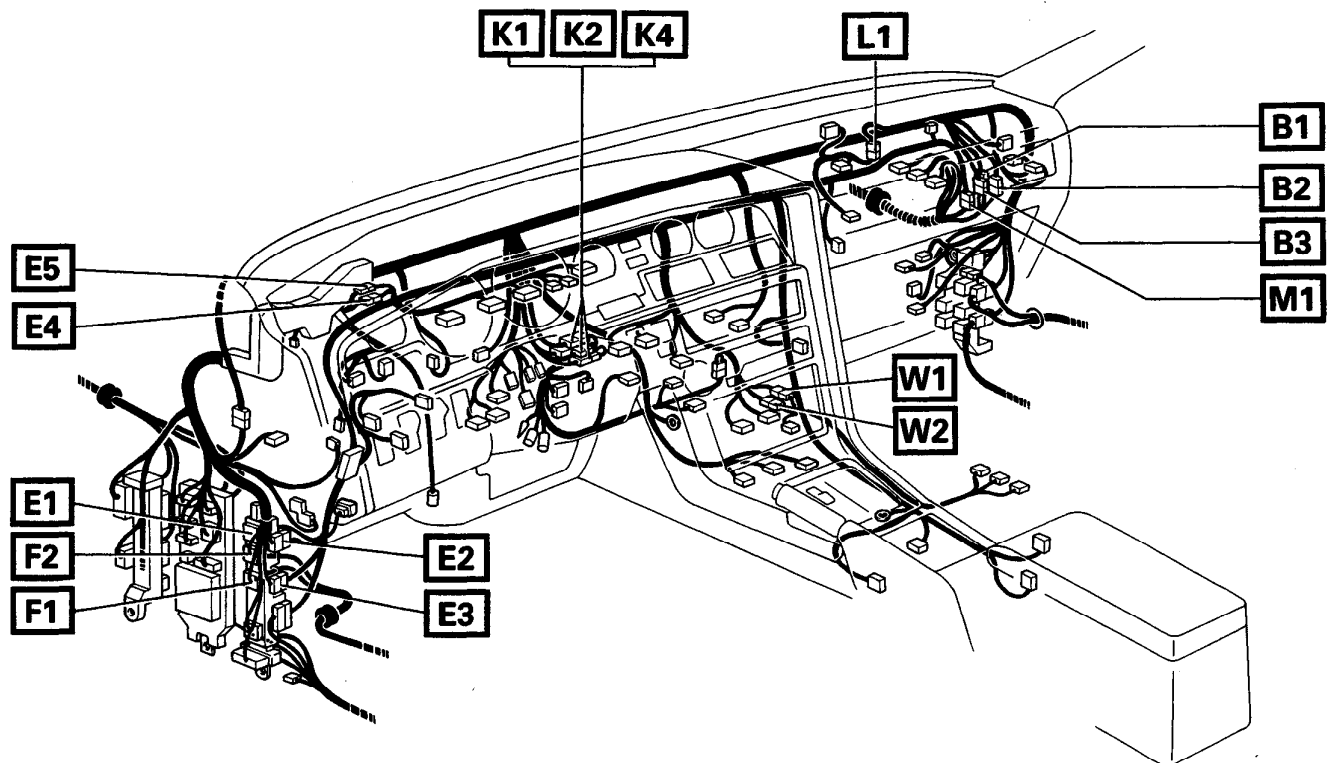
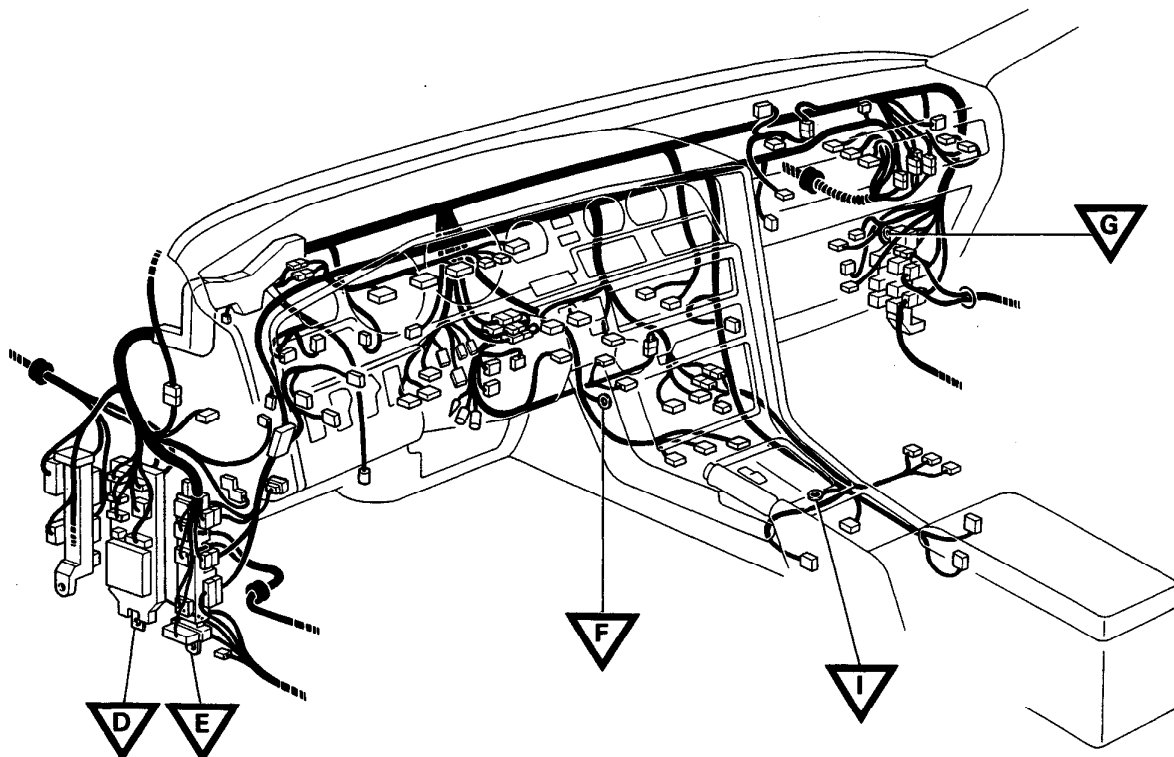


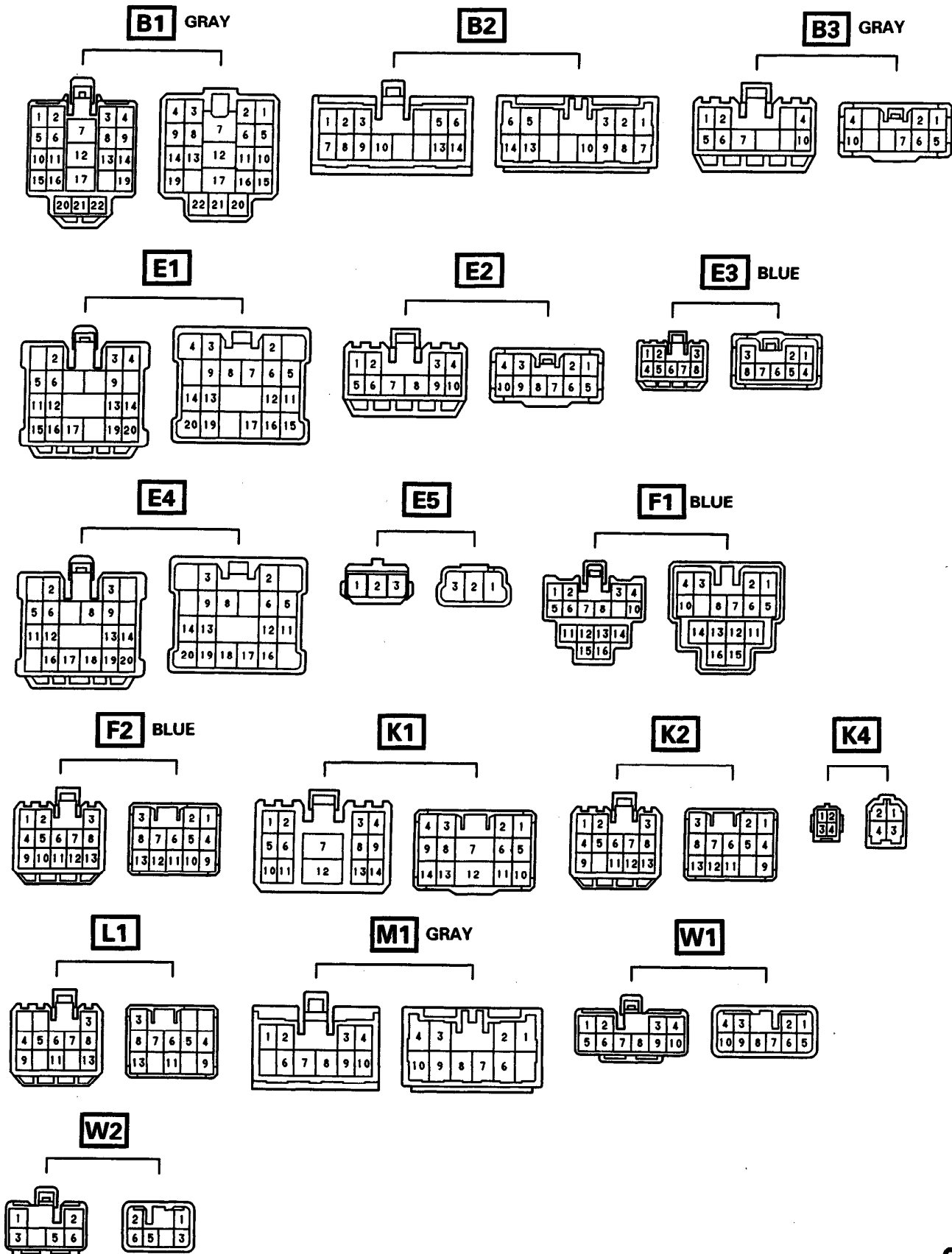
□ : Location of Connector Joining Wire Harness and Wire Harness

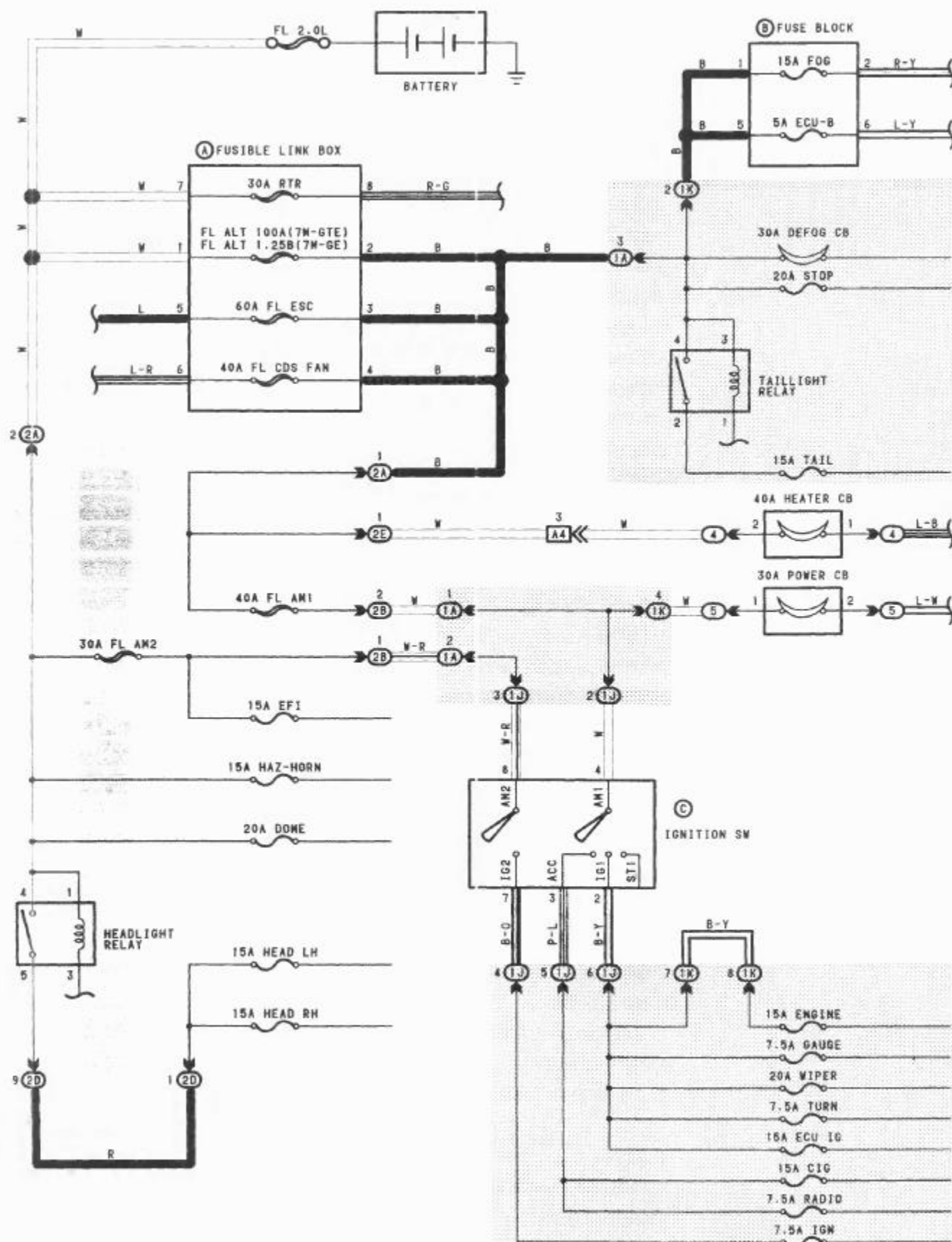


▽ : Location of Ground Points



Connector Joining Wire Harness and Wire Harness





SERVICE HINTS**TAILLIGHT RELAY**

2-4 :CLOSED WITH LIGHT CONTROL SW AT TAIL OR HEAD POSITION

HEADLIGHT RELAY

4-5 :CLOSED WITH LIGHT CONTROL SW AT HEAD POSITION OR DIMMER SW AT FLASH POSITION

Ⓢ IGNITION SW

4-3 :CLOSED WITH IGNITION KEY AT ACC OR ON POSITION

8-7, 4-2:CLOSED WITH IGNITION KEY AT ON OR ST POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A F1	23	B F13	24	C I11	24

○ : RELAY BLOCKS

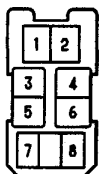
CODE	SEE PAGE	RELAY BLOCK (RELAY BLOCK LOCATION)
4	22	R/B NO.4 (RIGHT KICK PANEL)
5	22	R/B NO.5 (LEFT KICK PANEL)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

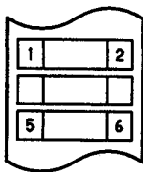
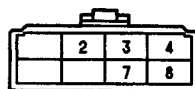
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	16	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J	16	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1K	16	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2A	18	ENGINE ROOM MAIN WIRE AND J/B NO.2 (LEFT KICK PANEL)
2B	18	ENGINE ROOM MAIN WIRE AND J/B NO.2 (LEFT KICK PANEL)
2D	18	ENGINE ROOM MAIN WIRE AND J/B NO.2 (LEFT KICK PANEL)
2E	18	ENGINE ROOM MAIN WIRE AND J/B NO.2 (LEFT KICK PANEL)

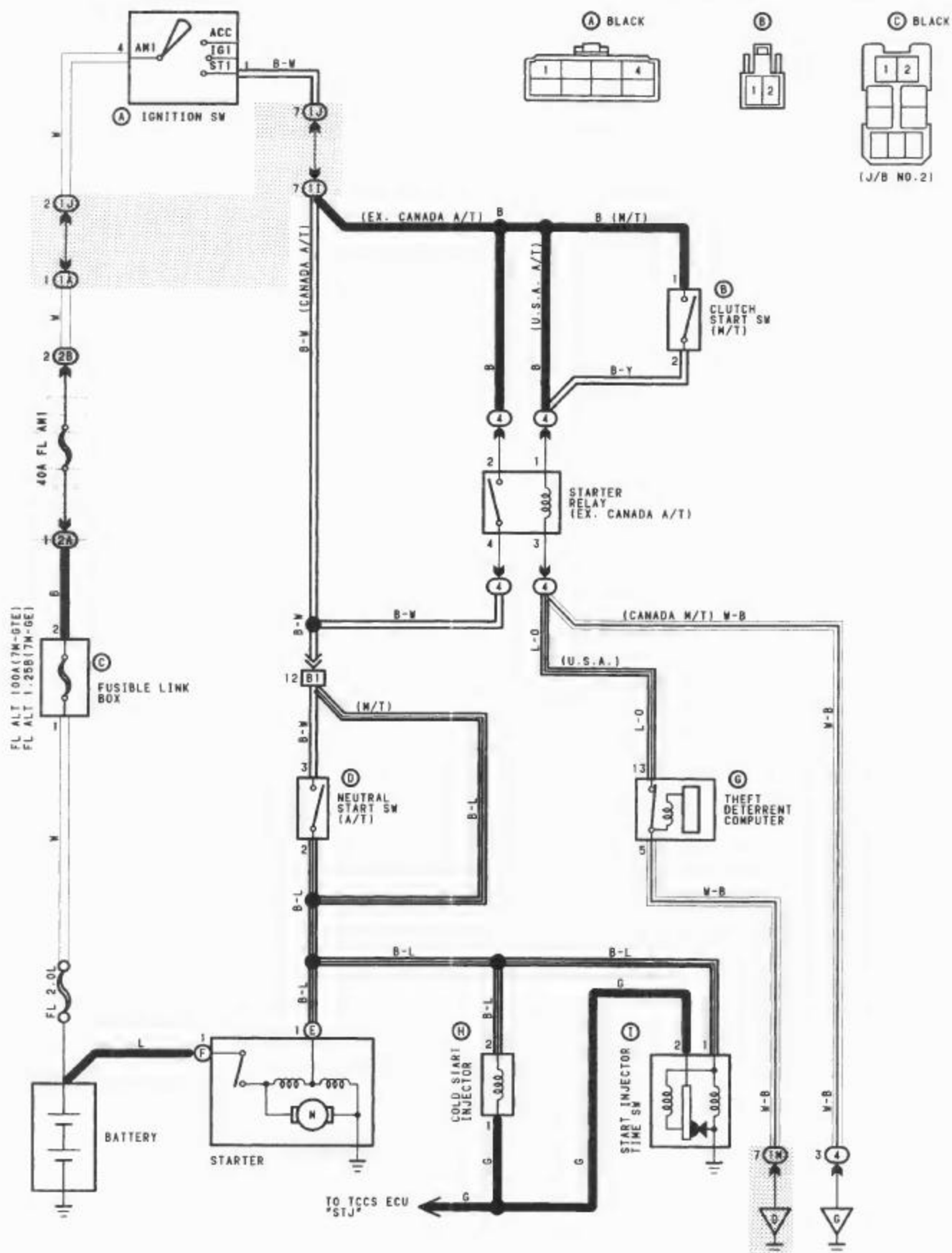
□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

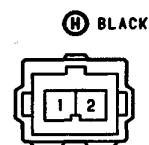
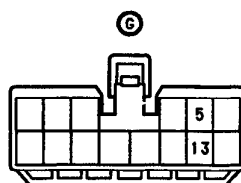
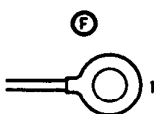
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
A4	26	ENGINE ROOM MAIN WIRE AND COWL WIRE (RIGHT FENDER)

Ⓐ BLACK

(J/B NO.2)

Ⓑ**Ⓒ** BLACK



**SERVICE HINTS****STARTER RELAY**

④ 2 - ④ 4: CLOSED WITH CLUTCH START SW ON AND IGNITION SW AT ST POSITION (M/T)

④ 2 - ④ 4: CLOSED WITH NEUTRAL START SW ON AND IGNITION SW AT ST POSITION (A/T)

④ IGNITION SW

4-1: CLOSED WITH IGNITION SW AT ST POSITION

② CLUTCH START SW (M/T)

2-1: CLOSED WITH CLUTCH PEDAL FULLY DEPRESSED

③ NEUTRAL START SW (A/T)

3-2 CLOSED WITH A/T SHIFT LEVER IN P OR N POSITION

STARTER

POINTS CLOSED WITH CLUTCH START SW ON AND IGNITION SW AT ST POSITION

⑨ COLD START INJECTOR

2-1: CLOSED 12VOLTS WHILE START INJECTOR TIME SW IS CLOSED AND STARTER CRANKING

① START INJECTOR TIME SW

POINTS OPEN ABOVE 22°C (72°F)

2-1: APPROX. 30-50Ω BELOW 22°C (72°F)

2-1: APPROX. 70-90Ω ABOVE 22°C (72°F)

2-GROUND: APPROX. 30-90Ω

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A I11	24	D B1	23	G T10	24
B C8	24	E S3	23	H C2	23
C F1	23	F S2	23	I S1	23

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCK (RELAY BLOCK LOCATION)
4	22	R/B NO.2 (RIGHT KICK PANEL)

⊙ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	16	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1I		
1J	16	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1N		
2A	18	ENGINE ROOM MAIN WIRE AND J/B NO.2 (LEFT FENDER)
2B		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
B1	28	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINT LOCATION
D	28	J/B NO.1 SET BOLT
G	28	R/B NO.4 SET BOLT



○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A	111 24	E	14 23	I	13 23
B	N1 23	F	D1 23	J	D1 23
C	12 23	G	T6 24	K	T7 24
D	13 23	H	T7 24	L	C1 23

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

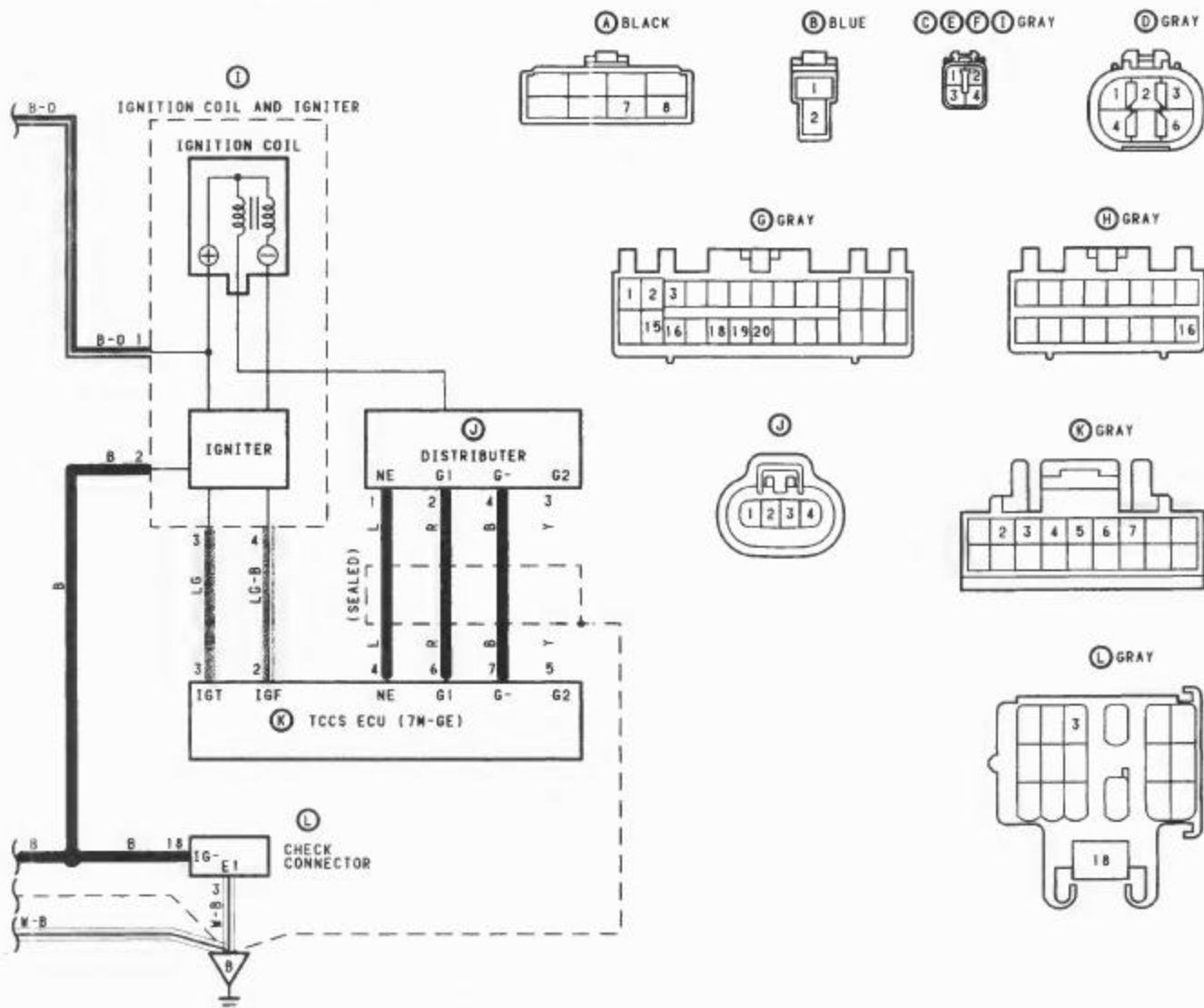
CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	16	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J	16	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2A	18	ENGINE ROOM MAIN WIRE AND J/B NO.2 (LEFT FENDER)
2B		

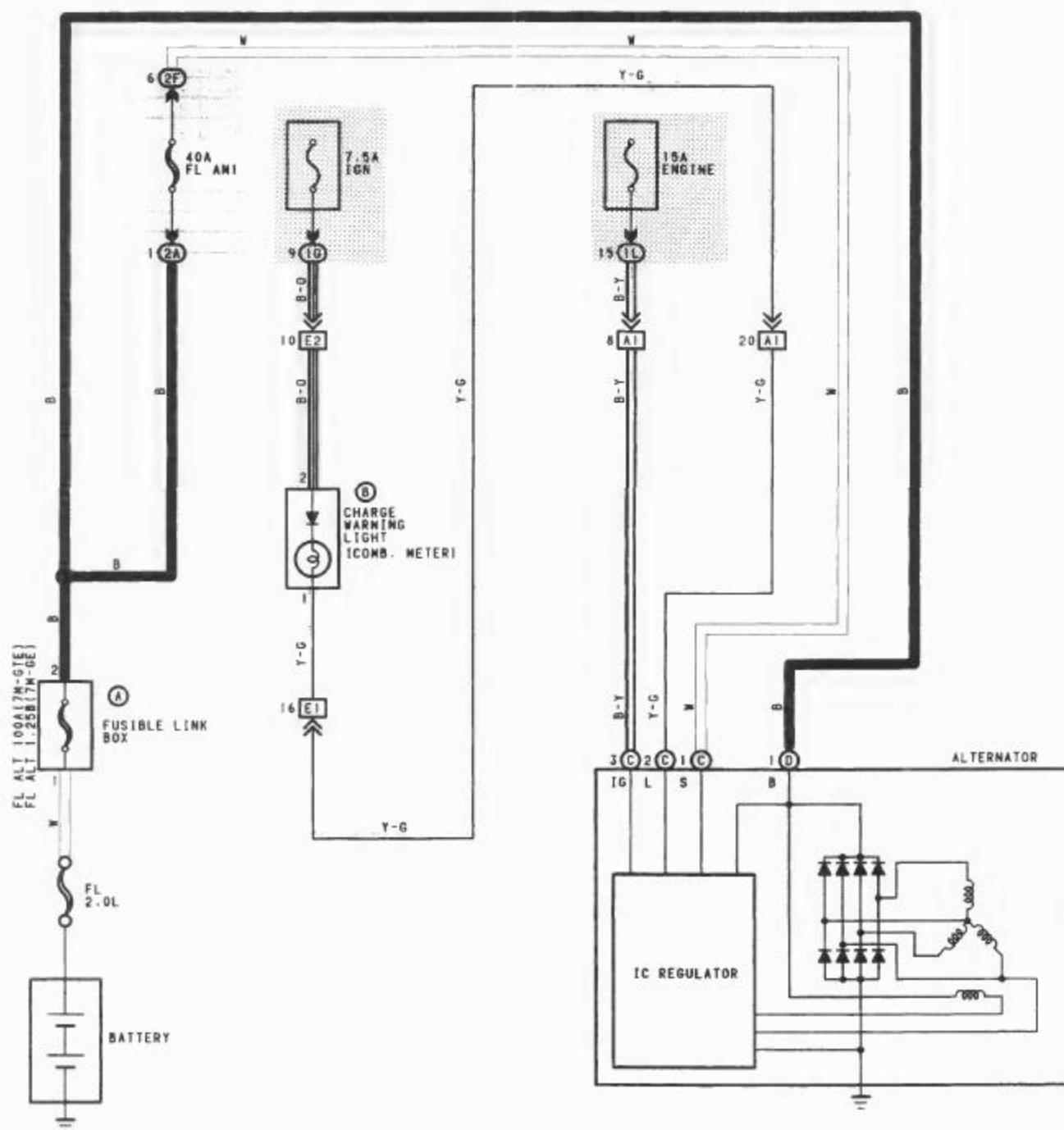
□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
B1	28	ENGINE WIRE AND COWL WIRE (LEFT KICK PANEL)
M1	28	ENGINE WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINT LOCATION
B	26	INTAKE MANIFOLD





SERVICE HINTS**ALTERNATOR**

- Ⓒ 1-GROUND: 13.9-15.1VOLTS WITH ENGINE RUNNING AT 2000 RPM AND 25°C(77°F)
 13.5-14.3VOLTS WITH ENGINE RUNNING AT 2000 RPM AND 115°C(239°F)
- Ⓒ 2-GROUND: 0-4VOLTS WITH IGNITION SW AT ON POSITION AND ENGINE NOT RUNNING

○ : PARTS LOCATION

CODE		SEE PAGE	CODE		SEE PAGE	CODE		SEE PAGE
A	F1	23	C	A23	23			
B	C13	24	D	A24	23			

⊙ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1G 1L	16	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2A 2F	18	ENGINE ROOM MAIN WIRE AND J/B NO.2 (LEFT FENDER)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

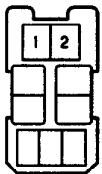
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
A1	26	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
E1 E2	28	COWL WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)

Ⓐ BLACK

Ⓑ BROWN

Ⓒ BLACK

Ⓓ



(J/B NO.2)



SYSTEM OUTLINE

THE TCCS SYSTEM UTILIZES A MICROCOMPUTER AND MAINTAINS OVERALL CONTROL OF THE E/G, T/M, ETC. AN OUTLINE OF ENGINE CONTROL IS GIVEN HERE.

1. INPUT SIGNALS**[1] WATER TEMP. SIGNAL SYSTEM**

THE WATER TEMP. SENSOR DETECTS THE E/G COOLANT TEMP. AND HAS A BUILT-IN THERMISTOR WITH A RESISTANCE WHICH VARIES ACCORDING TO THE WATER TEMP. THUS THE WATER TEMP. IS INPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL THW OF THE TCCS ECU.

[2] INTAKE AIR TEMP. SIGNAL SYSTEM

THE INTAKE AIR TEMP. SENSOR IS INSTALLED INSIDE THE AIR FLOW METER AND DETECTS THE INTAKE AIR TEMP., WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL THA OF THE ECU.

[3] OX SENSOR SIGNAL SYSTEM

THE OXYGEN DENSITY IN THE EXHAUST EMISSIONS IS DETECTED AND INPUT AS A CONTROL SIGNAL TO TERMINAL OX (7M-GTE), OX1 (7M-GE) OF THE ECU. TO MAINTAIN STABLE DETECTION PERFORMANCE BY THE OX SENSOR, A HEATER IS USED FOR WARMING THE SENSOR. THE HEATER IS ALSO CONTROLLED BY THE ECU (HT, FOR 7M-GTE).

[4] RPM SIGNAL SYSTEM

(FOR 7M-GTE)

CRANKSHAFT POSITION AND E/G RPM ARE DETECTED BY THE CAM POSITION SENSOR. CRANKSHAFT POSITION IS INPUT AS A CONTROL SIGNAL TO TERMINALS G1 AND G2 OF THE ECU, AND RPM IS INPUT TO TERMINAL NE.

CRANKSHAFT POSITION AND E/G RPM ARE DETECTED BY THE PICK-UP COIL INSTALLED INSIDE THE DISTRIBUTOR. CRANKSHAFT POSITION IS INPUT AS A CONTROL SIGNAL TO TERMINALS G1 AND G2 OF THE ECU, AND RPM IS INPUT TO TERMINAL NE.

[5] THROTTLE SIGNAL SYSTEM

THE THROTTLE POSITION SENSOR DETECTS THE THROTTLE VALVE OPENING ANGLE, WHICH IS INPUT AS A CONTROL SIGNAL TO TERMINAL VTA OF THE ECU, OR WHEN THE VALVE IS FULLY CLOSED, TO TERMINAL IDL.

[6] VEHICLE SPEED SIGNAL SYSTEM

THE SPEED SENSOR, INSTALLED INSIDE THE COMBINATION METER, DETECTS THE VEHICLE SPEED AND INPUTS A CONTROL SIGNAL TO TERMINAL SPD OF THE ECU.

[7] NEUTRAL START SW SIGNAL SYSTEM (A/T)

THE NEUTRAL START SW DETECTS WHETHER THE SHIFT POSITION IS IN NEUTRAL OR NOT, AND INPUTS A CONTROL SIGNAL TO TERMINAL NSW OF THE ECU.

[8] A/C SW SIGNAL SYSTEM

THE OPERATING VOLTAGE OF THE A/C MAGNET CLUTCH IS DETECTED AND INPUT IN THE FORM OF A CONTROL SIGNAL TO TERMINAL A/C OF THE ECU.

[9] BATTERY SIGNAL SYSTEM

VOLTAGE IS CONSTANTLY APPLIED TO TERMINAL BATT OF THE ECU. WHEN THE IGNITION SW IS TURNED TO ON, VOLTAGE FOR ECU OPERATION IS APPLIED VIA THE EFI MAIN RELAY TO TERMINALS +B AND +B1 OF THE ECU. ALSO, CURRENT FLOWS VIA THE IGN FUSE TO TERMINAL IGSW OF THE ECU.

[10] INTAKE AIR VOLUME SIGNAL SYSTEM

(FOR 7M-GTE, KARMAN VORTEX TYPE)

INTAKE AIR VOLUME IS DETECTED BY THE AIR FLOW METER AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL KS OF THE ECU.

(FOR 7M-GE)

INTAKE AIR VOLUME IS DETECTED BY THE POTENTIOMETER INSTALLED INSIDE THE AIR FLOW METER AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL VS OF THE ECU. INSIDE THE AIR FLOW METER THERE IS ALSO A SW FOR FUEL PUMP OPERATION, AND WHEN THE MEASURING PLATE OPENS (AIR INTAKE OCCURS), THIS SW TURNS ON AND CURRENT FLOWS TO THE FUEL PUMP TO OPERATE IT.

[11] STA SIGNAL SYSTEM

TO CONFIRM THAT THE E/G IS CRANKING, THE VOLTAGE APPLIED TO THE STARTER MOTOR DURING CRANKING IS DETECTED AND IS INPUT AS A CONTROL SIGNAL TO TERMINAL STA OF THE ECU.

[12] E/G KNOCK SIGNAL SYSTEM

ENGINE KNOCKING IS DETECTED BY THE KNOCK SENSOR AND INPUT AS A CONTROL SIGNAL TO TERMINALS KNK1 AND 2 (7M-GTE), KNK (7M-GE) OF THE ECU.

[13] OIL PRESSURE SIGNAL SYSTEM

USING THE OIL PRESSURE SW, THE CONDITION OF THE ENGINE OIL PRESSURE IS DETECTED AND A CONTROL SIGNAL IS INPUT TO TERMINAL OIL OF THE ECU.

2. CONTROL SYSTEM

* EFI (ELECTRONIC FUEL INJECTION) SYSTEM

THE EFI SYSTEM MONITORS THE ENGINE REVOLUTIONS THROUGH THE SIGNALS EACH SENSOR (INPUT SIGNALS [1] TO [11]) INPUTS TO THE ECU. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ECU, THE MOST APPROPRIATE FUEL INJECTION TIMING IS DECIDED AND CURRENT IS OUTPUT TO TERMINALS #10, #20 AND #30 OF THE ECU. CAUSING THE INJECTORS TO OPERATE IT (TO INJECT FUEL). IT IS THIS SYSTEM WHICH, THROUGH THE WORK OF THE ECU, FINELY CONTROLS FUEL INJECTION IN RESPONSE TO DRIVING CONDITIONS.

* ESA (ELECTRONIC SPARK ADVANCE) SYSTEM

THE ESA SYSTEM MONITORS THE ENGINE REVOLUTIONS USING THE SIGNALS (INPUT SIGNALS [1, 2, 4, 5, 6, 7, 8, 10, 11, 12]) INPUT TO THE ECU FROM EACH SENSOR. BASED ON THIS DATA AND THE PROGRAM MEMORIZED IN THE ECU, THE MOST APPROPRIATE IGNITION TIMING IS DECIDED AND CURRENT IS OUTPUT TO TERMINALS IGDA, IGDB AND IGT (FOR 7M-GTE), IGT (FOR 7M-GE) OF THE ECU. THIS OUTPUT CONTROLS THE IGNITER TO PRODUCE THE MOST APPROPRIATE IGNITION TIMING FOR THE DRIVING CONDITIONS.

* FUEL PRESSURE-UP SYSTEM (7M-GTE)

THE FUEL PRESSURE UP SYSTEM CAUSES THE VSV (FOR FUEL PRESSURE UP) TO COME ON FOR HIGH TEMP. STARTS IN ORDER TO INCREASE THE FUEL PRESSURE, IMPROVE STARTABILITY AT HIGH TEMPERATURES AND PROVIDE STABLE IDLING.

THE ECU EVALUATES THE INPUT SIGNALS FROM EACH SENSOR ([1, 2, 10, 11]), OUTPUTS CURRENT TO TERMINAL FPU AND CONTROLS THE VSV.

* OX SENSOR HEATER CONTROL SYSTEM (7M-GTE)

THE OX SENSOR HEATER CONTROL SYSTEM TURNS THE HEATER TO ON WHEN THE INTAKE AIR VOLUME IS LOW (TEMP. OF EXHAUST EMISSIONS LOW), AND WARMS UP THE OX SENSOR TO IMPROVE DETECTION PERFORMANCE OF THE SENSOR. THE ECU EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS [1, 4, 9, 10, 11]), CURRENT IS OUTPUT TO TERMINAL HT AND CONTROLS THE HEATER.

* ISC (IDLE SPEED CONTROL) SYSTEM

THE ISC SYSTEM (STEP MOTOR TYPE) INCREASES THE RPM AND PROVIDES IDLING STABILITY FOR FAST IDLE-UP WHEN THE E/G IS COLD AND WHEN THE IDLE SPEED HAS DROPPED DUE TO ELECTRICAL LOAD, ETC. THE ECU EVALUATES THE SIGNALS FROM EACH SENSOR (INPUT SIGNALS [1, 4 TO 8, 11, 13]), OUTPUTS CURRENT TO TERMINALS ISC1, ISC2, ISC3, AND ISC4, AND CONTROLS THE ISC VALVE.

* EGR CONTROL SYSTEM

WITH THE EGR CONTROL SYSTEM, THE ECU EVALUATES THE (INPUT SIGNALS [1, 5, 10]) FROM EACH SENSOR, CURRENT IS OUTPUT TO TERMINAL EGR AND OPERATION OF THE EGR VALVE IS CONTROLLED.

* FUEL PUMP CONTROL SYSTEM

COMPUTER OPERATION OUTPUTS TO TERMINAL FP AND CONTROLS THE FUEL PUMP CONTROL RELAY AND THUS CONTROLS THE FUEL PUMP DRIVE SPEED IN RESPONSE TO CONDITIONS.

* INTAKE AIR CONTROL SYSTEM (7M-GE)

THE INTAKE AIR CONTROL SYSTEM INCREASES POWER OUTPUT IN THE LOW SPEED RANGE MAINTAINING OUTPUT IN THE HIGH SPEED RANGE BY USING THE AIR CONTROL VALVE LOCATED IN THE AIR INTAKE CHAMBER TO CONTROL THE EFFECTIVE LENGTH OF THE INTAKE MANIFOLD IN TWO STEPS. THE INPUT SIGNALS (4, 5) FROM EACH SENSOR ARE EVALUATED BY THE ECU, WHICH OUTPUTS TO VSV 1 OF THE TERMINAL AND CONTROLS THE VSV (INTAKE AIR CONTROL).

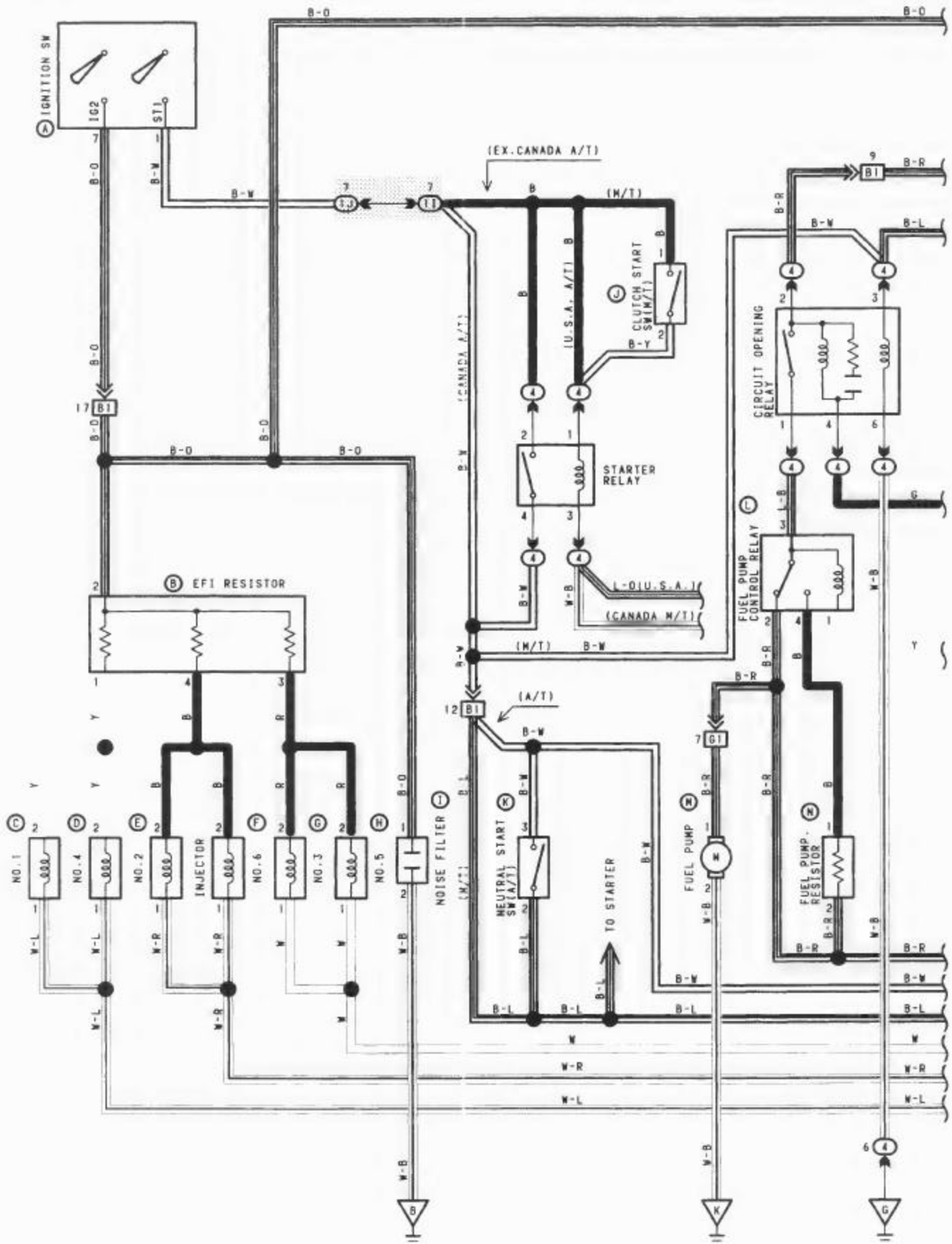
(IF CURRENT FLOWS TO THE VSV, THE AIR CONTROL VALVE SHUTS AND THE EFFECTIVE LENGTH OF THE INTAKE MANIFOLD BECOMES LONGER.)

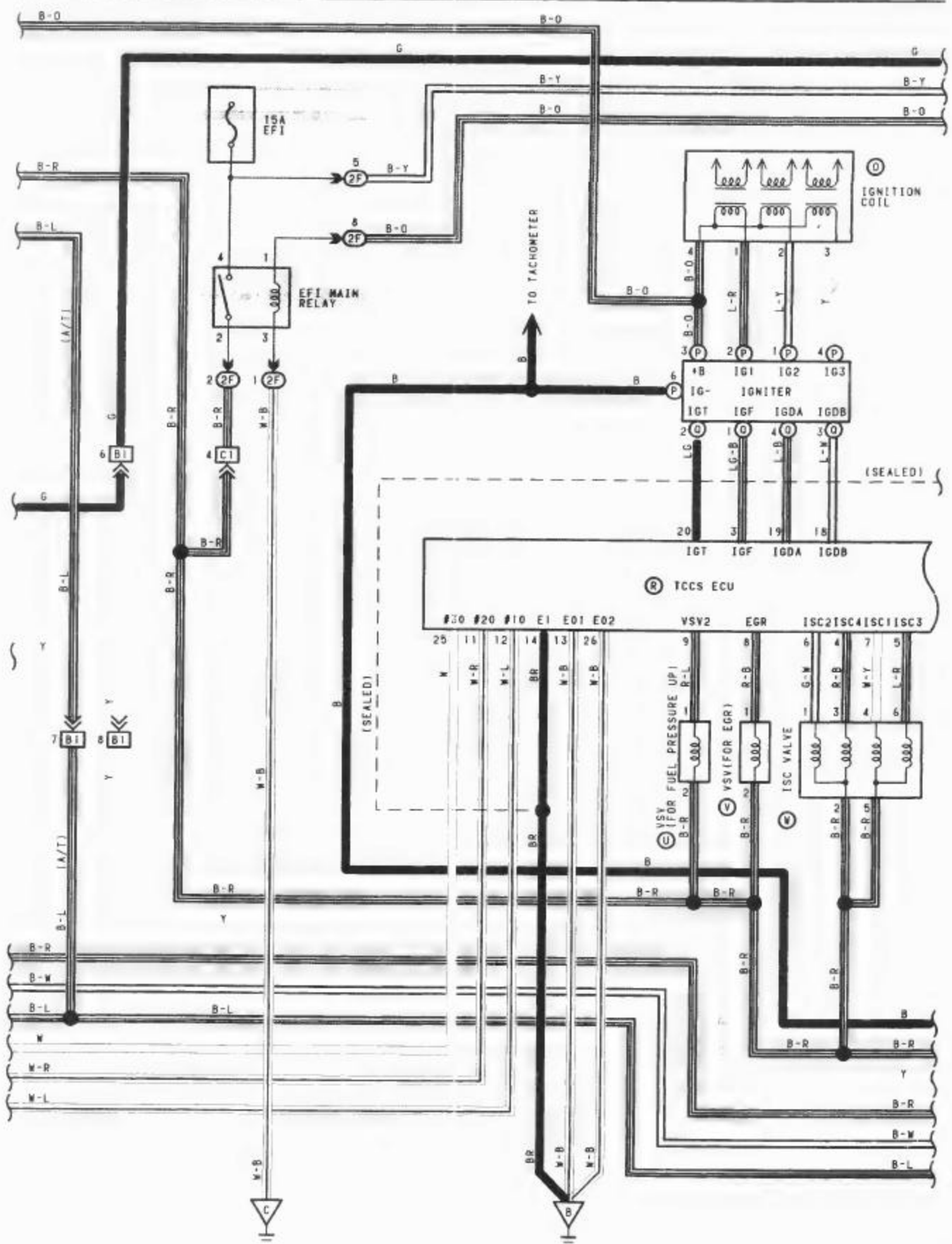
3. DIAGNOSIS SYSTEM

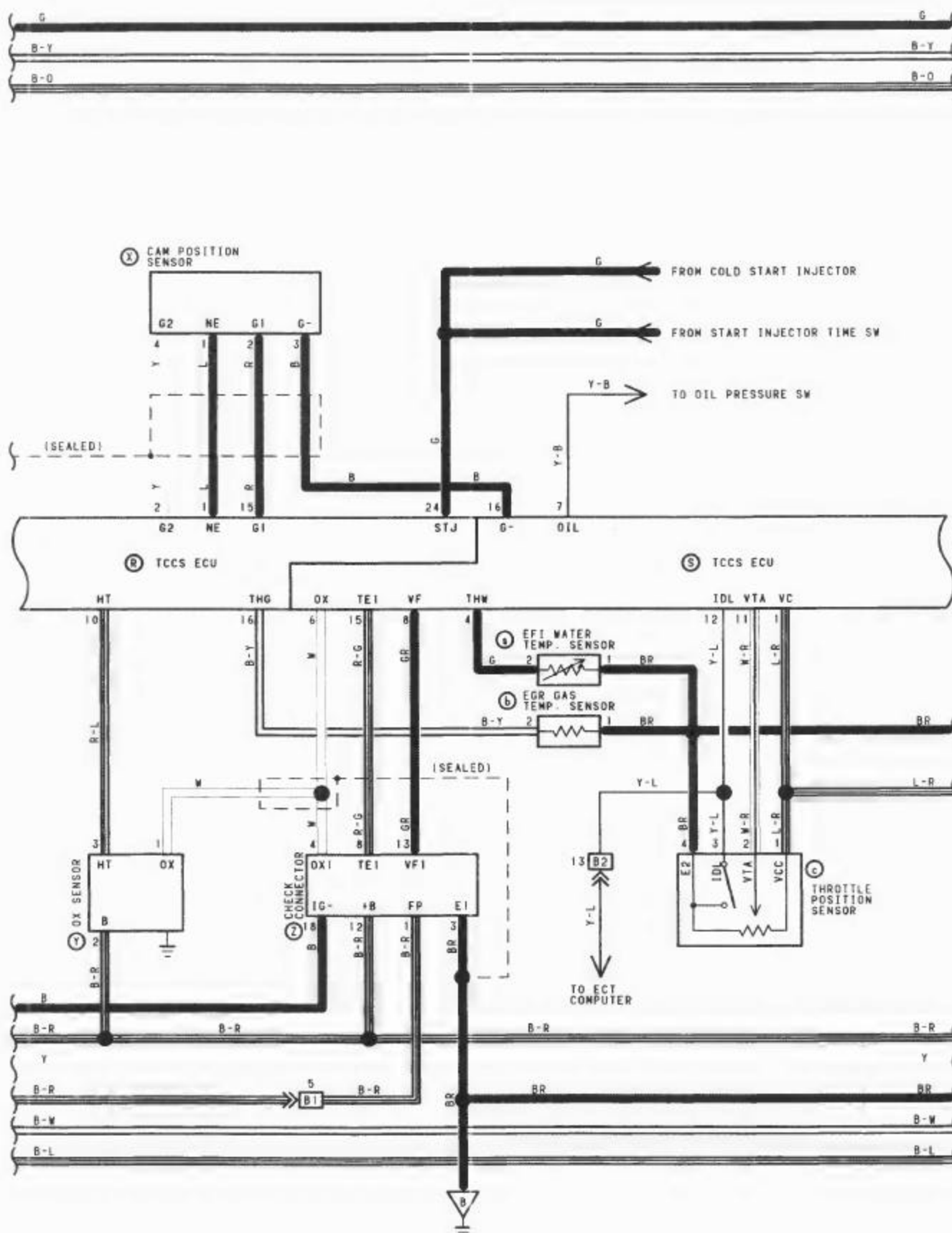
WITH THE DIAGNOSIS SYSTEM, WHEN THERE IS A MALFUNCTIONING IN THE ECU SIGNAL SYSTEM, THE MALFUNCTION SYSTEM IS RECORDED IN THE MEMORY. THE MALFUNCTIONING SYSTEM CAN THEN BE FOUND BY READING THE DISPLAY (CODE) OF THE CHECK ENGINE WARNING LIGHT.

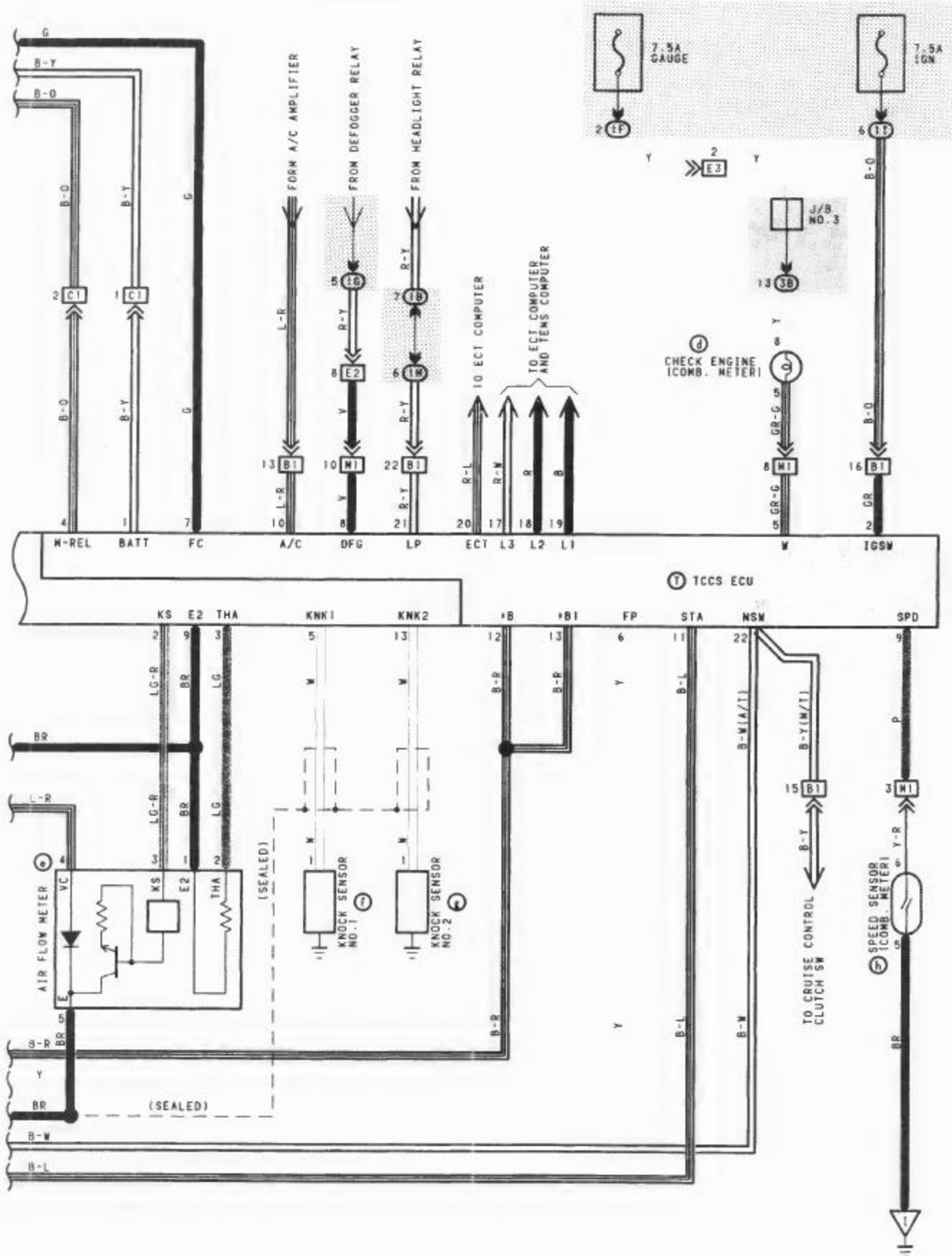
4. FAIL-SAFE SYSTEM

WHEN A MALFUNCTION OCCURS IN ANY SYSTEM, IF THERE IS A POSSIBILITY OF ENGINE TROUBLE BEING CAUSED BY CONTINUED CONTROL BASED ON THE SIGNALS FROM THAT SYSTEM, THE FAIL-SAFE SYSTEM EITHER CONTROLS THE SYSTEM BY USING DATA (STANDARD VALUES) RECORDED IN THE ECU MEMORY OR ELSE STOPS THE ENGINE.









SERVICE HINTS**EFI MAIN RELAY**

2-4: CLOSED WITH IGNITION SW AT ON OR ST POSITION

STARTER RELAY

(4) 2- (4) 4: CLOSED WITH CLUTCH PEDAL FULLY DEPRESSED AND IGNITION SW AT ST POSITION

CIRCUIT OPENING RELAY

(4) 1- (4) 2: CLOSED WITH STARTER RUNNING OR MEASURING PLATE (AIR FLOW METER) OPEN

(B) EFI RESISTOR1-2, 2-3, 2-4: EACH 2 Ω **(C)(D)(E)(F)(G)(H) INJECTOR**1-2: EACH 1.8-3.4 Ω **(N) FUEL PUMP RESISTOR**1-2: APPROX. 0.7 Ω **(V) ISC VALVE**2-1, 3: EACH 10-30 Ω 1-2, 4: EACH 10-30 Ω **(I) WATER TEMP. SENSOR**1-2: APPROX. 6K Ω (0°C, 32°F)APPROX. 1.5K Ω (40°C, 104°F)APPROX. 0.5K Ω (80°C, 176°F)**(C) THROTTLE POSITION SENSOR**2-4: 0.3-6.3K Ω WITH CLEARANCE BETWEEN LEVER AND STOP SCREW 0MM (0IN.)3-4: LESS THAN 2.3K Ω WITH CLEARANCE BETWEEN LEVER AND STOP SCREW 0.4 MM (0.0157IN.) $\infty\Omega$ WITH 0.75MM (0.0295IN.)2-4: 3.5-10.3K Ω WITH THROTTLE VALVE FULLY OPEN1-4: 4.25-8.25K Ω **(A) AIR FLOW METER**1-2: 10-20K Ω (-20°C, -4°F)4-7K Ω (0°C, 32°F)2-3K Ω (20°C, 68°F)0.9-1.3K Ω (40°C, 104°F)0.4-0.7K Ω (60°C, 140°F)**TCCS ECU (ELECTRONIC CONTROLLED UNIT)****VOLTAGE AT ECU CONNECTORS**

(T) 1- (R) 14: 10-14VOLTS

(T) 12, 13- (R) 14: 10-14VOLTS (IGNITION SW ON)

(T) 2- (R) 14: 10-14VOLTS (IGNITION SW ON)

(T) 4- (R) 14: 10-14VOLTS (IGNITION SW ON)

(S) 12- (S) 9: 10-14VOLTS (IGNITION SW ON, THROTTLE VALVE OPEN)

(S) 11- (S) 9: 0.1-5VOLTS (IGNITION SW ON, THROTTLE VALVE CLOSED TO OPEN)

(R) 20- (S) 9: 4-6VOLTS (IGNITION SW ON)

(S) 2- (S) 9: 2-4VOLTS (ENGINE CRANKING OR RUNNING)

(R) 18, 19- (R) 14: 1-3VOLTS (IDLING)

(S) 3- (S) 9: 1-3VOLTS (IGNITION SW ON, INTAKE AIR TEMP. 20°C (68°F))

(S) 4- (S) 9: 0.1-1.0VOLTS (IGNITION SW ON, COOLANT TEMP. 80°C (176°F))

(T) 11- (R) 14: 6-14VOLTS (IGNITION SW ST POSITION)

(R) 11, 12, 25- (R) 13: 9-14VOLTS (IGNITION SW ON)

(R) 3, 20- (R) 14: 0.7-1.0VOLTS (IDLING)

9-14VOLTS (IGNITION SW ON)

9-14VOLTS (2-3 SECONDS AFTER ENGINE OFF)

(T) 22- (R) 14: 0VOLT WITH IGNITION SW ON, SHIFT POSITION P OR N RANGE

10-14VOLTS WITH IGNITION SW ON, SHIFT POSITION EXCEPT P OR N RANGE

0VOLT WITH IGNITION SW ON, CLUTCH PEDAL NOT DEPRESSED

10-14VOLTS WITH IGNITION SW ON, CLUTCH PEDAL DEPRESSED

9-11VOLTS WITH CRANKING

(S) 15- (R) 14: 4-6VOLTS WITH IGNITION SW ON, CHECK CONNECTOR T-E1 NOT SHORT

0VOLT WITH IGNITION SW ON, CHECK CONNECTOR T-E1 SHORT

(T) 10- (R) 14: 10-14VOLTS WITH IGNITION SW ON

A/C SW ON

0VOLT WITH IGNITION SW ON

A/C SW OFF

(S) 8- (R) 14: 0-5VOLTS WITH ENGINE START (THROTTLE VALVE OPEN)

(T) 5- (R) 14: 0VOLT WITH IGNITION SW ON

10-14VOLTS WITH ENGINE START

(T) 8- (R) 14: 10-14VOLTS WITH IGNITION SW ON

DEFOGGER SW OFF

0VOLT WITH IGNITION SW ON

DEFOGGER SW ON

- ① 21-② 14:10-14VOLTS WITH HEADLIGHT SW OFF
0VOLT WITH HEADLIGHT SW ON

RESISTANCE AT ECU CONNECTOR

(DISCONNECT WIRING CONNECTOR FROM ECU)

- ③ 12-④ 9: $\infty\Omega$ (THROTTLE VALVE FULLY OPEN) LESS THAN 2.3K Ω (THROTTLE VALVE FULLY CLOSED)
③ 11-④ 9: 3500-10300 Ω (THROTTLE VALVE FULLY OPEN)
300-6300 Ω (THROTTLE VALVE FULLY CLOSED)
③ 1-④ 9: 200-400 Ω
③ 4-④ 9: 20-400 Ω (COOLANT TEMP. 80°C, 176°F)
③ 3-④ 9: 2000-3000 Ω (INTAKE AIR TEMP. 20°C, 68°F)
② 1, 2, 5-② 14: 140-180 Ω
② 4, 5, 6, 7-② 12: 10-30 Ω

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A I11	24	M F14	25	Y 03	23
B E2	23	N F10	23	Z C1	23
C I5	23	O I2	23	a E3	23
D I8	23	P I4	23	b E4	23
E I6	23	Q I3	23	c T4	23
F I10	23	R T6	24	d C11	24
G I7	23	S T7	24	e A22	23
H I9	23	T T8	24	f K1	23
I N1	23	U V2	23	g K2	23
J C8	24	V V3	23	h C10	24
K B1	23	W I1	23		
L F9	23	X D1	23		

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCK (RELAY BLOCK LOCATION)
4	22	R/B NO.4 (RIGHT KICK PANEL)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	16	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1F		
1G		
1I	16	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J		
1M		
2F	18	ENGINE ROOM MAIN WIRE AND J/B NO.2 (LEFT FENDER)
3B	20	INSTRUMENT PANEL WIRE AND J/B NO.3 (INSTRUMENT PANEL)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
B1		
B2	28	ENGINE WIRE AND COWL WIRE (LEFT KICK PANEL)
C1	26	ENGINE ROOM MAIN WIRE AND ENGINE WIRE (ENGINE FRONT LEFT)
E2		
E3	28	COWL WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
G1	30	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
M1	28	ENGINE WIRE AND INSTRUMENT PANEL WIRE (BEHIND GLOVE BOX)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINT LOCATION
B	26	INTAKE MANIFOLD
C	26	LEFT FENDER
G	28	R/B NO.4 SET BOLT
I	28	FLOOR CENTER
K	30	BACK PANEL CENTER

