



## ALL KM OVERDRIVE UNITS ERRATIC SHIFTS AND/OR CHRONIC PULSE GENERATOR CODES

### COMPLAINT:

**CAUSE:** A defective inhibitor switch may indicate the wrong or no selected manual valve position. The computer mis-interprets the information and produces a pulse generator code and/or

**CORRECTION:** With the ignition On and the engine OFF, place the selector lever into drive. Place a Digital Volt Ohm Meter to the DC volt check and place the negative lead to ground. With the positive lead, carefully probe the Drive wire which is usually the solid yellow wire (See Figure 1).

**NOTE:** *Inhibitor switch configurations and wire colors do vary. Use figures 2 through 6 to locate the appropriate Drive wire for the vehicle being tested. If wire colors do not match, go by the pin function as illustrated in the appropriate figure.*

There should be approximately battery voltage on the Drive wire only when the selector lever is in Drive. If there is not, verify that voltage is being supplied to the switch by back probing the # 3 or # 4 wire (Refer to figures 2 through 6). If voltage is being supplied to the switch and voltage is not returning on the Drive wire, REPLACE the switch. If battery voltage is returning on the Drive wire while in Drive, verify that it is not coming out of the P, R, N, 2 and 1 wires. Even if 1 volt is seen on any of the other wires other than the Drive wire while the selector lever remains in the Drive range, REPLACE the switch.

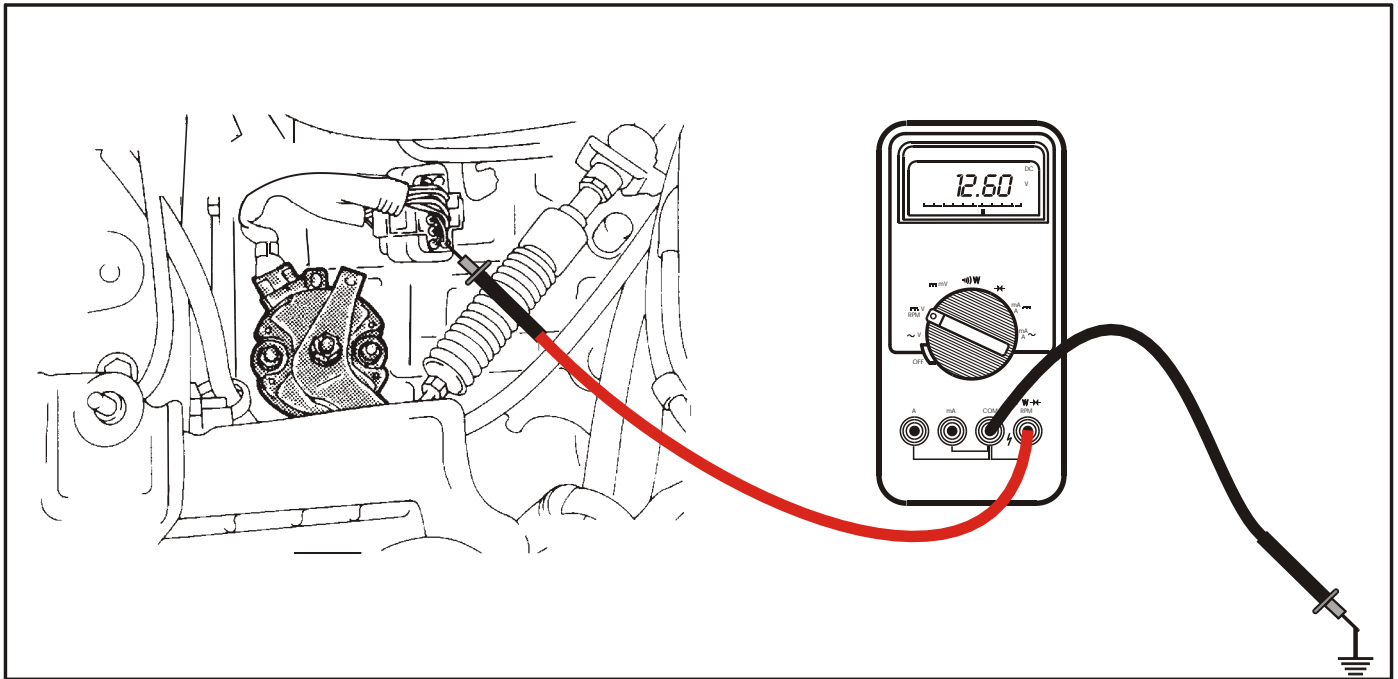
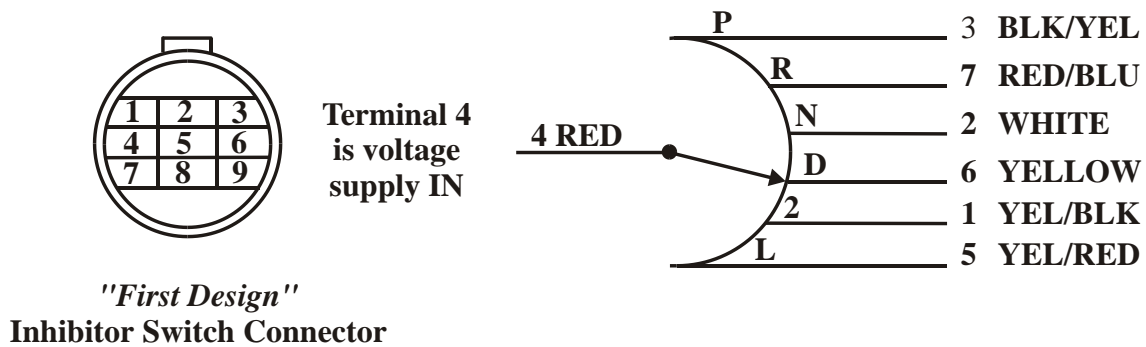


Figure 1

## "FIRST DESIGN" INHIBITOR SWITCH

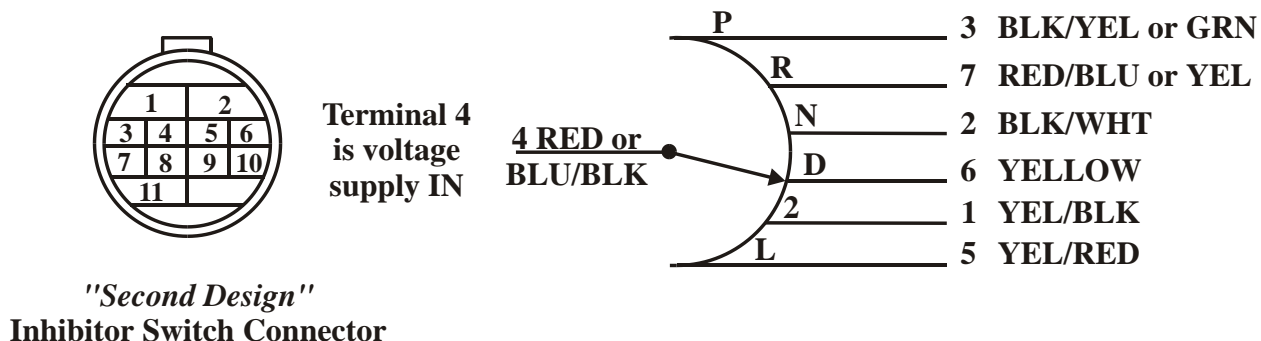


When the selector lever is in Drive, voltage should be seen on only the Yellow wire and not any of the others.

[Terminal 8 (Blk/Yel) and terminal 9 (Red) is used for Park and Neutral Starts ONLY]

Figure 2

## "SECOND DESIGN" INHIBITOR SWITCH



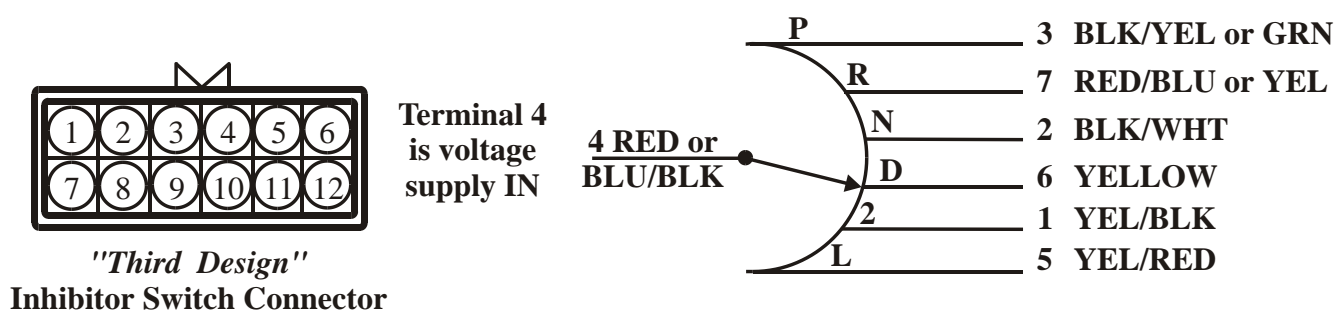
When the selector lever is in Drive, voltage should be seen on only the Yellow wire and not any of the others.

*[Terminal 8 (Blk/Yel or Red) and terminal 9 (Blk/Yel or Red) is used for Park and Neutral Starts]*

*[Terminal 10 (Red or Blu/Blk) and terminal 11 (Red/Blu) is used for Reverse lights]*

Figure 3

## "THIRD DESIGN" INHIBITOR SWITCH



When the selector lever is in Drive, voltage should be seen on only the Yellow wire and not any of the others.

*[Terminal 8 (Blk/Yel or Red) and terminal 9 (Blk/Yel or Red) is used for Park and Neutral Starts]*

*[Terminal 10 (Red or Blu/Blk) and terminal 11 (Red/Blu) is used for Reverse lights]*

*[Terminal 12 not used]*

Figure 4

## "FOURTH DESIGN" INHIBITOR SWITCH (SOHC)

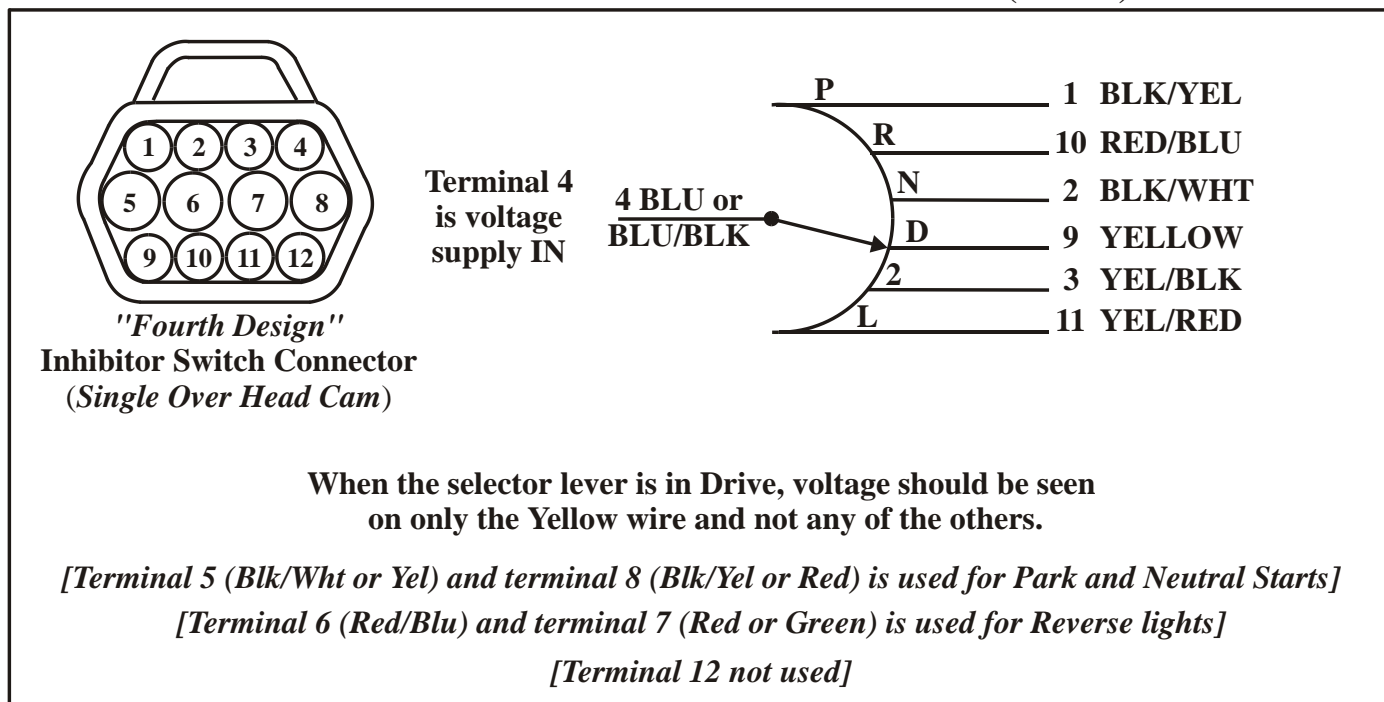


Figure 5

## "FIFTH DESIGN" INHIBITOR SWITCH (DOHC)

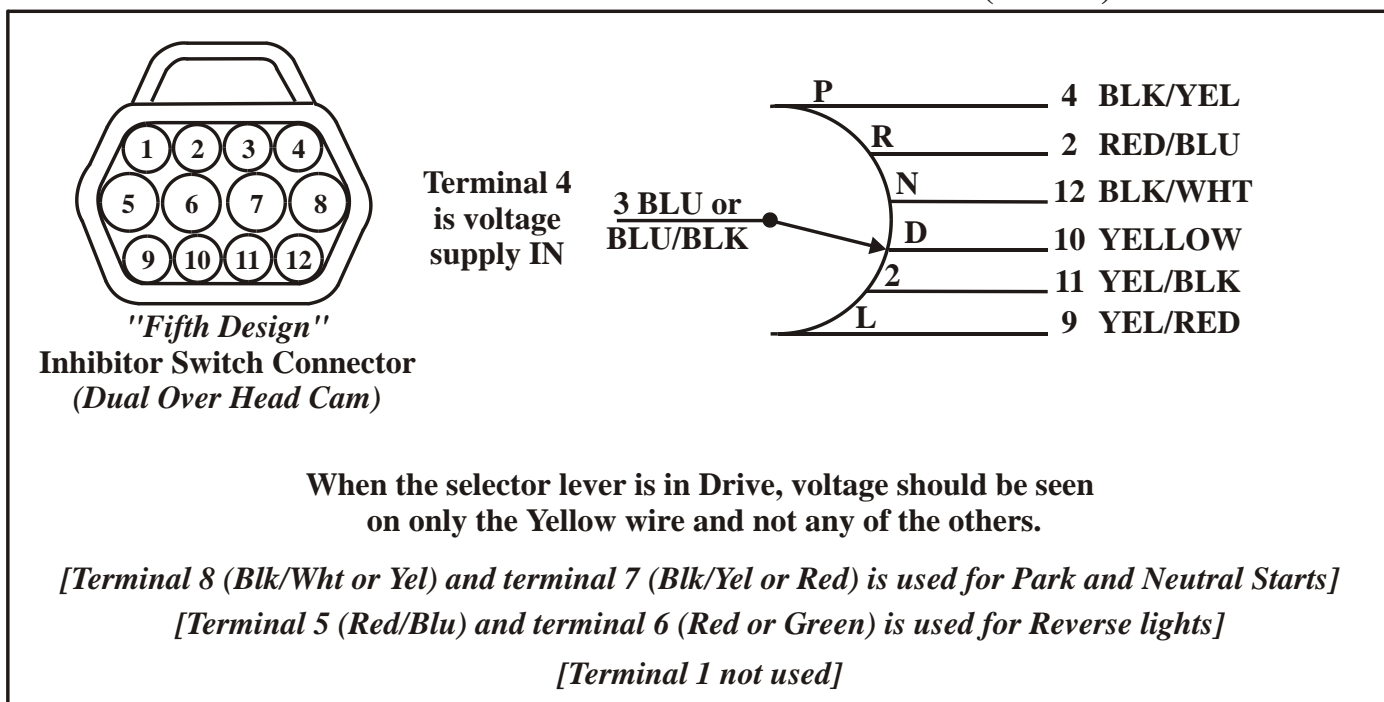


Figure 6