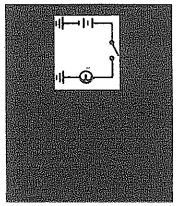
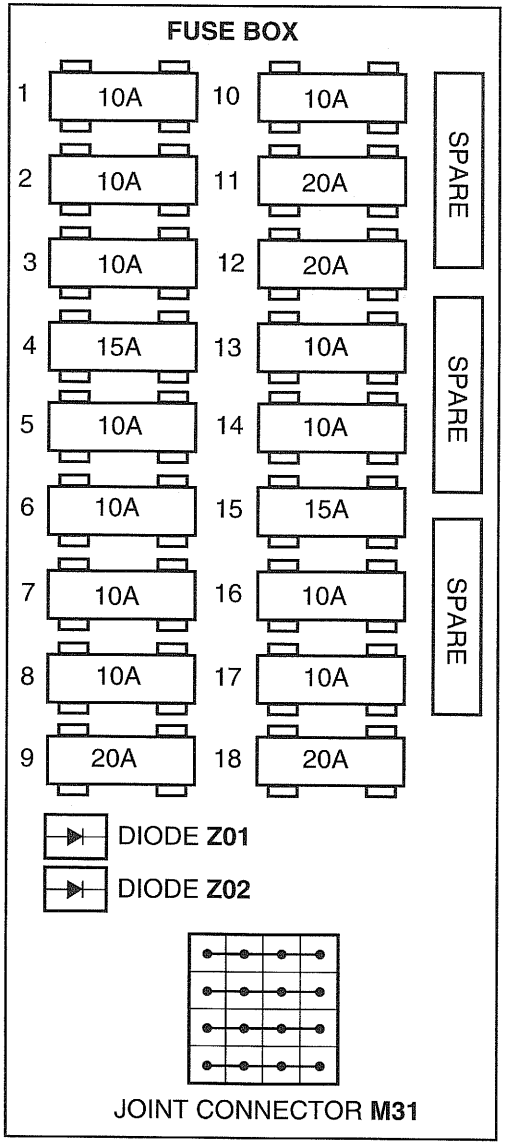
SCHEMATIC DIAGRAMS

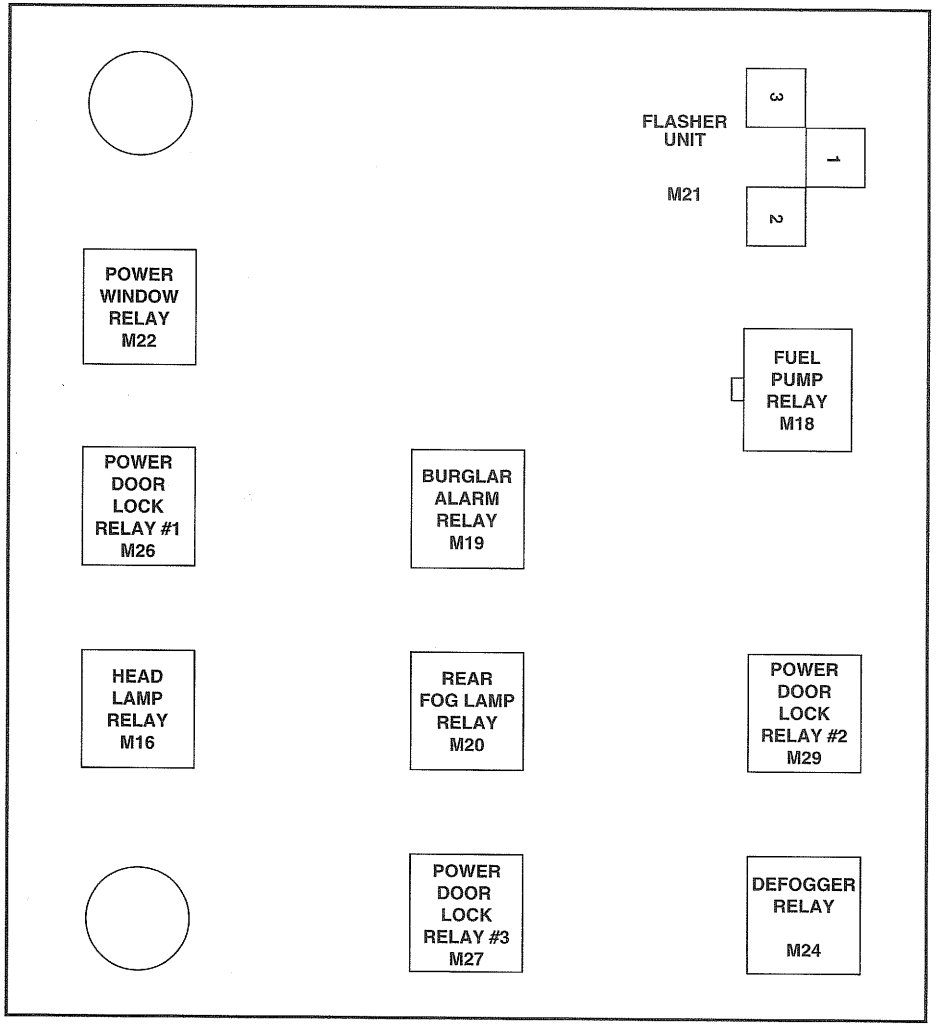


FUSE & RELAY INFORMATIONS (1)

DASH FUSE BOX



PASSENGER COMPARTMENT RELAY BOX



※ USE THE DESIGNATED FUSE ONLY

E2DF001A

FUSE & RELAY INFORMATIONS (2)

CIRCUIT

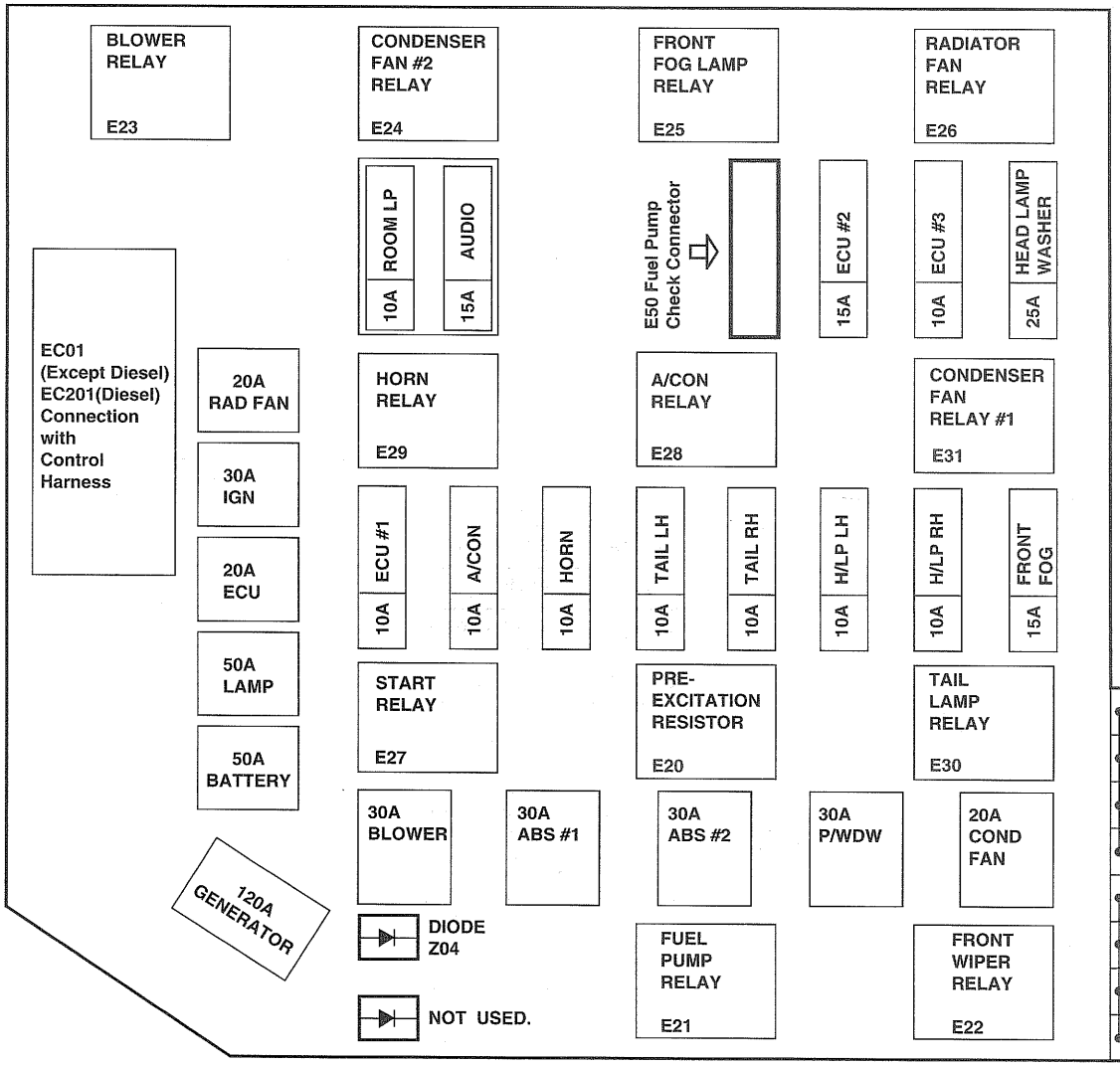
FUSE	AMPERAGES	Related Circuit
1	10A	Hazard switch, Back-up lamp switch, Transaxle range switch, A/T shift & key lock control
2	10A	ETACM, Pre-Excitation resistor, Seat belt timer, Instrument cluster
3	10A	Instrument cluster
4	15A	Air bag
5	10A	ECM, PCM, A/T shift lever, Transaxle range switch, Mass air flow sensor, Vehicle speed sensor, Fuel filter warning switch
6	10A	Power door lock
7	10A	Hazard switch, ETACM
8	10A	Stop lamp switch, A/T shift lever, A/T key interlock solenoid
9	20A	Rear window defogger
10	10A	Head lamp, Power window, Head lamp leveling, Head lamp washer, ETACM, Front fog lamp, Blower control, Rear intermittent washer, Fuel filter relay, A/C switch
11	20A	Front wiper & washer
12	20A	Seat warmer
13	10A	ABS control, ABS bleeding
14	10A	Digital clock, Audio, A/T shift & key lock control
15	15A	Cigarette lighter
16	10A	Power outside mirror switch
17	10A	Rear window & outside mirror defogger
18	20A	Rear wiper

※ USE THE DESIGNATED FUSE ONLY

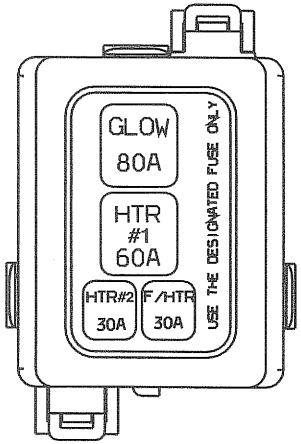
E2DF001B

FUSE & RELAY INFORMATIONS (3)

ENGINE COMPARTMENT RELAY & FUSE BOX



FUSIBLE LINK BOX (DIESEL)



※ USE THE DESIGNATED FUSE ONLY

E2DF001C

FUSE & RELAY INFORMATIONS (4)

ENGIEN COMPARTMENT RELAY & FUSE BOX CIRCUIT

DESCRIPTION		(A)	RELATED CIRCUIT
FUSIBLE LINK	GENERATOR	120A	Charging (Generator)
	BATTERY	50A	Fuse 6,7,8,9, Horn fuse, Room lamp fuse
	LAMP	50A	Head lamp fuse, Front fog lamp fuse, Tail lamp relay, H/LP washer fuse
	ECU	20A/30A	Engine control relay, Generator, Fuel pump relay, ECU #3 fuse
	IGN	30A	Ignition power source, Start relay
	RAD FAN	20A	Radiator fan control
	BLOWER	30A	Blower control
	ABS	30A	ABS control, ABS bleeding connector
	ABS	30A	ABS control, ABS bleeding connector
	P/WDW	30A	Power window
	COND FAN	20A	Condenser fan control
FUSE	ECU #1	10A	SMATRA, Condenser fan, PCM, Oxygen sensor, Purge control valve, Radiator fan, Glow plug relay, Heater relay, Stop lamp switch
	A/CON	10A	A/C relay
	HORN	10A	Horn relay
	TAIL LH	10A	Illumination lamps, Position lamps, license lamp, DRL control, Left rear combination lamp, H/LP washer relay
	TAIL RH	10A	Right rear combination lamp, License lamp, Position lamp
	H/LP LH	10A	Left head lamp, DRL control, Instrument cluster
	H/LP RH	10A	Right head lamp
	FRONT FOG	15A	Front fog lamp relay
	ROOM LP	10A	Instrument cluster, Courtesy lamp, Trunk room lamp, ETACM, DLC, Door warning, Multipurpose check connector
	AUDIO	15A	Audio, Digital clock, Power antenna, A/C switch, Rear fog lamp switch
	ECU #2	15A	Idle speed actuator, PCM, Camshaft position sensor, EGR actuator, Throttle plate actuator
	ECU #3	10A	ECM, PCM
	H/L WASHER	25A	Head lamp washer motor
F/PUMP CHK (E50)			Fuel pump relay, Fuel pump motor

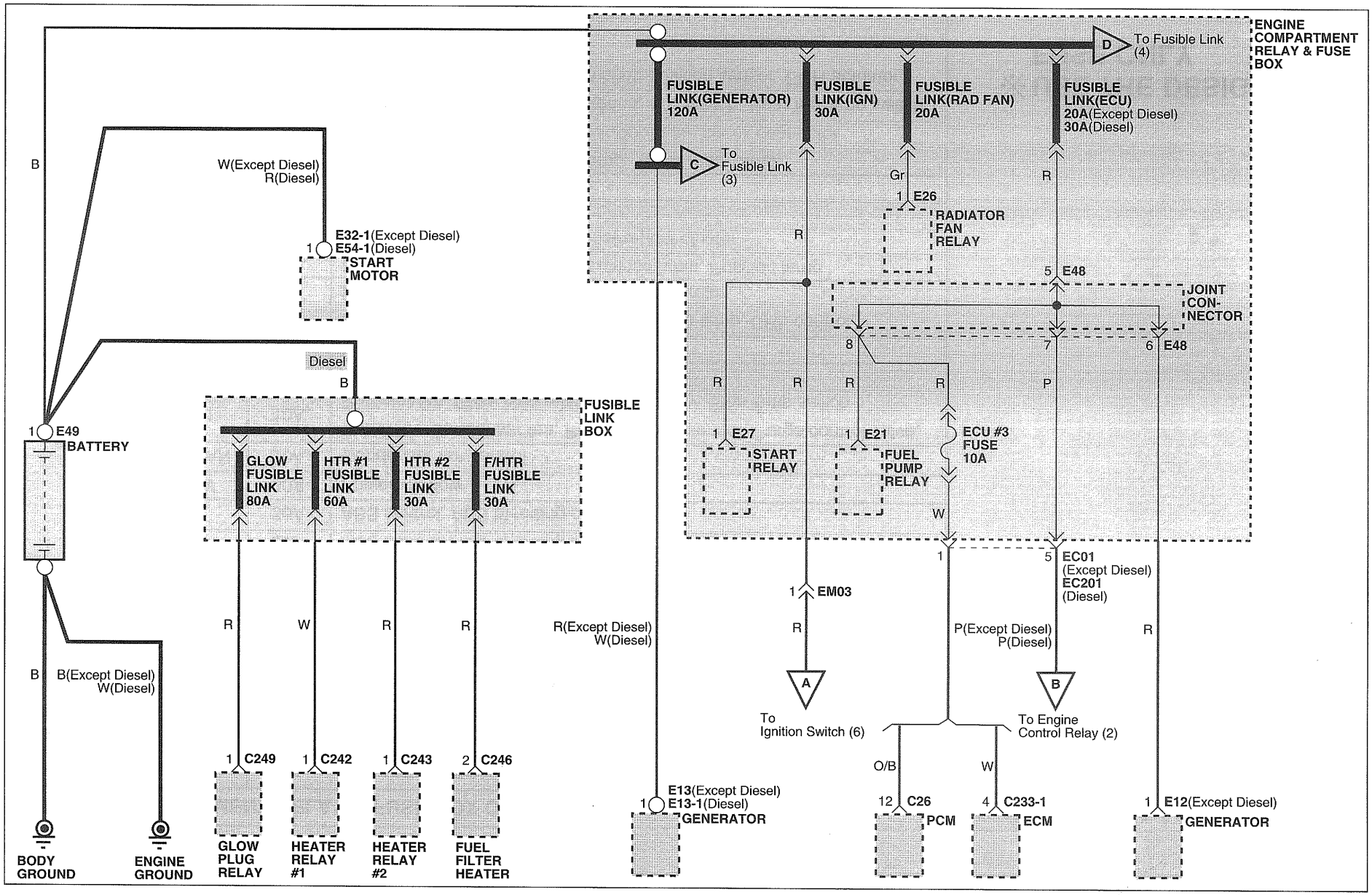
FUSIBLE LINK BOX CIRCUIT(DIESEL)

DESCRIPTION	(A)	RELATED CIRCUIT
GLOW	80A	Glow plug relay
HTR #1	60A	Heater relay #1
HTR #2	30A	Heater relay #2
F/HTR	30A	Fuel filter heater

※ USE THE DESIGNATED FUSE ONLY

E2DF001D

POWER DISTRIBUTION (1)



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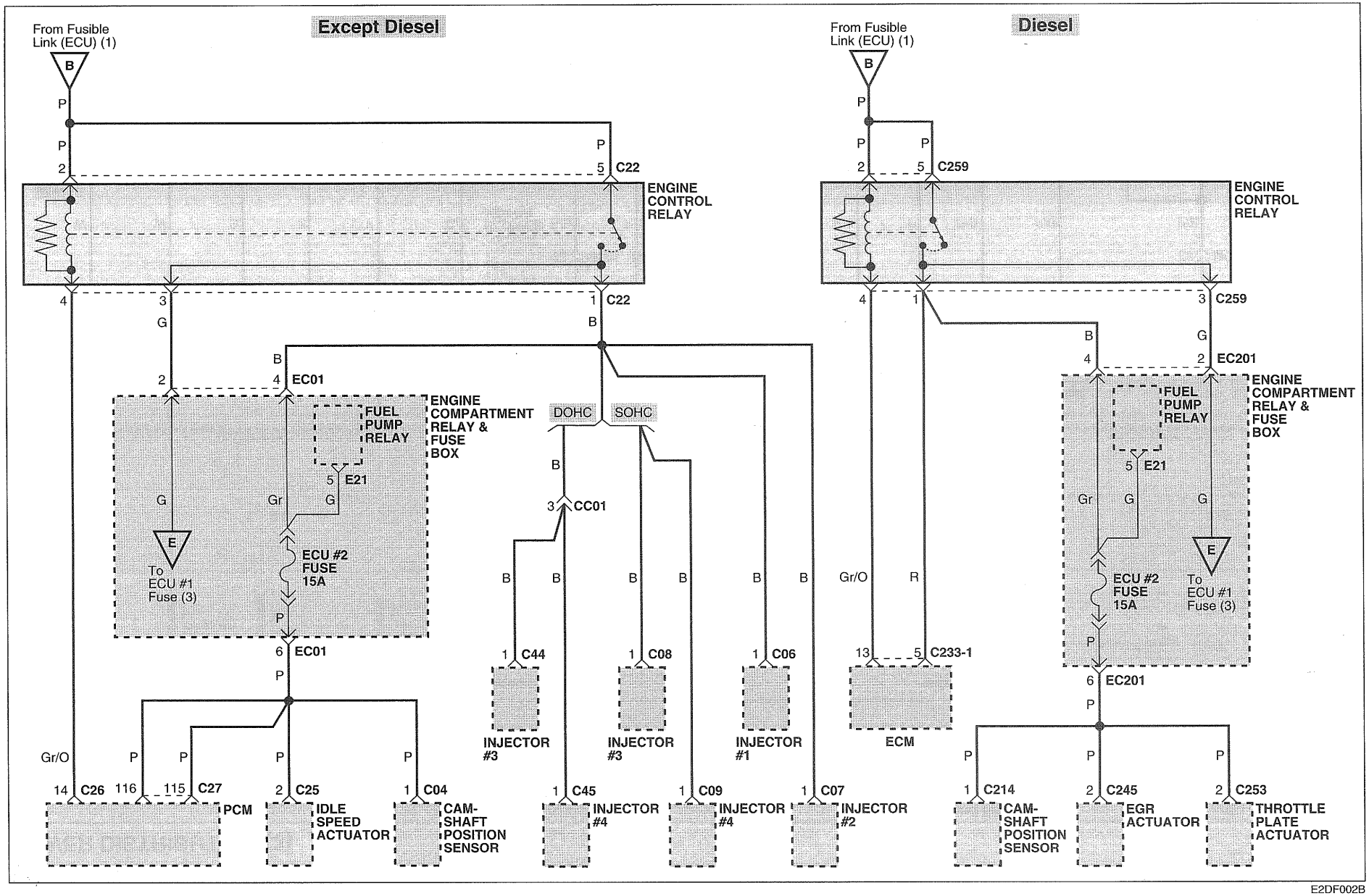
POWER DISTRIBUTION (2)



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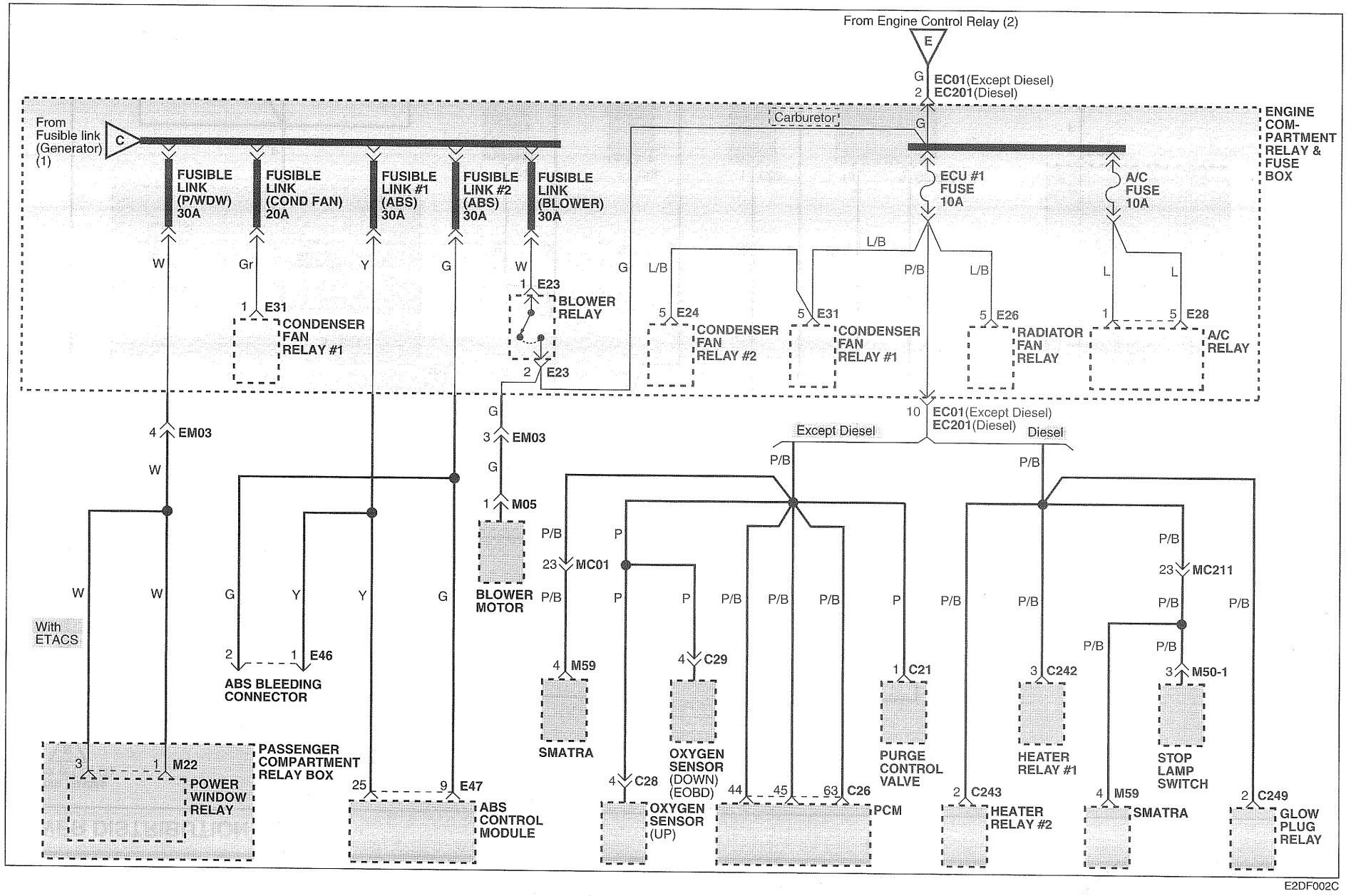

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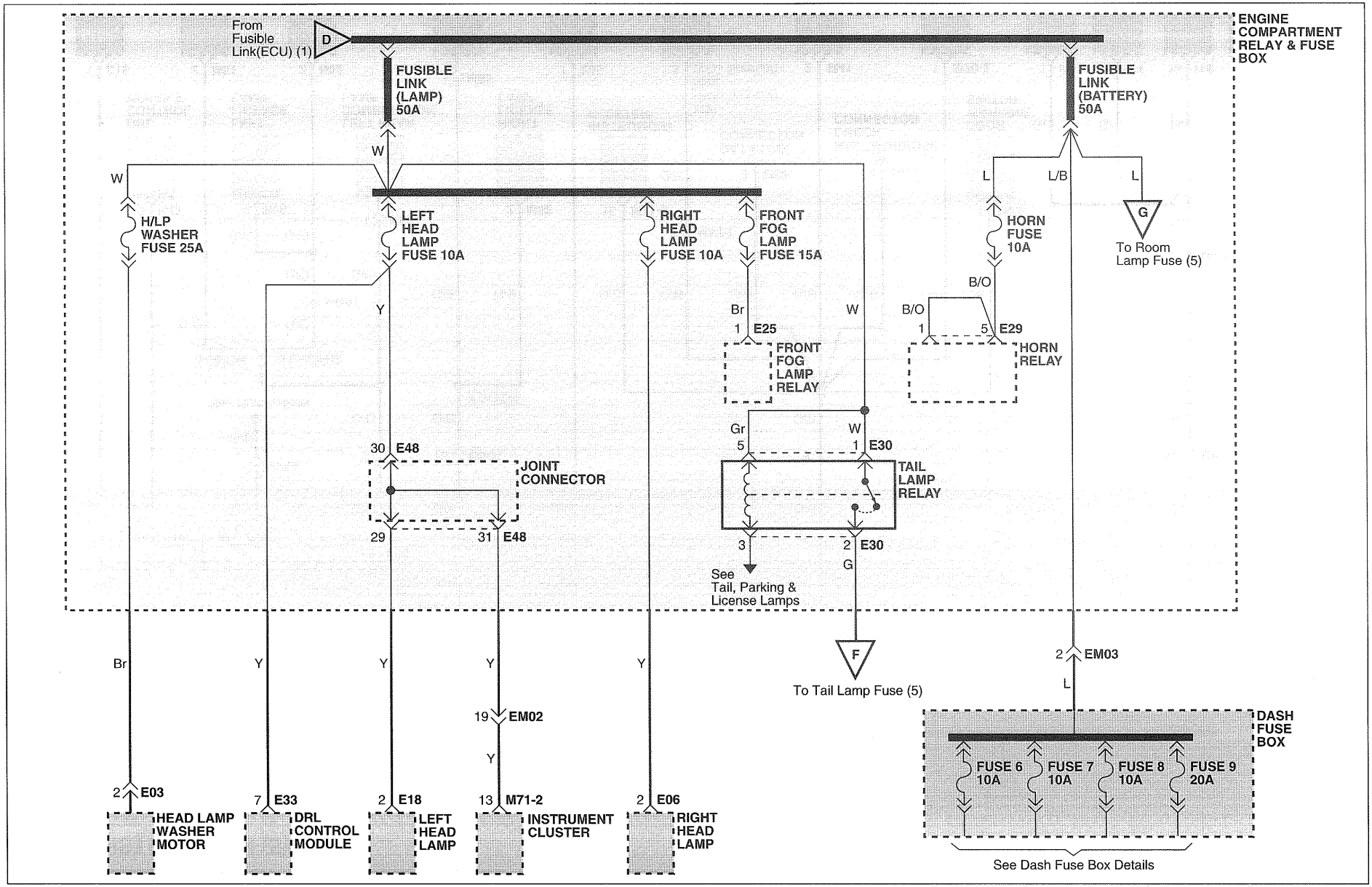

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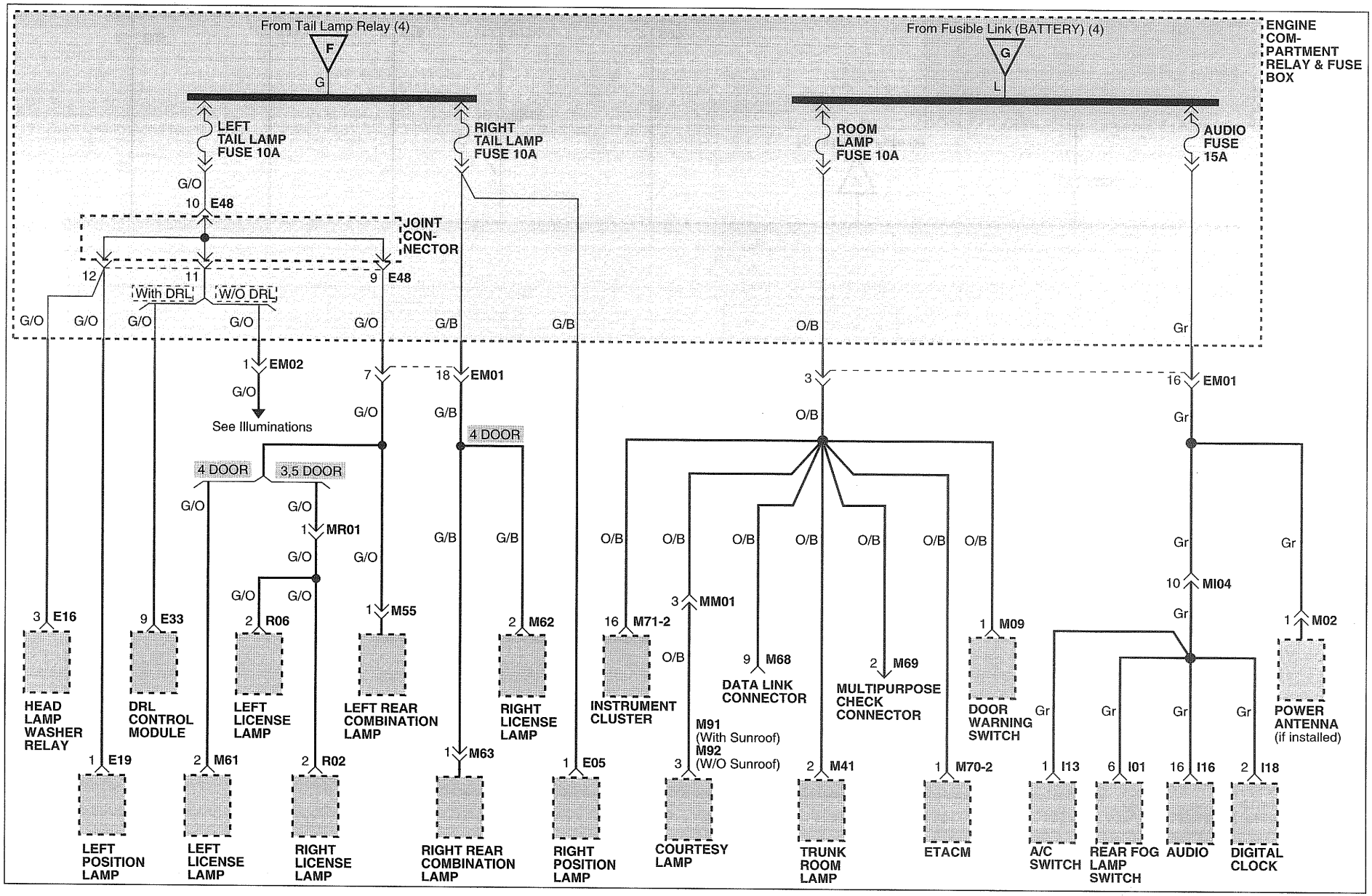
POWER DISTRIBUTION (5)



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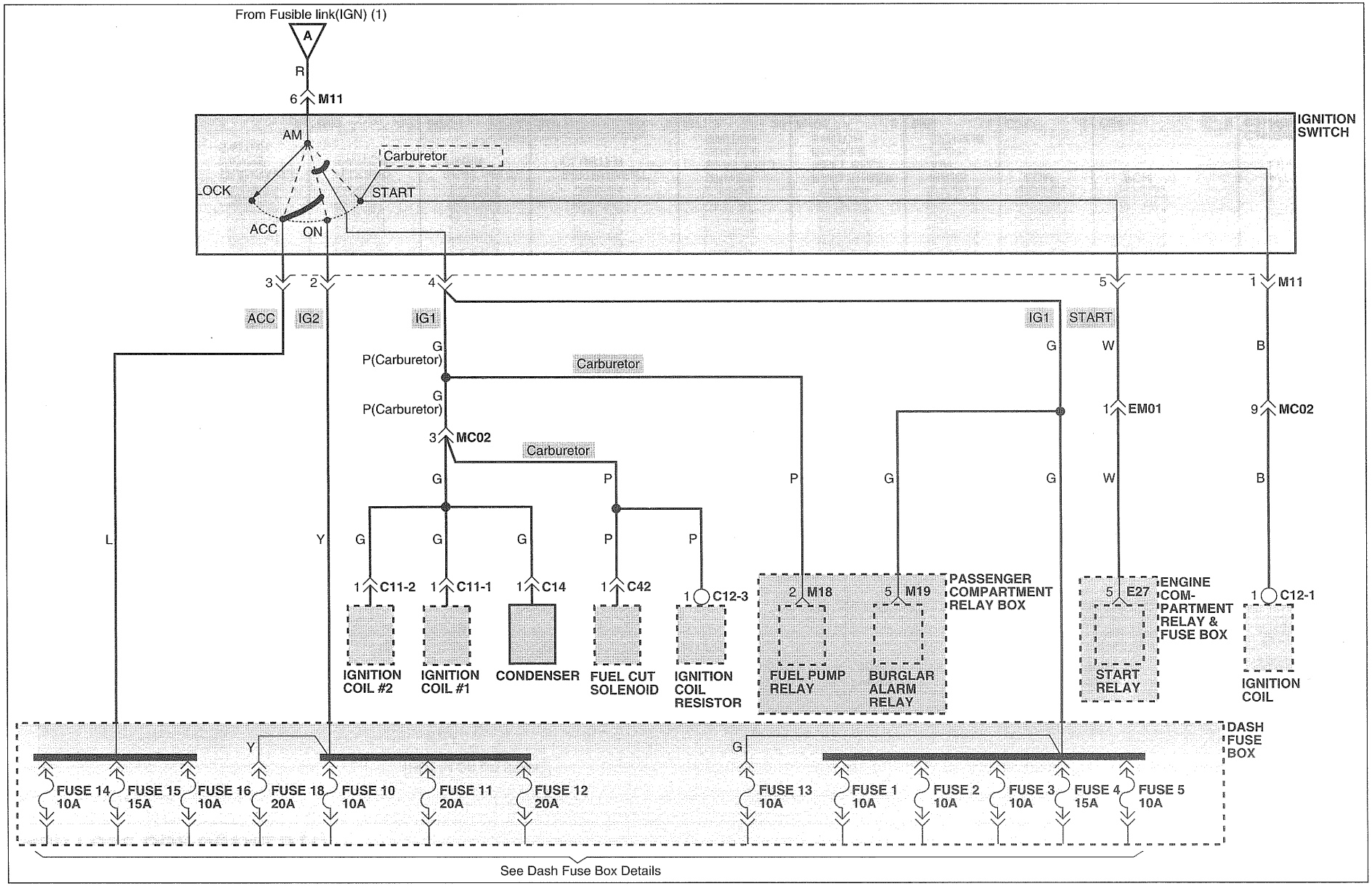

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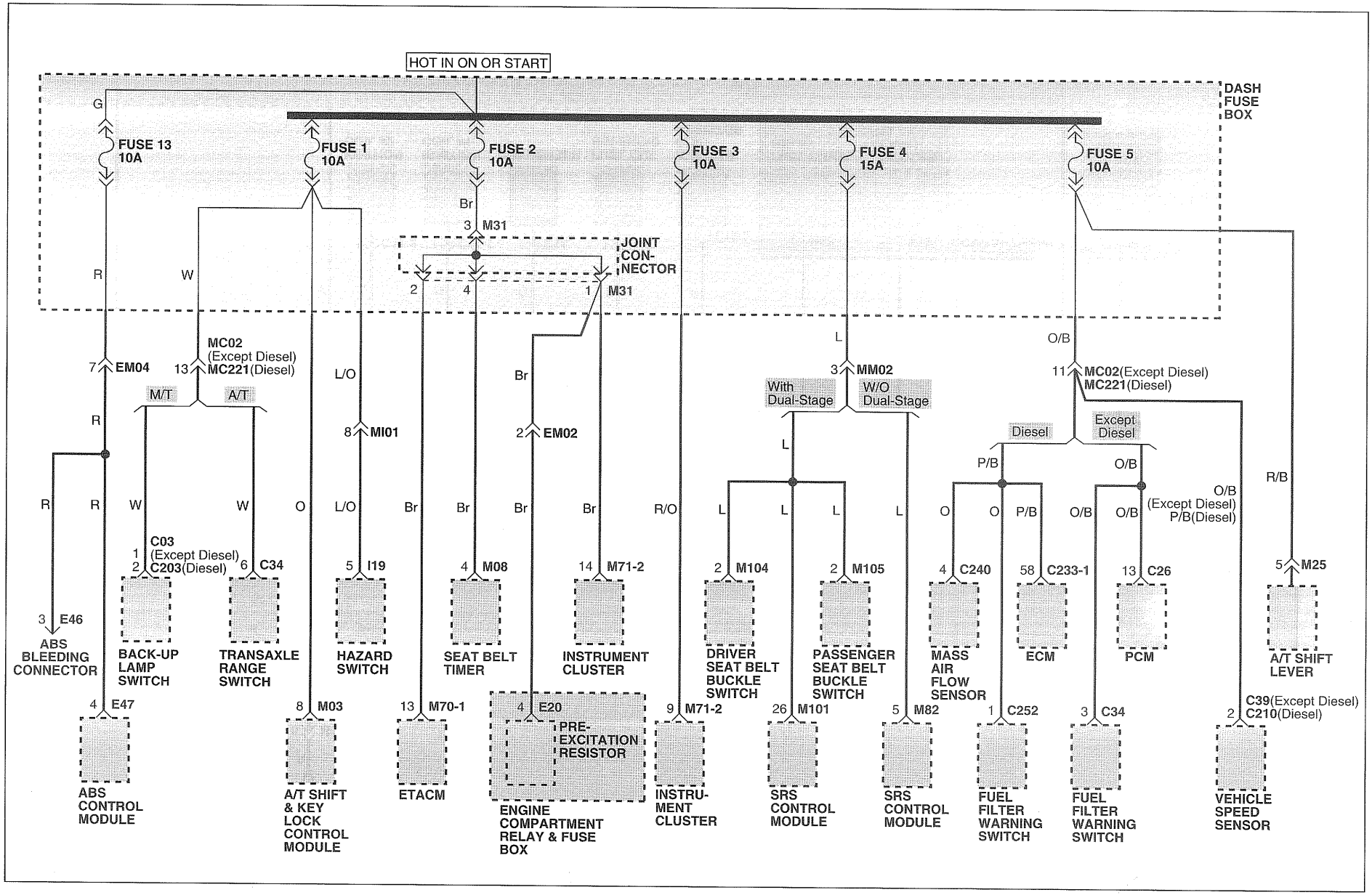
DASH FUSE BOX DETAILS (1)



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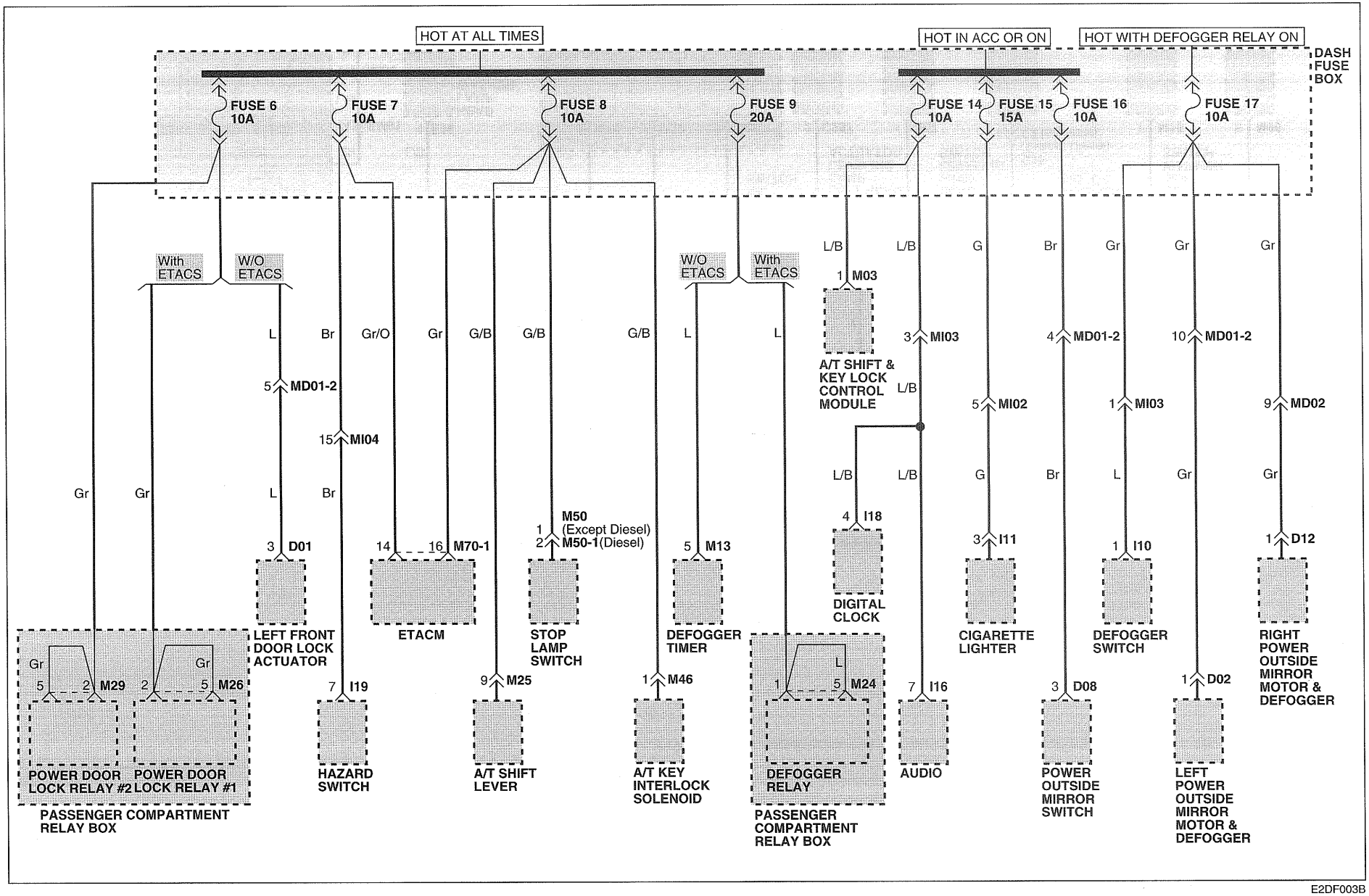

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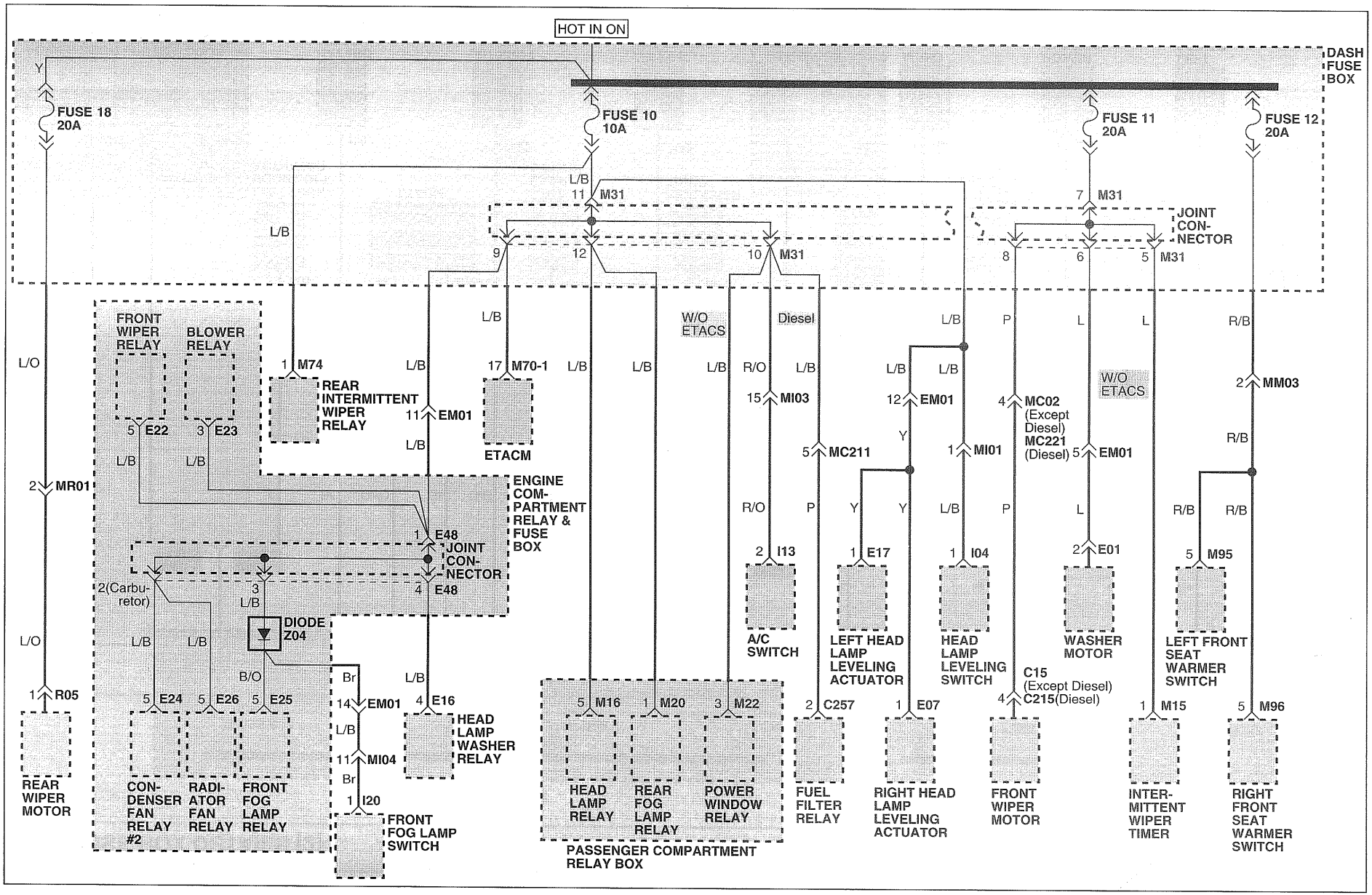
DASH FUSE BOX DETAILS (3)



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MEMO

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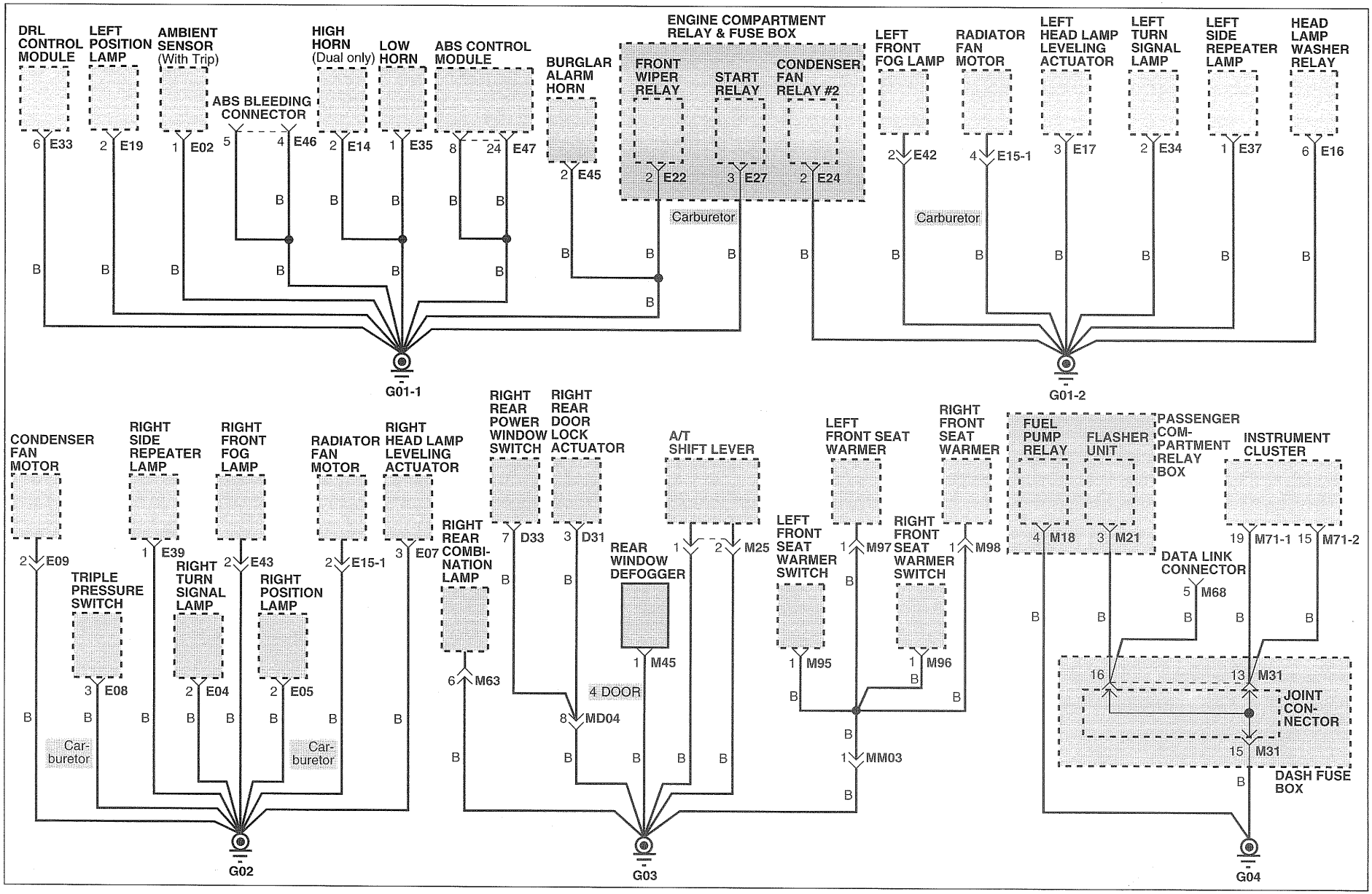
GROUND DISTRIBUTION (1)



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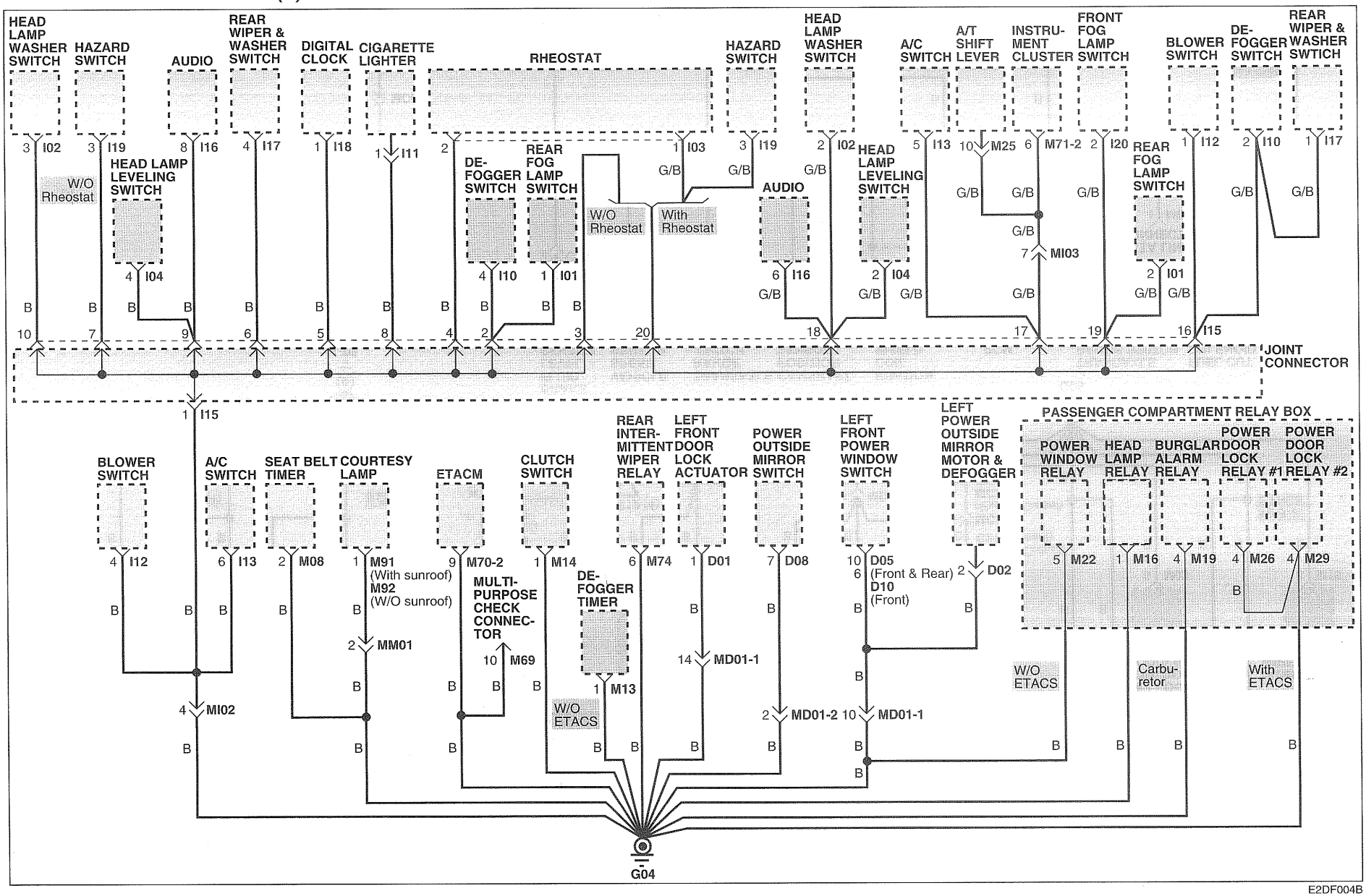

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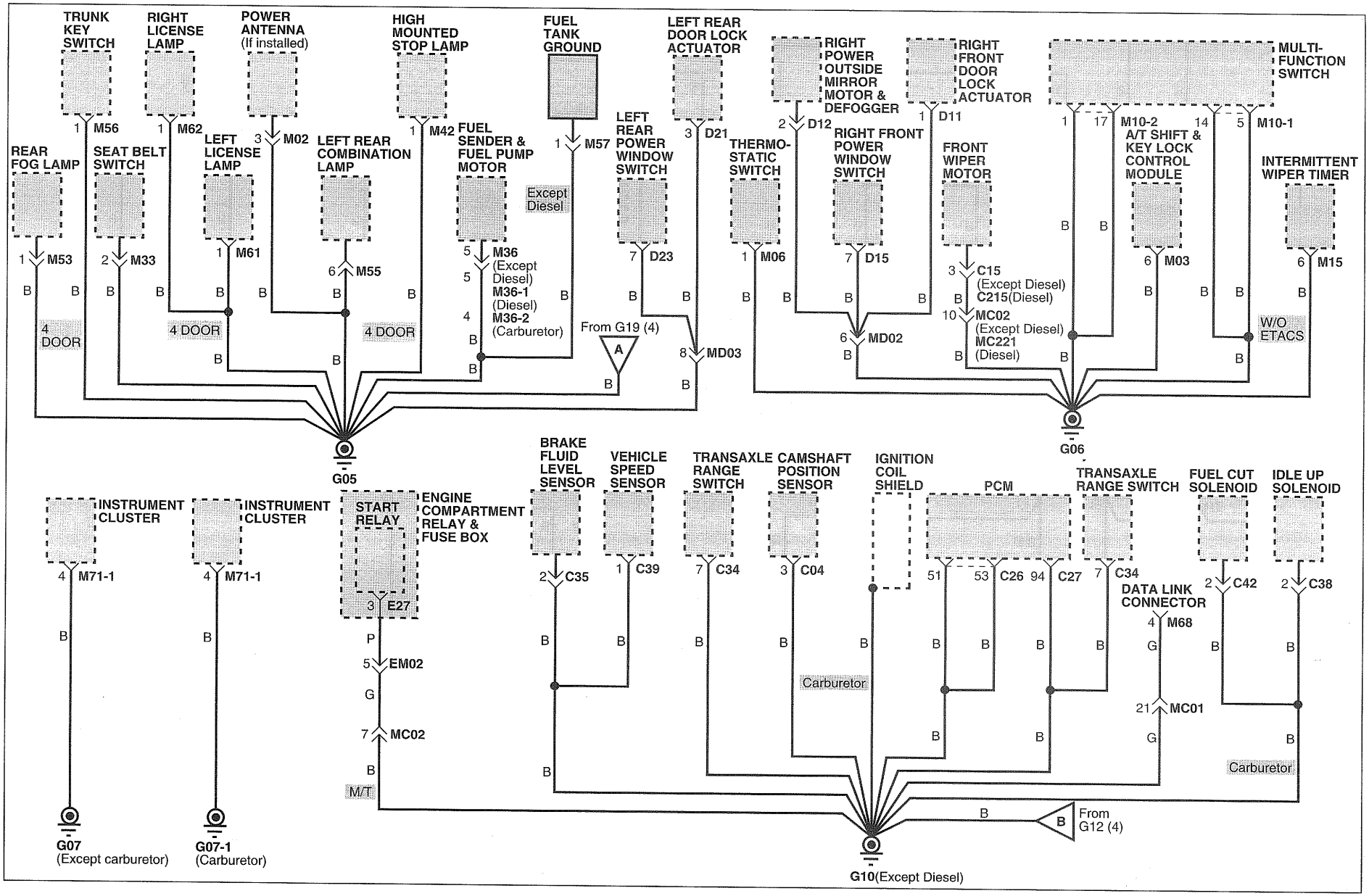

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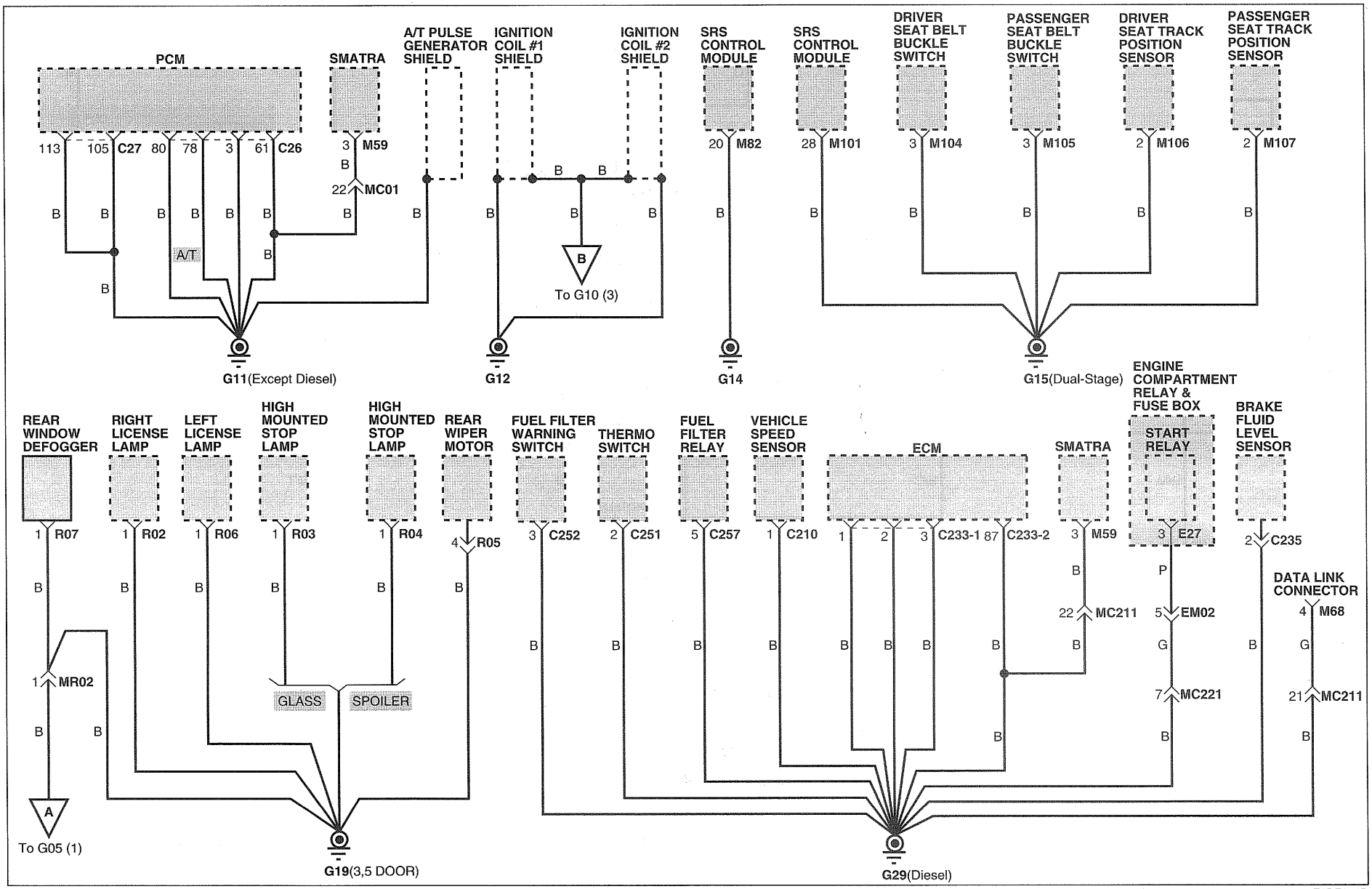

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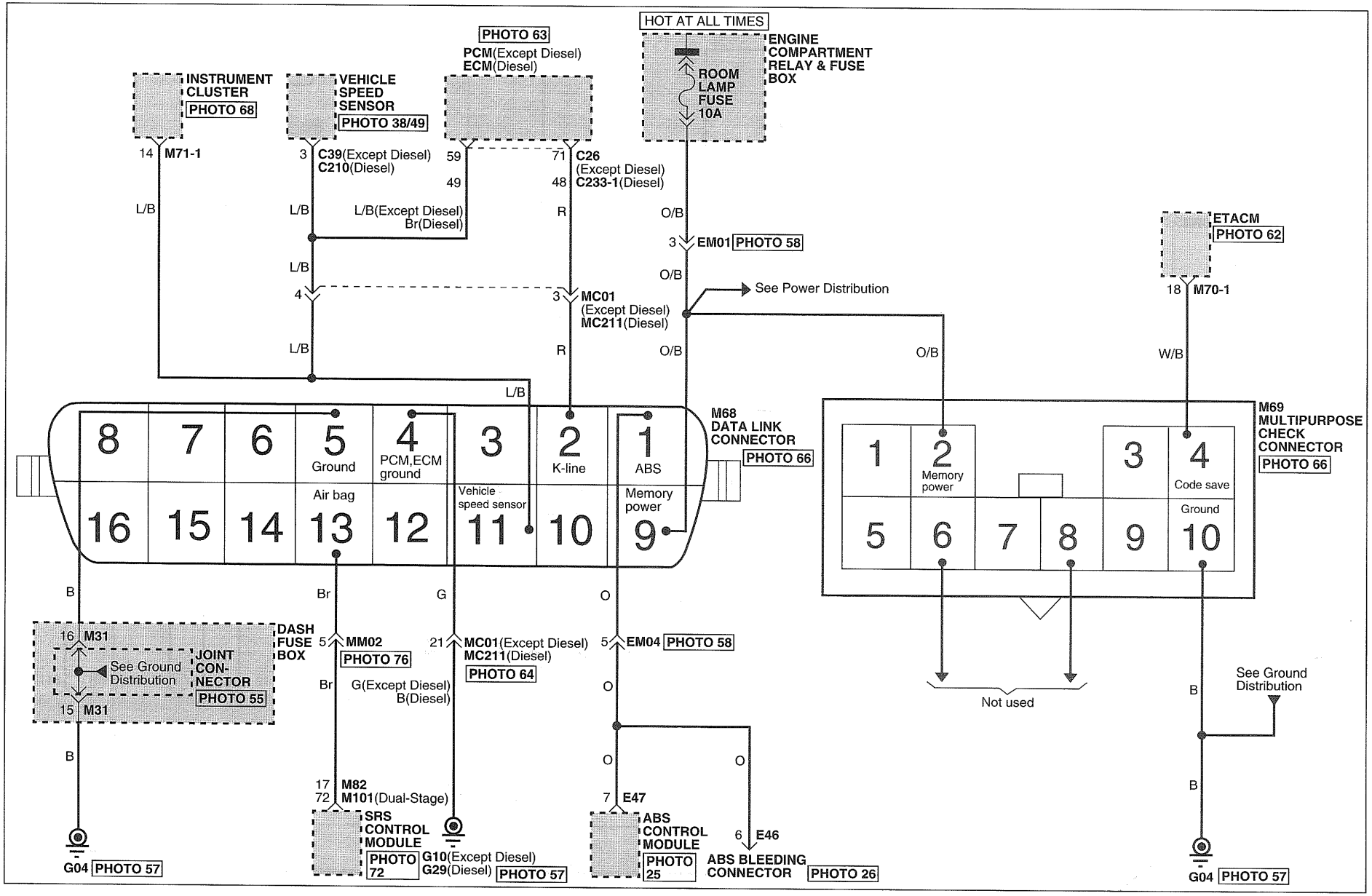

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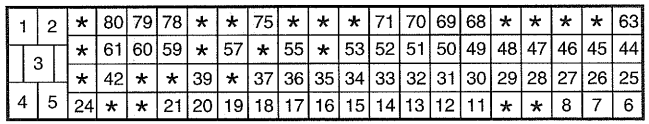
DATA LINK DETAILS (2)

C26



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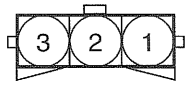

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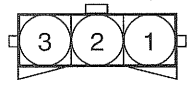

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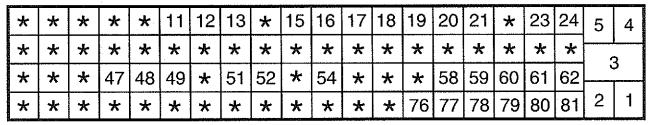

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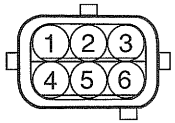

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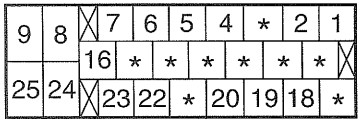

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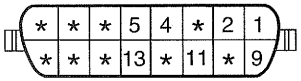

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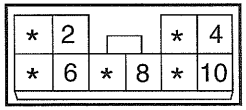

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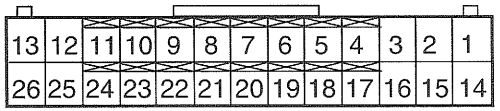

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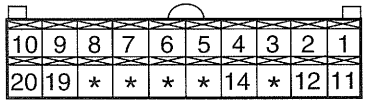

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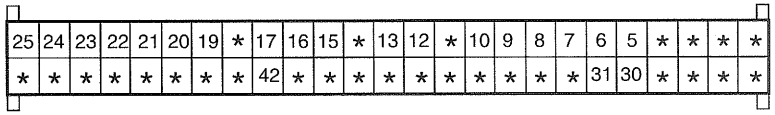

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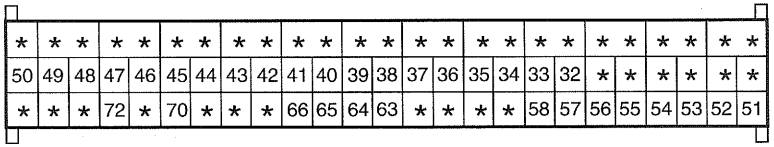

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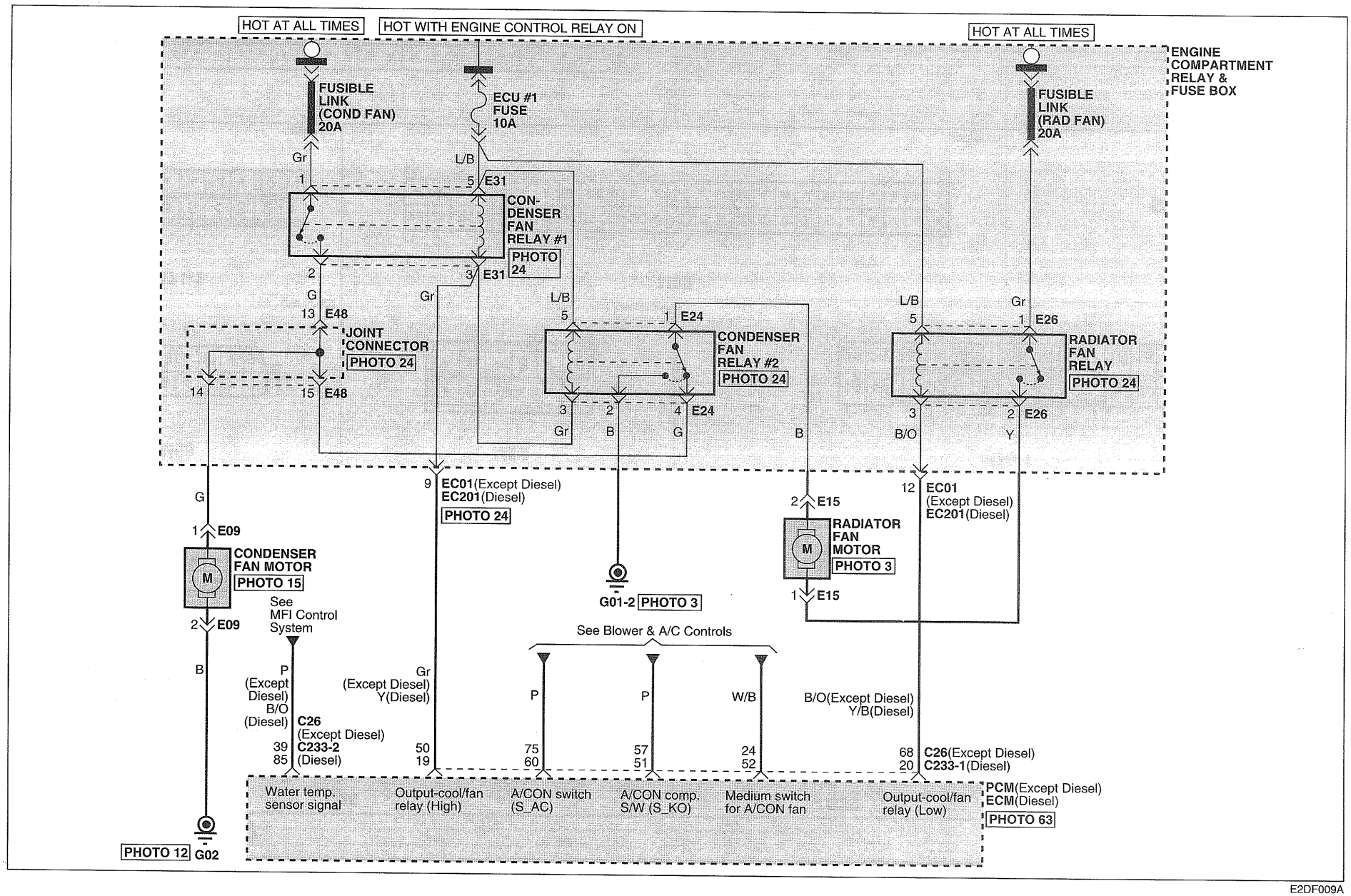
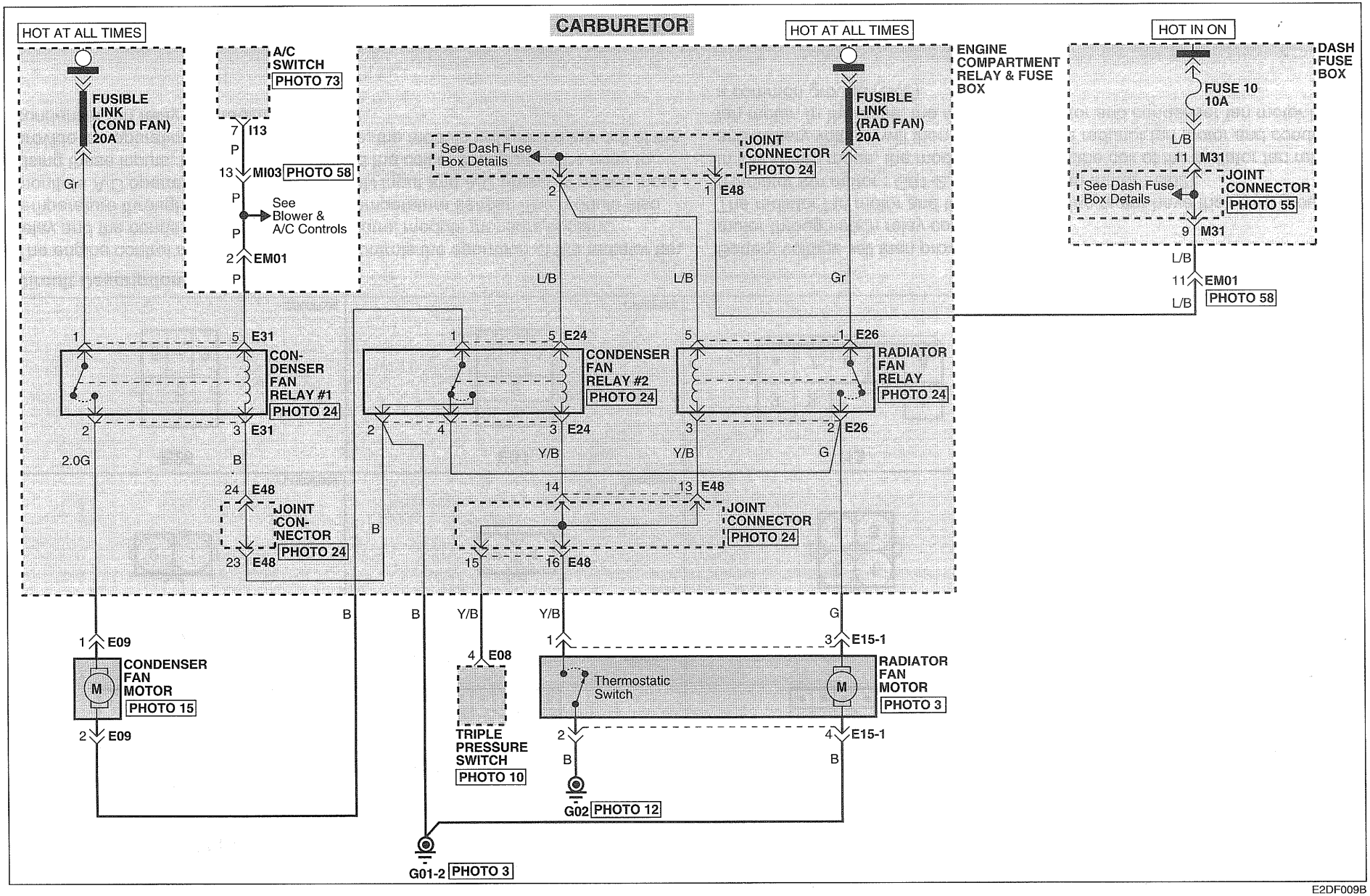
E2DF005B

COOLING SYSTEM (1)



E2DF009A

COOLING SYSTEM (2)



COOLING SYSTEM (3)

C26

1	2	*	80	79	78	*	*	75	*	*	*	71	70	69	68	*	*	*	*	63
	3	*	61	60	59	*	57	*	55	*	53	52	51	50	49	48	47	46	45	44
		*	42	*	*	39	*	37	36	35	34	33	32	31	30	29	28	27	26	25
4	5	24	*	*	21	20	19	18	17	16	15	14	13	12	11	*	*	8	7	6

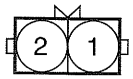
CR81F002

C233-1

*	*	*	*	*	11	12	13	*	15	16	17	18	19	20	21	*	23	24	5	4
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3	
*	*	*	47	48	49	*	51	52	*	54	*	*	*	58	59	60	61	62		
*	*	*	*	*	*	*	*	*	*	*	*	*	76	77	78	79	80	81	2	1

CR81F001

E09



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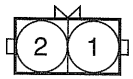

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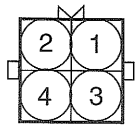

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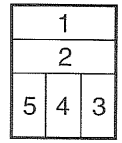

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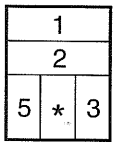

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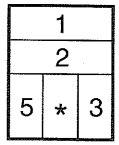

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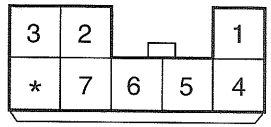

CR08F010

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Circuit Description

The engine control module (PCM,ECM) controls the operation of the radiator fan relay and the condenser fan relay. The control module monitors coolant. temperature through the engine coolant temperature sensor. The module also monitors A/C operation through the A/C ON input and A/C pressure switch input . Using these inputs, the module will ground the coil of the appropriate relay to provide fan operation. In high speed mode, the module will ground the coil of the condenser fan relay and radiator fan relay.

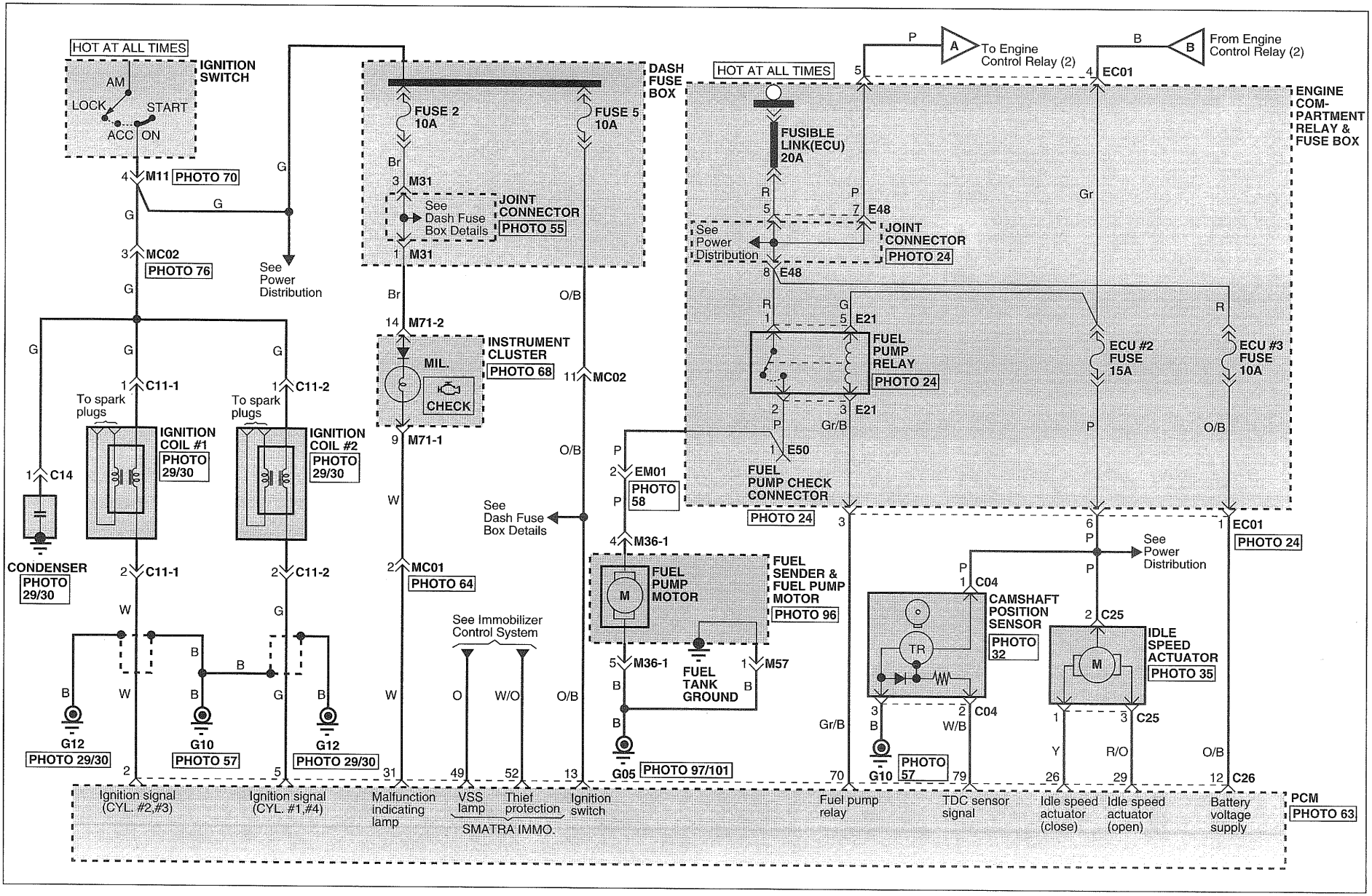
Battery voltage will then provided to the condenser fan motor and radiator fan motor through each relay contact.
The radiator fan motor and the condenser fan motor have their own ground (Radiator fan motor : G01-2, Condenser fan motor : G02).
In low speed mode, the module will ground the coil of the radiator fan relay and battery voltage will then supplied to the radiator fan motor and condenser fan motor. In this case, the radiator fan motor and condenser fan motor have a common ground (G02).

E2QE009C

MEMO

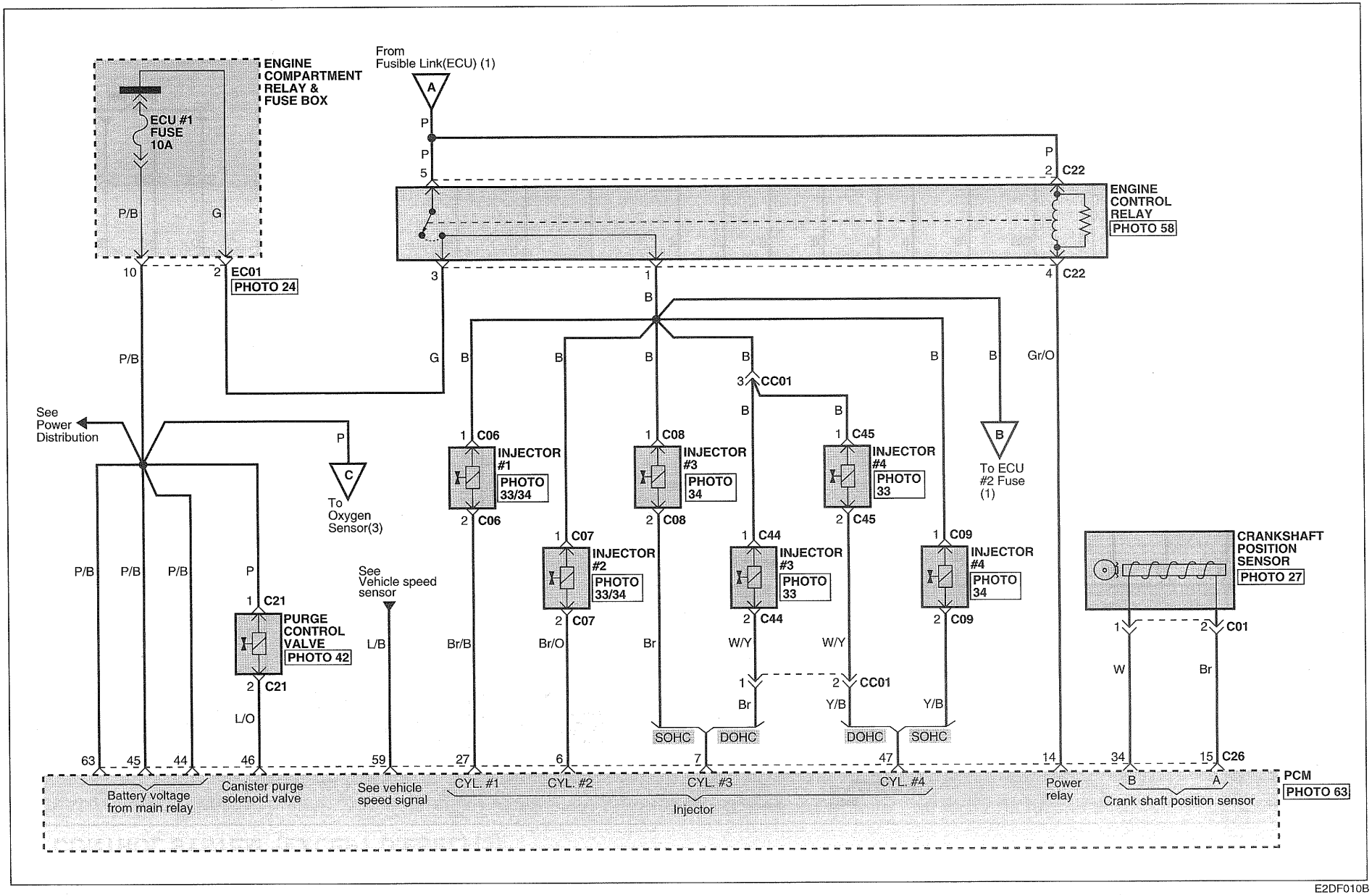
MEMO

MFI CONTROL SYSTEM (EXCEPT DIESEL) (1)



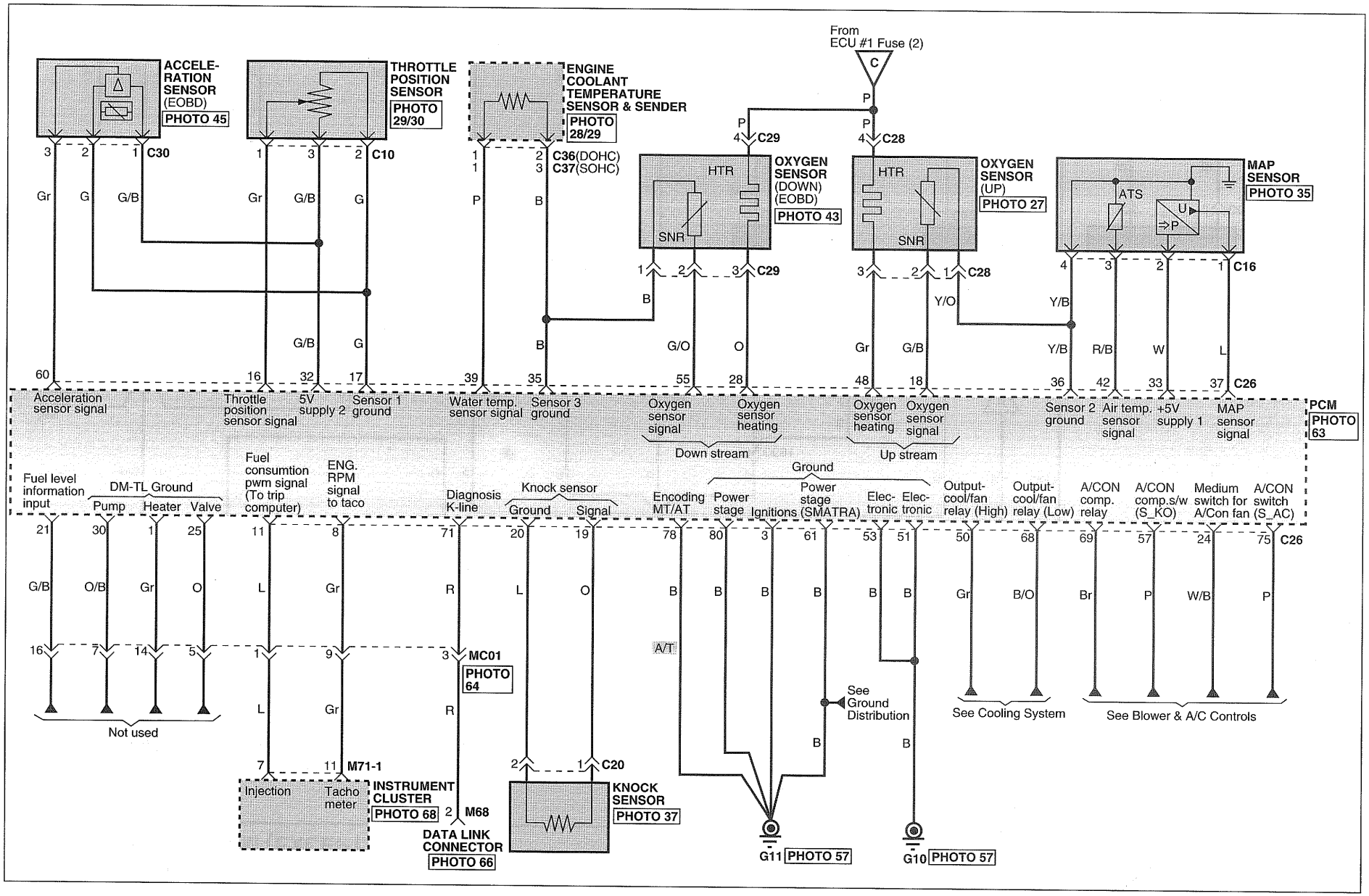
E2DF010A

MFI CONTROL SYSTEM (EXCEPT DIESEL) (2)

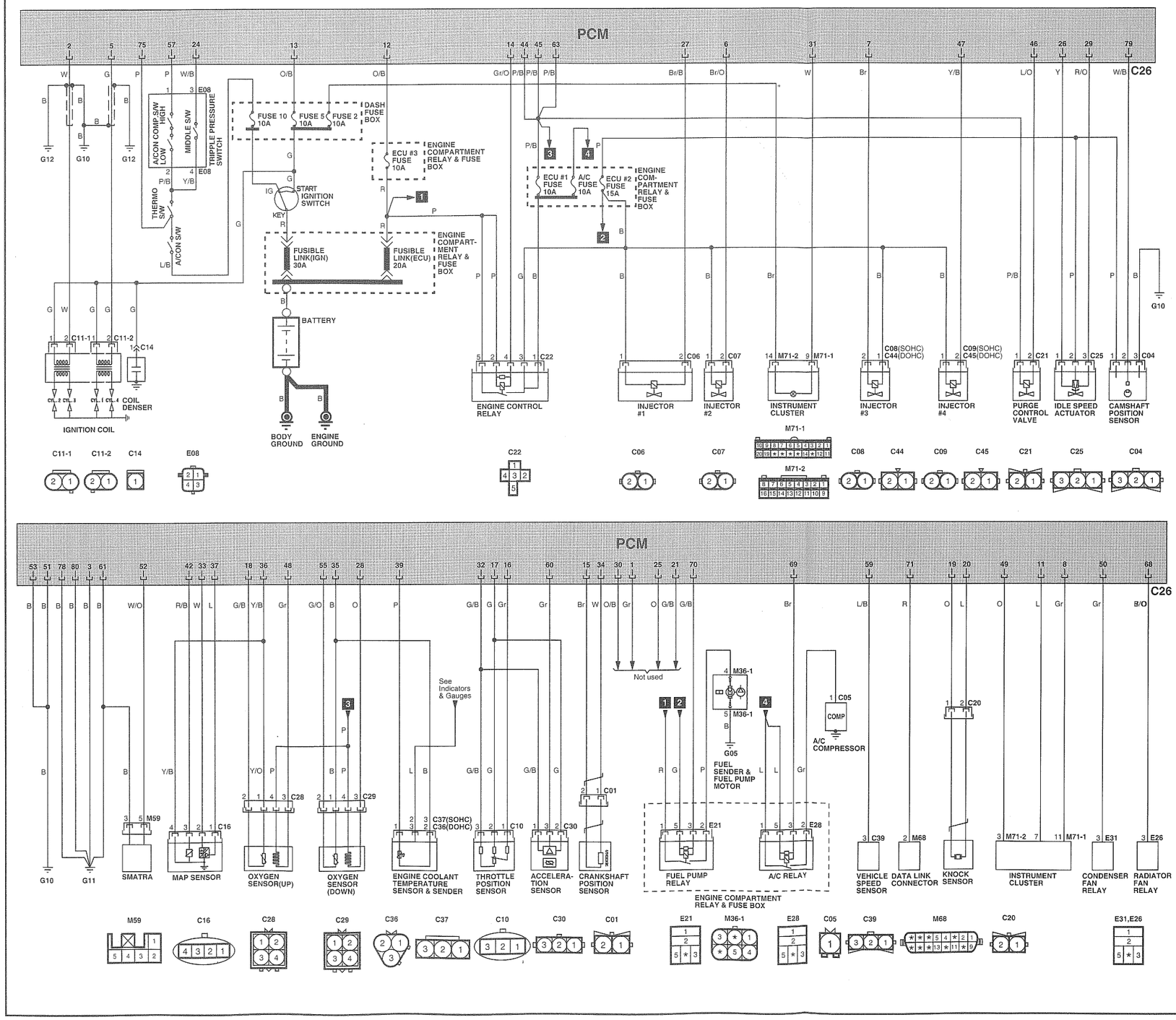


E2DF010B

MFI CONTROL SYSTEM (EXCEPT DIESEL) (3)



MFI CONTROL SYSTEM (EXCEPT DIESEL)



PIN ARRANGEMENT

PIN	ASSOCIATED FUNCTION	PIN	ASSOCIATED FUNCTION
1	GROUND OF DH-TL(HEATER)	42	AIR TEMP. SENSOR SIGNAL
2	IGNITION SIGNAL (CYL.#2, #3)	43	-
3	GND OF IGNITIONS	44	BATTERY VOLTAGE FROM MAIN RELAY
4	-	45	BATTERY VOLTAGE FROM MAIN RELAY
5	IGNITION SIGNAL (CYL.#1, #4)	46	CANISTER PURGE SOLENOID VALVE
6	INJECTOR (CYL.#2)	47	INJECTOR (CYL.#4)
7	INJECTOR (CYL.#3)	48	OXYGEN SENSOR HEATING (UP STREAM)
8	Td(ENG.RPM) SIGNAL TO TACO	49	VSS LAMP (SMATRA IMMO.)
9	-	50	OUTPUT-COOL/FAN RELAY(HIGH)
10	-	51	GROUND OF ELECTRONIC
11	FUEL CONSUMPTION PWM SIGNAL(TO TRIP COMPUTER)	52	THIEF PROTECTION (SMATRA IMMO.)
12	BATTERY VOLTAGE SUPPLY	53	GROUND OF ELECTRONIC
13	IGNITION SWITCH	54	-
14	POWER RELAY	55	OXYGEN SENSOR SIGNAL (DOWN STREAM)
15	CRANKSHAFT POSITION SENSOR A	56	-
16	THROTTLE POSITION SENSOR SIGNAL	57	A/CON COMP. S/W (S_KO)
17	SENSOR 1 GND (TPS, ACC. SENSOR)	58	-
18	OXYGEN SENSOR SIGNAL (UP STREAM)	59	VEHICLE SPEED SIGNAL
19	KNOCK SENSOR SIGNAL	60	ACCELERATION SENSOR SIGNAL
20	GROUND OF KNOCK SENSOR	61	GND OF POWER STAGE (SMATRA)
21	FUEL LEVEL INFORMATION INPUT	62	-
22	-	63	BATTERY VOLTAGE FROM MAIN RELAY
23	-	64	-
24	MEDIUM SWITCH FOR A/CON FAN	65	-
25	GROUND OF DM-TL (PUMP)	66	-
26	IDLE SPEED ACTUATOR (CLOSE)	67	-
27	INJECTOR (CYL.#1)	68	OUTPUT-COOL/FAN RELAY(LOW)
28	OXYGEN SENSOR HEATING (DOWN STREAM)	69	A/CON COMP. RELAY
29	IDLE SPEED ACTUATOR (OPEN)	70	FUEL PUMP RELAY
30	GROUND OF DM-TL (PUMP)	71	DIAGNOSIS K-LINE
31	MALFUNCTION INDICATING LAMP	72	-
32	+5V SUPPLY 2 (TPS, ACC. SENSOR)	73	-
33	+5V SUPPLY 1 (ATS/MAP)	74	-
34	CRANKSHAFT POSITION SENSOR B	75	A/CON SWITCH (S_AC)
35	SENSOR 3 GROUND (O2 SENSOR, WTS)	76	-
36	SENSOR 2 GROUND (O2 SENSOR, ATS/MAP)	77	-
37	MAP SENSOR SIGNAL	78	ENCODING MT/AT
38	-	79	TDC SENSOR SIGNAL
39	WATER TEMP. SENSOR SIGNAL	80	GROUND OF POWER STAGE
40	-	81	-
41	-		

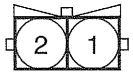
C26

1	2	*	80	79	78	*	*	75	*	*	*	71	70	69	68	*	*	*	*	63					
	3	*	61	60	59	*	57	*	55	*	53	52	51	50	49	48	47	46	45	44					
		*	42	*	*	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25					
4	5	24	*	*	21	20	19	18	17	16	15	14	13	12	11	*	*	8	7	6					

E2DF010F

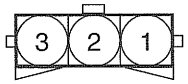
MFI CONTROL SYSTEM (EXCEPT DIESEL) (4)

C01



CR02F041

C04

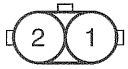


CR03F029

C05

CR01F020

C06



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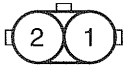
C07



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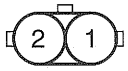
C08



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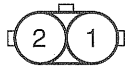
C09



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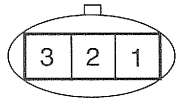
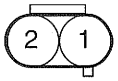
C10



CR03F063

C11-1



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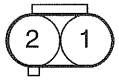
C11-2

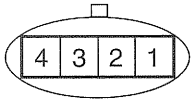


CR02F043

C14

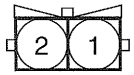
CR01F029

C16



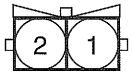
CR04F053

C20



CR02F041

C21



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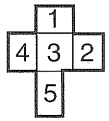
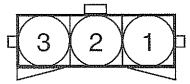
C22



CR05F007

C25



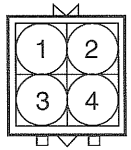
CR03F029

C26

1	2	*	80	79	78	*	*	75	*	*	*	71	70	69	68	*	*	*	*	63
	3	*	61	60	59	*	57	*	55	*	53	52	51	50	49	48	47	46	45	44
		*	42	*	*	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
4	5	24	*	*	21	20	19	18	17	16	15	14	13	12	11	*	*	8	7	6

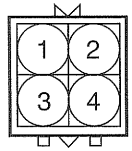
CR81F002

C28



CR04M008

C29

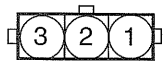


CR04M008

E2DF010D

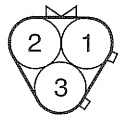
MFI CONTROL SYSTEM (EXCEPT DIESEL) (5)

C30



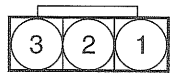
CR03F003

C36



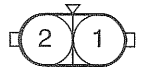
CR03F020

C37



CR03F071

C44



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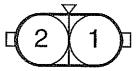
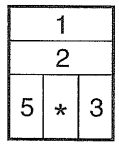
C45



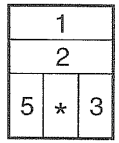
CR02F066

E21



CR05F005

E28

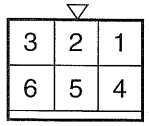


CR05F005

E50

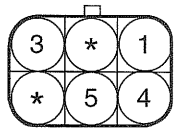
Located in Engine Compartment Fuse & Relay Box

M11



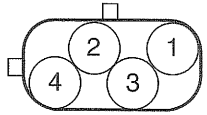
CR06F037

M36-1



CR06F011

M52

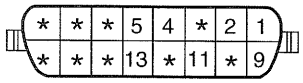


CR04F070

M57

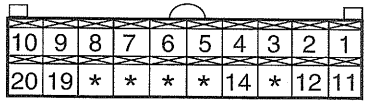
CR01F006

M68



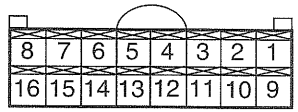
CR16F022

M71-1



CR20F021

M71-2



CR16F017

BLANK

Circuit Description

The Multiport Fuel Injection (MFI) control system is an electronic fuel metering system with fuel injectors near the inlet ports of each cylinder. The amount of fuel injection is determined by the PCM. The emission control system includes oxygen sensors and catalystic converters (unleaded fuel only).

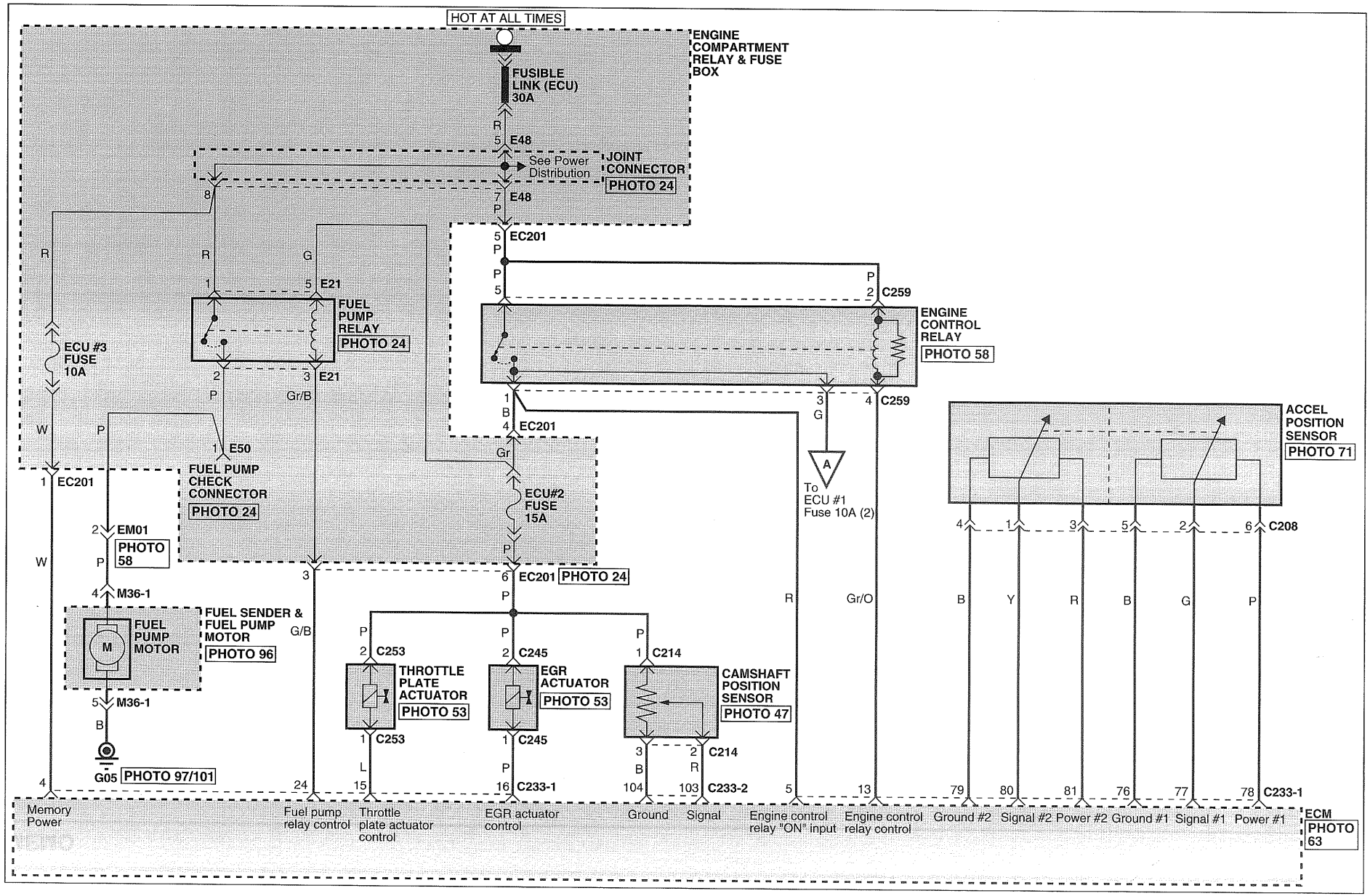
The MFI's three major functions are air-fuel mixture, idle speed control and ignition timing control. Refer to the shop manual, section FL for details.

E2DF010E

MEMO

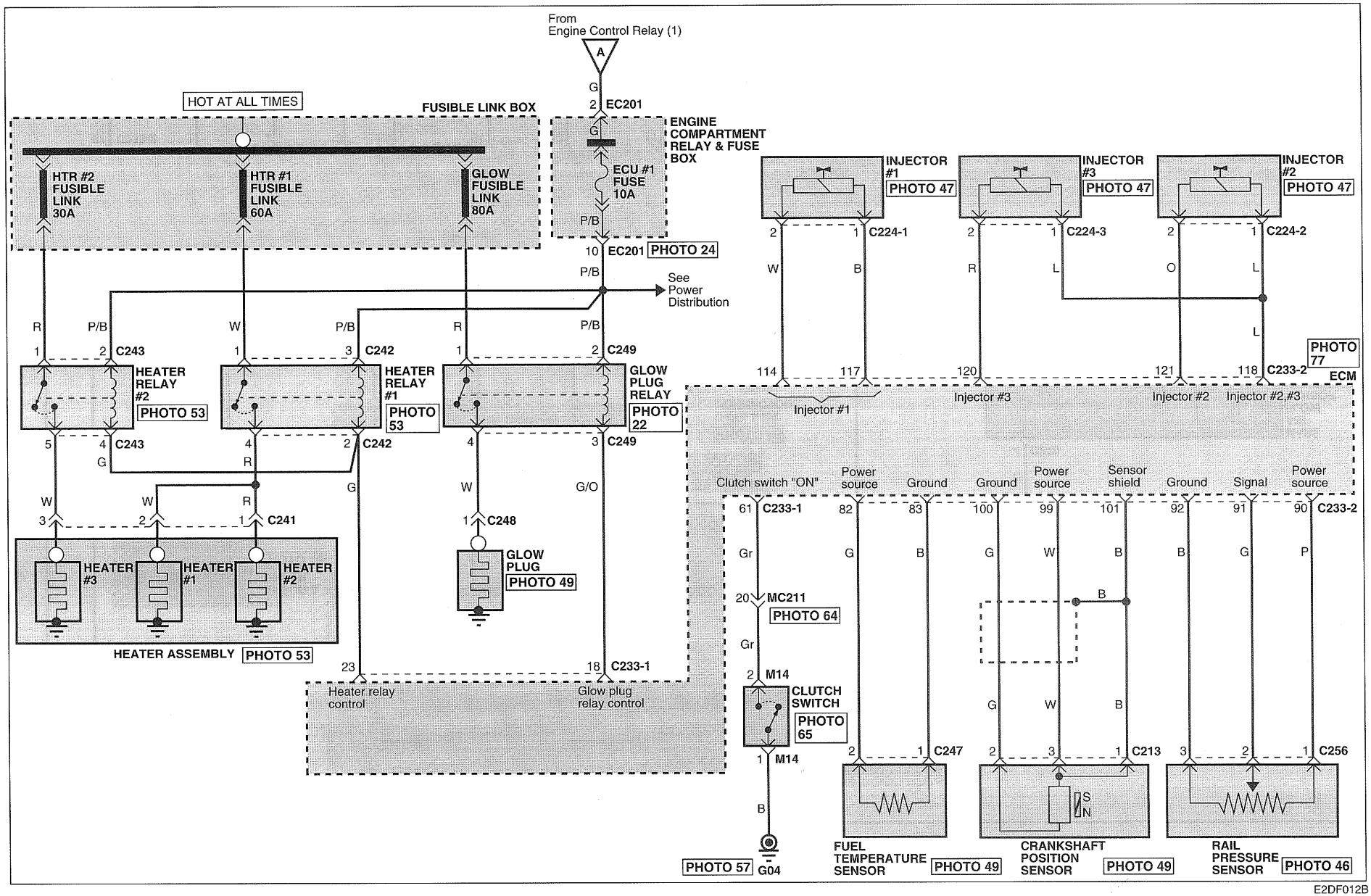
MEMO

MFI CONTROL SYSTEM (DIESEL) (1)



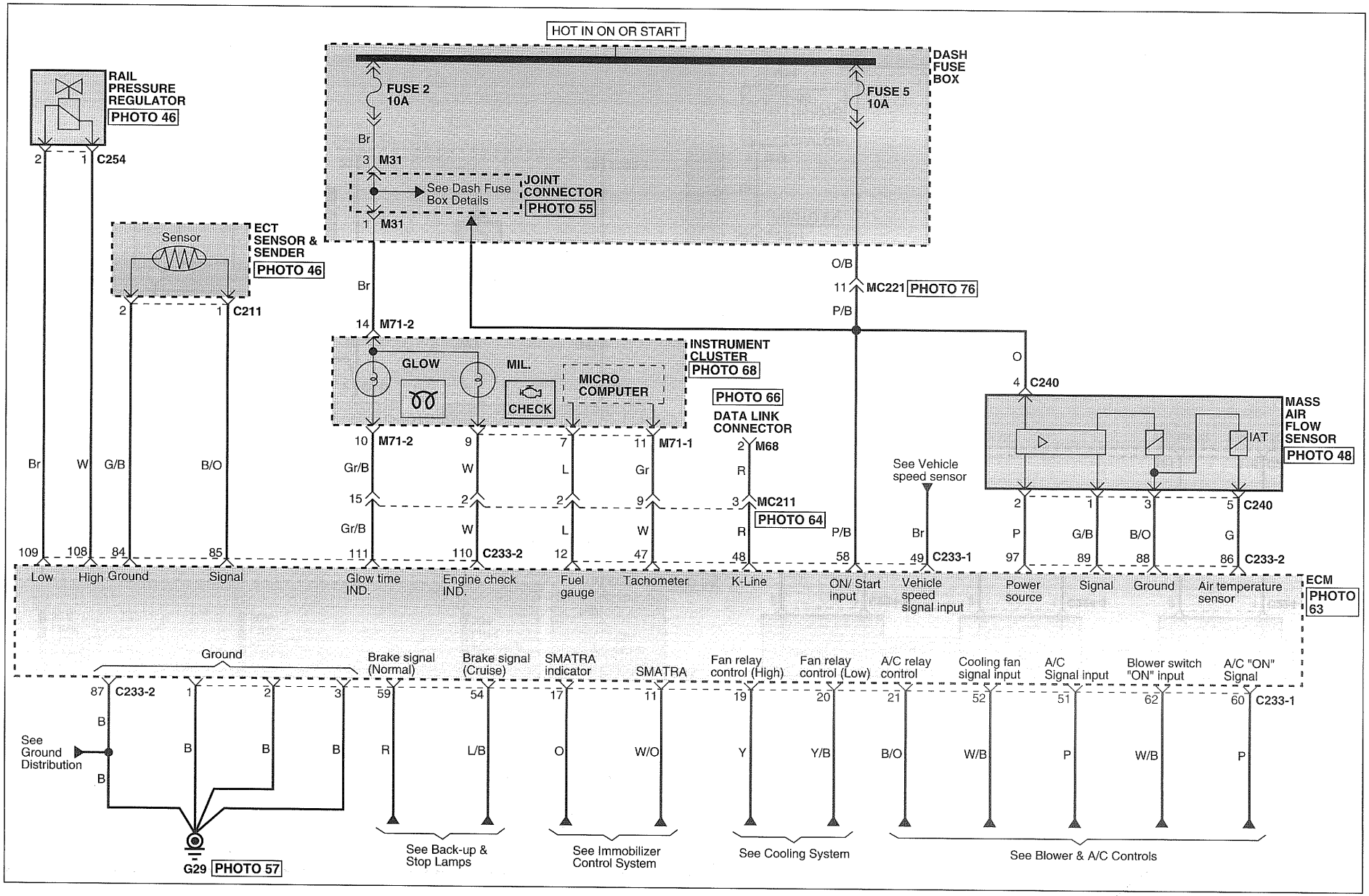
E2DF012A

MFI CONTROL SYSTEM (DIESEL) (2)



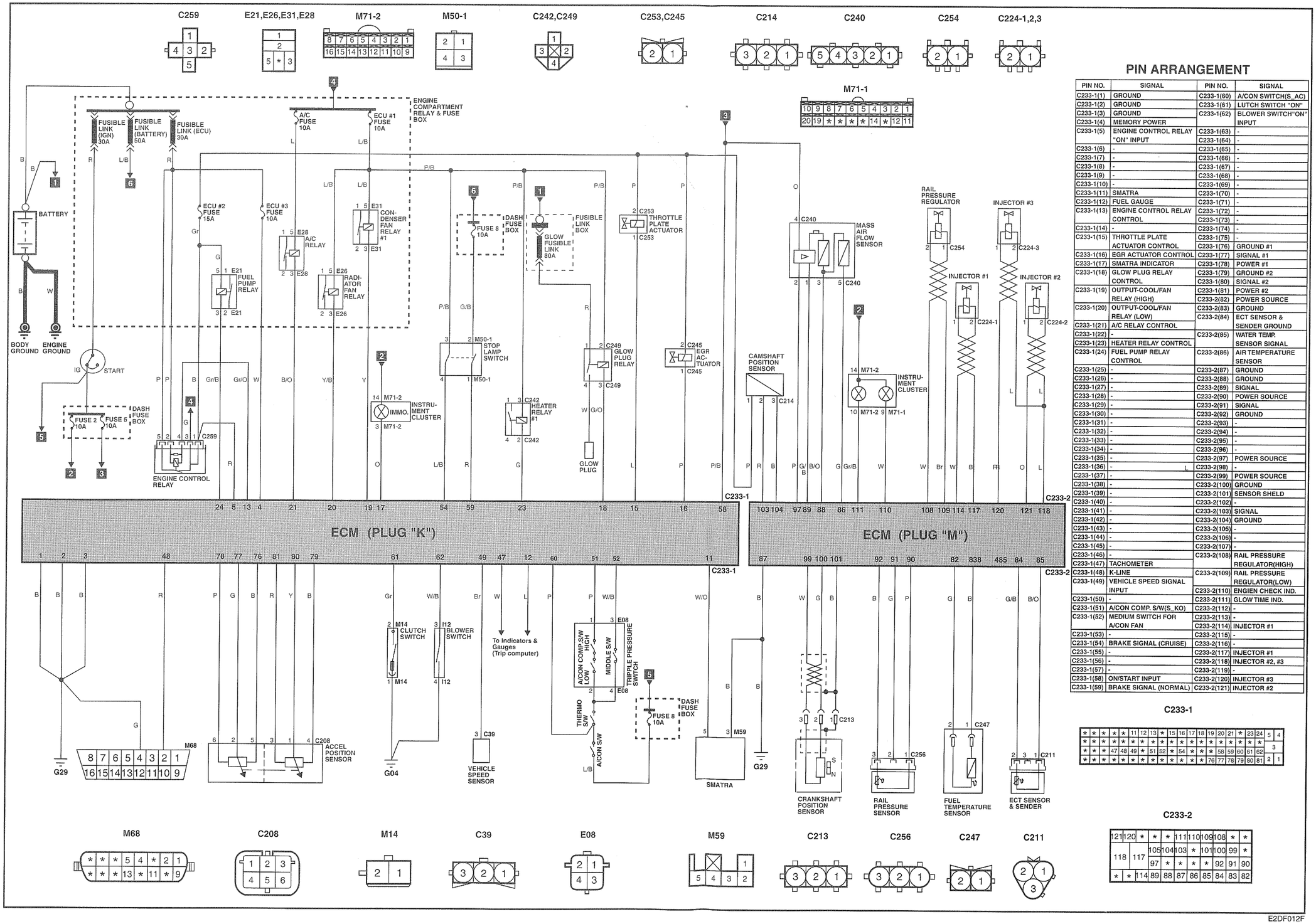
E2DF012B

MFI CONTROL SYSTEM (DIESEL) (3)



E2DF012C

MFI CONTROL SYSTEM (DIESEL)



PIN ARRANGEMENT

PIN NO.	SIGNAL	PIN NO.	SIGNAL
C233-1(1)	GROUND	C233-1(60)	A/CON SWITCH(S_AC)
C233-1(2)	GROUND	C233-1(61)	LUTCH SWITCH "ON"
C233-1(3)	GROUND	C233-1(62)	BLOWER SWITCH"ON"
C233-1(4)	MEMORY POWER		INPUT
C233-1(5)	ENGINE CONTROL RELAY "ON" INPUT	C233-1(63)	-
		C233-1(64)	-
C233-1(6)	-	C233-1(65)	-
C233-1(7)	-	C233-1(66)	-
C233-1(8)	-	C233-1(67)	-
C233-1(9)	-	C233-1(68)	-
C233-1(10)	-	C233-1(69)	-
C233-1(11)	SMATRA	C233-1(70)	-
C233-1(12)	FUEL GAUGE	C233-1(71)	-
C233-1(13)	ENGINE CONTROL RELAY CONTROL	C233-1(72)	-
		C233-1(73)	-
C233-1(14)	-	C233-1(74)	-
C233-1(15)	THROTTLE PLATE ACTUATOR CONTROL	C233-1(75)	-
		C233-1(76)	GROUND #1
C233-1(16)	EGR ACTUATOR CONTROL	C233-1(77)	SIGNAL #1
C233-1(17)	SMATRA INDICATOR	C233-1(78)	POWER #1
C233-1(18)	GLOW PLUG RELAY CONTROL	C233-1(79)	GROUND #2
		C233-1(80)	SIGNAL #2
C233-1(19)	OUTPUT-COOL/FAN RELAY (HIGH)	C233-1(81)	POWER #2
		C233-2(82)	POWER SOURCE
C233-1(20)	OUTPUT-COOL/FAN RELAY (LOW)	C233-2(83)	GROUND
		C233-2(84)	ECT SENSOR & SENDER GROUND
C233-1(21)	A/C RELAY CONTROL		
C233-1(22)	-	C233-2(85)	WATER TEMP. SENSOR SIGNAL
C233-1(23)	HEATER RELAY CONTROL		
C233-1(24)	FUEL PUMP RELAY CONTROL	C233-2(86)	AIR TEMPERATURE SENSOR
C233-1(25)	-	C233-2(87)	GROUND
C233-1(26)	-	C233-2(88)	GROUND
C233-1(27)	-	C233-2(89)	SIGNAL
C233-1(28)	-	C233-2(90)	POWER SOURCE
C233-1(29)	-	C233-2(91)	SIGNAL
C233-1(30)	-	C233-2(92)	GROUND
C233-1(31)	-	C233-2(93)	-
C233-1(32)	-	C233-2(94)	-
C233-1(33)	-	C233-2(95)	-
C233-1(34)	-	C233-2(96)	-
C233-1(35)	-	C233-2(97)	POWER SOURCE
C233-1(36)	-	C233-2(98)	-
C233-1(37)	-	C233-2(99)	POWER SOURCE
C233-1(38)	-	C233-2(100)	GROUND
C233-1(39)	-	C233-2(101)	SENSOR SHELD
C233-1(40)	-	C233-2(102)	-
C233-1(41)	-	C233-2(103)	SIGNAL
C233-1(42)	-	C233-2(104)	GROUND
C233-1(43)	-	C233-2(105)	-
C233-1(44)	-	C233-2(106)	-
C233-1(45)	-	C233-2(107)	-
C233-1(46)	-	C233-2(108)	RAIL PRESSURE REGULATOR(HIGH)
C233-1(47)	TACHOMETER		
C233-1(48)	K-LINE	C233-2(109)	RAIL PRESSURE REGULATOR(LOW)
C233-1(49)	VEHICLE SPEED SIGNAL INPUT	C233-2(110)	ENGIEN CHECK IND.
C233-1(50)	-	C233-2(111)	GLOW TIME IND.
C233-1(51)	A/CON COMP. S/W(S_KO)	C233-2(112)	-
C233-1(52)	MEDIUM SWITCH FOR A/CON FAN	C233-2(113)	-
		C233-2(114)	INJECTOR #1
C233-1(53)	-	C233-2(115)	-
C233-1(54)	BRAKE SIGNAL (CRUISE)	C233-2(116)	-
C233-1(55)	-	C233-2(117)	INJECTOR #1
C233-1(56)	-	C233-2(118)	INJECTOR #2, #3
C233-1(57)	-	C233-2(119)	-
C233-1(58)	ON/START INPUT	C233-2(120)	INJECTOR #3
C233-1(59)	BRAKE SIGNAL (NORMAL)	C233-2(121)	INJECTOR #2

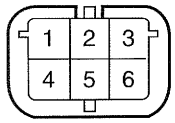
C233-1

C233-2

E2DF012F

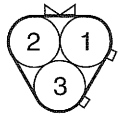
MFI CONTROL SYSTEM (DIESEL) (4)

C208



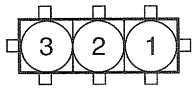
CR06M011

C211



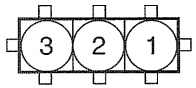
CR03F020

C213



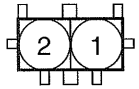
CR03F082

C214



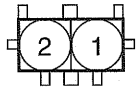
CR03F082

C224-1



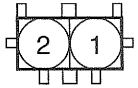
CR02F121

C224-2



CR02F121

C224-3



CR02F121

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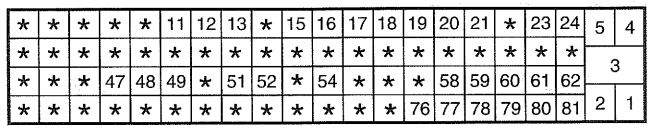
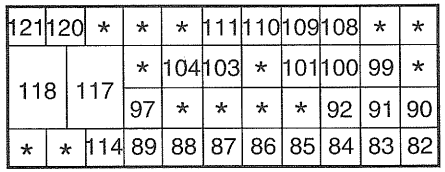
C233-1



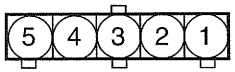
CR81F001

C233-2



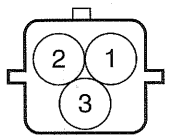
CR40f007

C240



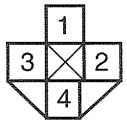
CR05F032

C241



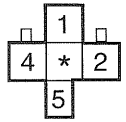
CR03F096

C242



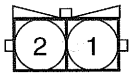
CR04F067

C243



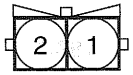
CR05F022

C245



CR02F041

C247

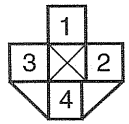


CR02F041

C248

CR01F039

C249

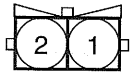


CR04F067

E2DF012D

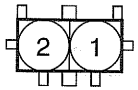
MFI CONTROL SYSTEM (DIESEL) (5)

C253



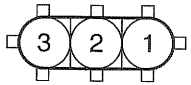
CR02F041

C254



CR02F121

C256



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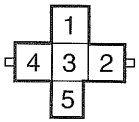
C259



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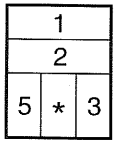
E21

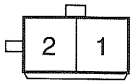


CR05F005

E50

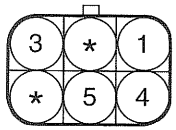
Located in Engine Compartment Fuse & Relay Box

M14



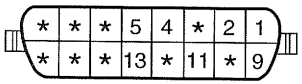
CR02F046

M36-1



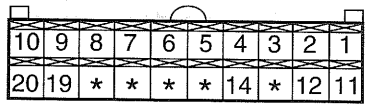
CR06F011

M68



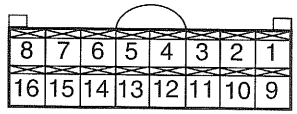
CR16F022

M71-1



CR20F021

M71-2



CR16F017

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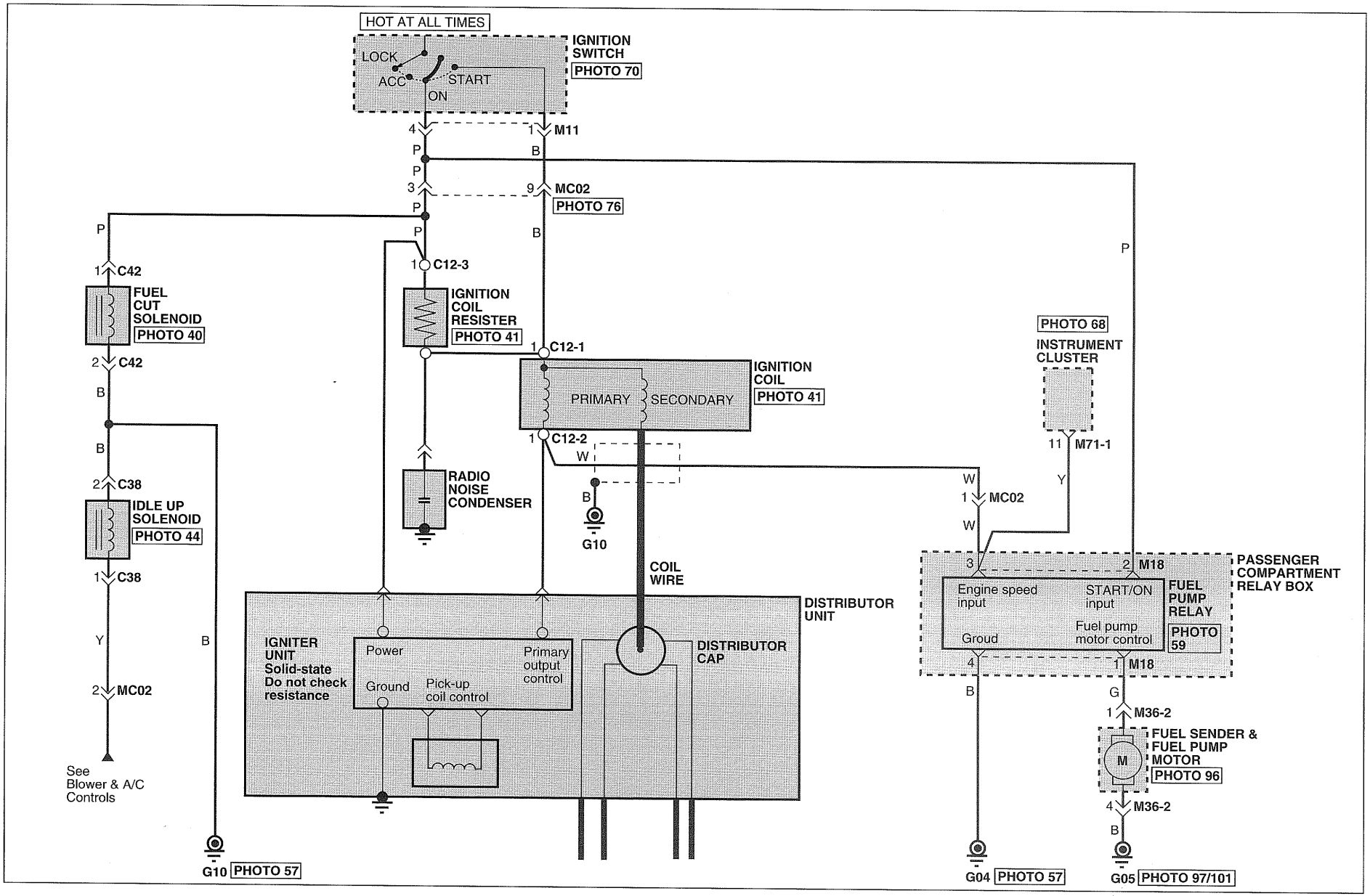
E2DF012E

MEMO

MEMO

MFI CONTROL SYSTEM (CARBURETOR) (1)



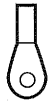
E2DF013A

MFI CONTROL SYSTEM (CARBURETOR) (2)

C12-1

CR01F002

C12-2

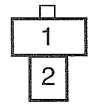


CR01F002

C12-3

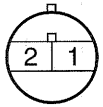
CR01F002

C38



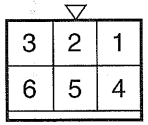
CR02F012

C42



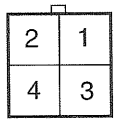
CR02F024

M11



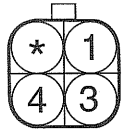
CR06F037

M18



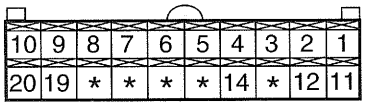
CR04F001

M36-2



CR04F014

M17-1



CR20F021

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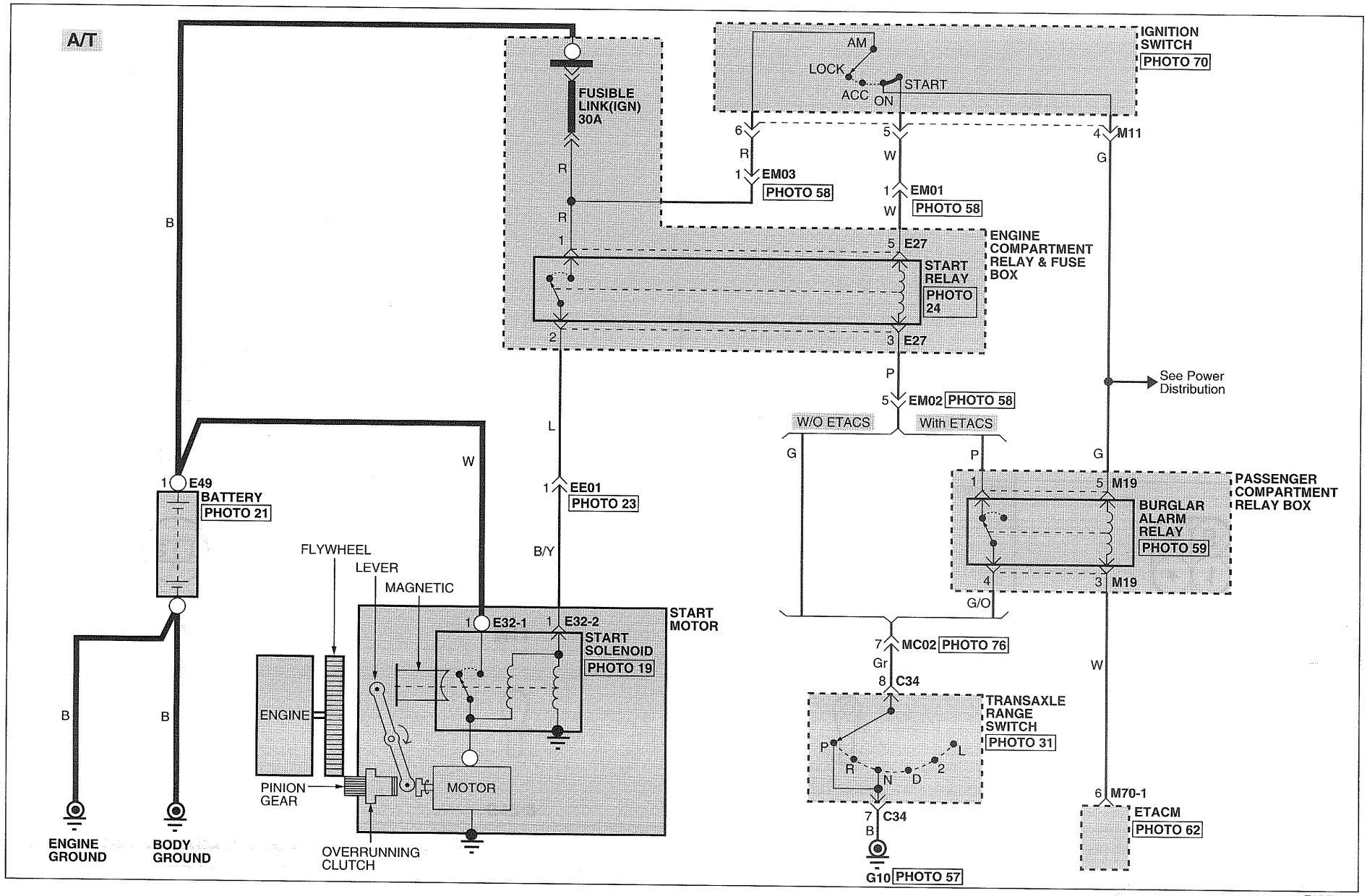
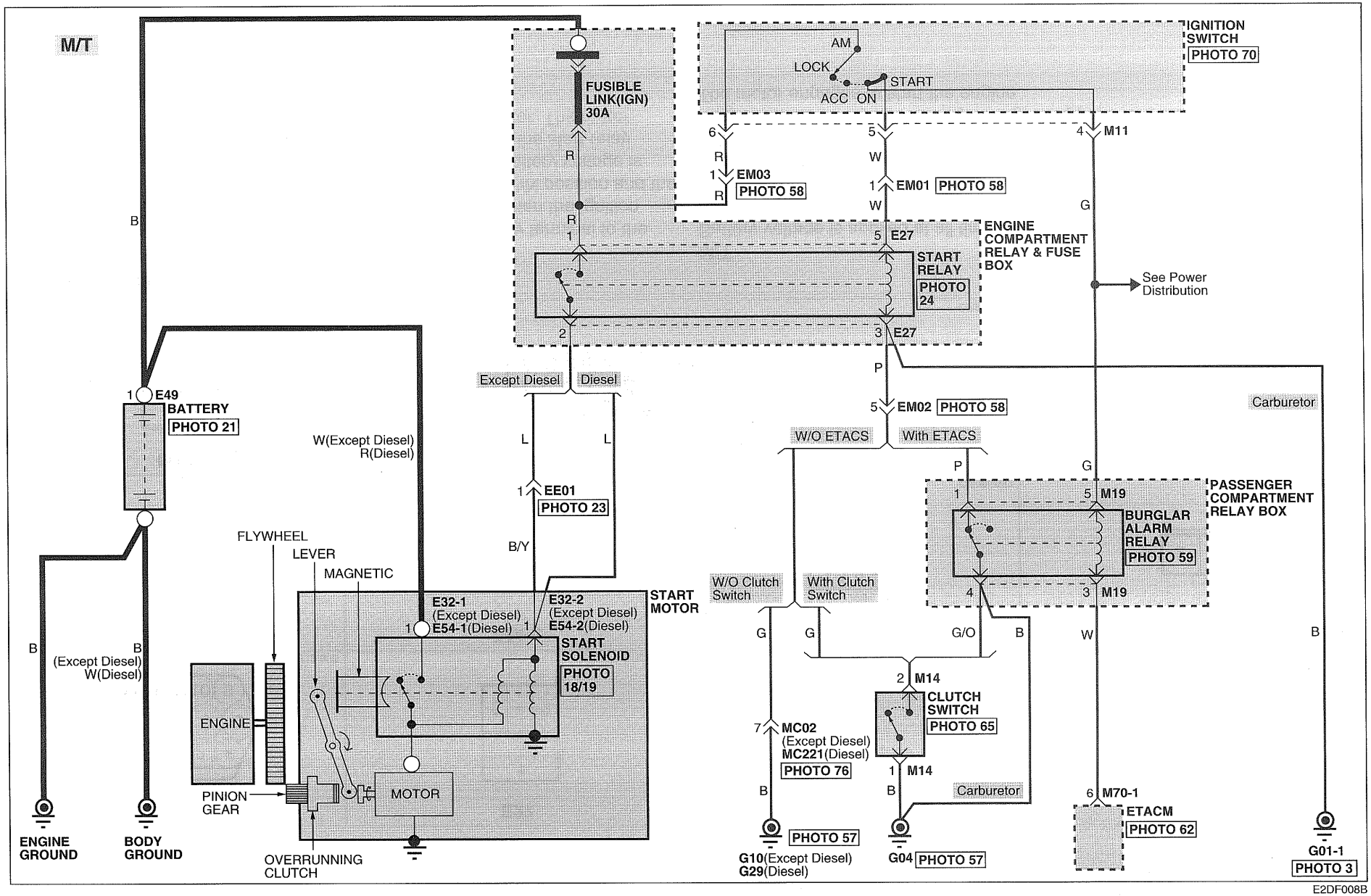
E2DF013B

STARTING SYSTEM (1)



E2DF008A

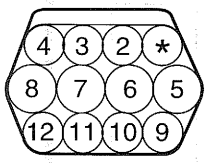
STARTING SYSTEM (2)



E2DF008B

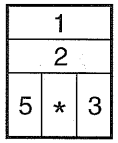
STARTING SYSTEM (3)

C34



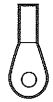
CR12f005

E27



CR05F005

E32-1

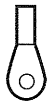


CR01F002

E32-2

CR01F006

E54-1

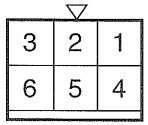


CR01F002

E54-2

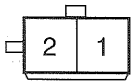
CR01F005

M11



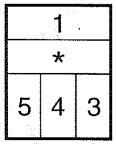
CR06F037

M14



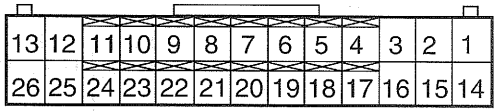
CR02F046

M19



CR05F005

M70-1



CR28F003

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Circuit Description

A/T

Battery voltage is applied at all times from the positive battery terminal to the ignition switch and the normally open start relay contacts. When the ignition switch is turned to START, transaxle range switch is in the P/N position and the burglar alarm relay contact closed (controlled by ETACM), battery voltage is applied to the start relay coils. The start relay coils energize, the start relay contacts close, and battery voltage is applied to the start motor. The motor engages to start the engine.

M/T

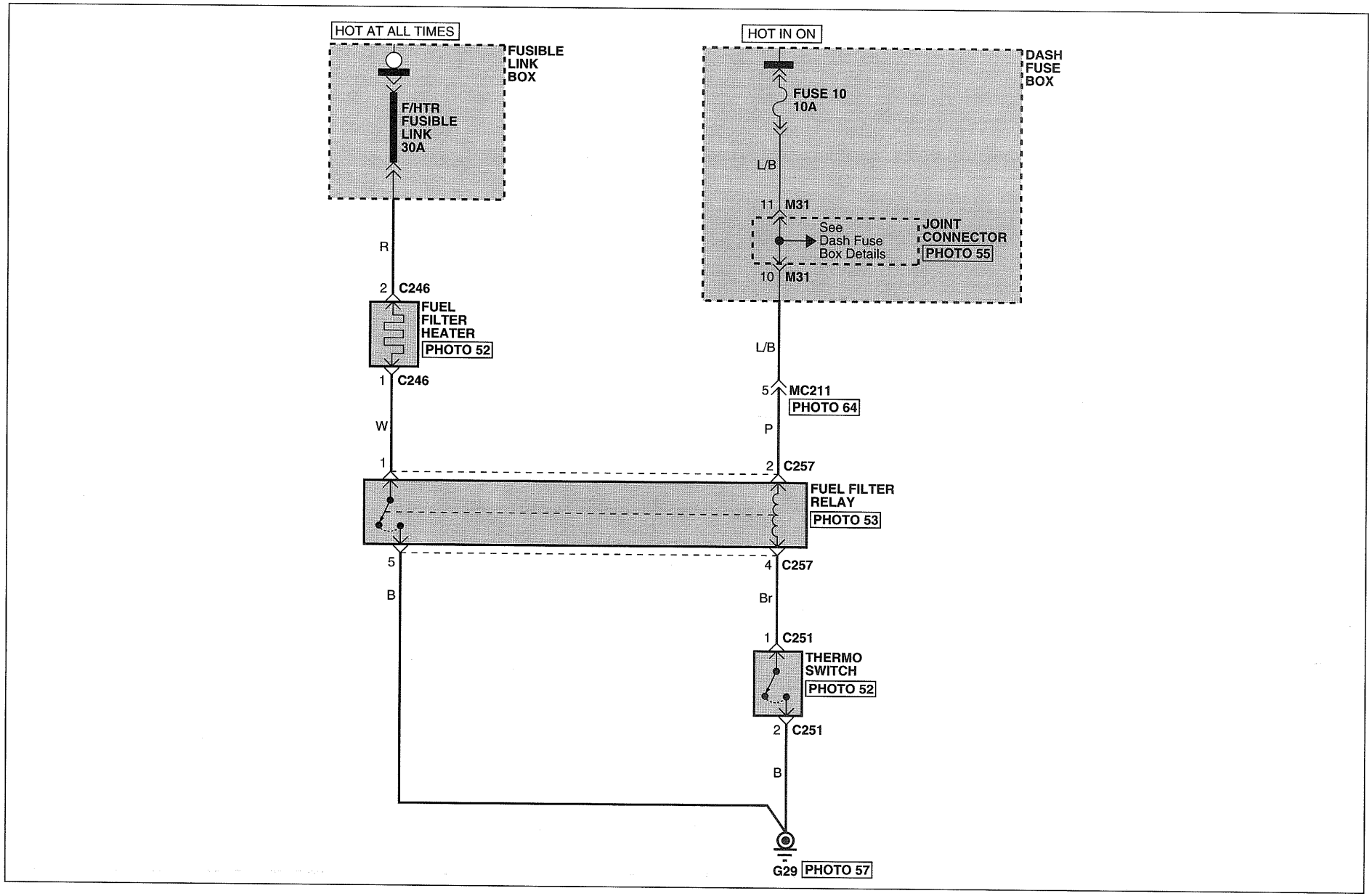
Battery voltage is applied at all times from the positive battery terminal to the ignition switch and the normally open start relay contacts. When the ignition switch is turned to START, the starter clutch pedal position switch is closed, and the burglar alarm relay contact closed (controlled by ETACM), battery voltage is applied to the start relay coils. The start relay coils energize, the start relay contacts close, and battery voltage is applied to the start motor. The motor engages to start the engine.

E2DF008C

MEMO

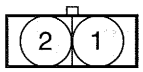
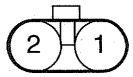
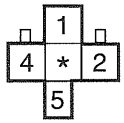
MEMO

FUEL FILTER HEATING SYSTEM (DIESEL) (1)



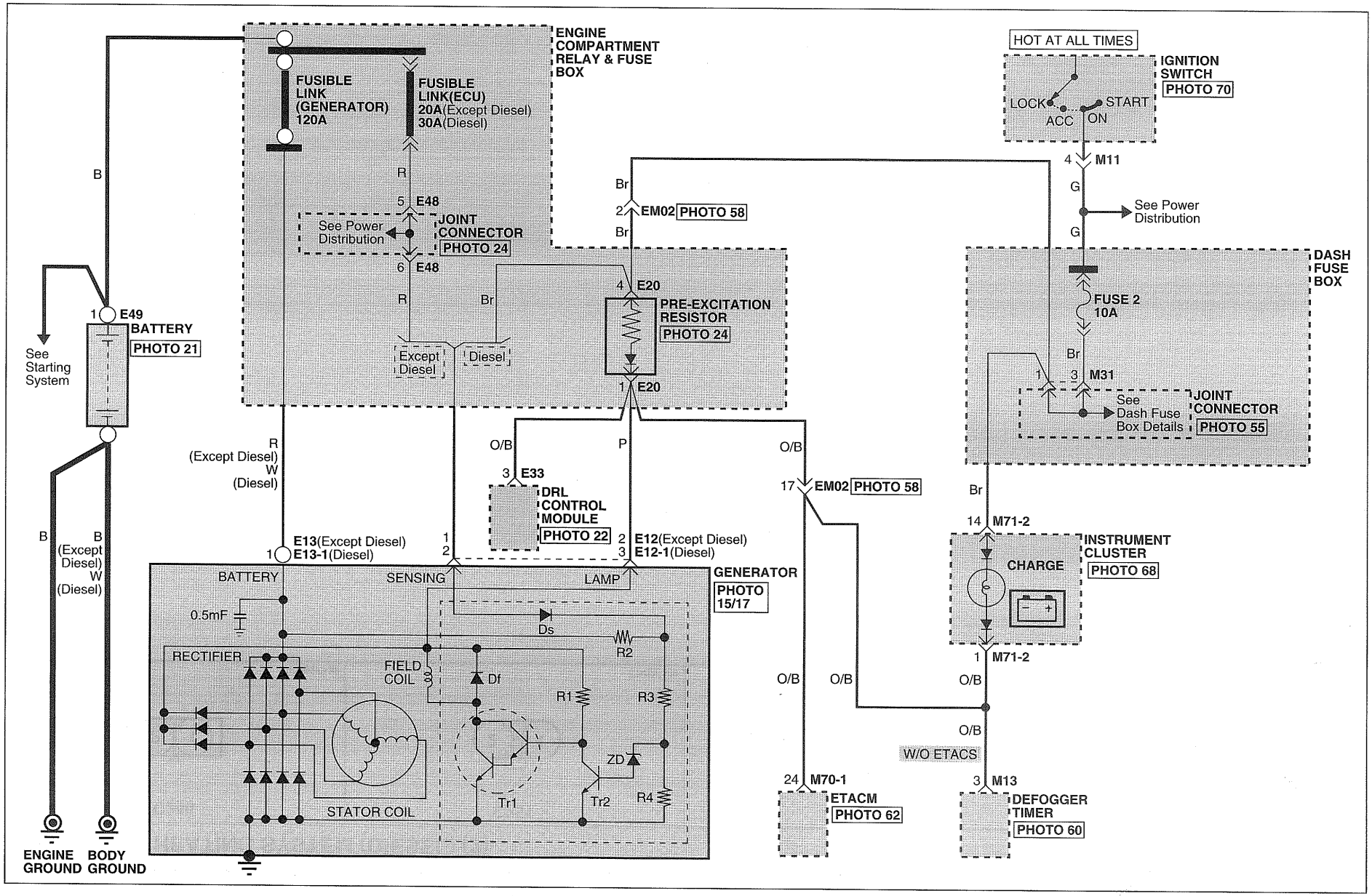
E2DF043A

FUEL FILTER HEATING SYSTEM (DIESEL) (2)

C246	C251	C257	BLANK
 CR02F138	 CR02F139	 CR05F022	

E2DF043B

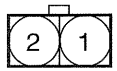
CHARGING SYSTEM (1)



E2DF007A

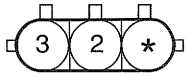
CHARGING SYSTEM (2)

E12



CR02F002

E12-1



CR03F102

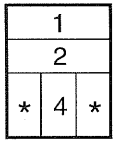
E13

CR01F002

E13-1

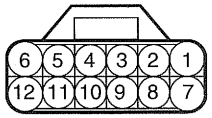
CR01F002

E20



CR05F005

E33

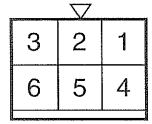


CR12F012

M11

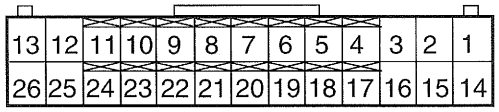
CR01F002

M11



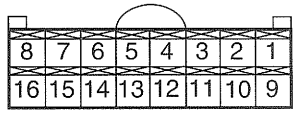
CR06F037

M70-1



CR26F003

M71-2



CR16F017

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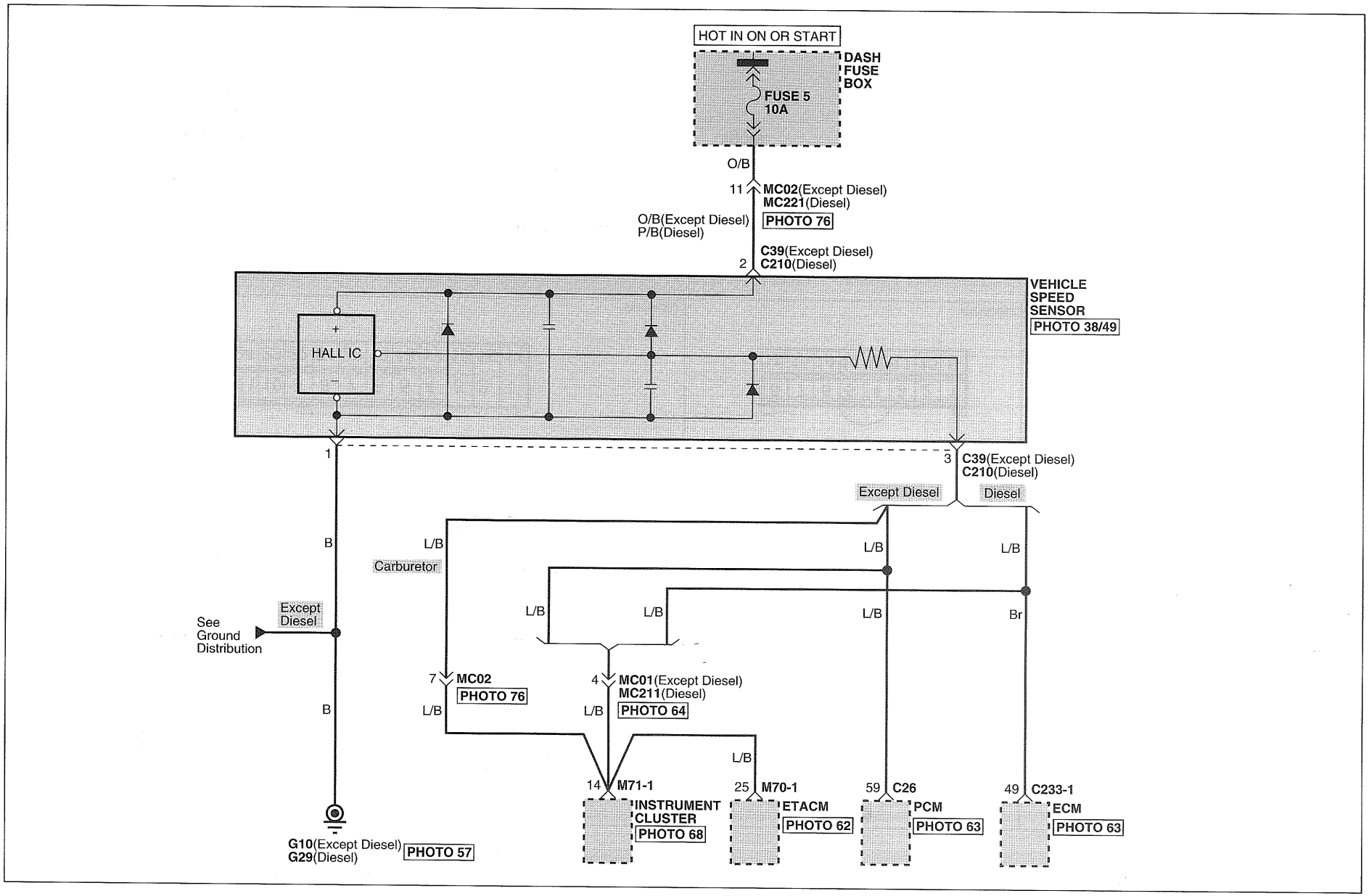
Circuit Description

The generator generates AC voltage in its windings by a belt driven by the engine. The rectifier converts this AC voltage to DC voltage. The voltage regulator, a component which is included in the generator frame, has a primary function of controlling the generator's output to meet electrical system requirements.
The regulator also controls the charge warning lamp. Fuse 2 supplies battery voltage to the charge warning indicator.
With the engine not running and the ignition switch in ON, terminal L of the regulator is grounded internally and the indicator lights up.

A small amount of current provided by both the charge warning lamp and the pre-excitation resistor is used to "excite" the magnetic field windings to start the charging process. With the engine running and the generator charging, terminal L voltage rises and the indicator goes out. If the generator fails to charge, terminal L remains below battery voltage and the indicator remains lights.

E2DF007B

VEHICLE SPEED SENSOR (1)



E2DF006A

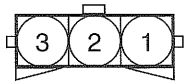
VEHICLE SPEED SENSOR (2)

C26

1	2	*	80	79	78	*	*	75	*	*	*	71	70	69	68	*	*	*	*	63
	3	*	61	60	59	*	57	*	55	*	53	52	51	50	49	48	47	46	45	44
		*	42	*	*	39	*	37	36	35	34	33	32	31	30	29	28	27	26	25
4	5	24	*	*	21	20	19	18	17	16	15	14	13	12	11	*	*	8	7	6

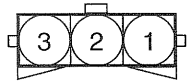
CR81F002

C39



CR03F029

C210



CR03F029

C233-1

*	*	*	*	*	11	12	13	*	15	16	17	18	19	20	21	*	23	24	5	4
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3	
*	*	*	47	48	49	*	51	52	*	54	*	*	*	58	59	60	61	62		
*	*	*	*	*	*	*	*	*	*	*	*	*	76	77	78	79	80	81	2	1

CR81F001

M70-1

13	12	11	10	9	8	7	6	5	4	3	2	1
26	25	24	23	22	21	20	19	18	17	16	15	14

CR26F003

M71-1

10	9	8	7	6	5	4	3	2	1
20	19	*	*	*	*	14	*	12	11

CR20F021

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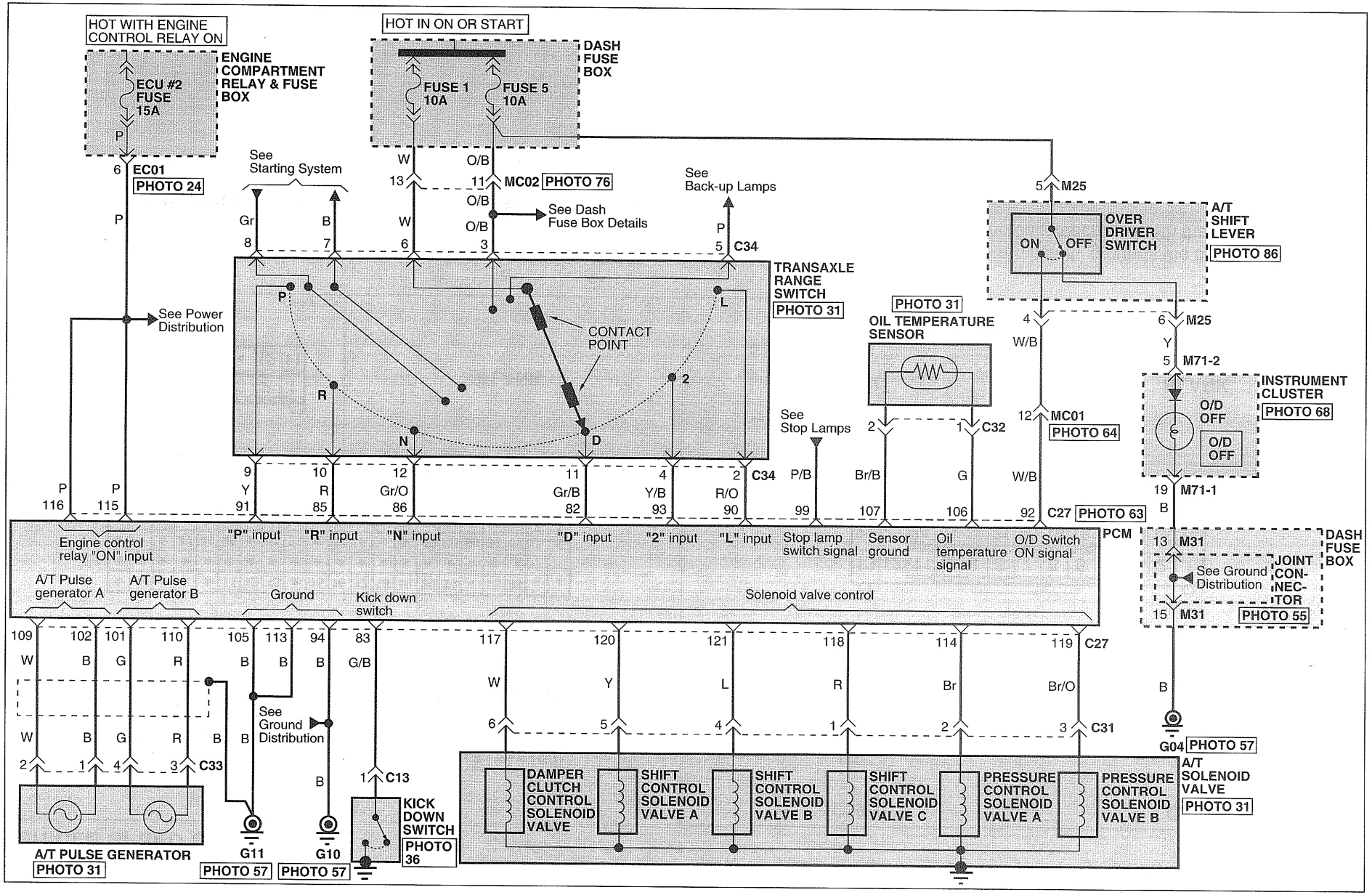
Circuit Description

The vehicle speed sensor, located on the speedometer driven gear in the transaxle, generates pulse signals that indicate the vehicle's speed and provides signals to the control modules to calcaulate the vehicle speed.

The vehicle speed sensor (VSS) intermittently grounds the circuits.
The number of pulses per minute increase/decrease with the speed of the car.

E2QE006B

AUTOMATIC TRANSAXLE CONTROL SYSTEM (1)



AUTOMATIC TRANSAXLE CONTROL SYSTEM (2)

C13

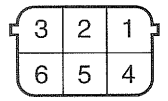
CR01F020

C27

82	83	*	85	86	*	*	*	114	115	116
90	91	92	93	94	*	*	*	117	118	
*	99	*	101	102	*	*	105			
106	107	*	109	110	*	*	113	119	120	121

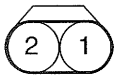
CR40F005

C31



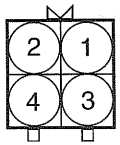
CR06F033

C32



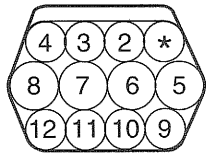
CR02F006

C33



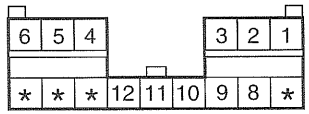
CR04F027

C34



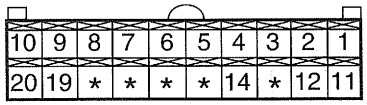
CR12F005

M25



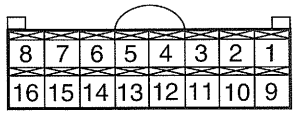
CR15F001

M71-1



CR20F021

M71-2



CR16F017

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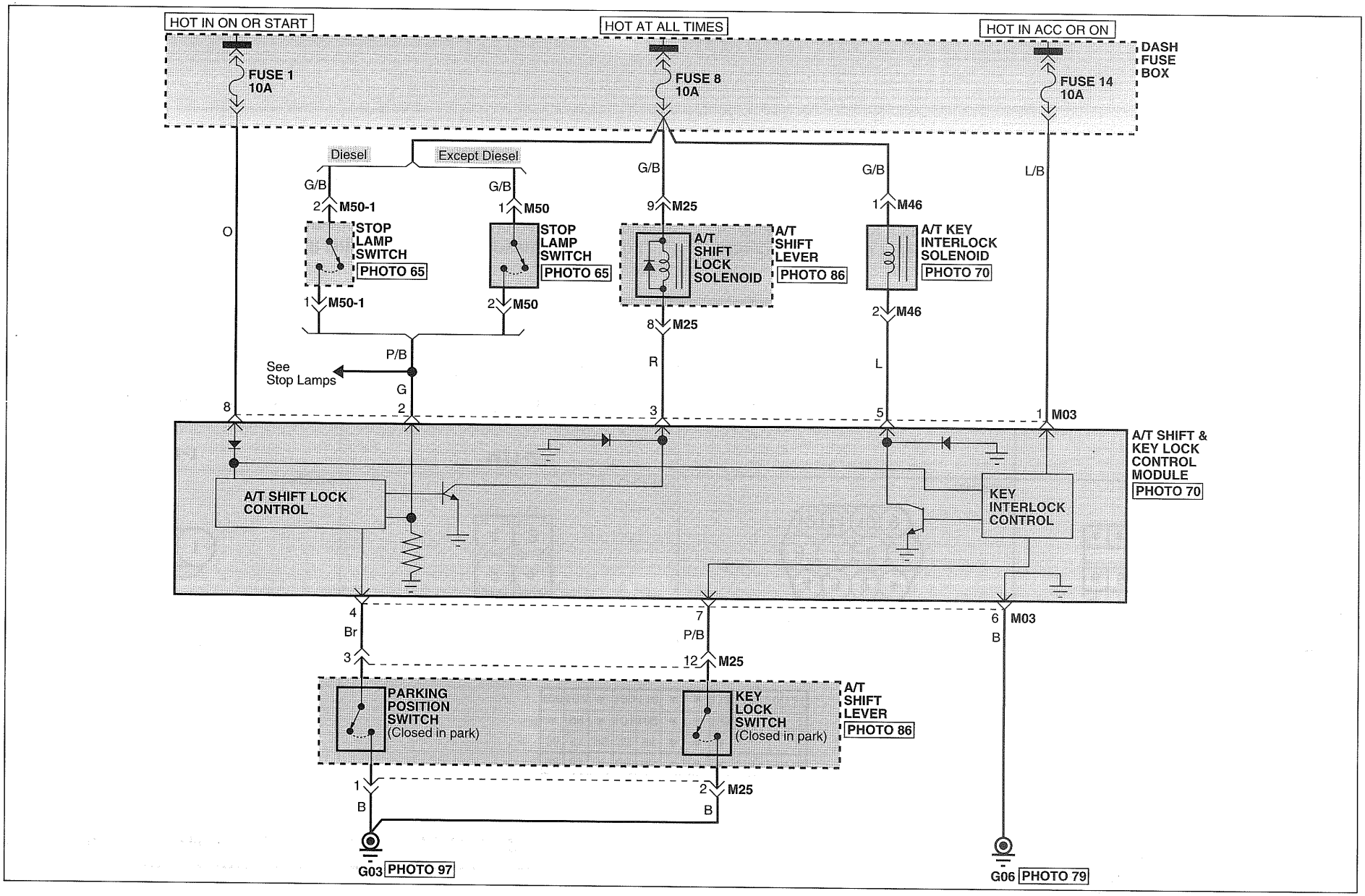
Circuit Description

The PCM provides precise gear shift timing and torque converter lock up by controlling the operation of the automatic transaxle solenoid valves (the Damper clutch control solenoid valve, the shift control solenoid valve A, B and C , and the pressure control solenoid valve A and B).

The PCM operates these solenoid valves based on input signals from various sensors (for instance, pulse generators and oil temperature sensor). The PCM has a built-in self diagnostic feature.

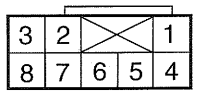
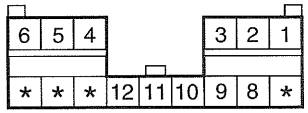
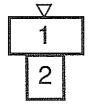
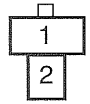
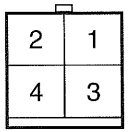
E2DF014B

SHIFT & KEY LOCK SYSTEM (1)



E2DF011A

SHIFT & KEY LOCK SYSTEM (2)

M03	M25	M46	M50
 CR08F005	 CR15F001	 CR02F007	 CR02F012
M50-1	**BLANK**	**BLANK**	**BLANK**
 CR04F016			

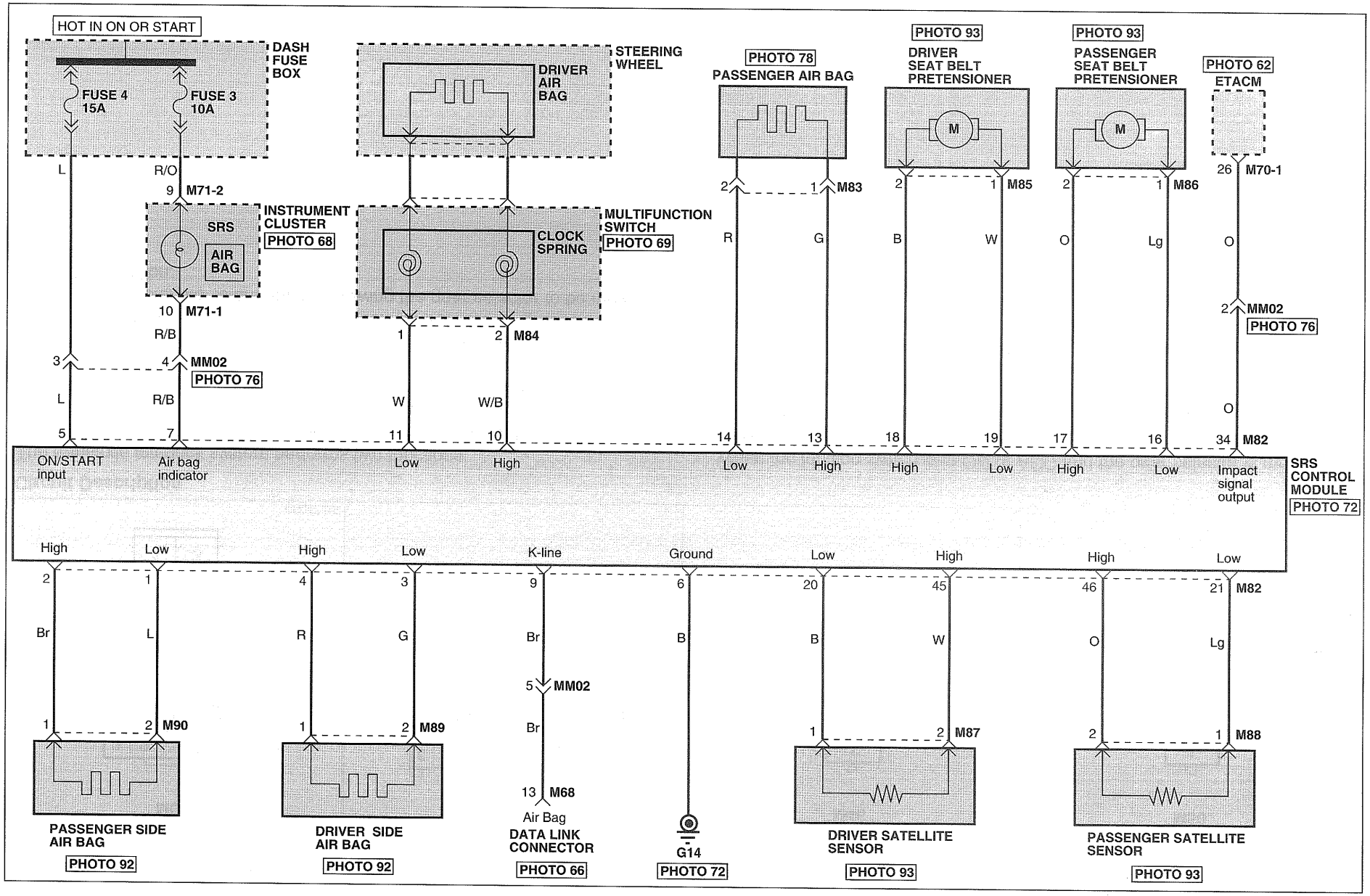
Circuit Description

The transaxle interlock system performs two functions;
it allows the ignition key to be removed only with the transaxle in PARK, and allows the transaxle to be released from PARK with only the brake pedal depressed. The transaxle and key lock control module receives voltage from fuse 14 with the ignition switch in ACC or ON, and from fuse 1 in ON or START.
With the ignition switch in ON, the park position switch closed and the brake pedal switch depressed, the transaxle and key lock control module grounds the shift lock solenoid. The solenoid is energized, allowing the gear selector to be moved out of the PARK position.

When the ignition switch is in ON or ACC and the gear selector is moved to PARK , the key lock switch is closed and the transaxle and key lock control module de-energizes the key lock solenoid. This allows the ignition key to be removed. In case the shift lock solenoid does not energize and release the gear selector when the brake pedal is depressed, a button beneath the console can be accessed by removing the plug at the top of the console and inserting a thin instrument to manually release the gear selector from PARK.

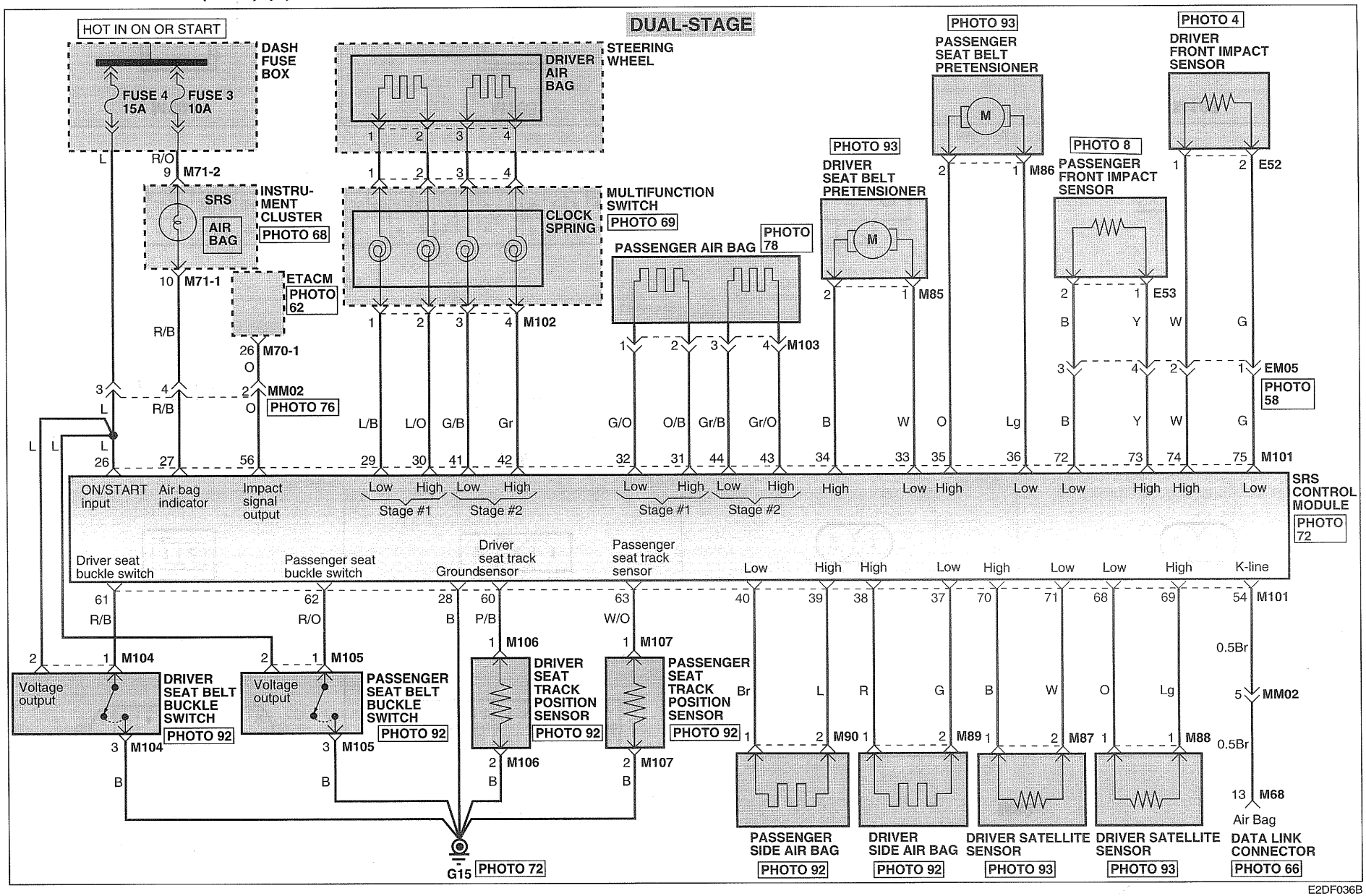
E2DF011B

AIR BAG SYSTEM (SRS) (1)



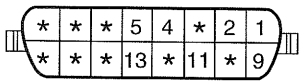
E2DF036A

AIR BAG SYSTEM (SRS) (2)



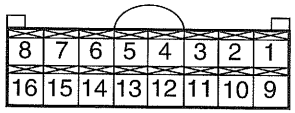
AIR BAG SYSTEM (SRS) (3)

M68



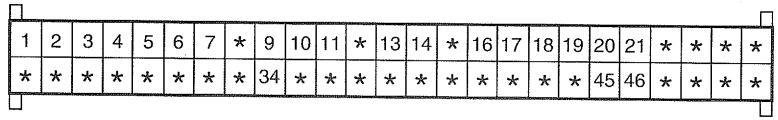
CR16F022

M71-2



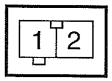
CR16F017

M82



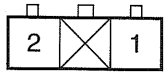
CR50F007

M83



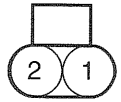
CR02M046

M84



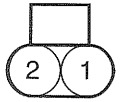
CR02F048

M85



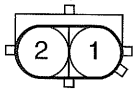
CR02F027

M86



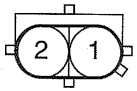
CR02F027

M87



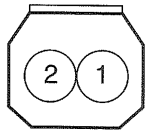
CR02F113

M88



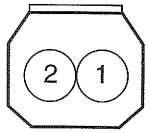
CR02F113

M89



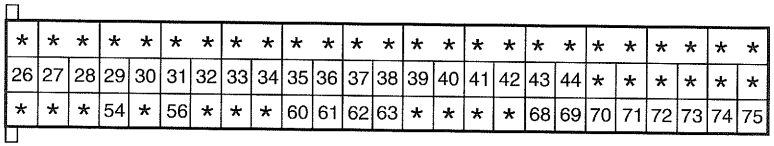
CR02F058

M90



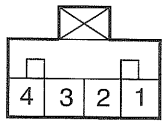
CR02F058

M101



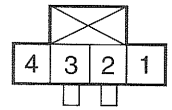
CR75F007

M102



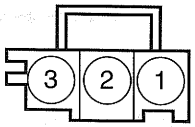
CR04F006

M103



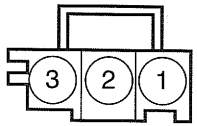
CR04F008

M104



CR03F069

M105



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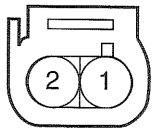
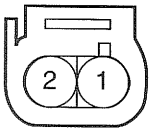


CR02F031

M107



CR02F031

E2DF036C

AIR BAG SYSTEM (SRS) (4)

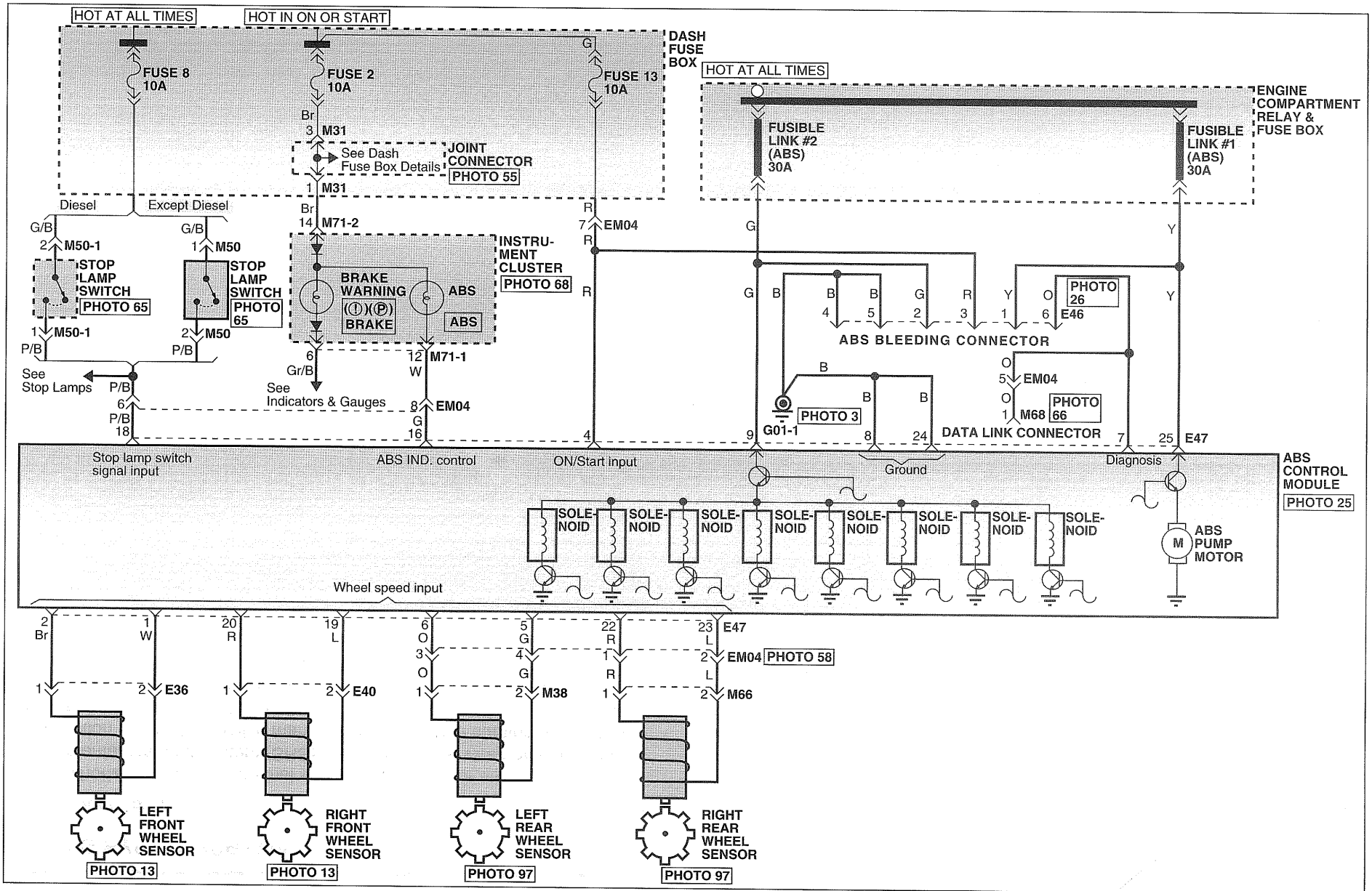
Circuit Description

Only authorized service personnel should do work on or around the supplemental restraint system (SRS) components. Service personnel should read section 56a of the service manual carefully before starting work on the supplemental restraint system (SRS).
The supplemental restraint system (SRS) is a safety device, which when used in conjunction with the seat belts, is designed to protect the driver and front seat passenger by deploying the air bags when the car receives a frontal impact exceeding a certain set limit.

With the ignition switch in ON or START, battery voltage is applied to the SRS control module from fuse 4 and to the SRS indicator in the instrument cluster from fuse 3.
When the ignition switch is turned to the ON position, the SRS indicator in the instrument cluster will flash six times. If the SRS indicator does not flash six times, or stays ON, or comes on while driving, the SRS is not working properly.

E2DF036D

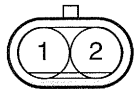
ANTI-LOCK BRAKE SYSTEM (ABS) (1)



E2DF015A

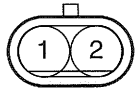
ANTI-LOCK BRAKE SYSTEM (ABS) (2)

E36



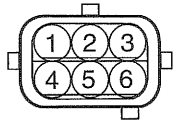
CR02M021

E40



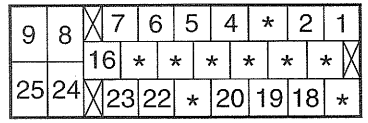
CR02M021

E46



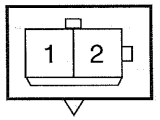
CR06M006

E47



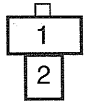
CR25F001

M38



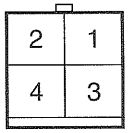
CR02M020

M50



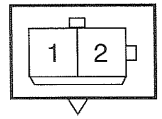
CR02F012

M50-1



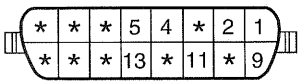
CR04F016

M66



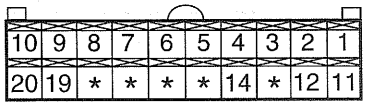
CR02M020

M68



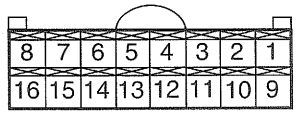
CR16F022

M71-1



CR20F021

M71-2



CR16F017

BLANK

Circuit Description

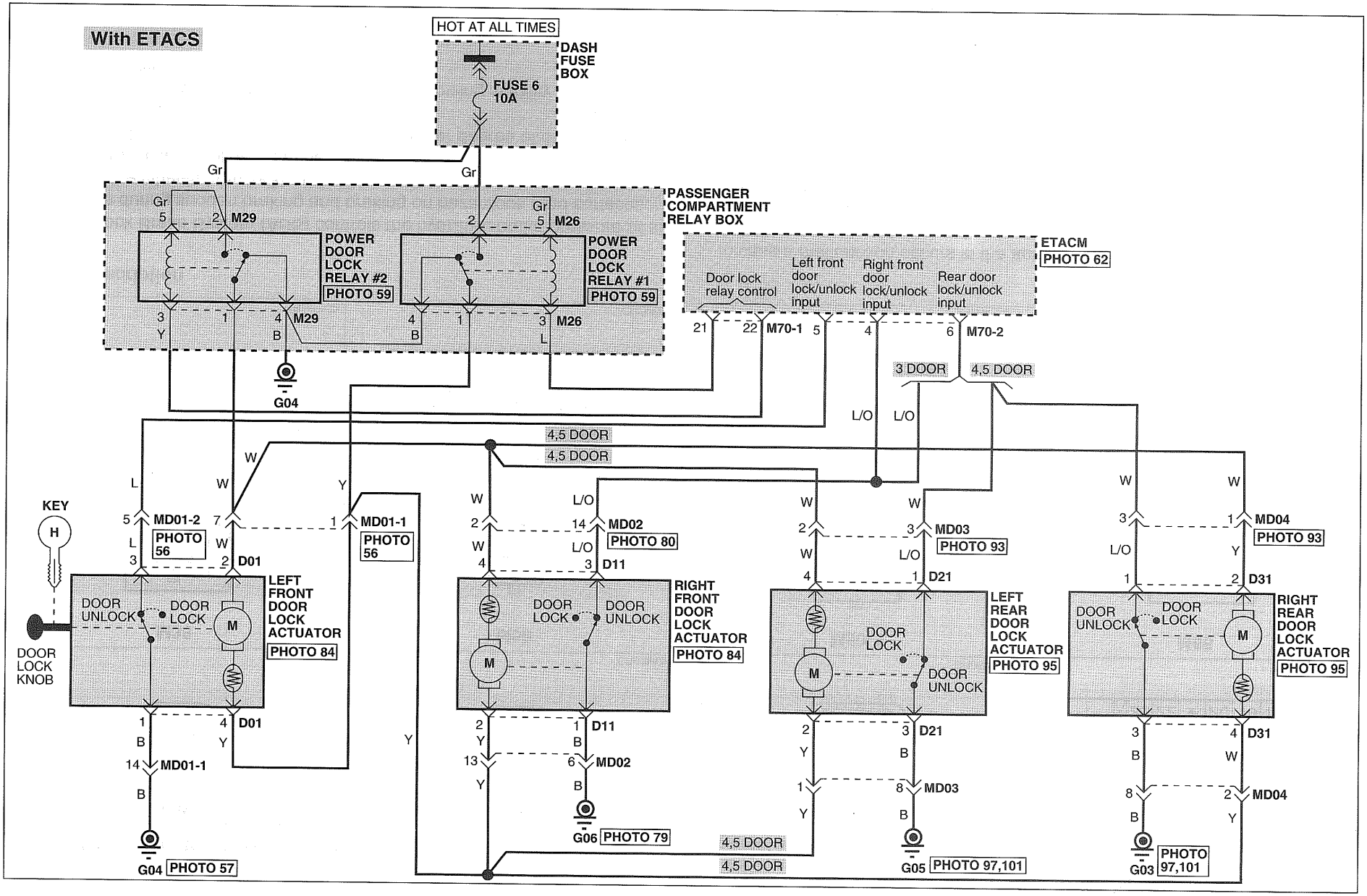
ABS

The Anti-Lock Brake System (ABS) controls the hydraulic brake pressure of all four wheels during sudden braking and braking on hazardous road surfaces, preventing the wheels from locking.
The ABS provides the following benefits:
(1) Enables steering around obstacles with a greater degree of certainty during panic braking.
(2) Enables stopping during panic braking while allowing stability and control, even on curves.

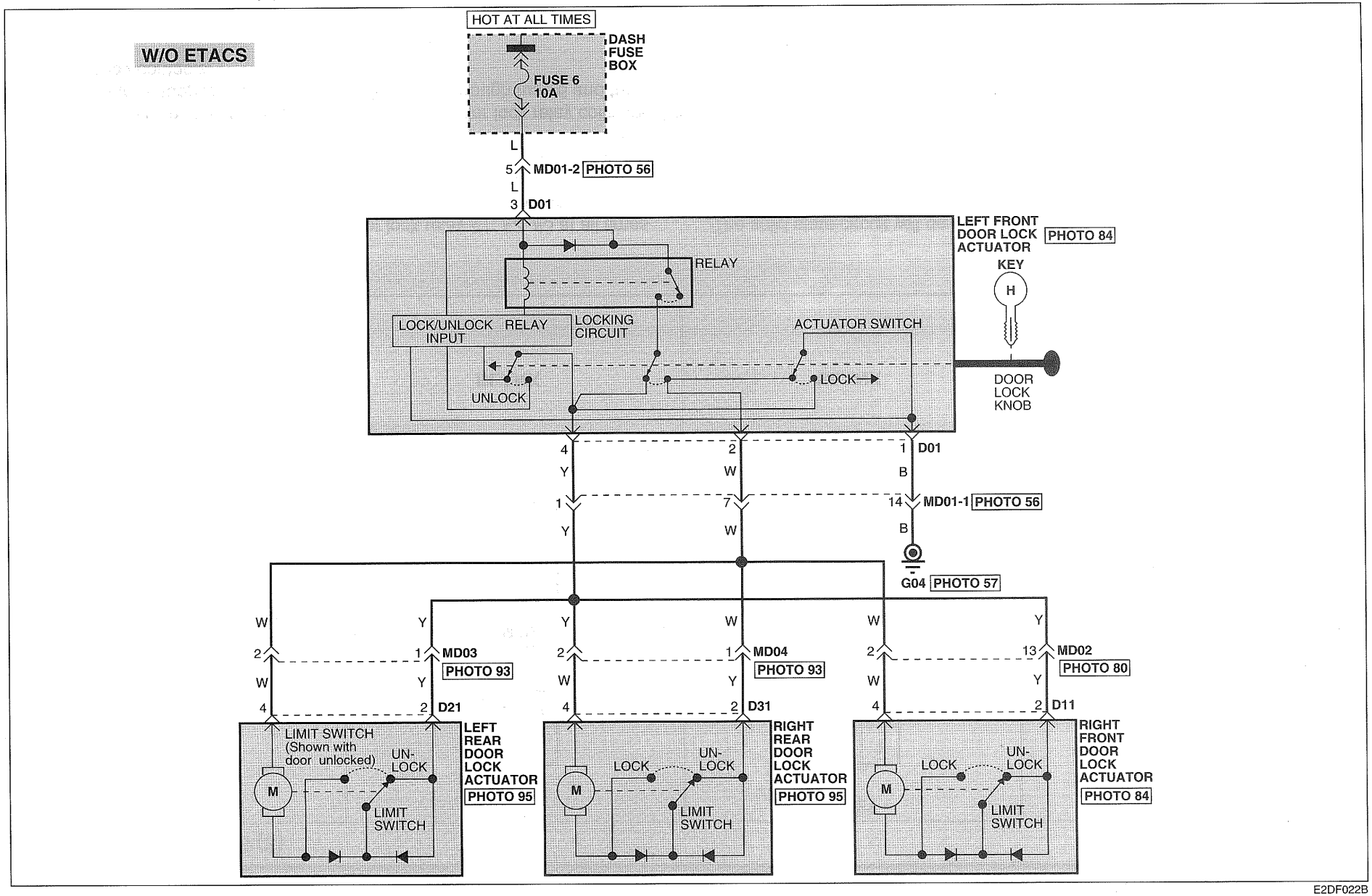
In case a malfunction occurs in the anti-lock brake system, the system will operate as a normal brake (fail safe mode).
A diagnosis function and fail-safe system have been included for serviceability.

E2DF015B

POWER DOOR LOCKS (1)



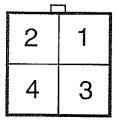
POWER DOOR LOCKS (2)



E2DF022B

POWER DOOR LOCKS (3)

D01



CR04F001

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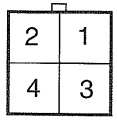

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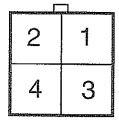

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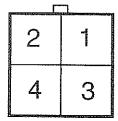

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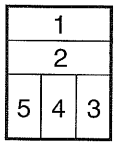

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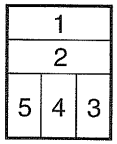

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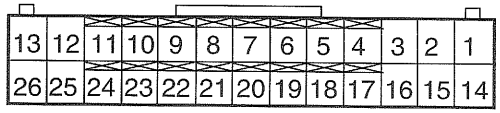

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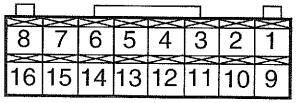

CR16F008

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Circuit Description

With ETACS

Battery voltage is supplied to the power door lock relay #1, #2, #3 at all times from fuse 6. There is a metal rod that links the left door lock switlch and the left door locking actuator. When the left door lock switch is pushed to lock, the metal rod then pushes the actuator switches inside the door lock actuator to the lock position.

The ETACM receives the lock input, controls the two door lock relay coils and then battery voltage is supplied to the door lock actuators through fuse 6 and the two door lock relay contacts.

The solid state circuit will de-energize the relay coil when the limit switches in the door lock a actuators move to the unlock position.

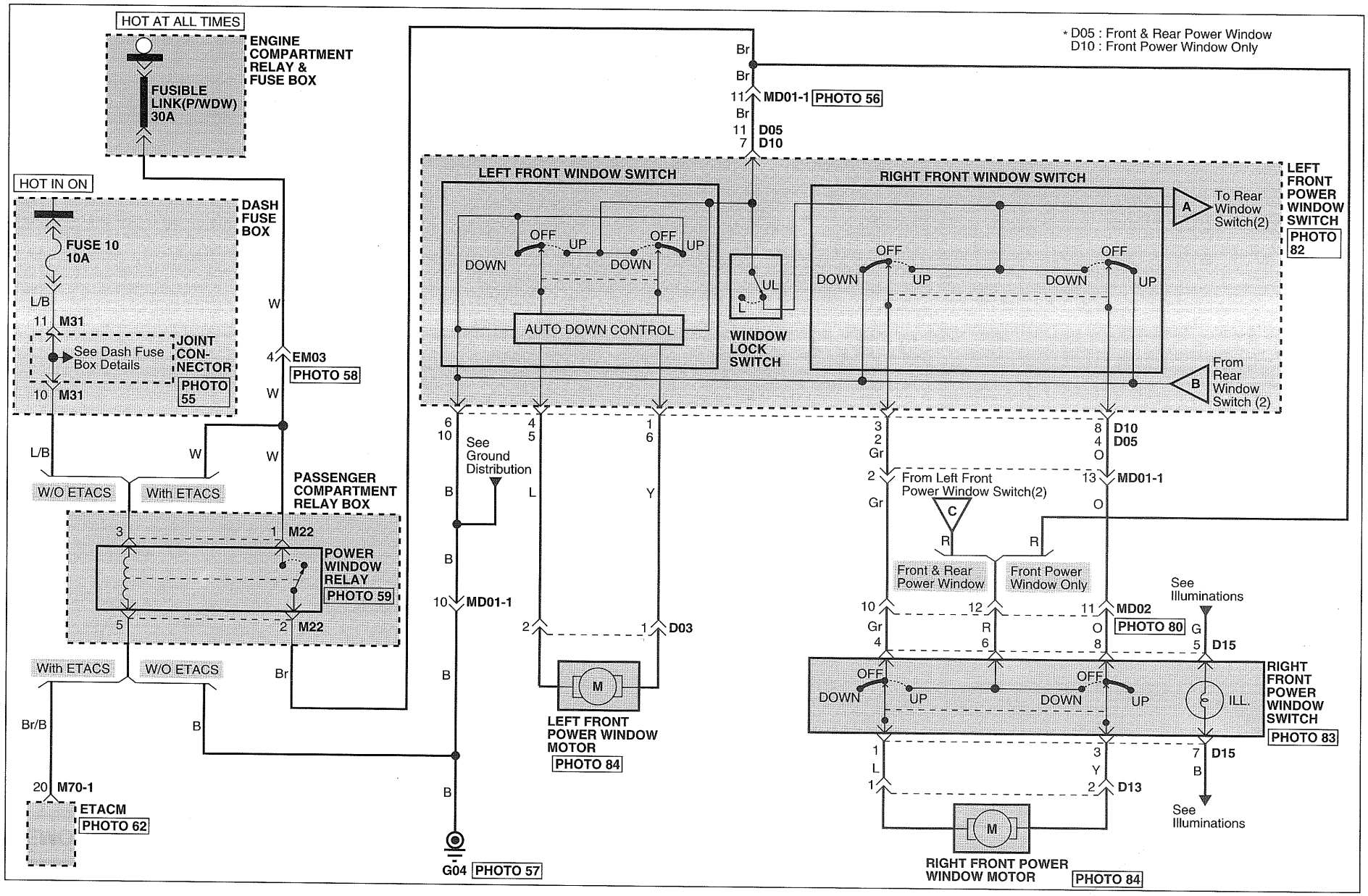
The door locks work similarly when the left door lock switch is pushed to unlock, except that the electrical current goes through each motor in the opposite direction.

E2DF022C

MEMO

MEMO

POWER WINDOWS (1)



E2DF023A

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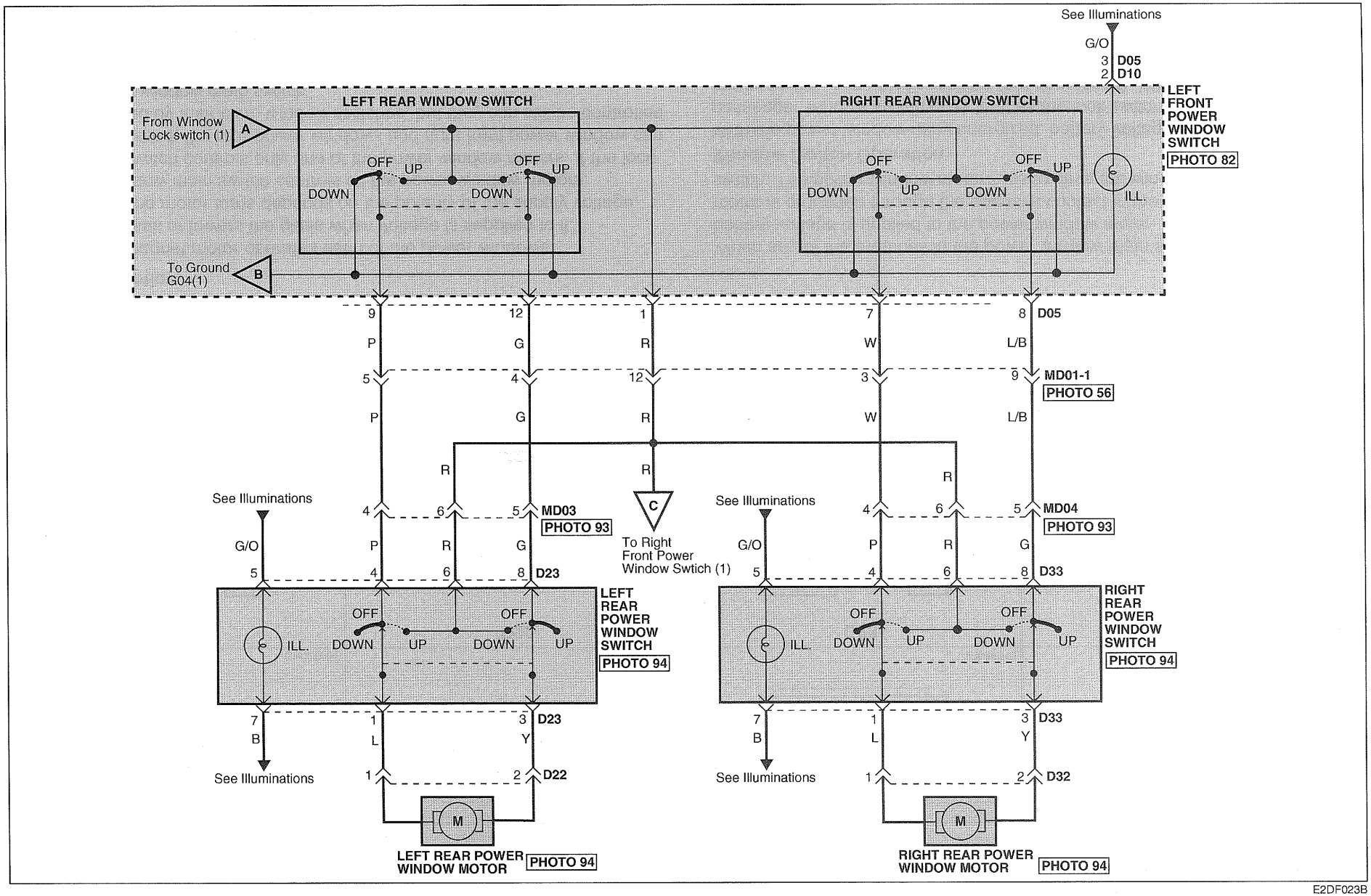
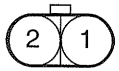


E2DF023B

POWER WINDOWS (3)

D03



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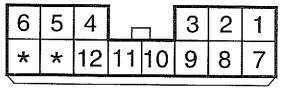

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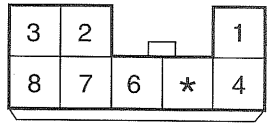

CR08F010

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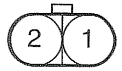

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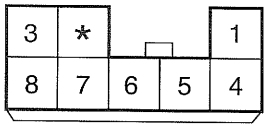

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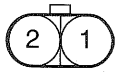

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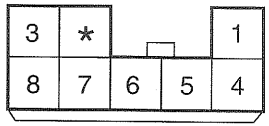
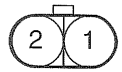


CR08F010

D32



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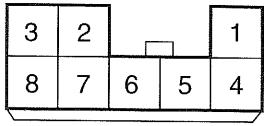
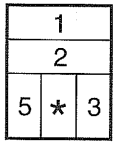
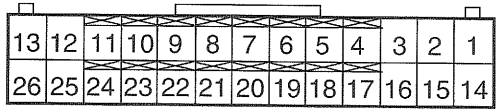


CR08F010

M22



M70-1



CR26F003

Circuit Description

A permanent magnet motor operates each of the power windows.
Each motor raises or lowers the glass when voltage is supplied to it.
The direction the motor turns depends on the polarity of the supply voltage.
The power window main switch controls all the power window motors.
Each window switch controls only one of the power window motors. If the lock switch is depressed, the rear power windows and right front power window can not be controlled by their own window switches, but they can still be controlled from the power window main switch.

Power Window Main Switch Operation

Battery voltage is applied to the coil and the contacts of the power window relay at all times. The coil of the relay is grounded through ETACM anytime the ignition switch is ON. Battery voltage is then supplied to the power window main switch through the closed relay contacts.

When any of the switches in the power window main switch are operated, battery voltage is applied to the power window motor. The power window motor is grounded through the opposite contact in the power window main switch. The power window motor runs to dirve the window.

Window Switch Operation

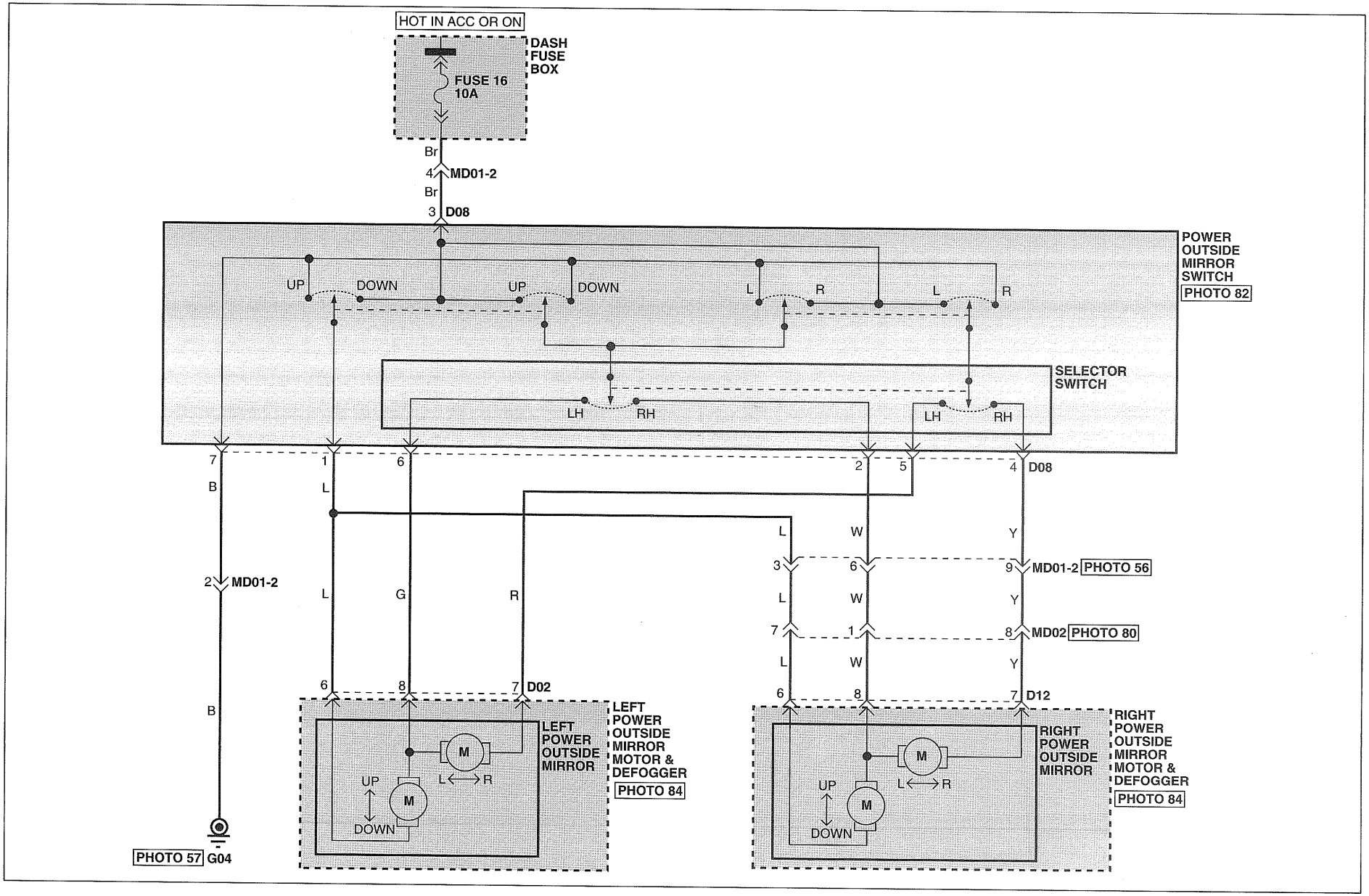
With the power window relay energized, battery voltage is supplied to the passenger window switches as long as the lock switch in the power outside mirror switch is in unlock position (not depressed). When the passenger windows switch is operated, battery voltage is applied to one terminal of the power window motor. The other terminal is grounded through the opposite contact in the window switch and the main switch. The power window motor runs to drive the window.

E2DF023C

MEMO

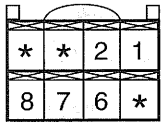
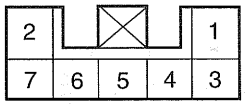
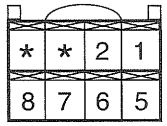
MEMO

POWER OUTSIDE MIRRORS (1)



E2DF024A

POWER OUTSIDE MIRRORS (2)

D02	D08	D12	
 CR08F032	 CR07F005	 CR08F032	BLANK

Circuit Description

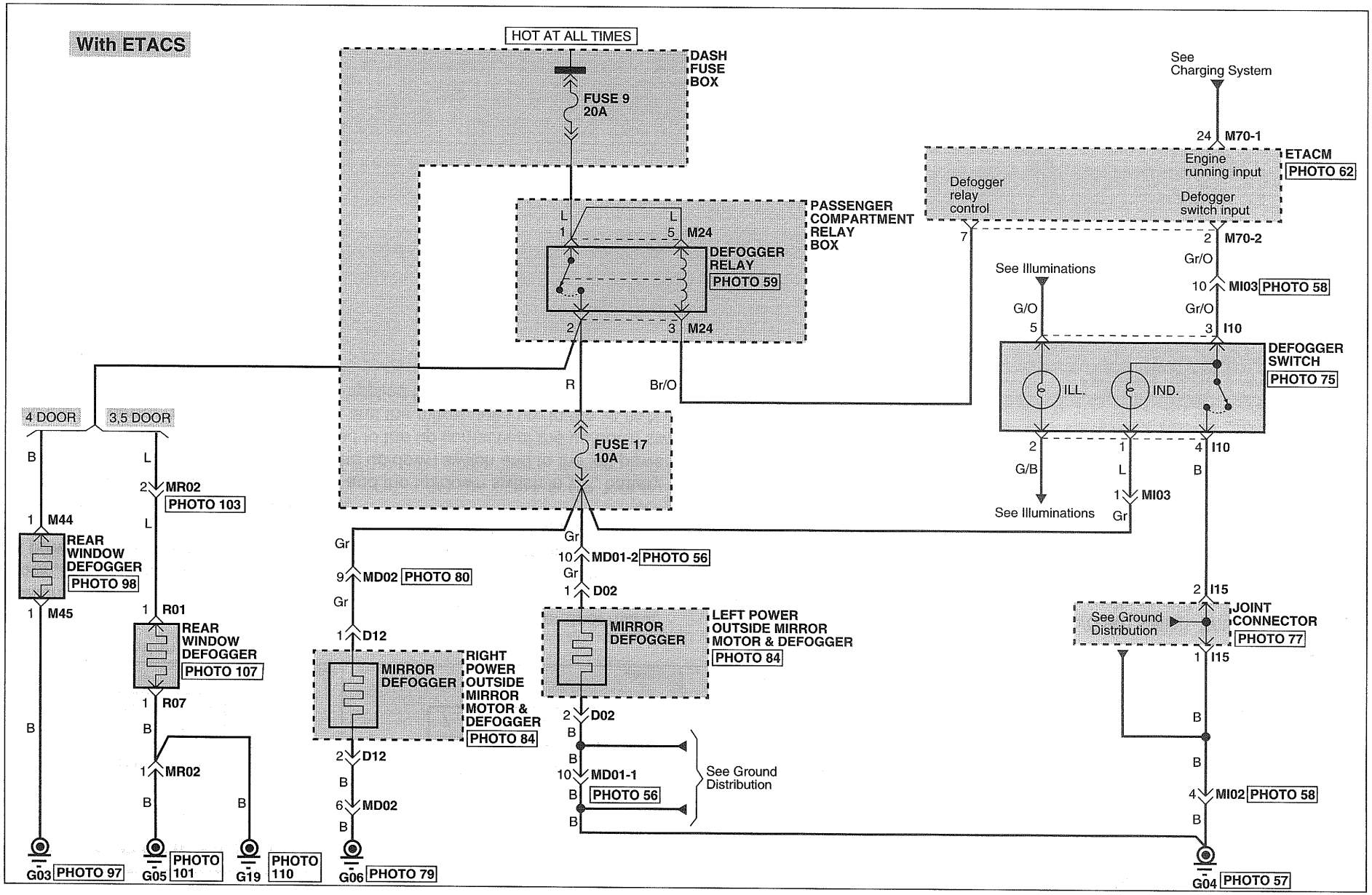
The operation of the two outside mirrors is controlled by the power door mirror switch. Each mirror has two reversible motors, one motor moves the mirror up and down, the other motor moves the mirror left and right. The master selector switch in power door mirror control switch directs battery voltage to the right or left outside mirror. With the ignition switch in ACC or ON, battery voltage is applied from fuse 16 to the power outside mirror switch.

With the master selector switch in LEFT and the up/down switch in UP, battery voltage is applied to the up contacts of the up/down switch and to the left power mirror up/down motor. Ground is provided to the up contacts of the up/down switch and the left power mirror up/down motor and the mirror goes up. In the DOWN position, battery voltage and ground are applied to the opposite sides of the motor.

The left/right switch works similarly to the up/down switch. With the master selector switch in the RIGHT position, battery voltage and ground are applied to the right power mirror motors which then operate in a similar way.

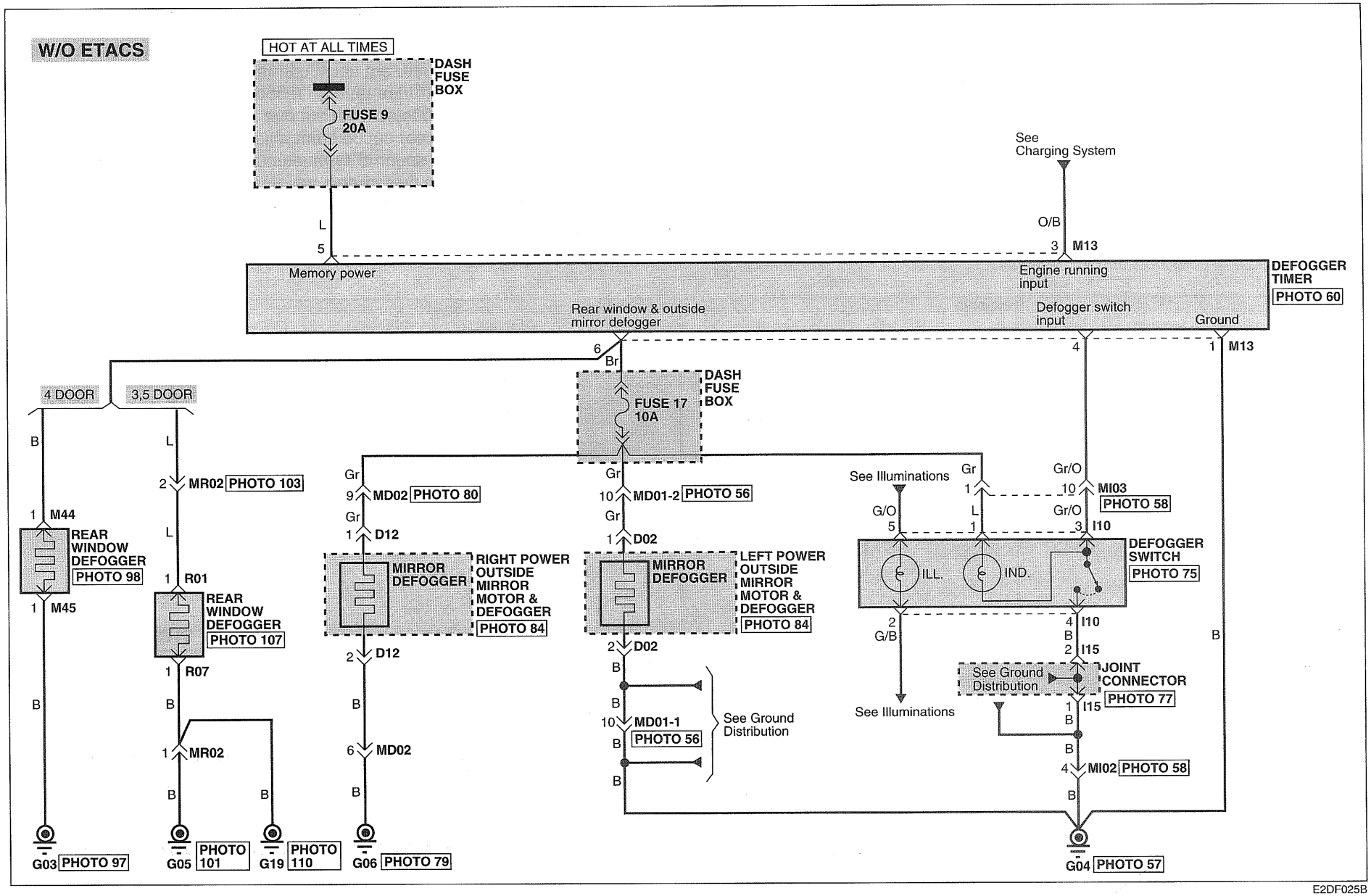
E2DF024B

REAR WINDOW & OUTSIDE MIRROR DEFOGGER SYSTEM (1)



E2DF025A

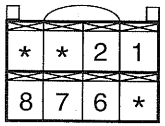
REAR WINDOW & OUTSIDE MIRROR DEFOGGER SYSTEM (2)



E2DF025B

REAR WINDOW & OUTSIDE MIRROR DEFOGGER SYSTEM (3)

D02



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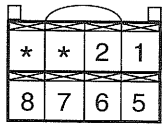

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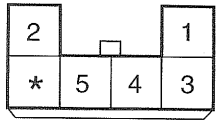
I10



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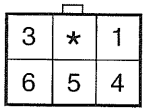
M13



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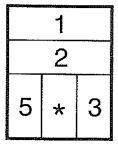


CR05F005

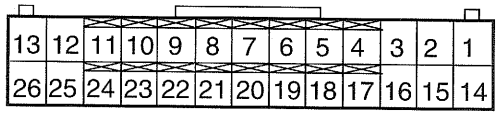
M44

CR01F006

M45

CR01F006

M70-1



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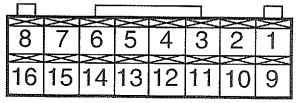
M70-2



CR16F008

R01 / R07

CR01F040

Circuit Description

W/O ETACS

Battery voltage is supplied to the rear window defogger timer at all times from fuse 9. When the engine is running, battery voltage is also supplied from the generator to the solid state controller. Depressing the rear defogger switch (when the engine is running) momentarily grounds the on/off input terminal of the timer and the solid state controller turns on the rear window defogger, Left/Right power outside mirror defogger and the rear defogger indicator. The solid state controller will turn the rear defogger off after approximately 20 minutes.
Depressing the rear defogger switch when the rear defogger is on causes the timer to turn the rear defogger off.

With ETACS

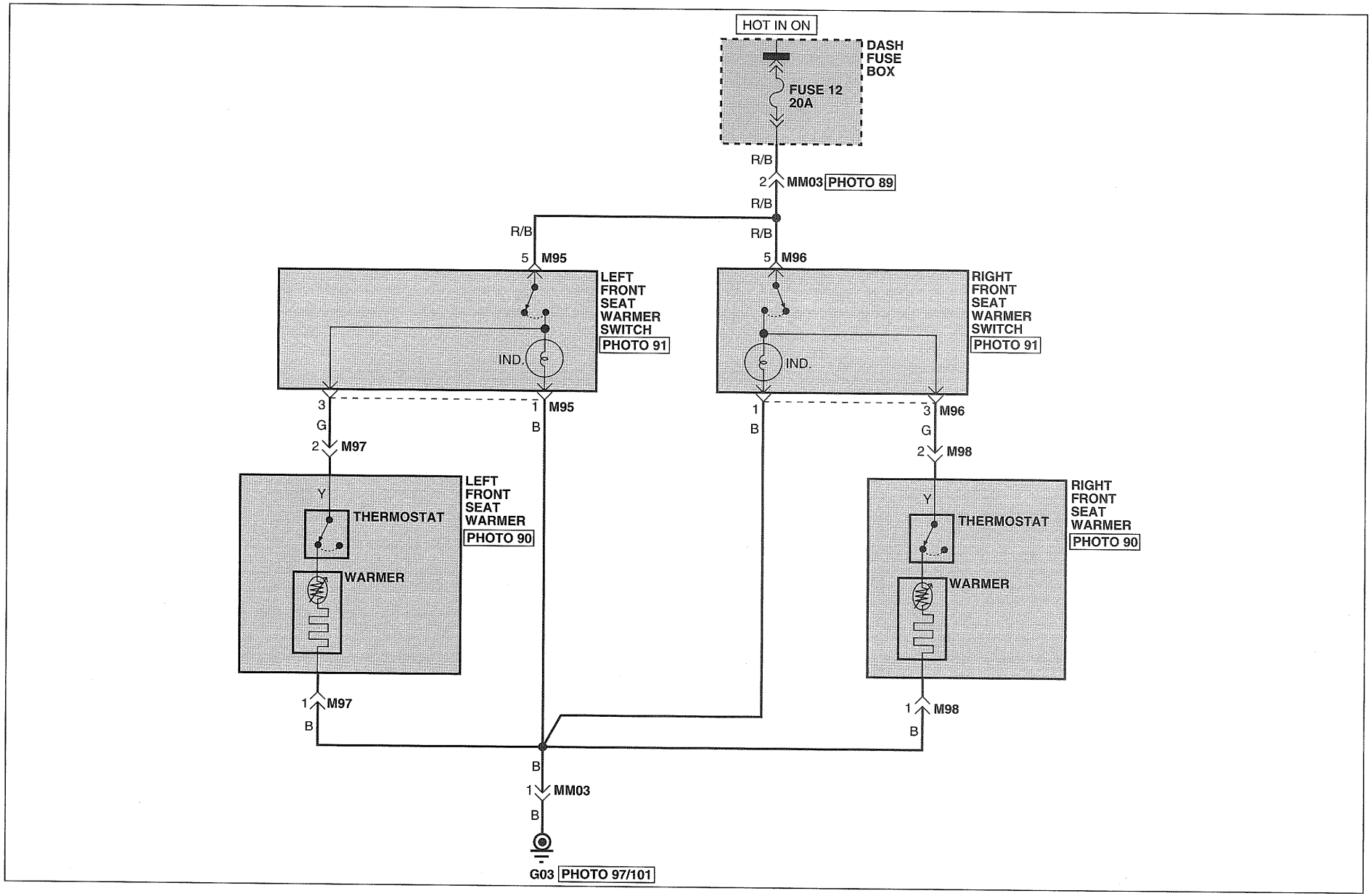
Battery voltage is supplied to the defogger relay coils and contacts at all times from fuse 9 and battery voltage is also supplied from the generator to the ETACM when the engine is running. The rear defogger switch on (depressing) signal is provided to the ETACM and then ETACM provide ground to the defogger relay coil.
Fuse 9 supply battery voltage to the rear window defogger and Left/Right power outside mirror defogger through defogger relay contacts.
The ETACM will turn the rear defogger off after approximately 20 minutes.
Depressing the rear defogger switch when the rear defogger is on causes the ETACM to turn the rear defogger off.

E2DF025C

MEMO

MEMO

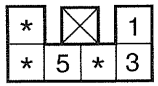
SEAT WARMER (1)



E2DF039A

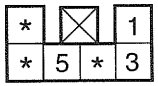
SEAT WARMER (2)

M95



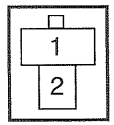
CR06F010

M96



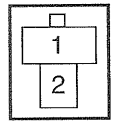
CR06F010

M97



CR02M006

M98



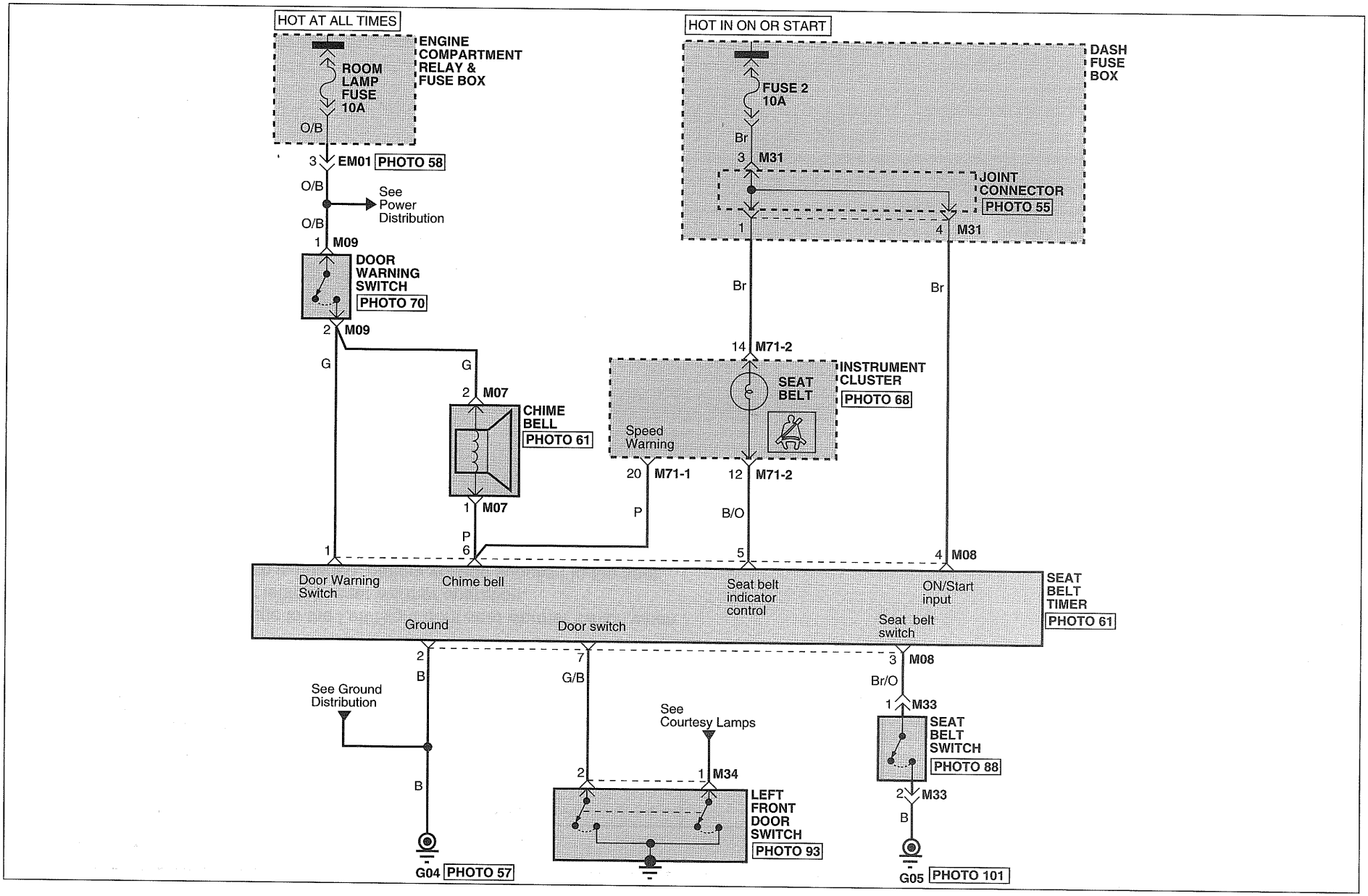
CR02M006

Circuit Description

Fuse 12 supplies battery voltage to the Left/Right front seat warmer switch when the ignition switch is in ON for left/right seat warmer operation.
When each seat warmer switch is pushed, battery voltage supplied to the seat warmer and grounded at G03.

E2DF039B

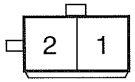
SEAT BELT WARNING & CHIME (WITHOUT ETACS) (1)



E2DF046A

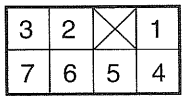
SEAT BELT WARNING & CHIME (WITHOUT ETACS) (2)

M07



CR02F046

M08



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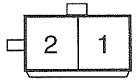
M09



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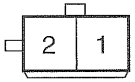
M33



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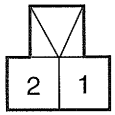
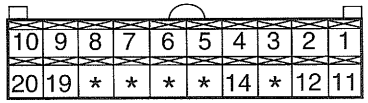
M34



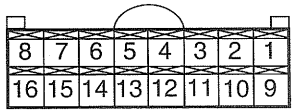
CR02F011

M71-1



CR20F021

M71-2



CR16F017

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Circuit Description

Key Remain Warning

When the left front door is open and the key in the ignition key hole, battery voltage is supplied to the seat belt timer and chime bell through door warning switch and room lamp fuse.

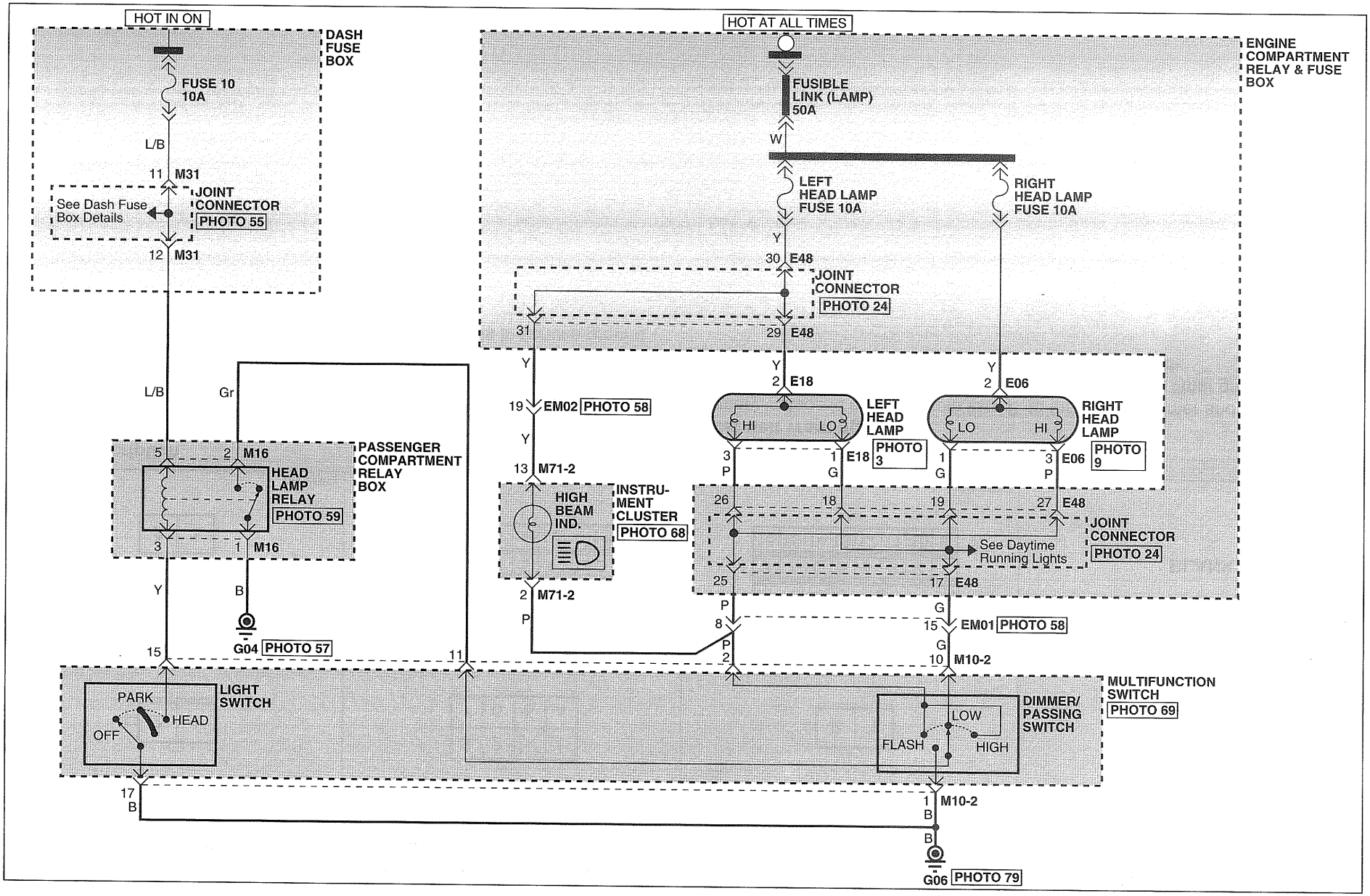
According to the above signals the seat belt timer controls the chime ground terminal and the chime sounds.

Seat Belt Warning

Battery voltage is supplied from fuse 2 to the seat belt timer and the fasten belt indicator with the ignition in ON or START. The seat belt timer grounds the chime and the indicator as dictated by the seat belt switch.

E2DF046B

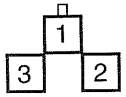
HEAD LAMPS (1)



E2DF028A

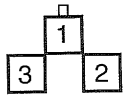
HEAD LAMPS (2)

E06



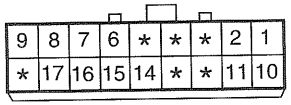
CR03F007

E18



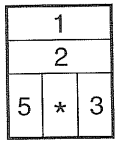
CR03F007

M10-2



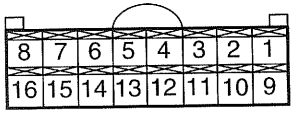
CR18F004

M16



CR05F005

M71-2



CR16F017

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Circuit Description

Low Beam Operation

With the ignition switch in ON and the light switch in HEAD position, battery voltage is applied to the coil of the head lamp relay from fuse 10 and then ground is provided to the coil of the head lamp relay through the light switch. Battery voltage from fusible link (Lamp) is then provided to the Left/Right head lamp through Left/Right head lamp fuses. The low beam head lamp illuminates when the Dimmer/Passing switch is in low position.

High Beam Operation

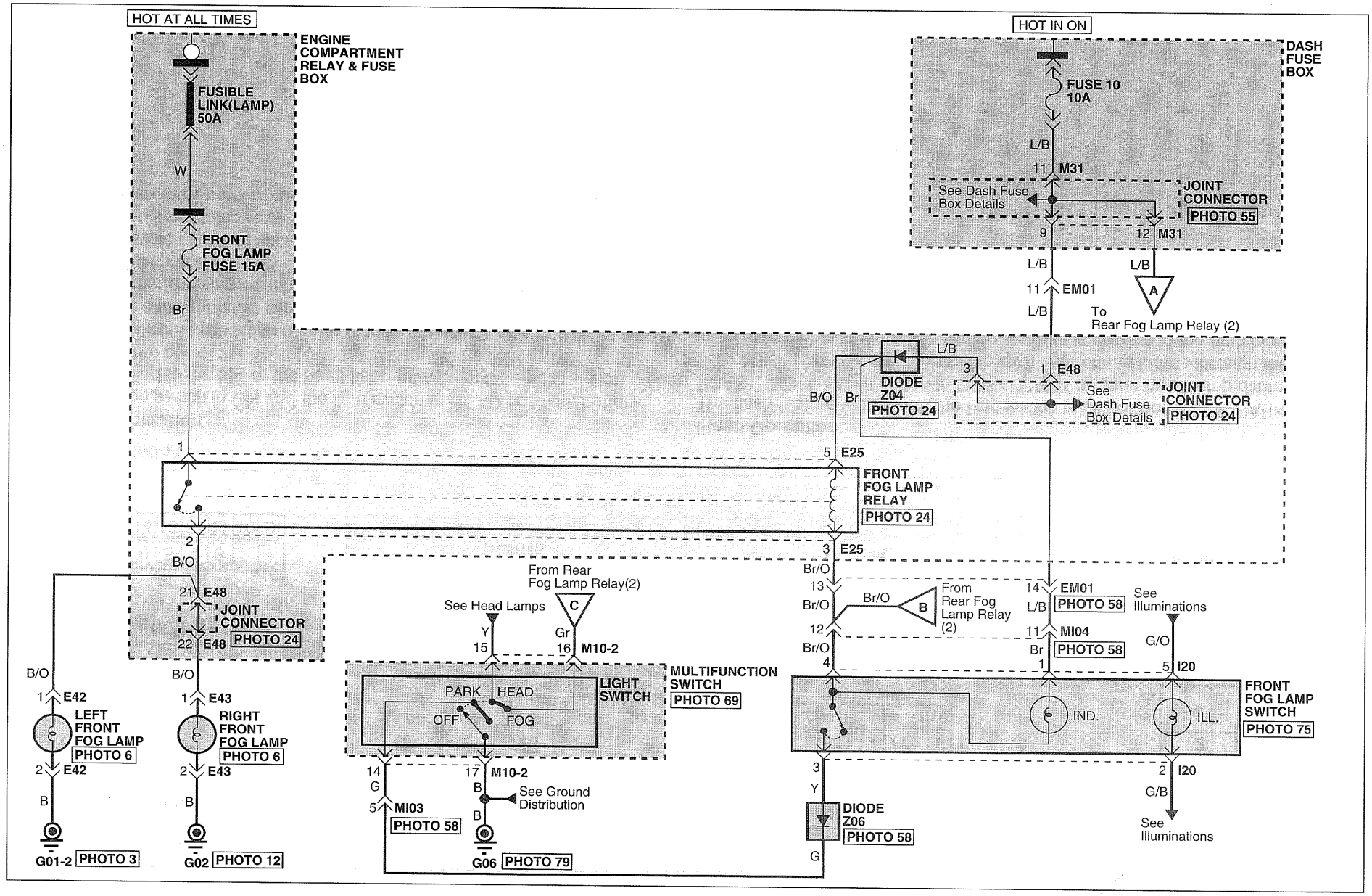
With the light switch in HEAD position and ignition switch in ON, battery voltage is applied to the head lamp relay coil from fuse 10. The high beam head lamps illuminates when the Dimmer/Passing switch is in FLASH or HIGH position.

Flash Operation

The flash feature works with the light switch in all positions(OFF, PARK or HEAD). With the light switch in OFF or PARK and the head lamp dimmer switch in FLASH, ground is provided to the high beam head lamps through the head lamp dimmer/passing switch. Battery voltage is applied to the high beam head lamp and the beam indicator, and the high beams and the high beam indicator illuminate as long as the switch is held in the FLASH position.

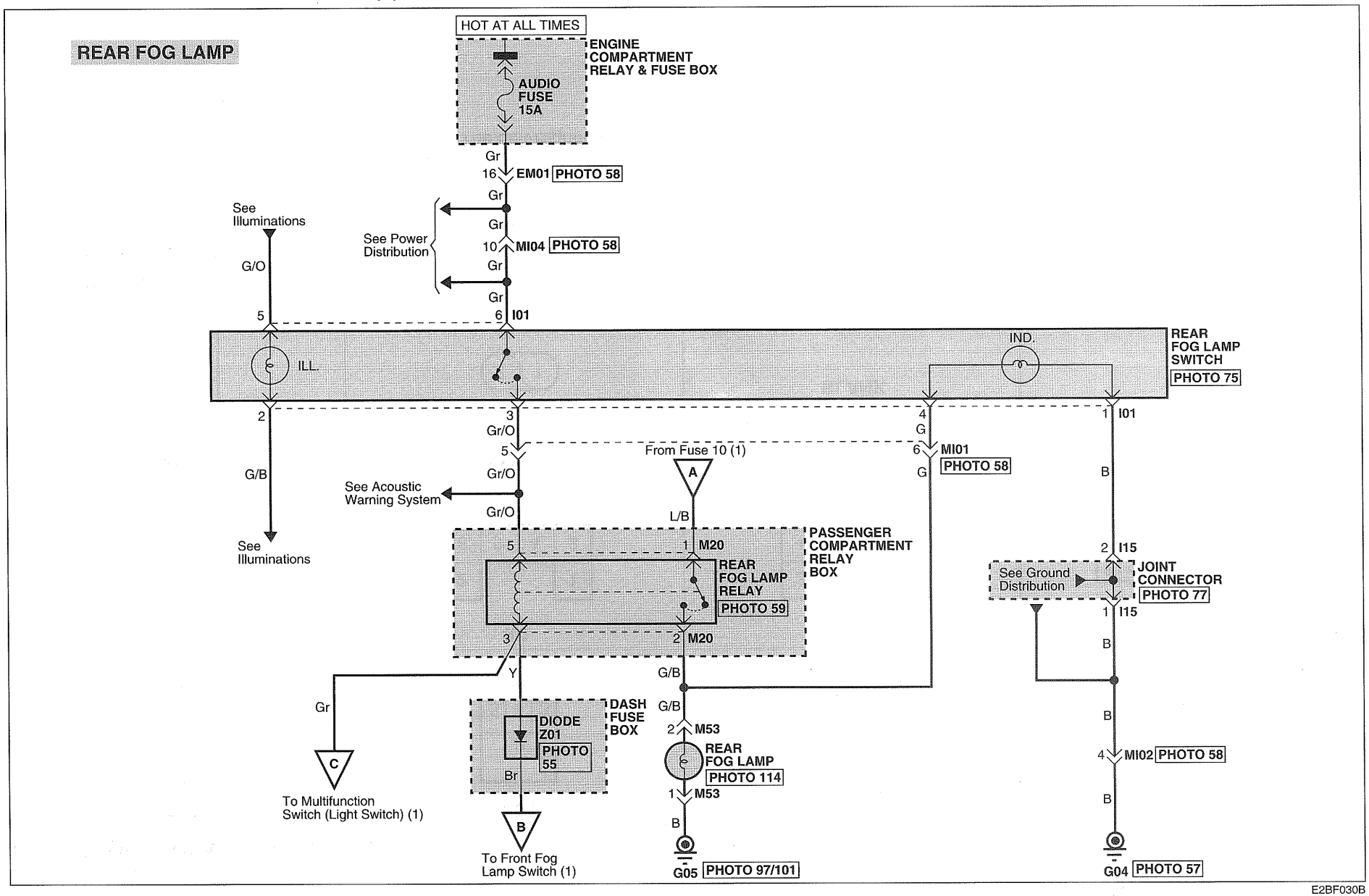
E2DF028B

FRONT FOG & REAR FOG LAMPS (1)



E2BF030A

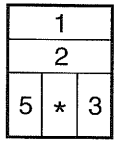
FRONT FOG & REAR FOG LAMPS (2)



E2BF030B

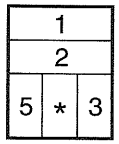
FRONT FOG & REAR FOG LAMPS (3)

E25



CR05F005

E30



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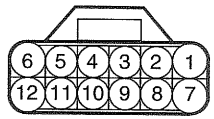
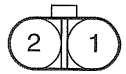
E33



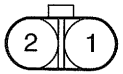
CR12F012

E42



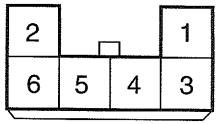
CR02F078

E43



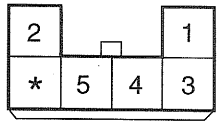
CR02F078

I01



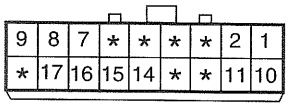
CR06F017

I20



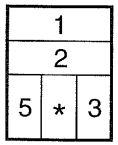
CR06F017

M10-2



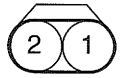
CR18F004

M20



CR05F005

M53



CR02F006

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Circuit Description

W/O REAR FOG LAMPS

With the Light switch in PARK or HEAD position, battery voltage is appliedto the fog lamp relay coils from the fuse 10. When the front fog lamp switchis ON, ground is provided to the coil of the fog lamp relay through a diode.
Battery from the front fog lamp fuse is then provided to the Left/Right frontfog through the closed contact of the front fog lamp relay. The Left/Rightfront fog lamps light.

With REAR FOG LAMPS

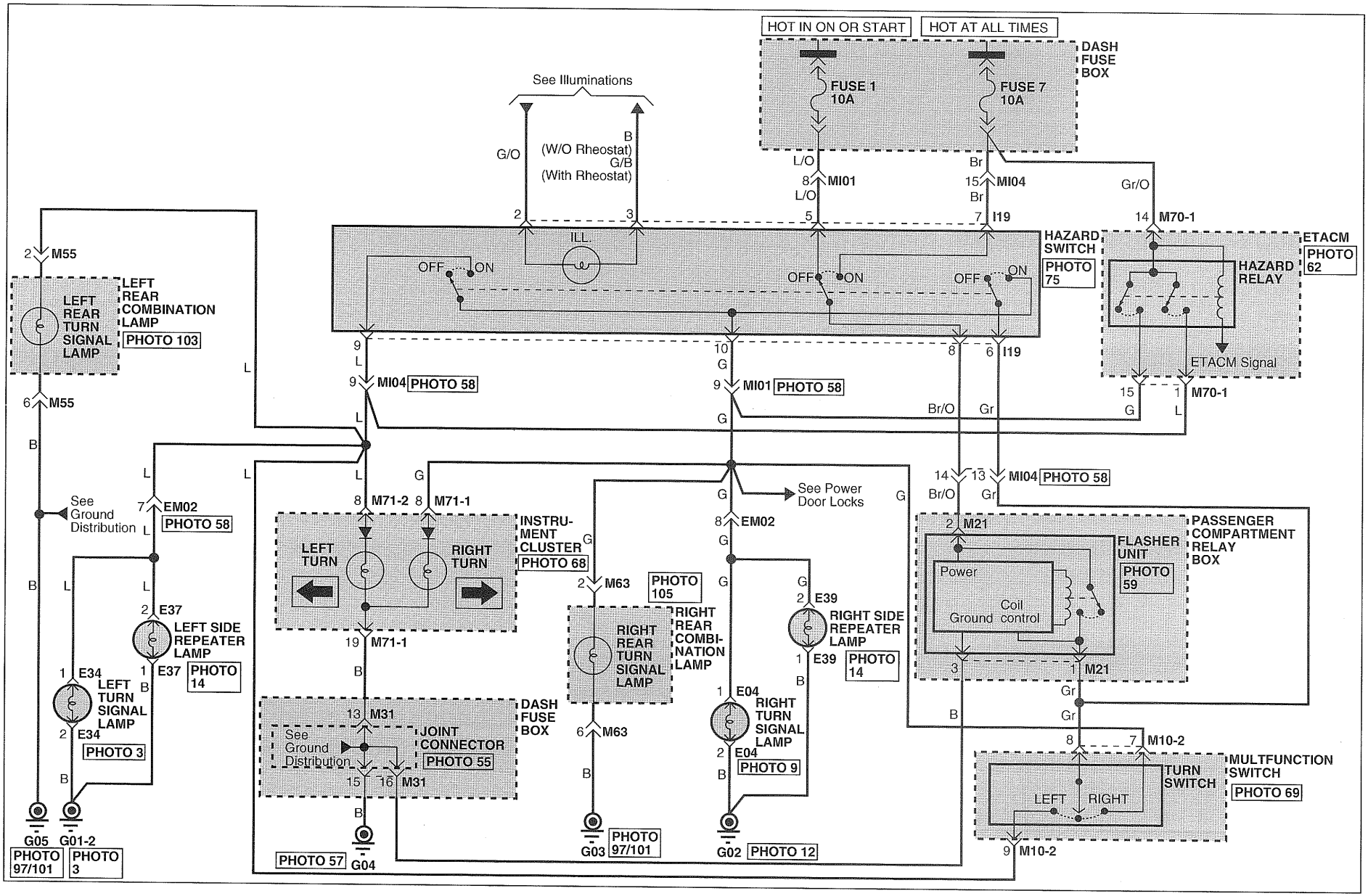
1. With the light switch in PARK position and front fog lamp switch is ON,the ground (G06) is provided to the rear fog lamp relay coils. When the rearfog lamp switch is ON, the rear fog lamp relay coil is energized and the battery voltage is applied to the rear fog lamps through the closed rear fog lamprelay contacts.
2. With the light switch in HEAD or FOG position, the ground (G06) is provided to the rear fog lamp relay coils.
When the rear fog lamp switch is ON, the rear fog lamp relay coil is energized. Battery voltage is supplied to the rear fog lamps through the closed rear fo lamp relay contacts and then the lamps light.

E2DF030C

MEMO

MEMO

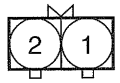
TURN & HAZARD LAMPS (1)



E2DF029A

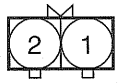
TURN & HAZARD LAMPS (2)

E04



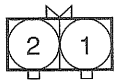
CR02F040

E34



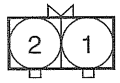
CR02F040

E37



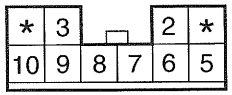
CR02F040

E39



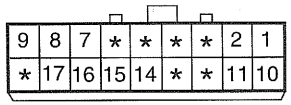
CR02F040

I19



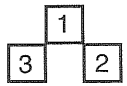
CR10F009

M10-2



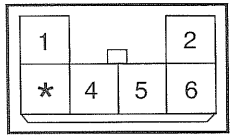
CR18F004

M21



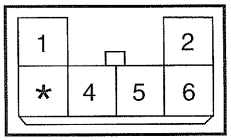
CR03F006

M55



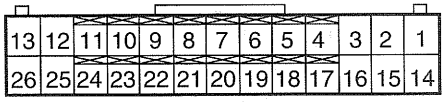
CR06M002

M63



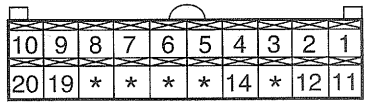
CR06F037

M70-1



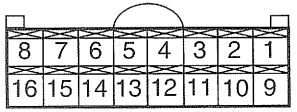
CR26F003

M71-1



CR20F021

M71-2



CR16F017

Circuit Description

Turn Signal Lamps

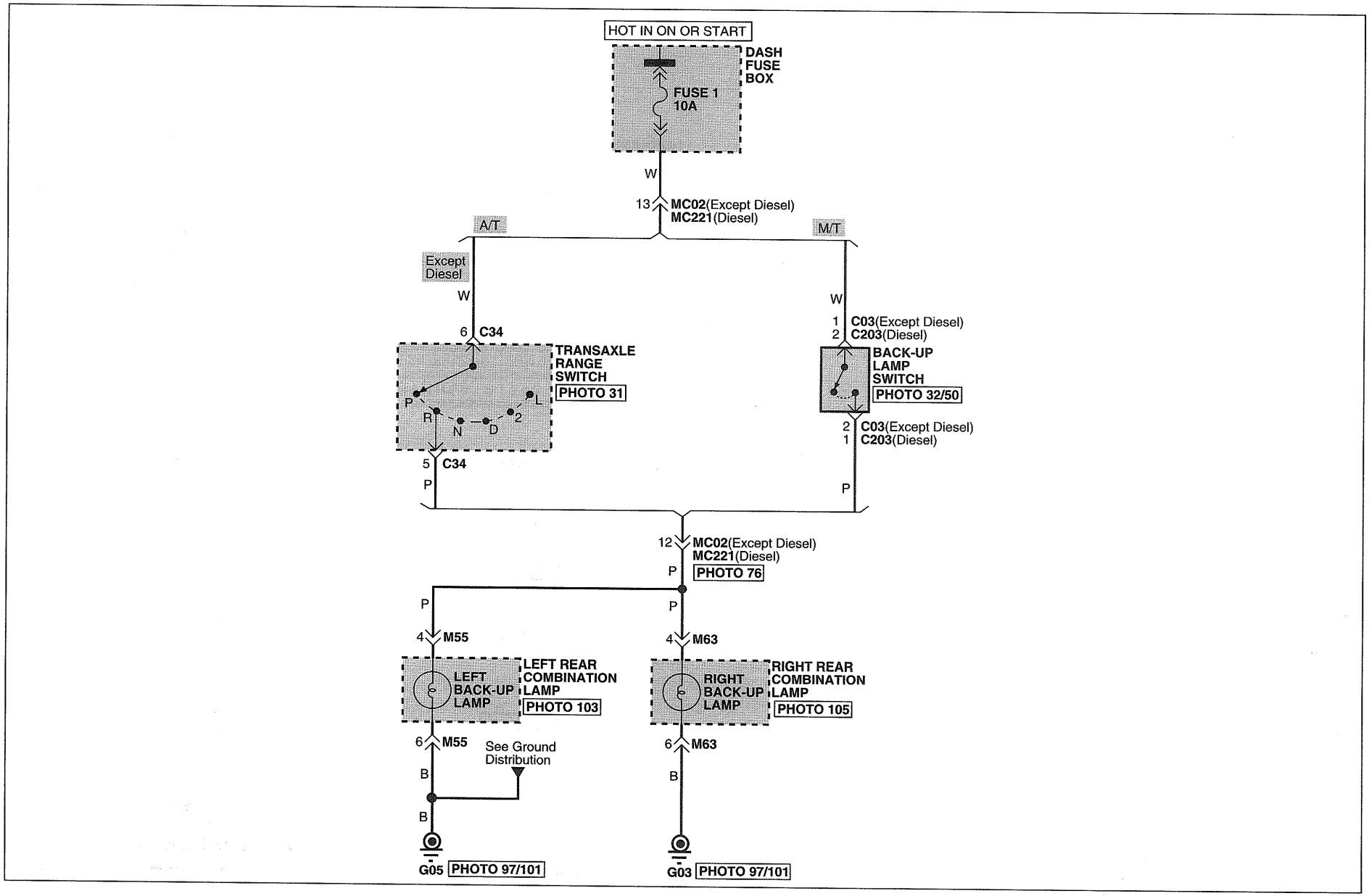
With the hazard switch in OFF, and ignition switch in ON or START, battery voltage is applied from fuse 1 to the flasher unit. The solid-state flasher unit senses the turn switch position through the coil control and alternately applies and removes battery voltage to the turn switch.
Voltage is applied to the left turn or right turn lamps and indicators depending on the turn switch position.

Hazard Lamps

With the hazard switch depressed (ON), battery voltage is applied from fuse 7 to the flasher.The soild -state flasher unit senses that the hazard switch is in the ON position and alternately applies and removes battery voltage to the left turn and right turn lamps and both indicators in the instrument cluster.

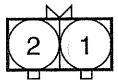
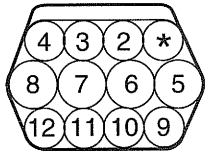
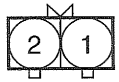
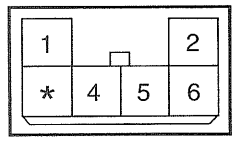
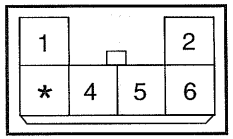
E2DF029B

BACK-UP LAMPS (1)



E2DF032A

BACK-UP LAMPS (2)

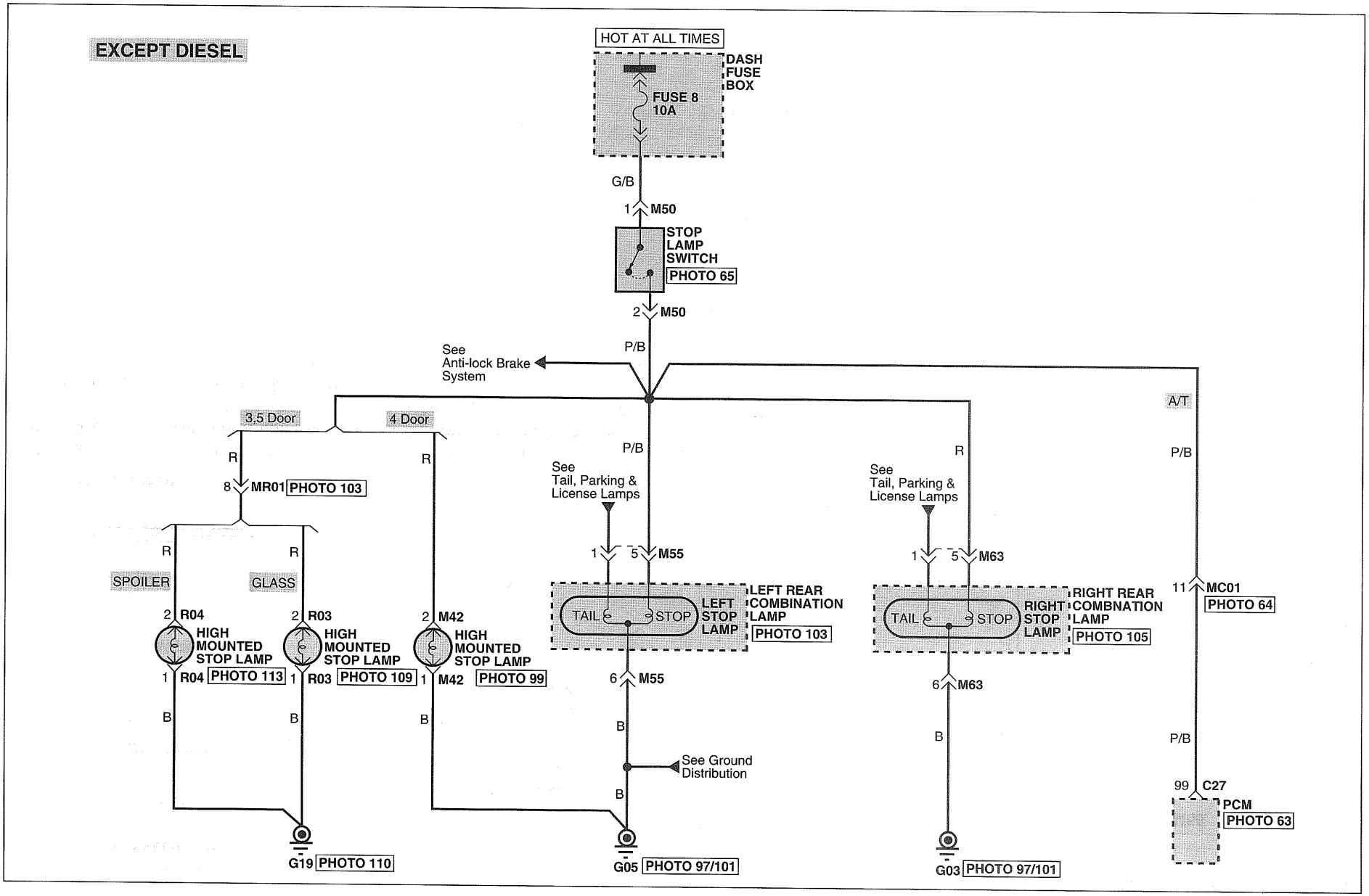
C03	C34	C203	M55
 CR02F040	 CR12F005	 CR02F040	 CR06M002
M63	**BLANK**	**BLANK**	**BLANK**
 CR06M002			

Circuit Description

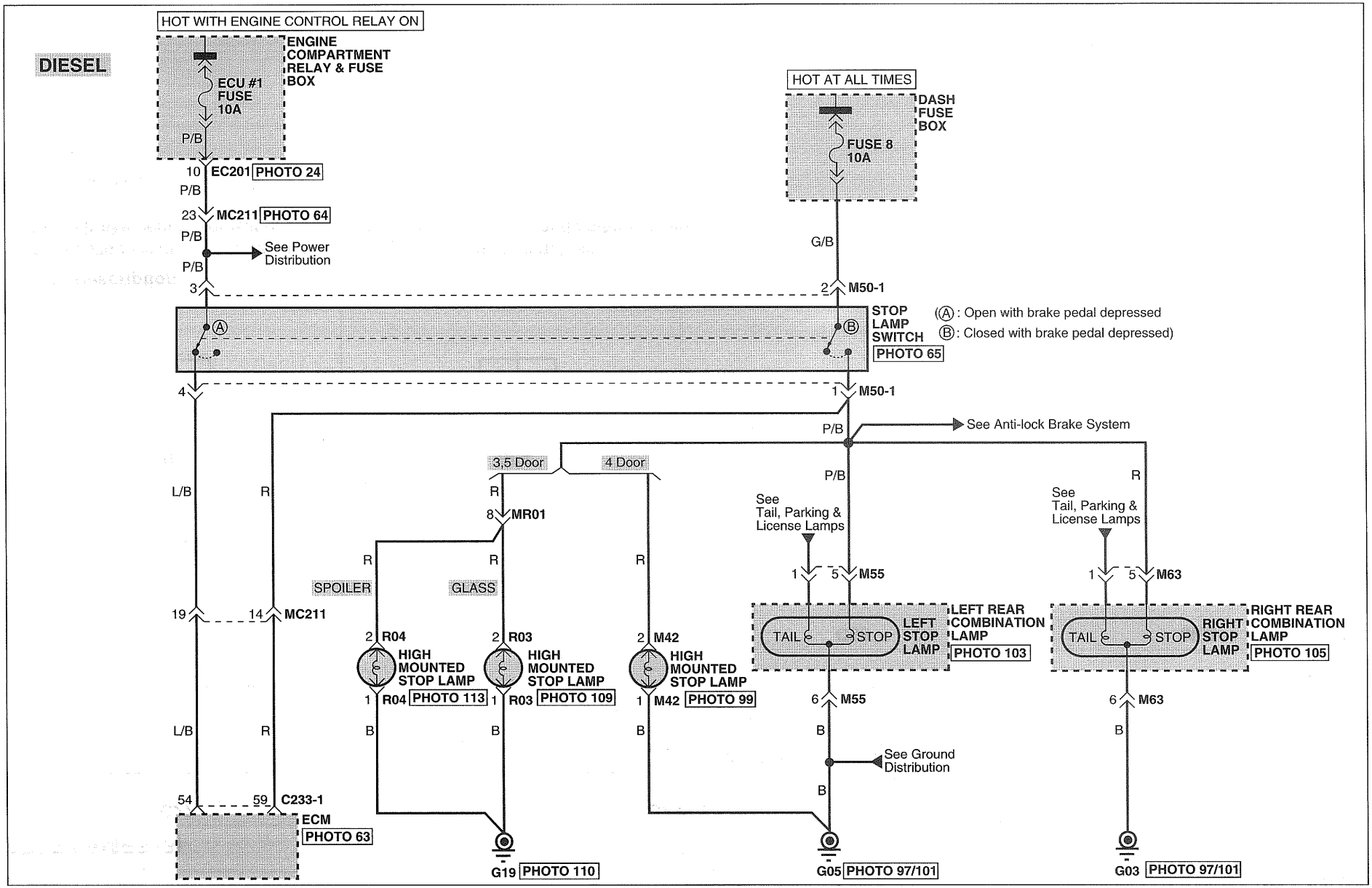
With the ignition switch in ON or START, battery voltage is applied from fuse 1 to the back-up lamp switch (Manual transaxle) or the transaxle range switch (Automatic transaxle). With the transaxle in reverse, battery voltage is applied to the back-up lamps and the back-up lamps go on.

E2DF032B

STOP LAMPS (1)


EXCEPT DIESEL
HOT AT ALL TIMES
DASH FUSE BOX
FUSE 8 10A
G/B
1 M50
STOP LAMP SWITCH
PHOTO 65
2 M50
P/B
See Anti-lock Brake System
3,5 Door
4 Door
R
8 MR01 PHOTO 103
SPOILER
GLASS
2 R04
HIGH MOUNTED STOP LAMP
1 R04 PHOTO 113
2 R03
HIGH MOUNTED STOP LAMP
1 R03 PHOTO 109
2 M42
HIGH MOUNTED STOP LAMP
1 M42 PHOTO 99
B
G19 PHOTO 110
See Tail, Parking & License Lamps
1 5 M55
TAIL STOP
LEFT STOP LAMP
LEFT REAR COMBINATION LAMP
PHOTO 103
6 M55
See Ground Distribution
G05 PHOTO 97/101
See Tail, Parking & License Lamps
1 5 M63
TAIL STOP
RIGHT STOP LAMP
RIGHT REAR COMBNATION LAMP
PHOTO 105
6 M63
G03 PHOTO 97/101
A/T
11 MC01
PHOTO 64
99 C27
PCM
PHOTO 63
E2DF033A

STOP LAMPS (2)



E2DF033B

STOP LAMPS (3)

C27

82	83	*	85	86	*	*	*	114	115	116
90	91	92	93	94	*	*	*	117	118	
*	99	*	101	102	*	*	105			
106	107	*	109	110	*	*	113	119	120	121

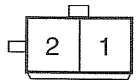
CR04F005

C233-1

*	*	*	*	*	11	12	13	*	15	16	17	18	19	20	21	*	23	24	5	4
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3	
*	*	*	47	48	49	*	51	52	*	54	*	*	*	58	59	60	61	62		
*	*	*	*	*	*	*	*	*	*	*	*	*	76	77	78	79	80	81	2	1

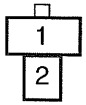
CR81F001

C31



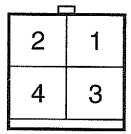
CR02F046

M50



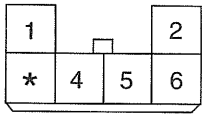
CR02F012

M50-1



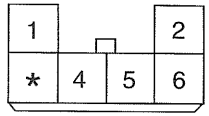
CR04F016

C55



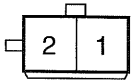
CR06M002

M63



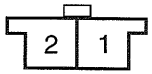
CR06M002

R03



CR02F046

R04



CR02F010

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Circuit Description

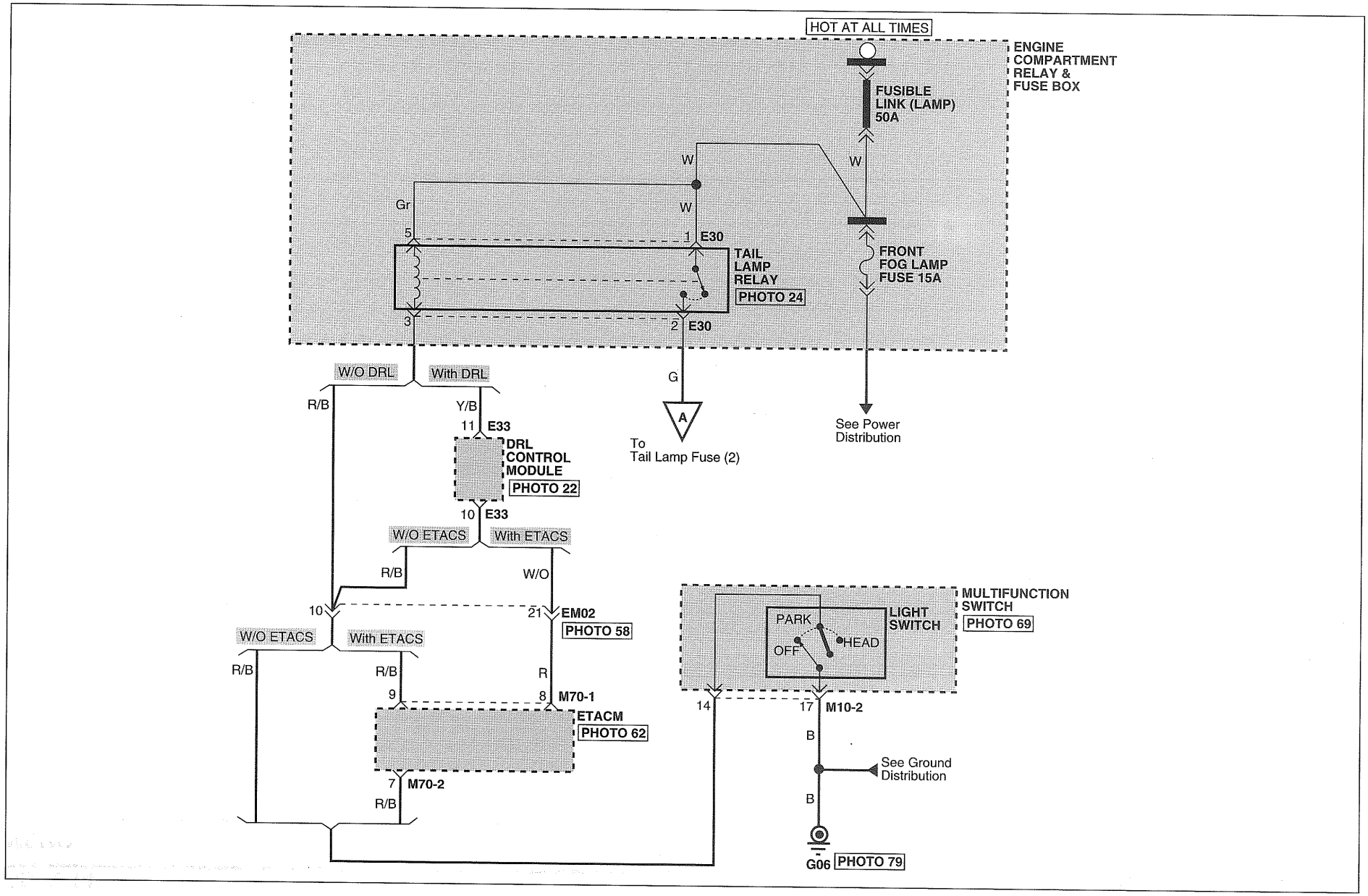
Battery voltage is applied to the stop lamp switch at all times from fuse 8.
With the brake pedal depressed, the stop lamp switch is closed and battery voltage is applied to all the sop lamps (Left/Right stop lamps and high mounted stop lamps) and the lamps go on.

E2DF033C

MEMO

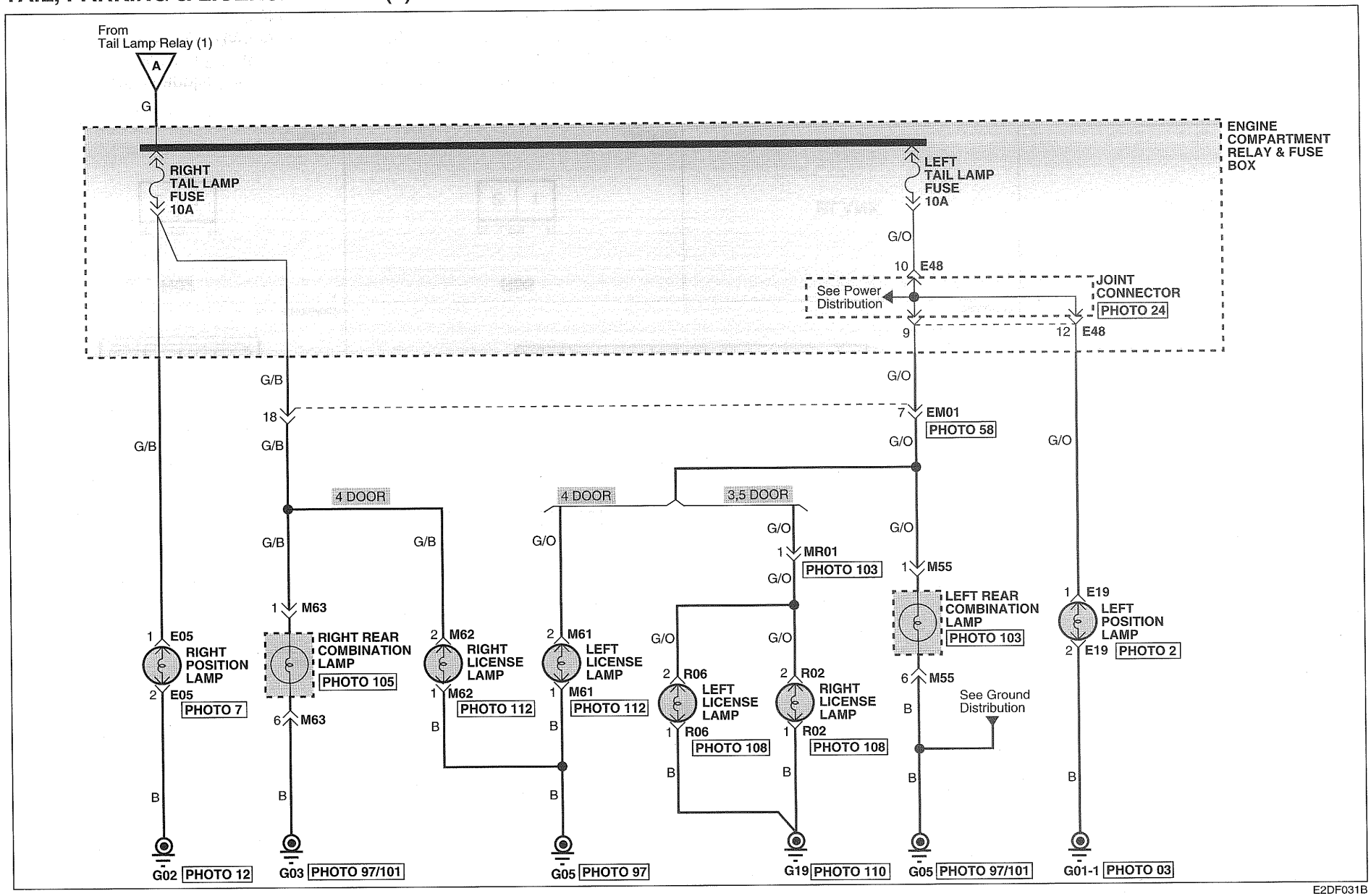
MEMO

TAIL, PARKING & LICENSE LAMPS (1)



E2DF031A

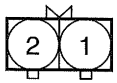
TAIL, PARKING & LICENSE LAMPS (2)



E2DF031B

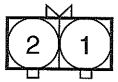
TAIL, PARKING & LICENSE LAMPS (3)

E05



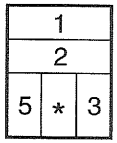
CR02F040

E19



CR02F040

E30



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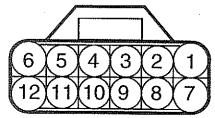
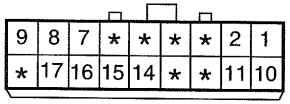


CR12F012

M10-2



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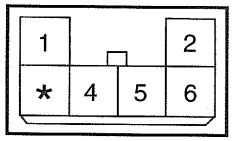

CR06M002

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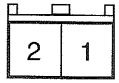
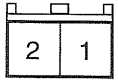


CR02F129

M62



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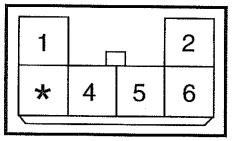
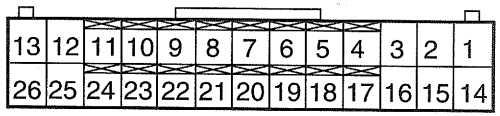
M63



CR06M002

M70-1



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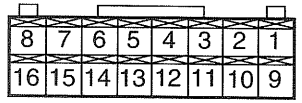
M70-2



CR01F006

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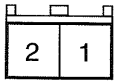

CR02F129

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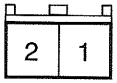

CR02F129

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Circuit Description

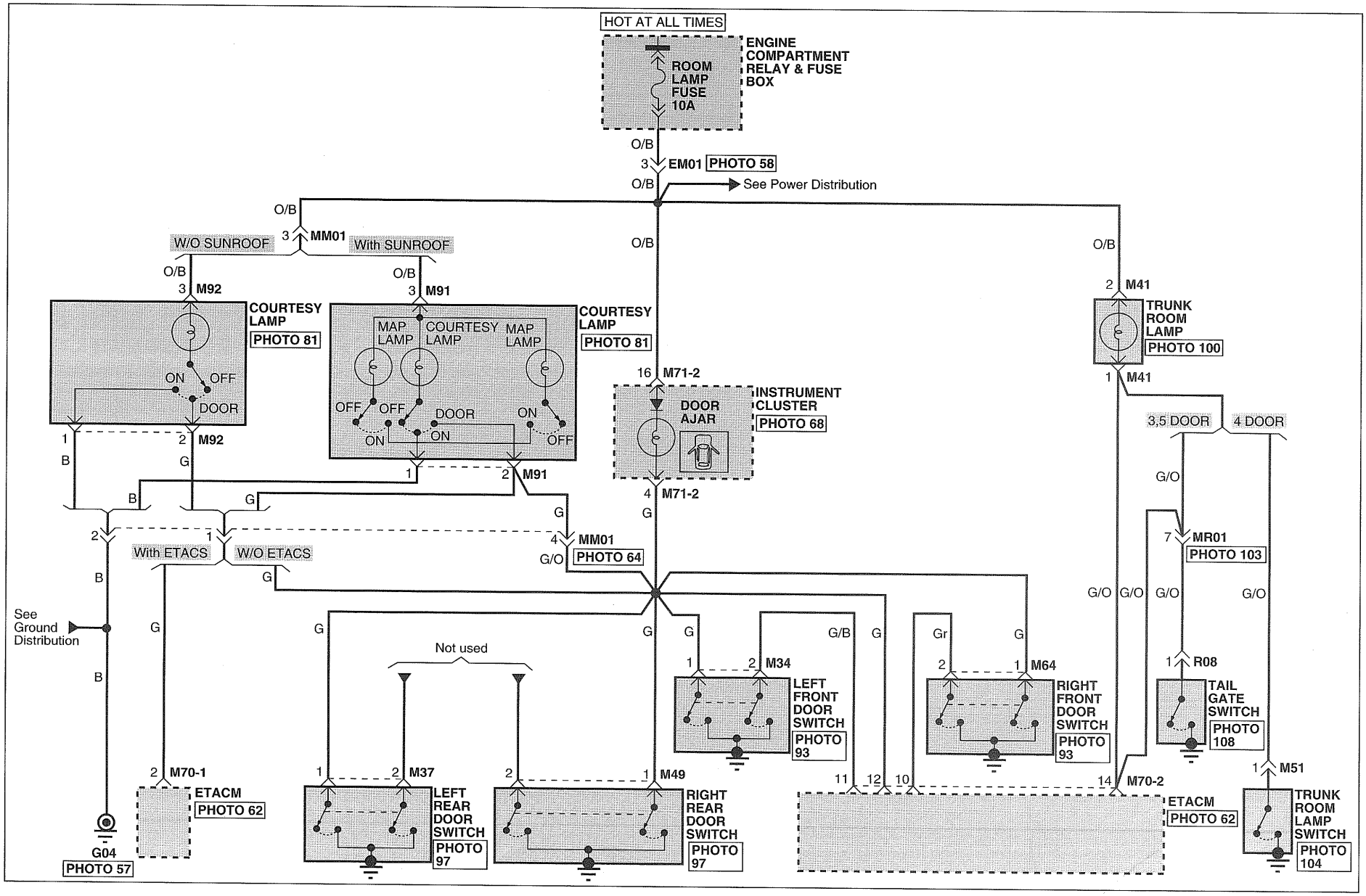
Battery voltage is applied at all times to the coil and contacts of the tail lamp relay. With the light switch in PARK or HEAD, the coil of the tail lamp relay is grounded through the light switch. Battery voltage from the Left/Right tail lamp fuse is then provided to the lamps (Left/Right tail lamps, Left/Right park lamps and license lamp) through the tail lamp relay contact, and all the lamps illuminate.

E2DF031C

MEMO

MEMO

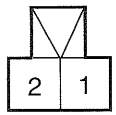
COURTESY LAMPS (1)



E2DF034A

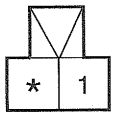
COURTESY LAMPS (2)

M34



CR02F011

M37



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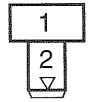
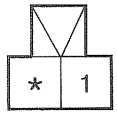


CR02F015

M49

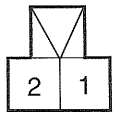


CR02F011

M51

CR01F043

M64



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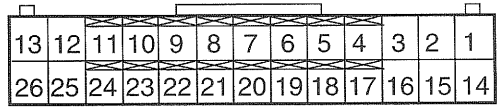
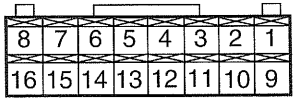
M70-1



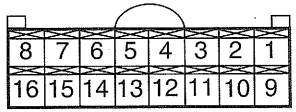
CR26F003

M70-2



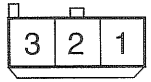
CR16F008

M71-2



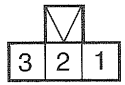
CR16F017

M91



CR03F026

M92



CR03F007

R08

CR01F006

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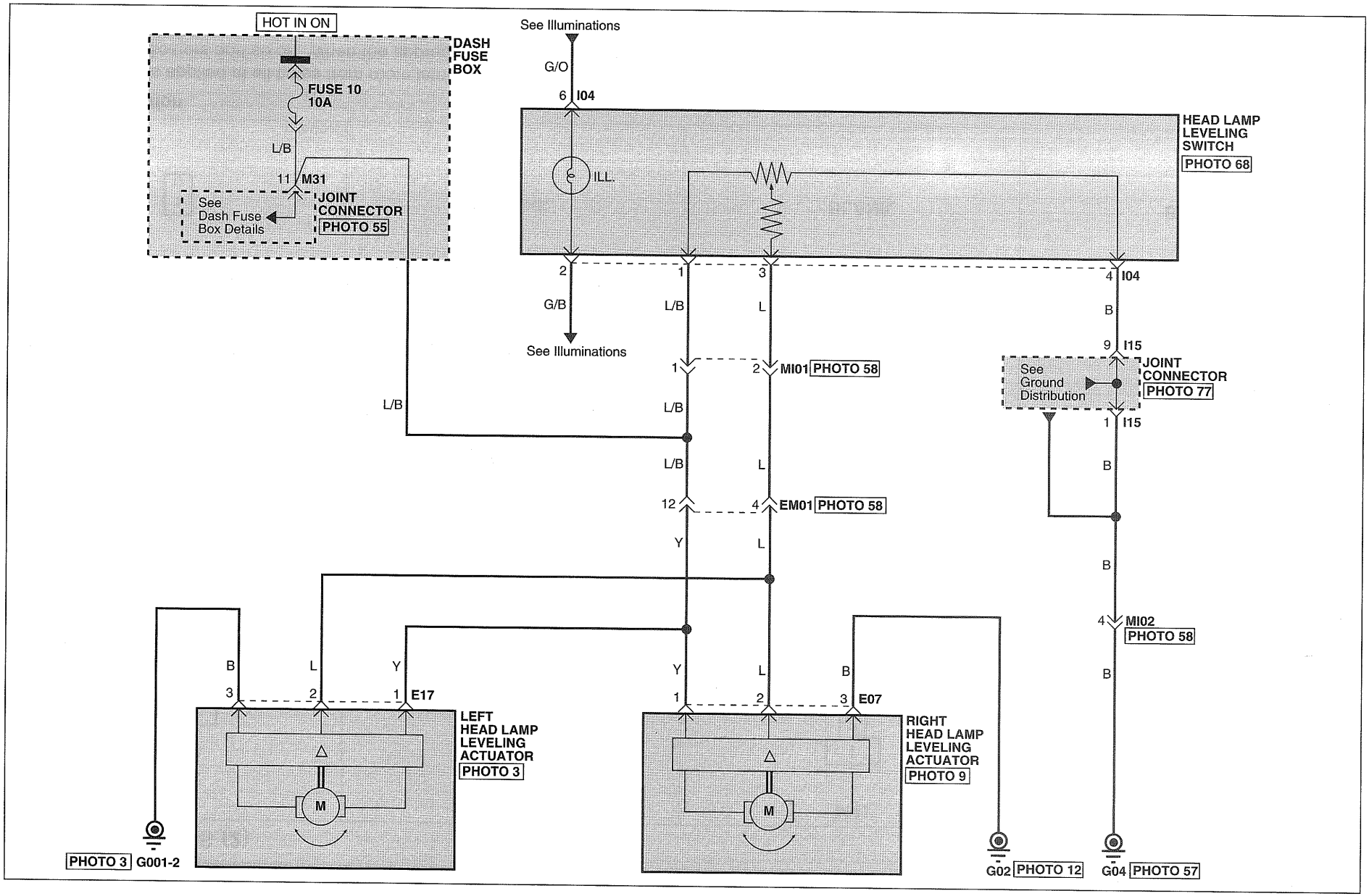
Circuit Description

Battery voltage is applied at all times from room lampfuse to the trunk lamp, door ajar, warning indicators and so on. When the appropriate switch (see schematic) is closed, a ground path is provided to the respective lamps, causing the lamps to go on.

The front room lamp can be controlled by the door switches or turned on manually, depending on the position of the front room lamp switch. The front room lamp can also be turned off so it will not come on with the door open.

E2DF034B

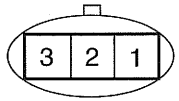
HEAD LAMPS LEVELING DEVICE (1)



E2DF040A

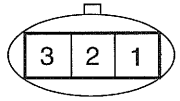
HEAD LAMPS LEVELING DEVICE (2)

E07



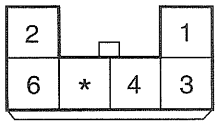
CR03F063

E17



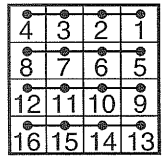
CR03F063

I04



CR06F017

M31



CR16F026

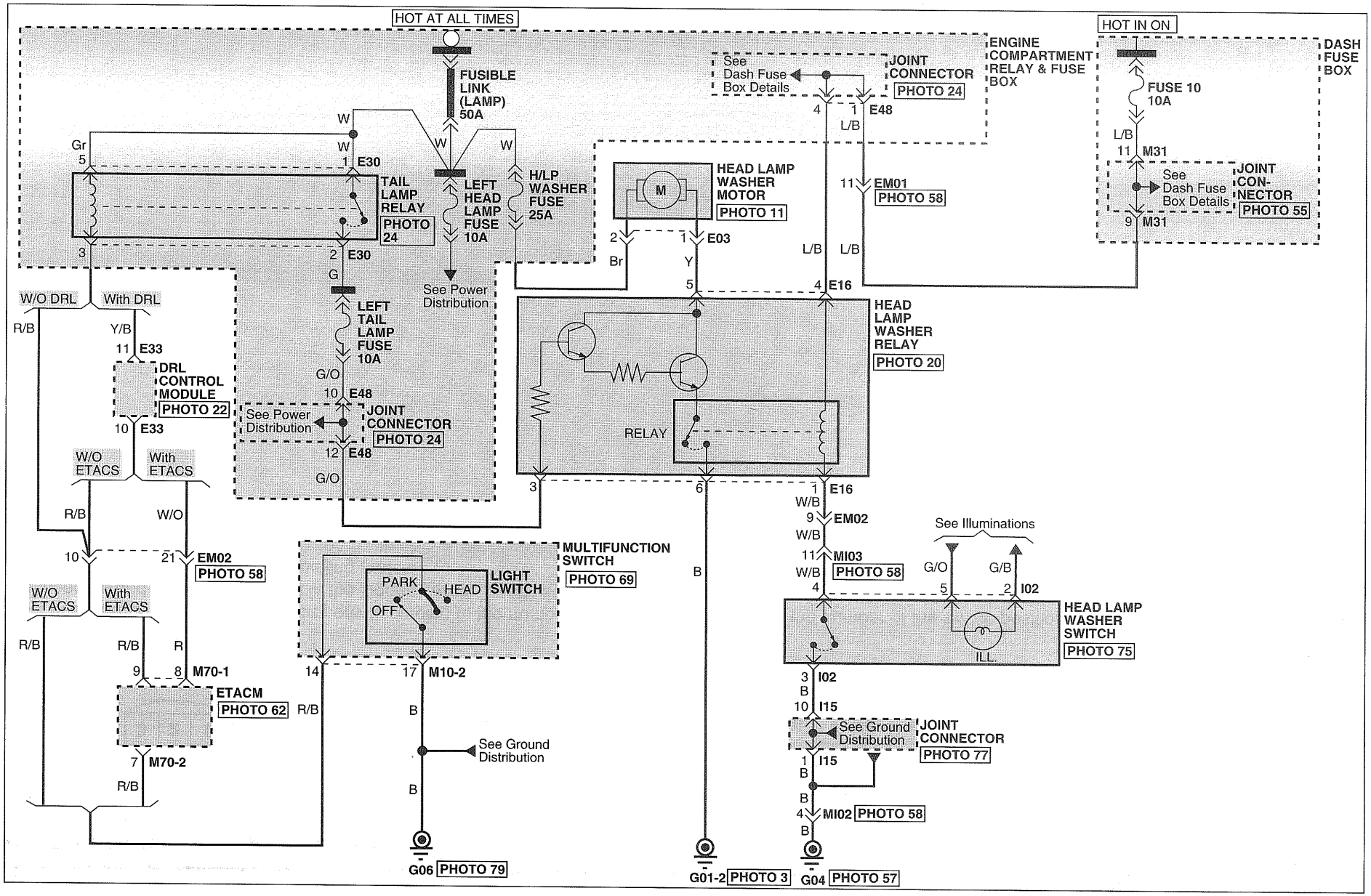
Circuit Description

The head lamps should be aimed properly according to the number of the passengers and the loading weight in the luggage area. To adjust the head lamps beam level, turn the beam leveling switch.

The higher the number of the switch position, the lower the head lamp beam level, Always keep the head lamps beam at the proper leveling poition, or head lamp may dazzle other road users.

E2DF040B

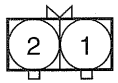
HEAD LAMPS WASHER (1)



E2DF041A

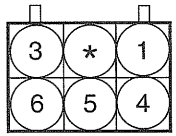
HEAD LAMPS WASHER (2)

E03



CR02F040

E16



CR06F009

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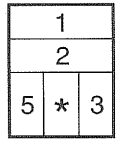
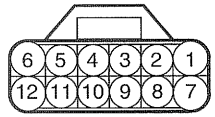


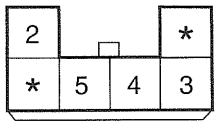
CR05F005

E33



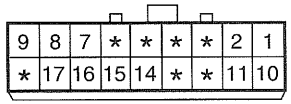
CR12F012

I02



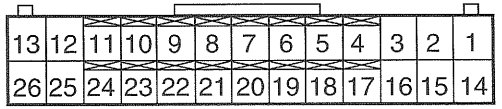
CR06F017

M10-2



CR18F004

M70-1



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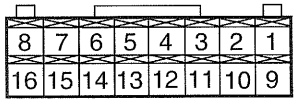
M70-2



CR16F008

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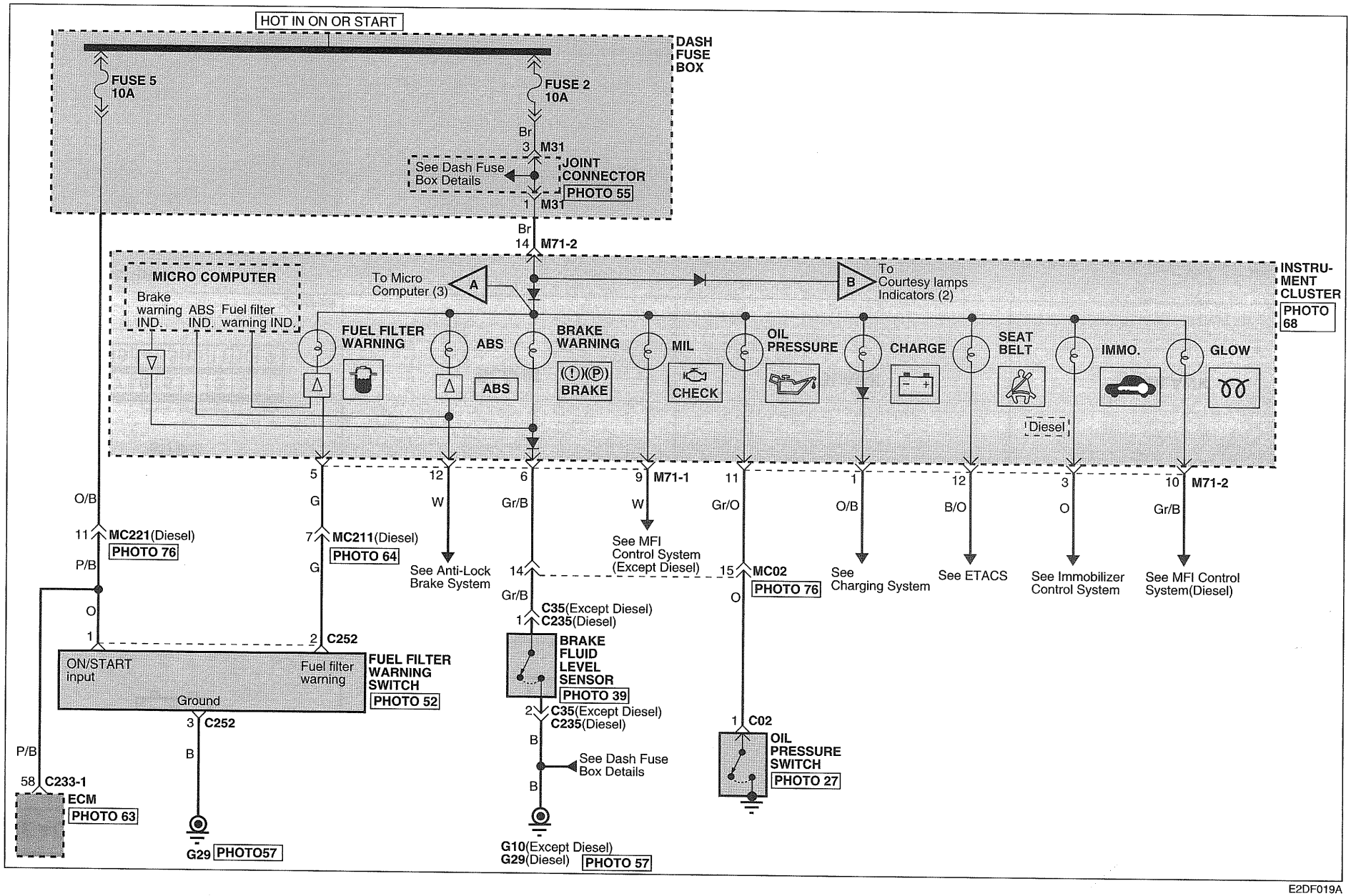
Circuit Description

With the light switch in PARK or HEAD position, battery voltage is supplied to the head lamp washer relay through the tail lamp relay contact.

When head lamp washer switch is closed, ground (G01-2) is provided to the head lamp washer motor through the head lamp washer relay contact and then the motor operated.

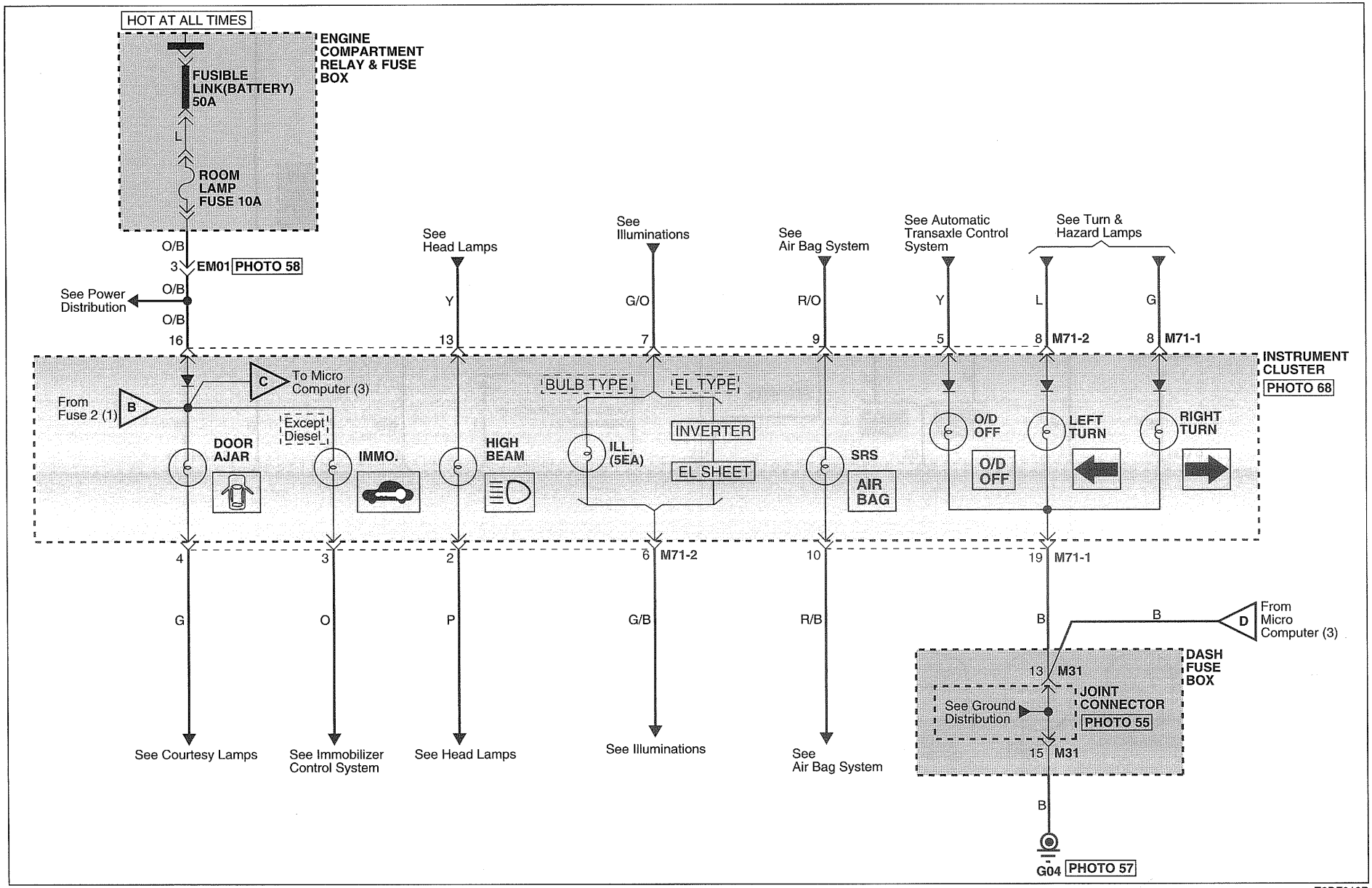
E2DF041B

INDICATORS & GAUGES (1)

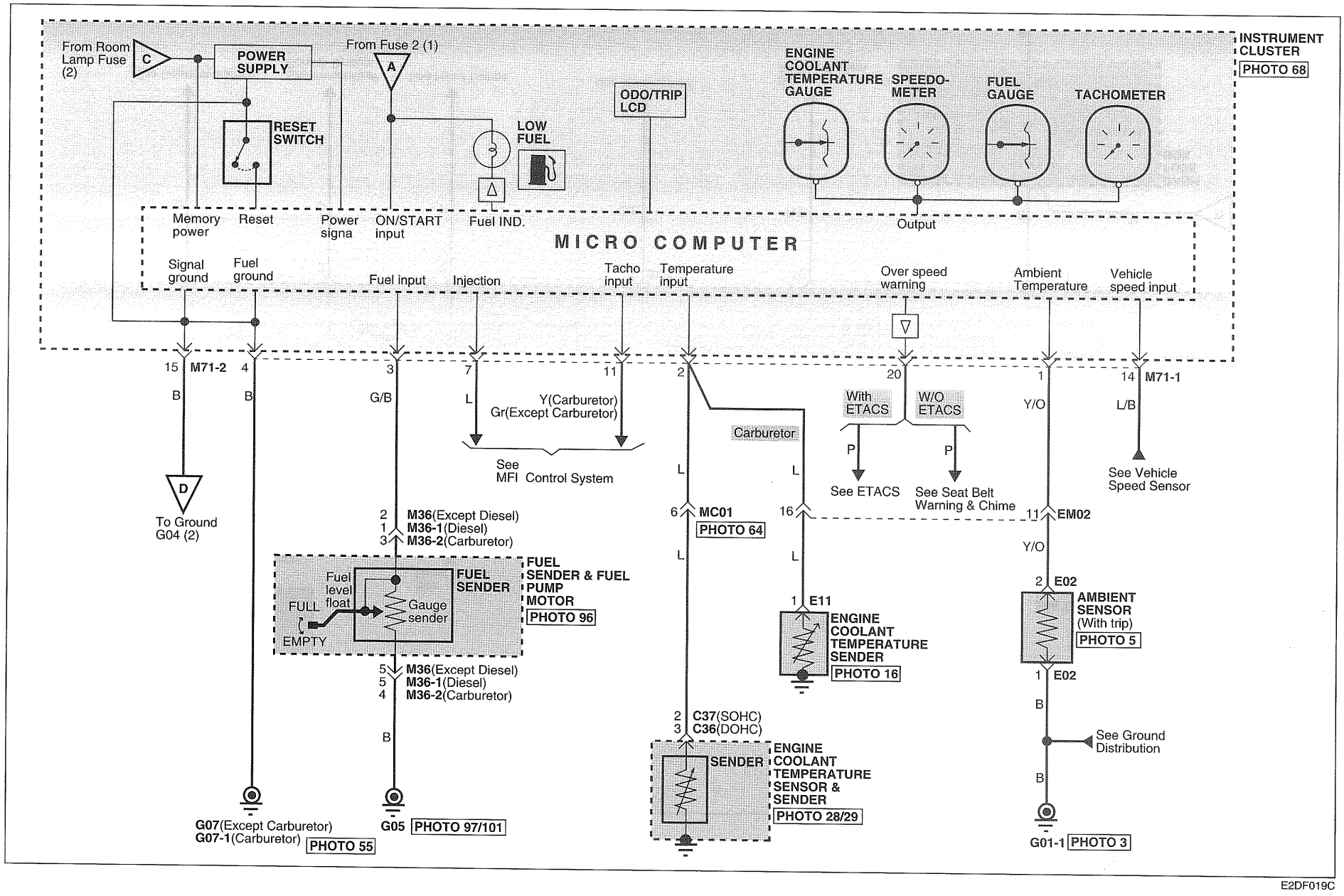


E2DF019A

INDICATORS & GAUGES (2)



INDICATORS & GAUGES (3)



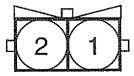
E2DF019C

INDICATORS & GAUGES (4)

C02 / E11

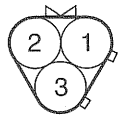
CR01F006

C35



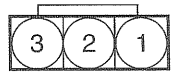
CR02F041

C36



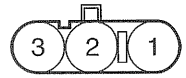
CR03F020

C37



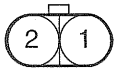
CR03F071

C252



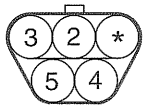
CR03F097

E02



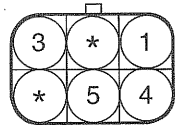
CR02F001

M36



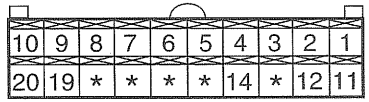
CR05F023

M36-1



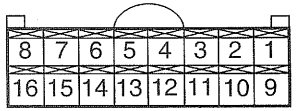
CR06F011

M71-1



CR20F021

M71-2



CR16F017

Circuit Description

Speedometer

With the ignition switch in ON and START, the speedometer drive circuits receive pulse from the vehicle speed sensor (VSS). The pulse rate increases as the car accelerates. The frequency and duration of these input pulses are measured and displayed by the speedometer.

Tachometer

The tachometer displays engine speed in rpm. Voltage pulses are taken from the ignition system and sent to the tachometer. The tachometer responds to the frequency of the voltage pulses, which vary according to engine speed.
The ECM processes these pulses into a signal that causes the gauge's is needle to move.

Check Engine & Oil pressure Indicator

Battery voltage is applied to the indicator bulb from fuse 2 with the ignition switch in ON or START. The ground of the check engine indicator is controlled by the engine control module.
The control module will light the indicator when the engine is not running or when it detects a problem. When the oil pressure is low, the oil pressure switch closes, providing a ground for the oil pressure indicator bulb.

Fuel Gauge & Indicator

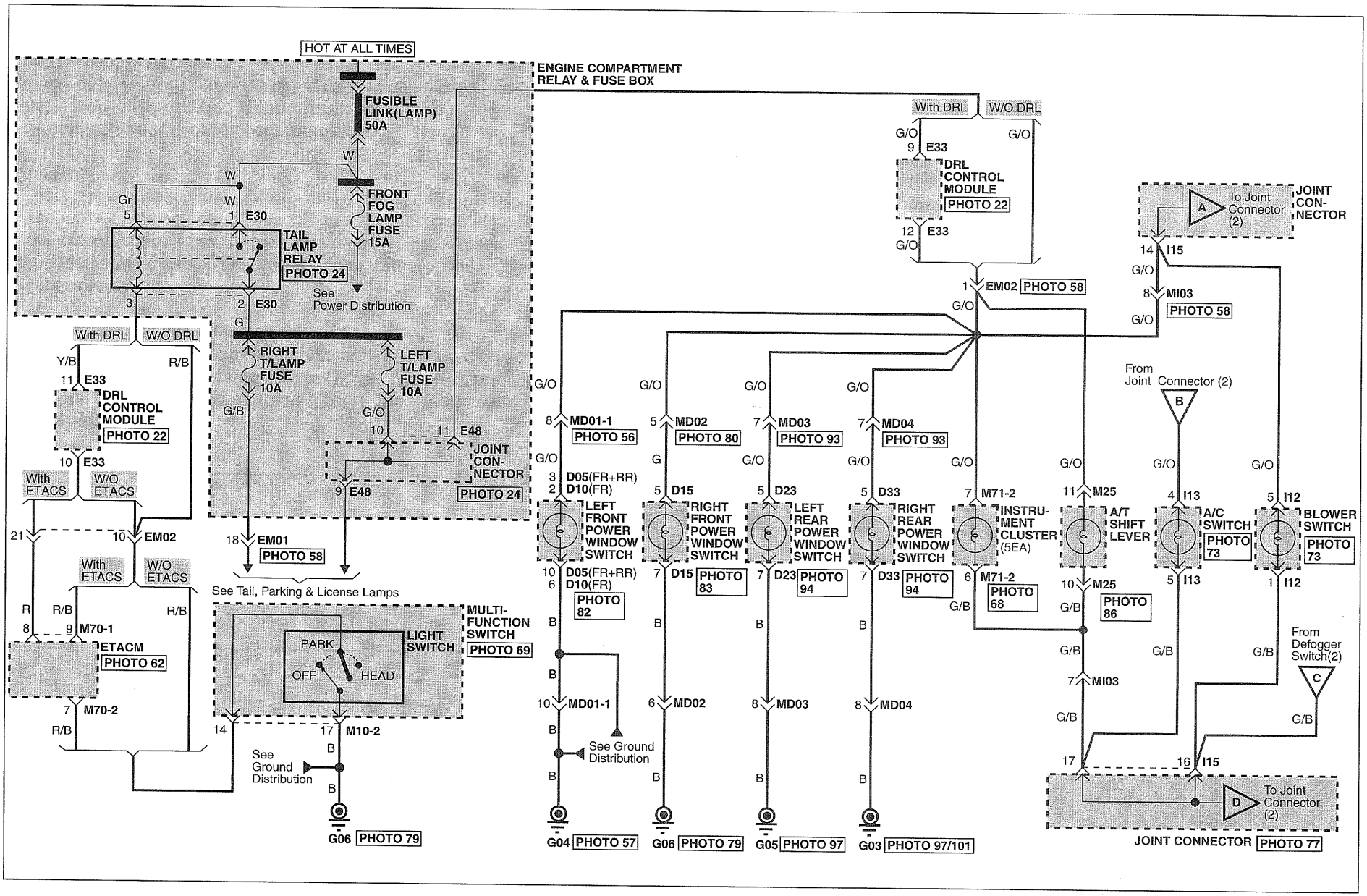
The pointer of the fuel gauge moves by the magnetic field of two coils. The coils are at right angles to each other.
Battery voltage is applied to the coils through fuse 2, generating a magnetic field. The magnetic field, controlled by the fuel gauge sender, causes the gauge's needle to move. As the resistance in the sender varies, current through the gauge coils change.
When the fuel level is below the thermistor, the resistance of the thermistor varies, providing a ground for the low fuel indicator bulb.

Engine Coolant Temperature Gauge

The pointer of the engine coolant temperature gauge moves by the magnetic field of two coils. The coils are at right angles to each other.
Battery voltage is applied to the coils through fuse 2, generating a magnetic field. The magnetic field, controlled by the engine coolant temperature sender, cause the gauge's needle to move. As the resistance in the sender varies, current through the gauge coils change.

E2DF019D

ILLUMINATIONS (1)



E2DF035A

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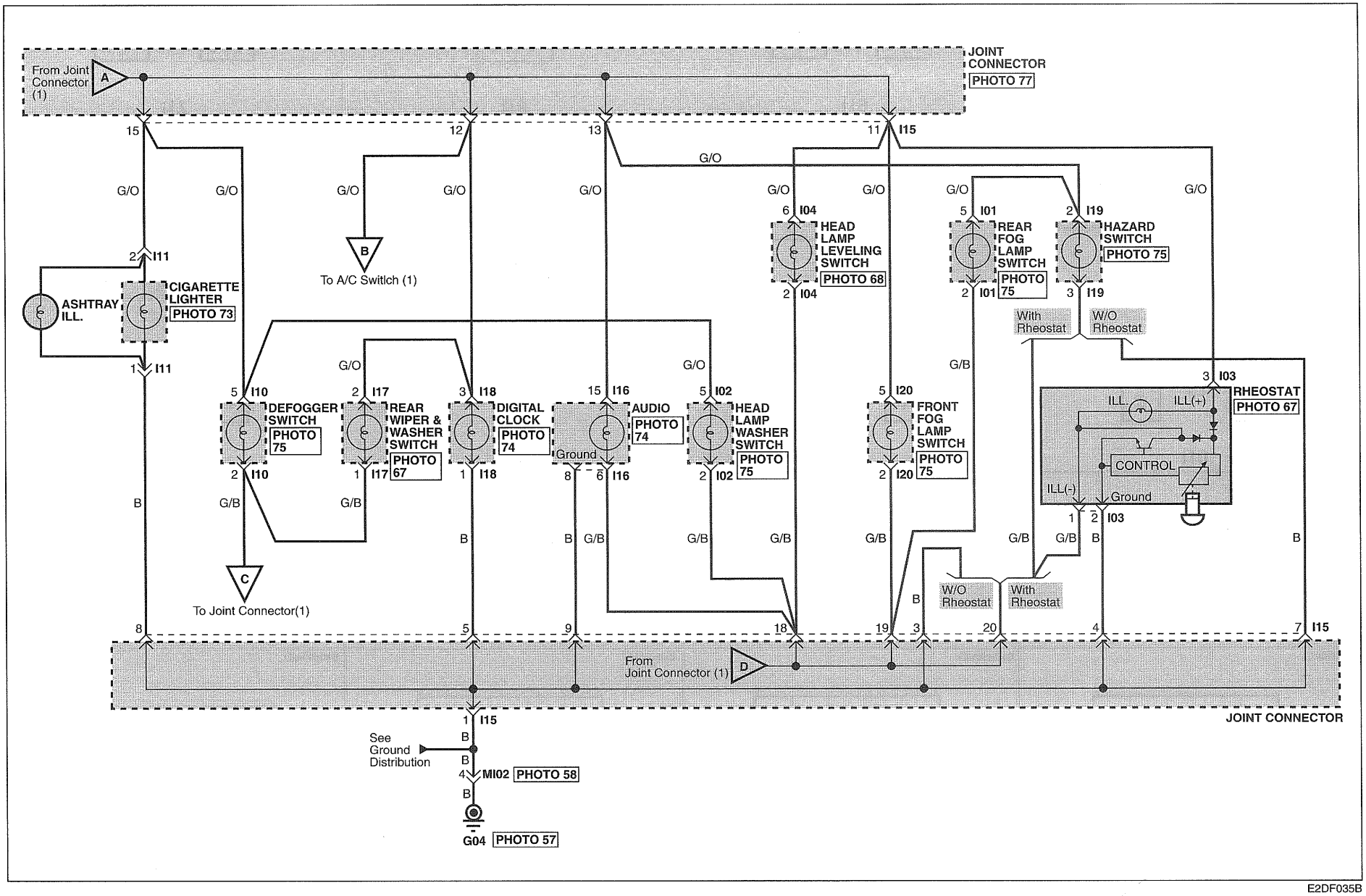
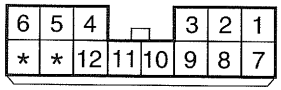


E2DF035B

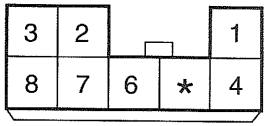
ILLUMINAIONS (3)

D05



CR14F019

D10



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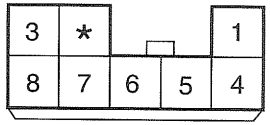

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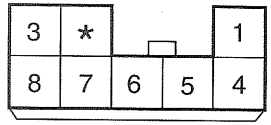

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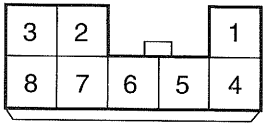

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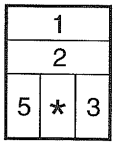

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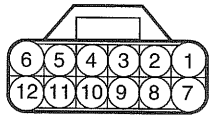

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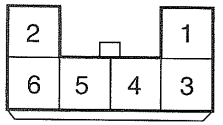

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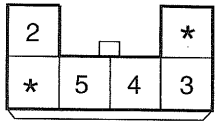

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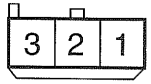

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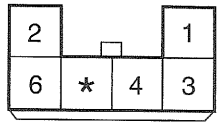

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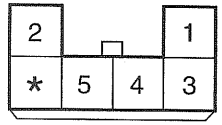

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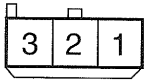

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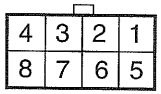

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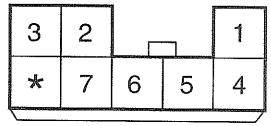

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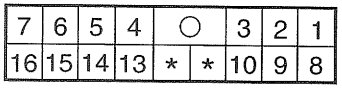

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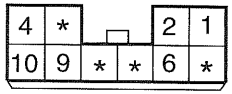

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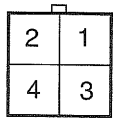

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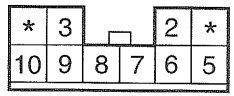

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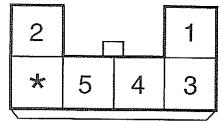

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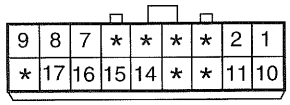
E2DF035C

ILLUMINATIONS (4)

M10-2



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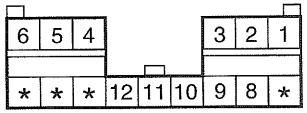

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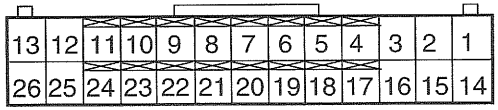
M70-1



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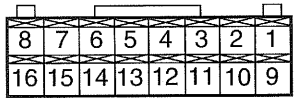

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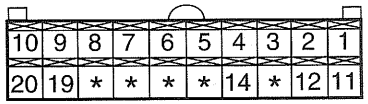
M71-1



CR20F021

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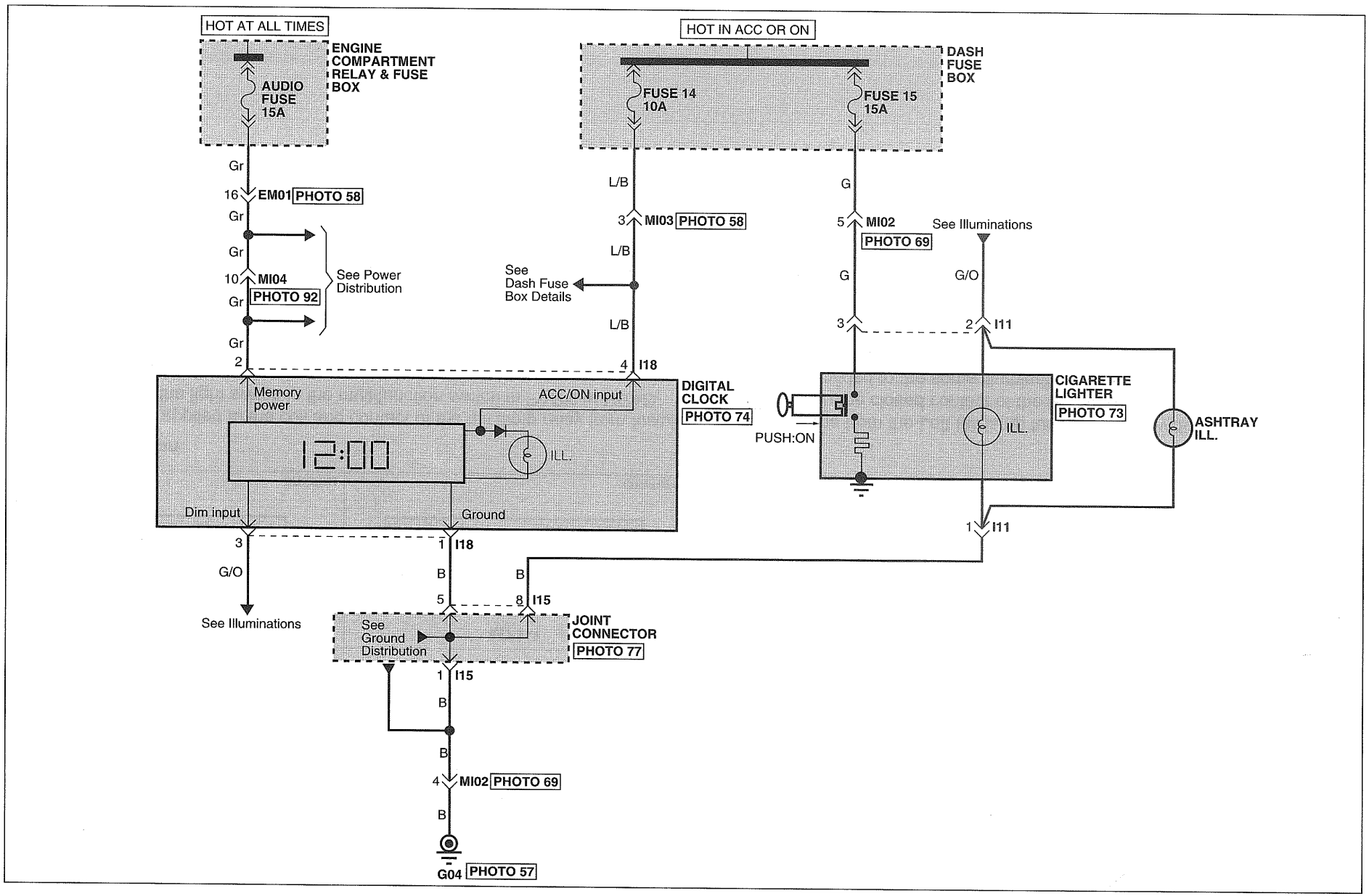
Circuit Description

Battery voltage is applied to the coil and contact of the tail lamp relay from fusible link (Lamp). With the light switch in the multifunction switch in PARK or HEAD, ground is provided to the tail lamp relay coil through the light switch.

Battery voltage from the Left tail lamp fuse is then provided to the illumination lamps through the closed contact of the tail lamp relay.
Ground is provided to the some illumination lamps through the rheostat.
The rheostat controls the brightness of the illumination lamp's light.

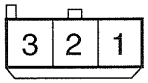
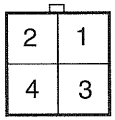
E2DF035D

DIGITAL CLOCK & CIGARETTE LIGHTER (1)



E2DF016A

DIGITAL CLOCK & CIGARETTE LIGHTER (2)

I11	I18	BLANK	BLANK
 CR03F026	 CR04F001		

Circuit Description

DIGITAL CLOCK

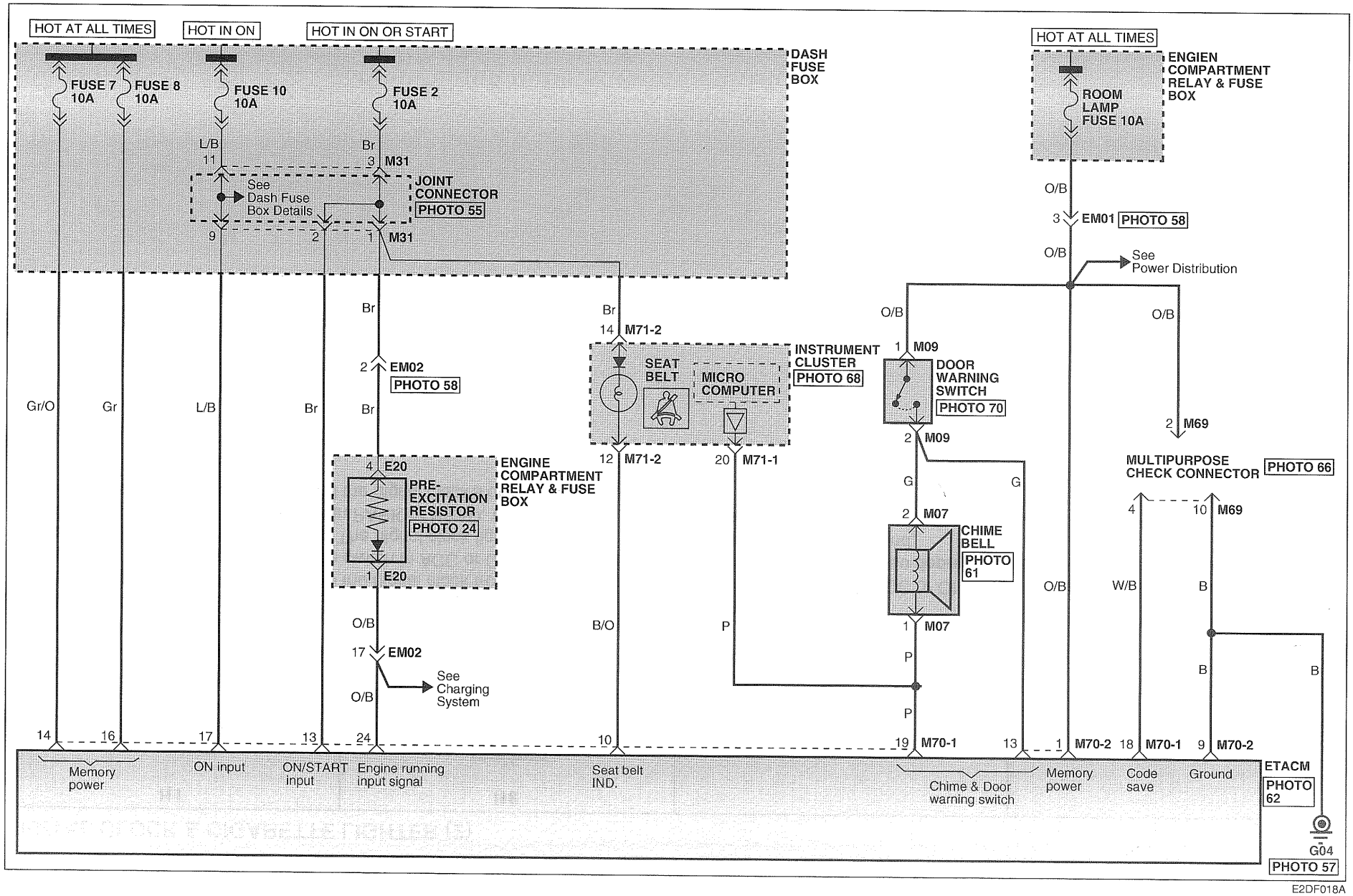
Battery voltage is applied at all times to the digital clock from audio fuse to provide clock memory. With the ignition switch in ACC or ON, battery voltage is applied to the clock through fuse 14. The digital clock lights up and displays the time. With the light switch in PARK or HEAD, the light switch provides ground to the digital clock and the digital clock's display will dim.

CIGARETTE LIGHTER

With the ignition switch in ACC or ON, battery voltage is applied from fuse 15 to the cigarette lighter. When you depress (push) the lighter, the lighter element completes the circuit to ground.
When the element becomes sufficiently heated, it is spring-released and the circuit opens.

E2DF016B

ETACS (1)



E2DF018A

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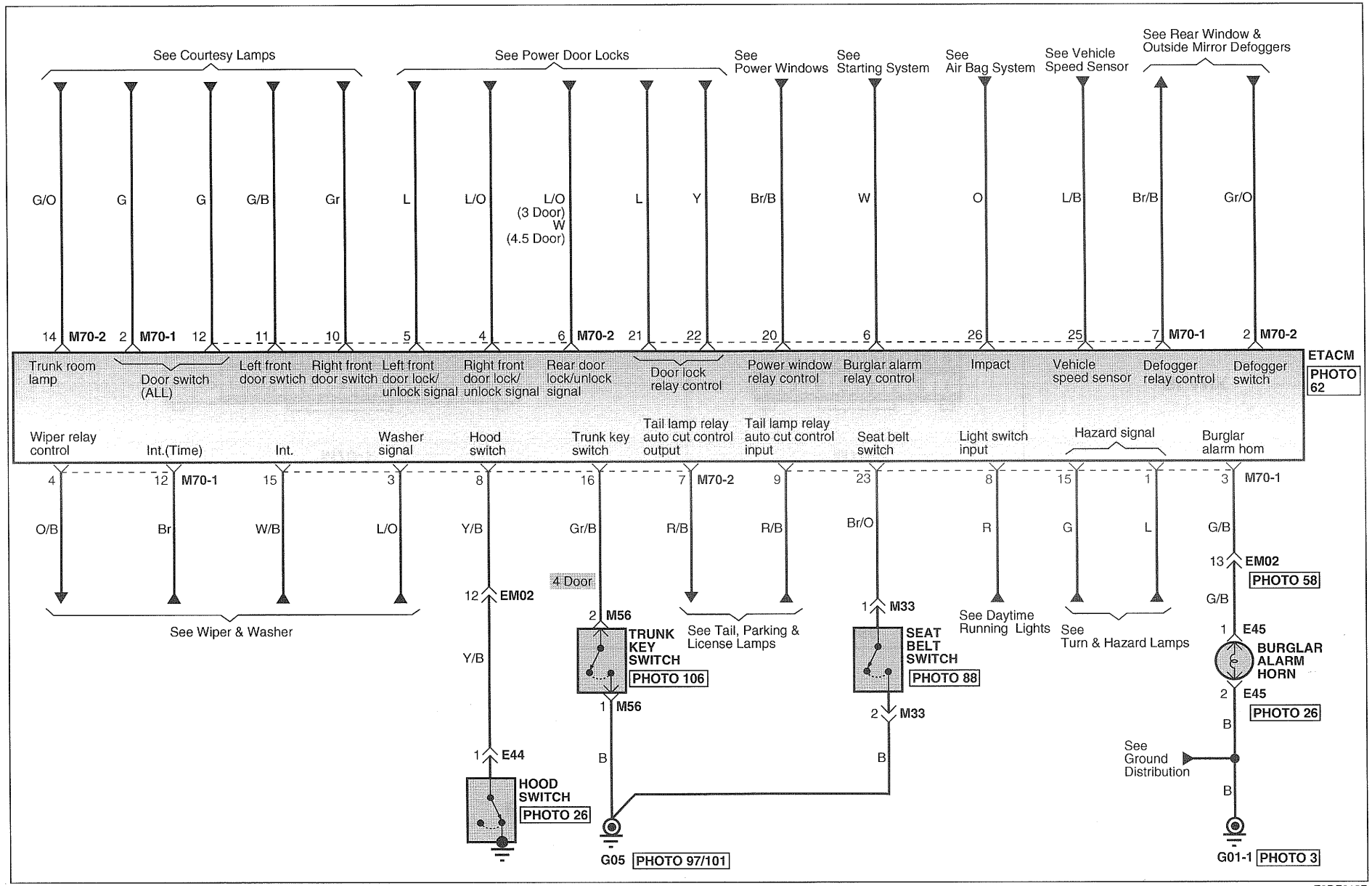
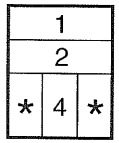


E2DF018B

ETACS (3)

E20

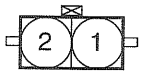


CR05F005

E44

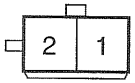
CR01F020

E45



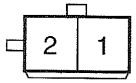
CR02F091

M07



CR02F046

M09



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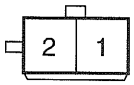

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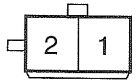

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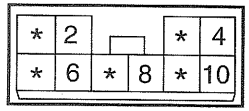
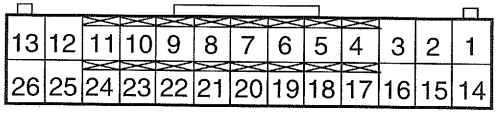


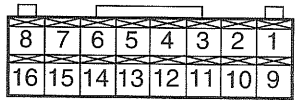
CR10M003

M70-1



CR26F003

M70-2



CR16F008

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Circuit Description

The electronic time and alarm control module (ETACM) operates the front wiper, the front washer, chime bell, rear window defogger and so on.
Fuse 2 supplies battery voltage to the module when ignition is in ON or START.

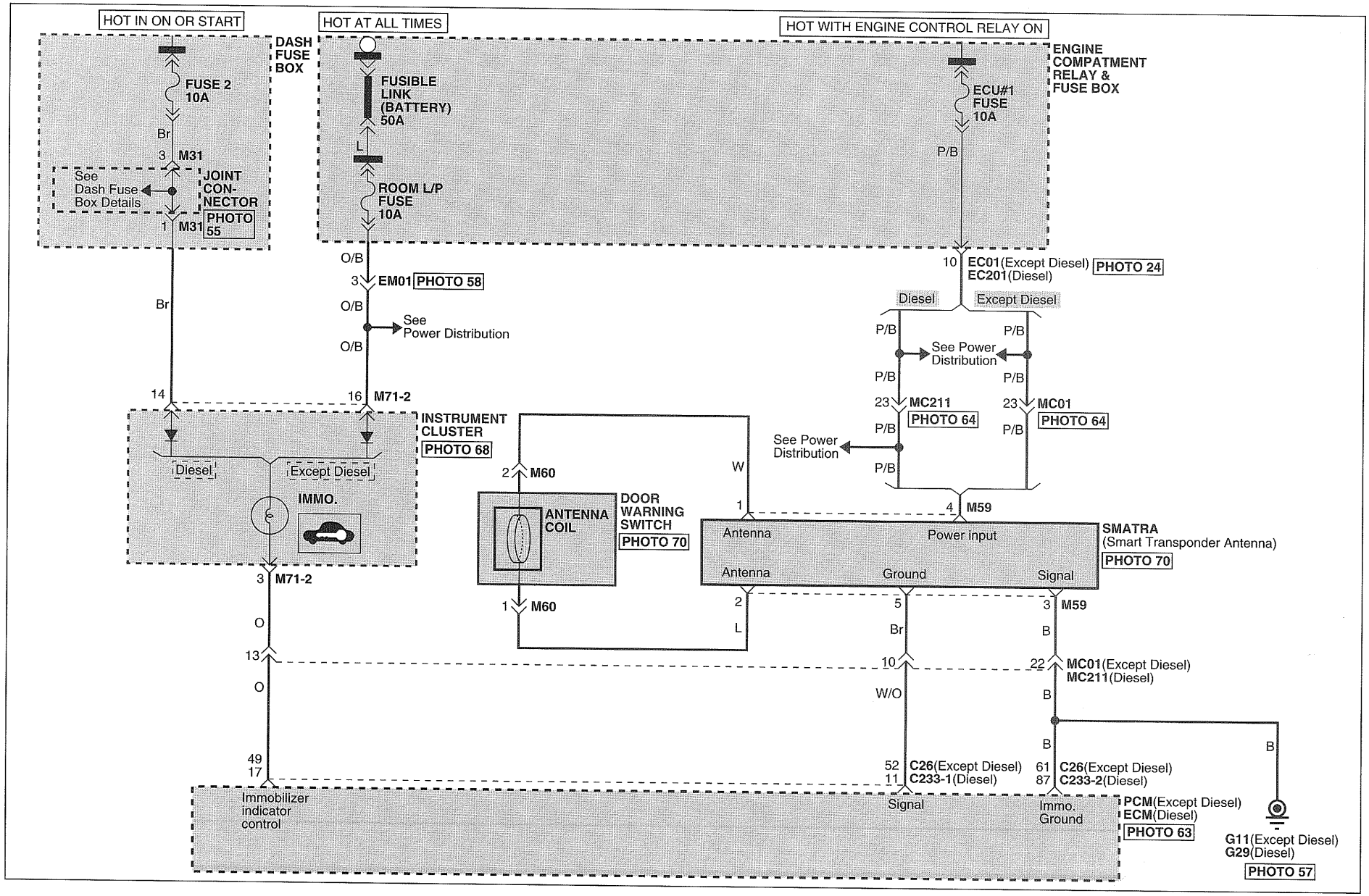
Fuse 10 supplies battery voltage to the module whenever the key is in ON.
For details on the use of the various inputs and outputs, refer to the Shop Manual, section BE details.

E2DF018C

MEMO

MEMO

IMMOBILIZER CONTROL SYSTEM (1)



E2DF042A

IMMOBILIZER CONTROL SYSTEM (2)

C26

1	2	*	80	79	78	*	*	75	*	*	*	71	70	69	68	*	*	*	*	63
	3	*	61	60	59	*	57	*	55	*	53	52	51	50	49	48	47	46	45	44
		*	42	*	*	39	*	37	36	35	34	33	32	31	30	29	28	27	26	25
4	5	24	*	*	21	20	19	18	17	16	15	14	13	12	11	*	*	8	7	6

CR81F002

C233-1

*	*	*	*	*	11	12	13	*	15	16	17	18	19	20	21	*	23	24	5	4
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3	
*	*	*	47	48	49	*	51	52	*	54	*	*	*	58	59	60	61	62		
*	*	*	*	*	*	*	*	*	*	*	*	*	76	77	78	79	80	81	2	1

CR81F001

C233-2

121	120	*	*	*	111	110	109	108	*	*	
118	117		105	104	103	*	101	100	99	*	
			97	*	*	*	*	11	10	9	
*	*	114	89	88	87	86	85	84	83	82	

CR40F007

M31

4	3	2	1
8	7	6	5
12	11	10	9
16	15	14	13

CR16F026

M59

				1
5	4	3	2	

CR05F013

M60

2	1

CR02F047

M71-2

8	7	6	5	4	3	2	1
16	15	14	13	12	11	10	9

CR16F017

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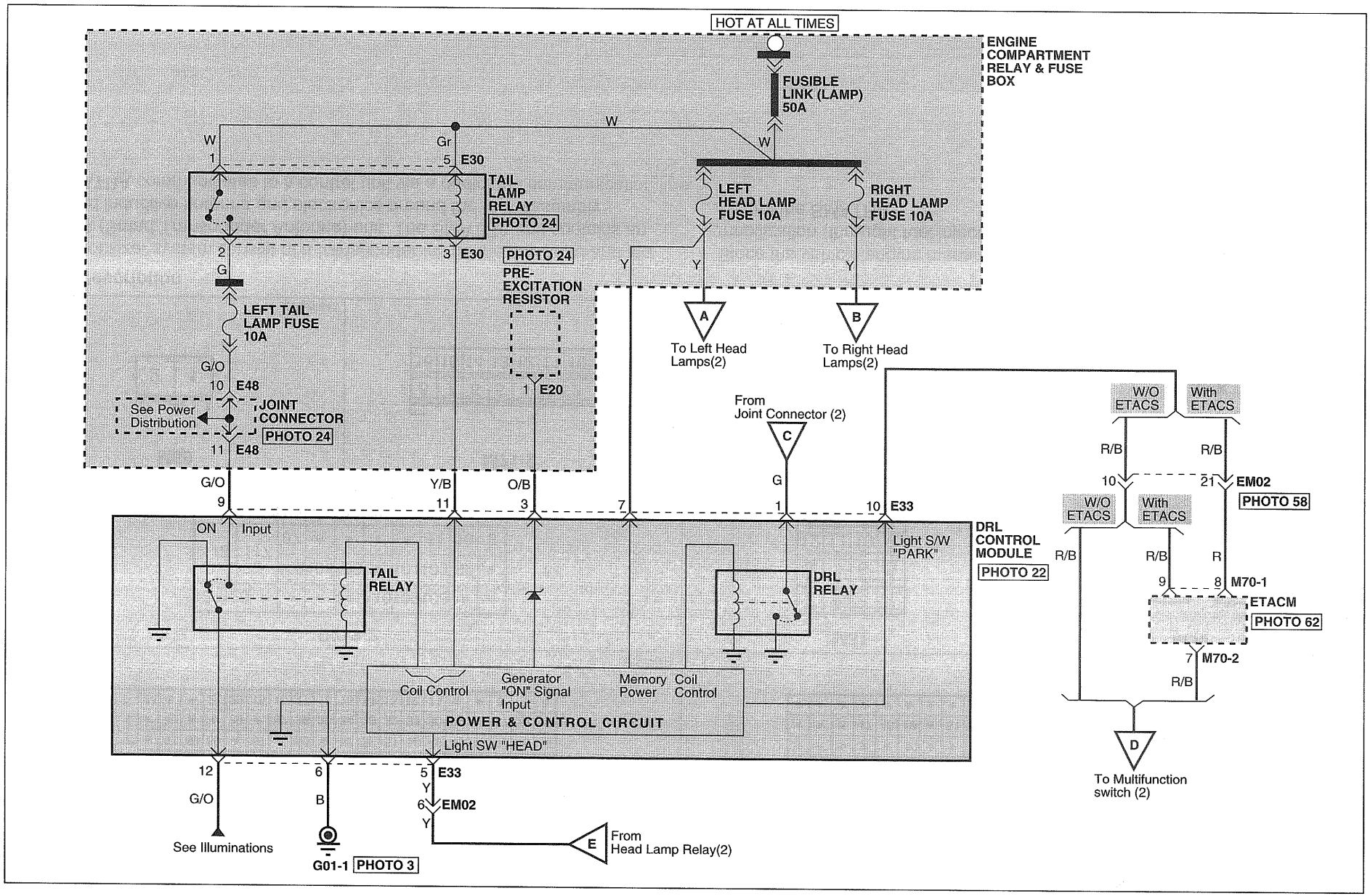
Circuit Description

The immobilizer system consist of a transponder inside the key head and the SMATRA (Smart Transponder Antenna) unit. The SMATRA unit contains an integrated inductive antenna and electronics around the lock assembly.
The SMATRA communicates to a control unit via a dedicated communication line.

Since the vehicle engine management system is able to control engine mobilization (throught fuel injection control), it is the most suitable unit to control the SMATRA.

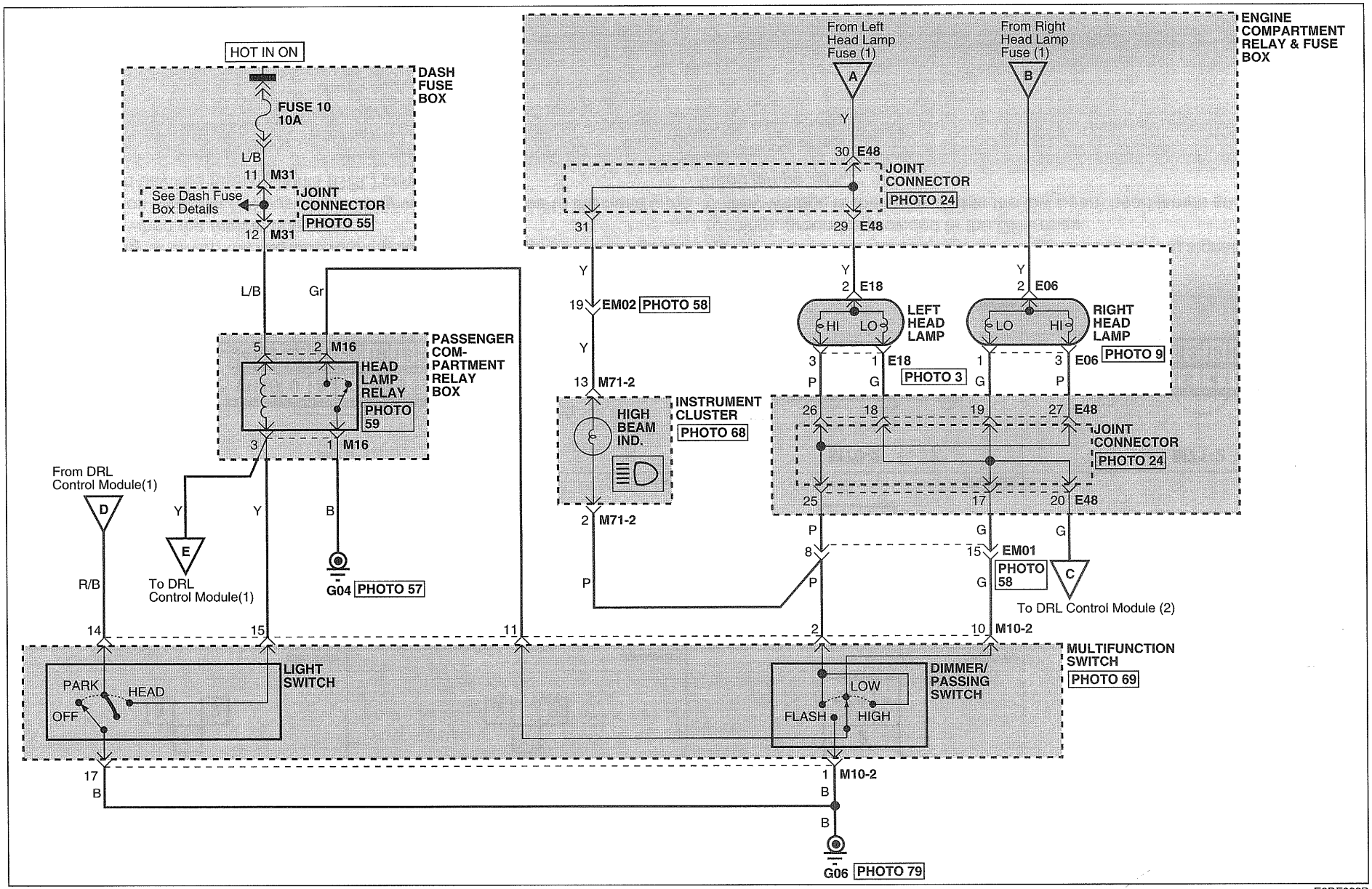
E2QE042B

DAYTIME RUNNING LIGHTS (1)



E2DF038A

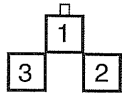
DAYTIME RUNNING LIGHTS (2)



E2DF038B

DAYTIME RUNNING LIGHTS (3)

E06



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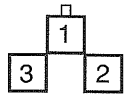

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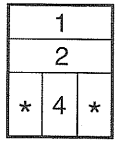

CR05F005

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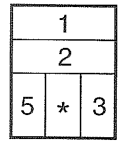

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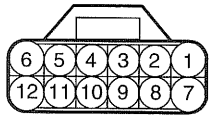
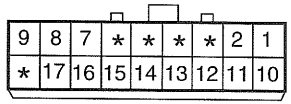


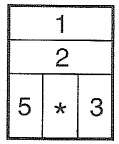
CR12F012

M10-2



CR18F004

M16



CR05F005

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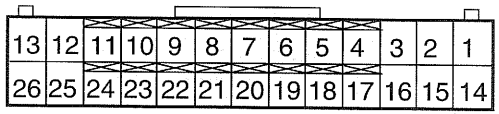
M70-1



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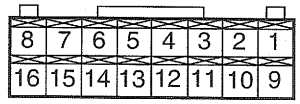
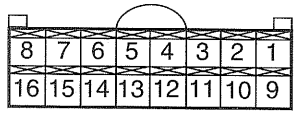
M70-2



CR16F008

M71-2



CR16F017

Circuit Description

For the visibility of driver, the daytime running lights (head lamp low beam) go on automatically when the engine is running.
With the ignition switch in ON position, battery voltage is applied to the head lamp relay coils and daytime running lights (DRL) control module.

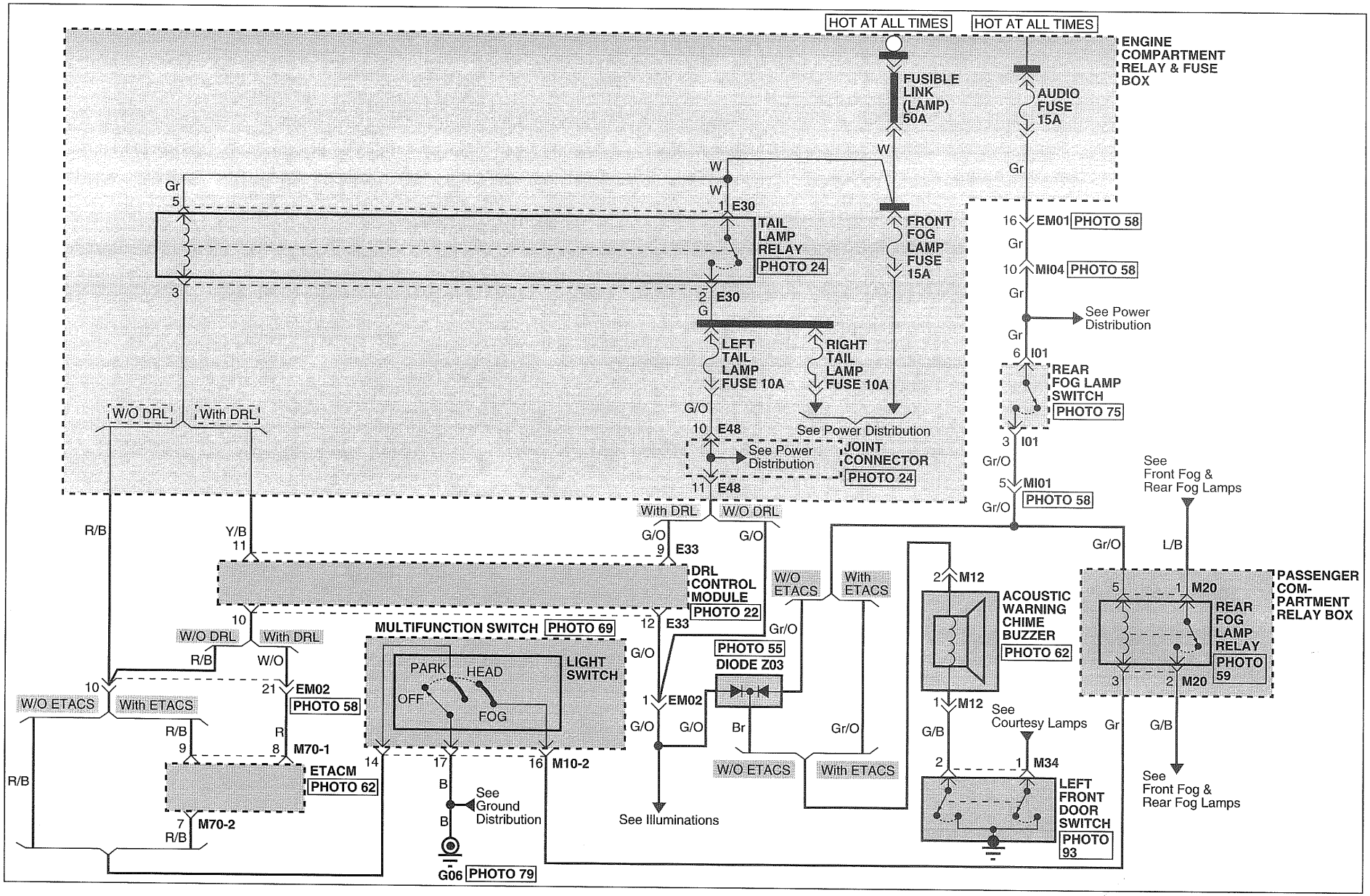
As the DRL control module detects the generator running signals (engine is running), ground is provided to the DRL relay.
battery voltage is then provided to the low beam head lamps and the low beam head lamps light.

E2DF038C

MEMO

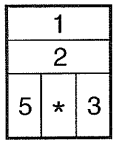
MEMO

ACOUSTIC WARNING SYSTEM (1)



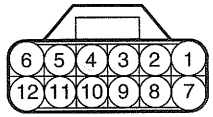
ACOUSTIC WARNING SYSTEM (2)

E30



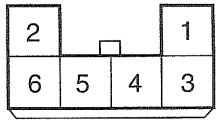
CR05F005

E33



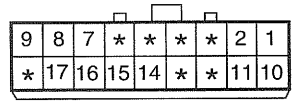
CR20F021

I01



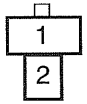
CR03F029

M10-2



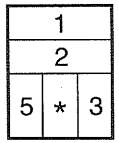
CR18F004

M12



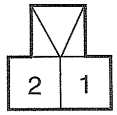
CR02F012

M20



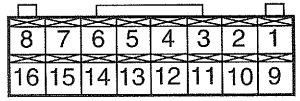
CR05F005

M34



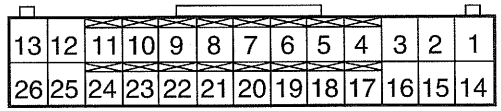
CR02F011

M70-2



CR16F008

M70-1



CR26F003

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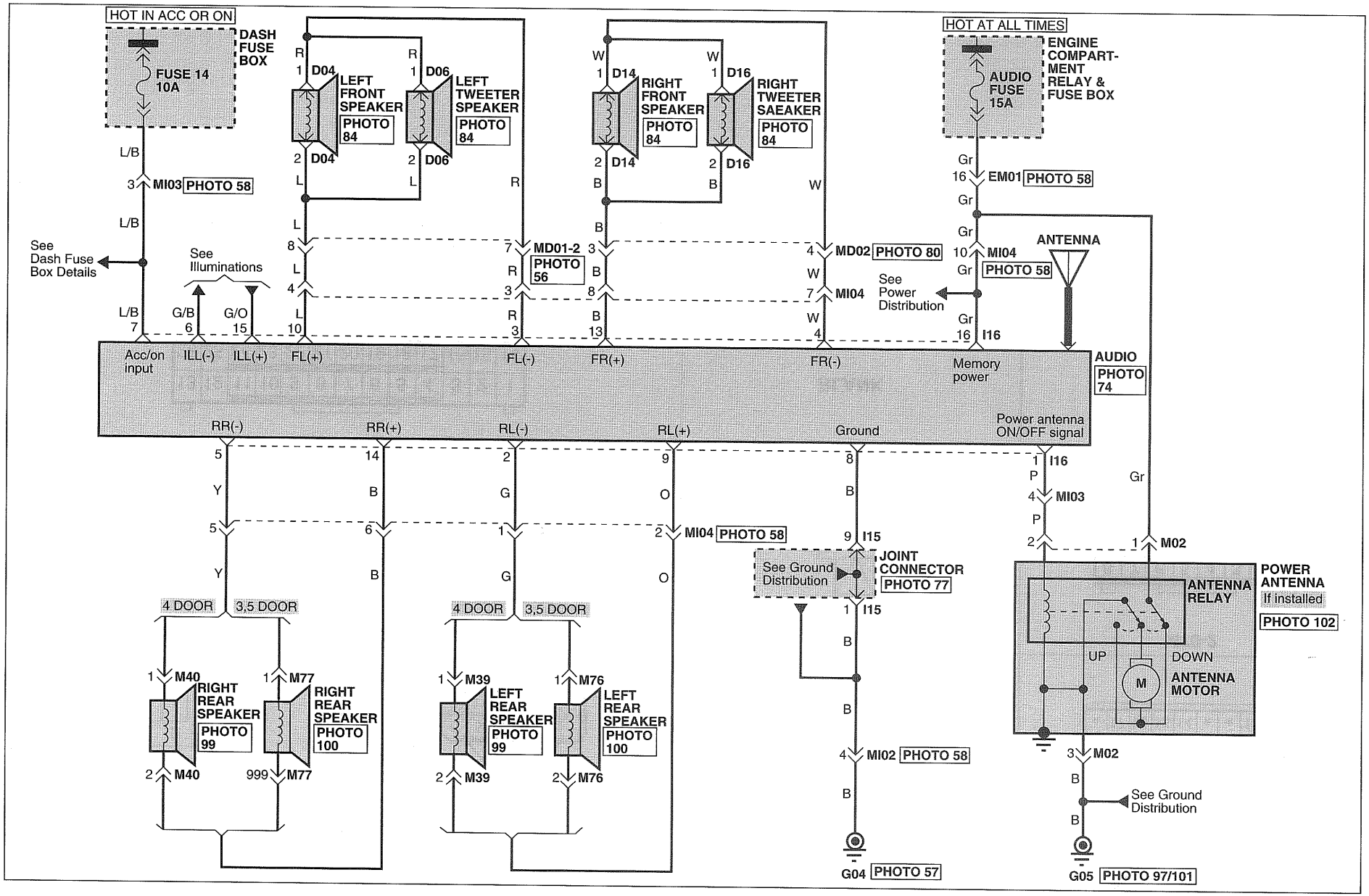
Circuit Description

1. With the light switch in PARK or HEAD position, battery voltage is supplied to the acoustic warning chime buzzer through left tail lamp fuse and diode.
The acoustic warning buzzer sounds when the left front door switch is closed (door opened).

2. With the light switch in HEAD or FOG position and rear fog lamp switch is in ON position, battery voltage is applied to the acoustic warning buzzer and then the buzzer sounds.

E2QE044B

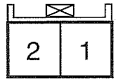
AUDIO SYSTEM (1)



E2DF026A

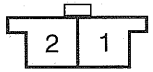
AUDIO SYSTEM (2)

D04



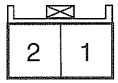
CR02F047

D06



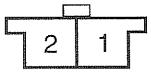
CR02F010

D14



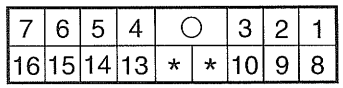
CR02F047

D16



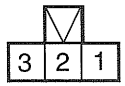
CR02F010

I16



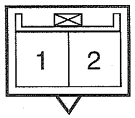
CR16F025

M02



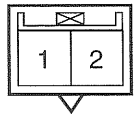
CR03F007

M39



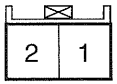
CR02M037

M40



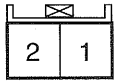
CR02F037

M76



CR02F047

M77



CR02F047

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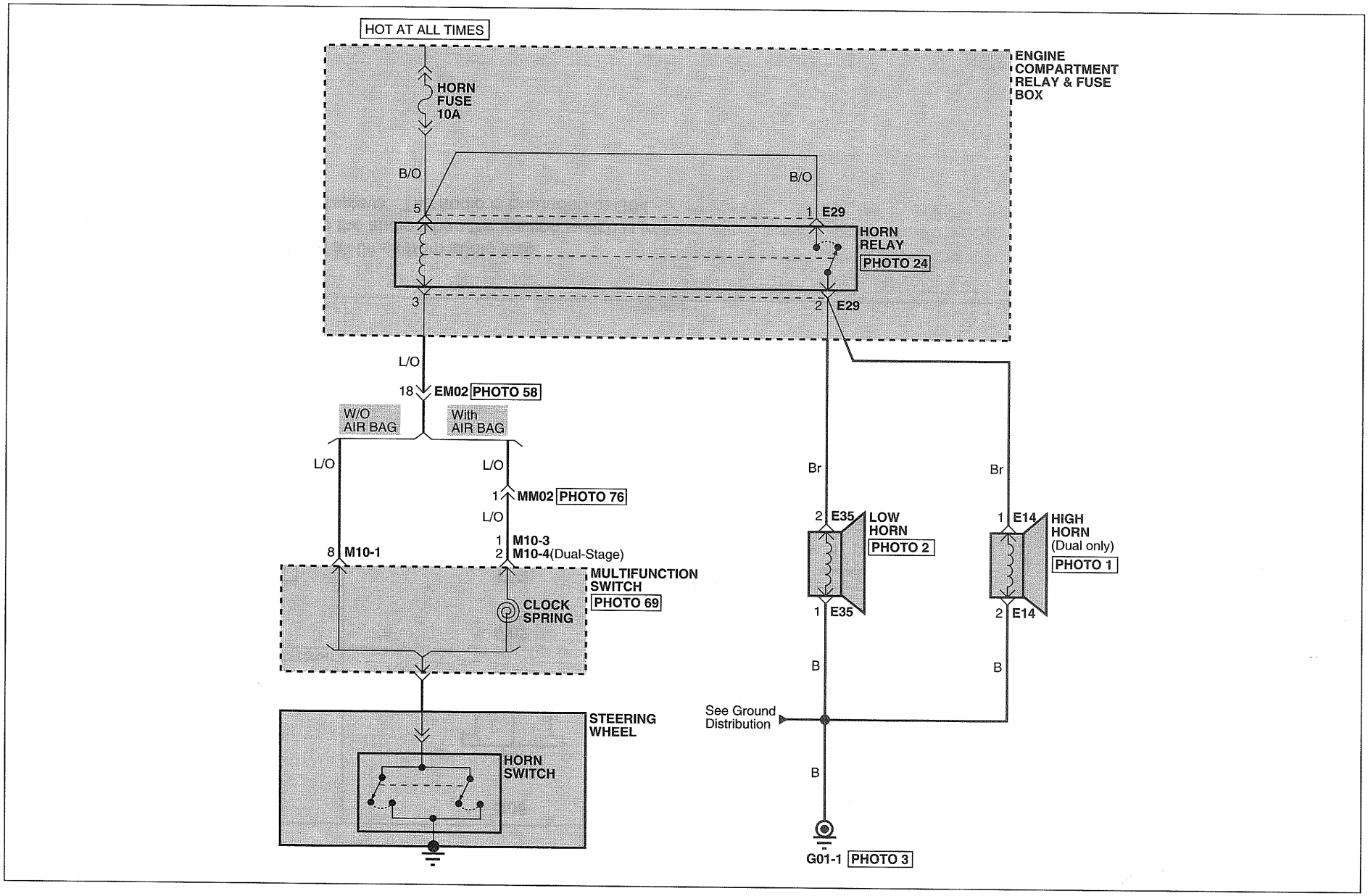
Circuit Description

The audio receives battery voltage at all times from audio fuse.
Audio fuse supplies battery voltage to the audio when the ignition switch is in ACC or ON for audio operation and displays. The audio is grounded at G04.

E2QE026B

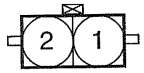
HORNS (1)



E2DF027A

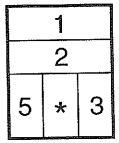
HORNS (2)

E14



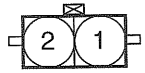
CR02F091

E29



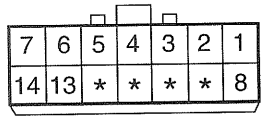
CR05F005

E35



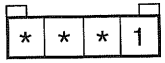
CR02F091

M16



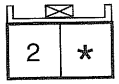
CR14F010

M10-3



CR04F052

M10-4



CR02F047

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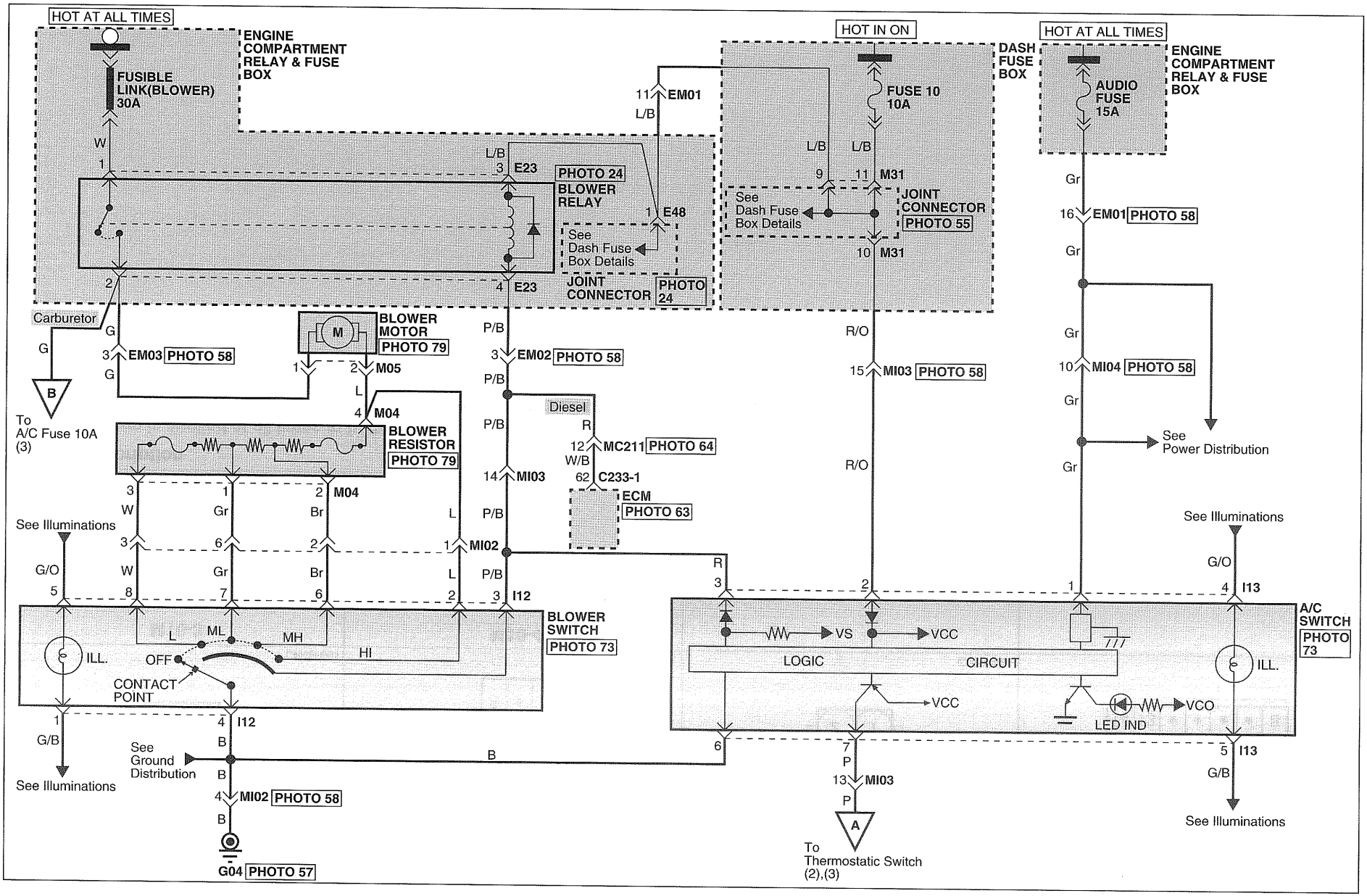
Circuit Description

Battery voltage is applied at all times to both the coil and the contacts of the horn relay. With the horn switch depressed, ground is provided to the coil of the horn relay through the horn switch. The relay contacts close and battery voltage is applied to the horn, and the horn sounds.

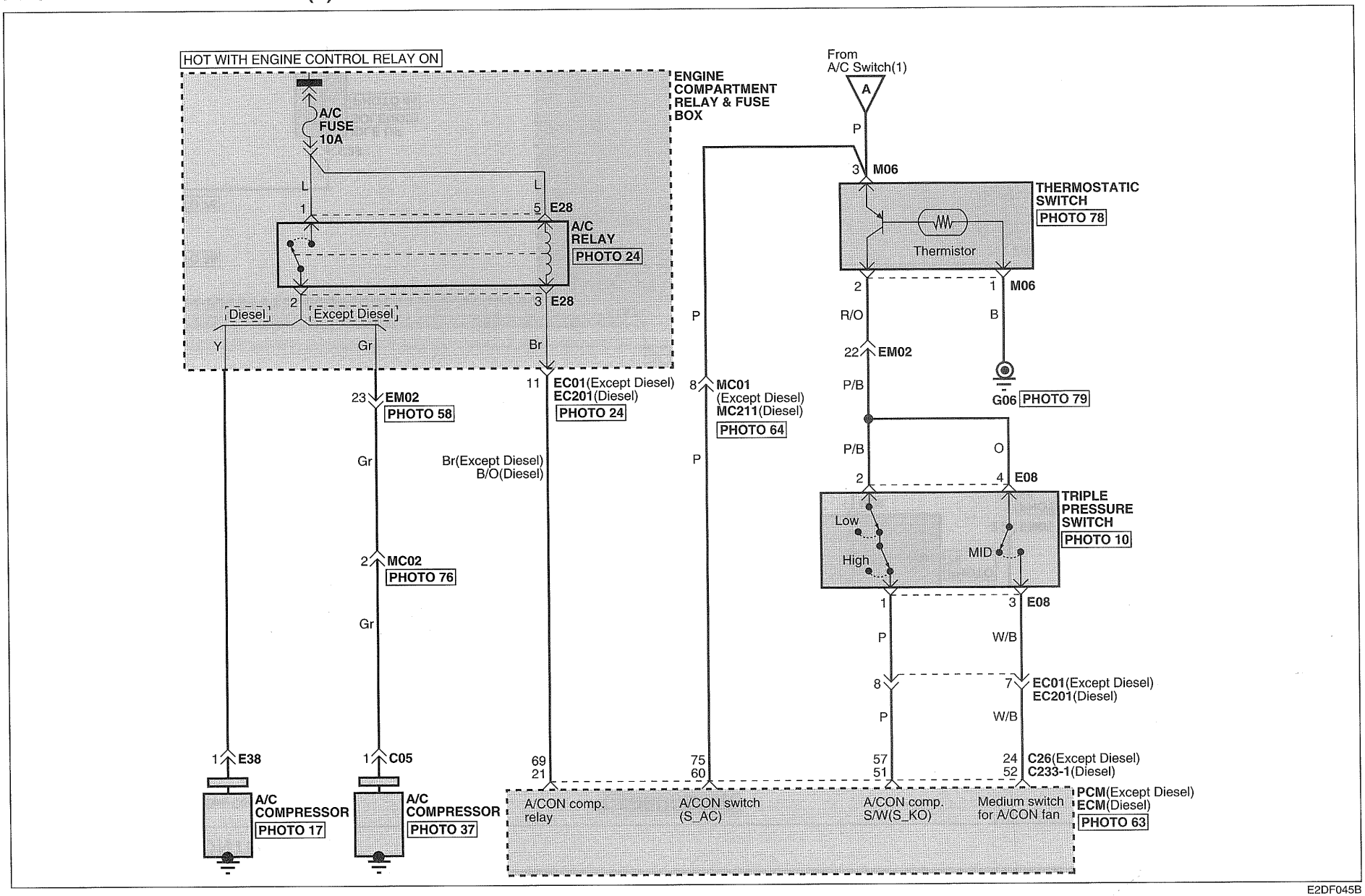
E2DF027B

BLOWER & A/C CONTROLS (1)



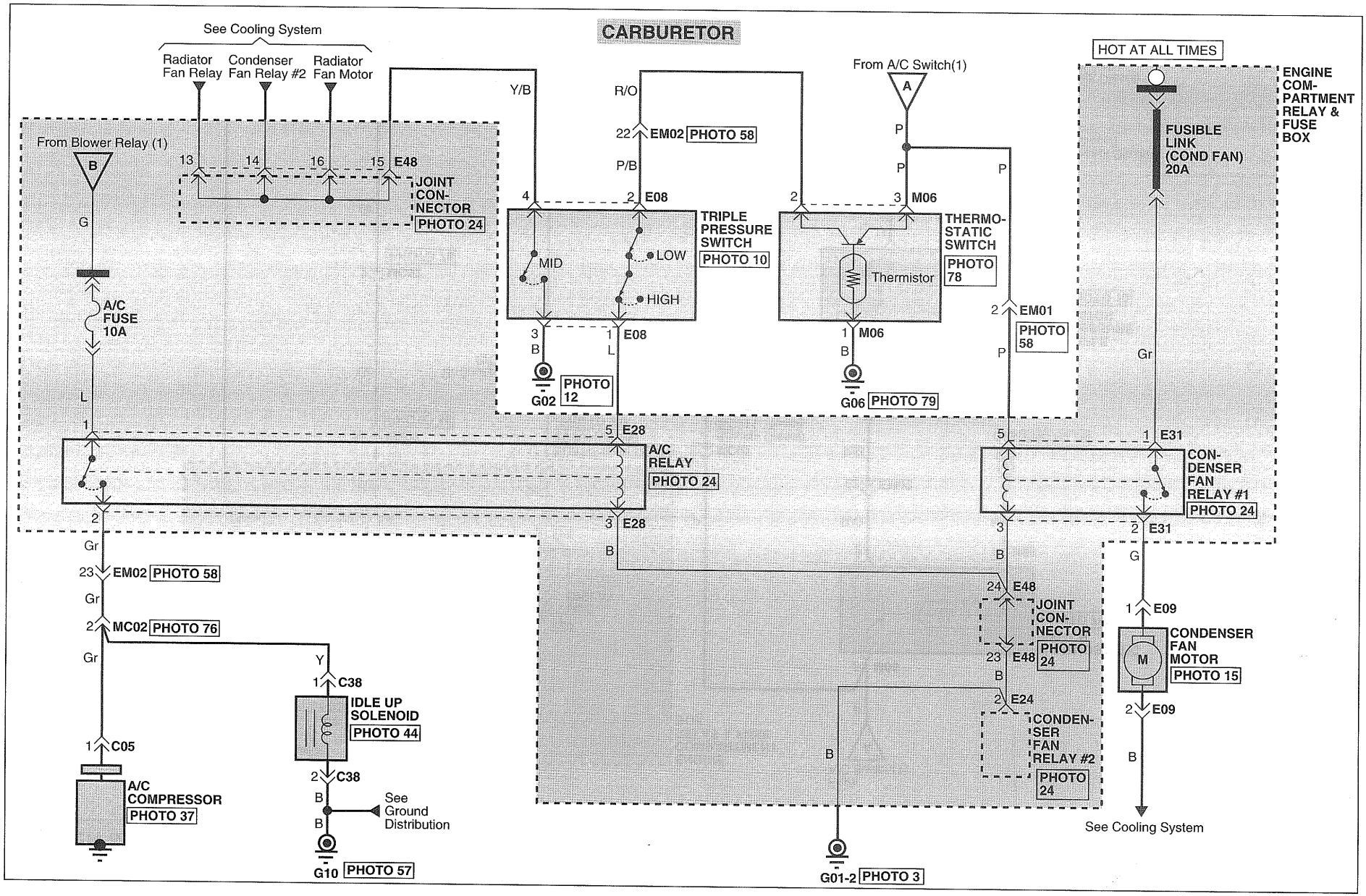
E2DF045A

BLOWER & A/C CONTROLS (2)



E2DF045B

BLOWER & A/C CONTROLS (3)



E2DF045C

BLOWER & A/C CONTROLS (4)

C05 / E38

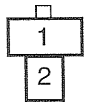
CR01F020

C26

1	2	*	80	79	78	*	*	75	*	*	*	71	70	69	68	*	*	*	*	63
	3	*	61	60	59	*	57	*	55	*	53	52	51	50	49	48	47	46	45	44
		*	42	*	*	39	*	37	36	35	34	33	32	31	30	29	28	27	26	25
4	5	24	*	*	21	20	19	18	17	16	15	14	13	12	11	*	*	8	7	6

CR81F002

C38



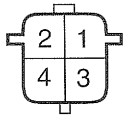
CR02F012

C233-1

*	*	*	*	*	11	12	13	*	15	16	17	18	19	20	21	*	23	24	5	4
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3	
*	*	*	47	48	49	*	51	52	*	54	*	*	*	58	59	60	61	62		
*	*	*	*	*	*	*	*	*	*	*	*	*	76	77	78	79	80	81	2	1

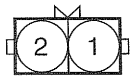
CR81F001

E08



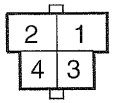
CR04F026

E09



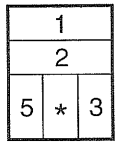
CR02F018

E23



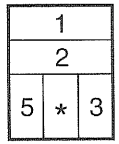
CR04F003

E24



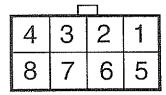
CR05F005

E28 / E31



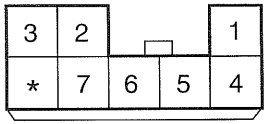
CR05F005

I12



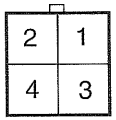
CR08F003

I13



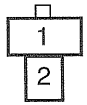
CR08F010

M04



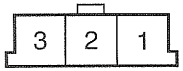
CR04F001

M05



CR02F012

M06



CR03F011

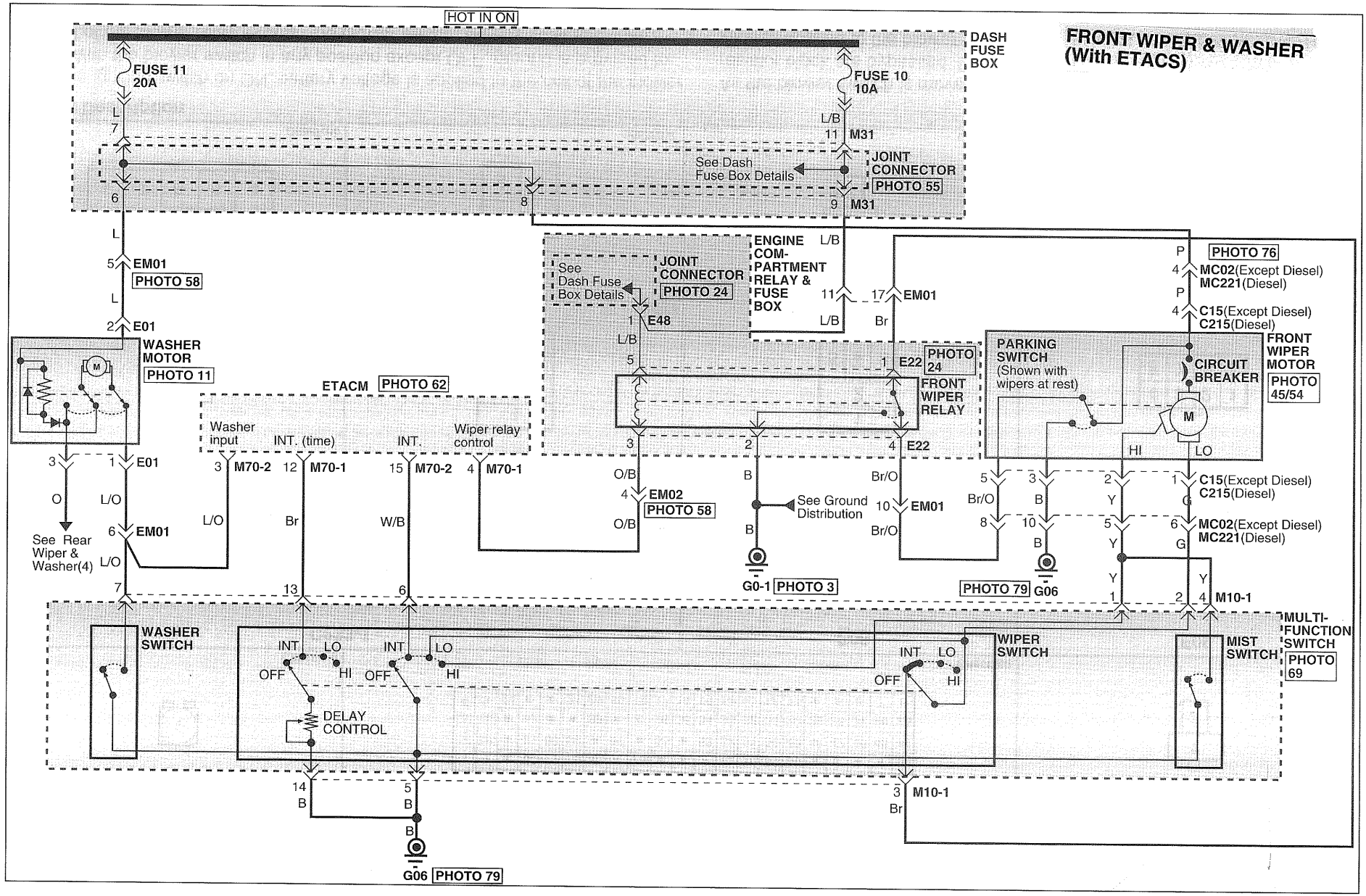
Circuit Description

With the ignition switch on ON, battery voltage is applied to the coil of the blower relay. With the blower switch in any position except OFF, ground is provided to the coil of the blower relay through the blower switch. Battery voltage is then applied to the blower motor through the closed contacts of the blower relay, ground is provided to the blower motor through the blower resistor and blower switch for the desired blower motor speed.

As the blower switch is moved from OFF to position HI, resistors in the resistor block are bypassed. Decreasing the resistance will increase the voltage applied to the blower motor. This increases the blower motor speed. When the fan switch is in position HI, all of the resistors are bypassed. The maximum voltage is now applied to the blower motor so that is runs at the highest speed.

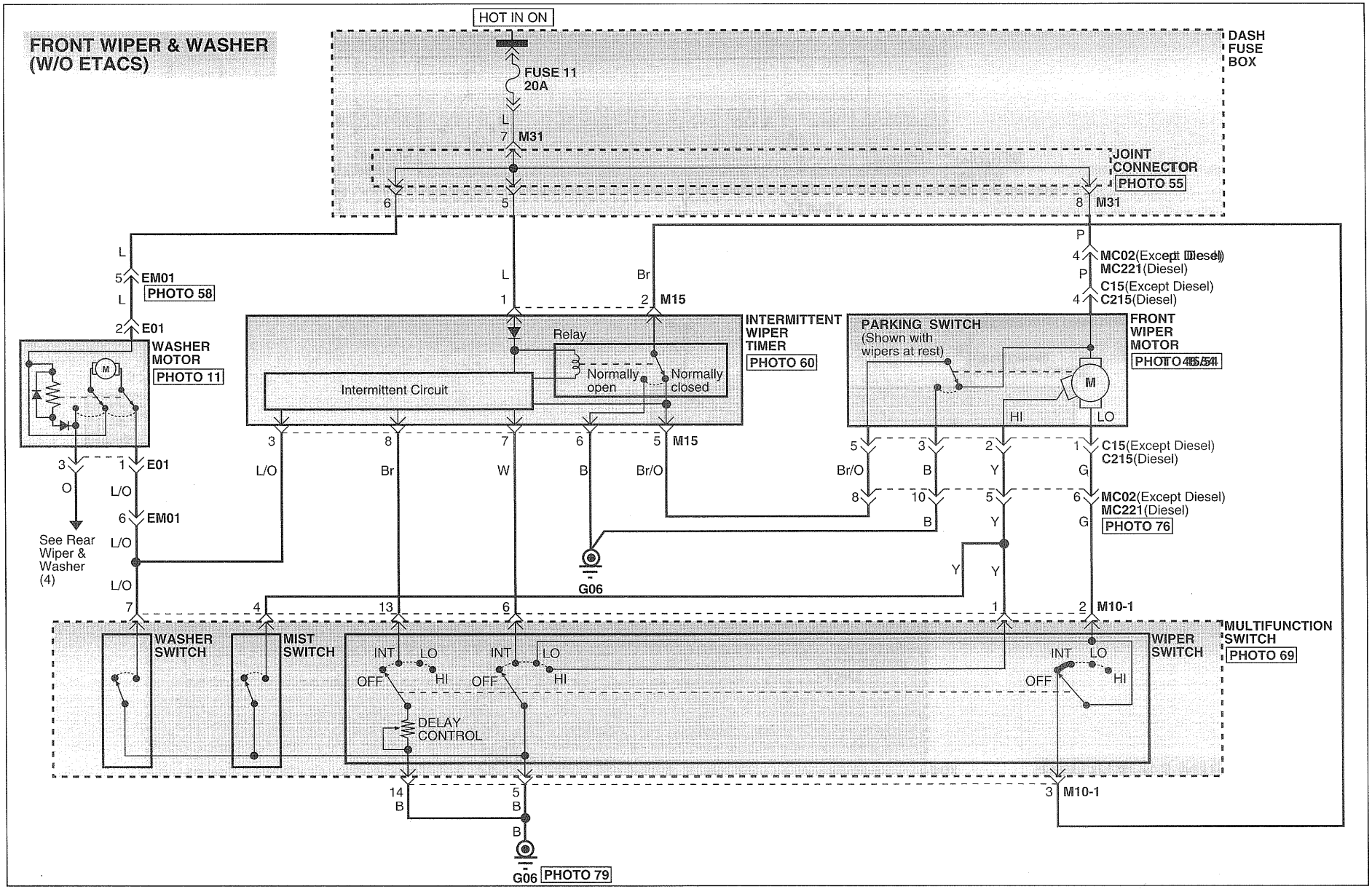
E2DF045D

WIPER & WASHER (1)

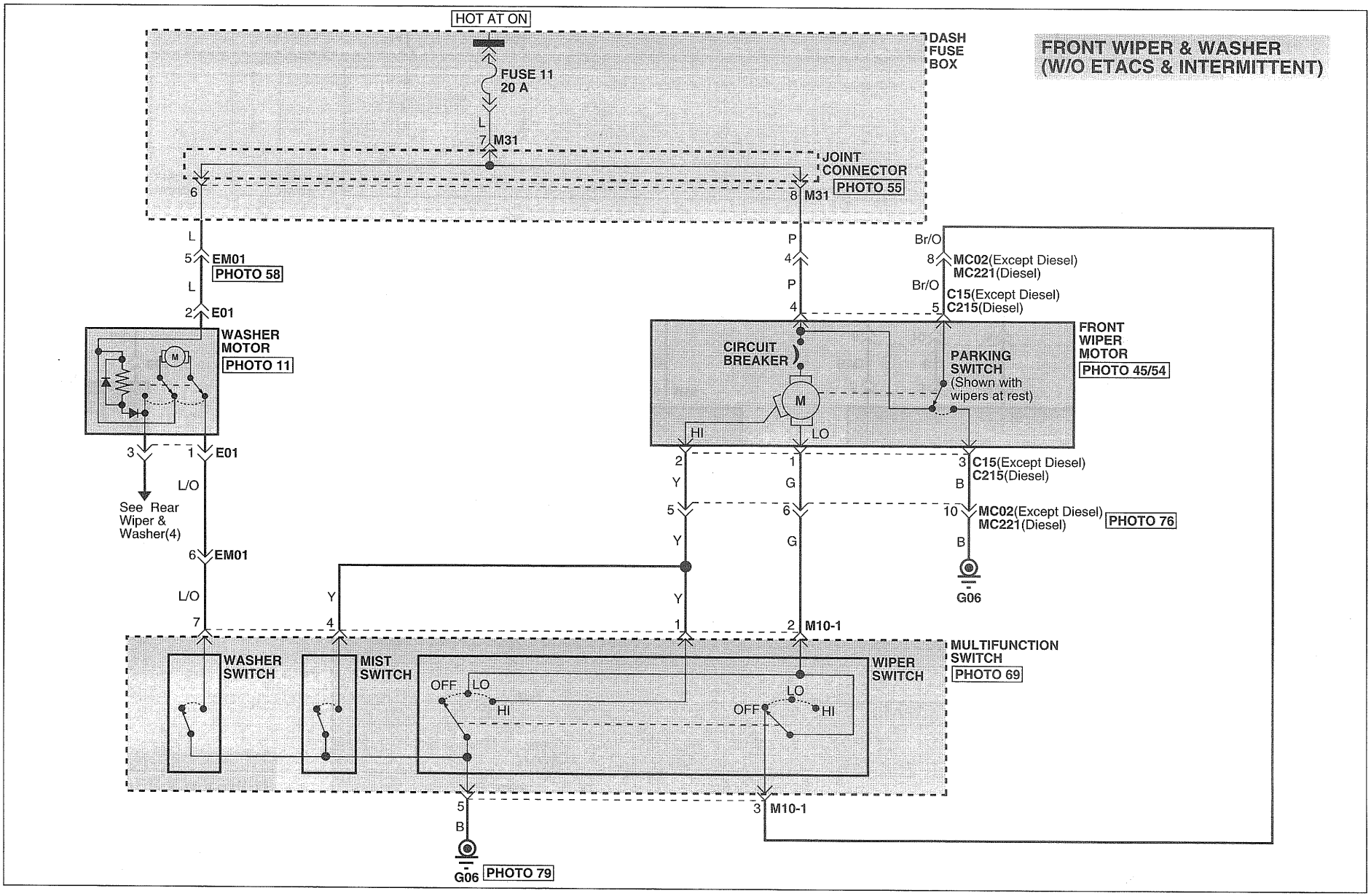


E2DF020A

WIPER & WASHER (2)

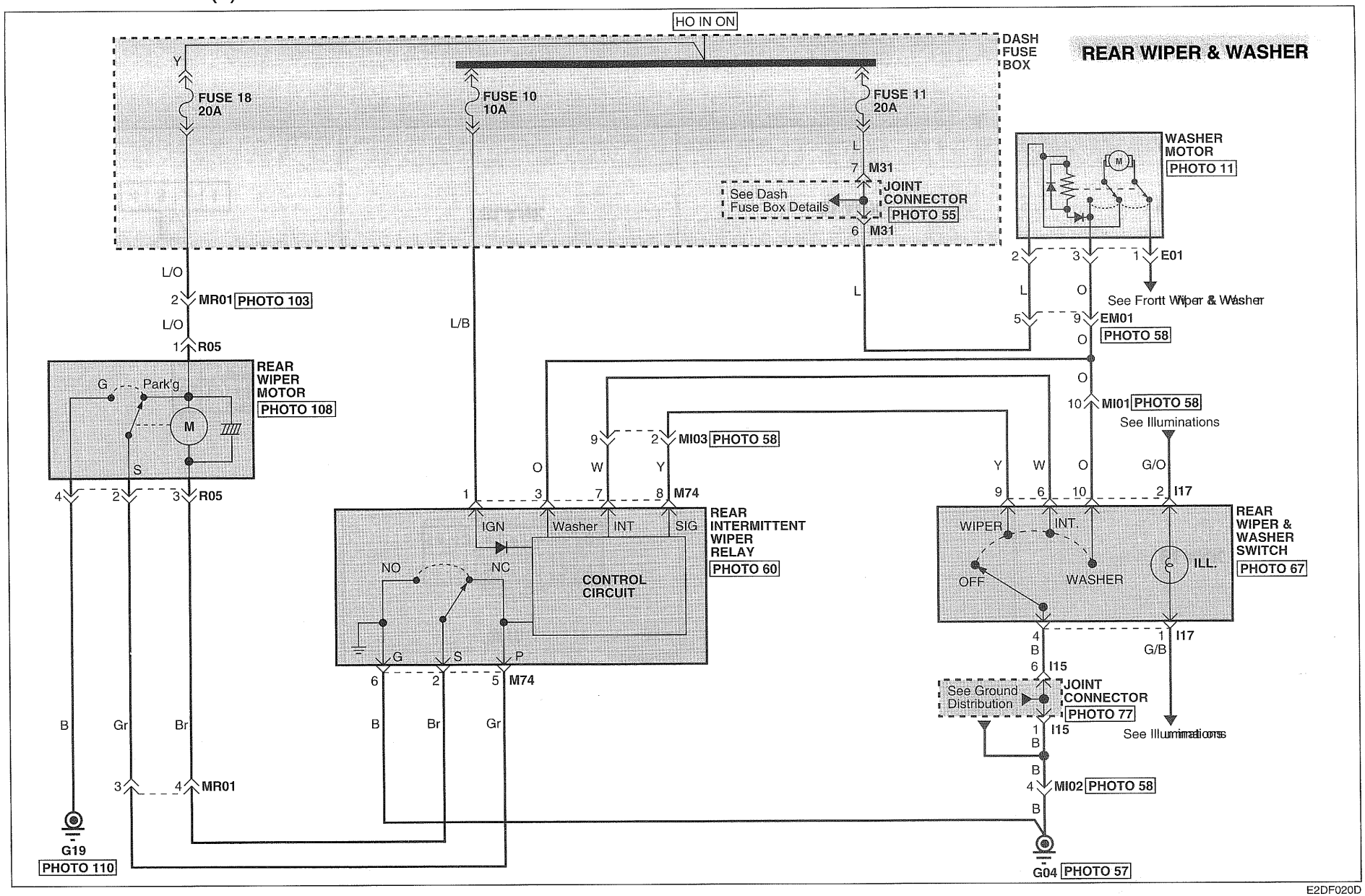


WIPER & WASHER (3)



E2DF020C

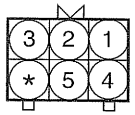
WIPER & WASHER (4)



E2DF020D

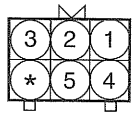
WIPER & WASHER (5)

C15



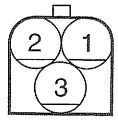
CR06F016

C215



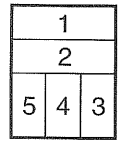
CR06F016

E01



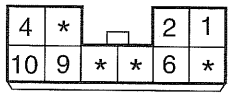
CR03F062

E28



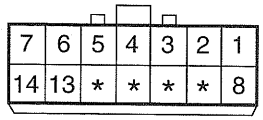
CR05F005

I17



CR10F014

M10-1



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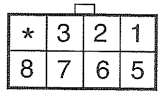

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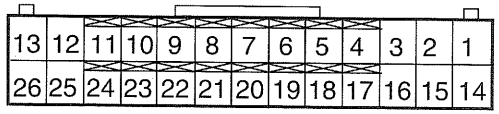

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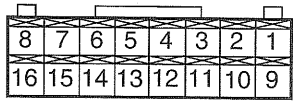

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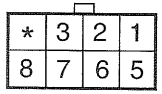

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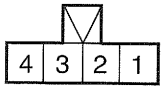

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E2DF020E

WIPER & WASHER (6)

Circuit Description

FRONT WIPER & WASHER

All functions of the front wiper/washer circuit are controlled by the position of the front wiper and washer switches.
The wiper switch has 4 positions : OFF, INT, LO and HI.

Wiper Operation

I. Low and High Position
The front wiper motor has separate brushes for low and high speed operation. When the wiper switch is in LO or HI position, one of two brushes is connected to ground through the wiper switch in the multifunction switch.
II. INT Position
When the wiper switch is turned to INT, the intermittent input of the ETACS is grounded and this will provide ground to the low speed brush of the front wiper motor long enough to move the wipers out of the park position.
The remainder of the wipers' sweep is controlled by the park circuit. The cycle repeats as long as the wiper switch is in INT. The pause interval between sweeps is determined by the solid-state timer in the ETACM.
The timer is reset at the end of each sweep when the park switch returns to the at-rest position.
III. OFF position
When the wiper switch is turned OFF and the wipers are not at rest (out of PARK), the low speed brush of the front wiper motor is grounded through the wiper switch, and the park switch of the front wiper motor.

Washer operation

The front wiper motor operates as long as the washer switch is pressed. The WASH input to the ETACM is grounded when the washer switch is operated. And this will then provide ground to the low speed brushes of the front wiper motor.

REAR WIPER & WASHER

All functions of the rear wiper/washer circuit are controlled by the position of the rear wiper & washer switch and the rear intermittent wiper relay (has it own internal control circuit and controls the relay contracts).
The rear window wiper and washer are turned on by depressing the button. Washer fluid is sprayed on the glass as long as the button is depressed.
1. When the "wiper" switch is depressed, the rear window wiper starts to operate continuously.
2. When the "washer" switch is depressed, the rear window wiper wipes the window several times after the washer fluid sprays onto the rear window.