SYSTEM OUTLINE

When the ignition SW is turned to ACC position, the current from the RADIO NO.2 fuse flows to TERMINAL 4 of the shift lock ECU. When the ignition SW is turned to ON position, the current from the ECU–IG fuse flows to TERMINAL 5 of the ECU.

1. SHIFT LOCK MECHANISM

With the ignition SW on, when a signal that the brake pedal is depressed (Stop light SW on) and a signal that the shift lever is put in P position (Continuity between P1 and P of the shift lock control SW) is input to the ECU, the ECU activates and the current flows from TERMINAL 5 of the ECU to TERMINAL SLS+ of the shift lock solenoid to solenoid to TERMINAL SLS– to TERMINAL 9 of the ECU to GROUND. This causes the shift lock solenoid to turn on (Lock plate disengages) and the shift lever can be shifted into other position than the P position

2. KEY INTER LOCK MECHANISM

With the ignition SW ON or ACC position, when the shift lever is put in P position (No continuity between P2 and P of shift lock control SW), the current flowing from TERMINAL 8 of the ECU to the key interlock solenoid is cut off. This causes the key interlock solenoid to turn off (Lock plate disengages from LOCK position) and the ignition key can be turned from ACC to LOCK position.

SERVICE HINTS

S8 SHIFT LOCK ECU

4–GROUND : Approx. **12** volts with the ignition SW at **ACC** or **ON** position
5–GROUND : Approx. **12** volts with the ignition SW at **ON** or **ST** position
9–GROUND : Always continuity
10–GROUND : Approx. **12** volts with the brake pedal depressed

S11 STOP LIGHT SW

2–1 : Closed with the brake pedal depressed

: PARTS LOCATION

Code		See Page	Code	See Page	Code	See Page
A14		98 (LHD)	J5	107 (RHD)	N1	105 (RHD)
		106 (RHD)	J6	99 (LHD)	S8	99 (LHD)
E3		96 (LHD)		107 (RHD)		107 (RHD)
		104 (RHD)	J9	99 (LHD)	S11	99 (LHD)
J2	A	97 (LHD)		107 (RHD)		107 (RHD)
		105 (RHD)	J11	99 (LHD)	U1	99 (LHD)
J3	B	97 (LHD)		107 (RHD)		107 (RHD)
		105 (RHD)	N1	97 (LHD)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	82 (LHD)	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
1F		
1G	88 (RHD)	Instrument Panel Wire and Driver Side J/B (Right Kick Panel)
1H	82 (LHD)	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
	88 (RHD)	Instrument Panel Wire and Driver Side J/B (Right Kick Panel)
1I	88 (RHD)	Instrument Panel Wire and Driver Side J/B (Right Kick Panel)
1K	82 (LHD)	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
2B	84 (LHD)	Engine Room Main Wire and Passenger Side J/B (Right Kick Panel)
2G	84 (LHD)	Instrument Panel Wire and Passenger Side J/B (Right Kick Panel)
	90 (RHD)	Engine Room Main Wire and Passenger Side J/B (Left Kick Panel)
2H	84 (LHD)	Instrument Panel Wire and Passenger Side J/B (Right Kick Panel)
	90 (RHD)	Instrument Panel Wire and Passenger Side J/B (Left Kick Panel)
2I	84 (LHD)	Instrument Panel Wire and Passenger Side J/B (Right Kick Panel)
2L	90 (RHD)	Instrument Panel Wire and Passenger Side J/B (Left Kick Panel)

SHIFT LOCK

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA3	114 (LHD)	Instrument Panel Wire and Engine Room Main Wire (Near the Driver Side J/B)
	124 (RHD)	Instrument Panel Wire and Engine Room Main Wire (Near the Passenger Side J/B)
IF1	126 (RHD)	Instrument Panel No.3 Wire and Instrument Panel Wire (Right Side of the Instrument Panel)

: GROUND POINTS

Code	See Page	Ground Points Location
EC	122 (RHD)	Left Fender Apron
ID	114 (LHD)	Cowl Side Panel LH
	124 (RHD)	