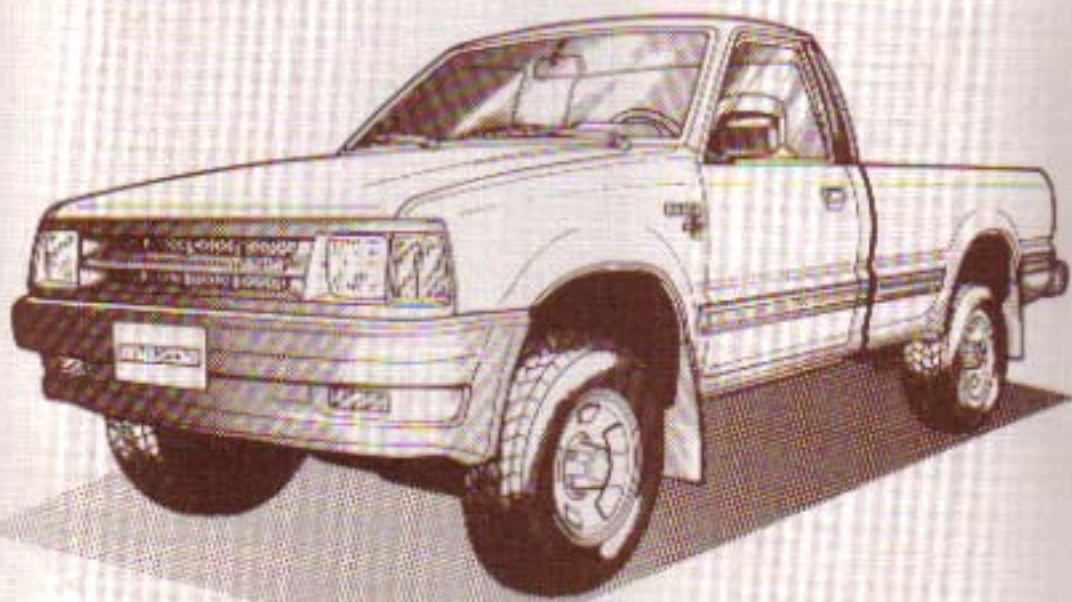


Mazda B2200 B2600i

1991
Wiring Diagram



mazda

1991 Mazda B2200 B2600i Wiring Diagram

FOREWORD

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

**Mazda Motor Corporation
HIROSHIMA, JAPAN**

APPLICATION:

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

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ELECTRICAL WIRING SCHEMATIC	W
SYSTEM CIRCUIT DIAGRAM / CONNECTOR DIAGRAM/ ROUTING DIAGRAM	A~V
COMMON CONNECTORS	X
PARTS LOCATION	PL
INDEX	PI

Z

VEHICLE IDENTIFICATION NUMBERS(VIN) (CHASSIS NUMBER)

JM2 UF1*3*MO 100001~
JM2 UF1*4*MO 100001~
JM2 UF2*3*MO 100001~
JM2 UF3*3*MO 100001~
JM2 UF3*4*MO 100001~
JM2 UF4*4*MO 100001~
JM2 UF5*4*MO 100001~
JM2 UF6*4*MO 100001~

WIRING COLOR CODE

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

SYSTEM INDEX

SYSTEM	SECTION	SYSTEM	SECTION
AUDIO (TYPE 1,2).....	J	HORN	F-2
BACK-UP LIGHTS	F-1	IGNITION KEY REMINDER BUZZER.....	T
CHARGING SYSTEM		IGNITION SYSTEM	
EC-AT & HAT.....	A-1	2.2L CARBURETOR	B-1a
MT	A-2	2.2L EGI	B-2a
CIGAR LIGHTER.....	I	2.6L	B-3a
CRUISE CONTROL SYSTEM	Q	ILLUMINATION LAMPS	I
DAY TIME RUNNING LIGHT CONTROL SYSTEM		INSTRUMENT CLUSTERS	
CANADA	E-1	2.2L CARBURETOR	C-1
EC-AT CONTROL SYSTEM		2.2L EGI & 2.6L.....	C-2
4X4 2.6L.....	H-1	LICENSE PLATE LIGHTS.....	E-2
ENGINE CONTROL SYSTEM		PTC HEATER SYSTEM	
2.2L EGI	B-2a,2b,2c	2.2L CARBURETOR FEDERAL & CANADA .	A-3
2.6L	B-3a,3b,3c	REAR WHEEL ANTI-LOCK BRAKE SYSTEM....	O
FEED BACK CARBURETOR CONTROL SYSTEM		REMOTE FLEE WHEEL CONTROL SYSTEM	
2.2L CARBURETOR	B-1a,1b,1c	4X4 2.6L.....	H-6
FRONT & REAR SIDE MARKER LIGHTS	E-2	ROOM LAMP	I
FRONT PARKING LIGHTS	E-2	SEAT BELT WARNING BUZZER	T
FUEL CONTROL SYSTEM.....	B-4	SHIFTLOCK SYSTEM	
HAT CONTROL SYSTEM		EC-AT & HAT	H-5
2.2L CARBURETOR	H-2	STARTING SYSTEM	
2.2L EGI	H-3	EC-AT & HAT	A-1
4X2 2.6L.....	H-4	MT	A-2
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2.2L EGI & 2.6L.....	G-2	WINDSHIELD WIPER & WASHER.....	D

GENERAL INFORMATION

Contents of and Using Electrical Wiring Diagrams

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Using wiring diagrams	GI-2

Reading Wiring Diagrams

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

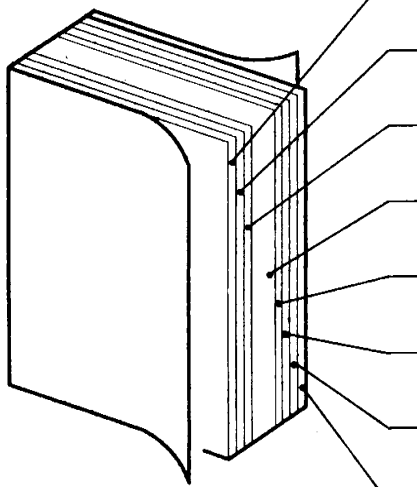
Troubleshooting

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

Z-GI-2 Contents of and Using Electrical Wiring Diagrams

Contents of wiring diagrams

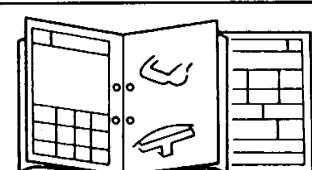
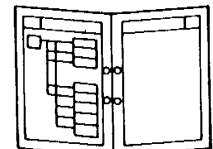
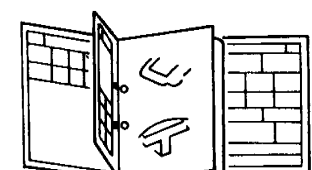
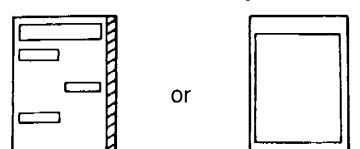
- This document is composed of the 8 groups shown below. The main components are summarized in the components location diagram at the end of the document.



GI	General information	Tells how to: use and read wiring diagrams, use test equipment, check harnesses and connectors, and locate trouble spots.
Y	Ground points	Ground routes from and to the battery.
W	Electrical wiring schematic	Shows main and other fuses for each system.
A-V	Circuit diagrams for individual systems	Shows circuit and connector diagrams, component and connector location diagrams.
X	Common connectors	Shows connectors common throughout system.
JB	Joint box diagrams	Shows internal circuits and connectors.
PL	Parts location	Shows location of major electrical parts.
PI	Index	Gives page number of circuit diagram for each component.

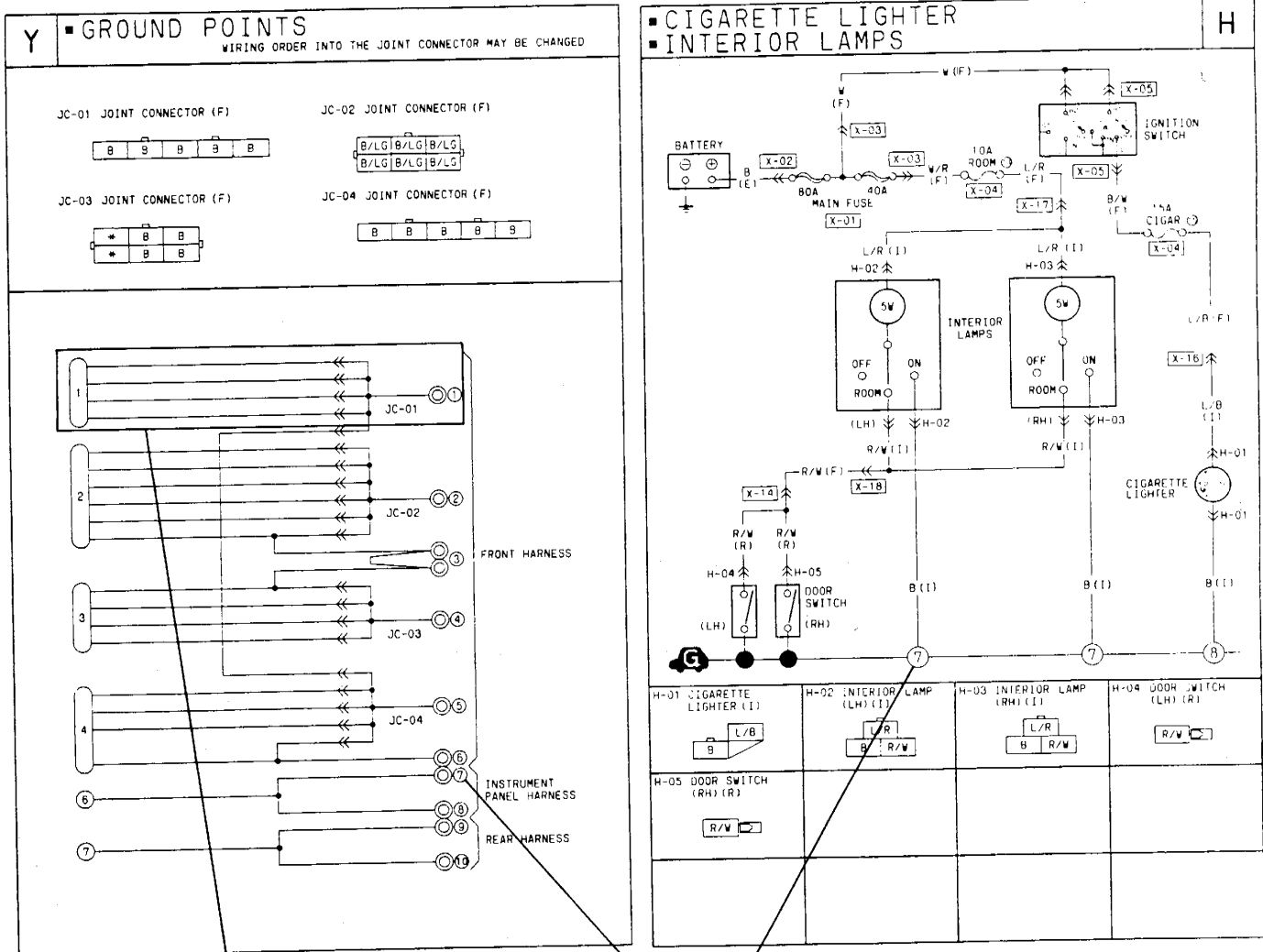
Using wiring diagrams

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

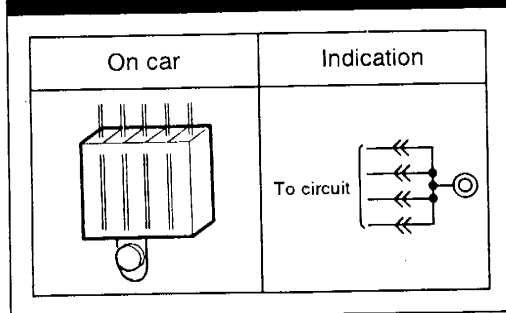
Application	Use	Application	Use
For checking circuits of individual systems	 <p>Open to page with circuit diagram and harness routing to be used and fold out common connector diagram or joint box diagram.</p>	For checking fuse connections	 <p>Open to electrical wiring schematic.</p>
For checking ground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

Ground points

- This shows ground points of the harness.



Ground indication



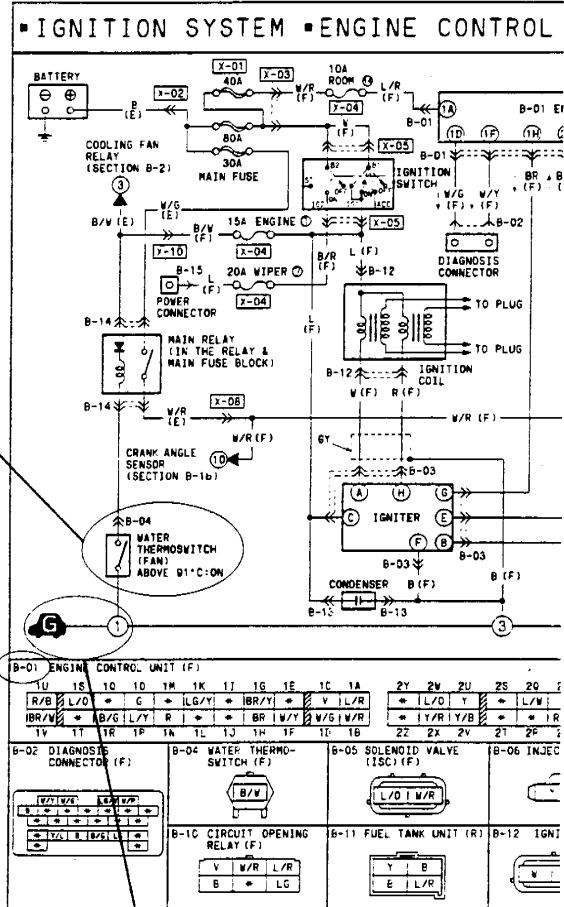
On circuit diagrams and ground points

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

System circuit diagram/connector diagram

- These show the circuits for each system, from the power supply to the ground. The power supply side is at the top of the page and the ground side is at the bottom. The diagrams describe circuits with the ignition switch OFF.

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

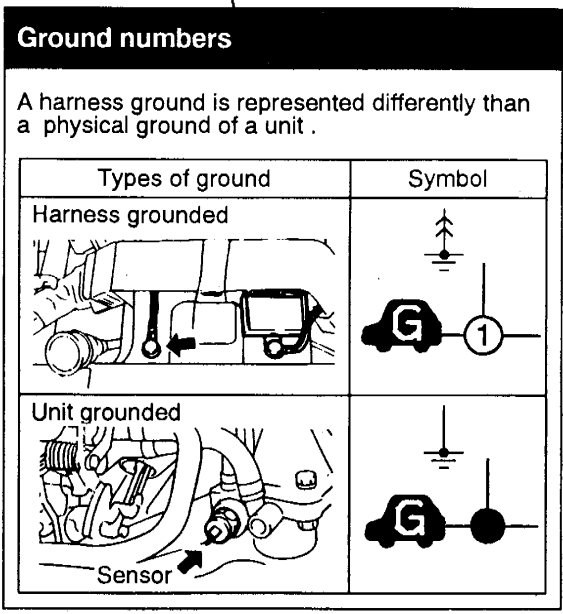


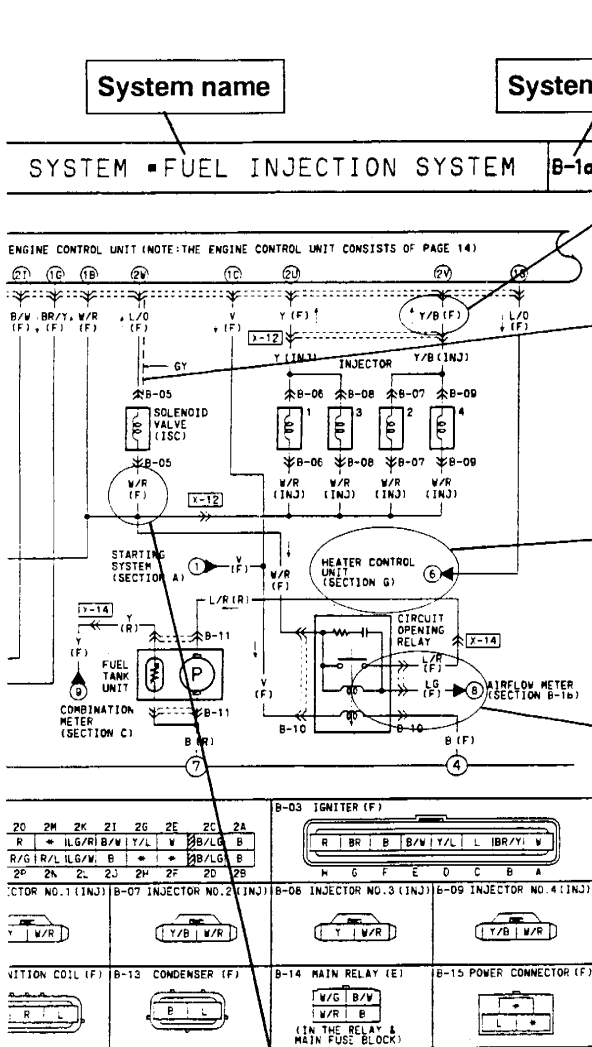
Indicates operating conditions for switches, etc.

Connector code.

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

- JB: Joint box connections
- X : Common connectors
- A : Charging system/starting system connectors
- B : Engine control system connectors
- C : Gauge control system connectors
- D : Wiper system connectors
- E : Lighting system connectors
- F : Signal system connectors
- G : Air conditioning system connectors





Current symbol
Current flows in the direction of the arrow.

***Indicates shielded wire.**

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

The number (e.g. 6), indicates the circuit continues to the related system diagram.

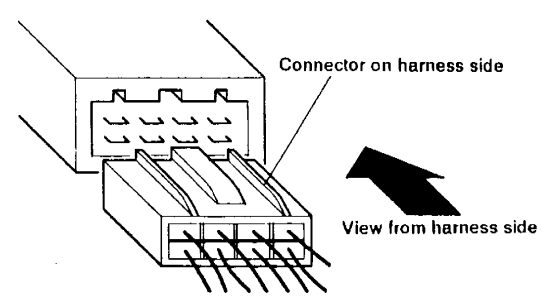
Connector symbols

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

	Circuit diagram symbol	Connector diagram symbol
Male		
Female		

● Like connectors are linked by broken lines between the connector symbols.
● Connector diagrams always show connectors on the harness side. The arrow indicates the view from the harness side.

(Example)

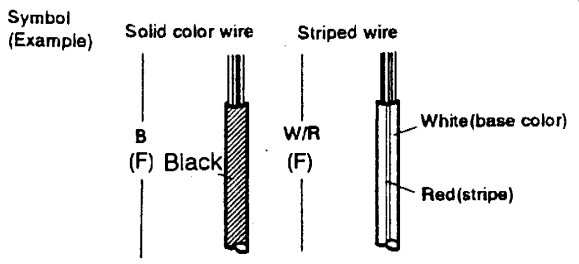


● Colors for connectors other than those that are off white are given in diagrams.
● Unused terminals are indicated by *.

Wire color code (harness symbol)

● Two-color wires are indicated by a Two-letter symbol. The first letter indicates the base color of the wire and the second indicates the color of the stripe.
For example

W/R is a white wire with a red strip
BR/Y is a brown wire with a yellow strip



● The harness symbol is given in the () following the wire color (Refer to GI-7.).

Routing diagram

- This shows where electrical components are located on the system circuit diagram by lead and connector symbols.
- Specified values are listed beside the routing diagram or on the following page.

Connector symbol

Shows the system that uses the connector.

(Example)

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

Component name

Shows the names of components in routing diagrams.

Ground symbol

Shows the ground in system diagrams.

engine control unit terminal (unit side)

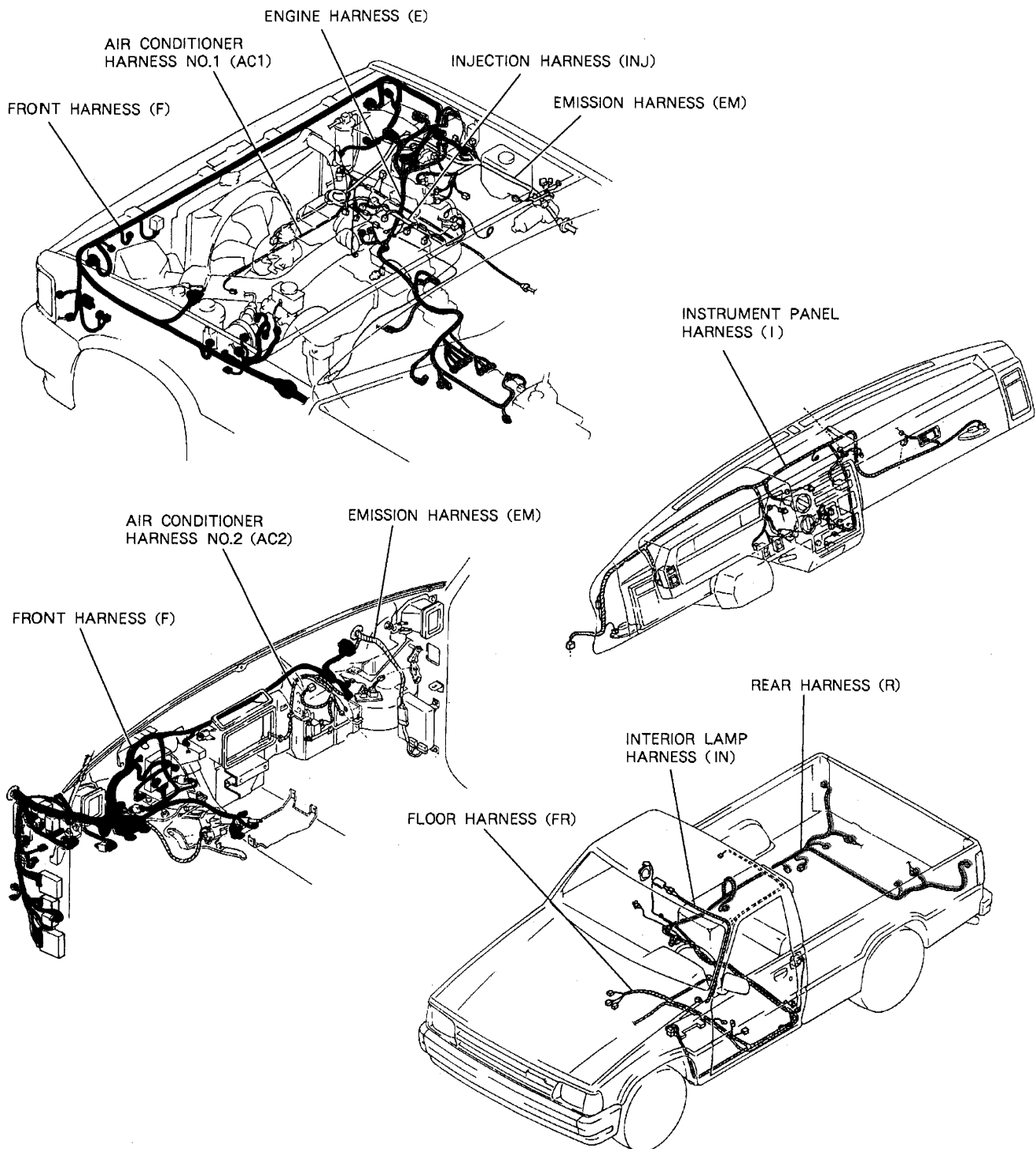
Terminal	Input	Output	Connection to	Test condition	Voltage	Remark
1N	○		Throttle sensor (idle point)	At System Selector test switch "SELECT TEST"	Approx. 0V	Ignition switch ON
1O	○		Brake pedal depressed	Accelerator pedal released	Approx. 12V	
1P	○		P/S pressure switch	Accelerator pedal depressed	Approx. 0V	
1R	○		Fan switch	Brake pedal released	0V	
1U	○		Headlight switch	Brake pedal depressed	Approx. 12V	
1V	○		Neutral or clutch switch	Ignition switch ON	Approx. 12V	
2A	-		Ground (Injection)	P/S ON (at idle)	0V	
2B	-		Ground (Output)	P/S OFF (at idle)	Approx. 12V	
2C	-		Ground (E/FU)	Fan operating (engine coolant temperature over 97°C (207°F) or diagnosis connector terminal TFA grounded)	0V	
2D	-		Ground (Inlet)	Fan not operating (idle)	Approx. 12V	
2E	○		Crank angle sensor (E signal)	Headlights ON (Full, parking, low beam or high beam)	Approx. 12V	
2F	○		Crank angle sensor (G signal)	Headlights OFF	Approx. 0V	
2G	○		Ground	Neutral position or clutch pedal depressed (other conditions)	Approx. 10V	
2H	○		Ground	Ignition switch ON	Approx. 12V	
2J	○		Ground	Ignition switch ON	Approx. 0V or 2V	
2K	○		Ground	Ignition switch ON	Approx. 12V	
2L	○		Ground	Ignition switch ON	Approx. 0V or 5V	
2M	○		Ground	Idle (Cold engine)	Approx. 1.5V	
2N	○		Ground	Constant	0V	
2O	○		Ground	Constant	4.5 - 5.5V	
2P	○		Ground	Throttle sensor	Approx. 5V	
2Q	○		Ground	Accelerator pedal released	Approx. 5V	
2R	○		Ground	Accelerator pedal fully depressed	Approx. 0V	
2S	○		Ground	Ignition switch ON	0V	
2T	○		Ground	Idle (Cold engine)	0V	
2U	○		Ground	Idle (After warm up)	0 - 1V	
2V	○		Ground	Increase engine speed (After warm up)	0.5 - 1V	
2W	○		Ground	Decrease engine speed (After warm up)	0 - 0.4V	
2X	○		Ground	Ignition switch ON	Approx. 0.8V	
2Y	○		Ground	Idle	Approx. 3.1V	
2Z	○		Ground	At 20°C (68°F)	Approx. 2.5V	
3A	○		Ground	Water thermocouple	Approx. 2.5V	
3B	○		Ground	Engine coolant temperature 20°C (68°F)	Approx. 0.4V	
3C	○		Ground	After warm up	Approx. 0.4V	

Specified values

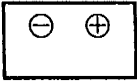

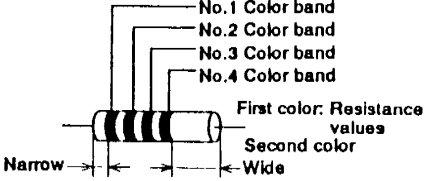
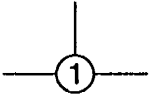
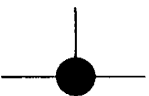
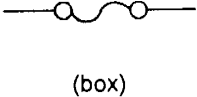


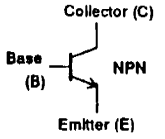
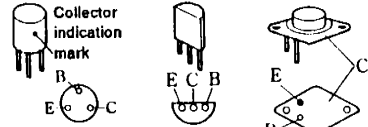

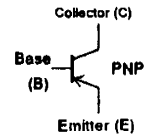



Shows values for determining whether an electrical component is good.

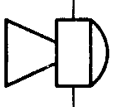
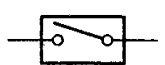

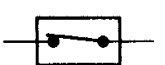


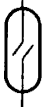
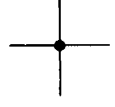
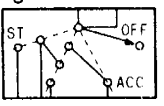
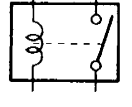
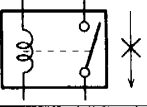
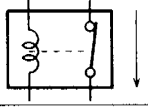
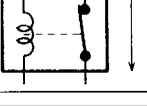
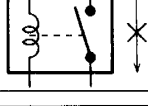
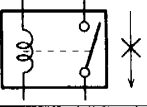
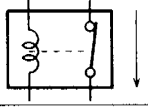
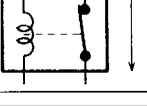
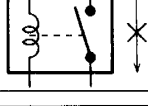
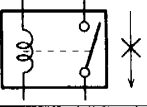
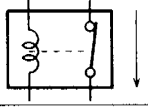
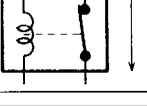
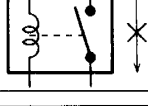
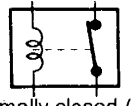
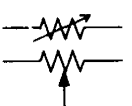



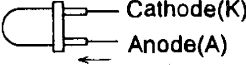


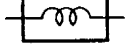
Harness symbols

DESCRIPTION HARNESS	COLOR	SYMBOL	DESCRIPTION HARNESS	SYMBOL
FRONT HARNESS	—————	(F)	INJECTION HARNESS	(INJ)
INSTRUMENT PANEL HARNESS	—————	(I)	INTERIOR LAMP HARNESS	(IN)
REAR HARNESS	—————	(R)	FLOOR HARNESS	(FR)
ENGINE HARNESS	—————	(E)	AIR CONDITIONER HARNESS NO.1	(AC1)
EMISSION HARNESS	—————	(EM)	AIR CONDITIONER HARNESS NO.2	(AC2)


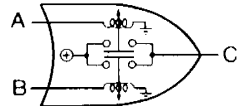
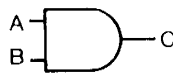
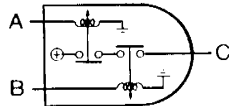
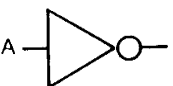
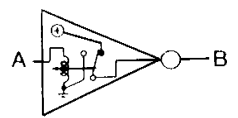

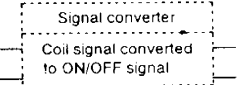


Symbols

Symbol	Meaning	Symbol	Meaning																																																																										
<p>Battery</p> 	<ul style="list-style-type: none"> Generates electricity through chemical reaction Supplies direct current to circuits 	<p>Resistance</p> 	<ul style="list-style-type: none"> A resistor with a constant value Mainly used to protect electrical components in circuits by maintaining rated voltage Reading resistance values <Colored type> 																																																																										
<p>Ground (1)</p> 	<ul style="list-style-type: none"> Connecting point to vehicle body or other ground wire where current flows from positive to negative terminal of battery Ground (1) indicates a ground point to body through wire harness Ground (2) indicates point where component is grounded directly to body <p>Remark</p> <ul style="list-style-type: none"> Current will not flow through a circuit if ground is faulty 	<table border="1"> <thead> <tr> <th rowspan="2">Color</th> <th>No.1</th> <th>No.2</th> <th>No.3</th> <th>No.4</th> </tr> <tr> <th>Resistance values</th> <th>Multiplier</th> <th>Tolerance</th> <th></th> </tr> </thead> <tbody> <tr><td>Black</td><td>0</td><td>0</td><td>$\times 10^1$</td><td></td></tr> <tr><td>Brown</td><td>1</td><td>1</td><td>$\times 10^1$</td><td></td></tr> <tr><td>Red</td><td>2</td><td>2</td><td>$\times 10^1$</td><td></td></tr> <tr><td>Orange</td><td>3</td><td>3</td><td>$\times 10^1$</td><td></td></tr> <tr><td>Yellow</td><td>4</td><td>4</td><td>$\times 10^1$</td><td></td></tr> <tr><td>Green</td><td>5</td><td>5</td><td>$\times 10^1$</td><td></td></tr> <tr><td>Blue</td><td>6</td><td>6</td><td>$\times 10^1$</td><td></td></tr> <tr><td>Purple</td><td>7</td><td>7</td><td>$\times 10^1$</td><td></td></tr> <tr><td>Grey</td><td>8</td><td>8</td><td>$\times 10^1$</td><td></td></tr> <tr><td>White</td><td>9</td><td>9</td><td>$\times 10^1$</td><td></td></tr> <tr><td>Gold</td><td></td><td></td><td>$\times 10^{-1}$</td><td>$\pm 5\%$</td></tr> <tr><td>Silver</td><td></td><td></td><td>$\times 10^{-2}$</td><td>$\pm 10\%$</td></tr> <tr><td></td><td></td><td></td><td></td><td>$\pm 20\%$</td></tr> </tbody> </table>		Color	No.1	No.2	No.3	No.4	Resistance values	Multiplier	Tolerance		Black	0	0	$\times 10^1$		Brown	1	1	$\times 10^1$		Red	2	2	$\times 10^1$		Orange	3	3	$\times 10^1$		Yellow	4	4	$\times 10^1$		Green	5	5	$\times 10^1$		Blue	6	6	$\times 10^1$		Purple	7	7	$\times 10^1$		Grey	8	8	$\times 10^1$		White	9	9	$\times 10^1$		Gold			$\times 10^{-1}$	$\pm 5\%$	Silver			$\times 10^{-2}$	$\pm 10\%$					$\pm 20\%$
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<p>Ground (2)</p> 	<p>Fuse (1)</p>  <p>(box)</p>	<p>Fuse (2)</p>  <p>(Cartridge)</p>	<p>Main fuse/Fusible link</p> 																																																																										
<p>Transistor (1)</p> 	<ul style="list-style-type: none"> Electrical switching component Turns on when voltage is applied to the base(B) 	<p>Motor</p> 	<ul style="list-style-type: none"> Converts electrical energy into mechanical energy 																																																																										
<p>Transistor (2)</p> 	<ul style="list-style-type: none"> Reading code <p>2 S C 828 A</p> <p>Revision mark</p> <p>Semiconductor</p> <p>Number of terminals</p> <p>A: High-frequency PNP B: Low-frequency PNP C: High-frequency NPN D: Low-frequency NPN</p>	<p>Pump</p> 	<ul style="list-style-type: none"> Pulls in and expels gases and liquids 																																																																										
<p>Lamp</p> 	<ul style="list-style-type: none"> Emits light and generates heat when current flows through filament 	<p>Cigarette lighter</p> 	<ul style="list-style-type: none"> Electrical coil that generates heat 																																																																										

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

Logic symbols

Types of logic symbols	Operation	Expressing output	Simple relay circuits
<p>OR</p> 	Input to A or B will produce output at C	Low electrical potential (L) at A and B → No output (L) at C High electrical potential (H) at A or B → Output (H) at C	
<p>AND</p> 	Input to A and B will produce output at C	High electrical potential (H) at A and B → Output (H) at C Low electrical potential (L) at A or B → No output (L) at C	
<p>INV</p> 	No input to A will produce an output at B Input to A will not produce any output at B	Low electrical potential (L) at A → Ungrounds (H) B High electrical potential (H) at A → Grounds (L) B	
<p>PROCESS</p> 	Simplified representation of complex functions within circuit Describes main function 1.Signal detector for emission control unit, cooling unit and tachometer 2.Signal converter for turn and hazard flasher unit,breakerless transistor igniter unit, etc.		<p>(Examples)</p> <p>Breakerless transistor igniters</p> 

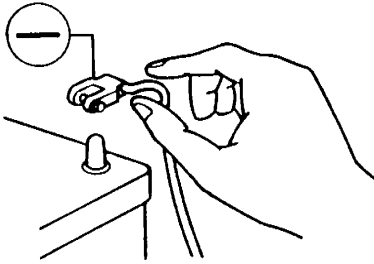
Abbreviations used in this booklet

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

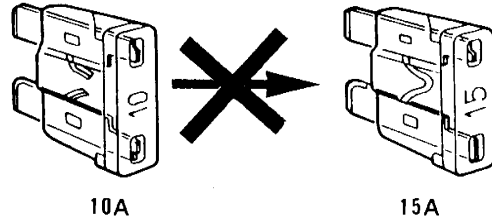
Precautions when servicing electrical system

- Note the following items when servicing the electrical system.
- Do not alter the wiring or electrical equipment in any way as this may damage the vehicle or cause a fire due to shorting or overcapacity of a circuit.

- Always disconnect the negative (-) battery cable first and reconnect it last when disconnecting the battery.



- Replace blown fuses with ones having the same designated capacity.



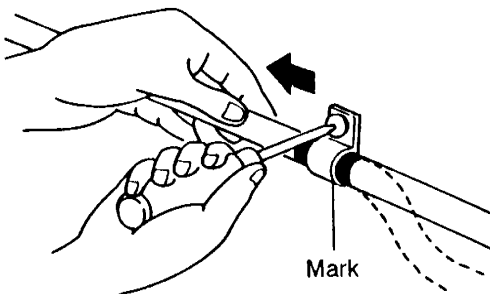
Caution

- Be sure that the ignition and other switches are OFF before disconnecting or connecting the battery terminals. Failure to do so may damage the semi-conductor components.

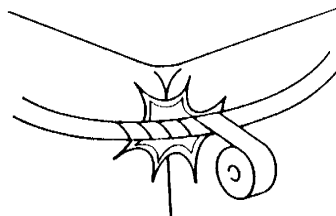
Caution

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

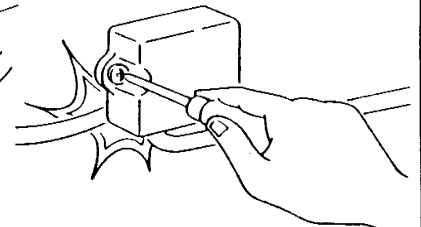
- Secure harnesses with a clamp when provided to take up any slack.



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



- Be sure that the harness is not caught or damaged when mounting components.



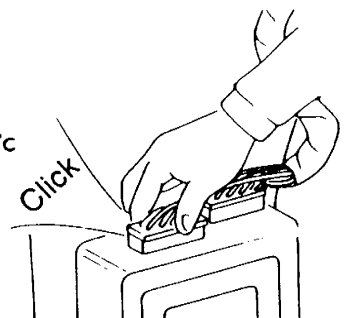
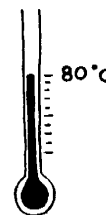
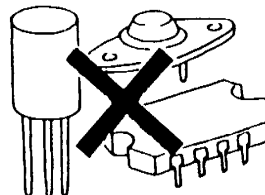
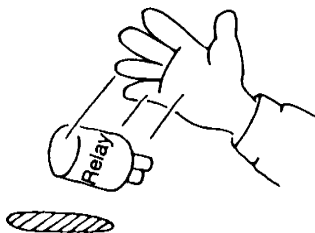
Caution

- Clamp all harnesses near vibrating components (e.g. the engine) to remove any slack and prevent contact due to vibration.

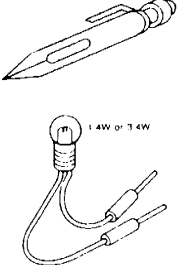
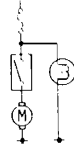
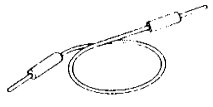
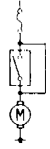
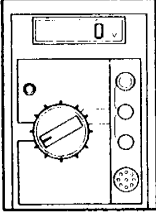
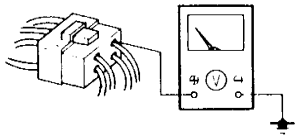

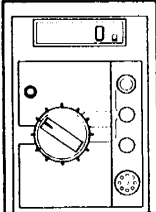
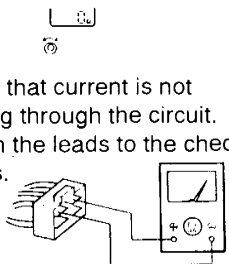
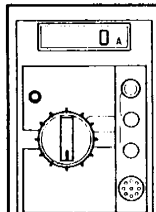
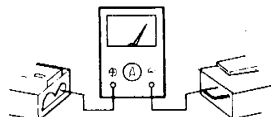
- Disconnect heat sensitive parts (e.g. relays, ECU) when performing maintenance where temperatures may exceed 80°C (176°F) (i.e. welding).

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

- Do not handle roughly or drop electrical components.

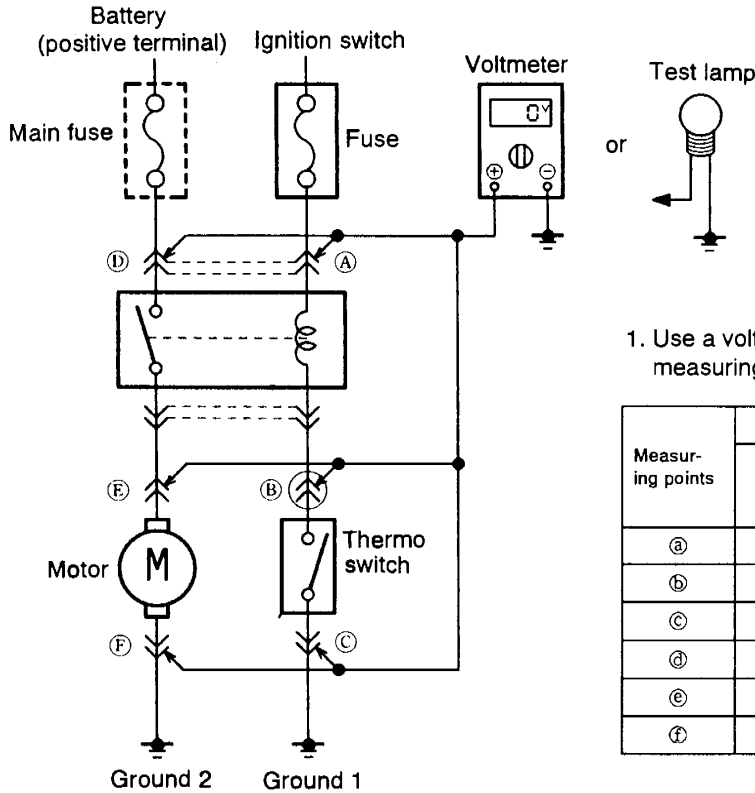


Using electrical test equipment

Equipment	Use	Operation	Handling precautions
<p>Test lamp</p> 	<p>Test for locating open or shorted circuits.</p>	<ul style="list-style-type: none"> ● Connect the test lamp between the circuit being measured and a ground. ● The lamp will light if the circuit is energized to the point tested. 	<ul style="list-style-type: none"> ● Test lamps use 12V 1.4 or 3.4W bulbs or light-emitting diodes (LED). Using a large capacity bulb may damage the CPU.
<p>Jumper wire</p> 	<p>Used to create a temporary circuit.</p>	<ul style="list-style-type: none"> ● Connect the jumper wire between the terminals of a circuit to bypass a switch, etc. 	<ul style="list-style-type: none"> ● Do not connect the power side directly to a ground as this may burn the harness or damage electrical components.
<p>Voltmeter</p> 	<p>Used for measuring the voltage of a circuit to locate possible opens or shorts.</p>	<ul style="list-style-type: none"> ● Connect the positive (+) lead to where voltage is to be measured and the negative (-) lead to a ground. 	<ul style="list-style-type: none"> ● Connect the voltmeter in parallel with the circuit. ● Set the range to the desired voltage. ● Use the service hole when measuring the voltage at the diagnosis connector.  <ul style="list-style-type: none"> ● Tie a thin wire to the positive (+) lead to access narrow terminals.
<p>Ohmmeter</p> 	<p>Used for locating opens and shorts in the circuit, confirming continuity of switches and checking sensor resistance.</p>	<ul style="list-style-type: none"> ● Zero the ohmmeter. ● Verify that current is not flowing through the circuit. ● Touch the leads to the check points. 	<ul style="list-style-type: none"> ● Zero the meter after switching to the measuring range. ● Before using the ohmmeter, make sure that the ignition switch is OFF or the negative (-) battery cable is disconnected to prevent burning the ohmmeter.
<p>Ammeter</p> 	<p>Used for checking alternator output, current supplied to the starter, and dark current within a circuit.</p> <p>Note Dark current is the current flowing through the circuit when the ignition switch is OFF.</p>	<ul style="list-style-type: none"> ● Connect the ammeter in series with the circuit by touching the positive (+) lead to the power side terminal and the negative (-) lead to the ground-side terminal. 	<ul style="list-style-type: none"> ● Set the range to the desired voltage. ● Connect the ammeter in series with the circuit. The ammeter may be burned if it is connected in parallel.

Measuring voltage

Checks



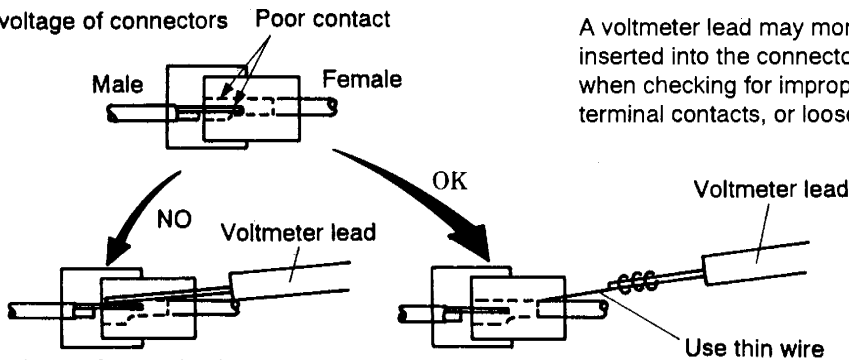
1. Use a voltmeter or test lamp to ascertain voltage at the measuring points.

Measuring points	Circuit operation			
	Ignition switch: OFF	Ignition switch: ON		
		Thermo switch: OFF	Thermo switch: ON	
Ⓐ	0V ×	12V ☉	12V ☉	
Ⓑ	0V ×	12V ☉	0V ×	
Ⓒ	0V ×	0V ×	0V ×	
Ⓓ	12V ☉	12V ☉	12V ☉	
Ⓔ	0V ×	0V ×	12V ☉	
Ⓕ	0V ×	0V ×	0V ×	

☉ : Test lamp ON
 × : Test lamp OFF

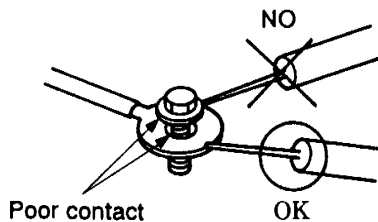
Precautions during checks

Measuring voltage of connectors



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

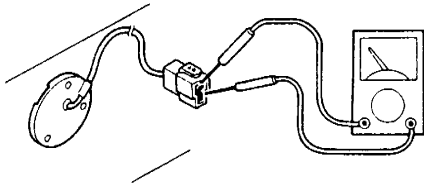
Measuring voltage of ground unit



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

Measuring continuity/resistance

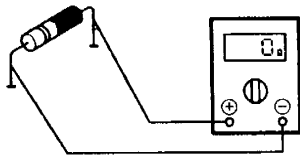
Checking switches



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

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

Checking diodes



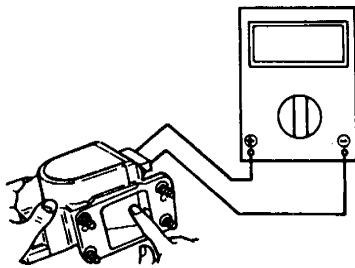
Continuity is checked according to the direction of the positive (+) and negative (-) leads of the ohmmeter in the circuit containing the diode.

Connection	Continuity
	Yes
	No

Remark

The negative (-) lead of the ohmmeter is connected to the positive terminal of the internal ohmmeter battery. The positive (+) lead to the negative terminal of the battery.

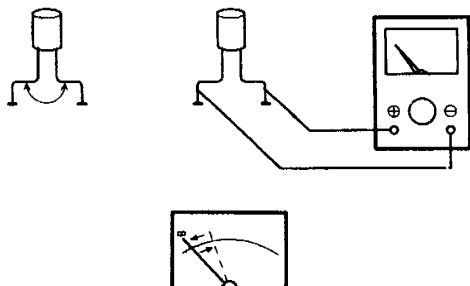
Checking sensors, solenoid valves



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

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

Checking condensers



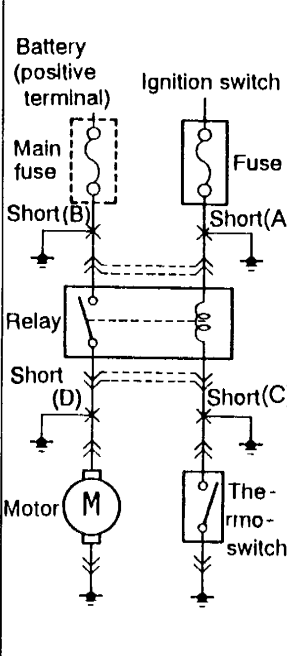
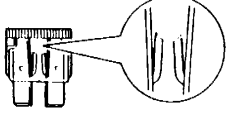
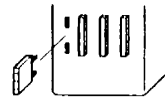
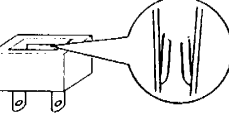
1. Short between the terminals with a jumper wire to discharge the capacitor.
2. Set the ohmmeter range to $\times 10k \Omega$ and connect it to the capacitor terminals.
3. The capacitor is good if the needle of the ohmmeter swings once and returns to its original position.

Finding short circuits

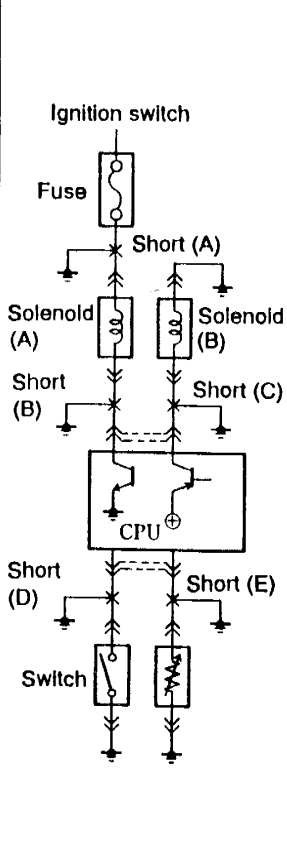
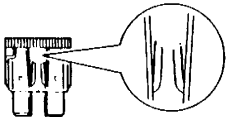

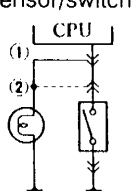
Shorts occur between the power(positive) and ground(negative) sides of a circuit.

Therefore, finding a short circuit requires determining how the circuit is routed.

Circuits not connected to control unit

	Examples		Finding short circuit
	Short location	Indication	
Short (A)	<ul style="list-style-type: none"> Fuse melts. 	 <ol style="list-style-type: none"> Remove the fuse and main fuse of the circuit. Disconnect all connectors of electrical components in the circuit. Attach a voltmeter or test lamp to the fuse box and reconnect each connector, beginning nearest the power source. Check the voltmeter or see if the test lamp lights as the connectors are connected. 	
Short (B)	<ul style="list-style-type: none"> Main fuse melts. 		
Short (C)	<ul style="list-style-type: none"> The motor operates regardless of whether the is ON or OFF when the ignition switch is ON. The fuse is not melted. 	<div style="border: 1px solid black; padding: 5px;"> A short has occurred where the voltmeter reading changes or the test lamp lights. </div>	
Short (D)	<ul style="list-style-type: none"> The main fuse melts when the ignition switch and thermo-switch are ON and the relay is operating. 		

Circuits connected to control unit

	Examples		Finding short circuit
	Short location	Indication	
Short (A)	<ul style="list-style-type: none"> Fuse melts. 	 <ol style="list-style-type: none"> Remove the fuse and main fuse of the circuit. Disconnect all connectors of electrical components in the circuit. Attach a voltmeter or test lamp to the fuse box and reconnect each connector, beginning nearest the power source. Check the voltmeter or see if the test lamp lights as the connectors are connected. 	
Short (B)	<ul style="list-style-type: none"> Solenoid A operates normally when the ignition switch is ON. 		
Short (C)	<ul style="list-style-type: none"> The CPU transistor burns out when the ignition switch is turned ON. 	<div style="border: 1px solid black; padding: 5px;"> A short has occurred where the voltmeter reading changes or the test lamp lights. </div>	
Short (D)	<ul style="list-style-type: none"> The CPU thinks the switch is ON, because the same conditions exist as when the switch is ON. 		
Short (E)	<ul style="list-style-type: none"> The CPU senses the sensor to be 0 Ω because the conditions exist as when resistance value is 0 Ω The CPU equipped with the self-diagnosis function outputs the malfunction code. 	 <ol style="list-style-type: none"> Attach the test lamp or voltmeter to the CPU connector. Connect to the switch/sensor connector. Check the voltmeter or see if the test lamp lights. <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> A short has occurred where voltmeter reads 0V or the test lamp goes out. </div>	



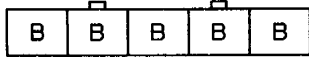
Z WIRING DIAGRAM

Y

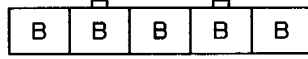
■ GROUND POINTS

WIRING ORDER INTO THE JOINT CONNECTOR MAY BE CHANGED

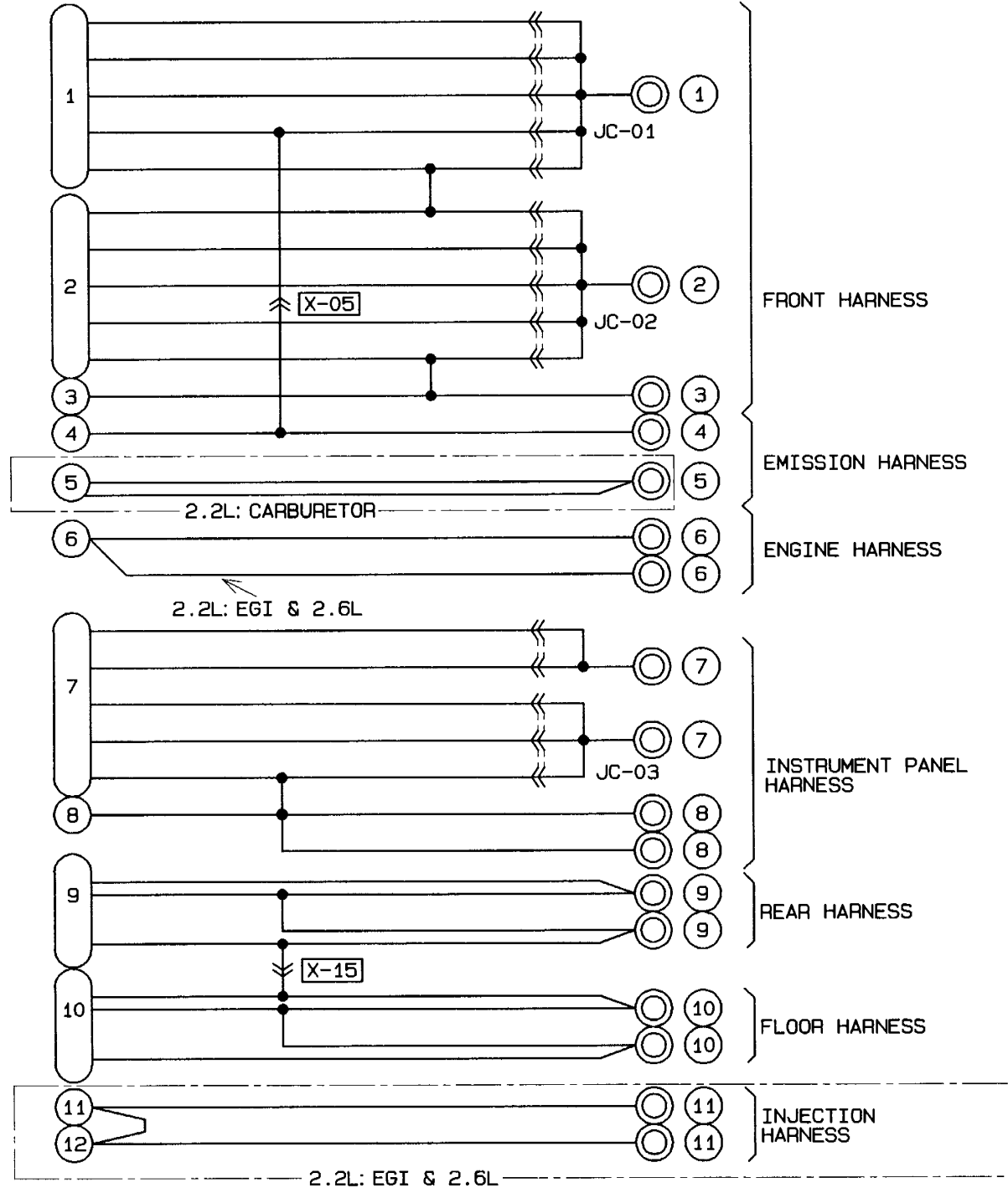
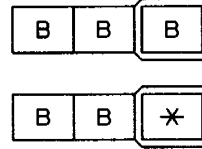
JC-01 JOINT CONNECTOR (F)



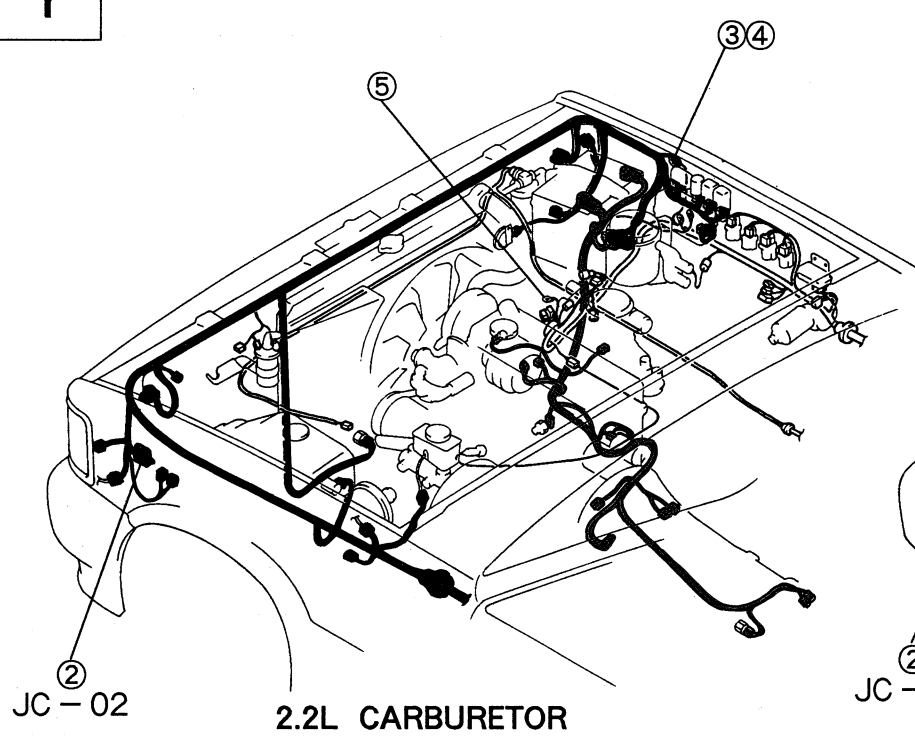
JC-02 JOINT CONNECTOR (F)



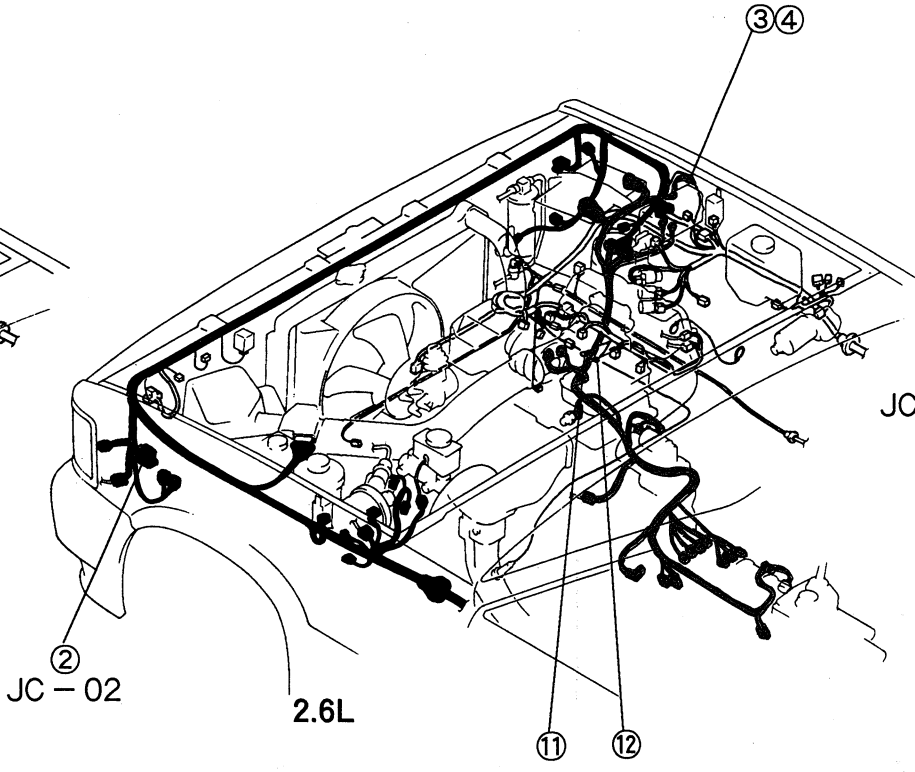
JC-03 JOINT CONNECTOR (I)



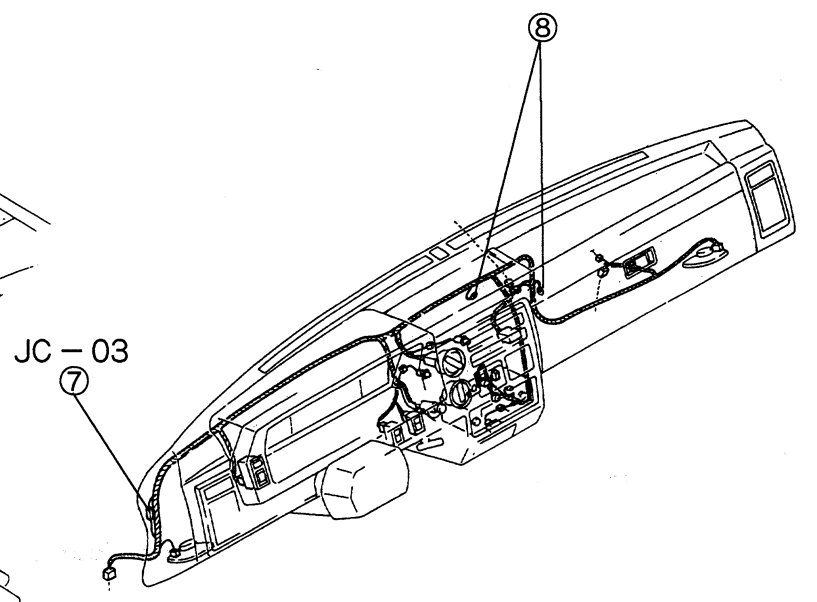
Y



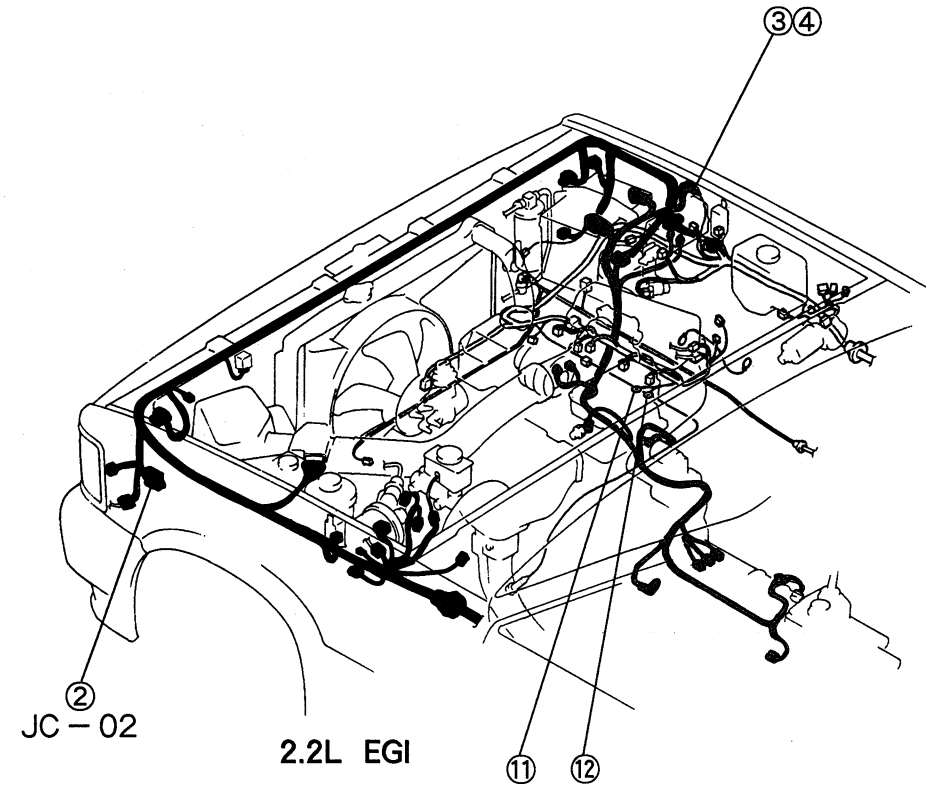
2.2L CARBURETOR



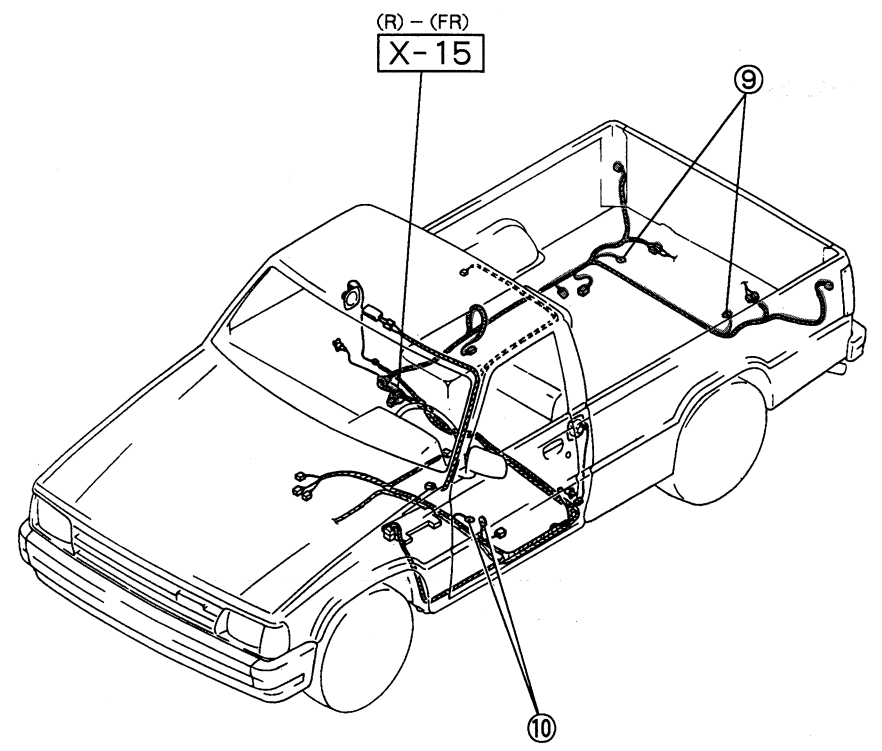
2.6L



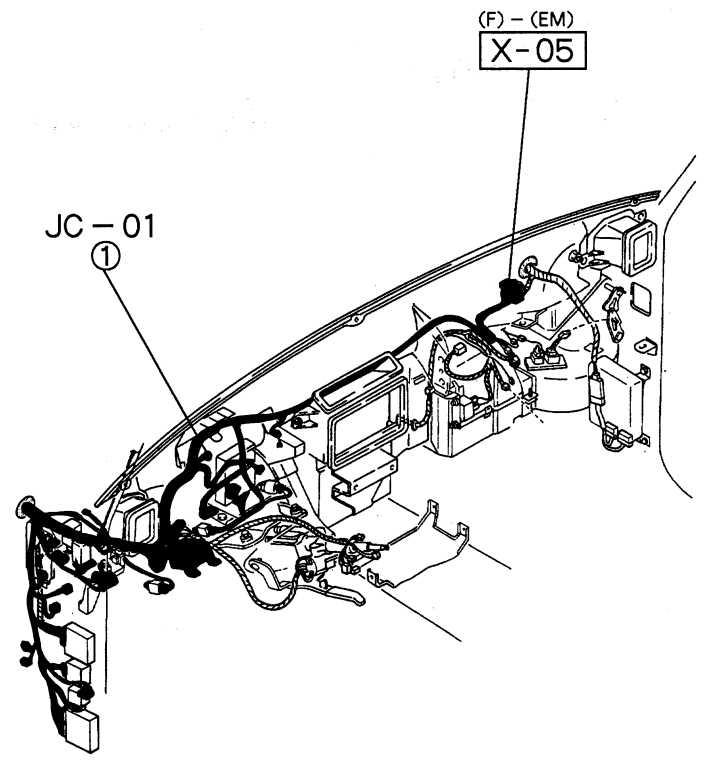
JC-03



2.2L EGI



(R)-(FR)
X-15



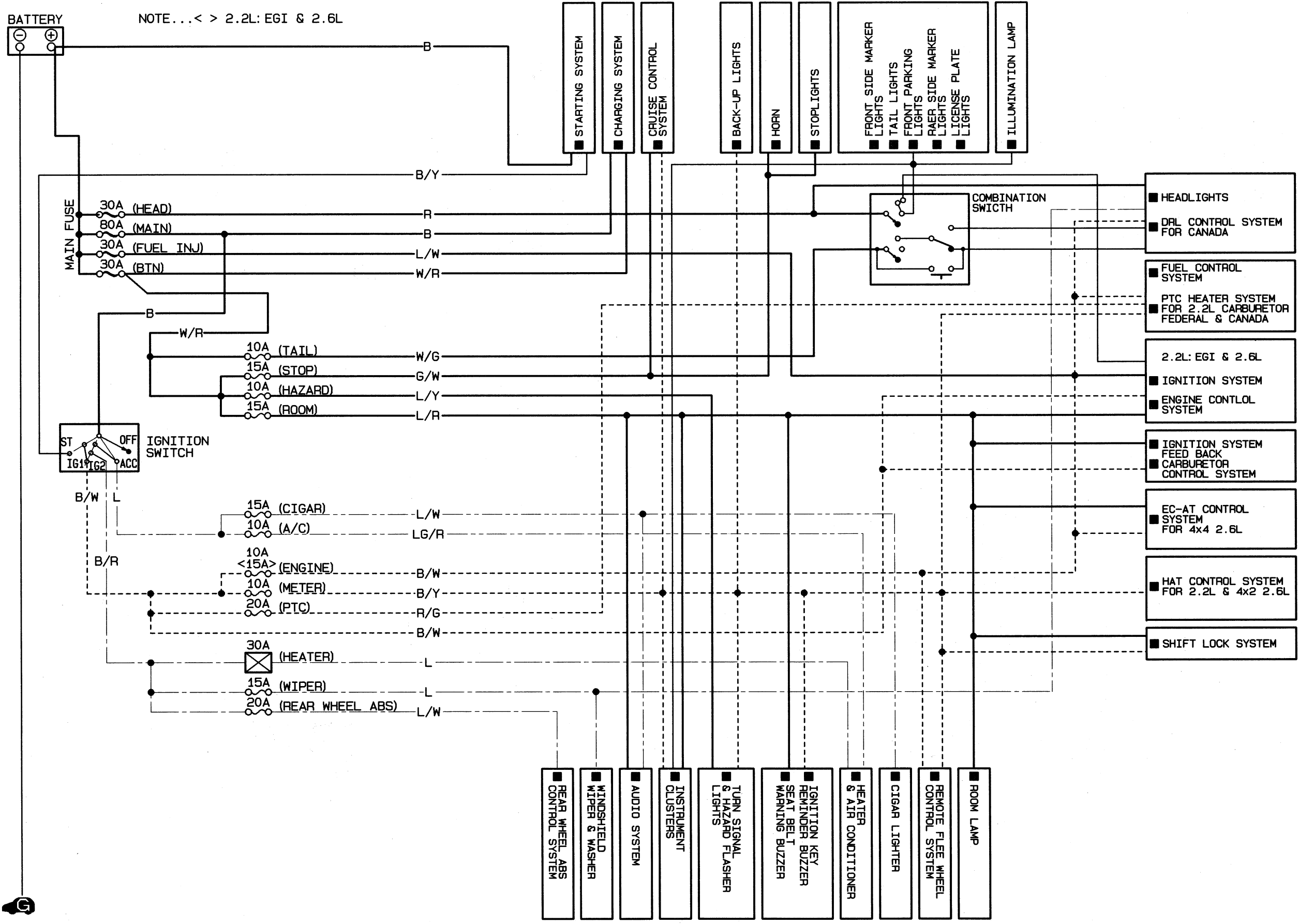
(F)-(EM)
X-05

JC-01

ELECTRICAL WIRING SCHEMATIC

NOTE: ——— CURRENT FROM BATTERY
- - - - - CURRENT FROM IG1 TERMINAL OF IGNITION SWITCH
- · - · - CURRENT FROM IG2 TERMINAL OF IGNITION SWITCH
- · - · - CURRENT FROM ACC TERMINAL OF IGNITION SWITCH
- · - · - OTHERS

W

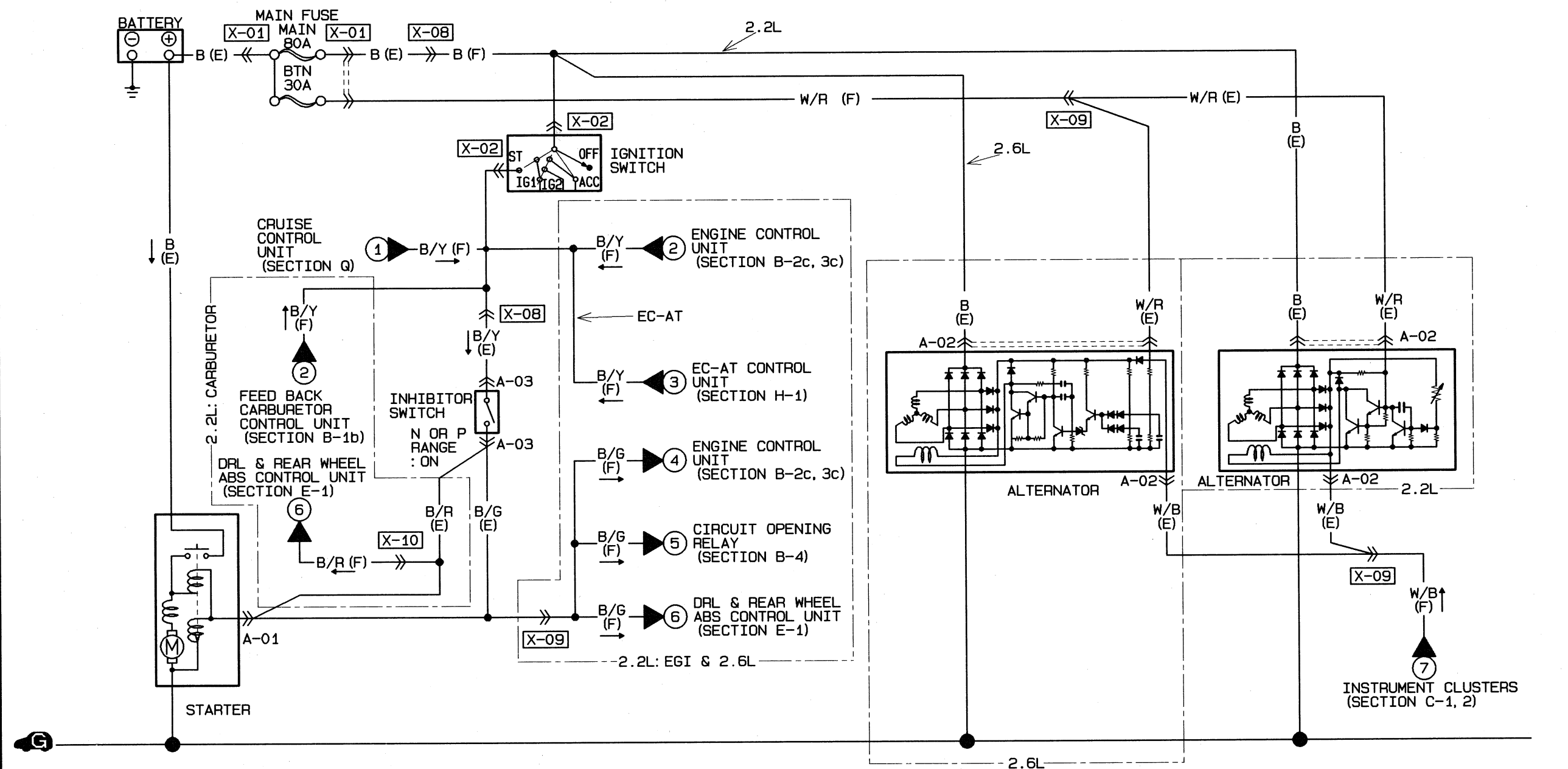


W

Z WIRING DIAGRAM

EC-AT ■ STARTING SYSTEM
& HAT ■ CHARGING SYSTEM

A-1



A-01 STARTER (E)
() ... 2.2L: CARBURETOR



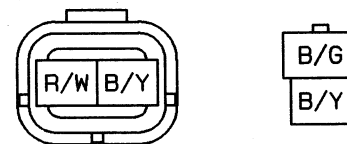
A-02 ALTERNATOR (E)



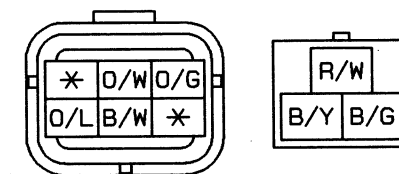
A-03 INHIBITOR SWITCH (E)



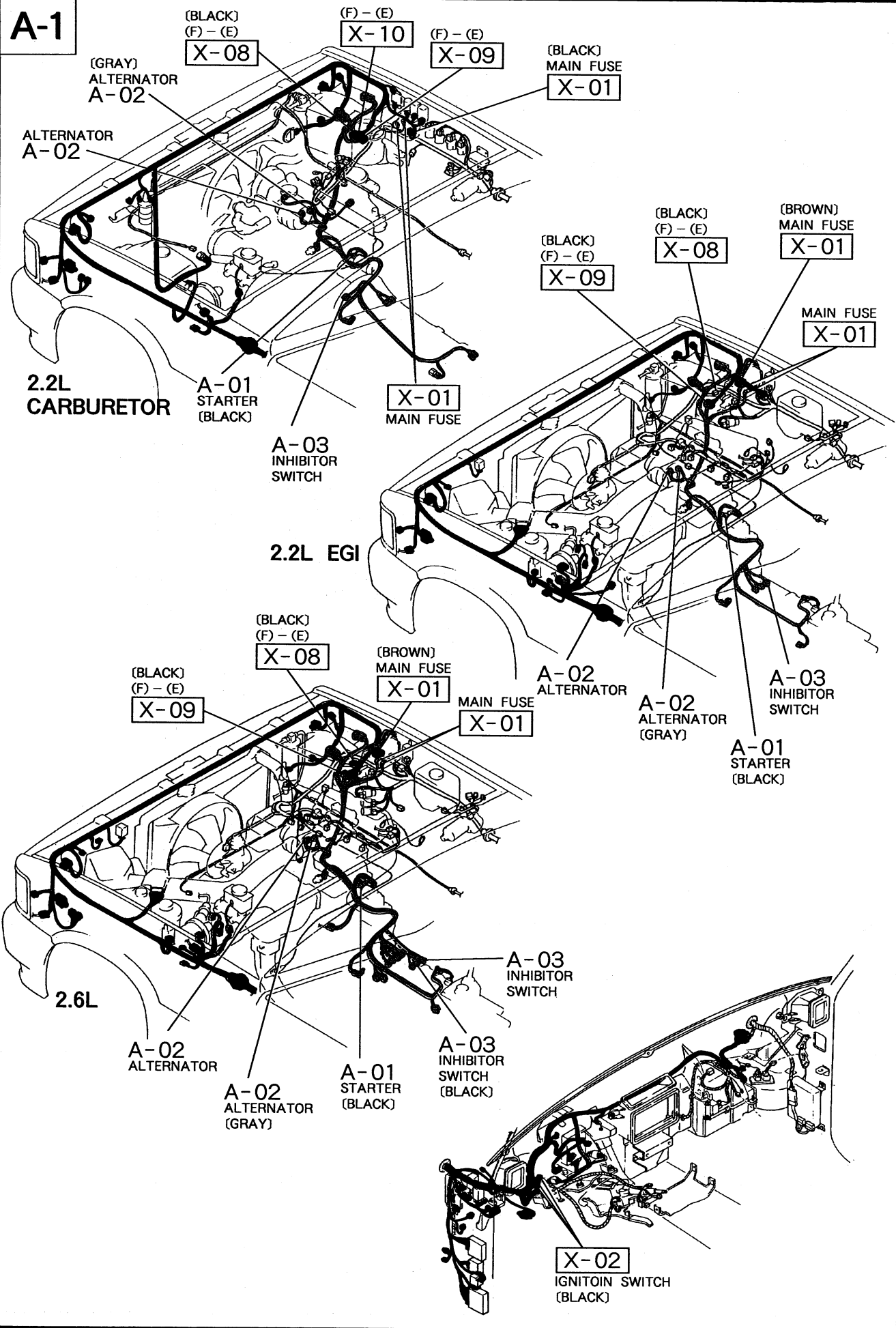
HAT 2.6L



EC-AT 2.6L



A-1

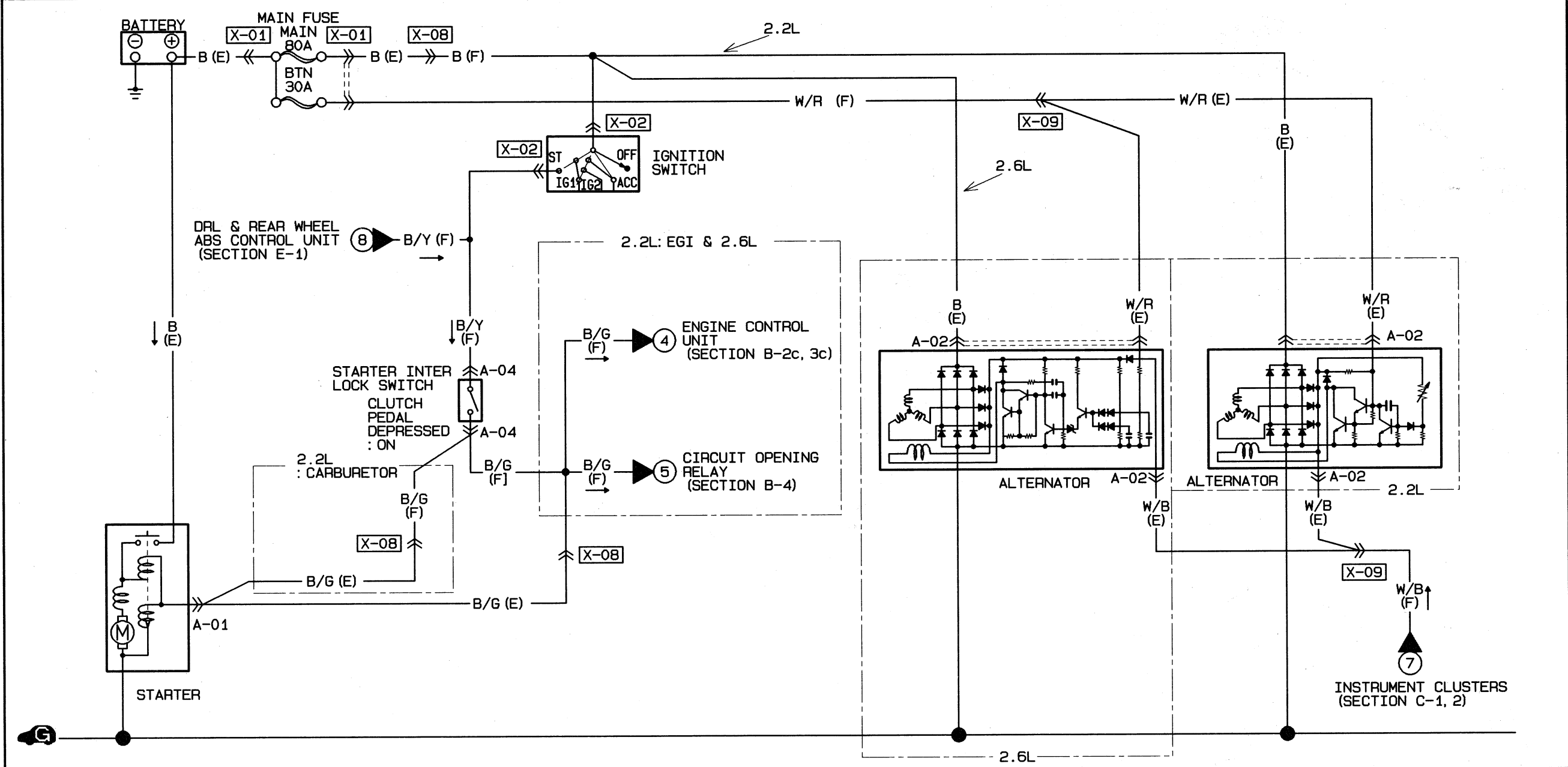


A~V

Z WIRING DIAGRAM

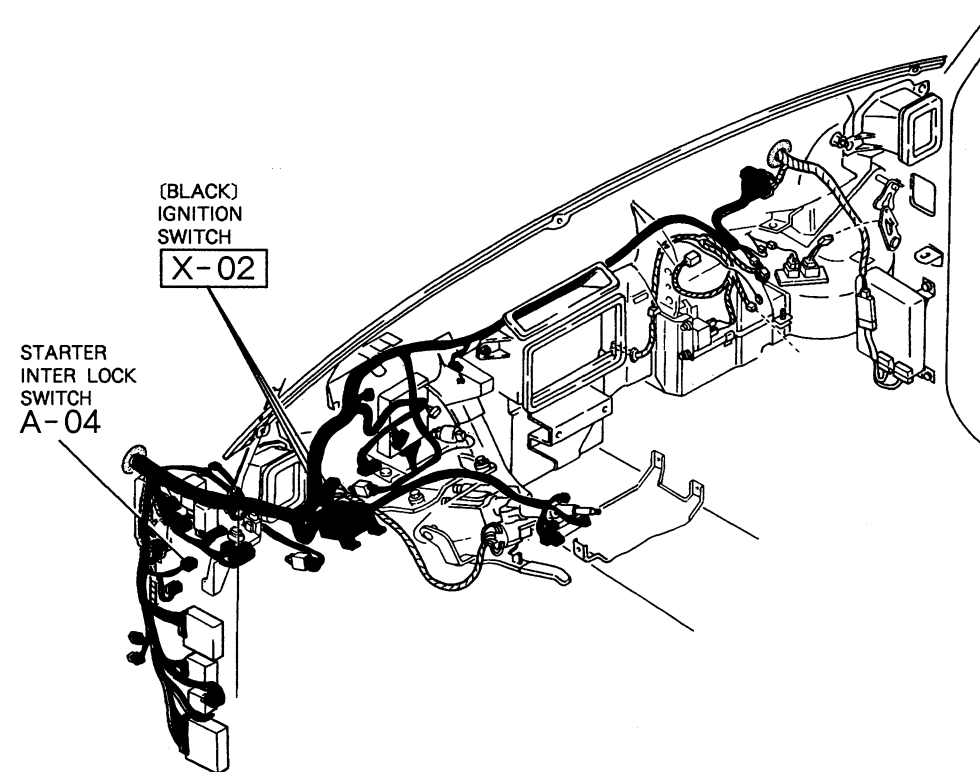
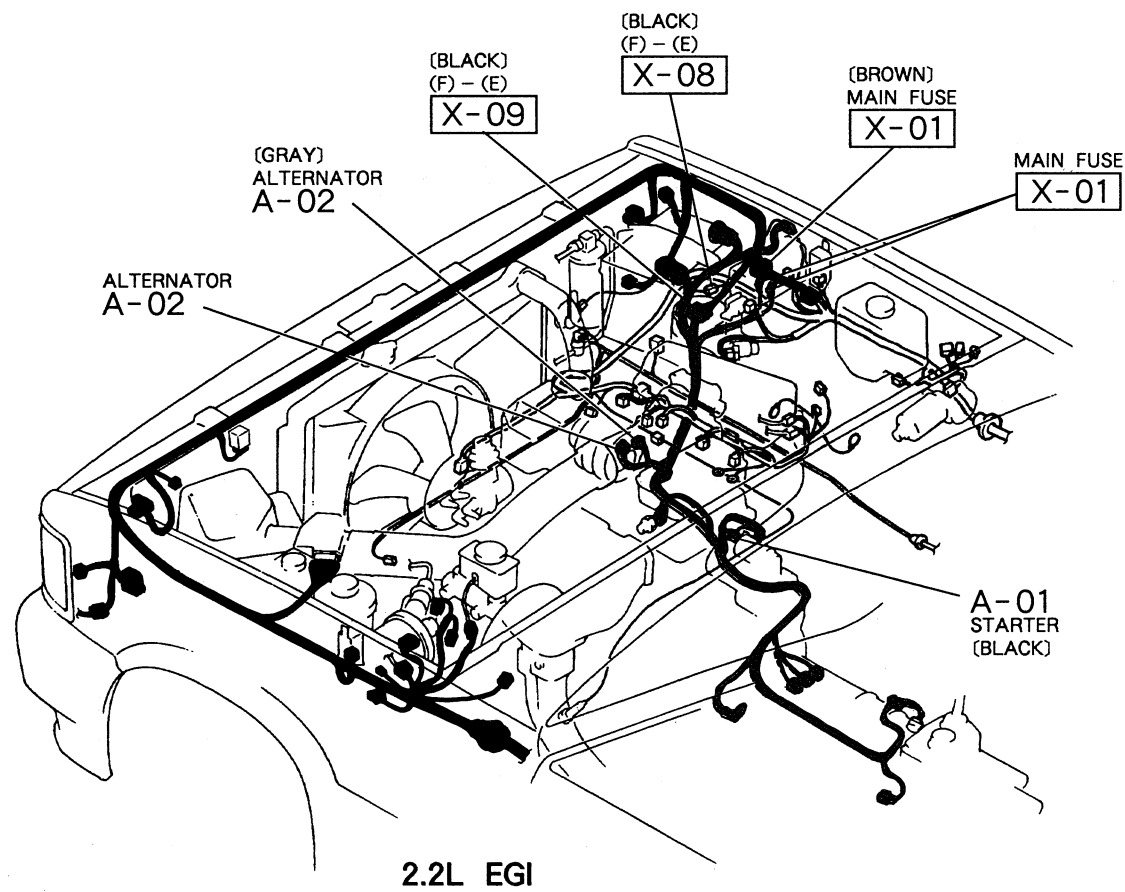
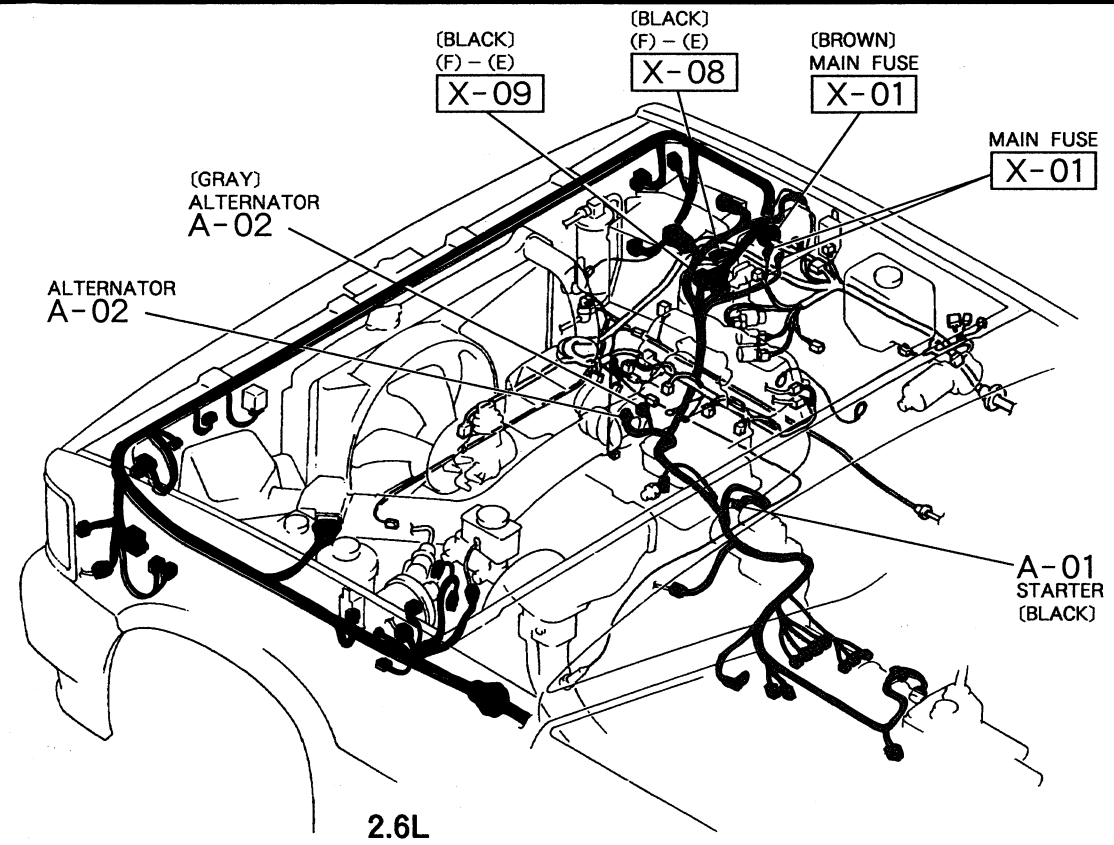
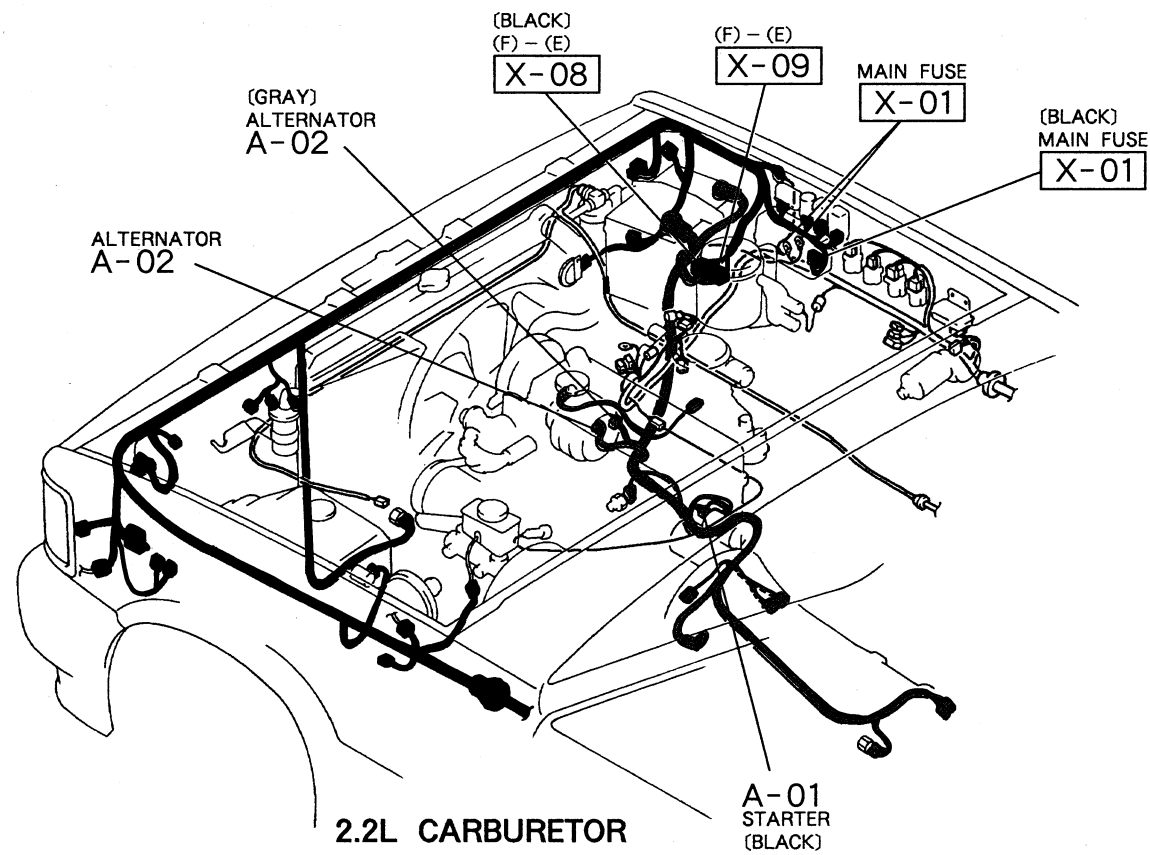
MT ■ STARTING SYSTEM
 ■ CHARGING SYSTEM

A-2



<p>A-01 STARTER (E)</p>	<p>A-02 ALTERNATOR (E)</p>	<p>A-04 STARTER INTER LOCK SWITCH (F)</p>			

A-2

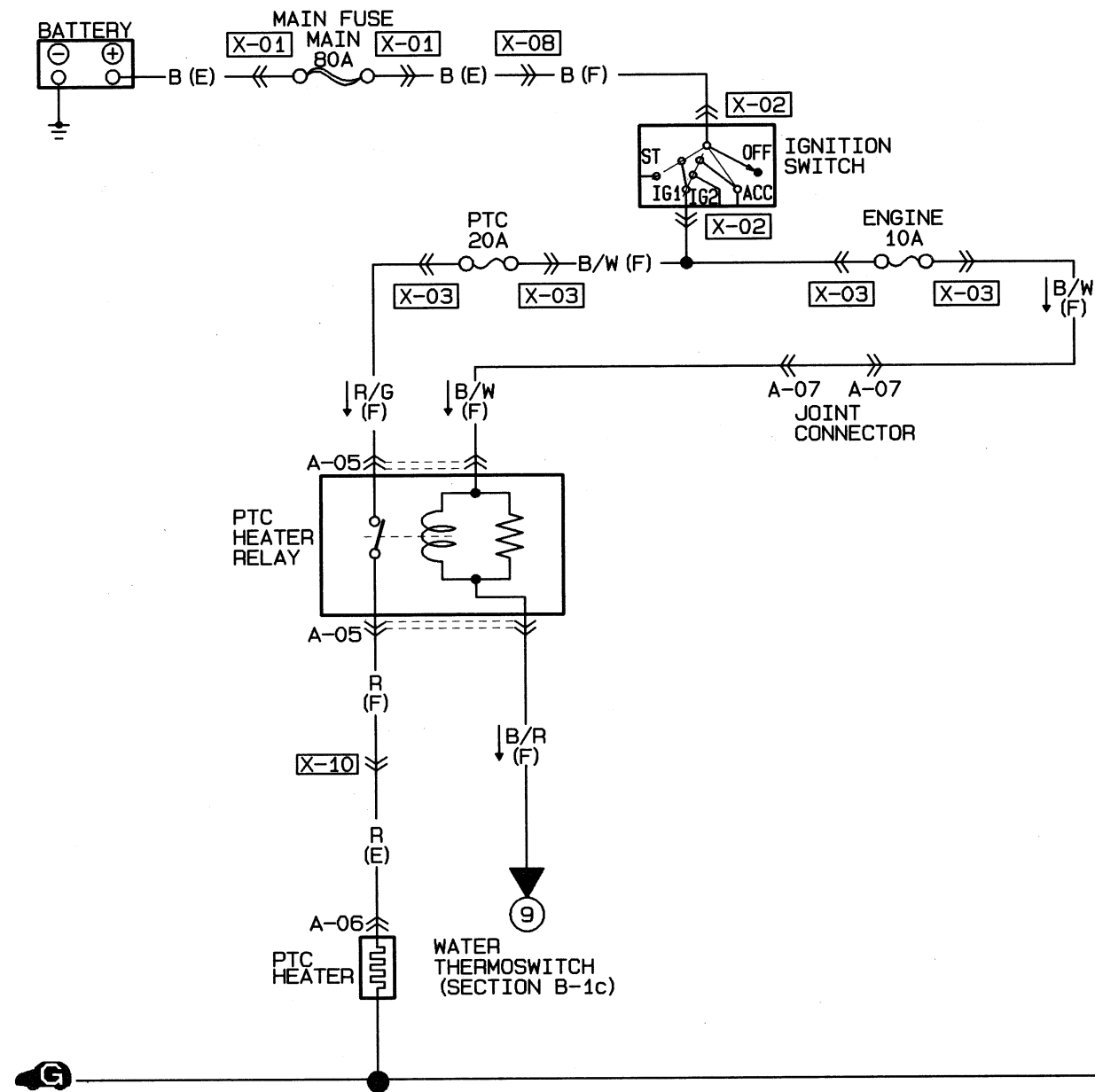


Z WIRING DIAGRAM

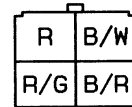
2.2L: CARBURETOR
FEDERAL & CANADA

PTC HEATER SYSTEM

A-3



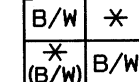
A-05 PTC HEATER RELAY (F)



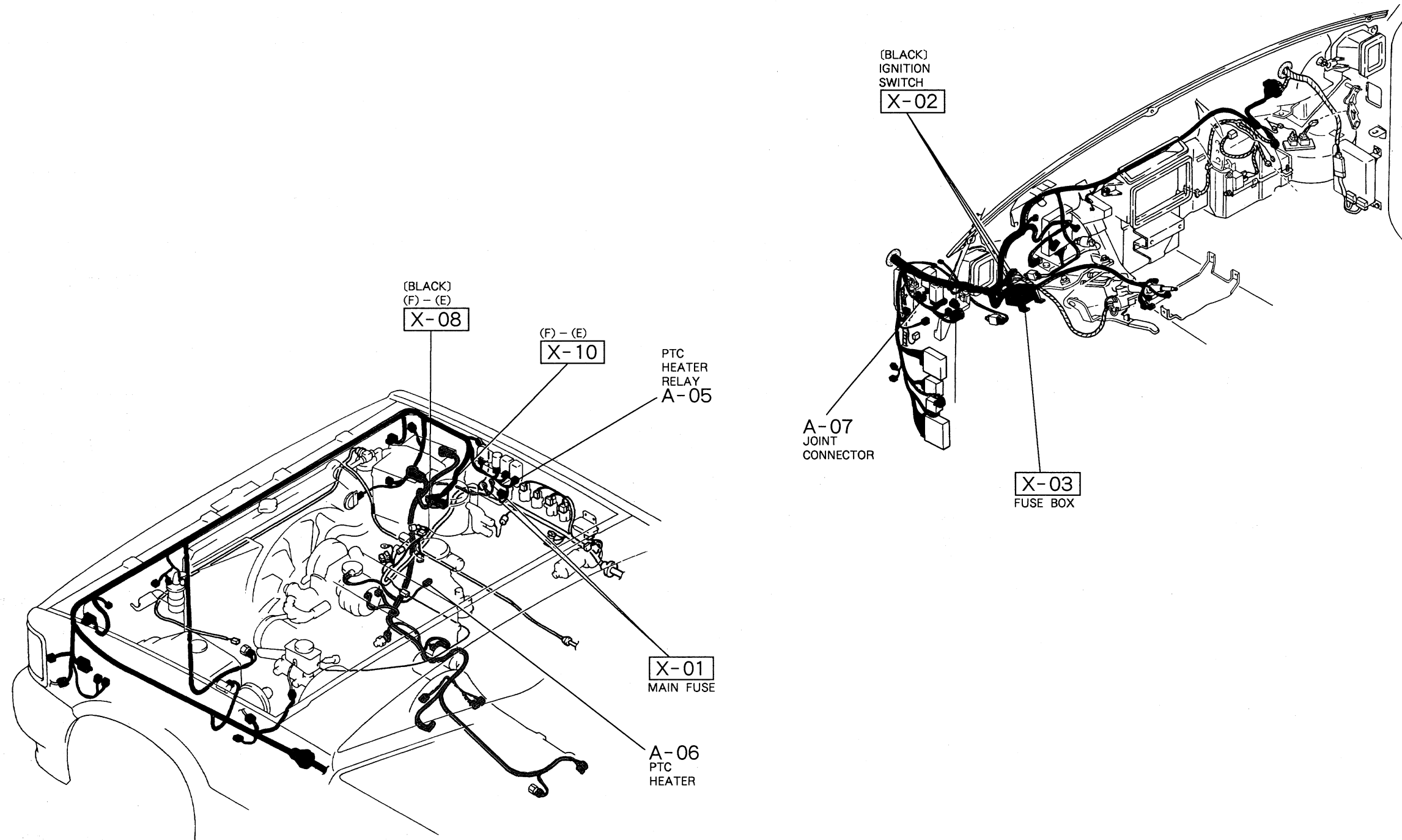
A-06 PTC HEATER (E)

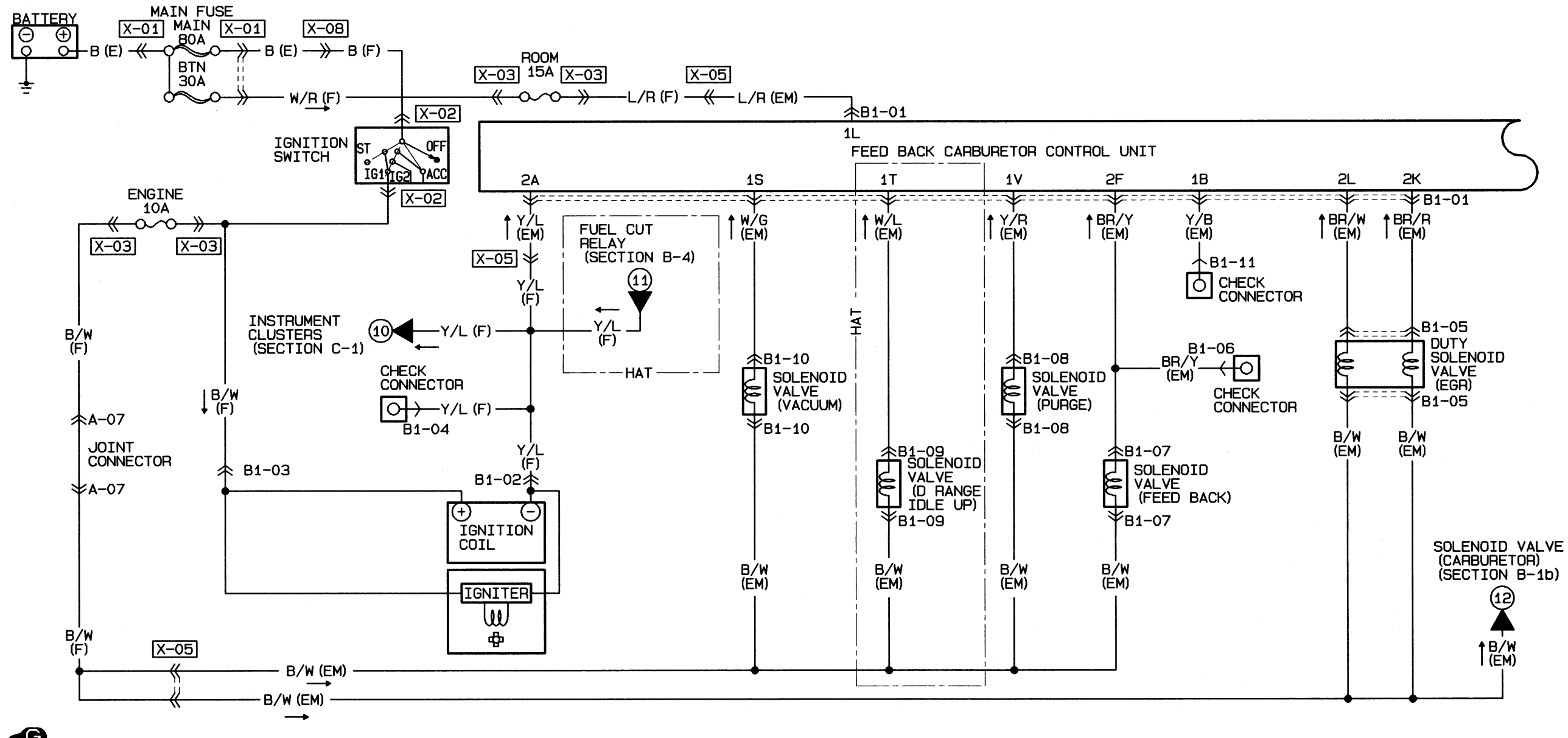


A-07 JOINT CONNECTOR () ...HAT (F)



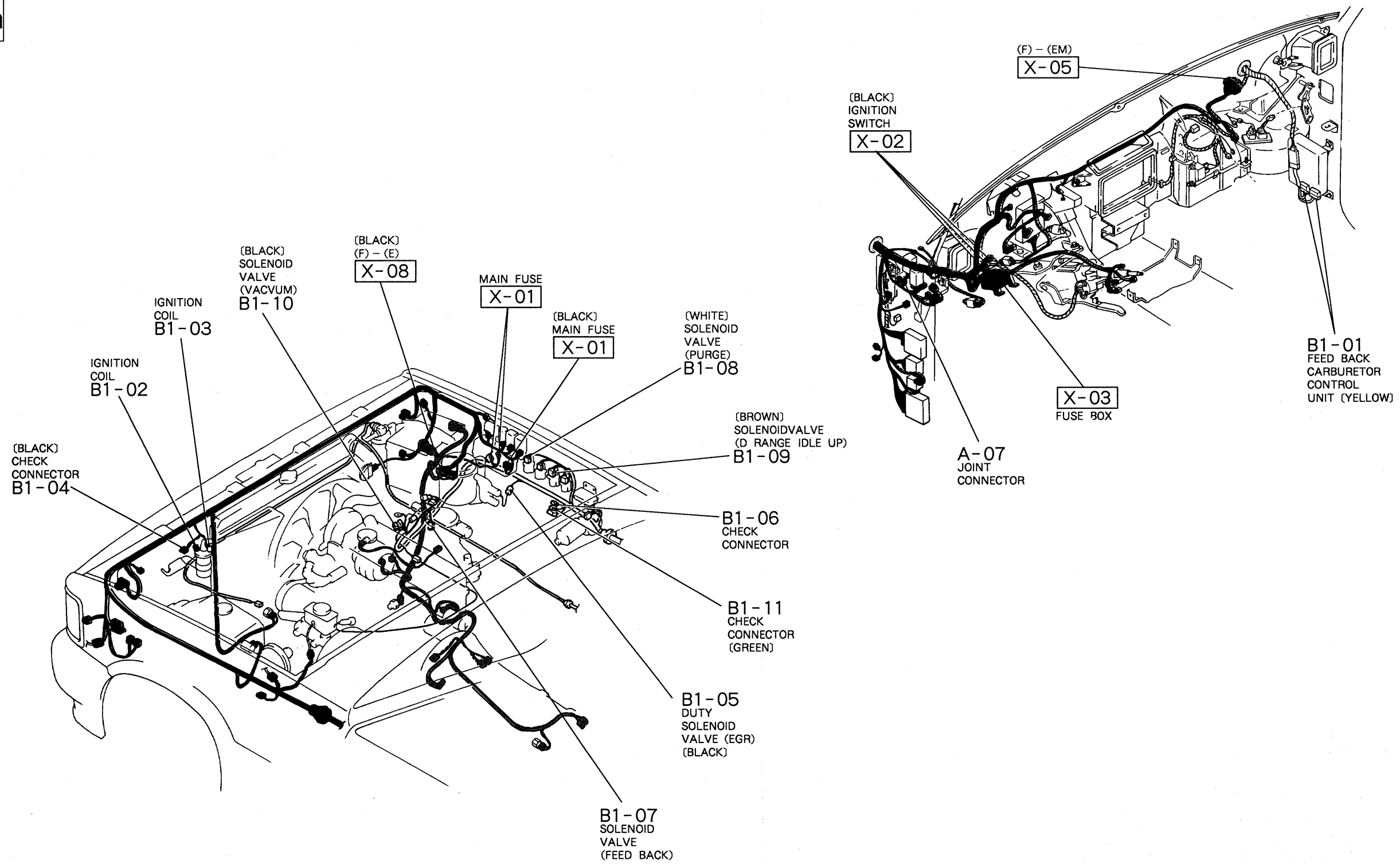
A-3

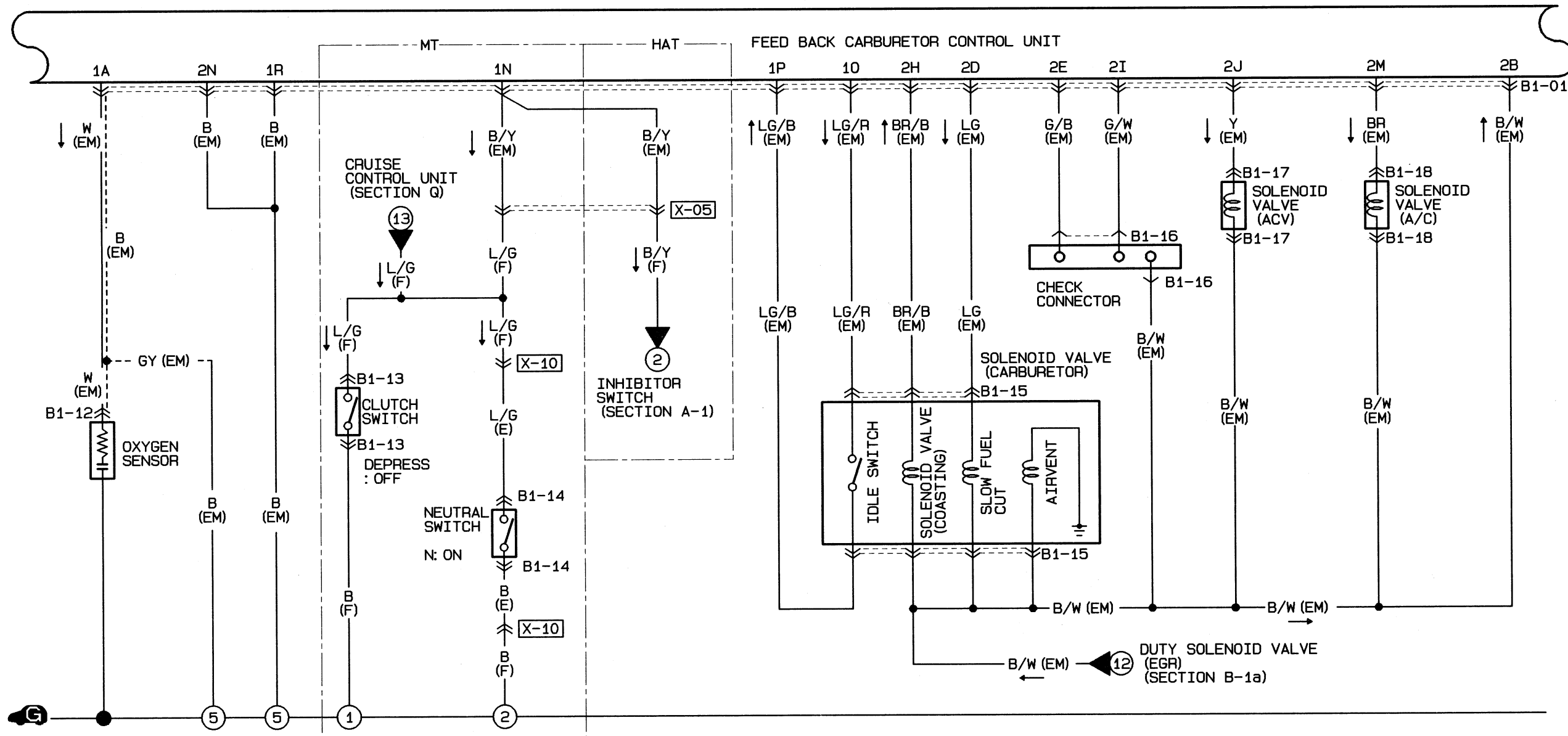




B1-01 FEED BACK CARBURETOR CONTROL UNIT (EM) <table border="1"> <tr> <td>1U</td><td>1S</td><td>1Q</td><td>1O</td><td>1M</td><td>1I</td><td>1G</td><td>1E</td><td>1C</td><td>1A</td><td>2M</td><td>2K</td><td>2I</td><td>2E</td><td>2C</td><td>2A</td> </tr> <tr> <td>*</td><td>W/G</td><td>B/R</td><td>LG/R</td><td>*</td><td>*</td><td>G/Y</td><td>L</td><td>G/O</td><td>W</td><td>BR</td><td>BR/R</td><td>G/W</td><td>G/B</td><td>G/R</td><td>Y/L</td> </tr> <tr> <td>Y/R</td><td>W/L</td><td>B</td><td>LG/B</td><td>B/Y</td><td>L/R</td><td>Y/W</td><td>V/W</td><td>B/L</td><td>B/LG</td><td>Y/B</td><td>B</td><td>BR/W</td><td>Y</td><td>BR/B</td><td>BR/Y</td> </tr> <tr> <td>1V</td><td>1T</td><td>1R</td><td>1P</td><td>1N</td><td>1L</td><td>1J</td><td>1H</td><td>1F</td><td>1D</td><td>1B</td><td>2N</td><td>2L</td><td>2J</td><td>2H</td><td>2F</td> </tr> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table>		1U	1S	1Q	1O	1M	1I	1G	1E	1C	1A	2M	2K	2I	2E	2C	2A	*	W/G	B/R	LG/R	*	*	G/Y	L	G/O	W	BR	BR/R	G/W	G/B	G/R	Y/L	Y/R	W/L	B	LG/B	B/Y	L/R	Y/W	V/W	B/L	B/LG	Y/B	B	BR/W	Y	BR/B	BR/Y	1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	2N	2L	2J	2H	2F																	B1-02 IGNITION COIL (F) 	B1-03 IGNITION COIL (F) 	B1-04 CHECK CONNECTOR (F)
1U	1S	1Q	1O	1M	1I	1G	1E	1C	1A	2M	2K	2I	2E	2C	2A																																																																					
*	W/G	B/R	LG/R	*	*	G/Y	L	G/O	W	BR	BR/R	G/W	G/B	G/R	Y/L																																																																					
Y/R	W/L	B	LG/B	B/Y	L/R	Y/W	V/W	B/L	B/LG	Y/B	B	BR/W	Y	BR/B	BR/Y																																																																					
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	2N	2L	2J	2H	2F																																																																					
B1-05 DUTY SOLENOID VALVE (EGR) (EM) 	B1-06 CHECK CONNECTOR (EM) 	B1-07 SOLENOID VALVE (FEED BACK) (EM) 	B1-08 SOLENOID VALVE (PURGE) (EM) 	B1-09 SOLENOID VALVE (D RANGE IDLE UP) (EM) HAT 	B1-10 SOLENOID VALVE (VACUUM) (EM) 	B1-11 CHECK CONNECTOR (EM) 																																																																														
A-07 JOINT CONNECTOR (F) () ... HAT 																																																																																				

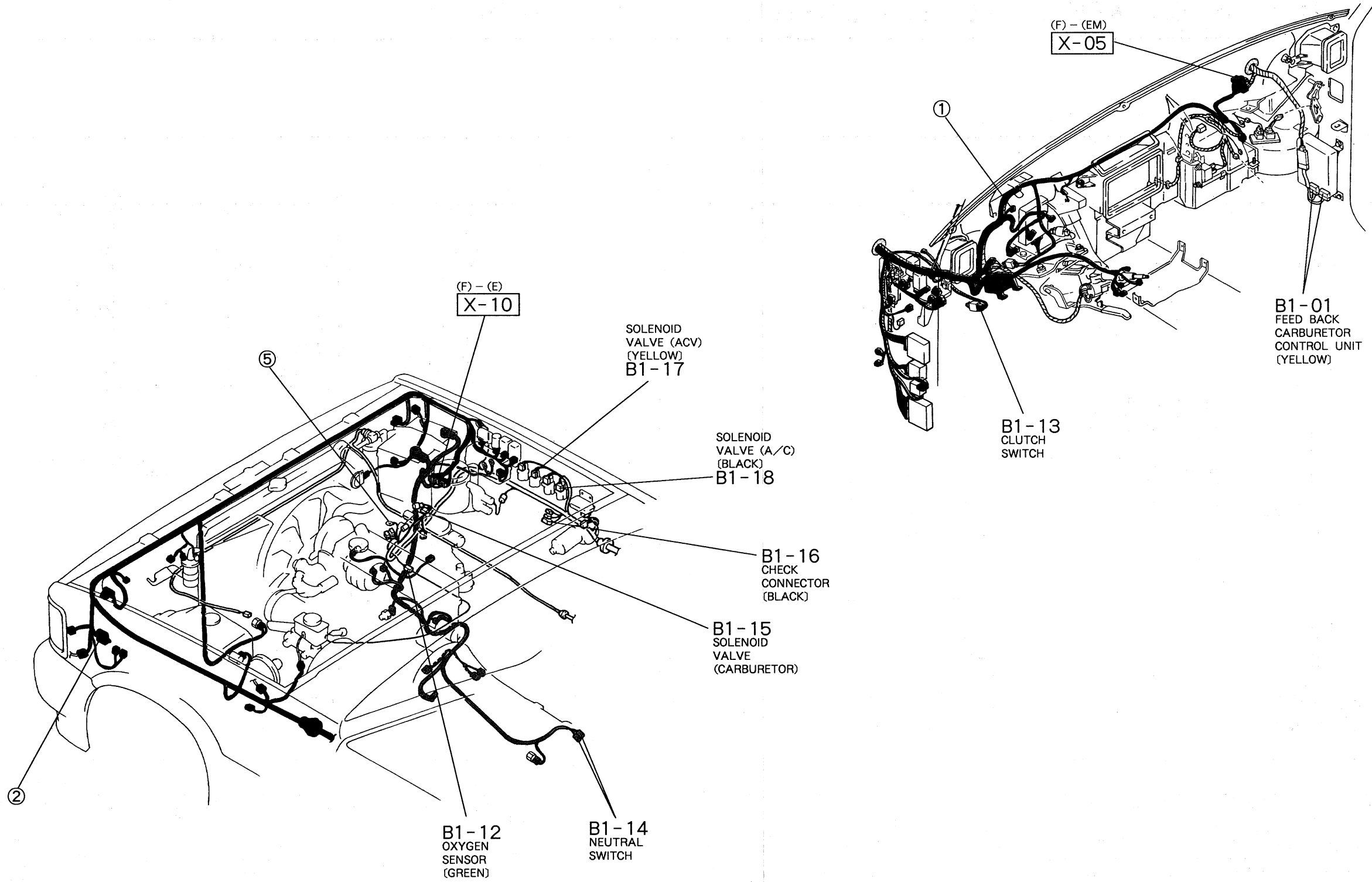
B-1a

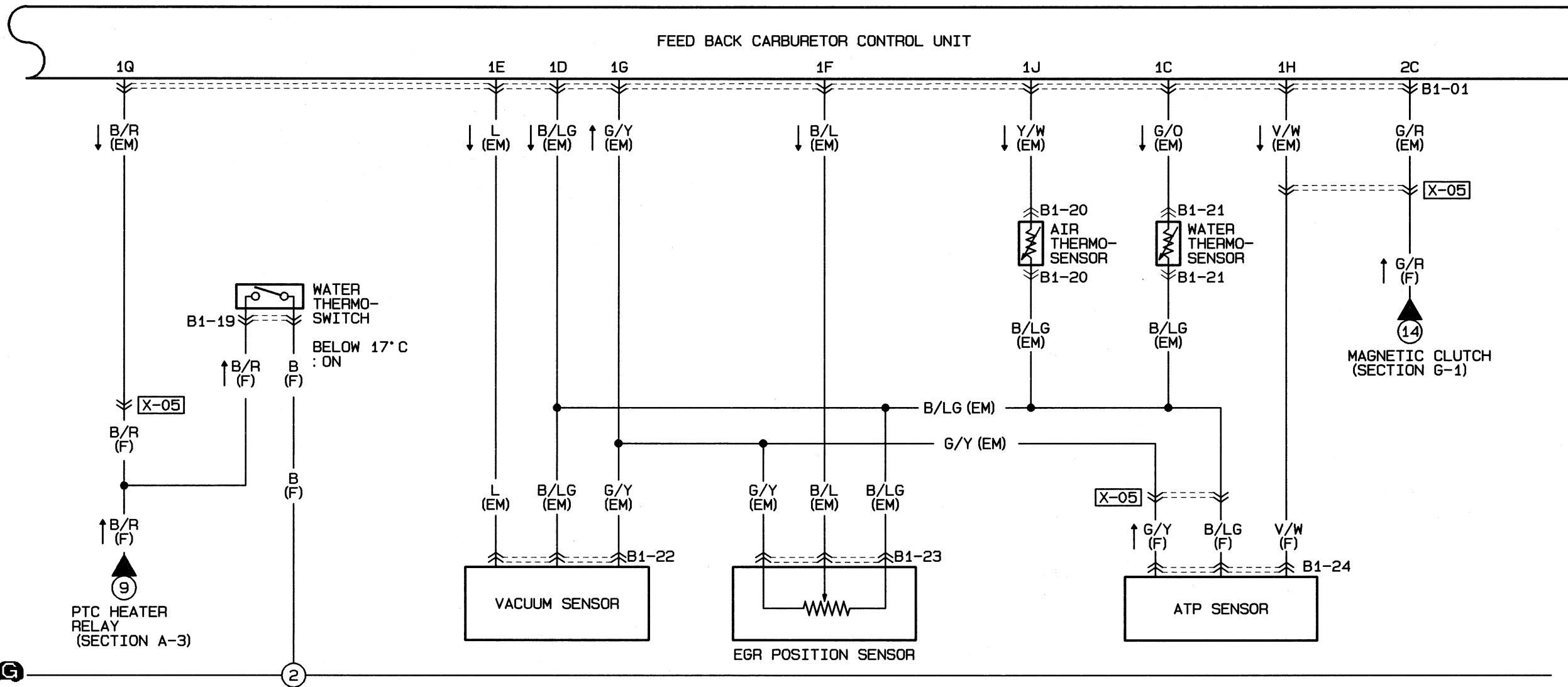




B1-01 FEED BACK CARBURETOR CONTROL UNIT (EM) <table border="1"> <tr> <td>1U</td><td>1S</td><td>1Q</td><td>1O</td><td>1M</td><td>1I</td><td>1G</td><td>1E</td><td>1C</td><td>1A</td> </tr> <tr> <td>*</td><td>W/G</td><td>B/R</td><td>LG/R</td><td>*</td><td>*</td><td>G/Y</td><td>L</td><td>G/O</td><td>W</td> </tr> <tr> <td>Y/R</td><td>W/L</td><td>B</td><td>LG/B</td><td>B/Y</td><td>L/R</td><td>Y/W</td><td>V/W</td><td>B/L</td><td>B/LG</td> </tr> <tr> <td>1V</td><td>1T</td><td>1R</td><td>1P</td><td>1N</td><td>1L</td><td>1J</td><td>1H</td><td>1F</td><td>1D</td> </tr> </table>										1U	1S	1Q	1O	1M	1I	1G	1E	1C	1A	*	W/G	B/R	LG/R	*	*	G/Y	L	G/O	W	Y/R	W/L	B	LG/B	B/Y	L/R	Y/W	V/W	B/L	B/LG	1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	B1-12 OXYGEN SENSOR (EM) 		B1-13 CLUTCH SWITCH (F) 		B1-14 NEUTRAL SWITCH (E) 	
1U	1S	1Q	1O	1M	1I	1G	1E	1C	1A																																														
*	W/G	B/R	LG/R	*	*	G/Y	L	G/O	W																																														
Y/R	W/L	B	LG/B	B/Y	L/R	Y/W	V/W	B/L	B/LG																																														
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D																																														
B1-15 SOLENOID VALVE (CARBURETOR) (EM) <table border="1"> <tr> <td>B/W</td><td>B/W</td><td>LG/R</td><td>*</td> </tr> <tr> <td>BR/B</td><td>LG</td><td>LG/B</td><td>B/W</td> </tr> </table>		B/W	B/W	LG/R	*	BR/B	LG	LG/B	B/W	B1-16 CHECK CONNECTOR (EM) <table border="1"> <tr> <td>*</td><td>B/W</td><td>G/B</td> </tr> <tr> <td>*</td><td>G/W</td><td>*</td> </tr> </table>		*	B/W	G/B	*	G/W	*	B1-17 SOLENOID VALVE (ACV) (EM) 		B1-18 SOLENOID VALVE (A/C) (EM) 																																			
B/W	B/W	LG/R	*																																																				
BR/B	LG	LG/B	B/W																																																				
*	B/W	G/B																																																					
*	G/W	*																																																					

B-1b

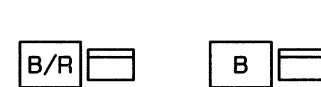




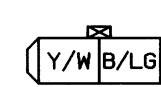
B1-01 FEED BACK CARBURETOR CONTROL UNIT (EM)

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

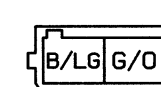
B1-19 WATER THERMO-SWITCH (F)



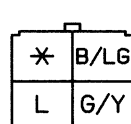
B1-20 AIR THERMOSENSOR (EM)



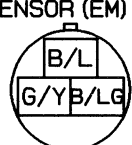
B1-21 WATER THERMOSENSOR (EM)



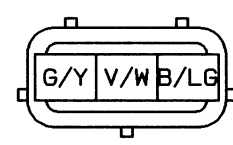
B1-22 VACUUM SENSOR (EM)



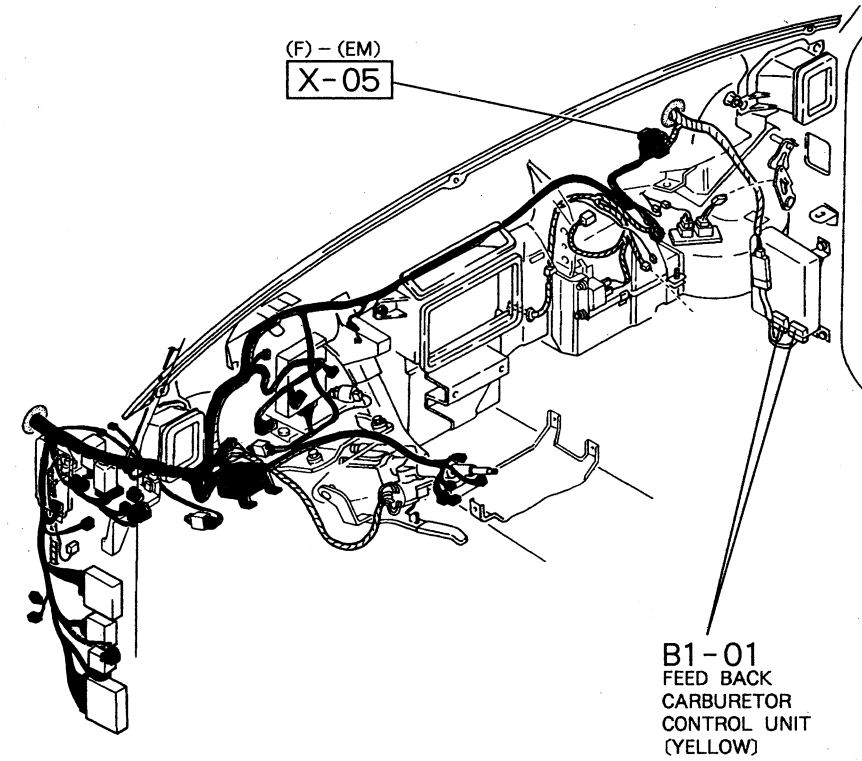
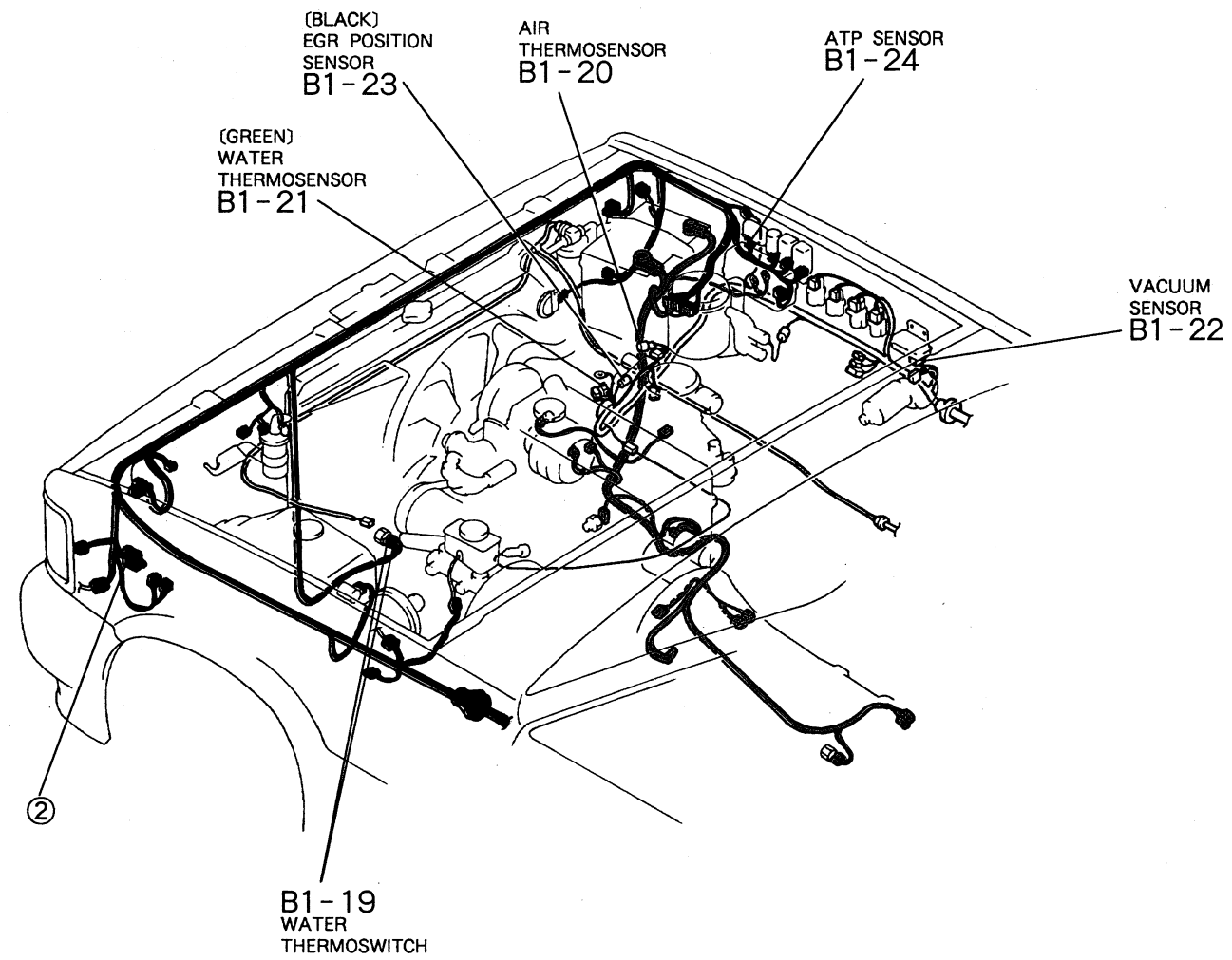
B1-23 EGR POSITION SENSOR (EM)



B1-24 ATP SENSOR (F)



B-1c

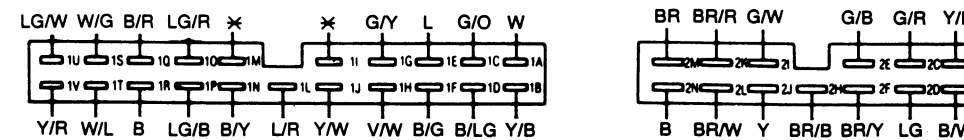


Terminal voltage

Terminal	Connected to	Voltage	Condition
1A (Input)	Oxygen sensor	0.3—0.7V	At idle
		More than 0.45V	During acceleration
		Less than 0.45V	During deceleration
1B (Input)	Self-diagnosis check connector	Approx. 12V	Check connector; Not grounded
		0V	Check connector; Grounded
1C (Input)	Water thermosensor	Approx. 0.5V	Warmed-up engine (Thermostat: Open)
1D (Ground)	Water thermosensor, EGR position sensor, Vacuum sensor, Atmospheric pressure sensor, Intake air thermosensor	Less than 1.5V	—
1E (Input)	Vacuum sensor	Approx. 1.3V	At idle
		Approx. 4.0V	Engine stopped (Atmospheric pressure)
1F (Input)	EGR position sensor	Approx. 0.7V	At idle
		0.7—4.7V	During driving
1G (Power supply)	EGR position sensor, Vacuum sensor, Atmospheric pressure sensor	4.5—5.5V	—
1H (Input)	Atmospheric pressure sensor	Approx. 4V	Sea level
1J (Input)	Intake air thermosensor	Approx. 4.1V	At 20°C (68°F)
1L (Memory power)	Battery	Approx. 12V	—
1N (Input)	Neutral and clutch switch (MT)	Approx. 12V	In gear
		Less than 1.5V	In neutral or depress clutch pedal
	Inhibitor switch (HAT)	Less than 1.5V	In N or P range
		Approx. 12V	In other ranges
1O (Input)	Idle switch	Approx. 12V	At idle
		Less than 1.5V	At more than 1,200 rpm with no load
1P (Ground)	Idle switch	Less than 1.5V	—
1Q (Input)	Water temperature switch	Approx. 12V	Radiator coolant temp.: above 17°C (63°F)
		Less than 1.5V	Radiator coolant temp.: below 17°C (63°F)
1R (Ground)	Engine ground	Less than 1.5V	—
1S (Output)	Coasting advance solenoid valve	Approx. 12V	At idle
		Less than 1.5V	At 1,700—2,500 rpm during in-gear deceleration
1T (Output)	Idle-up solenoid valve (HAT)	Less than 1.5V	At less than 1,000 rpm in R, D, 2, or 1 range
		Approx. 12V	In N or P range or more than 1,100 rpm without A/C switch: ON
1U (Output)	Malfunction indicator light	Approx. 12V	light: OFF
		Less than 1.5V	light: ON
1V (Output)	Purge solenoid valve	Approx. 12V	At idle
		Less than 1.5V	At 1,400 rpm with warmed-up engine
2A (Input)	Ignition coil negative terminal	Approx. 12V	—
2B (Battery power)	Ignition switch (ON)	Approx. 12V	Ignition switch: ON
		0V	Ignition switch: OFF
2C (Input)	Air-conditioner magnetic clutch circuit	Approx. 12V	Air conditioner: ON
		0V	Air conditioner: OFF
2D (Output)	Slow fuel cut solenoid valve	Less than 15.V	Ignition switch: ON
		Less than 1.5V	At idle
		Approx. 12V	At 2,500 rpm or more during in-gear deceleration

Terminal	Connected to	Voltage	Condition
2E (Output)	Self-Diagnosis Checker (Digital display)	Approx. 12V	Buzzer: OFF
		Less than 1.5V	Buzzer: ON
		Code signal	When self-diagnosis check connector grounded
2F (Output)	Air/fuel (A/F) solenoid valve	Monitor reading: 1.5—3.8V (fluctuating) Actual voltage: 3.5—12V (fluctuating)	At idle
		0—14V (fluctuating or fixed)	During running
2H (Output)	Coasting richer solenoid valve	Approx. 12V	At idle
		Less than 1.5V	At 2,500—1,400 rpm with in-gear deceleration (Voltage indicated one second after conditions met)
2I (Output)	Self-Diagnosis Checker (Monitor lamp)	Less than 1.5V	Monitor lamp: ON
		Approx. 12V	Monitor lamp: OFF
2J (Output)	ACV solenoid valve	Approx. 12V	At idle
		Less than 1.5V	At 1,500 rpm or more, warmed up, no load
2K (Output)	Duty solenoid valve (Vent)	Approx. 12V	While cranking
		Approx. 12V	During warm up
		Approx. 12V	At idle
		Voltage decreases (Green and red lights flash)	During acceleration
2L (Output)	Duty solenoid valve (Vacuum)	Approx. 12V	While cranking
		Approx. 12V	During warm up
		Approx. 12V	At idle
2M (Output)	Idle-up solenoid valve (A/C)	Voltage decreases (Green and red lights flash)	During acceleration
		Less than 1.5V	At idle (A/C: ON)
		Approx. 12V	At 1,400 rpm or below (A/C: ON)
2N (Ground)	Engine ground	Less than 1.5V	—

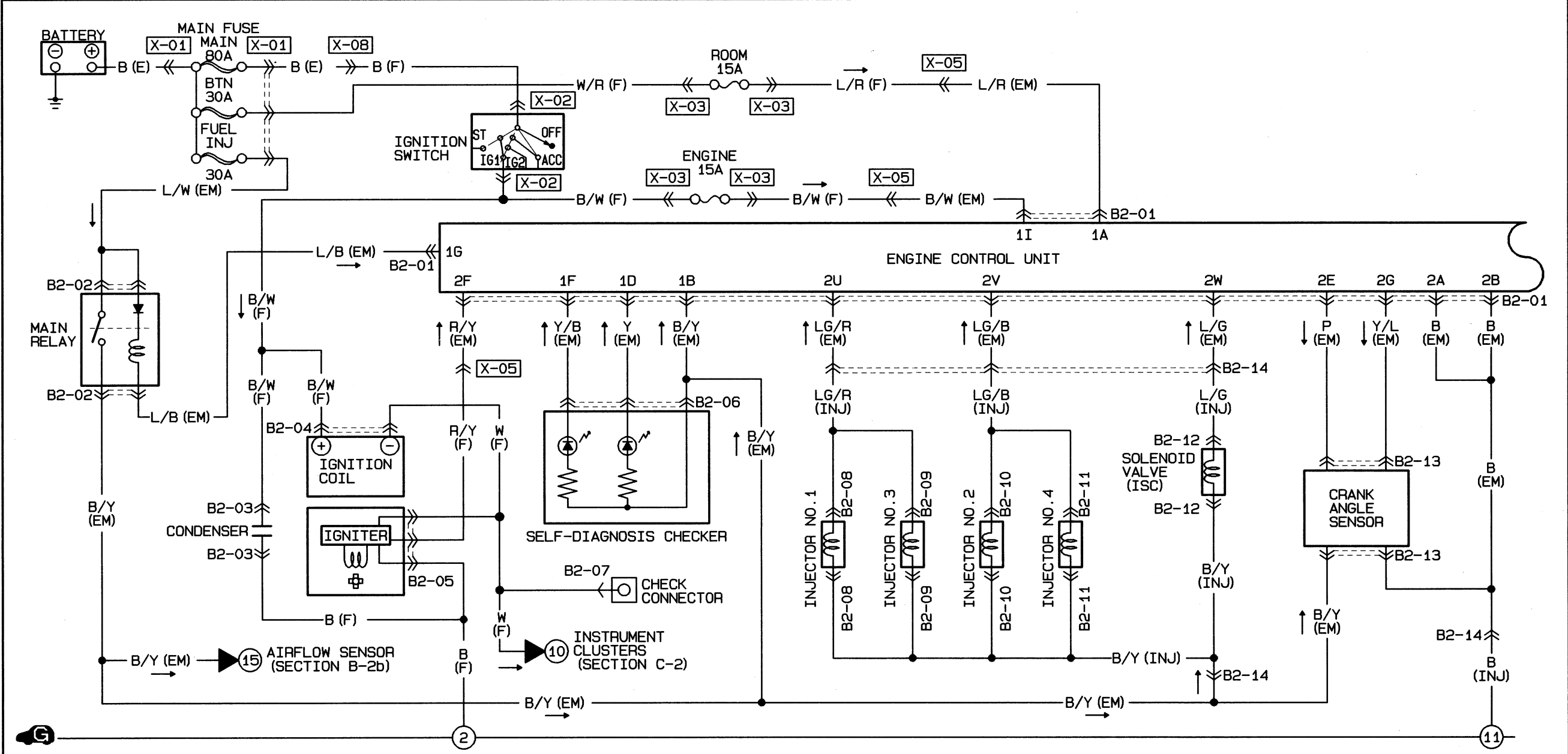
Connectors



Z WIRING DIAGRAM

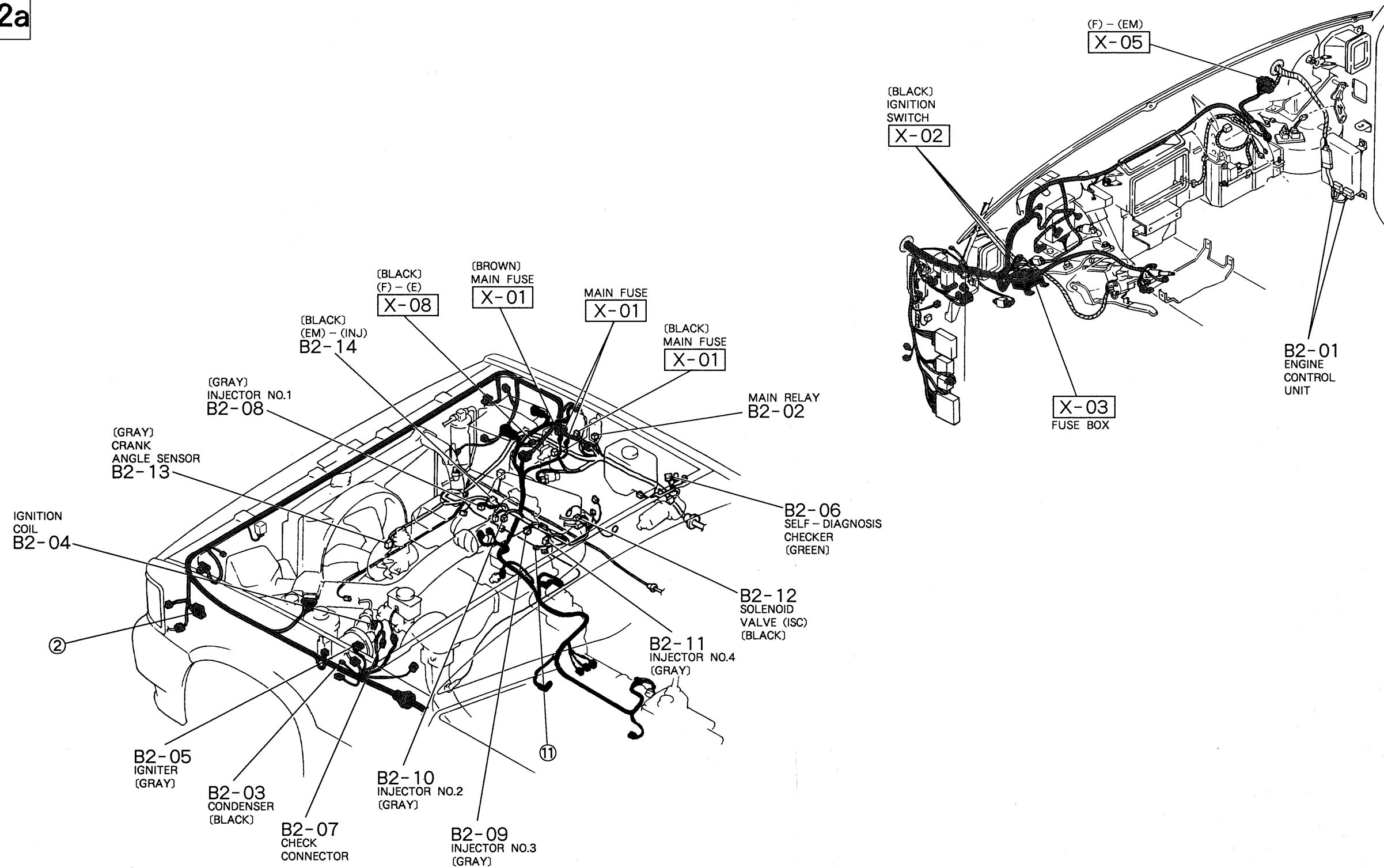
2.2L: EGI ■ IGNITION SYSTEM ■ ENGINE CONTROL SYSTEM

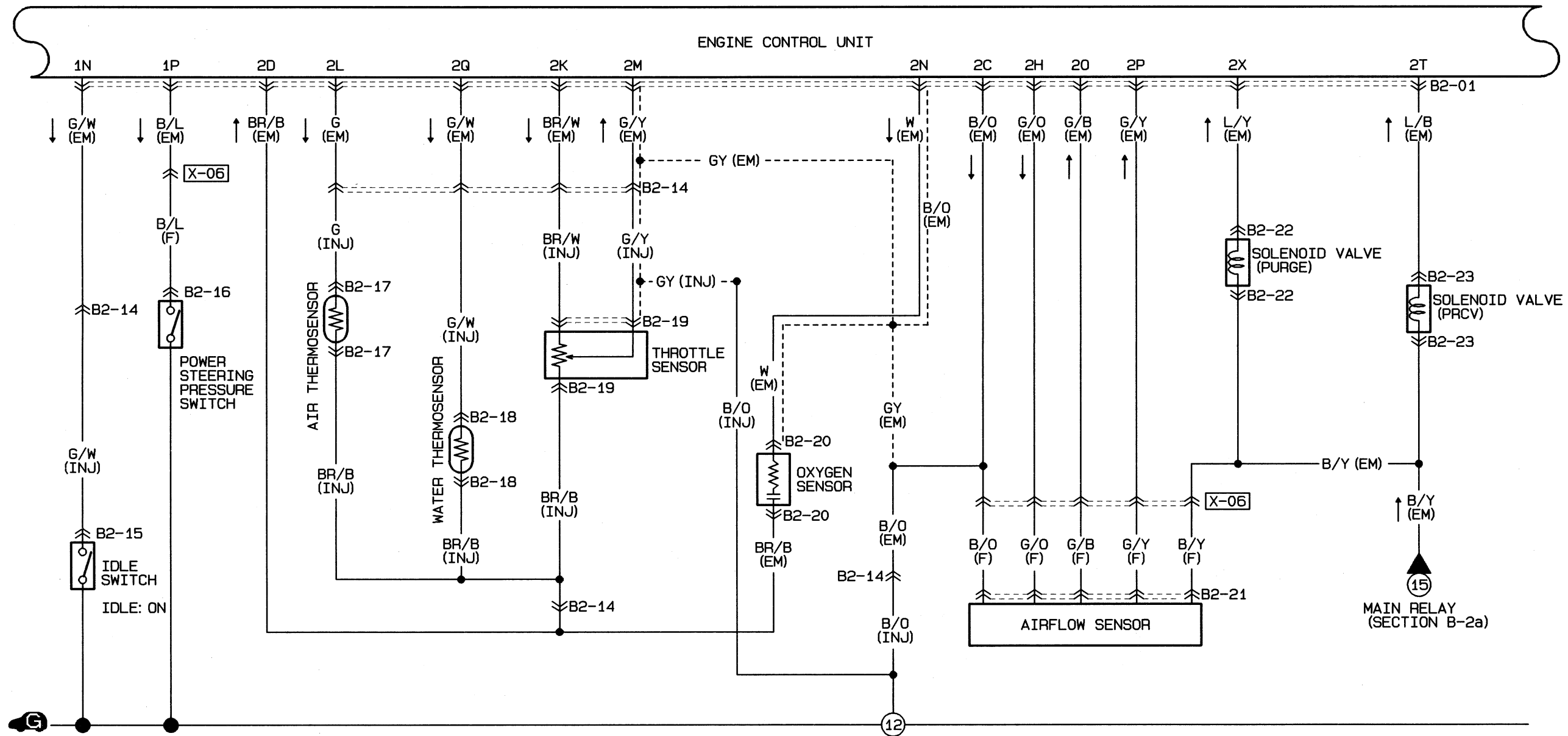
B-2a



B2-01 ENGINE CONTROL UNIT (EM) <table border="1"> <tr> <td>1U</td><td>1S</td><td>1Q</td><td>1O</td><td>1M</td><td>1K</td><td>1I</td><td>1G</td><td>1E</td><td>1C</td><td>1A</td> </tr> <tr> <td>R/L</td><td>R/Y</td><td>R/W</td><td>W/G</td><td>G/R</td><td>BR/R</td><td>B/W</td><td>L/B</td><td>W</td><td>B/G</td><td>L/R</td> </tr> <tr> <td>B/Y</td><td>*</td><td>*</td><td>B/L</td><td>G/W</td><td>B</td><td>R/B</td><td>L/G</td><td>Y/B</td><td>Y</td><td>B/Y</td> </tr> <tr> <td>1V</td><td>1T</td><td>1R</td><td>1P</td><td>1N</td><td>1L</td><td>1J</td><td>1H</td><td>1F</td><td>1D</td><td>1B</td> </tr> </table>				1U	1S	1Q	1O	1M	1K	1I	1G	1E	1C	1A	R/L	R/Y	R/W	W/G	G/R	BR/R	B/W	L/B	W	B/G	L/R	B/Y	*	*	B/L	G/W	B	R/B	L/G	Y/B	Y	B/Y	1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	<table border="1"> <tr> <td>2Y</td><td>2W</td><td>2U</td><td>2S</td><td>2Q</td><td>2O</td><td>2M</td><td>2K</td><td>2I</td><td>2G</td><td>2E</td><td>2C</td><td>2A</td> </tr> <tr> <td>*</td><td>L/G</td><td>LG/R</td><td>*</td><td>G/W</td><td>G/B</td><td>G/Y</td><td>BR/W</td><td>*</td><td>Y/L</td><td>P</td><td>B/O</td><td>B</td> </tr> <tr> <td>*</td><td>L/Y</td><td>LG/B</td><td>L/B</td><td>*</td><td>G/Y</td><td>W</td><td>G</td><td>*</td><td>G/O</td><td>R/Y</td><td>BR/B</td><td>B</td> </tr> <tr> <td>2Z</td><td>2X</td><td>2V</td><td>2T</td><td>2R</td><td>2P</td><td>2N</td><td>2L</td><td>2J</td><td>2H</td><td>2F</td><td>2D</td><td>2B</td> </tr> </table>				2Y	2W	2U	2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	*	L/G	LG/R	*	G/W	G/B	G/Y	BR/W	*	Y/L	P	B/O	B	*	L/Y	LG/B	L/B	*	G/Y	W	G	*	G/O	R/Y	BR/B	B	2Z	2X	2V	2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	B2-02 MAIN RELAY (EM) 		B2-03 CONDENSER (F) 	
1U	1S	1Q	1O	1M	1K	1I	1G	1E	1C	1A																																																																																																	
R/L	R/Y	R/W	W/G	G/R	BR/R	B/W	L/B	W	B/G	L/R																																																																																																	
B/Y	*	*	B/L	G/W	B	R/B	L/G	Y/B	Y	B/Y																																																																																																	
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B																																																																																																	
2Y	2W	2U	2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A																																																																																															
*	L/G	LG/R	*	G/W	G/B	G/Y	BR/W	*	Y/L	P	B/O	B																																																																																															
*	L/Y	LG/B	L/B	*	G/Y	W	G	*	G/O	R/Y	BR/B	B																																																																																															
2Z	2X	2V	2T	2R	2P	2N	2L	2J	2H	2F	2D	2B																																																																																															
B2-04 IGNITION COIL (F) 		B2-05 IGNITER (F) 		B2-06 SELF-DIAGNOSIS CHECKER (EM) <table border="1"> <tr> <td>*</td><td>B/Y</td><td>Y/B</td> </tr> <tr> <td>*</td><td>Y</td><td>*</td> </tr> </table>		*	B/Y	Y/B	*	Y	*	B2-07 CHECK CONNECTOR (F) 		B2-08 INJECTOR NO. 1 (INJ) 		B2-09 INJECTOR NO. 3 (INJ) 		B2-10 INJECTOR NO. 2 (INJ) 																																																																																									
*	B/Y	Y/B																																																																																																									
*	Y	*																																																																																																									
B2-11 INJECTOR NO. 4 (INJ) 		B2-12 SOLENOID VALVE (ISC) (INJ) 		B2-13 CRANK ANGLE SENSOR (EM) 		B2-14 CONNECTOR BETWEEN EMISSION (EM) & INJECTOR (INJ) <table border="1"> <tr> <td colspan="6">(EM)</td> <td colspan="6">(INJ)</td> </tr> <tr> <td>G/W</td><td>B/Y</td><td>L/G</td><td>G/Y</td><td>BR/B</td><td>LG/B</td> <td>LG/B</td><td>BR/B</td><td>G/Y</td><td>L/G</td><td>B/Y</td><td>G/W</td> </tr> <tr> <td>G/W</td><td>G</td><td>B</td><td>B/O</td><td>BR/W</td><td>LG/R</td> <td>LG/R</td><td>BR/W</td><td>B/O</td><td>B</td><td>G</td><td>G/W</td> </tr> </table>						(EM)						(INJ)						G/W	B/Y	L/G	G/Y	BR/B	LG/B	LG/B	BR/B	G/Y	L/G	B/Y	G/W	G/W	G	B	B/O	BR/W	LG/R	LG/R	BR/W	B/O	B	G	G/W																																																												
(EM)						(INJ)																																																																																																					
G/W	B/Y	L/G	G/Y	BR/B	LG/B	LG/B	BR/B	G/Y	L/G	B/Y	G/W																																																																																																
G/W	G	B	B/O	BR/W	LG/R	LG/R	BR/W	B/O	B	G	G/W																																																																																																

B-2a





B2-01 ENGINE CONTROL UNIT (EM)

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

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

B2-14 CONNECTOR BETWEEN EMISSION (EM) & INJECTOR (INJ)

(EM)	G/W	B/Y	L/G	G/Y	BR/B	LG/B
(INJ)	G/W	G	B	B/O	BR/W	LG/R

(EM)	LG/B	BR/B	G/Y	L/G	B/Y	G/W
(INJ)	LG/R	BR/W	B/O	B	G	G/W

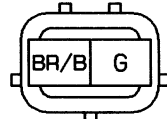
B2-15 IDLE SWITCH (INJ)



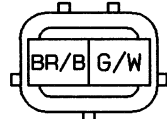
B2-16 POWER STEERING PRESSURE SWITCH (F)



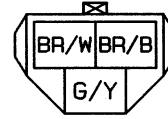
B2-17 AIR THERMOSENSOR (INJ)



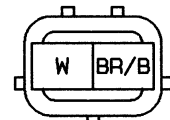
B2-18 WATER THERMOSENSOR (INJ)



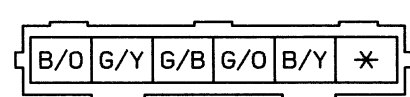
B2-19 THROTTLE SENSOR (INJ)



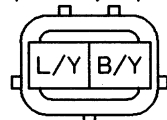
B2-20 OXYGEN SENSOR (EM)



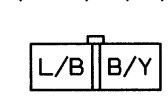
B2-21 AIRFLOW SENSOR (F)



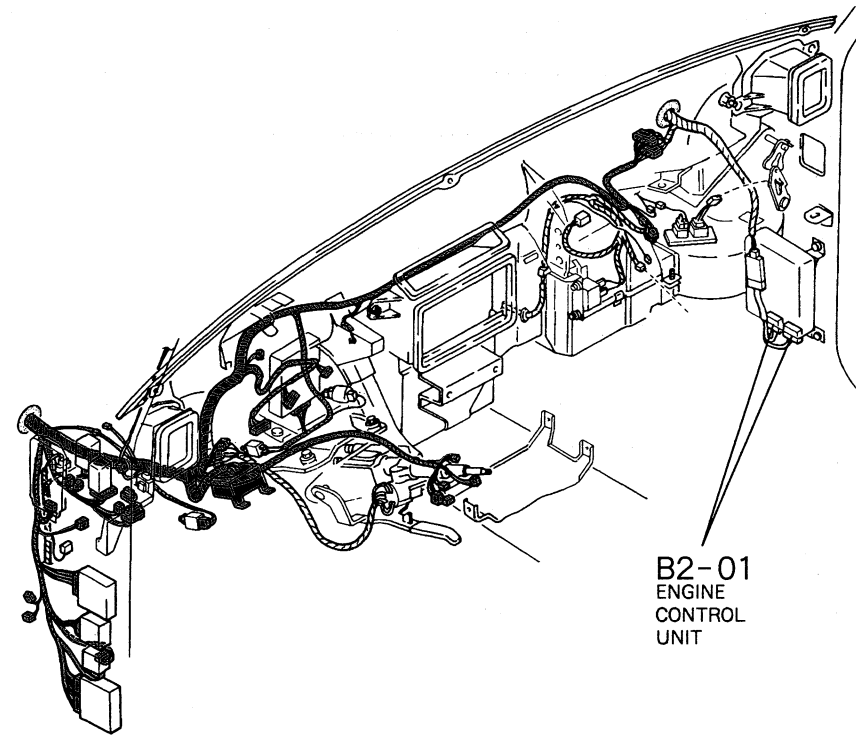
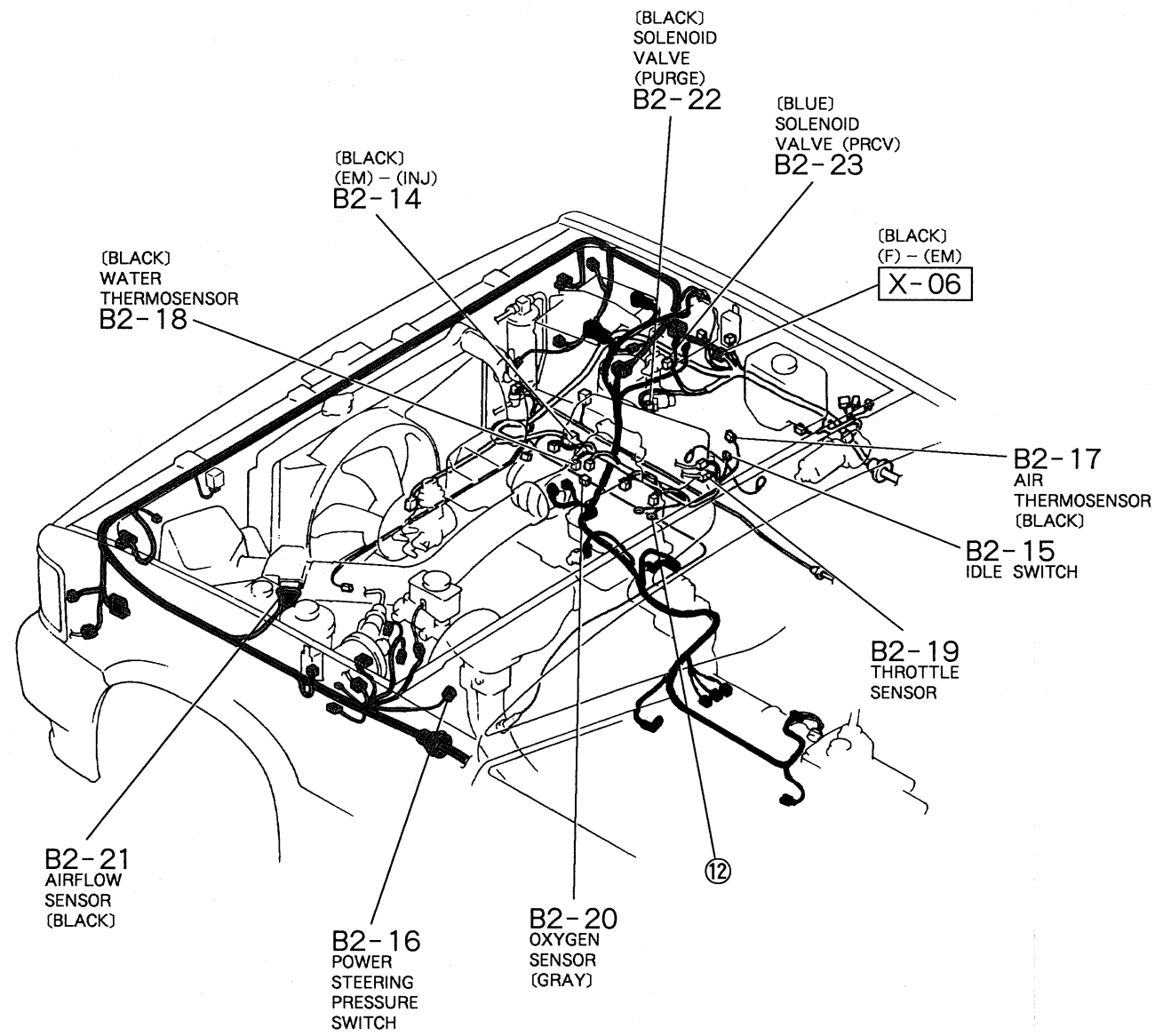
B2-22 SOLENOID VALVE (PURGE) (EM)

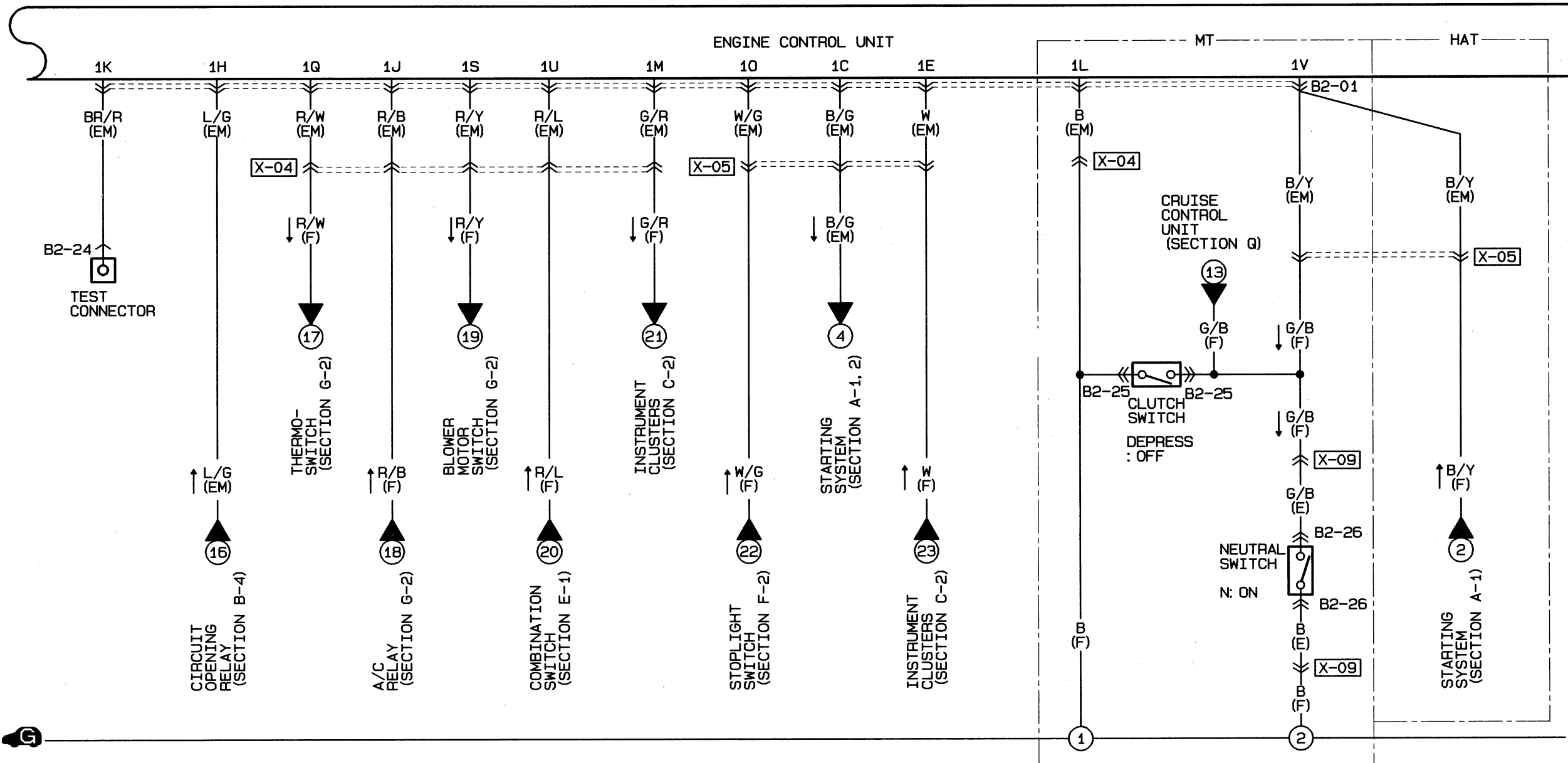


B2-23 SOLENOID VALVE (PRCV) (EM)



B-2b





B2-01 ENGINE CONTROL UNIT (EM)

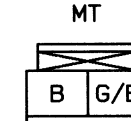
1U	1S	1Q	1O	1M	1K	1I	1G	1E	1C	1A
R/L	R/Y	R/W	W/G	G/R	BR/R	B/W	L/B	W	B/G	L/R
B/Y	*	*	B/L	G/W	B	R/B	L/G	Y/B	Y	B/Y
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B

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

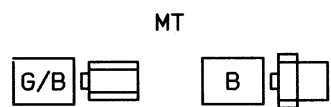
B2-24 TEST CONNECTOR (EM)



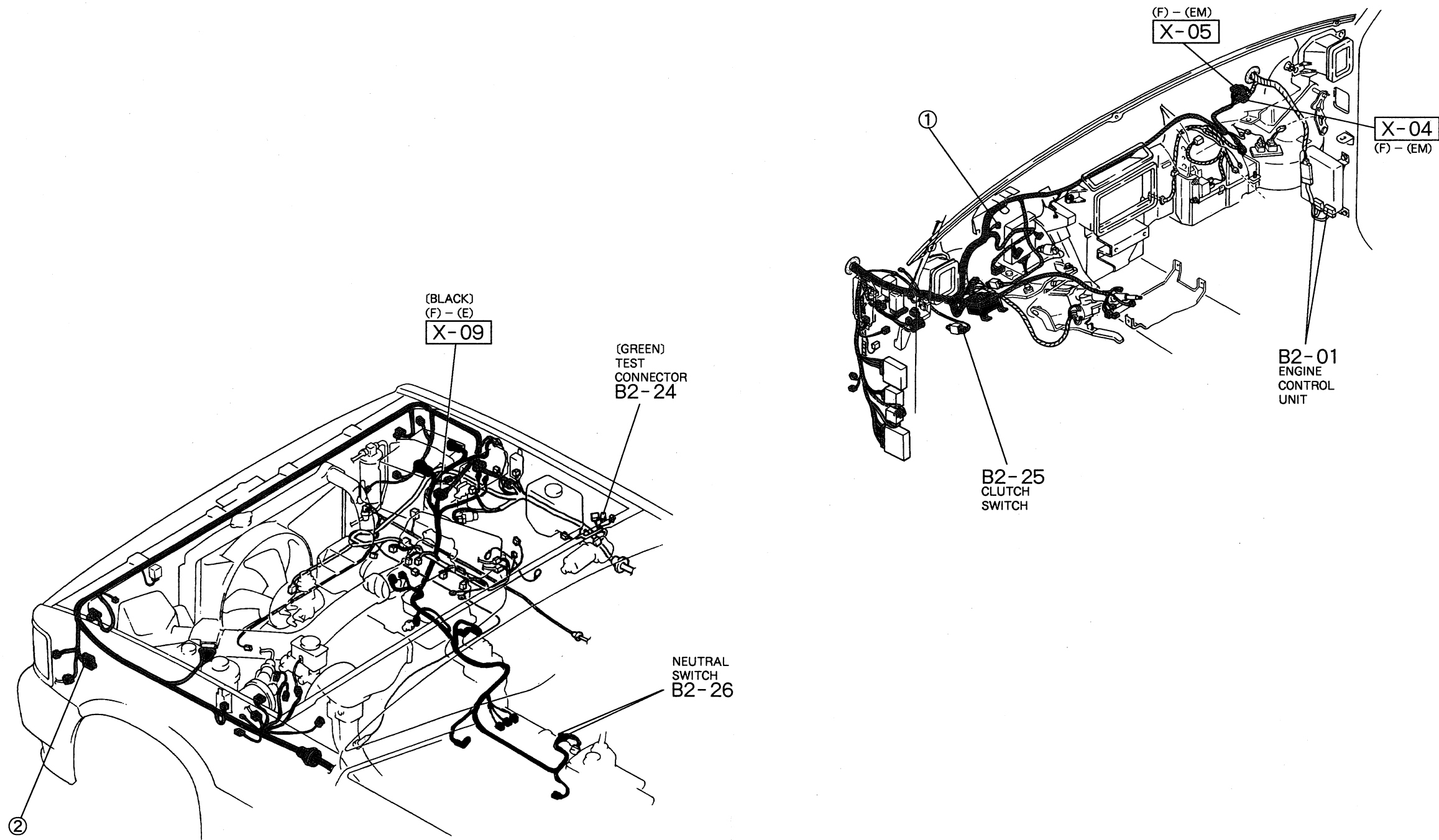
B2-25 CLUTCH SWITCH (F)



B2-26 NEUTRAL SWITCH (E)



B-2c



Z WIRING DIAGRAM

Terminal voltage

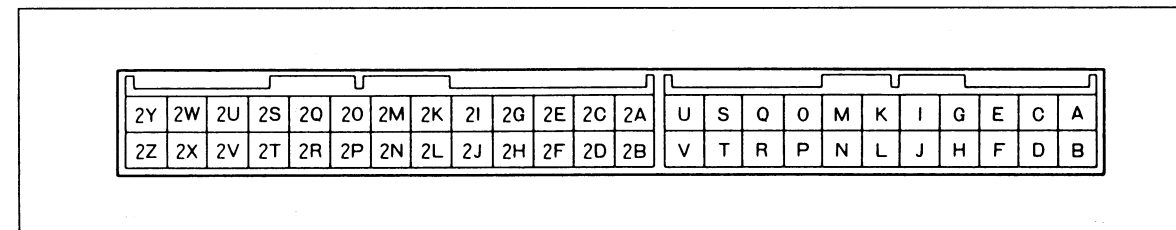
Terminal	Input	Output	Connection to	Test condition	Voltage	Remarks
1A	—	—	Battery	Constant	Approx. 12V	For backup
1B	○		Main relay	Ignition switch OFF	Approx. 0V	
				Ignition switch ON	Approx. 12V	
				During burn-off (airflow sensor)		
1C	○		Ignition switch (Start position)	While cranking	Approx. 10V	
				Ignition switch ON	Approx. 0V	
1D		○	Self-Diagnosis Checker (Monitor lamp)	Test connector (Green: 1-pin) grounded For 3 seconds after ignition switch OFF→ON (Lamp illuminates)	Approx. 5V	With Self-Diagnosis Checker
				After 3 seconds (Lamp does not illuminate)	Approx. 12V	
				Test connector (Green: 1-pin) not grounded at idle. Monitor lamp ON	Approx. 5V	
				Test connector (Green: 1-pin) not grounded at idle. Monitor lamp OFF	Approx. 12V	
1E		○	Malfunction indicator lamp (California only)	For 3 seconds after ignition switch OFF→ON (Lamp illuminates)	Below 2.5V	Test connector (Green: 1-pin) grounded
				After 3 seconds (Lamp does not illuminate)	Approx. 12V	
				Lamp illuminates	Below 2.5V	
				Lamp not illuminate	Approx. 12V	
1F		○	Self-Diagnosis checker (Code number)	For 3 seconds after ignition switch OFF→ON (Buzzer sounds)	Below 2.5V	• With Self-Diagnosis Checker • Test connector (Green: 1-pin) grounded
				After 3 seconds (Buzzer does not sound)	Approx. 12V	
				Buzzer sounds	Below 2.5V	
				Buzzer not sounded	Approx. 12V	
1G		○	Main relay	Ignition switch OFF	Approx. 12V	
				Ignition switch ON	Approx. 0V	
1H		○	Circuit opening relay	Ignition switch ON	Approx. 12V	
				During cranking or at idle	Below 2.5V	
1I	○		Ignition switch (ON position)	Ignition switch OFF	0V	
				Ignition switch ON	Approx. 12V	
1J		○	A/C relay	Ignition switch ON	Approx. 12V	Blower motor: ON
				For 10 seconds After fully depressing accelerator pedal with A/C switch ON (A/C does not operate) (in-gear, ignition switch ON)	Approx. 12V	
				After 10 seconds	Below 2.5V	
				For 5 seconds after cranking with A/C switch ON (A/C does not operate)	Approx. 12V	
				After 5 seconds (A/C operates)	Below 2.5V	
				A/C switch ON at idle A/C switch OFF at idle	Approx. 12V	
1K	○		Test connector	Test connector (Green: 1-pin) not grounded	Approx. 12V	Ignition switch ON
				Test connector (Green: 1-pin) grounded	0V	
1L	○		Ground (MT) Open (HAT)	Ignition switch ON	0V	
				Ignition switch ON	Approx. 12V	
1M	○		Speed sensor (HAT)	Ignition switch ON	0 or 4.5V	
				Idle	Approx. 4.5V	
1N	○		Idle switch	Accelerator pedal released	0V	Ignition switch ON
				Accelerator pedal depressed	Approx. 12V	
1O	○		Stoplight switch	Brake pedal released	0V	Ignition switch ON
				Brake pedal depressed	Approx. 12V	
1P	○		P/S pressure switch	Ignition switch ON	Approx. 12V	
				P/S ON (at idle)	0V	
				P/S OFF (at idle)	Approx. 12V	
1Q	○		A/C switch	A/C switch ON (Ignition switch ON)	Below 2.5V	Blower motor: ON
				A/C switch OFF (Ignition switch ON)	Approx. 12V	

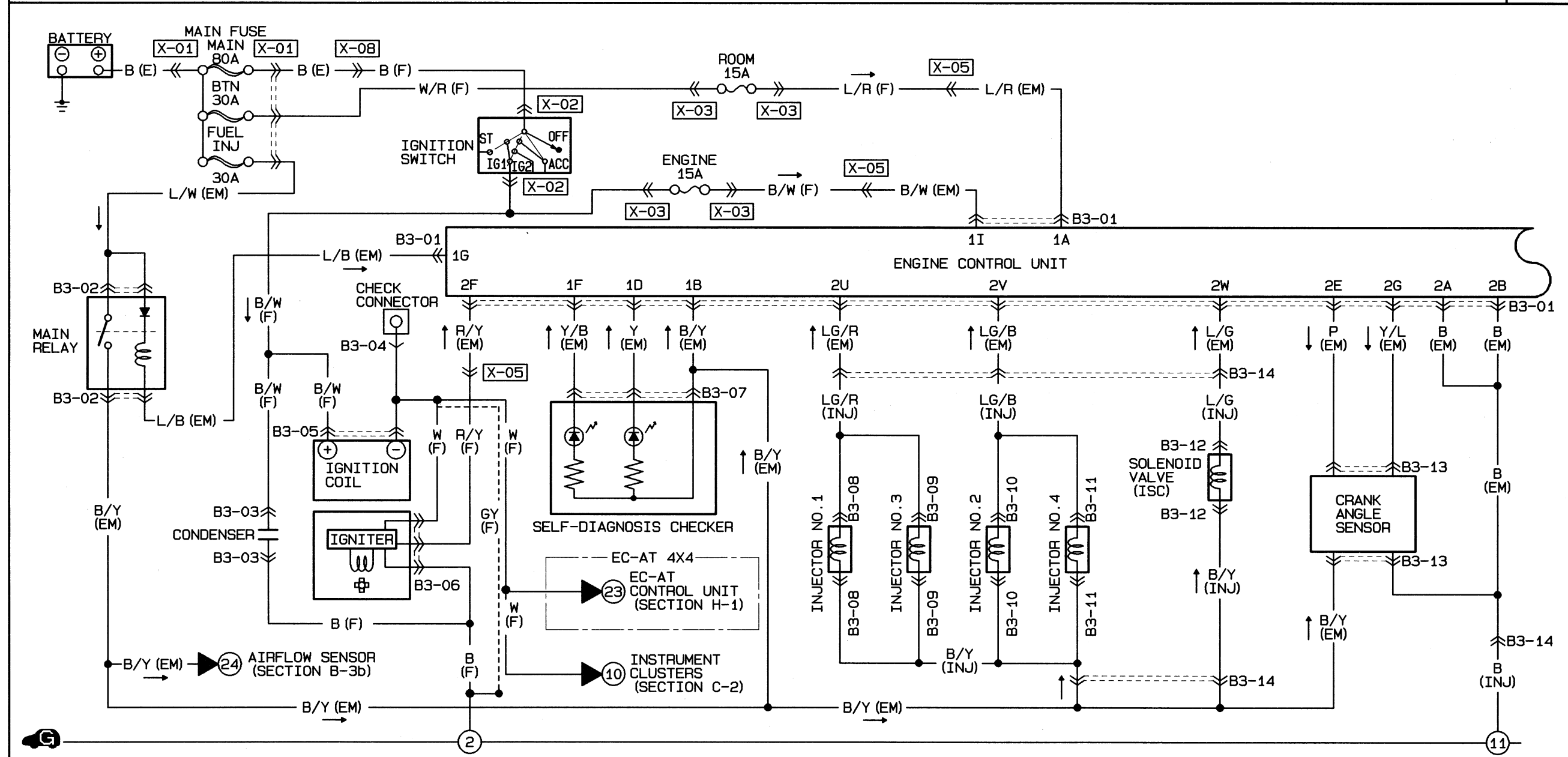
Terminal	Input	Output	Connection to	Test condition	Voltage	Remarks
1R	—	—	—	—	—	—
1S	○		Blower switch	Blower ON	Approx. 12V	Ignition switch ON
				Blower OFF	Below 1.5V	
1T	—	—	—	—	—	—
1U	○		Headlight switch	Headlight ON	Approx. 12V	
				Headlight OFF	Below 1.5V	
1V	○		Neutral or clutch switch (Inhibitor switch)	Neutral or clutch pedal depressed (P or N ranges)	0V	Ignition switch ON
				Other condition	Approx. 12V	
2A	—	—	Ground (E01)	Constant	0V	
2B	—	—	Ground (E02)	Constant	0V	
2C	—	—	Ground (E1)	Constant	0V	
2D	—	—	Ground (E2)	Constant	0V	
2E		○	Distributor	Ignition switch ON	0 or 5V	Ne-Signal
				Idle	2V	
2F		○	Igniter	Ignition switch ON	0 or 5V	Ignition-timing signal
				Idle	Approx. 0.5V	
2G	○		Distributor	Ignition switch ON	0 or 5V	G-Signal
				Idle	Approx. 1.2V	
2H		○	Airflow sensor (Burn-off)	Just after ignition switch OFF	0V	Burn-off functions momentarily
				Burn off (2.5 seconds after ignition switch OFF) (Refer to page F2-170)	8—12V	
2I	—	—	—	—	—	—
2J	—	—	—	—	—	—
2K	—	○	Vref	Ignition switch ON	4.5—5.5V	
2L	○		Intake air thermosensor (Dynamic chamber)	At 20°C (68°F)	Approx. 2.5V	
2M	○		Throttle sensor	Accelerator pedal released	Approx. 0.5V	Ignition switch ON
				Accelerator pedal fully depressed	Approx. 4.3V	
2N	○		Oxygen sensor	Ignition switch ON	0V	Needle moves from 0V to 1V
				Idle (Cold engine)	0V	
				Idle (After warm up)	0—1.0V	
				Increase engine speed (After warm up)	0.5—1.0V	
2O	○		Airflow sensor (Intake air mass)	Deceleration	0—0.4V	
				Ignition switch ON	1.0—2.0V	
				Idle (After warm up)	1.9—2.6V	
2P	○		Airflow sensor (Ground)	Constant	0V	
				Increase engine speed (After warm up)	2—5V	
2Q	○		Water thermosensor	Engine coolant temperature 20°C (68°F)	Approx. 2.5V	Ignition switch ON
				After warm up	Approx. 0.4V	
2R	—	—	—	—	—	—
2S	—	—	—	—	—	—
2T		○	Solenoid valve (PRC)	For 120 seconds after ignition switch OFF→ON	Below 2.5V	During hot condition. Coolant temp. above 90°C (194°F) Intake air temp. above 75°C (167°F)
				For 120 seconds after starting	Below 2.5V	
				Ignition switch ON	Approx. 12V	
2U		○	Injector No.1, 3	Ignition switch ON	Approx. 12V	* Engine Signal Monitor: Green and red lights flash
				Idle	Approx. 12V*	

Terminal voltage

Terminal	Input	Output	Connection to	Test condition	Voltage	Remarks
2V		○	Injector No.2, 4	Ignition switch ON	Approx. 12V	* Engine Signal Monitor: Green and red lights flash
				Idle	Approx. 12V*	
2W		○	Solenoid valve (Idle speed control)	Ignition switch ON	Approx. 11V	Engine signal monitor: Green and red lights flash
				Idle	Approx. 10V	
2X		○	Solenoid valve (Purge control)	Ignition switch ON	Approx. 12V	* Engine signal monitor: Green and red lights flash
				Idle	Approx. 12V	
				Driving in gear	5—1.5V*	
2Y	—	—	—	—	—	—
2Z	—	—	—	—	—	—

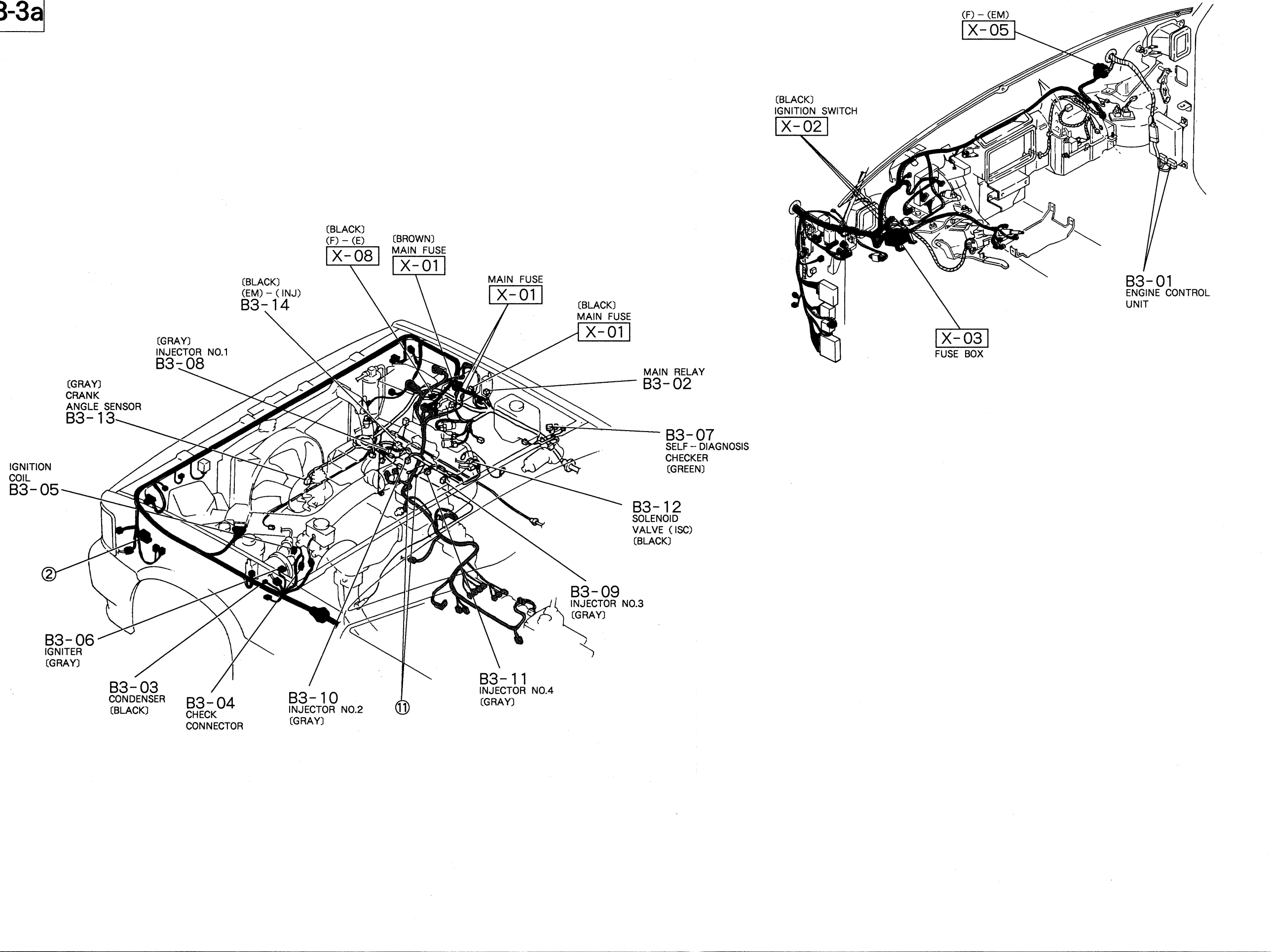
Terminal location

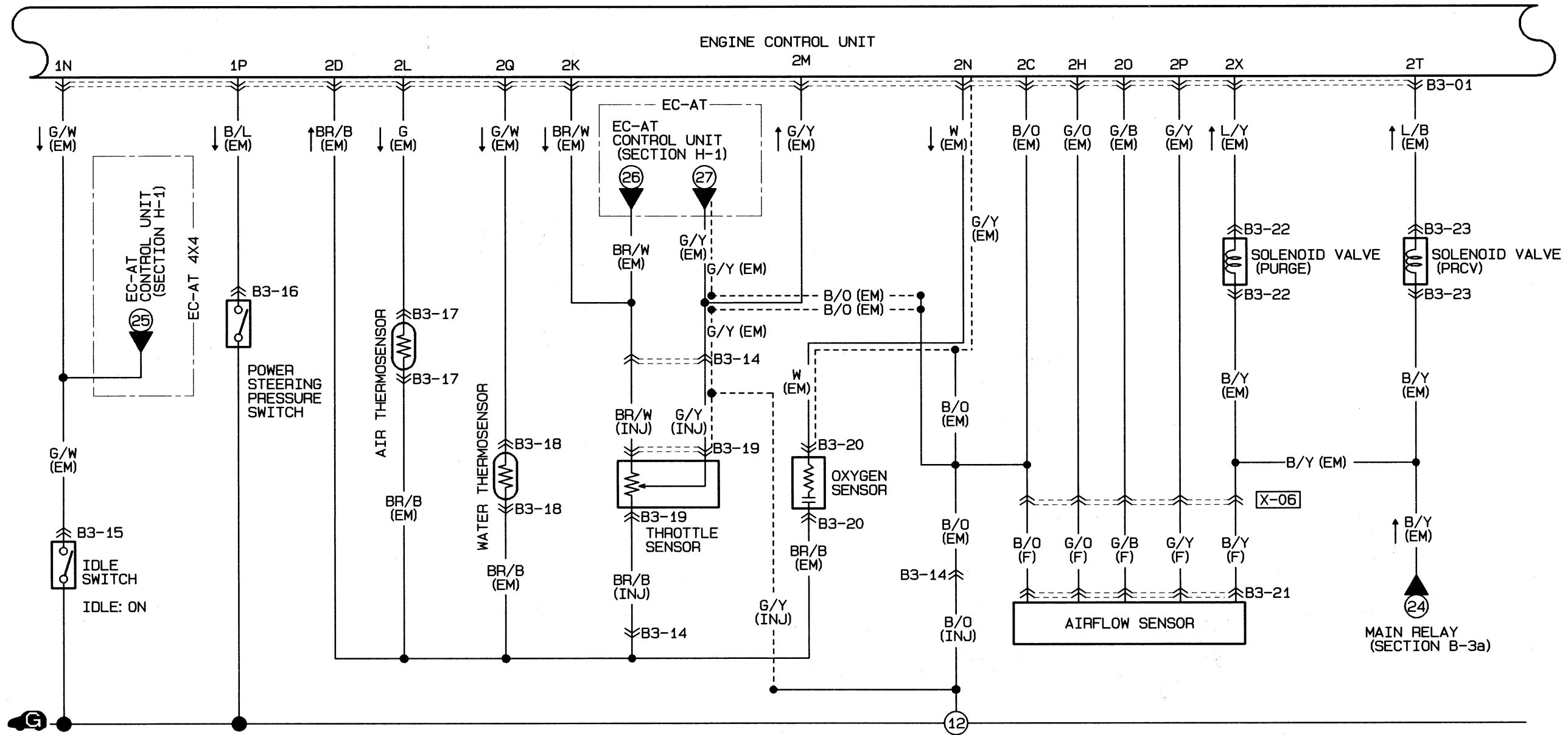




B3-01 ENGINE CONTROL UNIT (EM) <table border="1"> <tr> <td>1U</td><td>1S</td><td>1Q</td><td>1O</td><td>1M</td><td>1K</td><td>1I</td><td>1G</td><td>1E</td><td>1C</td><td>1A</td> </tr> <tr> <td>R/L</td><td>R/Y</td><td>R/W</td><td>W/G</td><td>G/R</td><td>BR/R</td><td>B/W</td><td>L/B</td><td>W</td><td>B/G</td><td>L/R</td> </tr> <tr> <td>B/Y</td><td>*</td><td>B</td><td>B/L</td><td>G/W</td><td>B</td><td>R/B</td><td>L/G</td><td>Y/B</td><td>Y</td><td>B/Y</td> </tr> <tr> <td>1V</td><td>1T</td><td>1R</td><td>1P</td><td>1N</td><td>1L</td><td>1J</td><td>1H</td><td>1F</td><td>1D</td><td>1B</td> </tr> </table>										1U	1S	1Q	1O	1M	1K	1I	1G	1E	1C	1A	R/L	R/Y	R/W	W/G	G/R	BR/R	B/W	L/B	W	B/G	L/R	B/Y	*	B	B/L	G/W	B	R/B	L/G	Y/B	Y	B/Y	1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B	<table border="1"> <tr> <td>2Y</td><td>2W</td><td>2U</td><td>2S</td><td>2Q</td><td>2O</td><td>2M</td><td>2K</td><td>2I</td><td>2G</td><td>2E</td><td>2C</td><td>2A</td> </tr> <tr> <td>L</td><td>L/G</td><td>LG/R</td><td>*</td><td>G/W</td><td>G/B</td><td>G/Y</td><td>BR/W</td><td>*</td><td>Y/L</td><td>P</td><td>B/O</td><td>B</td> </tr> <tr> <td>*</td><td>L/Y</td><td>LG/B</td><td>L/B</td><td>*</td><td>G/Y</td><td>W</td><td>G</td><td>*</td><td>G/O</td><td>R/Y</td><td>BR/B</td><td>B</td> </tr> <tr> <td>2Z</td><td>2X</td><td>2V</td><td>2T</td><td>2R</td><td>2P</td><td>2N</td><td>2L</td><td>2J</td><td>2H</td><td>2F</td><td>2D</td><td>2B</td> </tr> </table>										2Y	2W	2U	2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A	L	L/G	LG/R	*	G/W	G/B	G/Y	BR/W	*	Y/L	P	B/O	B	*	L/Y	LG/B	L/B	*	G/Y	W	G	*	G/O	R/Y	BR/B	B	2Z	2X	2V	2T	2R	2P	2N	2L	2J	2H	2F	2D	2B	B3-02 MAIN RELAY (EM) 		B3-03 CONDENSER (F) 	
1U	1S	1Q	1O	1M	1K	1I	1G	1E	1C	1A																																																																																																													
R/L	R/Y	R/W	W/G	G/R	BR/R	B/W	L/B	W	B/G	L/R																																																																																																													
B/Y	*	B	B/L	G/W	B	R/B	L/G	Y/B	Y	B/Y																																																																																																													
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B																																																																																																													
2Y	2W	2U	2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A																																																																																																											
L	L/G	LG/R	*	G/W	G/B	G/Y	BR/W	*	Y/L	P	B/O	B																																																																																																											
*	L/Y	LG/B	L/B	*	G/Y	W	G	*	G/O	R/Y	BR/B	B																																																																																																											
2Z	2X	2V	2T	2R	2P	2N	2L	2J	2H	2F	2D	2B																																																																																																											
B3-04 CHECK CONNECTOR (F) 		B3-05 IGNITION COIL (F) 		B3-06 IGNITER (F) 		B3-07 SELF-DIAGNOSIS CHECKER (EM) <table border="1"> <tr> <td>*</td><td>B/Y</td><td>Y/B</td> </tr> <tr> <td>*</td><td>Y</td><td>*</td> </tr> </table>		*	B/Y	Y/B	*	Y	*	B3-08 INJECTOR NO.1 (INJ) 		B3-09 INJECTOR NO.3 (INJ) 		B3-10 INJECTOR NO.2 (INJ) 																																																																																																					
*	B/Y	Y/B																																																																																																																					
*	Y	*																																																																																																																					
B3-11 INJECTOR NO.4 (INJ) 		B3-12 SOLENOID VALVE (ISC) (INJ) 		B3-13 CRANK ANGLE SENSOR (EM) 		B3-14 CONNECTOR BETWEEN EMISSION (EM) & INJECTOR (INJ) <table border="1"> <tr> <td>B/Y</td><td>L/G</td><td>G/Y</td><td>BR/B</td><td>LG/B</td> <td>LG/B</td><td>BR/B</td><td>G/Y</td><td>L/G</td><td>B/Y</td> </tr> <tr> <td>B/Y</td><td>B</td><td>B/O</td><td>BR/W</td><td>LG/R</td> <td>LG/R</td><td>BR/W</td><td>B/O</td><td>B</td><td>B/Y</td> </tr> </table>						B/Y	L/G	G/Y	BR/B	LG/B	LG/B	BR/B	G/Y	L/G	B/Y	B/Y	B	B/O	BR/W	LG/R	LG/R	BR/W	B/O	B	B/Y																																																																																								
B/Y	L/G	G/Y	BR/B	LG/B	LG/B	BR/B	G/Y	L/G	B/Y																																																																																																														
B/Y	B	B/O	BR/W	LG/R	LG/R	BR/W	B/O	B	B/Y																																																																																																														

B-3a



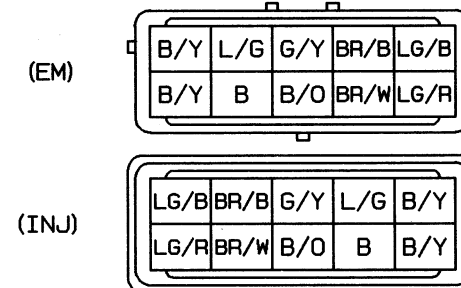


B3-01 ENGINE CONTROL UNIT (EM)

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

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

B3-14 CONNECTOR BETWEEN EMISSION (EM) & INJECTOR (INJ)



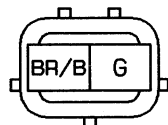
B3-15 IDLE SWITCH (EM)



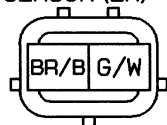
B3-16 POWER STEERING PRESSURE SWITCH (EM)



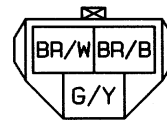
B3-17 AIR THERMOSENSOR (EM)



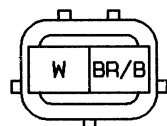
B3-18 WATER THERMOSENSOR (EM)



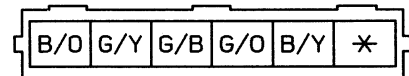
B3-19 THROTTLE SENSOR (INJ)



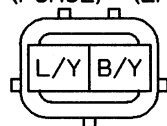
B3-20 OXYGEN SENSOR (EM)



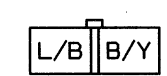
B3-21 AIRFLOW SENSOR (F)



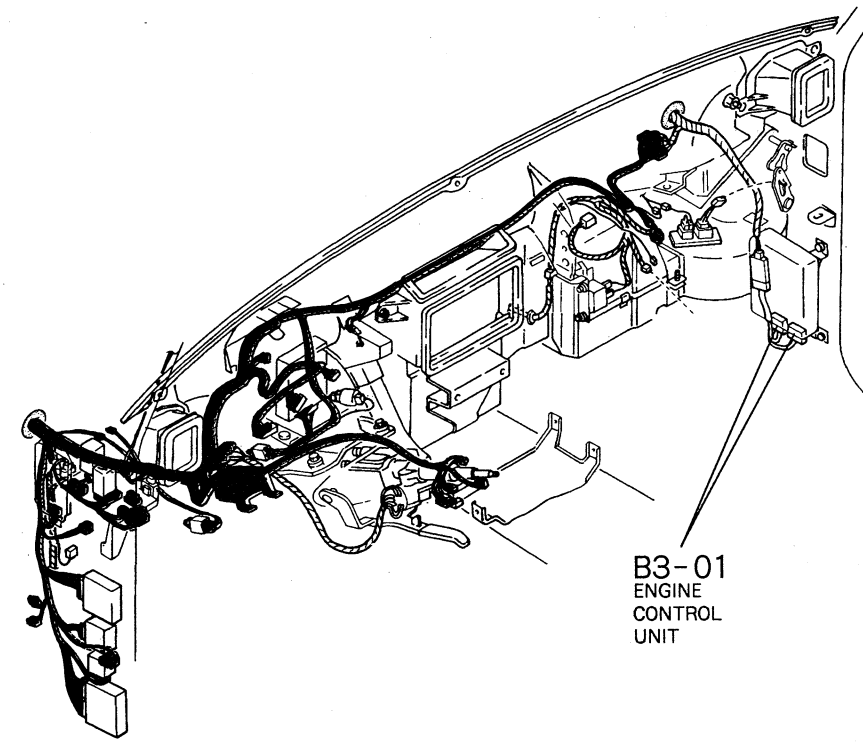
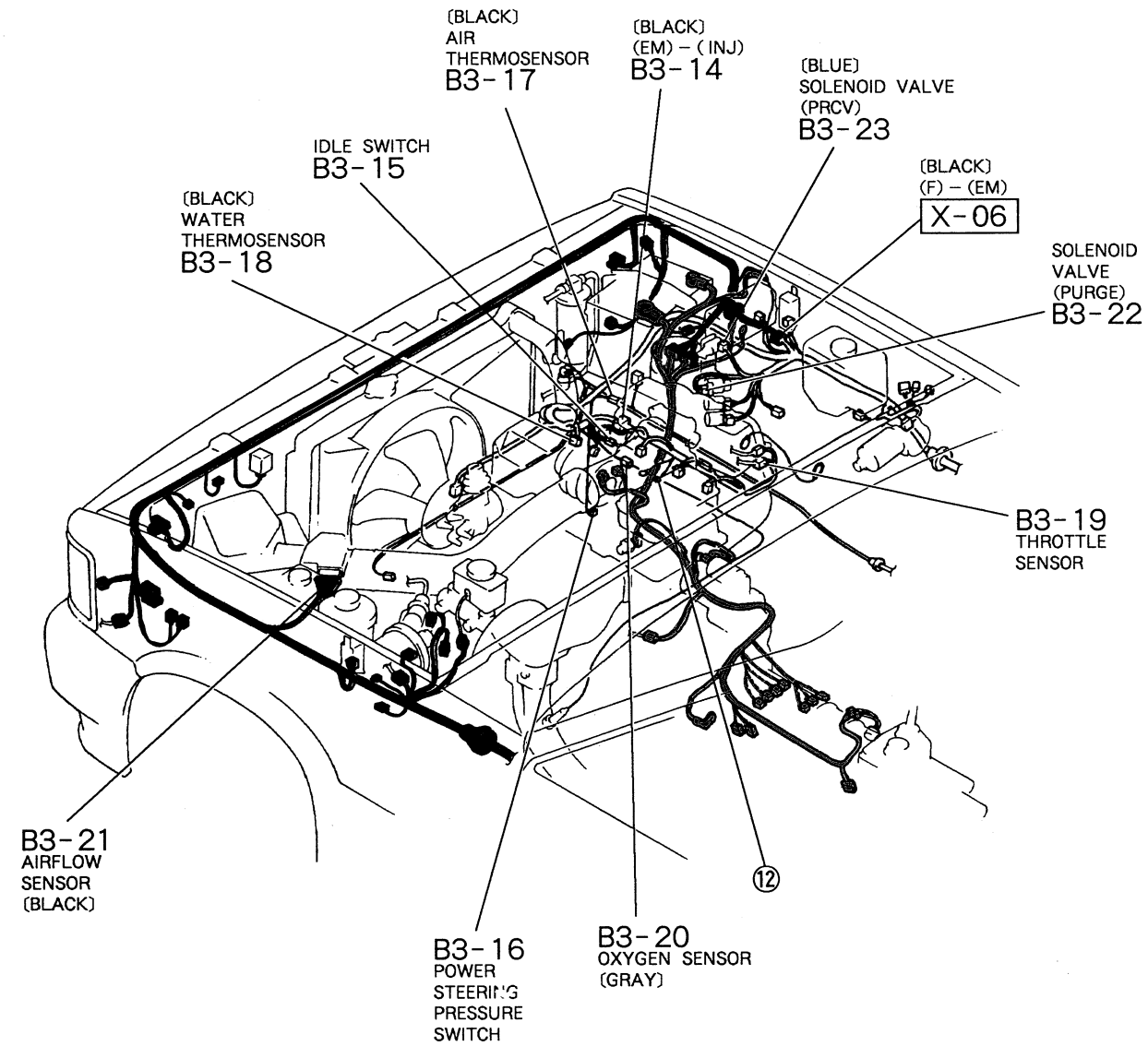
B3-22 SOLENOID VALVE (PURGE) (EM)

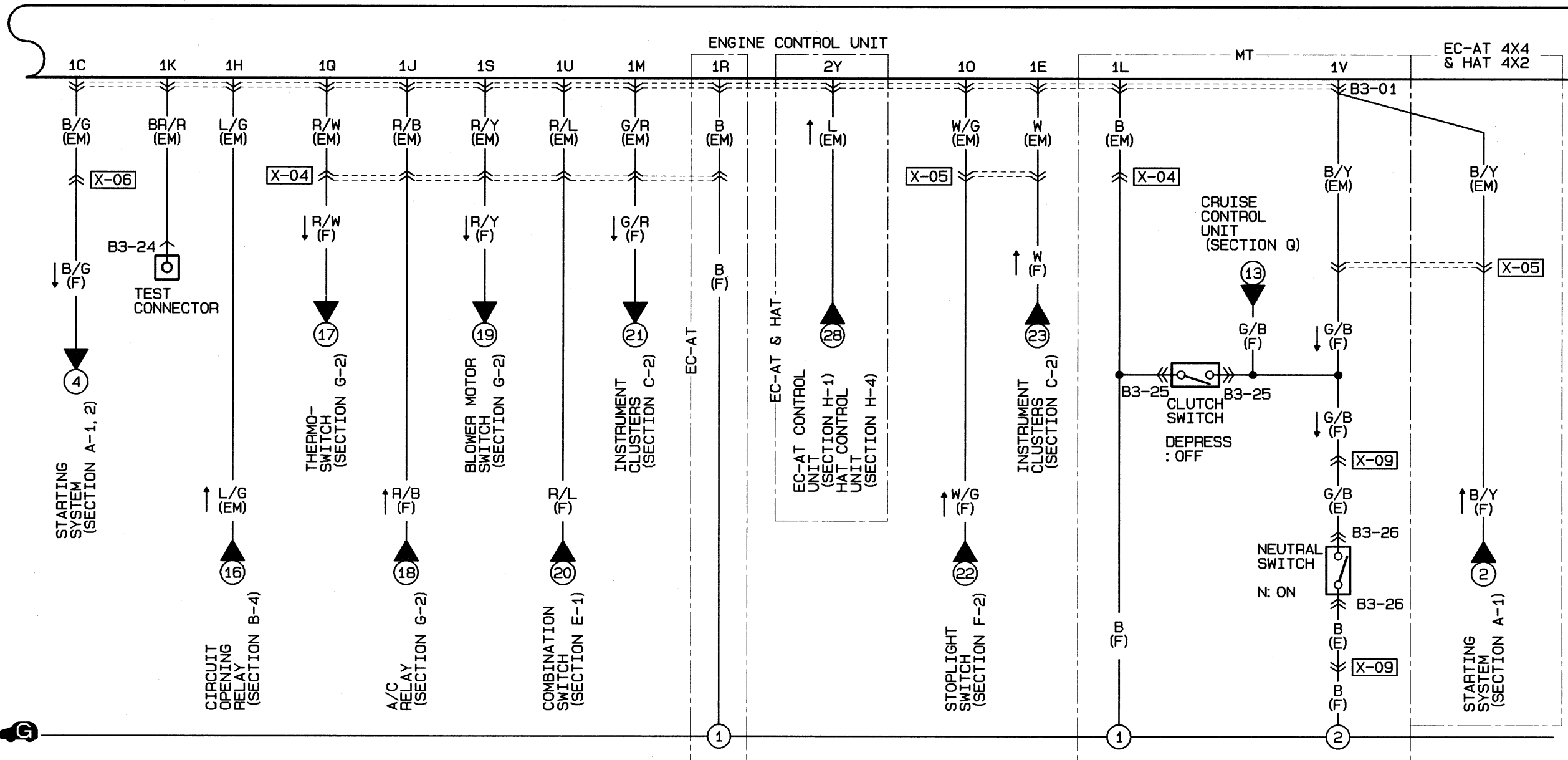


B3-23 SOLENOID VALVE (PRCV) (EM)



B-3b





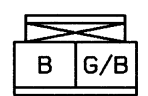
B3-01 ENGINE CONTROL UNIT (EM)

B3-24 TEST CONNECTOR (EM)

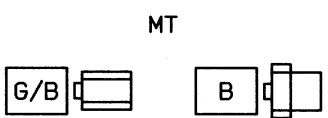
B3-25 CLUTCH SWITCH (F)

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

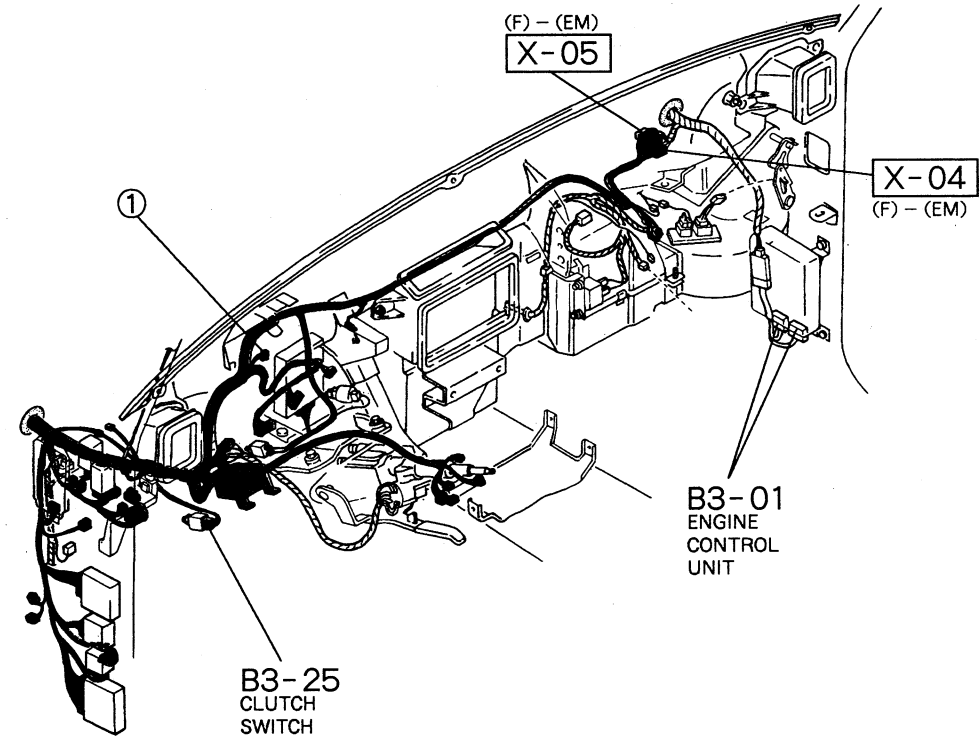
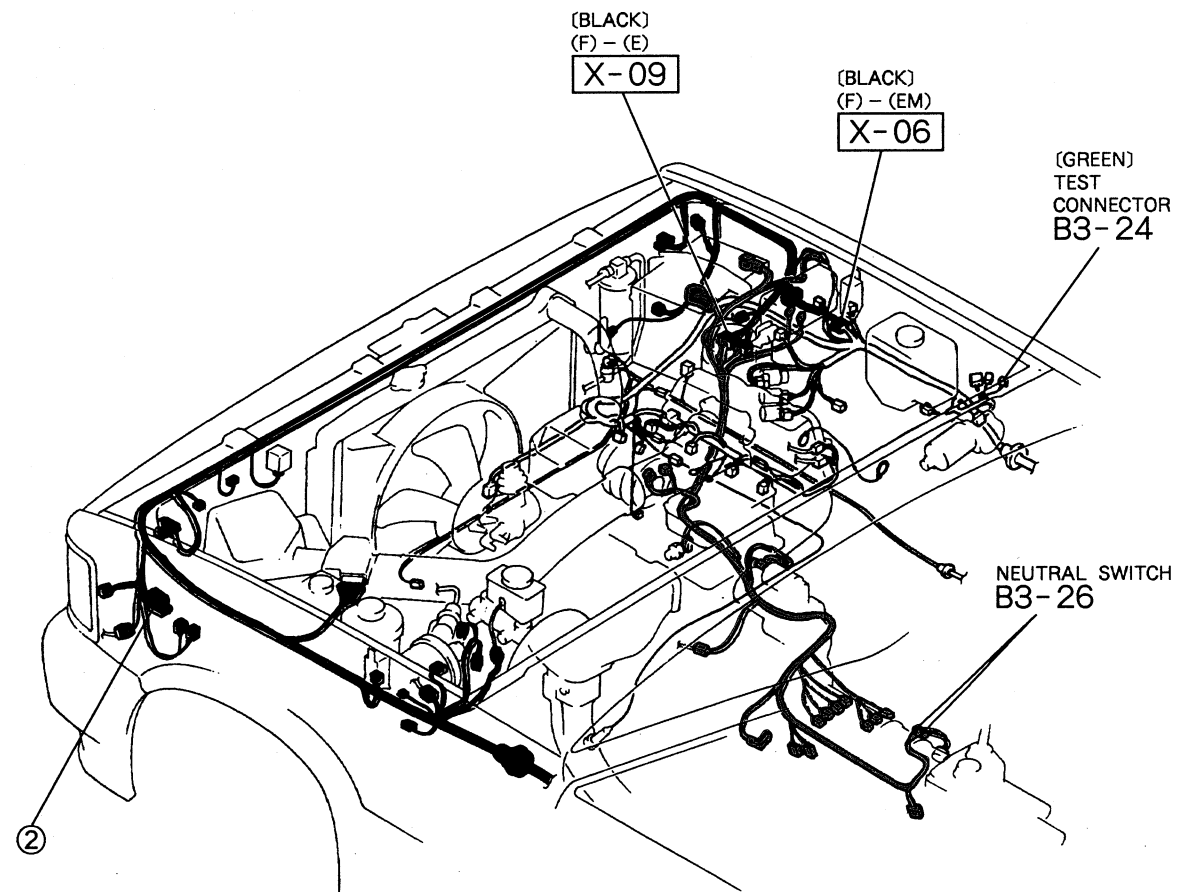
2Y	2W	2U	2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A
L	L/G	LG/R	*	G/W	G/B	G/Y	BR/W	*	Y/L	P	B/O	B
*	L/Y	LG/B	L/B	*	G/Y	W	G	*	G/O	R/Y	BR/B	B
2Z	2X	2V	2T	2R	2P	2N	2L	2J	2H	2F	2D	2B



B3-26 NEUTRAL SWITCH (E)



B-3c



Z WIRING DIAGRAM

Terminal voltage

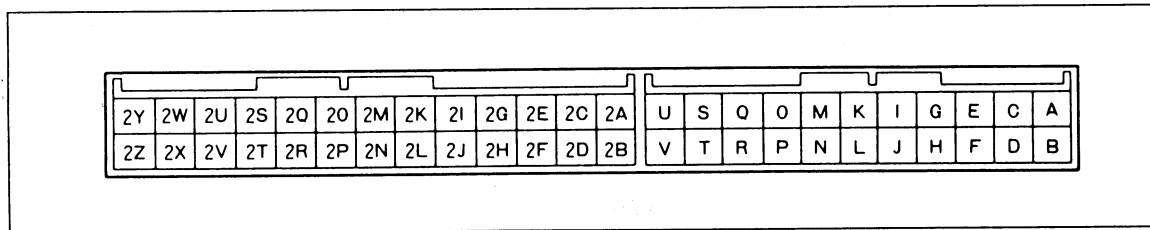
Terminal	Input	Output	Connection to	Test condition	Voltage	Remarks
1A	—	—	Battery	Constant	Approx. 12V	For backup
1B	○		Main relay	Ignition switch OFF	Approx. 0V	
				Ignition switch ON	Approx. 12V	
				During burn-off (airflow sensor)		
1C	○		Ignition switch (Start position)	While cranking	Approx. 10V	
				Ignition switch ON	Approx. 0V	
1D		○	Self-Diagnosis Checker (Monitor lamp)	Test connector (Green: 1-pin) grounded For 3 seconds after ignition switch OFF→ON (Lamp illuminates)	Approx. 5V	With Self-Diagnosis Checker
				After 3 seconds (Lamp does not illuminate)	Approx. 12V	
				Test connector (Green: 1-pin) not grounded at idle. Monitor lamp ON	Approx. 5V	
				Test connector (Green: 1-pin) not grounded at idle. Monitor lamp OFF	Approx. 12V	
1E		○	Malfunction indicator lamp (California only)	For 3 seconds after ignition switch OFF→ON (Lamp illuminates)	Below 2.5V	Test connector (Green: 1-pin) grounded
				After 3 seconds (Lamp does not illuminate)	Approx. 12V	
				Lamp illuminates	Below 2.5V	
				Lamp not illuminate	Approx. 12V	
1F		○	Self-Diagnosis checker (Code number)	For 3 seconds after ignition switch OFF→ON (Buzzer sounds)	Below 2.5V	• With Self-Diagnosis Checker • Test connector (Green: 1-pin) grounded
				After 3 seconds (Buzzer does not sound)	Approx. 12V	
				Buzzer sounds	Below 2.5V	
				Buzzer not sounded	Approx. 12V	
1G		○	Main relay	Ignition switch OFF	Approx. 12V	
		○		Ignition switch ON	Approx. 0V	
1H		○	Circuit opening relay	Ignition switch ON	Approx. 12V	
		○		During cranking or at idle	Below 2.5V	
1I		○	Ignition switch (ON position)	Ignition switch OFF	0V	
		○		Ignition switch ON	Approx. 12V	
1J		○	A/C relay	Ignition switch ON	Approx. 12V	Blower motor: ON
				For 10 seconds After fully depressing accelerator pedal with A/C switch ON (A/C does not operate) (in-gear, ignition switch ON)	Approx. 12V	
				After 10 seconds	Below 2.5V	
				For 5 seconds after cranking with A/C switch ON (A/C does not operate)	Approx. 12V	
				After 5 seconds (A/C operates)	Below 2.5V	
				A/C switch ON at idle	Below 2.5V	
1K		○	Test connector	Test connector (Green: 1-pin) not grounded	Approx. 12V	Ignition switch ON
		○		Test connector (Green: 1-pin) grounded	0V	
1L	○		Ground (MT)	Ignition switch ON	0V	
				Open (HAT)	Approx. 12V	
1M		○	Speed sensor (HAT)	Ignition switch ON	0 or 4.5V	
		○		Idle	Approx. 4.5V	
1N		○	Idle switch	Accelerator pedal released	0V	Ignition switch ON
		○		Accelerator pedal depressed	Approx. 12V	
1O	○		Stoplight switch	Brake pedal released	0V	Ignition switch ON
				Brake pedal depressed	Approx. 12V	
1P	○		P/S pressure switch	Ignition switch ON	Approx. 12V	
				P/S ON (at idle)	0V	
				P/S OFF (at idle)	Approx. 12V	
1Q	○		A/C switch	A/C switch ON (Ignition switch ON)	Below 2.5V	Blower motor: ON
				A/C switch OFF (Ignition switch ON)	Approx. 12V	

Terminal	Input	Output	Connection to	Test condition	Voltage	Remarks
1R	○		Ground (EC-AT)	Ignition switch ON	0V	2.6L
				Open (MT, HAT)	Approx. 12V	
1S	○		Blower switch	Blower ON	Approx. 12V	Ignition switch ON
				Blower OFF	Below 1.5V	
1T	—	—	—	—	—	—
1U	○		Headlight switch	Headlight ON	Approx. 12V	
				Headlight OFF	Below 1.5V	
1V	○		Neutral or clutch switch (Inhibitor switch)	Neutral or clutch pedal depressed (P or N ranges)	0V	Ignition switch ON
				Other condition	Approx. 12V	
2A	—	—	Ground (E01)	Constant	0V	
2B	—	—	Ground (E02)	Constant	0V	
2C	—	—	Ground (E1)	Constant	0V	
2D	—	—	Ground (E2)	Constant	0V	
2E	○		Distributor	Ignition switch ON	0 or 5V	Ne-Signal
				Idle	2V	
2F	○		Igniter	Ignition switch ON	0 or 5V	Ignition-timing signal
				Idle	Approx. 0.5V	
2G	○		Distributor	Ignition switch ON	0 or 5V	G-Signal
				Idle	Approx. 1.2V	
2H	○		Airflow sensor (Burn-off)	Just after ignition switch OFF	0V	Burn-off functions momentarily
				Burn off (2-5 seconds after ignition switch OFF) (Refer to page F2-170)	8—12V	
2I	—	—	—	—	—	—
2J	—	—	—	—	—	—
2K		○	Vref	Ignition switch ON	4.5—5.5V	
2L		○	Intake air thermometer (Dynamic chamber)	At 20°C (68°F)	Approx. 2.5V	
2M	○		Throttle sensor	Accelerator pedal released	Approx. 0.5V	Ignition switch ON
				Accelerator pedal fully depressed	Approx. 4.3V	
2N	○		Oxygen sensor	Ignition switch ON	0V	Needle moves from 0V to 1V
				Idle (Cold engine)	0V	
				Idle (After warm up)	0—1.0V	
				Increase engine speed (After warm up)	0.5—1.0V	
2O	○		Airflow sensor (Intake air mass)	Ignition switch ON	1.0—2.0V	
				Idle (After warm up)	1.9—2.6V	
				Increase engine speed (After warm up)	2—5V	
2P		○	Airflow sensor (Ground)	Constant	0V	
2Q	○		Water thermometer	Engine coolant temperature 20°C (68°F)	Approx. 2.5V	Ignition switch ON
				After warm up	Approx. 0.4V	
2R	—	—	—	—	—	—
2S	—	—	—	—	—	—
2T		○	Solenoid valve (PRC)	For 120 seconds after ignition switch OFF→ON	Below 2.5V	During hot condition. Coolant temp. above 90°C (194°F) Intake air temp. above 75°C (167°F)
				For 120 seconds after starting	Below 2.5V	
				Ignition switch ON	Approx. 12V	
2U		○	Injector No. 1, 3	Ignition switch ON	Approx. 12V	* Engine Signal Monitor: Green and red lights flash
				Idle	Approx. 12V*	

Terminal voltage

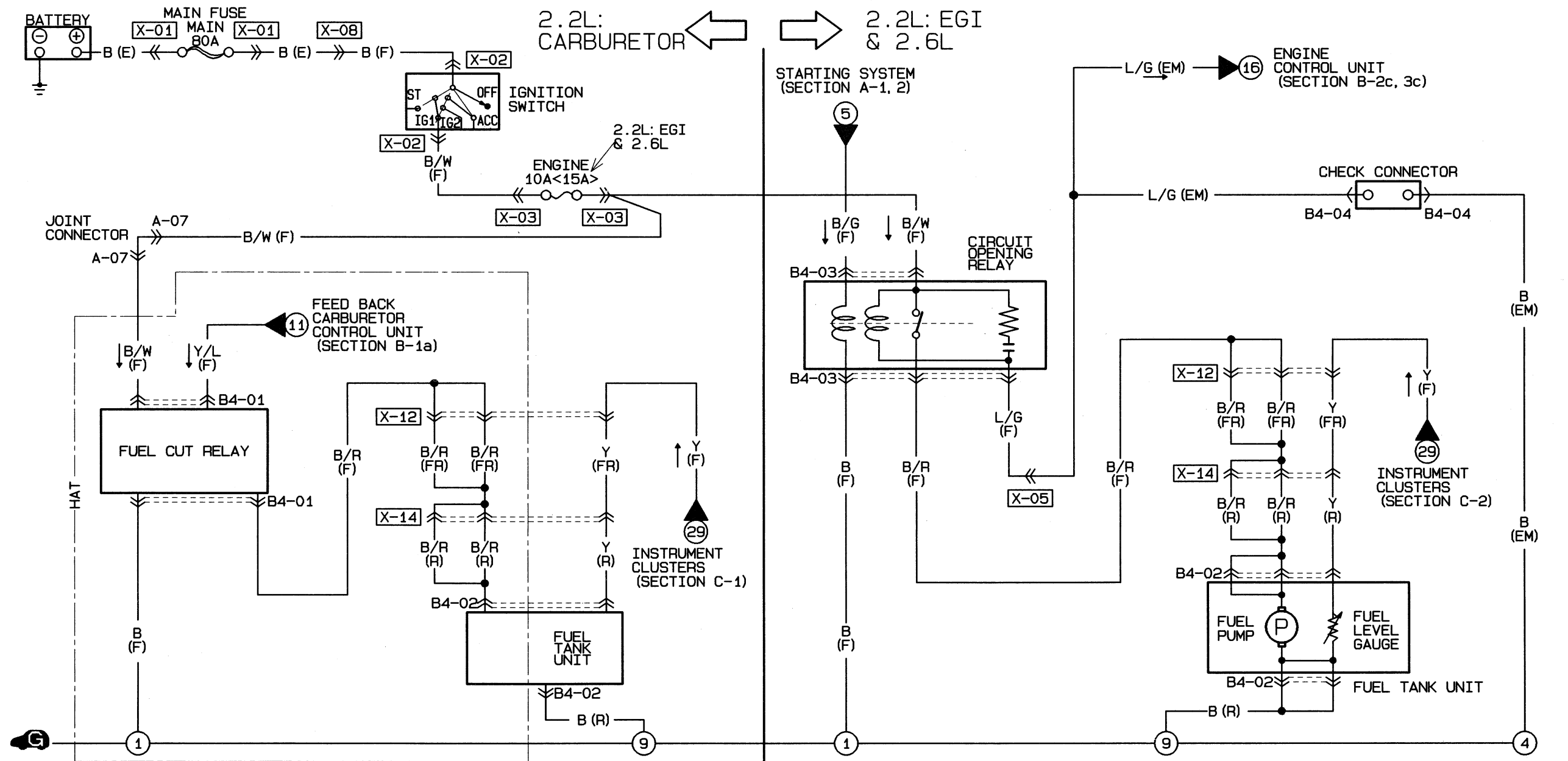
Terminal	Input	Output	Connection to	Test condition	Voltage	Remarks
2V		○	Injector No. 2, 4	Ignition switch ON	Approx. 12V	* Engine Signal Monitor: Green and red lights flash
				Idle	Approx. 12V*	
2W		○	Solenoid valve (Idle speed control)	Ignition switch ON	Approx. 11V	Engine signal monitor: Green and red lights flash
				Idle	Approx. 10V	
2X		○	Solenoid valve (Purge control)	Ignition switch ON	Approx. 12V	* Engine signal monitor: Green and red lights flash
				Idle	Approx. 12V	
				Driving in gear	5—1.5V*	
2Y		○	HAT control unit	Ignition switch ON	Approx. 12V	2.6L HAT
				Accelerator pedal fully depressed	0	
2Z	—	—	—	—	—	—

Terminal location

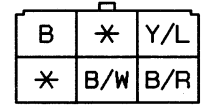


FUEL CONTROL SYSTEM

B-4

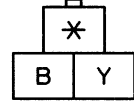


B4-01 FUEL CUT RELAY (F)



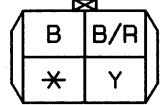
HAT 2.2L: CARBURETOR

B4-02 FUEL TANK UNIT (R)



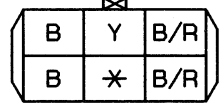
MT 2.2L: CARBURETOR

HAT 2.2L: CARBURETOR



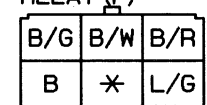
HAT 2.2L: CARBURETOR

2.2L: EGI & 2.6L



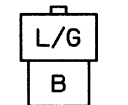
2.2L: EGI & 2.6L

B4-03 CIRCUIT OPENING RELAY (F)



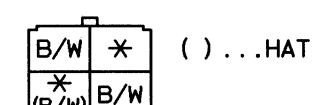
2.2L: EGI & 2.6L

B4-04 CHECK CONNECTOR (EM)

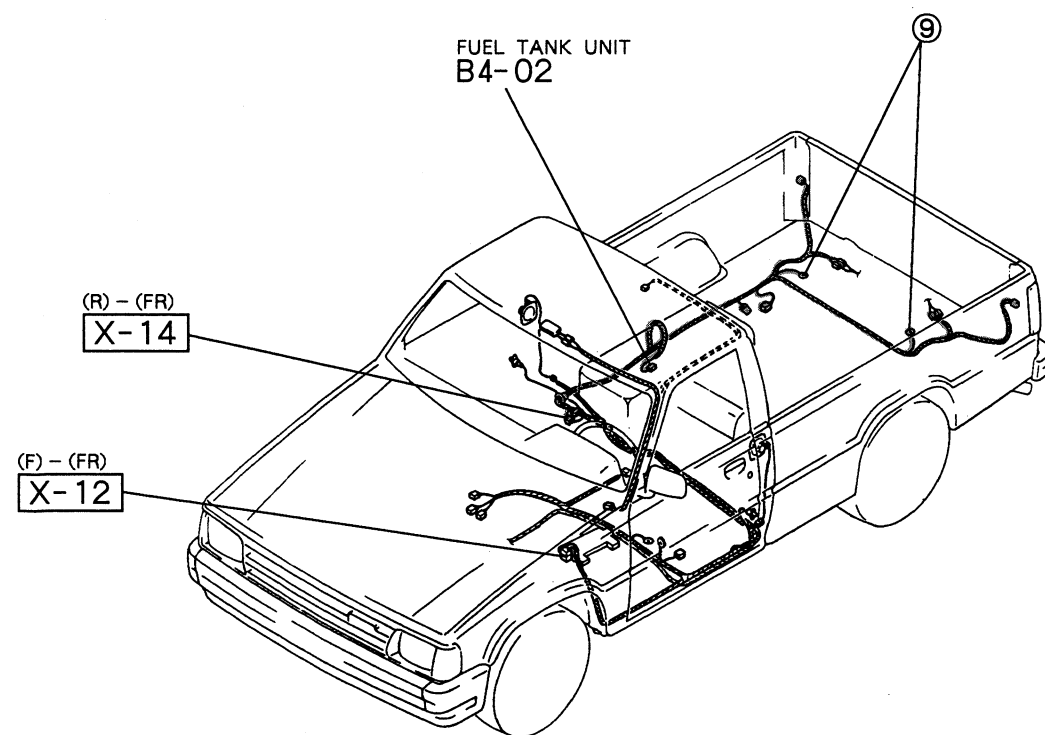
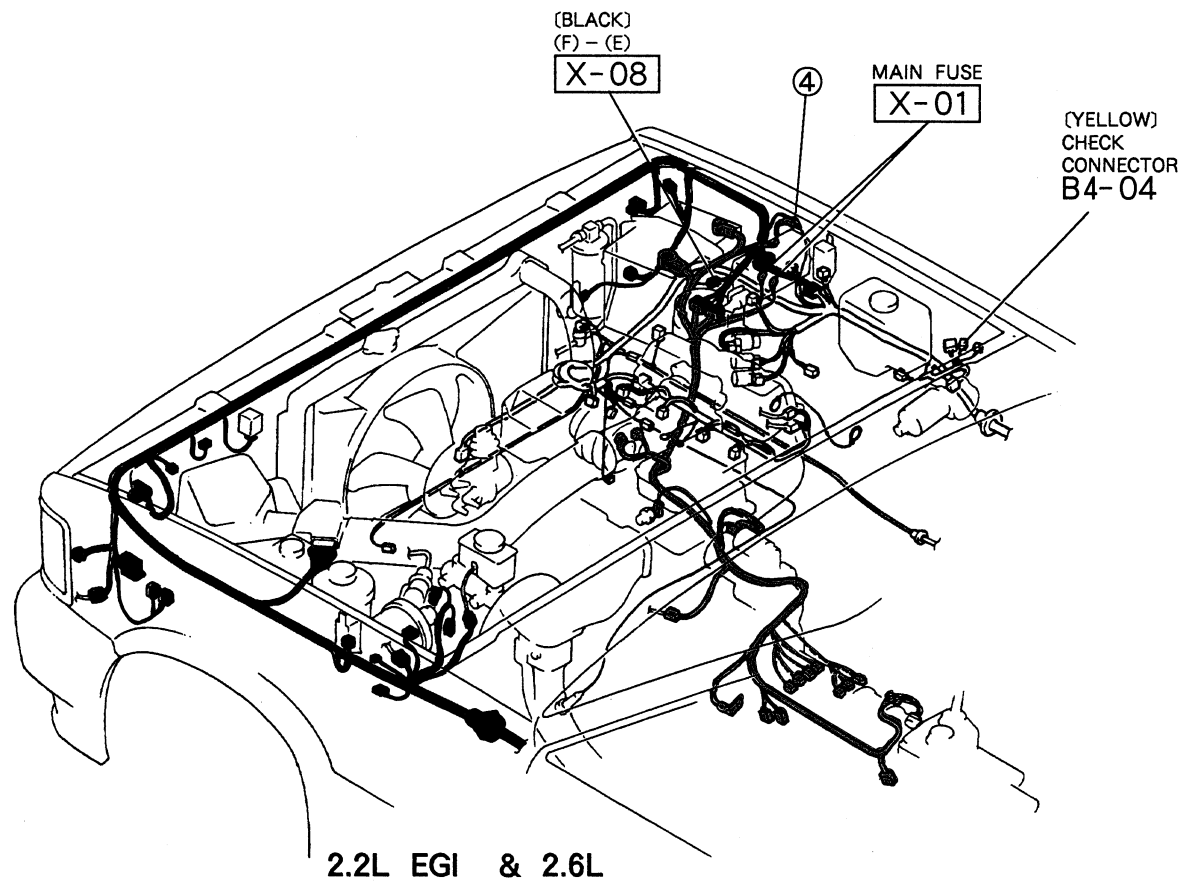
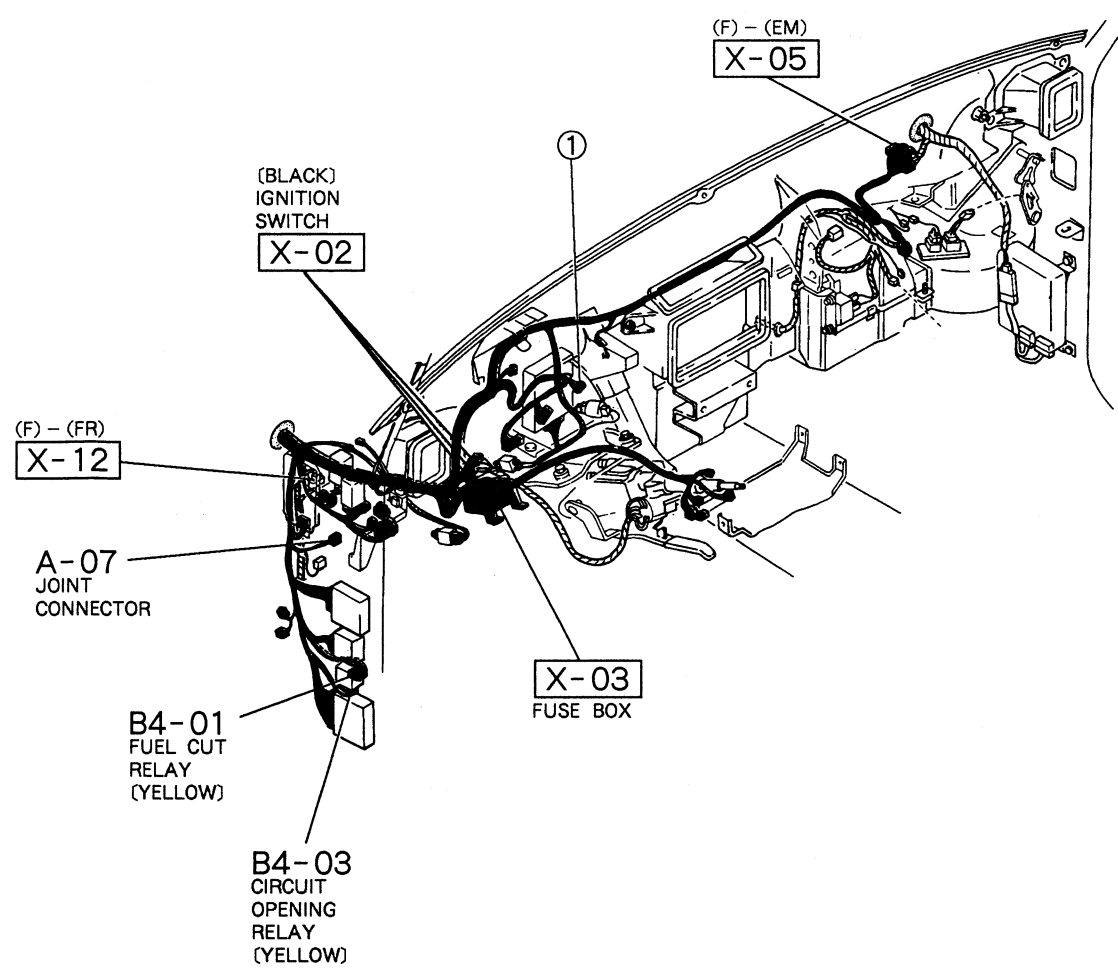
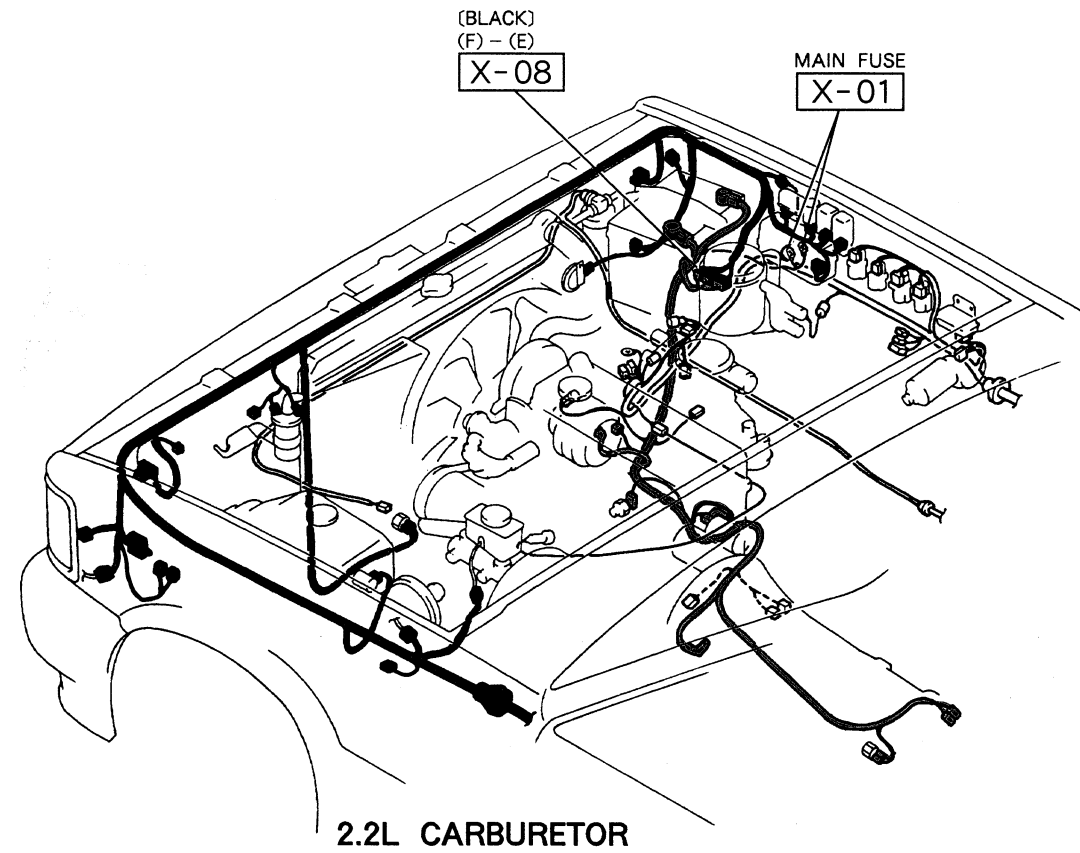


2.2L: EGI & 2.6L

A-07 JOINT CONNECTOR (F)



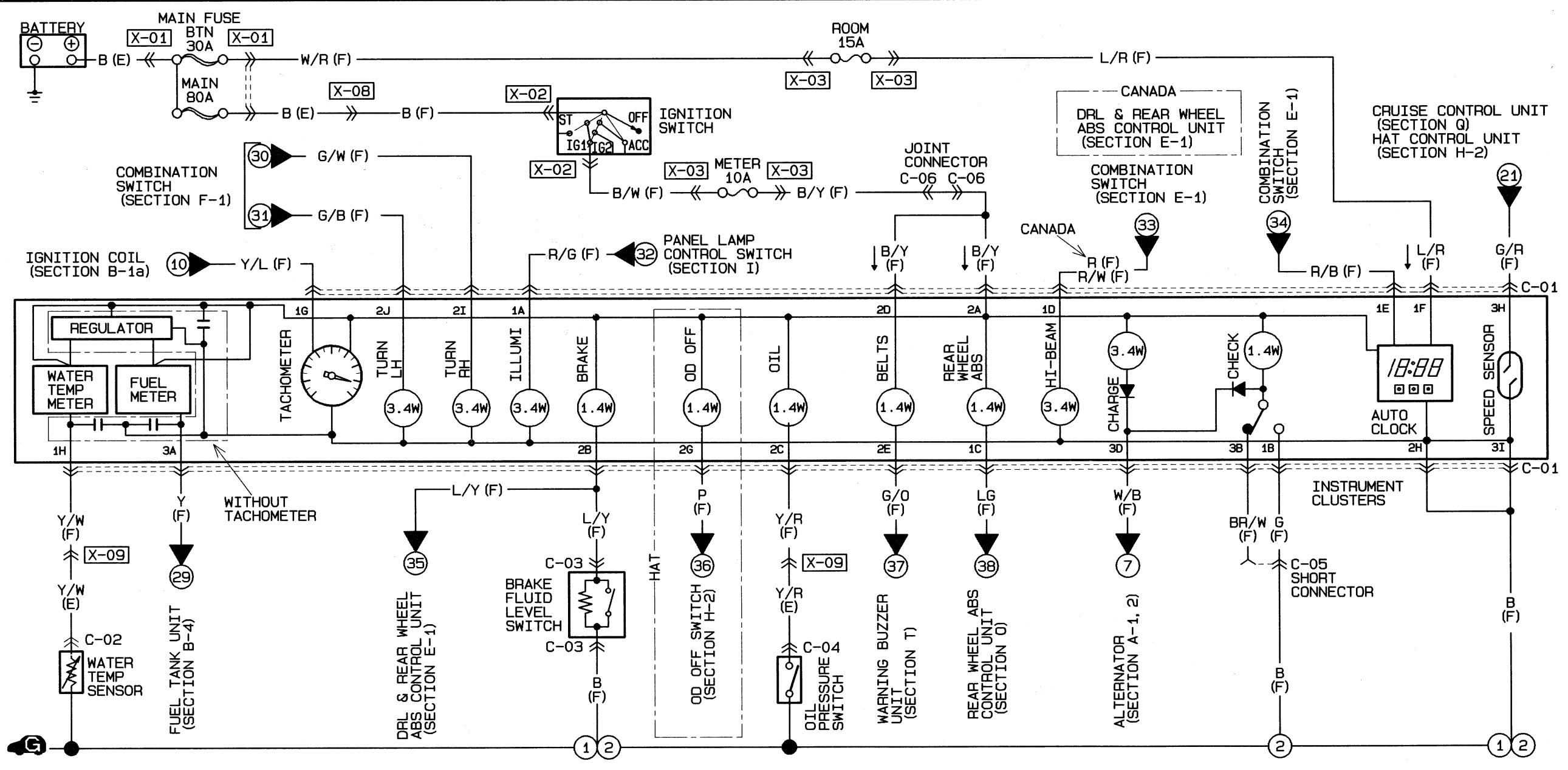
B-4



Z WIRING DIAGRAM

2.2L: CARBURETOR ■ INSTRUMENT CLUSTERS

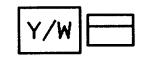
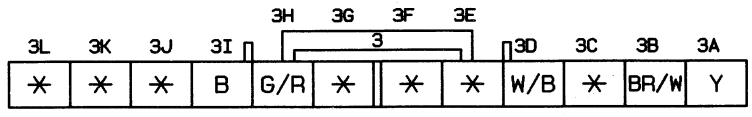
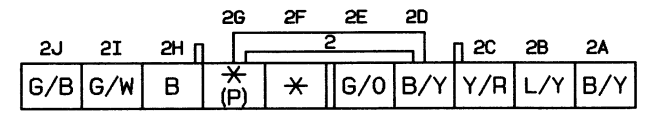
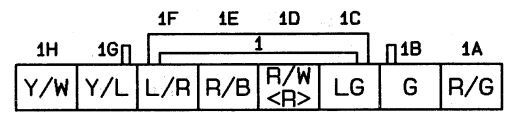
C-1



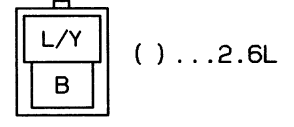
C-01 INSTRUMENT CLUSTERS (F)

() ... HAT < > ... CANADA

C-02 WATER TEMP SENSOR (E)



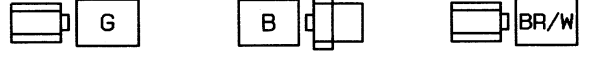
C-03 BRAKE FLUID LEVEL SWITCH (F)



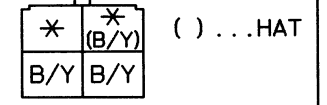
C-04 OIL PRESSURE SWITCH (E)



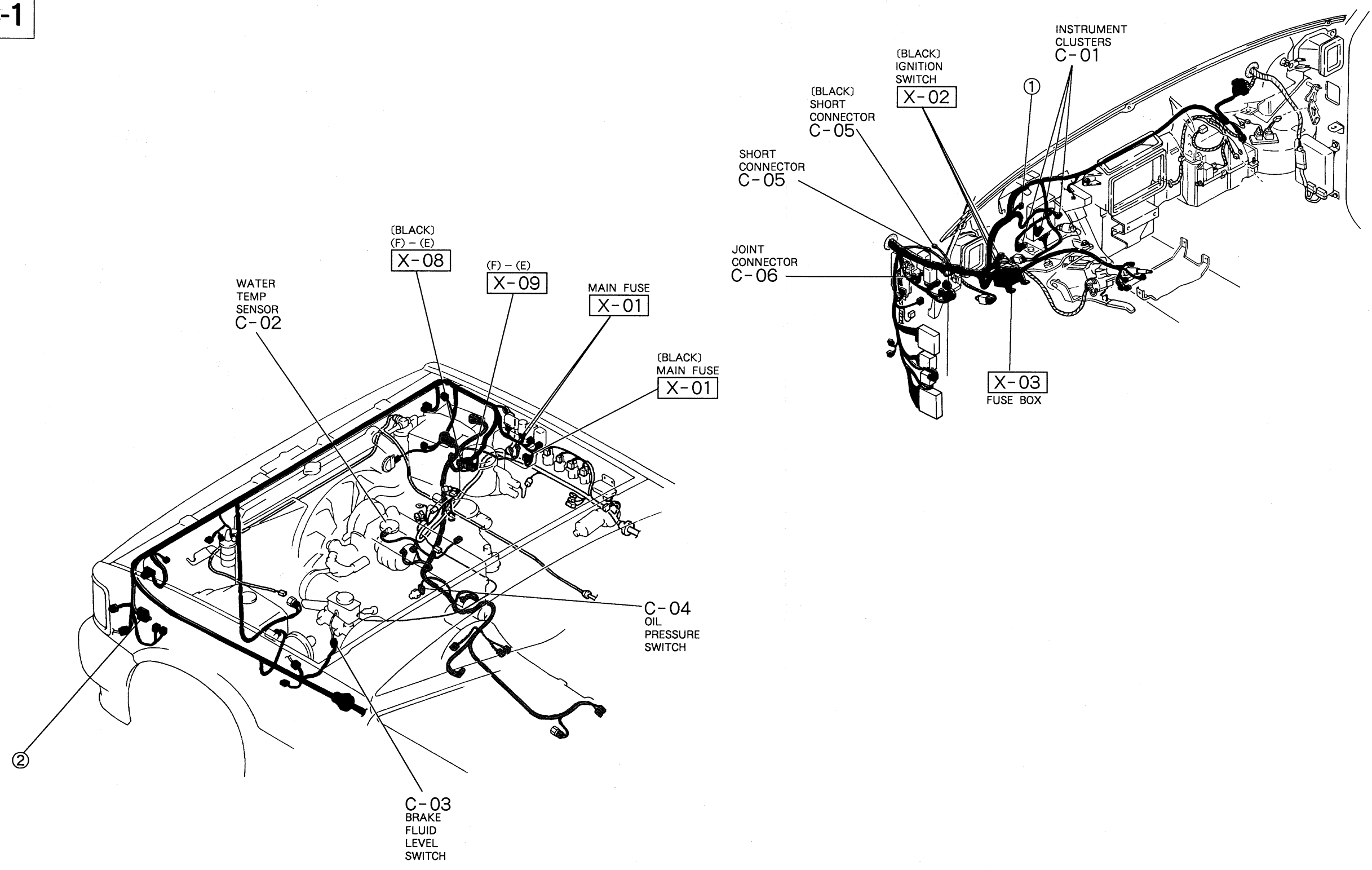
C-05 SHORT CONNECTOR (F)

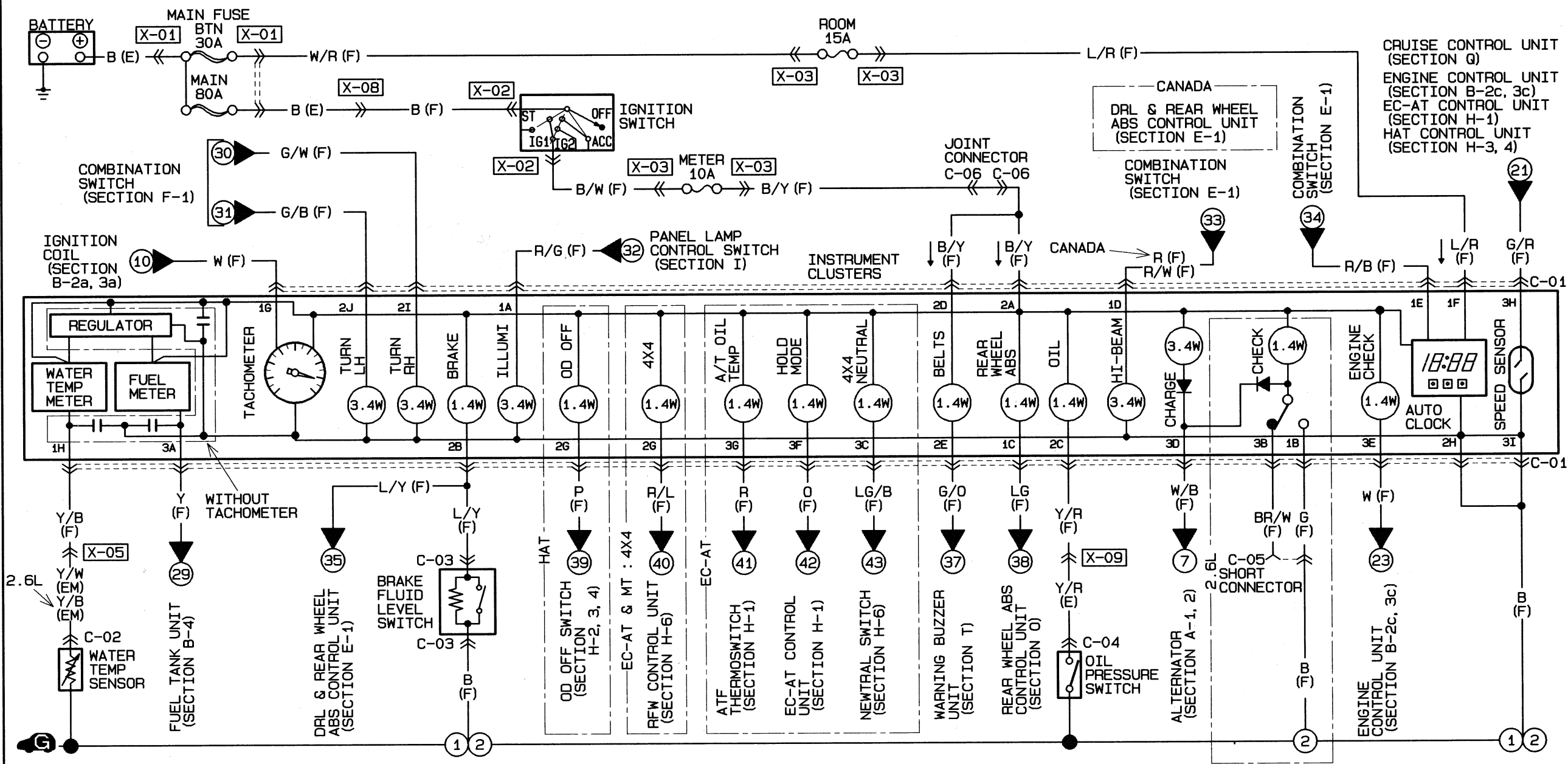


C-06 JOINT CONNECTOR (F)

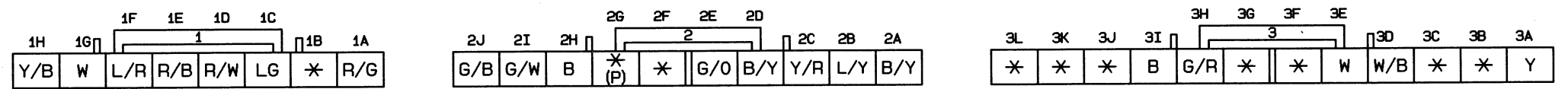


C-1

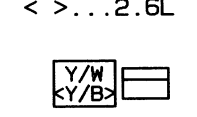




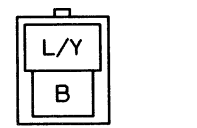
C-01 INSTRUMENT CLUSTERS (F) 2.2L: EGI



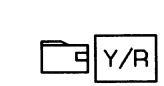
C-02 WATER TEMP SENSOR (EM)



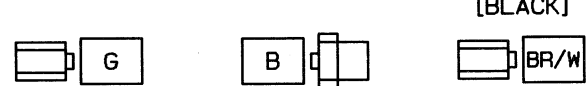
C-03 BRAKE FLUID LEVEL SWITCH (F)



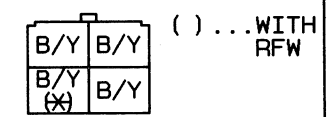
C-04 OIL PRESSURE SWITCH (E)



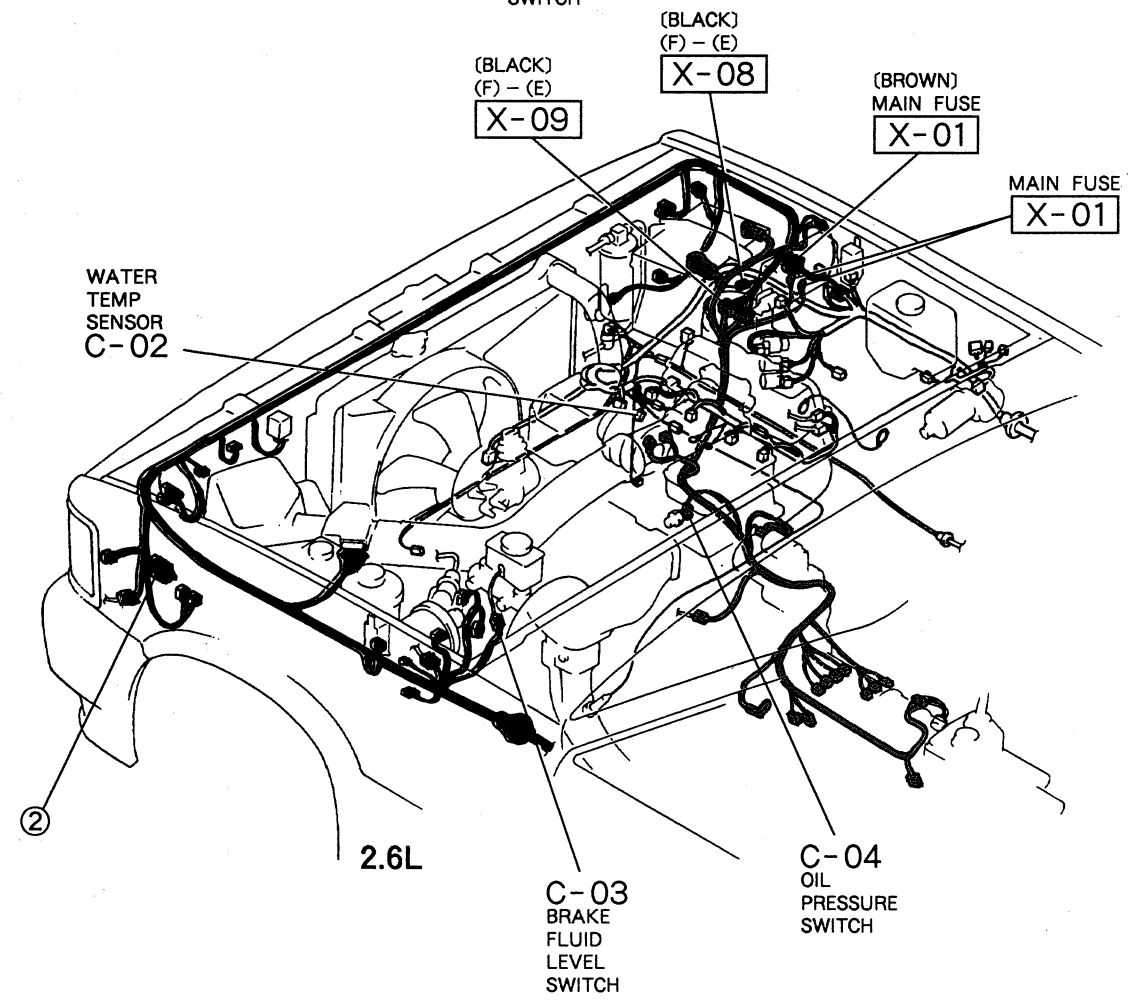
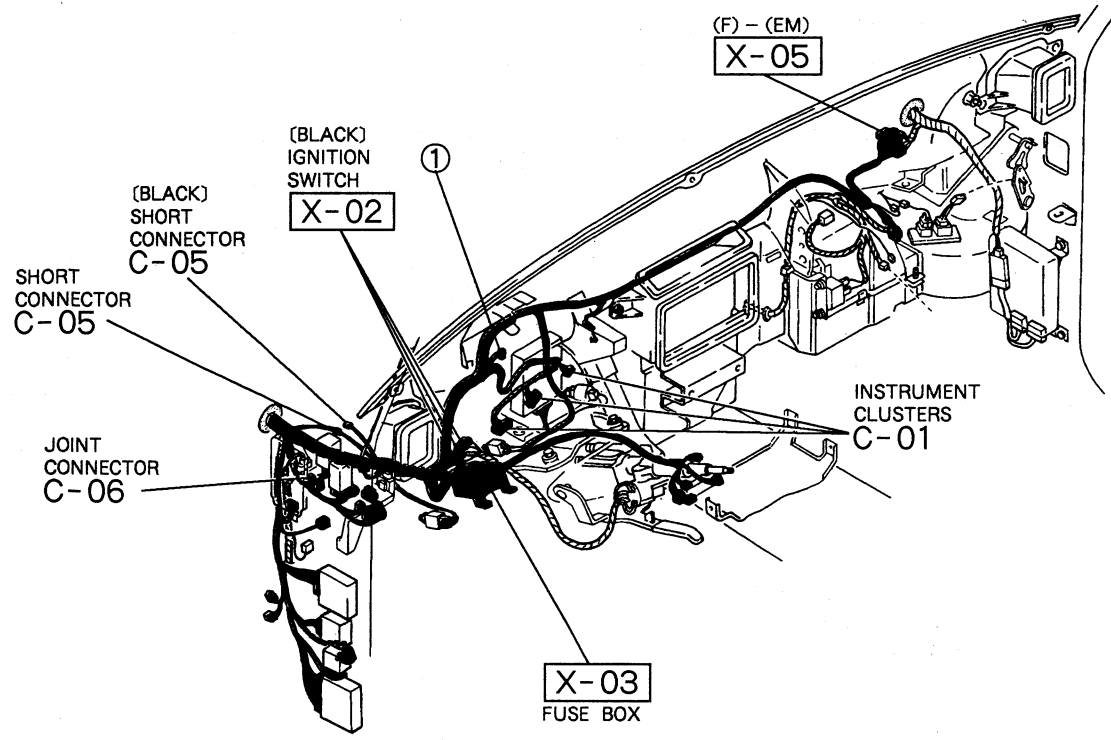
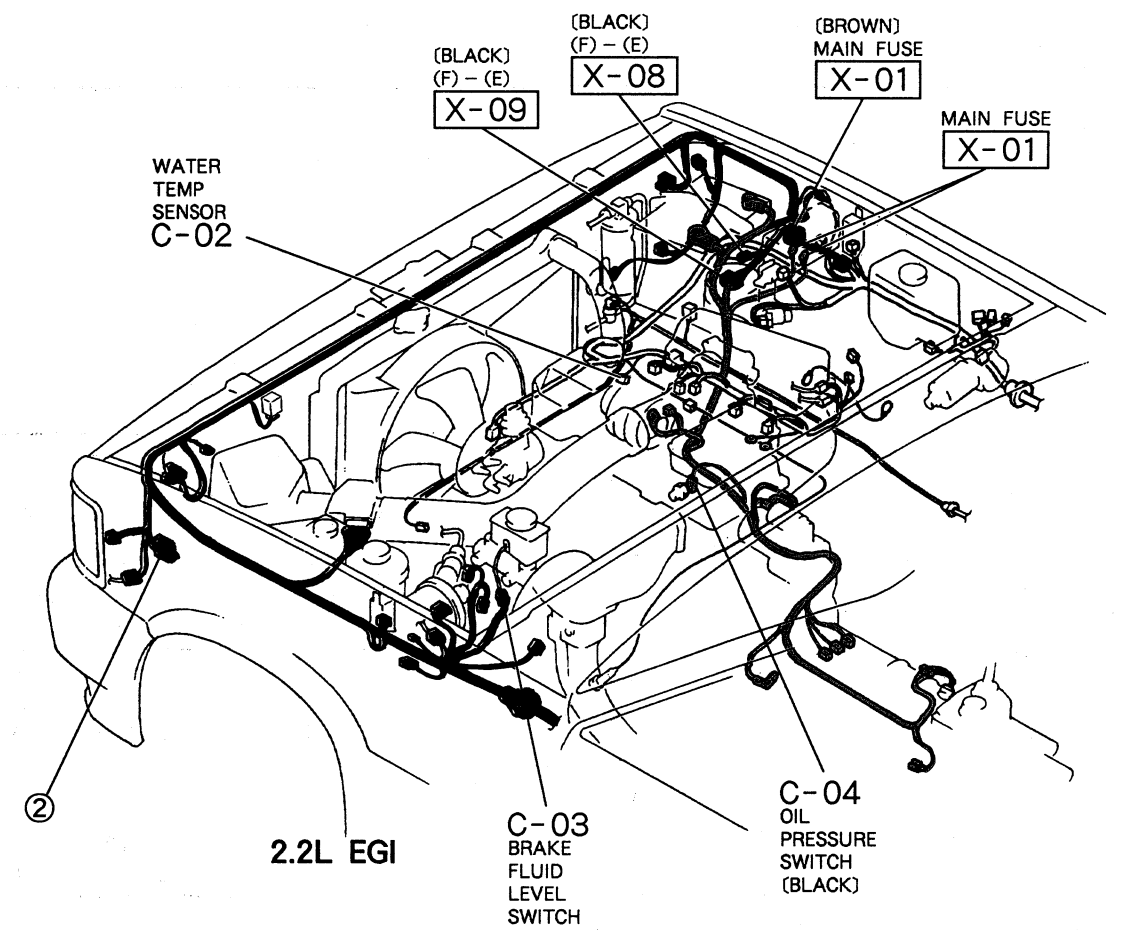
C-05 SHORT CONNECTOR (F) 2.6L



C-06 JOINT CONNECTOR (F)



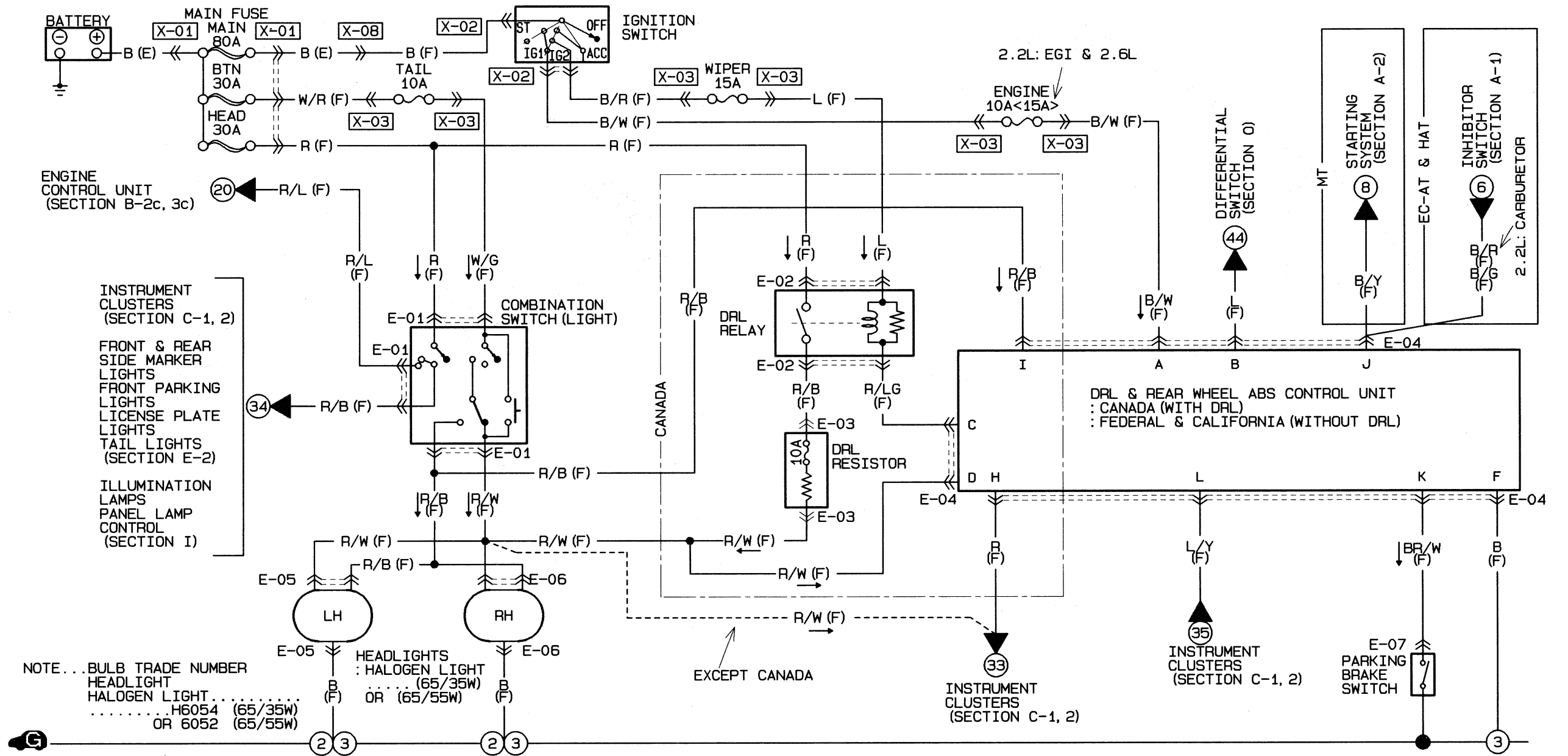
C-2



Z WIRING DIAGRAM

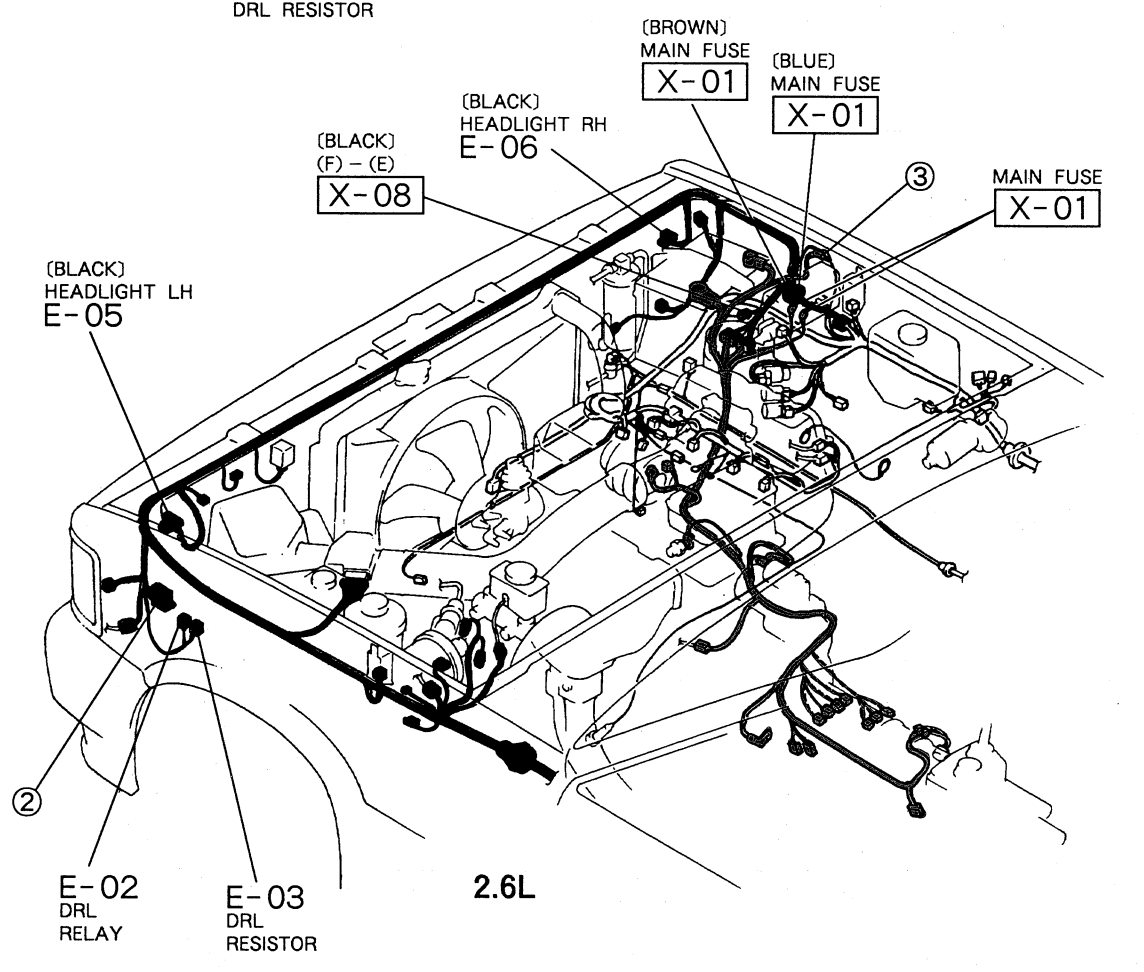
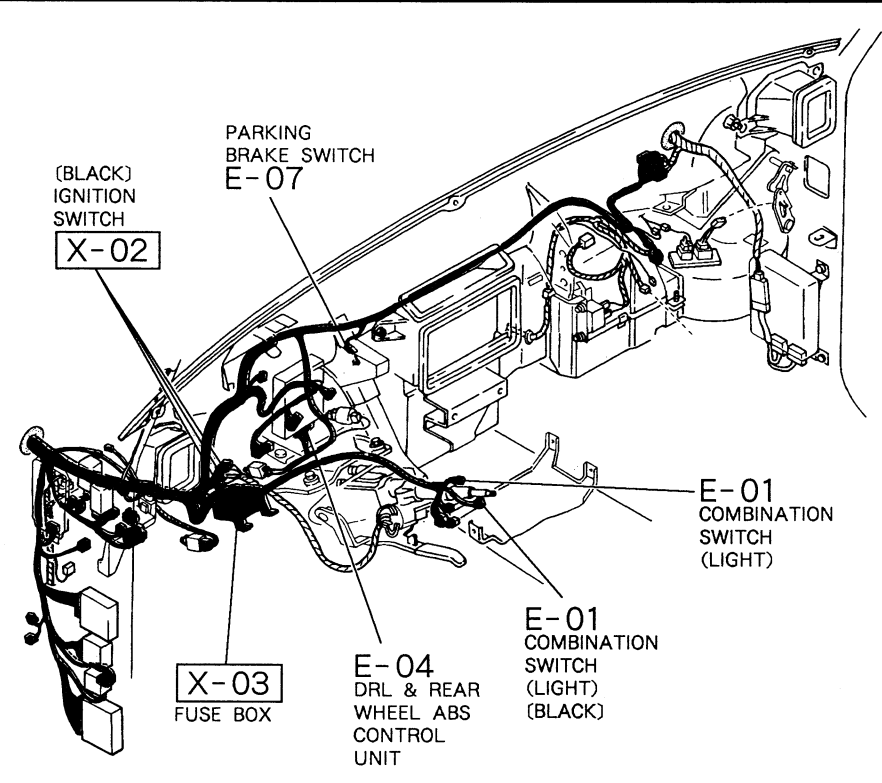
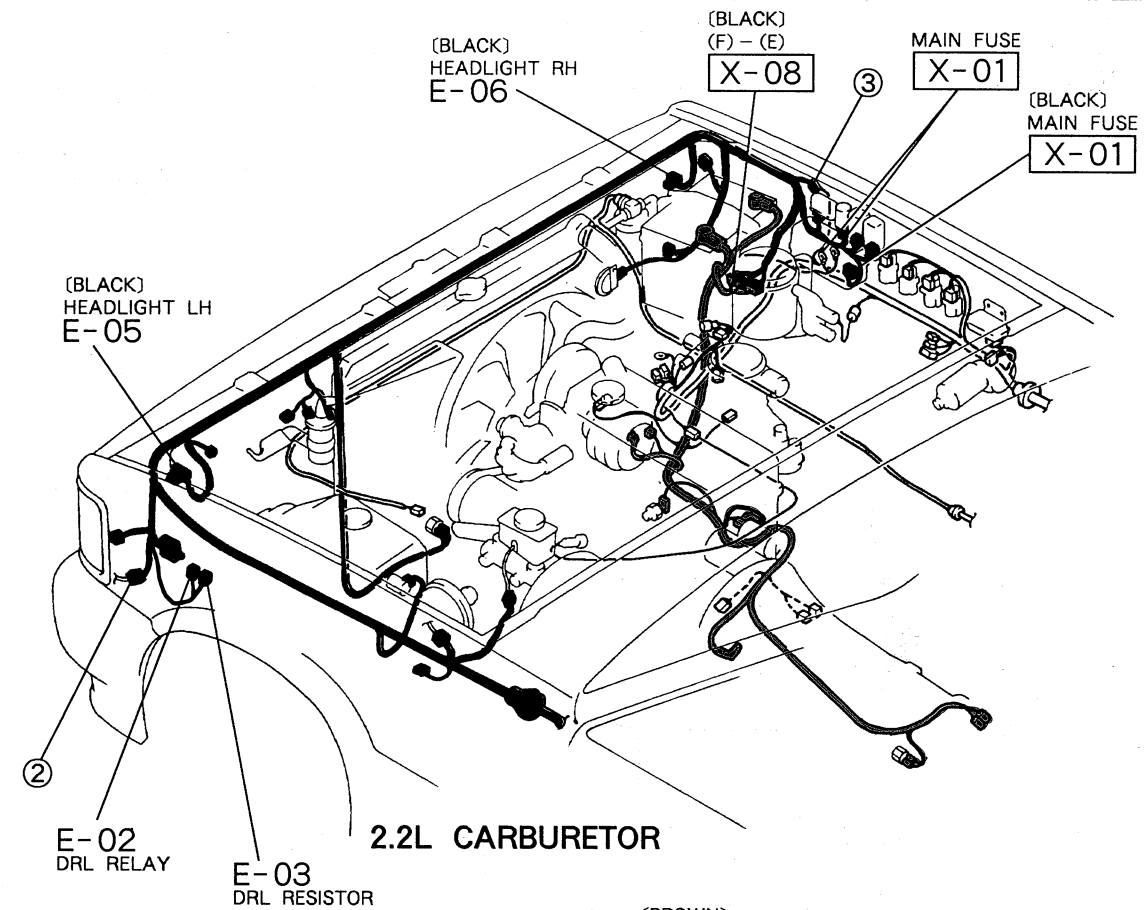
HEADLIGHTS DAY TIME RUNNING LIGHT CONTROL SYSTEM : CANADA

E-1



E-01 COMBINATION SWITCH (LIGHT) (F) () ... 2.2L: CARBURETOR <table border="1" style="display: inline-table; margin-right: 20px;"> <tr><td>G/Y</td><td>R/L</td><td>*</td></tr> <tr><td>R/B</td><td>R/B</td><td>R/W</td></tr> </table> <table border="1" style="display: inline-table;"> <tr><td>W/G</td><td>R</td></tr> </table>		G/Y	R/L	*	R/B	R/B	R/W	W/G	R	E-02 DRL RELAY (F) CANADA <table border="1" style="display: inline-table; margin-right: 20px;"> <tr><td>R</td><td>L</td></tr> <tr><td>R/B</td><td>R/LG</td></tr> </table>	R	L	R/B	R/LG	E-03 DRL RESISTOR (F) CANADA <table border="1" style="display: inline-table; margin-right: 20px;"> <tr><td>R/B</td></tr> <tr><td>* R/W</td></tr> </table>	R/B	* R/W	E-04 DRL & REAR WHEEL ABS CONTROL UNIT (F) CANADA (WITH DRL) <table border="1" style="display: inline-table; margin-right: 20px;"> <tr><td>K</td><td>I</td><td>C</td><td>A</td></tr> <tr><td>BR/W</td><td>R/B</td><td>R/LG</td><td>B/W</td></tr> <tr><td>L/Y</td><td>B/B</td><td>R</td><td>B</td></tr> <tr><td>L</td><td>J</td><td>H</td><td>F</td></tr> <tr><td>D</td><td>B</td><td></td><td></td></tr> </table> () ... HAT 2.2L: CARBURETOR < > ... MT	K	I	C	A	BR/W	R/B	R/LG	B/W	L/Y	B/B	R	B	L	J	H	F	D	B		
G/Y	R/L	*																																				
R/B	R/B	R/W																																				
W/G	R																																					
R	L																																					
R/B	R/LG																																					
R/B																																						
* R/W																																						
K	I	C	A																																			
BR/W	R/B	R/LG	B/W																																			
L/Y	B/B	R	B																																			
L	J	H	F																																			
D	B																																					
E-05 HEADLIGHT LH (F) <table border="1" style="display: inline-table; margin-right: 20px;"> <tr><td>B</td><td>R/B</td></tr> <tr><td></td><td>R/W</td></tr> </table>	B	R/B		R/W	E-06 HEADLIGHT RH (F) <table border="1" style="display: inline-table; margin-right: 20px;"> <tr><td>B</td><td>R/B</td></tr> <tr><td></td><td>R/W</td></tr> </table>	B	R/B		R/W	E-07 PARKING BRAKE SWITCH (F) <table border="1" style="display: inline-table; margin-right: 20px;"> <tr><td>BR/W</td></tr> <tr><td>*</td></tr> </table>	BR/W	*	FEDERAL & CALIFORNIA (WITHOUT DRL) <table border="1" style="display: inline-table; margin-right: 20px;"> <tr><td>K</td><td>I</td><td>C</td><td>A</td></tr> <tr><td>BR/W</td><td>*</td><td>R/LG</td><td>B/W</td></tr> <tr><td>L/Y</td><td>B/B</td><td>R</td><td>B</td></tr> <tr><td>L</td><td>J</td><td>H</td><td>F</td></tr> <tr><td>D</td><td>B</td><td></td><td></td></tr> </table> () ... HAT 2.2L: CARBURETOR < > ... MT	K	I	C	A	BR/W	*	R/LG	B/W	L/Y	B/B	R	B	L	J	H	F	D	B							
B	R/B																																					
	R/W																																					
B	R/B																																					
	R/W																																					
BR/W																																						
*																																						
K	I	C	A																																			
BR/W	*	R/LG	B/W																																			
L/Y	B/B	R	B																																			
L	J	H	F																																			
D	B																																					

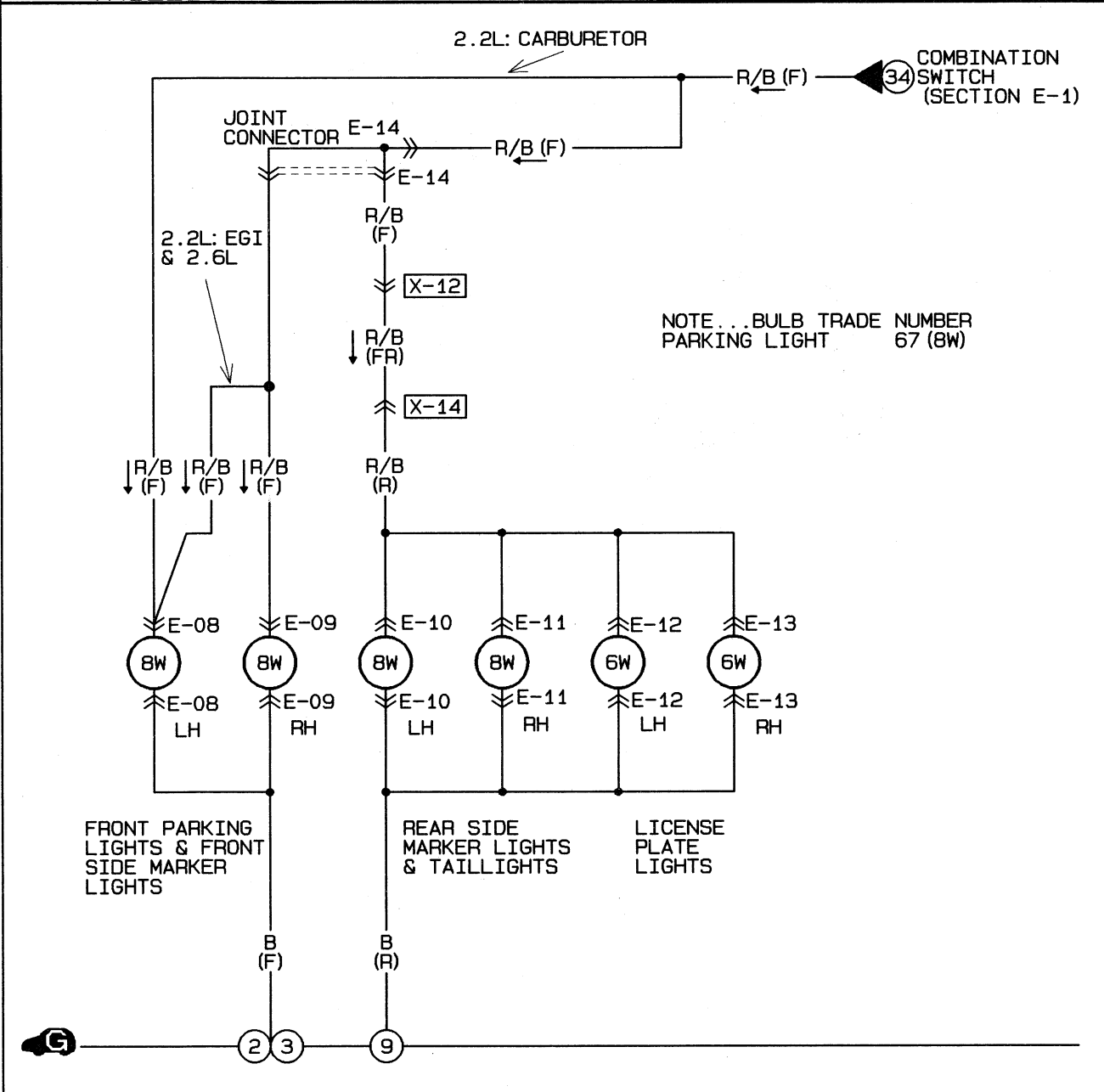
E-1



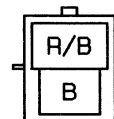
Z WIRING DIAGRAM

- FRONT & REAR SIDE MARKER LIGHTS
- FRONT PARKING LIGHTS
- LICENSE PLATE LIGHTS
- TAILLIGHTS

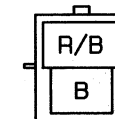
E-2



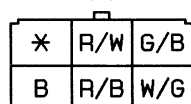
E-08 FRONT PARKING LIGHT & FRONT SIDE MARKER LIGHT LH (F)



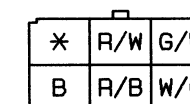
E-09 FRONT PARKING LIGHT & FRONT SIDE MARKER LIGHT RH (F)



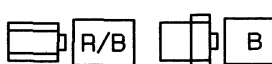
E-10 REAR SIDE MARKER LIGHT & TAILLIGHT LH (R)



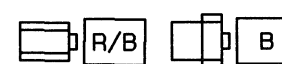
E-11 REAR SIDE MARKER LIGHT & TAILLIGHT RH (R)



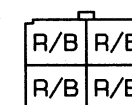
E-12 LICENSE PLATE LIGHT LH (R)



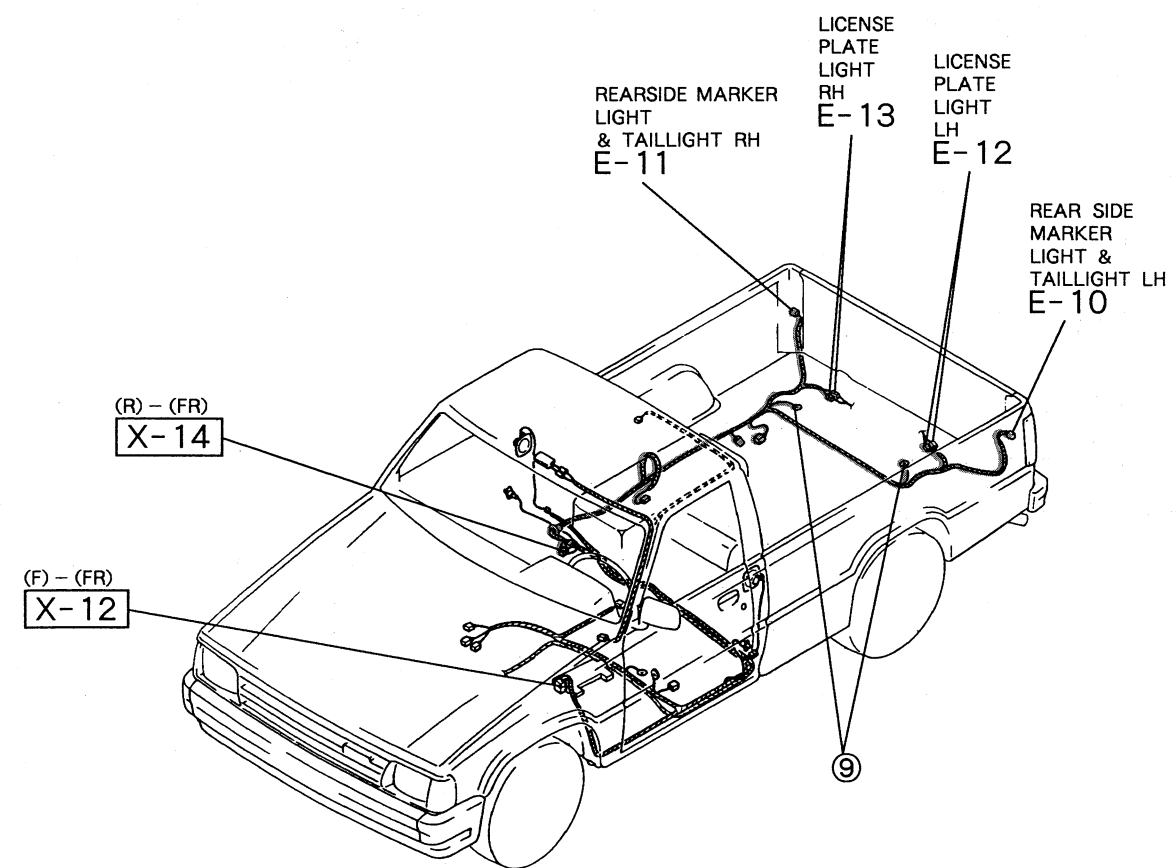
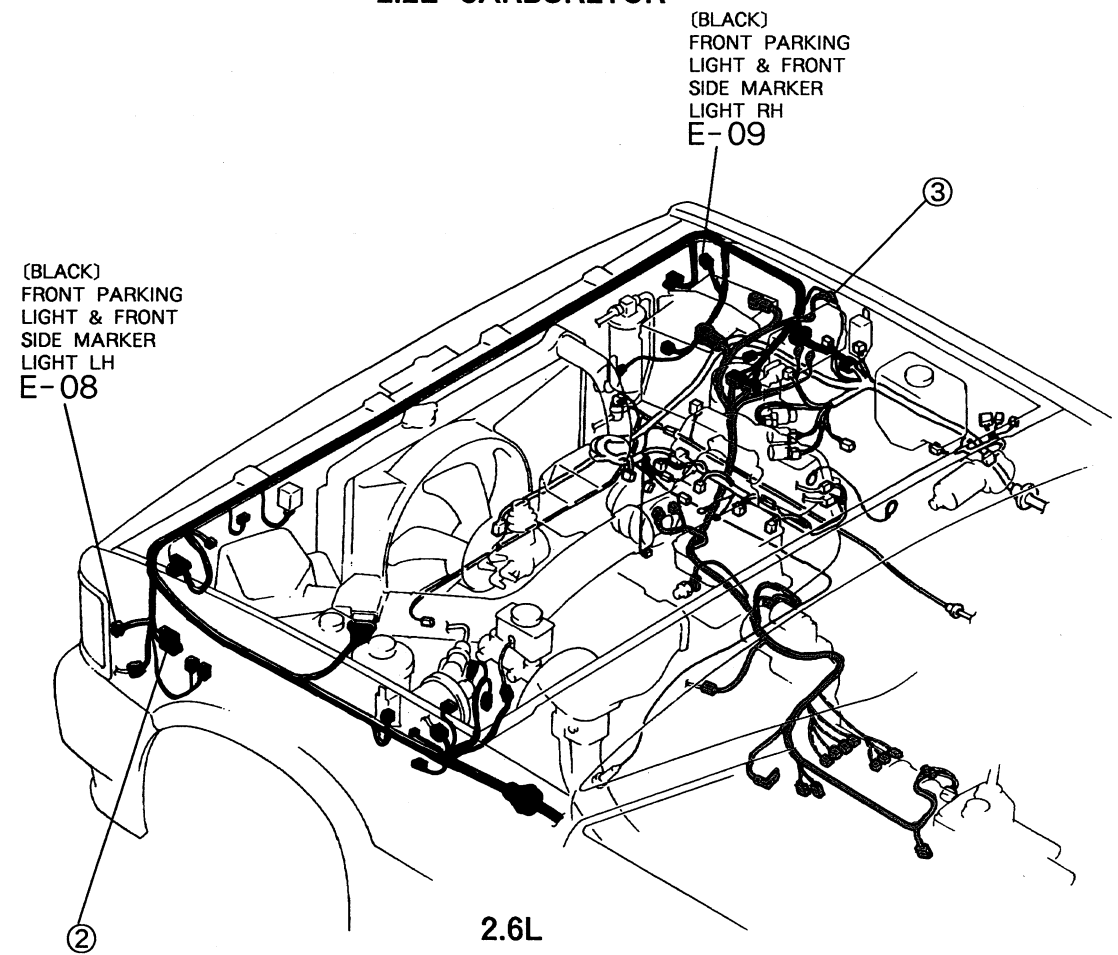
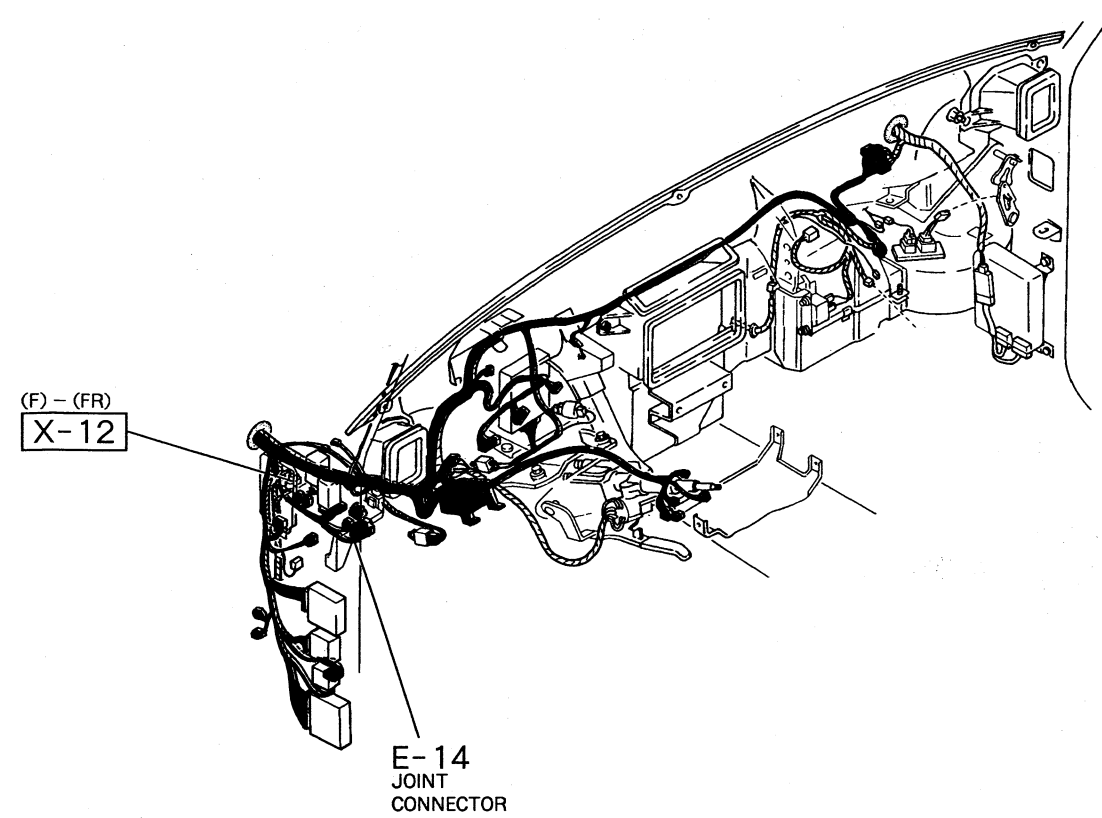
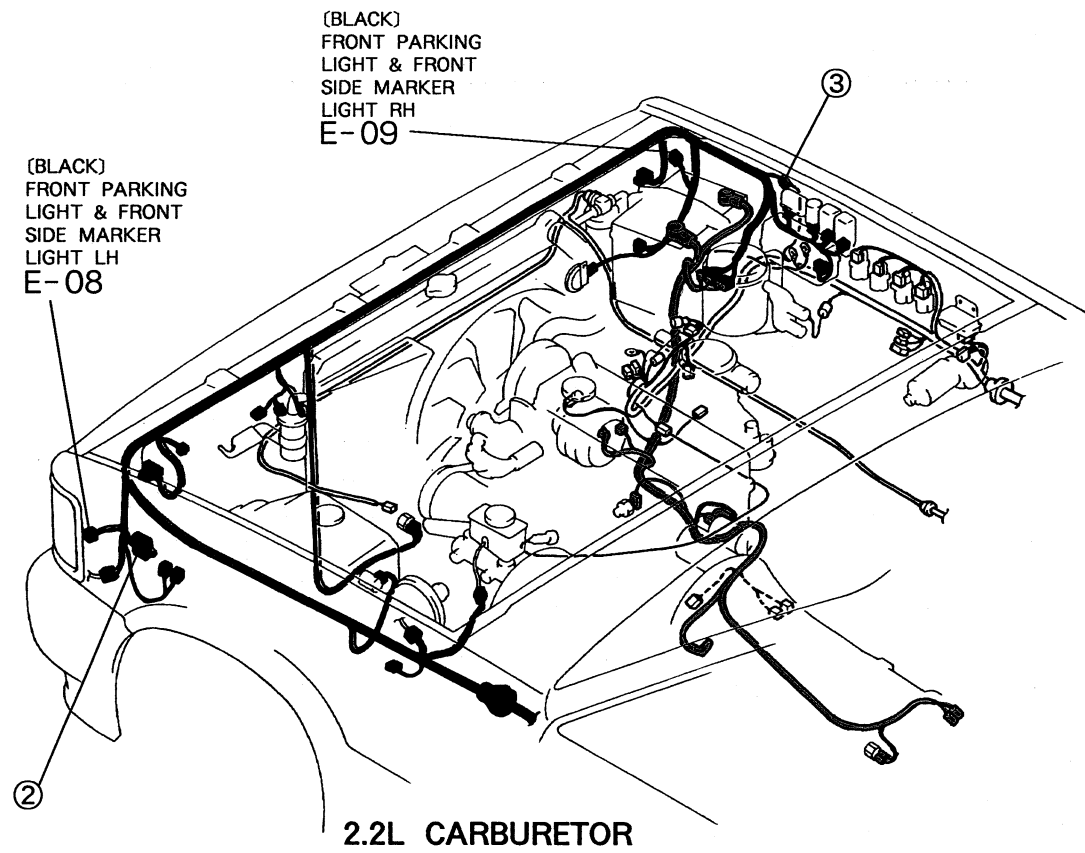
E-13 LICENSE PLATE LIGHT RH (R)

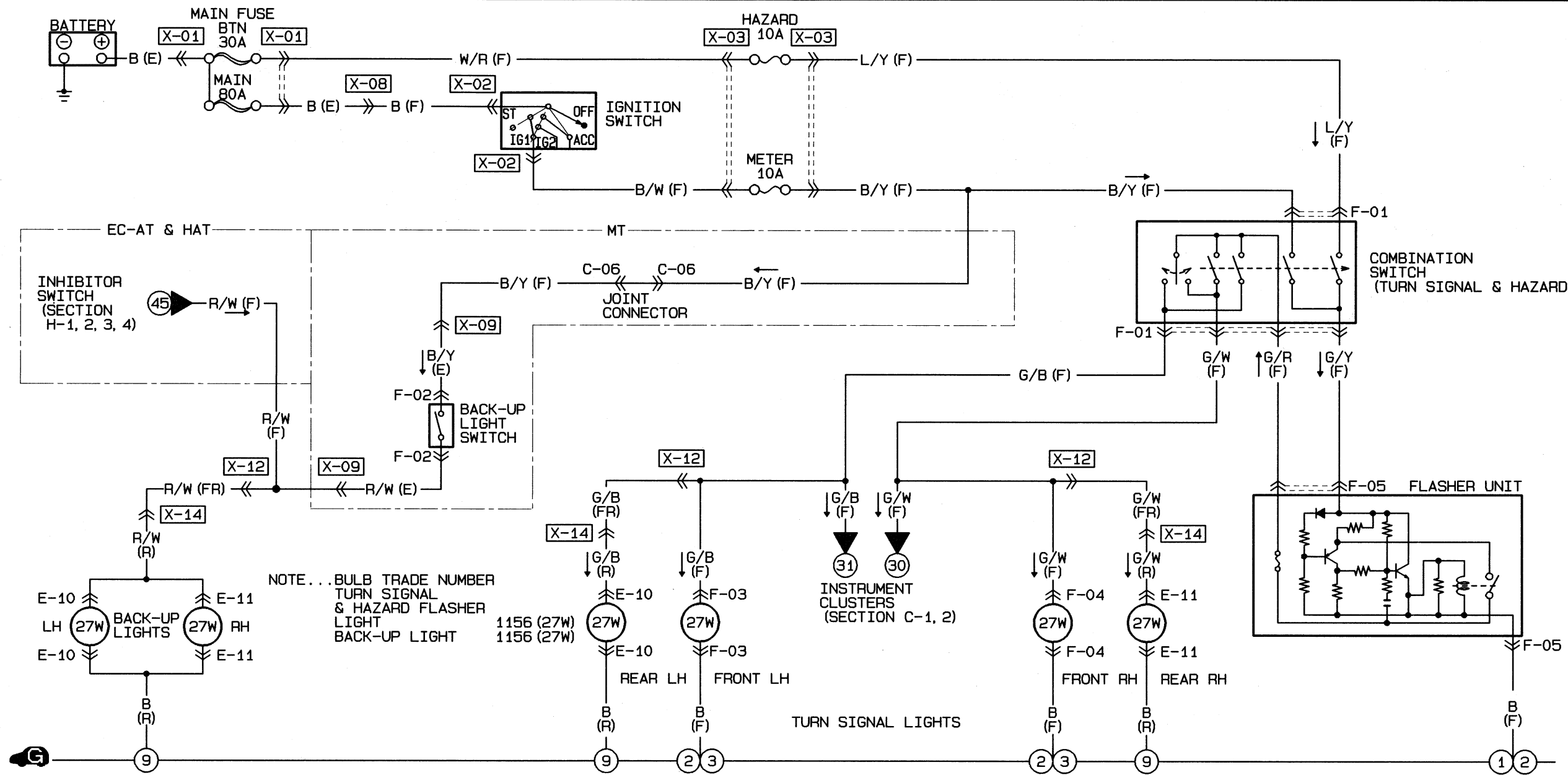


E-14 JOINT CONNECTOR (F)



E-2

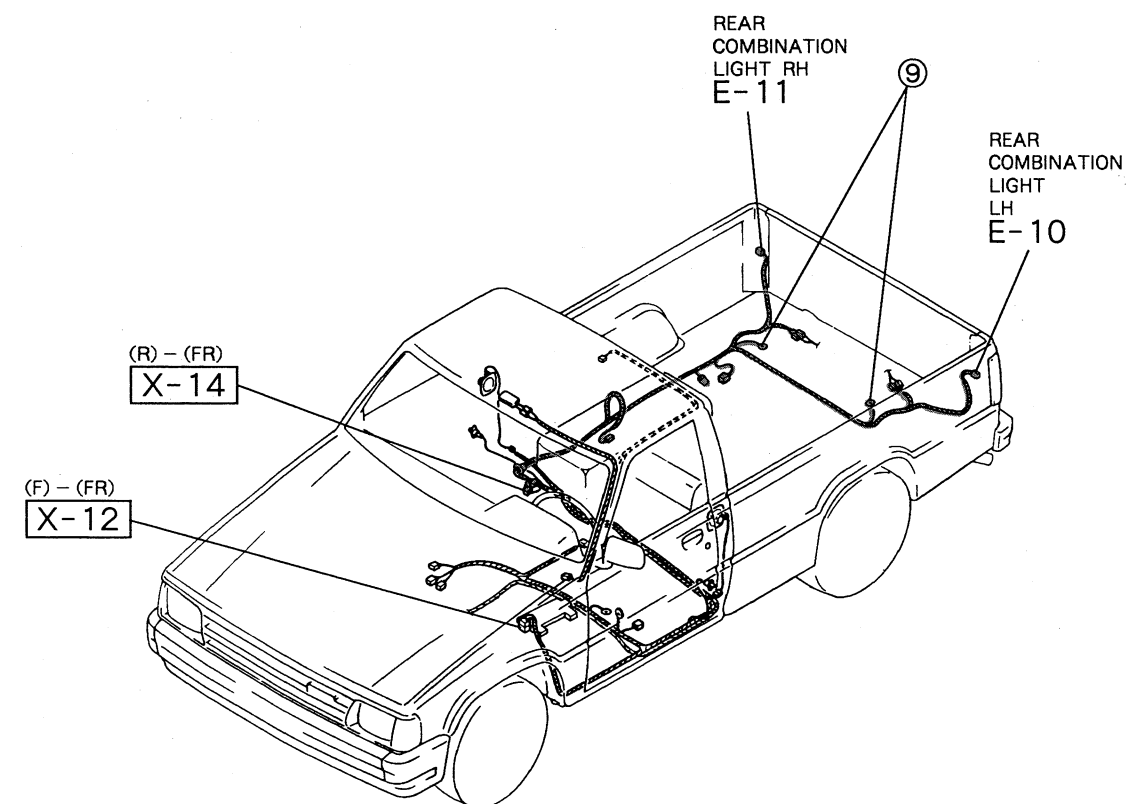
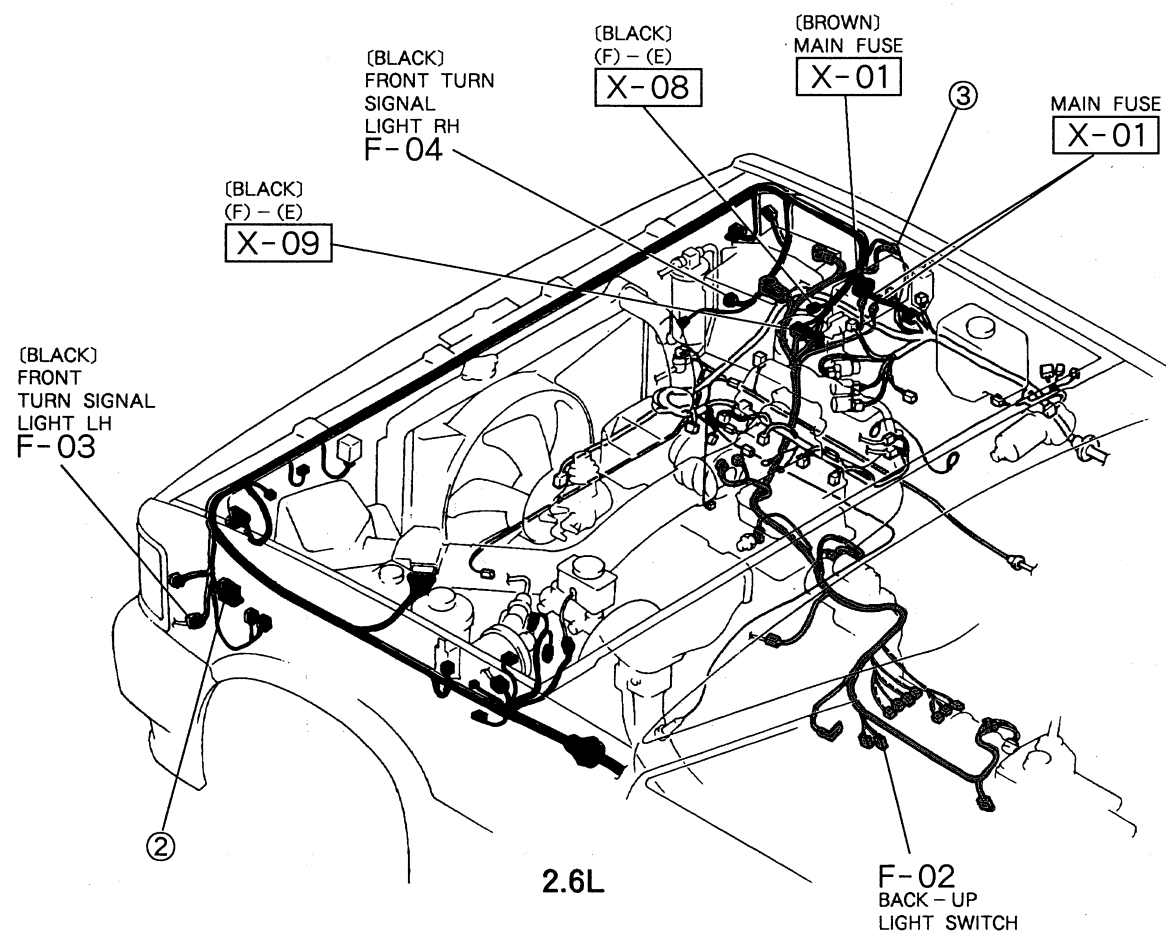
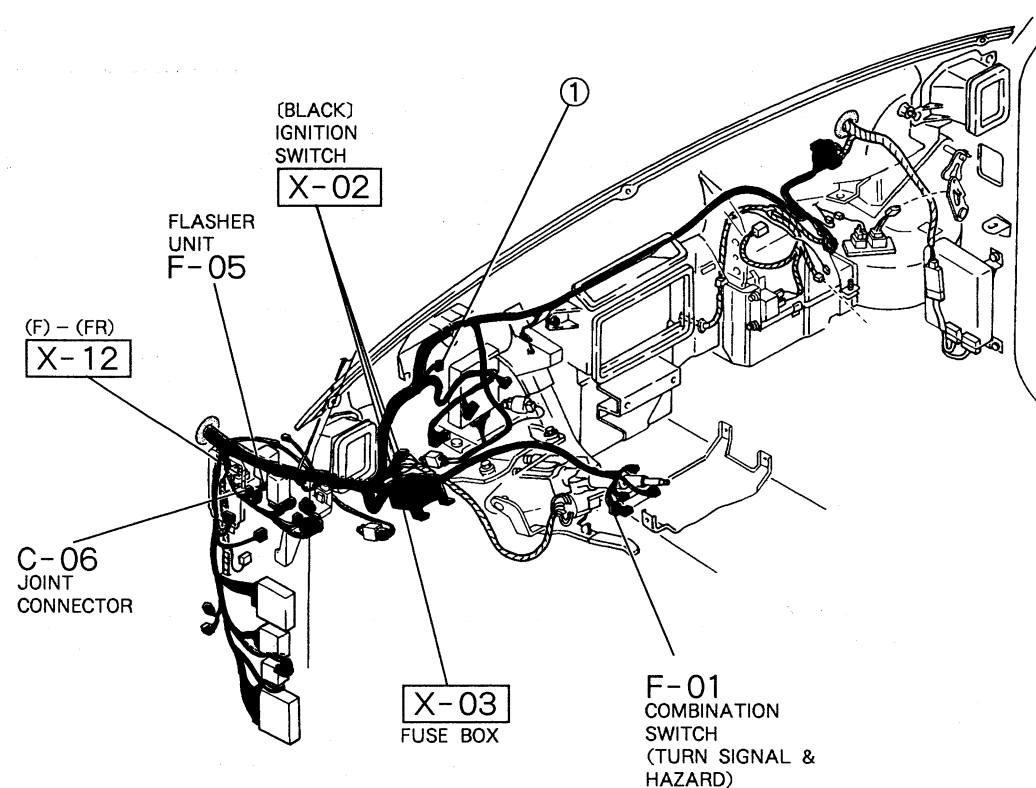
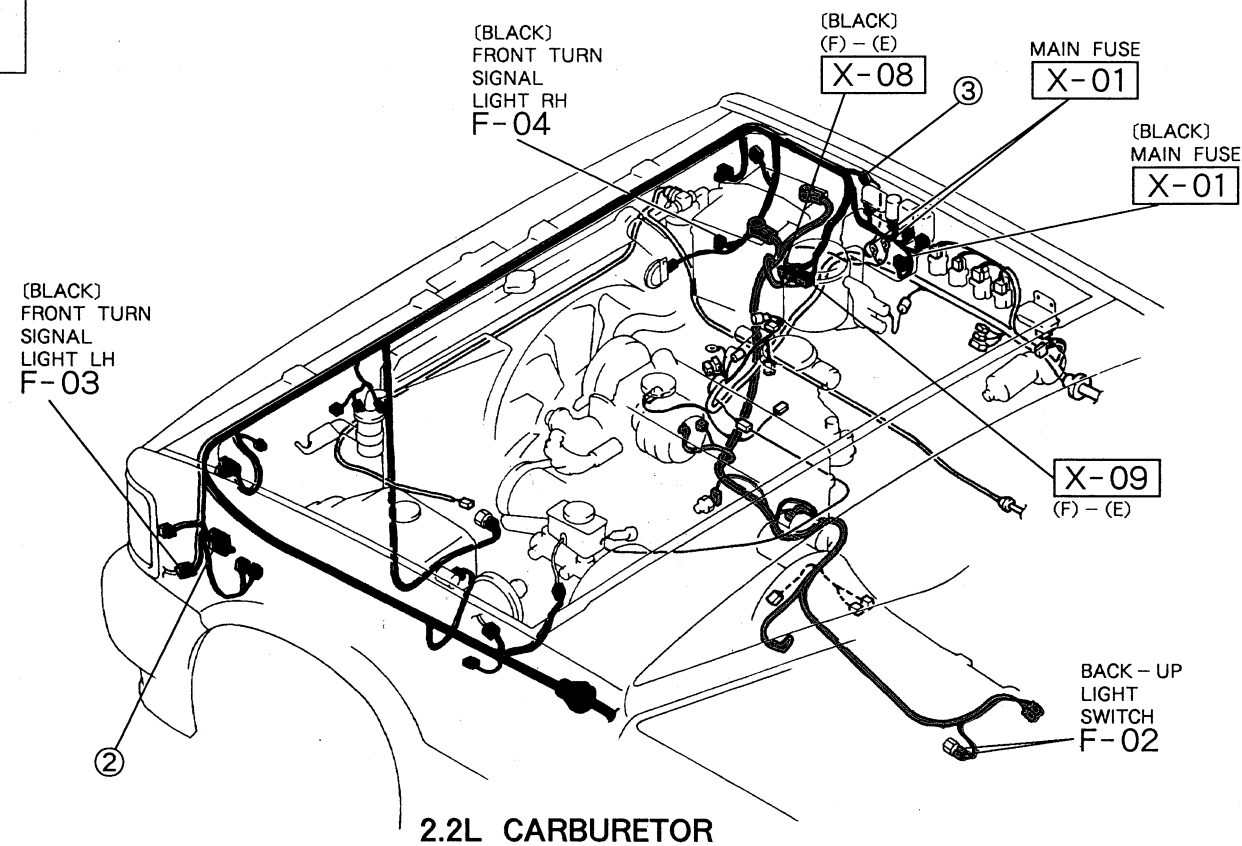




NOTE... BULB TRADE NUMBER
 TURN SIGNAL & HAZARD FLASHER LIGHT 1156 (27W)
 BACK-UP LIGHT 1156 (27W)

<p>F-01 COMBINATION SWITCH (TURN SIGNAL & HAZARD) (F)</p> <table border="1"> <tr> <td>G/B</td> <td>B/Y</td> <td>G/Y</td> <td>L/Y</td> </tr> <tr> <td>G/R</td> <td>G/W</td> <td>*</td> <td>*</td> </tr> </table>	G/B	B/Y	G/Y	L/Y	G/R	G/W	*	*	<p>F-02 BACK-UP LIGHT SWITCH (E) MT</p> <table border="1"> <tr> <td>B/Y</td> <td>R/W</td> </tr> <tr> <td colspan="2">2.2L</td> </tr> <tr> <td>B/Y</td> <td>R/W</td> </tr> <tr> <td colspan="2">2.6L</td> </tr> </table>	B/Y	R/W	2.2L		B/Y	R/W	2.6L		<p>E-10 REAR COMBINATION LIGHTS LH (R)</p> <table border="1"> <tr> <td>*</td> <td>R/W</td> <td>G/B</td> </tr> <tr> <td>B</td> <td>R/B</td> <td>W/G</td> </tr> </table>	*	R/W	G/B	B	R/B	W/G	<p>E-11 REAR COMBINATION LIGHTS RH (R)</p> <table border="1"> <tr> <td>*</td> <td>R/W</td> <td>G/W</td> </tr> <tr> <td>B</td> <td>R/B</td> <td>W/G</td> </tr> </table>	*	R/W	G/W	B	R/B	W/G	<p>F-03 FRONT TURN SIGNAL LIGHT LH (F)</p> <table border="1"> <tr> <td>G/B</td> </tr> <tr> <td>B</td> </tr> </table>	G/B	B	<p>F-04 FRONT TURN SIGNAL LIGHT RH (F)</p> <table border="1"> <tr> <td>G/W</td> </tr> <tr> <td>B</td> </tr> </table>	G/W	B
G/B	B/Y	G/Y	L/Y																																		
G/R	G/W	*	*																																		
B/Y	R/W																																				
2.2L																																					
B/Y	R/W																																				
2.6L																																					
*	R/W	G/B																																			
B	R/B	W/G																																			
*	R/W	G/W																																			
B	R/B	W/G																																			
G/B																																					
B																																					
G/W																																					
B																																					
<p>F-05 FLASHER UNIT (F)</p> <table border="1"> <tr> <td>G/R</td> </tr> <tr> <td>G/Y</td> <td>B</td> </tr> </table>	G/R	G/Y	B	<p>C-06 JOINT CONNECTOR (F)</p> <table border="1"> <tr> <td colspan="2">2.2L: CARBURETOR</td> <td colspan="2">2.2L: EGI & 2.6L</td> </tr> <tr> <td>*</td> <td>(B/Y)</td> <td>B/Y</td> <td>() ...HAT</td> </tr> <tr> <td>B/Y</td> <td>B/Y</td> <td>(*) (B/Y)</td> <td>B/Y</td> </tr> </table>	2.2L: CARBURETOR		2.2L: EGI & 2.6L		*	(B/Y)	B/Y	() ...HAT	B/Y	B/Y	(*) (B/Y)	B/Y																					
G/R																																					
G/Y	B																																				
2.2L: CARBURETOR		2.2L: EGI & 2.6L																																			
*	(B/Y)	B/Y	() ...HAT																																		
B/Y	B/Y	(*) (B/Y)	B/Y																																		

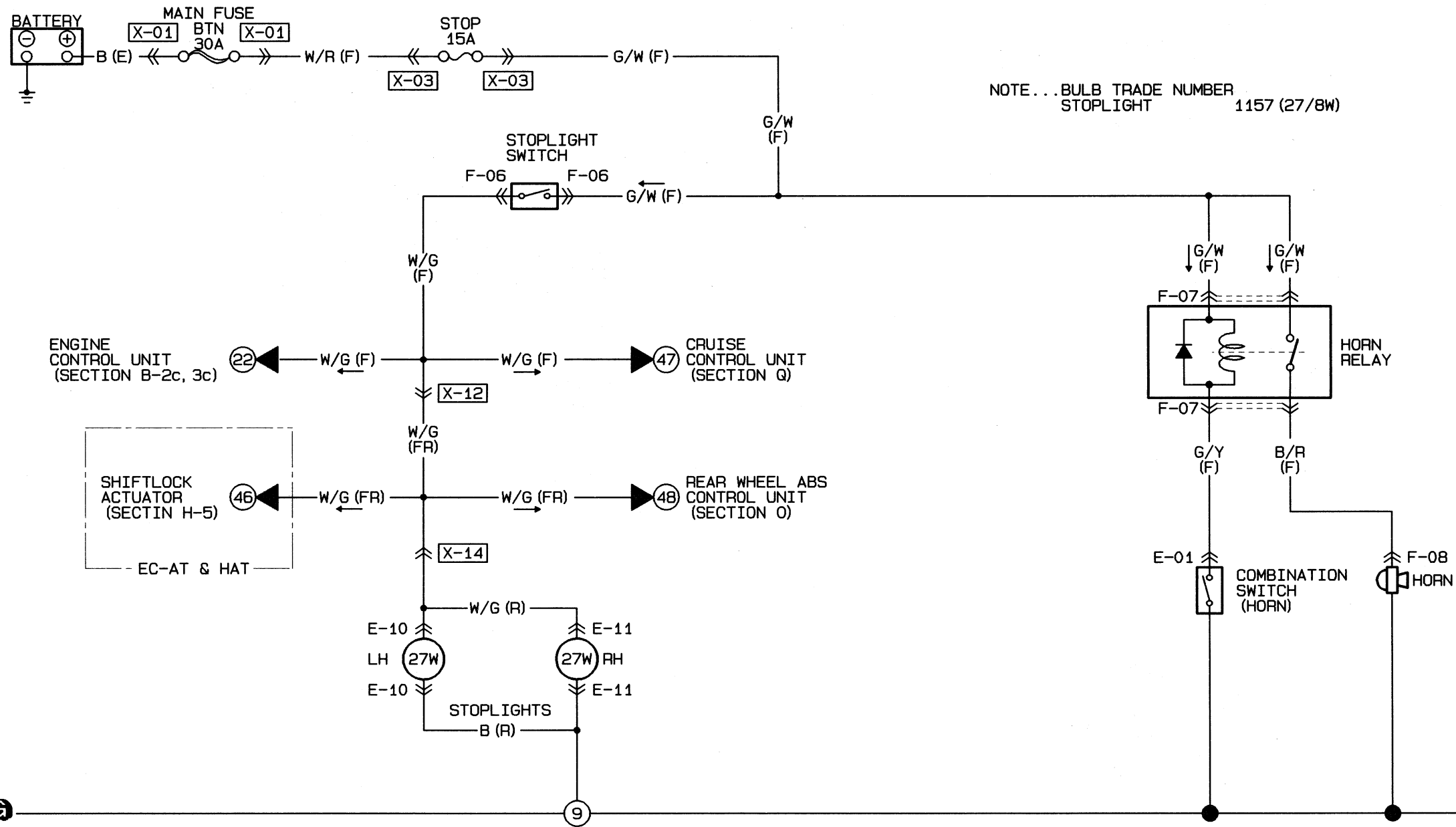
F-1



Z WIRING DIAGRAM

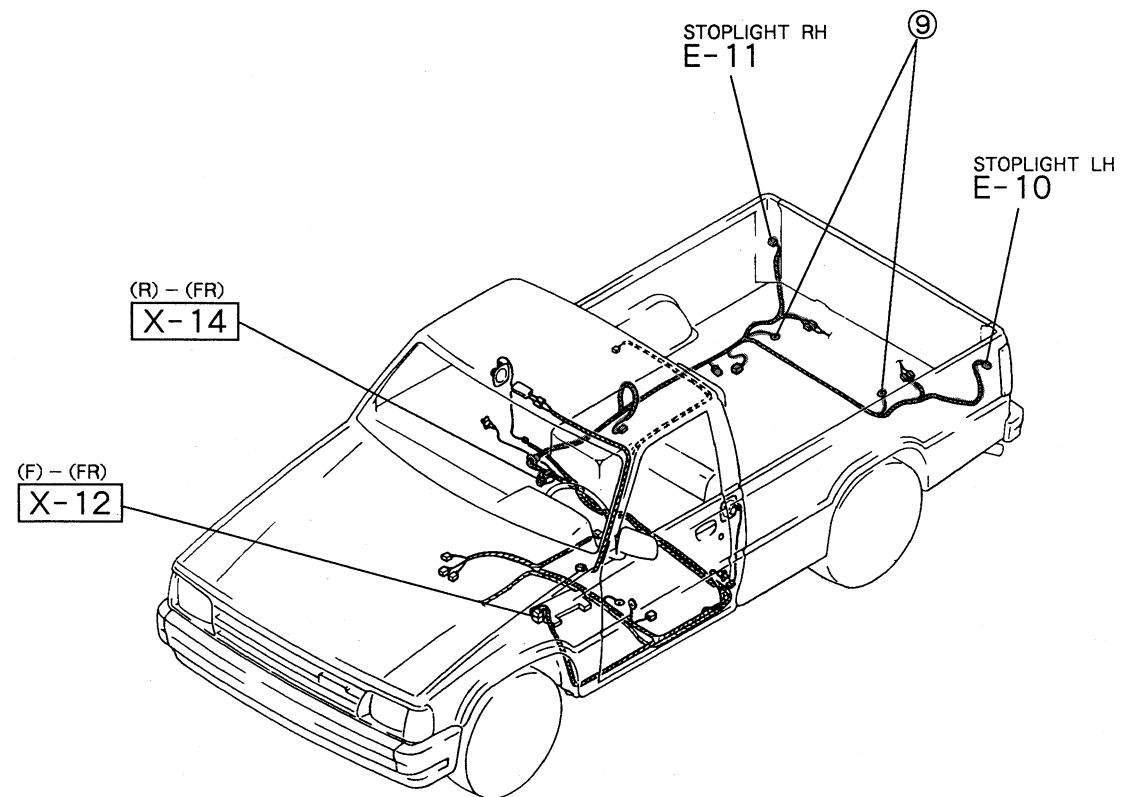
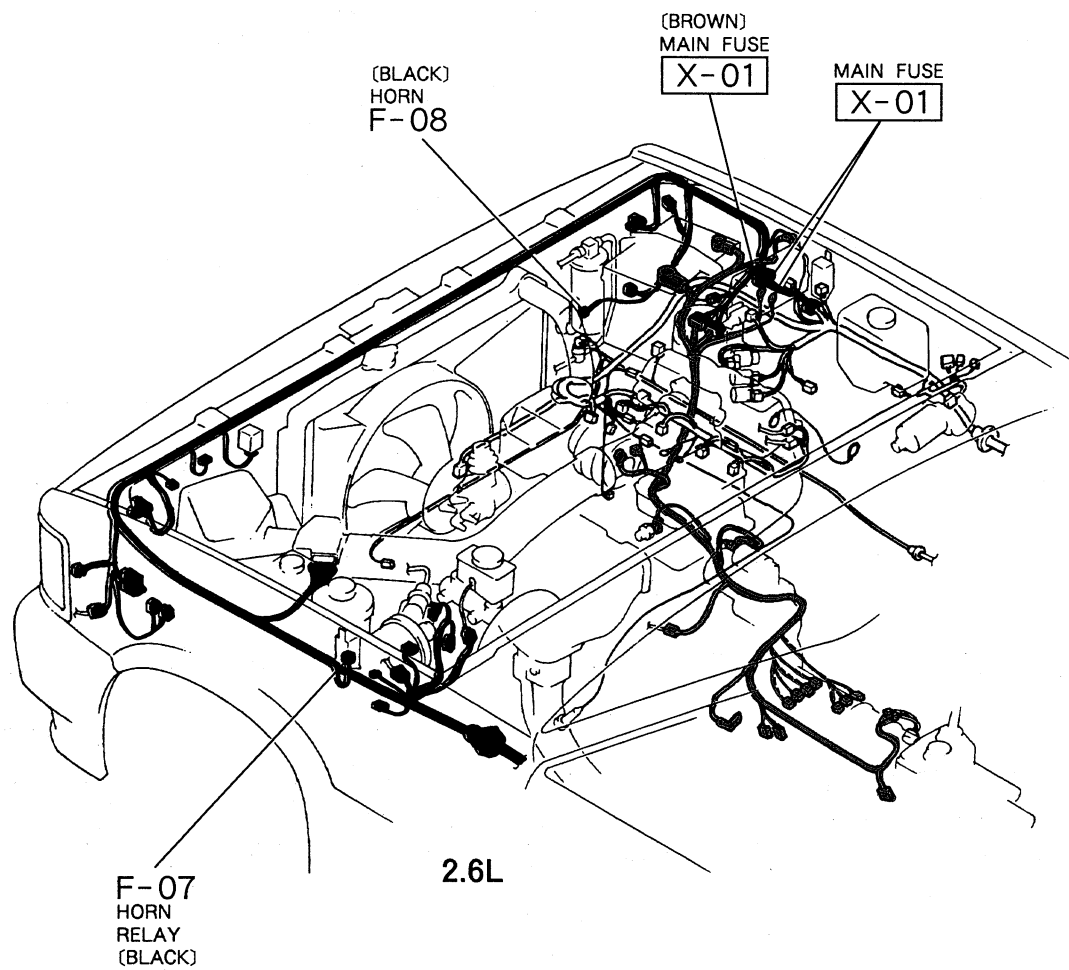
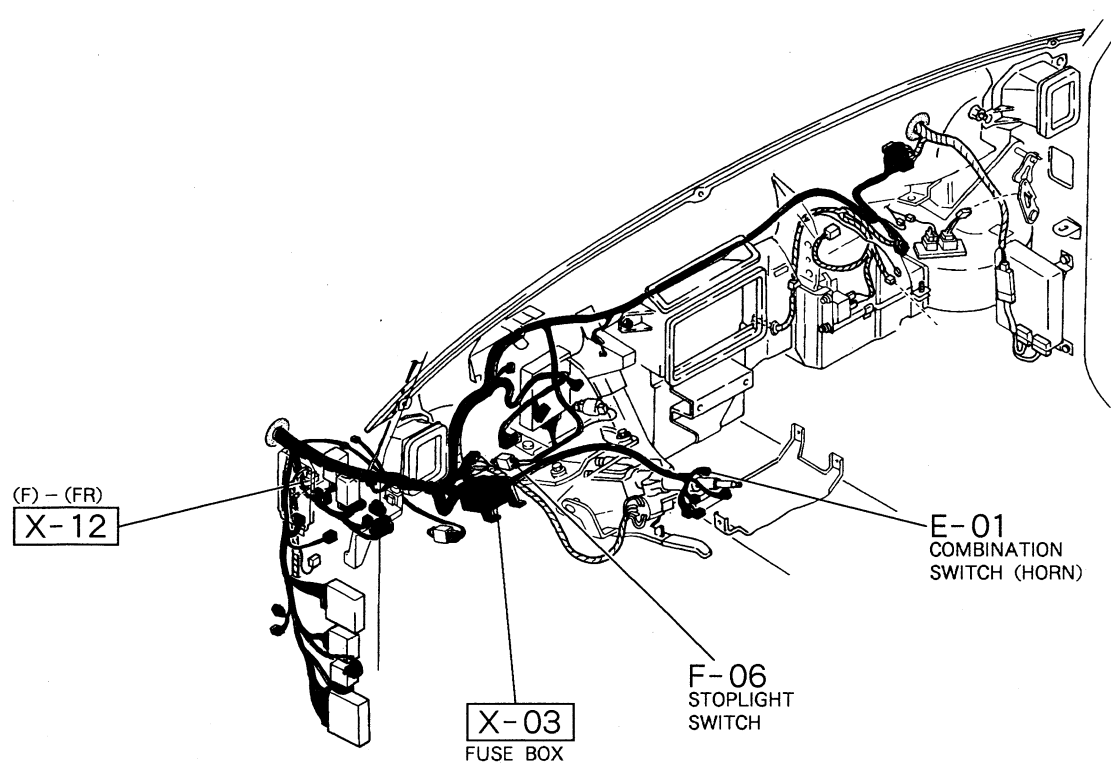
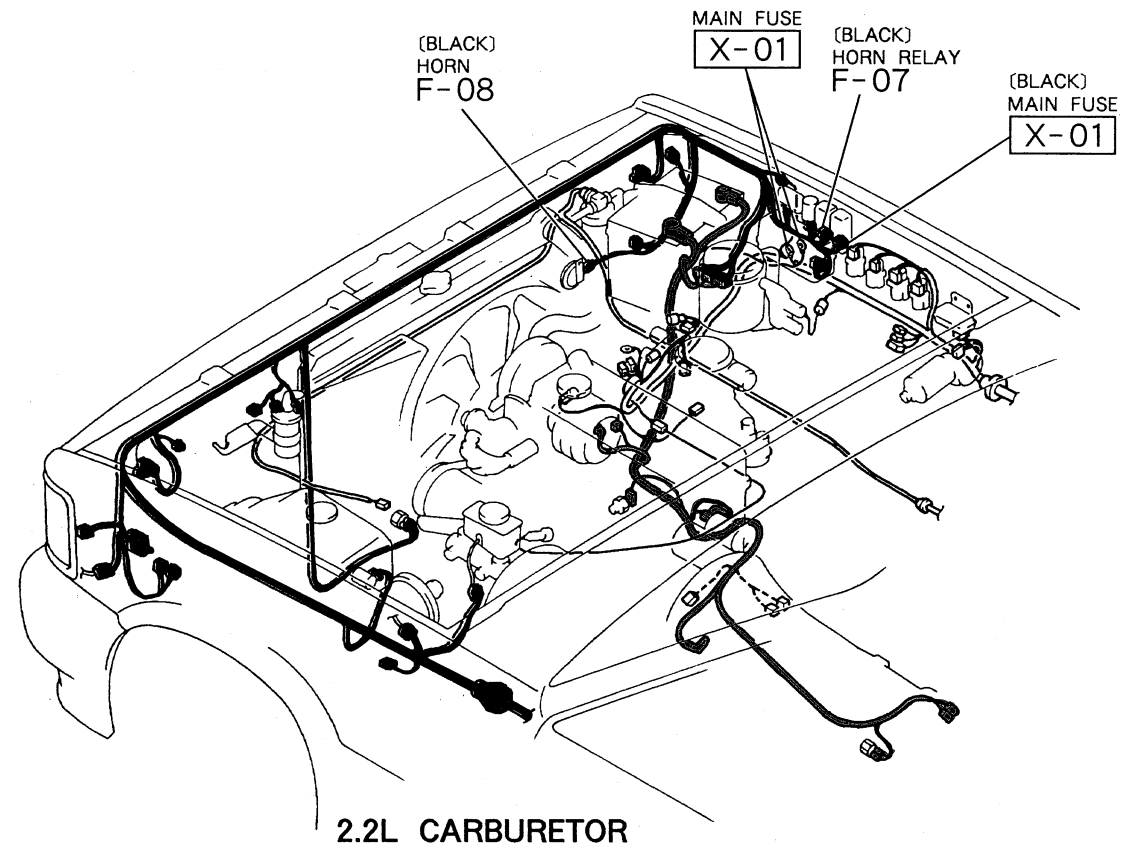
■ HORN ■ STOPLIGHTS

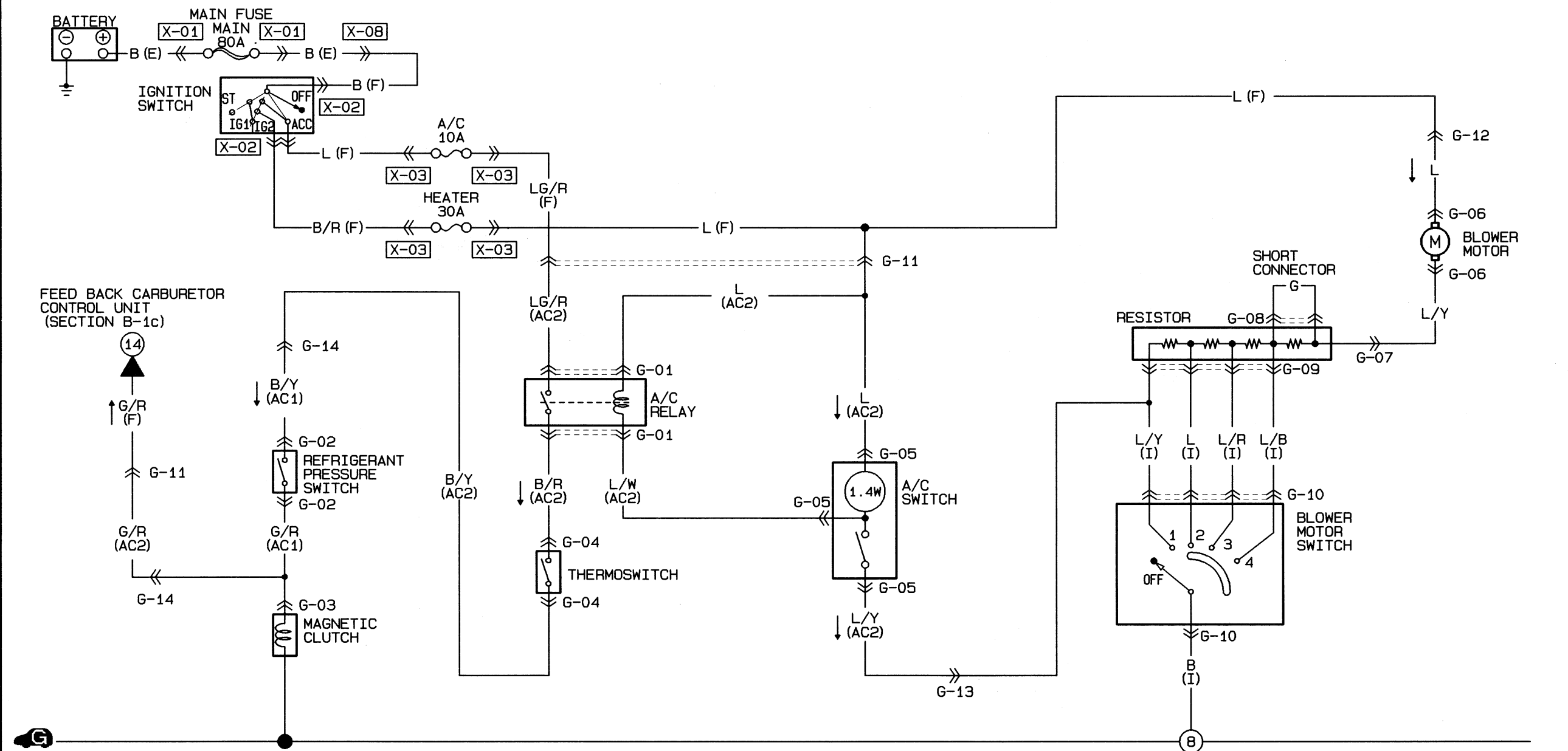
F-2



F-06 STOPLIGHT SWITCH (F)	E-10 STOPLIGHT LH (R)	E-11 STOPLIGHT RH (R)	F-07 HORN RELAY (F)	F-08 HORN (F)	E-01 COMBINATION SWITCH (HORN) (F) () ...2.2L

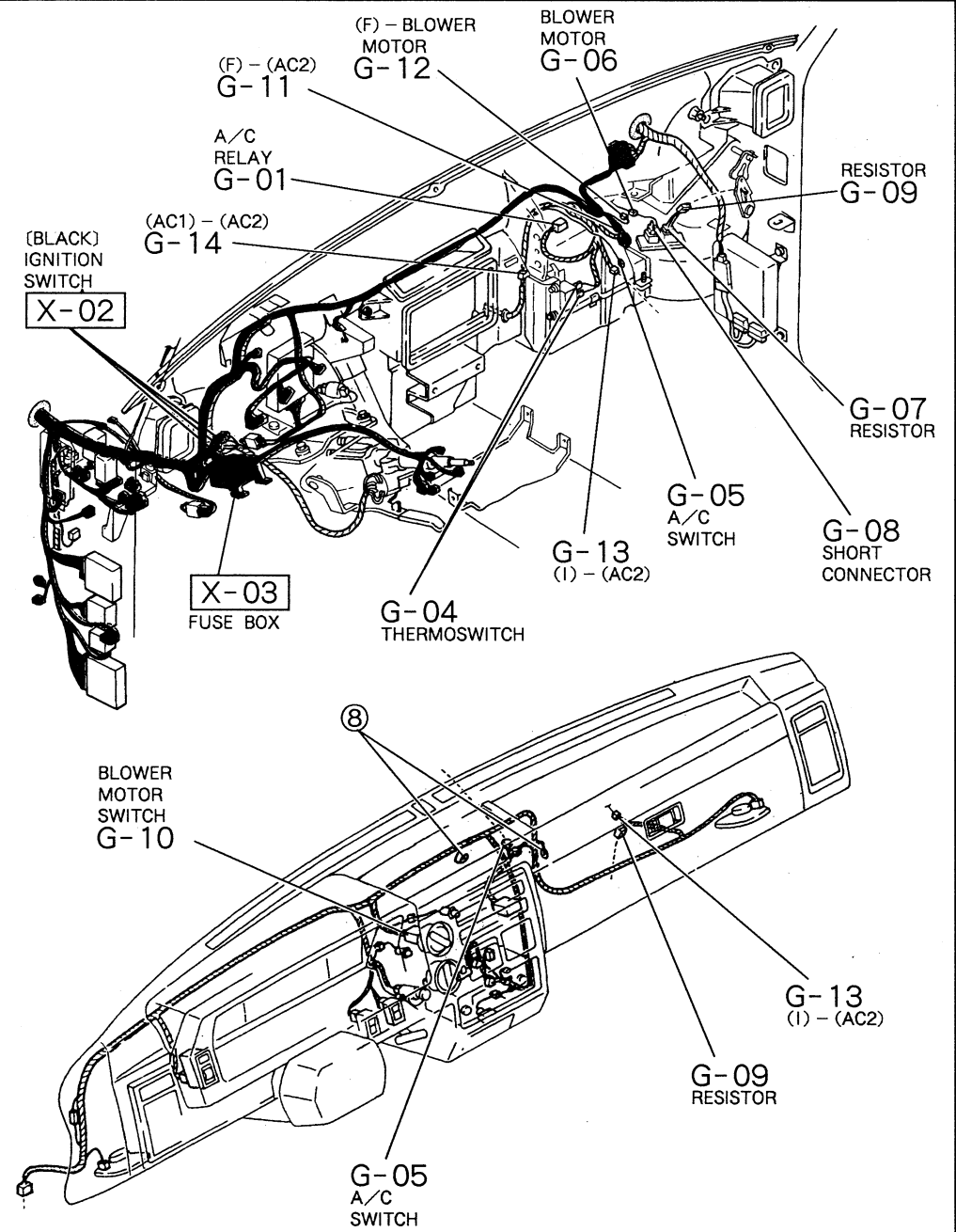
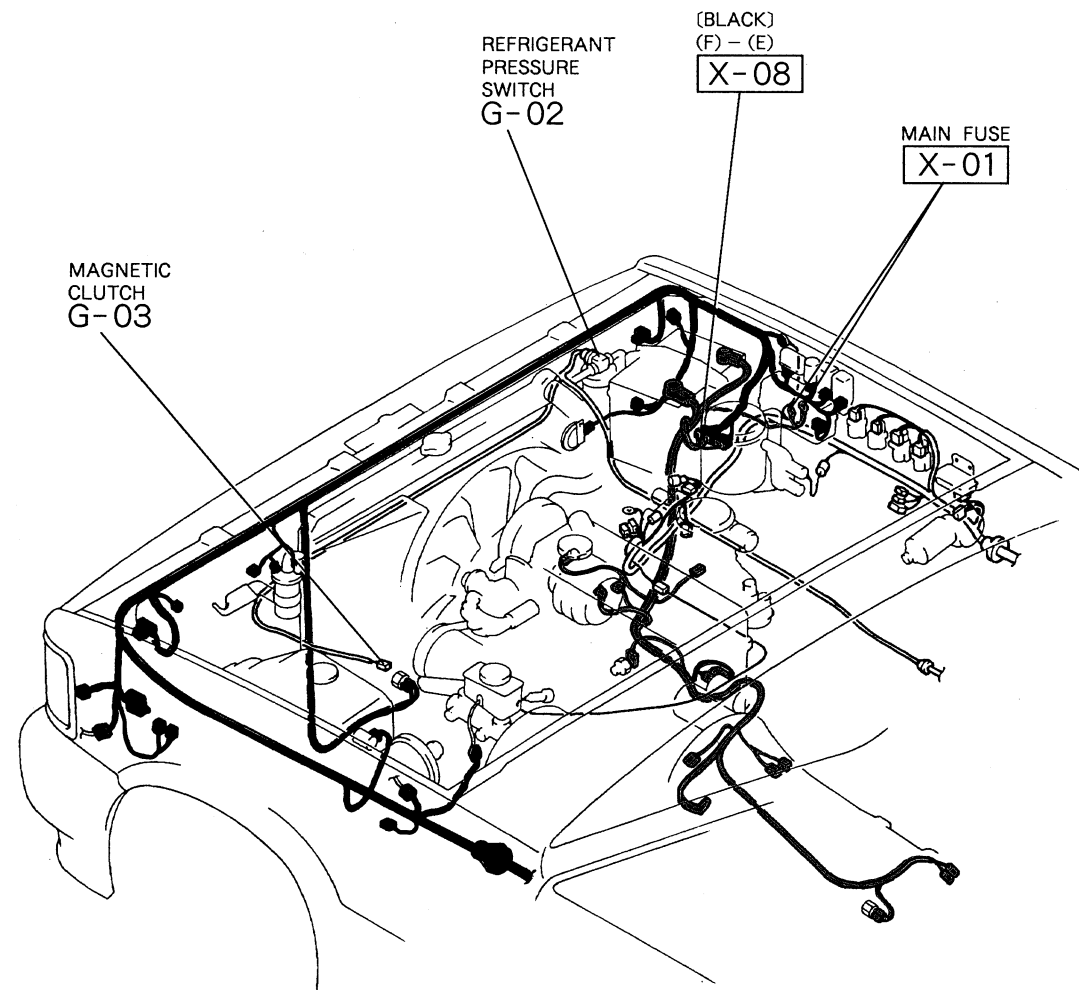
F-2

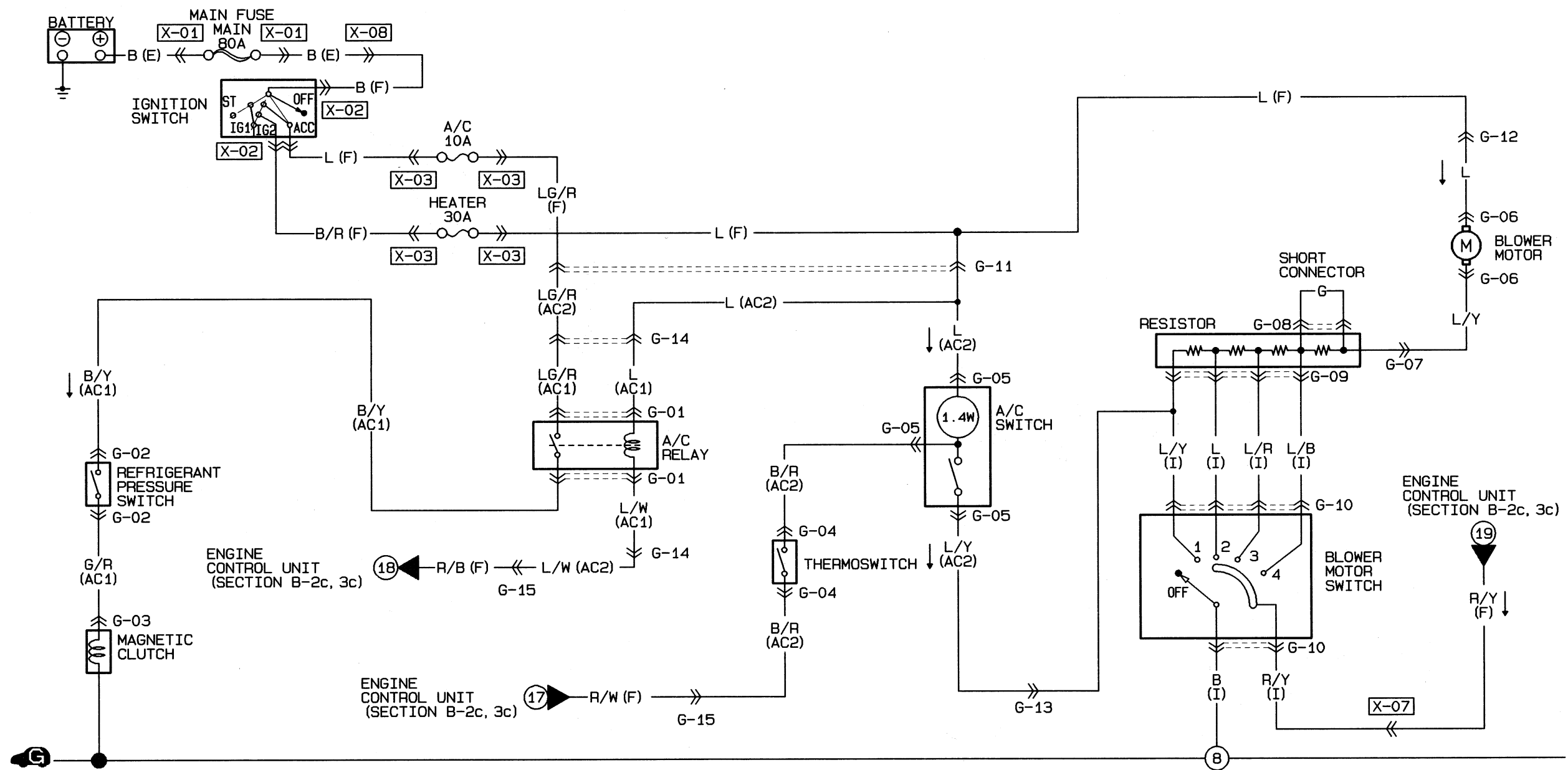




<p>G-01 A/C RELAY (AC2)</p>	<p>G-02 REFRIGERANT PRESSURE SWITCH (AC1)</p>	<p>G-03 MAGNETIC CLUTCH (AC1)</p>	<p>G-04 THERMOSWITCH (AC2)</p>	<p>G-05 A/C SWITCH (AC2)</p>	<p>G-06 BLOWER MOTOR</p>
<p>G-07 RESISTOR</p>	<p>G-08 SHORT CONNECTOR</p>	<p>G-09 RESISTOR (I)</p>	<p>G-10 BLOWER MOTOR SWITCH (I)</p>	<p>G-11 CONNECTOR BETWEEN FRONT (F) & A/C NO.2 (AC2)</p>	
<p>G-12 CONNECTOR BETWEEN FRONT (F) & BLOWER MOTOR</p>		<p>G-13 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & A/C NO.2 (AC2)</p>	<p>G-14 CONNECTOR BETWEEN A/C NO.1 (AC1) & A/C NO.2 (AC2)</p>		

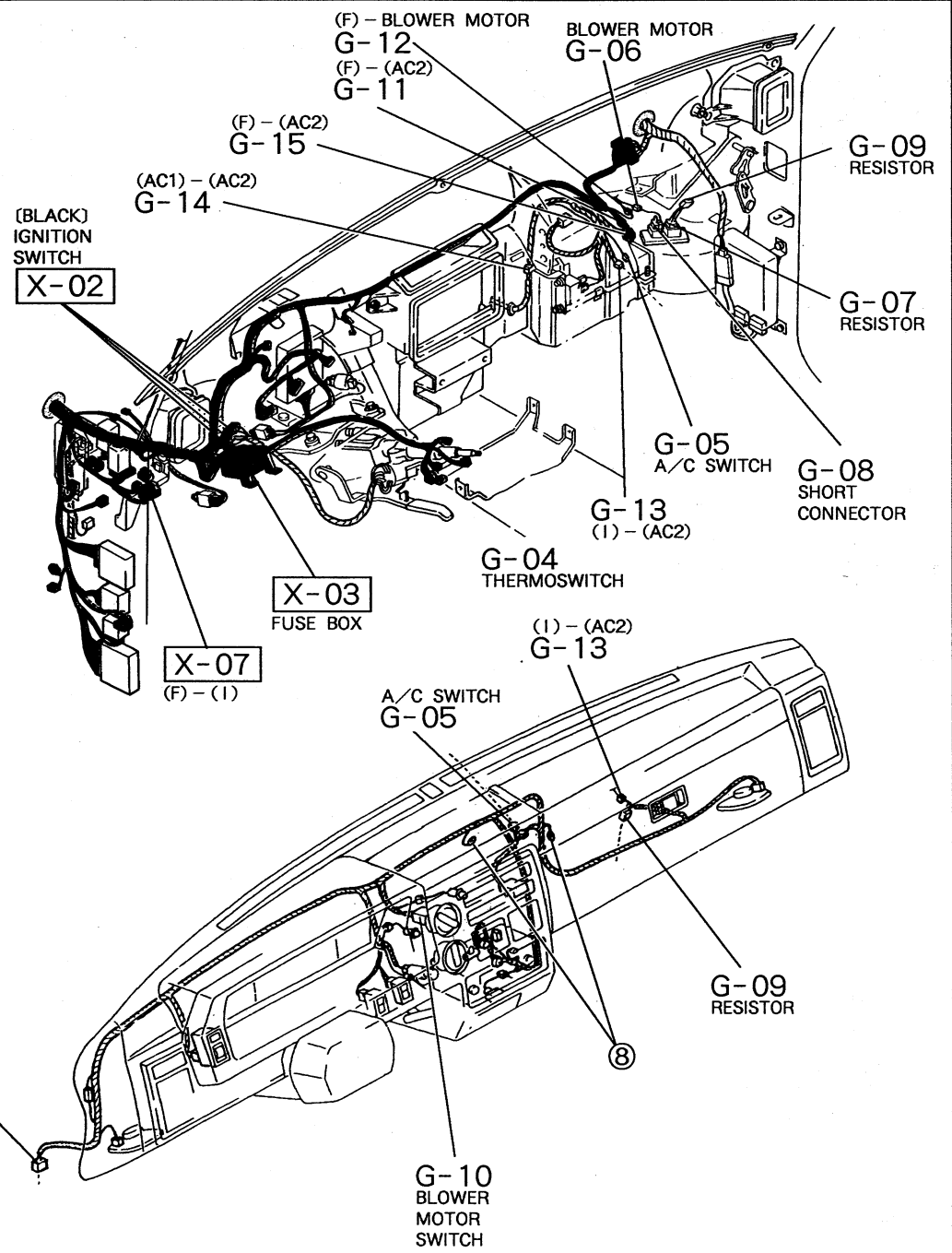
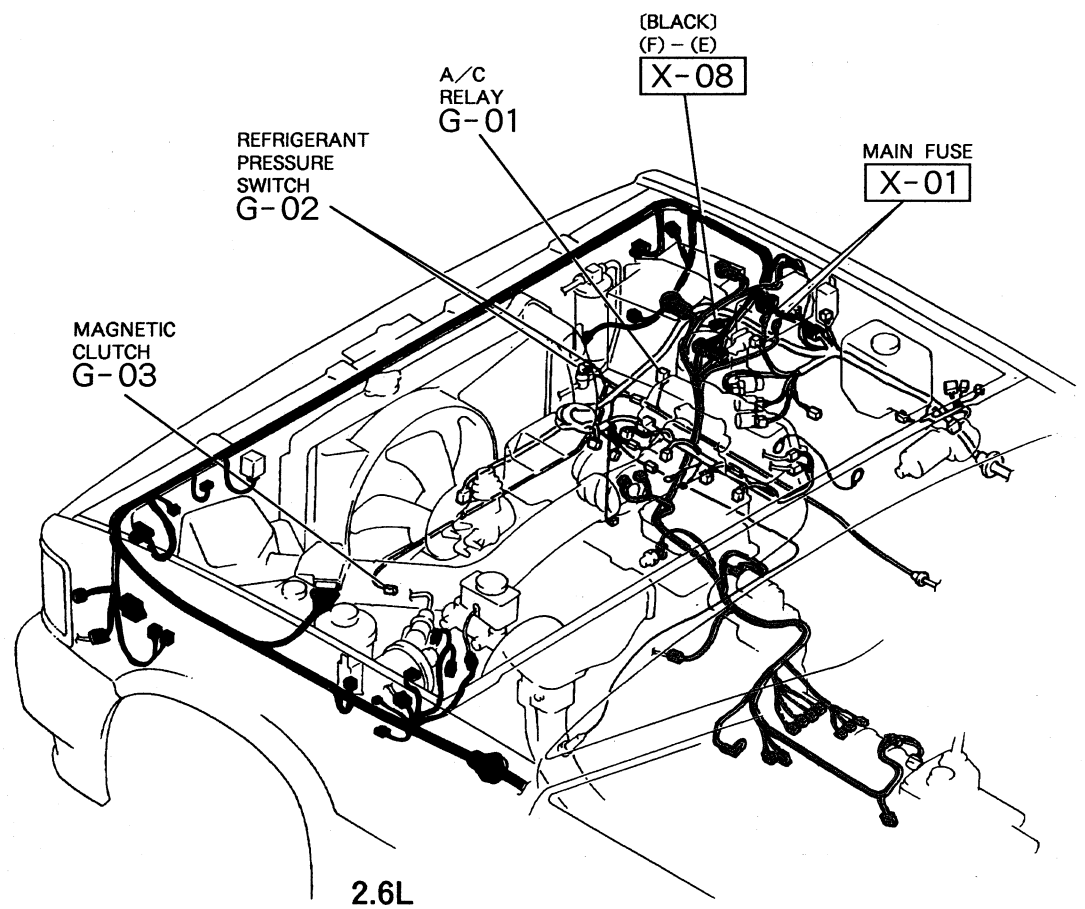
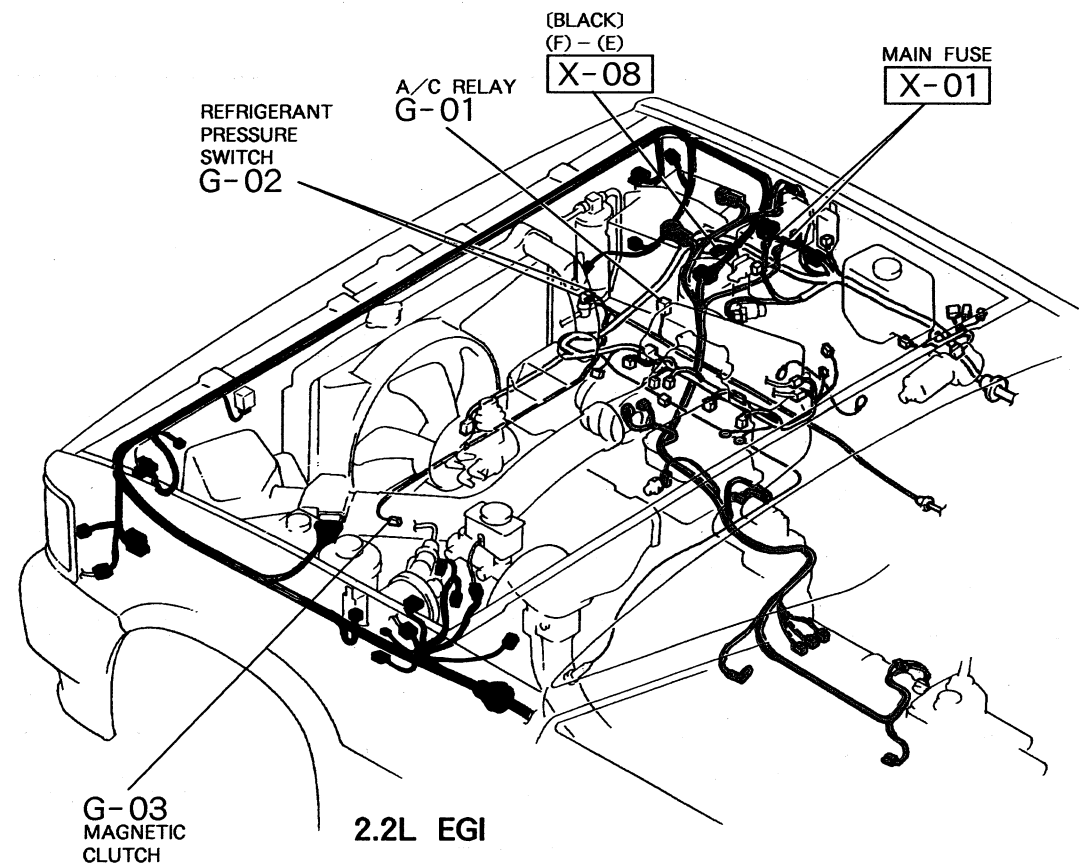
G-1

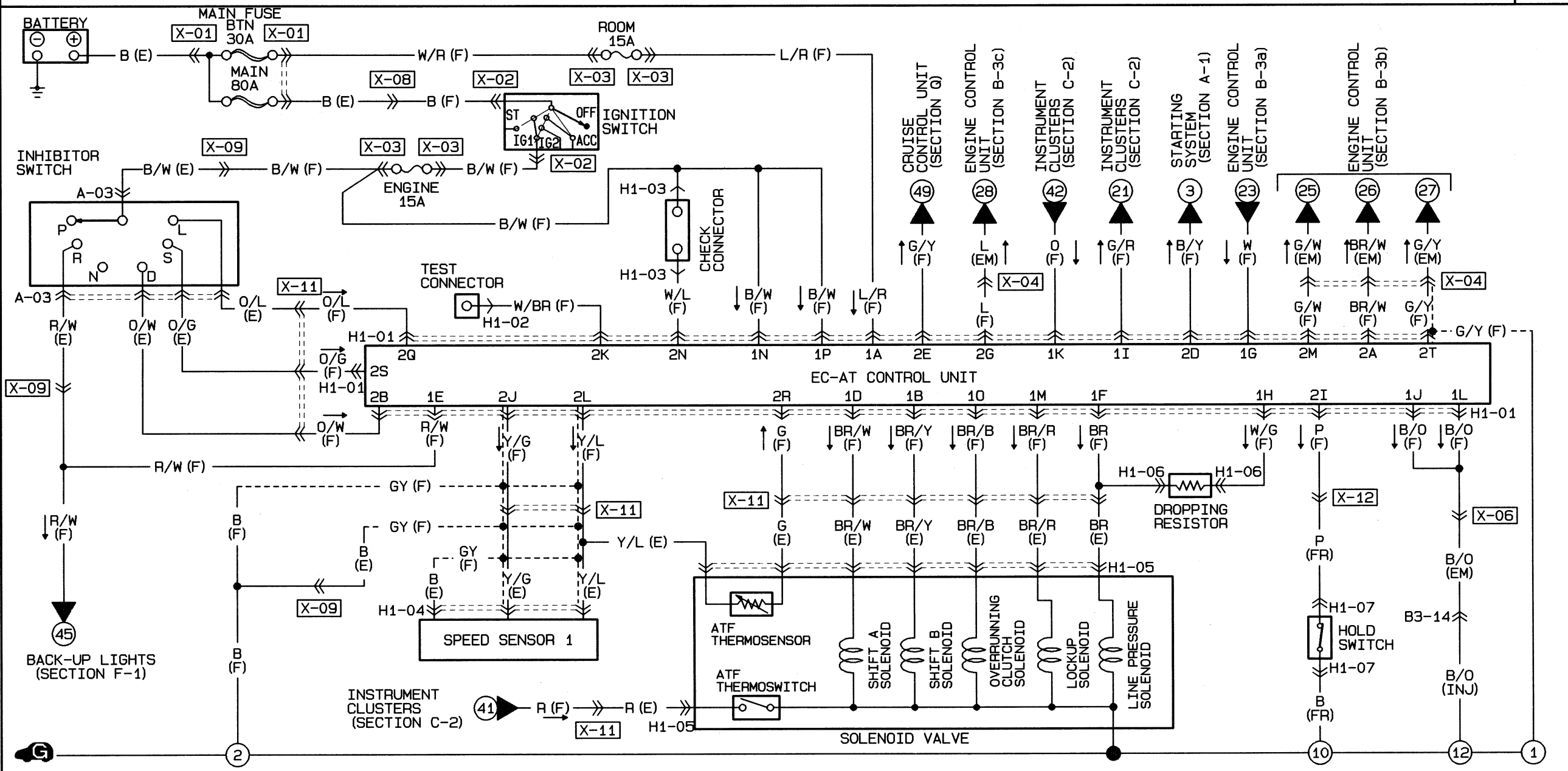




<p>G-01 A/C RELAY (AC1)</p>	<p>G-02 REFRIGERANT PRESSURE SWITCH (AC1)</p>	<p>G-03 MAGNETIC CLUTCH (AC1)</p>	<p>G-04 THERMOSWITCH (AC2)</p>	<p>G-05 A/C SWITCH (AC2)</p>	<p>G-06 BLOWER MOTOR</p>
<p>G-07 RESISTOR</p>	<p>G-08 SHORT CONNECTOR</p>	<p>G-09 RESISTOR (I)</p>	<p>G-10 BLOWER MOTOR SWITCH (I)</p>	<p>G-11 CONNECTOR BETWEEN FRONT (F) & A/C NO.2 (AC2)</p>	
<p>G-12 CONNECTOR BETWEEN FRONT (F) & BLOWER MOTOR</p>		<p>G-13 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & A/C NO.2 (AC2)</p>	<p>G-14 CONNECTOR BETWEEN A/C NO.1 (AC1) & A/C NO.2 (AC2)</p>	<p>G-15 CONNECTOR BETWEEN FRONT (F) & A/C NO.2 (AC2)</p>	

G-2





H1-01 EC-AT CONTROL UNIT (F)

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

2S	2G	2O	2M	2K	2I	2G	2E	2C	2A
O/G	O/L	*	G/W	W/BR	P	L	G/Y	*	BR/W
G/Y	G	*	W/L	Y/L	Y/G	*	*	B/Y	O/W
2T	2R	2P	2N	2L	2J	2H	2F	2D	2B

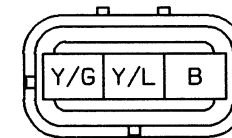
H1-02 TEST CONNECTOR (F)



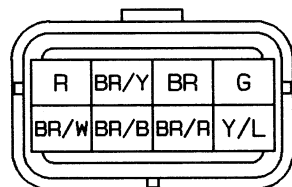
H1-03 CHECK CONNECTOR (F)

X	B/W	W/L
X	X	X

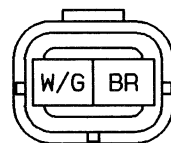
H1-04 SPEED SENSOR 1 (E)



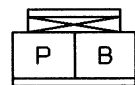
H1-05 SOLENOID VALVE (E)



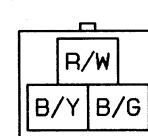
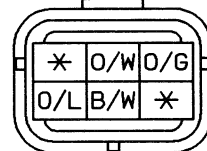
H1-06 DROPPING RESISTOR (F)



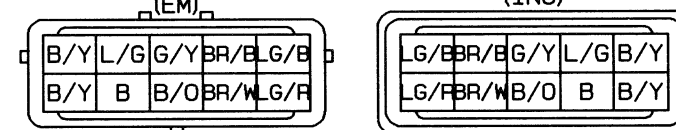
H1-07 HOLD SWITCH (FR)



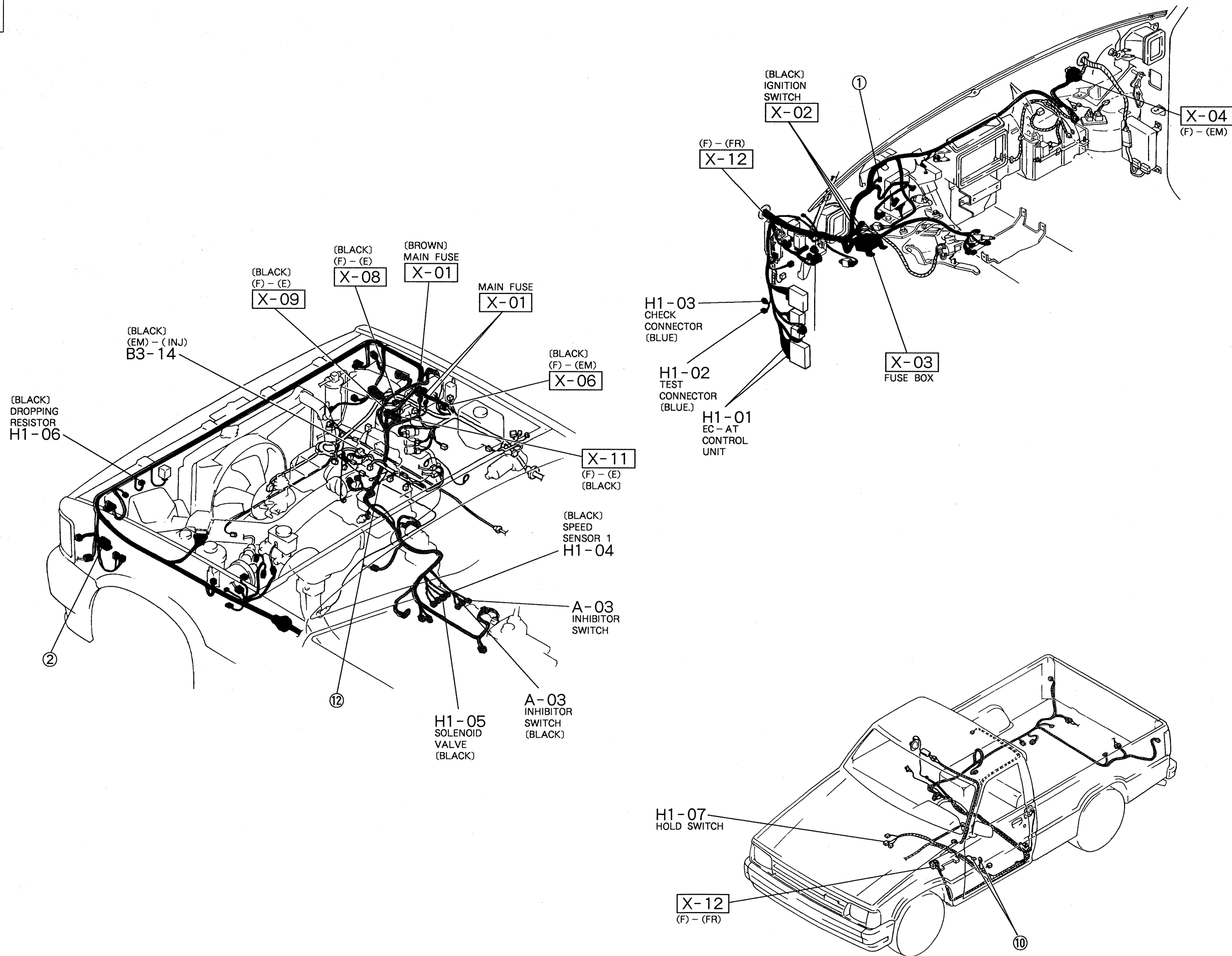
A-03 INHIBITOR SWITCH (E)

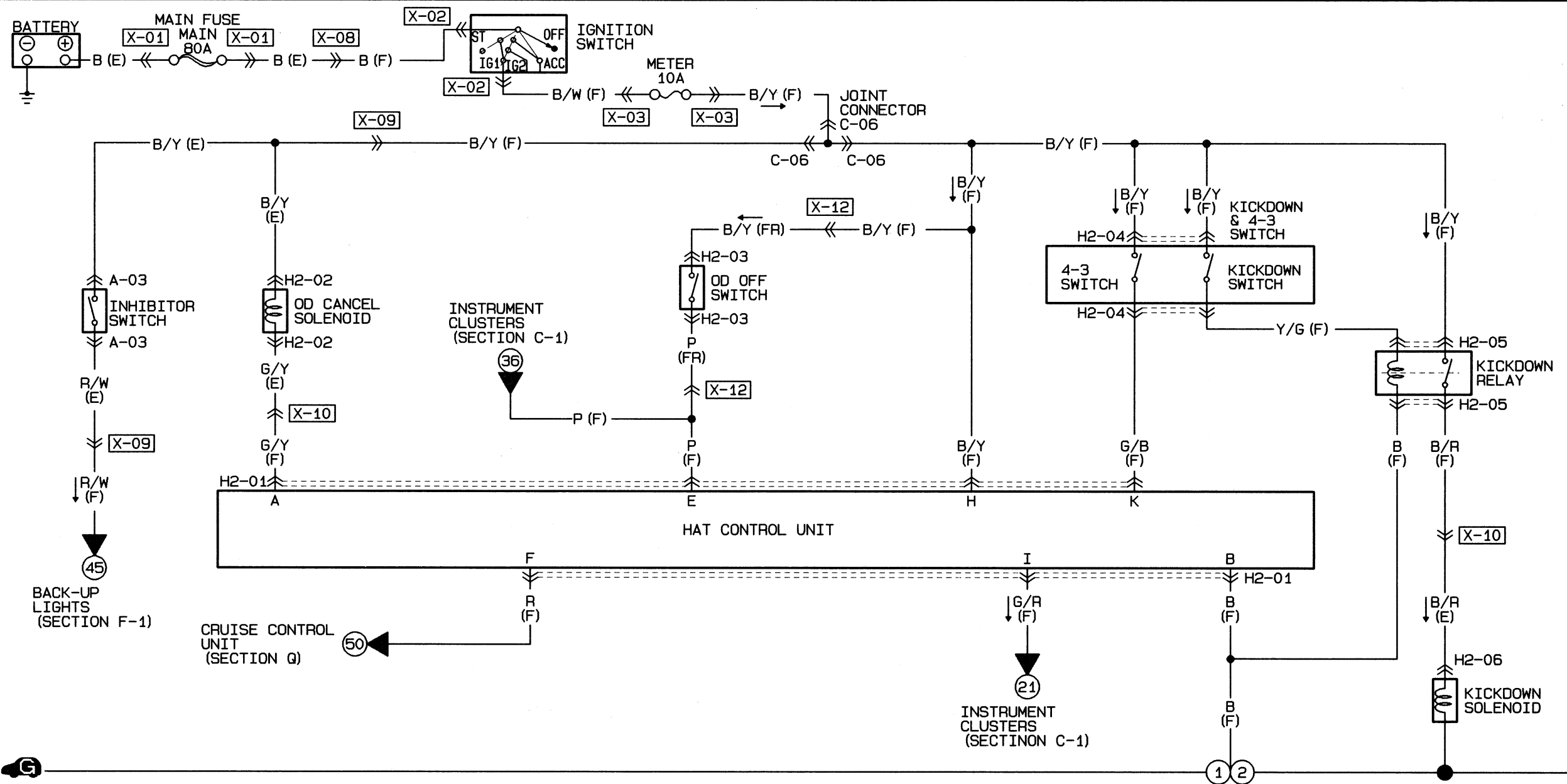


B3-14 CONNECTOR BETWEEN EMISSION (EM) & INJECTOR (INJ)



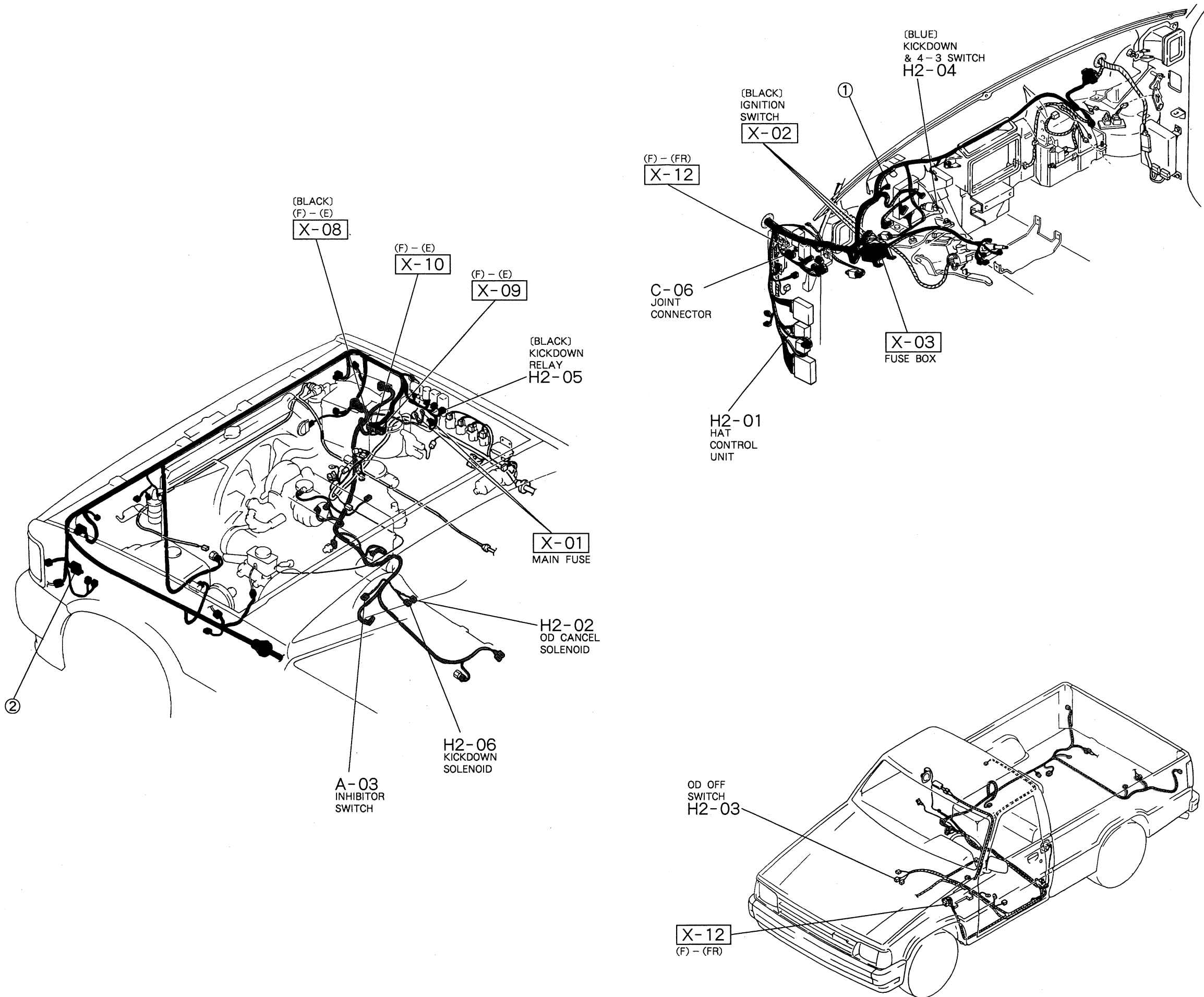
H-1





H2-01 HAT CONTROL UNIT (F)	H2-02 OD CANCEL SOLENOID (E)	H2-03 OD OFF SWITCH (FR)	H2-04 KICKDOWN & 4-3 SWITCH (F)	H2-05 KICKDOWN RELAY (F)	H2-06 KICKDOWN SOLENOID (E)																																								
<table border="1"> <tr> <td colspan="2">K</td> <td colspan="2">I</td> <td colspan="2">E</td> <td colspan="2">C</td> <td colspan="2">A</td> </tr> <tr> <td>G/B</td> <td>G/R</td> <td></td> <td>P</td> <td>*</td> <td>G/Y</td> <td colspan="4">()...WITHOUT AUTO CRUISE</td> </tr> <tr> <td>*</td> <td>*</td> <td>B/Y</td> <td>R</td> <td>*</td> <td>B</td> <td colspan="4"></td> </tr> <tr> <td>L</td> <td>J</td> <td>H</td> <td>F</td> <td>D</td> <td>B</td> <td colspan="4"></td> </tr> </table>	K		I		E		C		A		G/B	G/R		P	*	G/Y	()...WITHOUT AUTO CRUISE				*	*	B/Y	R	*	B					L	J	H	F	D	B									
K		I		E		C		A																																					
G/B	G/R		P	*	G/Y	()...WITHOUT AUTO CRUISE																																							
*	*	B/Y	R	*	B																																								
L	J	H	F	D	B																																								
<table border="1"> <tr> <td colspan="2">A-03 INHIBITOR SWITCH (E)</td> <td colspan="4">C-06 JOINT CONNECTOR (F)</td> </tr> <tr> <td colspan="2"> </td> <td colspan="4"> </td> </tr> </table>	A-03 INHIBITOR SWITCH (E)		C-06 JOINT CONNECTOR (F)																																										
A-03 INHIBITOR SWITCH (E)		C-06 JOINT CONNECTOR (F)																																											

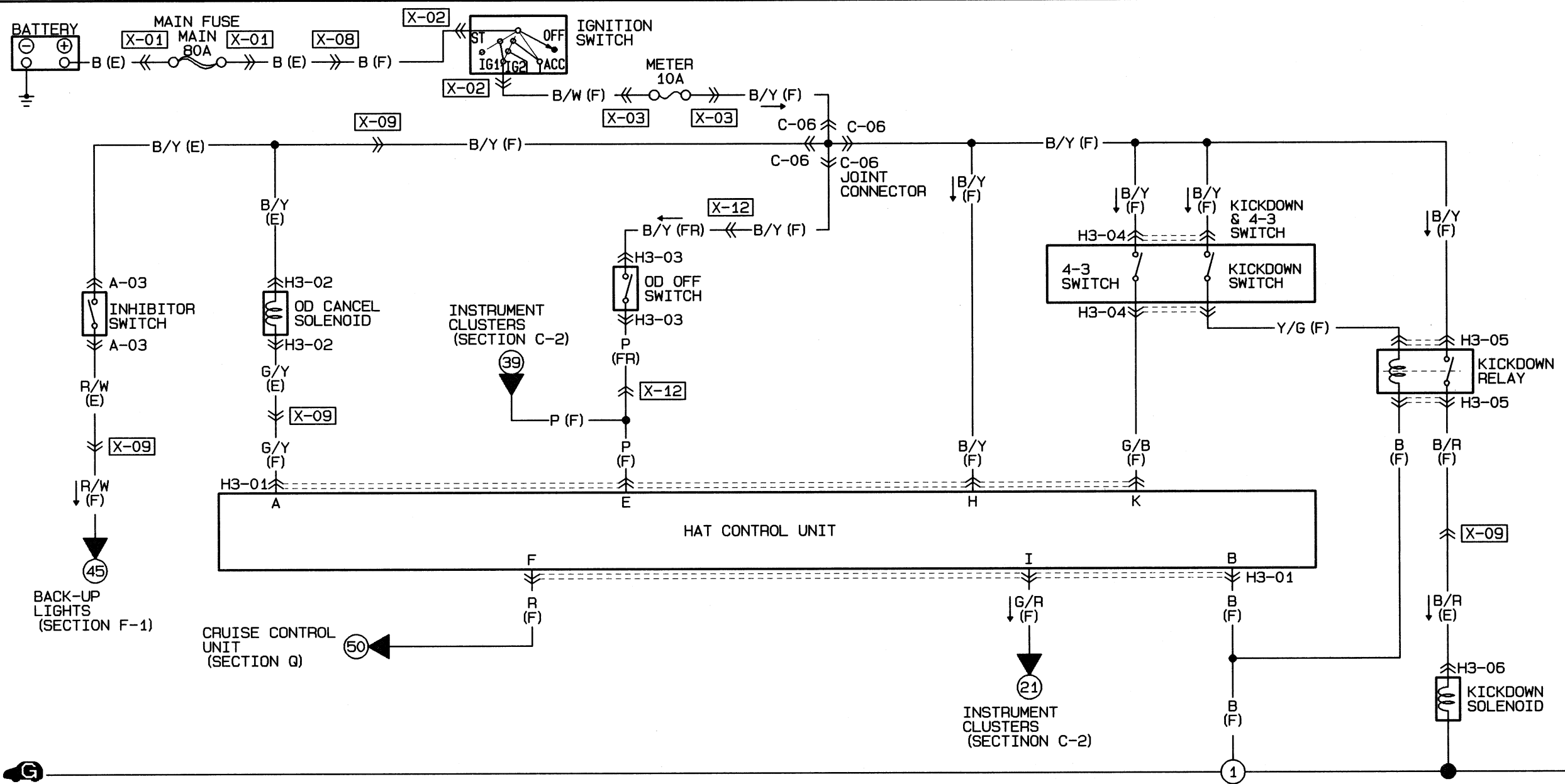
H-2



Z WIRING DIAGRAM

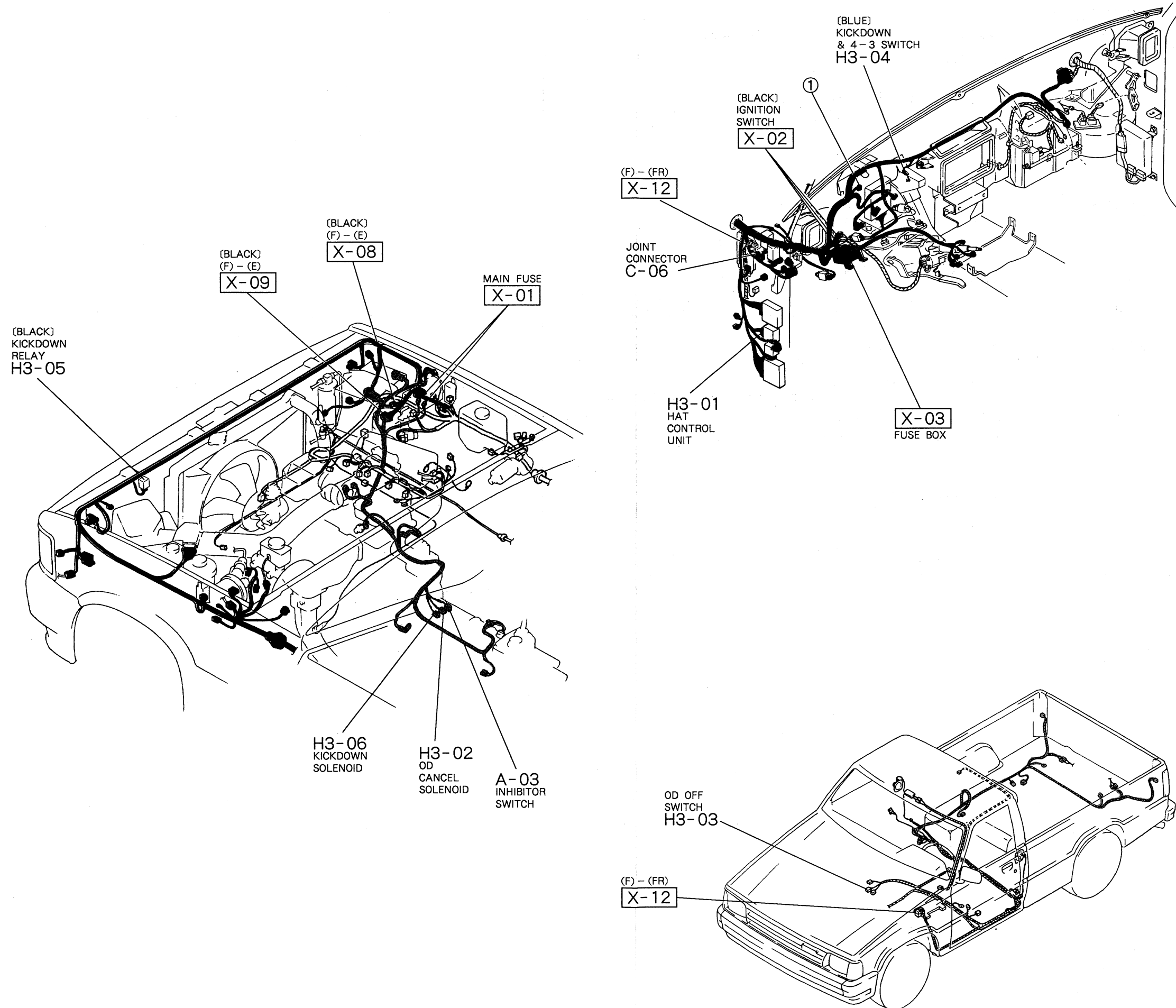
Terminal voltage

Terminal	Connected to	Voltage	Condition
A (Output)	OD cancel solenoid	Approx. 12V	Solenoid OFF: •OD gear position
		Below 1.5V	Solenoid ON: •1st, 2nd, and 3rd gear positions in forward ranges •P, R, and N ranges
B (Ground)	—	Below 1.5V	—
C	—	—	—
1D	—	—	—
E (Input)	OD OFF switch	Approx. 12V	OD OFF switch depressed (ON): •OD not available
		Below 1.5V	OD OFF switch released (OFF): •OD available
F (Input)	Cruise control unit	Approx. 12V	Normal conditions
		Below 1.5V	Set or Resume switch ON, or vehicle speed 8 km/h (5 mph) lower than preset speed (Driving vehicle: cruise control operation)
H (Input)	Kickdown relay	Approx. 12V	Kickdown relay OFF: •Other than conditions below
		Below 1.5V	Kickdown relay ON: •Kickdown switch On (throttle opening more than 7/8)
I (Input)	Speed sensor	1.5—7V	During driving
		Approx. 7V or below 1.5V	Vehicle stopped
J	—	—	—
K (Input)	4-3 switch	Approx. 12V	Switch ON: •Throttle opening 6/8—8/8
		Below 1.5V	Switch OFF: •Other than conditions above
L	—	—	—



<p>H3-01 HAT CONTROL UNIT (F)</p> <table border="1"> <tr> <td>K</td> <td>I</td> <td>E</td> <td>C</td> <td>A</td> </tr> <tr> <td>G/B</td> <td>G/R</td> <td>P</td> <td>*</td> <td>G/Y</td> </tr> <tr> <td>*</td> <td>*</td> <td>B/Y</td> <td>R</td> <td>*</td> </tr> <tr> <td>L</td> <td>J</td> <td>H</td> <td>F</td> <td>D</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>B</td> </tr> </table>	K	I	E	C	A	G/B	G/R	P	*	G/Y	*	*	B/Y	R	*	L	J	H	F	D					B	<p>H3-02 OD CANCEL SOLENOID (E)</p>	<p>H3-03 OD OFF SWITCH (FR)</p>	<p>H3-04 KICKDOWN & 4-3 SWITCH (F)</p>	<p>H3-05 KICKDOWN RELAY (F)</p>	<p>H3-06 KICKDOWN SOLENOID (E)</p>
K	I	E	C	A																										
G/B	G/R	P	*	G/Y																										
*	*	B/Y	R	*																										
L	J	H	F	D																										
				B																										
<p>A-03 INHIBITOR SWITCH (E)</p>	<p>C-06 JOINT CONNECTOR (F)</p>																													

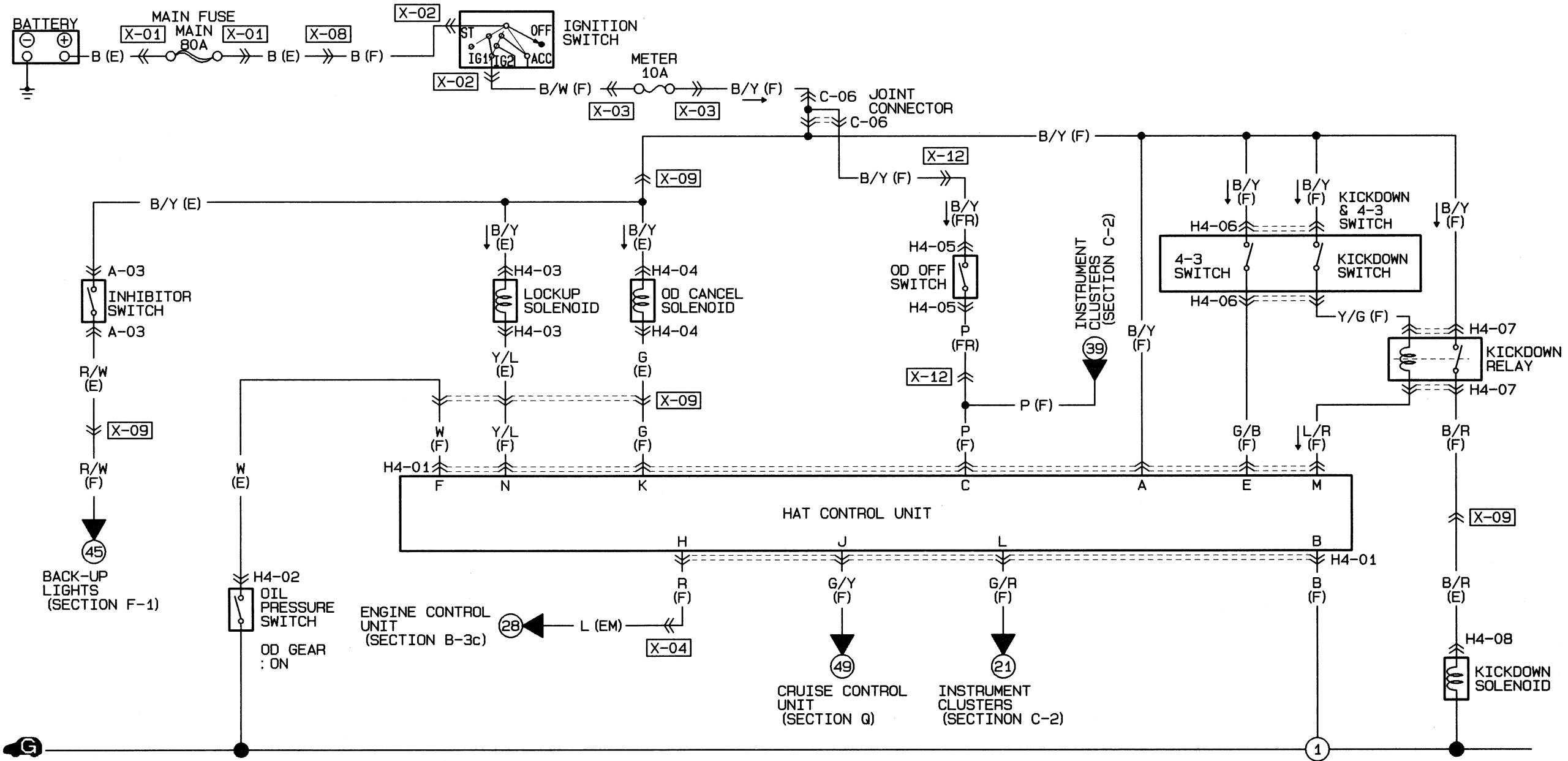
H-3


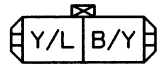
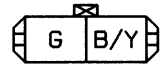
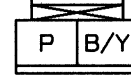
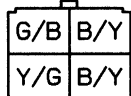
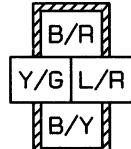

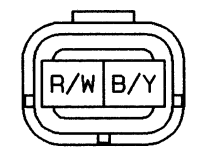
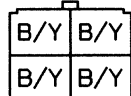


Z WIRING DIAGRAM

Terminal voltage

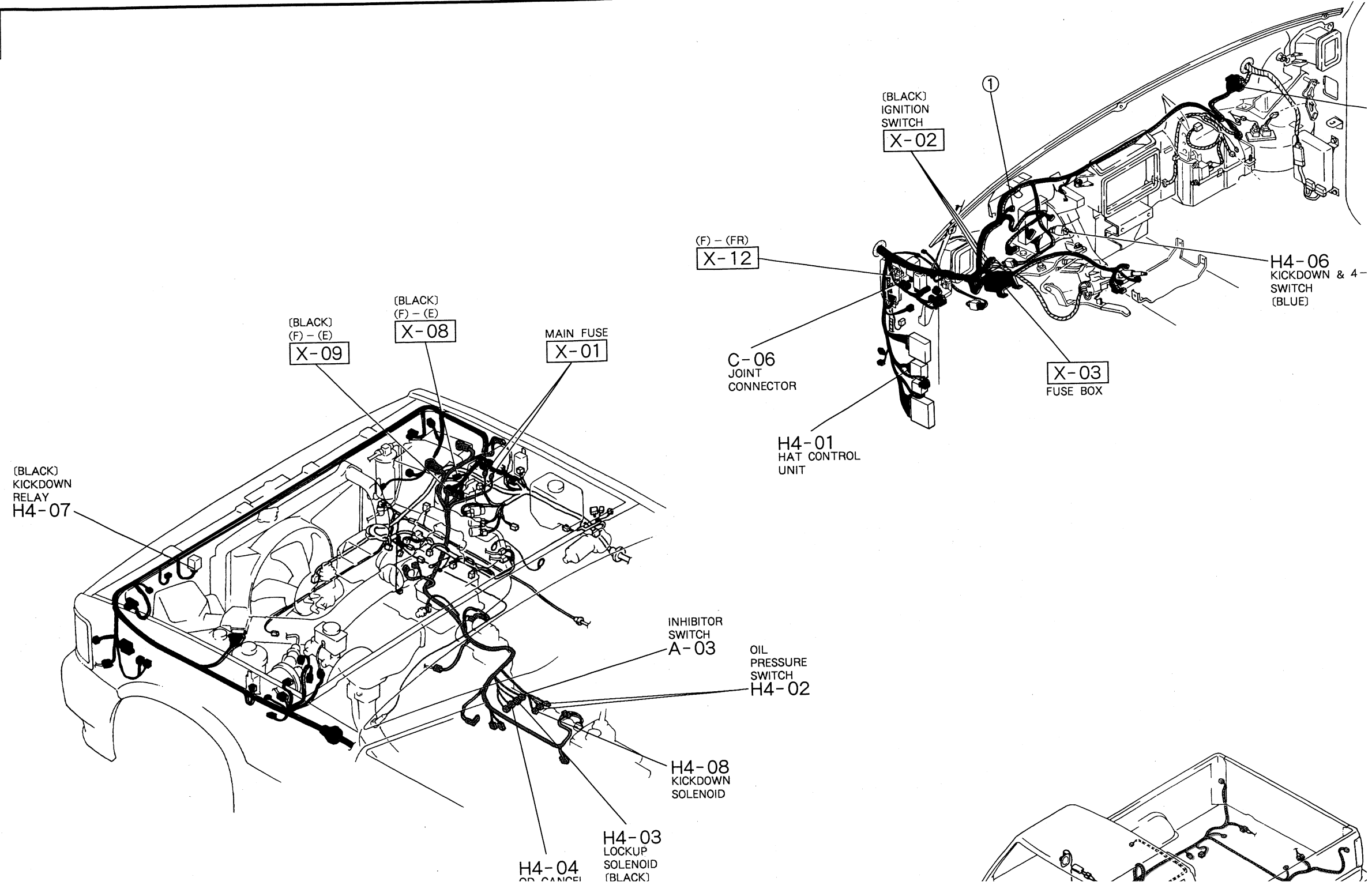
Terminal	Connected to	Voltage	Condition
A (Output)	OD cancel solenoid	Approx. 12V	Solenoid OFF: •OD gear position
		Below 1.5V	Solenoid ON: •1st, 2nd, and 3rd gear positions in forward ranges •P, R, and N ranges
B (Ground)	—	Below 1.5V	—
C	—	—	—
D	—	—	—
E (Input)	OD OFF switch	Approx. 12V	OD OFF switch depressed (ON): •OD not available
		Below 1.5V	OD OFF switch released (OFF): •OD available
F (Input)	Cruise control unit	Approx. 12V	Normal conditions
		Below 1.5V	Set or Resume switch ON, or vehicle speed 8 km/h (5 mph) lower than preset speed (Driving vehicle: cruise control operation)
H (Input)	Kickdown relay	Approx. 12V	Kickdown relay OFF: •Other than conditions below
		Below 1.5V	Kickdown relay ON: •Kickdown switch On (throttle opening more than 7/8)
I (Input)	Speed sensor	1.5—7V	During driving
		Approx. 7V or below 1.5V	Vehicle stopped
J	—	—	—
K (Input)	4-3 switch	Approx. 12V	Switch ON: •Throttle opening 6/8—8/8
		Below 1.5V	Switch OFF: •Other than conditions above
L	—	—	—



<p>H4-01 HAT CONTROL UNIT (F)</p> <table border="1"> <tr> <td>O</td><td>M</td><td>K</td><td colspan="2">E</td><td>C</td><td>A</td> </tr> <tr> <td>*</td><td>L/R</td><td>G</td><td colspan="2">G/B</td><td>P</td><td>B/Y</td> </tr> <tr> <td>*</td><td>Y/L</td><td>G/R</td><td>G/Y</td><td>R</td><td>W</td><td>*</td><td>B</td> </tr> <tr> <td>P</td><td>N</td><td>L</td><td>J</td><td>H</td><td>F</td><td>D</td><td>B</td> </tr> </table>	O	M	K	E		C	A	*	L/R	G	G/B		P	B/Y	*	Y/L	G/R	G/Y	R	W	*	B	P	N	L	J	H	F	D	B	<p>H4-02 OIL PRESSURE SWITCH (E)</p> 	<p>H4-03 LOCKUP SOLENOID (E)</p> 	<p>H4-04 OD CANCEL SOLENOID (E)</p> 	<p>H4-05 OD OFF SWITCH (FR)</p> 	<p>H4-06 KICKDOWN & 4-3 SWITCH (F)</p> 
O	M	K	E		C	A																													
*	L/R	G	G/B		P	B/Y																													
*	Y/L	G/R	G/Y	R	W	*	B																												
P	N	L	J	H	F	D	B																												
<p>H4-07 KICKDOWN RELAY (F)</p> 	<p>H4-08 KICKDOWN SOLENOID (E)</p> 	<p>A-03 INHIBITOR SWITCH (E)</p> 	<p>C-06 JOINT CONNECTOR (F)</p> 																																

HARNESS COLOR : FRONT [BLACK] REAR [DOTTED] ENGINE [HATCHED]

H-4



WIRING DIAGRAM

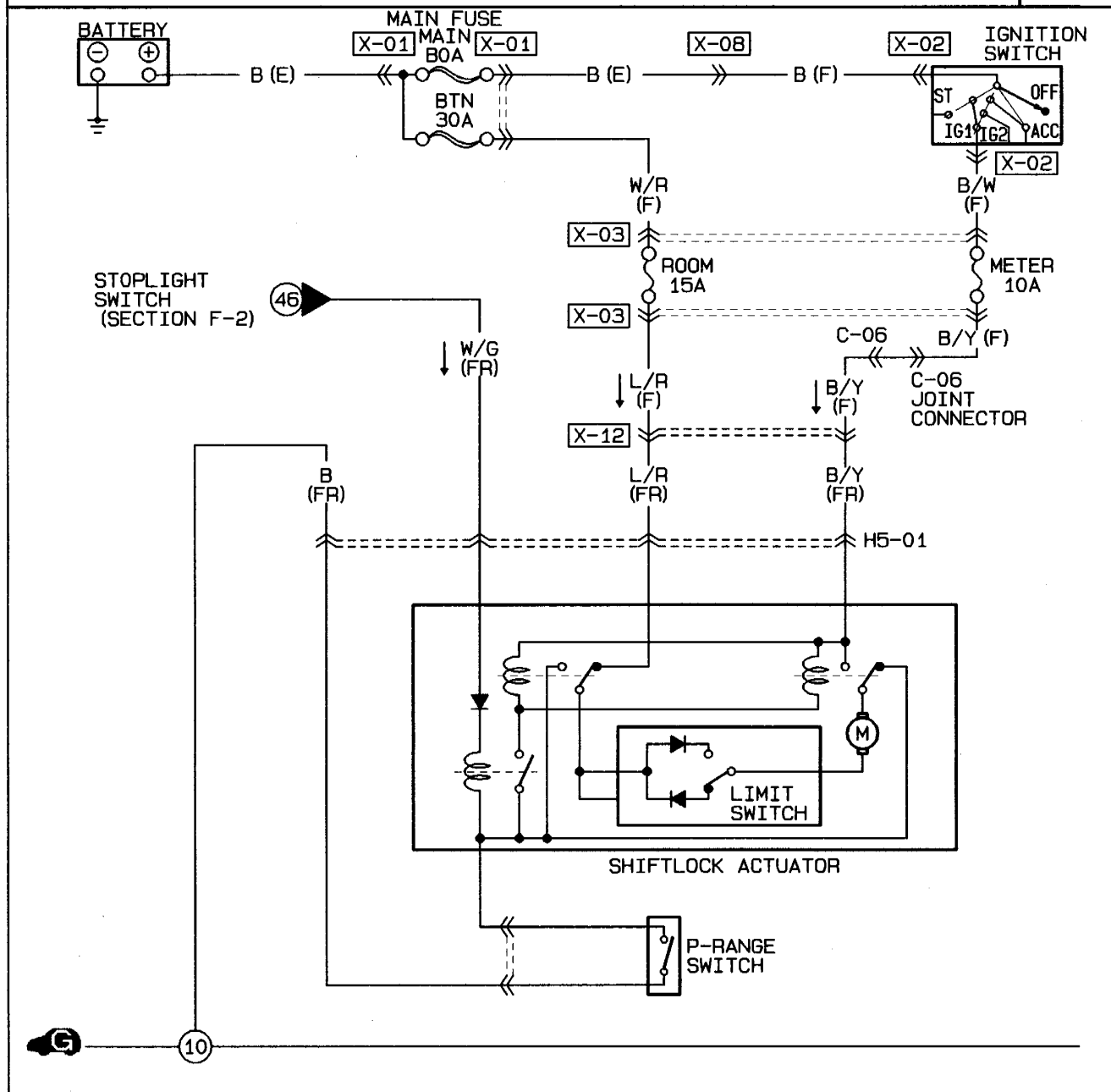
Terminal voltage

Terminal	Connected to	Voltage	Condition
A (Battery power)	Battery	Approx. 12V	Ignition switch ON
		Below 1.5V	Ignition switch OFF
B (Ground)	—	Below 1.5V	—
C (Input)	OD OFF switch	Approx. 12V	OD OFF switch depressed (ON): •OD not available
		Below 1.5V	OD OFF switch released (OFF): •OD available
D	—	—	—
E (Input)	4-3 switch	Approx. 12V	Switch ON: •Throttle opening 6/8—8/8
		Below 1.5V	Switch OFF: •Other than conditions above
F (Input)	Oil pressure switch	Approx. 12V	Switch OFF: •1st, 2nd, and 3rd gear positions in forward ranges •P, R, and N ranges
		Below 1.5V	Switch ON: •OD gear position
H (Input)	Engine control unit	Approx. 12V	2Y terminal of engine control unit voltage approx. 12V •Normal condition
		Below 1.5V	2Y terminal of engine control unit voltage below 1.5V •Throttle fully—open position
I	—	—	—
J (Input)	Cruise control unit	Approx. 12V	Normal conditions
		Below 1.5V	Set or Resume switch ON, or vehicle speed 8 km/h (5 mph) lower than preset speed (Driving vehicle: cruise control operation)
K (Output)	OD cancel solenoid	Approx. 12V	Solenoid OFF: •OD gear position
		Below 1.5V	Solenoid ON: •1st, 2nd, and 3rd gear positions in forward ranges •P, R, and N ranges
L (Input)	Speed sensor	1.5—7V	During driving
		Approx. 7V or below 1.5V	Vehicle stopped
M (Input)	Kickdown relay	Approx. 12V	Kickdown relay OFF: •Other than conditions below
		Below 1.5V	Kickdown relay ON: •Kickdown switch ON (throttle opening more than 7/8)
N (Output)	Lockup solenoid	Approx. 12V	Solenoid OFF: •Non-lockup
		Below 1.5V	Solenoid ON: •Lockup

Z WIRING DIAGRAM

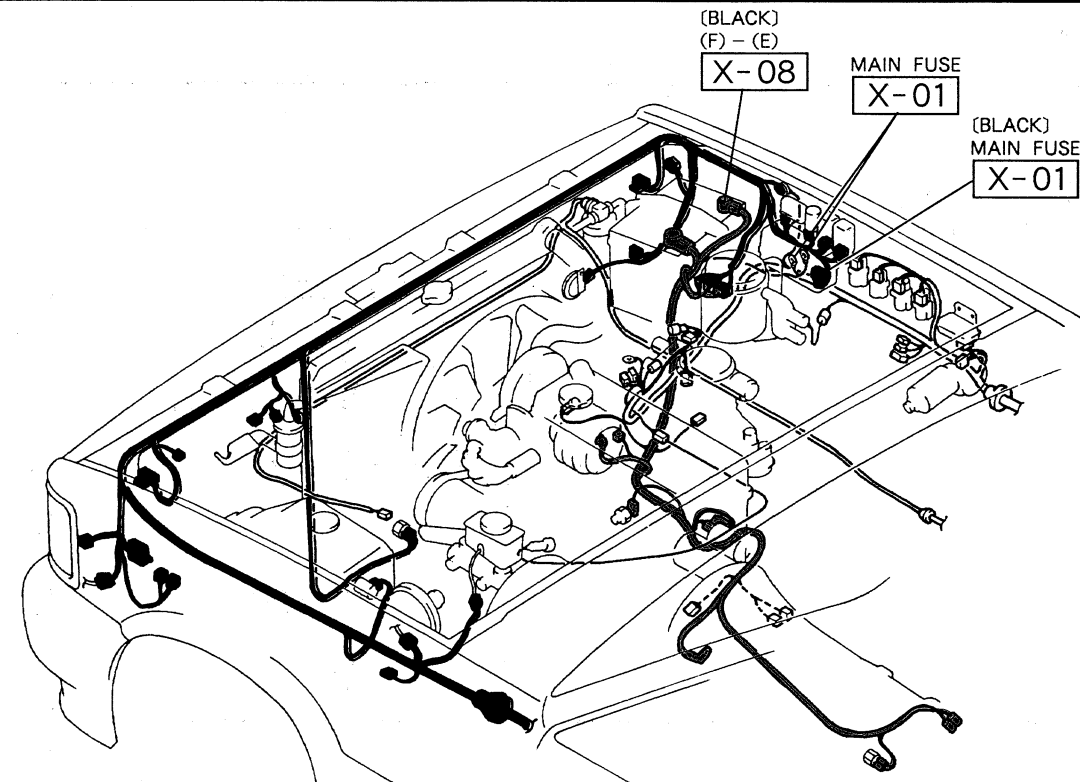
EC-AT & HAT ■ SHIFTLOCK SYSTEM

H-5

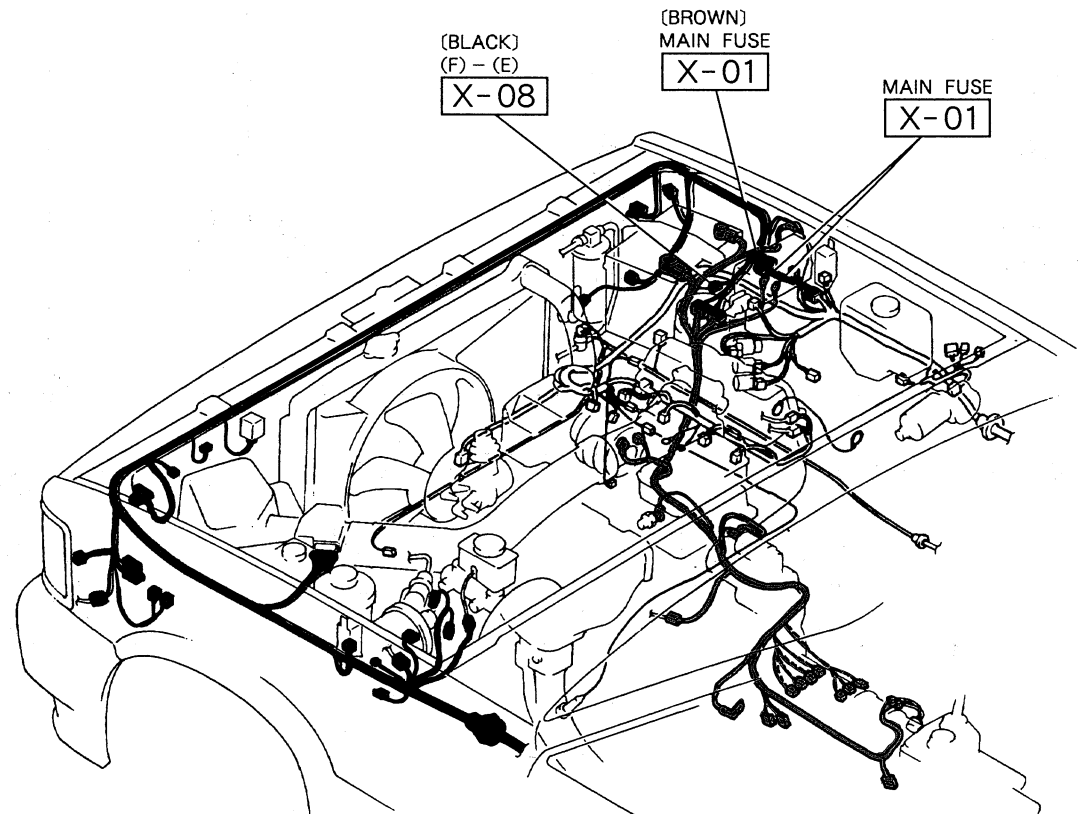
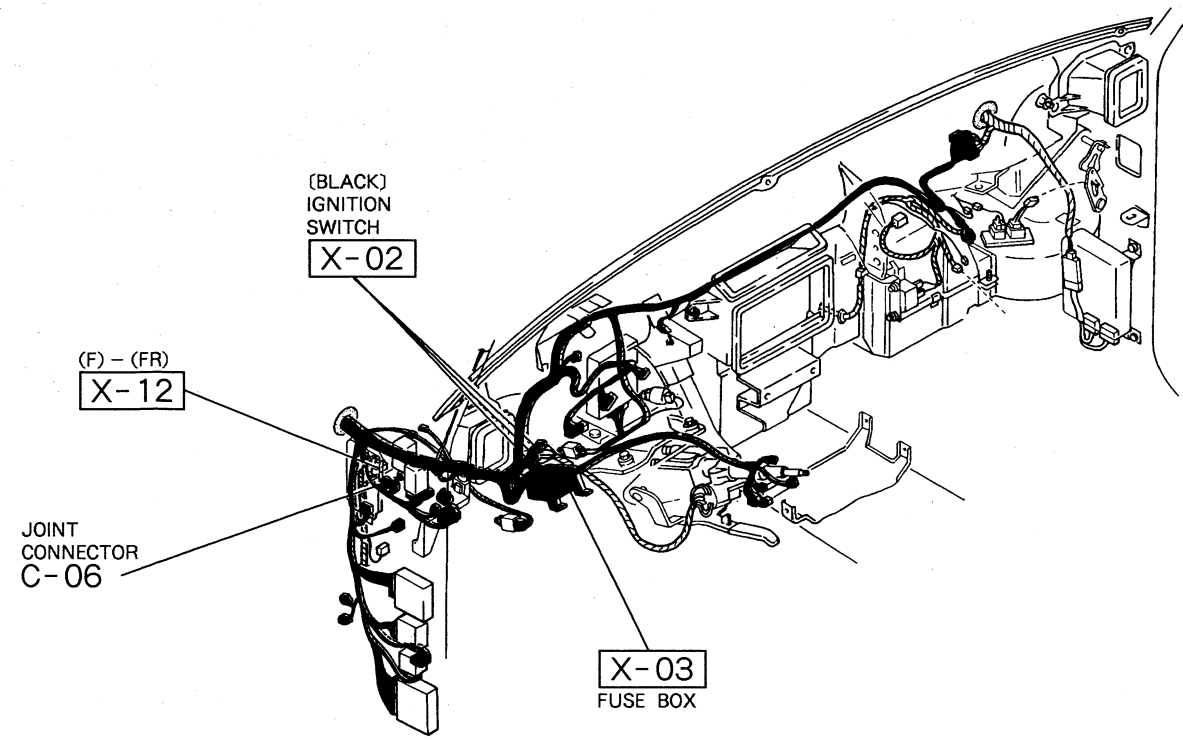


<p>H5-01 SHIFTLOCK ACTUATOR (FR)</p> <table border="1" data-bbox="259 1533 519 1596"> <tr> <td>W/G</td> <td>B</td> <td>B/Y</td> <td>L/R</td> </tr> </table>	W/G	B	B/Y	L/R	<p>C-06 JOINT CONNECTOR (F)</p> <table border="1" data-bbox="844 1512 990 1617"> <tr> <td>B/Y</td> <td>B/Y</td> </tr> <tr> <td>B/Y</td> <td>B/Y</td> </tr> </table> <p>() ... 2.2L: CARBURETOR < > ... WITH RFW</p>	B/Y	B/Y	B/Y	B/Y
W/G	B	B/Y	L/R						
B/Y	B/Y								
B/Y	B/Y								

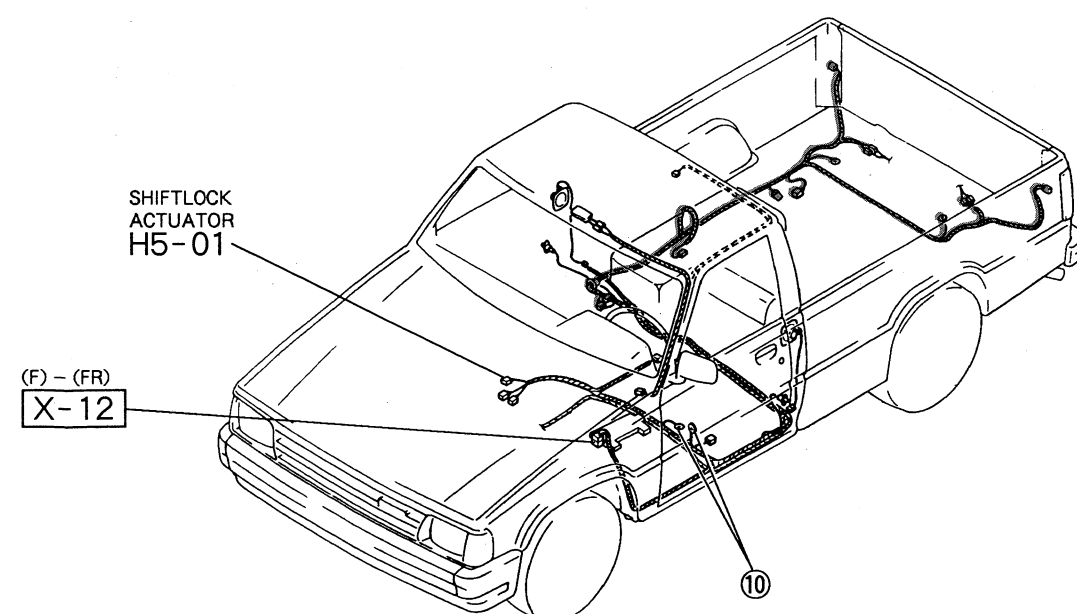
H-5

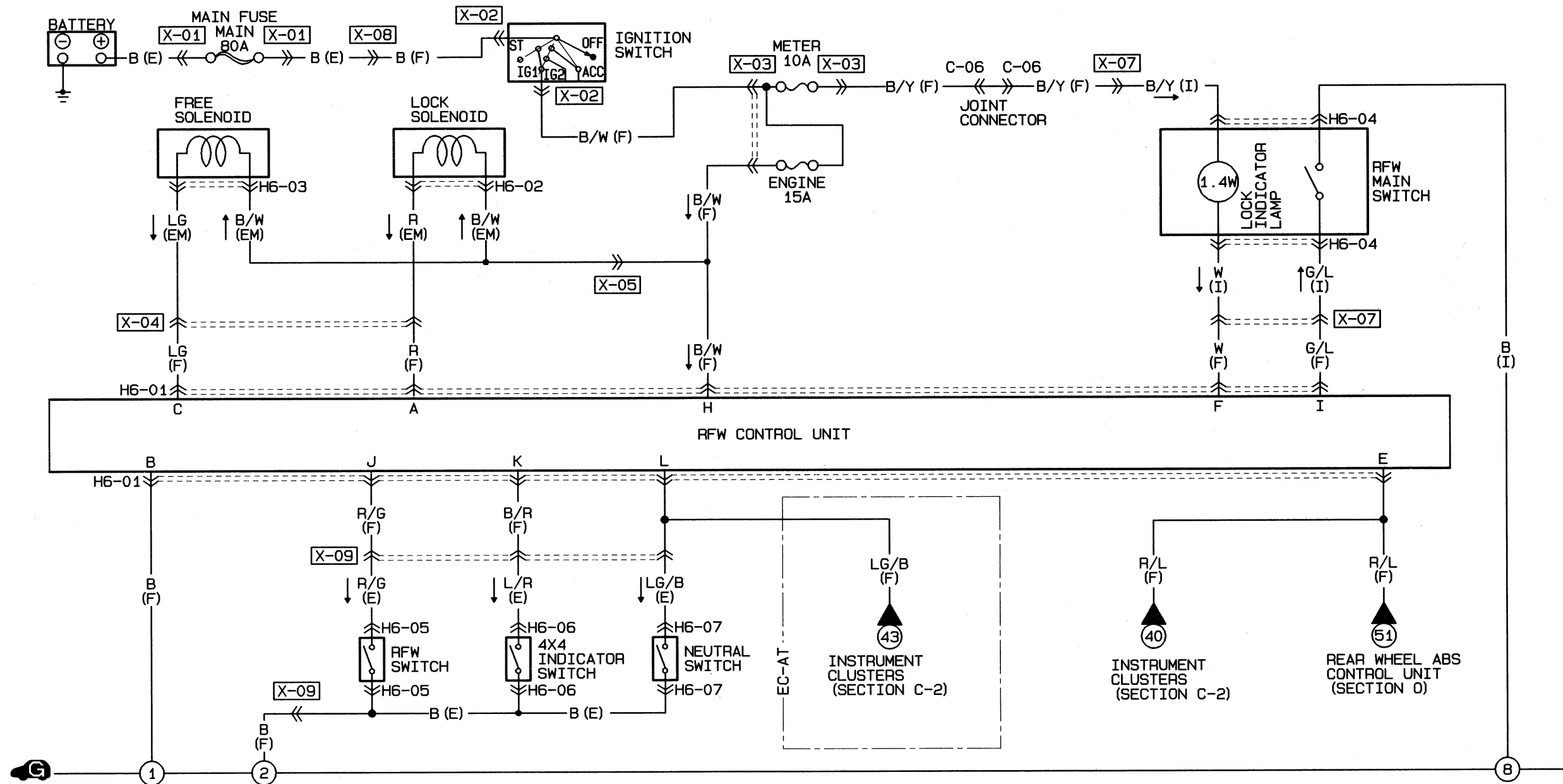


2.2L CARBURETOR



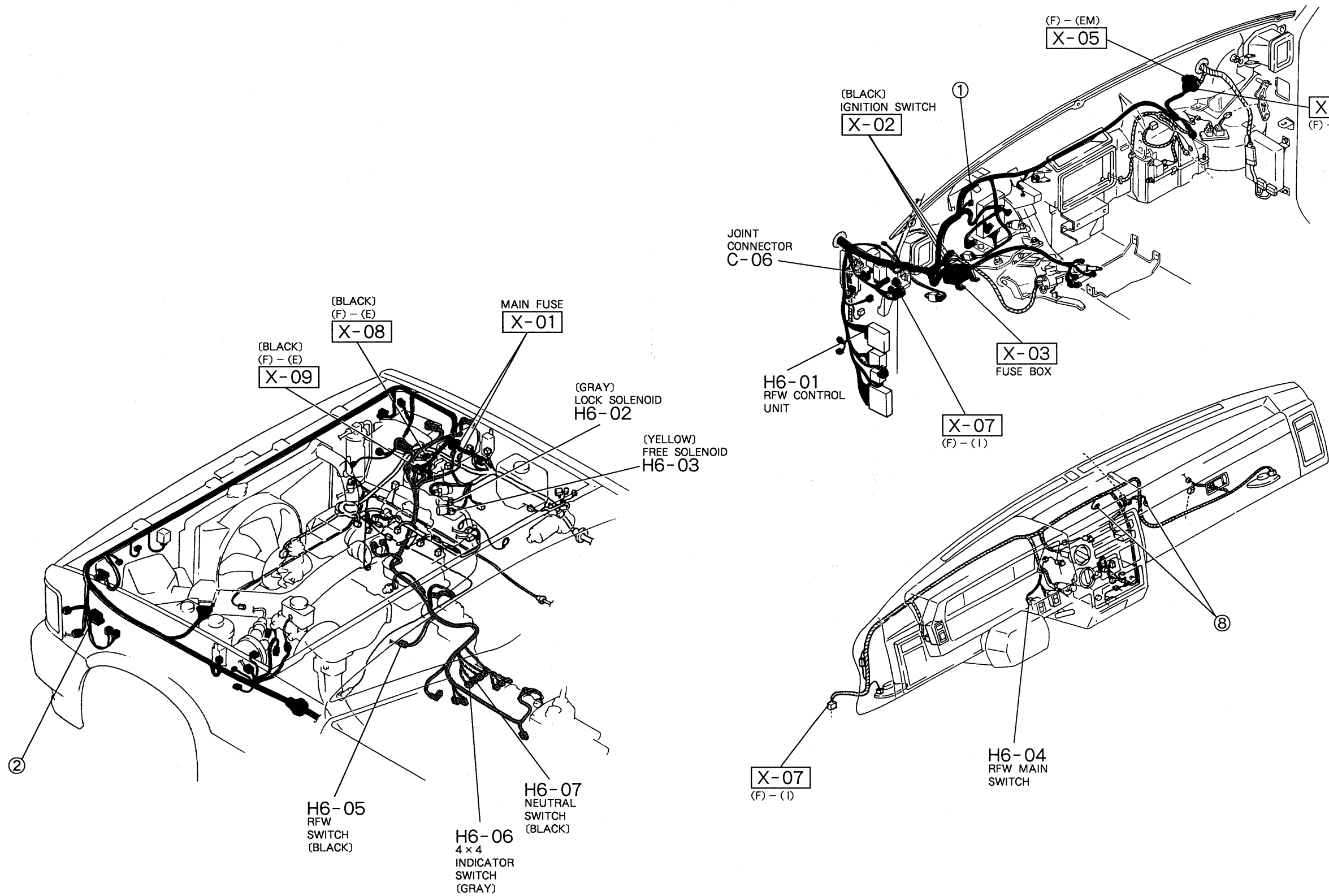
2.6L





<p>H6-01 RFW CONTROL UNIT (F)</p> <table border="1"> <tr> <td>K</td> <td>I</td> <td>E</td> <td>C</td> <td>A</td> </tr> <tr> <td>B/R</td> <td>G/L</td> <td>R/L</td> <td>LG</td> <td>R</td> </tr> <tr> <td>LG/B</td> <td>R/G</td> <td>B/W</td> <td>W</td> <td>*</td> </tr> <tr> <td>L</td> <td>J</td> <td>H</td> <td>F</td> <td>D</td> </tr> <tr> <td>B</td> <td></td> <td></td> <td></td> <td>B</td> </tr> </table>	K	I	E	C	A	B/R	G/L	R/L	LG	R	LG/B	R/G	B/W	W	*	L	J	H	F	D	B				B	<p>H6-02 LOCK SOLENOID (EM)</p> <table border="1"> <tr> <td>B/W</td> <td>R</td> </tr> </table>	B/W	R	<p>H6-03 FREE SOLENOID (EM)</p> <table border="1"> <tr> <td>B/W</td> <td>LG</td> </tr> </table>	B/W	LG	<p>H6-04 RFW MAIN SWITCH (I)</p> <table border="1"> <tr> <td>W</td> <td>B/Y</td> </tr> <tr> <td>B</td> <td>G/L R/G</td> </tr> </table>	W	B/Y	B	G/L R/G	<p>H6-05 RFW SWITCH (E)</p> <table border="1"> <tr> <td>R/G</td> </tr> <tr> <td>B</td> </tr> </table>	R/G	B	<p>H6-06 4X4 INDICATOR SWITCH (E)</p> <table border="1"> <tr> <td>L/R</td> <td>B</td> </tr> </table>	L/R	B
K	I	E	C	A																																						
B/R	G/L	R/L	LG	R																																						
LG/B	R/G	B/W	W	*																																						
L	J	H	F	D																																						
B				B																																						
B/W	R																																									
B/W	LG																																									
W	B/Y																																									
B	G/L R/G																																									
R/G																																										
B																																										
L/R	B																																									
<p>H6-07 NEUTRAL SWITCH (E)</p> <table border="1"> <tr> <td>LG/B</td> <td>B</td> </tr> </table>	LG/B	B	<p>C-06 JOINT CONNECTOR (F)</p> <table border="1"> <tr> <td>B/Y</td> <td>B/Y</td> </tr> <tr> <td>*</td> <td>B/Y</td> </tr> </table>	B/Y	B/Y	*	B/Y																																			
LG/B	B																																									
B/Y	B/Y																																									
*	B/Y																																									

H-6



Z WIRING DIAGRAM

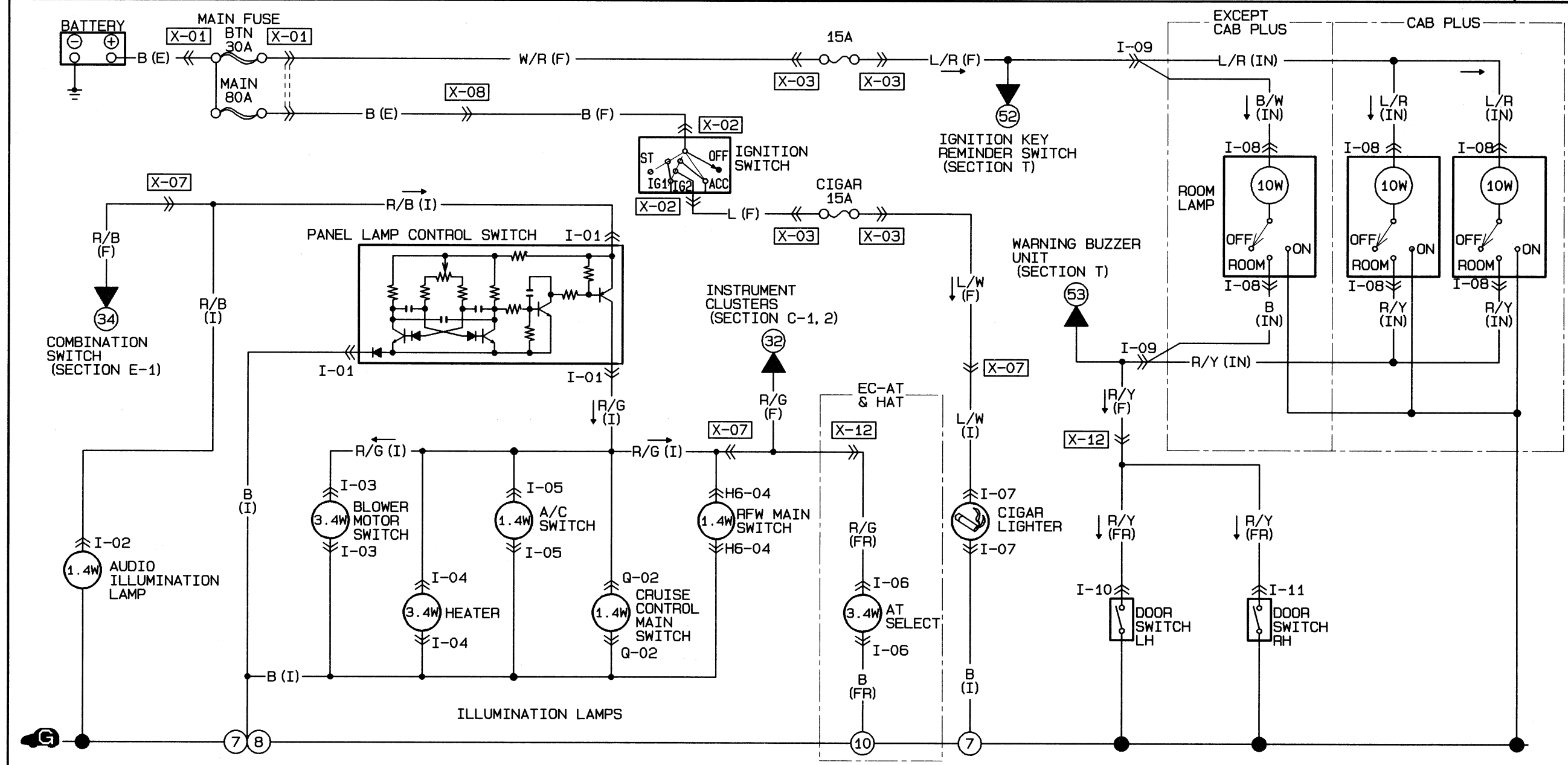
Terminal voltage

Terminal	Connected to	Voltage	Condition
A (Output)	Lock solenoid	Approx. 12V	Solenoid OFF •RFW unit "Free"
		Below 0.5V	Solenoid ON •RFW unit "Lock"
B (Ground)	Body	Below 0.5V	—
C (Output)	Free solenoid	Approx. 12V	Solenoid OFF •RFW unit "Lock"
		Below 0.5V	Solenoid ON •RFW unit "Free"
D	—	—	—
E (Output)	4x4 indicator lamp	Approx. 12V	4x4 indicator lamp OFF •Transfer case lever 2H or N
		Below 0.5V	4x4 indicator lamp ON •Transfer case lever 4H or 4L
F (Output)	LOCK indicator lamp	Approx. 12V	LOCK indicator lamp OFF •RFW switch OFF •RFW unit "Free"
		Below 0.5V	LOCK indicator lamp ON •RFW switch ON •RFW unit "Lock"
H (Battery power)	Battery	Approx. 12V	Ignition switch ON
		Below 0.5V	Ignition switch OFF
I (Input)	RFW main switch	Approx. 12V	RFW main switch released (OFF)
		Below 1.5V	RFW main switch depressed (ON)
J (Input)	RFW switch	Approx. 12V	RFW switch OFF •RFW unit "Free"
		Below 0.5V	RFW switch ON •RFW unit "Lock"
K (Input)	4x4 indicator switch	Approx. 12V	4x4 indicator switch OFF •Transfer case lever 4H, 4L, or N
		Below 0.5V	4x4 indicator switch ON •Transfer case lever 2H
L (Input)	Neutral switch and neutral indicator lamp (A/T)	Approx. 12V	Neutral switch OFF •Transfer case lever 2H, 4H, or 4L
		Below 0.5V	Neutral switch ON •Transfer case lever N

Z WIRING DIAGRAM

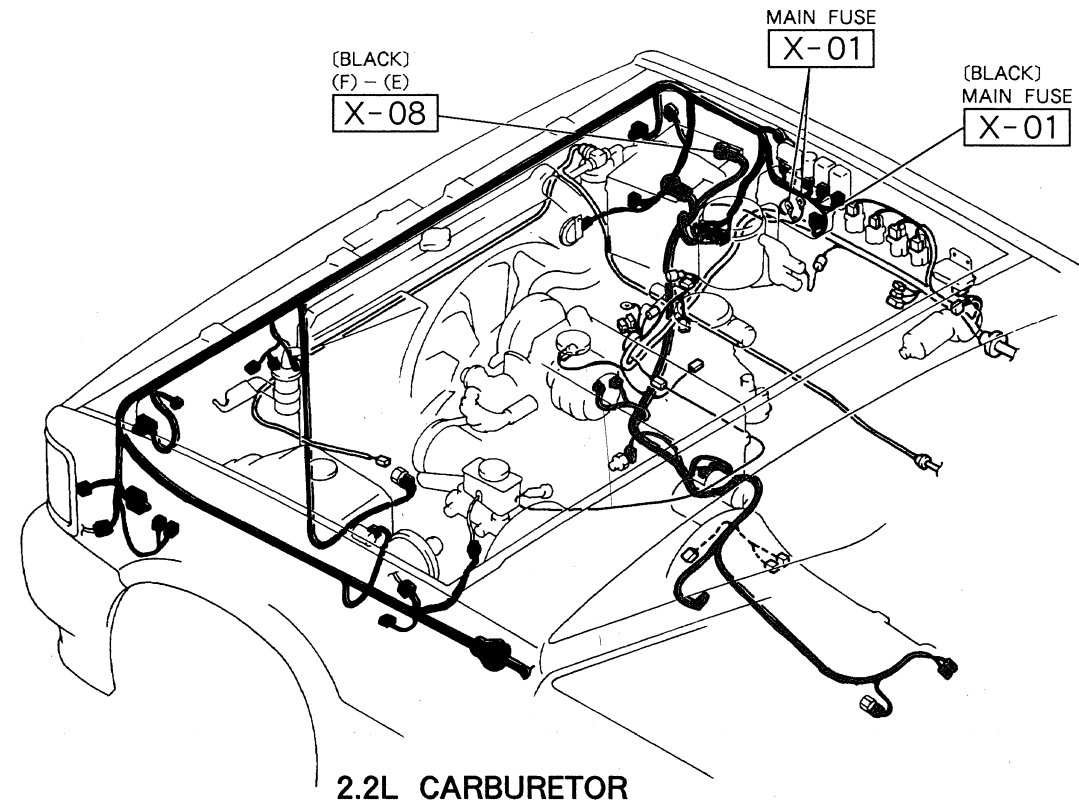
■ CIGAR LIGHTER ■ ILLUMINATION LAMPS
 ■ ROOM LAMP

I

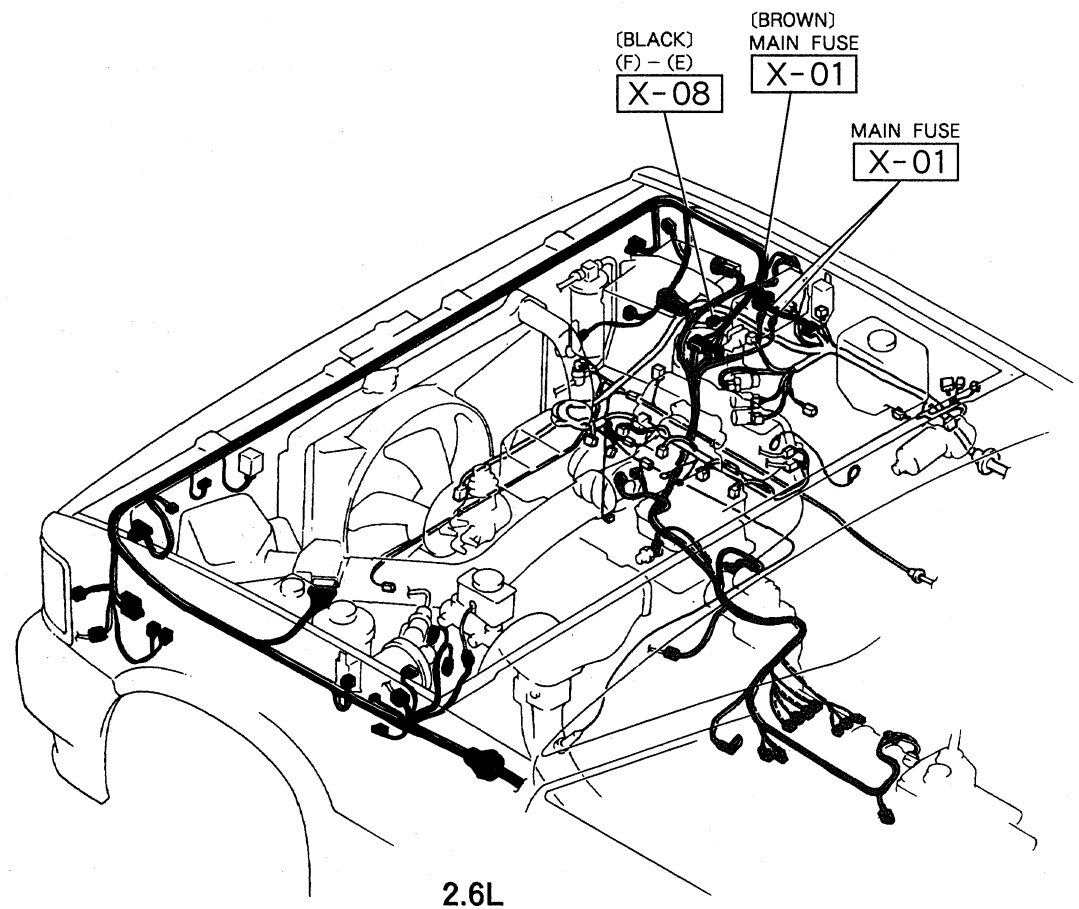


<p>I-01 PANEL LAMP CONTROL SWITCH (I)</p>	<p>I-02 AUDIO ILLUMINATION LAMP (I)</p>	<p>I-03 BLOWER MOTOR SWITCH ILLUMINATION LAMP (I)</p>	<p>I-04 HEATER ILLUMINATION LAMP (I)</p>	<p>I-05 A/C SWITCH ILLUMINATION LAMP (I)</p>	<p>I-06 AT SELECT ILLUMINATION LAMP (FR)</p>	<p>I-07 CIGAR LIGHTER (I)</p>
<p>I-08 ROOM LAMP (IN)</p>			<p>I-09 CONNECTOR BETWEEN FRONT (F) & INTERIOR (IN)</p>		<p>I-10 DOOR SWITCH LH (FR)</p>	<p>I-11 DOOR SWITCH RH (FR)</p>
<p>H6-04 RFW MAIN SWITCH ILLUMINATION LAMP (I)</p>		<p>Q-02 CRUISE CONTROL MAIN SWITCH ILLUMINATION LAMP (I)</p>				

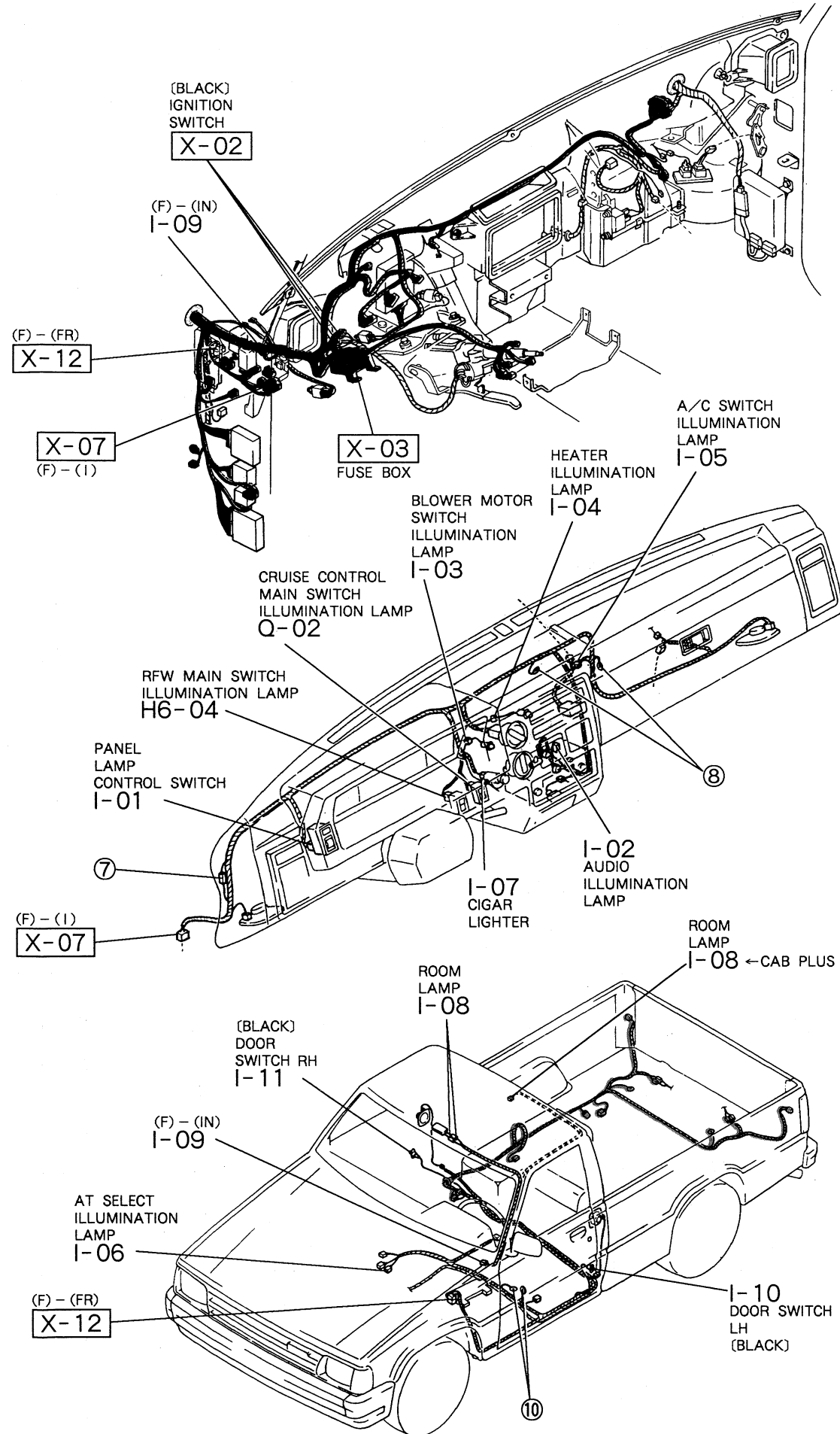
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2.2L CARBURETOR



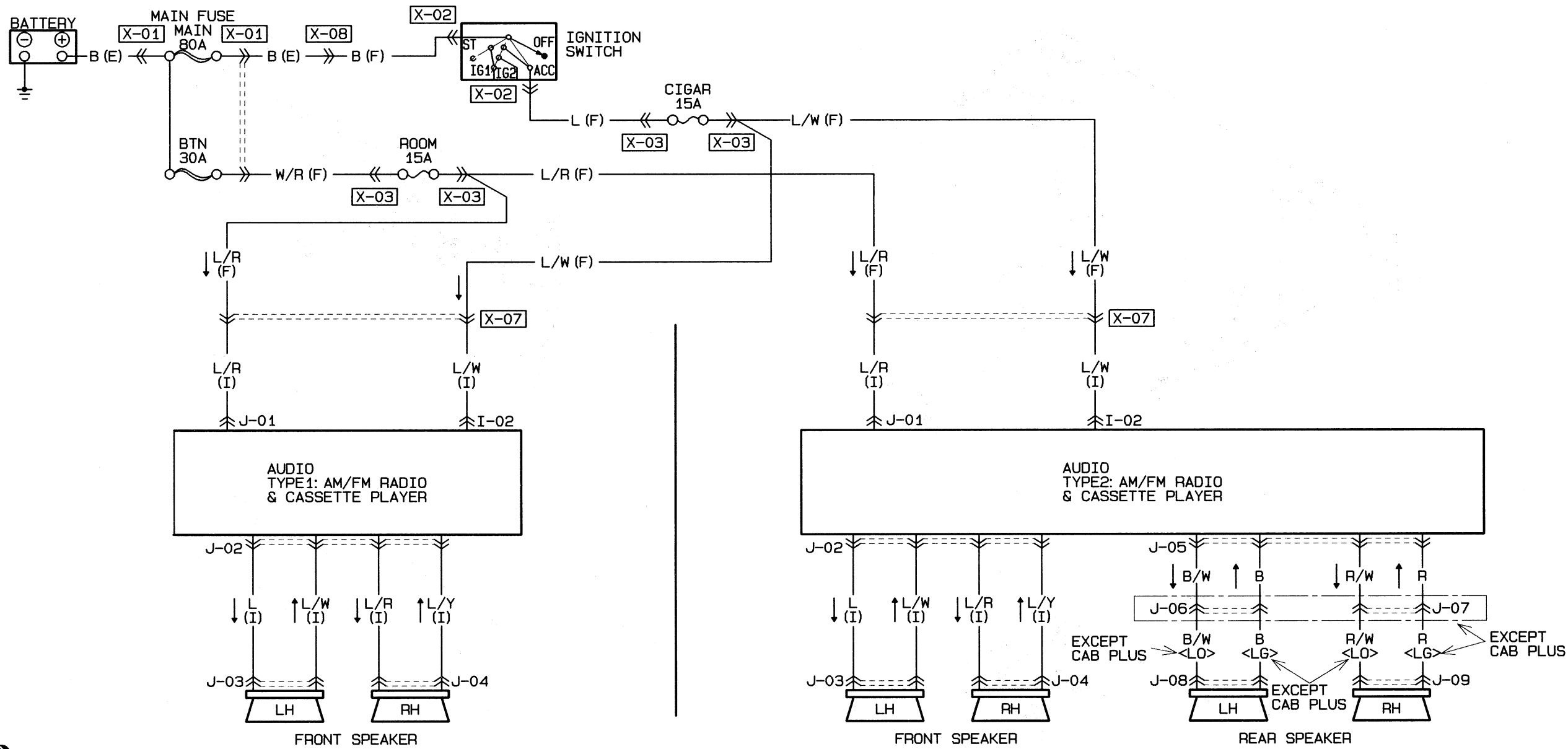
2.6L



Z WIRING DIAGRAM

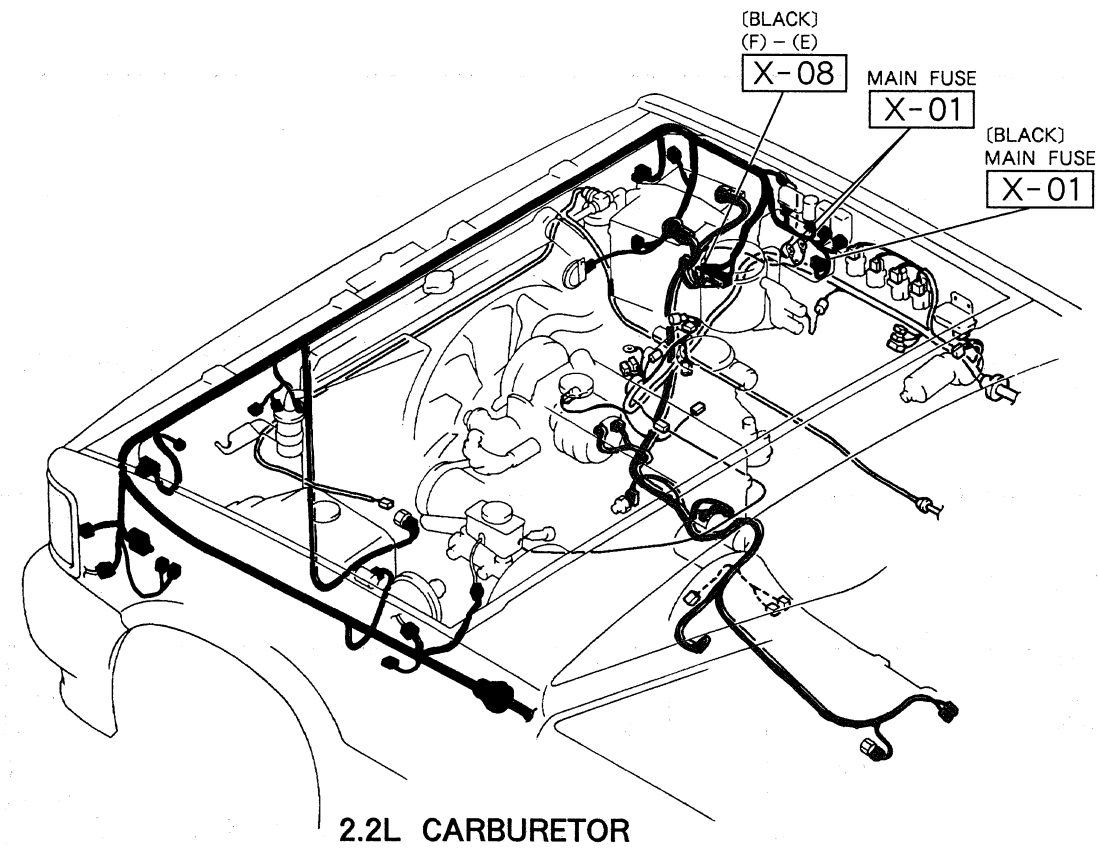
■ AUDIO (TYPE 1, 2)

J

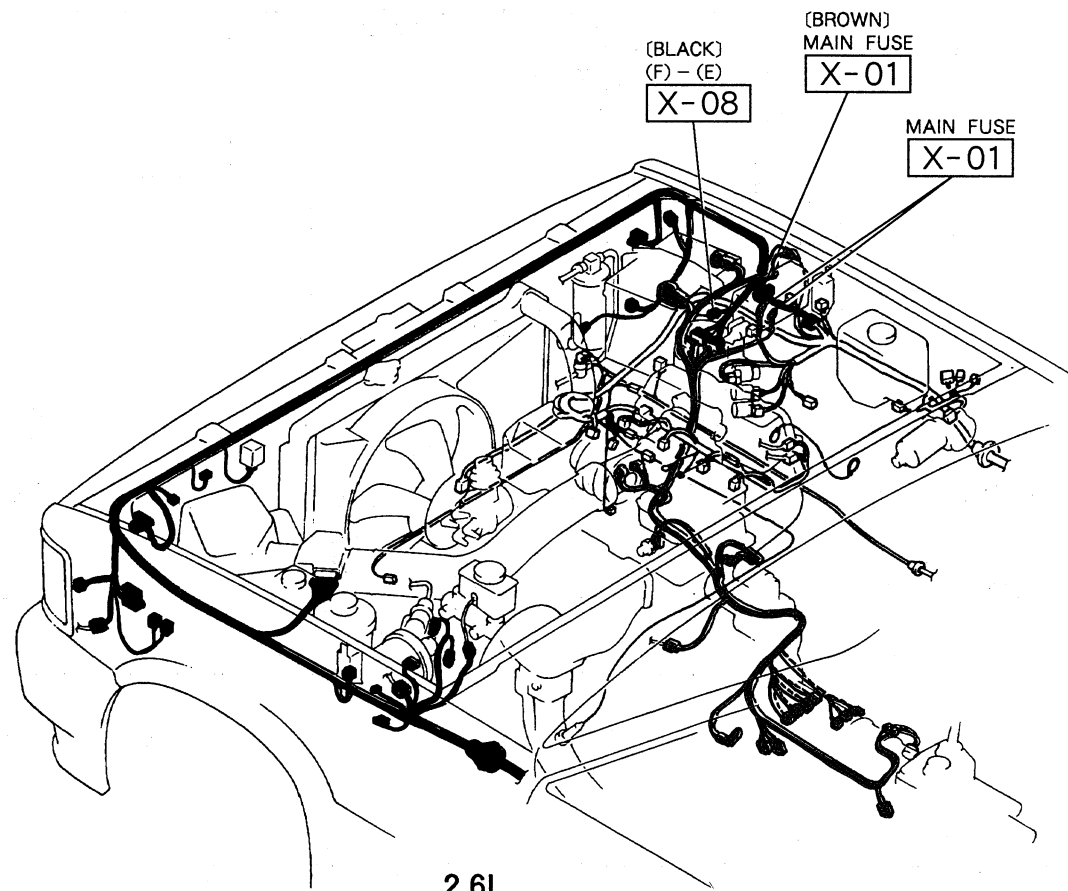
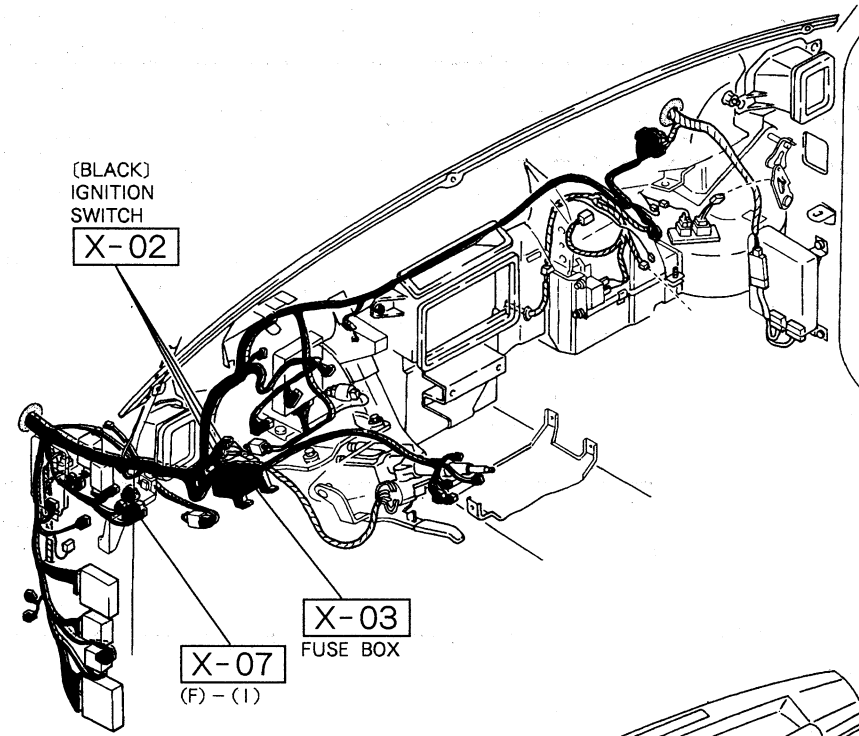


<p>J-01 AUDIO (I)</p>	<p>J-02 AUDIO (I)</p>	<p>J-03 FRONT SPEAKER LH (I)</p>	<p>J-04 FRONT SPEAKER RH (I)</p>	<p>J-05 AUDIO</p>	<p>J-06 CONNECTOR BETWEEN AUDIO & REAR SPEAKER LH EXCEPT CAB PLUS</p>
<p>J-07 CONNECTOR BETWEEN AUDIO & REAR SPEAKER RH EXCEPT CAB PLUS</p>	<p>J-08 REAR SPEAKER LH</p>	<p>J-09 REAR SPEAKER RH</p>	<p>I-02 AUDIO (I)</p>		

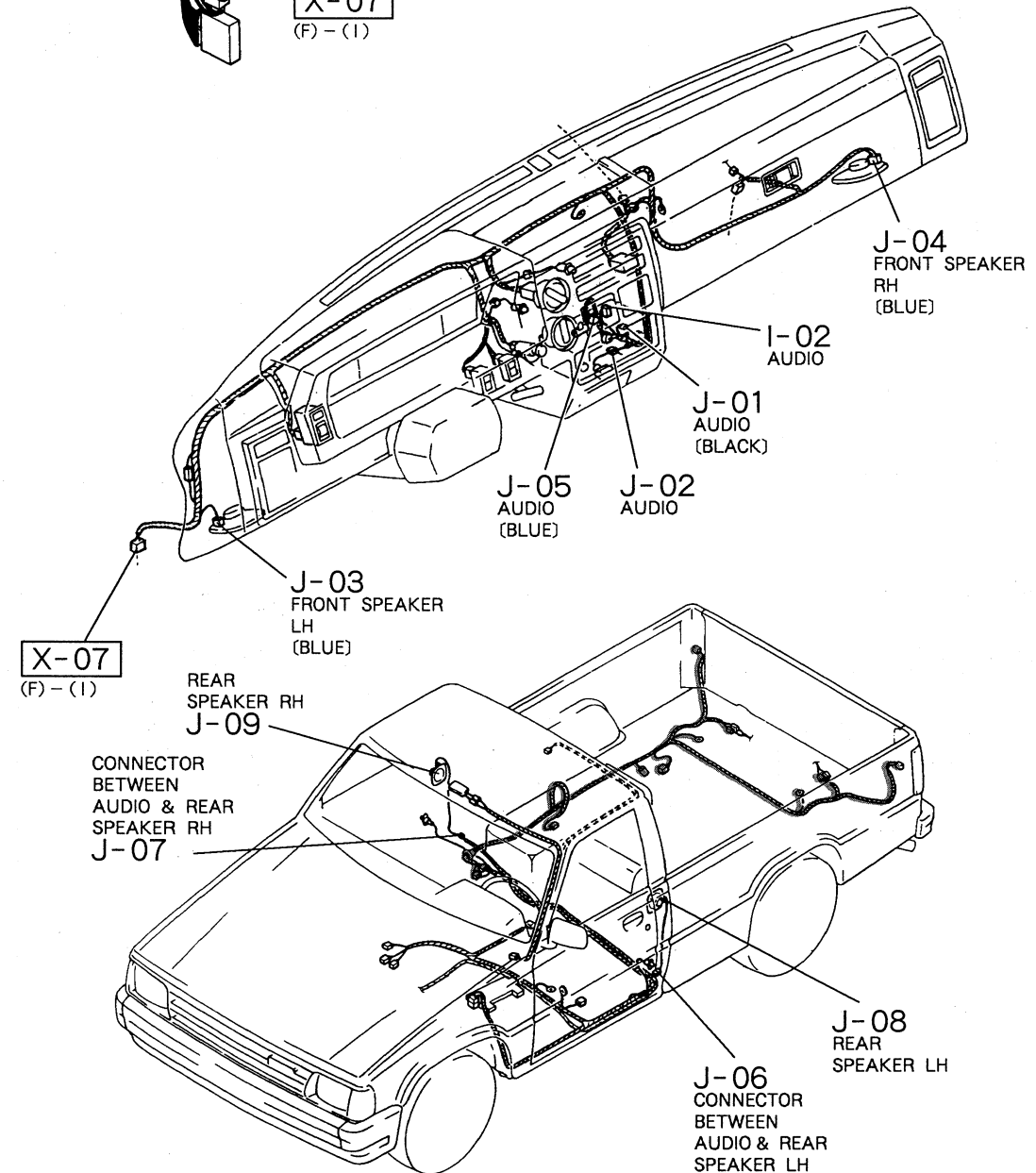
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2.2L CARBURETOR

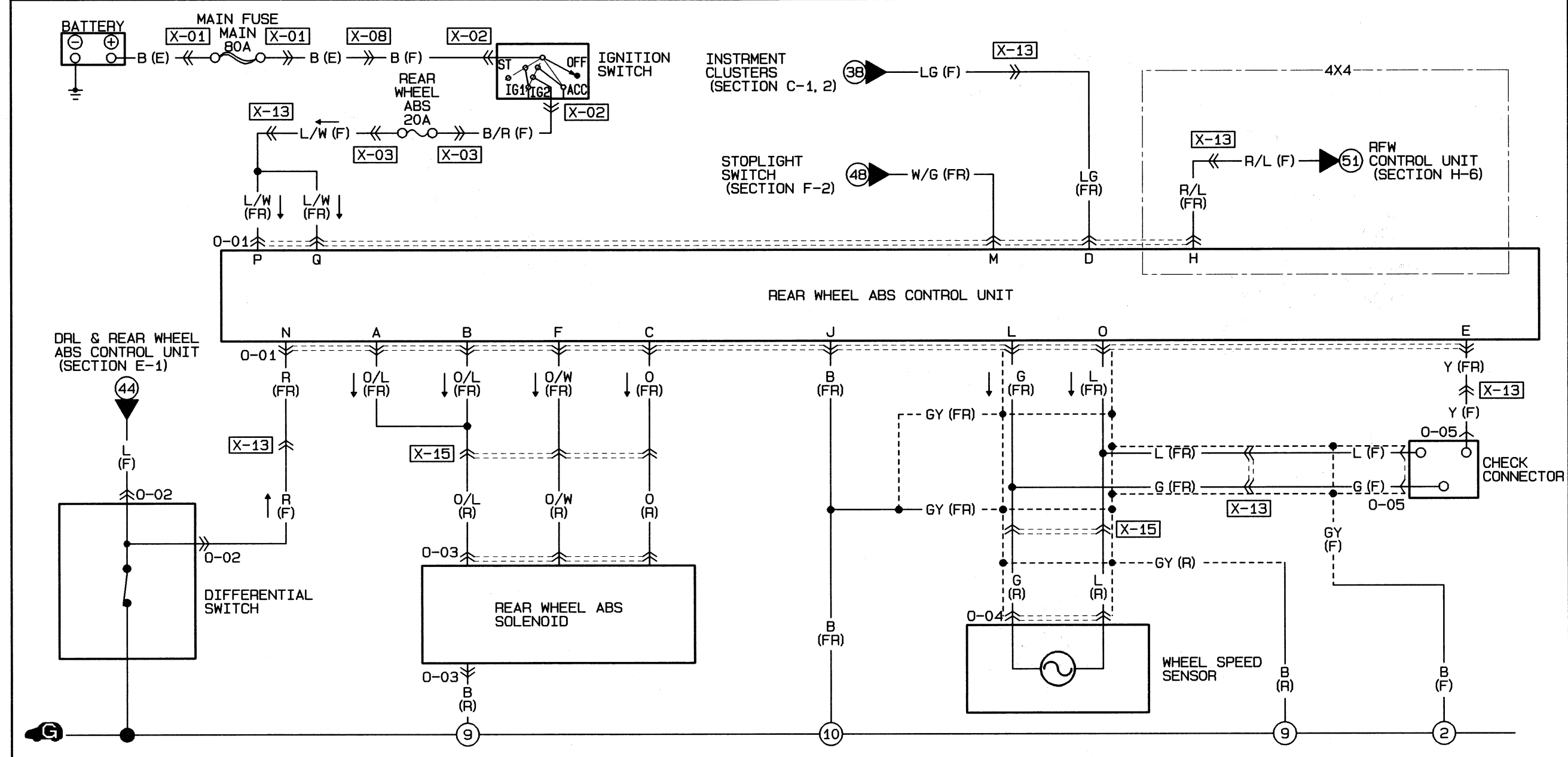


2.6L



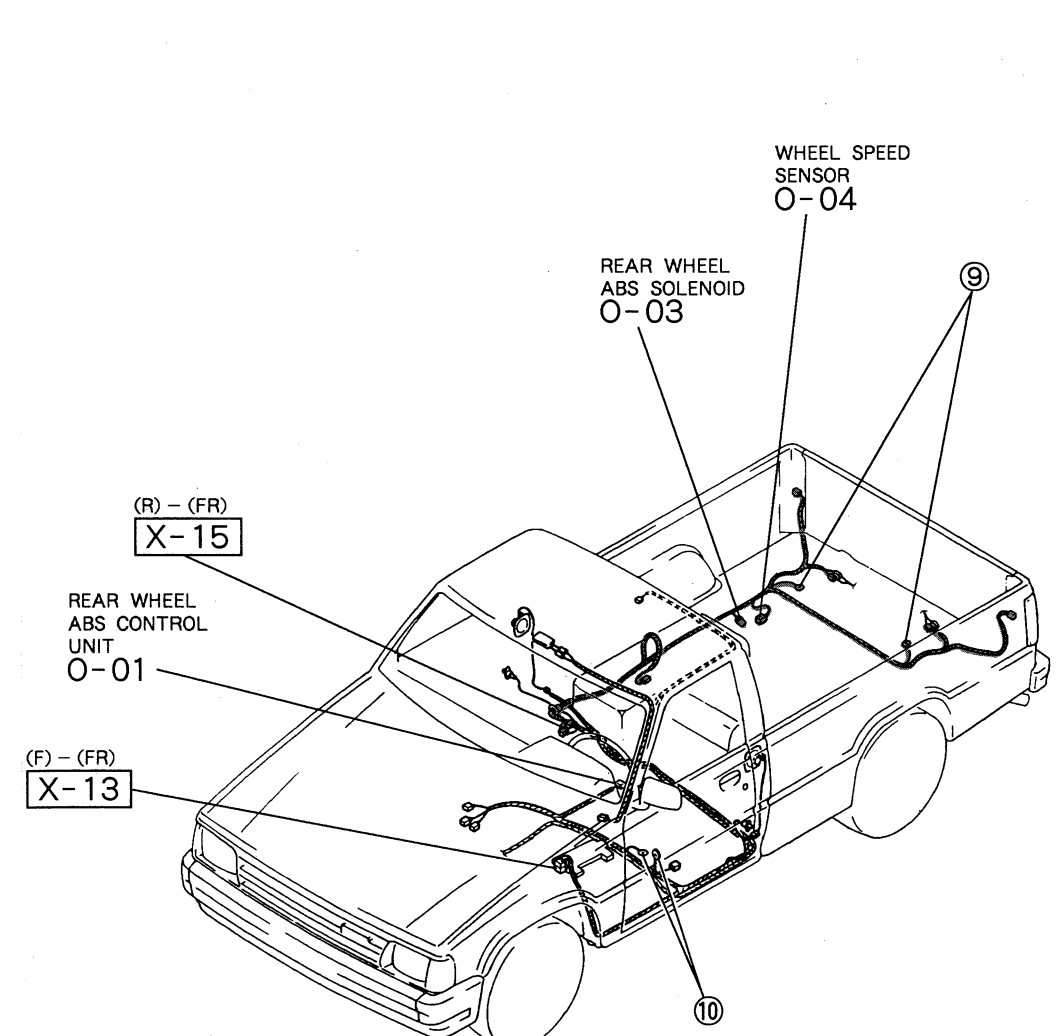
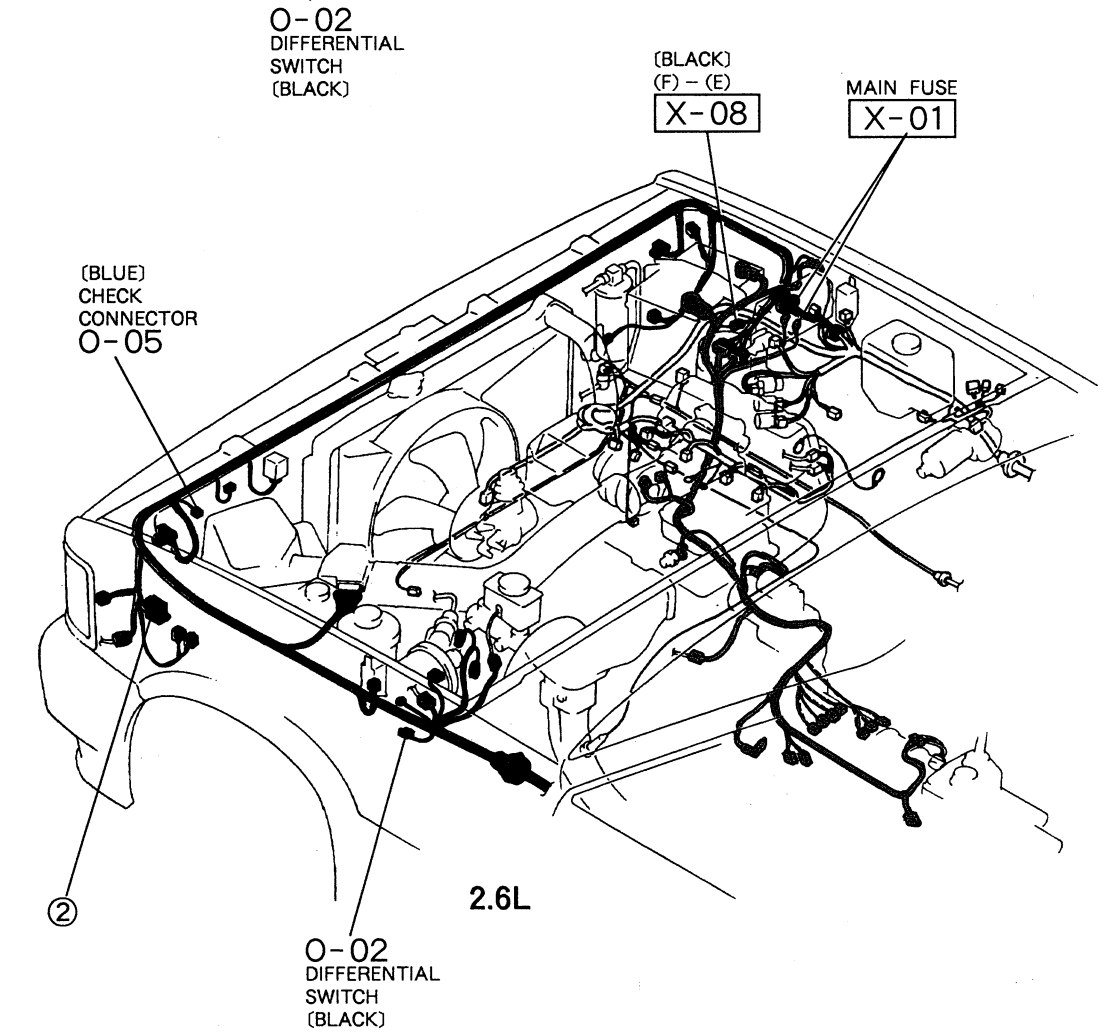
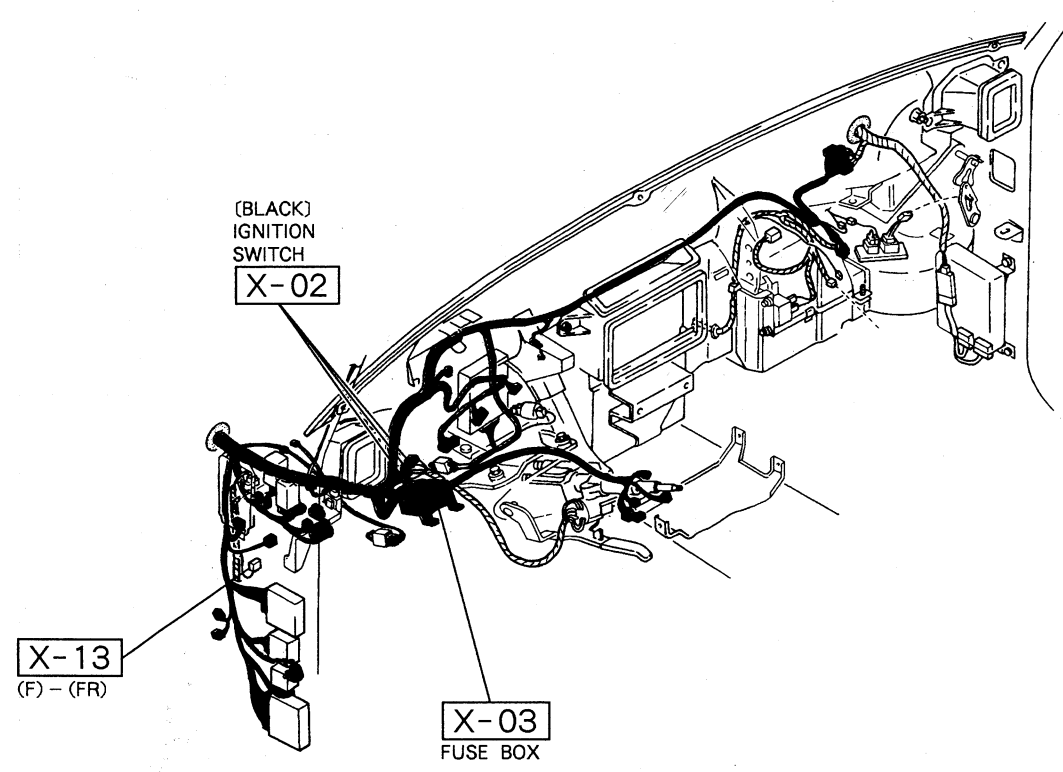
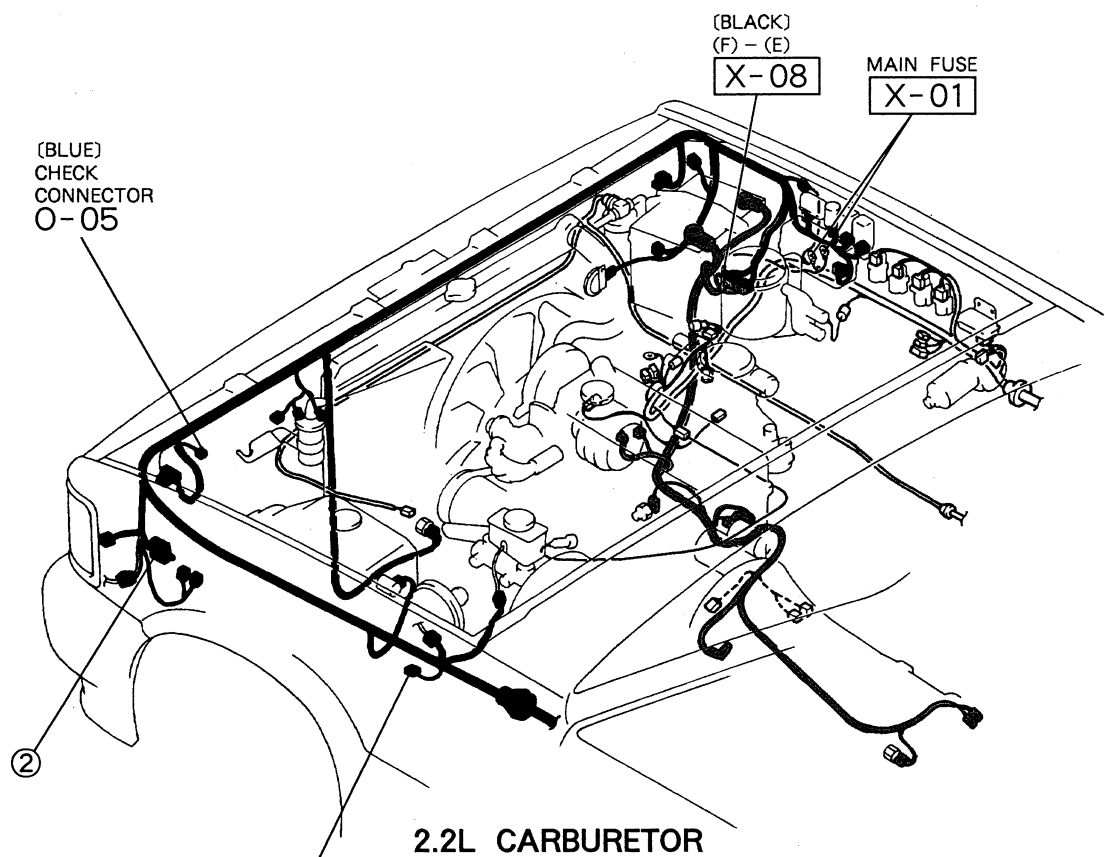
REAR WHEEL ANTI-LOCK BRAKE SYSTEM

0



0-01 REAR WHEEL ABS CONTROL UNIT (FR)	0-02 DIFFERENTIAL SWITCH (F)	0-03 REAR WHEEL ABS SOLENOID (R)	0-04 WHEEL SPEED SENSOR (R)	0-05 CHECK CONNECTOR (F)																																
<table border="1"> <tr> <td>G</td><td>O</td><td>M</td><td colspan="2"></td><td>E</td><td>C</td><td>A</td> </tr> <tr> <td>L/W</td><td>L</td><td>W/G</td><td colspan="2">[Symbol]</td><td>Y</td><td>O</td><td>O/L</td> </tr> <tr> <td>L/W</td><td>R</td><td>G</td><td>B</td><td>R/L</td><td>O/W</td><td>LG</td><td>O/L</td> </tr> <tr> <td>P</td><td>N</td><td>L</td><td>J</td><td>H</td><td>F</td><td>D</td><td>B</td> </tr> </table>	G	O	M			E	C	A	L/W	L	W/G	[Symbol]		Y	O	O/L	L/W	R	G	B	R/L	O/W	LG	O/L	P	N	L	J	H	F	D	B				
G	O	M			E	C	A																													
L/W	L	W/G	[Symbol]		Y	O	O/L																													
L/W	R	G	B	R/L	O/W	LG	O/L																													
P	N	L	J	H	F	D	B																													

0



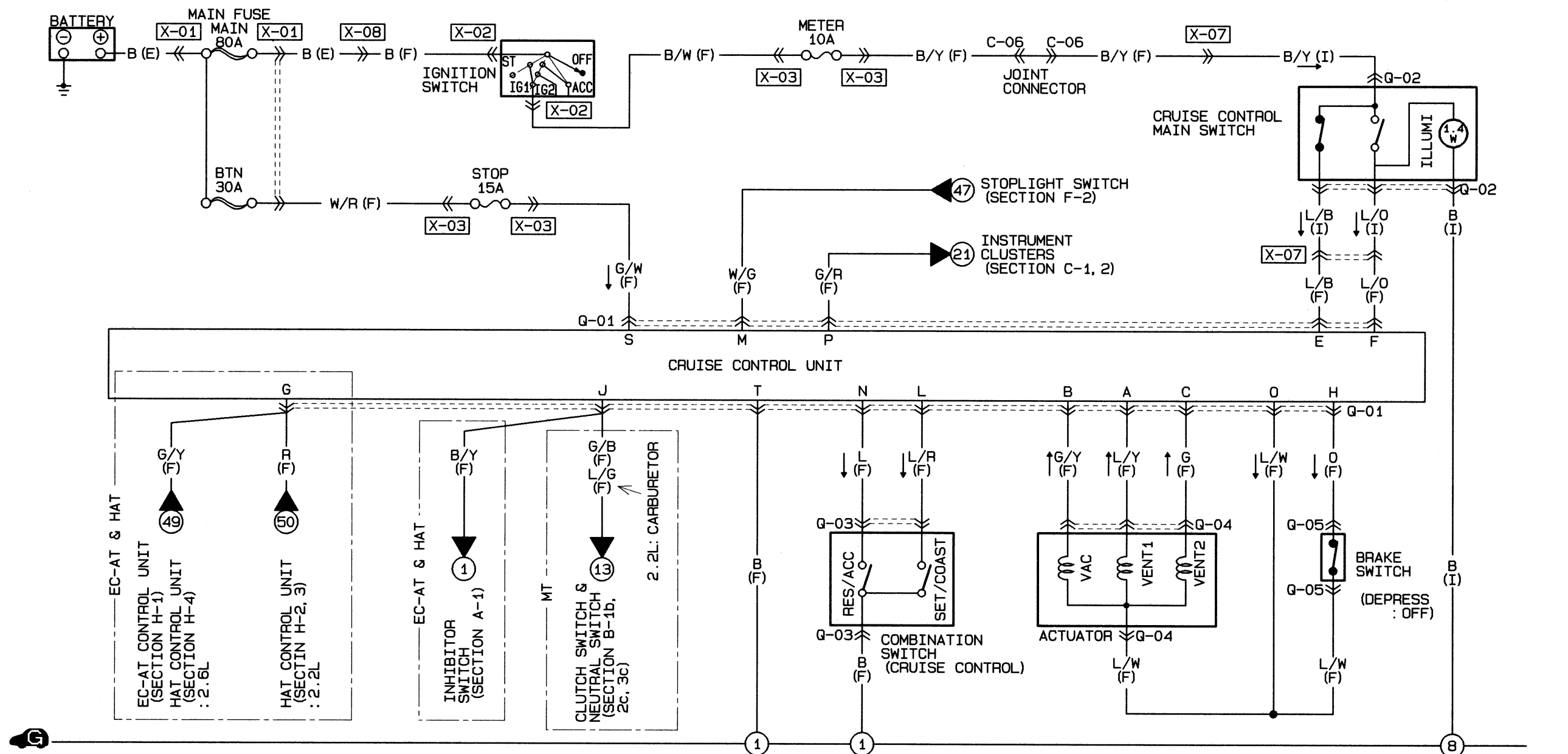
Z WIRING DIAGRAM

Terminal voltage

Tester connection () indicates wire color	Measured item	Remark	Resistance (Battery cable off)	Voltage (IG switch ON)
L (G) – 0 (L)	Speed sensor	—	Approx. 1.4 kΩ	—
P (L/W) – Ground	Battery	—	∞	Approx. 12–14V
N (R) – Ground	Pressure differential switch (PBV)	Parking sw. ON	1Ω	Approx. 12–14V
		Parking sw. OFF	540Ω	
L (G) – Ground	Speed sensor	—	∞	—
H (R/L) – Ground	RFB control unit (4x4 only)	4x2 mode	∞	—
		4x4 mode	0Ω	
F (O/W) – Ground	Pressure switch (Hydraulic unit)	—	∞	—
D(LG)–Ground	Warning lamp	—	Approx. 23Ω	Approx. 12–14V
B (O/L) – Ground	Dump solenoid	—	1–3Ω	0V
Q (L/W) – Ground	Battery	—	∞	Approx. 12–14V
O (L) – Ground	Speed sensor	—	∞	—
M (W/G) – Ground	Stoptlight switch	Switch ON	Approx. 1.0Ω	Approx. 12–14V
		Switch OFF		0V
E (Y) – Ground	Check connector	—	∞	0V
C (O) – Ground	Isolation solenoid	—	3–6Ω	0V
A (O/L) – Ground	Dump solenoid	—	1–3Ω	0V

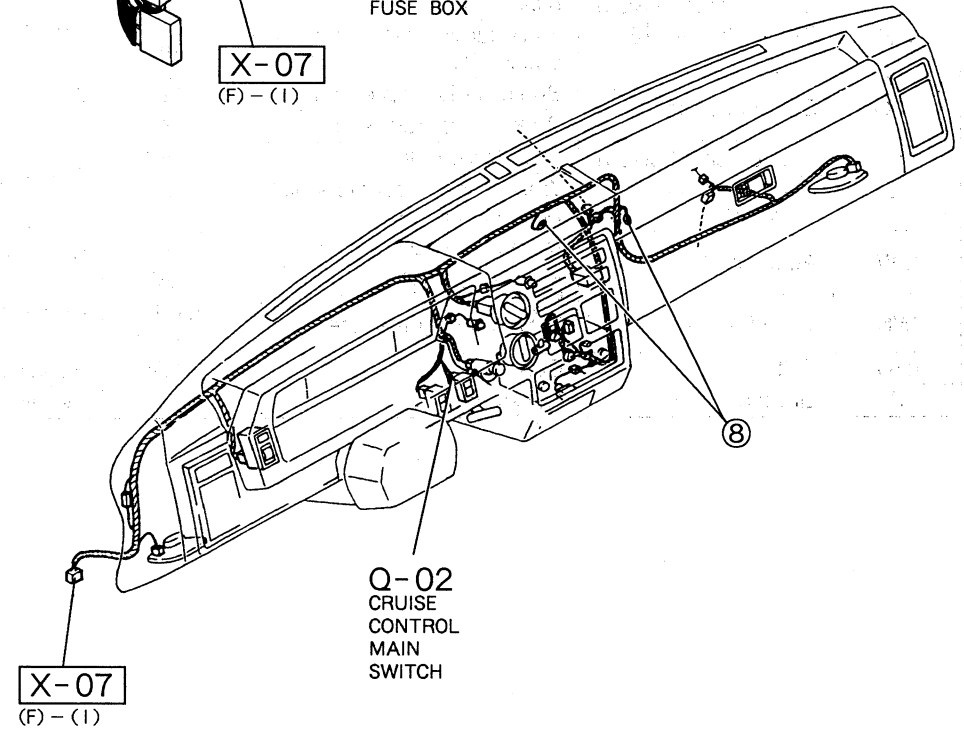
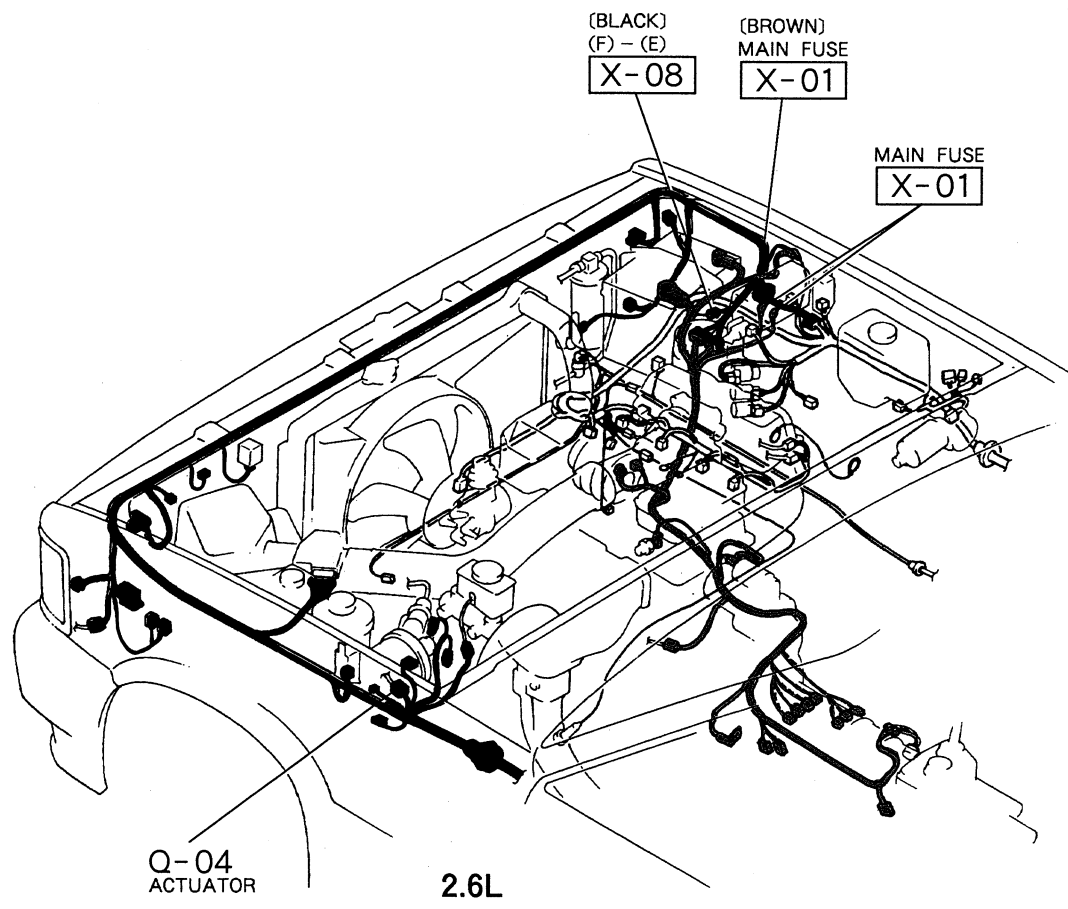
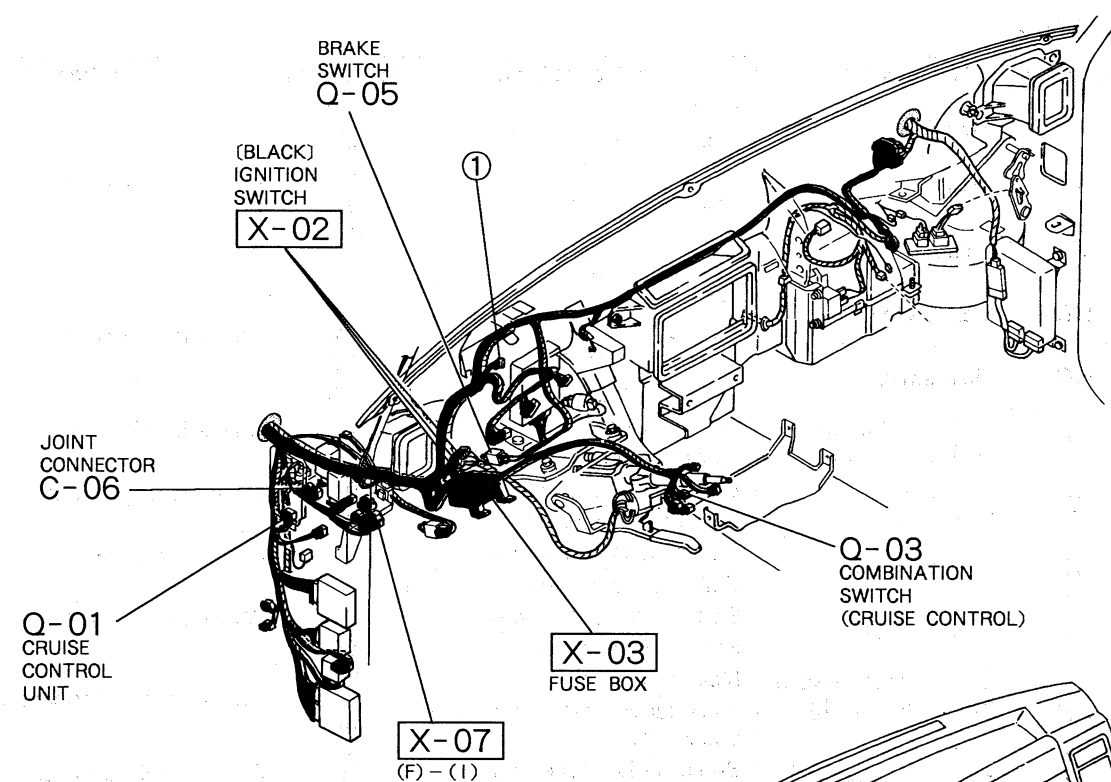
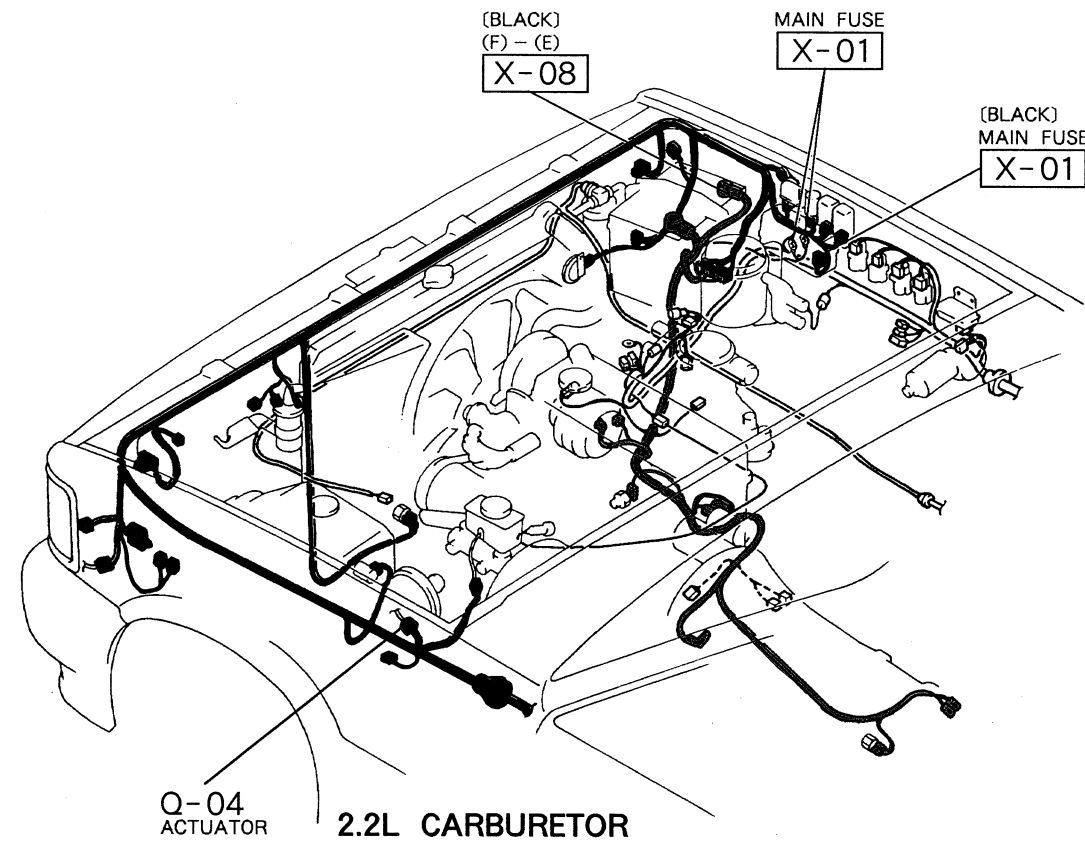
CRUISE CONTROL SYSTEM

Q



<p>Q-01 CRUISE CONTROL UNIT (F)</p> <table border="1"> <tr> <td>S</td><td>G</td><td>O</td><td>M</td><td></td><td>G</td><td>E</td><td>C</td><td>A</td> </tr> <tr> <td>G/W</td><td>*</td><td>L/W</td><td>W/G</td><td></td><td>(G/Y) (R)</td><td>L/B</td><td>G</td><td>L/Y</td> </tr> <tr> <td>B</td><td>*</td><td>G/R</td><td>L</td><td>L/R</td><td>G/B L/G L/Y</td><td>O</td><td>L/O</td><td>*</td><td>G/Y</td> </tr> <tr> <td>T</td><td>R</td><td>P</td><td>N</td><td>L</td><td>J</td><td>H</td><td>F</td><td>D</td><td>B</td> </tr> </table>	S	G	O	M		G	E	C	A	G/W	*	L/W	W/G		(G/Y) (R)	L/B	G	L/Y	B	*	G/R	L	L/R	G/B L/G L/Y	O	L/O	*	G/Y	T	R	P	N	L	J	H	F	D	B	<p>Q-02 CRUISE CONTROL MAIN SWITCH (I)</p> <table border="1"> <tr> <td>R/G</td><td></td><td>L/O</td> </tr> <tr> <td>B</td><td>B/Y</td><td>L/B</td><td>B</td> </tr> </table>	R/G		L/O	B	B/Y	L/B	B	<p>Q-03 COMBINATION SWITCH (CRUISE CONTROL) (F)</p> <table border="1"> <tr> <td>*</td><td>L</td> </tr> <tr> <td>L/R</td><td>B</td> </tr> </table>	*	L	L/R	B	<p>Q-04 ACTUATOR (F)</p> <table border="1"> <tr> <td>L/W</td><td>G</td> </tr> <tr> <td>L/Y</td><td>G/Y</td> </tr> </table>	L/W	G	L/Y	G/Y
S	G	O	M		G	E	C	A																																																
G/W	*	L/W	W/G		(G/Y) (R)	L/B	G	L/Y																																																
B	*	G/R	L	L/R	G/B L/G L/Y	O	L/O	*	G/Y																																															
T	R	P	N	L	J	H	F	D	B																																															
R/G		L/O																																																						
B	B/Y	L/B	B																																																					
*	L																																																							
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L/W	G																																																							
L/Y	G/Y																																																							
<p>Q-05 BRAKE SWITCH (F)</p> <table border="1"> <tr> <td>O</td><td>L/W</td> </tr> </table>	O	L/W	<p>C-06 JOINT CONNECTOR (F)</p> <table border="1"> <tr> <td>B/Y</td><td>B/Y</td> </tr> <tr> <td>(*)</td><td><></td> </tr> <tr> <td>B/Y</td><td>B/Y</td> </tr> <tr> <td>(X)</td><td></td> </tr> </table>	B/Y	B/Y	(*)	<>	B/Y	B/Y	(X)																																														
O	L/W																																																							
B/Y	B/Y																																																							
(*)	<>																																																							
B/Y	B/Y																																																							
(X)																																																								
<p>() ... EC-AT & HAT 2.6L < > ... MT 2.2L: CARBURETOR [] ... EC-AT & HAT</p> <p>() ... 2.2L: CARBURETOR < > ... MT 2.2L: CARBURETOR [] ... WITH RFW</p>																																																								

Q



Z WIRING DIAGRAM

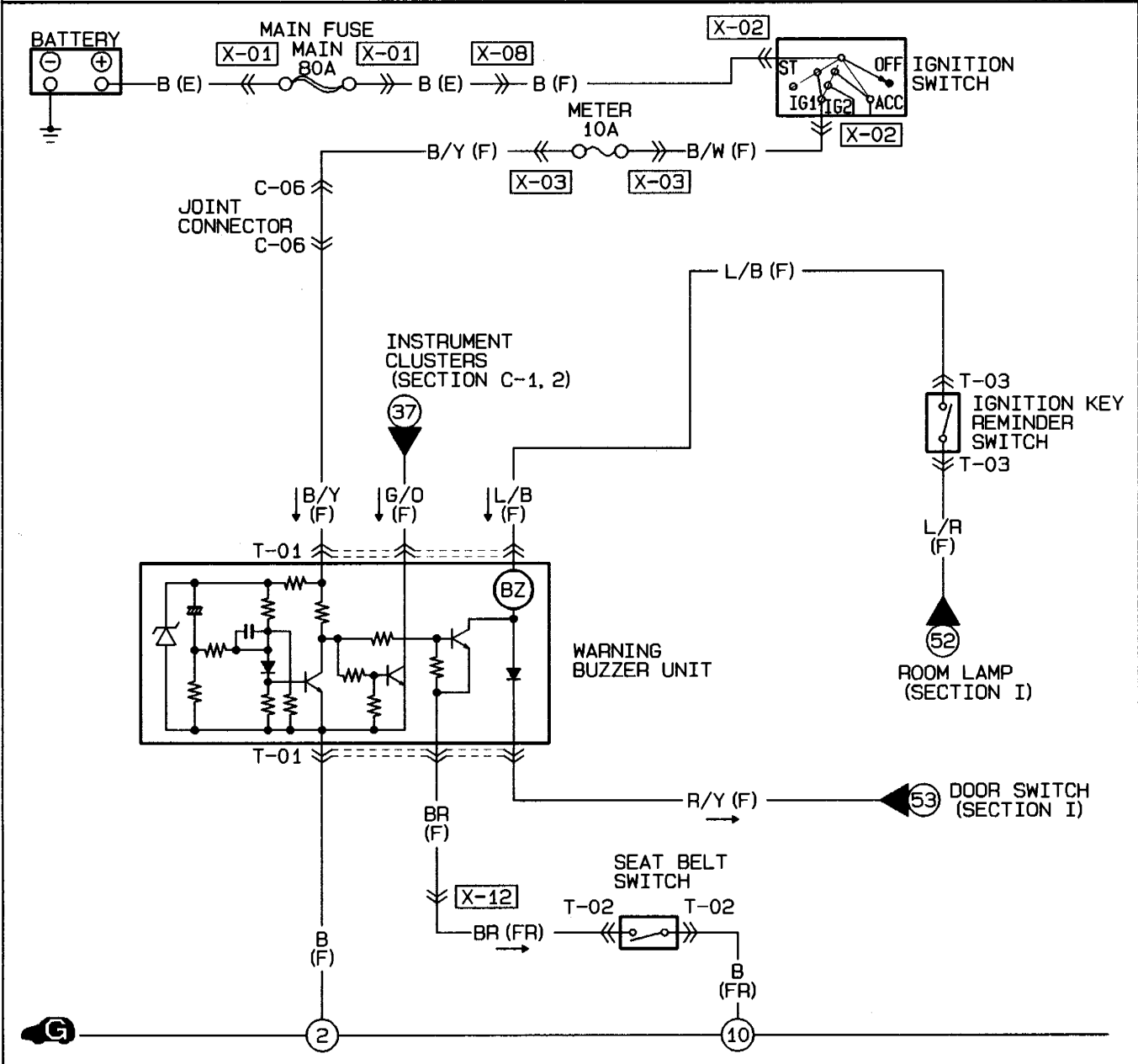
Terminal voltage

Terminal	Wire color	Connected to	Test condition	Specification	Action
a	L/Y	Actuator	Main switch OFF	0V	Check actuator
			Main switch ON	9V	
b	G/Y	Actuator	Main switch OFF	0V	
			Main switch ON	9V	
c	G	Actuator	Main switch OFF	0V	
			Main switch ON	9V	
e	L/B	Main switch	Main switch OFF	12V	Check main switch
			Main switch ON	0V	
f	L/O	Main switch	Main switch OFF	0V	
			Main switch ON	12V	
g	R	ECAT control unit or HAT control unit	Ignition switch OFF	0V	Check ECAT control unit
			Ignition switch ON	12V	
h	O	Stoplight switch (For cruise)	Brake pedal depressed	0V	Check stoplight switch
			Brake pedal released	9V	
j	L/G	Clutch switch	Clutch pedal depressed	0V	Check clutch switch
			Clutch pedal released	5V	
	B/Y	Inhibitor switch	Shift to "N" or "P" range	0V	Check inhibitor switch
			Shift to other range	5V	
l	L/R	Cruise control switch (Set/Coast switch)	Main switch ON	12V	Check cruise control switch
			While turning set switch Main switch ON	0V	
m	W/G	Stoplight switch	Brake pedal depressed	12V	Check stoplight switch
			Brake pedal released	0V	
n	L	Cruise control switch (Resume/Accel switch)	Main switch ON	12V	Check cruise control switch
			While turning resume switch Main switch ON	0V	
o	L/W	Actuator	Main switch OFF	0V	Check actuator
			Main switch ON	9V	
p	G/R	Speed sensor	While rotating rear tires	Cycles 0—5V	Check speed sensor
s	G/W	Battery	Constant	12V	Repair wire
t	B	Ground	Constant	0V	Repair wire

Z WIRING DIAGRAM

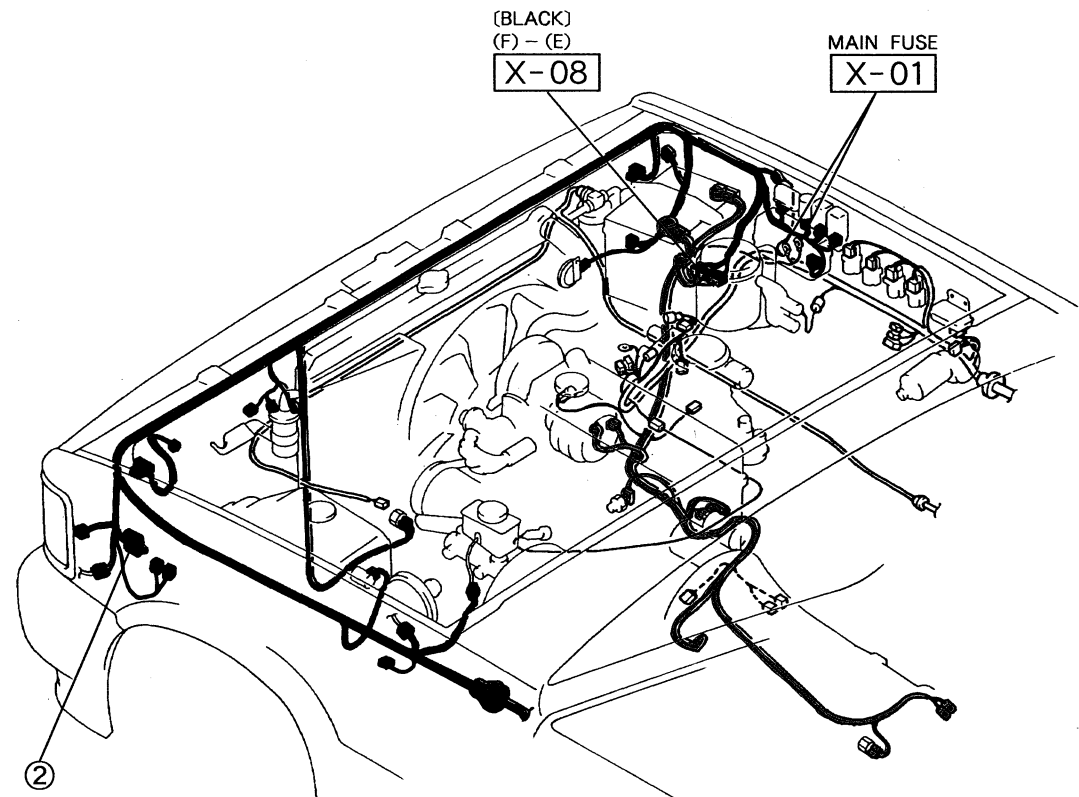
- IGNITION KEY REMINDER BUZZER
- SEAT BELT WARNING BUZZER

T

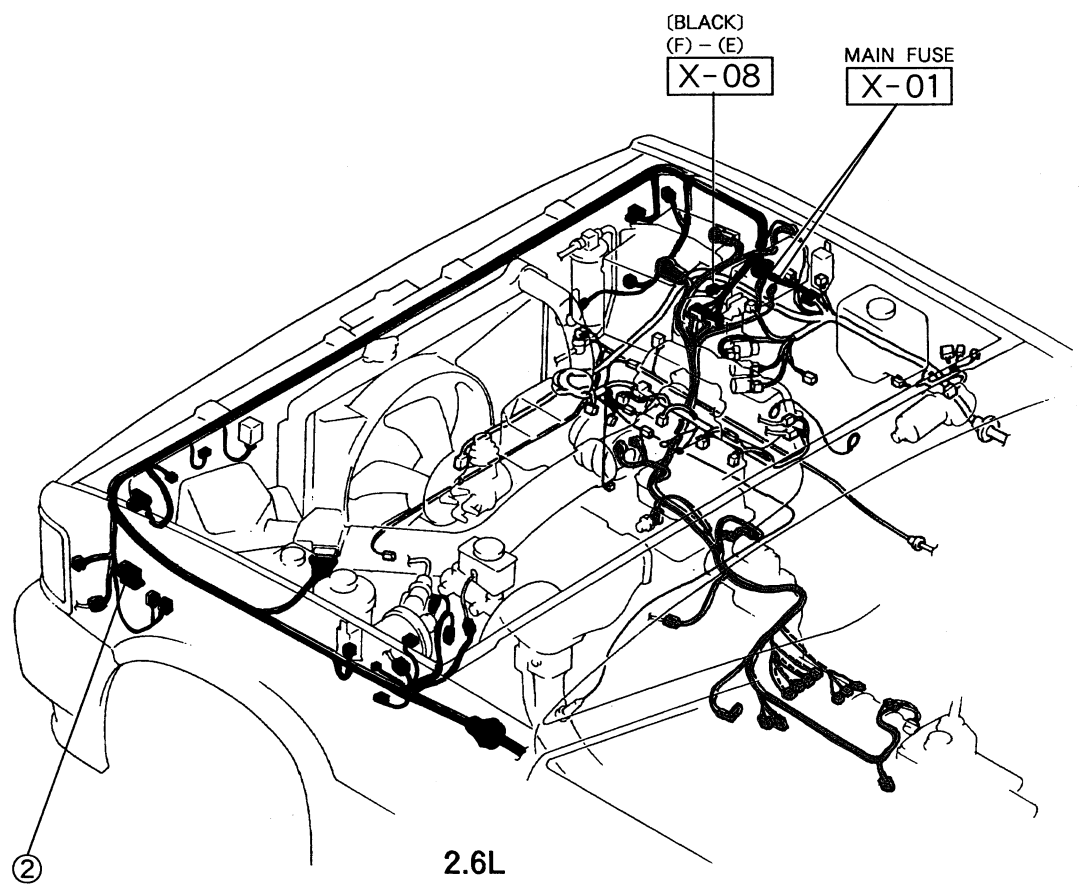
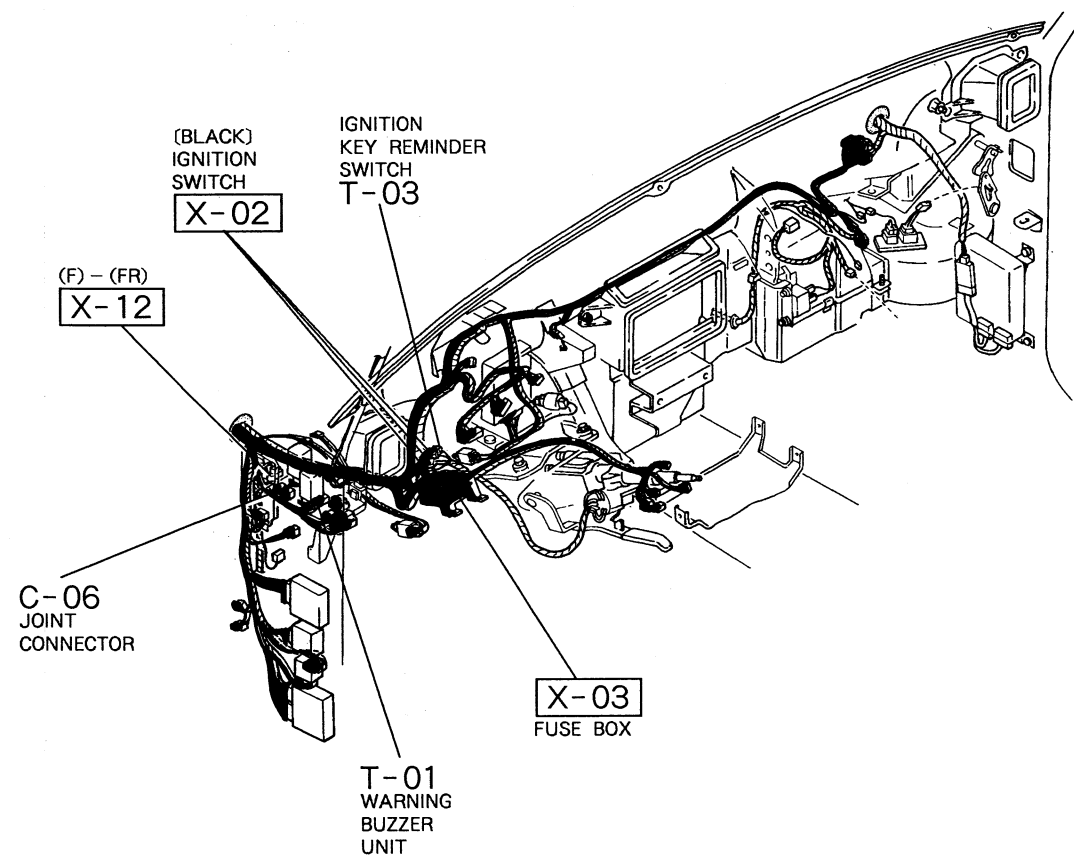


<p>T-01 WARNING BUZZER UNIT (F)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>B/Y</td> <td></td> <td>R/Y</td> <td>*</td> </tr> <tr> <td>B</td> <td>L/B</td> <td>G/O</td> <td>BR</td> </tr> <tr> <td></td> <td></td> <td></td> <td>*</td> </tr> </table>	B/Y		R/Y	*	B	L/B	G/O	BR				*	<p>T-02 SEAT BELT SWITCH (FR)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>B</td> </tr> <tr> <td>BR</td> </tr> <tr> <td>*</td> </tr> </table>	B	BR	*	<p>T-03 IGNITION KEY REMINDER SWITCH (F)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>L/B</td> <td>*</td> </tr> <tr> <td>L/R</td> <td>*</td> </tr> </table>	L/B	*	L/R	*
B/Y		R/Y	*																		
B	L/B	G/O	BR																		
			*																		
B																					
BR																					
*																					
L/B	*																				
L/R	*																				
<p>C-06 JOINT CONNECTOR (F)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>B/Y</td> <td>B/Y</td> </tr> <tr> <td>B/Y</td> <td>B/Y</td> </tr> </table> <p>() ... 2.2L: CARBURETOR < > ... MT 2.2L: CARBURETOR [] ... WITH RFW</p>	B/Y	B/Y	B/Y	B/Y																	
B/Y	B/Y																				
B/Y	B/Y																				

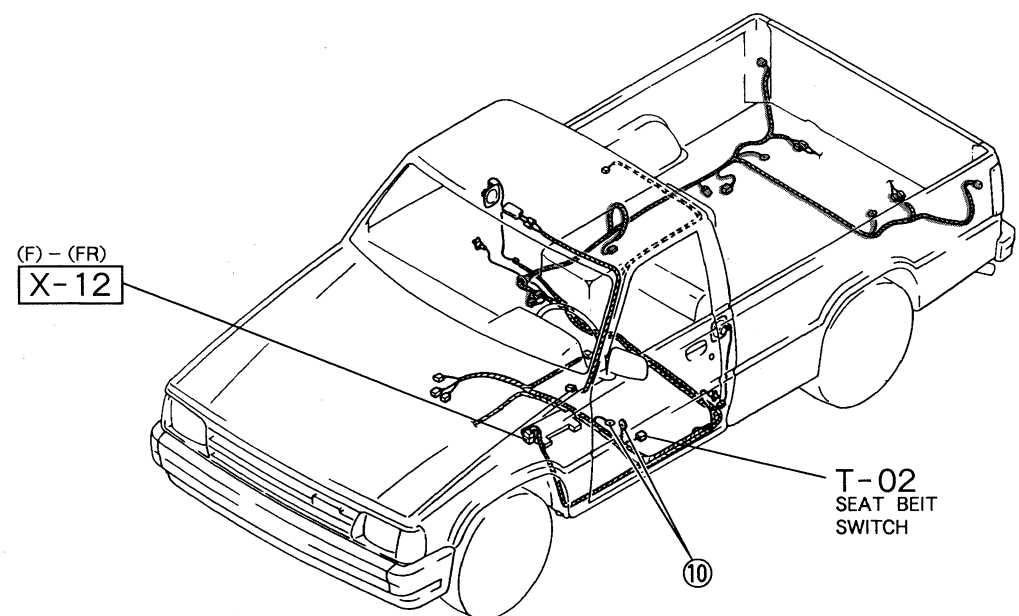
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2.2L CARBURETOR

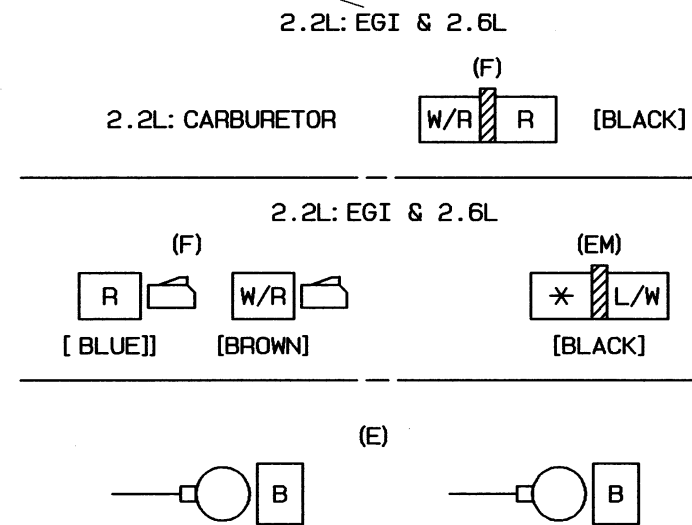


2.6L

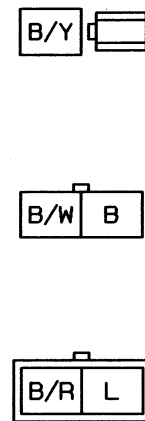


X-1 COMMON CONNECTOR LIST

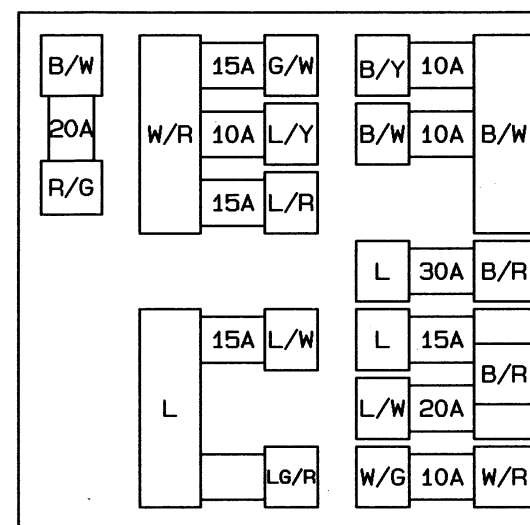
X-01 MAIN FUSE (F), (EM), (E)



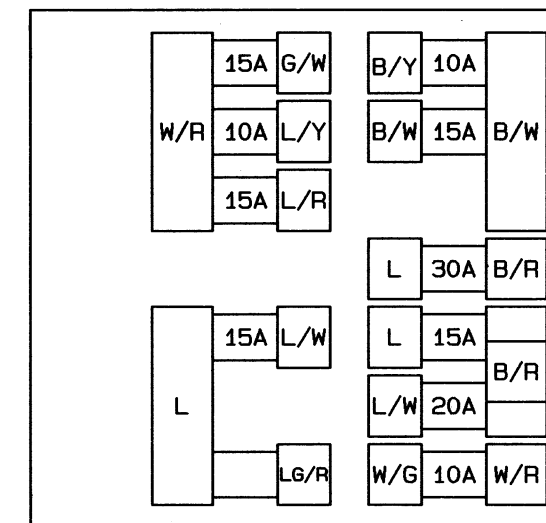
X-02 IGNITION SWITCH (F)



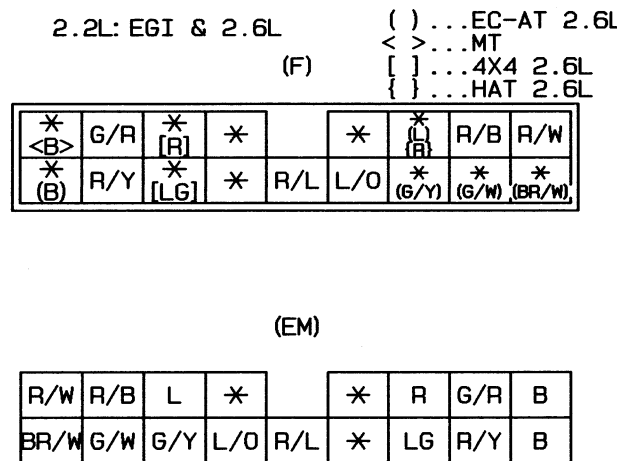
X-03 FUSE BOX (F)



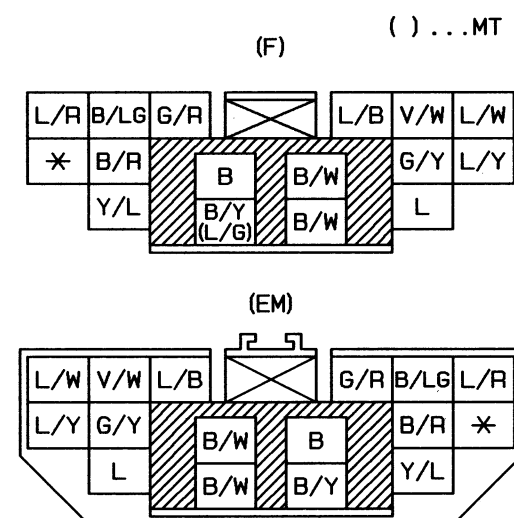
2.2L: EGI & 2.6L



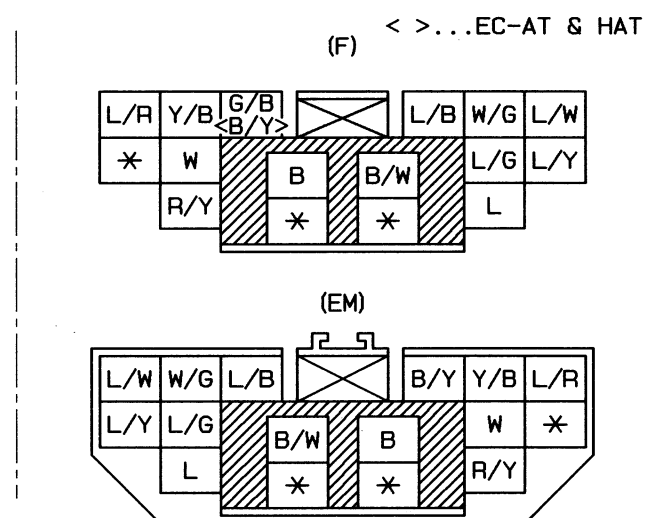
X-04 CONNECTOR BETWEEN FRONT (F) & EMISSION (EM)



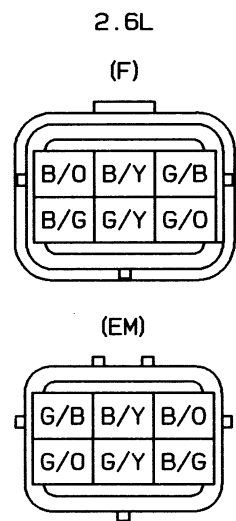
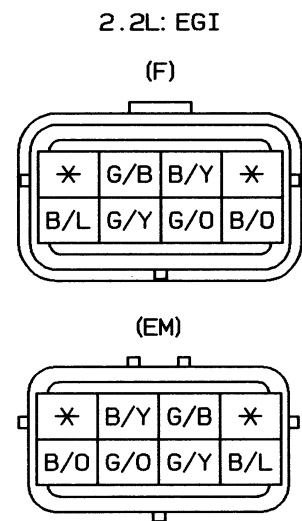
X-05 CONNECTOR BETWEEN FRONT (F) & EMISSION (EM)



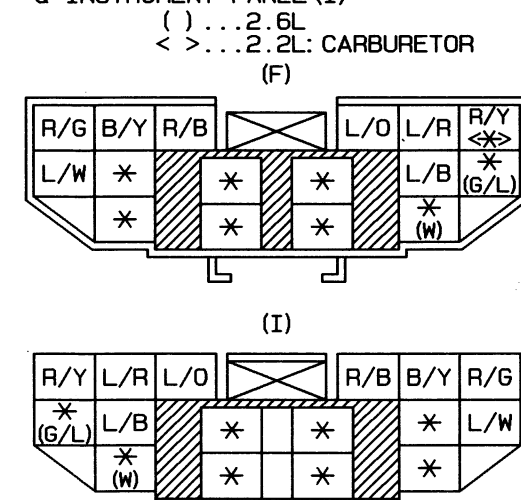
X-06 CONNECTOR BETWEEN FRONT (F) & EMISSION (EM)



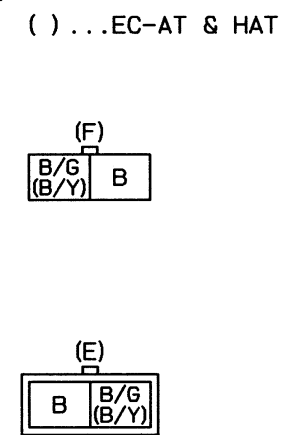
X-07 CONNECTOR BETWEEN FRONT (F) & INSTRUMENT PANEL (I)



X-08 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)



X-09 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)

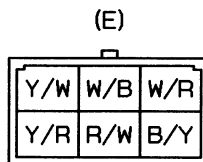
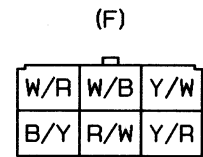




X-2 ■ COMMON CONNECTOR LIST

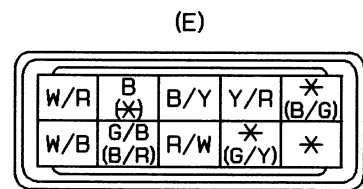
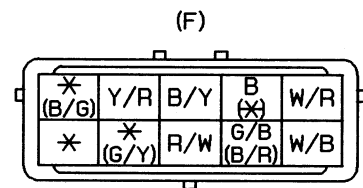
X-09 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)

2.2L: CARBURETOR



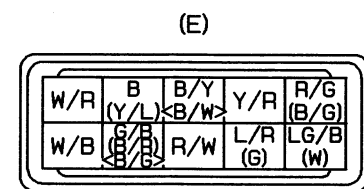
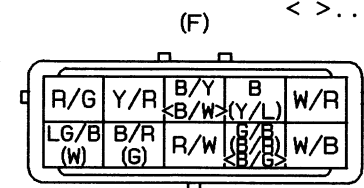
2.2L: EGI

()...HAT



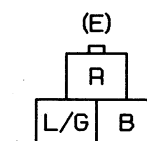
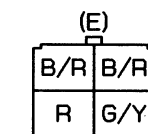
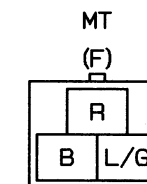
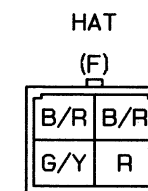
2.6L

()...HAT
< >...EC-AT



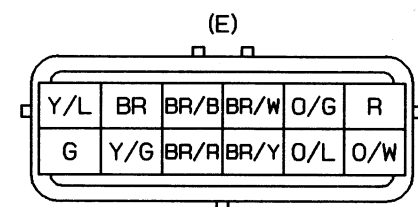
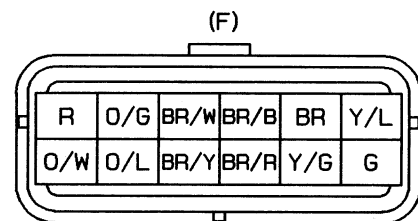
X-10 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)

2.2L: CARBURETOR



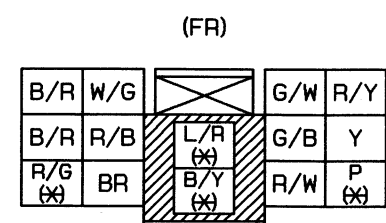
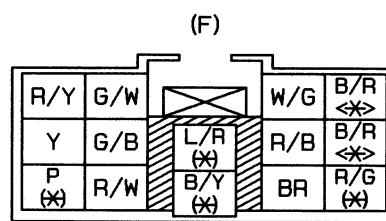
X-11 CONNECTOR BETWEEN FRONT (F) & ENGINE (E)

EC-AT 2.6L



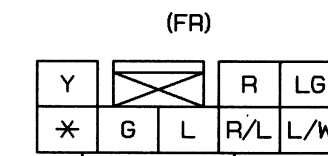
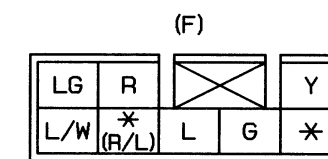
X-12 CONNECTOR BETWEEN FRONT (F) & FLOOR (FR)

()...MT
< >...MT 2.2L: CARBURETOR



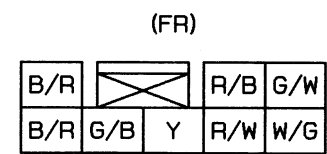
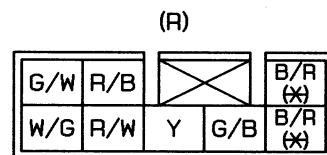
X-13 CONNECTOR BETWEEN FRONT (F) & FLOOR (FR)

()...EC-AT & MT 2.6L

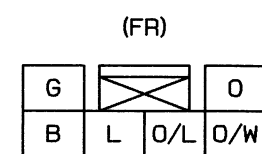
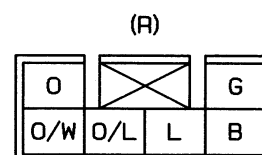


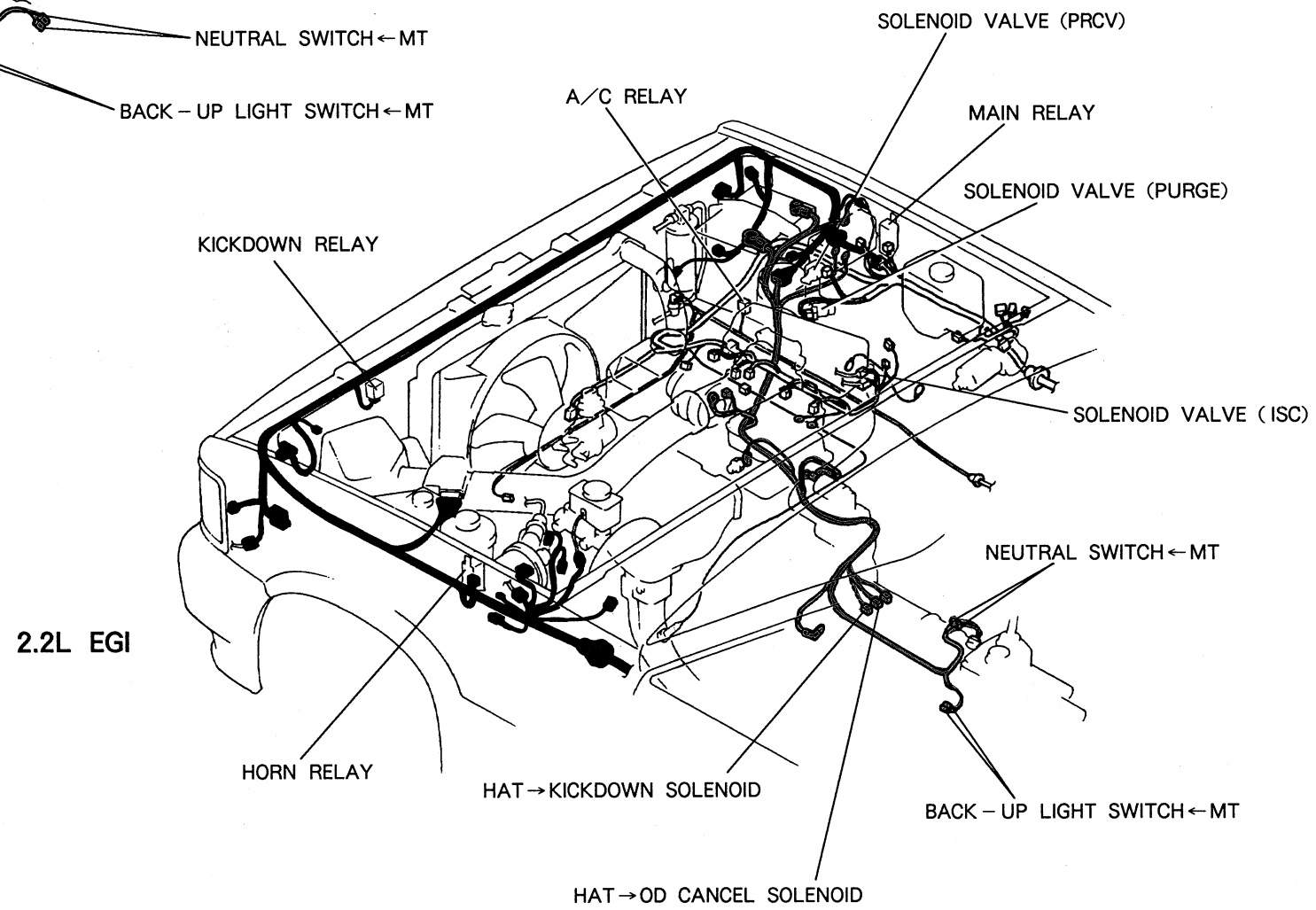
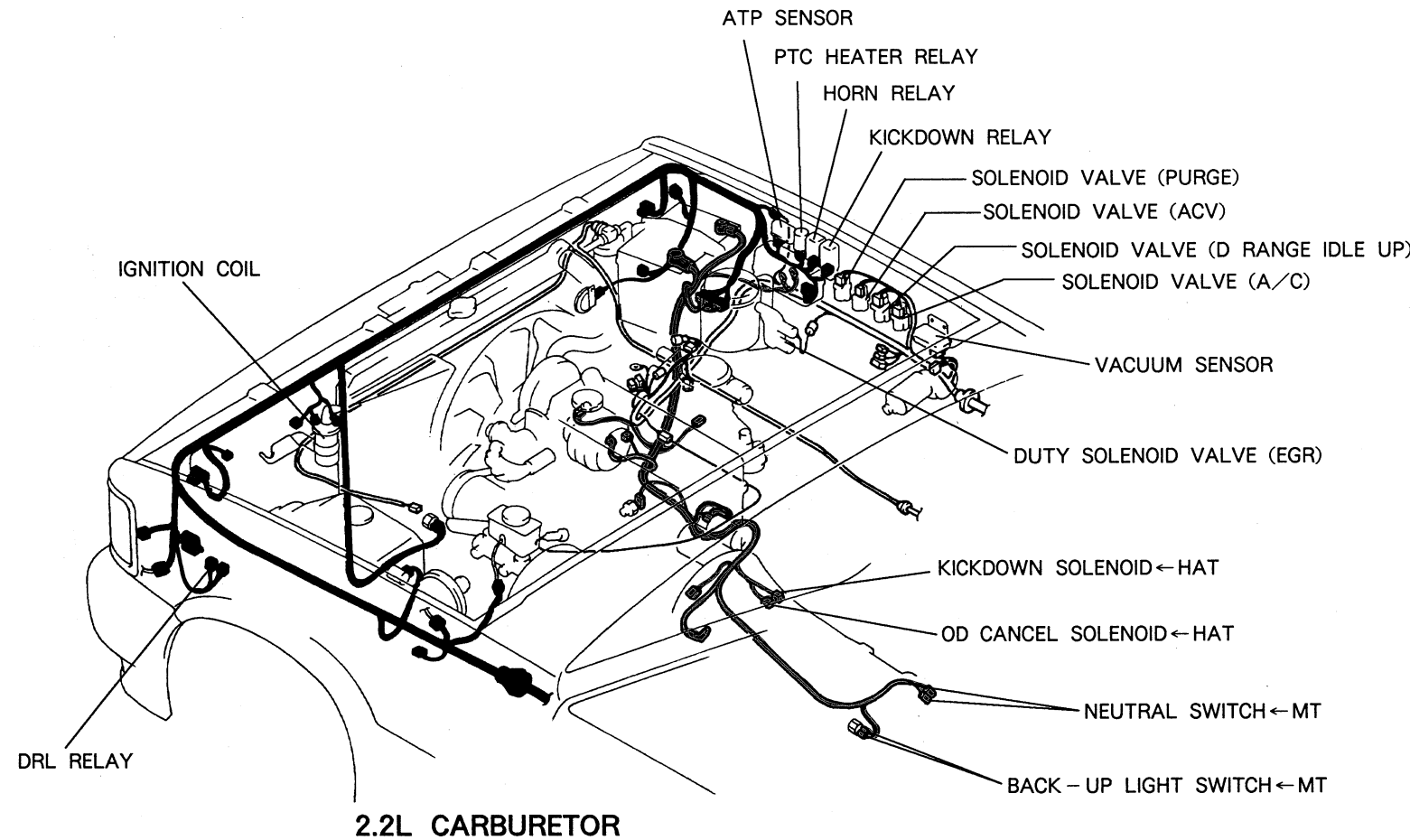
X-14 CONNECTOR BETWEEN REAR (R) & FLOOR (FR)

()...MT 2.2L: CARBURETOR

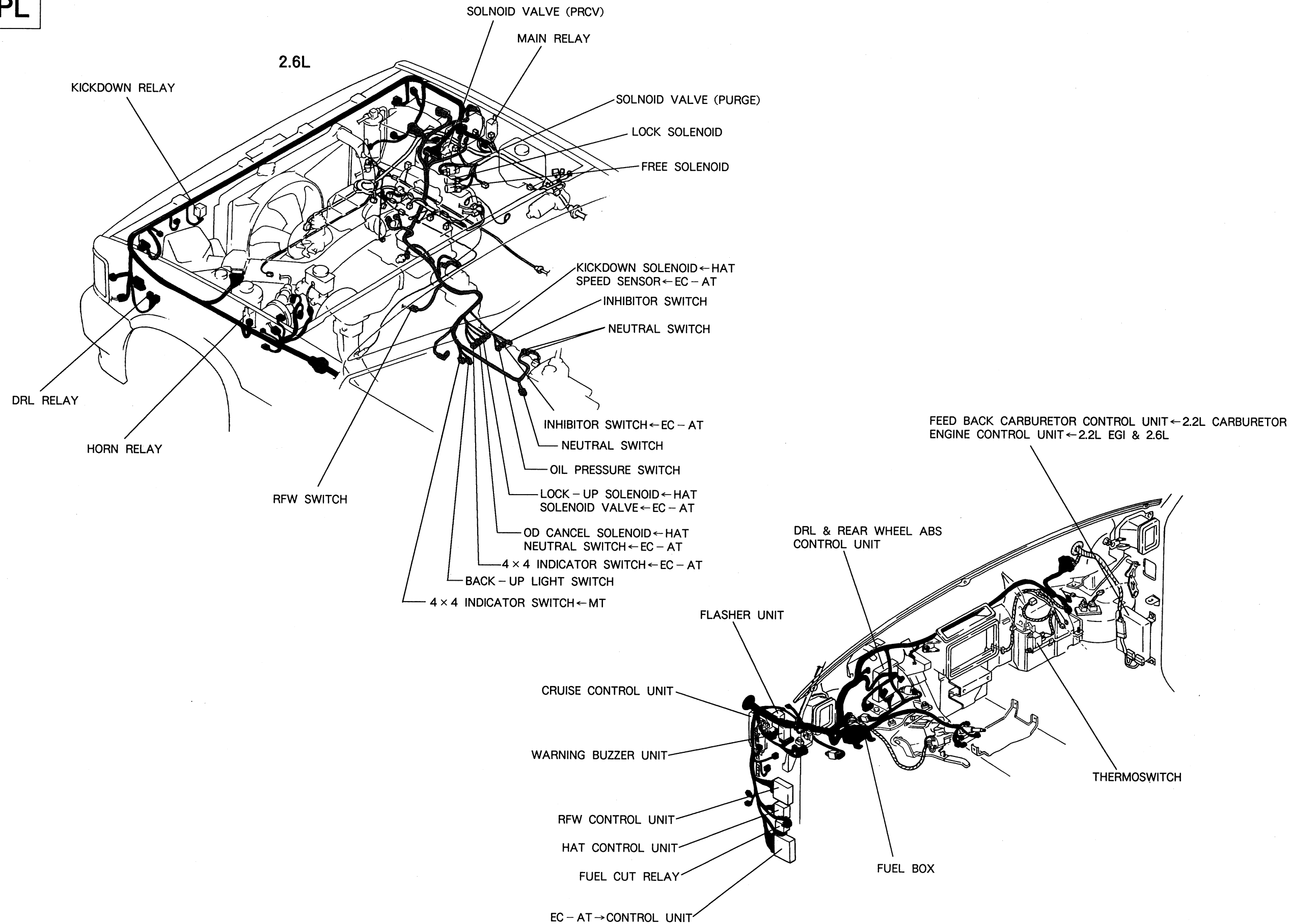


X-15 CONNECTOR BETWEEN REAR (R) & FLOOR (FR)





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PARTS NAME	SECTION	PARTS NAME	SECTION
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BRAKE SWITCH	Q	RFW MAIN SWITCH	
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