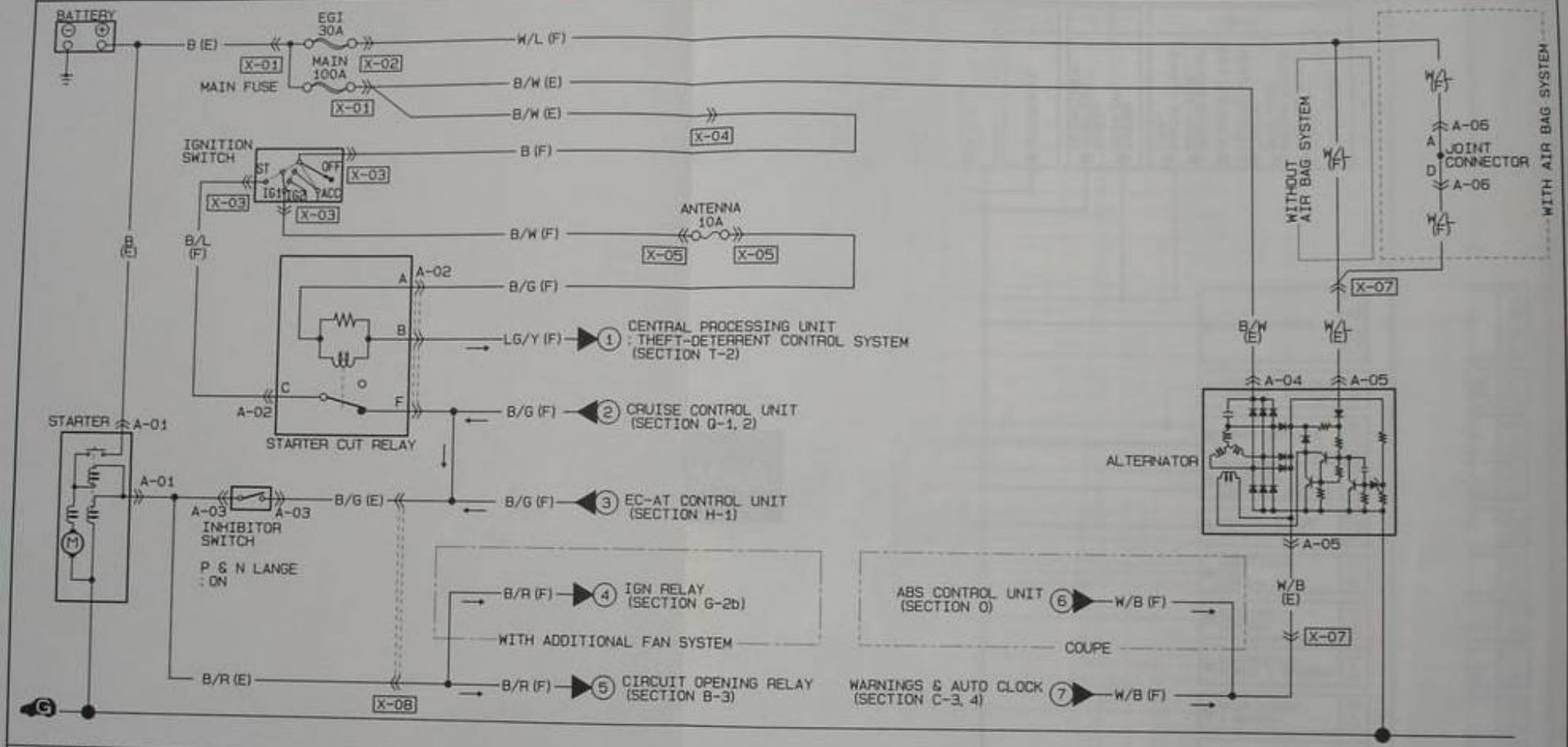
	(*1)	(*2)
WITHIN AIR BAG SYSTEM	(AIR BAG)	B/Y
WITHOUT AIR BAG SYSTEM	(SUNROOF)	G/O

TURBO ■ ELECTRICAL WIRING SCHEMATIC



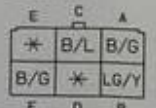
EC-AT ■CHARGING SYSTEM ■STARTING SYSTEM

A-1

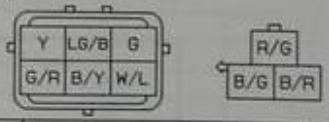


A-01 STARTER (E)

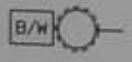
A-02 STARTER CUT RELAY (F)



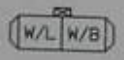
A-03 INHIBITOR SWITCH (E)



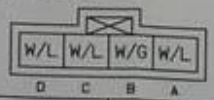
A-04 ALTERNATOR (E)



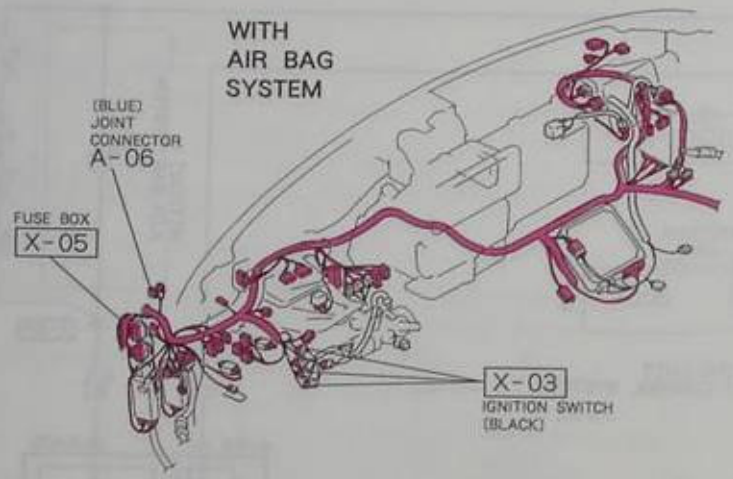
A-05 ALTERNATOR (E)



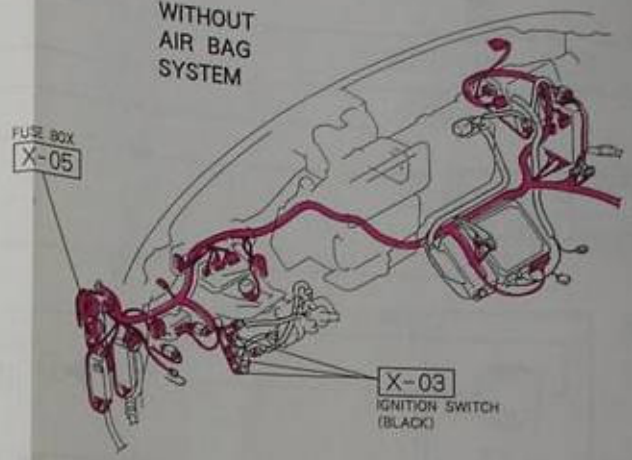
A-06 JOINT CONNECTOR (F)
WITH AIR BAG SYSTEM

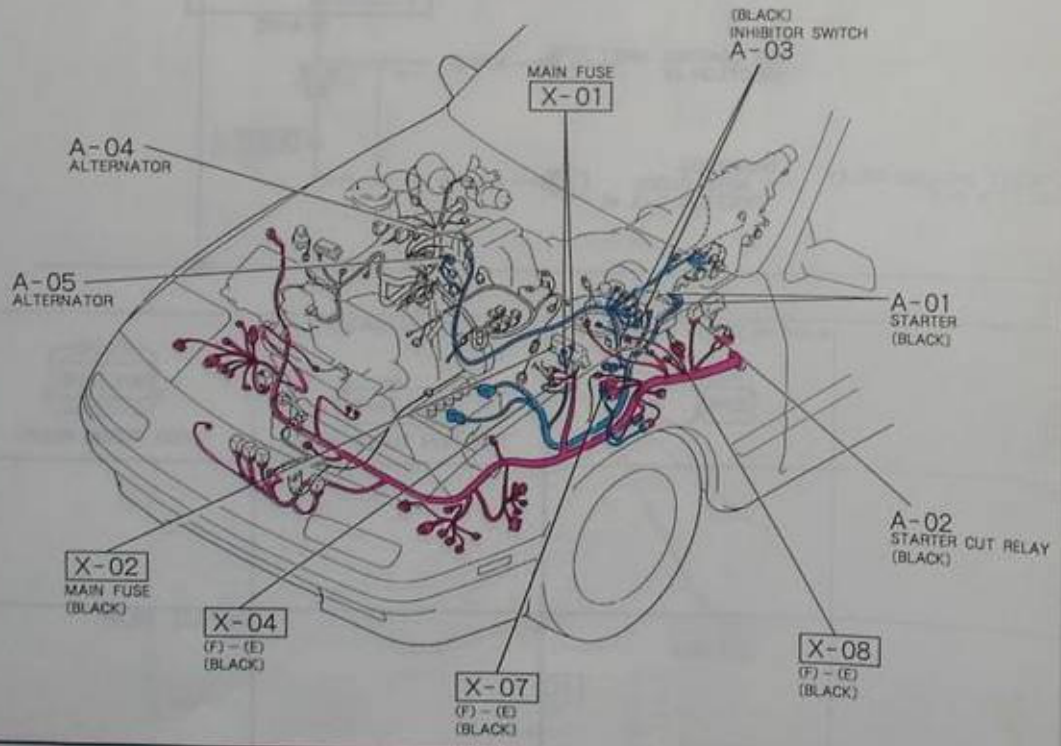


WITH AIR BAG SYSTEM



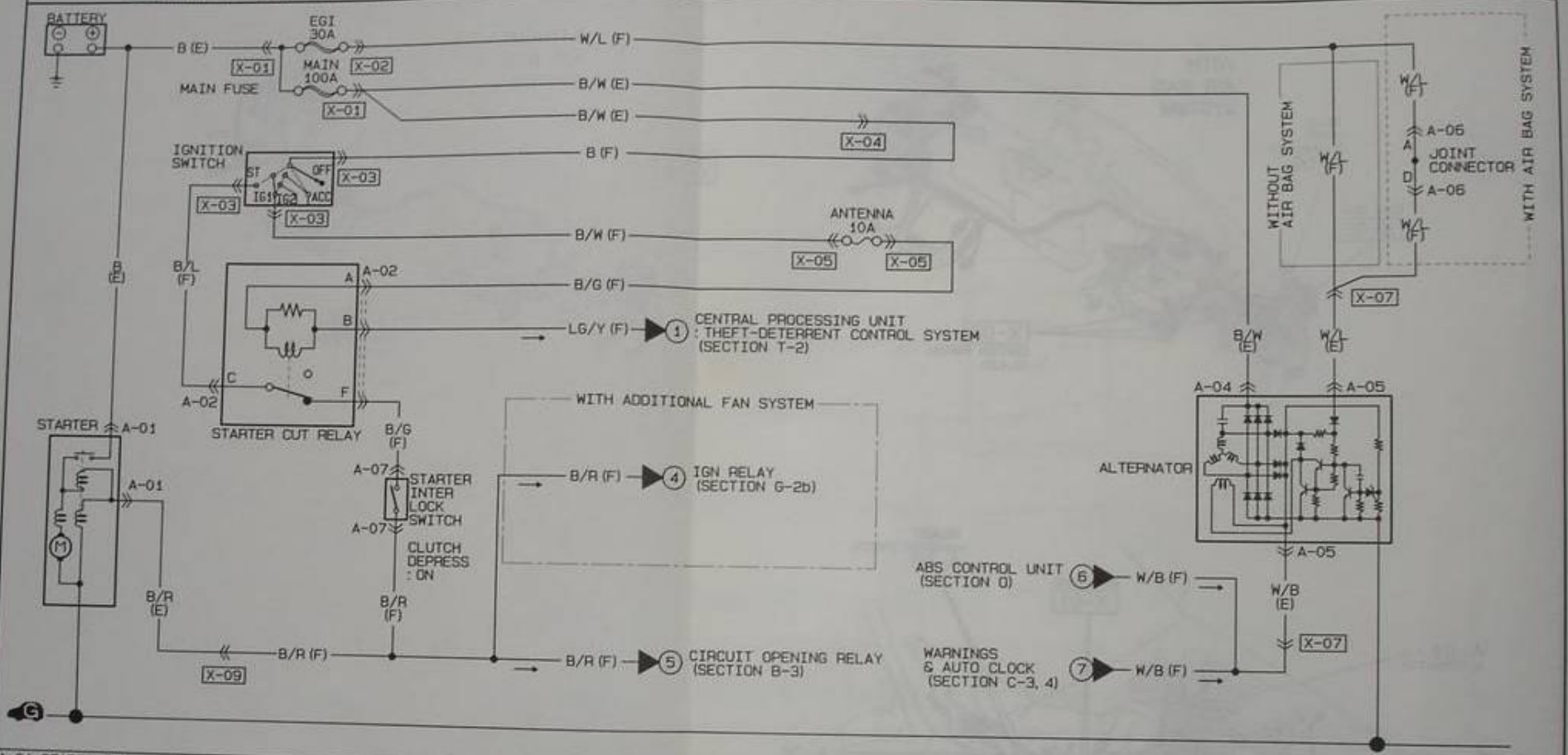
WITHOUT AIR BAG SYSTEM





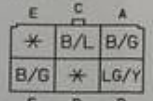
M/T ■ CHARGING SYSTEM ■ STARTING SYSTEM

A-2

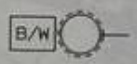


A-01 STARTER (E)

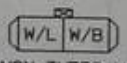
A-02 STARTER CUT RELAY (F)



A-04 ALTERNATOR (E)



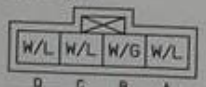
A-05 ALTERNATOR (E)



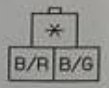
FOR NON TURBO MODEL

FOR TURBO MODEL

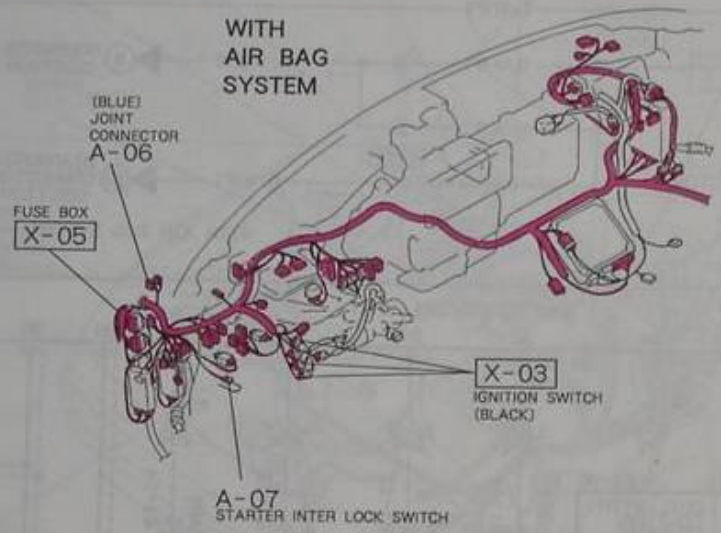
A-06 JOINT CONNECTOR (F) WITH AIR BAG SYSTEM



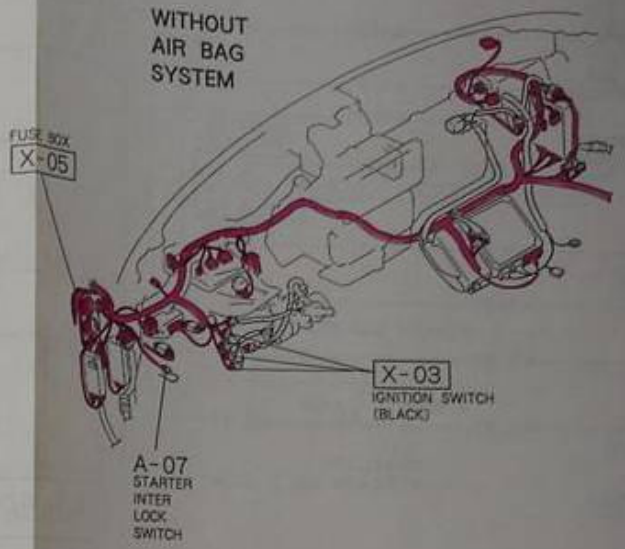
A-07 STARTER INTER LOCK SWITCH (F)

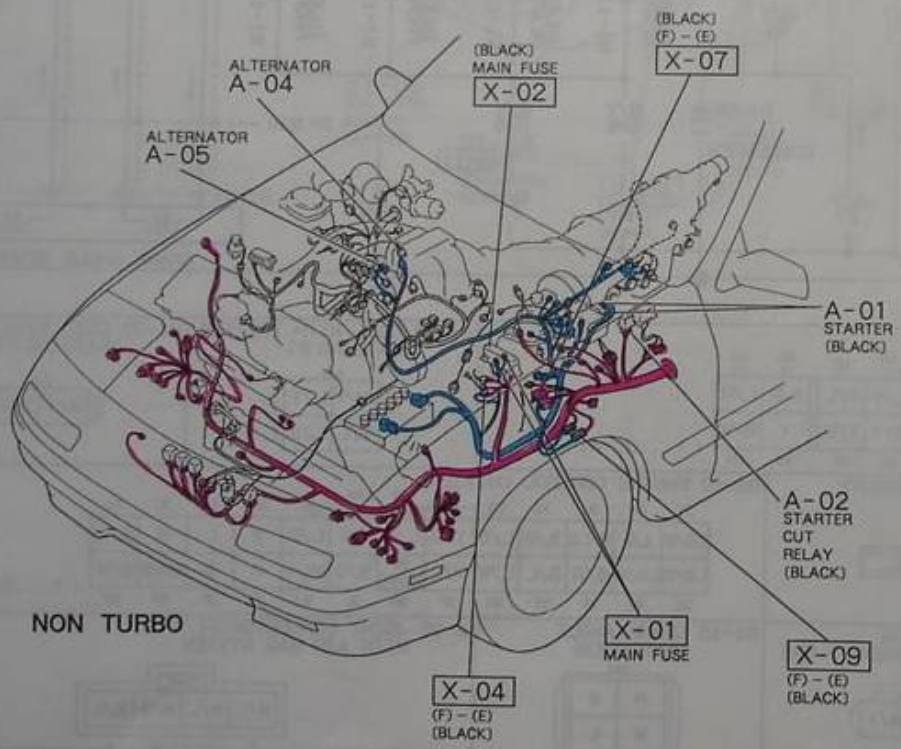


WITH AIR BAG SYSTEM

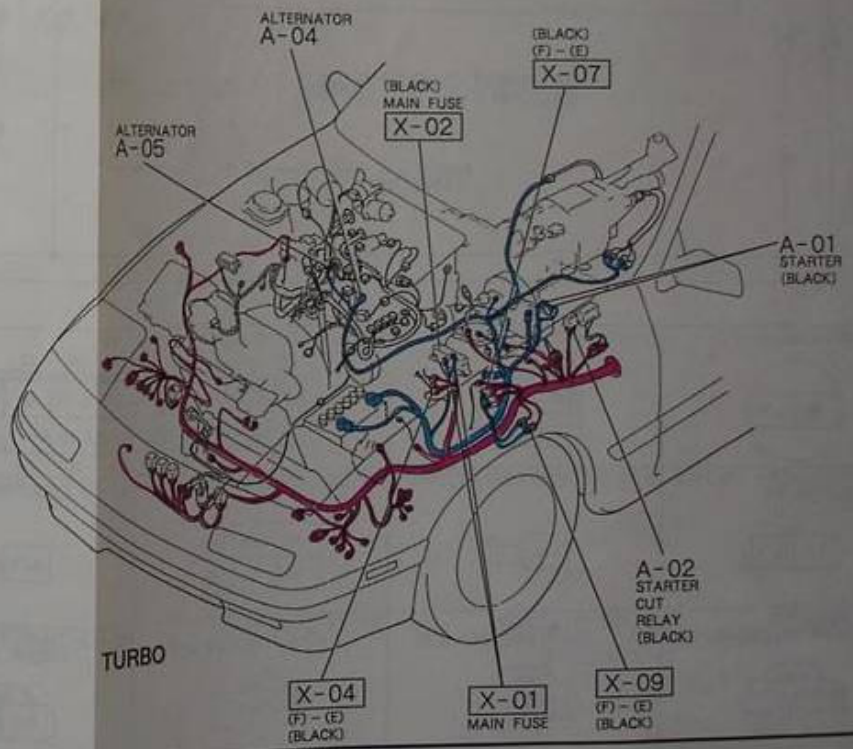


WITHOUT AIR BAG SYSTEM





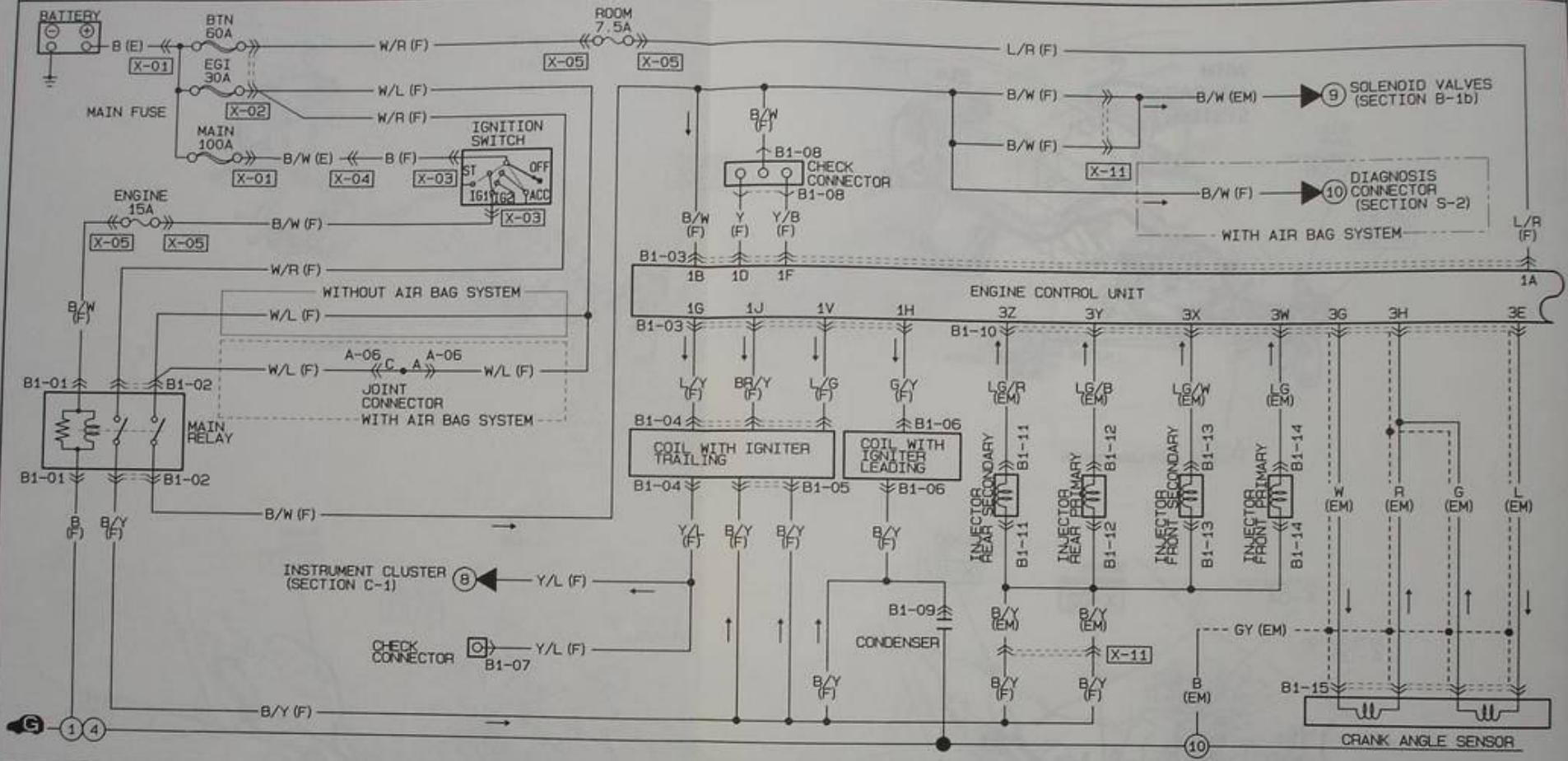
NON TURBO



TURBO

NON TURBO ■ ENGINE CONTROL SYSTEM ■ IGNITION SYSTEM

B-1a



B1-01 MAIN RELAY (F)

B	B/W

B1-02 MAIN RELAY (F)

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

B1-03 ENGINE CONTROL UNIT (F)

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

( )...EC-AT

B1-04 COIL WITH IGNITER TRAILING (F)

BR/Y	L/Y
Y/L	L/G

B1-05 COIL WITH IGNITER TRAILING (F)

B/Y	B/Y

B1-06 COIL WITH IGNITER LEADING (F)

G/Y	B/Y

B1-07 CHECK CONNECTOR (F)

Y/L

B1-08 CHECK CONNECTOR (F)

*	B/W	Y/B
*	Y	*

B1-09 CONDENSER (F)

B/Y

B1-10 ENGINE CONTROL UNIT (EM)

3Y	3W	3U	3S	3Q	3O	3M	3K	3I	3G	3E	3C	3A
LG/B	LG	B/LG	B/O	L/G	Y/B	L/O	BR	L/B	W	L	B	B/W
LG/R	LG/W	B/R	B/L	L/W	W/L	* (G/R)	W/G	BR/Y	R	*	BR/B	B/W
3Z	3X	3V	3T	3R	3P	3N	3L	3J	3H	3F	3D	3B

( )...EC-AT

B1-11 INJECTOR REAR SECONDARY (EM)

LG/R	B/Y

B1-12 INJECTOR REAR PRIMARY (EM)

LG/B	B/Y

B1-13 INJECTOR FRONT SECONDARY (EM)

LG/W	B/Y

B1-14 INJECTOR FRONT PRIMARY (EM)

LG	B/Y

B1-15 CRANK ANGLE SENSOR (EM)

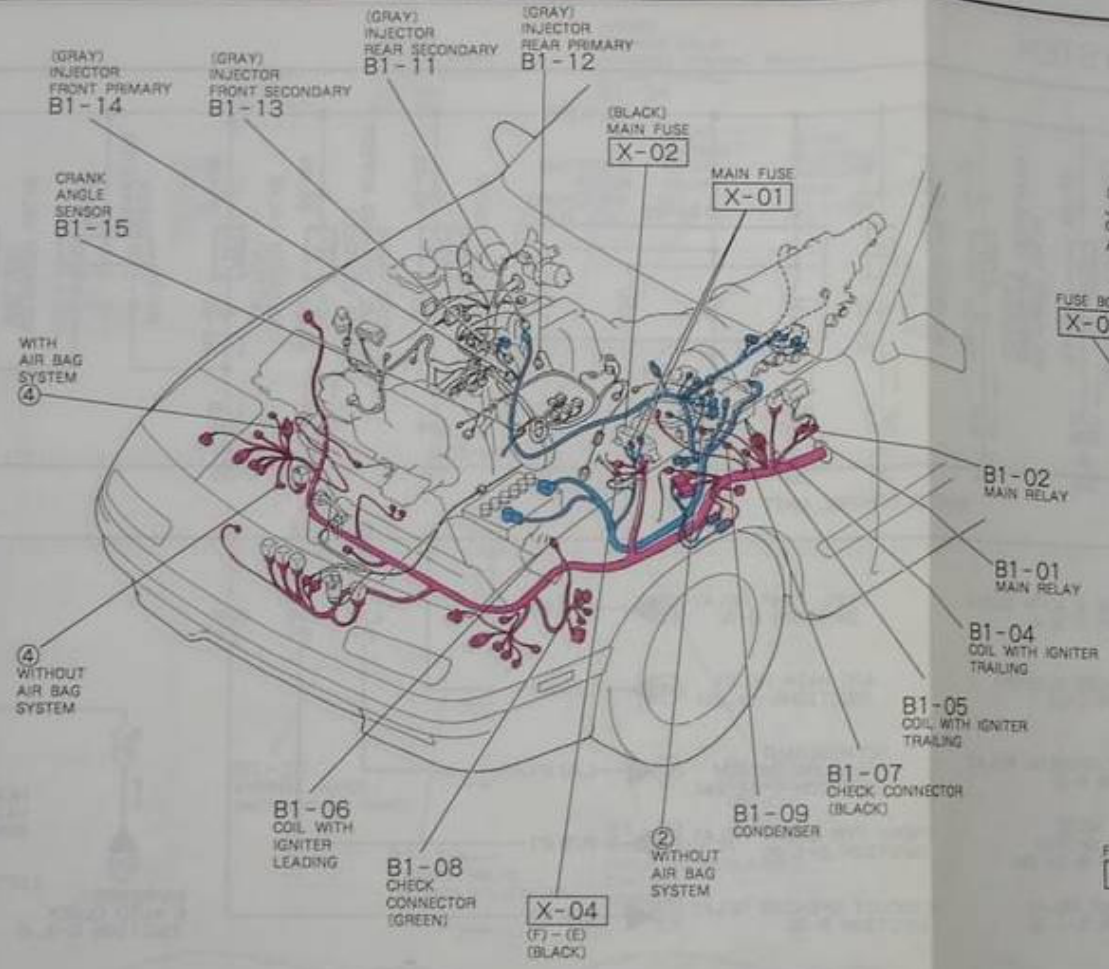
R	G
W	L

A-06 JOINT CONNECTOR (F) WITH AIR BAG SYSTEM

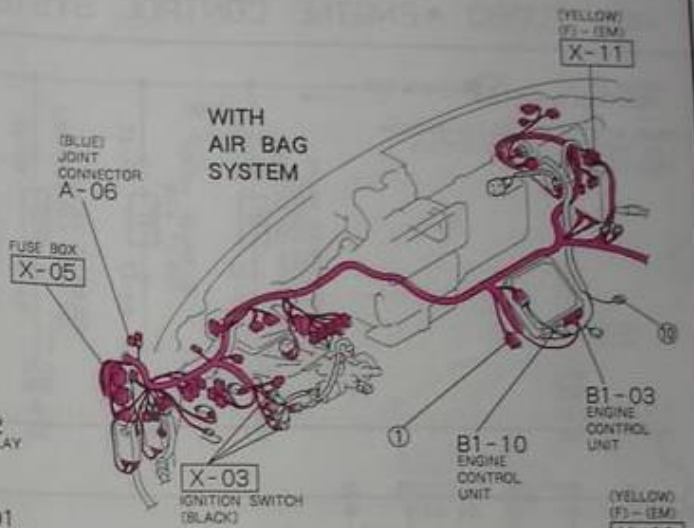
W/L	W/L	W/G	W/L
D	C	B	A

HARNESS COLOR : FRONT ENGINE

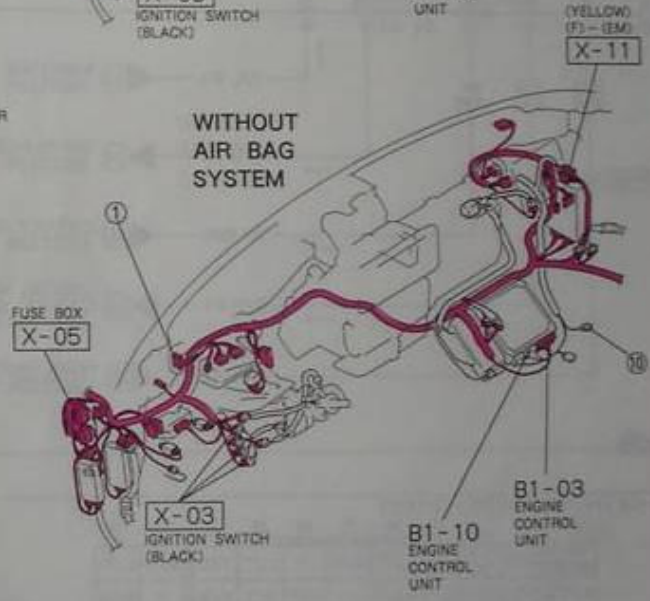
B-1a



WITH AIR BAG SYSTEM

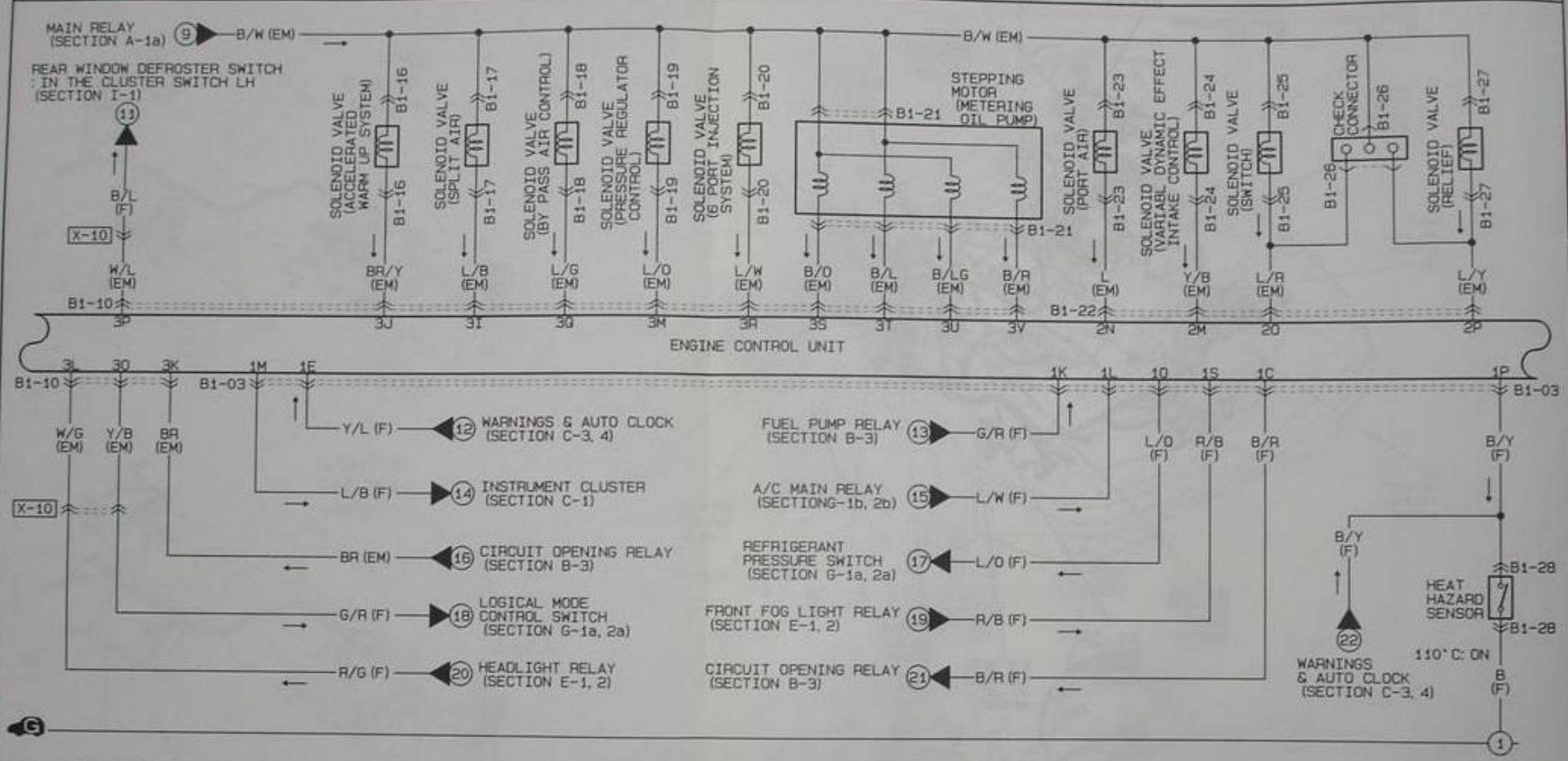


WITHOUT AIR BAG SYSTEM



NON TURBO ■ ENGINE CONTROL SYSTEM

B-1b



B1-03 ENGINE CONTROL UNIT (F)

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

( ) ... EC-AT

B1-10 ENGINE CONTROL UNIT (EM)

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

( ) ... EC-AT

B1-16 SOLENOID VALVE (ACCELERATED WARM UP SYSTEM) (EM)

B/W
BR/Y

B1-17 SOLENOID VALVE (SPLIT AIR) (EM)

B/W
L/B

B1-18 SOLENOID VALVE (BY PASS AIR CONTROL) (EM)

L/G | B/W

B1-19 SOLENOID VALVE (PRESSURE REGULATOR CONTROL) (EM)

L/O | B/W

B1-20 SOLENOID VALVE (6 PORT INJECTION SYSTEM) (EM)

L/W | B/W

B1-21 STEPPING MOTOR (METERING OIL PUMP) (EM)

B/LG	B/W	B/O
B/R	B/W	B/L

B1-22 ENGINE CONTROL UNIT (EM)

2O	2M	2K	2I	2G	2E	2C	2A
L/R	Y/B	G/O	BR/W	B/G	G/W	B	G/B
L/Y	L	G	* (B)	G/Y	G/R	*	G
2P	2N	2L	2J	2H	2F	2D	2B

( ) ... CANADA

B1-23 SOLENOID VALVE (PORT AIR) (EM)

B/W
L

B1-24 SOLENOID VALVE (VARIABL DYNAMIC EFFECT INTAKE CONTROL) (EM)

Y/B | B/W

B1-25 SOLENOID VALVE (SWITCH) (EM)

L/R | B/W

B1-26 CHECK CONNECTOR (EM)

B/W
L/R | L/Y

B1-27 SOLENOID VALVE (RELIEF) (EM)

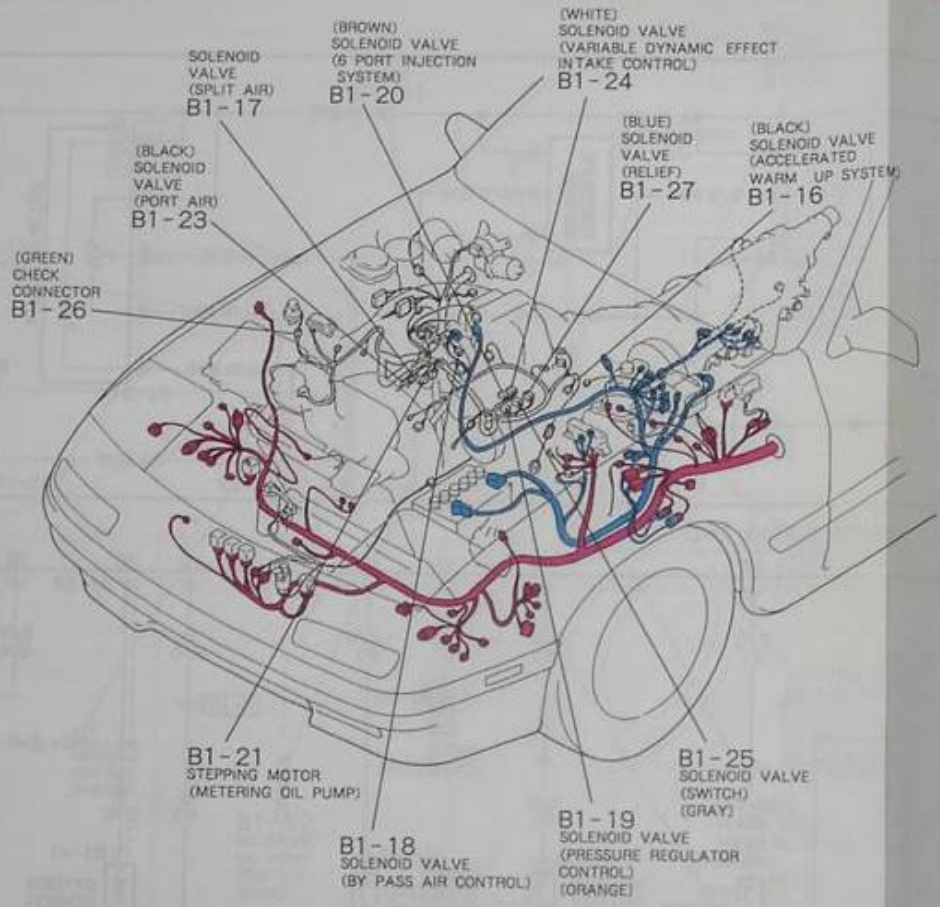
L/Y | B/W

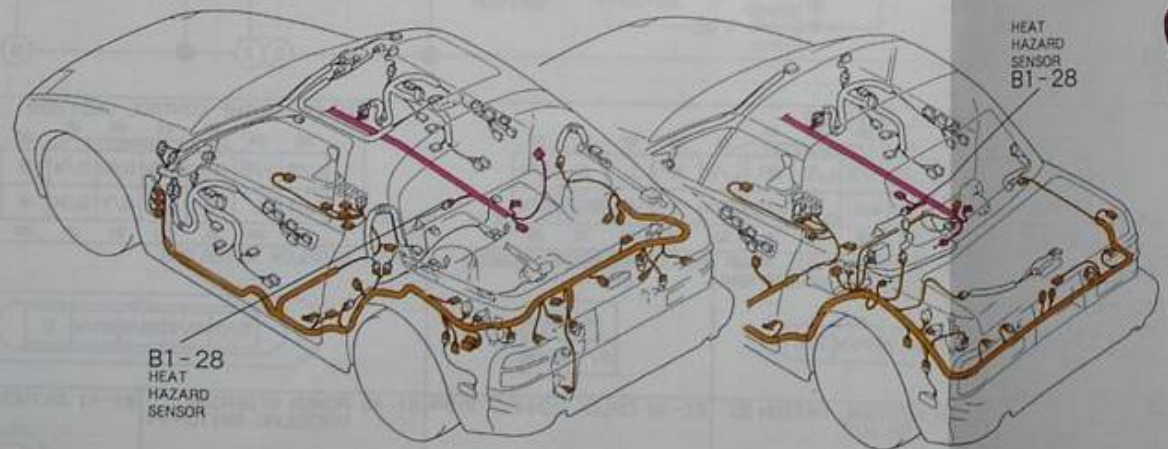
B1-28 HEAT HAZARD SENSOR (F)

B/Y
B

HARNESS COLOR : FRONT REAR ENGINE

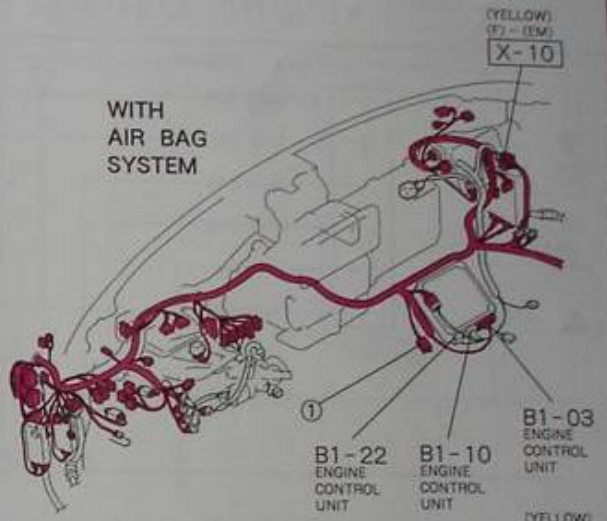
B-1b



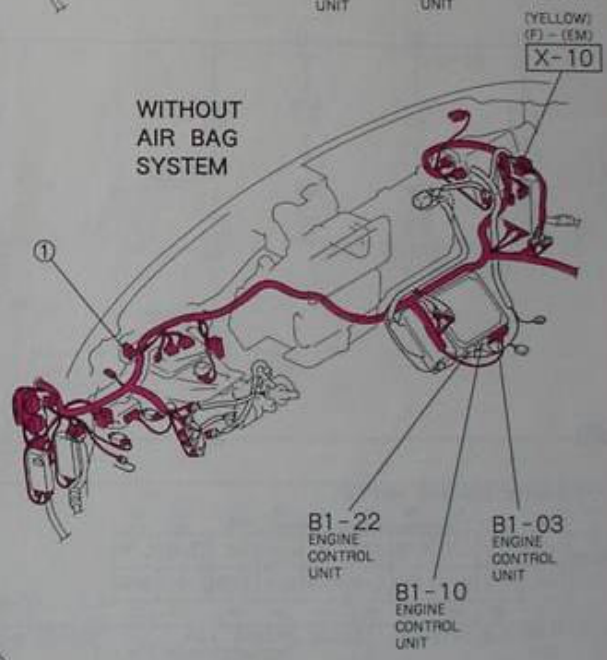


COUPE CONVERTIBLE

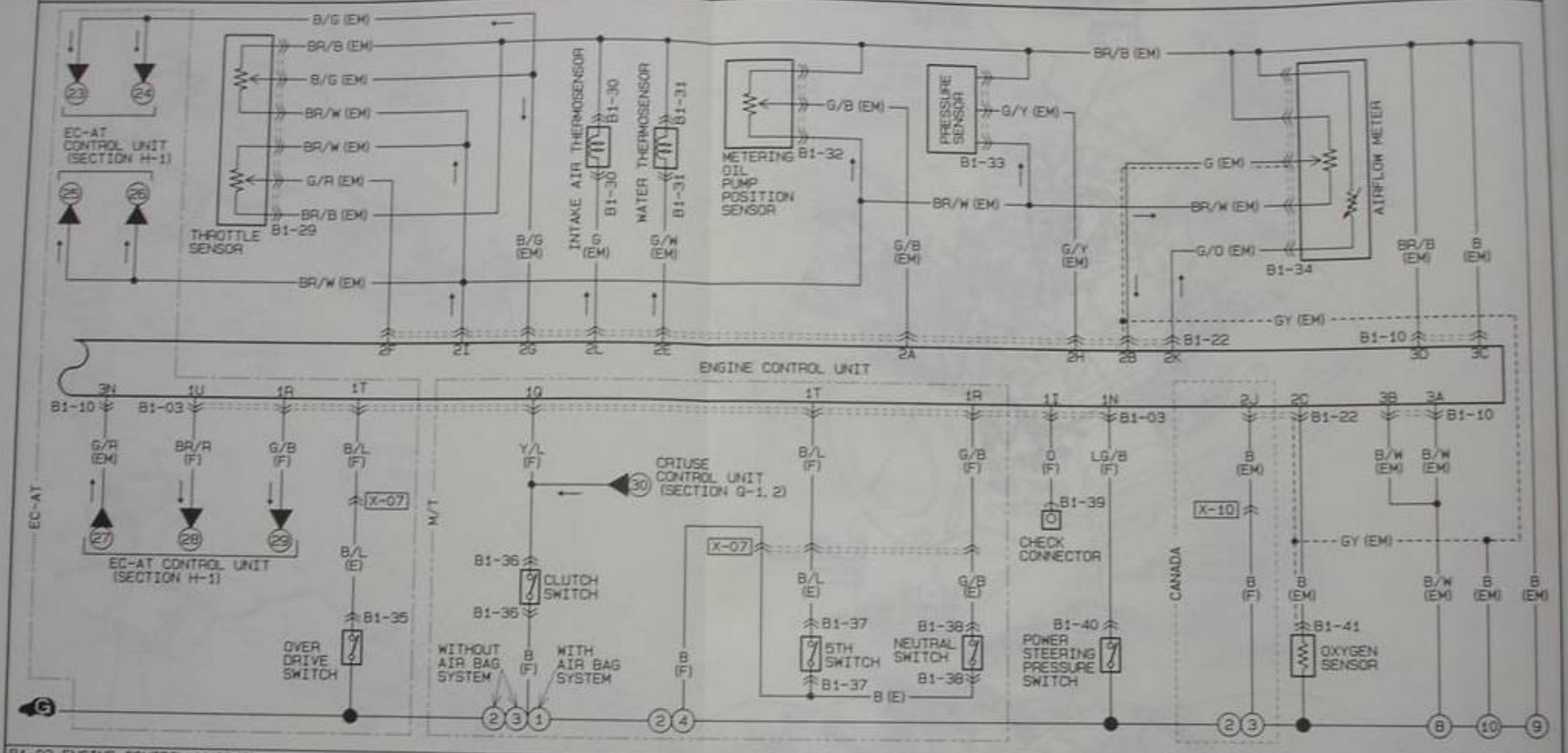
WITH AIR BAG SYSTEM



WITHOUT AIR BAG SYSTEM



NON TURBO ■ ENGINE CONTROL SYSTEM



B1-03 ENGINE CONTROL UNIT (F)

1U	1S	1Q	1O	1M	1K	1I	1G	1E	1C	1A
BR/R	R/B	Y/L (M/T)	L/O	L/B	G/R	O	L/Y	Y/L	B/R	L/R
L/G	B/L	G/B	B/Y	LG/B	L/W	BR/Y	G/Y	Y/B	Y	B/W

1V 1T 1R 1P 1N 1L 1J 1H 1F 1D 1B

( )...EC-AT

B1-10 ENGINE CONTROL UNIT (EM)

3Y	3W	3U	3S	3Q	3O	3M	3K	3I	3G	3E	3C	3A
LG/B	LG	B/LG	B/O	L/G	Y/B	L/O	BR	L/B	W	L	B	B/W
LG/R	LG/W	B/R	B/L	L/W	W/L	✳ (G/R)	W/G	BR/Y	R	✳	BR/B	B/W

32 3X 3V 3T 3R 3P 3N 3L 3J 3H 3F 3D 3B

( )...EC-AT

B1-22 ENGINE CONTROL UNIT (EM)

2O	2M	2K	2I	2G	2E	2C	2A
L/R	Y/B	G/O	BR/W	B/G	G/W	B	G/B
L/Y	L	G	✳ (B)	G/Y	G/R	✳	G

2P 2N 2L 2J 2H 2F 2D 2B

( )... CANADA

B1-29 THROTTLE SENSOR (EM)

B/G	BR/W	G/R
BR/W	BR/B	BR/B

B1-30 INTAKE AIR THERMOSENSOR (EM)

G
BR/B

B1-31 WATER THERMOSENSOR (EM)

BR/B	G/W

B1-32 METERING OIL PUMP POSITION SENSOR (EM)

BR/B	BR/W	G/B

B1-33 PRESSURE SENSOR (EM)

✳	BR/B
G/Y	BR/W

B1-34 AIRFLOW METER (EM)

G/O	BR/B	BR/B	BR/W	G

B1-35 OVER DRIVE SWITCH (E) FOR EC-AT

B/L

B1-36 CLUTCH SWITCH (F) FOR M/T

Y/L	B

B1-37 5TH SWITCH (E) FOR M/T

B/L
B

B1-38 NEUTRAL SWITCH (E) FOR M/T

B	G/B

B1-39 CHECK CONNECTOR (F)

O

B1-40 POWER STEERING PRESSURE SWITCH (F)

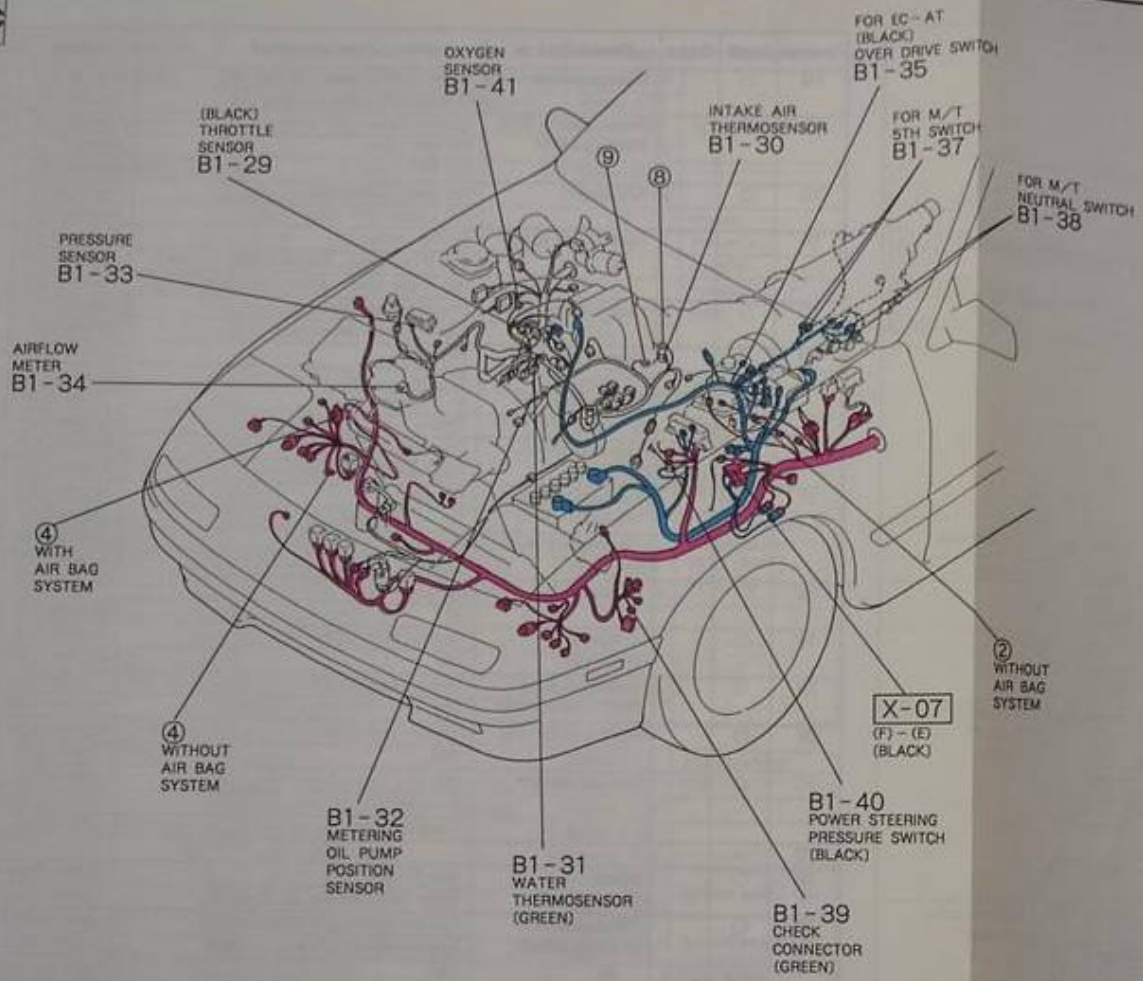
LG/B

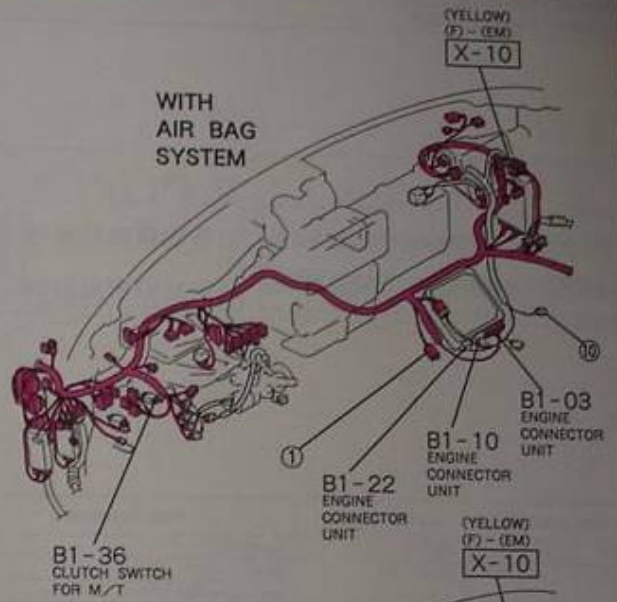
B1-41 OXYGEN SENSOR (EM)

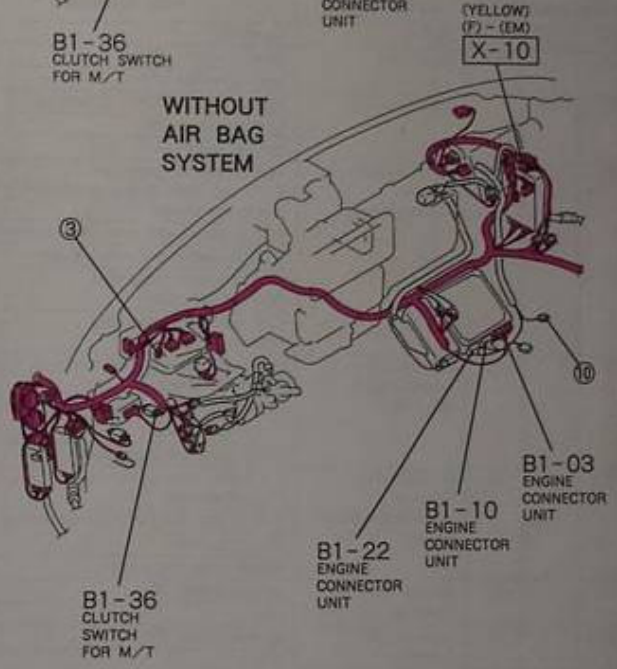
B

HARNESS COLOR : FRONT ENGINE

B-1c



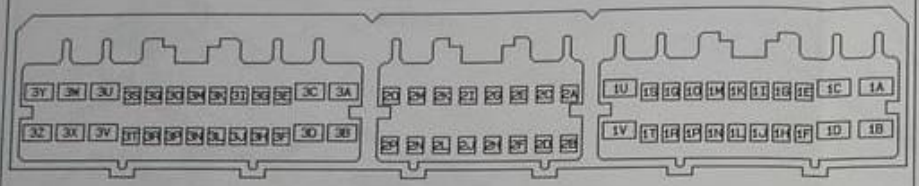




Z WIRING DIAGRAM

ENGINE CONTROL UNIT

Terminal Voltage Chart



Terminal	Input	Output	Connection to	Test condition	Voltage	Remark
1A	○		Battery	Constant	Approx. 12V	Backup
1B	○		Main relay	Ignition switch ON	Approx. 12V	—
				Ignition switch OFF	Approx. 0V	
1C	○		Ignition switch	Ignition switch START (Cranking)	Approx. 12V	—
				Ignition switch ON	Approx. 0V	
				Ignition switch OFF	Approx. 0V	
1D		○	Self-Diagnosis Checker (Monitor lamp)	Test connector grounued For 3 sec. after ignition switch OFF→ON (Lamp illuminates)	Below 6.2V	With Self-Diagnosis checker
				After 3 sec. (Light does not illuminate)	Approx. 12V	
				Test connector grounded at idle	Approx. 12V	
				Test connector grounded (Monitor lamp ON)	Below 6.2V	
				Test connector grounded (Monitor lamp OFF)	Approx. 12V	
1E		○	Malfunction indicator light (MIL) lamp	For 3 sec. after ignition switch OFF→ON (Lamp illuminates)	Below 4.8V	Test connector grounded
				After 3 sec. (Lamp does not illuminate)	Approx. 12V	
				Lamp illuminates	Below 4.8V	
				Lamp does not illuminates	Approx. 12V	
1F		○	Self-Diagnosis Checker (Malfunction code number)	For 3 sec. after ignition switch OFF→ON (Buzzer sounds)	Below 6.2V	With Self-Diagnosis Checker and test connector grounded
				After 3 sec. (Buzzer does not sound)	Approx. 12V	
				Buzzer sounds	Below 6.2V	
				Buzzer does not sound	Approx. 12V	
1G		○	Ignition coil (Trailing)	Ignition switch ON	Approx. 0V	IGt-T (Ignition timing signal)
				Idle	Approx. 0.8V	
1H		○	Ignition coil (Leading)	Ignition switch ON	Approx. 0V	IGt-L (Ignition timing signal)
				Idle	Approx. 0.8V	
1I	○		Test connector (Green: 1-pin)	Test connector grounded	Approx. 0V	Ignition switch ON
				Test connector not grounded	Approx. 12V	
1J		○	Ignition coil (Trailing)	Ignition switch ON	Approx. 4.4V	IGs-T (Select signal)
				Idle	Approx. 2.2V	
1K		○	Fuel pump resistor relay	Cranking	Approx. 12V	—
				Idle (More than 90 sec. after cranking)	Below 2.0V	
1L		○	A/C relay	A/C switch ON	Below 2.5V	Ignition switch ON Blower switch ON
				A/C switch OFF	Approx. 12V	

Terminal	Input	Output	Connection to	Test condition	Voltage	Remark
1M	○		Mileage sensor	Under 20,000 miles (34,000 km)	Approx. 12V	There is an error more or less
				Over 20,000 miles (34,000 km)	Below 1.5V	
1N	○		Power steering (P/S) pressure switch	Ignition switch ON	Approx. 12V	P/S ON: Turning P/S OFF: Straight ahead
				P/S ON (Idle)	Approx. 0V	
				P/S OFF (Idle)	Approx. 12V	
1O	○		A/C switch	A/C switch ON (Idle)	Below 2.5V	Blower switch ON
				A/C switch OFF (Idle)	Approx. 12V	
1P	○		Heat hazard sensor	Ignition switch ON	Below 1.5V	—
				Idle (Floor temp.: Below 110°C (230°F))	Approx. 12V	
				Idle (Floor temp.: Above 110°C (230°F))	Below 1.5V	
1Q	○		Clutch switch (M/T)	Clutch pedal: released	Approx. 12V	Ignition switch ON
				Clutch pedal: depressed	Below 2.0V	
1R	○		Neutral switch (M/T)	Neutral	Below 2.0V	Ignition switch ON
				In gear	Approx. 12V	
	○		EC-AT control unit (Inhibitor signal) (A/T)	N, P range	Below 2.0V	Ignition switch ON
				Others	Approx. 12V	
1S	○		Fog light switch	Fog light ON (Idle)	Approx. 12V	If equipped
				Fog light OFF (Idle)	Approx. 0V	
1T	○		Back-up light and 5th switch (M/T)	5th gear	Approx. 12V	Ignition switch ON
				1th — 4th gear	Below 2.0V	
	○		Oil pressure switch (A/T)	Overdrive	Below 2.0V	Can not check (Load condition only)
				Others	Approx. 12V	
1U	○		AT switch	A/T	Approx. 0V	Ignition switch ON
				M/T	Approx. 12V	
1V	○		Ignition coil (Trailing)	Ignition switch ON	Below 2.0V	IGf-T (Ignition confirmation signal)
				Idle	Approx. 1.4V	
2A	○		Metering oil pump (MOP) position sensor	Ignition switch OFF	0V	Refer to Section D
				Idle	Approx. 1.0V	
2B	○		Airflow meter (Vs)	Ignition switch ON	Approx. 4.0V	—
				Idle	2.5V—3.5V	
2C	○		Oxygen sensor	Idle	Below 1.0V	—
				Acceleration	0.5V—1.0V	
				Deceleration	0V—0.4V	
2D	—	—	—	—	—	—
2E	○		Water thermosensor	Idle (Engine hot)	0.3V—1.0V	—
				Water temperature: 20°C (68°F)	Approx. 2.4V	
2F	○		Throttle sensor (Narrow range)	Ignition switch ON (Idle position)	Approx. 1.0V	After warm-up
				Ignition switch ON (Full throttle)	Approx. 5.0V	
				Idle	Approx. 1.0V	
2G	○		Throttle sensor (Full range)	Ignition switch ON (Idle position)	Approx. 0.8V	After warm-up
				Ignition switch ON (Full throttle)	Approx. 4.3V	
				Idle	Approx. 0.8V	
2H	○		Pressure sensor	Vacuum hose disconnected and plugged	3.4V—3.6V	Ignition switch ON
				100 mmHg (3.9 inHg) vacuum applied to pressure sensor	2.8V—3.2V	
2I		○	Sensors	Ignition switch ON	4.5V—5.5V	Vref (Power supply)
				Ignition switch OFF	0V	
2J	○		Ground or open	Canada (Ground)	0V	—
				Except for Canada (Open)	Approx. 12V	
2K	○		Intake air thermosensor (Airflow meter)	Idle (At 20°C (68°F))	2V—3V	—
2L	○		Intake air thermosensor (Engine)	Idle (At 80°C (176°F))	1V—2V	—
2M		○	Solenoid valve (Variable dynamic effect intake control)	Above 5,200 rpm	Below 2.0V	Only while driving
				Below 5,200 rpm	Approx. 12V	—

Terminal	Input	Output	Connection to	Test condition	Voltage	Remark
2N		○	Port air solenoid valve	Except idle (Below 20,000 miles (34,000 km))	Approx. 12V	—
				Idle or above 20,000 miles (34,000 km)	Below 2.0V	
2O		○	Solenoid valve (Switch)	Half throttle	Below 2.0V	Ignition switch ON
				Idle	Approx. 12V	
2P		○	Solenoid valve (Relief)	Idle	Below 2.0V	—
				Engine speed, above 3,600 rpm	Approx. 12V	
3A	—	—	Ground	Constant	0V	Power
3B	—	—	Ground	Constant	0V	Power
3C	—	—	Ground	Constant	0V	System
3D	—	—	Ground	Constant	0V	Analog
3E	○		Crank angle sensor (Ne)	Ignition switch ON	Below 1.0V	Red
				Idle	Below 1.0V	
3F	—	—	—	—	—	—
3G	○		Crank angle sensor (G+)	Ignition switch ON	Below 1.0V	Black
				Idle	Below 1.0V	
3H	○		Crank angle sensor (G−)	Ignition switch ON	Below 1.0V	White
				Idle	Below 1.0V	
3I		○	Split air solenoid valve	5th gear (M/T), Over drive (A/T)	Below 2.5V	Refer to page F1-65
				Others	Approx. 12V	
3J		○	Solenoid valve (Accelerated warm-up system)	Ignition switch OFF	0V	Engine coolant temperature: 15°C (59°F)— 35°C (95°F)
				Ignition switch ON	Approx. 12V	
				Idle (Less than 17 sec. after cranking)	Below 2.0V	
				Idle (More than 17 sec. after cranking)	Approx. 12V	
3K		○	Circuit opening relay	Ignition switch OFF	0V	—
				Ignition switch ON	Approx. 12V	
				Idle	Below 2.0V	
3L	○		Headlight switch	Headlight switch ON	Approx. 12V	—
				Headlight switch OFF	0V	
3M		○	Solenoid valve (Pressure regulator control)	Ignition switch ON	Below 2.0V	—
				Cranking	Below 2.0V	Hot condition only
				Idle (Less than 20 sec. after cranking)	Below 2.0V	
				Idle (More than 90 sec. after cranking)	Approx. 12V	
3N		○	EC-AT control unit	Idle (After warm-up)	Below 2.0V	
				Others (After warm-up)	Approx. 12V	
3O	○		Blower switch	Blower switch ON	Below 2.0V	Ignition switch ON
				Blower switch OFF	Approx. 12V	
3P	○		Rear defroster switch	Rear defroster switch ON	Below 2.0V	Ignition switch ON
				Rear defroster switch OFF	Approx. 12V	
3Q		○	Solenoid valve (Bypass air control)	Ignition switch OFF	0V	Duty pulse
				Ignition switch ON	Approx. 9V	
				Idle	Approx. 9V	
3R		○	6-port induction (6PI) system	Above 3,850 rpm	Below 2.0V	Cannot check (Warm-up and load condition only)
				Below 3,850 rpm	Approx. 12V	
3S 3T 3U 3V		○	Stepping motor (Metering oil pump)	—	—	Can not check with circuit tester (Refer to Section D)
3W		○	Injector (Front primary)	Ignition switch ON	Approx. 12V	Ground time is very short
				Idle	Approx. 12V	
3X		○	Injector (Front secondary)	Ignition switch ON	Approx. 12V	Ground time is very short
				Idle	Approx. 12V	
3Y		○	Injector (Rear primary)	Ignition switch ON	Approx. 12V	Ground time is very short
				Idle	Approx. 12V	
3Z		○	Injector (Rear secondary)	Ignition switch ON	Approx. 12V	Ground time is very short
				Idle	Approx. 12V	

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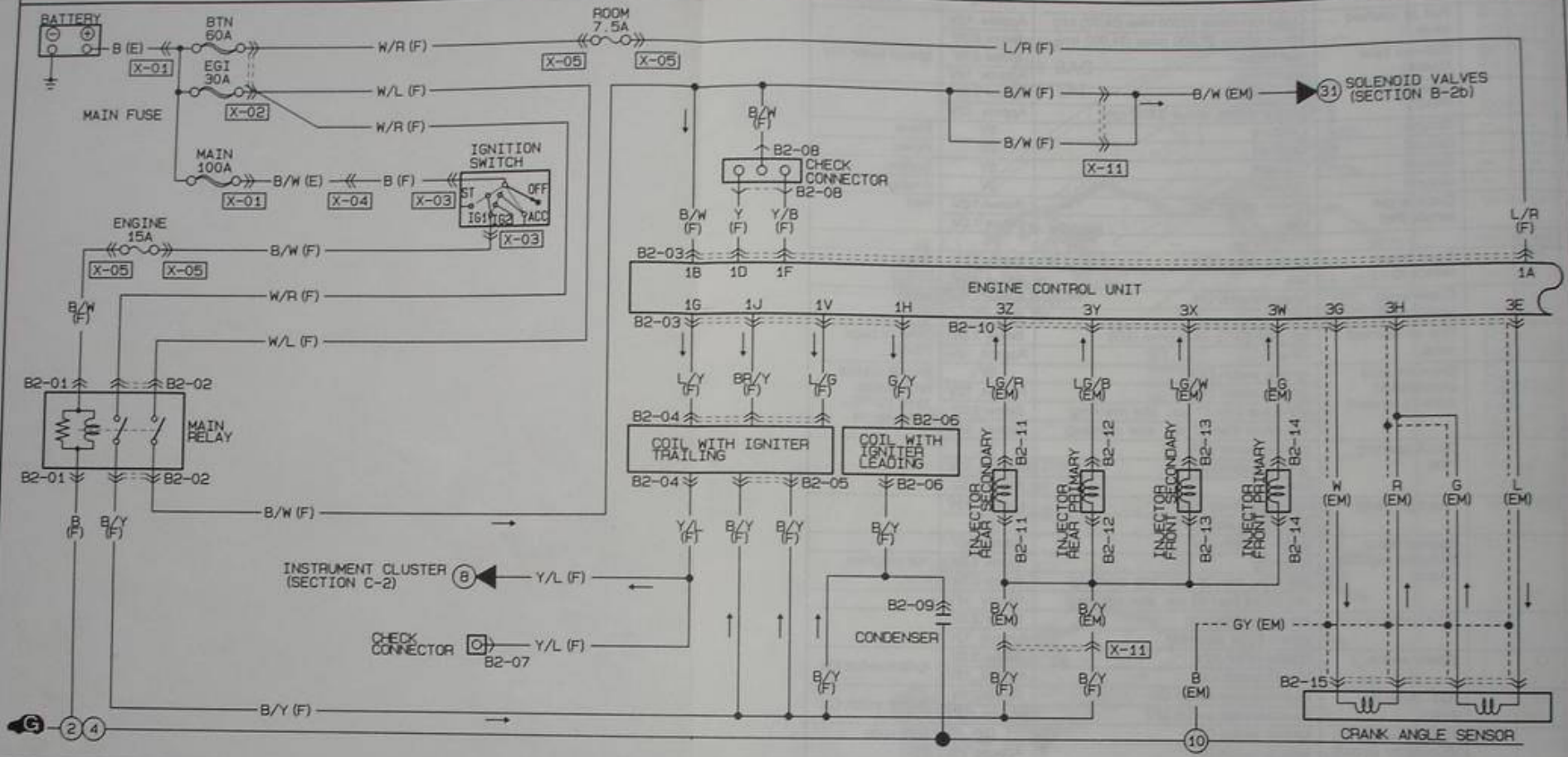
TURBO ■ ENGINE CONTROL SYSTEM ■ IGNITION SYSTEM



B2-01 MAIN RELAY (F)

B	B/W

B2-02 MAIN RELAY (F)

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

B2-03 ENGINE CONTROL UNIT (F)

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

B2-04 COIL WITH IGNITER TRAILING (F)

BR/Y	L/Y
Y/L	L/G

B2-05 COIL WITH IGNITER TRAILING (F)

B/Y	B/Y

B2-06 COIL WITH IGNITER LEADING (F)

G/Y	B/Y

B2-07 CHECK CONNECTOR (F)

Y/L

B2-08 CHECK CONNECTOR (F)

*	B/W	Y/B
*	Y	*

B2-09 CONDENSER (F)

B/Y

B2-10 ENGINE CONTROL UNIT (EM)

3Y	3W	3U	3S	3Q	3O	3M	3K	3I	3G	3E	3C	3A
LG/B	LG	B/LG	B/O	L/G	Y/B	L/O	BR	L/B	W	L	B	B/W
LG/R	LG/W	B/R	B/L	L/W	W/L	*	W/G	BR/Y	R	*	BR/B	B/W
3Z	3X	3V	3T	3R	3P	3N	3L	3J	3H	3F	3D	3B

B2-11 INJECTOR REAR SECONDARY (EM)

LG/R	B/Y

B2-12 INJECTOR REAR PRIMARY (EM)

LG/B	B/Y

B2-13 INJECTOR FRONT SECONDARY (EM)

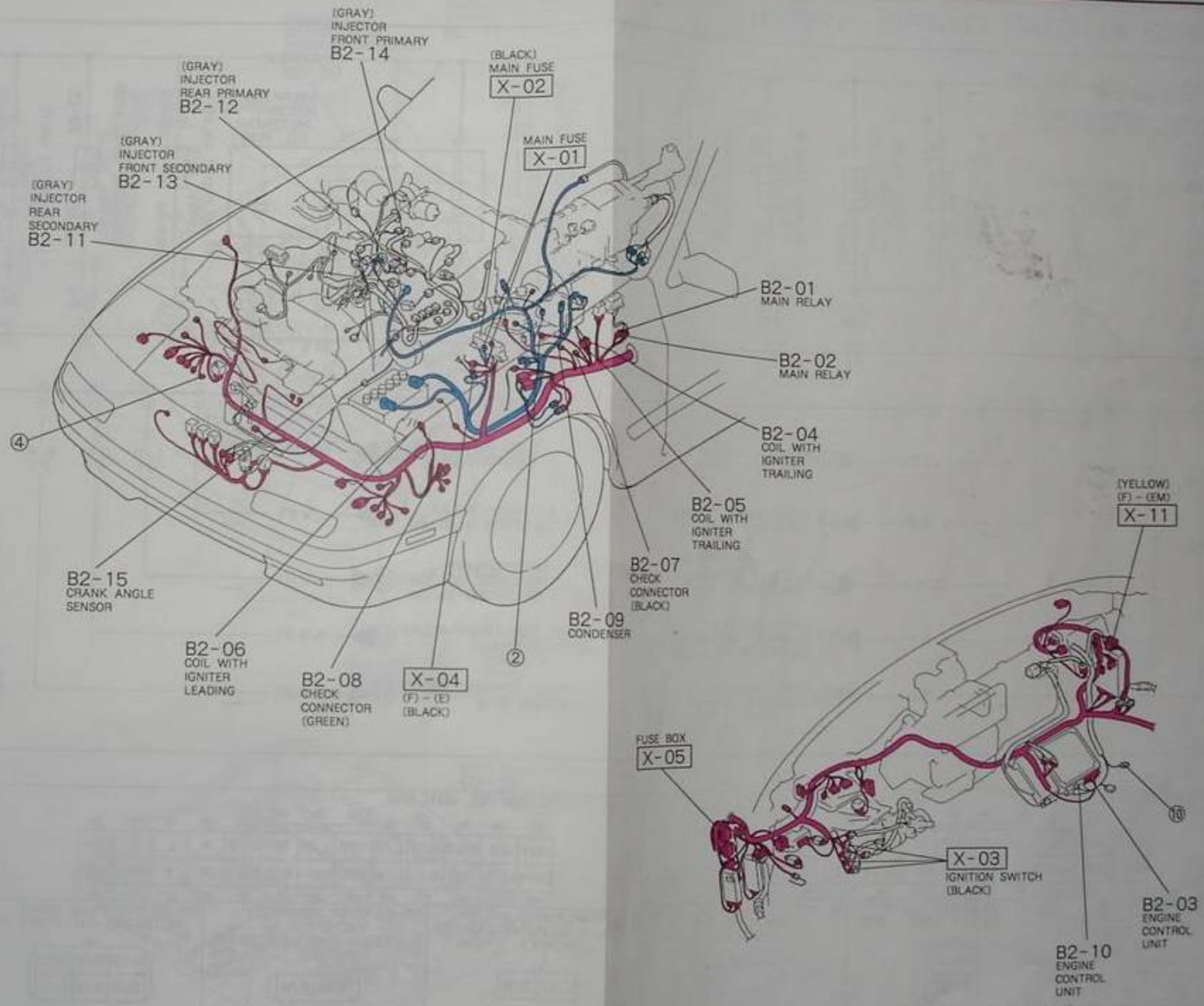
LG/W	B/Y

B2-14 INJECTOR FRONT PRIMARY (EM)

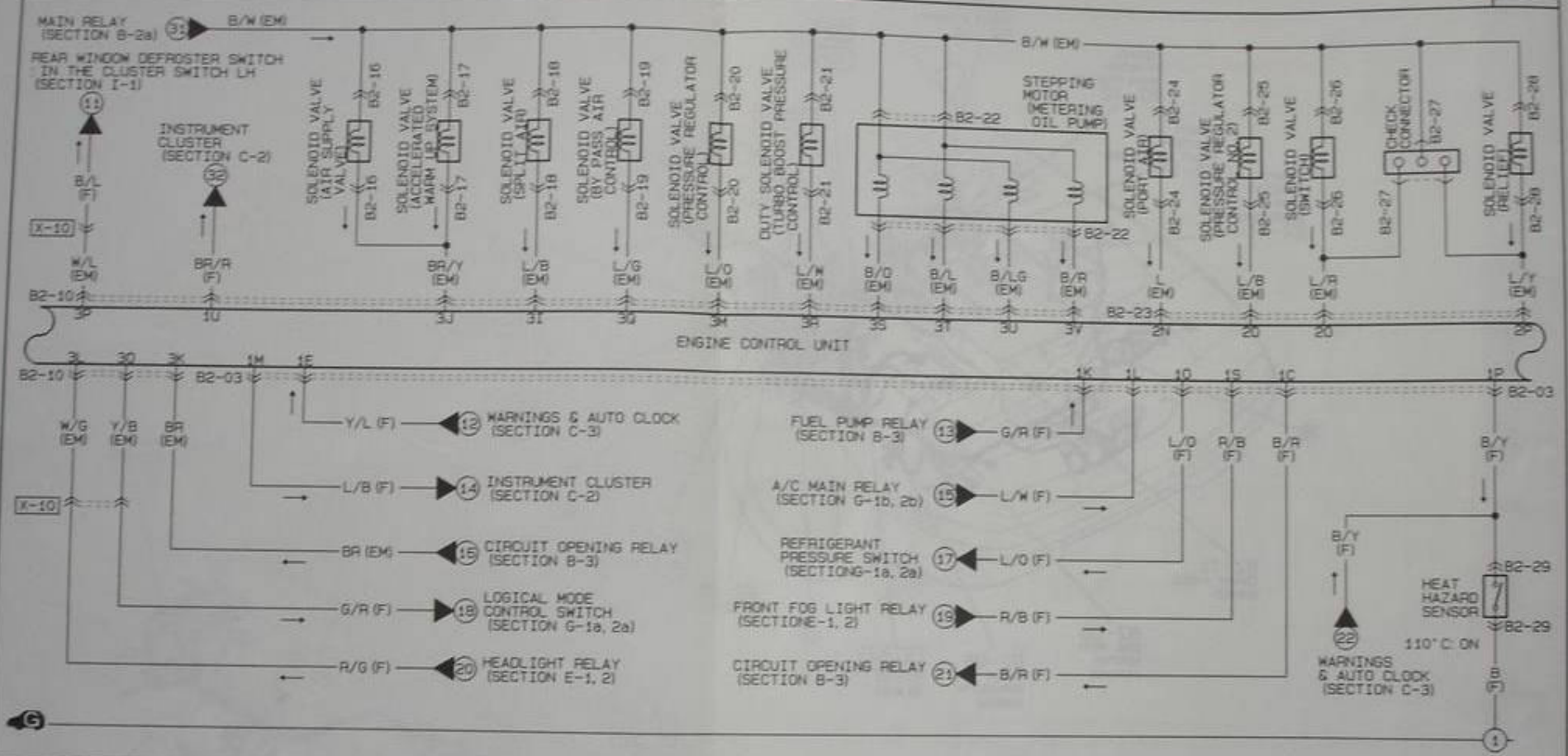
LG	B/Y

B2-15 CRANK ANGLE SENSOR (EM)

R	G
W	L


(GRAY)
INJECTOR
FRONT PRIMARY
B2-14
(GRAY)
INJECTOR
REAR PRIMARY
B2-12
(GRAY)
INJECTOR
FRONT SECONDARY
B2-13
(GRAY)
INJECTOR
REAR
SECONDARY
B2-11
(BLACK)
MAIN FUSE
X-02
MAIN FUSE
X-01
B2-01
MAIN RELAY
B2-02
MAIN RELAY
B2-04
COIL WITH
IGNITER
TRAILING
B2-05
COIL WITH
IGNITER
TRAILING
B2-07
CHECK
CONNECTOR
(BLACK)
B2-09
CONDENSER
B2-15
CRANK ANGLE
SENSOR
B2-06
COIL WITH
IGNITER
LEADING
B2-08
CHECK
CONNECTOR
(GREEN)
X-04
(F) - (E)
(BLACK)
④
②
(YELLOW)
(F) - (EM)
X-11
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
B2-03
ENGINE
CONTROL
UNIT
B2-10
ENGINE
CONTROL
UNIT
⑩

TURBO ■ ENGINE CONTROL SYSTEM



B2-03 ENGINE CONTROL UNIT (F)

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

B2-10 ENGINE CONTROL UNIT (EM)

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

B2-16 SOLENOID VALVE (AIR SUPPLY VALVE) (EM)

B/W
BR/Y

B2-17 SOLENOID VALVE (ACCELERATED WARM UP SYSTEM) (EM)

B/W
BR/Y

B2-18 SOLENOID VALVE (SPLIT AIR) (EM)

B/W
L/B

B2-19 SOLENOID VALVE (BY PASS AIR CONTROL) (EM)

L/G | B/W

B2-20 SOLENOID VALVE (PRESSURE REGULATOR CONTROL) (EM)

L/O | B/W

B2-21 DUTY SOLENOID VALVE (TURBO BOOST PRESSURE CONTROL) (EM)

L/W | B/W

B2-22 STEPPING MOTOR (METERING OIL PUMP) (EM)

B/LG	B/W	B/O
B/R	B/W	B/L

B2-24 SOLENOID VALVE (PORT AIR) (EM)

B/W
L

B2-23 ENGINE CONTROL UNIT (EM)

2O	2M	2K	2I	2G	2E	2C	2A
L/R	W	G/O	BR/W	B/G	G/W	B	G/B
L/Y	L	G	* (B)	G/Y	G/R	L/B	G
2P	2N	2L	2J	2H	2F	2D	2B

( ) . . . CANADA

B2-25 SOLENOID VALVE (PRESSURE REGULATOR CONTROL NO. 2) (EM)

L/B | B/W

B2-26 SOLENOID VALVE (SWITCH) (EM)

L/R | B/W

B2-27 CHECK CONNECTOR (EM)

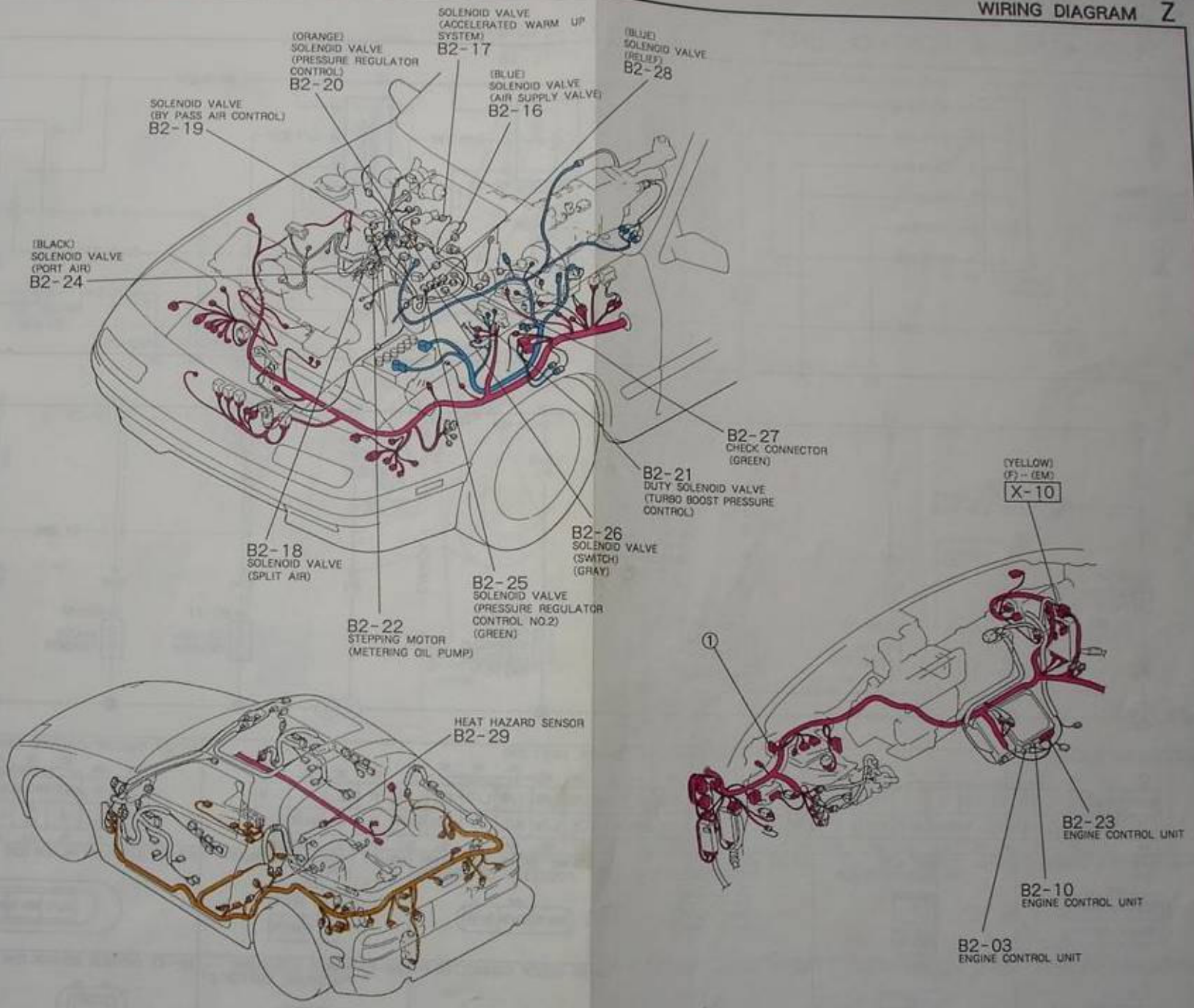
B/W
L/R | L/Y

B2-28 SOLENOID VALVE (RELIEF) (EM)

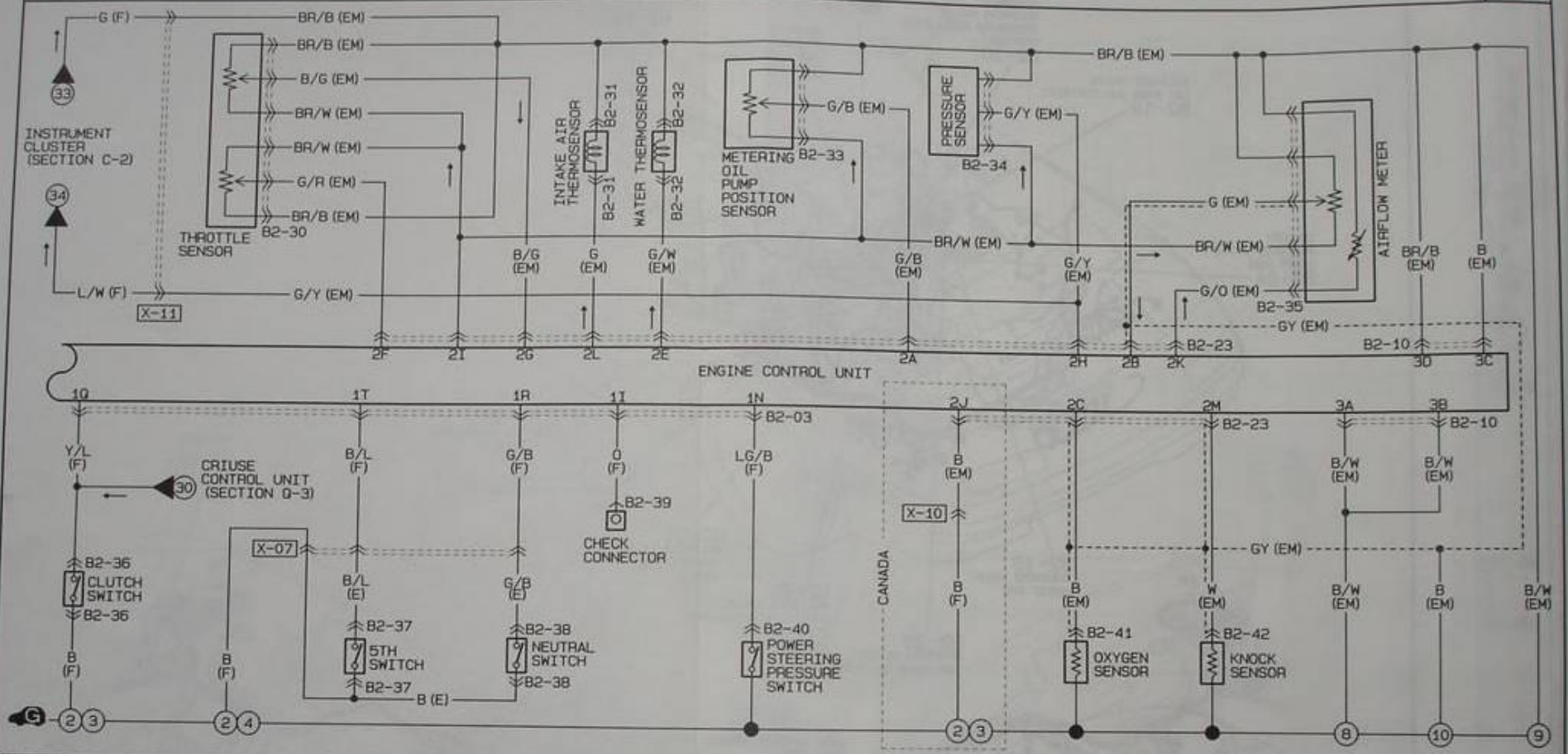
L/Y | B/W

B2-29 HEAT HAZARD SENSOR (F)

B/Y
B


SOLENOID VALVE (ACCELERATED WARM UP SYSTEM) B2-17
(ORANGE) SOLENOID VALVE (PRESSURE REGULATOR CONTROL) B2-20
(BLUE) SOLENOID VALVE (AIR SUPPLY VALVE) B2-16
(BLUE) SOLENOID VALVE (RELIEF) B2-28
SOLENOID VALVE (BY PASS AIR CONTROL) B2-19
(BLACK) SOLENOID VALVE (PORT AIR) B2-24
B2-27 CHECK CONNECTOR (GREEN)
B2-21 DUTY SOLENOID VALVE (TURBO BOOST PRESSURE CONTROL)
B2-26 SOLENOID VALVE (SWITCH) (GRAY)
B2-18 SOLENOID VALVE (SPLIT AIR)
B2-25 SOLENOID VALVE (PRESSURE REGULATOR CONTROL NO.2) (GREEN)
B2-22 STEPPING MOTOR (METERING OIL PUMP)
HEAT HAZARD SENSOR B2-29
(YELLOW) (F) - (EM) X-10
①
B2-23 ENGINE CONTROL UNIT
B2-10 ENGINE CONTROL UNIT
B2-03 ENGINE CONTROL UNIT

TURBO ■ ENGINE CONTROL UNIT



B2-03 ENGINE CONTROL UNIT (F)

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

B2-10 ENGINE CONTROL UNIT (EM)

3Y	3W	3U	3S	3Q	3O	3M	3K	3I	3G	3E	3C	3A
LG/B	LG	B/LG	B/O	L/G	Y/B	L/O	BR	L/B	W	L	B	B/W
LG/R	LG/W	B/R	B/L	L/W	W/L	*	W/G	BR/Y	R	*	BR/B	B/W
3Z	3X	3V	3T	3R	3P	3N	3L	3J	3H	3F	3D	3B

B2-23 ENGINE CONTROL UNIT (EM)

2O	2M	2K	2I	2G	2E	2C	2A
L/R	W	G/O	BR/W	B/G	G/W	B	G/B
L/Y	L	G	* (B)	G/Y	G/R	L/B	G
2P	2N	2L	2J	2H	2F	2D	2B

( ) ... CANADA

B2-30 THROTTLE SENSOR (EM)

B/G	BR/W	G/R
BR/W	BR/B	BR/B

B2-31 INTAKE AIR THERMOSENSOR (EM)

G / BR/B

B2-32 WATER THERMOSENSOR (EM)

BR/B | G/W

B2-33 METERING OIL PUMP POSITION SENSOR (EM)

BR/B | BR/W | G/B

B2-34 PRESSURE SENSOR (EM)

*	BR/B
G/Y	BR/W

B2-35 AIRFLOW METER (EM)

G/O | BR/B | BR/B | BR/W | G

B2-36 CLUTCH SWITCH (F)

Y/L | B

B2-37 5TH SWITCH (E)

B/L / B

B2-38 NEUTRAL SWITCH (E)

B | G/B

B2-39 CHECK CONNECTOR (F)

O

B2-40 POWER STEERING PRESSURE SWITCH (F)

LG/B

B2-41 OXYGEN SENSOR (EM)

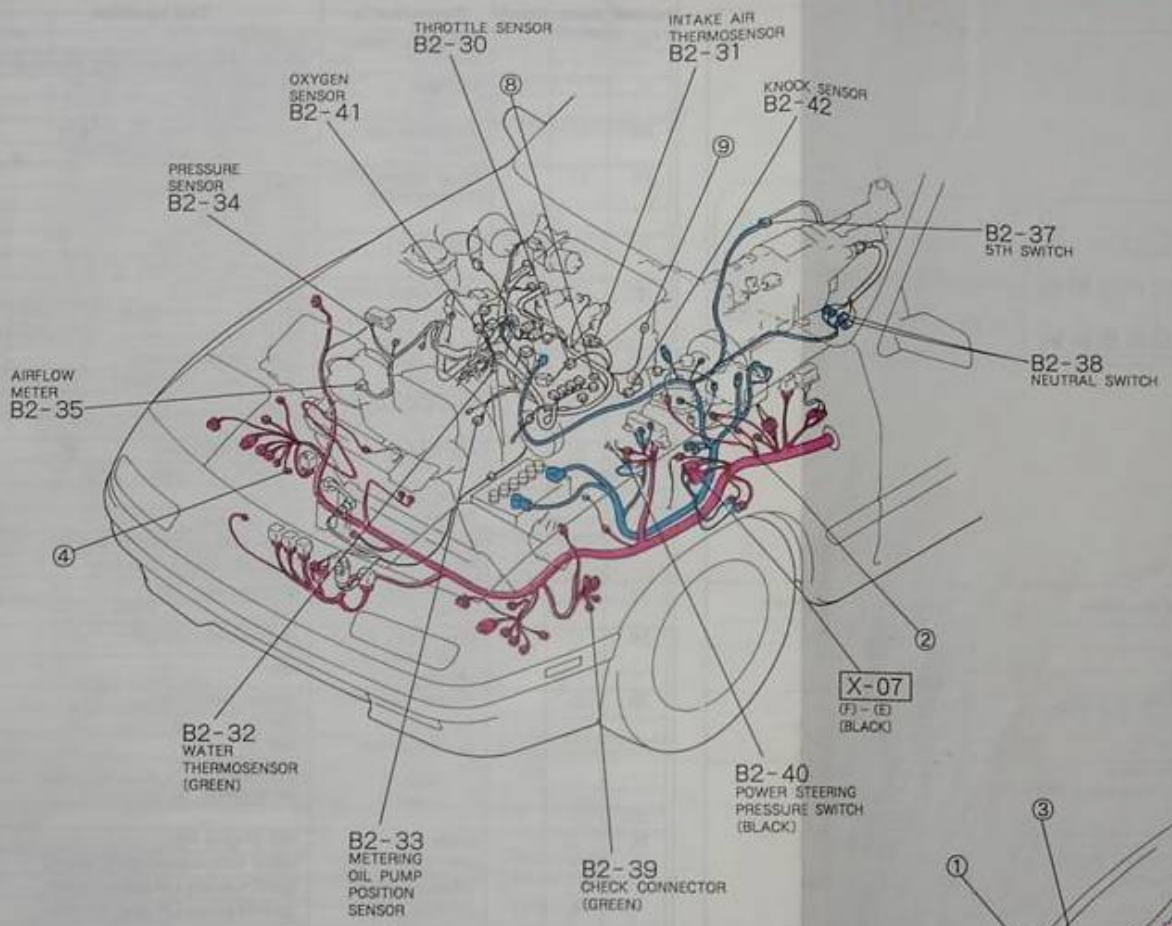
B

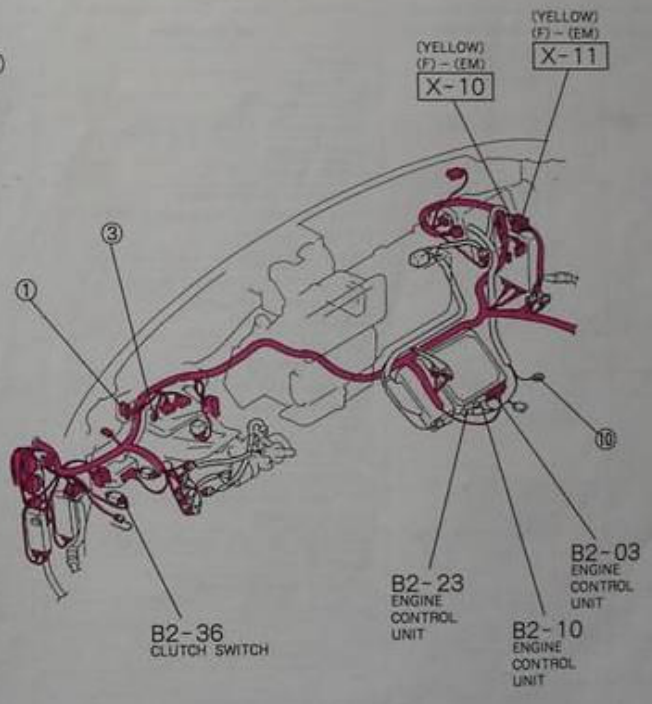
B2-42 KNOCK SENSOR (EM)

W

HARNESS COLOR : FRONT ENGINE

B-2c

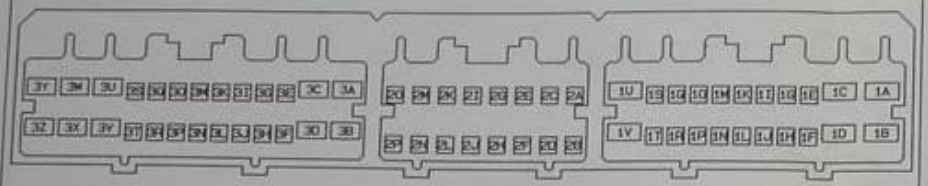




Z WIRING DIAGRAM

ENGINE CONTROL UNIT

Terminal Voltage Chart

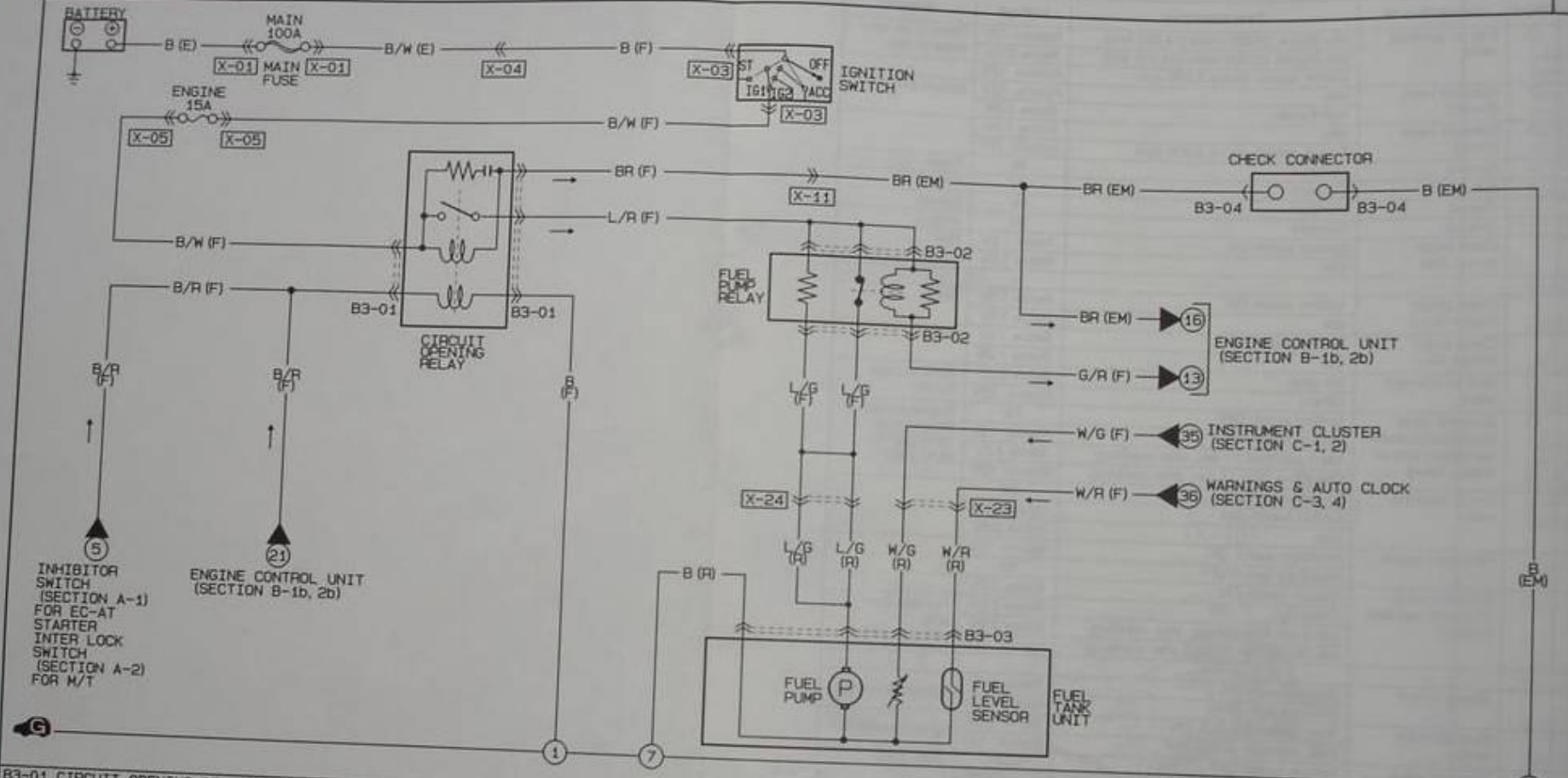


Terminal	Input	Output	Connection to	Test condition	Voltage	Remark
1A	○		Battery	Constant	Approx. 12V	Backup
1B	○		Main relay	Ignition switch ON	Approx. 12V	—
				Ignition switch OFF	Approx. 0V	
1C	○		Ignition switch	Ignition switch START (Cranking)	Approx. 12V	—
				Ignition switch ON	Approx. 0V	
				Ignition switch OFF	Approx. 0V	
1D		○	Self-Diagnosis Checker (Monitor lamp)	Test connector grounded For 3 sec. after ignition switch OFF→ON (Lamp illuminates)	Below 6.2V	With Self-Diagnosis checker
				After 3 sec. (Light does not illuminate)	Approx. 12V	
				Test connector grounded at idle	Approx. 12V	
				Test connector grounded (Monitor lamp ON)	Below 6.2V	
				Test connector grounded (Monitor lamp OFF)	Approx. 12V	
1E		○	Malfunction indicator light (MIL) lamp	For 3 sec. after ignition switch OFF→ON (Lamp illuminates)	Below 4.8V	Test connector grounded
				After 3 sec. (Lamp does not illuminate)	Approx. 12V	
				Lamp illuminates	Below 4.8V	
				Lamp does not illuminates	Approx. 12V	
1F		○	Self-Diagnosis Checker (Malfunction code number)	For 3 sec. after ignition switch OFF→ON (Buzzer sounds)	Below 6.2V	With Self-Diagnosis Checker and test connector grounded
				After 3 sec. (Buzzer does not sound)	Approx. 12V	
				Buzzer sounds	Below 6.2V	
				Buzzer does not sound	Approx. 12V	
1G		○	Ignition coil (Trailing)	Ignition switch ON	Approx. 0V	IGt-T (Ignition timing signal)
				Idle	Approx. 0.8V	
1H		○	Ignition coil (Leading)	Ignition switch ON	Approx. 0V	IGt-L (Ignition timing signal)
				Idle	Approx. 0.8V	
1I	○		Test connector (Green: 1-pin)	Test connector grounded	Approx. 0V	Ignition switch ON
				Test connector not grounded	Approx. 12V	
1J		○	Ignition coil (Trailing)	Ignition switch ON	Approx. 4.4V	IGs-T (Select signal)
				Idle	Approx. 2.2V	

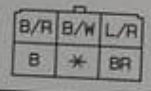
Terminal	Input	Output	Connection to	Test condition	Voltage	Remark
1K		○	Fuel pump resistor relay	Cranking	Approx. 12V	—
				Idle (More than 90 sec. after cranking)	Below 2.0V	
1L		○	A/C relay	A/C switch ON	Below 2.5V	Ignition switch ON Blower switch ON
				A/C switch OFF	Approx. 12V	
1M	○		Mileage sensor No.1	Under 20,000 miles (34,000 km)	Approx. 12V	There is an error more or less
				Over 20,000 miles (34,000 km)	Below 1.5V	
1N	○		Power steering (P/S) pressure switch	Ignition switch ON	Approx. 12V	P/S ON: Turning P/S OFF: Straight ahead
				P/S ON (Idle)	Approx. 0V	
				P/S OFF (Idle)	Approx. 12V	
1O	○		A/C switch	A/C switch ON (Idle)	Below 2.5V	Blower switch ON
				A/C switch OFF (Idle)	Approx. 12V	
1P	○		Heat hazard sensor	Ignition switch ON	Below 1.5V	—
				Idle (Floor temp.: Below 110°C (230°F))	Approx. 12V	
				Idle (Floor temp.: Above 110°C (230°F))	Below 1.5V	
1Q	○		Clutch switch	Clutch pedal: released	Approx. 12V	Ignition switch ON
				Clutch pedal: depressed	Below 2.0V	
1R	○		Neutral switch	Neutral	Below 2.0V	Ignition switch ON
				In gear	Approx. 12V	
1S	○		Fog light switch	Fog light ON (Idle)	Approx. 12V	If equipped
				Fog light OFF (Idle)	Approx. 0V	
1T	○		Back-up light and 5th switch	5th gear	Below 2.0V	Ignition switch ON
				1st—4th gear	Approx. 12V	
1U	○		Mileage sensor No.2	Under 600 miles (1,000 km)	Approx. 12V	There is an error more or less
				Over 600 miles (1,000 km)	Below 2.0V	
1V	○		Ignition coil (Trailing)	Ignition switch ON	Below 2.0V	IGf-T (Ignition confirmation signal)
				Idle	Approx. 1.4V	
2A	○		Metering oil pump (MOP) position sensor	Ignition switch OFF	0V	Refer to Section D
				Idle	Approx. 1.0V	
2B	○		Airflow meter (Vs)	Ignition switch ON	Approx. 4.0V	—
				Idle	2.5V—3.5V	
2C	○		Oxygen sensor	Idle	Below 1.0V	—
				Acceleration	0.5V—1.0V	
				Deceleration	0V—0.4V	
2D	—	—	—	—	—	—
2E	○		Water thermosensor	Idle (Engine hot)	0.3—1.0V	—
				Water temperature: 20°C (68°F)	2.0—3.0V	
2F	○		Throttle sensor (Narrow range)	Ignition switch ON (Idle position)	Approx. 1.0V	After warm-up
				Ignition switch ON (Full throttle)	Approx. 5.0V	
				Idle	Approx. 1.0V	
2G	○		Throttle sensor (Full range)	Ignition switch ON (Idle position)	Approx. 0.8V	After warm-up
				Ignition switch ON (Full throttle)	Approx. 4.3V	
				Idle	Approx. 0.8V	
2H	○		Pressure sensor	Vacuum hose disconnected and plugged	2.2—2.5V	Ignition switch ON
				100 mmHg (3.9 inHg) vacuum applied to pressure sensor	1.8—2.2V	
2I		○	Sensors	Ignition switch ON	4.5V—5.5V	Vref (Power supply)
				Ignition switch OFF	0V	
2J	○		Ground or open	Canada (Ground)	0V	—
				Except for Canada (Open)	Approx. 12V	
2K	○		Intake air thermosensor (Airflow meter)	Idle (At 20°C (68°F))	2V—3V	—
2L	○		Intake air thermosensor (Engine)	Idle (At 80°C (176°F))	1V—2V	—
2M	○		Knock sensor	Ignition switch ON	Approx. 0V	Very low voltage at any condition
				Idle	Approx. 0V	
				Knocking	Approx. 0V	

Terminal	Input	Output	Connection to	Test condition	Voltage	Remark
2N		○	Port air solenoid valve	Idle (Below 20,000 miles (34,000 km))	Approx. 12V	There is an error more or less
				Idle (Above 20,000 miles (34,000 km))	Below 2.0V	
				Engine speed, above 3,500 rpm	Approx. 12V	—
2O		○	Solenoid valve (Switch)	Idle	Approx. 12V	Ignition switch ON
				Half throttle	Below 2.0V	
2P		○	Solenoid valve (Relief)	Idle	Below 2.0V	—
				Engine speed, above 4,000 rpm	Approx. 12V	
3A	—	—	Ground	Constant	0V	Power
3B	—	—	Ground	Constant	0V	Power
3C	—	—	Ground	Constant	0V	System
3D	—	—	Ground	Constant	0V	Analog
3E	○		Crank angle sensor (Ne)	Ignition switch ON	Below 1.0V	Red
				Idle	Below 1.0V	
3F	—	—	—	—	—	—
3G	○		Crank angle sensor (G+)	Ignition switch ON	Below 1.0V	Black
				Idle	Below 1.0V	
3H	○		Crank angle sensor (G−)	Ignition switch ON	Below 1.0V	White
				Idle	Below 1.0V	
3I		○	Split air solenoid valve	5th gear	Below 2.0V	Refer to page F2-60
				Others	Approx. 12V	
3J		○	Solenoid valve (Accelerated warm-up system and air supply valve)	Ignition switch OFF	0V	Engine coolant temperature: 15°C (59°F)— 35°C (95°F)
				Ignition switch ON	Approx. 12V	
				Idle (Less than 17 sec. after cranking)	Below 2.0V	
				Idle (More than 17 sec. after cranking)	Approx. 12V	
3K		○	Circuit opening relay	Ignition switch OFF	0V	—
				Ignition switch ON	Approx. 12V	
				Idle	Below 2.0V	
3L	○		Headlight switch	Headlight switch ON	Approx. 12V	—
				Headlight switch OFF	0V	
3M		○	Solenoid valve (Pressure regulator control)	Ignition switch ON	Below 2.0V	—
				Cranking	Below 2.0V	Hot condition only
				Idle (Less than 20 sec. after cranking)	Below 2.0V	
				Idle (More than 90 sec. after cranking)	Approx. 12V	—
3N	—	—	—	—	—	—
3O	○		Blower switch	Blower switch ON	Below 2.0V	Ignition switch ON
				Blower switch OFF	Approx. 12V	
3P	○		Rear defroster switch	Rear defroster switch ON	Below 2.0V	Ignition switch ON
				Rear defroster switch OFF	Approx. 12V	
3Q		○	Solenoid valve (Bypass air control)	Ignition switch OFF	0V	Duty pulse
				Ignition switch ON	Approx. 9V	
				Idle	Approx. 9V	
3R		○	Duty solenoid valve (Turbo boost pressure control)	Ignition switch OFF	0V	Duty pulse
				Idle	Below 2.0V	
3S 3T 3U 3V		○	Stepping motor (Metering oil pump)	—	—	Can not check with circuit tester (Refer to Section D)
3W		○	Injector (Front primary)	Ignition switch ON	Approx. 12V	Ground time is very short
				Idle	Approx. 12V	
3X		○	Injector (Front secondary)	Ignition switch ON	Approx. 12V	Ground time is very short
				Idle	Approx. 12V	
3Y		○	Injector (Rear primary)	Ignition switch ON	Approx. 12V	Ground time is very short
				Idle	Approx. 12V	
3Z		○	Injector (Rear secondary)	Ignition switch ON	Approx. 12V	Ground time is very short
				Idle	Approx. 12V	

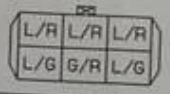
■ FUEL CONTROL SYSTEM



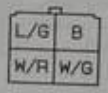
B3-01 CIRCUIT OPENING RELAY (F)



B3-02 FUEL PUMP RELAY (F)



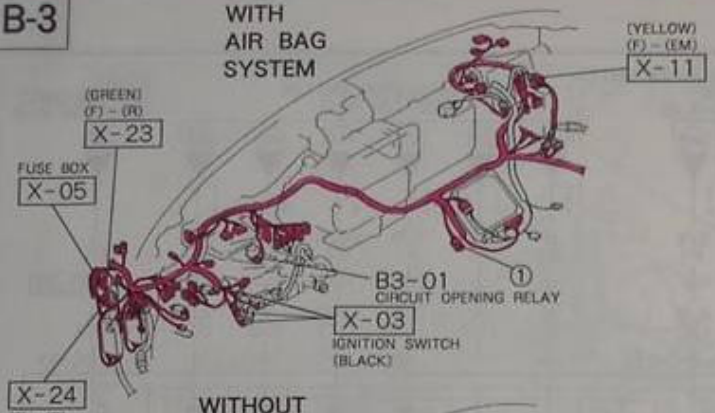
B3-03 FUEL TANK UNIT (R)



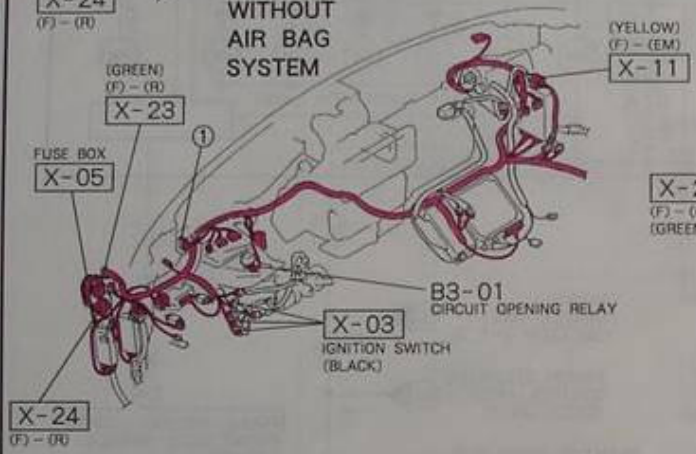
B3-04 CHECK CONNECTOR (EM)

B-3

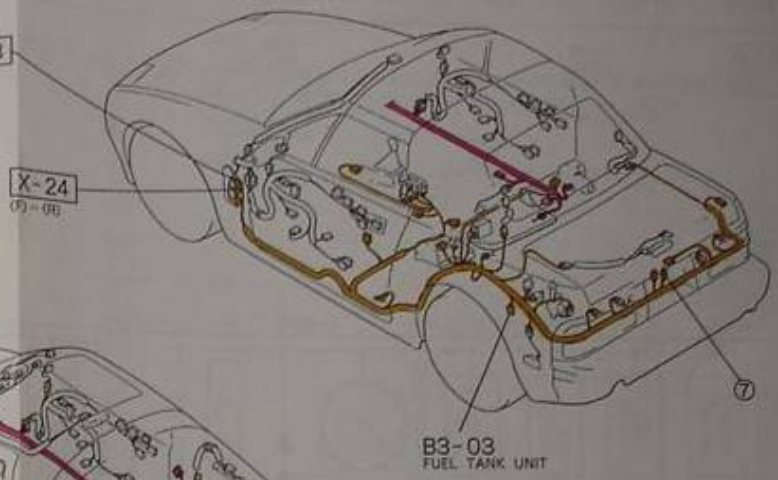
WITH AIR BAG SYSTEM



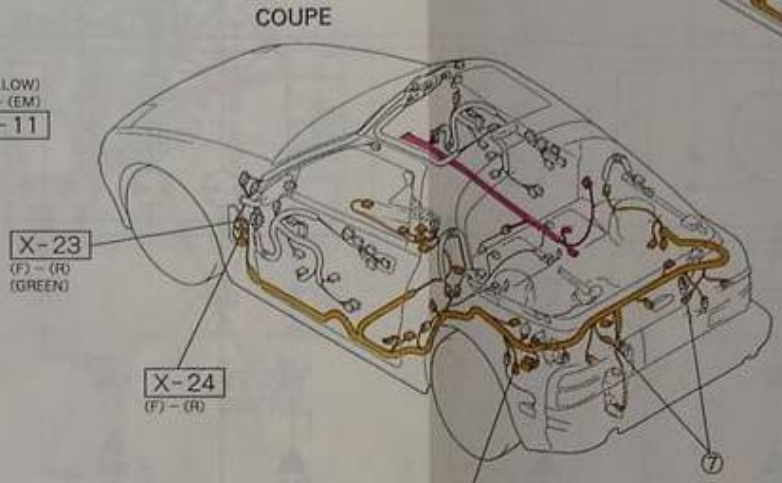
WITHOUT AIR BAG SYSTEM

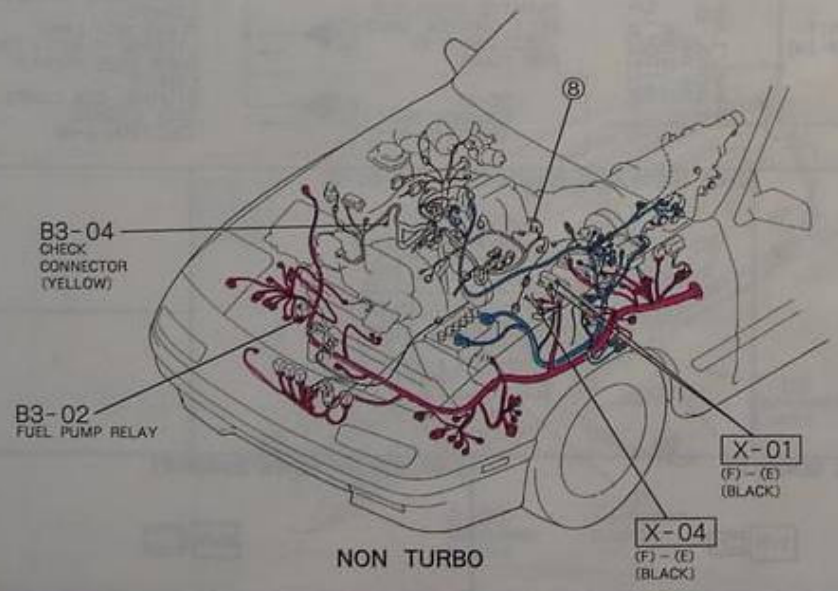


CONVERTIBLE

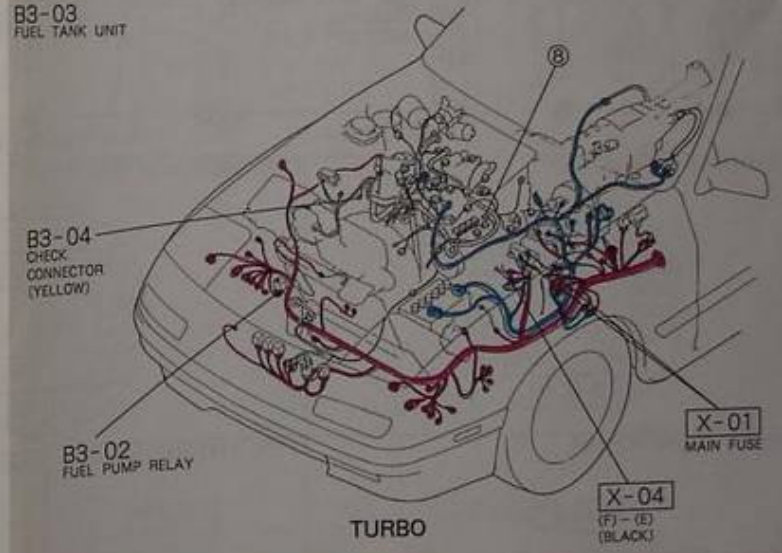


COUPE





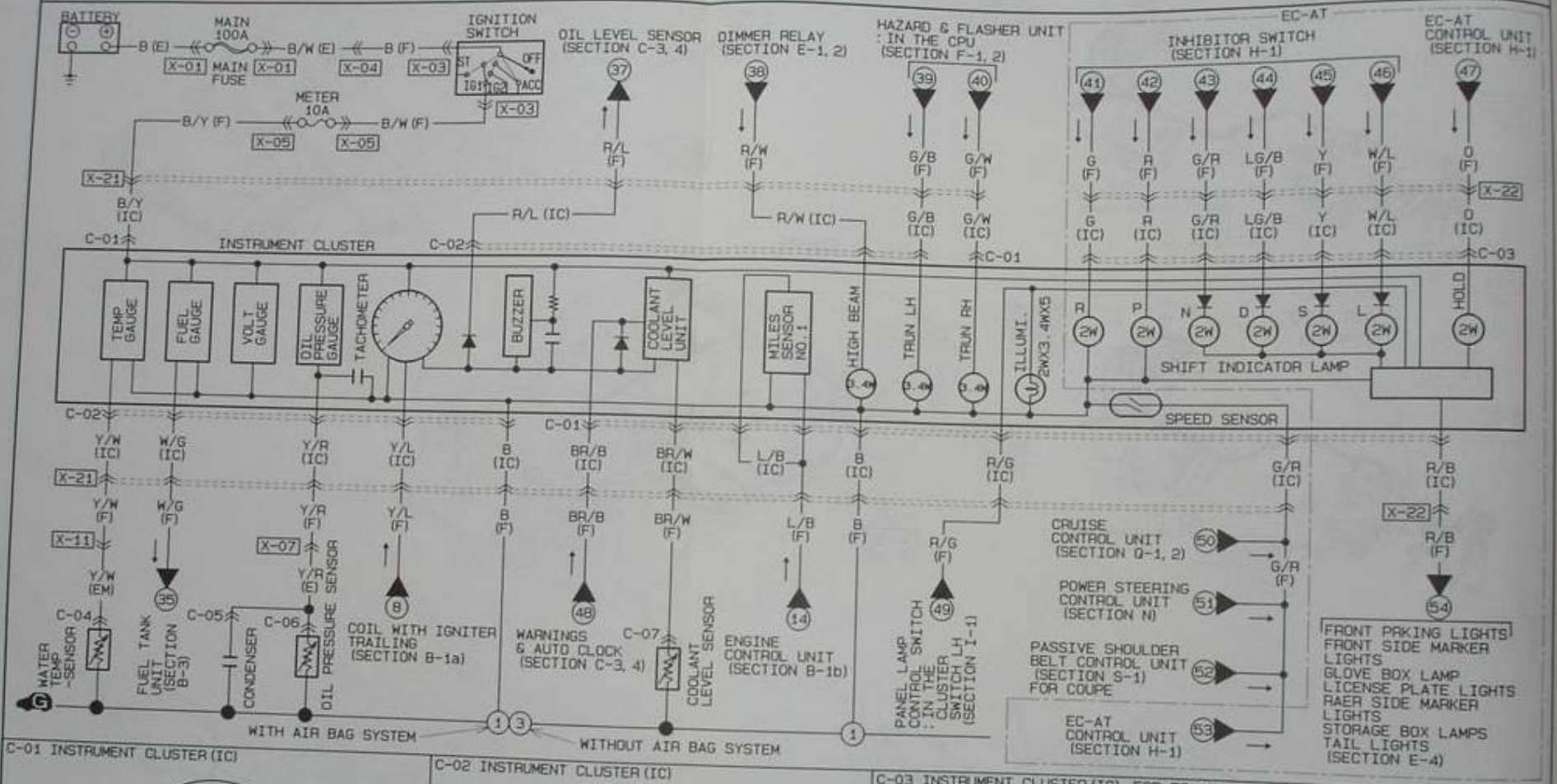
NON TURBO



TURBO

NON TURBO ■ INSTRUMENT CLUSTER

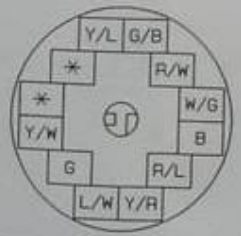
C-1



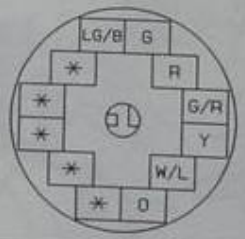
C-01 INSTRUMENT CLUSTER (IC)

( )...EC-AT

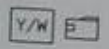
C-02 INSTRUMENT CLUSTER (IC)



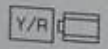
C-03 INSTRUMENT CLUSTER (IC) FOR EC-AT



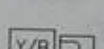
C-04 WATER TEMPSENSOR (EM)



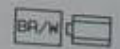
C-05 CONDENSER (E)



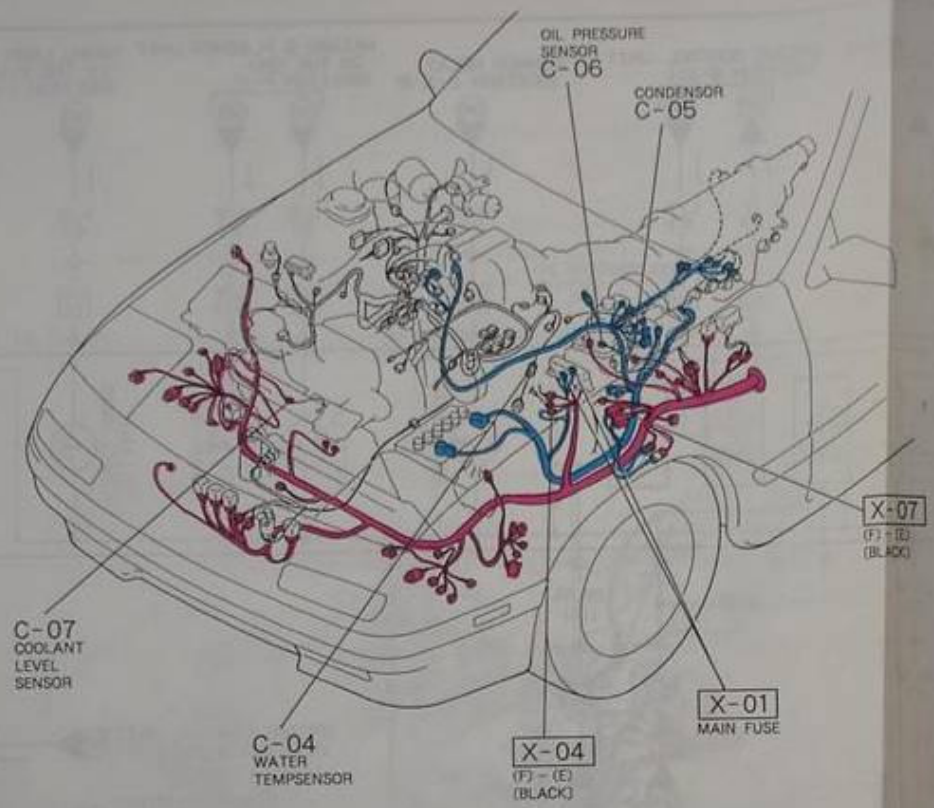
C-06 OIL PRESSURE SENSOR (E)

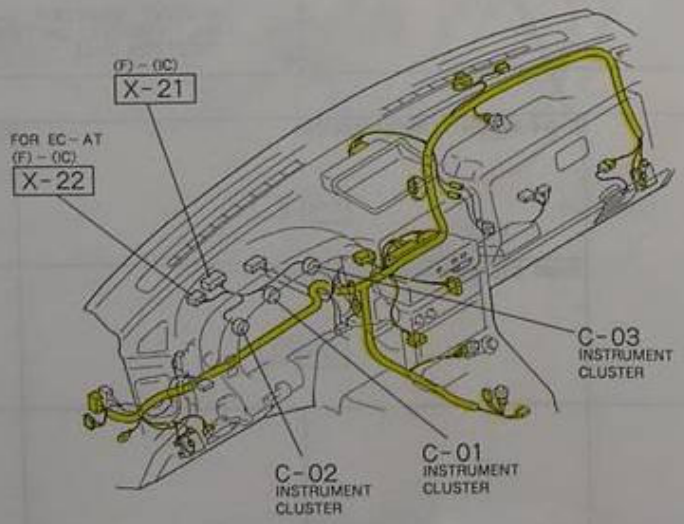


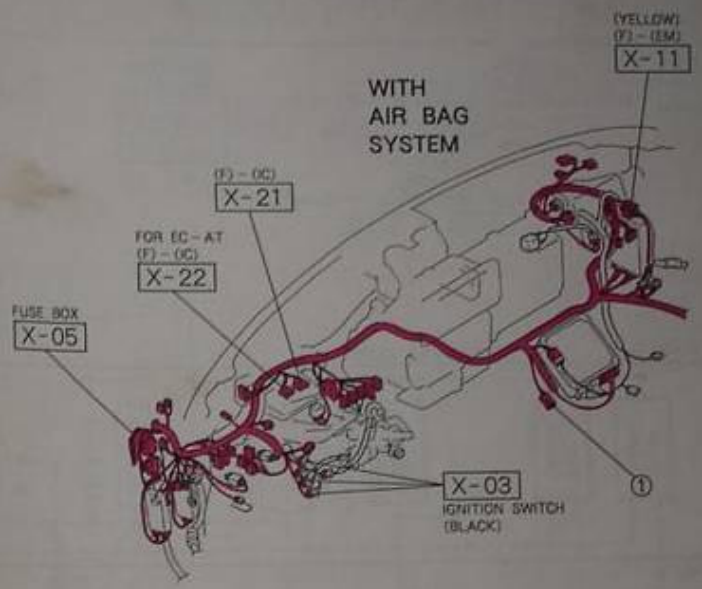
C-07 COOLANT LEVEL SENSOR (F)

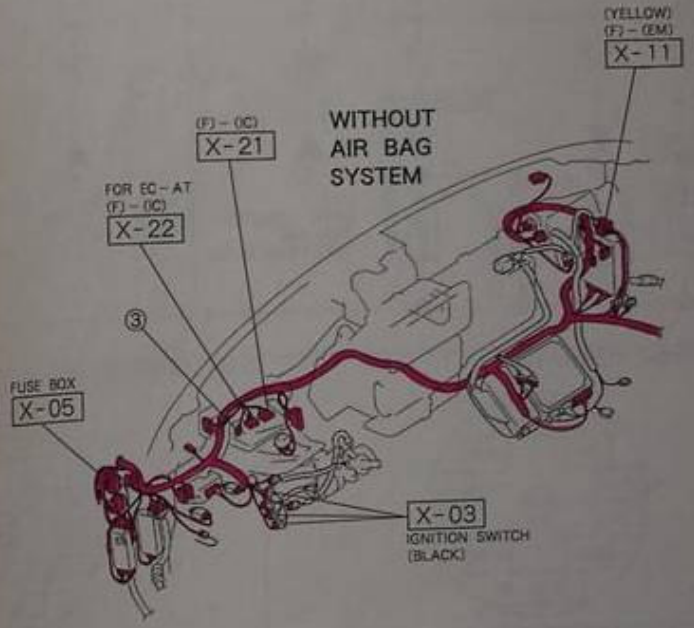


C-1


OIL PRESSURE SENSOR
C-06
CONDENSOR
C-05
X-07
(F) - (E)
(BLACK)
C-07
COOLANT LEVEL SENSOR
C-04
WATER TEMPSENSOR
X-04
(F) - (E)
(BLACK)
X-01
MAIN FUSE

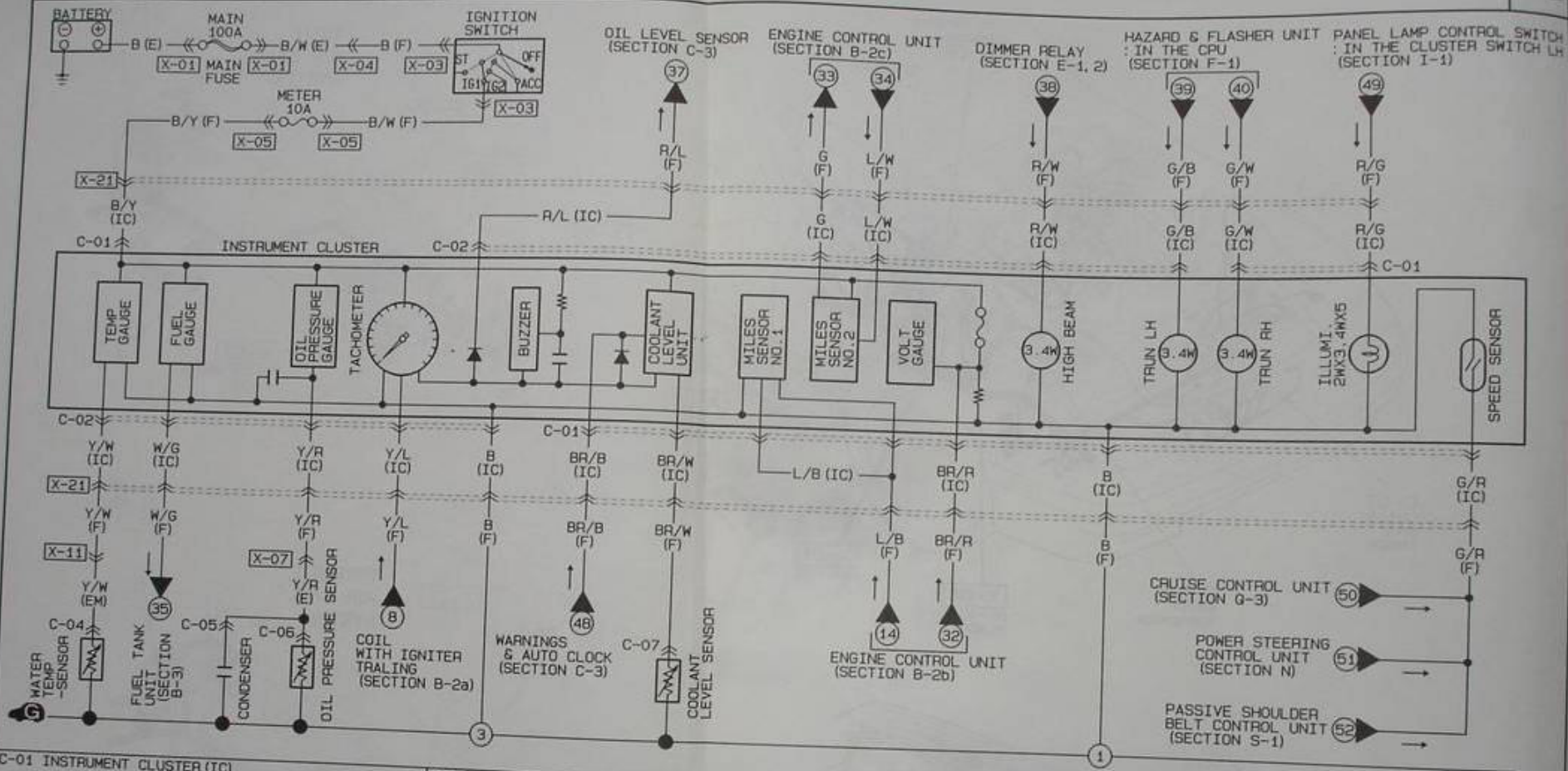

(F) - (IC)
X-21
FOR EC - AT
(F) - (IC)
X-22
C-03
INSTRUMENT CLUSTER
C-02
INSTRUMENT CLUSTER
C-01
INSTRUMENT CLUSTER


WITH AIR BAG SYSTEM
(YELLOW)
(F) - (EM)
X-11
(F) - (IC)
X-21
FOR EC - AT
(F) - (IC)
X-22
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
①

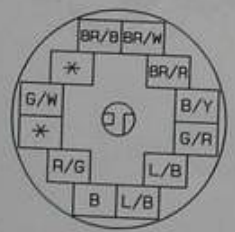

WITHOUT AIR BAG SYSTEM
(YELLOW)
(F) - (EM)
X-11
(F) - (IC)
X-21
FOR EC - AT
(F) - (IC)
X-22
③
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)

TURBO ■ INSTRUMENT CLUSTER

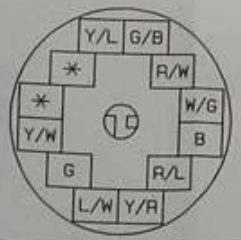
C-2



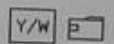
C-01 INSTRUMENT CLUSTER (IC)



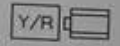
C-02 INSTRUMENT CLUSTER (IC)



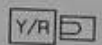
C-04 WATER TEMPSENSOR (EM)



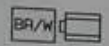
C-05 CONDENSER (E)

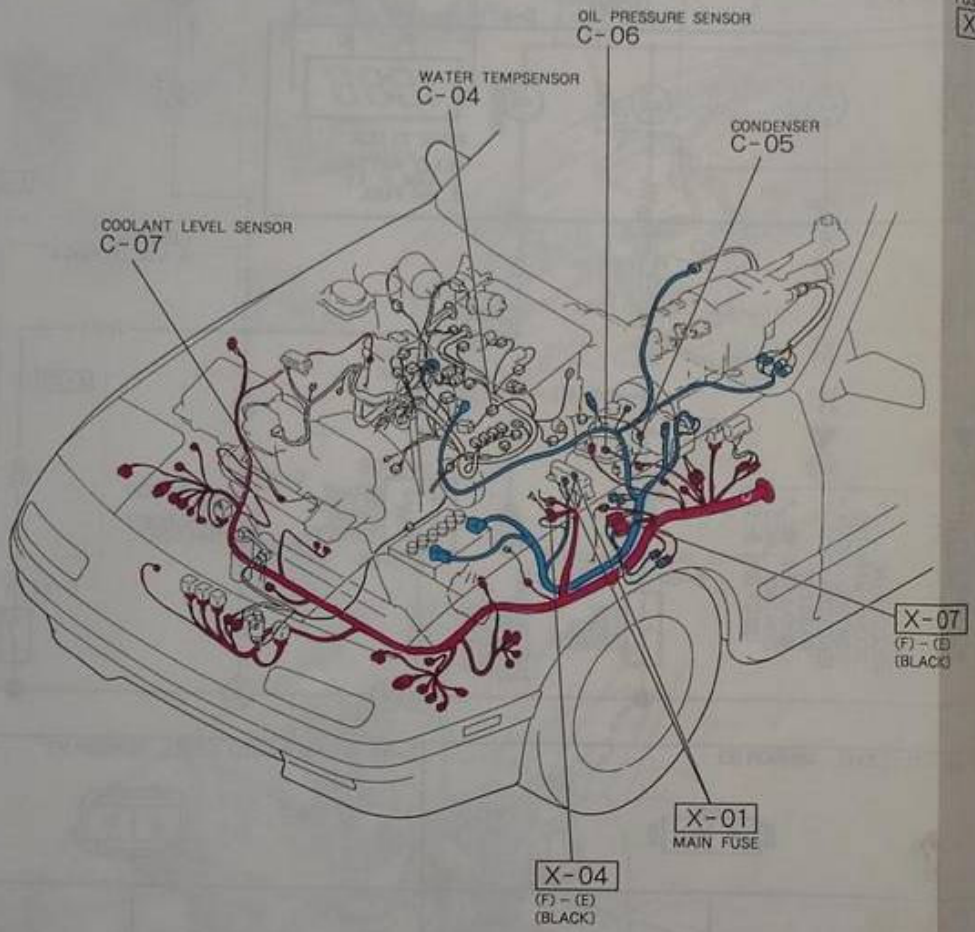


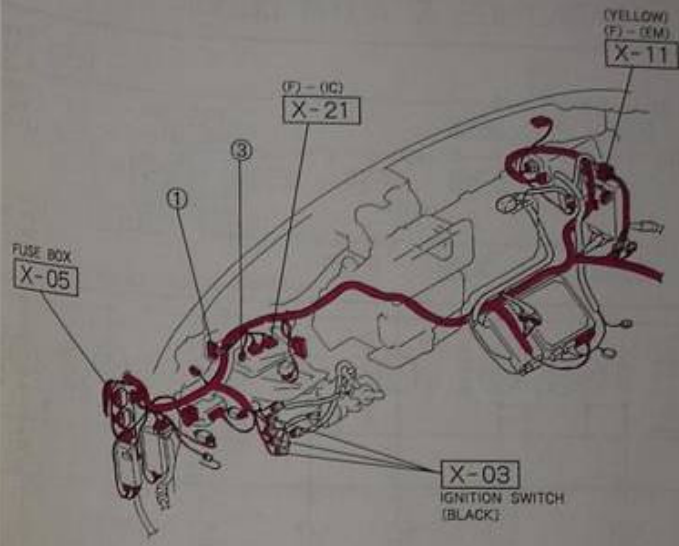
C-06 OIL PRESSURE SENSOR (E)

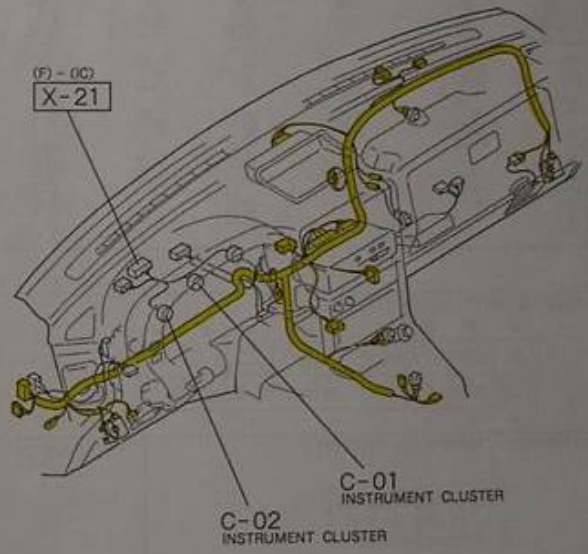


C-07 COOLANT LEVEL SENSOR (F)



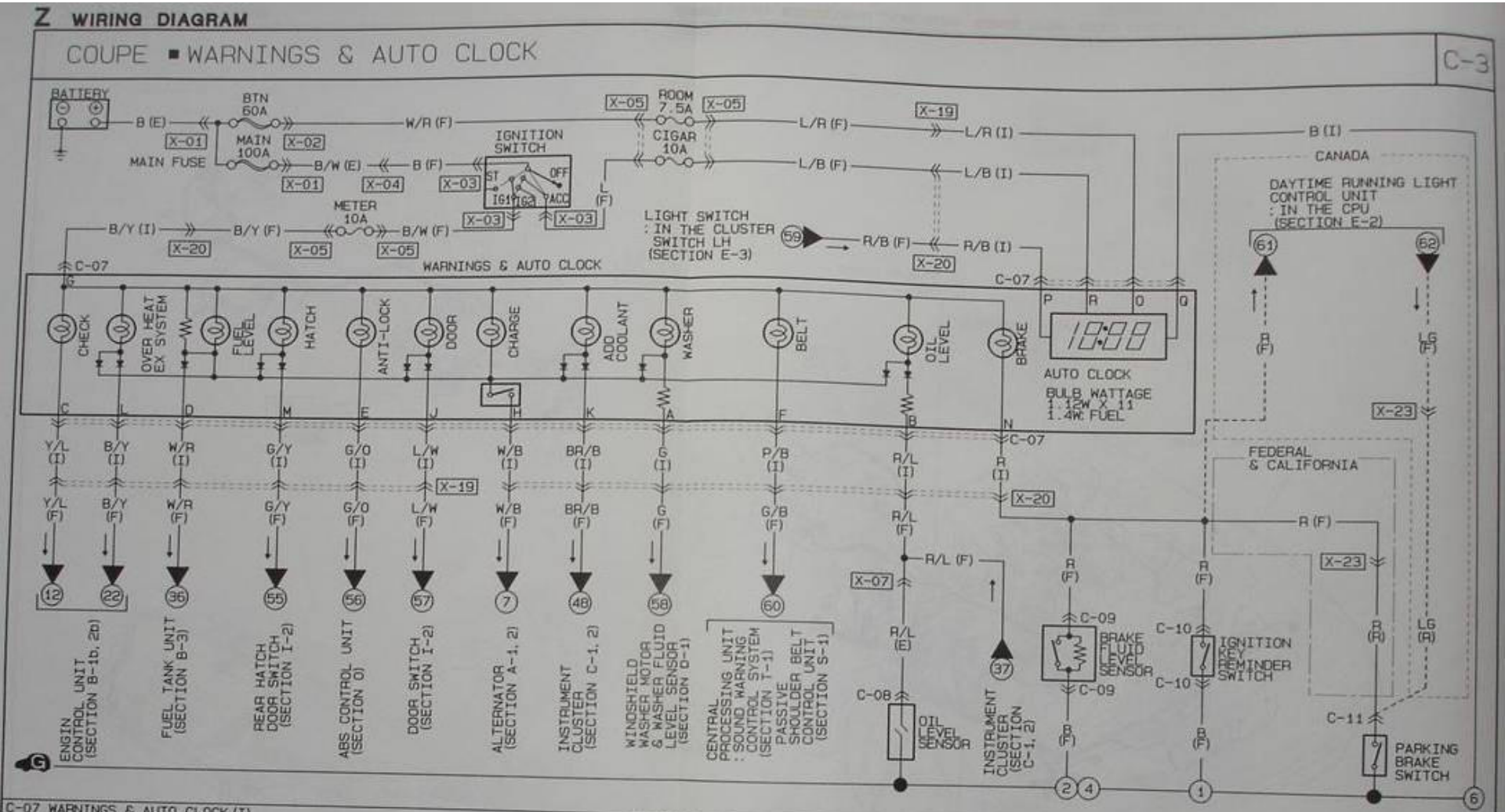

OIL PRESSURE SENSOR
C-06
WATER TEMPSENSOR
C-04
CONDENSER
C-05
COOLANT LEVEL SENSOR
C-07
X-07
(F) - (E)
(BLACK)
X-01
MAIN FUSE
X-04
(F) - (E)
(BLACK)


(YELLOW)
(F) - (EM)
X-11
(F) - (IC)
X-21
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)


(F) - (IC)
X-21
C-01
INSTRUMENT CLUSTER
C-02
INSTRUMENT CLUSTER

COUPE ■ WARNINGS & AUTO CLOCK

C-3

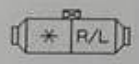


C-07 WARNINGS & AUTO CLOCK (I)

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

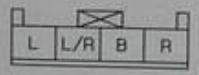
( )...WITH ABS

C-08 OIL LEVEL SENSOR (E)

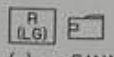


C-09 BRAKE FLUID LEVEL SENSOR (F)

C-10 IGNITION KEY REMINDER SWITCH (F)

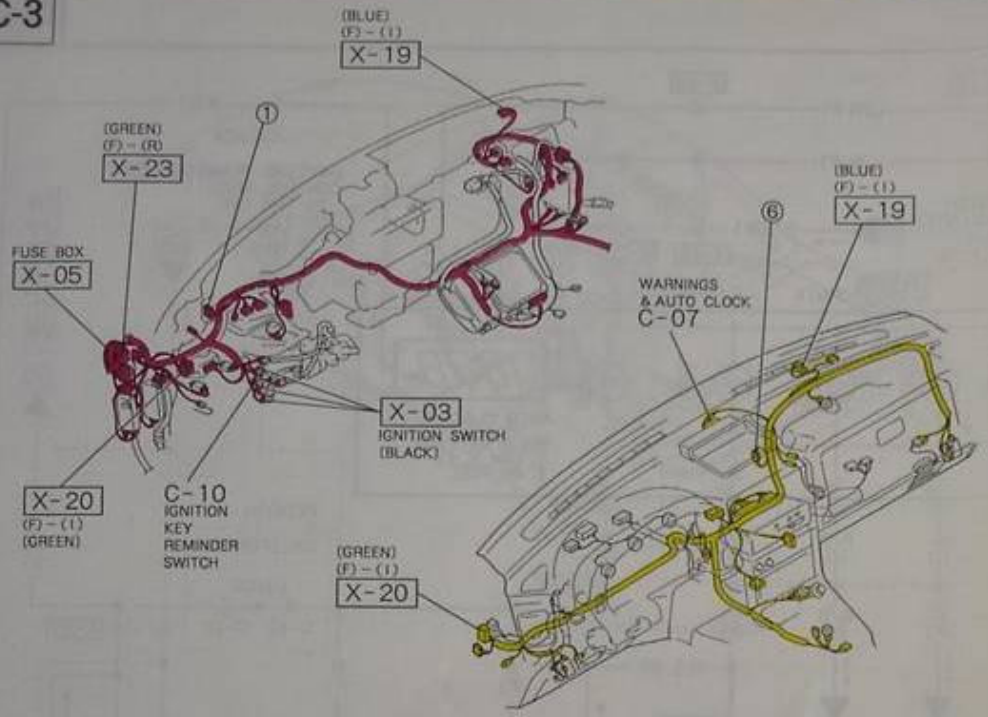


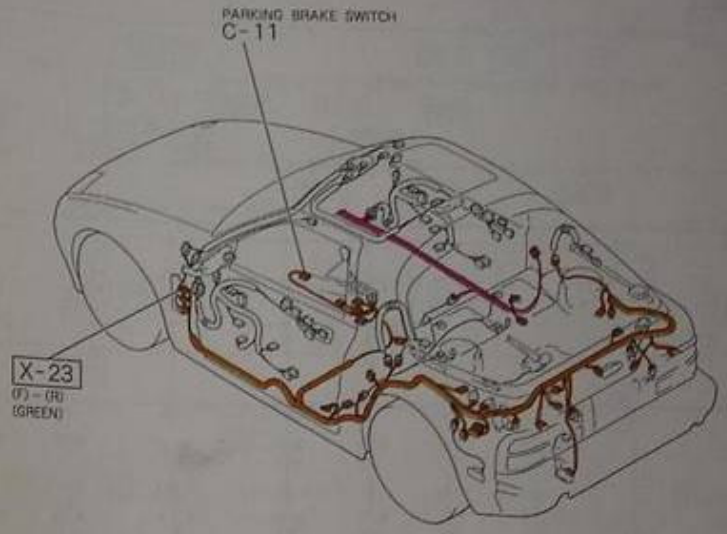
C-11 PARKING BRAKE SWITCH (R)

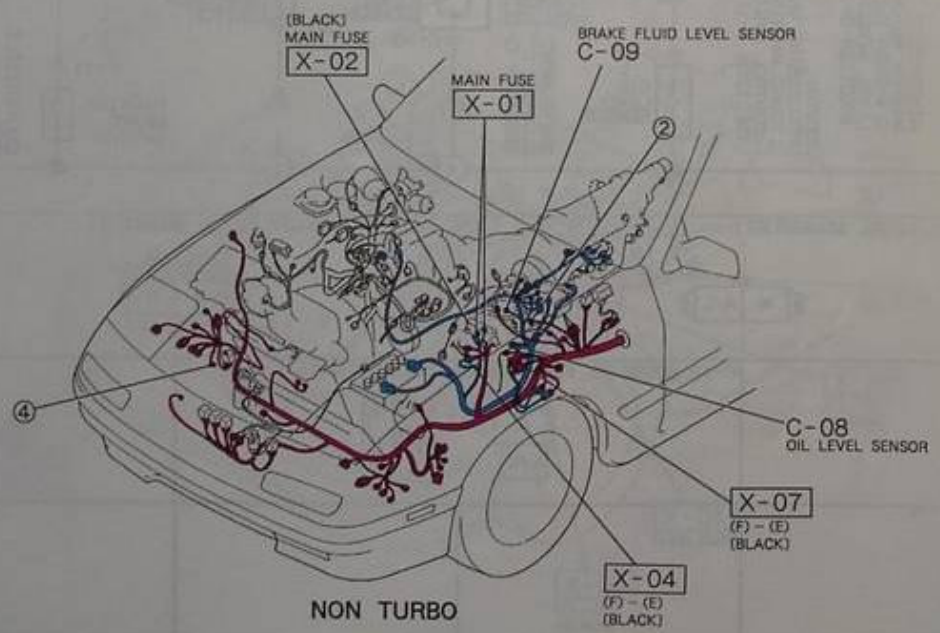


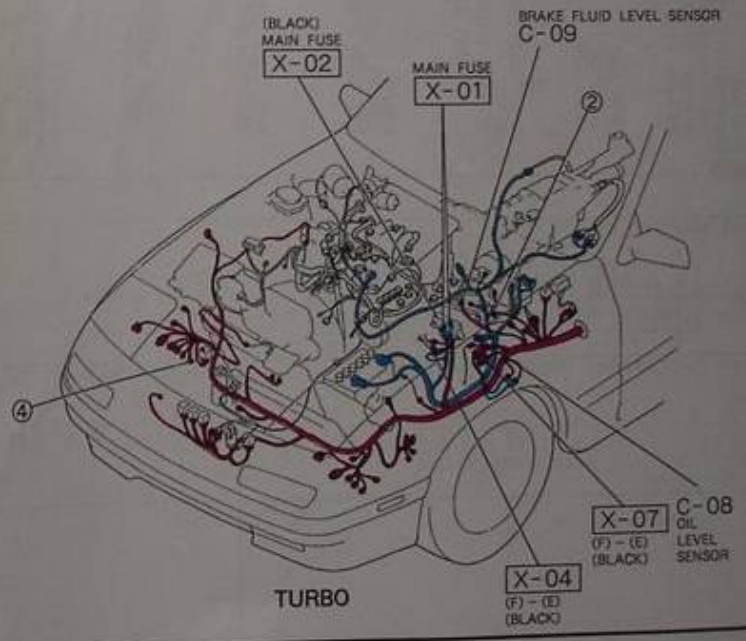
( )...CANADA

C-3

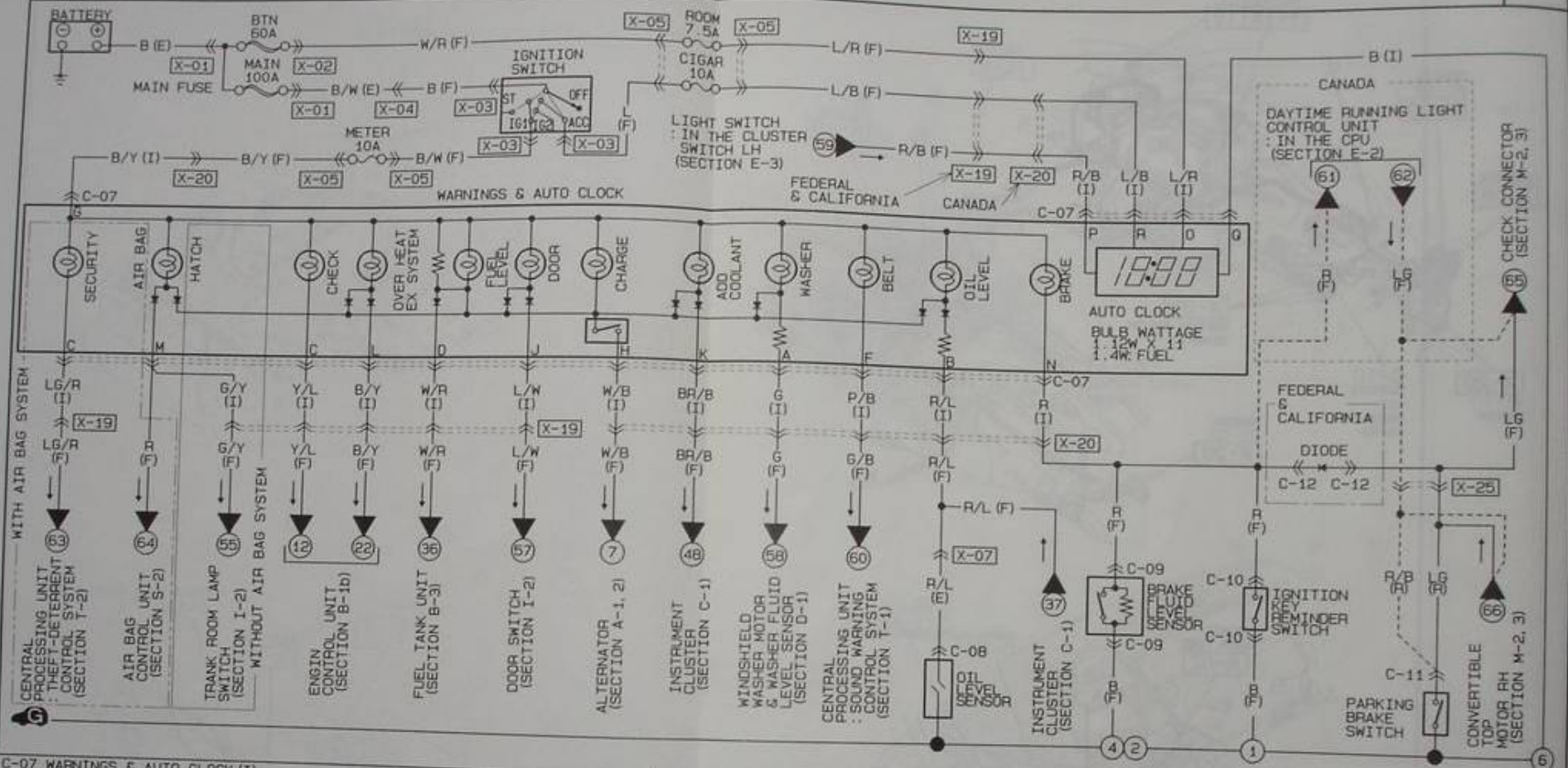

(BLUE)
(F) - (I)
X-19
(GREEN)
(F) - (R)
X-23
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
X-20
(F) - (I)
(GREEN)
C-10
IGNITION
KEY
REMINDER
SWITCH
WARNINGS
& AUTO CLOCK
C-07
(BLUE)
(F) - (I)
X-19
(GREEN)
(F) - (I)
X-20


PARKING BRAKE SWITCH
C-11
X-23
(F) - (R)
(GREEN)


(BLACK)
MAIN FUSE
X-02
MAIN FUSE
X-01
BRAKE FLUID LEVEL SENSOR
C-09
C-08
OIL LEVEL SENSOR
X-07
(F) - (E)
(BLACK)
X-04
(F) - (E)
(BLACK)
NON TURBO


(BLACK)
MAIN FUSE
X-02
MAIN FUSE
X-01
BRAKE FLUID LEVEL SENSOR
C-09
X-07
(F) - (E)
(BLACK)
C-08
OIL
LEVEL
SENSOR
X-04
(F) - (E)
(BLACK)
TURBO

CONVERTIBLE ■ WARNINGS & AUTO CLOCK

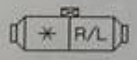


C-07 WARNINGS & AUTO CLOCK (I)

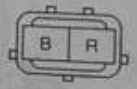
Q	D	H	K	G	E	C	A
B	L/R	G/Y	BR/B	B/Y	Y/L	Y/L	G
L/B	R/B	R	B/Y	L/W	W/B	P/B	W/R	R/L
R	P	N	L	J	H	F	D	B

( )...WITH AIR BAG SYSTEM
< >...EC-AT

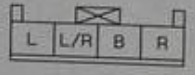
C-08 OIL LEVEL SENSOR (E)



C-09 BRAKE FLUID LEVEL SENSOR (F)



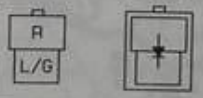
C-10 IGNITION KEY REMINDER SWITCH (F)

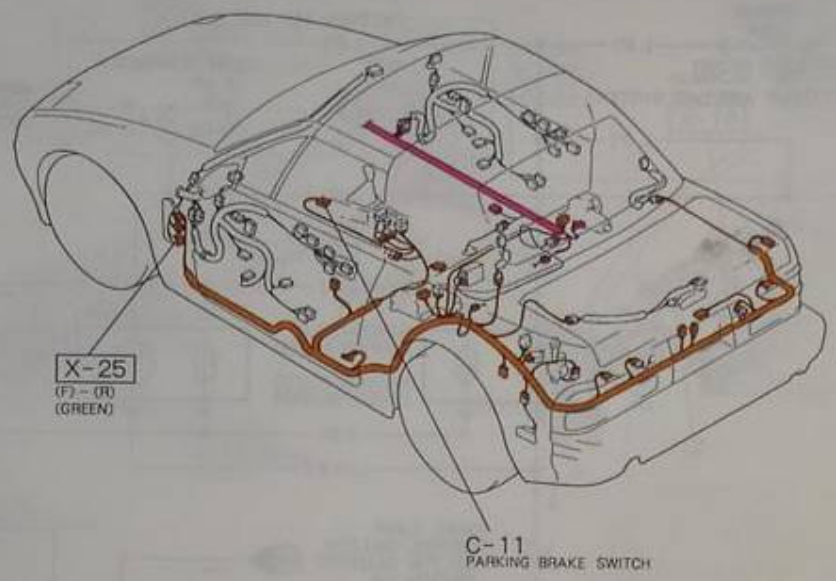


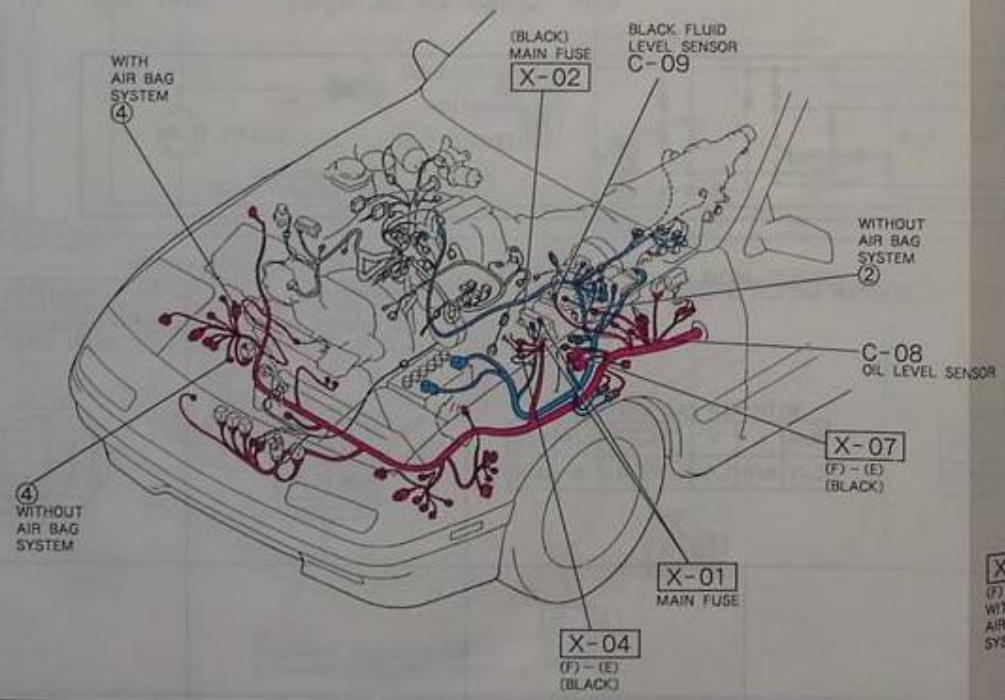
C-11 PARKING BRAKE SWITCH (R)

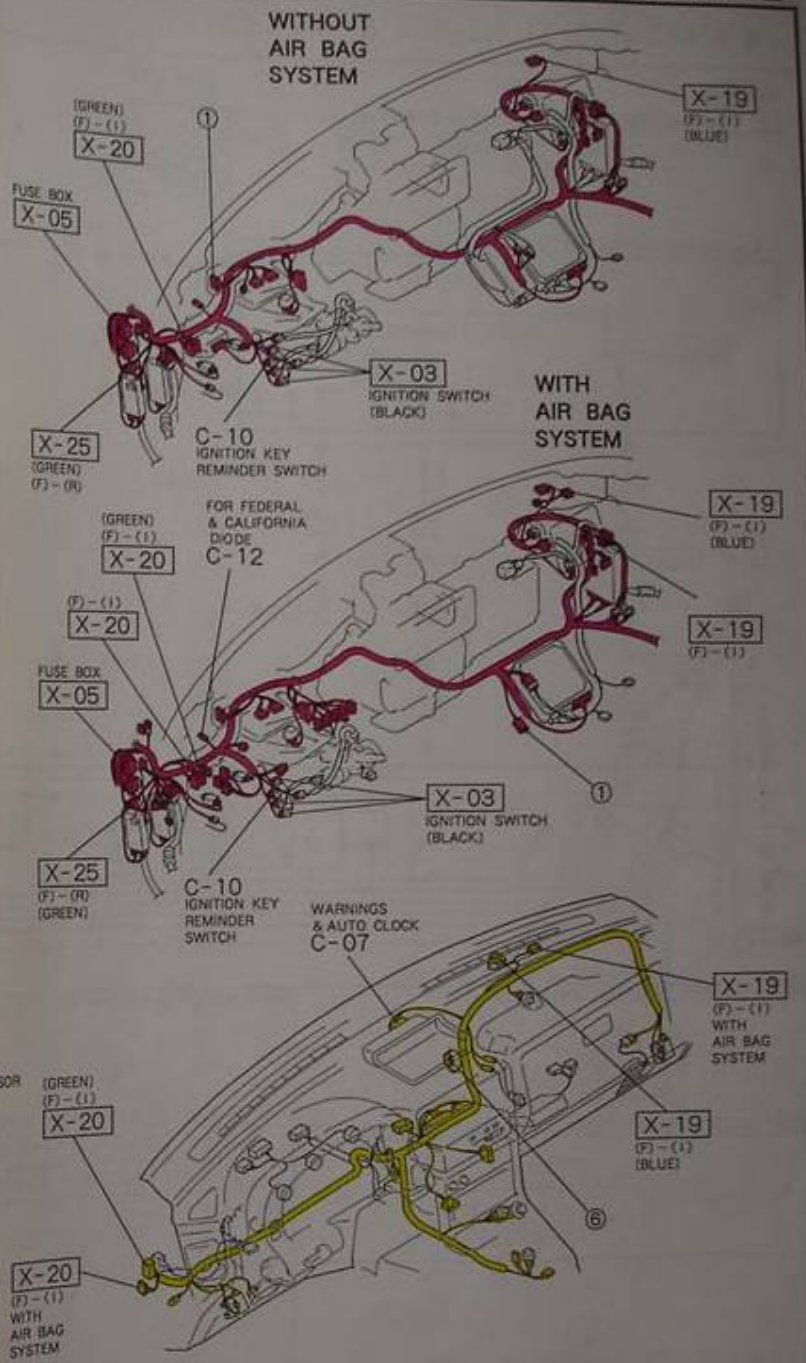
( )...CANADA

C-12 DIODE (F) FOR FEDERAL & CALIFORNIA



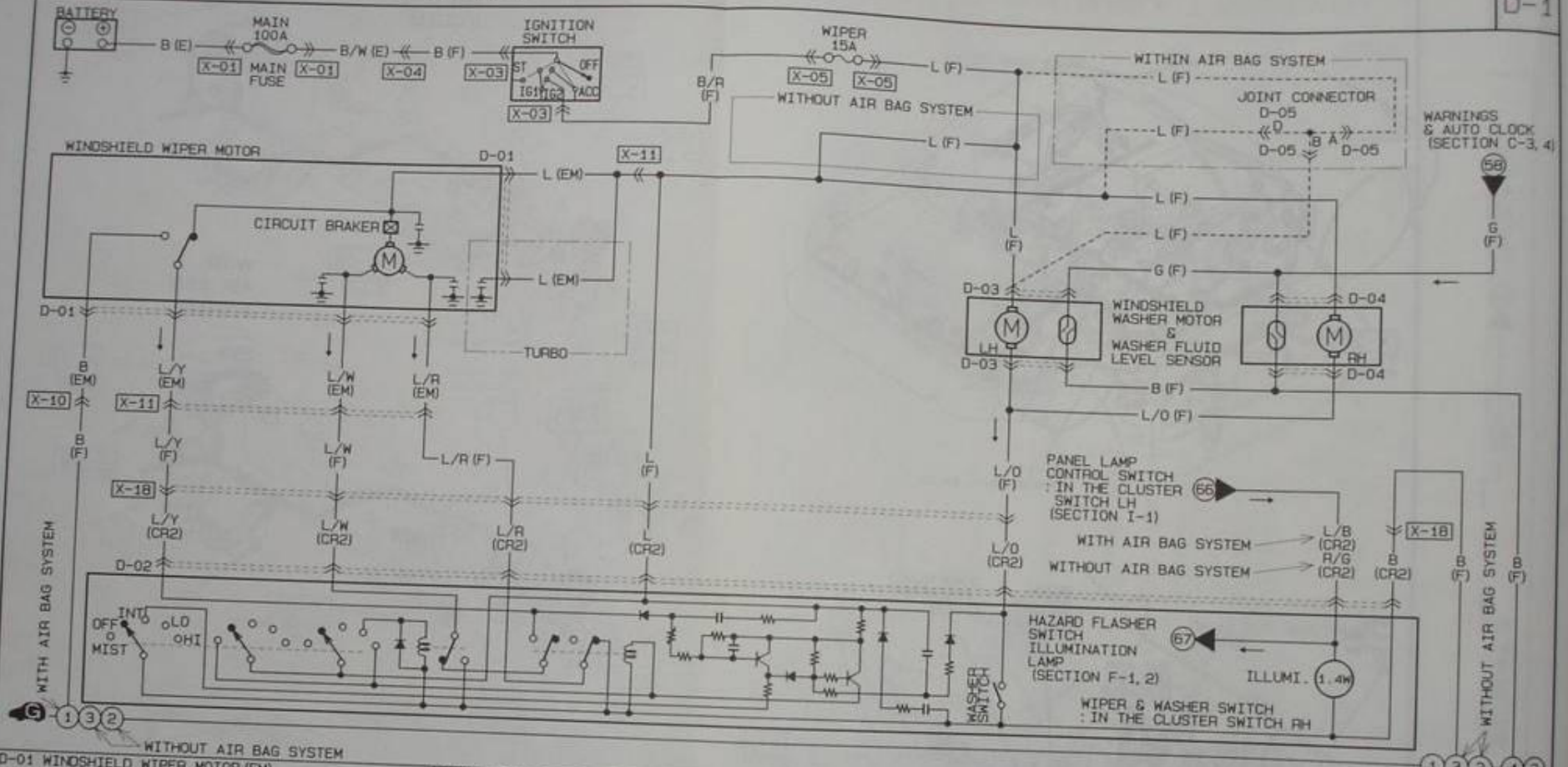

X-25
(F) - (R)
(GREEN)
C-11
PARKING BRAKE SWITCH


WITH
AIR BAG
SYSTEM
④
(BLACK)
MAIN FUSE
X-02
BLACK FLUID
LEVEL SENSOR
C-09
WITHOUT
AIR BAG
SYSTEM
②
C-08
OIL LEVEL SENSOR
X-07
(F) - (E)
(BLACK)
④
WITHOUT
AIR BAG
SYSTEM
X-01
MAIN FUSE
X-04
(F) - (E)
(BLACK)


WITHOUT
AIR BAG
SYSTEM
(GREEN)
(F) - (I)
X-20
①
X-19
(F) - (I)
(BLUE)
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
X-25
(GREEN)
(F) - (R)
C-10
IGNITION KEY
REMINDER SWITCH
WITH
AIR BAG
SYSTEM
(GREEN)
(F) - (I)
X-20
FOR FEDERAL
& CALIFORNIA
DIODE
C-12
X-19
(F) - (I)
(BLUE)
(F) - (I)
X-20
X-19
(F) - (I)
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
①
X-25
(F) - (R)
(GREEN)
C-10
IGNITION KEY
REMINDER
SWITCH
WARNINGS
& AUTO CLOCK
C-07
X-19
(F) - (I)
WITH
AIR BAG
SYSTEM
(GREEN)
(F) - (I)
X-20
X-19
(F) - (I)
(BLUE)
⑥
X-20
(F) - (I)
WITH
AIR BAG
SYSTEM

■ WINDSHIELD WIPER & WASHER

D-1



D-01 WINDSHIELD WIPER MOTOR (EM)

B	L/R	L/W
✳ (L)	L/Y	L

( ) ...TURBO

D-02 WIPER & WASHER SWITCH: IN THE CLUSTER SWITCH RH (CR2)

WITHOUT AIR BAG SYSTEM

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

WITH AIR BAG SYSTEM

B/R	L	Y		L/B	G/O	
L/Y	B/R	L/W	L/R	B	✳	B/Y

D-03 WINDSHIELD WASHER MOTOR & WASHER FLUID LEVEL SENSOR LH (F)

G	L
B	L/O

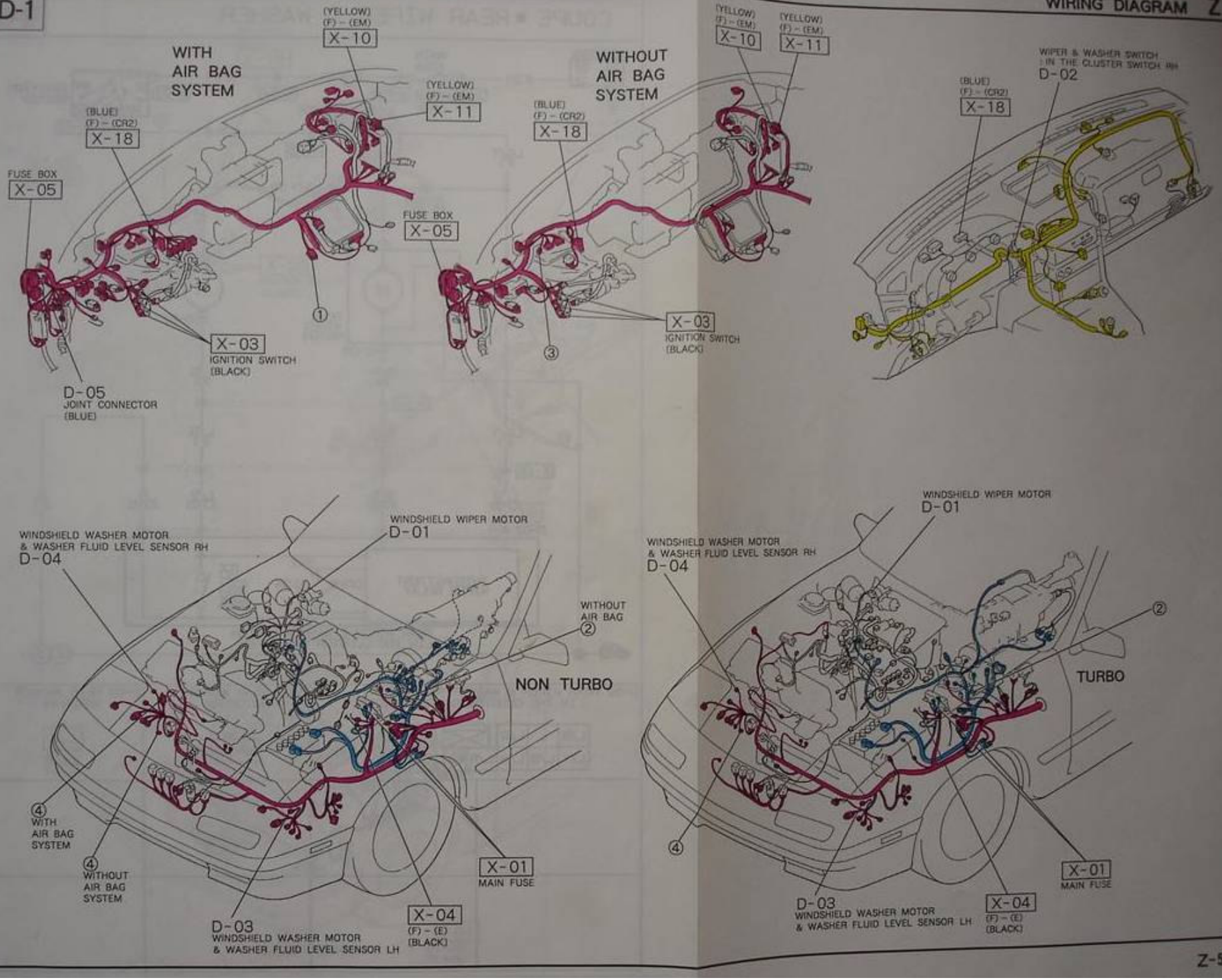
D-04 WINDSHIELD WASHER MOTOR & WASHER FLUID LEVEL SENSOR RH (F)

G	L
B	L/O

D-05 JOINT CONNECTOR (F) WITH AIR BAG SYSTEM

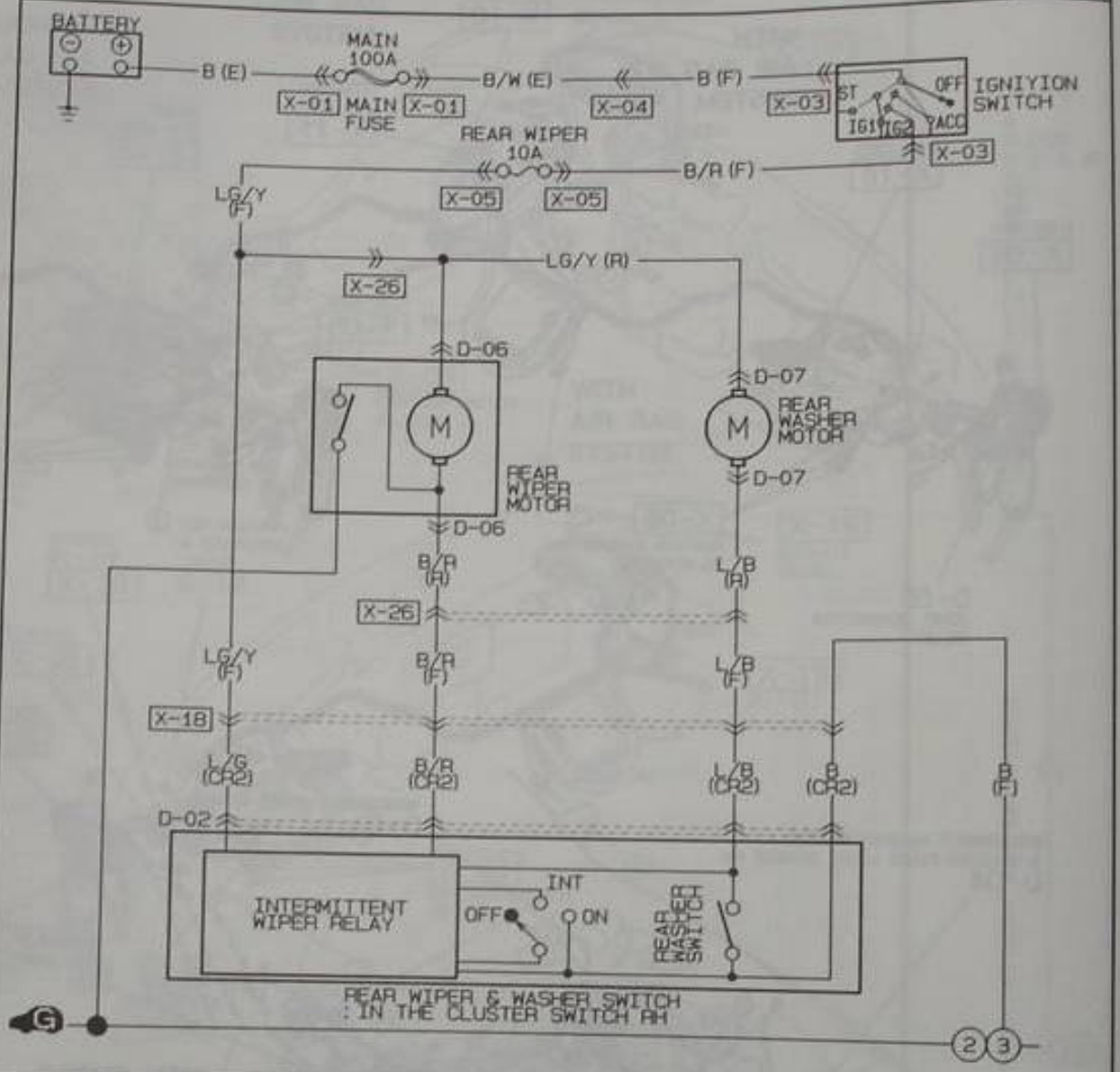
L	L	L	L
D	C	B	A

D-1


WITH AIR BAG SYSTEM
(YELLOW) (F) – (EM) X-10
(YELLOW) (F) – (EM) X-11
(BLUE) (F) – (CR2) X-18
FUSE BOX X-05
X-03 IGNITION SWITCH (BLACK)
D-05 JOINT CONNECTOR (BLUE)
①
WITHOUT AIR BAG SYSTEM
(YELLOW) (F) – (EM) X-10
(YELLOW) (F) – (EM) X-11
(BLUE) (F) – (CR2) X-18
FUSE BOX X-05
X-03 IGNITION SWITCH (BLACK)
③
WIPER & WASHER SWITCH : IN THE CLUSTER SWITCH RH
D-02
(BLUE) (F) – (CR2) X-18
WINDSHIELD WASHER MOTOR & WASHER FLUID LEVEL SENSOR RH D-04
WINDSHIELD WIPER MOTOR D-01
WITHOUT AIR BAG ②
NON TURBO
④ WITH AIR BAG SYSTEM
④ WITHOUT AIR BAG SYSTEM
X-01 MAIN FUSE
D-03 WINDSHIELD WASHER MOTOR & WASHER FLUID LEVEL SENSOR LH
X-04 (F) – (E) (BLACK)
WINDSHIELD WIPER MOTOR D-01
WINDSHIELD WASHER MOTOR & WASHER FLUID LEVEL SENSOR RH D-04
②
TURBO
④
X-01 MAIN FUSE
D-03 WINDSHIELD WASHER MOTOR & WASHER FLUID LEVEL SENSOR LH
X-04 (F) – (E) (BLACK)

COUPE ■ REAR WIPER & WASHER

D-2



D-02 REAR WIPER & WASHER SWITCH : IN THE CLUSTER SWITCH RH (CR2)

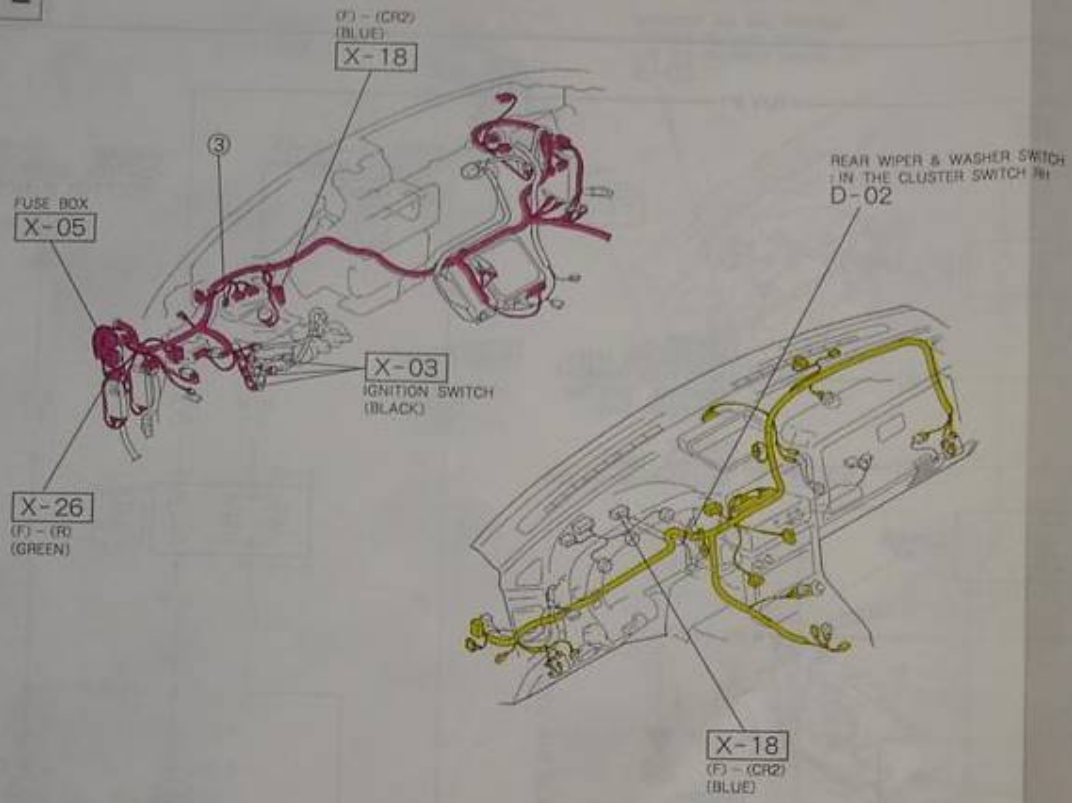
L/B	L	L/G			R/G	G/O
L/Y	L/O	L/W	L/R	B	G/W	B/R

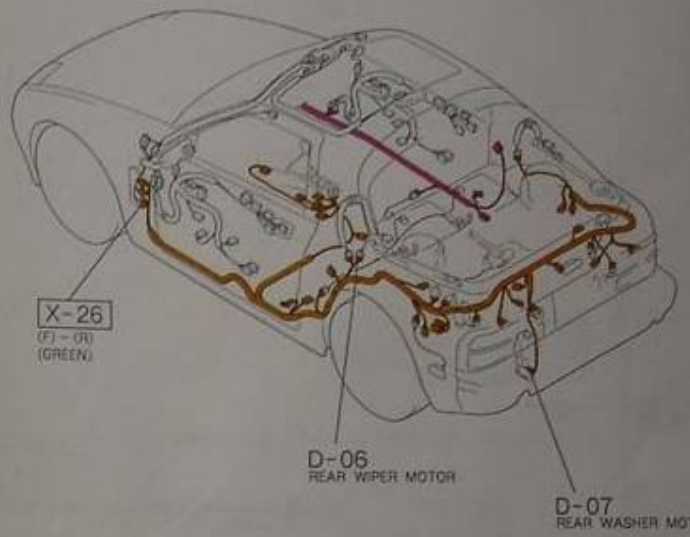
D-06 REAR WIPER MOTOR (R)

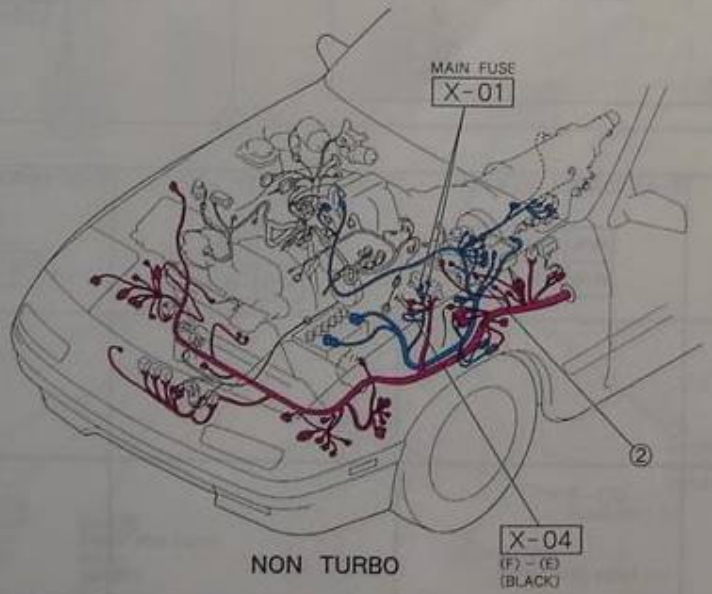
B/R	LG/Y

D-07 REAR WASHER MOTOR (R)

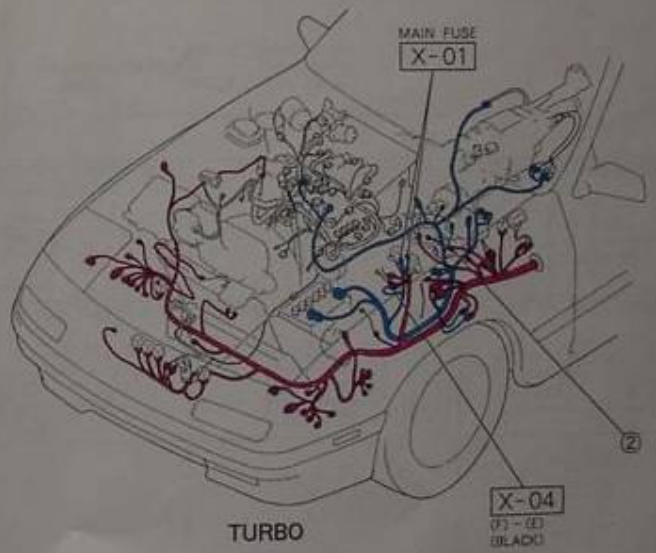
L/B
LG/Y







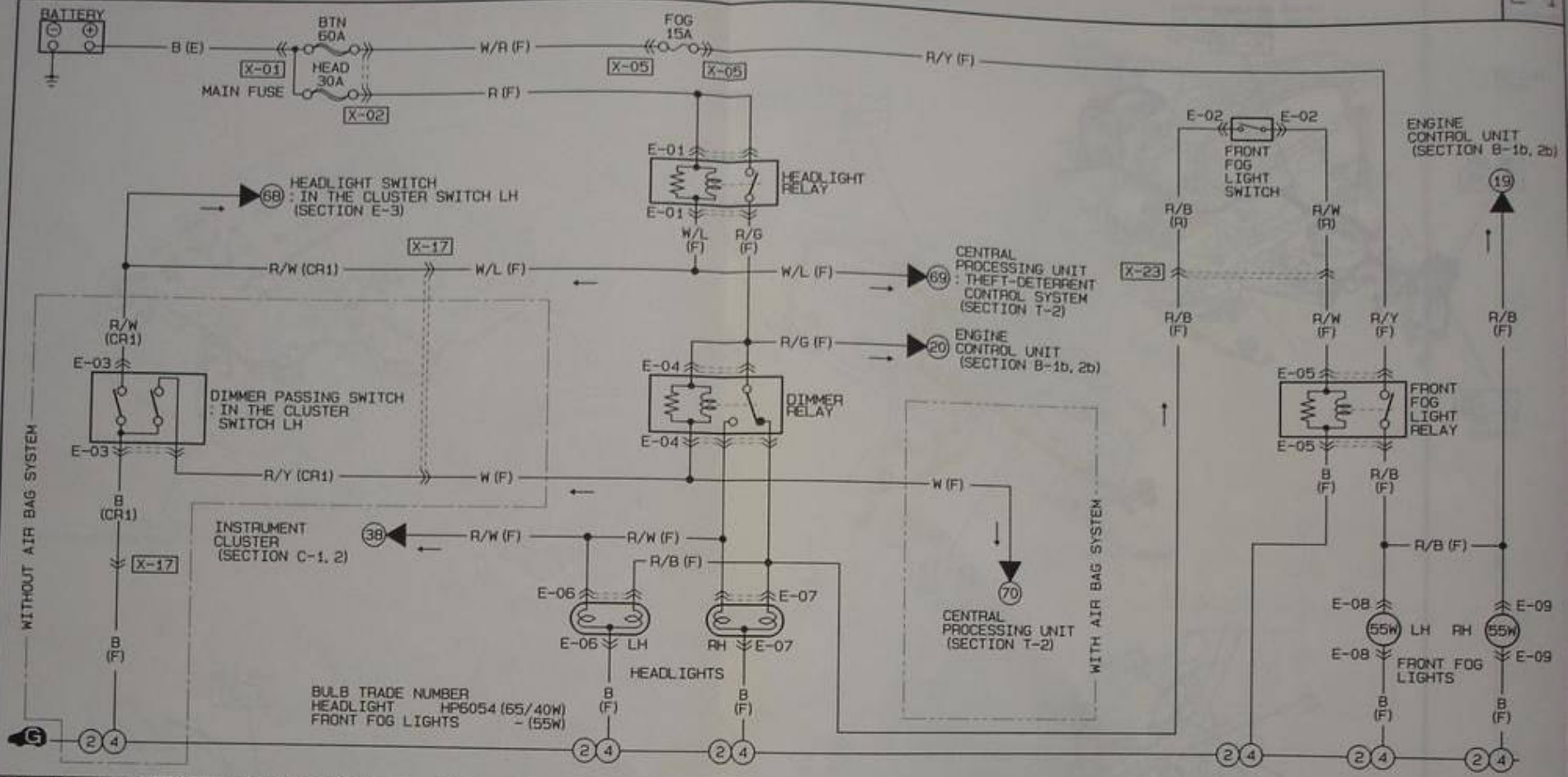
NON TURBO



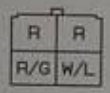
TURBO

FEDERAL & CALIFORNIA
- FRONT FOG LIGHTS
- HEADLIGHTS

E-1



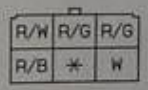
E-01 HEADLIGHT RELAY (F)



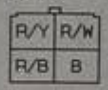
E-02 FRONT FOG LIGHT SWITCH (R)

E-03 DIMMER PASSING SWITCH : IN THE CLUSTER SWITCH LH (CR1)

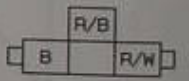
E-04 DIMMER RELAY (F)



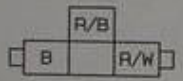
E-05 FRONT FOG LIGHT RELAY (F)



E-06 HEADLIGHT LH (F)



E-07 HEADLIGHT RH (F)



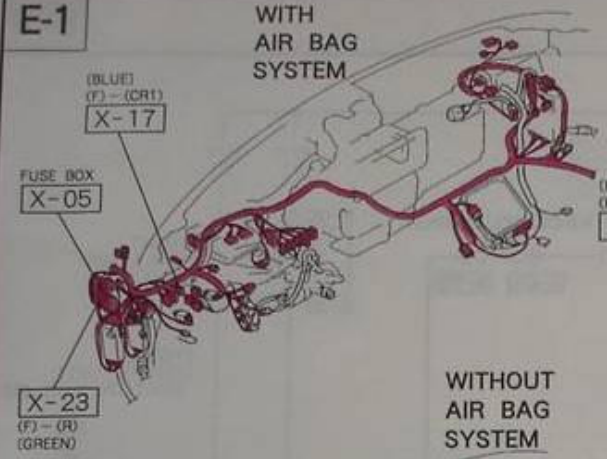
E-08 FRONT FOG LIGHT LH (F)

E-09 FRONT FOG LIGHT RH (F)

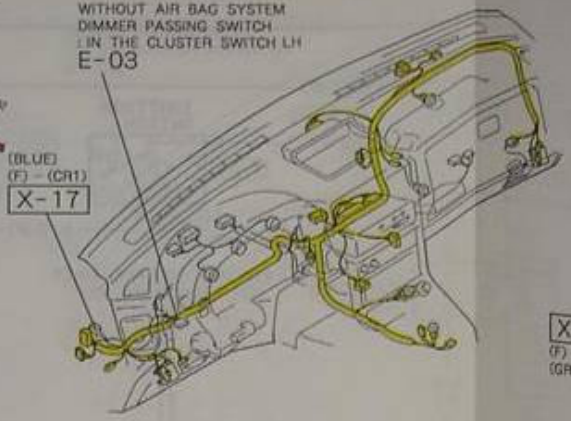
HARNESS COLOR : FRONT INSTRUMENT PANEL REAR ENGINE

E-1

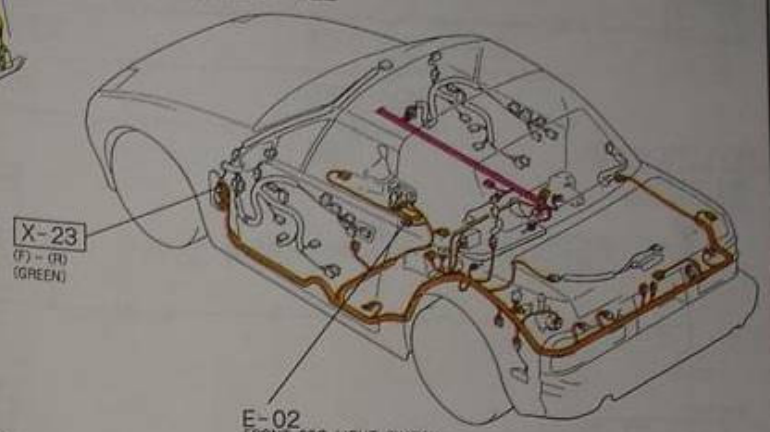
WITH AIR BAG SYSTEM



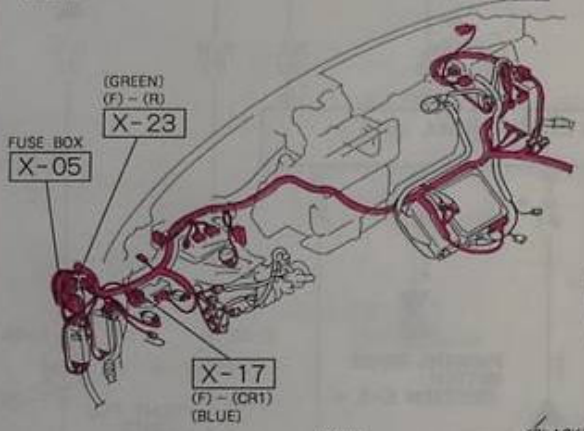
WITHOUT AIR BAG SYSTEM
DIMMER PASSING SWITCH
: IN THE CLUSTER SWITCH LH
E-03



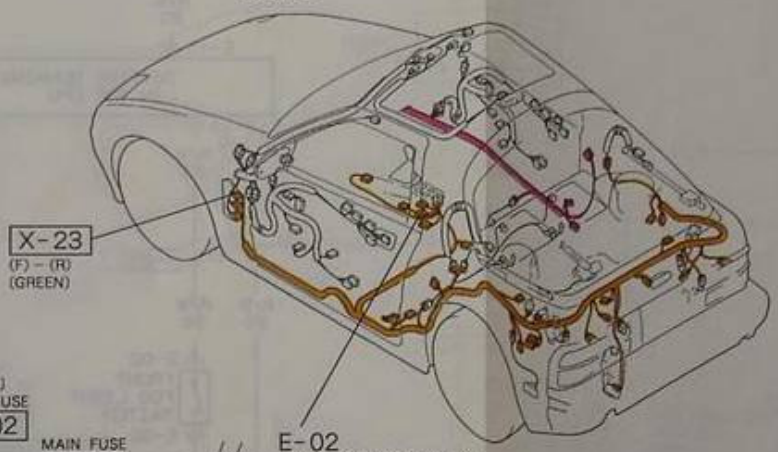
CONVERTIBLE

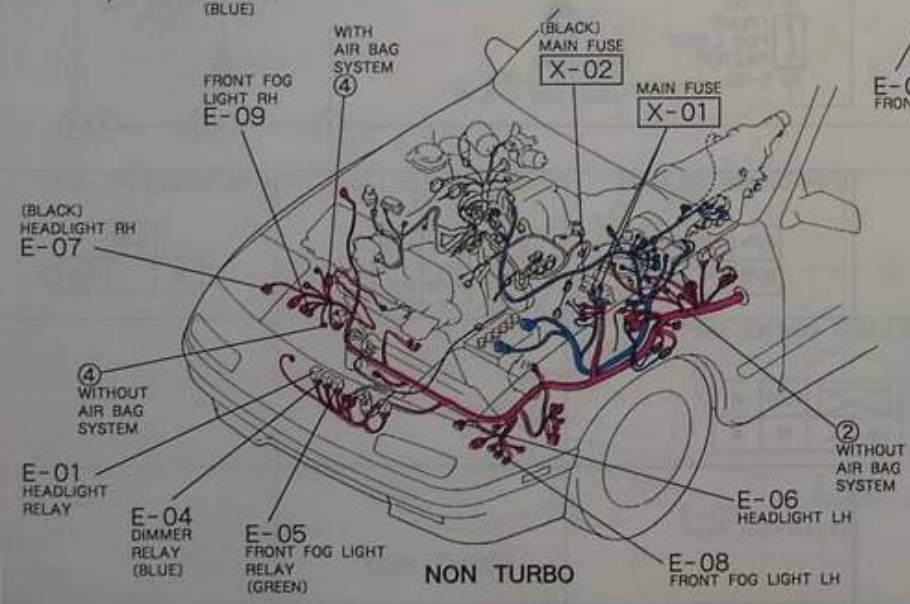


WITHOUT AIR BAG SYSTEM

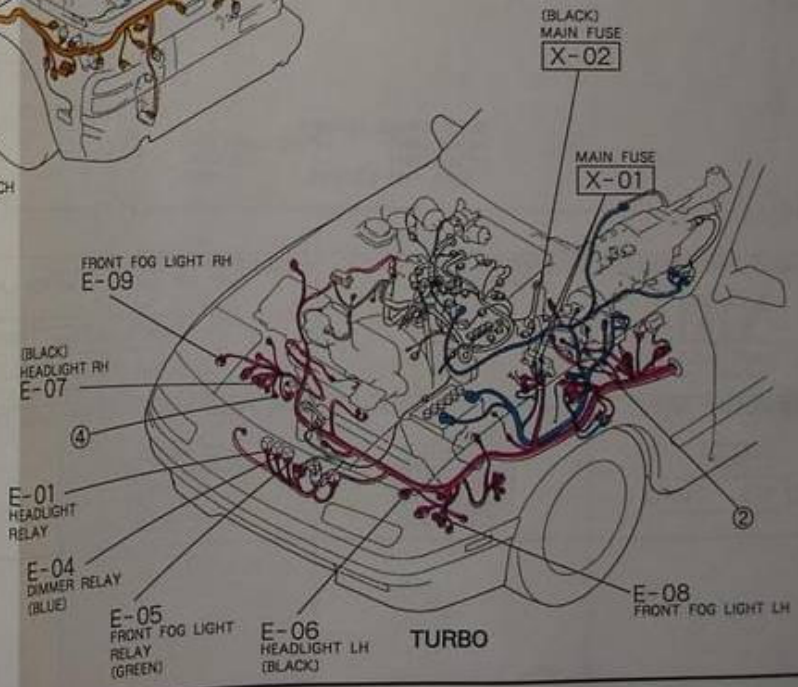


COUPE





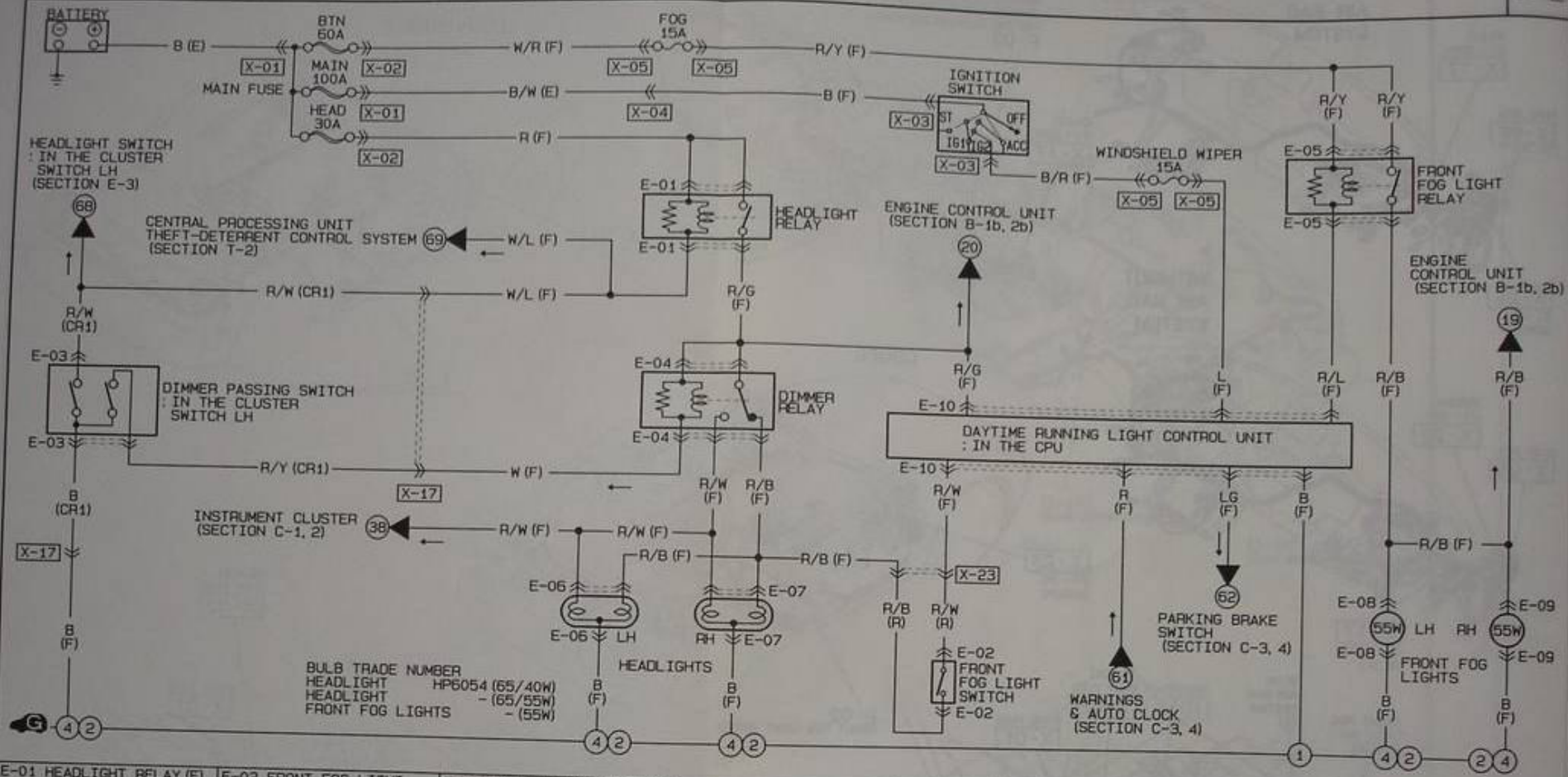
NON TURBO



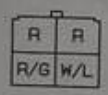
TURBO

CANADA ■ DAYTIME RUNNING LIGHT CONTROL SYSTEM ■ FRONT FOG LIGHTS ■ HEADLIGHTS

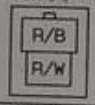
E-2



E-01 HEADLIGHT RELAY (F)

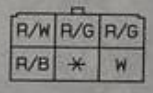


E-02 FRONT FOG LIGHT SWITCH (R)



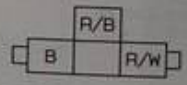
E-03 DIMMER PASSING SWITCH : IN THE CLUSTER SWITCH LH (CR1)

E-04 DIMMER RELAY (F)

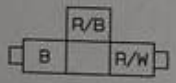


E-05 FRONT FOG LIGHT RELAY (F)

E-06 HEADLIGHT LH (F)



E-07 HEADLIGHT RH (F)

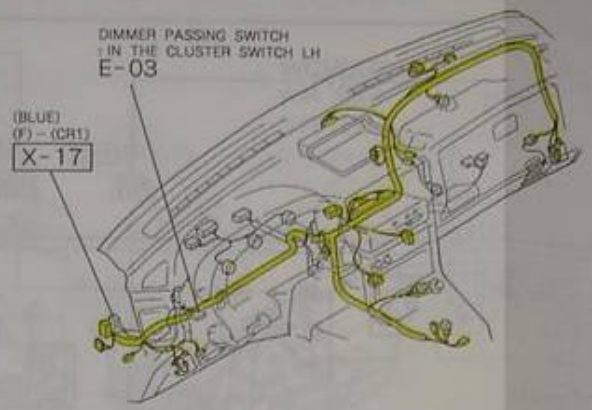


E-08 FRONT FOG LIGHT LH (F)

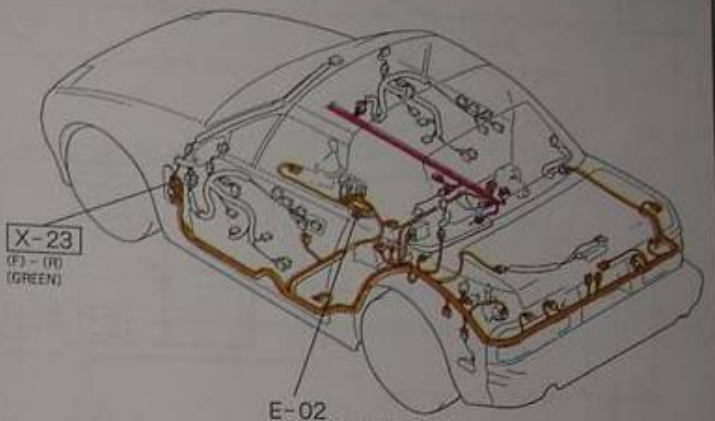
E-09 FRONT FOG LIGHT RH (F)

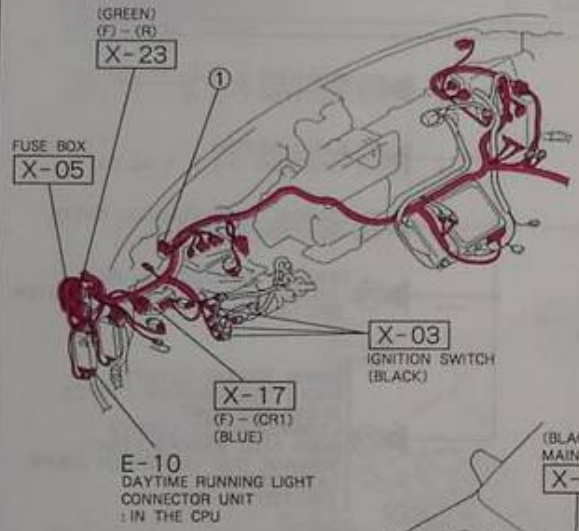
E-10 DAYTIME RUNNING LIGHT CONTROL UNIT : IN THE CPU (F)

E-2

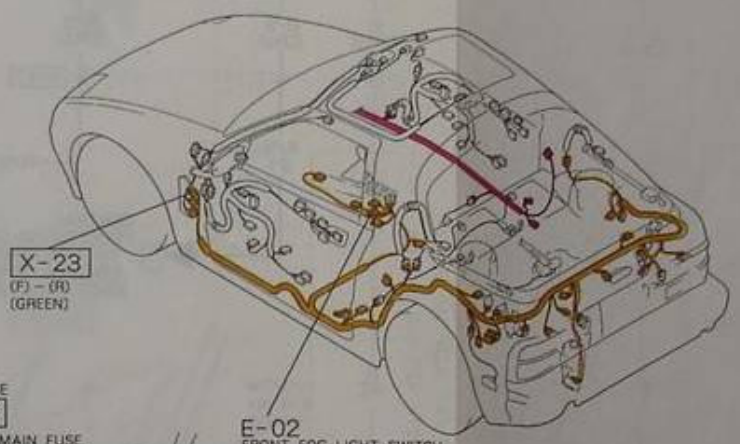


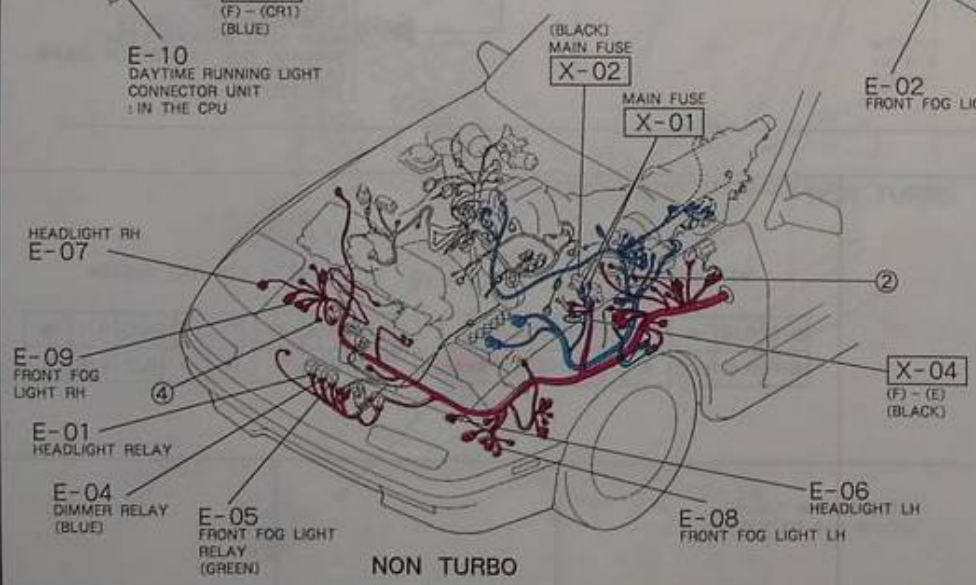
CONVERTIBLE



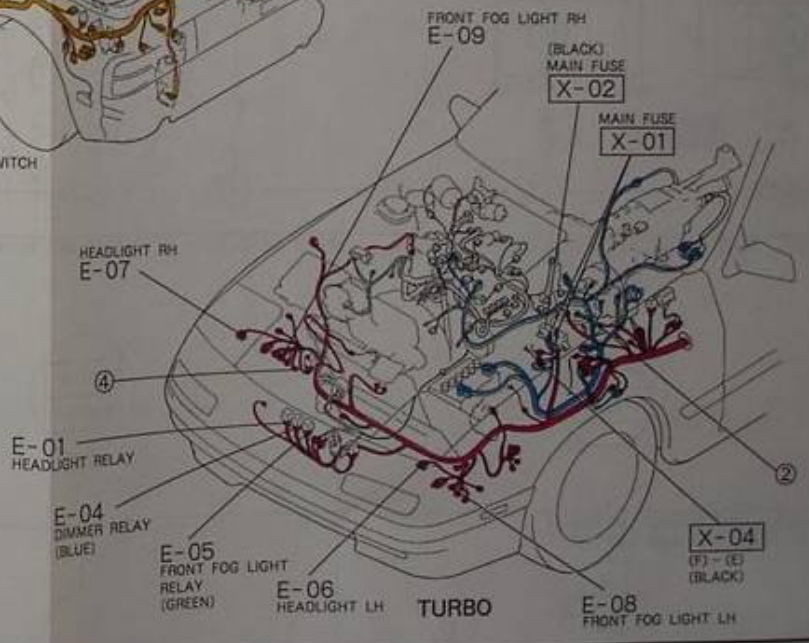


COUPE





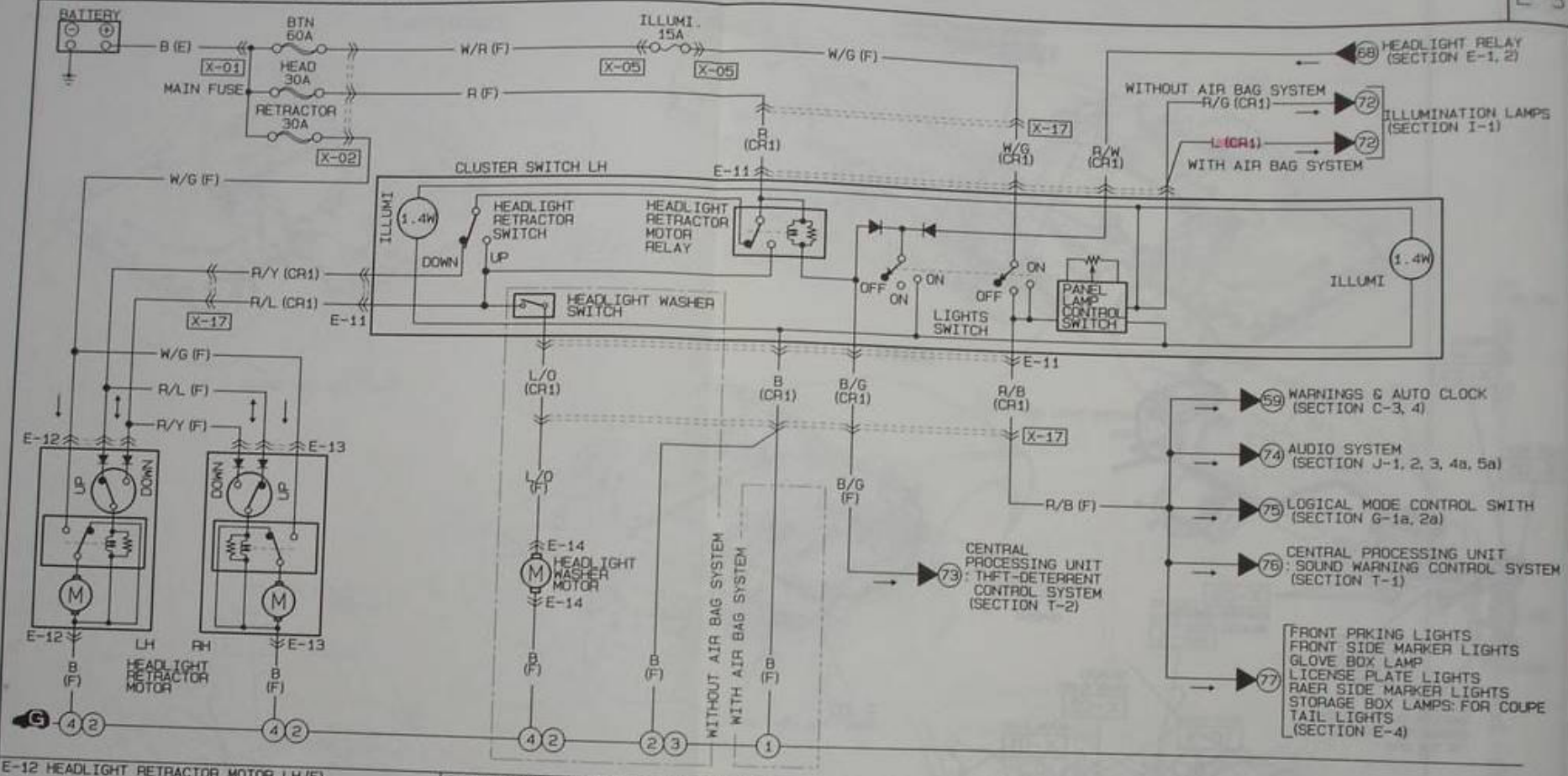
NON TURBO



TURBO

■ HEADLIGHT CLEANER
■ RETRACTABLE HEADLIGHT SYSTEM

E-3



E-12 HEADLIGHT RETRACTOR MOTOR LH (F)

R/L	B
R/Y	W/G

E-13 HEADLIGHT RETRACTOR MOTOR RH (F)

R/L	B
R/Y	W/G

E-11 CLUSTER SWITCH LH (CR1)

WITHOUT AIR BAG SYSTEM

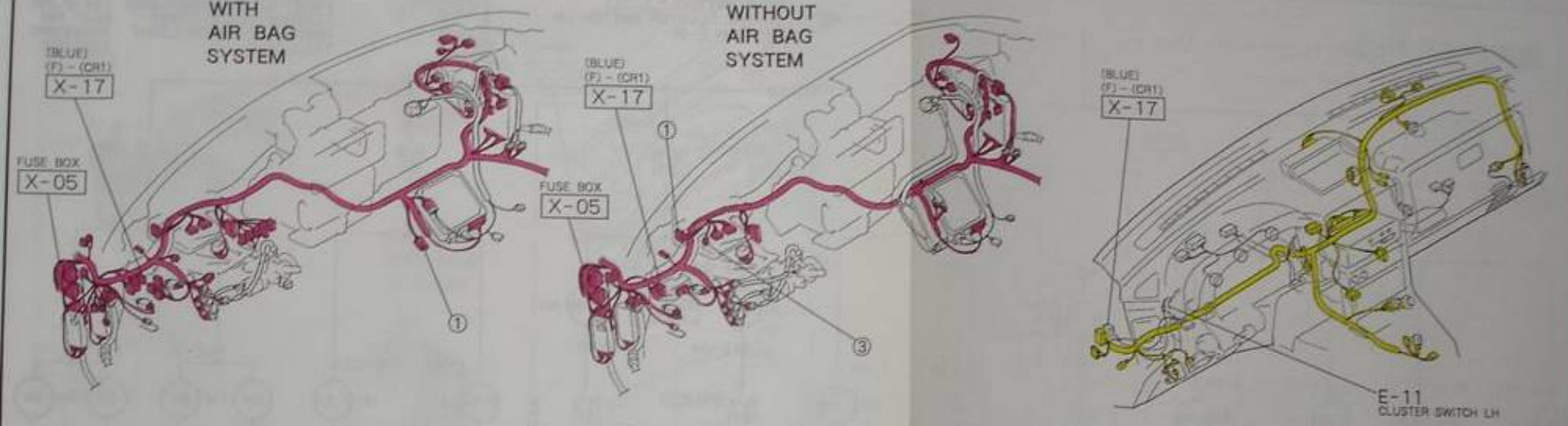
B/G	R/W	✳			R/L	R/Y	✳
B/R	B/L	L/O	R	B	R/B	W/G	R/G

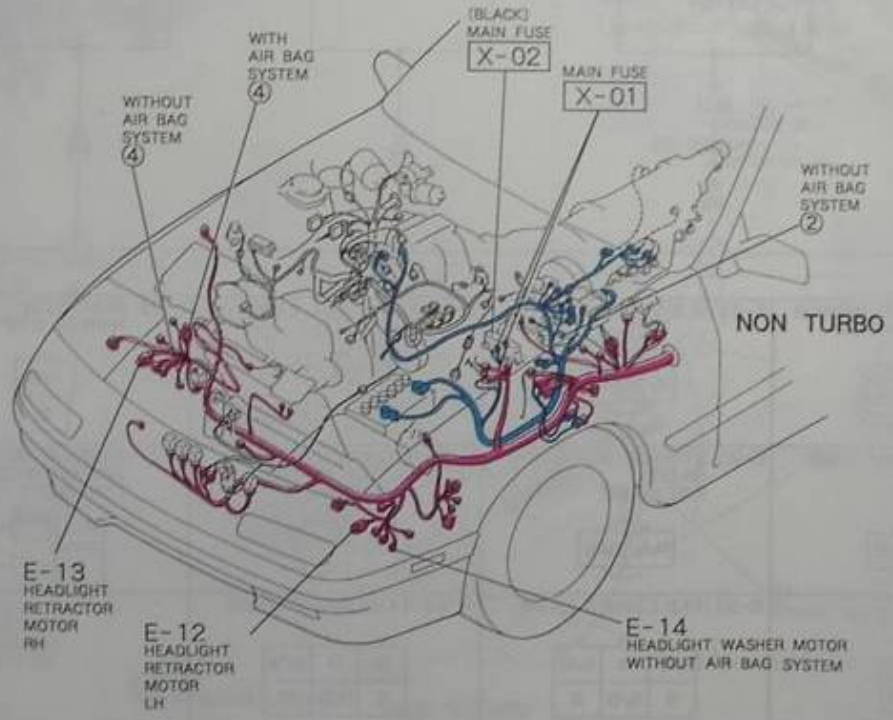
WITH AIR BAG SYSTEM

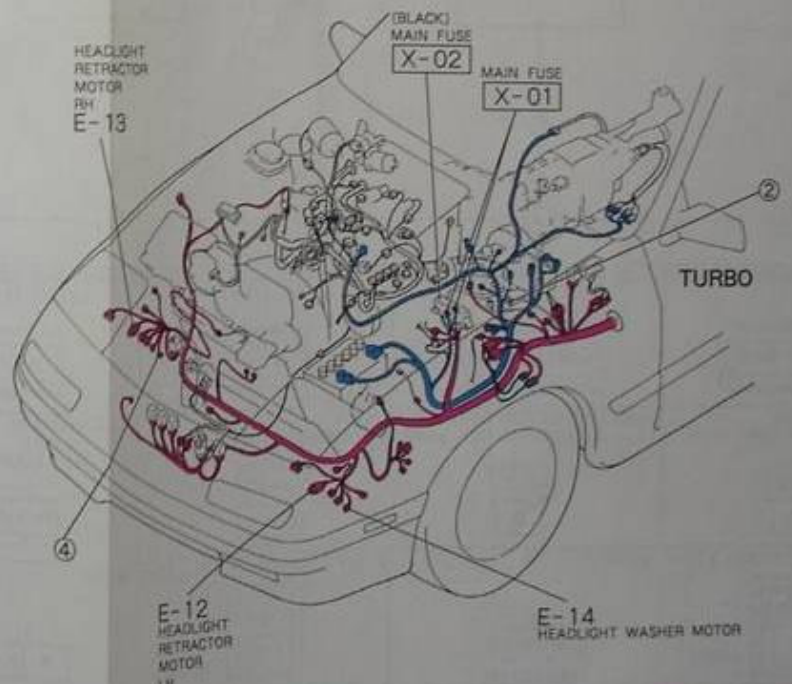
B/G	R/W	✳			R/L	R/Y	✳
B/R	B/L	✳	R	B	R/B	W/G	L

E-14 HEADLIGHT WASHER MOTOR (F) WITHOUT AIR BAG SYSTEM

B	
✳	L/O

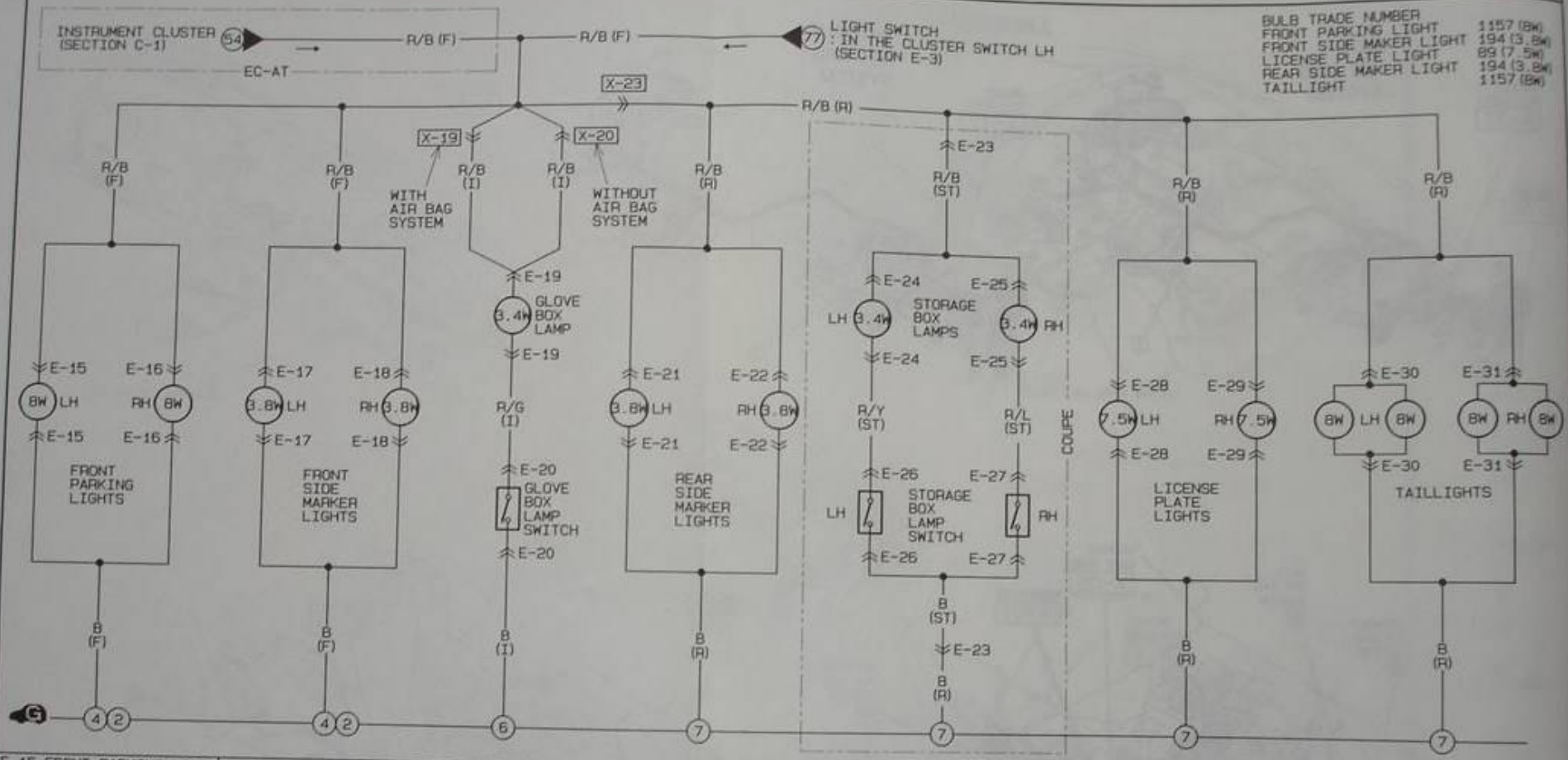

WITH AIR BAG SYSTEM
(BLUE) (F) - (CR1) X-17
FUSE BOX X-05
①
WITHOUT AIR BAG SYSTEM
(BLUE) (F) - (CR1) X-17
①
FUSE BOX X-05
③
(BLUE) (F) - (CR1) X-17
E-11 CLUSTER SWITCH LH


(BLACK) MAIN FUSE X-02
MAIN FUSE X-01
WITH AIR BAG SYSTEM ④
WITHOUT AIR BAG SYSTEM ④
WITHOUT AIR BAG SYSTEM ②
NON TURBO
E-13 HEADLIGHT RETRACTOR MOTOR RH
E-12 HEADLIGHT RETRACTOR MOTOR LH
E-14 HEADLIGHT WASHER MOTOR WITHOUT AIR BAG SYSTEM

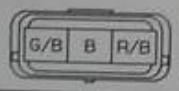

HEADLIGHT RETRACTOR MOTOR RH E-13
(BLACK) MAIN FUSE X-02
MAIN FUSE X-01
②
TURBO
④
E-12 HEADLIGHT RETRACTOR MOTOR LH
E-14 HEADLIGHT WASHER MOTOR

■ FRONT PARKING LIGHTS ■ FRONT SIDE MARKER LIGHTS ■ GLOVE BOX LAMP ■ LICENSE PLATE LIGHTS
■ REAR SIDE MARKER LIGHTS ■ STORAGE BOX LAMPS: FOR COUPE ■ TAILLIGHTS

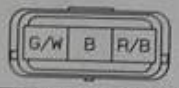
E-4



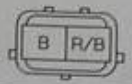
E-15 FRONT PARKING LIGHT LH (F)



E-16 FRONT PARKING LIGHT RH (F)



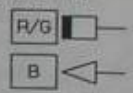
E-17 FRONT SIDE MARKER LIGHT LH (F)



E-18 FRONT SIDE MARKER LIGHT RH (F)

E-19 GLOVE BOX LAMP (I)

E-20 GLOVE BOX LAMP SWITCH (I)



E-21 REAR SIDE MARKER LIGHT LH (R)

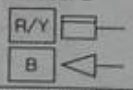
E-22 REAR SIDE MARKER LIGHT RH (R)

E-23 CONNECTOR BETWEEN REAR (R) & STORAGE BOX LAMP (ST) HARNESS FOR COUPE

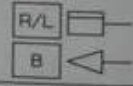
E-24 STORAGE BOX LAMP LH (ST) FOR COUPE

E-25 STORAGE BOX LAMP RH (ST) FOR COUPE

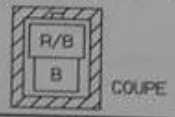
E-26 STORAGE BOX LAMP SWITCH LH (ST) FOR COUPE

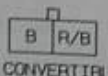


E-27 STORAGE BOX LAMP SWITCH RH (ST) FOR COUPE

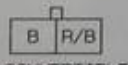


E-28 LICENSE PLATE LIGHT LH (R)

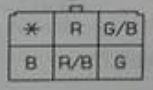




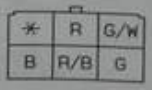
E-29 LICENSE PLATE LIGHT RH (R)

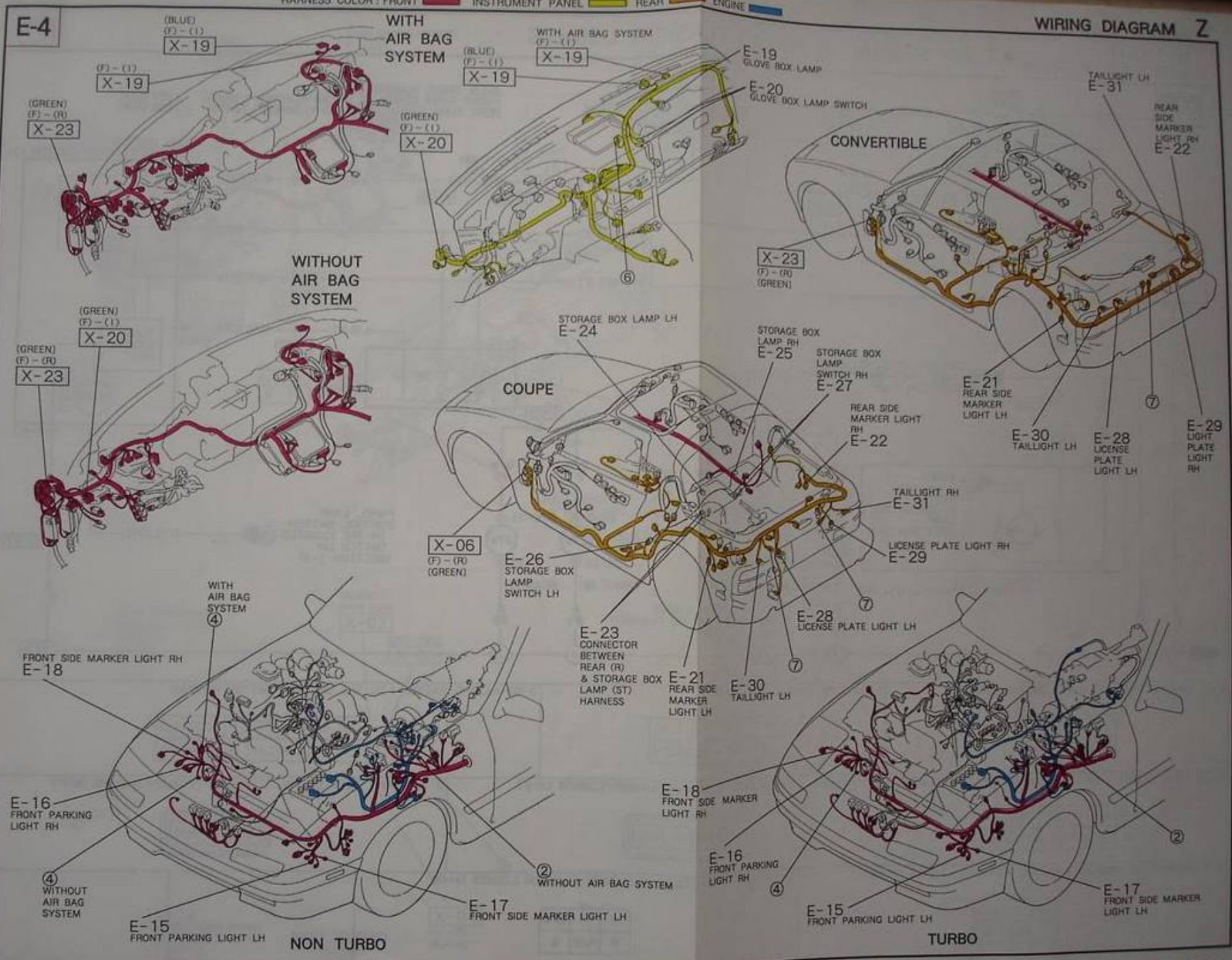


E-30 TAILLIGHTS LH (R)

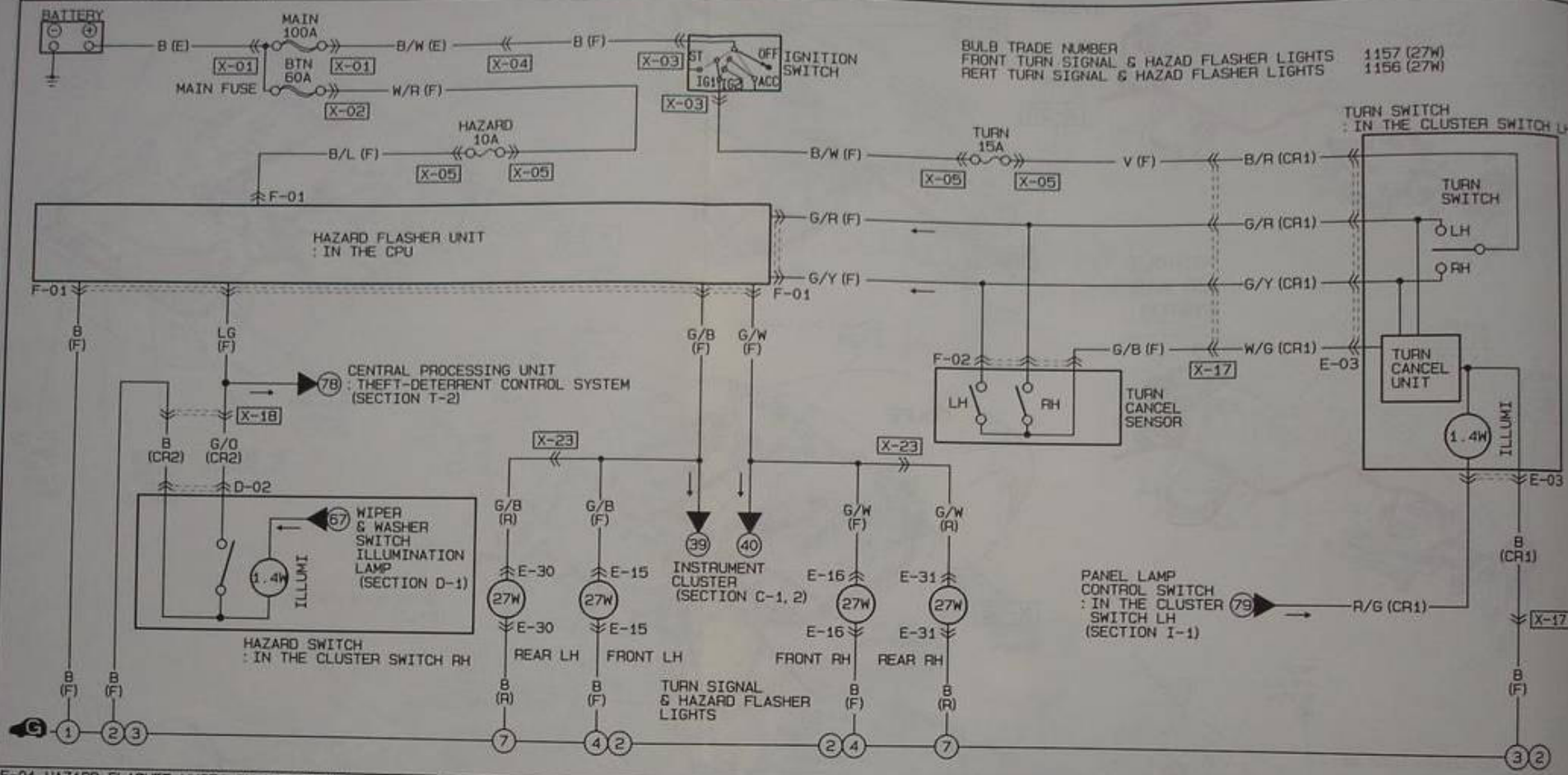


E-31 TAILLIGHTS RH (R)




WITH AIR BAG SYSTEM
(BLUE) (F) - (I) X-19
(F) - (I) X-19
(GREEN) (F) - (R) X-23
WITH AIR BAG SYSTEM (F) - (I) X-19
(BLUE) (F) - (I) X-19
(GREEN) (F) - (I) X-20
E-19 GLOVE BOX LAMP
E-20 GLOVE BOX LAMP SWITCH
⑥
WITHOUT AIR BAG SYSTEM
(GREEN) (F) - (I) X-20
(GREEN) (F) - (R) X-23
STORAGE BOX LAMP LH E-24
STORAGE BOX LAMP RH E-25
STORAGE BOX LAMP SWITCH RH E-27
REAR SIDE MARKER LIGHT RH E-22
COUPE
X-06 (F) - (R) (GREEN)
E-26 STORAGE BOX LAMP SWITCH LH
TAILLIGHT RH E-31
LICENSE PLATE LIGHT RH E-29
E-23 CONNECTOR BETWEEN REAR (R) & STORAGE BOX LAMP (ST) HARNESS
E-21 REAR SIDE MARKER LIGHT LH
E-30 TAILLIGHT LH
E-28 LICENSE PLATE LIGHT LH
⑦
TAILLIGHT LH E-31
REAR SIDE MARKER LIGHT RH E-22
CONVERTIBLE
X-23 (F) - (R) (GREEN)
E-21 REAR SIDE MARKER LIGHT LH
E-30 TAILLIGHT LH
E-28 LICENSE PLATE LIGHT LH
E-29 LIGHT PLATE LIGHT RH
⑦
WITH AIR BAG SYSTEM ④
FRONT SIDE MARKER LIGHT RH E-18
E-16 FRONT PARKING LIGHT RH
④ WITHOUT AIR BAG SYSTEM
E-15 FRONT PARKING LIGHT LH
② WITHOUT AIR BAG SYSTEM
E-17 FRONT SIDE MARKER LIGHT LH
NON TURBO
E-18 FRONT SIDE MARKER LIGHT RH
E-16 FRONT PARKING LIGHT RH
④
② WITHOUT AIR BAG SYSTEM
E-15 FRONT PARKING LIGHT LH
E-17 FRONT SIDE MARKER LIGHT LH
TURBO

WITHOUT AIR BAG SYSTEM ■ TURN SIGNAL & HAZAD FLASHER LIGHTS



F-01 HAZARD FLASHER UNIT : IN THE CPU (F)

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

F-02 TURN CANCEL SENSOR (F)

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

D-02 HAZARD SWITCH : IN THE CLUSTER SWITCH RH (CR2)

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

E-03 TURN SWITCH : IN THE CLUSTER SWITCH LH (CR1)

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

E-15 FRONT TURN SIGNAL & HAZARD FLASHER LIGHTS LH (F)

G/B	B	R/B

E-16 FRONT TURN SIGNAL & HAZARD FLASHER LIGHTS RH (F)

G/W	B	R/B

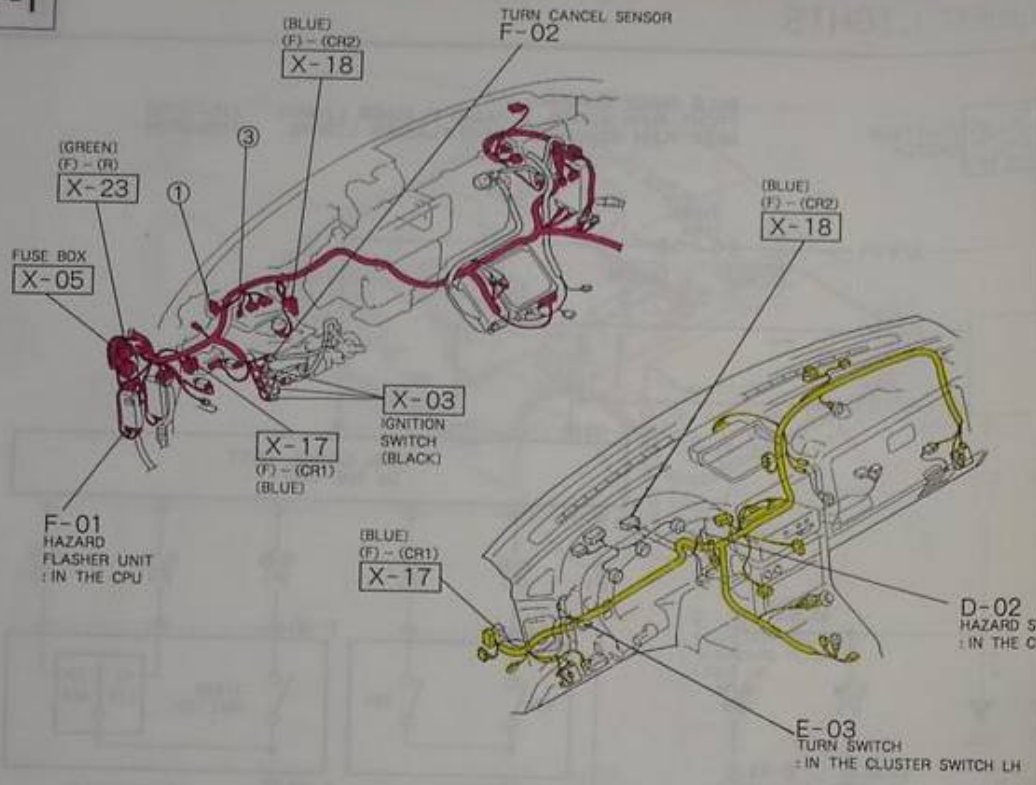
E-30 REAR TURN SIGNAL & HAZARD FLASHER LIGHTS LH (R)

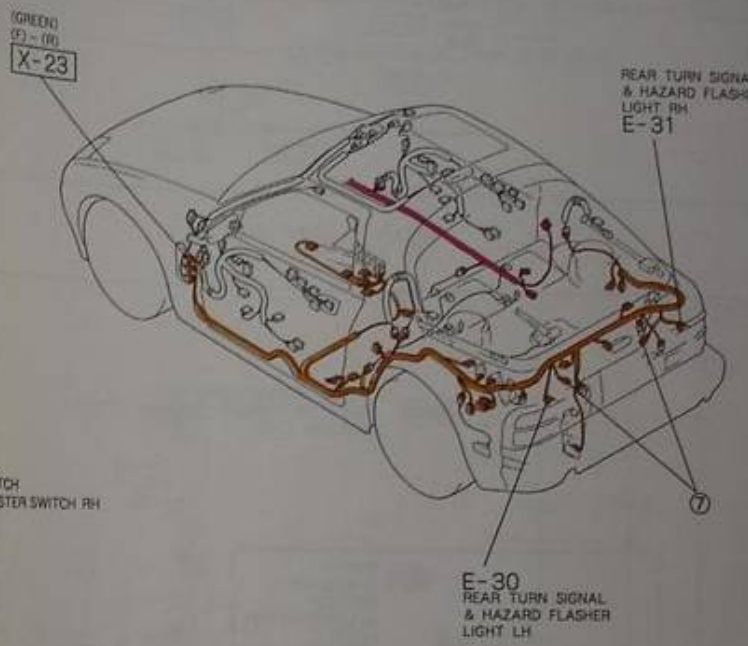
*	R	G/B
B	R/B	G

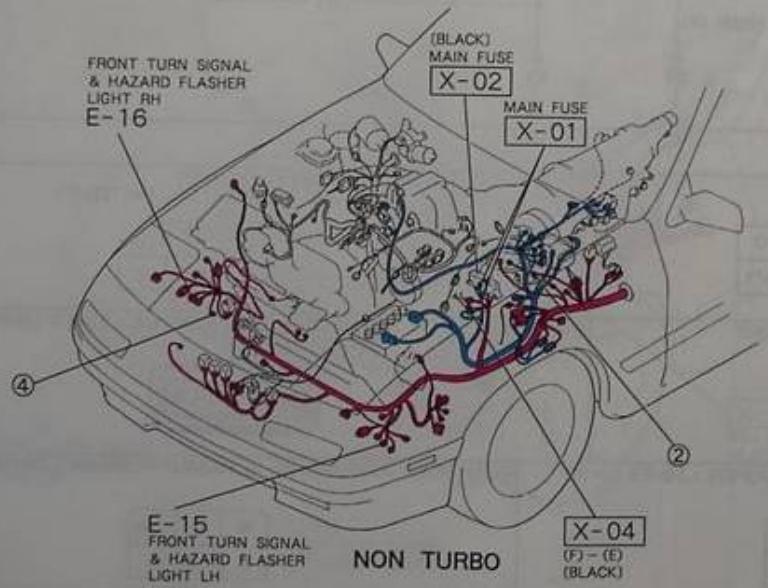
E-31 REAR TURN SIGNAL & HAZARD FLASHER LIGHTS RH (R)

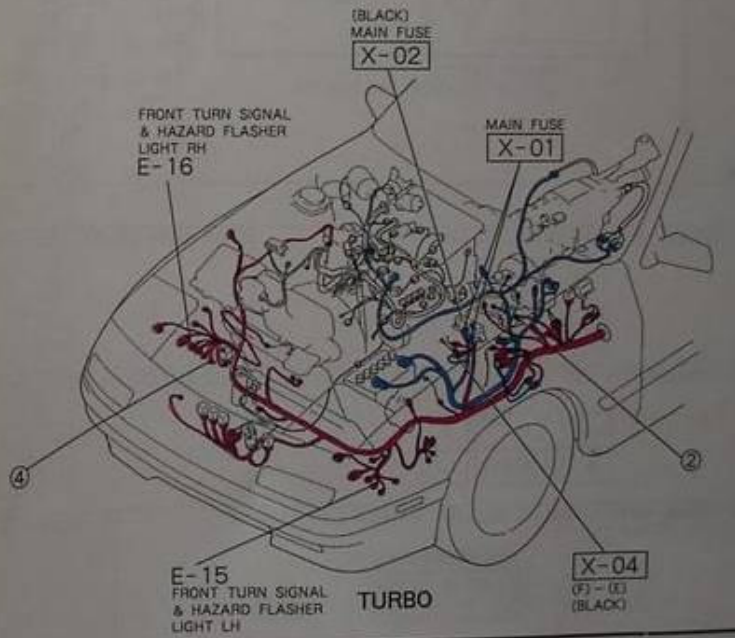
*	R	G/W
B	R/B	G

F-1

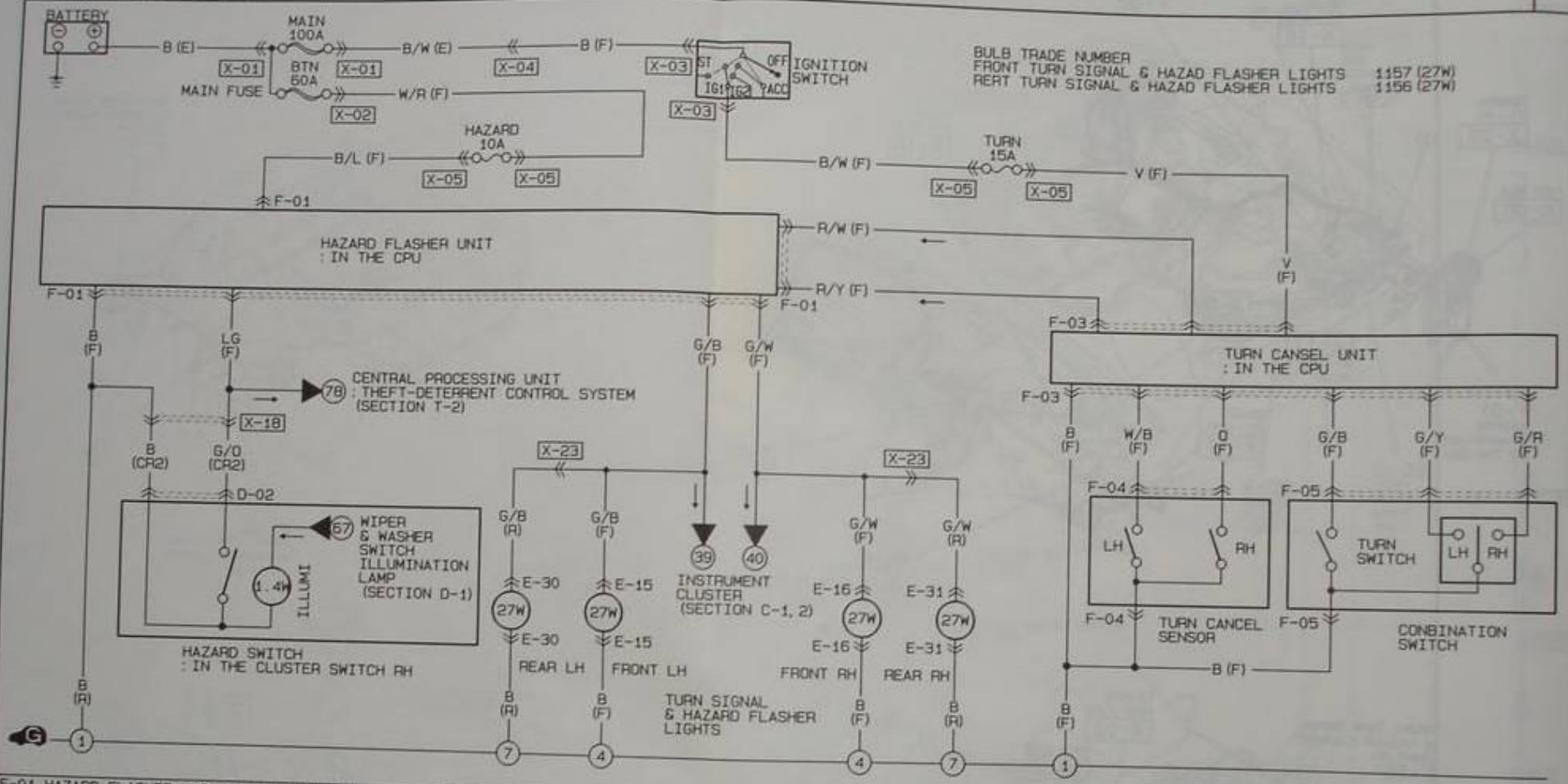

(BLUE)
(F) – (CR2)
X-18
TURN CANCEL SENSOR
F-02
(GREEN)
(F) – (R)
X-23
FUSE BOX
X-05
X-03
IGNITION SWITCH (BLACK)
X-17
(F) – (CR1)
(BLUE)
F-01
HAZARD FLASHER UNIT
: IN THE CPU
(BLUE)
(F) – (CR1)
X-17
D-02
HAZARD SWITCH
: IN THE CLUSTER SWITCH RH
E-03
TURN SWITCH
: IN THE CLUSTER SWITCH LH


(GREEN)
(F) – (R)
X-23
REAR TURN SIGNAL & HAZARD FLASHER LIGHT RH
E-31
E-30
REAR TURN SIGNAL & HAZARD FLASHER LIGHT LH


FRONT TURN SIGNAL & HAZARD FLASHER LIGHT RH
E-16
(BLACK)
MAIN FUSE
X-02
MAIN FUSE
X-01
E-15
FRONT TURN SIGNAL & HAZARD FLASHER LIGHT LH
X-04
(F) – (E)
(BLACK)
NON TURBO


(BLACK)
MAIN FUSE
X-02
FRONT TURN SIGNAL & HAZARD FLASHER LIGHT RH
E-16
MAIN FUSE
X-01
E-15
FRONT TURN SIGNAL & HAZARD FLASHER LIGHT LH
X-04
(F) – (E)
(BLACK)
TURBO

WITH AIR BAG SYSTEM ■ TURN SIGNAL & HAZAD FLASHER LIGHTS



F-01 HAZARD FLASHER UNIT : IN THE CPU (F)

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

F-03 TURN CANSEL UNIT: IN THE CPU (F)

W/B	R/W			R/Y	O
G/R	G/B	V	B	✳	G/Y

F-04 TURN CANCEL SENSOR : IN THE COMBINATION SWITCH (F)

B	
W/B	O

F-05 TURN SWITCH : IN THE COMBINATION SWITCH (F)

W/L			B
✳	G/B	G/Y	G/R

D-02 HAZARD SWITCH : IN THE CLUSTER SWITCH RH (CR2)

G/O	L/B			Y	L	B/R	
B/Y	✳	B	L/R	R/W	R/O	L/Y	

E-15 FRONT TURN SIGNAL & HAZARD FLASHER LIGHTS LH (F)

G/B	B	R/B

E-16 FRONT TURN SIGNAL & HAZARD FLASHER LIGHTS RH (F)

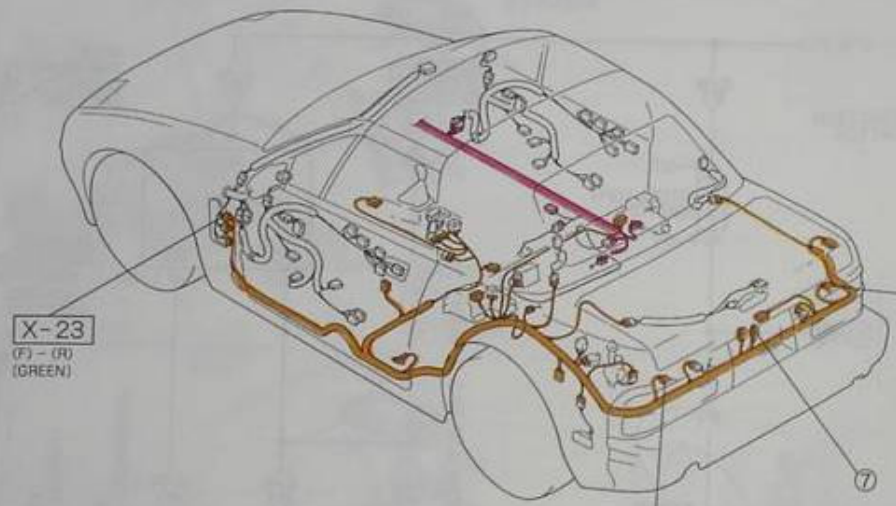
G/W	B	R/B

E-30 REAR TURN SIGNAL & HAZARD FLASHER LIGHTS LH (R)

✳	R	G/B
B	R/B	G

E-31 REAR TURN SIGNAL & HAZARD FLASHER LIGHTS RH (R)

✳	R	G/W
B	R/B	G

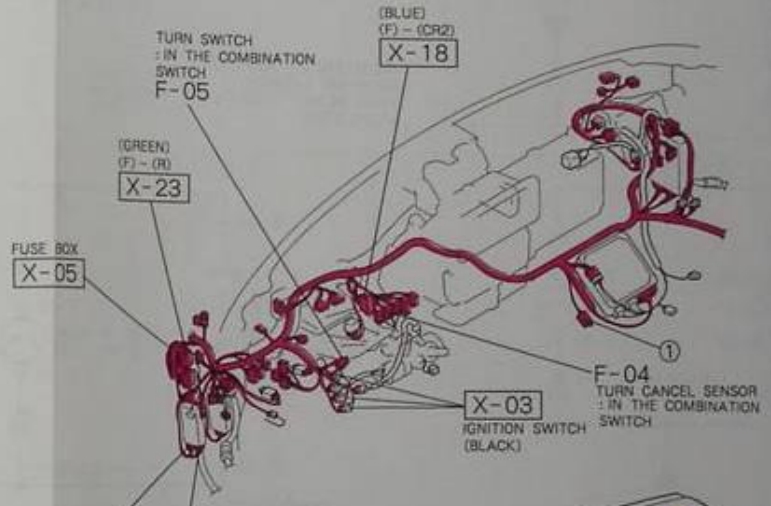


X-23
(F) - (R)
(GREEN)

REAR TURN SIGNAL
& HAZARD FLASHE
LIGHT RH
E-31

⑦

E-30
REAR TURN SIGNAL
& HAZARD FLASHER
LIGHT LH



TURN SWITCH
: IN THE COMBINATION
SWITCH
F-05

(BLUE)
(F) - (CR2)
X-18

(GREEN)
(F) - (R)
X-23

FUSE BOX
X-05

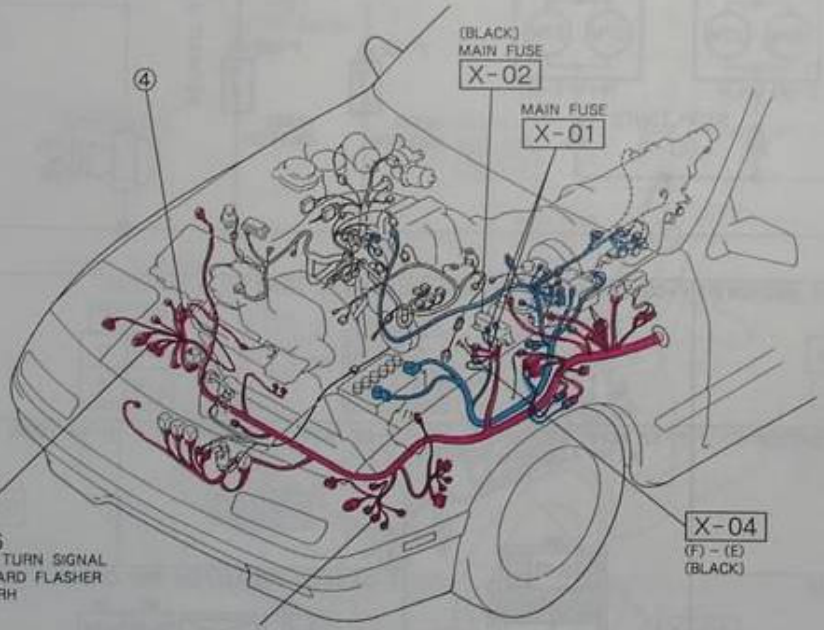
①

F-04
TURN CANCEL SENSOR
: IN THE COMBINATION
SWITCH

X-03
IGNITION SWITCH
(BLACK)

F-03
TURN CANCEL UNIT
: IN THE CPU

F-01
HAZARD FLASHER UNIT
: IN THE CPU



(BLACK)
MAIN FUSE
X-02

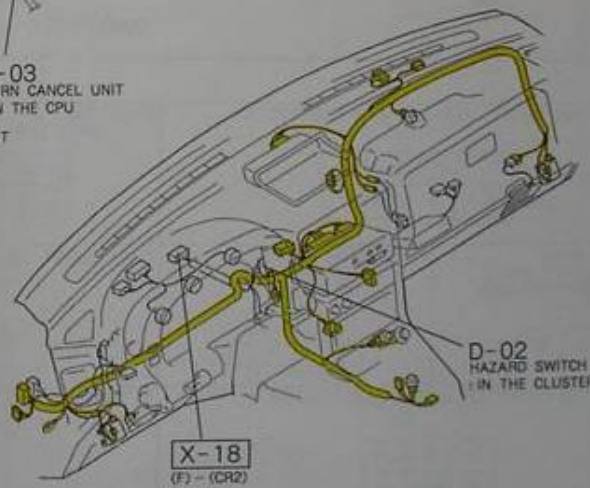
④

MAIN FUSE
X-01

X-04
(F) - (E)
(BLACK)

E-16
FRONT TURN SIGNAL
& HAZARD FLASHER
LIGHT RH

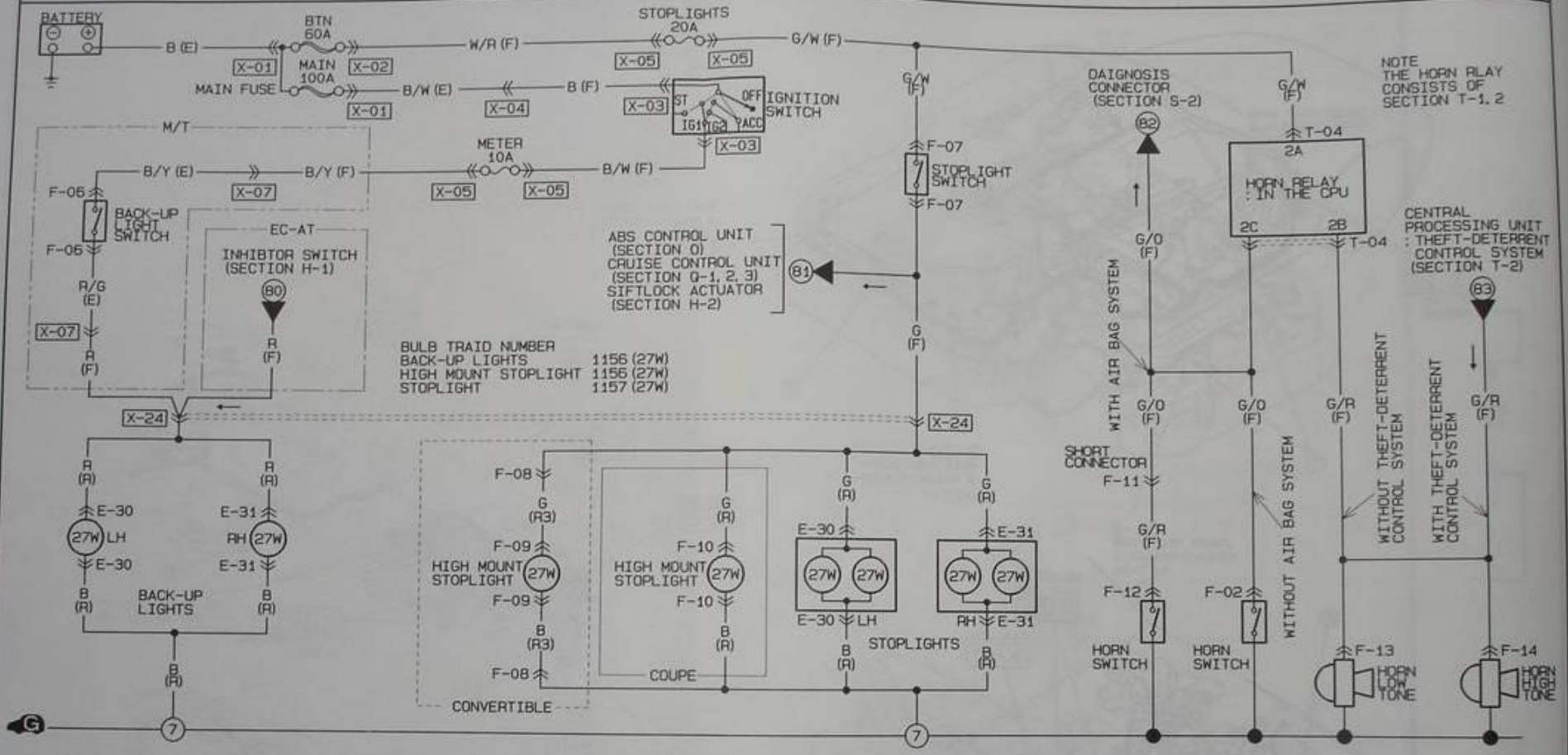
E-15
FRONT TURN SIGNAL
& HAZARD FLASHER
LIGHT LH



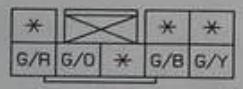
D-02
HAZARD SWITCH
: IN THE CLUSTER SWITCH RH

X-18
(F) - (CR2)
(BLUE)

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



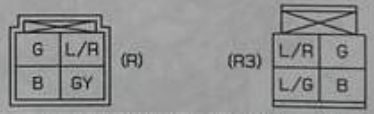
F-02 HORN SWITCH (F) WITHOUT AIR BAG SYSTEM



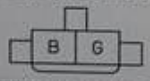
F-06 BACK-UP LIGHT SWITCH (E) FOR M/T

F-07 STOPLIGHT SWITCH (F)

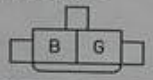
F-08 CONNECTOR BETWEEN REAR (R) & REAR NO. 3 HARNESS



F-09 HIGH MOUNT STOPLIGHT (R3) FOR CONVERTIBLE

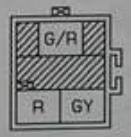


F-10 HIGH MOUNT STOPLIGHT (R) FOR COUPE

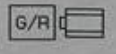


F-11 SHORT CONNECTOR (F) WITH AIR BAG SYSTEM

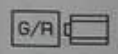
F-12 HORN SWITCH (F) WITH AIR BAG SYSTEM



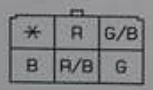
F-13 HORN LOW TONE (F)



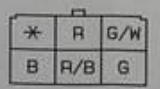
F-14 HORN HIGH TONE (F)



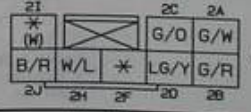
E-30 BACK-UP LIGHT LH & STOPLIGHT LH (R)



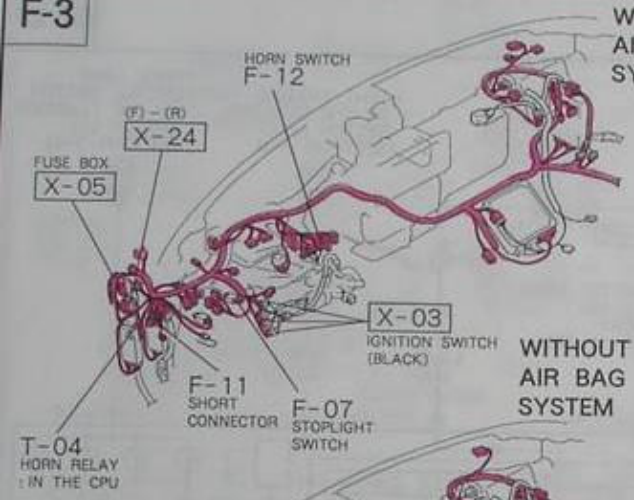
E-31 BACK-UP LIGHT RH & STOPLIGHT RH (R)



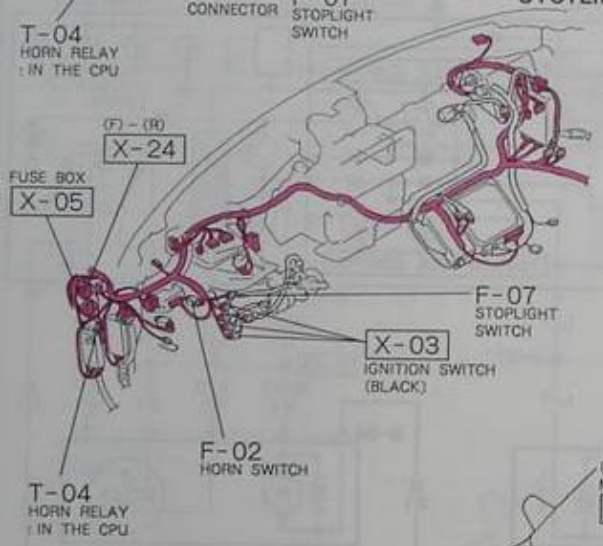
T-04 HORN RELAY : IN THE CPU (F)



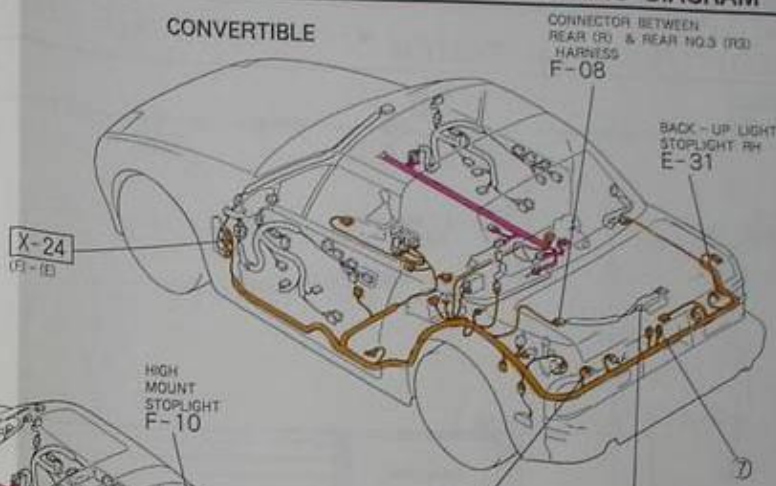
WITH AIR BAG SYSTEM



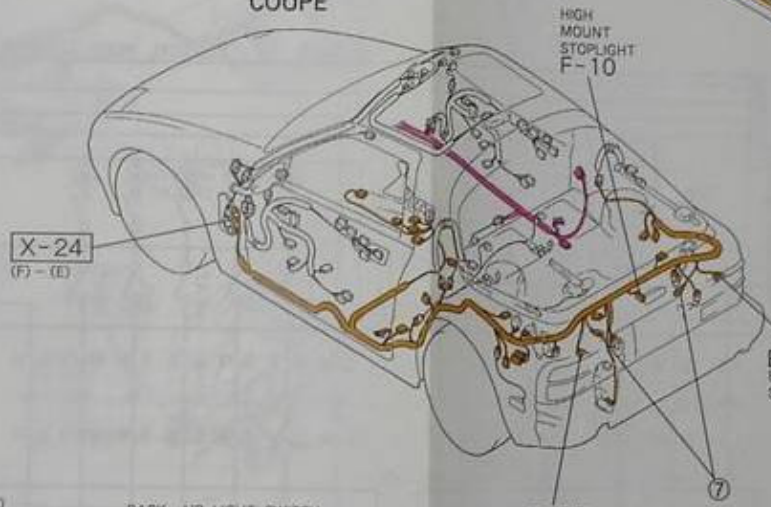
WITHOUT AIR BAG SYSTEM



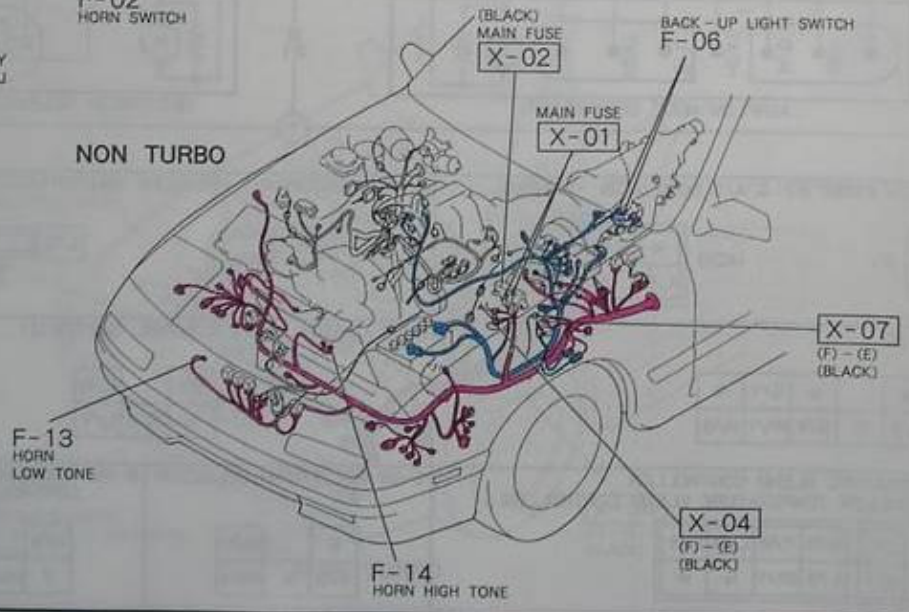
CONVERTIBLE



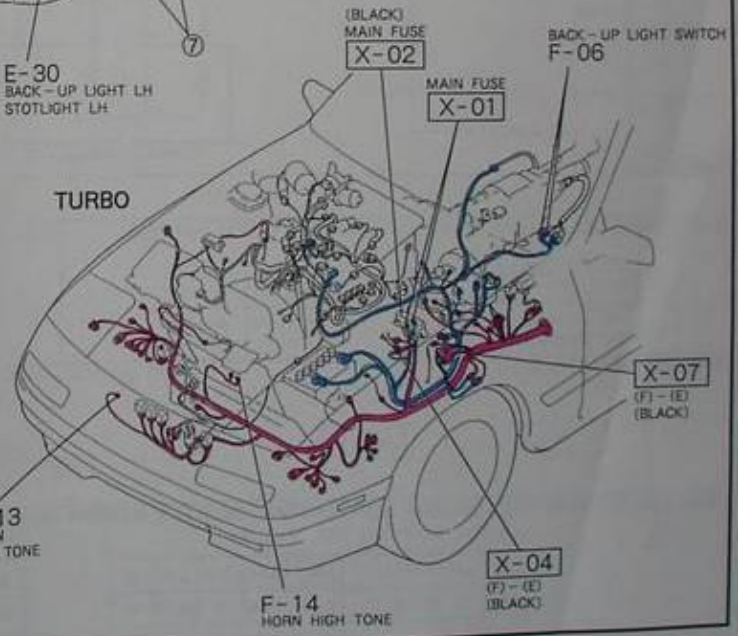
COUPE



NON TURBO

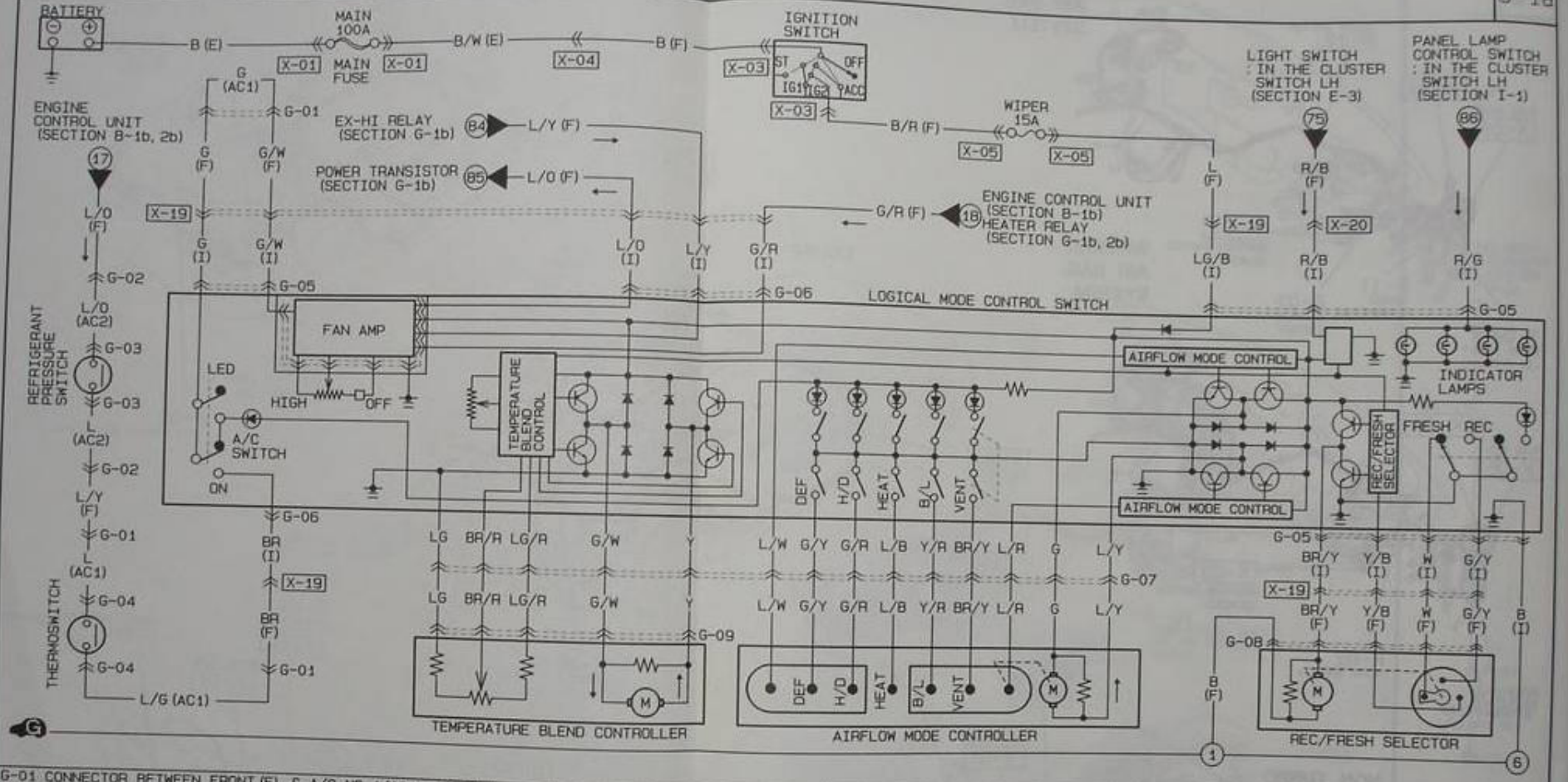


TURBO

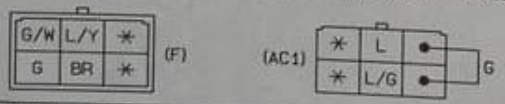


WITHOUT ADDITIONAL FAN SYSTEM ■HEATER & AIR CONDITIONER

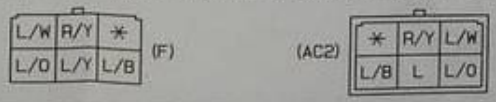
G-1a



G-01 CONNECTOR BETWEEN FRONT (F) & A/C NO. 1 (AC1) HARNESS



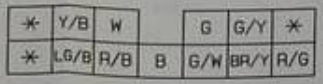
G-02 CONNECTOR BETWEEN FRONT (F) & A/C NO. 2 (AC2) HARNESS



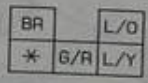
G-03 REFRIGERANT PRESSURE SWITCH (AC2)

G-04 THERMOSWITCH (AC1)

G-05 LOGICAL MODE CONTROL SWITCH (I)

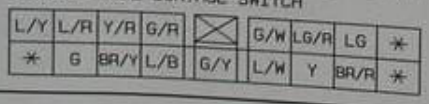


G-06 LOGICAL MODE CONTROL SWITCH (I)

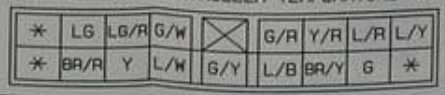


G-07 CONNECTOR BETWEEN LOGICAL MODE CONTROL SWITCH & AIRFLOW MODE CONTROLLER TEMPERATURE BLEND CONTROLLER

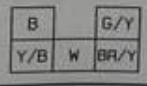
LOGICAL MODE CONTROL SWITCH



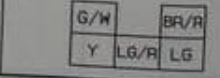
AIRFLOW MODE CONTROLLER TEMPERATURE BLEND CONTROLLER



G-08 REC/FRESH SELECTOR (F)

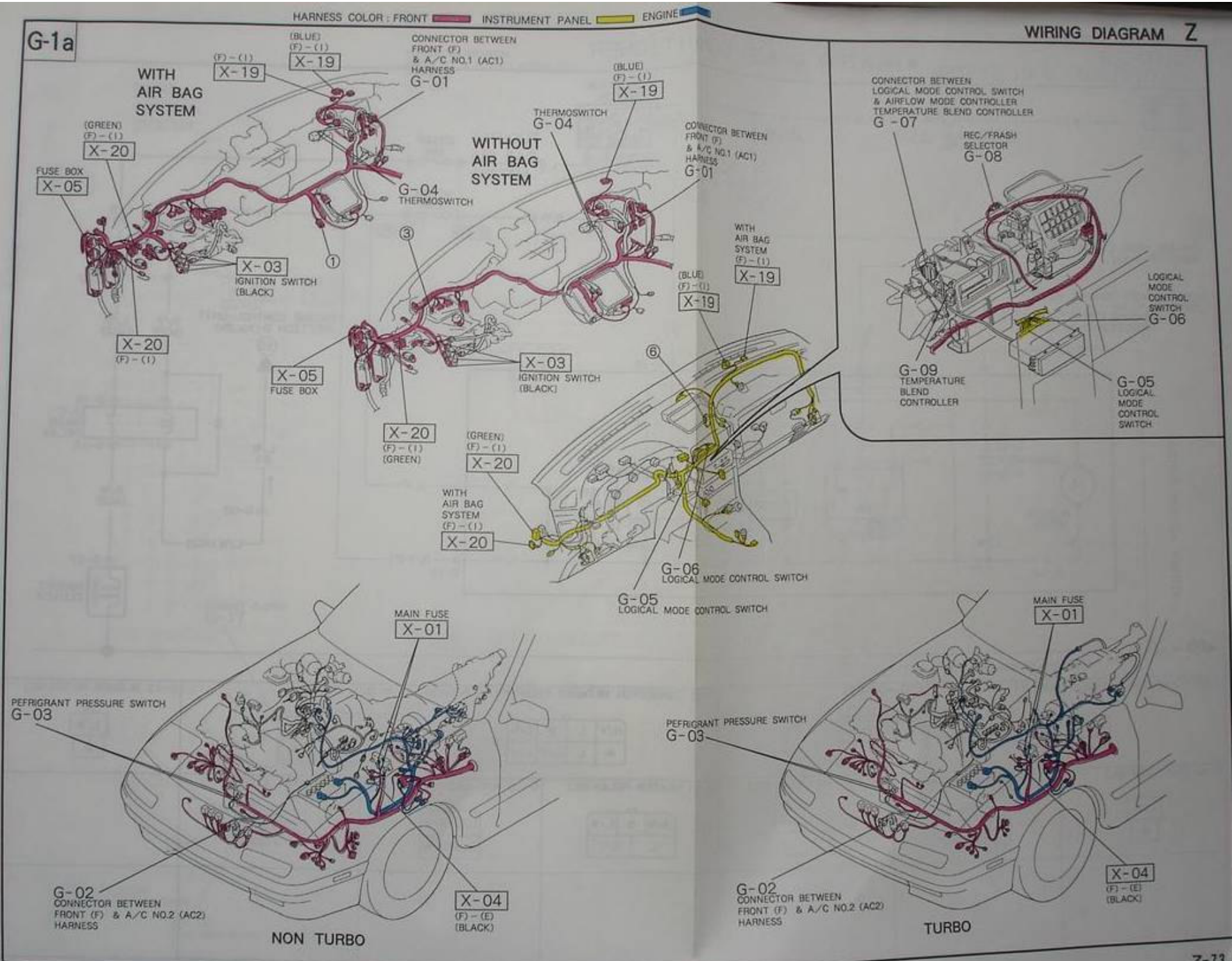


G-09 TEMPERATURE BLEND CONTROLLER



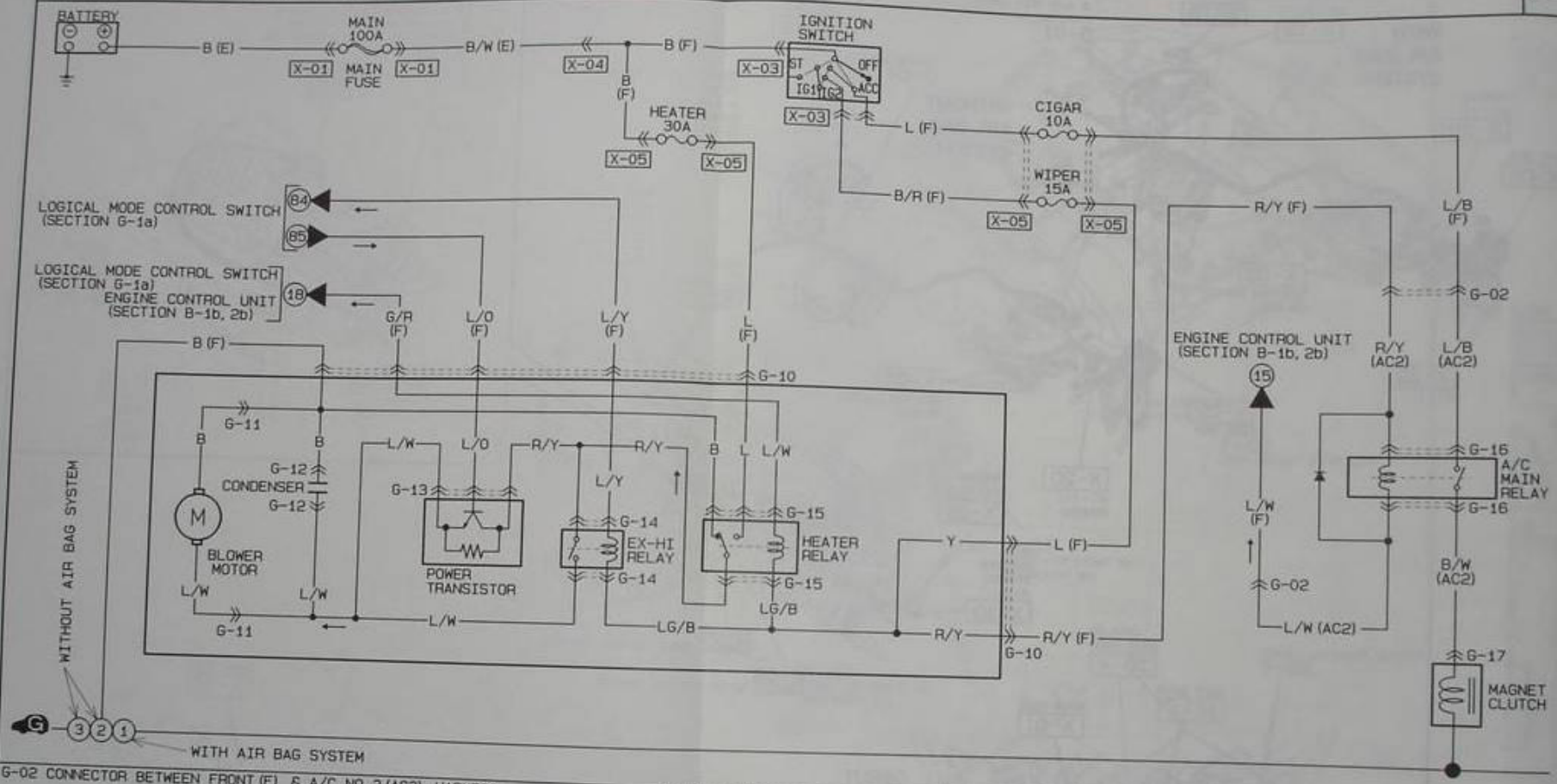
HARNESS COLOR : FRONT INSTRUMENT PANEL ENGINE

G-1a



WITHOUT ADDITIONAL FAN SYSTEM ■ HEATER & AIR CONDITIONER

G-1b



G-02 CONNECTOR BETWEEN FRONT (F) & A/C NO. 2 (AC2) HARNESS

(F)

L/W	R/Y	✳
L/O	L/Y	L/B

(AC2)

✳	R/Y	L/W
L/B	L	L/O

G-10 CONNECTOR BETWEEN FRONT (F) & BLOWER MOTOR (BL) HARNESS

(F)

R/Y	L	B	G/R
✳	L	L/O	L/Y

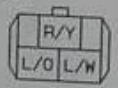
(BL)

L/W	B	L	R/Y
L/Y	L/O	Y	✳

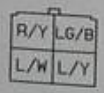
G-11 BLOWER MOTOR (BL)

G-12 CONDENSER (BL)

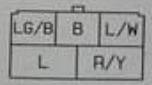
G-13 POWER TRANSISTOR (BL)



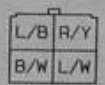
G-14 EX-HI RELAY (BL)



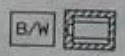
G-15 HEATER RELAY (BL)



G-16 A/C MAIN RELAY (AC2)

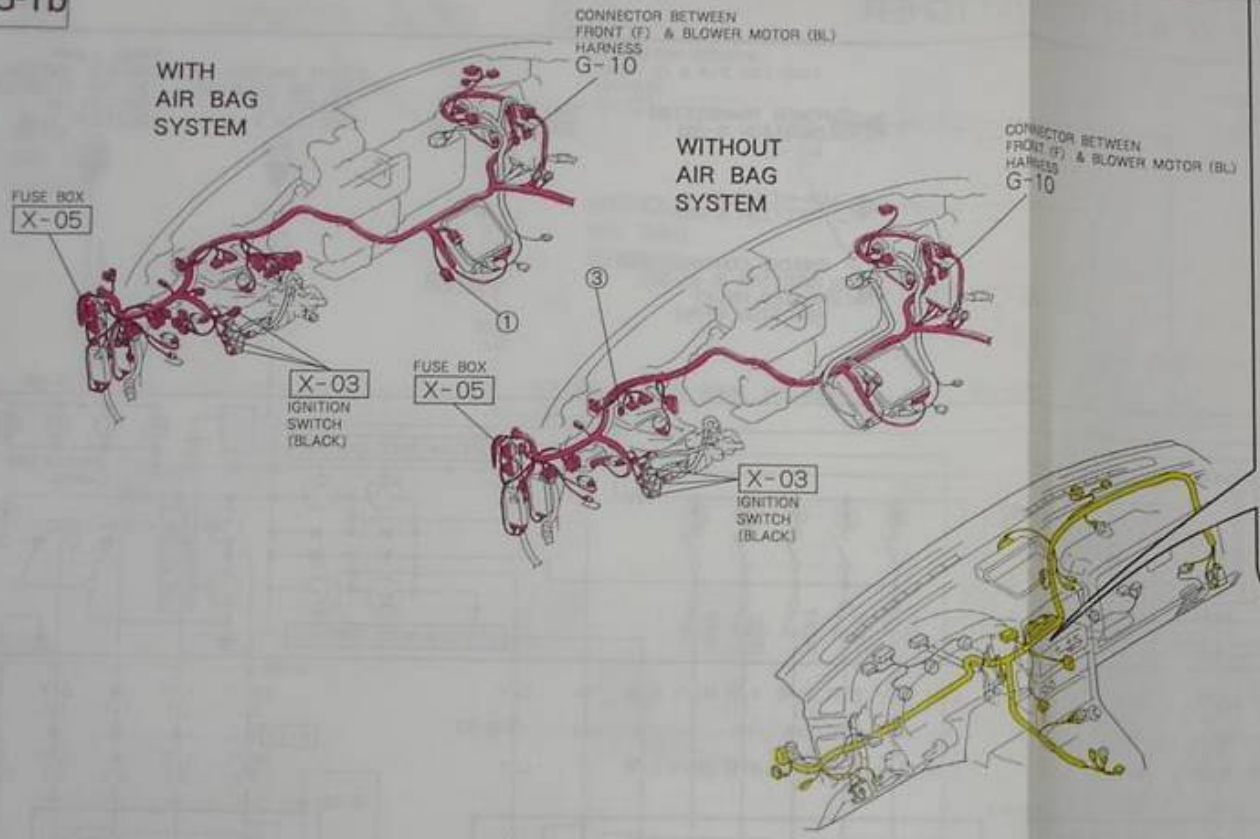


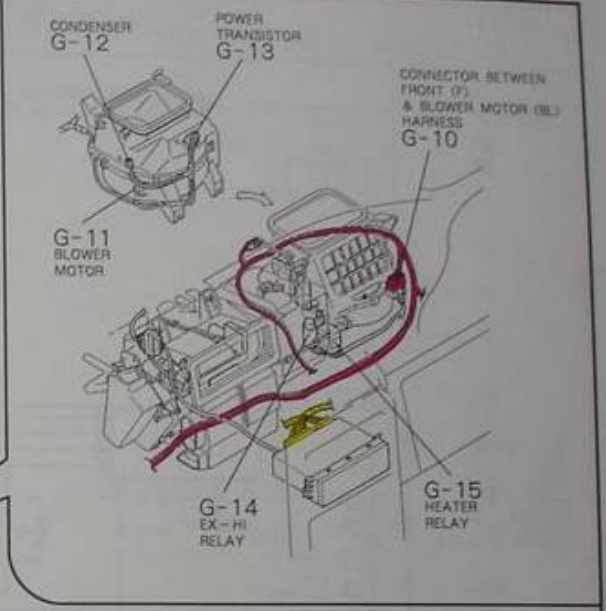
G-17 MAGNET CLUTCH (AC2)

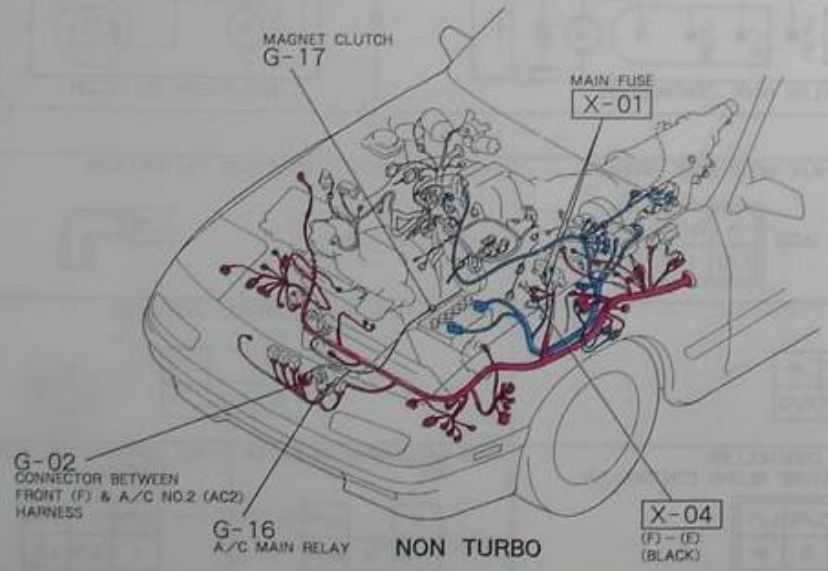


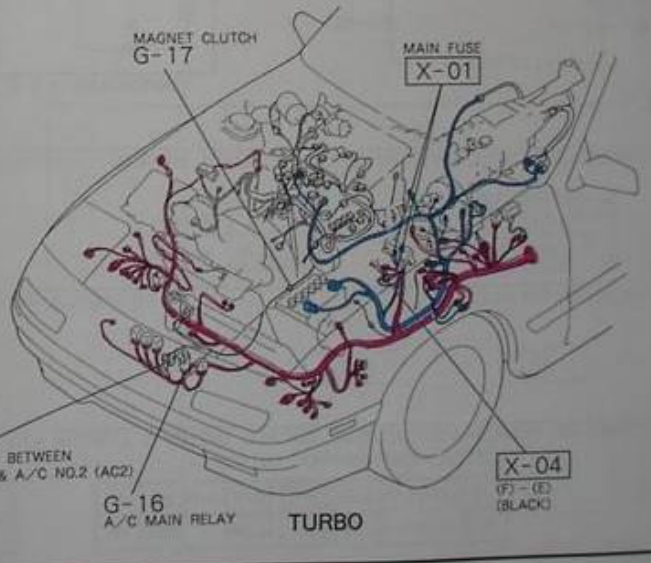
HARNESS COLOR : FRONT INSTRUMENT PANEL ENGINE

G-1b



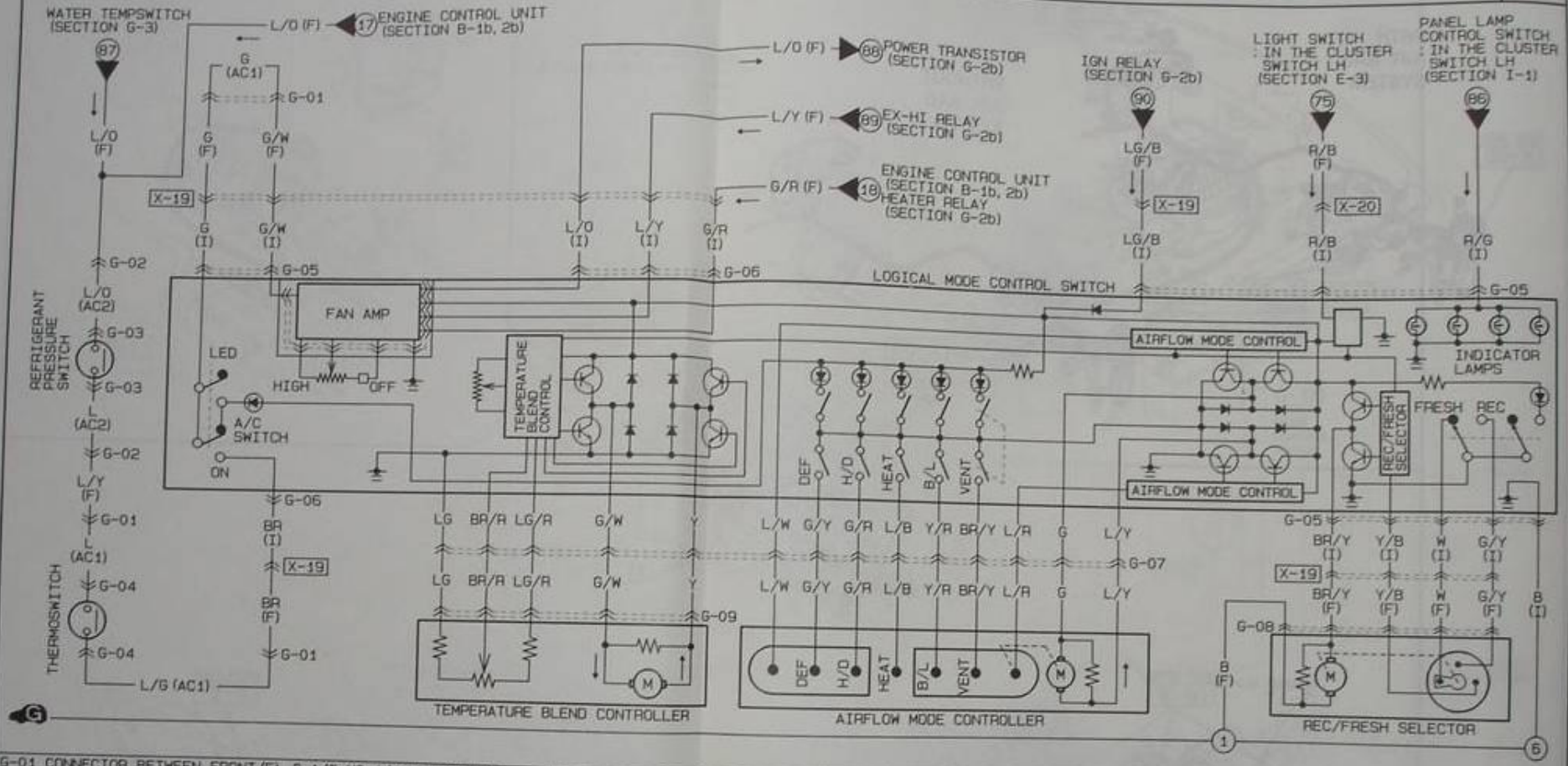




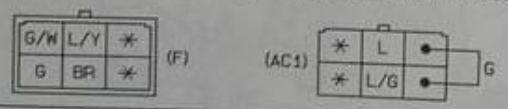


WITH ADDITIONAL FAN SYSTEM ■ HEATER & AIR CONDITIONER

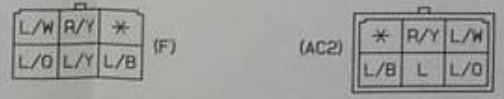
G-2a



G-01 CONNECTOR BETWEEN FRONT (F) & A/C NO. 1 (AC1) HARNESS



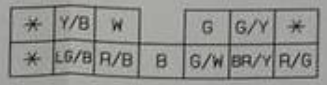
G-02 CONNECTOR BETWEEN FRONT (F) & A/C NO. 2 (AC2) HARNESS



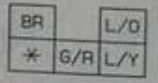
G-03 REFRIGERANT PRESSURE SWITCH (AC2)

G-04 THERMOSWITCH (AC1)

G-05 LOGICAL MODE CONTROL SWITCH (I)

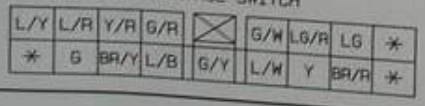


G-06 LOGICAL MODE CONTROL SWITCH (I)

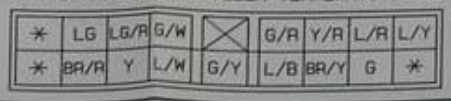


G-07 CONNECTOR BETWEEN LOGICAL MODE CONTROL SWITCH & AIRFLOW MODE CONTROLLER TEMPERATURE BLEND CONTROLLER

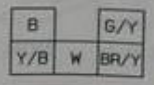
LOGICAL MODE CONTROL SWITCH



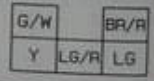
AIRFLOW MODE CONTROLLER TEMPERATURE BLEND CONTROLLER



G-08 REC/FRESH SELECTOR (F)

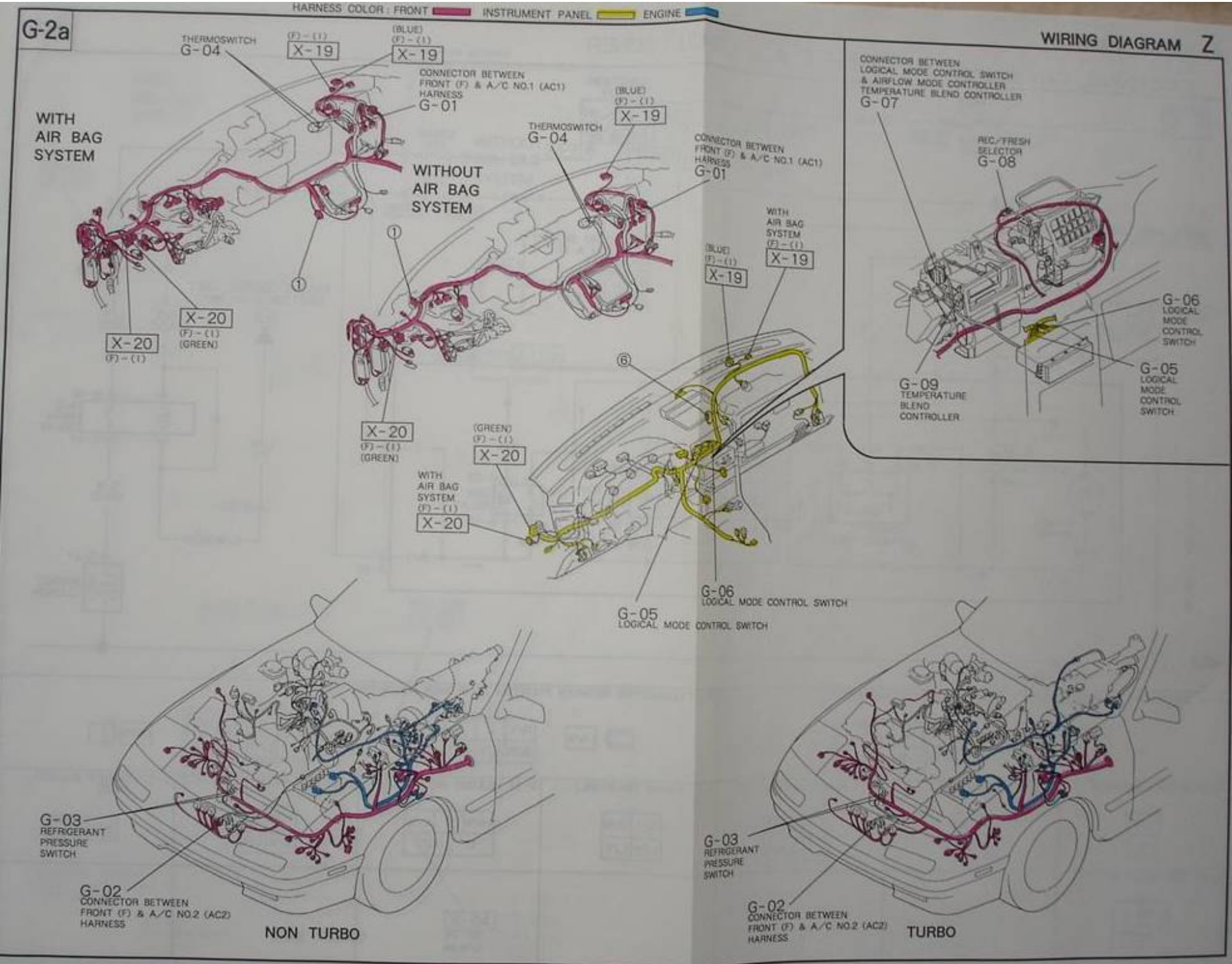


G-09 TEMPERATURE BLEND CONTROLLER

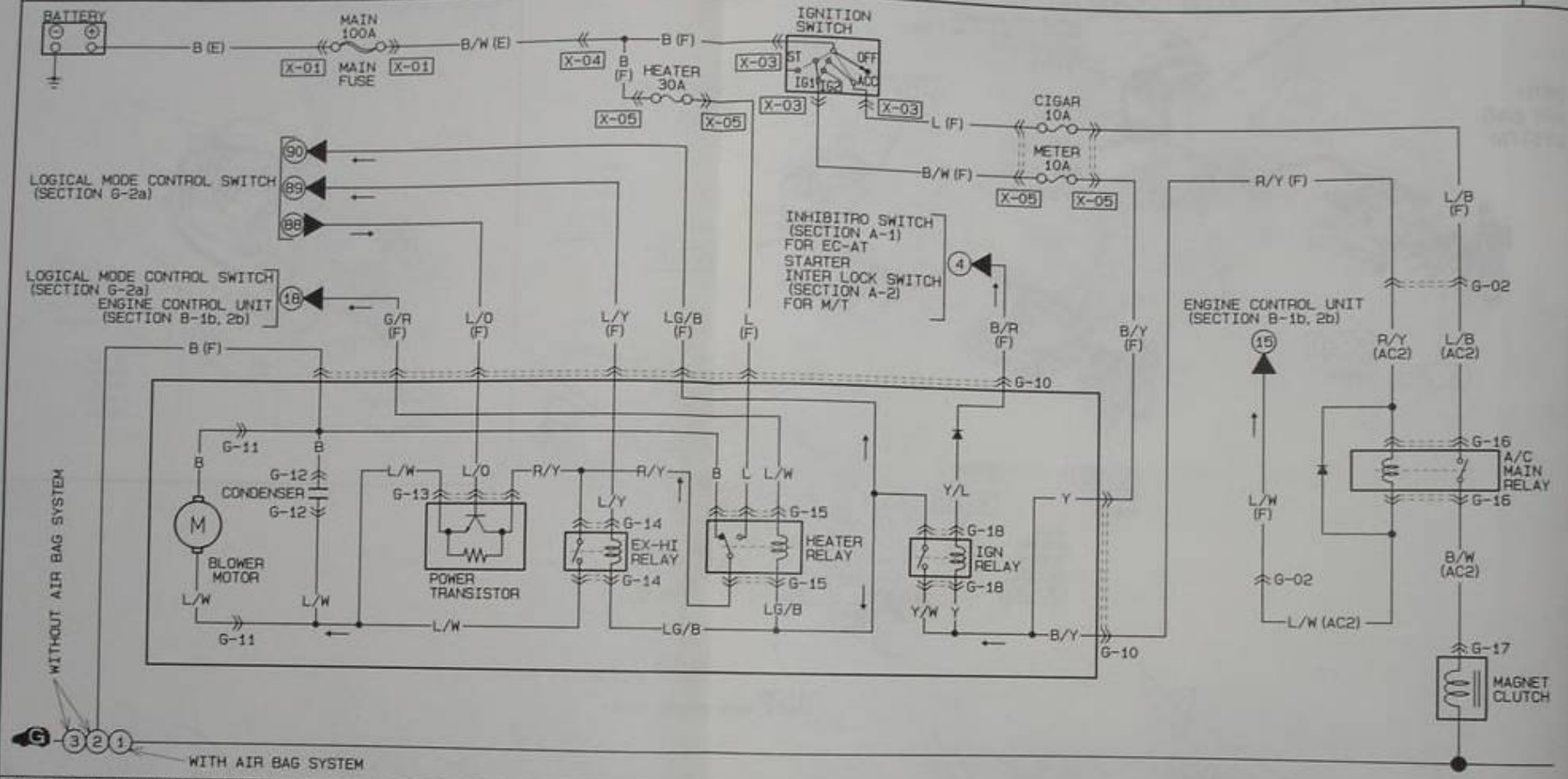


HARNESS COLOR : FRONT INSTRUMENT PANEL ENGINE

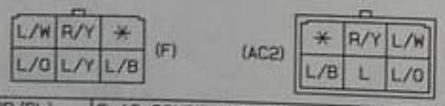
G-2a



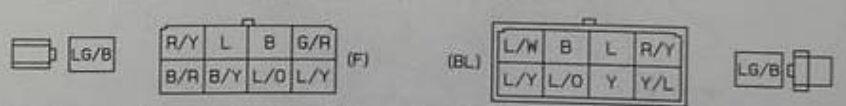
WITH ADDITIONAL FAN SYSTEM ■HEATER & AIR CONDITIONER



G-02 CONNECTOR BETWEEN FRONT (F) & A/C NO. 2 (AC2) HARNESS



G-10 CONNECTOR BETWEEN FRONT (F) & BLOWER MOTOR (BL) HARNESS

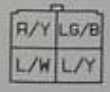


G-11 BLOWER MOTOR (BL)

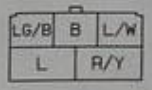
G-12 CONDENSER (BL)

G-13 POWER TRANSISTOR (BL)

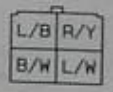
G-14 EX-HI RELAY (BL)



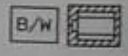
G-15 HEATER RELAY (BL)



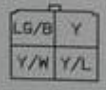
G-16 A/C MAIN RELAY (AC2)



G-17 MAGNET CLUTCH (AC2)

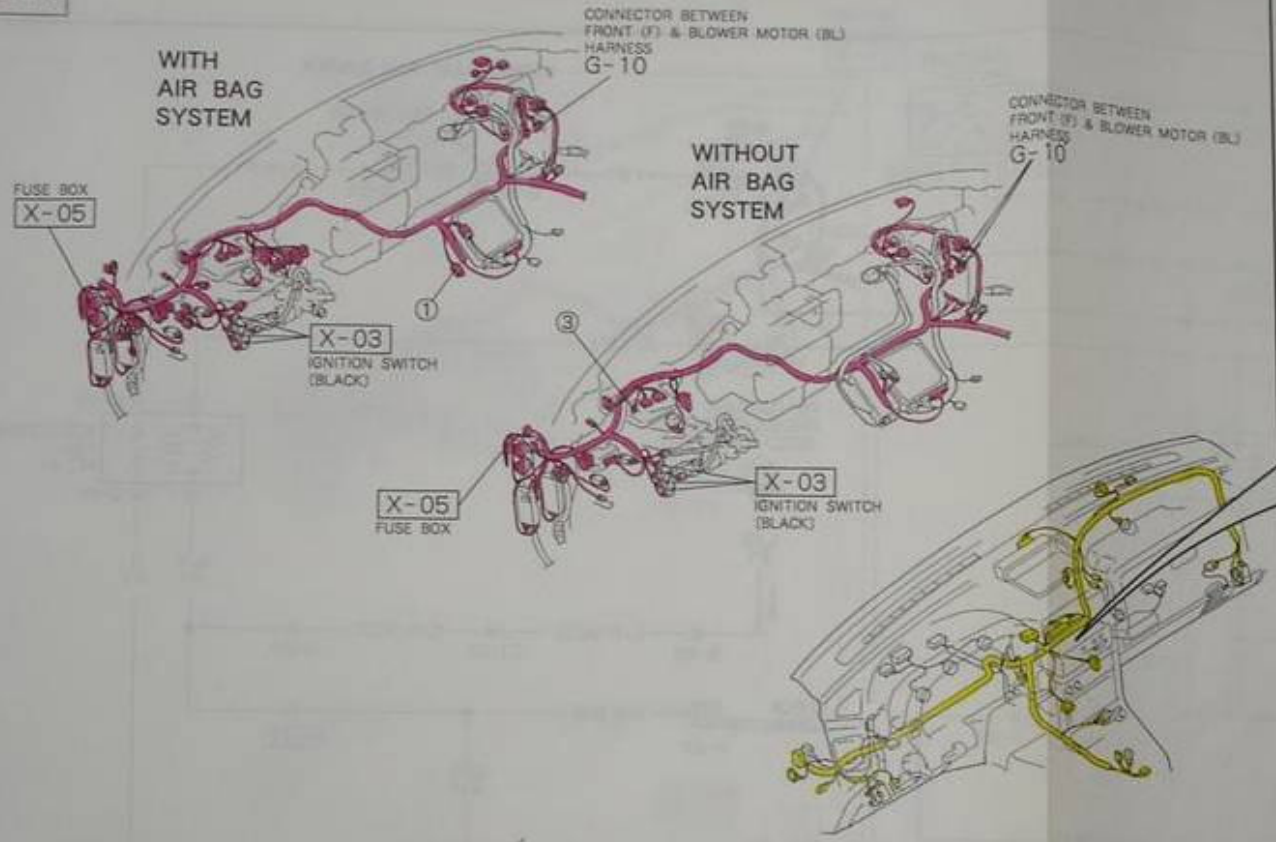


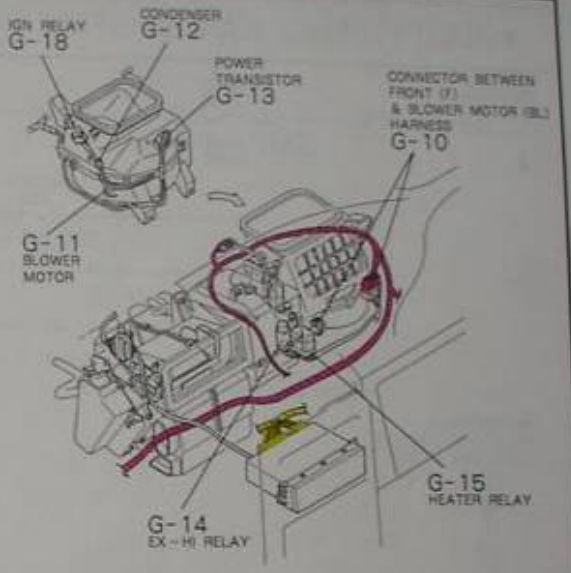
G-18 IGN RELAY (BL)

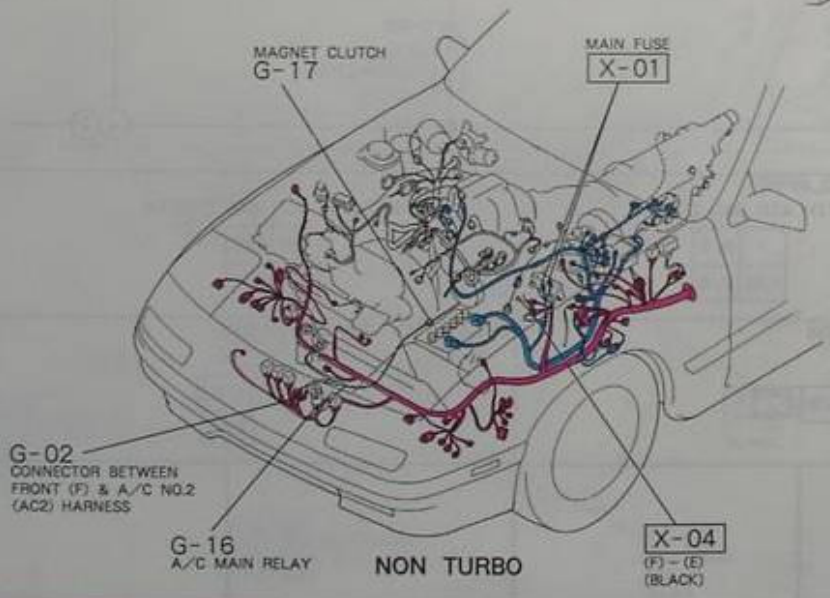


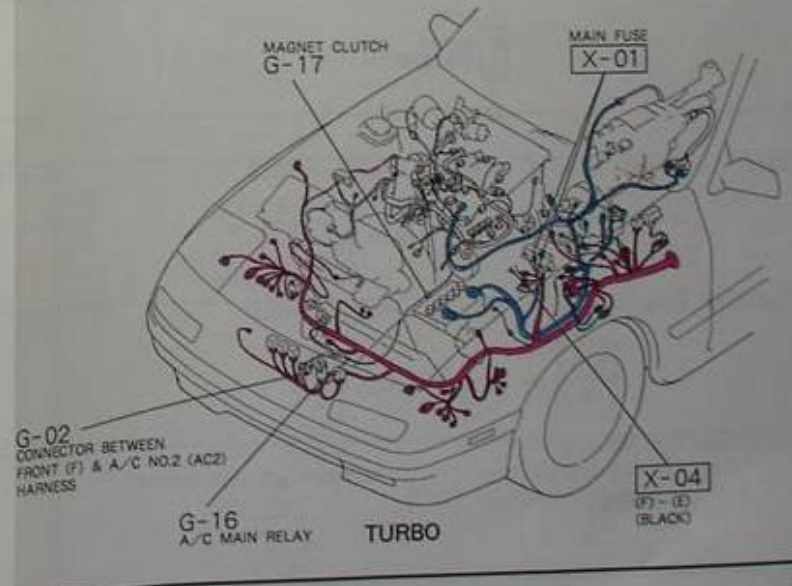
HARNESS COLOR : FRONT INSTRUMENT PANEL ENGINE

G-2b



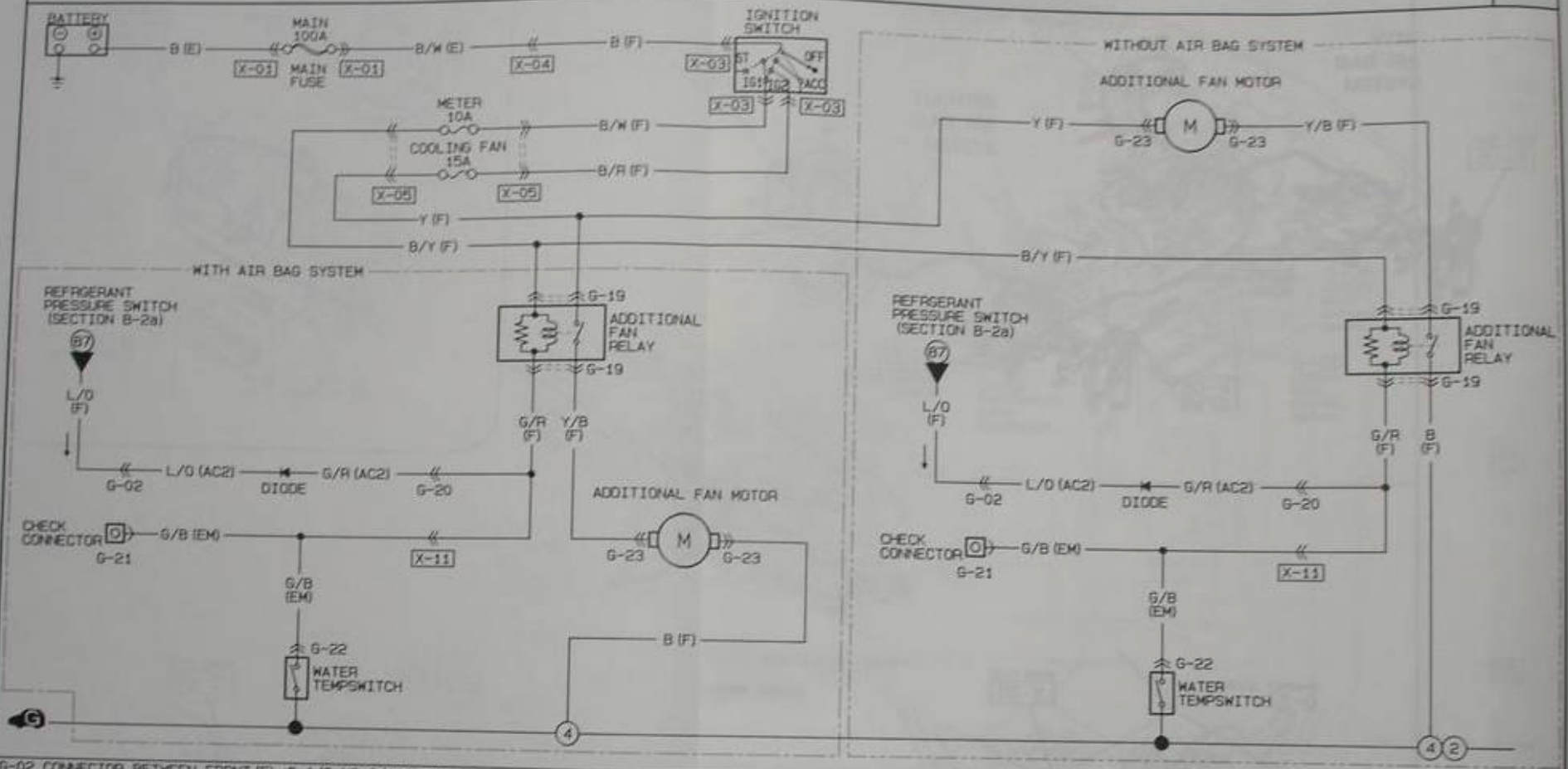




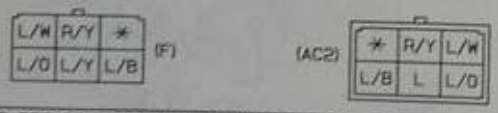


■ ADDITIONAL FAN SYSTEM

G-3

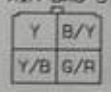


G-02 CONNECTOR BETWEEN FRONT (F) & A/C NO. 2 (AC2) HARNESS

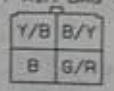


G-19 ADDITIONAL FAN RELAY (F)

WITH AIR BAG SYSTEM

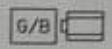


WITHOUT AIR BAG SYSTEM



G-20 CONNECTOR BETWEEN FRONT (F) & A/C NO. 2 (AC2) HARNESS

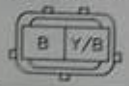
G-21 CHECK CONNECTOR (EM)



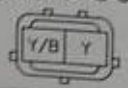
G-22 WATER TEMPSWITCH (EM)

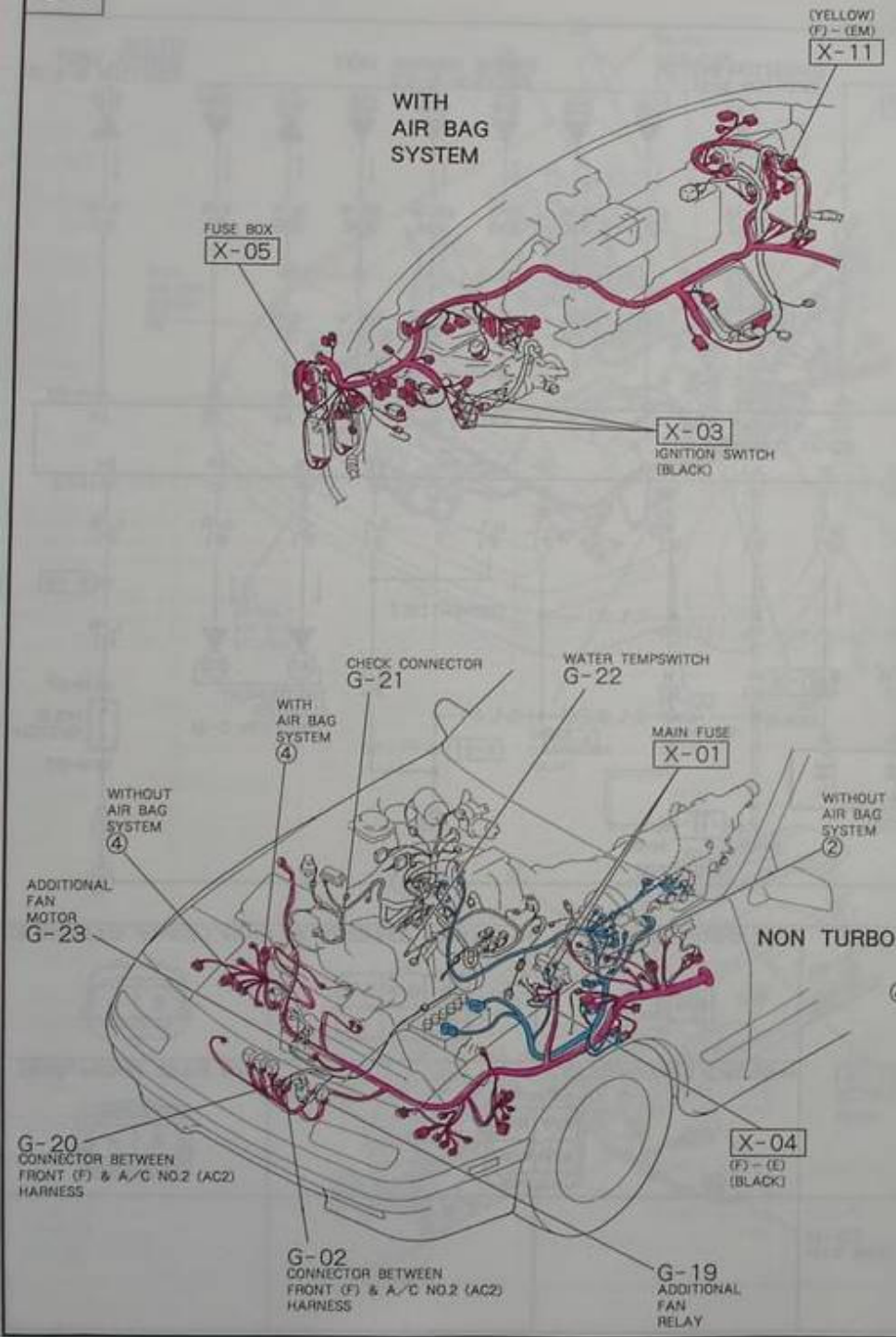
G-23 ADDITIONAL FAN MOTOR (F)

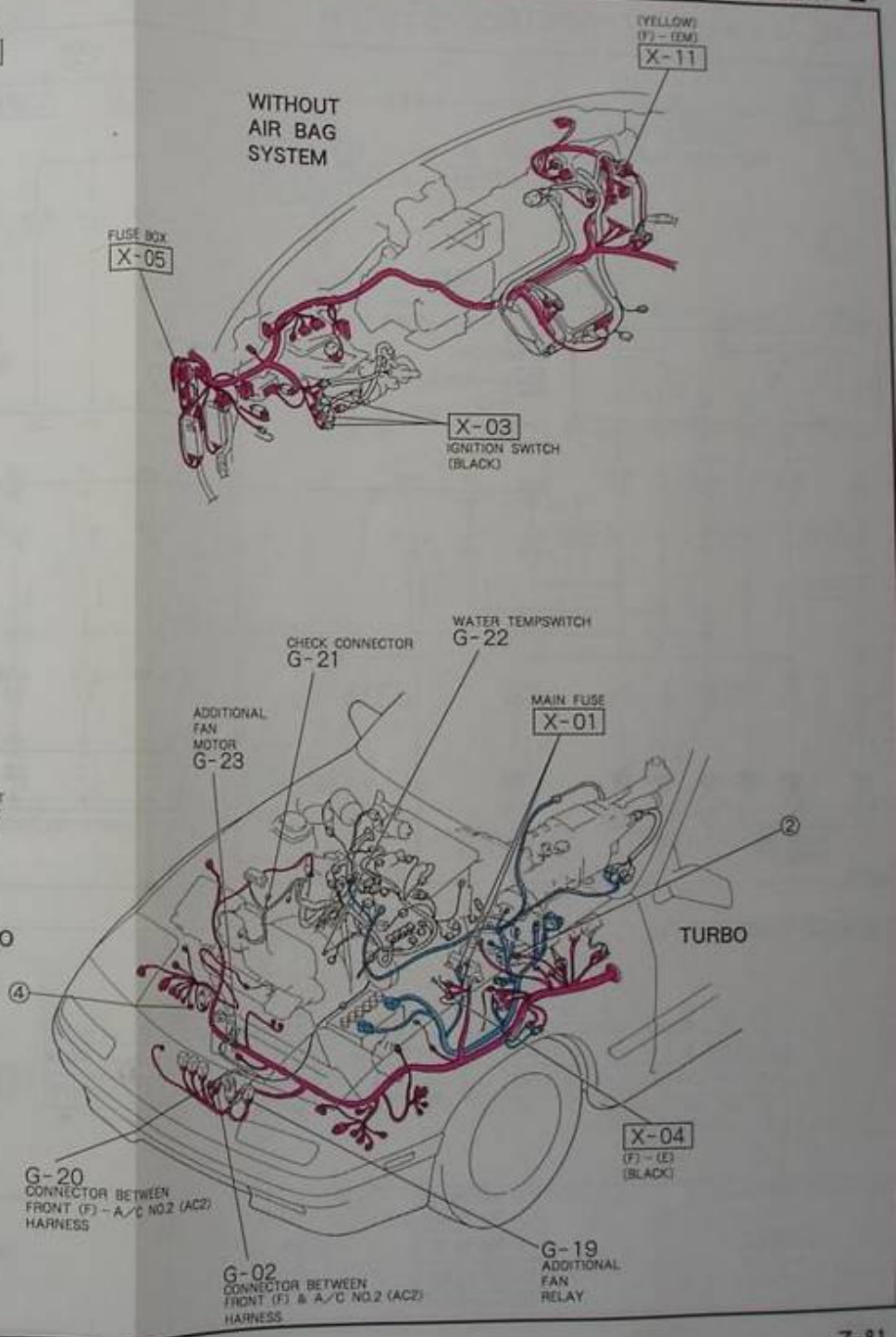
WITH AIR BAG SYSTEM



WITHOUT AIR BAG SYSTEM

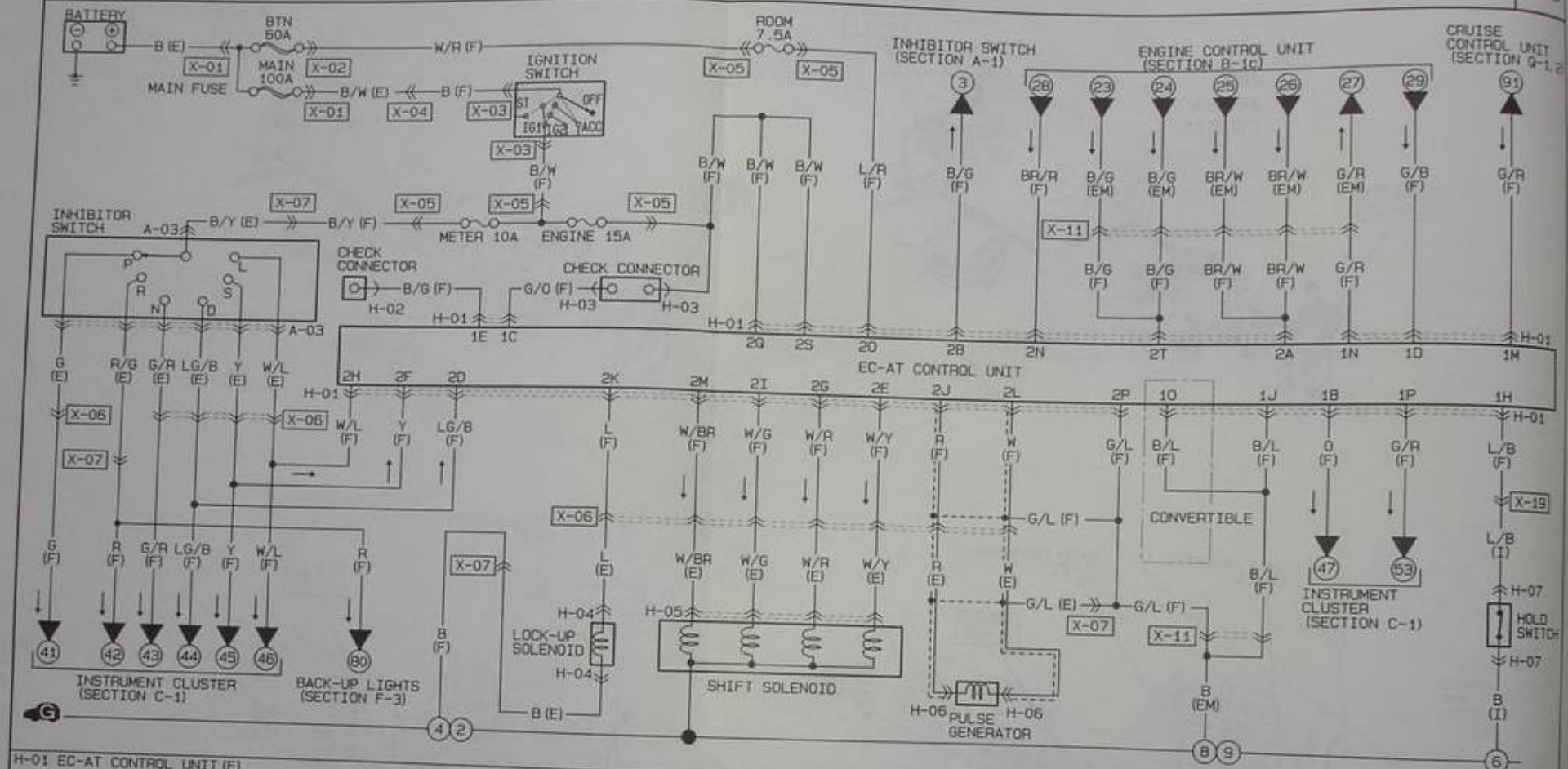



WITH AIR BAG SYSTEM
(YELLOW) (F) - (EM) X-11
FUSE BOX X-05
X-03 IGNITION SWITCH (BLACK)
CHECK CONNECTOR G-21
WATER TEMPSWITCH G-22
WITH AIR BAG SYSTEM ④
MAIN FUSE X-01
WITHOUT AIR BAG SYSTEM ④
WITHOUT AIR BAG SYSTEM ②
ADDITIONAL FAN MOTOR G-23
NON TURBO
X-04 (F) - (E) (BLACK)
G-20 CONNECTOR BETWEEN FRONT (F) & A/C NO.2 (AC2) HARNESS
G-02 CONNECTOR BETWEEN FRONT (F) & A/C NO.2 (AC2) HARNESS
G-19 ADDITIONAL FAN RELAY

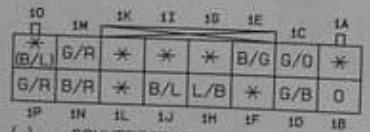

WITHOUT AIR BAG SYSTEM
(YELLOW) (F) - (EM) X-11
FUSE BOX X-05
X-03 IGNITION SWITCH (BLACK)
WATER TEMPSWITCH G-22
CHECK CONNECTOR G-21
MAIN FUSE X-01
ADDITIONAL FAN MOTOR G-23
②
④
TURBO
X-04 (F) - (E) (BLACK)
G-20 CONNECTOR BETWEEN FRONT (F) - A/C NO.2 (AC2) HARNESS
G-02 CONNECTOR BETWEEN FRONT (F) & A/C NO.2 (AC2) HARNESS
G-19 ADDITIONAL FAN RELAY

EC-AT ■ EC-AT CONTROL SYSTEM

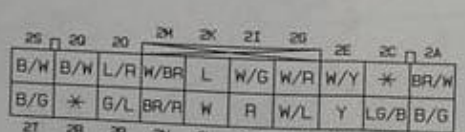
H-1



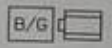
H-01 EC-AT CONTROL UNIT (F)



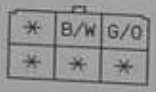
( ) ... CONVERTIBLE



H-02 CHECK CONNECTOR (F)

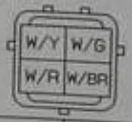


H-03 CHECK CONNECTOR (F)



H-04 LOCK-UP SOLENOID (E)

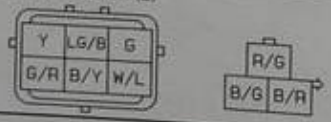
H-05 SHIFT SOLENOID (E)



H-06 PULSE GENERATOR (E)

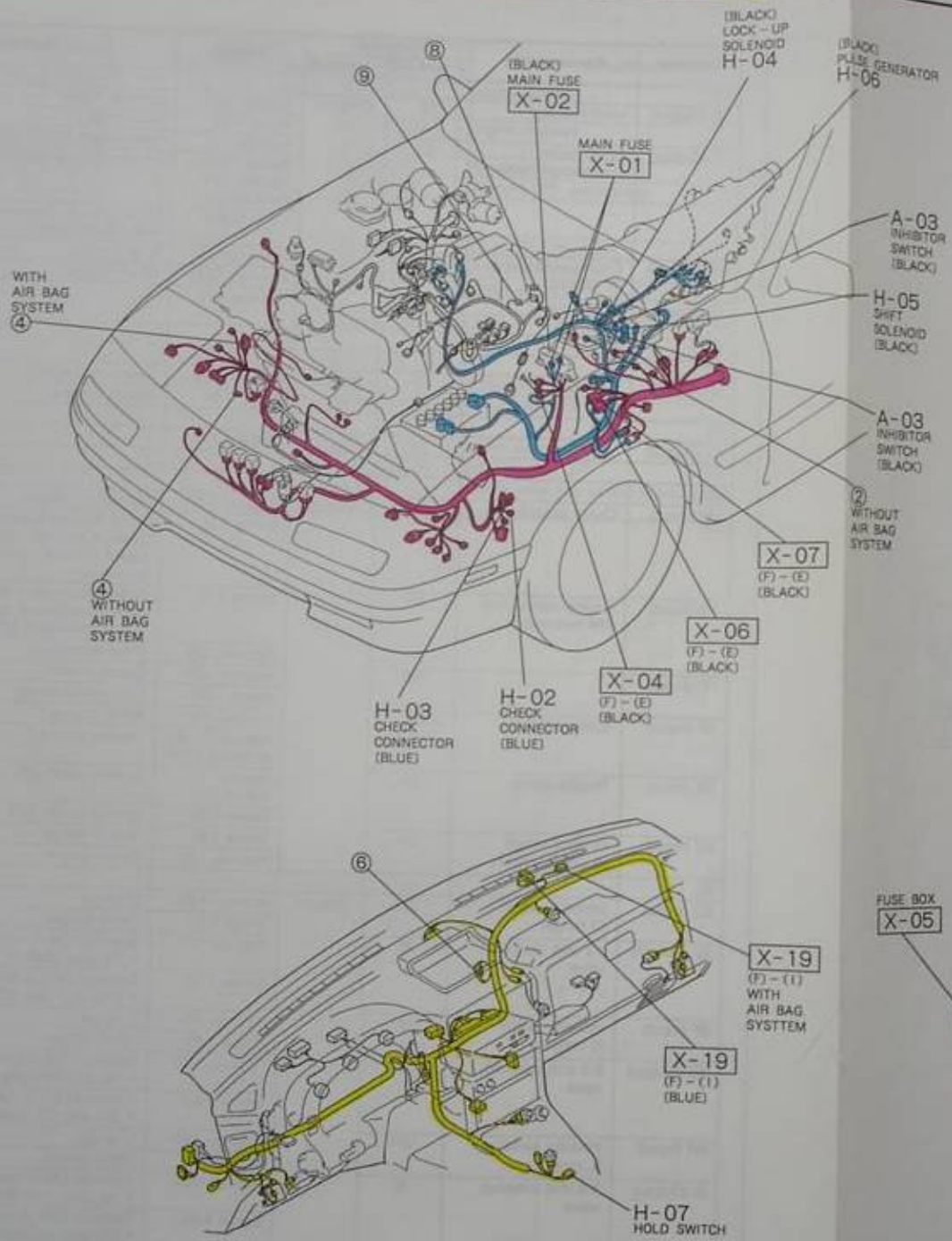
H-07 HOLD SWITCH (I)

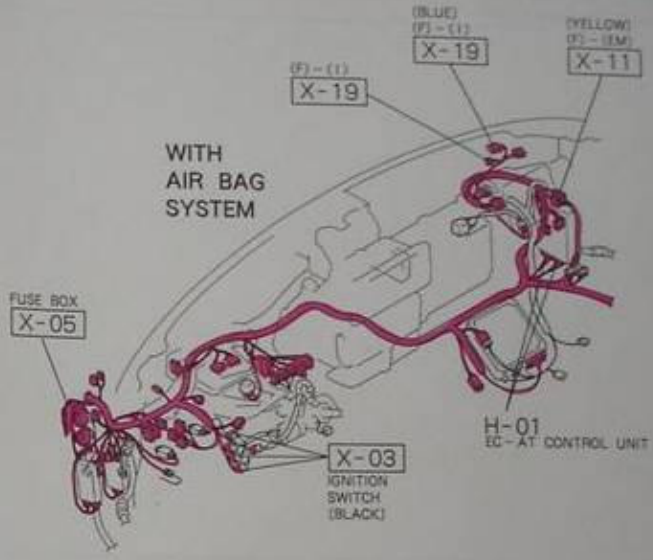
A-03 INHIBITOR SWITCH (E)

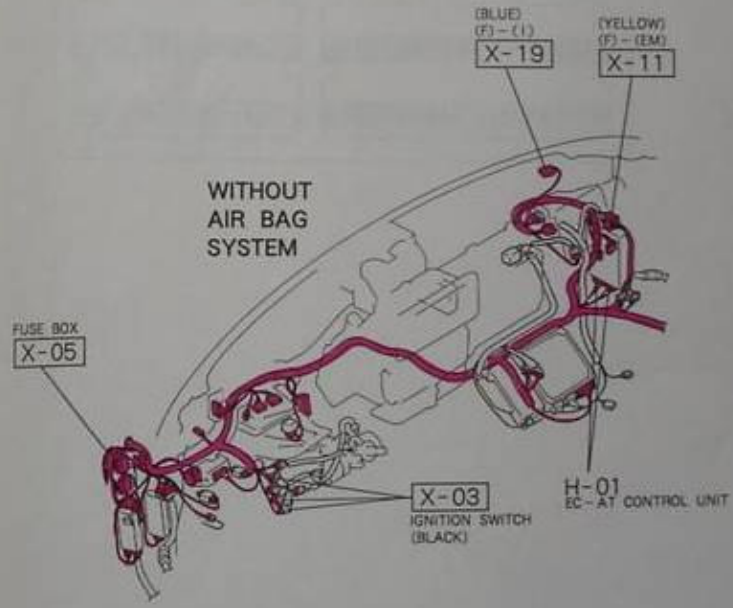


H-1

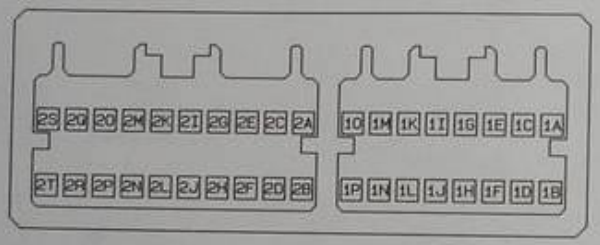
HARNESS COLOR : FRONT INSTRUMENT PANEL ENGINE







EC-AT CONTROL UNIT
Terminal Voltage Chart



Terminal	Connected to	Voltmeter + terminal	Voltmeter – terminal	Voltage	Condition
1A	—	—	—	—	—
1B (Output)	Hold indicator	1B	Ground	Approx. 12V	No hold mode
				Below 1.5V	Hold mode
1C (Output)	EC-AT tester (malfunction code)	1C		Approx. 12V	Normal (with EC-AT tester)
				Below 1.5V or Approx. 12V (fluctuating)	If malfunction present (with EC-AT tester)
				Code Signal	EC-AT check connector grounded (with EC-AT tester)
1D (Output)	Engine control unit (R terminal)	1D		Below 2.5V	N or P range
				Approx. 12V	Other ranges
1E (Input)	EC-AT check connector	1E		Approx. 12V	—
1F	—	—	—	—	—
1G	—	—	—	—	—
1H (Input)	Hold switch	1H	Ground	Approx. 12V	Switch depressed
				Below 1.5V	Switch released
1I	—	—	—	—	—
1J (Output)	—	1J	Ground	Below 1.5V	—
1K	—	—	—	—	—
1L	—	—	—	—	—
1M (Input)	Cruise control unit	1M	Ground	Approx. 12V	Normal conditions
				Below 1.5V	Set or Resume switch ON or vehicle speed 8 km/h (5 mph) lower than preset speed (Driving vehicle cruise control operation)
1N (Input)	Engine control unit (3M terminal)	1N		Below 1.5V	Water temperature below 50°C (122°F) water temperature above 70°C (158°F) and throttle valve fully closed
				Approx. 12V	Other conditions
1O (Input)	—	1O		Approx. 12V	Coupe model
				Below 1.5V	Convertible model
1P (Input)	Speed sensor	1P		Approx. 4V	While driving
				Approx. 7—9V or Below 1.5V	Vehicle stopped
2A (Input)	Throttle senosr	2A		Approx. 4.4—5.5V	Ignition swich ON
				Below 1.5V	Ignition switch OFF
2B (Input)	Inhibitor switch (N anr P ranges)	2B		Below 1.5V	N or P range
				Approx. 12V	Other ranges
2C	—	—	—	—	—
2D (Input)	Inhibitor switch (D range)	2D	Ground	Approx. 12V	D range
				Below 1.5V	Other ranges
2E (Output)	1-2 shift solenoid valve	2E		Approx. 12V	Solenoid ON in following condition • 1st gear position
				Below 1.5V	Solenoid OFF in following condition • 2nd, 3rd, and OD gear positions
2F (Input)	Inhibitor switch (S range)	2F		Approx. 12V	S range
				Below 1.5V	Other ranges
2G (Output)	2-3 shift solenoid valve	2G		Approx. 12V	Solenoid ON in following condition • 1st and 2nd gear positions
				Below 1.5V	Solenoid OFF in following condition • 3rd and OD gear positions
2H (Input)	Inhibitor switch (L range)	2H		Approx. 12V	L range
				Below 1.5V	Other ranges
2I (Output)	3-4 shift solenoid valve	2I		Approx. 12V	Solenoid ON in following condition • 1st, 2nd, and 3rd gear positions
				Below 1.5V	Solenoid OFF in following condition • OD gear position

Terminal	Connected to	Voltmeter + terminal	Voltmeter – terminal	Voltage	Condition
1A	–	–	–	–	–
1B (Output)	Hold indicator	1B	Ground	Approx. 12V	No hold mode
				Below 1.5V	Hold mode
1C (Output)	EC-AT tester (malfunction code)	1C		Approx. 12V	Normal (with EC-AT tester)
				Below 1.5V or Approx. 12V (fluctuating)	If malfunction present (with EC-AT tester)
				Code Signal	EC-AT check connector grounded (with EC-AT tester)
1D (Output)	Engine control unit (R terminal)	1D		Below 2.5V	N or P range
				Approx. 12V	Other ranges
1E (Input)	EC-AT check connector	1E		Approx. 12V	–
1F	–	–	–	–	–
1G	–	–	–	–	–
1H (Input)	Hold switch	1H	Ground	Approx. 12V	Switch depressed
				Below 1.5V	Switch released
1I	–	–	–	–	–
1J (Output)	–	1J	Ground	Below 1.5V	–
1K	–	–	–	–	–
1L	–	–	–	–	–
1M (Input)	Cruise control unit	1M	Ground	Approx. 12V	Normal conditions
				Below 1.5V	Set or Resume switch ON or vehicle speed 8 km/h (5 mph) lower than preset speed (Driving vehicle cruise control operation)
1N (Input)	Engine control unit (3M terminal)	1N		Below 1.5V	Water temperature below 50°C (122°F), or water temperature above 70°C (158°F) and throttle valve fully closed
				Approx. 12V	Other conditions
1O (Input)	–	1O		Approx. 12V	Coupe model
				Below 1.5V	Convertible model
1P (Input)	Speed sensor	1P		Approx. 4V	While driving
				Approx. 7—9V or Below 1.5V	Vehicle stopped
2A (Input)	Throttle sensor	2A		Approx. 4.4—5.5V	Ignition swich ON
				Below 1.5V	Ignition switch OFF
2B (Input)	Inhibitor switch (N anr P ranges)	2B		Below 1.5V	N or P range
				Approx. 12V	Other ranges
2C	–	–	–	–	–
2D (Input)	Inhibitor switch (D range)	2D	Ground	Approx. 12V	D range
				Below 1.5V	Other ranges
2E (Output)	1-2 shift solenoid valve	2E		Approx. 12V	Solenoid ON in following condition • 1st gear postion
				Below 1.5V	Solenoid OFF in following condition • 2nd, 3rd, and OD gear positions
2F (Input)	Inhibitor switch (S range)	2F		Approx. 12V	S range
				Below 1.5V	Other ranges
2G (Output)	2-3 shift solenoid valve	2G		Approx. 12V	Solenoid ON in following condition • 1st and 2nd gear positions
				Below 1.5V	Solenoid OFF in following condition • 3rd and OD gear positions
2H (Input)	Inhibitor switch (L range)	2H		Approx. 12V	L range
				Below 1.5V	Other ranges
2I (Output)	3-4 shift solenoid valve	2I		Approx. 12V	Solenoid ON in following condition • 1st, 2nd, and 3rd gear positions
				Below 1.5V	Solenoid OFF in following condition • OD gear position

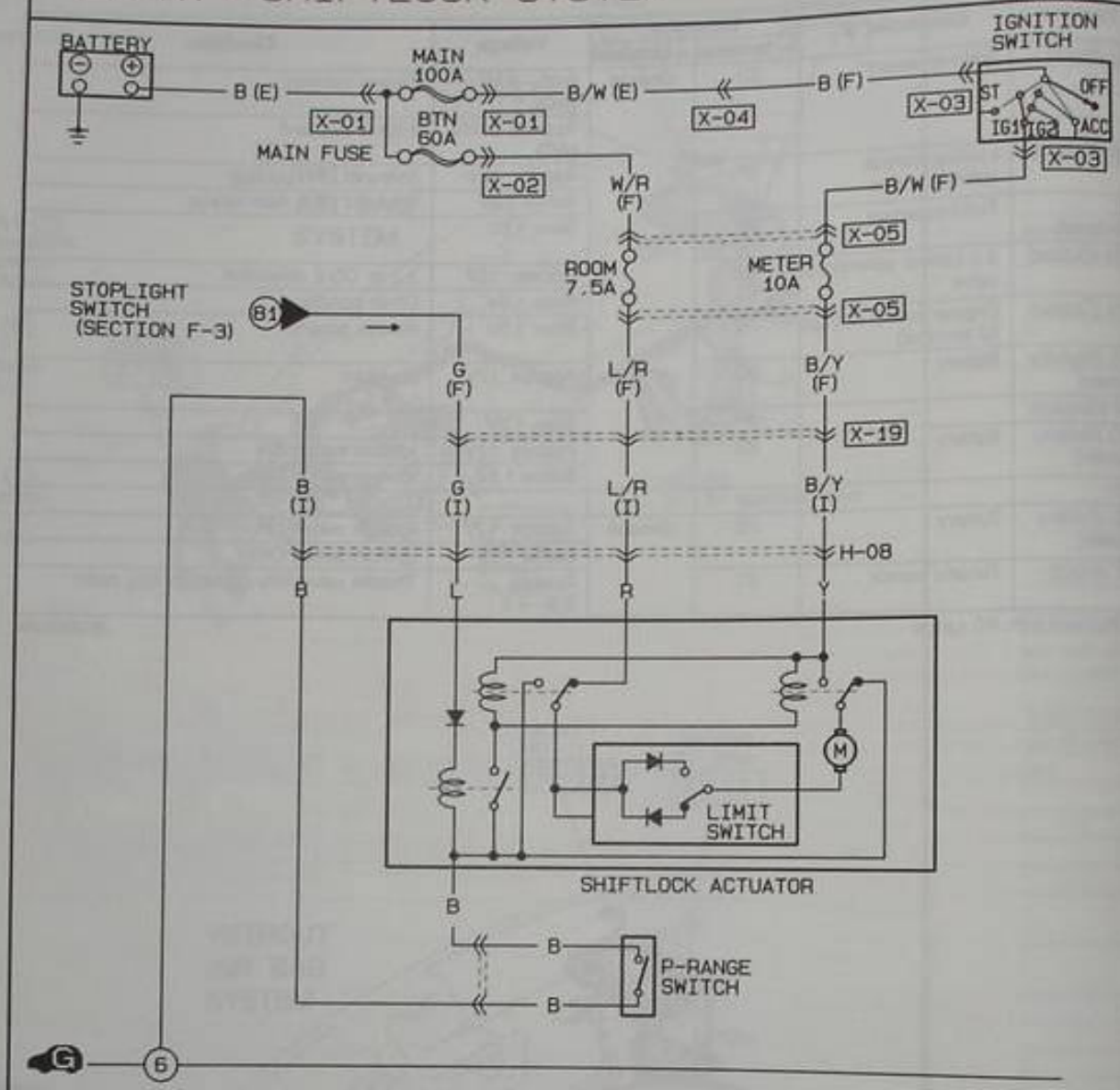
Terminal	Connected to	Voltmeter + terminal	Voltmeter – terminal	Voltage	Condition
2J (Input)	Turbine sensor*	2J	Ground	0.05—0.1V (AC)	Engine running
				Approx. 0.05V (AC)	Engine stopped
2K (Output)	Lockup control solenoid valve	2K		Approx. 12V	Solenoid ON, Lockup
				Below 1.5V	Solenoid OFF, Non-lockup
2L (Ground)	Turbine sensor	2L		Blow 1.5V	–
2M (Output)	3-2 control solenoid valve	2M		Approx. 12V	3-2 or OD-2 downshift
				Blow 1.5V	Other conditions
2N (Output)	Engine control unit (U terminal)	2N		Blow 1.5V	Always ground
2O (Memory power)	Battery	2O		Approx. 12V	Constant
2P (Ground)	–	2P		Blow 1.5V	–
2Q (Battery power)	Battery	2Q		Approx. 12V	Ignition switch ON
				Below 1.5V	Ignition switch OFF
2R	–	–	–	–	–
2S (Battery power)	Battery	2S	Ground	Approx. 12V	Ignition switch ON
				Below 1.5V	Ignition switch OFF
2T (Input)	Throttle sensor	2T		Approx. 0.8—4.3	Throttle valve fully closed to fully open

* Checked with AC range

ST1JCXX066

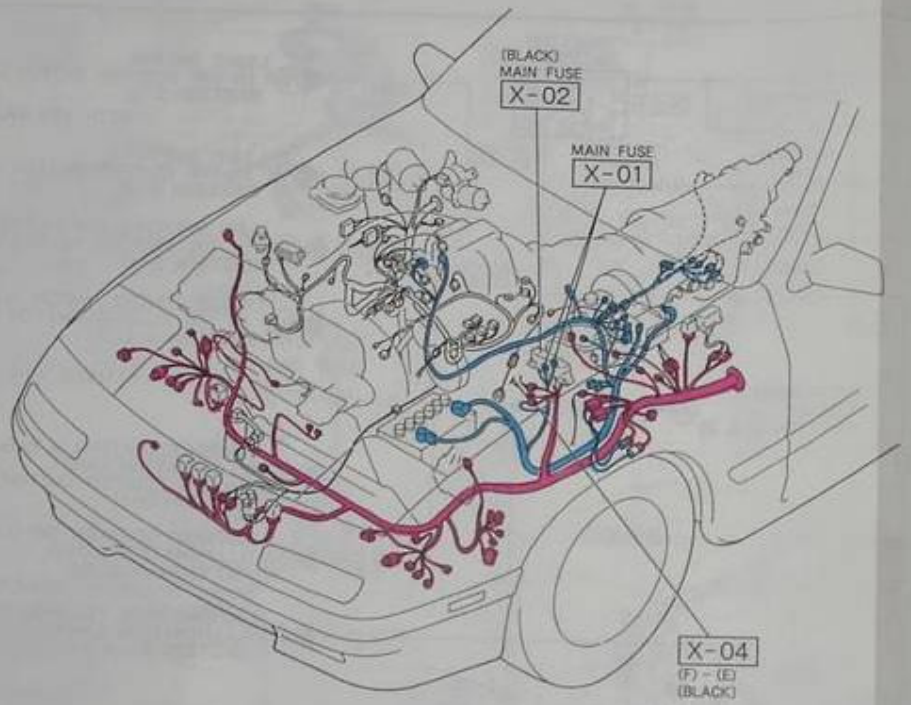
EC-AT ■ SHIFTLOCK SYSTEM

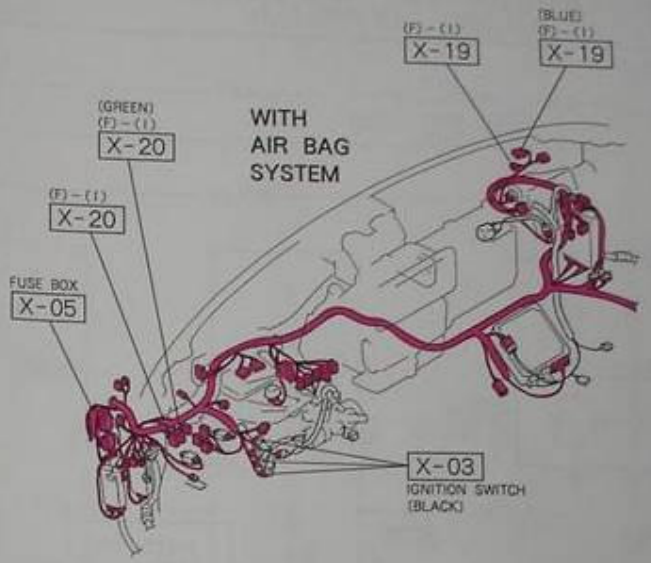
H-2

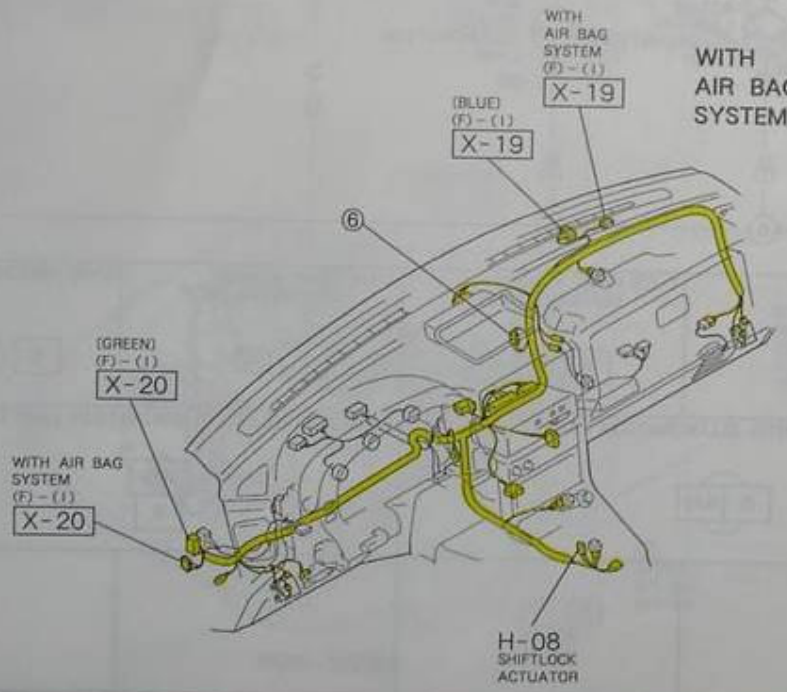


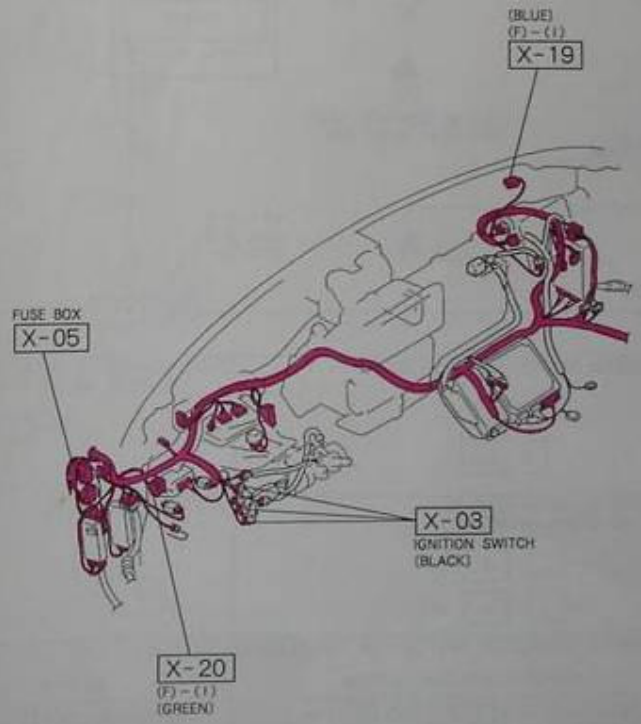
H-08 SHIFTLOCK ACTUATOR(I)

G	B	B/Y	L/R

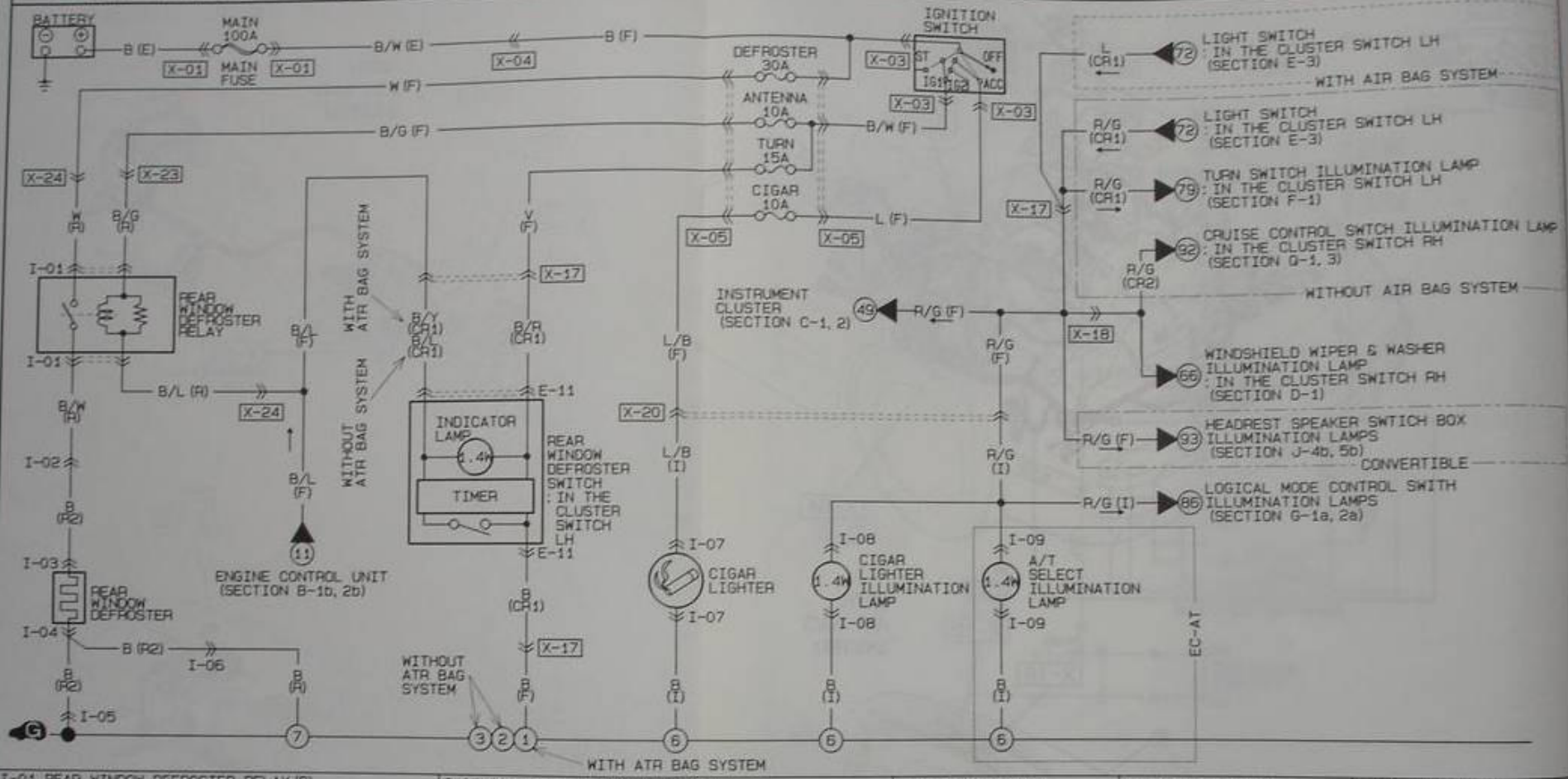

(BLACK)
MAIN FUSE
X-02
MAIN FUSE
X-01
X-04
(F) - (E)
(BLACK)


(F) - (I)
X-19
(BLUE)
(F) - (I)
X-19
(GREEN)
(F) - (I)
X-20
WITH
AIR BAG
SYSTEM
(F) - (I)
X-20
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)


WITH
AIR BAG
SYSTEM
(F) - (I)
X-19
WITH
AIR BAG
SYSTEM
(BLUE)
(F) - (I)
X-19
⑥
(GREEN)
(F) - (I)
X-20
WITH AIR BAG
SYSTEM
(F) - (I)
X-20
H-08
SHIFTLOCK
ACTUATOR

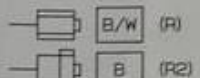

(BLUE)
(F) - (I)
X-19
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
X-20
(F) - (I)
(GREEN)

■ CIGAR LIGHTER ■ ILLUMINATION LAMPS ■ REAR WINDOW DEFROSTER

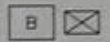


I-01 REAR WINDOW DEFROSTER RELAY (A)

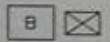
I-02 CONNECTER BETWEEN REAR (A) & REAR NO.2 (R2) HARNESS



I-03 REAR WINDOW DEFROSTER (R2)

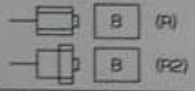


I-04 REAR WINDOW DEFROSTER (R2)

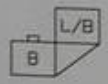


I-05 GROUND (R2)

I-06 CONNECTER BETWEEN REAR (A) & REAR NO.2 (R2) HARNESS



I-07 CIGAR LIGHTER (I)



I-08 CIGAR LIGHTER ILLUMINATION LAMP (I)

I-09 A/T SELECT ILLUMINATION LAMP (I) FOR EC-AT

E-11 REAR WINDOW DEFROSTER SWITCH : IN THE CLUSTER SWITCH LH (CR1)

WITHOUT AIR BAG SYSTEM

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

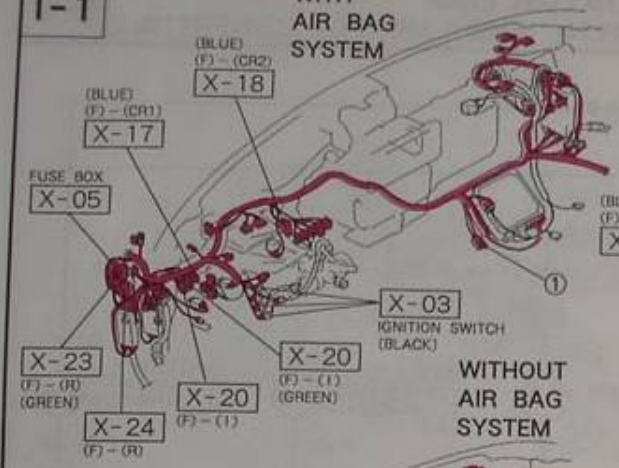
WITH AIR BAG SYSTEM

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

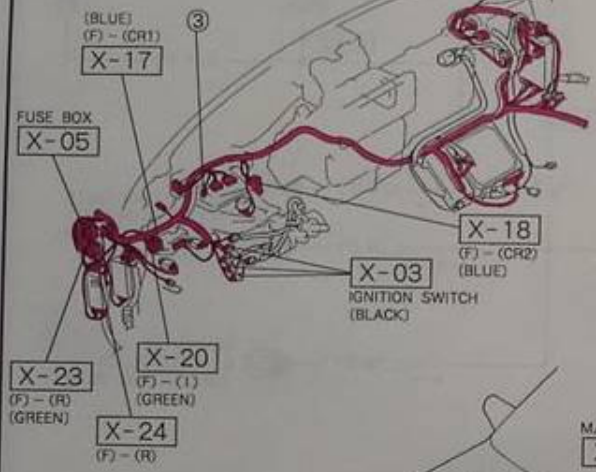
HARNESS COLOR : FRONT INSTRUMENT PANEL REAR ENGINE

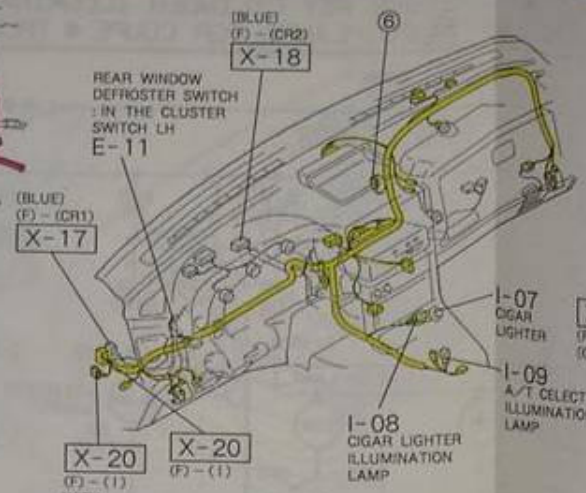
I-1

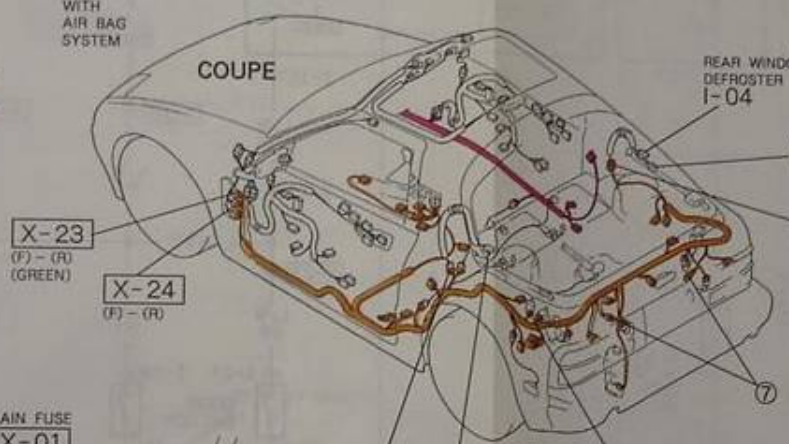
WITH AIR BAG SYSTEM

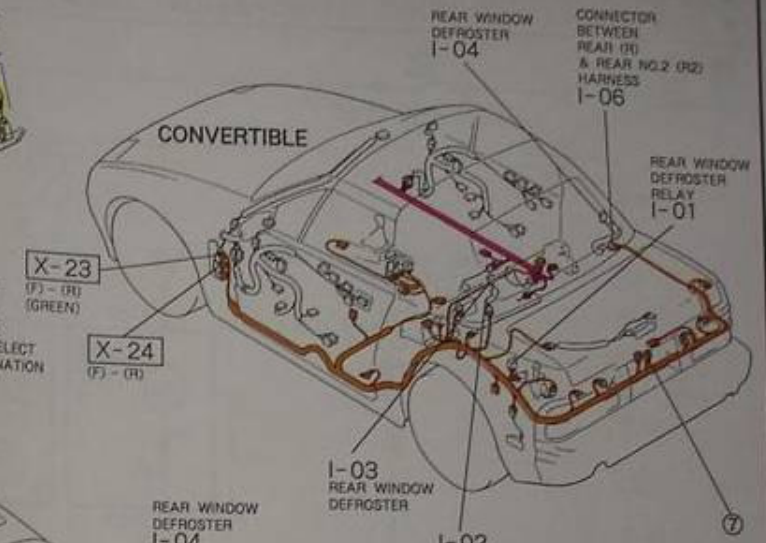


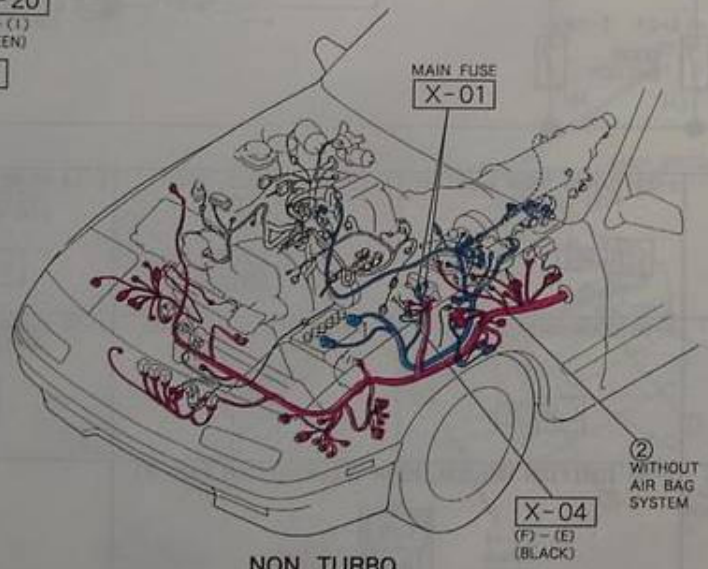
WITHOUT AIR BAG SYSTEM

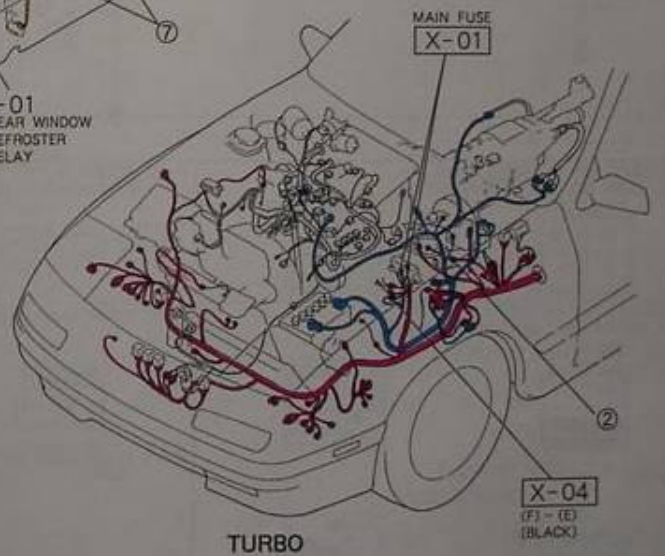






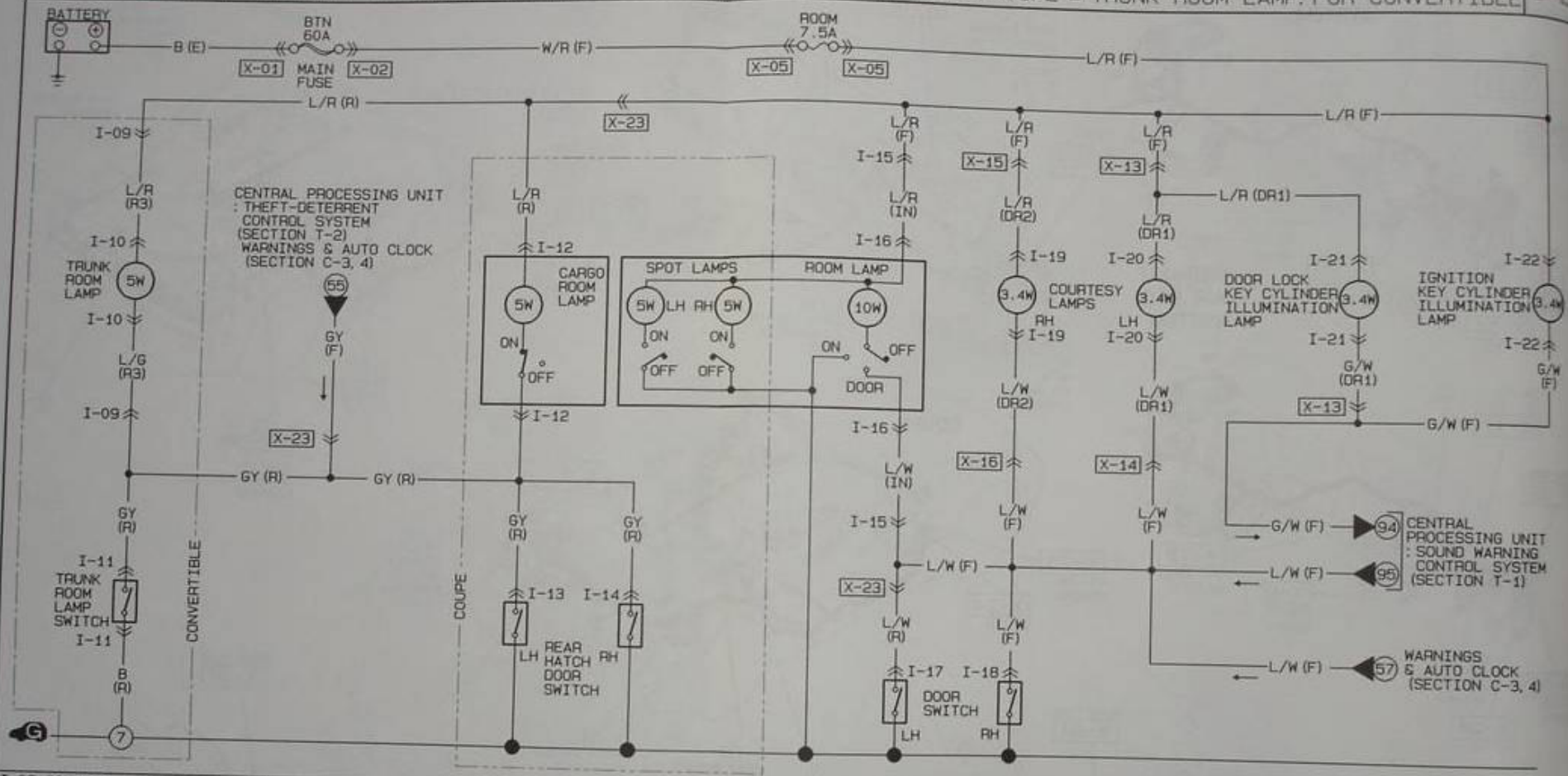




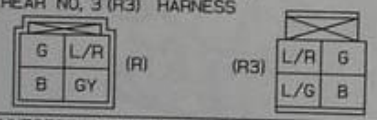


■ CARGO ROOM LAMP: FOR COUPE ■ COURTESY LAMPS ■ DOOR LOCK KEY CYLINDER ILLUMINATION LAMP
■ IGNITION KEY CYLINDER ILLUMINATION LAMP ■ ROOM LAMP ■ SPOT LAMPS: FOR COUPE ■ TRUNK ROOM LAMP: FOR CONVERTIBLE

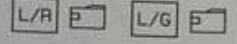
I-2



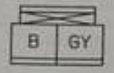
I-09 CONNECTOR BETWEEN REAR (R) & REAR NO. 3 (R3) HARNESS



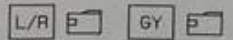
I-10 TRUNK ROOM LAMP (R3) FOR CONVERTIBLE



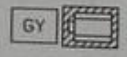
I-11 TRUNK ROOM LAMP SWITCH (R) FOR CONVERTIBLE



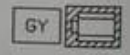
I-12 CARGO ROOM LAMP (R) FOR COUPE



I-13 REAR HATCH DOOR SWITCH (R) FOR COUPE

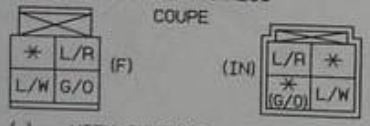


I-14 REAR HATCH DOOR SWITCH RH (R) FOR COUPE



I-15 CONNECTOR BETWEEN REAR (R) & INTERIOR LAMP (IN) HARNESS

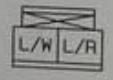
COUPE



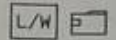
( ) ...WITH SUNROOF

CONVERTIBLE

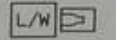
I-16 ROOM LAMP (IN)



I-17 DOOR SWITCH LH (R)



I-18 DOOR SWITCH RH (F)



I-19 COURTESY LAMP RH (DR2)

I-20 COURTESY LAMP LH (DR1)

I-21 DOOR LOCK KEY CYLINDER ILLUMINATION LAMP (DR1)

I-22 IGNITION KEY CYLINDER ILLUMINATION LAMP (F)

HARNESS COLOR : FRONT REAR ENGINE

NON TURBO

(BLACK)
MAIN FUSE
X-02

X-01
MAIN FUSE

TURBO

(BLACK)
MAIN FUSE
X-02

X-01
MAIN FUSE

WITH AIR BAG SYSTEM

CONNECTOR BETWEEN REAR (R) & INTERIOR LAMP (IN) HARNESS
I-15

FUSE BOX
X-05

X-23
(F) – (R)
(GREEN)

I-22
IGNITION KEY CYLINCER ILLUMINATION LAMP

WITHOUT AIR BAG SYSTEM

CONNECTOR BETWEEN REAR (R) & INTERIOR LAMP (IN) HARNESS
I-15

FUSE BOX
X-05

(GREEN)
(F) – (R)
X-23

I-22
IGNITION KEY CYLINCER ILLUMINATION LAMP

COUPE

CONNECTOR BETWEEN REAR (R) & INTERIOR LAMP (IN) HARNESS
I-15

ROOM LAMP & STOP LAMP
I-16

(GREEN)
(F) – (DR2)
X-15

(GREEN)
(F) – (DR2)
X-16

COURTESY LAMP RH
I-19

DOOR SWITCH RH
I-18

(GREEN)
(F) – (DR1)
X-13

(GREEN)
(F) – (R)
X-23

X-14
(GREEN)
(F) – (DR1)

I-14
REAR HATCH DOOR SWITCH RH

I-13
REAR HATCH DOOR SWITCH LH

I-20
COURTESY LAMP LH

I-21
DOOR LOCK KEY CYLINDER ILLUMINATION LAMP

I-17
DOOR SWITCH LH

I-12
CARGO ROOM LAMP

CONVERTIBLE

CONNECTOR BETWEEN REAR (R) & INTERIOR LAMP (IN) HARNESS
I-15

ROOM LAMP
I-16

(GREEN)
(F) – (DR2)
X-15

(GREEN)
(F) – (DR2)
X-16

COURTESY LAMP RH
I-19

(GREEN)
(F) – (DR1)
X-13

DOOR SWITCH RH
I-18

X-23
(GREEN)
(F) – (R)

TRANK ROOM LAMP
I-10

X-14
(F) – (DR1)
(GREEN)

I-11
TRANK ROOM LAMP SWITCH

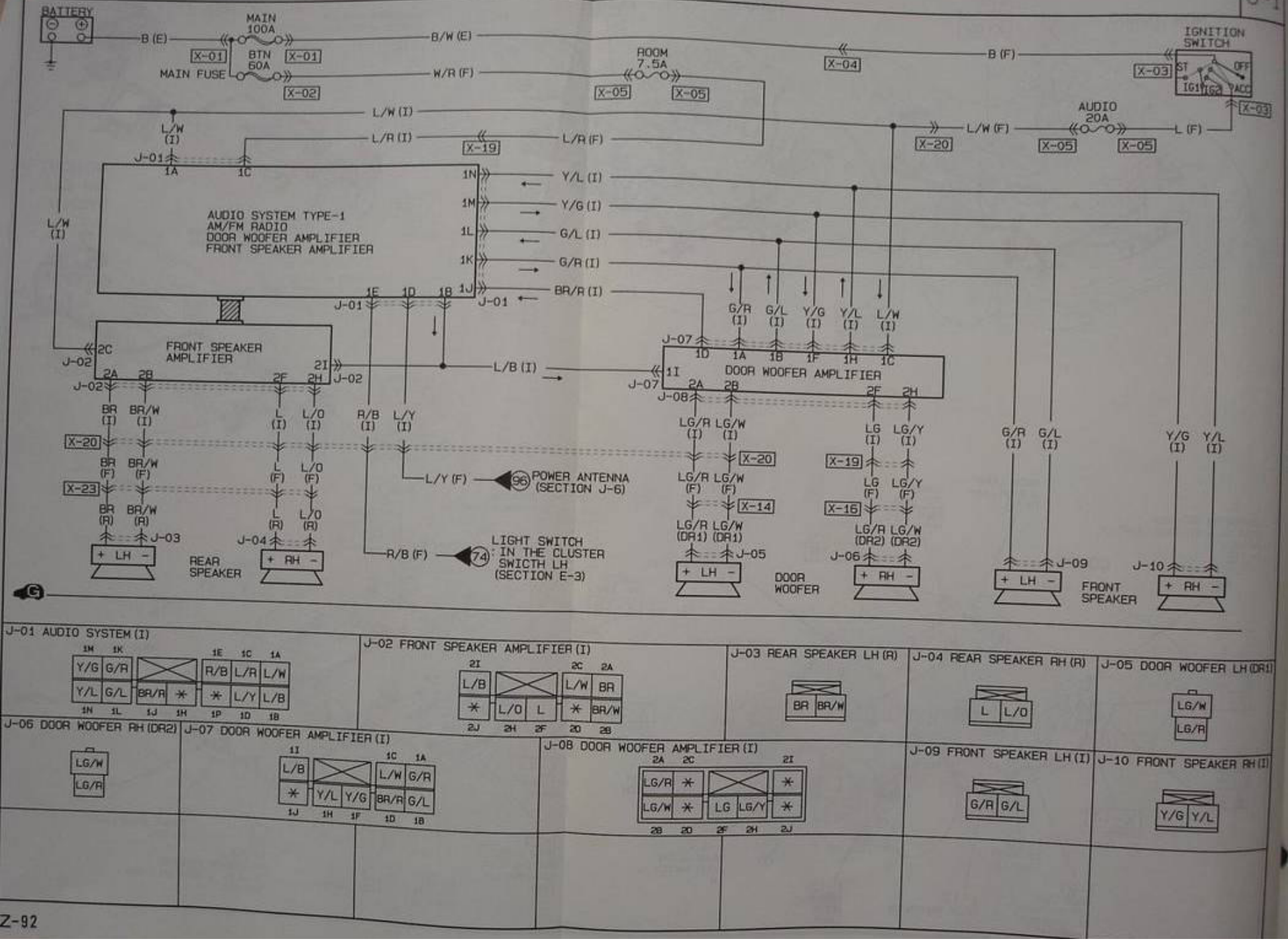
I-21
DOOR LOCK KEY CYLINDER ILLUMINATION LAMP

I-20
COURTESY LAMP LH

I-17
DOOR SWITCH LH

I-09
CONNECTOR BETWEEN REAR (R) & REAR NO.3 (R3) HARNESS

COUPE ■ AUDIO SYSTEM TYPE-1



J-01 AUDIO SYSTEM (I)

J-02 FRONT SPEAKER AMPLIFIER (I)

J-03 REAR SPEAKER LH (R)

J-04 REAR SPEAKER RH (R)

J-05 DOOR WOOFER LH (DR1)

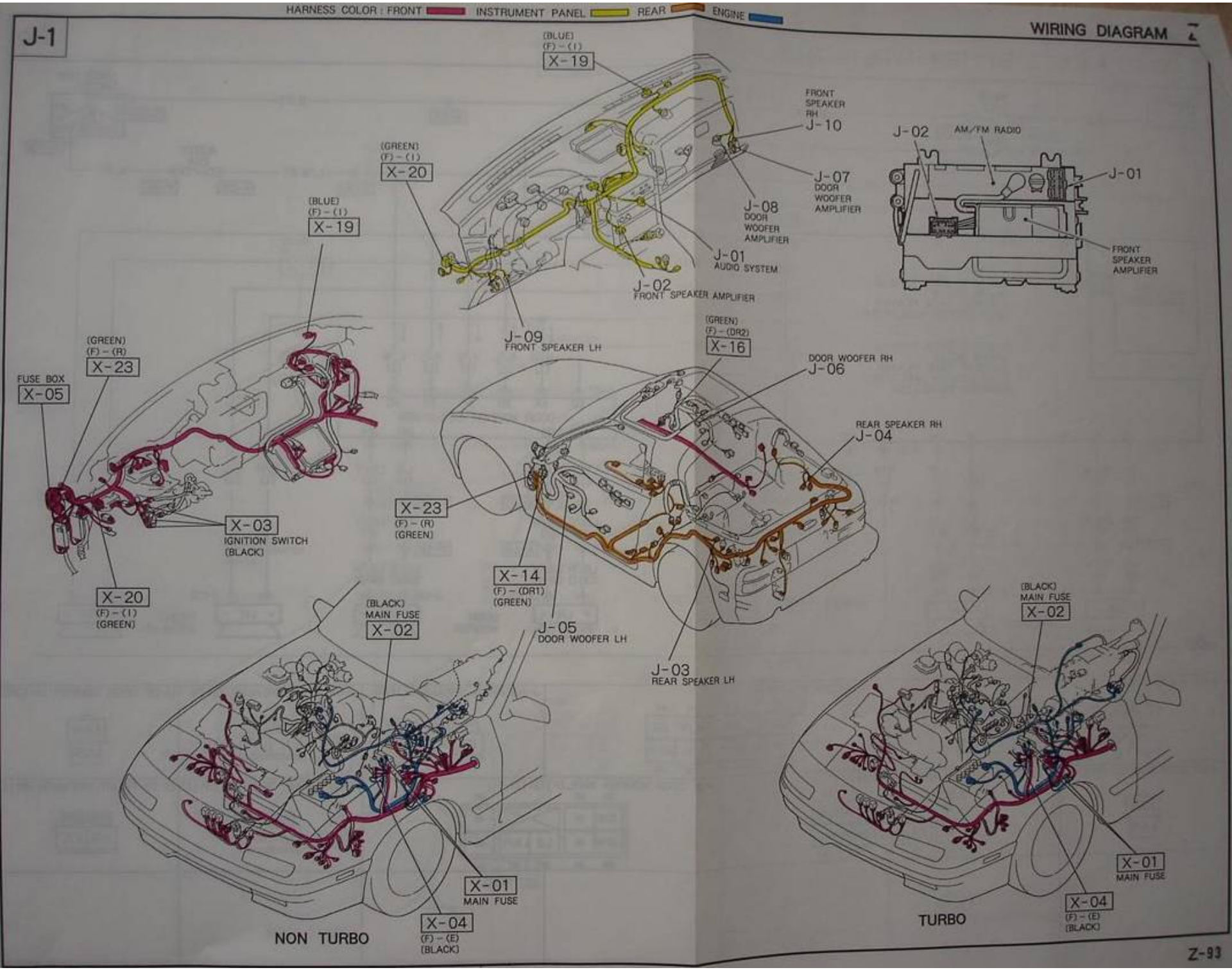
J-06 DOOR WOOFER RH (DR2)

J-07 DOOR WOOFER AMPLIFIER (I)

J-08 DOOR WOOFER AMPLIFIER (I)

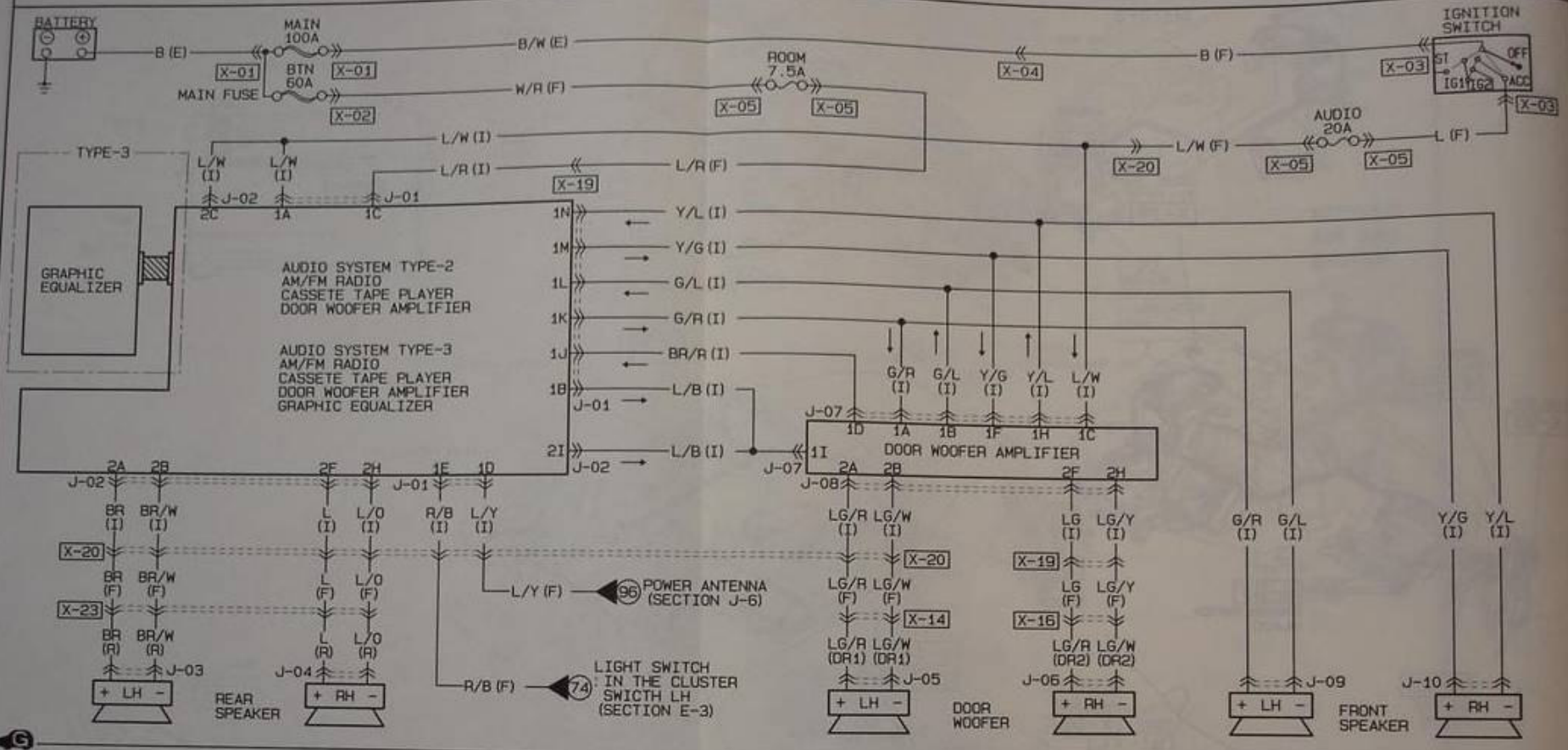
J-09 FRONT SPEAKER LH (I)

J-10 FRONT SPEAKER RH (I)


(BLUE)
(F) – (I)
X-19
FRONT SPEAKER RH
J-10
J-07
DOOR WOOFER AMPLIFIER
J-08
DOOR WOOFER AMPLIFIER
J-01
AUDIO SYSTEM
J-02
FRONT SPEAKER AMPLIFIER
(GREEN)
(F) – (I)
X-20
J-09
FRONT SPEAKER LH
J-02
AM./FM RADIO
J-01
FRONT SPEAKER AMPLIFIER
(BLUE)
(F) – (I)
X-19
(GREEN)
(F) – (R)
X-23
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
X-20
(F) – (I)
(GREEN)
(GREEN)
(F) – (DR2)
X-16
DOOR WOOFER RH
J-06
REAR SPEAKER RH
J-04
X-23
(F) – (R)
(GREEN)
X-14
(F) – (DR1)
(GREEN)
J-05
DOOR WOOFER LH
J-03
REAR SPEAKER LH
(BLACK)
MAIN FUSE
X-02
X-01
MAIN FUSE
X-04
(F) – (E)
(BLACK)
NON TURBO
(BLACK)
MAIN FUSE
X-02
X-01
MAIN FUSE
X-04
(F) – (E)
(BLACK)
TURBO

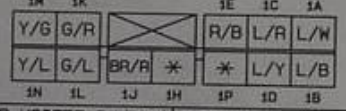
COUPE ■ AUDIO SYSTEM TYPE-2 & 3

J-2

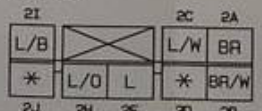


G

J-01 AUDIO SYSTEM (I)

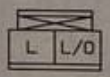


J-02 AUDIO SYSTEM (I)



J-03 REAR SPEAKER LH (R)

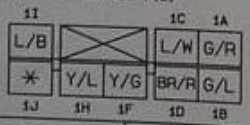
J-04 REAR SPEAKER RH (R)



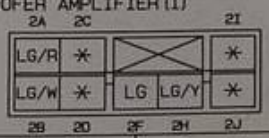
J-05 DOOR WOOFER LH (DR1)

J-06 DOOR WOOFER RH (DR2)

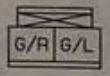
J-07 DOOR WOOFER AMPLIFIER (I)



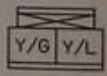
J-08 DOOR WOOFER AMPLIFIER (I)



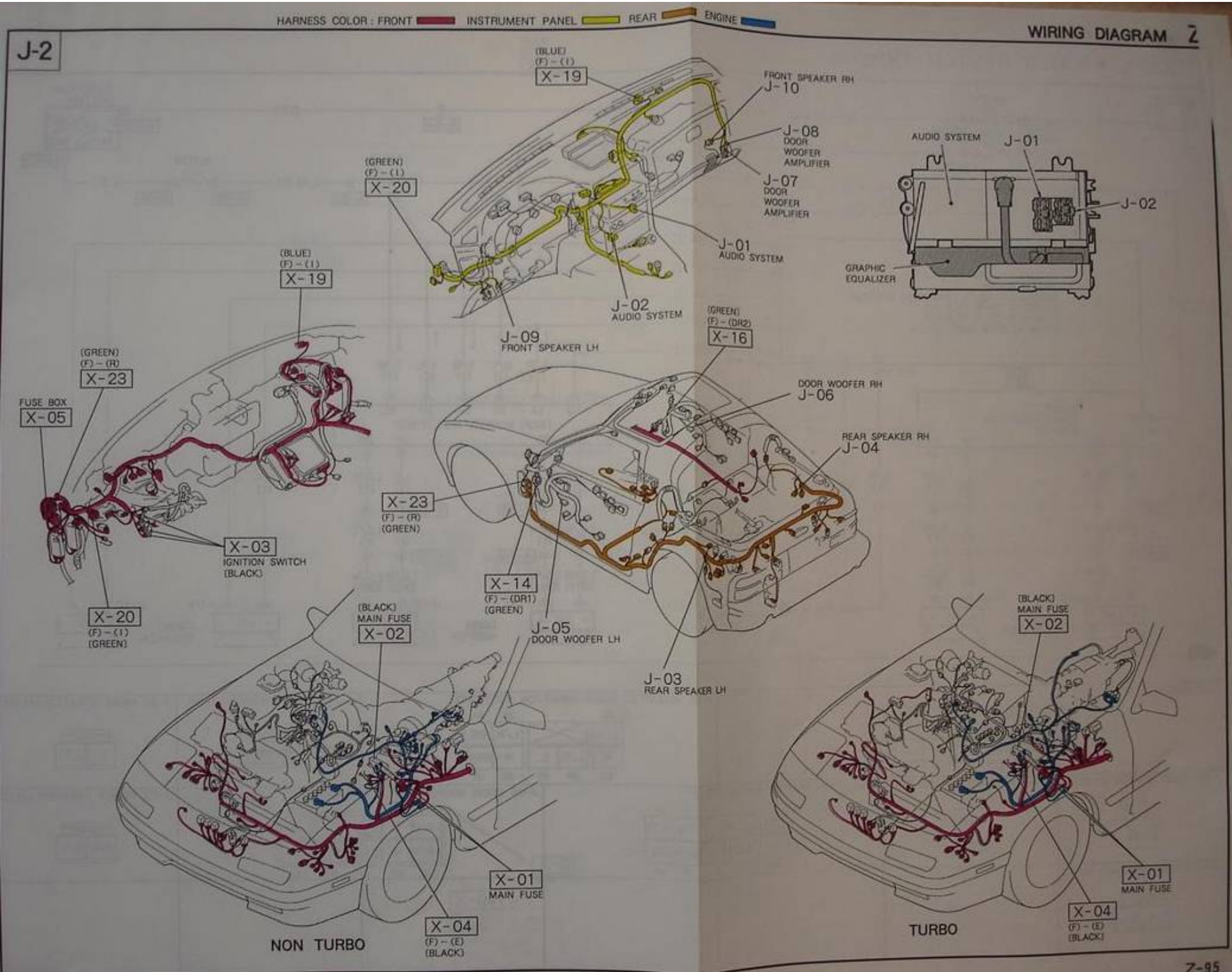
J-09 FRONT SPEAKER LH (I)



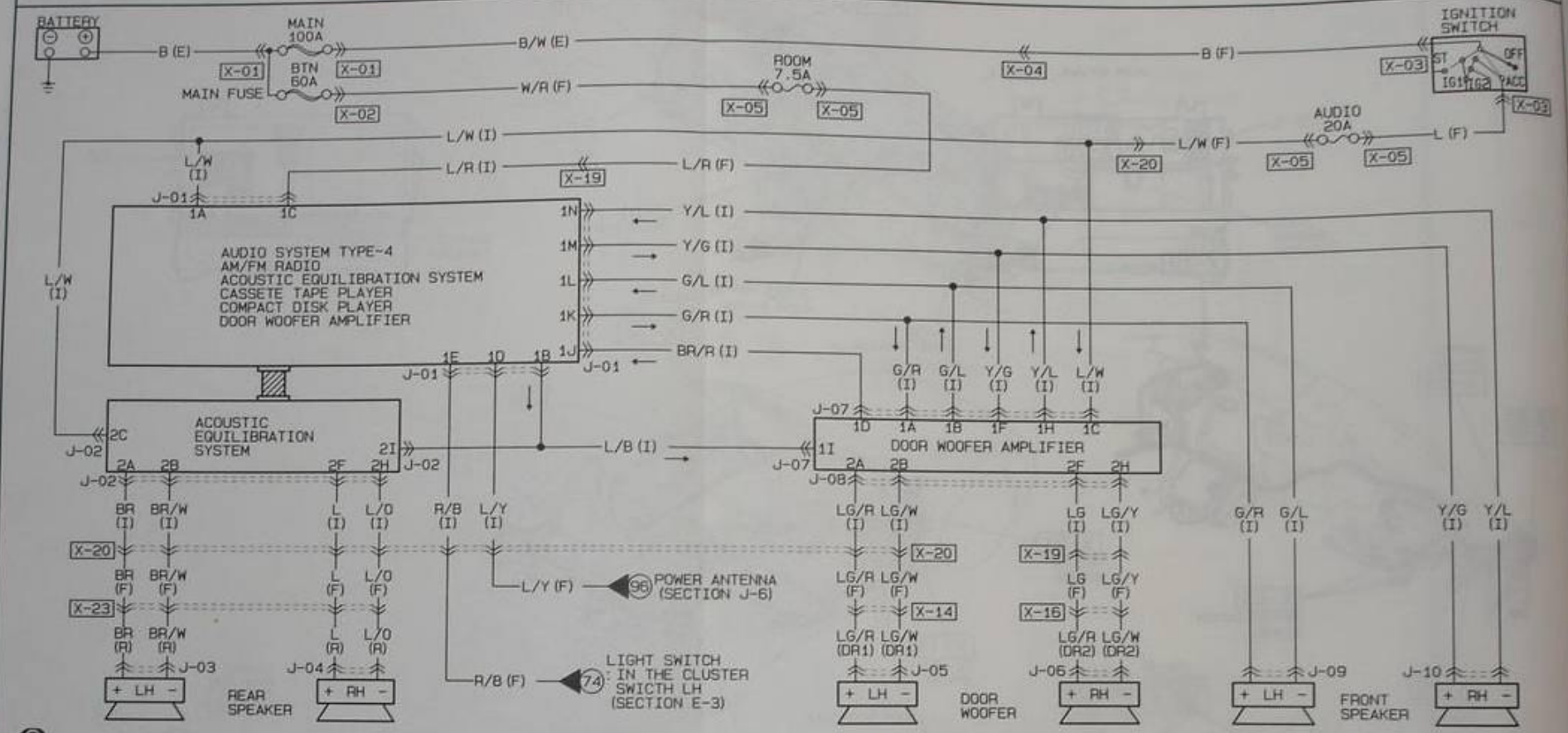
J-10 FRONT SPEAKER RH (I)



J-2

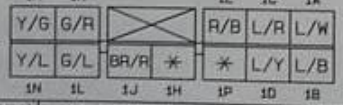

(BLUE)
(F) – (I)
X-19
FRONT SPEAKER RH
J-10
J-08
DOOR
WOOFER
AMPLIFIER
J-07
DOOR
WOOFER
AMPLIFIER
(GREEN)
(F) – (I)
X-20
J-01
AUDIO SYSTEM
J-02
AUDIO SYSTEM
J-09
FRONT SPEAKER LH
AUDIO SYSTEM
J-01
J-02
GRAPHIC
EQUALIZER
(BLUE)
(F) – (I)
X-19
(GREEN)
(F) – (R)
X-23
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
X-20
(F) – (I)
(GREEN)
(GREEN)
(F) – (DR2)
X-16
DOOR WOOFER RH
J-06
REAR SPEAKER RH
J-04
X-23
(F) – (R)
(GREEN)
X-14
(F) – (DR1)
(GREEN)
J-05
DOOR WOOFER LH
J-03
REAR SPEAKER LH
(BLACK)
MAIN FUSE
X-02
X-01
MAIN FUSE
X-04
(F) – (E)
(BLACK)
NON TURBO
(BLACK)
MAIN FUSE
X-02
X-01
MAIN FUSE
X-04
(F) – (E)
(BLACK)
TURBO

COUPE ■ AUDIO SYSTEM TYPE-4

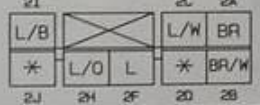


G

J-01 AUDIO SYSETM (I)



J-02 ACOUSTIC EQUILIBRATION SYSTEM (I)



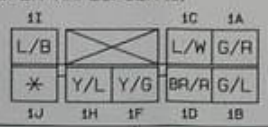
J-03 REAR SPEAKER LH (R)

J-04 REAR SPEAKER RH (R)

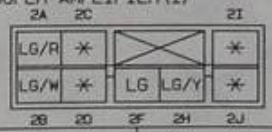
J-05 DOOR WOOFER LH (DR1)

J-06 DOOR WOOFER RH (DR2)

J-07 DOOR WOOFER AMPLIFIER (I)

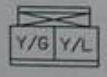


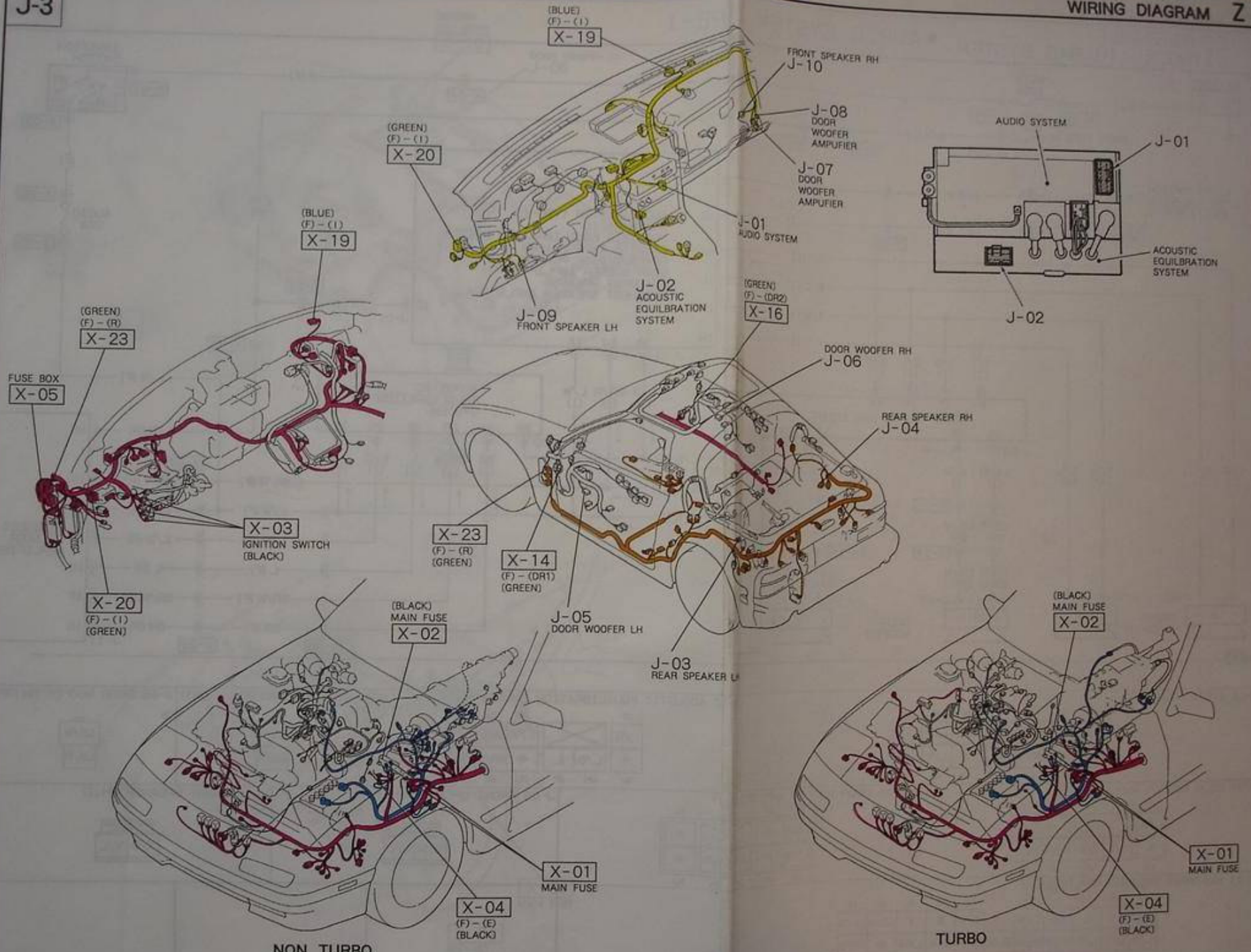
J-08 DOOR WOOFER AMPLIFIER (I)



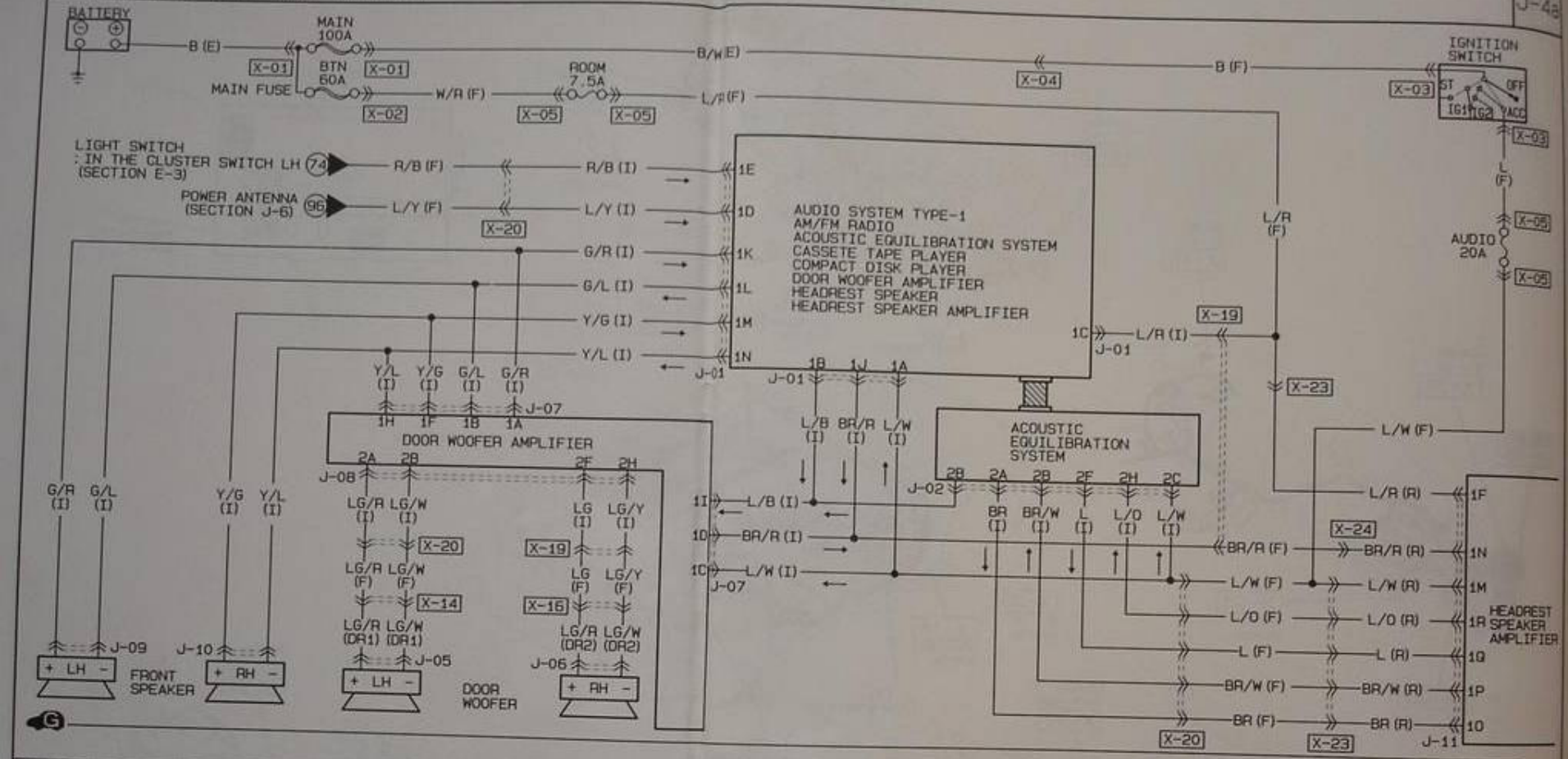
J-09 FRONT SPEAKER LH (I)

J-10 FRONT SPEAKER RH (I)

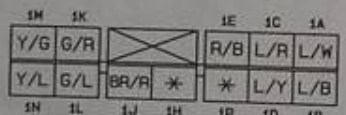



(BLUE)
(F) – (I)
X-19
FRONT SPEAKER RH
J-10
J-08
DOOR
WOOFER
AMPUFIER
J-07
DOOR
WOOFER
AMPUFIER
(GREEN)
(F) – (I)
X-20
J-01
AUDIO SYSTEM
J-09
FRONT SPEAKER LH
J-02
ACOUSTIC
EQUILBRATION
SYSTEM
AUDIO SYSTEM
J-01
ACOUSTIC
EQUILBRATION
SYSTEM
J-02
(BLUE)
(F) – (I)
X-19
(GREEN)
(F) – (R)
X-23
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
X-20
(F) – (I)
(GREEN)
(GREEN)
(F) – (DR2)
X-16
DOOR WOOFER RH
J-06
REAR SPEAKER RH
J-04
X-23
(F) – (R)
(GREEN)
X-14
(F) – (DR1)
(GREEN)
J-05
DOOR WOOFER LH
J-03
REAR SPEAKER LH
(BLACK)
MAIN FUSE
X-02
X-01
MAIN FUSE
X-04
(F) – (E)
(BLACK)
NON TURBO
(BLACK)
MAIN FUSE
X-02
X-01
MAIN FUSE
X-04
(F) – (E)
(BLACK)
TURBO

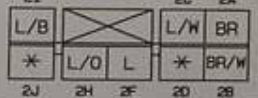
CONVERTIBLE WITHOUT AIR BAG SYSTEM ■ AUDIO SYSTEM TYPE-1



J-01 AUDIO SYSTEM (I)



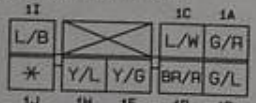
J-02 ACOUSTIC EQUILIBRATION SYSTEM (I)



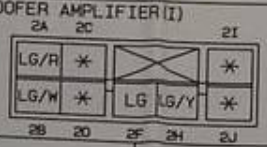
J-05 DOOR WOOFER LH (DR1)

J-06 DOOR WOOFER RH (DR2)

J-07 DOOR WOOFER AMPLIFIER (I)

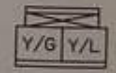


J-08 DOOR WOOFER AMPLIFIER (I)

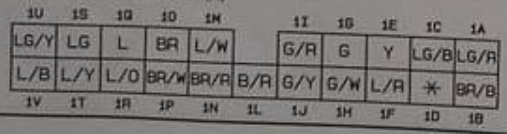


J-09 FRONT SPEAKER LH (I)

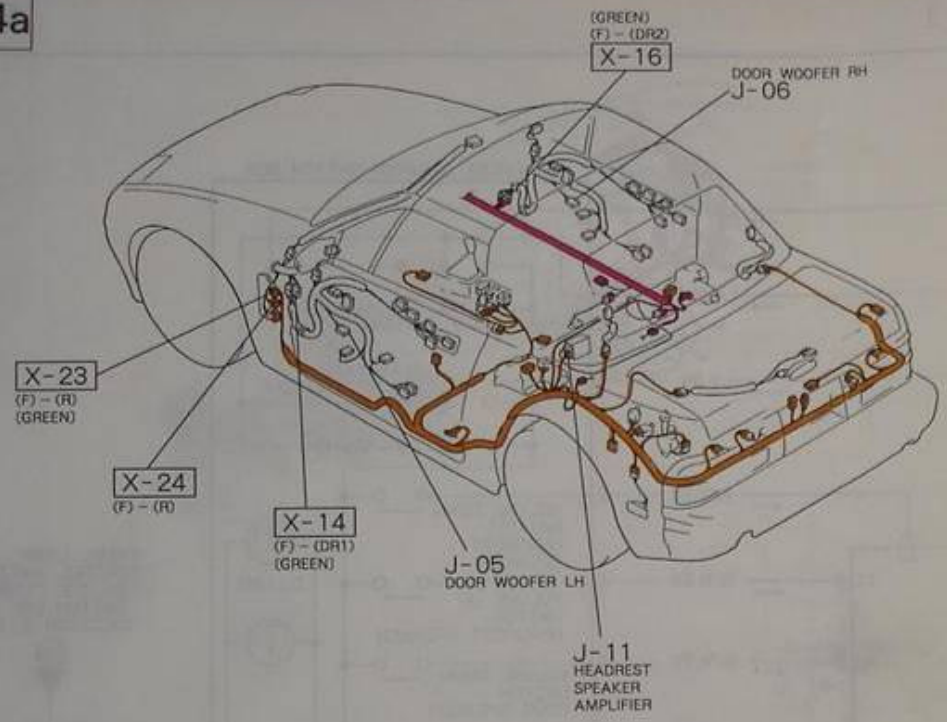
J-10 FRONT SPEAKER RH (I)

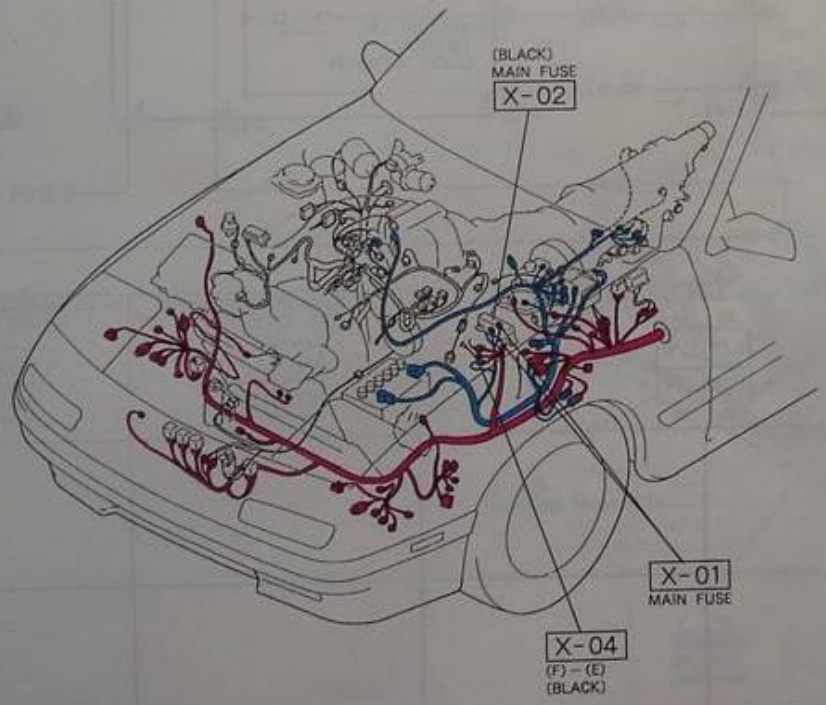


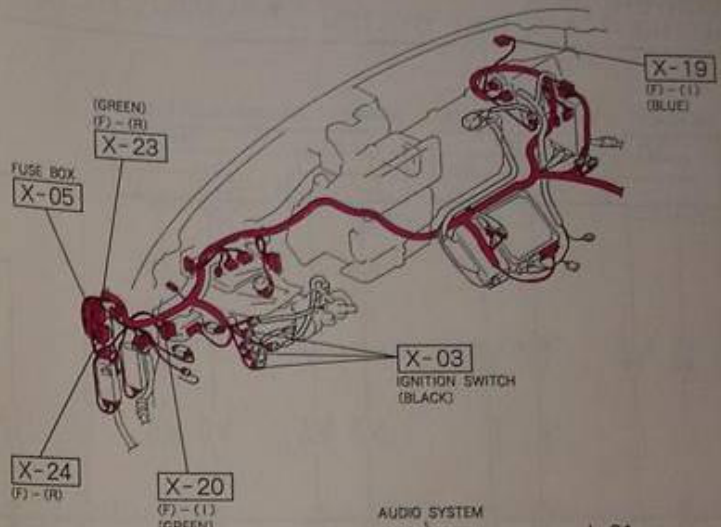
J-11 HEADREST SPEAKER AMPLIFIER (R)

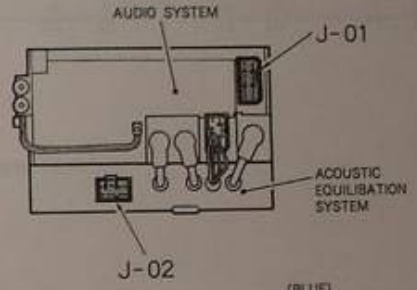


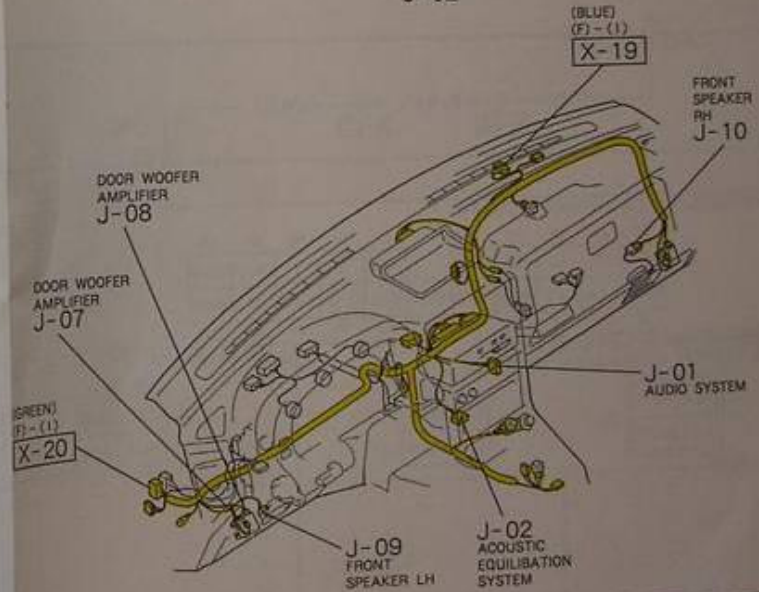
J-4a


(GREEN)
(F) – (DR2)
X-16
DOOR WOOFER RH
J-06
X-23
(F) – (R)
(GREEN)
X-24
(F) – (R)
X-14
(F) – (DR1)
(GREEN)
J-05
DOOR WOOFER LH
J-11
HEADREST
SPEAKER
AMPLIFIER

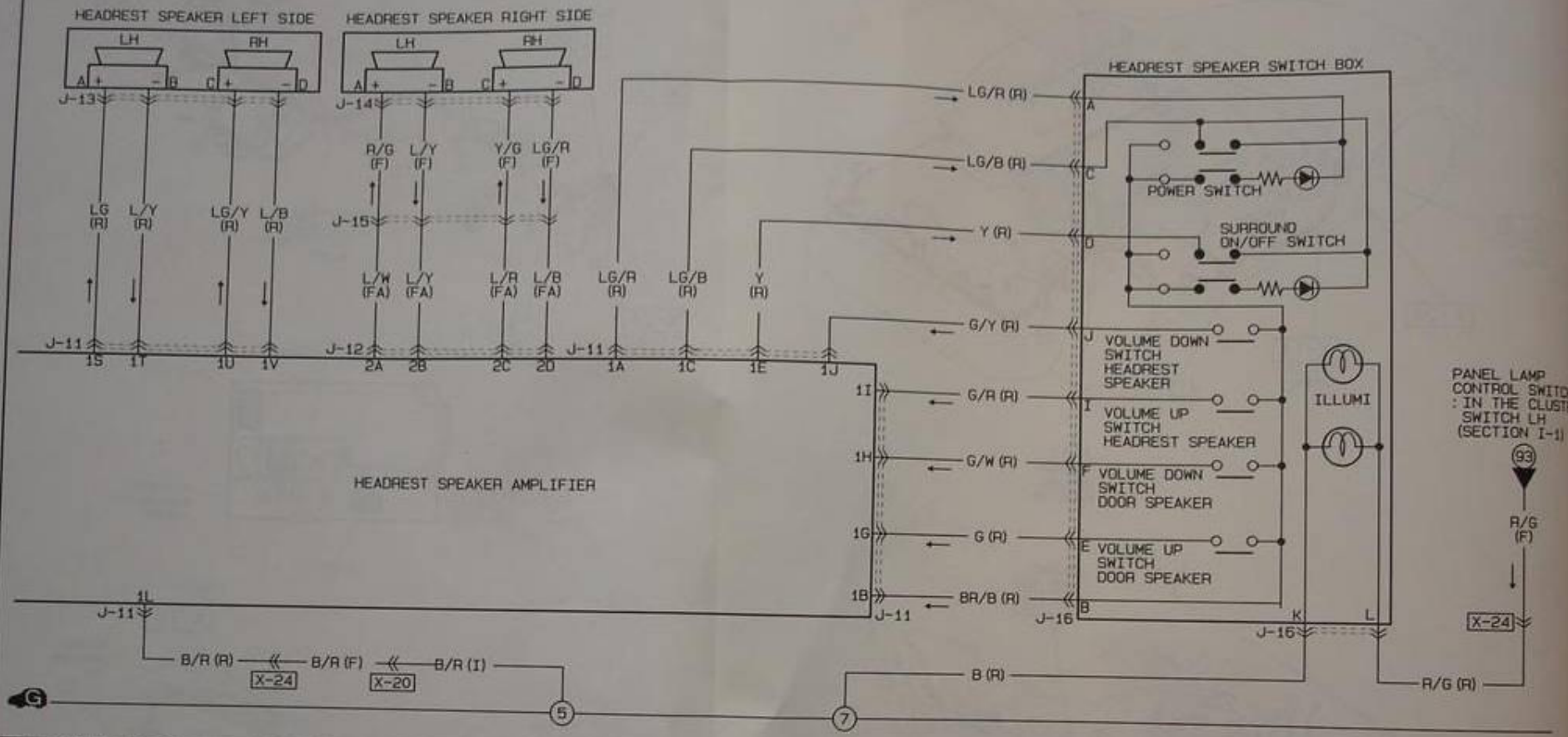

(BLACK)
MAIN FUSE
X-02
X-01
MAIN FUSE
X-04
(F) – (E)
(BLACK)


X-19
(F) – (I)
(BLUE)
(GREEN)
(F) – (R)
X-23
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
X-24
(F) – (R)
X-20
(F) – (I)
(GREEN)


AUDIO SYSTEM
J-01
ACOUSTIC
EQUILIBATION
SYSTEM
J-02


(BLUE)
(F) – (I)
X-19
FRONT
SPEAKER
RH
J-10
DOOR WOOFER
AMPLIFIER
J-08
DOOR WOOFER
AMPLIFIER
J-07
J-01
AUDIO SYSTEM
(GREEN)
(F) – (I)
X-20
J-09
FRONT
SPEAKER LH
J-02
ACOUSTIC
EQUILIBATION
SYSTEM

CONVERTIBLE WTIHOUT AIR BAG SYSTEM ■ AUDIO SYSTEM TYPE-1



J-11 HEADREST SPEAKER AMPLIFIER (R)

1U	1S	1Q	1O	1M		1I	1G	1E	1C	1A
LG/Y	LG	L	BR	L/W		G/R	G	Y	LG/B	LG/R
L/B	L/Y	L/O	BR/W	BR/R	B/R	G/Y	G/W	L/R	✳	BR/B
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B

J-12 HEADREST SPEAKER AMPLIFIER (FA)

2C	2A
L/R	L/W
L/B	L/Y
2D	2B

J-13 HEADREST SPEAKER LEFT SIDE (R)

LG/Y	LG
L/B	L/Y

J-14 HEADREST SPEAKER RIGHT SIDE (F)

Y/G	R/G
LG/R	L/Y

J-15 CONNECTOR BETWEEN FRONT (F) & FEEDER ANTENNA (FA) HARNESS

(F)

R/G	Y/G
L/Y	LG/R

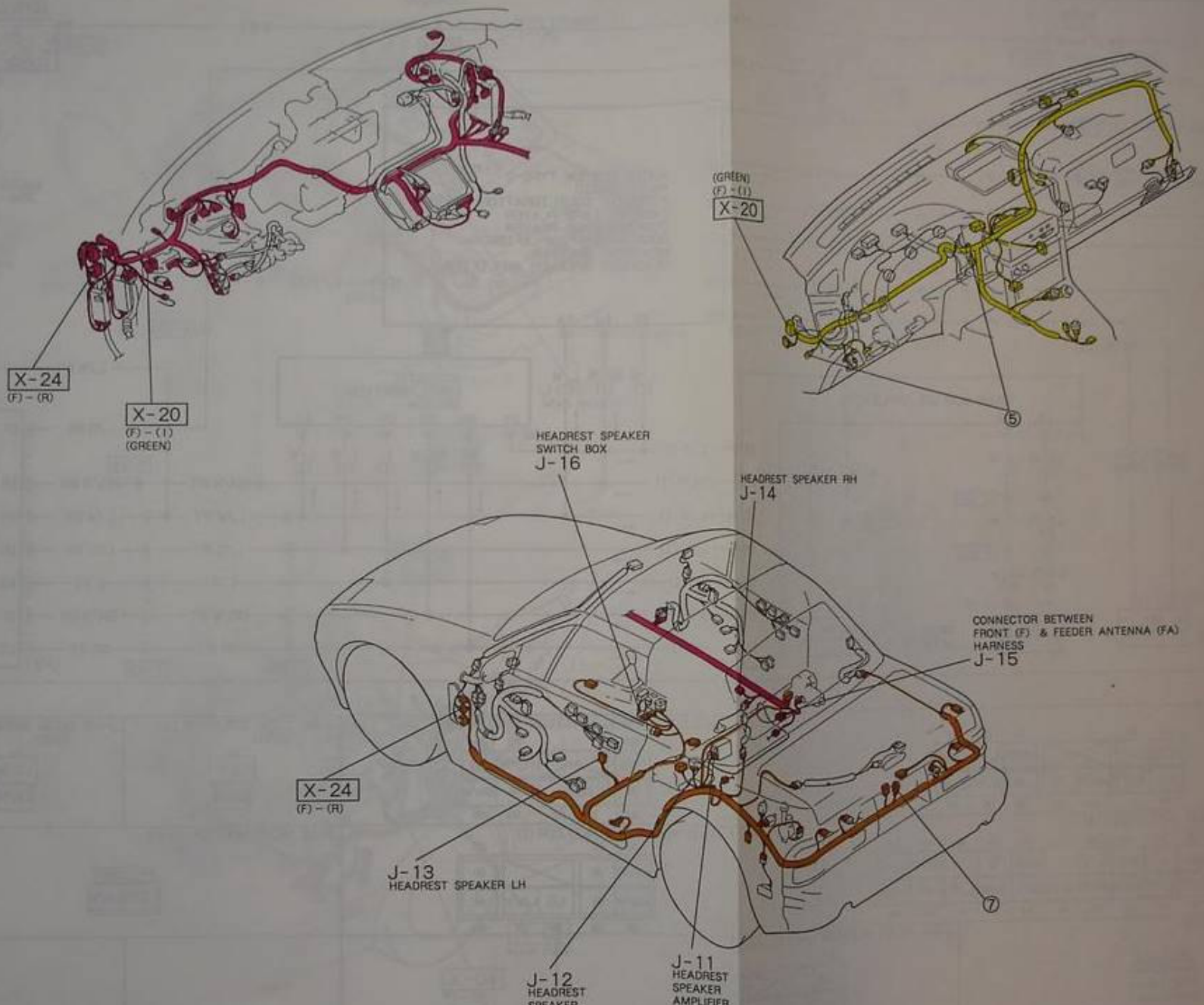
(FA)

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

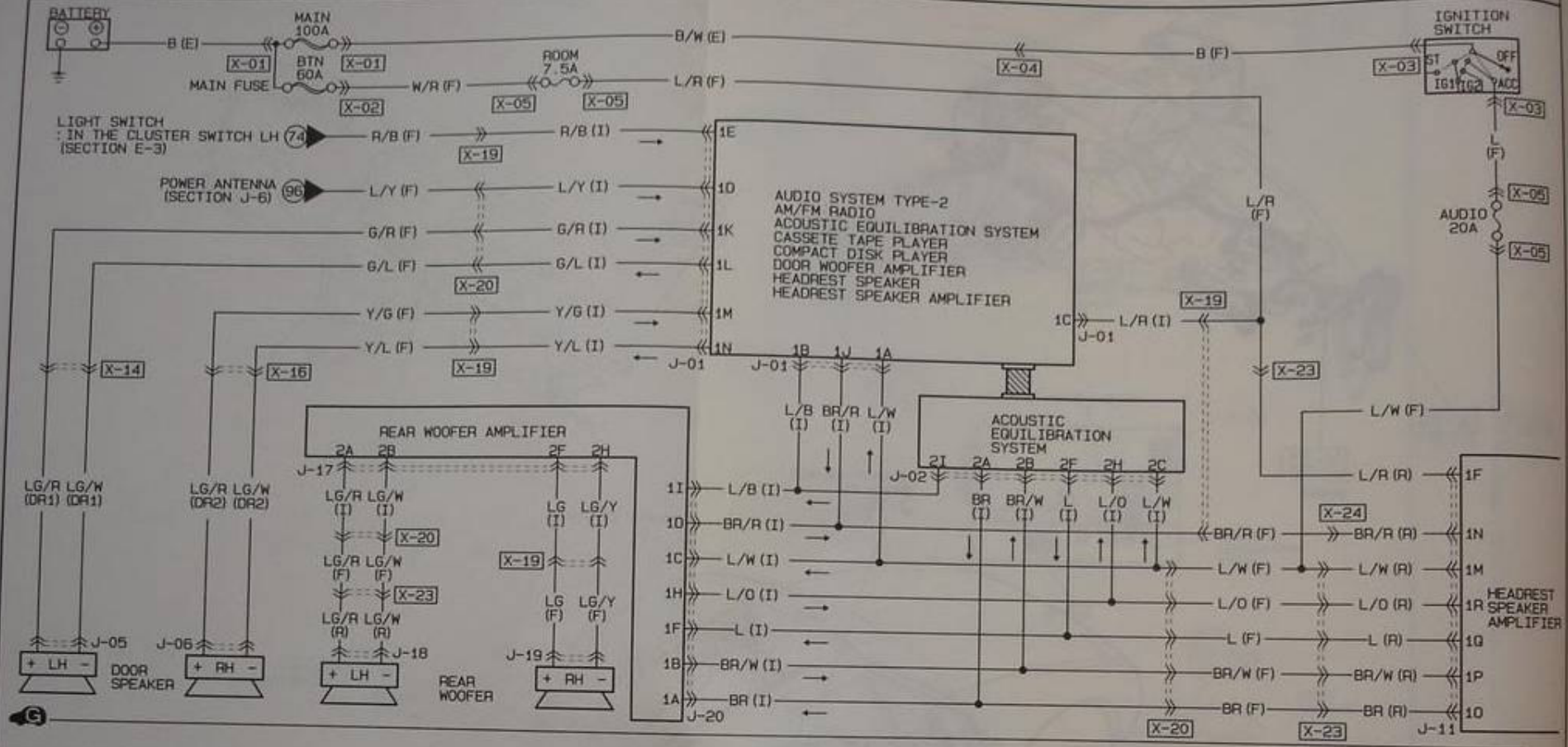
J-16 HEADREST SPEAKER SWITCH BOX (R)

K	I		E	C	A
B	G/R		G	LG/B	LG/R
R/G	G/Y	✳	G/W	Y	BR/B
L	J	H	F	D	B

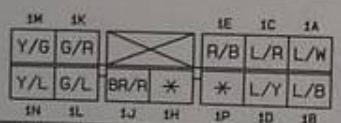
J-4b


X-24
(F) - (R)
X-20
(F) - (I)
(GREEN)
(GREEN)
(F) - (I)
X-20
⑤
HEADREST SPEAKER SWITCH BOX
J-16
HEADREST SPEAKER RH
J-14
CONNECTOR BETWEEN FRONT (F) & FEEDER ANTENNA (FA) HARNESS
J-15
X-24
(F) - (R)
J-13
HEADREST SPEAKER LH
⑦
J-12
HEADREST SPEAKER AMPLIFIER
J-11
HEADREST SPEAKER AMPLIFIER

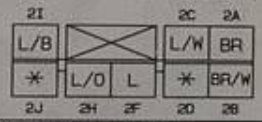
CONVERTIBLE WITH AIR BAG SYSTEM ■ AUDIO SYSTEM TYPE-2



J-01 AUDIO SYSTEM (I)



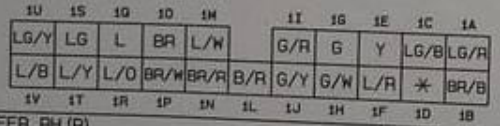
J-02 ACOUSTIC EQUILIBRATION SYSTEM (I)



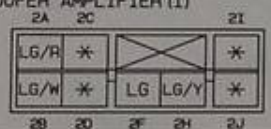
J-05 DOOR SPEAKER LH (DR1)

J-06 DOOR SPEAKER RH (DR2)

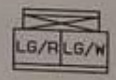
J-11 HEADREST SPEAKER AMPLIFIER (R)



J-17 REAR WOOFER AMPLIFIER (I)

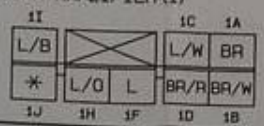


J-18 REAR WOOFER LH (R)

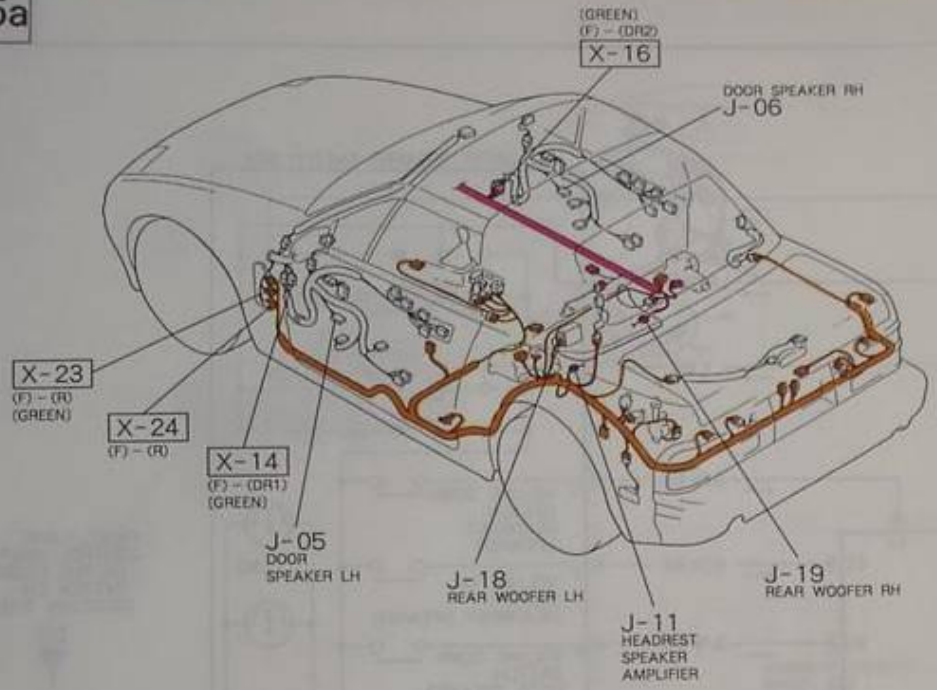


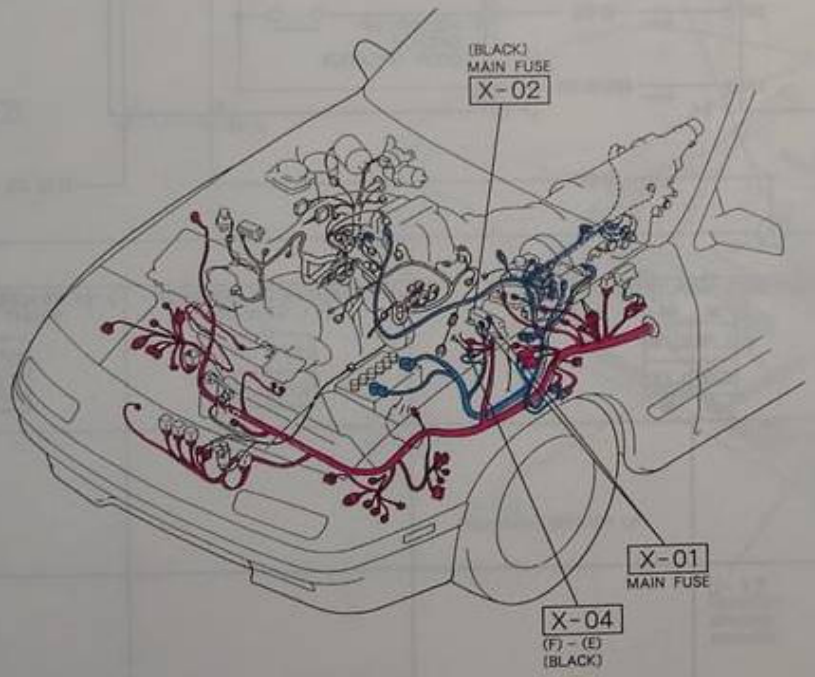
J-19 REAR WOOFER RH (R)

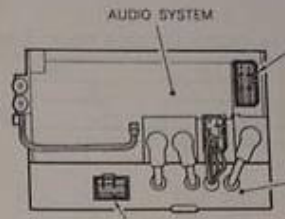
J-20 REAR WOOFER AMPLIFIER (I)

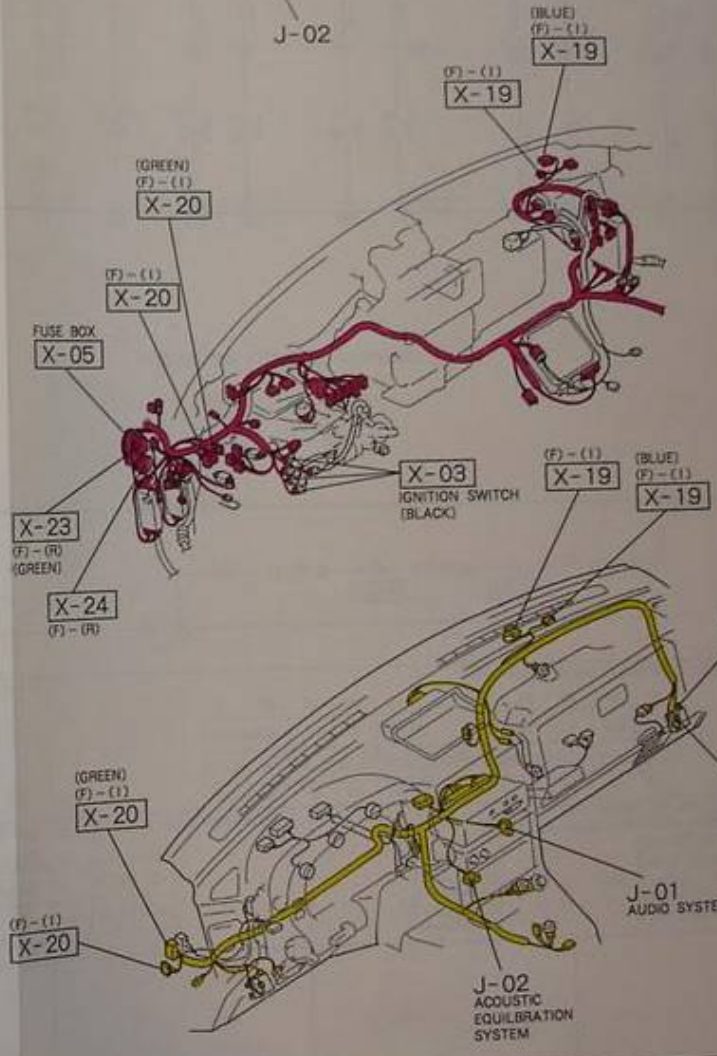


J-5a

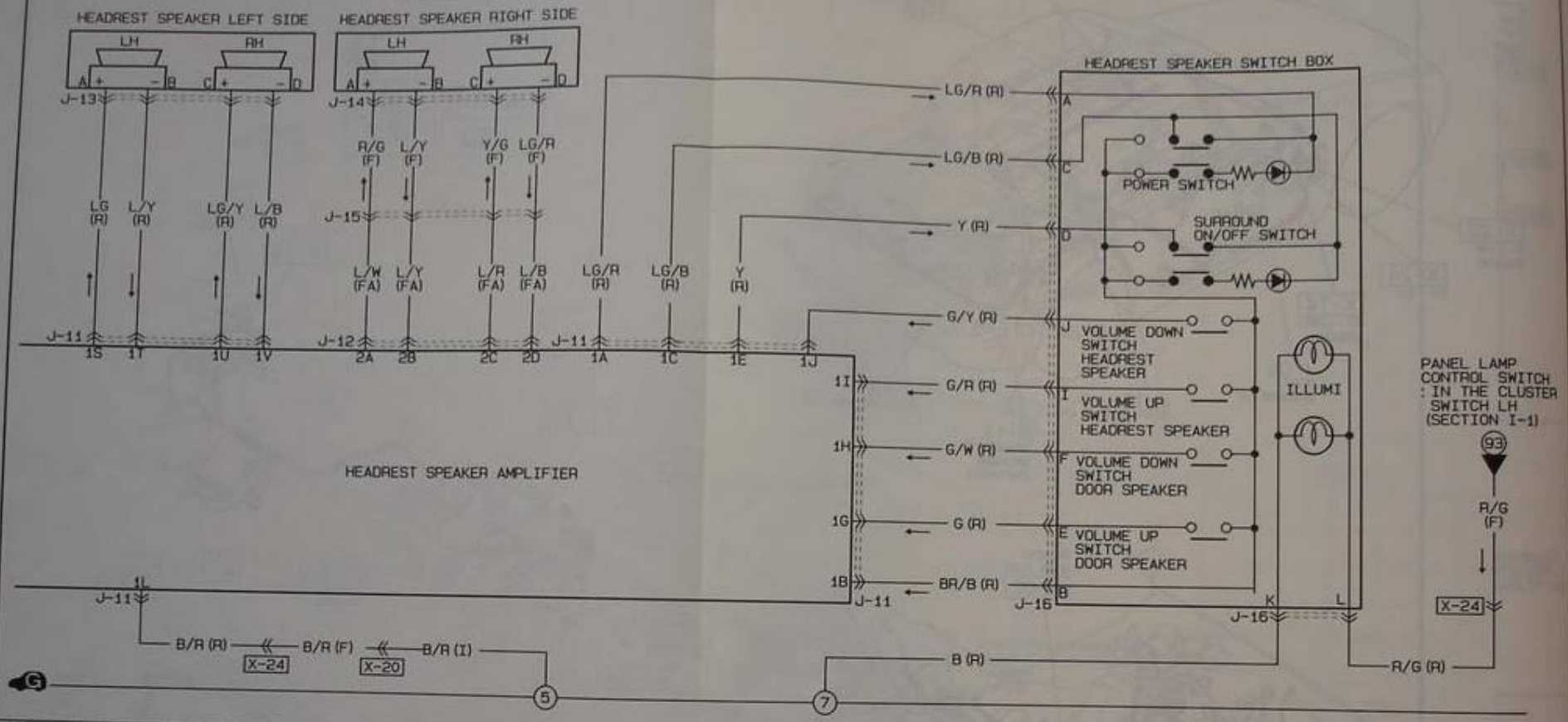

(GREEN)
(F) – (DR2)
X-16
DOOR SPEAKER RH
J-06
X-23
(F) – (R)
(GREEN)
X-24
(F) – (R)
X-14
(F) – (DR1)
(GREEN)
J-05
DOOR
SPEAKER LH
J-18
REAR WOOFER LH
J-19
REAR WOOFER RH
J-11
HEADREST
SPEAKER
AMPLIFIER


(BLACK)
MAIN FUSE
X-02
X-01
MAIN FUSE
X-04
(F) – (E)
(BLACK)


AUDIO SYSTEM
J-01
ACOUSTIC
EQUILIBATION
SYSTEM
J-02


(BLUE)
(F) – (I)
X-19
(F) – (I)
X-19
(GREEN)
(F) – (I)
X-20
(F) – (I)
X-20
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
(F) – (I)
X-19
(BLUE)
(F) – (I)
X-19
X-23
(F) – (R)
(GREEN)
X-24
(F) – (R)
REAR
WOOFER
AMPLIFIER
J-17
J-20
REAR
WOOFER
AMPLIFIER
(GREEN)
(F) – (I)
X-20
J-01
AUDIO SYSTEM
(F) – (I)
X-20
J-02
ACOUSTIC
EQUILBRATION
SYSTEM

CONVERTIBLE WTIH AIR BAG SYSTEM ■ AUDIO SYSTEM TYPE-2



J-11 HEADREST SPEAKER AMPLIFIER (R)

1U	1S	1Q	1O	1M		1I	1G	1E	1C	1A
LG/Y	LG	L	BR	L/W		G/R	G	Y	LG/B	LG/R
L/B	L/Y	L/O	BR/W	BR/R	B/R	G/Y	G/W	L/R	✳	BR/B
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B

J-12 HEADREST SPEAKER AMPLIFIER (FA)

2C	2A
L/R	L/W
L/B	L/Y
2D	2B

J-13 HEADREST SPEAKER LEFT SIDE (R)

LG/Y	LG
L/B	L/Y

J-14 HEADREST SPEAKER RIGHT SIDE (F)

Y/G	R/G
LG/R	L/Y

J-15 CONNECTOR BETWEEN FRONT (F) & FEEDER ANTENNA (FA) HARNESS

(F)

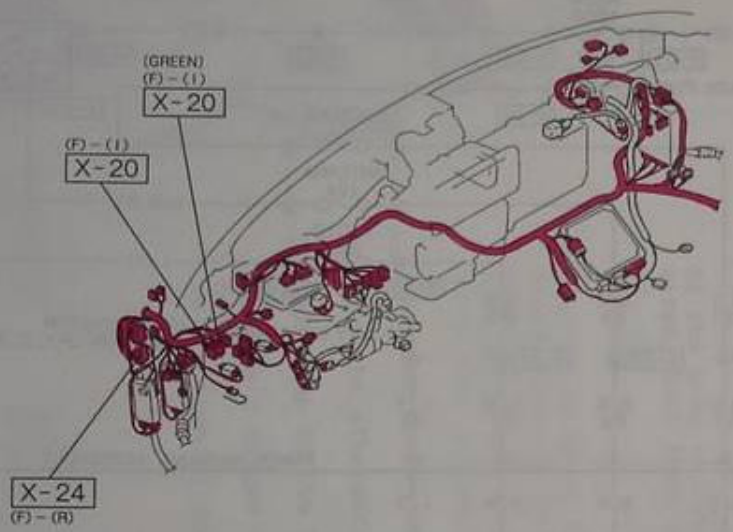
R/G	Y/G
L/Y	LG/R

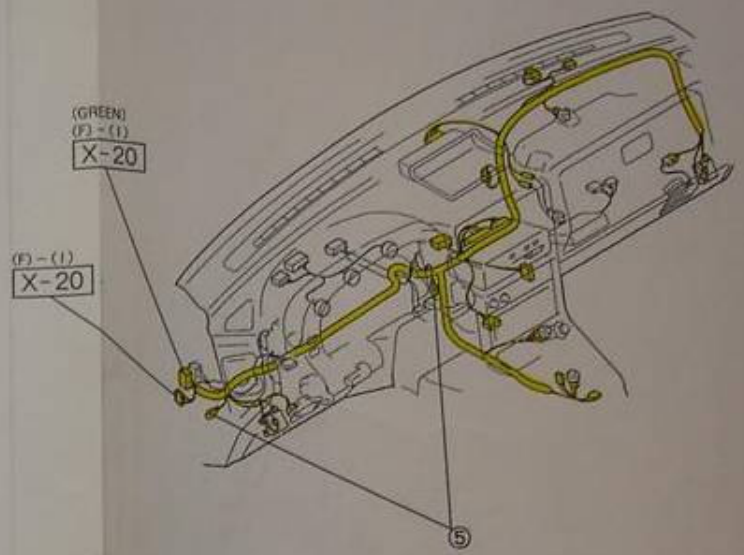
(FA)

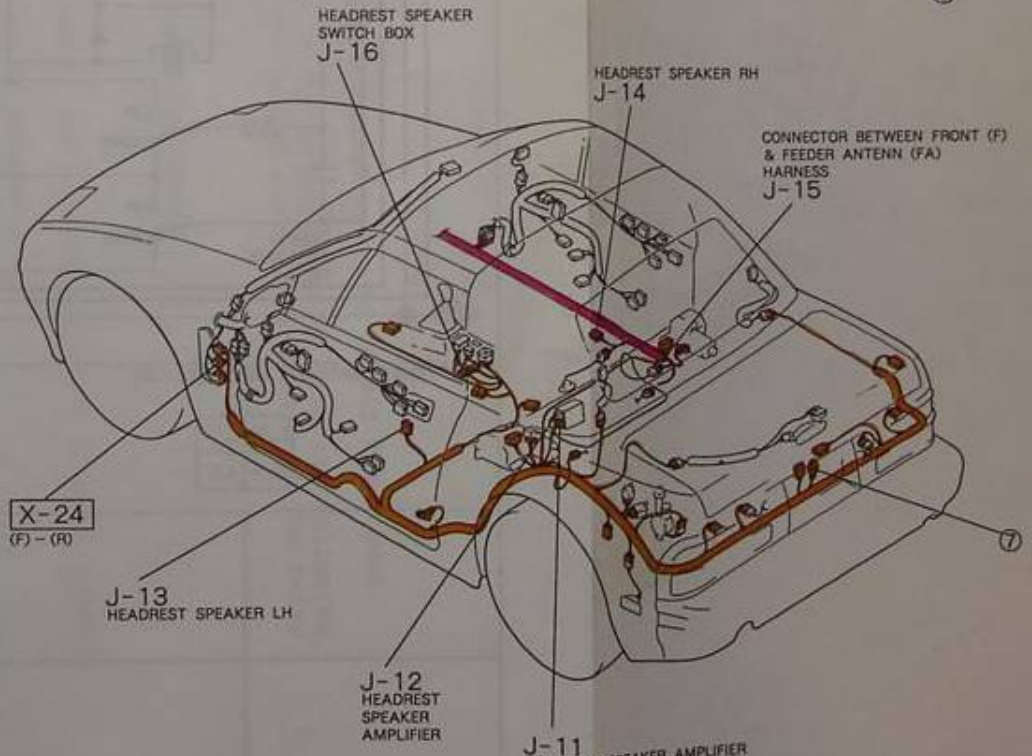
L/R	L/W
L/B	L/Y

J-16 HEADREST SPEAKER SWITCH BOX (R)

K	I		E	C	A
B	G/R		G	LG/B	LG/R
R/G	G/Y	✳	G/W	Y	BR/B
L	J	H	F	D	B

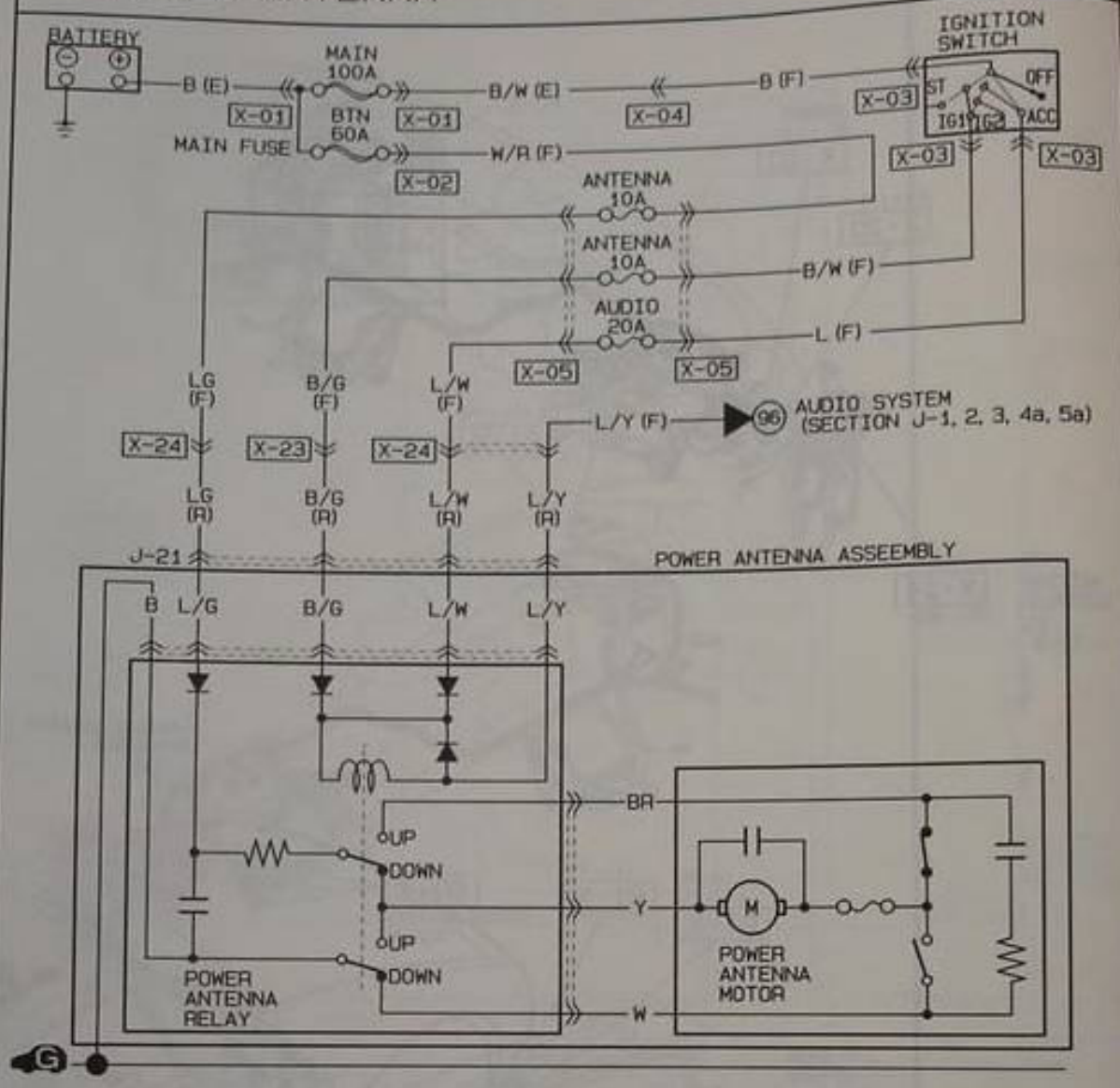

(GREEN)
(F) - (I)
X-20
(F) - (I)
X-20
X-24
(F) - (R)


(GREEN)
(F) - (I)
X-20
(F) - (I)
X-20
⑤

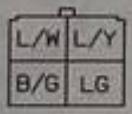

HEADREST SPEAKER SWITCH BOX
J-16
HEADREST SPEAKER RH
J-14
CONNECTOR BETWEEN FRONT (F) & FEEDER ANTENN (FA) HARNESS
J-15
X-24
(F) - (R)
J-13
HEADREST SPEAKER LH
J-12
HEADREST SPEAKER AMPLIFIER
J-11
HEADREST SPEAKER AMPLIFIER
⑦

■ POWER ANTENNA

J-6



J-21 POWER ANTENNA ASSEEMBLY (R)



power ant

Again you need to use a aftermarket relay to invert the signal.

At the plug in the back at the antenna, you'll find the following wires, hook them up to the number pins on the bottom of the relay as
follows:

Blu/Yel to 85 of the aftermarket relay.
Black/green to 86
Light green to 87
nothing on 87a
30 to the activation lead of the aftermarket power antenna (usuall y
green or white- depending on manufacture).

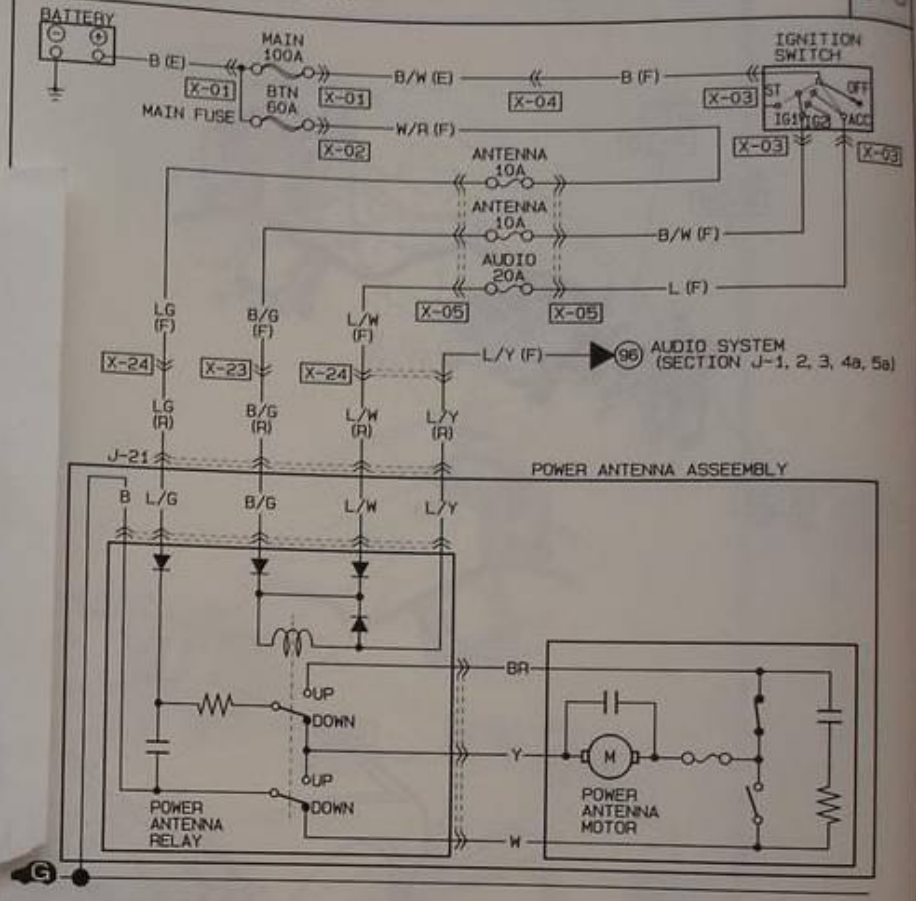
Then the aftermarket antenna's power lead (ususally red) also gets

hooked up to the factory LightGreen wire.

And don't forget to get a good ground wire on the aftermarket ante nna
to the body of the car.

■ POWER ANTENNA

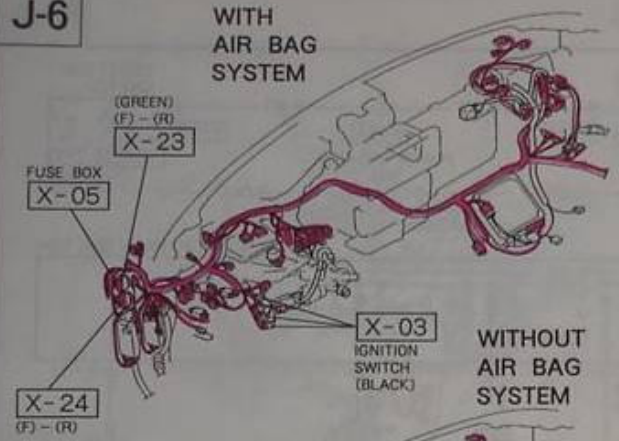
J-6



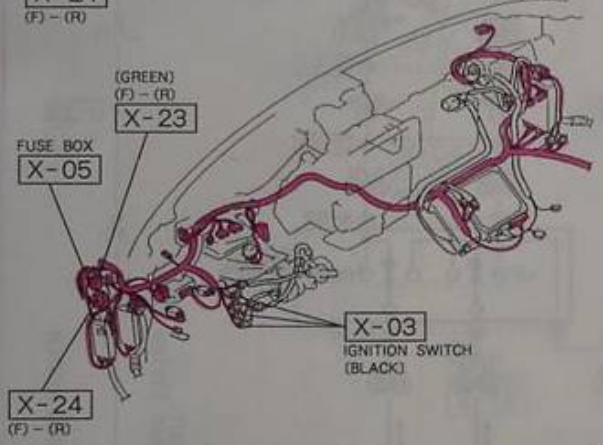
J-21 POWER ANTENNA ASSEEMBLY (R)

L/W	L/Y
B/G	LG

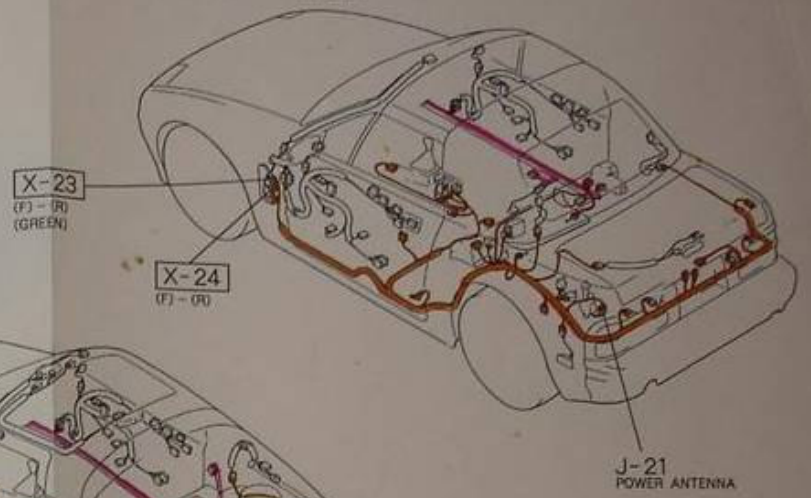
WITH AIR BAG SYSTEM



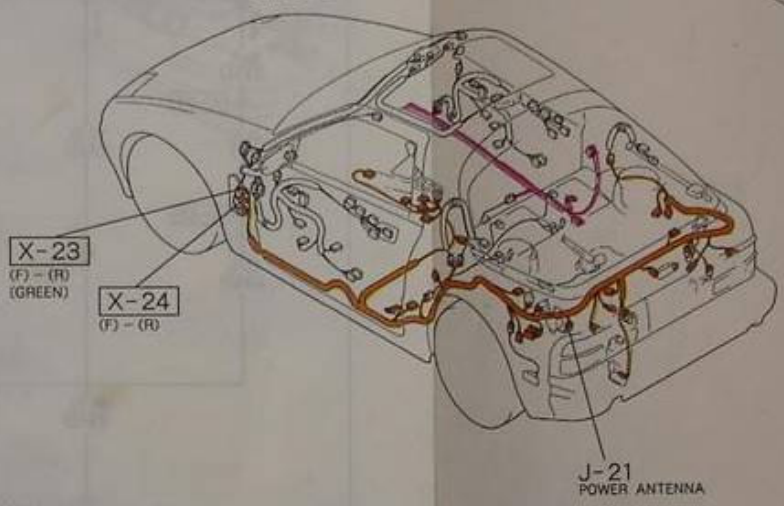
WITHOUT AIR BAG SYSTEM

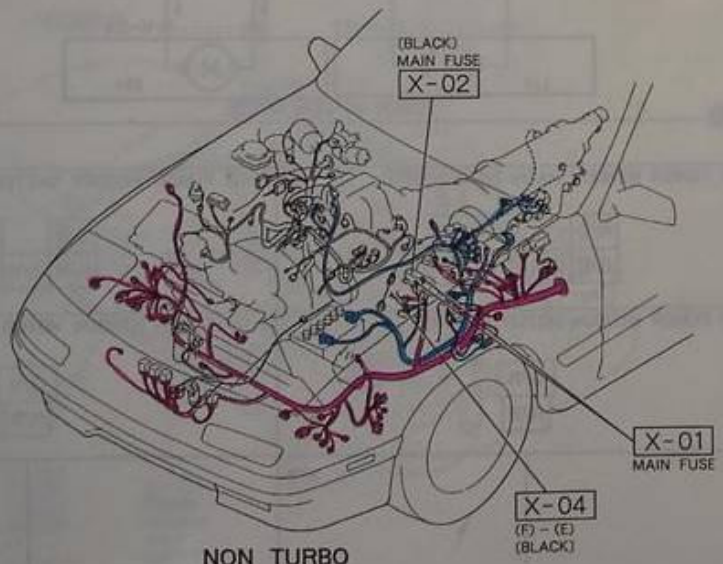


CONVERTIBLE

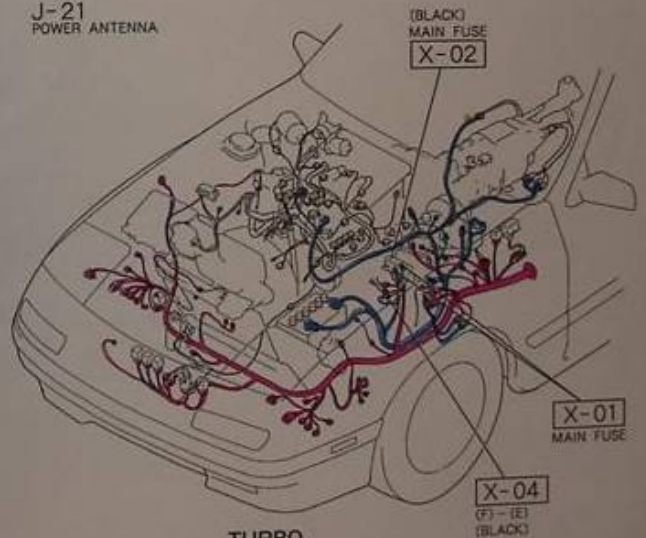


COUPE





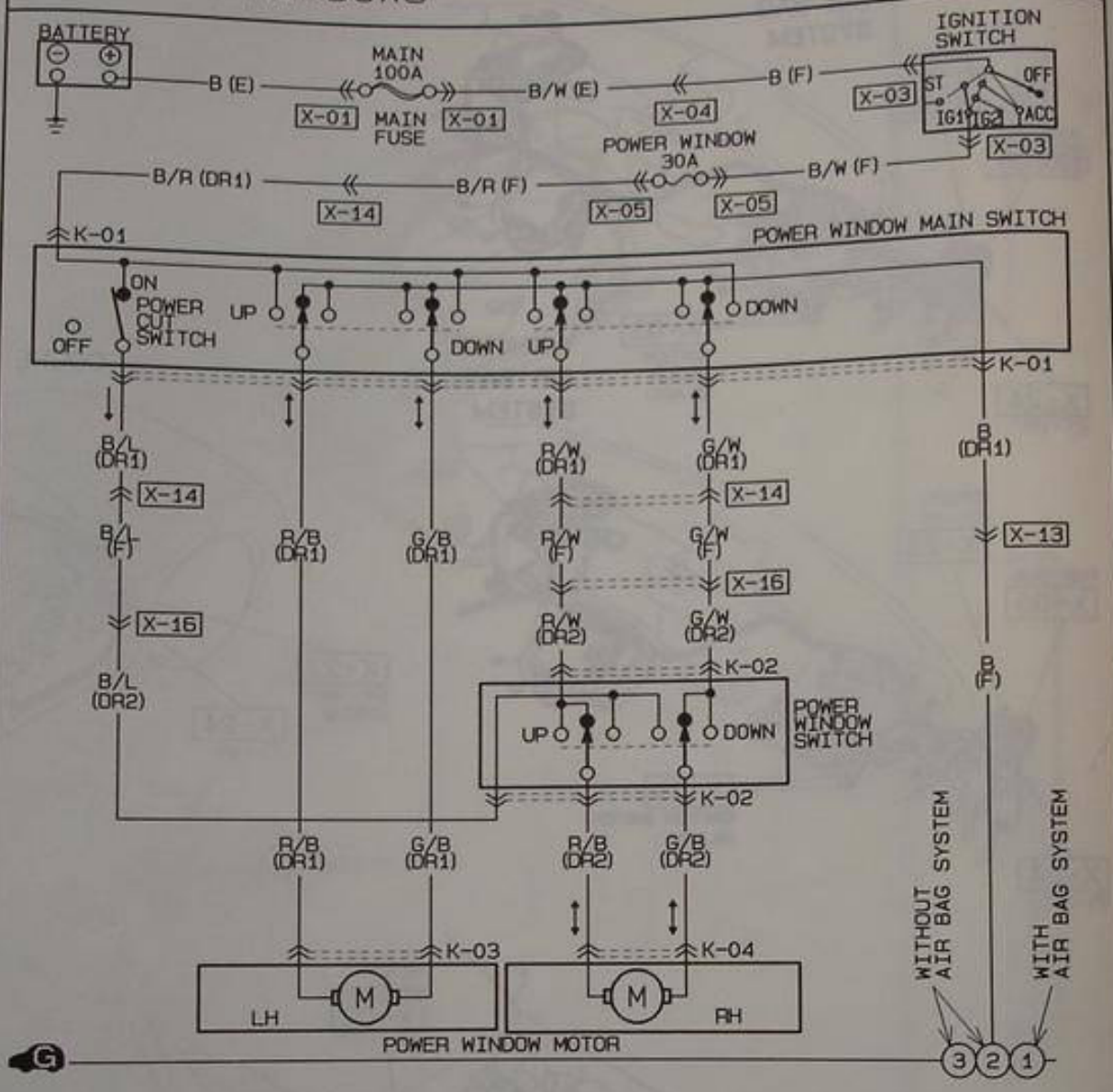
NON TURBO



TURBO

■ POWER WINDOWS

K-1



K-01 POWER WINDOW MAIN SWITCH (DR1)

R/B		B/L	B/R
G/B	G/W	R/W	B

K-02 POWER WINDOW SWITCH (DR2)

G/B		G/W
R/W	R/B	B/L

K-03 POWER WINDOW MOTOR LH (DR1)

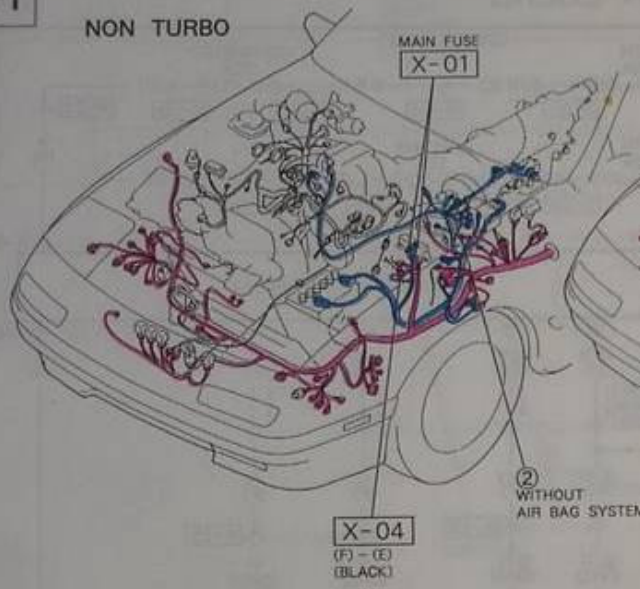
G/B
R/B

K-04 POWER WINDOW MOTOR RH (DR2)

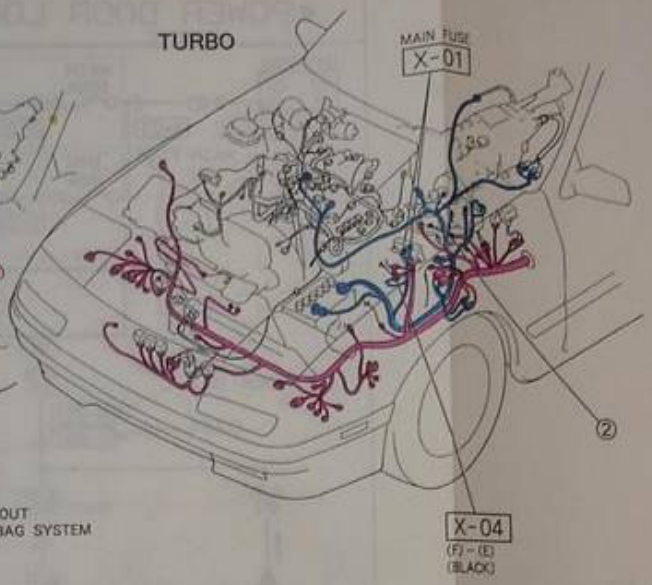
G/B
R/B

K-1

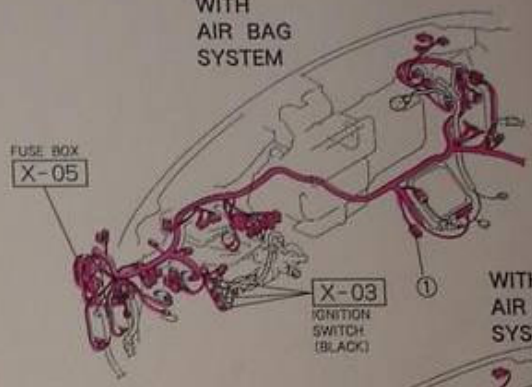
NON TURBO



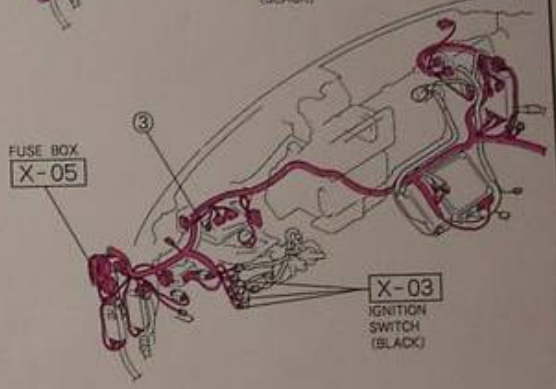
TURBO



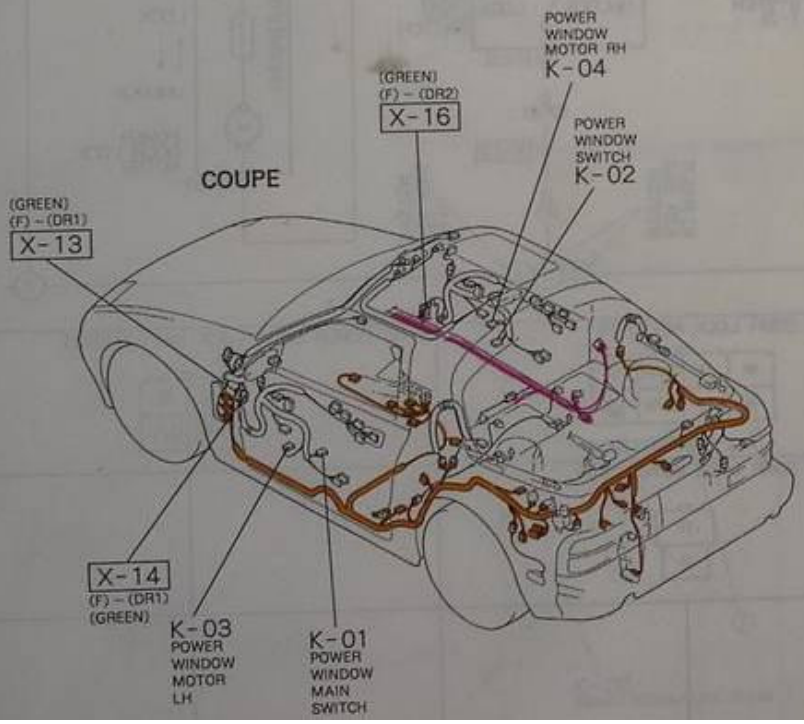
WITH AIR BAG SYSTEM



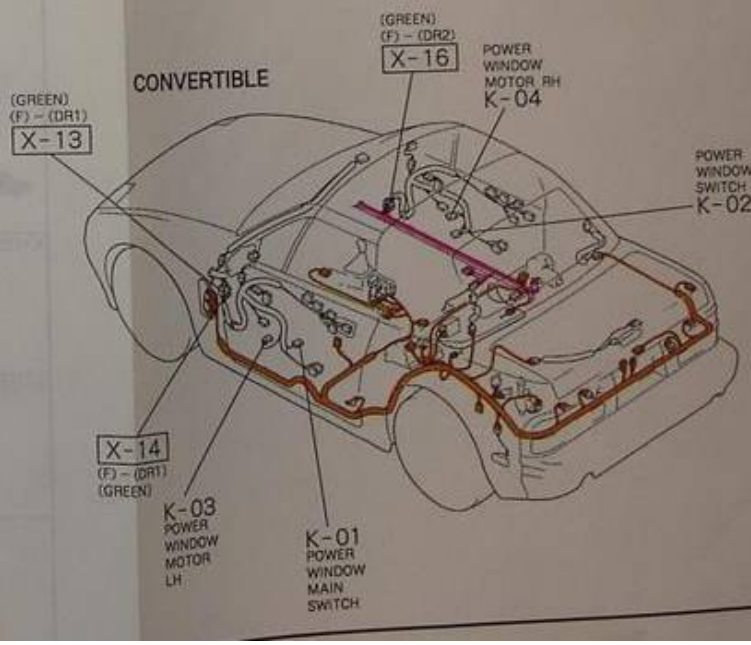
WITHOUT AIR BAG SYSTEM



COUPE

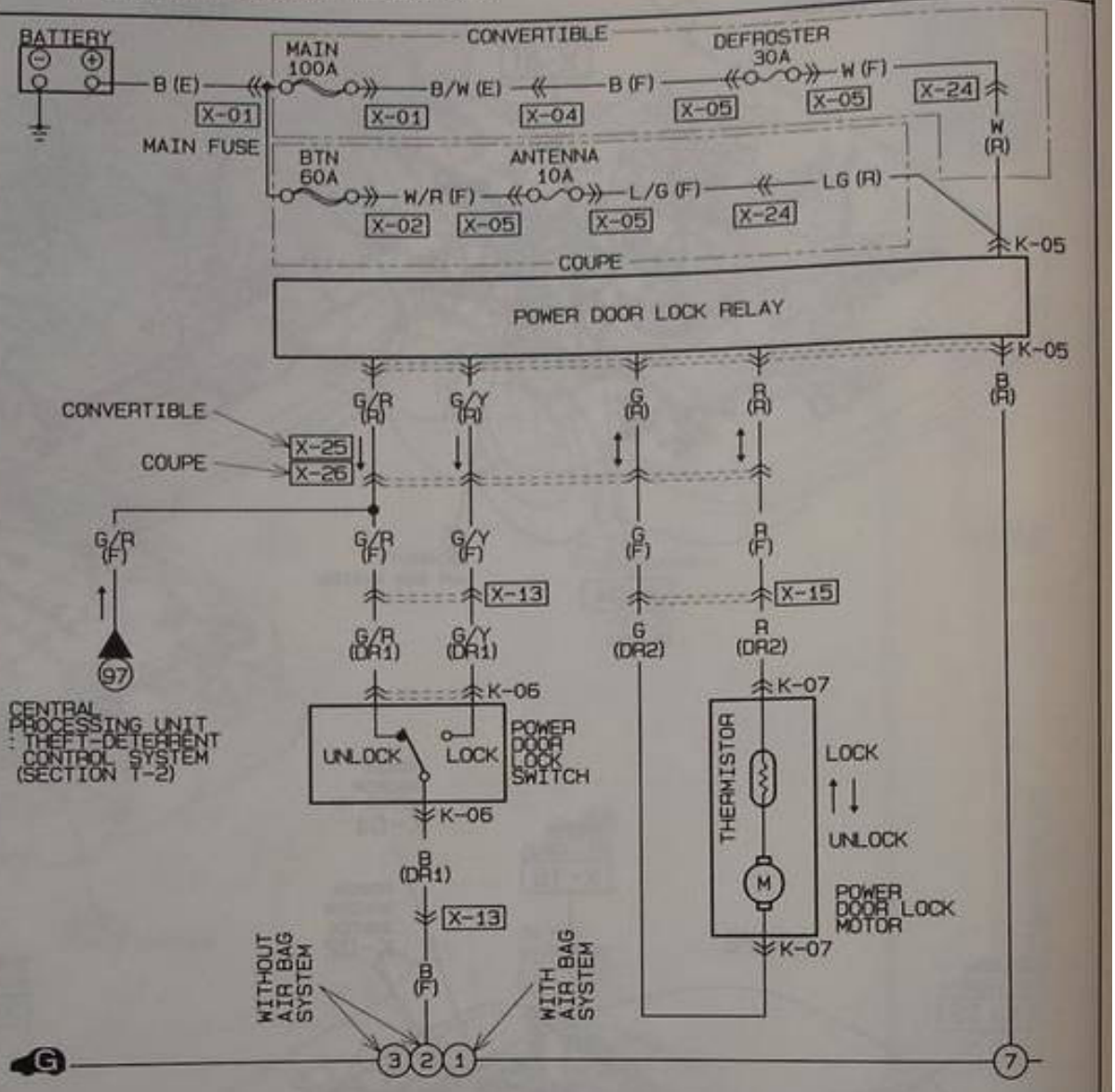


CONVERTIBLE



■ POWER DOOR LOCKS

K-2



K-05 POWER DOOR LOCK RELAY (R)

*	G	G/R	B
*	R	G/Y	LG (W)

( ) ...CONVERTIBLE

K-06 POWER DOOR LOCK SWITCH (DR1)

*	B
G/R	G/Y

K-07 POWER DOOR LOCK MOTOR (DR2)

R
G

NON TURBO

(BLACK)
MAIN FUSE
X-02

X-04
(F) – (E)
(BLACK)

X-01
MAIN FUSE

② WITHOUT AIR BAG SYSTEM

TURBO

(BLACK)
MAIN FUSE
X-02

X-04
(F) – (E)
(BLACK)

X-01
MAIN FUSE

②

WITH AIR BAG SYSTEM

FUSE BOX
X-05

(F) – (R)
X-24

X-25
(F) – (R)
(GREEN)

①

WITHOUT AIR BAG SYSTEM

③

FUSE BOX
X-05

(F) – (R)
X-24

X-25
(F) – (R)
(GREEN)
FOR CONVERTIBLE

X-26
(F) – (R)
(GREEN)
FOR COUPE

COUPE

(GREEN)
(F) – (DR2)
X-15

POWER DOOR LOCK MOTOR
K-07

(GREEN)
(F) – (DR1)
X-13

X-24
(F) – (R)

X-26
(F) – (R)
(GREEN)

K-06
POWER DOOR LOCK SWITCH

⑦

K-05
POWER DOOR LOCK RELAY

CONVERTIBLE

(GREEN)
(F) – (DR1)
X-13

(GREEN)
(F) – (DR2)
X-15

POWER DOOR LOCK MOTOR
K-07

X-24
(F) – (R)

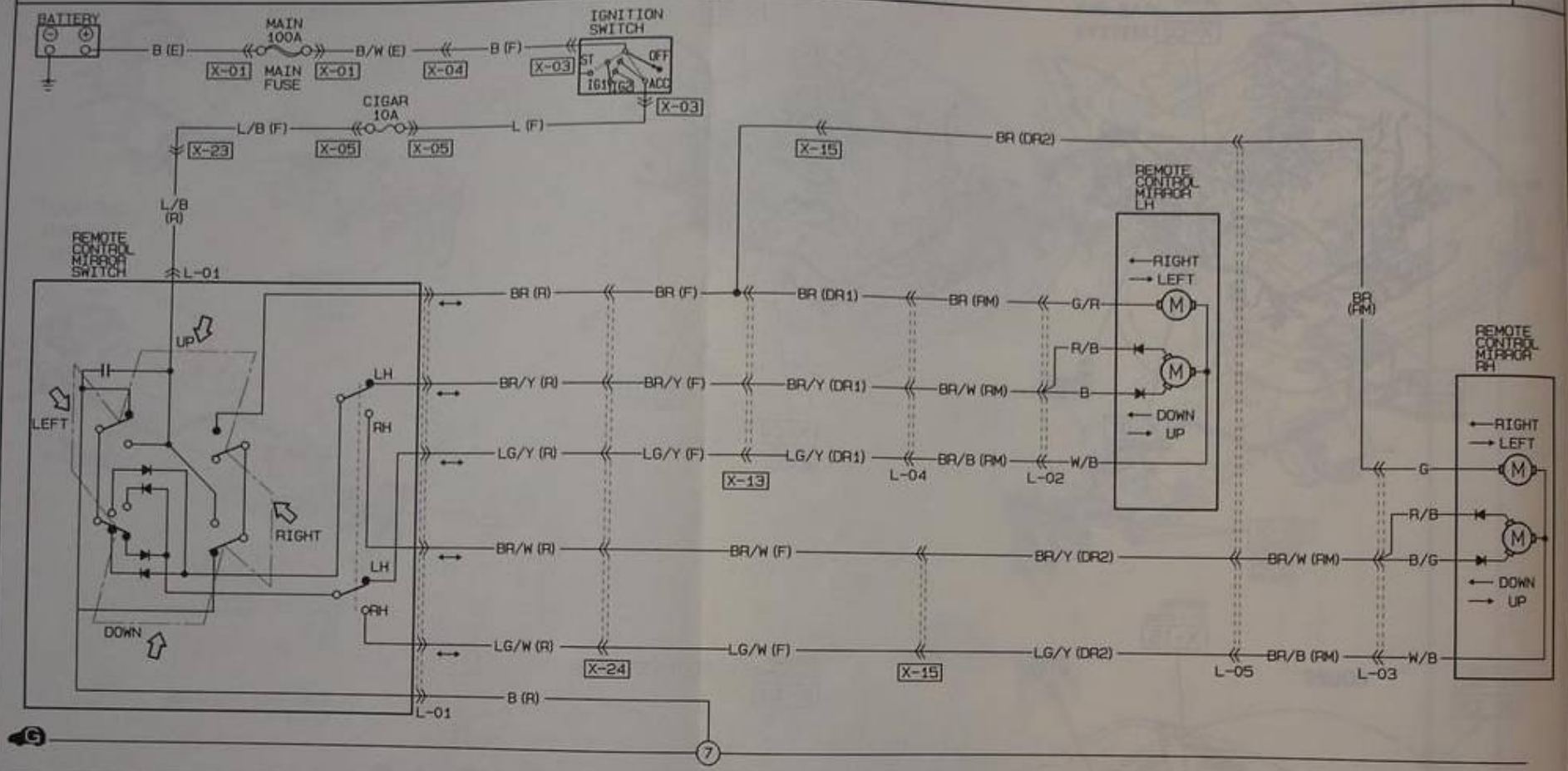
X-25
(F) – (R)
(GREEN)

K-06
POWER DOOR LOCK SWITCH

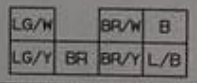
⑦

K-05
POWER DOOR LOCK RELAY

■ REMOTE CONTROL MIRRORS



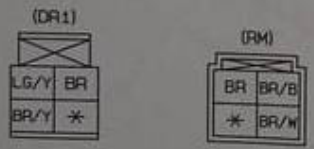
L-01 REMOTE CONTROL MIRROR SWITCH (R)



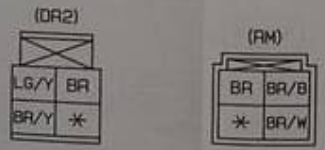
L-02 REMOTE CONTROL MIRROR LH (MR)

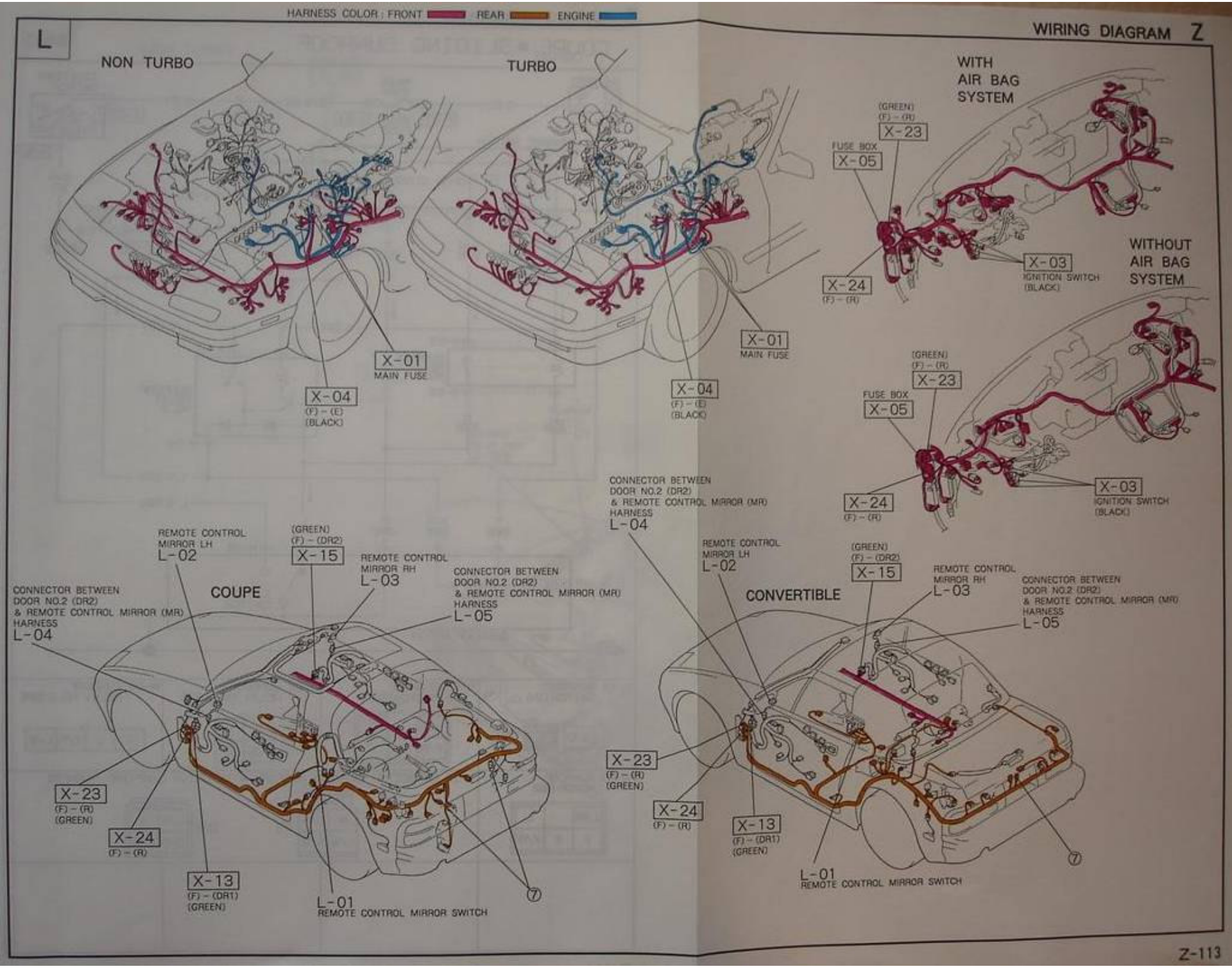
L-03 REMOTE CONTROL MIRROR RH (MR)

L-04 CONNECTOR BETWEEN DOOR NO. 1 (DR1) & REMOTE CONTROL MIRROR LH (MR) HARNESS



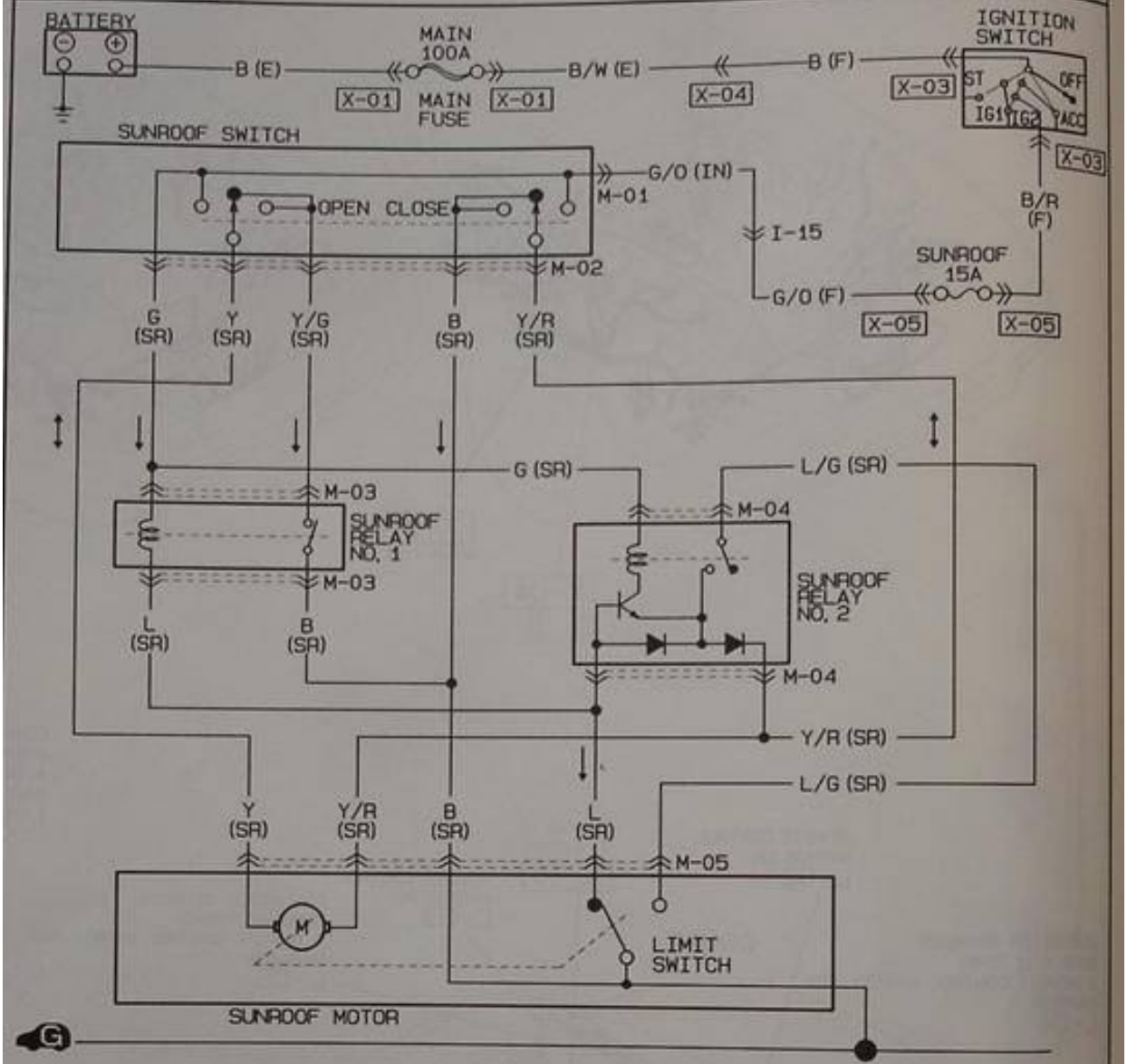
L-05 CONNECTOR BETWEEN DOOR NO. 2 (DR2) & REMOTE CONTROL MIRROR RH (MR) HARNESS



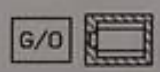

NON TURBO
TURBO
X-01
MAIN FUSE
X-04
(F) – (E)
(BLACK)
WITH
AIR BAG
SYSTEM
(GREEN)
(F) – (R)
X-23
FUSE BOX
X-05
X-24
(F) – (R)
X-03
IGNITION SWITCH
(BLACK)
WITHOUT
AIR BAG
SYSTEM
CONNECTOR BETWEEN
DOOR NO.2 (DR2)
& REMOTE CONTROL MIRROR (MR)
HARNESS
L-04
REMOTE CONTROL
MIRROR LH
L-02
(GREEN)
(F) – (DR2)
X-15
REMOTE CONTROL
MIRROR RH
L-03
CONNECTOR BETWEEN
DOOR NO.2 (DR2)
& REMOTE CONTROL MIRROR (MR)
HARNESS
L-05
COUPE
CONVERTIBLE
X-23
(F) – (R)
(GREEN)
X-24
(F) – (R)
X-13
(F) – (DR1)
(GREEN)
L-01
REMOTE CONTROL MIRROR SWITCH
⑦

COUPE ■ SLIDING SUNROOF

M-1



M-01 SUNROOF SWITCH (IN)



M-02 SUNROOF SWITCH (SR)

Y/G		G
Y/R	B	Y

M-03 SUNROOF RELAY NO. 1 (SR)

B	L
Y/G	G

M-04 SUNROOF RELAY NO. 2 (SR)

G	L	Y/R	L/G

M-05 SUNROOF MOTOR (SR)

L/G		L
Y	B	Y/R

I-15 CONNECTOR BETWEEN REAR (R) & INTERIOR LAMP (IN) HARNESS

(F)

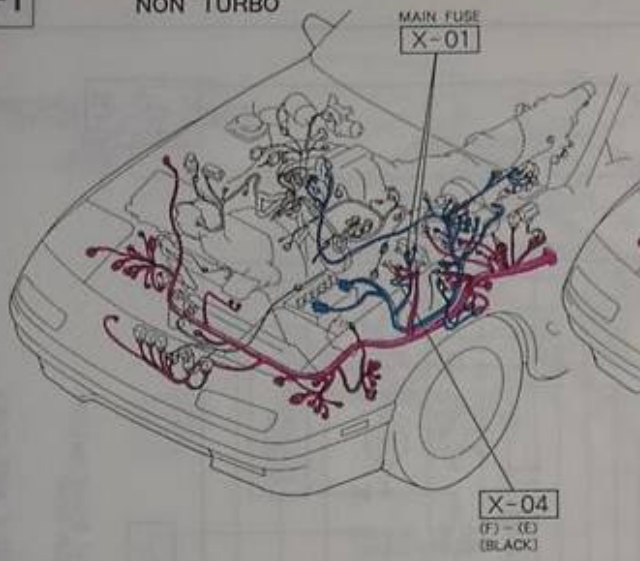
*	L/R
L/W	G/O

(IN)

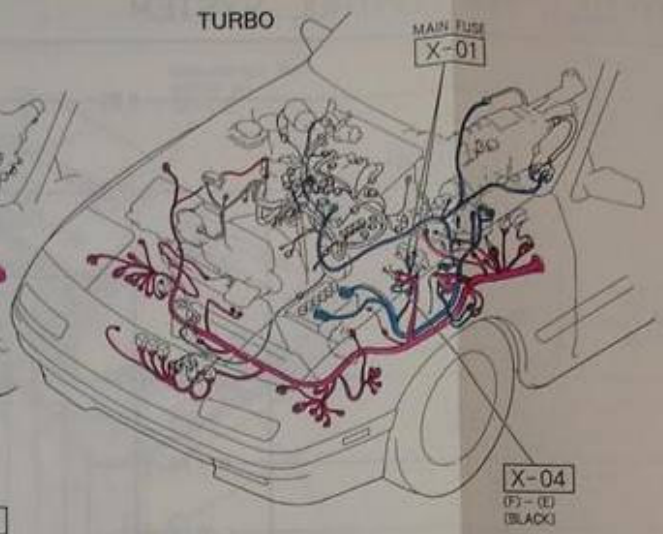
L/R	*
G/O	L/W

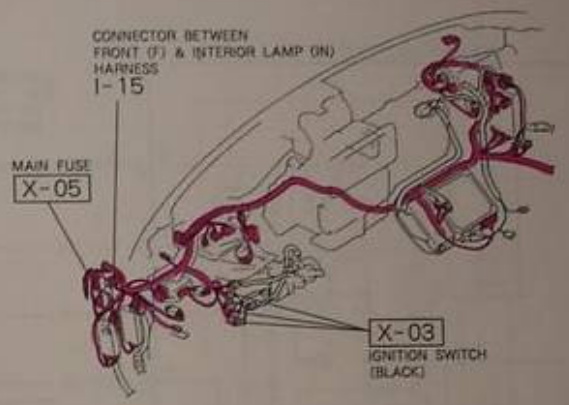
M-1

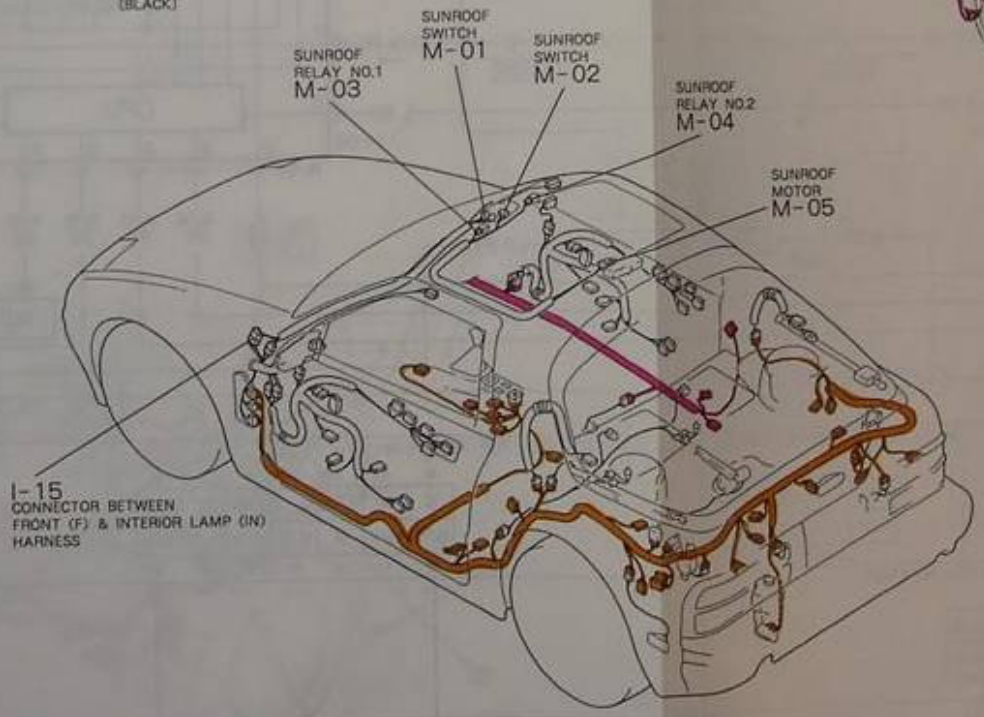
NON TURBO



TURBO

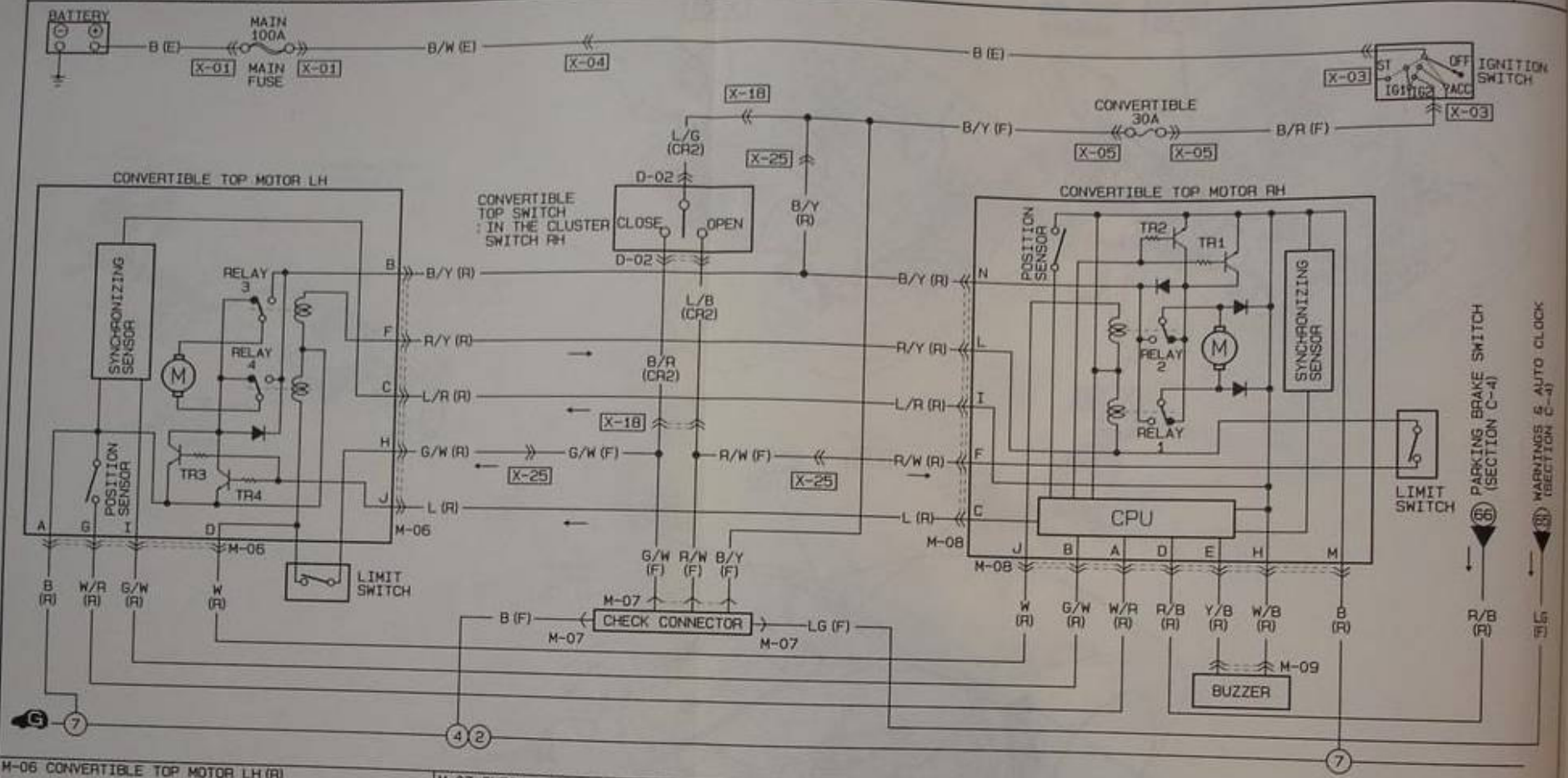






CONVERTIBLE WITHOUT AIR BAG SYSTEM ■CONVERTIBLE TOP CONTROL SYSTEM

M-2



M-06 CONVERTIBLE TOP MOTOR LH (R)

I	G		C	A
G/W	W/R		L/R	B
L	G/W	R/Y	W	B/Y

J H F D B

M-07 CHECK CONNECTOR (F)

R/W	B/Y	B
G/W	✳	LG

M-08 CONVERTIBLE TOP MOTOR RH (R)

M	K	I		E	C	A
B	✳	L/R		Y/B	L	W/R
B/Y	R/Y	W	W/B	R/W	R/B	G/W

N L J H F D B

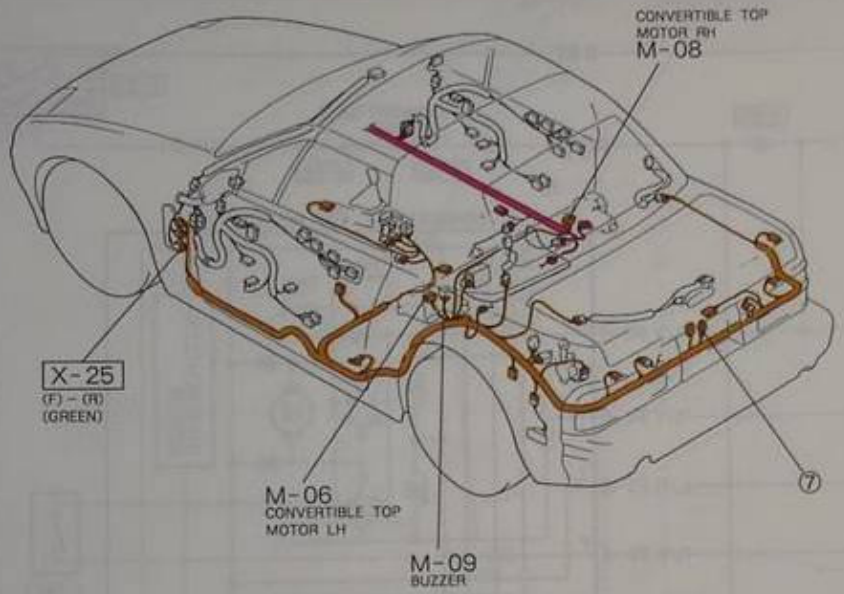
M-09 BUZZER (R)

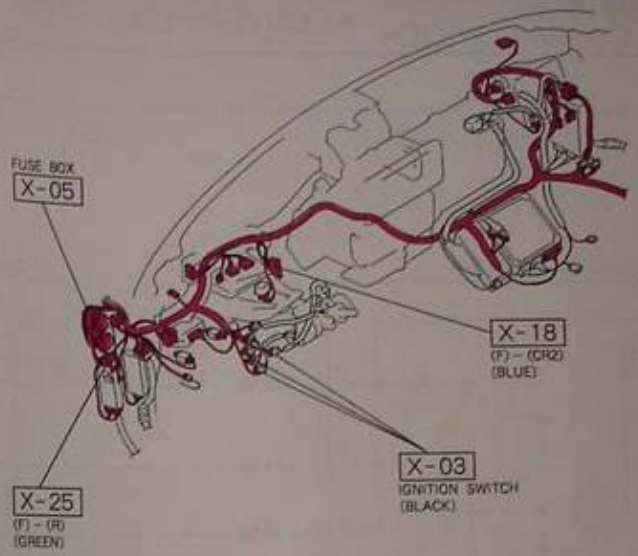
W/B	✳	Y/B

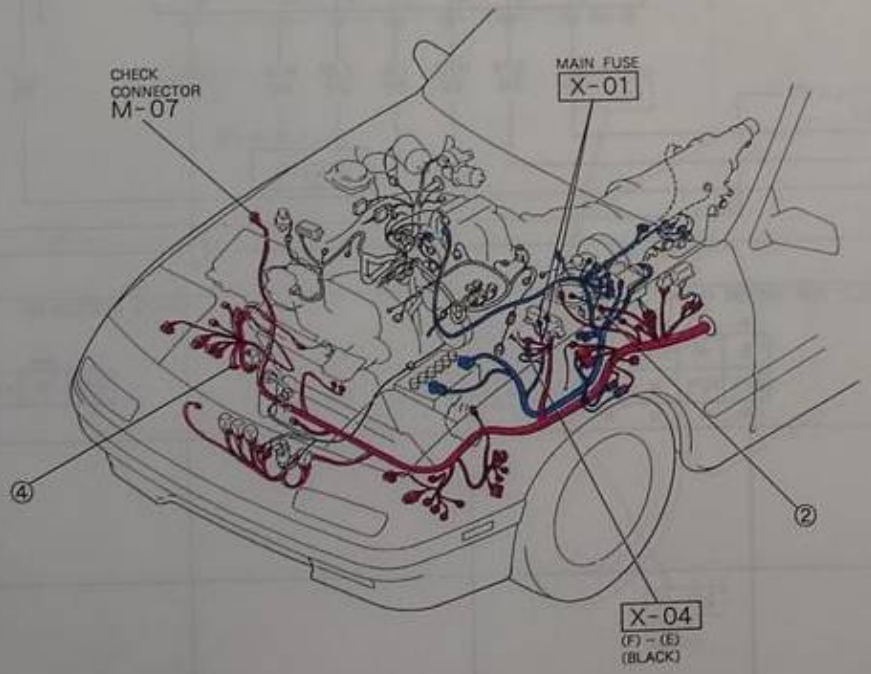
D-02 CONVERTIBLE TOP SWITCH : IN THE CLUSTER SWITCH RH (CR2)

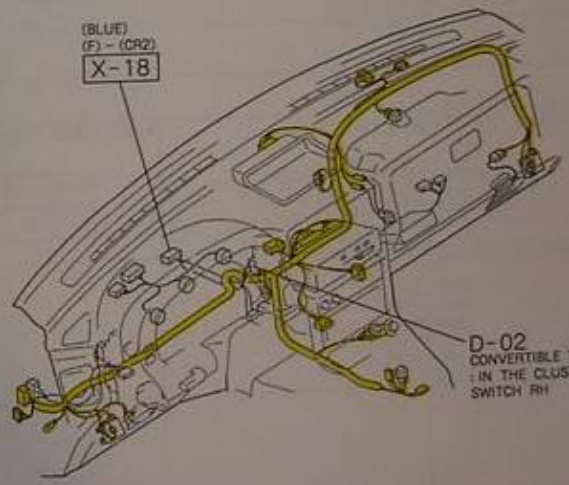
L/B	L	L/G	☒		R/G	G/O
L/Y	L/O	L/W	L/R	B	G/W	B/R

M-2

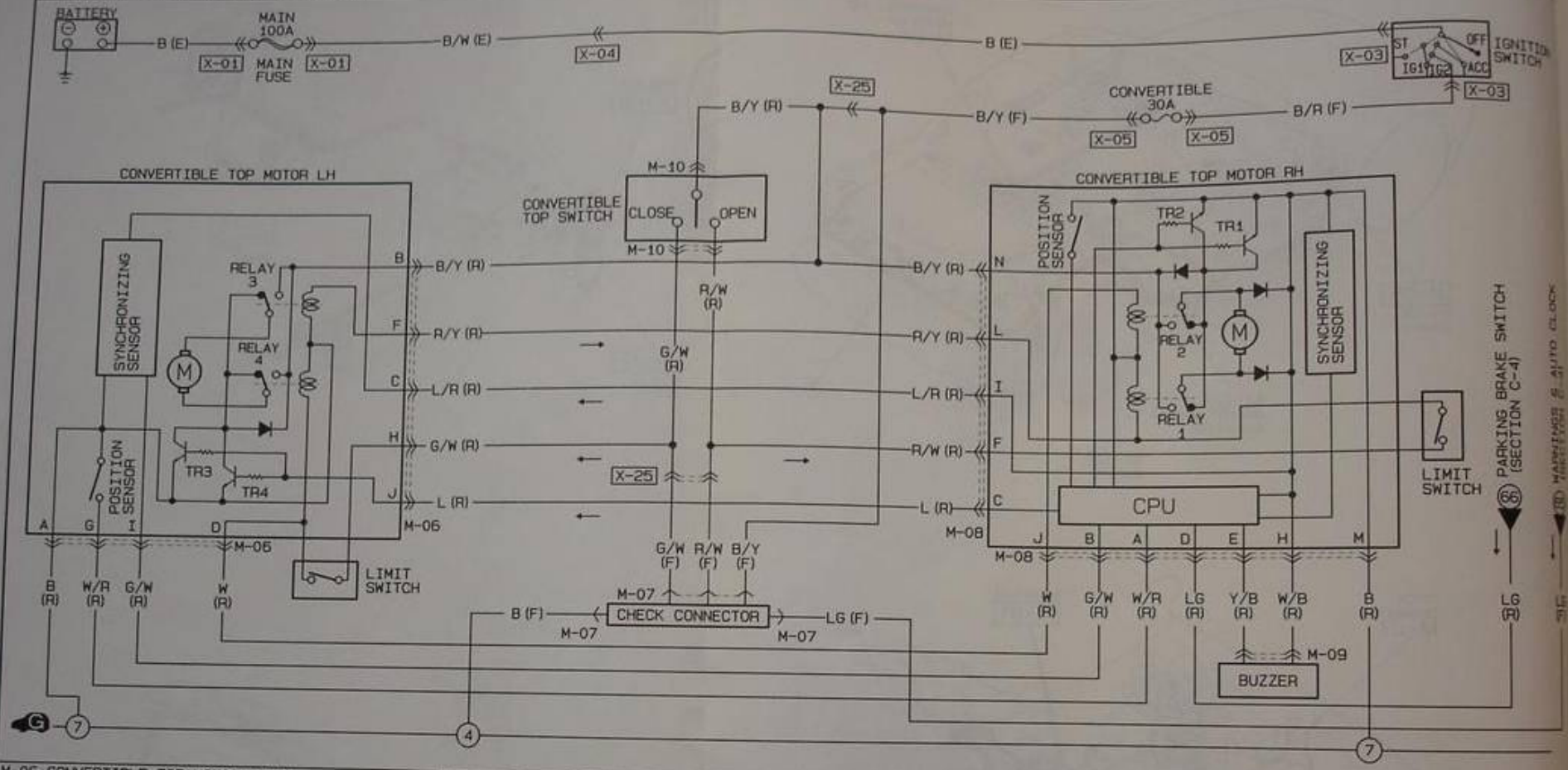

CONVERTIBLE TOP MOTOR RH
M-08
X-25
(F) - (R)
(GREEN)
M-06
CONVERTIBLE TOP MOTOR LH
M-09
BUZZER
⑦


FUSE BOX
X-05
X-18
(F) - (CR2)
(BLUE)
X-03
IGNITION SWITCH
(BLACK)
X-25
(F) - (R)
(GREEN)


CHECK CONNECTOR
M-07
MAIN FUSE
X-01
④
②
X-04
(F) - (E)
(BLACK)


(BLUE)
(F) - (CR2)
X-18
D-02
CONVERTIBLE TOP SWITCH
: IN THE CLUSTER
SWITCH RH

CONVERTIBLE WITH AIR BAG SYSTEM ■ CONVERTIBLE TOP CONTROL SYSTEM



M-06 CONVERTIBLE TOP MOTOR LH (R)

I	G		C	A
G/W	W/R		L/R	B
L	G/W	R/Y	W	B/Y
J	H	F	D	B

M-07 CHECK CONNECTOR (F)

R/W	B/Y	B
G/W	✳	LG

M-08 CONVERTIBLE TOP MOTOR RH (R)

M	K	I		E	C	A
B	✳	L/R		Y/B	L	W/R
B/Y	R/Y	W	W/B	R/W	LG	G/W
N	L	J	H	F	D	B

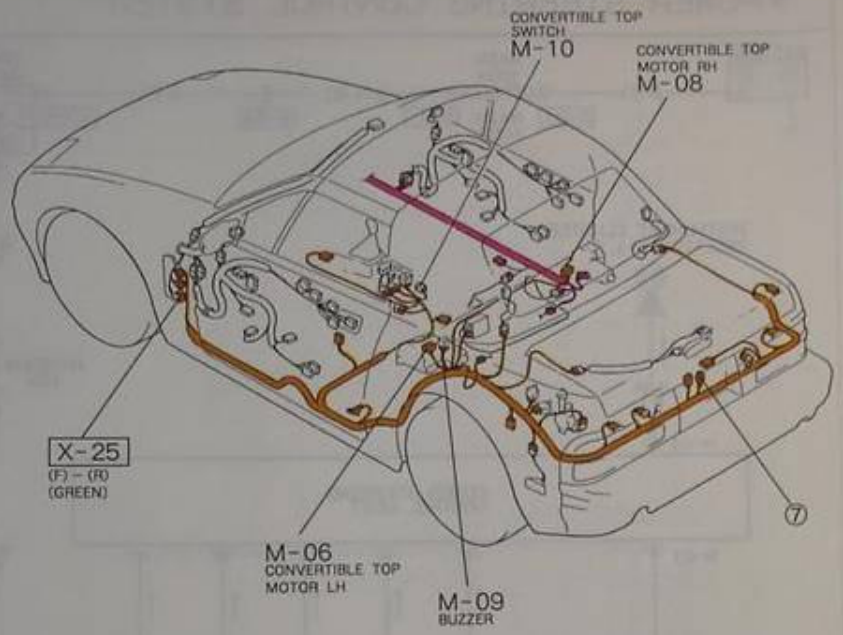
M-09 BUZZER (R)

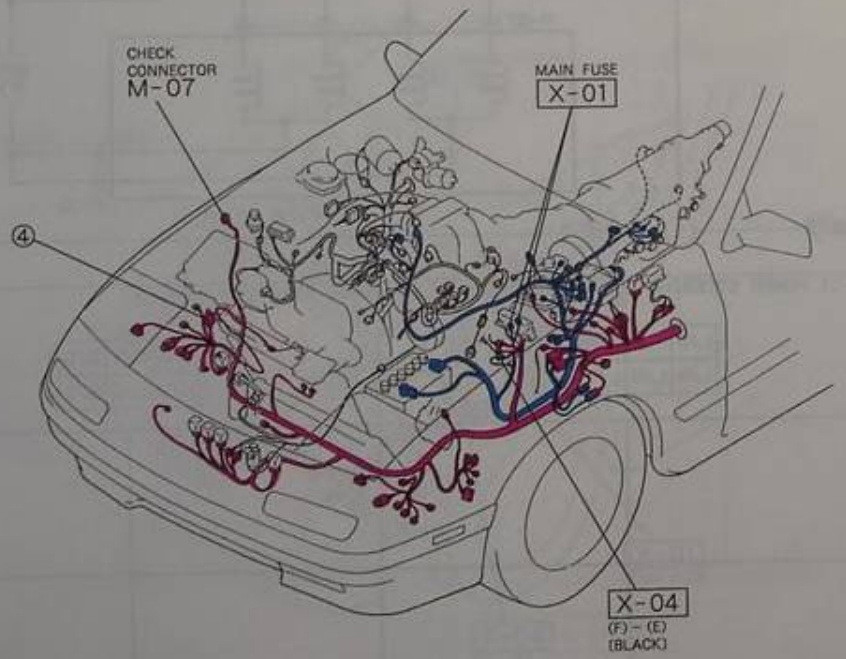
W/B	✳	Y/B

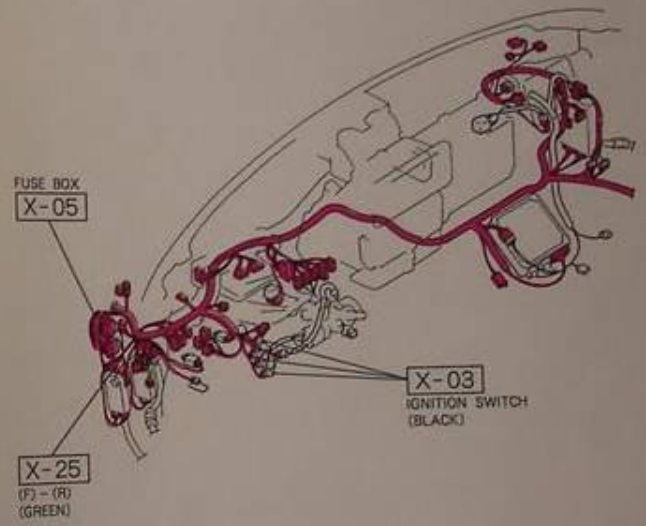
M-10 CONVERTIBLE TOP SWITCH (R)

R/W	B/Y
✳	G/W

M-3

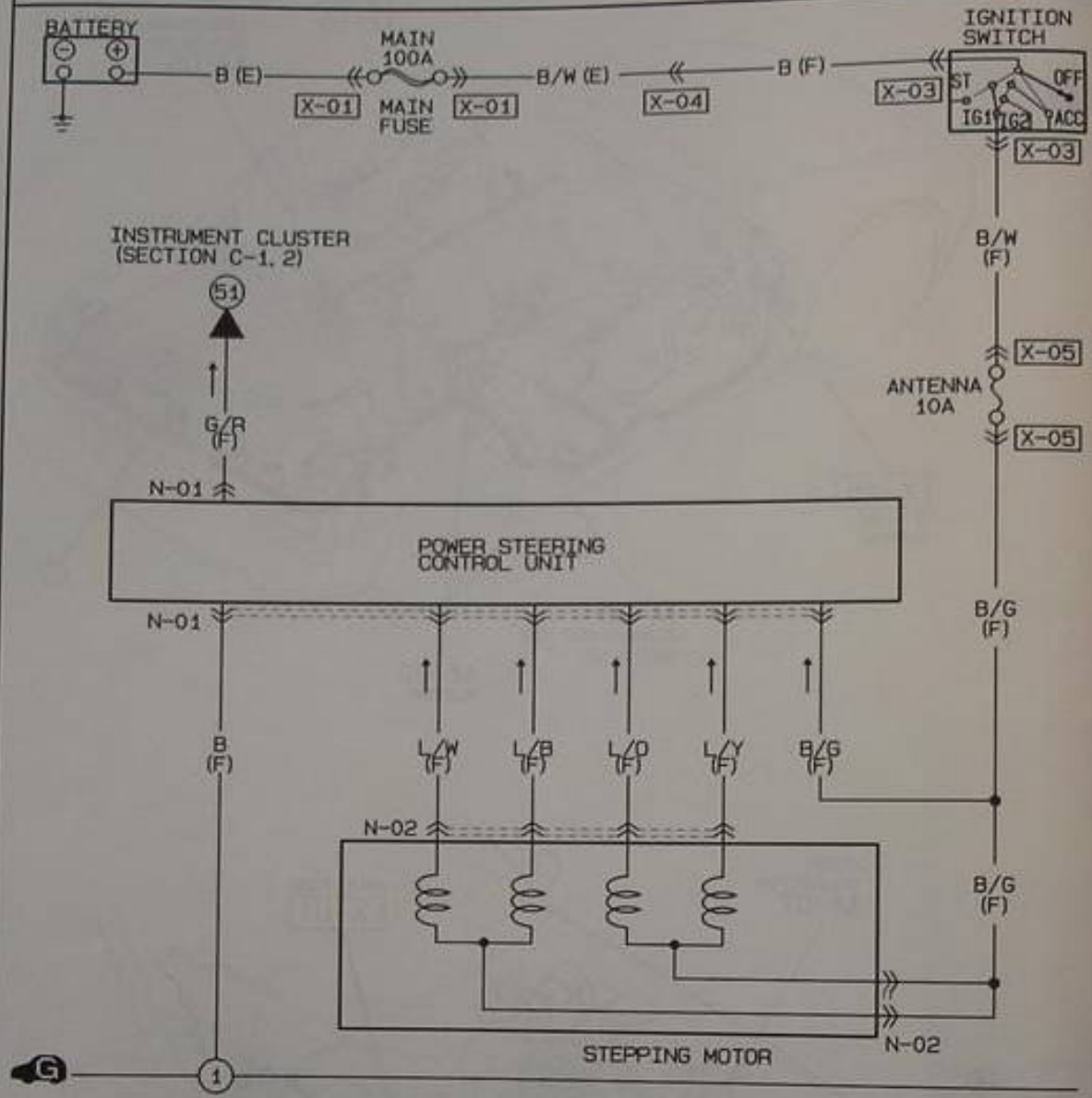

CONVERTIBLE TOP SWITCH
M-10
CONVERTIBLE TOP MOTOR RH
M-08
X-25
(F) - (R)
(GREEN)
M-06
CONVERTIBLE TOP MOTOR LH
M-09
BUZZER
⑦


CHECK CONNECTOR
M-07
MAIN FUSE
X-01
④
X-04
(F) - (E)
(BLACK)


FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
X-25
(F) - (R)
(GREEN)

■ POWER STEERING CONTROL SYSTEM

N

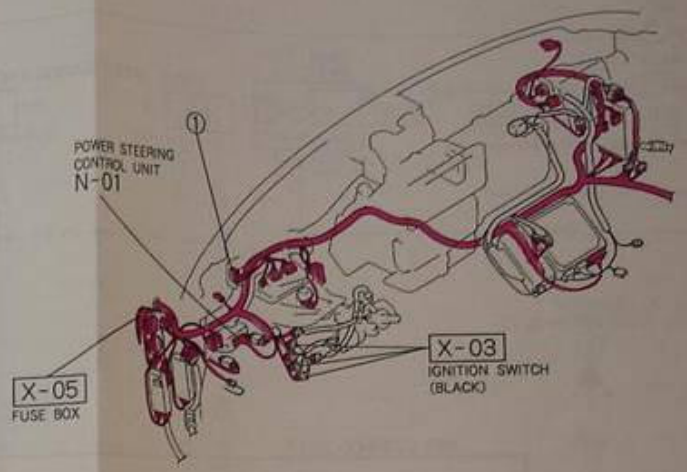


N-01 POWER STEERING CONTROL UNIT (F)

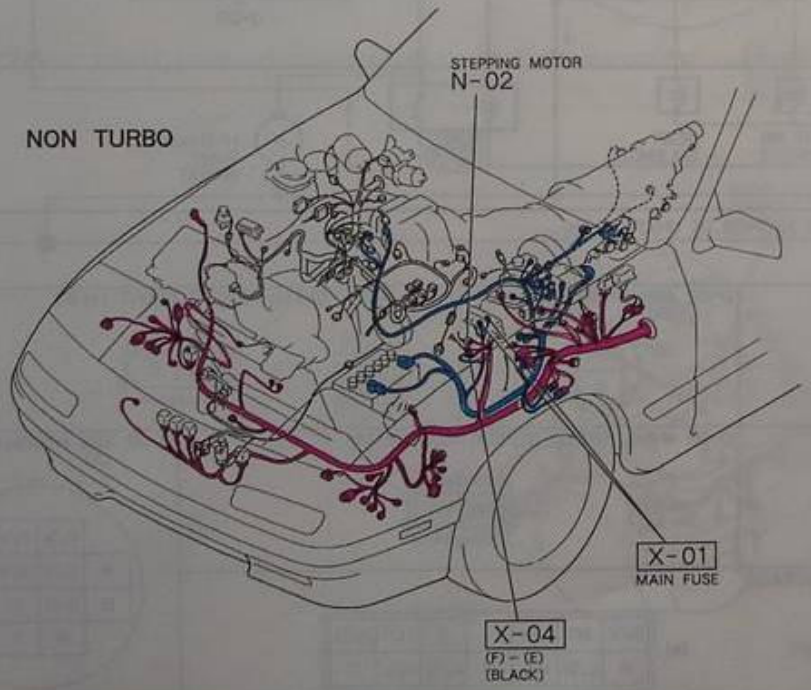
L/B			B/G	G/R
L/W	L/O	L/Y	B	

N-02 STEPPING MOTOR (F)

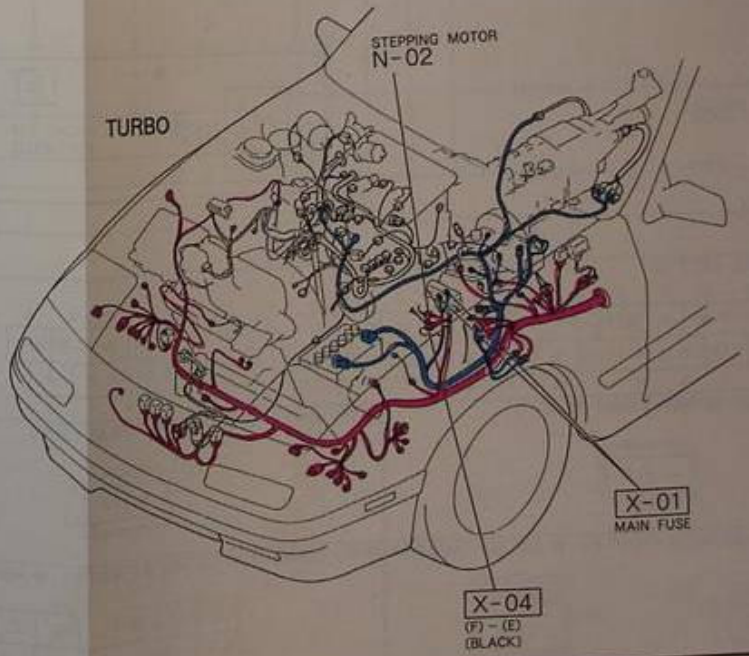
L/B	L/Y	B/G
L/W	L/O	B/G



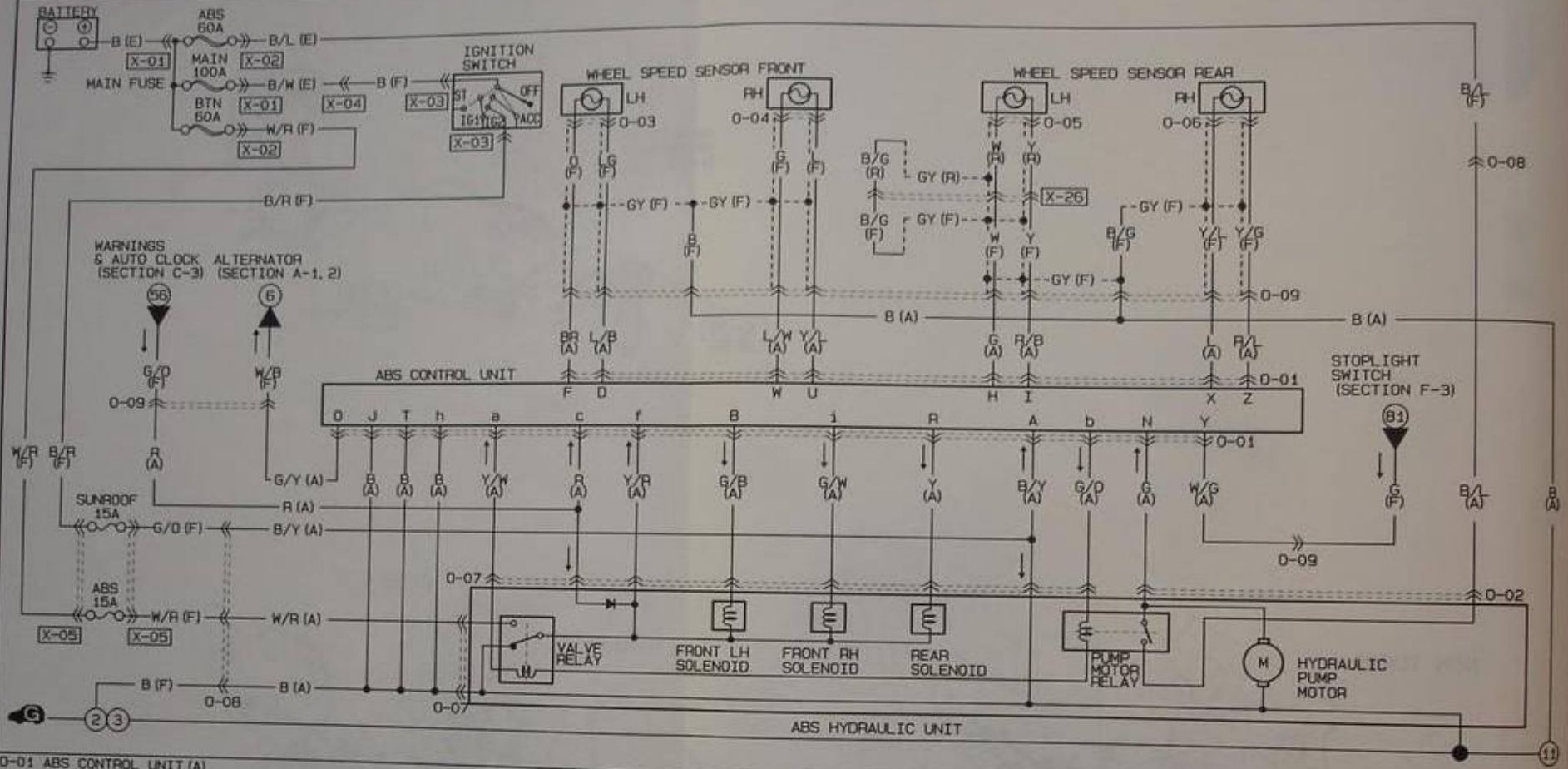
NON TURBO



TURBO



COUPE ■ ANTI-LOCK BRAKE SYSTEM



0-01 ABS CONTROL UNIT (A)

R	Q	P	O	N	M	L	K	J	I	H	G	F	E	D	C	B	A
Y	*	*	G/Y	G	*	*	*	B	R/B	G	*	BR	*	L/B	*	G/B	B/Y
G/W	B	*	Y/R	*	*	R	G/O	Y/W	R/L	W/G	L	L/W	*	Y/L	B	*	
1	h	g	f	e	d	c	b	a	Z	Y	X	W	V	U	T	S	

0-02 ABS HYDRAULIC UNIT (A)

B/L
G

0-03 WHEEL SPEED SENSOR FRONT LH (F)

LG	O

0-04 WHEEL SPEED SENSOR FRONT RH (F)

L	G

0-05 WHEEL SPEED SENSOR REAR LH (R)

Y	W

0-06 WHEEL SPEED SENSOR REAR RH (R)

Y/G	Y/L

0-07 ABS HYDRAULIC UNIT (A)

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

0-08 CONNECTOR BETWEEN FRONT (F) & ABS (A) HARNESS

(F)

B/L	W/R
B	G/O

(A)

W/R	B/L
B/Y	B

0-09 CONNECTOR BETWEEN FRONT (F) & ABS (A) HARNESS

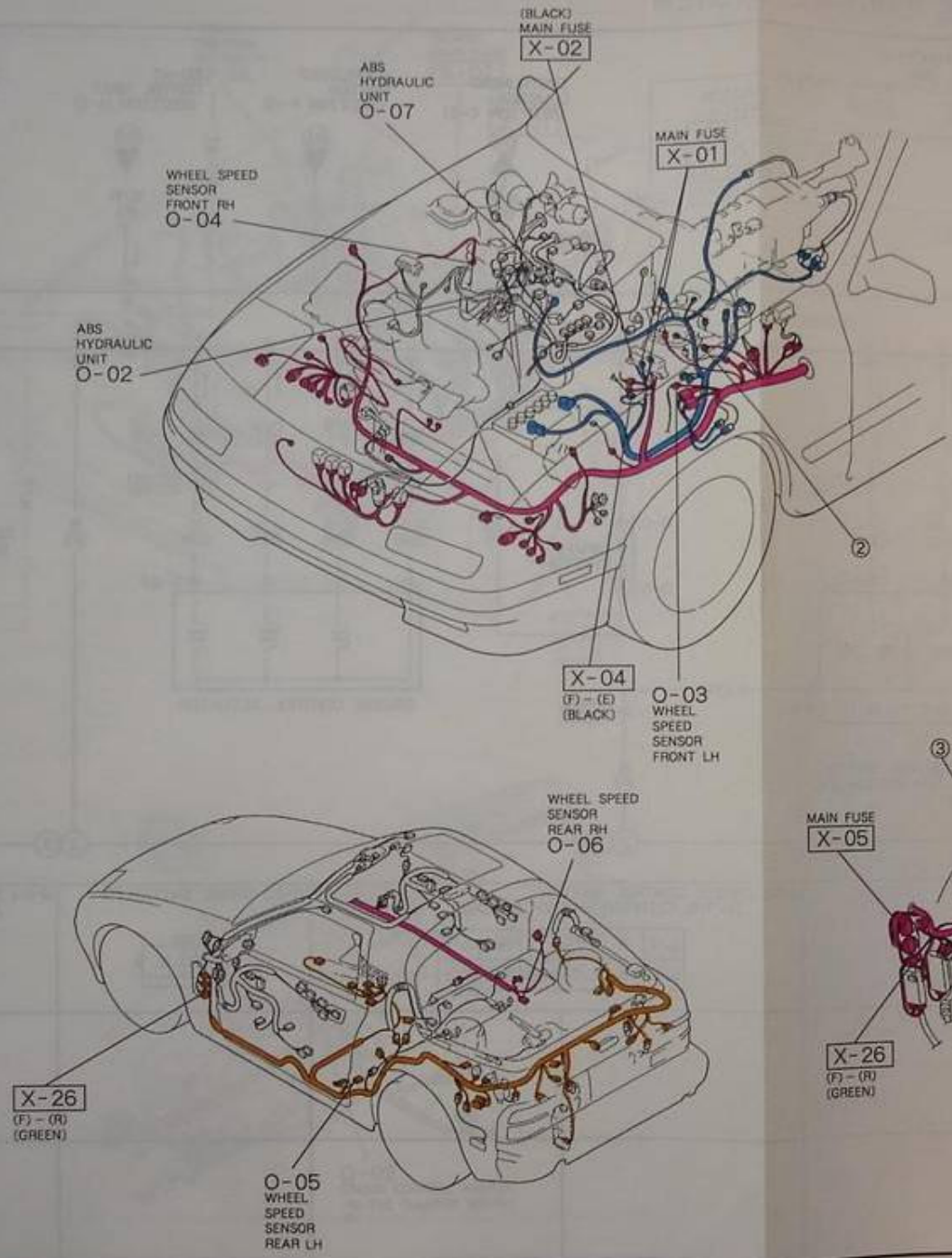
(F)

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

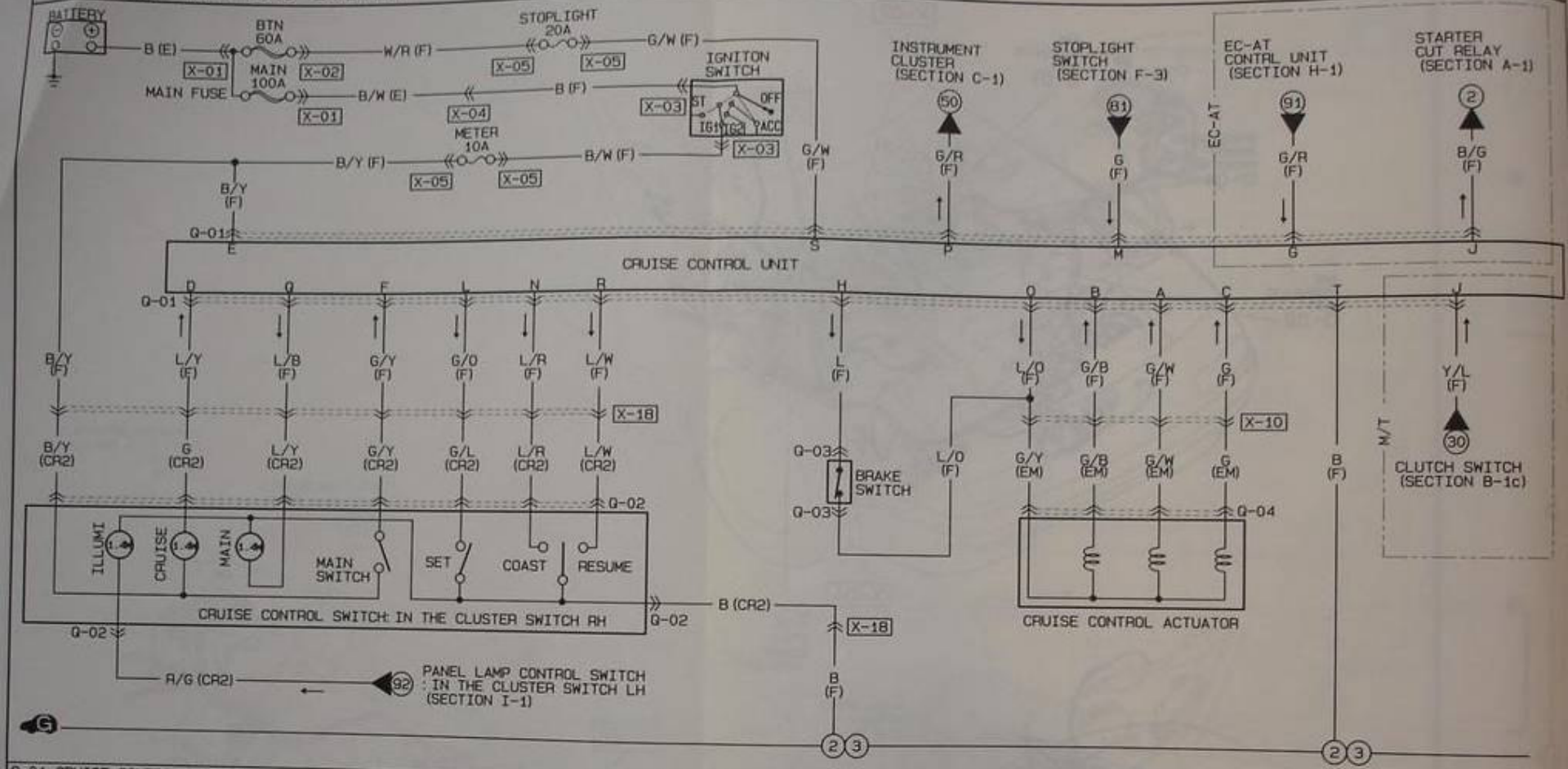
(A)

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

O


(BLACK)
MAIN FUSE
X-02
ABS
HYDRAULIC
UNIT
O-07
MAIN FUSE
X-01
WHEEL SPEED
SENSOR
FRONT RH
O-04
ABS
HYDRAULIC
UNIT
O-02
X-04
(F) - (E)
(BLACK)
O-03
WHEEL
SPEED
SENSOR
FRONT LH
WHEEL SPEED
SENSOR
REAR RH
O-06
X-26
(F) - (R)
(GREEN)
O-05
WHEEL
SPEED
SENSOR
REAR LH
CONNECTOR BETWEEN
FRONT (F) & ABS (A)
HARNESS
O-09
CONNECTOR BETWEEN
FRONT (F) & ABS (A)
HARNESS
O-08
MAIN FUSE
X-05
X-03
IGNITION SWITCH
(BLACK)
O-01
ABS CONTROL
UNIT
X-26
(F) - (R)
(GREEN)

NON TURBO WITHOUT AIR BAG SYSTEM ■ CRUISE CONTROL SYSTEM



Q-01 CRUISE CONTROL UNIT (F)

S	Q	O	M		G	E	C	A
G/W	L/B	L/O	G		✳ (G/R)	B/Y	G	G/W
B	L/W	G/R	L/R	G/O	Y/L (B/G)	L	G/Y	L/Y	G/B
T	R	P	N	L	J	H	F	D	B

( ) . . . EC-AT

Q-02 CRUISE CONTROL SWITCH : IN THE CLUSTER SWITCH RH (CR2)

L/Y	✳		G	B/Y
G/L	B	L/R	L/W	R/G	G/Y

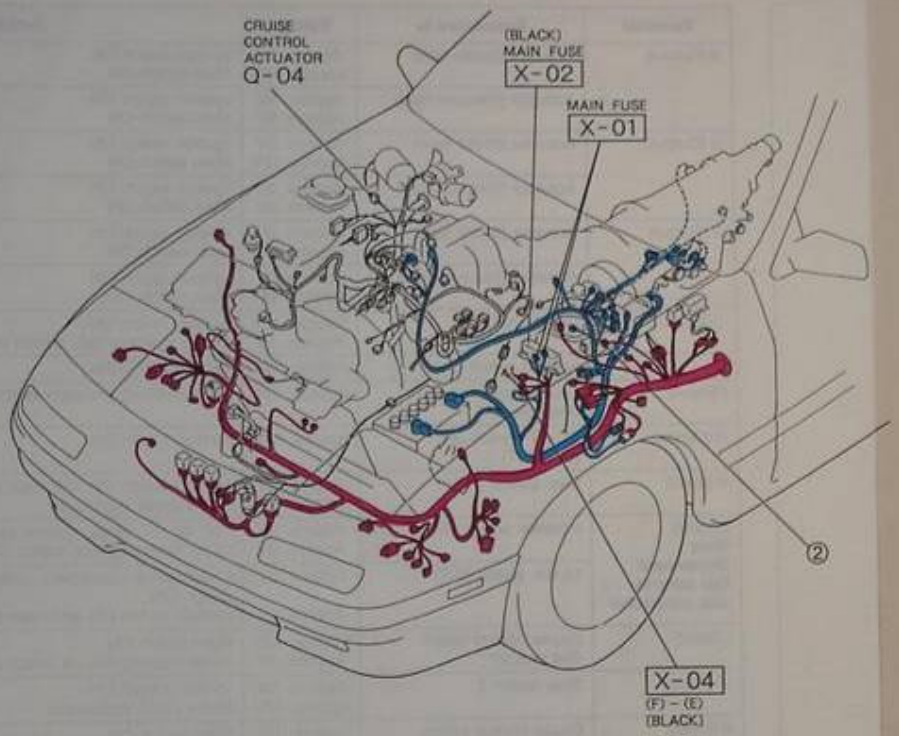
Q-03 BRAKE SWITCH (F)

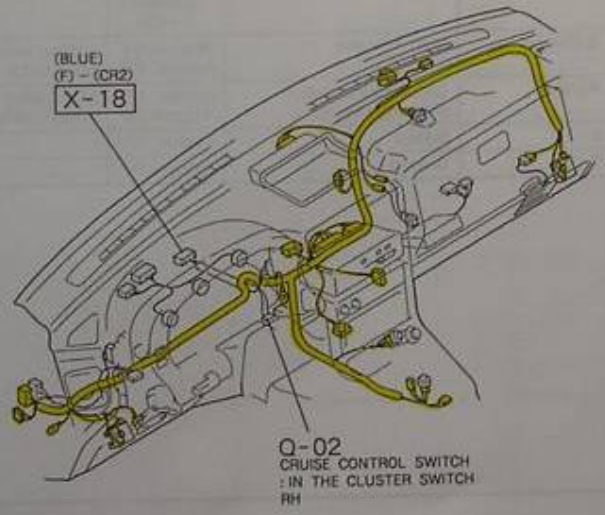
L/O	L

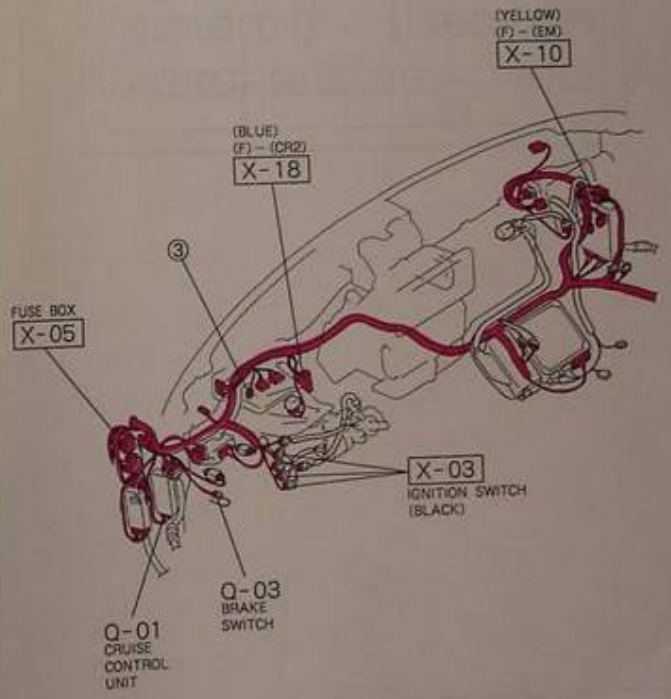
Q-04 CRUISE CONTROL ACTUATOR (EM)

G/Y	G
G/W	G/B

Q-1

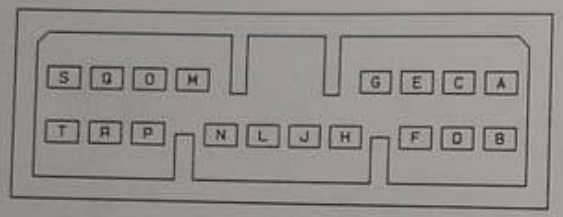

CRUISE CONTROL ACTUATOR
Q-04
(BLACK) MAIN FUSE
X-02
MAIN FUSE
X-01
②
X-04
(F) - (E)
(BLACK)


(BLUE)
(F) - (CR2)
X-18
Q-02
CRUISE CONTROL SWITCH
: IN THE CLUSTER SWITCH RH


(YELLOW)
(F) - (EM)
X-10
(BLUE)
(F) - (CR2)
X-18
③
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
Q-03
BRAKE SWITCH
Q-01
CRUISE CONTROL UNIT

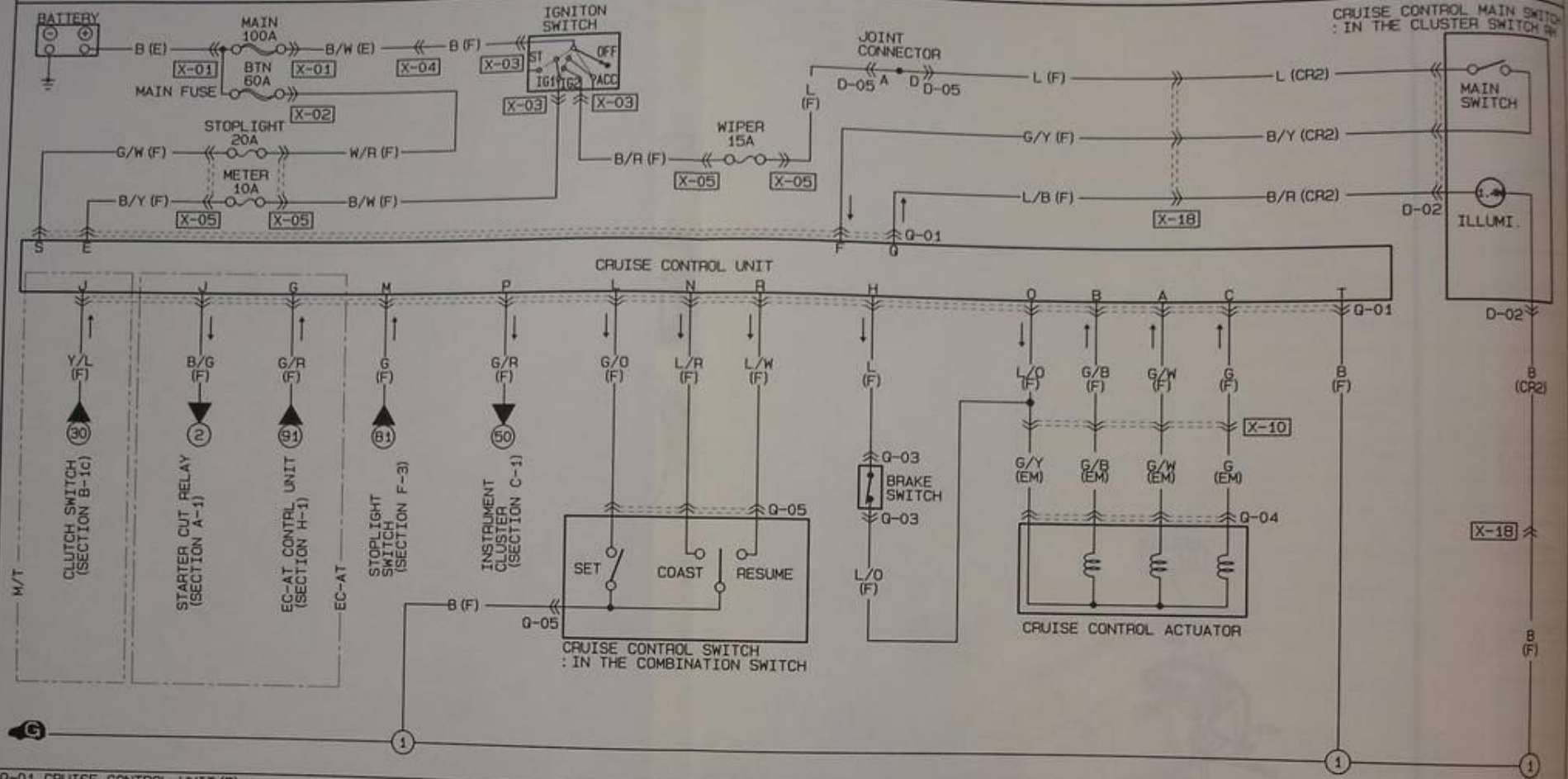
CRUISE CONTROL UNIT

Terminal Voltage Chart

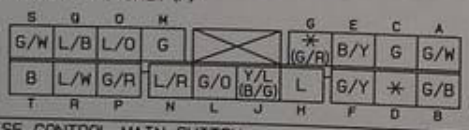


Terminal	Connected to	Voltage	Procedure
A (Output)	Actuator (Motor type)	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
	Actuator (Vacuum type)	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
B (Output)	Actuator (Motor type)	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
	Actuator (Vacuum type)	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
C (Output)	Actuator (Motor type)	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
	Actuator (Vacuum type)	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
D (Output)	Cruise indicator	Approx. 12V Approx. 1V	Ignition switch ON Cruise indicator light comes on
E	Ignition switch	Approx. 12V	Ignition switch ON
F (Input)	Cruise control switch (Main switch)	Approx. 12V	While pushing the main switch
G (Output)	EC-AT control unit (Only A/T)	Approx. 12V	Ignition switch ON
H (Input)	Stop switch 2	Approx. 9V Approx. 12V	Ignition switch ON and main switch ON Brake pedal depressed
J (Input) **Note** **Disconnect EGI control unit connector**	Inhibitor switch (A/T)	Approx. 0V Approx. 5V	"N" or "P" range, ignition switch ON and main switch ON Other range, ignition switch ON and main switch ON
	Clutch switch (M/T)	Approx. 0V Approx. 5V	Clutch pedal depressed, ignition switch ON and main switch ON Ignition switch ON and main switch ON
L (Input)	Cruise control switch (Set switch)	Approx. 12V Approx. 0V	Main switch ON While pushing the set switch after main switch ON
M (Input)	Stop switch 1	Approx. 0V Approx. 12V	Ignition switch ON Brake pedal depressed
N (Input)	Cruise control switch (Coast switch)	Approx. 12V Approx. 0V	Main switch ON While turning the COAST position after main switch ON
O (Output)	Actuator	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
P (Input)	Speed sensor	Run out between 0—10V	While rotating the rear tire
Q (Output)	Main indicator	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
R (Input)	Cruise control switch (Resume switch)	Approx. 12V Approx. 0V	Main switch ON While turning the RESUME position after main switch ON
S	Battery	Approx. 12V	—
T	Ground	Approx. 0V	—

NON TURBO WITH AIR BAG SYSTEM ■ CRUISE CONTROL SYSTEM

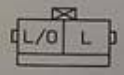


Q-01 CRUISE CONTROL UNIT (F)



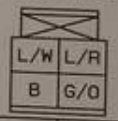
( )...EC-AT

Q-03 BRAKE SWITCH (F)

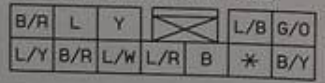


Q-04 CRUISE CONTROL ACTUATOR (EM)

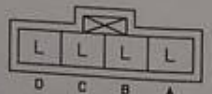
Q-05 CRUISE CONTROL SWITCH: IN THE COMBINATION SWITCH (F)

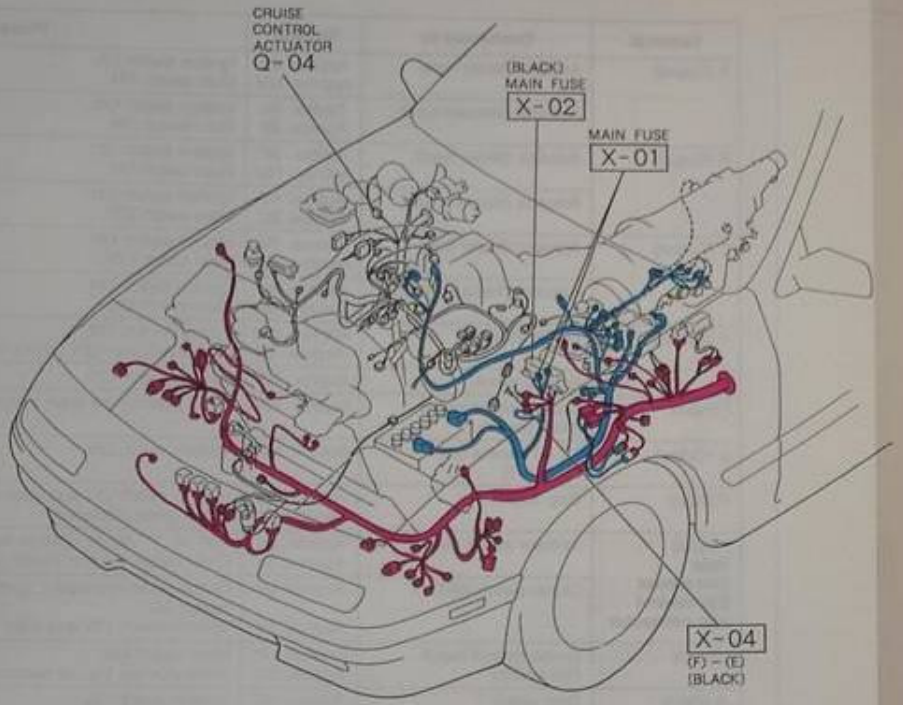


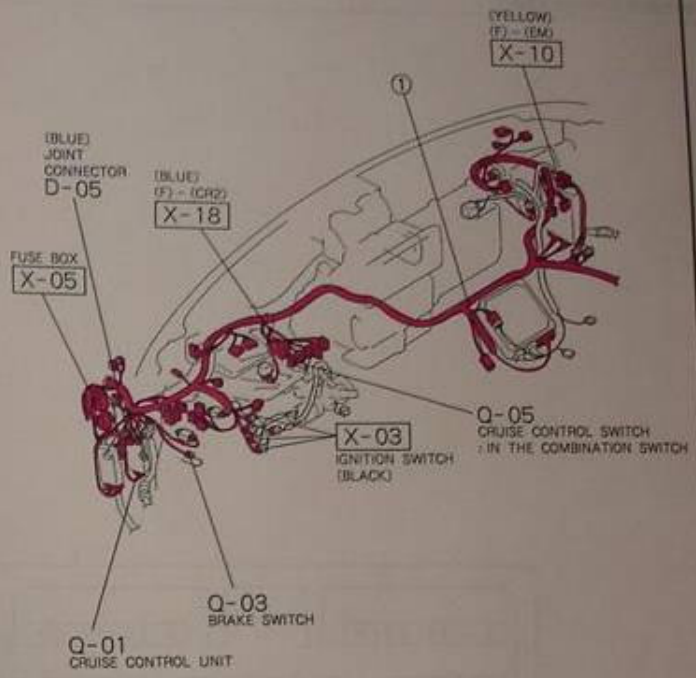
D-02 CRUISE CONTROL MAIN SWITCH : IN THE CLUSTER SWITCH RH (CR2)

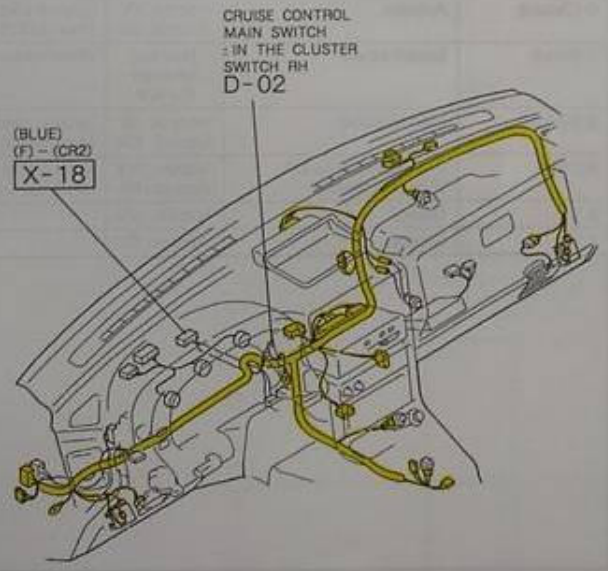


D-05 JOINT CONNECTOR (F)

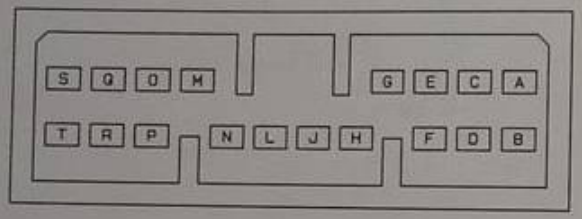



CRUISE CONTROL ACTUATOR
Q-04
(BLACK)
MAIN FUSE
X-02
MAIN FUSE
X-01
X-04
(F) - (E)
(BLACK)


(YELLOW)
(F) - (EM)
X-10
①
(BLUE)
JOINT CONNECTOR
D-05
(BLUE)
(F) - (CR2)
X-18
FUSE BOX
X-05
Q-05
CRUISE CONTROL SWITCH
: IN THE COMBINATION SWITCH
X-03
IGNITION SWITCH
(BLACK)
Q-03
BRAKE SWITCH
Q-01
CRUISE CONTROL UNIT

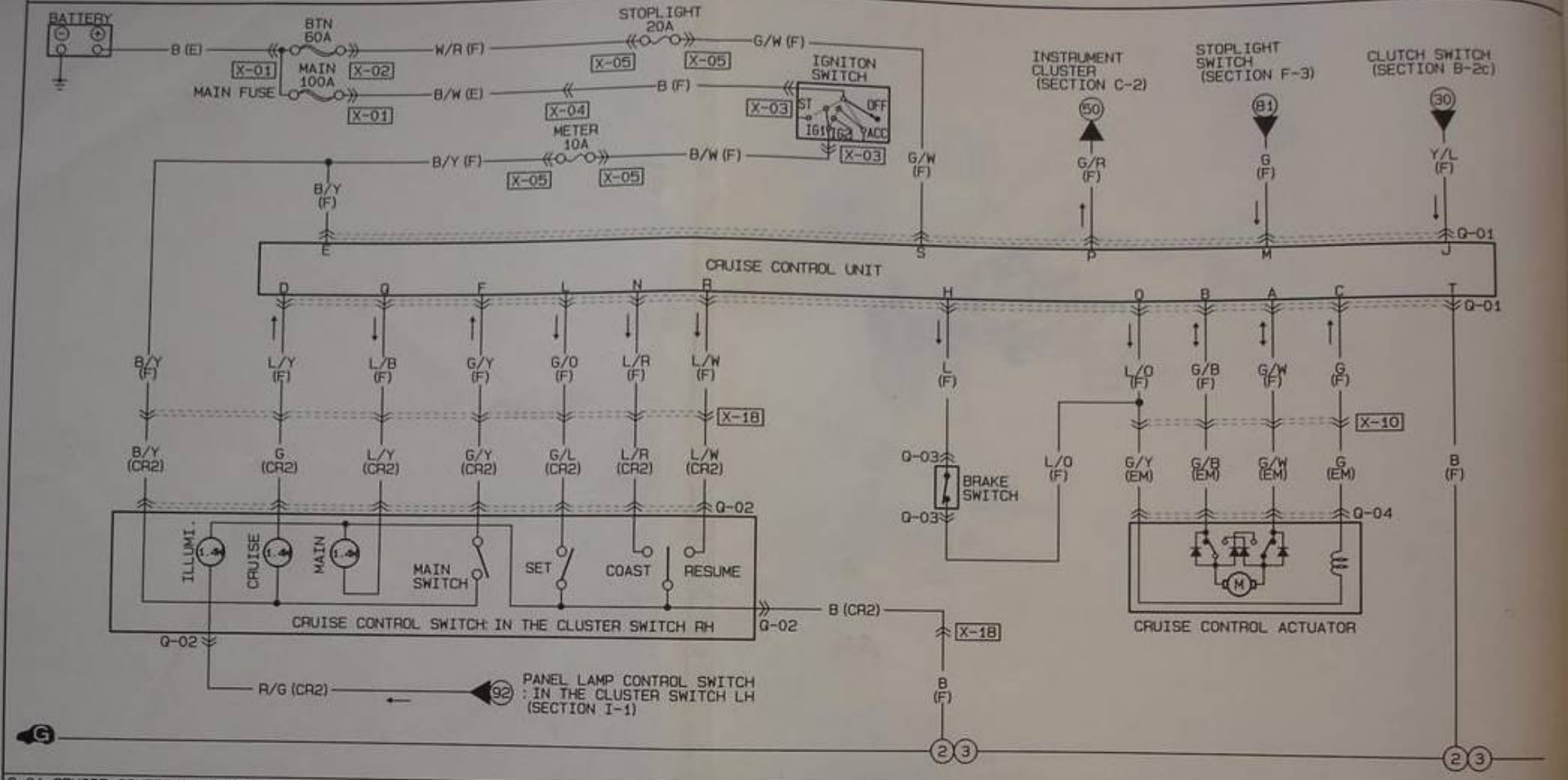

CRUISE CONTROL
MAIN SWITCH
: IN THE CLUSTER
SWITCH RH
D-02
(BLUE)
(F) - (CR2)
X-18

CRUISE CONTROL UNIT
Terminal Voltage Chart



Terminal	Connected to	Voltage	Procedure
A (Output)	Actuator (Motor type)	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
	Actuator (Vacuum type)	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
B (Output)	Actuator (Motor type)	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
	Actuator (Vacuum type)	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
C (Output)	Actuator (Motor type)	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
	Actuator (Vacuum type)	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
D (Output)	Cruise indicator	Approx. 12V Approx. 1V	Ignition switch ON Cruise indicator light comes on
E	Ignition switch	Approx. 12V	Ignition switch ON
F (Input)	Cruise control switch (Main switch)	Approx. 12V	While pushing the main switch
G (Output)	EC-AT control unit (Only A/T)	Approx. 12V	Ignition switch ON
H (Input)	Stop switch 2	Approx. 9V Approx. 12V	Ignition switch ON and main switch ON Brake pedal depressed
J (Input) **Note** **Disconnect EGI control unit connector**	Inhibitor switch (A/T)	Approx. 0V Approx. 5V	"N" or "P" range, ignition switch ON and main switch ON Other range, ignition switch ON and main switch ON
	Clutch switch (M/T)	Approx. 0V Approx. 5V	Clutch pedal depressed, ignition switch ON and main switch ON Ignition switch ON and main switch ON
L (Input)	Cruise control switch (Set switch)	Approx. 12V Approx. 0V	Main switch ON While pushing the set switch after main switch ON
M (Input)	Stop switch 1	Approx. 0V Approx. 12V	Ignition switch ON Brake pedal depressed
N (Input)	Cruise control switch (Coast switch)	Approx. 12V Approx. 0V	Main switch ON While turning the COAST position after main switch ON
O (Output)	Actuator	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
P (Input)	Speed sensor	Run out between 0—10V	While rotating the rear tire
Q (Output)	Main indicator	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
R (Input)	Cruise control switch (Resume switch)	Approx. 12V Approx. 0V	Main switch ON While turning the RESUME position after main switch ON
S	Battery	Approx. 12V	—
T	Ground	Approx. 0V	—

TURBO ■ CRUISE CONTROL SYSTEM



Q-01 CRUISE CONTROL UNIT (F)

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

Q-02 CRUISE CONTROL SWITCH : IN THE CLUSTER SWITCH RH (CR2)

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

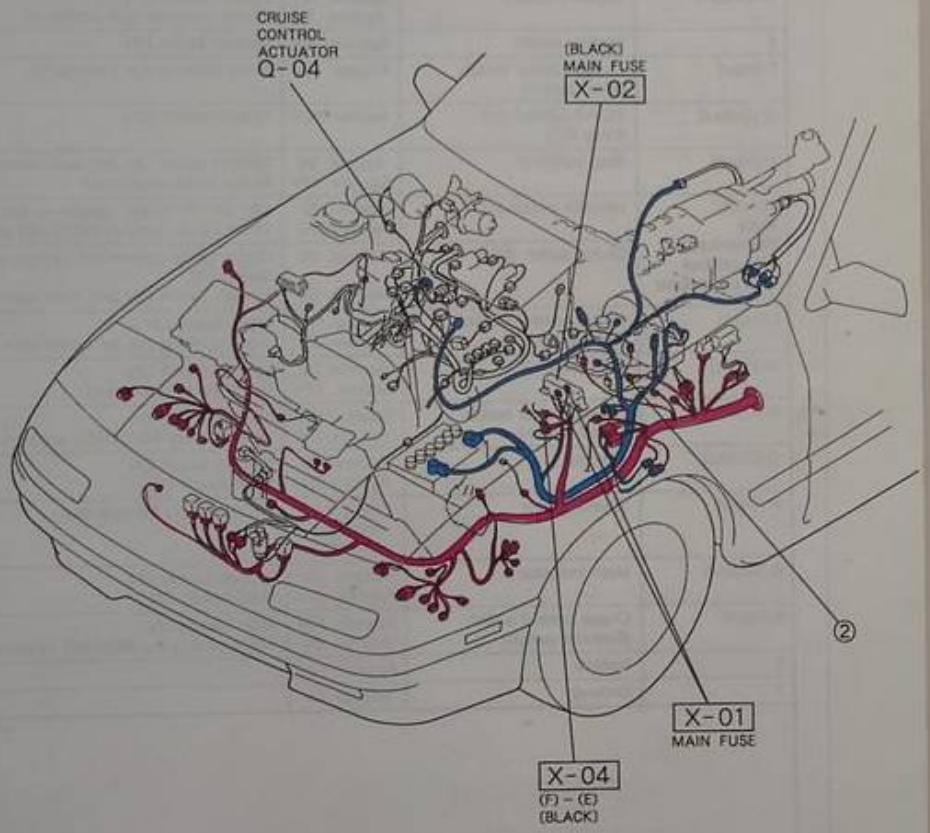
Q-03 BRAKE SWITCH (F)

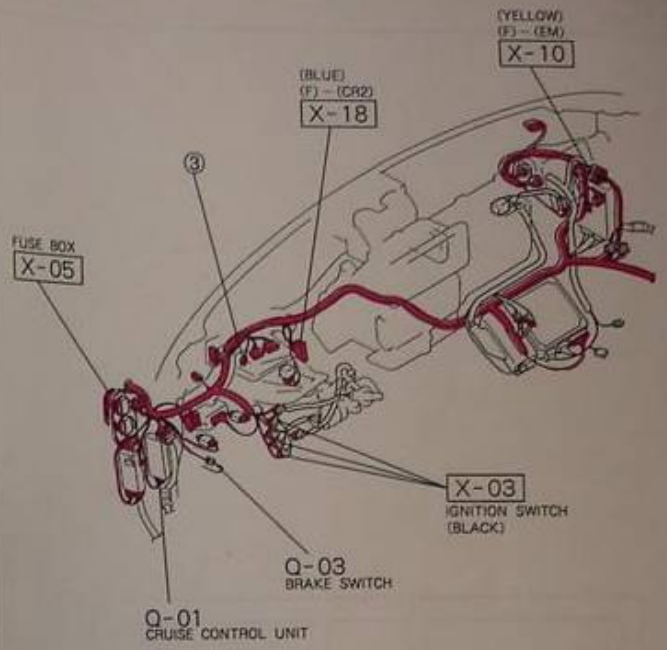
L/O	L

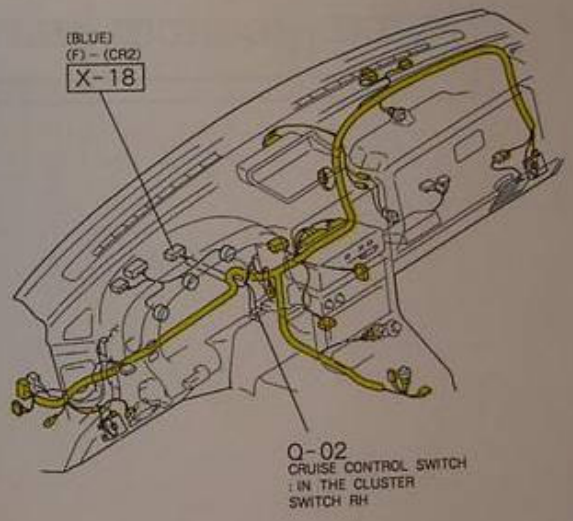
Q-04 CRUISE CONTROL ACTUATOR (EM)

G/Y	G
G/W	G/B

Q-3

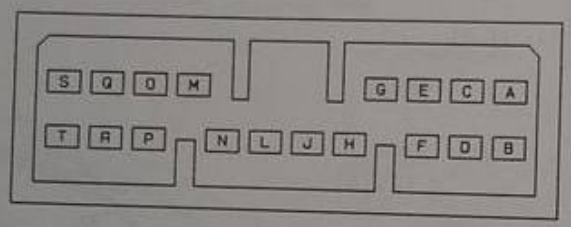

CRUISE CONTROL ACTUATOR
Q-04
(BLACK)
MAIN FUSE
X-02
②
X-01
MAIN FUSE
X-04
(F) - (E)
(BLACK)


(YELLOW)
(F) - (EM)
X-10
(BLUE)
(F) - (CR2)
X-18
③
FUSE BOX
X-05
X-03
IGNITION SWITCH
(BLACK)
Q-03
BRAKE SWITCH
Q-01
CRUISE CONTROL UNIT


(BLUE)
(F) - (CR2)
X-18
Q-02
CRUISE CONTROL SWITCH
: IN THE CLUSTER
SWITCH RH

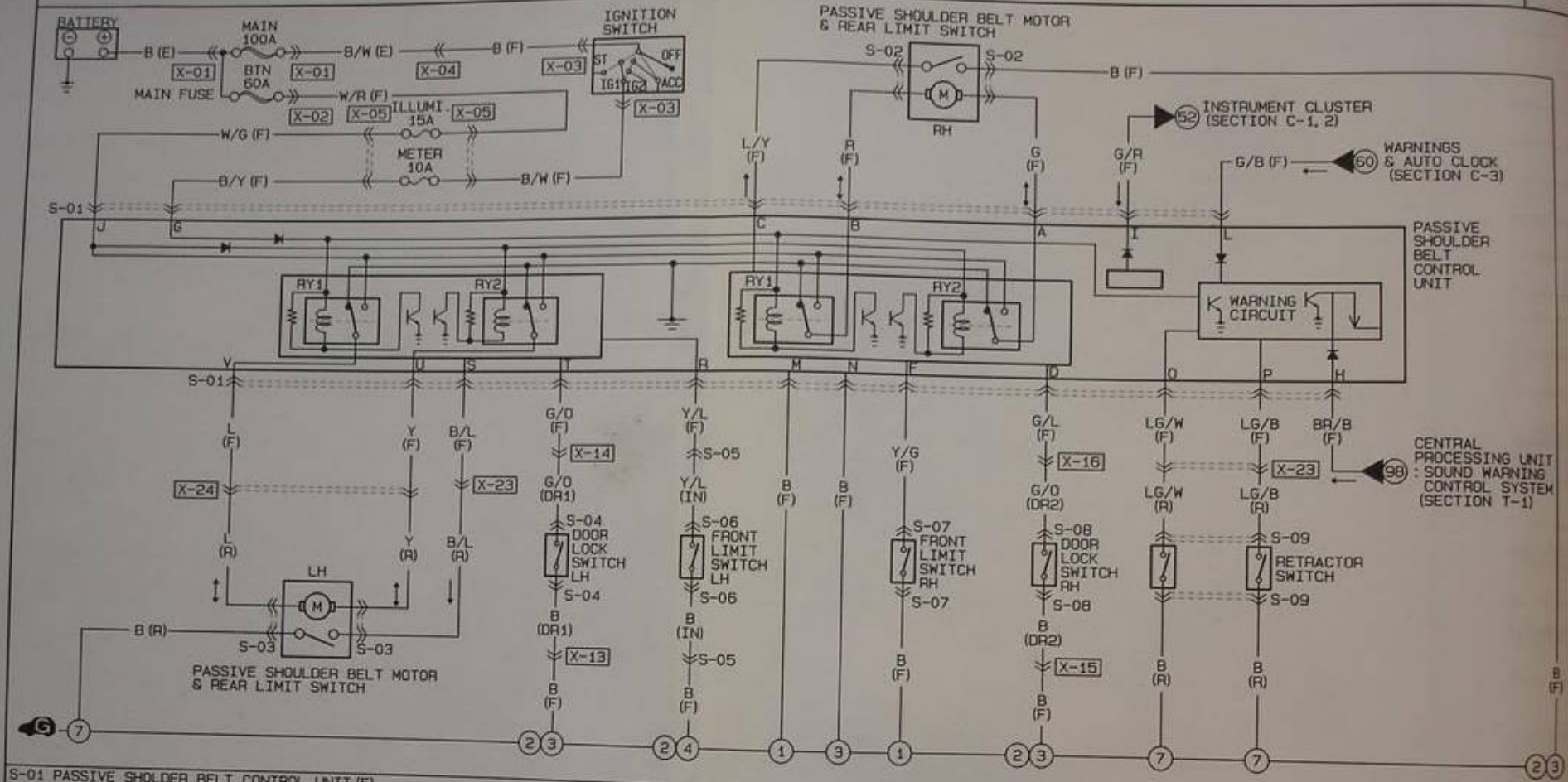
CRUISE CONTROL UNIT

Terminal Voltage Chart



Terminal	Connected to	Voltage	Procedure
A (Output)	Actuator (Motor type)	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
	Actuator (Vacuum type)	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
B (Output)	Actuator (Motor type)	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
	Actuator (Vacuum type)	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
C (Output)	Actuator (Motor type)	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
	Actuator (Vacuum type)	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
D (Output)	Cruise indicator	Approx. 12V Approx. 1V	Ignition switch ON Cruise indicator light comes on
E	Ignition switch	Approx. 12V	Ignition switch ON
F (Input)	Cruise control switch (Main switch)	Approx. 12V	While pushing the main switch
G (Output)	EC-AT control unit (Only A/T)	Approx. 12V	Ignition switch ON
H (Input)	Stop switch 2	Approx. 9V Approx. 12V	Ignition switch ON and main switch ON Brake pedal depressed
J (Input) **Note** **Disconnect EGI control unit connector**	Inhibitor switch (A/T)	Approx. 0V Approx. 5V	"N" or "P" range, ignition switch ON and main switch ON Other range, ignition switch ON and main switch ON
	Clutch switch (M/T)	Approx. 0V Approx. 5V	Clutch pedal depressed, ignition switch ON and main switch ON Ignition switch ON and main switch ON
L (Input)	Cruise control switch (Set switch)	Approx. 12V Approx. 0V	Main switch ON While pushing the set switch after main switch ON
M (Input)	Stop switch 1	Approx. 0V Approx. 12V	Ignition switch ON Brake pedal depressed
N (Input)	Cruise control switch (Coast switch)	Approx. 12V Approx. 0V	Main switch ON While turning the COAST position after main switch ON
O (Output)	Actuator	Approx. 0V Approx. 9V	Ignition switch ON Main switch ON
P (Input)	Speed sensor	Run out between 0—10V	While rotating the rear tire
Q (Output)	Main indicator	Approx. 0V Approx. 12V	Ignition switch ON Main switch ON
R (Input)	Cruise control switch (Resume switch)	Approx. 12V Approx. 0V	Main switch ON While turning the RESUME position after main switch ON
S	Battery	Approx. 12V	—
T	Ground	Approx. 0V	—

COUPE ■ PASSIVE SHOULDER BELT CONTROL SYSYEM



S-01 PASSIVE SHOULDER BELT CONTROL UNIT (F)

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

S-02 PASSIVE SHOULDER BELT MOTOR & REAR LIMIT SWITCH LH (F)

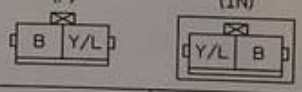
B	G
L/Y	R

S-03 PASSIVE SHOULDER BELT MOTOR & REAR LIMIT SWITCH RH (R)

B	Y
B/L	L

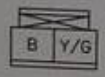
S-04 DOOR LOCK SWITCH LH (DR1)

S-05 CONNECTOR BETWEEN FRONT (F) & INTERIOR LAMP (IN) HARNESS



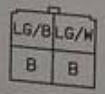
S-06 FRONT LIMIT SWITCH LH (IN)

S-07 FRONT LIMIT SWITCH RH (F)



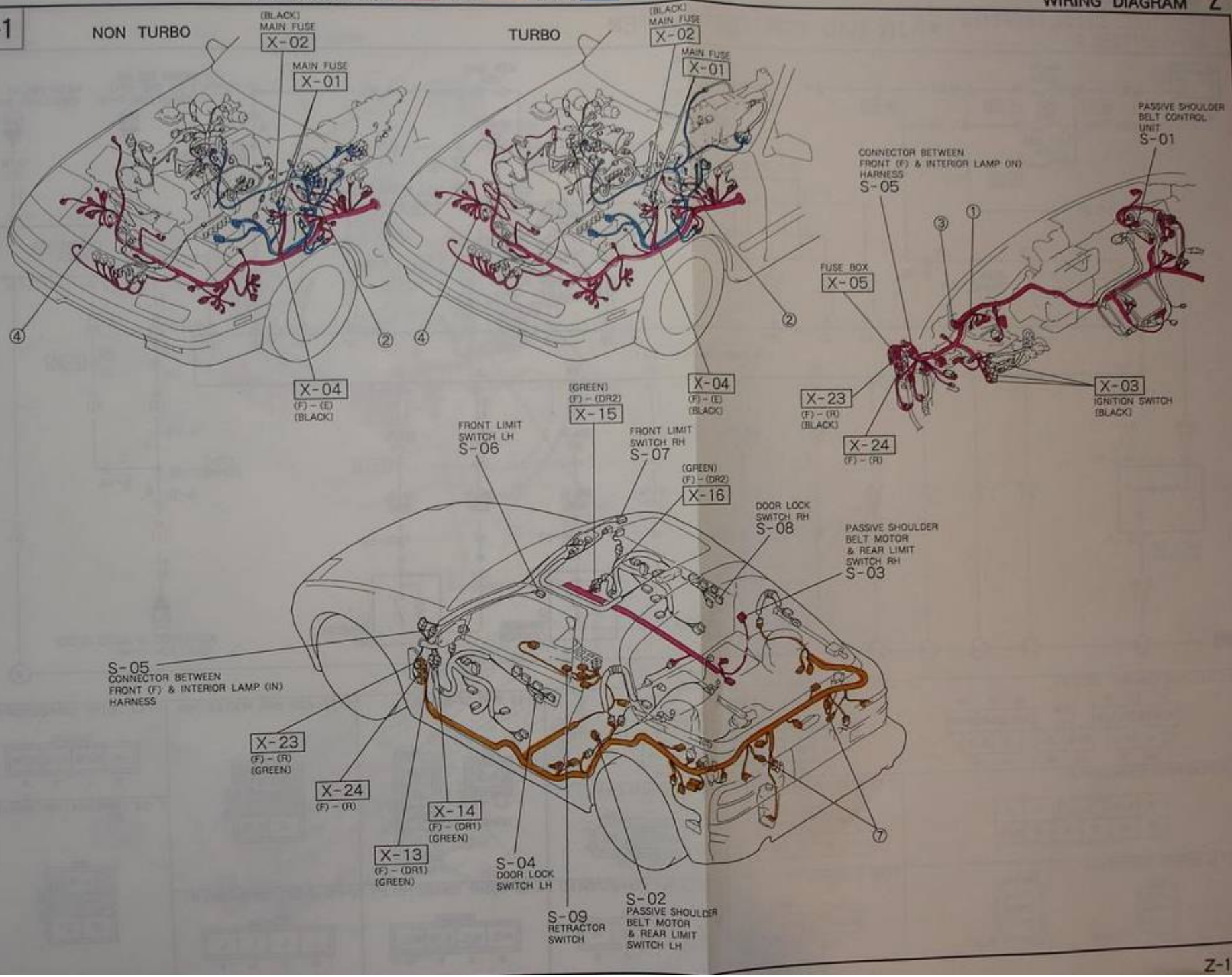
S-08 DOOR LOCK SWITCH RH (DR2)

S-09 RETRACTOR SWITCH (R)

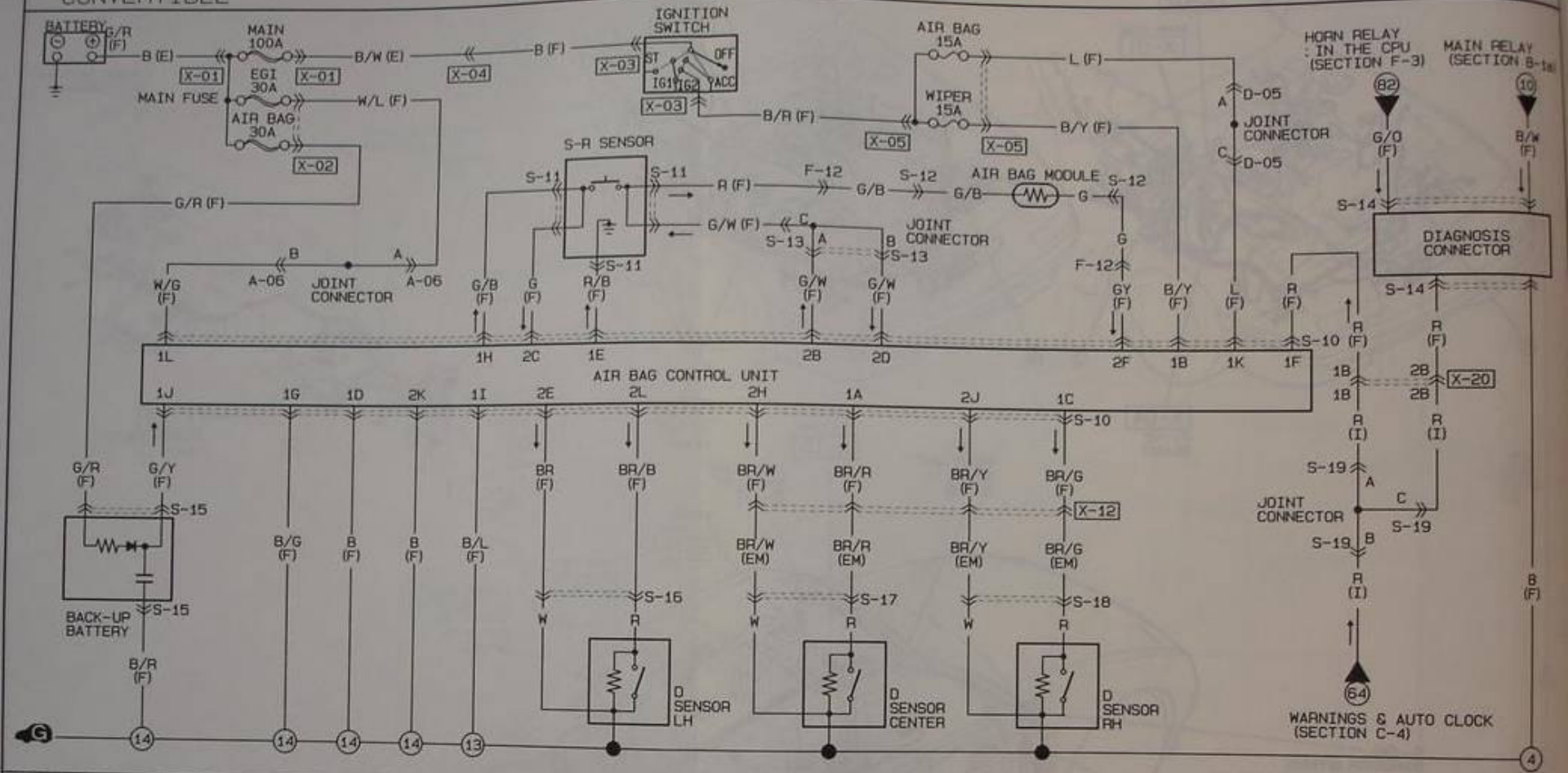


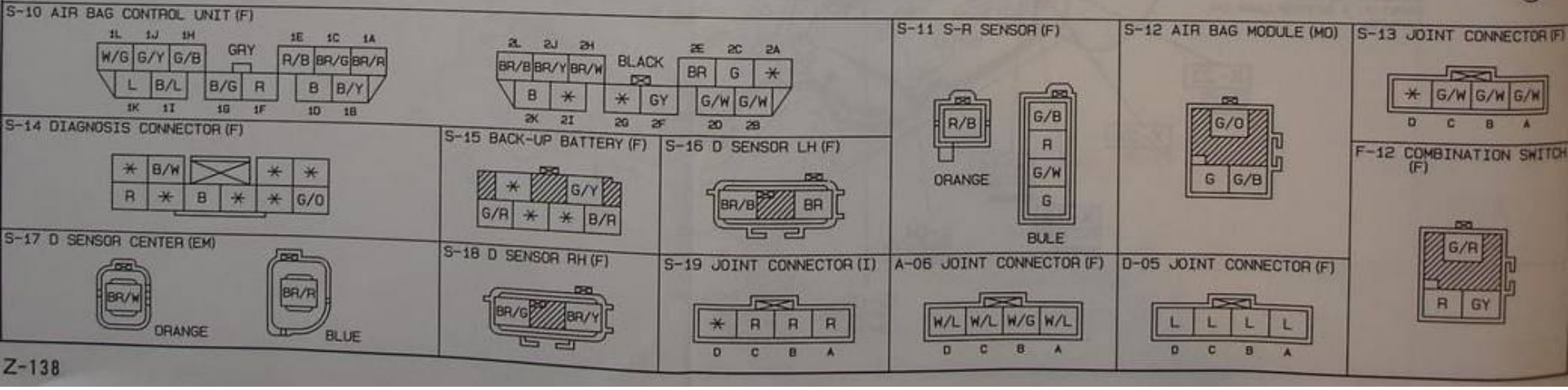
HARNESS COLOR : FRONT REAR ENGINE

S-1

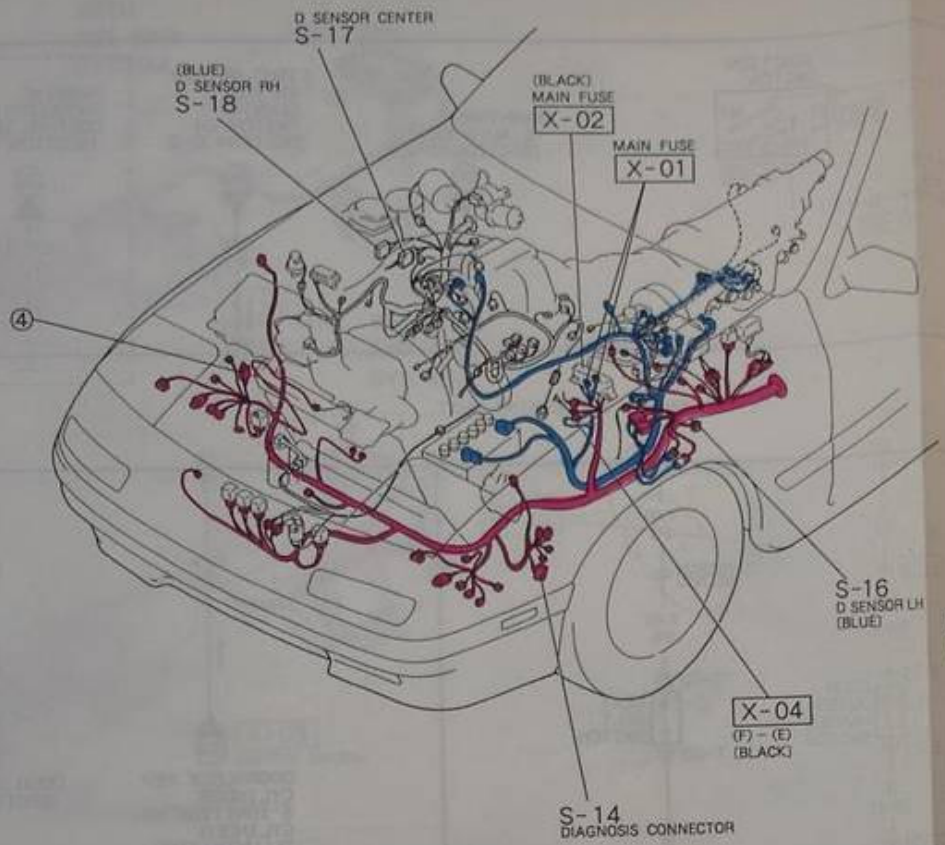


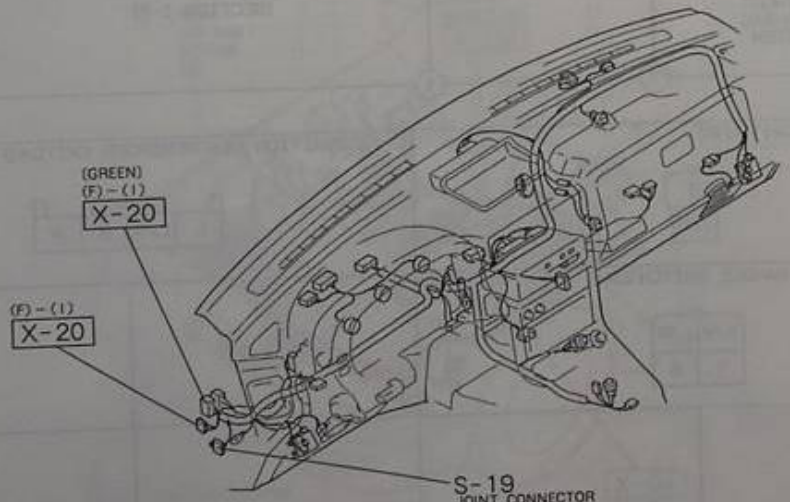
FEDERAL & CALIFORNIA CONVERTIBLE ■ AIR BAG CONTROL SYSTEM

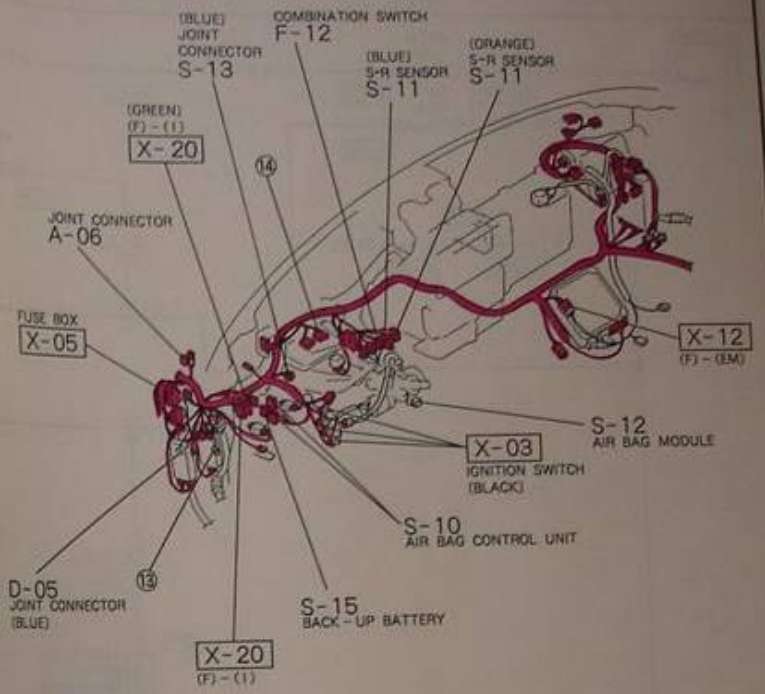




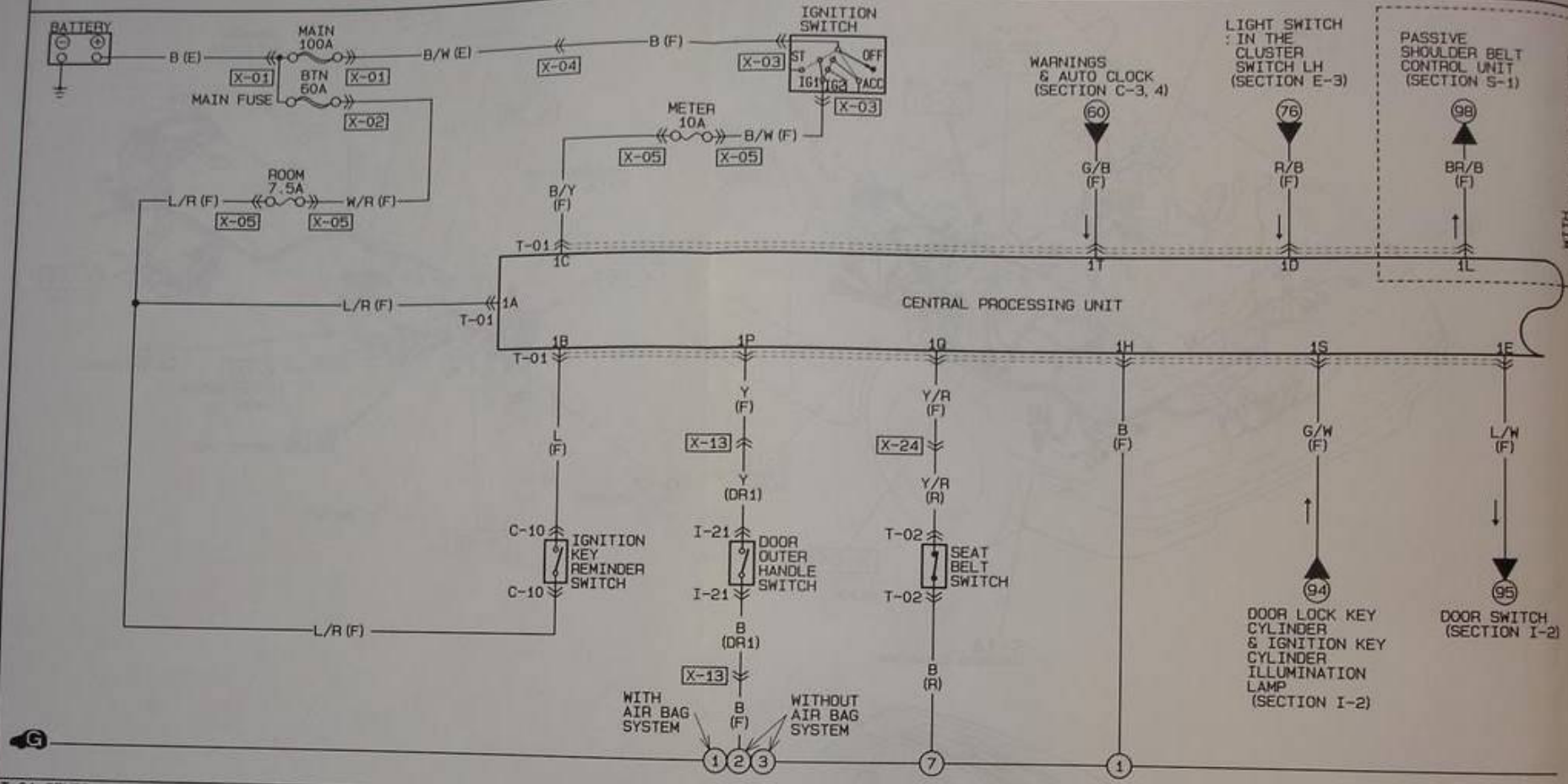
S-2


D SENSOR CENTER
S-17
(BLUE)
D SENSOR RH
S-18
(BLACK)
MAIN FUSE
X-02
MAIN FUSE
X-01
4
S-16
D SENSOR LH
(BLUE)
X-04
(F) - (E)
(BLACK)
S-14
DIAGNOSIS CONNECTOR


(GREEN)
(F) - (I)
X-20
(F) - (I)
X-20
S-19
JOINT CONNECTOR
(BLUE)


(BLUE)
JOINT
CONNECTOR
S-13
COMBINATION SWITCH
F-12
(BLUE)
S-R SENSOR
S-11
(ORANGE)
S-R SENSOR
S-11
(GREEN)
(F) - (I)
X-20
14
JOINT CONNECTOR
A-06
FUSE BOX
X-05
X-12
(F) - (EM)
16
S-12
AIR BAG MODULE
X-03
IGNITION SWITCH
(BLACK)
S-10
AIR BAG CONTROL UNIT
D-05
JOINT CONNECTOR
(BLUE)
13
S-15
BACK - UP BATTERY
X-20
(F) - (I)

■ SOUND WARNIMG CONTROL SYSTEM



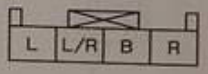
T-01 CENTRAL PROCESSING UNIT (F)

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

( )...WITH PASSIVE SHOULDER BELT SYSTEM
< >...WITH AIR BAG SYSTEM

T-02 SEAT BELT SWITCH (R)

C-10 IGNITION KEY REMINDER SWITCH (F)

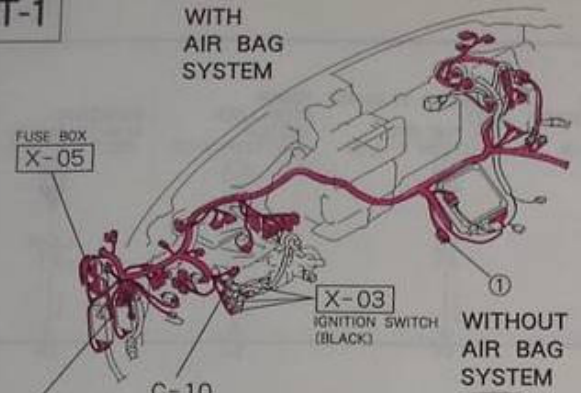


I-21 DOOR OUTER HANDLE SWITCH (DR1)

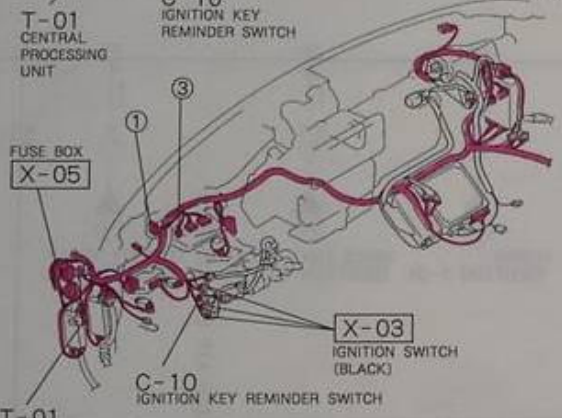
HARNESS COLOR : FRONT REAR ENGINE

T-1

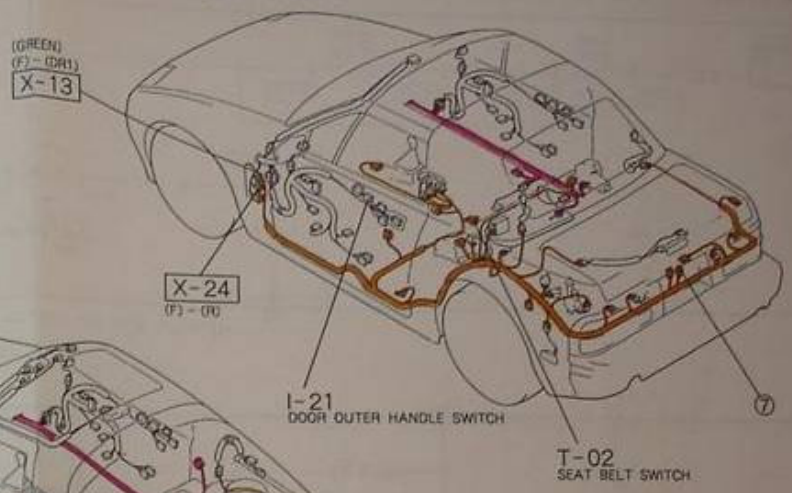
WITH AIR BAG SYSTEM



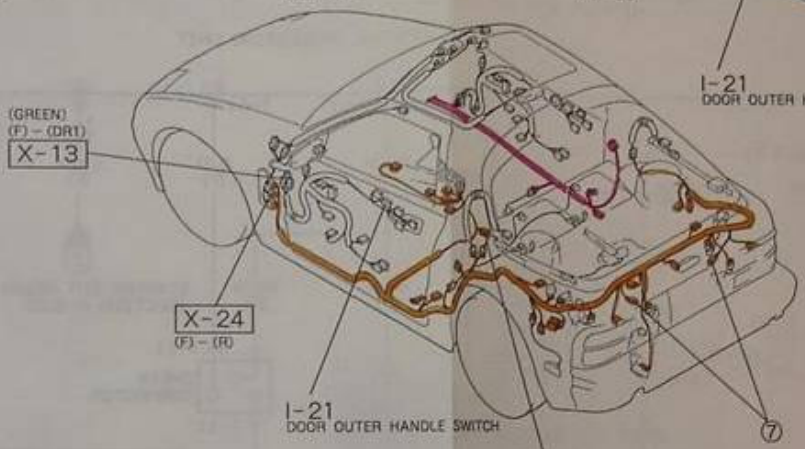
WITHOUT AIR BAG SYSTEM

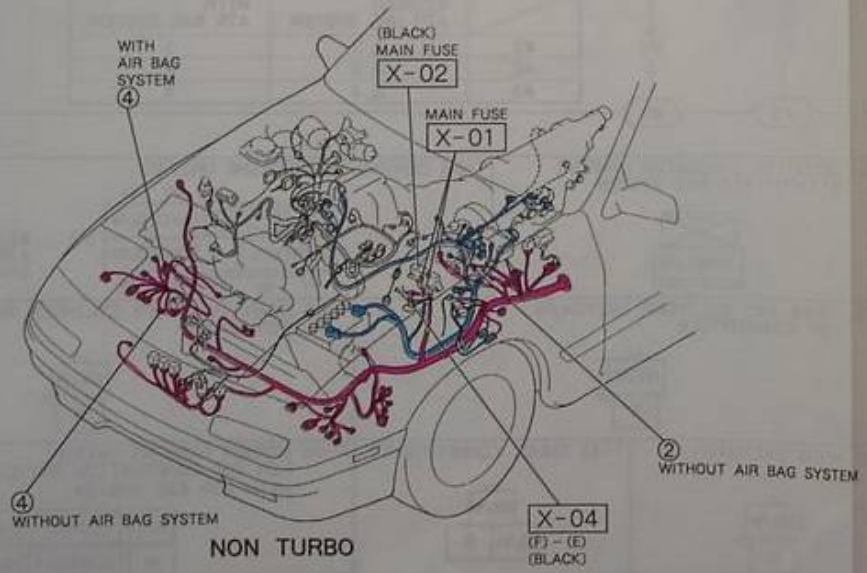


CONVERTIBLE

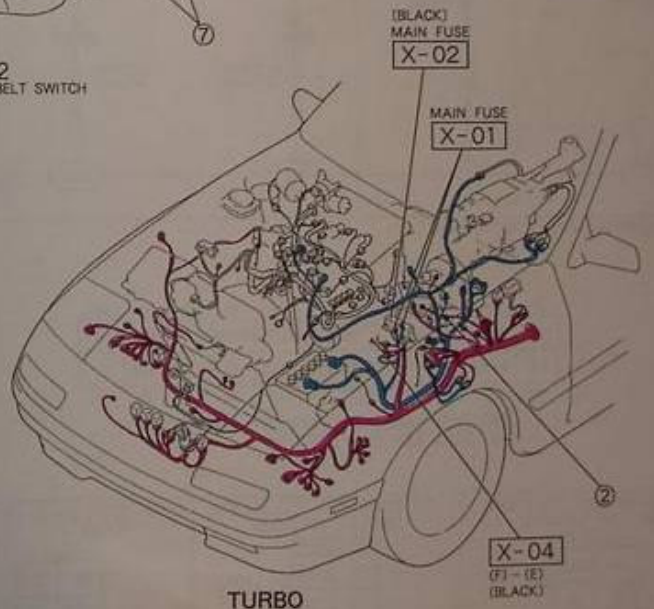


COUPE



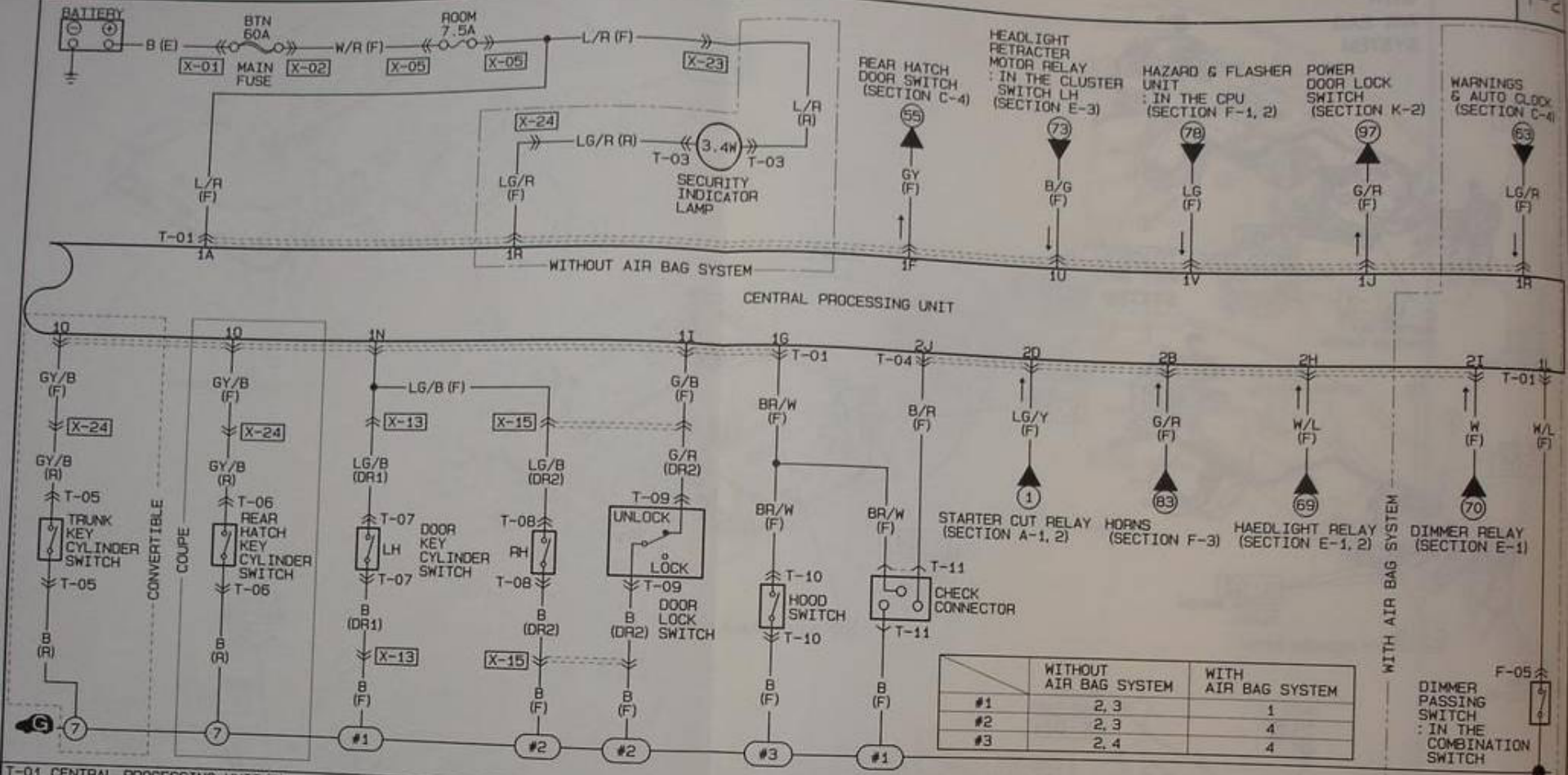


NON TURBO



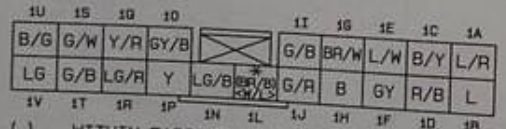
TURBO

■ THEFT-DETERRENT CONTROL SYSTEM



	WITHOUT AIR BAG SYSTEM	WITH AIR BAG SYSTEM
#1	2, 3	1
#2	2, 3	4
#3	2, 4	4

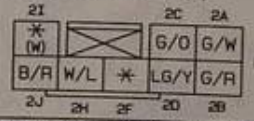
T-01 CENTRAL PROCESSING UNIT (F)



( )...WITHIN PASSIVE SHOULDER BELT SYSTEM
< >...WITHIN AIR BAG SYSTEM

T-03 SECURITY INDICATOR LAMP (R) WITHOUT AIR BAG SYSTEM

T-04 CENTRAL PROCESSING UNIT (F)

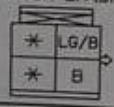


( )...WITH AIR BAG SYSTEM

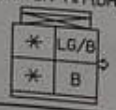
T-05 TRUNK KEY CYLINDER SWITCH (R) FOR CONVERTIBLE

T-06 REAR HATCH KEY CYLINDER SWITCH (R) FOR COUPE

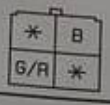
T-07 DOOR KEY CYLINDER SWITCH LH (DR1)



T-08 DOOR KEY CYLINDER SWITCH RH (DR2)

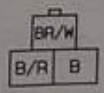


T-09 DOOR LOCK SWITCH (DR2)

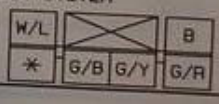


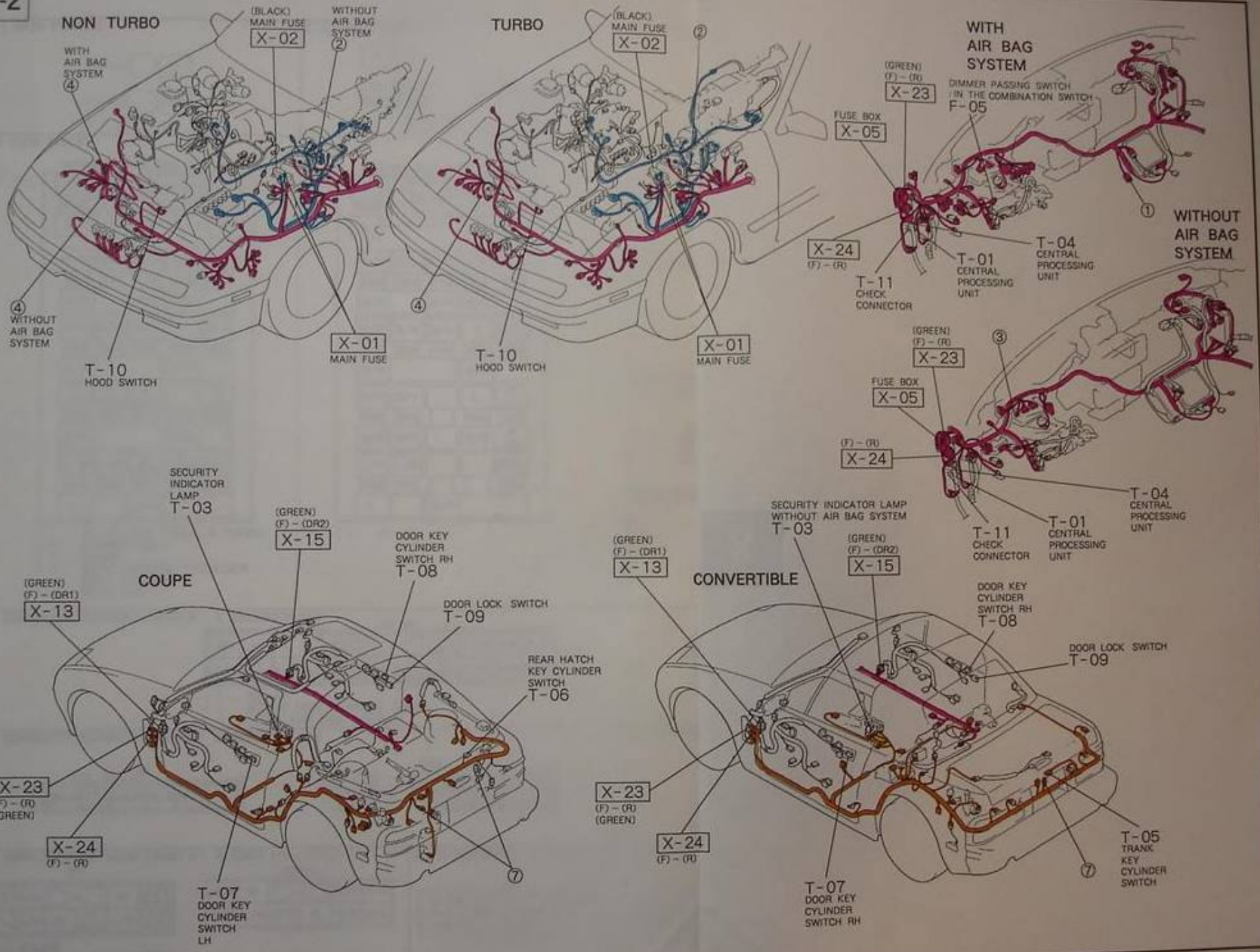
T-10 HOOD SWITCH (F)

T-11 CHECK CONNECTOR (F)



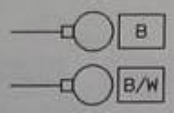
F-05 DIMMER PASSING SWITCH : IN THE COMBINATION SWITCH (F) WITH AIR BAG SYSTEM



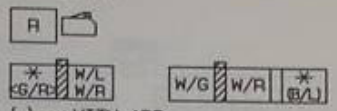

NON TURBO
(BLACK) MAIN FUSE
X-02
WITHOUT AIR BAG SYSTEM
②
WITH AIR BAG SYSTEM
④
④ WITHOUT AIR BAG SYSTEM
T-10 HOOD SWITCH
X-01 MAIN FUSE
TURBO
(BLACK) MAIN FUSE
X-02
②
④
T-10 HOOD SWITCH
X-01 MAIN FUSE
WITH AIR BAG SYSTEM
(GREEN) (F) – (R)
X-23
DIMMER PASSING SWITCH : IN THE COMBINATION SWITCH
F-05
FUSE BOX
X-05
①
X-24 (F) – (R)
T-11 CHECK CONNECTOR
T-01 CENTRAL PROCESSING UNIT
T-04 CENTRAL PROCESSING UNIT
WITHOUT AIR BAG SYSTEM
(GREEN) (F) – (R)
X-23
③
FUSE BOX
X-05
(F) – (R)
X-24
T-04 CENTRAL PROCESSING UNIT
T-11 CHECK CONNECTOR
T-01 CENTRAL PROCESSING UNIT
COUPE
SECURITY INDICATOR LAMP
T-03
(GREEN) (F) – (DR2)
X-15
DOOR KEY CYLINDER SWITCH RH
T-08
(GREEN) (F) – (DR1)
X-13
DOOR LOCK SWITCH
T-09
REAR HATCH KEY CYLINDER SWITCH
T-06
X-23 (F) – (R) (GREEN)
X-24 (F) – (R)
⑦
T-07 DOOR KEY CYLINDER SWITCH LH
CONVERTIBLE
SECURITY INDICATOR LAMP WITHOUT AIR BAG SYSTEM
T-03
(GREEN) (F) – (DR1)
X-13
(GREEN) (F) – (DR2)
X-15
DOOR KEY CYLINDER SWITCH RH
T-08
DOOR LOCK SWITCH
T-09
X-23 (F) – (R) (GREEN)
X-24 (F) – (R)
⑦
T-05 TRANK KEY CYLINDER SWITCH
T-07 DOOR KEY CYLINDER SWITCH RH

COMMON CONNECTOR LIST

X-01 MAIN FUSE (E)

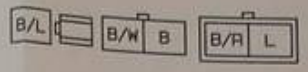


X-02 MAIN FUSE (F)



( )...WITH ABS
< >...WITH AIR BAG SYSTEM

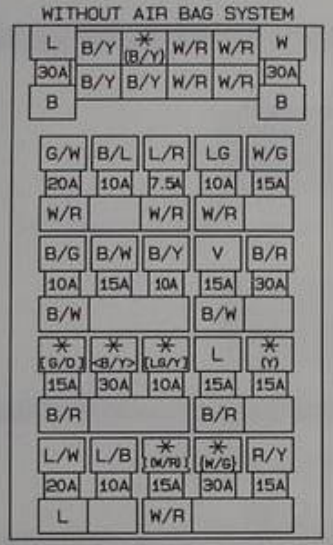
X-03 IGNITION SWITCH (F)



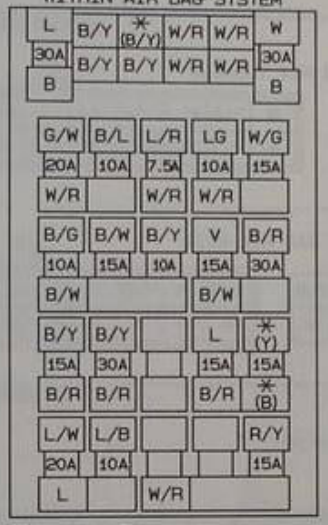
X-04 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)

X-05 FUSE BOX (F)

WITHOUT AIR BAG SYSTEM



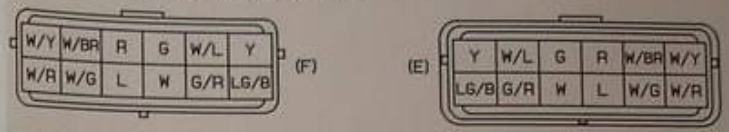
WITHIN AIR BAG SYSTEM



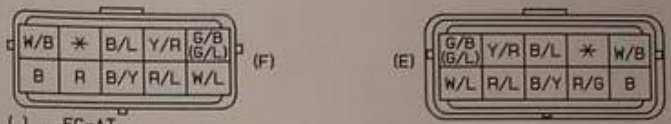
( )...EC-AT NON TURBO & TURBO
< >...CONVERTIBLE
[ ]...COUPE
{ }...WITH PASSIVE SHOULDER BELT SYSTEM
(( ))..WITH ABS

( )...EC-AT

X-06 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)

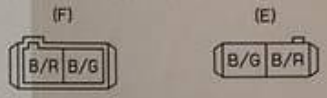


X-07 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)

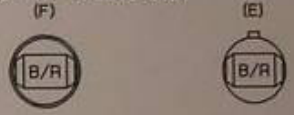


( )...EC-AT

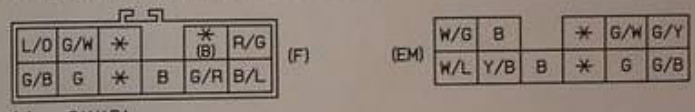
X-08 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)



X-09 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)

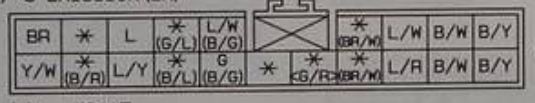


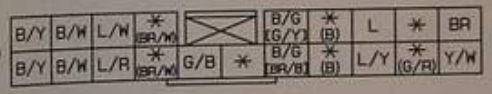
X-10 CONNECTOR BETWEEN FRONT (F) & EMISSION (EM)



( )...CANADA

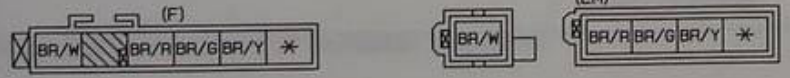
X-11 CONNECTOR BETWEEN FRONT (F) & EMISSION (EM)



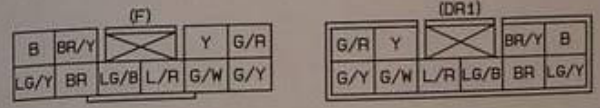


( )...EC-AT
< >...EC-AT NON TURBO & TURBO
[ ]...WITH AIR BAG SYSTEM

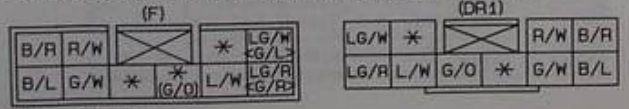
X-12 CONNECTOR BETWEEN FRONT (F) & EMISSION (EM)



X-13 CONNECTOR BETWEEN FRONT (F) & DOOR NO. 1 (DR1)

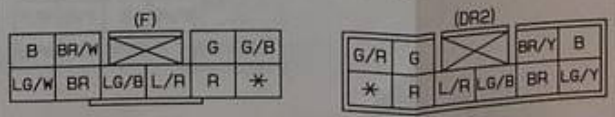


X-14 CONNECTOR BETWEEN FRONT (F) & DOOR NO. 1 (DR1)

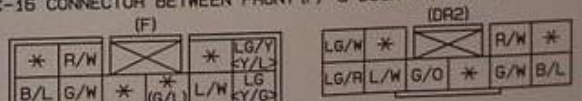


( )...COUPE
< >...WITH AIR BAG SYSTEM

X-15 CONNECTOR BETWEEN FRONT (F) & DOOR NO. 2 (DR2)



X-16 CONNECTOR BETWEEN FRONT (F) & DOOR NO. 2 (DR2)



( )...COUPE
< >...WITH AIR BAG SYSTEM

COMMON CONNECTOR LIST

X-17 CONNECTOR BETWEEN FRONT (F) & CLUSTER SWITCH LH (CR1)

WITHOUT AIR BAG SYSTEM

(F)

G/B	G/R	R/B	R/L		W/G	W/L	✳	B/G
B	G/Y	R/G	L/O	R/Y	R	V	W	B/L

(CR1)

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

WITH AIR BAG SYSTEM

(F)

R/L	✳	✳	R/B		W/G	W/L	✳	B/G
✳	B	✳	R/G	✳	R/Y	R	V	✳	B/L

(CR1)

B/G	✳	R/W	W/G		R/B	✳	✳	R/L
B/Y	✳	B/R	R	R/Y	✳	L	✳	B	✳

X-18 CONNECTOR BETWEEN FRONT (F) & CLUSTER SWITCH RH (CR2)

WITHOUT AIR BAG SYSTEM

(F)

L/O	L/W	L	✳ (G/W) (B/R)	R/G		LG	B/Y	L/W	G/Y	B
L/R	L/Y	✳ (R/W) (L/B)	✳ (B/Y) (L/G)	✳	L/B	✳	L/R	G/O	L/Y	✳

(CR2)

B	G/Y	L/W	B/Y	G/O		R/G	B/R	L	L/W	L/O
✳	G	G/L	L/R	G/W (W)	L/Y	✳	L/G	L/B	L/Y	L/R

( ) . . . CONVERTIBLE
< > . . . WITH REAR WIPER

WITH AIR BAG SYSTEM

(F)

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

(CR2)

B/Y	✳	Y	G/O		✳	L	L/W	L/O
✳	✳	B	✳	B/R	L/B	✳	✳	L/Y	L/R

X-19 CONNECTOR BETWEEN FRONT (F) & INSTRUMENT PANEL (I)

WITHOUT AIR BAG SYSTEM

(F)

G/Y (BR/R)	L/O	G/R	BR	L/R		BR/R (L/B) [L/G]	B/Y	Y/L	LG
G/Y	BR/Y	Y/B	L/Y	L/W	W	LG/B ((L))	W/R	G	G/W	LG/Y

(I)

LG	Y/L	B/Y	BR/R (L/B) [G/O]		L/R	BR	G/R	L/O	G/Y (BR/R)
LG/Y	G/W	G	W/R	LG/B	W	L/W	L/Y	Y/B	BR/Y	G/Y

( ) . . . EC-AT CONVERTIBLE
< > . . . M/T CONVERTIBLE
[ ] . . . EC-AT NON TURBO
{ } . . . WITH ABS
(( )) . . NON TURBO WITHOUT ABS

WITH AIR BAG SYSTEM

(F)

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

R/B	Y/G	Y/L

(I)

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

( ) . . . EC-AT

Y/L	Y/G	R/B

X-20 CONNECTOR BETWEEN FRONT (F) & INSTRUMENT PANEL (I)

(F)

L/B	BR	L	L/Y	✳ [G]		W/B	G	R	L/W	R/G (G/L)
✳ (B/R)	BR/W	L/O	B	LG/W	BR/B	B/Y (G/R)	R/L	G/B	LG/R	R/B (R)

B/Y	R	R/G

WITH AIR BAG SYSTEM

(I)

R/G (G/L)	L/W	R	G	W/B		✳ [G]	L/Y	L	BR	L/B
R/B (R)	LG/R	P/B	R/L	B/Y (G/R)	BR/B	LG/W	B	L/O	BR/W	✳ (B/R)

R/G	R	B/Y

WITH AIR BAG SYSTEM

( ) . . . WITH AIR BAG SYSTEM
< > . . . CONVERTIBLE
[ ] . . . EC-AT

X-21 CONNECTOR BETWEEN FRONT (F) & INSTRUMENT CLUSTER (IC)

(F)

G/R	G/W	Y/L	R/L	W/G		BR/W	B	✳	Y/R
L/B	B	G/B	Y/W	R/G	R/W	BR/B	B/Y	✳ (BR/R)	✳ (G)	✳ (L/W)

( ) . . . TURBO

(IC)

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

X-22 CONNECTOR BETWEEN FRONT (F) & INSTRUMENT CLUSTER (IC)

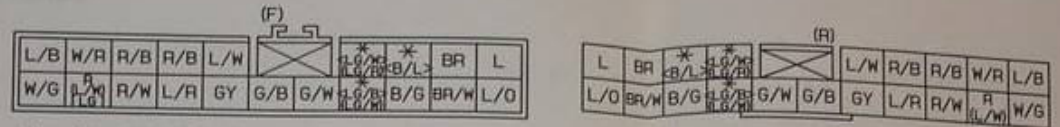
(F)

G	G/R			O	✳
R	W/L	LG/B	Y	R/B	✳

(IC)

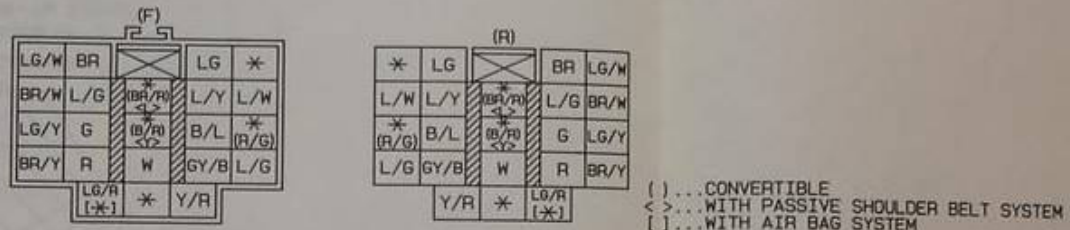
✳	O			G/R	G
✳	R/B	Y	LG/B	W/L	R

X-23 CONNECTOR BETWEEN FRONT (F) & REAR (R)



( )...CONVERTIBLE
< >...WITH PASSIVE SHOULDER BELT SYSTEM
[ ]...CANADA
{ }...WITH AIR BAG SYSTEM

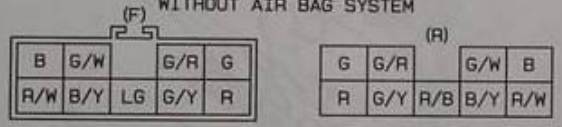
X-24 CONNECTOR BETWEEN FRONT (F) & REAR (R)



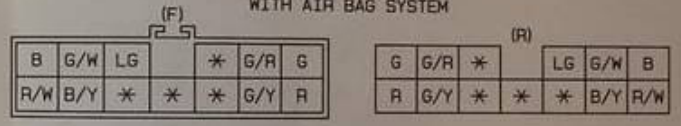
( )...CONVERTIBLE
< >...WITH PASSIVE SHOULDER BELT SYSTEM
[ ]...WITH AIR BAG SYSTEM

X-25 CONNECTOR BETWEEN FRONT (F) & REAR (R)

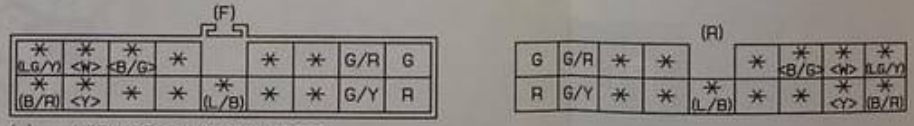
WITHOUT AIR BAG SYSTEM



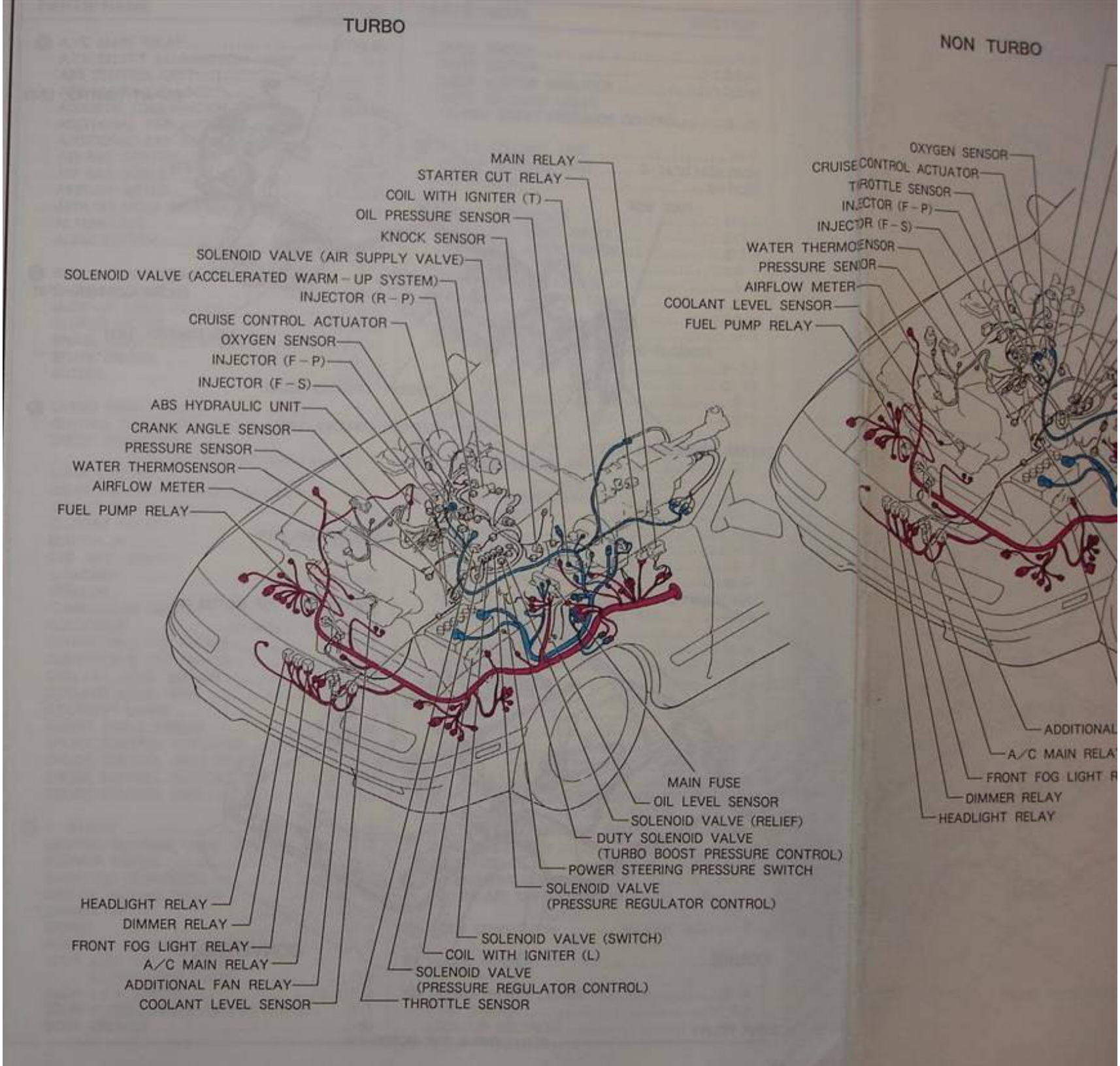
WITH AIR BAG SYSTEM

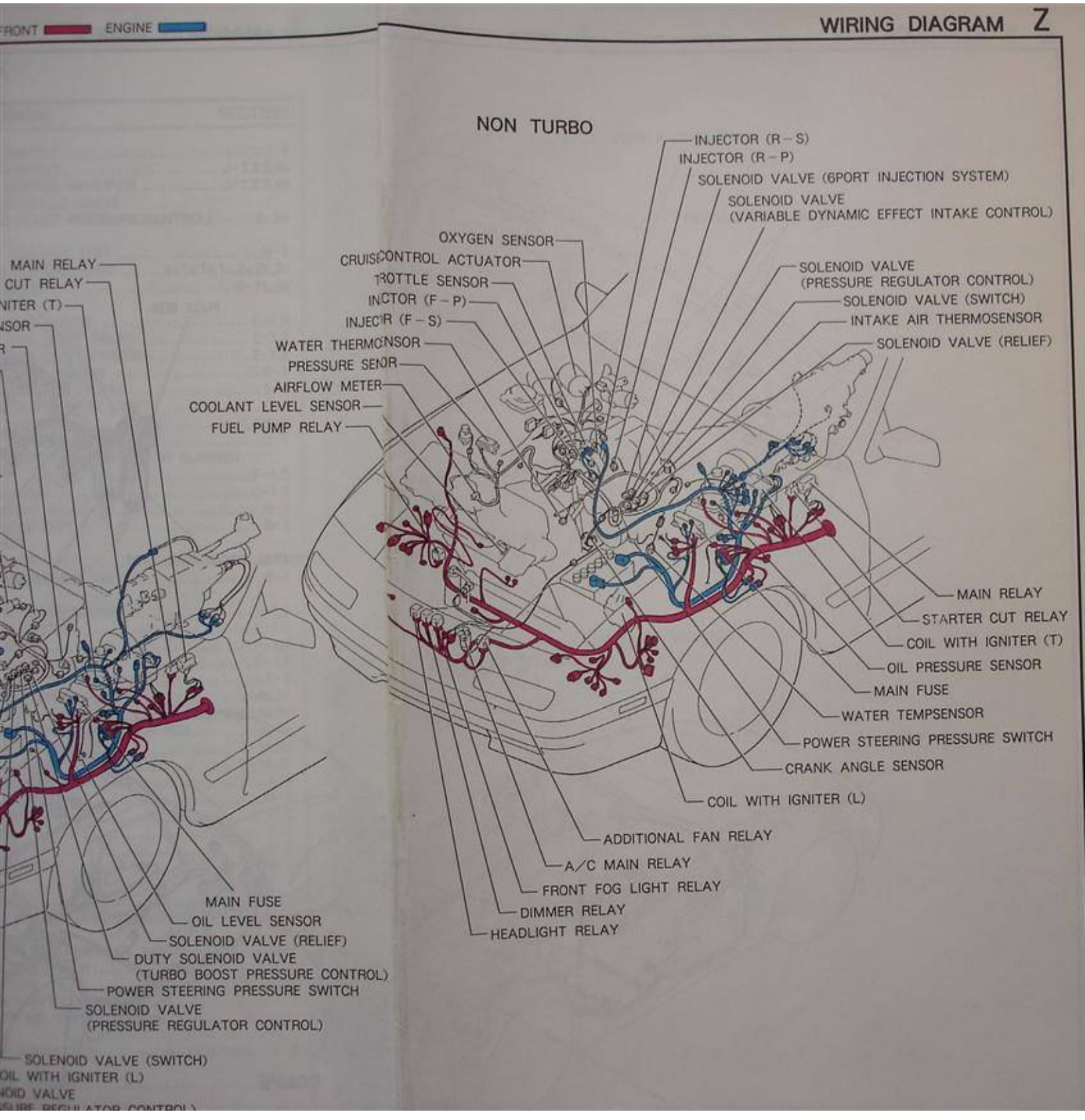


X-26 CONNECTOR BETWEEN FRONT (F) & REAR (R)



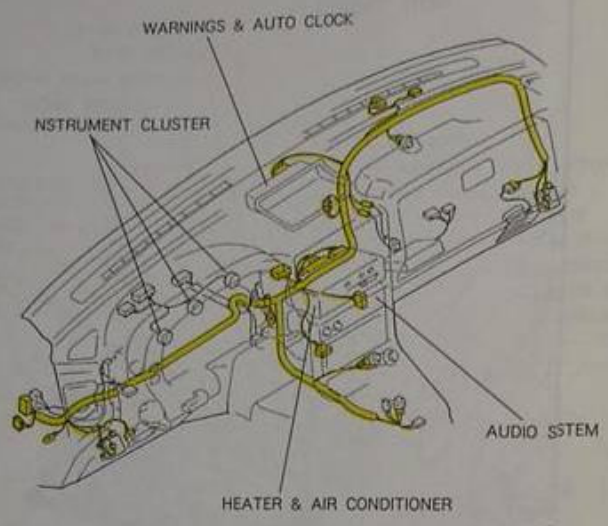
( )...WITH REAR WINDOW WIPER
< >...WITH ABS

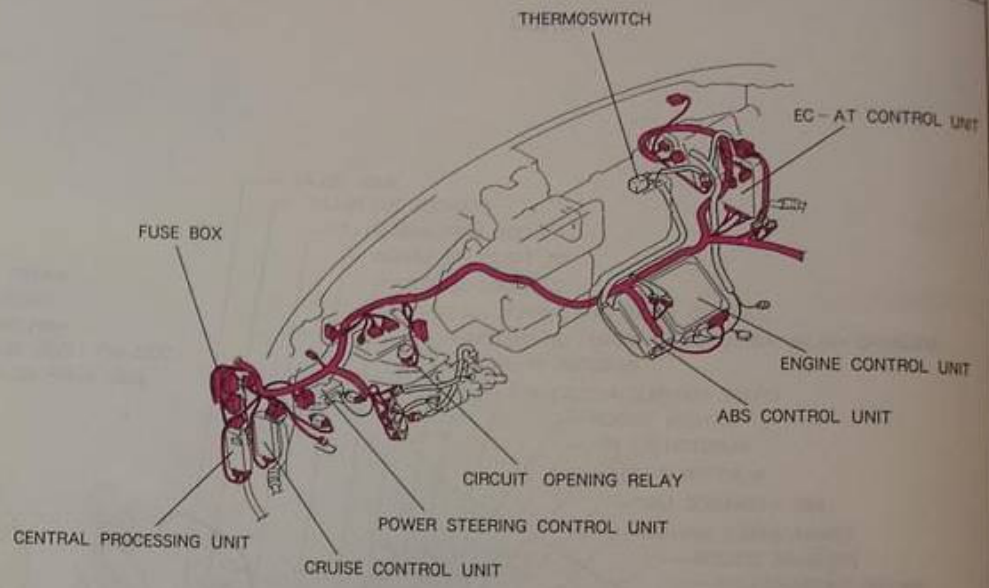

TURBO
NON TURBO
MAIN RELAY
STARTER CUT RELAY
COIL WITH IGNITER (T)
OIL PRESSURE SENSOR
KNOCK SENSOR
SOLENOID VALVE (AIR SUPPLY VALVE)
SOLENOID VALVE (ACCELERATED WARM – UP SYSTEM)
INJECTOR (R – P)
CRUISE CONTROL ACTUATOR
OXYGEN SENSOR
INJECTOR (F – P)
INJECTOR (F – S)
ABS HYDRAULIC UNIT
CRANK ANGLE SENSOR
PRESSURE SENSOR
WATER THERMOSENSOR
AIRFLOW METER
FUEL PUMP RELAY
MAIN FUSE
OIL LEVEL SENSOR
SOLENOID VALVE (RELIEF)
DUTY SOLENOID VALVE
(TURBO BOOST PRESSURE CONTROL)
POWER STEERING PRESSURE SWITCH
SOLENOID VALVE
(PRESSURE REGULATOR CONTROL)
HEADLIGHT RELAY
DIMMER RELAY
FRONT FOG LIGHT RELAY
A/C MAIN RELAY
ADDITIONAL FAN RELAY
COOLANT LEVEL SENSOR
SOLENOID VALVE (SWITCH)
COIL WITH IGNITER (L)
SOLENOID VALVE
(PRESSURE REGULATOR CONTROL)
THROTTLE SENSOR
OXYGEN SENSOR
CRUISE CONTROL ACTUATOR
THROTTLE SENSOR
INJECTOR (F – P)
INJECTOR (F – S)
WATER THERMOSENSOR
PRESSURE SENSOR
AIRFLOW METER
COOLANT LEVEL SENSOR
FUEL PUMP RELAY
ADDITIONAL
A/C MAIN RELA
FRONT FOG LIGHT R
DIMMER RELAY
HEADLIGHT RELAY

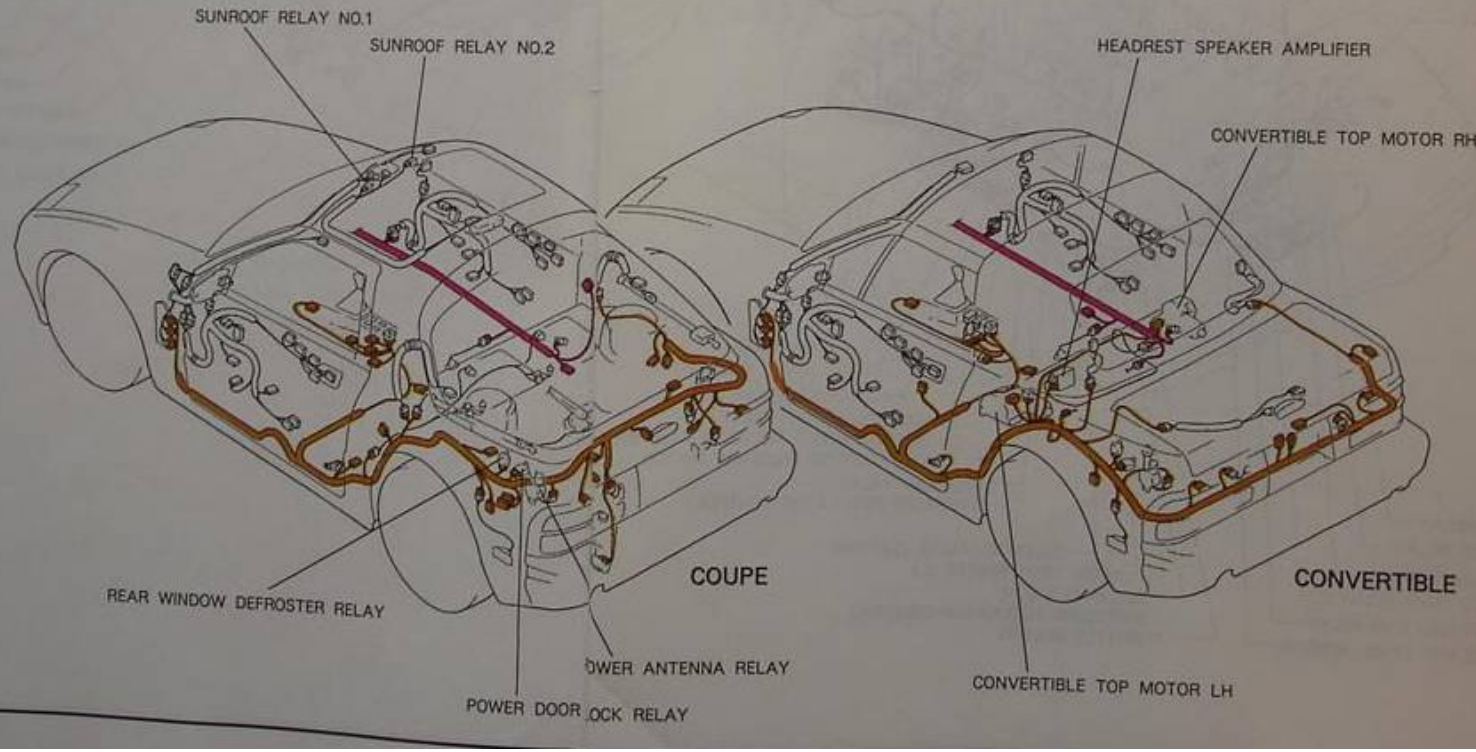

NON TURBO
INJECTOR (R – S)
INJECTOR (R – P)
SOLENOID VALVE (6PORT INJECTION SYSTEM)
SOLENOID VALVE
(VARIABLE DYNAMIC EFFECT INTAKE CONTROL)
OXYGEN SENSOR
CRUISE CONTROL ACTUATOR
THROTTLE SENSOR
INJECTOR (F – P)
INJECTOR (F – S)
WATER THERMOSENSOR
PRESSURE SENSOR
AIRFLOW METER
COOLANT LEVEL SENSOR
FUEL PUMP RELAY
SOLENOID VALVE
(PRESSURE REGULATOR CONTROL)
SOLENOID VALVE (SWITCH)
INTAKE AIR THERMOSENSOR
SOLENOID VALVE (RELIEF)
MAIN RELAY
STARTER CUT RELAY
COIL WITH IGNITER (T)
OIL PRESSURE SENSOR
MAIN FUSE
WATER TEMPSENSOR
POWER STEERING PRESSURE SWITCH
CRANK ANGLE SENSOR
COIL WITH IGNITER (L)
ADDITIONAL FAN RELAY
A/C MAIN RELAY
FRONT FOG LIGHT RELAY
DIMMER RELAY
HEADLIGHT RELAY
MAIN RELAY
CUT RELAY
NITER (T)
NSOR
MAIN FUSE
OIL LEVEL SENSOR
SOLENOID VALVE (RELIEF)
DUTY SOLENOID VALVE
(TURBO BOOST PRESSURE CONTROL)
POWER STEERING PRESSURE SWITCH
SOLENOID VALVE
(PRESSURE REGULATOR CONTROL)
SOLENOID VALVE (SWITCH)
OIL WITH IGNITER (L)
NOID VALVE

HARNESS COLOR : FRONT INSTRUMENT PA REAR

PL







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