

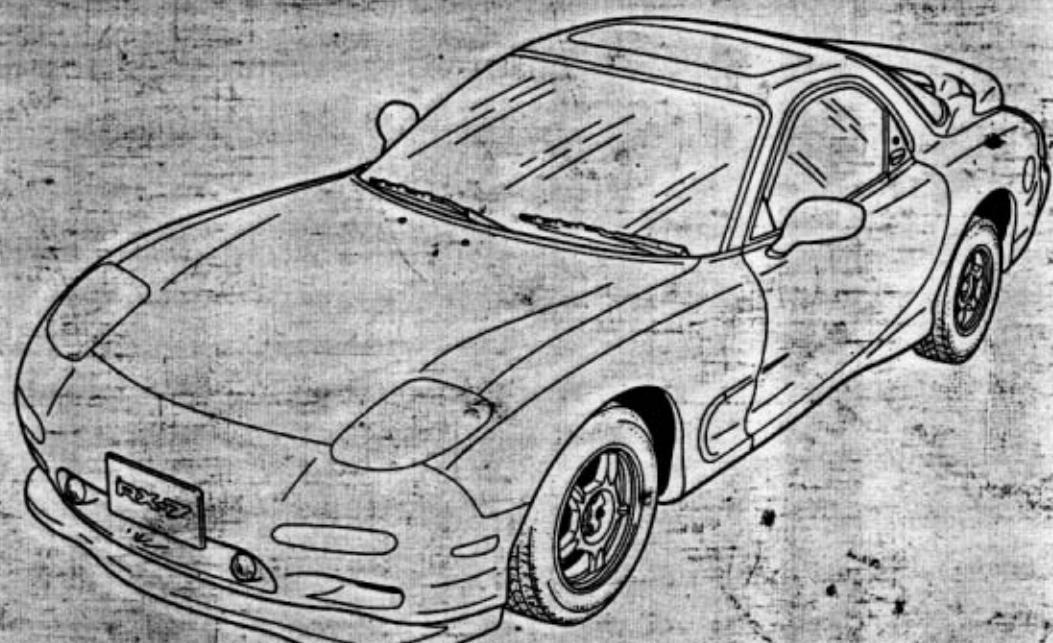
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This file was not scanned to deprive Mazda of any money – it was scanned due to the rareness of the original manuals and the overwhelming need of the RX-7 owner to have this information so that they can accurately troubleshoot problems. Perhaps if Mazda's dealerships could support the Rotary Engine it wouldn't be so necessary for the owners to do so.



# Mazda RX-7

1993  
Wiring Diagram



mazda

# SYSTEM INDEX

## ENGINE-RELATED SYSTEMS

### STARTING SYSTEM

MT.....	Z-24
EC-AT.....	Z-26

### CHARGING SYSTEM

MT.....	Z-24
EC-AT.....	Z-26

### ENGINE CONTROL SYSTEM .....

### FUEL CONTROL SYSTEM .....

### IGNITION SYSTEM .....

### COOLING FAN SYSTEM.....

## CHASSIS-RELATED SYSTEMS

### EC-AT CONTROL SYSTEM .....

### SHIFT-LOCK SYSTEM.....

### 4 WHEEL ANTILOCK BRAKE SYSTEM (4WABS).....

## INSTRUMENT CLUSTER-RELATED SYSTEMS

### INSTRUMENT CLUSTER &

### WARNING LAMPS

MT.....	Z-44
EC-AT .....	Z-44, Z-48

### SELECTOR INDICATOR LAMPS .....

## BODY-RELATED SYSTEMS

### WINDSHIELD WIPER & WASHER .....

### REAR WIPER & WASHER.....

### HEADLIGHT CLEANER.....

### HORNS.....

### KEY INTERLOCK SYSTEM .....

### REAR WINDOW DEFROSTER.....

### CENTRAL PROCESSING UNIT (CPU)....

### THEFT-DETERRENT

CONTROL SYSTEM.....	Z-90
---------------------	------

### POWER WINDOW .....

### POWER DOOR LOCK.....

### POWER OUTSIDE MIRROR .....

### SLIDING SUNROOF .....

### CRUISE CONTROL SYSTEM .....

### AIR BAG SYSTEM .....

## INTERIOR LIGHTING SYSTEMS

ILLUMINATION LAMPS .....	Z-80
INTERIOR LAMP.....	Z-82
CARGO COMPARTMENT LAMP .....	Z-82
IGNITION KEY ILLUMINATION.....	Z-82
GLOVE BOX LAMP.....	Z-82

## EXTERIOR LIGHTING SYSTEMS

### RETRACTABLE HEADLIGHT

SYSTEM .....	Z-56
--------------	------

HEADLIGHTS.....	Z-56
-----------------	------

FRONT FOG LIGHTS .....	Z-56
------------------------	------

DAYTIME RUNNING LIGHT (DRL)	
-----------------------------	--

CONTROL SYSTEM.....	Z-58
---------------------	------

PARKING LIGHTS .....	Z-60
----------------------	------

FRONT SIDE MARKER LIGHTS .....	Z-60
--------------------------------	------

TAILLIGHTS .....	Z-60
------------------	------

REAR SIDE MARKER LIGHTS.....	Z-60
------------------------------	------

LICENSE PLATE LIGHTS.....	Z-60
---------------------------	------

### TURN & HAZARD WARNING LIGHTS

FEDERAL/CALIFORNIA .....	Z-62
--------------------------	------

CANADA.....	Z-64
-------------	------

STOPLIGHTS .....	Z-66
------------------	------

HIGH-MOUNT STOPLIGHT .....	Z-66
----------------------------	------

BACK-UP LIGHTS.....	Z-66
---------------------	------

DOOR KEY ILLUMINATION .....	Z-82
-----------------------------	------

## AIR CONDITIONING-RELATED SYSTEMS

HEATER .....	Z-68
--------------	------

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

## ACCESSORIES

CIGARETTE LIGHTER.....	Z-78
------------------------	------

AUDIO SYSTEM TYPE-1.....	Z-84
--------------------------	------

AUDIO SYSTEM TYPE-2	
---------------------	--

(BOSE ACOUSTIC WAVE* MUSIC SYSTEM).....	Z-86
--	------

POWER ANTENNA.....	Z-88
--------------------	------

## OTHERS

DIAGNOSIS CONNECTOR.....	Z-112
--------------------------	-------

# 1993 Mazda RX-7 Wiring Diagram

## CONTENTS

GENERAL INFORMATION

**GI**

GROUND POINTS

**Y**

ELECTRICAL WIRING SCHEMATIC

**W**

SYSTEM CIRCUIT DIAGRAM/  
CONNECTOR LOCATIONS

**A~U**

COMMON CONNECTORS

**X**

JOINT BOX COMPLETE WIRING SYSTEM

**JB**

PARTS LOCATION

**PL**

INDEX

**PI**

Mazda Motor Corporation  
HIROSHIMA, JAPAN

### APPLICATION:

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

# GENERAL INFORMATION

GI

## Wiring Diagrams

Contents of wiring diagrams.....	GI-2
Using wiring diagrams.....	GI-2

## Reading Wiring Diagrams

Ground points.....	GI-3
System circuit diagram/connector diagram .....	GI-4
Routing diagram .....	GI-6
Harness symbols.....	GI-7
Symbols .....	GI-8
Logic symbols .....	GI-10
Abbreviations used in this booklet.....	GI-10

## Troubleshooting

Precautions to take when servicing an electrical system .....	GI-11
Handling connectors .....	GI-12
Using electrical measuring equipment .....	GI-13
Measuring voltage.....	GI-14
Measuring continuity/resistance.....	GI-15
Finding short circuits .....	GI-16

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

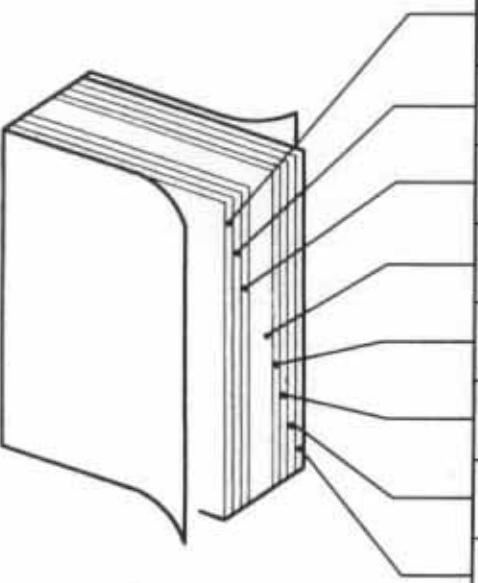
JM1 FD331\* P0 200001~ FEDERAL & CALIFORNIA  
JM1 FD332\* P0 200001~ CANADA

## WIRING COLOR CODE

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

## 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.

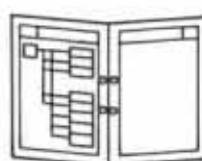
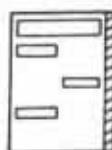


The diagram shows a thick book standing upright. A vertical line runs down the center of the book. From this central line, seven horizontal lines extend to the right, each pointing to one of the eight table rows below. The first row contains the title 'General Information'.

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

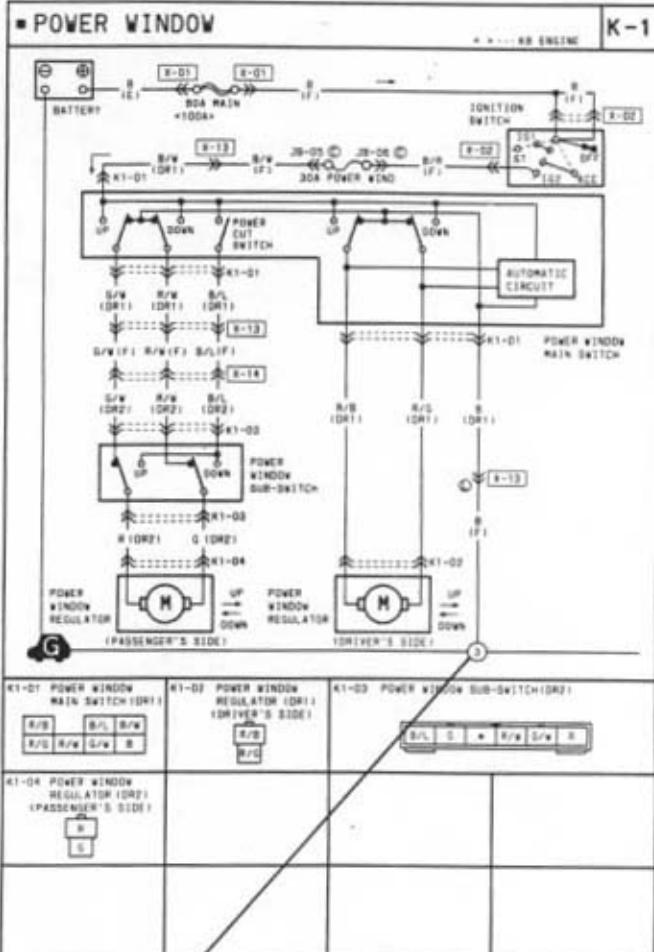
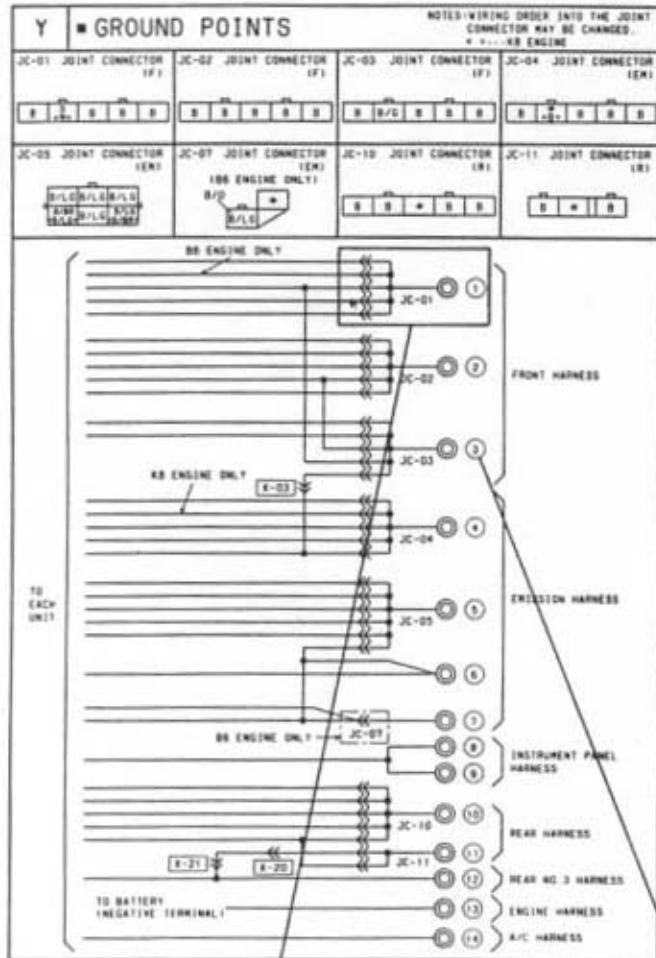
## Using wiring diagrams

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

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

## Ground points

- This shows ground points of the harness.



### Ground indication

On vehicle	Indication
	To circuit

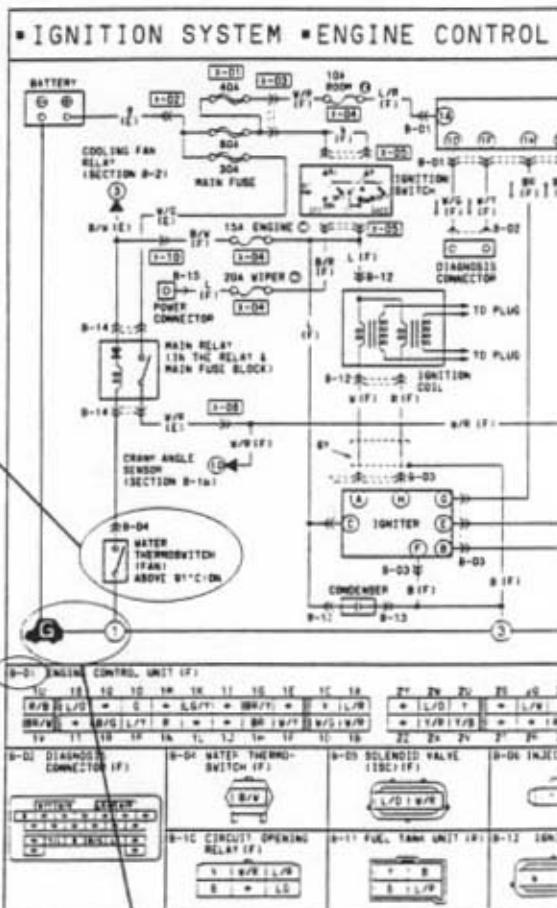
### On circuit diagrams and ground points

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

## System circuit diagram/connector diagram

- These show the circuits for each system, from the power supply to the ground. The power supply side is 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.



### Connector code

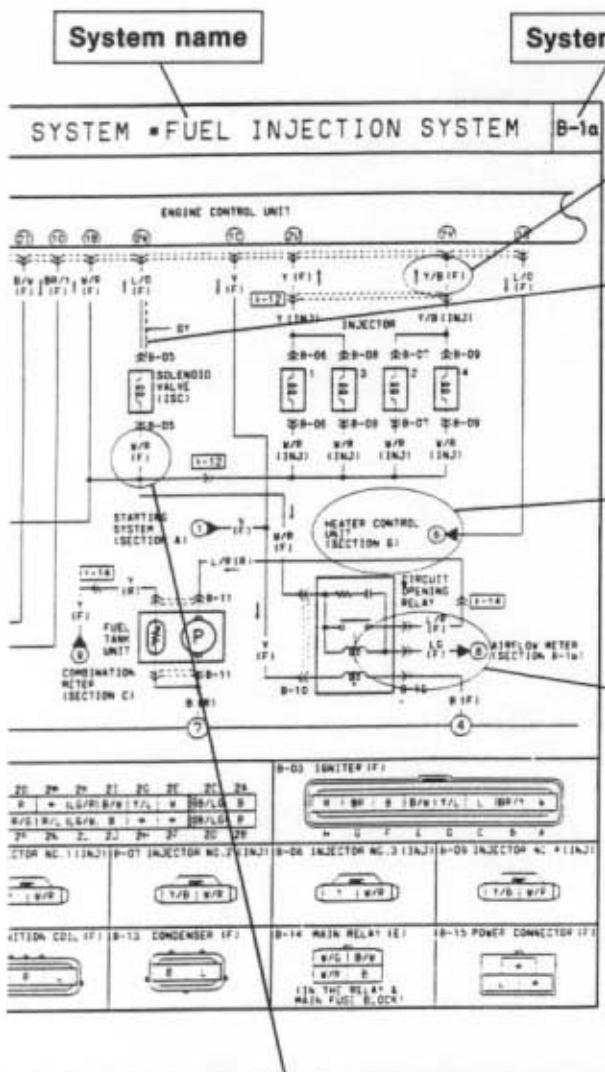
The prefix letter indicates the system in which the connector is used.

- 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.

Types of grounds	Symbol
Harness	
Unit	



## 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 stripe  
BR/Y is a brown wire with a yellow stripe

Symbol (Example)	Solid color wire	Striped wire
B (F) Black		

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

## 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.

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

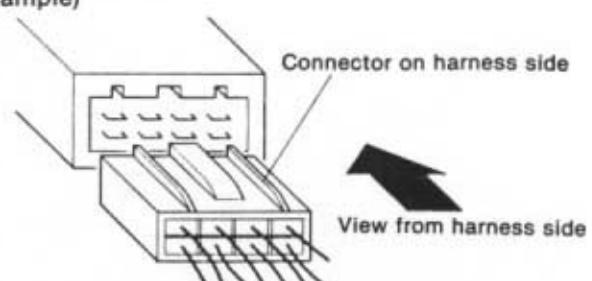
## Connector symbols

- 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.

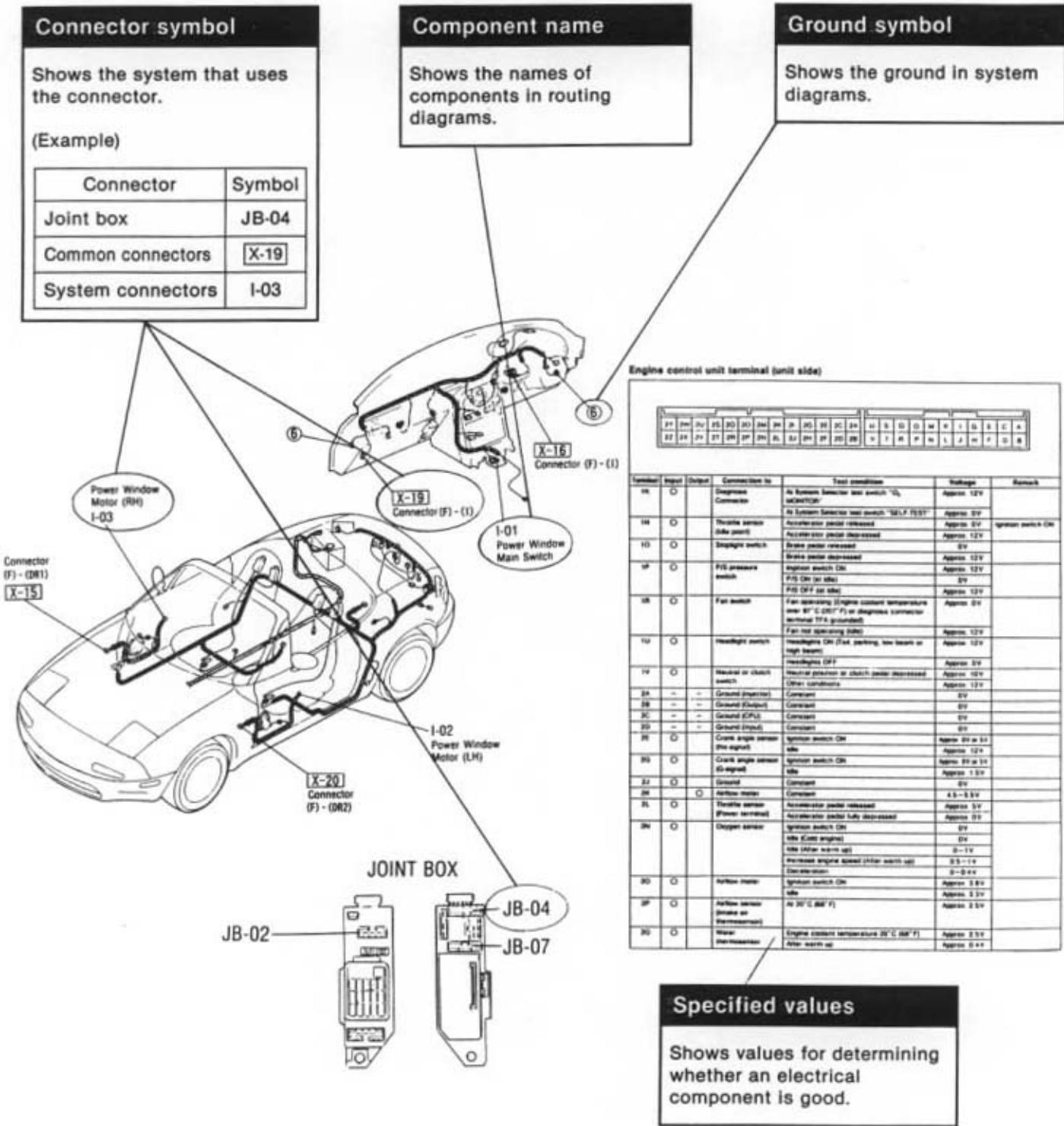
(Example)



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

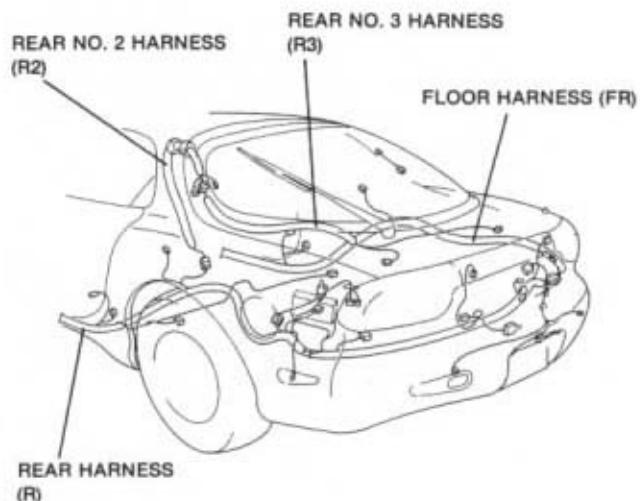
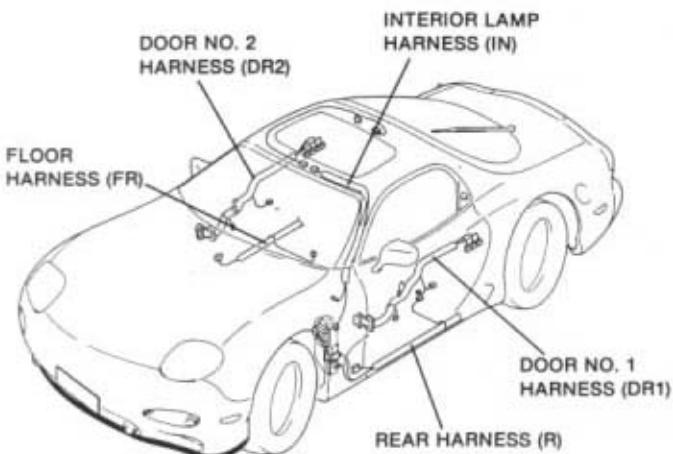
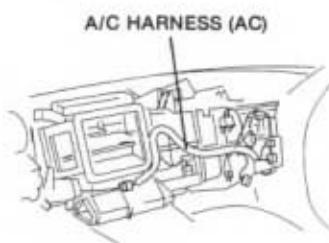
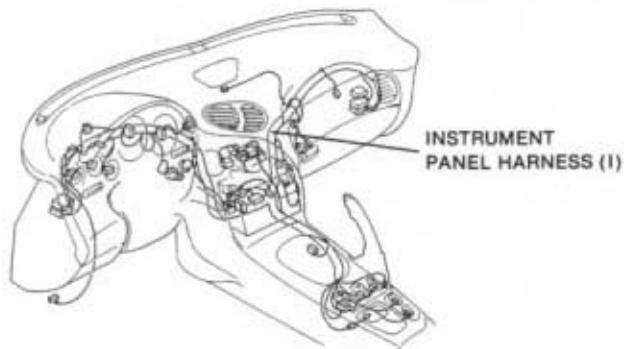
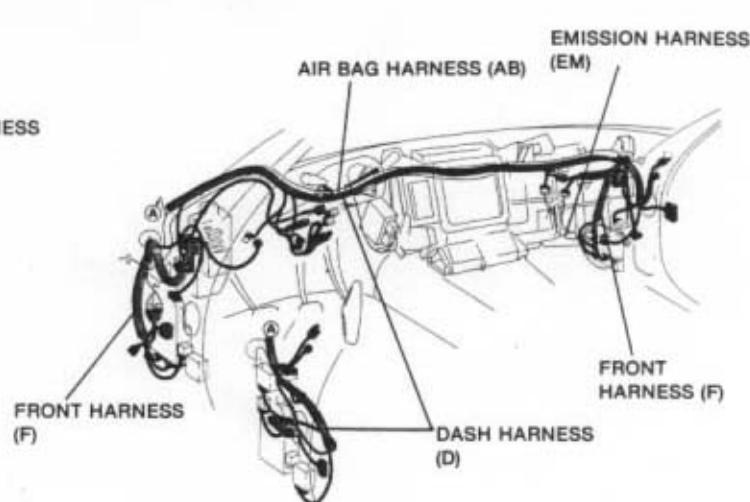
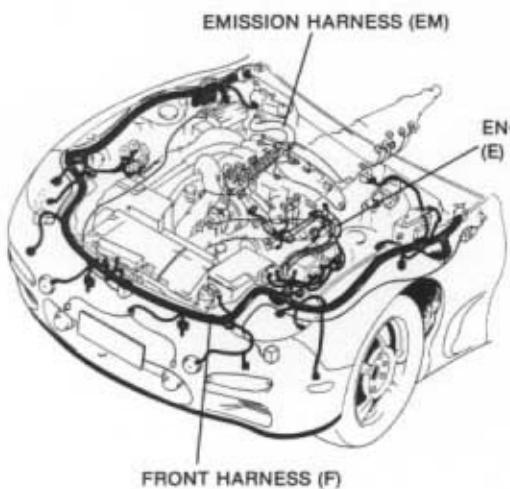
## Routing diagram

- 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.

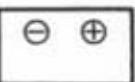
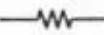
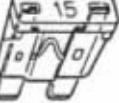
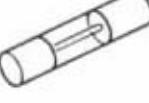
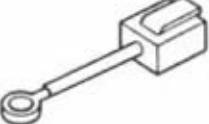
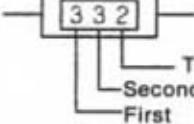
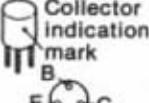


## Harness symbols

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 LAMP HARNESS		(IN)	AIR BAG HARNESS	(AB)



## Symbols

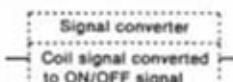
Symbol	Meaning	Symbol	Meaning
Battery	<ul style="list-style-type: none"> <li>Generates electricity through chemical reaction.</li> <li>Supplies direct current to circuits.</li> </ul> 	Resistance	<ul style="list-style-type: none"> <li>A resistor with a constant value.</li> <li>Mainly used to protect electrical components in circuits by maintaining rated voltage.</li> </ul> 
Ground (1)	<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>	Ground (2)	<ul style="list-style-type: none"> <li>Current will not flow through a circuit if ground is faulty.</li> </ul>
Fuse (1) (box)	<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>	Fuse (2) (Cartridge)	<p>&lt;Blade type&gt;      &lt;Tube type&gt;</p>  
Main fuse/ Fusible link	<p>&lt;Cartridge type&gt;      &lt;Fusible link&gt;</p>  		<p>&lt;Numerical&gt;</p>  <p>Third: <math>\times 10^x</math> Second } Resistance values First }</p>
Transistor (1) Collector (C) Base (B) NPN Emitter (E)	<ul style="list-style-type: none"> <li>Electrical switching component.</li> <li>Turns on when voltage is applied to the base (B).</li> </ul>    	Motor	<ul style="list-style-type: none"> <li>Converts electrical energy into mechanical energy.</li> </ul> 
Transistor (2) Collector (C) Base (B) PNP Emitter (E)	<ul style="list-style-type: none"> <li>Reading code.</li> </ul> <p>2 S C 828 A</p> <p>Revision mark</p> <p>A: High-frequency PNP B: Low-frequency PNP C: High-frequency NPN D: Low-frequency NPN</p> <p>Semiconductor</p> <p>Number of terminals</p>	Pump	<ul style="list-style-type: none"> <li>Pulls in and discharges gases and liquids.</li> </ul> 
Lamp 3.4W	<ul style="list-style-type: none"> <li>Emits light and generates heat when current flows through filament.</li> </ul>	Cigarette lighter	<ul style="list-style-type: none"> <li>Electrical coil that generates heat.</li> </ul> 

# Reading Wiring Diagrams

Z-GI-9

Symbol	Meaning	Symbol	Meaning
Horn	• Generates sound when current flows.	Switch (1) Normally open (NO)	• Allows or breaks current flow by opening and closing circuits.
Speaker		Switch (2) Normally closed (NC)	
Heater	• Generates heat when current flows.	Harness (Not connected)	• Unconnected intersecting harness.
Speed sensor	• Movement of magnet in speedometer turns contact within sensor on and off.	Harness (Connected)	• Connected intersecting harness.
Ignition switch	• Turning ignition key switches circuit to operate various component.		
Relay (1) Normally open (NO)	• Current flowing through coil produces electromagnetic force causing contact to open or close.	No current to coil	Current to coil
Relay (2) Normally closed (NC)		Normally open relay (NO)	No flow
		Normally closed relay (NC)	Flow
Sensor (variable)	• Resistance changes with other components operation.	Diode	• Known as a semiconductor rectifier, the diode allows current flow in one direction only. Cathode (K) ————— Anode (A) — Flow of electric current K ————— A K ————— A K ————— A
Sensor (thermistor)	• Resistance changes with temperature.	Light-emitting diode (LED)	• A diode that lights when current flows. • Unlike ordinary bulbs, the diode does not generate heat when lit. Cathode (K) ————— Anode (A) — Flow of current
Capacitor	• Component that temporarily stores electrical charge.	Reference diode (Zener diode)	• 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.
Solenoid	• Current flowing through coil generates electromagnetic force to operate plungers.		

## Logic symbols

Types of logic symbols	Operation	Expressing output	Simple relay circuits
OR 	Input to A or B will produce output at C.	Low electrical potential (L) at A and B→no output (L) at C High electrical potential (H) at A or B→output (H) at C	
AND 	Input to A and B will produce output at C.	High electrical potential (H) at A and B→output (H) at C Low electrical potential (L) at A or B→no output (L) at C	
INV 	No input to A will produce an output at B. 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	
PROCESS 	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.	(Examples) Igniters	

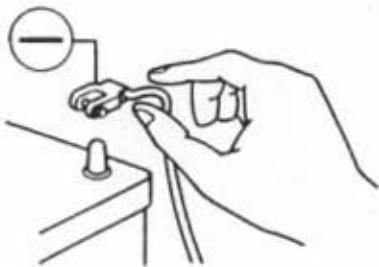
## Abbreviations used in this booklet

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

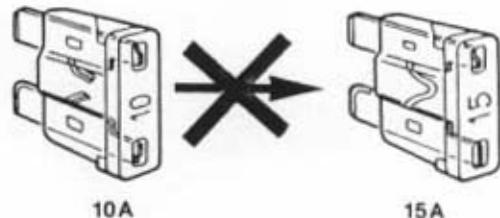
## Precautions to take when servicing an electrical system

- 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.



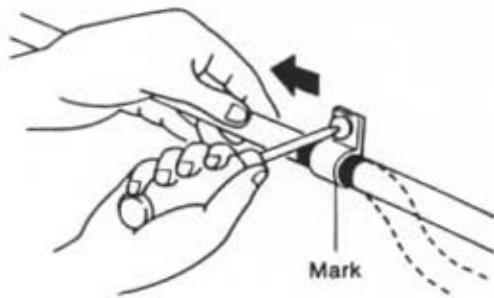
- Do not replace with fuses exceeding specified capacity.



### 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.

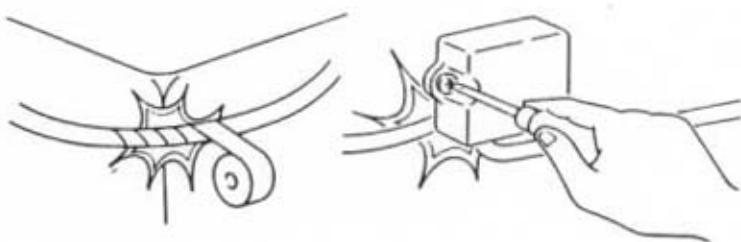


### Caution

- 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).

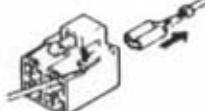
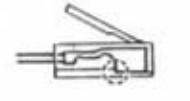
- Make sure that the connectors are securely connected when installed.



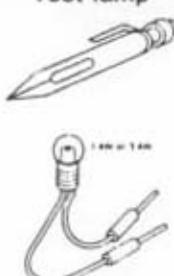
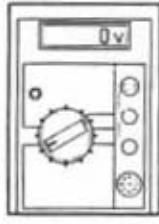
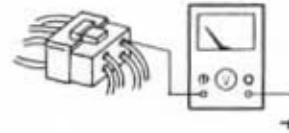
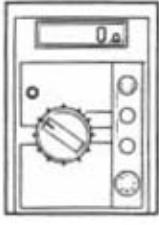
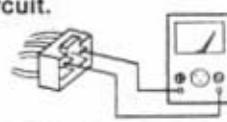
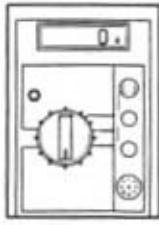
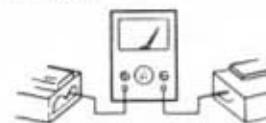
## Handling connectors

### Caution

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

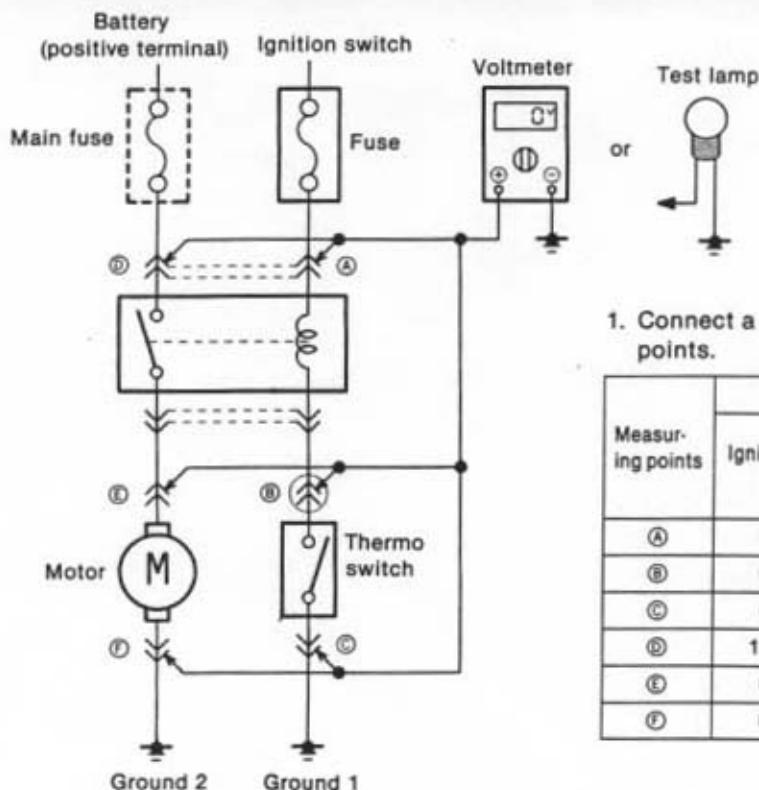
Connector removal	Checking connector contacts	Checking for loose terminals	Replacing terminal
Push type	 <b>Remove</b>       	<p><b>Caution</b> Improperly engaged connectors will cause poor terminal contact.</p> 	<p><b>&lt;CPU connector&gt;</b></p> <ol style="list-style-type: none"> <li>1. Raise the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

## Using electrical measuring equipment

Equipment	Use	Operation	Handling precautions
 	Test to find open or shorted circuits.	<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>
	Used to create a temporary circuit.	<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>
	Used for measuring the voltage of a circuit to locate possible opens or shorts.	<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> </ul>  <ul style="list-style-type: none"> <li>Tie a thin wire to the positive (+) probe to access narrow terminals.</li> </ul>
	Used to find opens and shorts in the circuit, to confirm continuity and to measure resistance.	<ul style="list-style-type: none"> <li>Zero the ohmmeter.</li> </ul>  <ul style="list-style-type: none"> <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>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



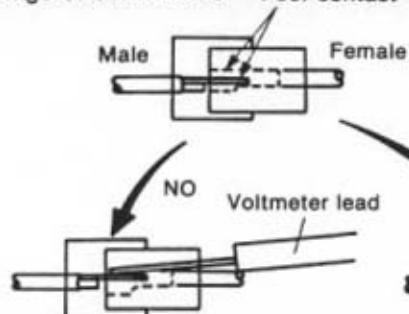
1. Connect a voltmeter or test lamp to the measuring points.

Measur-ing points	Circuit operation (normal)			
	Ignition switch: OFF	Ignition switch: ON		
		Thermo switch: OFF	Thermo switch: ON	
Ⓐ	0V	×	12V	○
Ⓑ	0V	×	12V	○
Ⓒ	0V	×	0V	×
Ⓓ	12V	○	12V	○
Ⓔ	0V	×	0V	×
Ⓕ	0V	×	0V	×

○ : Test lamp ON  
× : Test lamp OFF

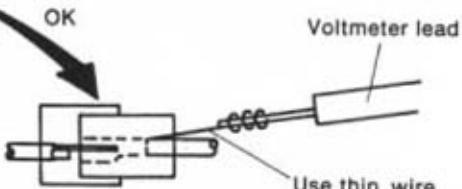
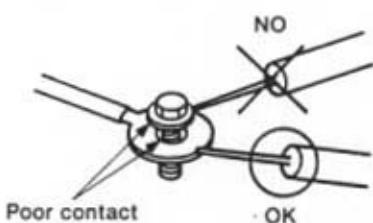
### Precautions during checks

#### 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.

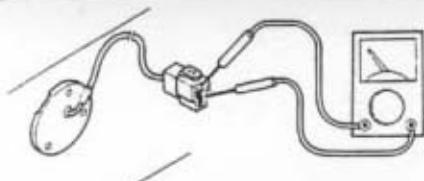
#### Measuring voltage of ground unit



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

## Measuring continuity/resistance

### Checking switches

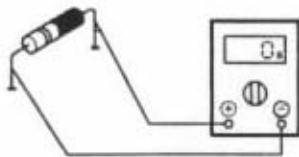


Touch the ohmmeter probes to the switch terminals to check continuity.

#### Caution

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

### Checking diodes



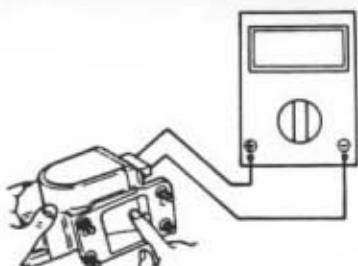
#### Note

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.

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

### Checking sensors and solenoid valves

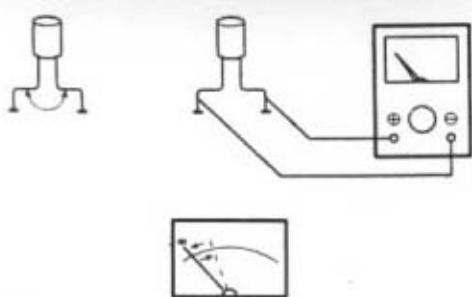


Connect the ohmmeter probes to the sensor or solenoid valve terminals to check resistance.

#### 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  $\times 10\text{k}\Omega$  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

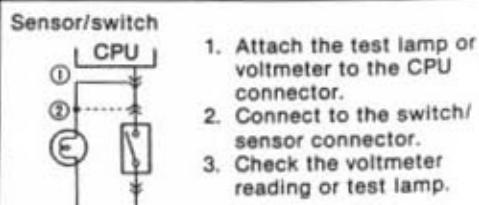
	Examples		Finding short circuit
	Short location	Symptom	
	Short (A)	<ul style="list-style-type: none"> <li>Fuse melts.</li> </ul>	<ol style="list-style-type: none"> <li>Remove the fuse and main fuse of the circuit.</li> <li>Disconnect all connectors of electrical components in the circuit.</li> <li>Attach 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 thermoswitch 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 thermoswitch are ON and the relay is operating.</li> </ul>	

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

### 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 <math>0\Omega</math> because the same resistance value is <math>0\Omega</math>.</li> <li>The CPU equipped with the self-diagnosis function outputs the code.</li> </ul>	

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

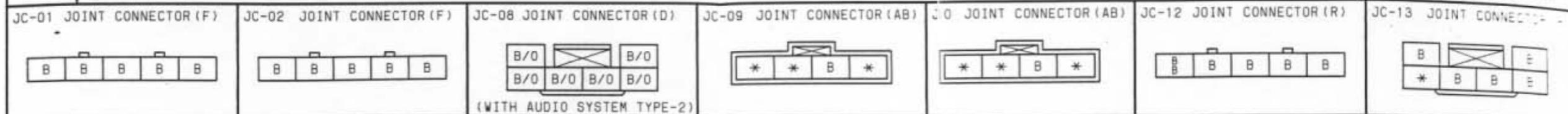


- Attach the test lamp or voltmeter to the CPU connector.
- Connect to the switch/sensor connector.
- Check the voltmeter reading or test lamp.

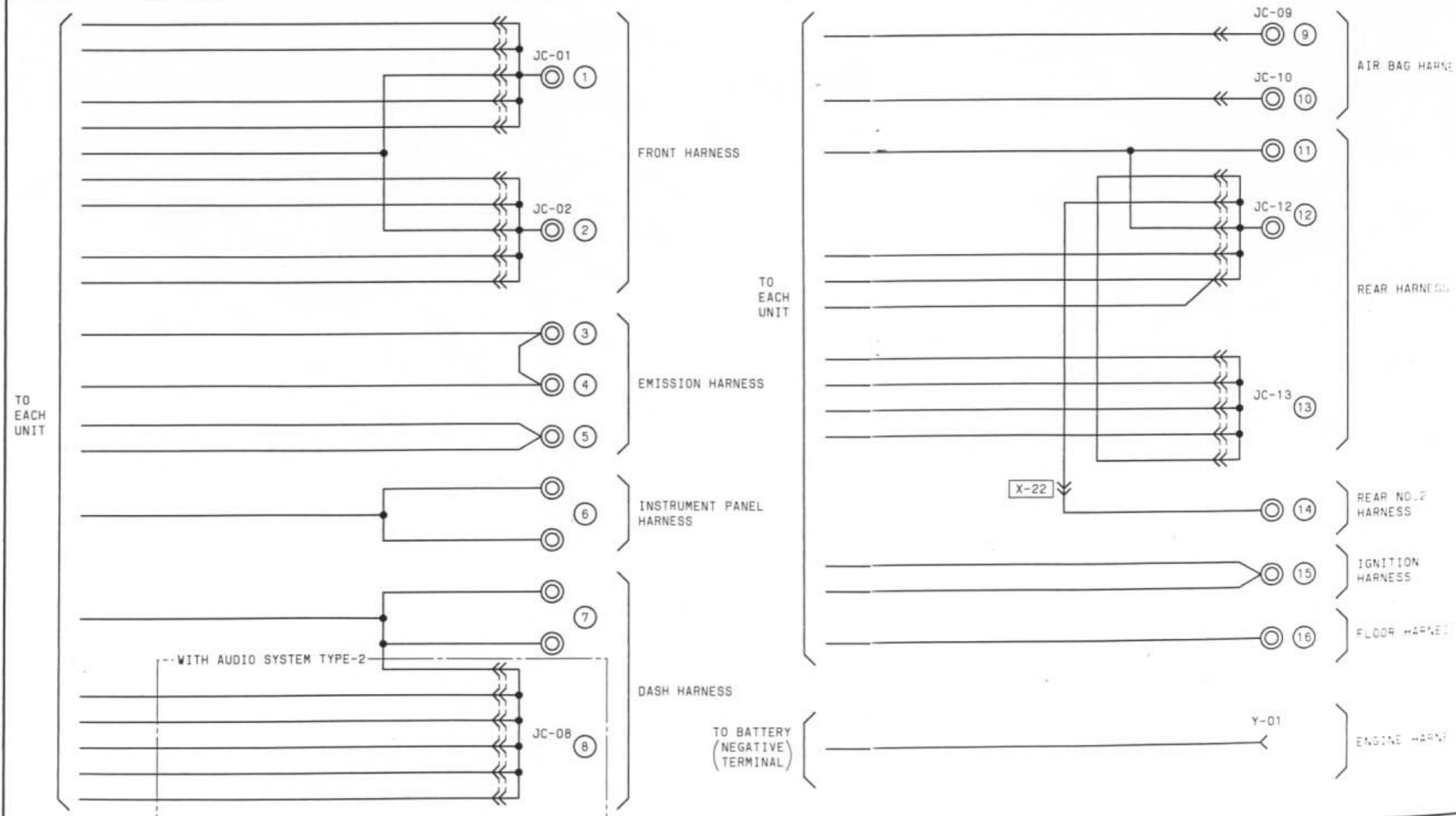
A short has occurred where the voltmeter reads 0V or the test lamp goes out.

# Z WIRING DIAGRAM

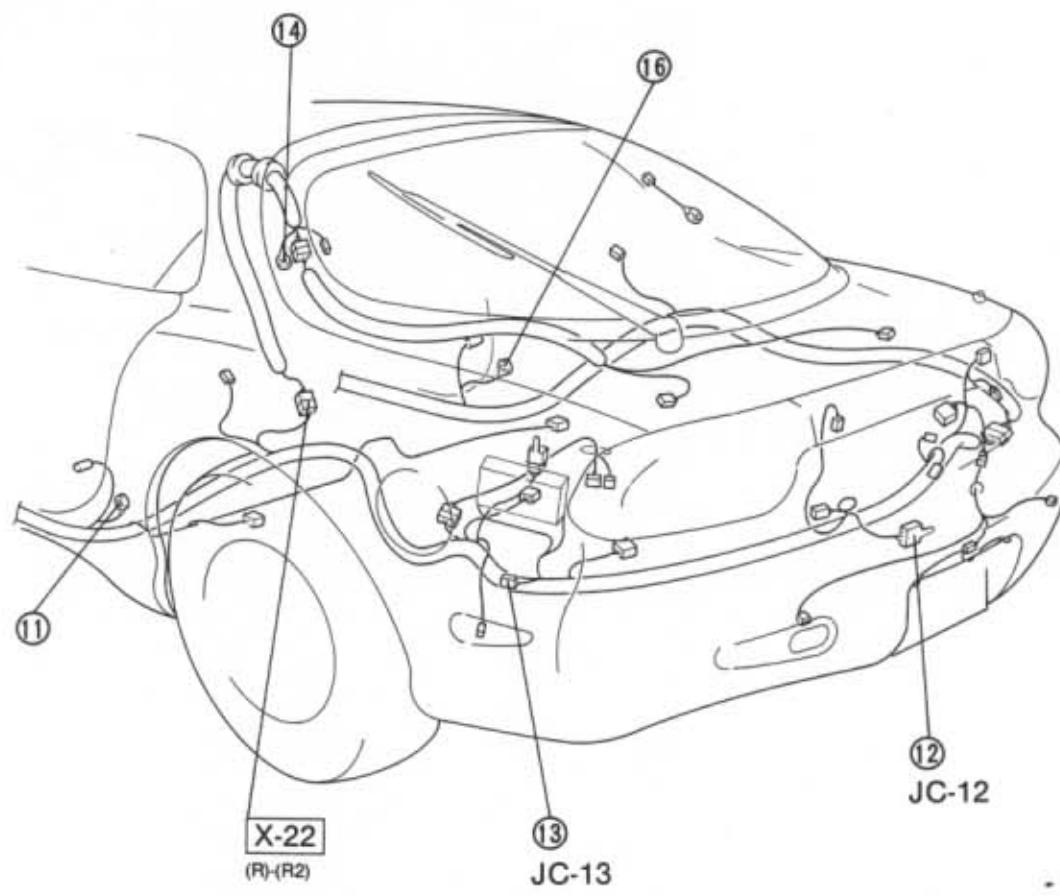
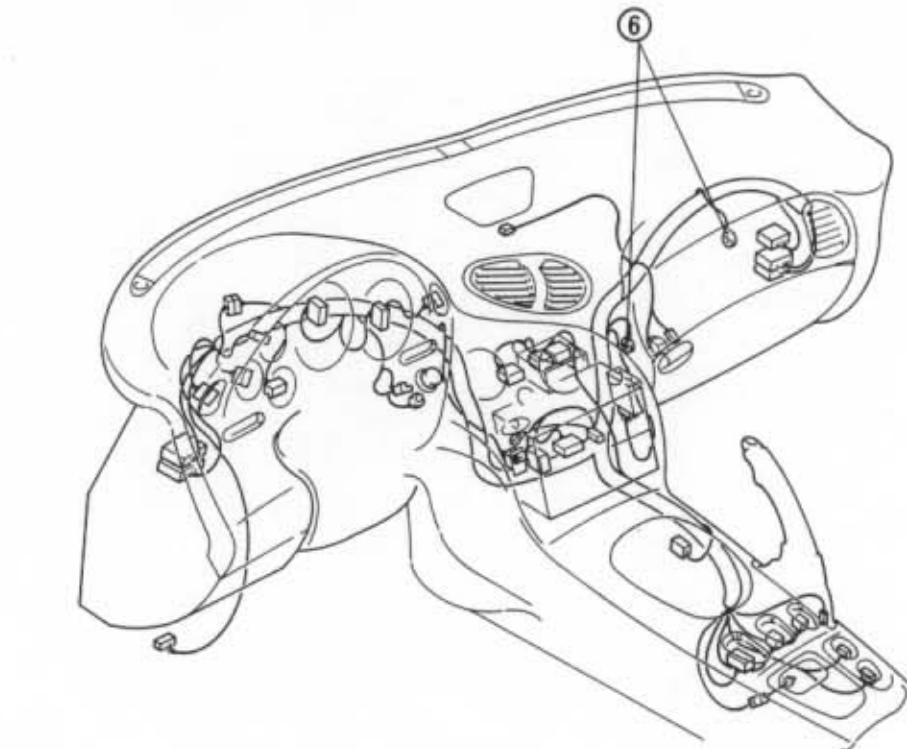
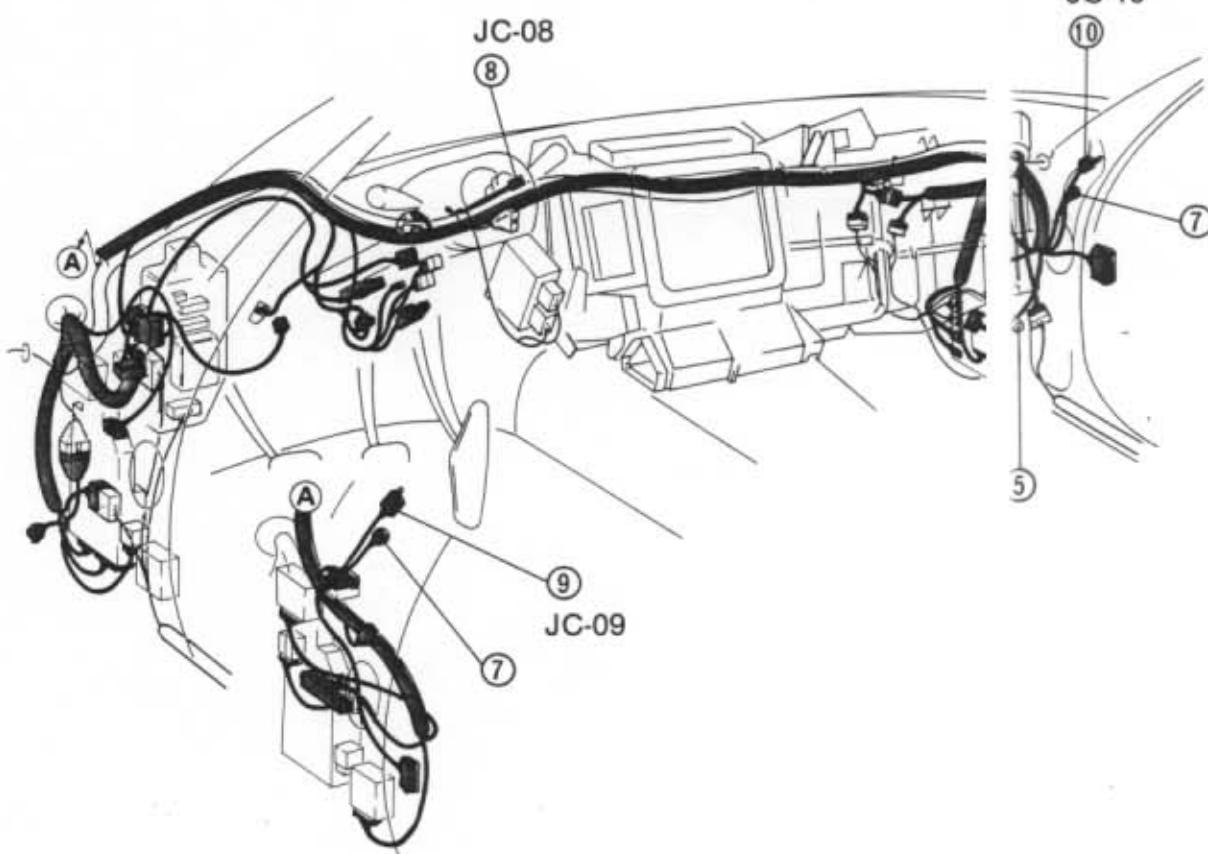
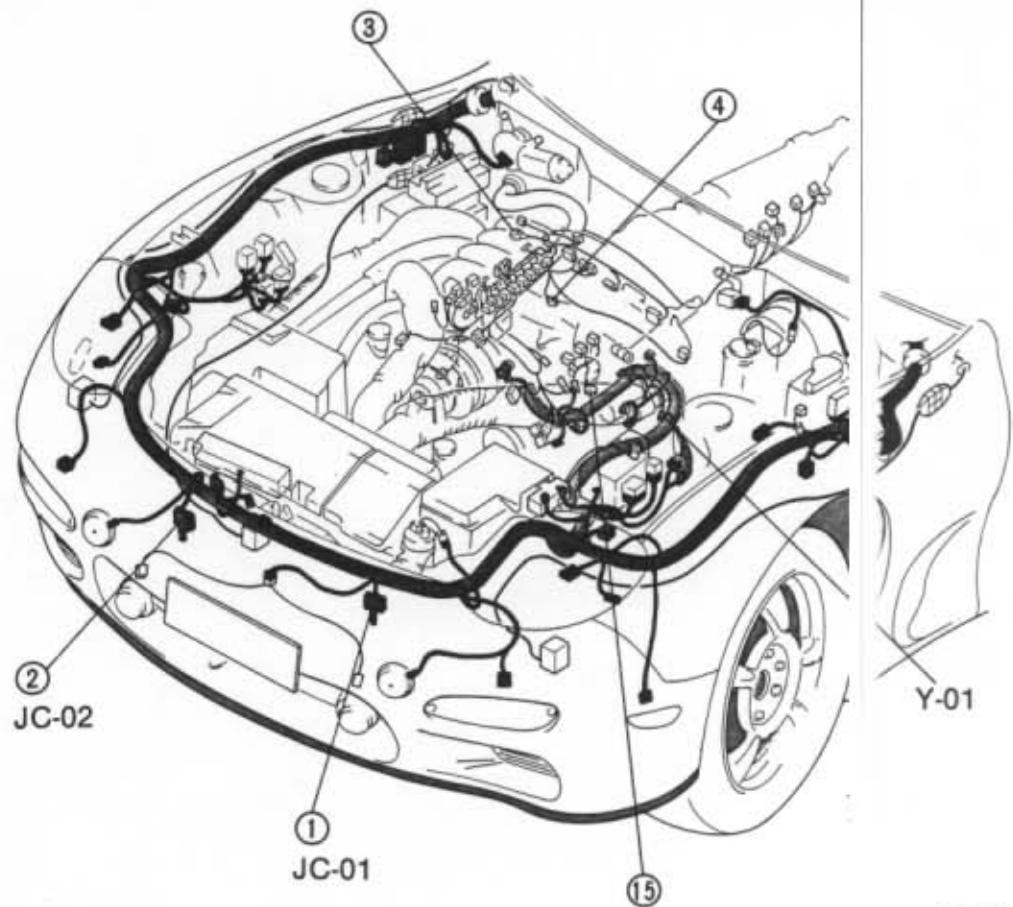
## Y ■ GROUND POINTS



Y-01 GROUND CONNECTOR (E)

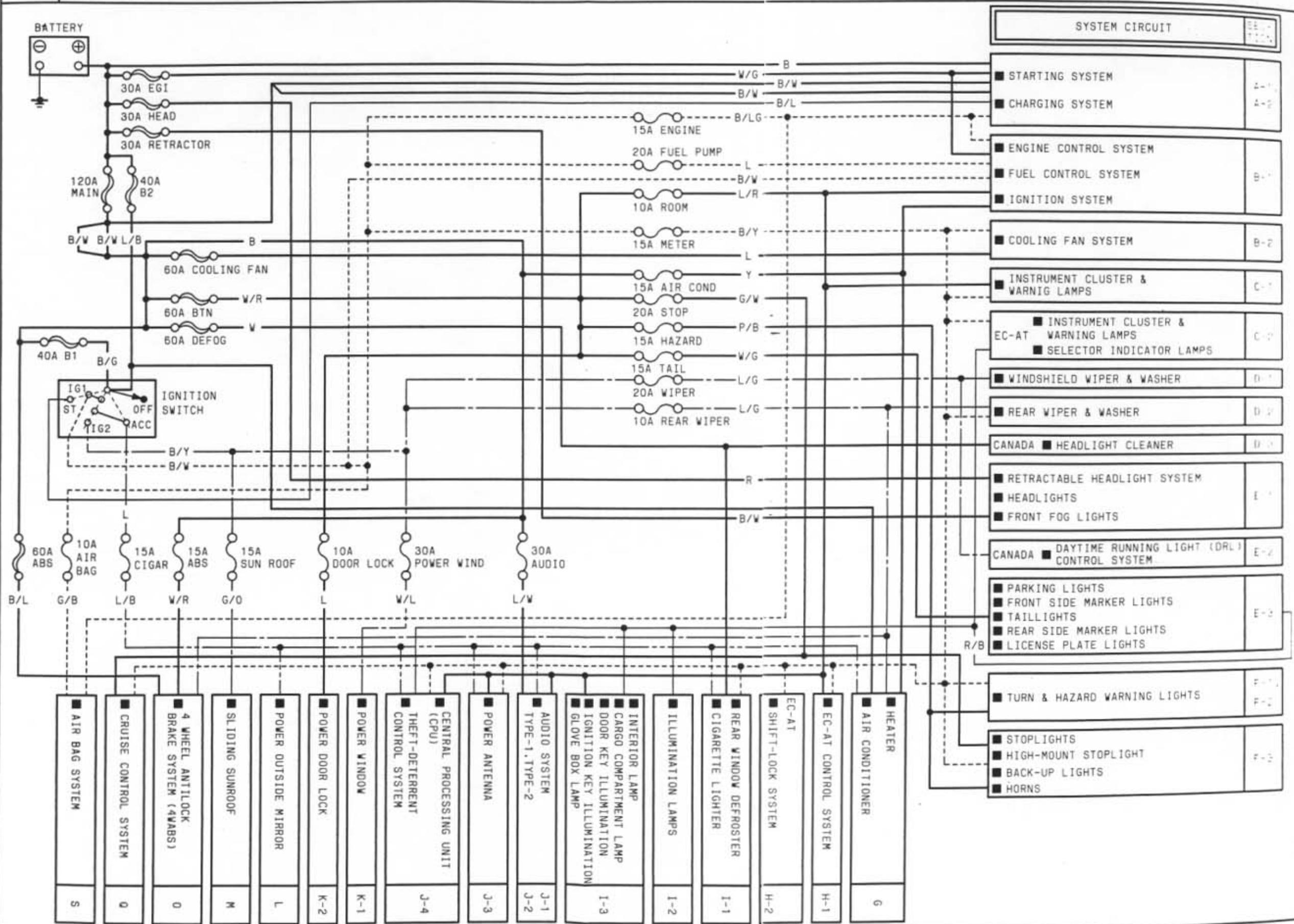


Y



## W ■ ELECTRICAL WIRING SCHEMATIC

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



# SYSTEM CIRCUIT DIAGRAM/ CONNECTOR LOCATIONS

## ENGINE-RELATED SYSTEMS

STARTING SYSTEM	
MT .....	Z-24
EC-AT .....	Z-26
CHARGING SYSTEM	
MT .....	Z-24
EC-AT .....	Z-26
ENGINE CONTROL SYSTEM .....	Z-28
FUEL CONTROL SYSTEM .....	Z-28
IGNITION SYSTEM.....	Z-28
COOLING FAN SYSTEM.....	Z-42

## CHASSIS-RELATED SYSTEMS

EC-AT CONTROL SYSTEM .....	Z-70
SHIFT-LOCK SYSTEM.....	Z-76
4 WHEEL ANTILOCK BRAKE SYSTEM (4WABS).....	Z-102

## INSTRUMENT CLUSTER-RELATED SYSTEMS

INSTRUMENT CLUSTER & WARNING LAMPS	
MT .....	Z-44
EC-AT .....	Z-44, Z-48
SELECTOR INDICATOR LAMPS .....	Z-48

## BODY-RELATED SYSTEMS

WINDSHIELD WIPER & WASHER .....	Z-50
REAR WIPER & WASHER.....	Z-52
HEADLIGHT CLEANER.....	Z-54
HORNS .....	Z-66
KEY INTERLOCK SYSTEM .....	Z-76
REAR WINDOW DEFROSTER.....	Z-78
CENTRAL PROCESSING UNIT (CPU)....	Z-90
THEFT-DETERRENT	
CONTROL SYSTEM.....	Z-90
POWER WINDOW .....	Z-94
POWER DOOR LOCK.....	Z-96
POWER OUTSIDE MIRROR .....	Z-98
SLIDING SUNROOF .....	Z-100
CRUISE CONTROL SYSTEM .....	Z-104
AIR BAG SYSTEM .....	Z-110

## INTERIOR LIGHTING SYSTEMS

ILLUMINATION LAMPS .....	Z-80
INTERIOR LAMP.....	Z-82
CARGO COMPARTMENT LAMP .....	Z-82
IGNITION KEY ILLUMINATION .....	Z-82
GLOVE BOX LAMP.....	Z-82

## EXTERIOR LIGHTING SYSTEMS

RETRACTABLE HEADLIGHT SYSTEM .....	Z-56
HEADLIGHTS.....	Z-56
FRONT FOG LIGHTS .....	Z-56
DAYTIME RUNNING LIGHT (DRL)	
CONTROL SYSTEM.....	Z-58
PARKING LIGHTS .....	Z-60
FRONT SIDE MARKER LIGHTS .....	Z-60
TAILLIGHTS .....	Z-60
REAR SIDE MARKER LIGHTS.....	Z-60
LICENSE PLATE LIGHTS.....	Z-60
TURN & HAZARD WARNING LIGHTS	
FEDERAL/CALIFORNIA.....	Z-62
CANADA.....	Z-64
STOPLIGHTS .....	Z-66
HIGH-MOUNT STOPLIGHT.....	Z-66
BACK-UP LIGHTS.....	Z-66
DOOR KEY ILLUMINATION.....	Z-82

A~U

## AIR CONDITIONING-RELATED SYSTEMS

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

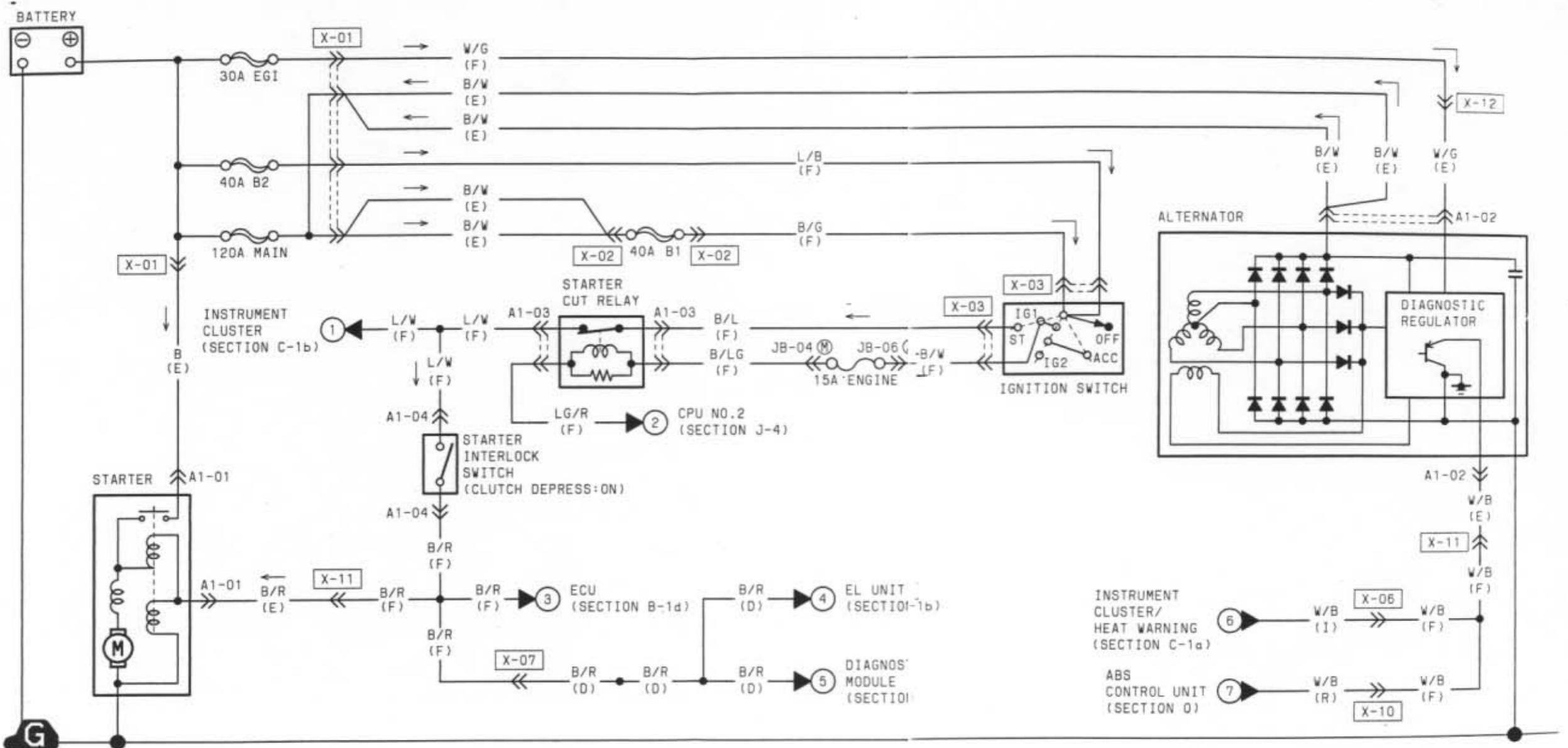
## ACCESSORIES

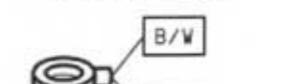
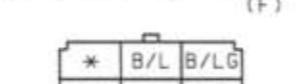
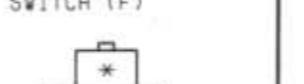
CIGARETTE LIGHTER.....	Z-78
AUDIO SYSTEM TYPE-1.....	Z-84
AUDIO SYSTEM TYPE-2 (BOSE ACOUSTIC WAVE® MUSIC SYSTEM).....	Z-86
POWER ANTENNA.....	Z-88

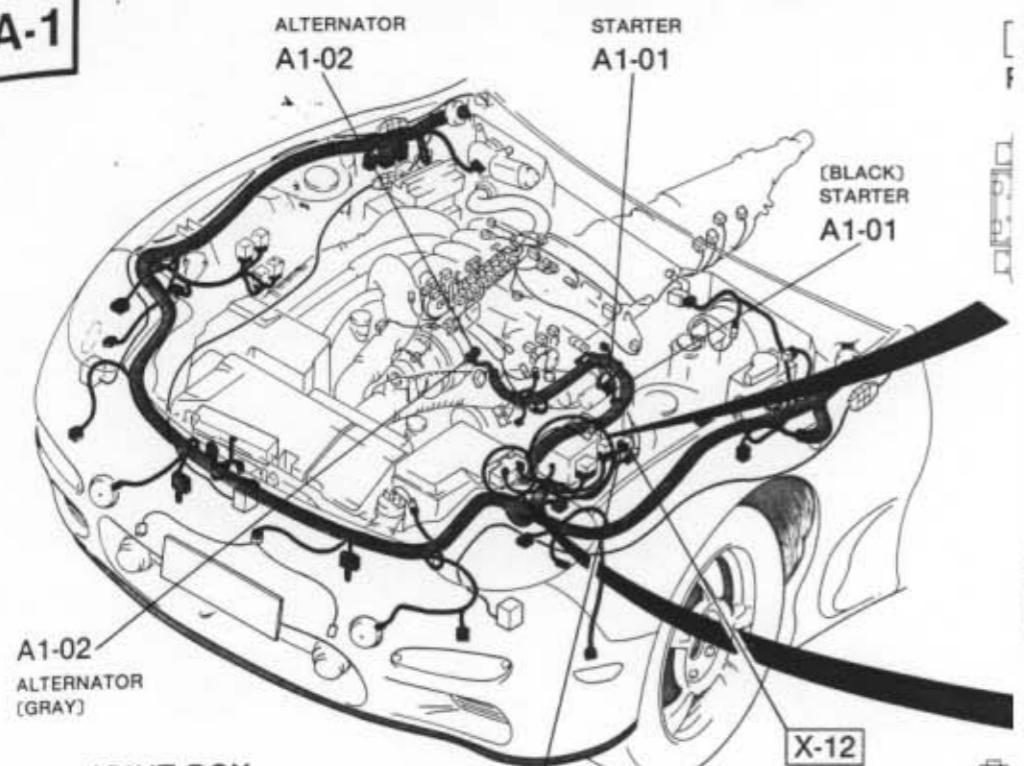
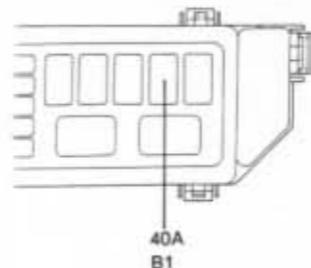
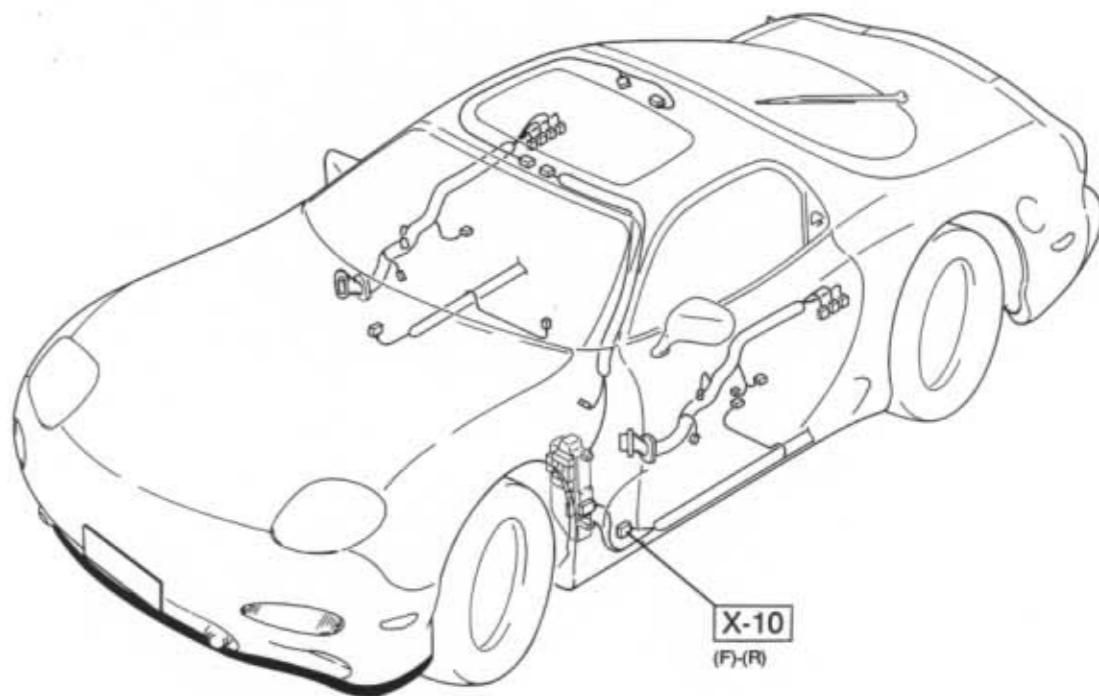
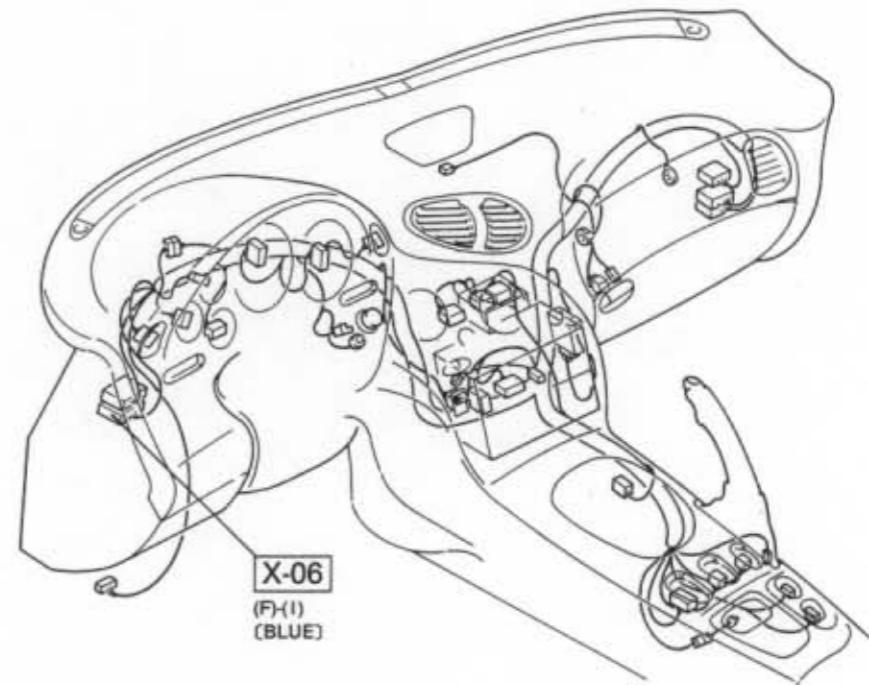
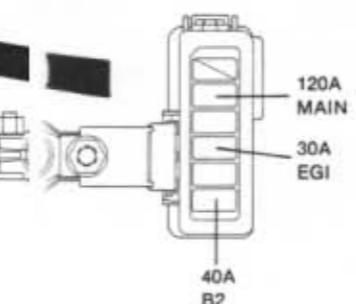
## OTHERS

DIAGNOSIS CONNECTOR.....	Z-112
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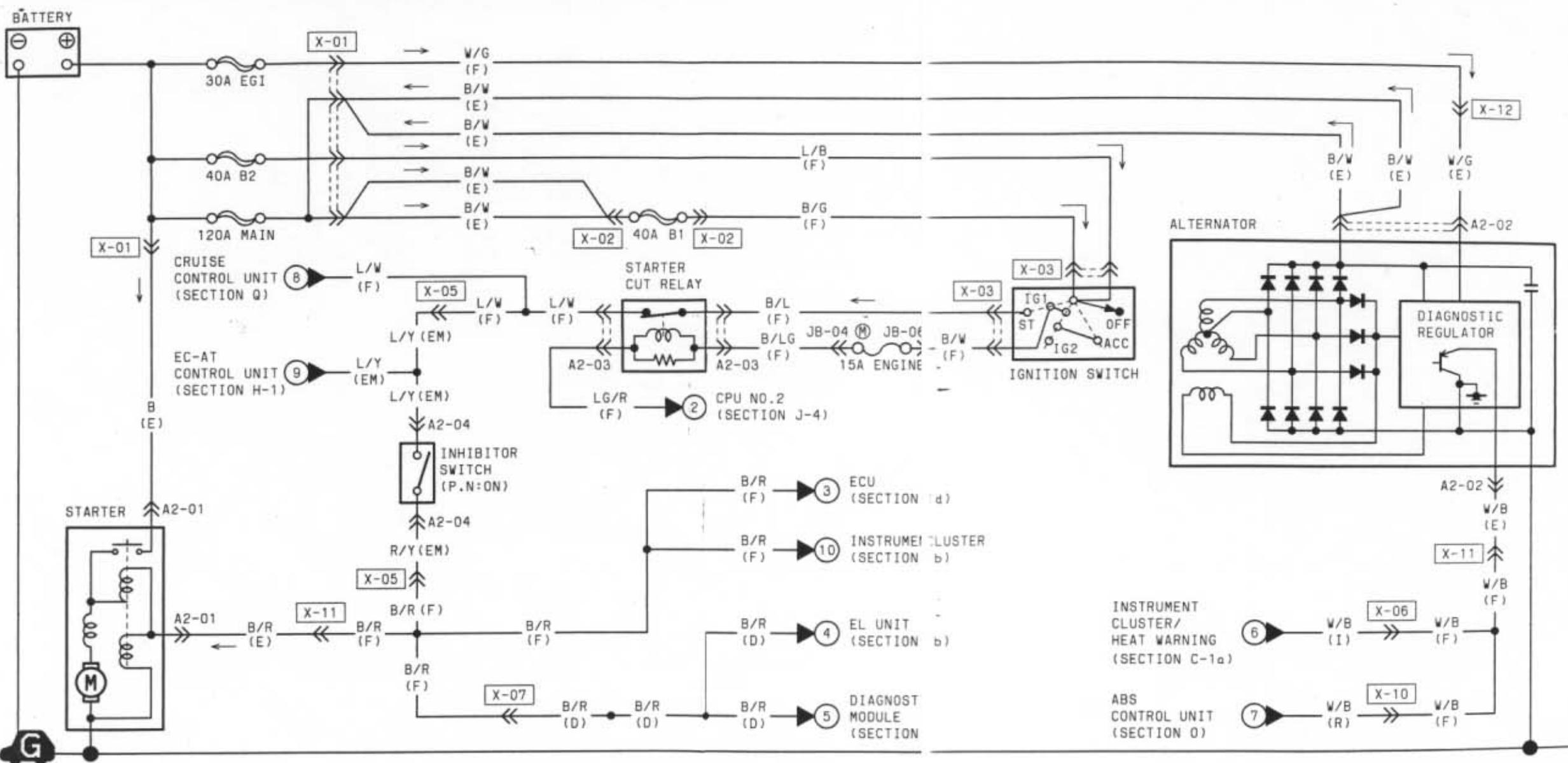
A-1 MT ■ STARTING SYSTEM ■ CHARGING SYSTEM



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

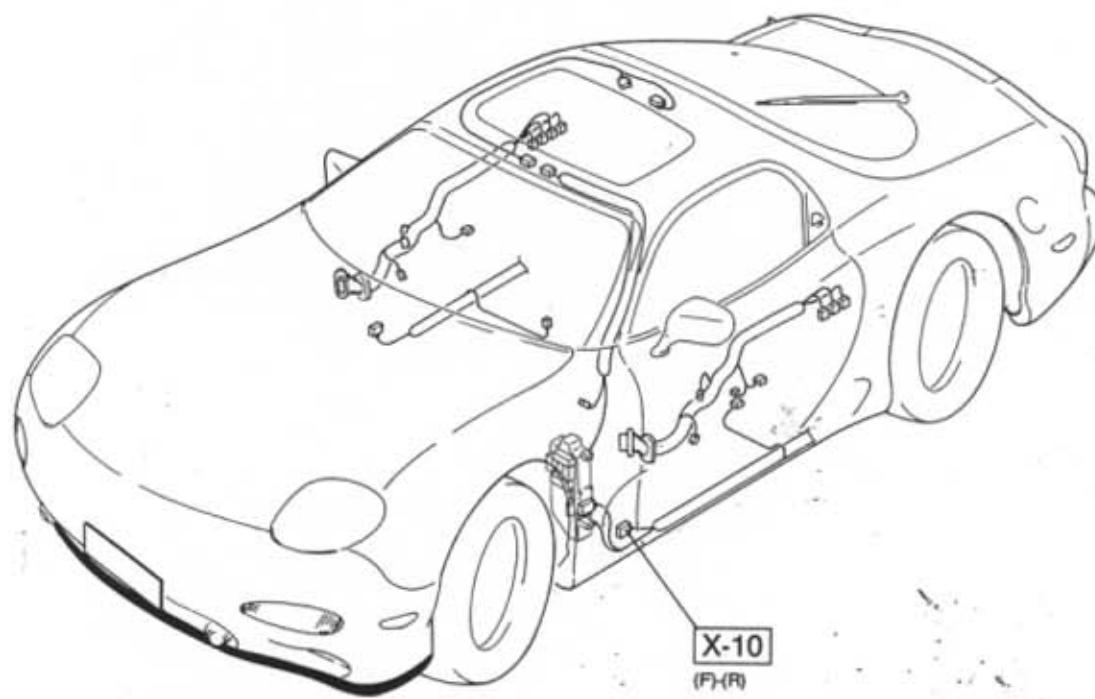
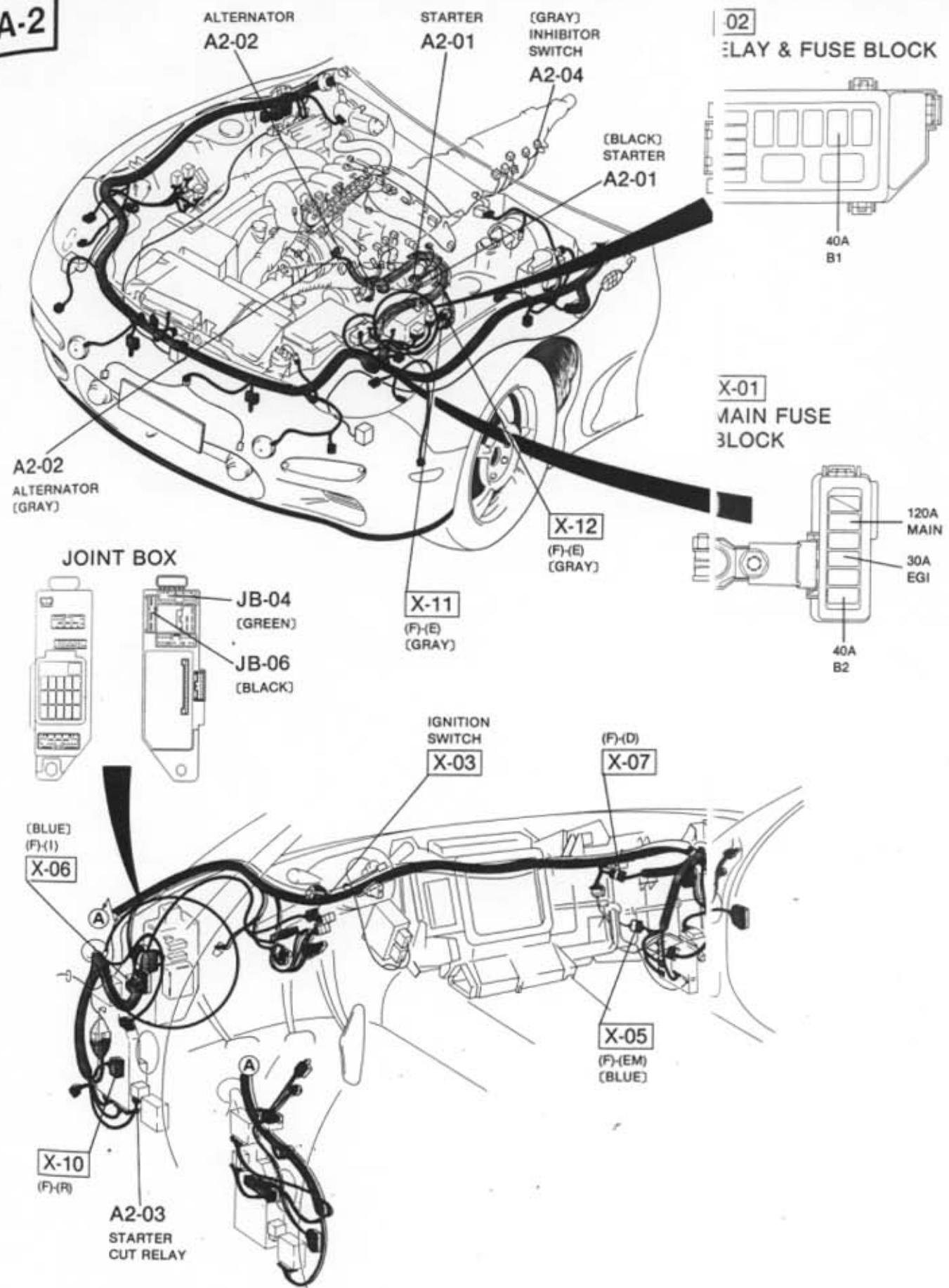
**A-1****[ ] 2**  
FLAY & FUSE BLOCK[ ] 01  
MAIN FUSE LOCK

## A-2 EC-AT ■ STARTING SYSTEM ■ CHARGING SYSTEM

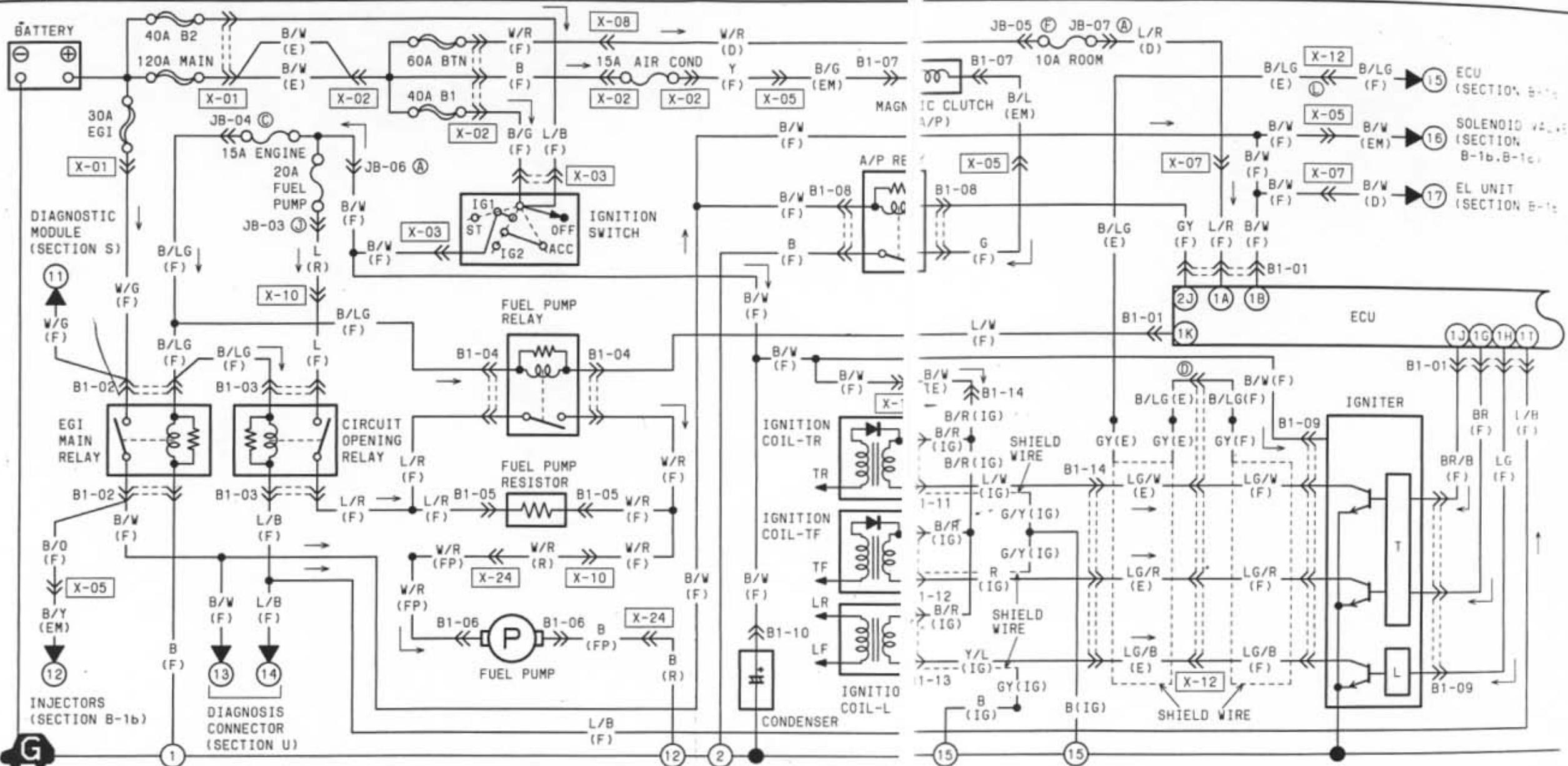


A2-01 STARTER (E)	A2-02 ALTERNATOR (E)	A2-03 STARTER CUT RELAY (F)	J4 INHIBITOR SWITCH (EM)		
B B/R	B/W B/W	W/G W/B	* B/L B/L L/W * LG/R		
			/Y G R/L BR/B Y/L /Y LG/W L/R L/Y		

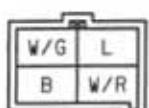
A-2



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



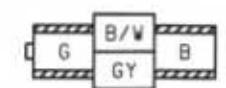
B1-01 ECU (F)											
1U	1S	1Q	10	1M	1K	1I	1G	1E	1C	1A	
L	G	L/D (B/D)	G/Y	G/R	L/W	LG/Y	BR	V	B/R	L/R	
*	L/B	G/W (Y)	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	
T.V	1T	1B	1P	1N	1L	1.I	1H	1E	1D	1R	



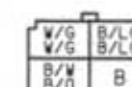
B1-12 IGNITION COIL



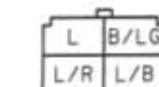
-13 IGNITION COIL-L (IG) B1-14 CONNECTOR B



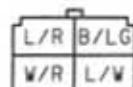
B1-B2 EGT MATN RELAY (E)



#### -03 CIRCUIT OPENING RELA



#### 1-04 FUEL PUMP RELAY (F)



B1-05 FUEL PUMP RESISTOR



B1-06 FUEL BUMPER (FR)

MAGNETIC CLUTCH(A/P) B

8 A/P RELAY (F)

B1-09 IGNITER (

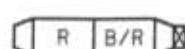
B1-10 CONDENSER (E)



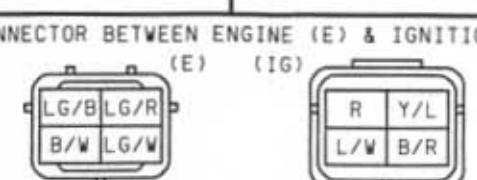
#### 1-10 CONDENSER (E)



B1-11 IGNITION COIL-TE

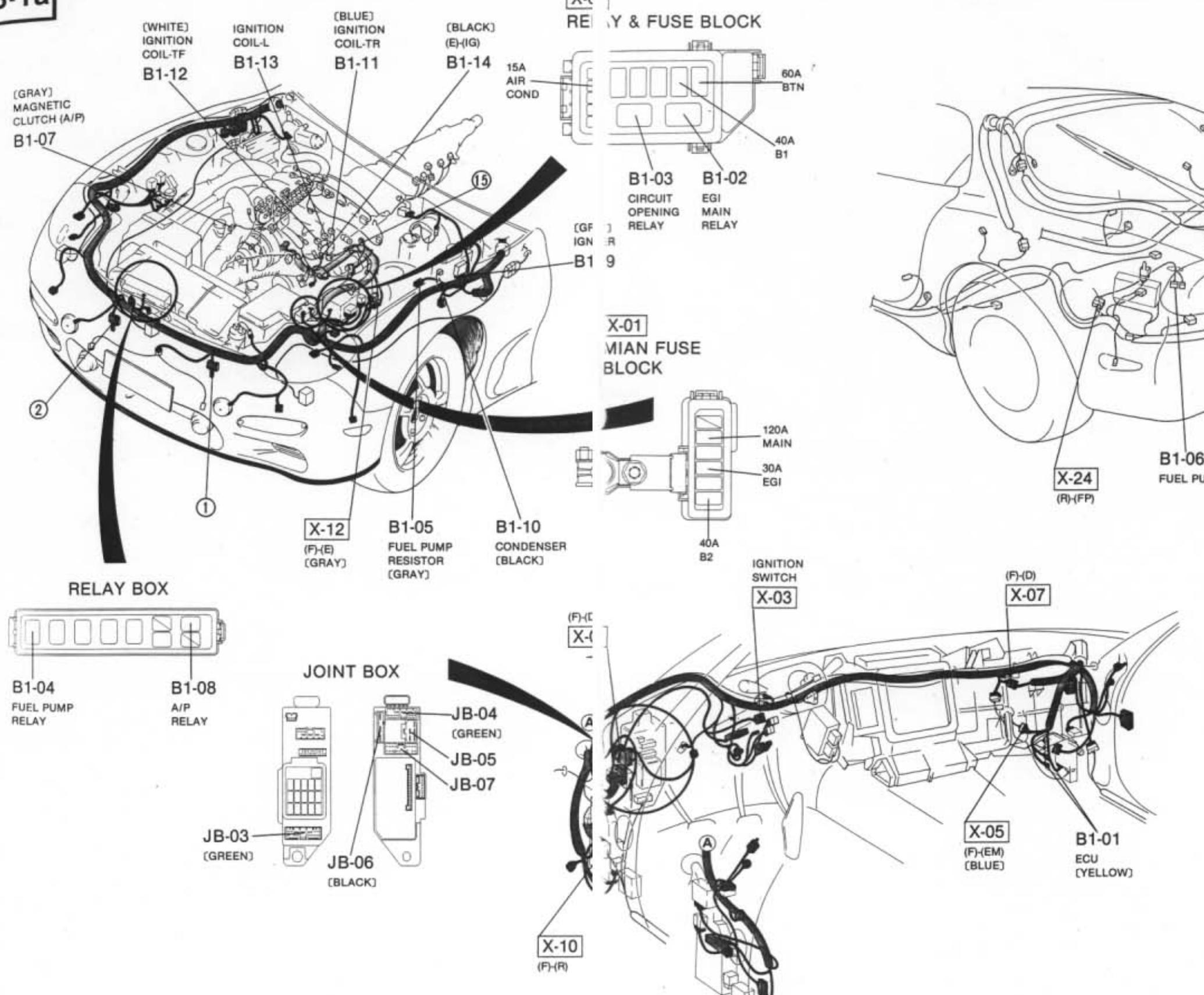


**IGNITION COIL-U**

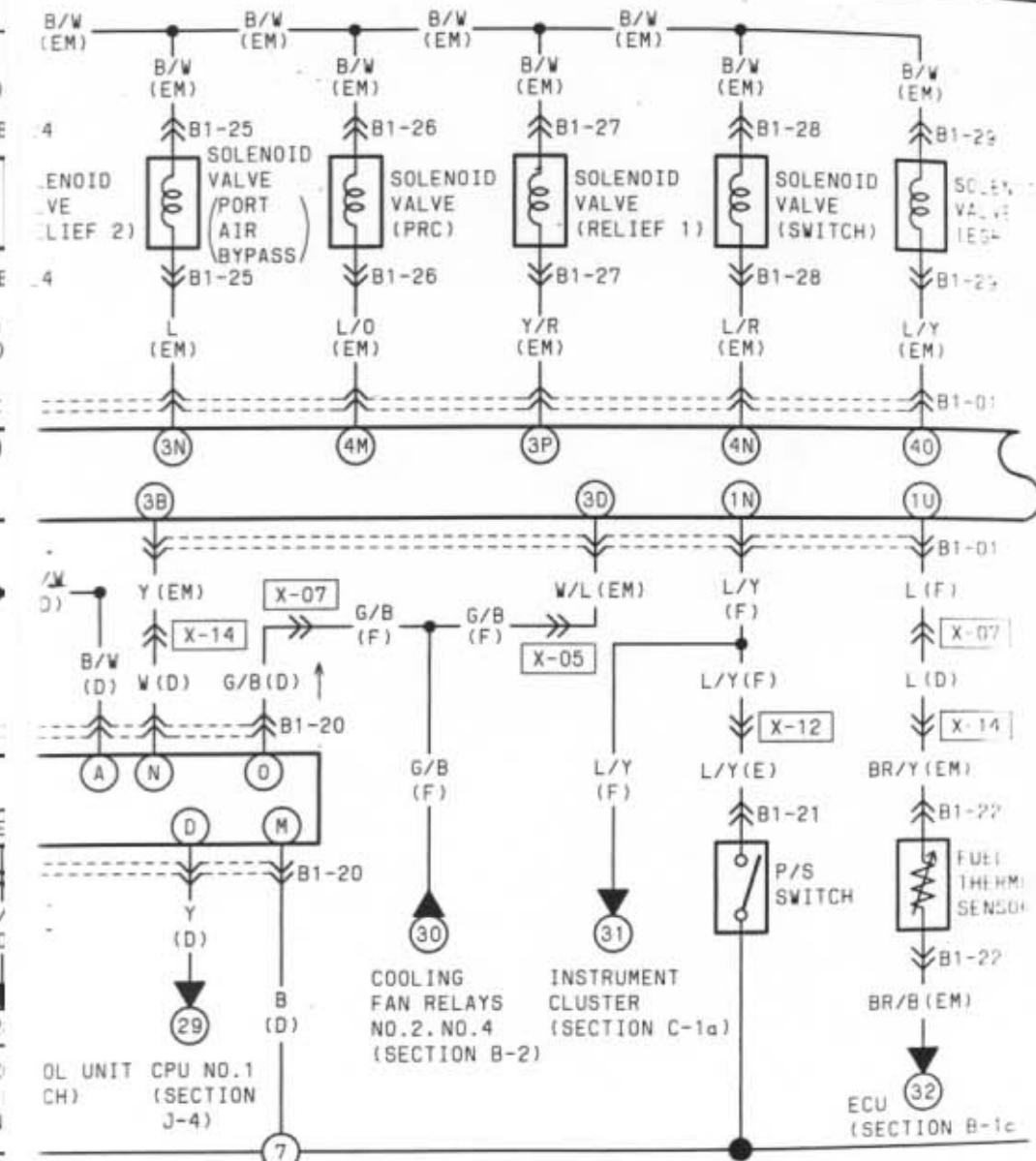
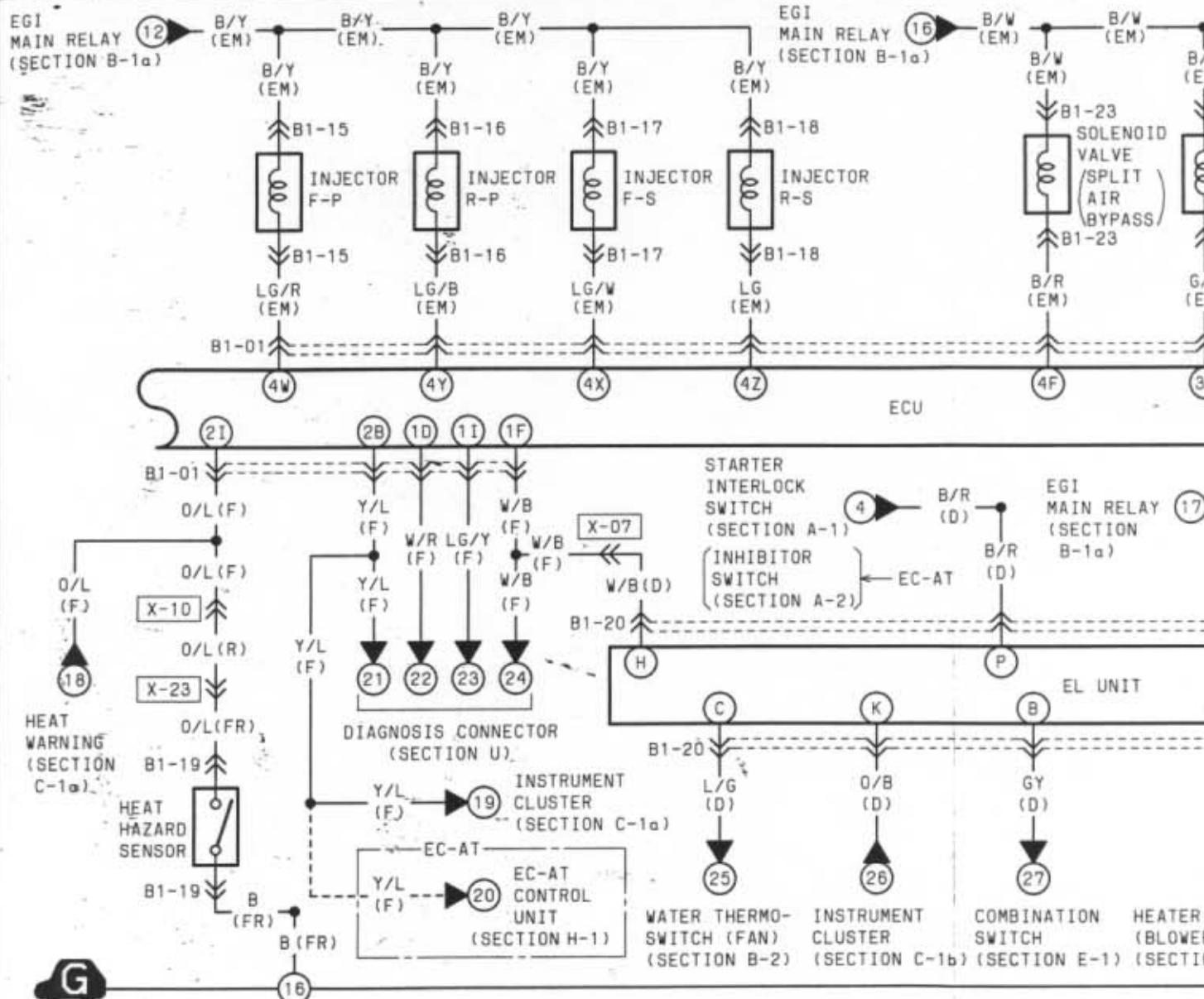


4 CONNECTOR BETWEEN ENGINE (E) & IGNITION (IG)

B-1a



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



B1-01 ECU											
1U	1S	10	10	1M	1K	1I	1G	1E	1C	1A	(F)
L	G (L/B)	G/Y	G/R	L/W	LG/Y	BR	V	B/R	L/R		
*	L/B	G/Y	*	L/Y	Y/B	BR/B	LG	W/B	W/R	B/W	

2K	2I	2G	2E	2C	2A	(EM)
V/W (W/R)	0/L	*	(L/G/R)	*	(D/B)	*
W/G	GY	*	I(B)	*	(Y/G)	Y/L
2L	2J	2H	2F	2D	2B	

30	3M	3K	3I	3L	3J	3I	(EM)
B/R	W	G/O	BR/W	B/			
Y/R	L	G	L/G	G/			
3P	3N	3L	3J	3I			

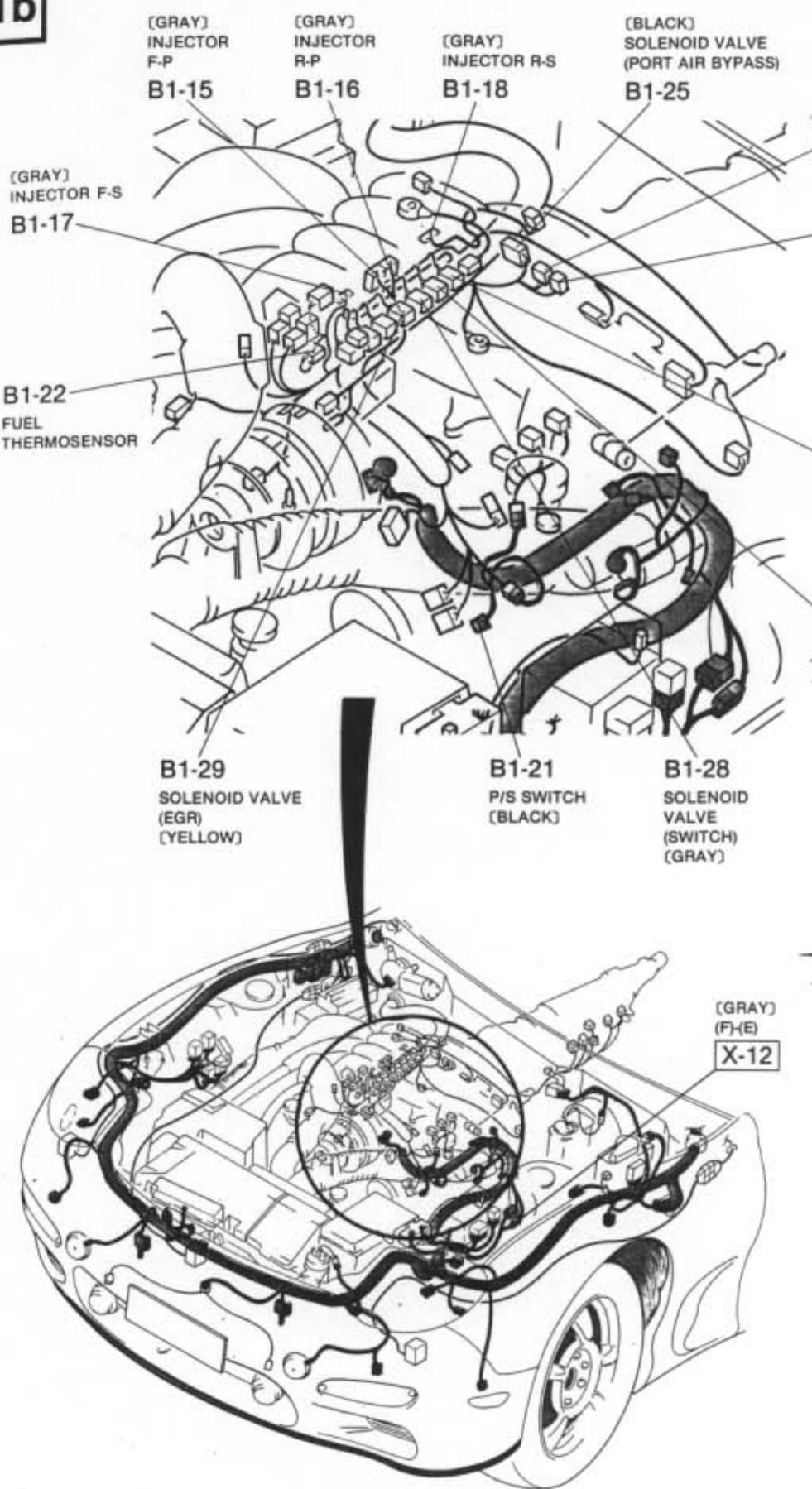
B1-15 INJECTOR F-P (EM)	B1-16 INJECTOR R-P (EM)	B1-17 INJECTOR F-S (EM)	B1-18 INJECTOR R-S (EM)	B1-19 HEAT H SENSOR

B1-22 FUEL THERMOSENSOR (EM)	B1-23 SOLENOID VALVE (SPLIT AIR BYPASS) (EM)	B1-24 SOLENOID VALVE (RELIEF 2) (EM)	B1-25 SOLENOID VALVE (PORT AIR BYPASS) (EM)	B1-26 SOLENOID (PRC)

(EM) ... EC-AT I I ... CANADA											
E	3C	3A	4Y	4W	4U	4S	4Q	40	4M	4K	4I
/W	B	G/B	LG/B	LG/R	L/W	P	L/G	L/Y	L/O	B/LG	B/O
/R	W/L	Y	LG	LG/W	L/Y	L/B	Y/L	BR/Y	L/R	B/Y	R
F	3D	3B	4Z	4X	4V	4T	4R	4P	4N	4L	4H

D	B1-20 EL UNIT (D)	I	G	E	C	A	B1-21 P/S SWITCH (E)
	0	M	K	I	G	A	

ALVE	B1-27 SOLENOID VALVE (RELIEF 1) (EM)	B1-28 SOLENOID VALVE (SWITCH) (EM)	B1-29 SOLENOID VALVE (EGR) (EM)

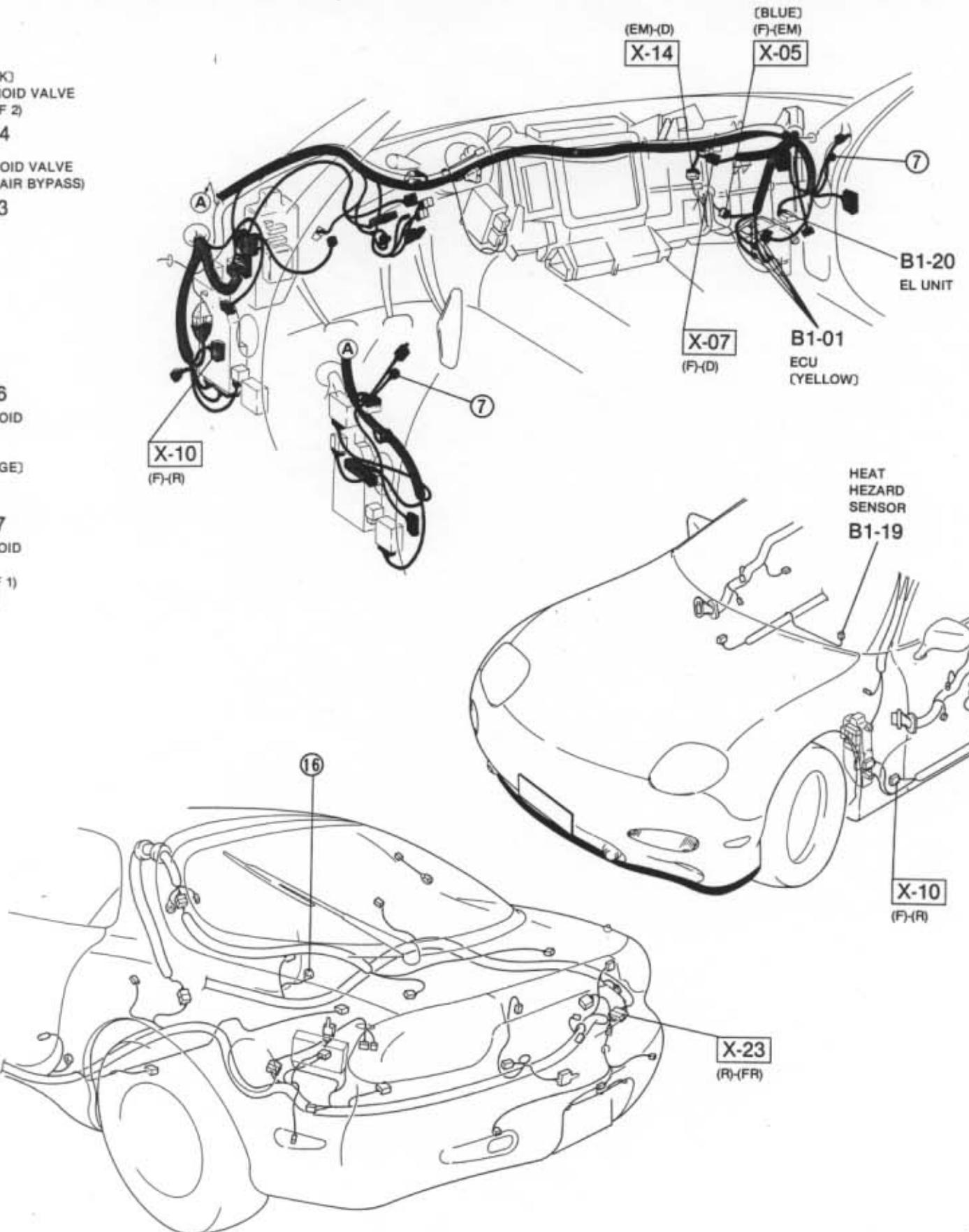
**B-1b**

(BLACK)  
OLENOD VALVE  
ELIEF 2)  
1-24

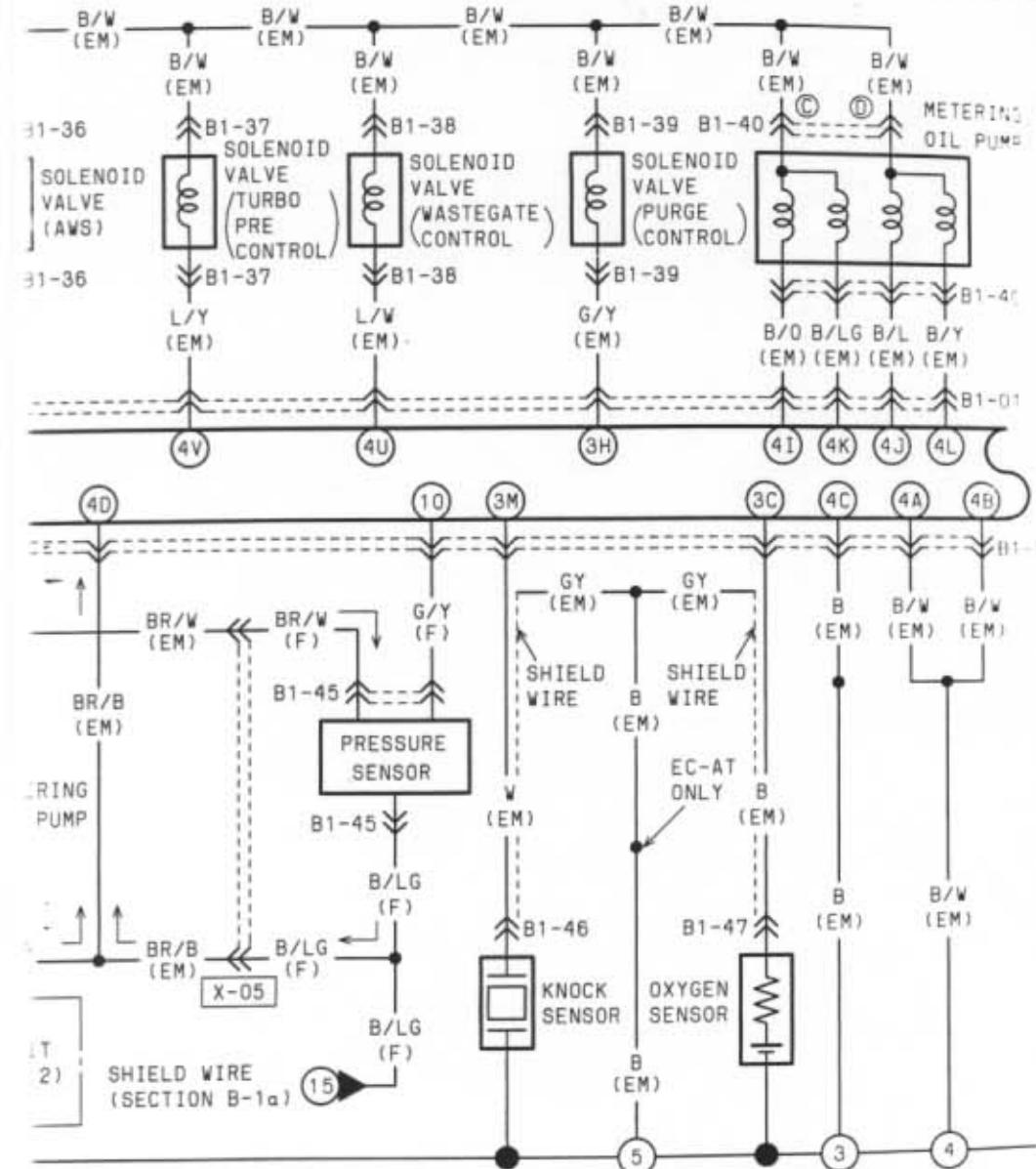
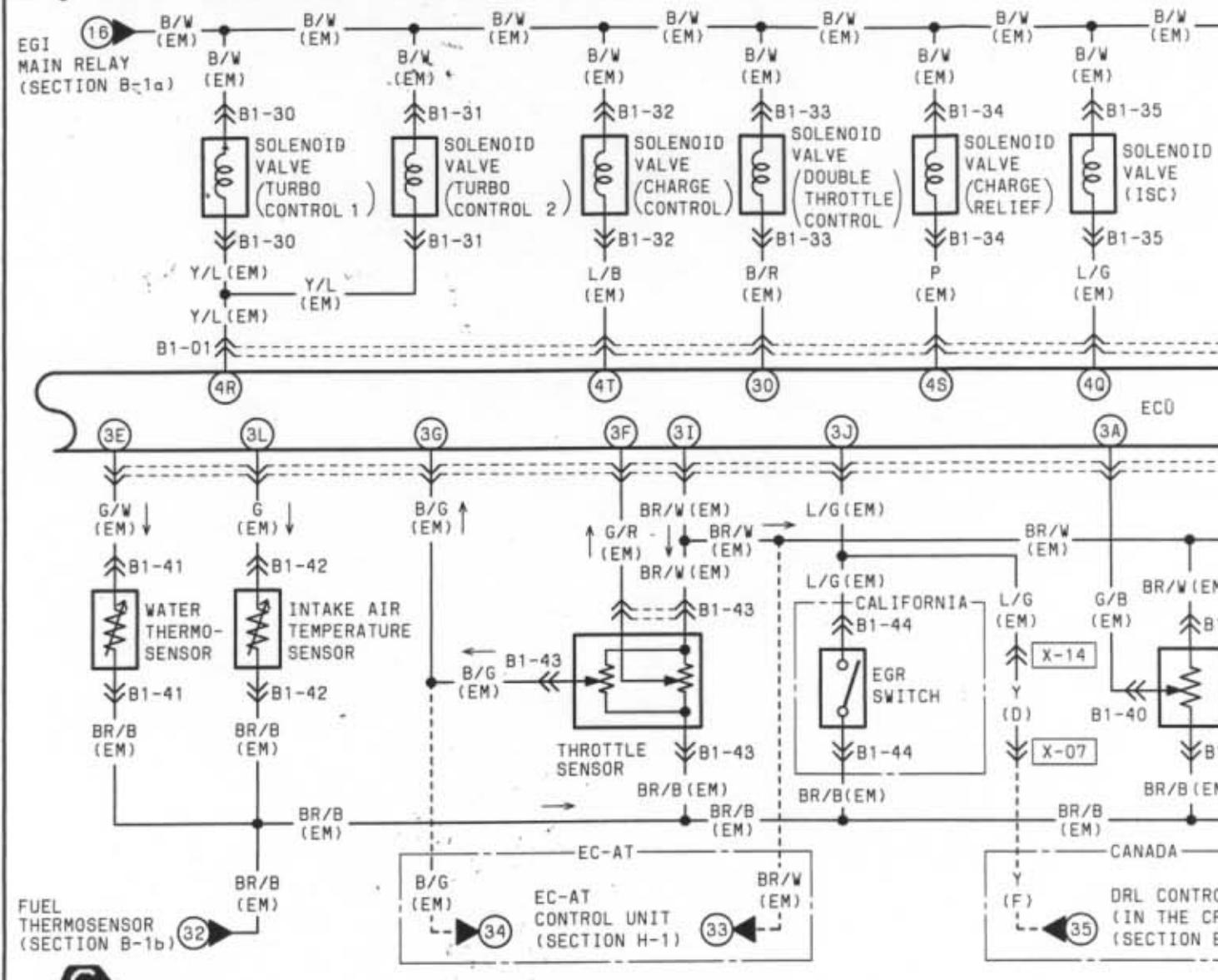
OLENOD VALVE  
PLIT AIR BYPASS)  
1-23

1-26  
OLENOD  
ALVE  
(RC)  
(ORANGE)

1-27  
OLENOD  
ALVE  
ELIEF 1)  
(LUE)



## B-1c ■ ENGINE CONTROL SYSTEM



B1-01 ECU	1U 1S 1Q 10 1M 1K 1I 1G 1E 1C 1A	30 3M 3K 3I 3G 3E 3C 3A 4Y 4W 4U 4S
L G L/O (B/D)	G/Y G/R L/W LG/Y BR V B/R L/R	B/R W G/O BR/W B/G G/W B G/B LG/LG/R L/W P
* L/B G/W (Y)	* 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
1V 1T 1R 1P 1N 1L 1J 1H 1F 1D 1B	3P 3N 3L 3J 3H 3F 3D 3B	4Z 4X 4V 4U 4T

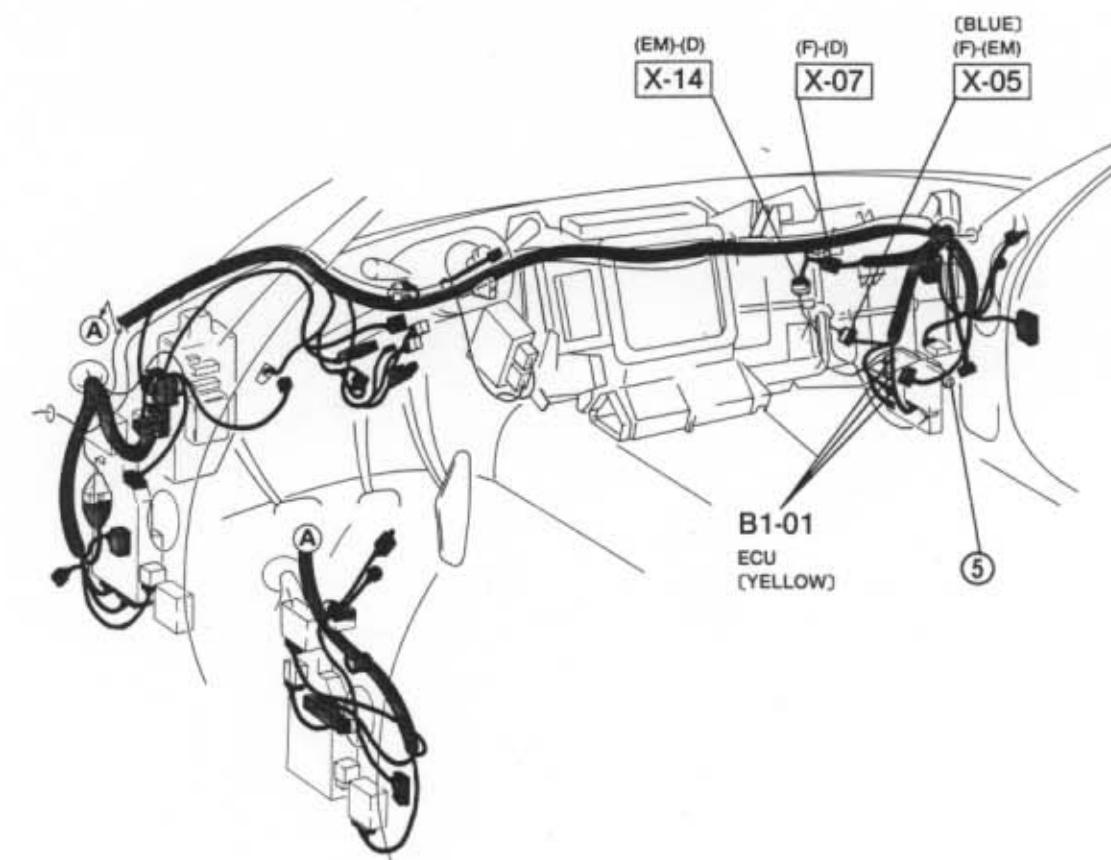
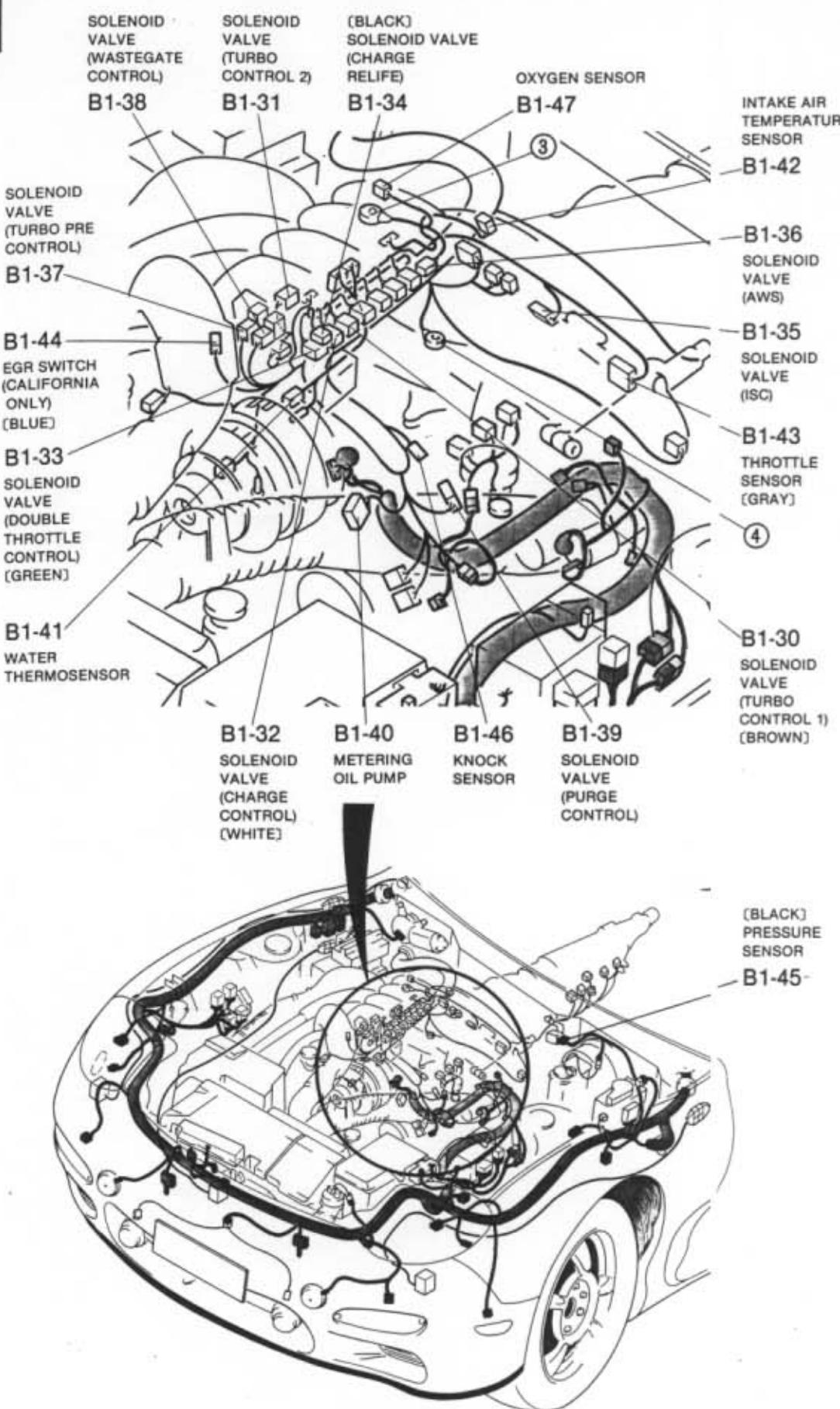
B1-32 SOLENOID VALVE (CHARGE CONTROL) (EM)	B1-33 SOLENOID VALVE (DOUBLE THROTTLE CONTROL) (EM)	B1-34 SOLENOID VALVE (CHARGE RELIEF) (EM)	B1-35 SOLENOID VALVE (ISC) (EM)	B1-36 SOLENI (AWS)
L/B B/W	B/R B/W	P B/W	L/G B/W P	BR/Y

B1-40 METERING OIL PUMP(EM)	B1-41 WATER THERMO-SENSOR (EM)	B1-42 INTAKE AIR TEMPERATURE SENSOR (EM)	B1-43 THROTTLE SENSOR (EM)	B1-44 EGR S (CALIFORNIA)
BR/W * B/O B/W B/LG	BR/B B/L B/W B/Y	BR/B G/W	BR/B G/R BR/W B/G	BR/B

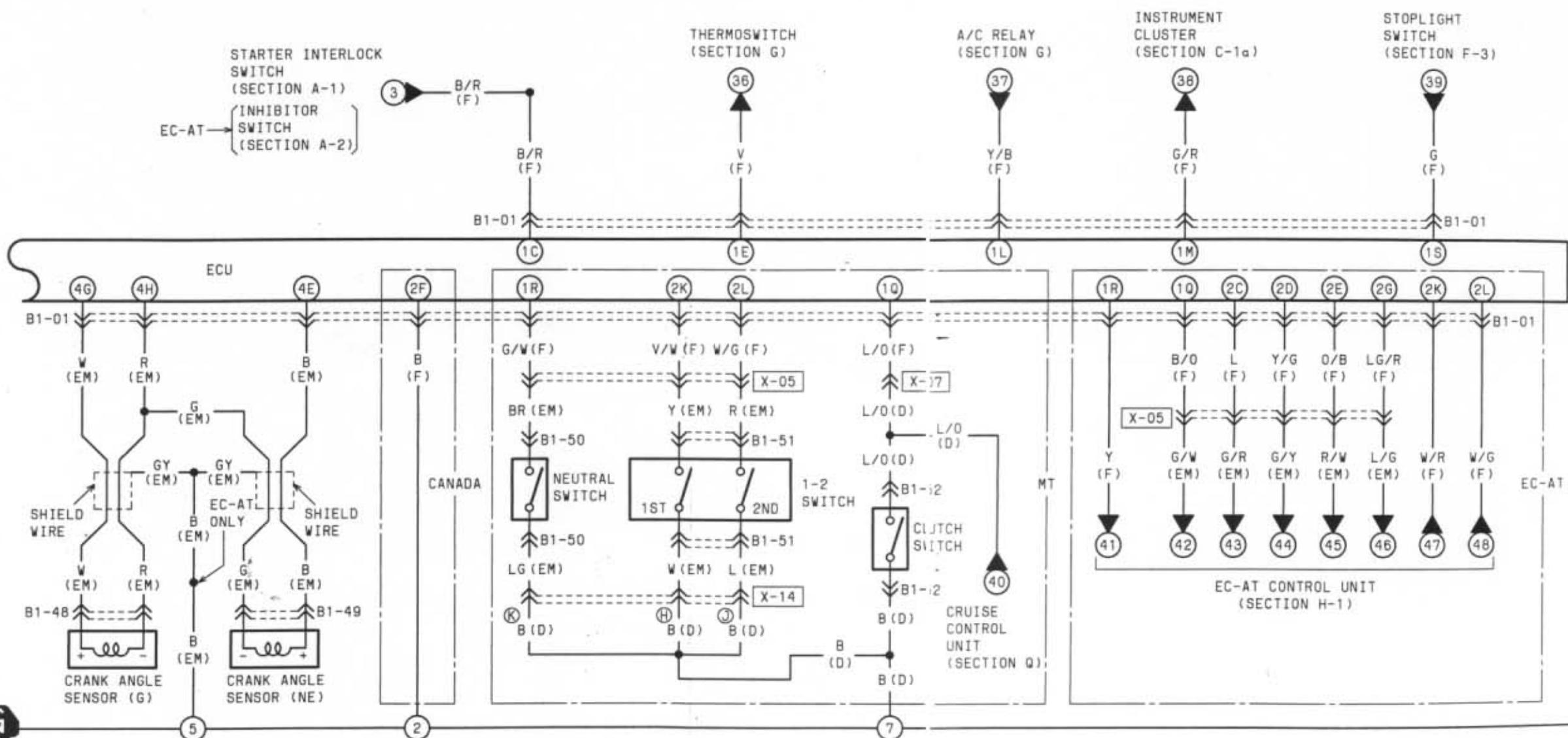
(...)EC-AT	40 4M 4K 4I 4G 4E 4C 4A	B1-30 SOLENOID VALVE (TURBO CONTROL 1) (EM)	B1-31 SOLENOID VALVE (TURBO CONTROL 1) (EM)
L/Y L/O B/LG B/O W B B/B W/B	BR/Y L/R B/Y B/L R B/R BR/B B/W	Y/L B/W	Y/L B/W
4P 4N 4L 4J 4H 4F 4D 4B	4 4 4 4 4 4 4 4		

VALVE	B1-37 SOLENOID VALVE (TURBO PRE CONTROL) (EM)	B1-38 SOLENOID VALVE (WASTEGATE CONTROL) (EM)	B1-39 SOLENOID VALVE (PURGE CONTROL) (EM)
4 (EM) JLY	L/Y B/W	L/Y B/W	G/Y B/W
	BR/W B/LG G/Y		B

B-1c



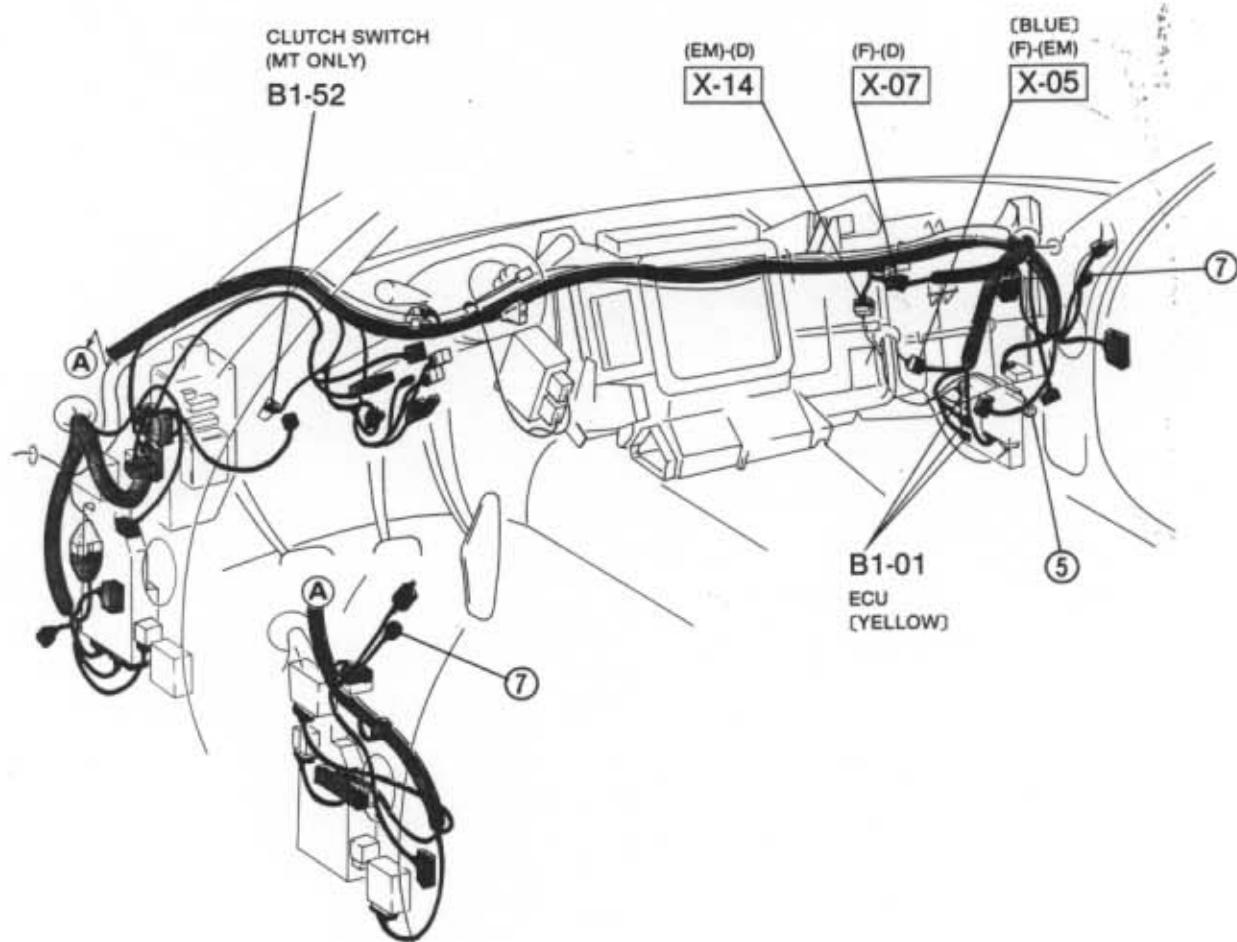
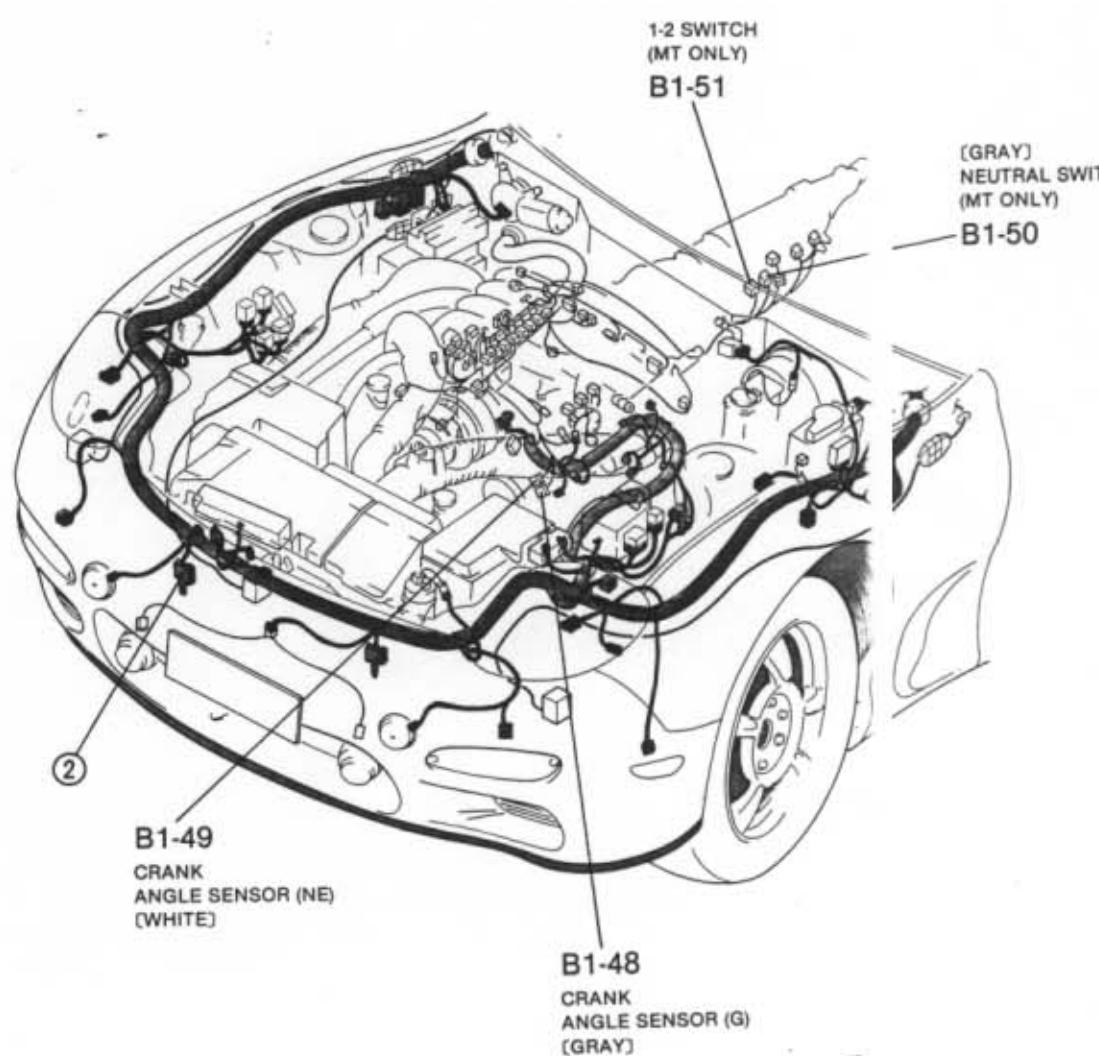
## B-1d ■ ENGINE CONTROL SYSTEM



B1-01 ECU	(F)	(EM)	(...EC-AT   ...CANADA)	B1-48 CRANK ANGLE SENSOR (G) (EM)
1U 1S 1Q 10 1M 1K 1I 1G 1E 1C 1A	2K 2I 2G 2E 2C 2A	4Y 4W 4U 4S 4Q 40 4M 4K 4I 4G 4E 4C 4A		
L G L/D * L/B G/W 1V 1T 1R 1P 1N 1L 1J 1H 1F 1D 1B	V/R D/L * L/Y Y/B BR/B LG W/B W/R B/W	LG/B LG/R L/W P L/G L/Y L/D B/LG B/O W B B B/W		

B1-49 CRANK ANGLE SENSOR (NE) (EM)	B1-50 NEUTRAL SWITCH (EM) (MT ONLY)	B1-51 1-2 SWITCH (EM)	B1-52 CLUTCH SWITCH (D) (MT ONLY)		

B-1d

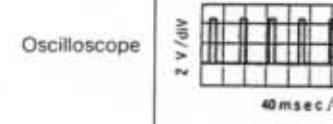
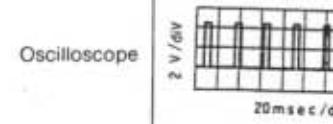


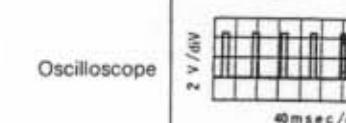
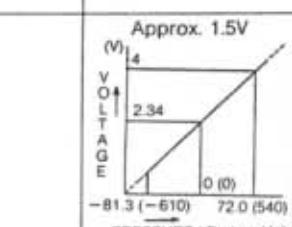
# Z WIRING DIAGRAM

B-1

## Terminal voltage

### 1. Using the engine signal monitor

Terminal	Input	Output	Connected to	Test condition	Correct voltage	V <sub>B</sub> : Battery voltage	Remark
1A	-	-	Battery	Constant	V <sub>B</sub>	For backup	
1B	○		Main relay (FUEL INJ relay)	Ignition switch OFF	0V		
				ON	V <sub>B</sub>	-	
1C	○		Ignition switch (START)	While cranking	V <sub>B</sub>		
				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.	V <sub>B</sub>		
				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	V <sub>B</sub>		
1E	○		A/C switch	A/C switch ON	Below 3.0V	● With Blower SW ON ● Ignition switch ON	
				A/C switch OFF	V <sub>B</sub>		
1F	○		Self-Diagnosis checker (code number)	Buzzer sounded for 3 sec. after ignition switch OFF → ON	Below 2.5V	● With Self-Diagnosis checker and System Selector ● With System Selector test switch at SELF TEST	
				Buzzer not sounded for after 3 sec.	V <sub>B</sub>		
				Buzzer sounded	Below 2.5V		
				Buzzer not sounded	V <sub>B</sub>		
1G	○		Igniter (Trailing) Front rotor	Ignition switch ON	0V		
				Idle	0.2–0.5V (Reference)	Oscilloscope 40 m sec / div	
				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 20 m sec / div	
				Oscilloscope			
				Engine speed: above 2,500 rpm	0.8–1.2V (Reference)		Initial acceleration

Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
1I	○		Diagnosis connector (TEN terminal)	System Selector test switch at O <sub>2</sub> MONITOR	V <sub>B</sub>	● With System Selector ● Ignition switch ON
				System Selector test switch at SELF TEST	0V	
1J			Igniter (Trailing) Rear rotor	Ignition switch ON	0V	0.2–0.5V (Reference)  40 m sec / div
				Idle		
				Oscilloscope		
1K			Fuel pump relay	Engine speed: above 2500 rpm	0.5–0.8V (Reference)	Initial acceleration
				Ignition switch ON	Below 1.0V	
				While cranking	Below 1.0V	
1L			A/C relay	Idle	Solenoid valve (PRC) does not operate	A/C switch, Blower switch ON
				While cranking	V <sub>B</sub>	
				During acceleration (Running)	Below 1.0V	
1M	○		Speedometer sensor	Ignition switch ON	4.0–5.0V	-
				Driving	2.0–2.5V	
				P/S pressure switch	P/S OFF at idle	
1N	○		Mileage switch	P/S ON at idle	V <sub>B</sub>	-
				Under 20,000 miles (34,000 km)	Below 1.5V	
				Over 20,000 miles (34,000 km)	V <sub>B</sub>	
1O	○		Pressure sensor	Ignition switch ON	Approx. 2.6V	
				Idle	Approx. 1.5V	
1P	-			-	-	-

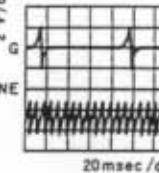
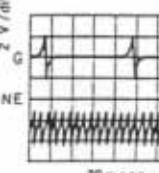
B-1

Terminal	Input	Output	Connected to	Test condition	Correct voltage	V <sub>B</sub> : Battery voltage	Remark
1Q		Clutch switch (MT)	Clutch pedal: released	V <sub>B</sub>	Ignition switch ON		
			Clutch pedal: depressed	Below 1.0V			
		EC-AT control unit (AT)	Idle	V <sub>B</sub>	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)	Idle	V <sub>B</sub>	Slip lock up signal		
			When slip lockup with the throttle opening below 0.5/8	Below 1.0V			
		EC-AT control unit (AT)	Neutral	Below 1.0V	Ignition switch ON		
			In gear	V <sub>B</sub>			
1S		Stoplight switch	Por N range	Below 1.0V	Inhibitor signal		
			Other	V <sub>B</sub>	Ignition switch ON		
1T		Circuit opening relay	Brake pedal released	Below 1.0V	Ignition switch ON		
			Brake pedal depressed	V <sub>B</sub>			
1U		Fuel thermosensor	Ignition switch ON	V <sub>B</sub>			
			Idle (after warm-up)	1.5-3.0V			
1V	-	-	-	-	-		
			-	-	-		
2A	-	-	-	-	-		
			-	-	-		
2B		Diagnosis connector (IG-terminal)	Ignition switch ON	0V			
			Idle	0.3-0.8 (Reference)			
			Engine speed: 3,000 rpm	1.8-2.2V (Reference)	Initial acceleration		
2C		EC-AT control unit (AT)	Idle	V <sub>B</sub>	Slip lock up OFF signal		
			Engine speed: hold 3,000 rpm (after 5 seconds)	Below 1.0V	Initial acceleration		
2D		EC-AT control unit (AT)	Ignition switch ON	2-4.5V	Ambient pressure signal		
			-	-	-		
2E		EC-AT control unit (AT)	Idle	Below 1.0V	Idle signal		
			Other	Approx 5V	-		
2F		Open (ex. Canada)	Constant	1-2.5V			
			Ground (Canada)	0V	-		
2G		EC-AT control unit (AT)	Idle	V <sub>B</sub>	Torque reduced signal		
			Throttle opening above 1/8 (Engine coolant temp. below 40°C (104°F))	Below 1.0V			
2H	-	Heat Hazard Sensor	-	-	-		
			Ignition switch ON	Below 2.0V			
2I		Heat Hazard Sensor	Idle (Temp: Below 100°C (212°F))	V <sub>B</sub>			
			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	V <sub>B</sub>			

Terminal	Input	Output	Connected to	Test condition	Correct voltage	V <sub>B</sub> : Battery voltage	Remark
2K		1-2 switch (MT)	1st position	V <sub>B</sub>	Ignition switch ON		
			Other	Below 1.0V			
		EC-AT CU (AT)	2nd or 3rd position	Below 1.0V	While running		
			Other	V <sub>B</sub>			
2L		1-2 switch (MT)	2nd position	Below 1.0V	Ignition switch ON		
			Other	V <sub>B</sub>			
		EC-AT CU (AT)	3rd or O/D position	Below 1.0V	While running		
			Other	V <sub>B</sub>			
3A		Metering oil pump position sensor	Ignition switch ON	1.0-4.2V			
			Idle	Approx. 1.1V			
		E/L unit	Accelerator pedal depressed	1.1-4.2V			
			Headlight switch position I, II,	Below 4.0V			
3B		Oxygen sensor	Blower motor position III, IV,				
			Rear defroster switch ON				
			Headlight switch, Blower motor, rear defroster switch are OFF	5V			
			Oscilloscope				
3C		Cooling fan relay	Idle	Cold engine	Approx 0V		
			After warm up	0.0-1.0V			
			Acceleration (after warm up)	0.5-1.0V			
			Deceleration (after warm-up)	0.0-0.4V			
3D		Water thermosensor	Idle	During electrical cooling fan operating	V <sub>B</sub>		
			Electrical cooling fan does not operate	Below 1.0V			
3E		Throttle sensor (Narrow range)	TFA terminal of diagnosis connector is grounded	Below 1.0V	Ignition switch ON		
			Engine coolant temperature 20°C (68°F)	Approx. 2.5V	Ignition switch ON		
3F		Throttle sensor (Full range)	After warm up	Below 0.5V			
			Accelerator pedal released	0.75-1.25			
3G		Solenoid valve (purge control)	Accelerator pedal fully depressed	4.8-5.0			
			Accelerator pedal released	0.1-0.7			
3H		Solenoid valve (purge control)	Accelerator pedal fully depressed	4.2-4.6			
			Ignition switch ON	V <sub>B</sub>			
3I		Throttle sensor	Idle				
			Engine speed: 1,500-3,300 rpm	4-10V			
3J		EGR switch	Constant	Approx. 5.0V	Ignition switch ON		
			EGR valve operates	V <sub>B</sub>			
3K		DRL relay	EGR valve does not operate	Below 1.0V			
			Idle	Pull the parking brake (Turnlight OFF)			
			Release the parking brake (Turnlight ON)	V <sub>B</sub>			
			Ignition switch ON	V <sub>B</sub>			
3L		Intake air thermosensor	Idle	Before warm up approx. 40°C (104°F)			
			After warm up	V <sub>B</sub>			
			Ambient air temperature 20°C (68°F)	Approx. 2.5V			
			After warm up	Approx. 0.6V			

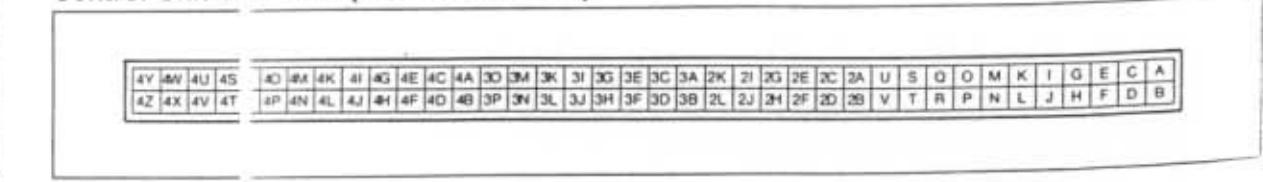
# Z WIRING DIAGRAM

B-1

Terminal	Input	Output	Connected to	Test condition		Correct voltage	Remark	V <sub>B</sub> : Battery voltage
3M	O		Knock sensor	Ignition switch ON		Approx. 2.5V		
				Knocking occur (Tap the engine hanger with hammer)		2.6-2.8V (Reference)	Ignition switch ON	
3N	O	Solenoid valve (Port air bypass)		Ignition switch ON		V <sub>B</sub>		
				After warm up Engine speed: 1,500-3,000 rpm		Below 1.0V	While running	
3O	O	Solenoid valve (Double throttle control)		Engine coolant temperature below 80°C (176°F)		Below 1.0V	Ignition switch ON	
				After warm up		V <sub>B</sub>		
3P	O	Solenoid valve (Relief1)		Idle		V <sub>B</sub>	<ul style="list-style-type: none"> <li>● After warm-up</li> <li>● While running</li> </ul>	
				Engine speed: 2,700-3,200 rpm		Below 1.0V		
4A	-	-	Ground (Output)	Constant		0V	-	
4B	-	-	Ground (Output)	Constant		0V	-	
4C	-	-	Ground (CPU)	Constant		0V	-	
4D	-	-	Ground (Input)	Constant		0V	-	
4E	O	Crank angle sensor (NE + signal)		Ignition switch ON		Below 1.0V	Engine signal monitor: Red lamp flash	
				Idle	Oscilloscope	2 V/dIV  20 msec /dIV		
				Voltmeter		0.1-0.4V (Reference)		
4F	O	Solenoid valve (Split air bypass)		Idle		V <sub>B</sub>		
				5th position (MT), OD (AT)		Below 1.0V	<ul style="list-style-type: none"> <li>● After warm-up</li> <li>● While running</li> </ul>	
4G	O	Crank angle sensor [G signal]		Ignition switch ON		Below 1.0V		
				Idle	Oscilloscope	2 V/dIV  20 msec /dIV		
				Voltmeter		0.1-0.4V (Reference)		
4H	O	Crank angle sensor	Constant			Below 1.0V	-	
4I	O	Stepping motor (Metering oil pump)		Ignition switch ON		V <sub>B</sub>		
4J				Idle		3 terminals / 4 terminals V <sub>B</sub>		
4K				Other terminal 5-9V				
4L								
4M	O	Solenoid valve (Pressure regulator control)		Idle		V <sub>B</sub>		
				Idle after hot start		Below 1.0V	approx. 1 minute	
4N	O	Solenoid valve (Switching)		Ignition switch ON/Idle		V <sub>B</sub>		
				Engine speed: above 3,200 rpm (After warm up)		Below 1.0V	Initial acceleration	
4O	O	Solenoid valve (EGR)		Idle		V <sub>B</sub>		
				5th position (MT)/OD (AT)		Below 1.0V	While running	

Terminal	Input	Output	Connected to	Test condition		Correct voltage	Remark	V <sub>B</sub> : Battery voltage
4P		C	Solenoid valve (AWS)	Before warm up approx. 40°C (104°F)		Below 1.0V	Idle	
				After warm up		V <sub>B</sub>		
4Q		C	Solenoid valve (ISC)	Ignition switch ON		8.0-11.0V	Reference valve	
				Idle		5.0-11.0 (Reference)		<ul style="list-style-type: none"> <li>● Cranking 99%</li> <li>● Idle 32-65%</li> <li>● Initial set 38%</li> </ul>
4R		C	Solenoid valve (Turbo control)	Ignition switch ON		V <sub>B</sub>	Initial acceleration	
				Idle		V <sub>B</sub>		
4S		C	Solenoid valve (Charge relief)	Engine speed: above 5,500 rpm (MT)		Below 1.0V	Initial acceleration	
				3,500-5,000 (AT) for 4 sec.		V <sub>B</sub>		
4T		C	Solenoid valve (Charge control)	Engine speed: above 5,500 rpm (MT)		Below 1.0V	Initial acceleration	
				above 5,250 rpm (AT)		V <sub>B</sub>		
4U		C	Solenoid valve (Wastegate control)	Ignition switch ON		V <sub>B</sub>	Reference valve	
				Idle		V <sub>B</sub>		<ul style="list-style-type: none"> <li>● Idle 5%</li> <li>● Solenoid valve (Turbo control) before operates 95%</li> </ul>
4V		C	Solenoid valve (Turbo precontrol)	Ignition switch ON		V <sub>B</sub>	Initial acceleration	
				Idle		V <sub>B</sub>		
4W		C	Injector (Front primary)	Ignition switch ON		V <sub>B</sub>	Reference valve	
				idle*		V <sub>B</sub>		<ul style="list-style-type: none"> <li>● Secondary injector not working at no load condition</li> <li>● Solenoid valve (Turbo control) after operates 5%</li> </ul>
4X		C	Injector (Front secondary)	Ignition switch ON		V <sub>B</sub>	Initial acceleration	
				idle*		V <sub>B</sub>		
4Y		C	Injector (Rear primary)	Ignition switch ON		V <sub>B</sub>	Engine Signal Monitor: Green lamp flash	
				idle*		V <sub>B</sub>		
4Z		C	Injector (Rear secondary)	Ignition switch ON		V <sub>B</sub>	16EOF2-215	
				idle*		V <sub>B</sub>		

## Control Unit Connector (Control Unit Side)



## B-1

## Using the DT-S1000

DT-S mark terminal can use the DT-S1000, if no mark use the circuit tester or oscilloscope.

V<sub>B</sub>: Battery voltage

Terminal	Input	Output	Connected to	Test condition		Correct condition	Remark
1A	-	-	Battery	Constant		V <sub>B</sub>	For backup
1B DT-S 1000	○		Main relay (FUEL INJ relay)	Ignition switch, OFF	11-13V	-	
				ON	12-14V	-	
1C DT-S 1000	○		Ignition switch (START)	While cranking	OFF	-	
				Ignition switch ON	ON	-	
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.	V <sub>B</sub>		
				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	V <sub>B</sub>		
1E DT-S 1000	○		A/C switch	A/C switch ON	ON	With Blower SW ON	
				A/C switch OFF	OFF	Ignition switch ON	
						While cranking	
1F	○		Self-Diagnosis Checker (code number)	Buzzer sounded for 3 sec. after ignition switch OFF → ON	Below 2.5V	With Self-Diagnosis Checker and System Selector	
				Buzzer not sounded after 3 sec.	V <sub>B</sub>	With System Selector test switch at SELF TEST	
				Buzzer sounded	Below 2.5V		
				Buzzer not sounded	V <sub>B</sub>		
1G DT-S 1000	○		Igniter (Trailing) Front rotor	Idle (No load)	BTDC -20°CA	Oscilloscope	
				Engine speed: 2,500 rpm	BTDC 15-35°CA	Initial acceleration	
1H DT-S 1000	○		Igniter (Leading)	Idle	BTDC -5°CA	Oscilloscope	
				Engine speed: above 2,500 rpm	BTDC 15-35°CA	Initial acceleration	

V<sub>B</sub>: Battery voltage

Oscilloscope.

V<sub>B</sub>: Battery voltage

Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
1I	○		Diagnosis connector (TEN terminal)	System Selector test switch at O <sub>2</sub> MONITOR	V <sub>B</sub>	With System Selector
				System Selector test switch at SELF TEST	0V	Ignition switch ON
1J		○	Igniter (Trailing) Rear rotor	Ignition switch ON	0V	
				Idle	0.2-0.5V (Reference)	
					Oscilloscope	
					z V/dV 40msec/div	
1K DT-S 1000		○	Fuel pump relay	Engine speed: above 2,500 rpm	0.5-0.8V (Reference)	Initial acceleration
				Ignition switch ON	ON	
				While cranking	ON	
				Idle Solenoid valve (PRC) does not operate	OFF	
				Solenoid valve (PRC) operates	ON	
1L DT-S 1000		○	A/C relay	While cranking	OFF	
				Idle	ON	A/C switch, Blower switch ON
				During acceleration (Running)	OFF	
1M DT-S 1000	○		Speedometer sensor	Ignition switch ON	0 km/h	
				Driving (20km/h)	18-22 km/h	
1N DT-S 1000	○		P/S pressure switch	P/S OFF at idle	OFF	
				P/S ON at idle	ON	
				Mileage switch	Under 20,000 miles (34,000 km)	Below 1.5V
					Over 20,000 miles (34,000 km)	V <sub>B</sub>
1O DT-S 1000	○		Pressure sensor	Idle	-64--66.7 kPa	After warm-up Initial acceleration
				Engine speed: 1,000 rpm	-46.7--60 kPa	
				Engine speed: 2,000 rpm	-26.7--46.7 kPa	
1P	-	-	-	-	-	-

# Z WIRING DIAGRAM

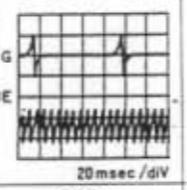
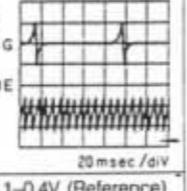
B-1

Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
1O DT-S 1000	○		Clutch switch (MT)	Clutch pedal: released	OFF	Ignition switch ON
				Clutch pedal: depressed	ON	
1R DT-S 1000	○		EC-AT control unit (AT)	Idle	OFF	Reduce torque signal
				When shifting from 1st to 2nd or from 2nd to 3rd with the throttle opening above 1.5/8	ON	
				Idle	OFF	
				When slip lockup with the throttle opening below 0.5/8	ON	
				Neutral switch (MT)	ON	Ignition switch ON
1S DT-S 1000	○		Neutral switch (MT)	In gear	OFF	
				P or N range	ON	● Inhibitor signal ● Ignition switch ON
			EC-AT control unit (AT)	Other	OFF	
				Brake pedal released	OFF	Ignition switch ON
1T DT-S 1000	○		Circuit opening relay	Brake pedal depressed	ON	
				Ignition switch ON	OFF	-
1U DT-S 1000	○		Fuel thermosensor	Idle	ON	
				Fuel temperature 20°C	20°C	-
				Fuel temperature 40°C	40°C	
1V	-			Fuel temperature 60°C	60°C	
				-	-	-
				-	-	
2A DT-S 1000	○		Diagnosis Connector (IG-terminal)	Idle	700–750 rpm	● After warm-up ● No electrical load
				Engine speed: hold 3,000 rpm (after 5 seconds)	ON	
2B DT-S 1000	○		EC-AT control unit (AT)	Idle	OFF	Slip lock up OFF signal
				Engine speed: hold 3,000 rpm (after 5 seconds)	ON	
2C DT-S 1000	○		EC-AT control unit (AT)	Ignition switch ON	2–4.5V	Atmospheric pressure signal
				-	-	
2D DT-S 1000	○		EC-AT control unit (AT)	Idle	ON	Idle signal
				Other	OFF	
2E DT-S 1000	○		EC-AT control unit (AT)	Constant	OFF	-
				Ground (Canada)	ON	
2F DT-S 1000	○		EC-AT control unit (AT)	Idle	OFF	Torque reduced signal
				Throttle opening above 1/8 (Engine coolant temp. below 40°C (104°F))	ON	
2G DT-S 1000	○		Heat Hazard Sensor	Idle	OFF	-
				Idle (Temp: Below 100°C (212°F))	ON	
2H DT-S 1000	○		Heat Hazard Sensor	Idle (Temp: Above 100°C (212°F))	ON	-
				Engine speed Idle-below 3,750 rpm	ON	
2J DT-S 1000	○		A/P relay	Engine speed above 3,750 rpm	OFF	-
				-	-	

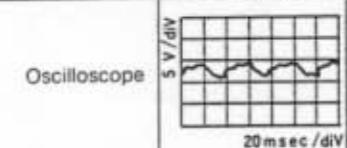
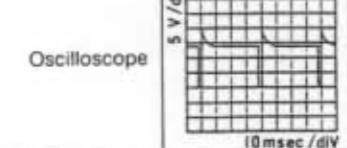
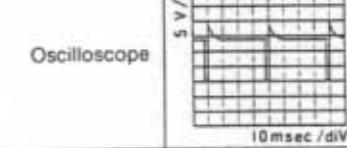
V<sub>B</sub>: Battery voltage

Terminal	Input	Output	Connected to	Test condition	Correct condition	Remark
2K DT-S 1000	○		1-2 switch (MT)	1st position	ON	Ignition switch ON
				Other	OFF	
			EC-AT CU (AT)	2nd or 3rd position	OFF	While running
				Other	ON	
2L DT-S 1000	○		1-2 switch (MT)	2nd position	ON	Ignition switch ON
				Other	OFF	
			EC-AT CU (AT)	3rd or 0/D position	OFF	While running
				Other	ON	
3A DT-S 1000	○		Metering Oil pump position sensor	Ignition switch ON	1.0–4.2V	Voltage increase while accelerating
				Idle	Approx. 1.1V	
				Accelerator pedal depressed	1.1–4.2V	
3B DT-S 1000	○		E/L unit	Headlight switch position I, II,	ON	-
				Blower motor position III, IV,	ON	
				Rear defroster switch ON	ON	
				Headlight switch, Blower motor, rear defroster switch are OFF	OFF	
3C DT-S 1000	○		Oxygen sensor	Idle	Cold engine	Oscilloscope
				After warm up	Approx. 0V	
				-	0.0–1.0V	
				-	0.5s/div	
3D DT-S 1000	○		Cooling fan relay	Acceleration (After warm up)	0.5–1.0V	-
				Deceleration (After warm up)	0.0–0.4V	
3E DT-S 1000	○		Water thermosensor	Idle	During electrical cooling fan operating	Ignition switch ON
				Electrical cooling fan does not operate	ON	
3F DT-S 1000	○		Throttle sensor (Narrow range)	Engine coolant temperature 20°C	20°C	-
				Engine coolant temperature 60°C	60°C	
3G DT-S 1000	○		Throttle sensor (full range)	Accelerator pedal released	0.75–1.25V	● Ignition switch ON ● After warm-up
				Accelerator pedal fully depressed	4.8–5.0V	
3H DT-S 1000	○		Solenoid valve (purge control)	Accelerator pedal released	0.1–0.7V	● Ignition switch ON ● After warm-up
				Accelerator pedal fully depressed	4.2–4.6V	
3I	○		Idle	Engine speed 1,500–3,300 rpm	5–70 % (Reference)	While running
				0 %	0 %	
3J DT-S 1000	○		Throttle sensor	EGR valve operates	ON	California only
				EGR valve does not operate	OFF	
3K DT-S 1000	○		DRL relay	Idle	Pull the parking brake (Turnlight OFF)	Canada only
				Release the parking brake (Turnlight ON)	ON	
3L DT-S 1000	○		Solenoid valve (Relief2)	Ignition switch ON	OFF	-
				Idle	Befor warm up approx. 40°C (104°F)	ON
				After warm up	OFF	

B-1

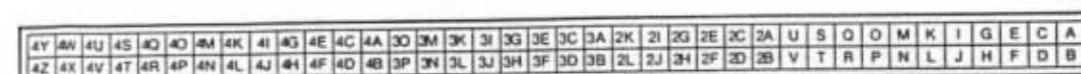
Terminal	Input	Output	Connected to	Test condition		Remark
				Correct condition		
3L DT-S 1000	○		Intake air thermosensor	Ambient air temperature 20°C (68°F)	20°C	Ignition switch ON
3M	○		Knock sensor	Ignition switch ON	Approx. 2.5V	Ignition switch ON
				Knocking occur (Tap the engine hunger with hammer)	2.6-2.8V (Reference)	
3N DT-S 1000	○		Solenoid valve (Port air bypass)	Ignition switch ON	OFF	
				After warm up	ON	idle running
				Engine speed: 1,500-3,000 rpm		
3O DT-S 1000	○		Solenoid valve (Doulbe throttle control)	Engine coolant temperature below 80°C (176°F)	ON	Ignition switch ON
				After warm up	OFF	
3P DT-S 1000	○		Solenoid valve (Relief1)	Idle	OFF	
				Engine speed: 2,700-3,200 rpm	ON	After warm-up While running
4A	-	-	Ground (Output)	Constant	0V	-
4B	-	-	Ground (Output)	Constant	0V	-
4C	-	-	Ground (CPU)	Constant	0V	-
4D	-	-	Ground (Input)	Constant	0V	-
4E DT-S 1000	○		Crank angle sensor [NE + signal]	Idle	700-750 rpm	
				Oscilloscope	2 V/dIV  20 msec /dIV	
4F DT-S 1000	○		Solenoid valve (Split air bypass)	Idle	OFF	
				5th position (MT), OD (AT)	ON	After warm-up While running
4G	○		Crank angle sensor [G signal]	Ignition switch ON	Below 1.0V	
				Idle	Oscilloscope	
					2 V/dIV  20 msec /dIV	
				Voltmeter	0.1-0.4V (Reference)	
4H	○		Crank angle sensor	Constant	below 1.0V	
4I	○		Stepping motor (Metering oil pump)	Ignition switch ON	V <sub>B</sub>	
4J				Idle	3 terminals / 4 terminals	
4K					V <sub>B</sub>	
4L					Other terminal 5-9V	
4M DT-S 1000	○		Solenoid valve (Pressure regulator control)	Idle	OFF	
				Idle after hot start	ON	approx. 1 minute
4N DT-S 1000	○		Solenoid valve (Switching)	Ignition switch ON/Idle	OFF	
				Engine speed: above 3,200 rpm (After warm up)	ON	Initial acceleration
4O DT-S 1000	○		Solenoid valve (EGR)	Idle	OFF	
				5th position (MT)/OD (AT)	ON	idle running
4P DT-S 1000	○		Solenoid valve (AWS)	Before warm up approx. 40°C (104°F)	ON	
				After warm up	OFF	

V<sub>B</sub>: Battery voltage

Terminal	Input	Output	Connected to	Test condition		Correct condition	Remark
4Q DT-S 1000	○		Solenoid valve (ISC)	While cranking		99 %	
				Idle after warm up		32-65 %	No electrical load
				Oscilloscope	5 V/dIV  20 msec /dIV		Reference valve • Initial set 38 %
4R DT-S 1000	○		Solenoid valve (Turbo control)	Idle		OFF	
				Engine speed: above 5,500 rpm (MT)		ON	Initial acceleration
				Engine speed: above 5,250 rpm (AT)			
4S DT-S 1000	○		Solenoid valve (charge relief)	Idle		OFF	
				Engine speed: 4,000-5,500 rpm (MT) for 8 sec.		ON	Initial acceleration
				3,500-5,000 (AT) for 4 sec.			
				Engine speed: above 5,500 rpm (MT)			
				above 5,250 rpm (AT)			
4T DT-S 1000	○		Solenoid valve (Charge control)	Idle		ON	
				Engine speed: above 5,500 rpm (MT)		OFF	Initial acceleration
				Engine speed: above 5,250 rpm (AT)			
4U DT-S 1000	○		Solenoid valve (Wastegate control)	Idle	5 %		
				Initial acceleration	40-95 %	Oscilloscope	
					5 V/dIV  10 msec /dIV		
4V DT-S 1000	○		Solenoid valve (turbo pre-control)	Idle	5 %		
				Engine speed: above 3,000 rpm (Initial acceleration)	20-60 %	Oscilloscope	
					5 V/dIV  10 msec /dIV		
4W DT-S 1000	○		Injector (Front primary)	Idle*	2.0-3.0 msec		
4X DT-S 1000	○		Injector (Front secondary)	Oscilloscope			
4Y DT-S 1000	○		Injector (Rear primary)				
4Z DT-S 1000	○		Injector (Rear secondary)				

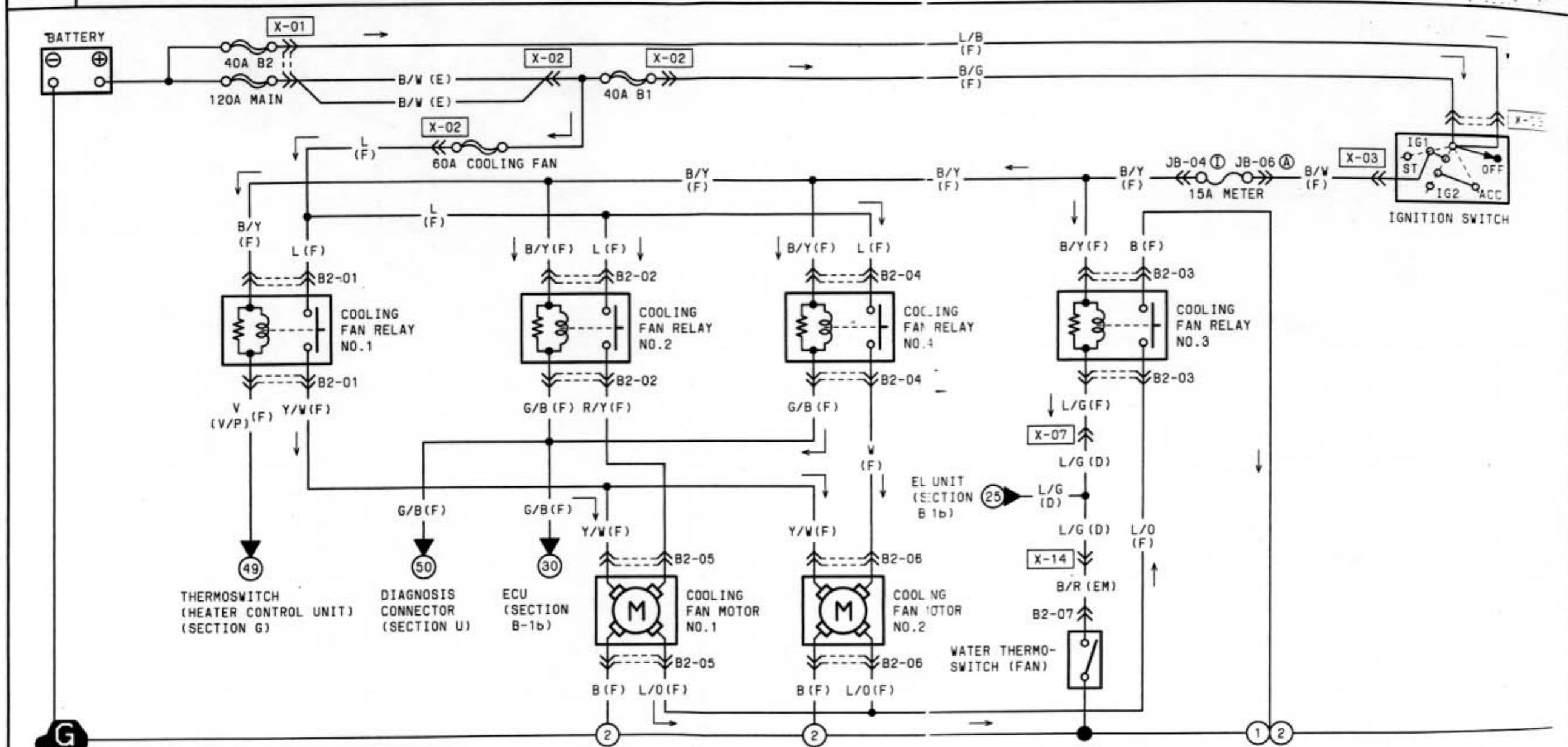
16EOF2-219

## Control Unit Connector (Control Unit Side)



# Z WIRING DIAGRAM

## B-2 ■ COOLING FAN SYSTEM

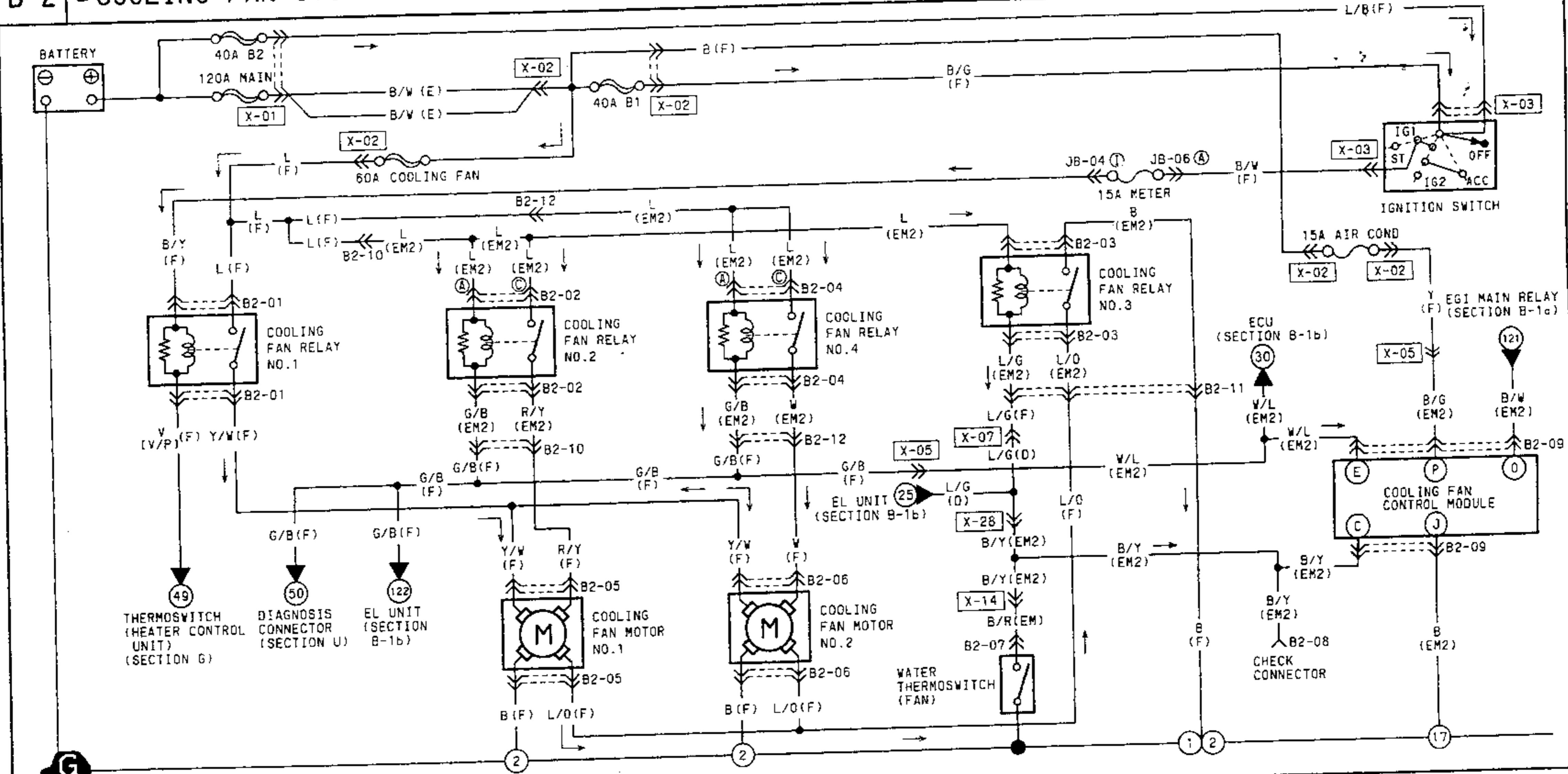


B2-01 COOLING FAN RELAY NO.1 (F)	B2-02 COOLING FAN RELAY NO.2 (F)	B2-03 COOLING FAN RELAY NO.3 (F)	B2-04 COOLING FAN RELAY NO.4 (F)	B2-05 COOLING FAN MOTOR NO.1 (F)	B2-06 COOLING FAN MOTOR NO.2 (F)	B2-07 WATER THERMOSWITCH (FAN) (EM)

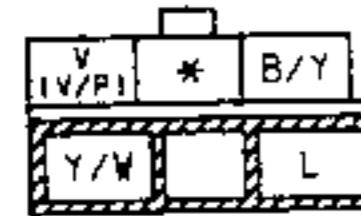
# Z WIRING DIAGRAM

## B-2 ■ COOLING FAN SYSTEM

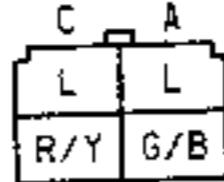
(1)...EC-AT



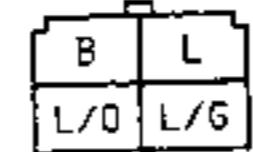
B2-01 COOLING FAN RELAY NO.1(F)



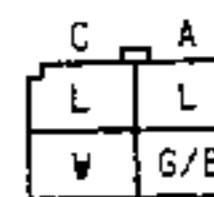
B2-02 COOLING FAN RELAY NO.2(EM2)



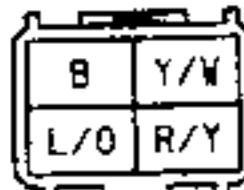
B2-03 COOLING FAN RELAY NO.3(EM2)



B2-04 COOLING FAN RELAY NO.4(EM2)



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



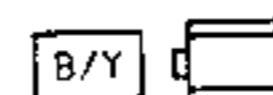
B2-06 COOLING FAN MOTOR NO.2 (F)



B2-07 WATER THERMOSWITCH (FAN) (EM)



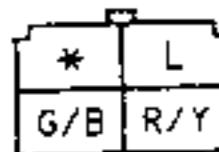
B2-08 CHECK CONNECTOR (EM2)



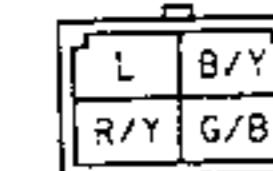
B2-09 COOLING FAN CONTROL MODULE (EM2)



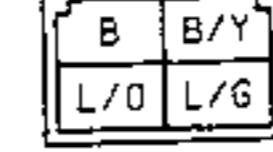
B2-10 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM2)  
(EM2)



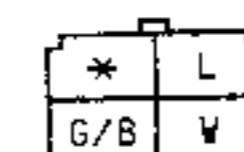
B2-11 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM2)  
(F)



B2-12 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM2)  
(EM2)



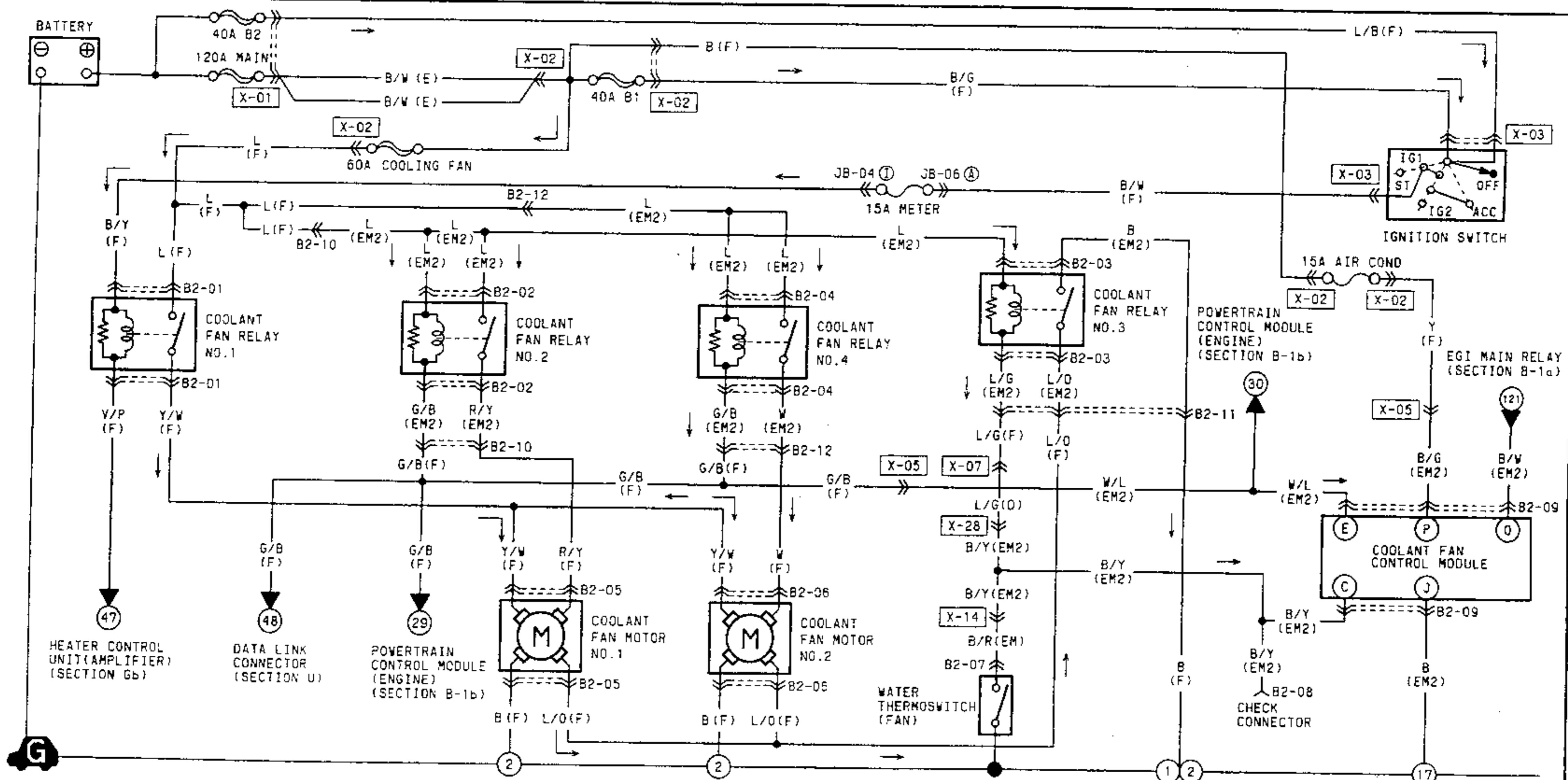
B2-12 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM2)  
(EM2)



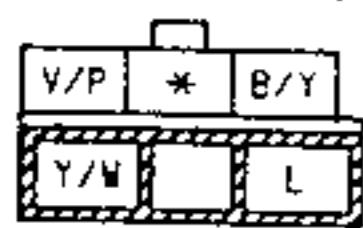
(1993 RX-7)

# Z WIRING DIAGRAM

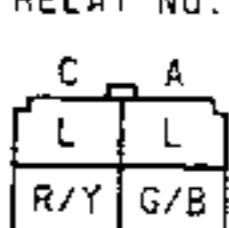
## B-2 ■ COOLANT FAN SYSTEM



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



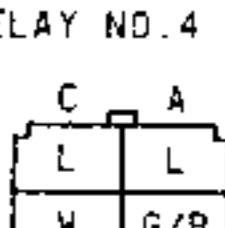
B2-02 COOLANT FAN RELAY NO.2 (EM2)



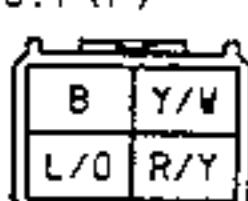
B2-03 COOLANT FAN RELAY NO.3 (EM2)



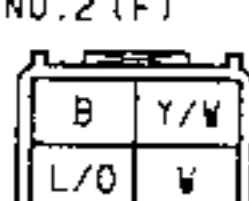
B2-04 COOLANT FAN RELAY NO.4 (EM2)



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



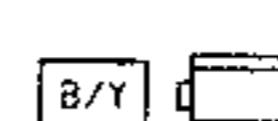
B2-06 COOLANT FAN MOTOR NO.2 (F)



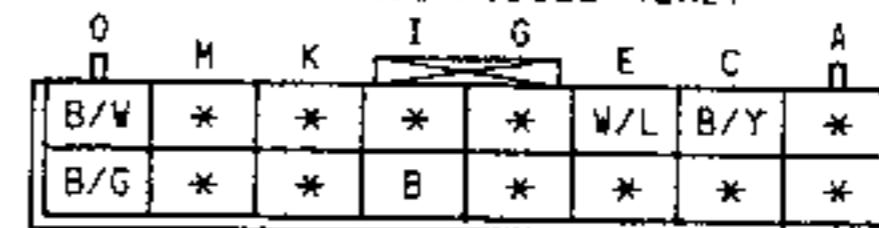
B2-07 WATER THERMOSWITCH (FAN)



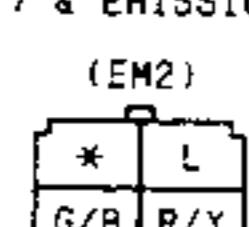
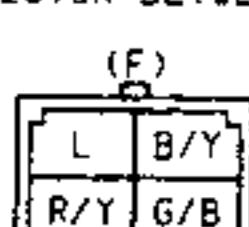
B2-08 CHECK CONNECTOR (EM2)



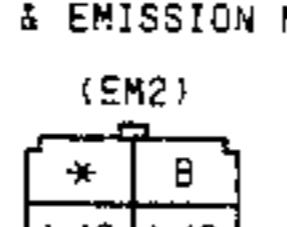
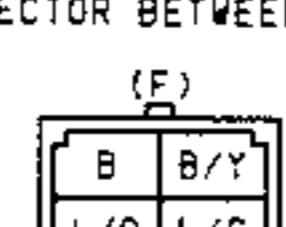
B2-09 COOLANT FAN CONTROL MODULE (EM2)



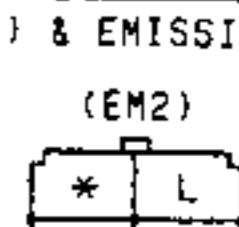
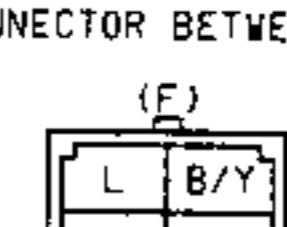
B2-10 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM)



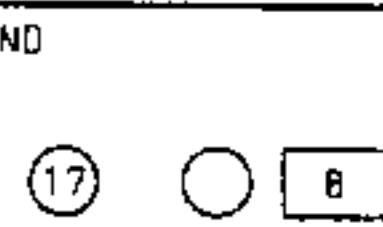
B2-11 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM)

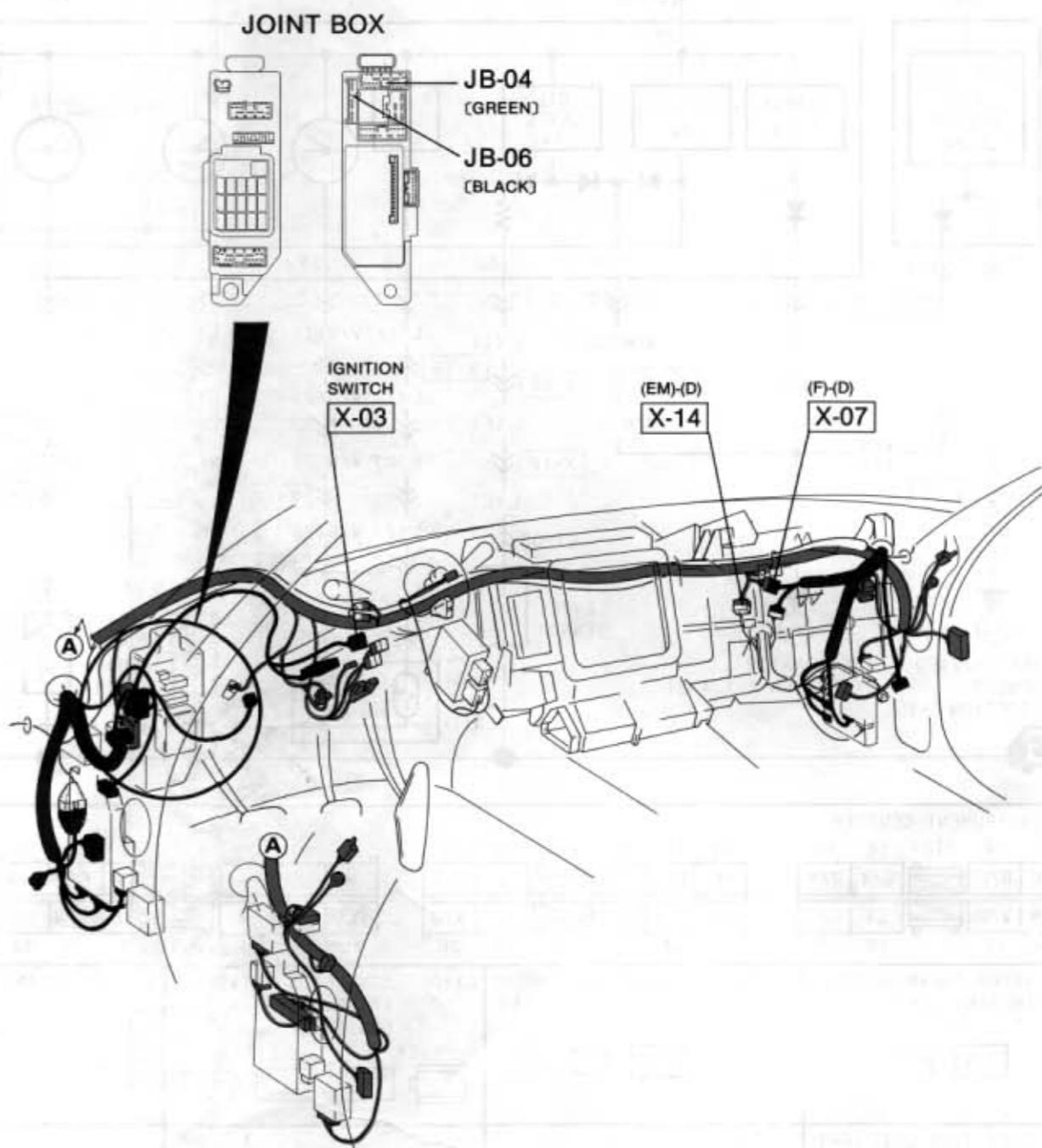
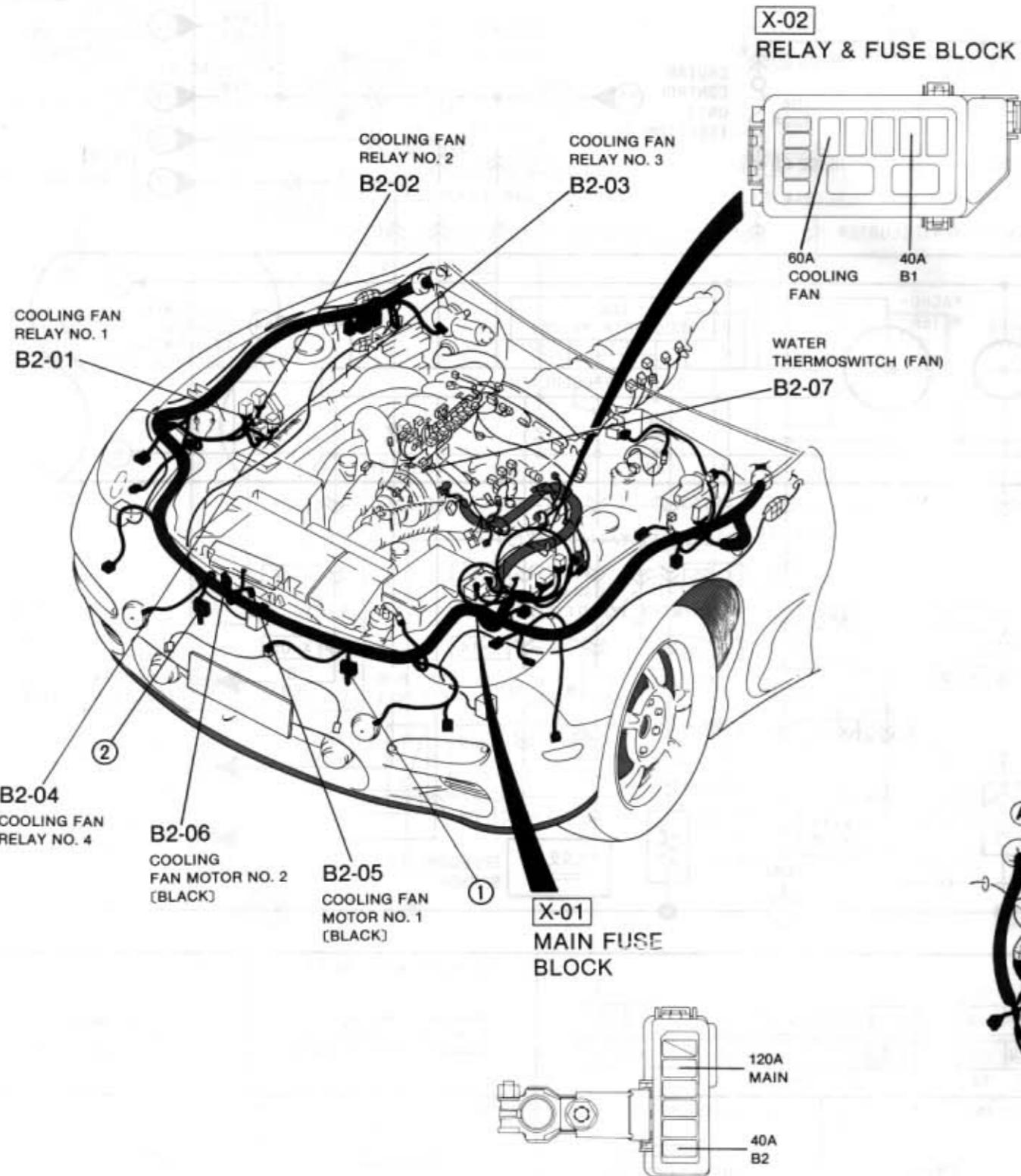


B2-12 CONNECTOR BETWEEN FRONT(F) & EMISSION NO.2(EM)



GROUND

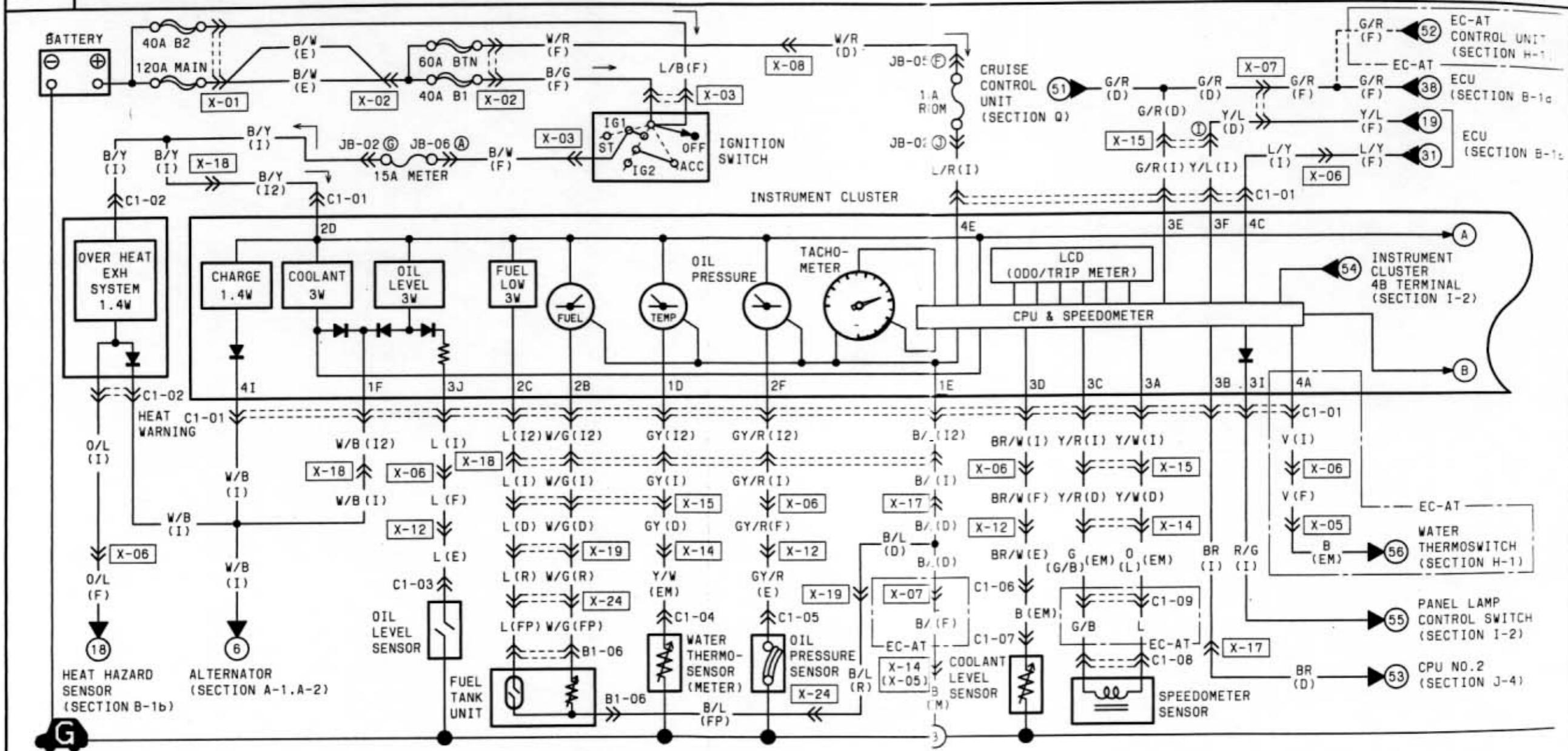


**B-2**

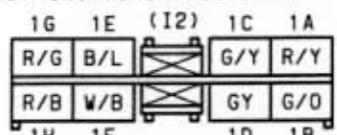
Z WIRING DIAGRAM

**C-1a ■ INSTRUMENT CLUSTER & WARNING LAMPS**

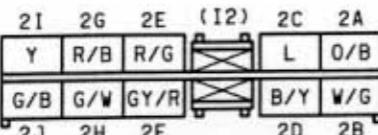
$\{ \cdot \}_{\alpha \in \mathbb{R}^n}$



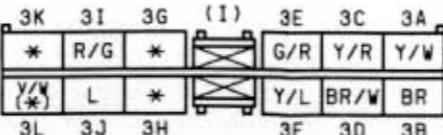
C1-01 INSTRUMENT CLUSTER



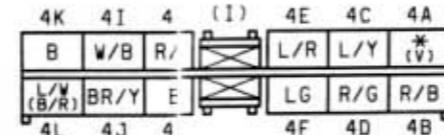
21 26 25 (13) 26 24



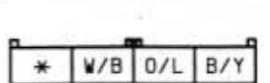
ak at 26 (1) 25 26 24



AK AT A (1) AE AC AA



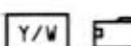
C1-02 HEAT WARNING (I)



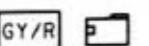
C1-03 OIL LEVEL SENSOR :



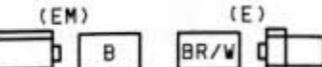
C1-04 WATER THERMOSENSOR  
(METER) (EM)



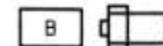
C1-05 OIL PRESSURE SENSOR  
(E)



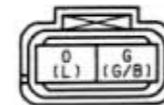
1-06 CONNECTOR BETWEEN  
EMISSION(EM) &  
ENGINE(E)



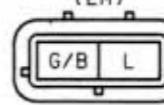
C1-07 COOLANT LEVEL SENSOR  
(EM)



08 SPEEDOMETER SENSOR  
(EM)



C1-09 CONNECTOR BETWEEN EMISSION (EM) & SHORT HAMMER  
(EM)  
P P (EC-AT ONLY)

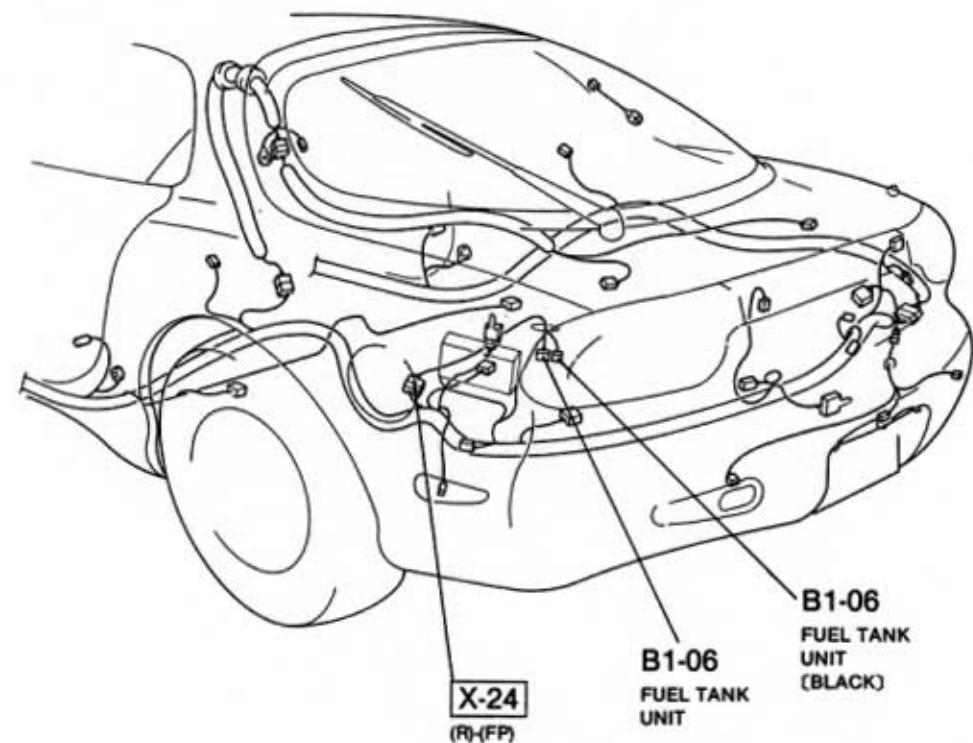
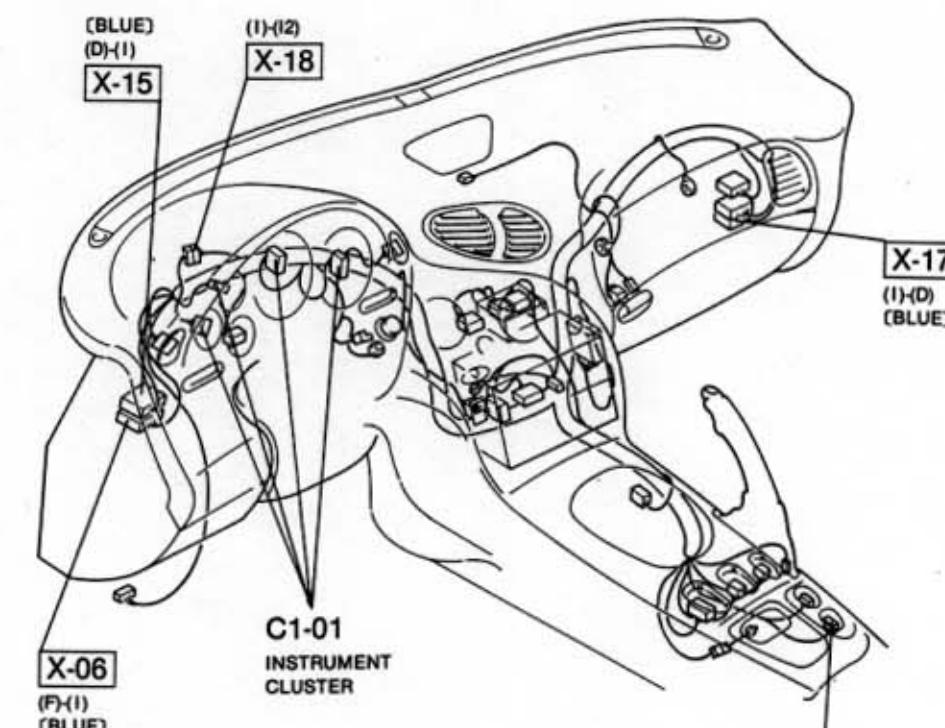
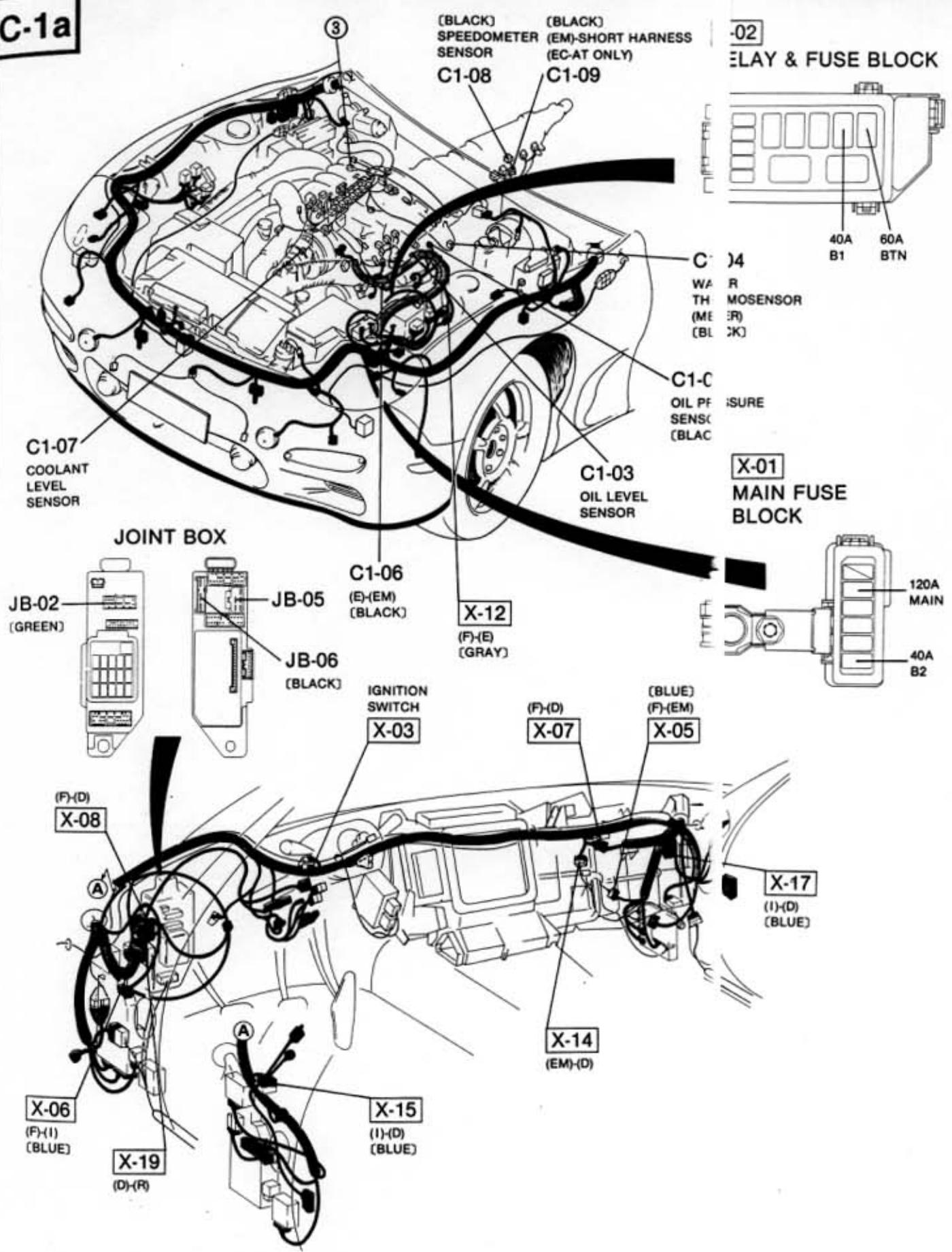


L G/B

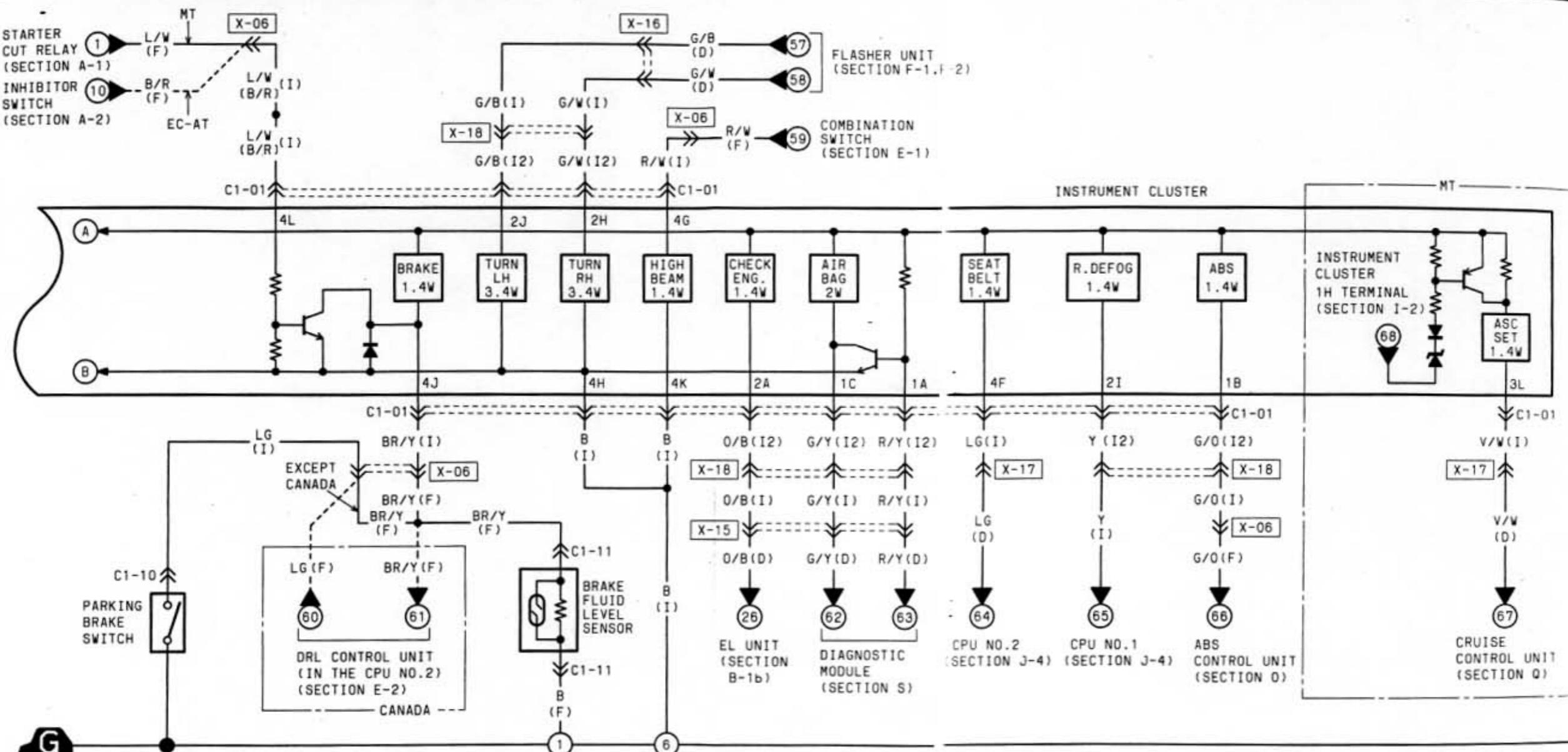
**B1-06 FUEL TANK UNIT (FP)**



C-1a



## C-1b ■ INSTRUMENT CLUSTER &amp; WARNING LAMPS



C1-01 INSTRUMENT CLUSTER							
1G	1E	(I2)	1C	1A			
R/G	B/L		G/Y	R/Y			
R/B	W/B		GY	G/D			
1H	1F		10	1B			

2I 2G 2E (I2) 2C 2A							
2I	2G	2E	(I2)	2C	2A		
Y	R/B	R/G		L	0/B		
G/B	G/W	GY/R		B/Y	W/G		
2J	2H	2F		2D	2B		

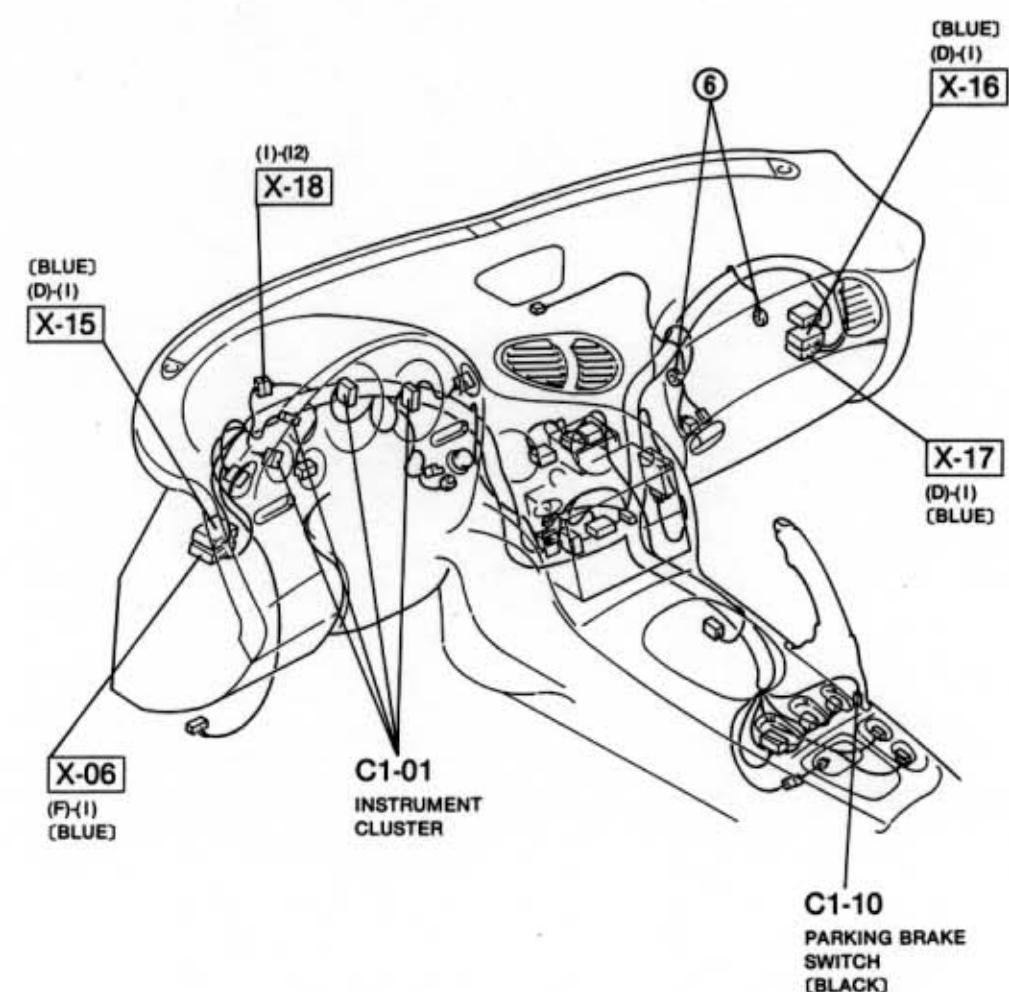
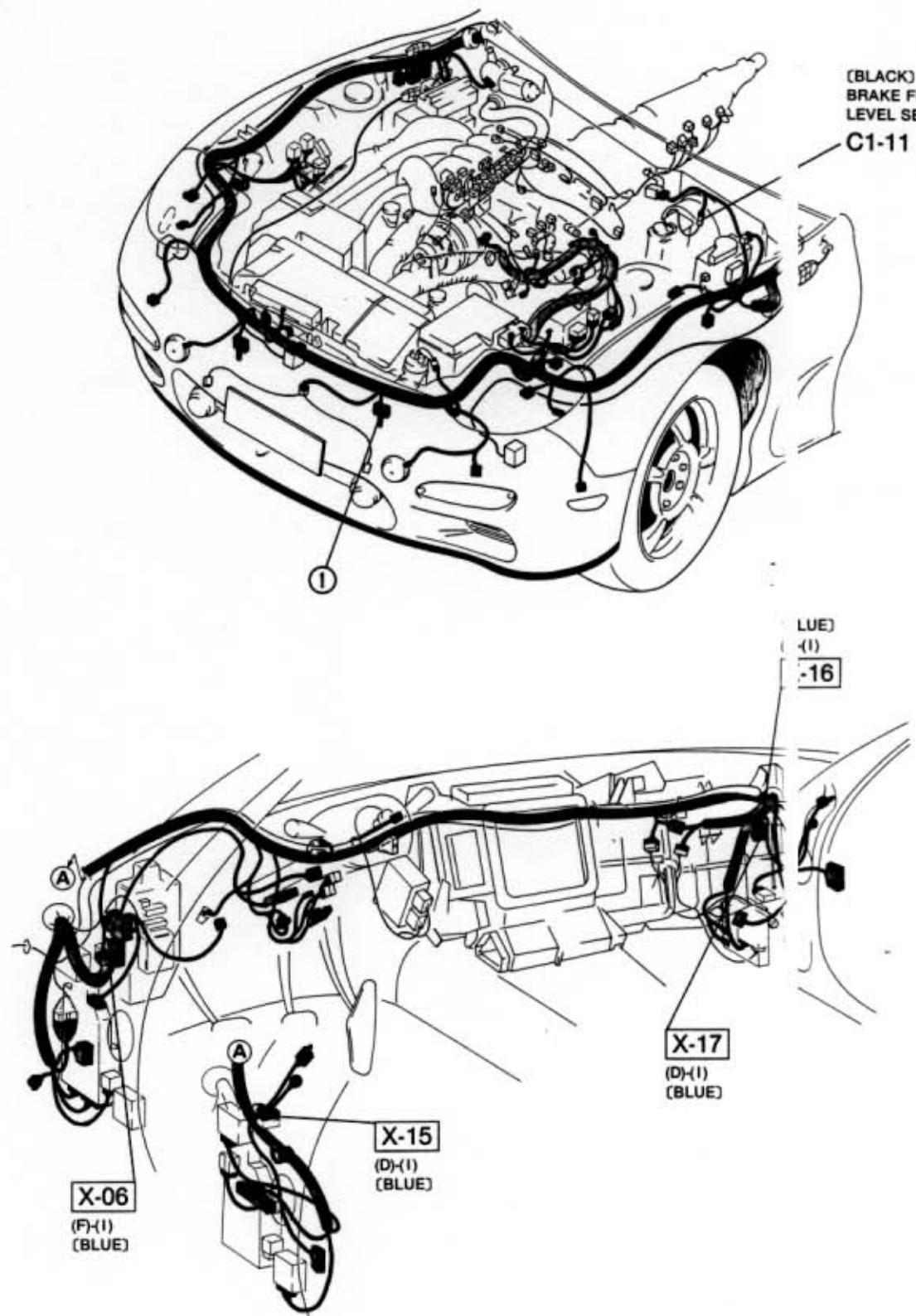
3K 3I 3G (I)							
3K	3I	3G	(I)	3E	3C	3A	
*	R/G	*		G/R	Y/R	Y/W	
Y/W (V)	L	*		Y/L	BR/W	BR	
3L	3J	3H		3F	3D	3B	

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

C1-10 PARKING BRAKE SWITCH (I)



C1-11 BRAKE FLUID LEVEL SENSOR (F)

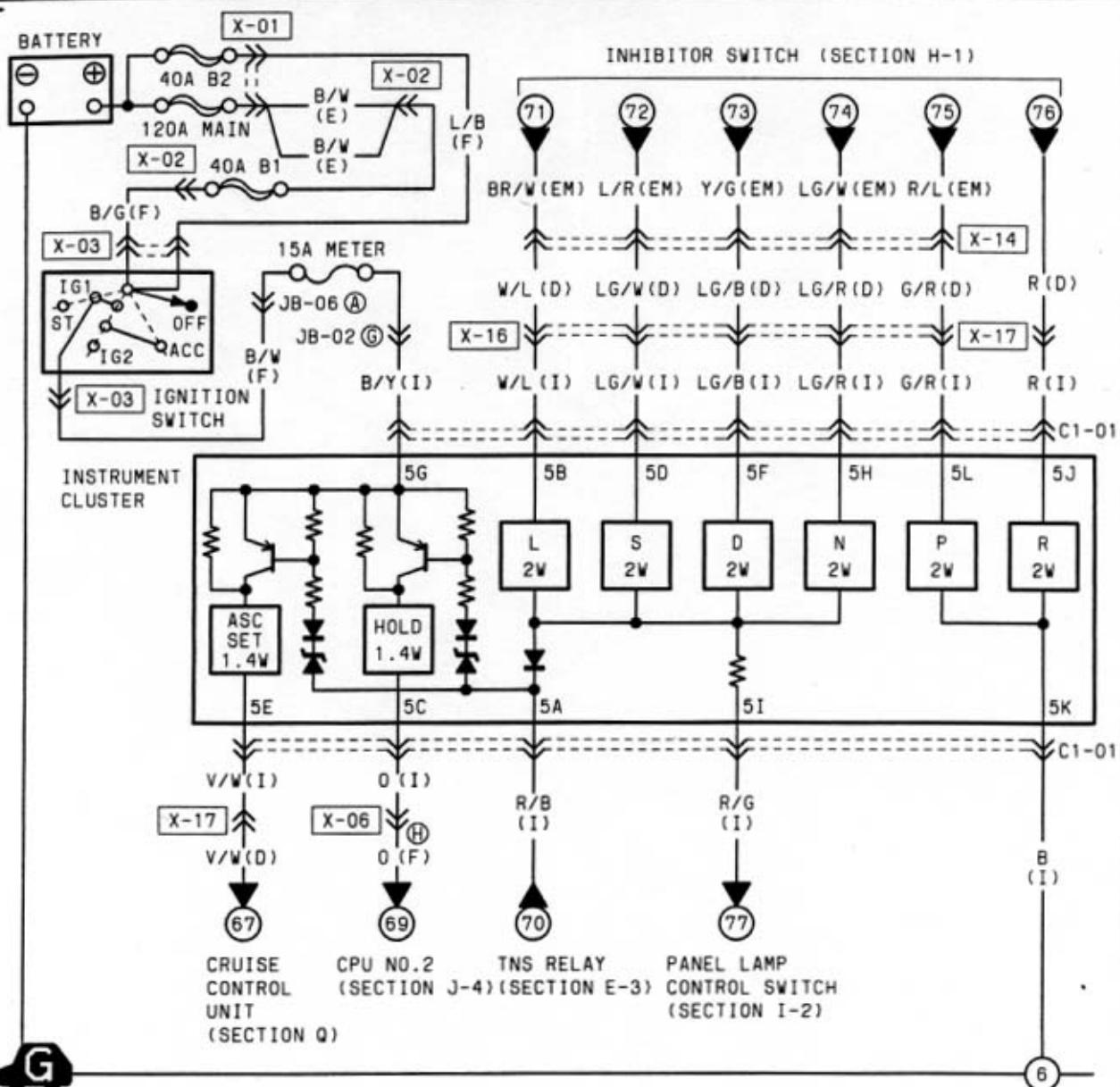
**C-1b**

# Z WIRING DIAGRAM

C-2

EC-AT

## ■ INSTRUMENT CLUSTER & WARNING LAMPS ■ SELECTOR INDICATOR LAMPS



C1-01 INSTRUMENT CLUSTER (I)

	5K	5I	5G	5E	5C	5A
B	R/G	B/Y	V/W	O	R/B	
G/R	R	LG/R	LG/B	LG/W	W/L	

5L

5J

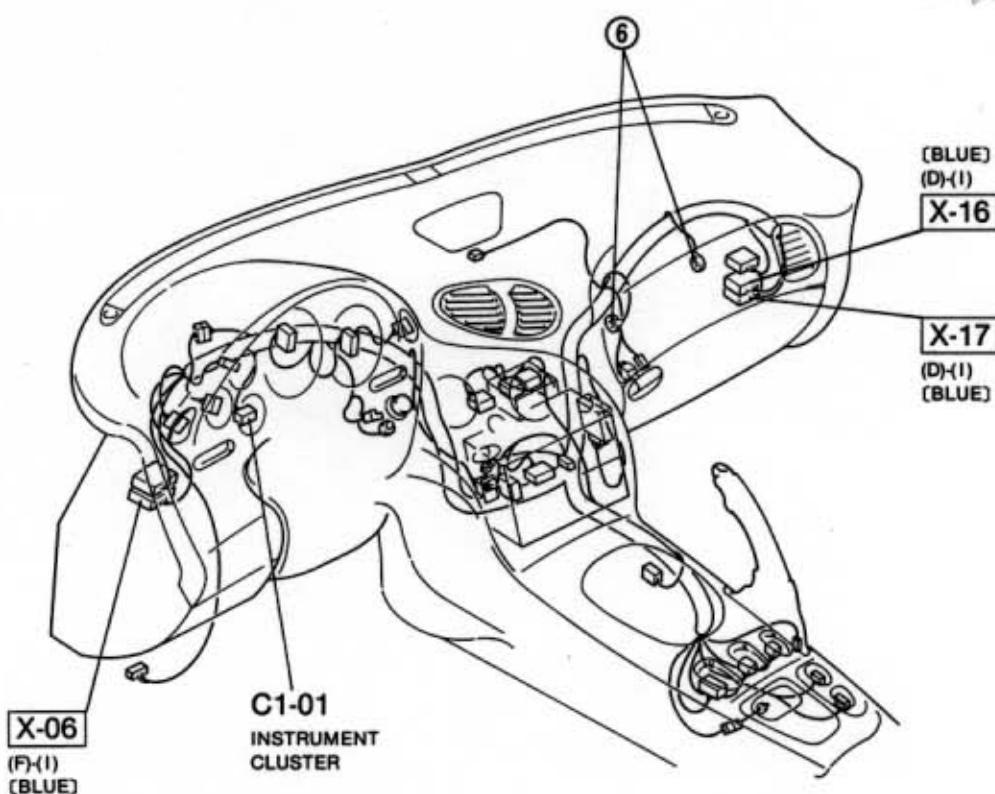
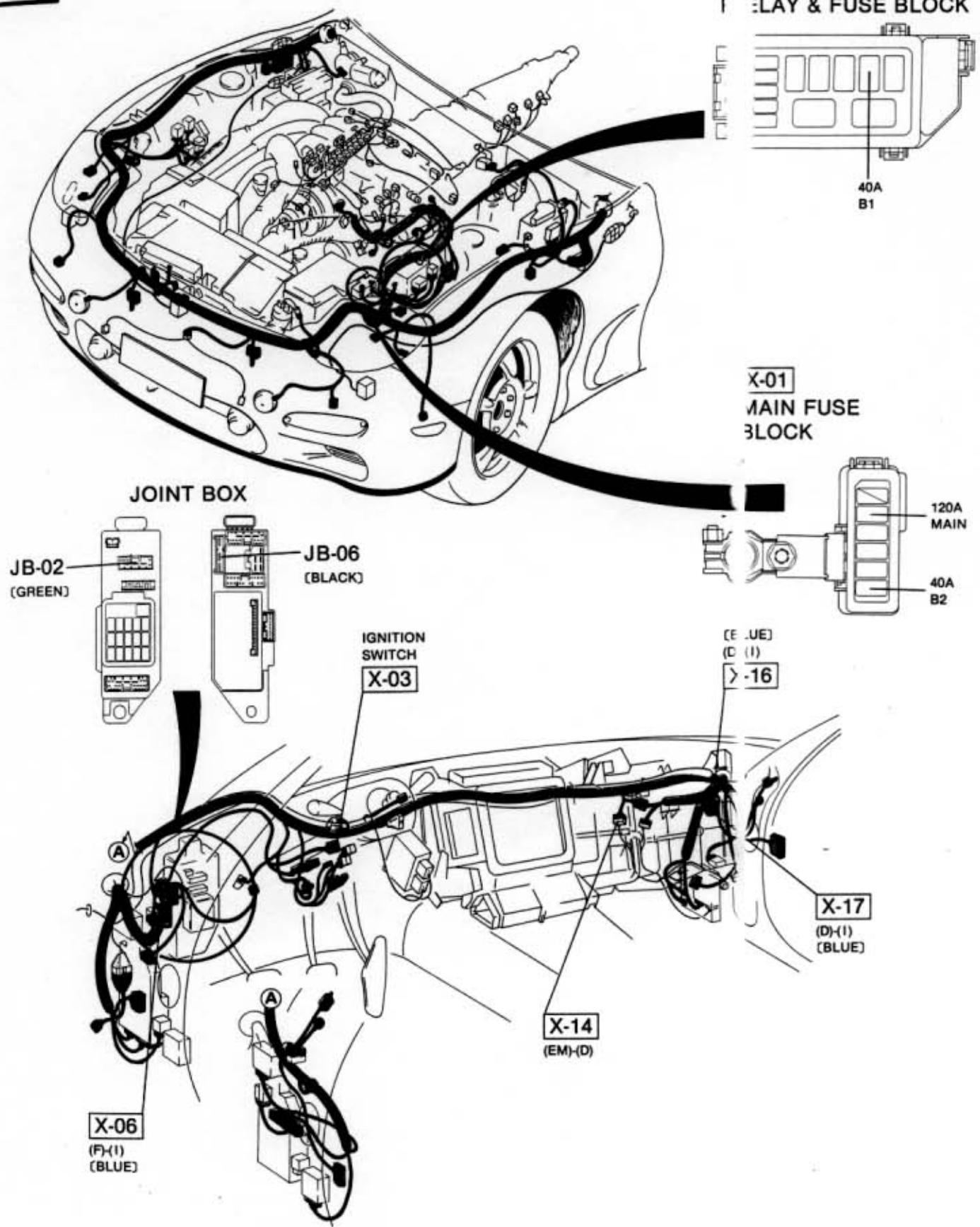
5H

5F

5D

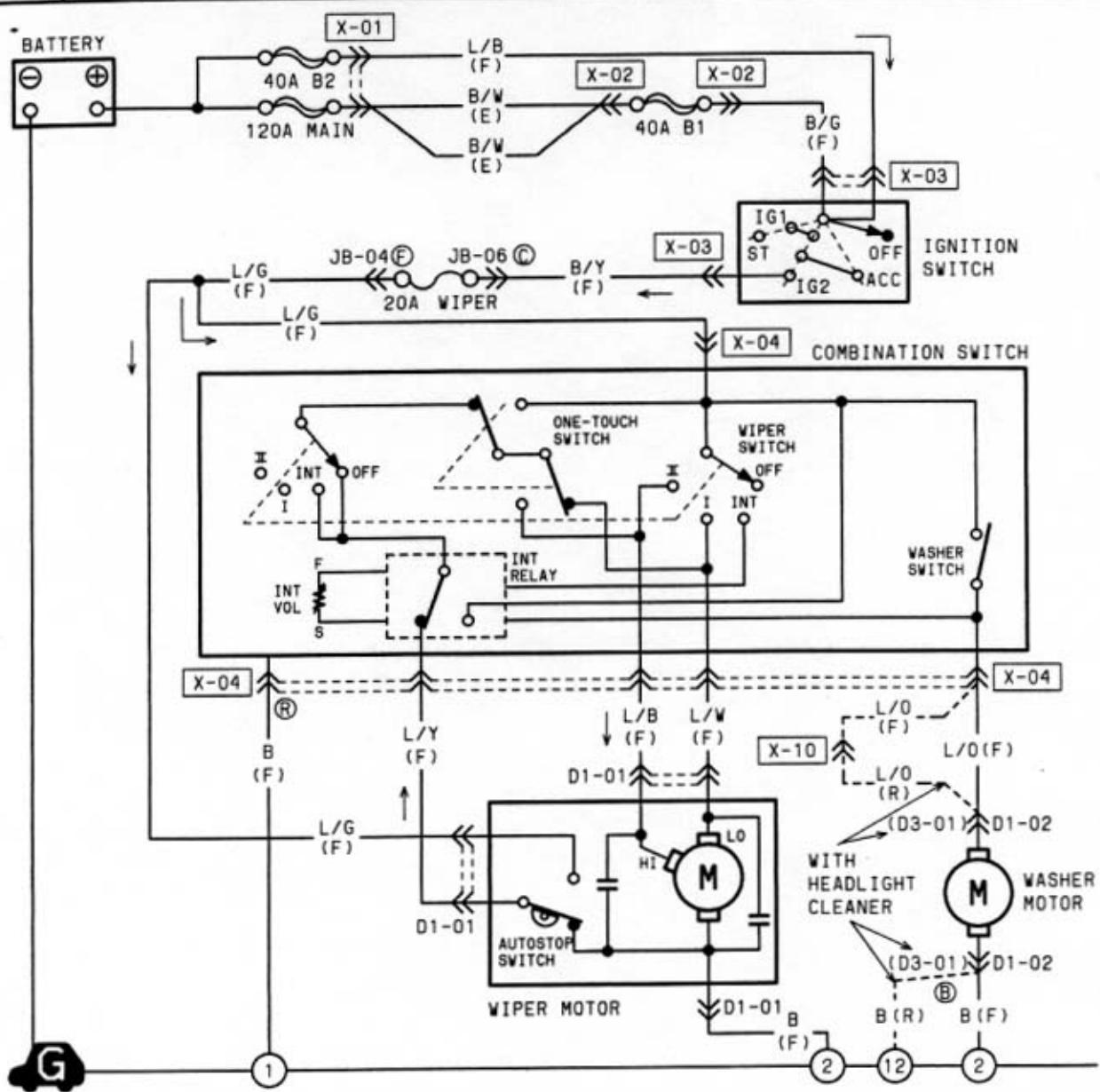
5B

C-2



# Z WIRING DIAGRAM

## D-1 ■ WINDSHIELD WIPER & WASHER



D1-01 WIPER MOTOR (F)

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

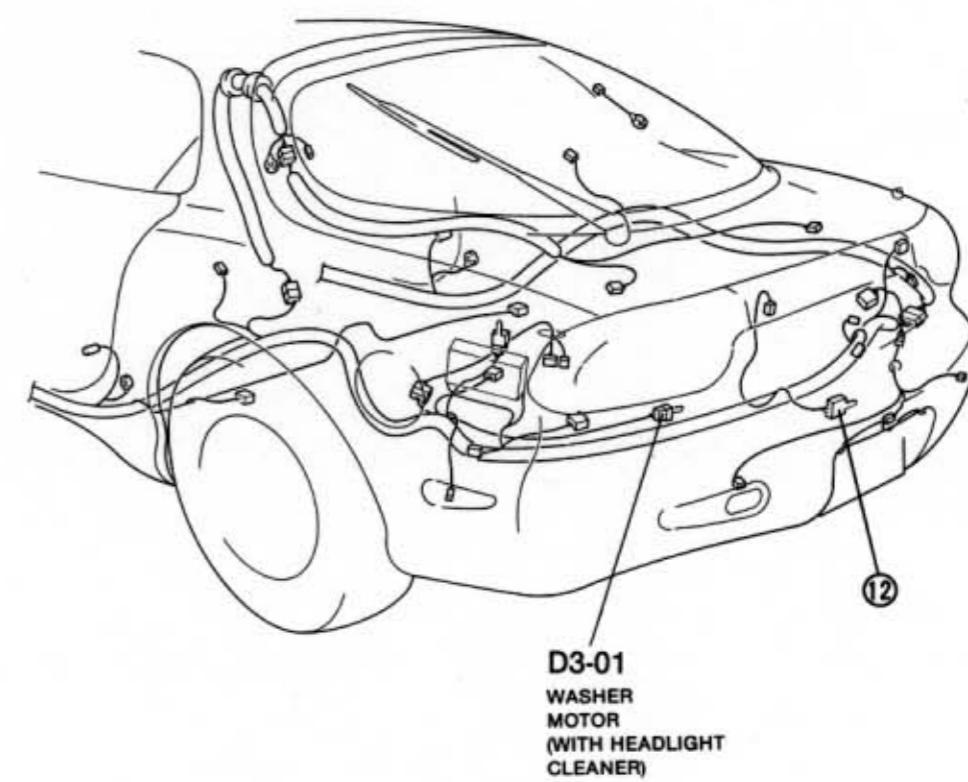
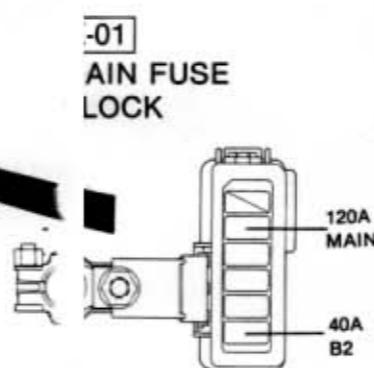
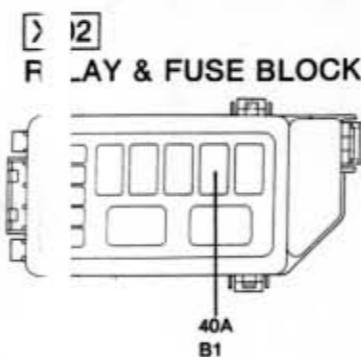
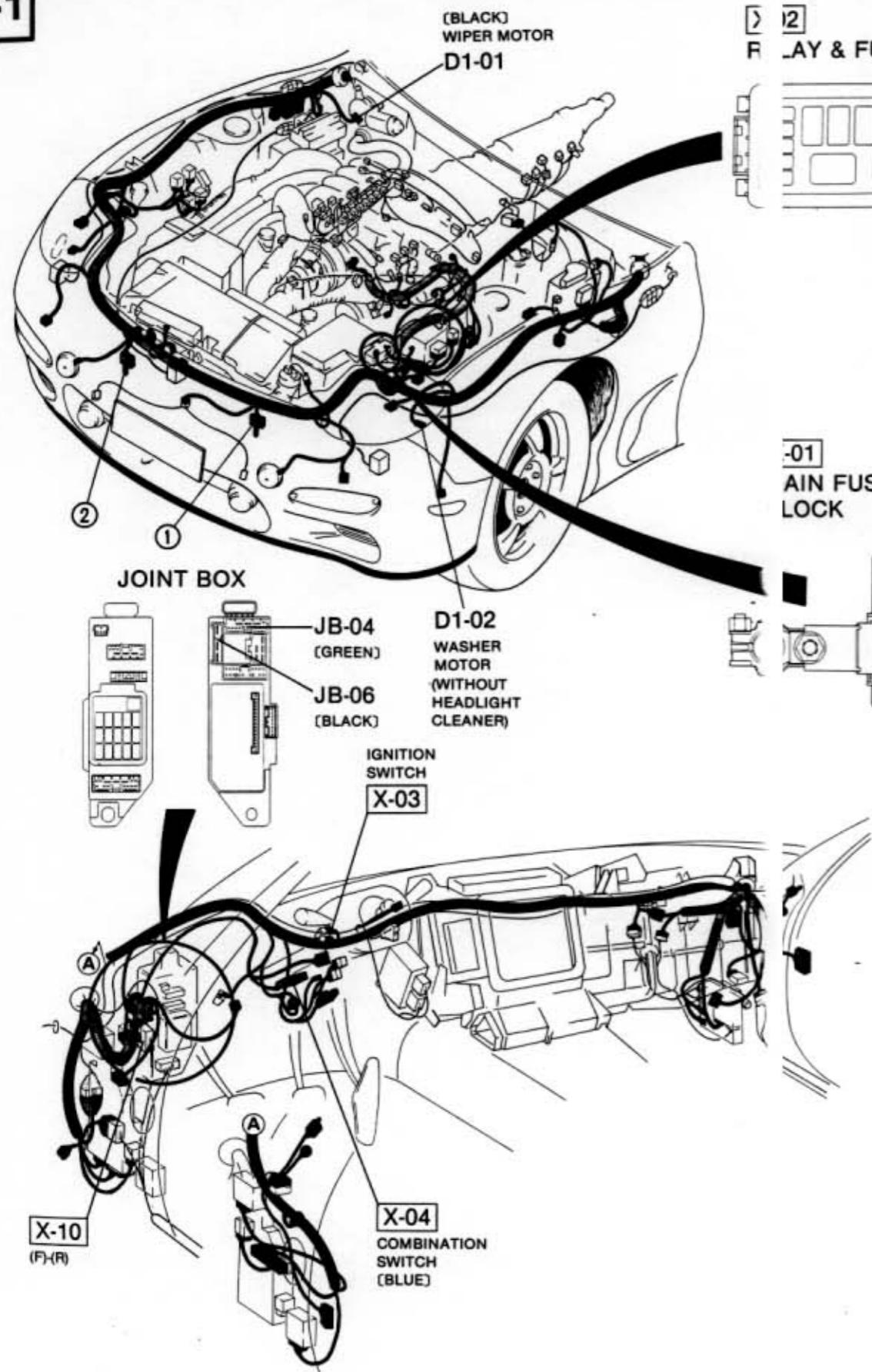
D1-02 WASHER MOTOR (F)

B	L/O
(WITHOUT HEADLIGHT CLEANER)	

D3-01 WASHER MOTOR (R)

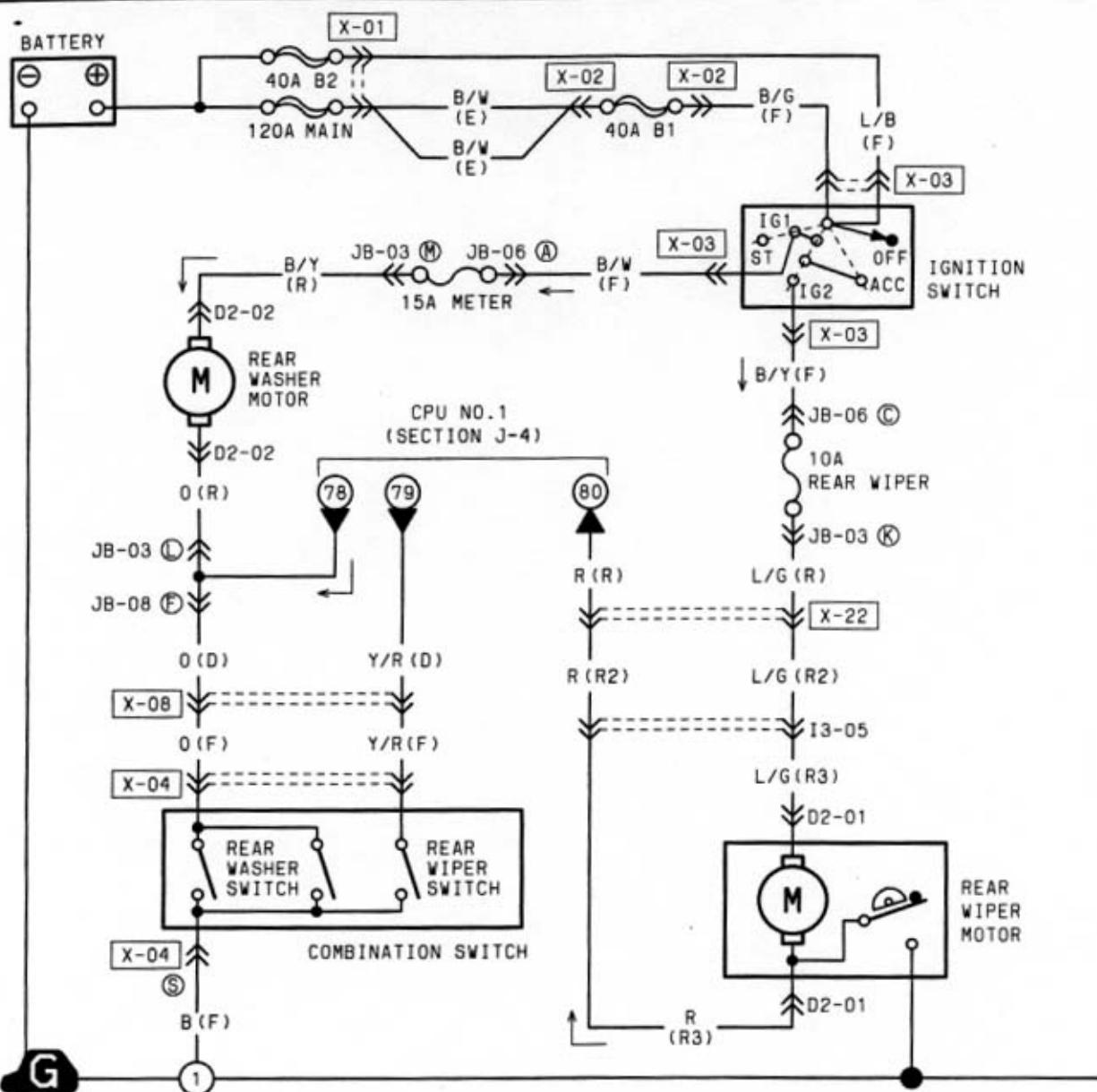
R/W	*	*		*	*	L/O
R/L		W	*	B		B

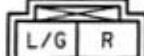
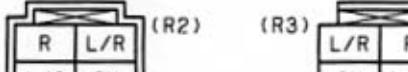
(WITH HEADLIGHT CLEANER) ① ②

**D-1**

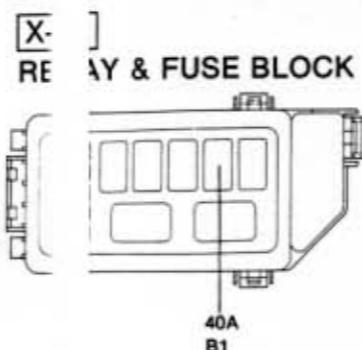
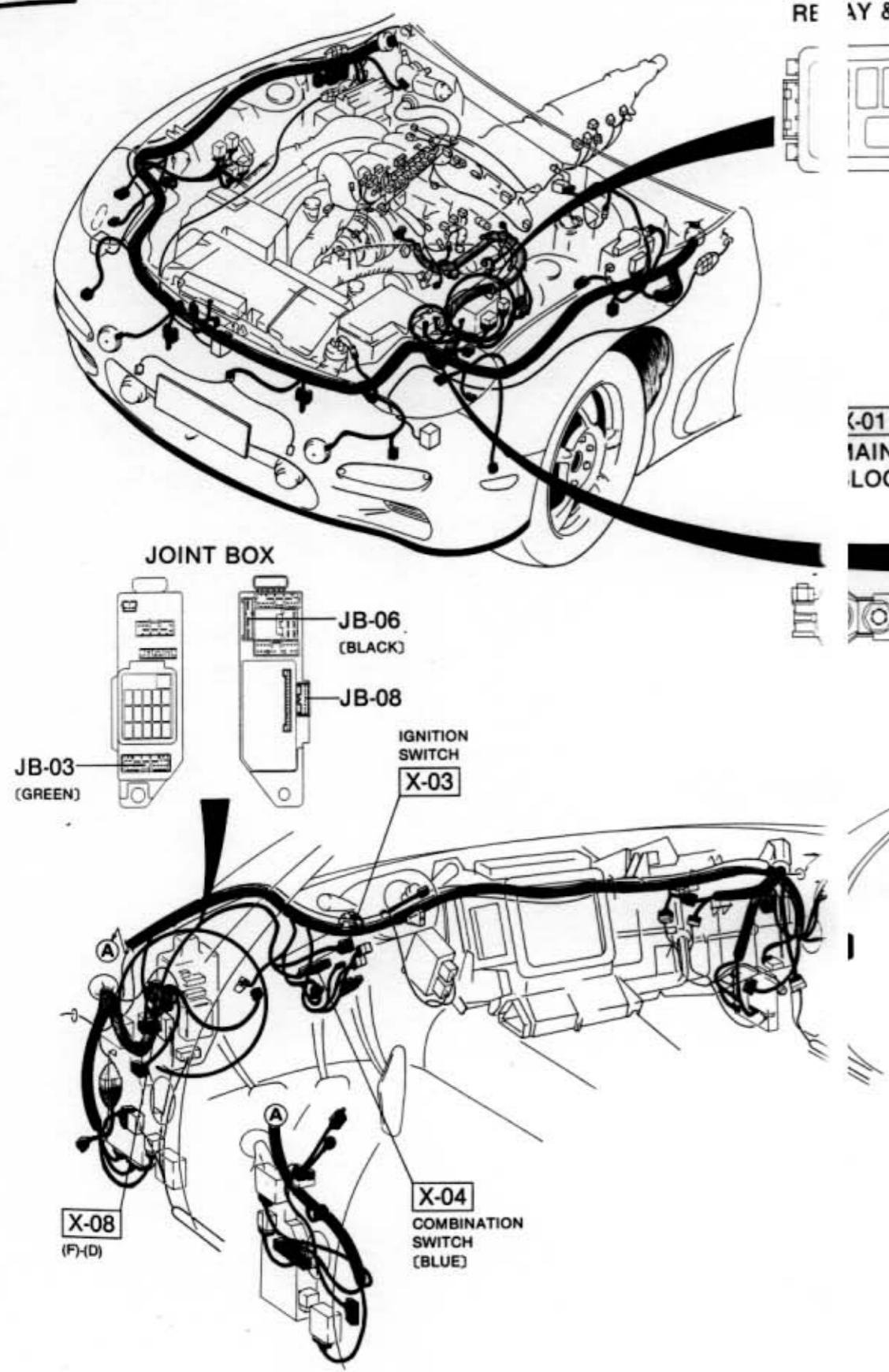
## Z WIRING DIAGRAM

D-2 ■ REAR WIPER & WASHER

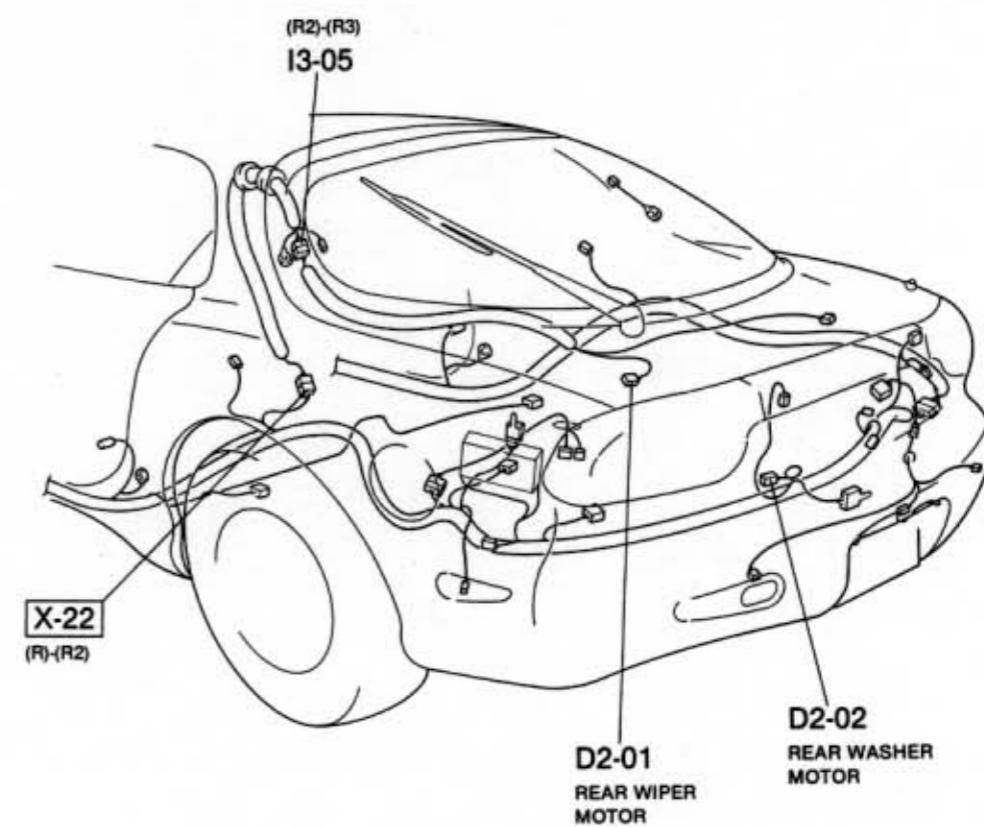
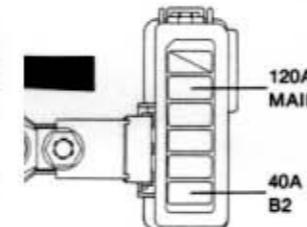


D2-01 REAR WIPER MOTOR (R3)	D2-02 REAR WASHER MOTOR (R)	I3-05 CONNECTOR BETWEEN REAR NO.2 (R2) & REAR NO.3 (R3)
		

D-2

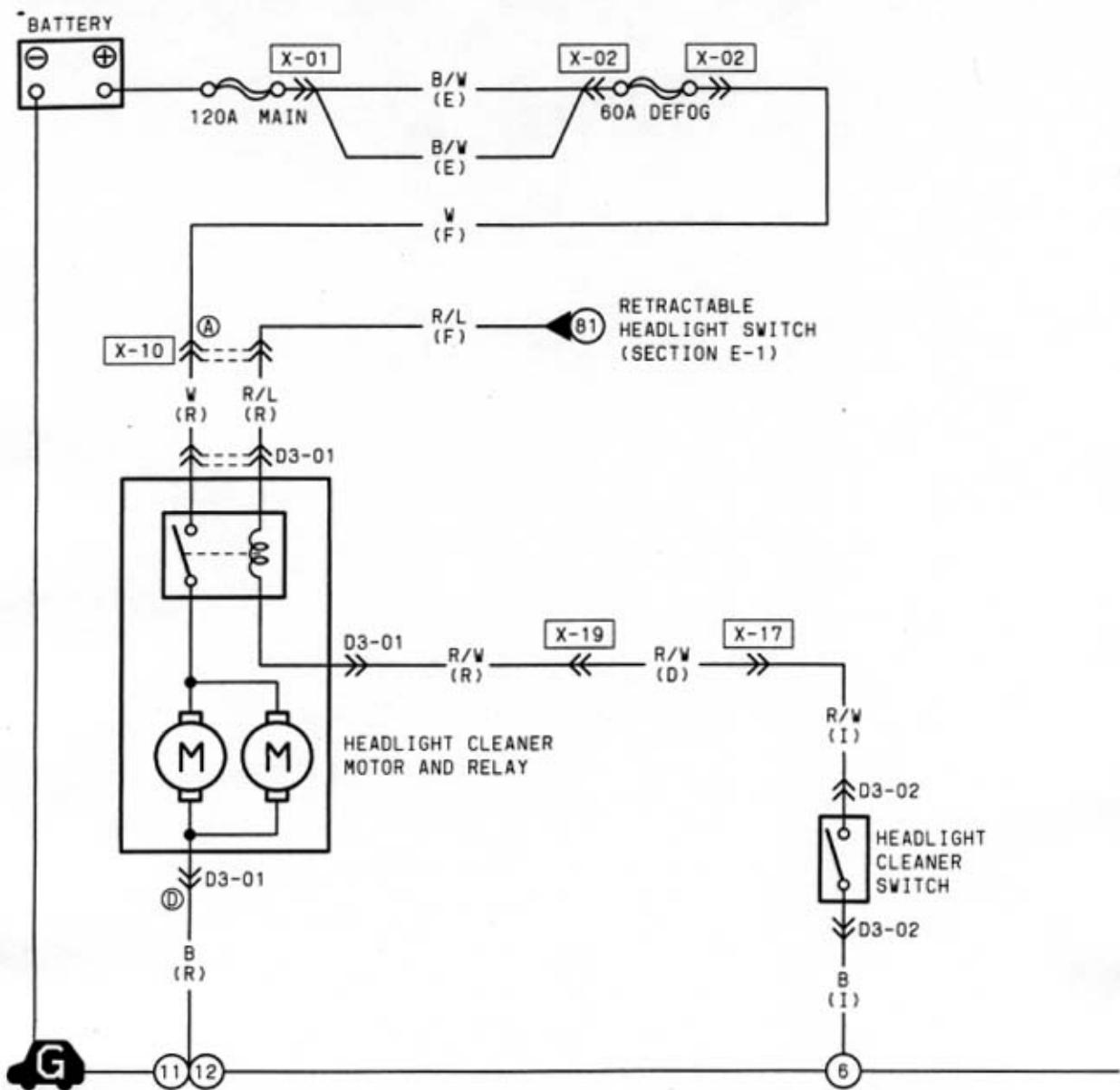


C-01  
MAIN FUSE  
LOCK



## Z WIRING DIAGRAM

## D-3 CANADA ■ HEADLIGHT CLEANER



D3-01 HEADLIGHT CLEANER MOTOR AND RELAY (R)

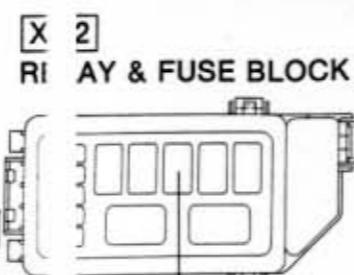
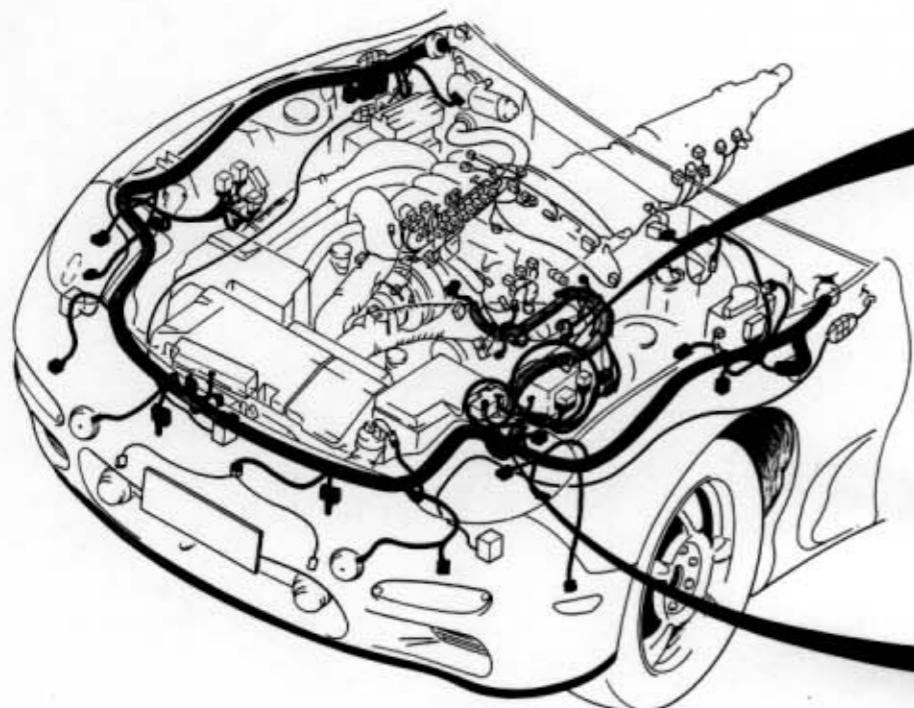
R/W	*	*		*	*	L/O
R/L						

① ②

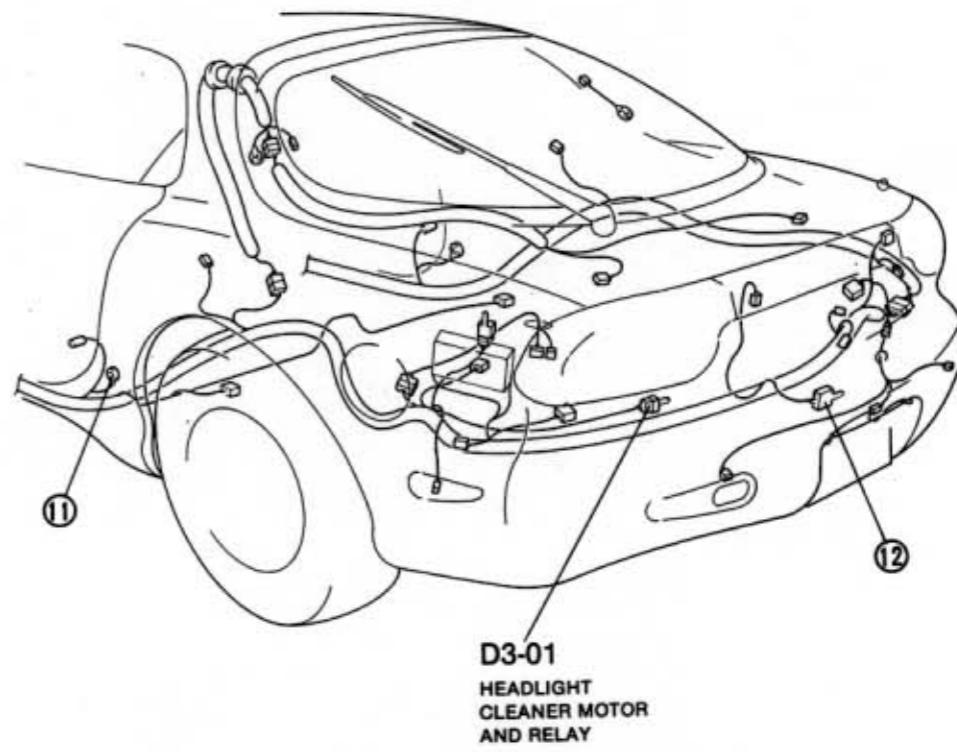
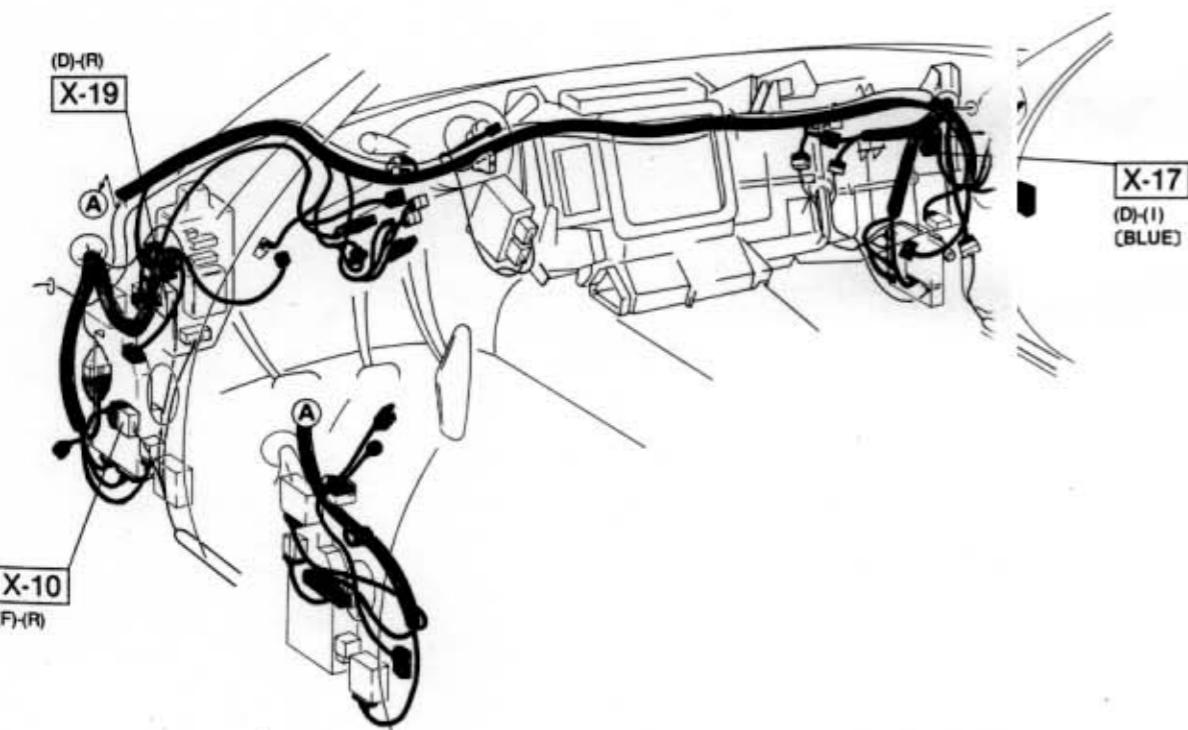
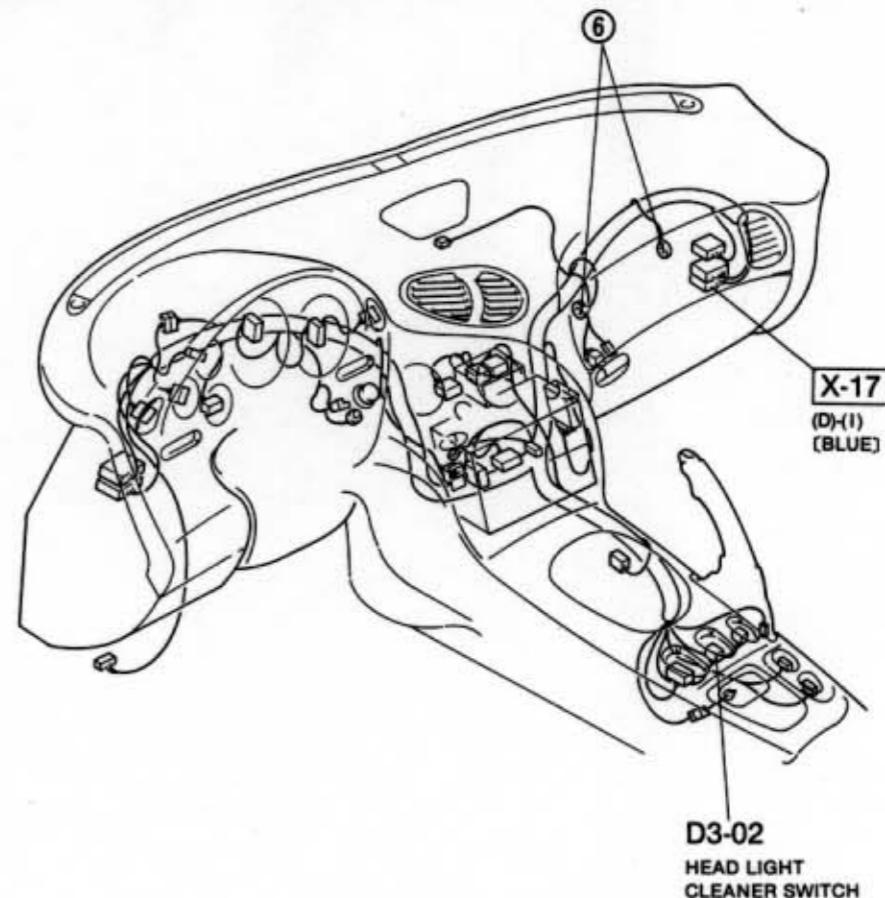
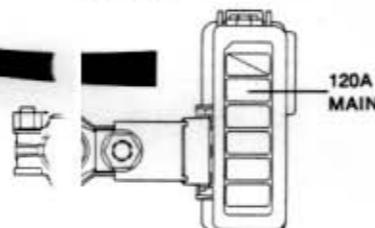
D3-02 HEADLIGHT CLEANER SWITCH (I)

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

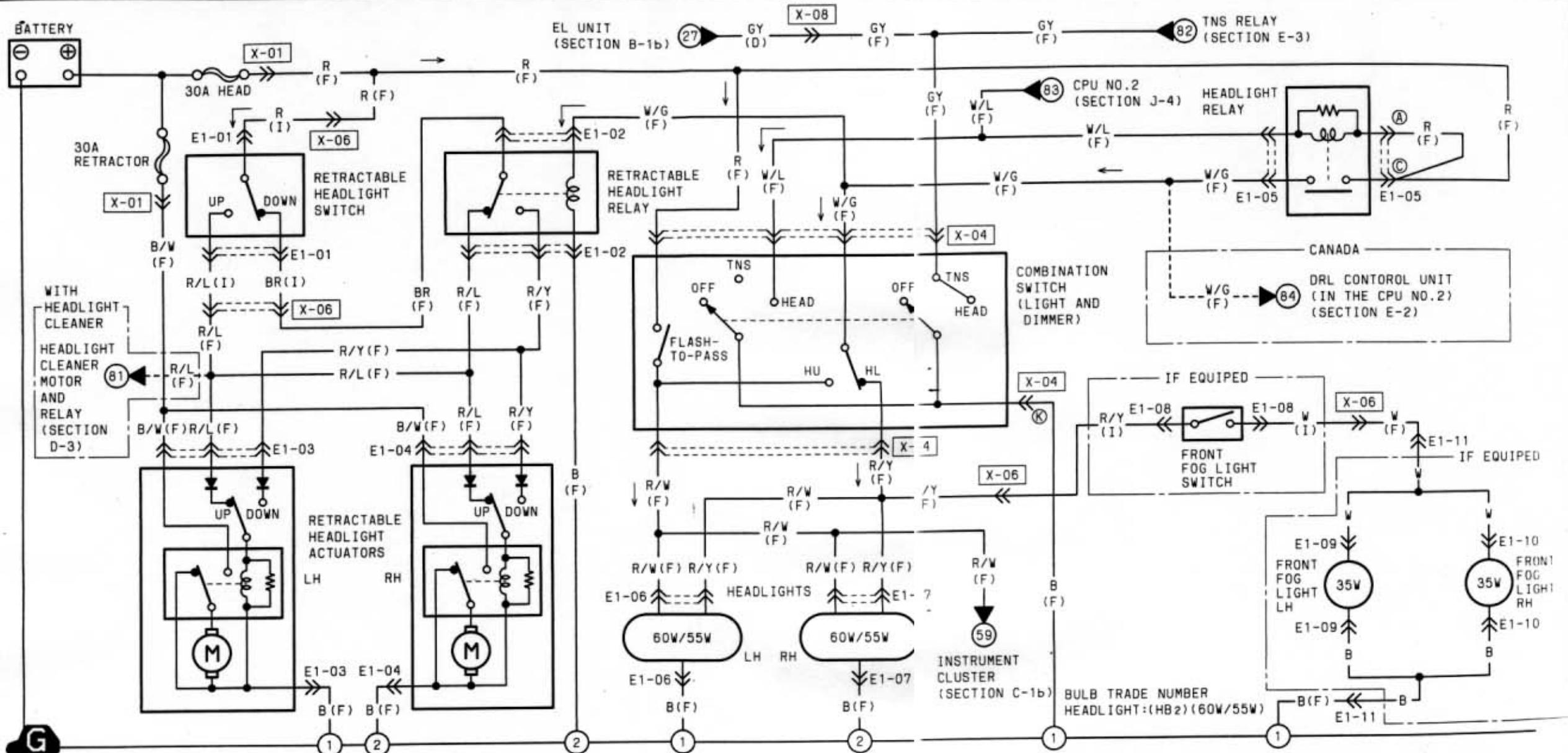
D-3



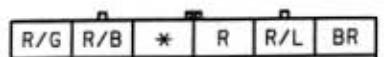
**X-01**  
MAIN FUSE  
BLOCK



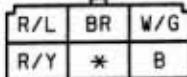
E-1 ■ RETRACTABLE HEADLIGHT SYSTEM ■ HEADLIGHTS ■ FRONT FOG LIGHTS



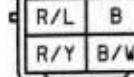
E1-01 RETRACTABLE  
HEADLIGHT SWITCH (I)



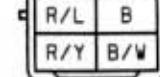
1-02 RETRACTABLE  
HEADLIGHT RELAY (F)



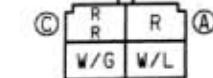
E1-03 RETRACTABLE  
HEADLIGHT ACTUATOR



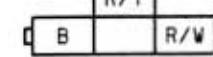
E1-04 RETRACTABLE  
HEADLIGHT ACTUATOR



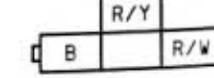
E -05 HEADLIGHT RELAY (



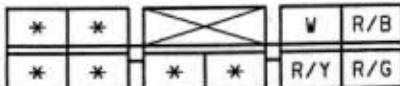
E1-06 HEADLIGHT LH (F)



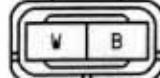
E1-07 HEADLIGHT RH



E1-08 FRONT FOG LIGHT SWITCH (I)



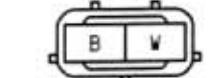
E1-09 FRONT FOG LIGHT LH



H E1-10 FRONT FOG LIGHT



## H E -11 CONNECTOR BETWEEN

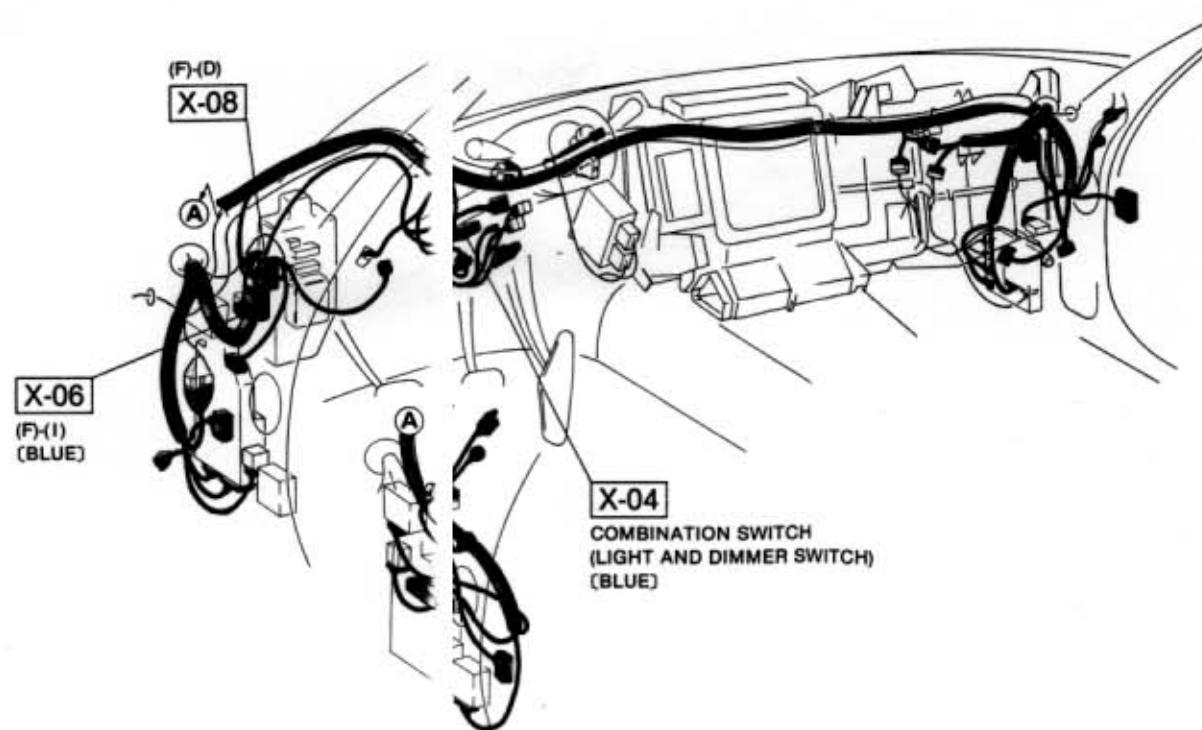
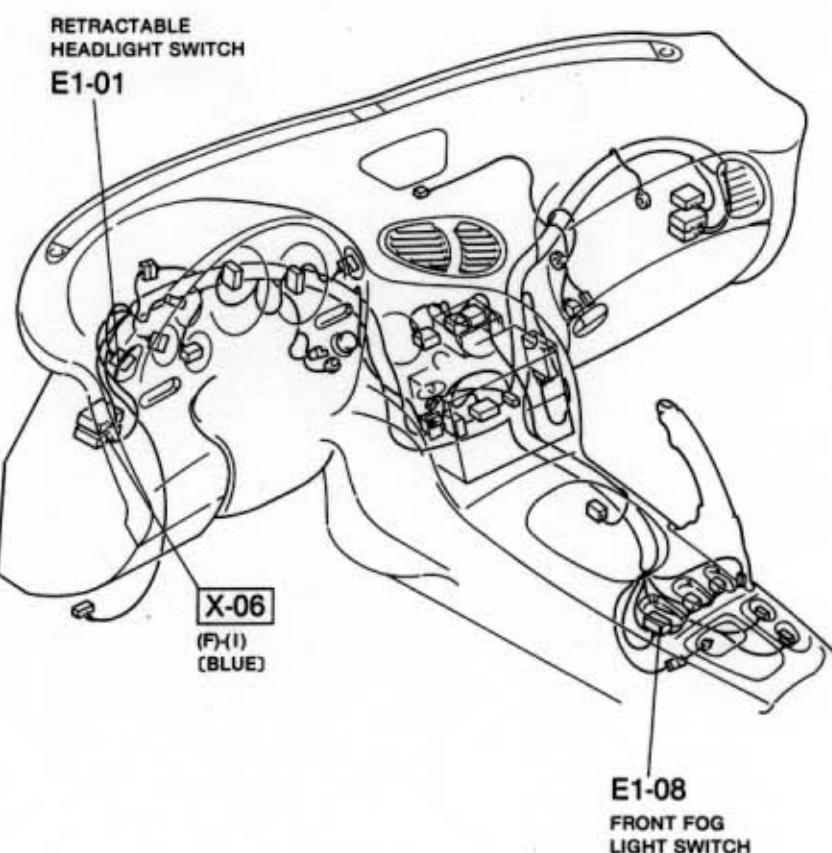
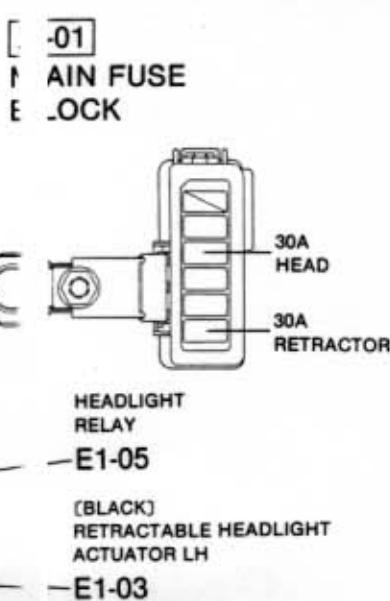
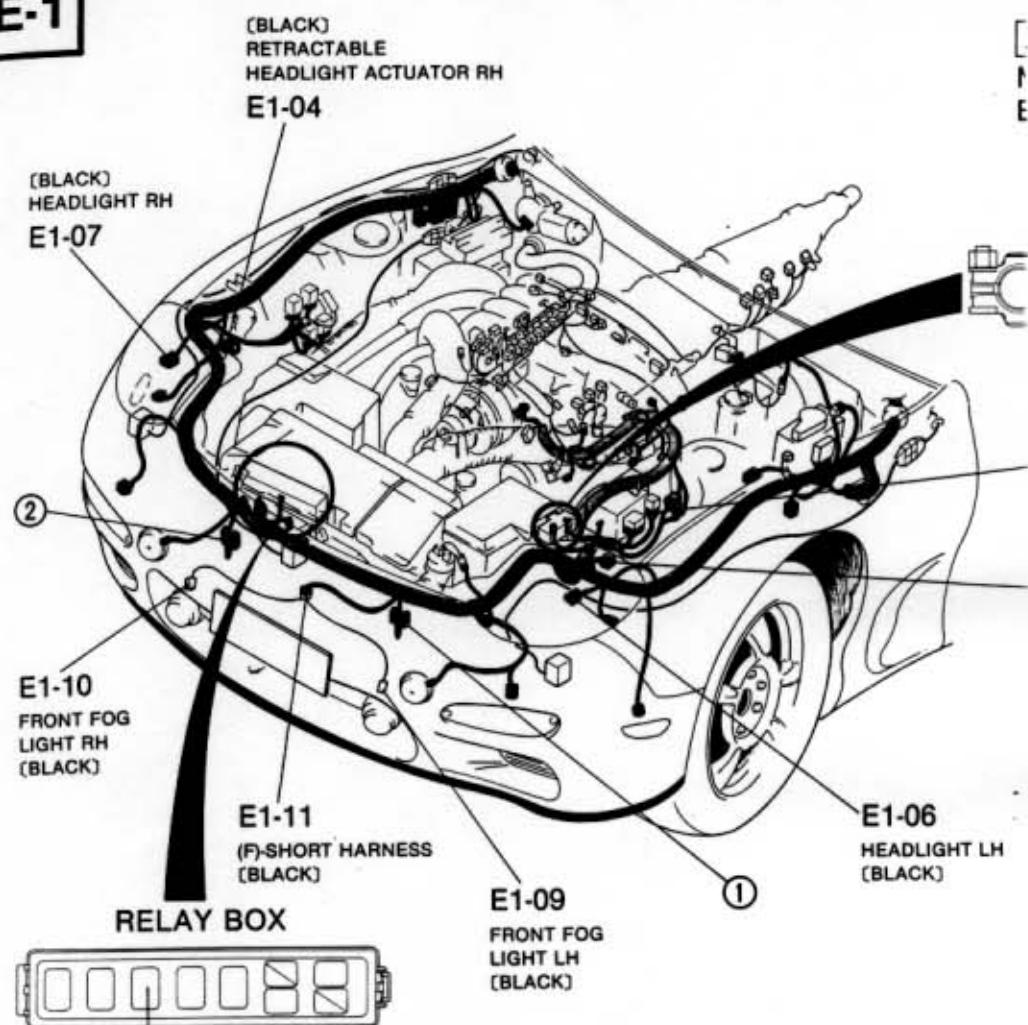


FRONT (F) & SHORT HARNESS



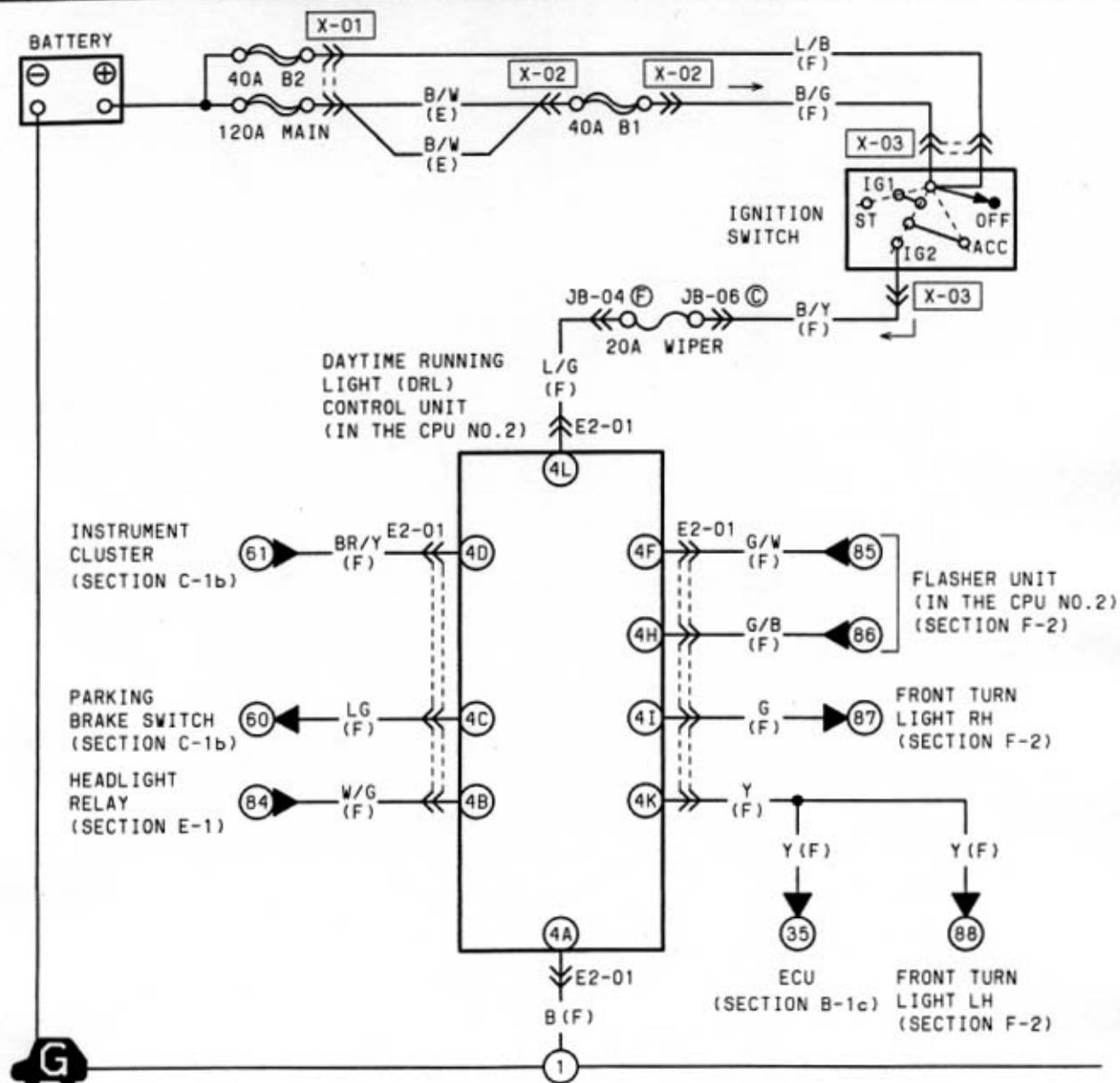
— 1 —

E-1



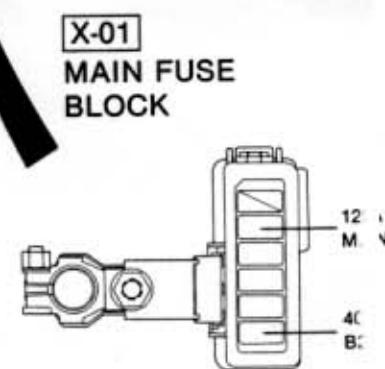
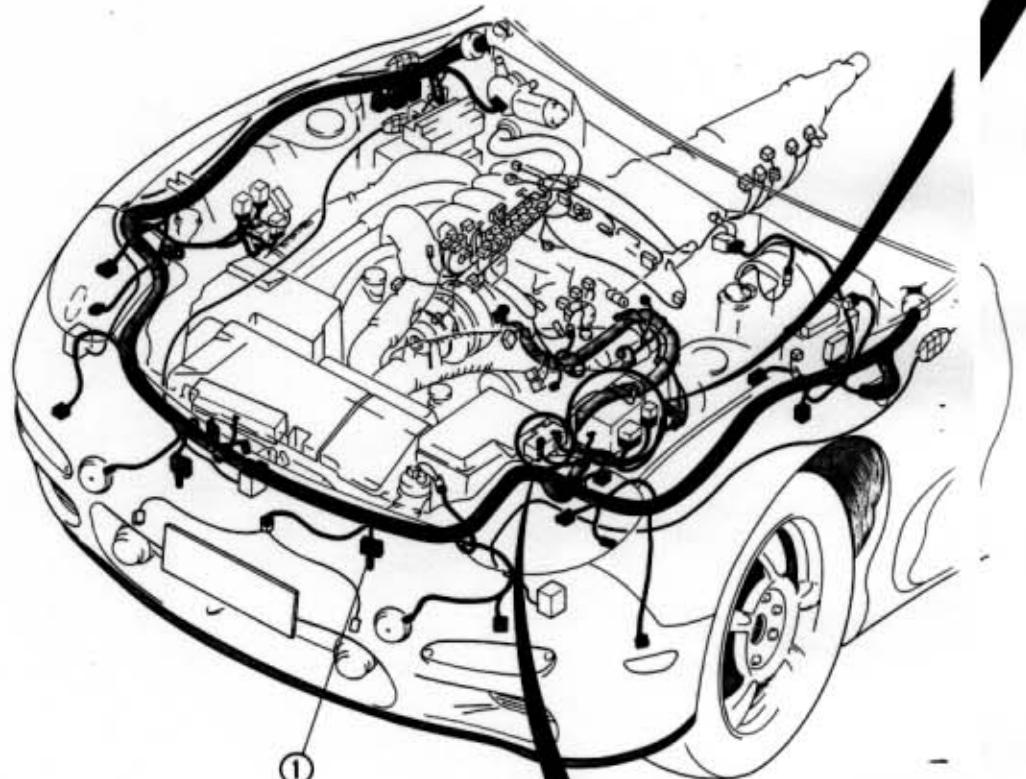
## Z WIRING DIAGRAM

E-2

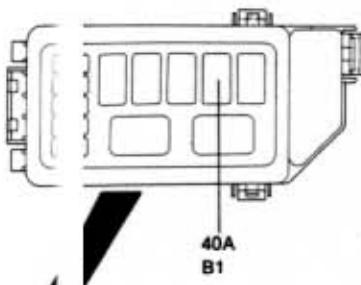
CANADA ■ DAYTIME RUNNING LIGHT (DRL)  
CONTROL SYSTEME2-01 DAYTIME RUNNING LIGHT (DRL) CONTROL UNIT  
(IN THE CPU NO.2) (F)

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

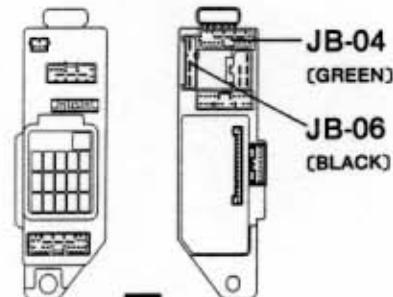
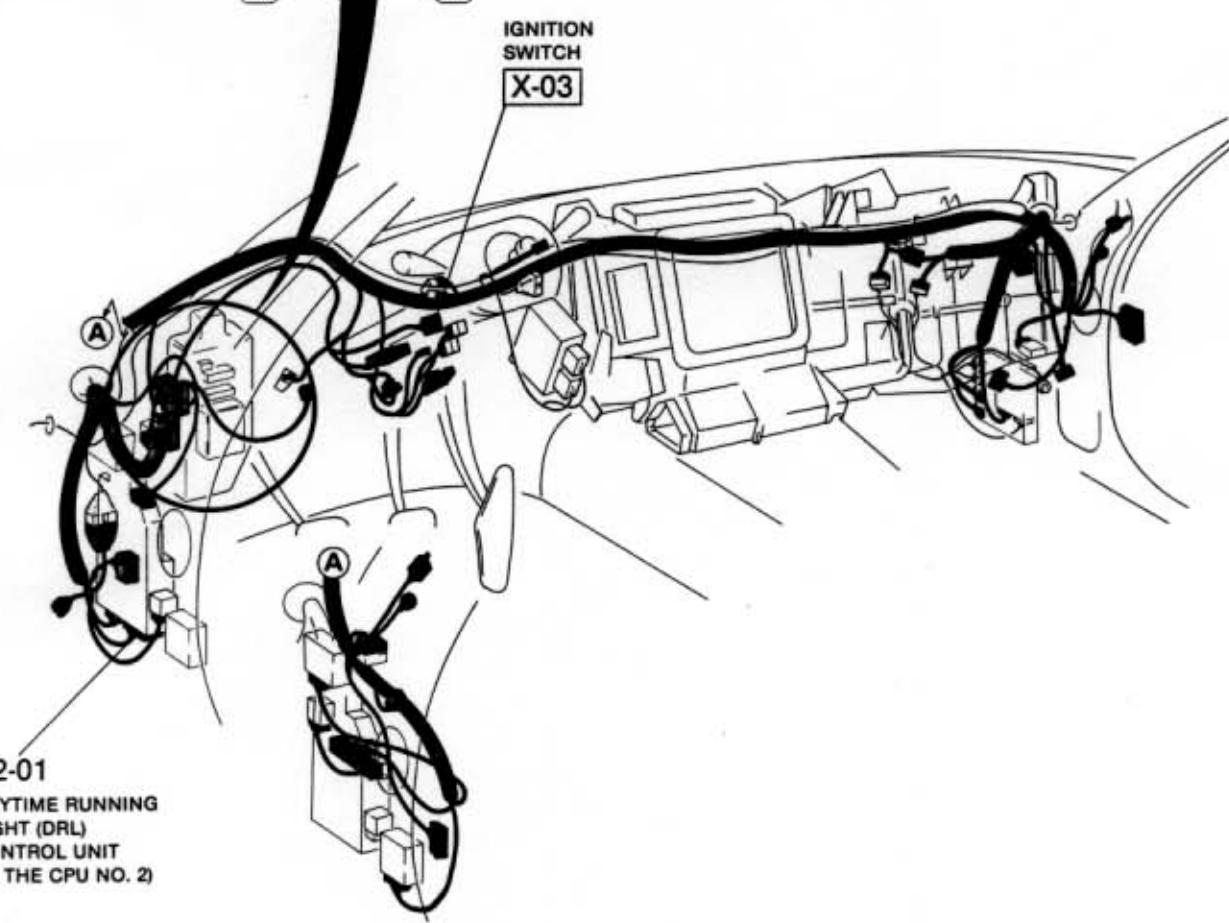
E-2



X-  
REAY & FUSE BLOCK

40A  
B1

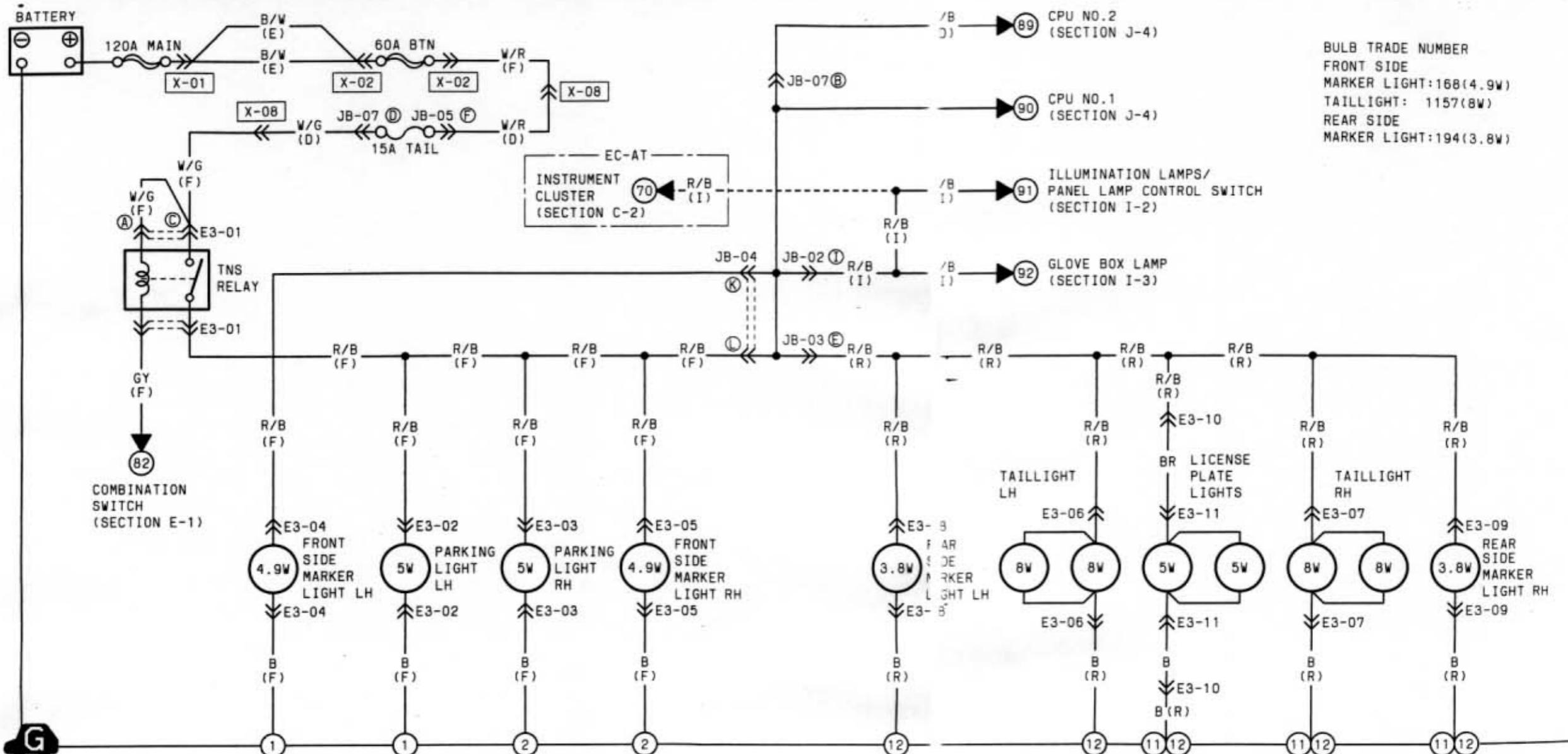
JOINT BOX

JB-04  
(GREEN)  
JB-06  
(BLACK)IGNITION  
SWITCH  
X-03

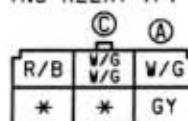
E2-01  
DAYTIME RUNNING  
LIGHT (DRL)  
CONTROL UNIT  
(IN THE CPU NO. 2)

# Z WIRING DIAGRAM

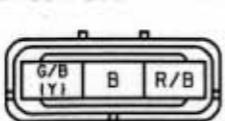
**E-3** ■ PARKING LIGHTS ■ FRONT SIDE MARKER LIGHTS ■ TAILLIGHTS  
■ REAR SIDE MARKER LIGHTS ■ LICENSE PLATE LIGHTS



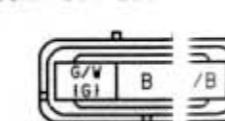
E3-01 TNS RELAY (F)



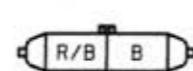
E3-02 FRONT COMBINATION LIGHT (PARKING LIGHT) LH (F)



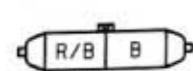
E3-03 FRONT COMBINATION LIGHT (PARKING LIGHT) RH (F)



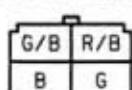
E3-04 FRONT SIDE MARKER LIGHT LH (F)



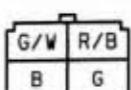
E3-05 FRONT SIDE MARKER LIGHT RH (F)



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



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



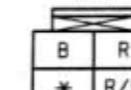
E3-08 REAR SIDE MARKER LIGHT LH (R)



E3-09 REAR SIDE MARKER LIGHT RH (R)



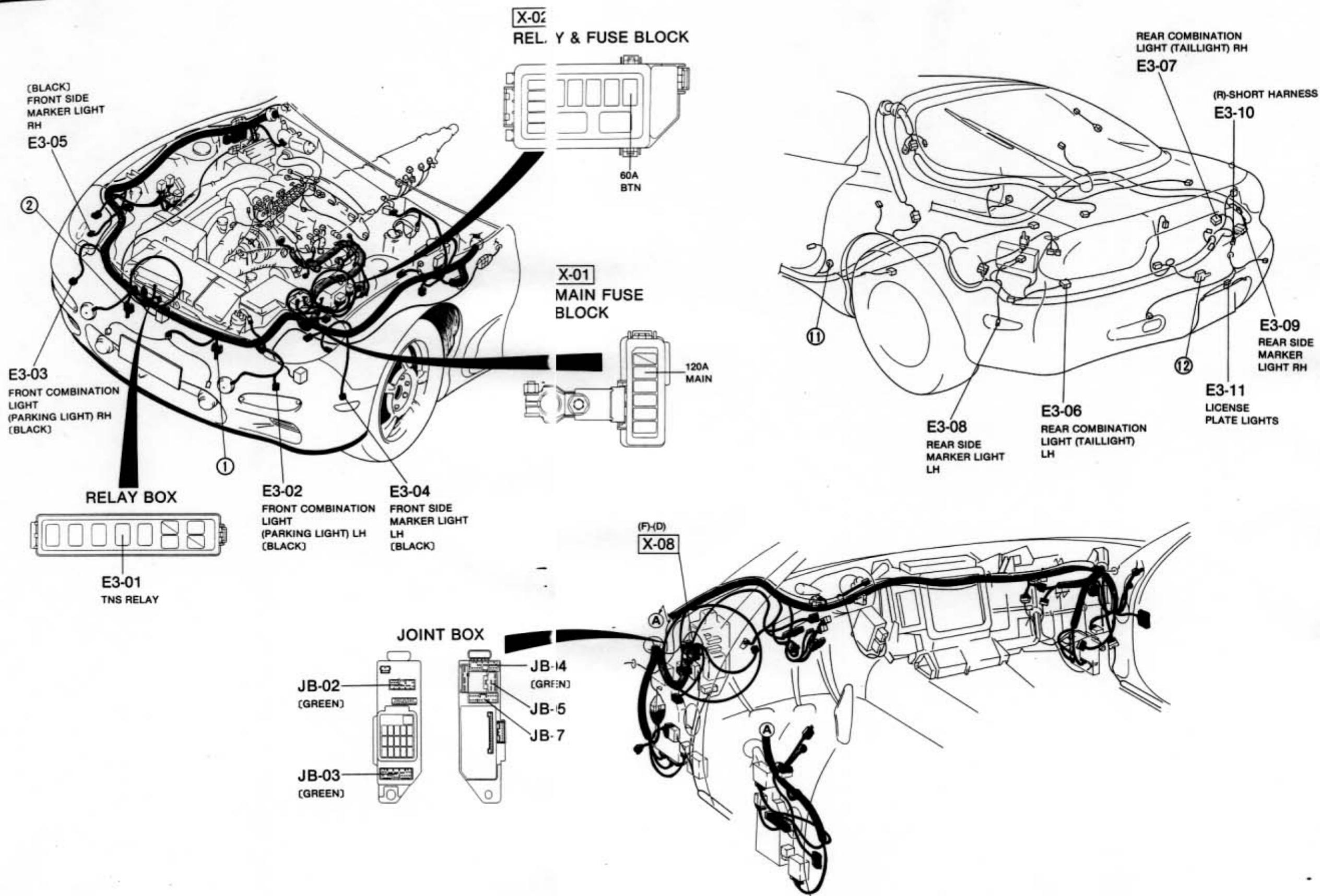
E3-10 CONNECTOR BETWEEN REAR (R) & SHORT HARNESS (R)



E3-11 LICENSE PLATE LIGHT

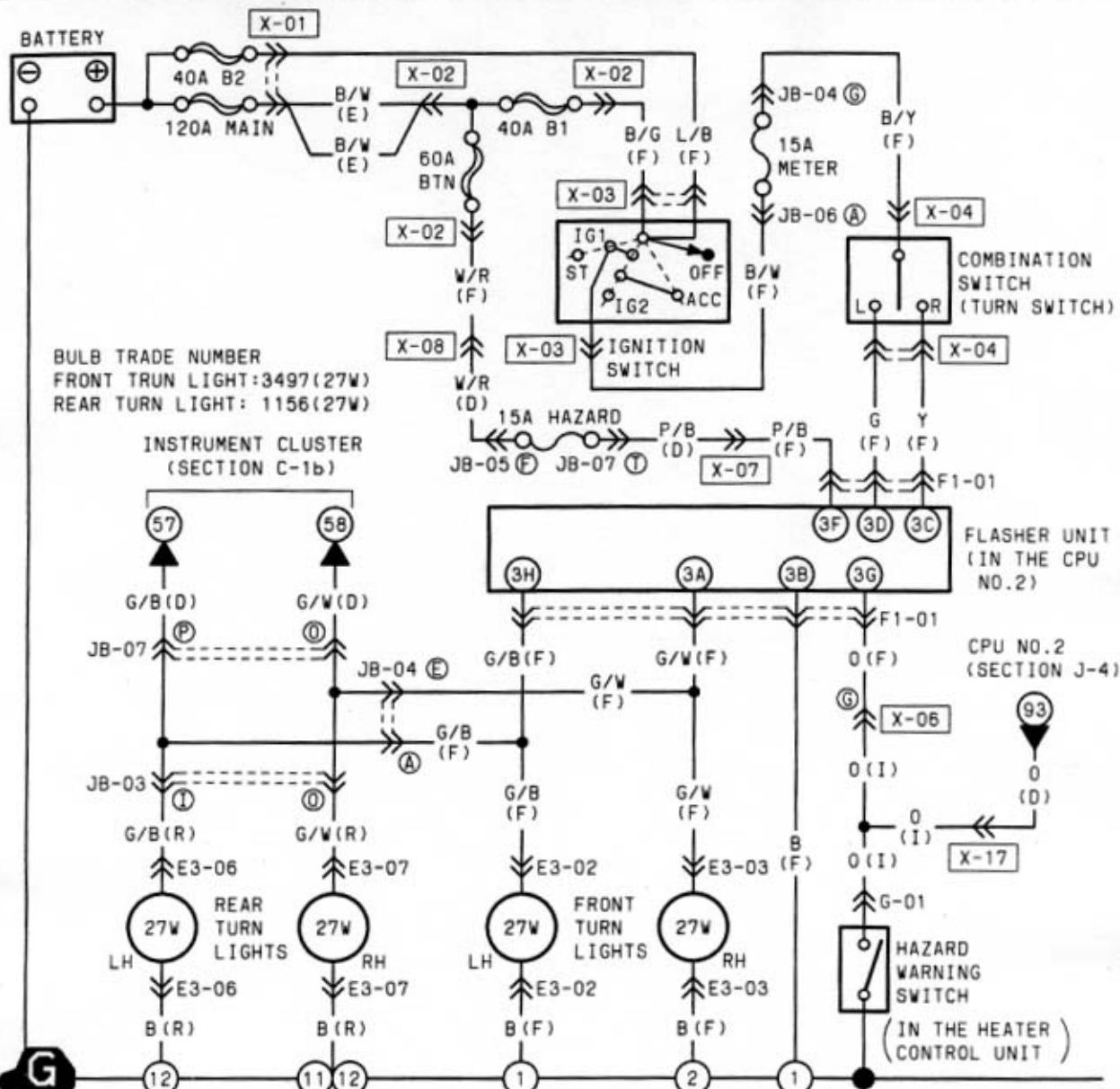


E-3

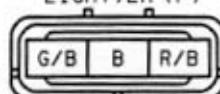
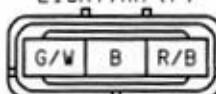


## Z WIRING DIAGRAM

F-1

FEDERAL  
CALIFORNIA ■ TURN & HAZARD WARNING LIGHTSF1-01 FLASHER UNIT (F)  
(IN THE CPU NO.2)

3G	3C	3A
0	Y	G/W
G/B	P/B	G B

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(REA TURN  
LIGHT)LH (R)

G/B	R/B
B	G

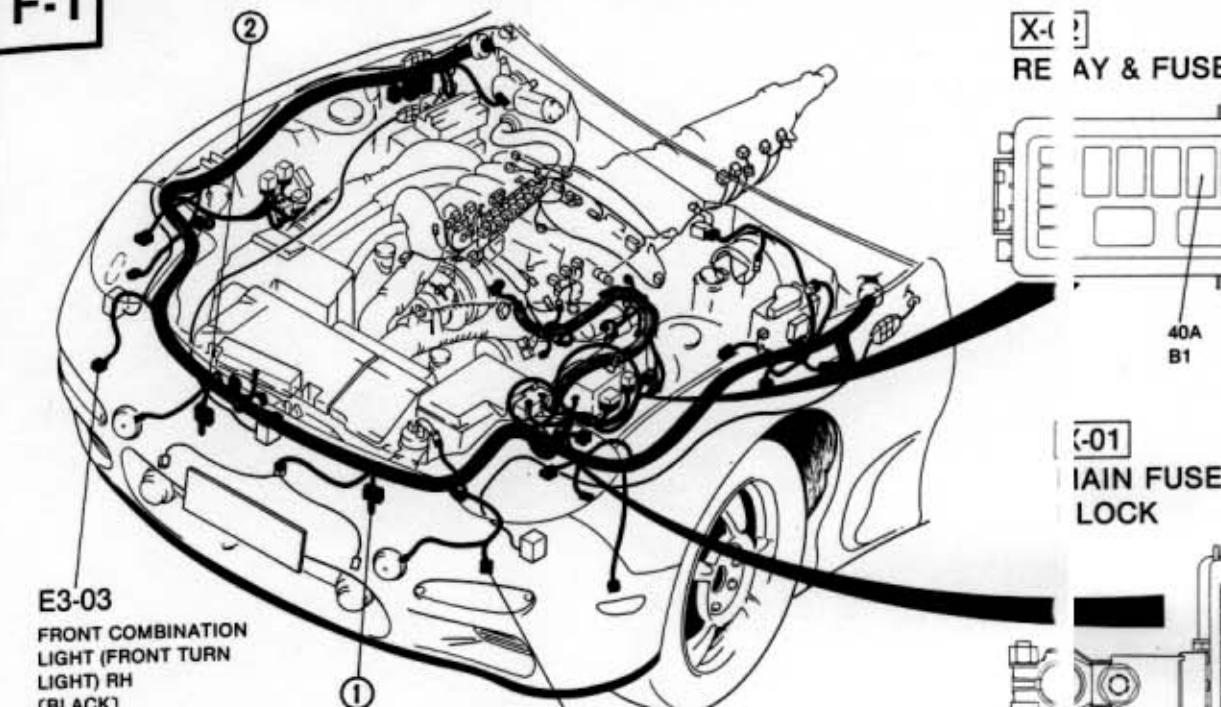
E3-07 REAR COMBINATION  
LIGHT(REA TURN  
LIGHT)RH (R)

G/W	R/B
B	G

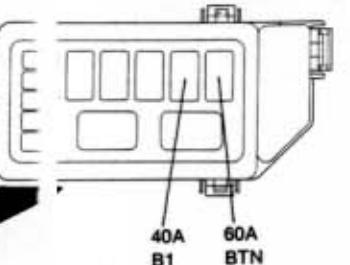
G-01 HAZARD WARNING SWITCH  
(IN THE HEATER CONTROL UNIT) (I)

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

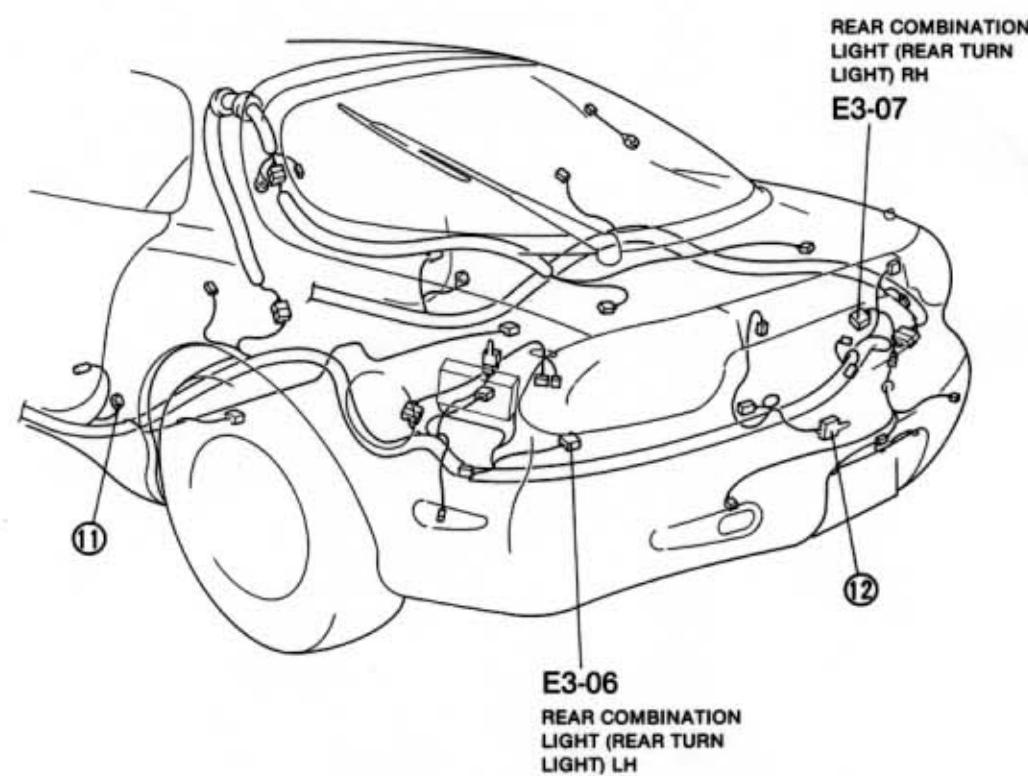
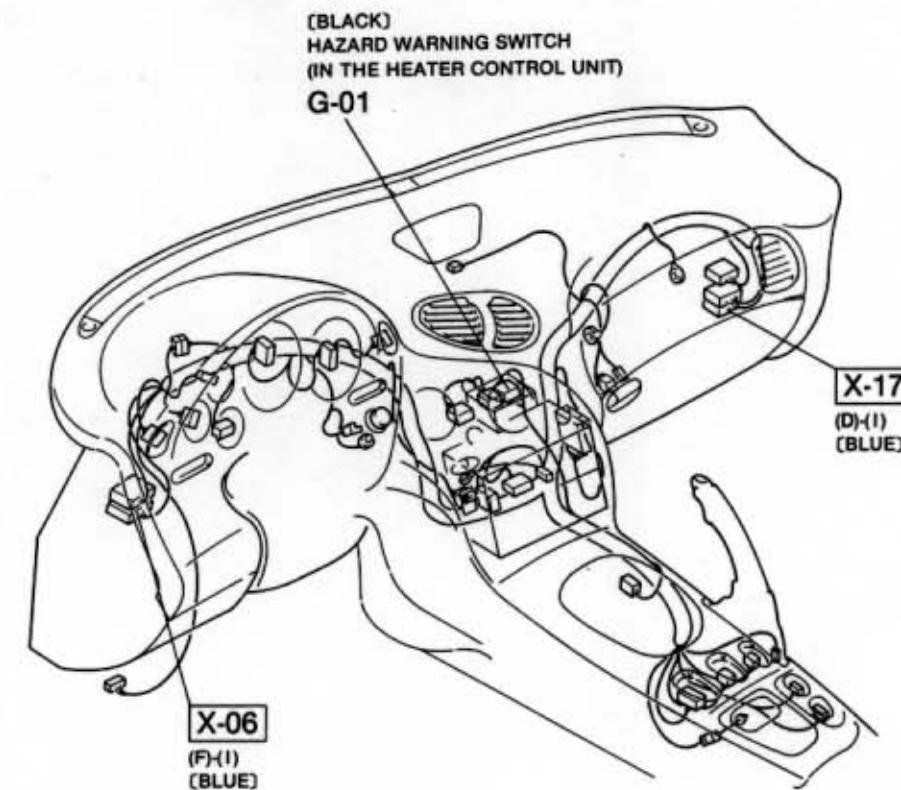
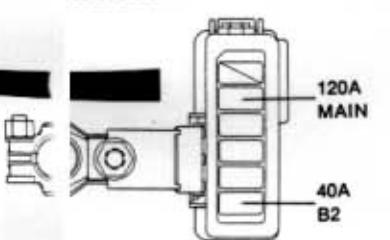
F-1



X-1 RE AY &amp; FUSE BLOCK

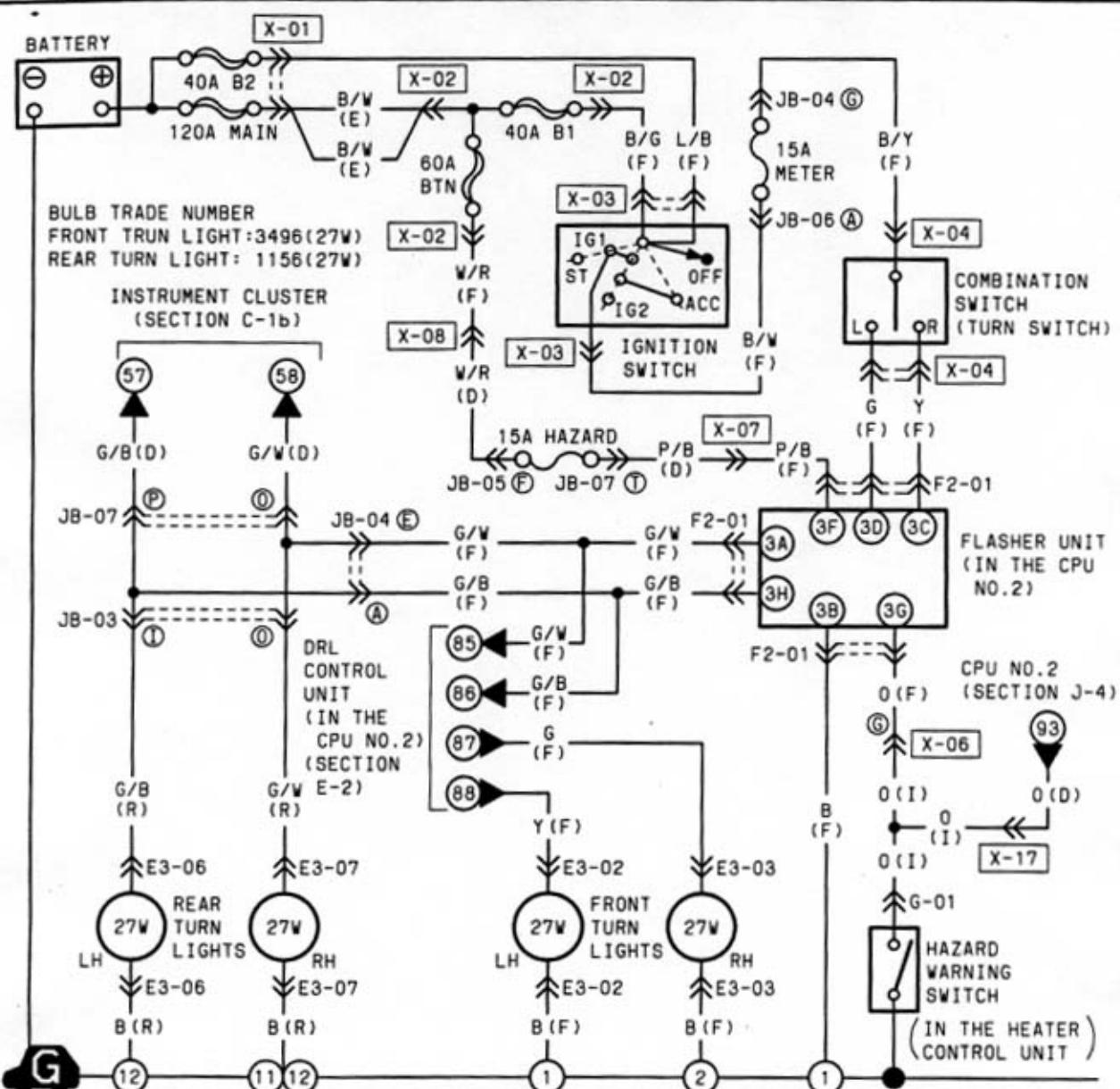


C-01 MAIN FUSE LOCK



## Z WIRING DIAGRAM

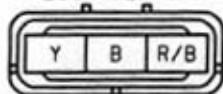
## F-2 CANADA ■ TURN &amp; HAZARD WARNING LIGHTS



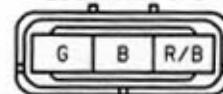
F2-01 FLASHER UNIT (F) (IN THE CPU NO.2)

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(REA TURN LIGHT)LH (R)

G/B	R/B
B	G

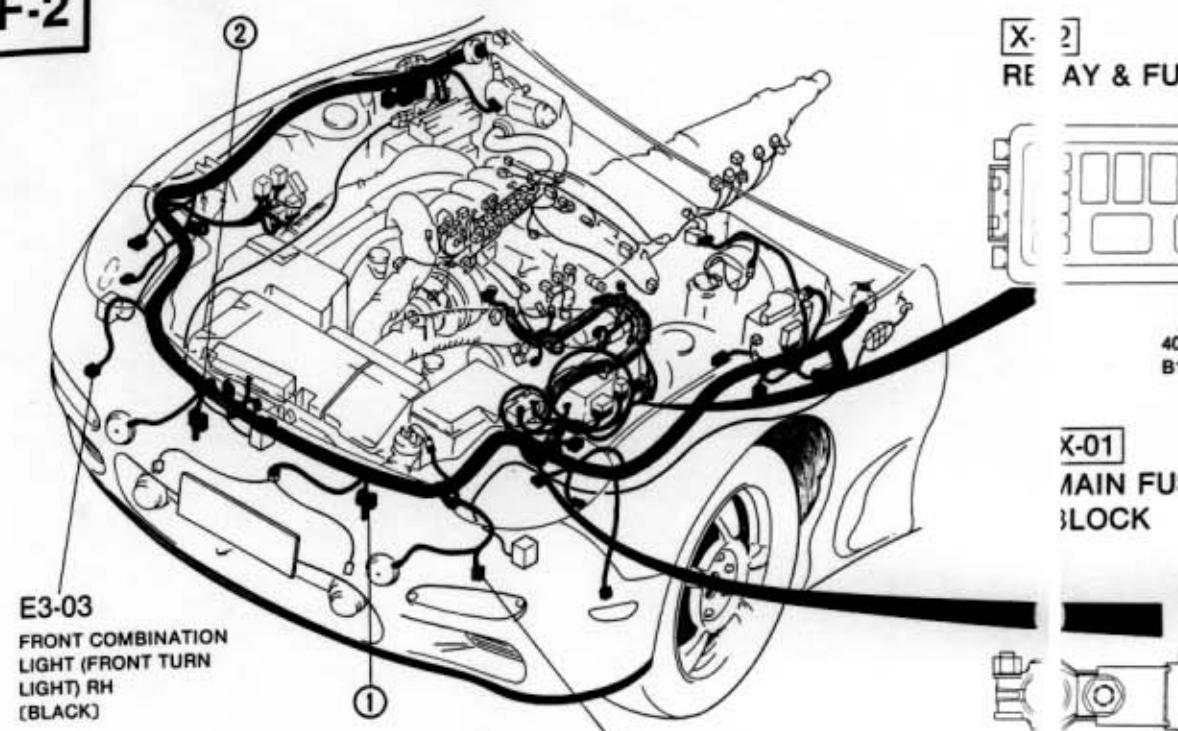
E3-07 REAR COMBINATION LIGHT(REA TURN LIGHT)RH (R)

G/W	R/B
B	G

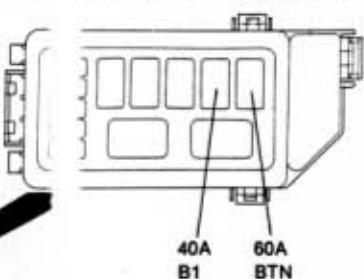
G-01 HAZARD WARNING SWITCH (IN THE HEATER CONTROL UNIT) (I)

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

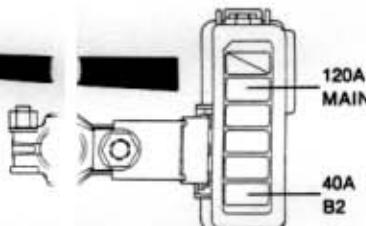
F-2



X-02  
REAY & FUSE BLOCK

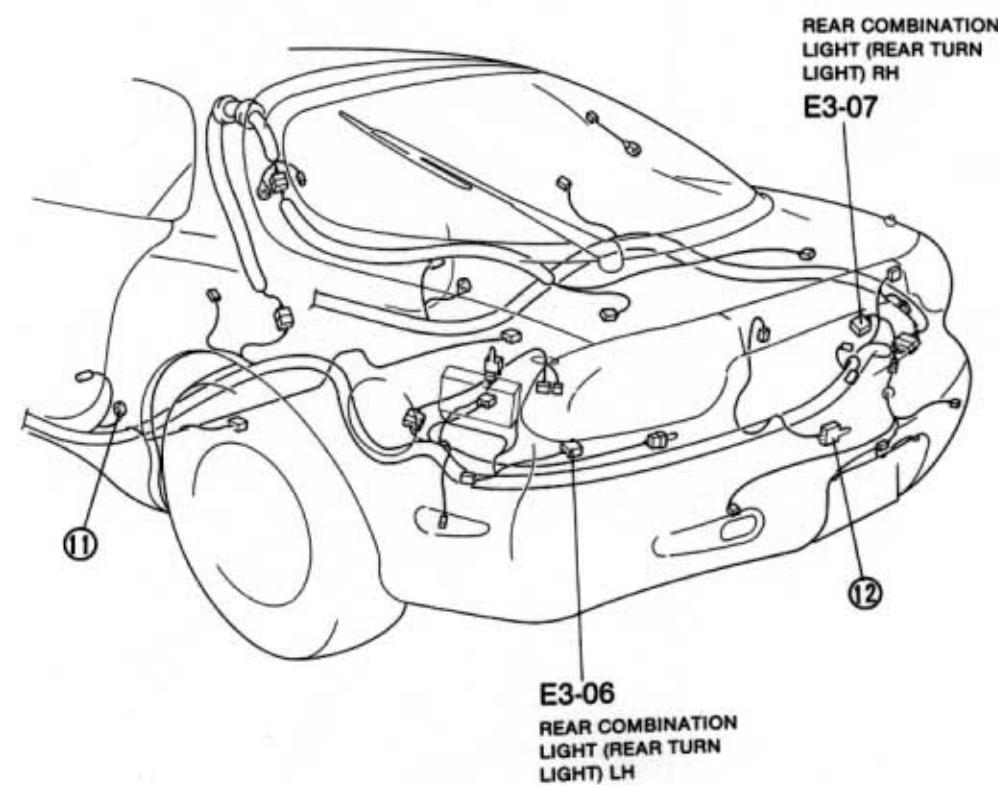
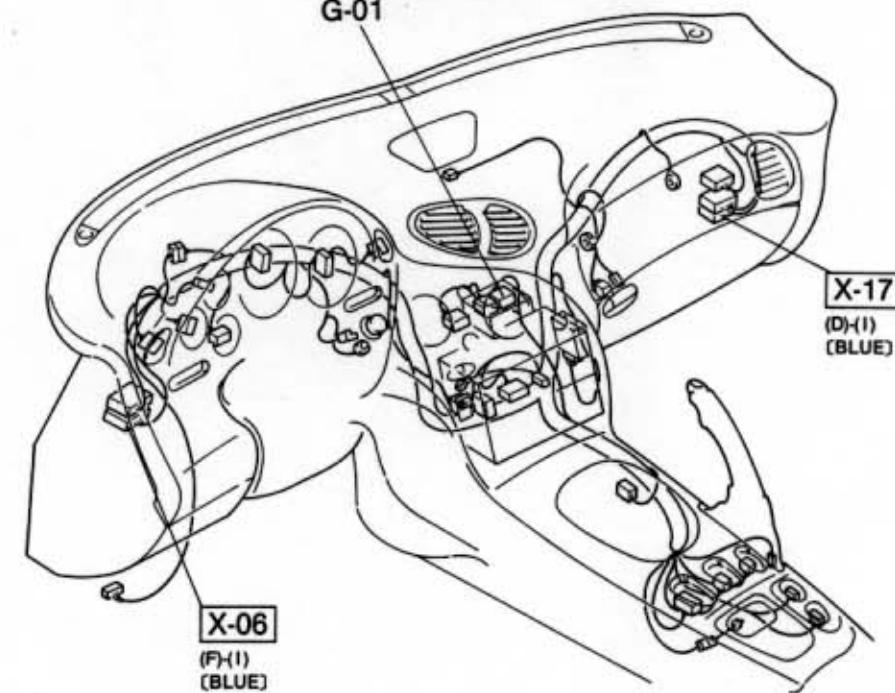


X-01  
MAIN FUSE BLOCK

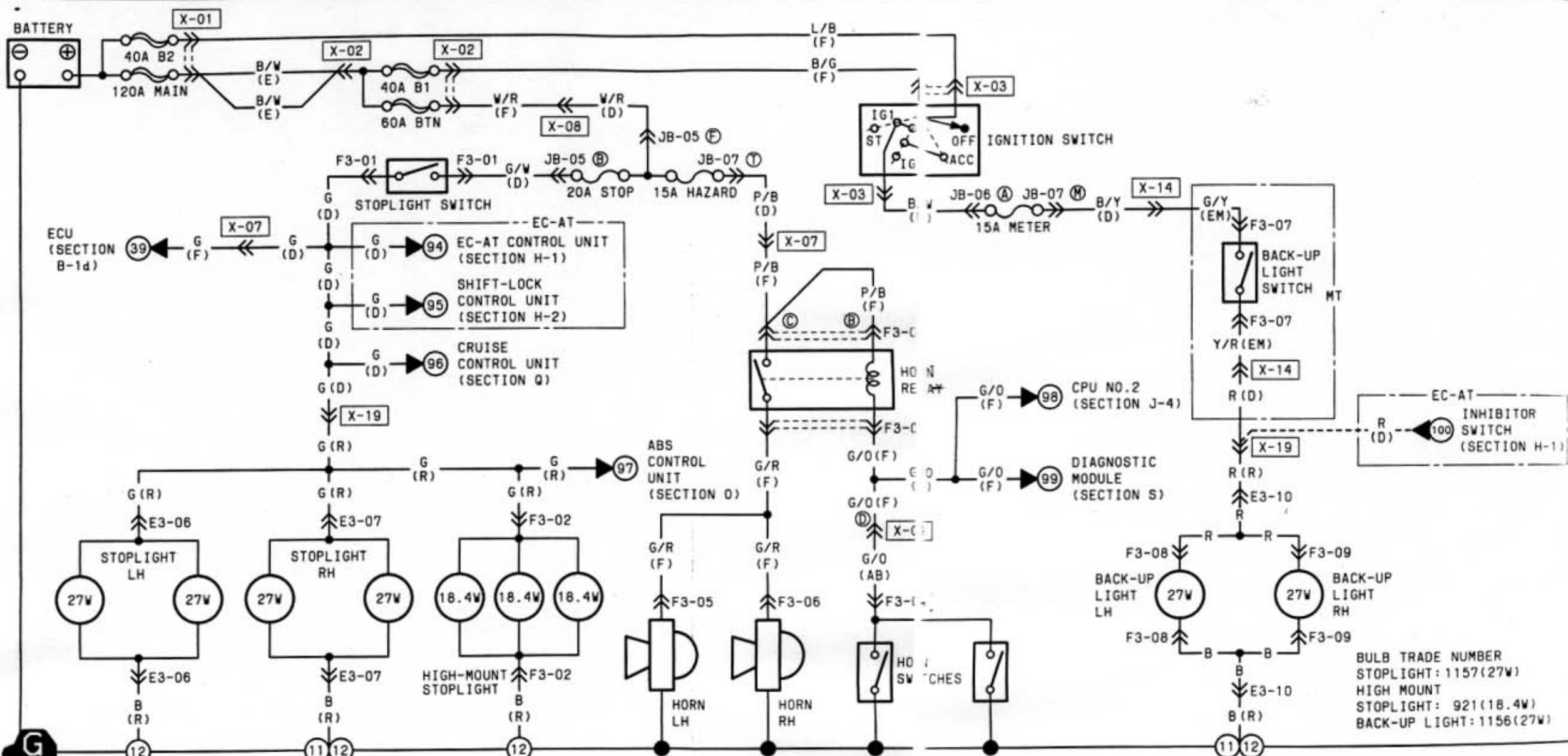


(BLACK)  
HAZARD WARNING SWITCH  
(IN THE HEATER CONTROL UNIT)

G-01

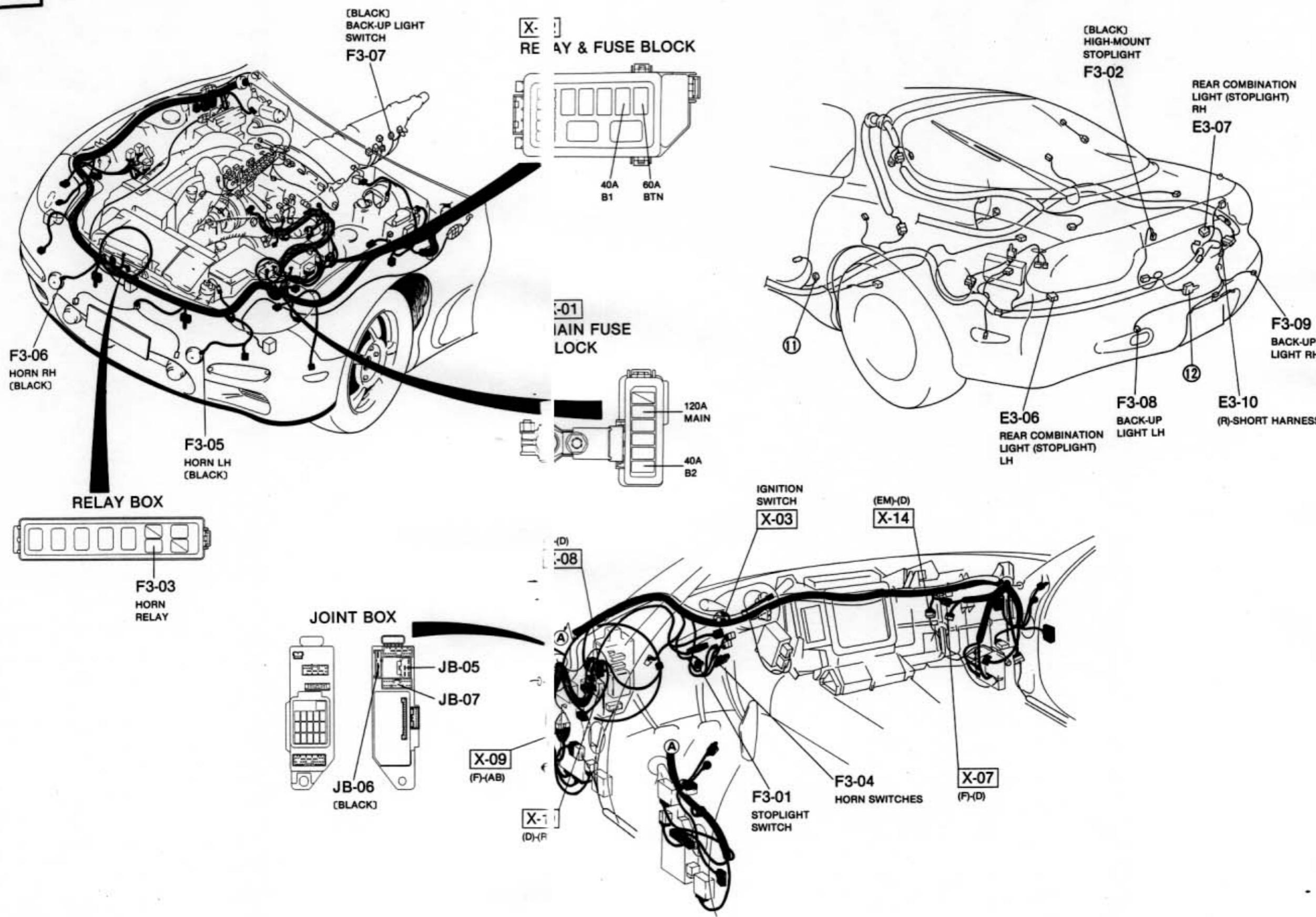


## F-3 ■ STOPLIGHTS ■ HIGH-MOUNT STOPLIGHT ■ BACK-UP LIGHTS ■ HOPNS



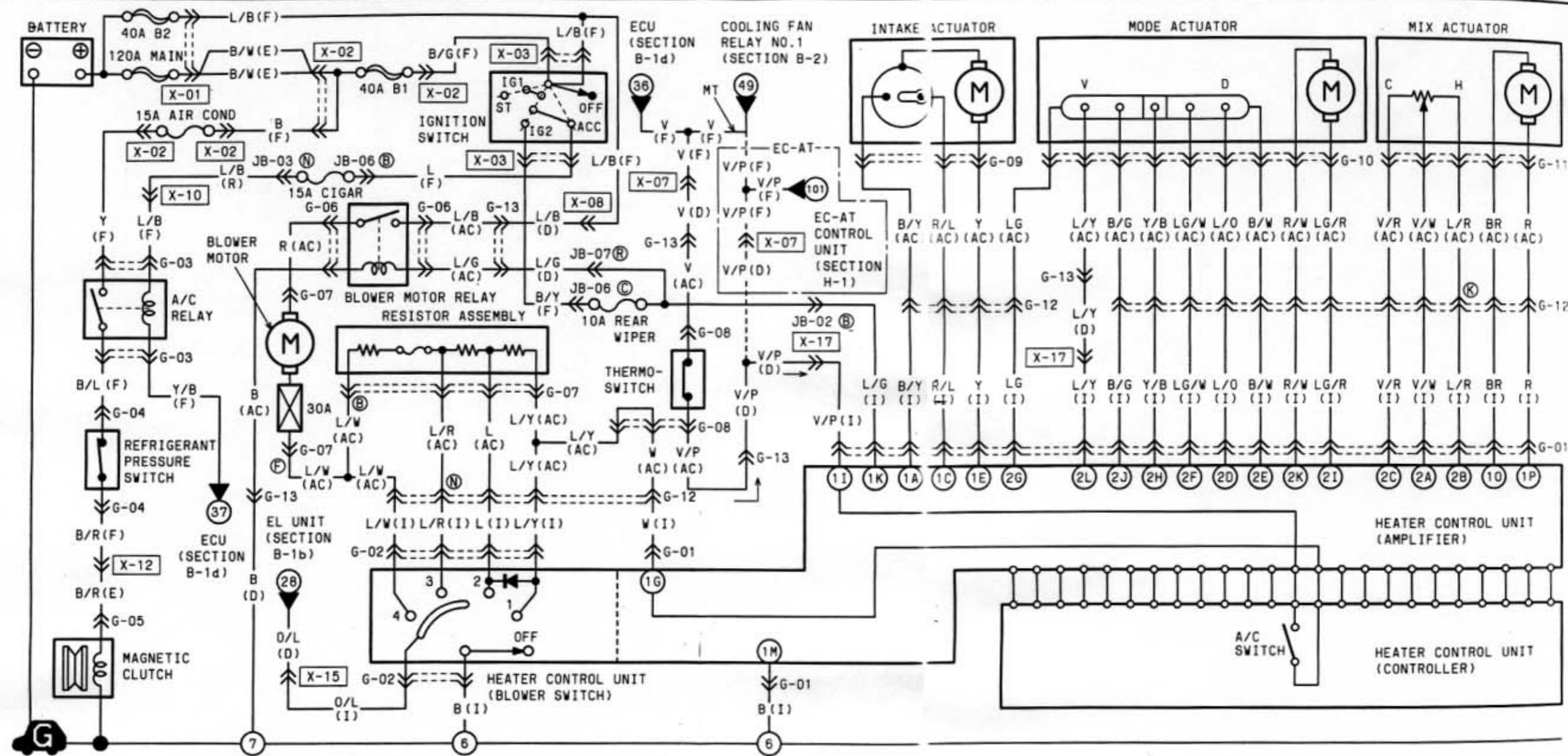
F3-01 STOPLIGHT SWITCH (D)	F3-02 HIGH-MOUNT STOPLIGHT (R)	F3-03 HORN RELAY (F)	F3-04 HORN SWITCHES (AB)	F3-05 HORN LH (F)	F3-06 HORN RH (F)	F3-07 BACK-UP LIGHT SWITCH (EM)
F3-08 BACK-UP LIGHT LH	F3-09 BACK-UP LIGHT RH	E3-06 REAR COMBINATION LIGHT (STOPLIGHT) LH (R)	E3-07 REAR COMBINATION LIGHT (STOPLIGHT) RH (R)	-10 CONNECTOR BETWEEN REAR (R) & SHORT HARNESS (R)		

F-3



# Z WIRING DIAGRAM

## G ■ HEATER ■ AIR CONDITIONER



G-01 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	1B	

	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-02 HEATER CONTROL UNIT (BLOWER SWITCH) (I)

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

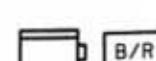
G-03 A/C RELAY (F)

Y	L/B
B/L	Y/B

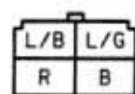
G-04 REFRIGERANT PRESSURE SWITCH (F)



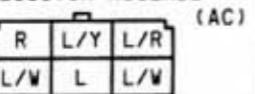
G-05 MAGNETIC CLUTCH (E)



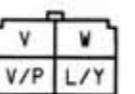
G-06 BLOWER MOTOR RELAY (AC)



G-07 BLOWER MOTOR/RESISTOR ASSEMBLY (AC)



G-08 THERMOSWITCH (AC)



G-09 INTAKE ACTUATOR (AC)



G-10 MODE ACTUATOR (AC)



G-11 MIX ACTUATOR (AC)



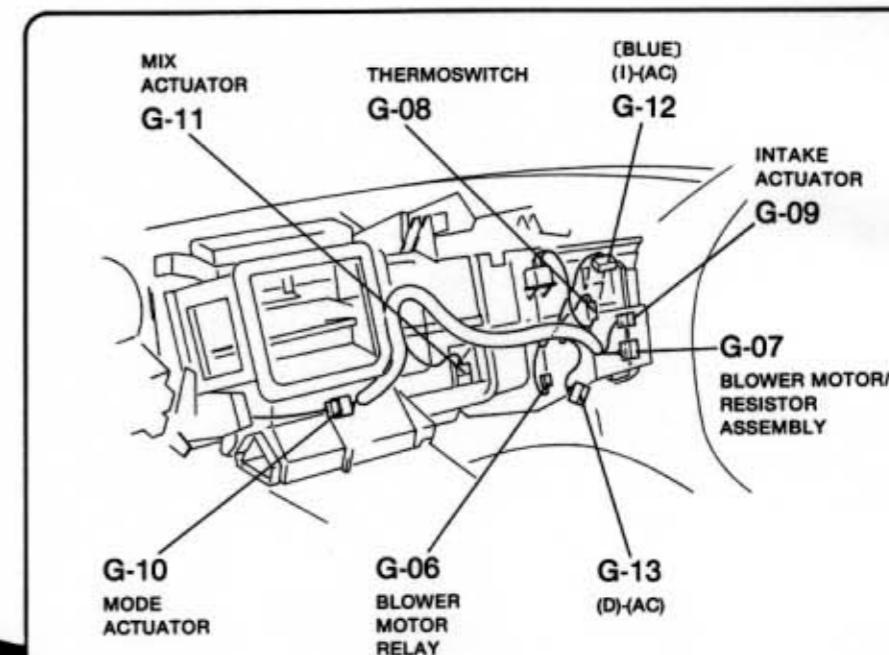
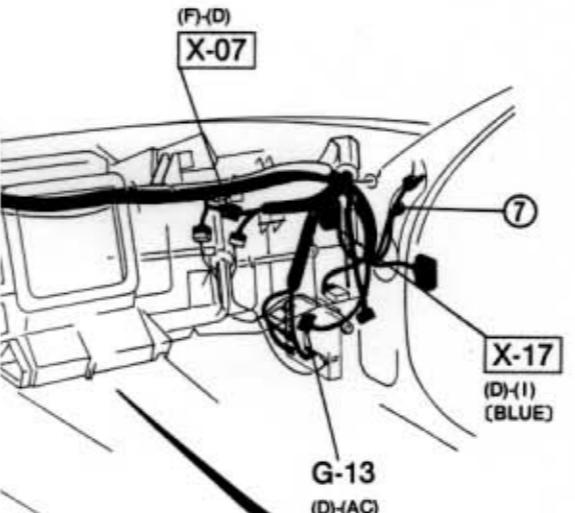
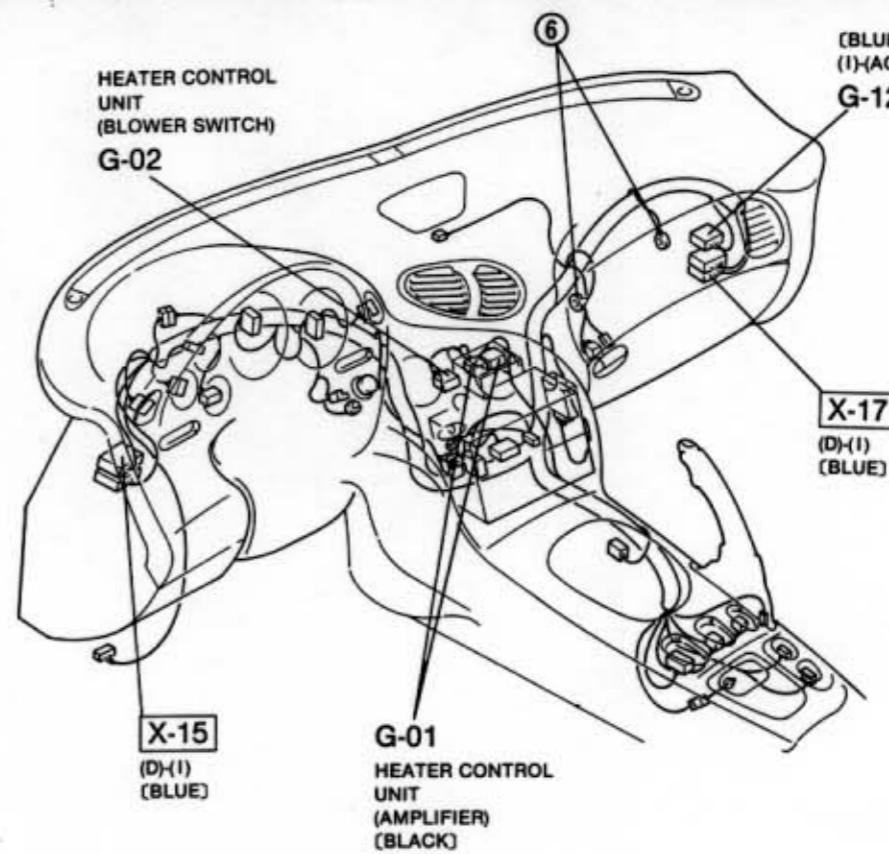
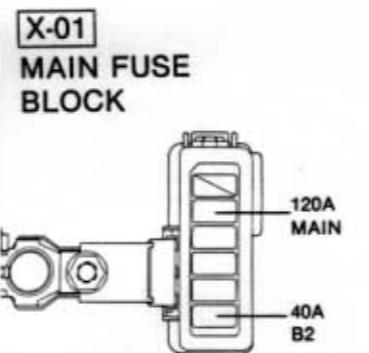
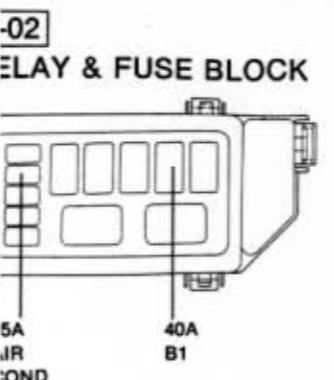
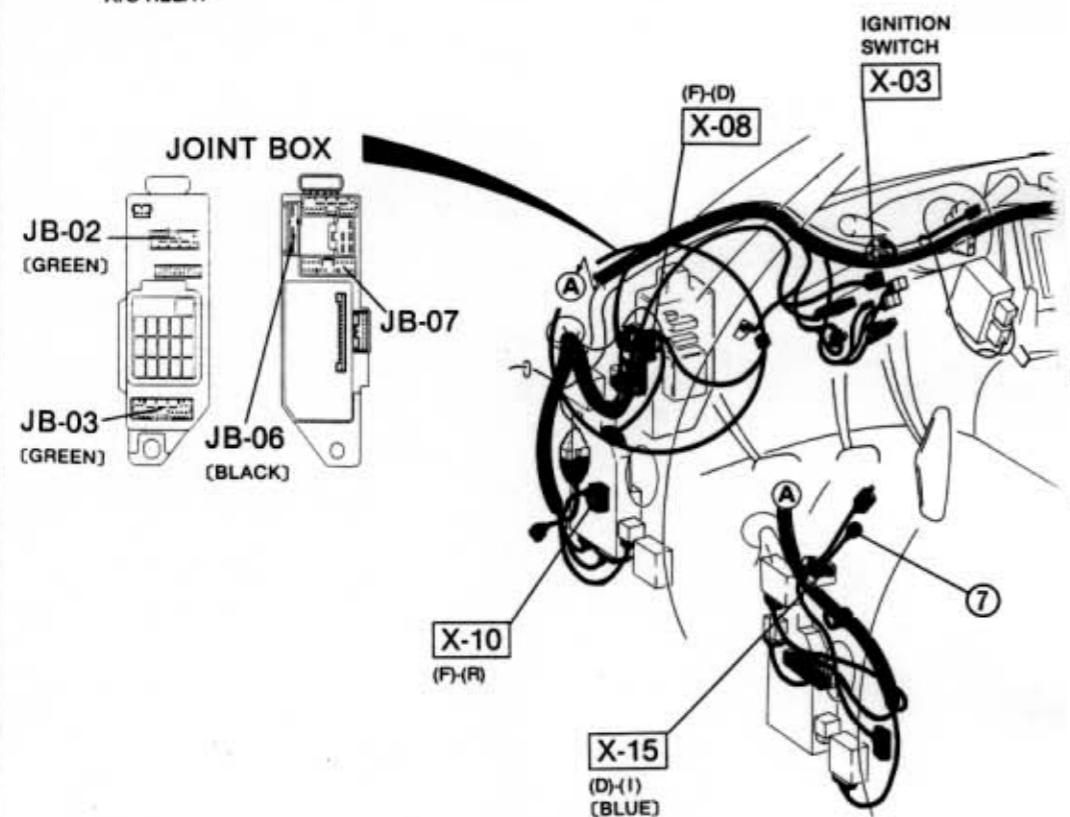
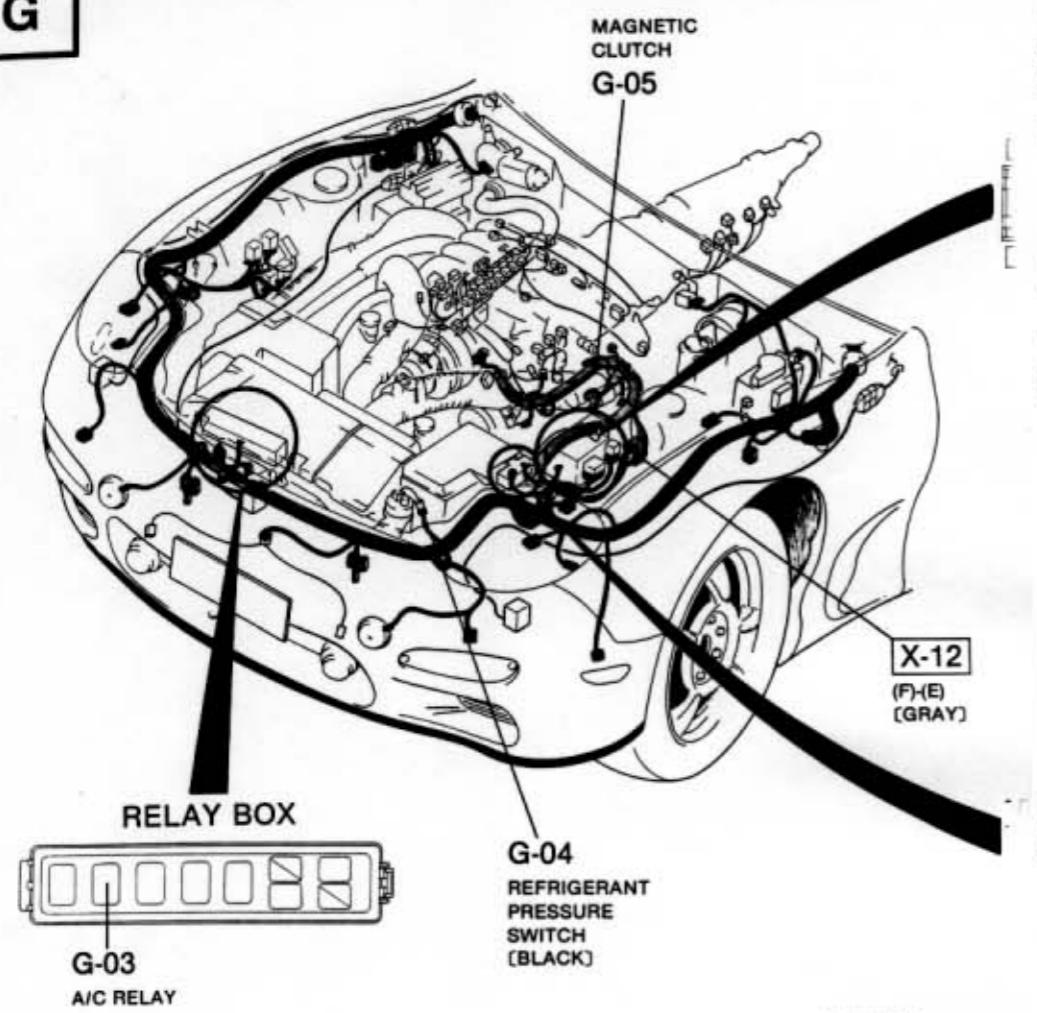
G-12 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & A/C (AC)

R	LG	B/G	B/W	LG/R	X	L/R	BR	W	R/L	B/Y	Y
Y/B	LG/W	L/O	R/W	L	X	L/W	L/R	V/R	V/W	L/Y	N

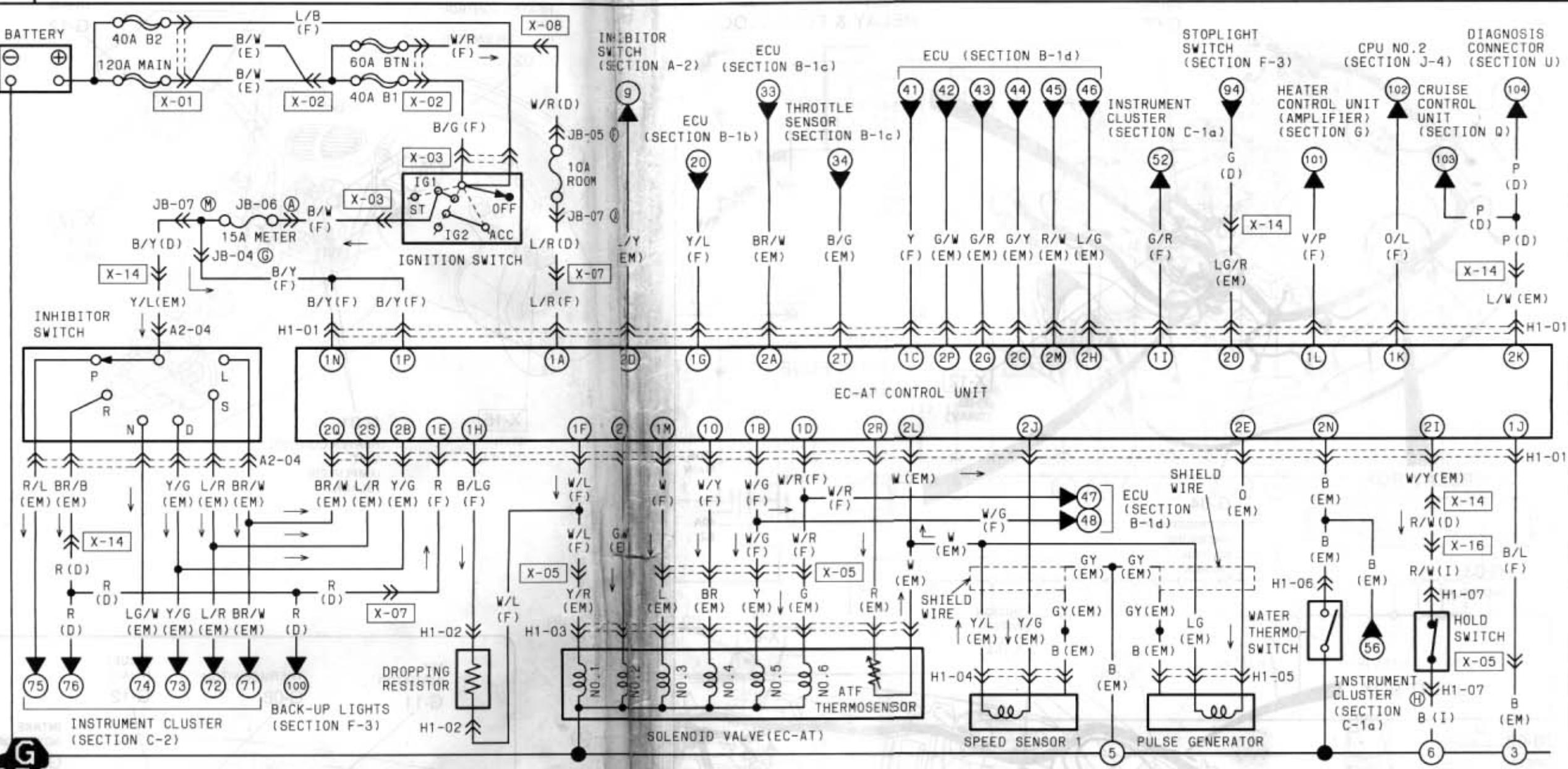
(AC)

G-13 CONNECTOR BETWEEN DASH (D) & A/C (AC)

B	X	L/B	X	B
*	*	L/G	L/Y	V/P
		V		
		L/B	X	B

**G**

H-1 ■ EC-AT CONTROL SYSTEM



## H1-01 EC-AT CONTROL UNIT (E)

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

(EM)

2S	2Q	20	2M	X	2I	2G	2E	2C	2A
L/R	BR/W	LG/R	R/W	LW	W/Y	G/R	O	G/Y	BR/Y
B/G	R	G/W	B		Y/G	L/G	G/W	L/Y	Y/W
2T	2R	2P	2N	-	2J	2H	2F	2D	2B

## H1-02 DROPPING RESISTOR(F)



1-03 SOLENOID VALVE(EC-AT)

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

H1-04 SPEED SENSOR 1 (EM)

Y/G Y/L B

**H1-05 PULSE GENERATOR (EM)**



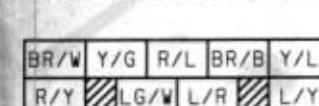
WATER THERMOSWITCH



-07 HOLD SWITCH (IN)

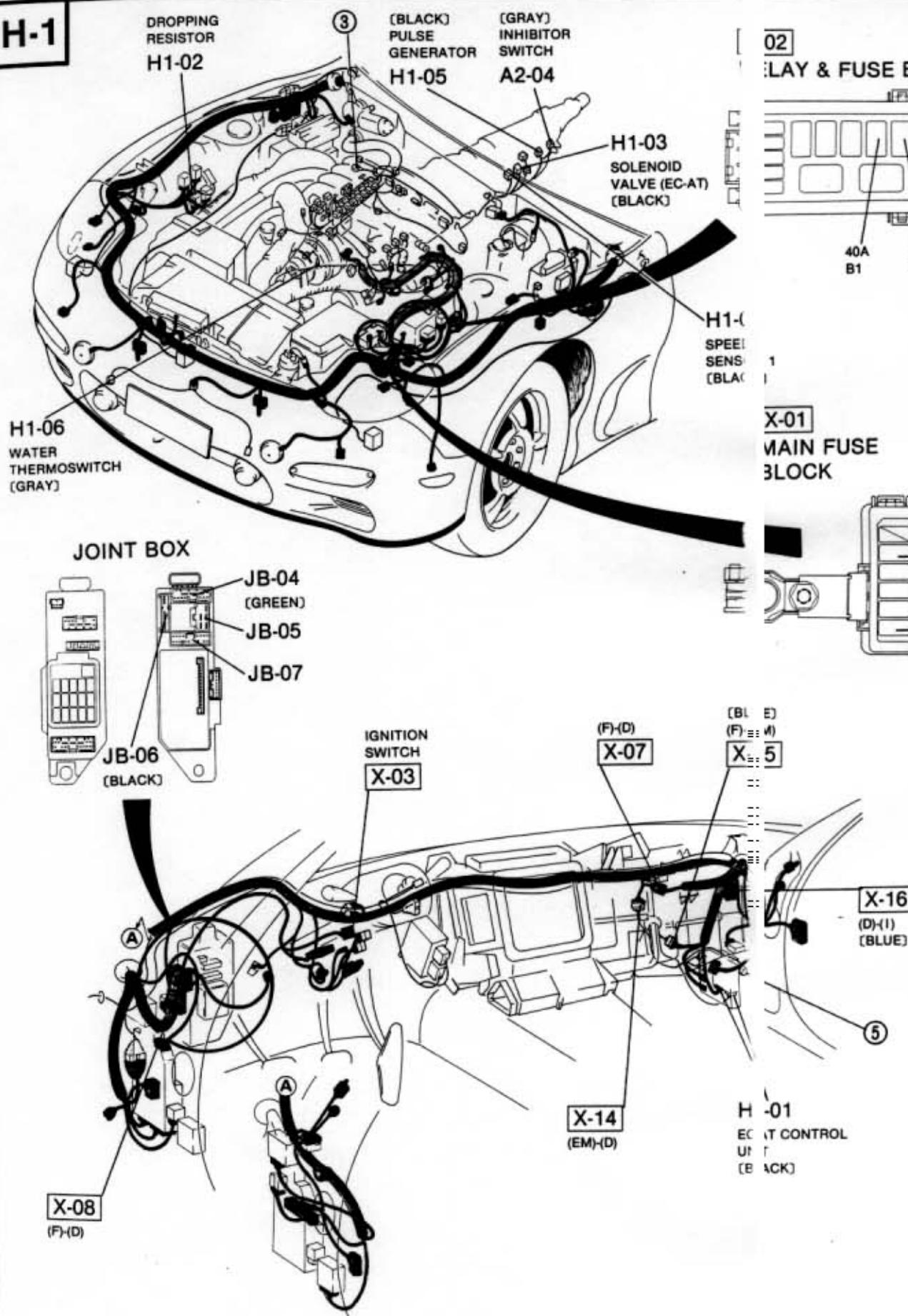
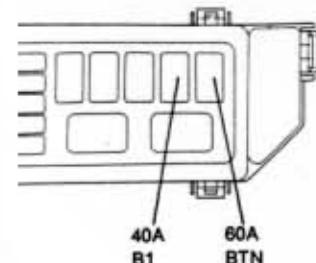
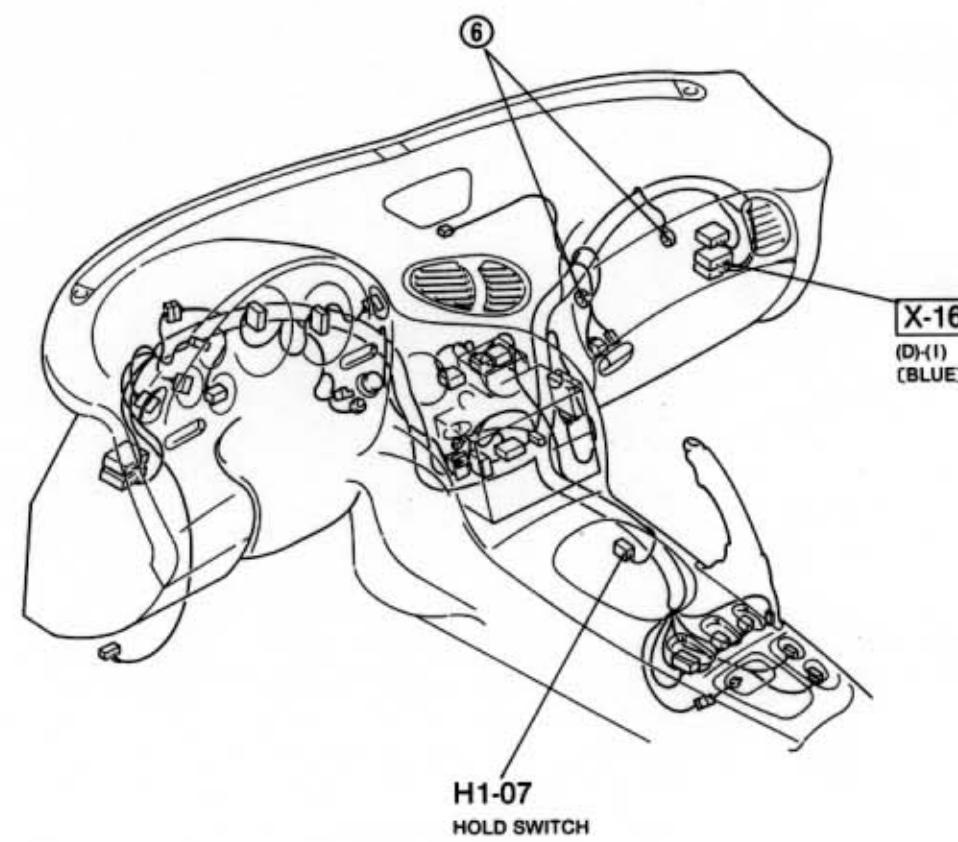
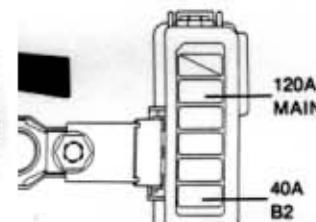
/B	X		G	B/Y	BR/W	Y/G	R/L	BR/B	Y/L	
/G	B	R/W	LG	B	R/Y	X	LG/W	L/R	X	L/Y

## A2-04 INHIBITOR SWITCH(EM)



HARNESS COLOR: FRONT ■■■ ENGINE

DASH ■■■ INSTRUMENT PANEL ■■■

**H-1****02** DASH & FUSE BLOCK**X-01** MAIN FUSE BLOCK

# Z WIRING DIAGRAM

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

V<sub>B</sub>: Battery voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+)	(-)			
1A	L/R	Battery (backup)	Battery	1A	Ground	V <sub>B</sub>	Constant	• Wiring and/or connector from 1A terminal to battery
1B (Output)	W/G	Solenoid valve (shift B)	Solenoid valve	1B		V <sub>B</sub>	P, R, and N ranges or 1st and 2nd gear positions	• Solenoid valve (shift B) • Wiring and/or connector from 1B terminal to solenoid valve (shift B)
1C (Output)	Y	Inhibitor signal	Engine control unit	1C		Below 1.0V	3rd and O/D gear positions	• Inhibitor switch, pulse generator, and/or engine control unit • Wiring and/or connector from 1C terminal to engine control unit 1R terminal
1D (Output)	W/R	Solenoid valve (shift A)	Solenoid valve	1D		Below 1.0V	P and N ranges	• Solenoid valve (shift A) • Wiring and/or connector from 1D terminal to solenoid valve (shift A)
1E (Input)	R	Inhibitor switch (R range)	Inhibitor switch	1E		V <sub>B</sub>	Except P and N ranges	• Inhibitor switch • Wiring and/or connector from 1E terminal to inhibitor switch
1F (Output)	W/L	Solenoid valve (line pressure)	Solenoid valve	1F		Below 1.0V	2nd and 3rd gear positions	• Solenoid valve (line pressure) • Wiring and/or connector from 1F terminal to solenoid valve (line pressure)
1G (Input)	Y/L	Engine rpm signal	Engine control unit	1G		Above 1.5V	Throttle valve fully closed	• Solenoid valve (line pressure) • Wiring and/or connector from 1G terminal to engine control unit 2B terminal • Engine control unit
1H (Output)	B/LG	Dropping resistor	Dropping resistor	1H		Below 1.0V	Throttle valve fully opened	• Dropping resistor and/or solenoid valve (line pressure) • Wiring and/or connector between 1H terminal, dropping resistor, and solenoid valve.
						0.3–0.8V	Engine running at idle	
						0V	Engine stopped	
						1.8–2.2V	Engine running at 3,000 rpm (no load)	
						V <sub>B</sub>	Throttle valve fully closed	
						Below 1.0V	Throttle valve fully opened	

### Caution

- The 1D terminal voltage [solenoid valve (shift A)] 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

V<sub>B</sub>: Battery voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+)	(-)			
1I (Input)	G/R	Speed sensor 2 (speedometer sensor)	Speedometer	1I	Ground	2–3V	Vehicle moving	• Speed sensor 2 and/or speedometer • Wiring and/or connector between 1I terminal, speedometer, and speed sensor 2.
				–		0V or 4.5–5.5V	Vehicle stopped	
1J (Ground)	B/L	Ground (EC-AT control unit)	–	1J		0V	Constant	• Wiring condition
1K (Output)	O/L	Hold indicator / FAT terminal (diagnosis connector)	CPU No. 2	1K		Below 1.0V	Hold mode	• Wiring and/or connector from 1K terminal to hold indicator lamp (combination meter)
						V <sub>B</sub>	Except hold mode	• Hold indicator lamp
1L (Input)	V/P	A/C signal	Heater control unit	1L		Below 3.0V	A/C ON	• Engine control unit and/or A/C switch • Wiring and/or connector from 1L terminal to A/C switch
						V <sub>B</sub>	A/C OFF	
1M (Output)	W	Solenoid valve (lockup)	Solenoid valve	1M		V <sub>B</sub>	Lockup	• Solenoid valve (lockup) • Wiring and/or connector from 1M terminal to solenoid valve (lockup)
						Below 1.0V	No lockup	
1N (B/Y)	—	Battery (main)	Ignition switch	1N		V <sub>B</sub>	Ignition switch ON	• Meter fuse and/or ignition switch • Wiring and/or connector from 1N terminal to ignition switch (IG1)
						0V	Ignition switch OFF	
1O (Output)	W/Y	Solenoid valve (overrunning clutch)	Solenoid valve	1O	Ground	Below 1.0V	Throttle valve fully opened (D range)	• Solenoid valve (overrunning clutch) • Wiring and/or connector from 1O terminal to solenoid valve (overrunning clutch)
						V <sub>B</sub>	Throttle valve closed (D range)	
1P (B/Y)	—	Battery (main)	Ignition switch	1P		V <sub>B</sub>	Ignition switch ON	• Meter fuse and/or ignition switch • Wiring and/or connector from 1P terminal to ignition switch (IG1)
						0V	Ignition switch OFF	
2A (Input)	BR/W	Throttle sensor (V <sub>REF</sub> )	Throttle sensor (ECU)	2A		4.5–5.5V	Ignition switch ON	• Wiring and/or connector from 2A terminal to engine control unit 3I terminal
						0V	Ignition switch OFF	• Throttle sensor

H-1

2S	2O	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

 $V_B$ : Battery voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+) terminal	(-) terminal			
2B (Input)	Y/G	Inhibitor switch (D range)	Inhibitor switch	2B	Ground	$V_B$	D range	<ul style="list-style-type: none"> <li>Inhibitor switch</li> <li>Wiring and/or connector from 2B terminal to inhibitor switch</li> </ul>
				0V		Except D range		
2C (Input)	G/Y	Atmospheric pressure sensor	Engine control unit	2C	Ground	2.0 – 4.5V	Ignition switch ON	<ul style="list-style-type: none"> <li>Wiring and/or connector from 2C terminal to engine control unit 2D terminal</li> </ul>
				0V		Ignition switch OFF		
2D (Input)	L/Y	Inhibitor switch (P and N ranges)	Inhibitor switch	2D	Ground	0V	P and N ranges	<ul style="list-style-type: none"> <li>Inhibitor switch and/or ignition switch</li> <li>Wiring and/or connector between 2D terminal, inhibitor switch, and ignition switch (STA)</li> </ul>
				$V_B$		Except P and N ranges		
2E (Input)	O	Pulse generator	Pulse generator	2E*	2L	Approx. above 0.5V (AC)	Vehicle speed above 25 km/h (16 MPH)	<ul style="list-style-type: none"> <li>Pulse generator</li> <li>Wiring and/or connector from 2E terminal to pulse generator</li> </ul>
				Vehicle stopped (Ignition switch ON)		Approx. 0V (AC)		
2F (Output)	G/W	Solenoid valve (lockup control)	Solenoid valve	2F	Ground	$V_B$	lockup	<ul style="list-style-type: none"> <li>Solenoid valve (lockup control)</li> <li>Wiring and/or connector from 2F terminal to solenoid valve (lockup control)</li> </ul>
				Below 1.0V		No lockup		
2G (Input)	G/R	Slip lockup OFF signal	Engine control unit	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 engine control unit 2C terminal</li> <li>Engine control unit</li> </ul>
				$V_B$		Engine running at idle		
2H (Input)	L/G	Torque reduced signal	Engine control unit	2H	Ground	$V_B$	Engine running at idle	<ul style="list-style-type: none"> <li>Wiring and/or connector from 2H terminal to engine control unit 2G terminal</li> <li>Throttle sensor, speed sensor 1 pulse generator, and/or engine control unit</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	$V_B$	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		

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

# 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

$V_B$ : Battery voltage

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

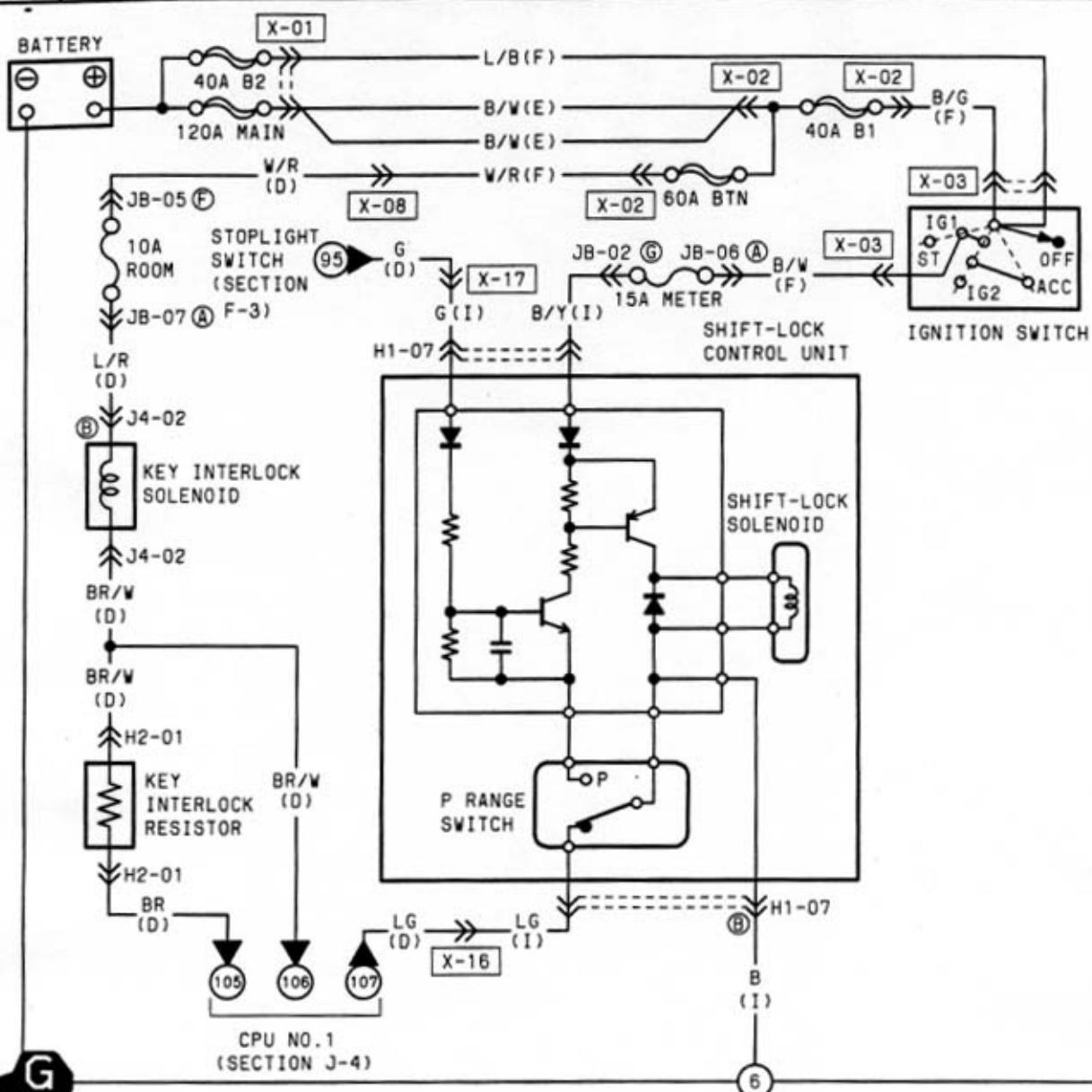
 $V_B$ : Battery voltage

Terminal	Color	Component	Connected to	Voltmeter		Correct voltage	Condition	Check area
				(+) terminal	(-) terminal			
2P (Output)	G/W	Reduce torque signal / slip lockup signal	Engine control unit	2P	Ground	Below 1.0V	When shifting from 1st to 2nd or from 2nd to 3rd 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 engine control unit 1Q terminal</li> <li>• Throttle sensor, speed sensor 1, pulse generator, solenoid valve (lockup, lockup control), and/or engine control unit</li> </ul>
						$V_B$	Engine running at idle	
						$V_B$	L range	
						0V	Except L range	
2Q (Input)	BR/W	Inhibitor switch (L range)	Inhibitor switch	2Q	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>
2R (Input)	R	ATF thermosensor	ATF thermosensor	2R		$V_B$	S range	
2S (Input)	L/R	Inhibitor switch (S range)	Inhibitor switch	2S		0V	Except S range	
2T (Input)	B/G	Throttle sensor (TVO)	Throttle sensor	2T		0.1–1.1V	Throttle valve fully closed	
						4.0–4.5V	Throttle valve fully opened	<ul style="list-style-type: none"> <li>• Throttle sensor</li> <li>• Wiring and/or connector from 2T terminal to throttle sensor</li> </ul>

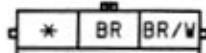
37UOKX-063

## Z WIRING DIAGRAM

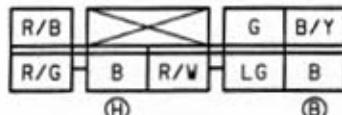
## H-2 EC-AT ■ SHIFT-LOCK SYSTEM ■ KEY INTERLOCK SYSTEM



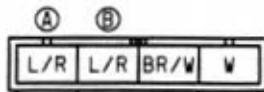
H2-01 KEY INTERLOCK RESISTOR (D)



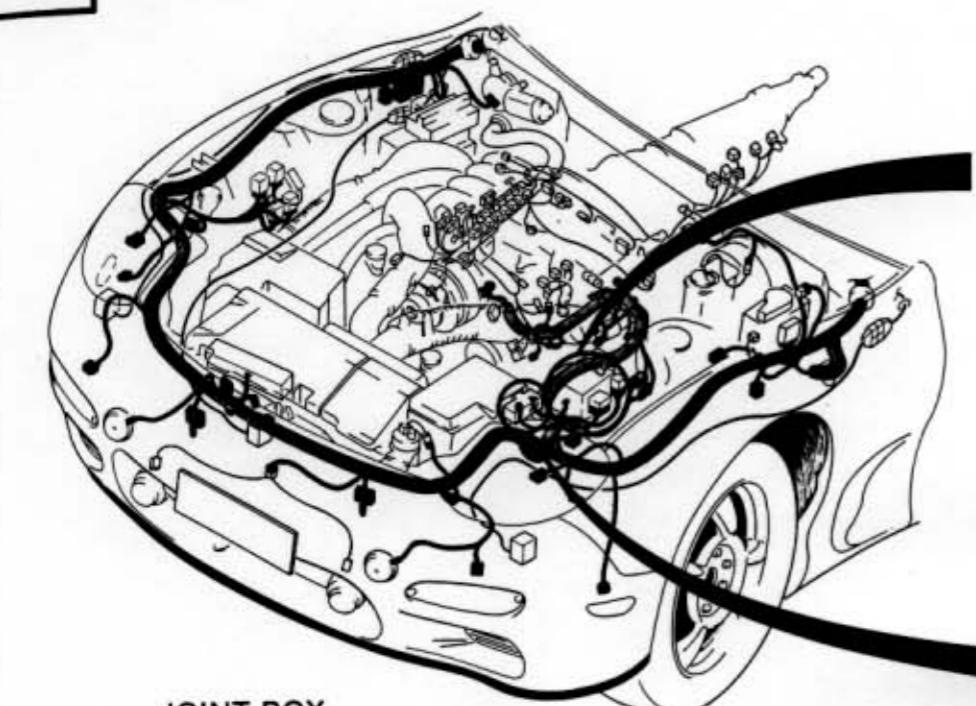
H1-07 SHIFT-LOCK CONTROL UNIT (I)



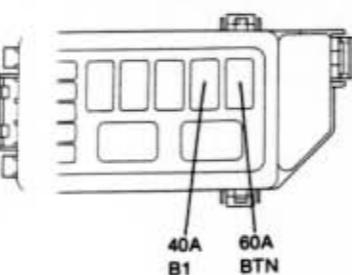
J4-02 KEY INTERLOCK SOLENOID (D)



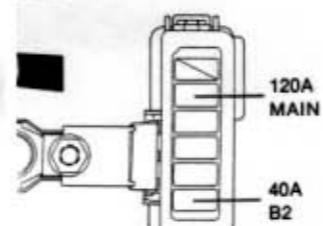
H-2



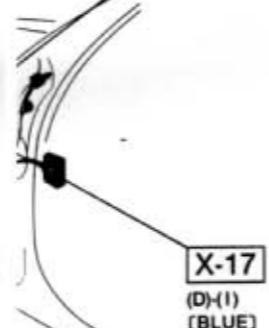
2  
F  
RAY & FUSE BLOCK



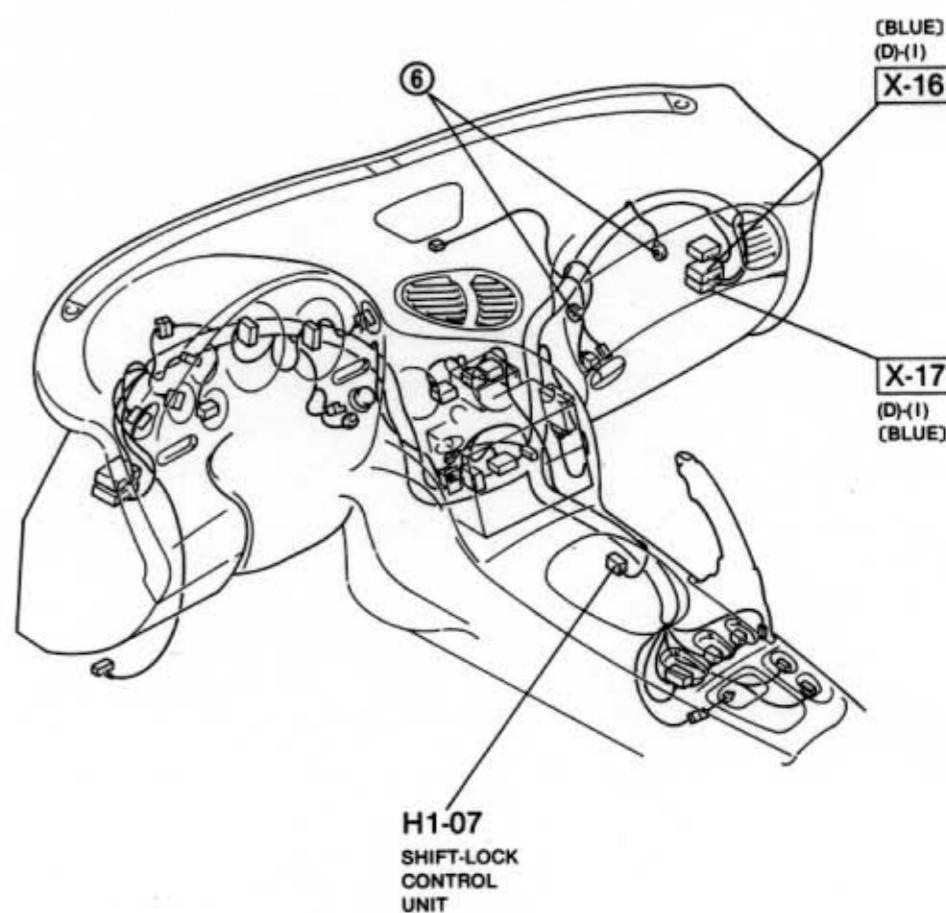
X-01  
MAIN FUSE  
BLOCK



(BLUE)  
(D)-(I)  
X-16

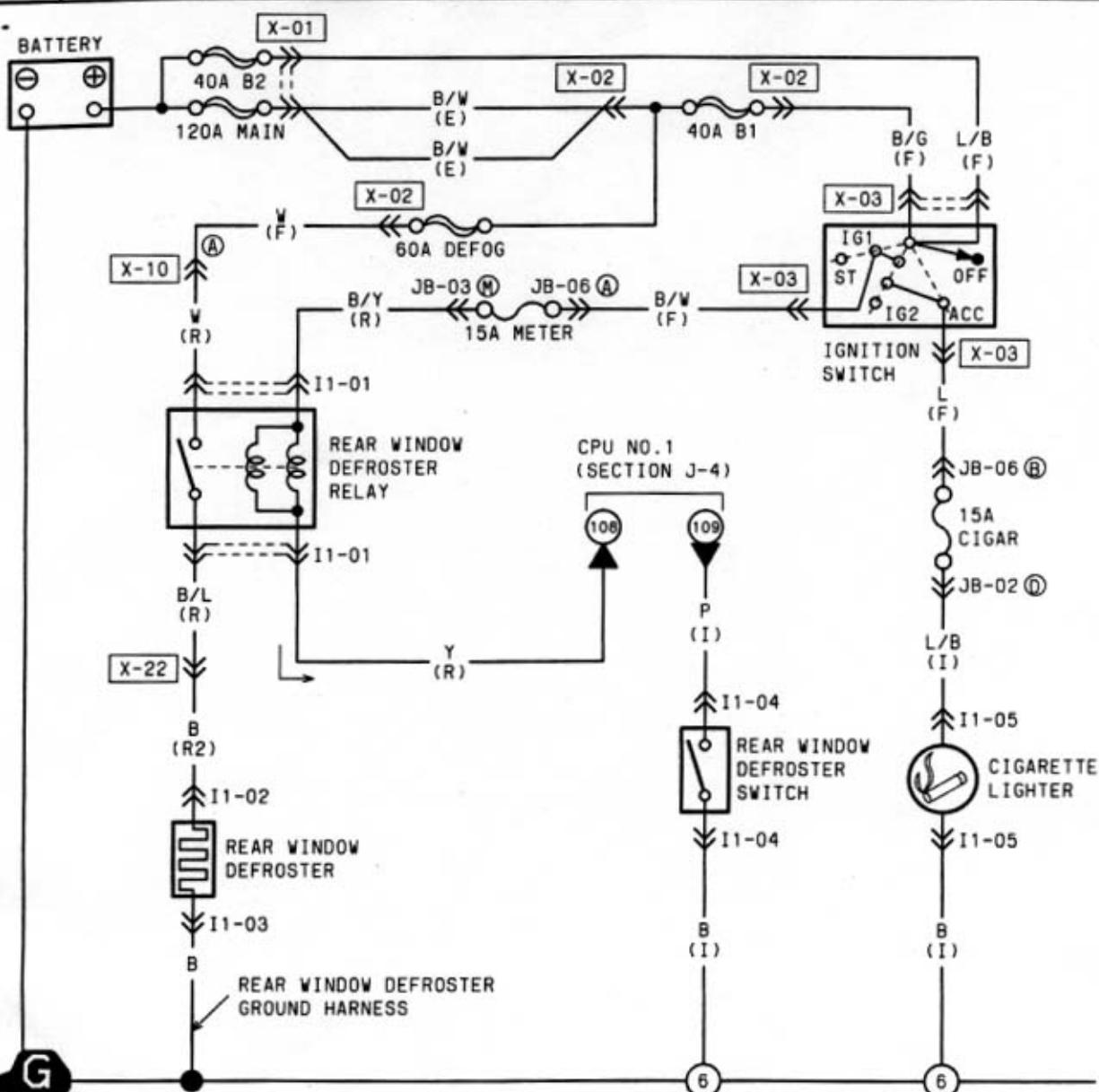


Z-77

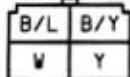


## Z WIRING DIAGRAM

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



I1-01 REAR WINDOW DEFROSTER RELAY (R)



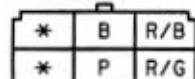
I1-02 REAR WINDOW DEFROSTER (R2)



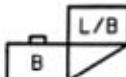
I1-03 REAR WINDOW DEFROSTER GROUND HARNESS



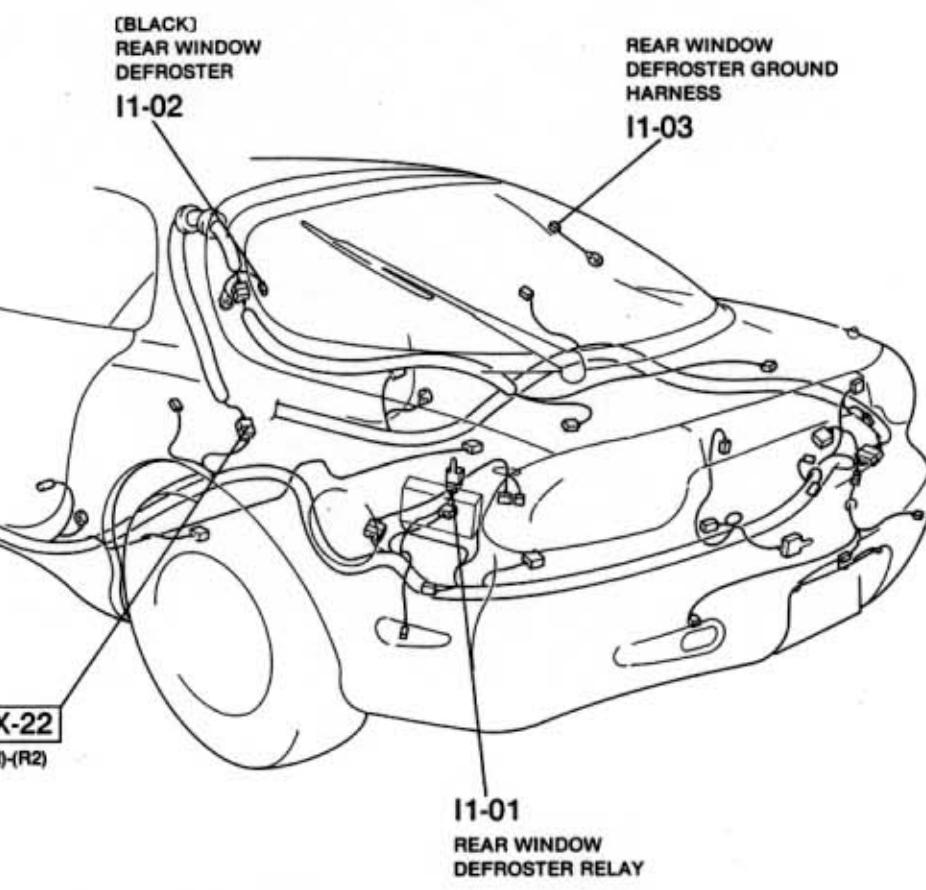
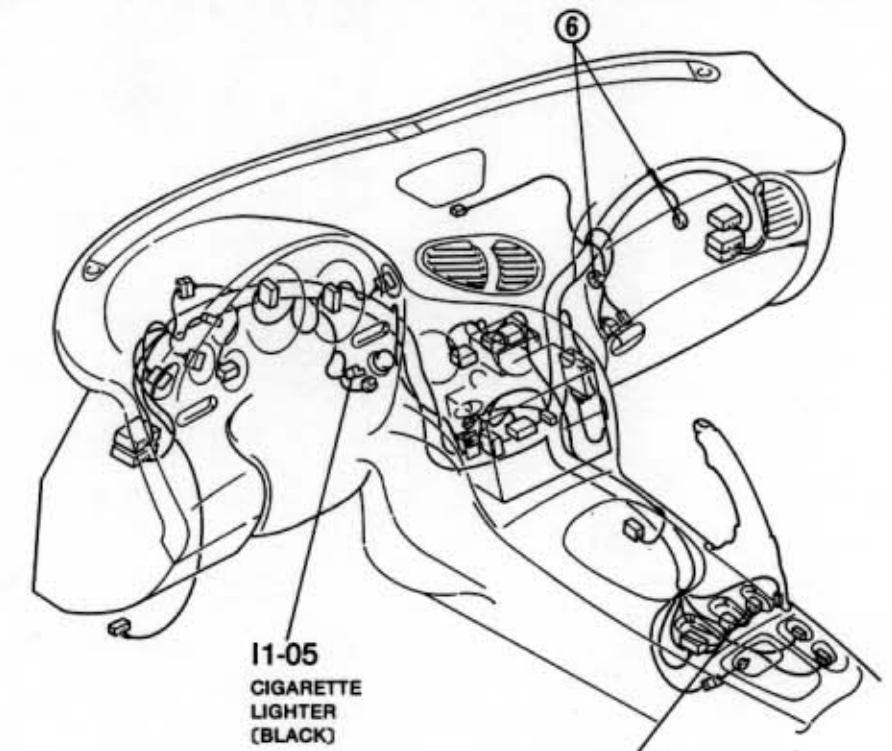
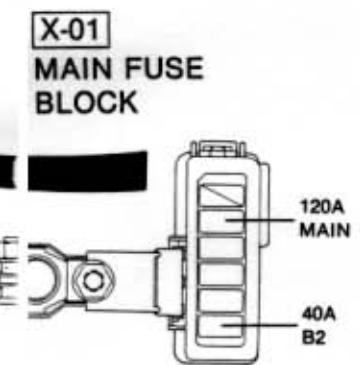
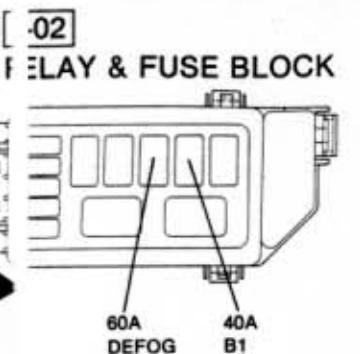
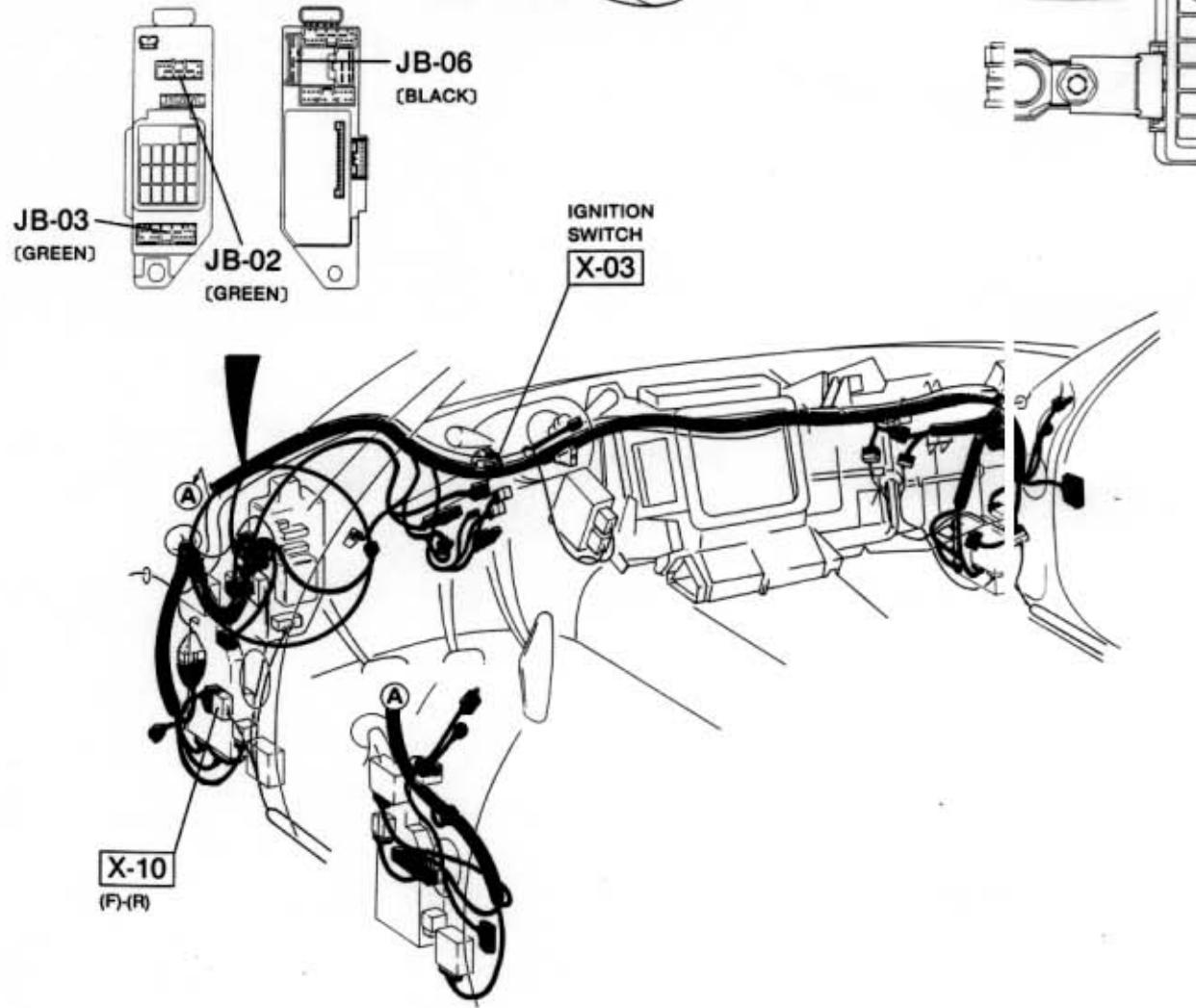
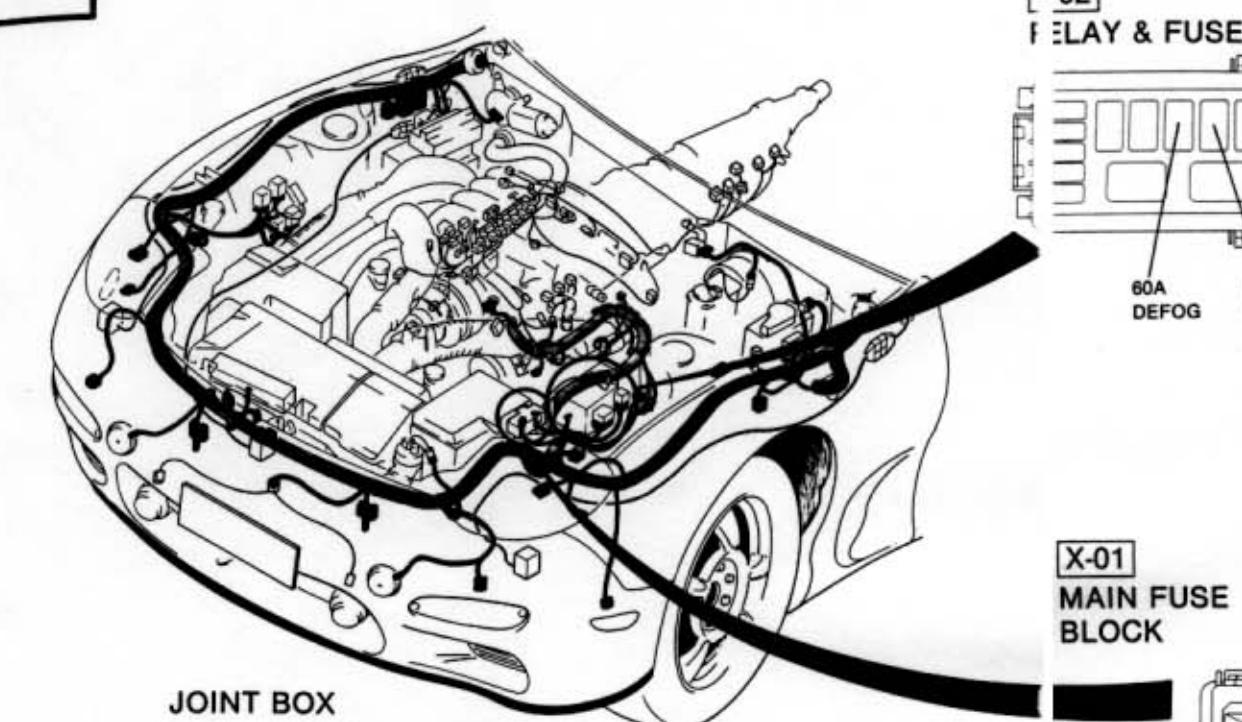
I1-04 REAR WINDOW DEFROSTER SWITCH (I)



I1-05 CIGARETTE LIGHTER (I)

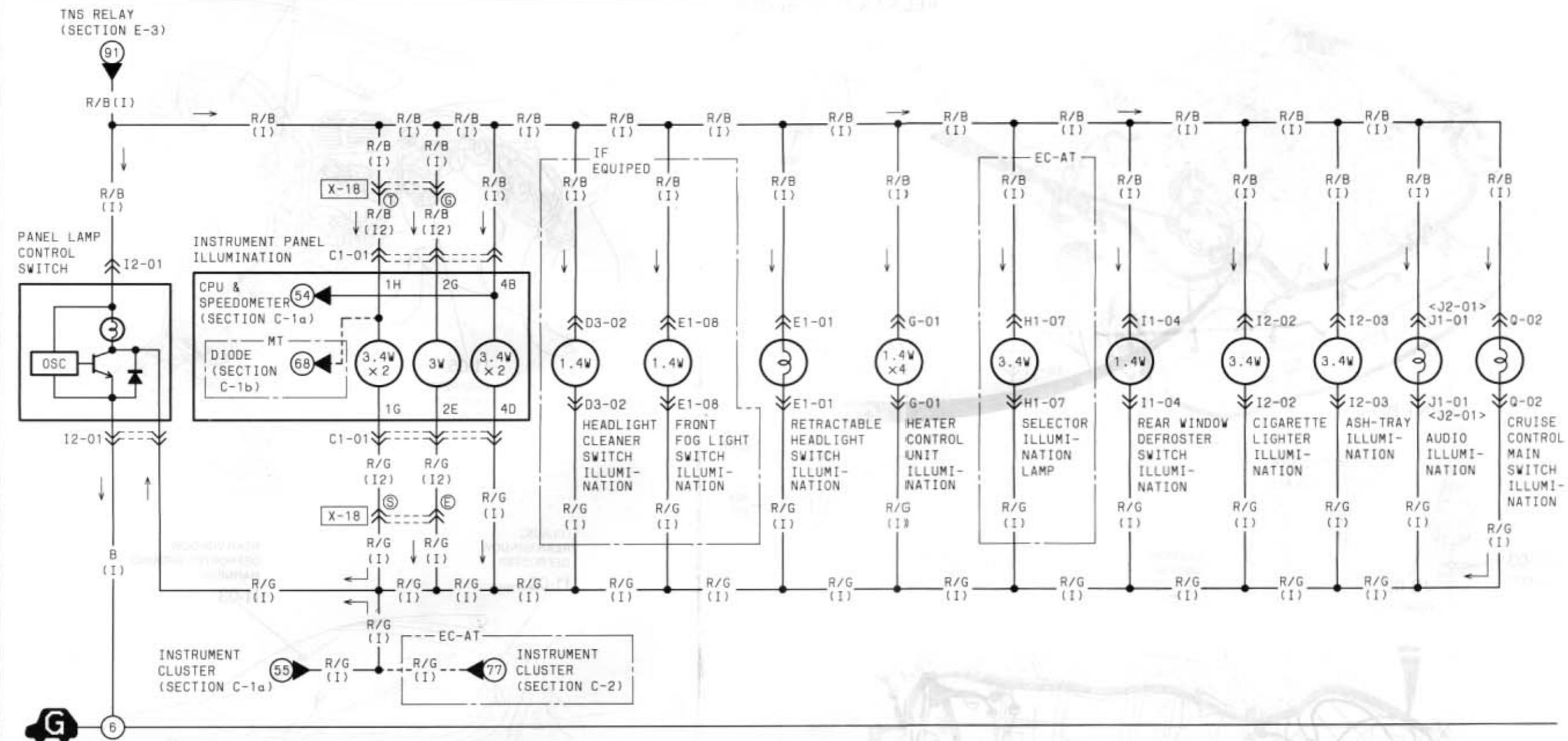


I-1

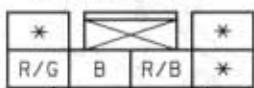


## I-2 ■ ILLUMINATION LAMPS

< >...WITH AUDIO SYSTEM TYPE-2



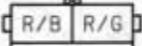
I2-01 PANEL LAMP CONTROL  
SWITCH (T)



I2-02 CIGARETTE LIGHTER  
ILLUMINATION (T)



I2-03 ASH-TRAY  
ILLUMINATION (T)



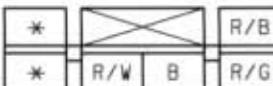
C1-01 INSTRUMENT CLUSTER (INSTRUMENT PANEL ILLUMINATION) ( )...EC-AT

1G	1E	(I)	1C	1A
R/G	B/L		G/Y	R/Y
R/B	W/B		GY	G/IO
1H	1E		1D	1B

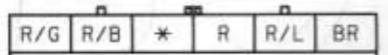
2I	2G	2E	(12)	2C	2A
Y	R/B	R/G	X	L	0/E
G/B	G/W	GY/R	X	B/Y	W/C
2J	2H	2F		2D	2B

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

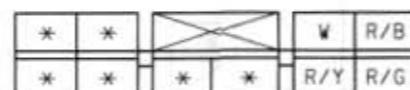
D3-02 HEADLIGHT CLEANER  
SWITCH ILLUMINATION  
(T)



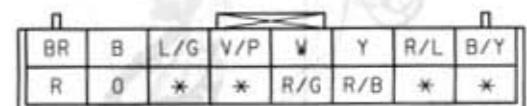
## E1-01 RETRACTABLE HEADLIGHT SWITCH ILLUMINATION (I)



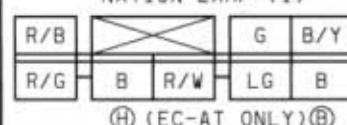
## E1-08 FRONT FOG LIGHT SWITCH ILLUMINATION (I)



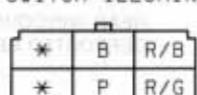
## G-01 HEATER CONTROL UNIT ILLUMINATION (I)



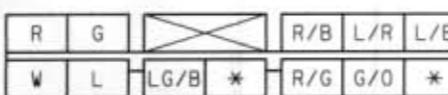
H1-07 SELECTOR ILLUMINATION LAMP (1)



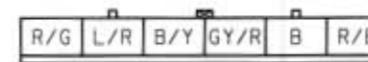
I1-04 REAR WINDOW DEFROSTER  
SWITCH ILLUMINATION



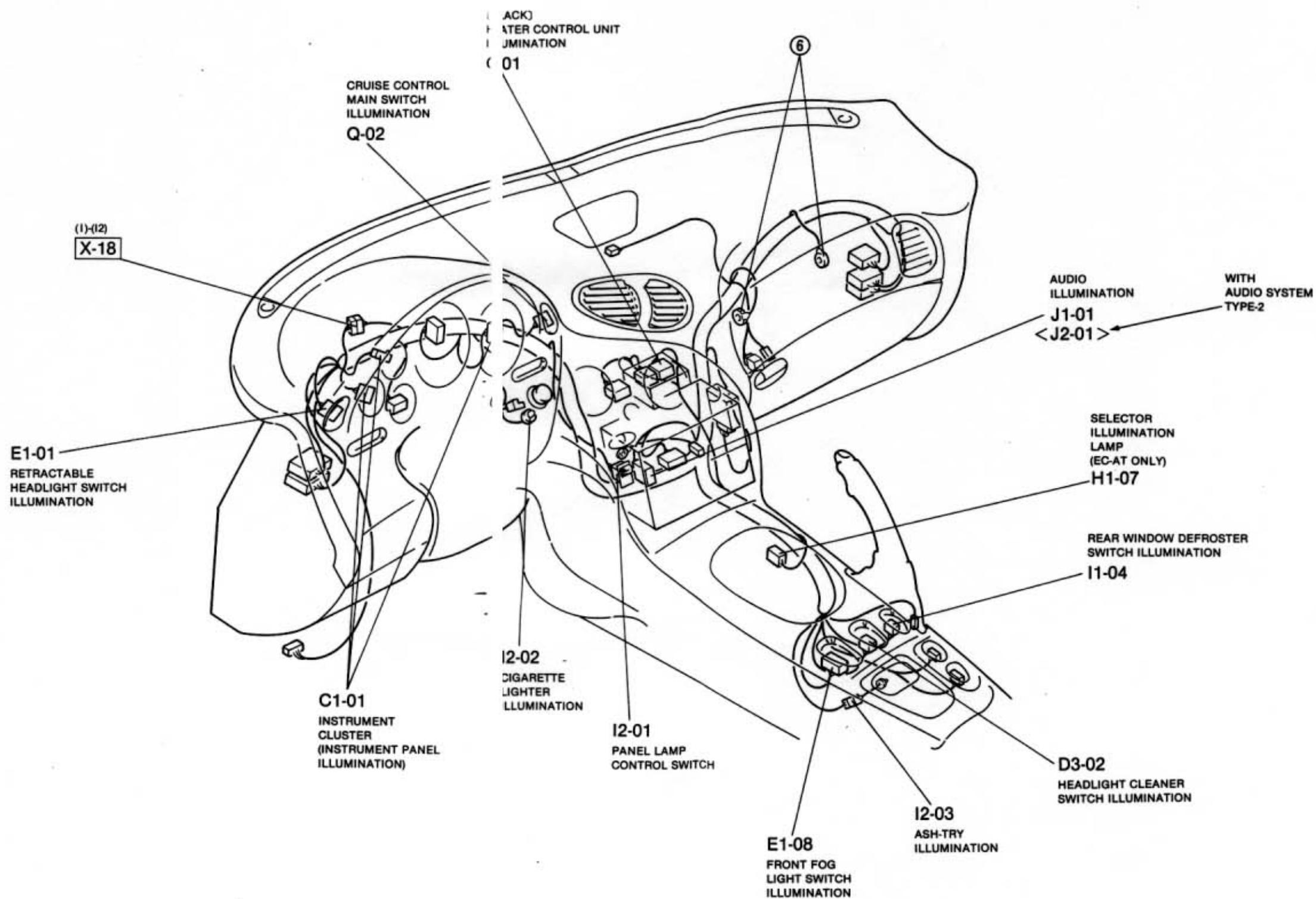
-01 AUDIO ILLUMINATION (I)



#### Q-02 CRUISE CONTROL MAIN SWITCH ILLUMINATION (I)

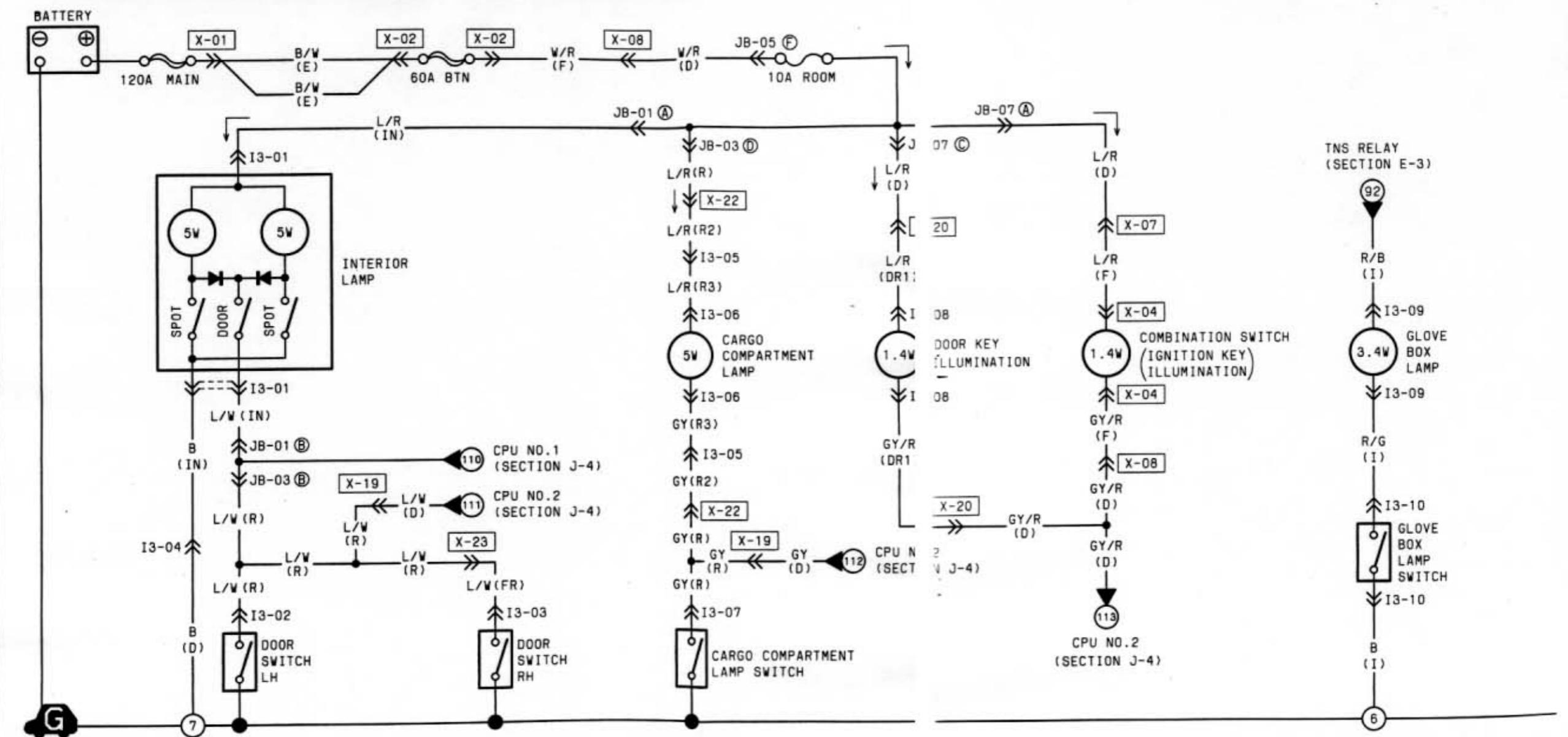


I-2



## Z WIRING DIAGRAM

I-3 ■ INTERIOR LAMP ■ CARGO COMPARTMENT LAMP ■ DOOR KEY ILLUMINATION  
 ■ IGNITION KEY ILLUMINATION ■ GLOVE BOX LAMP



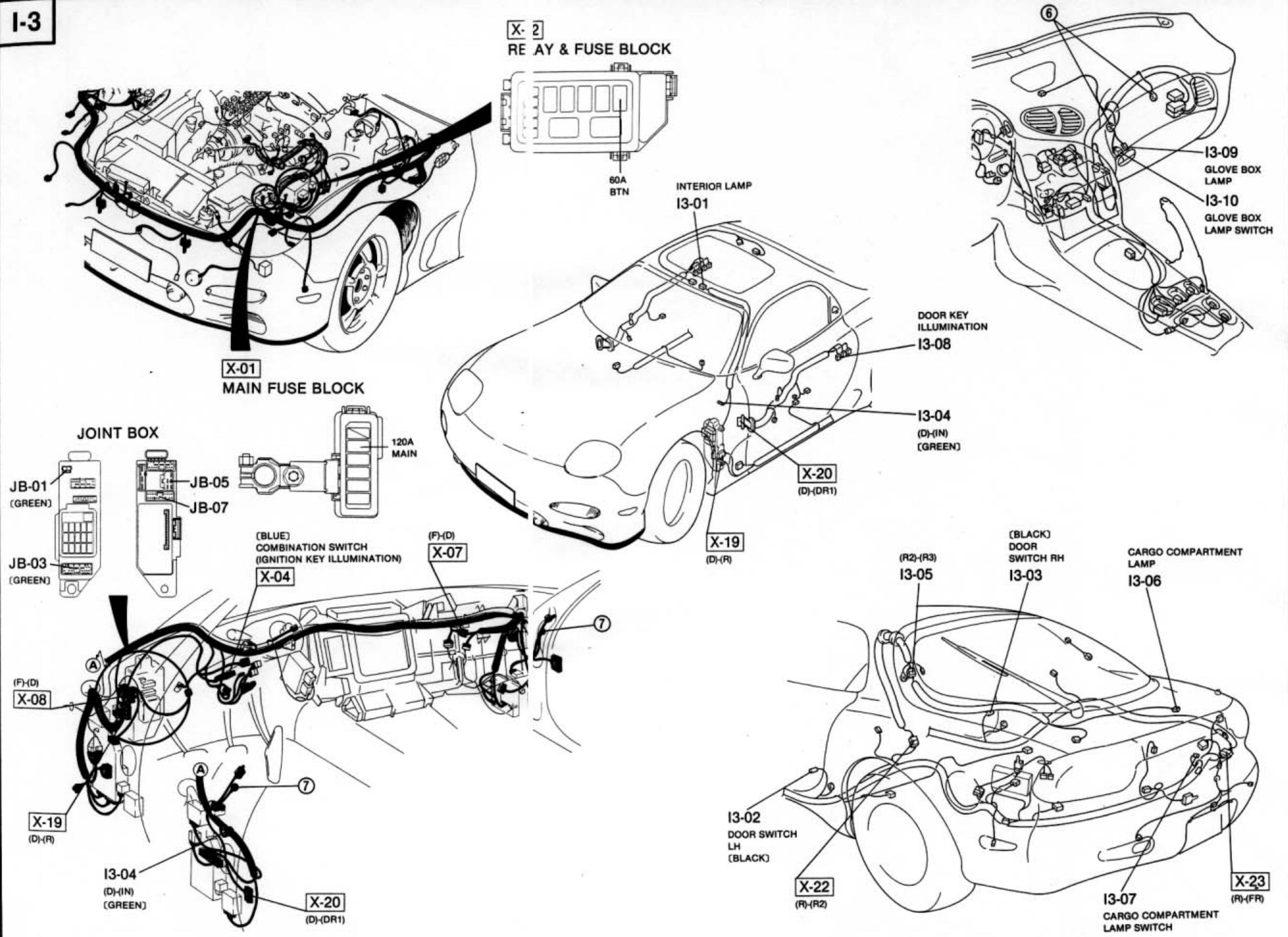
I3-01 INTERIOR LAMP (IN)	I3-02 DOOR SWITCH LH (R)	I3-03 DOOR SWITCH RH (FR)	I3-04 CONNECTOR BETWEEN DASH(D) & INTERIOR LAMP (IN)
(...) WITH SLIDING SUNROOF			

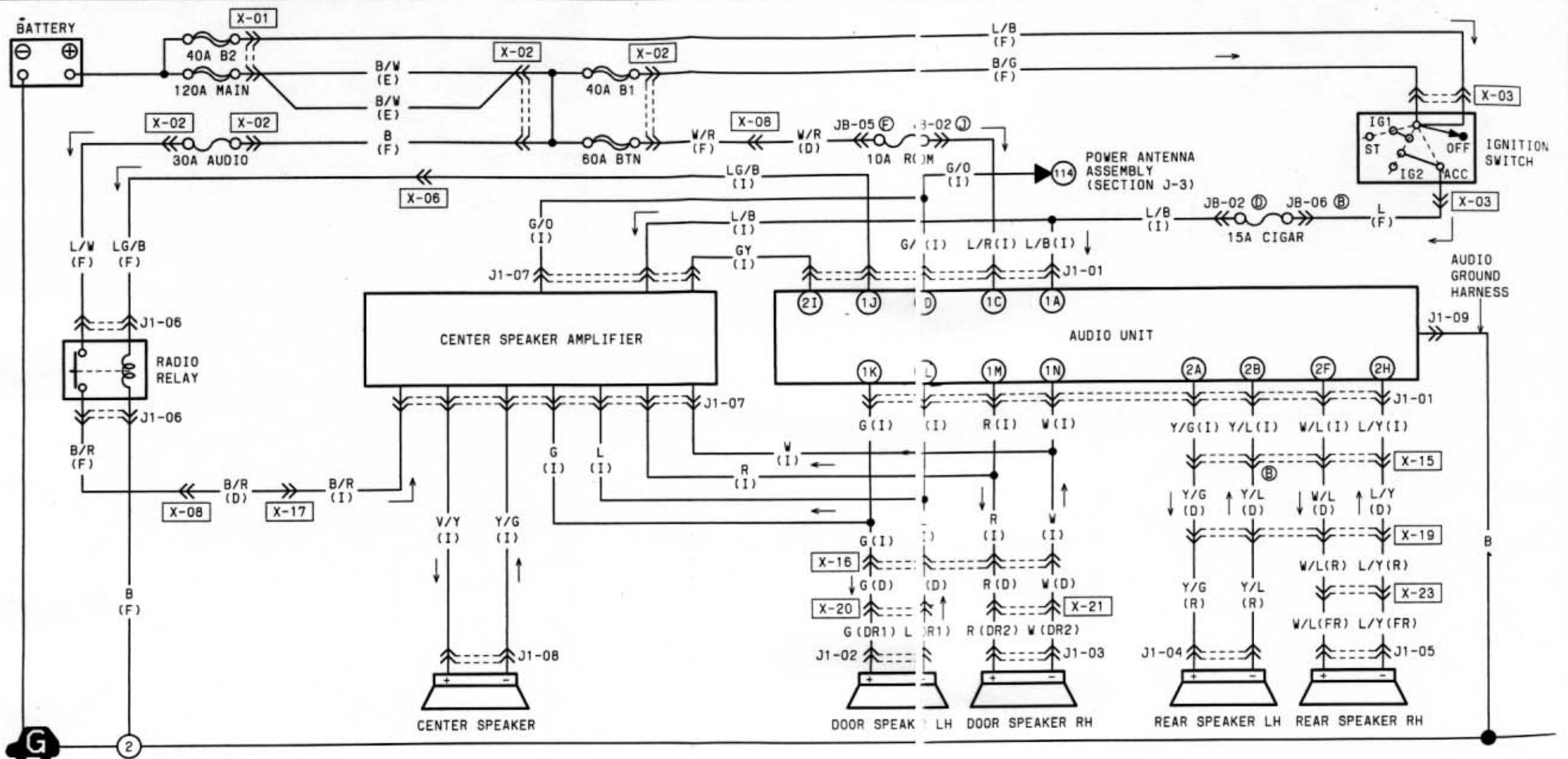
I3-07 CARGO COMPARTMENT LAMP SWITCH (R)	I3-08 DOOR KEY ILLUMINATION (DR1)	I3-09 GLOVE BOX LAMP (I)	I3-10 GLOVE BOX LAMP SWITCH (I)

I3-05 CONNECTOR BETWEEN REAR NO.2 (R2) & REAR NO.3 (R3)	I3-06 CARGO COMPARTMENT LAMP (R3)

I-3

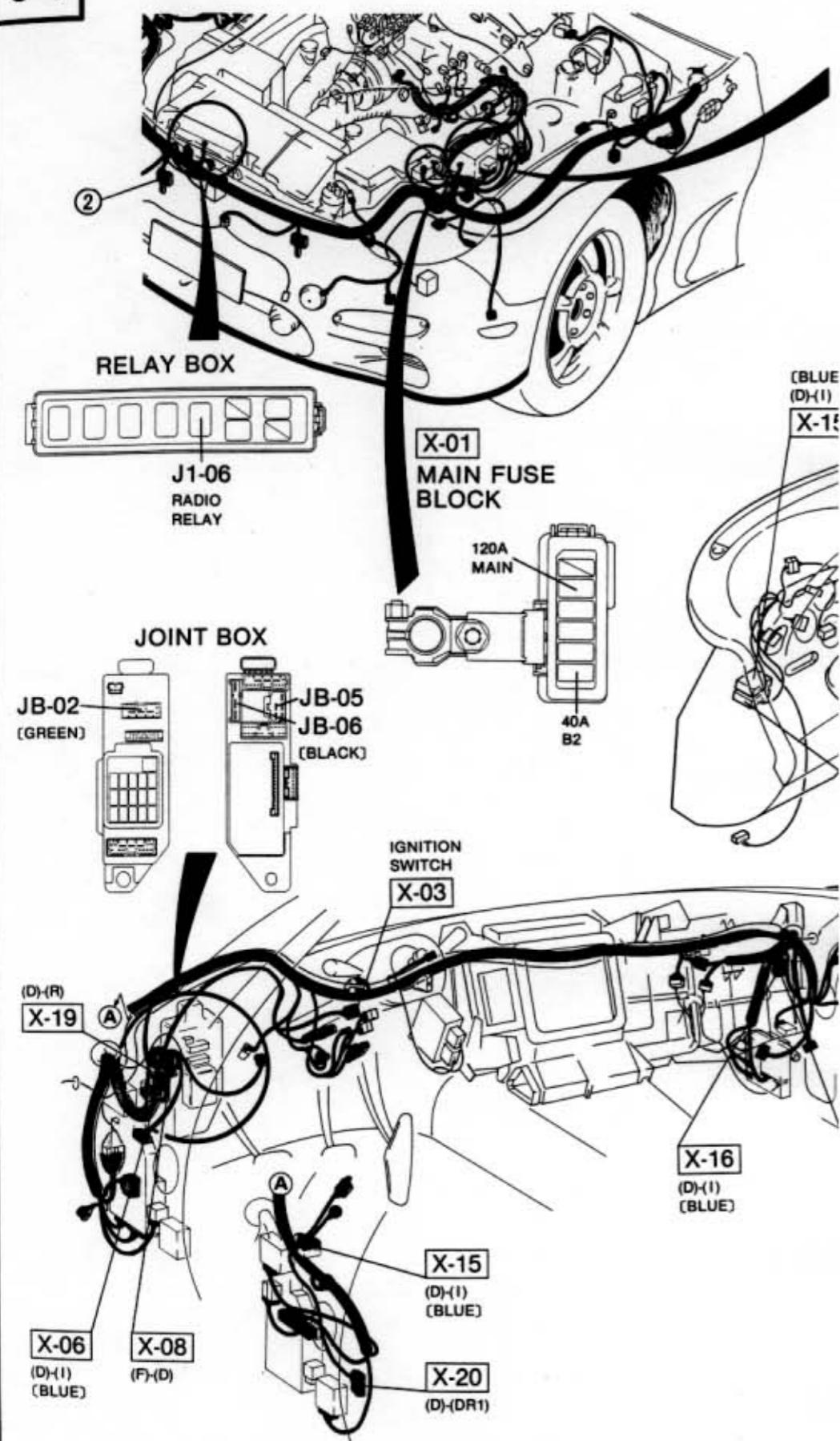


J-1 ■ AUDIO SYSTEM TYPE-

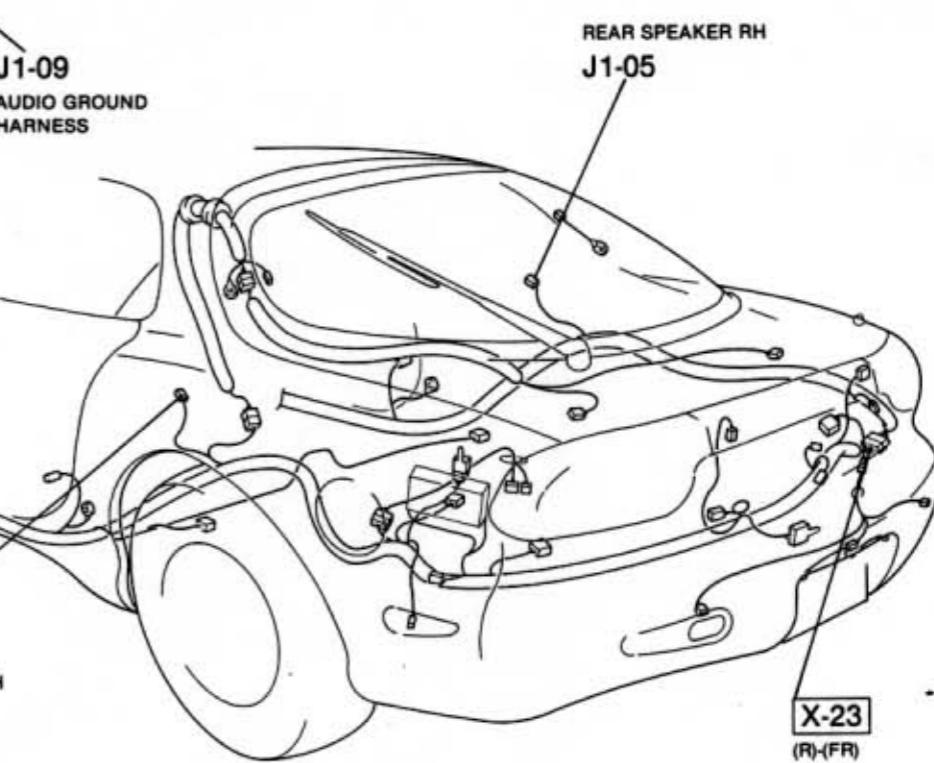
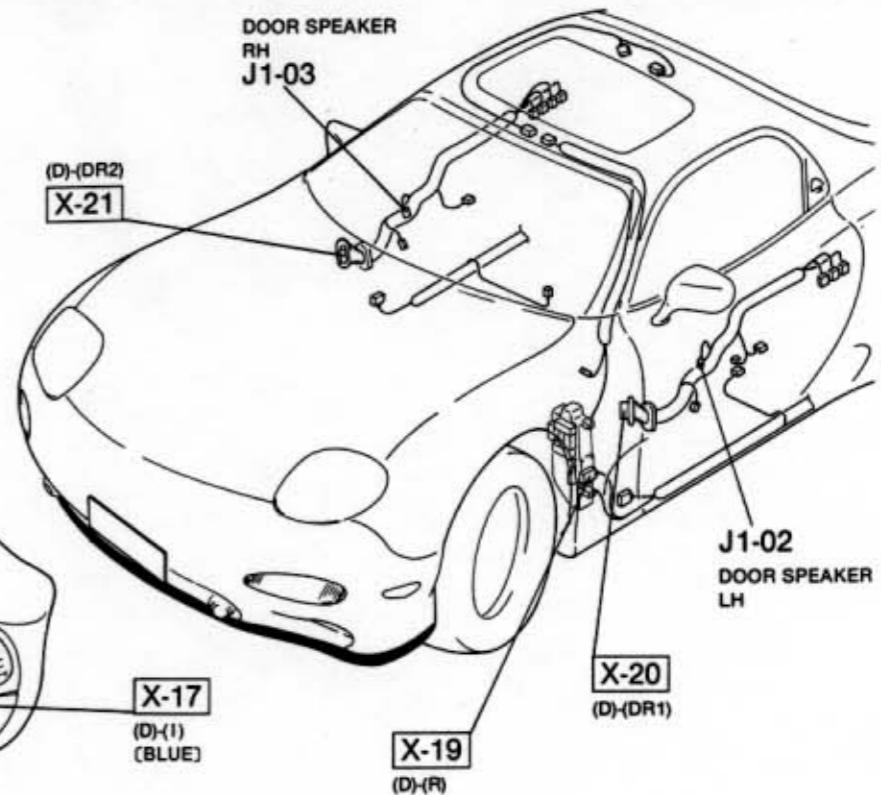
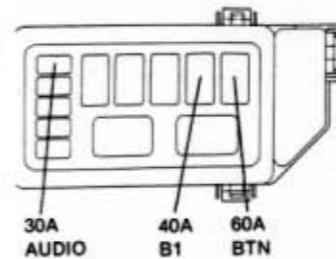


J1-01 AUDIO UNIT (I)		J1-02 DOOR SPEAKER LH(DR1)	J 03 DOOR SPEAKER RH(DR2)	J1-04 REAR SPEAKER LH (R)	J1-05 REAR SPEAKER RH (FF)																																																										
<table border="1"> <tr> <td>1M</td><td>1K</td><td></td><td>1E</td><td>1C</td><td>1A</td></tr> <tr> <td>R</td><td>G</td><td>X</td><td>R/B</td><td>L/R</td><td>L/B</td></tr> <tr> <td>V</td><td>L</td><td>LG/B</td><td>*</td><td>R/G</td><td>G/O</td><td>*</td></tr> <tr> <td>AN</td><td>AL</td><td>AT</td><td>AN</td><td>15</td><td>12</td><td>1D</td></tr> </table>	1M	1K		1E	1C	1A	R	G	X	R/B	L/R	L/B	V	L	LG/B	*	R/G	G/O	*	AN	AL	AT	AN	15	12	1D	<table border="1"> <tr> <td>2I</td><td></td><td></td><td>2C</td><td>2A</td></tr> <tr> <td>GY</td><td>X</td><td></td><td>*</td><td>Y/G</td></tr> <tr> <td>*</td><td>L/Y</td><td>W/L</td><td>*</td><td>Y/L</td></tr> <tr> <td>2J</td><td>2H</td><td>2E</td><td>2D</td><td>2B</td></tr> </table>	2I			2C	2A	GY	X		*	Y/G	*	L/Y	W/L	*	Y/L	2J	2H	2E	2D	2B	<table border="1"> <tr> <td>L</td><td>*</td></tr> <tr> <td>G</td><td>*</td></tr> </table>	L	*	G	*	<table border="1"> <tr> <td>V</td><td>*</td></tr> <tr> <td>R</td><td>*</td></tr> </table>	V	*	R	*	<table border="1"> <tr> <td>Y/G</td><td>Y/L</td></tr> </table>	Y/G	Y/L	<table border="1"> <tr> <td>W/L</td><td>L/Y</td></tr> </table>	W/L	L/Y
1M	1K		1E	1C	1A																																																										
R	G	X	R/B	L/R	L/B																																																										
V	L	LG/B	*	R/G	G/O	*																																																									
AN	AL	AT	AN	15	12	1D																																																									
2I			2C	2A																																																											
GY	X		*	Y/G																																																											
*	L/Y	W/L	*	Y/L																																																											
2J	2H	2E	2D	2B																																																											
L	*																																																														
G	*																																																														
V	*																																																														
R	*																																																														
Y/G	Y/L																																																														
W/L	L/Y																																																														

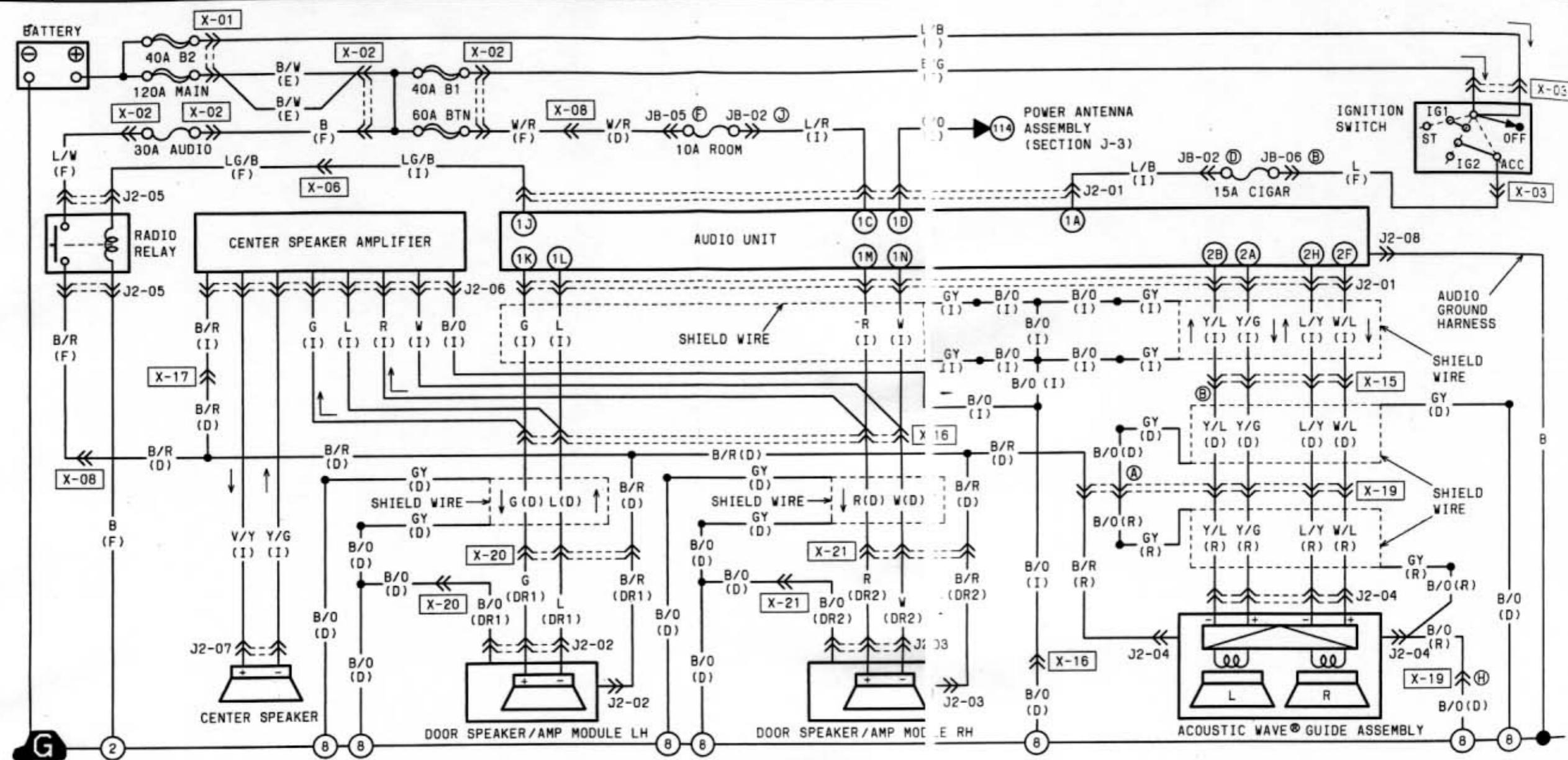
J1-06 RADIO RELAY (F)	J1-07 CENTER SPEAKER AMPLIFIER (I)	J1-08 CENTER SPEAKER (I)	J 09 AUDIO GROUND HARNESS	

**J-1**

**C-02**  
**ELAY & FUSE BLOCK**



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



J2-01 AUDIO UNIT (I)

1M	1K	1E	1C	1A	R/G	L/G/B	*	R/B	L/R	L/B
W	L									
1N	1L	1J	1H	1F	1D	1B				

2I		2C	2A
*		*	Y/G

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

L	B/R
G	B/O

J2-03 DOOR SPEAKER/AMP MODULE RH (DR2)

W	B/R
R	B/O

J2-04 ACOUSTIC WAVE® GUIDE ASSEMBLY (R)

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

J2-05 RADIO RELAY (F)

B/R	L/W	LG/B
*	*	B

J2-06 CENTER SPEAKER AMPLIFIER (I)

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

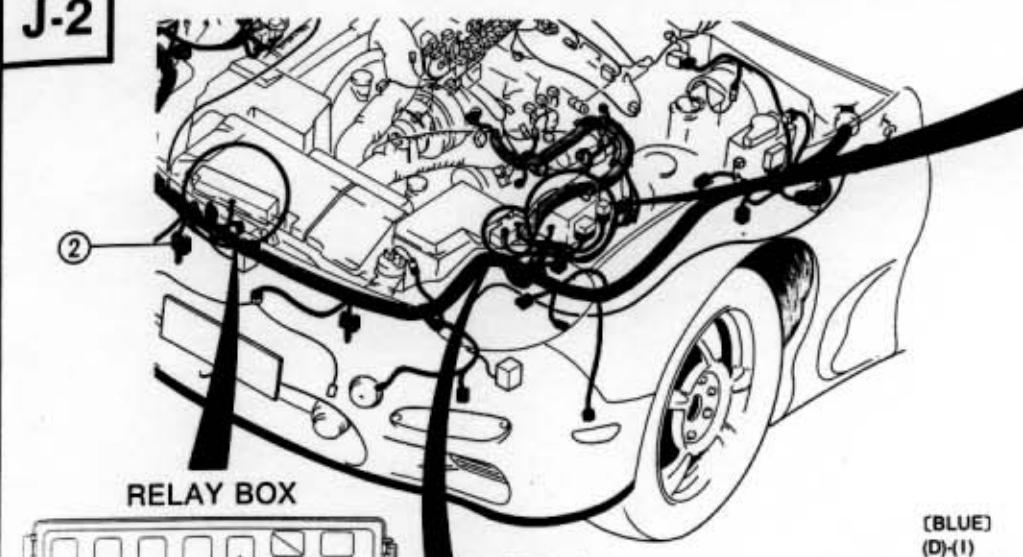
J2-07 CENTER SPEAKER (I)

V/Y	Y/G
-----	-----

J2-08 AUDIO GROUND HARNESS

B		
---	--	--

J-2



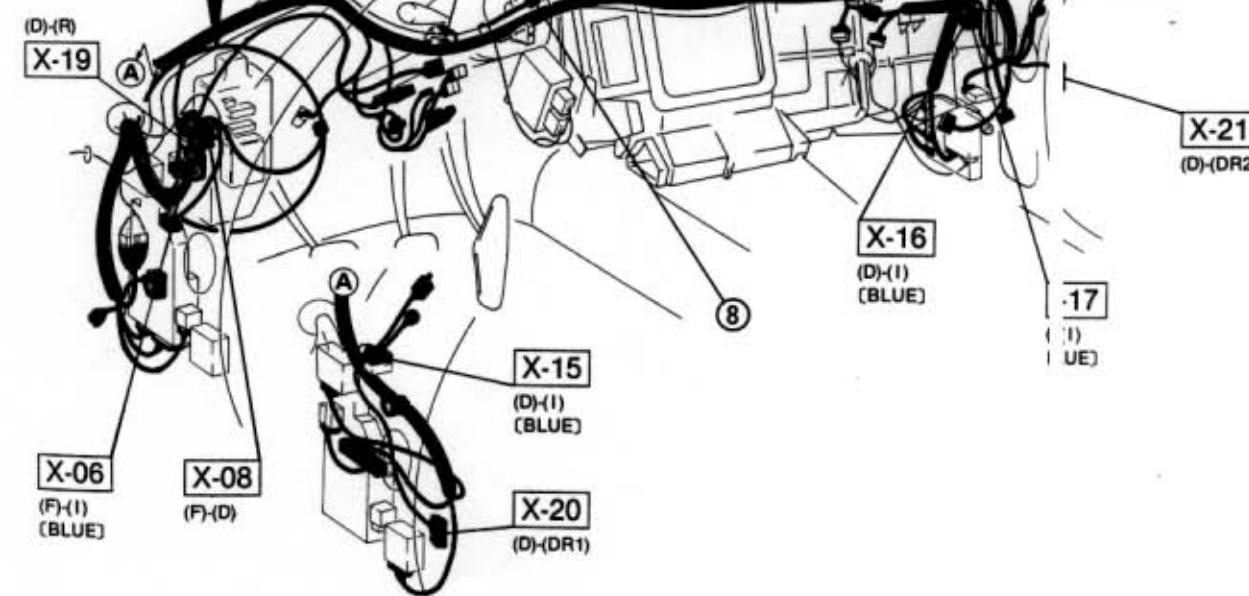
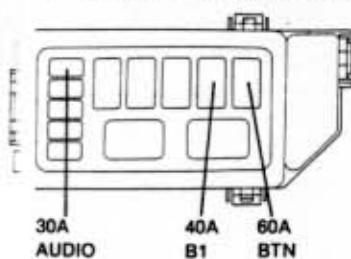
RELAY BOX

J2-05  
RADIO RELAY

MAIN FUSE BLOCK

120A MAIN  
40A B1  
40A B2

JOINT BOX

JB-02  
(GREEN)  
JB-05  
JB-06  
(BLACK)X-06  
(F)-(I)  
(BLUE)X-08  
(F)-(D)X-15  
(D)-(I)  
(BLUE)X-20  
(D)-(DR1)K-02  
RELAY & FUSE BLOCKCENTER SPEAKER  
J2-07(BLUE)  
(D)-(I)  
X-15

X-16

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

X-18

(D)-(I)  
(BLUE)

X-19

(D)-(R)

X-20

(D)-(DR1)

X-21

(D)-(DR2)

X-22

(D)-(DR3)

X-23

(D)-(DR4)

X-24

(D)-(DR5)

X-25

(D)-(DR6)

X-26

(D)-(DR7)

X-27

(D)-(DR8)

X-28

(D)-(DR9)

X-29

(D)-(DR10)

X-30

(D)-(DR11)

X-31

(D)-(DR12)

X-32

(D)-(DR13)

X-33

(D)-(DR14)

X-34

(D)-(DR15)

X-35

(D)-(DR16)

X-36

(D)-(DR17)

X-37

(D)-(DR18)

X-38

(D)-(DR19)

X-39

(D)-(DR20)

X-40

(D)-(DR21)

X-41

(D)-(DR22)

X-42

(D)-(DR23)

X-43

(D)-(DR24)

X-44

(D)-(DR25)

X-45

(D)-(DR26)

X-46

(D)-(DR27)

X-47

(D)-(DR28)

X-48

(D)-(DR29)

X-49

(D)-(DR30)

X-50

(D)-(DR31)

X-51

(D)-(DR32)

X-52

(D)-(DR33)

X-53

(D)-(DR34)

X-54

(D)-(DR35)

X-55

(D)-(DR36)

X-56

(D)-(DR37)

X-57

(D)-(DR38)

X-58

(D)-(DR39)

X-59

(D)-(DR40)

X-60

(D)-(DR41)

X-61

(D)-(DR42)

X-62

(D)-(DR43)

X-63

(D)-(DR44)

X-64

(D)-(DR45)

X-65

(D)-(DR46)

X-66

(D)-(DR47)

X-67

(D)-(DR48)

X-68

(D)-(DR49)

X-69

(D)-(DR50)

X-70

(D)-(DR51)

X-71

(D)-(DR52)

X-72

(D)-(DR53)

X-73

(D)-(DR54)

X-74

(D)-(DR55)

X-75

(D)-(DR56)

X-76

(D)-(DR57)

X-77

(D)-(DR58)

X-78

(D)-(DR59)

X-79

(D)-(DR60)

X-80

(D)-(DR61)

X-81

(D)-(DR62)

X-82

(D)-(DR63)

X-83

(D)-(DR64)

X-84

(D)-(DR65)

X-85

(D)-(DR66)

X-86

(D)-(DR67)

X-87

(D)-(DR68)

X-88

(D)-(DR69)

X-89

(D)-(DR70)

X-90

(D)-(DR71)

X-91

(D)-(DR72)

X-92

(D)-(DR73)

X-93

(D)-(DR74)

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(D)-(DR75)

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(D)-(DR76)

X-96

(D)-(DR77)

X-97

(D)-(DR78)

X-98

(D)-(DR79)

X-99

(D)-(DR80)

X-100

(D)-(DR81)

X-101

(D)-(DR82)

X-102

(D)-(DR83)

X-103

(D)-(DR84)

X-104

(D)-(DR85)

X-105

(D)-(DR86)

X-106

(D)-(DR87)

X-107

(D)-(DR88)

X-108

(D)-(DR89)

X-109

(D)-(DR90)

X-110

(D)-(DR91)

X-111

(D)-(DR92)

X-112

(D)-(DR93)

X-113

(D)-(DR94)

X-114

(D)-(DR95)

X-115

(D)-(DR96)

X-116

(D)-(DR97)

X-117

(D)-(DR98)

X-118

(D)-(DR99)

X-119

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X-121

(D)-(DR102)

X-122

(D)-(DR103)

X-123

(D)-(DR104)

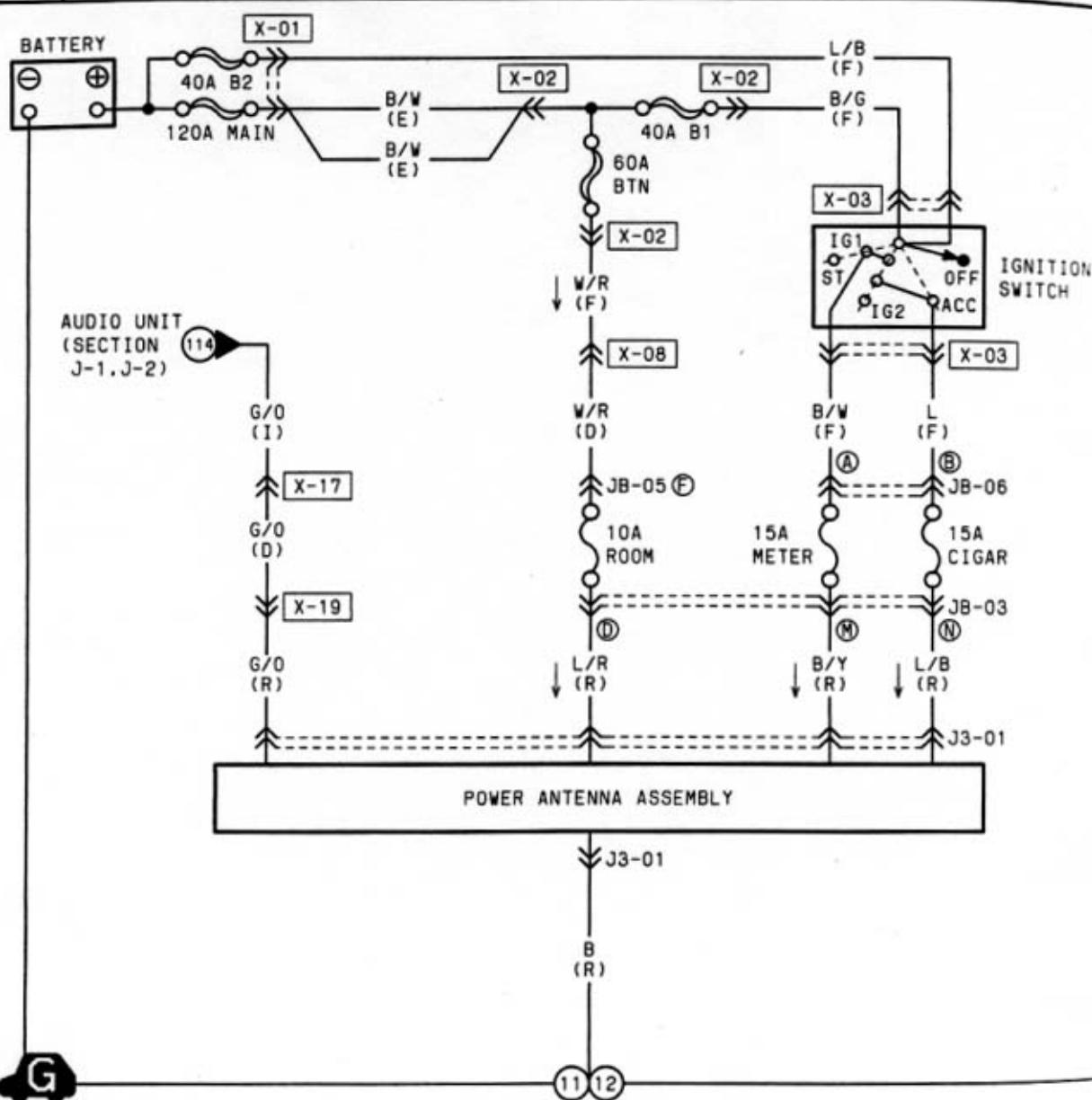
X-124

(D)-(DR105)

X-125

(D)-(DR106)

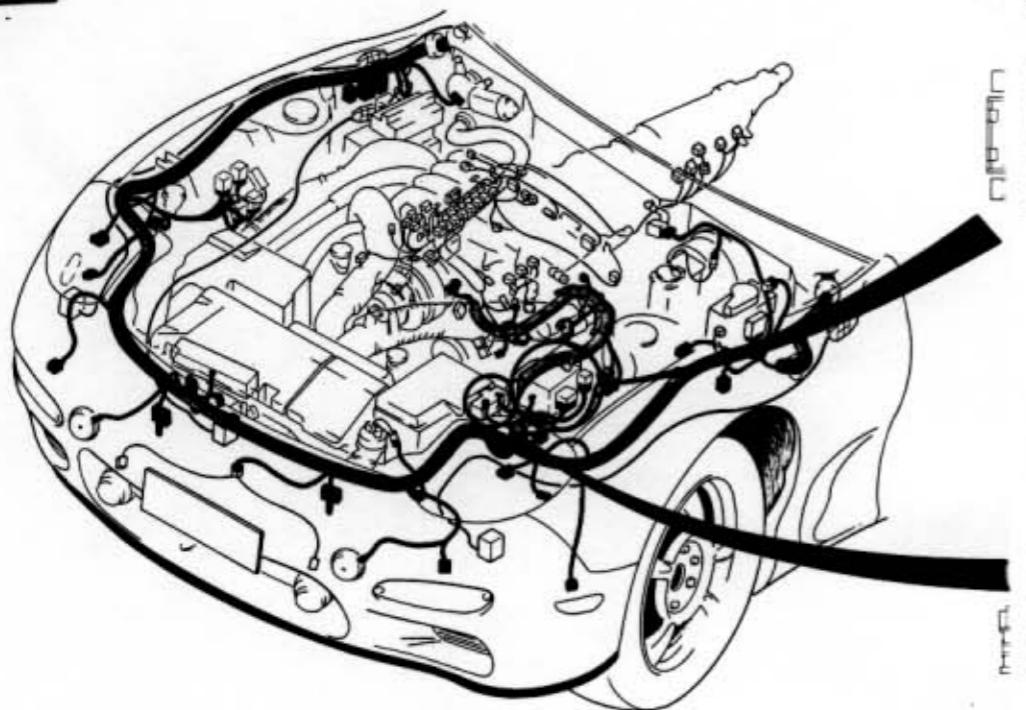
## J-3 ■ POWER ANTENNA



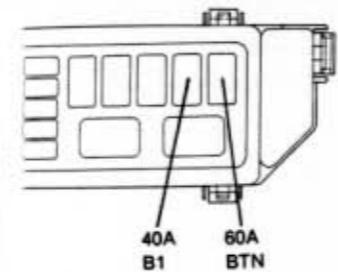
J3-01 POWER ANTENNA ASSEMBLY (R)



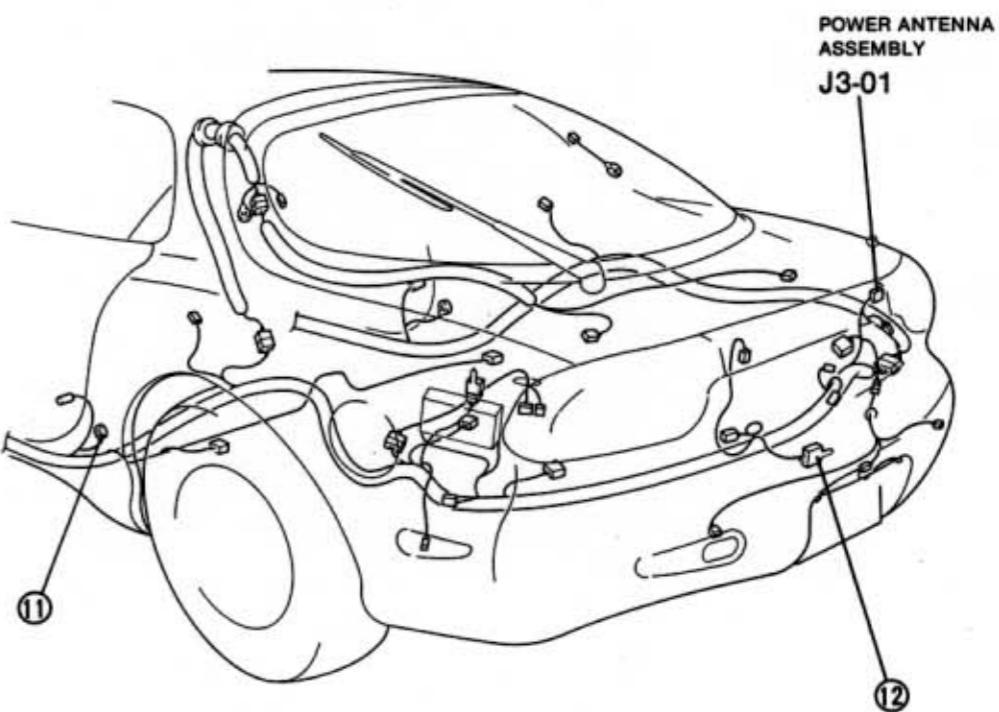
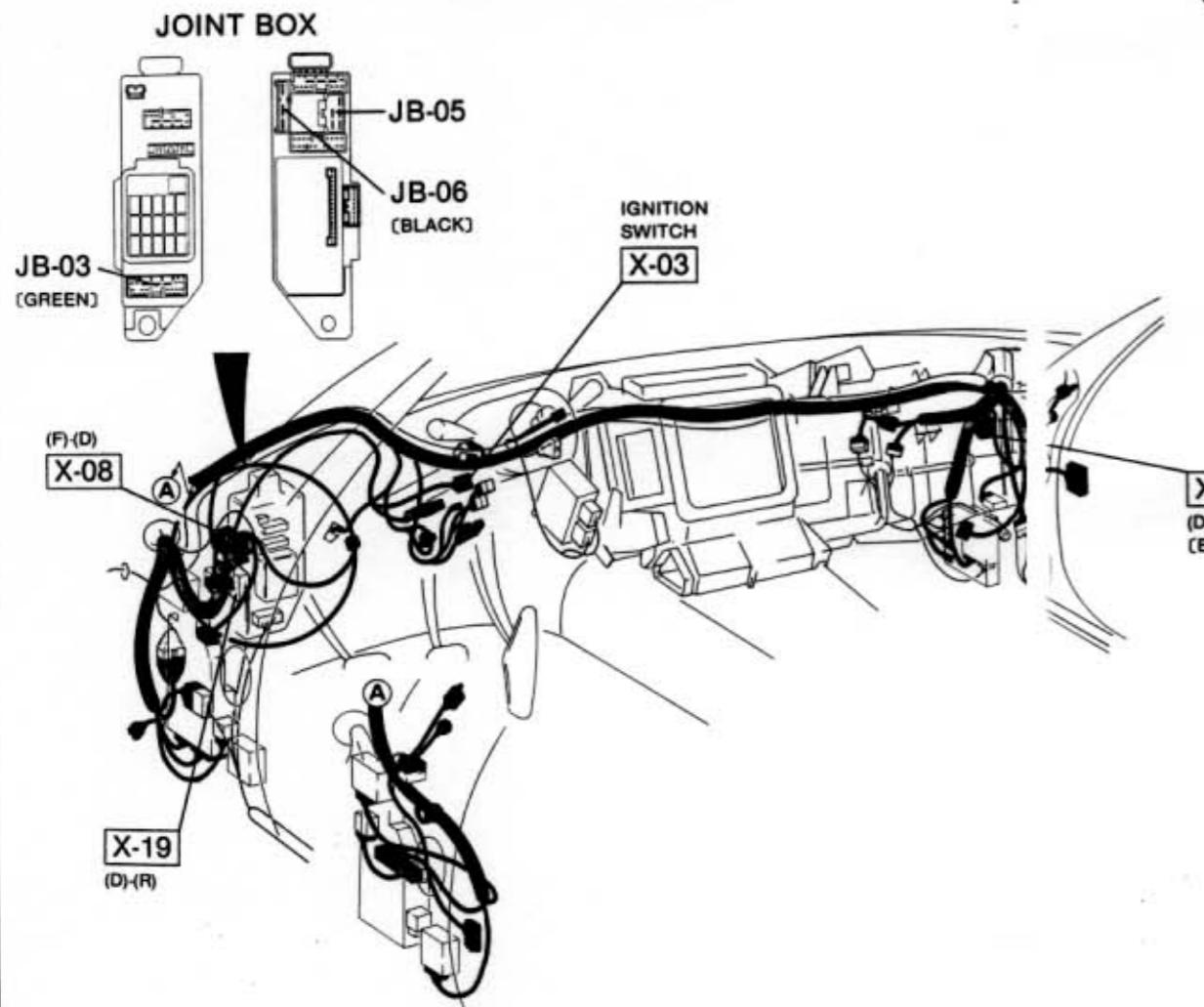
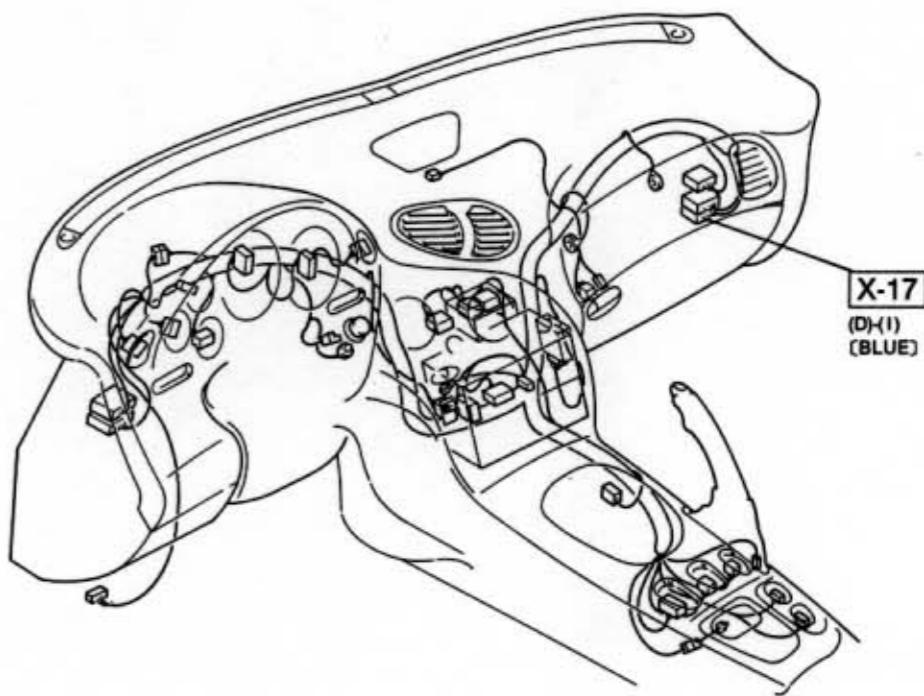
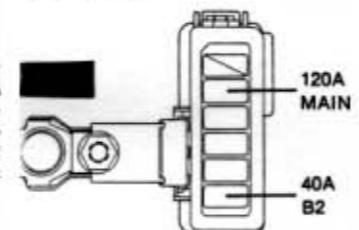
J-3



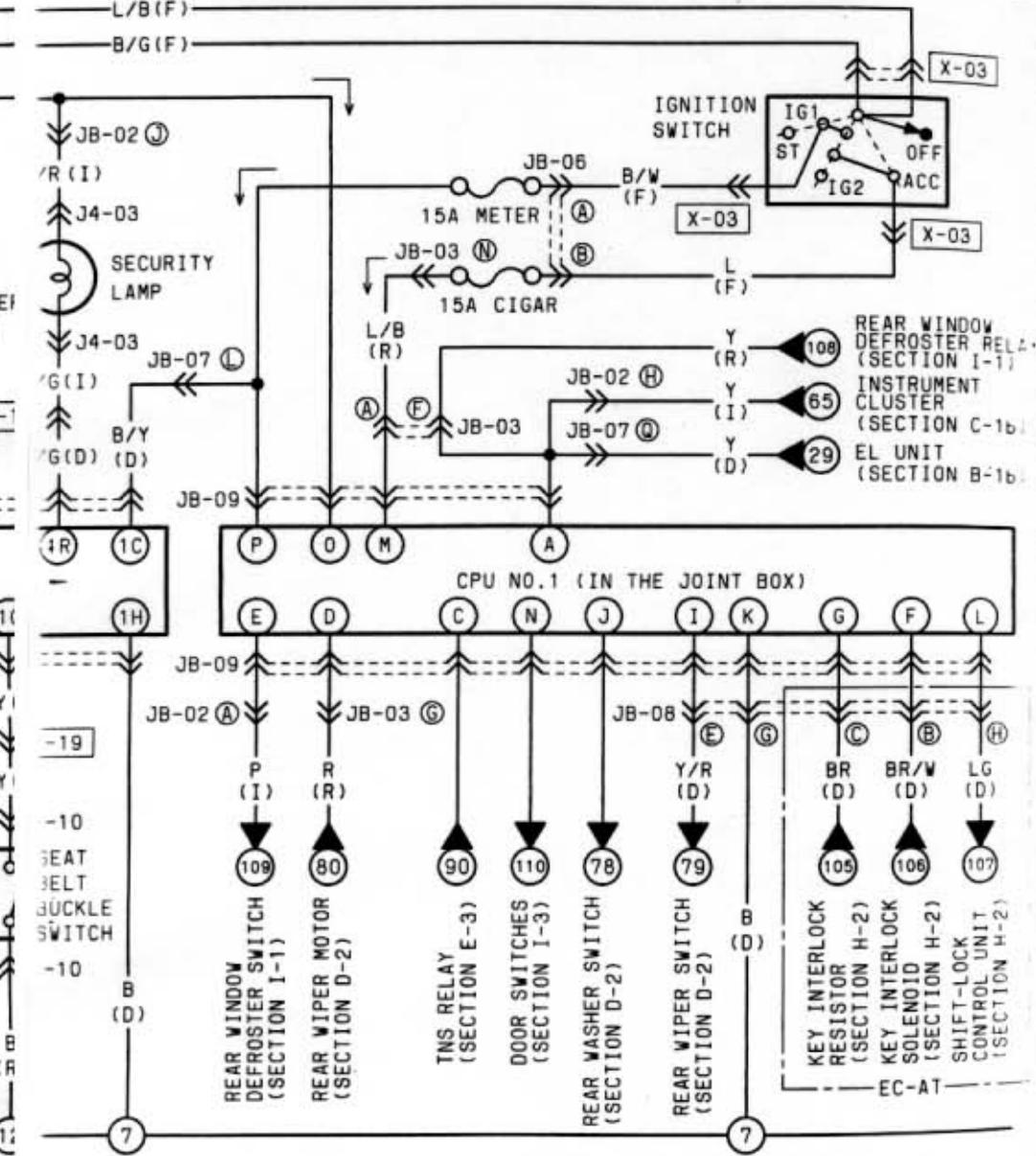
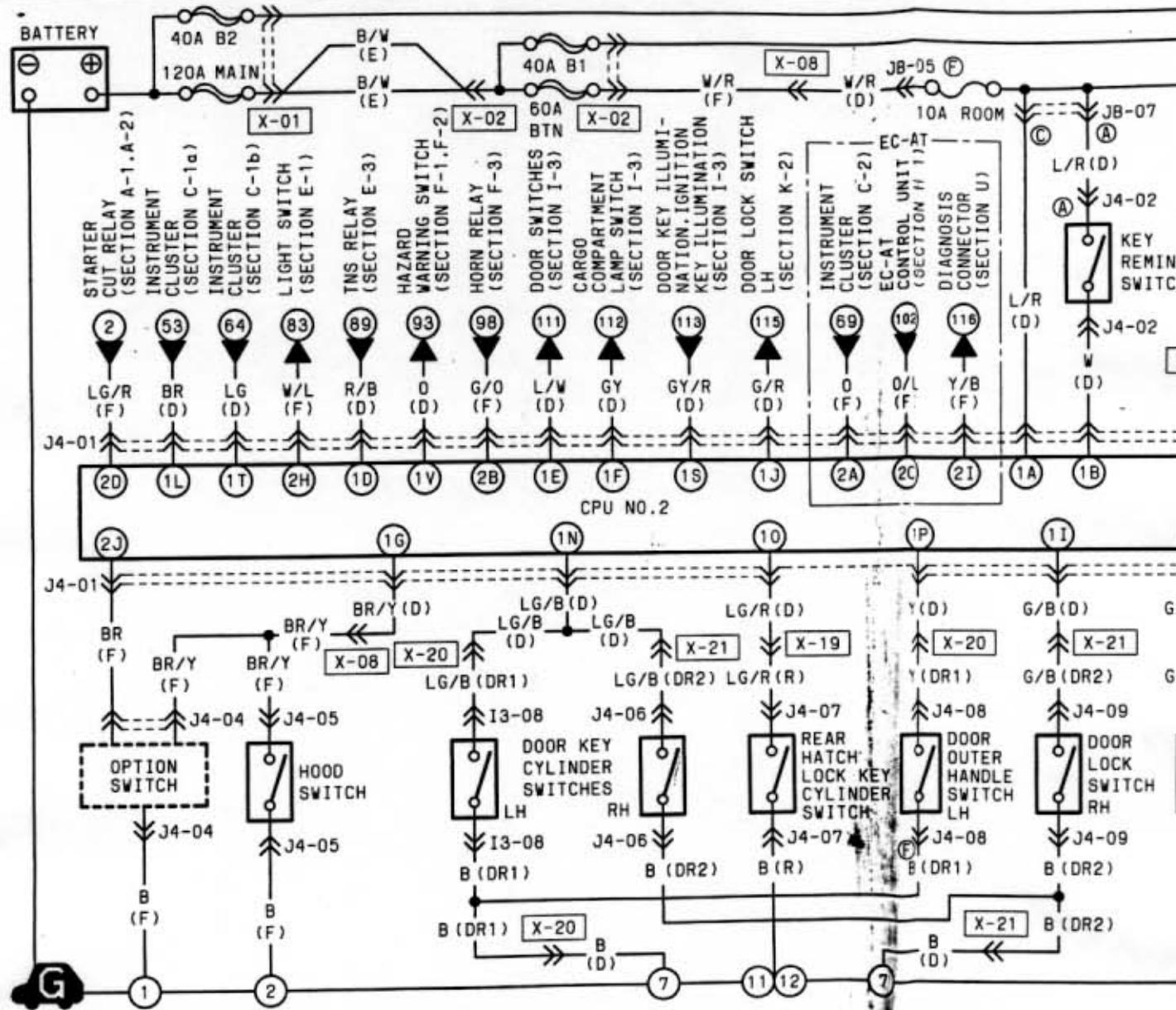
**-02**  
RELAY & FUSE BLOCK



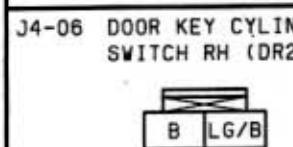
**X-01**  
MAIN FUSE BLOCK



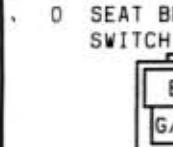
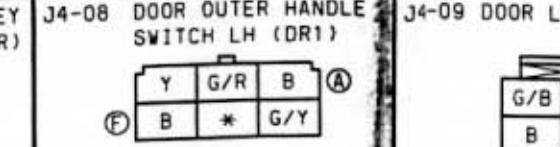
J-4 ■ CENTRAL PROCESSING UNIT(CPU) ■ THEFT-DETERRENT CONTROL SYSTEM



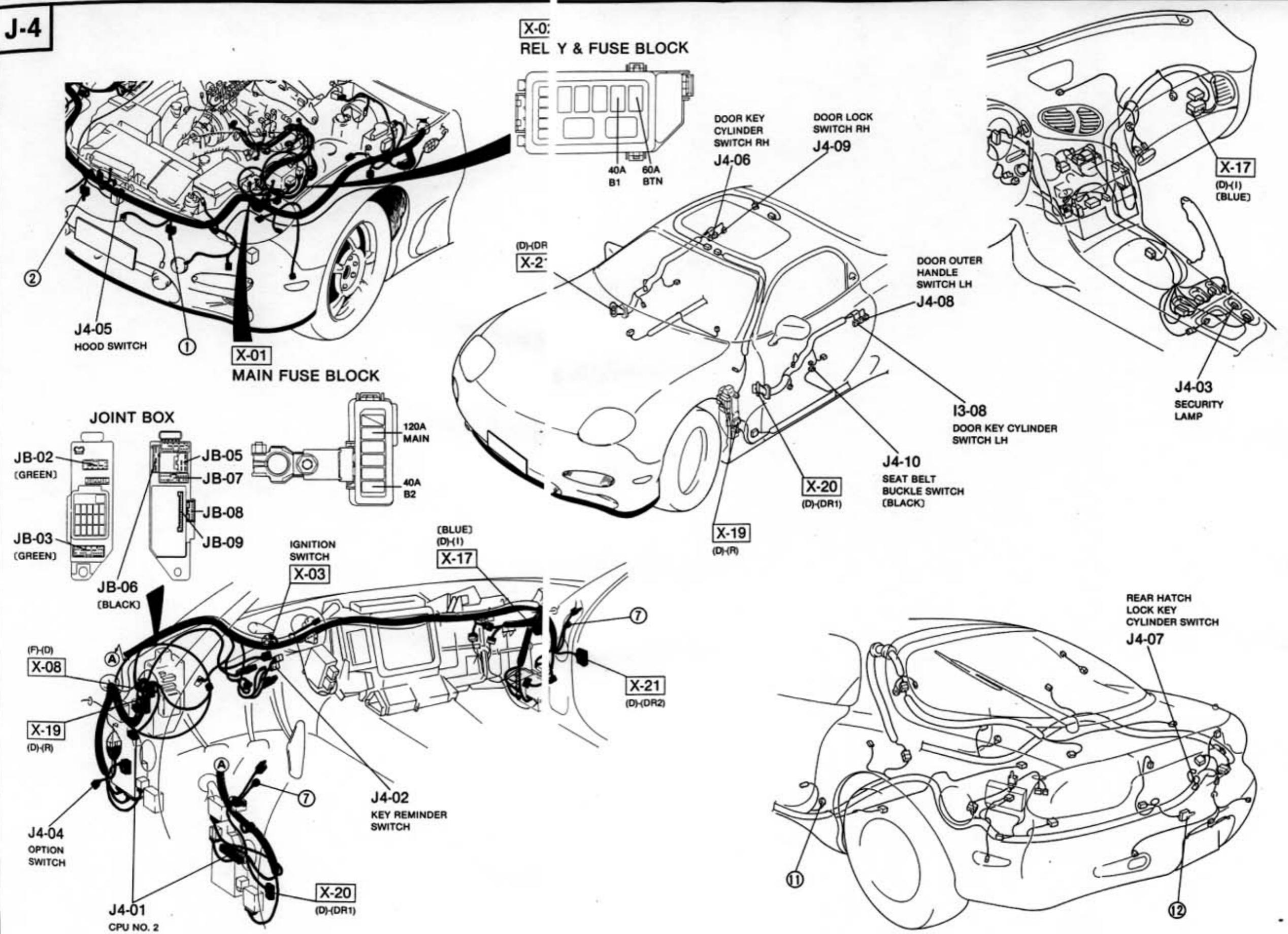
J4-01 CPU NO.2 ( )...EC-AT									
					(D)				
1U	1S	1Q	10		1I	1G	1E	1C	1A
*	GY/R	G/Y	LG/R	X	G/B	BR/Y	L/W	B/Y	L/R
0	LG	V/G	Y	LG/B	BR	G/R	B	GY	R/B
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D



J4-02 KEY REMINDER SWITCH



J4-05 HOOD SWITCH (F)

**J-4**

## CPU No.1 Input signal

Remove the CPU No.1 when inspecting the terminals of CPU No.1 connector (16-pin). Inspection of the remaining terminals can be done without removing the CPU.

Vs: Battery voltage

Terminal	Connected to	Test condition		Specification (V)
A	Rear window defroster relay	Ignition switch ON		Vs
B	NA	—		—
C	TNS relay	Light switch ON		Vs
		Other		0
D	Rear wiper motor	Ignition switch ON		Vs
E	Rear window defroster switch	Ignition switch ON	Rear window defroster switch ON	0
		Other		Vs
F	Interlock solenoid coil (For AT)	Ignition switch ACC or ON	Shift transmission to P range	Vs
		After 2 to 3 seconds		0
		Other		0
G	Interlock resistor (For AT)	Ignition switch ACC	Shift transmission to P range	Vs
		After 0.9 to 1 hour		0
		Ignition switch ON	Shift transmission to P range	Vs
		Other		0
H	NA	—		—
I	Rear wiper and rear washer switch	Rear wiper switch OFF		Vs
		Rear wiper switch ON		0
J	Rear washer motor	Ignition switch ON		Vs
K	Body ground	Constant		0
L	P-range switch (For AT)	Ignition switch ACC	Shift transmission to P range	Vs
		After 0.9 to 1 hour		0
		Ignition switch ON	Shift transmission to P range	Vs
		Other		0
M	Ignition switch	Ignition switch ACC		Vs
N	Door switch (driver or passenger)	Driver or Passenger door closed		Vs
		Driver or Passenger door open		0
O	Battery	Constant		Vs
P	Ignition switch	Ignition switch ON		Vs

37U0TX-158

## CPU No.2 Input signal

Check the terminal voltage with the CPU No.2 connected.

Vs: Battery voltage

Connector	Terminal	Connected to	Test condition		Specification (V)
A (20-pin)	1	Battery	Constant		Vs
	1	Ignition key reminder switch	Ignition key in ignition switch		Vs
	1	Ignition switch	Ignition switch ON		Vs
	1	TNS relay	Headlight switch ON		Vs
	1	Door switch (driver or passenger)	Driver or passenger door open; check for continuity to body ground		Yes
			Driver or passenger door closed; check for continuity to body ground		No
	1	Cargo compartment lamp switch	Rear hatch open; check for continuity to body ground		Yes
			Rear hatch closed; check for continuity to body ground		No
	1	Hood switch	Hood switch ON		0
	1	Body ground	Constant		0
	1	Lock link switch (driver side)	Locked		Approx. 5
			Unlocked		0
	1	Lock link switch (passenger side)	Locked		Vs
			Unlocked		0
	1	Instrument cluster	Ignition switch ON		Vs
	1	Door key cylinder switch (driver or passenger side)	Unlocked		0
			Other		5
	1	Rear hatch lock key cylinder switch	Rear hatch lock key cylinder switch ON		0
	1	Outer door handle switch	Outer door handle pulled		0
			Other		Approx. 4
B (8-pin)	1	Buckle switch	Ignition switch ON	Seat belt connected	0
			Other		Vs
	1	Security lamp	Constant		Vs
			Ignition and door key illumination		Vs
	1	Seat belt warning lamp	For 4 to 8 seconds from ignition switch ON		0
			Other (ignition switch ON)		Vs
	1	NA	—		—
			Hazard warning switch ON		0
	1	Hazard warning switch OFF	Hazard warning switch OFF		Vs
			Ignition switch ON		0
C (7-pin)	1	HOLD indicator lamp	HOLD switch ON		0
			Other		Vs
	1	Horn relay	Constant		Vs
			Ignition switch ON		0
	1	EC-AT control unit	HOLD switch ON		Vs
			Other		—
	1	Starter cut relay	Ignition switch ON		Vs
			—		—
D (4-pin)	1	NA	—		—
			Constant		Vs
	1	Headlight relay	—		—
			Ignition switch ON		Vs
E (4-pin)	1	Diagnosis connector	—		—
			Option switch ON		0
	1	Option switch	Other		Vs
			Ignition switch ON		3—7
F (4-pin)	1	Turn signal light (right)	Turn signal switch ON (right)		0
			Other		—
	1	Body ground	Constant		0
			Ignition switch ON		Vs
G (4-pin)	1	Turn signal switch (right)	Turn signal switch ON (right)		0
			Other		—

37U0TX-160

J-4

Cont'd

Connector	Terminal	Connected to	Test condition		Specification (V)
C (7-pin)	3D	Turn signal switch (left)	Ignition switch ON	Turn signal switch ON (left)	V <sub>b</sub>
			Other		0
	3F	Battery voltage	Constant		V <sub>b</sub>
	3G	Hazard warning switch	Hazard warning switch ON		0
D (10-pin)	3G	Hazard warning switch	Other		V <sub>b</sub>
	3H	Turn signal light (left)	Ignition switch ON	Turn signal switch ON (left)	3—7
			Other		0
	4A	Body ground	Constant		0
D (10-pin)	4B	Headlight relay	Headlight switch ON		V <sub>b</sub>
			Other		0
	4C	Parking brake switch	Parking brake lever pulled		0
		Other			V <sub>b</sub>
D (10-pin)	4D	Brake fluid-level sensor	Ignition switch ON		V <sub>b</sub>
			Brake fluid-level sensor ON or parking brake switch ON		0
	4F	Turn signal light (right)	Ignition switch ON	Turn signal switch ON (right)	3—7
		Other			0
D (10-pin)	4H	Turn signal light (left)	Ignition switch ON	Turn signal switch ON (left)	3—7
		Other			0
	4I	Front turn signal light (right)	Ignition switch ON	Turn signal switch ON (right)	3—7
			Headlight switch OFF		V <sub>b</sub>
			Headlight switch ON		0
D (10-pin)	4J	NA	—		—
	4K	Front turn signal light (left)	Ignition switch ON	Turn signal switch ON (left)	3—7
			Headlight switch OFF		V <sub>b</sub>
			Headlight switch ON		0
D (10-pin)	4L	Ignition switch	Ignition switch ON		V <sub>b</sub>

37U0TX-161

## THEFT-DETERRENT SYSTEM

## TERMINAL VOLTAGE LIST

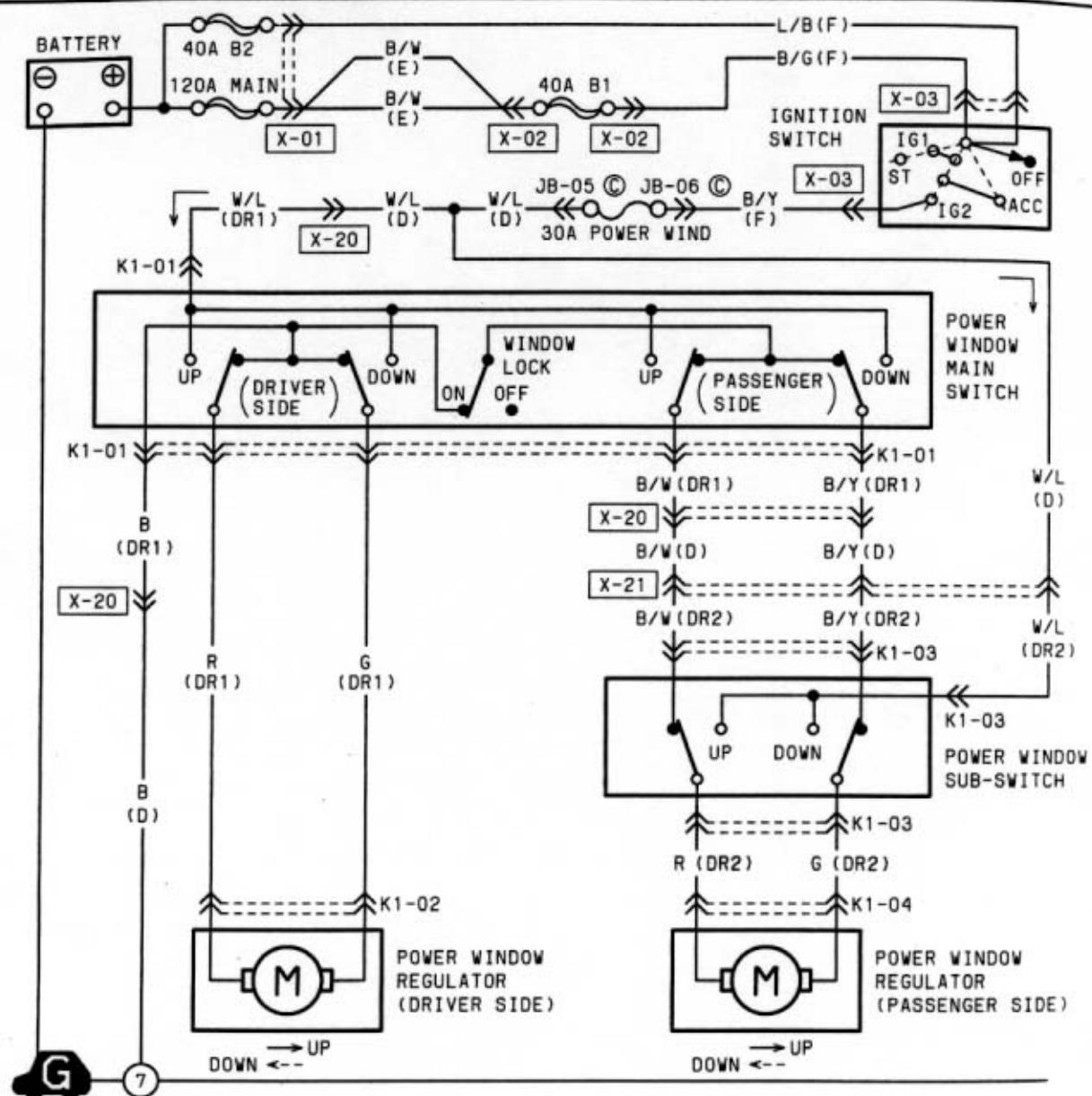
CPU No.2 20-pin and 8-pin Connectors

Vs: Battery voltage

Connector	Terminal	Connected to	Test condition		Specification (V)
A (20-pin)	1B	Ignition key reminder switch	Ignition key in ignition switch		V <sub>b</sub>
	1E	Door switch (driver or passenger side)	Continuity inspection	Door open	Yes
				Door closed	No
	1F	Cargo compartment lamp switch	Continuity inspection	Rear hatch open	Yes
				Rear hatch closed	No
	1G	Hood switch	Continuity inspection	Hood open	Yes
				Hood closed	No
	1I	Lock link switch (driver side)	Locked		Approx. 5
			Unlocked		0
	1J	Lock link switch (passenger side)	Locked		V <sub>b</sub>
			Unlocked		0
B (8-pin)	1N	Door key cylinder switch (driver or passenger side)	Unlocked		0
			Other		5
	1O	Rear hatch lock key cylinder switch	Continuity inspection	Rear hatch lock key locked	No
				Rear hatch lock key unlocked	Yes
B (8-pin)	1V	Hazard	Hazard warning switch ON		0
			Hazard warning switch OFF		V <sub>b</sub>
			Horn sounding		0
	2B	Horn relay	Alarm		0
B (8-pin)			Other		V <sub>b</sub>
	2D	Starter cut relay	Ignition switch ON		V <sub>b</sub>
B (8-pin)			Ignition switch OFF		0

# Z WIRING DIAGRAM

## K-1 ■ POWER WINDOW



K1-01 POWER WINDOW  
MAIN SWITCH (DR1)

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

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



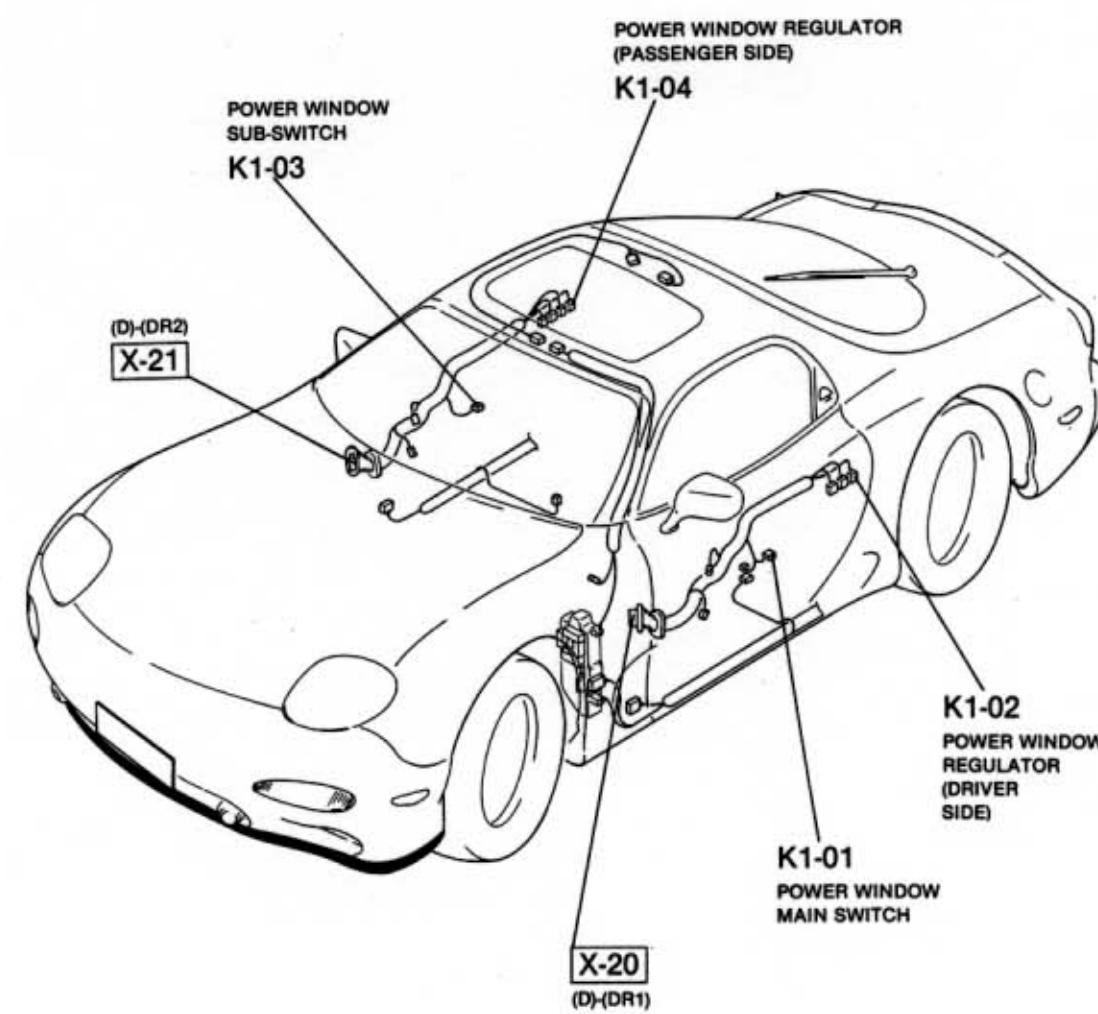
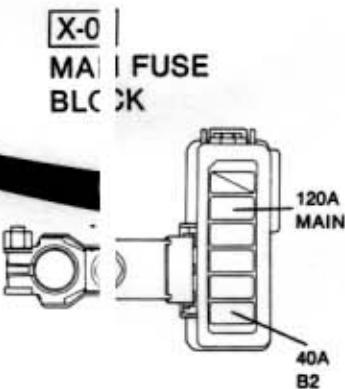
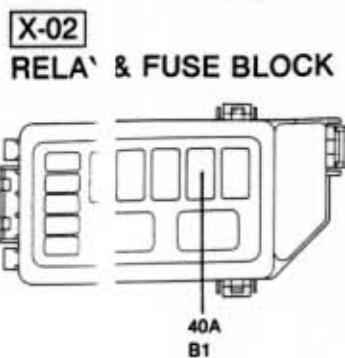
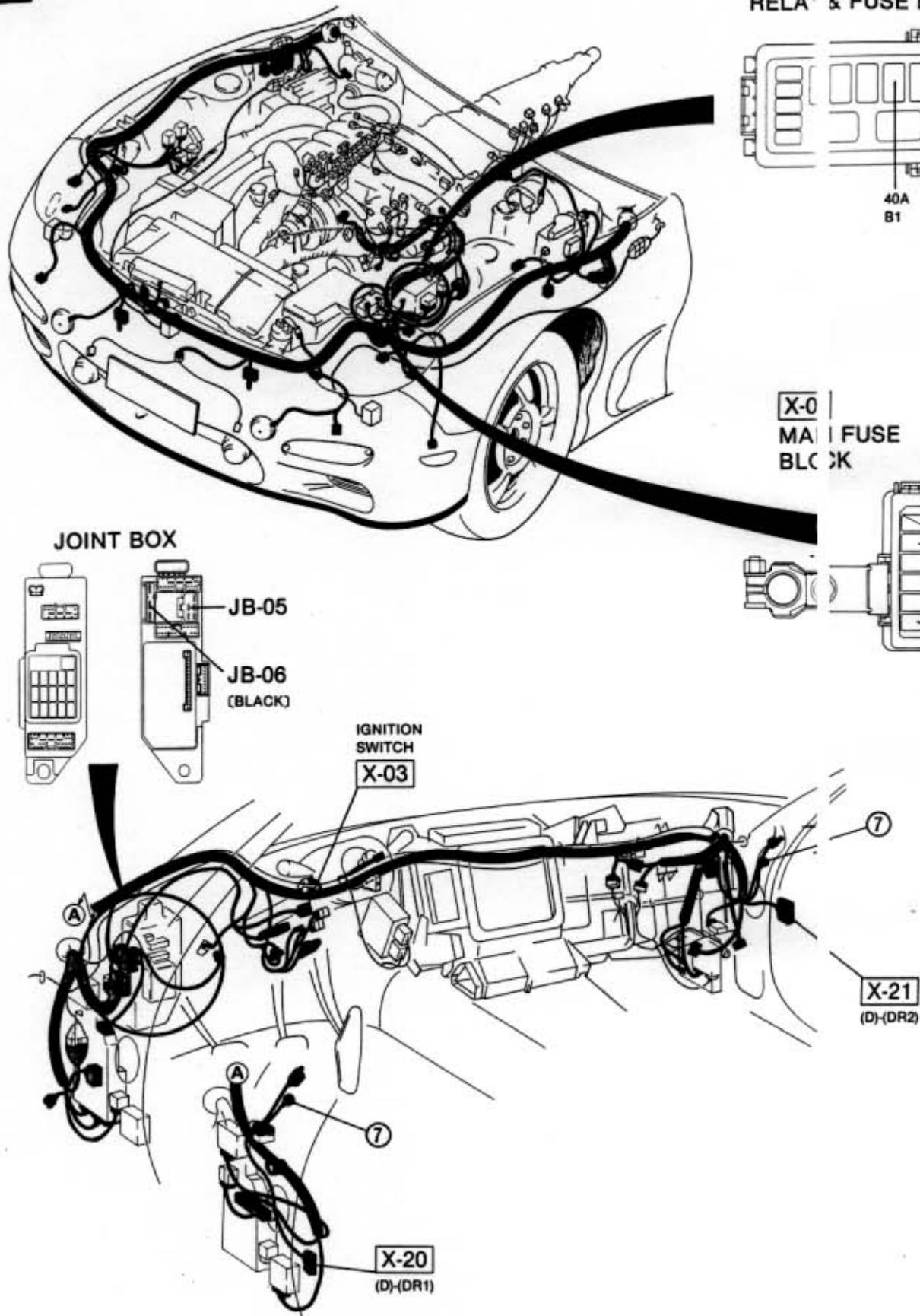
K1-03 POWER WINDOW  
SUB-SWITCH (DR2)

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

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

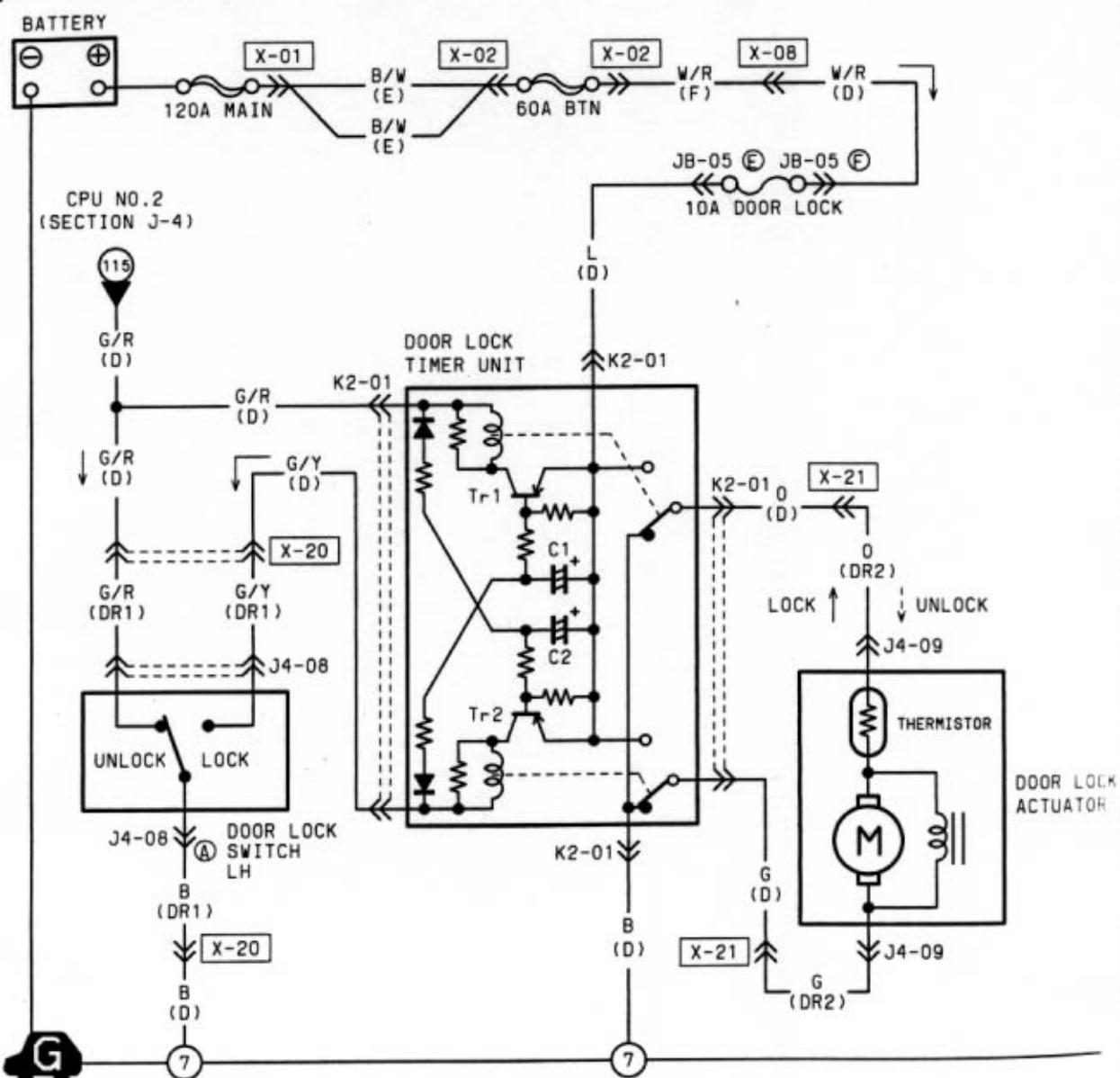


K-1



# Z WIRING DIAGRAM

## K-2 ■ POWER DOOR LOCK



K2-01 DOOR LOCK TIMER UNIT (D)

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

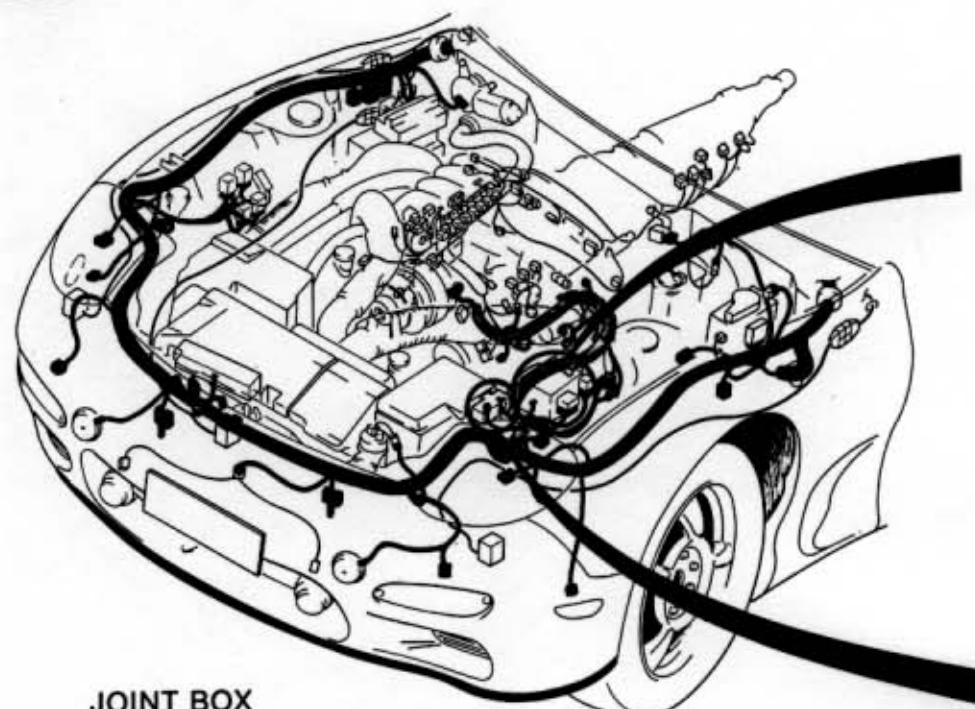
J4-08 DOOR LOCK SWITCH LH (DR1)

Y	G/R	B
B	*	G/Y

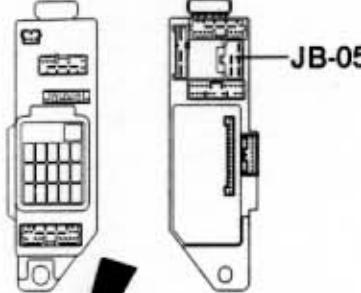
J4-09 DOOR LOCK ACTUATOR (DR2)

G/B	0
B	G

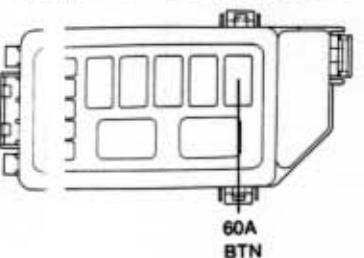
K-2



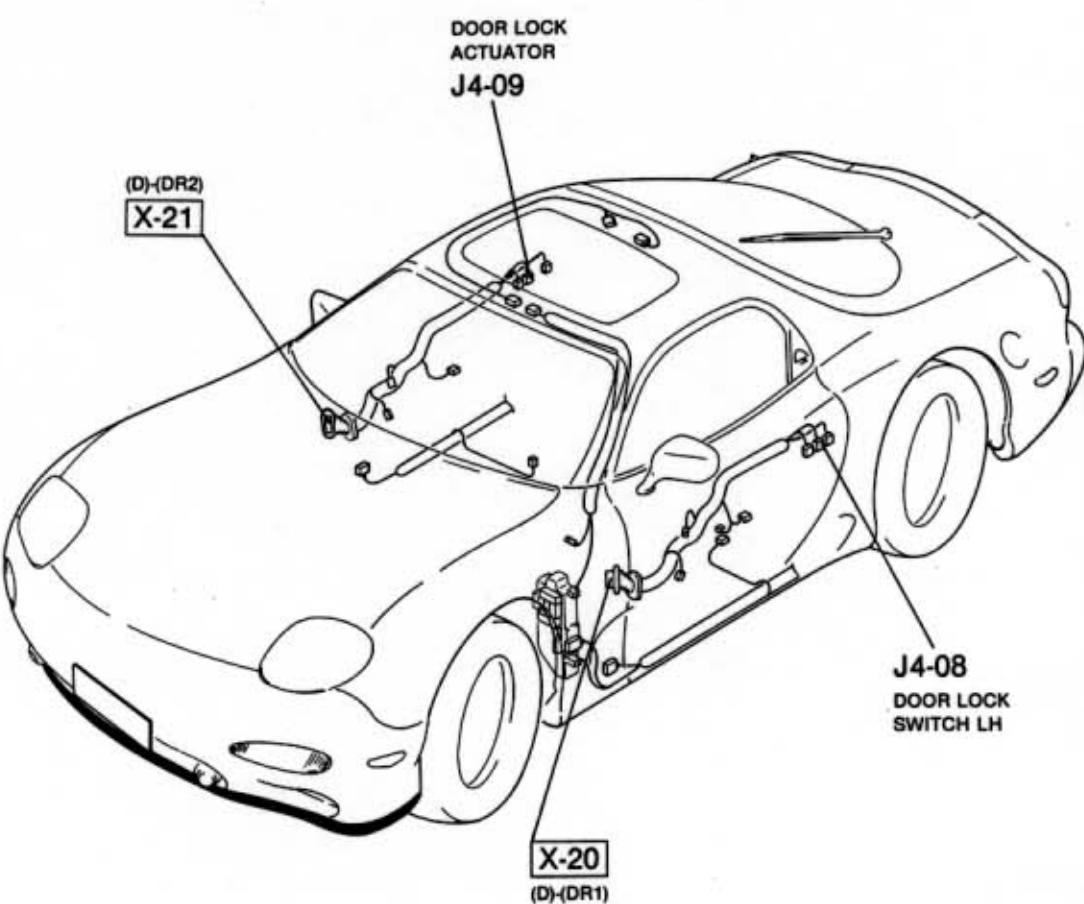
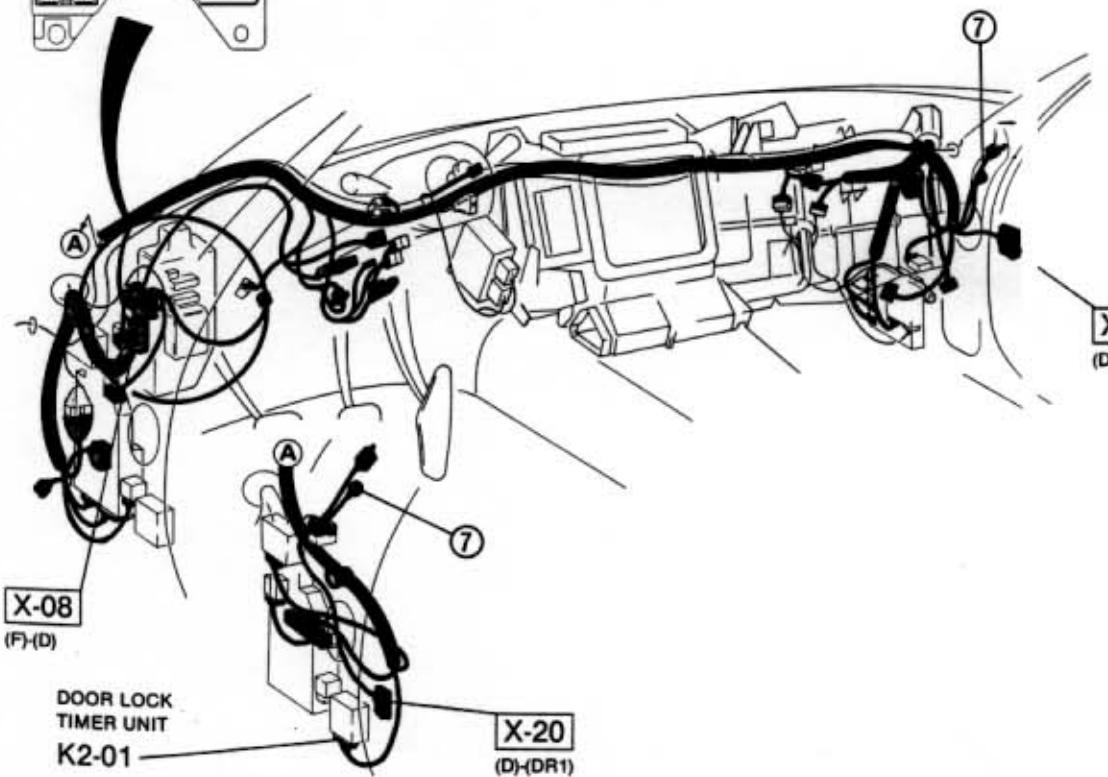
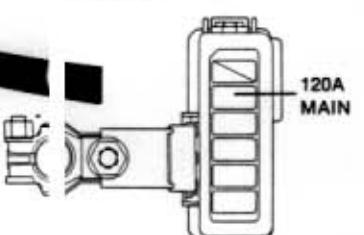
JOINT BOX



X-2  
RELAY & FUSE BLOCK

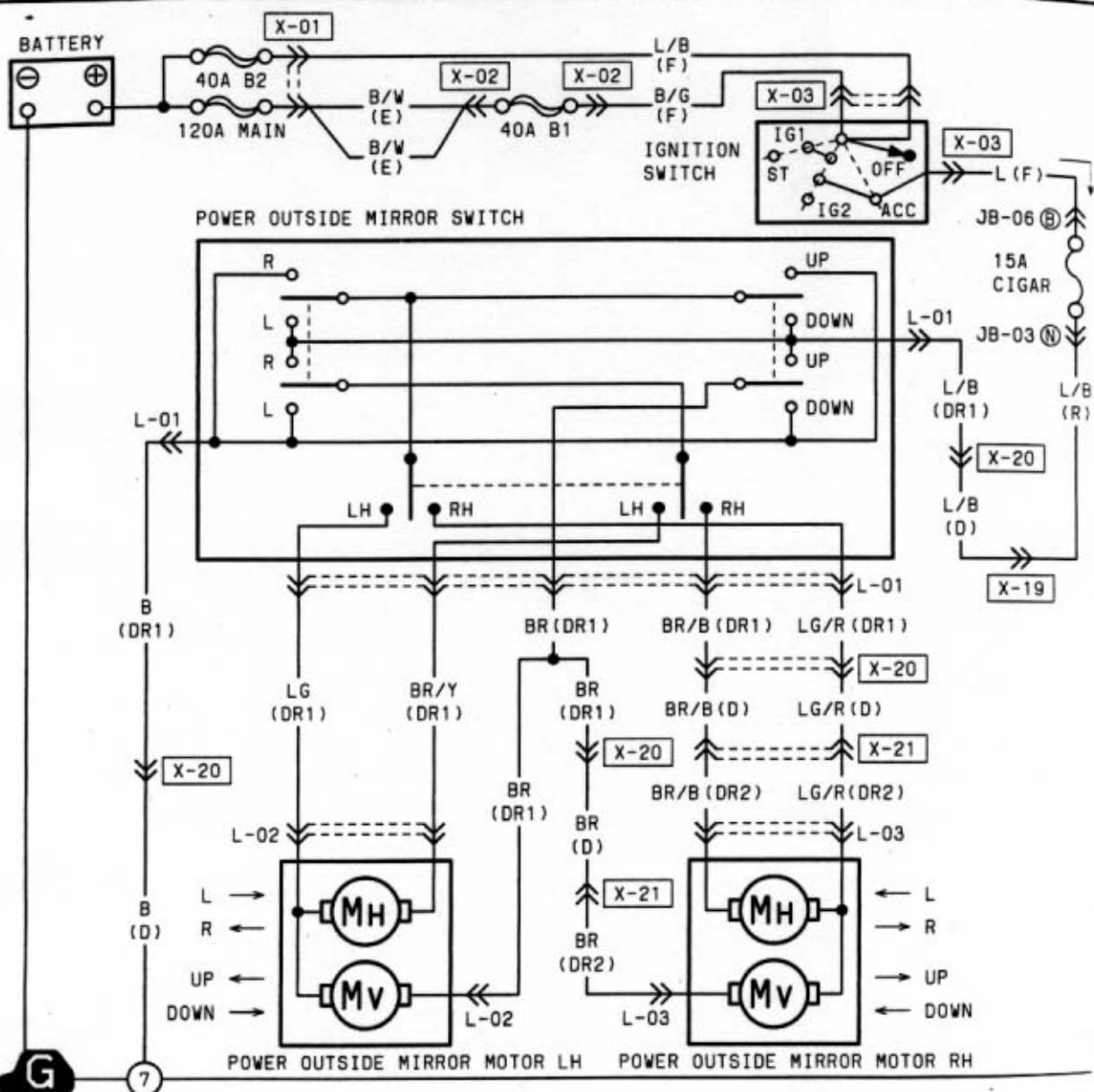


K-01  
MAIN FUSE  
BLOCK

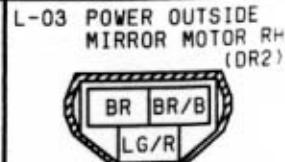
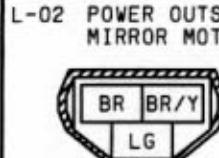


## Z WIRING DIAGRAM

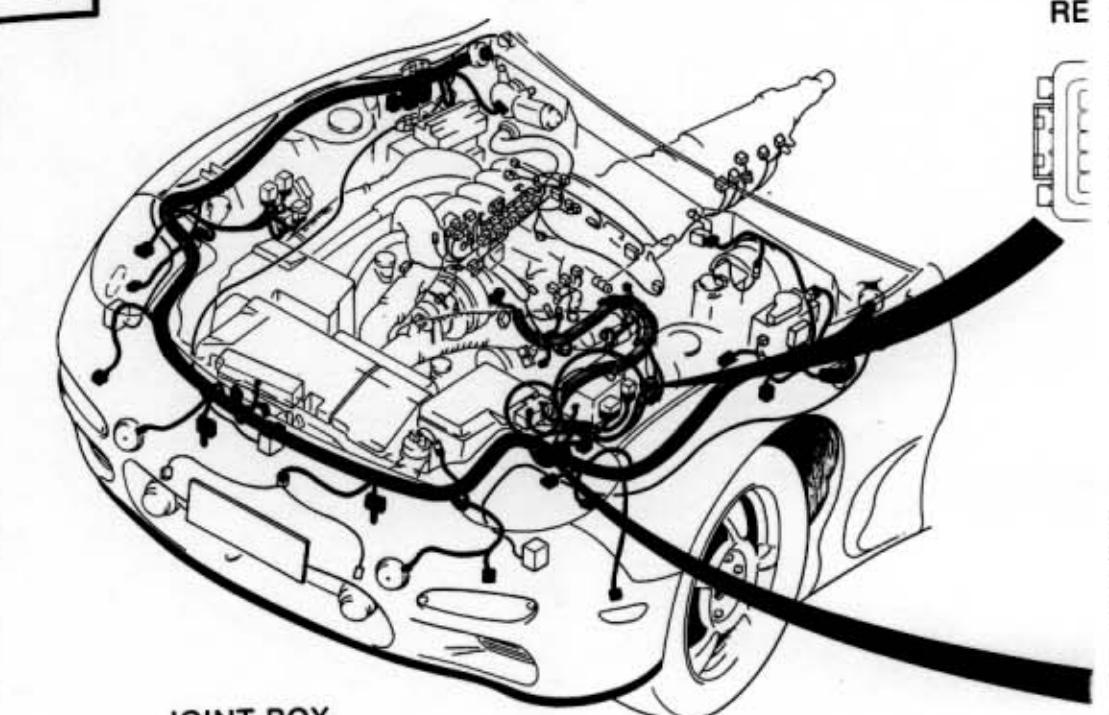
## L ■ POWER OUTSIDE MIRROR



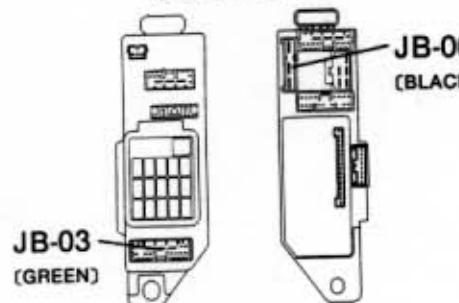
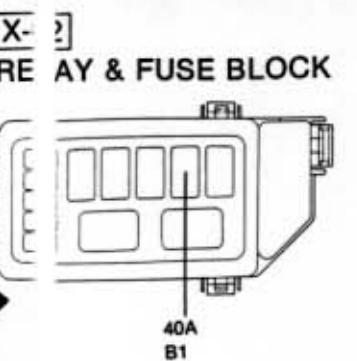
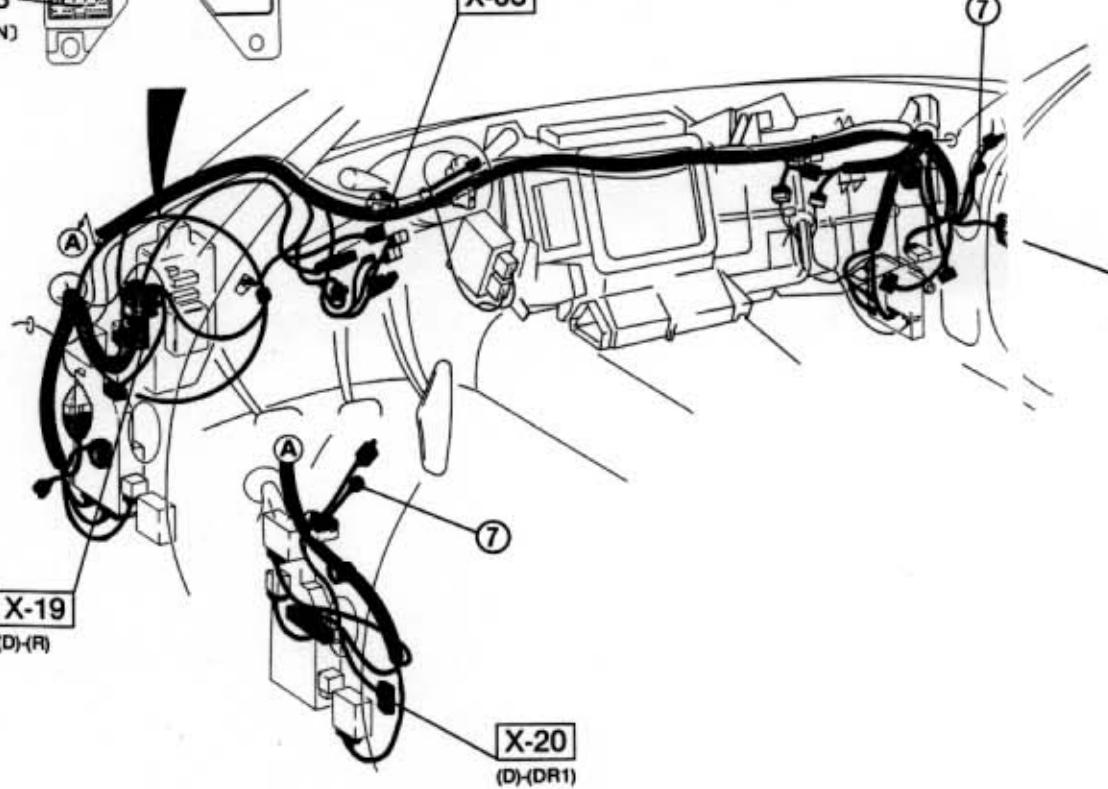
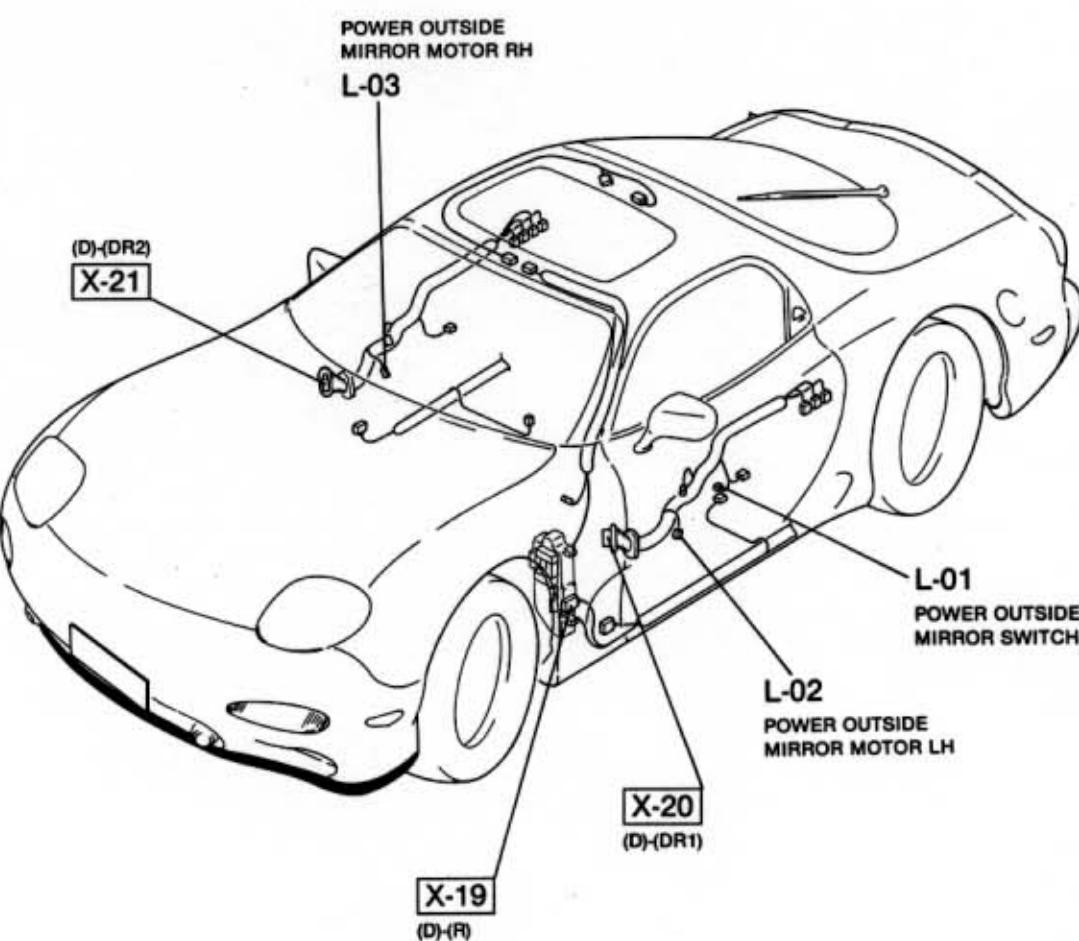
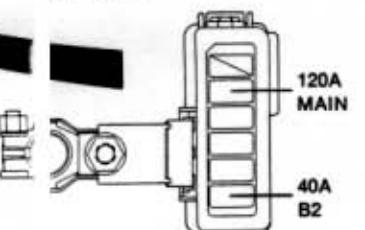
*	L/B		LG	LG/R
BR	B		BR/Y	BR/B



L



JOINT BOX

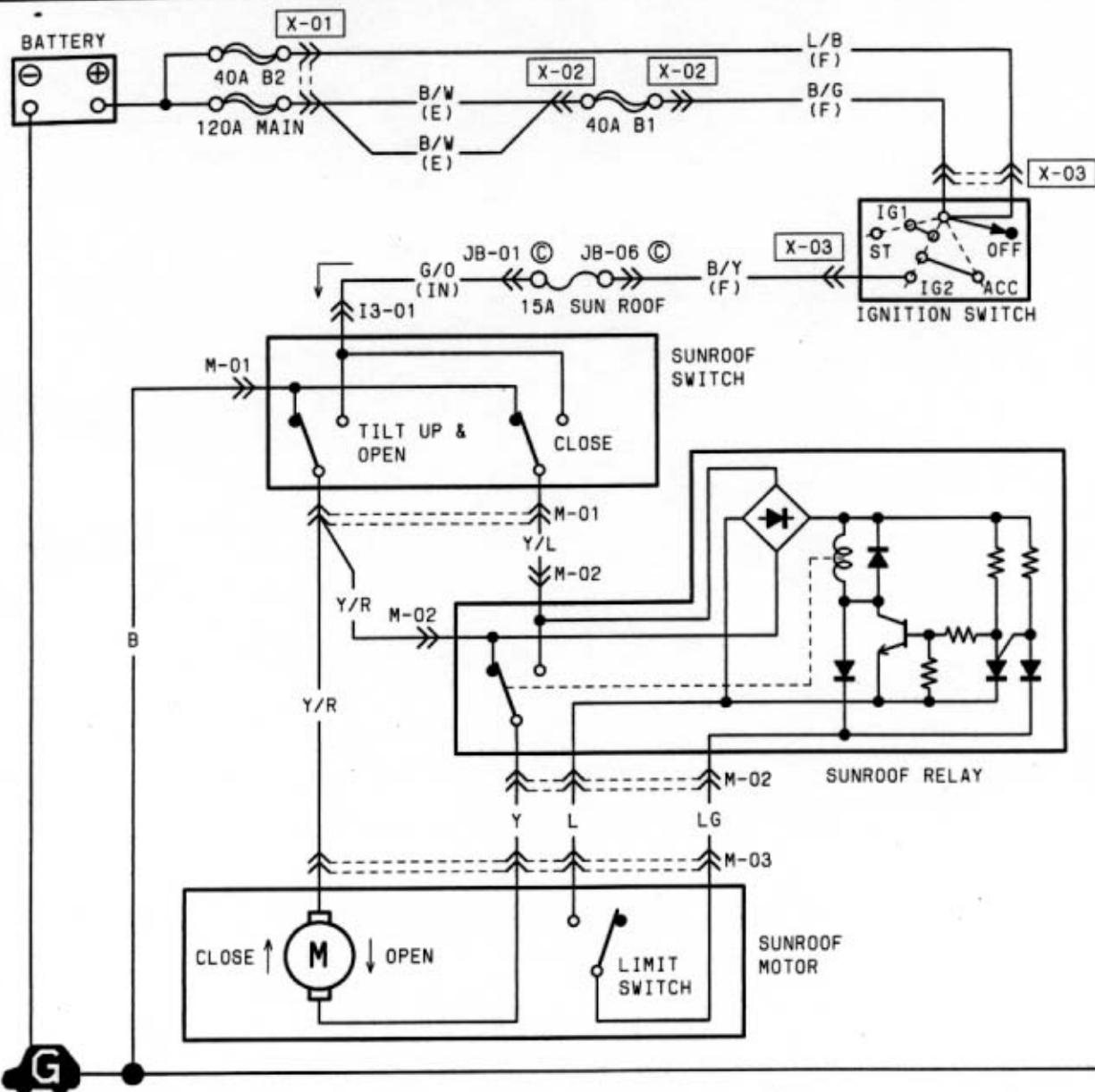
IGNITION SWITCH  
X-03X-01  
MAIN FUSE  
BLOCKPOWER OUTSIDE  
MIRROR MOTOR RH

L-03

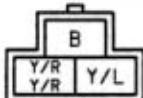
X-19  
(D)-(R)L-01  
POWER OUTSIDE  
MIRROR SWITCHL-02  
POWER OUTSIDE  
MIRROR MOTOR LHX-20  
(D)-(DR1)

# Z WIRING DIAGRAM

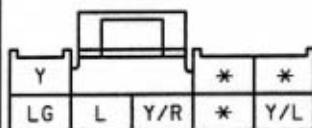
## M ■ SLIDING SUNROOF



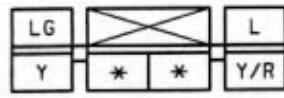
M-01 SUNROOF SWITCH



M-02 SUNROOF RELAY

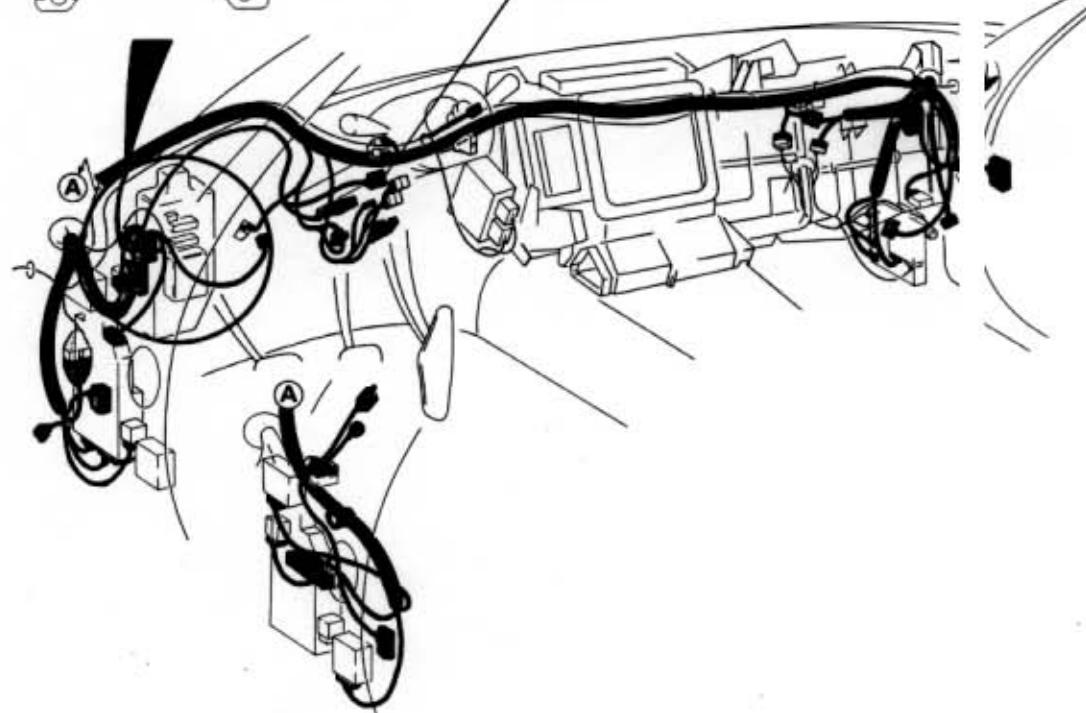
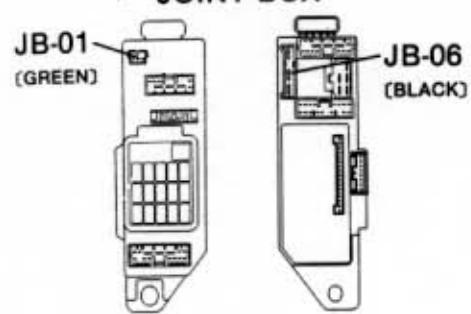
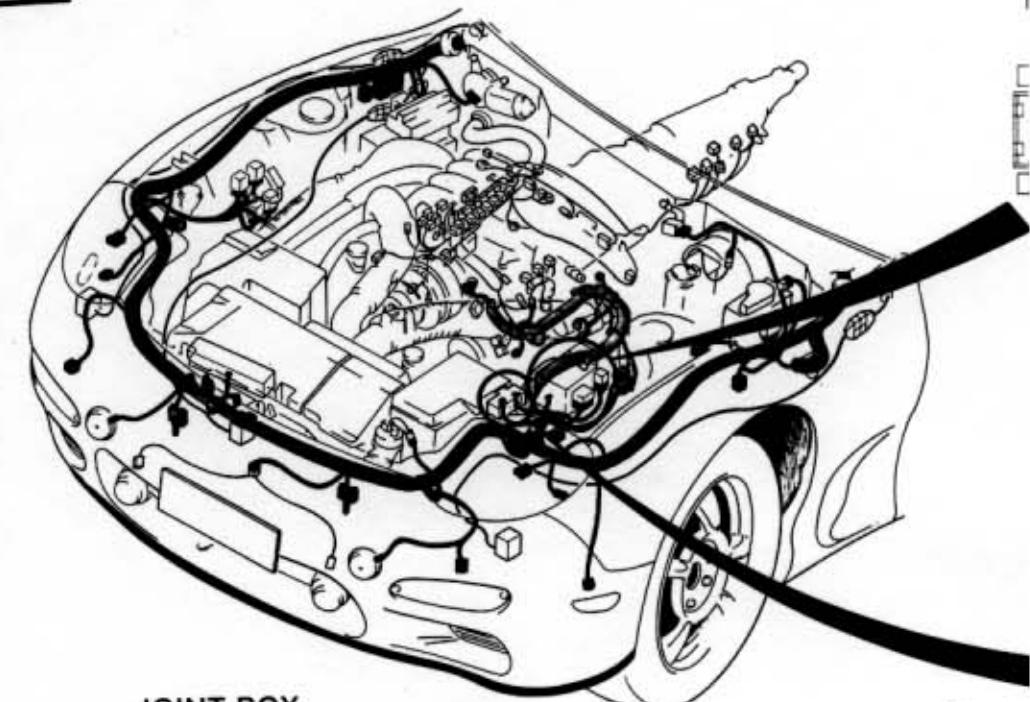


M-03 SUNROOF MOTOR

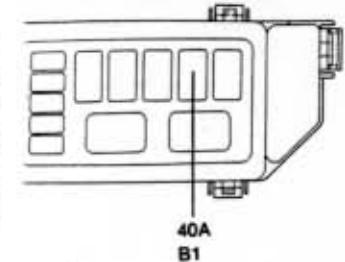


I3-01 SUNROOF SWITCH (IN)

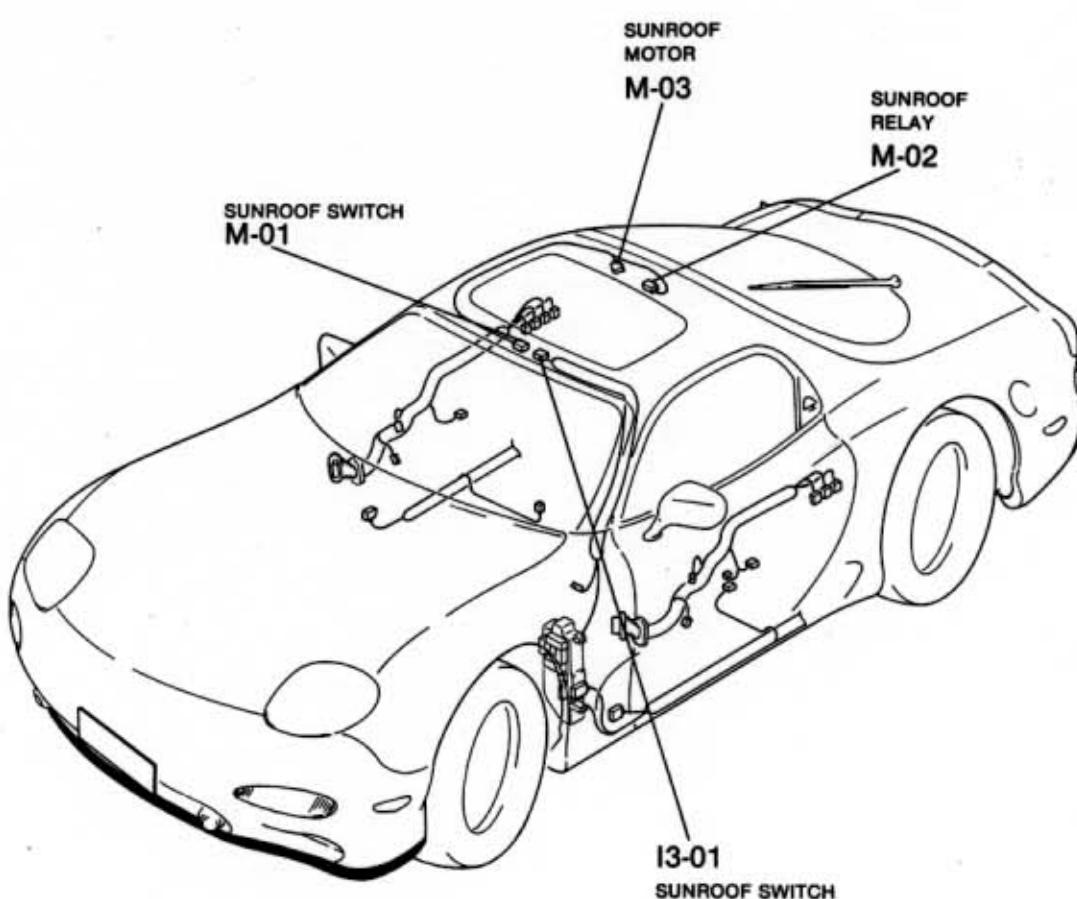
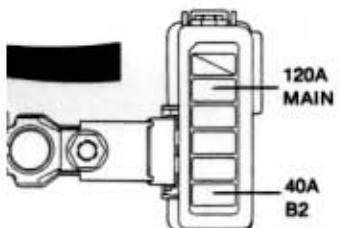


**M**

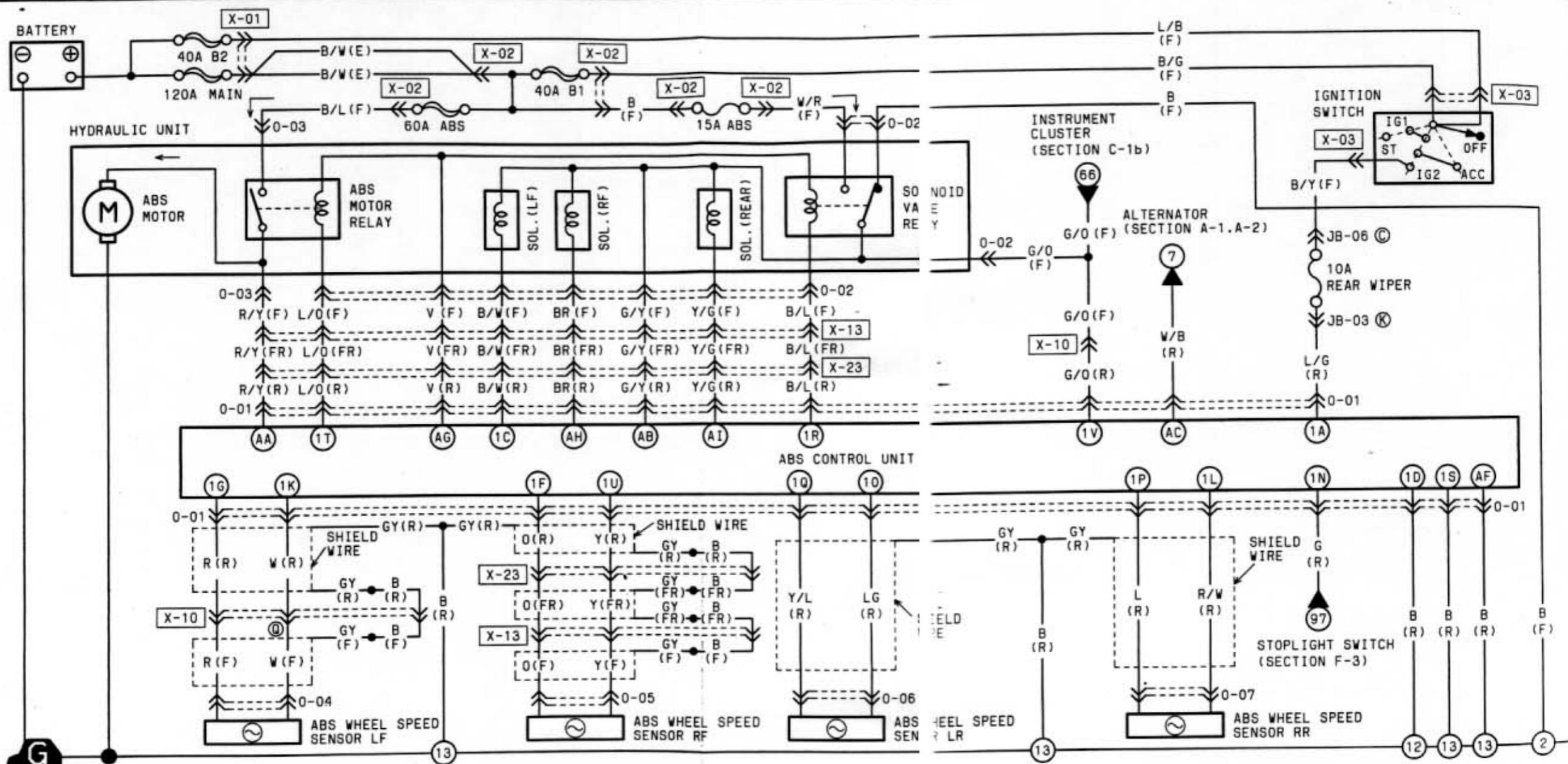
**-02**  
ELAY & FUSE BLOCK



**X-01**  
MAIN FUSE BLOCK



## 0 ■ 4 WHEEL ANTILOCK BRAKE SYSTEM (4WABS)

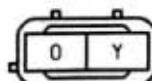


0-01 ABS CONTROL UNIT (R)

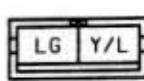
AI	AG	AE	AC	AA	1Y	1W	1U	1S	1Q	10	1M	1K	1I	1G	1E	1C	1A
Y/G	V	*	W/B	R/Y	*	*	Y	B	Y/L	*	W	*	R	*	B/W	L/G	
BR	B	*	G/Y	*	*	G/O	L/O	B/L	L	G	R/W	*	*	O	B	*	

Below the table: AH AF AD AB 1Z 1X 1V 1T 1P 1N 1L 1J 1H 1F 1D 1B

0-05 ABS WHEEL SPEED SENSOR RF (F)



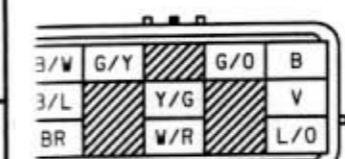
0-06 ABS WHEEL SPEED SENSOR LR (R)



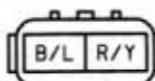
0-07 ABS WHEEL SPEED SENSOR RR (R)



0-02 HYDRAULIC UNIT (F)



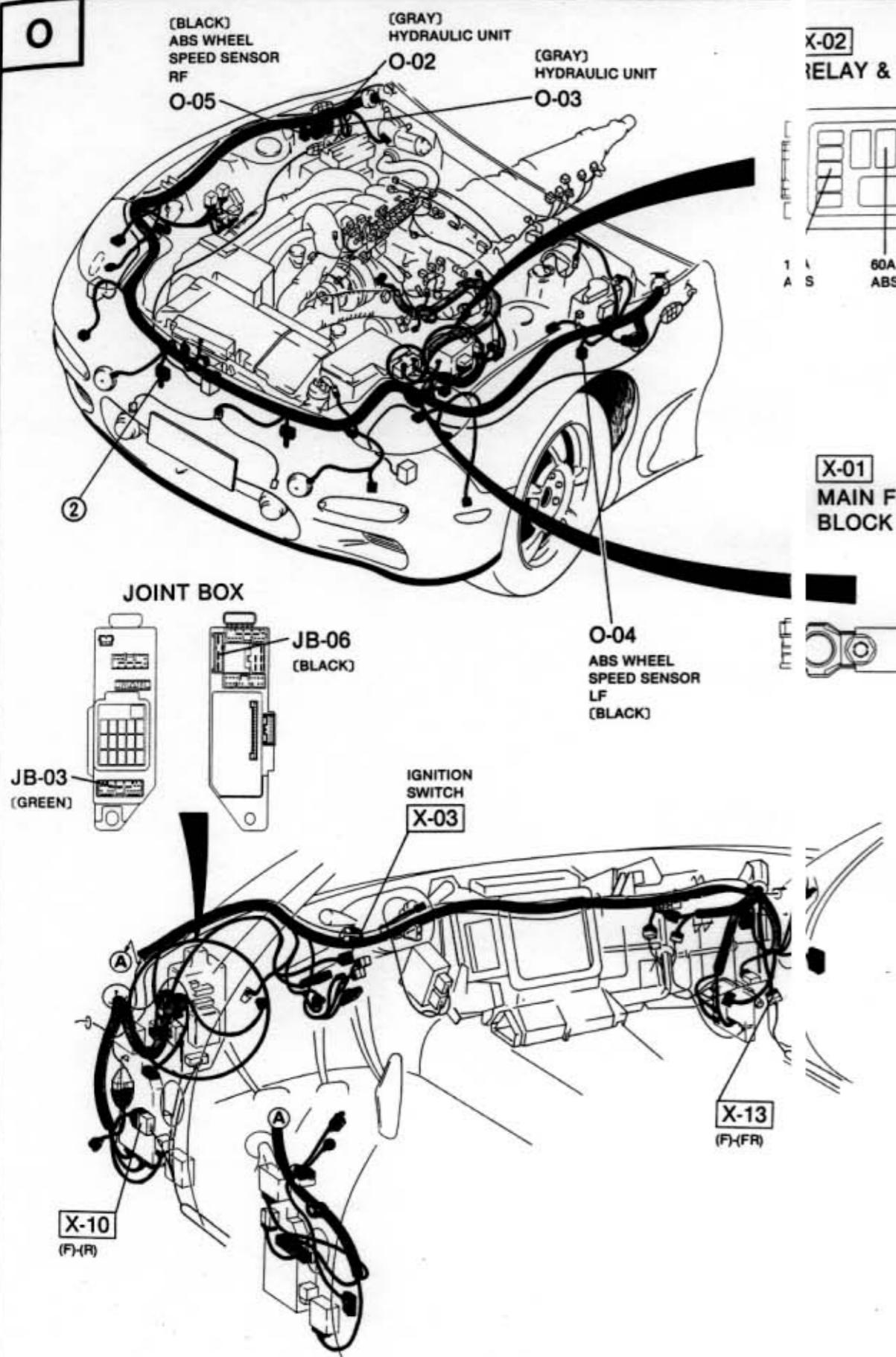
0-03 HYDRAULIC UNIT (F)



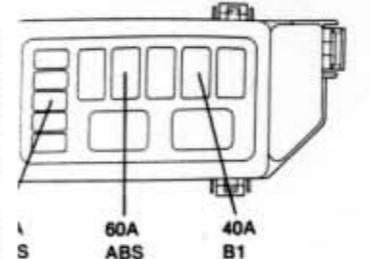
0-04 ABS WHEEL SPEED SENSOR LF (F)



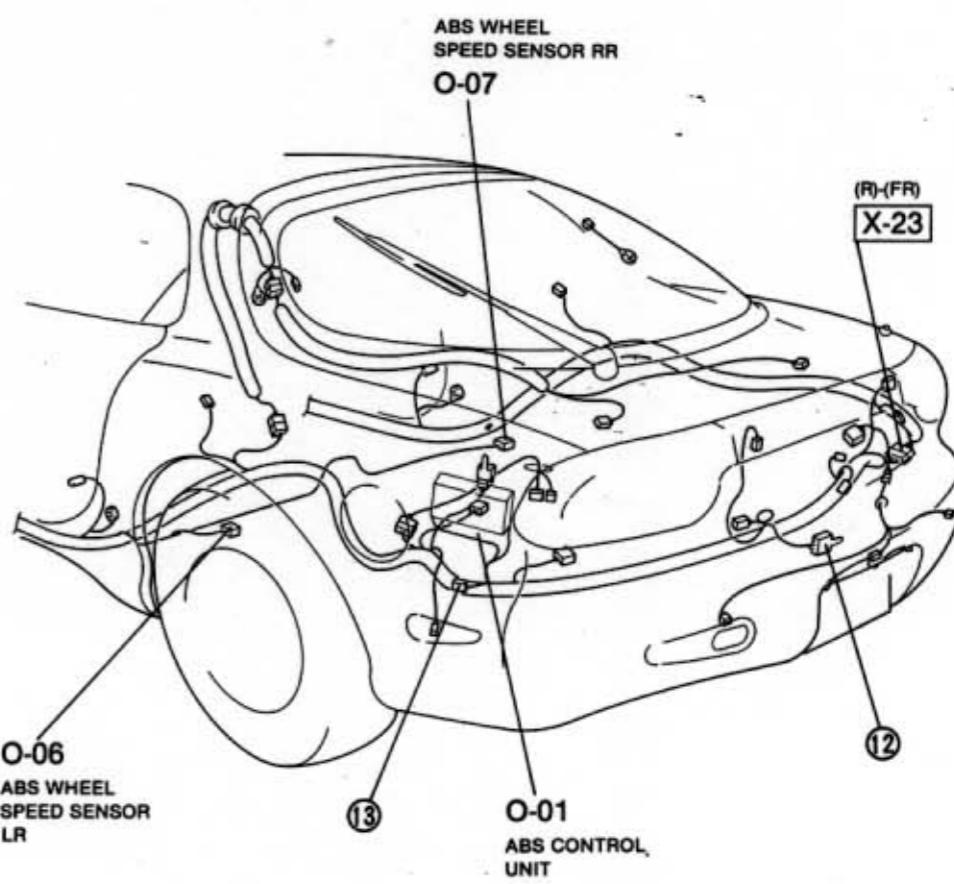
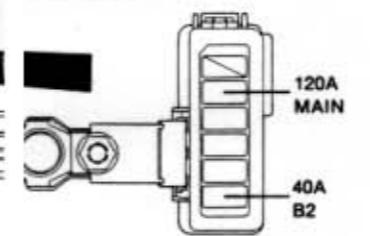
O



X-02  
RELAY & FUSE BLOCK

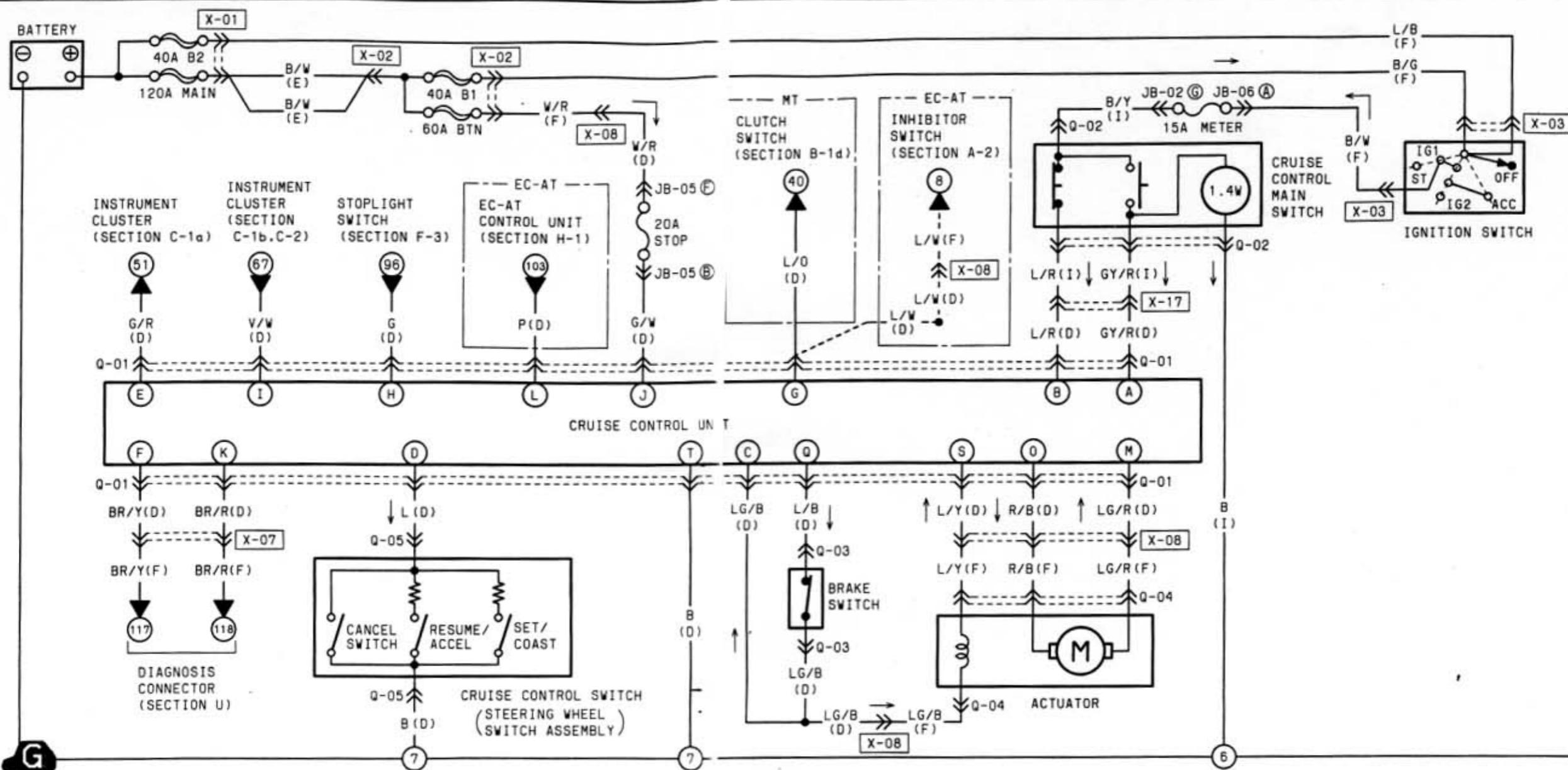


X-01  
MAIN FUSE BLOCK



# Z WIRING DIAGRAM

## Q ■ CRUISE CONTROL SYSTEM



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

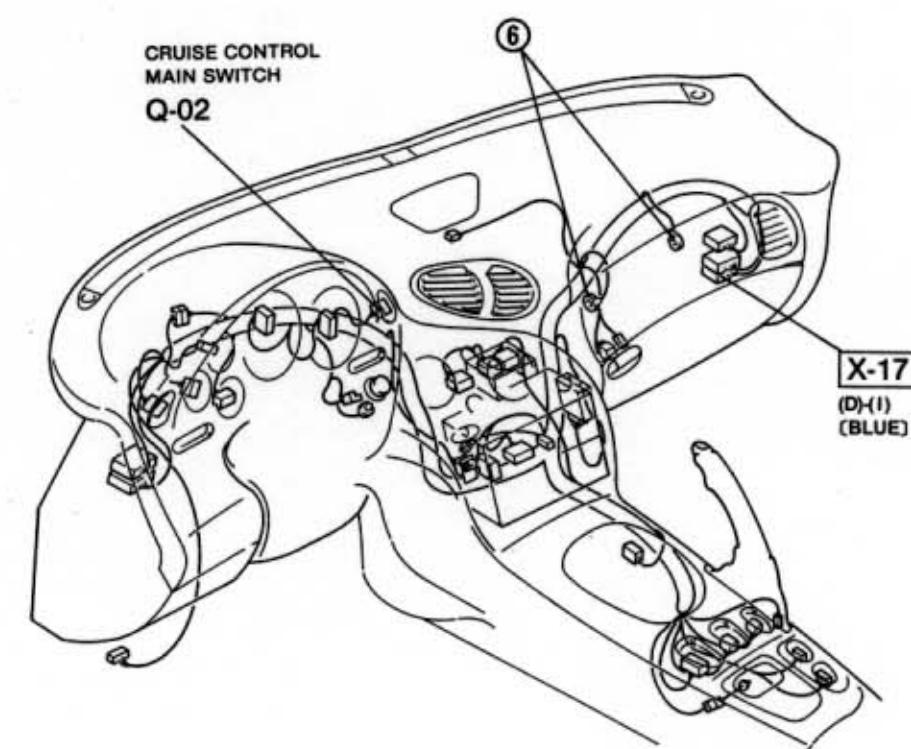
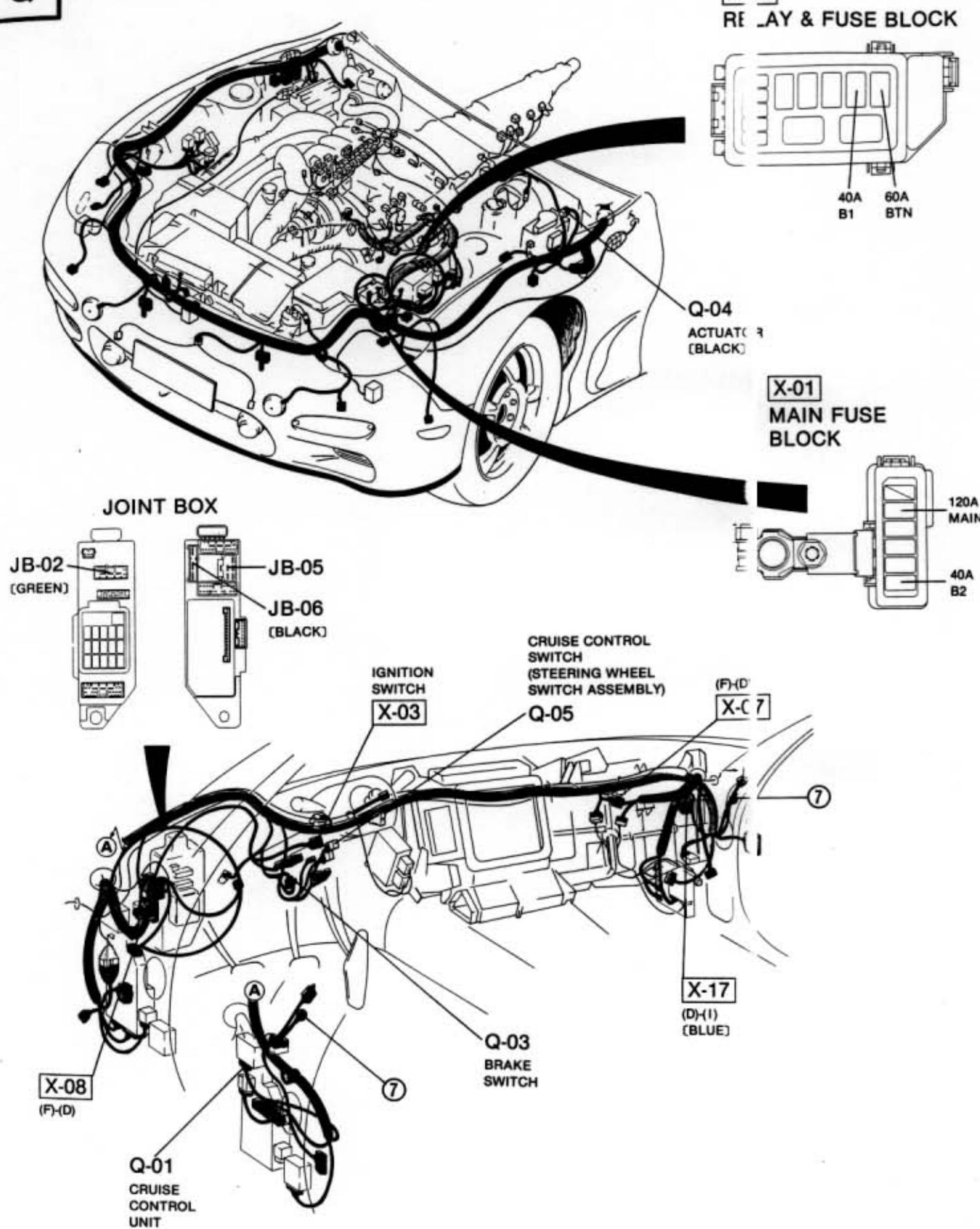
Q-02 CRUISE CONTROL MAIN SWITC (I)							
R/G	L/R	B/Y	GY/F	B	R/B		

Q-03 BRAKE SWITCH (D)			
LG/B	L/B		

Q-04 ACTUATOR (F)			
LG/B	L/Y		

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

Q



Q

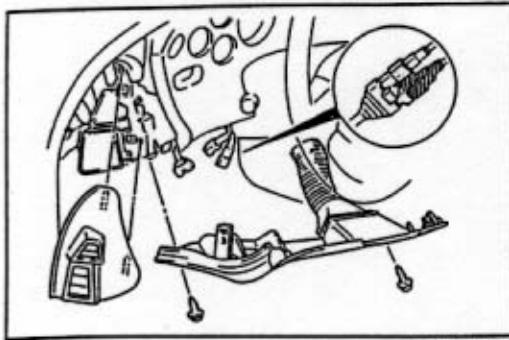
## Terminal voltage

Va: Battery voltage

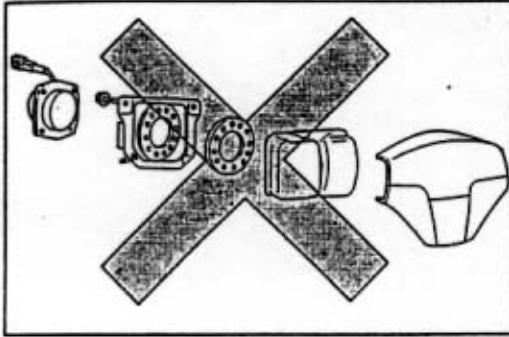
Terminal	Connected to	Test condition		Voltage
A	Cruise control main switch (N.O. side)	Ignition switch ON and main switch ON		Va
B	Cruise control main switch (N. C. side)	Ignition switch ON	Main switch ON	0V
			Main switch OFF	Va
C	Actuator (clutch)	Ignition switch ON		0V
		Ignition switch ON and main switch ON		9V
D	Cruise control switch	Ignition switch ON and main switch ON		5V
		Ignition switch ON and main switch ON	SET/COAST switch ON	2V
			RESUME/ACCEL switch ON	3V
			CANCEL switch ON	0V
E	Instrument cluster (speedometer sensor)	While rear tires rotating		2-3V
F	Diagnosis connector	—		—
G	Inhibitor switch [disconnect ECU connector] (for AT)	N or P range	0V	
		Other range	Va	
	Clutch switch (for MT)	Depress clutch pedal	0V	
H	Stoplight switch	Depress brake pedal	Va	
		Other	0V	
I	Instrument cluster (CRUISE set indicator lamp)	Ignition switch ON and main switch ON	Va	
		CRUISE set indicator lamp illuminated	0V	
J	STOP 20A fuse	Constant	Va	
K	Diagnosis connector	—	—	
L	EC-AT control unit (for AT)	Ignition switch ON	Va	
M	Actuator (motor)	Ignition switch ON	0V	
O	Actuator (motor)	Ignition switch ON	Va	
Q	Brake switch	Ignition switch ON and main switch ON	0V	
		Depress brake pedal	9V	
S	Actuator (clutch)	Ignition switch ON	0V	
		Ignition switch ON and main switch ON	9V	
T	Ground	Constant	0V	

37U0TX-282

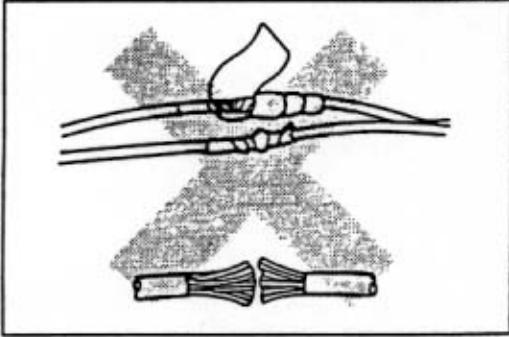
## Z WIRING DIAGRAM



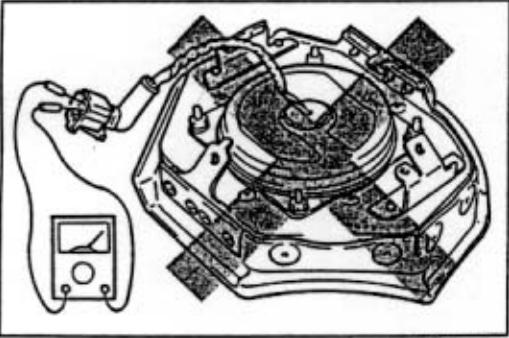
37U0TX-636



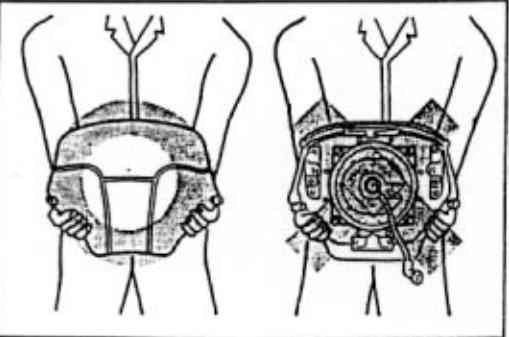
37U0TX-637



37U0TX-638



37U0TX-639



37U0TX-640

### SERVICE PRECAUTION

#### 1. Before Component Replacement

- Before replacement of any air bag system component or before disconnecting any connector of the system, carry out the following preparations.

- (1) Disconnect the negative battery cable.
- (2) Remove the lower panel and the lap duct.
- (3) Disconnect the clock spring connector (orange and blue).

#### 2. Prohibition of Component Disassembly

- The components of the air bag system are not intended to be disassembled for service. If a component malfunction is indicated by the diagnostic module, replace the suspected component after checking the connections and the wiring harness.

Do not disassemble any component.

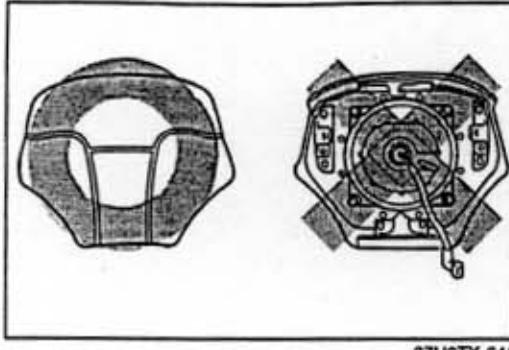
#### 3. Prohibition of Wire Harness Repair

- If an open circuit is found by a continuity test, replace the wiring harness. Do not try to repair the wiring.

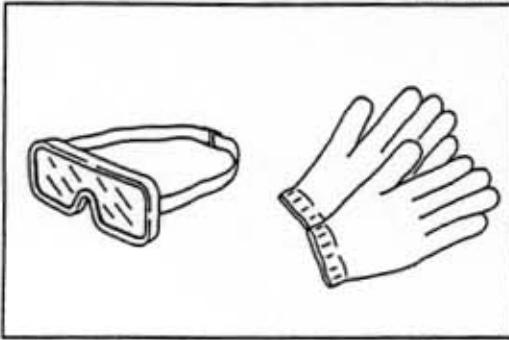
#### 4. Handling of Air Bag Module

- Do not use an ohmmeter for inspection of the air bag module. It may cause accidental deployment of the air bag.

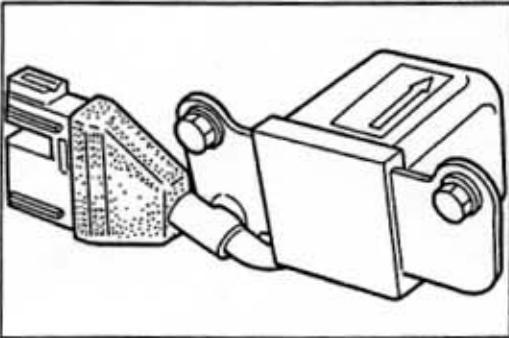
- When carrying a live (unactivated) air bag module, make sure the trim cover is pointed away from your body to prevent personal injury in the event of an accidental deployment.



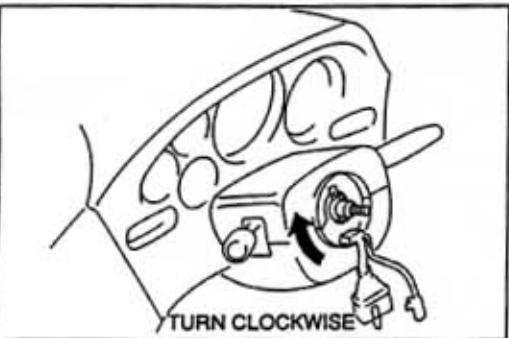
37U0TX-641



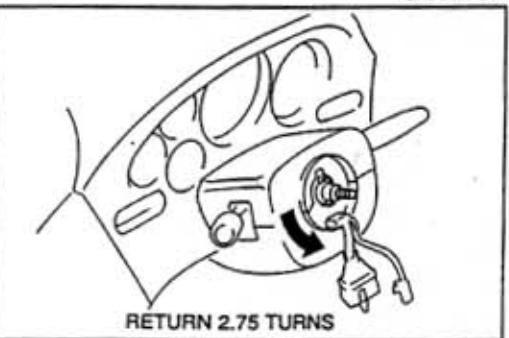
37U0TX-642



37U0TX-643

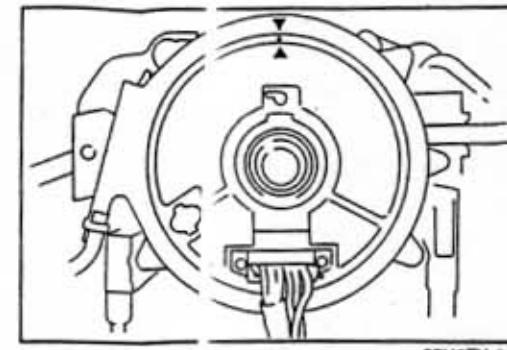


37U0TX-644

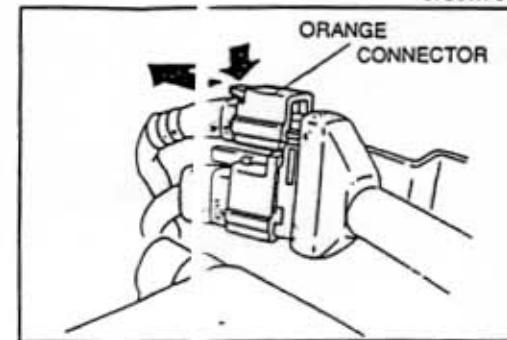


37U0TX-645

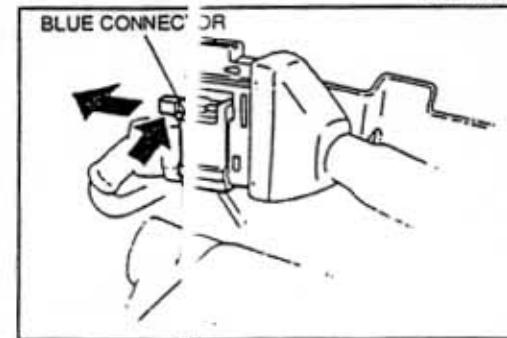
- When placing a live air bag module on any surface, always face the trim cover upward to reduce the motion of the module if it is accidentally deployed.



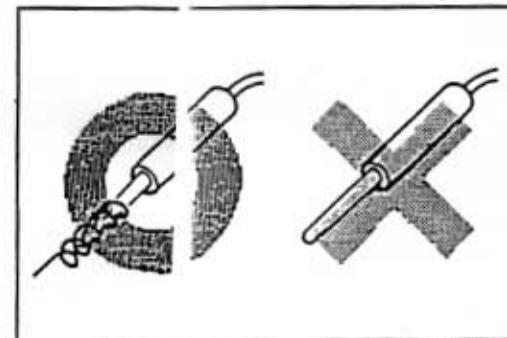
37U0TX-646



37U0TX-647



37U0TX-648



37U0TX-649

- When handling a deployed air bag module, wear gloves and safety glasses, because the deployed air bag module may contain deposits of sodium hydroxide, a caustic by-product of the gas generant combustion.
- When an air bag module is to be disposed, follow the procedure recommended for the specific situation.

#### 5. Crash Sensor Installation

- Crash sensor orientation is very important for proper operation. If a vehicle is involved in a collision where its front sheet metal is damaged, inspect the body structure at the sensor mounting area for deformation. If damaged, restore it to its original shape.

#### 6. Adjustment of Clock Spring Connector

- Whenever the steering wheel is removed, before reinstalling it, set the clock spring connector as follows:
  - Set the front wheels straight ahead.
  - Turn the clock spring connector clockwise until it stops. (Do not force it.)

(3) Return the connector 2.75 turns.

- Align the marks on the clock spring connector and the outer housing.

#### 7. When Using Test Lead

- When using a test lead for testing, use a fine wire to prevent damage to the terminals.

#### 8. Disconnecting Double-Lock Type Connector

- The connectors in the air bag system use a double-lock type connector.
- These connectors are disconnected as follows.
  - Press the orange knob and disconnect the orange connector.

- Press the blue knob and disconnect the blue connector.

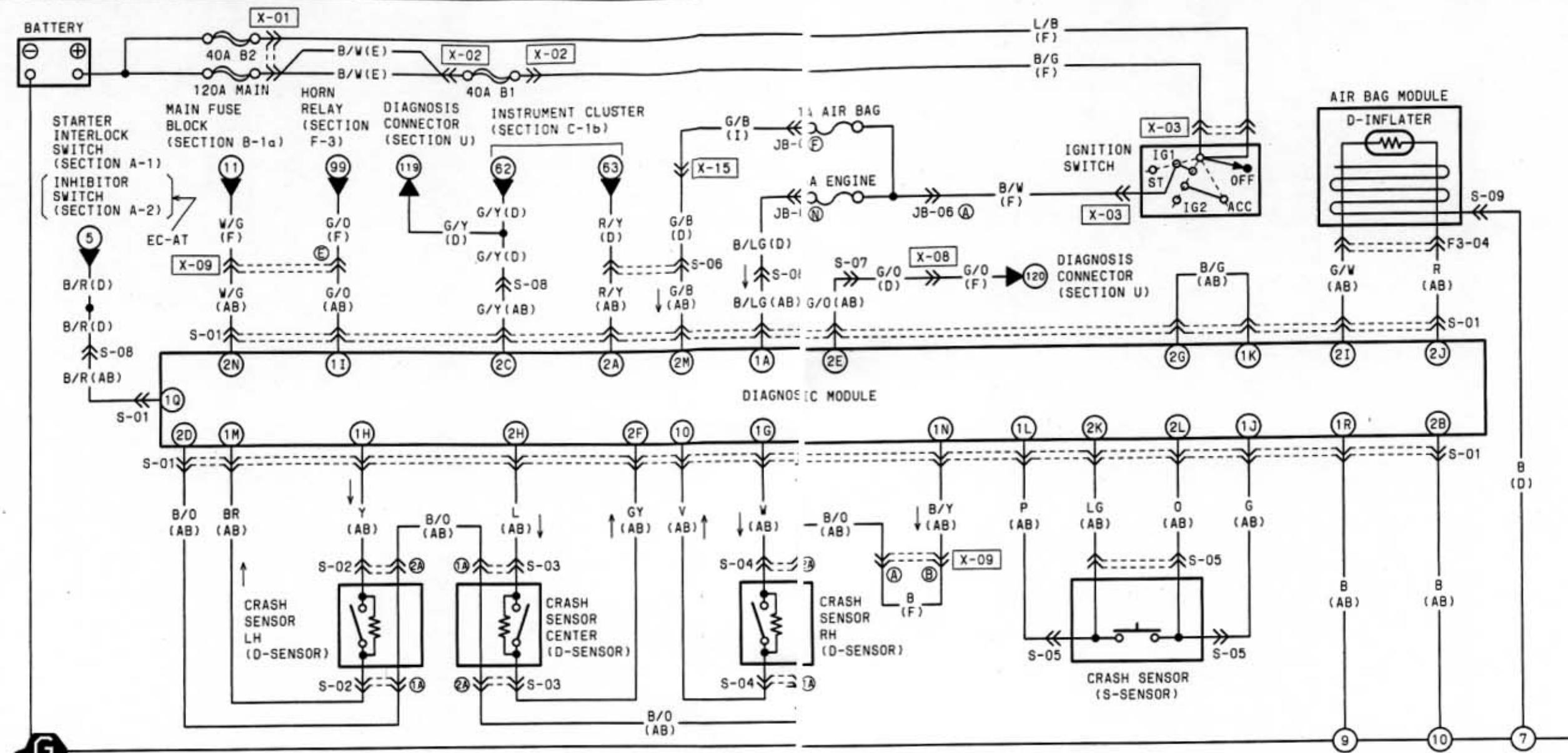
- Connect the connectors in the reverse order of disconnecting.

#### 9. After System Service

- Verify correct system operation by checking with the AIR BAG system warning lamp. If the system is operating normally, the warning lamp will come on when the ignition switch is turned ON, then go off after approximately 6 seconds.
- Check if the horn sounds. If the horn does not sound, remove the air bag module and check the connections of the air bag module and horn switch connectors.

# Z WIRING DIAGRAM

## S ■ AIR BAG SYSTEM



S-01 DIAGNOSTIC MODULE (AB)

1Q	10	1M	1K	1I	1G	1E	1C	1A
B/R	V	BR	B/G	G/O	V	*	*	B/LG
B	*	B/Y	P	G	Y	*	*	*

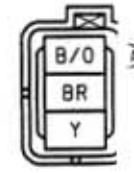
1R	1P	1N	1L	1J	1H	1F	1D	1B
----	----	----	----	----	----	----	----	----

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

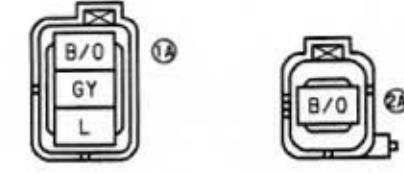
  

2N	2L	2J	2H	2F	2D	2B
----	----	----	----	----	----	----

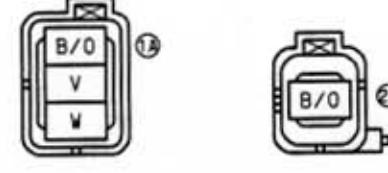
S-02 CRASH SENSOR LH (D-SENSOR) (AB)



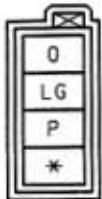
S-03 CRASH SENSOR CENTER (D-SENSOR) (AB)



S-04 CRASH SENSOR RH (D-SENSOR) (AB)



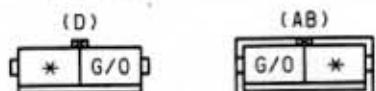
S-05 CRASH SENSOR (S-SENSOR) (AB)



S-06 CONNECTOR BETWEEN DASH(D) & AIR BAG(AB)



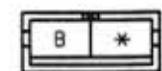
S-07 CONNECTOR BETWEEN DASH (D) & AIR BAG (AB)



S-08 CONNECTOR BETWEEN DASH(D) & AIR BAG(AB)

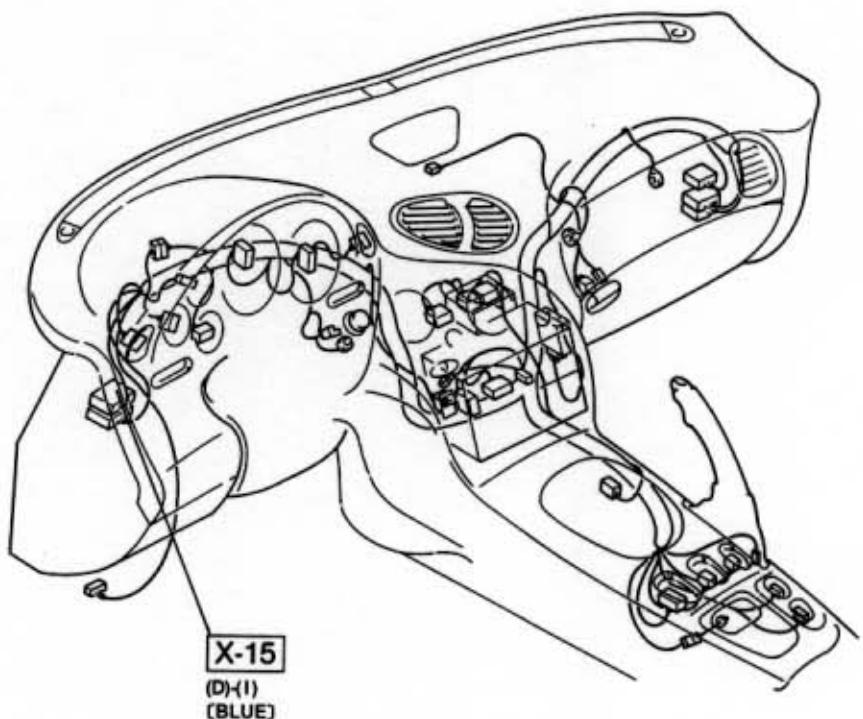
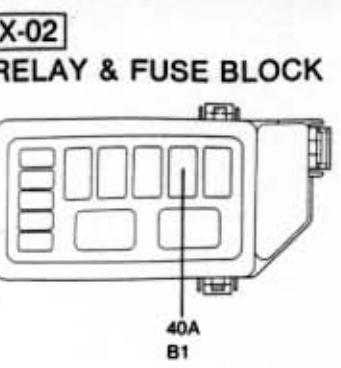
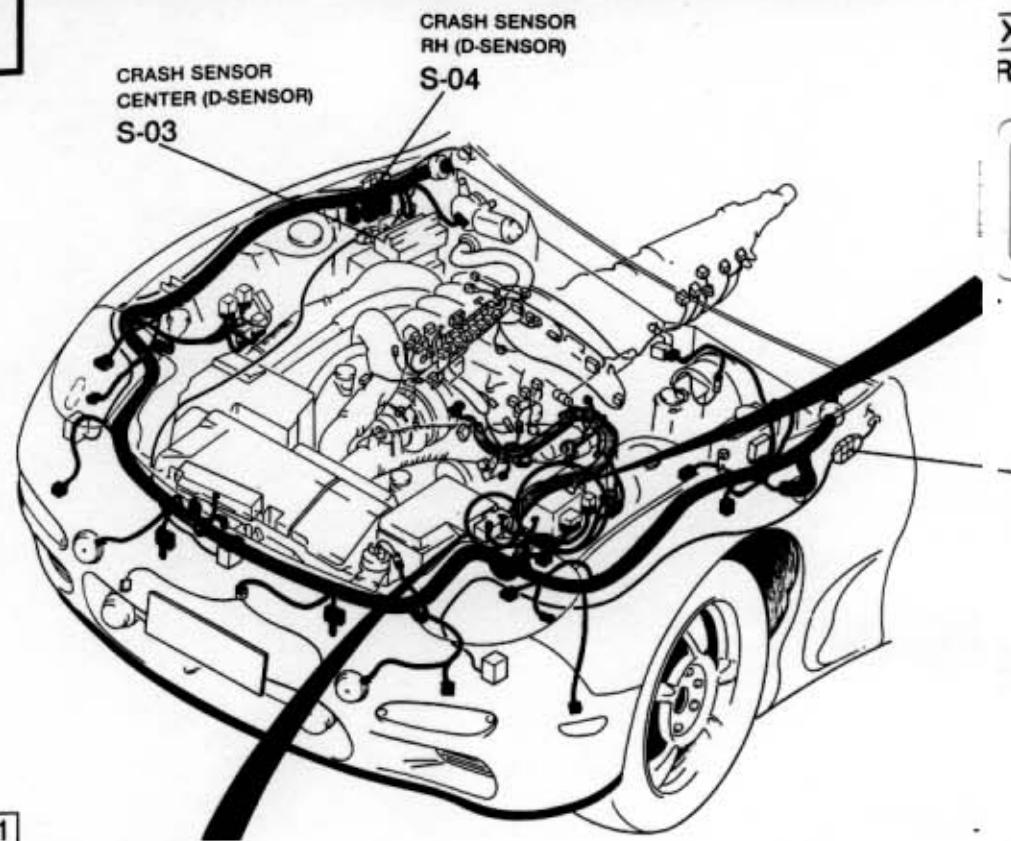


S-09 AIR BAG MODULE (D)

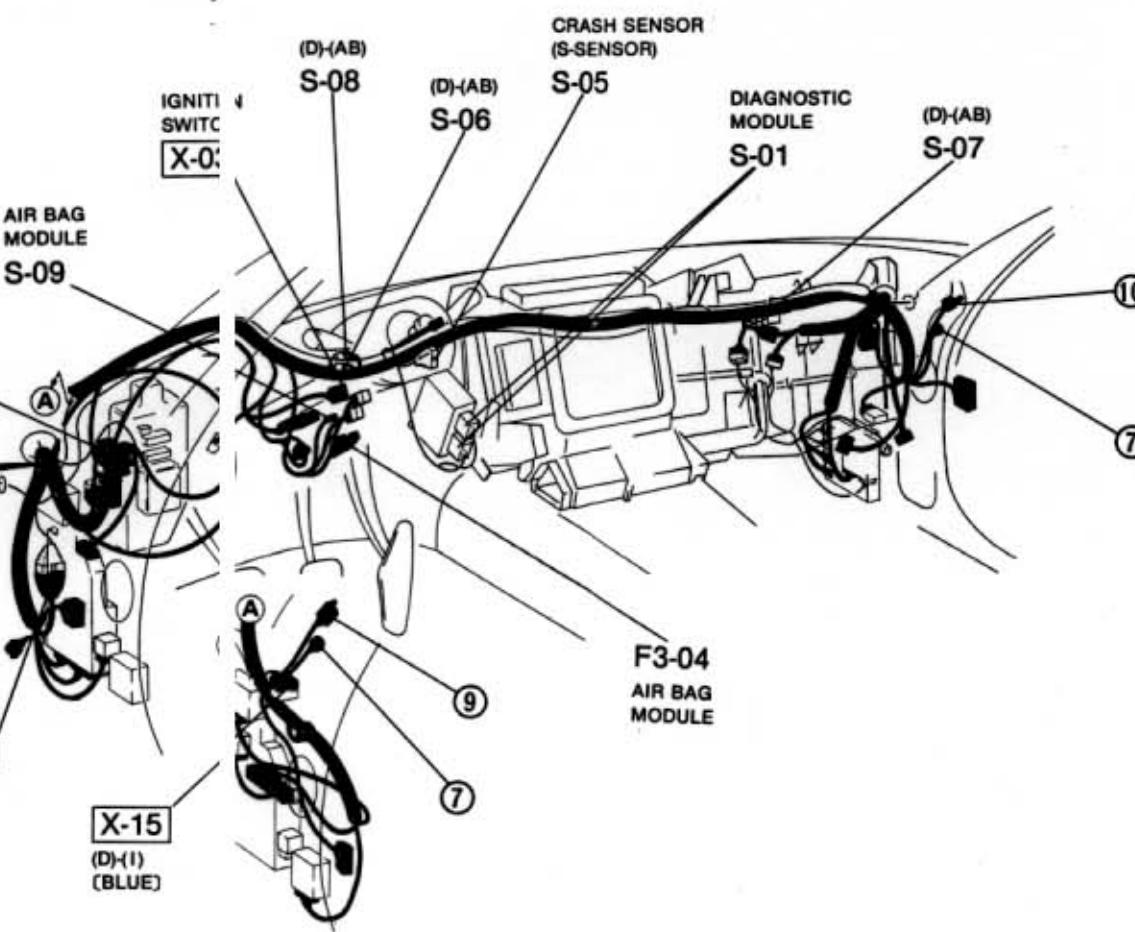
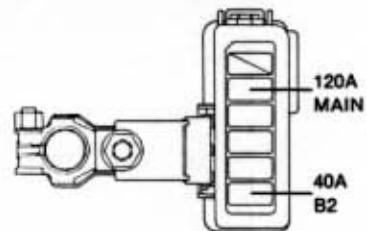


F3-04 AIR BAG MODULE (AB)



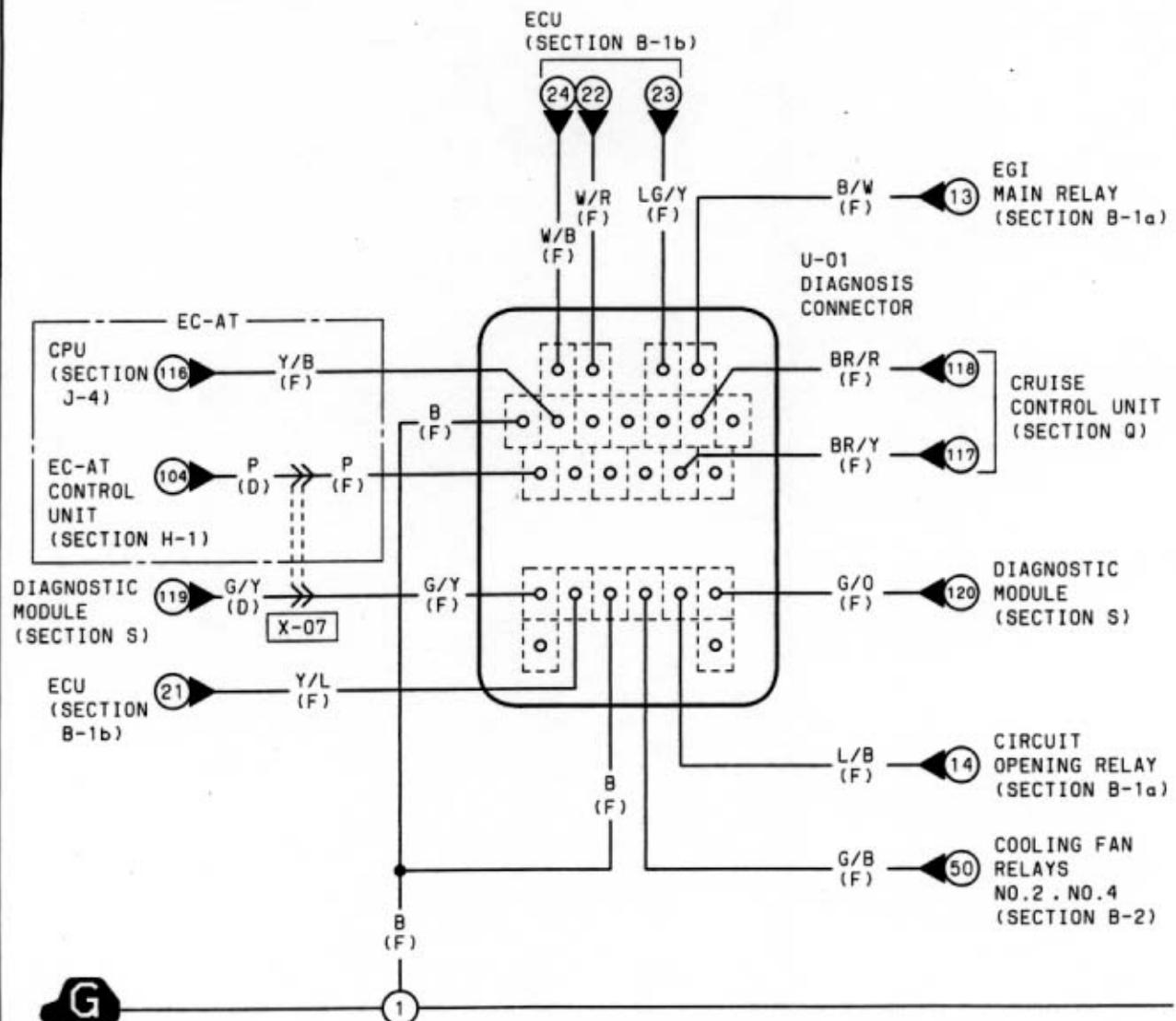
**S****X-01**

MAIN FUSE BLOCK

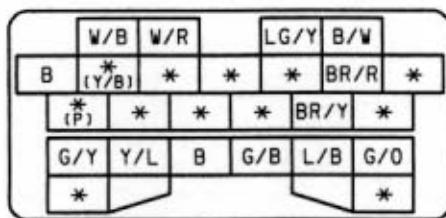
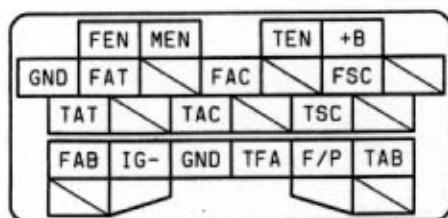


## Z WIRING DIAGRAM

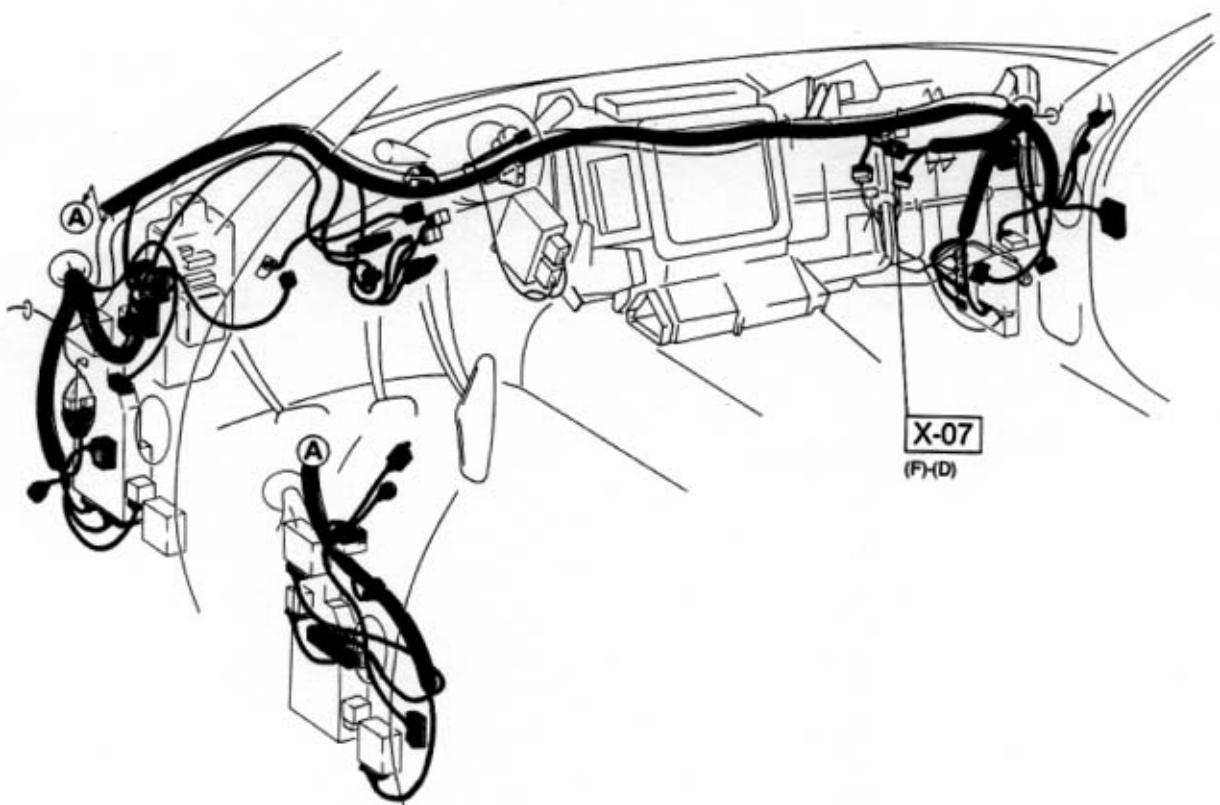
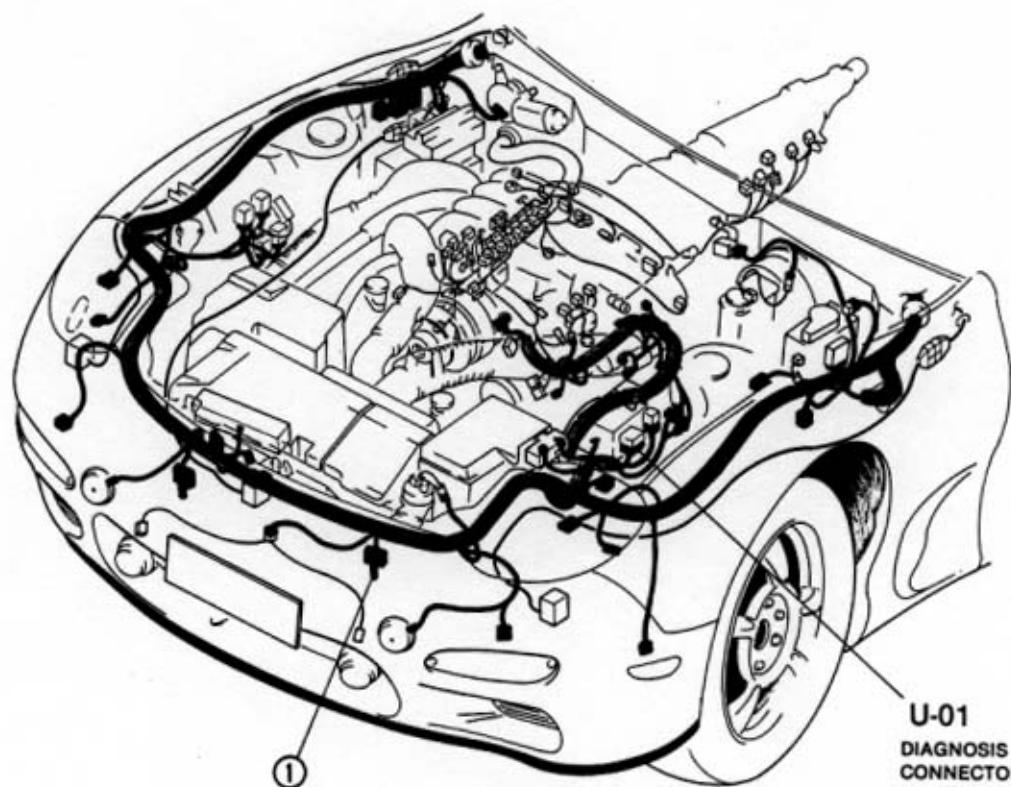
## U ■ DIAGNOSIS CONNECTOR



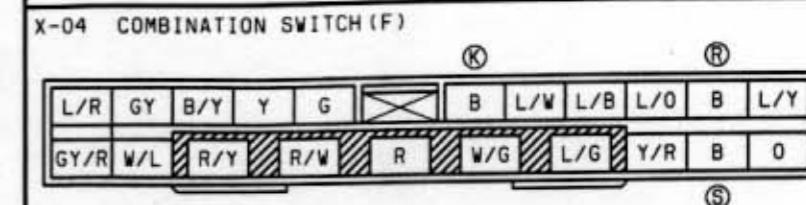
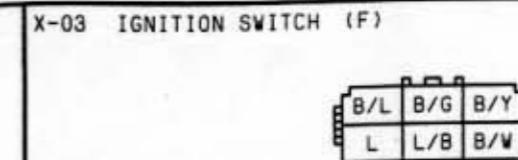
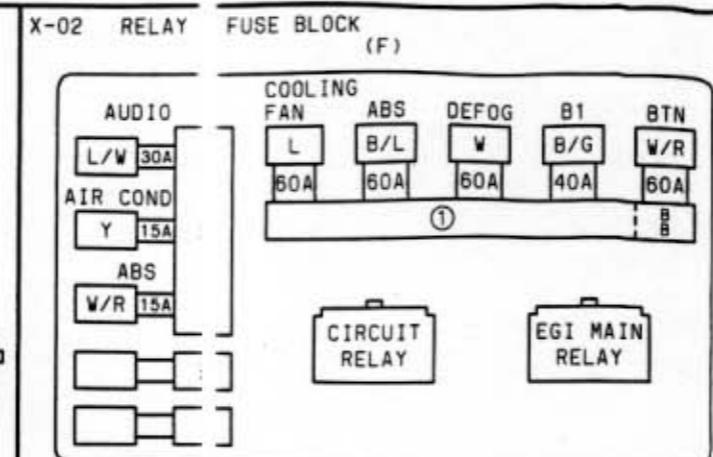
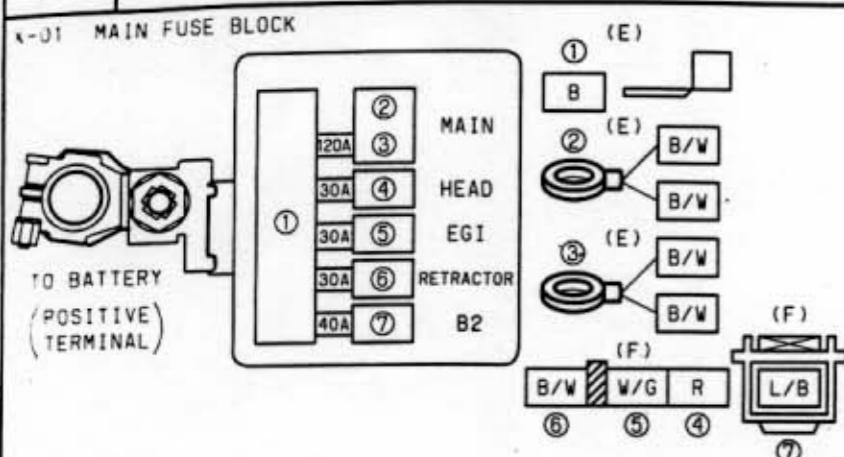
U-01 DIAGNOSIS CONNECTOR (F)



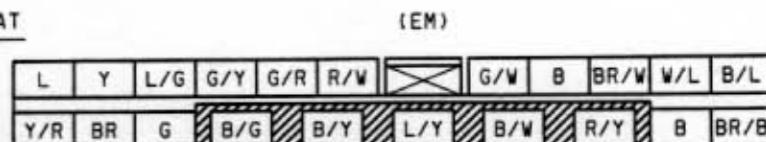
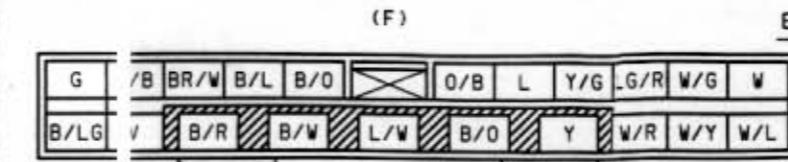
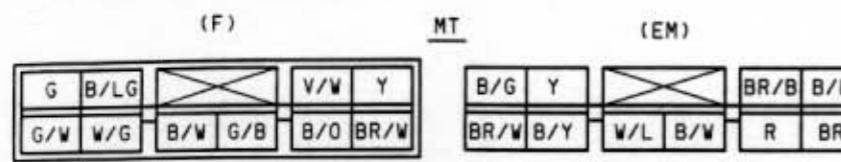
NOTES: THIS IS THE CONNECTOR AS SEEN  
FROM THE TERMINAL SIDE.  
( )...EC-AT

**U**

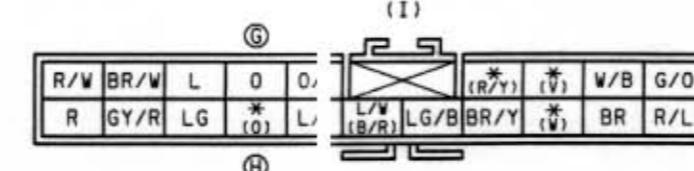
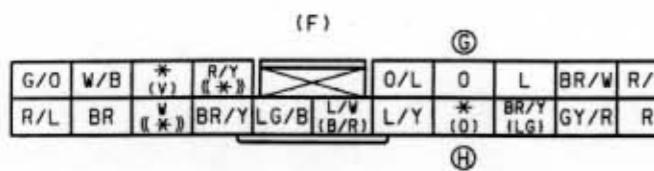
X-1 ■ COMMON CONNECTOR LIST



X-05 CONNECTOR BETWEEN FRONT (F) & EMISSION (EM)



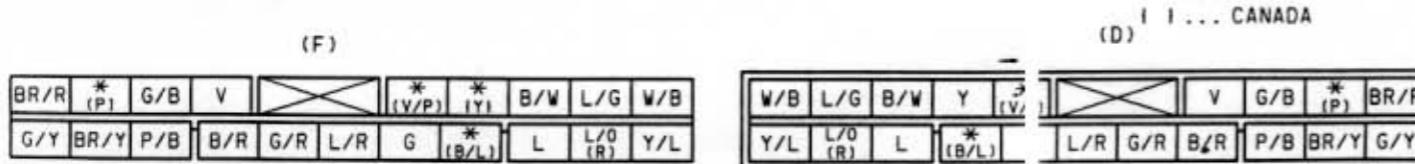
X-06 CONNECTOR BETWEEN FRONT (F) & INSTRUMENT PANEL (I) ( )...EC-AT. ( )...WITH FRONT FOG LIGHT  
( )...CANADA. ( )...CANADA WITHOUT FRONT FOG LIGHT



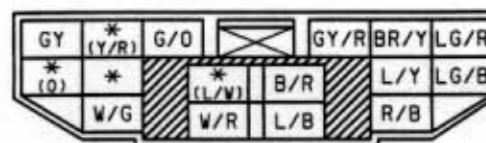
X-08 CONNECTOR BETWEEN FRONT (F) & DASH (D)

( ) ...EC-AT  
( ) ...WITH REAR WIPER & WASHER

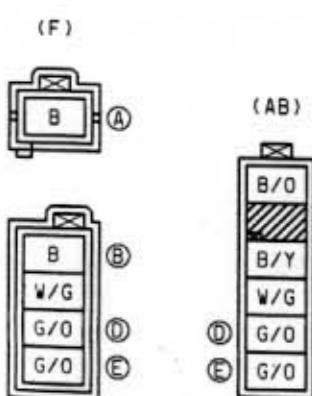
X-07 CONNECTOR BETWEEN FRONT (F) & DASH (D)



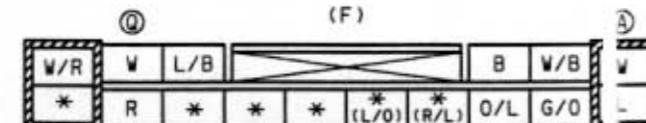
			(F)
LG/R	BR/Y	GY/R	
LG/B	L/Y	B/R	*
R/B			(L/W)
			H/C



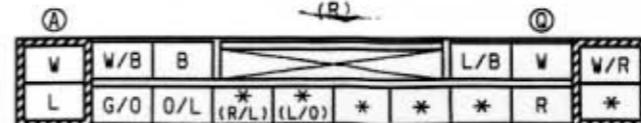
X-09 CONNECTOR BETWEEN  
FRONT (F) & AIR BAG (AB)



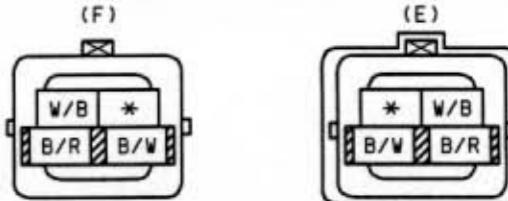
#### X-10 CONNECTOR BETWEEN FRONT (F) & REAR (R)



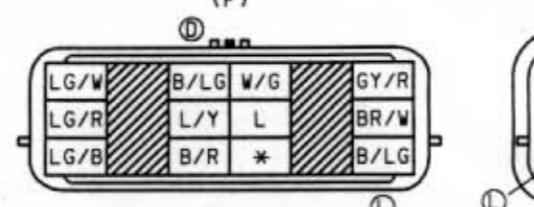
{ } - WITH HEADLIGHT CLEANER



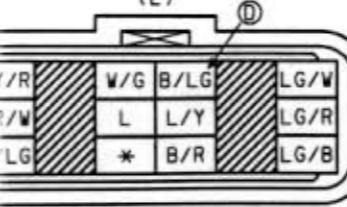
X-11 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)



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

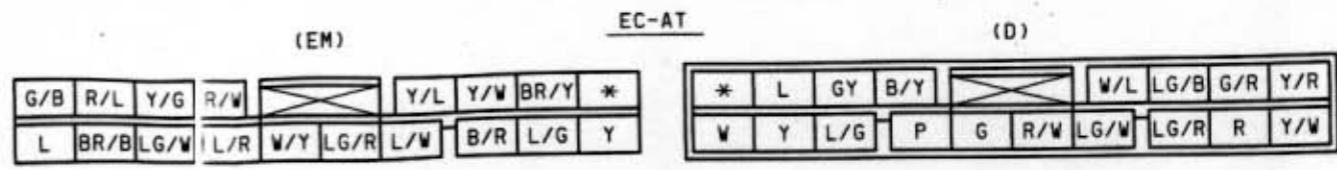
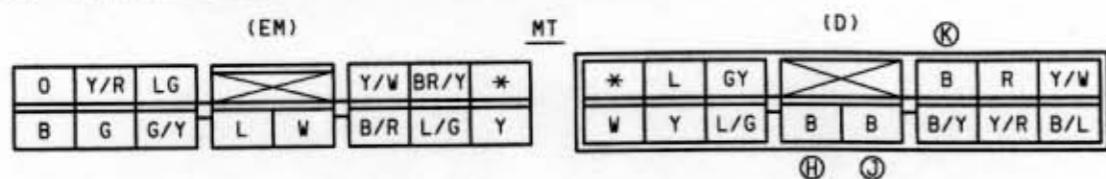


X-13 CONNECTOR BETWEEN FRONT (F) & FLOOR (FR)

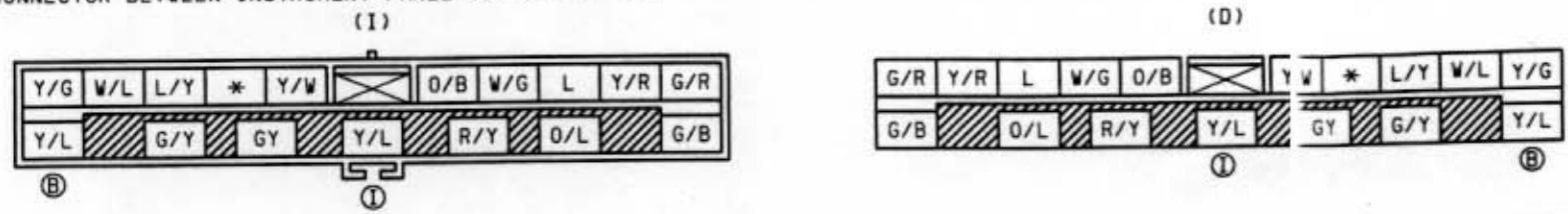


## X-2 ■ COMMON CONNECTOR LIST

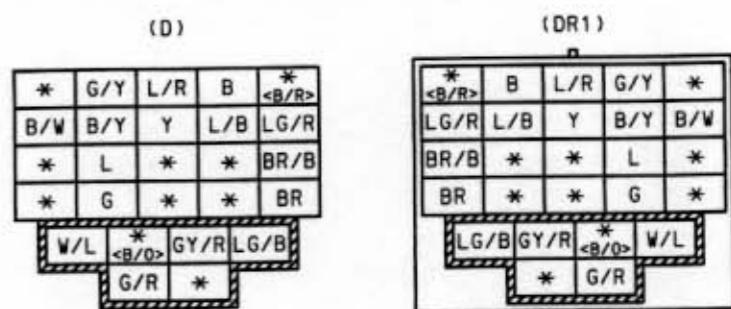
X-14 CONNECTOR BETWEEN EMISSION (EM) &amp; DASH (D)



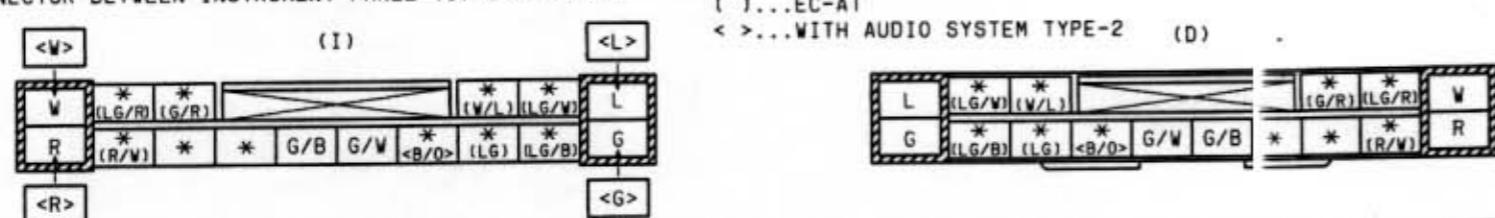
X-15 CONNECTOR BETWEEN INSTRUMENT PANEL (I) &amp; DASH (D)



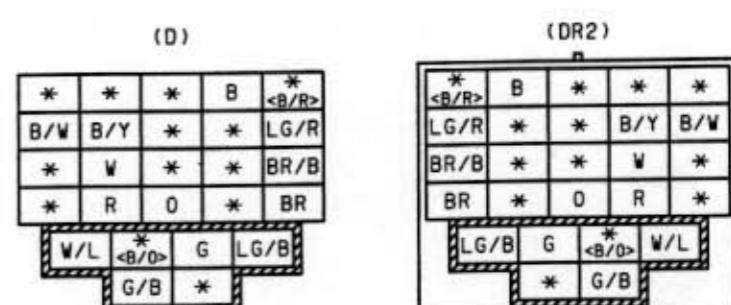
X-20 CONNECTOR BETWEEN DASH (D) &amp; DOOR NO.1 (DR1)



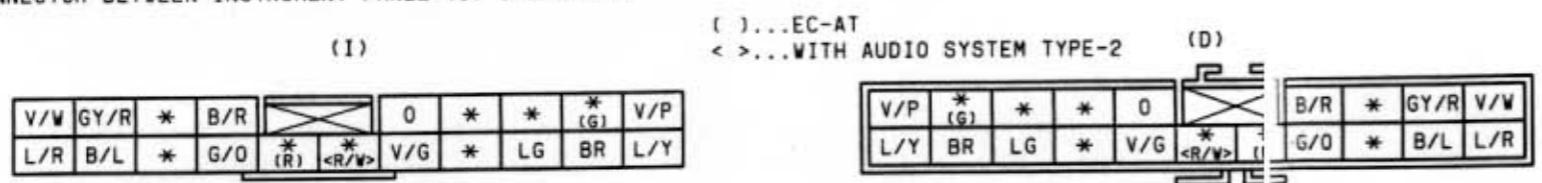
X-16 CONNECTOR BETWEEN INSTRUMENT PANEL (I) &amp; DASH (D)



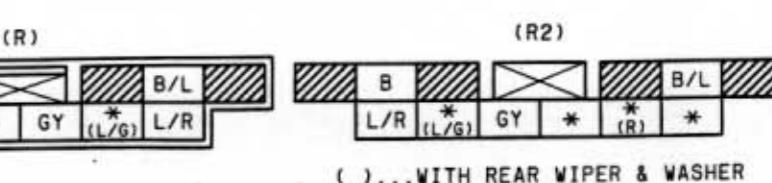
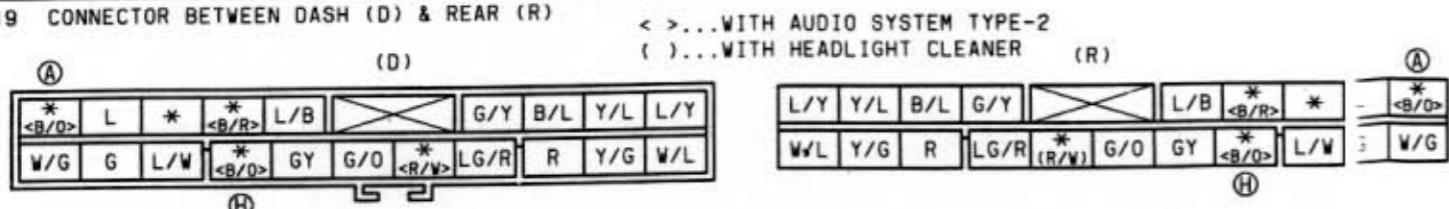
X-21 CONNECTOR BETWEEN DASH (D) &amp; DOOR NO.2 (DR2)



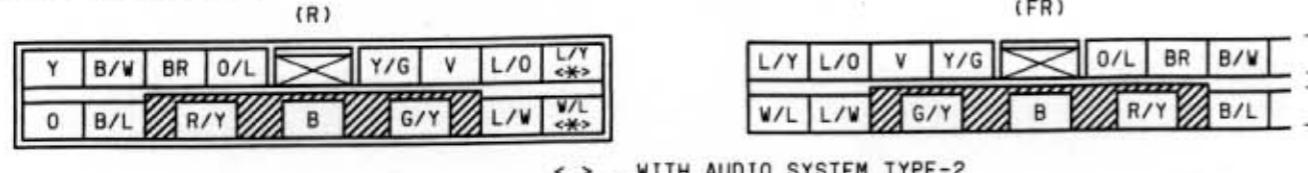
X-17 CONNECTOR BETWEEN INSTRUMENT PANEL (I) &amp; DASH (D)



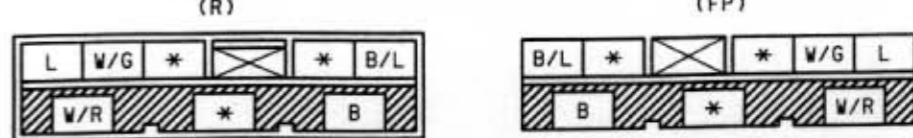
X-22 CONNECTOR BETWEEN REAR (R) &amp; REAR NO.2 (R2)



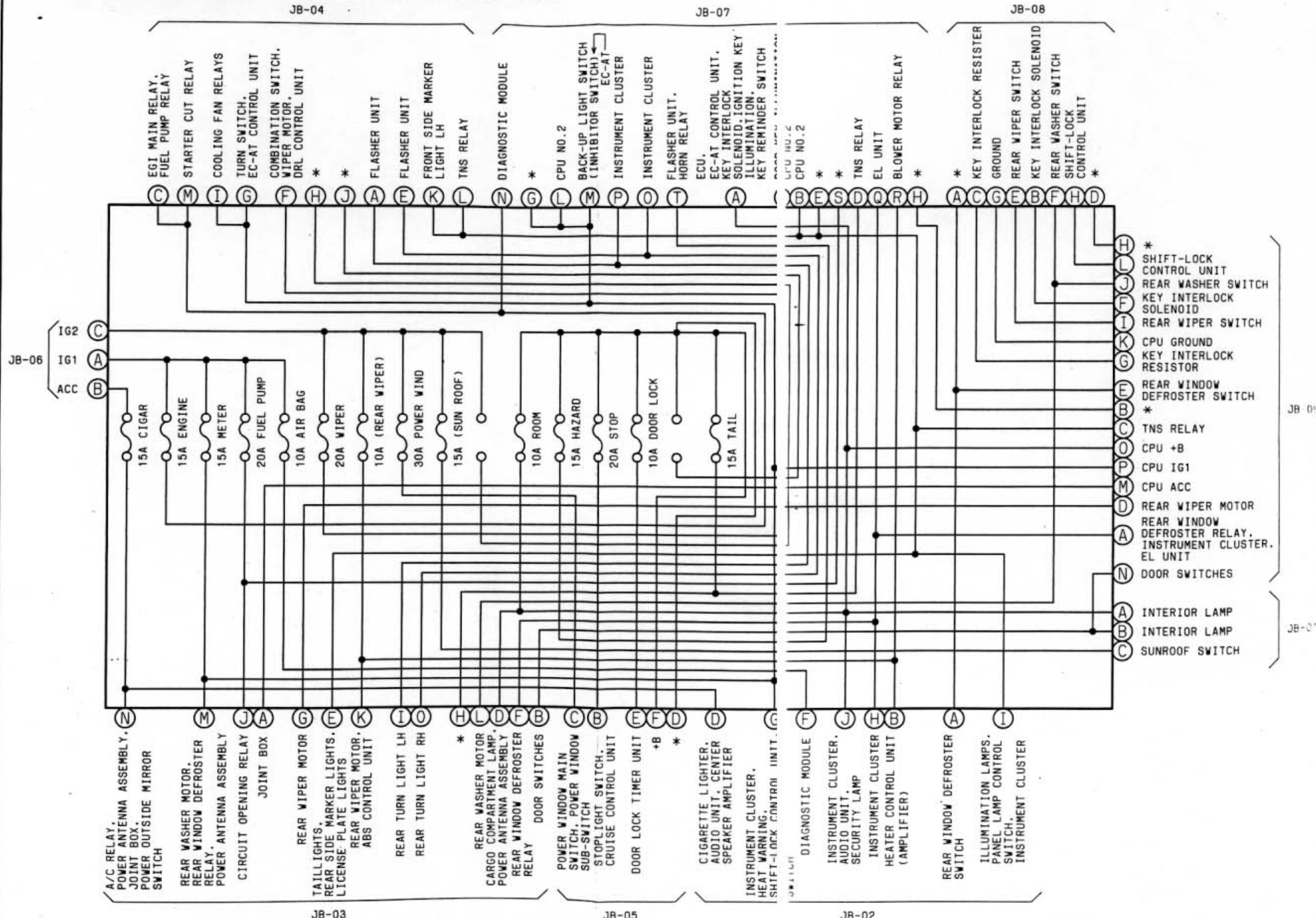
X-23 CONNECTOR BETWEEN REAR (R) &amp; FLOOR (FR)



X-24 CONNECTOR BETWEEN REAR (R) &amp; FUEL PUMP (FP)



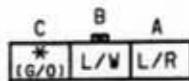
## INTERCONNECTING DIAGRAM OF JOINT BOX



# WIRING DIAGRAM Z

## JB ■ JOINT BOX

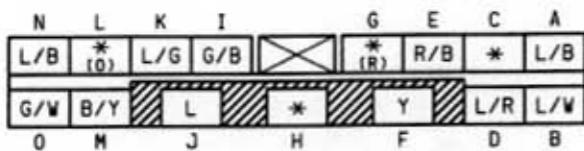
JB-01 INTERIOR LAMP HARNESS (IN)



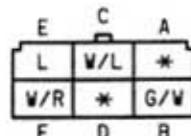
( )...WITH SLIDING SUNROOF

JB-03 REAR HARNESS (R)

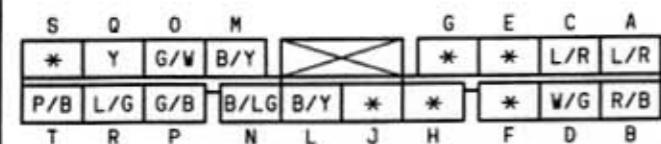
( )...WITH REAR WIPER & WASHER



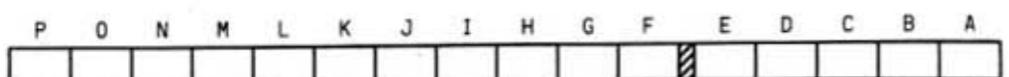
JB-05 DASH HARNESS (D)



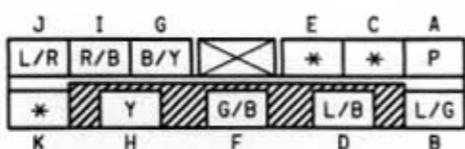
JB-07 DASH HARNESS (D)



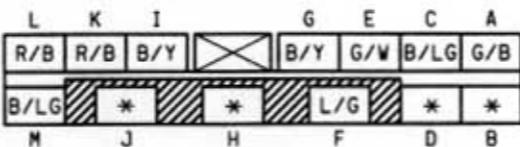
JB-09 CPU NO.1 (IN THE JOINT BOX)



JB-02 INSTRUMENT PANEL HARNESS (I)



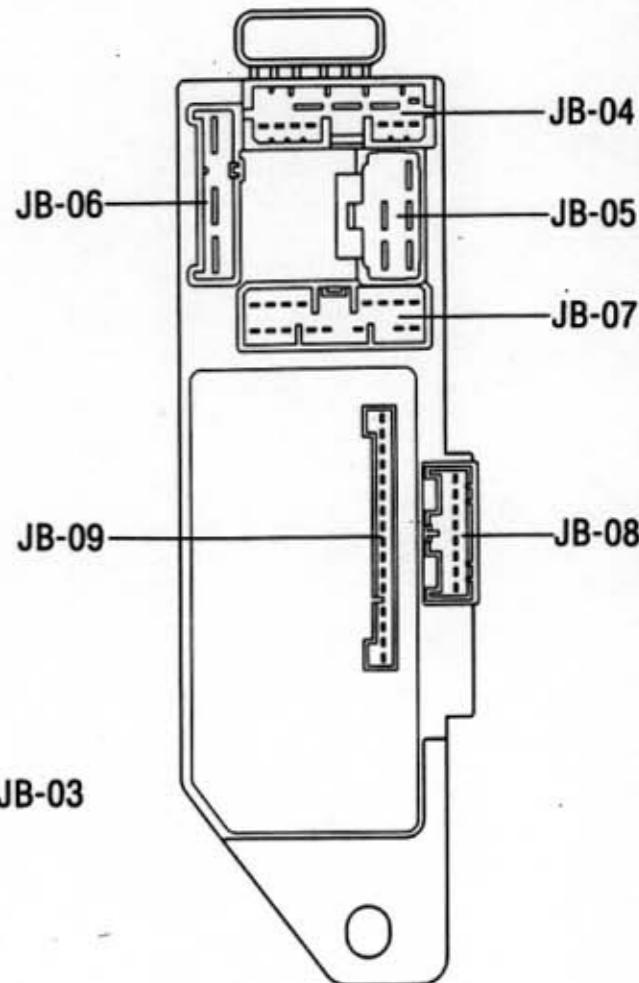
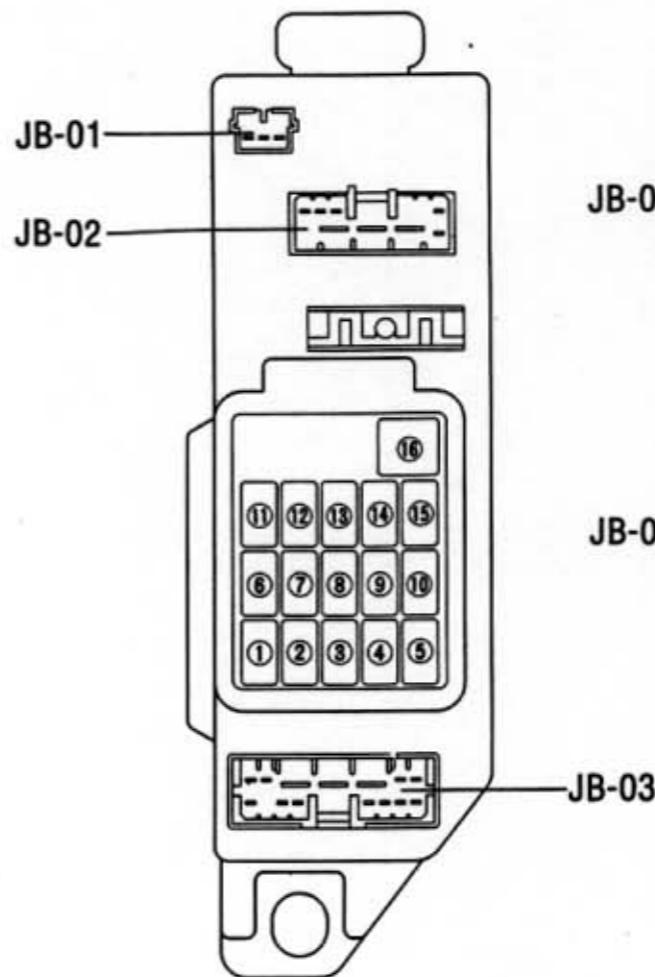
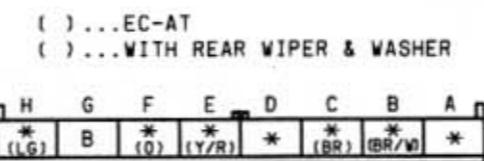
JB-04 FRONT HARNESS (F)



JB-06 FRONT HARNESS (F)

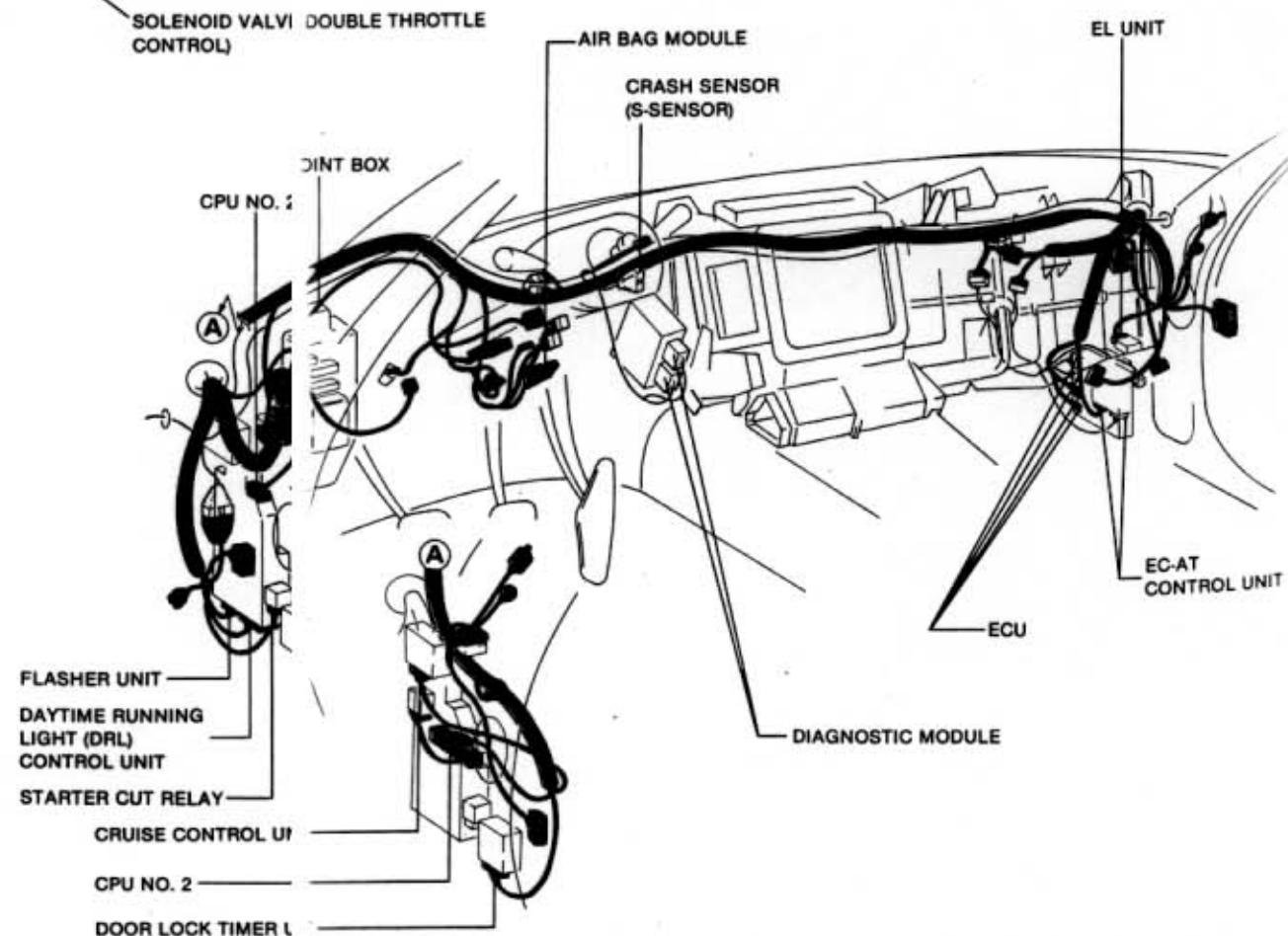
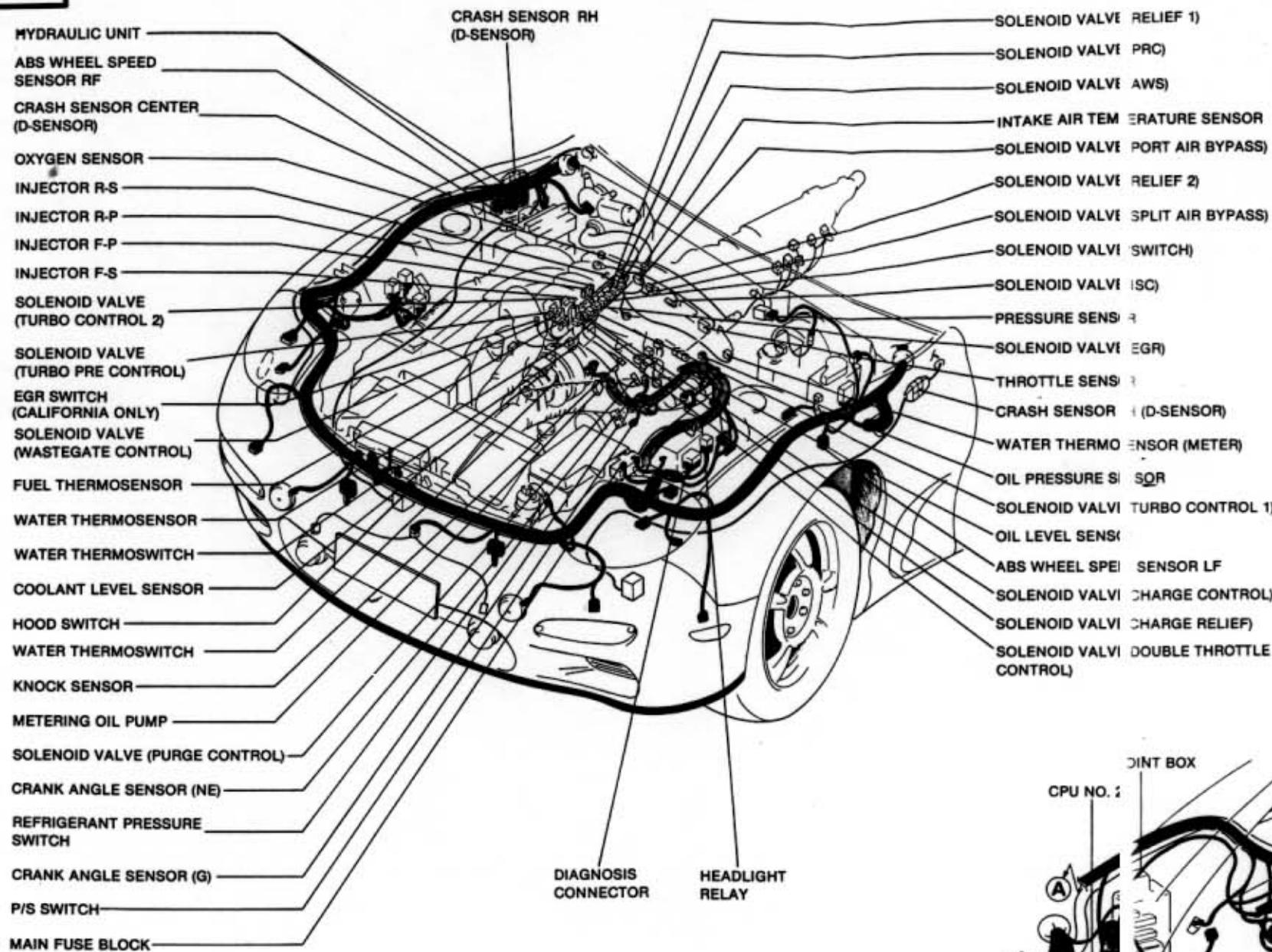


JB-08 DASH HARNESS (D)

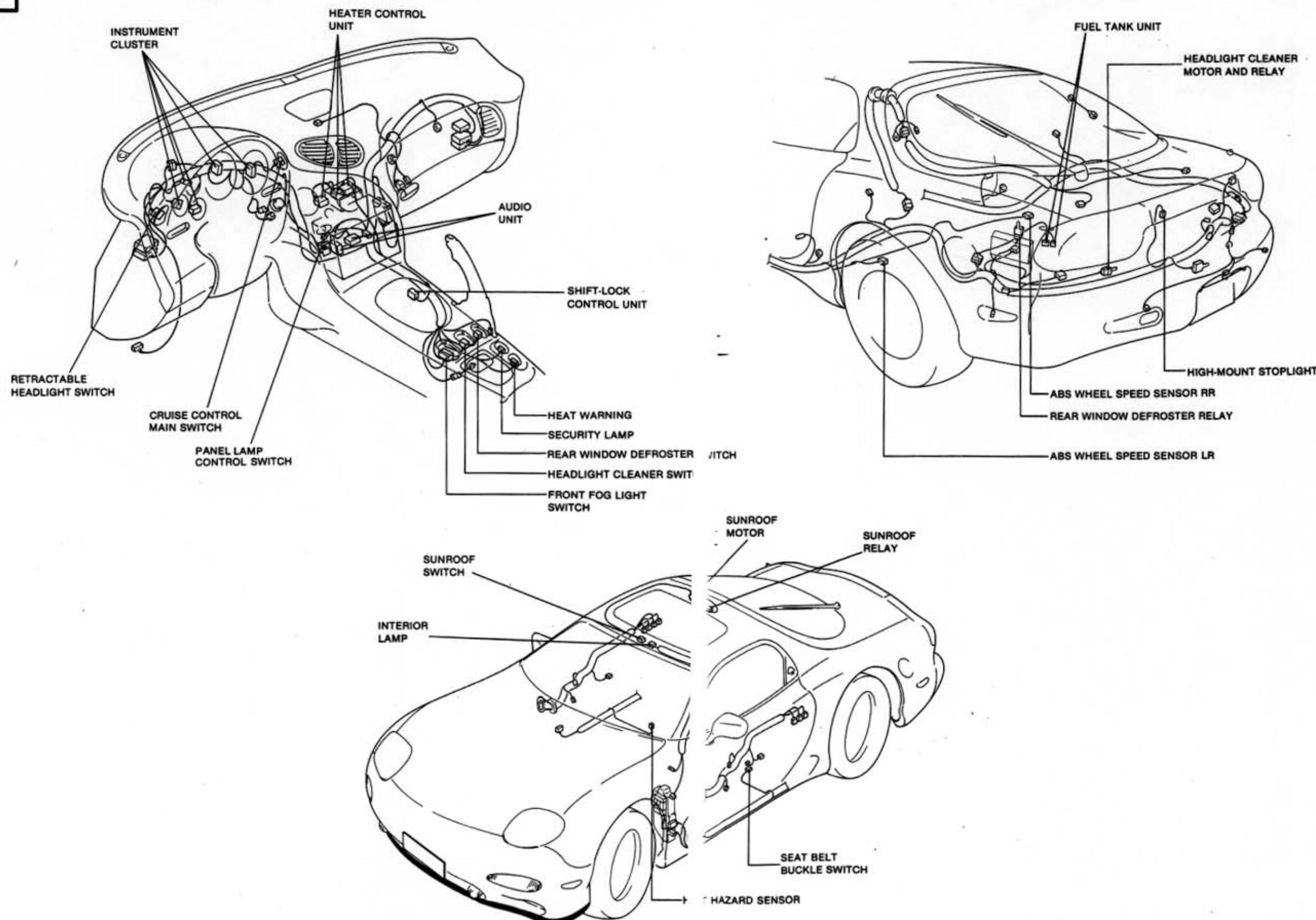


No.	CIRCUIT NAME	FUSE	COLOR CODE	No.	CIRCUIT NAME	FUSE	COLOR CODE
①	(REAR WIPER)	10A	R	⑨	METER	15A	L
②	HAZARD	15A	L	⑩	WIPER	20A	Y
③	ROOM	10A	R	⑪	STOP	20A	Y
④	ENGINE	15A	L	⑫	-	-	-
⑤	CIGAR	15A	L	⑬	(SUN ROOF)	15A	L
⑥	DOOR LOCK	10A	R	⑭	FUEL PUMP	20A	Y
⑦	TAIL	15A	L	⑮	AIR BAG	10A	R
⑧	POWER WIND	30A	G	⑯	-	-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

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## PARTS INDEX

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PARTS	SECTION	PARTS	SECTION
A A/C RELAY.....	Z-68	F 1-2 SWITCH.....	Z-34
A/P RELAY.....	Z-28	FLASHER UNIT.....	Z-62, 64
ABS CONTROL UNIT.....	Z-102	FRONT COMBINATION LIGHTS	
ABS WHEEL SPEED SENSORS.....	Z-102	FRONT TURN LIGHTS.....	Z-62, 64
ACOUSTIC WAVE* GUIDE ASSEMBLY.....	Z-86	PARKING LIGHTS.....	Z-60
ACTUATOR.....	Z-104	FRONT FOG LIGHTS.....	Z-56
AIR BAG MODULE.....	Z-110	FRONT FOG LIGHT SWITCH.....	Z-56
ALTERNATOR.....	Z-24, 26	FRONT SIDE MARKER LIGHTS.....	Z-60
AUDIO UNIT.....	Z-84, 86	FUEL PUMP.....	Z-28
B BACK-UP LIGHTS.....	Z-66	FUEL PUMP RELAY.....	Z-28
BACK-UP LIGHT SWITCH.....	Z-66	FUEL PUMP RESISTOR.....	Z-28
BLOWER MOTOR.....	Z-68	FUEL TANK UNIT.....	Z-44
BLOWER MOTOR RELAY.....	Z-68	FUEL THERMOSENSOR.....	Z-30
BRAKE FLUID LEVEL SENSOR.....	Z-46	G GLOVE BOX LAMP.....	Z-82
BRAKE SWITCH.....	Z-104	GLOVE BOX LAMP SWITCH.....	Z-82
C CARGO COMPARTMENT LAMP.....	Z-82	H HAZARD WARNING SWITCH.....	Z-62, 64
CARGO COMPARTMENT LAMP SWITCH.....	Z-82	HEADLIGHT CLEANER MOTOR AND RELAY.....	Z-54
CENTER SPEAKER.....	Z-84, 86	HEADLIGHT CLEANER SWITCH.....	Z-54
CENTER SPEAKER AMPLIFIER.....	Z-84, 86	HEADLIGHT RELAY.....	Z-56
CIGARETTE LIGHTER.....	Z-78	HEADLIGHTS.....	Z-56
CIRCUIT OPENING RELAY.....	Z-28	HEAT HAZARD SENSOR.....	Z-30
CLUTCH SWITCH.....	Z-34	HEAT WARNING.....	Z-44
COMBINATION SWITCH		HEATER CONTROL UNIT.....	Z-68
LIGHT AND DIMMER SWITCH.....	Z-56	HIGH-MOUNT STOPLIGHT.....	Z-66
REAR WASHER SWITCH.....	Z-52	HOLD SWITCH.....	Z-70
REAR WIPER SWITCH.....	Z-52	HOOD SWITCH.....	Z-90
TURN SWITCH.....	Z-62, 64	HORNS.....	Z-66
WASHER SWITCH.....	Z-50	HORN RELAY.....	Z-66
WIPER SWITCH.....	Z-50	HORN SWITCHES.....	Z-66
CONDENSER.....	Z-28	HYDRAULIC UNIT.....	Z-102
COOLANT LEVEL SENSOR.....	Z-44	I IGNITER.....	Z-28
COOLING FAN MOTORS.....	Z-42	IGNITION COILS.....	Z-28
COOLING FAN RELAYS.....	Z-42	ILLUMINATION LAMPS	
CPU NO. 1 (IN THE JOINT BOX).....	Z-90	ASH-TRAY.....	Z-80
CPU NO. 2.....	Z-90	AUDIO.....	Z-80
CRANK ANGLE SENSORS.....	Z-34	CIGARETTE LIGHTER.....	Z-80
CRASH SENSORS.....	Z-110	CRUISE CONTROL MAIN SWITCH.....	Z-80
CRUISE CONTROL MAIN SWITCH.....	Z-104	FRONT FOG LIGHT SWITCH.....	Z-80
CRUISE CONTROL SWITCH.....	Z-104	HEADLIGHT CLEANER SWITCH.....	Z-80
CRUISE CONTROL UNIT.....	Z-104	HEATER CONTROL UNIT.....	Z-80
D DIAGNOSIS CONNECTOR.....	Z-112	IGNITION KEY.....	Z-82
DIAGNOSTIC MODULE.....	Z-110	INSTRUMENT PANEL.....	Z-80
DOOR KEY CYLINDER SWITCHES.....	Z-90	REAR WINDOW DEFROSTER SWITCH.....	Z-80
DOOR KEY ILLUMINATION.....	Z-82	RETRACTABLE HEADLIGHT SWITCH.....	Z-80
DOOR LOCK ACTUATOR.....	Z-96	SELECTOR.....	Z-80
DOOR LOCK SWITCH LH.....	Z-96	INHIBITOR SWITCH.....	Z-26, 70
DOOR LOCK SWITCH RH.....	Z-90	INJECTORS.....	Z-30
DOOR LOCK TIMER UNIT.....	Z-96	INSTRUMENT CLUSTER.....	Z-44, 46, 48
DOOR OUTER HANDLE SWITCH LH.....	Z-90	INTAKE ACTUATOR.....	Z-68
DOOR SPEAKERS.....	Z-84	INTAKE AIR TEMPERATURE SENSOR.....	Z-32
DOOR SPEAKER/AMP MODULES.....	Z-86	INTERIOR LAMP.....	Z-82
DOOR SWITCHES.....	Z-82	K KEY INTERLOCK RESISTOR.....	Z-76
DRL CONTROL UNIT.....	Z-58	KEY INTERLOCK SOLENOID.....	Z-76
DROPPING RESISTOR.....	Z-70	KEY REMINDER SWITCH.....	Z-90
E EC-AT CONTROL UNIT.....	Z-70	KNOCK SENSOR.....	Z-32
ECU.....	Z-28, 30, 32, 34	L LICENSE PLATE LIGHTS.....	Z-80
EGI MAIN RELAY.....	Z-28		
EGR SWITCH.....	Z-32		
EL UNIT.....	Z-30		

PARTS	SECTION	PARTS	SECTION
M MAGNETIC CLUTCH.....	Z-68	SWITCH.....	Z-30
MAGNETIC CLUTCH (A/P).....	Z-28	TURBO CONTROL 1.....	Z-32
METERING OIL PUMP.....	Z-32	TURBO CONTROL 2.....	Z-32
MIX ACTUATOR.....	Z-68	TURBO PRE CONTROL.....	Z-32
MODE ACTUATOR.....	Z-68	WASTEGATE CONTROL.....	Z-32
N NEUTRAL SWITCH .....	Z-34	SPEED SENSOR 1.....	Z-70
O OIL LEVEL SENSOR .....	Z-44	SPEEDOMETER SENSOR .....	Z-44
OIL PRESSURE SENSOR .....	Z-44	STARTER.....	Z-24, 26
OPTION SWITCH.....	Z-90	STARTER CUT RELAY.....	Z-24, 26
OXYGEN SENSOR .....	Z-32	STARTER INTERLOCK SWITCH.....	Z-24
P P/S SWITCH.....	Z-30	STOPLIGHT SWITCH.....	Z-66
PANEL LAMP CONTROL SWITCH .....	Z-80	SUNROOF MOTOR .....	Z-100
PARKING BRAKE SWITCH .....	Z-46	SUNROOF RELAY .....	Z-100
POWER ANTENNA ASSEMBLY .....	Z-88	SUNROOF SWITCH .....	Z-100
POWER OUTSIDE MIRROR MOTORS .....	Z-98	T THERMOSWITCH .....	Z-68
POWER OUTSIDE MIRROR SWITCH.....	Z-98	THROTTLE SENSOR.....	Z-32
POWER WINDOW MAIN SWITCH .....	Z-94	TNS RELAY.....	Z-60
POWER WINDOW REGULATORS.....	Z-94		
POWER WINDOW SUB-SWITCH.....	Z-94		
PRESSURE SENSOR .....	Z-32		
PULSE GENERATOR .....	Z-70		
R RADIO RELAY .....	Z-84, 86		
REAR COMBINATION LIGHTS			
REAR TURN LIGHTS .....	Z-62, 64		
STOPLIGHTS .....	Z-66		
TAILLIGHTS .....	Z-60		
REAR HATCH LOCK KEY CYLINDER SWITCH .....	Z-90		
REAR SIDE MARKER LIGHTS.....	Z-60		
REAR SPEAKERS.....	Z-84		
REAR WASHER MOTOR .....	Z-52		
REAR WINDOW DEFROSTER .....	Z-78		
REAR WINDOW DEFROSTER RELAY .....	Z-78		
REAR WINDOW DEFROSTER SWITCH .....	Z-78		
REAR WIPER MOTOR .....	Z-52		
REFRIGERANT PRESSURE SWITCH .....	Z-68		
RESISTOR ASSEMBLY .....	Z-68		
RETRACTABLE HEADLIGHT ACTUATORS .....	Z-56		
RETRACTABLE HEADLIGHT RELAY.....	Z-56		
RETRACTABLE HEADLIGHT SWITCH .....	Z-56		
S SEAT BELT BUCKLE SWITCH.....	Z-90		
SECURITY LAMP .....	Z-90		
SHIFT-LOCK CONTROL UNIT .....	Z-76		
SOLENOID VALVES			
AWS .....	Z-32		
CHARGE CONTROL .....	Z-32		
CHARGE RELIEF .....	Z-32		
DOUBLE THROTTLE CONTROL .....	Z-32		
EC-AT .....	Z-70		
EGR .....	Z-30		
ISC .....	Z-32		
PORT AIR BYPASS .....	Z-30		
PRC .....	Z-30		
PURGE CONTROL .....	Z-32		
RELIEF 1 .....	Z-30		
RELIEF 2 .....	Z-30		
SPLIT AIR BYPASS .....	Z-30		