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**1987 \***

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**BMW 3 Series**

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**Electrical**

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**Troubleshooting**

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**Manual**

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325	325i
325e	325is
325es	325i Convertible

**\* 1987 Vehicles Built Before  
9/86 Use 1986 325 Electrical  
Troubleshooting Manual  
For Diagnostics.**

**BMW of North America, Inc.  
Montvale, New Jersey**

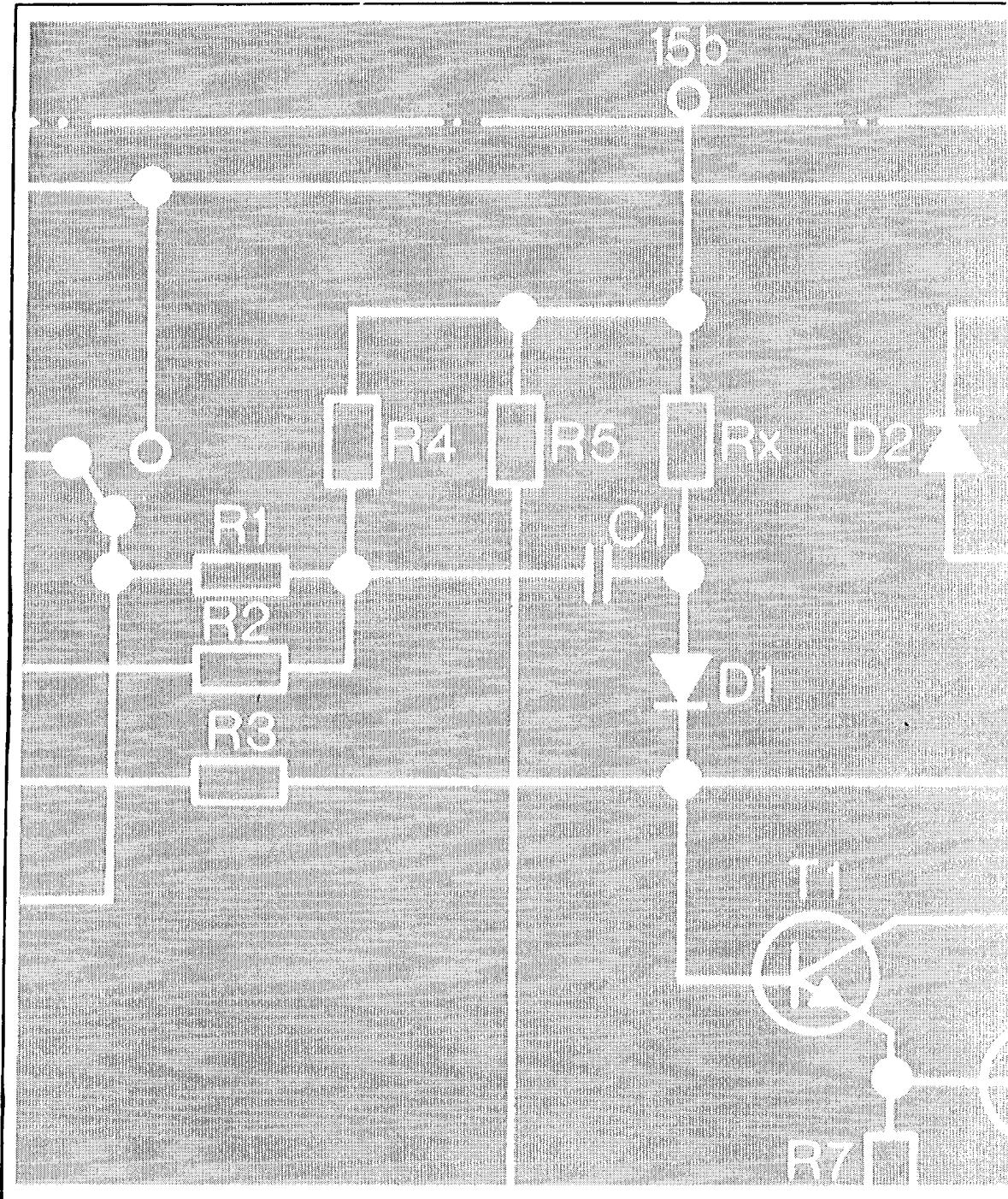
## **FOREWORD**

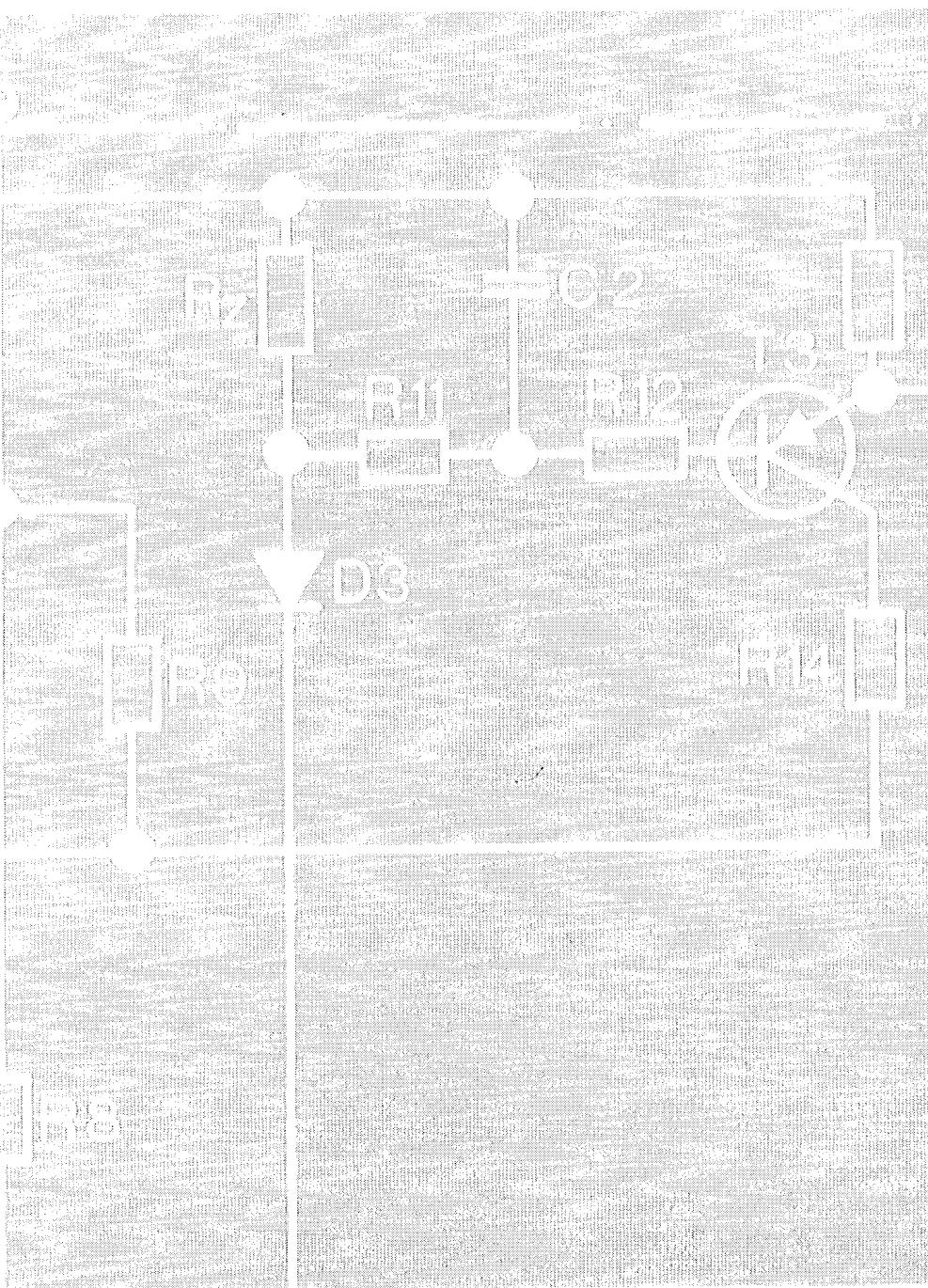
In the interests of continuing  
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**1987\***  
**BMW 3 SERIES**  
**Electrical**  
**Troubleshooting**  
**Manual**

**CONTENTS**

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Index . . . . .	2
How To Use This Manual . . . . .	3
Symbols . . . . .	4
Wire Size Conversion Chart . . . . .	5
Systematic Troubleshooting . . . . .	6
Connector Views . . . . .	8500-0
Power Distribution Box . . . . .	0670-0
Fuse Data . . . . .	0670-1
Component Location Chart . . . . .	9000-0
Component Location Views . . . . .	7000-0
Splice Location Views . . . . .	8000-0

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\* 1987 VEHICLES BUILT  
BEFORE 9/86 USE 1986 325  
ELECTRICAL TROUBLESHOOTING  
MANUAL FOR DIAGNOSTICS.

## Index—Alphabetical Listing of Electrical Circuits

PAGE	PAGE	PAGE			
Active Check Control . . . . .	6216-0	— G106 . . . . .	0670-14	— Low Fuel Warning . . . . .	6210-3
A/C Air Delivery Control . . . . .	6421-0	— G200 Except Convertible . . . . .	0670-14	— Oil Pressure Warning . . . . .	6210-3
A/C Blower Controls . . . . .	6413-0	. . . . .	0670-15	— Oil Service 325e . . . . .	6210-1
A/C Compressor Controls . . . . .	6452-0	. . . . .	0670-16	— Oil Service 325i . . . . .	6210-2
A/C Temperature Control . . . . .	6411-0	— G200 Convertible . . . . .	0670-14	— "Park Brake" . . . . .	3435-0
Antilock Braking System (ABS) . . . . .	3450-0	. . . . .	0670-17	— "Rear Lights" Fault . . . . .	6216-1
Auto-Charging Flashlight . . . . .	6100-1	. . . . .	0670-18	— RH Turn . . . . .	6210-0
Auxiliary Fan . . . . .	6454-0	— G201 Except Convertible . . . . .	0670-15	— "Washer Fluid" Fault Except . . . . .	
Auxiliary Fuse . . . . .	0670-2	— G201 Convertible . . . . .	0670-18	Convertible . . . . .	6216-2
Brake Warning System . . . . .	3435-0	— G202 . . . . .	0670-19	— "Washer Fluid" Fault Convertible . . . . .	
Central Locking		— G300 Except Convertible . . . . .	0670-16	Injection Electronics 2.5i . . . . .	
— (2 Door) . . . . .	5126-0	— G300 Convertible . . . . .	0670-19	Engine . . . . .	1360-0
— (4 Door) . . . . .	5126-2	Horns . . . . .	6100-0	Injection Electronics 2.7e Engine . . . . .	
Charge System 2.7e Engine . . . . .	1230-0	Ignition Key Warning . . . . .	6131-0	Instrument Cluster . . . . .	1362-0
Charge System 2.5i Engine . . . . .	1230-1	Indicators		Lights	
Cigar Lighter . . . . .	6100-1	— Active Check Control Alarm Except . . . . .		— A/C Control Power . . . . .	6300-1
Component Location Chart . . . . .	9000-0	— Active Check Control Alarm Convertible . . . . .	6216-2	— Ashtray . . . . .	6300-1
Component Location Views . . . . .	7000-0	— "Brake Lights" Fault . . . . .	6216-3	— Backup Except Convertible . . . . .	6322-0
Connector Views . . . . .	8500-0	— "Brake Lining" Wear . . . . .	3435-0	— Backup Convertible . . . . .	6322-1
Cruise Control . . . . .	6571-0	— "Brake Warning" . . . . .	3435-0	— Cigar Lighter . . . . .	6300-1
Fuel Economy Gauge 325e . . . . .	6210-4	— Charge . . . . .	6210-0	— Fog . . . . .	6312-0
Fuel Economy Gauge 325i . . . . .	6210-5	— "Coolant" Level Fault Except . . . . .		— Front Side Marker . . . . .	6314-0
Fuel Gauge . . . . .	6210-3	— Convertible . . . . .	6216-2	— Front Turn/Park . . . . .	6314-0
Fuse Data Chart . . . . .	0670-1	— "Coolant" Level Fault Convertible . . . . .	6216-3	— Glove Box . . . . .	6100-1
Fuse Details		— "Engine Oil" Fault Except Convertible . . . . .	6216-2	— Hazard Switch . . . . .	6313-0
— Fuse 4 . . . . .	0670-10	— "Engine Oil" Fault Convertible . . . . .	6216-3	— Headlights . . . . .	6312-0
— Fuse 5 . . . . .	0670-10	— Fasten Seatbelts Except Convertible . . . . .	6216-2	— Instrument Cluster . . . . .	6300-1
— Fuse 6 . . . . .	0670-10	— Fasten Seatbelts Convertible . . . . .	6216-3	— Interior Except Convertible . . . . .	6330-1
— Fuse 8 . . . . .	0670-11	— Fog Lights . . . . .	6312-0	— Interior Convertible . . . . .	6330-0
— Fuse 9 . . . . .	0670-12	— High Beam . . . . .	6210-0	— License . . . . .	6320-0
— Fuse 10 . . . . .	0670-7	— Inspection 325e . . . . .	6210-1	— Map Reading Light . . . . .	6100-1
— Fuse 12 . . . . .	0670-11	— Inspection 325i . . . . .	6210-2	— Rear Side Marker . . . . .	6320-0
— Fuse 19 . . . . .	0670-11	— LH Turn . . . . .	6210-0	— Stop . . . . .	6325-0
— Fuse 20 . . . . .	0670-8	— "License Plate" Fault . . . . .	6216-1	— Tail . . . . .	6314-0
— Fuse 21 . . . . .	0670-9	— "Low Beam" Fault . . . . .	6216-0	— Trunk . . . . .	6320-0
— Fuse 27 . . . . .	0670-12			— Turn/Park . . . . .	6313-1
Gauges . . . . .	6210-3			Light Switch Details . . . . .	6300-0
Ground Distribution				Multifunction Clock . . . . .	6581-0
— G103 2.7e Engine . . . . .	0670-13			On-Board Computer . . . . .	6581-2
— G103 2.5i Engine . . . . .	0670-13				
— G104 . . . . .	0670-14				

**Index—Alphabetical Listing of Electrical Circuits**

	PAGE
Power Antenna . . . . .	6500-0
Power Distribution . . . . .	0670-0
Power Distribution Box . . . . .	0670-0
Power Mirrors . . . . .	5116-0
Power Windows	
— 2 Door . . . . .	5133-2
— 4 Door . . . . .	5133-0
— Convertible . . . . .	5133-3
Radio With Sound System . . . .	6500-0
Radio Without Sound System . .	6500-2
Rear Defogger Except Convertible	
. . . . .	6100-4
Rear Defogger Convertible . . . .	6100-2
Seatbelt Warning . . . . .	6131-0
Service Interval Indicator 325e .	6210-1
Service Interval Indicator 325i .	6210-2
Speedometer . . . . .	6210-0
Splice Location Views Index . .	8000-0
Start	
— Automatic Except Convertible	1240-0
— Manual Except Convertible .	1240-1
— Automatic Convertible . . . .	1240-2
— Manual Convertible . . . . .	1240-3
Sunroof . . . . .	5413-0
Tachometer 325e . . . . .	6210-4
Tachometer 325i . . . . .	6210-5
Temperature Gauge . . . . .	6210-3
Warnings	
— Ignition Key/Seatbelt . . . .	6131-0
Wiper/Washer . . . . .	6160-0

The purpose of this manual is to show electrical schematics in a manner that makes electrical troubleshooting easier. Electrical components which work together are shown together on one schematic. The Wiper-Washer schematic, for example, shows all of the electrical components in one diagram. At the top of the page is the fuse (positive) that powers the circuit. The flow of current is shown through all wires, connectors, switches, and motors to ground (negative) at the bottom of the page.

Within the schematic, all switches and sensors are shown "at rest," as though the Ignition Switch were off. For identification, component names are underlined and placed next to or above each component. Notes are included, describing how switches and other components work.

The power distribution schematic shows the current feed through all the connections from the Battery and Alternator to each fuse and the Ignition and Light Switches. If the Power Distribution schematic is combined with any other circuit schematic, a complete picture is made of how that circuit works. The Ground Distribution schematics show how several circuits are connected to common grounds.

All wiring between components is shown exactly as it exists in the vehicle; however, the wiring is not drawn to scale. To aid in understanding electrical operation, wiring inside complicated components has been simplified. The "Solid State" label designates electronic components.

WIRE SIZE CONVERSION CHART	
METRIC (CROSSECTIONAL AREA IN MM <sup>2</sup> )	AWG (AMERICAN WIRE GAUGE)
.5	20
.75	18
1	16
1.5	14
2	14
2.5	12
4	10
6	8
8	8
16	4
20	4
25	2
32	2

WIRE INSULATION	
ABBREVIATIONS	COLOR
BK	BLACK
BR	BROWN
RD	RED
YL	YELLOW
GN	GREEN
BU	BLUE
VI	VIOLET
GY	GRAY
WT	WHITE
PK	PINK

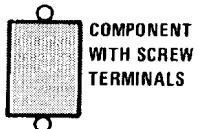
## 4 SYMBOLS



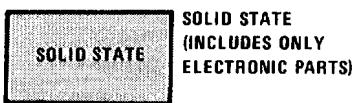
ENTIRE  
COMPONENT  
SHOWN



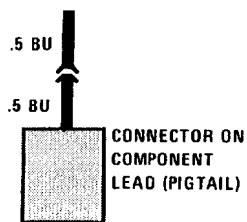
PART OF A  
COMPONENT  
SHOWN



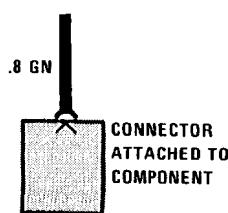
COMPONENT  
WITH SCREW  
TERMINALS



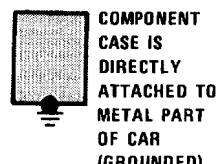
SOLID STATE  
(INCLUDES ONLY  
ELECTRONIC PARTS)



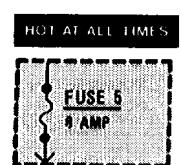
CONNECTOR ON  
COMPONENT  
LEAD (PIGTAIL)



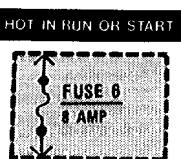
CONNECTOR  
ATTACHED TO  
COMPONENT



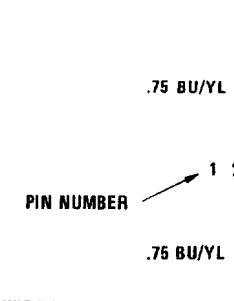
COMPONENT  
CASE IS  
DIRECTLY  
ATTACHED TO  
METAL PART  
OF CAR  
(GROUNDED)



INDICATES THAT FUSE 5  
IS ALWAYS SUPPLIED  
WITH POWER



INDICATES THAT FUSE 6  
IS SUPPLIED WITH POWER  
WITH THE IGNITION  
SWITCH IN THE RUN OR  
START POSITIONS



PIN NUMBER

.75 BU/YL  
C104  
CONNECTOR REFERENCE  
NUMBER FOR COMPONENT  
LOCATION CHART

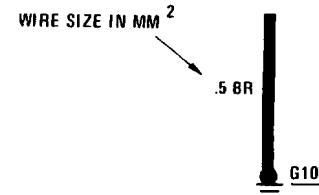
CHART ALSO SHOWS  
TOTAL NUMBER OF  
CONTACTS POSSIBLE:  
C103 (6 PIN)



A WAVY LINE  
MEANS A WIRE  
IS CONTINUED



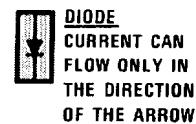
WIRE INSULATION  
IS ONE COLOR  
WITH ANOTHER  
COLOR STRIPE  
(RED WITH BROWN)



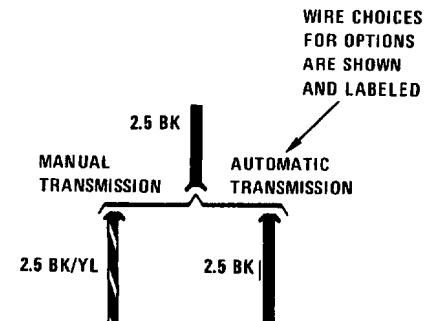
WIRE SIZE IN MM<sup>2</sup>

.5 BR  
G103  
WIRE IS ATTACHED TO  
METAL PART OF CAR  
(GROUNDED)  
GROUND IS NUMBERED  
FOR REFERENCE ON  
COMPONENT LOCATION CHART

OTHER CIRCUITS THAT SHARE  
A GROUND ARE SHOWN  
IN GROUND DISTRIBUTION



DIODE  
CURRENT CAN  
FLOW ONLY IN  
THE DIRECTION  
OF THE ARROW



WIRE CHOICES  
FOR OPTIONS  
ARE SHOWN  
AND LABELED

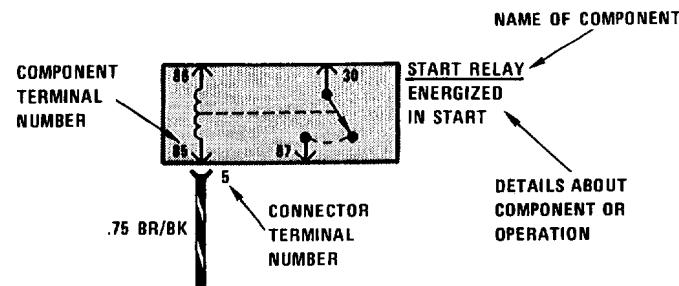
CIRCUIT REFERENCE -  
A WIRE WHICH CONNECTS  
TO ANOTHER CIRCUIT



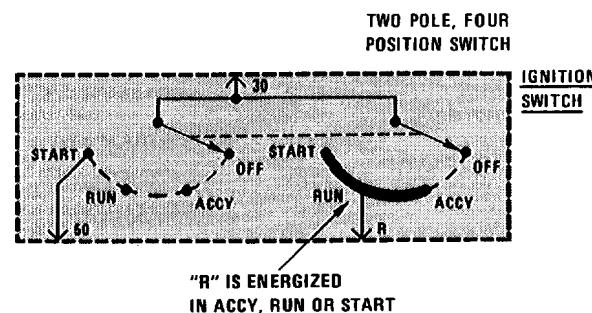
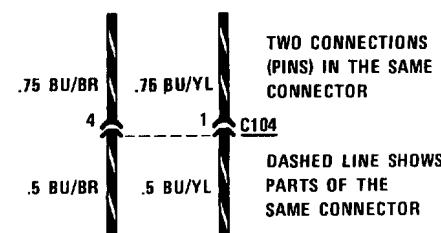
.75 GY/YL  
ACTIVE CHECK CONTROL



ONE POLE,  
TWO POSITION  
SWITCH

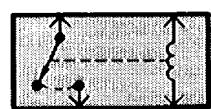
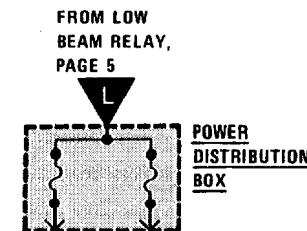


SWITCHES THAT MOVE TOGETHER  
DASHED LINE SHOWS A MECHANICAL CONNECTION BETWEEN SWITCHES

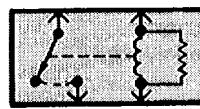


2.5 YL  
L  
TO POWER DISTRIBUTION BOX, PAGE 1

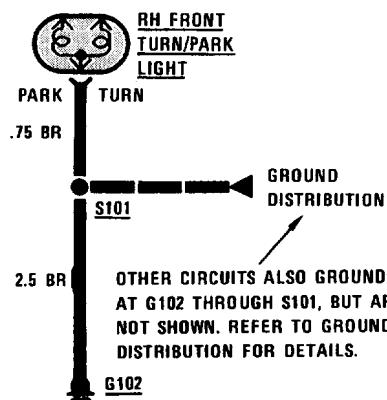
CURRENT PATH IS CONTINUED AS LABELED. THE ARROW SHOWS DIRECTION OF CURRENT FLOW AND IS REPEATED WHERE CURRENT PATH CONTINUES.



RELAY SHOWN WITH NO CURRENT FLOWING THROUGH COIL  
WHEN COIL IS ENERGIZED, SWITCH IS PULLED CLOSED



RELAY SHOWN WITH RESISTOR ACROSS COIL  
RESISTOR ACROSS COIL IS FOR NOISE SUPPRESSION



LIGHT EMITTING DIODE

## 6 SYSTEMATIC TROUBLESHOOTING

### TROUBLESHOOTING PROCEDURE

#### 1. Verify the Problem

Operate the problem circuit to check the accuracy of the complaint. Note the symptoms of the inoperative circuit.

#### 2. Analyze the Problem

Refer to the schematic of the problem circuit in the ETM. Determine how the circuit is supposed to work by tracing the current path(s) from the power feed through the circuit components to ground. Then based on the symptoms you noted in step 1 and your understanding of circuit operation, identify one or more possible causes of the problem.

#### 3. Isolate the Problem

Make circuit tests to prove or disprove the preliminary diagnosis made in step 2. Keep in mind that a logical simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points which are easily accessible.

#### 4. Repair the Problem

Once the specific problem is identified, make the repair using the proper tools and safe procedures.

#### 5. Check the Problem

Operate the circuit to check for satisfactory circuit operation. Good repair practice calls for rechecking all circuits you have worked on.

### TROUBLESHOOTING TOOLS

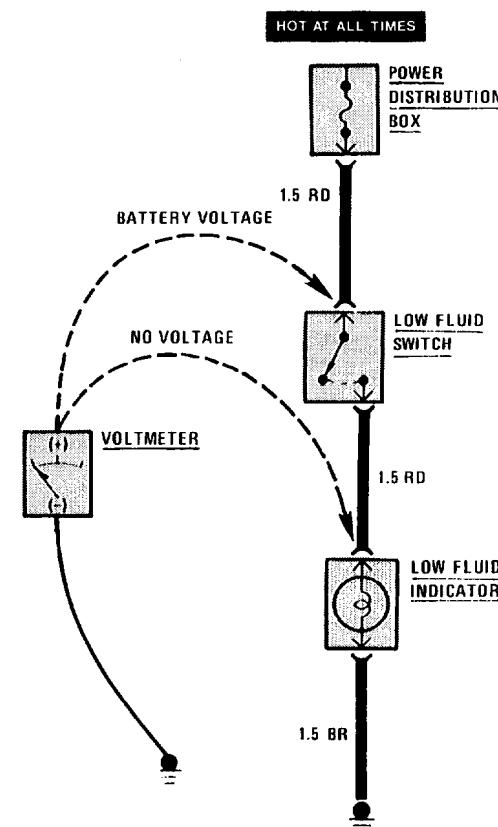
Isolating the problem (Step 3 of TROUBLESHOOTING PROCEDURES) requires the use of a **voltmeter** and/or **ohmmeter**. A voltmeter measures voltage at selected points in a circuit. An ohmmeter measures a circuit's resistance to current flow. It has an internal battery that provides current to the circuit under test. Disconnect the car battery when using an ohmmeter because the battery voltage will cause the ohmmeter to give false readings. Also, do not use an ohmmeter on solid-state components. The voltage that the ohmmeter applies to the circuit could damage these components.

### TROUBLESHOOTING TESTS

#### Voltage Test

This test measures voltage in a circuit. By taking measurements at several points (terminals or connectors) along the circuit, you can isolate the problem.

To take a voltage measurement, connect the negative lead of the voltmeter to the battery's negative terminal or other known good ground. Then connect the positive lead of the voltmeter to the point you want to test. The voltmeter will measure the voltage present at that point in the circuit.

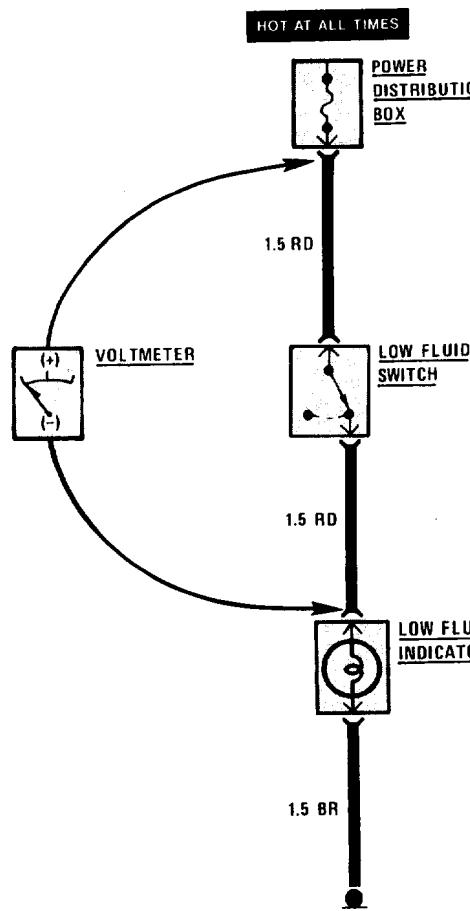


Voltage Test

## Voltage Drop Test

Wires, connectors, and switches are designed to conduct current with a minimum loss of voltage. A voltage drop of more than one volt indicates a problem.

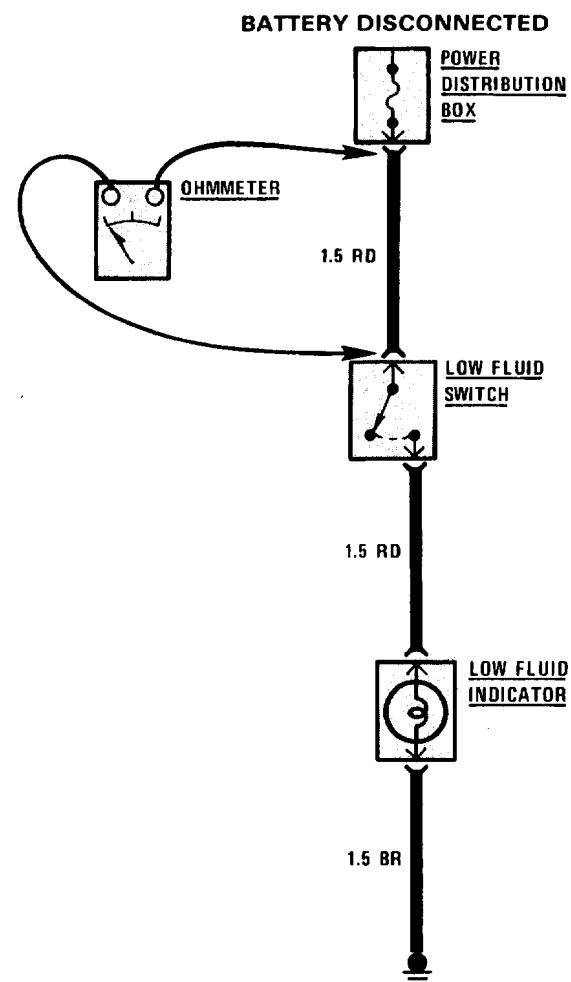
To test for voltage drop, connect the voltmeter leads to connectors at either end of the circuit's suspected problem area. The positive lead should be connected to the connector closest to the power source. The voltmeter will show the voltage drop between these two points.



Voltage Drop Test

## Continuity Test

To perform a continuity test, first disconnect the car battery. Then adjust the ohmmeter to read zero while holding the leads together. Connect the ohmmeter leads to connector or terminals at either end of the circuit's suspected problem area. The ohmmeter will show the resistance across that part of the circuit.

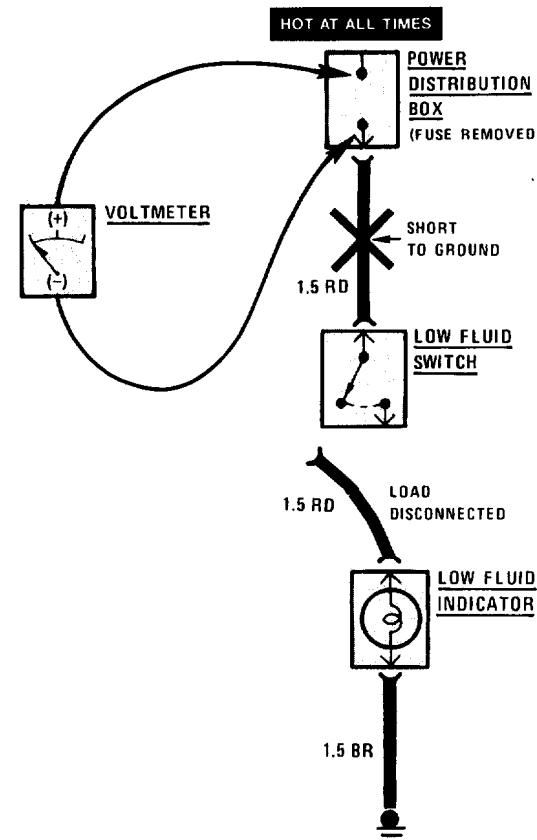


Continuity Test

## Short Test Using Voltmeter

Remove the blown fuse and disconnect the load. Connect the voltmeter leads to the fuse terminals. The positive lead should be connected to the terminal closest to the power source.

Starting near the **POWER DISTRIBUTION BOX**, move the wire harness back and forth and watch the voltmeter reading. If the voltmeter registers a reading, there is a short to ground in the wiring. Somewhere in the area of the harness being moved, the wire insulation is worn away and the circuit is grounding.



Short Test Using Voltmeter

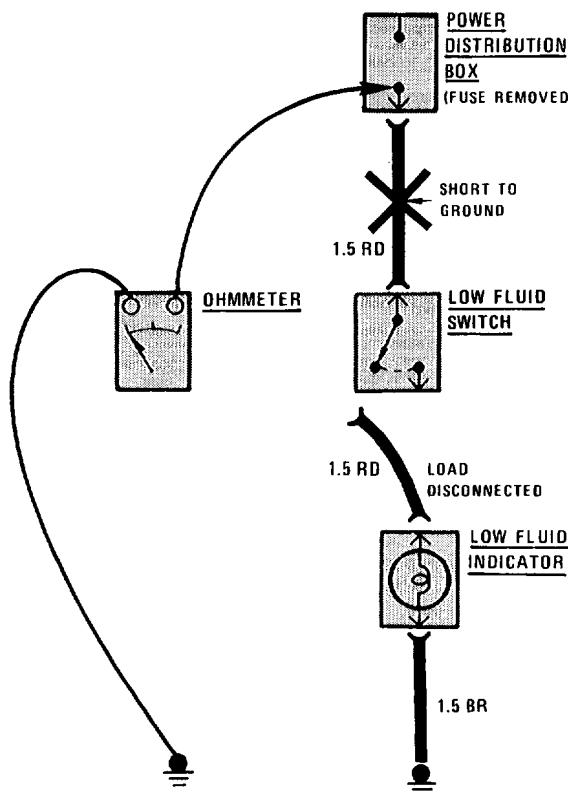
## **8 SYSTEMATIC TROUBLESHOOTING**

### **Short Test Using Ohmmeter**

Disconnect the battery. Adjust the ohmmeter to read zero while holding the leads together. Remove the blown fuse and disconnect the load. Connect one lead of the ohmmeter to the fuse terminal that is closest to the load. Connect the other lead to a known good ground.

Starting near the POWER DISTRIBUTION BOX, move the wire harness back and forth and watch the ohmmeter reading. Low or no resistance indicates a short to ground in the wiring. Infinitely high resistance indicates no short.

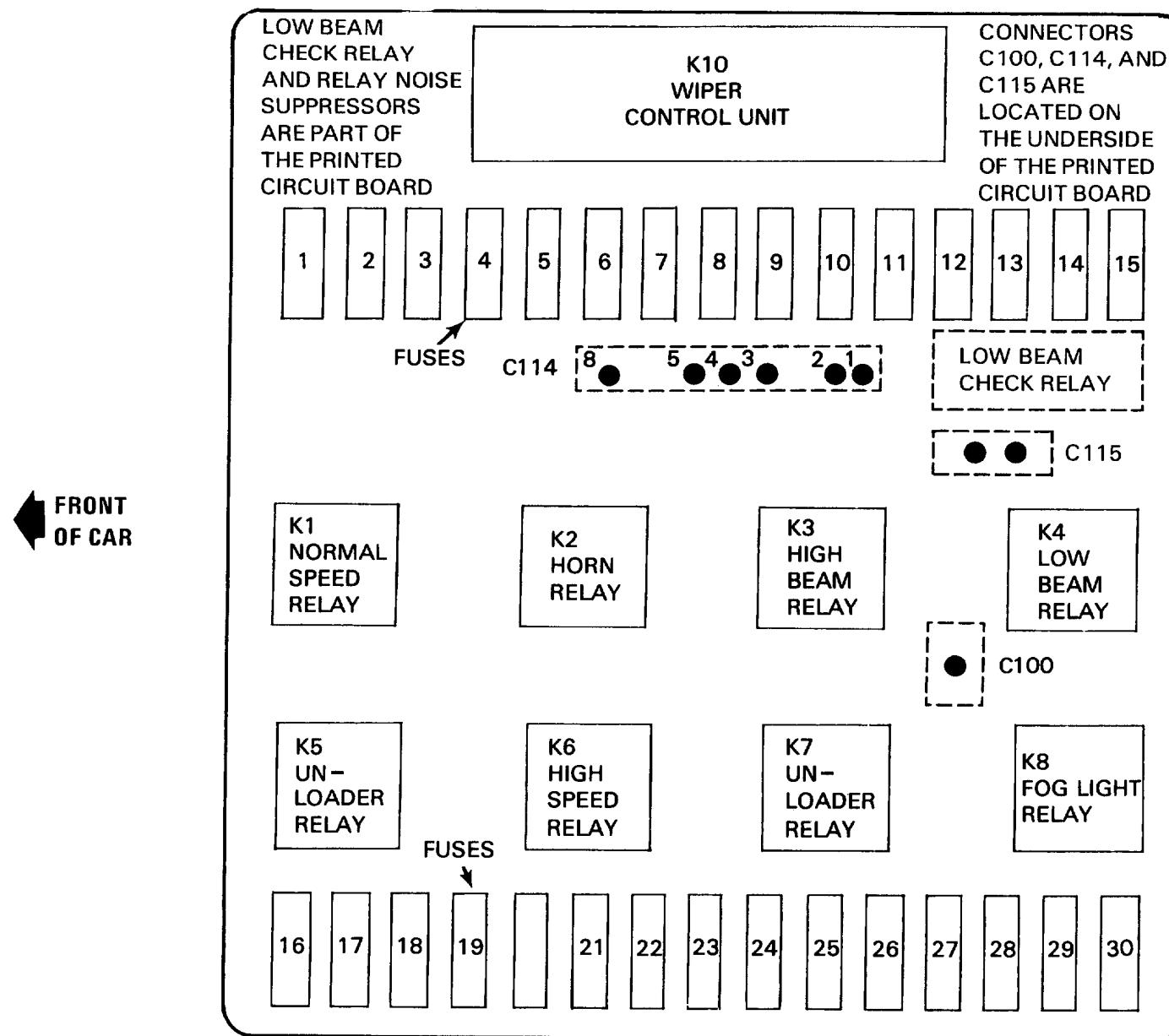
#### **BATTERY DISCONNECTED**



**Short Test Using Ohmmeter**

# 0670-0 POWER DISTRIBUTION

## POWER DISTRIBUTION BOX

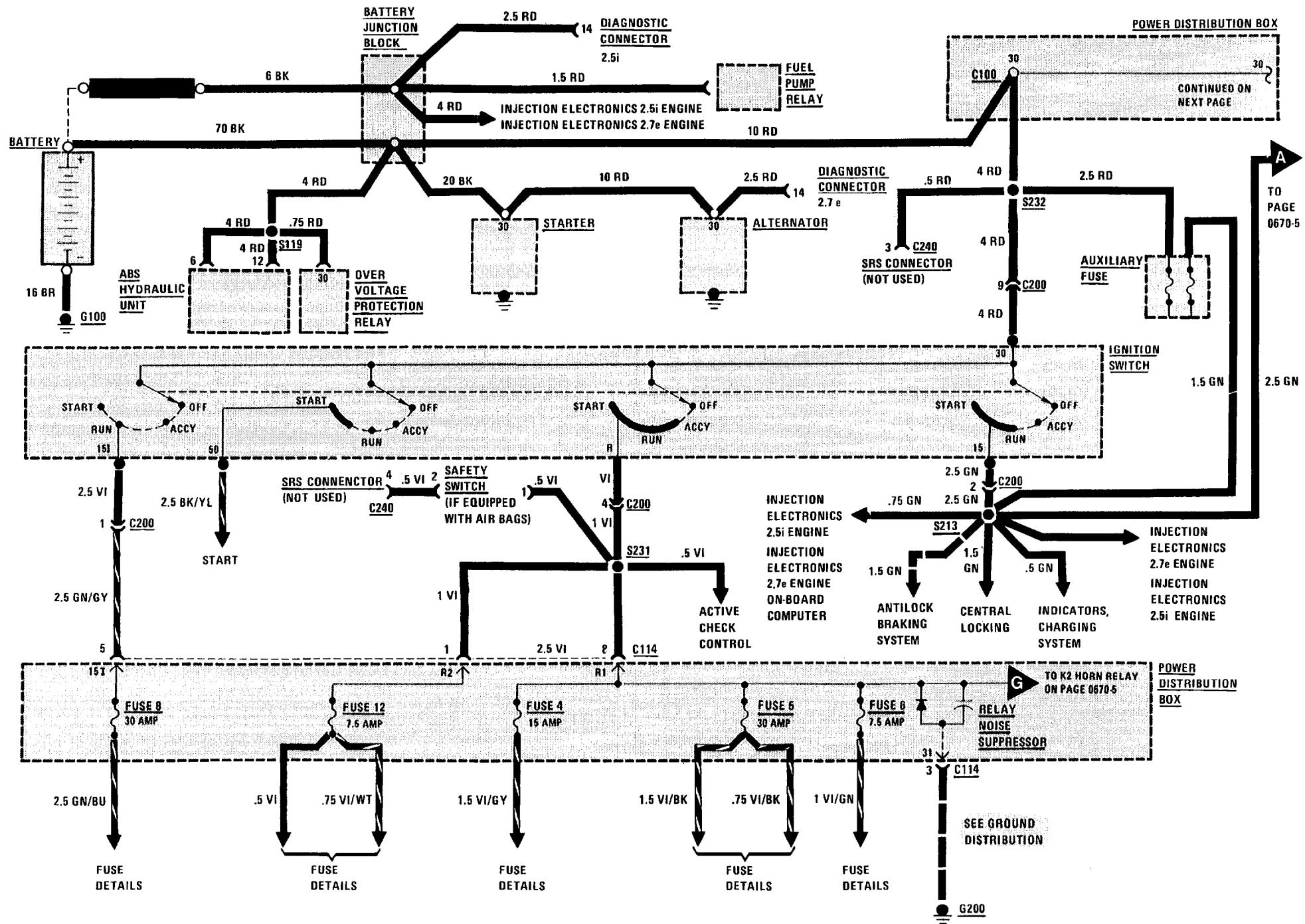


## FUSE DATA CHART

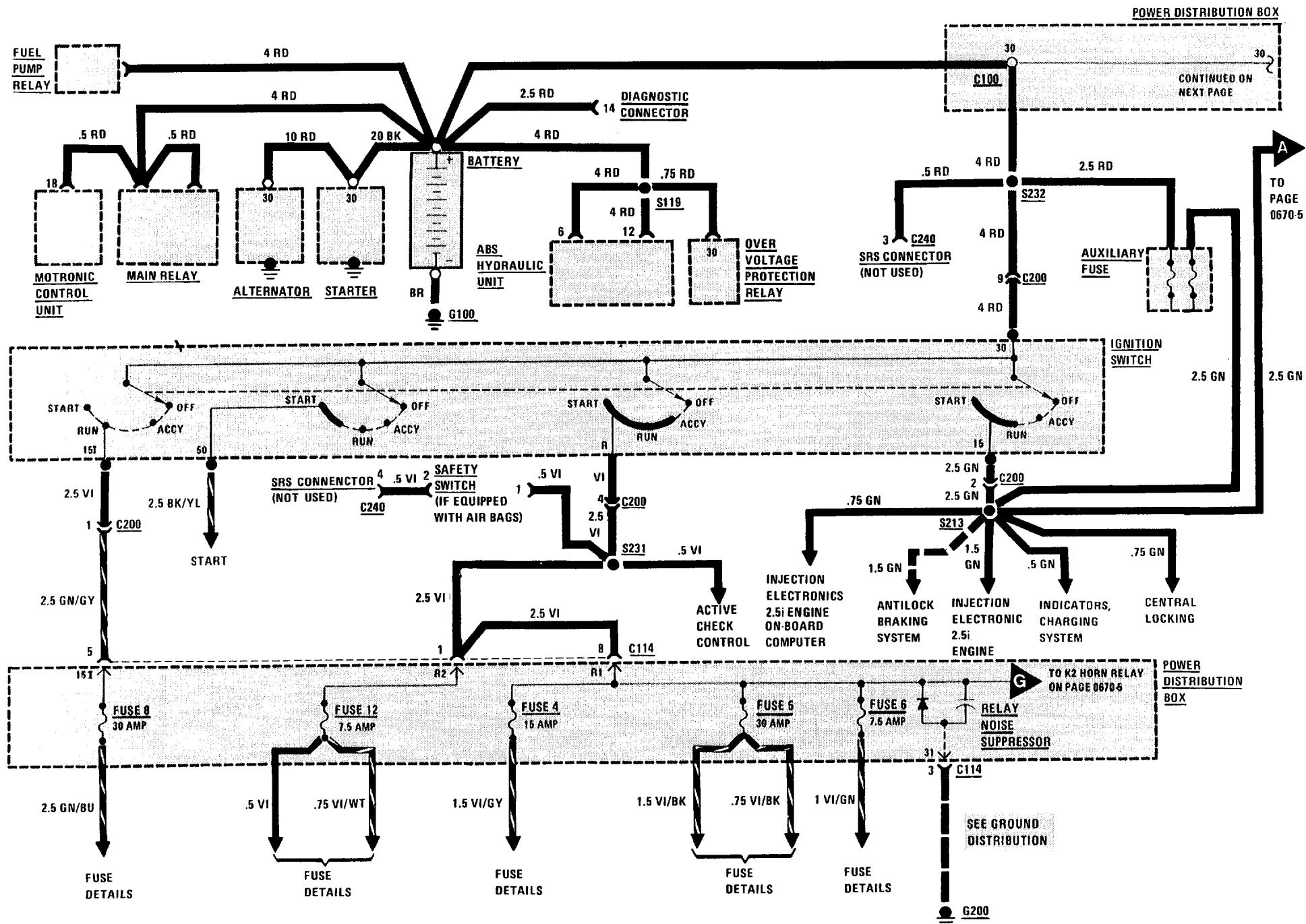
FUSE NO.	SIZE	CIRCUIT NAME
1	7.5A	Headlights (also fuses 2, 13, 14).
2	7.5A	Headlights (also fuses 1, 13, 14).
3	15A	Auxiliary Fan (also fuses 18, 19, 20).
4	15A	Lights: Turn/Hazard Warning (also fuse 24); Active Check Control (also fuses 6, 10, 21, 22, 23).
5	30A	Wiper/Washer.
6	7.5A	Stop Lights/Cruise Control (also fuse 10); Active Check Control (also fuses 4, 10, 21, 22, 23); Antilock Braking System; Interior Lights (also fuses 19, 21, 27).
7	15A	Horn.
8	30A	Rear Defogger (also fuse 23).
9	15A	Idle Speed Control.
10	7.5A	Seatbelt Warning (also fuse 21); Service Interval Indicator (also fuse 21); Tachometer/Fuel Economy Gauges (also fuse 21); Gauges/Indicators; Brake Warning System; Back Up Lights; On-Board Computer (also fuses 12, 21, 23, 27); Start; Injection Electronics (also fuses 11, 21); Active Check Control (also fuses 4, 6, 21, 22, 23); Cruise Control (also fuse 6).
11	15A	Fuel Delivery;Injection Electronics (also fuses 10, 21).
12	7.5A	Radio (also fuses 21, 27, 28); Speedometer/Indicators; On-Board Computer (also fuses 10, 21, 23, 27).
13	7.5A	Headlights (also fuses 1, 2, 14).
14	7.5A	Headlights (also fuses 1, 2, 13).
15		Not Used.
16		Not Used.
17	30A	Sunroof; Power Windows
18	30A	Auxiliary Fan (also fuses 3, 19, 20).
19	7.5A	Auxiliary Fan (also fuses 3, 18, 20); Interior Lights (also fuses 6, 21, 27); Power Mirrors.

FUSE NO.	SIZE	CIRCUIT NAME
20	30A	Heater/Air Conditioning; Auxiliary Fan (also fuses 3, 18, 19).
21	7.5A	Auto-Charging Flashlight; Glove Box Light; Ignition Key Warning/Seatbelt Warning; (also fuse 10); Injection Electronics (also fuses 10, 11); Interior Lights (also fuses 6, 19, 27); Radio (also fuses 12, 27, 28); Trunk Light; Active Check Control (also fuses 4, 6, 10, 22, 23); Service Interval Indicator (also fuse 10); On-Board Computer (also fuses 10, 12, 23, 27); Tachometer/Fuel Economy Gauge (also fuse 10).
22	7.5A	Active Check Control (also fuses 4, 6, 10, 21, 23); Lights: Front Park/Tail (also fuse 23); Lights: Front Side Marker (also fuse 23).
23	7.5A	Lights: Dash; Lights: Front Park/Tail (also fuse 22); Lights: Front Side Marker (also fuse 22); Lights: Rear Marker/License; Active Check Control (also fuses 4, 6, 10, 21, & 22); On-Board Computer (also fuses 10, 12, 21, 27); Rear Defogger (also fuse 8).
24	15A	Lights: Turn/Hazard Warning (also fuse 4).
25		Not Used.
26		Not Used.
27	30A	Interior Lights (also fuses 6, 19, 21); Central Locking; Radio/Antenna (also fuses 12, 21, 28); On-Board Computer (also fuses 10, 12, 21, 23).
28	30A	Cigar Lighter; Radio/Antenna (also fuses 12, 21, 27).
29	7.5A	Fog Lights (also fuse 30).
30	7.5A	Fog Lights (also fuse 29).
POWER WINDOW CIRCUIT BREAKER		25A Power Windows

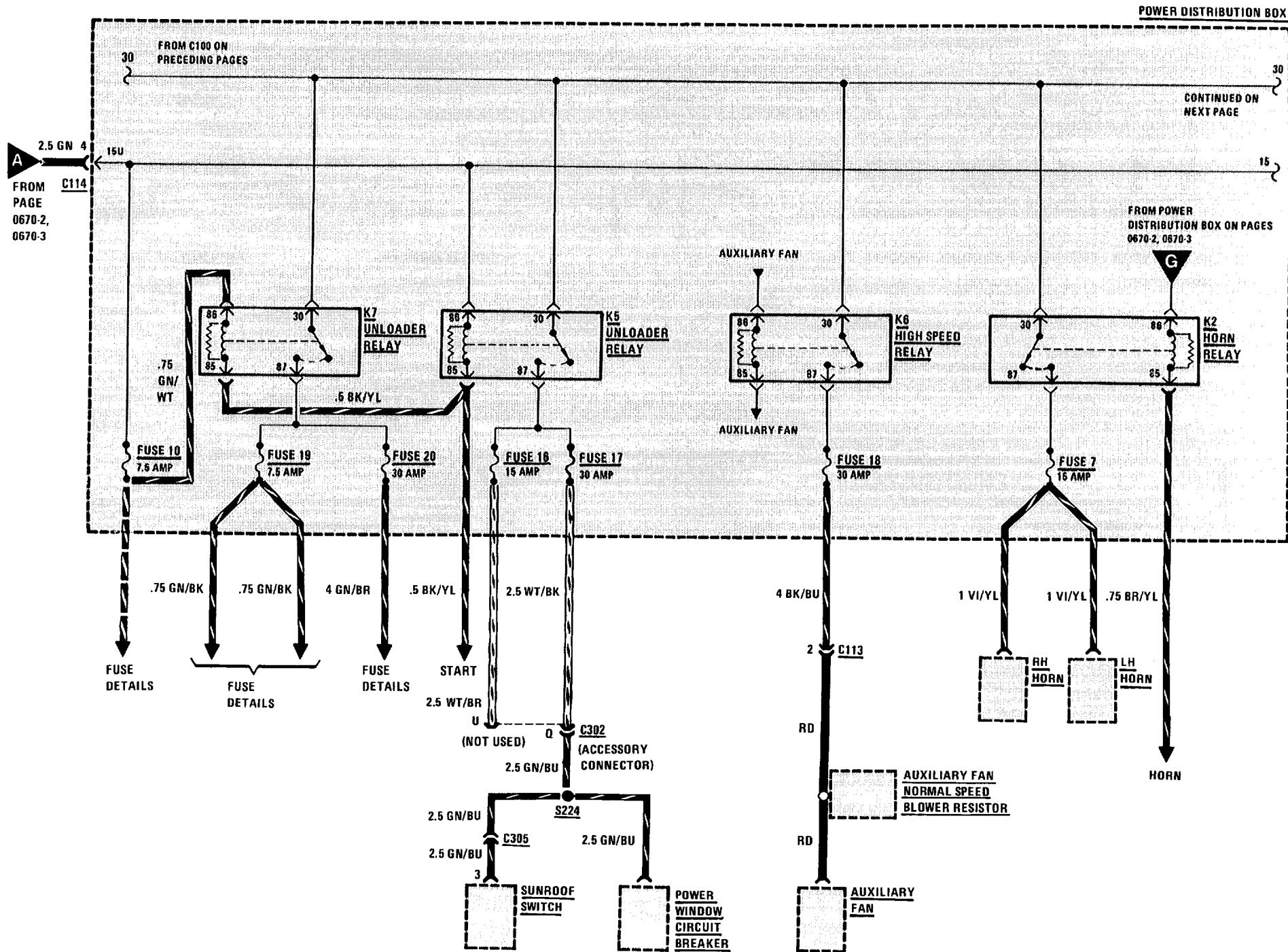
# 0670-2 POWER DISTRIBUTION 2.7e, 2.5i ENGINES – EXCEPT CONVERTIBLE



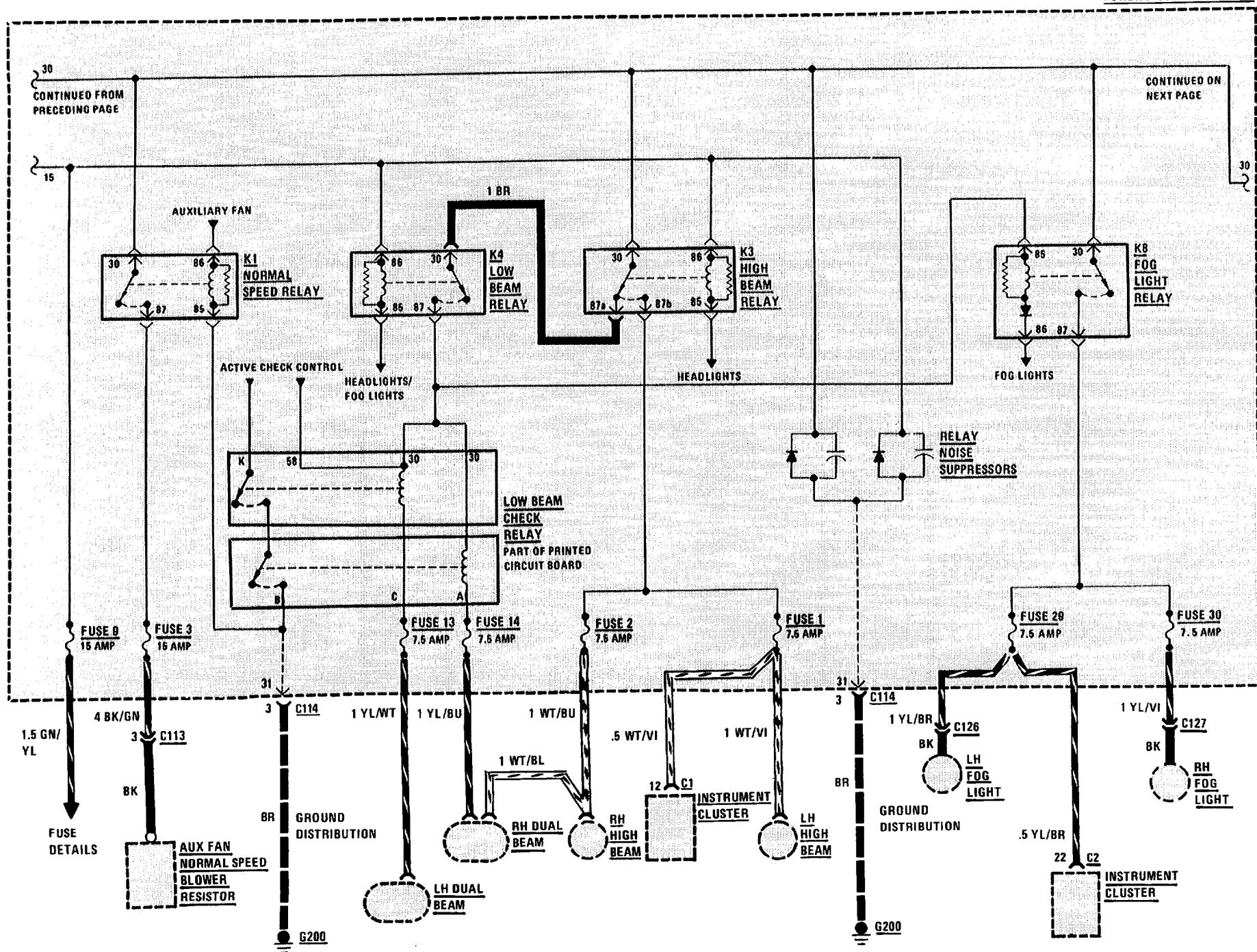
**2.5i ENGINE CONVERTIBLE POWER DISTRIBUTION 0670-3**



## **0670-4 POWER DISTRIBUTION**

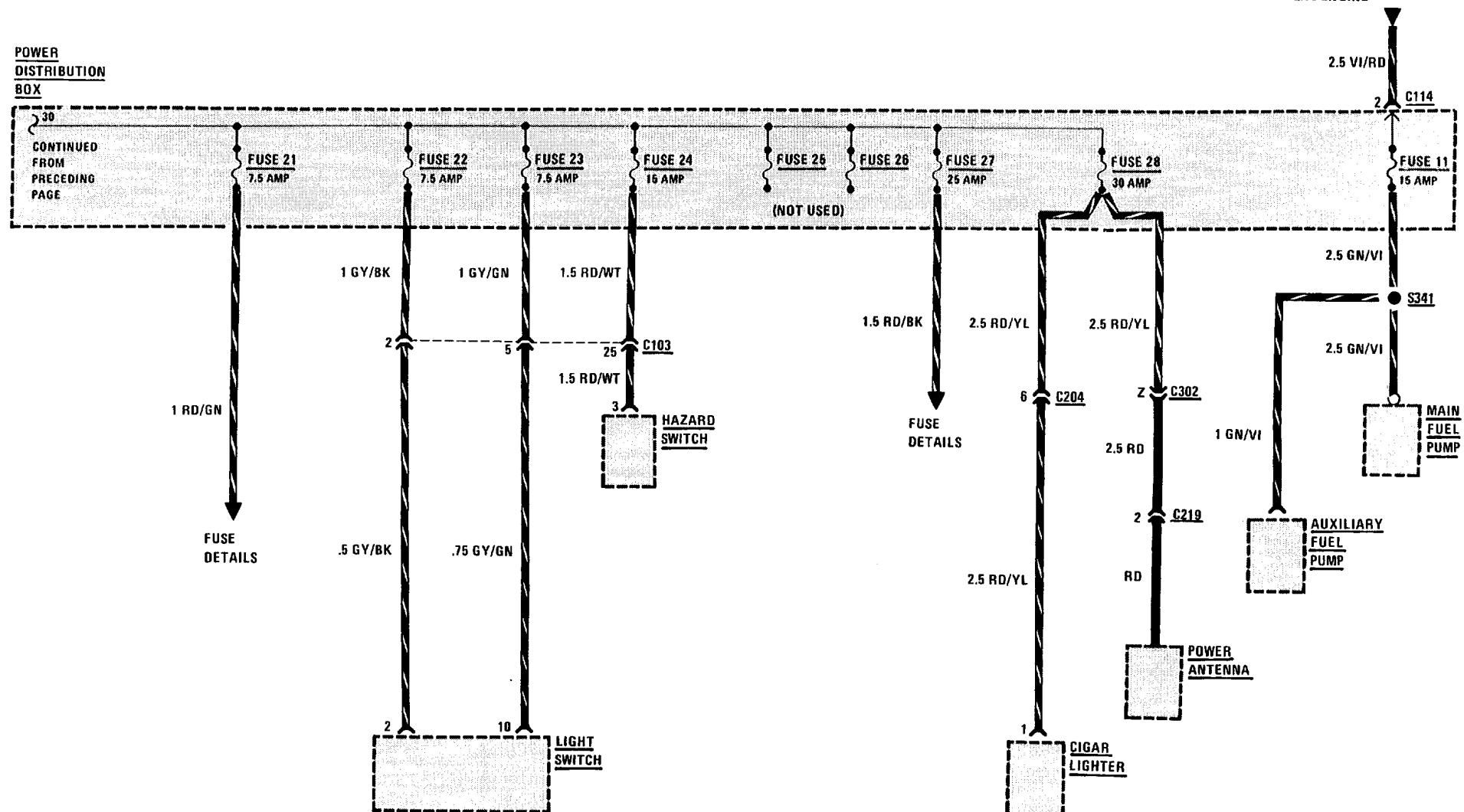


POWER DISTRIBUTION BOX

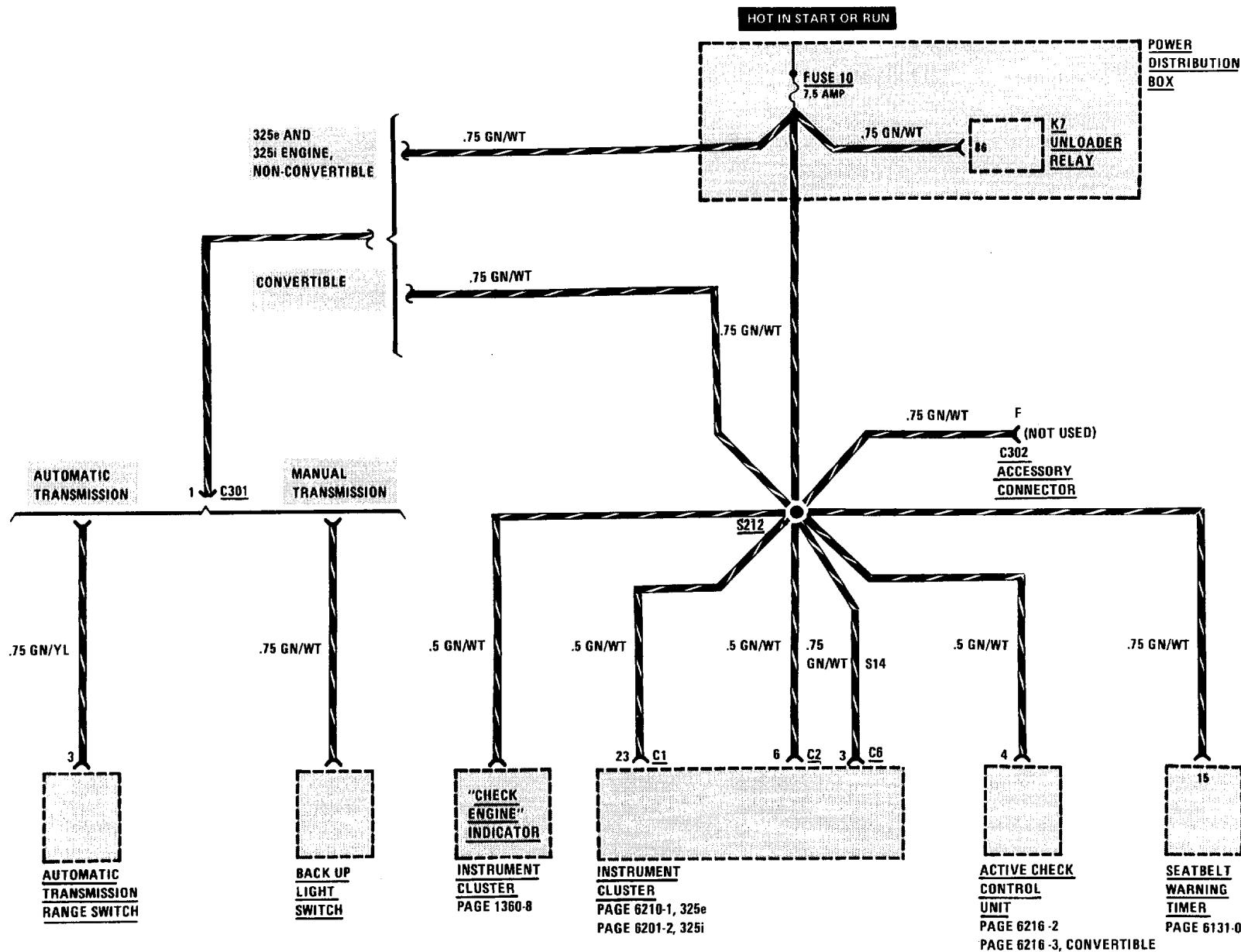


## **0670-6 POWER DISTRIBUTION**

**INJECTION ELECTRONICS  
2.5i ENGINE  
INJECTION ELECTRONICS  
2.7e ENGINE**

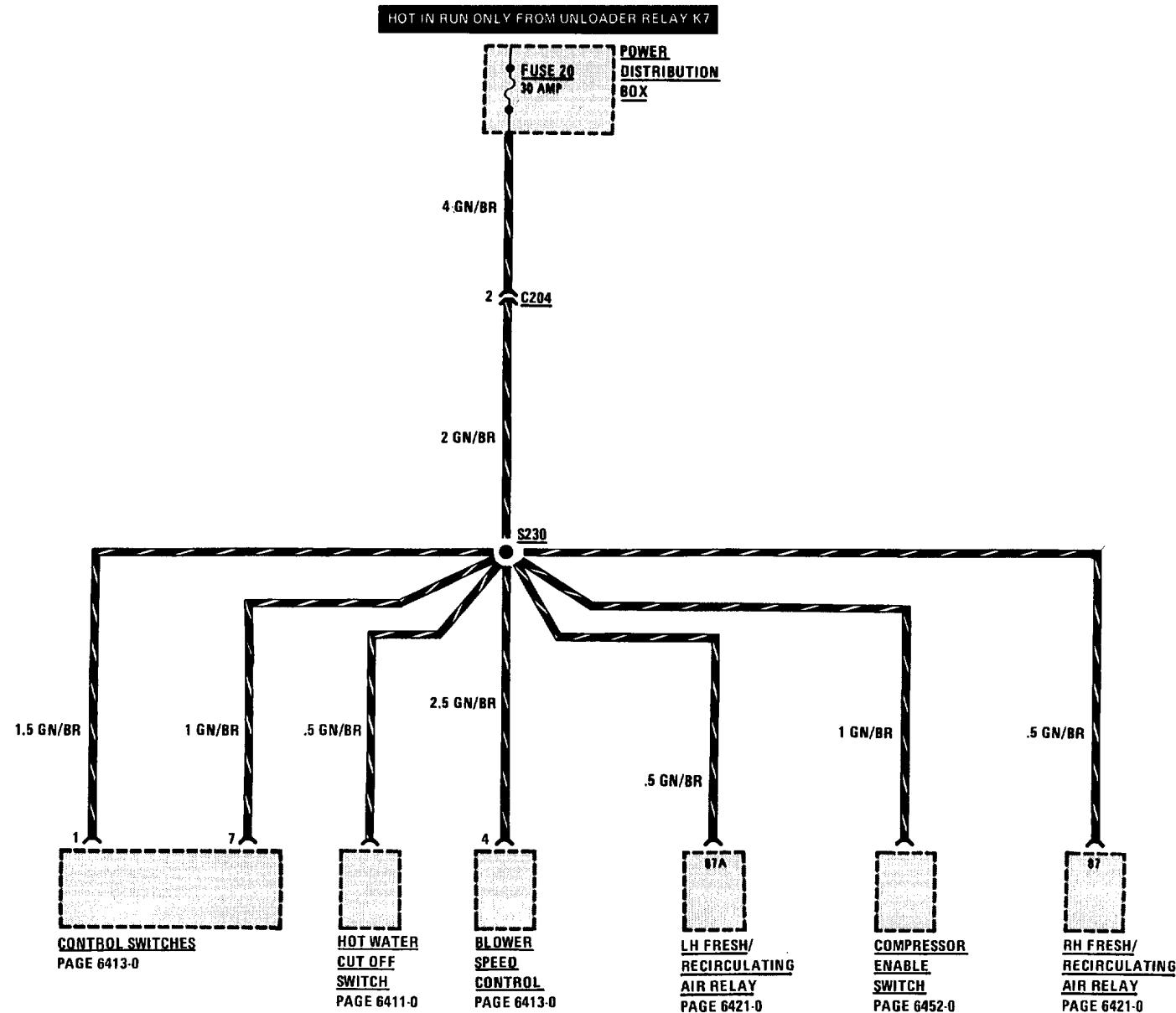


## FUSE DETAILS: FUSE 10

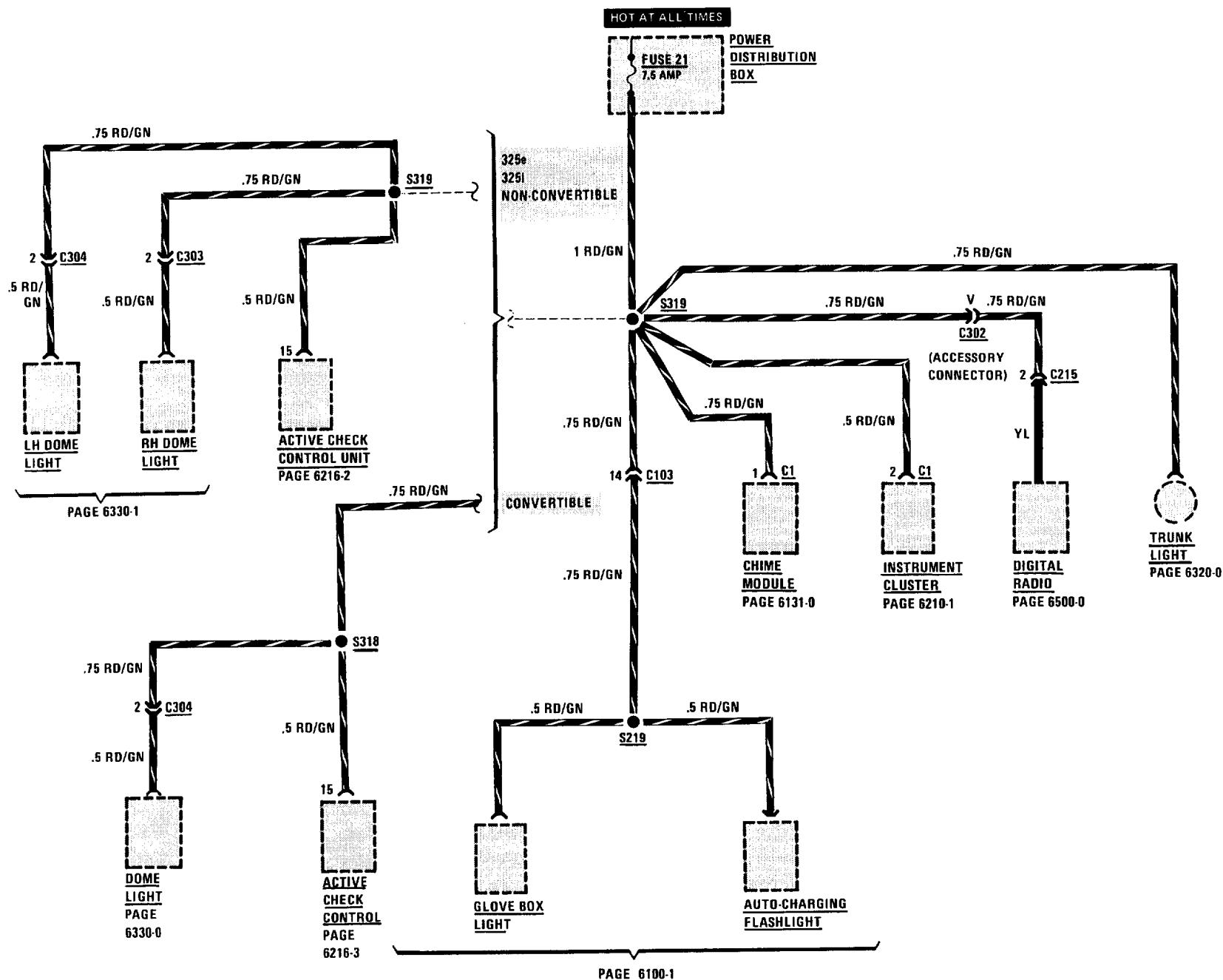


# 0670-8 POWER DISTRIBUTION

## FUSE DETAILS: FUSE 20

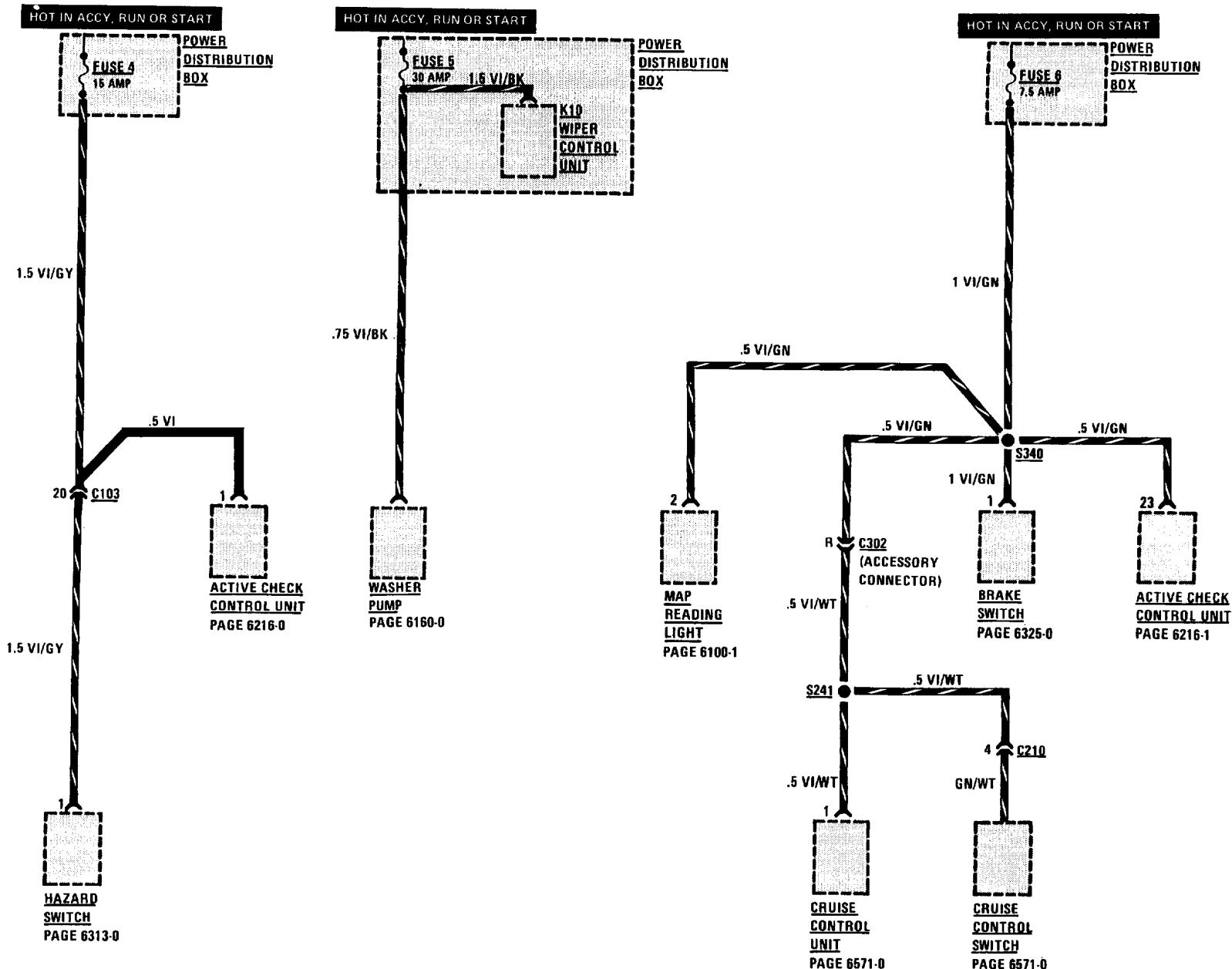


## FUSE DETAILS: FUSE 21

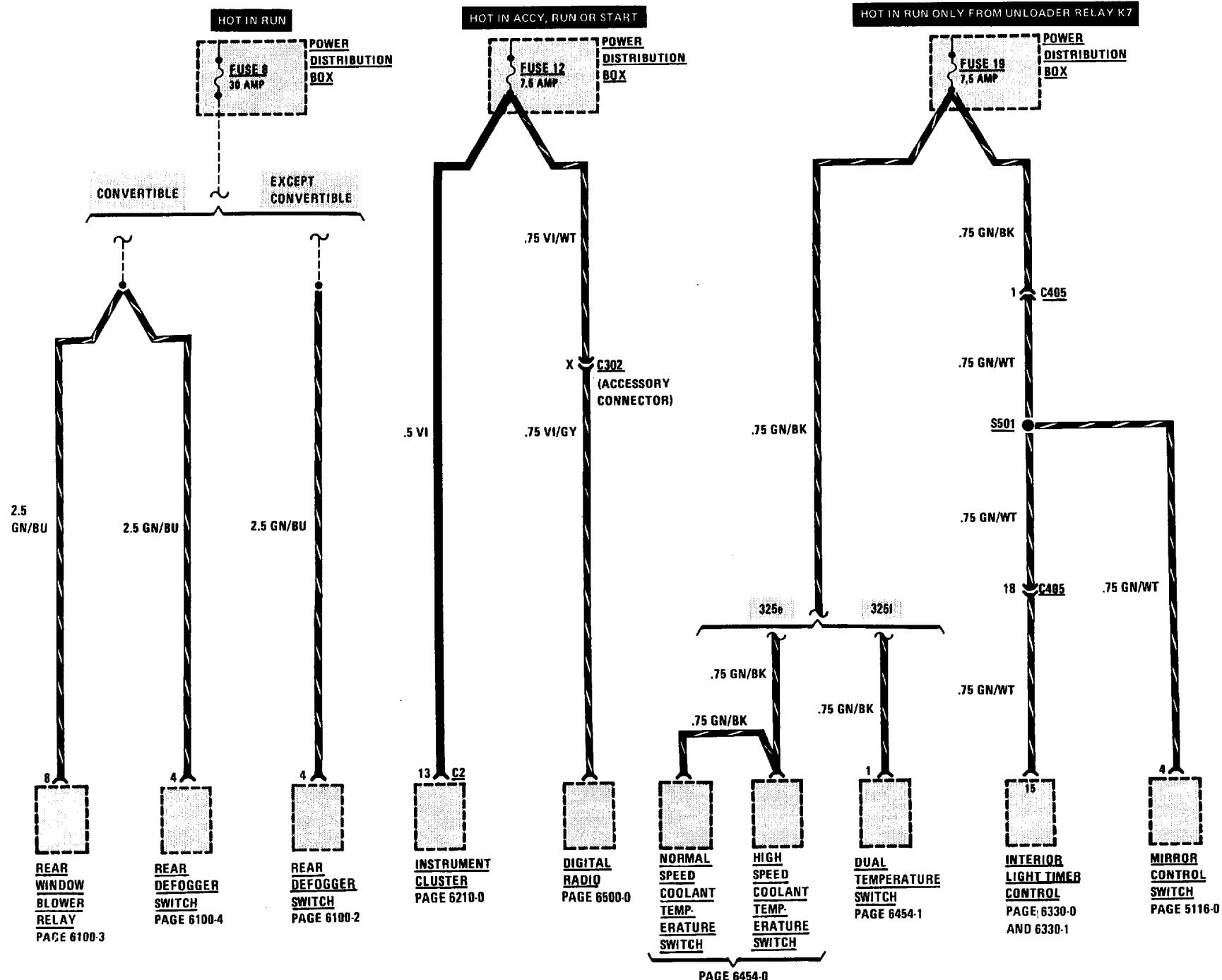


# 0670-10 POWER DISTRIBUTION

## FUSE DETAILS: FUSES 4, 5, AND 6

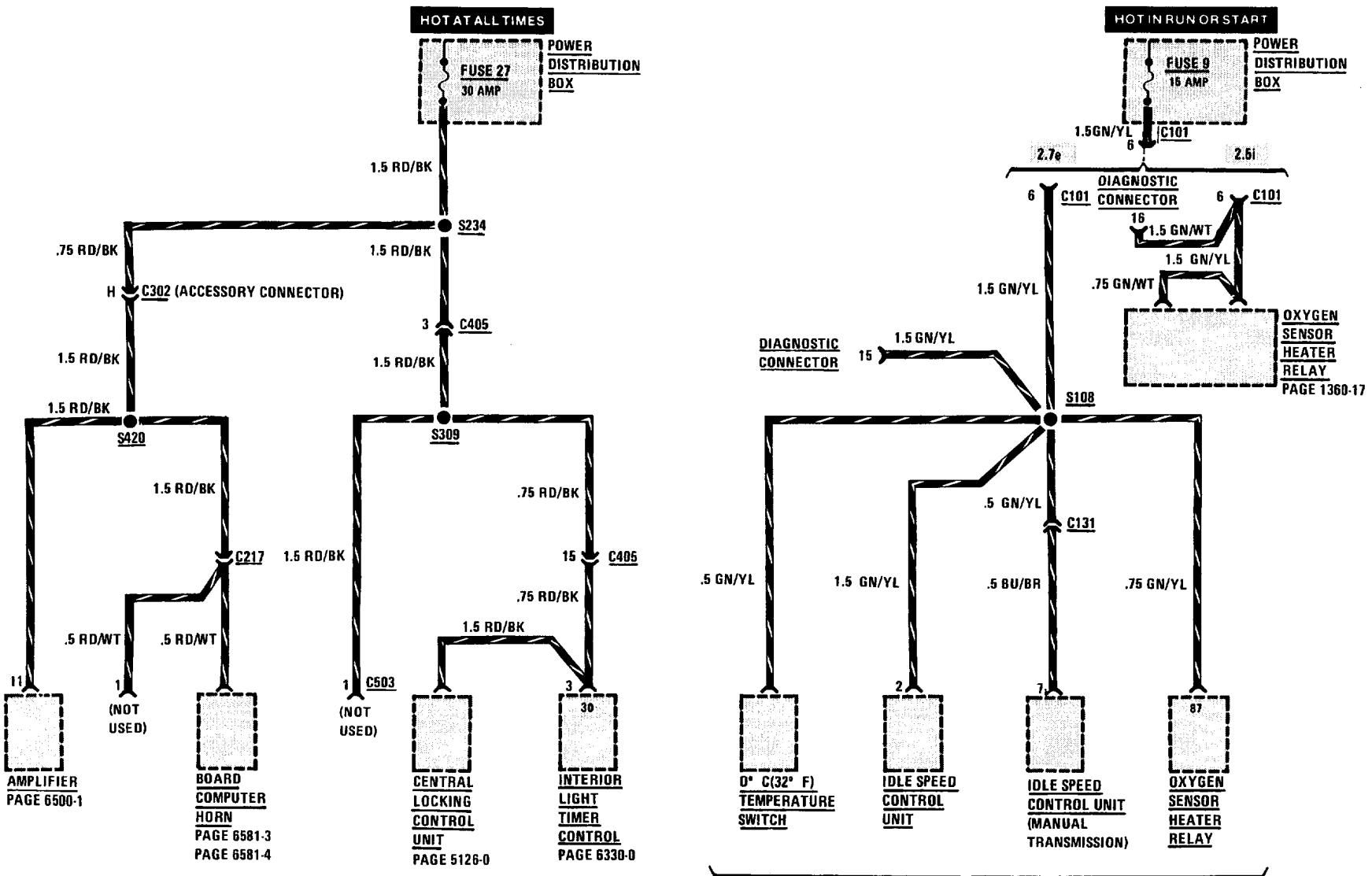


## FUSE DETAILS: FUSES 8, 12 AND 19



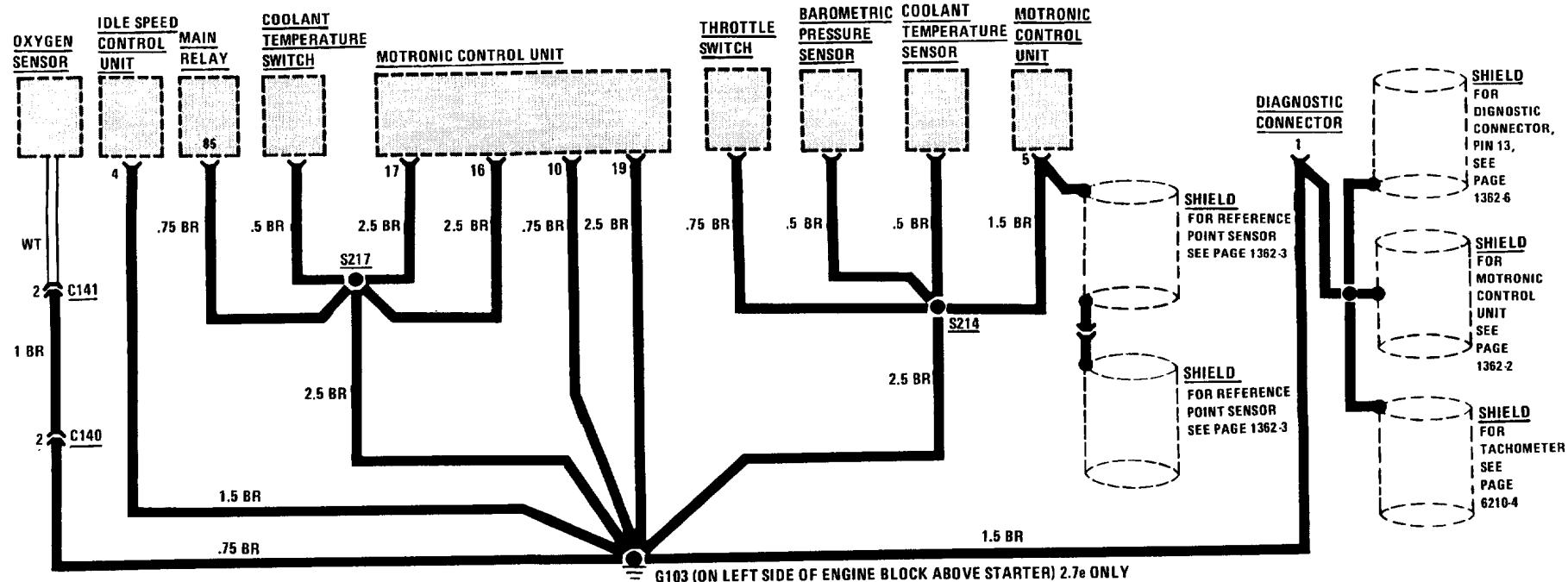
## **0670-12 POWER DISTRIBUTION**

#### **FUSE DETAILS: FUSES 27 AND 9**

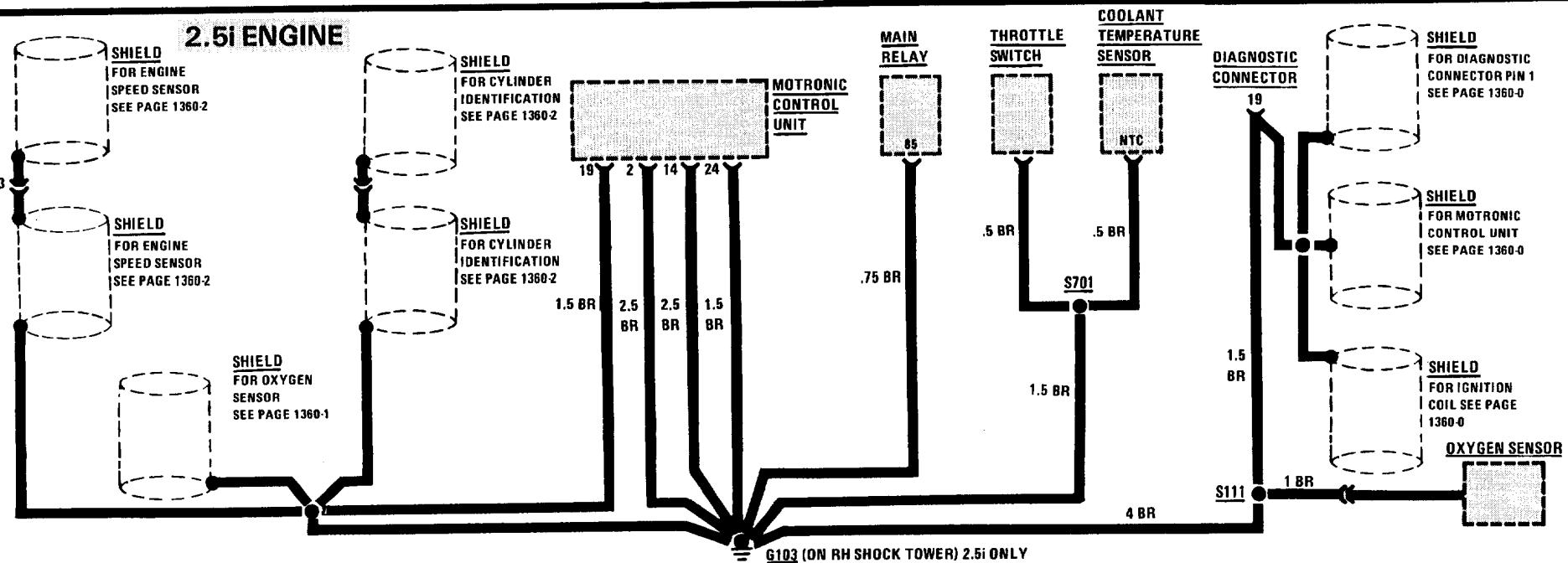


## 2.7e ENGINE

## GROUND DISTRIBUTION (G103)

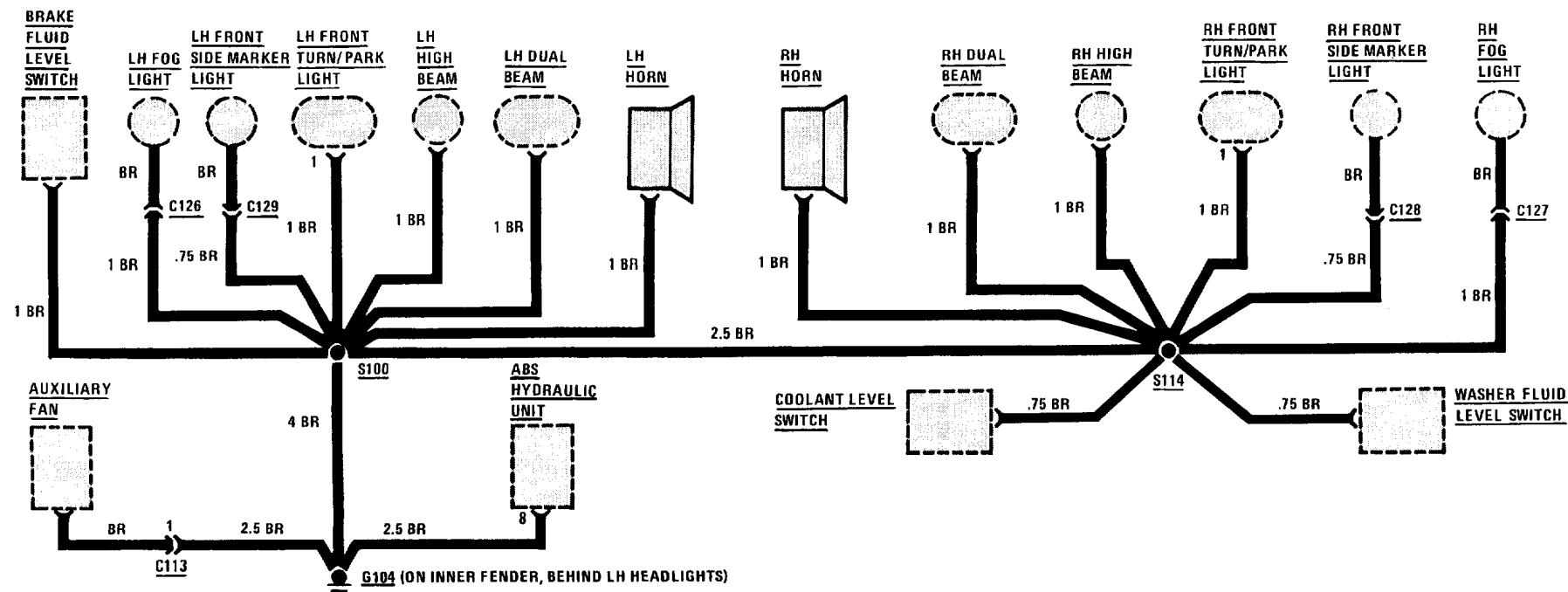
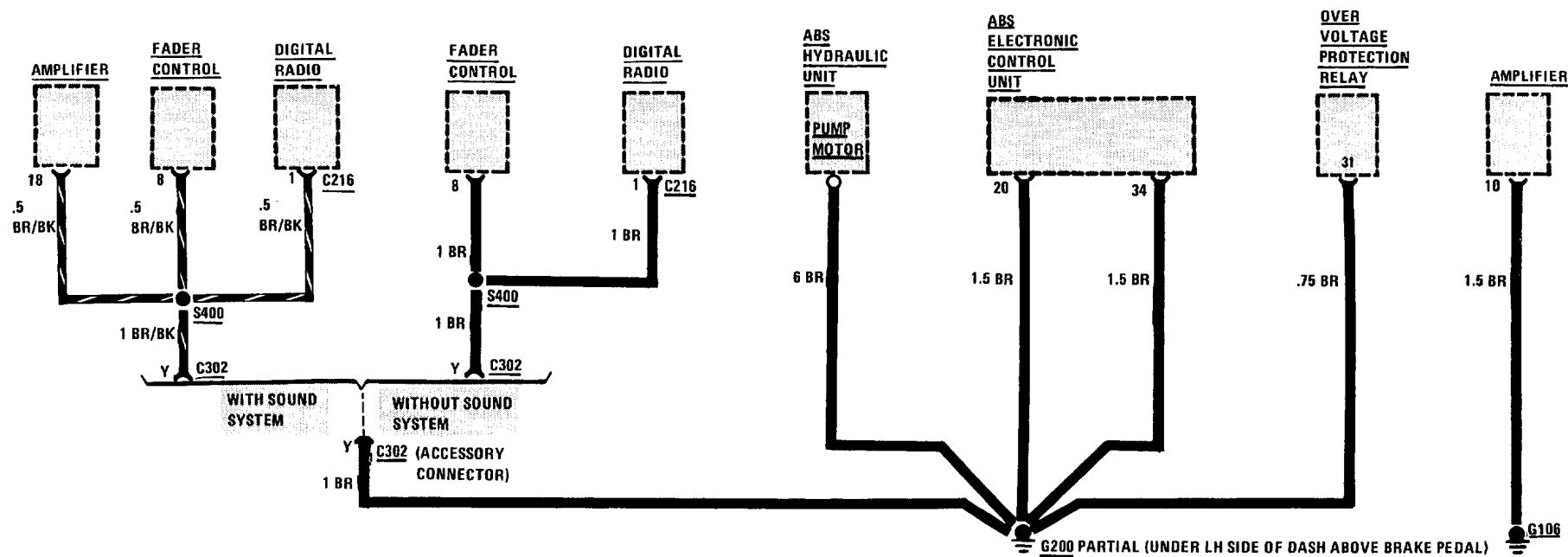


## 2.5i ENGINE

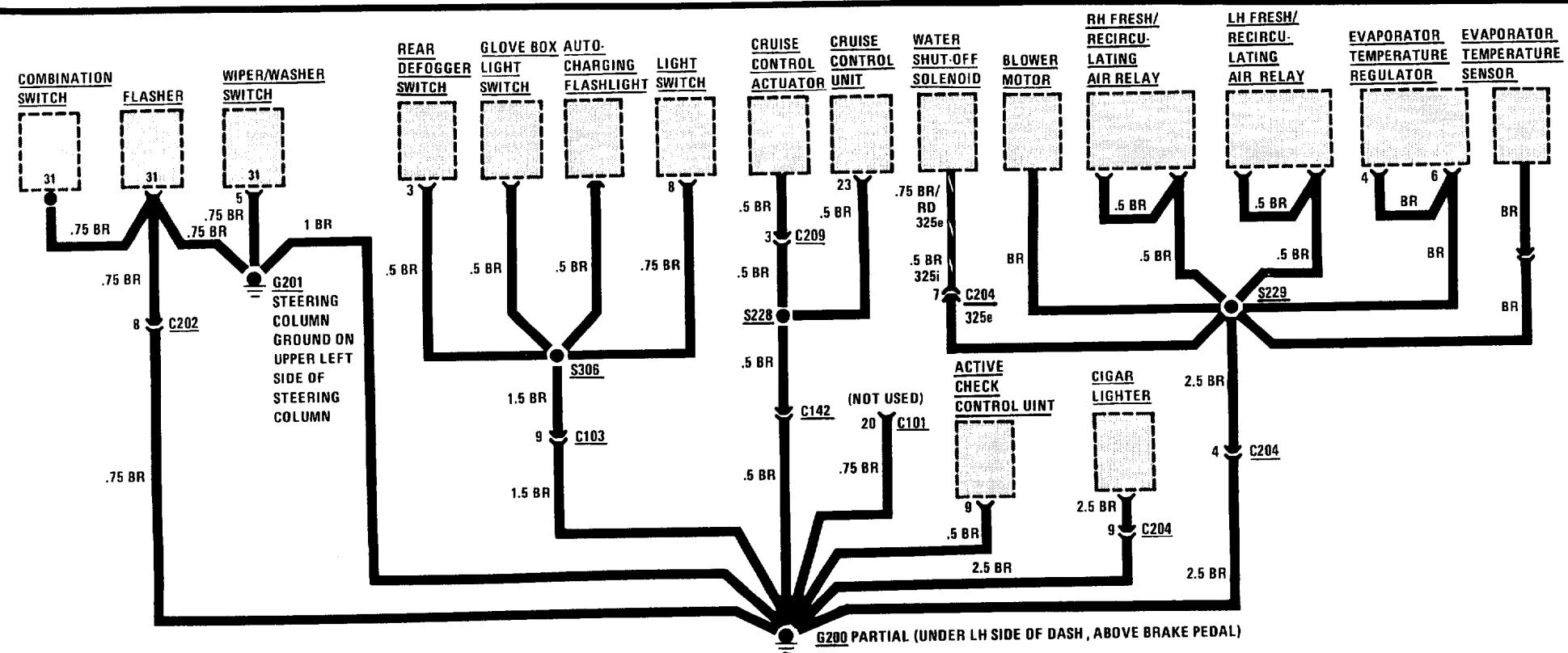
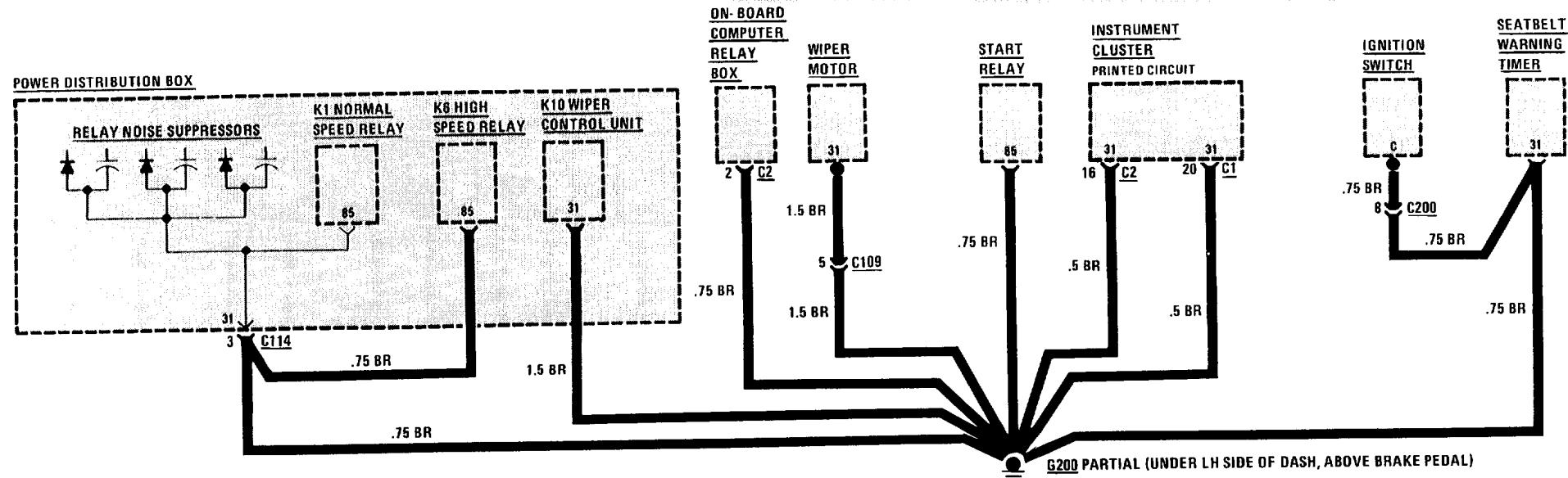


# 0670-14 POWER DISTRIBUTION 2.7e, 2.5i ENGINES – EXCEPT CONVERTIBLE

## GROUND DISTRIBUTION (G104, G106 AND G200 PARTIAL)

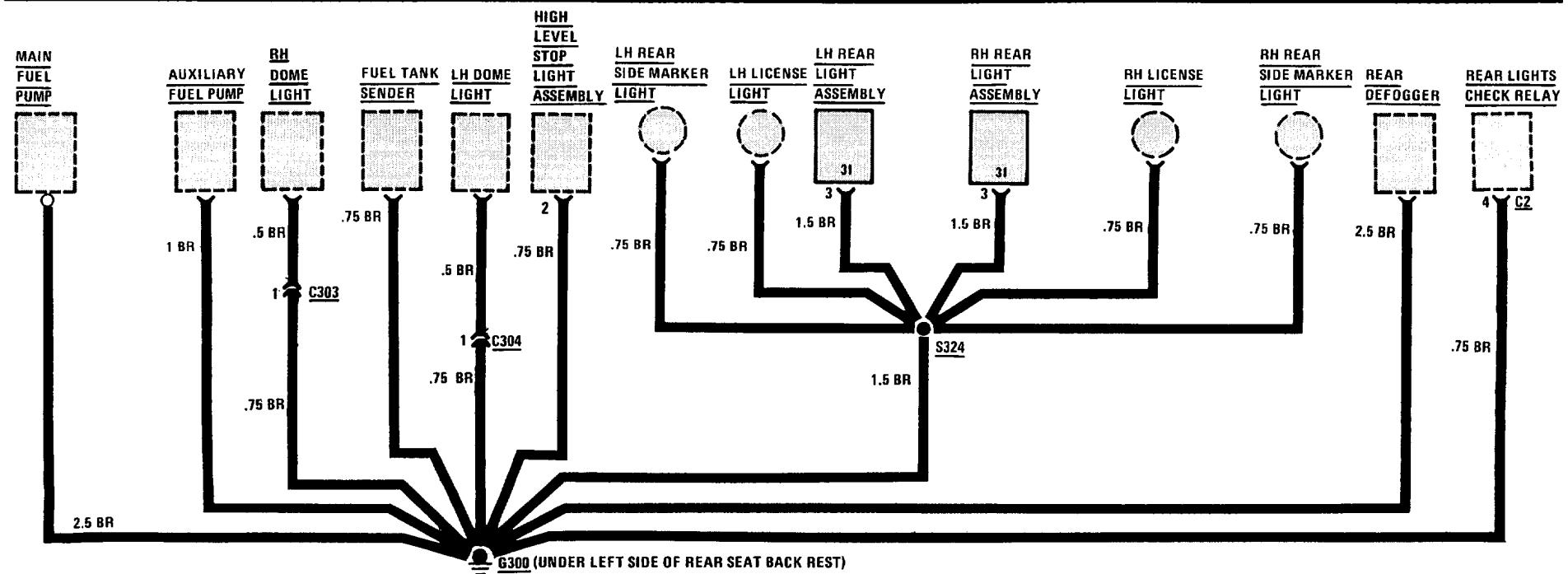
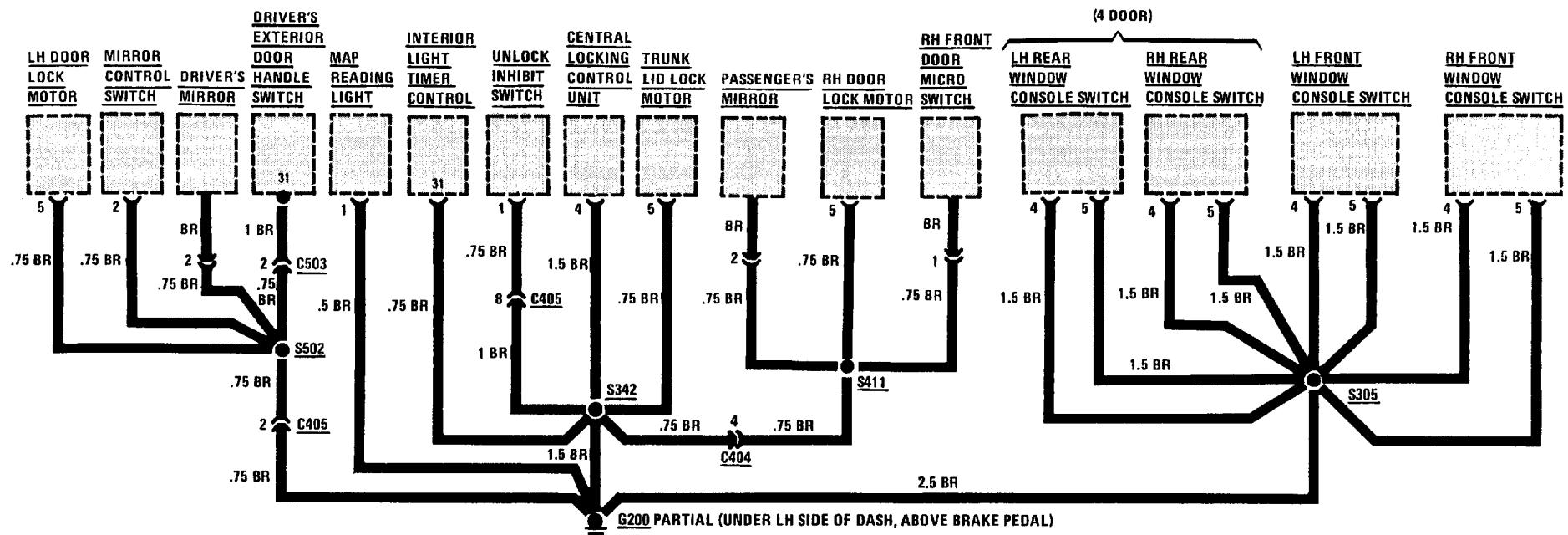


## GROUND DISTRIBUTION (G201 AND G200 PARTIAL)



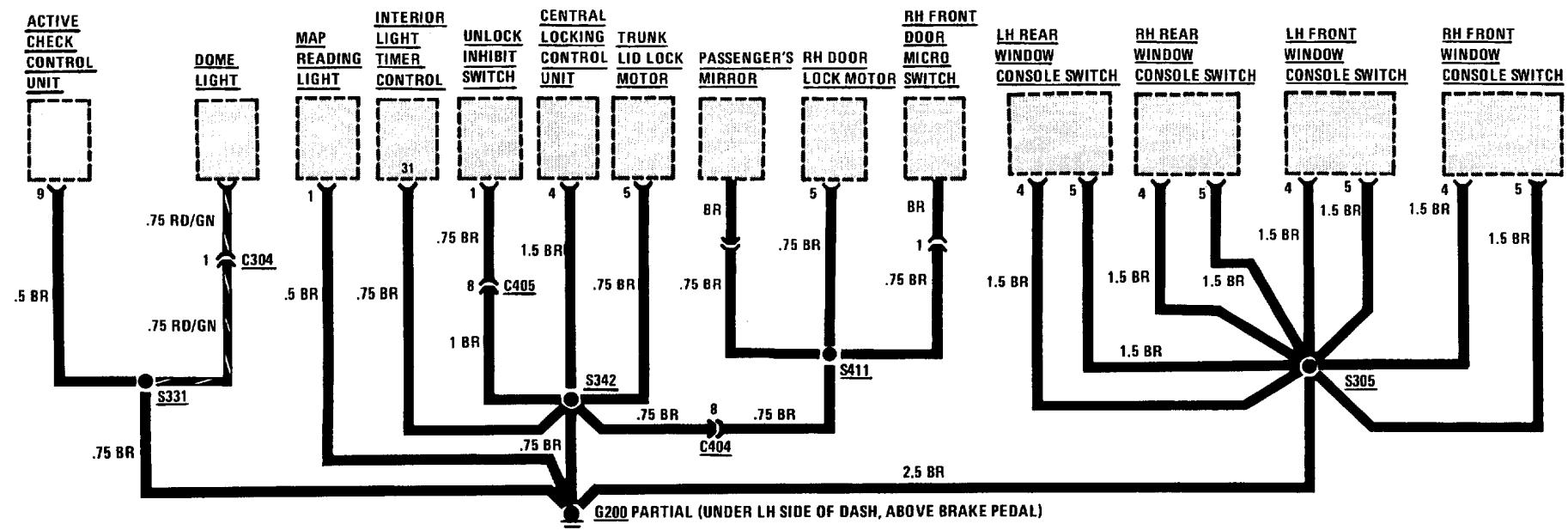
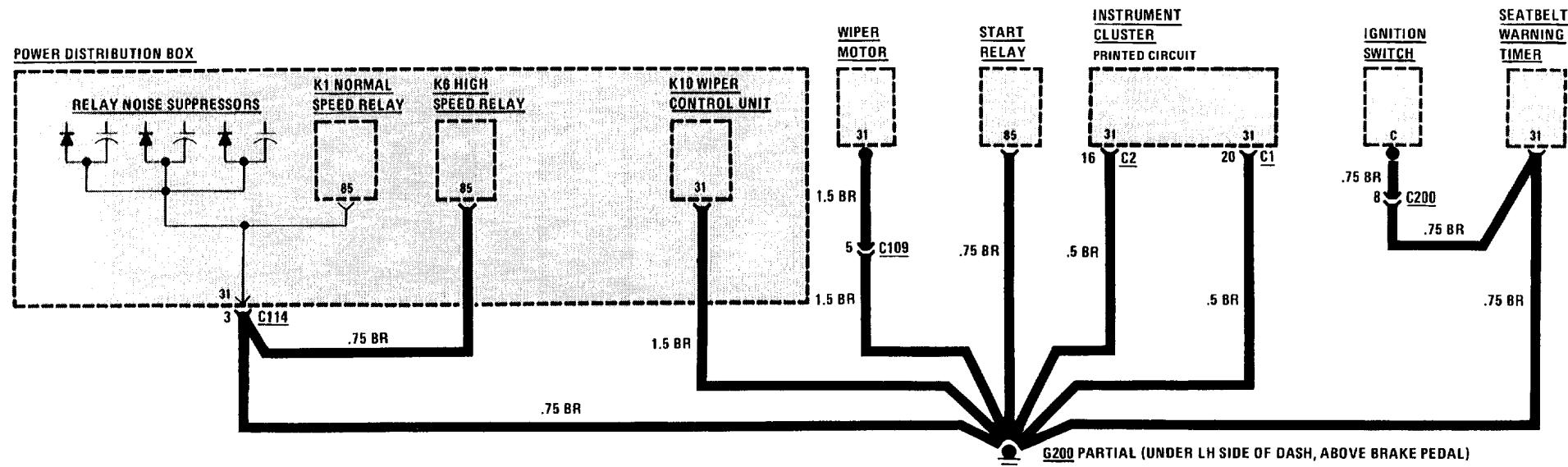
# 0670-16 POWER DISTRIBUTION 2.7e, 2.5i ENGINES – EXCEPT CONVERTIBLE

## GROUND DISTRIBUTION (G200 PARTIAL AND G300)



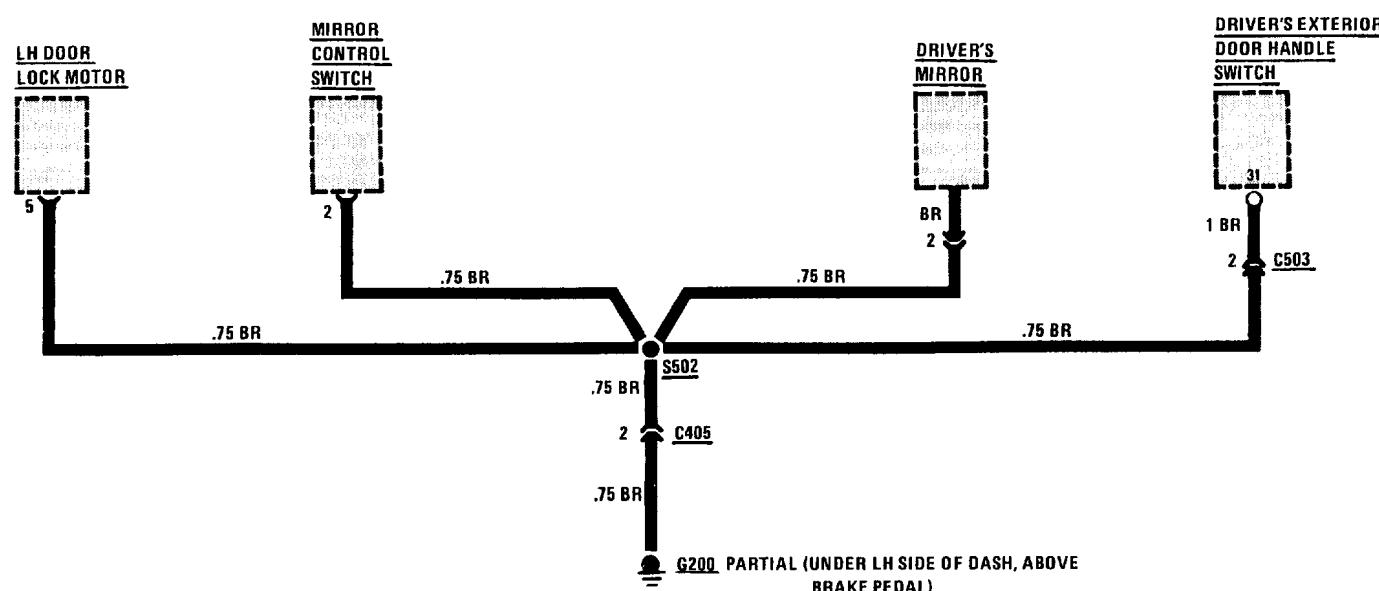
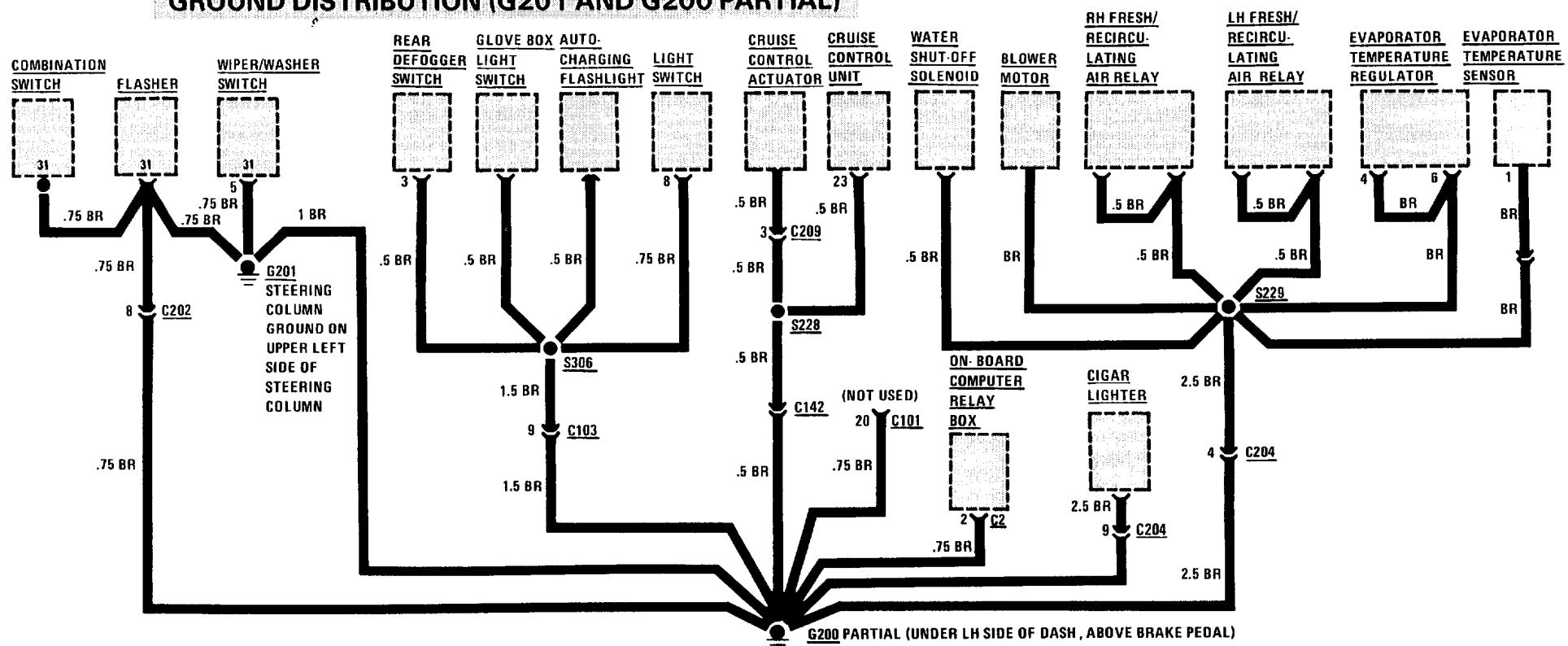
## **2.5i ENGINE CONVERTIBLE POWER DISTRIBUTION 0670-17**

## **GROUND DISTRIBUTION (G200 PARTIAL)**



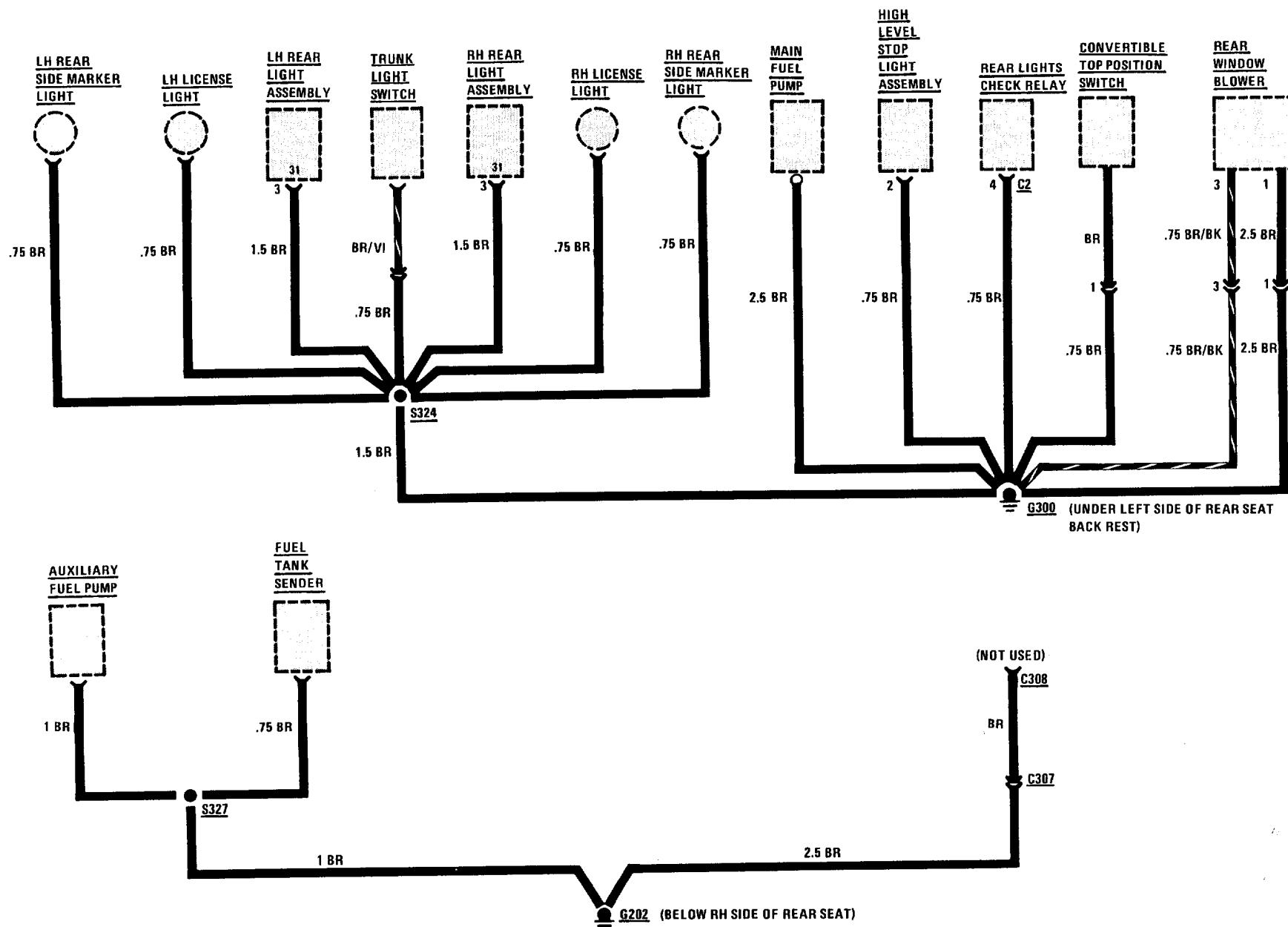
# 0670-18 POWER DISTRIBUTION 2.5i ENGINE CONVERTIBLE

## GROUND DISTRIBUTION (G201 AND G200 PARTIAL)

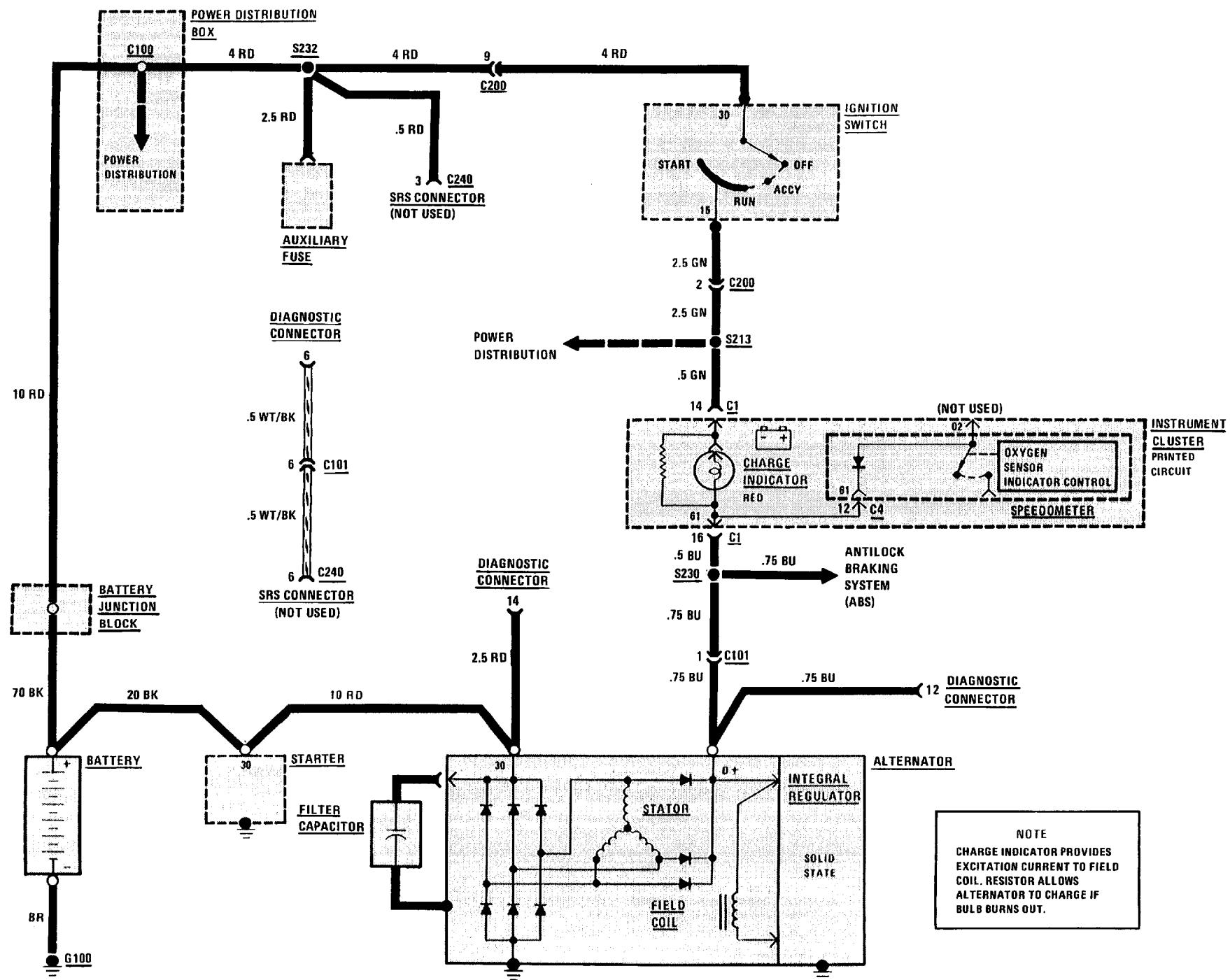


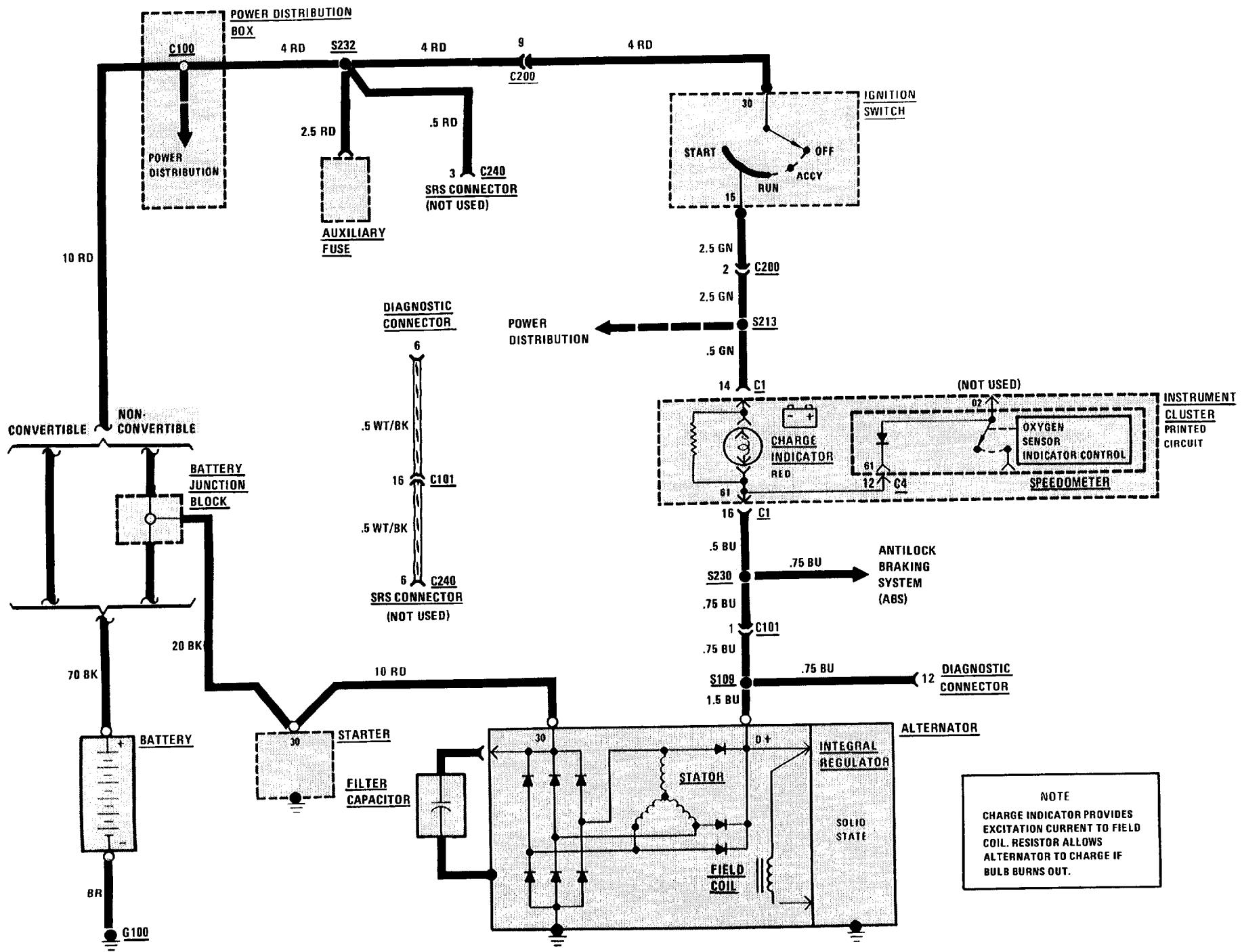
# 2.5i ENGINE CONVERTIBLE POWER DISTRIBUTION 0670-19

## GROUND DISTRIBUTION (G300 AND G202)



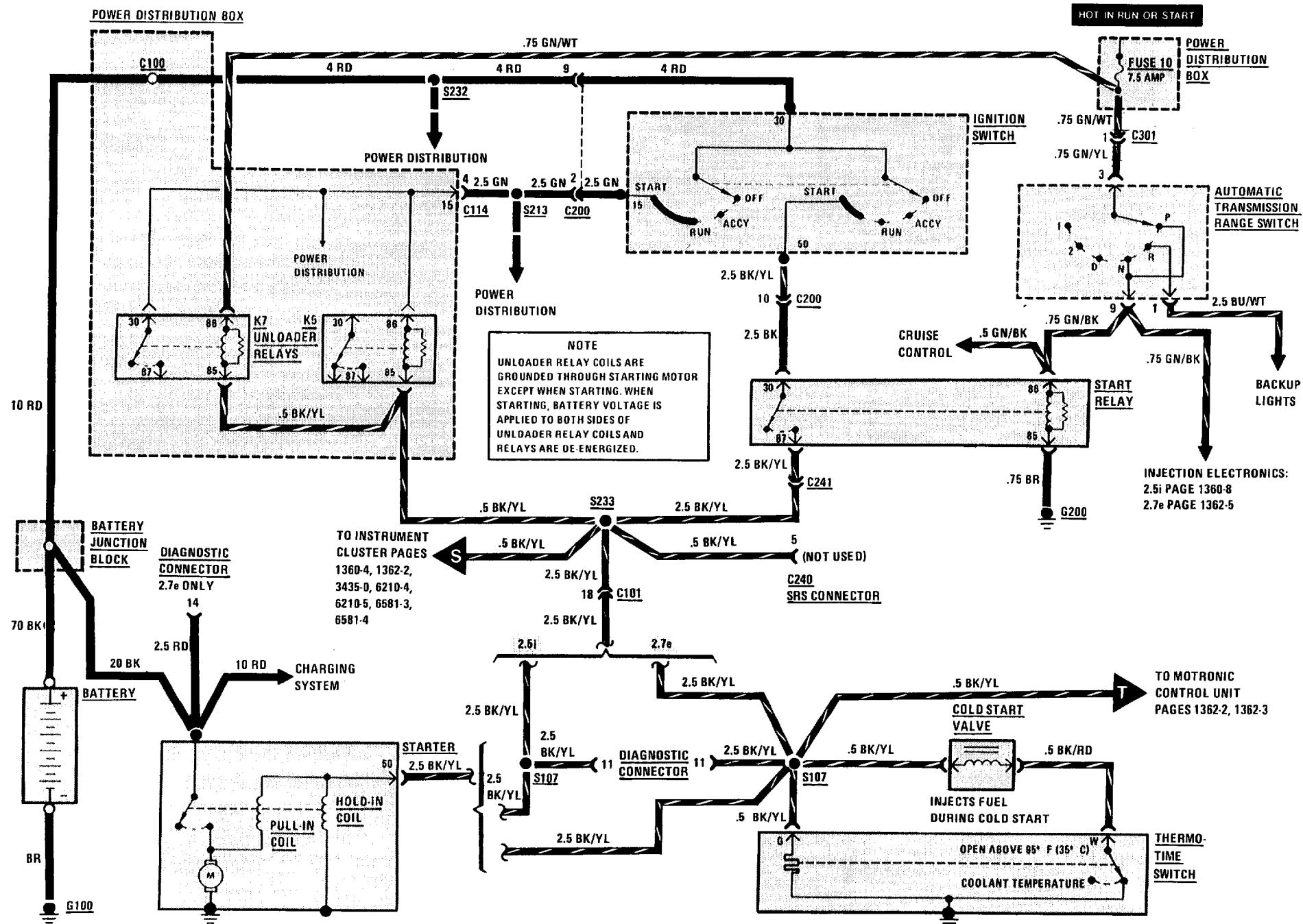
**1230-0 CHARGE 2.7e ENGINE**



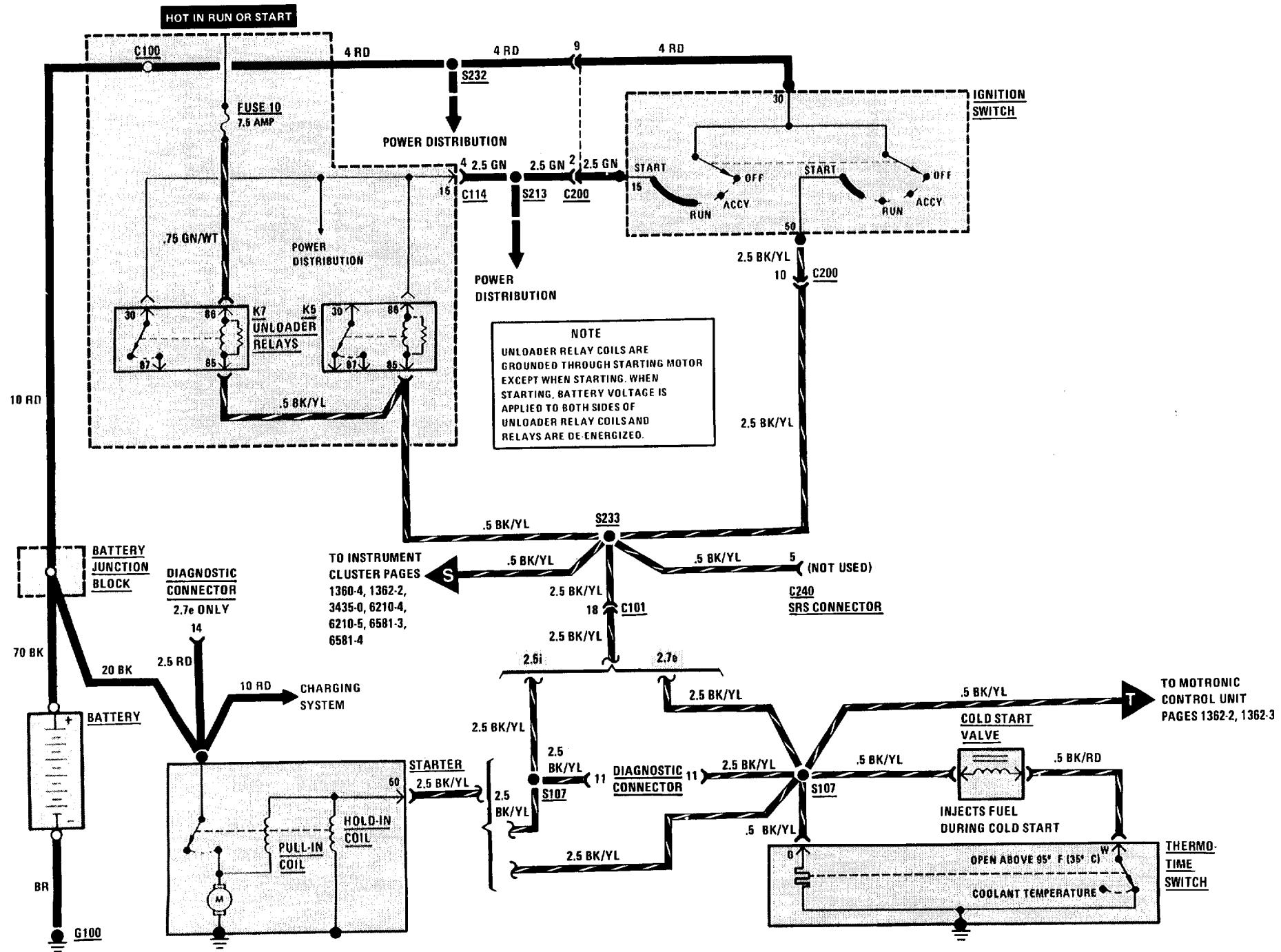


**1240-0 START 2.7e, 2.5i ENGINES EXCEPT CONVERTIBLE**

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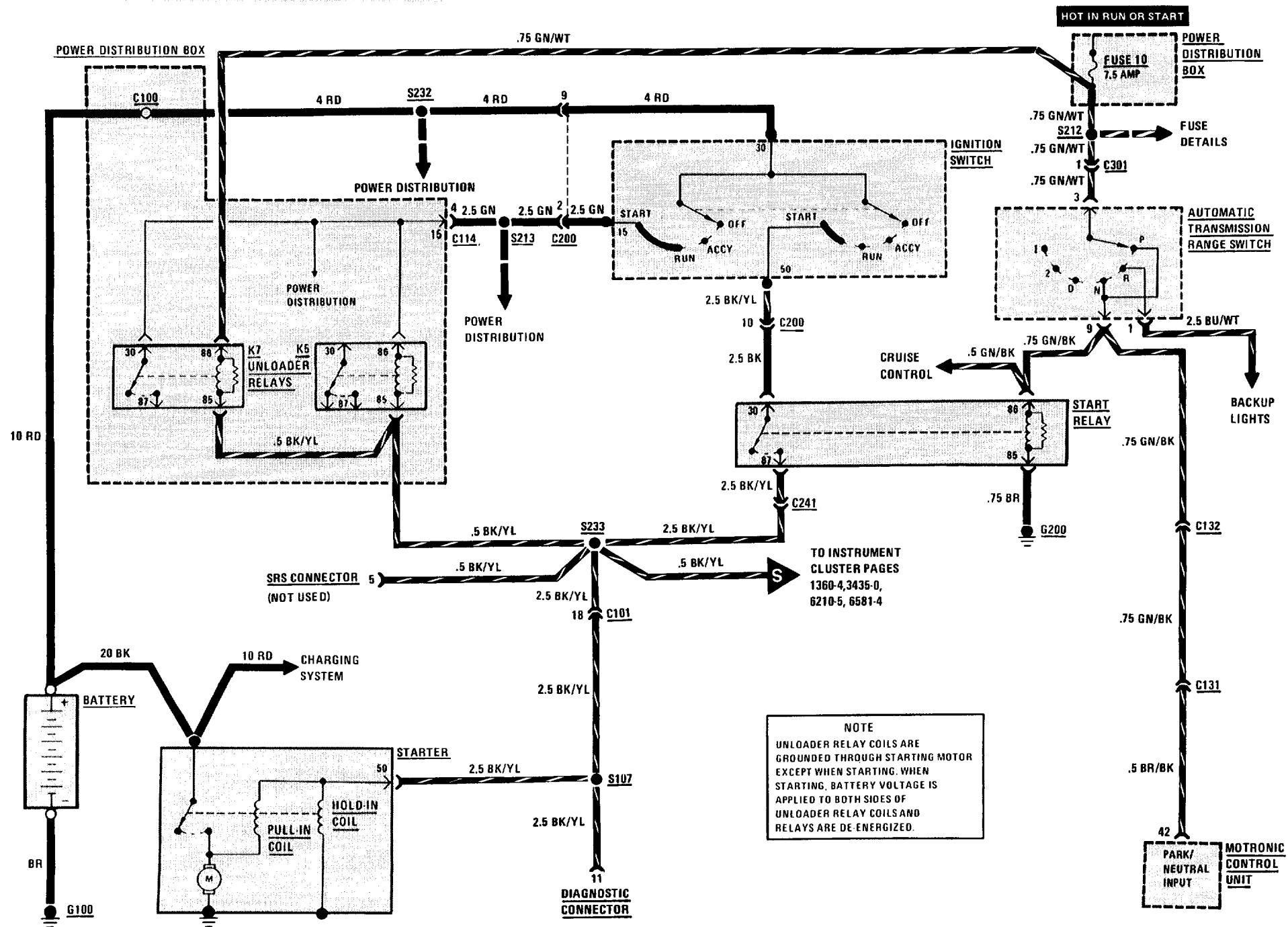


## **MANUAL TRANSMISSION**

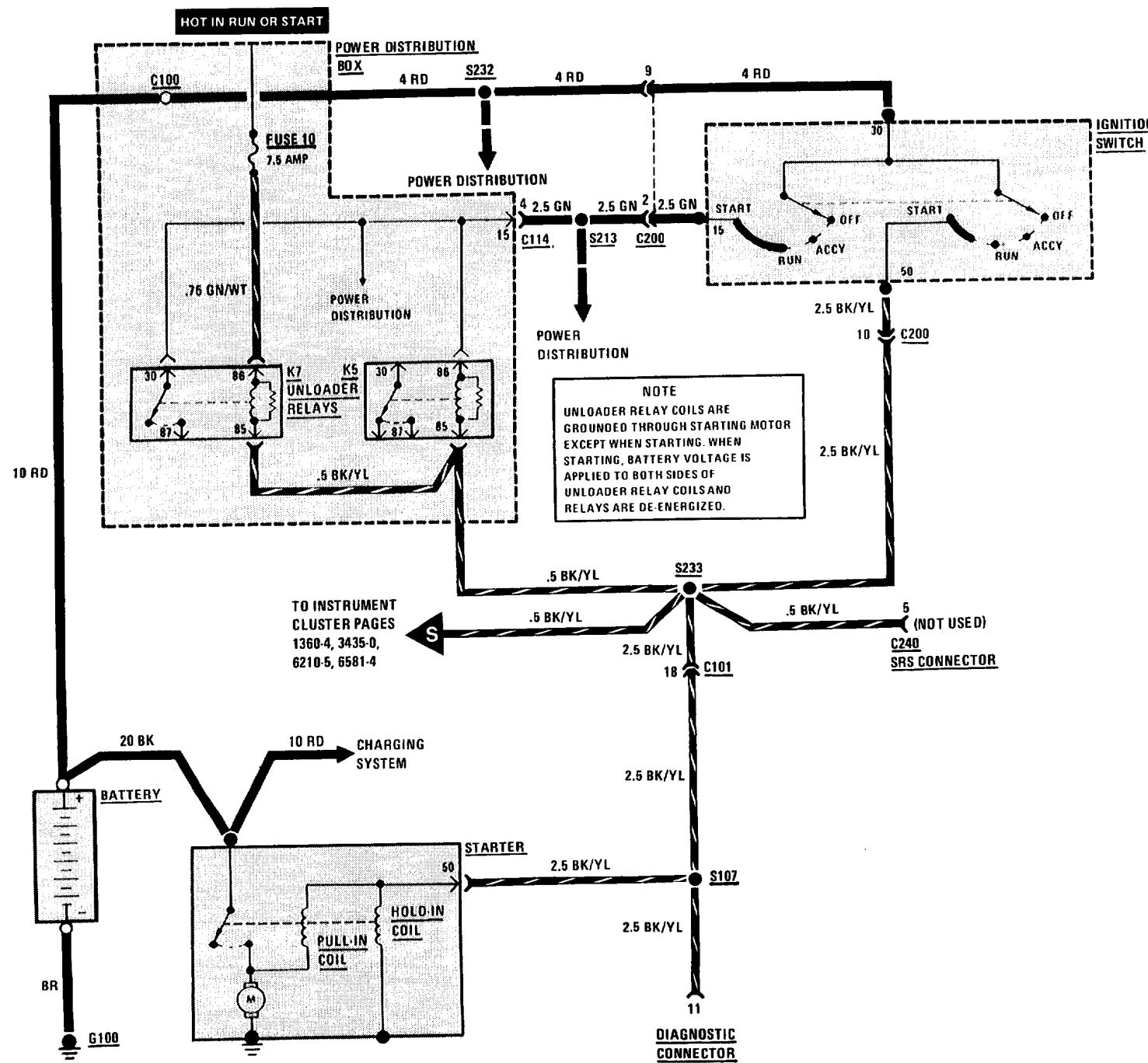


**1240-2 START CONVERTIBLE**

## AUTOMATIC TRANSMISSION

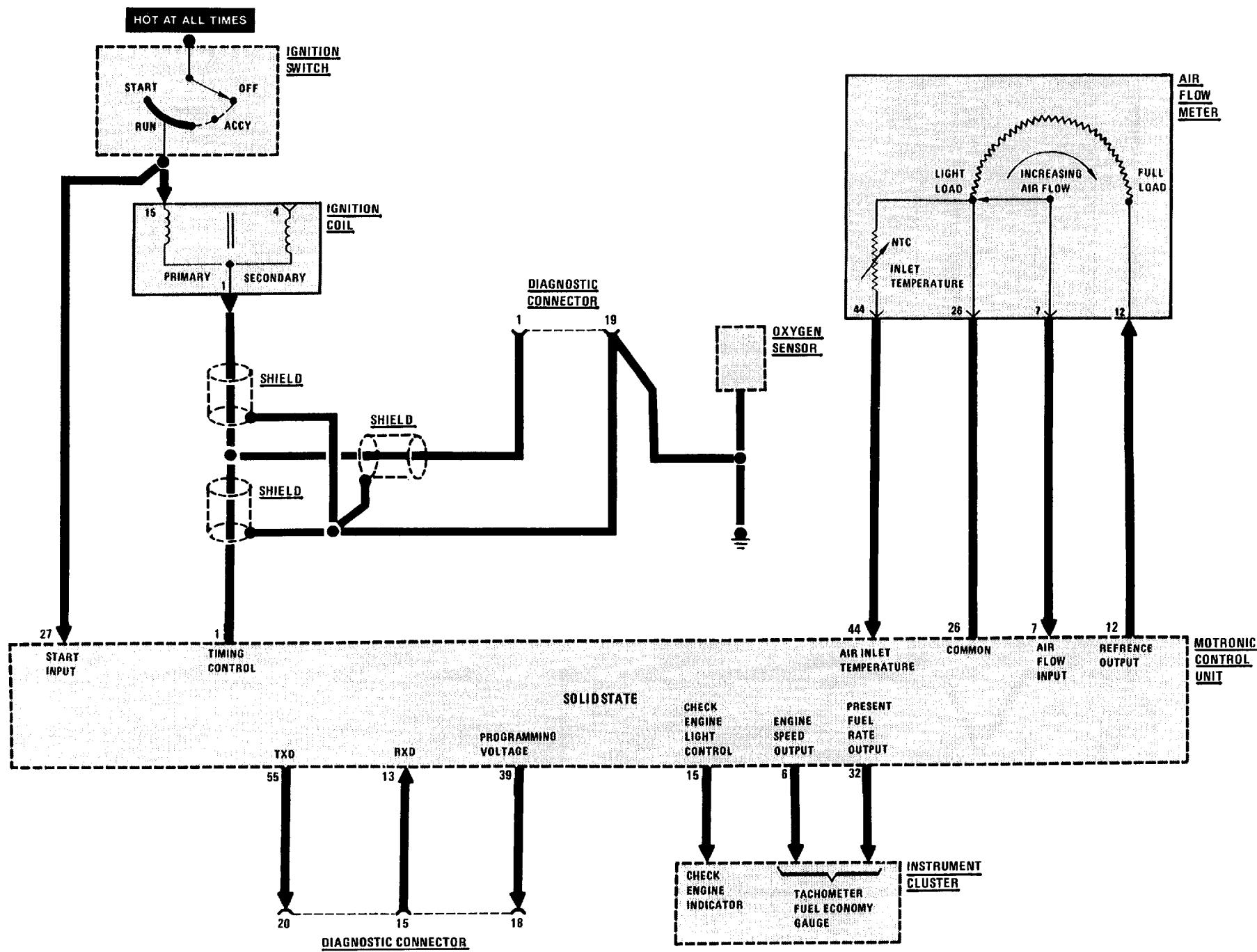


## MANUAL TRANSMISSION

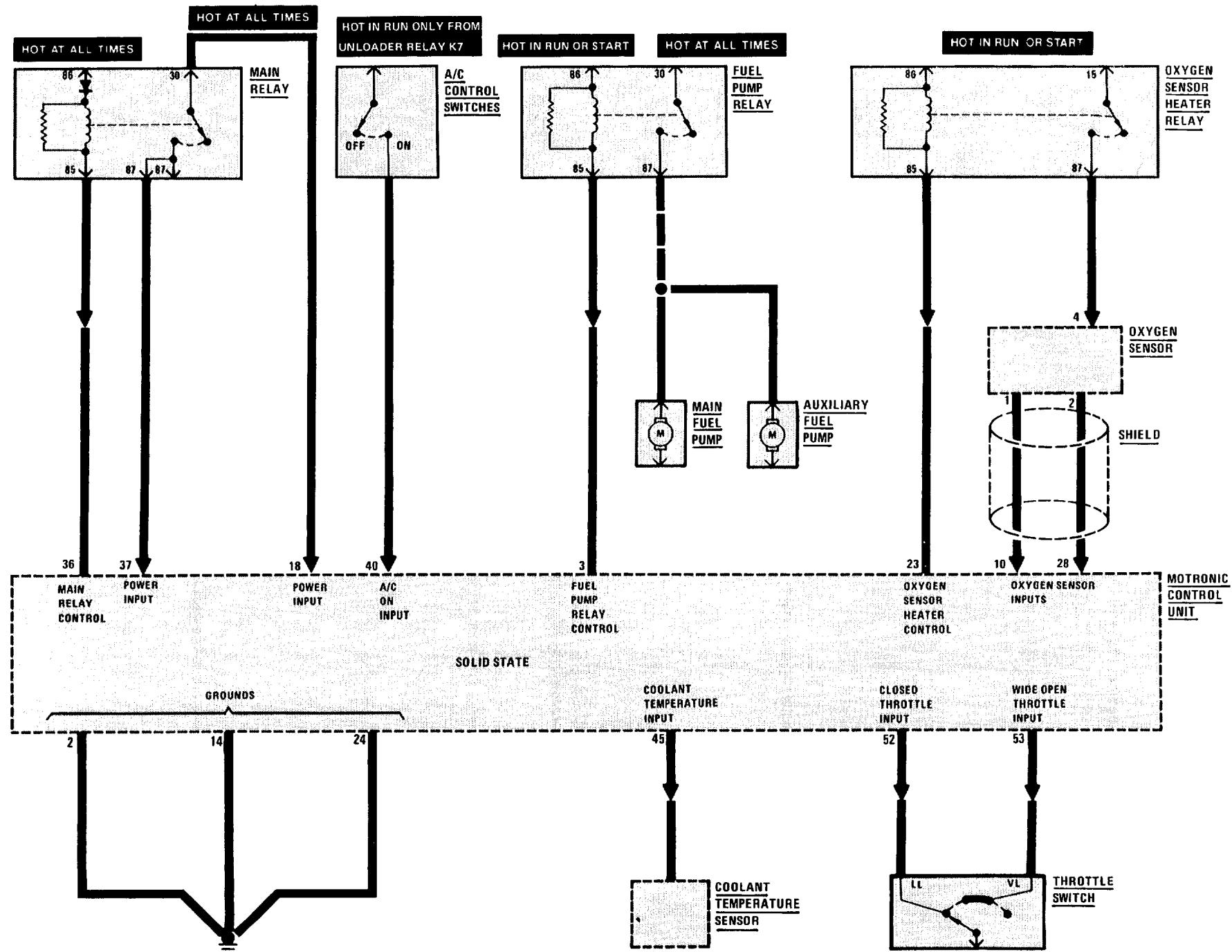


# 1360-0 INJECTION ELECTRONICS 2.5i ENGINE

## ENGINE BLOCK DIAGRAM

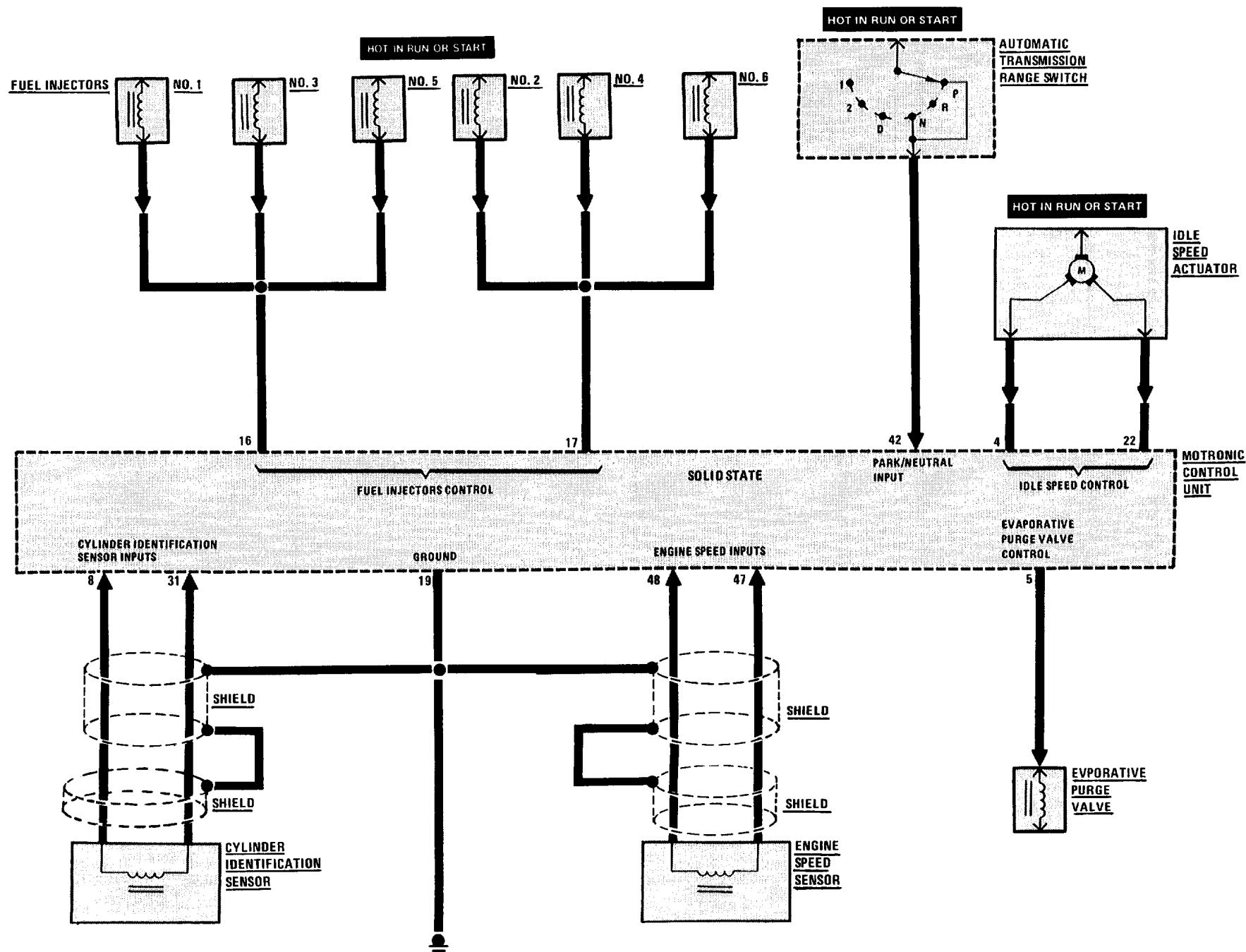


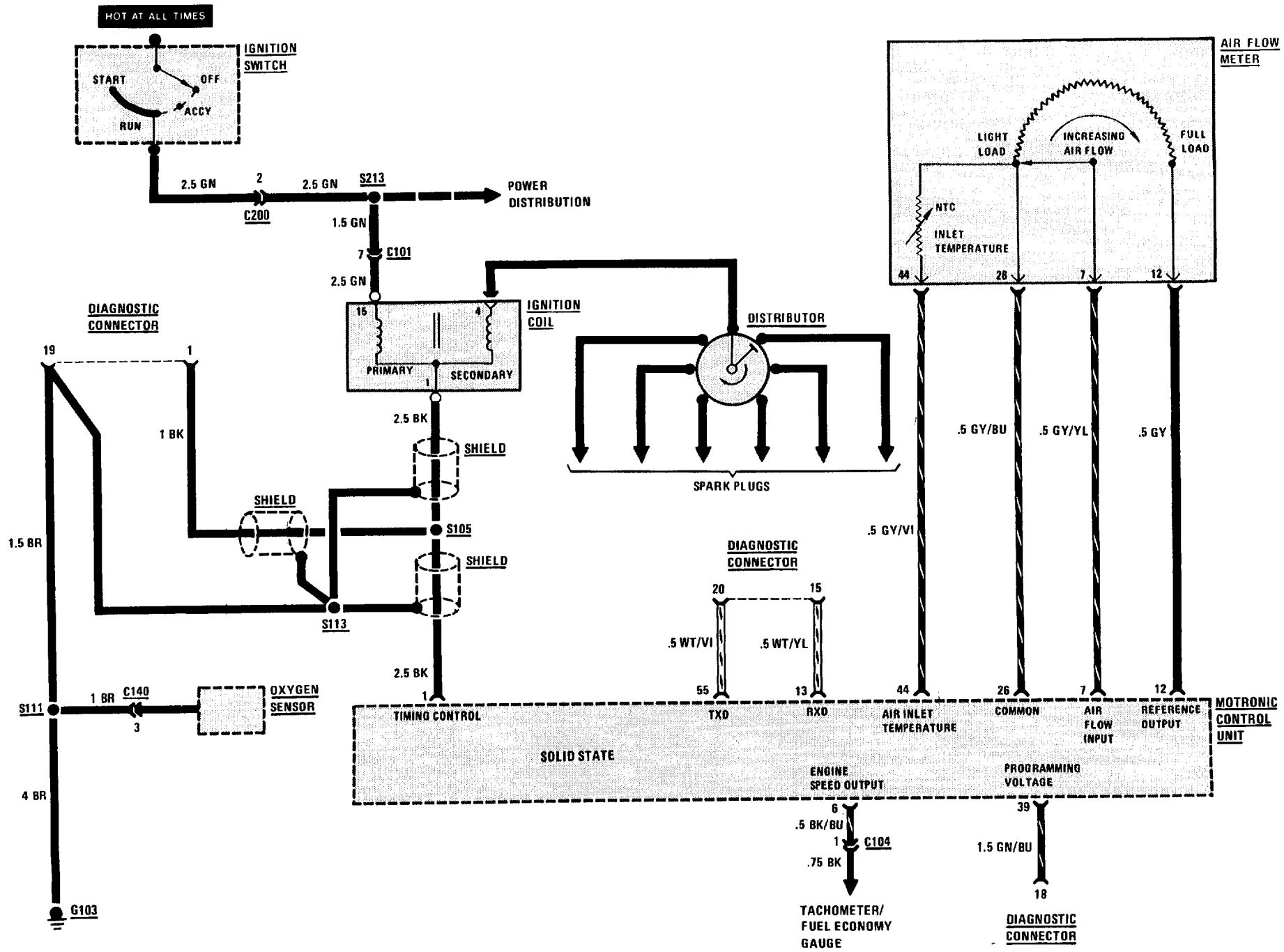
## ENGINE BLOCK DIAGRAM



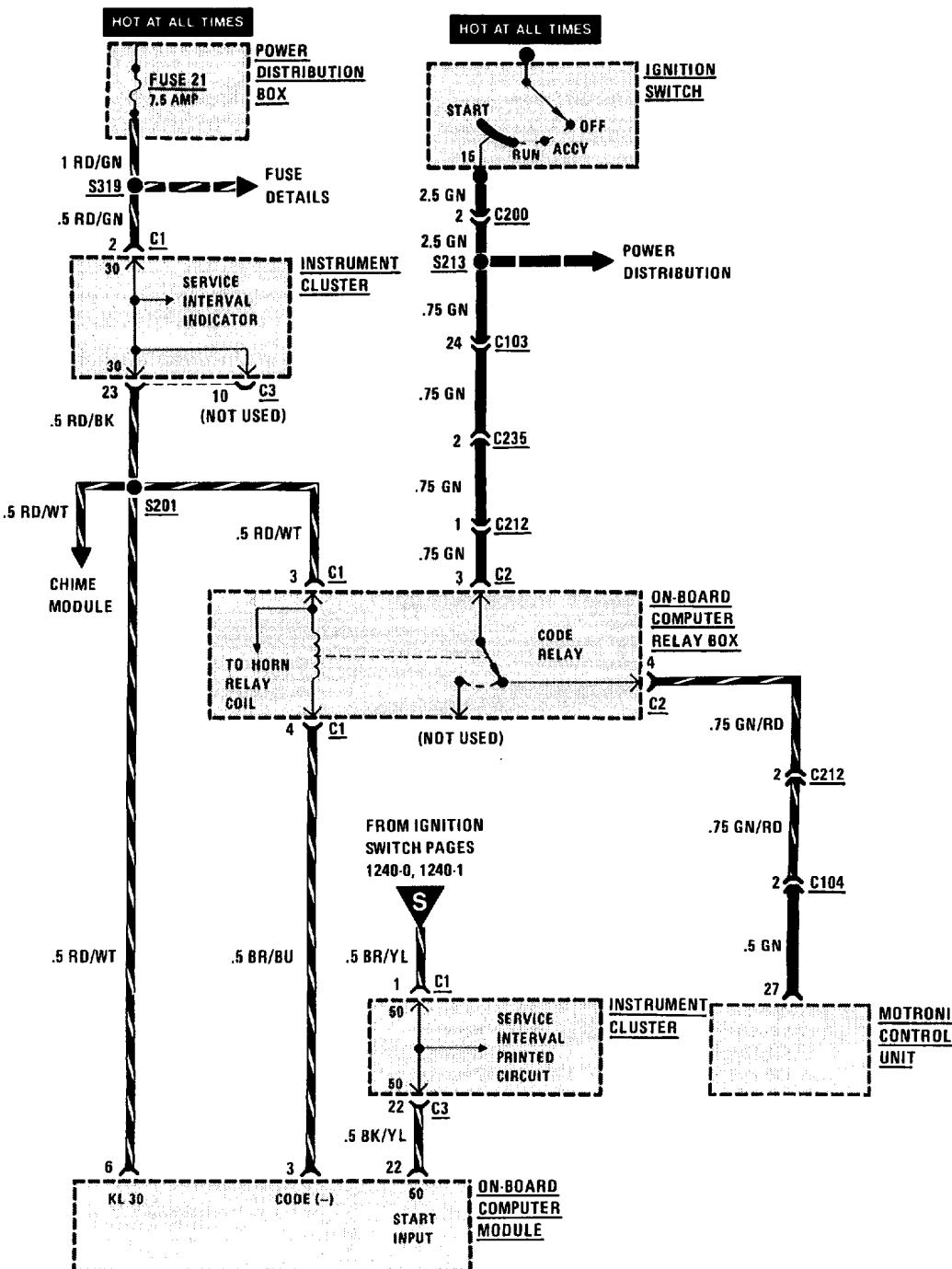
# 1360-2 INJECTION ELECTRONICS 2.5i ENGINE

## ENGINE BLOCK DIAGRAM

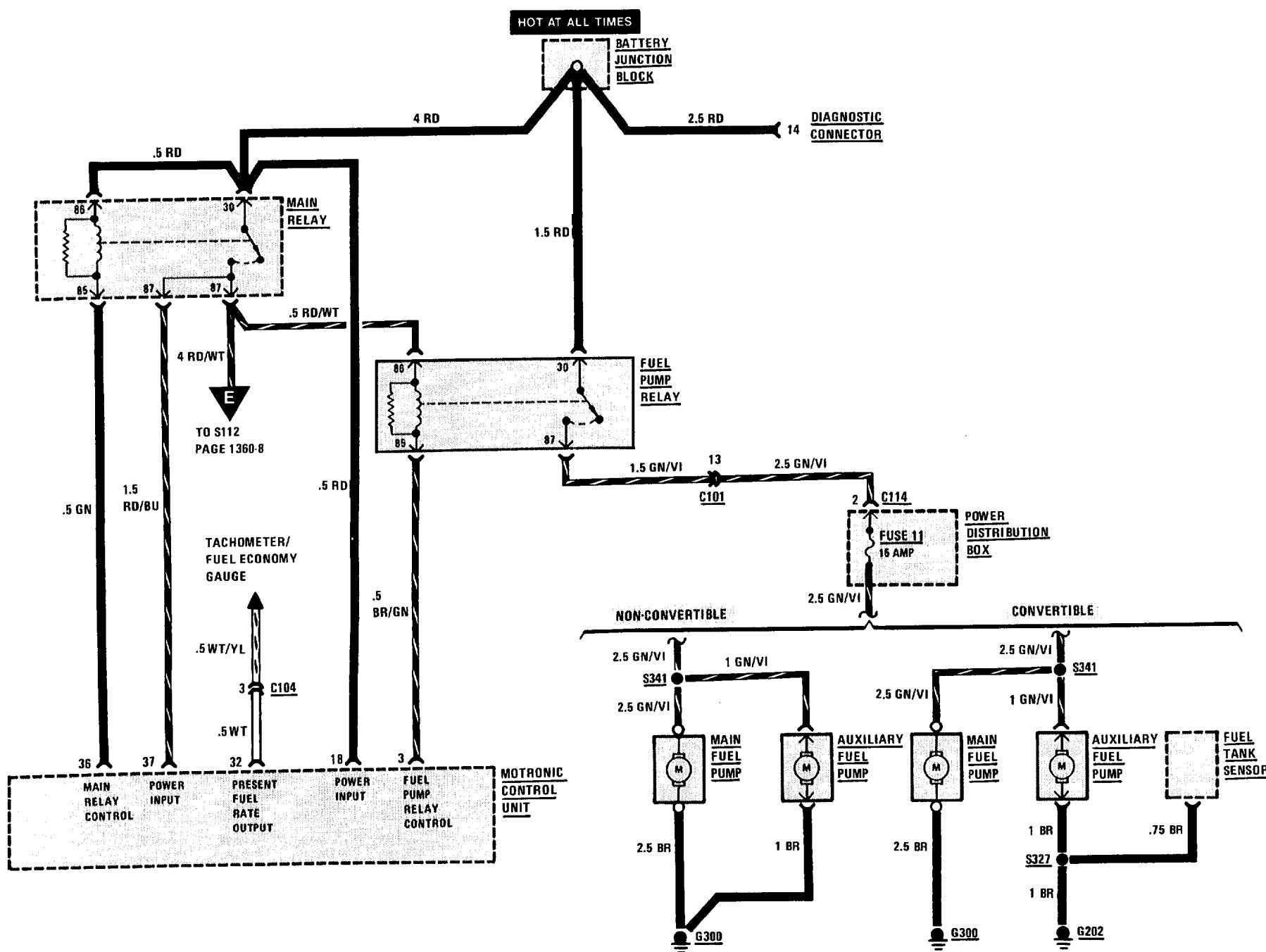




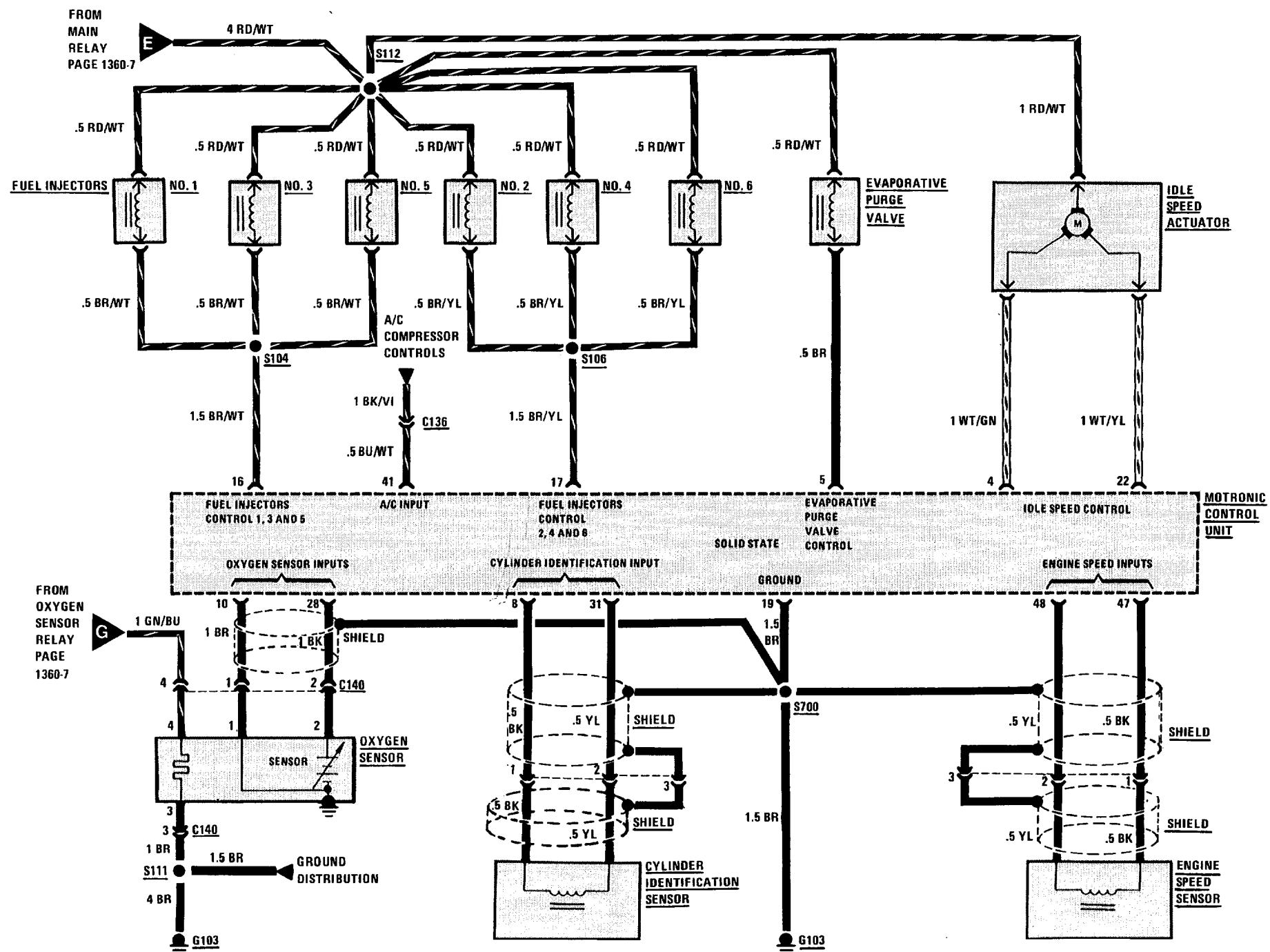
1360-4 INJECTION ELECTRONICS 2.5i ENGINE



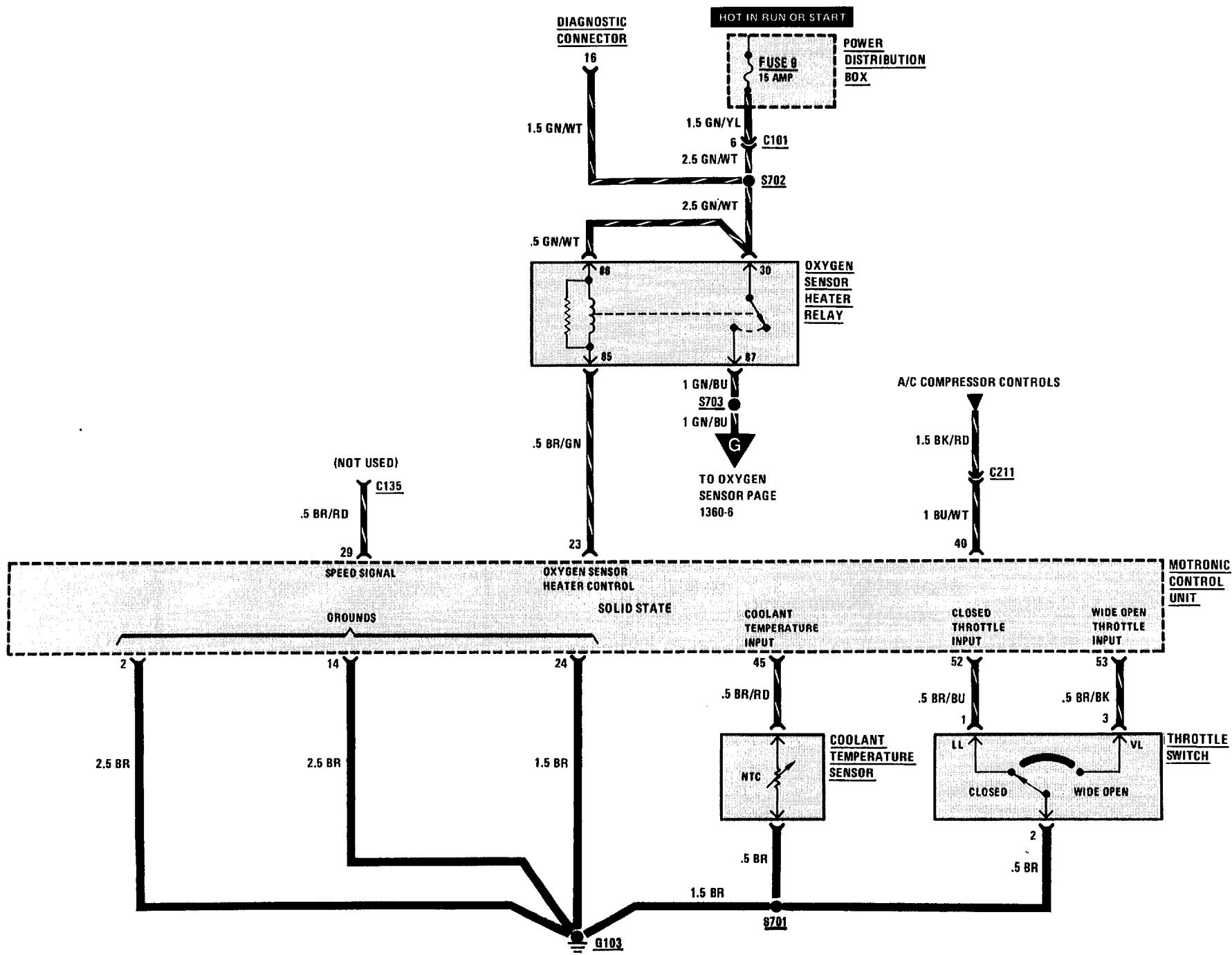
**2.5i ENGINE INJECTION ELECTRONICS 1360-5**



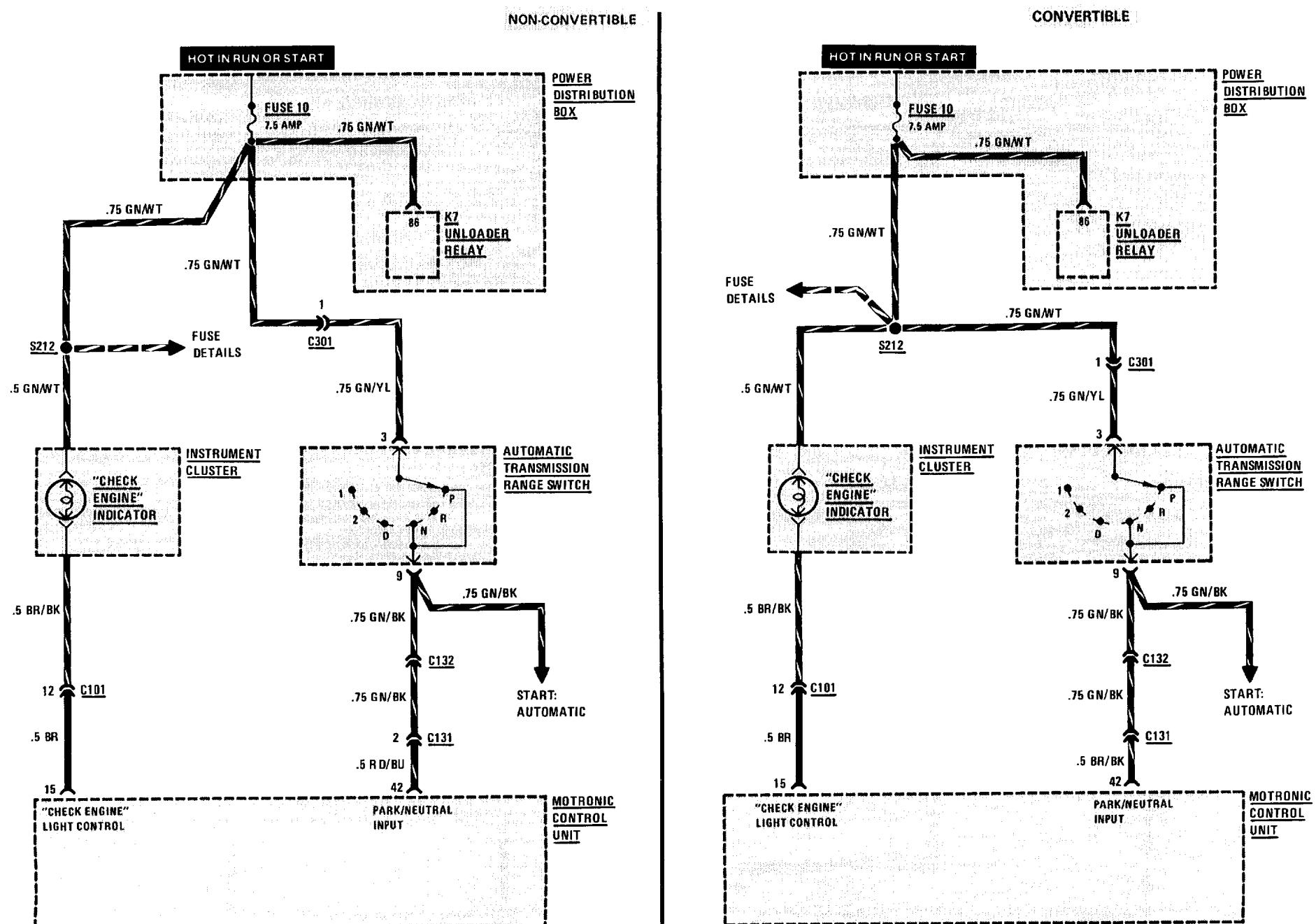
# 1360-6 INJECTION ELECTRONICS 2.5i ENGINE



**2.5i ENGINE INJECTION ELECTRONICS 1360-7**



# 1360-8 INJECTION ELECTRONICS 2.5i ENGINE



## CIRCUIT OPERATION

The Motronic Control Unit uses signals from engine sensors and switches to regulate spark, fuel injection, and exhaust emissions.

The Control Unit receives input signals from the following components:

- Cylinder Identification Sensor
- Engine Speed Sensor
- Oxygen Sensor
- Coolant Temperature Sensor
- On-Board Computer Relay Box
- Ignition Switch
- Automatic Transmission Range Switch
- Throttle Switch

The Motronic Control Unit determines engine speed and piston position from the pulses transmitted by the Engine Speed Sensor.

The Oxygen Sensor supplies a varying voltage to the Control Unit. The voltage varies as the air/fuel ratio changes from lean to rich.

The Coolant Temperature Sensor is a NTC thermistor. The resistance value of the sensor decreases as the temperature of the engine coolant increases.

The Throttle Switch signals the Control Unit when the throttle is opened or closed.

When the On-Board Computer or Fault Code System is activated, the On-Board Computer Relay Box interrupts power to the Motronic Control Unit. The ignition and injection signals are disabled and the car will not start.

The Motronic Control Unit controls the following outputs:

- Main Relay
- Fuel Pump Relay
- Ignition Coil
- Evaporator Purge Valve
- Idle Speed Actuator
- Fuel Injectors
- Engine speed signal
- Oxygen Sensor Heater Relay

The Motronic Control Unit determines the ignition timing, dwell angles, and amount of fuel to be injected from the input sensors and switches.

## SYSTEM DIAGNOSIS

- Check that the Starter System is in perfect condition (battery charged, starter and ignition interlock are good).
- Check that the ground connections between the body and the engine wire harness are good.
- Check that engine is within specifications mechanically (timing, compression, etc.).

Connect the Service Tester and perform the Diagnostic Check (0160A-00) in 1988 E32 "7" Series ETM.

- If a DME Fault Code is present, print out the DME Codes and continue.

- If a Momentary (intermittent) Fault Code is displayed, the normal diagnosis cannot be followed. Use the following special procedure.
  - a. Visually inspect all related wiring.
  - b. Print out conditions recorded by the Service Tester (engine speed, engine temperature, etc.).
  - c. Try to reproduce the conditions recorded by running the engine or driving the vehicle.
- Use the Service Tester to read the Fault Codes again.
- If the Fault Code is now shown as Actual, go to the Symptom Table.
- If the Fault Code is again listed as Momentary, check the wires. Replace the component related to that Fault Code.
- If the Fault Code is not present, but customer reports a problem, replace the component related to that Fault Code.
- If any of the following DME Fault Codes are present, follow the diagnosis given on the Tester Display.

DME Fault Codes:  
01, 04, 22, 29, 37, 44, 45, 47, 52, and 53.
- If any other DME Fault code is present, refer to the Symptom Table.

## Caution

Remove or install the Motronic Control Unit only when the Ignition Switch is OFF. Probe the Control Unit electronic connections only with the Universal Adapter connected.

**Symptom Table**

- DME Fault Code 05 Evaporative Purge Valve Is Present. Refer to A, page 1360A-1.
- DME Fault Code 07 Air Flow Meter Is Present. Refer to B, page 1360A-1.
- DME Fault Code 08 Cylinder Identification Sensor Is Present. Refer to C, page 1360A-1.
- DME Fault Code 10 Oxygen Sensor (Lambda Control System) Is Present. Refer to D, page 1360A-2.
- DME Fault Code 16 Fuel Injectors 1-3-5 Is Present. Refer to E, page 1360A-2.
- DME Fault Code 17 Fuel Injectors 2-4-6 Is Present. Refer to F, page 1360A-3.
- DME Fault Code 28 Oxygen Sensor Is Present. Refer to G, page 1360A-3.

**A. DME Fault Code 05 Evaporative Purge Valve Is Present**

Fault Code 05 sets when the Motronic Control Unit detects a short at terminal 5.

A1. Disconnect the Evaporative Purge Valve connector. Connect a voltmeter between RD/WT and BR wires. Turn Ignition Switch to RUN. Simulate Output (01-300-305).

- If voltmeter cycles between battery and 0 volts, replace Evaporative Purge Valve.
- If voltmeter displays 0 volts continuously, leave voltmeter connected and go to A2.

- If voltmeter displays battery voltage continuously, check/repair BR wire for a short to ground. If wire is OK, replace the Motronic Control Unit.

- A2. Remove Motronic Control Unit connector. Connect Universal Adapter to wire harness of connector. Connect a fused jumper between terminal 5 of Universal Adapter and ground.
- If voltmeter displays battery voltage, replace Motronic Control Unit.
  - If voltmeter displays 0 volts, check/repair RD/WT wires for an open.

**B. DME Fault Code 07 Air Flow Meter Is Present**

Fault Code 07 sets when the Motronic Control Unit detects a short or an open at terminal 7.

B1. Disconnect Air Flow Meter connector. Turn the Ignition Switch to RUN and measure the following voltages at connector.

Measure Between	Correct Voltage
GY wire and Ground	Approximately 5 volts
GY and GY/YL wires	Approximately 5 volts
GY and GY/BU wires	Approximately 5 volts

- If any voltage is incorrect, check/repair associated wires and connections. If wires and connections are OK, replace Motronic Control Unit.
- If all voltages are correct, go to B2.

- B2. Reconnect Air Flow Meter connector. Remove cover from connector. Measure voltage between GY/YL wire and ground while moving the intake flap manually.

- If voltage varies between approximately 0.5 and 4.5 volts, check/repair GY/YL wire for an open. If wire is OK, replace Motronic Control Unit.
- If voltage does not vary between 0.5 and 4.5 volts, check/repair GY/YL wire for a short to ground. If wire is OK, repair/replace Air Flow Meter.

**C. DME Defect Code 08 Cylinder Identification Sensor Is Present**

Defect Code 08 sets when the Motronic Control Unit detects an open, short to ground, or a short to battery at terminal 8.

C1. Disconnect Control Unit connector. Measure the following resistance values at connector.

Measure Between	Correct Resistance	If Resistance Is Incorrect
Terminal 8 and Ground	Infinite	Check/repair YL and BK wires for a short to ground
Terminals 8 and 31	Less than 1 ohm	Check/repair YL and BK wires for an open. If wires are OK, replace Cylinder Identification Sensor

- If all resistances are correct, go to C2.

C2. Replace Cylinder Identification Sensor. Clear Fault Memory (01-999). Run engine.

#### D. DME Fault Code 10 Oxygen Sensor (Lambda Control System) Is Present

NOTE: If other DME Fault Codes are present, repair them first before continuing with procedure.

Fault Code 10 sets when the fuel mixture stays beyond the given parameters of the Lambda Control System.

The display on the Service Tester reads "Short to ground" or "Short to battery."

"Short to ground" indicates that the system is operating very rich.

"Short to battery" indicates that the system is operating very lean.

D1. Clear Fault Code 10 from memory by pushing (999).

- Run engine under varying load conditions. If Fault Code 10 sets again, proceed with step D2.

D2. If Fault Code 10 is present, check the following common items.

Short To Ground (Running Rich)	Short To Battery (Running Lean)
Engine oil diluted with fuel	Air leaks at: - Crankcase vent hose - Idle valve hoses - Rubber boot between AFM & throttle housing
Operation of purge valve	- Sealing of injector rubber rings at intake manifold
Charcoal canister	- Clogged injectors
DME Main Relay	- Insufficient Fuel Pressure Regulator, fuel pump, pinched fuel hoses (extremely clogged fuel filter)
Fuel Pump Relay	- Bad fuel (water in fuel)
Stuck open injectors	
Fuel Pressure Regulator	
Pull off the vacuum hose from the Fuel Pressure Regulator If you find fuel inside the hose, the diaphragm is leaking	
Replace the Fuel Pressure Regulator	

#### E. DME Fault Code 16 Fuel Injectors 1-3-5 Is Present

Fault Code 16 sets when Motronic Control Unit detects an open, short to battery, or short to ground.

E1. Disconnect Control Unit connector. Disconnect the connectors from fuel injectors 1, 3, and 5. Turn the Ignition Switch to RUN. Measure the following voltages at the wire harness of all fuel injector connectors.

Measure Between	Correct Voltage
1 (RT/WT) and Ground	Battery
1 (RT/WT) and 2 (BR/WT)	0 volts

- If voltages are correct, go to E2.
- If any voltage is incorrect, check/repair wires.

E2. Check BR/WT wires from the fuel injector connectors to Control Unit terminal 16 for continuity. Repair as necessary.

- If wires are OK, go to E3.

E3. Reconnect fuel injector connectors. Connect Universal Adapter to wire harness of the Control Unit connector. Connect a fused jumper between terminal 16 of Universal Adapter and ground.

- If all three fuel injector valves click, remove fused jumper and replace the Motronic Control Unit.
- If one or more fuel injector valves does not click, remove fused jumper and replace the defective fuel injector.

#### F. DME Fault Code 17 Fuel Injectors 2-4-6 Is Present

Fault Code 17 sets when the Motronic Control Unit detects an open, short to battery, or short to ground. Refer to Fuel Injectors 1-3-5, Symptom E. See schematic for correct terminals and wires.

#### G. DME Fault Code 28 Oxygen Sensor Is Present

Fault Code 28 sets when the Motronic Control Unit detects an open, short to battery, or short to ground at terminal 28.

G1. Disconnect Motronic Control Unit connector. Connect Universal Adapter between Control Unit and wire harness of connector. Turn the Ignition Switch to RUN. Measure the following voltages at Universal Adapter.

Measure Between	Correct Voltage
Terminal 28 and Ground	Approximately 0.45 volts
Terminals 28 and 10	Approximately 0.45 volts

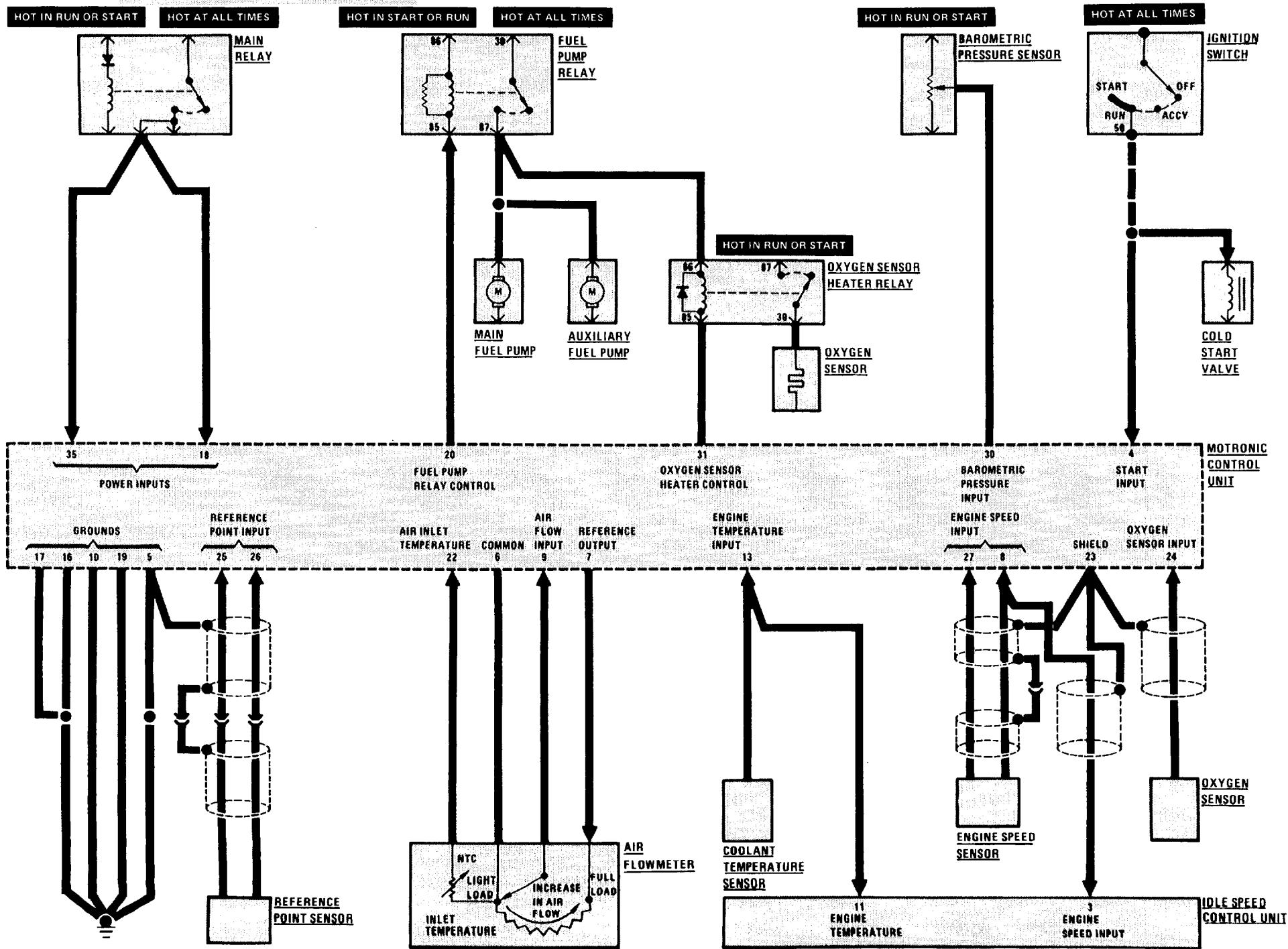
- If voltages are correct, go to G2.
- If any voltage is incorrect, check/repair wiring and Oxygen Sensor. If wiring is OK, replace Motronic Control Unit.

G2. Replace Oxygen Sensor. Start engine and warm to operating temperature. Monitor Input Status (01-100-128).

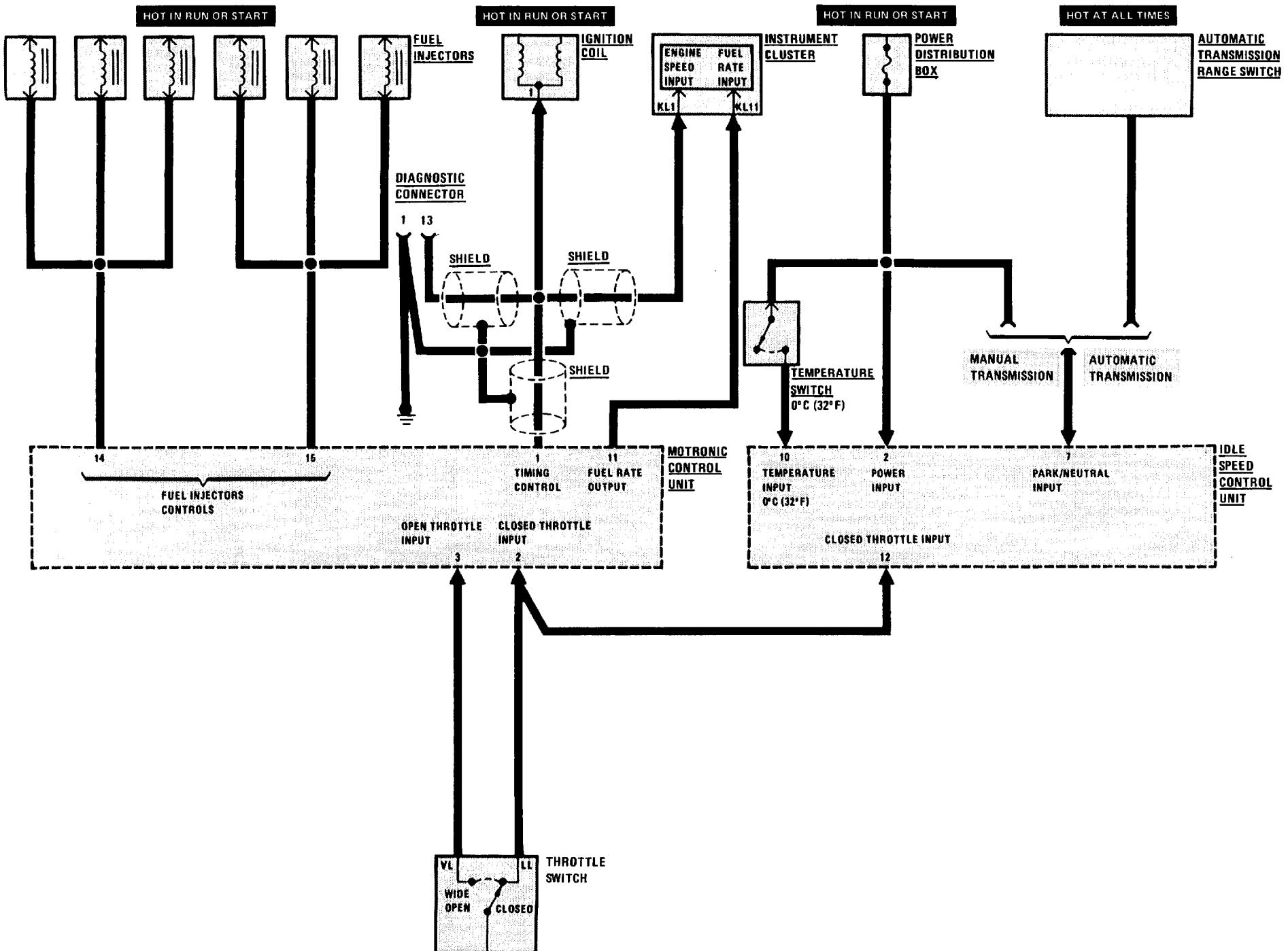
- If tester displays Oxygen Sensor Control Active, the sensor was bad. Retain the new sensor.
- If tester displays No Oxygen Sensor Control function, replace Motronic Control Unit. Remove Universal Adapter.

# 1362-0 INJECTION ELECTRONICS 2.7e ENGINE

## ENGINE BLOCK DIAGRAM

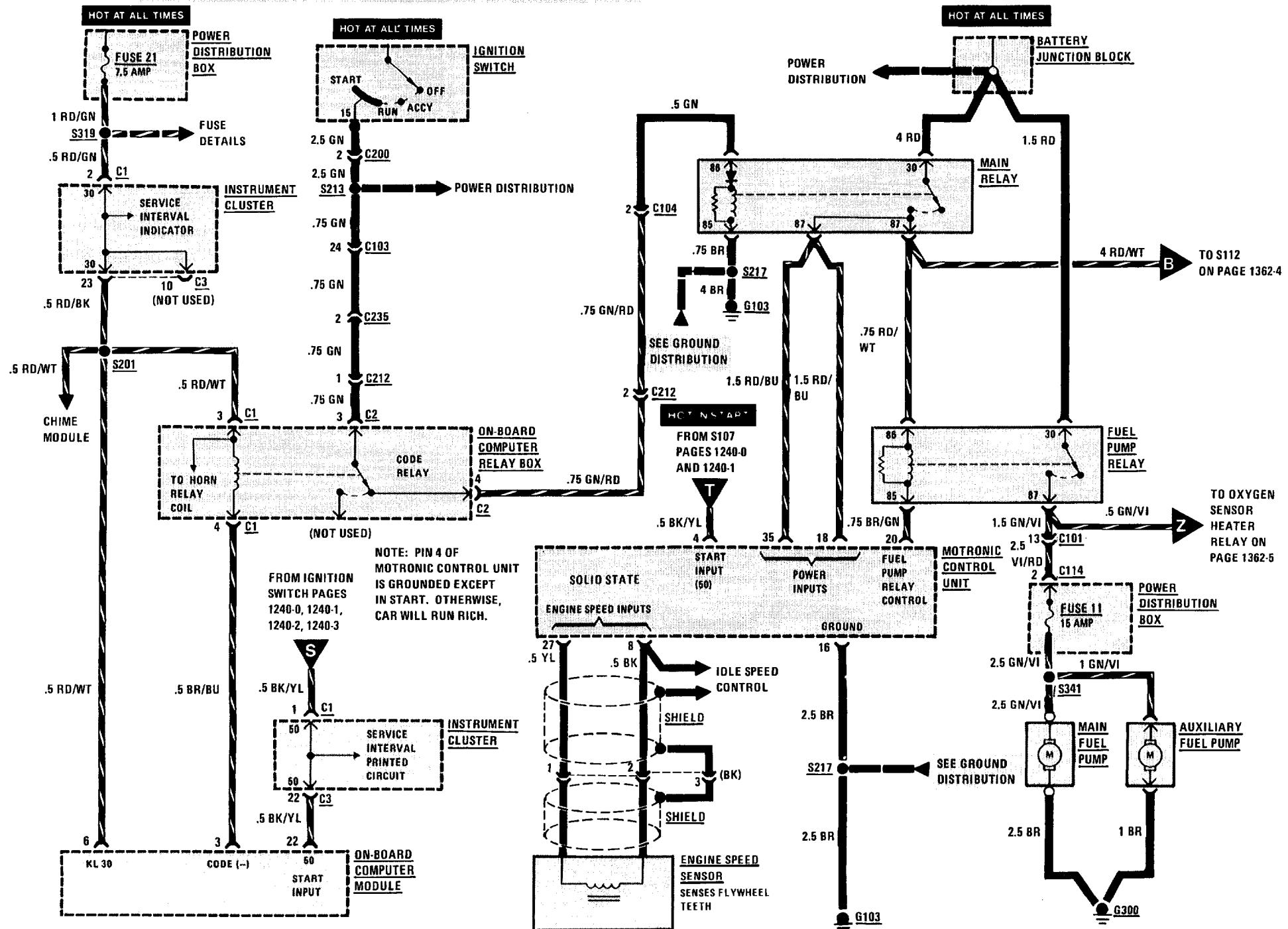


## ENGINE BLOCK DIAGRAMS

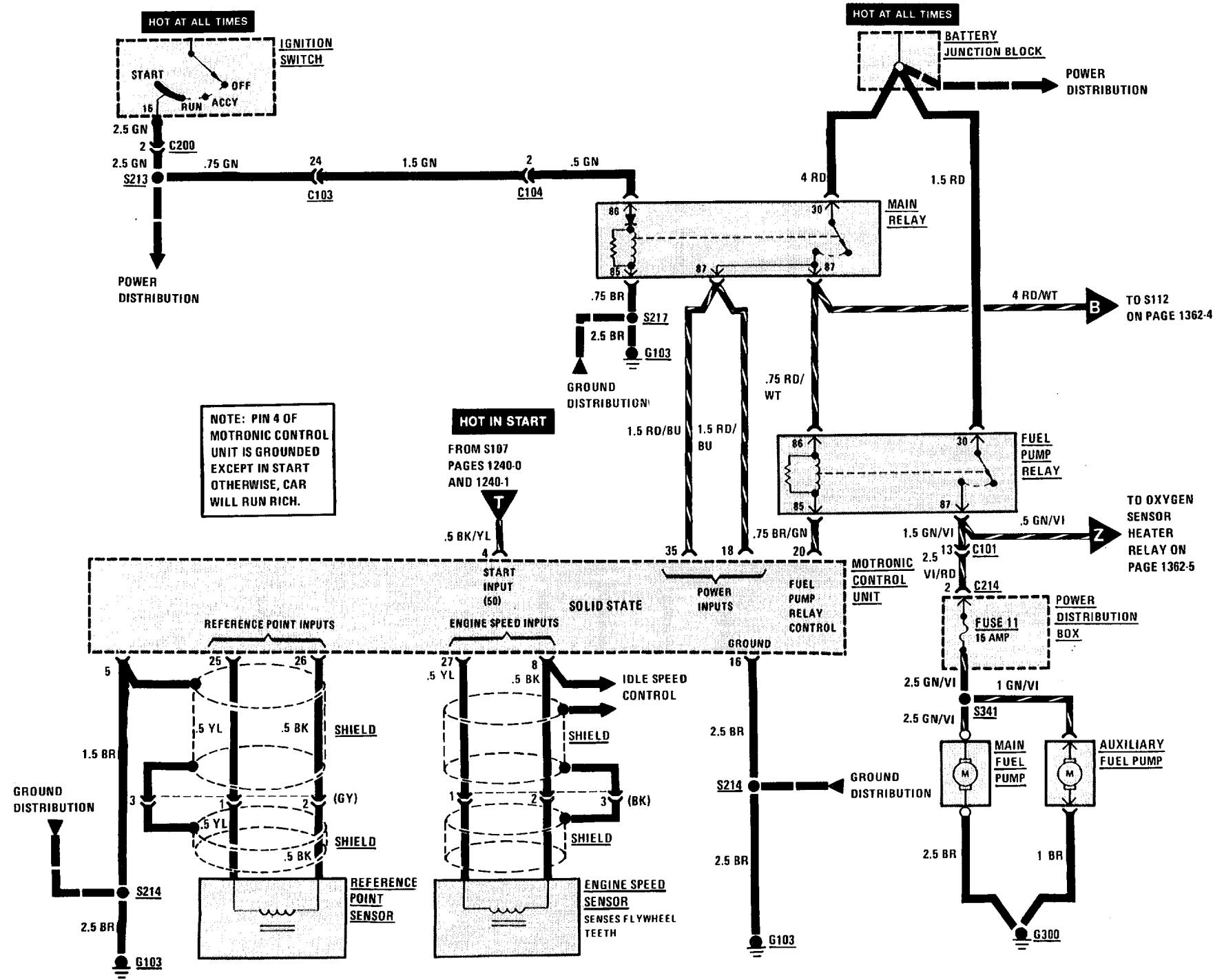


# 1362-2 INJECTION ELECTRONICS 2.7e ENGINE

## FUEL DELIVERY WITH ON-BOARD COMPUTER



## FUEL DELIVERY WITH MULTIFUNCTION CLOCK



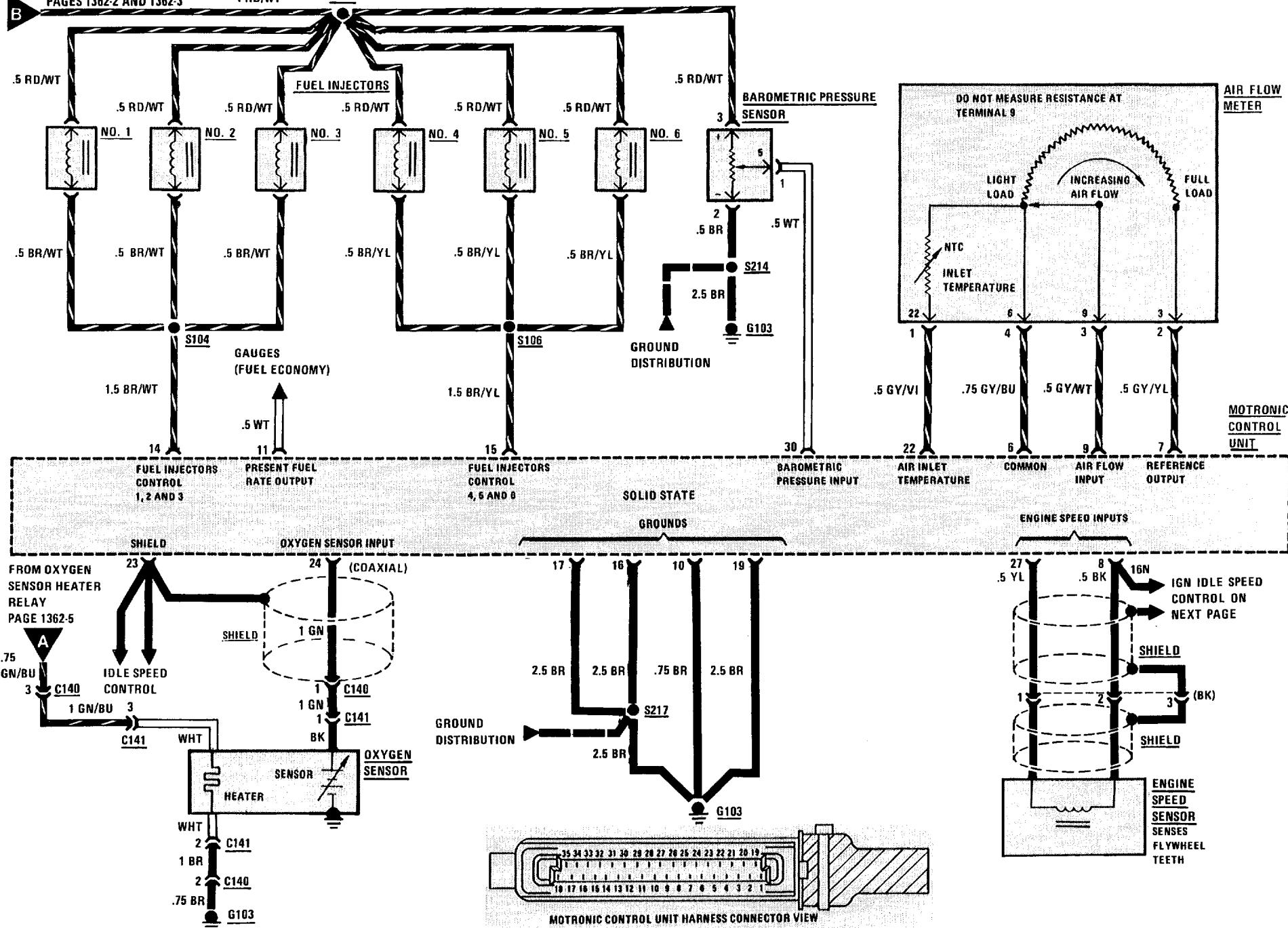
# 1362-4 INJECTION ELECTRONICS 2.7e ENGINE

## FUEL DELIVERY

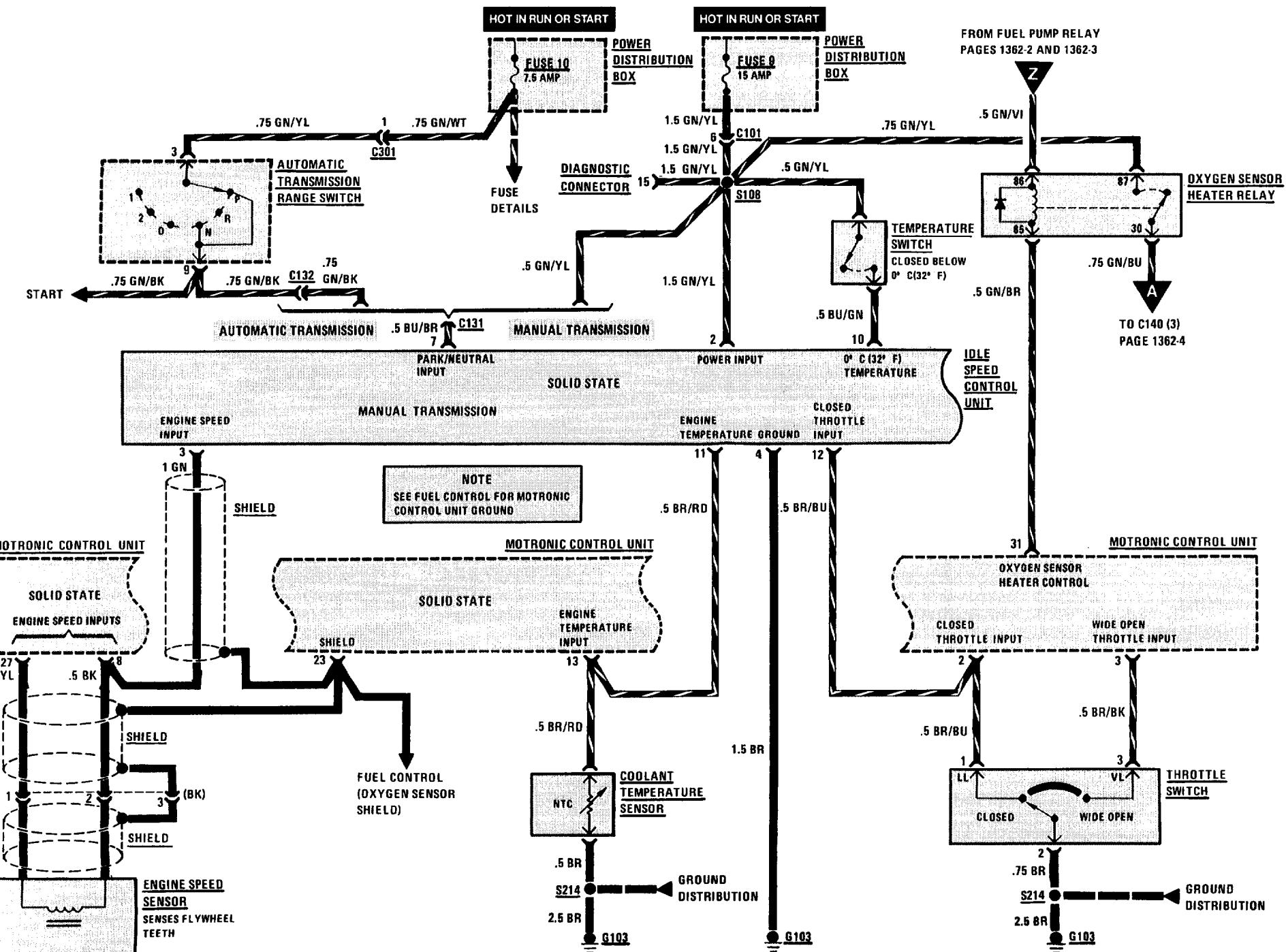
CONTINUED FROM  
PAGES 1362-2 AND 1362-3

4 RD/WT

S112

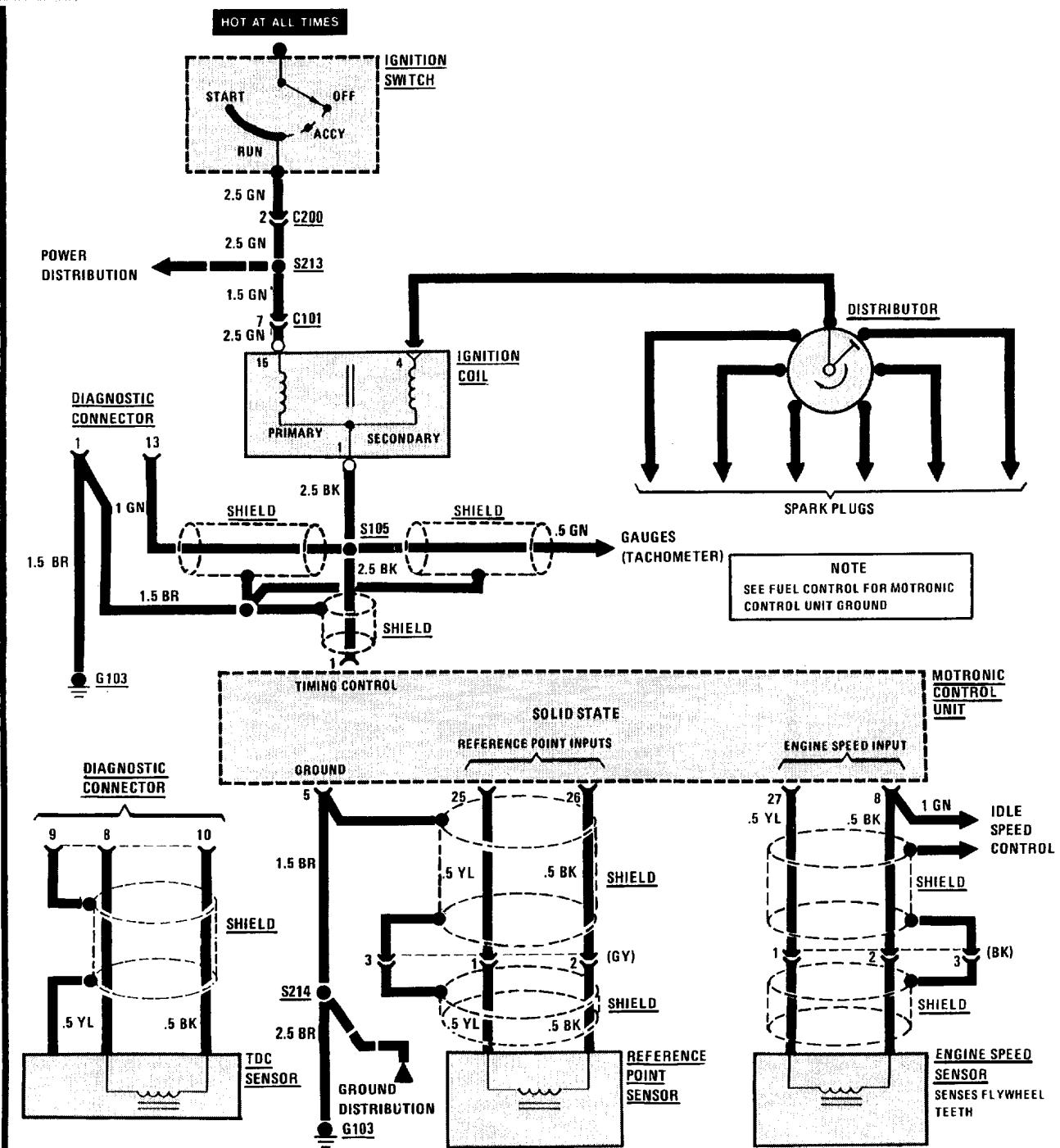
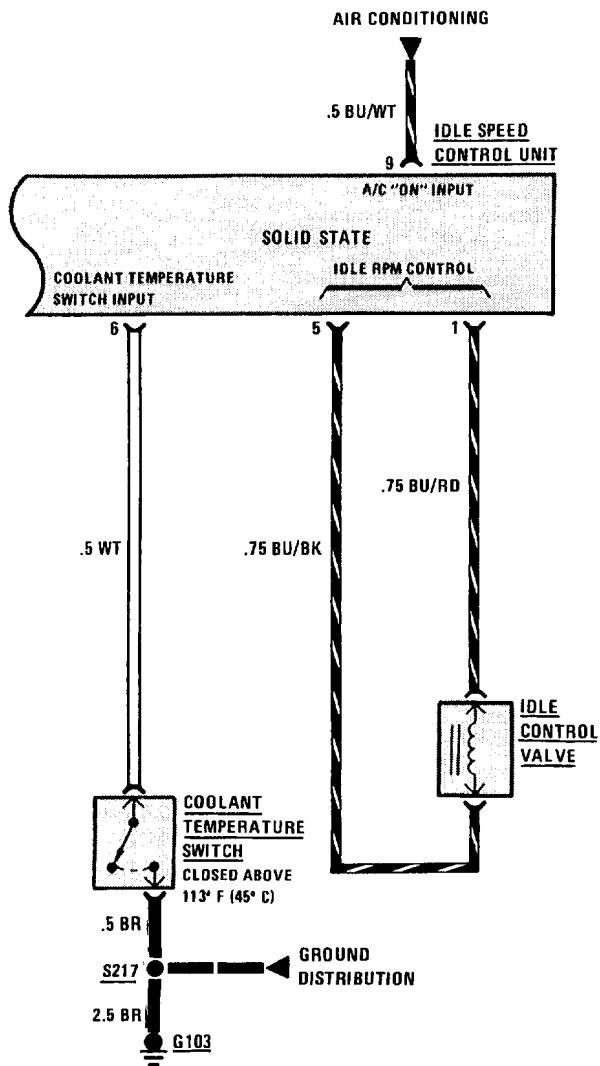


## IDLE SPEED CONTROL

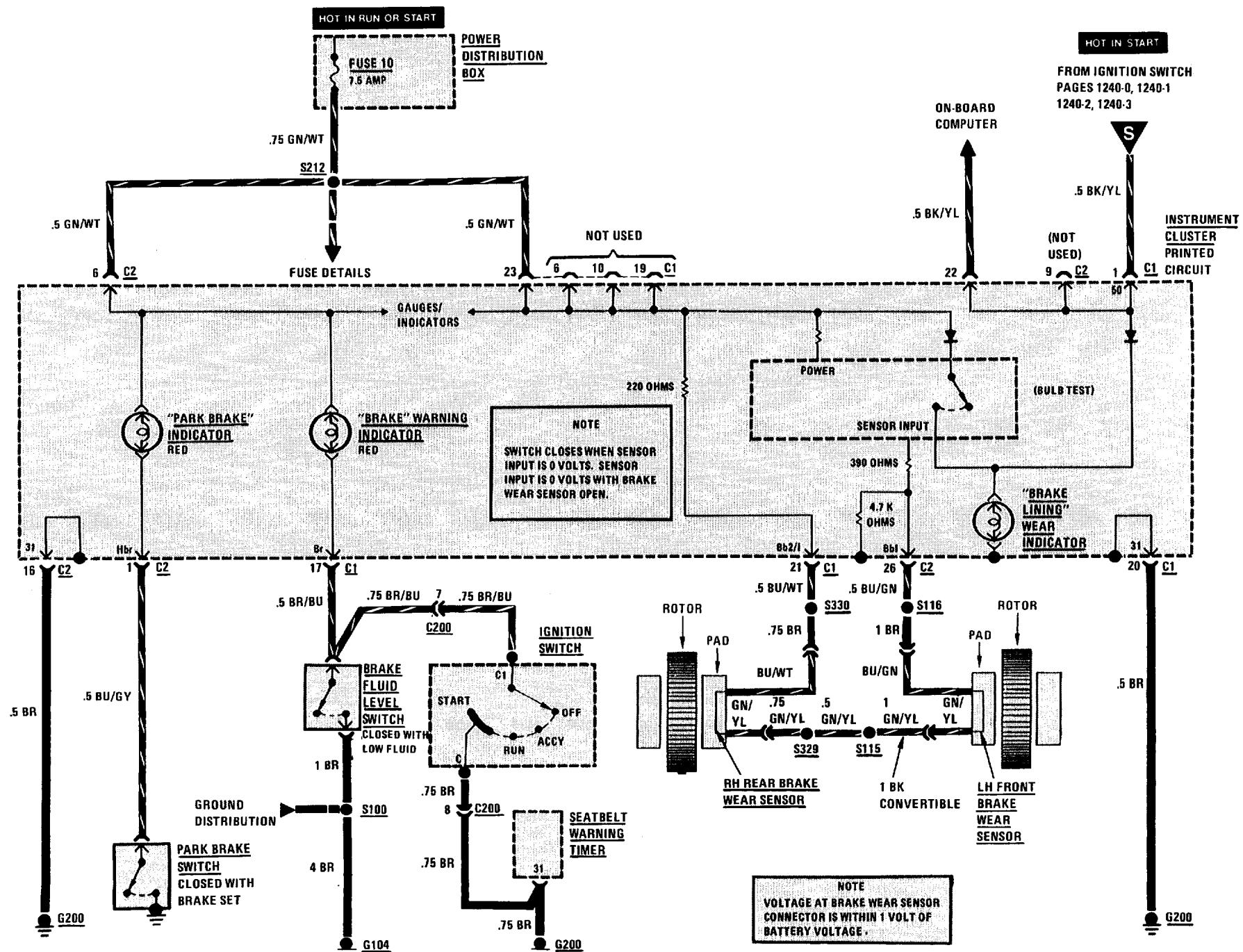


# 1362-6 INJECTION ELECTRONICS 2.7e ENGINE

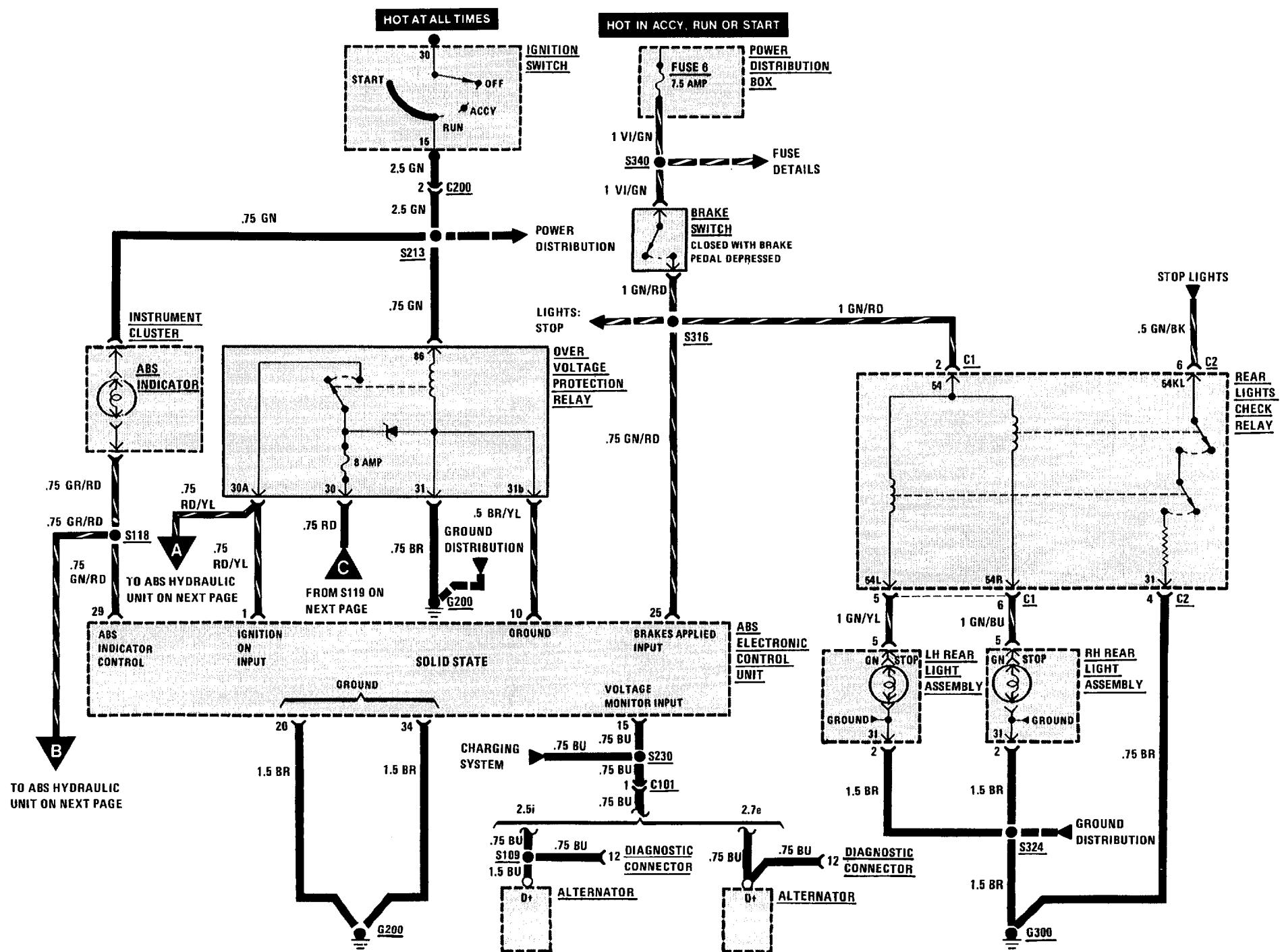
## IDLE SPEED CONTROL/IGNITION

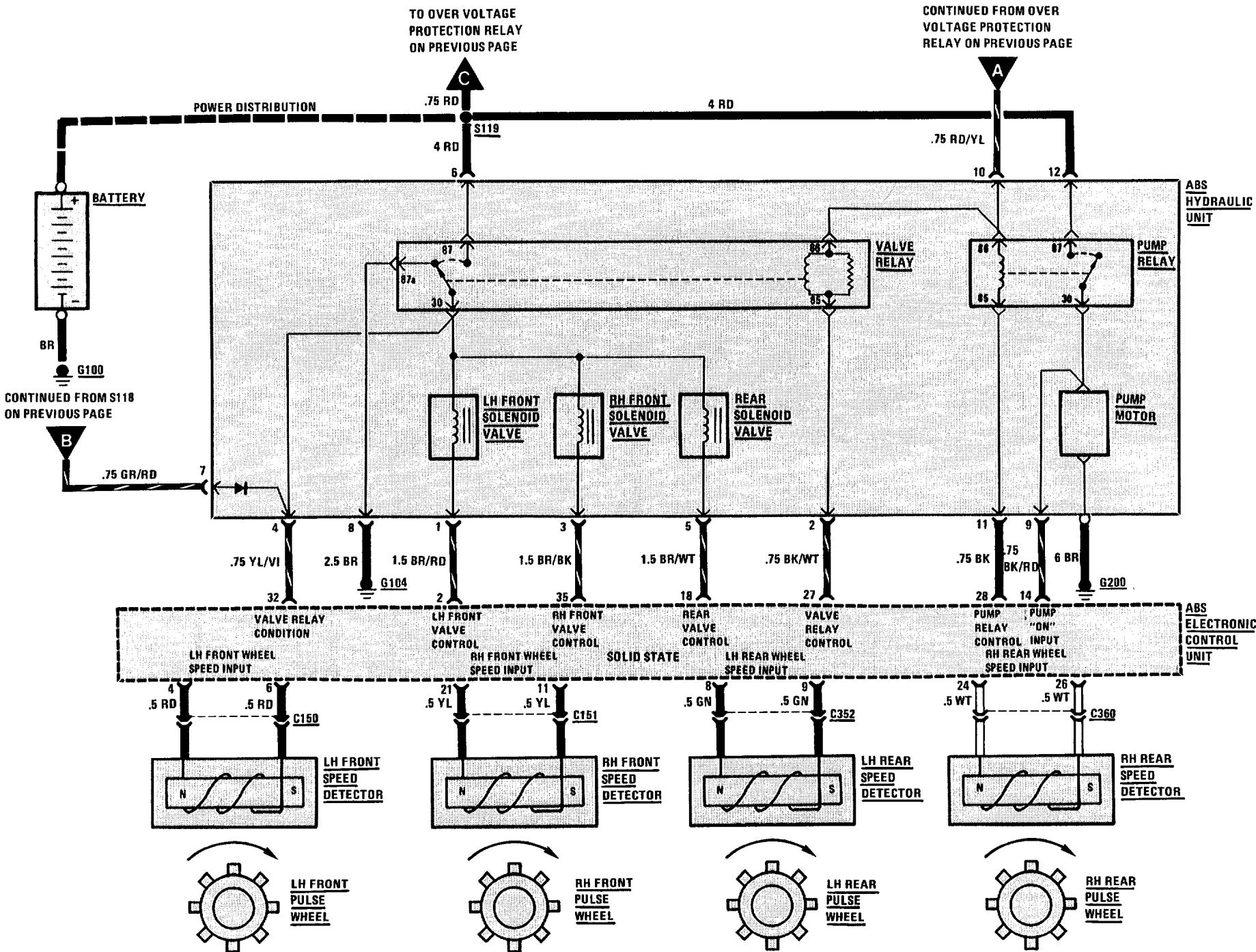


# 3435-0 BRAKE WARNING SYSTEM

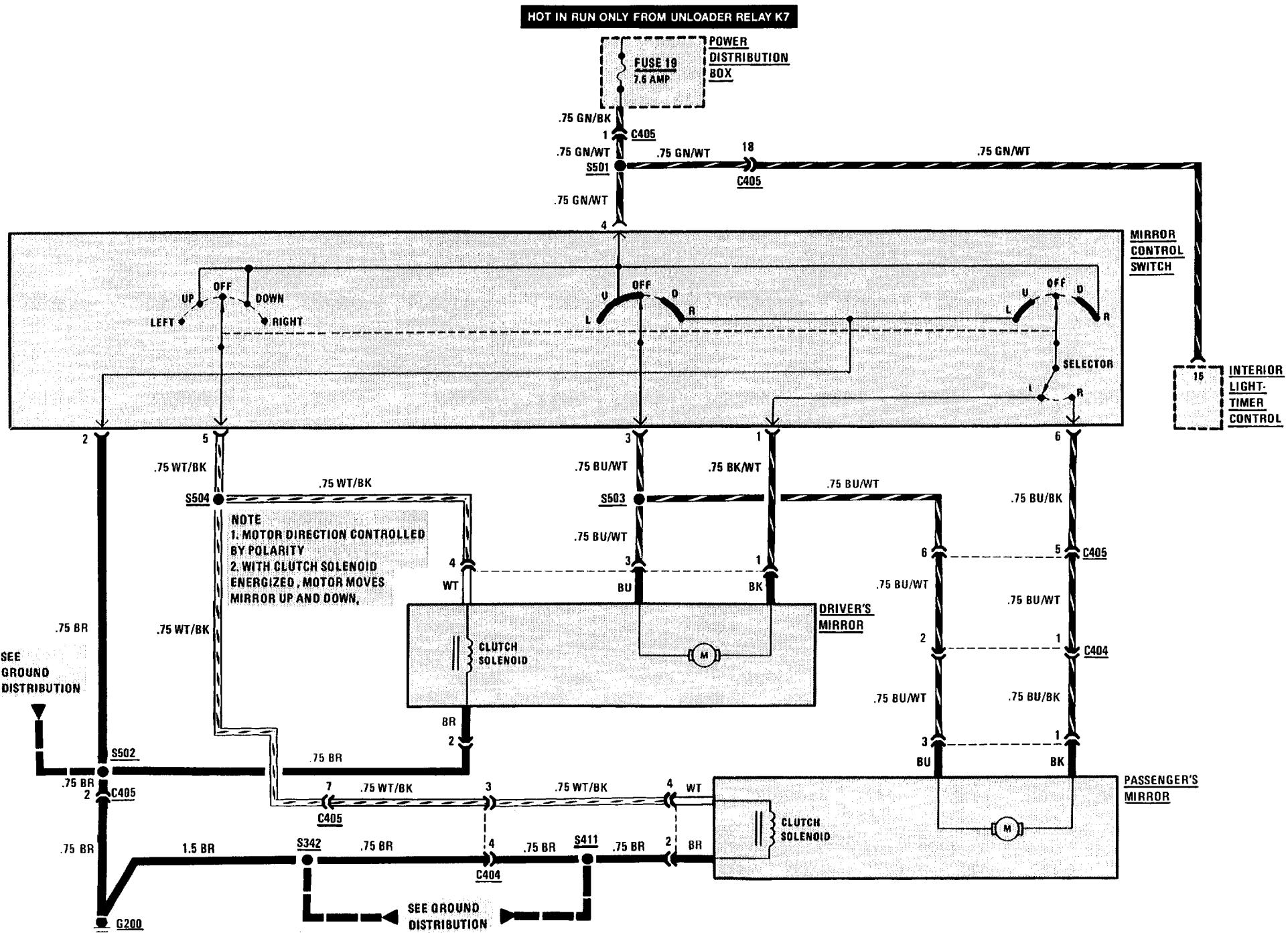


# 3450-0 ANTILOCK BRAKING SYSTEM (ABS)



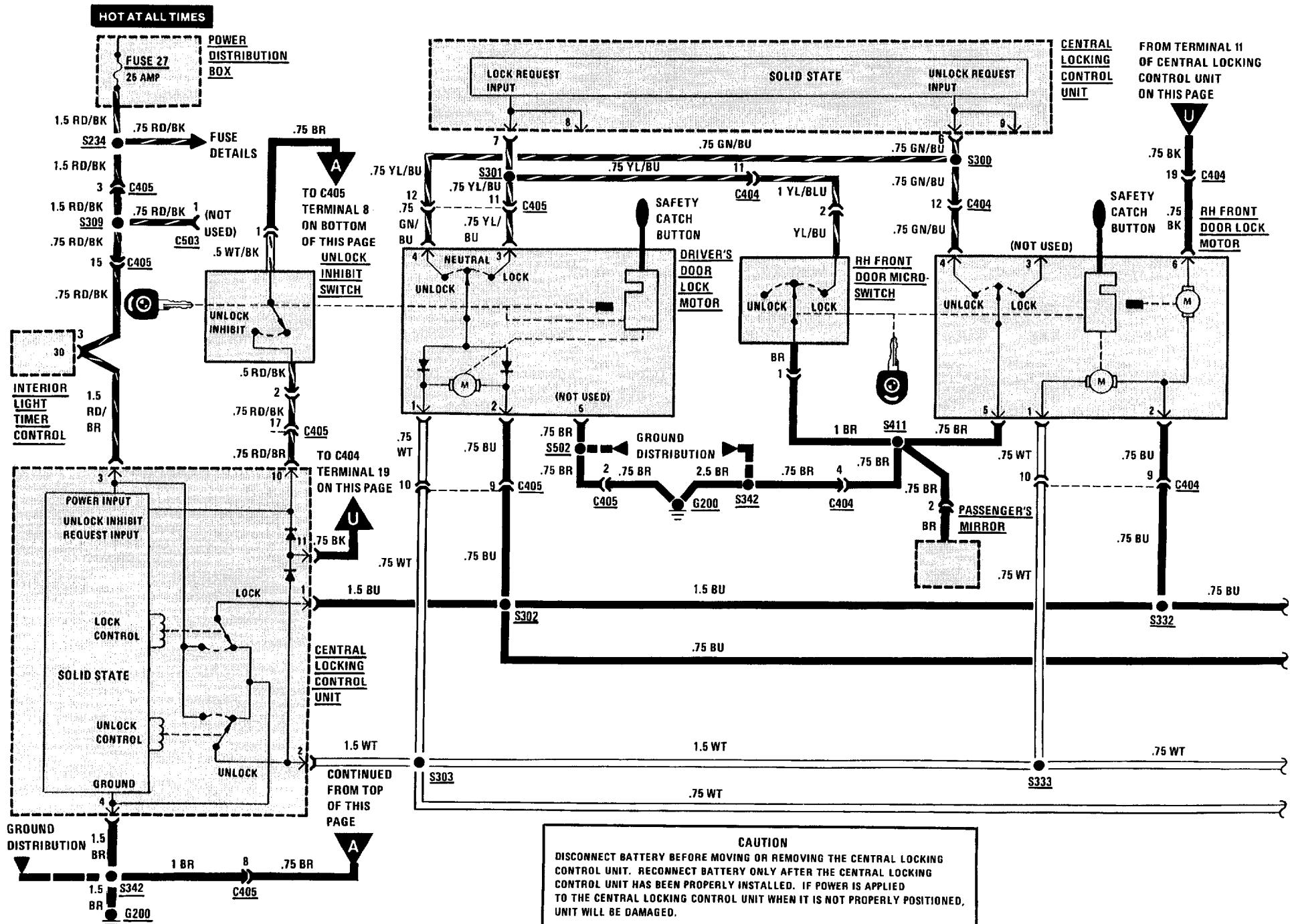


# 5116-0 POWER MIRRORS

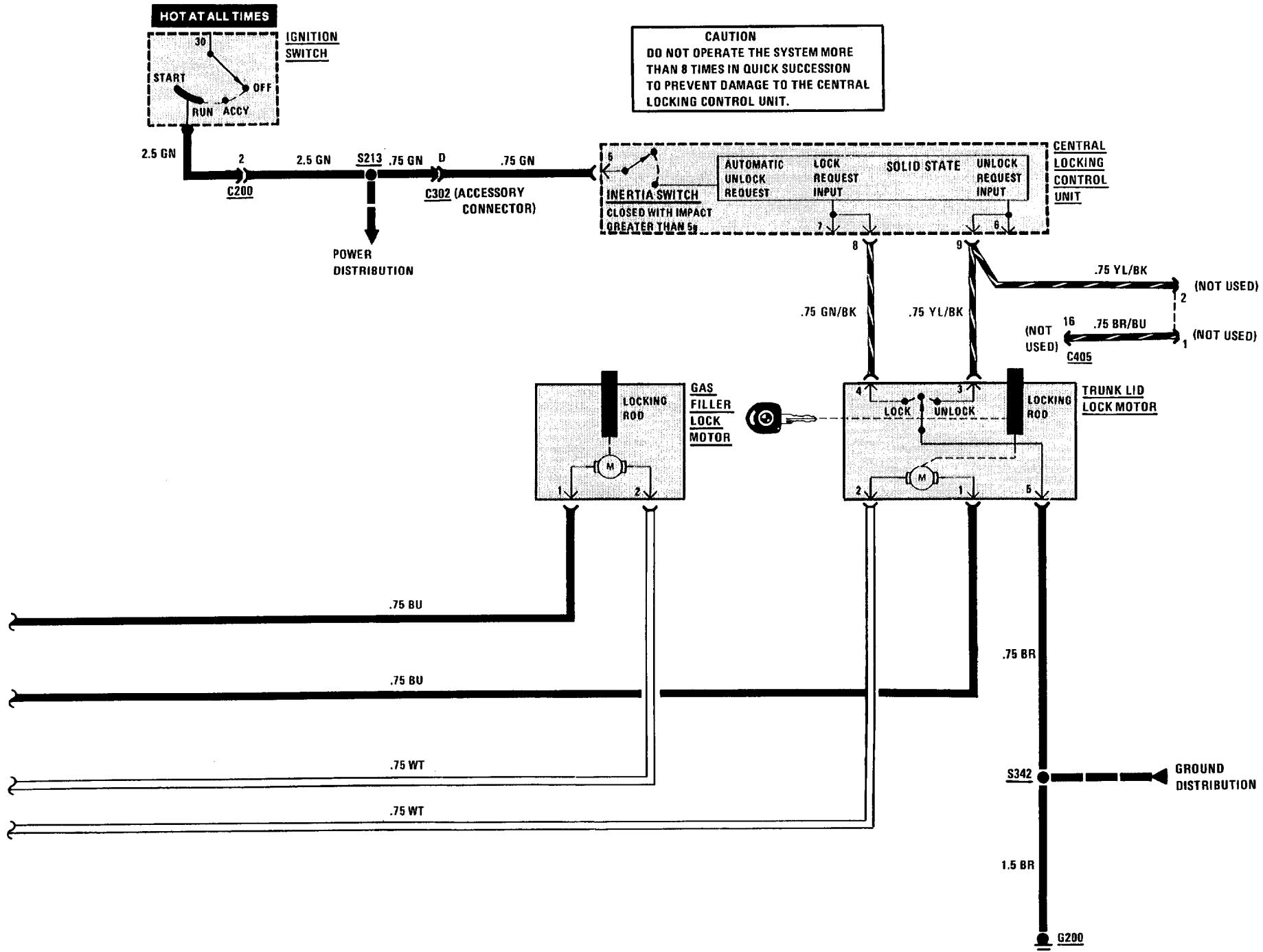


# 5126-0 CENTRAL LOCKING

## 2 DOOR (SELECT)

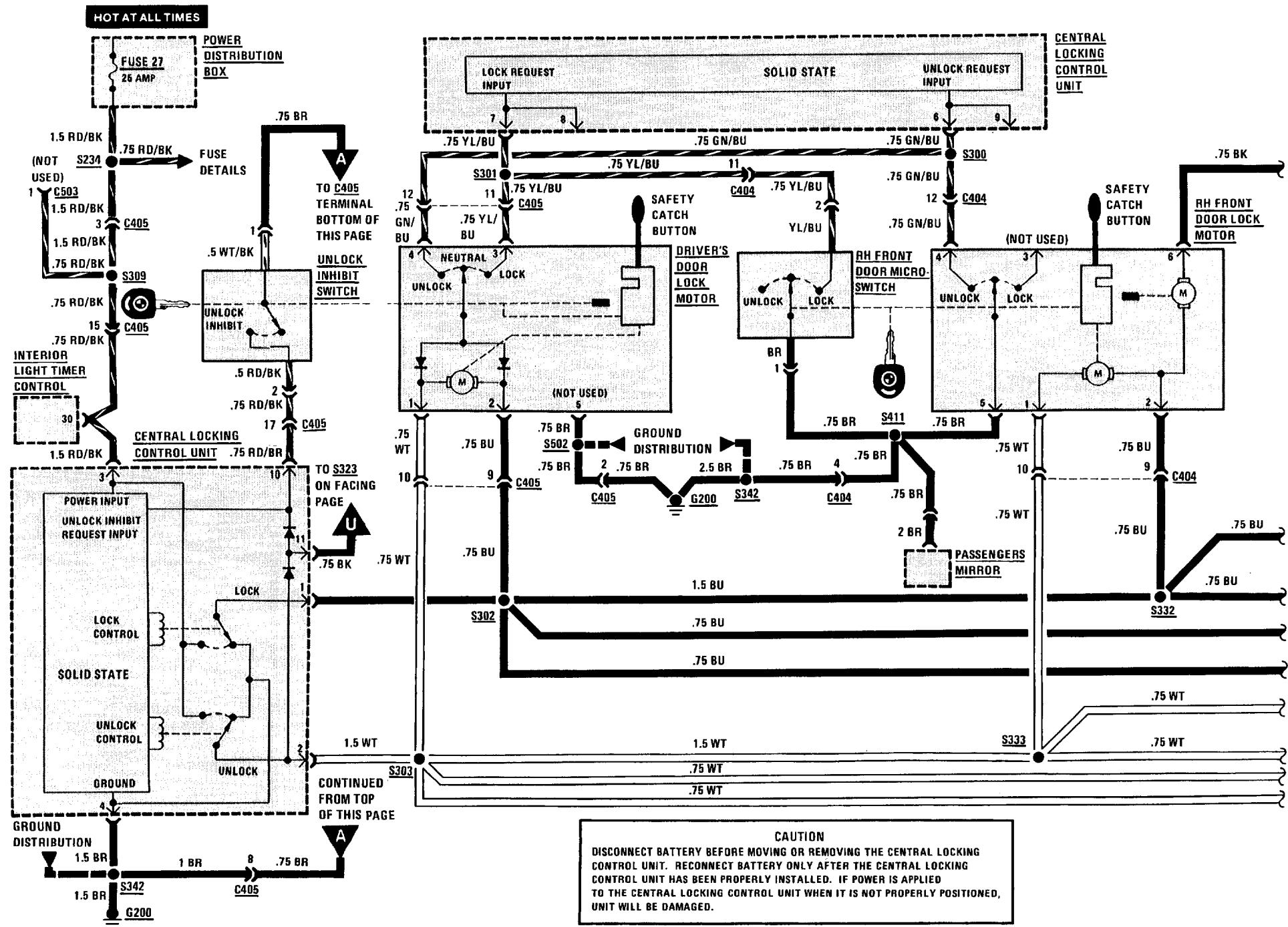


## 2 DOOR (CONTROL)

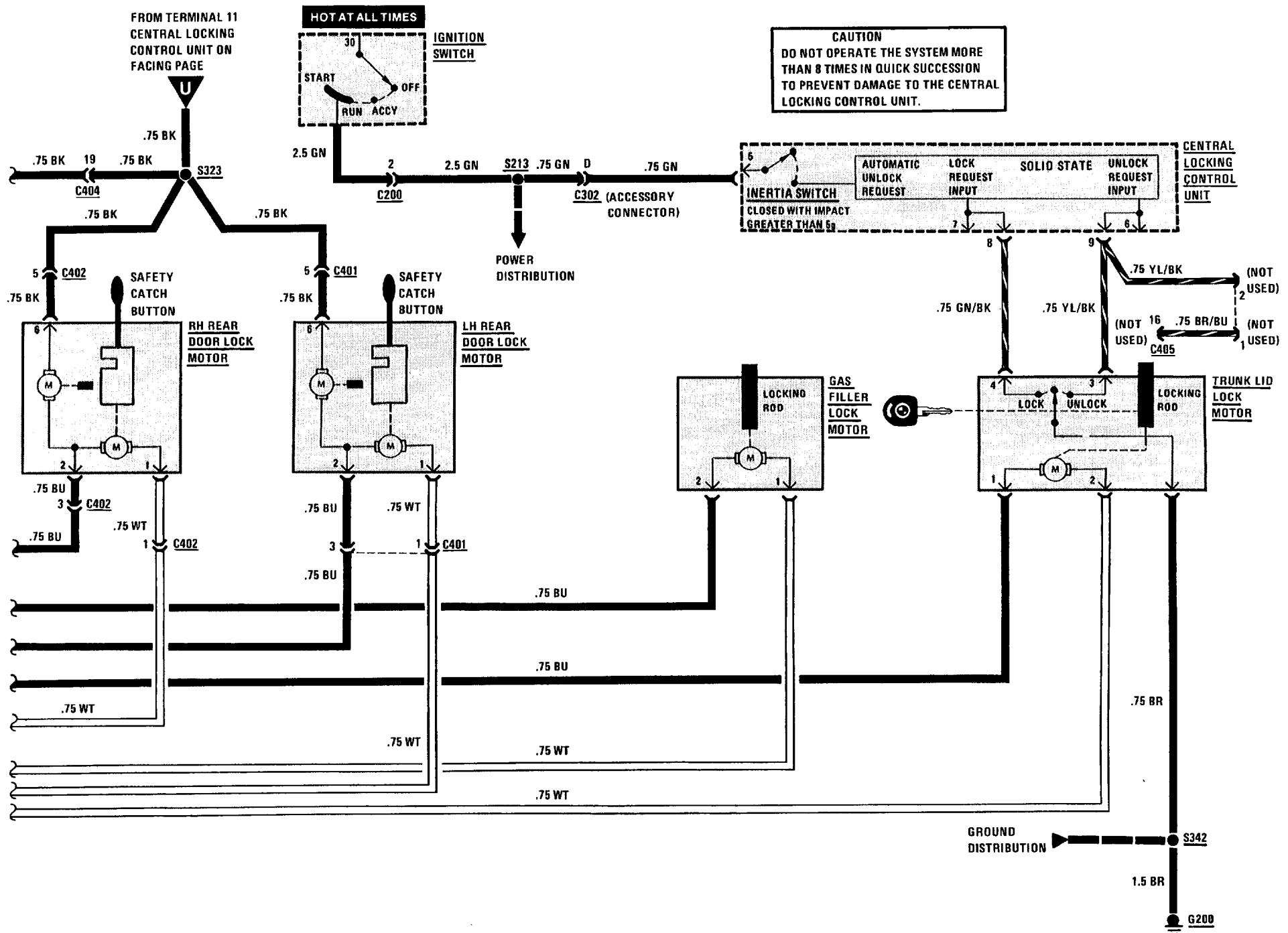


# 5126-2 CENTRAL LOCKING

## 4 DOOR (SELECT)



**4 DOOR (CONTROL)**



## 5126A-0 CENTRAL LOCKING

---

### TROUBLESHOOTING HINTS

1. Check Fuse by operating the Interior Light Timer for either Dome Light.

### SYSTEM CHECK

- Operate controls in sequence listed in the System Check Table.
- Refer to Repair Action for the Response received (tests follow the System Check Table).
- After any repair, repeat System Check to verify proper system operation.

**NOTE:** Before replacing any system component, check all connectors, splices, and wiring to that component.

**SYSTEM CHECK TABLE**

OPERATION	RESPONSE	REPAIR ACTION
1. Insert the key in the Driver's door and turn to LOCK	All doors lock	None, proceed to Operation 2
	Some doors lock	Repair/replace the suspect Door Lock Motor circuit
	No doors lock	Proceed to Operation 4
2. Turn the key to UNLOCK INHIBIT (clockwise until key is horizontal)	All doors double lock (Safety Catch Buttons cannot be pulled up by hand)	None, proceed to Operation 3
	Driver's door double locks and only some of the other doors double lock	Repair/replace the suspect Door Lock Motor
	Driver's door double locks but all the other doors do not double lock	Perform Test B
	Driver's door does not double lock	Mechanical problem, see BMW Troubleshooting Manual

## SYSTEM CHECK TABLE (CONT'D)

OPERATION	RESPONSE	REPAIR ACTION
3. Turn the key to UNLOCK	All doors unlock	None, proceed to Operation 4
	Some doors unlock	Repair/replace the suspect Door Lock Motor circuit
	No doors unlock	Proceed to Operation 5
4. Insert the key in the Passenger's door and turn to LOCK	All doors lock	If the doors did not lock in Operation 1, repair/replace the Driver's Door Lock Switch, otherwise proceed to Operation 5
	Some doors lock	Repair/replace the suspect Door Lock Motor circuit
	No doors lock	If all the doors locked in Operation 1, repair/replace the Right Front Door Microswitch. If the doors did not lock in Operation 1, perform Test A
5. Insert the key in the Passenger's door and turn to UNLOCK	All doors unlock	If all the doors did not unlock in Operation 3, repair/replace the Driver's Door Lock Switch, otherwise proceed to Operation 6
	Some doors unlock	Repair/replace the suspect Door Lock Motor
	No doors unlock	If all the doors unlocked in Operation 3, repair/replace the Passenger's Door Lock Switch. If the doors did not unlock in Operation 3, perform Test C
6. Get in the car and close and lock all doors Turn the Ignition Switch to RUN	Doors remain locked	None, proceed to Operation 7
	Doors unlock	Repair/replace the Central Locking Control Unit
7. Get out of the car  Insert the key in the Driver's door and turn to LOCK  Unlock each of the doors by pulling up the Safety Catch Buttons	All doors can be unlocked	None, proceed to Operation 8
	All doors remain secure	Disconnect the connector from the Central Locking Control Unit and check for a short to ground in the wires at terminal 11. • If short to ground is not present, replace the Central Locking Control Unit. • If short to ground is present isolate wiring from Door Lock Motors one at a time to find short

## 5126A-2 CENTRAL LOCKING

**SYSTEM CHECK TABLE (CONT'D)**

OPERATION	RESPONSE	REPAIR ACTION
8. Insert the key in the Trunk Cylinder Switch. Turn the key to LOCK	Trunk locks	None, proceed to Operation 9
	Trunk does not lock	If the doors lock, repair/replace the Trunk Lock Motor Circuit or Trunk Lock Motor If the doors do not lock, repair/replace the Trunk Switch Repair/replace the Central Locking Control Unit if the Trunk Switch Circuit is OK
9. Turn the key to UNLOCK	Trunk unlocks	None, proceed to Operation 10
	Trunk does not unlock	If the doors unlock, repair/replace the Trunk Lock Motor circuit or Trunk Lock Motor If the doors do not unlock, repair/replace the Trunk Switch Repair/replace the Central Locking Control Unit if the Trunk Switch Circuit is OK
10. Turn the key back to LOCK	Gas Filler locks	None, proceed to Operation 11
	Gas Filler does not lock	Repair/replace the Gas Filler Lock Motor circuit
11. Turn the key to UNLOCK	Gas Filler unlocks	None
	Gas Filler does not unlock	Repair/replace the Gas Filler Lock Motor circuit

- If all results are normal, the system is OK.

### SYSTEM DIAGNOSIS

- Do the following tests when directed by the System Check Table.

**A: CONTROL UNIT LOCK TEST  
(TABLE 1)**

Measure: VOLTAGE At: CONTROL UNIT CONNECTOR (Connected)		
Measure Between	Correct Voltage	For Diagnosis
3 & Ground	Battery	See 1
3 & 4	Battery	See 2
• If the voltages are correct, proceed to Table 2. 1. Check the wire to terminal 3 for an open. 2. Check the wire from terminal 4 for an open to ground (see schematic).		

**A: CONTROL UNIT LOCK TEST  
(TABLE 2)**

Connect: A FUSED JUMPER At: CONTROL UNIT CONNECTOR (Connected)		
Jumper Between	Correct Result	For Diagnosis
7 & Ground	Doors lock	See 1
• If the result is correct, repair/replace the switches and related wiring (see schematic).		
1. Proceed to Table 3.		

## A: CONTROL UNIT LOCK TEST (TABLE 3)

Connect: FUSED JUMPERS At: CONTROL UNIT CONNECTOR (Disconnected)		
Jumper Between	Correct Result	For Diagnosis
1 & 3	Doors lock	See 1
2 & 4		
<ul style="list-style-type: none"> <li>If the result is correct, replace the Central Locking Control Unit.</li> </ul>		
1. Check the wire from terminal 1 to splice and the wire from terminal 3 to splice for opens (see schematic).		

## B: UNLOCK INHIBIT TEST

Connect: A FUSED JUMPER At: CONTROL UNIT CONNECTOR (Connected)		
Jumper Between	Correct Result	For Diagnosis
10 & Ground	Doors double lock	See 1
<ul style="list-style-type: none"> <li>If the result is correct, check the wires from terminal 10 to ground for opens (see schematic). Replace the Unlock Inhibit Switch if the wires and connections are OK.</li> </ul>		
1. Check the wires from terminal 11 for opens (see schematic). Replace the Central Locking Control Unit, if the wires and connections are OK.		

## C: CONTROL UNIT UNLOCK TEST

Connect: A FUSED JUMPER At: CONTROL UNIT CONNECTOR (Connected)		
Jumper Between	Correct Result	For Diagnosis
6 & Ground	Doors unlock	See 1
<ul style="list-style-type: none"> <li>If the result is correct, repair/replace the switches and related wiring (see schematic).</li> </ul>		
1. Replace the Central Locking Control Unit.		

## CIRCUIT DESCRIPTION

The Central Locking System is controlled by the Central Locking Control Unit. This unit senses when a lock switch is moved by a key, and sends the appropriate signal to drive the Motors. The Central Locking Control Unit controls the Door Locks, Gas Filler Lock and Trunk Lock. The unit also has an Inertia Switch which closes on impact greater than 5g. If in RUN or START the locks are then unlocked.

### Lock

When the Key is inserted into a lock and turned clockwise, the Lock switch moves to LOCK and grounds terminal 7 of the Central Locking Control Unit. The unit then activates the Lock Relay and applies voltage from Fuse 27 to the Lock Motor, which is grounded through the Central Locking Control Unit terminal 2. The Lock Motor then pulls the lock down. The door locks also control the Trunk Lock and Gas Filler Lock.

### Unlock

When the key is turned counterclockwise, terminal 6 of the Central Locking Control Unit is grounded through the Lock Switch. The Central Locking Control Unit then activates the Unlock Relay and applies voltage from Fuse 27, through terminal 2 to the Lock Motor. The motor is grounded through the Central Locking Control Unit terminal 1. The polarity is reversed and the motor pushes the lock up.

### Unlock Inhibit

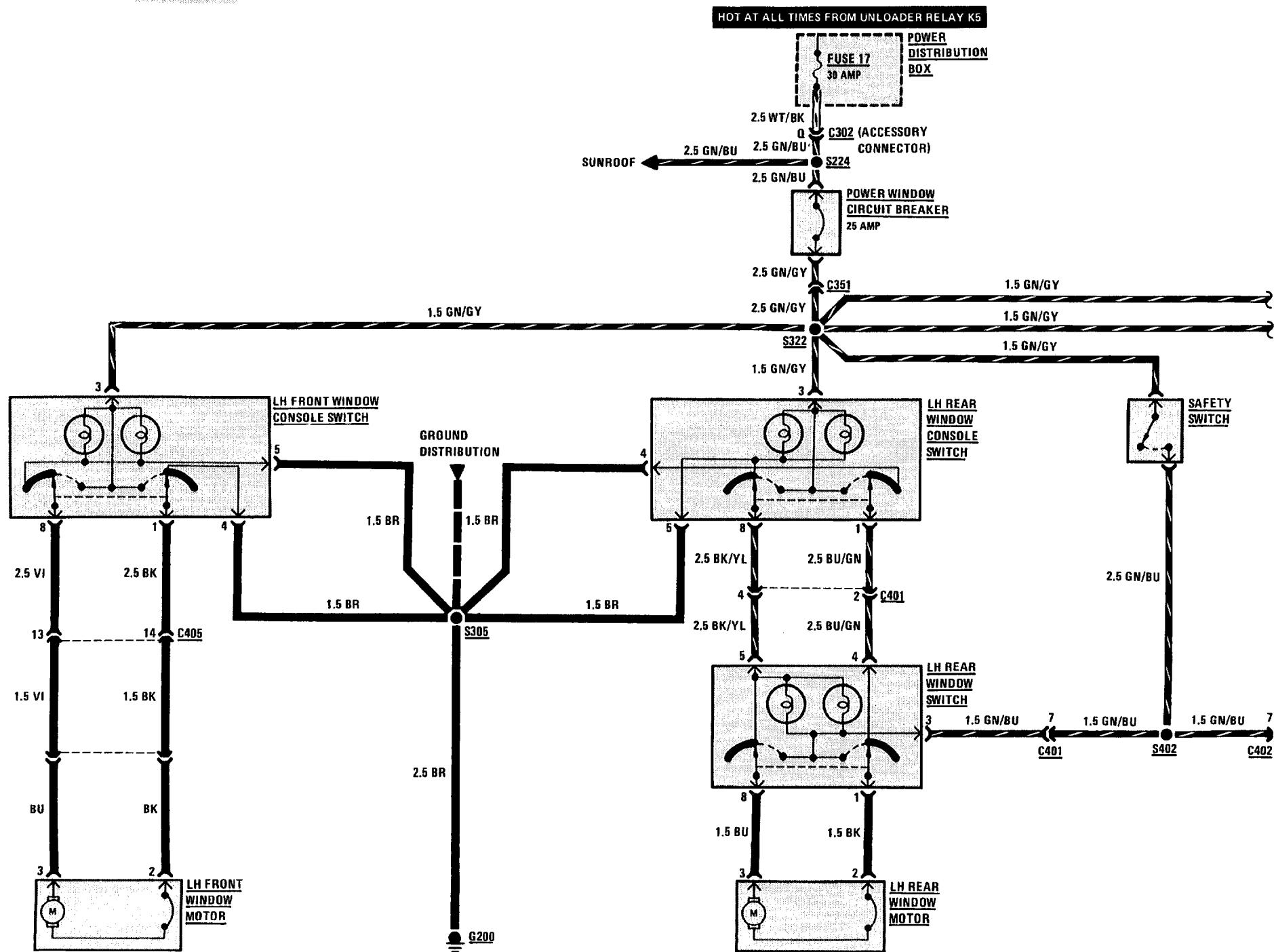
When the key is inserted into the Driver's Lock and turned clockwise past the LOCK position, the Unlock Inhibit mechanism is engaged. This mechanically inserts a bar into the driver's lock and prevents unlocking through use of the Safety Catch Button. When in the Unlock Inhibit position, ground is applied to the Unlock Inhibit motors in the other lock units. The Central Locking Control Unit is grounded at terminal 10 and then activates the Lock Relay. Voltage is applied to the Unlock Inhibit motors through terminal 1. They are now activated and engage the other Unlock Inhibit mechanisms. The direction of the motors is reversed when the doors are unlocked (see Unlock).

### Trunk Lock

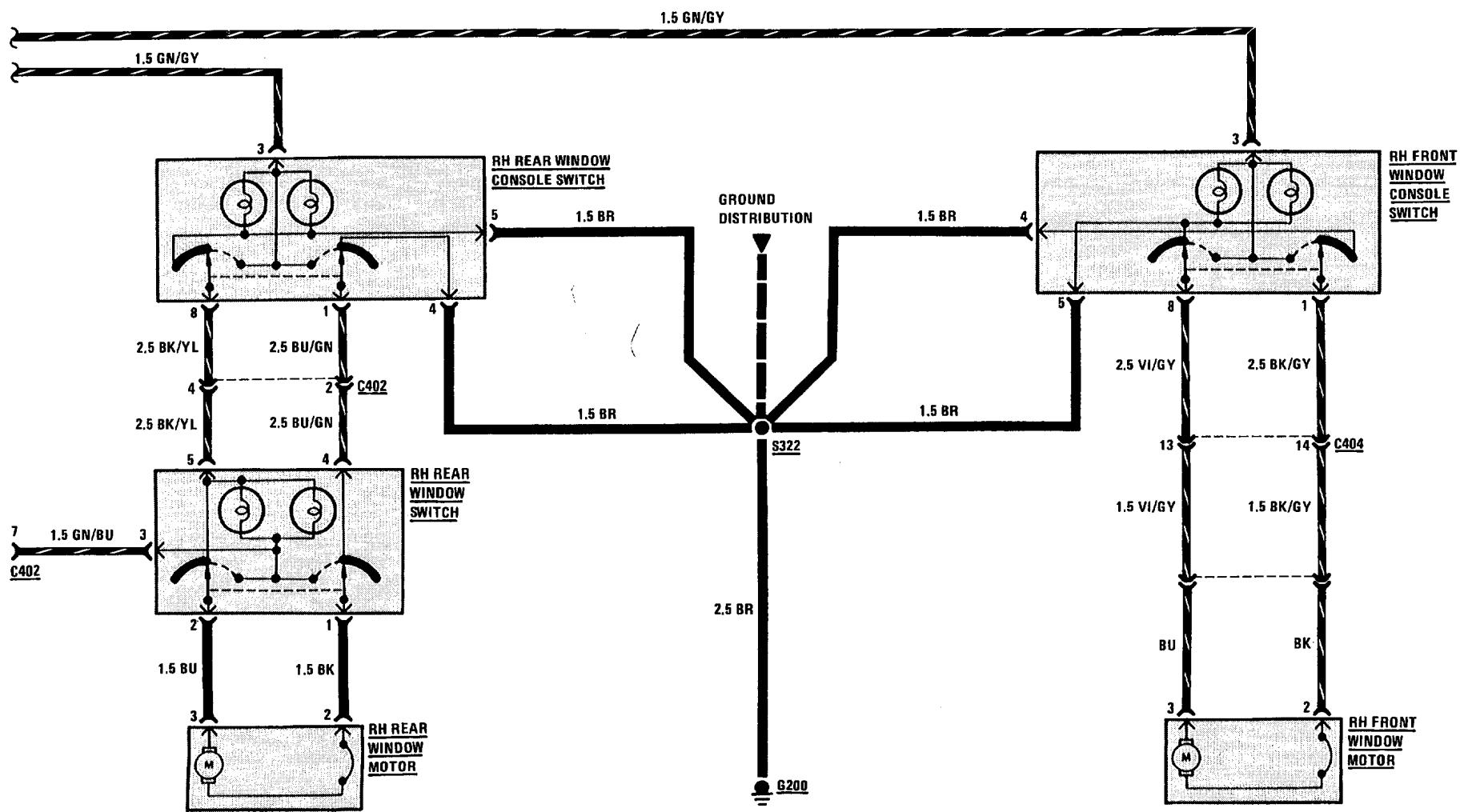
The Trunk Lock operates in a manner similar to the Door Locks.

# 5133-0 POWER WINDOWS EXCEPT CONVERTIBLE

4 DOOR

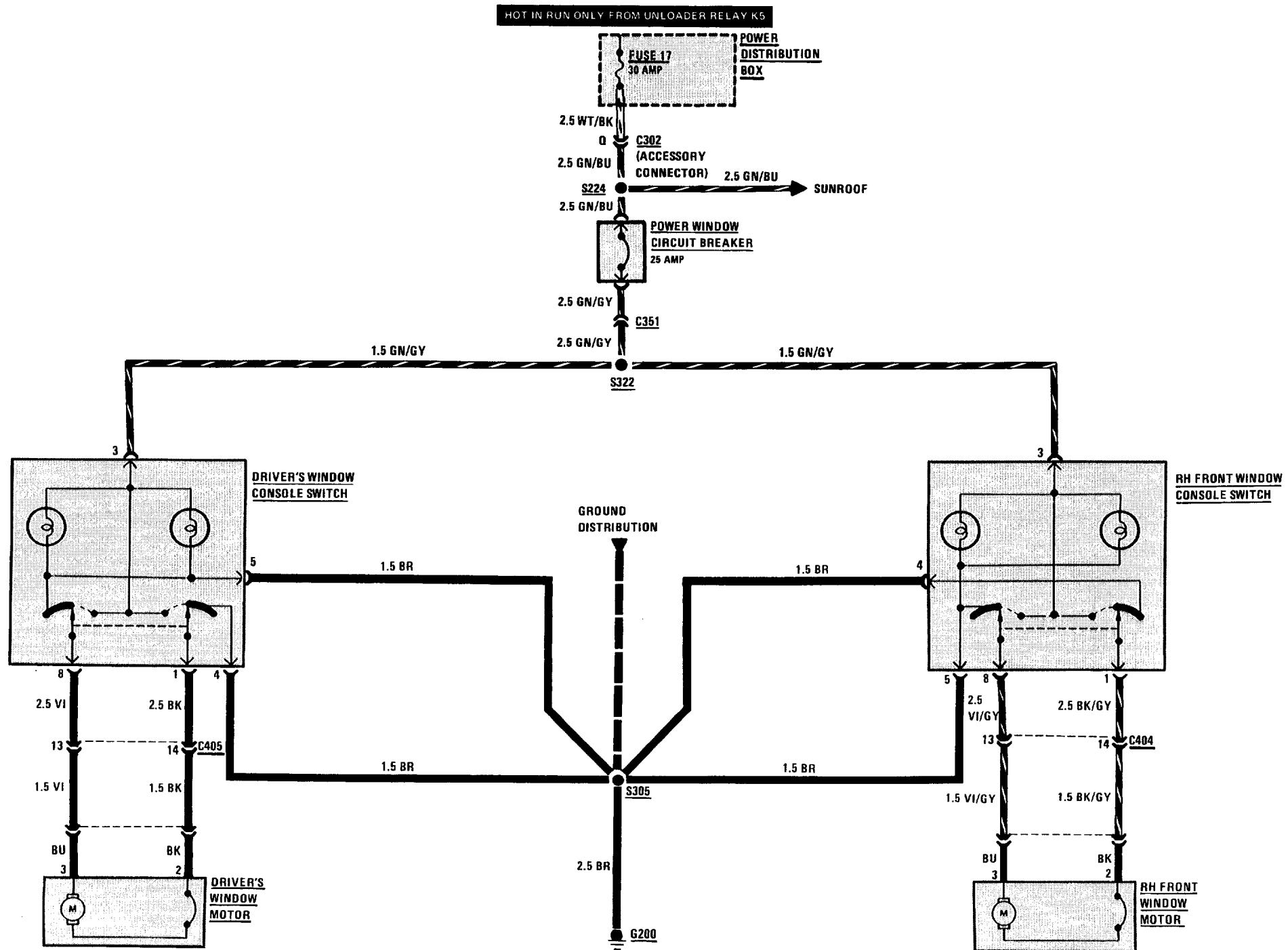


4 DOOR

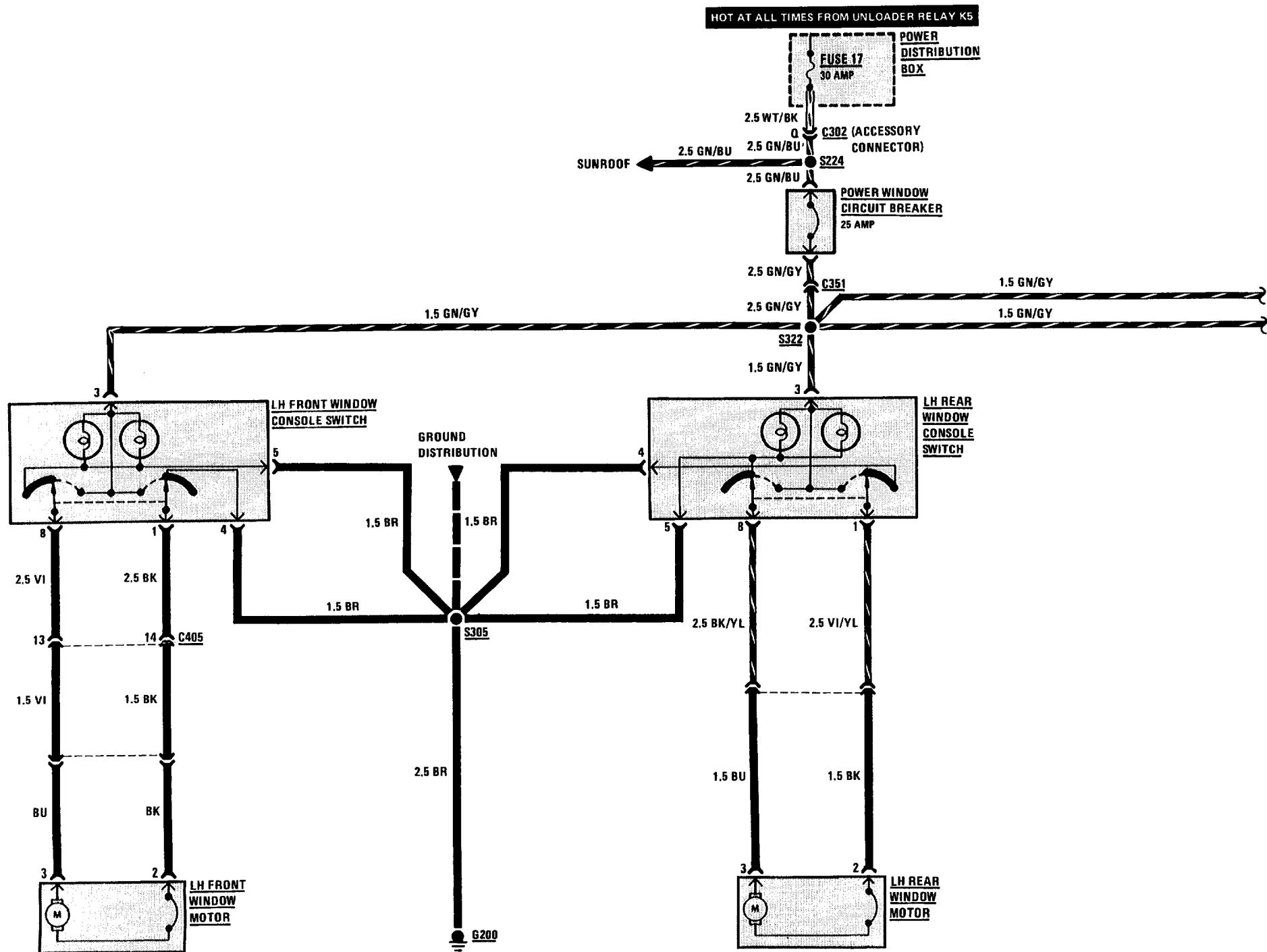


## 5133-2 POWER WINDOWS EXCEPT CONVERTIBLE

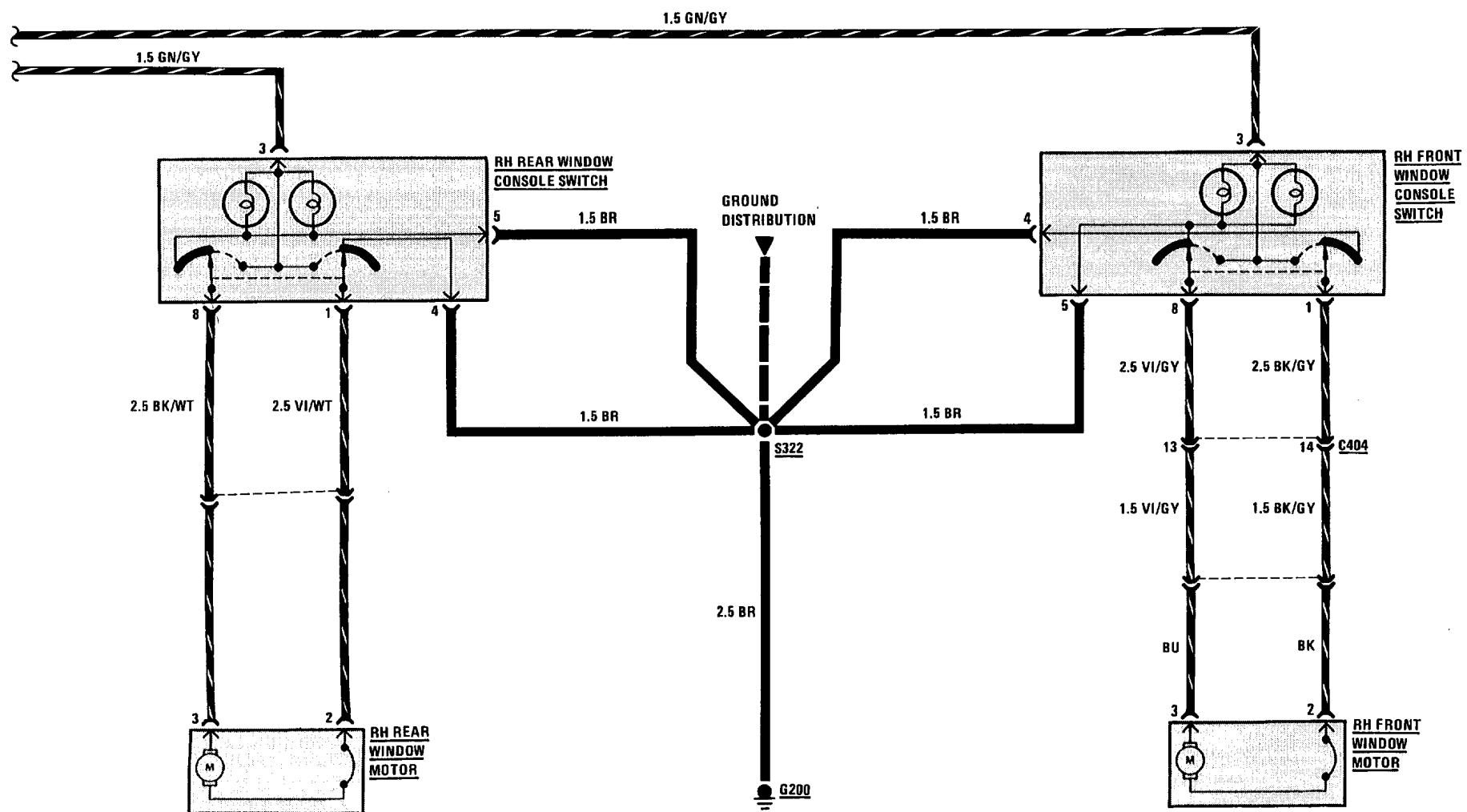
2 DOOR



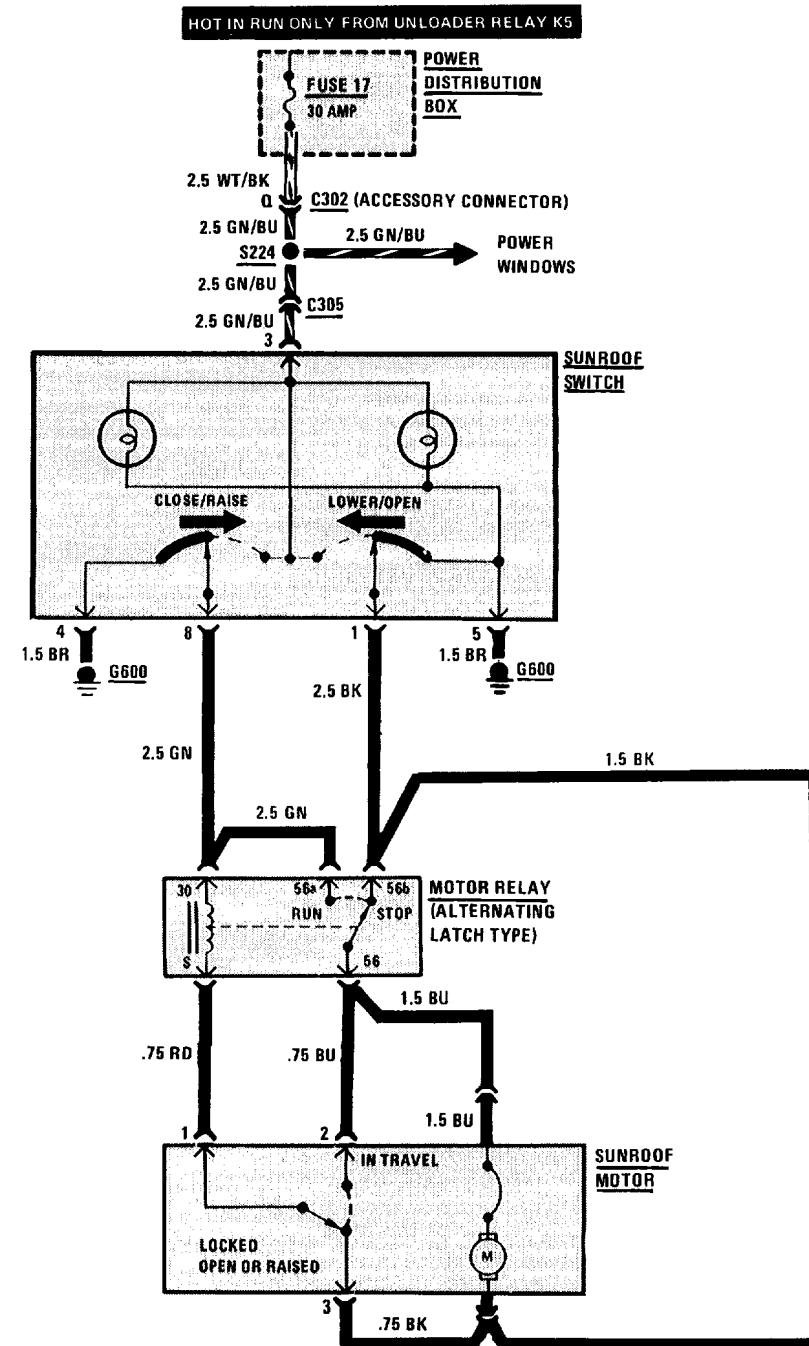
# CONVERTIBLE POWER WINDOWS 5133-3



# 5133-4 POWER WINDOWS CONVERTIBLE

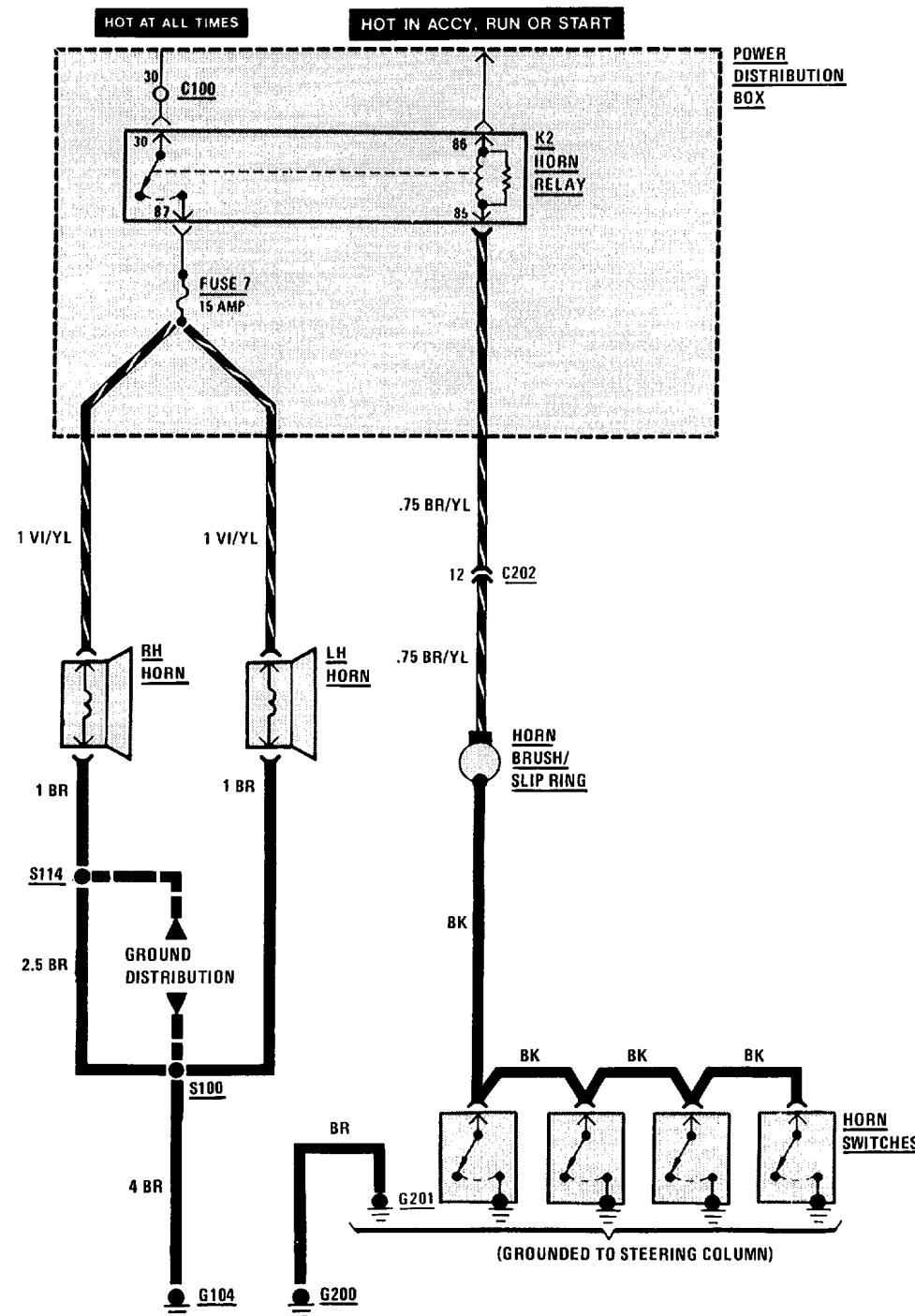


# 5413-0 SUNROOF

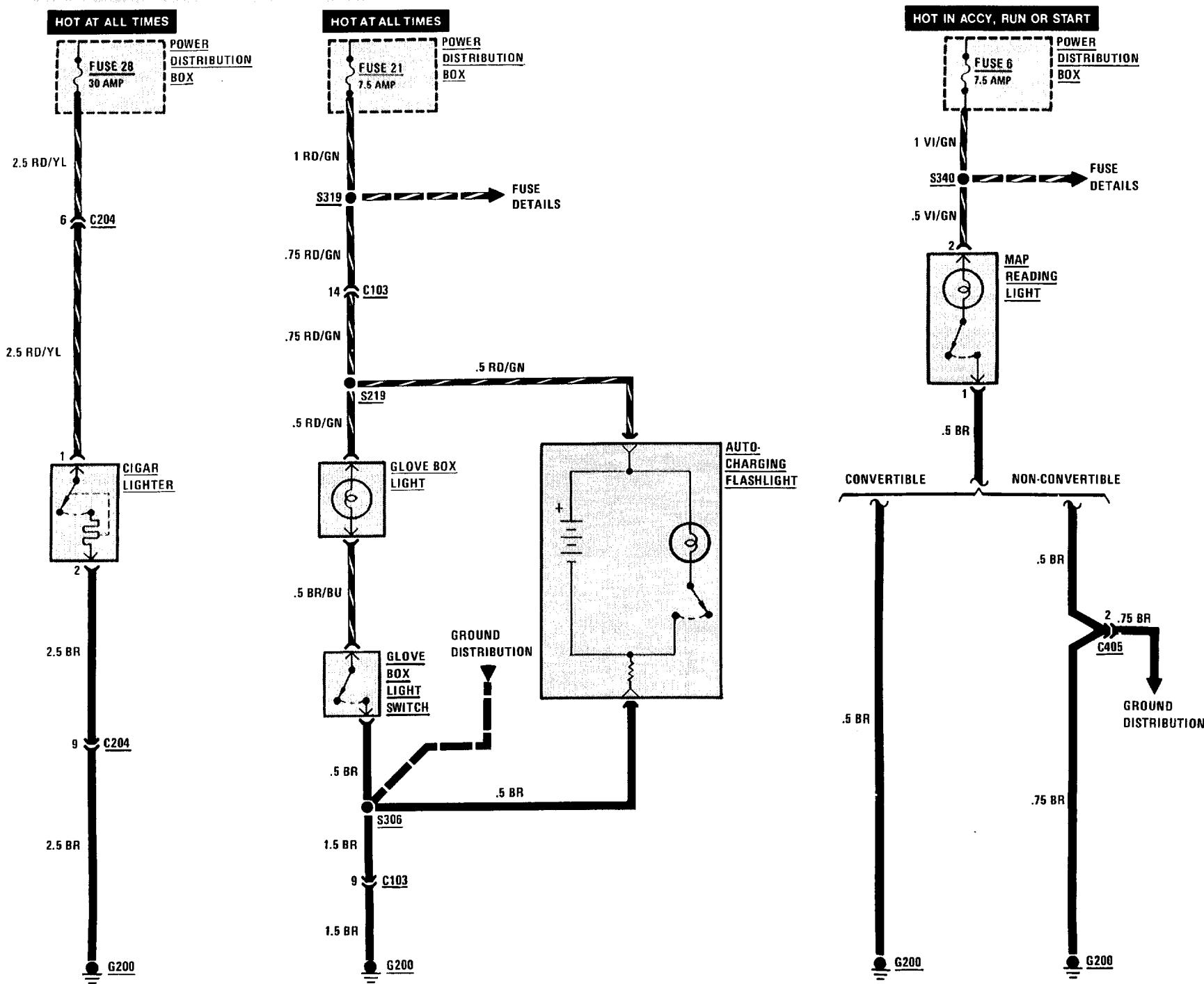


# 6100-0 BODY ELECTRICAL

## HORNS

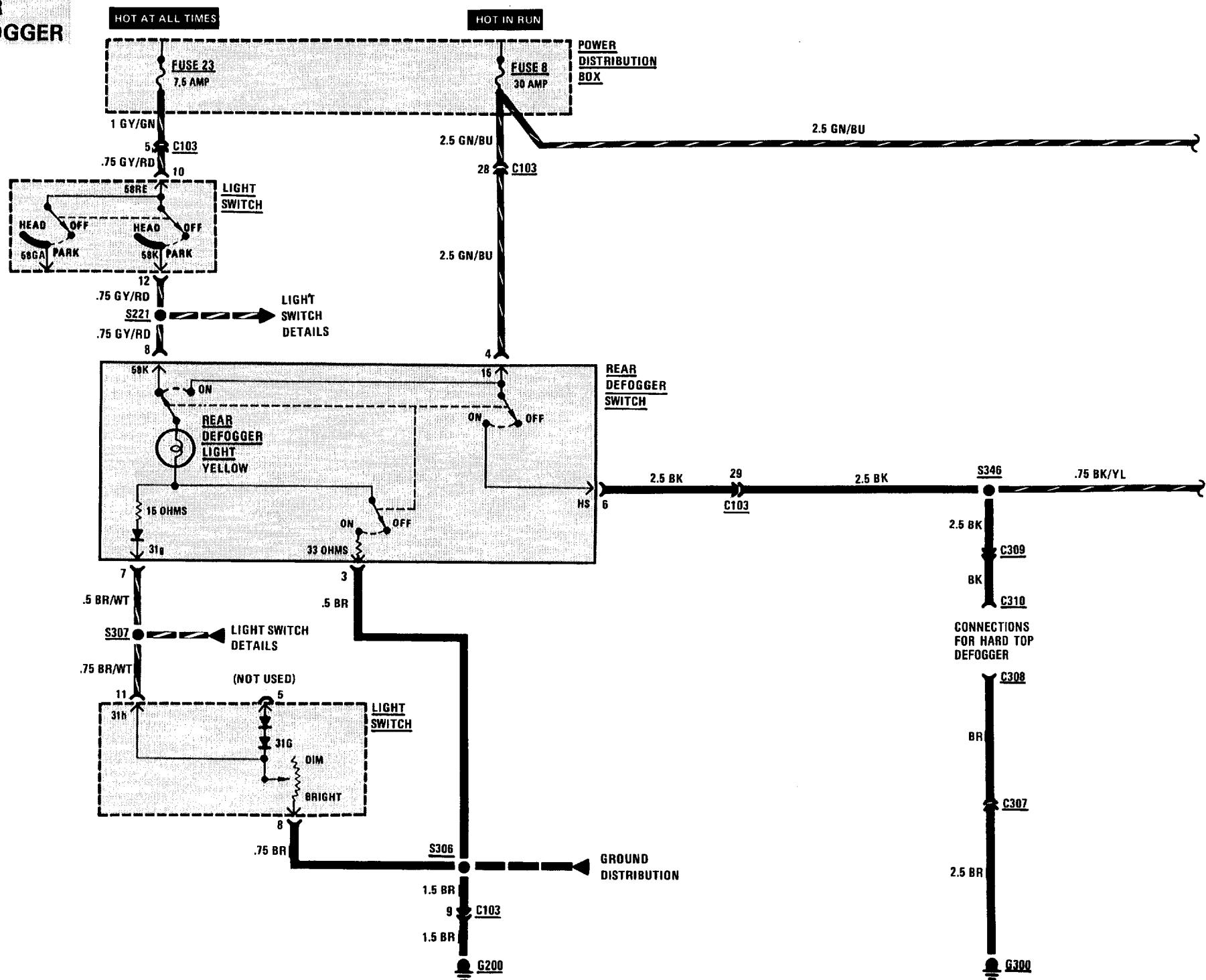


## CIGAR LIGHTER/GLOVE BOX LIGHT/AUTO-CHARGING FLASHLIGHT/MAP READING LIGHT

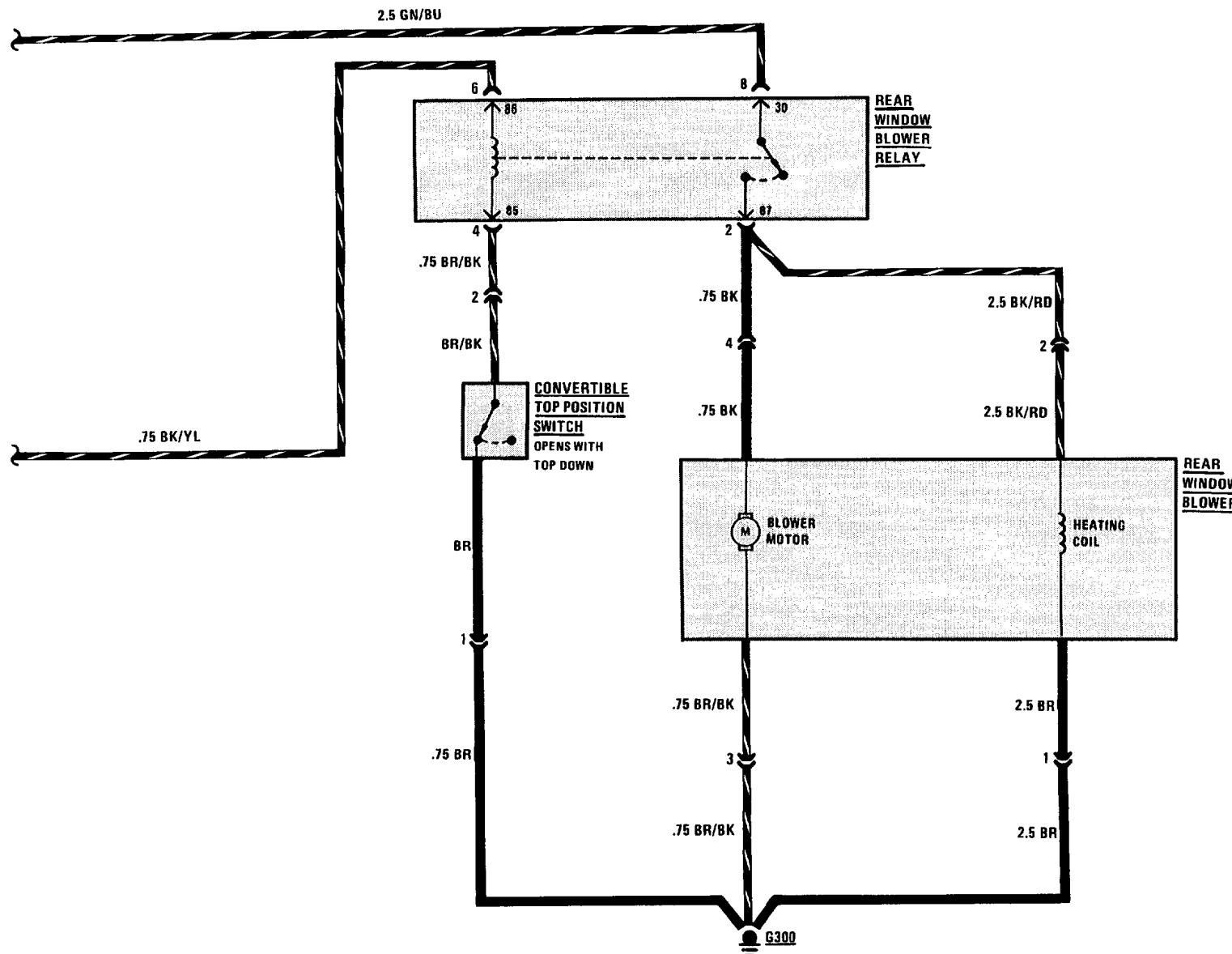


# 6100-2 BODY ELECTRICAL CONVERTIBLE

## REAR DEFROGGER

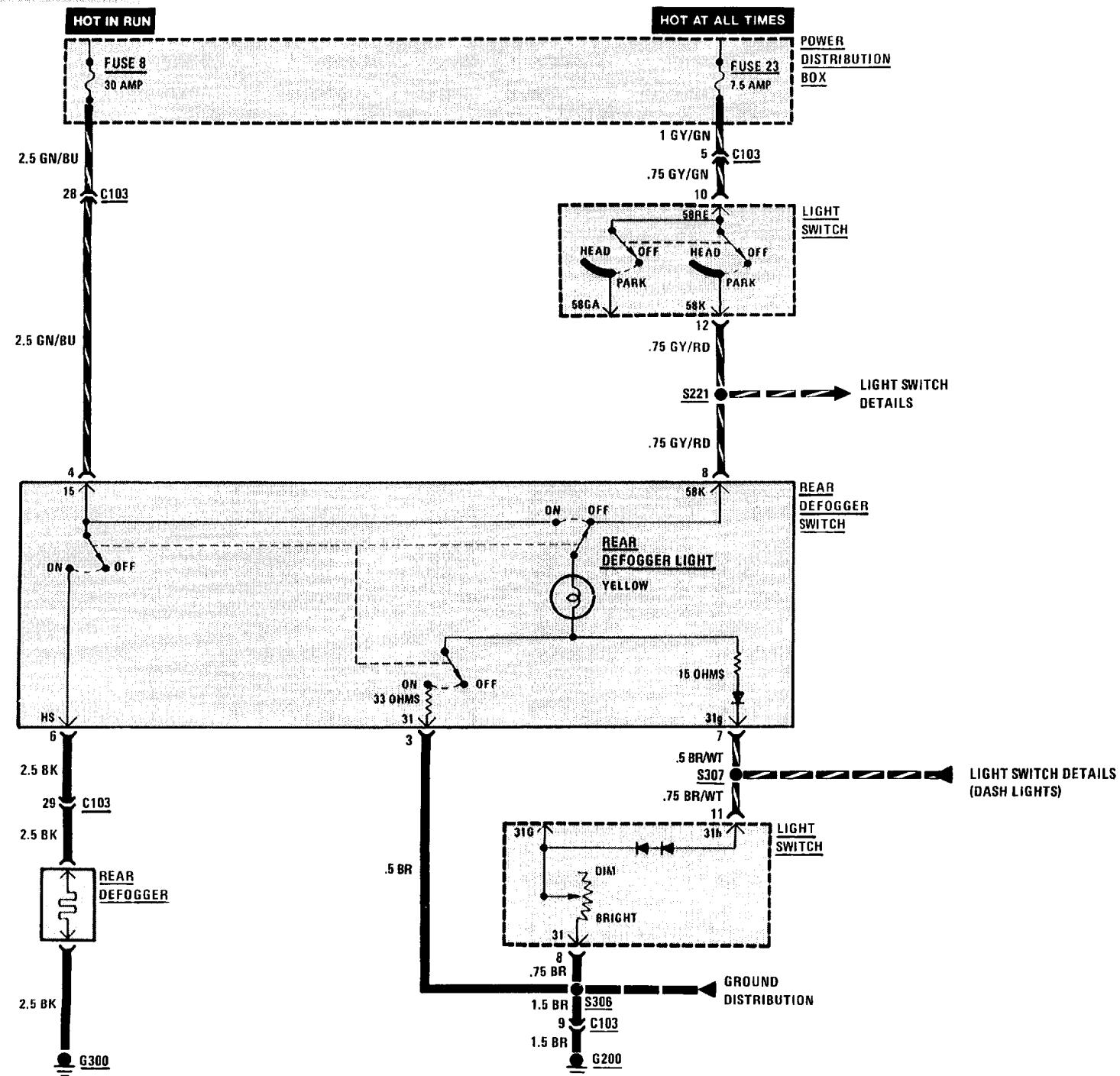


## REAR DEFOGGER

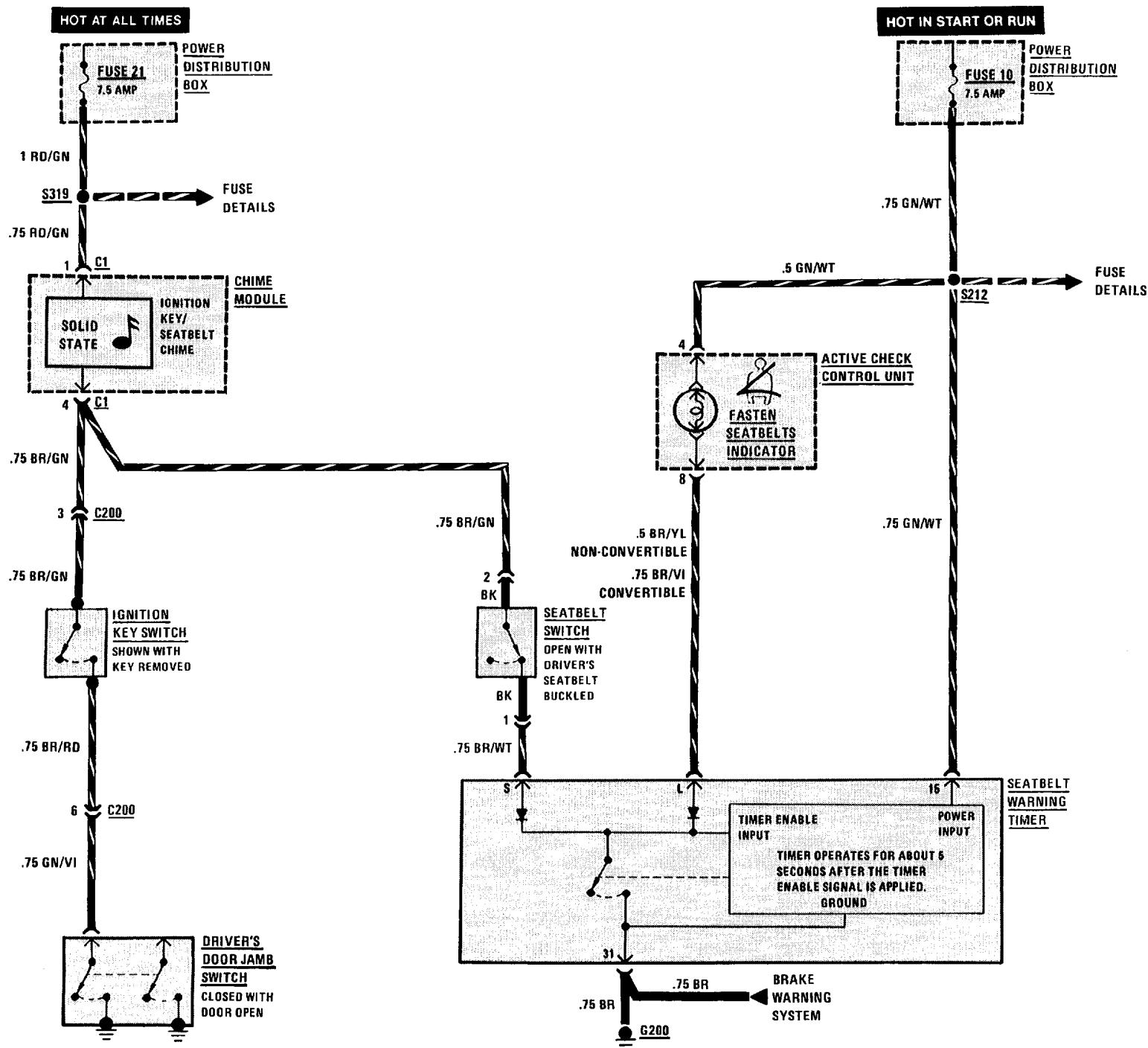


# 6100-4 BODY ELECTRICAL EXCEPT CONVERTIBLE

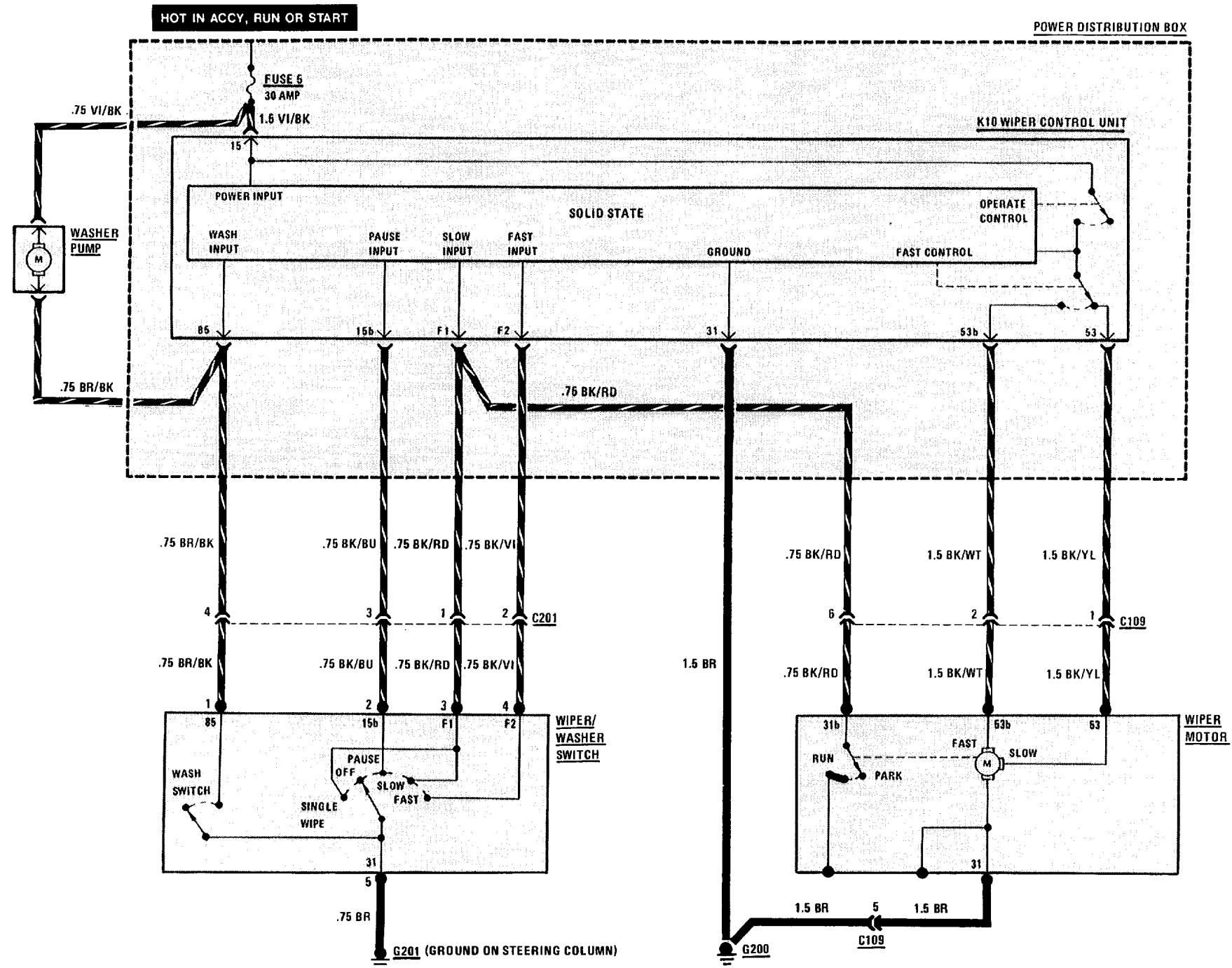
## REAR DEFOGGER



# 6131-0 IGNITION KEY WARNING/SEATBELT WARNING

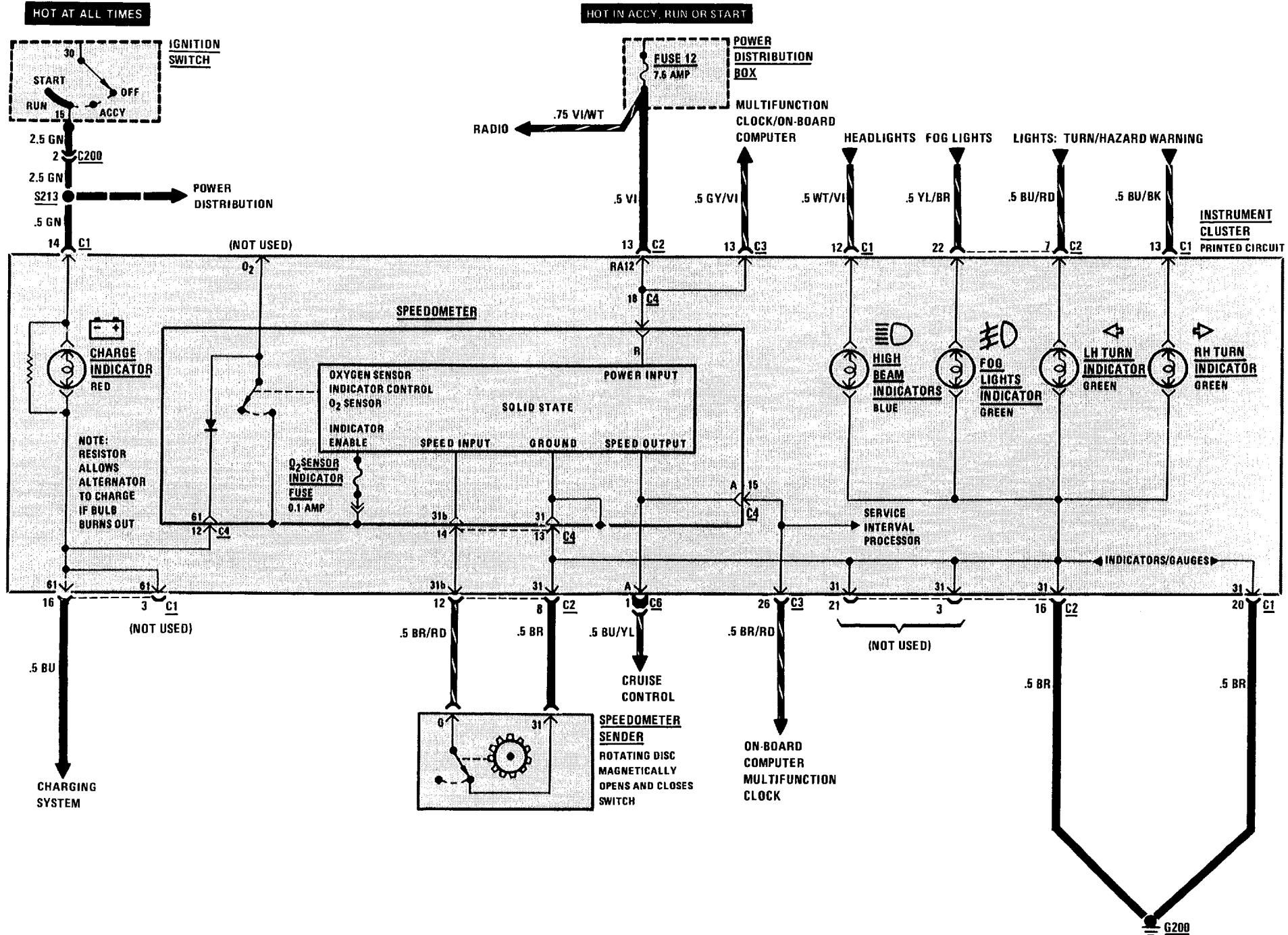


# 6160-0 WIPER/WASHER

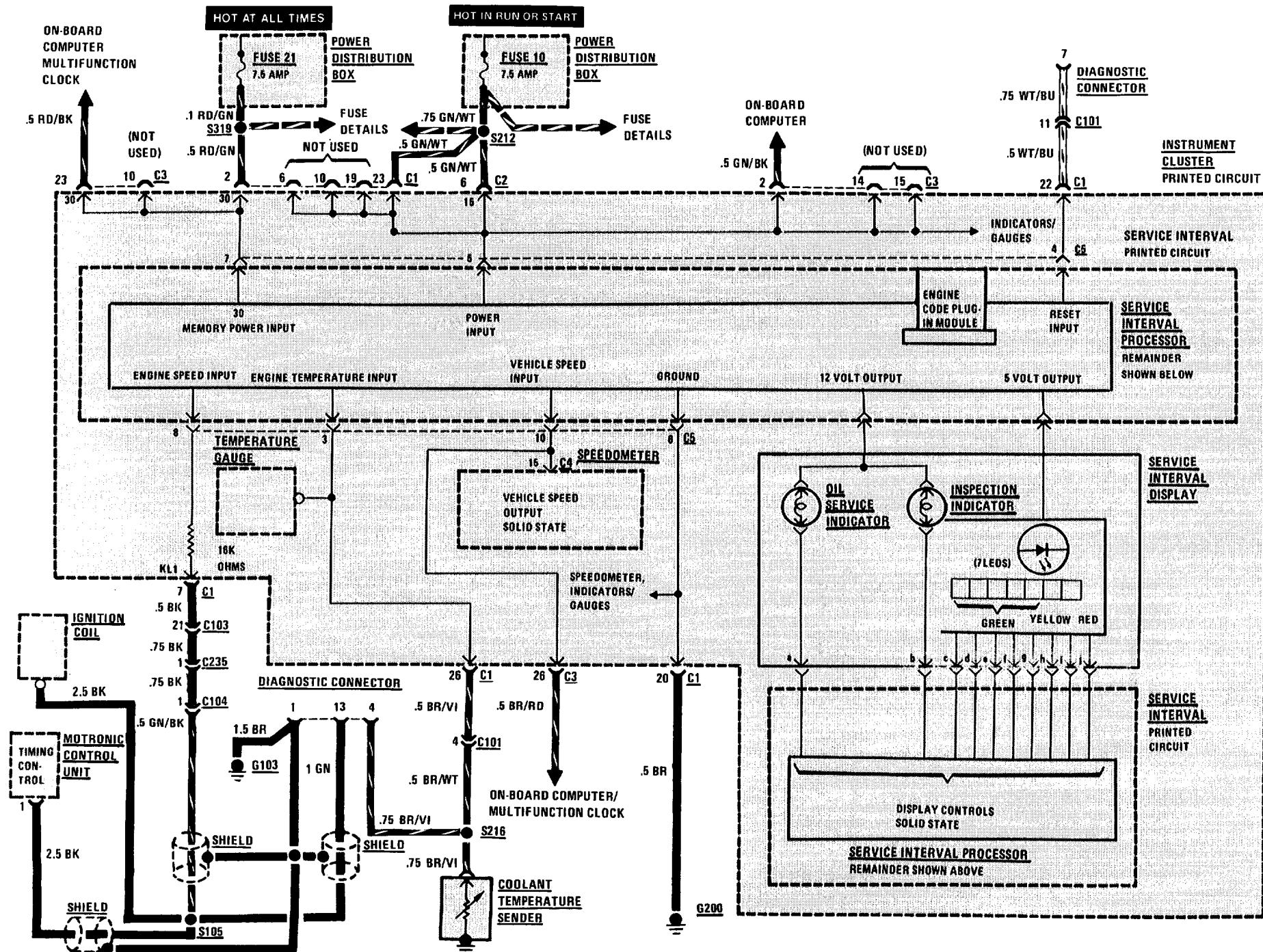


# 6210-0 INSTRUMENT CLUSTER

## SPEEDOMETER/INDICATORS

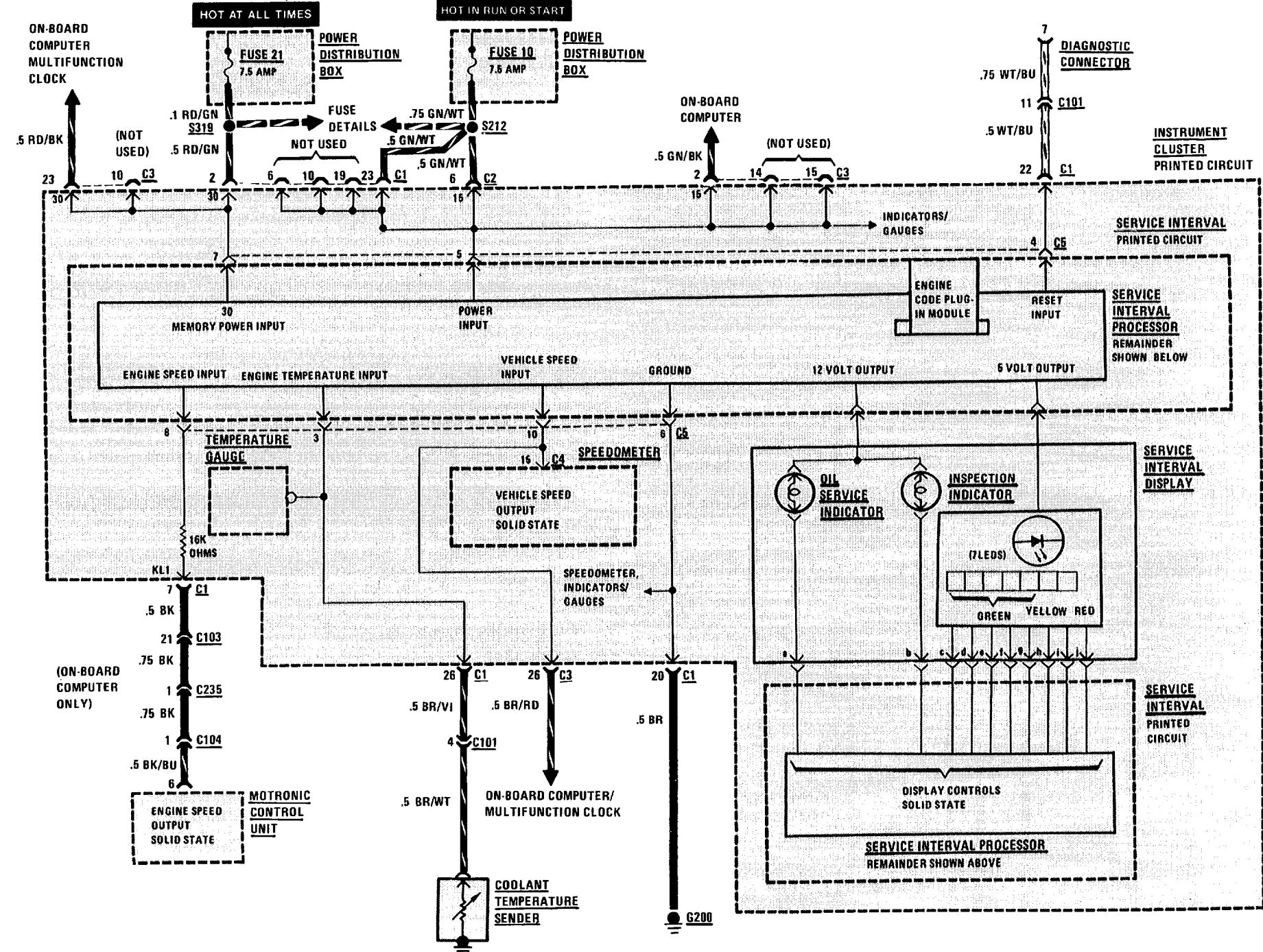


## SERVICE INTERVAL INDICATOR

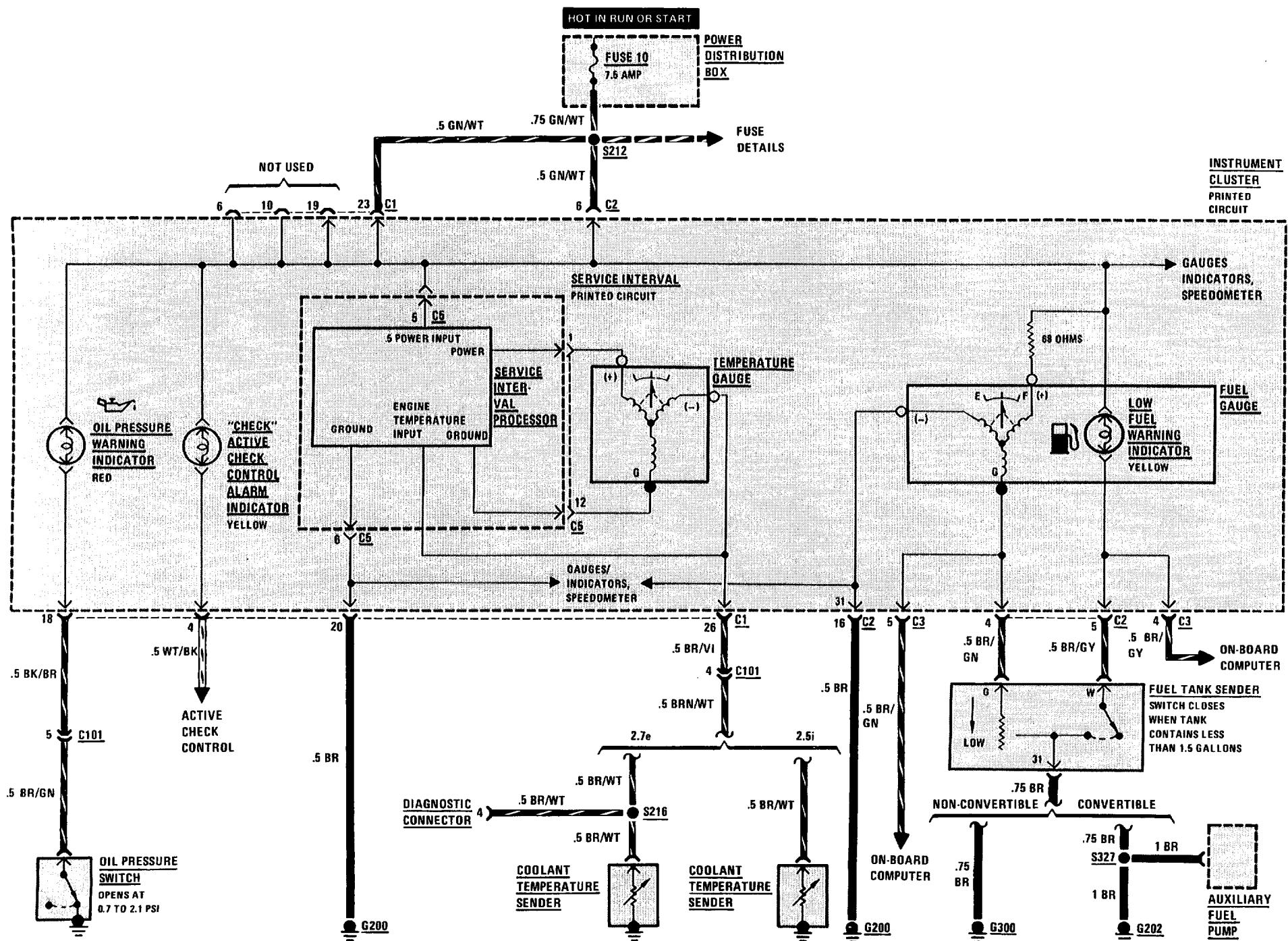


# 6210-2 INSTRUMENT CLUSTER 325i

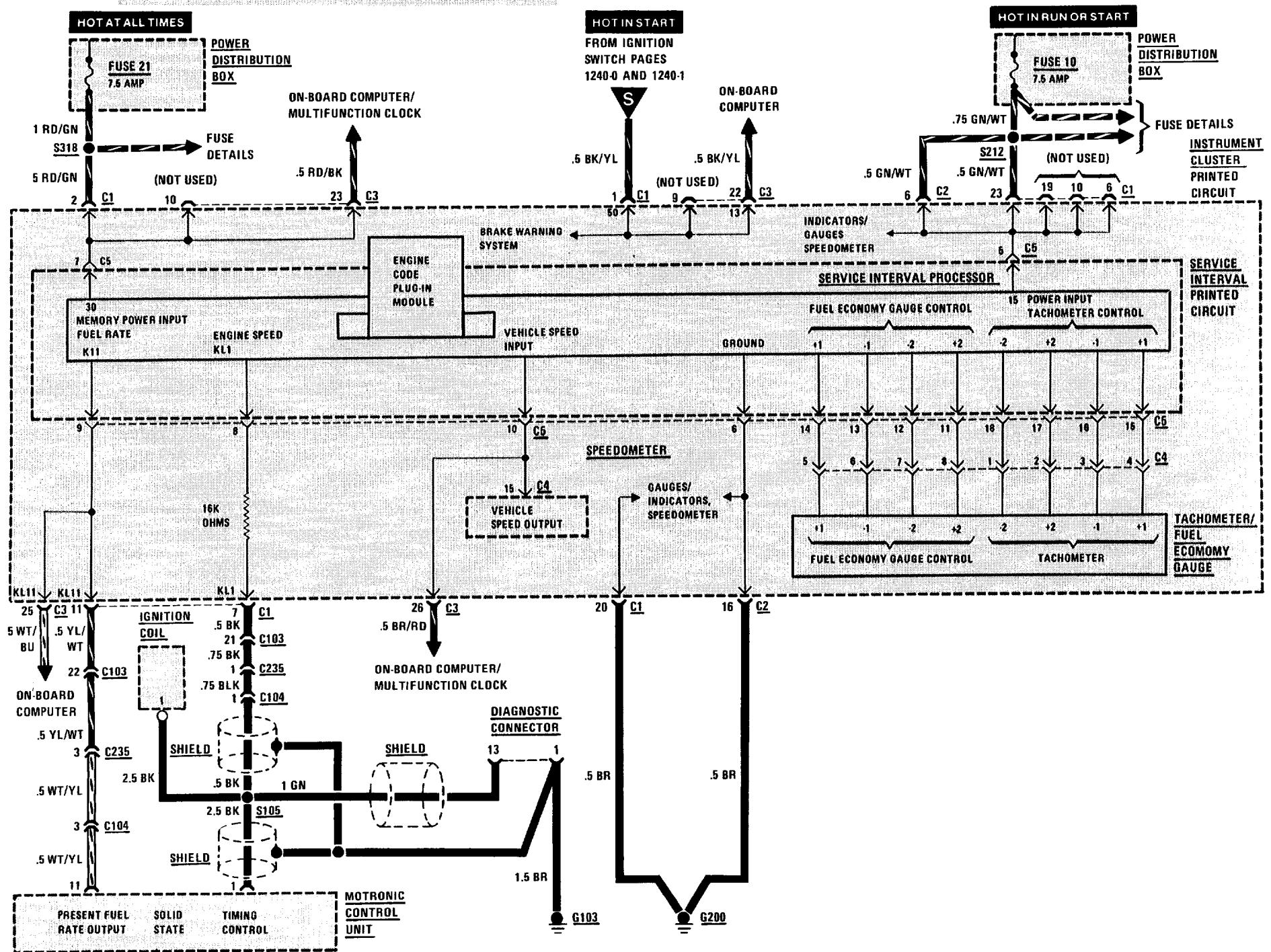
## SERVICE INTERVAL INDICATOR



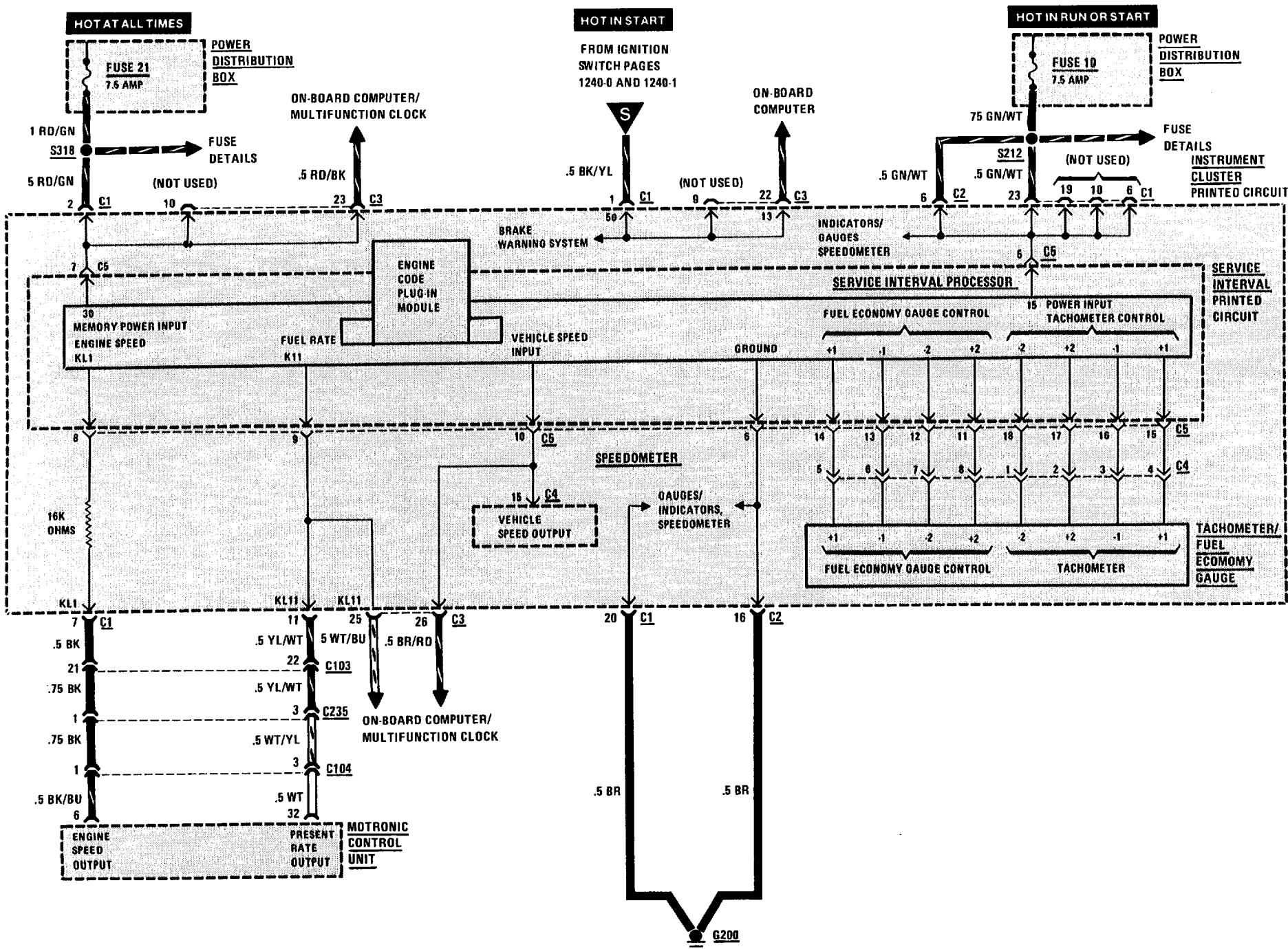
## GAUGES/INDICATORS



TACHOMETER/FUEL ECONOMY GAUGE



#### TACHOMETER/FUEL ECONOMY GAUGE



# 6216-0 ACTIVE CHECK CONTROL

## ACTIVE CHECK CONTROL

1. When the Ignition Switch is initially placed in "Run," the Active Check Control Arm Indicator flashes, and the Active Check Control Unit Brake Light LED and panel light illuminate for test purposes. Depressing the brake pedal clears the display.
2. When the Ignition Switch is placed in "Run," fault monitoring begins. To monitor the low beams, rear lights, or license lights, those circuits must be on. The brake lights are monitored only while the brake pedal is depressed.
3. When a fault occurs, the alarm indicator flashes, the appropriate LED fault indicator lights, and the panel light goes on for five seconds. Depressing the test button will clear the alarm indicator, but the LED fault indicator remains on.
4. To test the unit, depress the test button. The LED fault indicators and the panel lights should go on.

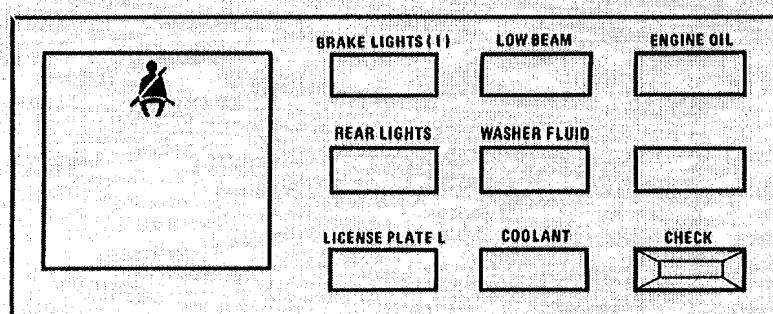
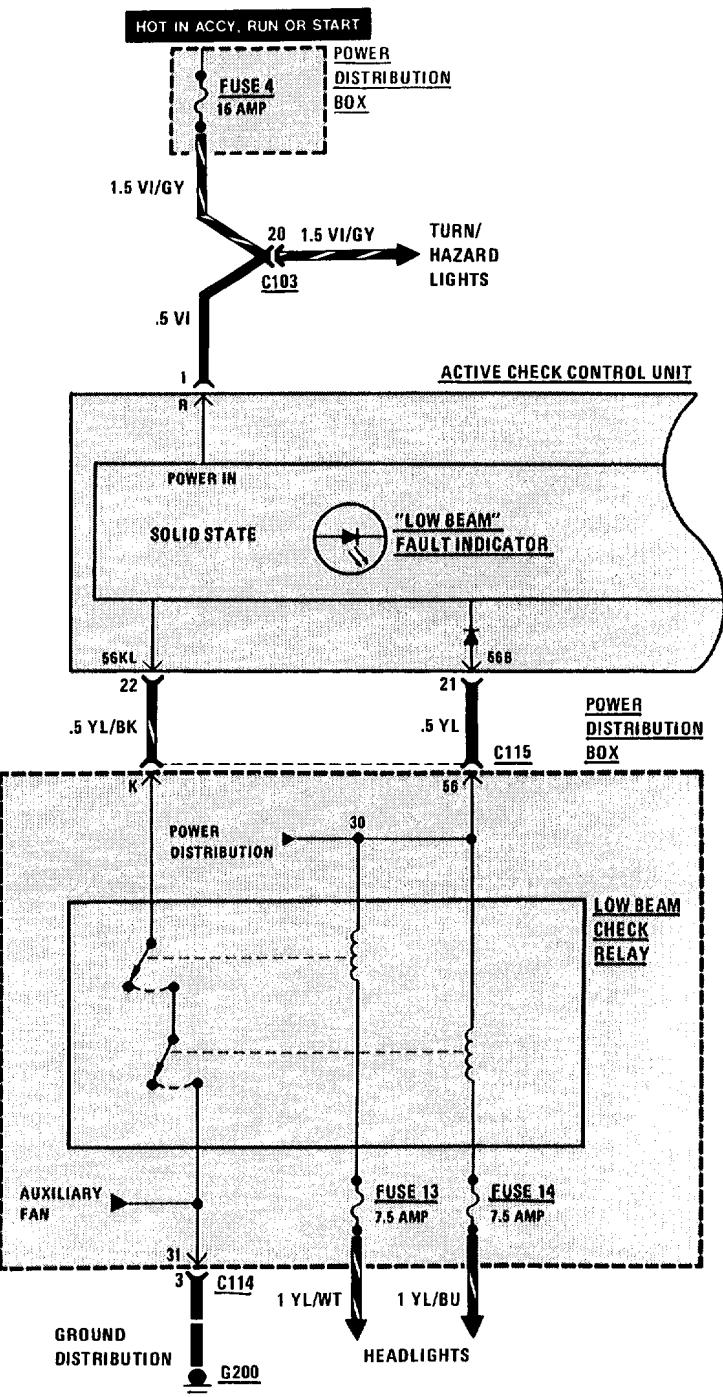
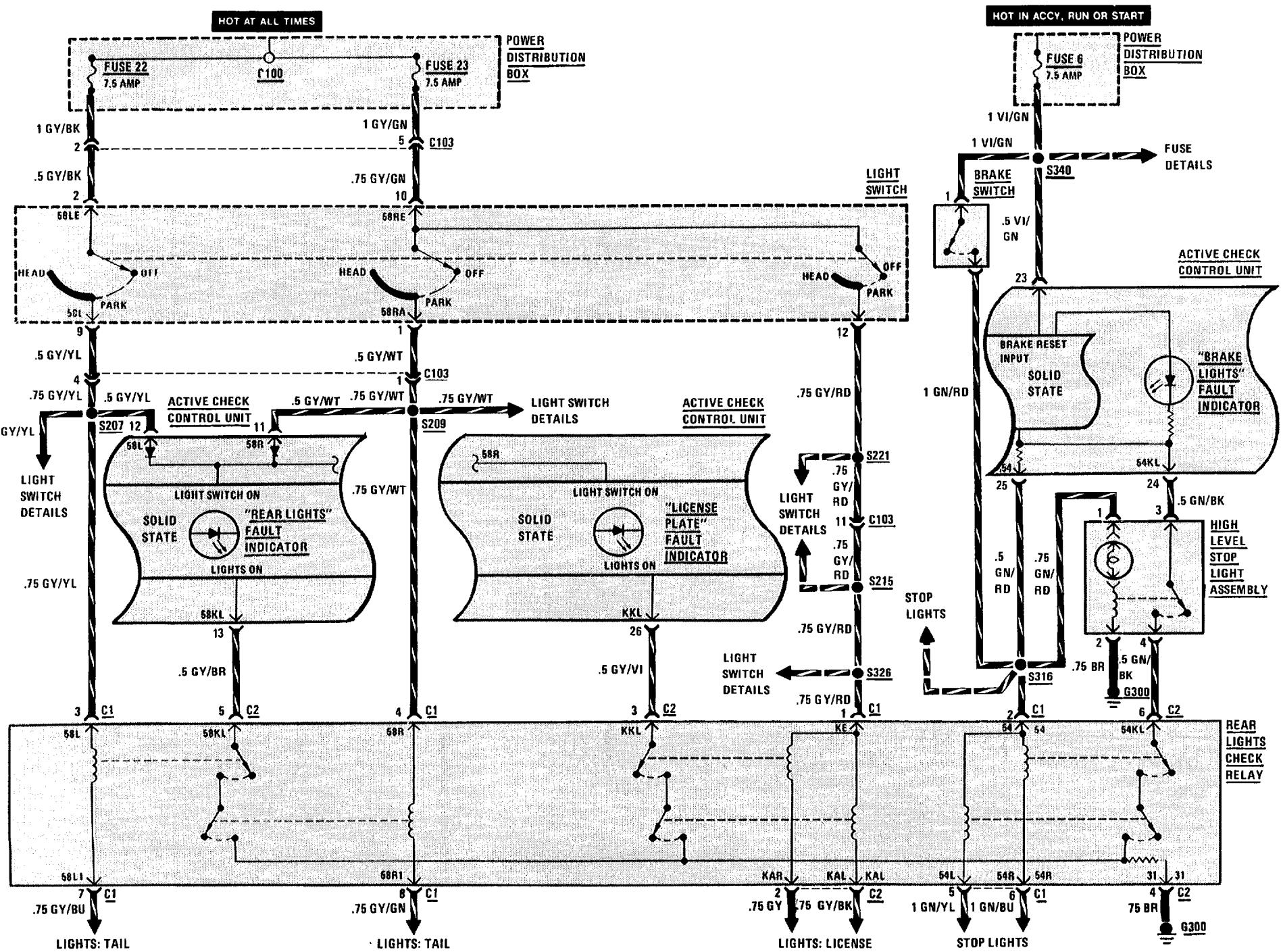


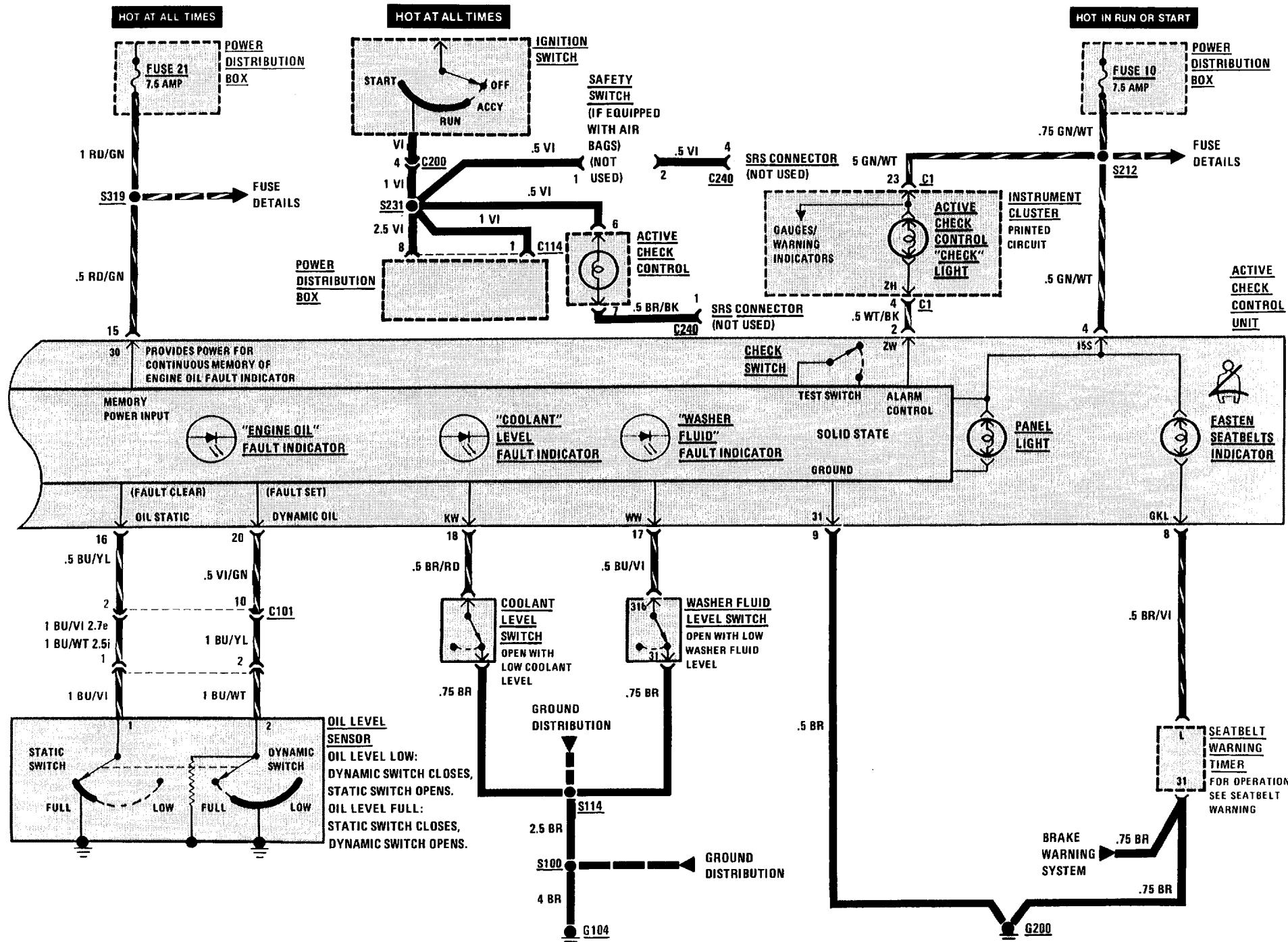
Figure 1 - Active Check Control Unit Above Rear View Mirror



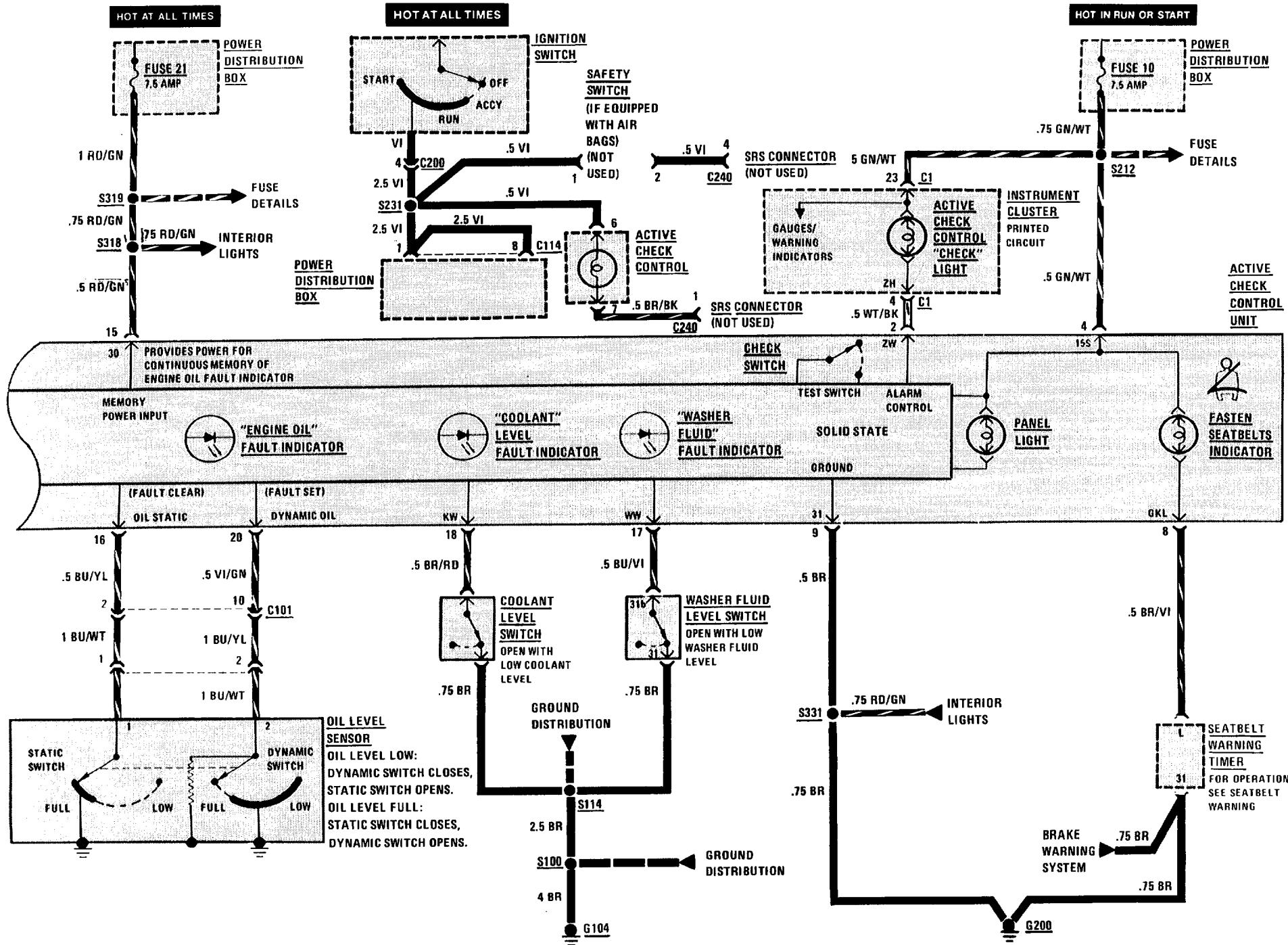
**ACTIVE CHECK CONTROL 6216-1**



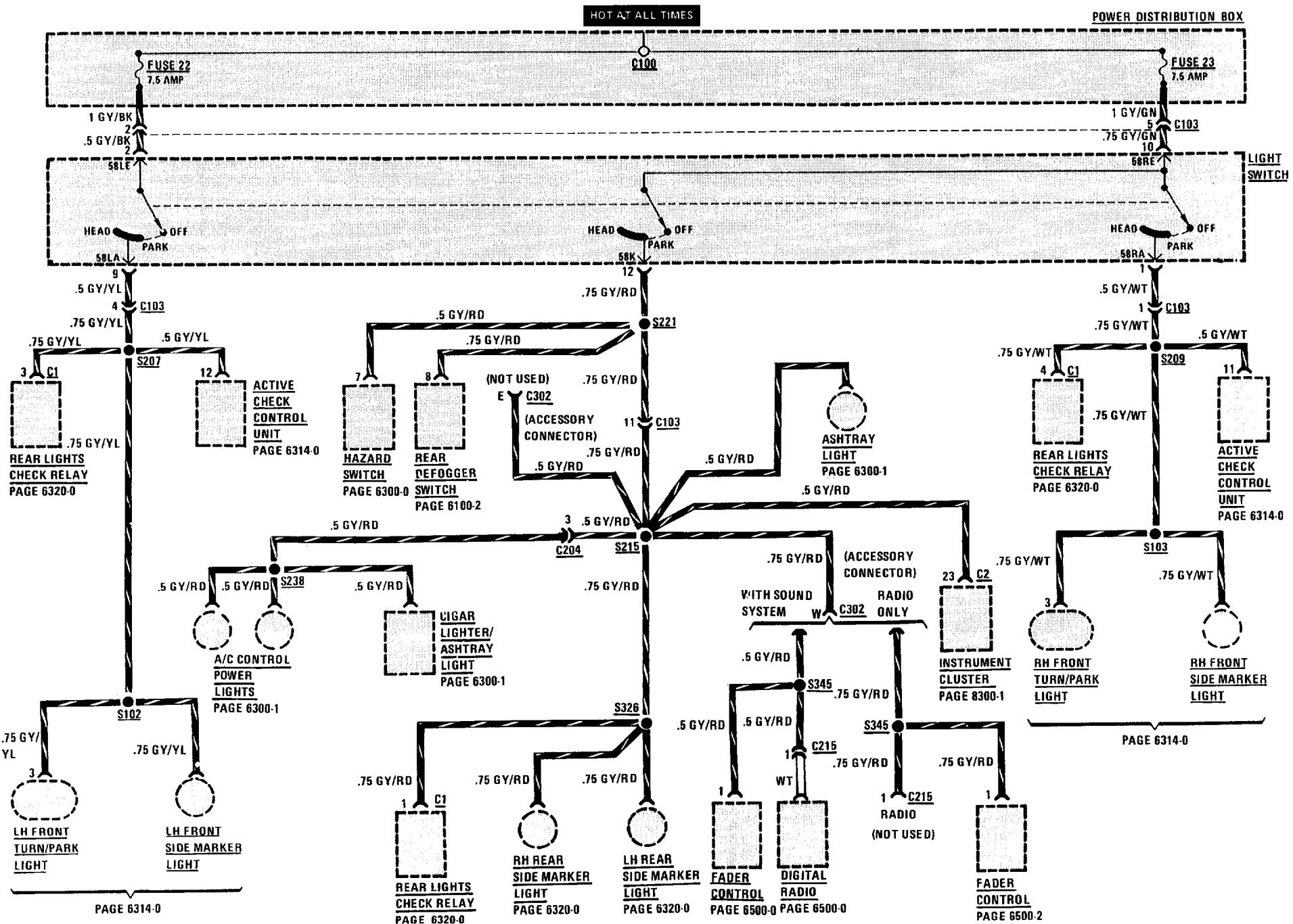
## 6216-2 ACTIVE CHECK CONTROL EXCEPT CONVERTIBLE



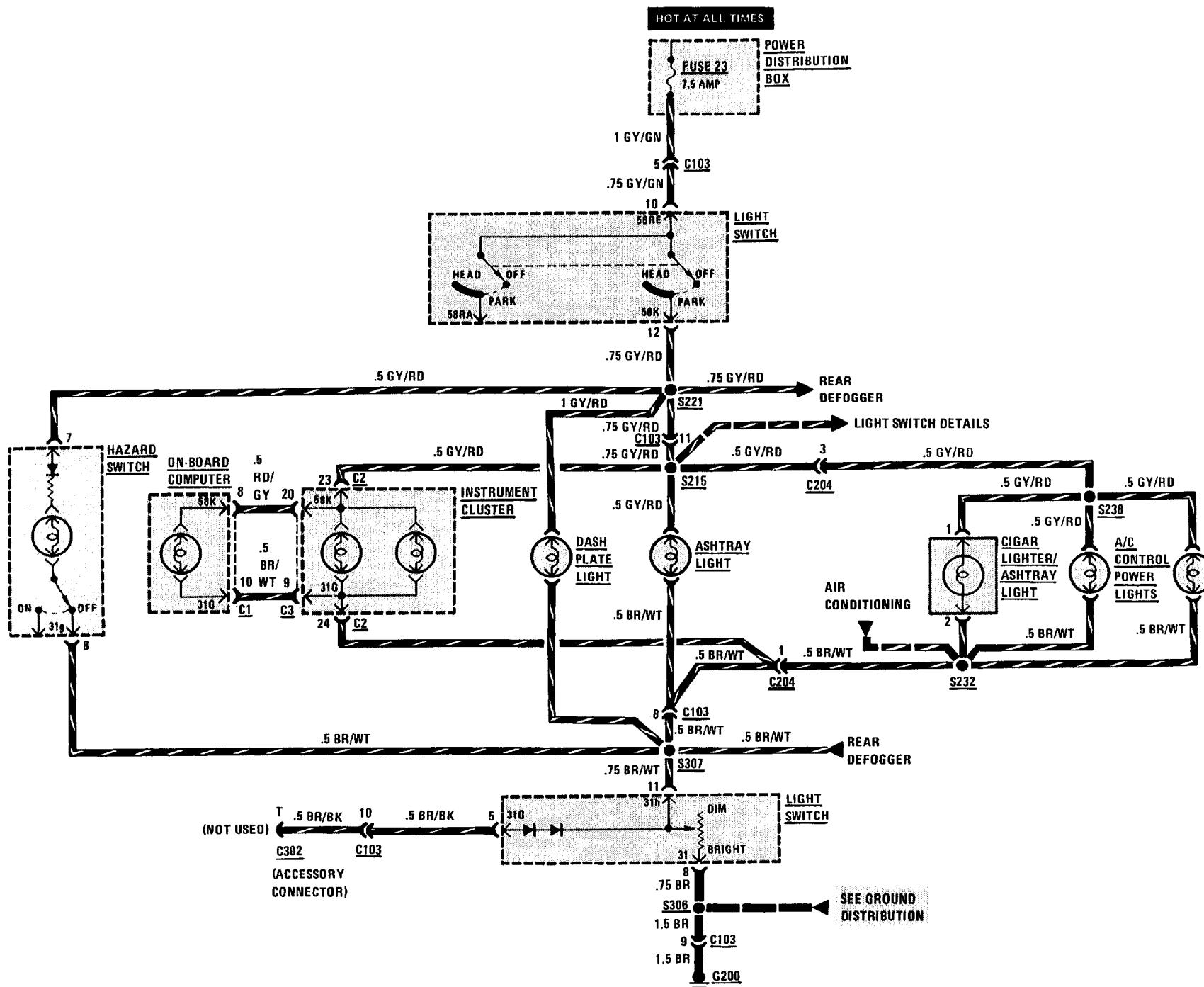
# CONVERTIBLE ACTIVE CHECK CONTROL 6216-3



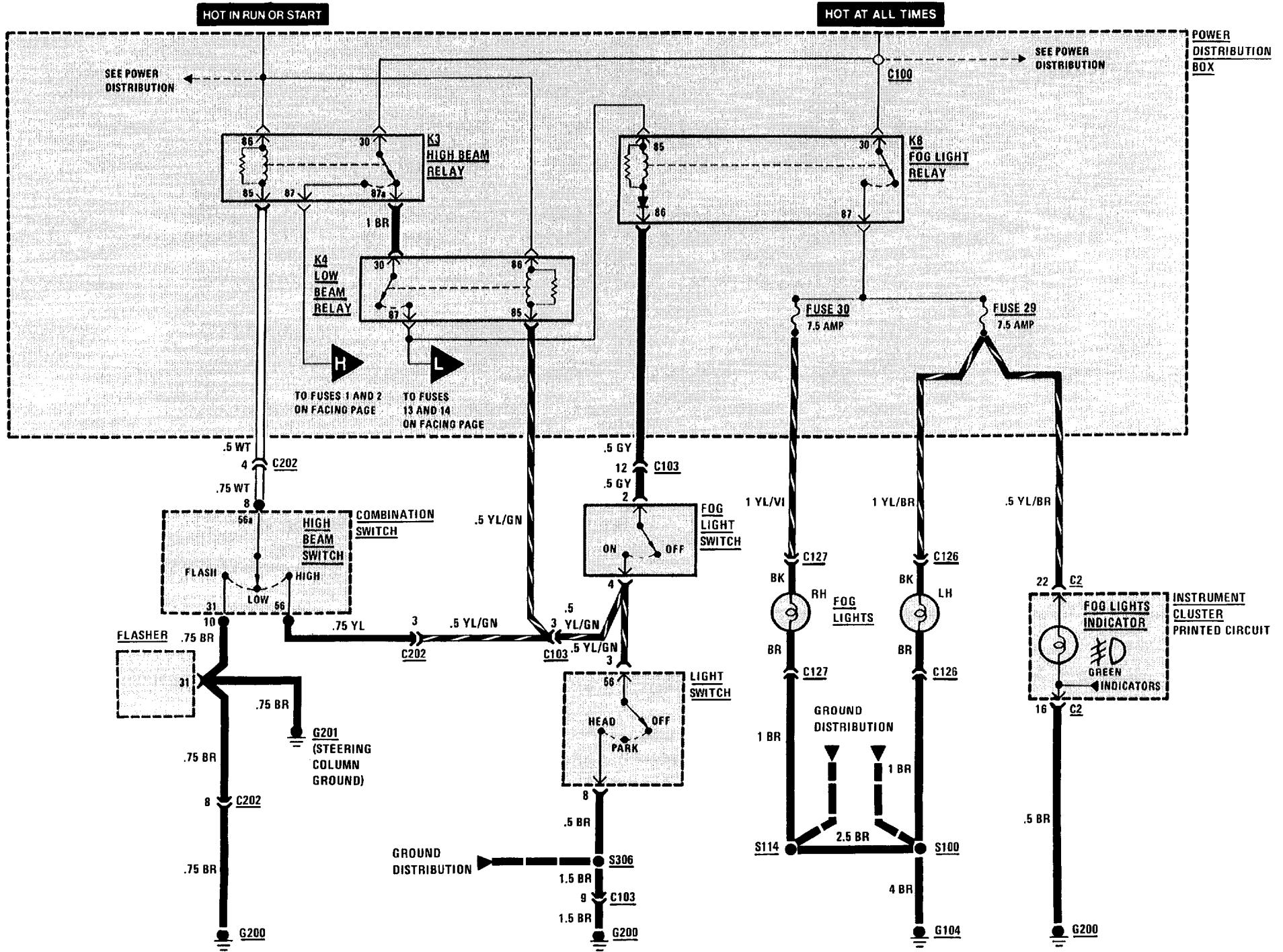
# 6300-0 LIGHT SWITCH DETAILS

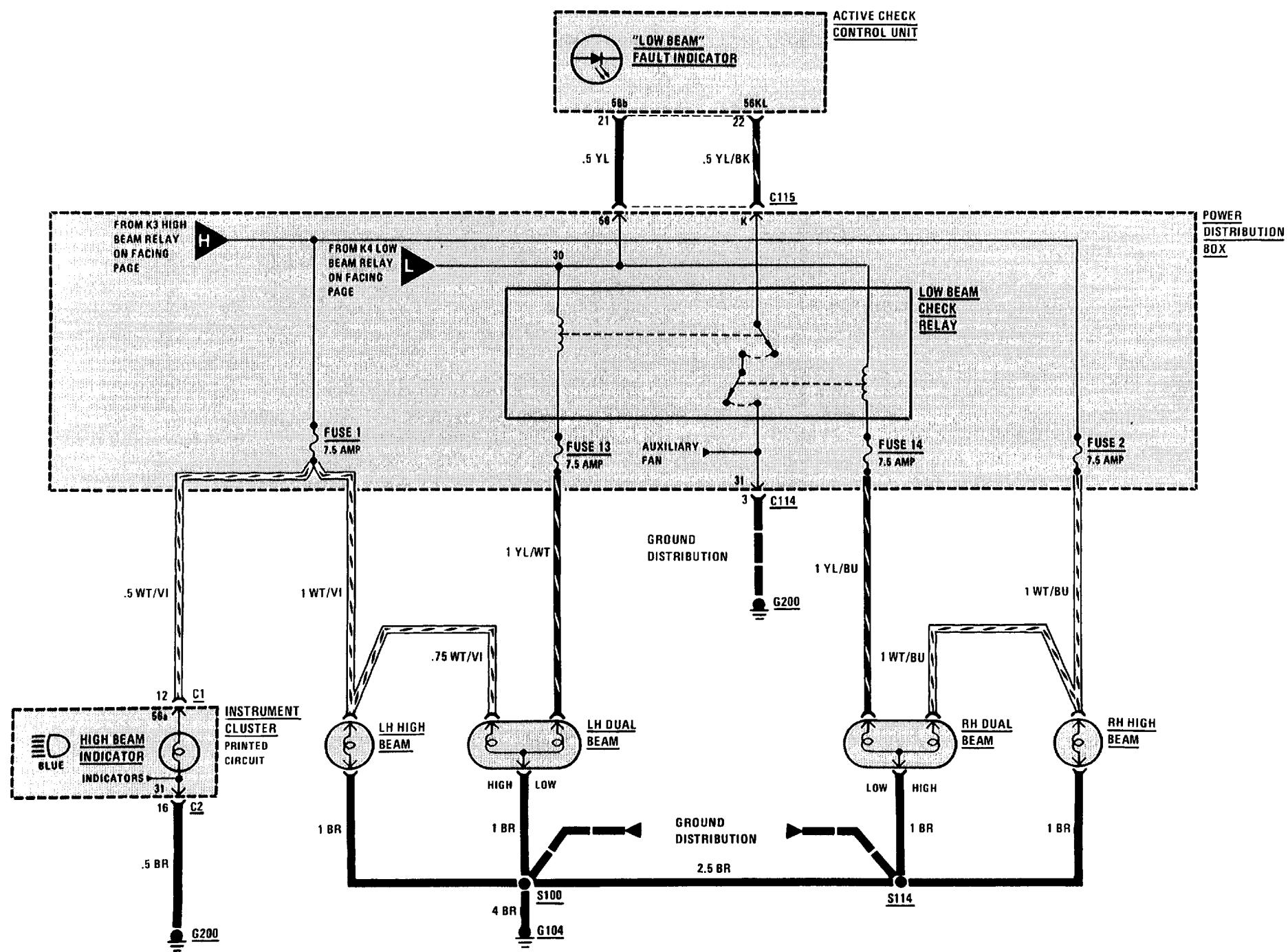


## DASH LIGHTS

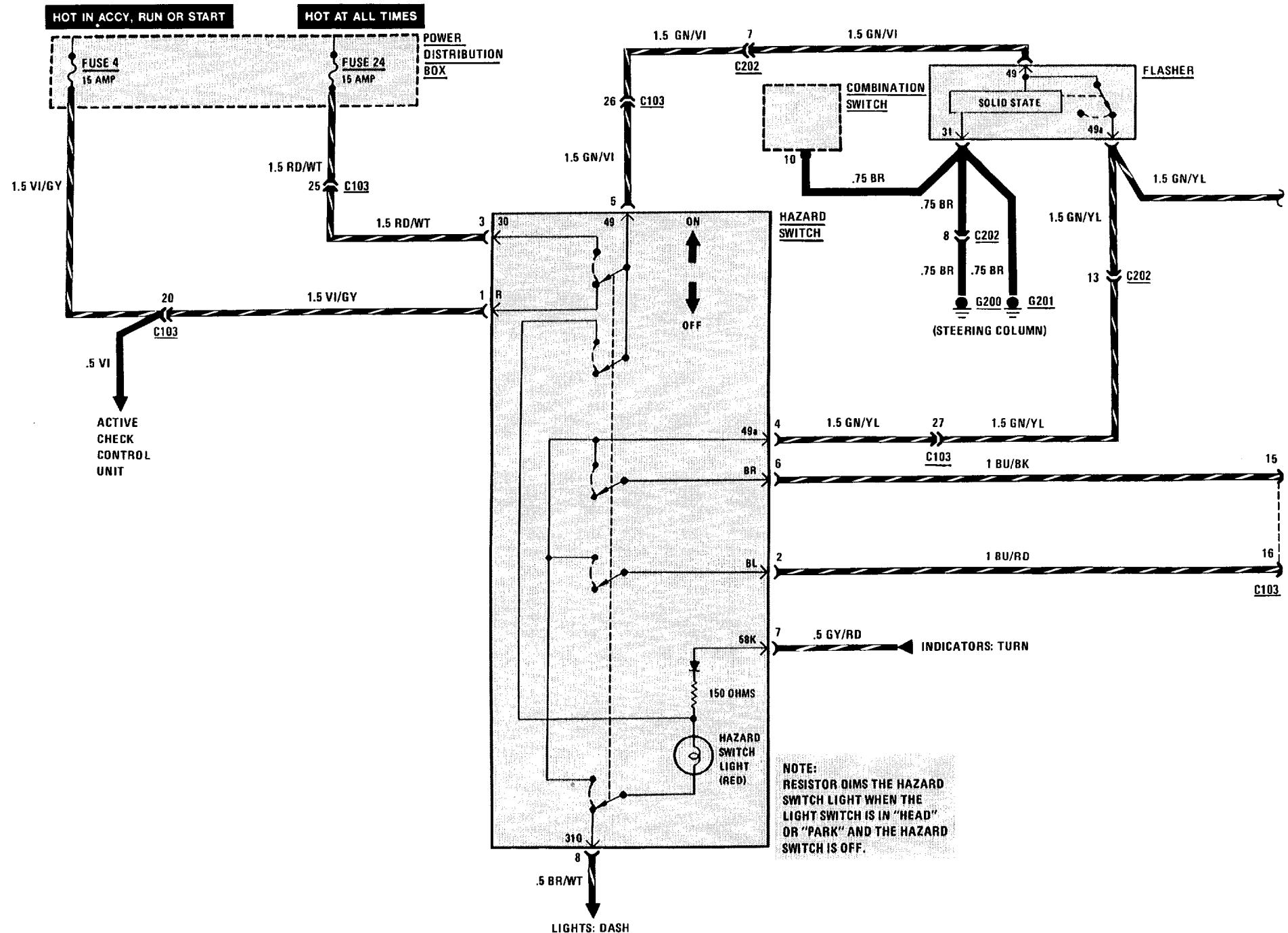


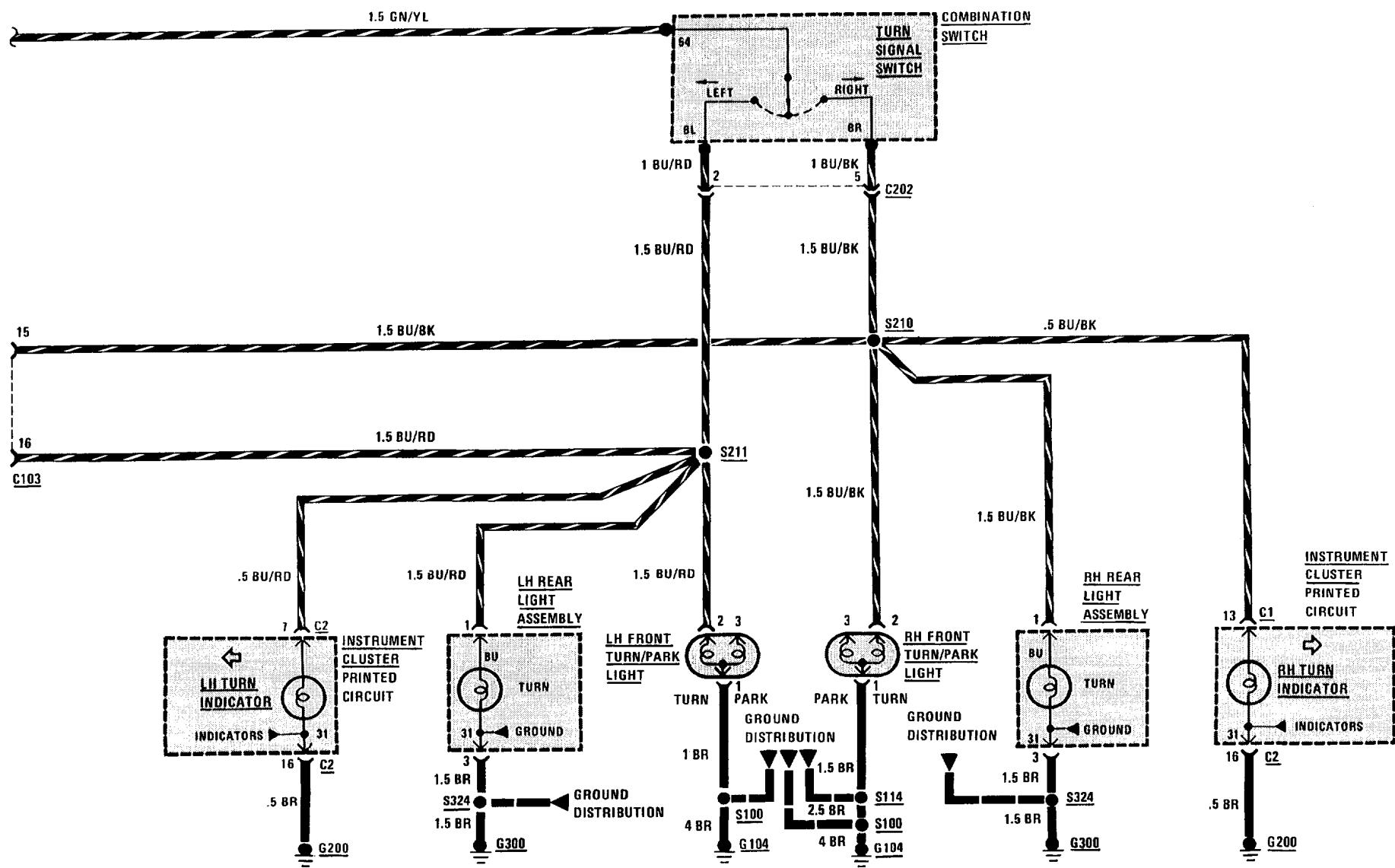
# 6312-0 HEADLIGHTS/FOG LIGHTS



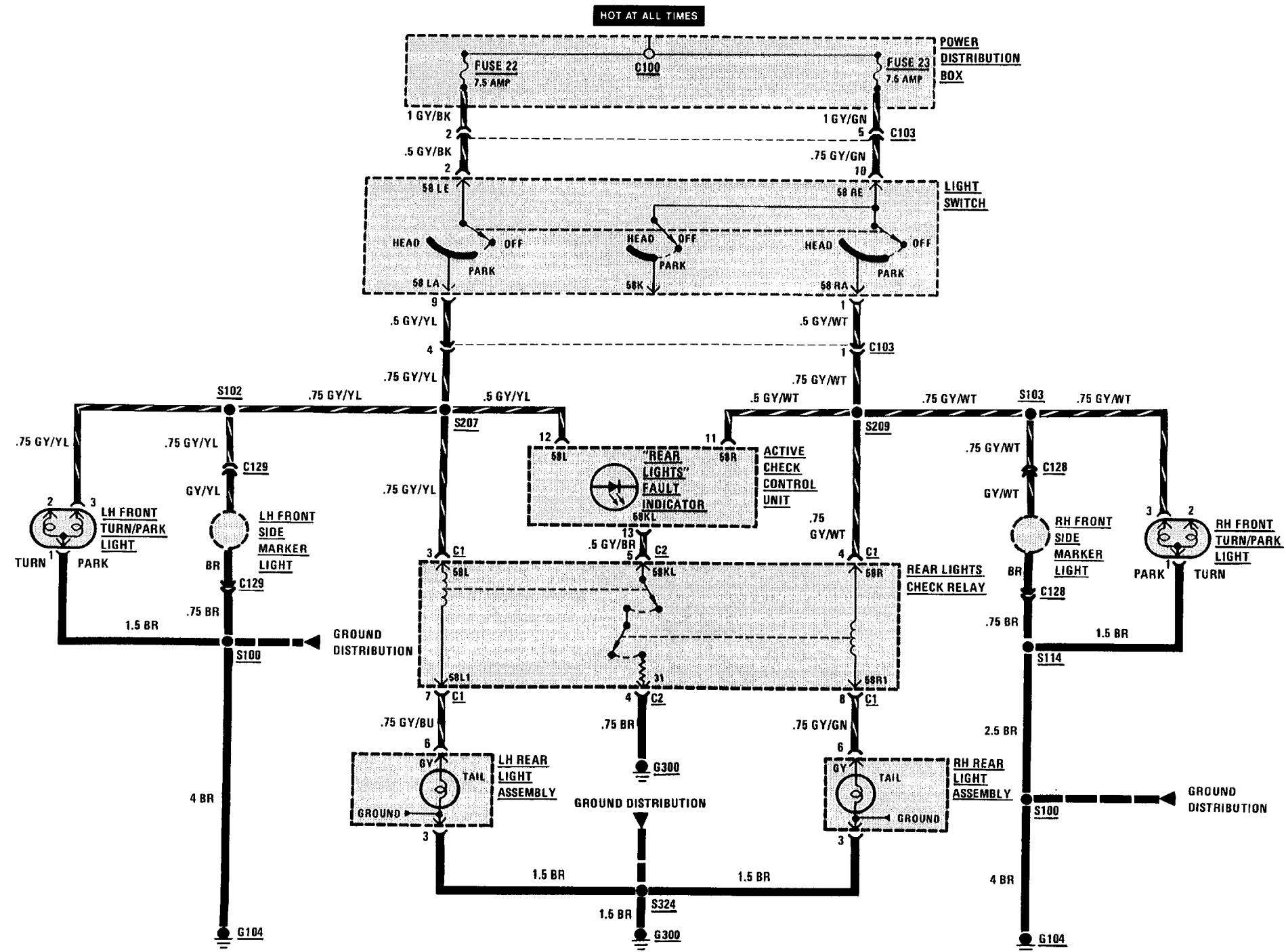


# 6313-0 TURN/HAZARD LIGHTS

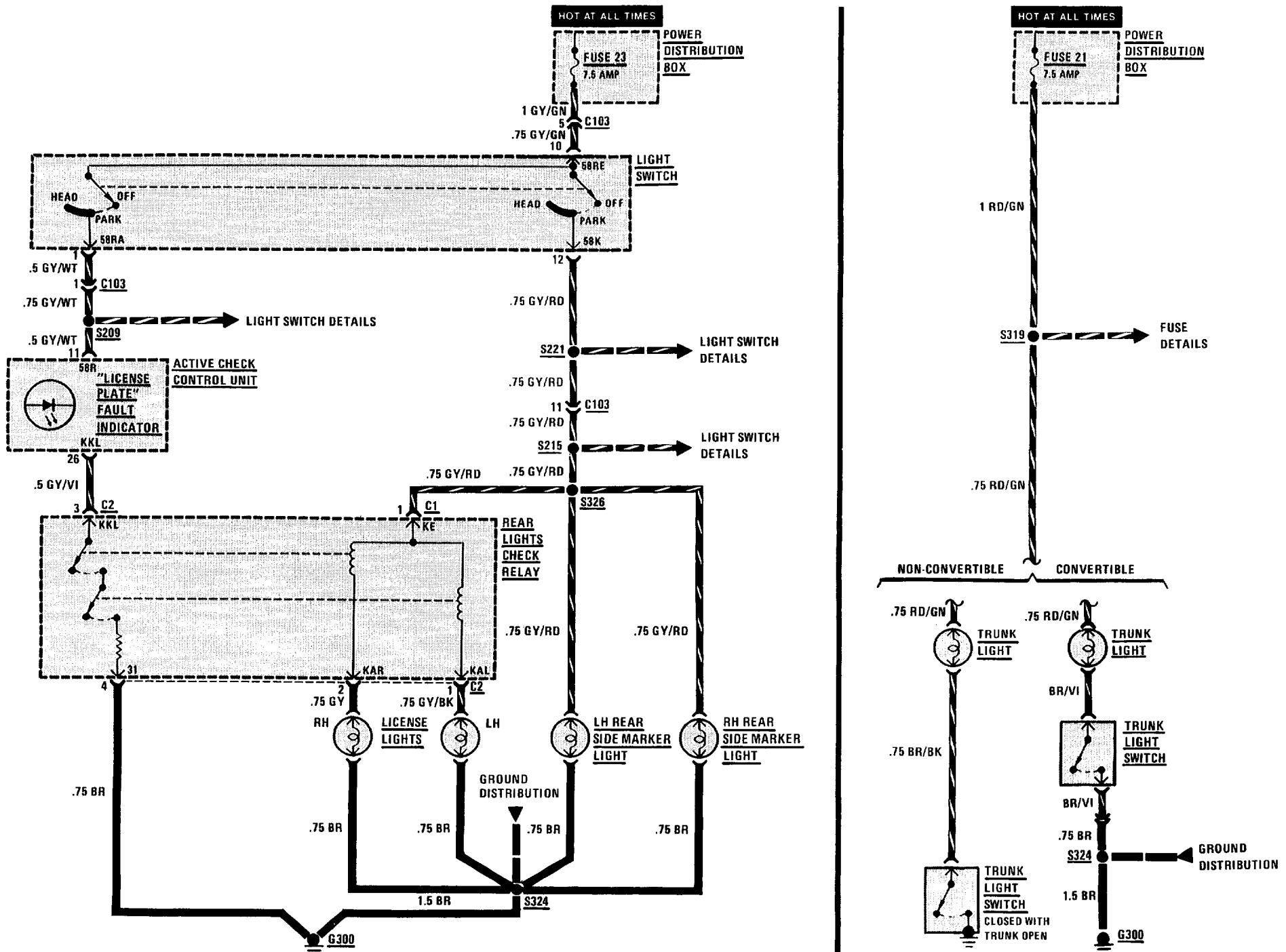




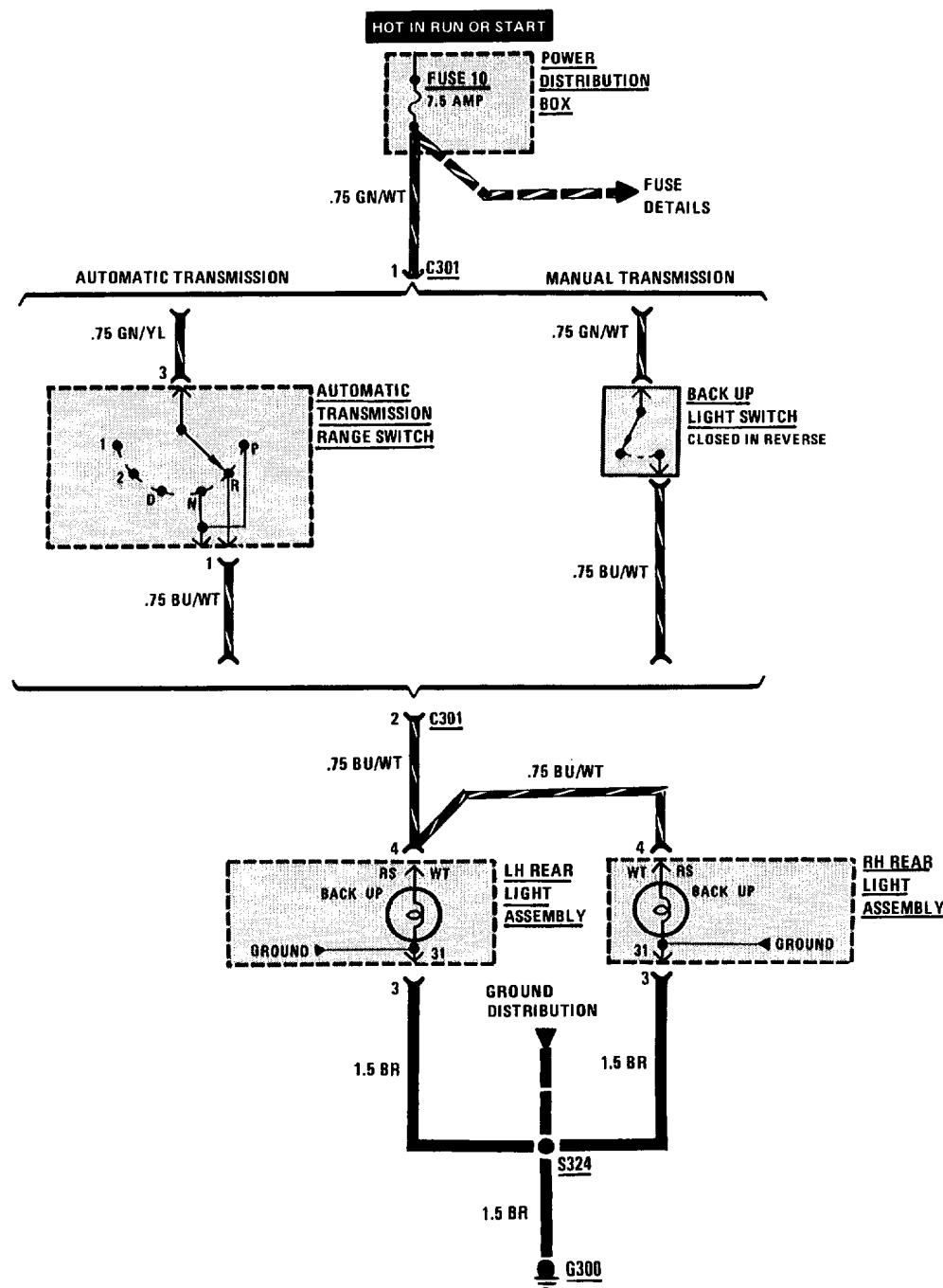
# 6314-0 PARK/TAIL/FRONT MARKER LIGHTS



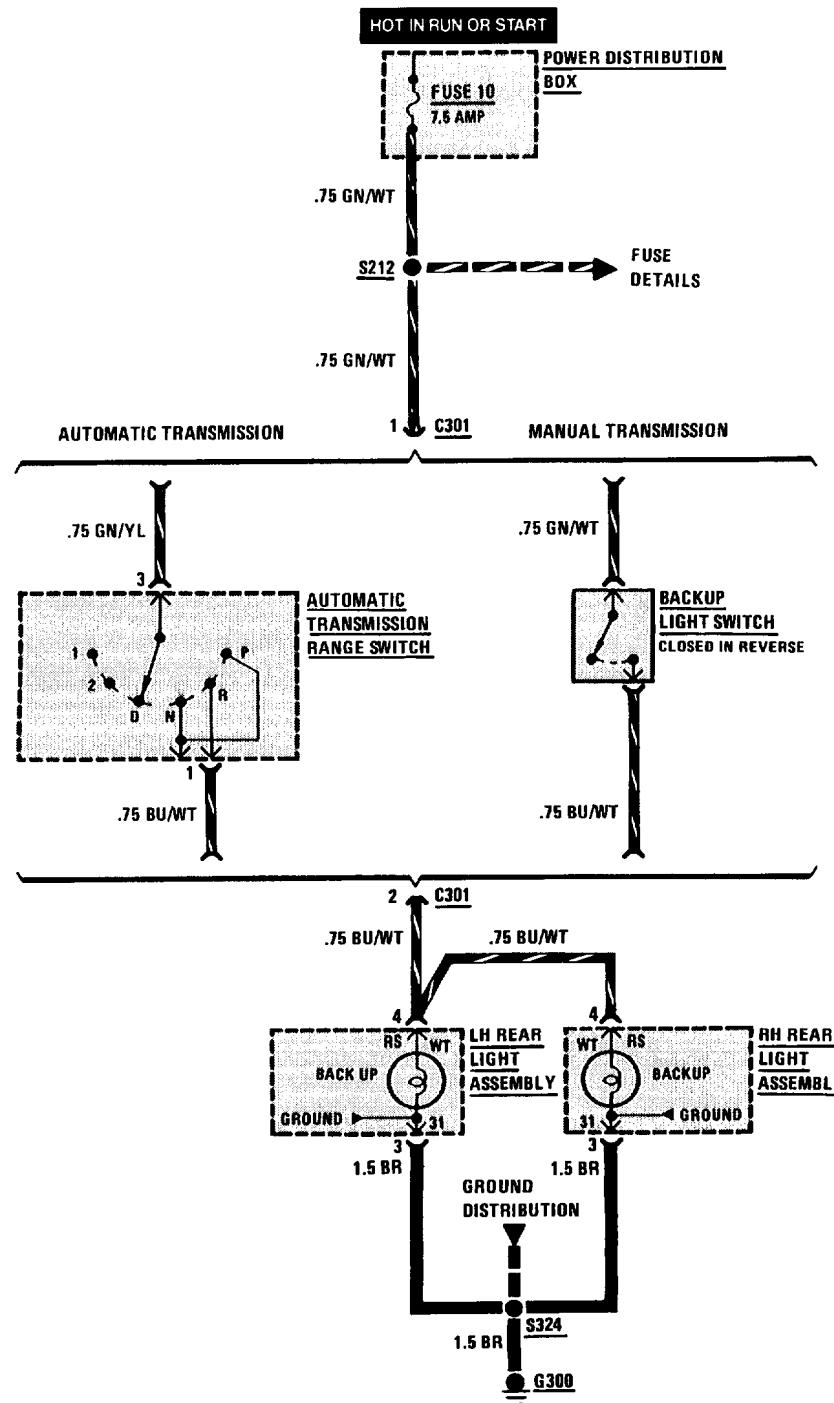
# 6320-0 REAR MARKER/LICENSE/TRUNK LIGHTS



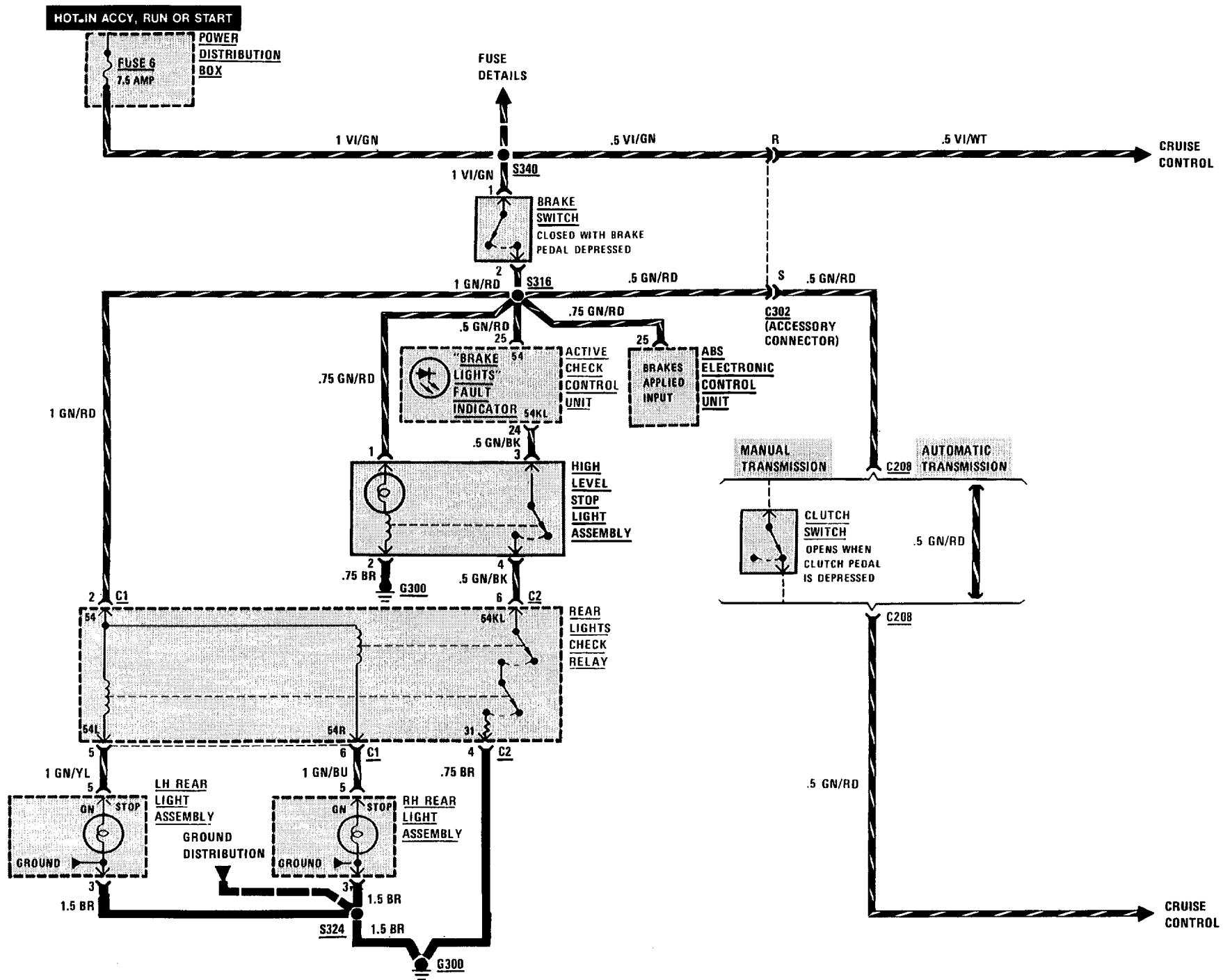
# 6322-0 BACK UP LIGHTS 325e, 325i EXCEPT CONVERTIBLE



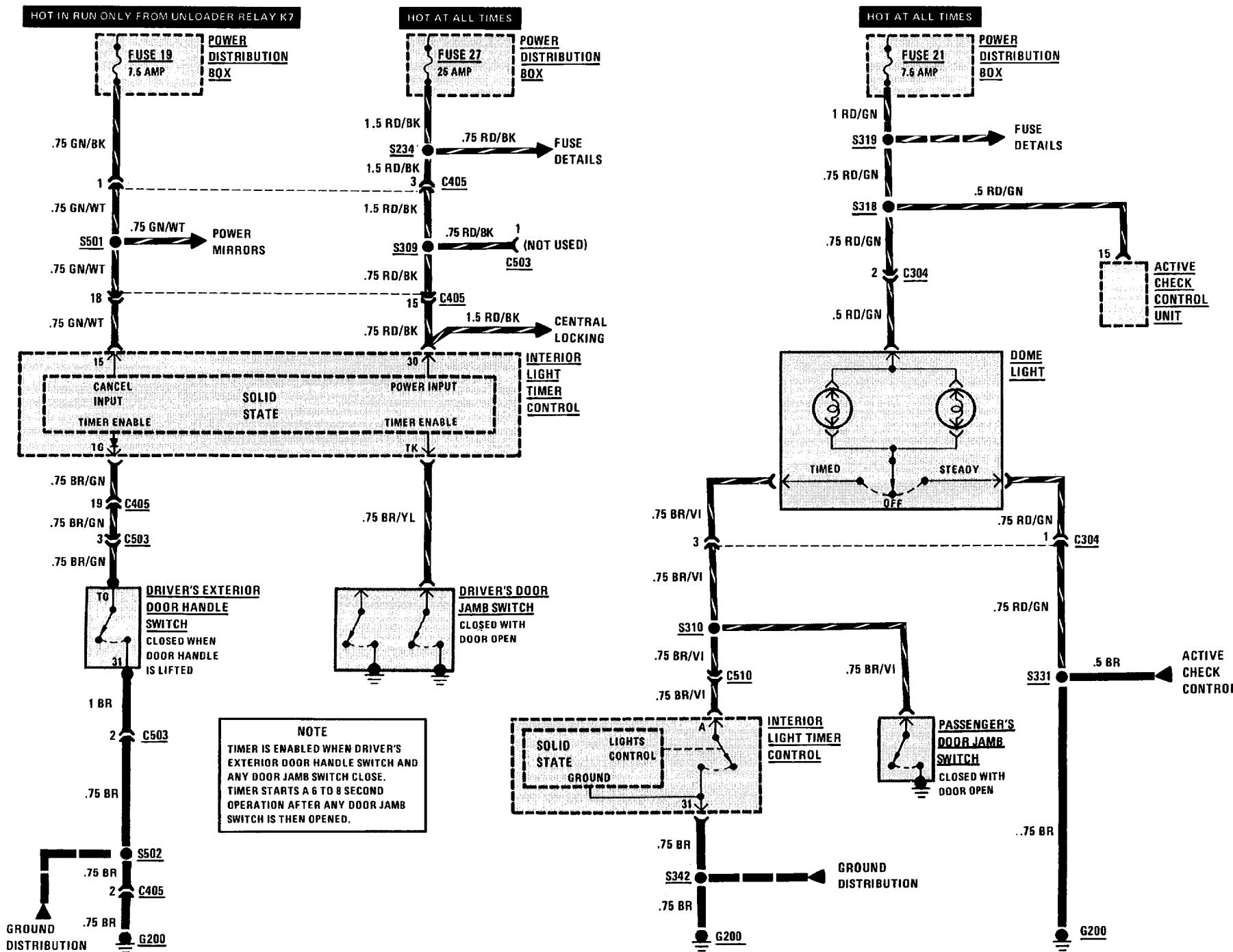
# CONVERTIBLE BACK UP LIGHTS 6322-1



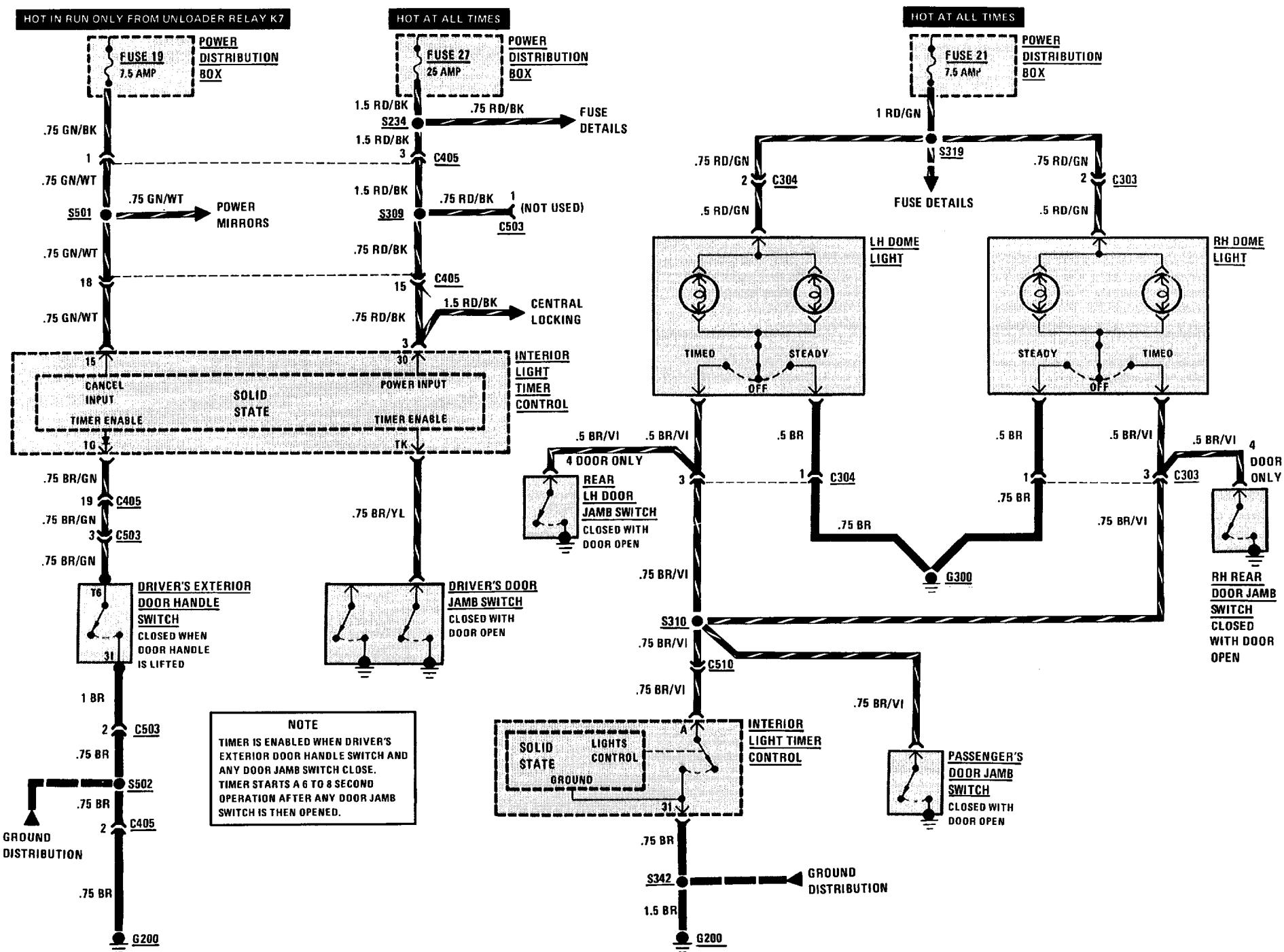
# 6325-0 STOP LIGHTS



# 6330-0 INTERIOR LIGHTS CONVERTIBLE



# 325e, 325i EXCEPT CONVERTIBLE INTERIOR LIGHTS 6330-1



# 6410A-0 HEATING AND AIR CONDITIONING

## SYSTEM CHECK

This procedure provides an overall check of the Heating and Air Conditioning System. Each of the steps can be performed without disassembly or the use of tools.

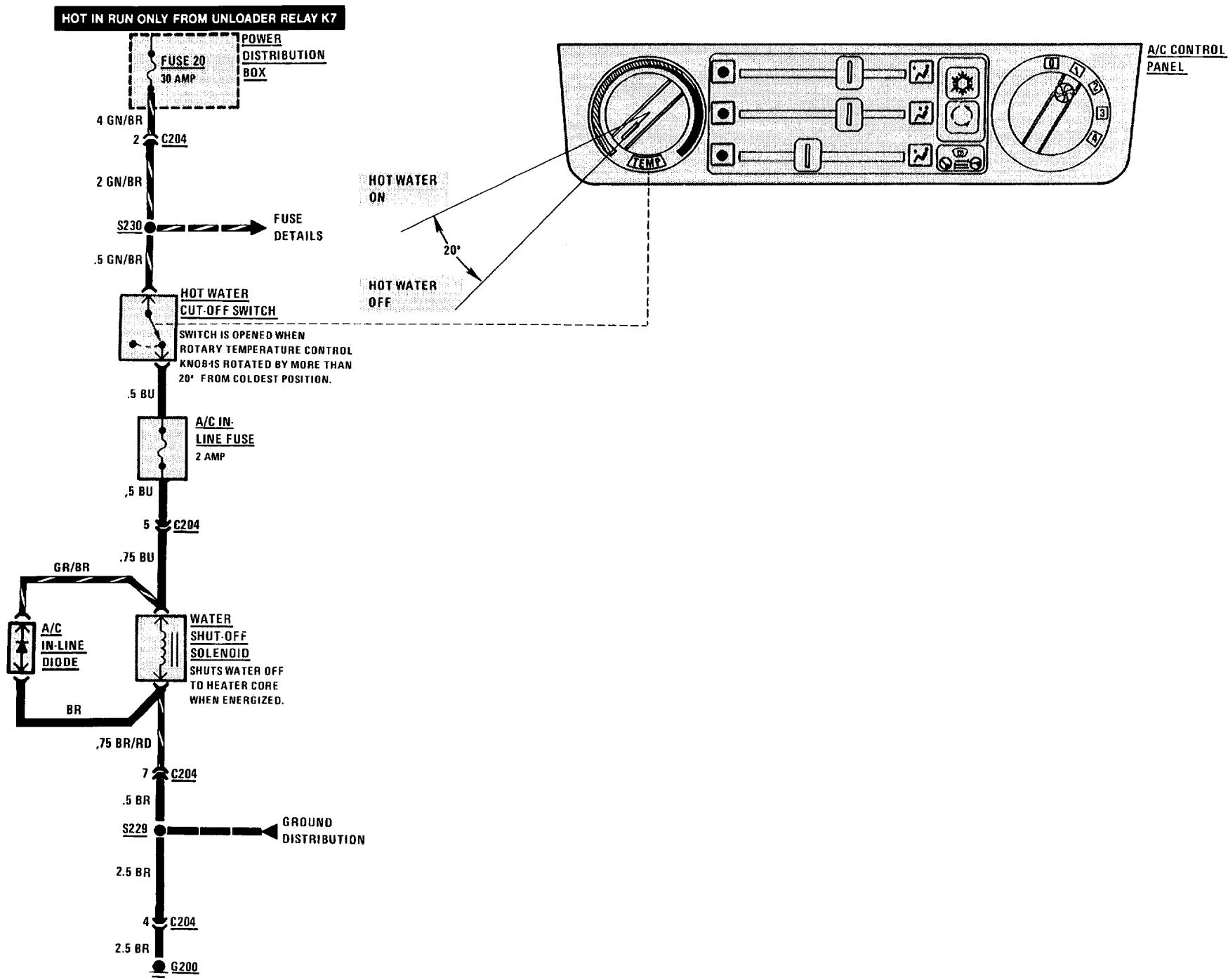
Complete this procedure with the temperature outside the car above 60 degrees F (16 degrees C) and the engine warm and running at idle.

## SYSTEM CHECK TABLE

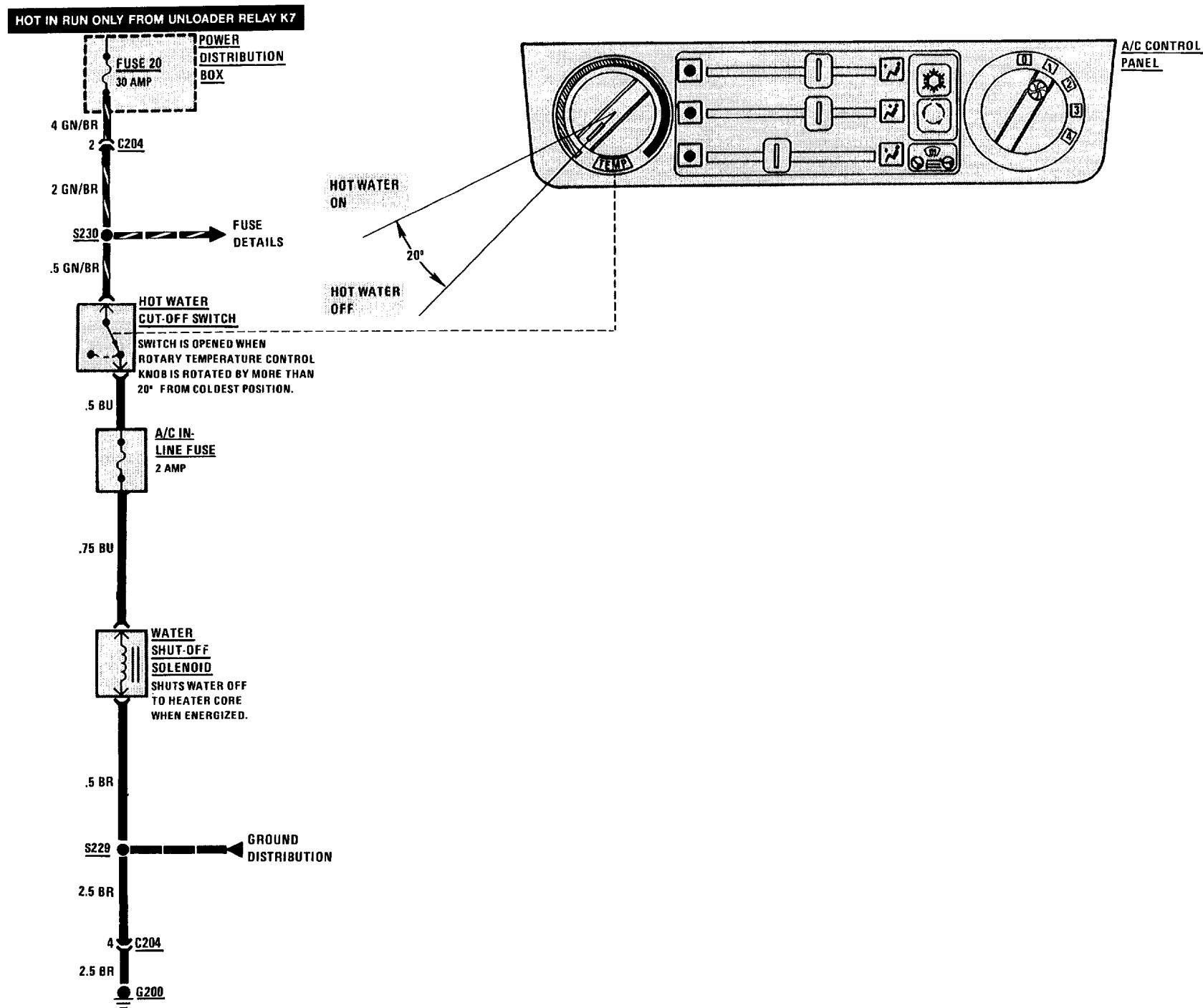
SET: Temperature Control fully counterclockwise Upper and Lower Slide Levers to extreme left Center Slide Lever to extreme right Blower Speed Control at 0 (OFF)	
ACTION	NORMAL RESULT
Press Fresh/Recirculating Air Switch (ON). Release A/C button (OFF).	Fresh/Recirculating pushbutton lights. Blower runs slowly.
Rotate Blower Speed Control through steps 1 to 4.	Blower speed increases at each step to maximum speed at step 4.
Press Fresh/Recirculating Air Switch to release it (OFF).	Fresh/Recirculating button is no longer lighted. Outside air is drawn into car. (The sound of Flap Door Motors may be heard repositioning flaps.)
Rotate Temperature Control at least 1/4 turn clockwise.	Air flow becomes warm.
Depress A/C button (ON).	A/C button lights. A/C Compressor runs. Auxiliary Cooling Fans runs.
Move Center Slide Lever to the extreme left.	A/C button is no longer lighted. A/C Compressor turns off. Auxiliary Cooling Fan turns off.
Move Bottom Slide Lever to the center.	A/C button lights. A/C Compressor turns off. Auxiliary Cooling Fan runs.
Press A/C button to release it (OFF).	A/C button is no longer lighted. A/C Compressor turns off. Auxiliary Cooling Fan turns off.
Set Blower Speed Control to 0 (OFF).	Blower turns off.

- If all of the steps can be completed as described, the Heating and Air Conditioning System is operating normally.

## HEATING AND AIR CONDITIONING (HOT WATER CONTROL)



## HEATING AND AIR CONDITIONING (HOT WATER CONTROL)



# 6411A-0 A/C TEMPERATURE CONTROL

## CIRCUIT OPERATION

The Water Shut-Off Solenoid controls the flow of engine coolant through the heater core. When the Solenoid is energized, coolant flow is shut off to allow maximum cooling from the Air Conditioning System. The Water Shut-Off Solenoid is controlled by the Hot Water Cut-Off Switch, which is part of the A/C Control Panel TEMP Control.

Battery voltage is applied through Fuse 20 to the Hot Water Cut-Off Switch when the Ignition Switch is in RUN. The Hot Water Cut-Off Switch is closed when the TEMP Control is rotated fully counterclockwise (coldest position), and opens when the Control is rotated more than 20 degrees in a clockwise direction. When the Switch is closed, battery voltage is applied through the A/C In-Line Fuse to the Water Shut-Off Solenoid. The Solenoid is energized and shuts off the coolant flow through the heater core.

Whenever the Water Shut-Off Solenoid is de-energized, the collapsing magnetic field induces high voltage in the coil. The A/C In-Line Diode, in the 325e, provides a path for the voltage so that it does not damage the contacts of the Hot Water Cut-Off Switch.

The Water Shut-Off Solenoid and A/C In-Line Diode are protected by the A/C In-Line Fuse. If any failures occur in the Solenoid or Diode, the Fuse will isolate them to prevent the failure from affecting other parts of the Heating and Air Conditioning Circuits.

## TROUBLESHOOTING HINTS

- Try the following checks before doing the System Diagnosis.
  1. Check that Water Shut-Off Solenoid connector is firmly seated.
  2. Check the A/C In-Line Fuse. If fuse is blown, check for a shorted A/C In-Line Diode.
- Go to Heating and Air Conditioning (6410A-0) System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

## SYSTEM DIAGNOSIS

- Do the following test if the Water Shut-Off Solenoid does not operate normally.

## WATER SHUT-OFF SOLENOID TEST (TABLE 1)

Measure: VOLTAGE At: WATER SHUT-OFF SOLENOID CONNECTOR (Disconnected) Conditions: <ul style="list-style-type: none"><li>• Ignition Switch: RUN</li><li>• A/C Control Panel TEMP Control: FULLY COUNTERCLOCKWISE</li></ul>		
Measure Between	Correct Voltage	For Diagnosis
BU & Ground	Battery	See 1
BU & BR/RD or BR	Battery	See 2
• Rotate A/C Control Panel TEMP Control to Mid Position		
BU & Ground	0 Volts	See 3

(Continued in next column)

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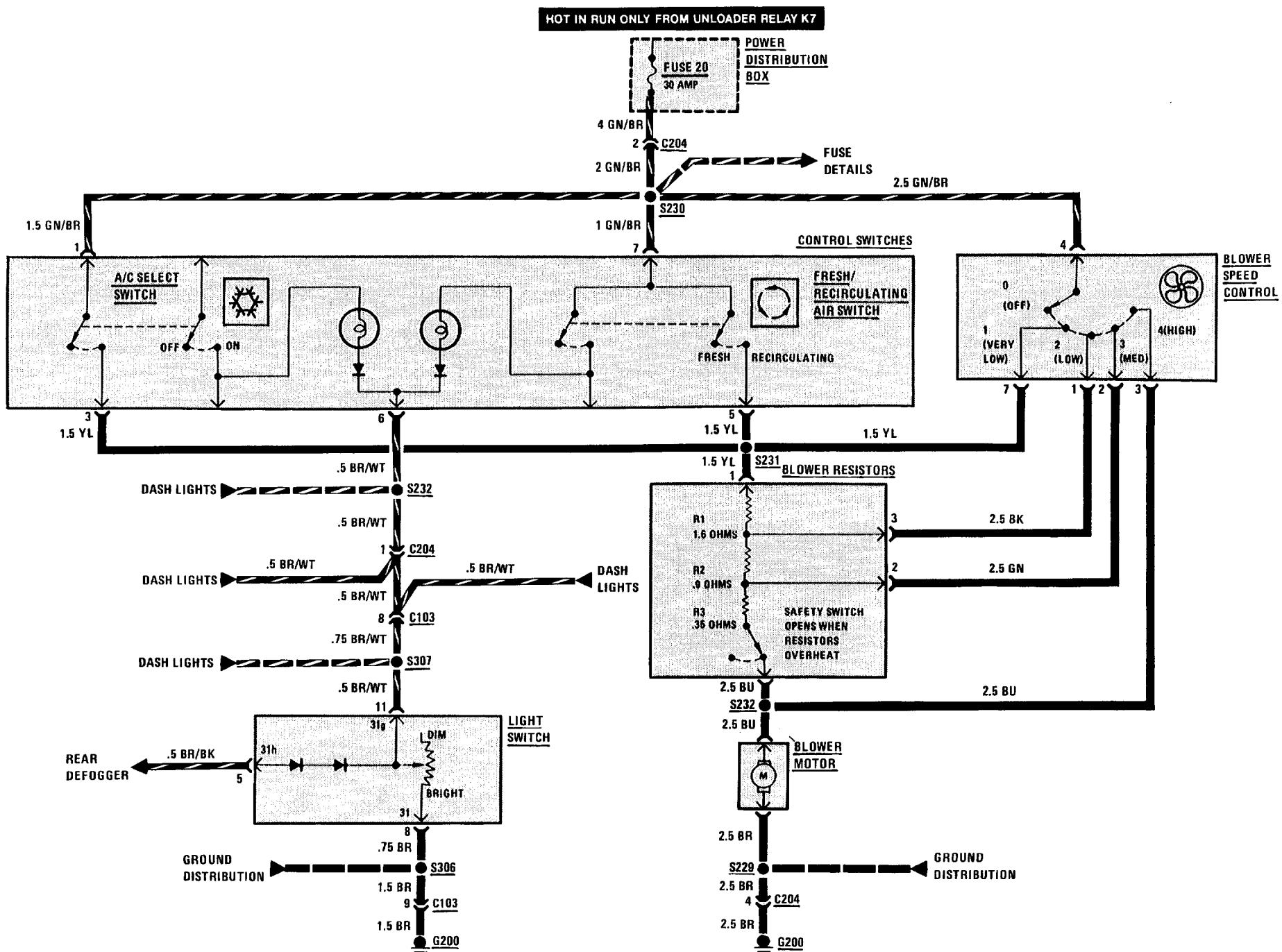
- If all voltages are correct, replace the Water Shut-Off Solenoid.
- 1. Check the BU wire and A/C In-Line Fuse for an open. If fuse is open, check that A/C In-Line Diode is not shorted. If it is, replace it. If wire, Fuse and Diode are good, go to Table 2.
- 2. Check the BR/RD or BR wire for an open to ground. Check that connector C204 is properly mated.
- 3. Check BU wire for a wire to wire short to voltage. If wire is good, replace the A/C Control Panel TEMP Control.

## WATER SHUT-OFF SOLENOID TEST (TABLE 2)

Measure: VOLTAGE At: HOT WATER CUT-OFF SWITCH CONNECTOR (Disconnected)	Conditions:	
	<ul style="list-style-type: none"><li>• Ignition Switch: RUN</li><li>• Water Shut-Off Solenoid: CONNECTED</li></ul>	
Measure Between	Correct Voltage	For Diagnosis
GN/BR & Ground	Battery	See 1
GN/BR & BU	Battery	See 2
<ul style="list-style-type: none"><li>• If both voltages are correct, replace the A/C Control Panel TEMP Control.</li><li>1. Check the GN/BR wire for an open back to Fuse 20.</li><li>2. Check the BU wire for an open.</li></ul>		

# 6413-0 A/C BLOWER CONTROLS

## HEATING AND AIR CONDITIONING (BLOWER CONTROLS)



# 6413A-0 A/C BLOWER CONTROLS

## CIRCUIT OPERATION

With the Ignition Switch in RUN, battery voltage is applied to the Control Switches and the Blower Speed Control through the GN/BR wires. If either the A/C Select Switch or the Fresh/Recirculating Air Switch are ON or the Blower Speed Control is in position 1, battery voltage is applied through the YL wire to the Blower Resistors and the Blower Motor.

The Blower Motor is a variable speed motor which runs at a speed proportional to the voltage applied to it. With all of the Blower Resistors in the circuit, the voltage applied to the Motor is reduced so the Motor runs at a low speed.

As the Blower Speed Control is moved through positions 2 and 3, some of the Resistors are bypassed, allowing more voltage to be applied to the Blower Motor, which then runs at a higher speed. When the Blower Speed Control is moved to position 4, battery voltage is applied directly to the Blower Motor, which then runs at maximum speed.

The Blower Resistors dissipate heat because of the current flowing through them. They are cooled by the air flow from the Blower. If there is insufficient air flow to cool the Resistors, the Safety Switch will open, shutting the Blower Motor off until the Resistors have cooled.

## TROUBLESHOOTING HINTS

- Try the following checks before doing the System Diagnosis.
- Check Fuse 20 by visual inspection.
  - If Blower will run in high only, check the Blower Resistors' Safety Switch for an open.
  - Go to Heating and Air Conditioning (6410A-0) System Check for a guide to normal operation.
  - Go to System Diagnosis for diagnostic tests.

## SYSTEM DIAGNOSIS

- Do the tests listed for your symptom in the Symptom Table below.
- Tests follow the Symptom Table.

### SYMPTOM TABLE

SYMPTOM	DO TEST
Blower Motor does not run in any speed setting.	B
Blower runs only in HIGH (does not run in any other speed setting).	B
Blower does not run in some modes.	A
Blower does not run with A/C ON or in Recirculating mode.	A
A/C Select Switch or Fresh/Recirculating Air Switch does not light.	A

## A: CONTROL SWITCH VOLTAGE TEST

### Measure: VOLTAGE

At: CONTROL SWITCHES CONNECTOR  
(Disconnected)

#### Conditions:

- Ignition Switch: RUN
- Blower Speed Control: OFF

Measure Between	Correct Voltage	For Diagnosis
1 (GN/BR) & Ground	Battery	See 1

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1 (GN/BR) & 3 (YL)	Battery	See 2 & 4
7 (GN/BR) & Ground	Battery	See 1
7 (GN/BR) & 5 (YL)	Battery	See 2 & 4
7 (GN/BR) & 6 (BR/WT)	Battery	See 3

- If all voltages are correct, do Test B.
- Check the GN/BR wire for an open.
- Check the YL wire for an open.
- Check the BR/WT wire for an open.
- If voltage is not present between the GN/BR wire and both the YL wires (terminals 3 and 5), do Test B.

## B: BLOWER SPEED CONTROL TEST

### Measure: VOLTAGE

AT: BLOWER SPEED CONTROL CONNECTOR (Disconnected)

#### Conditions:

- Ignition Switch: RUN
- A/C Select Switch: ON (Depressed)
- Fresh/Recirculating Air Switch: FRESH (Not Depressed)

Measure Between	Correct Voltage	For Diagnosis
4 (GN/BR) & Ground	Battery	See 1
7 (YL) & Ground	Battery	See 2
• A/C Select Switch: OFF (Not Depressed)		
7 (YL) & Ground	0 Volts	See 3

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4 (GN/BR) & 7 (YL)	Battery	See 4, 8, 9, & 10
4 (GN/BR) & 1 (BK)	Battery	See 5, 8, 9, & 10
4 (GN/BR) & 2 (GN)	Battery	See 6, 8, 9, & 10
4 (GN/BR) & 3 (BU)	Battery	See 7 & 10
<ul style="list-style-type: none"> <li>• If all voltages are correct, replace the Blower Motor.</li> </ul> <ol style="list-style-type: none"> <li>1. Check the GN/BR wire for an open.</li> <li>2. Check the YL wire for an open between Blower Speed Control and splice S231.</li> <li>3. Check the YL wire for a wire to wire short to voltage.</li> <li>4. Check the YL wire for an open between splice S231 and the Blower Resistors.</li> <li>5. Check the BK wire for an open.</li> <li>6. Check the GN wire for an open.</li> <li>7. Check the BU wire fr an open.</li> <li>8. If voltage is not present at the YL wire, but is present at the GN wire or BK wire, replace the Blower Resistors.</li> <li>9. If voltage is not present at the YL, BK or GN wires, check for an open Blower Resistors' Safety Switch.</li> <li>10. If voltage is not present at the YL, BK, GN and BU wires, do Test C.</li> </ol>		

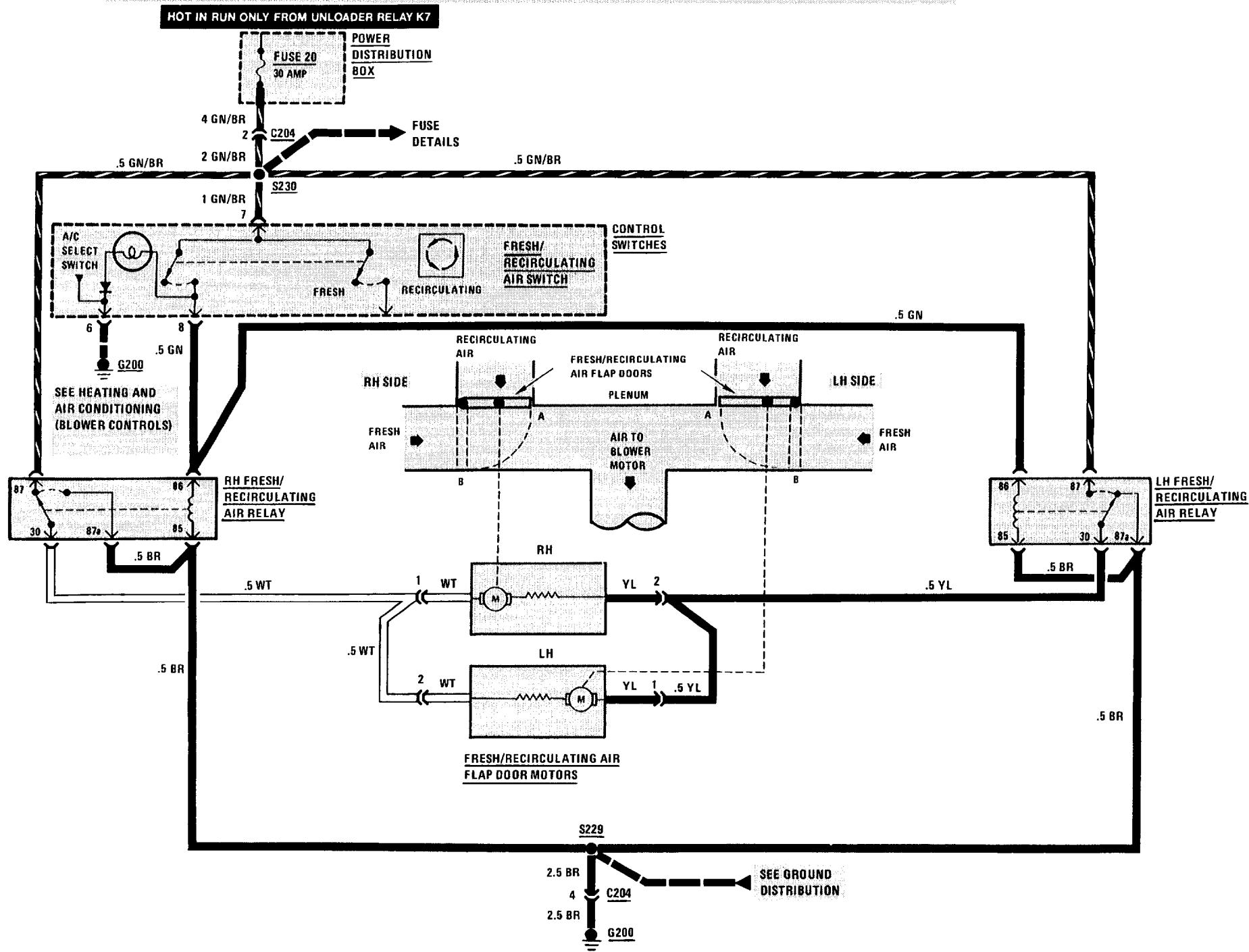
**C: BLOWER MOTOR TEST****Measure: VOLTAGE****At: BLOWER MOTOR CONNECTOR  
(Disconnected)****Conditions:**

- Ignition Switch: RUN
- A/C Select Switch: ON
- Blower Speed Control: HIGH

Measure Between	Correct Voltage	For Diagnosis
BU & Ground	Battery	See 1
BU & BR	Battery	See 2
<ul style="list-style-type: none"> <li>• If both voltages are correct, replace the Blower Motor.</li> </ul> <ol style="list-style-type: none"> <li>1. Check the BU wire for an open. If wire is good, recheck Test B.</li> <li>2. Check the BR wire to ground G200 for an open.</li> </ol>		

# 6421-0 A/C AIR DELIVERY CONTROL

## HEATING AND AIR CONDITIONING (FRESH/RECIRCULATING AIR CONTROLS)



# 6421A-0 A/C AIR DELIVERY CONTROL

## CIRCUIT OPERATION

When the Ignition Switch is in RUN, battery voltage is applied to terminal 7 of the Control Switches, the normally open contacts of the LH Fresh/Recirculating Air Relay, and the normally closed contacts of the RH Fresh/Recirculating Air Relay. If the Fresh/Recirculating Air Switch is not depressed (open), battery voltage is applied through the normally closed contacts of the RH Fresh/Recirculating Air Relay to both Fresh/Recirculating Air Flap Door Motors and then to ground through the normally closed contacts of the LH Fresh/Recirculating Air Relay. Both Motors operate and move the Fresh/Recirculating Air Flap Doors to position A, allowing fresh air to enter the blower.

When the Fresh/Recirculating Air Switch is depressed (closed), battery voltage is applied through the Switch to both the LH and RH Fresh/Recirculating Air Relay coils. Both Relays are energized. Battery voltage is then applied through the closed contacts of the LH Fresh/Recirculating Air Relay to the Flap Door Motors, and to ground through the closed contacts of the RH Fresh/Recirculating Air Relay. Since the voltage is now applied to the Flap Door Motors in the opposite direction, the Motors reverse direction and move the Fresh/Recirculating Air Flap Doors to position B, allowing only recirculating air to enter the blower. Both of the Air Flap Door Motors remain energized continuously. When the Doors reach the end of their travel, the Motors stall and hold the Doors in position.

## TROUBLESHOOTING HINTS

- Try the following checks before doing the System Diagnosis.
  1. Check that LH and RH Fresh/Recirculating Air Relays are firmly seated.
  2. Check that LH and RH Fresh/Recirculating Air Relay pigtail connectors are properly mated.
- Go to Heating and Air Conditioning (6410A-0) System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

## SYSTEM DIAGNOSIS

- Do the tests below if the Fresh/Recirculating Air Flap Doors do not operate.

## A: FRESH/RECIRCULATING AIR FLAP DOOR MOTOR VOLTAGE TEST

**Measure: VOLTAGE**  
**At: FRESH/RECIRCULATING AIR FLAP DOOR MOTOR PIGTAIL CONNECTORS**  
(Disconnected)

**Conditions:**

- Ignition Switch: RUN
- Fresh/Recirculating Air Switch: DEPRESSED (RECIRCULATING)

Measure Between	Correct Voltage	For Diagnosis
WT and Ground	Battery	See 1
WT and YL	Battery	See 2
YL and Ground	Battery	See 3

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YL and WT	Battery	See 3
• If all voltages are correct, replace the inoperative motor.	1. Check the WT wire for an open. If wire is good, do Test B for RH Air Relay.	2. Check the YL wire for an open. If wire is good, do Test B for LH Air Relay.
3. Do Test B for both Air Relays.		

## B: FRESH/RECIRCULATING AIR RELAY VOLTAGE TEST

**Measure: VOLTAGE**  
**At: FRESH/RECIRCULATING AIR RELAY CONNECTOR (Disconnected)**

**Conditions:**

- Ignition Switch: RUN
- Fresh/Recirculating Air Switch: DEPRESSED (RECIRCULATING)
- Fresh/Recirculating Air Flap Door Motor Connectors: CONNECTED

Measure Between	Correct Voltage	For Diagnosis
87 (GN/BR) and Ground	Battery	See 1
86 (GN) and Ground	Battery	See 2
86 (GN) and 85 (BR)	Battery	See 3
86 (GN) and 87a (BR)	Battery	See 3

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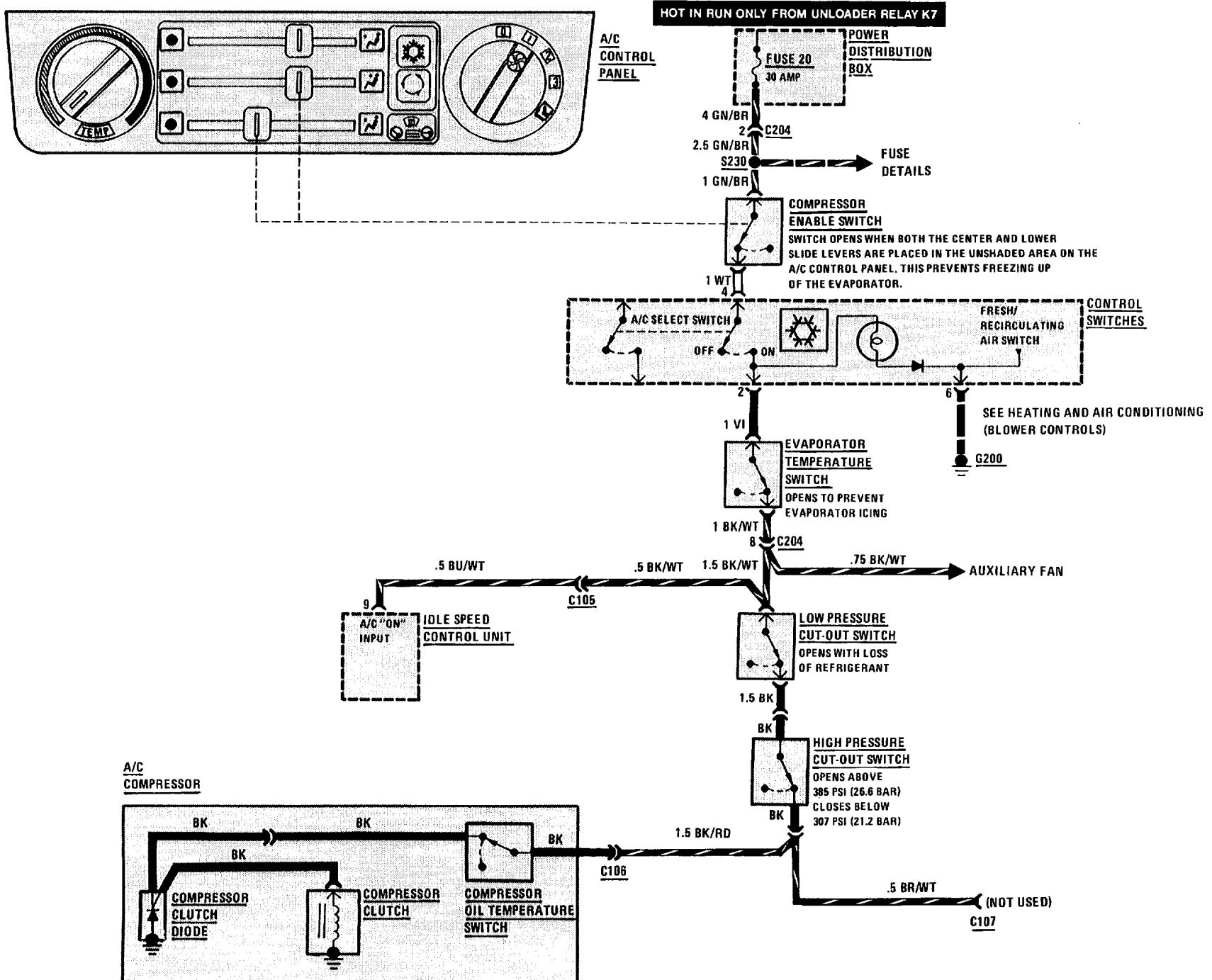
- If all voltages are correct, replace the suspect Fresh/Recirculating Air Relay.

  1. Check the GN/BR wire for an open.
  2. Check the GN wire back to the Control Switches for an open. If wire is good, do Test C.
  3. Check the BR wire for an open.

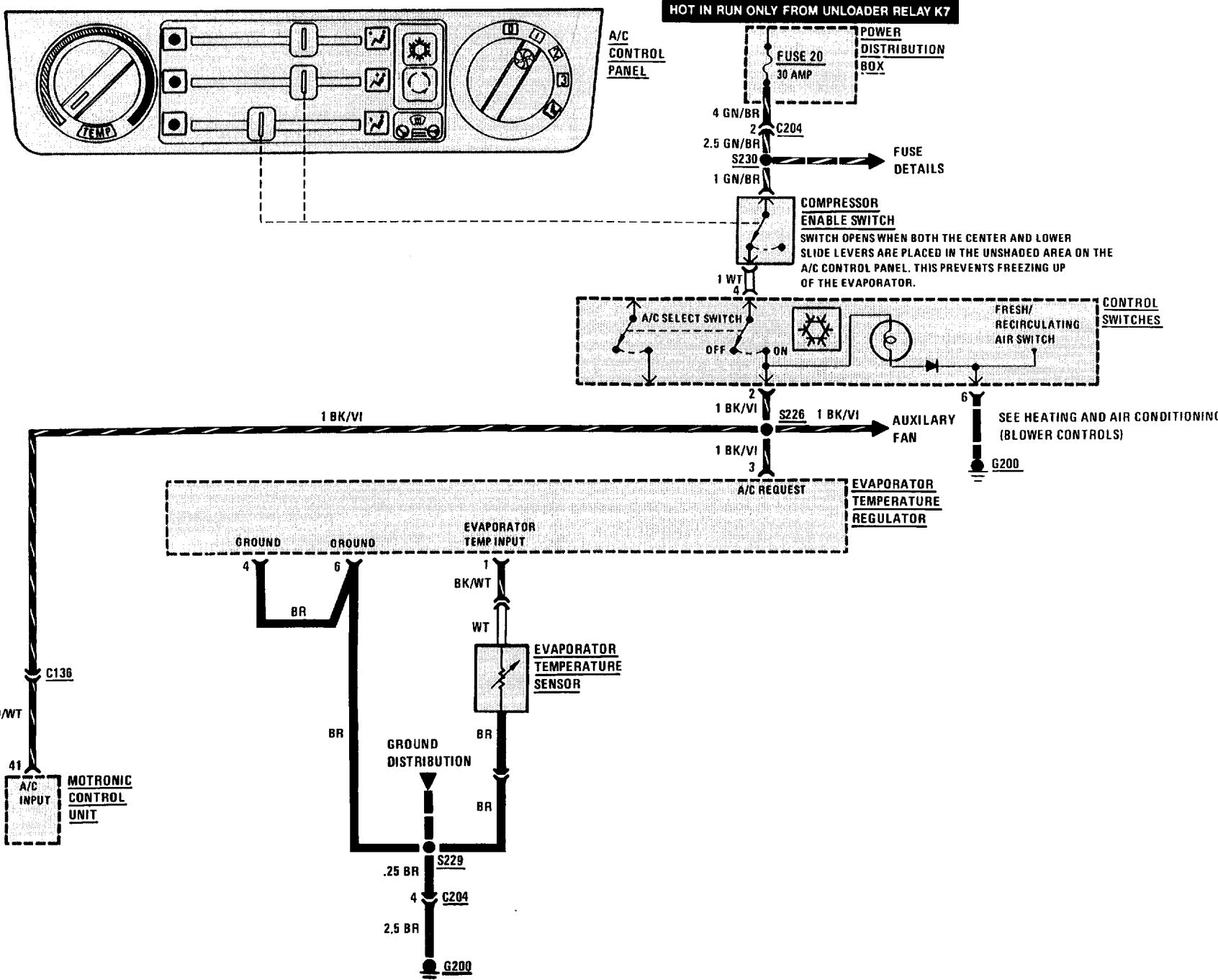
### C: CONTROL SWITCHES VOLTAGE TEST

<b>Measure: VOLTAGE</b>		
<b>At: CONTROL SWITCHES CONNECTOR (Disconnected)</b>		
<b>Condition:</b>		
• Ignition Switch: RUN		
Measure Between	Correct Voltage	For Diagnosis
7 (GN/BR) & Ground	Battery	See 1
7 (GN/BR) & 8 (GN)	Battery	See 2
<ul style="list-style-type: none"> <li>• If both voltages are correct, replace the Control Switches.</li> </ul> <ol style="list-style-type: none"> <li>1. Check the GN/BR wire for an open. If wire is good, check that connector C204 is properly mated.</li> <li>2. Check the GN wire for an open between the Control Switches and the LH and RH Fresh/Recirculating Air Relays.</li> </ol>		

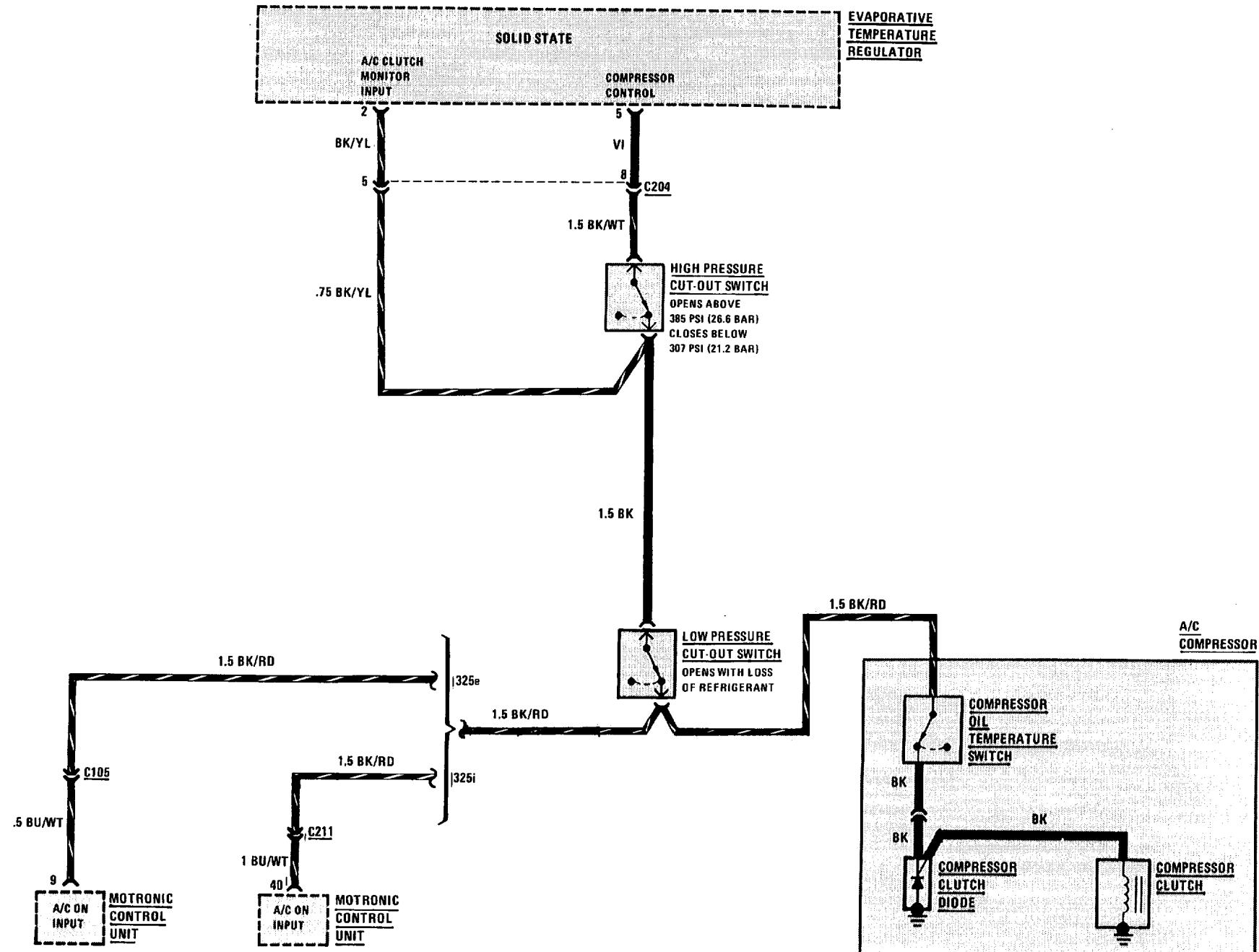
## HEATING AND AIR CONDITIONING (COMPRESSOR CONTROLS)



## HEATING AND AIR CONDITIONING (COMPRESSOR CONTROLS)



## HEATING AND AIR CONDITIONING (COMPRESSOR CONTROLS)



## 6452A-0 A/C COMPRESSOR CONTROLS

### CIRCUIT OPERATION

When the Ignition Switch is in RUN, battery voltage is applied through Fuse 20 to the Compressor Enable Switch. This Switch is located in the A/C Control Panel and is closed when either the center or lower slide levers are moved about  $\frac{1}{4}$  of the distance away from the left position. This ensures that the A/C Compressor does not run unless there is enough air flow to prevent freezing of the evaporator.

#### 325e Engine

When the A/C Select Switch on the A/C Control Panel is pressed and the Compressor Enable Switch is closed, voltage is applied to the Compressor Clutch through the normally closed Evaporator Temperature Switch, the Low Pressure Cut-Out Switch and the High Pressure Cut-Out Switch.

The Evaporator Temperature Switch opens if the evaporator temperature drops low enough for freezing to begin. The Low Pressure Cut-Out Switch opens if the refrigerant pressure drops low enough that operation of the A/C System would be likely to damage the Compressor. The High Pressure Cut-Out Switch opens if refrigerant pressure rises to a point that is too high for normal operation.

#### 325i and M3 Engines

When the A/C Select Switch is pressed and the Compressor Enable Switch is closed, voltage is applied to terminal 3 of the Evaporator Temperature Regulator. The Evaporator Temperature Regulator applies voltage from terminal 2 to the Compressor Clutch through the High Pressure Cut-Out Switch, the Low Pressure Cut-Out Switch, and the Temperature Switch (M3 engine).

The High Pressure Cut-Out Switch opens if refrigerant pressure rises to a value which is too high for normal operation. The Temperature Switch (M3 Engine) opens to remove the Compressor load from the engine if the engine coolant temperature rises above 226°F (108°C). The Evaporator Temperature Sensor signals the Evaporator Temperature Regulator to de-energize the Compressor Clutch when evaporator temperature is low enough that freezing may result.

#### Clutch Diode

Whenever the Compressor Clutch is de-energized, the collapsing magnetic field induces a voltage in the winding. The Clutch Diode provides a path for the resulting current:

### TROUBLESHOOTING HINTS

- Try the following checks before doing the System Diagnosis.
  1. Check Fuse 20 by visual inspection.
  2. Check that Compressor Clutch connector is firmly seated.

- Go to Heating and Air Conditioning (6410A-0) System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

### SYSTEM DIAGNOSIS

- Do the tests listed for your symptom in the Symptom Table below.
- Tests follow the Symptom Table.

**SYMPOTM TABLE  
325e Engine**

Compressor Clutch does not engage but Auxiliary Cooling Fan runs	A B
Compressor Clutch does not engage and Auxiliary Cooling Fan does not run	C
Engine idle speed is not high enough when Compressor Clutch engages	D

**SYMPOTM TABLE  
325i and M3 Engines**

Compressor Clutch does not engage	E
Engine idle speed is not high enough when Compressor Clutch engages (325i engine only)	H

## A: LOW PRESSURE CUT-OUT SWITCH VOLTAGE TEST

**Measure: VOLTAGE**

**At: LOW PRESSURE CUT-OUT SWITCH CONNECTOR (Disconnected)**

**Conditions:**

- Ignition Switch: RUN (Engine need not be running)
- A/C Control Panel: A/C ON
- Temperature Outside Car: Above 60 degrees F (16 degrees C)

Measure Between	Correct Voltage	For Diagnosis
BK/WT & Ground	Battery	See 1
<ul style="list-style-type: none"> <li>• If voltage is correct, do Test B.</li> </ul>		
1. Do Test C.		

## B: COMPRESSOR CLUTCH VOLTAGE TEST

**Measure: VOLTAGE**

**At: COMPRESSOR CLUTCH CONNECTOR (Disconnected)**

**Conditions:**

- Ignition Switch: RUN (Engine need not be running)
- A/C Control Panel: A/C ON
- Temperature Outside Car: Above 60 degrees F (16 degrees C)

Measure Between	Correct Voltage	For Diagnosis
BK & Ground	Battery	See 1
<ul style="list-style-type: none"> <li>• If the voltage is correct, replace the Compressor Clutch.</li> </ul>		

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1. Check for an open Low Pressure Cut-Out Switch, High Pressure Cut-Out Switch or associated wiring. If High Pressure Cut-Out Switch is open, replace it. If Low Pressure Cut-Out Switch is open, check refrigerant pressure to be sure it is normal before replacing the Switch.

## C: A/C SELECT SWITCH VOLTAGE TEST

**Measure: VOLTAGE**

**At: CONTROL SWITCHES CONNECTOR (Connected)**

**Conditions:**

- Ignition Switch: RUN
- A/C Control Panel: A/C ON
- Temperature Outside Car: Above 60 degrees F (16 degrees C)

Measure Between	Correct Voltage	For Diagnosis
4 (WT) & Ground	Battery	See 1
2 (VI) & Ground	Battery	See 2

- If both voltages are correct, check that the Evaporator Temperature Switch is closed. If the Evaporator Temperature Switch is open, replace it. If the Evaporator Temperature Switch is closed, check for an open in the VI and BK/WT wires.

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1. Check that the Compressor Enable Switch is closed. If the Compressor Enable Switch is open, replace the A/C Control Panel. If the Compressor Enable Switch is closed, check for an open in the WT and GN/BR wires.
2. Replace the A/C Select Switch.

## D: IDLE SPEED CONTROL UNIT VOLTAGE TEST

**Measure: VOLTAGE**

**At: IDLE SPEED CONTROL UNIT CONNECTOR (Connected)**

**Conditions:**

- Ignition Switch: RUN
- A/C Control Panel: A/C ON
- Temperature Outside Car: Above 60 degrees F (16 degrees C)

Measure Between	Correct Voltage	For Diagnosis
9 (BU/WT) & Ground	Battery	See 1
<ul style="list-style-type: none"> <li>• If the voltage is correct, repair/replace the Idle Speed Control Unit.</li> </ul>		
<ol style="list-style-type: none"> <li>1. Check for an open in the BU/WT and VI wires.</li> </ol>		

## 6452A-2 A/C COMPRESSOR CONTROLS

### E: A/C ISOLATION TEST

<b>Measure: VOLTAGE</b> <b>At: HIGH PRESSURE CUT-OUT SWITCH HARNESS CONNECTOR (Disconnected)</b>		
<b>Conditions:</b>		
<ul style="list-style-type: none"> <li>• Ignition Switch: RUN (Engine need not be running)</li> <li>• A/C Selector Switch: Depressed (ON)</li> </ul>		
Measure Between	Correct Voltage	For Diagnosis
BK/WT & Ground	Battery	See 1
<ul style="list-style-type: none"> <li>• If voltage is correct, go to Test F.</li> <li>1. Go to Test G.</li> </ul>		

### F: COMPRESSOR CLUTCH VOLTAGE TEST

<b>Measure: VOLTAGE</b> <b>At: COMPRESSOR CLUTCH HARNESS CONNECTOR (Disconnected)</b>		
<b>Conditions:</b>		
<ul style="list-style-type: none"> <li>• Ignition Switch: RUN (Engine need not be running)</li> <li>• A/C Control Panel: A/C ON</li> <li>• Temperature outside car: Above 60°F (16°C)</li> </ul>		
Measure Between	Correct Voltage	For Diagnosis
BK or GY/WT wire & Ground (See Schematic)	Battery	See 1

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- If the voltage is correct, but Compressor Clutch does not engage, replace the Compressor Clutch.
- 1. Check for an open Low Pressure Cut-Out Switch, High Pressure Cut-Out Switch, A/C Temperature Switch, or associated wiring (see Schematic). If High Pressure Cut-Out Switch is open, replace it. If Low Pressure Cut-Out Switch is open, check refrigerant pressure to be sure it is normal before replacing the Switch. Replace the A/C Temperature Switch if it is open and engine coolant temperature is below 226°F (108°C).

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1. Check the BK/VI wire for an open (see schematic). If wire is good, do Test C.
2. Check the BR wire from terminal 4 for an open (see schematic).
3. Check BR wire for an open.
4. Check the BK/VI wire for a wire-to-wire short to voltage. If wire is good, replace the A/C Selector Switch.

### G: EVAPORATOR TEMPERATURE REGULATOR VOLTAGE AND RESISTANCE TEST (TABLE 2)

<b>Measure: RESISTANCE</b> <b>At: EVAPORATOR TEMPERATURE REGULATOR CONNECTOR (Disconnected)</b>		
<b>Conditions:</b>		
Measure Between	Correct Resistance	For Diagnosis
2 & Ground	Approximately 3 to 4 Ohms	See 1
1 & Ground	Approximately 3.5K to 4.5K ohms at 70°F (21°C)	See 2
5 & 2	Less than 0.5 ohms	See 3

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### G: EVAPORATOR TEMPERATURE REGULATOR VOLTAGE AND RESISTANCE TEST (TABLE 1)

<b>Measure: VOLTAGE</b> <b>At: EVAPORATOR TEMPERATURE REGULATOR CONNECTOR (Disconnected)</b>		
<b>Conditions:</b>		
Measure Between	Correct Voltage	For Diagnosis
3 & Ground	Battery	See 1
3 & 4	Battery	See 2
3 & 6	Battery	See 3
• A/C Selector Switch: OFF		
3 & Ground	0 Volts	See 4
<ul style="list-style-type: none"> <li>• If all voltages are correct, go to Table 2.</li> </ul>		

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- If all resistances are correct, but Compressor Clutch does not operate normally, replace the Evaporator Temperature Regulator.
1. Check the VI wire for an open between the Evaporator Temperature Regulator terminal 2 and High Pressure Cut-Out Switch (see schematic).
  2. Check the BK/WT wire for an open or a short to ground (see schematic). Check the BR wire from terminal 6 to splice S229 for an open (see schematic). If wires are good, replace the Evaporator Temperature Sensor.
  3. Check BK/YL wire at terminal 5 for an open between terminal 5 and High Pressure Cut-Out Switch.

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- If the voltage is correct, repair/replace the Motronic Control Unit.
1. Check for an open in the BU/WT and BK/RD wires.

## H: IDLE SPEED CONTROL VOLTAGE TEST

Measure: VOLTAGE

At: MOTRONIC CONTROL UNIT  
CONNECTOR (Connected)

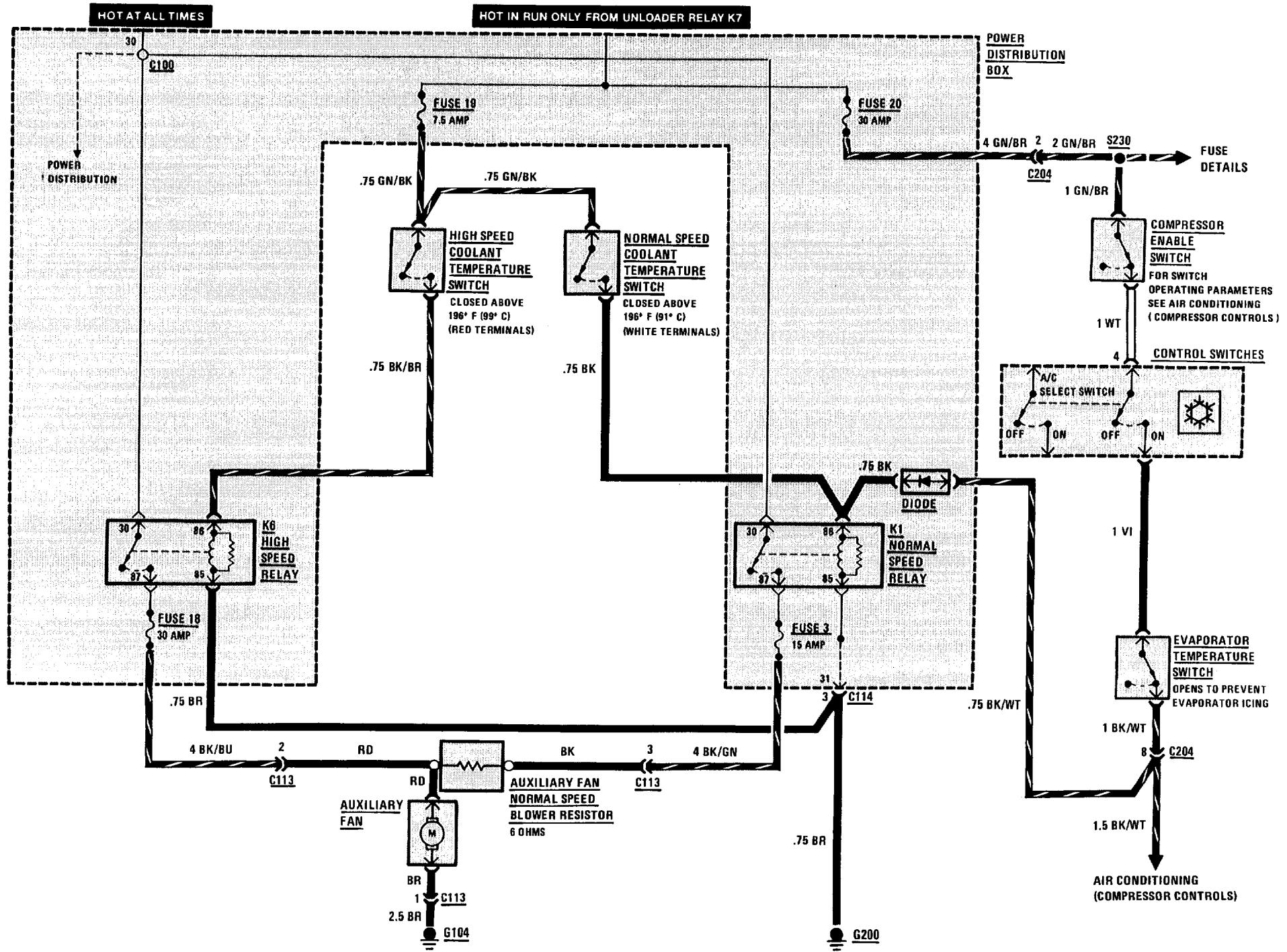
Conditions:

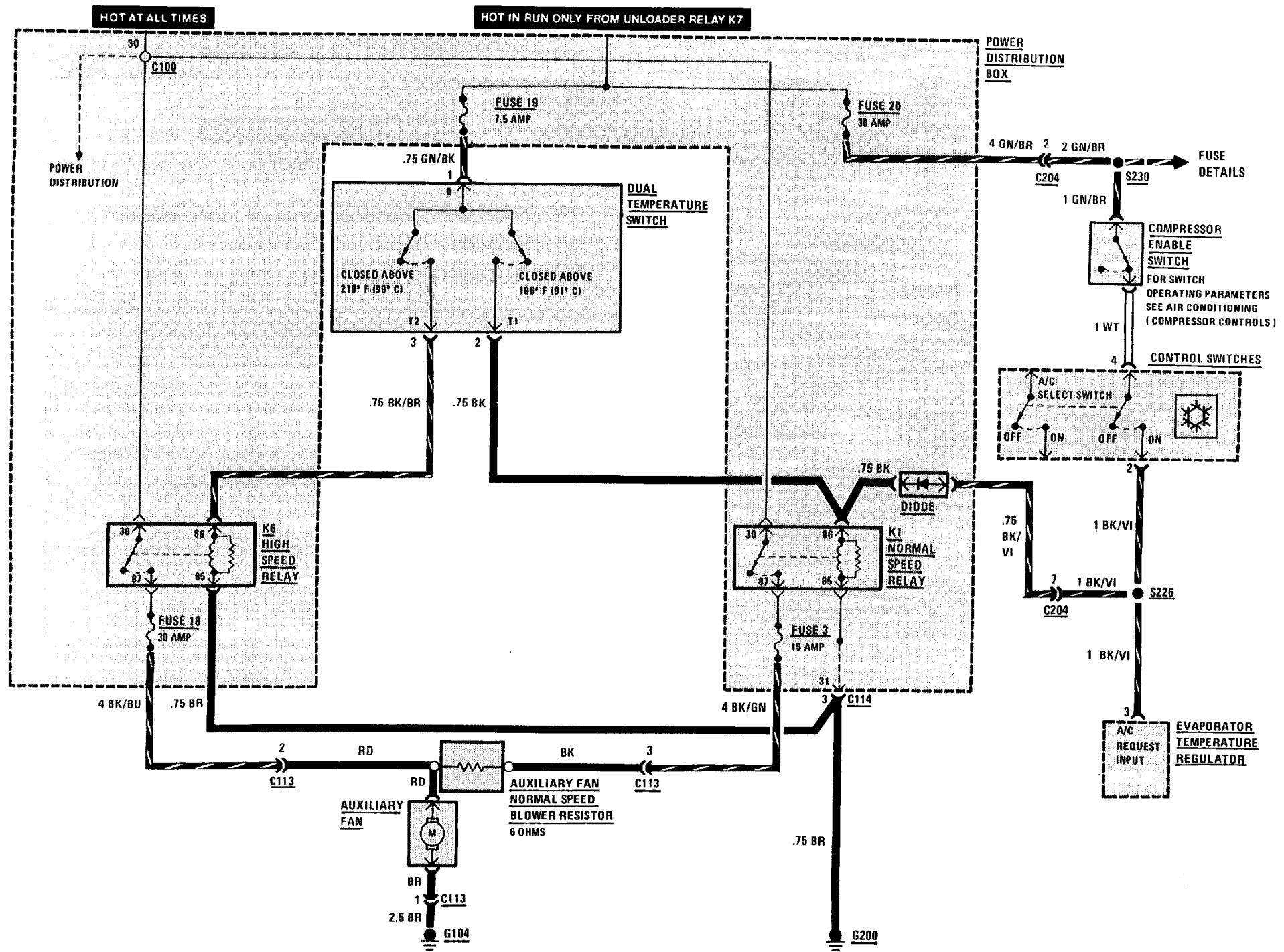
- Ignition Switch: RUN
- A/C Control Panel: A/C ON
- Temperature Outside Car: Above 60 degrees F (16 degrees C)

Measure Between	Correct Voltage	For Diagnosis
40 (BU/WT) & Ground	Battery	See 1

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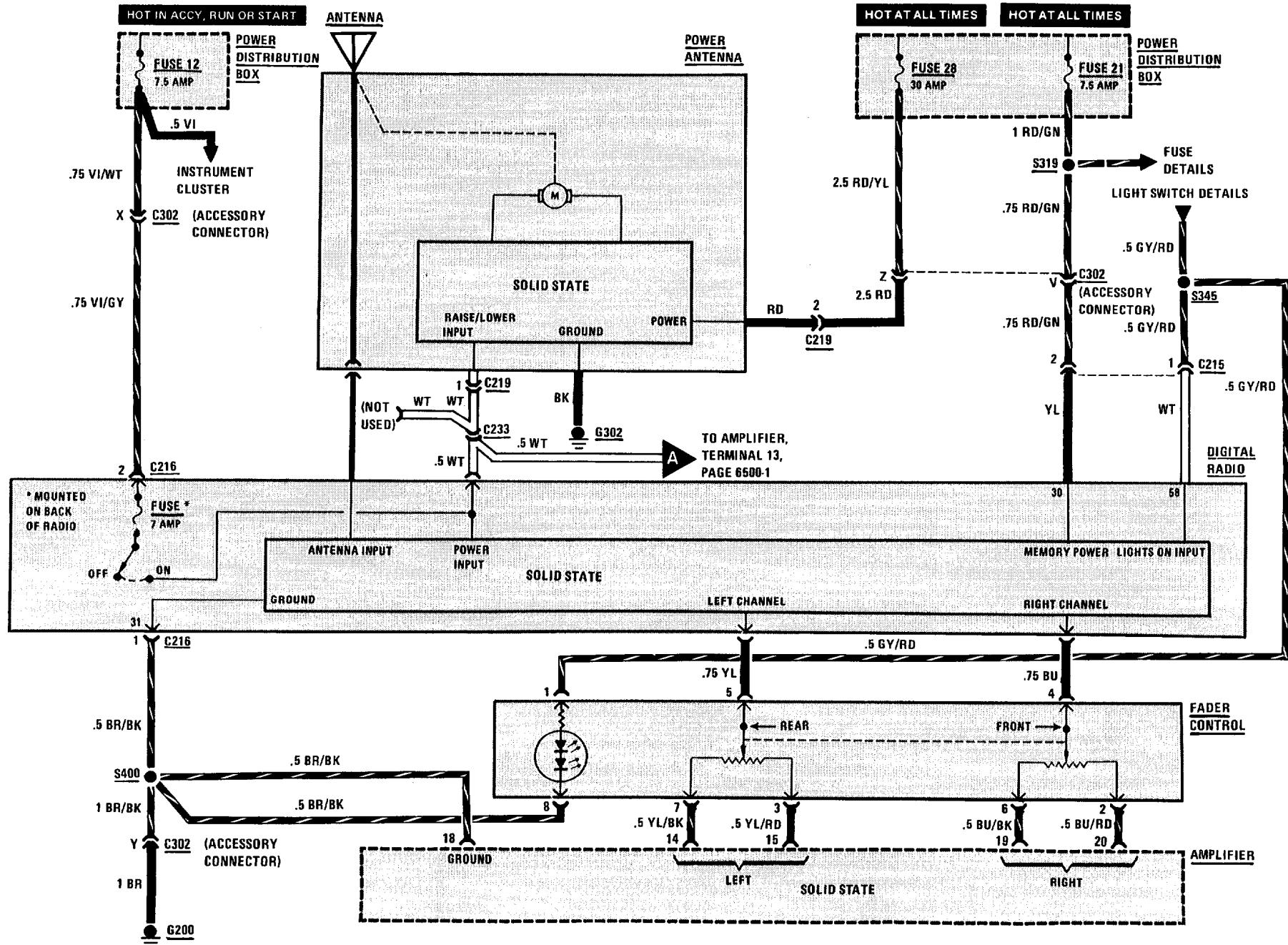
# 6454-0 AUXILIARY FAN 325e



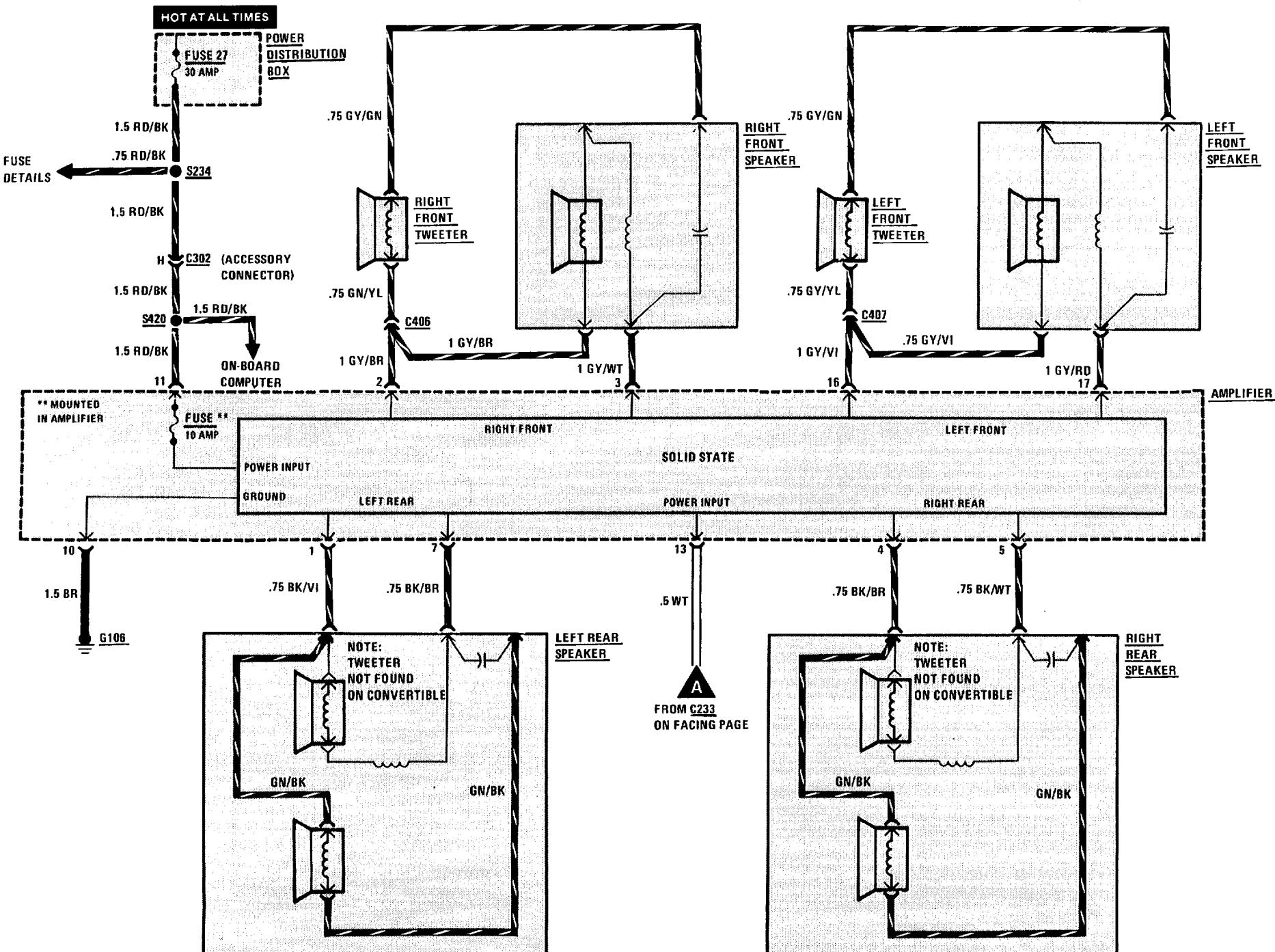


# 6500-0 RADIO/ANTENNA

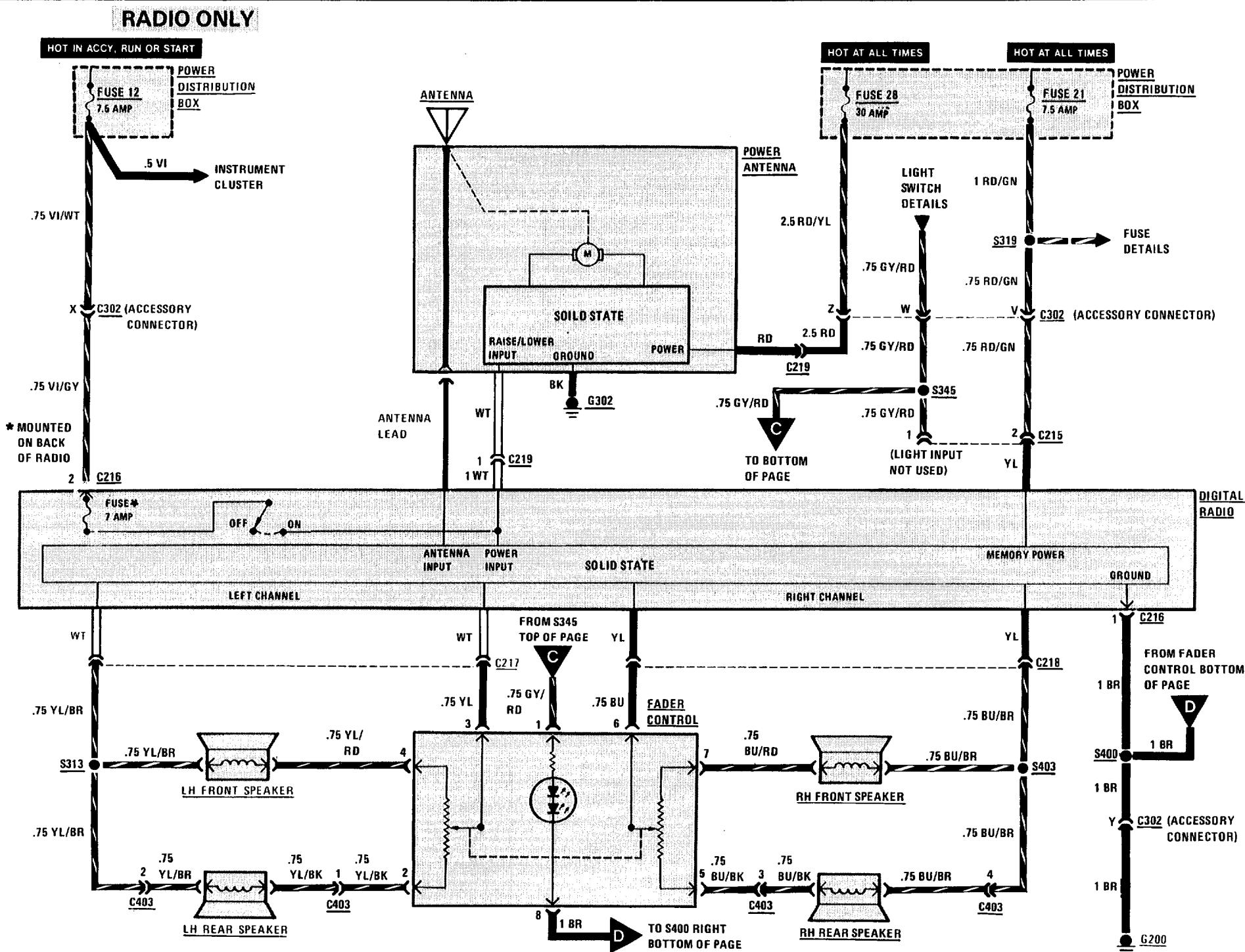
## WITH SOUND SYSTEM



## WITH SOUND SYSTEM



# 6500-2 RADIO/POWER ANTENNA 325e EXCEPT CONVERTIBLE



# 6500A-0 RADIO/ANTENNA

## CIRCUIT OPERATION

With the Ignition Switch in ACCY, RUN or START, Fuse 12 provides voltage to turn on the three components in the system. When the Radio Switch is on, voltage is applied to the Radio, the Power Antenna Raise/Lower Input, and the Amplifier. This voltage is used to control the individual unit's main power supply.

When the Raise/Lower Input of the Power Antenna receives voltage, power is supplied from Fuse 28 to run the motor and raise the Antenna. When voltage is no longer present at the Raise/Lower Input, the Antenna is lowered.

Fuse 21 constantly supplies voltage to the Memory Power Input of the Radio. This allows the Radio to maintain the present settings while it is turned off.

The Amplifier receives constant power at terminal 11 from Fuse 28. When the Radio is on, voltage is applied to terminal 13 to enable the Amplifier.

The actual Radio signal originates at the Antenna. It is supplied to the Radio, processed, and output from the Left Channel and Right Channel Outputs to the Fader Control. The Fader Control alters the front to rear volume by decreasing the resistance to the desired higher volume outputs. The signal is then input to the Left Front, Left Rear, Right Front, and Right Rear Inputs to the Amplifier. After amplification, the signal is output to the corresponding speakers.

## TROUBLESHOOTING HINTS

- Try the following checks before doing the System Check.
  1. Check power input to the Radio by observing if Instrument Cluster Indicators light.
  2. Check power input to Antenna by observing the Cigar Lighter.
  3. Check memory power to Radio by checking operation of the Glove Box Light.
  4. Check power input to the Amplifier.
  5. If Fader Control has no effect, but sound is heard from all speakers, replace the Fader Control.
  6. Check that the Antenna is properly connected.
  7. Before troubleshooting a suspect Speaker, check all connections to that Speaker.
  8. If display shows "CODE" and Radio will not operate, the individual Anti-Theft Code must be entered. Refer to "Anti-Theft" instruction booklet.
  9. Check Radio Fuse located on back of Radio.
  10. Check Amplifier Fuse located on back of Amplifier.
- Go to System Check for a guide to normal operation.
- Go to System Diagnosis for diagnostic tests.

## SYSTEM CHECK

- Use the System Check Table as a guide to normal operation.
- Refer to System Diagnosis for a list of symptoms and diagnostic steps.

## SYSTEM CHECK TABLE

ACTION	NORMAL RESULT
With Ignition Switch in RUN, turn Radio ON.	Antenna extends. Digital display lights. Sound is emitted from all Speakers.
Operate Fader Control.	Sound volume varies from front to rear.

- Refer to System Diagnosis when a result is not normal.

## SYSTEM DIAGNOSIS

- Do the tests listed for your symptom in the Symptom Table below.
- Tests follow the Symptom Table.

## SYMPTOM TABLE

SYMPTOM	FOR DIAGNOSIS
Radio does not work (no display, no sound).	Do Test A
Digital display lights, but there is no sound.	Do Test B
LH Speakers or RH Speakers do not operate.	Do Test C

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Antenna does not extend or retract.	Check ground wire for an open. Make sure ground G302 is clean and tight. Check wire to Power Antenna for opens. If OK, replace Power Antenna.
An individual Speaker does not operate.	Do Test D
Excessive noise comes from all Speakers.	Do Test E

**A: RADIO POWER TEST**

**Measure: VOLTAGE**  
**At: RADIO CONNECTOR C1 (Disconnected) or CONNECTOR C215 (Disconnected)**  
**Condition:**

- Ignition Switch: RUN

Measure Between	Correct Voltage	For Diagnosis
-----------------	-----------------	---------------

C1/2 & Ground	Battery	See 1
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C1/2 & C1/1	Battery	See 2
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C215/2 & Ground	Battery	See 3
-----------------	---------	-------

- If all voltages are correct, check wire from connector C215 to Radio for an open. If wire is OK, remove Radio for service.
- 1. Check power input wire for an open.
- 2. Check ground wire for an open to ground. Make sure ground G200 is clean and tight.
- 3. Check memory power supply wire for an open.

**B: AMPLIFIER POWER TEST**

**Measure: VOLTAGE**  
**At: AMPLIFIER CONNECTOR (Disconnected)**  
**Conditions:**

- Ignition Switch: RUN
- Radio: ON

Measure Between	Correct Voltage	For Diagnosis
11 & Ground	Battery	See 1
11 & 18	Battery	See 2
13 & Ground	Battery	See 3
11 & 10	Battery	See 4

- If all voltages are correct, go to Test C.
- 1. Check power supply wire for an open.
- 2. Check Amplifier ground to Amplifier for an open to ground. Make sure ground G200 is clean and tight.
- 3. Check Amplifier "Radio On" wire for an open.
- 4. Check wire from terminal 10 for an open to ground. Make sure ground G302 is clean and tight.

**C: FADER SIGNAL TEST (TABLE 1)**

**Measure: VOLTAGE**  
**At: FADER CONTROL CONNECTOR (Disconnected)**  
**Conditions:**

- Ignition Switch: RUN
- Radio: ON

Measure Between	Correct Voltage	For Diagnosis
3 & Ground	Approximately 6 Volts	See 1
6 & Ground	Approximately 6 Volts	See 2

- If both voltages are correct, check for AC voltage at Radio outputs with Radio tuned to a strong signal. If AC voltage is present, go to Table 2. Remove Radio for service if AC voltage is not present.
- 1. Check wire from Left Channel on Radio for an open. If wire is good, remove Radio for service.
- 2. Check wire from Right Channel on Radio for an open. If wire is good, remove Radio for service.

(Continued on next page)

## 6500A-2 RADIO/ANTENNA

(Continued from previous page)

### C: FADER SIGNAL TEST (TABLE 2)

Measure: VOLTAGE At: AMPLIFIER CONNECTOR (Disconnected) Conditions: <ul style="list-style-type: none"><li>• Ignition Switch: RUN</li><li>• Radio: ON</li></ul>		
Measure Between	Correct Voltage	For Diagnosis
14 & Ground	Approximately 6 Volts	See 1
15 & Ground	Approximately 6 Volts	See 2
19 & Ground	Approximately 6 Volts	See 3
20 & Ground	Approximately 6 Volts	See 4
<ul style="list-style-type: none"> <li>• If all voltages are correct but sound was not present, remove Amplifier for service.</li> </ul> <ol style="list-style-type: none"> <li>1. Check between pin 2 (Fader) to pin 14 (Amplifier) for an open in the wiring. If wire is OK, replace Fader Control.</li> <li>2. Check between pin 4 (Fader) to pin 15 (Amplifier) for an open in the wiring. If wire is OK, replace Fader Control.</li> <li>3. Check between pin 5 (Fader) to pin 19 (Amplifier) for an open in the wiring. If wire is OK, replace Fader Control.</li> <li>4. Check between pin 7 (Fader) to pin 20 (Amplifier) for an open in the wiring. If wire is OK, replace Fader Control.</li> </ol>		

### D: SUSPECT SPEAKER TEST

Connect: OHMMETER At: SUSPECT SPEAKER (Disconnected) Condition: <ul style="list-style-type: none"><li>• Ohmmeter set on Rx 1 scale or Diode Check Scale</li></ul>		
Action	Correct Result	For Diagnosis
Connect Ohmmeter across Speaker Terminals	Speaker "pops"	See 1
<ul style="list-style-type: none"> <li>• If the result is correct, check wires to the Amplifier for opens or shorts. If wires are OK, check the related wire between Fader and Amplifier.</li> </ul> <ol style="list-style-type: none"> <li>1. Replace the suspect Speaker.</li> </ol>		

### E: NOISE DIAGNOSIS

With Radio on and noise present, unplug the Antenna at the back of the Radio.

- If noise is no longer present, it was being picked up by the Antenna. Perform Antenna Noise Test.
- If noise persists, it is coming in the Radio wiring. Refer to the following Noise Symptom Table.

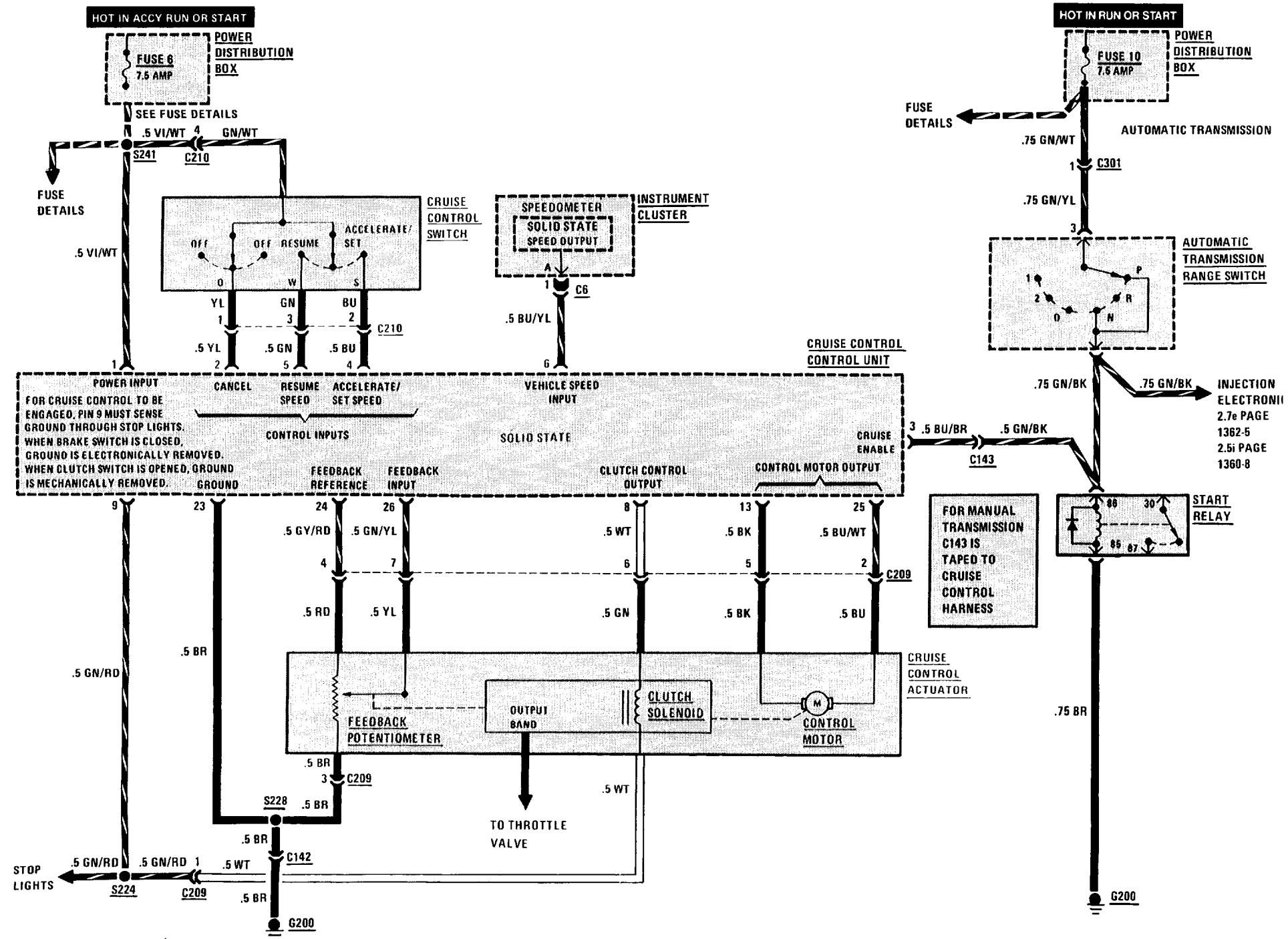
### ANTENNA NOISE TEST

Measure: RESISTANCE At: ANTENNA		
Measure Between	Correct Resistance	For Diagnosis
Antenna Plug Base & Ground	Less than 3 Ohms	See 1
Antenna Plug Tip & Antenna Plug Base	Greater than 1 Megaohm (open circuit)	See 2
<ul style="list-style-type: none"> <li>• If both resistances are correct, check the hood ground strap. If hood ground strap is OK, substitute a different Antenna at Radio. If the new Antenna is good, replace Antenna. If noise is still present, refer to Noise Symptom Table.</li> </ul> <ol style="list-style-type: none"> <li>1. Check ground contact at Antenna base. If necessary, install a braided ground strap from the Antenna Base to Chassis ground. Check for an open in the Antenna Cable.</li> <li>2. Check for a short to ground at the Antenna or Antenna cable.</li> </ol>		

## NOISE SYMPTOM TABLE

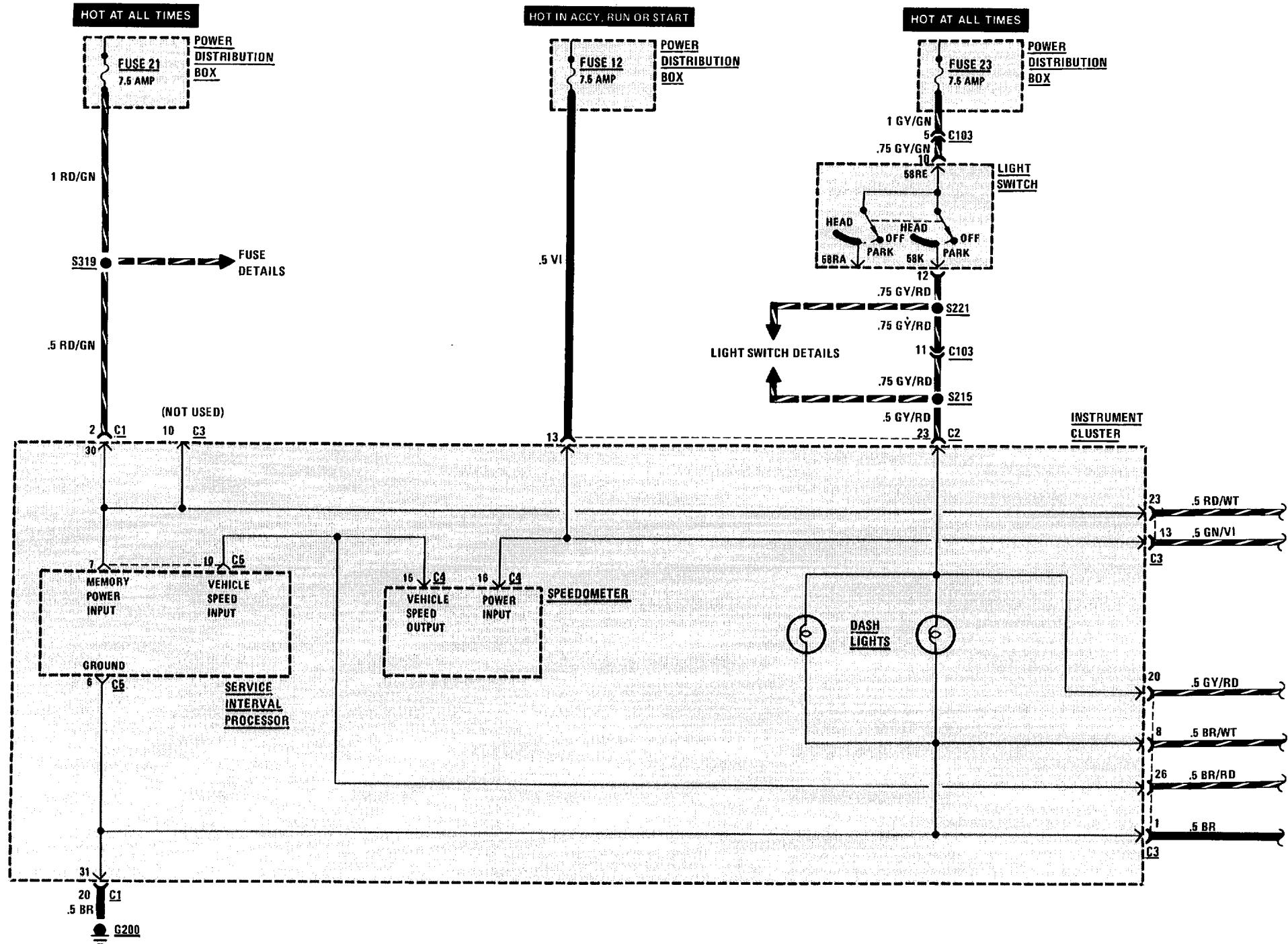
SYMPTOM	POSSIBLE CAUSE	REPAIR ACTION
Harsh popping or crackling noise present when ignition on-changes with engine rpm.	Ignition Noise	<ul style="list-style-type: none"> <li>• Check for proper distributor cap shielding.</li> <li>• Check shielding ground strap. If not present, install.</li> <li>• Check for defective spark plug or spark plug wire.</li> <li>• Reroute spark plug wires laying against anything that could be transmitting noise to the Radio (wiring or sensor leads traveling into the passenger compartment).</li> <li>• Check engine/firewall ground strap and engine hood/body ground strap.</li> <li>• Check if engine hood is closing properly.</li> <li>• Connect dedicated ground strap to Radio.</li> <li>• Replace distributor cap and rotor.</li> </ul>
High whine or howling that changes with engine rpm.	Alternator noise	<ul style="list-style-type: none"> <li>• Connect dedicated ground strap to Radio.</li> <li>• Run a direct wire from Battery to Alternator.</li> </ul>
AM only is weak and noisy.	AM alignment	<ul style="list-style-type: none"> <li>• Remove Radio for service.</li> </ul>
FM only is weak and noisy.	FM alignment	<ul style="list-style-type: none"> <li>• Remove Radio for service.</li> </ul>

# 6571-0 CRUISE CONTROL

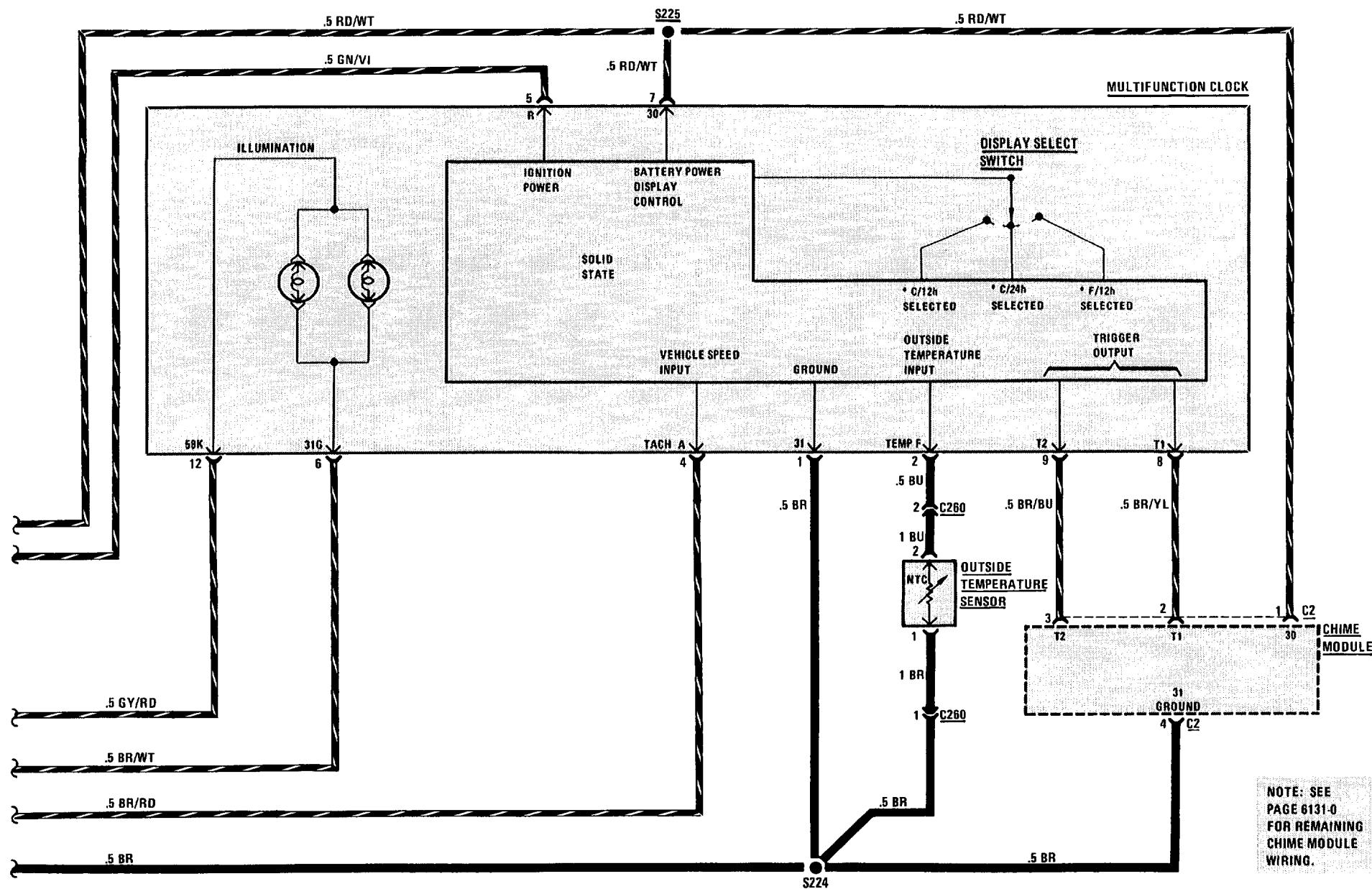


# 6581-0 ON-BOARD COMPUTER

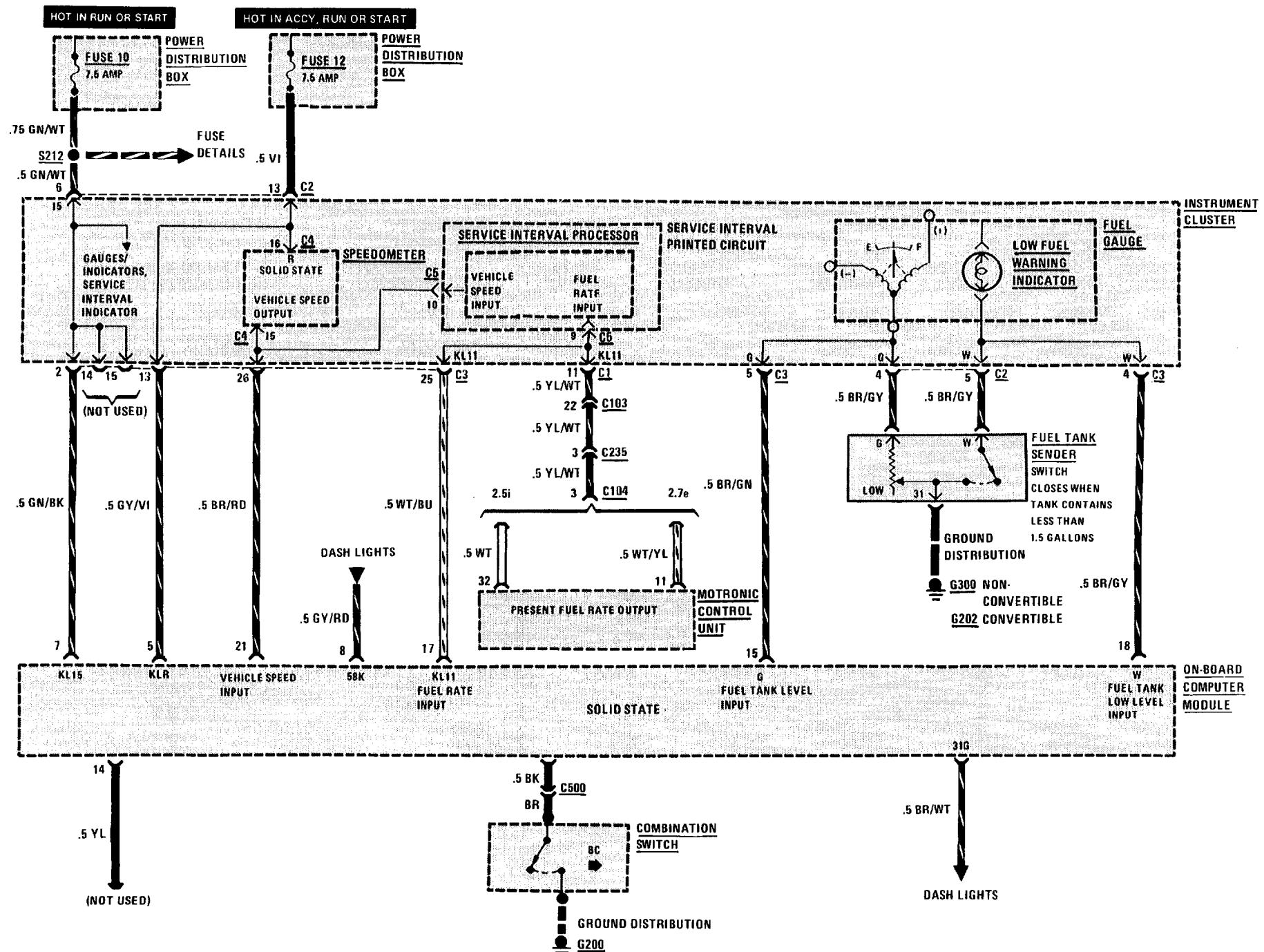
## MULTIFUNCTION CLOCK

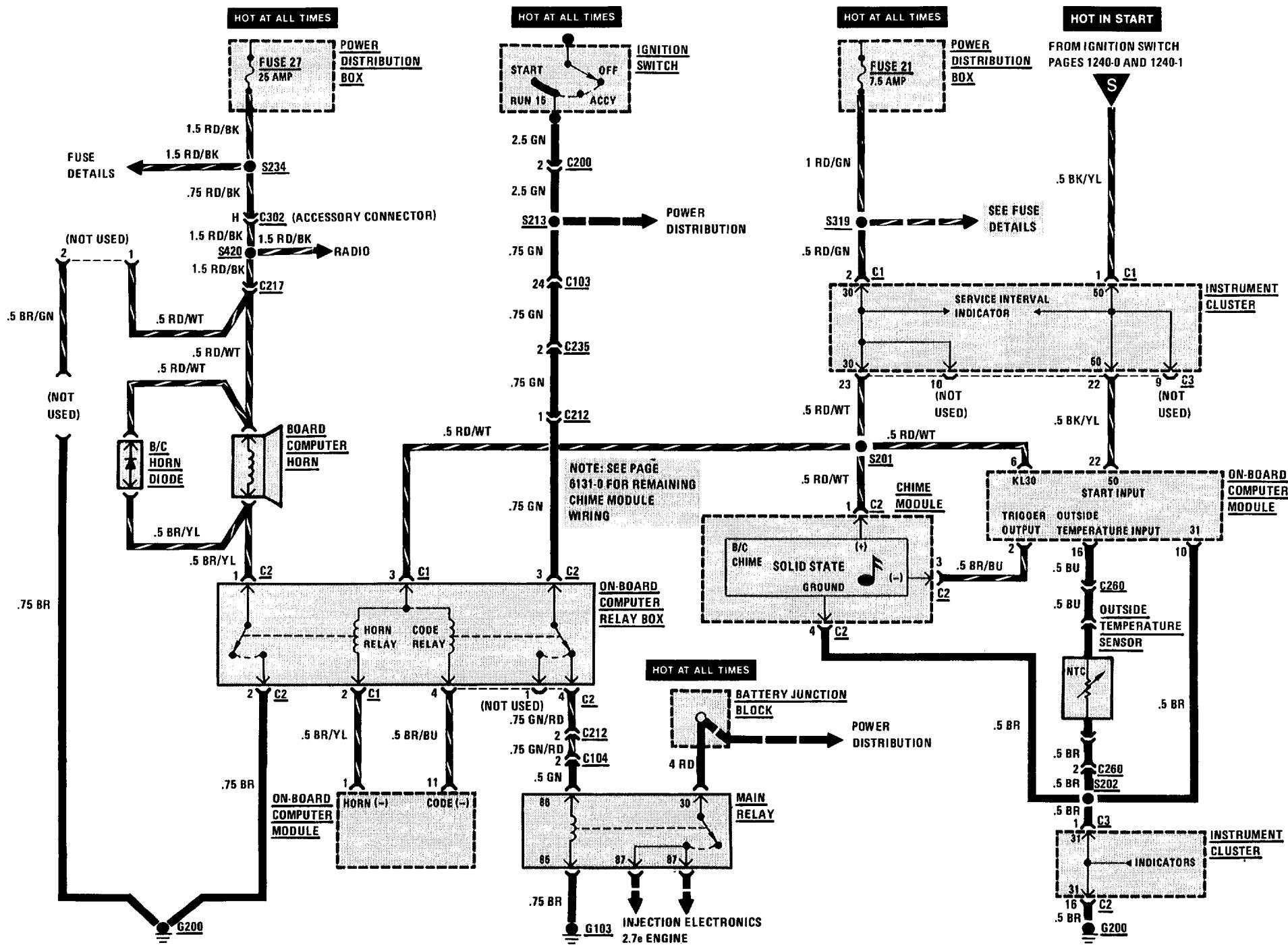


## MULTIFUNCTION CLOCK

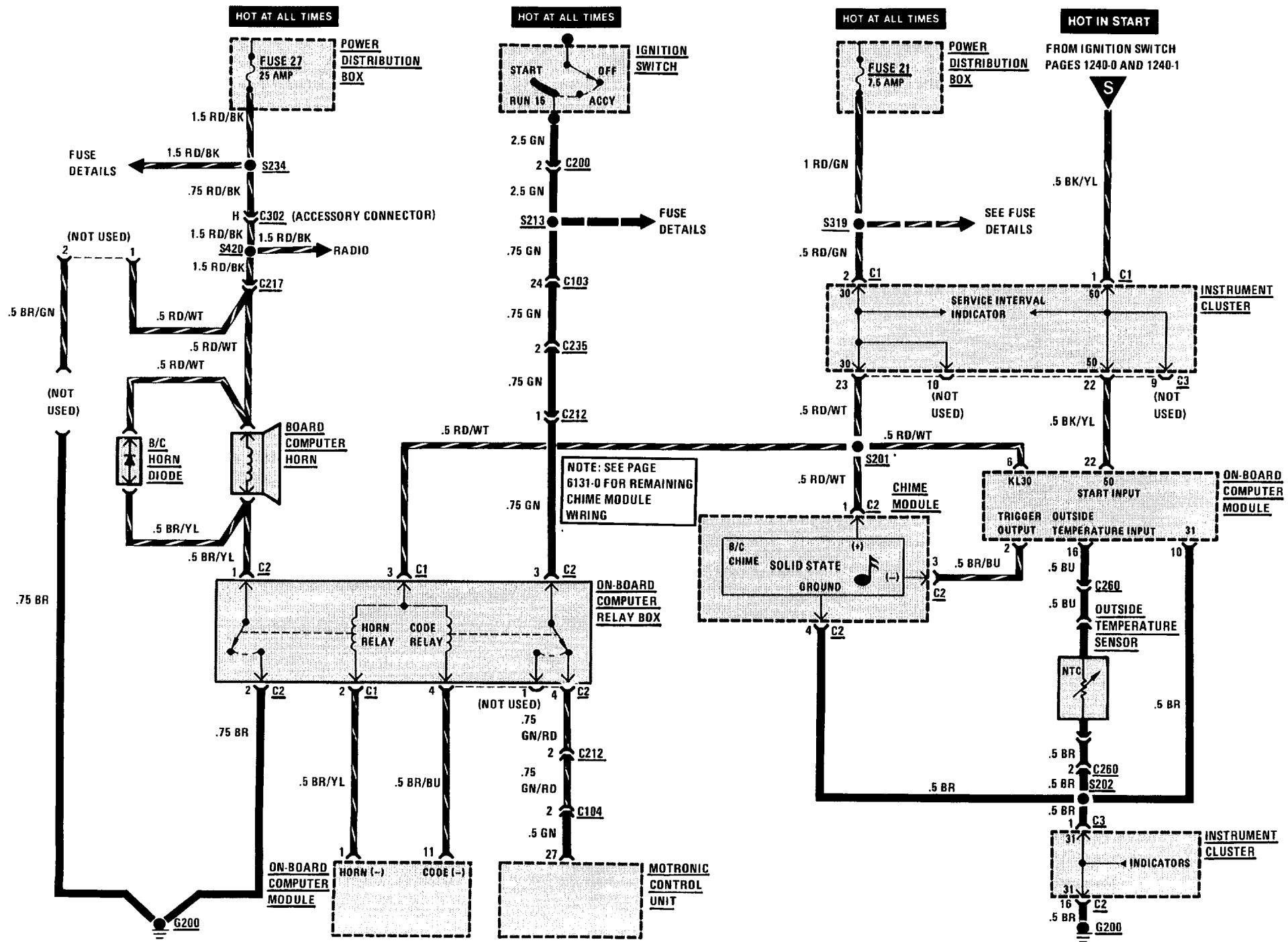


# 6581-2 ON-BOARD COMPUTER





# 6581-4 ON-BOARD COMPUTER 325i



## 7000-0 COMPONENT LOCATION VIEWS

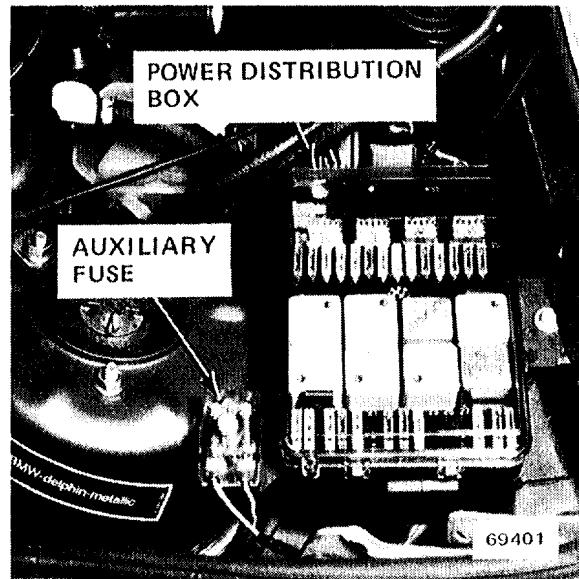


Figure 1 - LH Rear of Engine Compartment

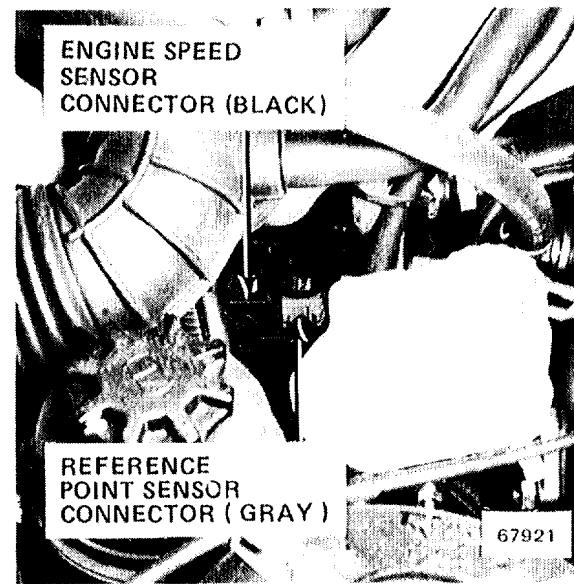


Figure 3 - Lower LH Rear of Engine

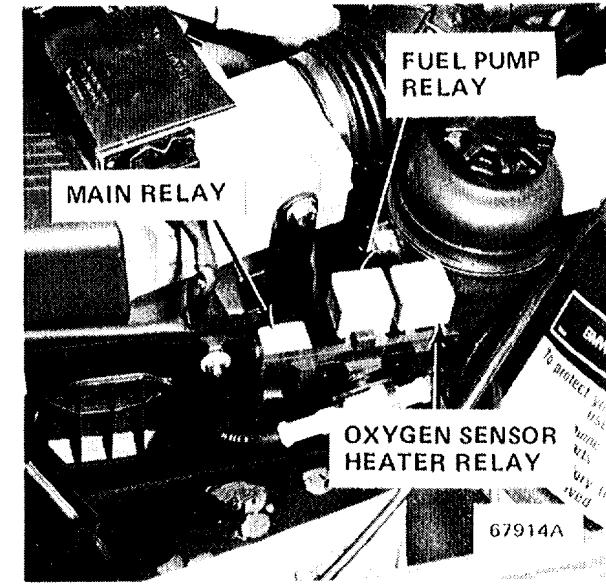


Figure 5 - Forward of LH Front Shock Tower  
(Relay Cover Removed)

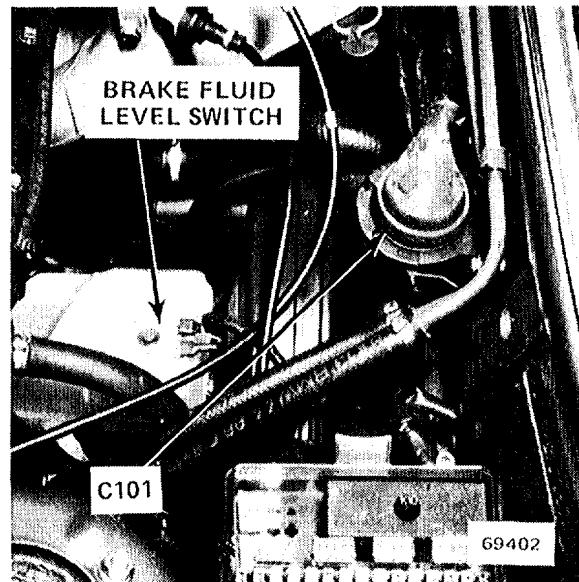


Figure 2 - LH Rear of Engine Compartment



Figure 4 - Top LH Side of Engine

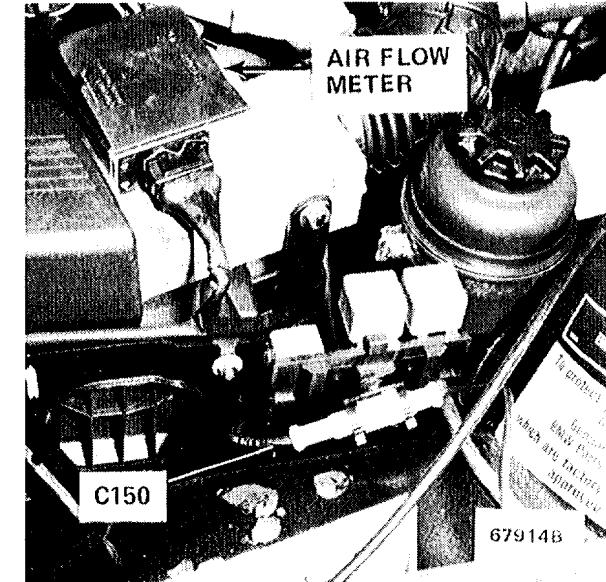


Figure 6 - Forward of LH Front Shock Tower

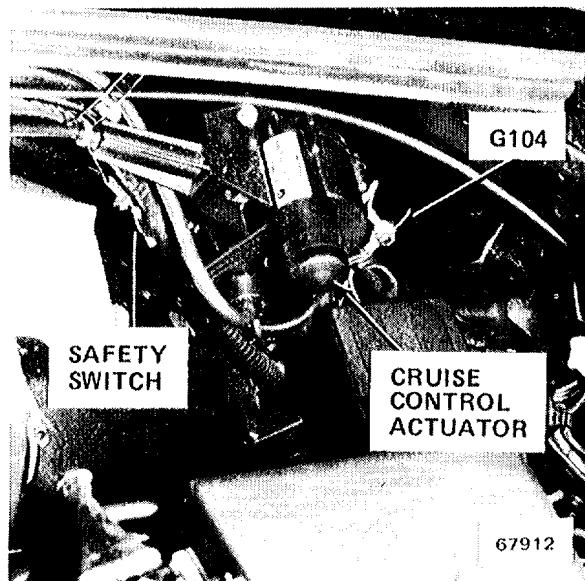


Figure 1 - Forward of LH Front Wheel Well

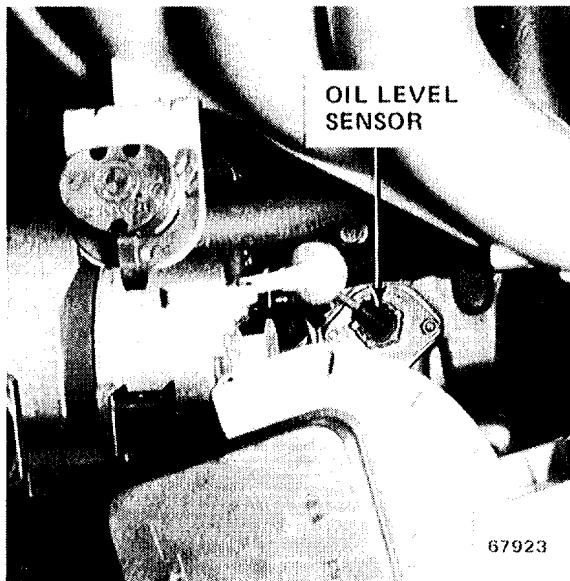


Figure 3 - Lower LH Side of Engine

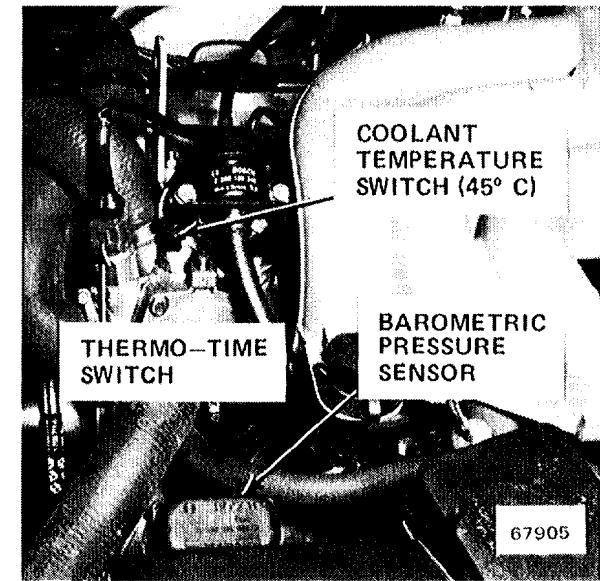


Figure 5 - Top Front of Engine

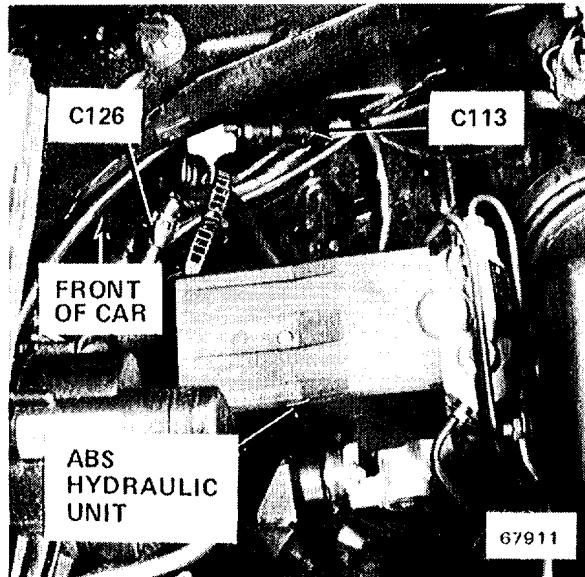


Figure 2 - LH Front of Engine Compartment  
(Cover Removed)

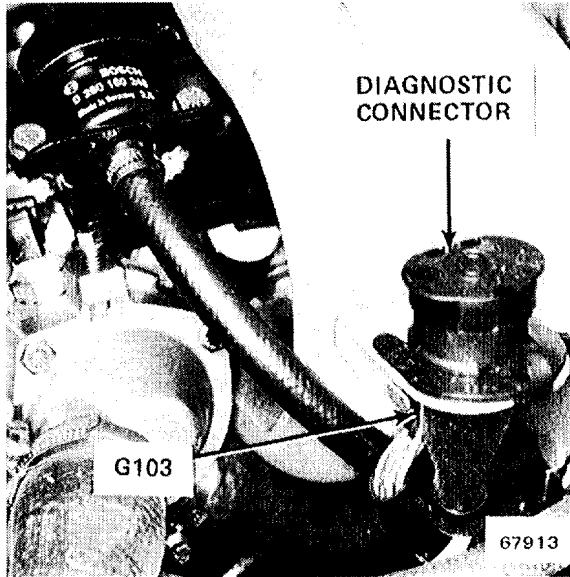


Figure 4 - Top LH Front of Engine

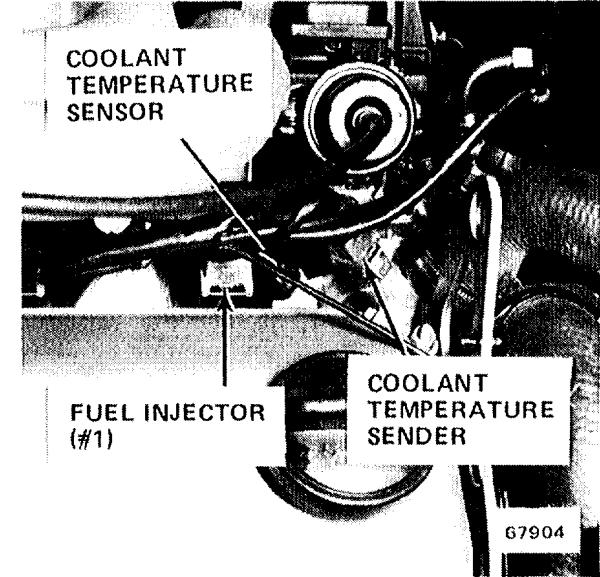


Figure 6 - Top Front of Engine

## 7000-2 COMPONENT LOCATION VIEWS

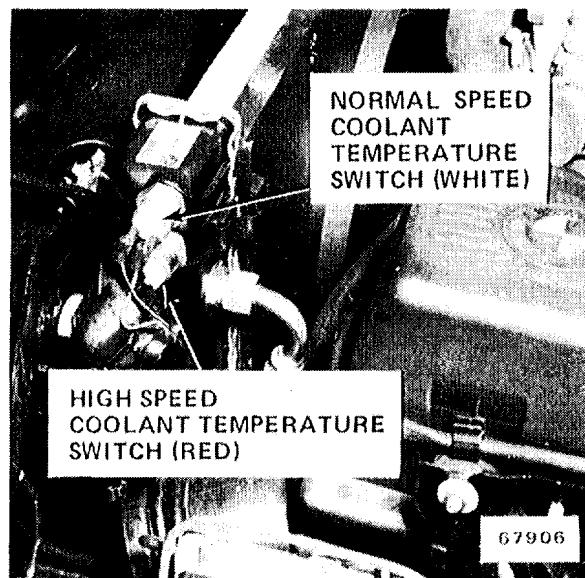


Figure 1 - Top LH Side Of Radiator

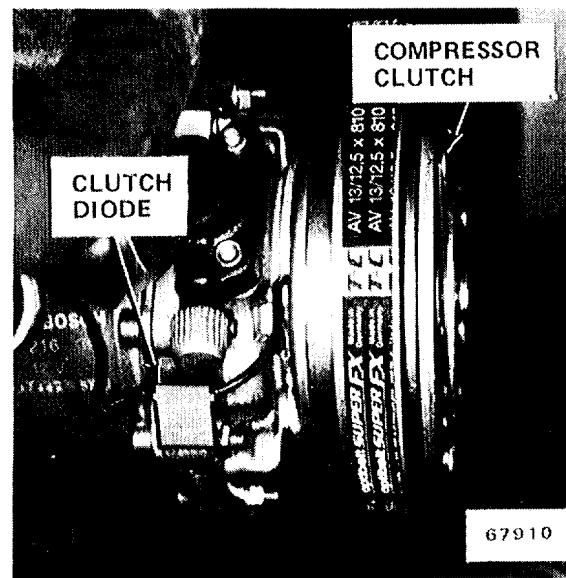


Figure 3 - Lower RH Front of Engine

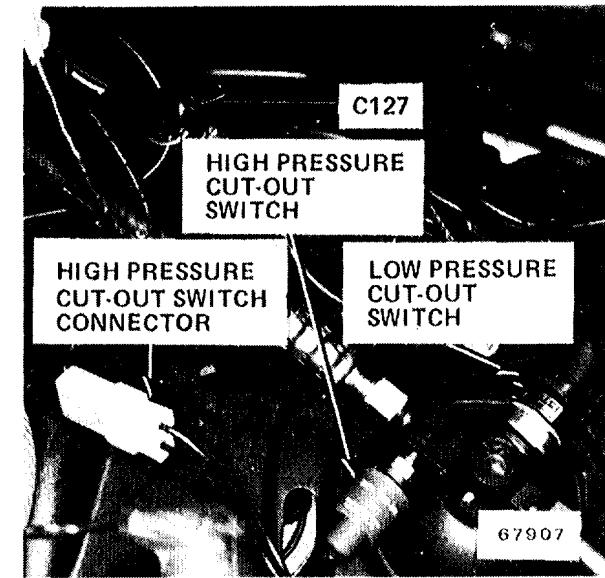


Figure 5 - Behind RH Headlights  
(Cover Removed)

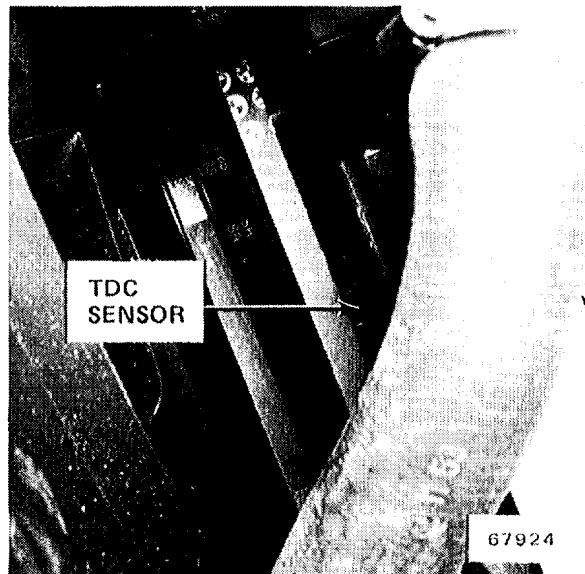


Figure 2 - Lower Front of Engine



Figure 4 - Lower RH Front of Engine

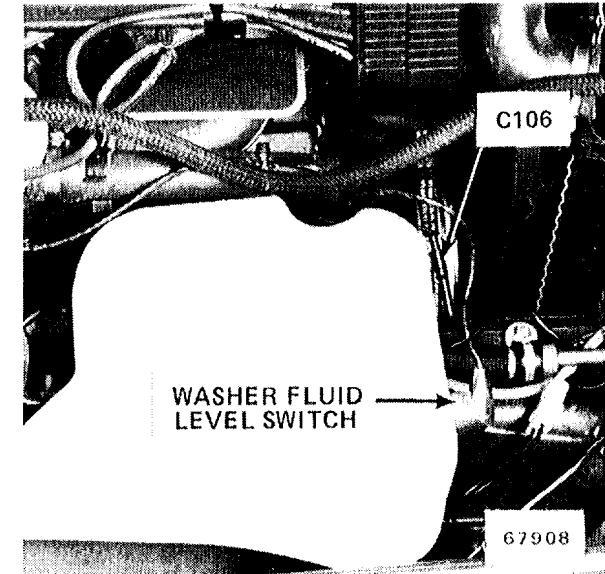


Figure 6 - RH Side Of Engine Compartment

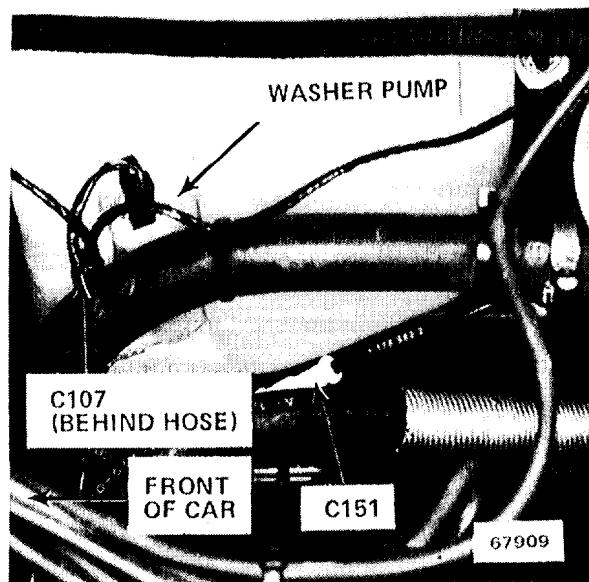


Figure 1 - RH Side of Engine Compartment

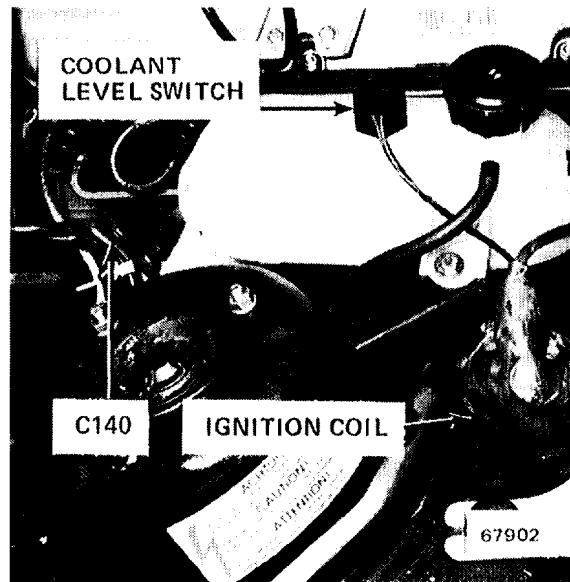


Figure 3 - RH Rear of Engine Compartment



Figure 5 - LH Front Brake Assembly  
(Wheel Removed)

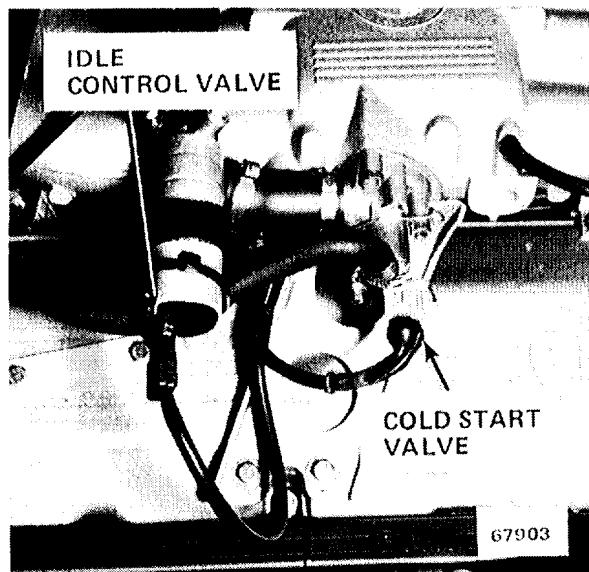


Figure 2 - RH Rear Side of Engine

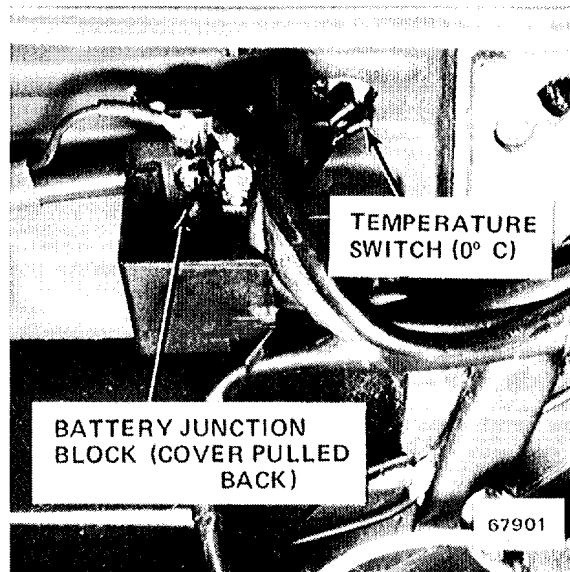


Figure 4 - RH Side of Engine Bulkhead

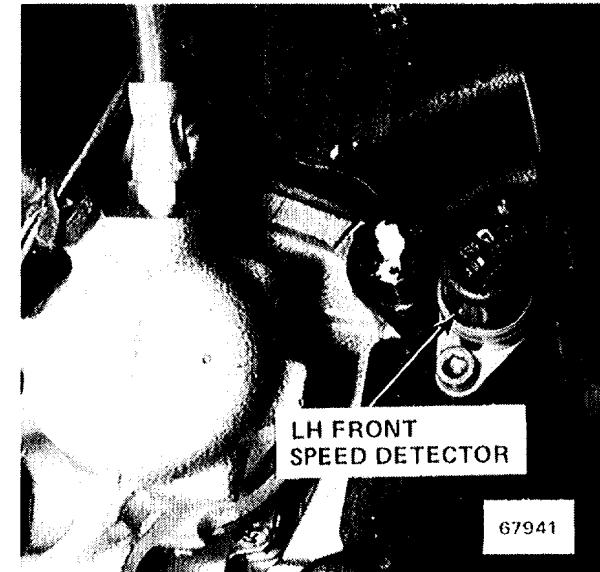


Figure 6 - LH Front Spindle Assembly

## 7000-4 COMPONENT LOCATION VIEWS

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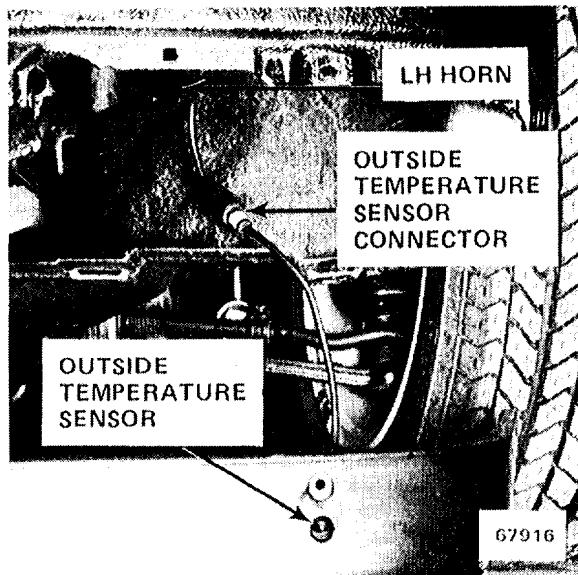


Figure 1 - Under LH Side of Front Bumper  
(Splash Guard Pulled Down)

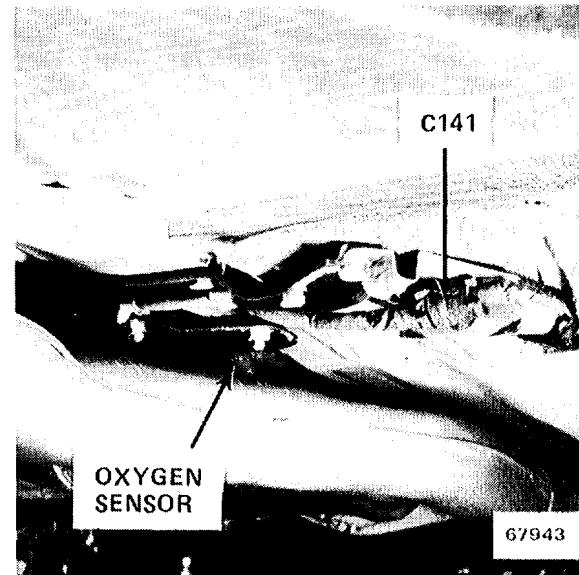


Figure 3 - Under RH Side of Car

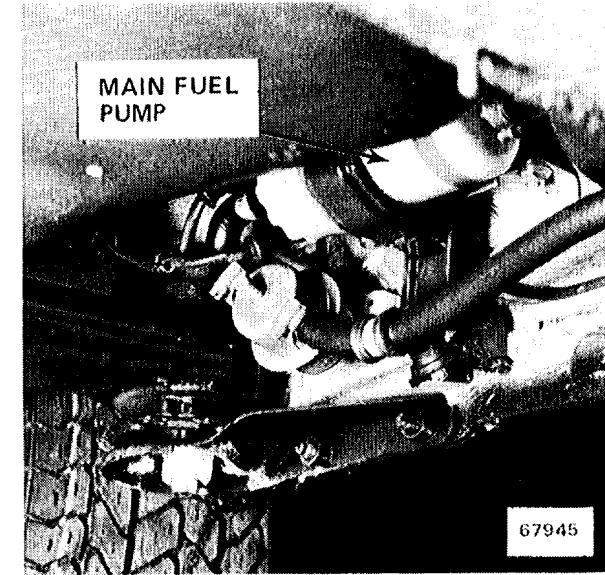


Figure 5 - Ahead of LH Rear Wheel

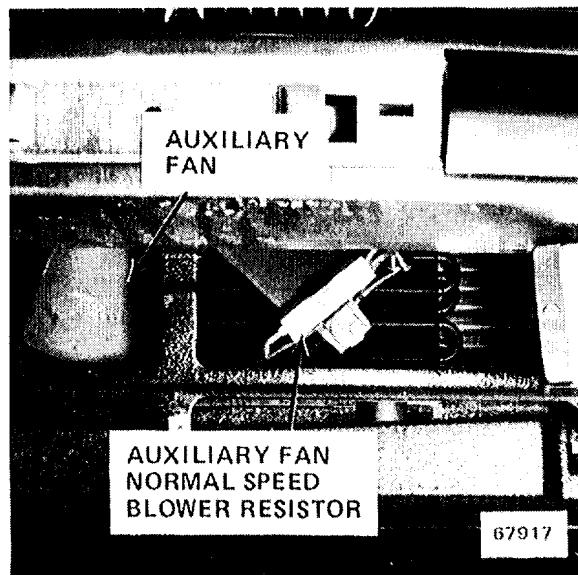


Figure 2 - Under Middle of Front Bumper

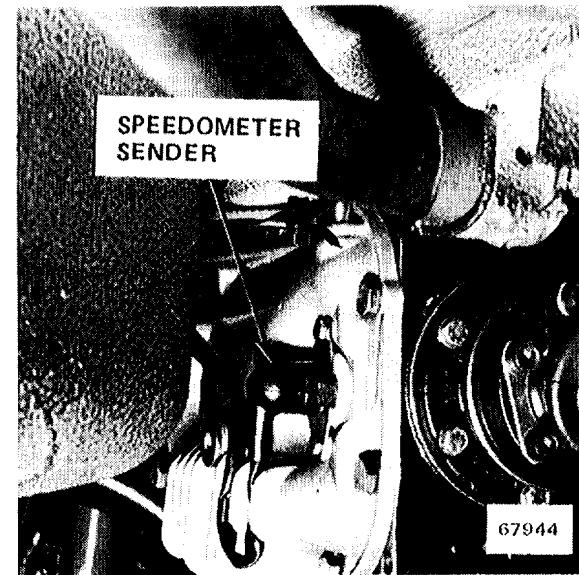


Figure 4 - RH Rear of Differential



Figure 6 - Inside LH Front Door  
(Panel Removed)

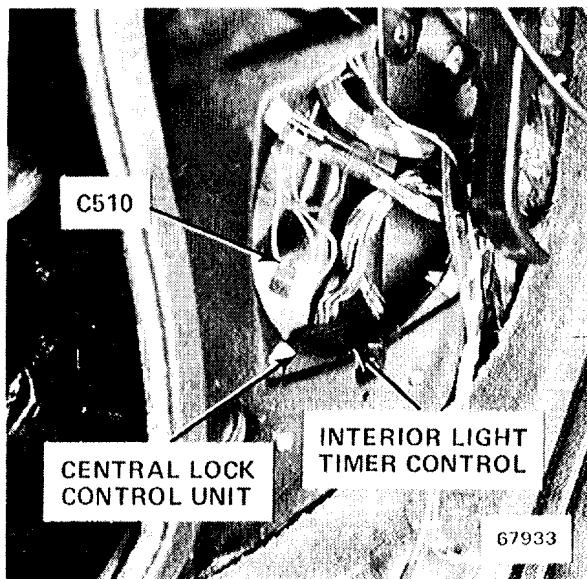


Figure 1 - Behind LH Front Speaker

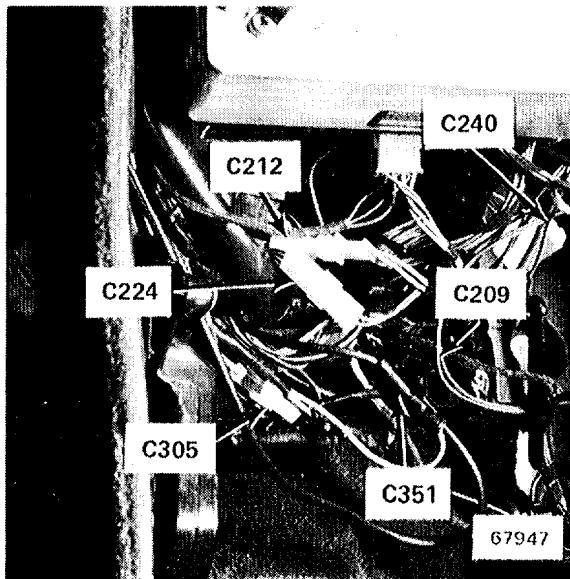


Figure 3 - Under LH Side of Dash

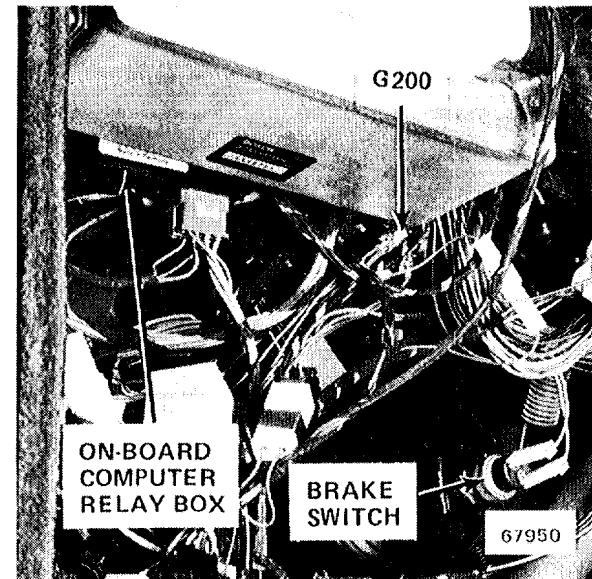


Figure 5 - Under LH Side of Dash

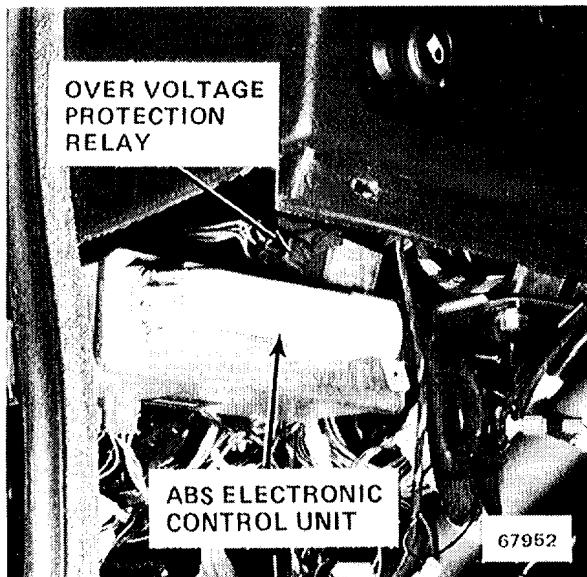


Figure 2 - Under LH Side of Dash

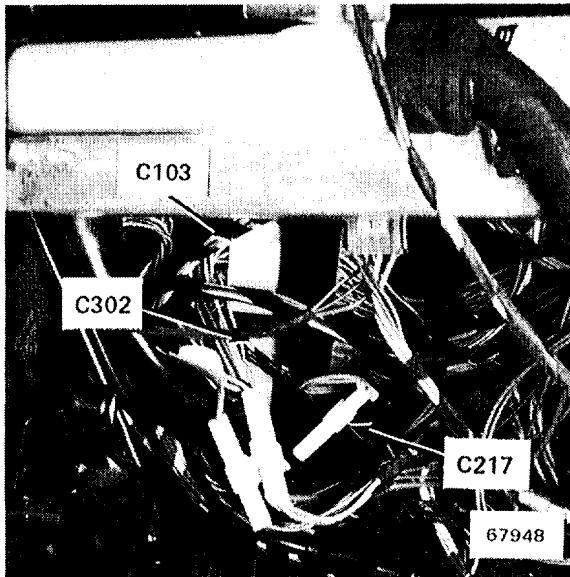


Figure 4 - Under LH Side of Dash

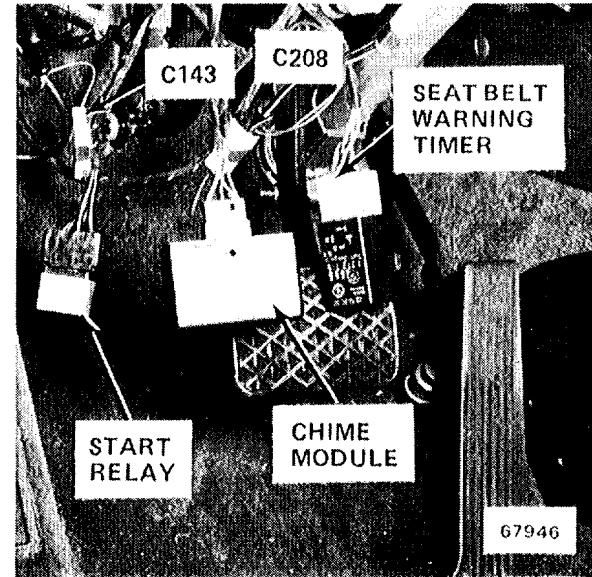


Figure 6 - Under LH Side of Dash

## 7000-6 COMPONENT LOCATION VIEWS

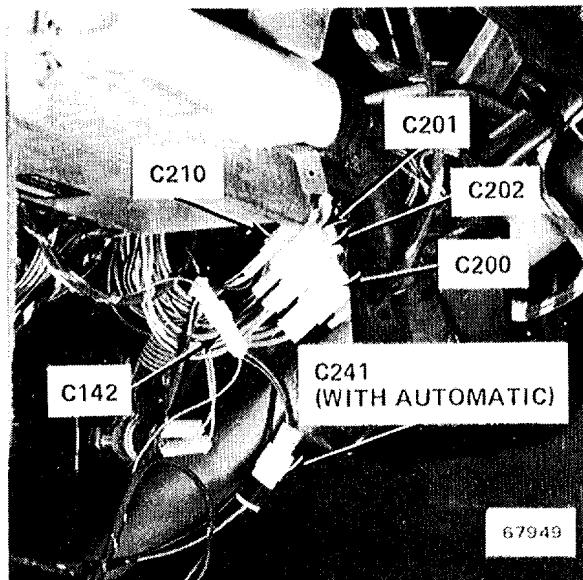


Figure 1 - Under LH Side of Dash

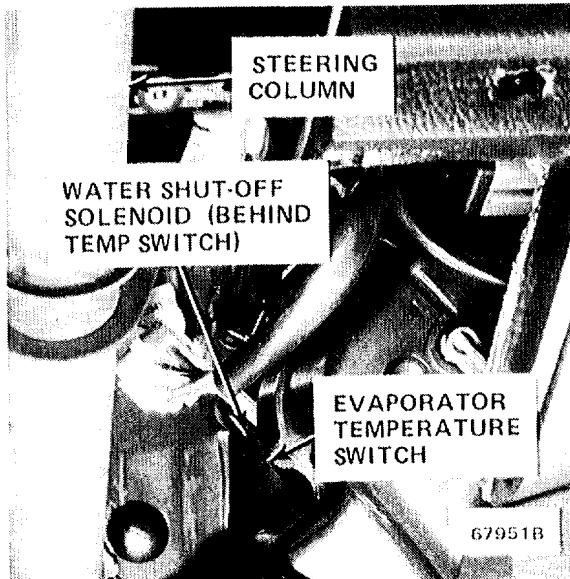


Figure 3 - Under LH Side of Dash

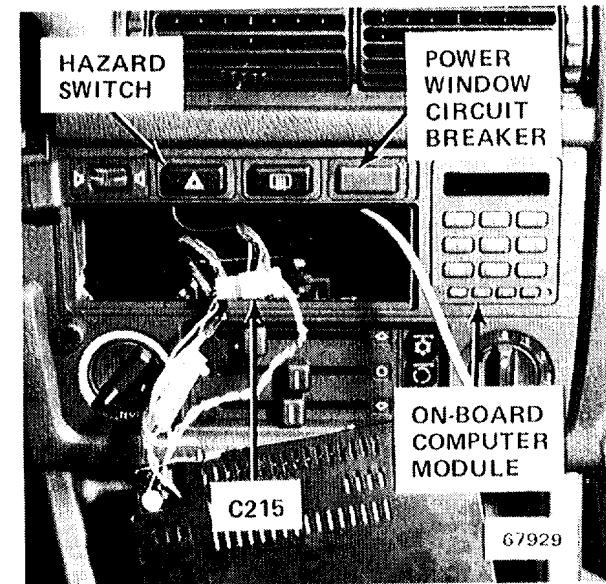


Figure 5 - Center of Dash

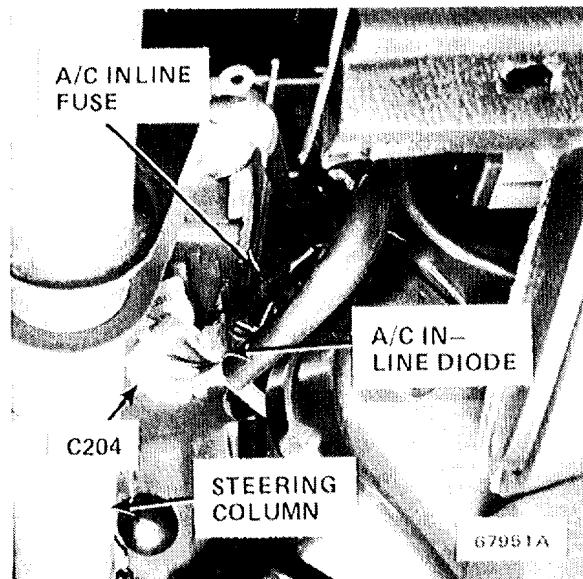


Figure 2 - Under LH Side of Dash

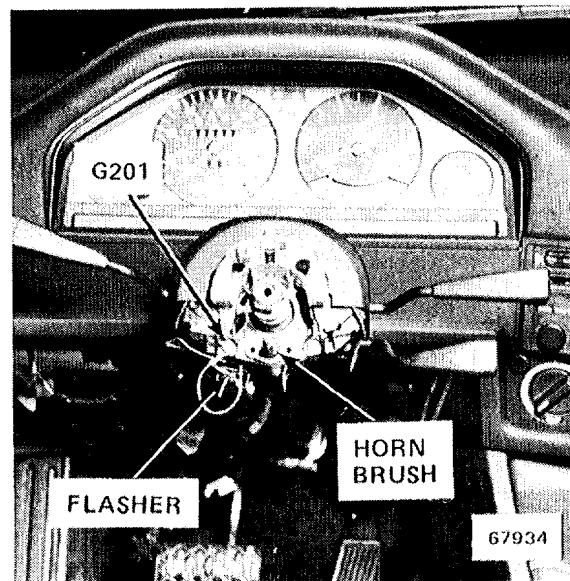


Figure 4 - Top of Steering Column

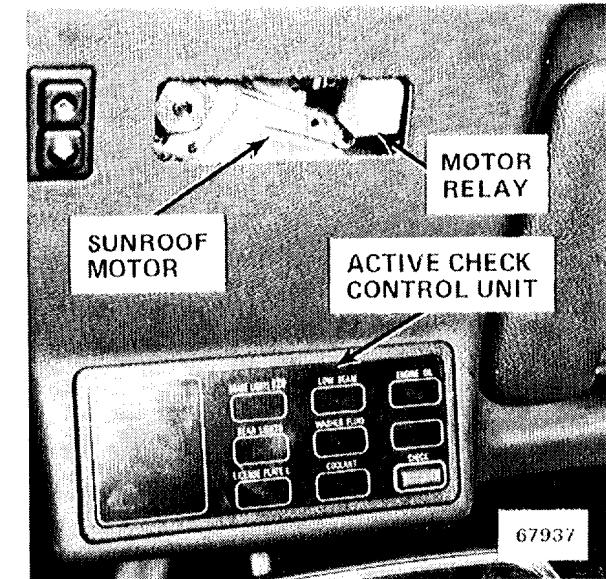


Figure 6 - Center of Windshield Header

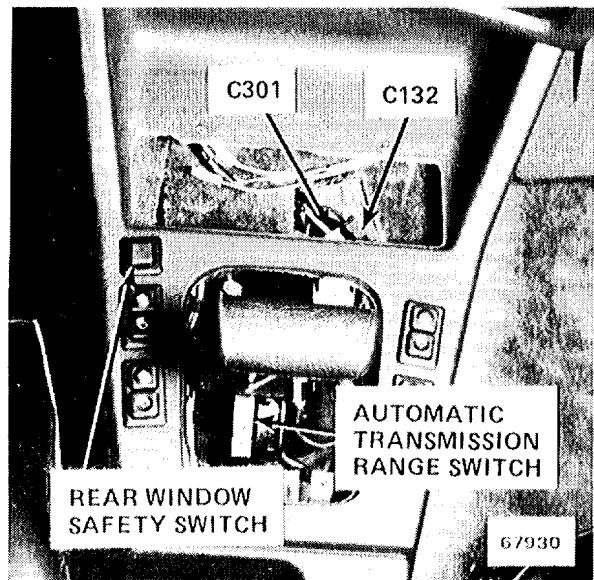


Figure 1 - Center Console

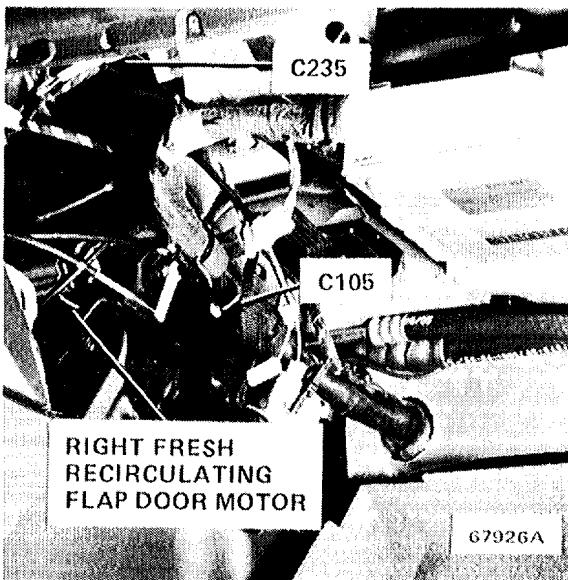


Figure 3 - Behind RH Side of Center Console

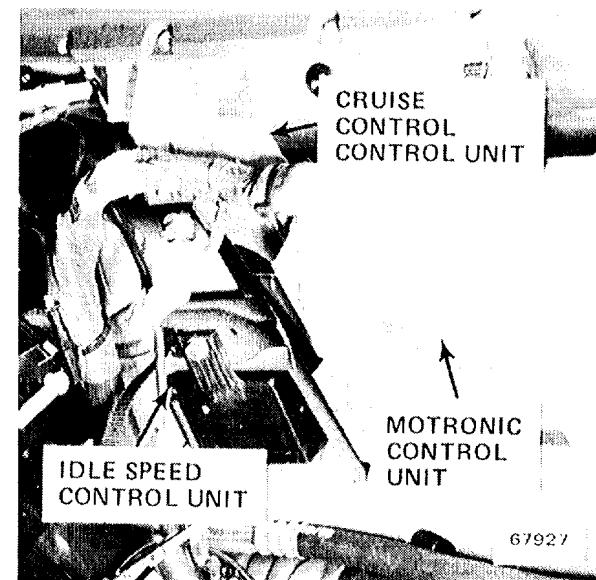


Figure 5 - Under RH Side of Dash

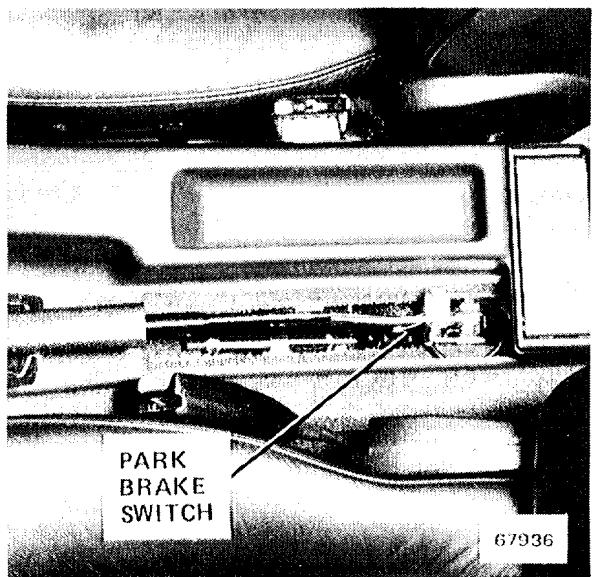


Figure 2 - Rear of Center Console

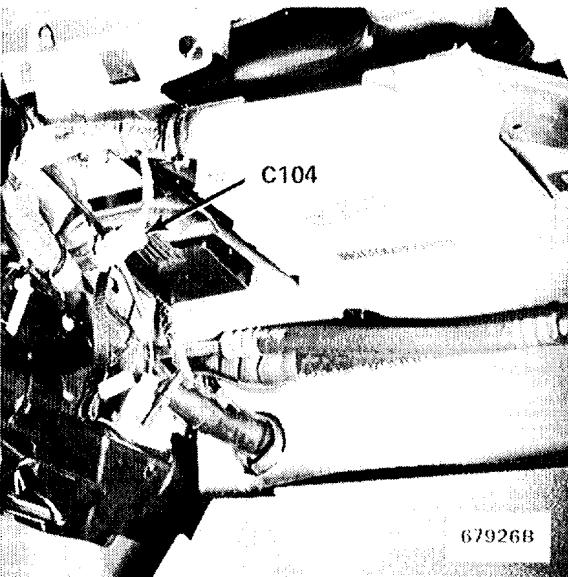


Figure 4 - Under RH Side of Dash

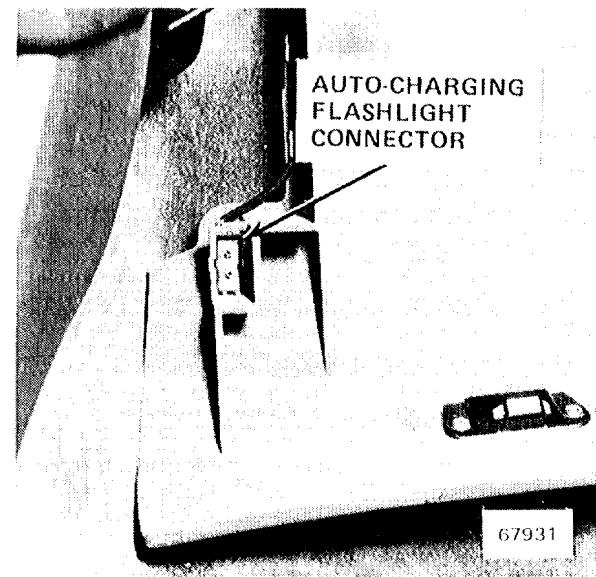


Figure 6 - Inside Glove Box

## 7000-8 COMPONENT LOCATION VIEWS

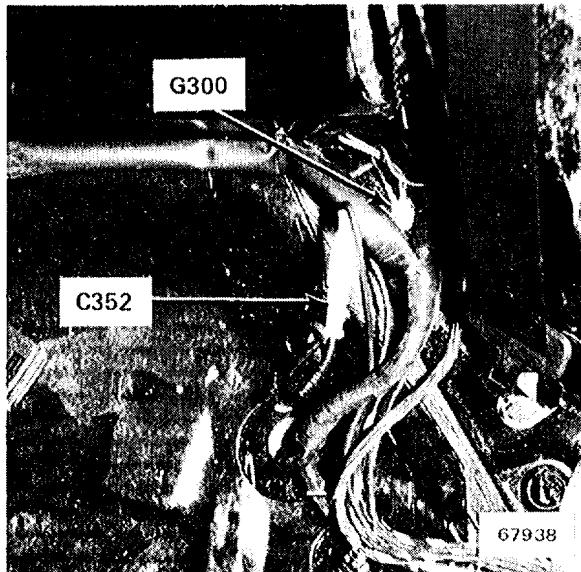


Figure 1 - Under LH Side Of Rear Seat

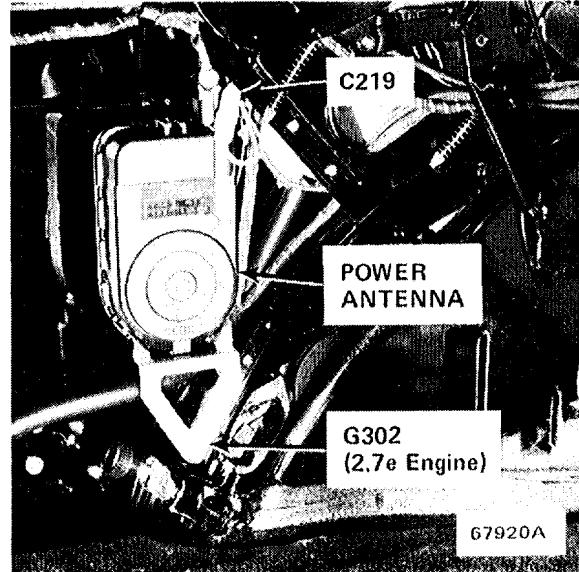


Figure 3 - LH Front Of Trunk



Figure 5 - Middle Rear Of Trunk

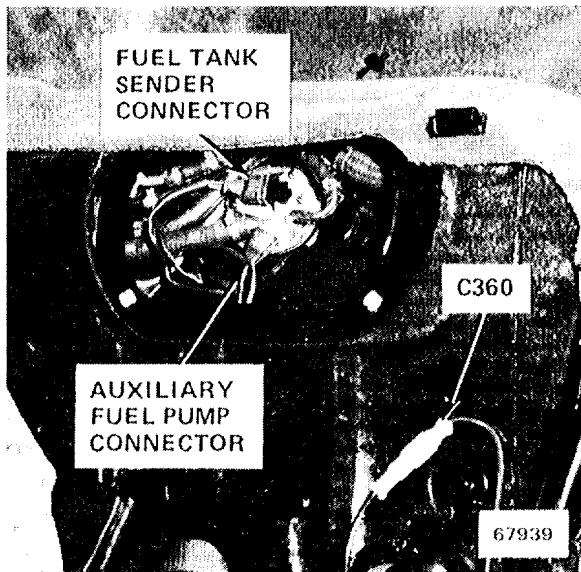


Figure 2 - Under RH Side of Rear Seat

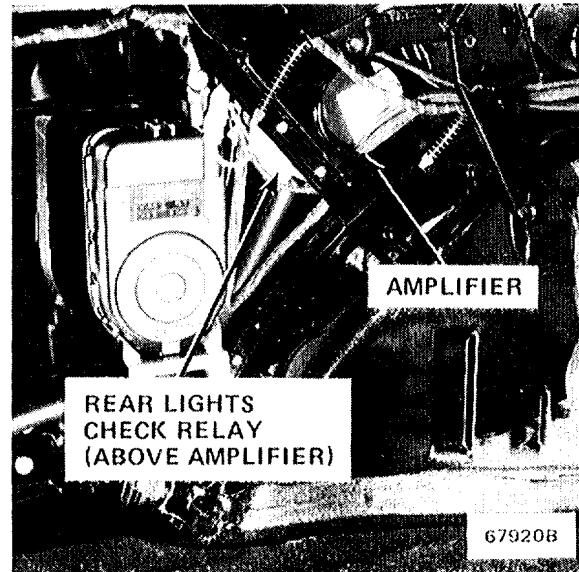


Figure 4 - LH Front Of Trunk

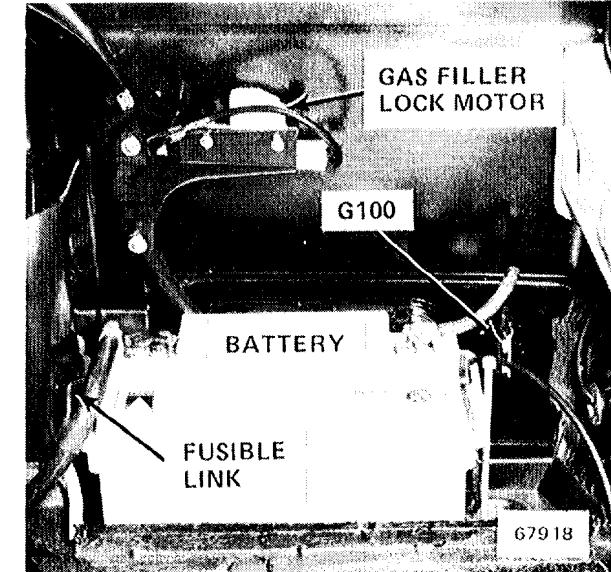


Figure 6 - RH Rear Of Trunk

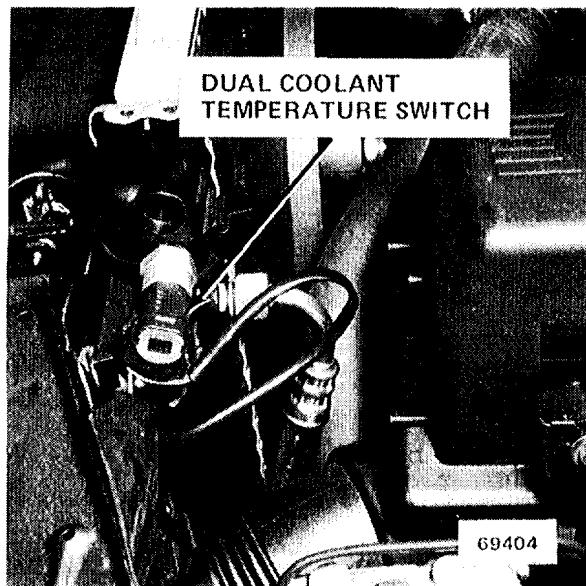


Figure 1 - Top LH End Of Radiator (2.5i Engine)

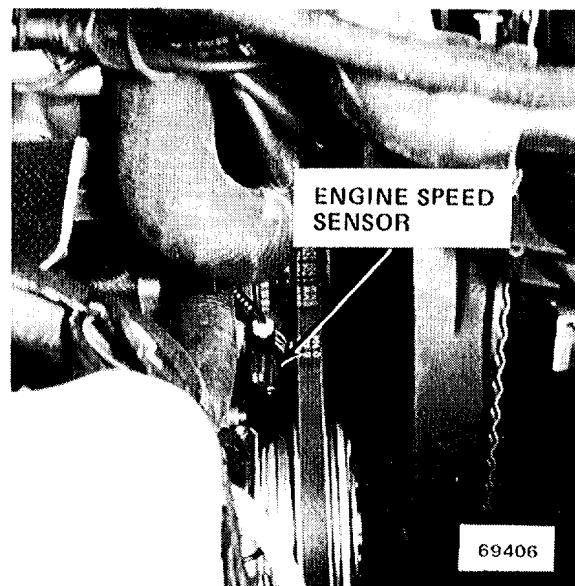


Figure 3 - Lower RH Front Of 2.5i Engine

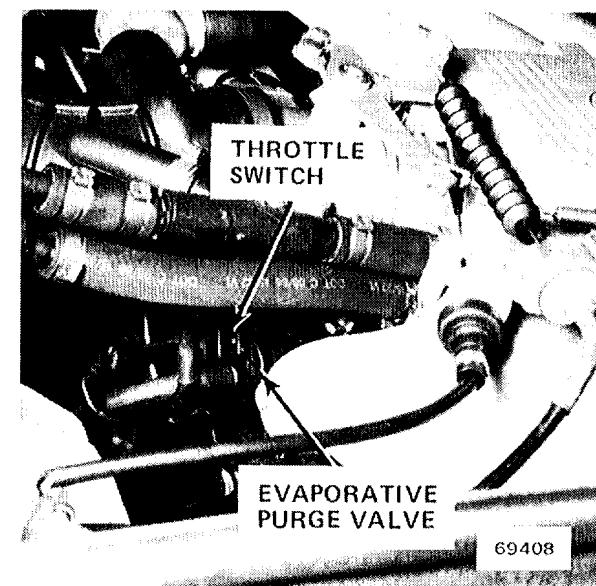


Figure 5 - LH Side Of 2.5i Engine

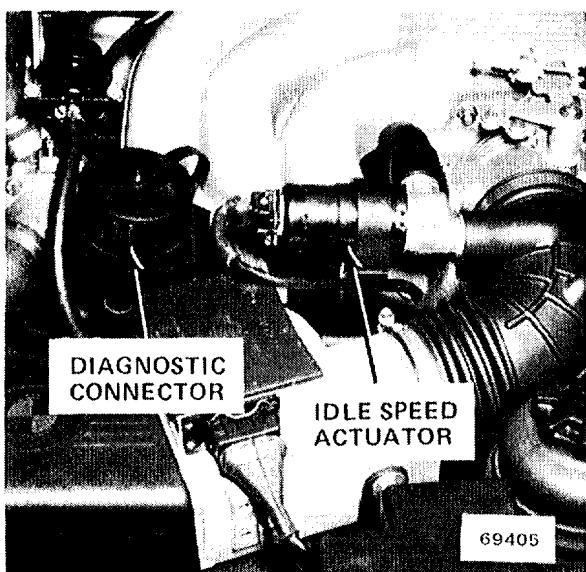


Figure 2 - LH Front of 2.5i Engine

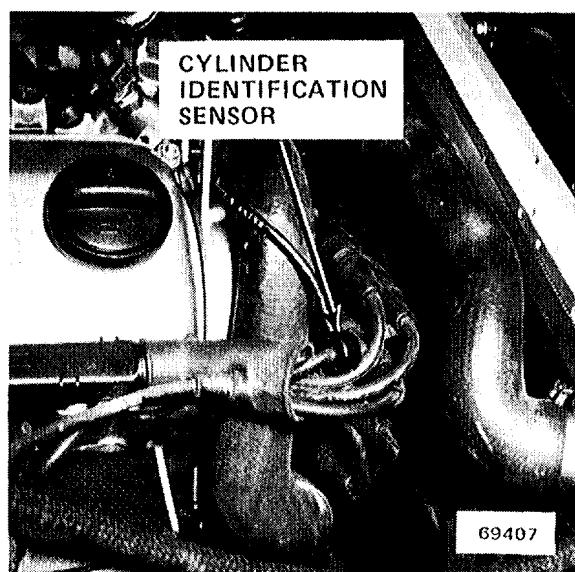


Figure 4 - RH Front Of 2.5i Engine (Cover Removed)

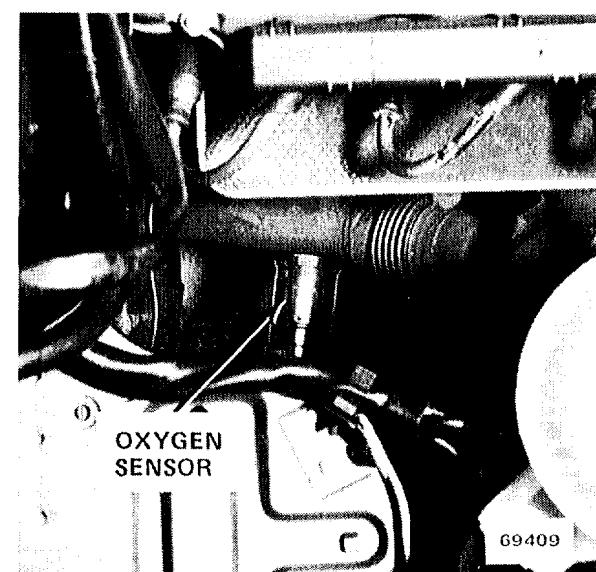


Figure 6 - Lower RH Rear Of 2.5i Engine Compartment

## 7000-10 COMPONENT LOCATION VIEWS

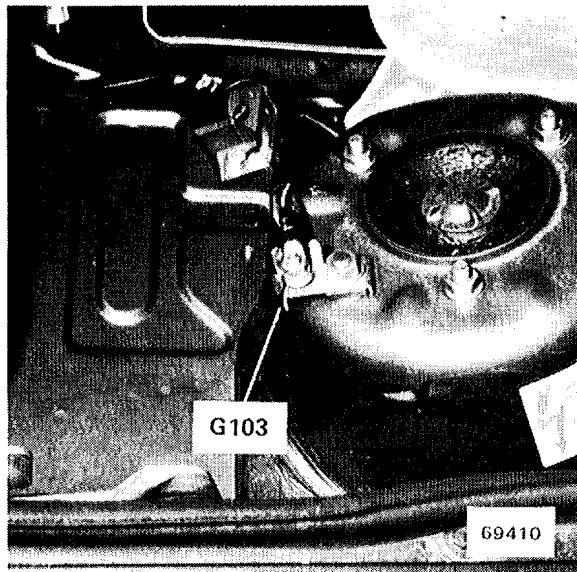


Figure 1 - RH Front Shock Tower (2.5i Engine, Non Convertible)

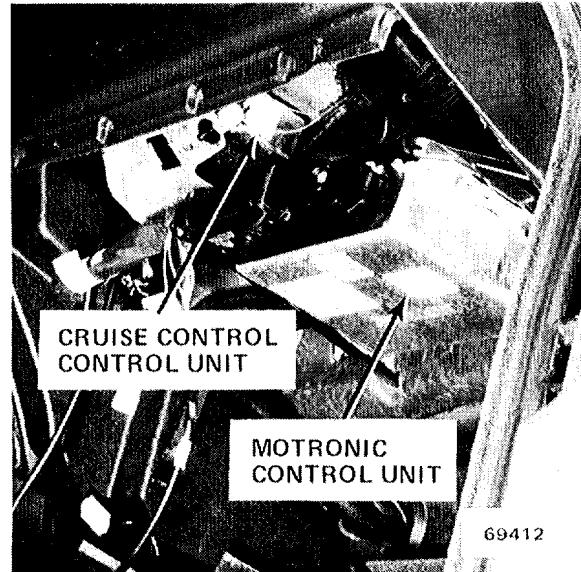


Figure 3 - Under RH Side Of Dash (2.5i Engine)

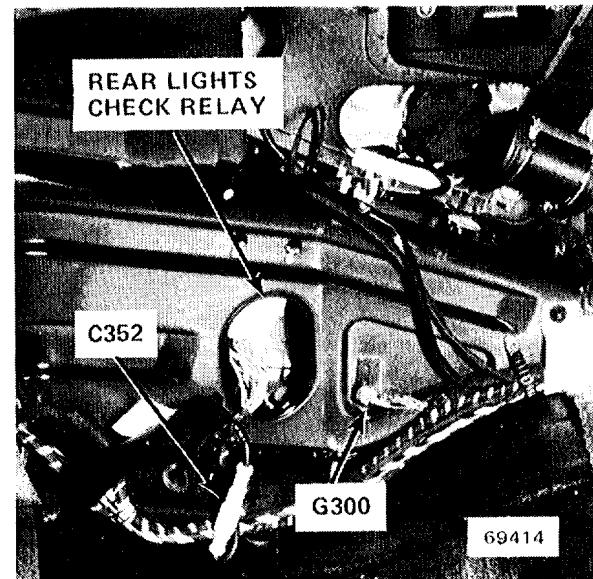


Figure 5 - Under LH Side Of Rear Seat (convertible)

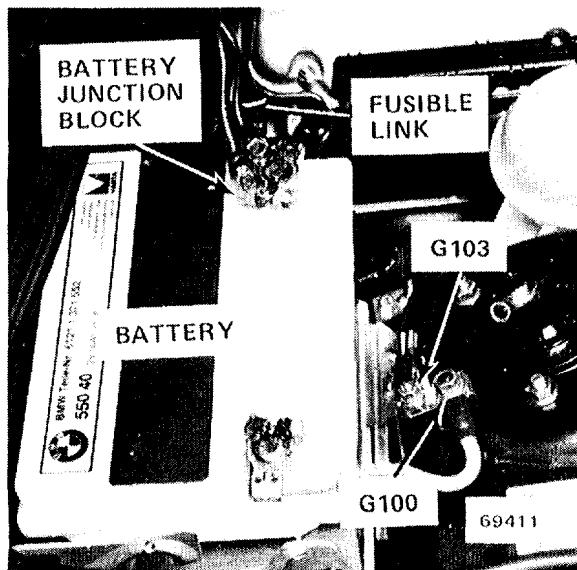


Figure 2 - RH Rear Of Engine Compartment (convertible)

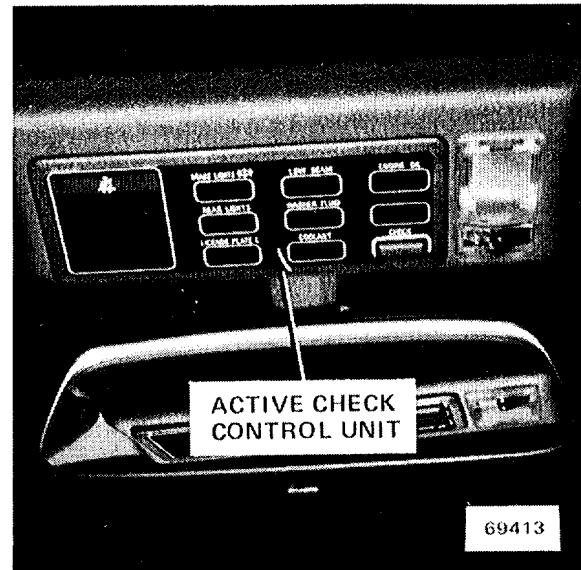


Figure 4 - Center Of Windshield Header (convertible)

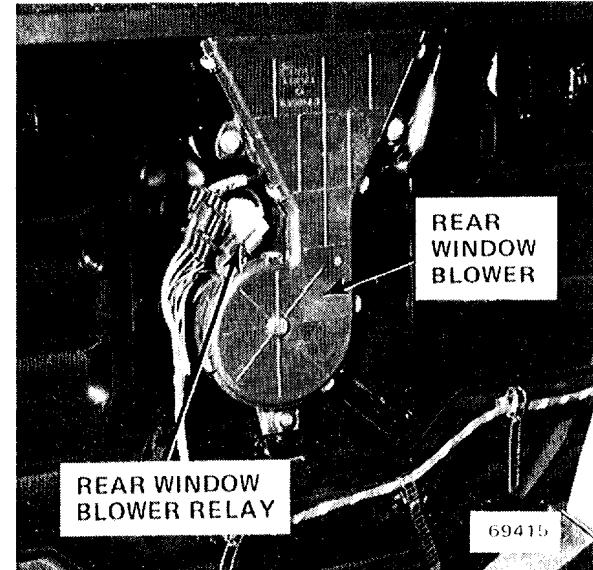


Figure 6 - Behind Center Of Rear Seat (convertible)

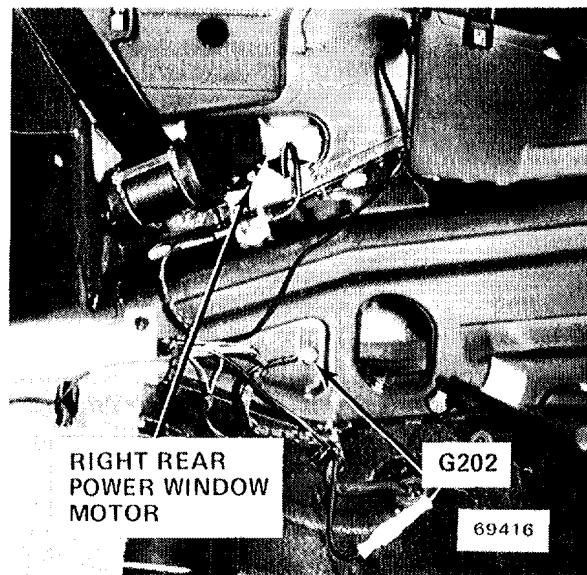


Figure 1 - LH Rear Of Passenger Compartment  
(convertible)

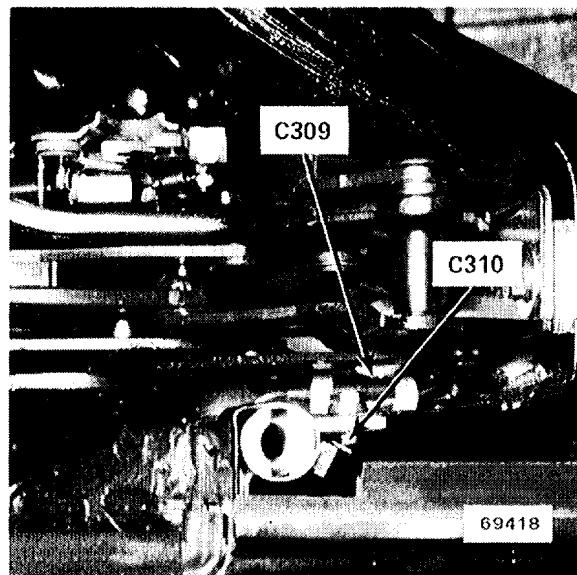


Figure 3 - RH Side Of Soft Top Stowage Compartment

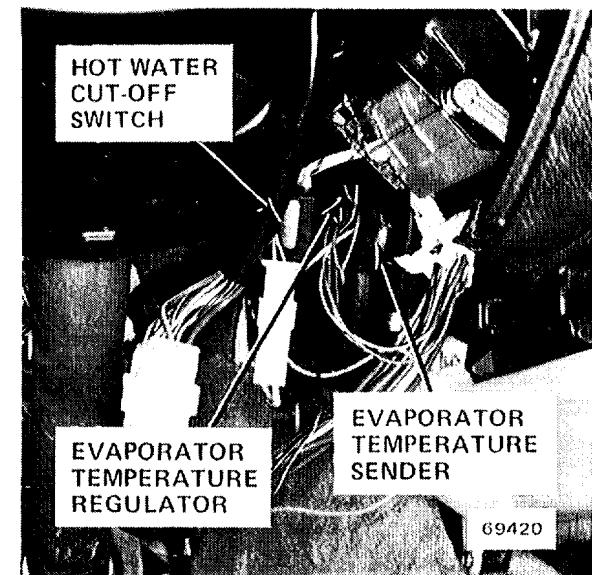


Figure 5 - Under LH Side Of Dash

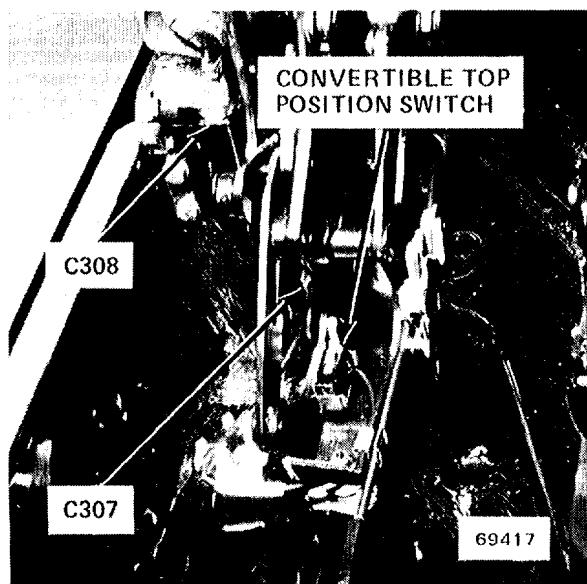


Figure 2 - LH Side Of Soft Top Stowage Compartment

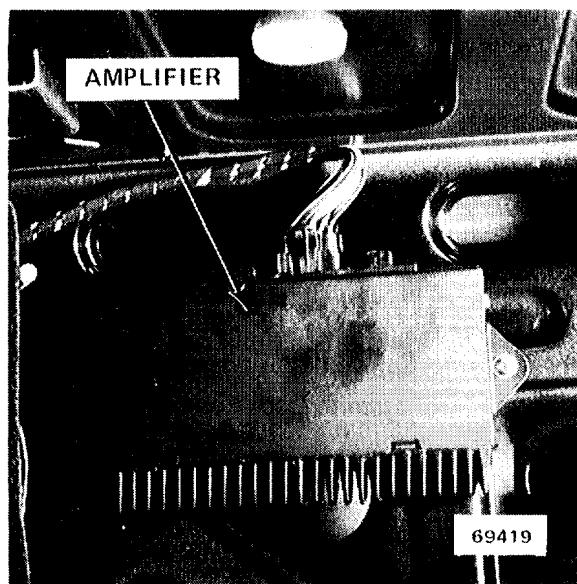


Figure 4 - LH Front Corner Of Trunk  
(convertible)

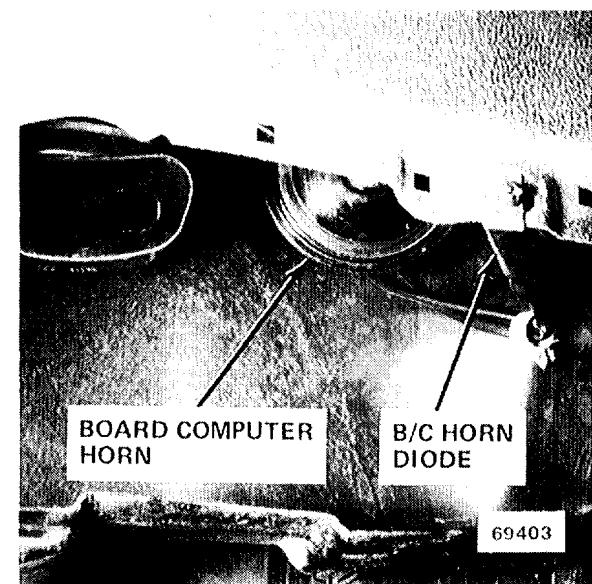


Figure 6 - Under LH Side Of Front Bumper  
(Splash Guard Pulled Down)

# 8000-0 SPLICE LOCATION VIEWS

## INDEX

This index contains all the splices in the car, what harness each one is in, and the page that the splices appear on. The drawings after the index show how the harness is routed through the car and where the splices are located on the harness.

SPLICE	HARNESS	PAGE NUMBER	SPLICE	HARNESS	PAGE NUMBER
S100	MAIN	8000-2	S210	MAIN	8000-2
S100	MAIN (CONV.)	8000-3	S210	MAIN (CONV.)	8000-3
S102	MAIN	8000-2	S211	MAIN	8000-2
S102	MAIN (CONV.)	8000-3	S211	MAIN (CONV.)	8000-3
S103	MAIN	8000-2	S212	MAIN	8000-2
S103	MAIN (CONV.)	8000-3	S212	MAIN (CONV.)	8000-3
S104	ENGINE (2.7e)	8000-4	S213	MAIN	8000-2
S104	ENGINE (2.5i)	8000-5	S213	MAIN (CONV.)	8000-3
S105	ENGINE (2.7e)	8000-4	S214	ENGINE (2.7e)	8000-4
S105	ENGINE (2.5i)	8000-5	S215	MAIN	8000-2
S106	ENGINE (2.7e)	8000-4	S215	MAIN (CONV.)	8000-3
S106	ENGINE (2.5i)	8000-5	S216	ENGINE (2.7e)	8000-4
S107	ENGINE (2.7e)	8000-4	S217	ENGINE (2.7e)	8000-4
S107	ENGINE (2.5i)	8000-5	S219	INSTRUMENT PANEL	8000-7
S108	ENGINE (2.7e)	8000-4	S221	INSTRUMENT PANEL	8000-7
S109	ENGINE (2.5i)	8000-5	S224	MULTI FUNCTION CLOCK	NOT SHOWN
S111	ENGINE (2.5i)	8000-5	S225	MULTI FUNCTION CLOCK	NOT SHOWN
S112	ENGINE (2.7e)	8000-4	S228	CRUISE CONTROL	NOT SHOWN
S112	ENGINE (2.5i)	8000-5	S229	AIR CONDITIONING	SHOWN
S114	MAIN	8000-2	S230	MAIN	8000-2
S114	MAIN (CONV.)	8000-3	S230	MAIN (CONV.)	8000-3
S115	MAIN	8000-2	S231	MAIN	8000-2
S115	MAIN (CONV.)	8000-3	S231	MAIN (CONV.)	8000-3
S116	MAIN	8000-2	S232	MAIN	8000-2
S116	MAIN (CONV.)	8000-3	S232	MAIN (CONV.)	8000-3
S118	MAIN	8000-2	S233	MAIN	8000-2
S118	MAIN (CONV.)	8000-3	S233	MAIN (CONV.)	8000-3
S119	MAIN	8000-2	S234	MAIN	8000-2
S119	MAIN (CONV.)	8000-3			
S201	ON-BOARD COMPUTER	8000-8			
S202	ON-BOARD COMPUTER	8000-8			
S207	MAIN	8000-2			
S207	MAIN (CONV.)	8000-3			
S209	MAIN	8000-2			
S209	MAIN (CONV.)	8000-3			

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**SPLICING LOCATION VIEWS 8000-1**

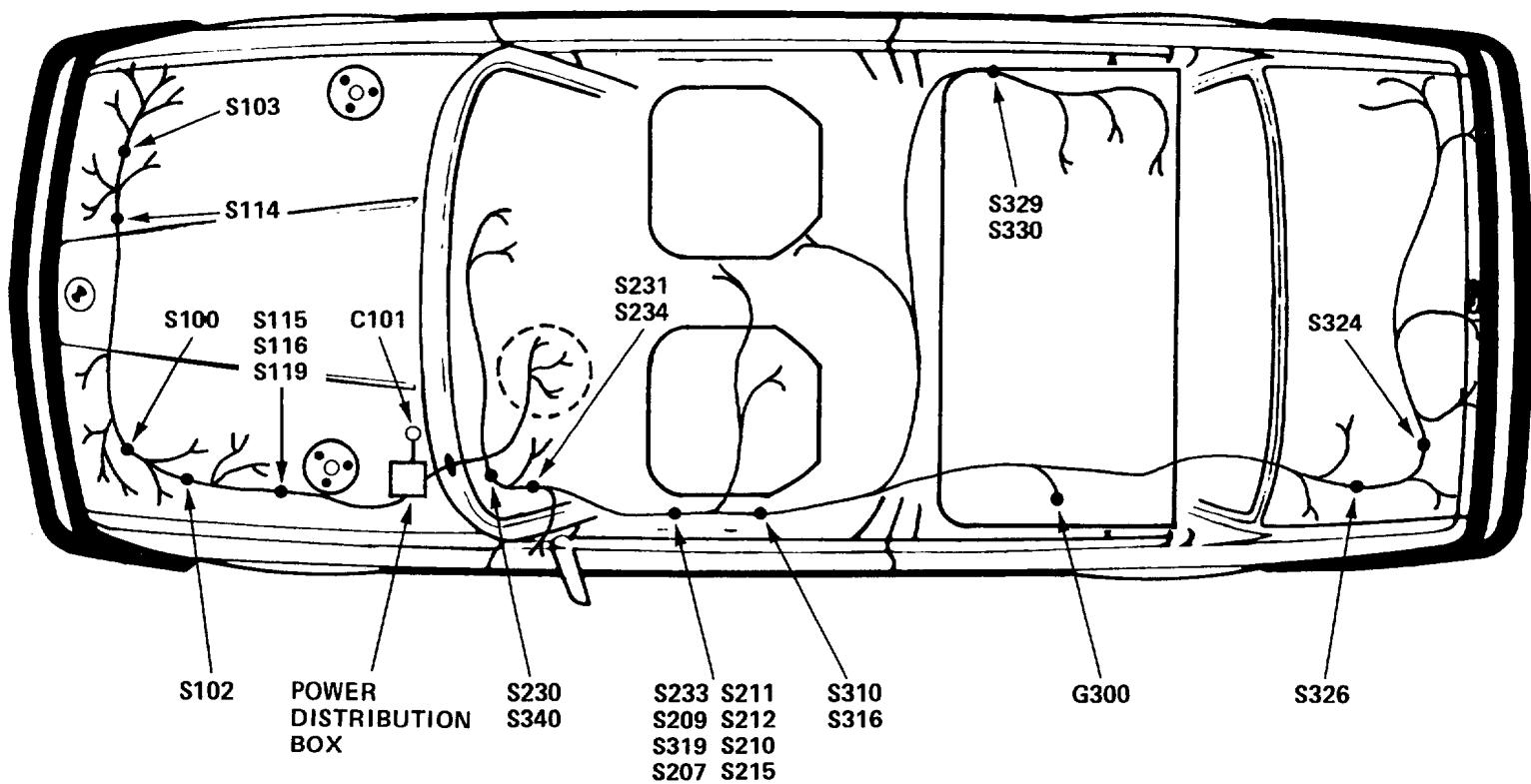
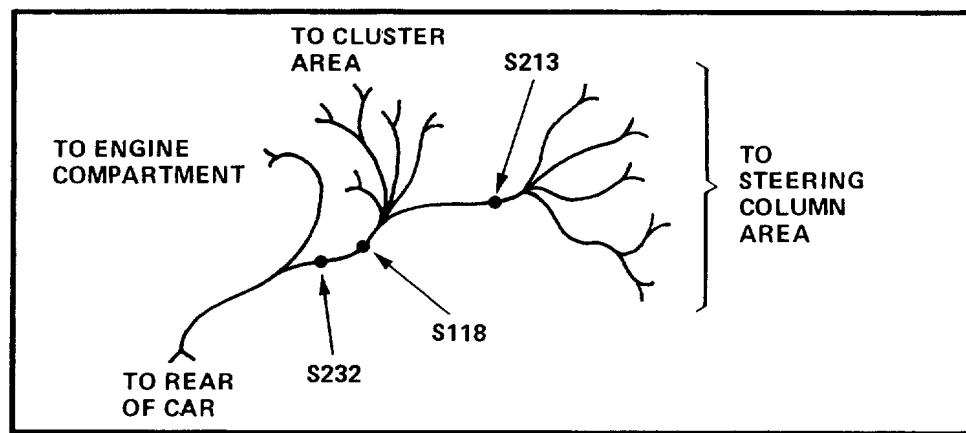
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**INDEX**

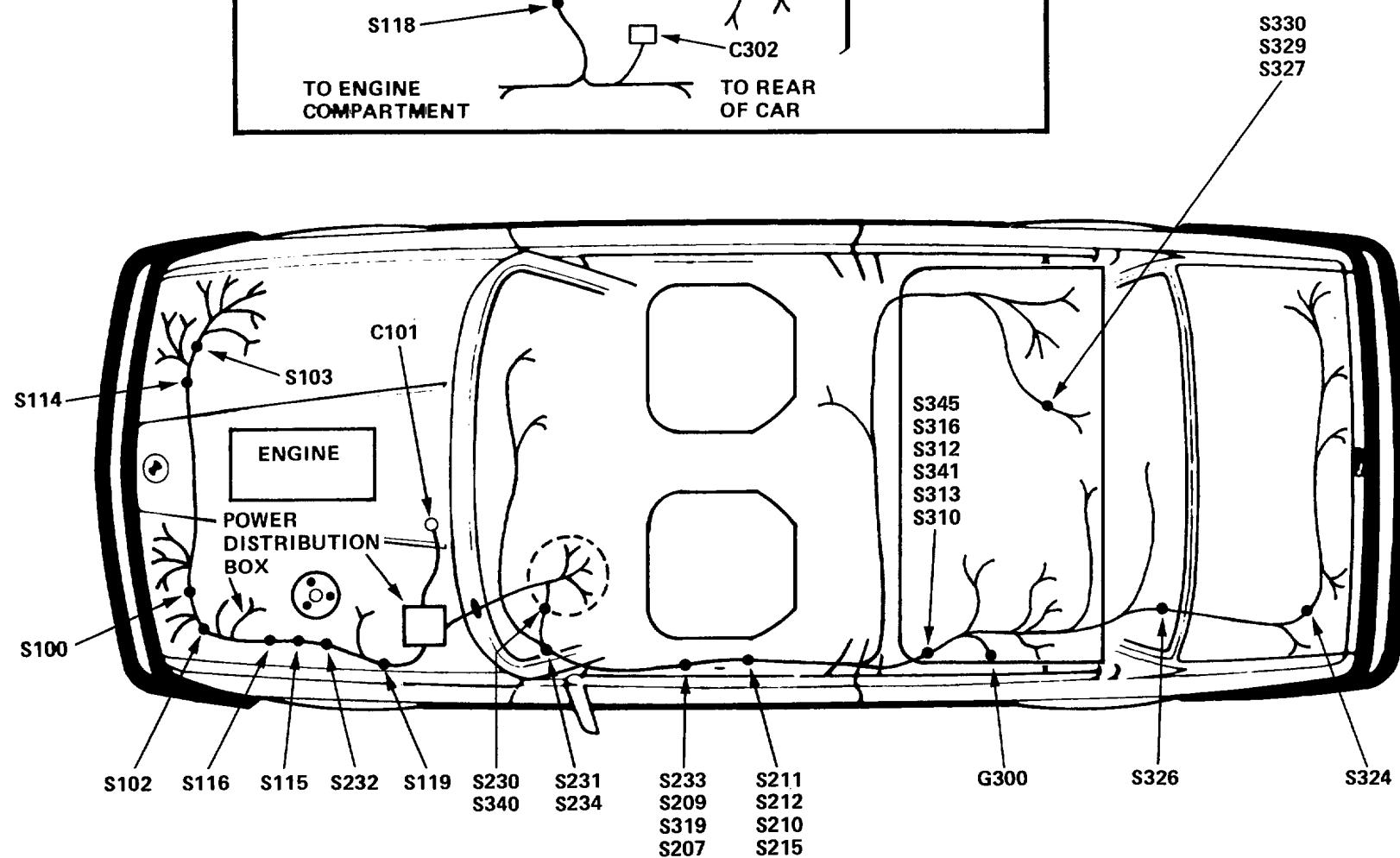
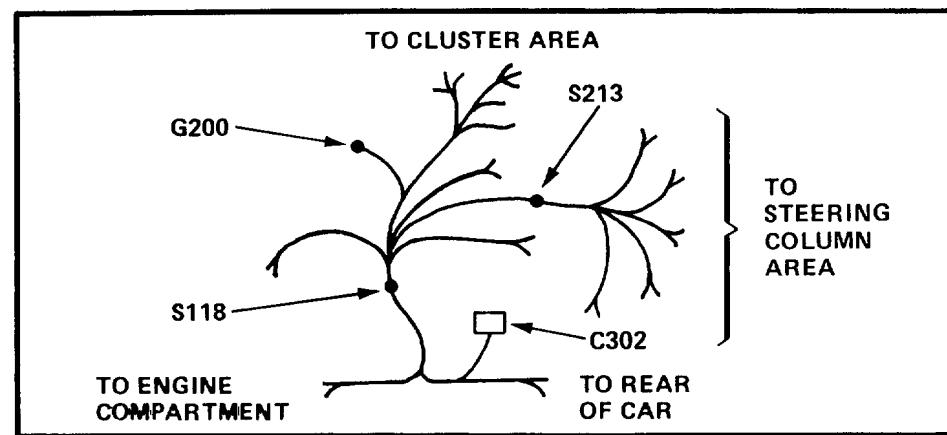
<b>SPLICING</b>	<b>HARNESS</b>	<b>PAGE NUMBER</b>	<b>SPLICING</b>	<b>HARNESS</b>	<b>PAGE NUMBER</b>
S234	MAIN (CONV.)	8000-3	S346	MAIN (CONV.)	8000-3
S300	DOOR	8000-6	S400	RADIO	NOT SHOWN
S301	DOOR	8000-6	S402	DOOR	8000-6
S302	DOOR	8000-6	S403	RADIO	NOT SHOWN
S303	DOOR	8000-6	S404	RADIO	NOT SHOWN
S305	DOOR	8000-6	S411	DOOR	8000-6
S306	INSTRUMENT PANEL	8000-7	S501	DOOR	8000-6
S307	INSTRUMENT PANEL	8000-7	S502	DOOR	8000-6
S308	DOOR	8000-6	S503	DOOR	8000-6
S309	DOOR	8000-6	S504	DOOR	8000-6
S310	MAIN	8000-2	S700	ENGINE (2.5i)	8000-5
S310	MAIN (CONV.)	8000-3	S701	ENGINE (2.5i)	8000-5
S312	MAIN (CONV.)	8000-3	S702	ENGINE (2.5i)	8000-5
S313	MAIN (CONV.)	8000-3	S703	ENGINE (2.5i)	8000-5
S316	MAIN	8000-2			
S316	MAIN (CONV.)	8000-3			
S319	MAIN	8000-2			
S319	MAIN (CONV.)	8000-3			
S322	DOOR	8000-6			
S323	DOOR	8000-6			
S324	MAIN	8000-2			
S324	MAIN (CONV.)	8000-3			
S326	MAIN	8000-2			
S326	MAIN (CONV.)	8000-3			
S327	MAIN (CONV.)	8000-3			
S329	MAIN	8000-2			
S329	MAIN (CONV.)	8000-3			
S330	MAIN	8000-2			
S330	MAIN (CONV.)	8000-3			
S332	DOOR	8000-6			
S333	DOOR	8000-6			
S340	MAIN	8000-2			
S340	MAIN (CONV.)	8000-3			
S341	MAIN	8000-2			
S341	MAIN (CONV.)	8000-3			
S342	DOOR	8000-6			
S345	RADIO	NOT SHOWN			

# 8000-2 SPLICE LOCATION VIEWS EXCEPT CONVERTIBLE

## MAIN HARNESS SPLICE LOCATIONS

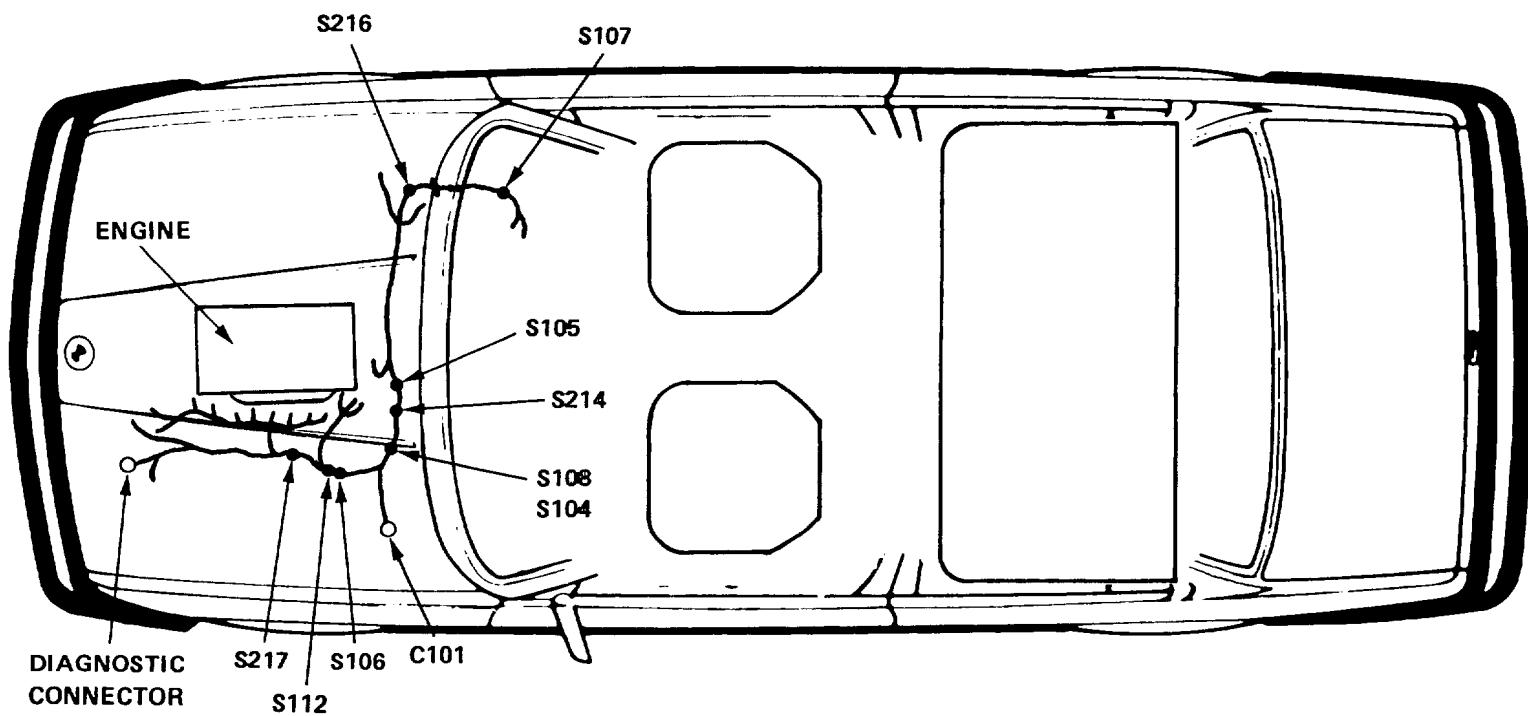


## MAIN HARNESS SPLICE LOCATIONS

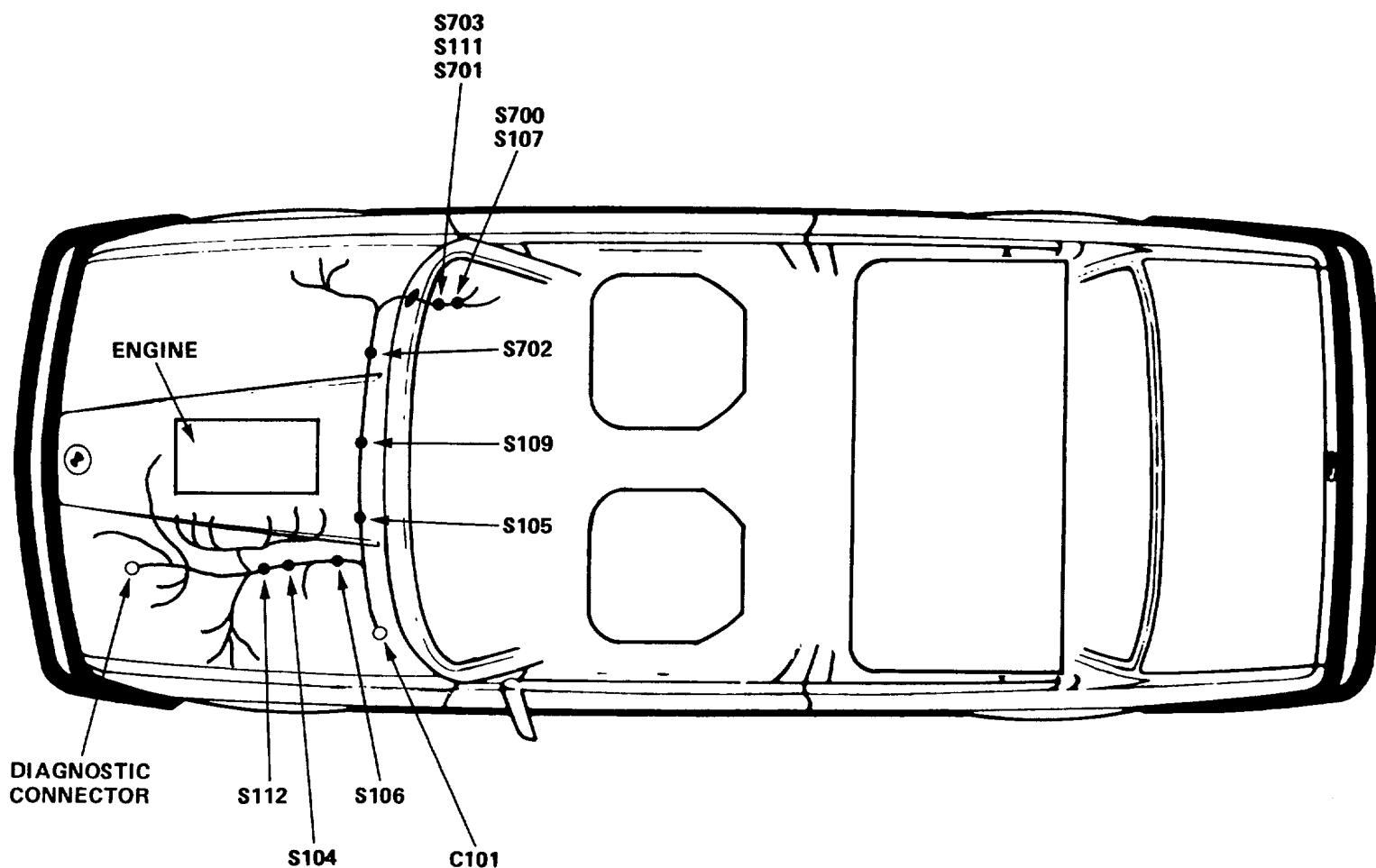


# 8000-4 SPLICE LOCATION VIEWS 2.7e ENGINE

## ENGINE HARNESS SPLICE LOCATIONS

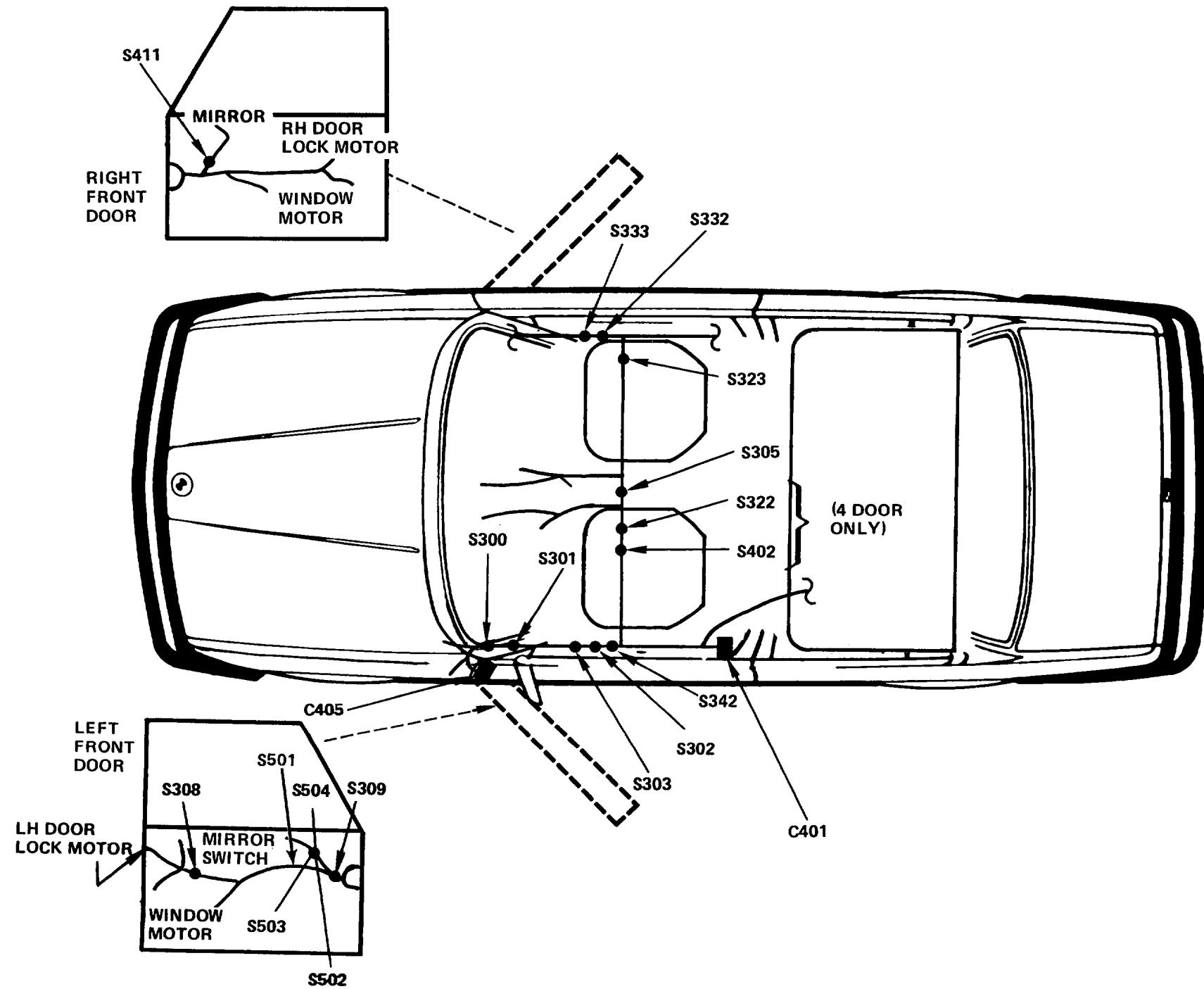


## ENGINE HARNESS SPLICE LOCATIONS

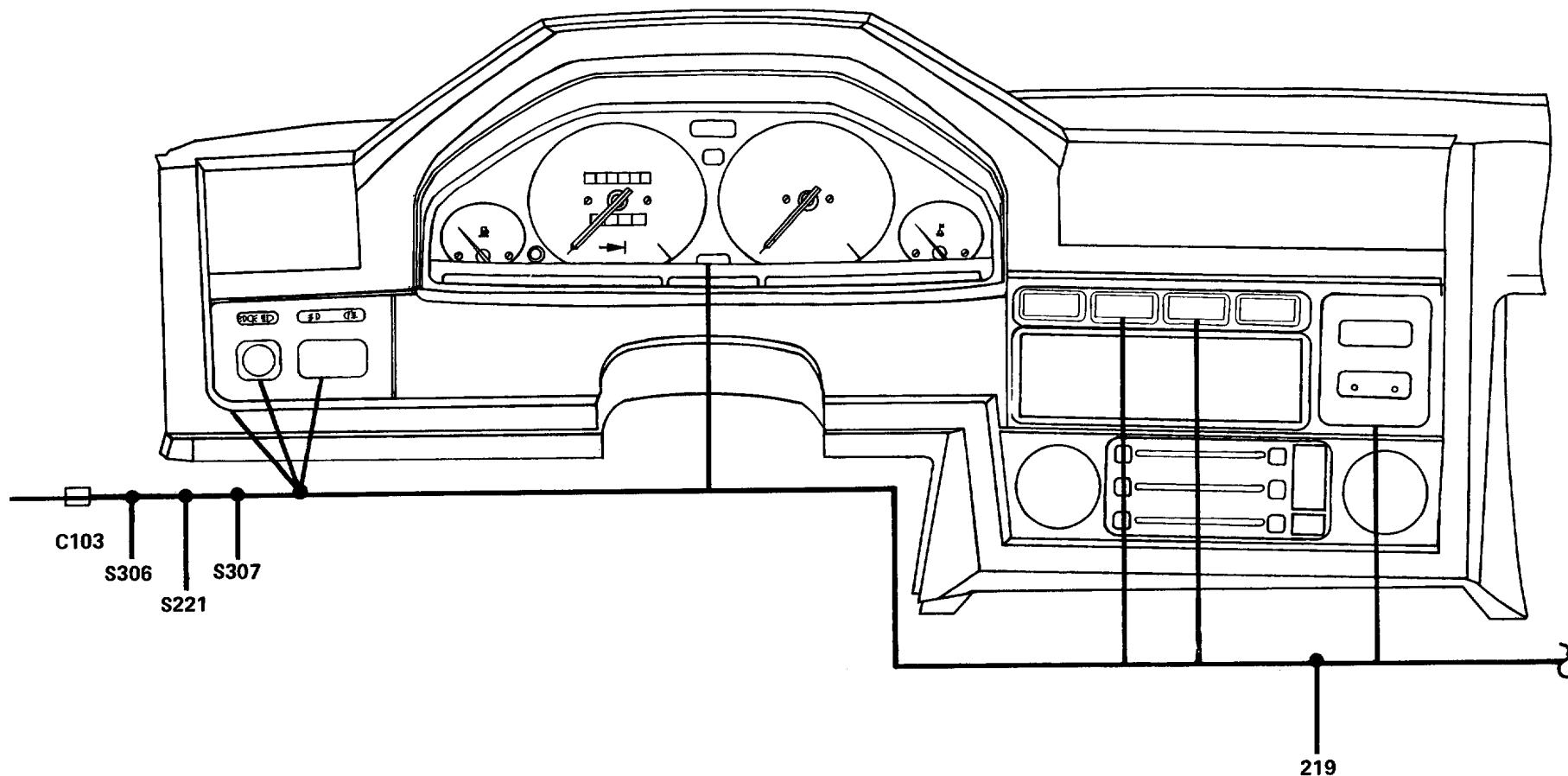


# 8000-6 SPLICE LOCATION VIEWS

## DOOR HARNESS SPLICE LOCATIONS

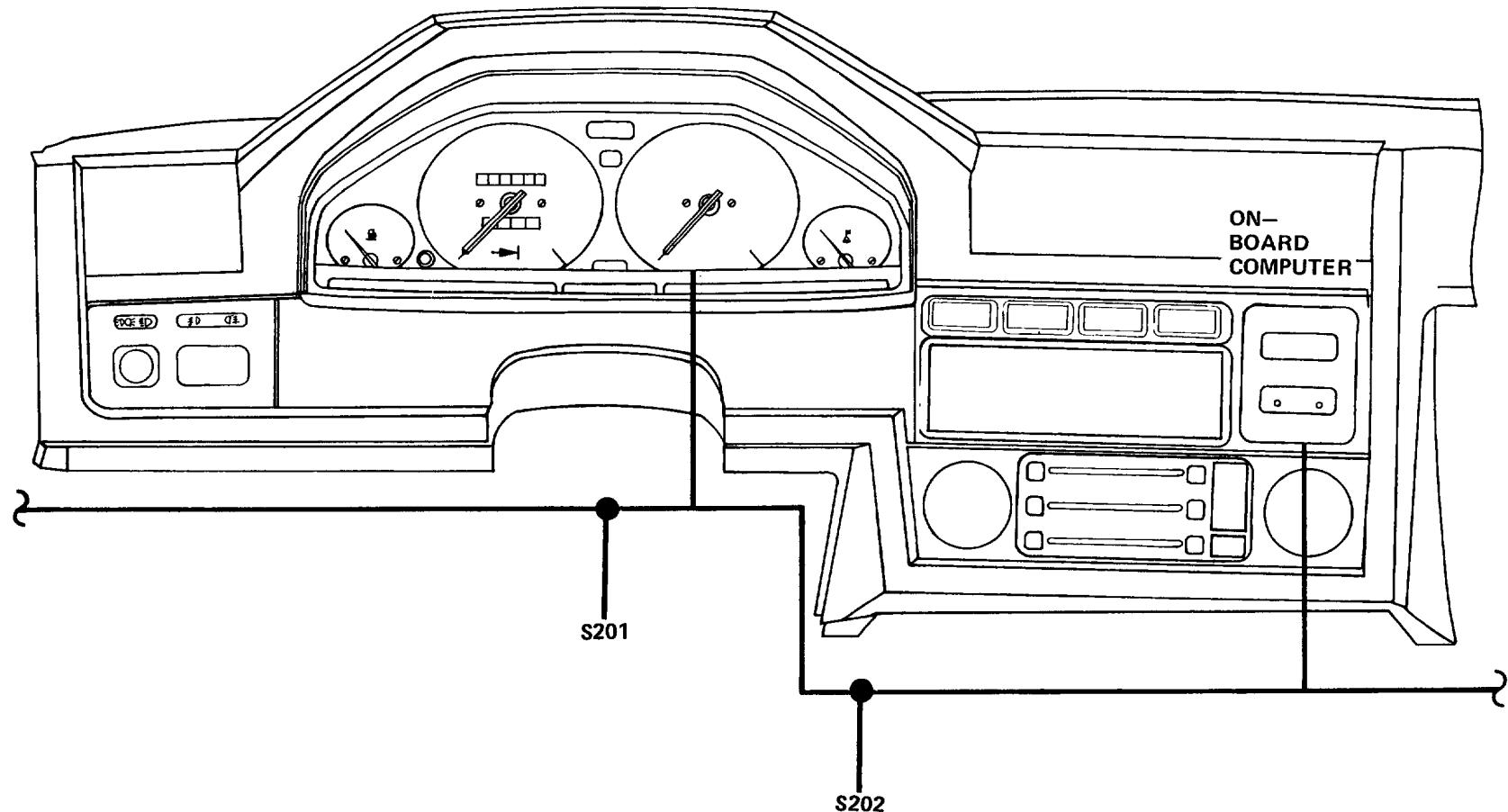


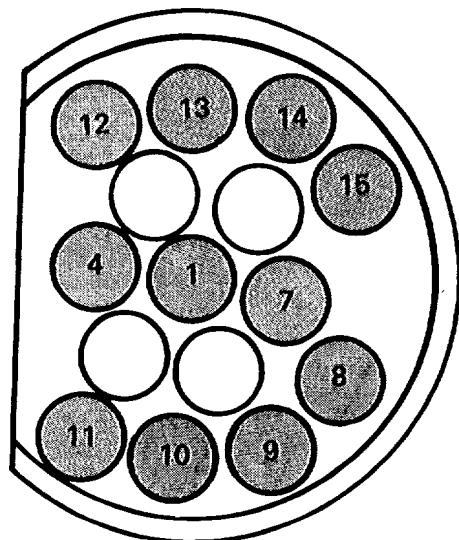
## INSTRUMENT PANEL HARNESS SPLICE LOCATION



## **8000-8 SPLICE LOCATION VIEWS**

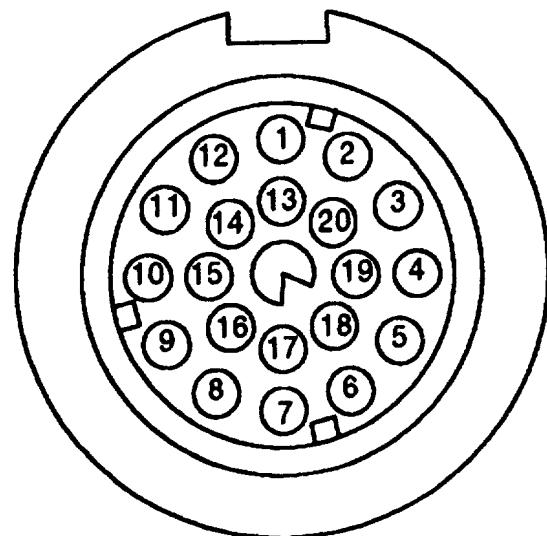
### **ON-BOARD COMPUTER HARNESS SPLICE LOCATIONS**



**DIAGNOSTIC CONNECTOR**

DIAGNOSTIC CONNECTOR FACE

PIN	WIRE SIZE	WIRE COLOR	CIRCUIT AND COMPONENT CONNECTED
1	1.5	BR	Ground Distribution, G103
4	.5	BR/VI	Gauges/Warning Indicators, Coolant Temperature Sender
6	.75	GY/BU	Not Used
7	.75	WT/BU	Service Interval Indicator, Service Interval Processor (Reset)
8	.5	YL	Ignition, TDC Sensor.
9		SHIELD	Ignition, TDC Sensor.
10	.5	BK	Ignition, TDC Sensor.
11	2.5	BK/YL	Start, Start Signal. (50)
12	.75	BU	Charge System, Alternator (D+)
13	1	GN	Ignition, Ignition Coil
14	2.5	RD	Charge System, Alternator (30)
15	1.5	GN/YL	Idle Speed Control, Idle Speed Control Unit.

**DIAGNOSTIC CONNECTOR**

DIAGNOSTIC CONNECTOR FACE

Pin	Wire Size	Wire Color	Circuit and Component Connected
1	1	BK	Ignition Coil, Motronic Control Unit
6	.5	WT/BK	SRS Connector (Not Used)
7	.75	WT/GN	Service Interval Indicator, Service Interval Processor (Reset)
11	2.5	BK/YL	Starter, Start Signal (50)
12	.75	BU	Charge, Alternator (D+)
14	2.5	RD	Battery (+)
15	.5	WT/YL	Motronic Control Unit (RXD)
16	1.5	GN/WT	Oxygen Sensor
18	1.5	GN/BU	Motronic Control Unit (Programming Voltage)
19	1.5	BR	Ground Distribution (G103)
20	.5	WT/VI	Motronic Control Unit (TXD)

## 8500-2 CONNECTOR VIEWS

### ACCESSORY CONNECTOR

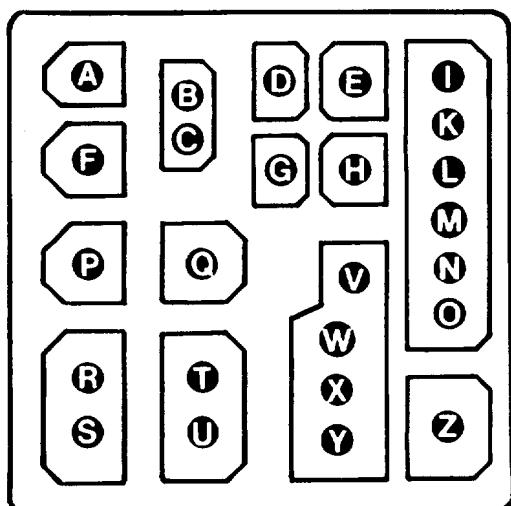
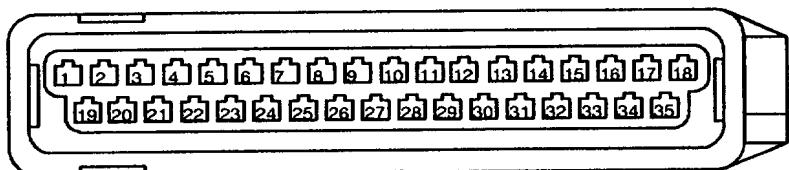


Figure 1-C302 (Accessory Connector)  
Front View—Under LH Side  
of Dash Ahead of Pedal Assembly

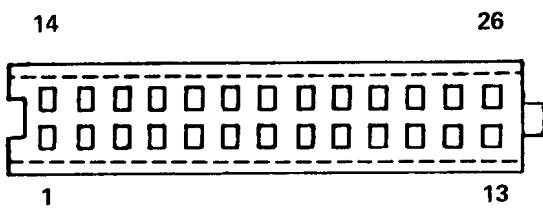
### CIRCUITS USING C302 (ACCESSORY CONNECTOR)

TERMINAL	CIRCUIT	TERMINAL	CIRCUIT
A	Not Used	N	Not Used
B	Not Used	O	Not Used
C	Anti-Lock Braking	P	Not Used
D	Central Locking	Q	Power Windows & Sunroof
E	Not Used	R	Cruise Control
F	Not Used	S	Anti-Lock Braking
G	Anti-Lock Braking	T	Not Used
H	On-Board Computer	U	Not Used
I	Not Used	V	Radio
J	Not Used	W	Radio
K	Not Used	X	Radio
L	Not Used	Y	Radio
M	Not Used	Z	Power Antenna

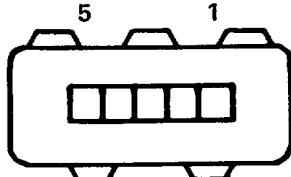
B350002



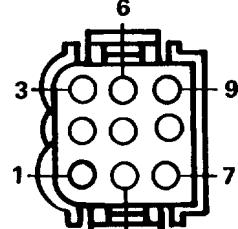
**Mating Face**  
**ABS CONTROL UNIT**



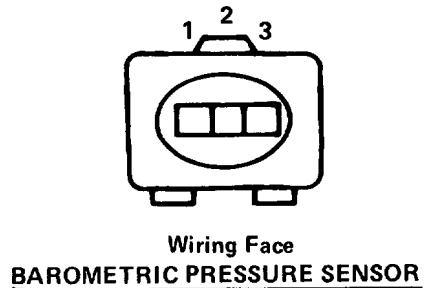
**Wiring Face**  
**ACTIVE CHECK CONTROL**



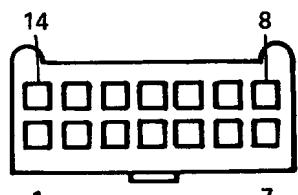
**Mating Face**  
**AIR FLOW METER**



**AUTOMATIC TRANSMISSION RANGE SWITCH**



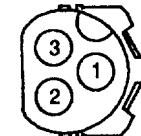
**Wiring Face**  
**BAROMETRIC PRESSURE SENSOR**



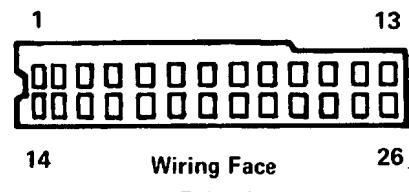
**Wiring Face**  
**CENTRAL LOCKING CONTROL UNIT**



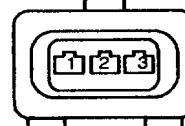
**Wiring Face**  
**CHIME MODULE (C1)**



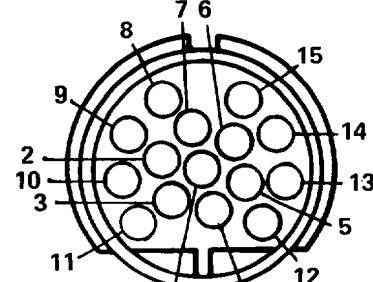
**Mating Face**  
**COOLANT TEMPERATURE**  
**SWITCH**



**Wiring Face**  
**CRUISE CONTROL**

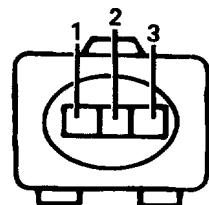


**Mating Face**  
**CYLINDER IDENTIFICATION**  
**SENSOR**  
**(2.5i ENGINE)**

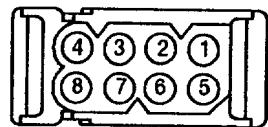


**Wiring Face**  
**DIAGNOSTIC CONNECTOR**  
**(2.7e ENGINE)**

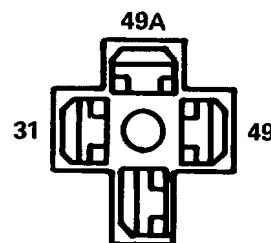
## 8500-4 CONNECTOR VIEWS



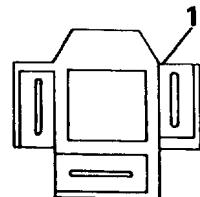
Wiring Face  
ENGINE SPEED SENSOR  
(2.7e ENGINE)



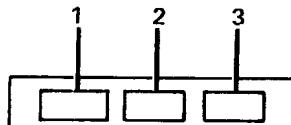
Mating Face  
FADER CONTROL



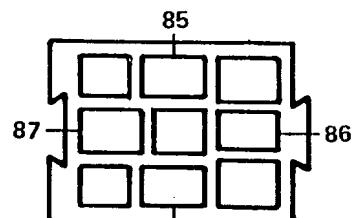
Wiring Face  
FLASHER



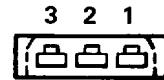
Wiring Face  
FRONT HEADLIGHTS



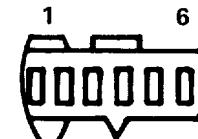
Wiring Face  
FRONT TURN/PARK LIGHT



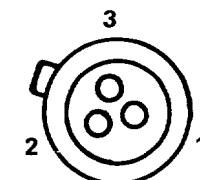
Wiring Face  
FUEL PUMP RELAY



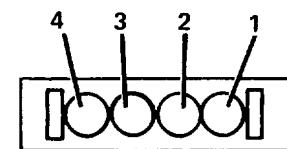
Wiring Face  
FUEL TANK SENDER



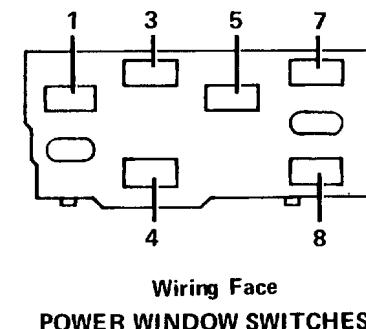
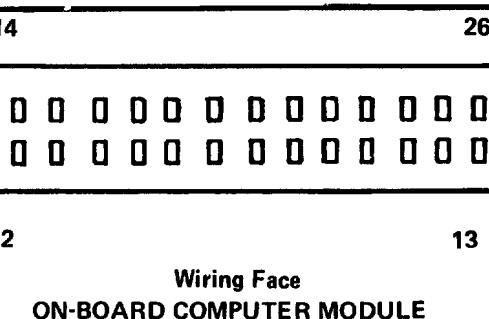
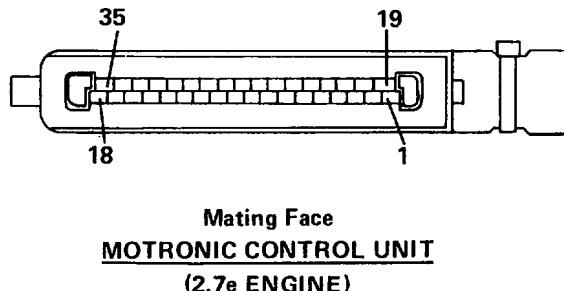
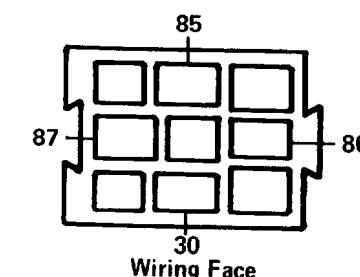
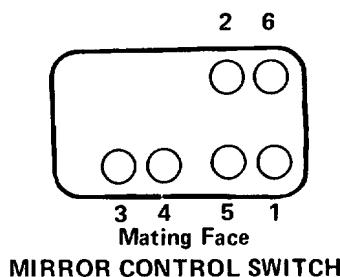
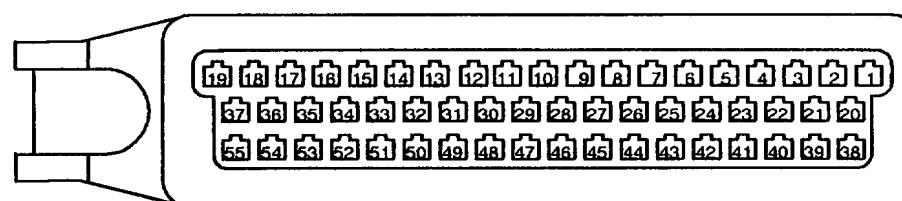
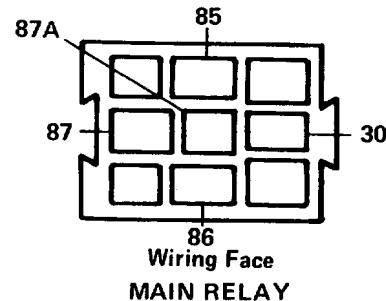
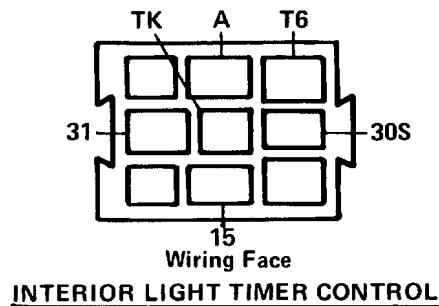
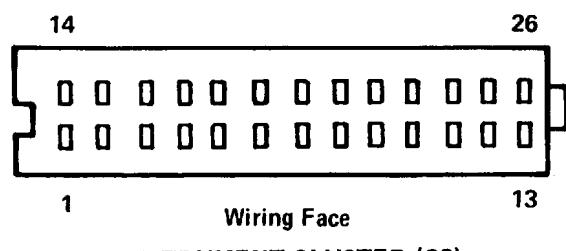
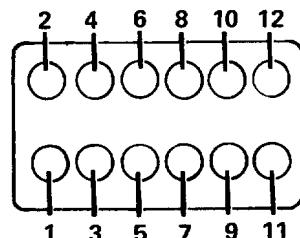
Wiring Face  
GAS FILLER LOCK MOTOR



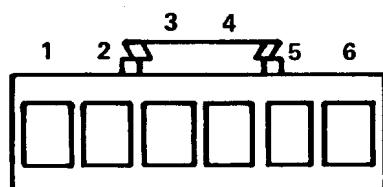
Wiring Face  
OXYGEN SENSOR



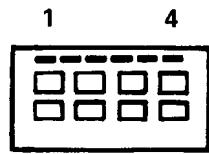
Wiring Face  
HIGH LEVEL STOP LIGHT



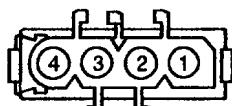
## 8500-6 CONNECTOR VIEWS



Wiring Face  
REAR LIGHT ASSEMBLY

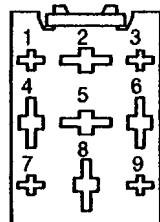


Wiring Face  
REAR LIGHTS CHECK RELAY

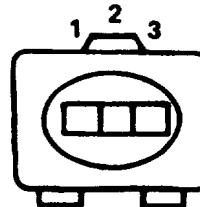


Mating Face

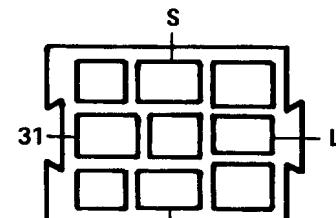
REAR WINDOW  
BLOWER



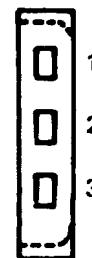
Mating Face  
REAR WINDOW  
BLOWER RELAY



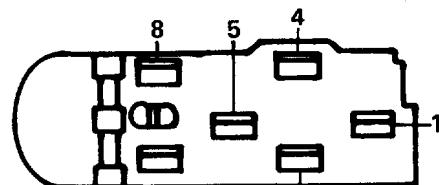
Wiring Face  
REFERENCE POINT SENSOR



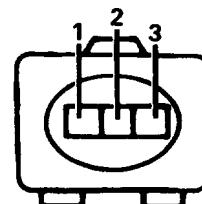
Wiring Face  
SEAT BELT WARNING TIMER



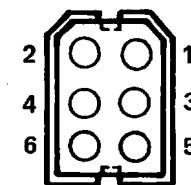
Wiring Face  
SUNROOF MOTOR (CI)



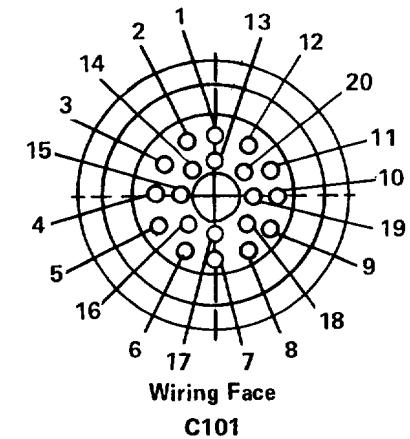
Wiring Face  
SUNROOF SWITCH



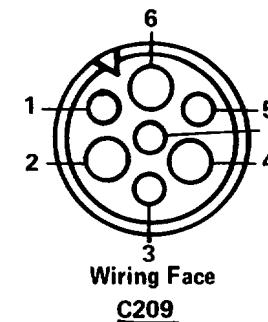
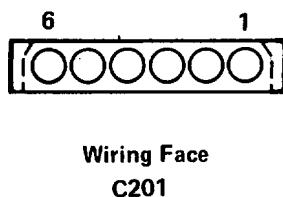
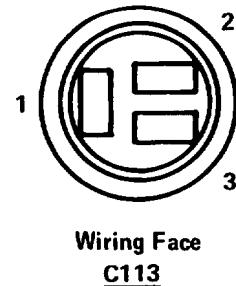
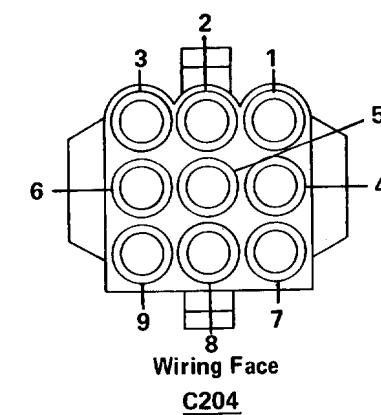
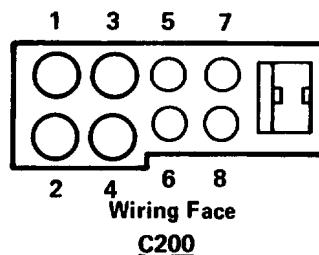
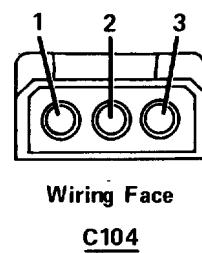
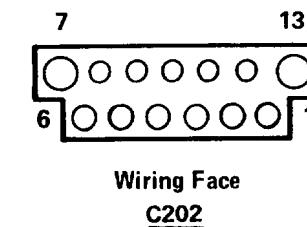
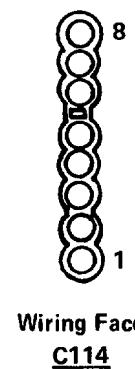
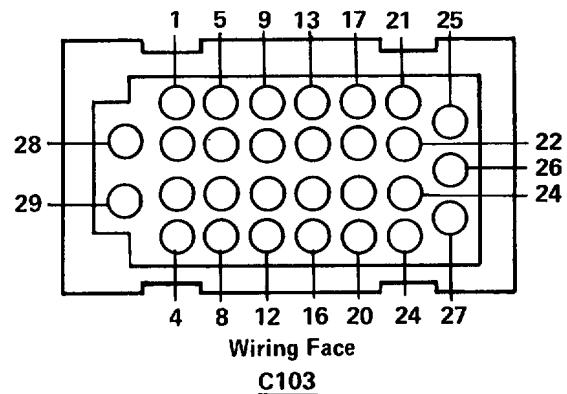
Wiring Face  
THROTTLE SWITCH



Wiring Face  
WIPER MOTOR

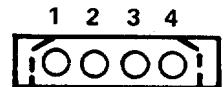


Wiring Face  
C101

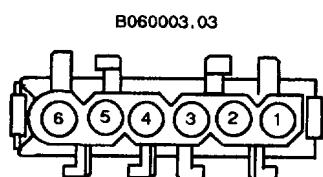


## **8500-8 CONNECTOR VIEWS**

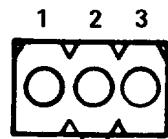
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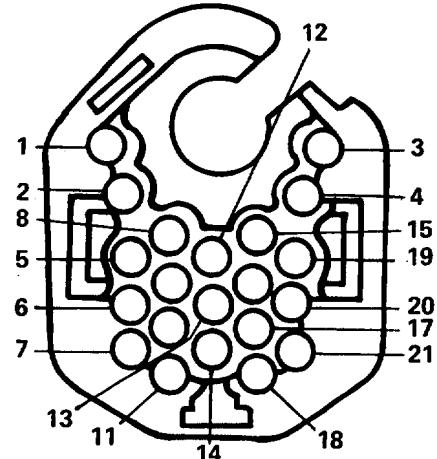
Wiring Face  
C210



Mating Face  
C242



Wiring Face  
C303



Wiring Face  
C405

# 9000-0 COMPONENT LOCATION CHART

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COMPONENTS		Page-Figure
A/C In-Line Diode . . . . .	Behind LH side of dash, right of steering column . . . . .	7000- 6-2
A/C In-Line Fuse . . . . .	LH side of evaporator housing . . . . .	7000- 6-2
ABS Electronic Control Unit . . . . .	Under LH side of dash, above hood release. . . . .	7000- 5-2
ABS Hydraulic Unit . . . . .	In front of LH front wheel well . . . . .	7000- 1-2
Active Check Control Unit (Convertible) . . . . .	Above rear view mirror . . . . .	7000-10-4
Active Check Control Unit (Non- Convertible) . . . . .	Above rear view mirror . . . . .	7000- 6-6
Air Flow Meter . . . . .	Behind air cleaner. . . . .	7000- 0-6
Amplifier (Convertible) . . . . .	LH front corner of trunk. . . . .	7000-11-4
Amplifier (Non-Convertible) . . . . .	In trunk, above LH wheel well . . . . .	7000- 8-4
Auto-Charging Flashlight . . . . .	In glove box. . . . .	7000- 7-6
Automatic Transmission Range Switch . . . . .	At base of shift lever. . . . .	7000- 7-1
Auxiliary Fan . . . . .	In front of radiator . . . . .	7000- 4-2
Auxiliary Fan Normal Speed Blower Resistor . . . . .	Front RH side of auxiliary fan . . . . .	7000- 4-2
Auxiliary Fuel Pump . . . . .	In fuel tank . . . . .	7000- 8-2
Auxiliary Fuse . . . . .	On top of LH front shock tower . . . . .	7000- 0-1
B/C Horn Diode . . . . .	Above LH horn, behind splash guard . . . . .	7000-11-6
Backup Light Switch . . . . .	On transmission	
Barometric Pressure Sensor . . . . .	Mounted on air intake housing . . . . .	7000- 1-5
Battery (Convertible) . . . . .	RH rear corner of engine compartment. . . . .	7000-10-2
Battery (Non-Convertible) . . . . .	In RH rear of trunk . . . . .	7000- 8-6
Battery Junction Block (Convertible) . . . . .	At battery positive terminal . . . . .	7000-10-2
Battery Junction Block (Non- Convertible) . . . . .	Engine compartment at RH bulkhead . . . . .	7000- 3-4
Blower Motor . . . . .	Behind cowl	
Blower Resistors . . . . .	Behind cowl, inside blower housing	
Board Computer Horn . . . . .	Above LH horn, behind splash guard . . . . .	7000-11-6
Brake Fluid Level Switch. . . . .	Left of engine, on brake fluid reservoir. . . . .	7000- 0-2
Brake Switch . . . . .	On brake pedal support, above brake pedal. . . . .	7000- 5-5
Brake Wear Sensors. . . . .	On LH front and RH rear brake calipers . . . . .	7000- 3-5
Central Locking Control Unit . . . . .	Below and behind LH front speaker . . . . .	7000- 5-1
Chime Module. . . . .	Mounted on LH dash hush panel. . . . .	7000- 5-6
Clutch Switch . . . . .	Above clutch pedal	
Cold Start Valve . . . . .	Top RH side of intake manifold . . . . .	7000- 3-2
Combination Switch . . . . .	Upper LH side of steering column	
Compressor Clutch . . . . .	Lower RH front of engine, on compressor. . . . .	7000- 2-3
Compressor Clutch Diode . . . . .	Lower RH front of engine, on compressor. . . . .	7000- 2-3
Compressor Enable Switch . . . . .	Behind A/C face plate	
Convertible Top Position Switch	LH side of soft top stowage compartment . . . . .	7000-11-2

**COMPONENTS**

		Page-Figure
Coolant Level Switch . . . . .	On RH front wheel well, in coolant reservoir . . . . .	7000- 3-3
Coolant Temperature Sender . . .	Front of engine, top of thermostat housing . . . . .	7000- 1-6
Coolant Temperature Sensor . . .	Front of engine, top of thermostat housing . . . . .	7000- 1-6
Coolant Temperature Switch . . .	Front of engine, top of thermostat housing . . . . .	7000- 1-5
Cruise Control Actuator . . . . .	Forward of LH front shock tower . . . . .	7000- 1-1
Cruise Control Switch . . . . .	On RH side of steering column	
Cruise Control Unit (2.5i Engine)	Mounted under RH side of dash . . . . .	7000-10-3
Cruise Control Unit (2.7e Engine)	. . . . . Mounted under RH side of dash . . . . .	7000- 7-5
Cylinder Identification Sensor . .	On ignition wire, at distributor . . . . .	7000- 9-4
Diagnostic Connector (2.5i Engine) . . . . .	Top LH front of engine . . . . .	7000- 9-2
Diagnostic Connector (2.7e Engine) . . . . .	Top LH front of engine . . . . .	7000- 1-4
Door Lock Motors . . . . .	Rear part of each door	
Driver Exterior Door Handle Switch . . . . .	In rear of LH front door	
Dual Coolant Temperature Switch . . . . .	Top LH side of radiator . . . . .	7000- 9-1
Engine Speed Sensor . . . . .	Lower LH side of transmission bell housing . . . . .	7000- 0-3
Engine Speed Sensor (2.5i Engine) . . . . .	Lower RH front of engine . . . . .	7000- 9-3
Evaporative Purge Valve . . . . .	Below LH side of throttle body . . . . .	7000- 9-5
Evaporator Temperature Regulator . . . . .	Behind front of console, near evaporator . . . . .	7000-11-5
Evaporator Temperature Sensor . . . . .	On LH side of evaporator housing . . . . .	7000-11-5
Evaporator Temperature Switch . . . . .	LH side of evaporator housing . . . . .	7000- 6-3
Flasher . . . . .	Upper part of steering column . . . . .	7000- 6-4
Fresh/Recirculating Air Flap Door Motors . . . . .	Behind A/C face plate . . . . .	7000- 7-3
Fresh/Recirculating Air Relays . . . . .	Behind A/C face plate	
Fuel Injectors . . . . .	Below intake manifold, at each port . . . . .	7000- 1-6
Fuel Pump Relay . . . . .	On bracket, in front of LH front shock tower . . . . .	7000- 0-5
Fuel Tank Sender . . . . .	Top of fuel tank . . . . .	7000- 8-2
Gas Filler Lock Motor . . . . .	In trunk, behind RH wheel well . . . . .	7000- 8-6
Hazard Switch . . . . .	In center console, above radio . . . . .	7000- 6-5
High Pressure Cut-Out Switch . . . . .	On receiver dryer, behind RH headlight . . . . .	7000- 2-5
High Speed Coolant Temperature Switch . . . . .	Top LH side of radiator . . . . .	7000- 2-1
Horn Brush/Slip Ring . . . . .	In upper steering column . . . . .	7000- 6-4
Horns . . . . .	Near fog lights, behind splash guard . . . . .	7000- 4-1
Hot Water Cut-Off Switch . . . . .	Behind A/C face plate . . . . .	7000-11-5
Idle Control Valve . . . . .	Top RH rear side of engine . . . . .	7000- 3-2

## 9000-2 COMPONENT LOCATION CHART

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COMPONENTS		Page-Figure
Idle Speed Actuator . . . . .	LH top of engine . . . . .	7000- 9-2
Idle Speed Control Unit. . . . .	RH side of dash, above glove box . . . . .	7000- 7-5
Ignition Coil . . . . .	On RH front wheel well . . . . .	7000- 3-3
Ignition Key Switch . . . . .	Part of ignition switch, in upper part of steering column	
Ignition Switch . . . . .	Upper part of steering column	
Interior Light Timer Control . . . . .	Below LH front speaker . . . . .	7000- 5-1
Low Pressure Cut-Out Switch . . .	Behind RH headlights . . . . .	7000- 2-5
Main Fuel Pump . . . . .	Under car, in front of LH rear wheel. . . . .	7000- 4-5
Main Relay . . . . .	On bracket in front of LH front shock tower . . . . .	7000- 0-5
Motor Relay . . . . .	In windshield header, above rear view mirror . . . . .	7000- 6-6
Motronic Control Unit (2.5i Engine) . . . . .	Under RH side of dash, above glove box . . . . .	7000-10-3
Motronic Control Unit (2.7e Engine) . . . . .	Under RH side of dash, above glove box . . . . .	7000- 7-5
Normal Speed Coolant Temperature Switch. . . . .	Top LH side of radiator . . . . .	7000- 2-1
Oil Level Sensor . . . . .	Top LH side of oil pan . . . . .	7000- 1-3
Oil Pressure Switch . . . . .	Below oil filter . . . . .	7000- 2-4
On-Board Computer Module . . . . .	In center console, on RH side of radio . . . . .	7000- 6-5
On-Board Computer Relay Box. . . . .	Under LH side of dash, above hood release. . . . .	7000- 5-5
Outside Temperature Sensor . . . . .	Behind splash guard, near LH fog light . . . . .	7000- 4-1
Over Voltage Protection Relay . . . . .	Under LH side of dash, near ABS Electronic Control Unit . . . . .	7000- 5-2
Oxygen Sensor (2.5i Engine) . . . . .	Lower RH rear of engine compartment. . . . .	7000- 9-6
Oxygen Sensor (2.7e Engine) . . . . .	In front of catalytic converter, on top of exhaust pipe . . . . .	7000- 4-3
Oxygen Sensor Heater Relay . . . . .	On bracket, in front of LH front shock tower. . . . .	7000- 0-5
Park Brake Switch . . . . .	At base of parking brake . . . . .	7000- 7-2
Power Antenna . . . . .	In trunk, behind LH wheel well . . . . .	7000- 8-3
Power Distribution Box. . . . .	At top rear of LH front wheel well. . . . .	7000- 0-1
Power Window Circuit Breaker . . . . .	On center console, above radio. . . . .	7000- 6-5
Power Window Motors. . . . .	Forward part of each door . . . . .	7000- 4-6
Pulse Wheels . . . . .	On wheel, in brake housing	
Rear Lights Check Relay (Convertible). . . . .	Below LH side of rear seat, behind trim panel . . . . .	7000-10-5
Rear Lights Check Relay (Non-Convertible) . . . . .	In trunk, above LH wheel well . . . . .	7000- 8-4
Rear Power Window Motor . . . . .	Rear of passenger compartment, behind trim panel . .	7000-11-1
Rear Window Blower . . . . .	Behind center of rear seat . . . . .	7000-10-6
Rear Window Blower Relay . . . . .	Behind center of rear seat, on rear window blower .	7000-10-6
Rear Window Safety Switch . . . . .	On center console, left of shift lever . . . . .	7000- 7-1
Reference Point Sensor . . . . .	Lower LH side of transmission bell housing. . . . .	7000- 0-3

**COMPONENTS**

		Page-Figure
Safety Switch . . . . .	On top of LH wheel well, near cruise control actuator . . . . .	7000- 1-1
Seatbelt Switch . . . . .	In driver's seatbelt buckle	7000- 5-6
Seatbelt Warning Timer . . . . .	Under LH side of dash, on electrical bracket . . . . .	7000- 3-6
Speed Detectors . . . . .	On wheel, in brake housing . . . . .	7000- 4-4
Speedometer Sender . . . . .	In rear of differential . . . . .	7000- 5-6
Start Relay . . . . .	Upper LH corner of driver's footwell . . . . .	7000- 6-6
Starter . . . . .	Lower LH rear of engine	7000- 2-2
Sunroof Motor . . . . .	In windshield header, above rear view mirror . . . . .	7000- 0-4
TDC Sensor . . . . .	Front of engine, above crankshaft vibration dampener . . . . .	7000- 9-5
Temperature Switch (0 Degrees C) . . . . .	On engine bulkhead, left of battery junction block . . . . .	7000- 3-4
Thermo-Time Switch . . . . .	Top front of coolant thermostat housing . . . . .	7000- 1-5
Throttle Switch (2.5i Engine) . . . . .	Below LH side of throttle body . . . . .	7000- 9-5
Throttle Switch (2.7e Engine) . . . . .	Below rear of throttle body . . . . .	7000- 0-4
Trunk Lock Motor . . . . .	On trunk lock center support . . . . .	7000- 8-5
Unlock Inhibit Switch . . . . .	Rear of LH front door	7000- 2-6
Washer Fluid Level Switch . . . . .	In reservoir, behind RH headlights . . . . .	7000- 3-1
Washer Pump . . . . .	Ahead of RH front wheel well, on reservoir . . . . .	7000- 6-3
Water Shut-Off Solenoid . . . . .	LH side of evaporator housing . . . . .	7000- 7-3
Wiper Motor . . . . .	Under LH fresh air intake cowl	7000- 7-4
Wiper/Washer Switch . . . . .	Upper RH side of steering column	7000- 7-5

**CONNECTORS**

C101 (20 pins) . . . . .	Next to power distribution box, mounted on engine dash . . . . .	7000- 0-2
C103 (29 pins) . . . . .	Behind LH side of dash, on body electrical bracket . . . . .	7000- 5-4
C104 (3 pins) . . . . .	Behind RH side of dash, above glove box . . . . .	7000- 7-4
C105 (1 pin) . . . . .	RH side of evaporator housing . . . . .	7000- 7-3
C106 (1 pin) . . . . .	Near washer pump . . . . .	7000- 2-6
C107 (1 pin) . . . . .	Near washer pump . . . . .	7000- 3-1
C109 (6 pins) . . . . .	Near wiper motor . . . . .	7000- 1-2
C113 (3 pins) . . . . .	Behind LH headlights . . . . .	7000- 1-2
C126 (2 pins) . . . . .	Behind LH headlights . . . . .	7000- 2-5
C127 (2 pins) . . . . .	Behind RH headlights . . . . .	7000- 7-4
C128 (2 pins) . . . . .	Behind RH front side marker light . . . . .	7000- 7-4
C129 (2 pins) . . . . .	Behind LH front side marker light . . . . .	7000- 7-1
C131 (1 pin) . . . . .	Behind RH side of dash, above glove box . . . . .	7000- 3-3
C132 (1 pin) . . . . .	In console, near automatic transmission range switch . . . . .	7000- 4-3
C140 (3 pins) . . . . .	Near RH rear side of engine . . . . .	7000- 4-3
C141 (3 pins) . . . . .	Under RH side of car, below passenger side . . . . .	7000- 9-5

## 9000-4 COMPONENT LOCATION CHART

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### CONNECTORS

		Page-Figure
C142 (1 pin) . . . . .	Under LH side of dash, near steering column . . . . .	7000- 6-1
C143 (1 pin) . . . . .	Under LH side of dash, near body electrical bracket . . . . .	7000- 5-6
C150 (2 pins) . . . . .	On top of LH front wheel well. . . . .	7000- 0-6
C151 (2 pins) . . . . .	On top of RH front wheel well . . . . .	7000- 3-1
C200 (9 pins) . . . . .	Under LH side of dash, on steering column . . . . .	7000- 6-1
C201 (6 pins) . . . . .	Under LH side of dash, on steering column . . . . .	7000- 6-1
C202 (13 pins) . . . . .	Under LH side of dash, on steering column . . . . .	7000- 6-1
C204 (9 pins) . . . . .	Under LH side of dash, near steering column . . . . .	7000- 6-2
C208 (2 pins) . . . . .	Near brake pedal support bracket . . . . .	7000- 5-6
C209 (7 pins) . . . . .	Above brake pedal . . . . .	7000- 5-3
C210 (4 pins) . . . . .	On LH side of steering column . . . . .	7000- 6-1
C211 (1 pin) . . . . .	RH front of engine compartment, near washer pump	
C212 (2 pins) . . . . .	Under LH side of dash, near accessory connector . . . . .	7000- 5-3
C215 (2 pins) . . . . .	Center console, behind radio . . . . .	7000- 6-5
C217 (2 pins) . . . . .	Under LH side of dash, near accessory connector . . . . .	7000- 5-4
C218 (2 pins) . . . . .	Behind center of dash	
C219 (2 pins) . . . . .	In trunk, above LH wheel well . . . . .	7000- 8-3
C233 (2 pins) . . . . .	Behind center of dash	
C235 (3 pins) . . . . .	Under RH side of dash, near cruise control unit . . . . .	7000- 7-3
C240 (6 pins) . . . . .	Under LH side of dash, above body electrical bracket . . . . .	7000- 5-3
C241 (1 pin) . . . . .	Under LH side of dash, above steering column . . . . .	7000- 6-1
C251 (4 pins) . . . . .	Behind A/C face plate	
C260 (2 pins) . . . . .	Behind LH side of dash	
C301 (2 pins) . . . . .	At base of shift lever. . . . .	7000- 7-1
C302 (25 pins) Accessory Connector . . . . .	Upper LH corner of driver's footwell . . . . .	7000- 5-4
C303 (3 pins) . . . . .	At base of RH "B" pillar	
C304 (3 pins) . . . . .	At base of LH "B" pillar	
C305 (1 pin) . . . . .	Under LH side of dash, near accessory connector . . . . .	7000- 5-3
C307 (2 pins) . . . . .	LH side of soft top stowage compartment . . . . .	7000-11-2
C308 (1 pin) . . . . .	LH side of soft top stowage compartment . . . . .	7000-11-2
C309 (2 pins) . . . . .	RH side of soft top stowage compartment . . . . .	7000-11-3
C310 (1 pin) . . . . .	RH side of soft top stowage compartment . . . . .	7000-11-3
C351 (1 pin) . . . . .	Under LH side of dash, near accessory connector . . . . .	7000- 5-3
C352 (2 pins) (Convertible) . . . . .	Below LH side of rear seat . . . . .	7000-10-5
C352 (2 pins) (Non-Convertible) . . . . .	Behind LH side of rear seat. . . . .	7000- 8-1
C360 (2 pins) . . . . .	Behind RH side of rear seat . . . . .	7000- 8-2
C401 (7 pins) . . . . .	In LH "B" pillar	
C402 (7 pins) . . . . .	In RH "B" pillar	
C403 (4 pins) . . . . .	Behind LH side of dash	
C404 (21 pins) . . . . .	Above RH front door jamb switch	
C405 (21 pins) . . . . .	Above LH front door jamb switch	

## COMPONENT LOCATION CHART 9000-5

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### **CONNECTORS**

		Page-Figure
C500 (1 pin) . . . . .	Behind LH side of dash	
C503 (3 pins) . . . . .	In rear of LH front door	
C510 (1 pin) . . . . .	Behind and above LH front speaker . . . . .	7000- 5-1

### **GROUNDS**

G100 (Convertible) . . . . .	On RH shock tower. . . . .	7000-10-2
G100 (Non-Convertible) . . . . .	RH rear of trunk, behind battery . . . . .	7000- 8-6
G103 (2.5i Engine) . . . . .	On RH shock tower. . . . .	7000-10-1
G103 (2.7e Engine) . . . . .	On LH front of engine, under diagnostic connector . . . . .	7000- 1-4
G104. . . . .	On inner fender, behind LH headlights . . . . .	7000- 1-1
G106. . . . .	In trunk, near LH wheel well	
G200. . . . .	Under LH side of dash, above brake pedal . . . . .	7000- 5-5
G201 (Steering Column Ground)	Upper LH side of steering column . . . . .	7000- 6-4
G202. . . . .	Below RH side of rear seat. . . . .	7000-11-1
G300 (Convertible) . . . . .	Below LH side of rear seat . . . . .	7000-10-5
G300 (Non-Convertible) . . . . .	Behind LH side of rear seat. . . . .	7000- 8-1
G302. . . . .	In trunk, behind LH wheel well . . . . .	7000- 8-3
G600. . . . .	In windshield header	

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