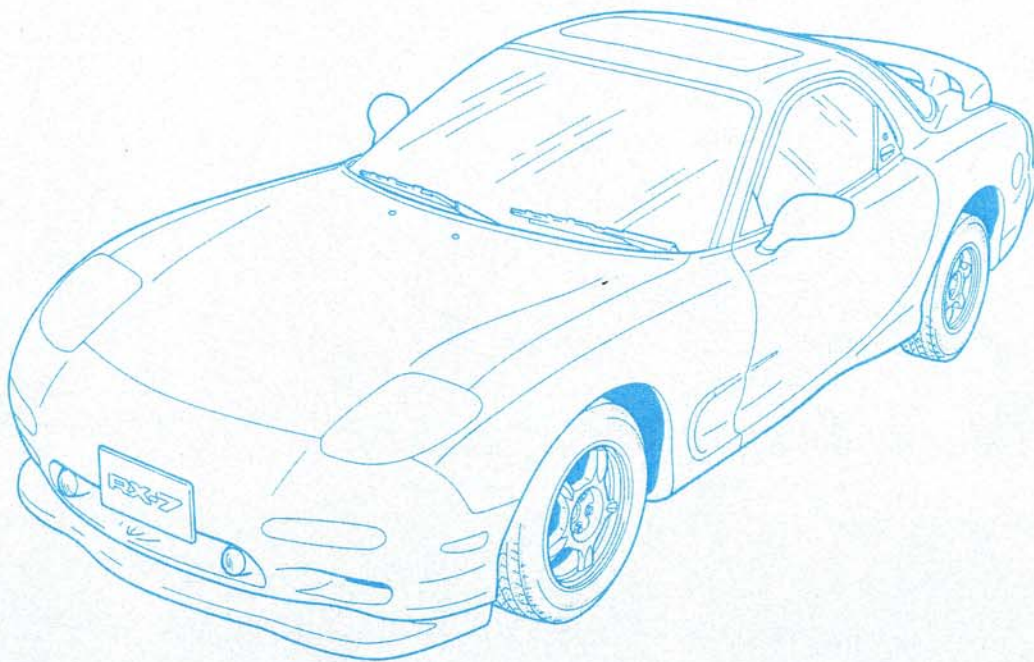


# Mazda RX-7

1994  
Wiring Diagram



**mazda**

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# 1994 Mazda RX-7 Wiring Diagram

## FOREWORD

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

Mazda Motor Corporation  
HIROSHIMA, JAPAN

## APPLICATION:

This manual applies to vehicles beginning with the Vehicle Identification Numbers (VIN) on the following page.

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GENERAL INFORMATION	GI
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SYSTEM CIRCUIT DIAGRAM/ CONNECTOR LOCATIONS	A~U
COMMON CONNECTORS	X
JOINT BOX COMPLETE WIRING SYSTEM	JB
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INDEX	PI

Z

**VEHICLE IDENTIFICATION NUMBERS (VIN)  
(CHASSIS NUMBER)**

JM1 FD333\*R0 300001~

**WIRING COLOR CODE**

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



# GENERAL INFORMATION

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## Reading Wiring Diagrams

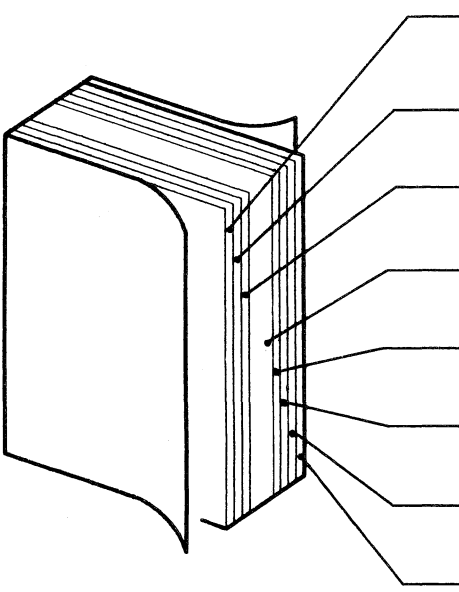
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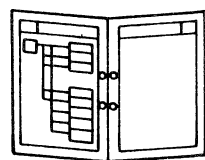
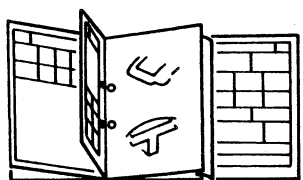
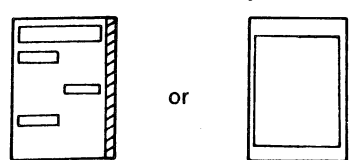
## Contents of wiring diagrams

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

	GI	<b>General Information</b>	A how-to on using and reading wiring diagrams, using test equipment, checking harnesses and connectors, and finding trouble spots
	Y	<b>Ground points</b>	Ground routes from and to the battery
	W	<b>Electrical wiring schematics</b>	Shows main fuses and other fuses for each system
	A~U	<b>Circuit diagrams for individual systems</b>	Shows circuit and connector diagrams and component and connector location diagrams
	X	<b>Common connectors</b>	Shows connectors common throughout system
	JB	<b>Joint box complete wiring system</b>	Shows internal circuits and connectors
	PL	<b>Parts location</b>	Shows location of major electrical parts
	PI	<b>Index</b>	Gives page number of circuit diagram for each component

## Using wiring diagrams

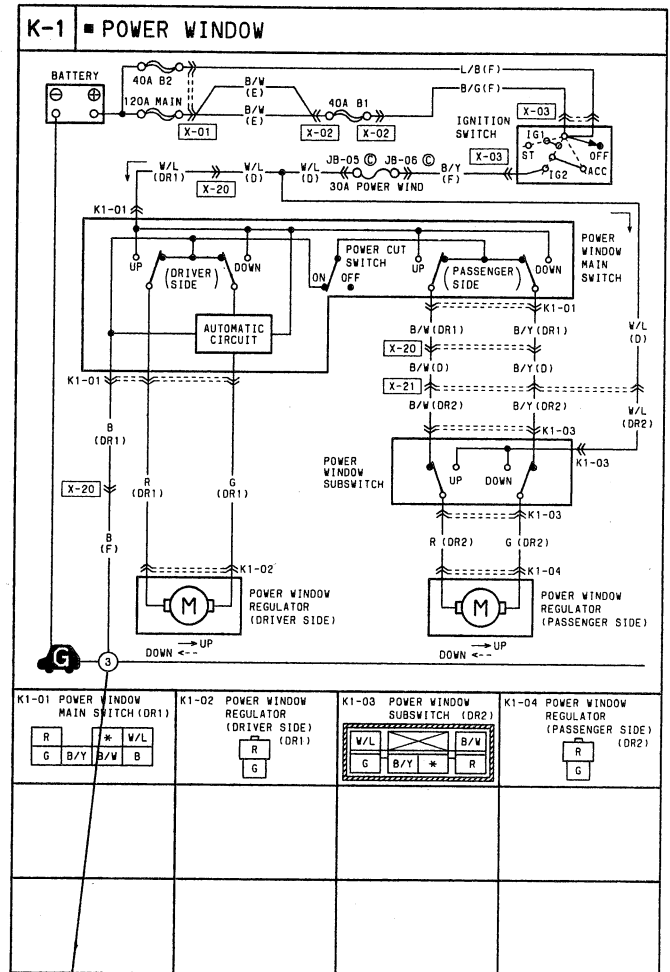
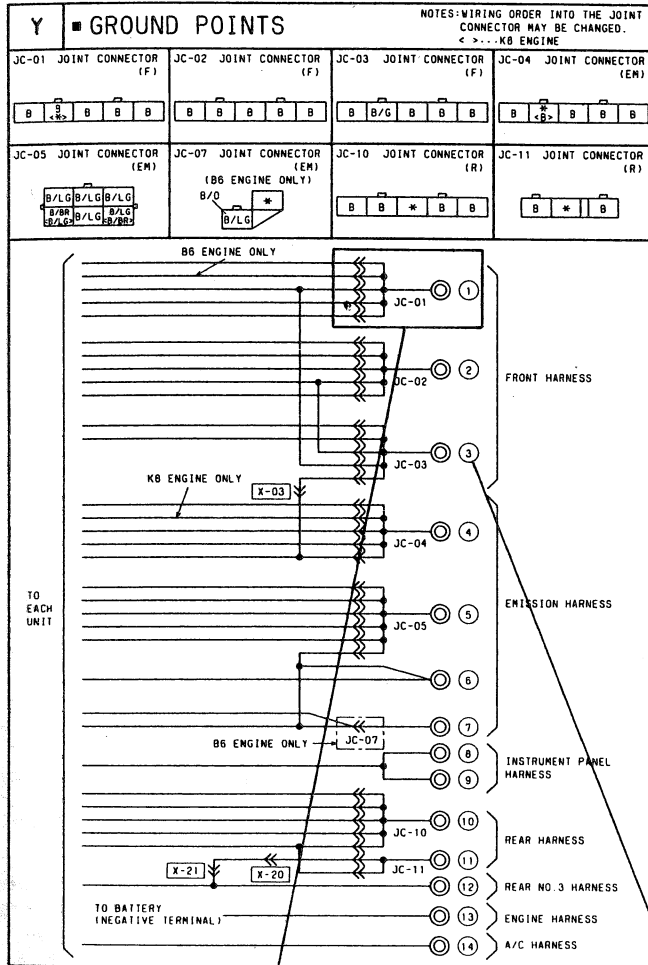
- The use of the wiring diagram depends on its application.

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

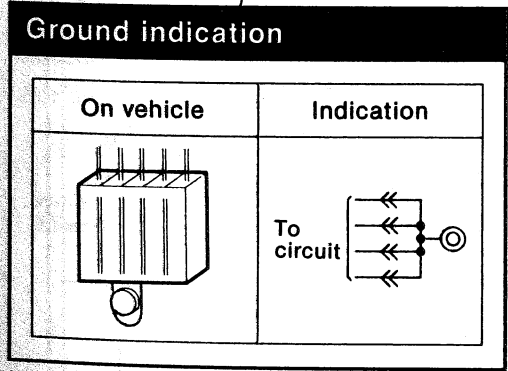


## Ground points

- This shows ground points of the harness.



K1-01 POWER WINDOW MAIN SWITCH (DR1)	K1-02 POWER WINDOW REGULATOR (DRIVER SIDE) (DR1)	K1-03 POWER WINDOW SUBSWITCH (DR2)	K1-04 POWER WINDOW REGULATOR (PASSENGER SIDE) (DR2)
R G B/Y B/W B	R G	W/L G B/Y * B/W	R G



**On circuit diagrams and ground points**

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

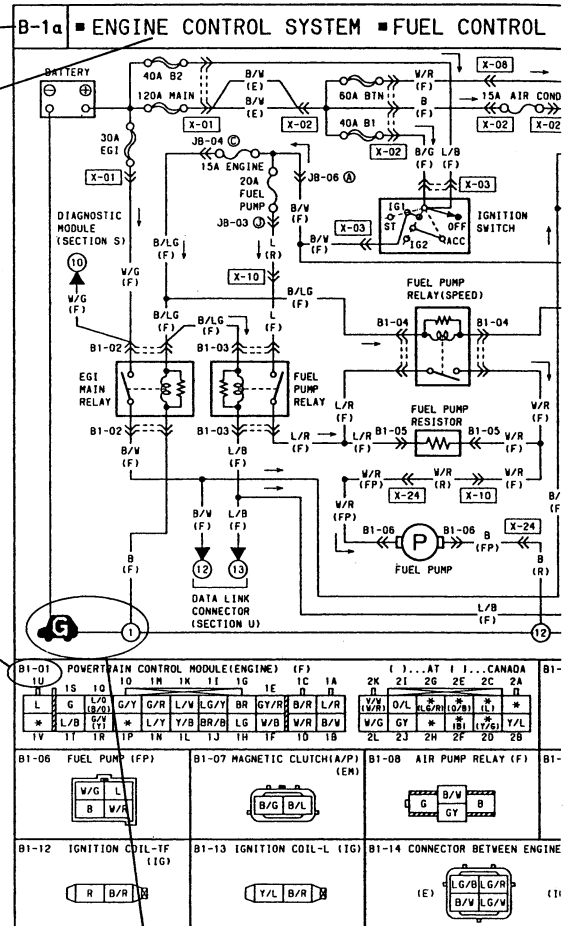
## System circuit diagram/connector diagram

- These show the circuits for each system, from the power supply to the ground. The power supply side is on the upper part of the page, the ground side on the lower part. The diagrams describe circuits with the ignition switch off.

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

**System code**

**System name**



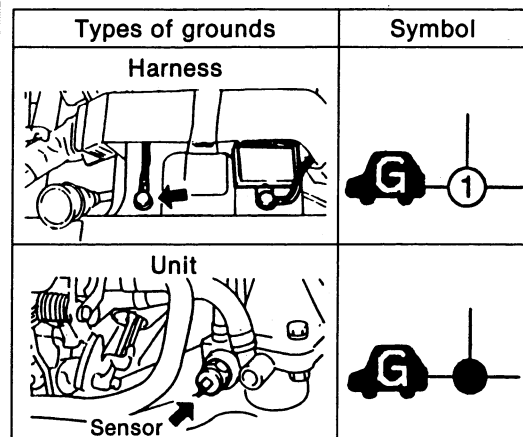
### Connector code

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

- JB: Joint box connections
- X: Common connectors
- A: Charging system/starting system connectors
- B: Engine control system connectors
- C: Gauge control system connectors
- D: Wiper system connectors
- E: Lighting system connectors
- F: Signal system connectors
- G: Air-conditioning system connectors
- H: Transmission control system connectors
- I: Interior lamp system connectors
- J: Audio/radio connectors
- K: Power window/power door lock system connectors
- L: Remote control mirror system connectors
- M: Sliding sunroof system connectors
- N: Power steering/4-wheel steering system connectors
- O: Anti-lock brake system connectors
- P: Power seat/seat heater system connectors
- Q: Auto cruise control system connectors
- R: Auto adjusting suspension system connectors
- S: Passive shoulder belt control/air bag system connectors
- T: Others
- Y: Ground connector

### Ground numbers

A harness ground is represented differently than a unit ground.





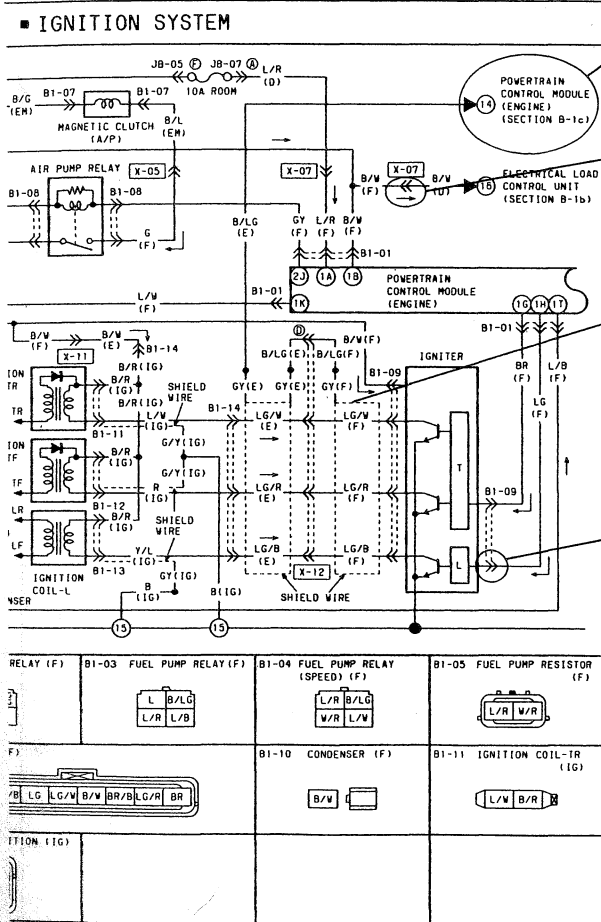
The number indicates that the circuit continues to the related system diagram.

Current symbol

Current flows in the direction of the arrow.

Indicates shielded wire.\*

\*Shielded wire:  
Prevents signal disturbances from electrical interference.  
Wire is covered by a metal meshing for grounding.



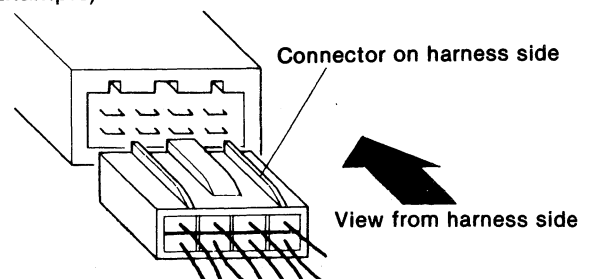
## Connector symbols

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

	Circuit diagram symbol	Connector diagram symbol
Male		
Female		

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

(Example)



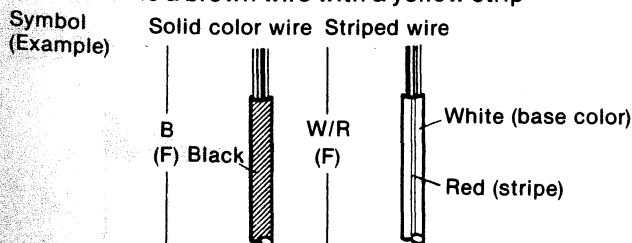
• Colors for connectors except milk-white are given in locations.  
• Unused terminals are indicated by \*

## Wire color code (harness symbol)

• Two-color wires are indicated by a two-letter symbol. The first indicates the base color of the wire, the second the color of the stripe.

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 in ( ) following the harness symbols (refer to GI-7).

## Routing diagram

- The routing diagram shows where electrical components are on the system circuit diagram by call out line and connector symbols.
- Specified values are listed beside the routing diagram or on the following page.

**Connector symbol**

Shows the system that uses the connector.

(Example)

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

**Component name**

Shows the names of components in routing diagrams.

**Ground symbol**

Shows the ground in system diagrams.

**Engine control unit terminal (unit side)**





Terminal	Input	Output	Connection to	Test condition	Voltage	Remark
1K	O		Diagnosis Connector	At System Selector test switch "O", MONITOR	Approx. 12V	
1N	O		Throttle sensor (idle point)	Accelerator pedal released	Approx. 0V	Ignition switch ON
1O	O		Stoplight switch	Brake pedal released	Approx. 12V	
1P	O		P/S pressure switch	Brake pedal depressed	Approx. 12V	
1R	O		Fan switch	Ignition switch ON	Approx. 12V	
1U	O		Headlight switch	P/S ON (at idle)	0V	
1V	O		Neutral or clutch switch	P/S OFF (at idle)	Approx. 12V	
2A	-	-	Ground (injector)	Fan operating (Engine coolant temperature over 97°C (207°F) or diagnosis connector terminal TFA grounded)	Approx. 0V	
2B	-	-	Ground (Output)	Fan not operating (idle)	Approx. 12V	
2C	-	-	Ground (CPU)	Headlights ON (Test, parking, low beam or high beam)	Approx. 12V	
2D	-	-	Ground (input)	Headlights OFF	Approx. 0V	
2E	O		Crank angle sensor (18 signal)	Neutral position or clutch pedal depressed	Approx. 10V	
2F	O		Crank angle sensor (6 signal)	Other conditions	Approx. 12V	
2G	O		Ignition switch ON	Constant	0V	
2H	O		Ignition switch ON	Constant	0V	
2J	O		Ground	Constant	0V	
2K	O		Airflow meter	Constant	4.5-5.5V	
2L	O		Throttle sensor (Power terminal)	Accelerator pedal released	Approx. 5V	
2M	O		Accelerator pedal fully depressed	Accelerator pedal released	Approx. 0V	
2N	O		Oxygen sensor	Ignition switch ON	0V	
				Idle (Cold engine)	0V	
				Idle (After warm up)	0-1V	
				Increase engine speed (After warm up)	0.5-1V	
				Deceleration	0-0.4V	
2O	O		Airflow meter	Ignition switch ON	Approx. 3.8V	
2P	O		Airflow sensor (Intake air thermosensor)	Idle	Approx. 3.3V	
2Q	O		Water thermosensor	At 20°C (68°F)	Approx. 2.5V	
				Engine coolant temperature 20°C (68°F)	Approx. 2.5V	
				After warm up	Approx. 0.4V	

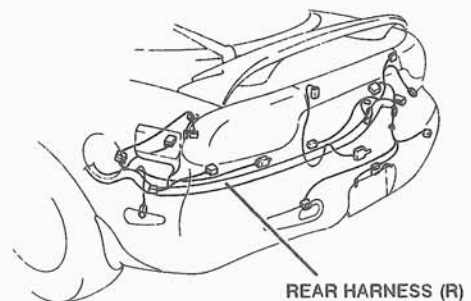
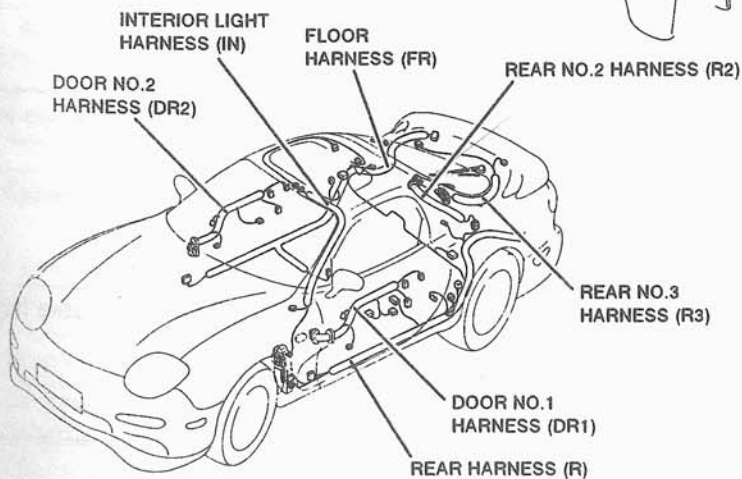
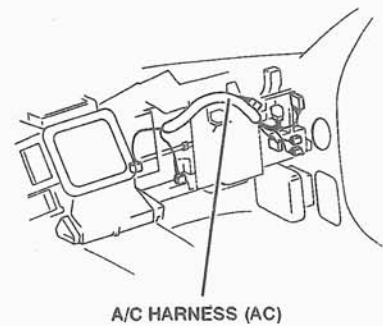
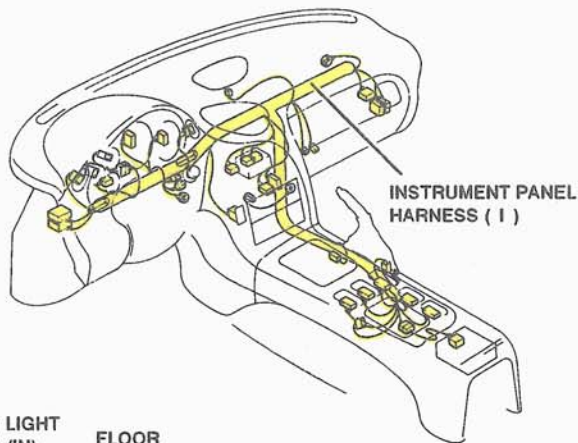
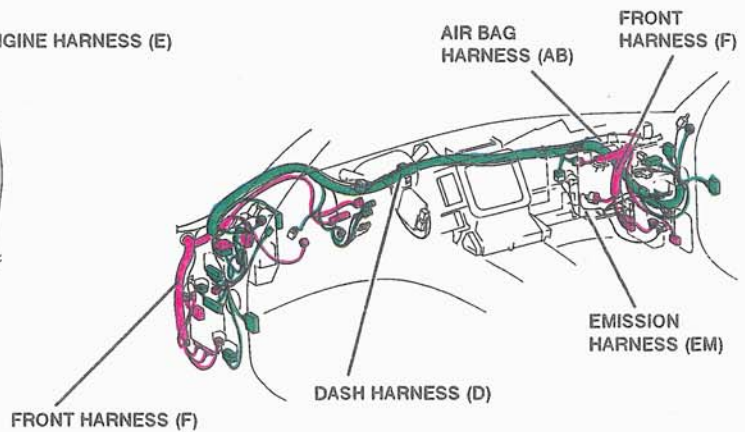
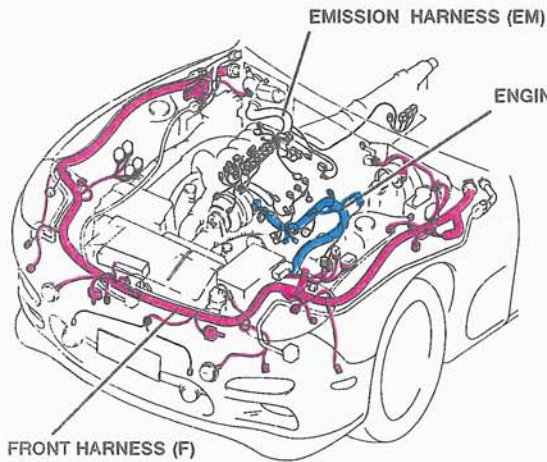
**Specified values**

Shows values for determining whether an electrical component is good.

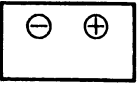

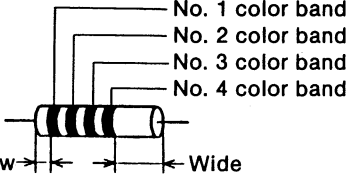
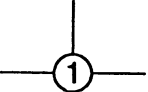
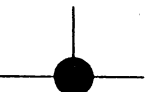

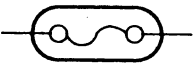
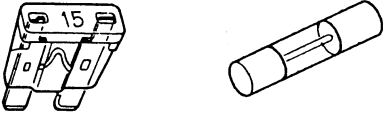

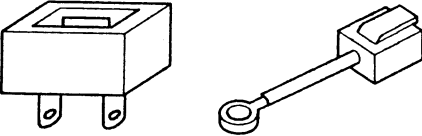
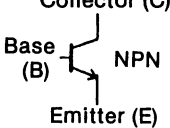
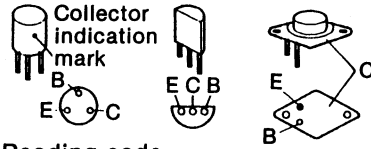

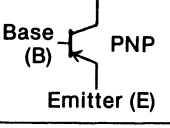





## Harness symbols

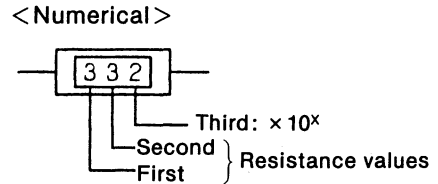
DESCRIPTION OF HARNESS	COLOR	SYMBOL	DESCRIPTION OF HARNESS	SYMBOL
FRONT HARNESS		(F)	REAR HARNESS	(R)
ENGINE HARNESS		(E)	REAR NO.2 HARNESS	(R2)
DASH HARNESS		(D)	REAR NO.3 HARNESS	(R3)
INSTRUMENT PANEL HARNESS		(I)	FLOOR HARNESS	(FR)
EMISSION HARNESS		(EM)	DOOR NO.1 HARNESS	(DR1)
A/C HARNESS		(AC)	DOOR NO.2 HARNESS	(DR2)
INTERIOR LIGHT HARNESS		(IN)	AIR BAG HARNESS	(AB)

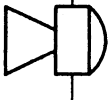
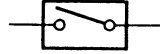

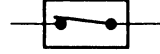

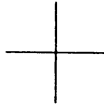


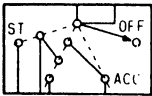
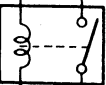
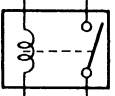
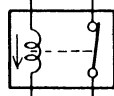
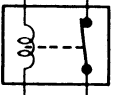
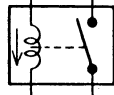
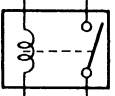
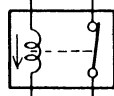
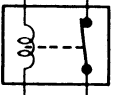
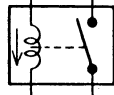
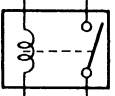
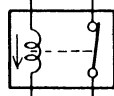
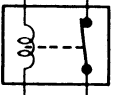
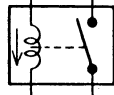
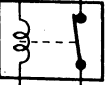
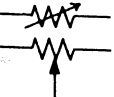




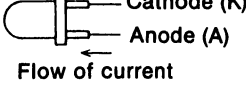
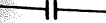




## Symbols


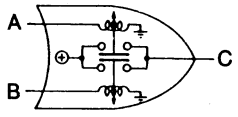

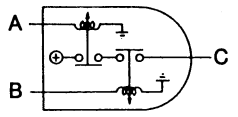
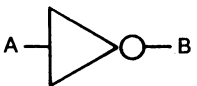
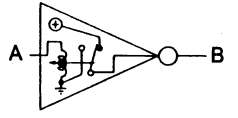

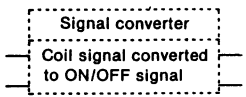
Symbol	Meaning	Symbol	Meaning
<p>Battery</p> 	<ul style="list-style-type: none"> <li>Generates electricity through chemical reaction.</li> <li>Supplies direct current to circuits.</li> </ul>	<p>Resistance</p> 	<ul style="list-style-type: none"> <li>A resistor with a constant value.</li> <li>Mainly used to protect electrical components in circuits by maintaining rated voltage.</li> <li>Reading resistance values.</li> </ul> <p>&lt;Colored&gt;</p> 
<p>Ground (1)</p> 	<ul style="list-style-type: none"> <li>Connecting point to vehicle body or other ground wire where current flows from positive to negative terminal of battery.</li> <li>Ground (1) indicates a ground point to body through wire harness.</li> <li>Ground (2) indicates point where component is grounded directly to body.</li> </ul>		
<p>Ground (2)</p> 	<p>Remarks</p> <ul style="list-style-type: none"> <li>Current will not flow through a circuit if ground is faulty.</li> </ul>		
<p>Fuse (1)</p>  <p>(box)</p>	<ul style="list-style-type: none"> <li>Melts when current flow exceeds that specified for circuit, interrupts current flow.</li> </ul> <p>Precautions</p> <ul style="list-style-type: none"> <li>Do not replace with fuses exceeding specified capacity.</li> </ul>		
<p>Fuse (2)</p>  <p>(Cartridge)</p>	<p>&lt; Blade type &gt;      &lt; Tube type &gt;</p> 		
<p>Main fuse/ Fusible link</p> 	<p>&lt; Cartridge type &gt;      &lt; Fusible link &gt;</p> 		
<p>Transistor (1)</p> <p>Collector (C)</p>  <p>Base (B)</p> <p>Emitter (E)</p> <p>NPN</p>	<ul style="list-style-type: none"> <li>Electrical switching component.</li> <li>Turns on when voltage is applied to the base (B).</li> </ul> <p>Collector indication mark</p> 	<p>Motor</p> 	<ul style="list-style-type: none"> <li>Converts electrical energy into mechanical energy.</li> </ul>
<p>Transistor (2)</p> <p>Collector (C)</p>  <p>Base (B)</p> <p>Emitter (E)</p> <p>PNP</p>	<ul style="list-style-type: none"> <li>Reading code.</li> </ul> <p>2 S C 828 A</p> <p>Semiconductor      Revision mark</p> <p>Number of terminals      A: High-frequency PNP B: Low-frequency PNP C: High-frequency NPN D: Low-frequency NPN</p>	<p>Pump</p> 	<ul style="list-style-type: none"> <li>Pulls in and discharges gases and liquids.</li> </ul>
<p>Lamp</p>  <p>3.4W</p>	<ul style="list-style-type: none"> <li>Emits light and generates heat when current flows through filament.</li> </ul>	<p>Cigarette lighter</p> 	<ul style="list-style-type: none"> <li>Electrical coil that generates heat.</li> </ul>

Color	No. 1	No. 2	No. 3	No. 4
	Resistance values		Multiplier	Tolerance
Black	0	0	$\times 10^0$	
Brown	1	1	$\times 10^1$	
Red	2	2	$\times 10^2$	
Orange	3	3	$\times 10^3$	
Yellow	4	4	$\times 10^4$	
Green	5	5	$\times 10^5$	
Blue	6	6	$\times 10^6$	
Purple	7	7	$\times 10^7$	
Grey	8	8	$\times 10^8$	
White	9	9	$\times 10^9$	
Gold			$\times 10^{-1}$	$\pm 5\%$
Silver			$\times 10^{-2}$	$\pm 10\%$
—				$\pm 20\%$



Symbol	Meaning	Symbol	Meaning								
<b>Horn</b> 	<ul style="list-style-type: none"> <li>Generates sound when current flows.</li> </ul>	<b>Switch (1)</b>  Normally open (NO)	<ul style="list-style-type: none"> <li>Allows or breaks current flow by opening and closing circuits.</li> </ul>								
<b>Speaker</b> 		<b>Switch (2)</b>  Normally closed (NC)									
<b>Heater</b> 	<ul style="list-style-type: none"> <li>Generates heat when current flows.</li> </ul>	<b>Harness</b>   (Not connected)	<ul style="list-style-type: none"> <li>Unconnected intersecting harness.</li> <li>Connected intersecting harness.</li> </ul>								
<b>Speed sensor</b> 		<ul style="list-style-type: none"> <li>Movement of magnet in speedometer turns contact within sensor on and off.</li> </ul>		 (Connected)							
<b>Ignition switch</b> 				<ul style="list-style-type: none"> <li>Turning ignition key switches circuit to operate various component.</li> </ul> (NOTE) Ignition switch is called engine switch on diesel vehicles.							
<b>Relay (1)</b>  Normally open (NO)	<ul style="list-style-type: none"> <li>Current flowing through coil produces electromagnetic force causing contact to open or close.</li> </ul> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th></th> <th style="text-align: center;">No current to coil</th> <th style="text-align: center;">Current to coil</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Normally open relay (NO)</td> <td style="text-align: center;">                      No flow                 </td> <td style="text-align: center;">                      Flow                 </td> </tr> <tr> <td style="text-align: center;">Normally closed relay (NC)</td> <td style="text-align: center;">                      Flow                 </td> <td style="text-align: center;">                      No flow                 </td> </tr> </tbody> </table>		No current to coil	Current to coil	Normally open relay (NO)	 No flow	 Flow	Normally closed relay (NC)	 Flow	 No flow	
		No current to coil	Current to coil								
Normally open relay (NO)	 No flow	 Flow									
Normally closed relay (NC)	 Flow	 No flow									
<b>Relay (2)</b>  Normally closed (NC)											
<b>Sensor (variable)</b> 	<ul style="list-style-type: none"> <li>Resistance changes with other components operation.</li> </ul>	<b>Diode</b> 	<ul style="list-style-type: none"> <li>Known as a semiconductor rectifier, the diode allows current flow in one direction only.</li> </ul> Cathode (K) ← Anode (A) ← Flow of electric current 								
<b>Sensor (thermistor)</b> 		<ul style="list-style-type: none"> <li>Resistance changes with temperature.</li> </ul>		<b>Light-emitting diode (LED)</b> 	<ul style="list-style-type: none"> <li>A diode that lights when current flows.</li> <li>Unlike ordinary bulbs, the diode does not generate heat when lit.</li> </ul> Cathode (K) ← Anode (A) 						
<b>Capacitor</b> 				<ul style="list-style-type: none"> <li>Component that temporarily stores electrical charge.</li> </ul>		<b>Reference diode (Zener diode)</b> 	<ul style="list-style-type: none"> <li>Allows current to flow in one direction up to a certain voltage; allows current to flow in the other direction once that voltage is exceeded.</li> </ul>				
<b>Solenoid</b> 	<ul style="list-style-type: none"> <li>Current flowing through coil generates electromagnetic force to operate plungers.</li> </ul>										

## Logic symbols

Types of logic symbols	Operation	Expressing output	Simple relay circuits
<p>OR</p> 	Input to A or B will produce output at C.	Low electrical potential (L) at A and B → no output (L) at C High electrical potential (H) at A or B → output (H) at C	
<p>AND</p> 	Input to A and B will produce output at C.	High electrical potential (H) at A and B → output (H) at C Low electrical potential (L) at A or B → no output (L) at C	
<p>INV</p> 	No input to A will produce an output at B. An input to A will not produce an output at B.	Low electrical potential (L) at A → no ground (H) B High electrical potential (H) at A → grounds (L) B	
<p>PROCESS</p> 	Simplified representation of complex functions within circuit describes main function. 1. Signal detector for engine control unit, cooling unit, and tachometer. 2. Signal converter for turn and hazard flasher unit and igniter unit.		<p>(Examples) Igniters</p> 

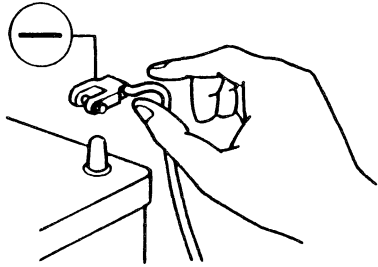
## Abbreviations used in this booklet

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

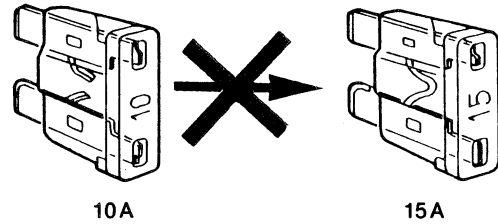
## Precautions to take when servicing an electrical system

- Note the following items when servicing the electrical system.
- Do not alter the wiring or electrical equipment in any way; this may damage the vehicle or cause a fire from short-circuiting a circuit or overloading it.

- The negative (-) battery cable must be removed first and installed last.



- Do not replace with fuses exceeding specified capacity.

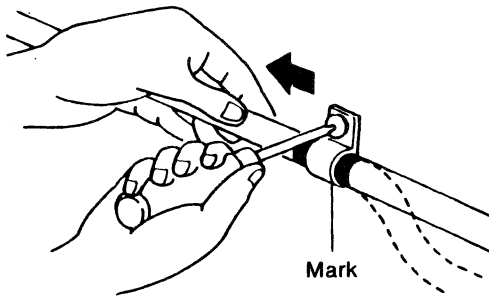


### Caution

- Be sure that the ignition and other switches are off before disconnecting or connecting the battery cables.

Failure to do so may damage the semiconductor components.

- Secure harnesses with provided clamps to take up slack.

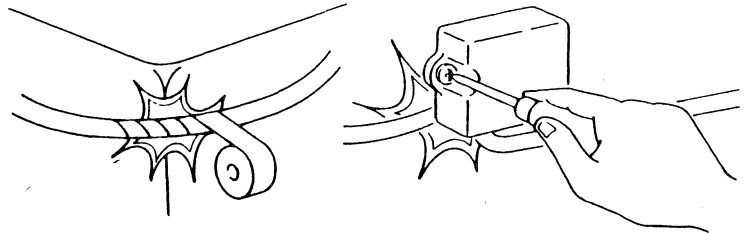


### Caution

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

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

- When mounting components, be sure the harness is not caught or damaged.



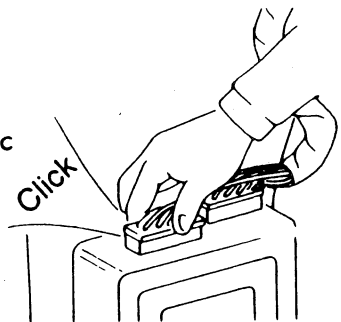
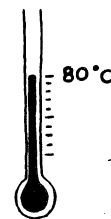
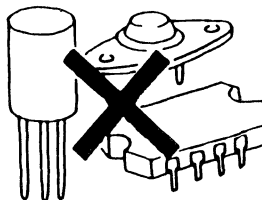
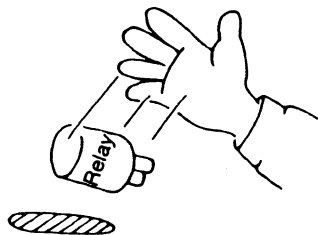
### Caution

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

- Do not handle electrical components roughly or drop them.

- Disconnect heat-sensitive parts (for example, relays and ECU) when performing maintenance (such as welding) where temperatures may exceed 80°C (176°F).

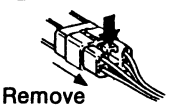
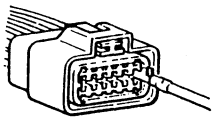
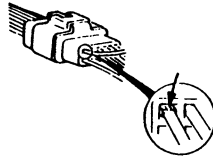
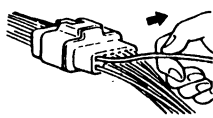
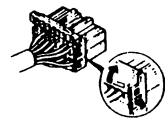
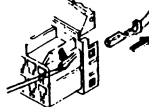
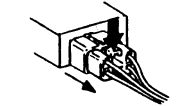
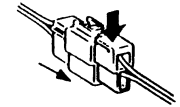
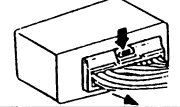
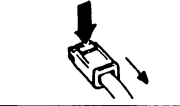
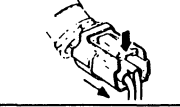
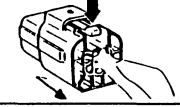
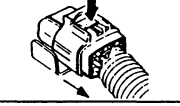
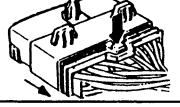
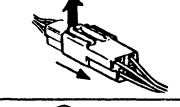
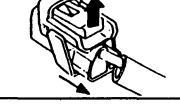
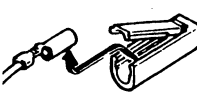
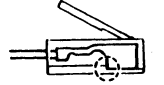
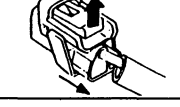
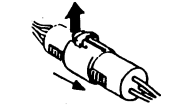
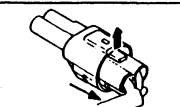

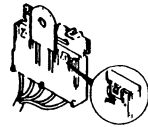

- Make sure that the connectors are securely connected when installed.



## Handling connectors

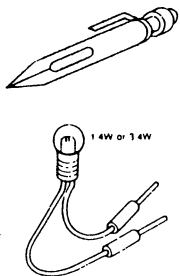
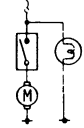
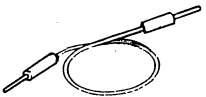
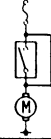
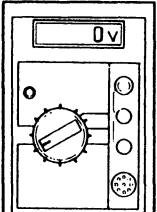
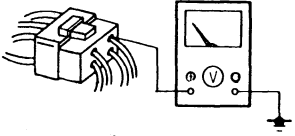

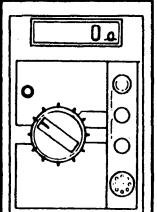
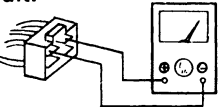
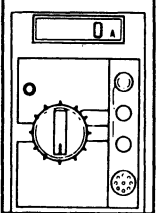
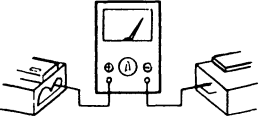
### Caution

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

Connector removal		Checking connector contacts	Checking for loose terminals	Replacing terminal
Push type	 Remove	<p>Caution Improperly engaged connectors will cause poor terminal contact.</p>  <p>When using a matching male terminal, make sure there is no looseness in the female terminal.</p>	<p>Caution A loose terminal will cause poor terminal contact.</p>  <p>Make sure the terminals are not pushed out of the connector when engaged.</p>  <p>Pull lightly on individual wires to check that they are secured in the terminal.</p>	<p>&lt;CPU connector&gt;</p>  <ol style="list-style-type: none"> <li>1. Raise the rear cover.</li> <li>2. Lift the tab with a thin piece of metal and remove the terminal.</li> </ol> 
				
				
				
				
				
				
				
				
				
Pull-up type				<p>&lt;Round connectors&gt;</p> <ol style="list-style-type: none"> <li>1. Raise the cover.</li> <li>2. Lift the terminal to remove it.</li> <li>3. Make sure the terminal is securely mounted in the connector when installing.</li> </ol>  
				
				
				
Spring type				<p>&lt;Common ground connectors&gt;</p> <ol style="list-style-type: none"> <li>1. Raise the cover.</li> <li>2. Remove A.</li> <li>3. Lift the tab with a thin piece of metal and remove the terminal.</li> </ol>  

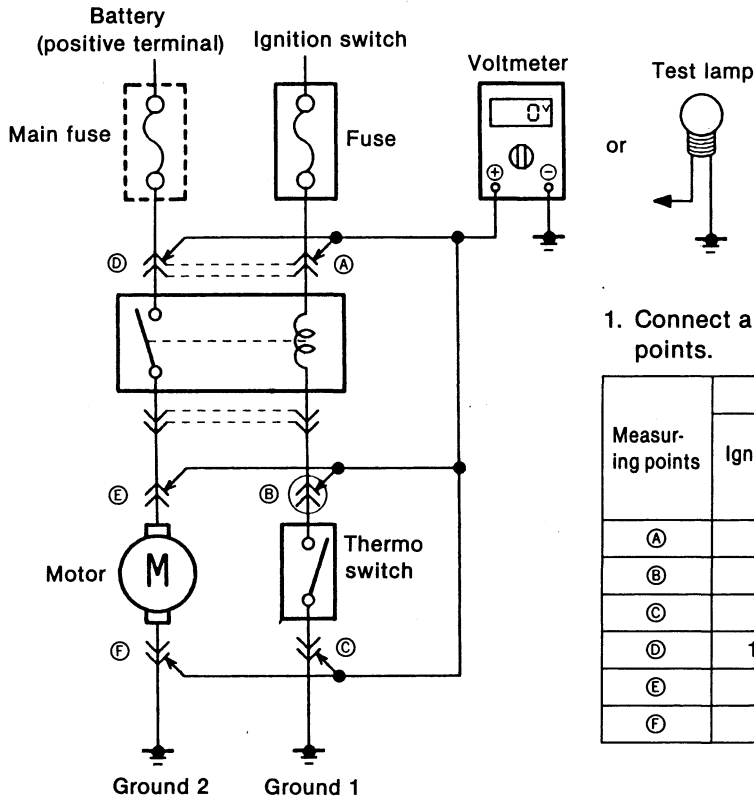


## Using electrical measuring equipment

Equipment	Use	Operation	Handling precautions
<p><b>Test lamp</b></p> 	<p>Test to find open or shorted circuits.</p>	<ul style="list-style-type: none"> <li>• Connect the test lamp between the circuit being measured and a ground.</li> <li>• The lamp will light if the circuit is energized to the point tested.</li> </ul> 	<ul style="list-style-type: none"> <li>• Test lamps use 12V 1.4W or 3.4W bulbs or light-emitting diodes (LEDs). Using a large-capacity bulb may damage the CPU.</li> </ul>
<p><b>Jumper wire</b></p> 	<p>Used to create a temporary circuit.</p>	<ul style="list-style-type: none"> <li>• Connect the jumper wire between the terminals of a circuit to bypass a switch.</li> </ul> 	<ul style="list-style-type: none"> <li>• Do not connect the jumper wire from the power source line to a ground; this may cause burning or other damage to harnesses or electronic components.</li> </ul>
<p><b>Voltmeter</b></p> 	<p>Used for measuring the voltage of a circuit to locate possible opens or shorts.</p>	<ul style="list-style-type: none"> <li>• Connect the positive (+) probe to the point where voltage is to be measured and the negative (-) probe to a ground.</li> </ul> 	<ul style="list-style-type: none"> <li>• Connect the voltmeter in parallel with the circuit.</li> <li>• Set the range to the desired voltage.</li> <li>• Use the service hole when measuring the voltage at the diagnosis connector.</li> <li>• Tie a thin wire to the positive (+) probe to access narrow terminals.</li> </ul> 
<p><b>Ohmmeter</b></p> 	<p>Used to find opens and shorts in the circuit, to confirm continuity and to measure resistance.</p>	<ul style="list-style-type: none"> <li>• Zero the ohmmeter.</li> <li>• Verify that voltage is not applied to the circuit.</li> <li>• Connect the probes between two points in a circuit.</li> </ul> 	<ul style="list-style-type: none"> <li>• Zero the meter after switching to the measuring range.</li> <li>• Before using the ohmmeter, make sure the ignition switch is off or the negative (-) battery cable is disconnected to prevent burning or otherwise damaging the ohmmeter.</li> </ul>
<p><b>Ammeter</b></p> 	<p>Used to check alternator output, current supplied to the starter, and dark current within a circuit.</p> <p>Note Dark current is the constant flow of current while the ignition switch is OFF.</p>	<ul style="list-style-type: none"> <li>• Connect the ammeter in series with the circuit by touching the positive (+) probe to the power-side terminal and the negative (-) probe to the ground-side terminal.</li> </ul> 	<ul style="list-style-type: none"> <li>• Set the range to the desired amperage.</li> <li>• Connect the ammeter in series with the circuit. The ammeter may be burned or otherwise damaged if it is connected in parallel.</li> </ul>

## Measuring voltage

### Checks



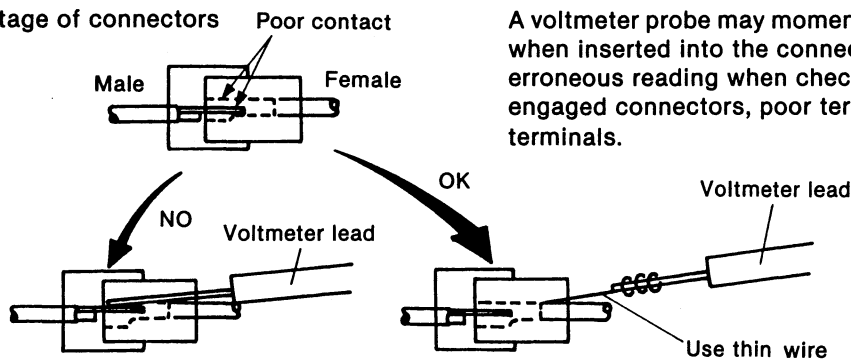
1. Connect a voltmeter or test lamp to the measuring points.

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

○ : Test lamp ON  
x : Test lamp OFF

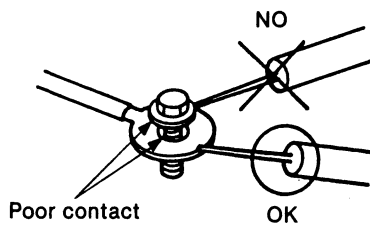
### Precautions during checks

#### Measuring voltage of connectors



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

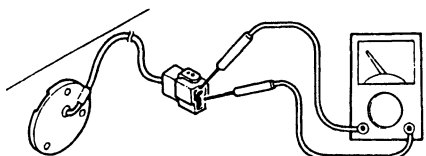
#### Measuring voltage of ground unit



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

## Measuring continuity/resistance

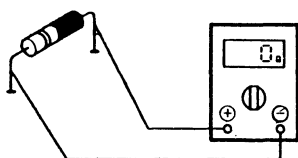
### Checking switches



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

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

### Checking diodes

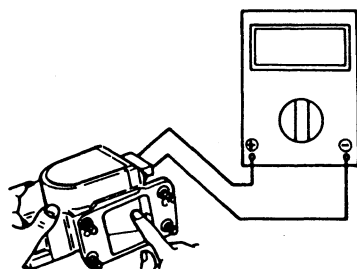


Continuity is checked according to the direction of the positive (+) and negative (-) probes of the ohmmeter in the circuit containing the diode.

Connection	Continuity
	Yes
	No

**Note**  
The negative (-) probe of the ohmmeter is connected to the positive terminal of the internal ohmmeter battery, the positive (+) probe to the negative terminal of the battery.

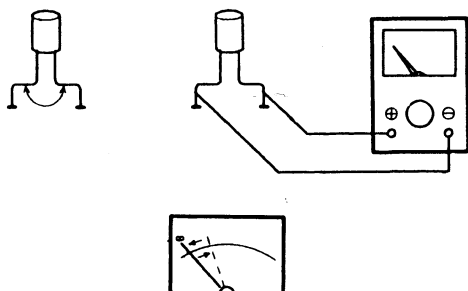
### Checking sensors and solenoid valves



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

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

### Checking condensers

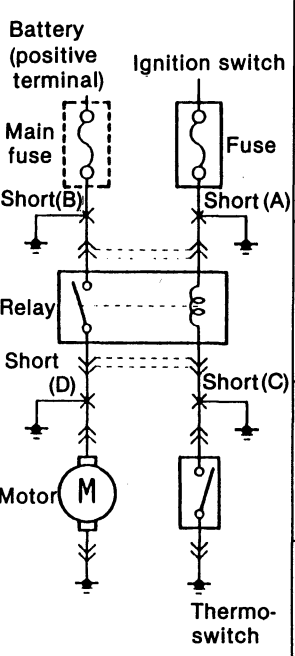
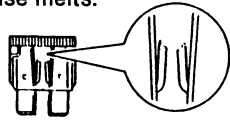
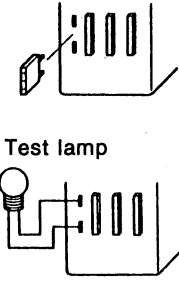
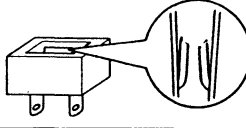


1. Short between the terminals with a jumper wire to discharge the capacitor.
2. Set the ohmmeter range to  $\times 10k\Omega$  and connect it to the capacitor terminals.
3. The capacitor is good if the needle of the ohmmeter swings once and returns to its original position.

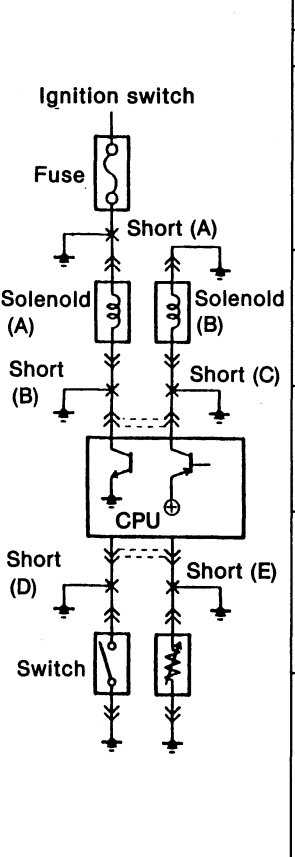
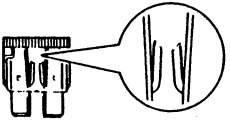
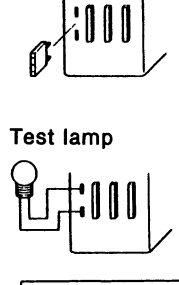
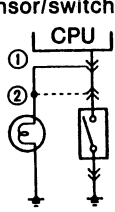
## Finding short circuits

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

### Circuits not connected to control unit

	Examples		Finding short circuit
	Short location	Symptom	
Short (A)	<ul style="list-style-type: none"> <li>Fuse melts.</li> </ul> 	 <ol style="list-style-type: none"> <li>Remove the fuse and main fuse of the circuit.</li> <li>Disconnect all connectors of electrical components in the circuit.</li> <li>Attach a voltmeter or test lamp to the fuse box and reconnect each connector, beginning nearest the power source.</li> <li>Check the voltmeter reading or test lamp as the connectors are connected.</li> </ol>	
Short (B)	<ul style="list-style-type: none"> <li>Main fuse melts.</li> </ul> 		
Short (C)	<ul style="list-style-type: none"> <li>The motor operates regardless of whether the thermostat is ON or OFF when the ignition switch is ON.</li> <li>The fuse is not melted.</li> </ul>		
Short (D)	<ul style="list-style-type: none"> <li>The main fuse melts when the ignition switch and thermostat are ON and the relay is operating.</li> </ul>		

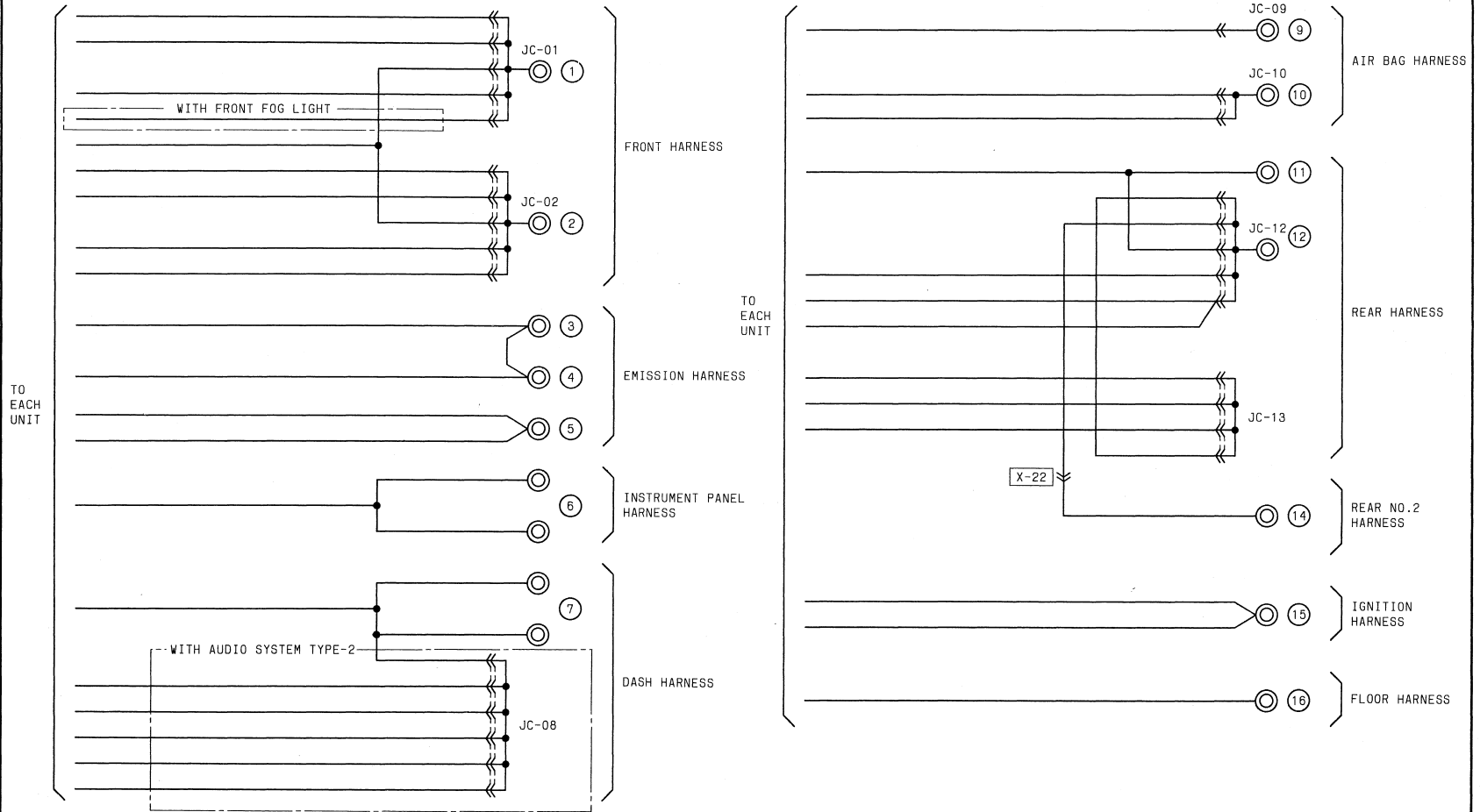
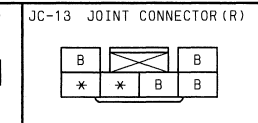
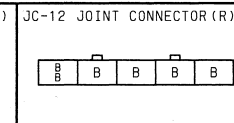
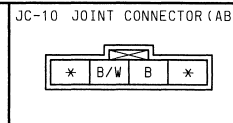
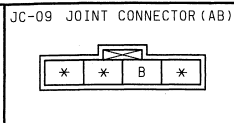
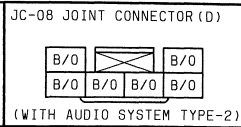
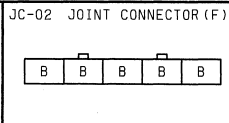
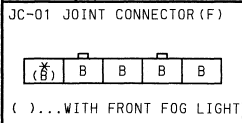
### Circuits connected to control unit

	Examples		Finding short circuit
	Short location	Symptom	
Short (A)	<ul style="list-style-type: none"> <li>Fuse melts.</li> </ul> 	 <ol style="list-style-type: none"> <li>Remove the fuse and main fuse of the circuit.</li> <li>Disconnect all connectors of electrical components in the circuit.</li> <li>Attach a voltmeter or test lamp to the fuse box and reconnect each connector, beginning nearest to the power source.</li> <li>Check the voltmeter reading or test lamp as the connectors are connected.</li> </ol>	
Short (B)	<ul style="list-style-type: none"> <li>Solenoid A operates when the ignition switch is ON.</li> </ul>		
Short (C)	<ul style="list-style-type: none"> <li>The CPU transistor burns out when the ignition switch is turned ON.</li> </ul>		
Short (D)	<ul style="list-style-type: none"> <li>The CPU thinks the switch is ON because the same conditions exist as when the switch is ON.</li> </ul>		
Short (E)	<ul style="list-style-type: none"> <li>The CPU senses the sensor to be 0Ω because the same conditions exist as when the resistance value is 0Ω.</li> <li>The CPU equipped with the self-diagnosis function outputs the code.</li> </ul>	 <ol style="list-style-type: none"> <li>Attach the test lamp or voltmeter to the CPU connector.</li> <li>Connect to the switch/sensor connector.</li> <li>Check the voltmeter reading or test lamp.</li> </ol>	

Y

## Y ■ GROUND POINTS

WIRING ORDER INTO THE JOINT CONNECTOR MAY BE CHANGED

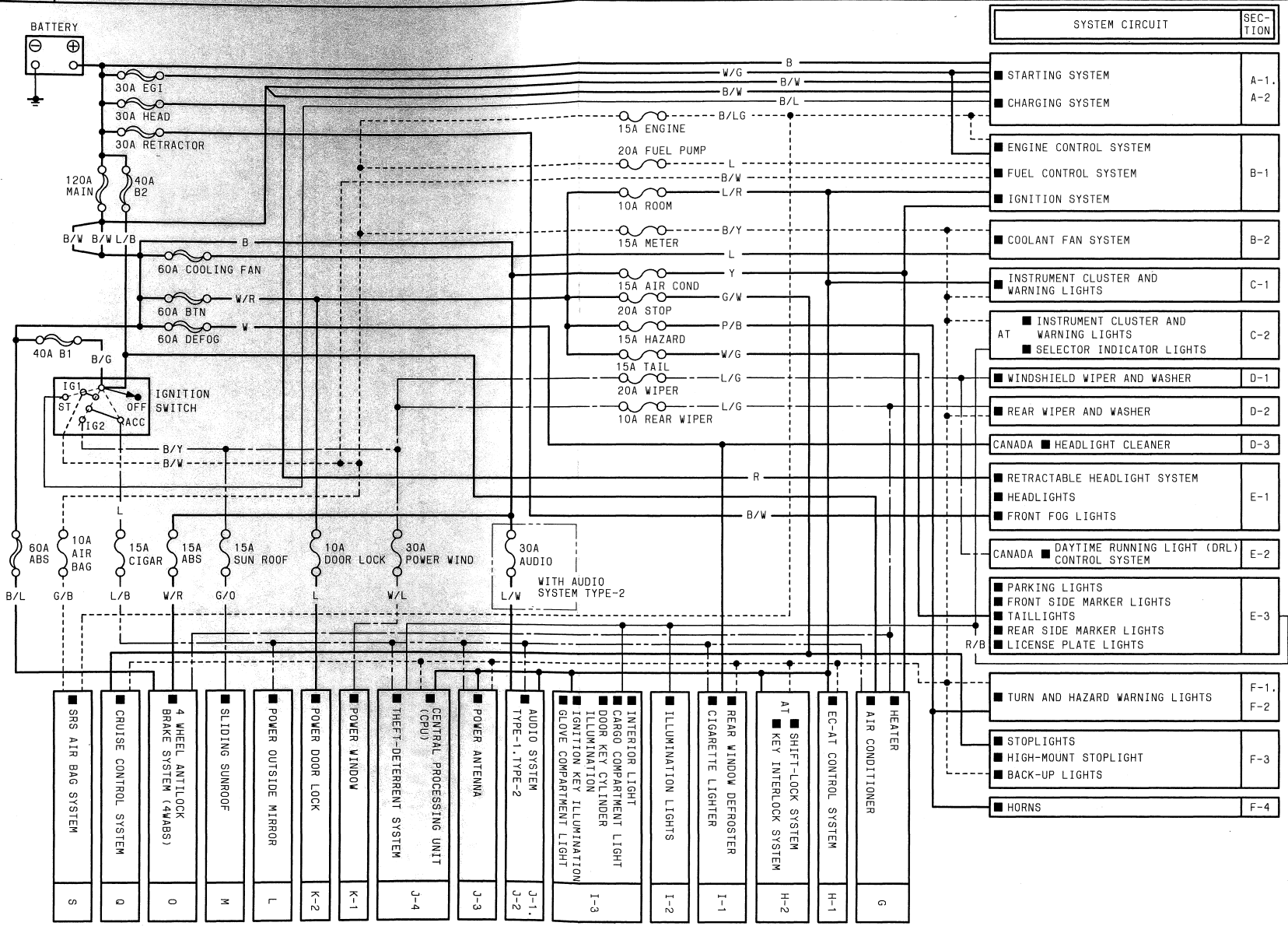




W

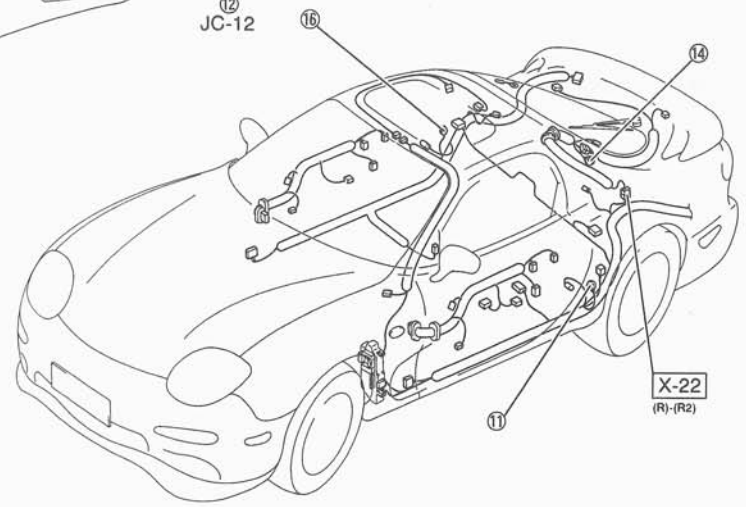
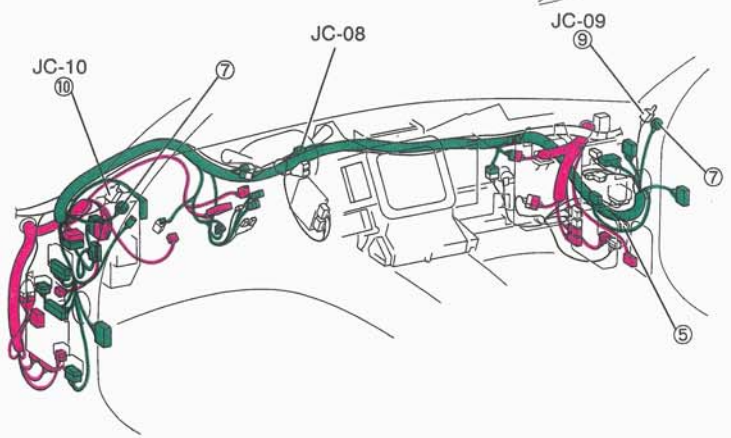
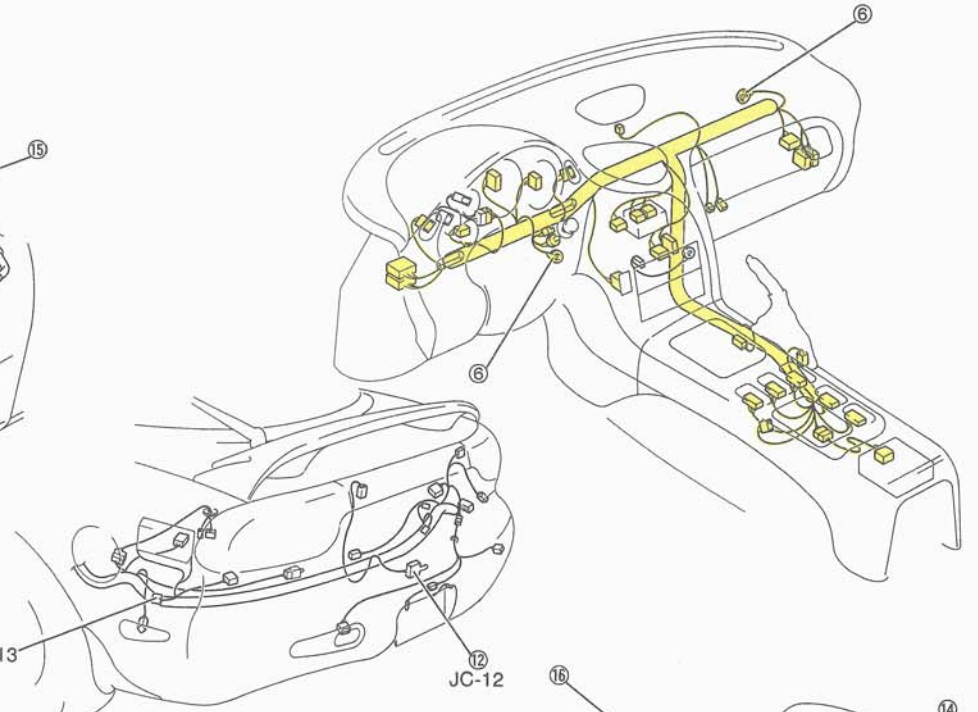
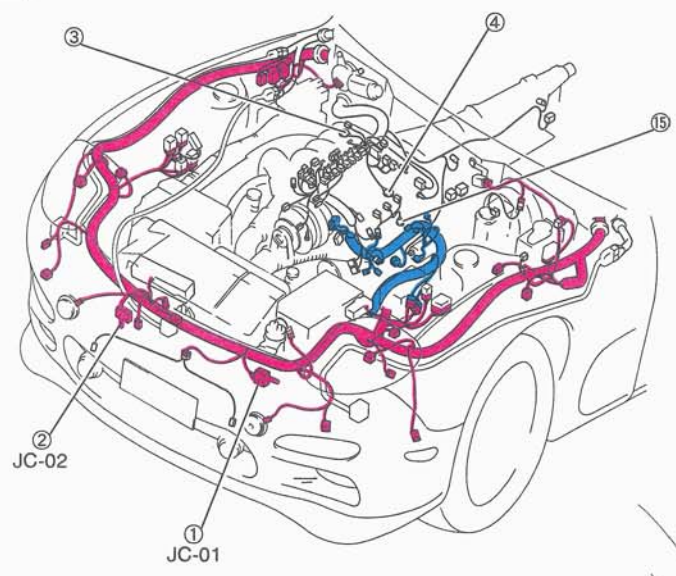
W ■ ELECTRICAL WIRING SCHEMATIC

NOTE: ——— CURRENT FROM BATTERY    - - - - - CURRENT FROM ACC  
 - - - - - CURRENT FROM IG1    ——— OTHERS  
 - - - - - CURRENT FROM IG2



SYSTEM CIRCUIT		SECTION
■ STARTING SYSTEM		A-1
■ CHARGING SYSTEM		A-2
■ ENGINE CONTROL SYSTEM		B-1
■ FUEL CONTROL SYSTEM		B-1
■ IGNITION SYSTEM		B-1
■ COOLANT FAN SYSTEM		B-2
■ INSTRUMENT CLUSTER AND WARNING LIGHTS		C-1
■ INSTRUMENT CLUSTER AND WARNING LIGHTS		C-2
■ SELECTOR INDICATOR LIGHTS		C-2
■ WINDSHIELD WIPER AND WASHER		D-1
■ REAR WIPER AND WASHER		D-2
CANADA ■ HEADLIGHT CLEANER		D-3
■ RETRACTABLE HEADLIGHT SYSTEM		E-1
■ HEADLIGHTS		E-1
■ FRONT FOG LIGHTS		E-1
CANADA ■ DAYTIME RUNNING LIGHT (DRL) CONTROL SYSTEM		E-2
■ PARKING LIGHTS		E-3
■ FRONT SIDE MARKER LIGHTS		E-3
■ TAILLIGHTS		E-3
■ REAR SIDE MARKER LIGHTS		E-3
■ LICENSE PLATE LIGHTS		E-3
■ TURN AND HAZARD WARNING LIGHTS		F-1
■ HEATER		F-2
■ AIR CONDITIONER		F-2
■ STOPLIGHTS		F-3
■ HIGH-MOUNT STOPLIGHT		F-3
■ BACK-UP LIGHTS		F-3
■ HORNS		F-4

Y



# SYSTEM CIRCUIT DIAGRAM/ CONNECTOR LOCATIONS

## ENGINE-RELATED SYSTEMS

STARTING SYSTEM	
MT.....	Z-24
AT.....	Z-26
CHARGING SYSTEM	
MT.....	Z-24
AT.....	Z-26
ENGINE CONTROL SYSTEM .....	Z-28
FUEL CONTROL SYSTEM .....	Z-28
IGNITION SYSTEM .....	Z-28
COOLANT FAN SYSTEM .....	Z-40

## CHASSIS-RELATED SYSTEMS

EC-AT CONTROL SYSTEM.....	Z-72
SHIFT-LOCK SYSTEM.....	Z-78
4 WHEEL ANTILOCK BRAKE SYSTEM (4WABS).....	Z-106

## INSTRUMENT CLUSTER-RELATED SYSTEMS

INSTRUMENT CLUSTER AND WARNING LIGHTS	
MT.....	Z-42
AT .....	Z-42, 46
SELECTOR INDICATOR LIGHTS .....	Z-46

## BODY-RELATED SYSTEMS

WINDSHIELD WIPER AND WASHER....	Z-48
REAR WIPER AND WASHER .....	Z-50
HEADLIGHT CLEANER.....	Z-52
HORNS.....	Z-66
KEY INTERLOCK SYSTEM .....	Z-78
REAR WINDOW DEFROSTER.....	Z-80
CENTRAL PROCESSING UNIT (CPU)....	Z-92
THEFT-DETERRENT SYSTEM .....	Z-92
POWER WINDOW.....	Z-98
POWER DOOR LOCK.....	Z-100
POWER OUTSIDE MIRROR.....	Z-102
SLIDING SUNROOF .....	Z-104
CRUISE CONTROL SYSTEM .....	Z-108
SRS AIR BAG SYSTEM .....	Z-114

## INTERIOR LIGHTING SYSTEMS

ILLUMINATION LIGHTS.....	Z-82
INTERIOR LIGHT .....	Z-84
CARGO COMPARTMENT LIGHT .....	Z-84
IGNITION KEY ILLUMINATION.....	Z-84
GLOVE COMPARTMENT LIGHT .....	Z-84

## EXTERIOR LIGHTING SYSTEMS

RETRACTABLE HEADLIGHT SYSTEM .....	Z-54
HEADLIGHTS .....	Z-54
FRONT FOG LIGHTS .....	Z-54
DAYTIME RUNNING LIGHT (DRL) CONTROL SYSTEM .....	Z-56
PARKING LIGHTS.....	Z-58
FRONT SIDE MARKER LIGHTS.....	Z-58
TAILLIGHTS.....	Z-58
REAR SIDE MARKER LIGHTS .....	Z-58
LICENSE PLATE LIGHTS.....	Z-58
TURN AND HAZARD WARNING LIGHTS FEDERAL/CALIFORNIA.....	Z-60
CANADA .....	Z-62
STOPLIGHTS.....	Z-64
HIGH-MOUNT STOPLIGHT .....	Z-64
BACK-UP LIGHTS .....	Z-64
DOOR KEY CYLINDER ILLUMINATION .....	Z-84

## AIR CONDITIONING-RELATED SYSTEMS

HEATER .....	Z-68
AIR CONDITIONER.....	Z-68

## ACCESSORIES

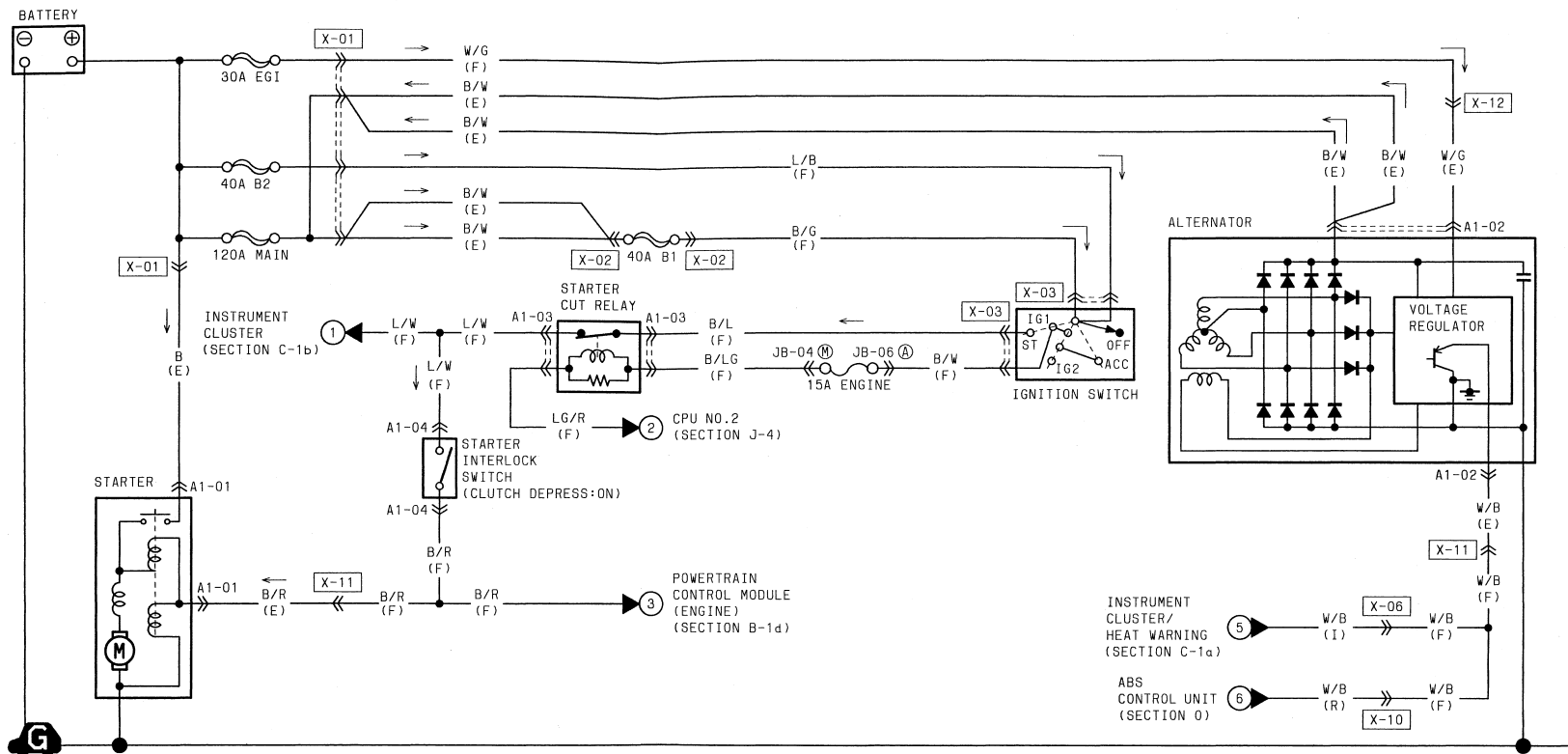
CIGARETTE LIGHTER.....	Z-80
AUDIO SYSTEM TYPE-1.....	Z-86
AUDIO SYSTEM TYPE-2 (BOSE ACOUSTIC WAVE® MUSIC SYSTEM) .....	Z-88
POWER ANTENNA .....	Z-90

## OTHERS

DATA LINK CONNECTOR.....	Z-116
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A-1 MT ■ STARTING SYSTEM ■ CHARGING SYSTEM

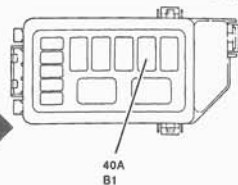


A1-01 STARTER (E)	A1-02 ALTERNATOR (E)	A1-03 STARTER CUT RELAY (F)	A1-04 STARTER INTERLOCK SWITCH (F)		

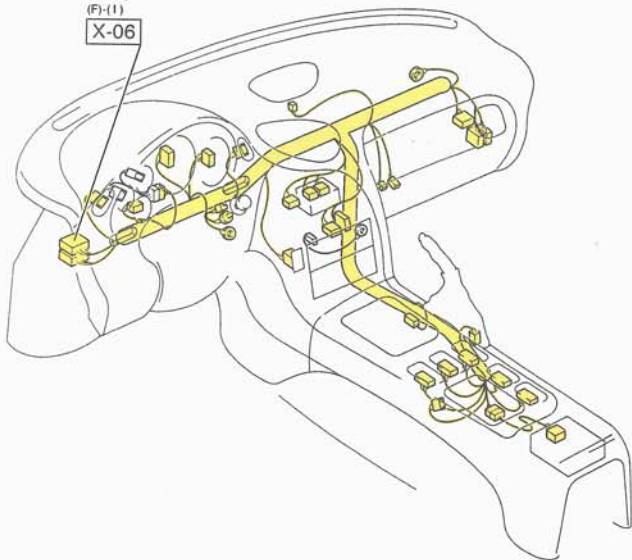


A-1

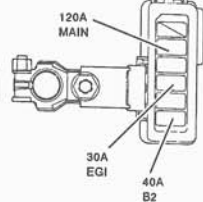
X-02  
RELAY AND FUSE BLOCK



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

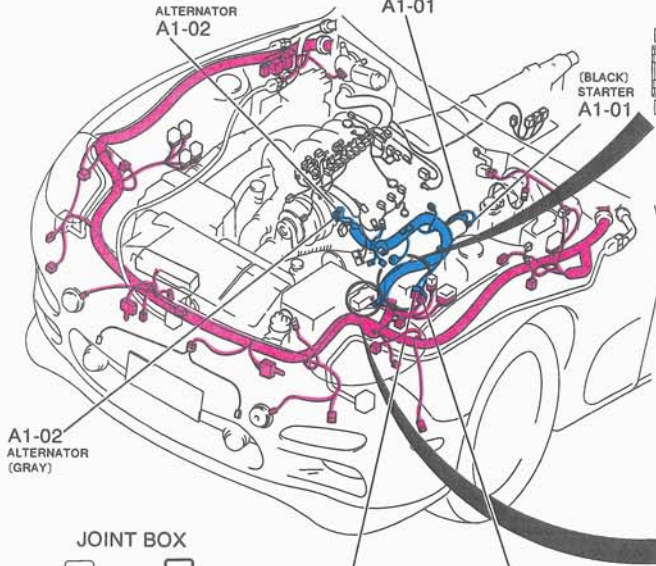


X-01  
MAIN FUSE BLOCK



X-11  
(F)-(E)  
(GRAY)

X-12  
(F)-(E)  
(GRAY)



A1-02  
ALTERNATOR  
(GRAY)

X-11  
(F)-(E)  
(GRAY)

X-12  
(F)-(E)  
(GRAY)

JOINT BOX



JB-04  
(GREEN)

JB-06  
(BLACK)

IGNITION  
SWITCH  
X-03

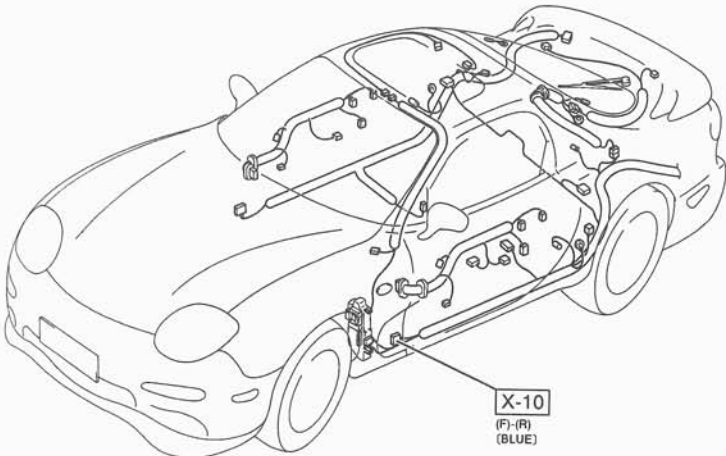
(F)-(D)  
X-07

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

X-10  
(F)-(R)  
(BLUE)

A1-03  
STARTER CUT  
RELAY  
(BLUE)

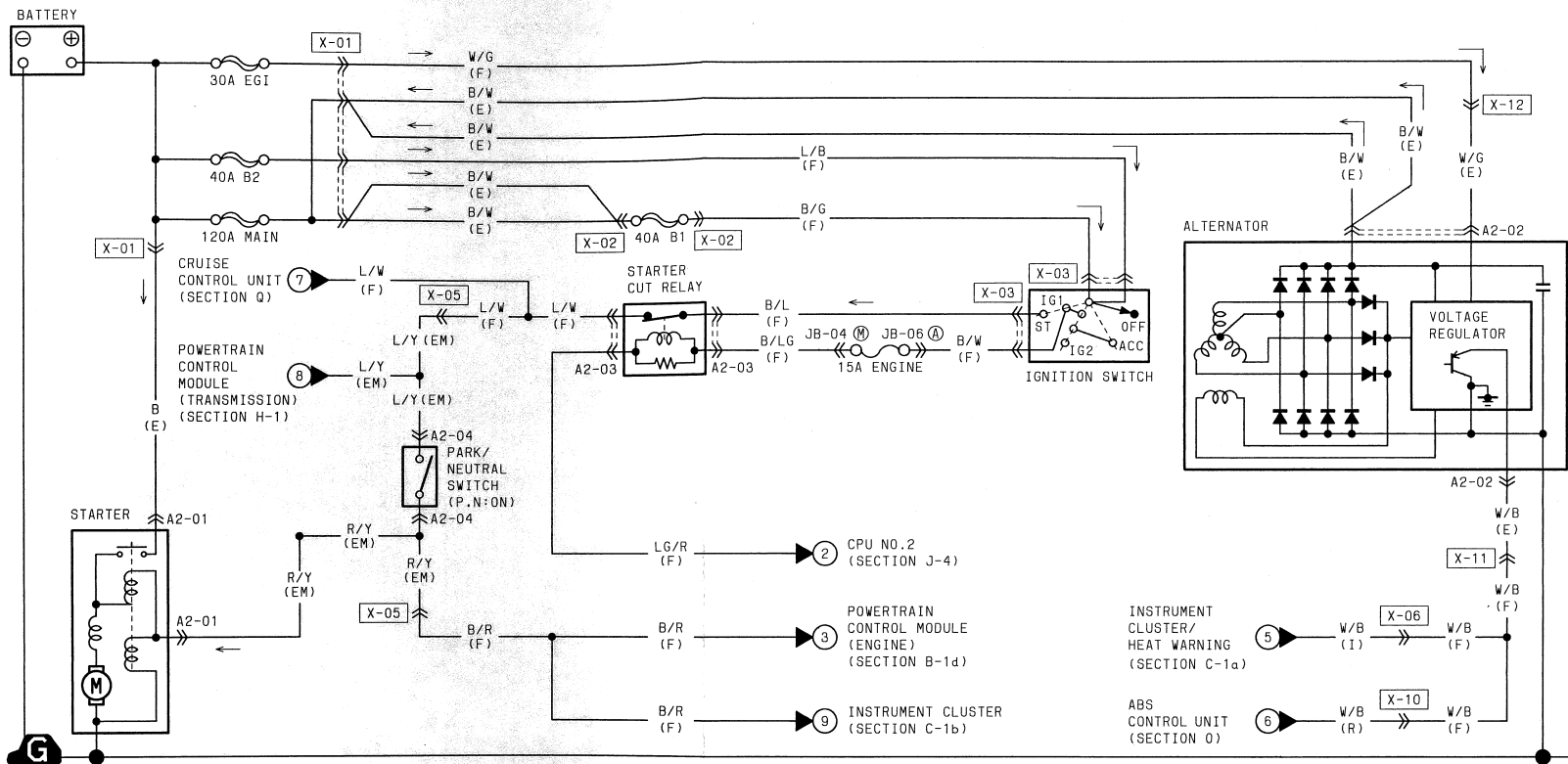
A1-04  
STARTER  
INTERLOCK  
SWITCH



X-10  
(F)-(R)  
(BLUE)



A-2 AT ■ STARTING SYSTEM ■ CHARGING SYSTEM



A2-01	STARTER (E)	(EM)
	B	R/Y

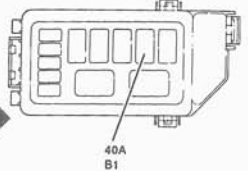
A2-02	ALTERNATOR (E)	
	B/W	W/G W/B
	B/W	

A2-03	STARTER CUT RELAY (F)	
	* B/L B/LG	
	L/W *	LG/R

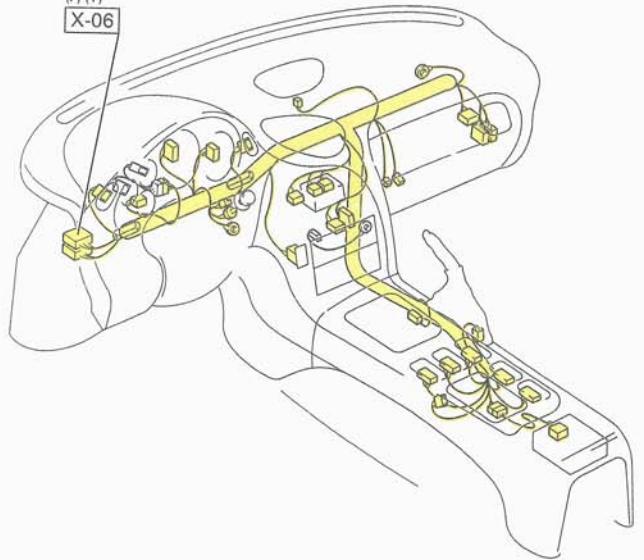
A2-04	PARK/NEUTRAL SWITCH (EM)	
	BR/W Y/G R/L BR/B Y/L	
	R/Y LG/W L/R L/Y	

A-2

X-02  
RELAY AND FUSE BLOCK

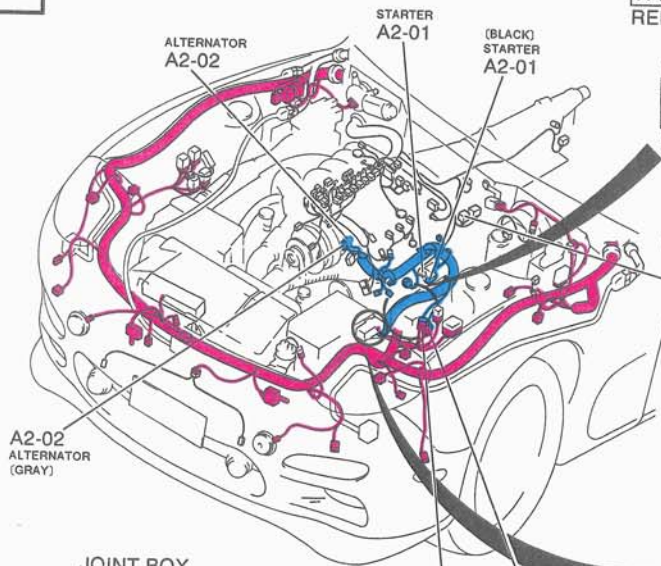
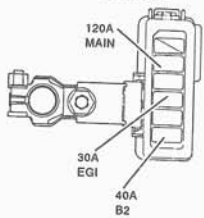


(BLUE)  
(F)-(1)  
X-06

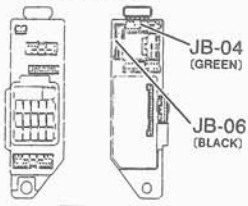


A2-04  
PARK/NEUTRAL  
SWITCH  
(GRAY)

X-01  
MAIN FUSE  
BLOCK



JOINT BOX



X-11  
(F)-(E)  
(GRAY)

X-12  
(F)-(E)  
(GRAY)

IGNITION  
SWITCH  
X-03

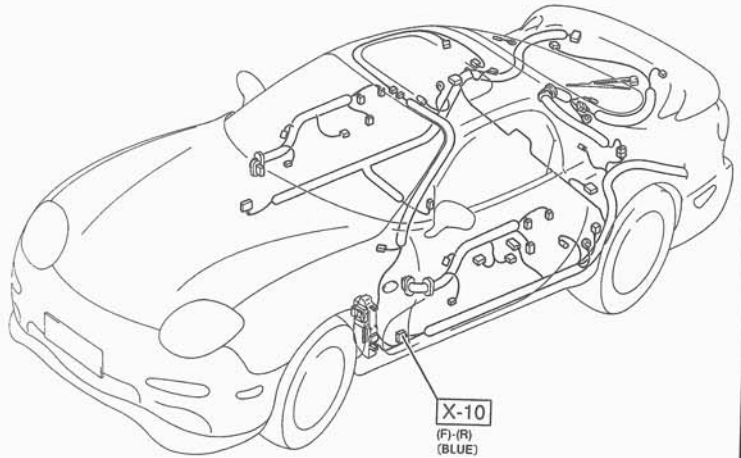
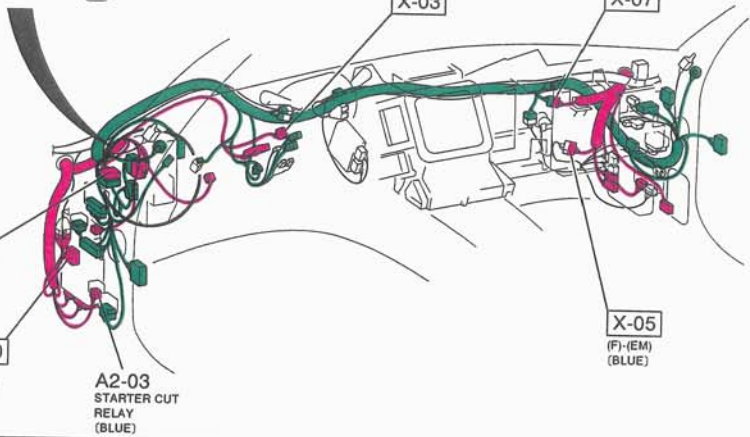
(F)-(D)  
X-07

X-05  
(F)-(EM)  
(BLUE)

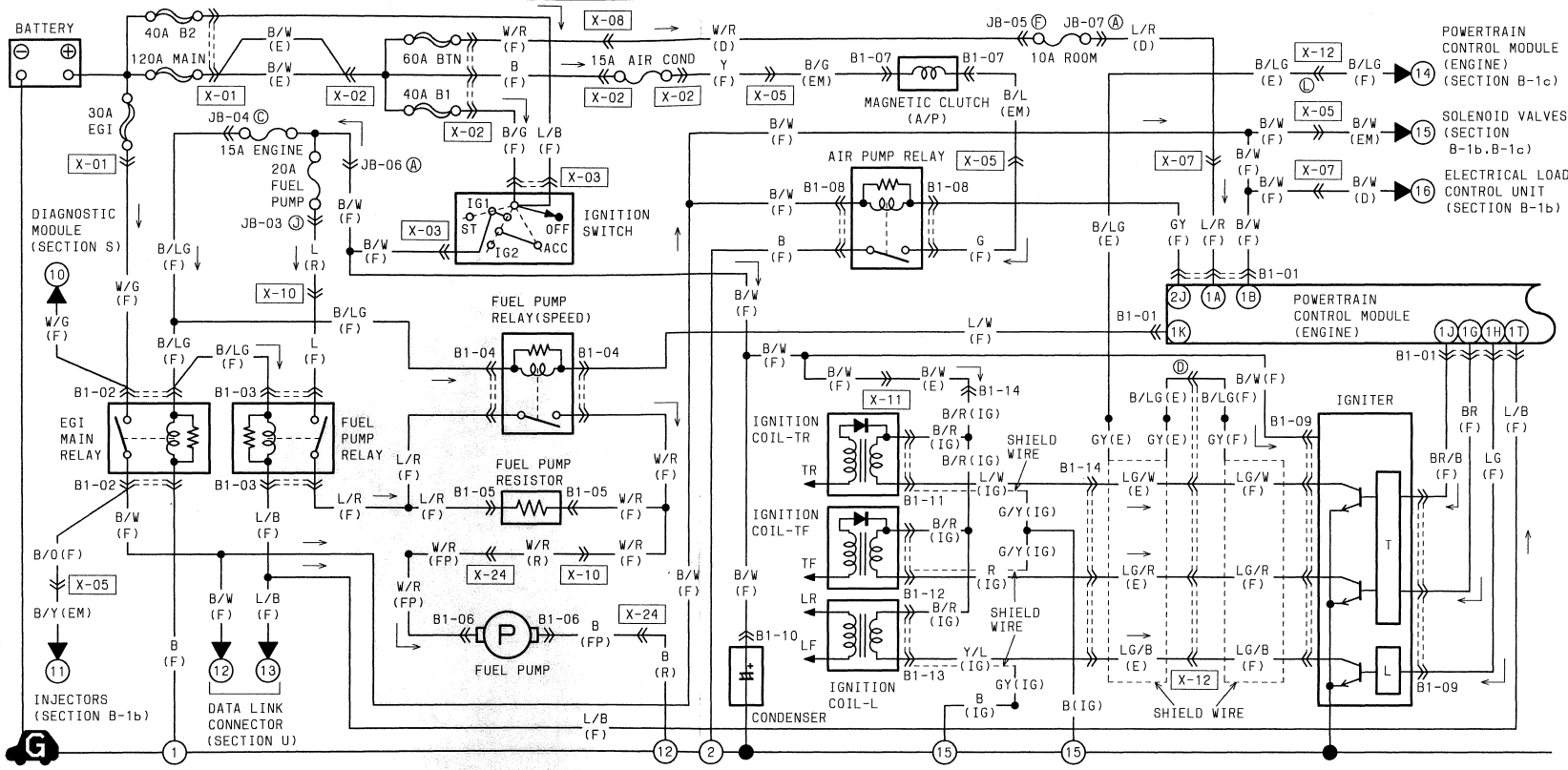
X-06  
(F)-(1)  
(BLUE)

X-10  
(F)-(R)  
(BLUE)

A2-03  
STARTER CUT  
RELAY  
(BLUE)

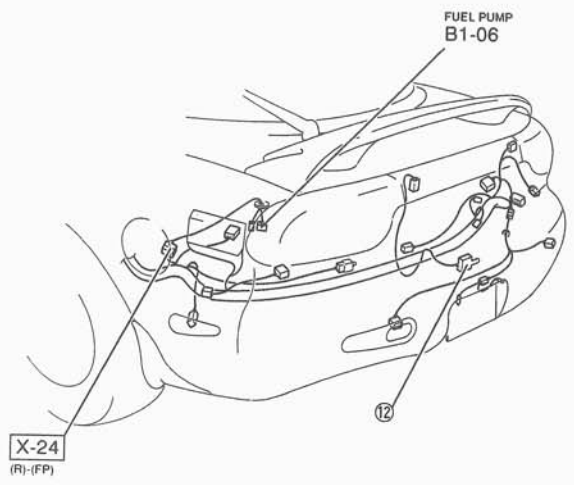
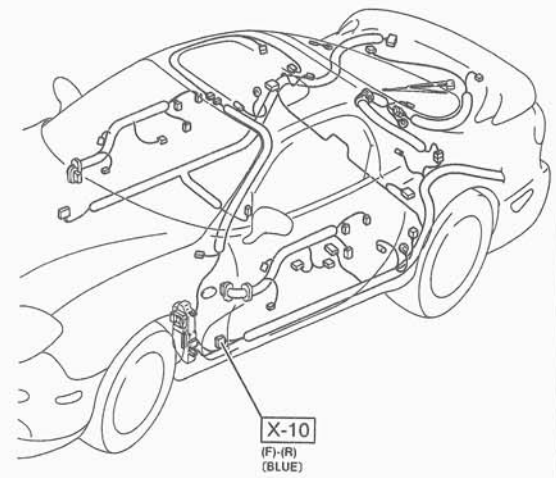
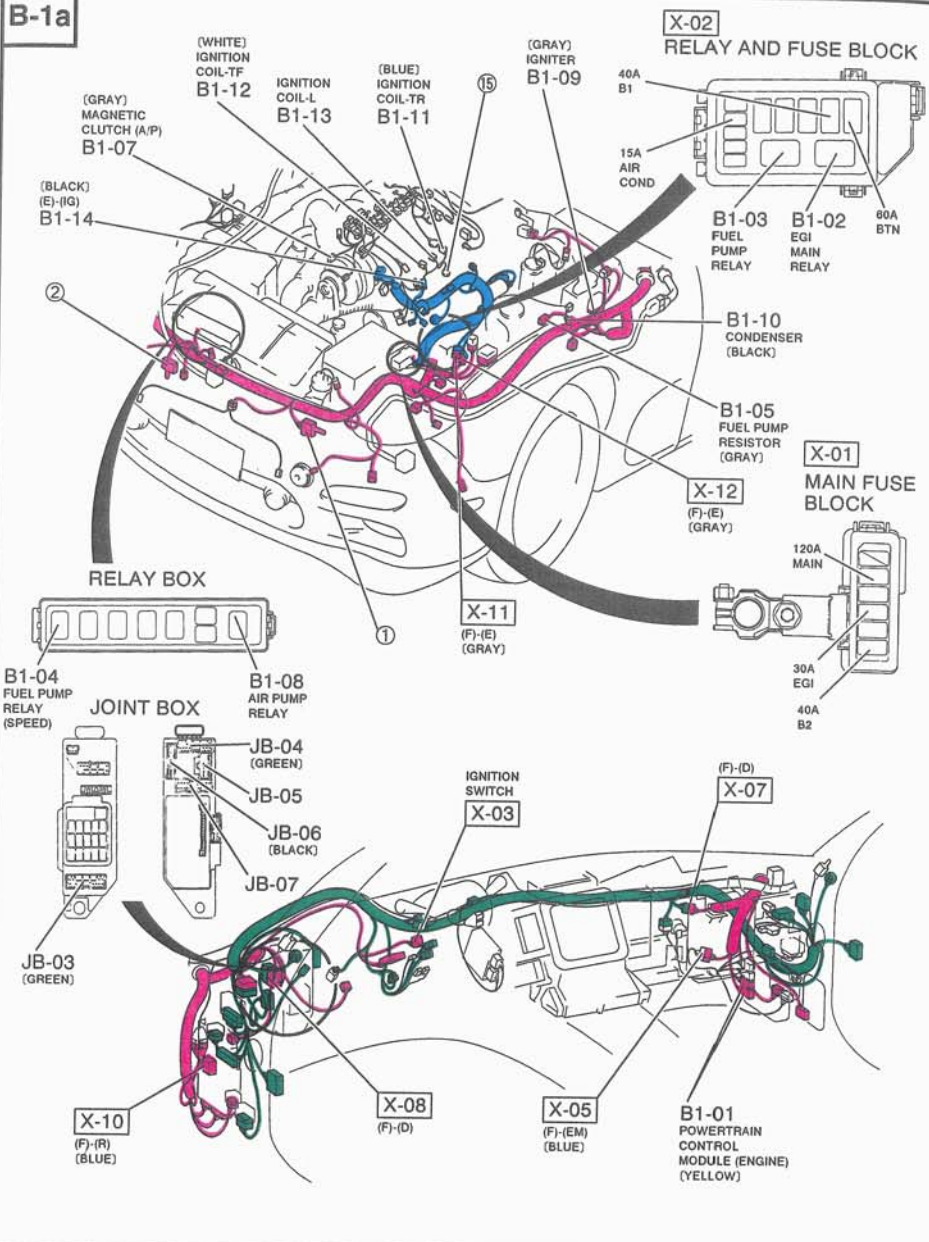


B-1a ■ ENGINE CONTROL SYSTEM ■ FUEL CONTROL SYSTEM ■ IGNITION SYSTEM



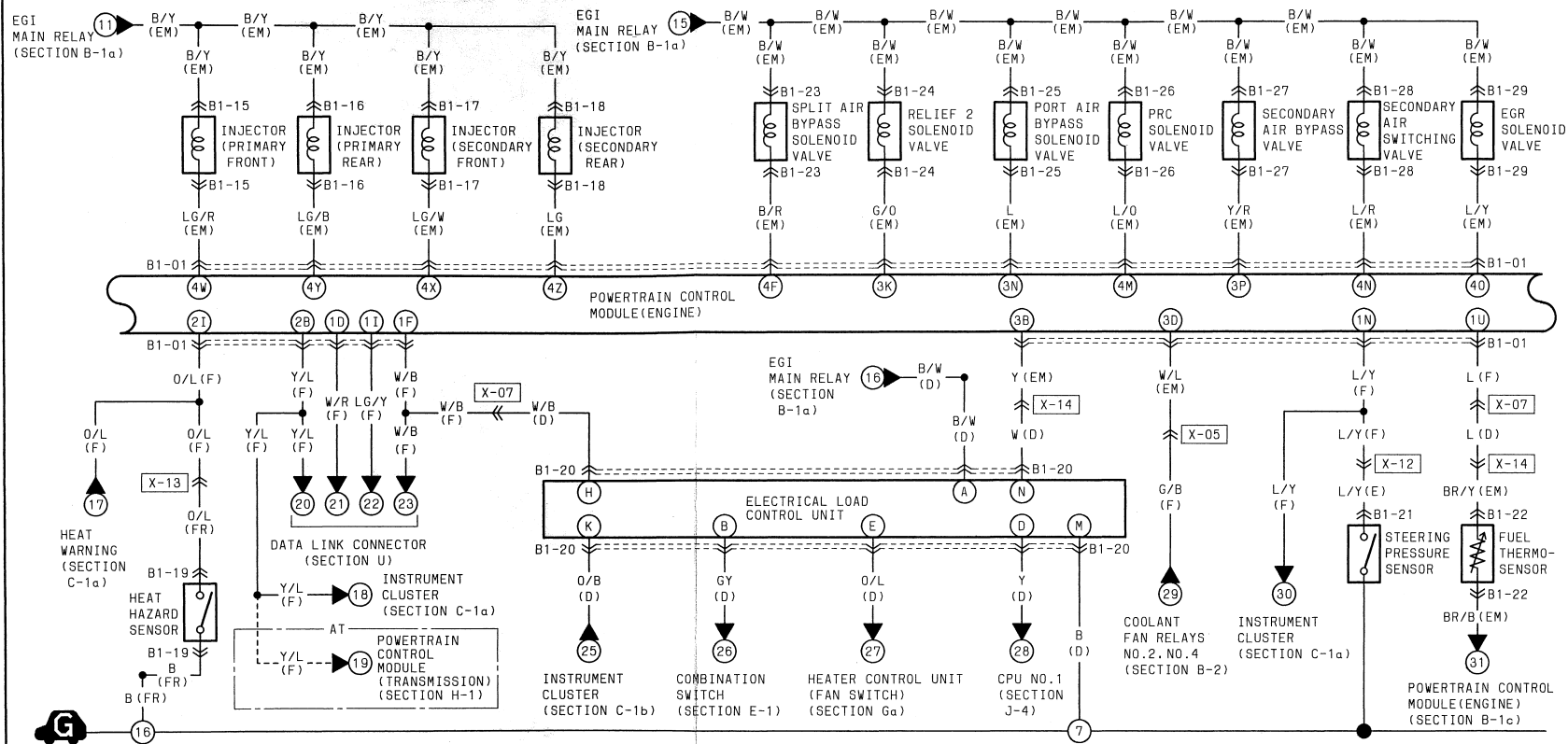
<p>B1-01 POWERTRAIN CONTROL MODULE(ENGINE) (F)</p> <table border="1"> <tr> <td>1U</td><td>1S</td><td>1Q</td><td>10</td><td>1M</td><td>1K</td><td>1I</td><td>1G</td><td>1E</td><td>1C</td><td>1A</td><td>2K</td><td>2I</td><td>2G</td><td>2E</td><td>2C</td><td>2A</td> </tr> <tr> <td>L</td><td>G</td><td>L/O (B/O)</td><td>G/Y</td><td>G/R</td><td>L/W</td><td>LG/Y</td><td>BR</td><td>GY/R</td><td>B/R</td><td>L/R</td><td>V/W (W/R)</td><td>O/L</td><td>LG/R (O/B)</td><td>* (L)</td><td>*</td><td>*</td> </tr> <tr> <td>*</td><td>L/B</td><td>G/Y</td><td>*</td><td>L/Y</td><td>Y/B</td><td>BR/B</td><td>LG</td><td>W/B</td><td>W/R</td><td>B/W</td><td>W/G</td><td>GY</td><td>*</td><td>IB</td><td>(Y/G)</td><td>Y/L</td> </tr> <tr> <td>1V</td><td>1T</td><td>1R</td><td>1P</td><td>1N</td><td>1L</td><td>1J</td><td>1H</td><td>1F</td><td>1D</td><td>1B</td><td>2L</td><td>2J</td><td>2H</td><td>2F</td><td>2D</td><td>2B</td> </tr> </table>	1U	1S	1Q	10	1M	1K	1I	1G	1E	1C	1A	2K	2I	2G	2E	2C	2A	L	G	L/O (B/O)	G/Y	G/R	L/W	LG/Y	BR	GY/R	B/R	L/R	V/W (W/R)	O/L	LG/R (O/B)	* (L)	*	*	*	L/B	G/Y	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	W/G	GY	*	IB	(Y/G)	Y/L	1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	2L	2J	2H	2F	2D	2B	<p>B1-02 EGI MAIN RELAY (F)</p> <table border="1"> <tr> <td>W/G</td><td>B/LG</td> </tr> <tr> <td>W/W</td><td>B</td> </tr> </table>	W/G	B/LG	W/W	B	<p>B1-03 FUEL PUMP RELAY (F)</p> <table border="1"> <tr> <td>L</td><td>B/LG</td> </tr> <tr> <td>L/R</td><td>L/B</td> </tr> </table>	L	B/LG	L/R	L/B	<p>B1-04 FUEL PUMP RELAY (SPEED) (F)</p> <table border="1"> <tr> <td>L/R</td><td>B/LG</td> </tr> <tr> <td>W/R</td><td>L/W</td> </tr> </table>	L/R	B/LG	W/R	L/W	<p>B1-05 FUEL PUMP RESISTOR (F)</p> <table border="1"> <tr> <td>L/R</td><td>W/R</td> </tr> </table>	L/R	W/R	<p>B1-06 FUEL PUMP (FP)</p> <table border="1"> <tr> <td>W/G</td><td>L</td> </tr> <tr> <td>B</td><td>W/R</td> </tr> </table>	W/G	L	B	W/R	<p>B1-07 MAGNETIC CLUTCH(A/P) (EM)</p> <table border="1"> <tr> <td>B/G</td><td>B/L</td> </tr> </table>	B/G	B/L	<p>B1-08 AIR PUMP RELAY (F)</p> <table border="1"> <tr> <td>G</td><td>B</td><td>B/W</td> </tr> <tr> <td>*</td><td>*</td><td>GY</td> </tr> </table>	G	B	B/W	*	*	GY	<p>B1-09 IGNITER (F)</p> <table border="1"> <tr> <td>LG/B</td><td>LG</td><td>LG/W</td><td>B/W</td><td>BR/B</td><td>LG/R</td><td>BR</td> </tr> </table>	LG/B	LG	LG/W	B/W	BR/B	LG/R	BR	<p>B1-10 CONDENSER (F)</p> <table border="1"> <tr> <td>B/W</td> </tr> </table>	B/W	<p>B1-11 IGNITION COIL-TR (IG)</p> <table border="1"> <tr> <td>L/W</td><td>B/R</td> </tr> </table>	L/W	B/R
1U	1S	1Q	10	1M	1K	1I	1G	1E	1C	1A	2K	2I	2G	2E	2C	2A																																																																																																		
L	G	L/O (B/O)	G/Y	G/R	L/W	LG/Y	BR	GY/R	B/R	L/R	V/W (W/R)	O/L	LG/R (O/B)	* (L)	*	*																																																																																																		
*	L/B	G/Y	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	W/G	GY	*	IB	(Y/G)	Y/L																																																																																																		
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	2L	2J	2H	2F	2D	2B																																																																																																		
W/G	B/LG																																																																																																																	
W/W	B																																																																																																																	
L	B/LG																																																																																																																	
L/R	L/B																																																																																																																	
L/R	B/LG																																																																																																																	
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L/R	W/R																																																																																																																	
W/G	L																																																																																																																	
B	W/R																																																																																																																	
B/G	B/L																																																																																																																	
G	B	B/W																																																																																																																
*	*	GY																																																																																																																
LG/B	LG	LG/W	B/W	BR/B	LG/R	BR																																																																																																												
B/W																																																																																																																		
L/W	B/R																																																																																																																	
<p>B1-12 IGNITION COIL-TF (IG)</p> <table border="1"> <tr> <td>R</td><td>B/R</td> </tr> </table>	R	B/R	<p>B1-13 IGNITION COIL-L (IG)</p> <table border="1"> <tr> <td>Y/L</td><td>B/R</td> </tr> </table>	Y/L	B/R	<p>B1-14 CONNECTOR BETWEEN ENGINE (E) AND IGNITION (IG)</p> <table border="1"> <tr> <td>LG/B</td><td>LG/R</td><td>B/W</td><td>LG/W</td> </tr> <tr> <td>(E)</td><td>(IG)</td><td>R</td><td>Y/L</td> </tr> <tr> <td></td><td></td><td>L/W</td><td>B/R</td> </tr> </table>	LG/B	LG/R	B/W	LG/W	(E)	(IG)	R	Y/L			L/W	B/R																																																																																																
R	B/R																																																																																																																	
Y/L	B/R																																																																																																																	
LG/B	LG/R	B/W	LG/W																																																																																																															
(E)	(IG)	R	Y/L																																																																																																															
		L/W	B/R																																																																																																															

B-1a





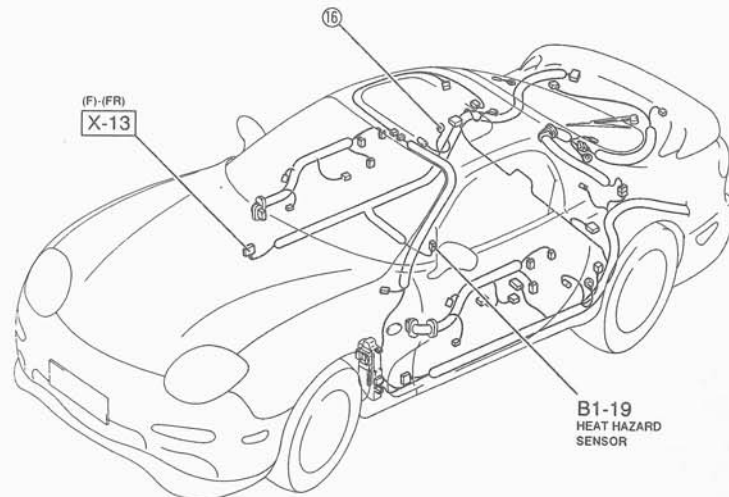
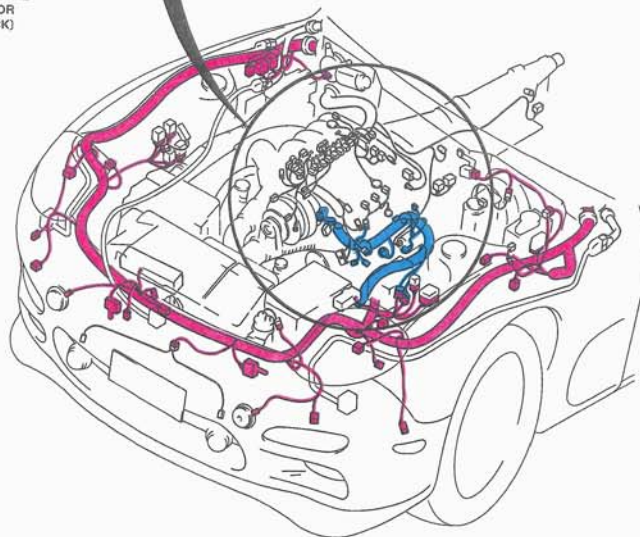
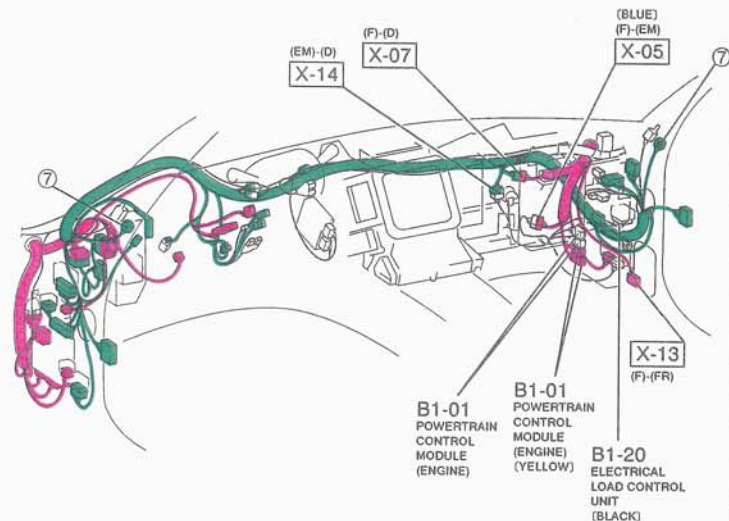
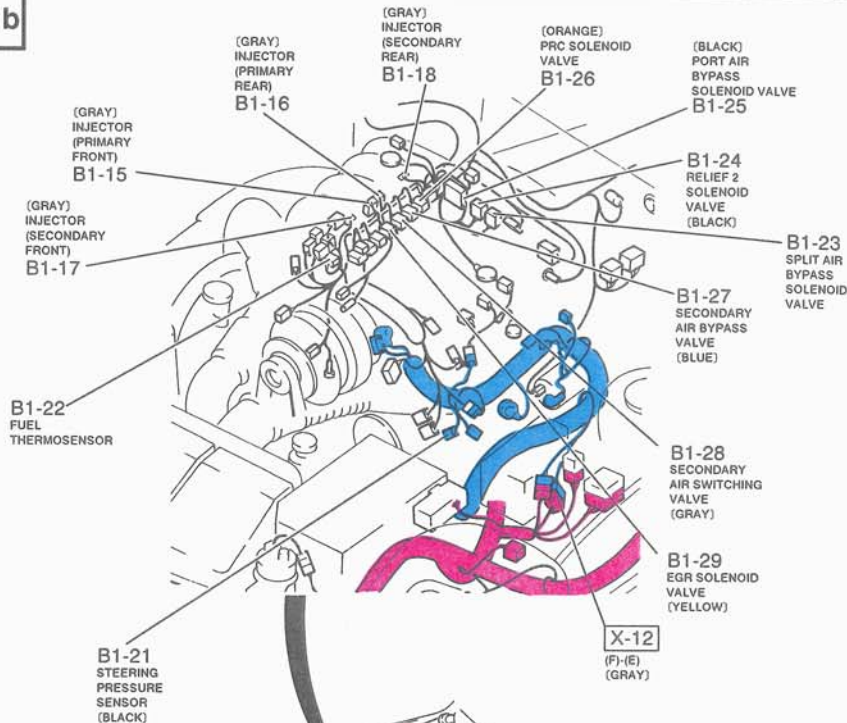
B-1b ■ ENGINE CONTROL SYSTEM ■ FUEL CONTROL SYSTEM



B1-01 POWERTRAIN CONTROL MODULE(ENGINE)										(EM)										(EM)										... AT 4 ... CANADA									
1U	1S	1Q	1M	1K	1J	1G	1E	1C	1A	2K	2I	2G	2E	2C	2A	30	3M	3K	3I	3G	3E	3C	3A	4Y	4W	4U	4S	4Q	4O	4M	4K	4I	4G	4E	4C	4A			
(F)	L	G	G/Y	G/R	L/W	LG/Y	BR	GY/R	B/R	L/R	W/W	O/L	(L/R)	(O/B)	(L)	*	B/R	W	G/O	BR/W	B/G	G/W	B	G/B	LG/B	LG/R	L/W	P	L/G	L/Y	L/O	B/LG	B/O	W	B	B	B/W		
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	2L	2J	2H	2F	2D	2B	3P	3N	3L	3J	3H	3F	3D	3B	4Z	4X	4V	4T	4R	4P	4N	4L	4J	4H	4F	4D	4B		

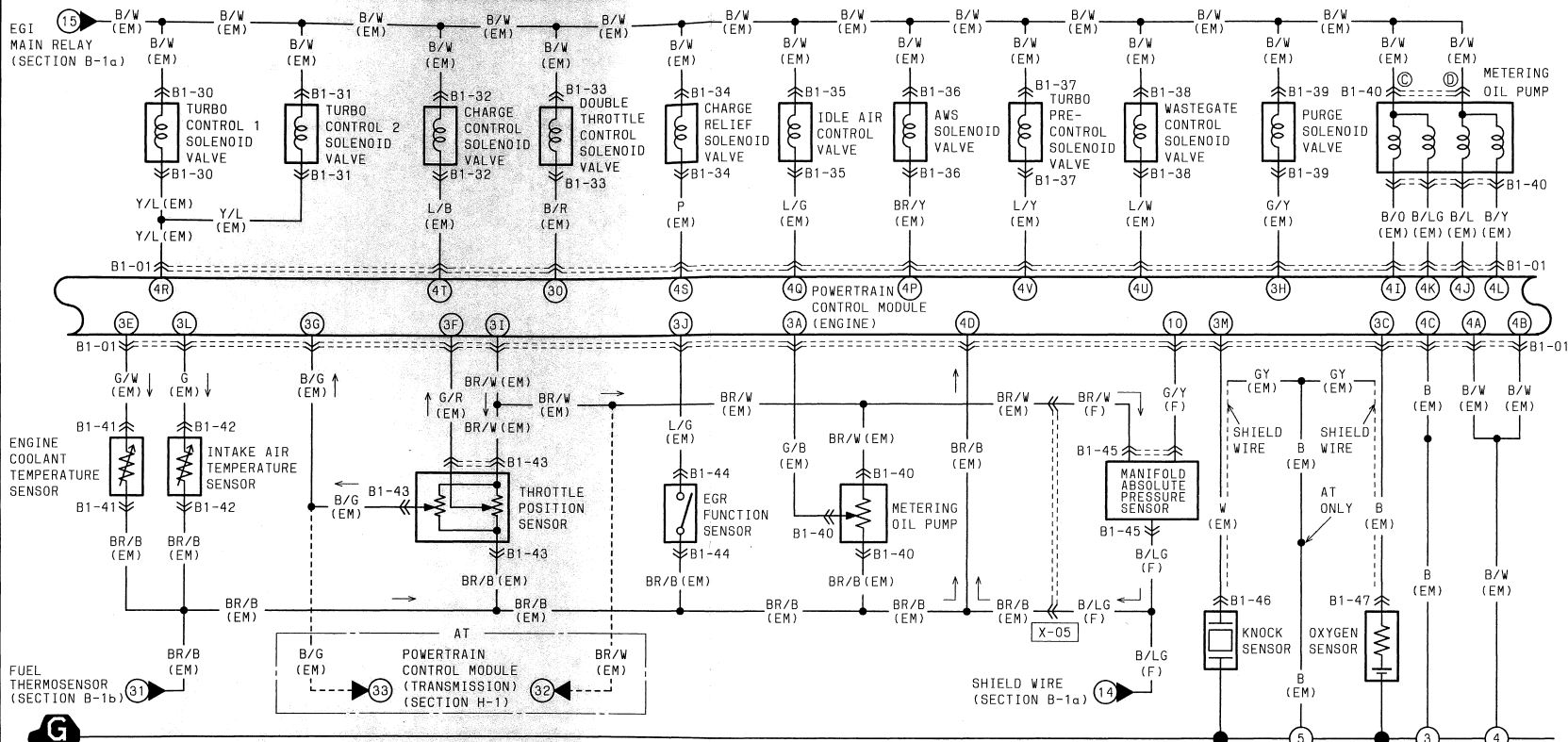
B1-15 INJECTOR (PRIMARY FRONT) (EM) 	B1-16 INJECTOR (PRIMARY REAR) (EM) 	B1-17 INJECTOR (SECONDARY FRONT) (EM) 	B1-18 INJECTOR (SECONDARY REAR) (EM) 	B1-19 HEAT HAZARD SENSOR (FR) 	B1-20 ELECTRICAL LOAD CONTROL UNIT (D) 	B1-21 STEERING PRESSURE SENSOR (E) 
B1-22 FUEL THERMOSENSOR (EM) 	B1-23 SPLIT AIR BYPASS SOLENOID VALVE (EM) 	B1-24 RELIEF 2 SOLENOID VALVE (EM) 	B1-25 PORT AIR BYPASS SOLENOID VALVE (EM) 	B1-26 PRC SOLENOID VALVE (EM) 	B1-27 SECONDARY AIR BYPASS VALVE (EM) 	B1-28 SECONDARY AIR SWITCHING VALVE (EM) 
B1-29 EGR SOLENOID VALVE (EM) 						

B-1b

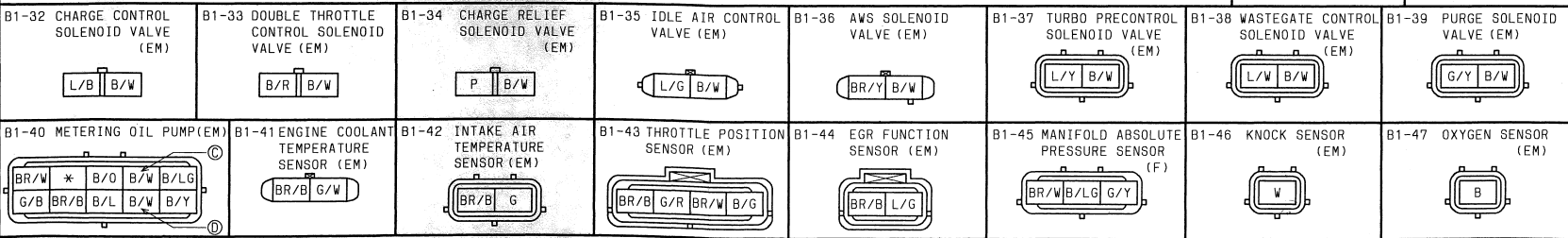




B-1c ■ ENGINE CONTROL SYSTEM

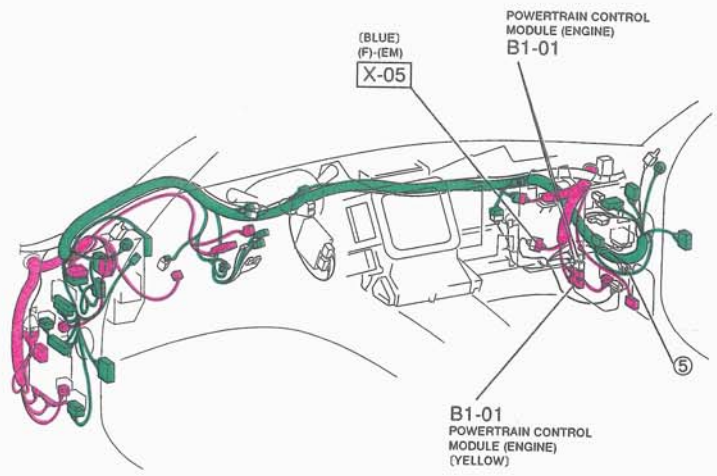
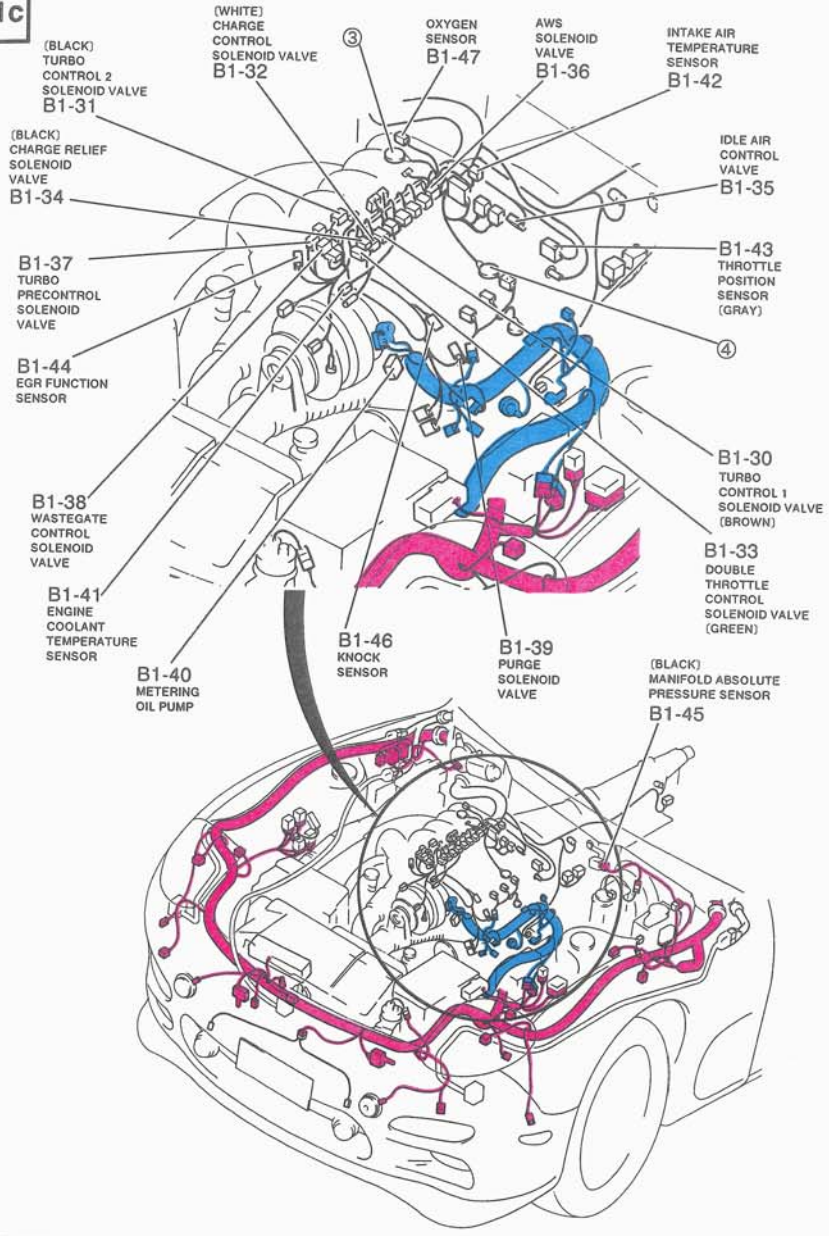


B1-01 POWERTRAIN CONTROL MODULE(ENGINE) (F)										(EM)										... AT										B1-30 TURBO CONTROL 1 SOLENOID VALVE (EM)		B1-31 TURBO CONTROL 2 SOLENOID VALVE (EM)			
1U	1S	1Q	1O	1M	1K	1I	1G	1E	1C	1A	30	3M	3K	3I	3G	3E	3C	3A	4Y	4W	4U	4S	4Q	4O	4M	4K	4I	4G	4E	4C	4A	Y/L	B/W	Y/L	B/W
L	G	B/W	G/Y	G/R	L/W	LG/Y	BR	GY/R	B/R	L/R	B/R	W	G/O	BR/W	B/G	G/W	B	G/B	LG/B	LG/R	L/W	P	L/G	L/Y	L/O	B/LG	B/O	W	B	B	B/W				
*	L/B	G/W	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	Y/R	L	G	L/G	G/Y	G/R	W/L	Y	LG	LG/W	L/Y	L/B	Y/L	BR/Y	L/R	B/Y	B/L	R	B/R	BR/B	B/W				
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	3P	3N	3L	3J	3H	3F	3D	3B	4Z	4X	4V	4T	4R	4P	4N	4L	4J	4H	4F	4D	4B				

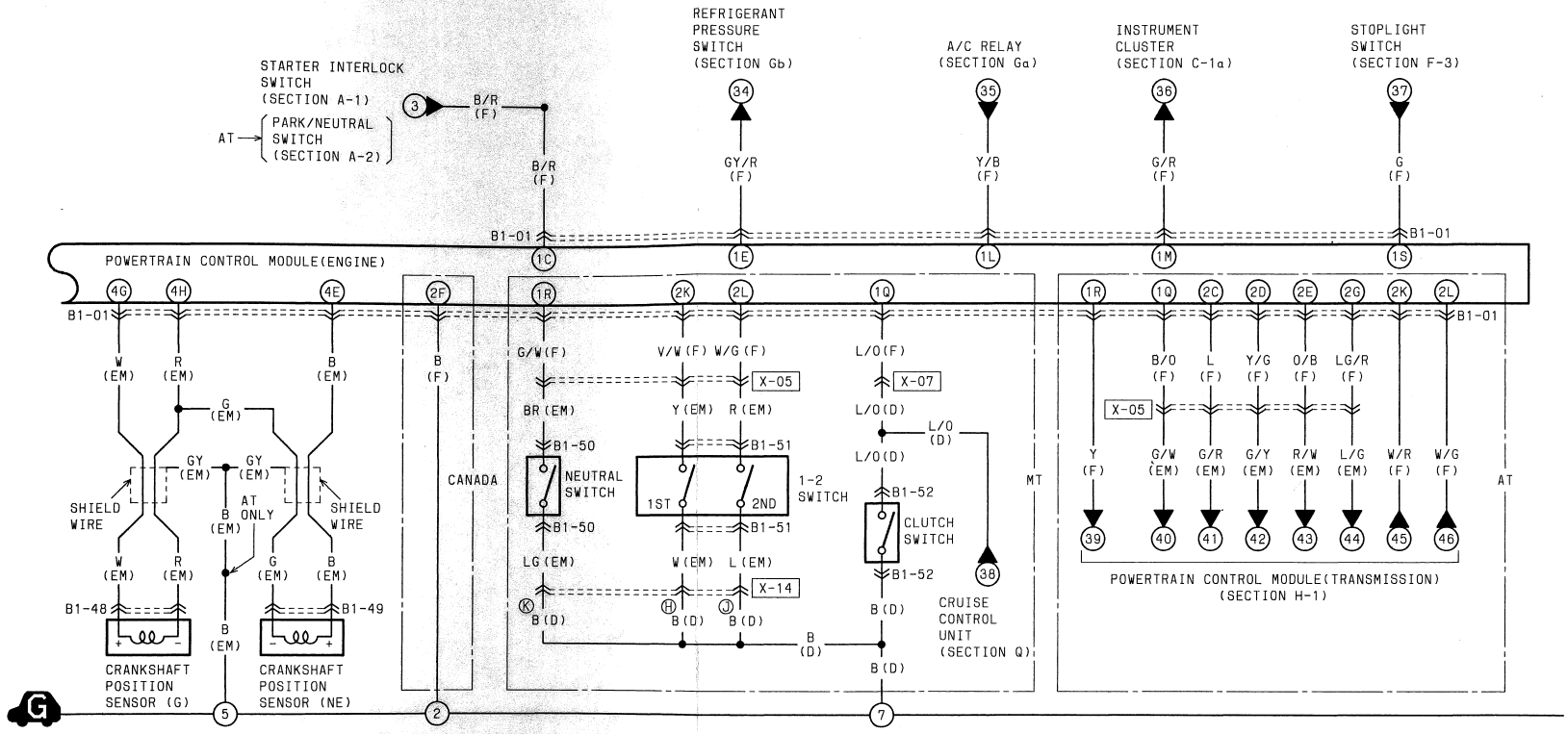


HARNESS COLOR: FRONT ENGINE DASH

B-1c



B-1d ENGINE CONTROL SYSTEM



B1-01 POWERTRAIN CONTROL MODULE(ENGINE) (F)

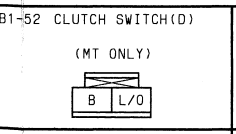
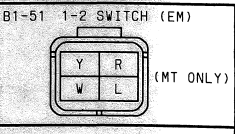
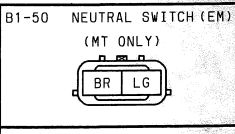
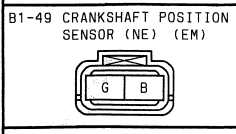
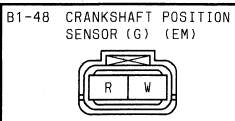
1U	1S	1Q	1O	1M	1K	1I	1G	1E	1C	1A
L	G	L/O (B/O)	G/Y	G/R	L/W	LG/Y	BR	GY/R	B/R	L/R
*	L/B	G/Y (Y)	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B

(F)

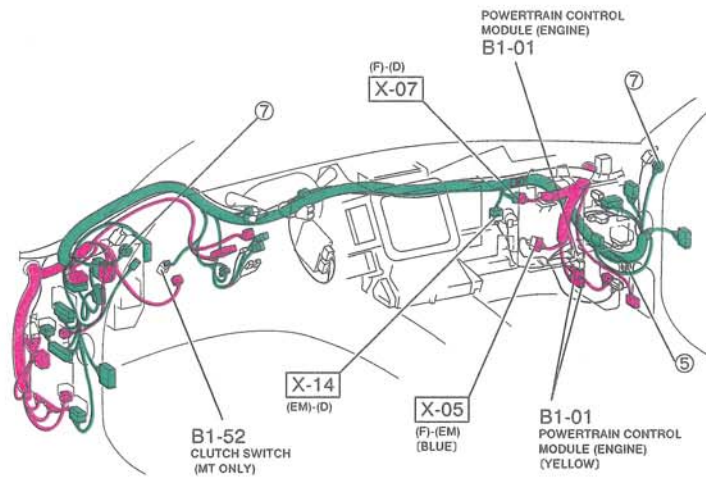
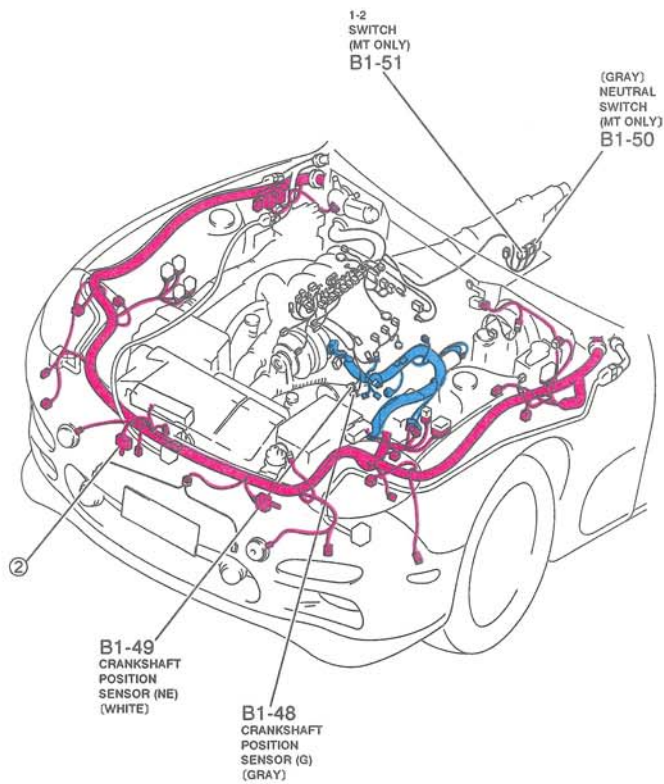
2K	2I	2G	2E	2C	2A
V/R (V/R)	O/L	* (LG/R)	* (O/B)	* (L)	*
W/G	GY	*	IBI	* (Y/G)	Y/L
2L	2J	2H	2F	2D	2B

(EM) ( )...AT ( )...CANADA

4Y	4W	4U	4S	4Q	4O	4M	4K	4I	4G	4E	4C	4A
LG/B	LG/R	L/W	P	L/G	L/Y	L/O	B/LG	B/O	W	B	B	B/W
LG	LG/W	L/Y	L/B	Y/L	BR/Y	L/R	B/Y	B/L	R	B/R	BR/B	B/W
4Z	4X	4V	4T	4R	4P	4N	4L	4J	4H	4F	4D	4B



B-1d



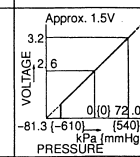
**Terminal voltage**  
**1. Using the engine signal monitor**

B+: Battery positive voltage

Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark
1A	—	—	Battery	Constant	B+	For backup
1B	○		Main relay (FUEL INJ relay)	Ignition switch OFF	0V	—
				ON	B+	
1C	○		Ignition switch (START)	While cranking	B+	—
				Ignition switch ON	Below 1.0V	
1D		○	Self-Diagnosis checker (monitor lamp)	Test switch at SELF TEST Lamp illuminated for 3 sec. after ignition switch OFF → ON	4.5-5.5V	With Self-Diagnosis checker and System Selector
				Lamp not illuminated after 3 sec.	B+	
				Test switch at O <sub>2</sub> MONITOR Lamp illuminated	4.5-5.5V	
				Test switch at O <sub>2</sub> MONITOR Lamp not illuminated	B+	
1E	○		Air conditioning sensor	Air conditioning sensor ON	Below 3.0V	<ul style="list-style-type: none"> <li>With Blower SW ON</li> <li>Ignition switch ON</li> </ul>
				Air conditioning sensor OFF	B+	
1F		○	Self-Diagnosis checker (code number)	Buzzer sounded for 3 sec. after ignition switch OFF → ON	Below 2.5V	<ul style="list-style-type: none"> <li>With Self-Diagnosis checker and System Selector</li> <li>With System Selector test switch at SELF TEST</li> </ul>
				Buzzer not sounded after 3 sec.	B+	
				Buzzer sounded	Below 2.5V	
				Buzzer not sounded	B+	
1G		○	Igniter (Trailing) Front rotor	Ignition switch ON	0V	—
				Idle	0.2-0.5V (Reference)	
				Oscilloscope		
Engine speed: above 2,500 rpm	0.5-0.8V (Reference)	Initial acceleration				
1H		○	Igniter (Leading)	Ignition switch ON	0V	—
				Idle	0.2-0.5V (Reference)	
				Oscilloscope		
				Engine speed: above 2,500 rpm	0.8-1.2V (Reference)	

B+: Battery positive voltage

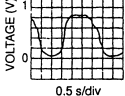
Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark	
1I	○		Data link connector (TEN terminal)	System Selector test switch at O <sub>2</sub> MONITOR	B+	<ul style="list-style-type: none"> <li>With System Selector</li> <li>Ignition switch ON</li> </ul>	
				System Selector test switch at SELF TEST	0V		
1J		○	Igniter (Trailing) Rear rotor	Ignition switch ON	0V	—	
				Idle	0.2-0.5V (Reference)		
				Oscilloscope			
				Engine speed: above 2500 rpm	0.5-0.8V (Reference)		Initial acceleration
1K		○	Fuel pump relay (Speed)	Ignition switch ON	Below 1.0V	—	
				While cranking	Below 1.0V		
				Idle	Solenoid valve (PRC) does not operate		B+
				Solenoid valve (PRC) operates	Below 1.0V		
1L		○	A/C relay	While cranking	B+	Air conditioning sensor, Blower switch ON	
				Idle	Below 1.0V		
				During acceleration (Running)	B+		
1M	○		Vehicle speed sensor	Ignition switch ON	0V or 4.0-5.0V	—	
				Driving	2.0-2.5V		
1N		○	Steering pressure sensor	P/S OFF at idle	B+	—	
				P/S ON at idle	Below 1.0V		
			Mileage switch	Over 20,000 miles (34,000 km)	Below 1.5V		Ignition switch ON after 2 seconds
				Under 20,000 miles (34,000 km)	B+		
1O	○		Manifold absolute pressure sensor	Ignition switch ON	Approx. 2.6V	—	
				Idle	Approx. 1.5V		
1P	—	—	—	—	—	—	



B+: Battery positive voltage

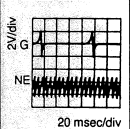
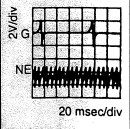
Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark
1Q	○		Clutch switch (MT)	Clutch pedal: released	B+	Ignition switch ON
				Clutch pedal: depressed	Below 1.0V	
			Powertrain control module (Transmission) (AT)	Idle	B+	Reduce torque signal
				When shifting from 1st to 2nd or from 2nd to 3rd with the throttle opening above 1.5/8	Below 1.0V	
1R	○		Neutral switch (MT)	Neutral	Below 1.0V	Ignition switch ON
				In gear	B+	
			Powertrain control module (Transmission) (AT)	Por N range	Below 1.0V	<ul style="list-style-type: none"> <li>• Park/Neutral signal</li> <li>• Ignition switch ON</li> </ul>
				Other	B+	
1S	○		Stoplight switch	Brake pedal released	Below 1.0V	Ignition switch ON
				Brake pedal depressed	B+	
1T		○	Fuel pump relay	Ignition switch ON	B+	—
1U	○		Fuel thermosensor	Idle (after warm up)	1.5-3.0V	—
1V	—	—	—	—	—	—
2A	—	—	—	—	—	—
2B		○	Data link connector (IG-terminal)	Ignition switch ON	0V	—
				Idle	0.3-0.8 (Reference)	
				Engine speed: 3,000 rpm	1.8-2.2V (Reference)	
2C		○	Powertrain control module (Transmission) (AT)	Idle	B+	Slip lock up OFF signal
				Engine speed: hold 3,000 rpm (after 8 seconds)	Below 1.0V	Initial acceleration
2D		○	Powertrain control module (Transmission) (AT)	Ignition switch ON	2-4.5V	Barometric absolute pressure signal
2E		○	Powertrain control module (Transmission) (AT)	Idle	Below 1.0V	Idle signal
				Other	Approx 5V	
2F	—	—	—	—	—	—
2G		○	Powertrain control module (Transmission) (AT)	Idle	B+	Torque reduced signal
				Throttle opening above 1/8 (Engine coolant temp. below 40°C (104°F))	Below 1.0V	
2H	—	—	—	—	—	—
2I	○		Heat Hazard Sensor	Ignition switch ON	Below 2.0V	—
				Idle (Temp.: Below 100°C (212°F))	B+	
				Idle (Temp.: Above 100°C (212°F))	Below 1.0V	
2J	○		A/P relay	Engine speed Idle-Below 3,250 rpm	Below 1.0V	—
				Engine speed above 3,250 rpm	B+	

B+: Battery positive voltage

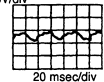
Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark		
2K	○		1-2 switch (MT)	1st and 2nd position	B+	Ignition switch ON		
				Other	Below 1.0V			
			PCMT	2nd or 3rd position	Below 1.0V	While running		
				Other	B+			
2L	○		1-2 switch (MT)	2nd position	Below 1.0V	Ignition switch ON		
				Other	B+			
			PCMT	3rd or O/D position	Below 1.0V	While running		
				Other	B+			
3A	○		Metering oil pump position sensor	Ignition switch ON	1.0-4.2V	Voltage increase when accelerating		
				Idle	Approx. 1.1V			
				Accelerator pedal depressed	1.1-4.2V			
3B	○		E/L unit	Headlight switch position I, II,	Below 4.0V	—		
				Blower motor position III, IV,				
				Rear defroster switch ON				
				Headlight switch, Blower motor, rear defroster switch are OFF				
3C	○		Oxygen sensor	Driving	Approx 0V	—		
				Cold engine			After warm up	0.0-1.0V
							Oscilloscope	
				Acceleration (after warm up)			0.5-1.0V	
				Deceleration (after warm up)			0.0-0.4V	
				3D				○
Electrical coolant fan does not operating	Below 1.0V							
During electrical coolant fan operating								
				TFA terminal of data link connector is grounded	Below 1.0V	Ignition switch ON		
3E	○		Engine coolant temperature sensor	Engine coolant temperature 20°C (68°F)	Approx. 2.5V	Ignition switch ON		
				After warm up	Below 0.5V			
3F	○		Throttle position sensor (Narrow range)	Accelerator pedal released	0.75-1.25	<ul style="list-style-type: none"> <li>• Ignition switch ON</li> <li>• After warm-up</li> </ul>		
				Accelerator pedal fully depressed	4.8-5.0			
3G	○		Throttle position sensor (Full range)	Accelerator pedal released	0.1-0.7	<ul style="list-style-type: none"> <li>• Ignition switch ON</li> <li>• After warm-up</li> </ul>		
				Accelerator pedal fully depressed	4.2-4.6			
3H	○		Solenoid valve (purge control)	Ignition switch ON	B+	—		
				Idle				
				Engine speed: 1,500-3,300 rpm			4-10V	While running



B+: Battery positive voltage

Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark		
3I	○		Throttle position sensor	Constant	Approx. 5.0V	Ignition switch ON		
3J	○		EGR function sensor	EGR valve operates	B+	—		
				EGR valve does not operate	Below 1.0V			
3K		○	Solenoid valve (Relief2)	Ignition switch ON	B+	—		
				Idle	Before warm up approx. 40°C (104°F)		Below 1.0V	
					After warm up		B+	
3L	○		Intake air temperature sensor	Ambient air temperature 20°C (68°F)	Approx. 2.5V	Ignition switch ON		
3M	○		Knock sensor	After warm up	Approx. 0.6V	—		
				Ignition switch ON	Approx. 2.5V			
3N	○		Solenoid valve (Port air bypass)	Knocking occur (Tap the engine hanger with hammer)	2.6–2.8V (Reference)	Ignition switch ON (Measure the terminal voltage by using the digital type voltmeter)		
				Ignition switch ON	B+	—		
3O	○		Solenoid valve (Double throttle control)	After warm up Engine speed: 1,500–3,000 rpm	Below 1.0V	While running		
				Engine coolant temperature below 80°C (176°F)	Below 1.0V	Ignition switch ON		
3P	○		Secondary air bypass valve	After warm up	B+	● After warm up		
				Idle	B+			
4A	—	—	Ground (Output)	Constant	0V	—		
4B	—	—	Ground (Output)	Constant	0V	—		
4C	—	—	Ground (CPU)	Constant	0V	—		
4D	—	—	Ground (Input)	Constant	0V	—		
4E	○		Crankshaft position sensor [NE + signal]	Ignition switch ON	Below 1.0V	Engine signal monitor: Red lamp flash		
				Idle	Oscilloscope			0.1–0.4V (Reference)
					Voltmeter		0.1–0.4V (Reference)	
4F	○		Solenoid valve (Split air bypass)	Idle	B+	● After warm up ● While running		
				5th position (MT) / OD (AT)	Below 1.0V			
4G	○		Crankshaft position sensor [G signal]	Ignition switch ON	Below 1.0V	—		
				Idle	Oscilloscope			0.1–0.4V (Reference)
					Voltmeter		0.1–0.4V (Reference)	

B+: Battery positive voltage

Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark
4H	○		Crankshaft position sensor	Constant	Below 1.0V	—
4I	○		Stepping motor (Metering oil pump)	Ignition switch ON	B+	3 terminals / 4 terminals B+ Other terminal 5–9V
4J				Idle	B+	
4K				Idle		
4L				Idle		
4M	○		Solenoid valve (Pressure regulator control)	Idle	B+	approx. 90 seconds
				Idle after hot start	Below 1.0V	
4N	○		Secondary air switching valve	Ignition switch ON/Idle	B+	—
4O	○		Solenoid valve (EGR)	Engine speed: above 3,200 rpm (After warm up)	Below 1.0V	Initial acceleration
				Idle	B+	—
4P	○		Solenoid valve (AWS)	5th position (MT)/OD (AT)	Below 1.0V	While running
				Before warm up approx. 40°C (104°F)	Below 1.0V	Idle
4Q	○		Solenoid valve (ISC)	After warm up	B+	Reference value ● Cranking 99% ● Idle 32–65% ● Initial set 38%
				Ignition switch ON	8.0–11.0V	
4R	○		Solenoid valve (Turbo control)	Idle	5.0–11.0 (Reference)	Oscilloscope 
				Engine speed: above 5,500 rpm (MT)	B+	
				Engine speed: above 5,250 rpm (AT)	Below 1.0V	
4S	○		Solenoid valve (Charge relief)	Idle	B+	Initial acceleration
				Engine speed: 4,000–5,500 rpm (MT) for 4–8 sec.	Below 1.0V	
				3,500–5,000 (AT) for 4–8 sec.	Below 1.0V	
4T	○		Solenoid valve (Charge control)	Engine speed: above 5,500 rpm (MT) above 5,250 rpm (AT)	Below 1.0V	Initial acceleration
				Idle	B+	
				Engine speed: above 5,500 rpm (MT)	B+	
4U	○		Solenoid valve (Wastegate control)	Ignition switch ON	B+	Reference value ● Idle 5% ● Solenoid valve (Turbo control) before operates 95%
				Idle	B+	
				Initial acceleration	5.0–11.0 V	
4V	○		Solenoid valve (Turbo precontrol)	Ignition switch ON	B+	Reference value ● Idle 5% ● Solenoid valve (Turbo control) after operates 5%
				Idle	B+	
				Initial acceleration	5.0–11.0 V	
4V	○		Solenoid valve (Turbo precontrol)	Engine speed: above 3,000 rpm	4.0–10.0V (Reference)	Initial acceleration
				Idle	4.0–10.0V (Reference)	

**B-1**

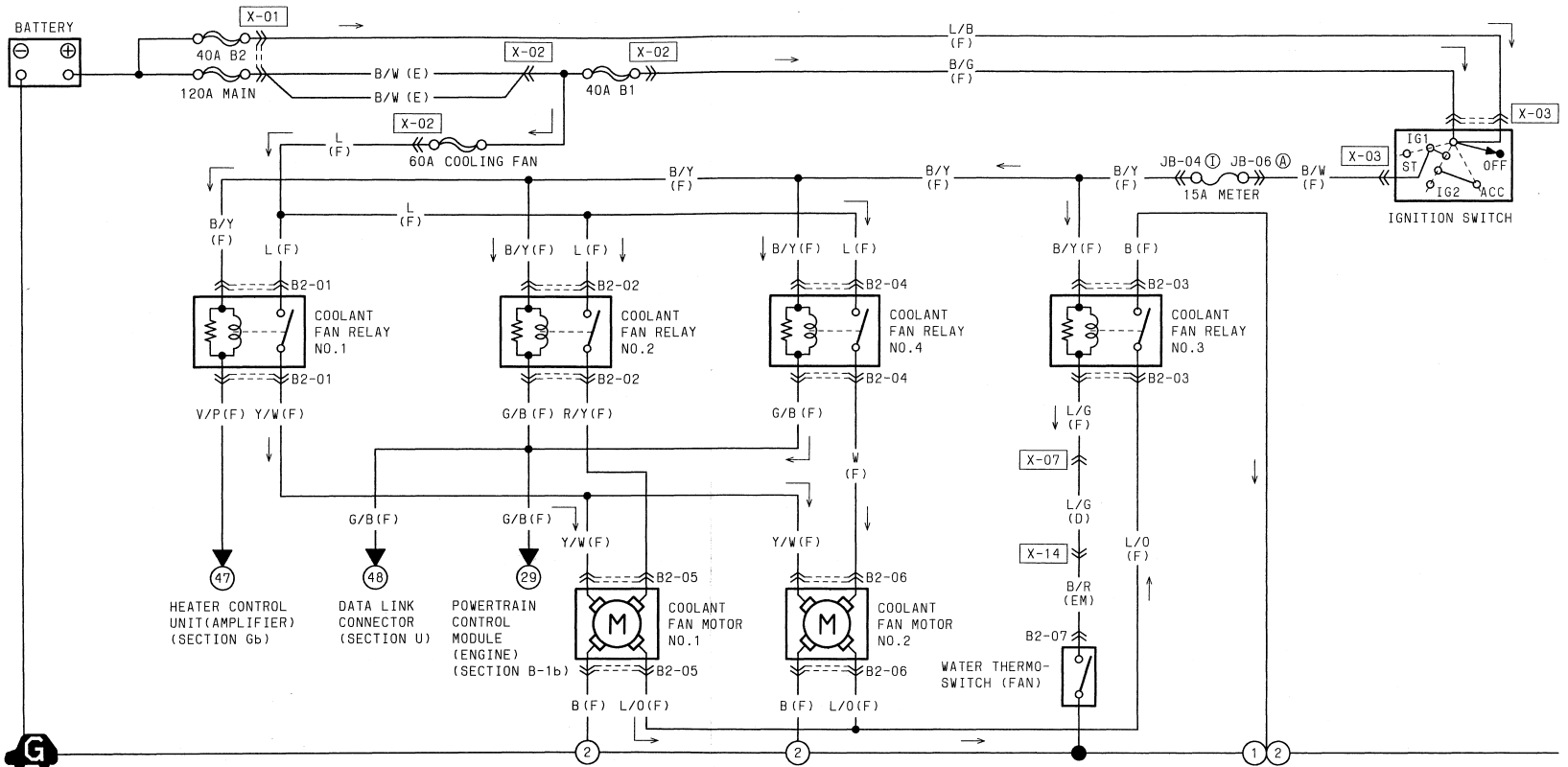
B+: Battery positive voltage

Terminal	Input	Output	Connected to	Test condition	Correct voltage	Remark
4W		○	Injector (Front primary)	Ignition switch ON	B+	<ul style="list-style-type: none"> <li>• Secondary injector not working at no load condition</li> <li>• Engine Signal Monitor: Green lamp flash</li> </ul>
4X		○	Injector (Front secondary)	idle*	12-14V	
4Y		○	Injector (Rear primary)	Oscilloscope		
4Z		○	Injector (Rear secondary)			

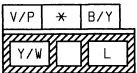
**PCME Connector (PCME Side)**

4Y	4W	4U	4S	4Q	4O	4M	4K	4I	4G	4E	4C	4A	3D	3K	3I	3G	3E	3C	3A	2K	2I	2G	2E	2C	2A	U	S	O	M	K	I	G	E	C	A		
4Z	4X	4V	4T	4R	4P	4N	4L	4J	4H	4F	4D	4B	3P	3N	3L	3J	3H	3F	3D	3B	2L	2J	2H	2F	2D	2B	V	T	R	P	N	L	J	H	F	D	B

B-2 ■ COOLANT FAN SYSTEM



B2-01 COOLANT FAN RELAY NO.1 (F)



B2-02 COOLANT FAN RELAY NO.2 (F)



B2-03 COOLANT FAN RELAY NO.3 (F)



B2-04 COOLANT FAN RELAY NO.4 (F)



B2-05 COOLANT FAN MOTOR NO.1 (F)



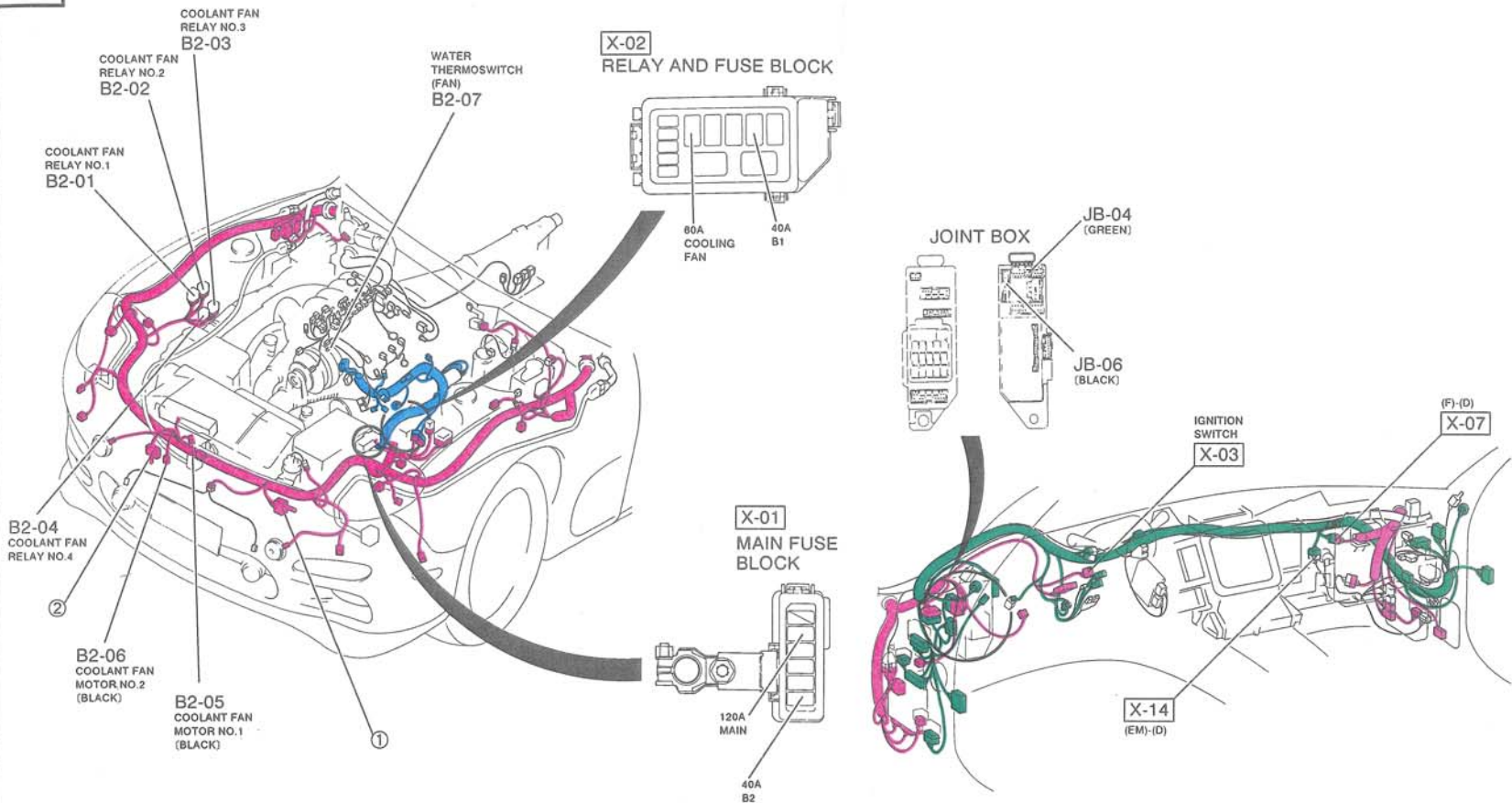
B2-06 COOLANT FAN MOTOR NO.2 (F)



B2-07 WATER THERMOSTAT SWITCH (FAN) (EM)

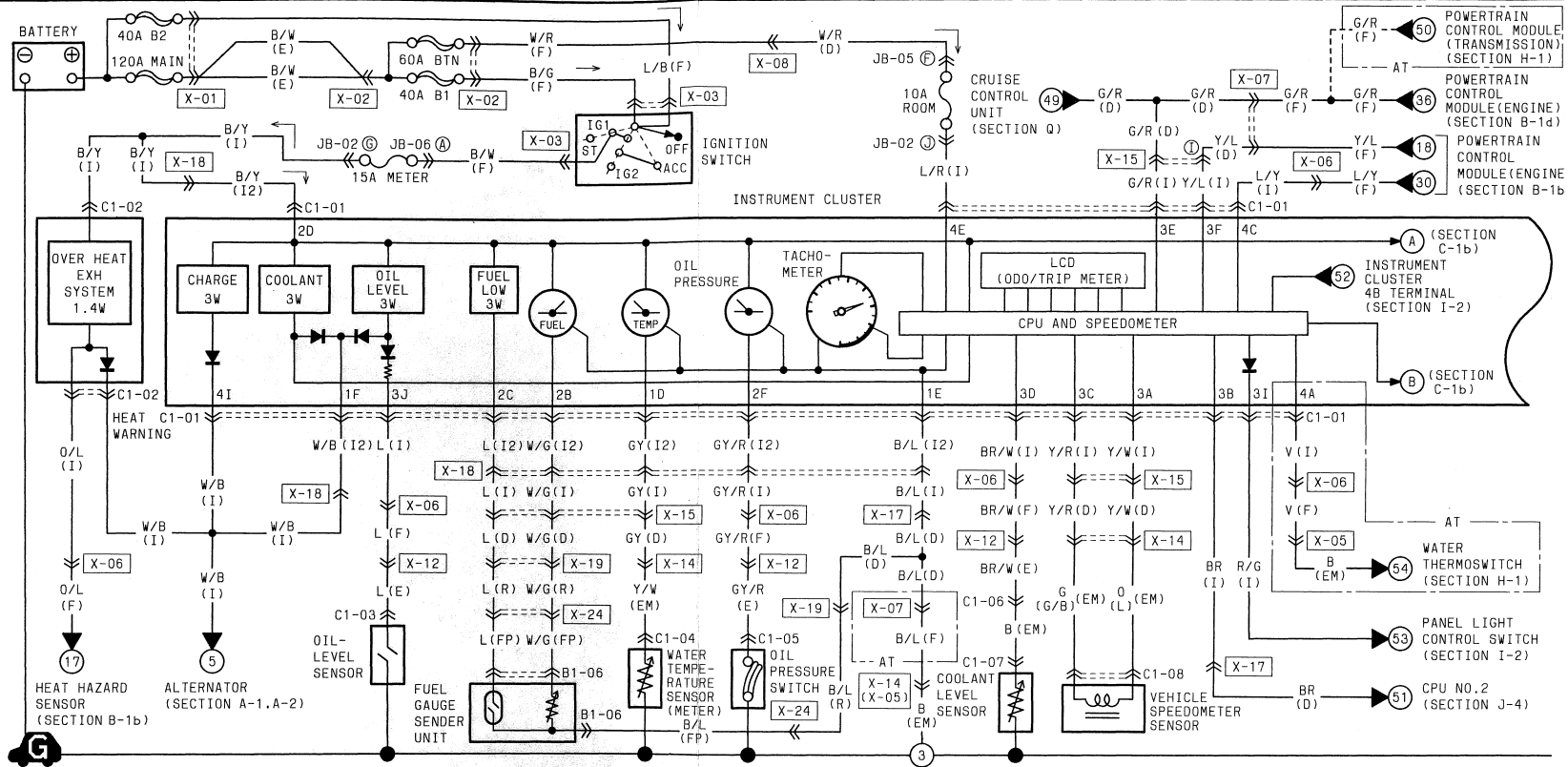


B-2

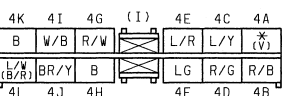
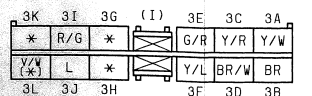
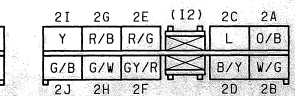
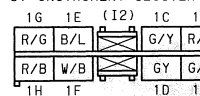


**C-1a ■ INSTRUMENT CLUSTER AND WARNING LIGHTS**

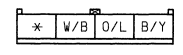
( )...AT



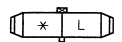
**C1-01 INSTRUMENT CLUSTER**



**C1-02 HEAT WARNING (I)**



**C1-03 OIL-LEVEL SENSOR (E)**



**C1-04 WATER TEMPERATURE SENSOR (METER) (EM)**



**C1-05 OIL PRESSURE SWITCH (E)**



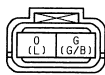
**C1-06 CONNECTOR BETWEEN EMISSION (EM) AND ENGINE (E)**



**C1-07 COOLANT LEVEL SENSOR (EM)**



**C1-08 VEHICLE SPEEDOMETER SENSOR (EM)**



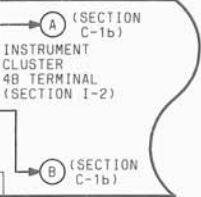
**B1-06 FUEL GAUGE SENDER UNIT (FP)**



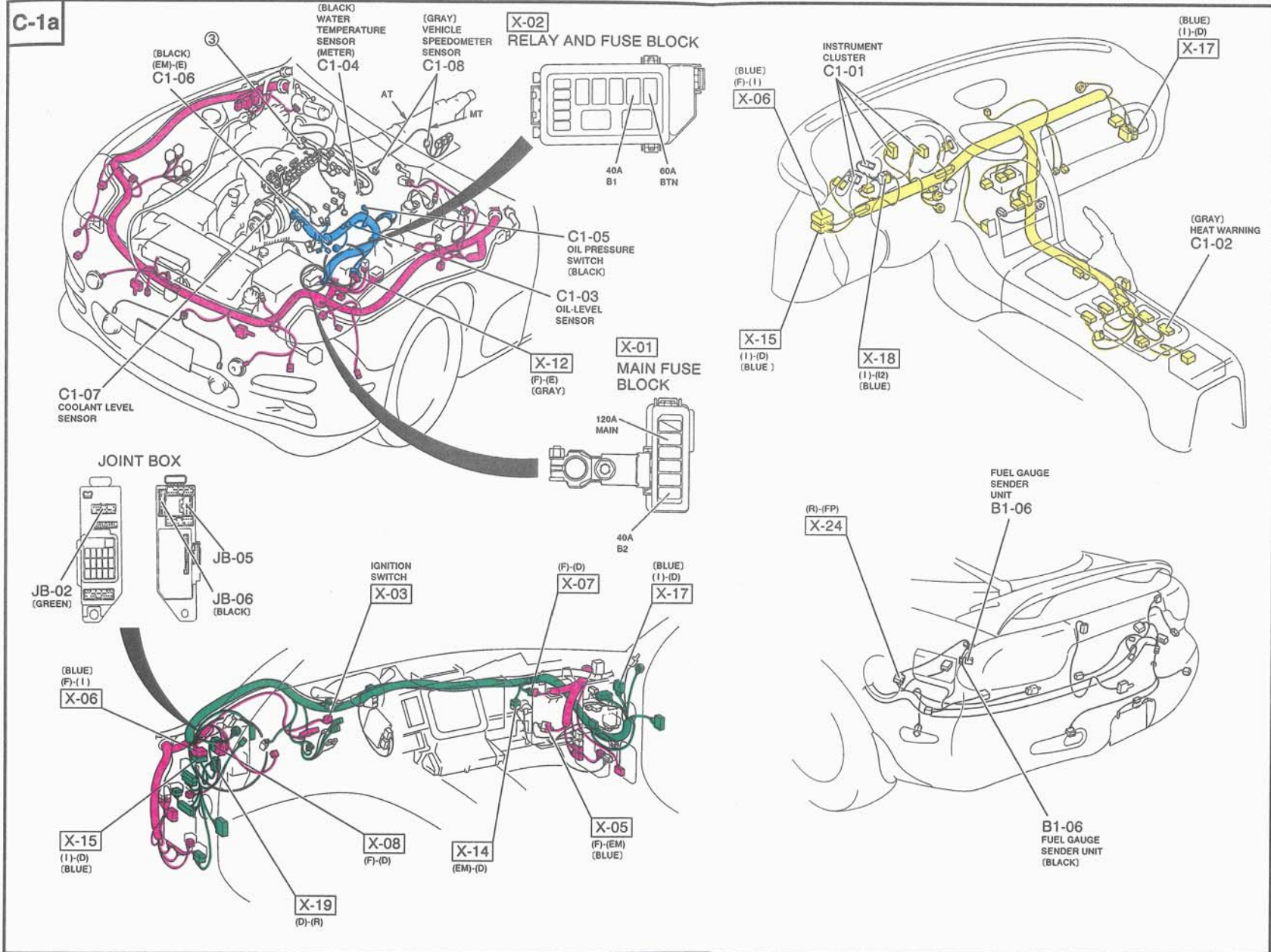
HARNESS COLOR: FRONT ENGINE DASH INSTRUMENT PANEL

C-1a

- ( )...AT
- /R (F) 50 POWERTRAIN CONTROL MODULE (TRANSMISSION) (SECTION H-1)
- AT
- /R (F) 36 POWERTRAIN CONTROL MODULE (ENGINE) (SECTION B-1d)
- /L (F) 18 POWERTRAIN CONTROL MODULE (ENGINE) (SECTION B-1b)
- /Y (F) 30 POWERTRAIN CONTROL MODULE (ENGINE) (SECTION B-1b)



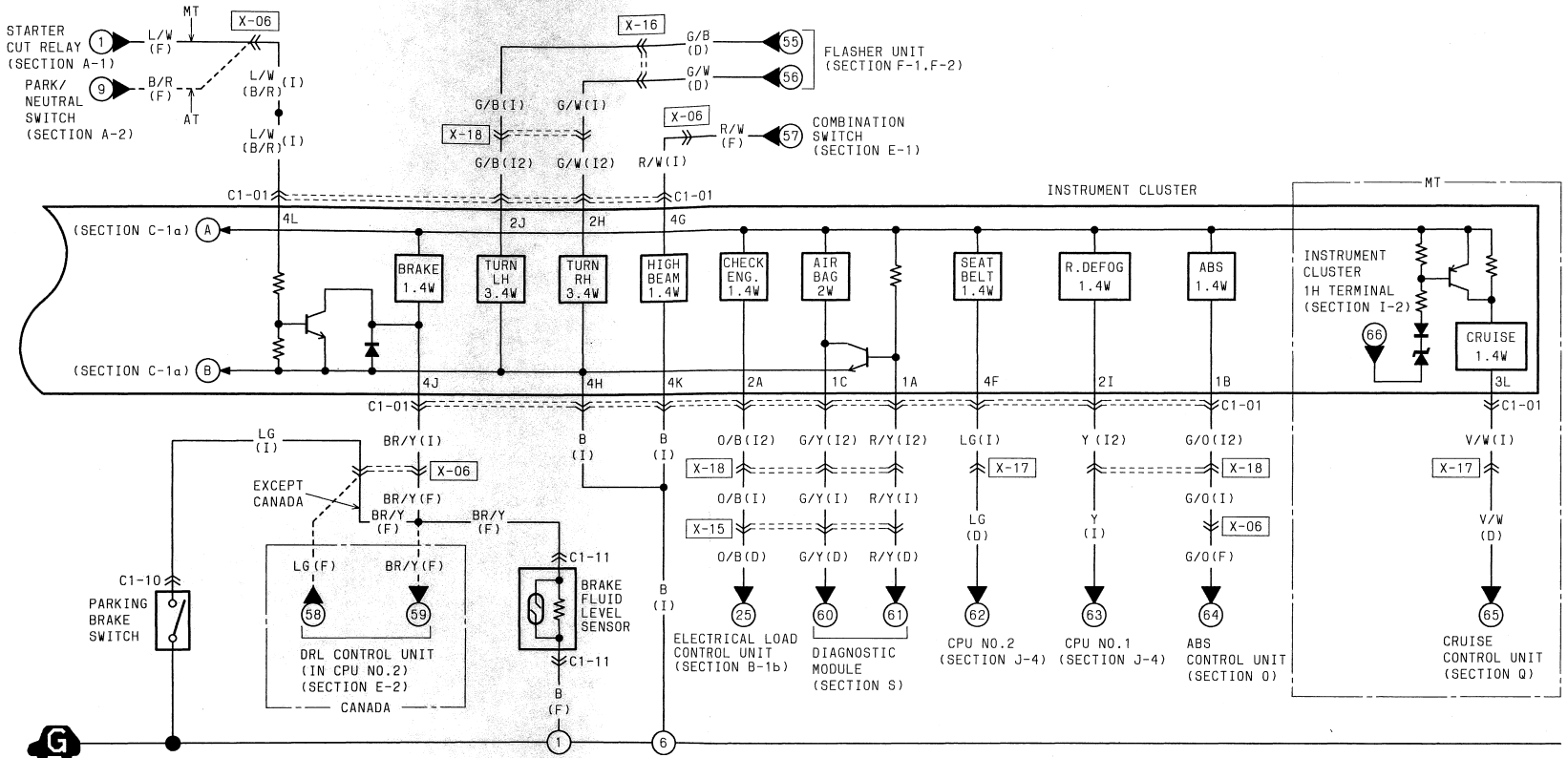
- AT
- 54 WATER THERMOSWITCH (SECTION H-1)
- 53 PANEL LIGHT CONTROL SWITCH (SECTION I-2)
- 51 CPU NO.2 (SECTION J-4)





C-1b ■ INSTRUMENT CLUSTER AND WARNING LIGHTS

( )...AT



C1-01 INSTRUMENT CLUSTER

1G	1E (I2)	1C	1A
R/G	B/L	G/Y	R/Y
R/B	W/B	G/Y	G/O
1H	1F	1D	1B

2I	2G	2E (I2)	2C	2A
Y	R/B	R/G	L	O/B
G/B	G/W	G/Y/R	B/Y	W/G
2J	2H	2F	2D	2B

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

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

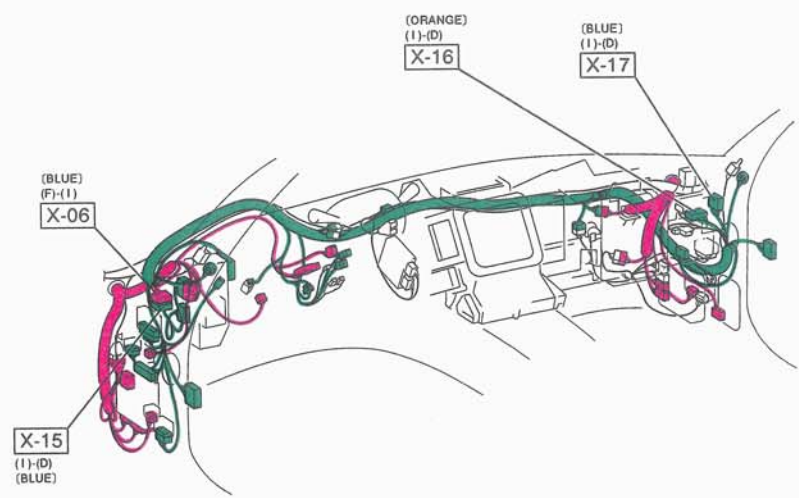
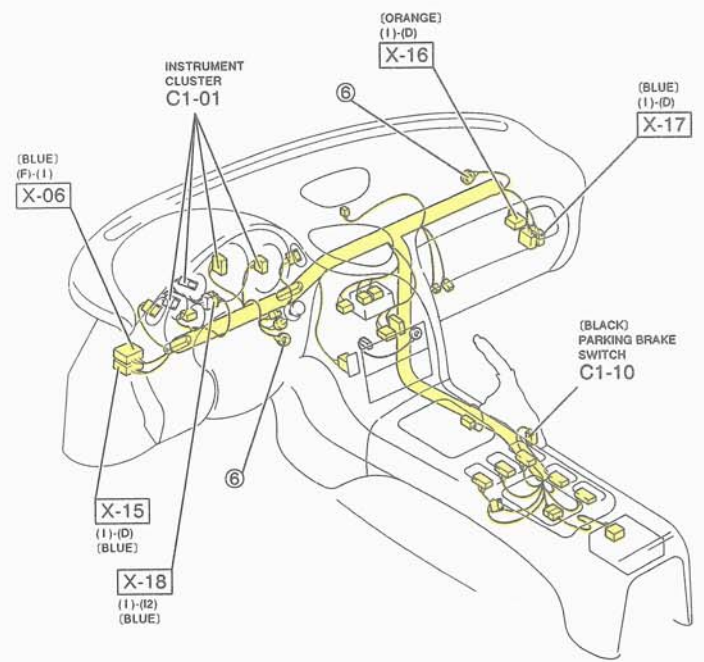
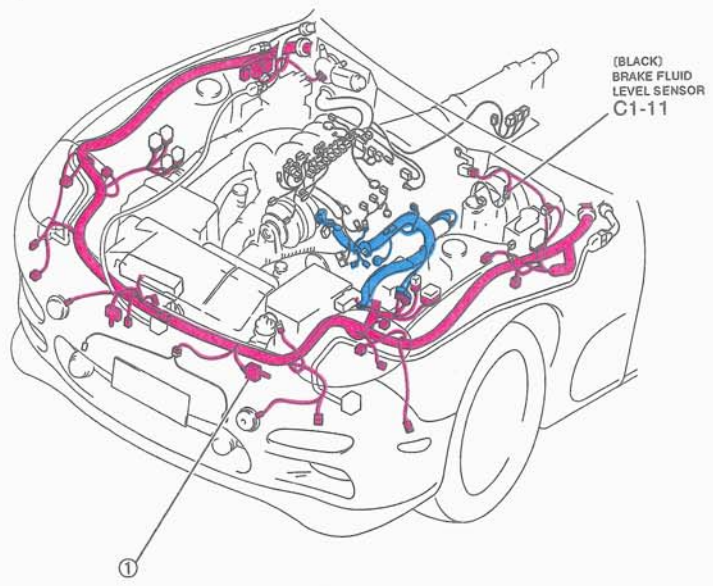
C1-10 PARKING BRAKE SWITCH (I)



C1-11 BRAKE FLUID LEVEL SENSOR (F)

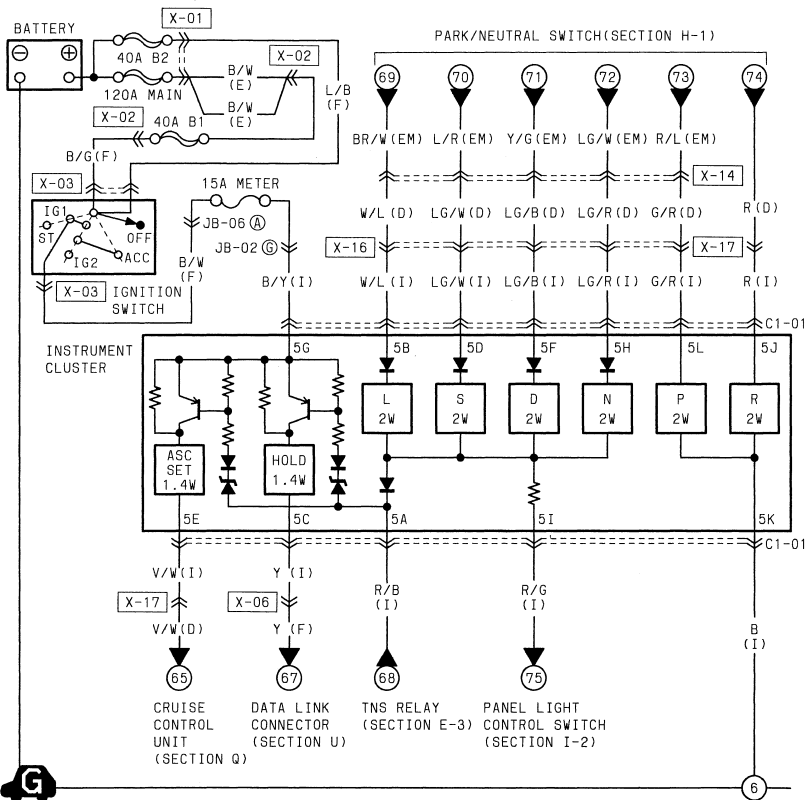


C-1b

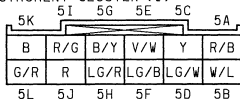


# Z WIRING DIAGRAM

## C-2 AT ■ INSTRUMENT CLUSTER AND WARNING LIGHTS ■ SELECTOR INDICATOR LIGHTS

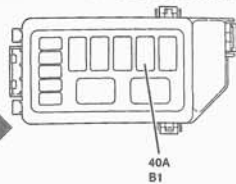


C1-01 INSTRUMENT CLUSTER (I)

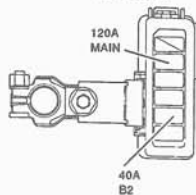


C-2

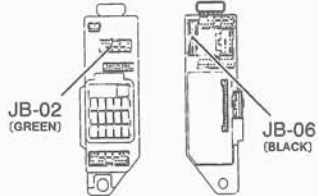
X-02  
RELAY AND FUSE BLOCK



X-01  
MAIN FUSE BLOCK



JOINT BOX



IGNITION SWITCH  
X-03

(ORANGE)  
(I)-(D)  
X-16

(BLUE)  
(I)-(D)  
X-17

X-06  
(F)-(I)  
(BLUE)

X-14  
(EM)-(D)

(ORANGE)  
(I)-(D)  
X-16

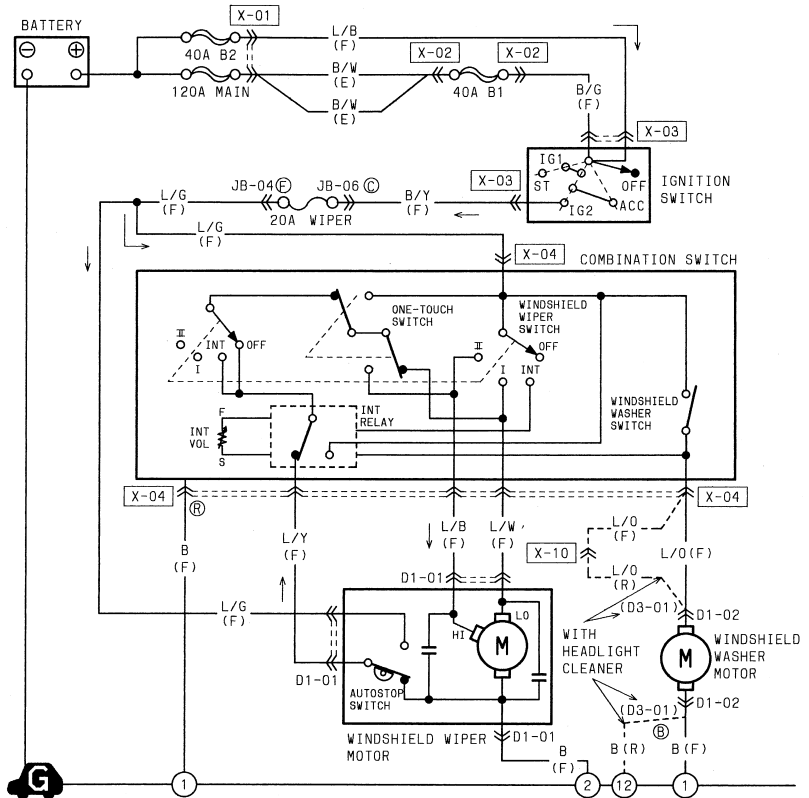
(BLUE)  
(I)-(D)  
X-17

(BLUE)  
(F)-(I)  
X-06

C1-01  
INSTRUMENT  
CLUSTER  
(AT ONLY)

# Z WIRING DIAGRAM

## D-1 ■ WINDSHIELD WIPER AND WASHER



D1-01 WINDSHIELD WIPER MOTOR (F)

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

D1-02 WINDSHIELD WASHER MOTOR (F)  
(WITHOUT HEADLIGHT CLEANER)

B
L/O

D3-01 WINDSHIELD WASHER MOTOR (R)

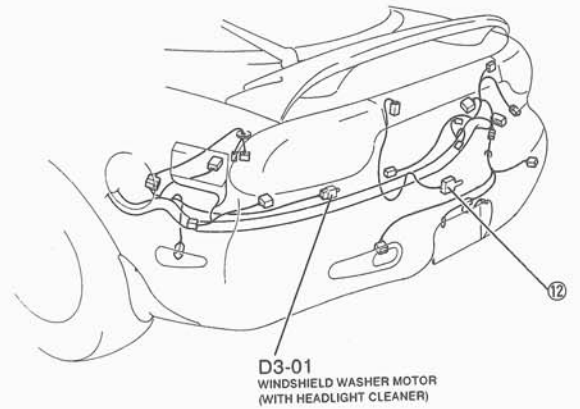
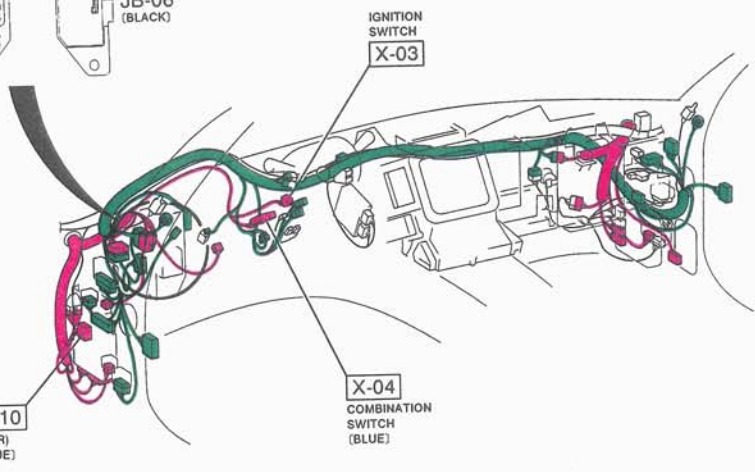
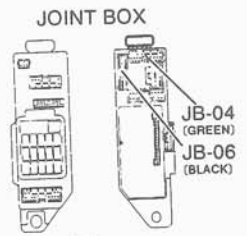
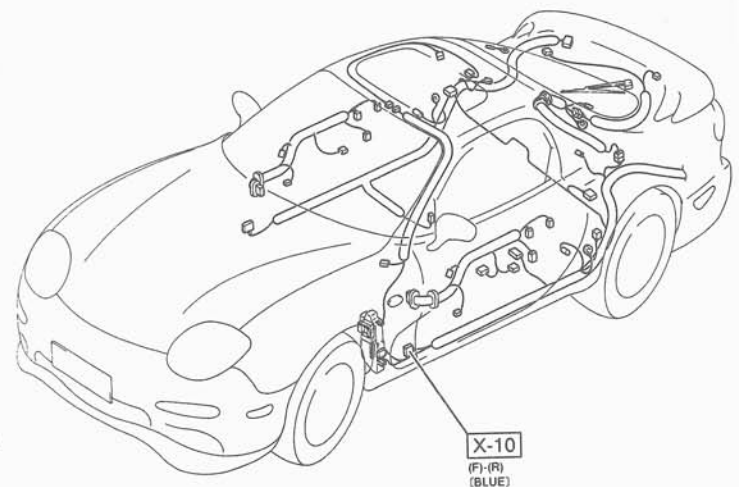
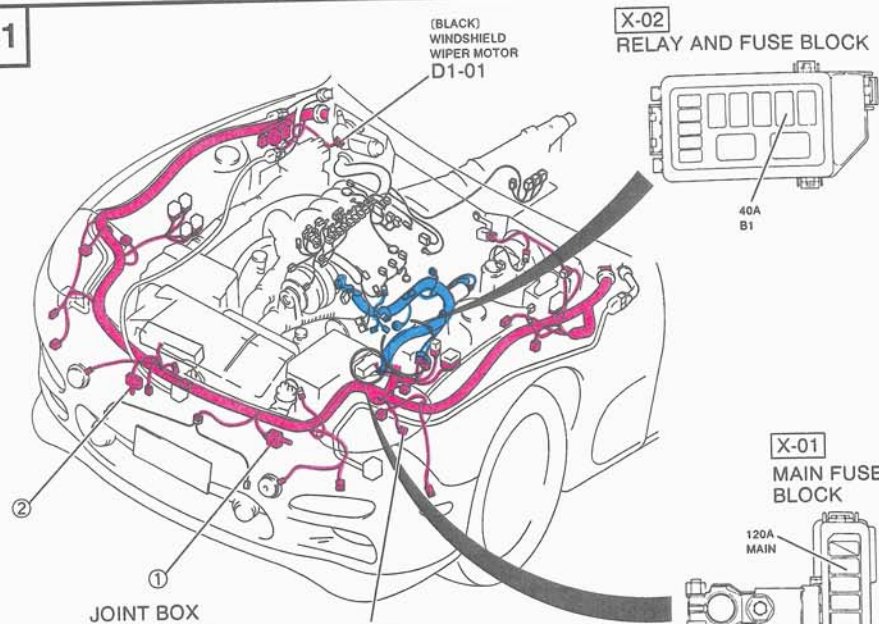
R/W	*	*	*	*	L/O
R/L	W	*	B	B	B

(WITH HEADLIGHT CLEANER) ① ②



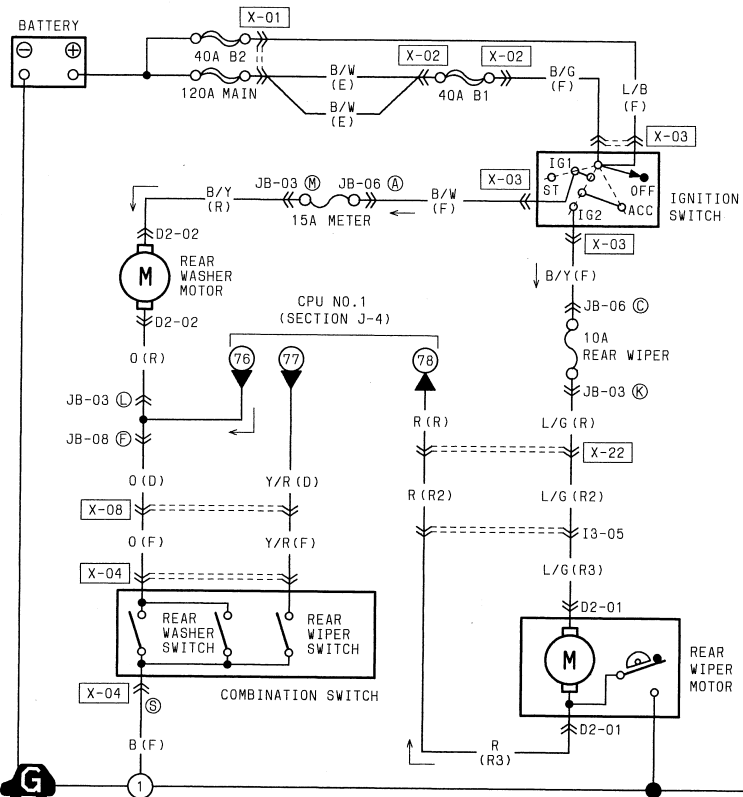
HARNESS COLOR: FRONT ENGINE DASH

D-1





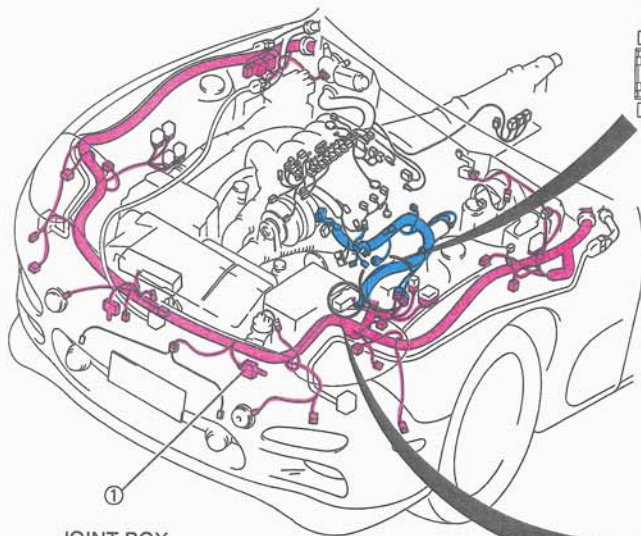
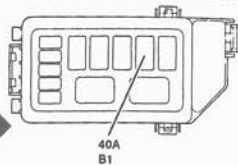
D-2 ■ REAR WIPER AND WASHER



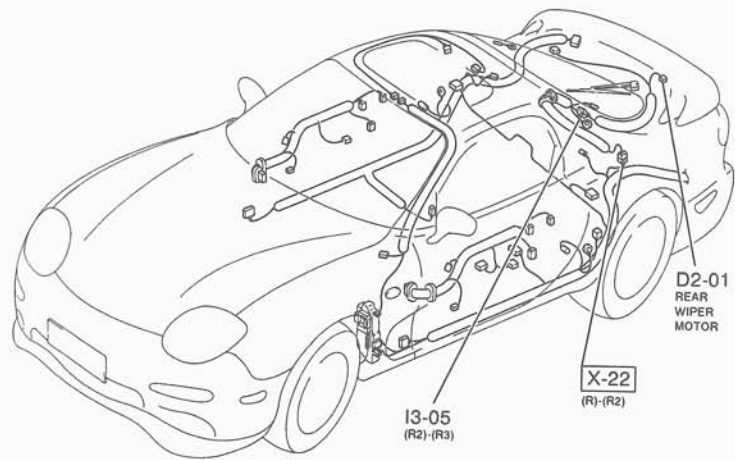
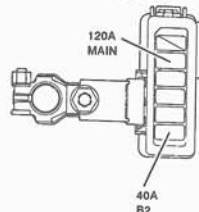
<p>D2-01 REAR WIPER MOTOR (R3)</p>	<p>D2-02 REAR WASHER MOTOR (R)</p>	<p>I3-05 CONNECTOR BETWEEN REAR NO.2 (R2) AND REAR NO.3 (R3)</p>
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D-2

**X-02**  
RELAY AND FUSE BLOCK



**X-01**  
MAIN FUSE BLOCK

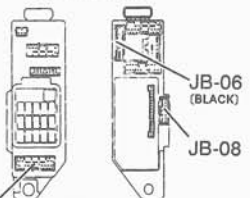


D2-01  
REAR WIPER MOTOR

**X-22**  
(R)-(R2)

13-05  
(R2)-(R3)

JOINT BOX



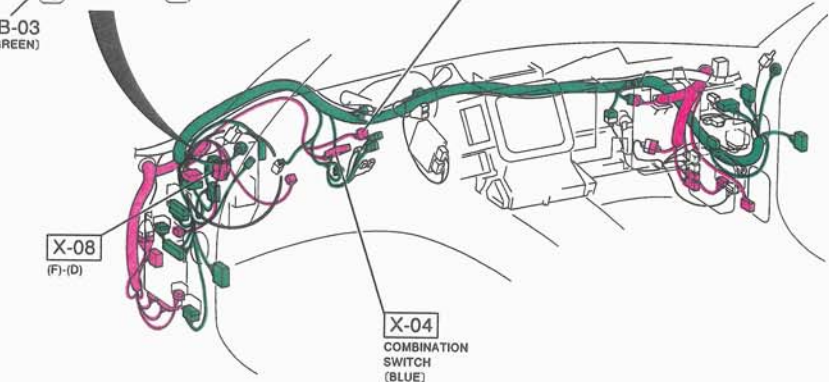
JB-03  
(GREEN)

JB-06  
(BLACK)

JB-08

IGNITION SWITCH

**X-03**



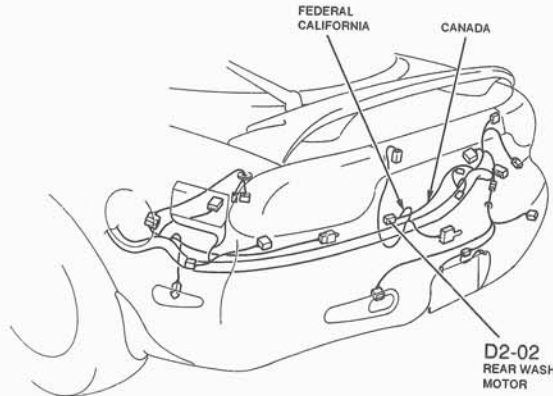
**X-08**  
(F)-(D)

**X-04**

COMBINATION SWITCH  
(BLUE)

FEDERAL CALIFORNIA

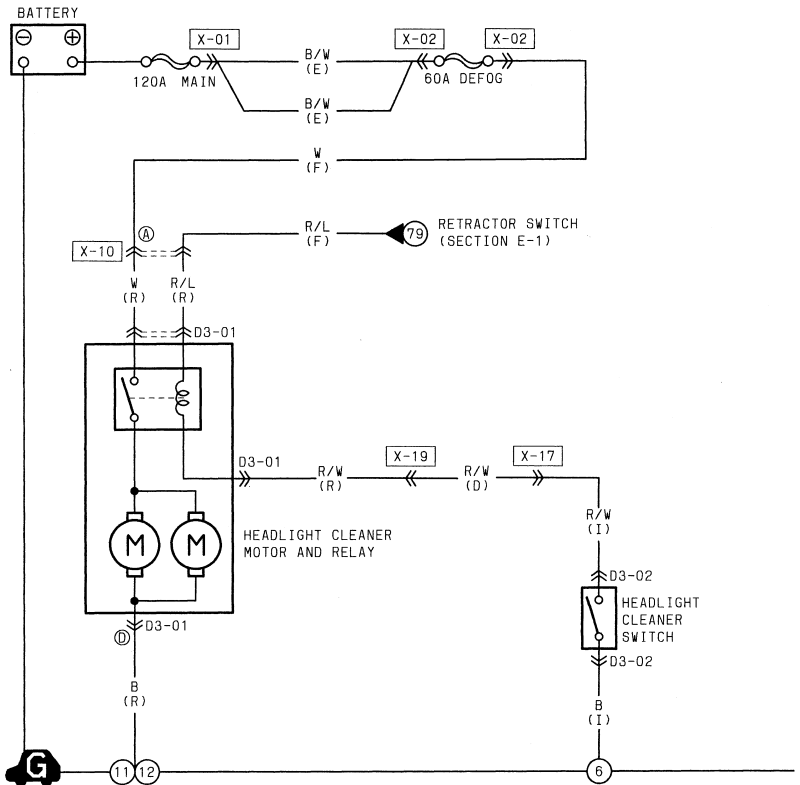
CANADA



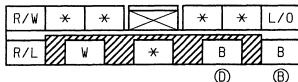
D2-02  
REAR WASHER MOTOR

# Z WIRING DIAGRAM

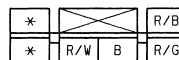
## D-3 CANADA ■ HEADLIGHT CLEANER



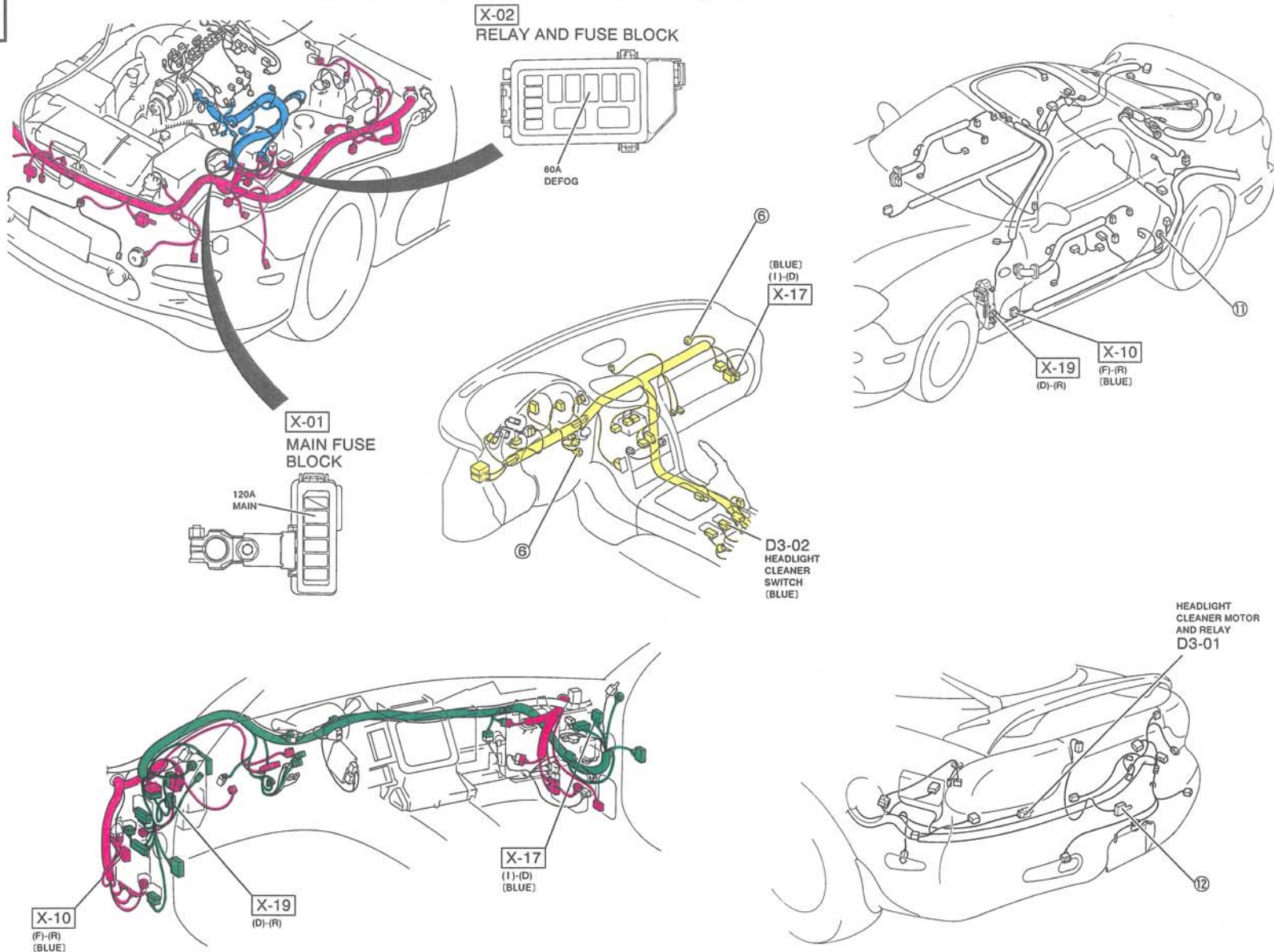
D3-01 HEADLIGHT CLEANER MOTOR AND RELAY (R)



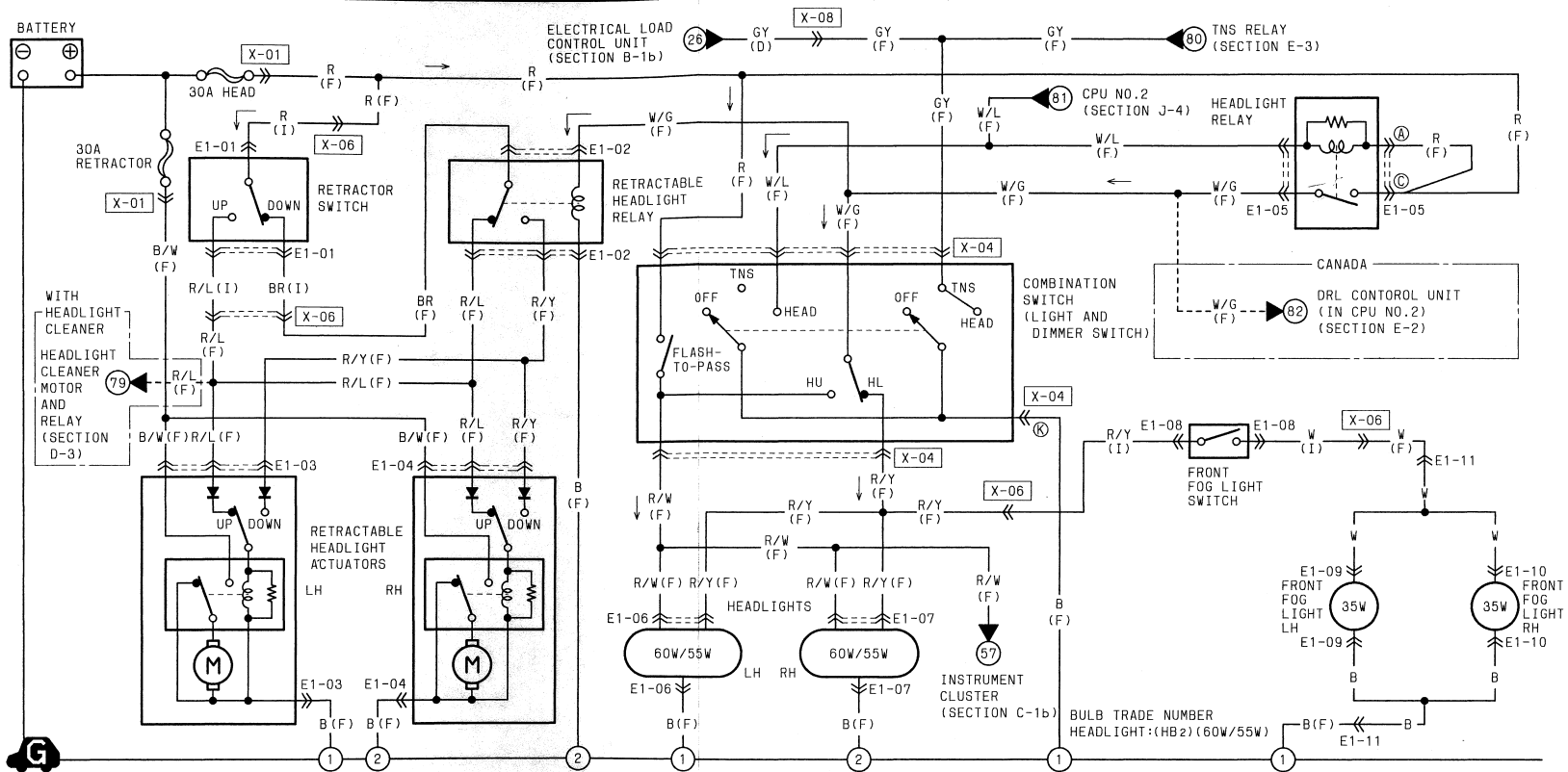
D3-02 HEADLIGHT CLEANER SWITCH (I)



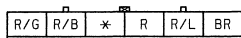
D-3



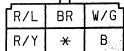
E-1 ■ RETRACTABLE HEADLIGHT SYSTEM ■ HEADLIGHTS ■ FRONT FOG LIGHTS



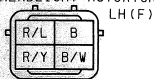
E1-01 RETRACTOR SWITCH (I)



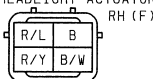
E1-02 RETRACTABLE HEADLIGHT RELAY (F)



E1-03 RETRACTABLE HEADLIGHT ACTUATOR LH (F)



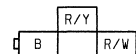
E1-04 RETRACTABLE HEADLIGHT ACTUATOR RH (F)



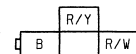
E1-05 HEADLIGHT RELAY (F)



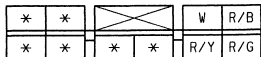
E1-06 HEADLIGHT LH (F)



E1-07 HEADLIGHT RH (F)



E1-08 FRONT FOG LIGHT SWITCH (I)



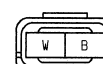
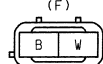
E1-09 FRONT FOG LIGHT LH



E1-10 FRONT FOG LIGHT RH

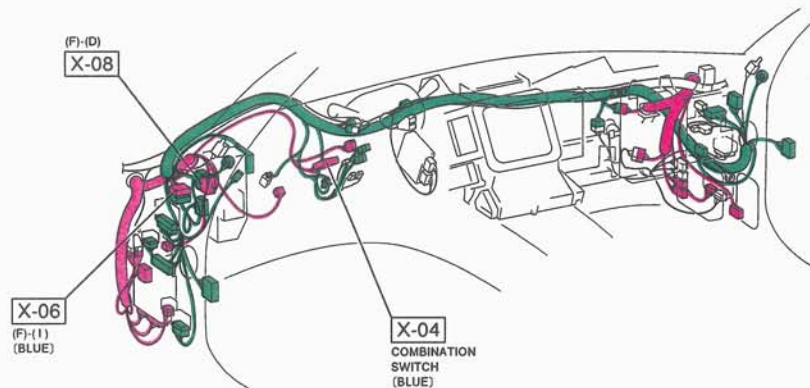
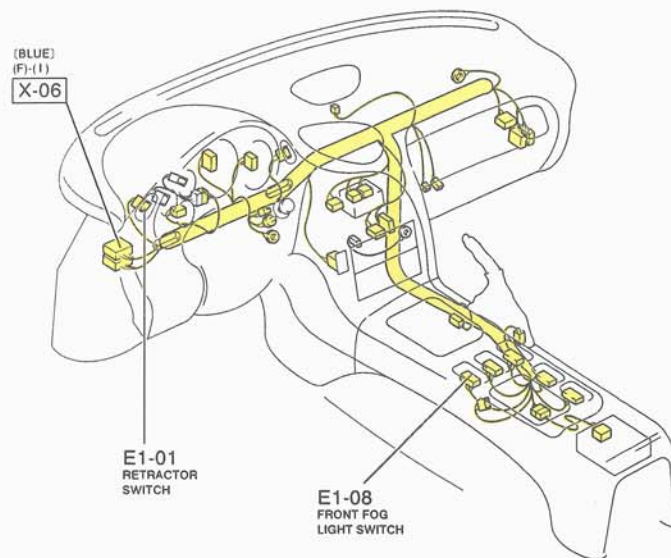
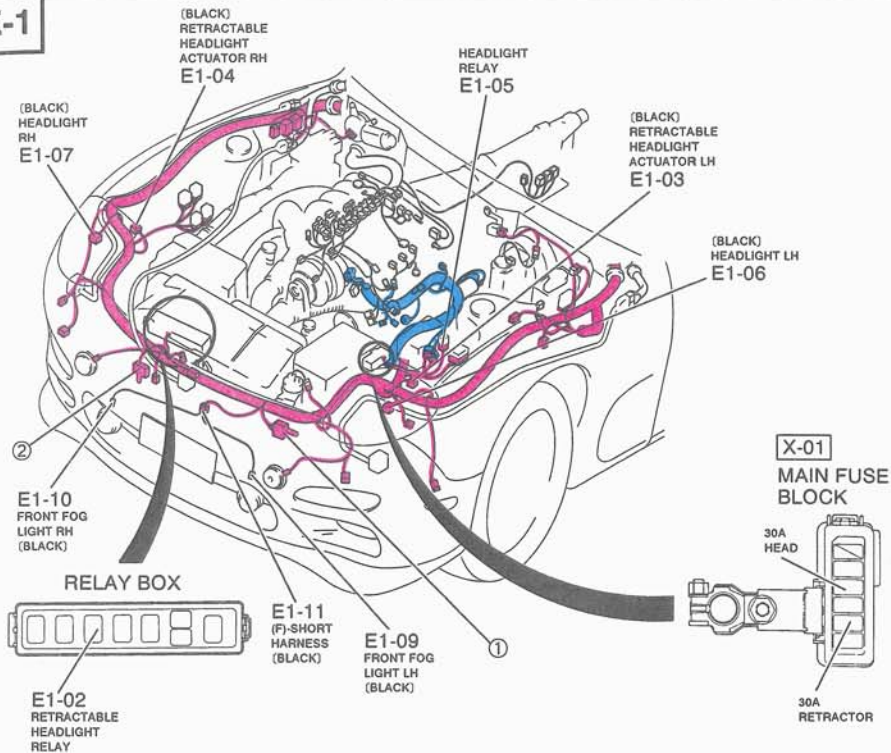


E1-11 CONNECTOR BETWEEN FRONT (F) AND SHORT HARNESS (F)





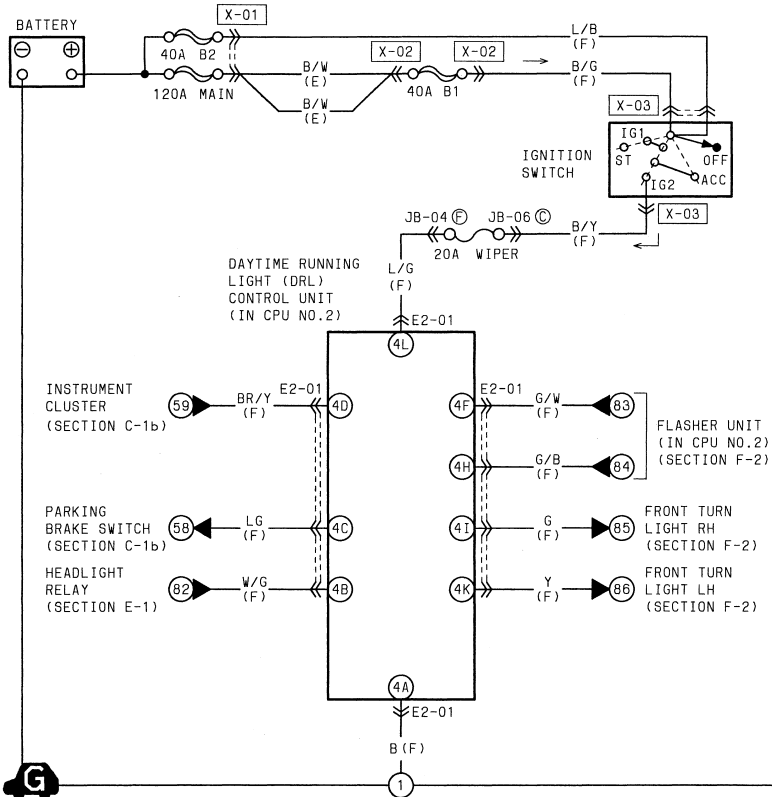
E-1





# Z WIRING DIAGRAM

## E-2 CANADA ■ DAYTIME RUNNING LIGHT (DRL) CONTROL SYSTEM

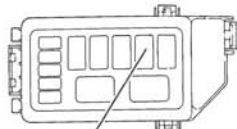


E2-01 DAYTIME RUNNING LIGHT (DRL) CONTROL UNIT (IN CPU NO.2) (F)

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

E-2

X-02  
RELAY AND FUSE BLOCK



40A  
B1

JOINT BOX

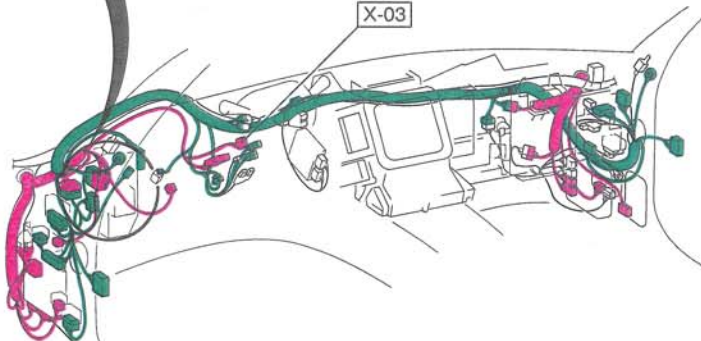
JB-04  
(GREEN)



JB-06  
(BLACK)

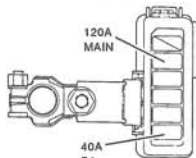


IGNITION  
SWITCH  
X-03



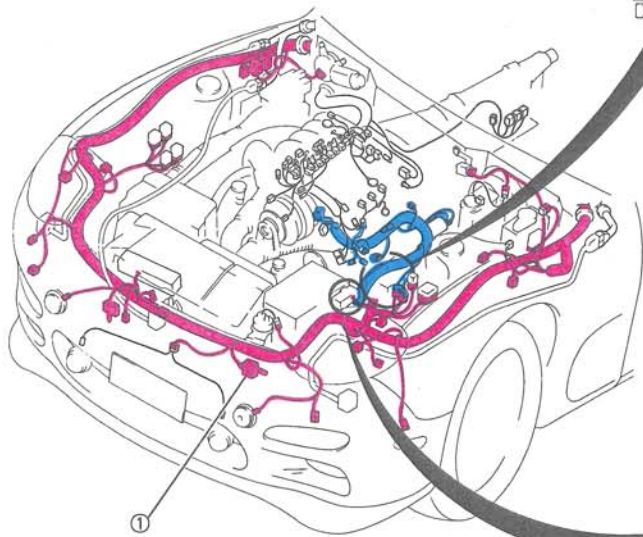
E2-01  
DAYTIME RUNNING LIGHT  
(DRL) CONTROL UNIT  
(IN CPU NO.2)

X-01  
MAIN FUSE  
BLOCK



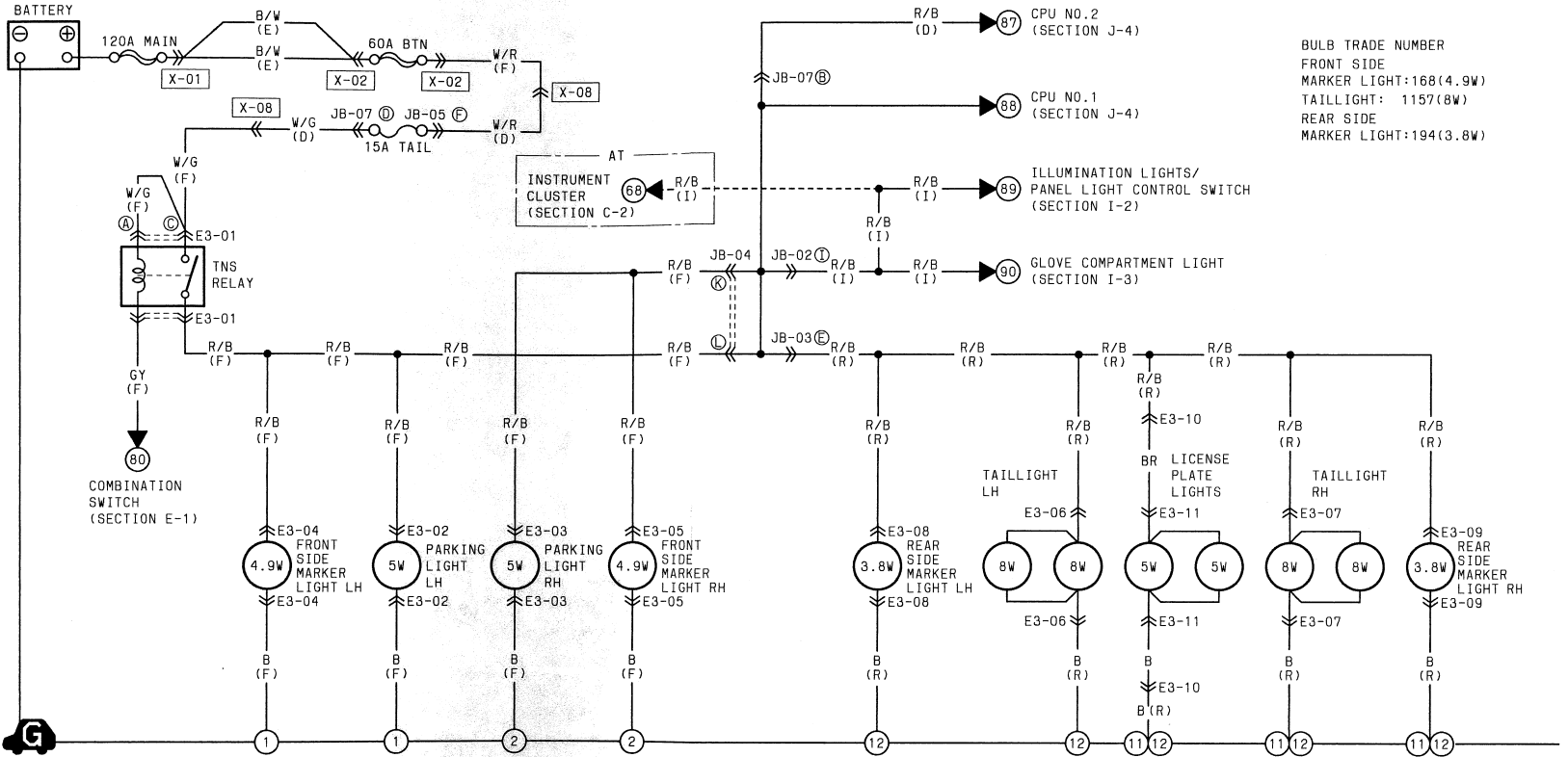
120A  
MAIN

40A  
B2



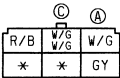
# Z WIRING DIAGRAM

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



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

E3-01 TNS RELAY (F)



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



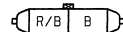
E3-03 FRONT COMBINATION LIGHT (PARKING LIGHT) RH (F)



E3-04 FRONT SIDE MARKER LIGHT LH (F)



E3-05 FRONT SIDE MARKER LIGHT RH (F)



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



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



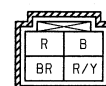
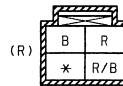
E3-08 REAR SIDE MARKER LIGHT LH (R)



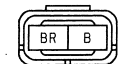
E3-09 REAR SIDE MARKER LIGHT RH (R)



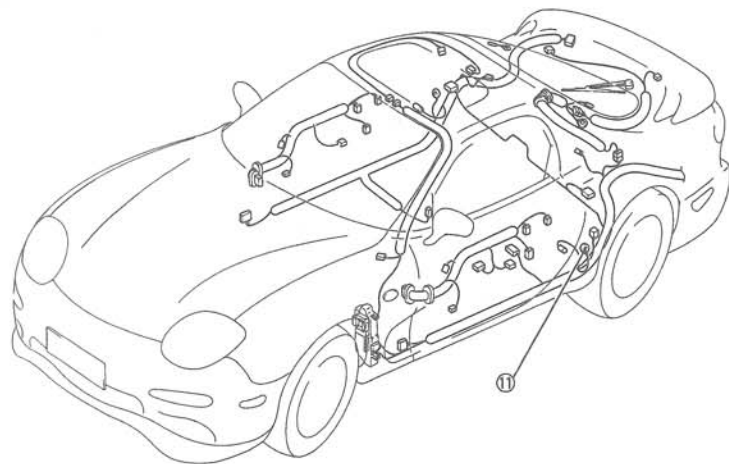
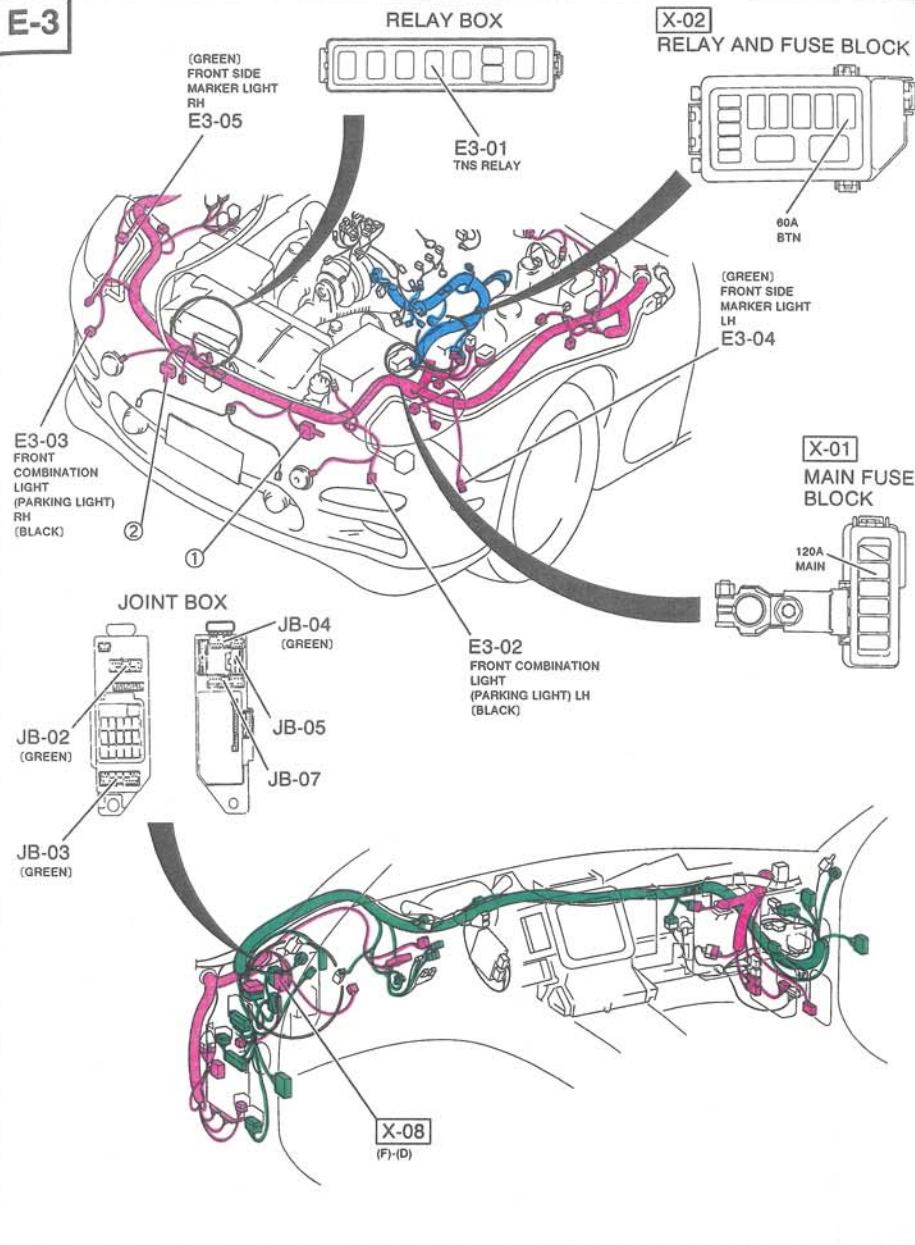
E3-10 CONNECTOR BETWEEN REAR (R) AND SHORT HARNESS



E3-11 LICENSE PLATE LIGHTS



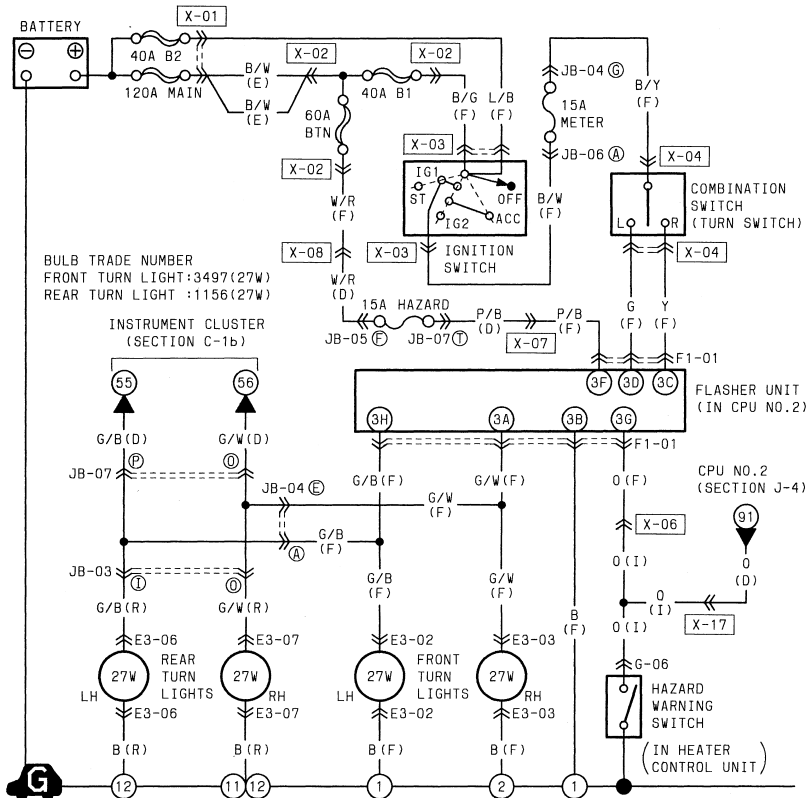
E-3



# Z WIRING DIAGRAM

F-1

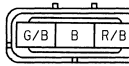
## FEDERAL CALIFORNIA ■ TURN AND HAZARD WARNING LIGHTS



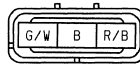
F1-01 FLASHER UNIT (F)  
(IN CPU NO.2)

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

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



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



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



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



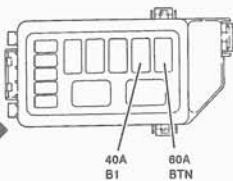
G-06 HAZARD WARNING SWITCH (IN HEATER CONTROL UNIT) (I)

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

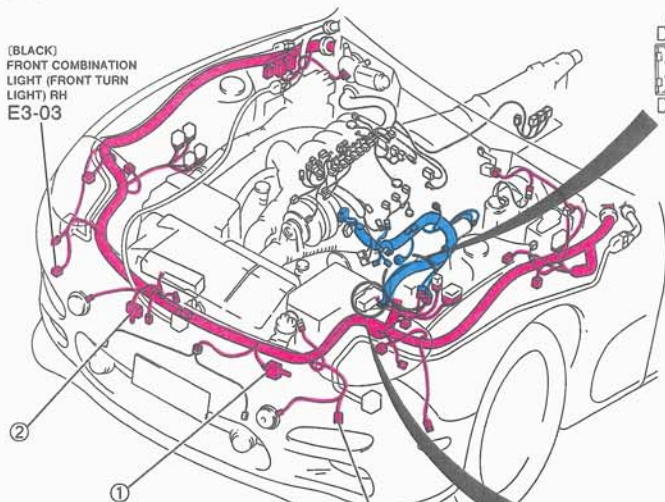


F-1

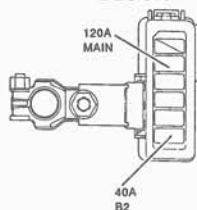
X-02  
RELAY AND FUSE BLOCK



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

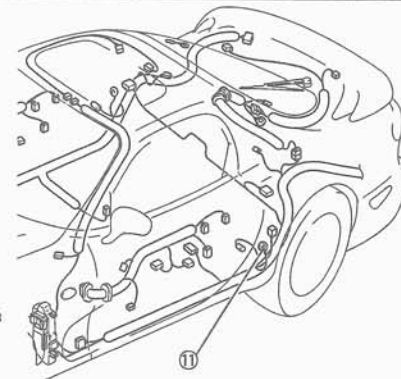


X-01  
MAIN FUSE BLOCK

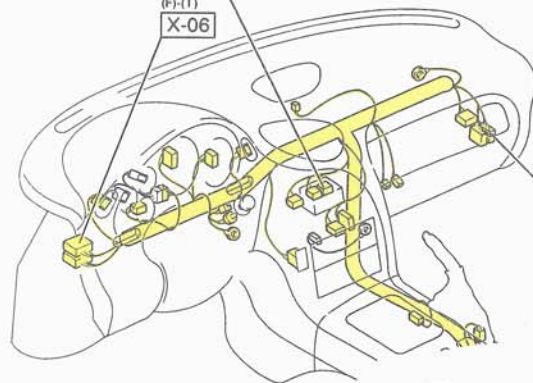


E3-02  
FRONT COMBINATION  
LIGHT (FRONT TURN LIGHT)  
LH  
(BLACK)

(BLACK)  
HAZARD WARNING  
SWITCH (IN HEATER  
CONTROL UNIT)  
G-06



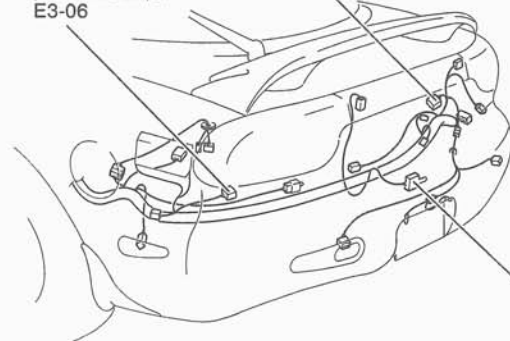
(BLUE)  
(F)-(1)  
X-06



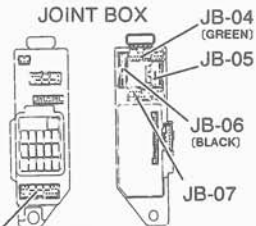
X-17  
(1)-(D)  
(BLUE)

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

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



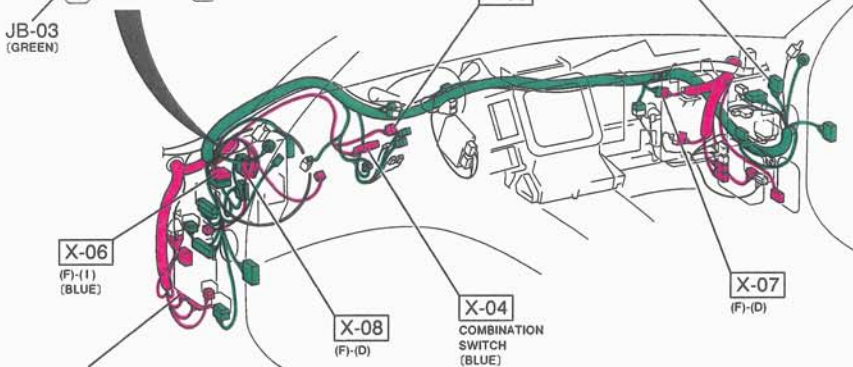
JOINT BOX



JB-03  
(GREEN)

IGNITION  
SWITCH  
X-03

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



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

X-08  
(F)-(D)

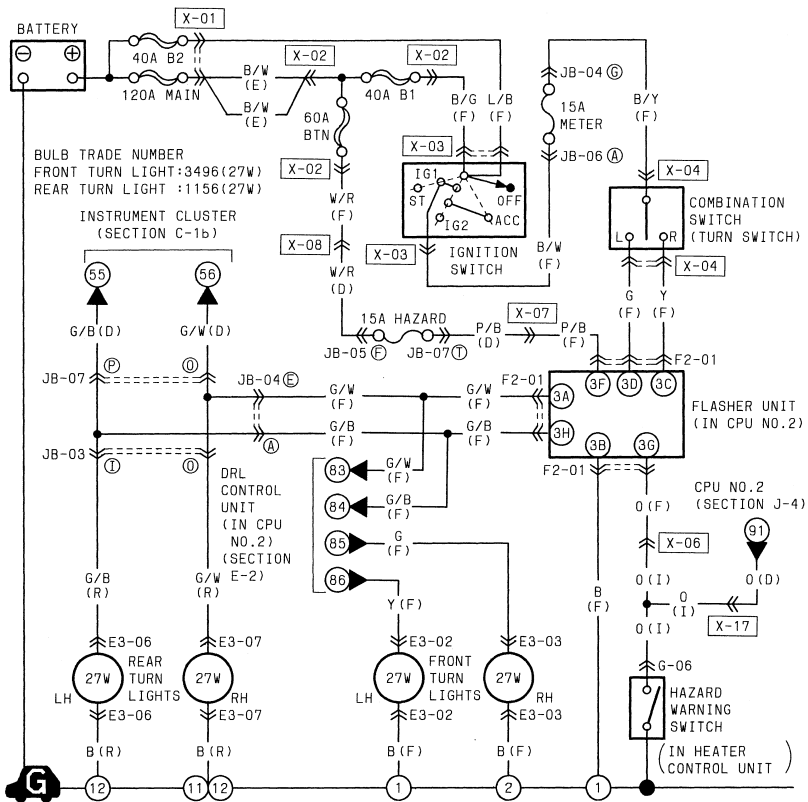
X-04  
COMBINATION  
SWITCH  
(BLUE)

X-07  
(F)-(D)

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



F-2 CANADA ■ TURN AND HAZARD WARNING LIGHTS

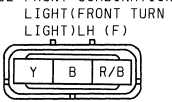


F2-01 FLASHER UNIT (F)

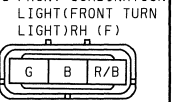
(IN CPU NO.2)

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

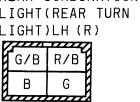
E3-02 FRONT COMBINATION LIGHT (FRONT TURN LIGHT) LH (F)



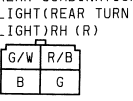
E3-03 FRONT COMBINATION LIGHT (FRONT TURN LIGHT) RH (F)



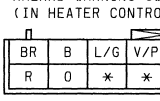
E3-06 REAR COMBINATION LIGHT (REAR TURN LIGHT) LH (R)



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

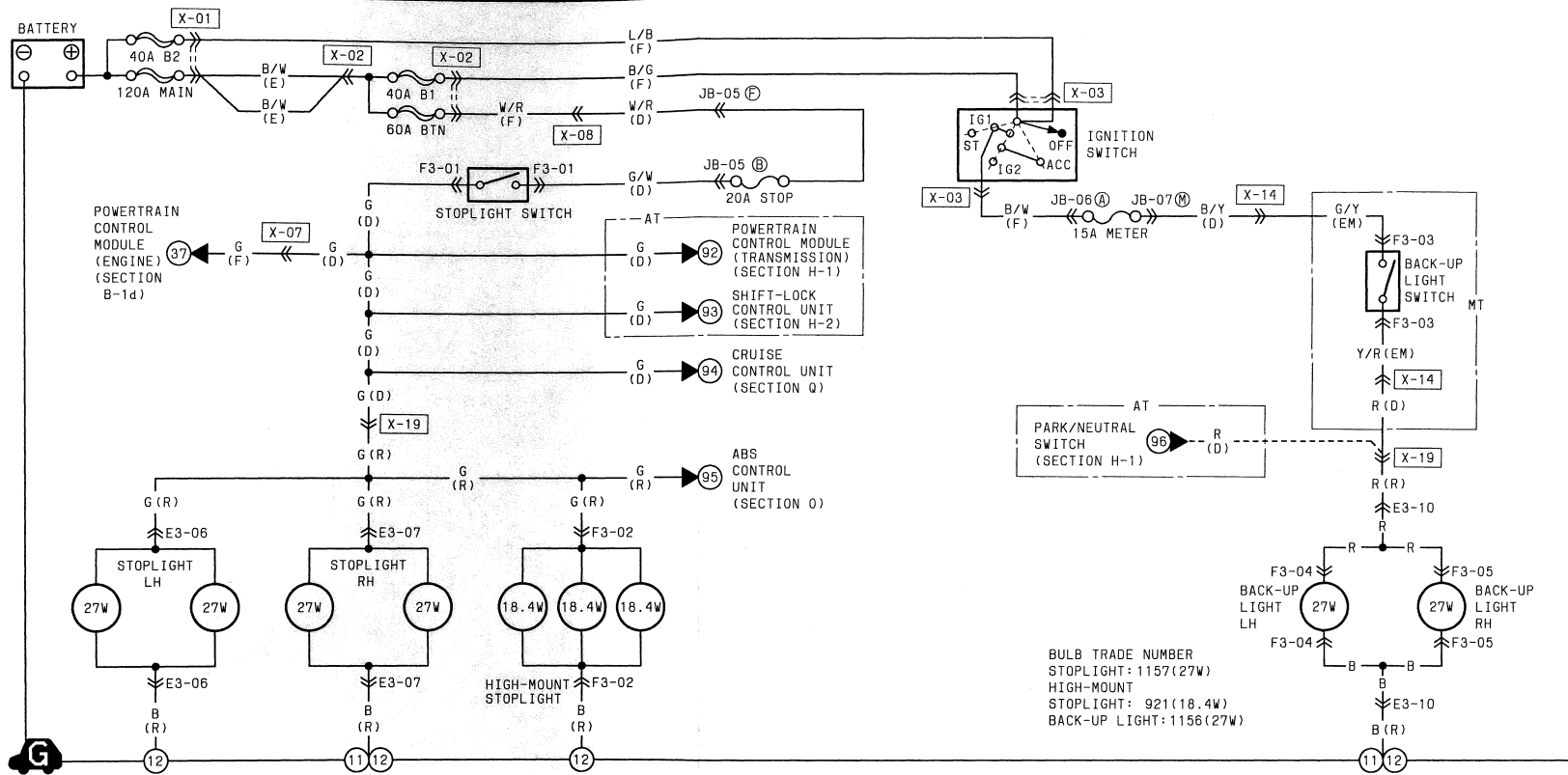


G-06 HAZARD WARNING SWITCH (IN HEATER CONTROL UNIT) (I)





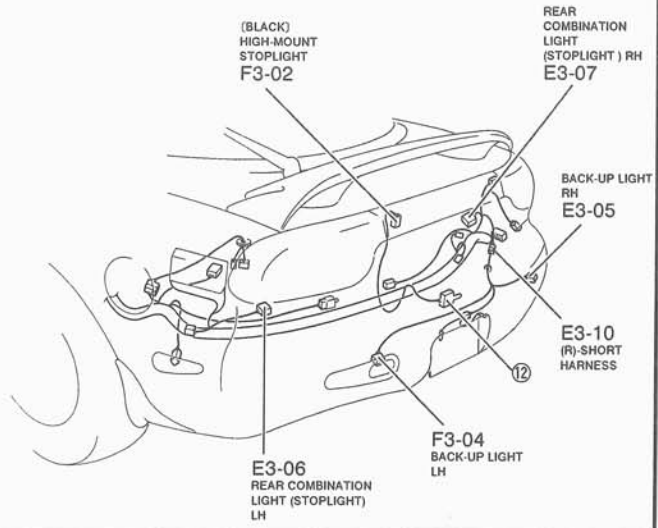
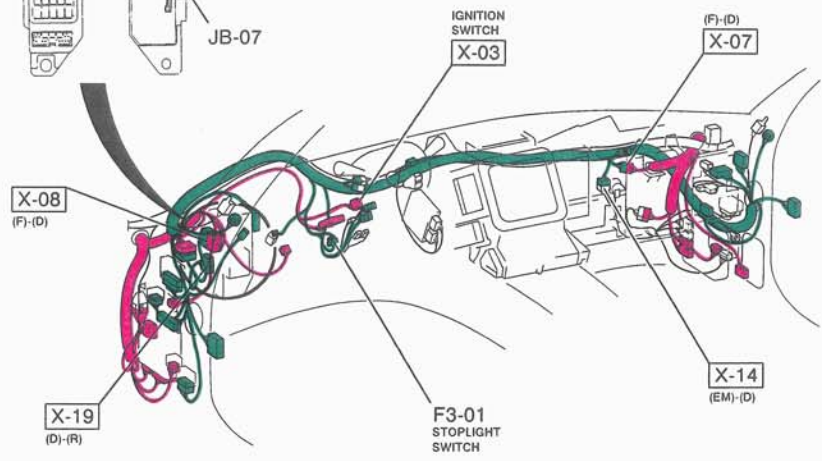
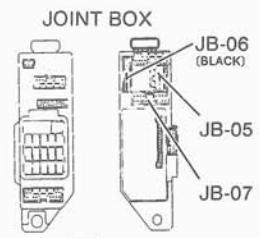
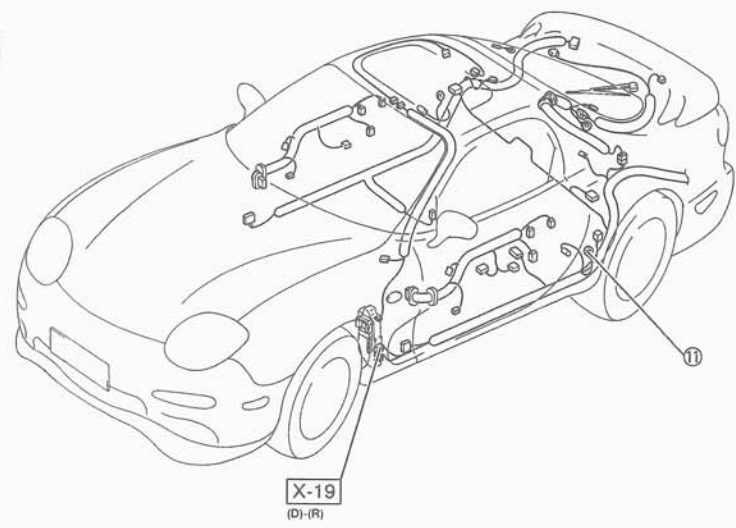
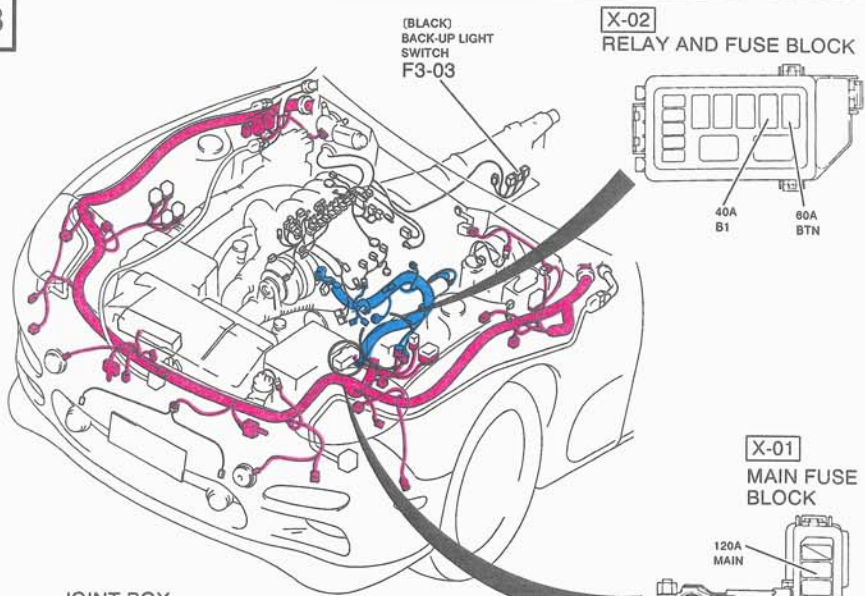
F-3 ■ STOPLIGHTS ■ HIGH-MOUNT STOPLIGHT ■ BACK-UP LIGHTS



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

<p>F3-01 STOPLIGHT SWITCH (D)</p>	<p>F3-02 HIGH-MOUNT STOPLIGHT (R)</p>	<p>F3-03 BACK-UP LIGHT SWITCH (MT ONLY) (EM)</p>	<p>F3-04 BACK-UP LIGHT LH</p>	<p>F3-05 BACK-UP LIGHT RH</p>	<p>E3-06 REAR COMBINATION LIGHT (STOPLIGHT) LH (R)</p>	<p>E3-07 REAR COMBINATION LIGHT (STOPLIGHT) RH (R)</p>
<p>E3-10 CONNECTOR BETWEEN REAR (R) AND SHORT HARNESS</p>						
Empty space for additional connector diagrams						

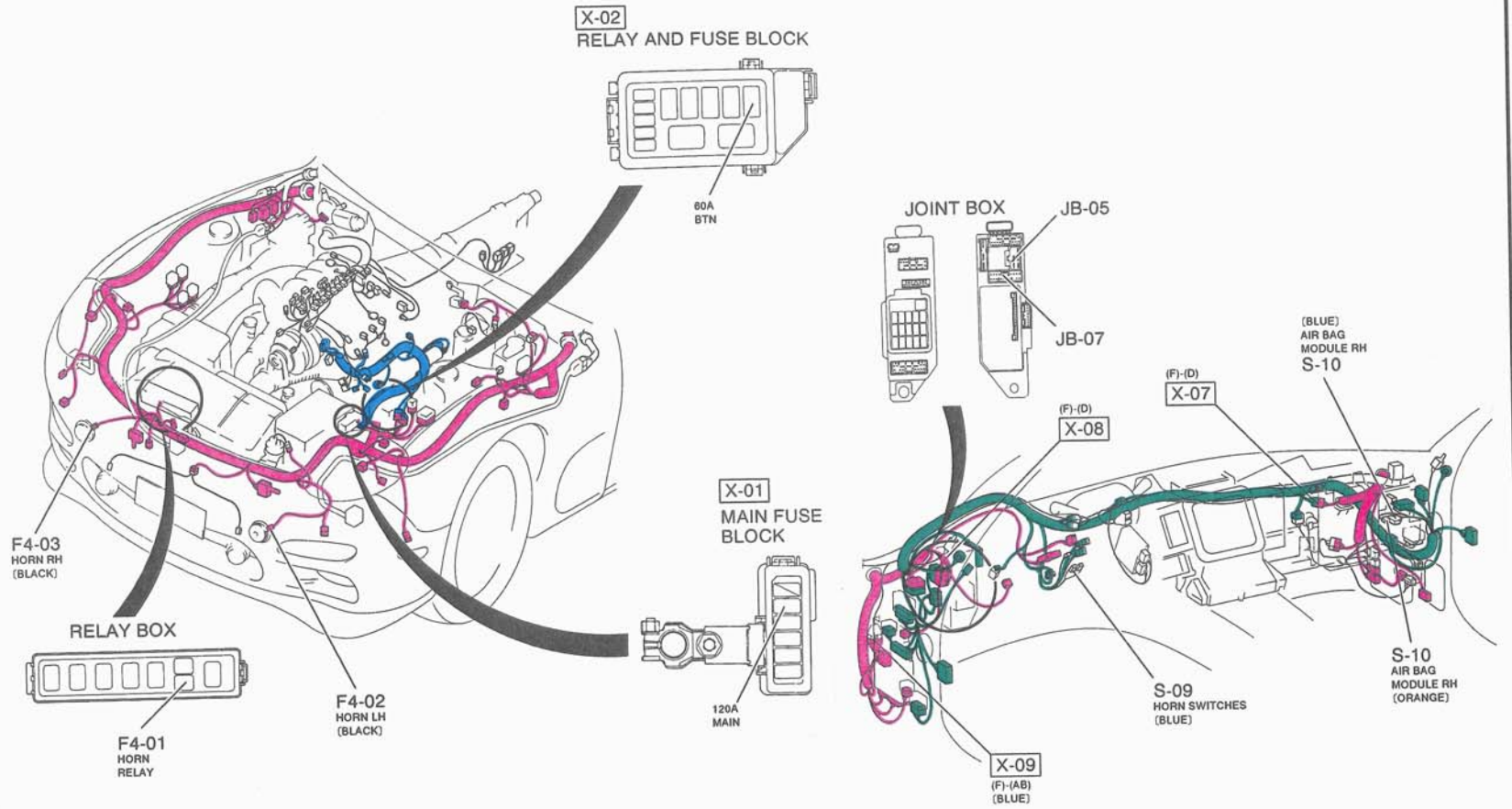
F-3







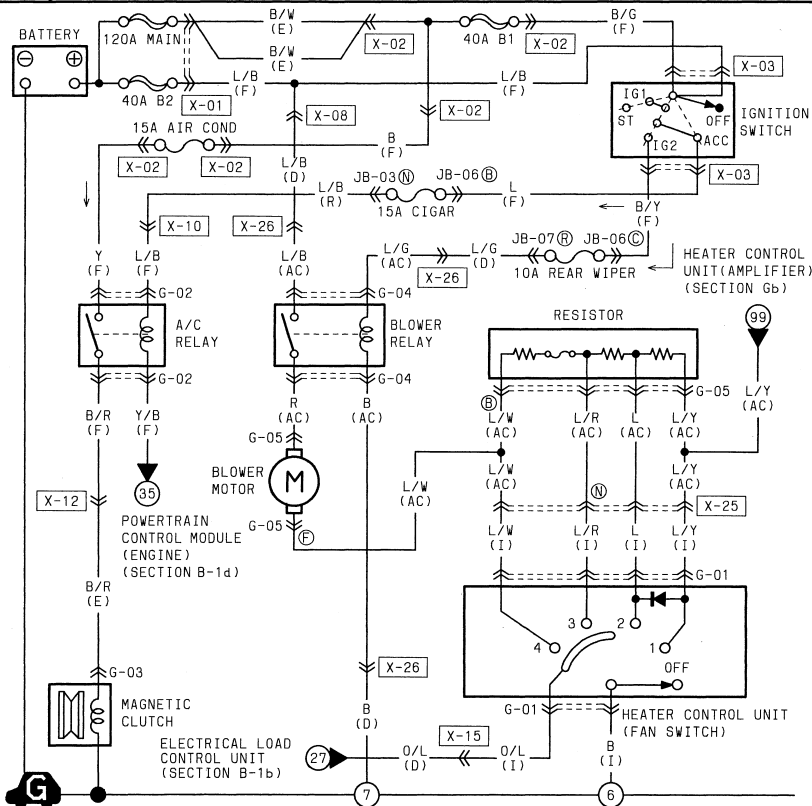
F-4





# Z WIRING DIAGRAM

## Ga ■ HEATER ■ AIR CONDITIONER



G-01 HEATER CONTROL UNIT (FAN SWITCH) (I)



G-02 A/C RELAY (F)



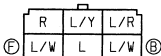
G-03 MAGNETIC CLUTCH (E)



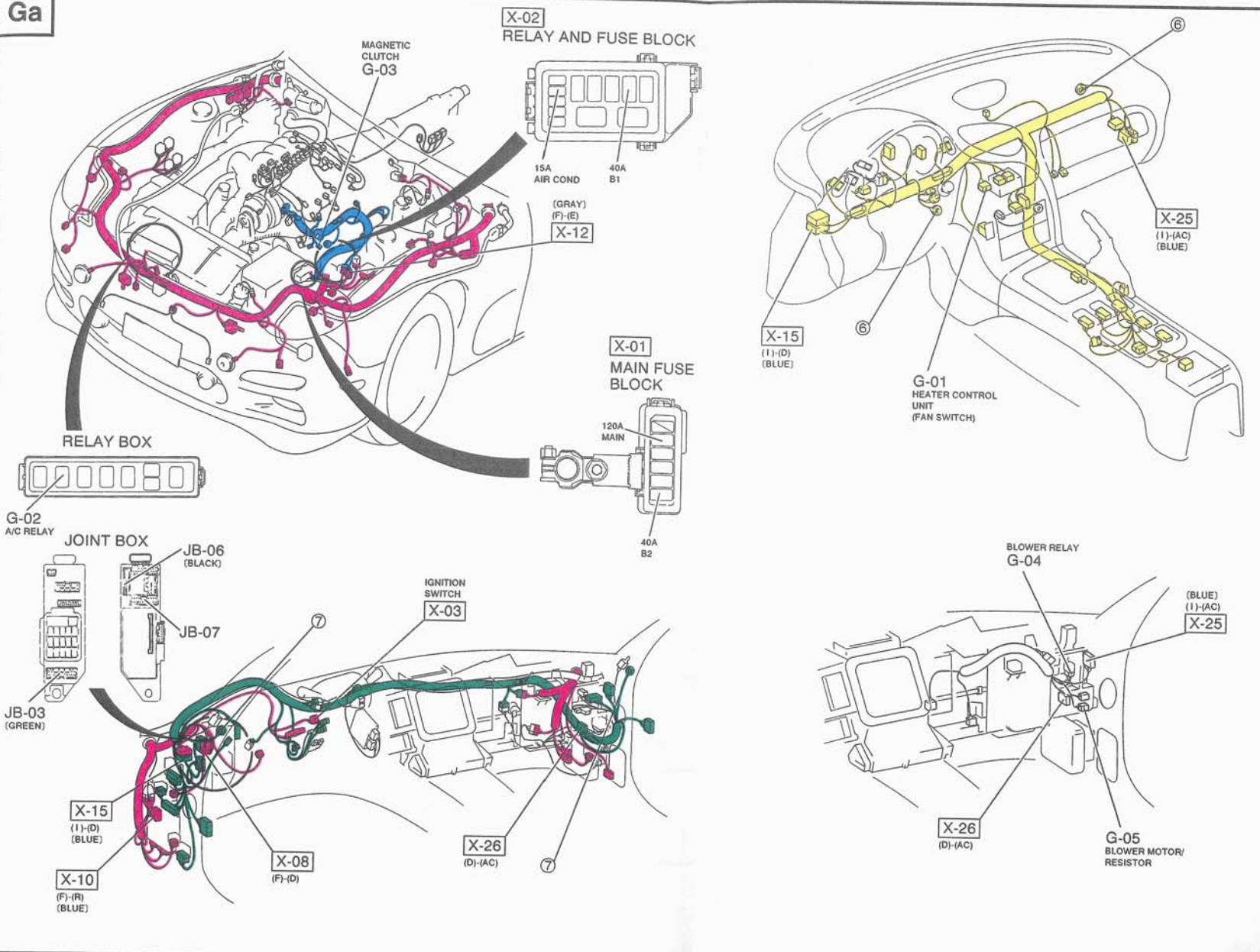
G-04 BLOWER RELAY (AC)



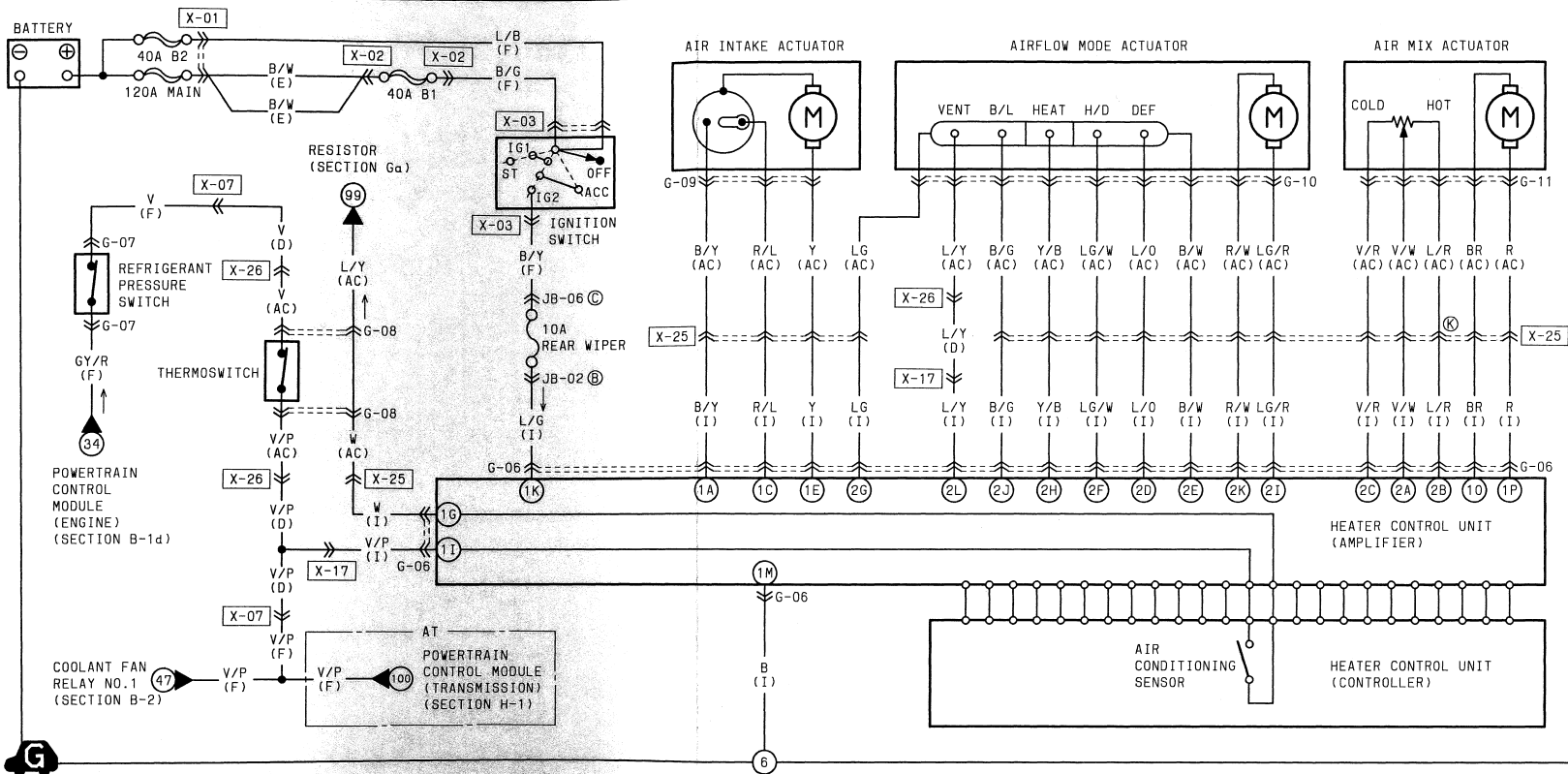
G-05 BLOWER MOTOR/RESISTOR (AC)



Ga



**Gb ■ HEATER ■ AIR CONDITIONER**



**G-06 HEATER CONTROL UNIT (AMPLIFIER) (I)**

10	1M	1K	1I	1G	1E	1C	1A
BR	B	L/G	V/P	W	Y	R/L	B/Y
R	0	*	*	R/G	R/B	*	*
1P	1N	1L	1J	1H	1F	1D	1B

**G-07 REFRIGERANT PRESSURE SWITCH (F)**

2K	2I	2G	2E	2C	2A
R/W	LG/R	LG	B/W	V/R	V/W
L/Y	B/G	Y/B	LG/W	L/O	L/R
2L	2J	2H	2F	2D	2B

**G-08 THERMOSWITCH (AC)**

V	W
V/P	L/Y

**G-09 AIR INTAKE ACTUATOR (AC)**

Y
R/L
B/Y

**G-10 AIRFLOW MODE ACTUATOR (AC)**

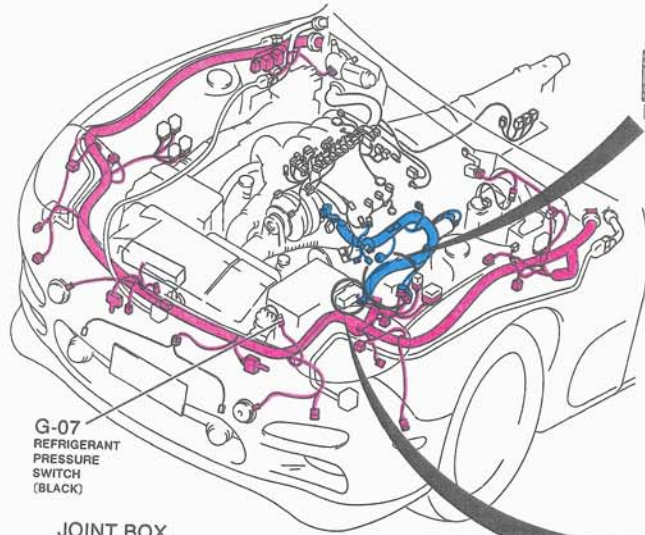
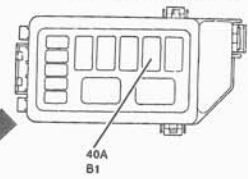
LG/R	B/W	B/G	LG
*	R/W	L/O	LG/W
Y/B	L/Y		

**G-11 AIR MIX ACTUATOR (AC)**

BR	V/R
R	V/W
*	L/R

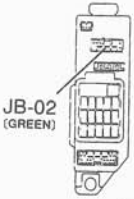
Gb

**X-02**  
RELAY AND FUSE BLOCK

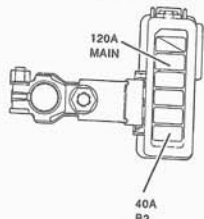


**G-07**  
REFRIGERANT  
PRESSURE  
SWITCH  
(BLACK)

JOINT BOX

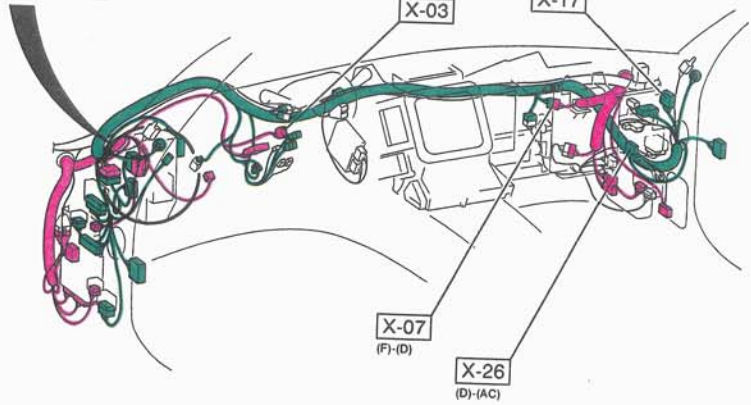


**X-01**  
MAIN FUSE  
BLOCK



IGNITION  
SWITCH  
**X-03**

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



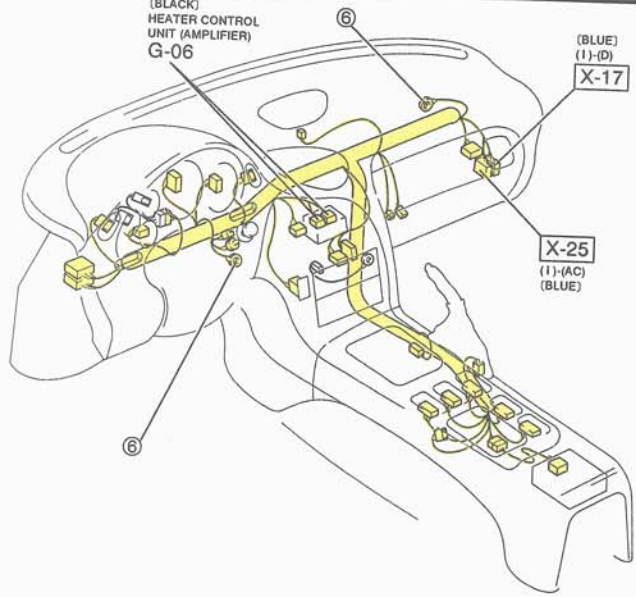
**X-07**  
(F)-(D)

**X-26**  
(D)-(AC)

(BLACK)  
HEATER CONTROL  
UNIT (AMPLIFIER)  
**G-06**

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

**X-25**  
(1)-(AC)  
(BLUE)



AIRFLOW MODE  
ACTUATOR  
**G-10**

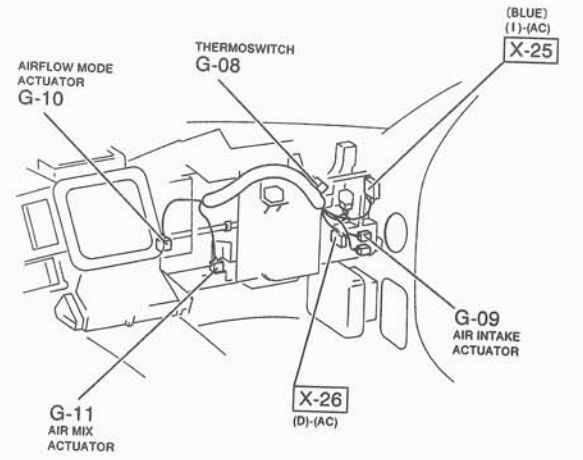
THERMOSWITCH  
**G-08**

(BLUE)  
(1)-(AC)  
**X-25**

**G-09**  
AIR INTAKE  
ACTUATOR

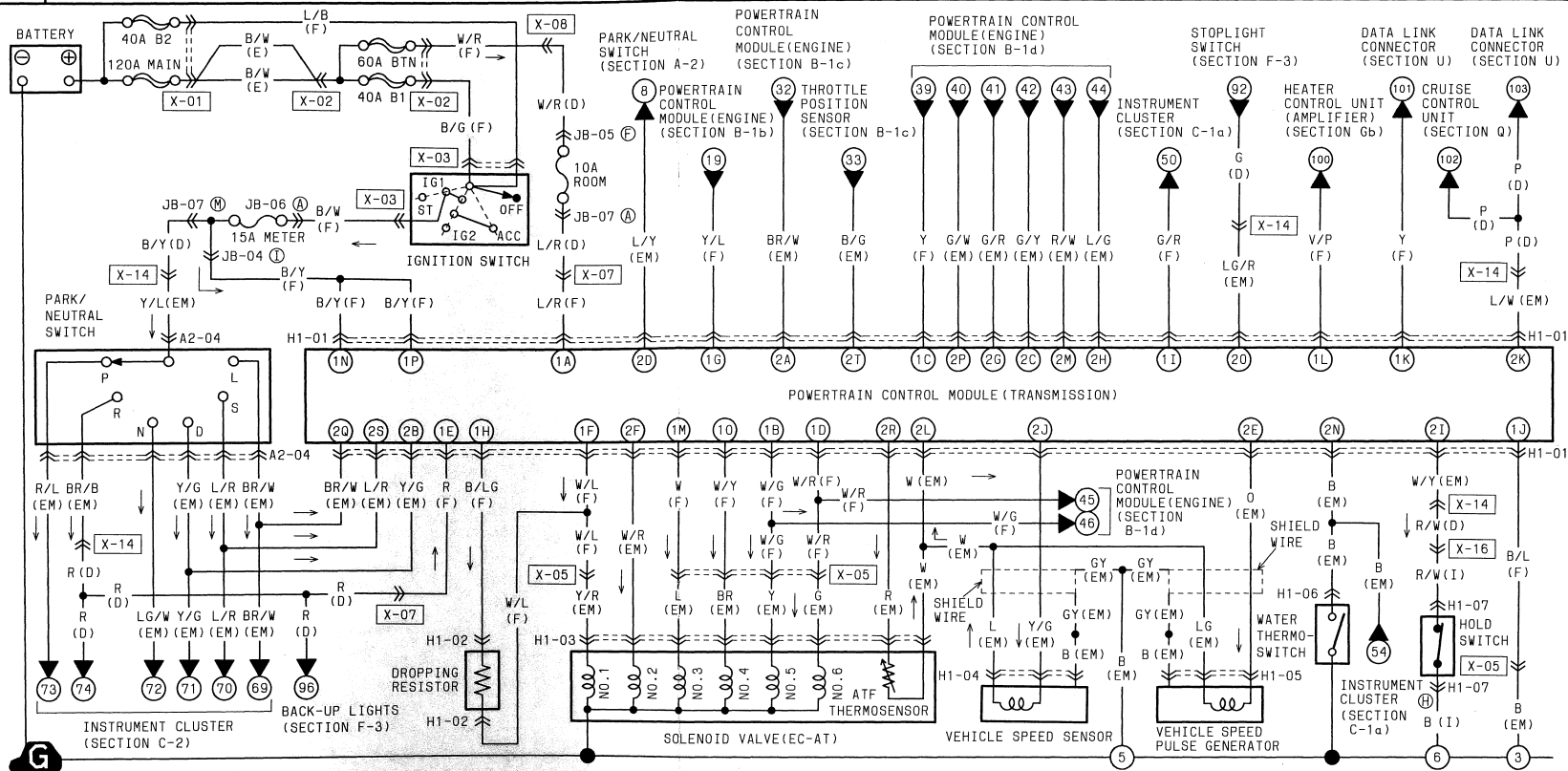
**X-26**  
(D)-(AC)

**G-11**  
AIR MIX  
ACTUATOR





H-1 ■ EC-AT CONTROL SYSTEM



H1-01 POWERTRAIN CONTROL MODULE (TRANSMISSION)

10	1M	1K	1I	1G	1E	1C	1A
(F)	W/Y	W	Y	G/R	Y/L	R	Y
	B/Y	B/Y	V/P	B/L	B/LG	W/L	W/R

H1-02 DROPPING RESISTOR (F)

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A
L/R	BR/W	LG/R	R/W	L/W	W/Y	G/R	O	G/Y	BR/W
B/G	R	G/W	B	W	Y/G	L/G	W/R	L/Y	Y/G

H1-03 SOLENOID VALVE (EC-AT) (EM)

B/LG	W/L
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H1-04 VEHICLE SPEED SENSOR (EM)

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

H1-05 VEHICLE SPEED PULSE GENERATOR (EM)

O	B
LG	*

H1-06 WATER THERMOSTAT (EM)

B
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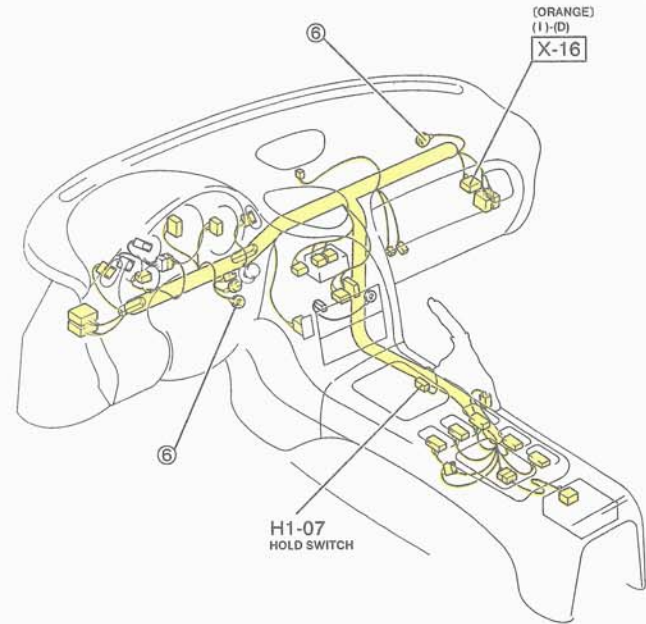
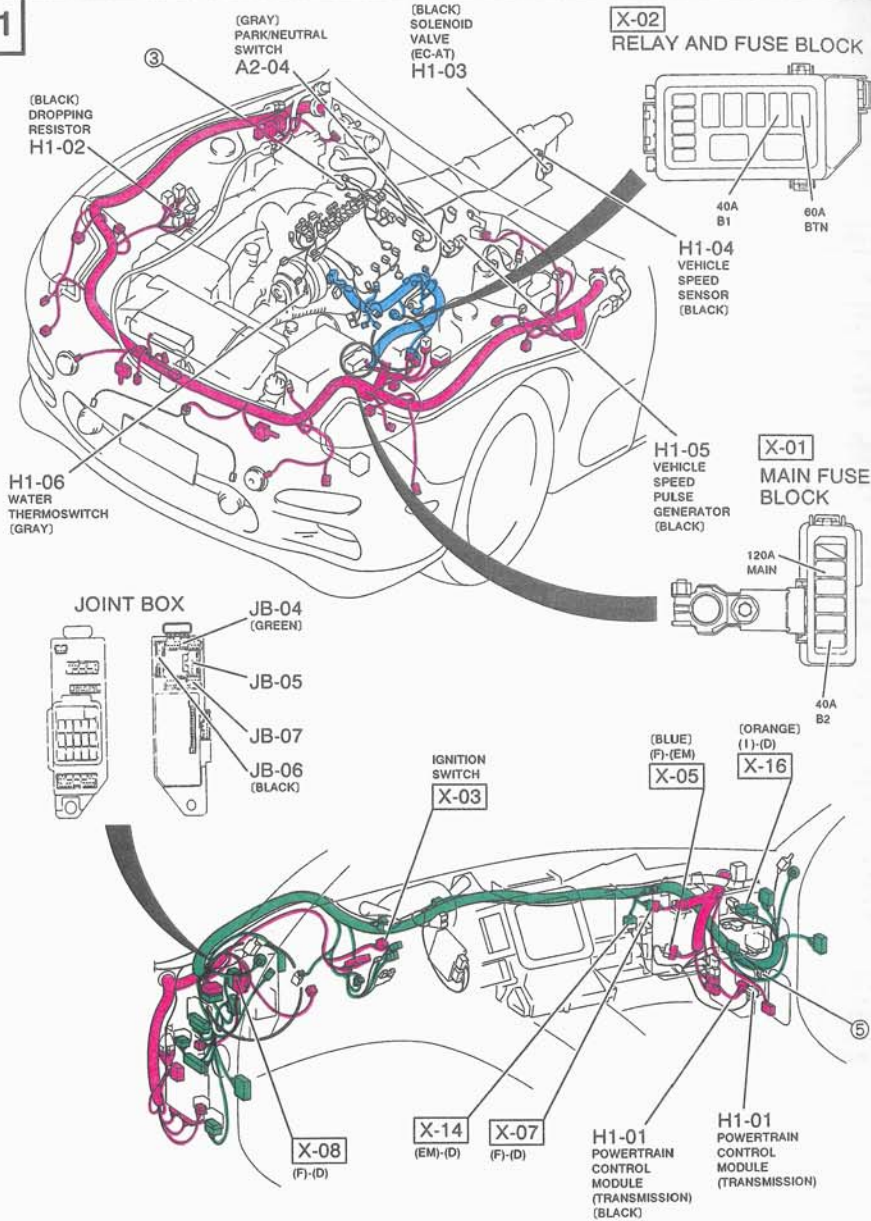
H1-07 HOLD SWITCH (I)

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

A2-04 PARK/NEUTRAL SWITCH (EM)

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

H-1





Terminal Voltage Chart (Reference Data)

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	1O	1M	1K	1I	1G	1E	1C	1A
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	1P	1N	1L	1J	1H	1F	1D	1B

B+: Battery positive voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+) terminal	(-) terminal			
1A	L/R	Battery (backup)	Battery	1A	Ground	B+	Constant	<ul style="list-style-type: none"> <li>Wiring and/or connector from 1A terminal to battery</li> </ul>
1B (Output)	W/G	Shift B solenoid valve	Solenoid valve	1B	Ground	B+	P, R, and N ranges or 1st and 2nd gear positions	<ul style="list-style-type: none"> <li>Shift B solenoid valve</li> <li>Wiring and/or connector from 1B terminal to shift B solenoid valve</li> </ul>
						Below 1.0V	Third and Fourth gear positions	
1C (Output)	Y	Inhibitor signal	Engine control unit	1C	Ground	Below 1.0V	P and N ranges	<ul style="list-style-type: none"> <li>Park/Neutral switch, vehicle speed pulse generator, and/or powertrain control module (engine)</li> <li>Wiring and/or connector from 1C terminal to powertrain control module (engine) 1R terminal</li> </ul>
						B+	Except P and N ranges	
1D (Output)	W/R	Shift A solenoid valve	Solenoid valve	1D	Ground	B+	P, R, and N ranges or 1st and Fourth gear positions	<ul style="list-style-type: none"> <li>Shift A solenoid valve</li> <li>Wiring and/or connector from 1D terminal to shift A solenoid valve</li> </ul>
						Below 1.0V	2nd and Third gear positions	
1E (Input)	R	Park/Neutral switch (R range)	Park/Neutral switch	1E	Ground	B+	R range	<ul style="list-style-type: none"> <li>Park/Neutral switch</li> <li>Wiring and/or connector from 1E terminal to park/neutral switch</li> </ul>
						0V	Except R range	
1F (Output)	W/L	Line pressure solenoid valve	Solenoid valve	1F	Ground	Above 1.5V	Throttle valve closed throttle position	<ul style="list-style-type: none"> <li>Line pressure solenoid valve</li> <li>Wiring and/or connector from 1F terminal to line pressure solenoid valve</li> </ul>
						Below 1.0V	Throttle valve wide opened throttle	
1G (Input)	Y/L	Engine rpm signal	Engine control unit	1G	Ground	0.3-0.8V	Engine running at idle	<ul style="list-style-type: none"> <li>Wiring and/or connector from 1G terminal to powertrain control module (engine) 2B terminal</li> <li>Powertrain control module (engine)</li> </ul>
						0V	Engine stopped	
						1.8-2.2V	Engine running at 3,000 rpm (no load)	
1H (Output)	B/LG	Dropping resistor	Dropping resistor	1H	Ground	B+	Throttle valve closed throttle position	<ul style="list-style-type: none"> <li>Dropping resistor and/or solenoid valve (line pressure)</li> <li>Wiring and/or connector between 1H terminal, dropping resistor, and solenoid valve.</li> </ul>
						Below 1.0V	Throttle valve wide opened throttle	

The 1D terminal voltage [shift A solenoid valve] is below 1.0V when in HOLD mode in P, R, and N ranges.

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	1O	1M	1K	1I	1G	1E	1C	1A
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	1P	1N	1L	1J	1H	1F	1D	1B

B+: Battery positive voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+) terminal	(-) terminal			
1I (Input)	G/R	Vehicle speedometer sensor	Speed meter	1I	Ground	2-3V	Vehicle moving	<ul style="list-style-type: none"> <li>Vehicle speedometer sensor and/or speedometer</li> </ul>
						0V or 4.5-5.5V	Vehicle stopped	<ul style="list-style-type: none"> <li>Wiring and/or connector between 1I terminal, speedometer, and vehicle speedometer sensor.</li> </ul>
1J (Ground)	B/L	Ground (EC-AT control unit)	—	1J	Ground	0V	Constant	<ul style="list-style-type: none"> <li>Wiring condition.</li> </ul>
1K (Output)	Y	Hold indicator / FAT terminal (data link connector)	Combination meter (hold indicator lamp) and FAT terminal (data link connector)	1K	Ground	Below 1.0V	Hold mode	<ul style="list-style-type: none"> <li>Wiring and/or connector from 1K terminal to hold indicator lamp (combination meter)</li> </ul>
						B+	Except hold mode	<ul style="list-style-type: none"> <li>Hold indicator lamp</li> </ul>
1L (Input)	V/P	A/C signal	A/C relay	1L	Ground	Below 3.0V	A/C ON	<ul style="list-style-type: none"> <li>Powertrain control module (engine) and/or Air conditioning sensor</li> </ul>
						B+	A/C OFF	<ul style="list-style-type: none"> <li>Wiring and/or connector from 1L terminal to Air conditioning sensor</li> </ul>
1M (Output)	W	Lockup solenoid valve	Solenoid valve	1M	Ground	B+	Lockup	<ul style="list-style-type: none"> <li>Lockup solenoid valve</li> </ul>
						Below 1.0V	No lockup	<ul style="list-style-type: none"> <li>Wiring and/or connector from 1M terminal to lockup solenoid valve</li> </ul>
1N	B/Y	Battery (main)	Ignition switch	1N	Ground	B+	Ignition switch ON	<ul style="list-style-type: none"> <li>Meter fuse and/or ignition switch</li> </ul>
						0V	Ignition switch OFF	<ul style="list-style-type: none"> <li>Wiring and/or connector from 1N terminal to ignition switch (IG1)</li> </ul>
1O (Output)	W/Y	Overrunning clutch solenoid valve	Solenoid valve	1O	Ground	Below 1.0V	Throttle valve wide opened throttle (D range)	<ul style="list-style-type: none"> <li>Overrunning clutch solenoid valve</li> </ul>
						B+	Throttle valve closed (D range)	<ul style="list-style-type: none"> <li>Wiring and/or connector from 1O terminal to overrunning clutch solenoid valve</li> </ul>
1P	B/Y	Battery (main)	Ignition switch	1P	Ground	B+	Ignition switch ON	<ul style="list-style-type: none"> <li>Meter fuse and/or ignition switch</li> </ul>
						0V	Ignition switch OFF	<ul style="list-style-type: none"> <li>Wiring and/or connector from 1P terminal to ignition switch (IG1)</li> </ul>
2A (Input)	BR/W	Throttle sensor (V <sub>REF</sub> )	Throttle position sensor	2A	Ground	4.5-5.5V	Ignition switch ON	<ul style="list-style-type: none"> <li>Wiring and/or connector from 2A terminal to powertrain control module (engine) 3I terminal</li> </ul>
						0V	Ignition switch OFF	<ul style="list-style-type: none"> <li>Throttle position sensor</li> </ul>

H-1

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	1O	1M	1K	1I	1G	1E	1C	1A
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	1P	1N	1L	1J	1H	1F	1D	1B

B+: Battery positive voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+) terminal	(-) terminal			
2B (Input)	Y/G	Park/Neutral switch (D range)	Park/Neutral switch	2B	Ground	B+	D range	<ul style="list-style-type: none"> <li>Park/Neutral switch</li> <li>Wiring and/or connector from 2B terminal to park/neutral switch</li> </ul>
						0V	Except D range	
2C (Input)	G/Y	Barometric absolute pressure sensor	Powertrain control module (engine)	2C	Ground	2.0-4.5V	Ignition switch ON	<ul style="list-style-type: none"> <li>Wiring and/or connector from 2C terminal to powertrain control module (engine) 2D terminal</li> </ul>
						0V	Ignition switch OFF	
2D (Input)	L/Y	Park/Neutral switch (P and N ranges)	Park/Neutral switch	2D	Ground	0V	P and N ranges	<ul style="list-style-type: none"> <li>Park/Neutral switch and/or ignition switch</li> <li>Wiring and/or connector between 2D terminal, park/neutral switch and ignition switch (STA)</li> </ul>
						B+	Except P and N ranges	
2E (Input)	O	Vehicle speed pulse generator	Vehicle speed vehicle speed pulse generator	2E*1	2L	Approx. above 0.5V AC	Vehicle speed above 25 km/h (16 MPH)	<ul style="list-style-type: none"> <li>Vehicle speed pulse generator</li> <li>Wiring and/or connector from 2E terminal to vehicle speed pulse generator</li> </ul>
						Approx. 0V (AC)	Vehicle stopped (Ignition switch ON)	
2P (Output)	G/W	Lockup control solenoid valve	Solenoid valve	2F	Ground	B+	lockup	<ul style="list-style-type: none"> <li>Lockup control solenoid valve</li> <li>Wiring and/or connector from 2F terminal to lockup control solenoid valve</li> </ul>
						Below 1.0V	No lockup	
2G (Input)	G/R	Slip lockup OFF signal	Powertrain control module (engine)	2G	Ground	Below 1.0V	Engine running at 3.000 rpm	<ul style="list-style-type: none"> <li>Wiring and/or connector from 2G terminal to powertrain control module (engine) 2C terminal</li> <li>Powertrain control module (engine)</li> </ul>
						B+	Engine running at idle	
2H (Input)	L/G	Torque reduced signal	Powertrain control module (engine)	2H*2	Ground	B+	Engine running at idle	<ul style="list-style-type: none"> <li>Wiring and/or connector from 2H terminal to powertrain control module (engine) 2G terminal</li> <li>Throttle position sensor, vehicle speed sensor vehicle speed pulse generator, and/or powertrain control module (engine)</li> </ul>
						Below 1.0V	Throttle opening above 1/8 (Engine coolant temp below 40°C (104°F))	
2I (Input)	W/Y	Hold switch	Hold switch	2I	Ground	B+	Switch depressed	<ul style="list-style-type: none"> <li>Hold switch</li> <li>Wiring and/or connector from 2I terminal to hold switch</li> </ul>
						0V	Switch released	

\*1 Check the 2E (vehicle speed pulse generator) terminal voltage by using the AC range.

\*2 2H (Torque reduced signal) : Some kinds of testers may give incorrect values. This is because the voltage output period is very short.

# Z WIRING DIAGRAM

## H-1

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	1O	1M	1K	1I	1G	1E	1C	1A
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	1P	1N	1L	1J	1H	1F	1D	1B

B+: Battery positive voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+) terminal	(-) terminal			
2J (Input)	Y/G	Vehicle speed sensor (revolution sensor)	Vehicle speed sensor (revolution sensor)	2J*	2L	Approx. above 1.0V (AC)	Vehicle speed above 25 km/h (16 MPH)	<ul style="list-style-type: none"> <li>Vehicle speed sensor (revolution sensor)</li> <li>Wiring and/or connector from 2J terminal to vehicle speed sensor</li> </ul>
						Approx. 0V (AC)	Vehicle stopped	
2K	L/W	TAT terminal (data link connector) / 4GR inhibit signal (auto speed control signal)	TAT terminal (data link connector) and cruise control unit	2K	Ground	4.5-5.5	Ignition switch ON	<ul style="list-style-type: none"> <li>1N and 1P terminal voltage</li> <li>Wiring and/or connector from 2K terminal to data link connector TAT terminal</li> <li>Wiring and/or connector from 2K terminal to cruise control unit G terminal</li> </ul>
						0V	TAT terminal grounded	
2L (Ground)	W	Ground (input signals)	—	2L		0V	Constant	<ul style="list-style-type: none"> <li>Wiring condition</li> </ul>
2M (Input)	R/W	Idle signal	Powertrain control module (engine)	2M	Ground	4.5-5.5V	Throttle valve opened	<ul style="list-style-type: none"> <li>Throttle position sensor and/or powertrain control module (engine)</li> <li>Wiring and/or connector from 2M terminal to powertrain control module (engine) 2E terminal</li> </ul>
						Below 1.0V	Throttle valve closed throttle position	
2N (Input)	B	Water thermo-switch / mileage switch	Water thermo-switch and mileage switch	2N	Ground	0V	Engine coolant temp. above 115°C (239°F) or vehicle total mileage above 625 km (388 miles) and vehicle stopped	<ul style="list-style-type: none"> <li>Water thermo-switch and/or mileage switch</li> <li>Wiring and/or connector from 2N terminal to water thermo-switch</li> </ul>
						B+	Engine coolant temp. below 110°C (230°F) or vehicle total mileage below 625 km (388 miles) and vehicle stopped	
2O (Input)	LG/R	Stoplight switch	Stoplight switch	2O	Ground	B+	Brake pedal depressed	<ul style="list-style-type: none"> <li>Stoplight switch</li> <li>Wiring and/or connector from 2O terminal to stoplight switch</li> </ul>
						0V	Brake pedal released	

\* Check the 2J (speed sensor 1) terminal voltage by using the AC range.

H-1

2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	1O	1M	1K	1I	1G	1E	1C	1A
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	1P	1N	1L	1J	1H	1F	1D	1B

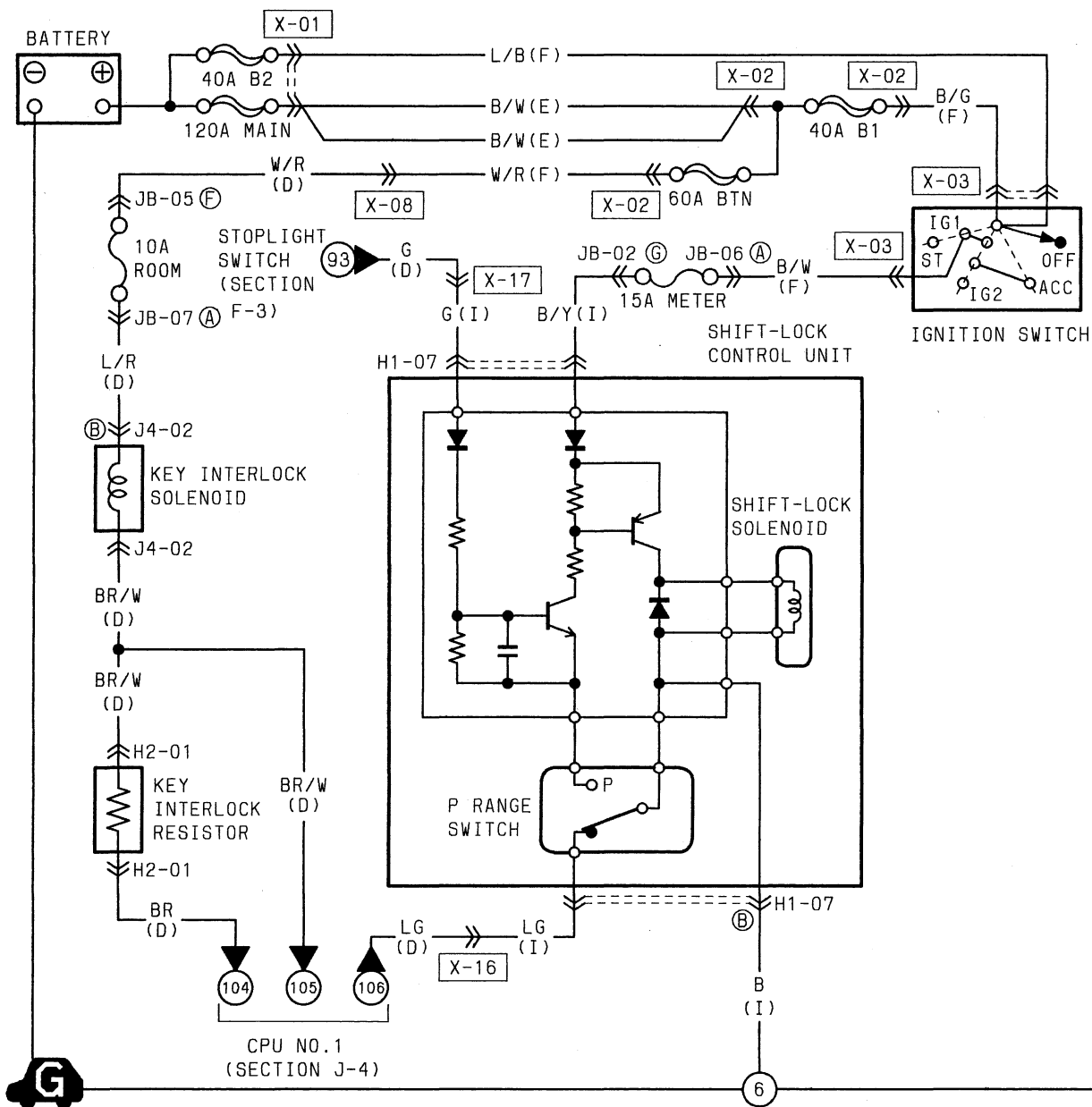
B+: Battery positive voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+) terminal	(-) terminal			
2P (Output)	G/W	Reduce torque signal / slip lockup signal	Powertrain control module (engine)	2P*	Ground	Below 1.0V	When shifting from 1st to 2nd or from 2nd to Third with the throttle opening above 1.5/8. When slip lockup with the throttle opening below 0.5/8.	<ul style="list-style-type: none"> <li>Wiring and/or connector from 2P terminal to powertrain control module (engine) 1Q terminal</li> <li>Throttle position sensor, vehicle speed sensor, vehicle speed pulse generator, lockup, lockup control solenoid valve, and/or powertrain control module (engine)</li> </ul>
						B+		
2Q (Input)	BR/W	Park/Neutral switch (L range)	Park/Neutral switch	2Q	Ground	B+	L range	<ul style="list-style-type: none"> <li>Park/Neutral switch</li> <li>Wiring and/or connector from 2Q terminal to park/neutral switch</li> </ul>
						0V	Except L range	
2R (Input)	R	ATF thermosensor	ATF thermosensor	2R	2L	Approx. 2.4-0.4V	While warming up ATF Note <ul style="list-style-type: none"> <li>Approx. 1.8V: ATF temperature 10°C (50°F)</li> <li>Approx. 1.1V: ATF temperature 40°C (104°F)</li> </ul>	<ul style="list-style-type: none"> <li>ATF thermosensor</li> <li>Wiring and/or connector from 2R terminal to ATF thermosensor</li> </ul>
2S (Input)	L/R	Park/Neutral switch (S range)	Park/Neutral switch	2S	Ground	B+	S range	<ul style="list-style-type: none"> <li>Park/Neutral switch</li> <li>Wiring and/or connector from 2S terminal to park/neutral switch</li> </ul>
						0V	Except S range	
2T (Input)	B/G	Throttle position sensor (TVO)	Throttle position sensor	2T	Ground	0.1-1.1V	Throttle valve closed throttle position	<ul style="list-style-type: none"> <li>Throttle position sensor</li> <li>Wiring and/or connector from 2T terminal to throttle position sensor</li> </ul>
						4.0-4.5V	Throttle valve wide opened throttle	

\* 2P (Reduce torque signal/ lockup signal): Some kinds of testers may give incorrect values. This is because the voltage output period is very short.

# Z WIRING DIAGRAM

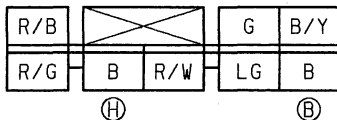
## H-2 AT ■ SHIFT-LOCK SYSTEM ■ KEY INTERLOCK SYSTEM



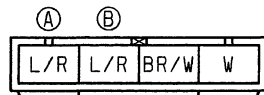
H2-01 KEY INTERLOCK RESISTOR (D)



H1-07 SHIFT-LOCK CONTROL UNIT (I)

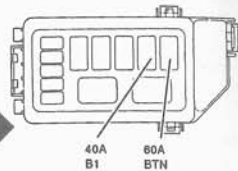


J4-02 KEY INTERLOCK SOLENOID (D)

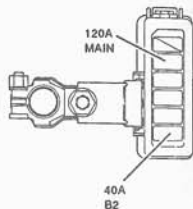


H-2

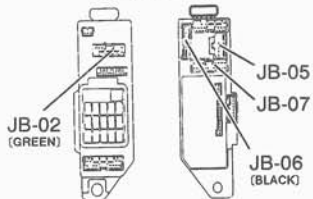
X-02  
RELAY AND FUSE BLOCK



X-01  
MAIN FUSE BLOCK



JOINT BOX



IGNITION SWITCH  
X-03

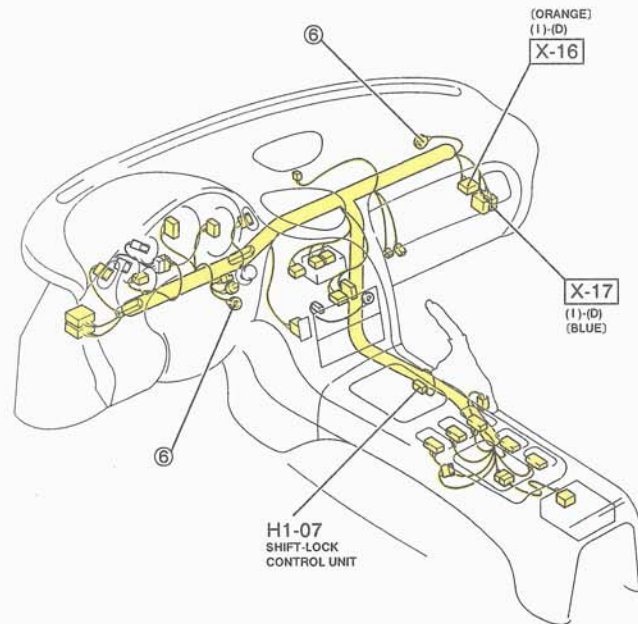
(ORANGE) (1)-(D)  
X-16

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

H2-01  
KEY INTERLOCK RESISTOR

X-08  
(F)-(D)

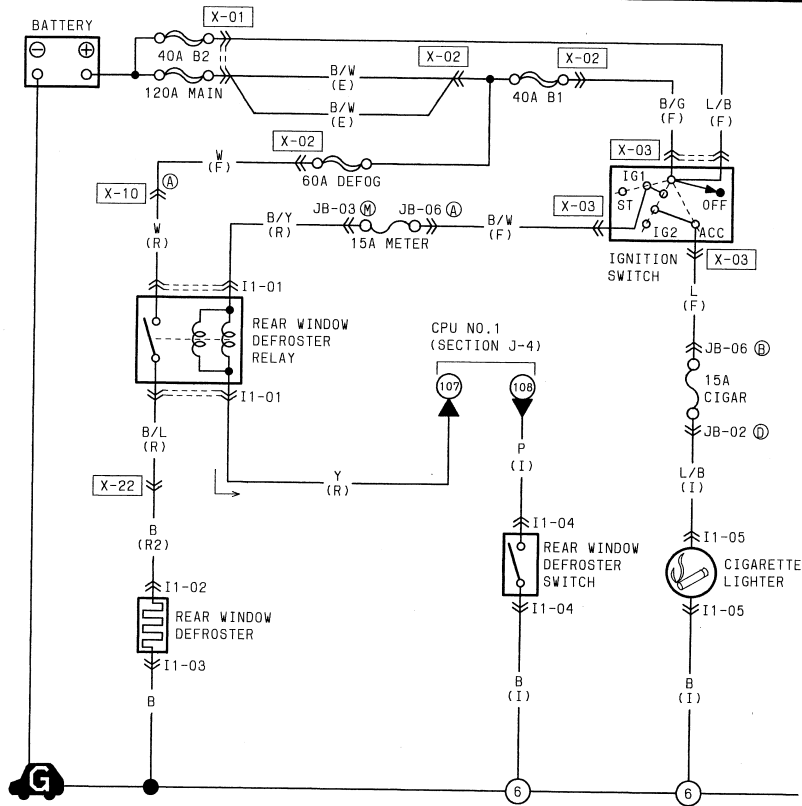
J4-02  
KEY INTERLOCK SOLENOID





# Z WIRING DIAGRAM

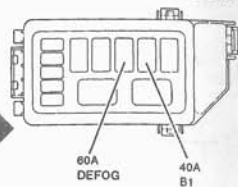
## I-1 ■ REAR WINDOW DEFROSTER ■ CIGARETTE LIGHTER



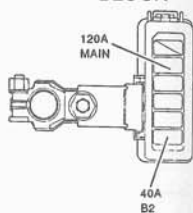
<p>I1-01 REAR WINDOW DEFROSTER RELAY (R)</p>	<p>I1-02 REAR WINDOW DEFROSTER (R2)</p>	<p>I1-03 REAR WINDOW DEFROSTER GROUND HARNESS</p>	<p>I1-04 REAR WINDOW DEFROSTER SWITCH (I)</p>
<p>I1-05 CIGARETTE LIGHTER (I)</p>			

I-1

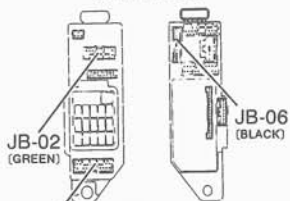
X-02  
RELAY AND FUSE BLOCK



X-01  
MAIN FUSE BLOCK



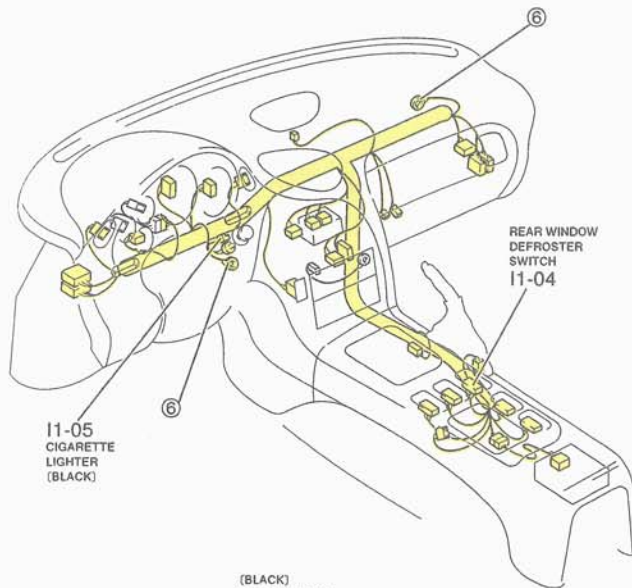
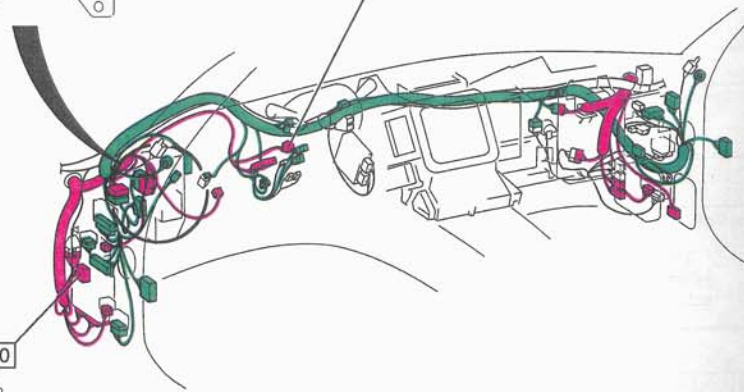
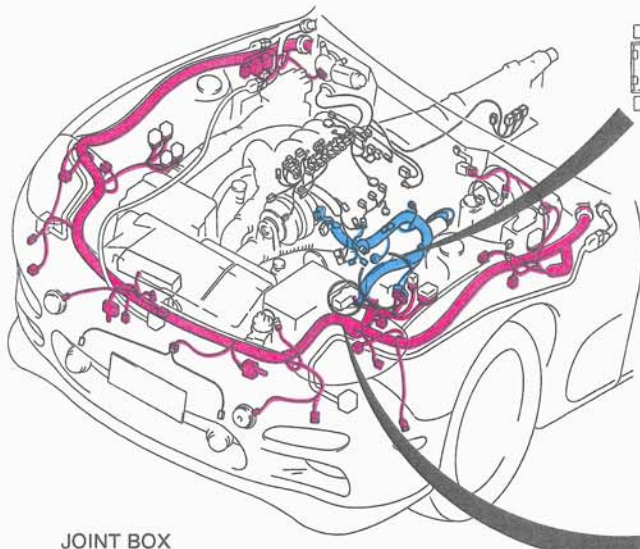
JOINT BOX



IGNITION SWITCH  
X-03

JB-03 (GREEN)

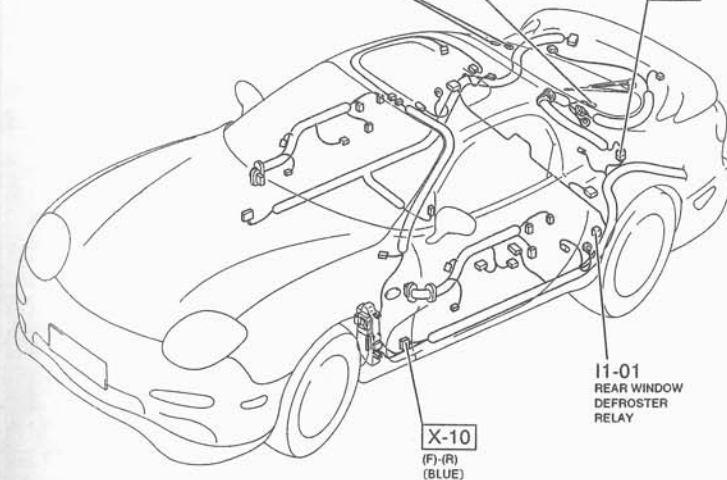
X-10  
(F)-(R)  
(BLUE)



(BLACK) REAR WINDOW DEFROSTER GROUND HARNESS 11-03

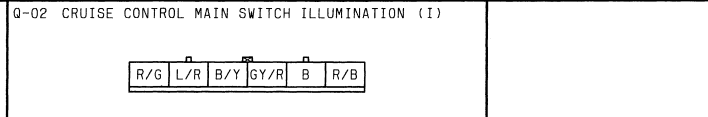
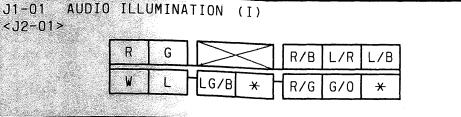
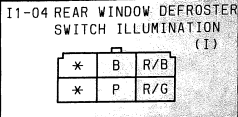
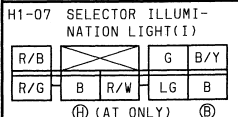
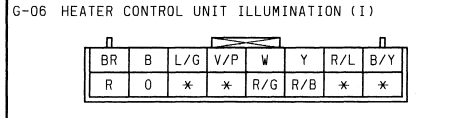
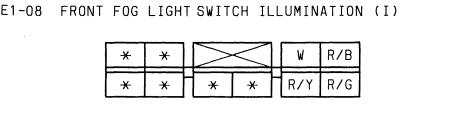
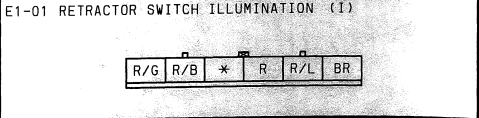
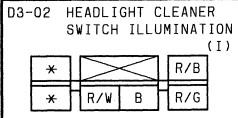
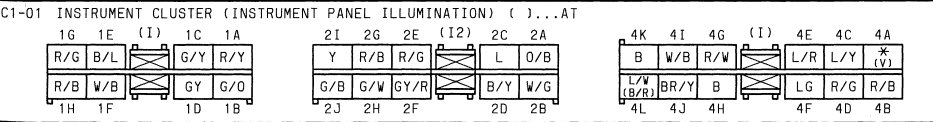
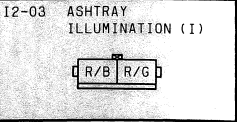
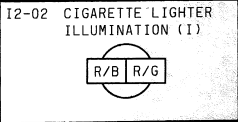
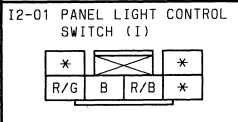
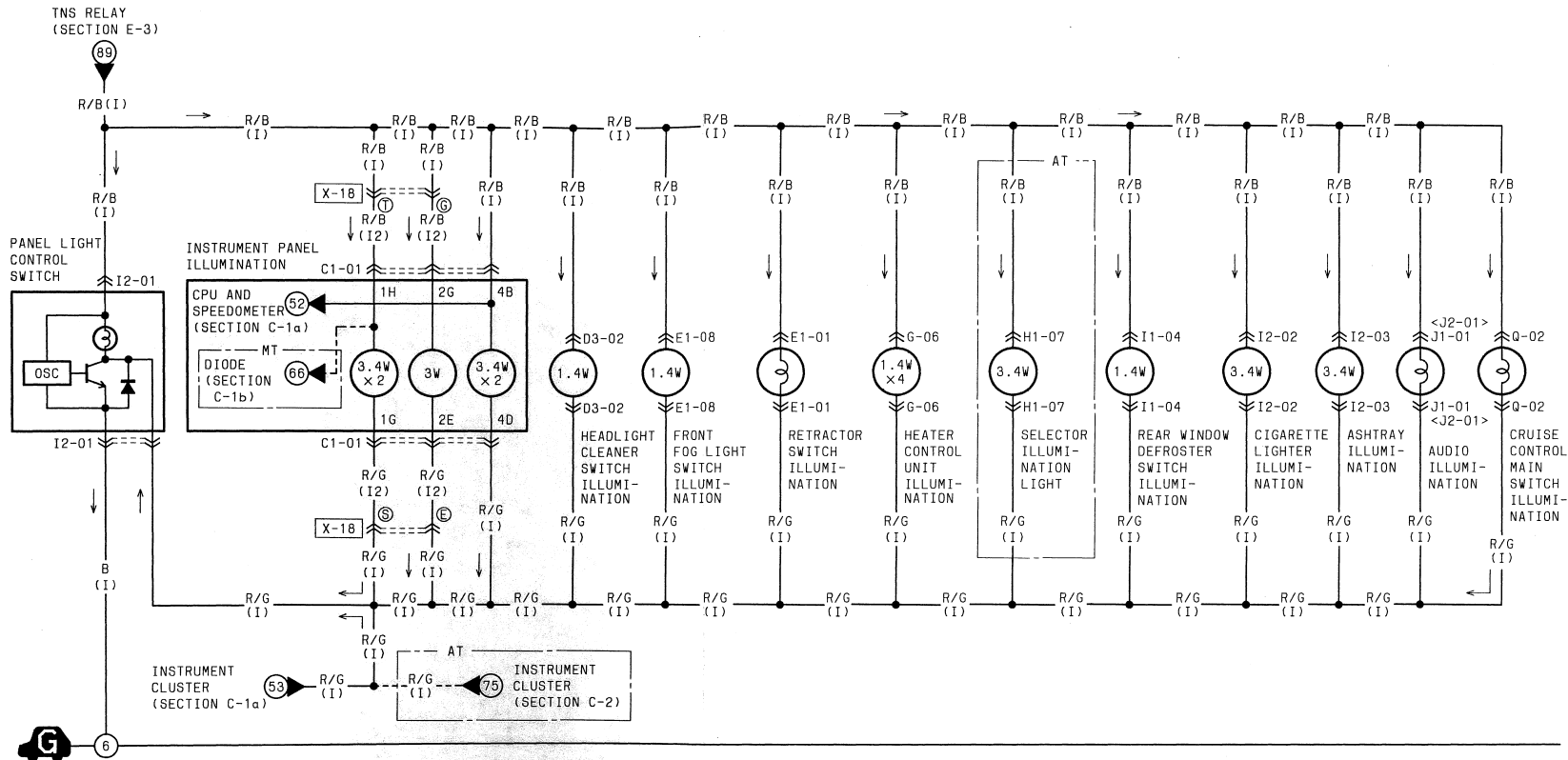
(BLACK) REAR WINDOW DEFROSTER 11-02

(R)-(R2) X-22



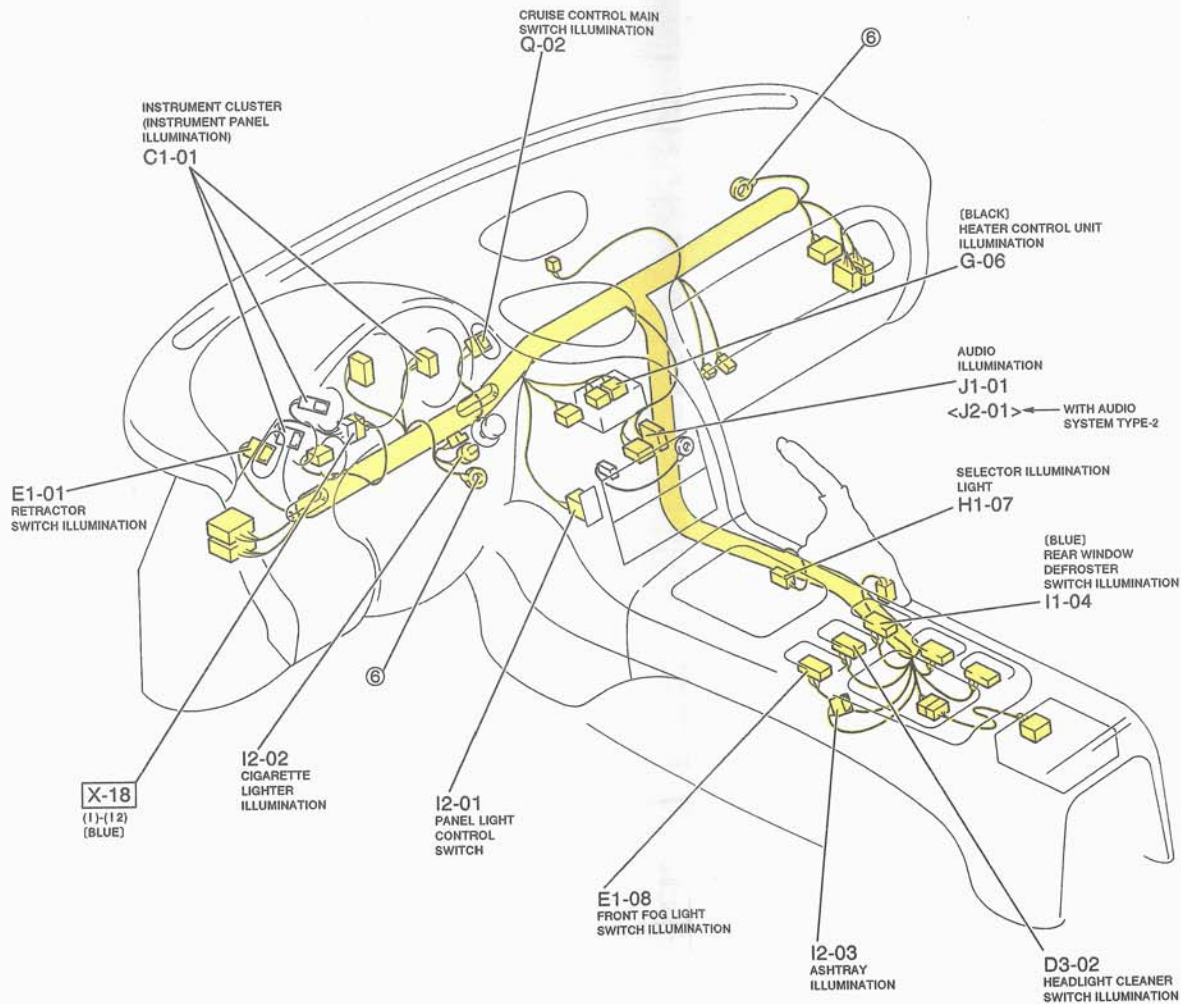
I-2 ■ ILLUMINATION LIGHTS

< >...WITH AUDIO SYSTEM TYPE-2

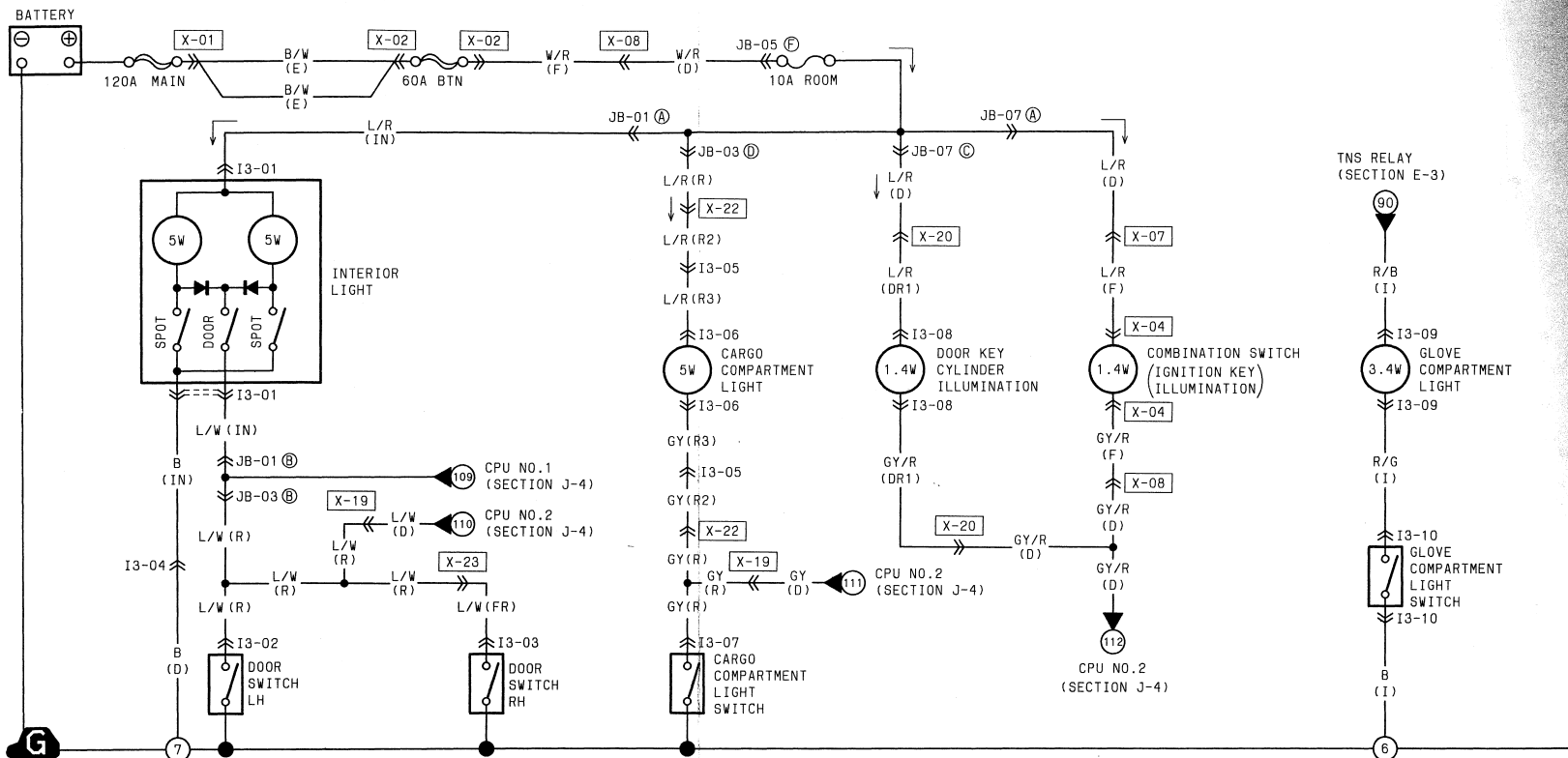


HARNESS COLOR: INSTRUMENT PANEL  

I-2



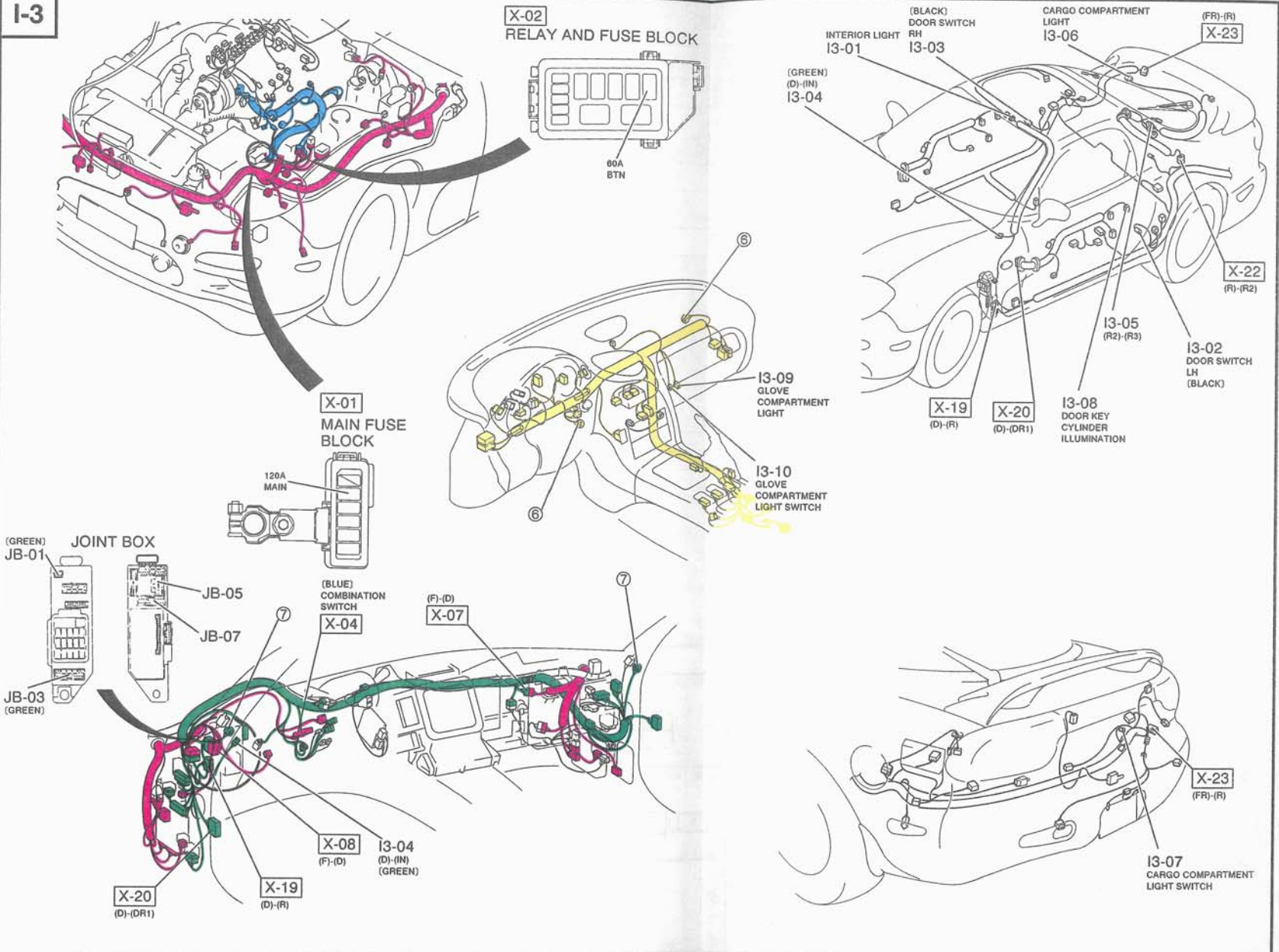
I-3 ■ INTERIOR LIGHT ■ CARGO COMPARTMENT LIGHT ■ DOOR KEY CYLINDER ILLUMINATION  
 ■ IGNITION KEY ILLUMINATION ■ GLOVE COMPARTMENT LIGHT



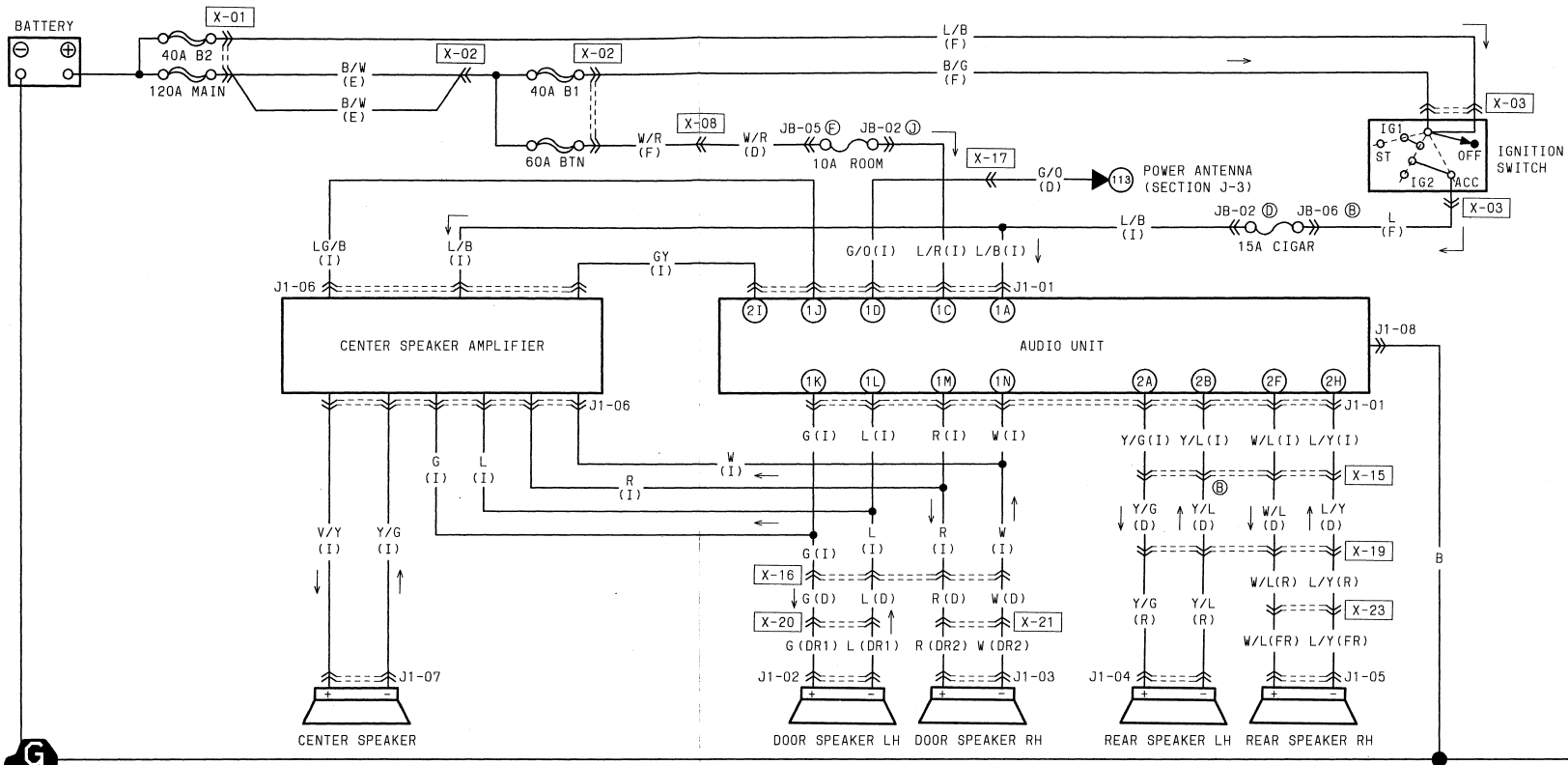
<p>I3-01 INTERIOR LIGHT (IN)</p> <p>( )...WITH SLIDING SUNROOF</p>	<p>I3-02 DOOR SWITCH LH (R)</p>	<p>I3-03 DOOR SWITCH RH (FR)</p>	<p>I3-04 CONNECTOR BETWEEN DASH(D) AND INTERIOR LIGHT (IN)</p>	<p>I3-05 CONNECTOR BETWEEN REAR NO.2 (R2) AND REAR NO.3 (R3) (R2) (R3)</p> <p>( )...WITH REAR WIPER AND WASHER</p>	<p>I3-06 CARGO COMPARTMENT LIGHT (R3)</p>
<p>I3-07 CARGO COMPARTMENT LIGHT SWITCH (R)</p>	<p>I3-08 DOOR KEY CYLINDER ILLUMINATION (DR1)</p>	<p>I3-09 GLOVE COMPARTMENT LIGHT (I)</p>	<p>I3-10 GLOVE COMPARTMENT LIGHT SWITCH (I)</p>		



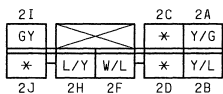
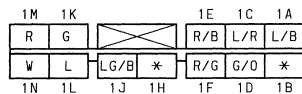
I-3



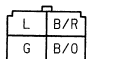
## J-1 ■ AUDIO SYSTEM TYPE-1



J1-01 AUDIO UNIT (I)



J1-02 DOOR SPEAKER LH(DR1)



J1-03 DOOR SPEAKER RH(DR2)



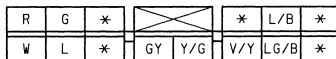
J1-04 REAR SPEAKER LH (R)



J1-05 REAR SPEAKER RH (FR)



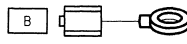
J1-06 CENTER SPEAKER AMPLIFIER (I)



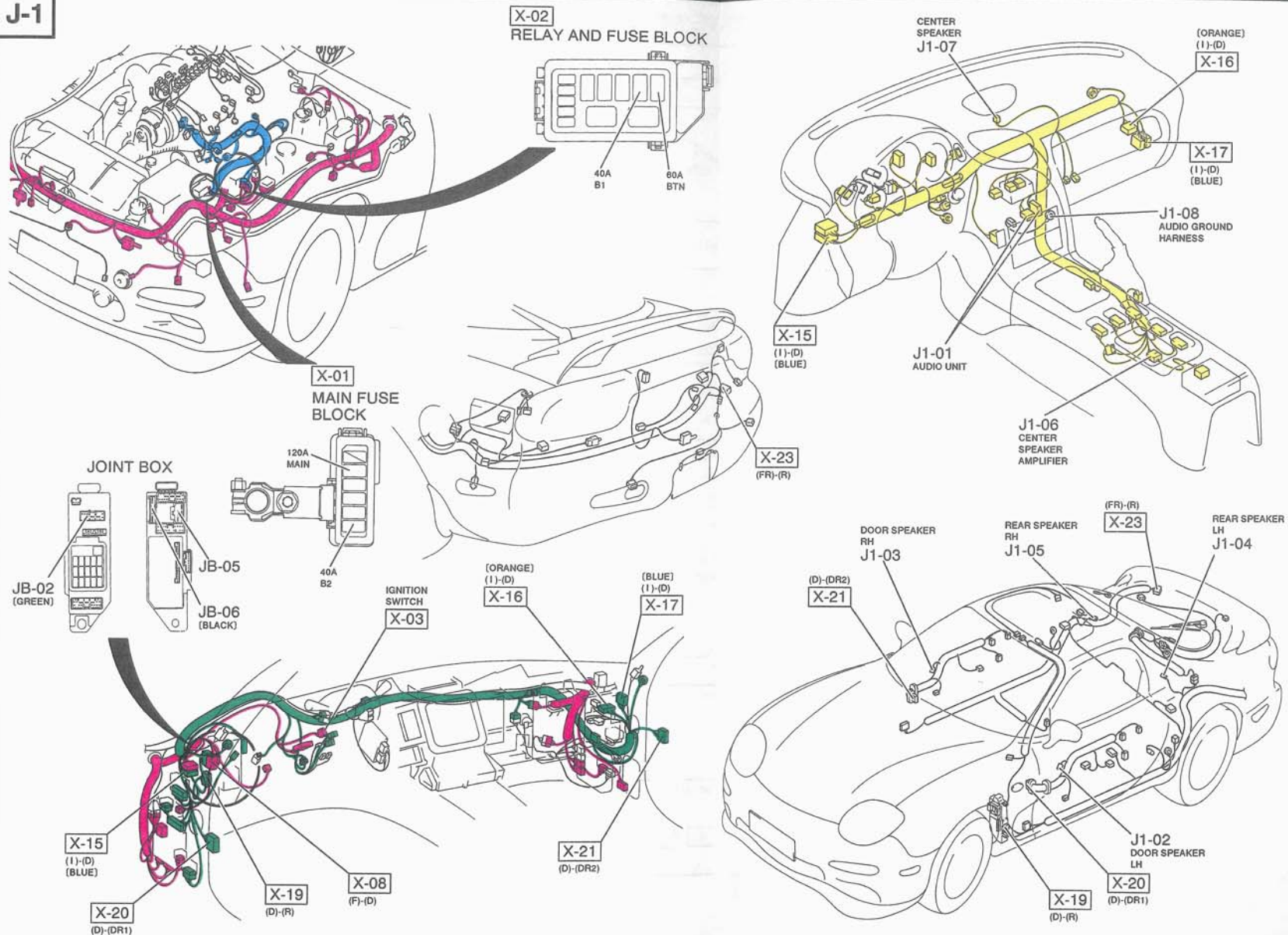
J1-07 CENTER SPEAKER (I)



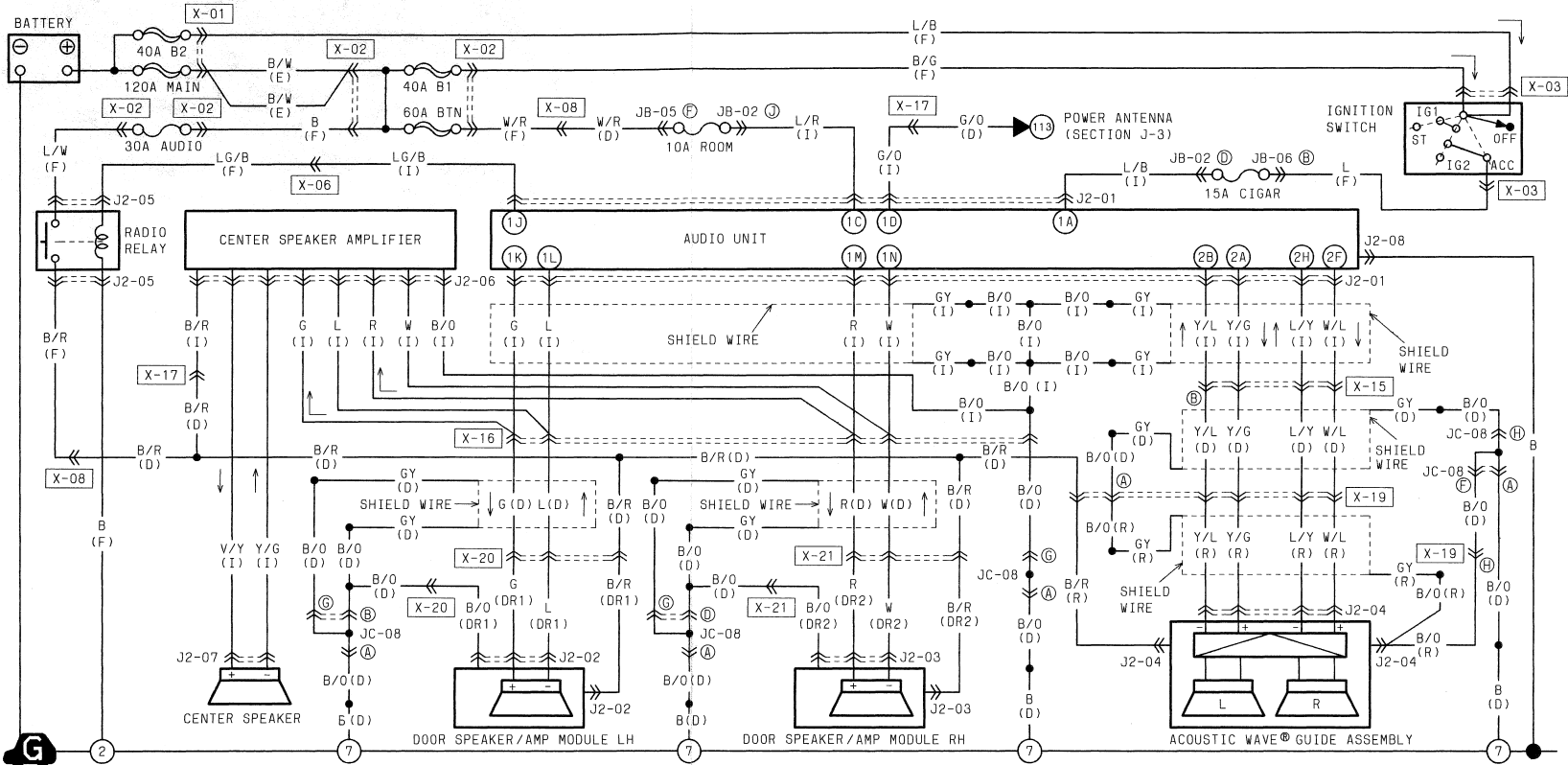
J1-08 AUDIO GROUND HARNESS



J-1



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

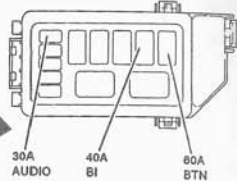


<p><b>J2-01 AUDIO UNIT (I)</b></p> <table border="1"> <tr> <td>1M</td><td>1K</td><td>1E</td><td>1C</td><td>1A</td> </tr> <tr> <td>R</td><td>G</td><td>R/B</td><td>L/R</td><td>L/B</td> </tr> <tr> <td>W</td><td>L</td><td>LG/B</td><td>*</td><td>*</td> </tr> <tr> <td>1N</td><td>1L</td><td>1J</td><td>1H</td><td>1F</td> </tr> <tr> <td>1D</td><td>1B</td><td></td><td></td><td></td> </tr> </table>	1M	1K	1E	1C	1A	R	G	R/B	L/R	L/B	W	L	LG/B	*	*	1N	1L	1J	1H	1F	1D	1B				<p><b>J2-02 DOOR SPEAKER/AMP MODULE LH (DR1)</b></p> <table border="1"> <tr> <td>2I</td><td>2C</td><td>2A</td> </tr> <tr> <td>*</td><td>*</td><td>Y/G</td> </tr> <tr> <td>L</td><td>B/R</td><td></td> </tr> <tr> <td>G</td><td>B/O</td><td></td> </tr> </table>	2I	2C	2A	*	*	Y/G	L	B/R		G	B/O		<p><b>J2-03 DOOR SPEAKER/AMP MODULE RH (DR2)</b></p> <table border="1"> <tr> <td>W</td><td>B/R</td> </tr> <tr> <td>R</td><td>B/O</td> </tr> </table>	W	B/R	R	B/O	<p><b>J2-04 ACOUSTIC WAVE® GUIDE ASSEMBLY (R)</b></p> <table border="1"> <tr> <td>L/Y</td><td>Y/L</td><td>B/R</td> </tr> <tr> <td>W/L</td><td>Y/G</td><td>B/O</td> </tr> </table>	L/Y	Y/L	B/R	W/L	Y/G	B/O	<p><b>J2-05 RADIO RELAY (F)</b></p> <table border="1"> <tr> <td>B/R</td><td>L/W</td><td>LG/B</td> </tr> <tr> <td>*</td><td>*</td><td>B</td> </tr> </table>	B/R	L/W	LG/B	*	*	B
1M	1K	1E	1C	1A																																																					
R	G	R/B	L/R	L/B																																																					
W	L	LG/B	*	*																																																					
1N	1L	1J	1H	1F																																																					
1D	1B																																																								
2I	2C	2A																																																							
*	*	Y/G																																																							
L	B/R																																																								
G	B/O																																																								
W	B/R																																																								
R	B/O																																																								
L/Y	Y/L	B/R																																																							
W/L	Y/G	B/O																																																							
B/R	L/W	LG/B																																																							
*	*	B																																																							
<p><b>J2-06 CENTER SPEAKER AMPLIFIER (I)</b></p> <table border="1"> <tr> <td>R</td><td>G</td><td>*</td><td>*</td><td>*</td><td>*</td> </tr> <tr> <td>W</td><td>L</td><td>*</td><td>Y/G</td><td>V/Y</td><td>B/R</td> </tr> </table>	R	G	*	*	*	*	W	L	*	Y/G	V/Y	B/R	<p><b>J2-07 CENTER SPEAKER (I)</b></p> <table border="1"> <tr> <td>V/Y</td><td>Y/G</td> </tr> </table>	V/Y	Y/G	<p><b>J2-08 AUDIO GROUND HARNESS</b></p>																																									
R	G	*	*	*	*																																																				
W	L	*	Y/G	V/Y	B/R																																																				
V/Y	Y/G																																																								



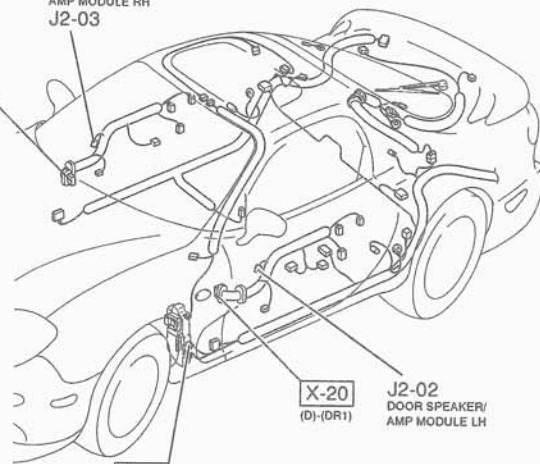
J-2

**X-02**  
RELAY AND FUSE BLOCK



DOOR SPEAKER/  
AMP MODULE RH  
J2-03

(D)-(DR2)  
X-21



X-20  
(D)-(DR1) J2-02  
DOOR SPEAKER/  
AMP MODULE LH

X-19  
(D)-(R)

(ORANGE)  
(1)-(D)  
X-16

CENTER  
SPEAKER  
J2-07

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

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

J2-08  
AUDIO GROUND  
HARNES

J2-06  
CENTER  
SPEAKER  
AMPLIFIER

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

(ORANGE)  
(1)-(D)  
X-16

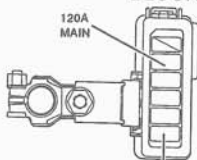
7

RELAY BOX



J2-05  
RADIO  
RELAY

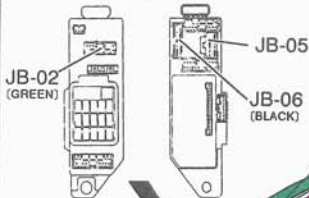
**X-01**  
MAIN FUSE  
BLOCK



120A  
MAIN

40A  
B2

JOINT BOX



JB-02  
(GREEN)

JB-05

JB-06  
(BLACK)

IGNITION  
SWITCH  
X-03

JC-08

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

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

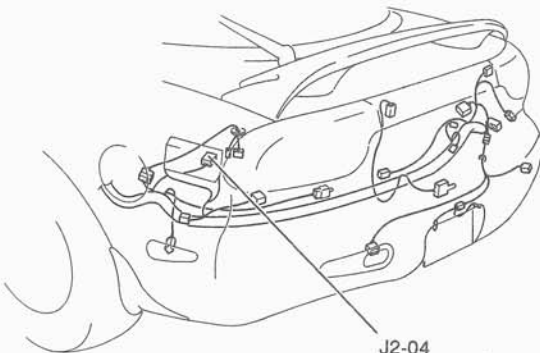
X-20  
(D)-(DR1)

X-19  
(D)-(R)

X-08  
(F)-(D)

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

X-21  
(D)-(DR2)

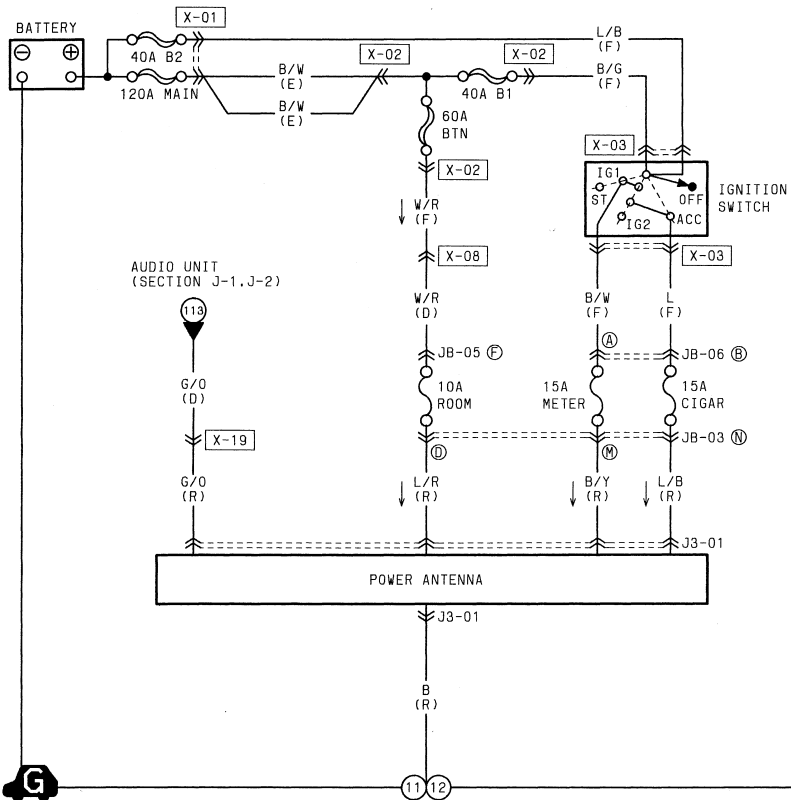


J2-04  
ACOUSTIC WAVE®  
GUIDE ASSEMBLY  
(BLACK)

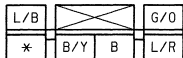


# Z WIRING DIAGRAM

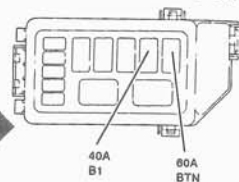
## J-3 ■ POWER ANTENNA



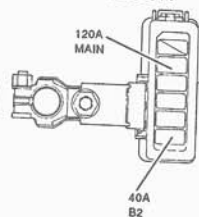
J3-01 POWER ANTENNA (R)



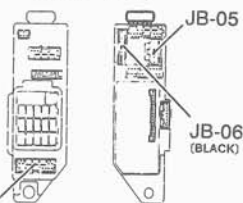
X-02  
RELAY AND FUSE BLOCK



X-01  
MAIN FUSE BLOCK

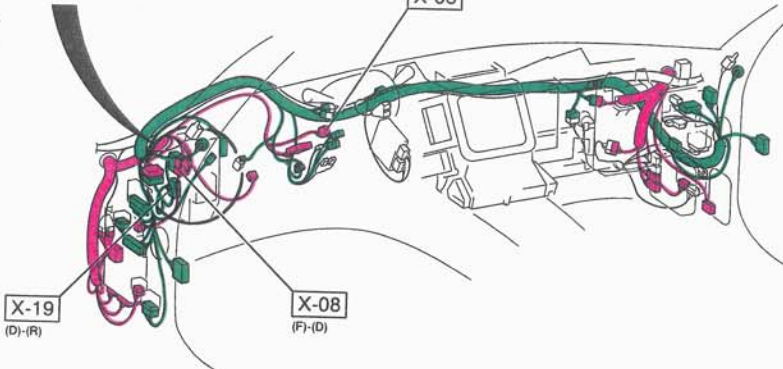


JOINT BOX



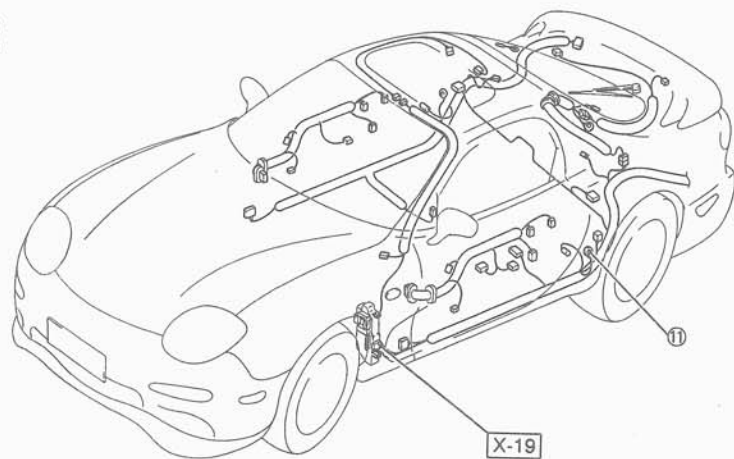
IGNITION SWITCH  
X-03

JB-03  
(GREEN)



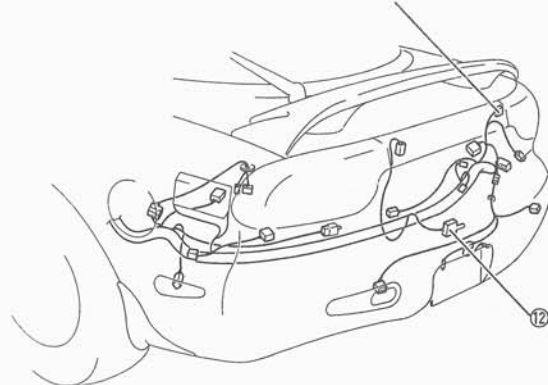
X-19  
(D)-(R)

X-08  
(F)-(D)



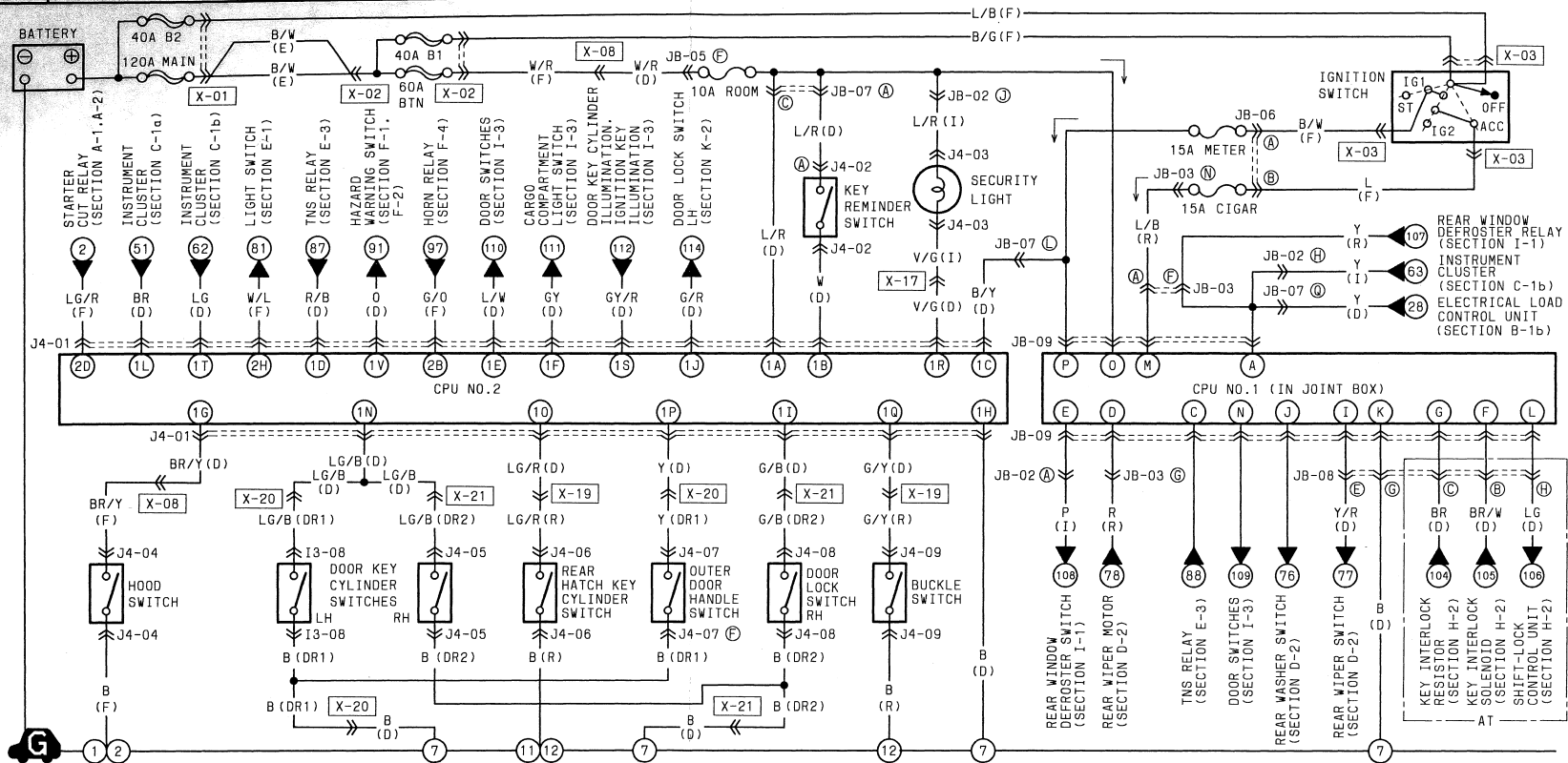
X-19  
(D)-(R)

(BLUE)  
POWER ANTENNA  
J3-01

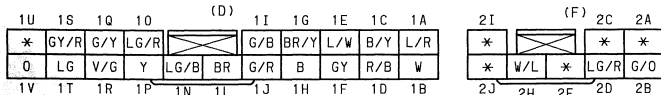


12

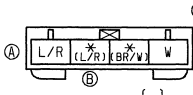
J-4 ■ CENTRAL PROCESSING UNIT (CPU) ■ THEFT-DETERRENT SYSTEM



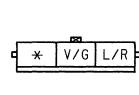
J4-01 CPU NO.2 ( )...AT



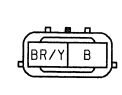
J4-02 KEY REMINDER SWITCH (D)



J4-03 SECURITY LIGHT (I)



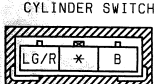
J4-04 HOOD SWITCH (F)



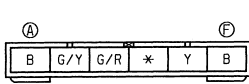
J4-05 DOOR KEY CYLINDER SWITCH RH (DR2)



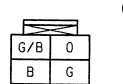
J4-06 REAR HATCH KEY CYLINDER SWITCH (R)



J4-07 OUTER DOOR HANDLE SWITCH (DR1)



J4-08 DOOR LOCK SWITCH RH (DR2)



J4-09 BUCKLE SWITCH (R)



I3-08 DOOR KEY CYLINDER SWITCH LH (DR1)





Terminal Voltage List

Remove CPU No.1 when measuring the terminal voltage of the CPU No.1 connector.

B+: Battery positive voltage

A B C D E F G H I J K L M N O P

Terminal	Connection	Test condition		Voltage (V)	Inspection area
A	Rear window defroster relay	Ignition switch at ON		B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Rear window defroster relay</li> <li>Wiring harness (Fuse—Rear window defroster relay—CPU No.1)</li> </ul>
		Other		0	
B	—	—	—	—	—
C	TNS relay	Light switch on		B+	<ul style="list-style-type: none"> <li>TAIL 15A fuse</li> <li>TNS relay</li> <li>Combination switch (light switch)</li> <li>Wiring harness (Fuse—TNS relay—Light switch—GND, TNS relay—CPU No.1)</li> </ul>
		Other		0	
D	Rear wiper motor	Ignition switch at ON		B+	<ul style="list-style-type: none"> <li>REAR WIPER 10A fuse</li> <li>Rear wiper motor</li> <li>Wiring harness (Fuse—Rear wiper motor—CPU No.1)</li> </ul>
		Other		0	
E	Rear window defroster switch	Ignition switch at ON	Rear window defroster switch on	0	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Rear window defroster relay</li> <li>Rear window defroster switch</li> <li>Wiring harness (Fuse—Rear window defroster relay—CPU No.1, CPU No.1—Rear window defroster switch—GND)</li> </ul>
			Other	B+	
F	Key interlock solenoid (AT) (USA only)	Ignition switch at ACC or ON	Transmission at P range After 2 to 3 seconds	B+	<ul style="list-style-type: none"> <li>ROOM 10A fuse</li> <li>Key interlock solenoid (Refer to the 1994 RX-7 Workshop Manual, section K)</li> <li>Wiring harness (Fuse—Key interlock solenoid—CPU No.1)</li> </ul>
		Other		0	
G	Key interlock resistor (AT) (USA only)	Ignition switch at ON	Transmission at P range After 0.9 to 1 hour	B+	<ul style="list-style-type: none"> <li>ROOM 10A fuse</li> <li>Key interlock solenoid</li> <li>Key interlock resistor (Refer to the 1994 RX-7 Workshop Manual, section K)</li> <li>Wiring harness (Fuse—Key interlock solenoid—Key interlock resistor—CPU No.1)</li> </ul>
		Other		0	
H	—	—	—	—	—

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Cont't

B+: Battery positive voltage

Terminal	Connection	Test condition		Voltage (V)	Inspection area
I	Rear wiper switch	Ignition switch at ON	Rear wiper switch OFF	B+	<ul style="list-style-type: none"> <li>REAR WIPER 10A fuse</li> <li>Rear wiper motor</li> <li>Combination switch (rear wiper switch)</li> <li>Wiring harness (Fuse—Rear wiper motor—CPU No.1, CPU No.1—Rear wiper switch—GND)</li> </ul>
			Rear wiper switch ON	0	
J	Rear washer motor	Ignition switch at ON		B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Rear washer motor</li> <li>Wiring harness (Fuse—Rear washer motor—CPU No.1)</li> </ul>
		Other		0	
K	Ground	Constant		B+	Wiring harness (CPU No.1—GND)
L	Shift-lock control unit (AT) (USA only)	Ignition switch at ON	Transmission at P range After 0.9 to 1 hour	B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Shift-lock control unit</li> <li>Wiring harness (Fuse—Shift-lock control unit—CPU No.1)</li> </ul>
		Other		0	
M	Ignition switch	Ignition switch at ACC		B+	<ul style="list-style-type: none"> <li>CIGAR 15A fuse</li> <li>Wiring harness (Fuse—CPU No.1)</li> </ul>
		Other		0	
N	Door switch	Interior light switch at DOOR		B+	<ul style="list-style-type: none"> <li>Door switch</li> <li>Wiring harness (Door switch—CPU No.1)</li> </ul>
		Other		0	
O	+B	Constant		B+	<ul style="list-style-type: none"> <li>ROOM 10A fuse</li> <li>Wiring harness (Fuse—CPU No.1)</li> </ul>
P	Ignition switch	Ignition switch at ON		B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Wiring harness (Fuse—CPU No.1)</li> </ul>
		Other		0	

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Terminal Voltage List

B+: Battery positive voltage



Terminal	Connection	Test condition	Voltage (V)	Inspection area
1A	+B	Constant	B+	<ul style="list-style-type: none"> <li>ROOM 10A fuse</li> <li>Wiring harness (Fuse—CPU No.2)</li> </ul>
1B	Key reminder switch	Ignition key in ignition switch	B+	<ul style="list-style-type: none"> <li>ROOM 10A fuse</li> <li>Key reminder switch</li> <li>Wiring harness (Fuse—Key reminder switch—CPU No.2)</li> </ul>
		Other	0	
1C	Ignition switch	Ignition switch at ON	B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> </ul>
		Other	0	<ul style="list-style-type: none"> <li>Wiring harness (Fuse—CPU No.2)</li> </ul>
1D	TNS relay	Light switch on	B+	<ul style="list-style-type: none"> <li>TAIL 15A fuse</li> <li>TNS relay</li> </ul>
		Other	0	<ul style="list-style-type: none"> <li>Wiring harness (Fuse—TNS relay—CPU No.2)</li> </ul>
1E	Door switch	Continuity inspection		
		Door open	Yes	<ul style="list-style-type: none"> <li>Door switch</li> <li>Wiring harness (CPU No.2—Door switch)</li> </ul>
1F	Cargo compartment light switch	Continuity inspection		
		Rear hatch open	Yes	<ul style="list-style-type: none"> <li>Cargo compartment light switch</li> <li>Wiring harness (CPU No.2—Cargo compartment light switch)</li> </ul>
1G	Hood switch	Continuity inspection		
		Hood open	Yes	<ul style="list-style-type: none"> <li>Hood switch</li> <li>Wiring harness (CPU No.2—Hood switch—GND)</li> </ul>
1H	Ground	Continuity inspection		
		Hood closed	No	
1I	Door lock switch (passenger side)	Constant	0	<ul style="list-style-type: none"> <li>Wiring harness (CPU No.2—GND)</li> </ul>
		Locked	Approx. 5	<ul style="list-style-type: none"> <li>DOOR LOCK 10A fuse</li> <li>Door lock switch (passenger side)</li> <li>Door lock timer unit</li> <li>Wiring harness (Fuse—Door lock timer unit—CPU No.2, CPU No.2—Door lock switch—GND)</li> </ul>
1J	Door lock switch (driver side)	Locked	B+	<ul style="list-style-type: none"> <li>DOOR LOCK 10A fuse</li> <li>Door lock switch (driver side)</li> <li>Door lock timer unit</li> <li>Wiring harness (Fuse—Door lock timer unit—CPU No.2, CPU No.2—Door lock switch—GND)</li> </ul>
		Unlocked	0	
1L	Instrument cluster	Ignition switch at ON	B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Instrument cluster</li> </ul>
		Other	0	<ul style="list-style-type: none"> <li>Wiring harness (Fuse—Instrument cluster—CPU No.2)</li> </ul>

47U0TX-511

Cont'd

B+: Battery positive voltage

Terminal	Connection	Test condition	Voltage (V)	Inspection area
1N	Door key cylinder switch	Locked	5	<ul style="list-style-type: none"> <li>ROOM 10A fuse</li> <li>Door key cylinder illumination</li> <li>Ignition key illumination</li> <li>Door key cylinder switch</li> <li>Wiring harness (Fuse—Door key cylinder illumination—CPU No.2, Fuse—Ignition key illumination—CPU No.2, CPU No.2—Door key cylinder switch—GND)</li> </ul>
		Unlocked	0	
1O	Rear hatch key cylinder switch	Continuity inspection		
		Locked	No	<ul style="list-style-type: none"> <li>Rear hatch key cylinder switch</li> <li>Wiring harness (CPU No.2—Rear hatch key cylinder switch—GND)</li> </ul>
1P	Outer door handle switch	Outer door handle pulled	0	<ul style="list-style-type: none"> <li>Outer door handle switch</li> <li>Wiring harness (Outer door handle switch—CPU No.2)</li> </ul>
		Other	Approx. 4	
1Q	Buckle switch	Ignition switch at ON	0	<ul style="list-style-type: none"> <li>Buckle switch</li> <li>Wiring harness (Buckle switch—CPU No.2)</li> </ul>
		Seat belt buckled	B+	
1R	Security light	Constant	B+	<ul style="list-style-type: none"> <li>ROOM 10A fuse</li> <li>Security light</li> <li>Wiring harness (Fuse—Security light—CPU No.2)</li> </ul>
		Ignition key illumination, Door key cylinder illumination	B+	<ul style="list-style-type: none"> <li>ROOM 10A fuse</li> <li>Ignition key illumination</li> <li>Door key cylinder illumination</li> <li>Wiring harness (Fuse—Each illumination—CPU No.2)</li> </ul>
1T	Seat belt warning light	For 4 to 8 seconds from ignition switch at ON	0	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Seat belt warning light</li> </ul>
		After 4 to 8 seconds from ignition switch at ON	B+	<ul style="list-style-type: none"> <li>Wiring harness (Fuse—Seat belt warning light—CPU No.2)</li> </ul>
1U	Power window relay	Ignition switch at ON	B+	<ul style="list-style-type: none"> <li>POWER WIND 30A fuse</li> <li>Power window relay</li> <li>Wiring harness (Fuse—Power window relay—CPU No.2)</li> </ul>
		Other	0	
1V	Hazard warning switch	Hazard warning switch on	0	<ul style="list-style-type: none"> <li>HAZARD 15A fuse</li> <li>Flasher unit</li> <li>Hazard warning switch</li> <li>Wiring harness (Fuse—Flasher unit—CPU No.2, CPU No.2—Hazard warning switch)</li> </ul>
		Hazard warning switch off	B+	

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B+: Battery positive voltage

Terminal	Connection	Test condition		Voltage (V)	Inspection area
		Ignition switch at ON	Hold switch on		
2A	HOLD indicator light	Ignition switch at ON	Hold switch on	0	<ul style="list-style-type: none"> <li>HAZARD 15A fuse</li> <li>HOLD switch</li> <li>HOLD indicator light</li> <li>PCMT (Refer to the 1994 RX-7 Workshop Manual, section K)</li> <li>Wiring harness (Fuse—Instrument cluster—CPU No.2, CPU No.2—PCMT—Hold switch)</li> </ul>
			Hold switch off	B+	
2B	Horn relay	Hold switch on	Alarm sounds	0	<ul style="list-style-type: none"> <li>HAZARD 15A fuse</li> <li>Horn relay</li> <li>Air bag module (horn switch)</li> <li>Wiring harness (Fuse—Horn relay—CPU No.2, CPU No.2—Horn switch)</li> </ul>
			Other	B+	
			Ignition switch at ON	Hold switch on	
Ignition switch at OFF	Hold switch off	B+			
2D	Starter cut relay	Ignition switch at ON	Ignition switch at ON	B+	<ul style="list-style-type: none"> <li>ENGINE 15A fuse</li> <li>Starter cut relay</li> <li>Wiring harness (Fuse—Starter cut relay—CPU No.2)</li> </ul>
			Ignition switch at OFF	0	
2F	—	—	—	—	—
2H	Headlight relay	Constant	—	B+	<ul style="list-style-type: none"> <li>HEAD 30A fuse</li> <li>Headlight relay</li> <li>Wiring harness (Fuse—Headlight relay—CPU No.2)</li> </ul>
2I	Data link connector	—	—	—	—
2J	Option switch	—	—	—	—

47U23X-513

B+: Battery positive voltage

Terminal	Connection	Test condition		Voltage (V)	Inspection area
		Ignition switch at ON	Turn switch on (right)		
3A	Turn signal light (right)	Ignition switch at ON	Turn switch on (right)	Alternates 0V and B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Combination switch (turn switch)</li> <li>Wiring harness (Fuse—Turn switch—Flasher unit)</li> </ul>
			Other	0	
3B	Ground	Constant	—	0	Wiring harness (Flasher unit—GND)
3C	Turn switch (right)	Ignition switch at ON	Turn switch on (right)	B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Combination switch (turn switch)</li> <li>Wiring harness (Fuse—Turn switch—Flasher unit)</li> </ul>
			Other	0	
3D	Turn switch (left)	Ignition switch at ON	Turn switch on (right)	B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Combination switch (turn switch)</li> <li>Wiring harness (Fuse—Turn switch—Flasher unit)</li> </ul>
			Other	0	
3F	+B	Constant	—	B+	<ul style="list-style-type: none"> <li>HAZARD 15A fuse</li> <li>Wiring harness (Fuse—Flasher unit)</li> </ul>
3G	Hazard warning switch	Hazard warning switch on; Check for continuity to body ground	Other	No	<ul style="list-style-type: none"> <li>Hazard warning switch</li> <li>Wiring harness (Flasher unit—Hazard warning switch)</li> </ul>
			Ignition switch at ON	Turn switch on (left)	
3H	Turn signal light (left)	Ignition switch at ON	Turn switch on (left)	Alternates 0V and B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Combination switch (turn switch)</li> <li>Wiring harness (Fuse—Turn switch—Flasher unit)</li> </ul>
			Other	0	

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(Canada only)

B+: Battery positive voltage

Terminal	Connection	Test condition		Voltage (V)	Inspection area
		Ignition switch at ON	Turn switch on (right)		
4A	Ground	Constant	—	0	Wiring harness (DRL control unit—GND)
4B	Headlight relay	Light switch on	Light switch on	B+	<ul style="list-style-type: none"> <li>HEAD 30A fuse</li> <li>Headlight relay</li> <li>Combination switch (light switch)</li> <li>Wiring harness (Fuse—Headlight relay—Light switch, Headlight relay—DRL control unit)</li> </ul>
			Light switch off	0	
4C	Parking brake switch	Parking brake switch on; check for continuity to body ground	Other	No	<ul style="list-style-type: none"> <li>Parking brake switch</li> <li>Wiring harness (DRL control unit—Parking brake switch)</li> </ul>
			Ignition switch at ON	Other	
4D	Brake system warning light	Ignition switch at ON	Other	0	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Brake system warning light</li> <li>Wiring harness (Fuse—Brake system warning light—DRL control unit)</li> </ul>
			Turn switch on (right)	Other	
4F	Turn signal light (right)	Ignition switch at ON	Turn switch on (right)	Alternates 0V and B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Combination switch (turn switch)</li> <li>Wiring harness (Fuse—Turn switch—Flasher unit, Flasher unit—DRL control unit)</li> </ul>
			Other	0	
4H	Turn signal light (left)	Ignition switch at ON	Turn switch on (left)	Alternates 0V and B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Combination switch (turn switch)</li> <li>Wiring harness (Fuse—Turn switch—Flasher unit, Flasher unit—DRL control unit)</li> </ul>
			Other	0	
4I	Front side marker light (right)	Ignition switch at ON	Turn switch on (right)	Alternates 0V and B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Combination switch (turn switch)</li> <li>Wiring harness (Fuse—Turn switch—Flasher unit, Flasher unit—DRL control unit)</li> </ul>
			Light switch off	B+	
			Light switch on	0	
4J	—	—	—	—	—
4K	Front side marker light (left)	Ignition switch at ON	Turn switch on (left)	Alternates 0V and B+	<ul style="list-style-type: none"> <li>METER 15A fuse</li> <li>Combination switch (turn switch)</li> <li>Wiring harness (Fuse—Turn switch—Flasher unit, Flasher unit—DRL control unit)</li> </ul>
			Light switch off	B+	
			Light switch on	0	
4L	Ignition switch	Ignition switch at on	Other	0	<ul style="list-style-type: none"> <li>WIPER 20A fuse</li> <li>Wiring harness (Fuse—DRL control unit)</li> </ul>
			Ignition switch at on	B+	

47U23X-515

CPU No.2  
Terminal Voltage List

B+: Battery positive voltage



Terminal	Connection	Test condition		Voltage (V)	Inspection area
1B	Key reminder switch	Ignition key in ignition switch		B+	<ul style="list-style-type: none"> <li>ROOM 10A fuse</li> <li>Key reminder switch</li> <li>Wiring harness (Fuse—Key reminder switch—CPU No.2)</li> </ul>
		Other		0	
1E	Door switch	Continuity inspection	Door open	Yes	<ul style="list-style-type: none"> <li>Door switch</li> <li>Wiring harness (CPU No.2—Door switch)</li> </ul>
			Door closed	No	
1F	Cargo compartment light switch	Continuity inspection	Rear hatch open	Yes	<ul style="list-style-type: none"> <li>Cargo compartment light switch</li> <li>Wiring harness (CPU No.2—Cargo compartment light switch)</li> </ul>
			Rear hatch closed	No	
1G	Hood switch	Continuity inspection	Hood open	Yes	<ul style="list-style-type: none"> <li>Hood switch</li> <li>Wiring harness (CPU No.2—Hood switch—GND)</li> </ul>
			Hood closed	No	
1I	Door lock switch (passenger side)	Locked		Approx. 5	<ul style="list-style-type: none"> <li>DOOR LOCK 10A fuse</li> <li>Door lock switch (passenger side)</li> <li>Door lock timer unit</li> <li>Wiring harness (Fuse—Door lock timer unit—CPU No.2, CPU No.2—Door lock switch—GND)</li> </ul>
		Unlocked		0	
1J	Door lock switch (driver side)	Locked		B+	<ul style="list-style-type: none"> <li>DOOR LOCK 10A fuse</li> <li>Door lock switch (driver side)</li> <li>Door lock timer unit</li> <li>Wiring harness (Fuse—Door lock timer unit—CPU No.2, CPU No.2—Door lock switch—GND)</li> </ul>
		Unlocked		0	
1N	Door key cylinder switch	Locked		5	<ul style="list-style-type: none"> <li>ROOM 10A fuse</li> <li>Door key cylinder illumination</li> <li>Ignition key illumination</li> <li>Door key cylinder switch</li> <li>Wiring harness (Fuse—Door key cylinder illumination—CPU No.2, Fuse—Ignition key illumination—CPU No.2, CPU No.2—Door key cylinder switch—GND)</li> </ul>
		Unlocked		0	

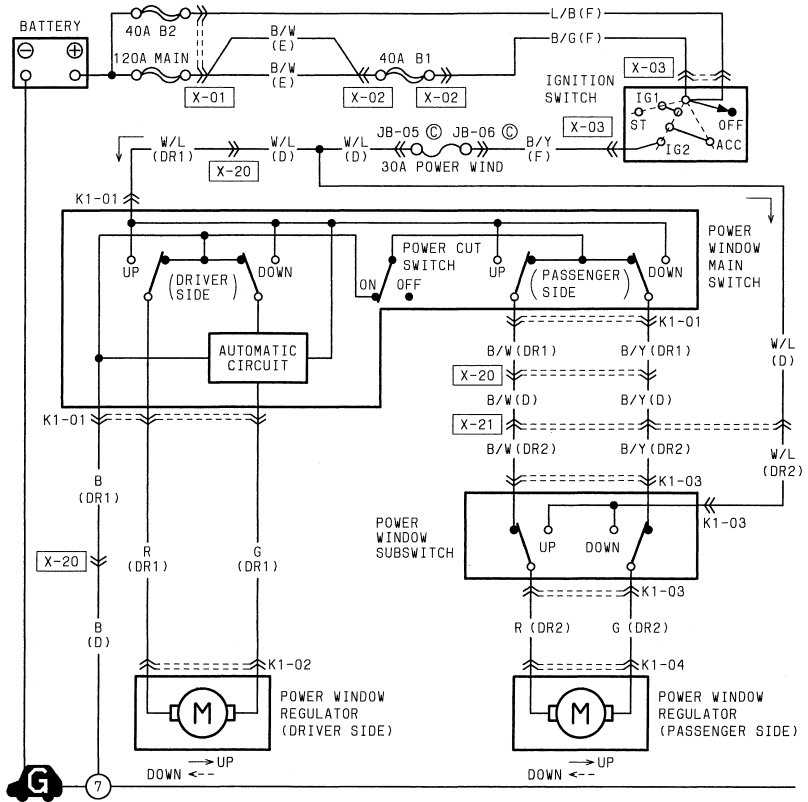
Cont'd

B+: Battery positive voltage

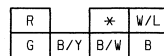
Terminal	Connection	Test condition		Voltage (V)	Inspection area
1O	Rear hatch key cylinder switch	Continuity inspection	Locked	No	<ul style="list-style-type: none"> <li>Rear hatch key cylinder switch</li> <li>Wiring harness (CPU No.2—Rear hatch key cylinder switch—GND)</li> </ul>
			Unlocked	Yes	
1V	Hazard warning switch	Hazard warning switch on		0	<ul style="list-style-type: none"> <li>HAZARD 15A fuse</li> <li>Flasher unit</li> <li>Hazard warning switch</li> <li>Wiring harness (Fuse—Flasher unit—CPU No.2, CPU No.2—Hazard warning switch)</li> </ul>
		Hazard warning switch off		B+	
2B	Horn relay	Horn switch on		0	<ul style="list-style-type: none"> <li>HAZARD 15A fuse</li> <li>Horn relay</li> <li>Air bag module (horn switch)</li> <li>Wiring harness (Fuse—Horn relay—CPU No.2, CPU No.2—Horn switch)</li> </ul>
		Alarm sounds		0	
		Other		B+	
2D	Starter cut relay	Ignition switch at ON		B+	<ul style="list-style-type: none"> <li>ENGINE 15A fuse</li> <li>Starter cut relay</li> <li>Wiring harness (Fuse—Starter cut relay—CPU No.2)</li> </ul>
		Ignition switch at OFF		0	

# Z WIRING DIAGRAM

## K-1 ■ POWER WINDOW



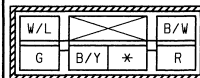
K1-01 POWER WINDOW MAIN SWITCH (DR1)



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



K1-03 POWER WINDOW SUBSWITCH (DR2)

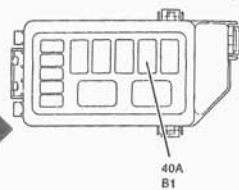


K1-04 POWER WINDOW REGULATOR (PASSENGER SIDE) (DR2)

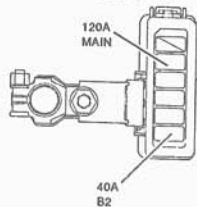


K-1

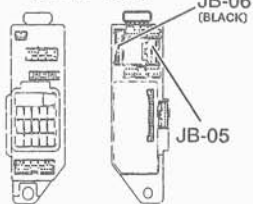
X-02  
RELAY AND FUSE BLOCK



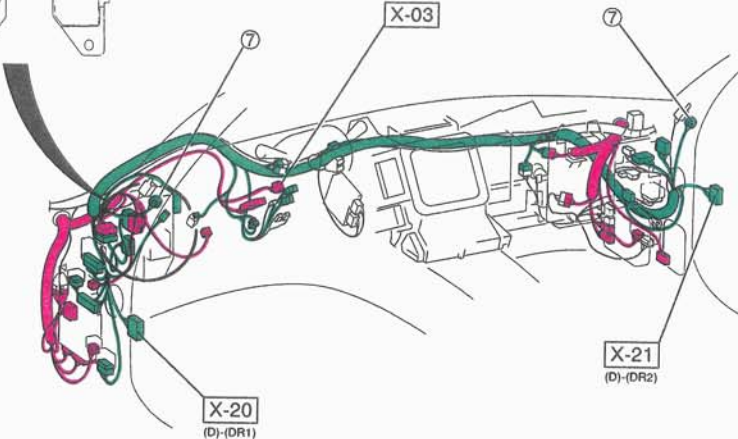
X-01  
MAIN FUSE BLOCK



JOINT BOX



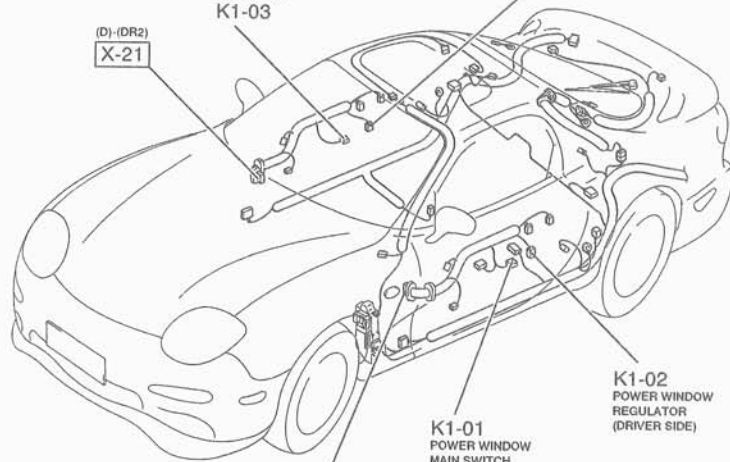
IGNITION SWITCH  
X-03



POWER WINDOW  
SUBSWITCH  
K1-03

(D)-(DR2)  
X-21

POWER WINDOW  
REGULATOR  
(PASSENGER SIDE)  
K1-04



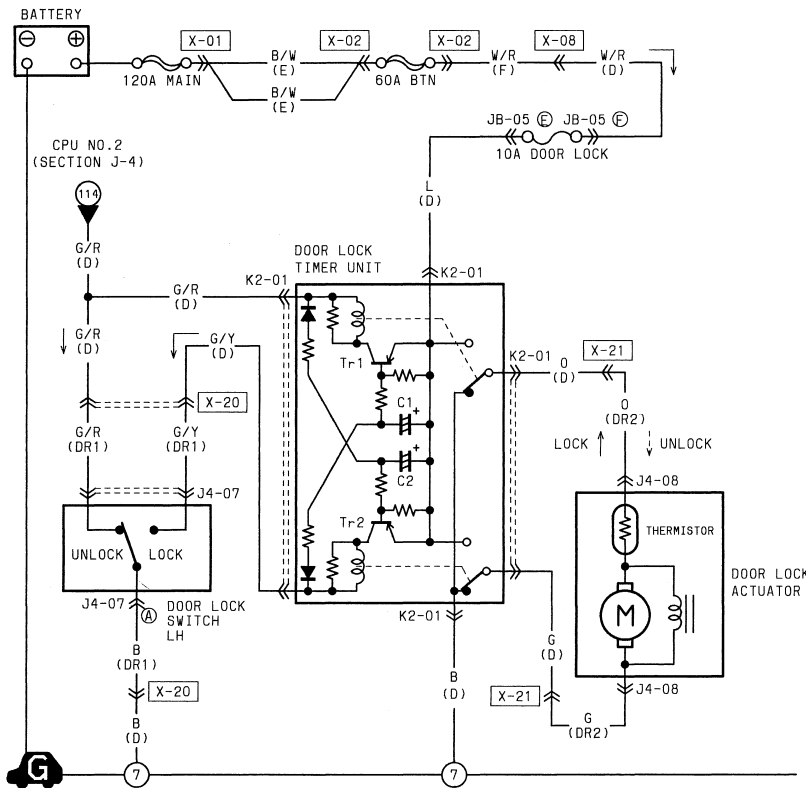
X-20  
(D)-(DR1)

X-21  
(D)-(DR2)



# Z WIRING DIAGRAM

## K-2 ■ POWER DOOR LOCK



K2-01 DOOR LOCK TIMER UNIT (D)

*	G	G/R	B
*	0	G/Y	L

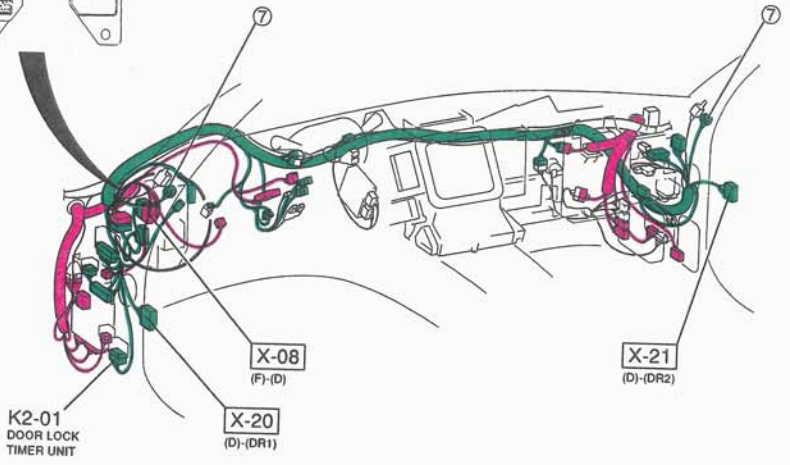
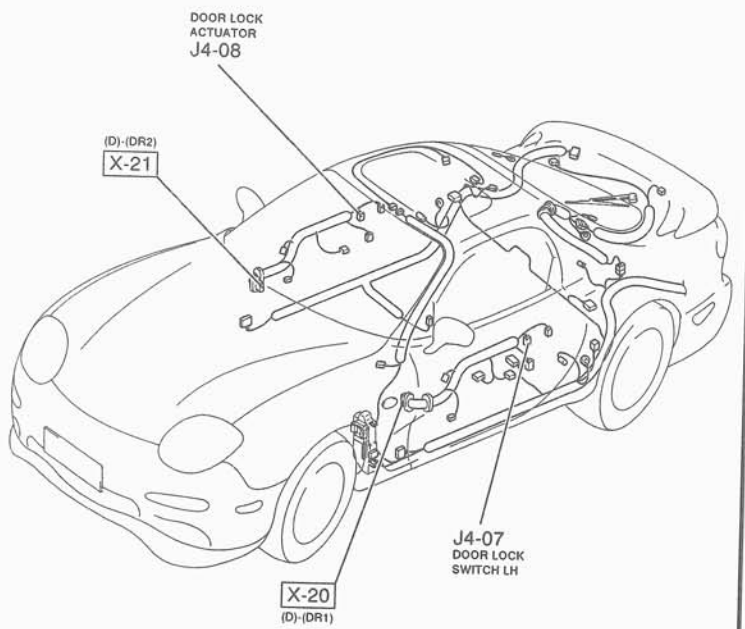
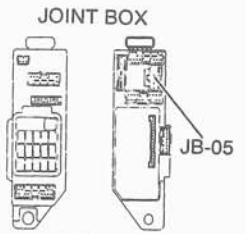
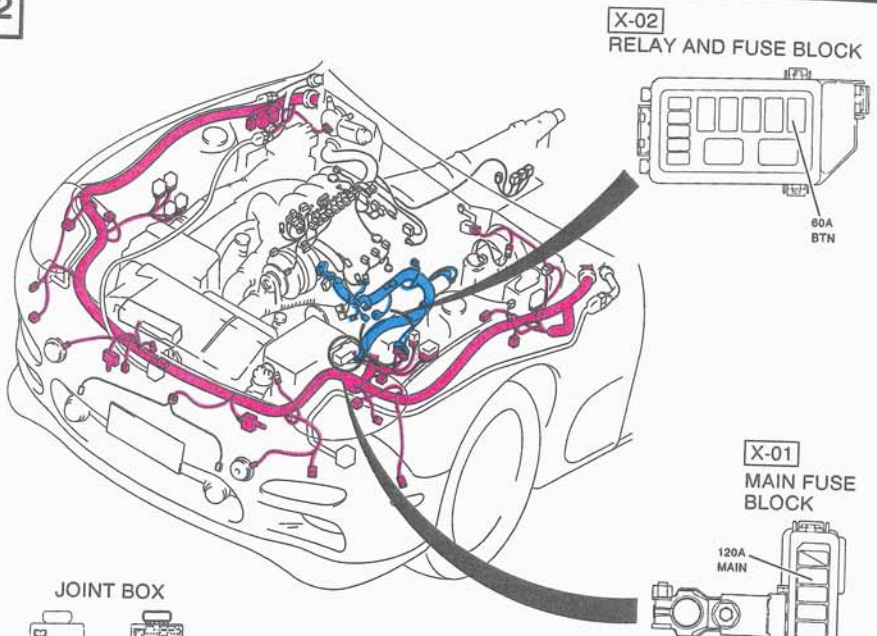
J4-07 DOOR LOCK SWITCH LH (DR1)

(A)		(E)	
B	G/Y	G/R	*
		Y	B

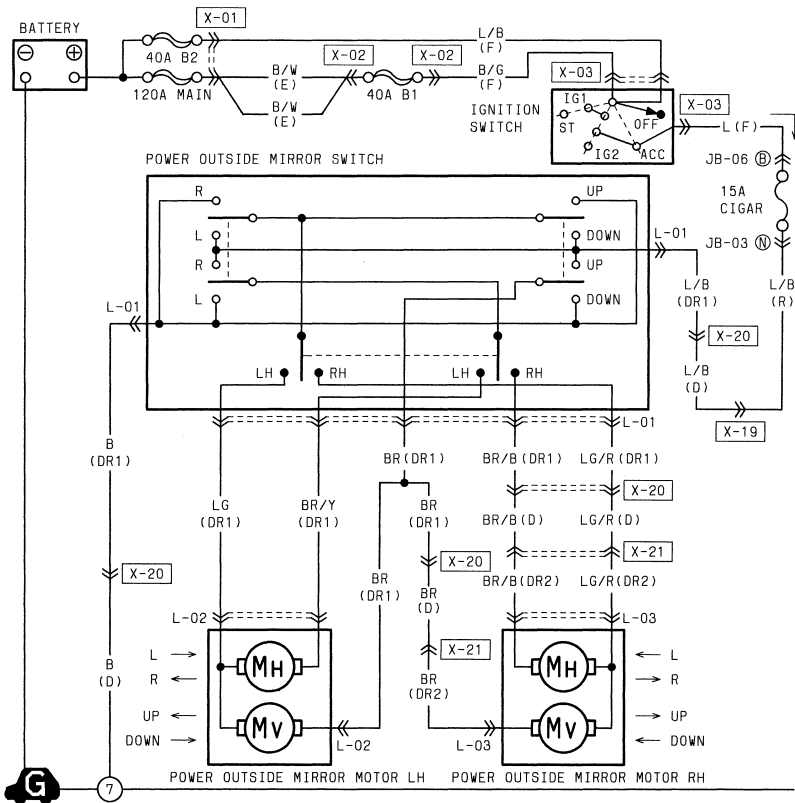
J4-08 DOOR LOCK ACTUATOR (DR2)

G/B	0
B	G

K-2



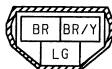
## L ■ POWER OUTSIDE MIRROR



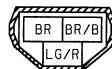
L-01 POWER OUTSIDE MIRROR SWITCH (DR1)

*	L/B		LG	LG/R
BR	B	BR/Y BR/B	*	*

L-02 POWER OUTSIDE MIRROR MOTOR LH (DR1)



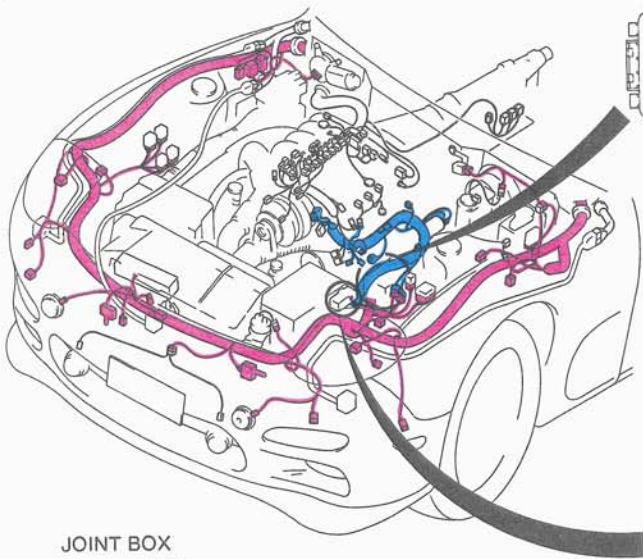
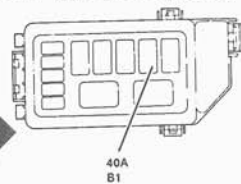
L-03 POWER OUTSIDE MIRROR MOTOR RH (DR2)



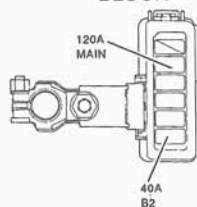
HARNESS COLOR : FRONT █ ENGINE █ DASH █

L

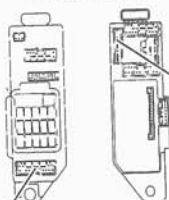
X-02  
RELAY AND FUSE BLOCK



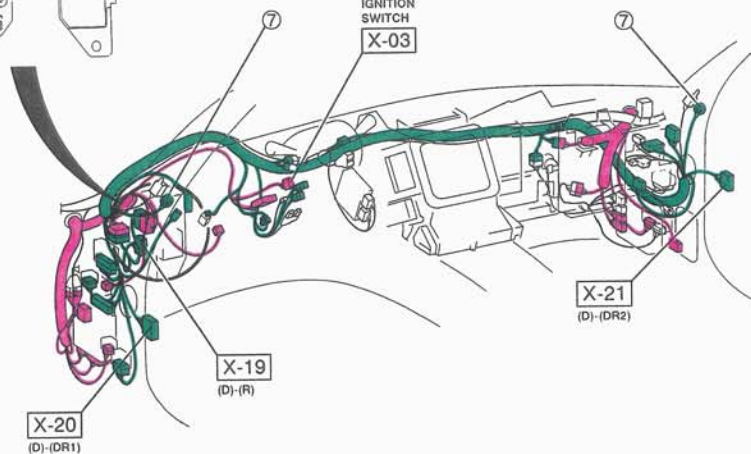
X-01  
MAIN FUSE BLOCK



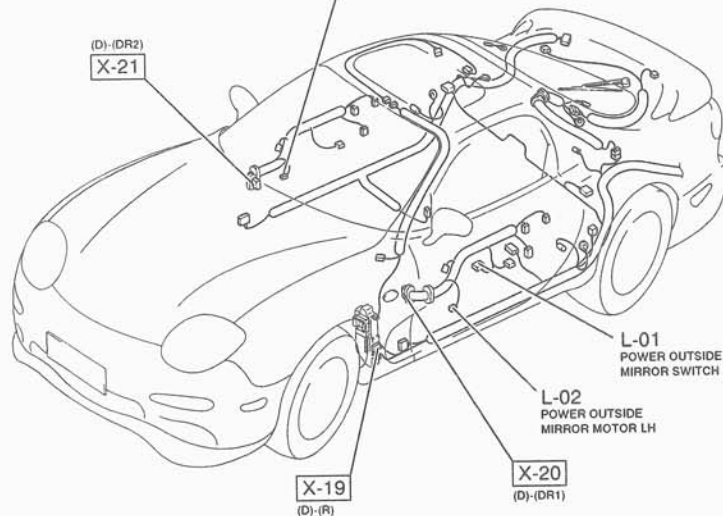
JOINT BOX



JB-03  
(GREEN)

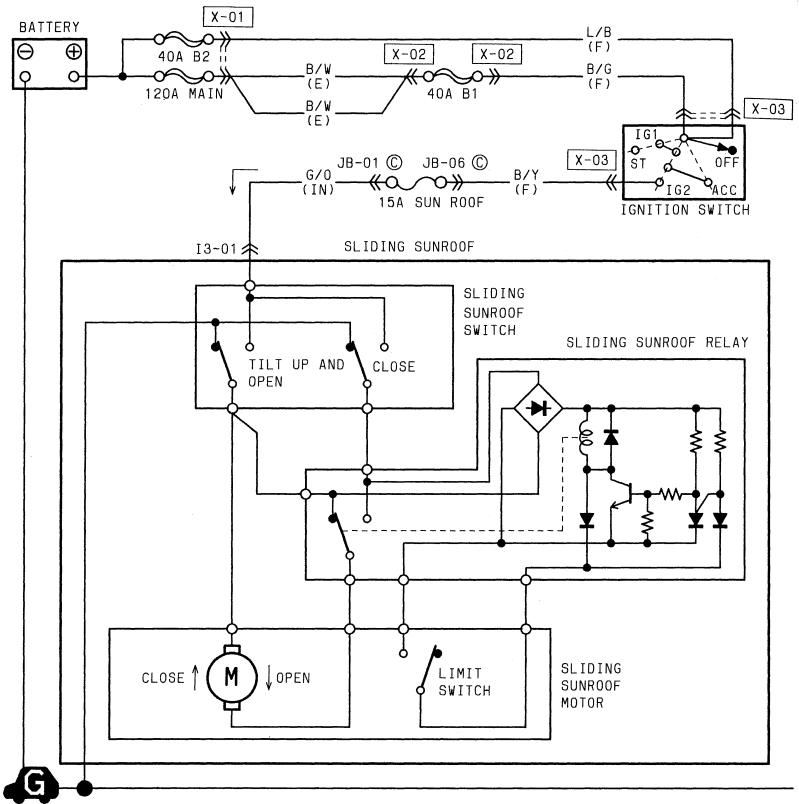


POWER OUTSIDE  
MIRROR MOTOR RH  
L-03



# Z WIRING DIAGRAM

## M ■ SLIDING SUNROOF



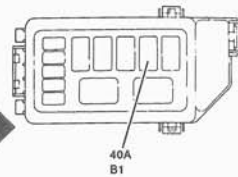
I3-01 SLIDING SUNROOF (IN)

G/O	L/R
B	L/W

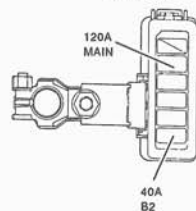



M

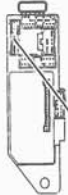
X-02  
RELAY AND FUSE BLOCK



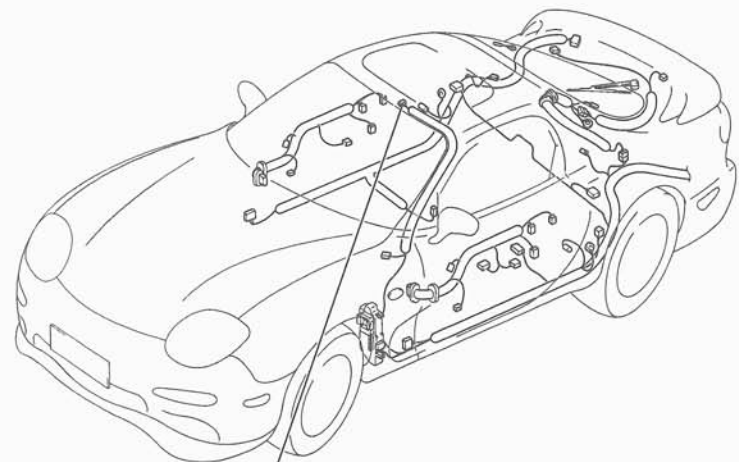
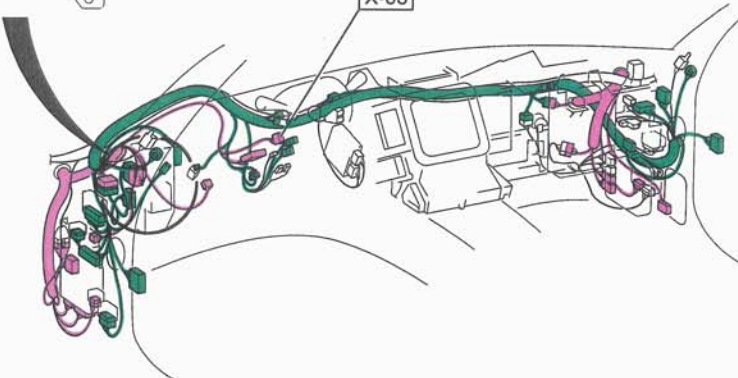
X-01  
MAIN FUSE BLOCK



JOINT BOX

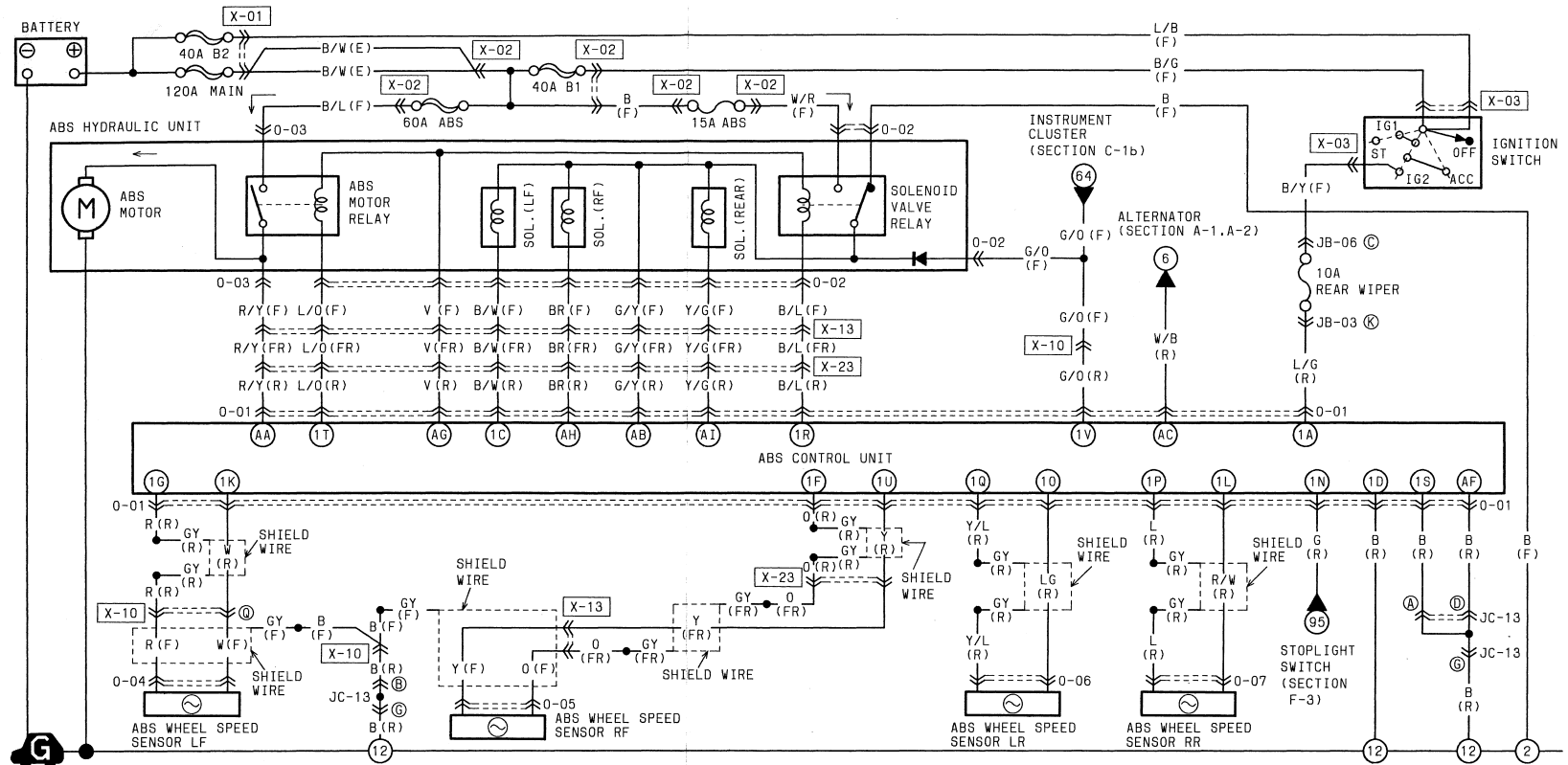


IGNITION  
SWITCH  
X-03



I3-01  
SLIDING  
SUNROOF

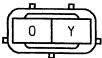
0 ■ 4 WHEEL ANTILOCK BRAKE SYSTEM (4WABS)



0-01 ABS CONTROL UNIT (R)

AI	AG	AE	AC	AA	1Y	1W	1U	1S	1Q	1O	1M	1K	1I	1G	1E	1C	1A
Y/G	V	*	W/B	R/Y	*	*	Y	B	Y/L	LG	*	W	*	R	*	B/W	L/G
BR	B	*	G/Y	*	*	G/O	L/O	B/L	L	G	R/W	*	*	O	B	*	
AH	AF	AD	AB	1Z	1X	1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	

0-05 ABS WHEEL SPEED SENSOR RF (F)



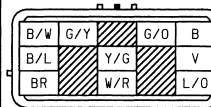
0-06 ABS WHEEL SPEED SENSOR LR (R)



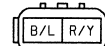
0-07 ABS WHEEL SPEED SENSOR RR (R)



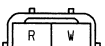
0-02 ABS HYDRAULIC UNIT (F)

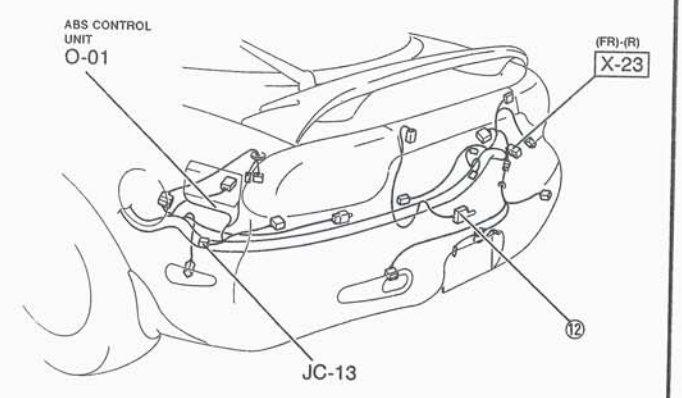
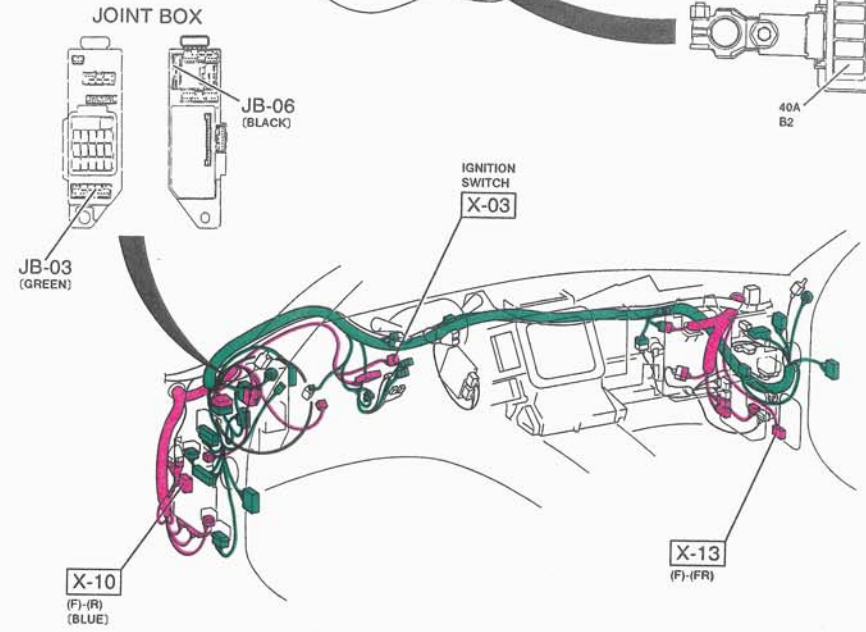
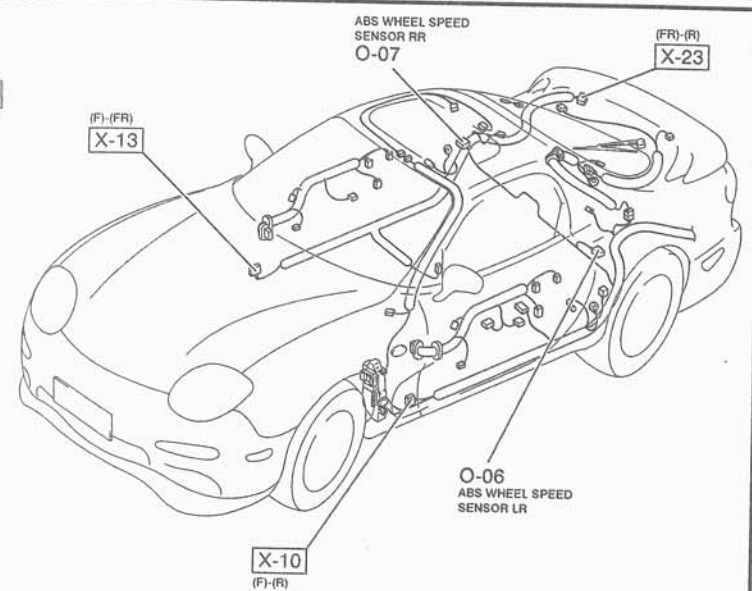
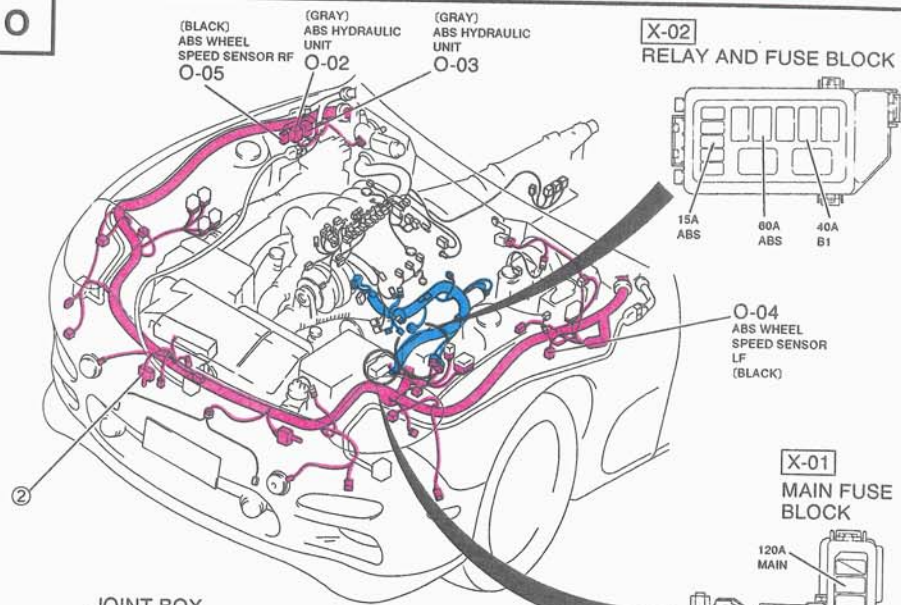


0-03 ABS HYDRAULIC UNIT (F)

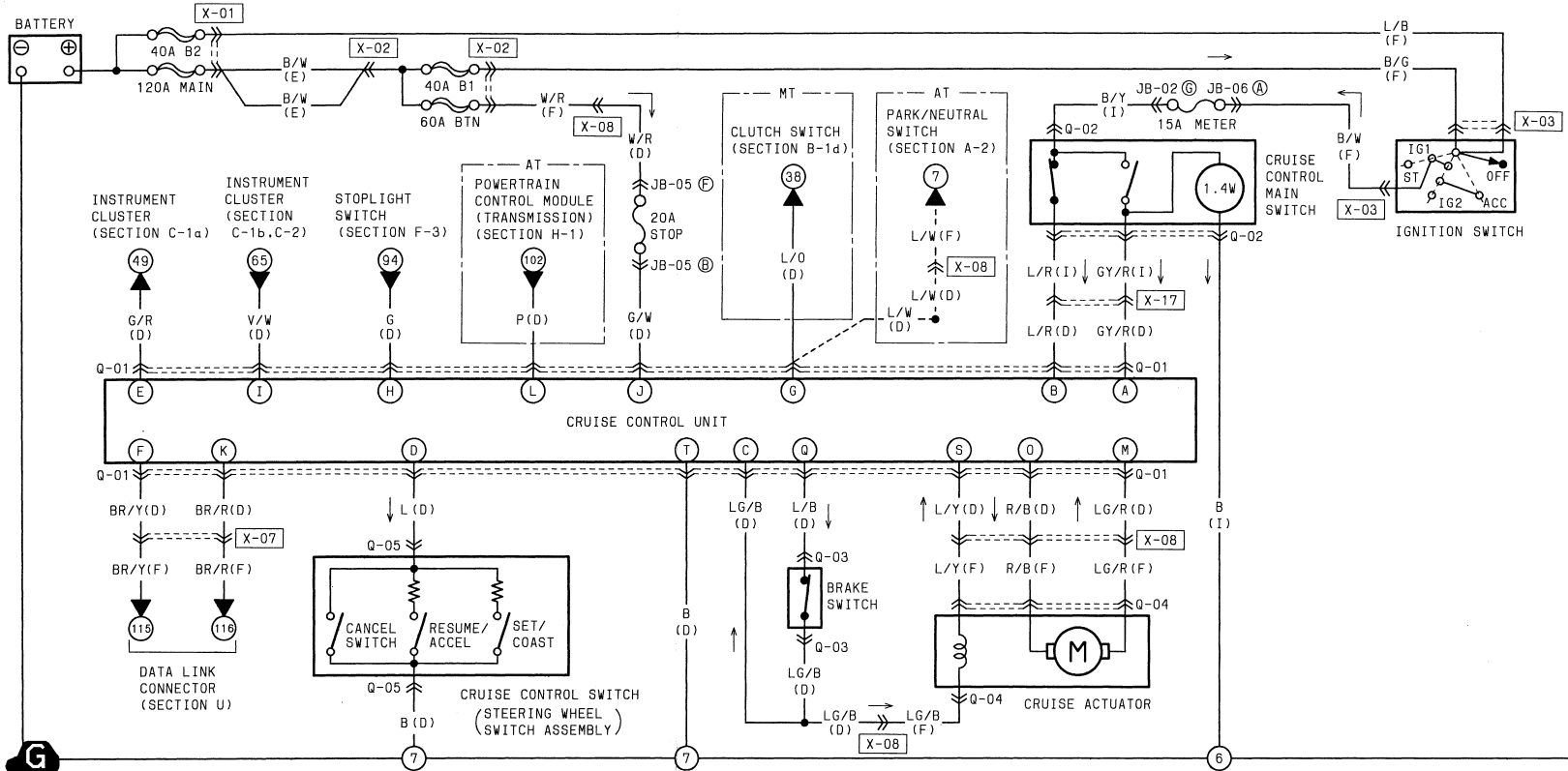


0-04 ABS WHEEL SPEED SENSOR LF (F)





Q ■ CRUISE CONTROL SYSTEM



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

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

Q-02 CRUISE CONTROL MAIN SWITCH (I)

R/G	L/R	B/Y	GY/R	B	R/B
-----	-----	-----	------	---	-----

Q-03 BRAKE SWITCH (D)

LG/B	L/B
------	-----

Q-04 CRUISE ACTUATOR (F)

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

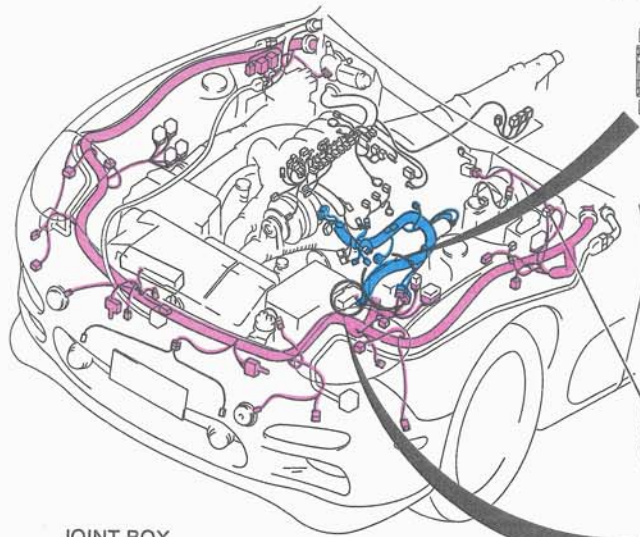
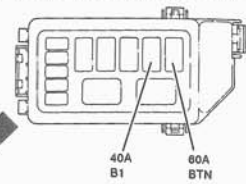
Q-05 CRUISE CONTROL SWITCH (STEERING WHEEL SWITCH ASSEMBLY) (D)

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

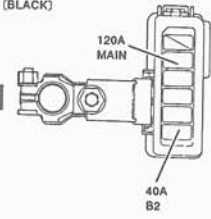


Q

**X-02**  
RELAY AND FUSE BLOCK

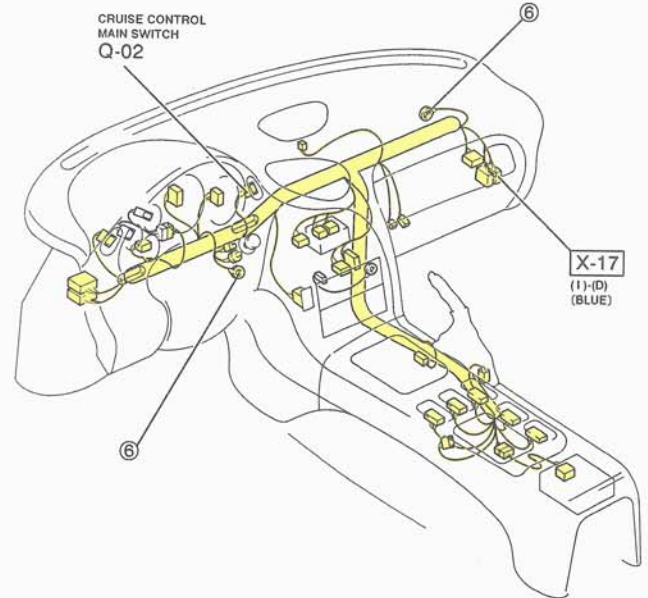


**X-01**  
MAIN FUSE BLOCK

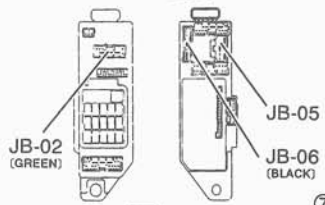


**Q-04**  
CRUISE ACTUATOR  
(BLACK)

**Q-02**  
CRUISE CONTROL  
MAIN SWITCH



**JOINT BOX**



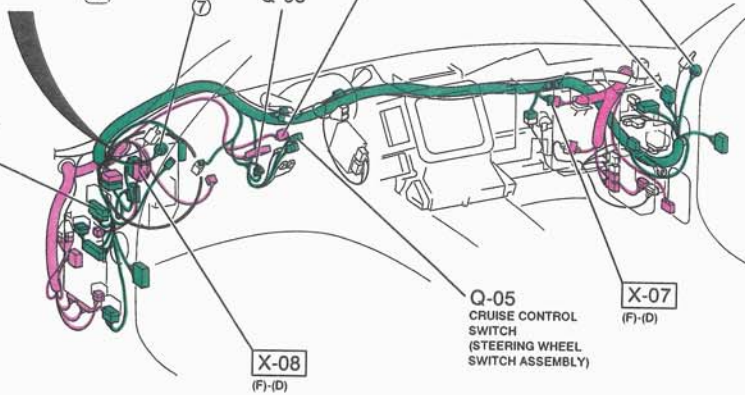
**X-03**  
IGNITION SWITCH

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

**Q-03**  
BRAKE SWITCH

⑦

**Q-01**  
(BLACK)  
CRUISE CONTROL  
UNIT





Q

## Terminal Voltage List

B+: Battery positive voltage

S	Q	O	M	K	I	G	E	C	A
T	*	*	*	L	J	H	F	D	B

Terminal	Connection	Test condition	Voltage (V)	Inspection area		
A	Cruise control main switch (NO side)	Ignition switch at ON and cruise control main switch on	B+	<ul style="list-style-type: none"> <li>• METER 15A fuse</li> <li>• Cruise control main switch</li> <li>• Wiring harness (Fuse—Cruise control main switch—Cruise control unit)</li> </ul>		
	Cruise control main switch (NC side)	<table border="1" style="border-collapse: collapse; width: 100%;"> <tr> <td style="width: 50%;">Ignition switch at ON</td> <td style="width: 50%;">Cruise control main switch on</td> </tr> <tr> <td></td> <td>Cruise control main switch off</td> </tr> </table>	Ignition switch at ON		Cruise control main switch on	
Ignition switch at ON	Cruise control main switch on					
	Cruise control main switch off					
B	Brake switch	Ignition switch at ON	0	<ul style="list-style-type: none"> <li>• METER 15A fuse</li> <li>• Cruise control main switch</li> <li>• Brake switch</li> <li>• Wiring harness (Fuse—Cruise control main switch—Cruise control unit, Cruise control unit—Brake switch—Cruise control unit)</li> </ul>		
		Ignition switch at ON and cruise control main switch on	9			
D	Cruise control switch	Ignition switch at ON and cruise control main switch on	5	<ul style="list-style-type: none"> <li>• METER 15A fuse</li> <li>• Cruise control main switch</li> <li>• Cruise control switch</li> <li>• Wiring harness (Fuse—Cruise control main switch—Cruise control unit, Cruise control unit—Cruise control switch—GND)</li> </ul>		
		Ignition switch at ON and cruise control main switch on	SET/COAST switch on		2	
			RESUME/ACCEL switch on		3	
			CANCEL switch on		0	
E	Instrument cluster (vehicle speed sensor)	Rear tires rotating	Alternates 2V and 3V	Wiring harness (Cruise control unit—Instrument cluster—Vehicle speed sensor)		
F	Data link connector	—	—	—		
G	Park/Neutral switch (AT)	Ignition switch at ON	N or P range	0	<ul style="list-style-type: none"> <li>• Starter cut relay</li> <li>• Park/Neutral switch</li> <li>• Wiring harness (Ignition switch—Starter cut relay—Cruise control unit, Cruise control unit—Park/Neutral switch—EL unit—GND)</li> </ul>	
			Other range	B+		
	Clutch switch (MT)	Clutch pedal pressed	0	<ul style="list-style-type: none"> <li>• Clutch switch</li> <li>• Wiring harness (Cruise control unit—Clutch switch—GND)</li> </ul>		

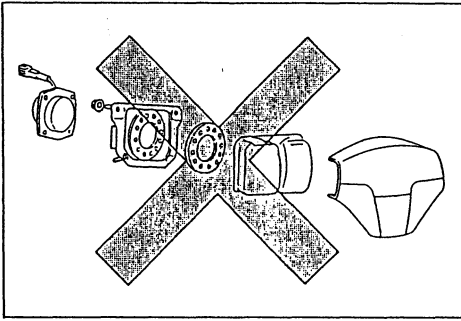
## Q

Cont'd

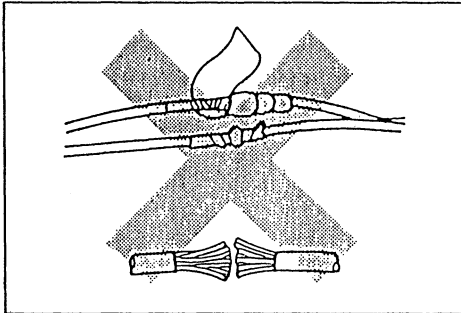
B+: Battery positive voltage

Terminal	Connection	Test condition	Voltage (V)	Inspection area
H	Stoplight switch	Brake pedal pressed	B+	<ul style="list-style-type: none"> <li>• STOP 20A fuse</li> <li>• Stoplight switch</li> <li>• Wiring harness (Fuse—Stoplight switch—Cruise control unit)</li> </ul>
		Other	0	
I	Instrument cluster (cruise set indicator light)	Ignition switch at ON and cruise control main switch on	B+	<ul style="list-style-type: none"> <li>• METER 15A fuse</li> <li>• Cruise control main switch</li> <li>• Cruise set indicator light bulb</li> <li>• Wiring harness (Fuse—Cruise control main switch—Cruise control unit)</li> </ul>
		Cruise set indicator light illuminated	0	
J	STOP 20A fuse	Constant	B+	<ul style="list-style-type: none"> <li>• STOP 20A fuse</li> <li>• Wiring harness (Fuse—Cruise control unit)</li> </ul>
K	Data link connector	—	—	—
L	PCMT (ATX)	Ignition switch at ON	B+	<ul style="list-style-type: none"> <li>• METER 15A fuse</li> <li>• PCMT</li> <li>• Wiring harness (Fuse—PCMT—Cruise control unit)</li> </ul>
M	Cruise actuator (motor)	Ignition switch at ON and cruise control main switch on	B+	<ul style="list-style-type: none"> <li>• METER 15A fuse</li> <li>• Cruise control main switch</li> <li>• Wiring harness (Fuse—Cruise control main switch—Cruise control unit)</li> </ul>
		Other	0	
O	Cruise actuator (motor)	Ignition switch at ON and cruise control main switch on	B+	<ul style="list-style-type: none"> <li>• METER 15A fuse</li> <li>• Cruise control main switch</li> <li>• Wiring harness (Fuse—Cruise control main switch—Cruise control unit)</li> </ul>
		Other	0	
Q	Brake switch	Ignition switch at ON and cruise control main switch on	9	<ul style="list-style-type: none"> <li>• METER 15A fuse</li> <li>• Cruise control main switch</li> <li>• Brake switch</li> <li>• Wiring harness (Fuse—Cruise control main switch—Cruise control unit, Cruise control unit—Brake switch—Cruise control unit)</li> </ul>
		Brake pedal pressed	0	
S	Cruise actuator (clutch)	Ignition switch at ON and cruise control main switch on	9	<ul style="list-style-type: none"> <li>• METER 15A fuse</li> <li>• Cruise control main switch</li> <li>• Wiring harness (Fuse—Cruise control main switch—Cruise control unit)</li> </ul>
		Other	0	
T	Ground	Constant	0	Wiring harness (Cruise control unit—GND)

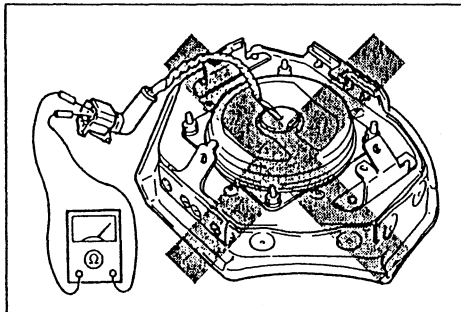
## S



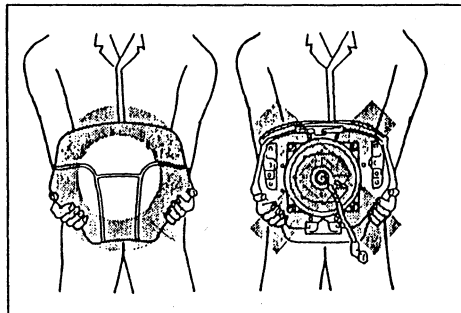
47U0SX-507



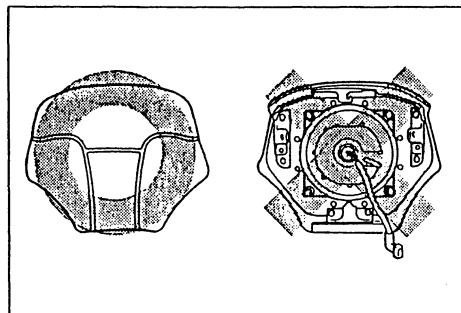
47U0SX-508



47U0SX-509



47U0SX-510



47U0SX-511

### SERVICE WARNINGS

#### Component Disassembly

- Disassembling and reassembling the components of the air bag system can render the system inoperative, which may result in serious injury or death in the event of an accident. Do not disassemble any air bag system components.

#### Wiring Harness Repair

- Incorrectly repairing an air bag system wiring harness can accidentally deploy the air bag, which can cause serious injury. If a problem is found in the system wiring, replace the wiring harness. Do not try to repair it.

#### Air Bag Module Inspection

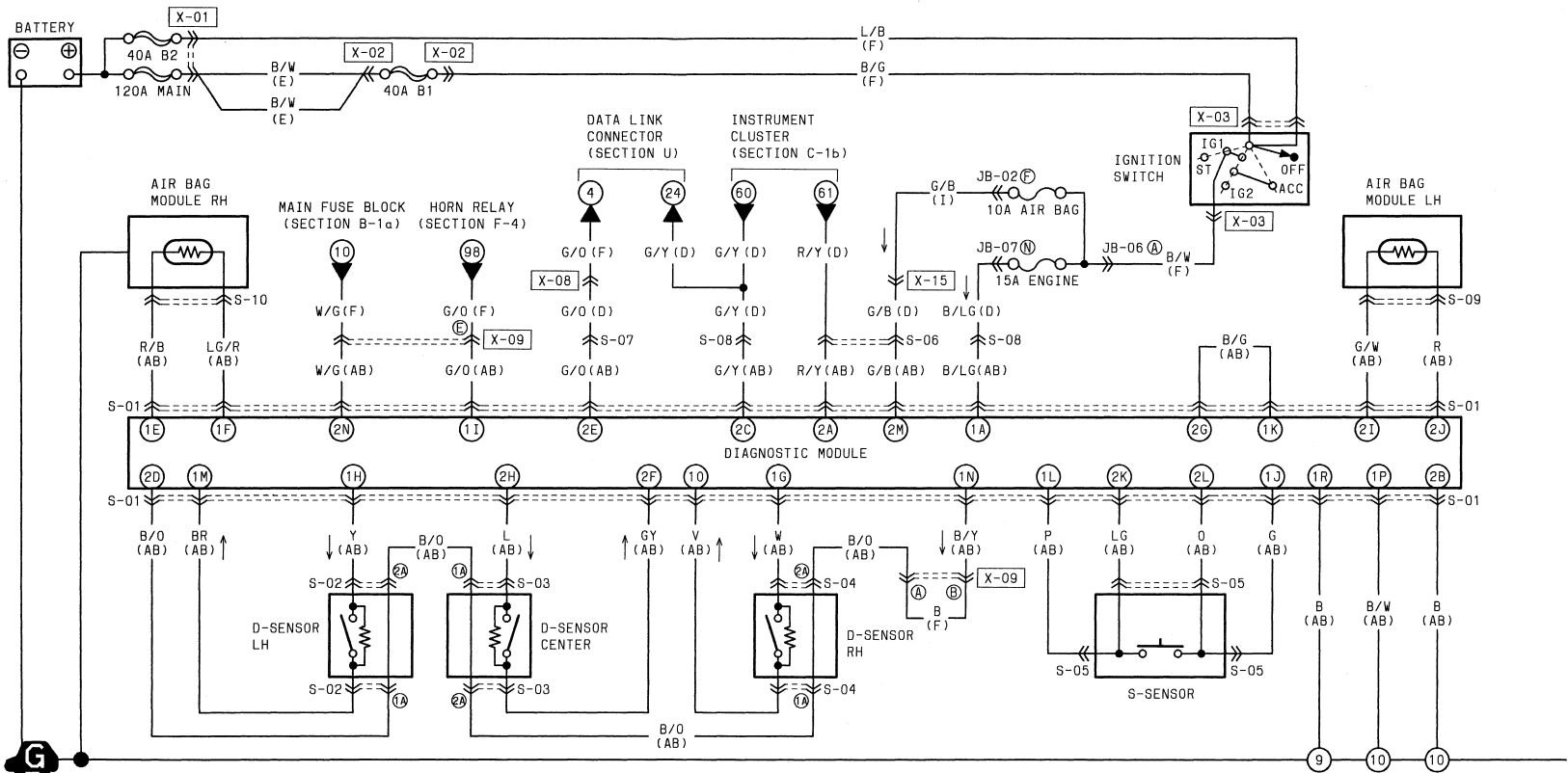
- Inspecting the air bag module with an ohmmeter can deploy the air bag, which can cause serious injury. Do not use an ohmmeter to inspect the air bag module.

#### Air Bag Module Handling

- A live (undeployed) air bag may accidentally deploy when it is handled and cause serious injury. When carrying a live air bag module, point the trim cover away from your body to lessen the chance of injury in case it deploys.

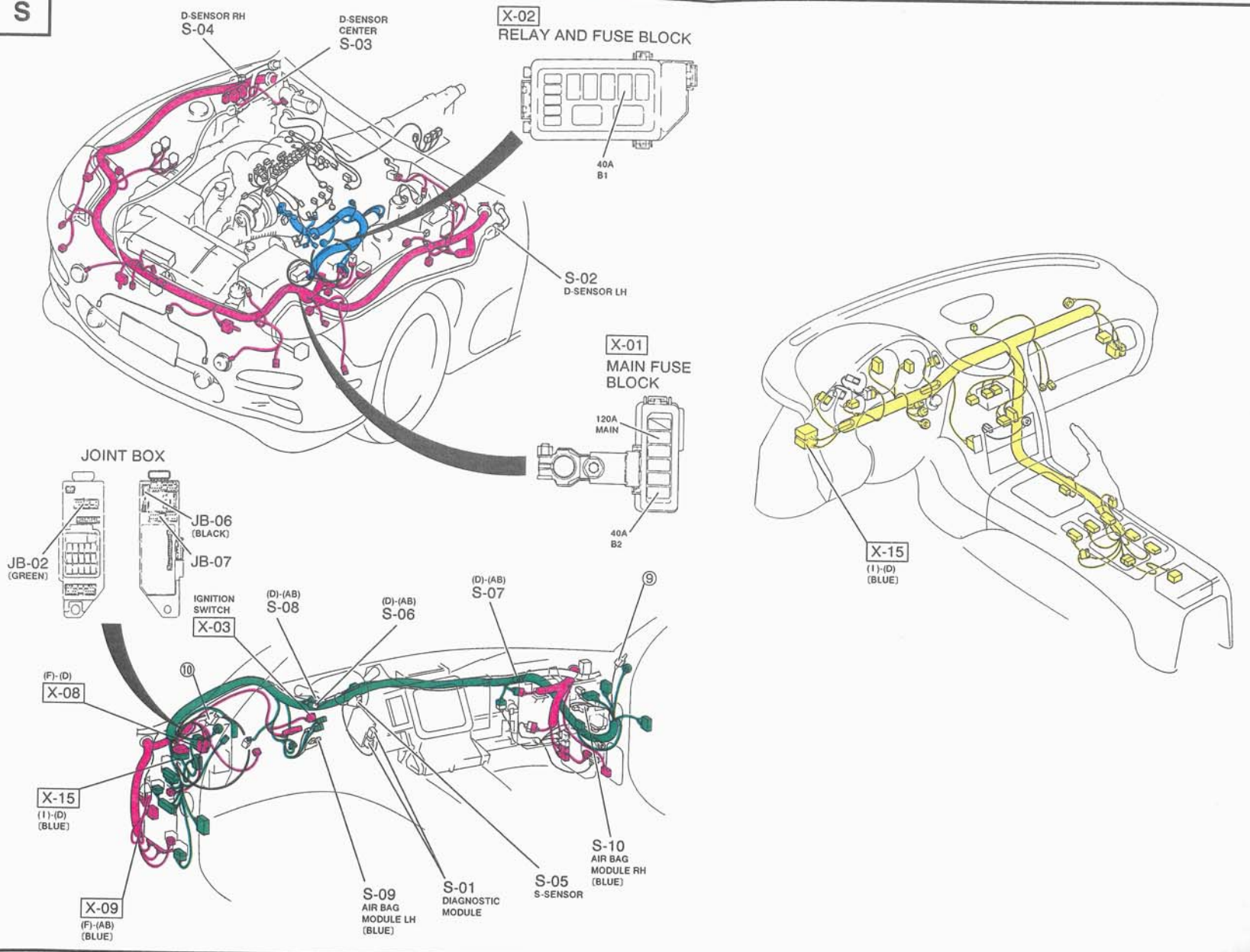
- A live air bag placed face down on a surface is dangerous. If the air bag deploys, the motion of the module can cause serious injury. Always face the trim cover up to reduce the motion of the module in case it accidentally deploys.

S ■ SRS AIR BAG SYSTEM



<p>S-01 DIAGNOSTIC MODULE (AB)</p> <table border="1"> <tr> <td>1Q</td><td>10</td><td>1M</td><td>1K</td><td>1I</td><td>1G</td><td>1E</td><td>1C</td><td>1A</td> <td>2M</td><td>2K</td><td>2I</td><td>2G</td><td>2E</td><td>2C</td><td>2A</td> </tr> <tr> <td>*</td><td>V</td><td>BR</td><td>B/G</td><td>G/O</td><td>W</td><td>R/B</td><td>*</td><td>B/LG</td> <td>G/B</td><td>LG</td><td>R</td><td>B/G</td><td>G/O</td><td>G/Y</td><td>R/Y</td> </tr> <tr> <td>B</td><td>B/W</td><td>B/Y</td><td>P</td><td>G</td><td>Y</td><td>LG/R</td><td>*</td><td>*</td> <td>W/G</td><td>O</td><td>R</td><td>L</td><td>GY</td><td>B/O</td><td>B</td> </tr> <tr> <td>1R</td><td>1P</td><td>1N</td><td>1L</td><td>1J</td><td>1H</td><td>1F</td><td>1D</td><td>1B</td> <td>2N</td><td>2L</td><td>2J</td><td>2H</td><td>2F</td><td>2D</td><td>2B</td> </tr> </table>	1Q	10	1M	1K	1I	1G	1E	1C	1A	2M	2K	2I	2G	2E	2C	2A	*	V	BR	B/G	G/O	W	R/B	*	B/LG	G/B	LG	R	B/G	G/O	G/Y	R/Y	B	B/W	B/Y	P	G	Y	LG/R	*	*	W/G	O	R	L	GY	B/O	B	1R	1P	1N	1L	1J	1H	1F	1D	1B	2N	2L	2J	2H	2F	2D	2B	<p>S-02 D-SENSOR LH (AB)</p>	<p>S-03 D-SENSOR CENTER (AB)</p>	<p>S-04 D-SENSOR RH (AB)</p>	<p>S-05 S-SENSOR (AB)</p>
1Q	10	1M	1K	1I	1G	1E	1C	1A	2M	2K	2I	2G	2E	2C	2A																																																					
*	V	BR	B/G	G/O	W	R/B	*	B/LG	G/B	LG	R	B/G	G/O	G/Y	R/Y																																																					
B	B/W	B/Y	P	G	Y	LG/R	*	*	W/G	O	R	L	GY	B/O	B																																																					
1R	1P	1N	1L	1J	1H	1F	1D	1B	2N	2L	2J	2H	2F	2D	2B																																																					
<p>S-06 CONNECTOR BETWEEN DASH (D) AND AIR BAG (AB)</p>	<p>S-07 CONNECTOR BETWEEN DASH (D) AND AIR BAG (AB)</p>																																																																			
<p>S-08 CONNECTOR BETWEEN DASH (D) AND AIR BAG (AB)</p>	<p>S-09 AIR BAG MODULE LH (AB)</p>	<p>S-10 AIR BAG MODULE RH (AB)</p>																																																																		

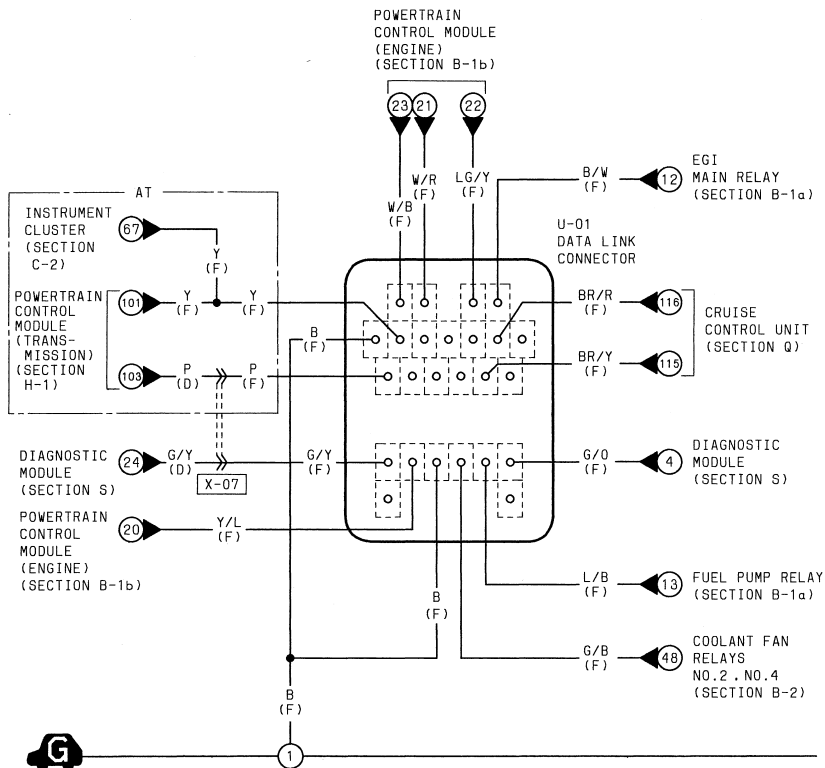
S





# Z WIRING DIAGRAM

## U ■ DATA LINK CONNECTOR



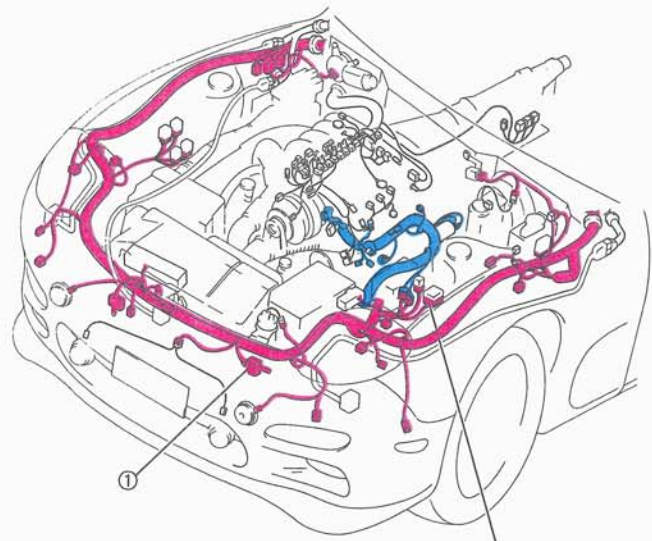
U-01 DATA LINK CONNECTOR (F)

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

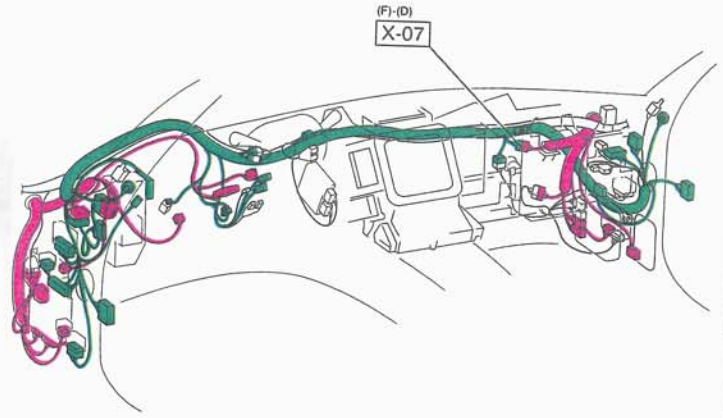
	W/B	W/R		LG/Y	B/W
B	*(Y)	*	*	*	BR/R
*(P)	*	*	*	*	BR/Y
G/Y	Y/L	B	G/B	L/B	G/O
*					*

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

U



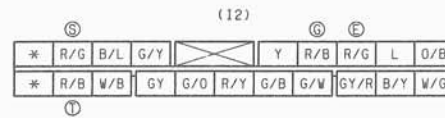
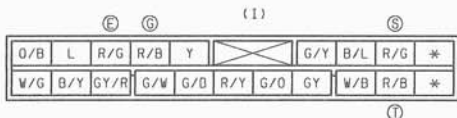
U-01  
DATA LINK  
CONNECTOR  
(BLACK)



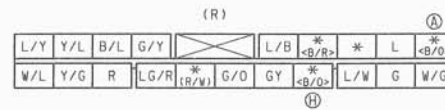
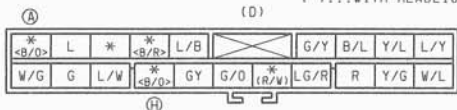


X-3 ■ COMMON CONNECTOR LIST

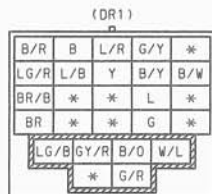
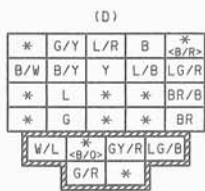
X-18 CONNECTOR BETWEEN INSTRUMENT PANEL (I) AND INSTRUMENT PANEL NO.2 (I2)



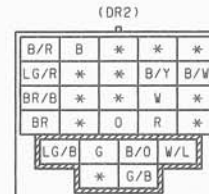
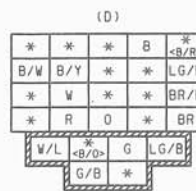
X-19 CONNECTOR BETWEEN DASH (D) AND REAR (R) < >...WITH AUDIO SYSTEM TYPE-2  
( )...WITH HEADLIGHT CLEANER



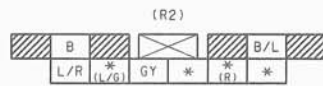
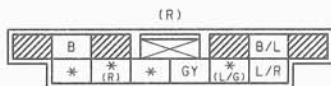
X-20 CONNECTOR BETWEEN DASH (D) AND DOOR NO.1 (DR1) < >...WITH AUDIO SYSTEM TYPE-2



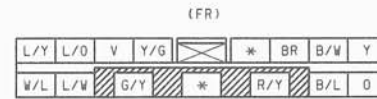
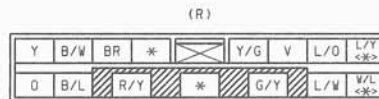
X-21 CONNECTOR BETWEEN DASH (D) AND DOOR NO.2 (DR2) < >...WITH AUDIO SYSTEM TYPE-2



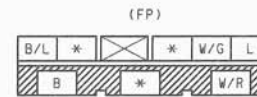
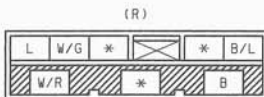
X-22 CONNECTOR BETWEEN REAR (R) AND REAR NO.2 (R2) ( )...WITH REAR WIPER AND WASHER



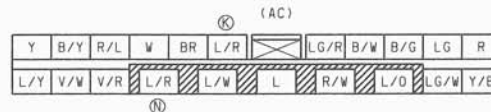
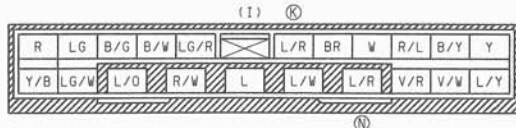
X-23 CONNECTOR BETWEEN REAR (R) AND FLOOR (FR) < >...WITH AUDIO SYSTEM TYPE-2



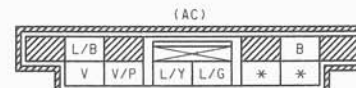
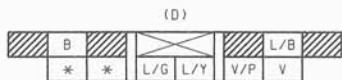
X-24 CONNECTOR BETWEEN REAR (R) AND FUEL PUMP (FP)



X-25 CONNECTOR BETWEEN INSTRUMENT PANEL (I) AND A/C (AC)



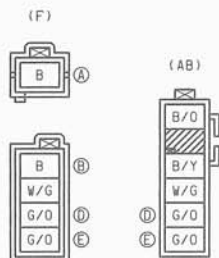
X-26 CONNECTOR BETWEEN DASH (D) AND A/C (AC)



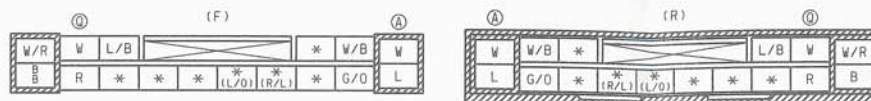


X-2 ■ COMMON CONNECTOR LIST

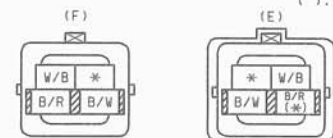
X-09 CONNECTOR BETWEEN FRONT (F) AND AIR BAG (AB)



X-10 CONNECTOR BETWEEN FRONT (F) AND REAR (R) ( )...WITH HEADLIGHT CLEANER



X-11 CONNECTOR BETWEEN FRONT (F) AND ENGINE (E) ( )...AT



X-12 CONNECTOR BETWEEN FRONT (F) AND ENGINE (E)



X-13 CONNECTOR BETWEEN FRONT (F) AND FLOOR (FR)



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



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



X-16 CONNECTOR BETWEEN INSTRUMENT PANEL (I) AND DASH (D) ( )...AT < >...WITH AUDIO SYSTEM TYPE-2

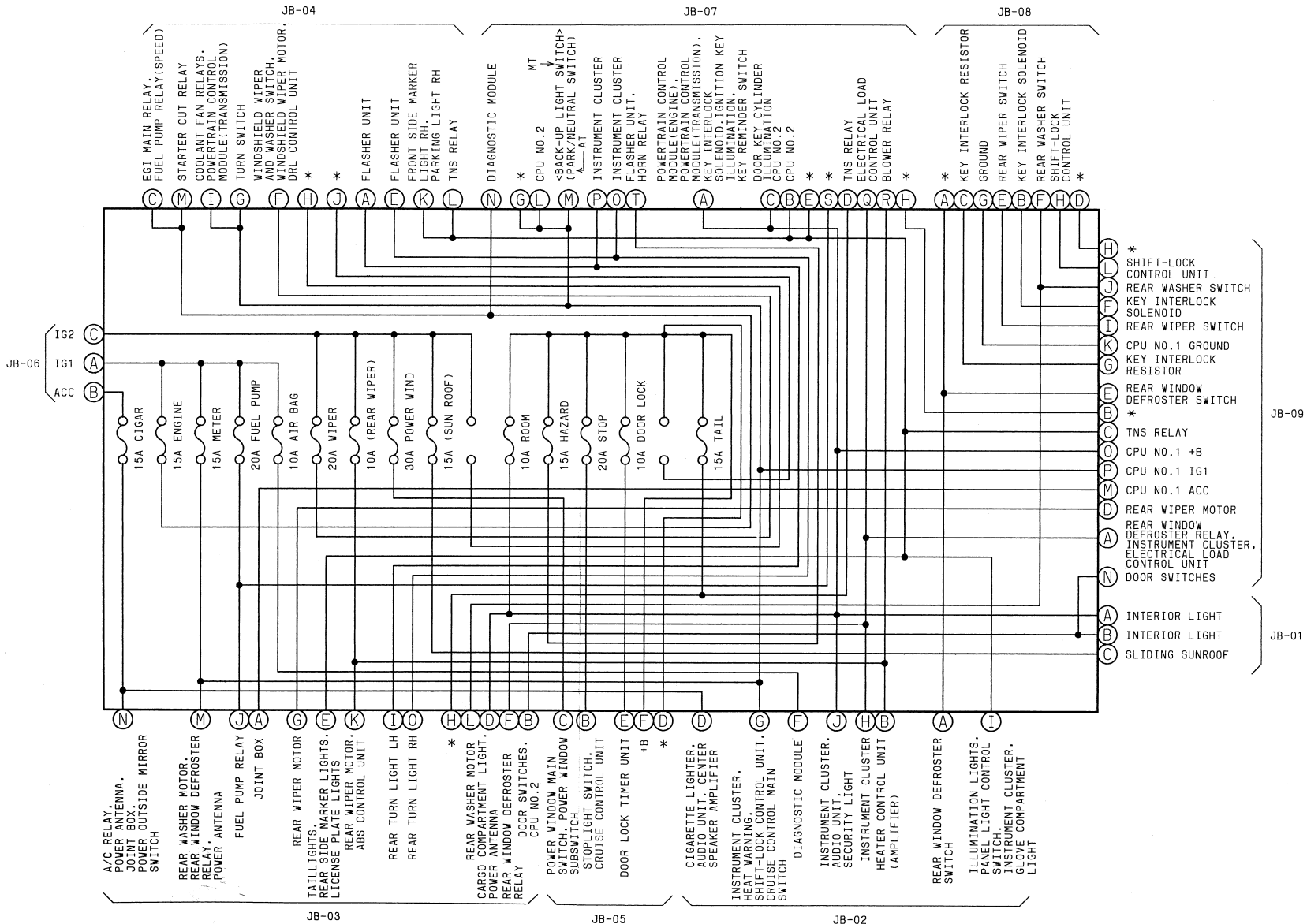


X-17 CONNECTOR BETWEEN INSTRUMENT PANEL (I) AND DASH (D) ( )...AT < >...WITH AUDIO SYSTEM TYPE-2 ( )...WITH HEADLIGHT CLEANER

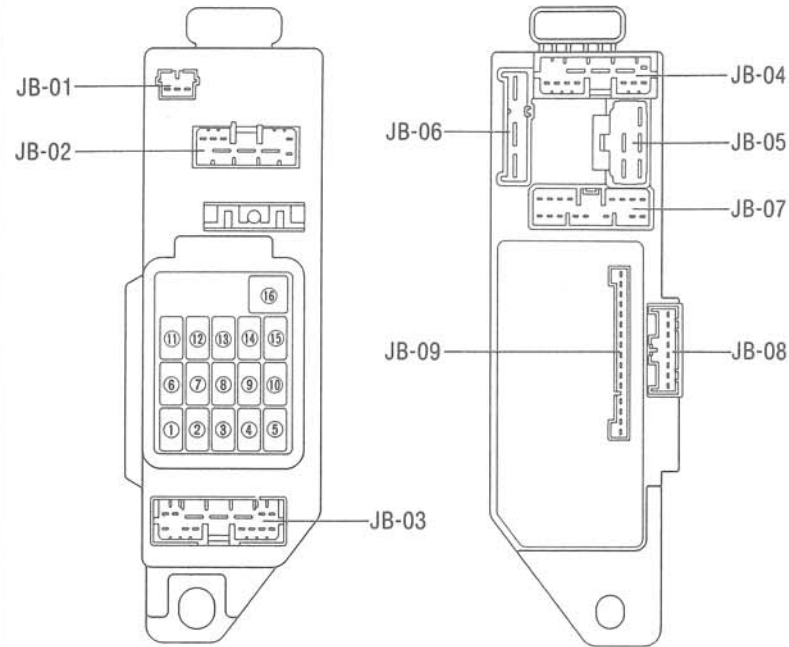
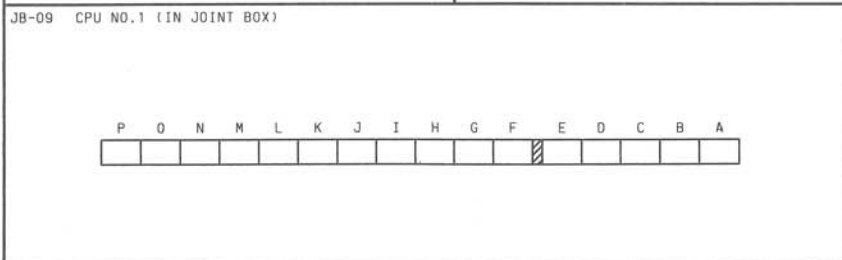
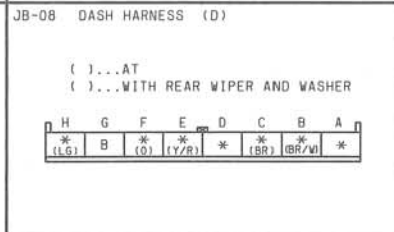
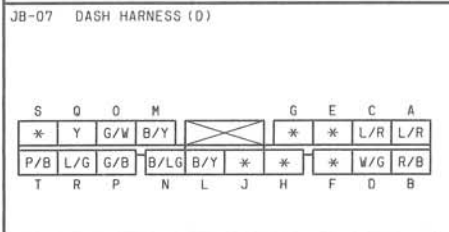
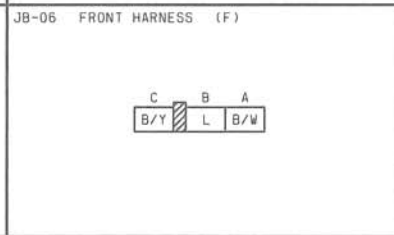
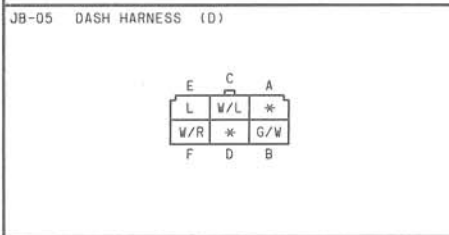
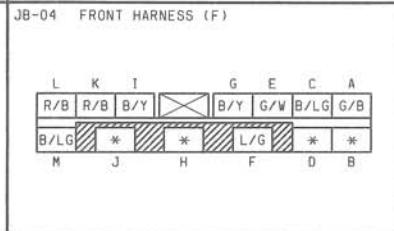
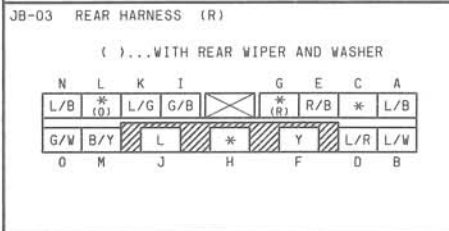
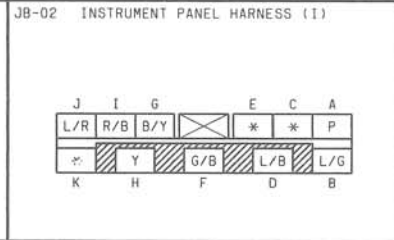
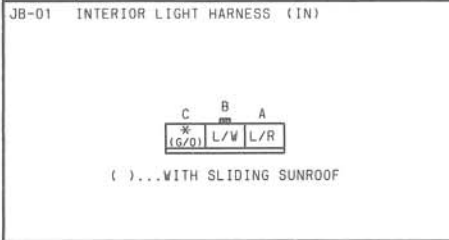




# INTERCONNECTING DIAGRAM OF JOINT BOX



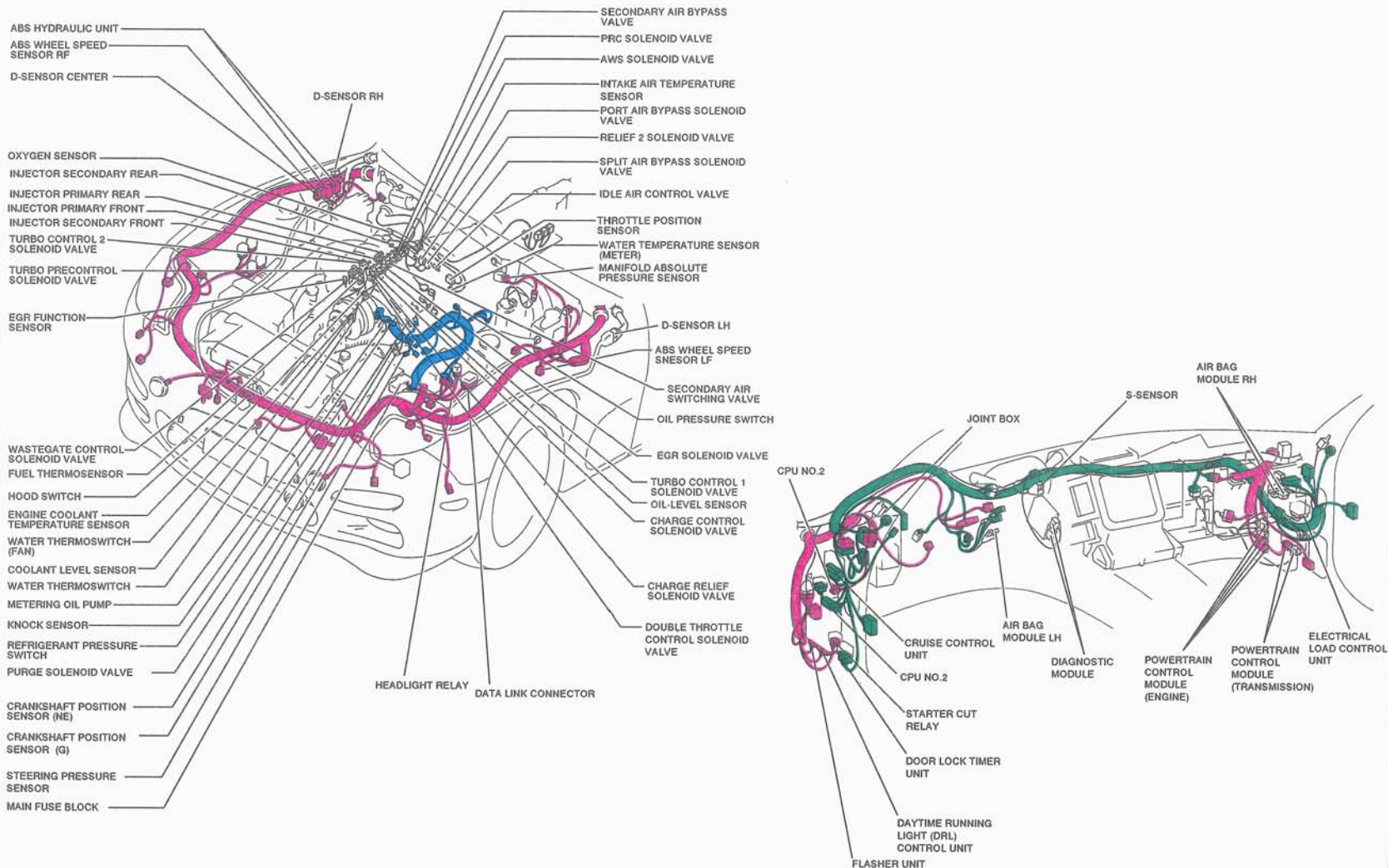
JB ■ JOINT BOX



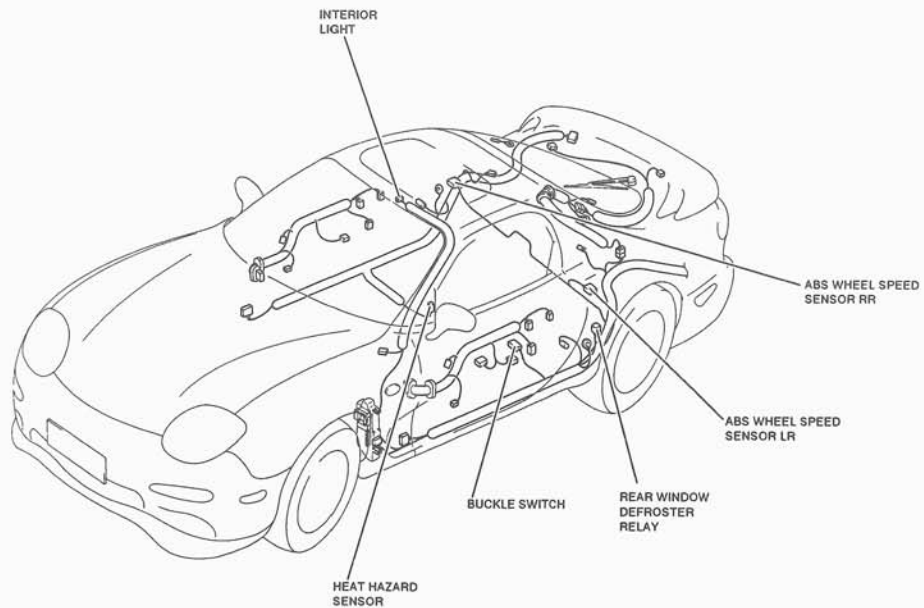
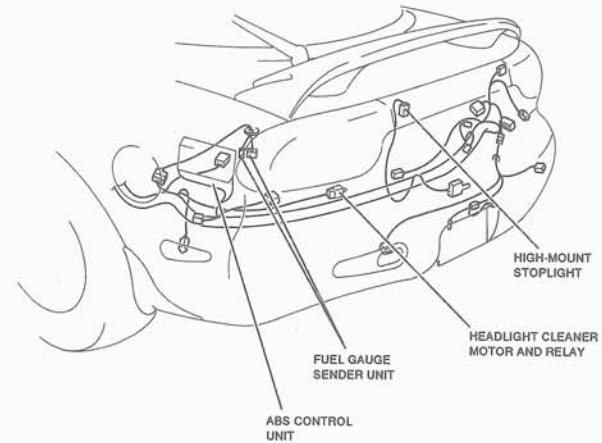
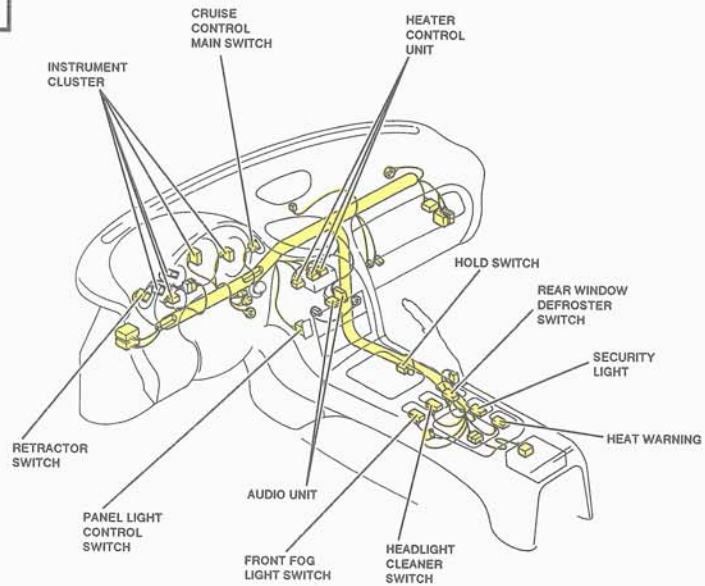
JB

No.	CIRCUIT NAME	FUSE	COLOR CODE	No.	CIRCUIT NAME	FUSE	COLOR CODE
①	(REAR WIPER)	10A	R	⑨	METER	15A	L
②	HAZARD	15A	L	⑩	WIPER	20A	Y
③	ROOM	10A	R	⑪	STOP	20A	Y
④	ENGINE	15A	L	⑫	-	-	-
⑤	CIGAR	15A	L	⑬	(SUN ROOF)	15A	L
⑥	DOOR LOCK	10A	R	⑭	FUEL PUMP	20A	Y
⑦	TAIL	15A	L	⑮	AIR BAG	10A	R
⑧	POWER WIND	30A	G	⑯	-	-	-

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