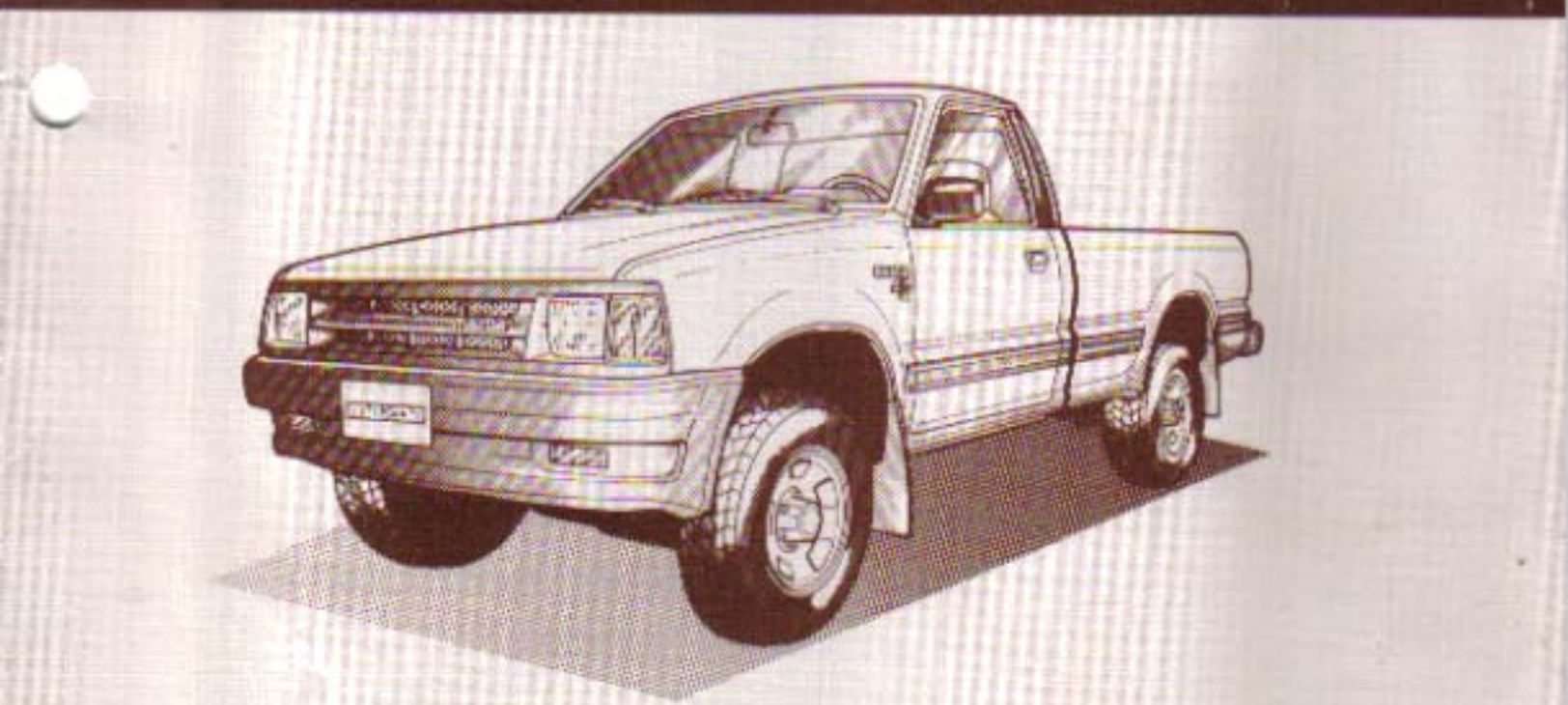
Mazda B2200 B2600i

1991 Wiring Diagram



mazda

1991 Mazda B2200 B2600i Wiring Diagram

CONTENTS

FOREWORD

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

Mazda Motor Corporation
HIROSHIMA, JAPAN

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

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5172-10-90G

Z

VEHICLE IDENTIFICATION NUMBERS(VIN)
(CHASSIS NUMBER)

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

WIRING COLOR CODE

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

SYSTEM INDEX

GENERAL INFORMATION

Contents of and Using Electrical Wiring Diagrams

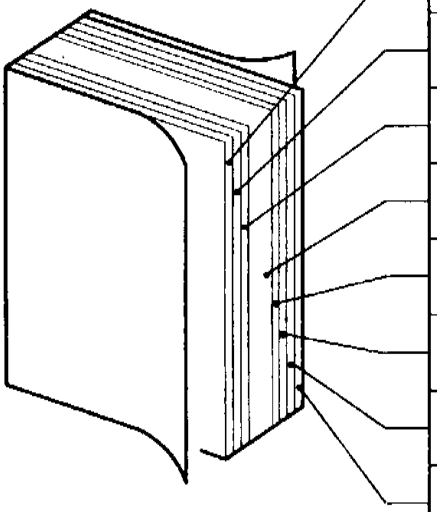
Reading Wiring Diagrams

Troubleshooting

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

Contents of wiring diagrams

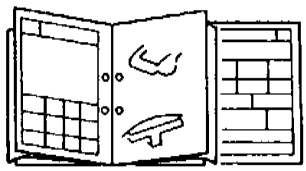
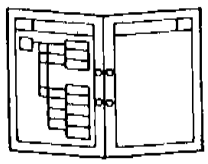
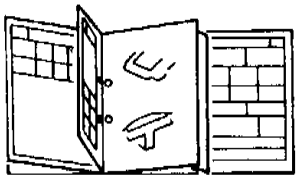
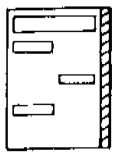
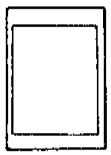
- This document is composed of the 8 groups shown below. The main components are summarized in the components location diagram at the end of the document.



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

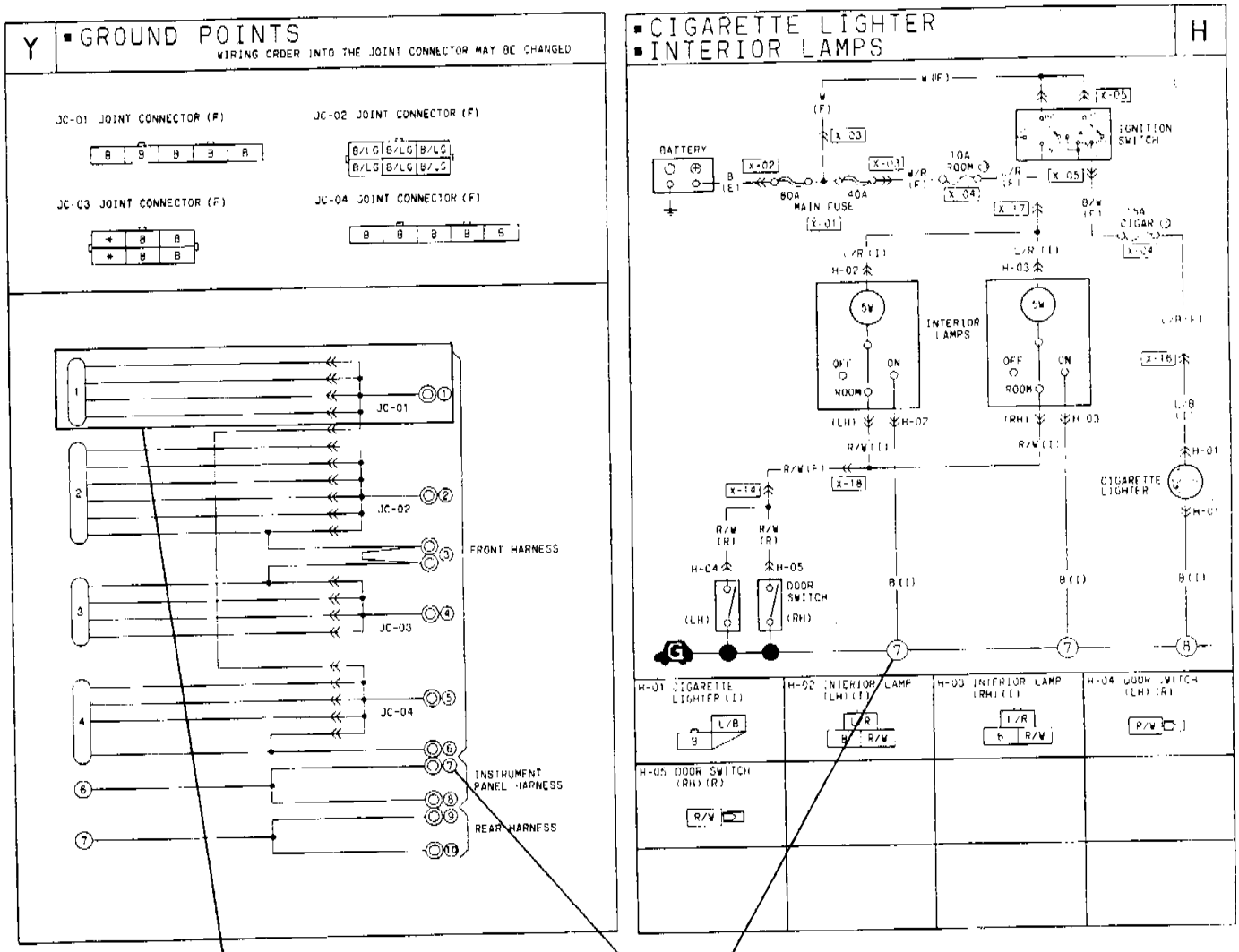
Using wiring diagrams

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

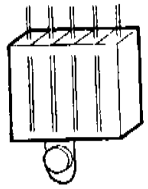
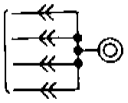
Application	Use	Application	Use
For checking circuits of individual systems	 Open to page with circuit diagram and harness routing to be used and fold out common connector diagram or joint box diagram.	For checking fuse connections	 Open to electrical wiring schematic.
For checking ground circuit of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

Ground points

- This shows ground points of the harness.



Ground indication

On car	Indication
	To circuit 

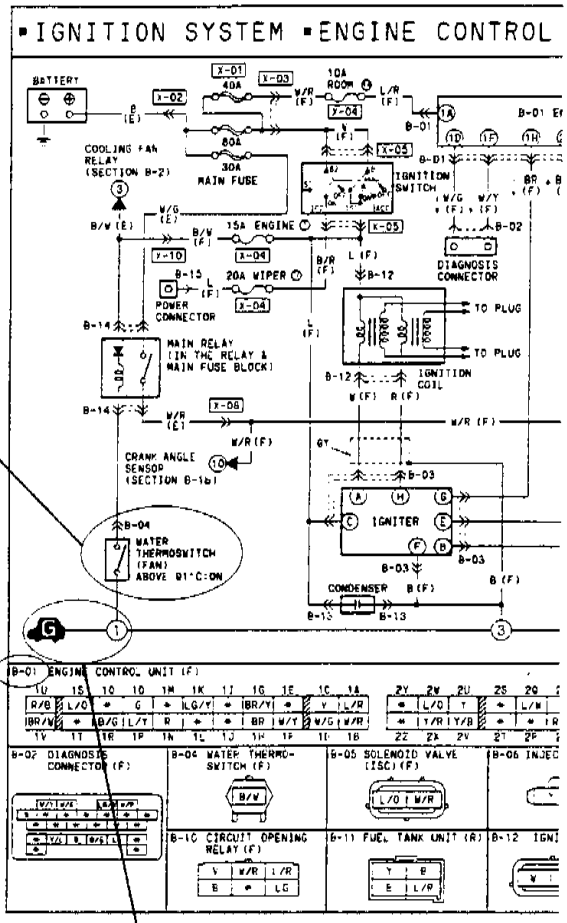
On circuit diagrams and ground points

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

System circuit diagram/connector diagram

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

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



Indicates operating conditions for switches, etc.

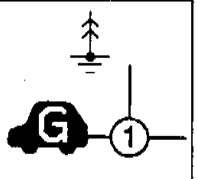
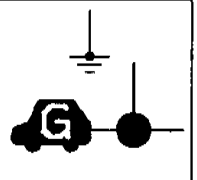
Connector code.

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

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

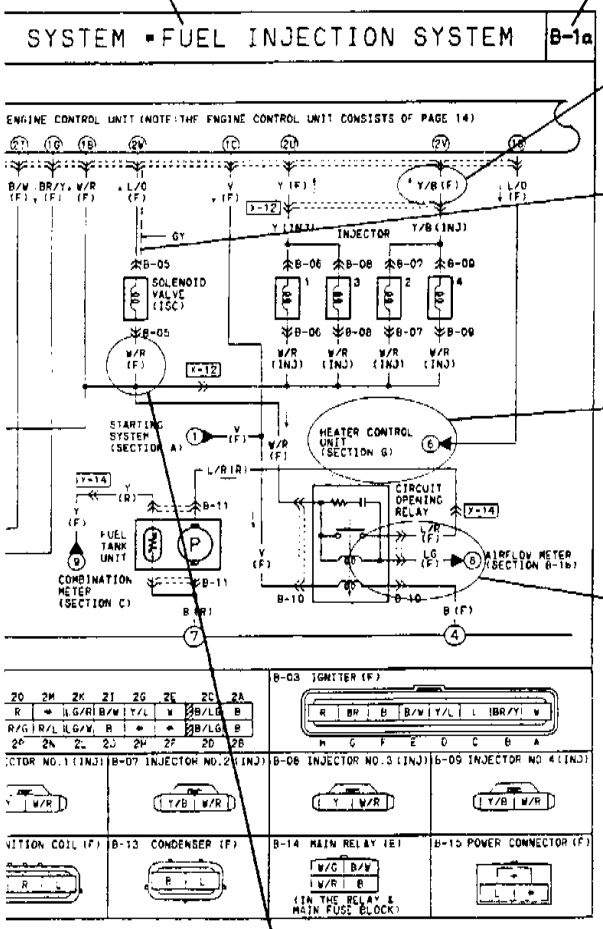
Ground numbers

A harness ground is represented differently than a physical ground of a unit .

Types of ground	Symbol
Harness grounded	
Unit grounded	

System name

System number



Current symbol

Current flows in the direction of the arrow.

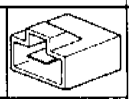
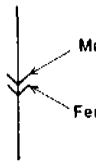
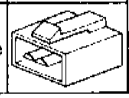
*Indicates shielded wire.

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

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

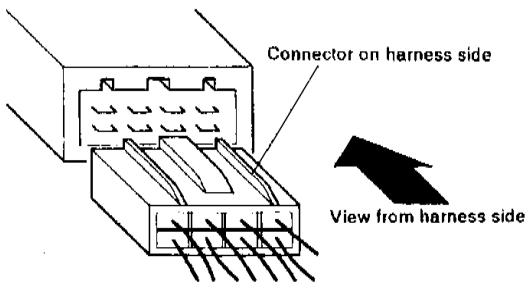
Connector symbols

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

		Circuit diagram symbol	Connector diagram symbol
Male			
Female			

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

(Example)

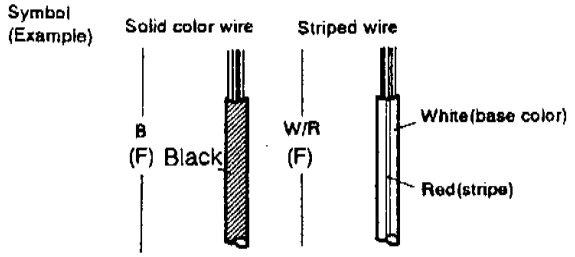


- Colors for connectors other than those that are off white are given in diagrams.
- Unused terminals are indicated by *.

Wire color code (harness symbol)

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

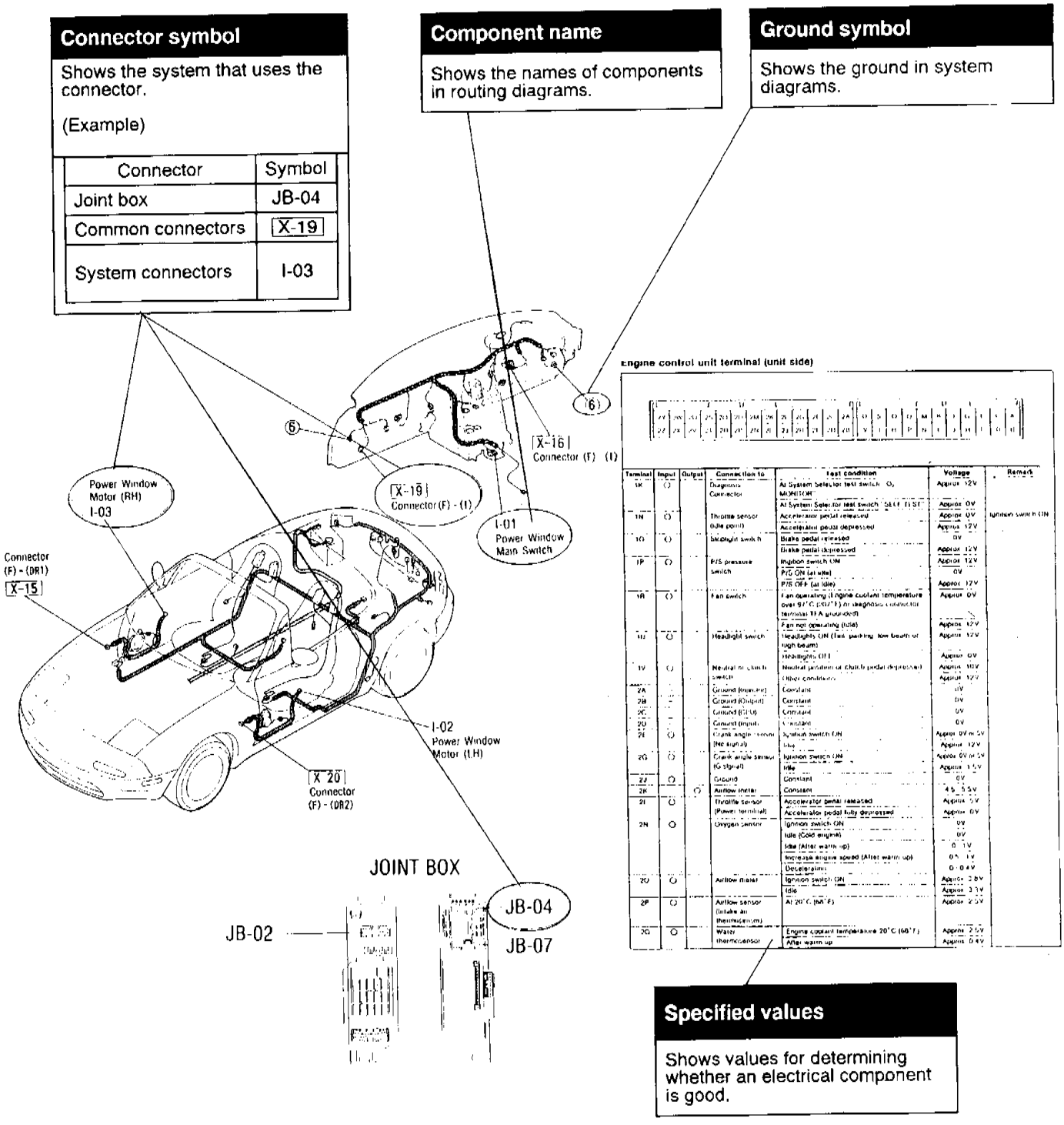
W/R is a white wire with a red strip
BR/Y is a brown wire with a yellow strip



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

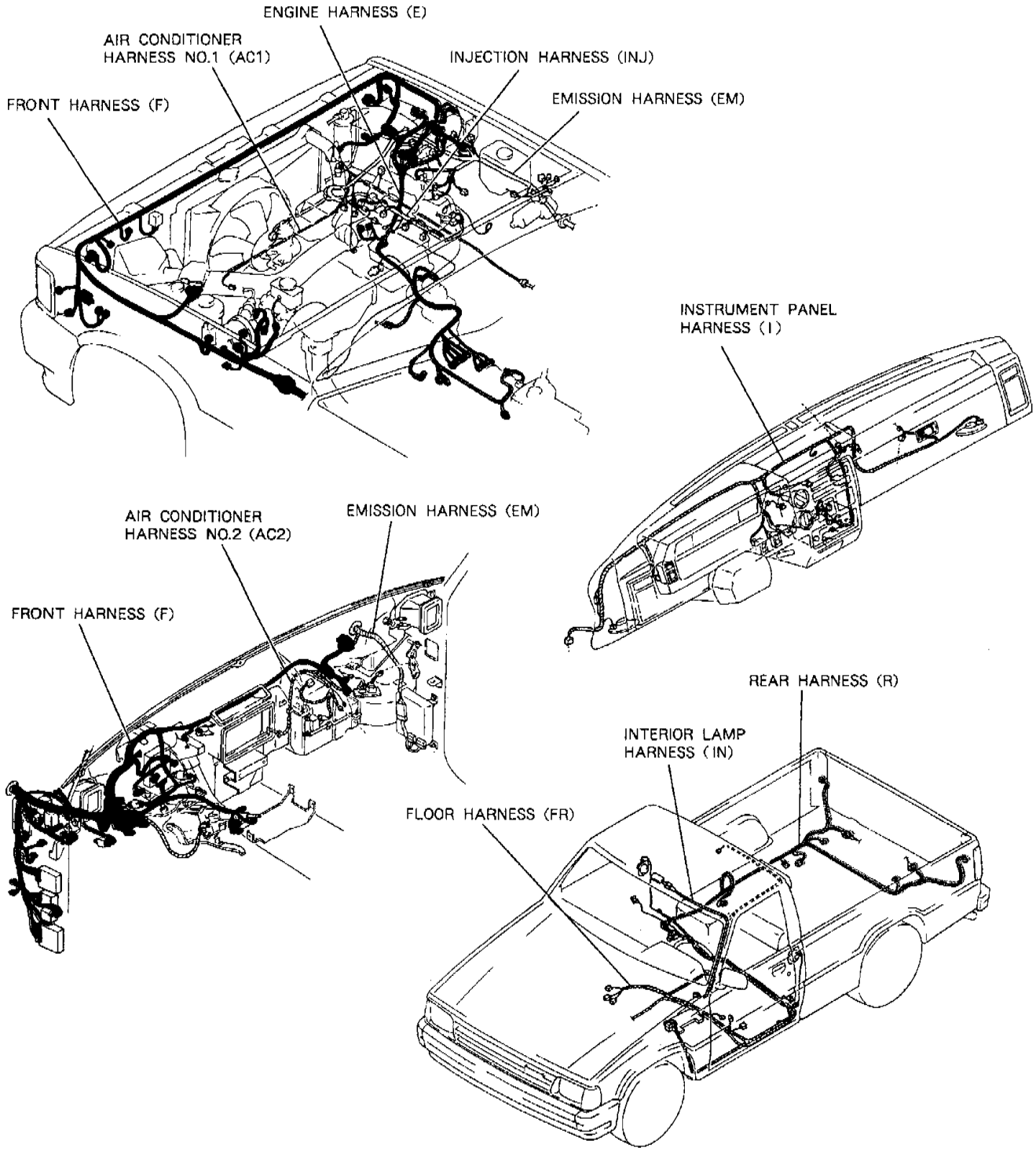
Routing diagram

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

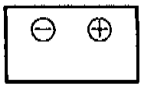
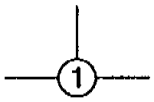
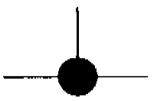
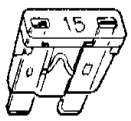
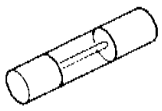
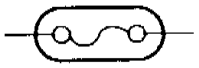
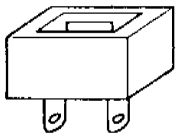
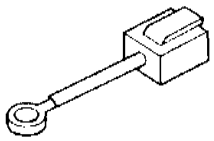
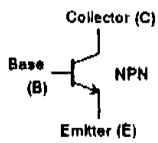
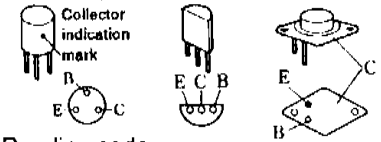
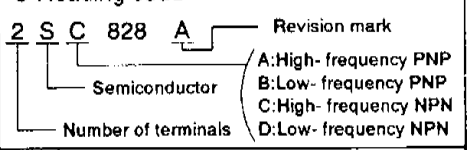
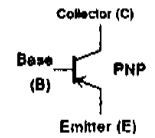


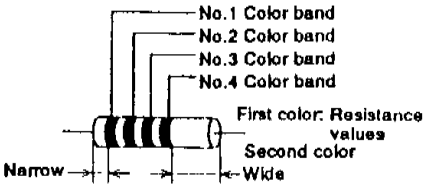
Harness symbols

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



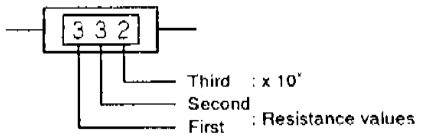
Symbols

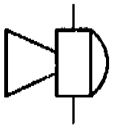
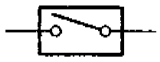
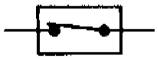
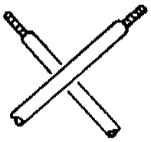
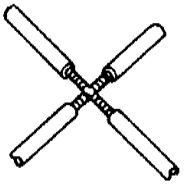
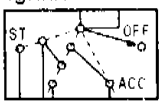
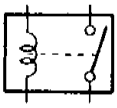
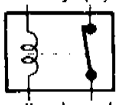
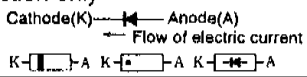
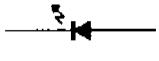
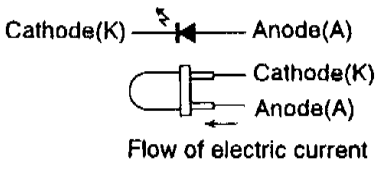
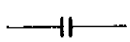
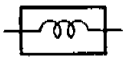
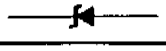
Symbol	Meaning
Battery 	● Generates electricity through chemical reaction ● Supplies direct current to circuits
Ground (1) 	● Connecting point to vehicle body or other ground wire where current flows from positive to negative terminal of battery ● Ground (1) indicates a ground point to body through wire harness ● Gound (2) indicates point where component is grounded directly to body Remark ● Current will not flow through a circuit if ground is faulty
Ground (2) 	
Fuse (1)  (box)	● Melts when current flow exceeds that specified for circuit, stopping current flow Precautions ● Do not replace with fuses exceeding specified capacity <Box type>  <Cartridge type> 
Fuse (2)  (Cartridge)	
Main fuse/Fusible link 	<Main fuse>  <Fusible link> 
Transistor (1) 	● Electrical switching component ● Turns on when voltage is applied to the base(B)  ● Reading code 
Transistor (2) 	
Lamp 	● Emits light and generates heat when current flows through filament

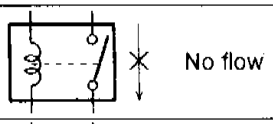
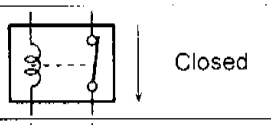
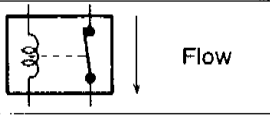
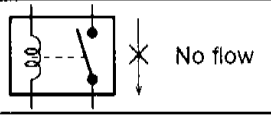
Symbol	Meaning
Resistance 	● A resistor with a constant value ● Mainly used to protect electrical components in circuits by maintaining rated voltage ● Reading resistance values <Colored type> 
Motor 	● Converts electrical energy into mechanical energy
Pump 	● Pulls in and expels gases and liquids
Cigarette lighter 	● Electrical coil that generates heat

Color	No.1	No.2	No.3	No.4
	Resistance values		Multiplier	Tolerance
Black	0	0	$\times 10^0$	
Brown	1	1	$\times 10^1$	
Red	2	2	$\times 10^2$	
Orange	3	3	$\times 10^3$	
Yellow	4	4	$\times 10^4$	
Green	5	5	$\times 10^5$	
Blue	6	6	$\times 10^6$	
Purple	7	7	$\times 10^7$	
Grey	8	8	$\times 10^8$	
White	9	9	$\times 10^9$	
Gold			$\times 10^{-1}$	$\pm 5\%$
Silver			$\times 10^{-2}$	$\pm 10\%$
				$\pm 20\%$

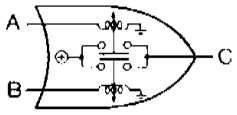
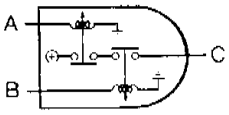
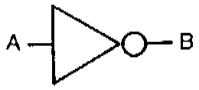
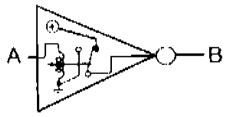
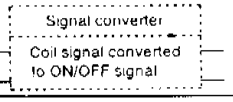
<Numerical type>



Symbol	Meaning	Symbol	Meaning
Horn 	● Generates sound when current flows.	Switch (1)  Normally open (NO)	● Allows or breaks current flow by opening and closing circuits.
Speaker 		Switch (2)  Normally closed (NC)	
Heater 	● Generates heat when current flows.	Harness  (Not connected)  (Connected)	● Unconnected intersecting harness.  ● Connected intersecting harness. 
Speed sensor 	● Movement of magnet in speedometer set turns contact within sensor on and off.		
Ignition switch  Normally open (NO)	● Turning ignition key operates switch contacts to complete various circuits.		
Relay (1) 	● Current flowing through coil produces electromagnetic force causing contact to open or close.		
Relay (2)  Normally closed (NC)			
Sensor (variable) 	● Resistor whose resistance changes with operation of other components.	Diode 	● Known as a semiconductor rectifier, diode allows current flow in one direction only 
Sensor (thermistor) 	● Resistor whose resistance changes with temperature.	Light emitting diode (LED) 	● Diode that lights when current flows ● Unlike ordinary light bulbs, diode does not generate heat when lit 
Capacitor 	● Component that temporarily stores electrical charge.		
Solenoid 	● Current flowing through coil generates electromagnetic force to operate plungers, etc.	Reference(zener) diode 	● Allows current to flow in one direction up to a certain voltage, allows current to flow in other direction once that voltage is exceeded.

	Open	Closed
Normally open relay (NO)	 No flow	 Closed
Normally closed relay (NC)	 Flow	 No flow

Logic symbols

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

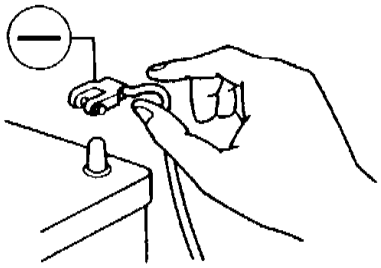
Abbreviations used in this booklet

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

Precautions when servicing electrical system

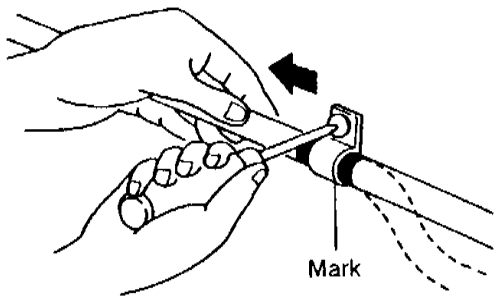
- Note the following items when servicing the electrical system.
- Do not alter the wiring or electrical equipment in any way as this may damage the vehicle or cause a fire due to shorting or overcapacity of a circuit.

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



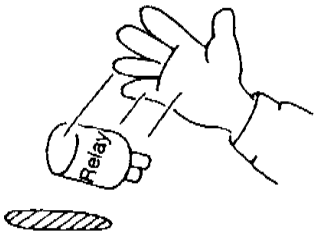
Caution
- Be sure that the ignition and other switches are OFF before disconnecting or connecting the battery terminals.
  Failure to do so may damage the semi-conductor components.

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

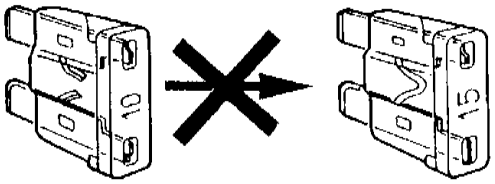


Caution
- Clamp all harnesses near vibrating components(e.g. the engine) to remove any slack and prevent contact due to vibration.

- Do not handle roughly or drop electrical components.



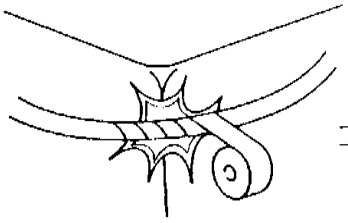
- Replace blown fuses with ones having the same designated capacity.



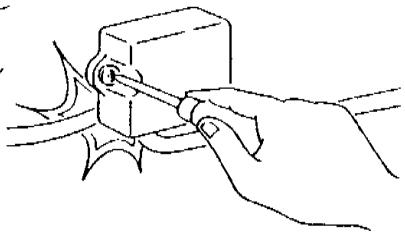
10A 15A

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

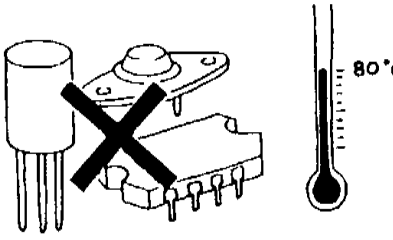
- Tape areas of the harness that may rub or bump against sharp edges to protect it from damage.



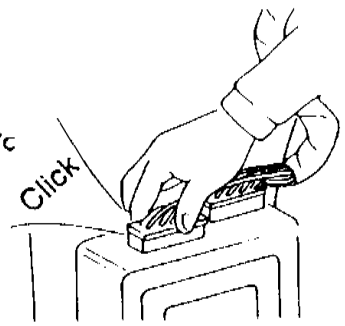
- Be sure that the harness is not caught or damaged when mounting components.



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



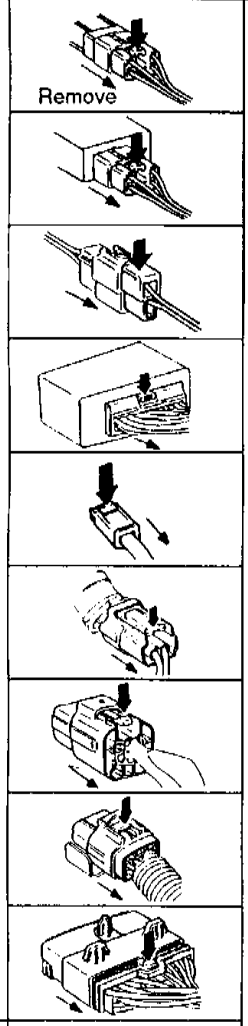
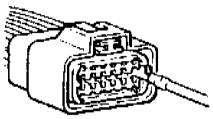
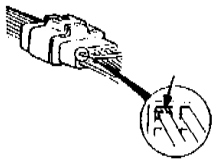
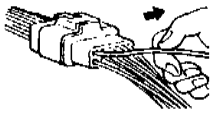
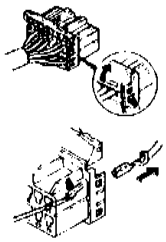
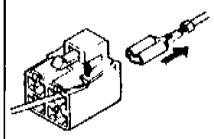
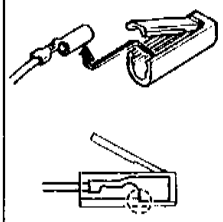
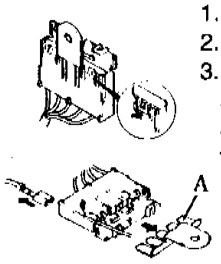
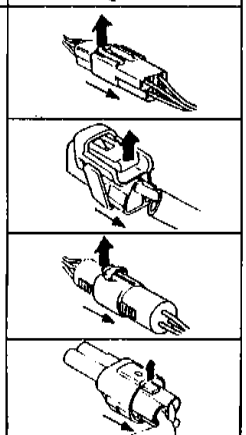
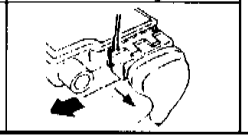
- Make sure that the connectors are securely connected when installed.



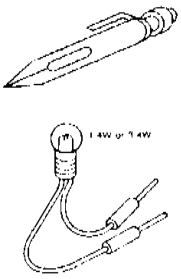
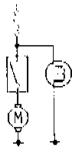
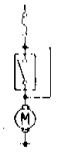
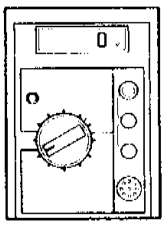
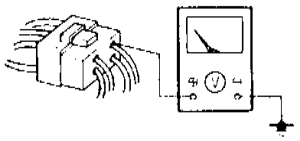
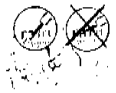
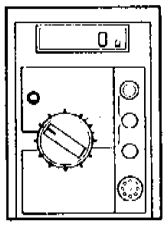
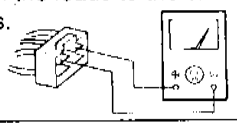
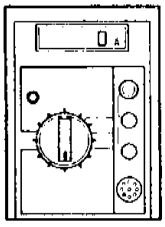
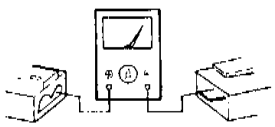
Handling connectors

Caution

- Be sure to grasp the connectors, not the wires, when disconnecting them.

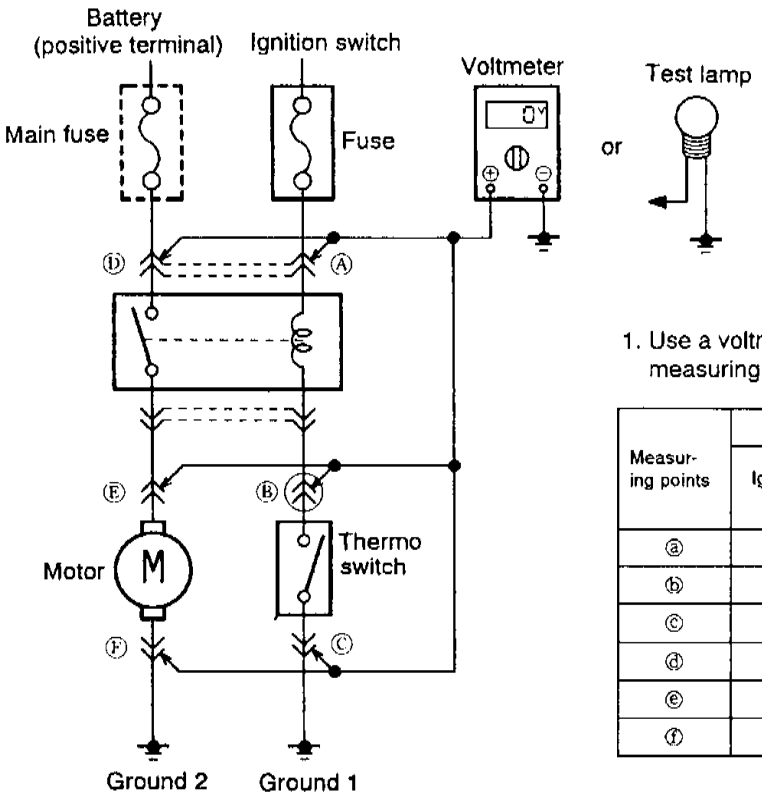
Connector removal	Checking connector engagement	Checking for loose terminal	Repairing terminal
Push type 	Caution Improperly engaged connectors will cause poor terminal contact.  Using a matching male terminal make sure there is no looseness in the female terminal.	Caution A loose terminal will cause poor terminal contact.  Verify that terminals are not pushed out of the connector when engaged.  Lightly pull each wire to verify that the terminal does not pull out of the connector.	<CPU connector>  1.Open the rear cover. 2.Lift the tab with a small screwdriver and remove the terminal. <General connector>  Lift the tab with a small screwdiver and remove the terminal. <Round connectors>  1.Open the cover. 2.Lift the terminal to remove it. 3.Verify that the terminal is securely mounted in the connector when reinstalling. <Common ground connector>  1.Open the cover. 2.Remove A. 3.Lift the tab with a small screwdriver and remove the terminal.
Pull up type 			
Spring type 			

Using electrical test equipment

Equipment	Use	Operation	Handling precautions
Test lamp 	Test for locating open or shorted circuits.	● Connect the test lamp between the circuit being measured and a ground. ● The lamp will light if the circuit is energized to the point tested. 	● Test lamps use 12V 1.4 or 3.4W bulbs or light emitting diodes (LED). Using a large capacity bulb may damage the CPU.
Jumper wire 	Used to create a temporary circuit.	● Connect the jumper wire between the terminals of a circuit to bypass a switch, etc. 	● Do not connect the power side directly to a ground as this may burn the harness or damage electrical components.
Voltmeter 	Used for measuring the voltage of a circuit to locate possible opens or shorts.	● Connect the positive (+) lead to where voltage is to be measured and the negative (-) lead to a ground. 	● Connect the voltmeter in parallel with the circuit. ● Set the range to the desired voltage. ● Use the service hole when measuring the voltage at the diagnosis connector.  ● Tie a thin wire to the positive (+) lead to access narrow terminals.
Ohmmeter 	Used for locating opens and shorts in the circuit, confirming continuity of switches and checking sensor resistance.	● Zero the ohmmeter.  ● Verify that current is not flowing through the circuit. ● Touch the leads to the check points. 	● Zero the meter after switching to the measuring range. ● Before using the ohmmeter, make sure that the ignition switch is OFF or the negative (-) battery cable is disconnected to prevent burning the ohmmeter.
Ammeter 	Used for checking alternator output, current supplied to the starter, and dark current within a circuit. Note Dark current is the current flowing through the circuit when the ignition switch is OFF.	● Connect the ammeter in series with the circuit by touching the positive (+) lead to the power side terminal and the negative (-) lead to the ground-side terminal. 	● Set the range to the desired voltage. ● Connect the ammeter in series with the circuit. The ammeter may be burned if it is connected in parallel.

Measuring voltage

Checks



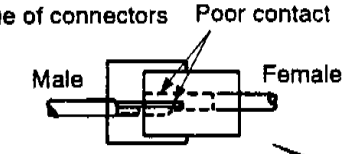
1. Use a voltmeter or test lamp to ascertain voltage at the measuring points.

Measuring points	Circuit operation					
	Ignition switch: OFF		Ignition switch:ON			
			Thermo switch: OFF		Thermo switch: ON	
ⓐ	0V	×	12V	☼	12V	☼
ⓑ	0V	×	12V	☼	0V	×
ⓒ	0V	×	0V	×	0V	×
ⓓ	12V	☼	12V	☼	12V	☼
ⓔ	0V	×	0V	×	12V	☼
ⓕ	0V	×	0V	×	0V	×

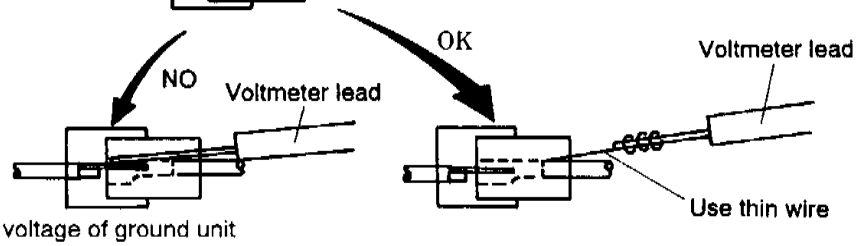
☼ : Test lamp ON
× : Test lamp OFF

Precautions during checks

Measuring voltage of connectors

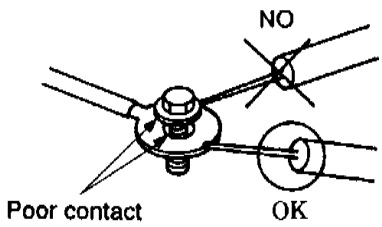


A voltmeter lead may momentarily connect a terminal when inserted into the connector and give an erroneous reading when checking for improperly engaged connectors, poor terminal contacts, or loose terminals.



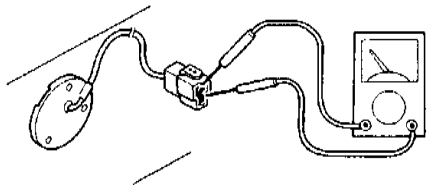
Measuring voltage of ground unit

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



Measuring continuity/resistance

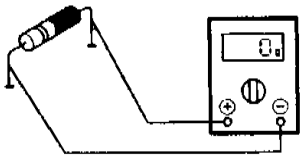
Checking switches



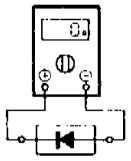
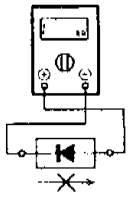
Touch the ohmmeter leads to the switch terminals to check continuity.

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

Checking diodes

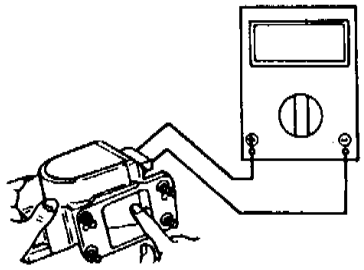


Continuity is checked according to the direction of the positive (+) and negative (-) leads of the ohmmeter in the circuit containing the diode.

Connection	Continuity
	Yes
	No

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

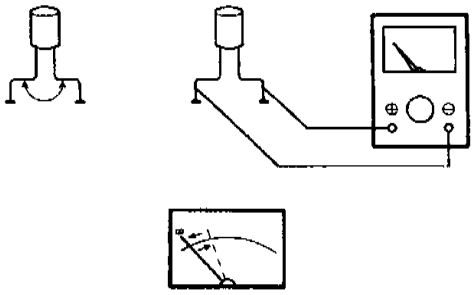
Checking sensors, solenoid valves



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

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

Checking condensers

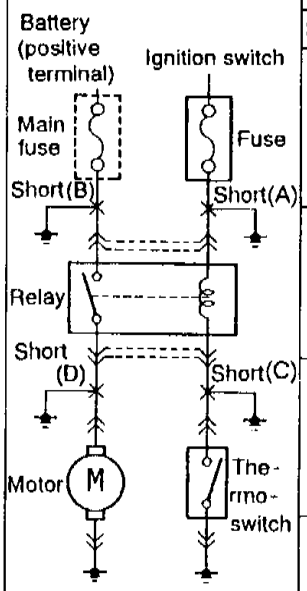


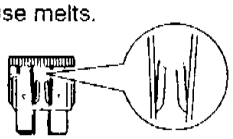
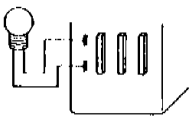
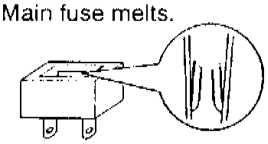
1. Short between the terminals with a jumper wire to discharge the capacitor.
2. Set the ohmmeter range to x10k Ω and connect it to the capacitor terminals.
3. The capacitor is good if the needle of the ohmmeter swings once and returns to it original position.

Finding short circuits

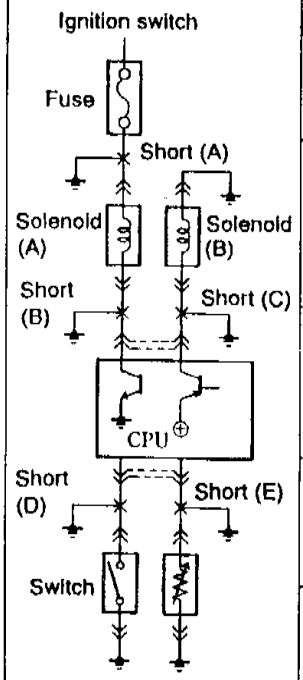
Shorts occur between the power(positive) and ground(negative) sides of a circuit.
Therefore, finding a short circuit requires determining how the circuit is routed.

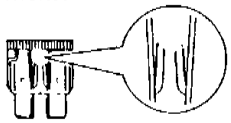
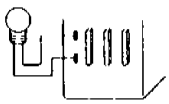
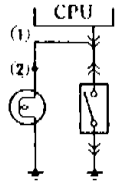
Circuits not connected to control unit



Examples		Finding short circuit
Short location	**Indication**	
Short (A)	● Fuse melts. 	 Test lamp  1. Remove the fuse and main fuse of the circuit. 2. Disconnect all connectors of electrical components in the circuit. 3. Attach a voltmeter or test lamp to the fuse box and reconnect each connector, beginning nearest the power source. 4. Check the voltmeter or see if the test lamp lights as the connectors are connected.
Short (B)	● Main fuse melts. 	
Short (C)	● The motor operates regardless of whether the is ON or OFF when the ignition switch is ON. ● The fuse is not melted.	
Short (D)	● The main fuse melts when the ignition switch and thermo-switch are ON and the relay is operating.	A short has occurred where the voltmeter reading changes or the test lamp lights.

Circuits connected to control unit



Examples		Finding short circuit
Short location	**Indication**	
Short (A)	● Fuse melts. 	 Test lamp  1. Remove the fuse and main fuse of the circuit. 2. Disconnect all connectors of electrical components in the circuit. 3. Attach a voltmeter or test lamp to the fuse box and reconnect each connector, beginning nearest the power source. 4. Check the voltmeter or see if the test lamp lights as the connectors are connected.
Short (B)	● Solenoid A operates normally when the ignition switch is ON.	
Short (C)	● The CPU transistor burns out when the ignition switch is turned ON.	A short has occurred where the voltmeter reading changes or the test lamp lights.
Short (D)	● The CPU thinks the switch is ON, because the same conditions exist as when the switch is ON.	Sensor/switch  1. Attach the test lamp or voltmeter to the CPU connector. 2. Connect to the switch/ sensor connector. 3. Check the voltmeter or see if the test lamp lights.
Short (E)	● The CPU senses the sensor to be 0 Ω because the conditions exist as when resistance value is 0 Ω ● The CPU equipped with the self-diagnosis function outputs the malfunction code.	A short has occurred where voltmeter reads 0V or the test lamp goes out.

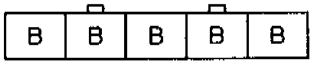
Y

■ GROUND POINTS

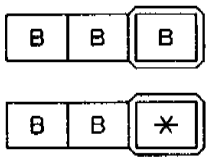
WIRING ORDER INTO THE JOINT CONNECTOR MAY BE CHANGED

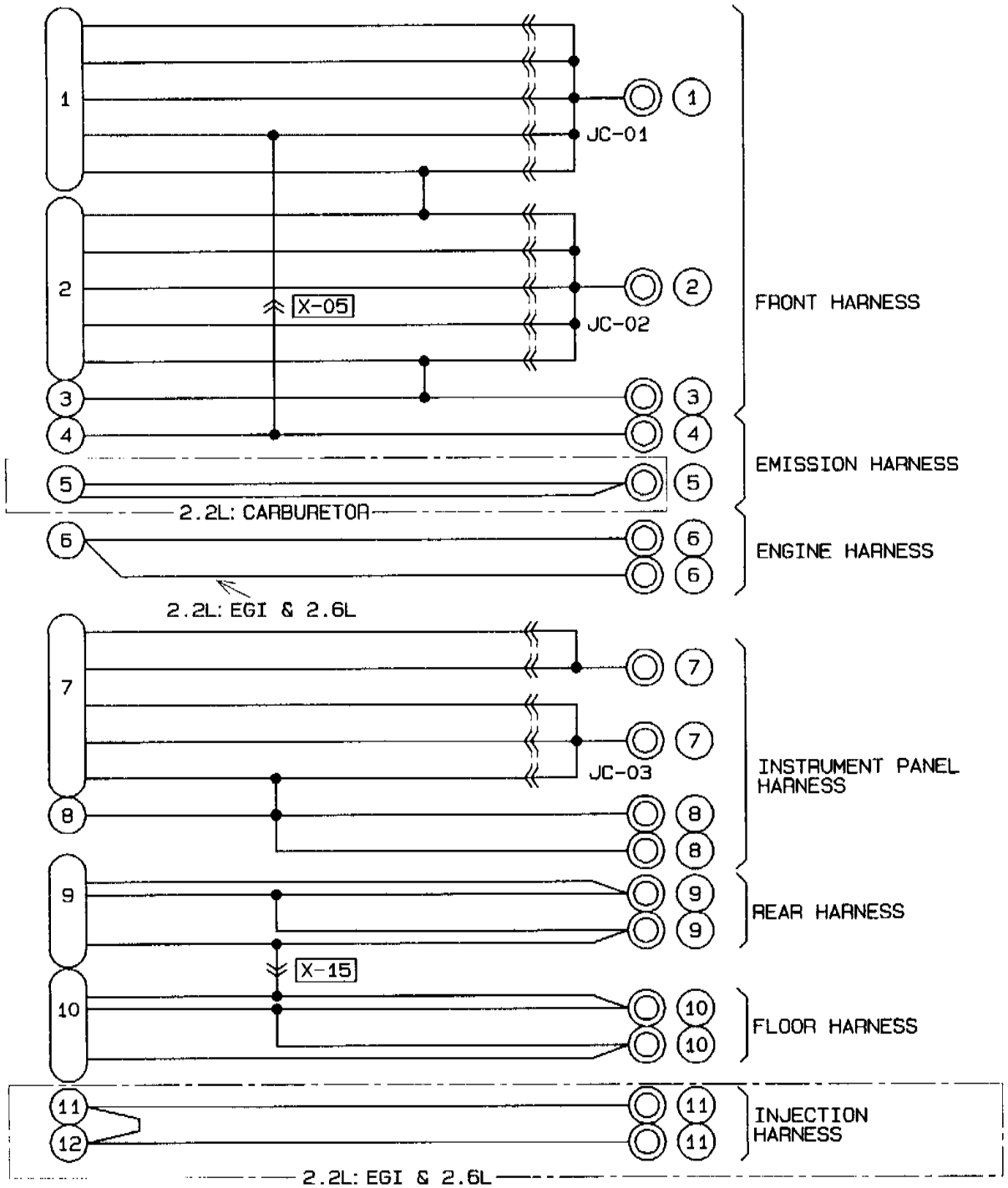
JC-01 JOINT CONNECTOR (F)

JC-02 JOINT CONNECTOR (F)

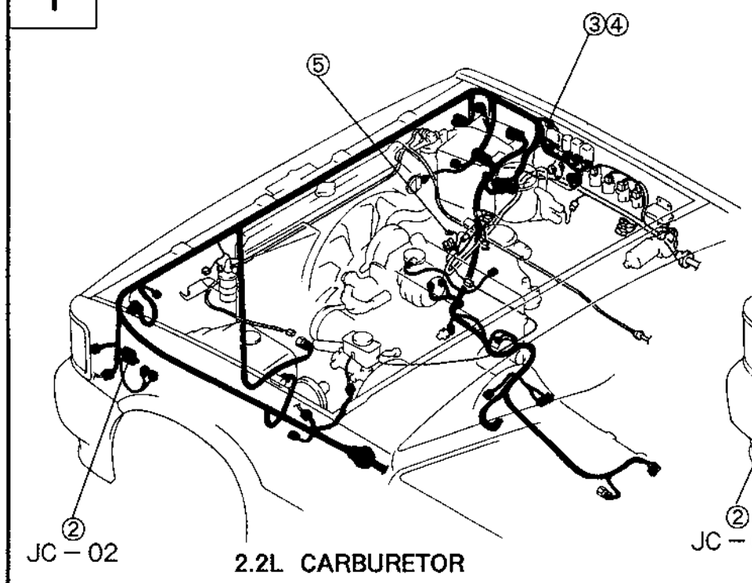


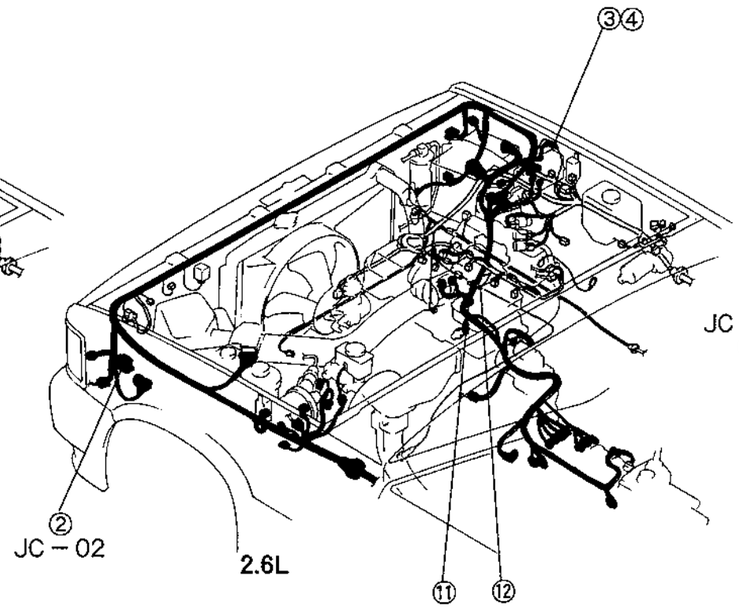
JC-03 JOINT CONNECTOR (I)

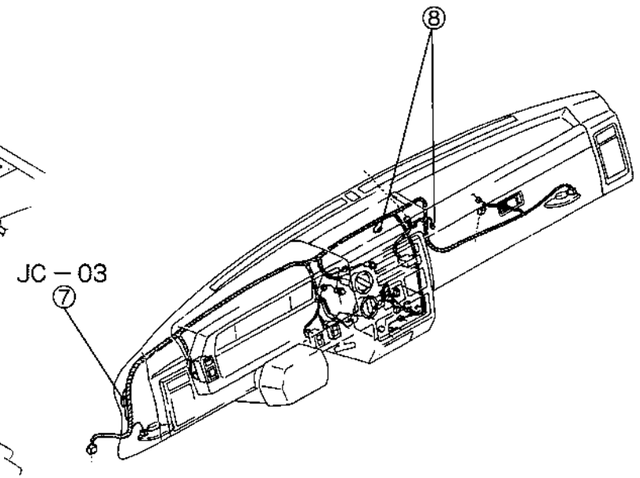


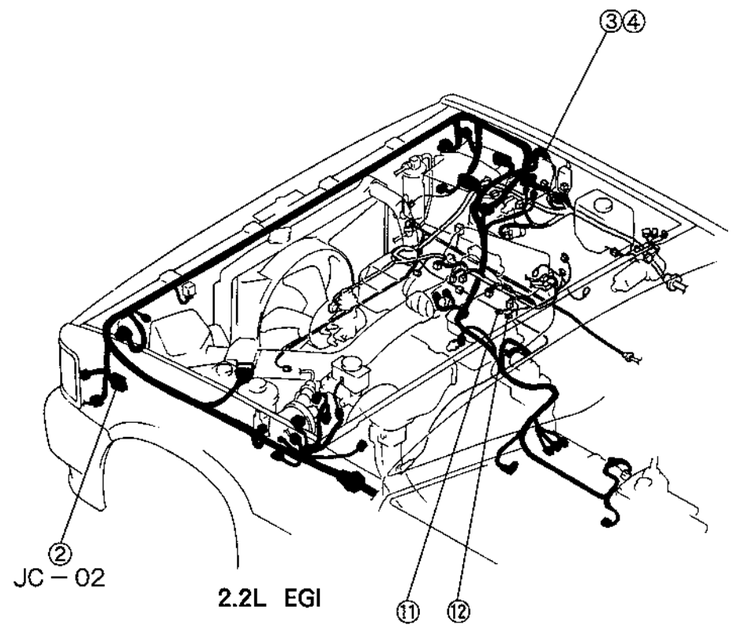


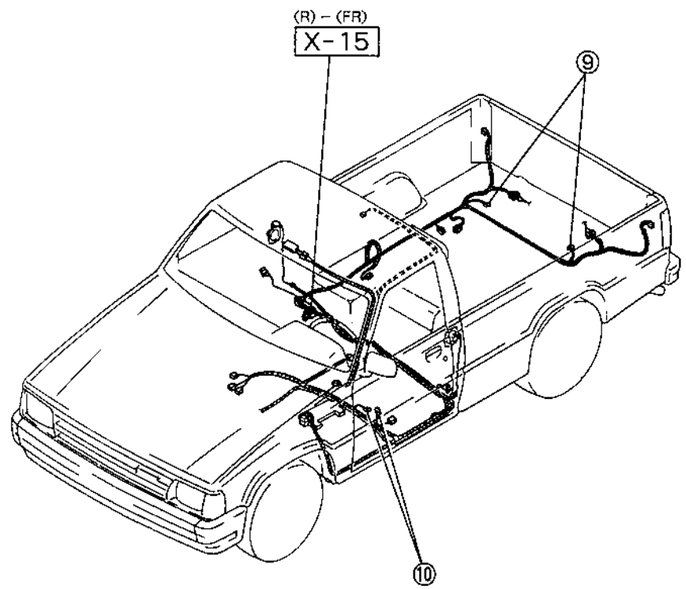
Y

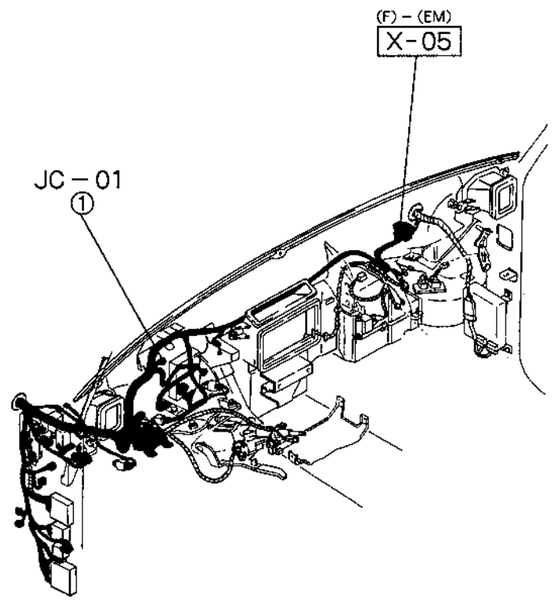

③④
⑤
②
JC – 02
2.2L CARBURETOR


③④
②
JC – 02
2.6L
⑪
⑫


⑧
JC – 03
⑦


③④
②
JC – 02
2.2L EGI
⑪
⑫

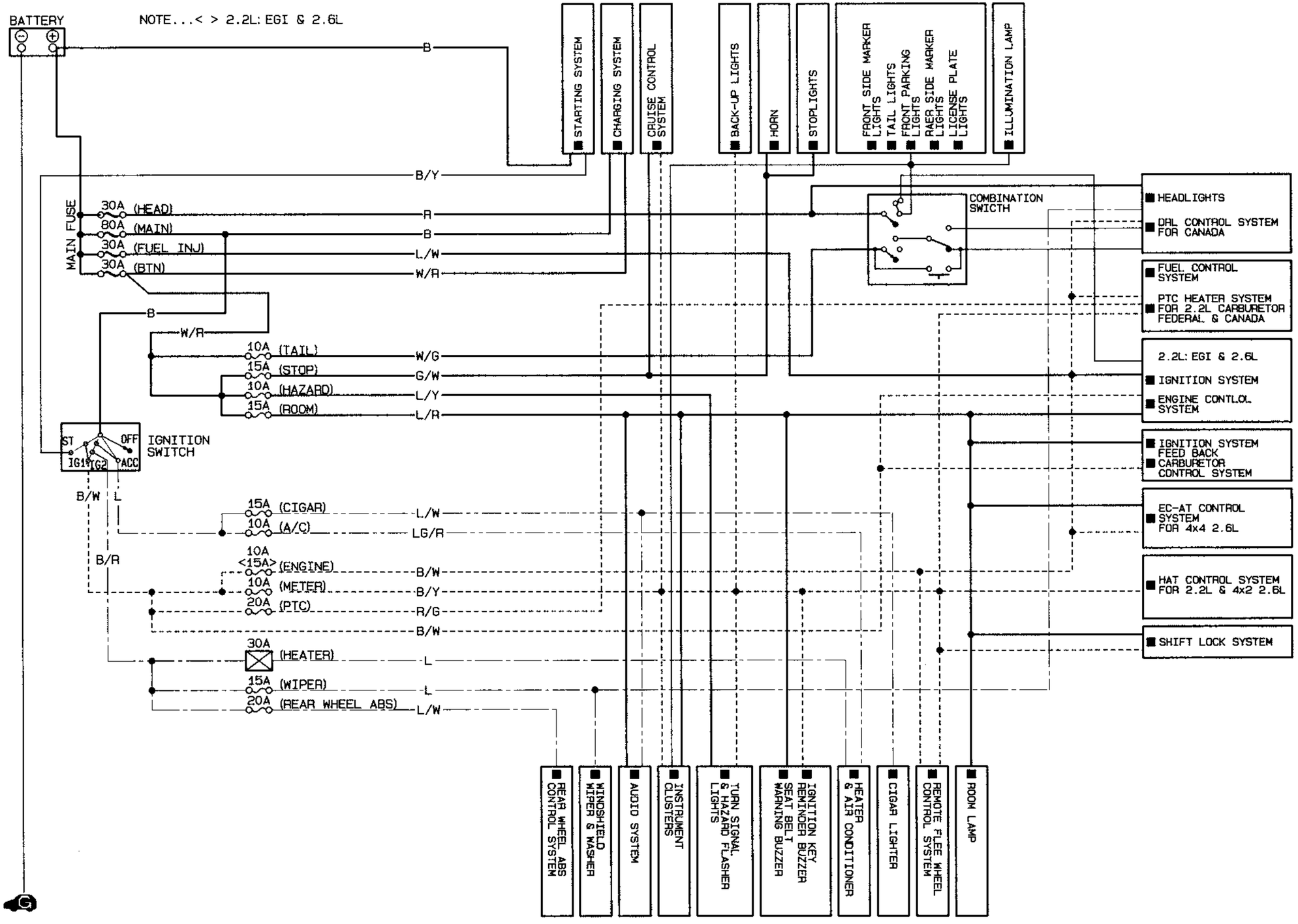

(R) – (FR)
X-15
⑨
⑩


(F) – (EM)
X-05
JC – 01
①

■ ELECTRICAL WIRING SCHEMATIC

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

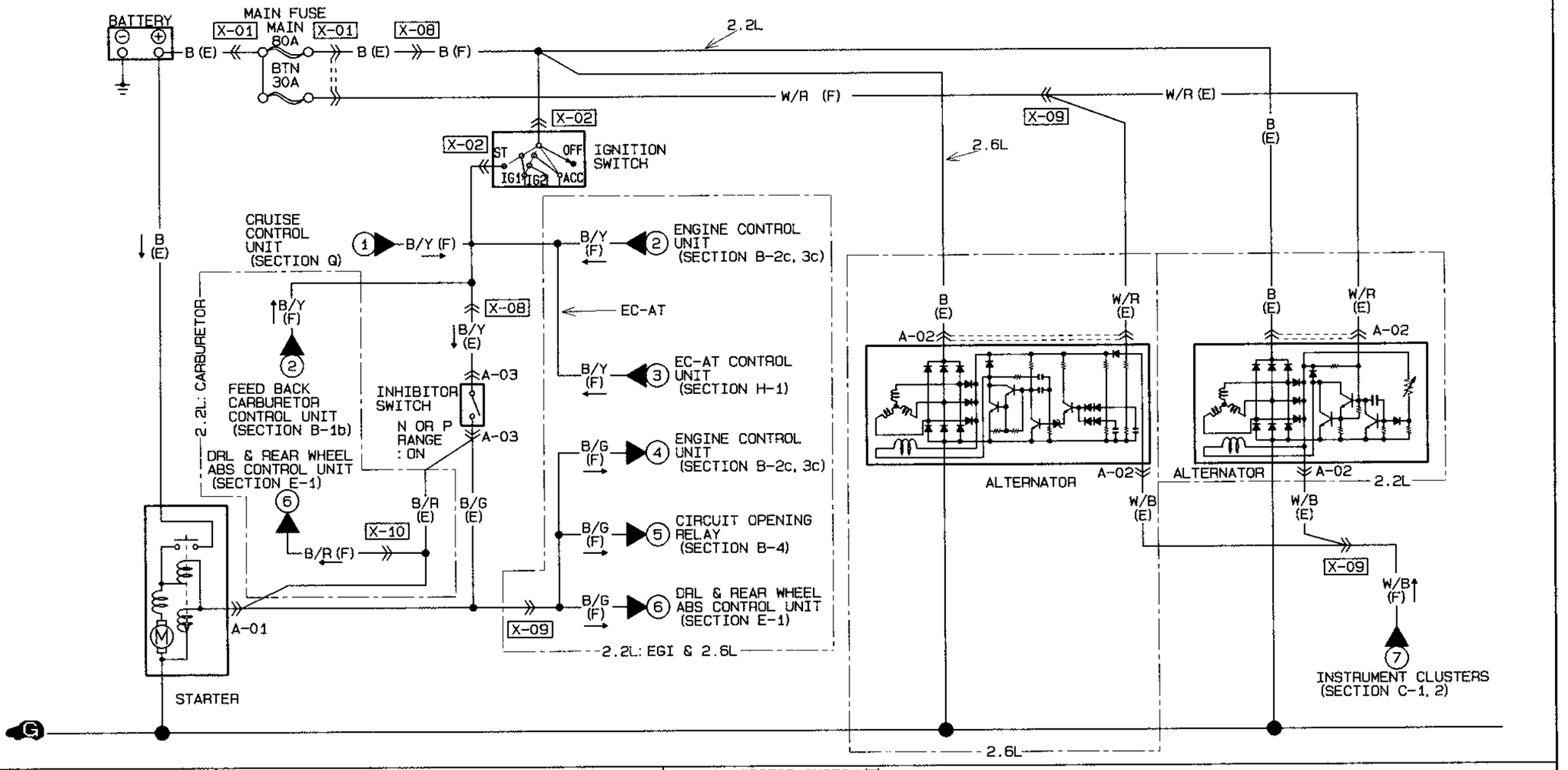
W




W

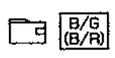
EC-AT & HAT ■ STARTING SYSTEM ■ CHARGING SYSTEM

A-1



A-01 STARTER (E)

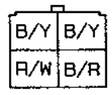
( ) ...2.2L: CARBURETOR



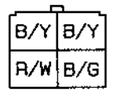
A-02 ALTERNATOR (E)

A-03 INHIBITOR SWITCH (E)

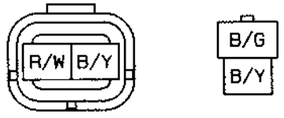
2.2L: CARBURETOR



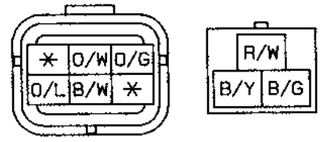
2.2L: EGI

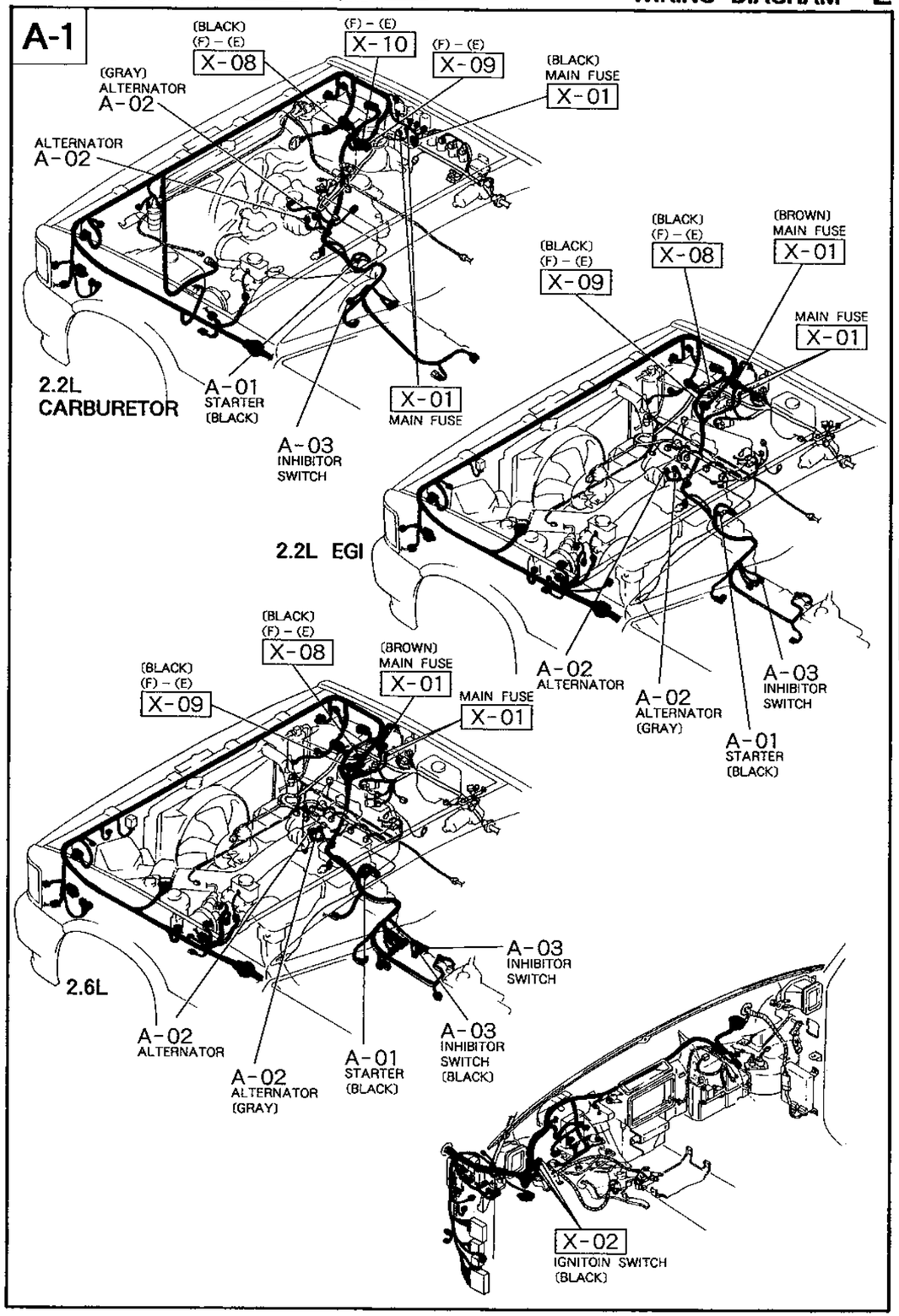


HAT 2.6L



EC-AT 2.6L

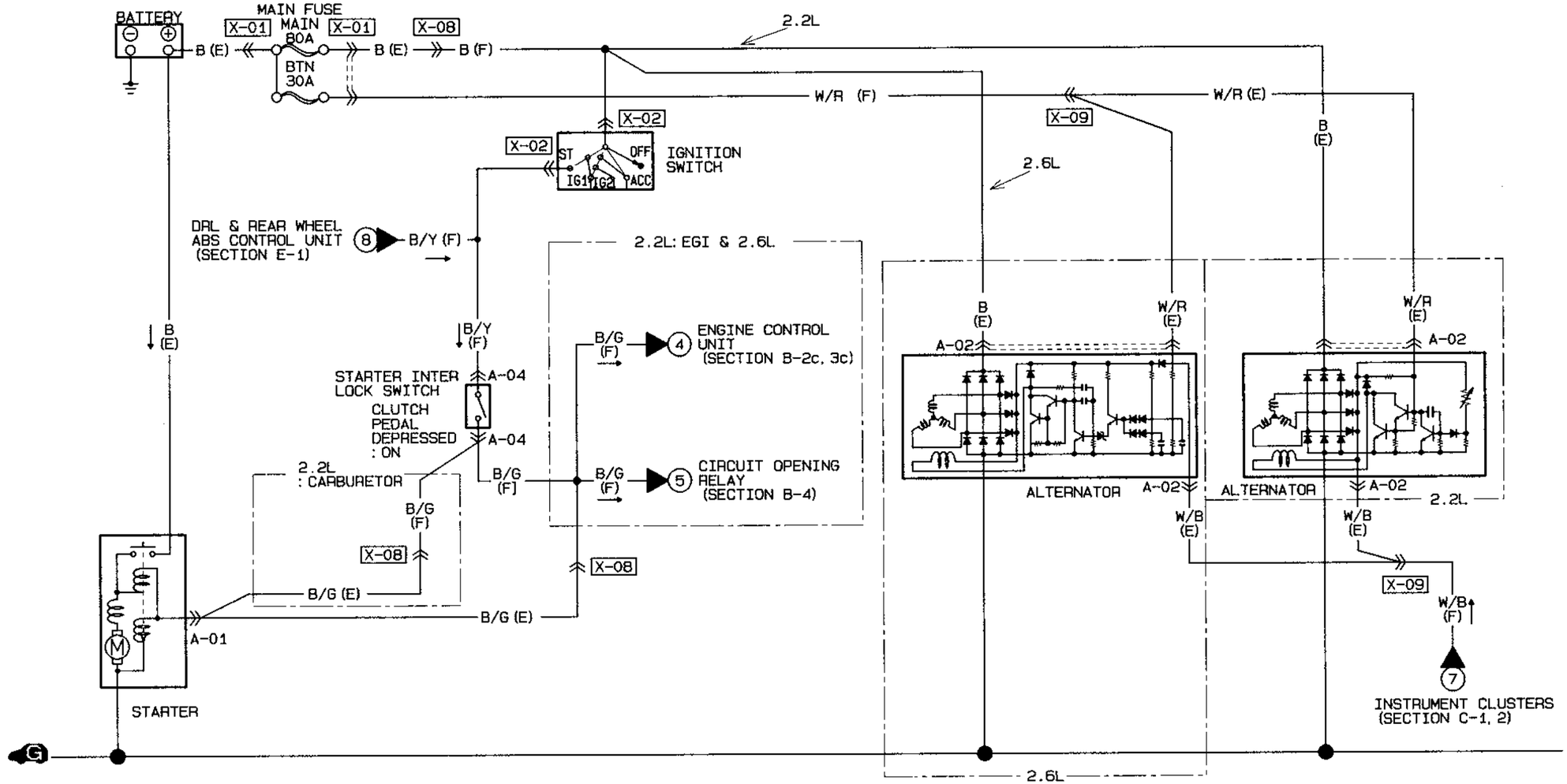



A-1
(BLACK)
(F) – (E)
X-08
(F) – (E)
X-10
(F) – (E)
X-09
(BLACK)
MAIN FUSE
X-01
(GRAY)
ALTERNATOR
A-02
ALTERNATOR
A-02
2.2L
CARBURETOR
A-01
STARTER
(BLACK)
X-01
MAIN FUSE
A-03
INHIBITOR
SWITCH
(BLACK)
(F) – (E)
X-09
(BLACK)
(F) – (E)
X-08
(BROWN)
MAIN FUSE
X-01
MAIN FUSE
X-01
2.2L EGI
A-02
ALTERNATOR
A-02
ALTERNATOR
(GRAY)
A-03
INHIBITOR
SWITCH
A-01
STARTER
(BLACK)
(BLACK)
(F) – (E)
X-08
(BROWN)
MAIN FUSE
X-01
(BLACK)
(F) – (E)
X-09
MAIN FUSE
X-01
A-03
INHIBITOR
SWITCH
2.6L
A-02
ALTERNATOR
A-02
ALTERNATOR
(GRAY)
A-01
STARTER
(BLACK)
A-03
INHIBITOR
SWITCH
(BLACK)
X-02
IGNITOIN SWITCH
(BLACK)

A~V

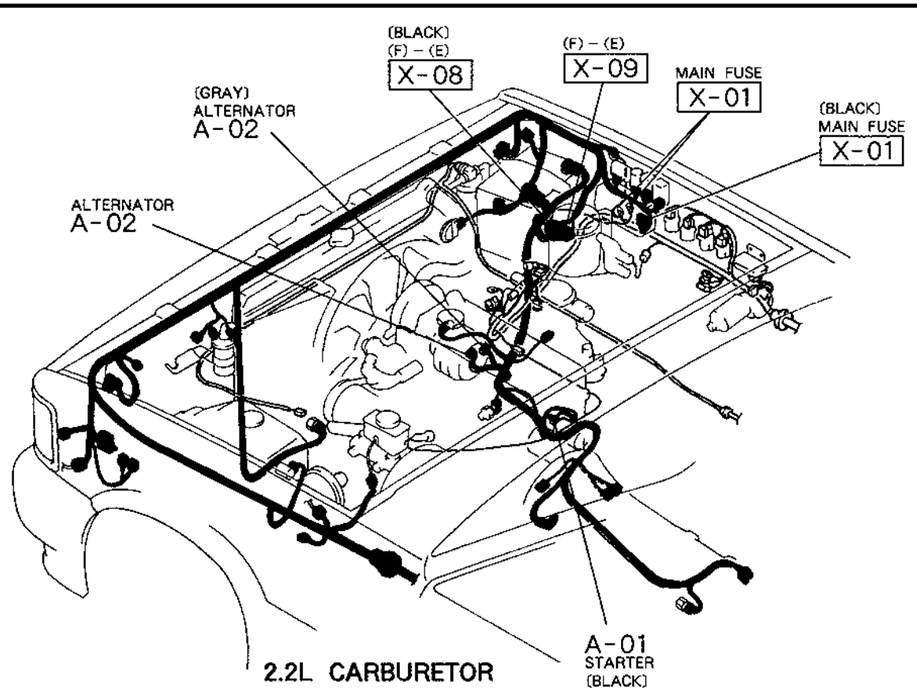
MT ■ STARTING SYSTEM
■ CHARGING SYSTEM

A-2

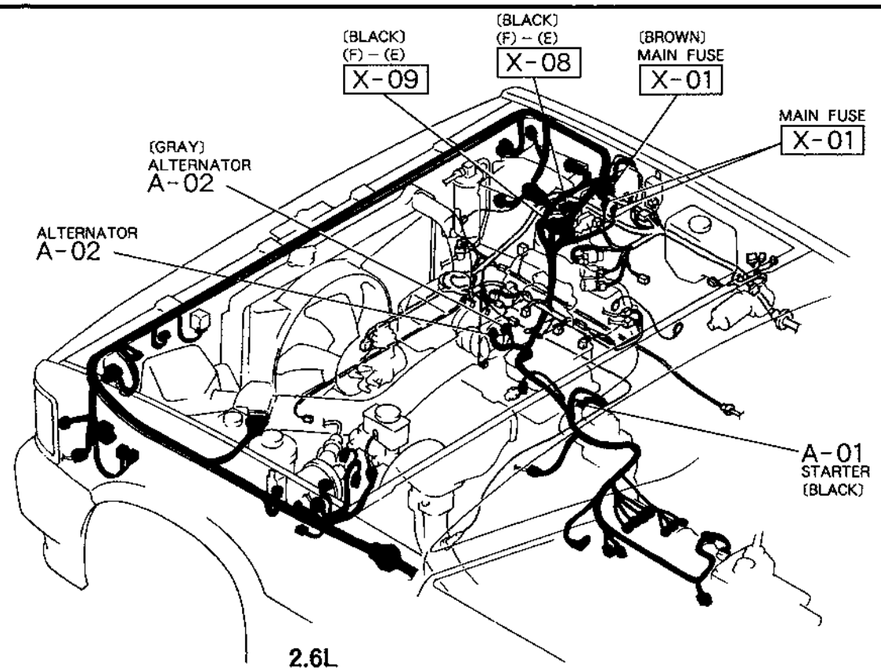


A-01 STARTER (E)	A-02 ALTERNATOR (E)		A-04 STARTER INTER LOCK SWITCH (F)			
B/G	W/R W/B	B	B/Y B/G			

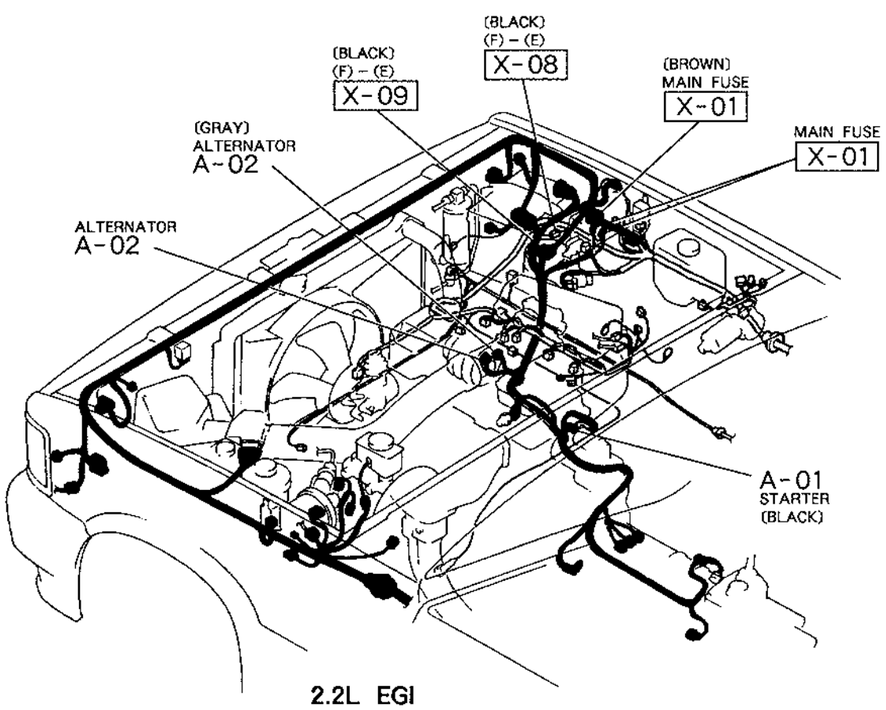
A-2



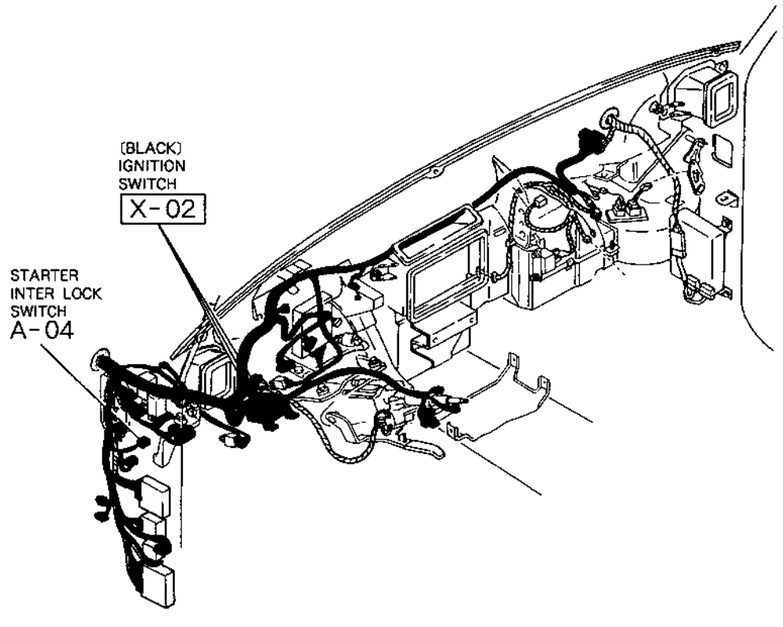
2.2L CARBURETOR



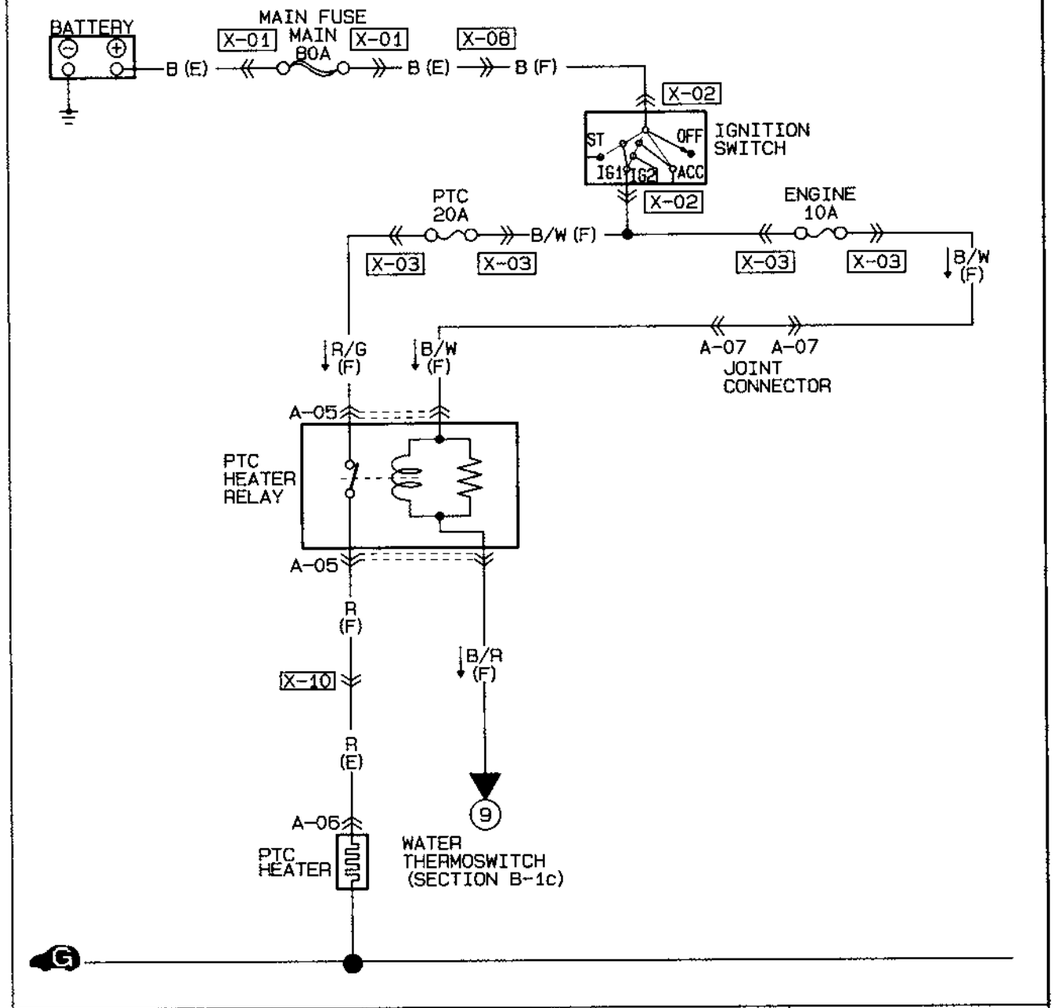
2.6L



2.2L EGI

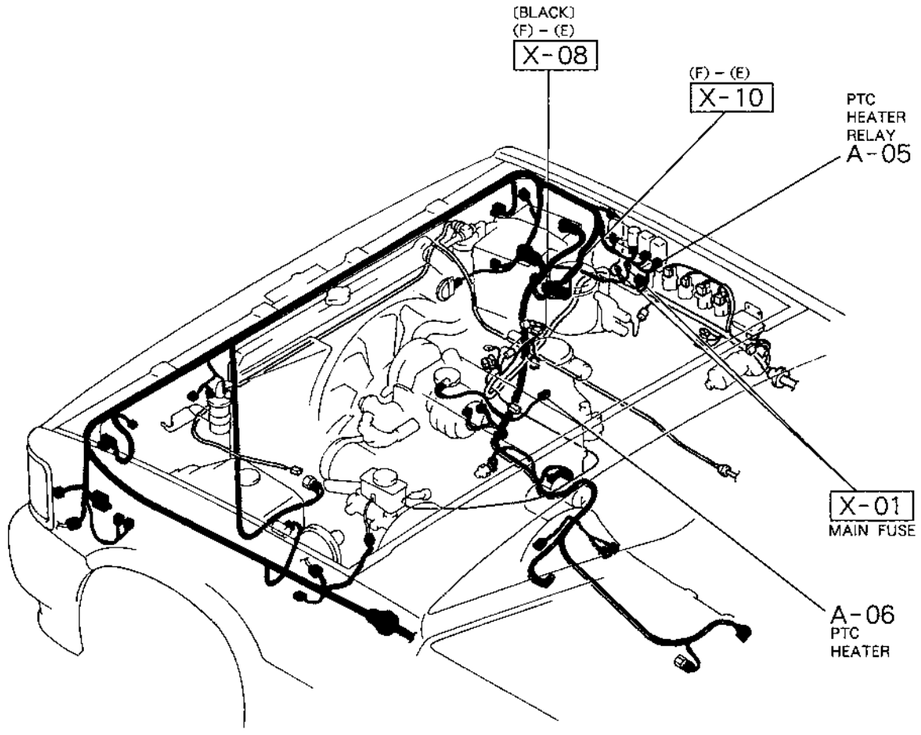


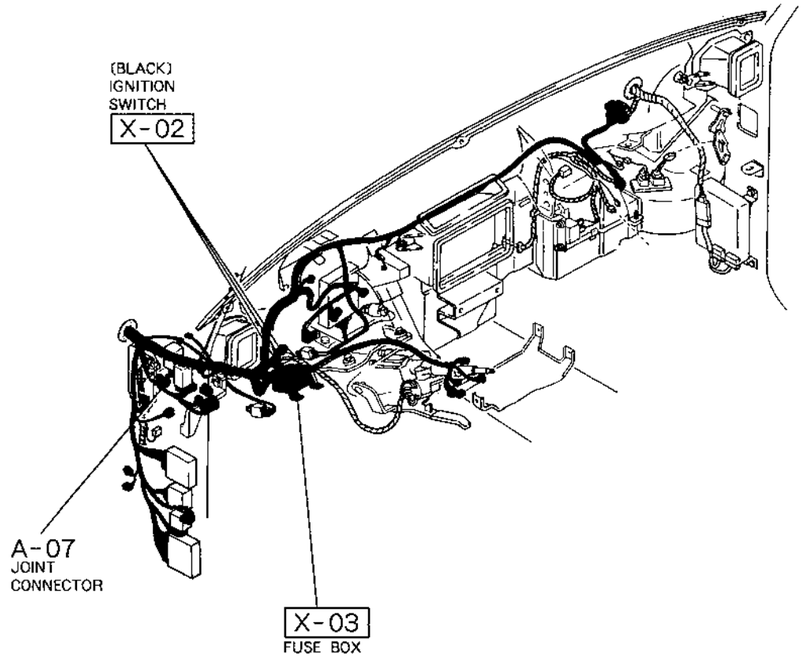
2.2L: CARBURETOR FEDERAL & CANADA ■ PTC HEATER SYSTEM A-3



A-05 PTC HEATER RELAY (F)	A-06 PTC HEATER (E)	A-07 JOINT CONNECTOR (F) ( ) . . . HAT	
R B/W / R/G B/R	R	B/W ✳ / ✳ (B/W) B/W	

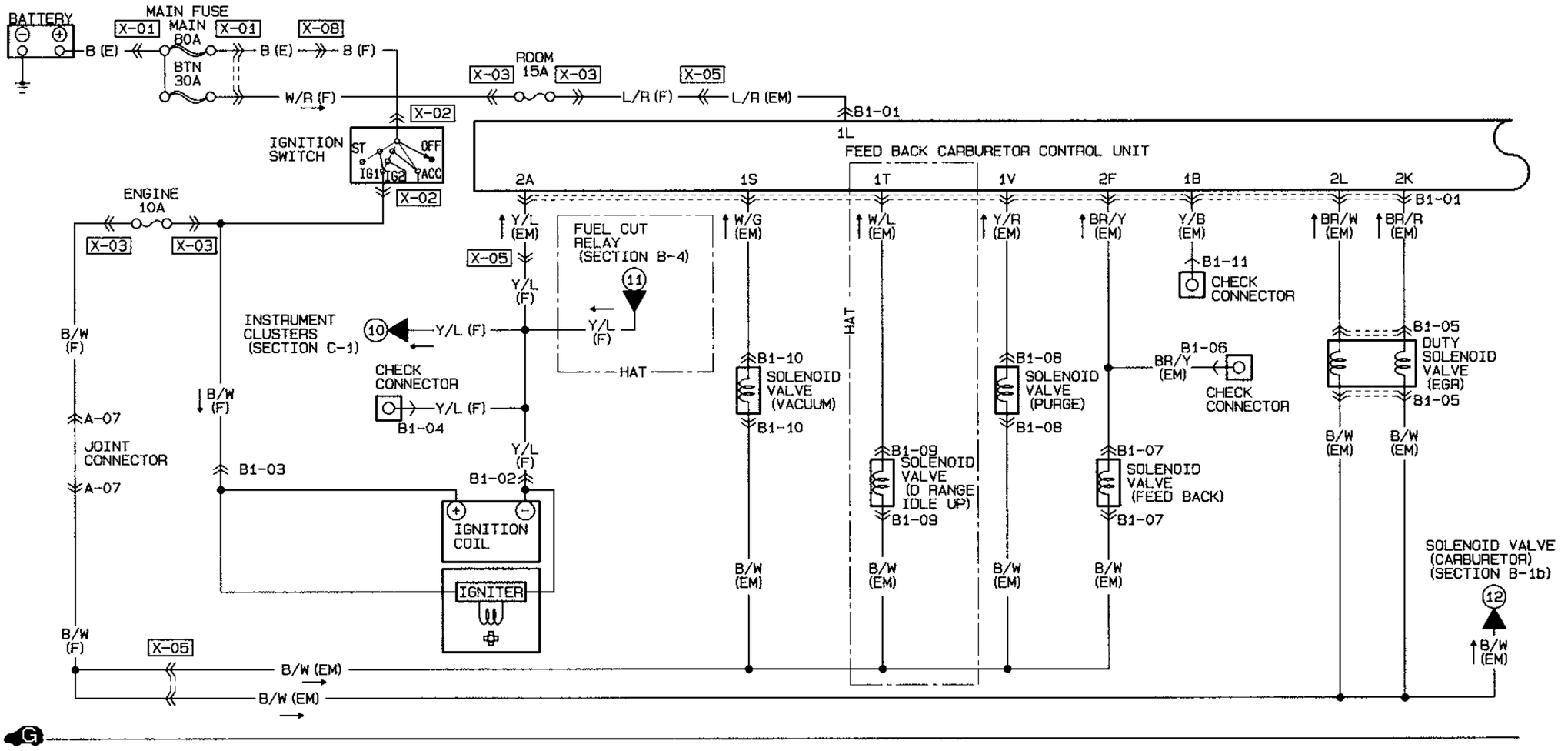
A-3


(BLACK)
(F) - (E)
X-08
(F) - (E)
X-10
PTC
HEATER
RELAY
A-05
X-01
MAIN FUSE
A-06
PTC
HEATER


(BLACK)
IGNITION
SWITCH
X-02
A-07
JOINT
CONNECTOR
X-03
FUSE BOX

2.2L: CARBURETOR ■ IGNITION SYSTEM ■ FEED BACK CARBURETOR CONTROL SYSTEM

B-1a



B1-01 FEED BACK CARBURETOR CONTROL UNIT (EM)

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

2M	2K	2I		2E	2C	2A
BR	BR/R	G/W		G/B	G/R	Y/L
B	BR/W	Y	BR/B	BR/Y	LG	B/W
2N	2L	2J	2H	2F	2D	2B

B1-02 IGNITION COIL (F)

Y/L

B1-03 IGNITION COIL (F)

B/W

B1-04 CHECK CONNECTOR (F)

Y/L

B1-05 DUTY SOLENOID VALVE (EGR) (EM)

BR/R	B/W
BR/W	B/W

B1-06 CHECK CONNECTOR (EM)

BR/Y

B1-07 SOLENOID VALVE (FEED BACK) (EM)

BR/Y | B/W

B1-08 SOLENOID VALAE (PURGE) (EM)

Y/R | B/W

B1-09 SOLENOID VALVE (D RANGE IDLE UP) (EM)

HAT

W/L | B/W

B1-10 SOLENOID VALVE (VACUUM) (EM)

W/G | B/W

B1-11 CHECK CONNECTOR (EM)

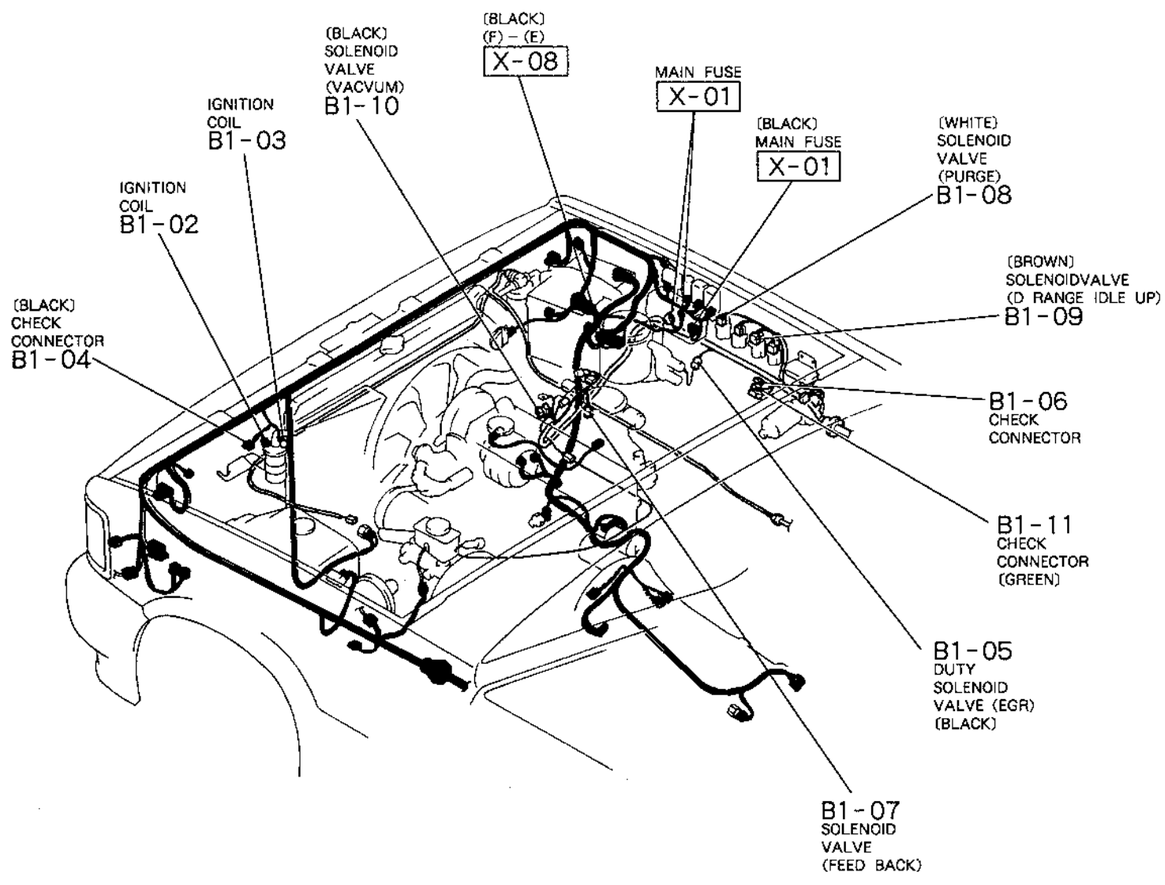
Y/B

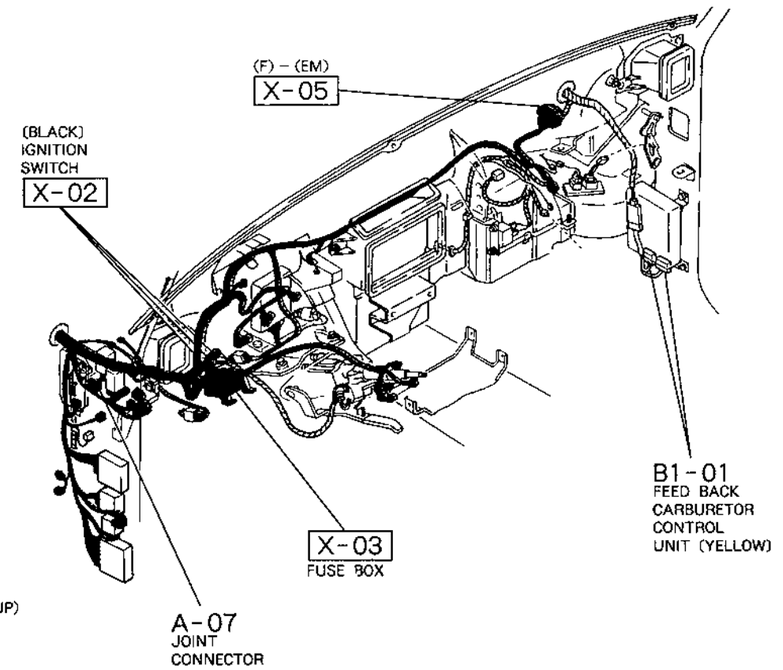
A-07 JOINT CONNECTOR (F)

( ) . . . HAT

B/W	✳
✳ (B/W)	B/W

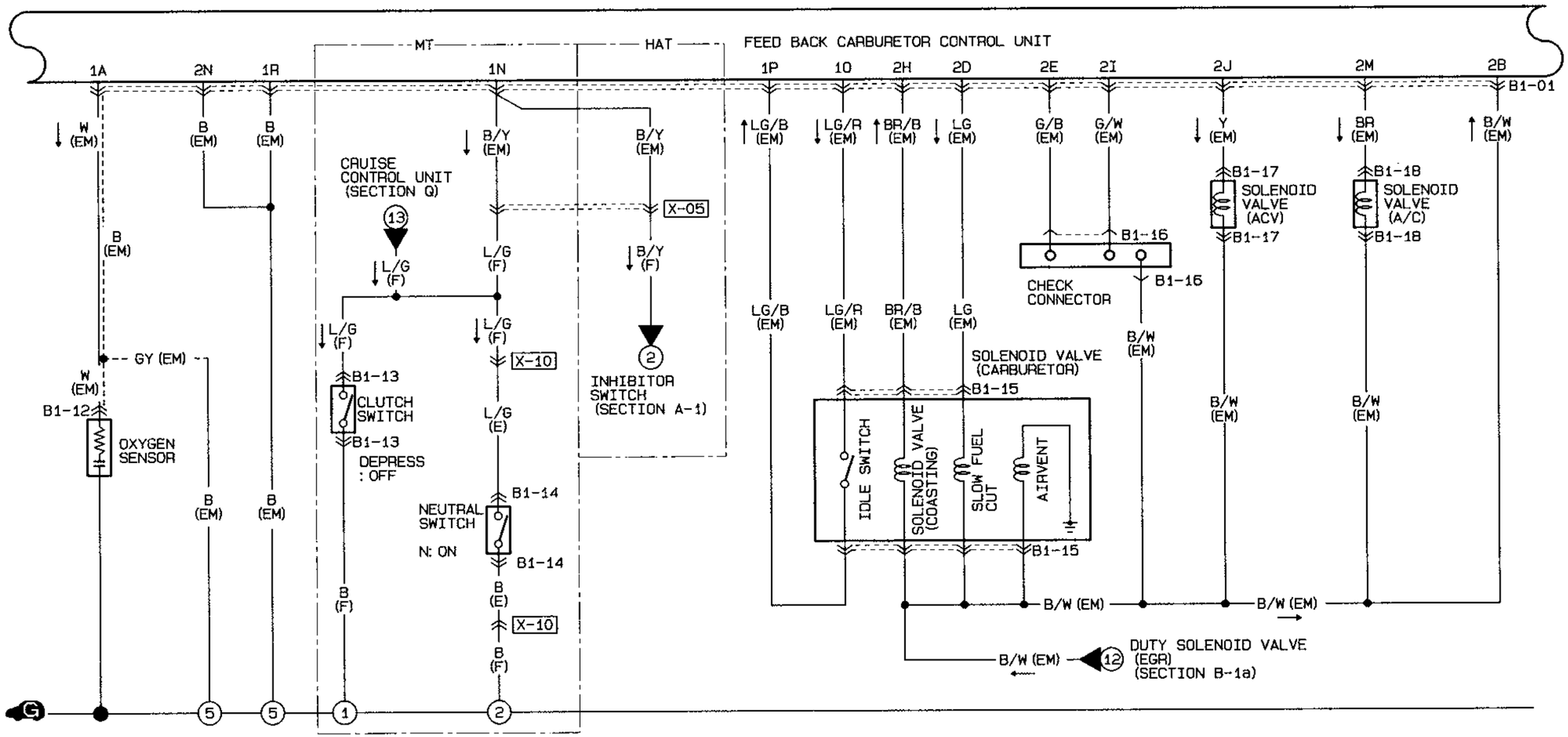
B-1a


(BLACK)
SOLENOID
VALVE
(VACVUM)
B1-10
(BLACK)
(F) – (E)
X-08
MAIN FUSE
X-01
IGNITION
COIL
B1-03
(BLACK)
MAIN FUSE
X-01
(WHITE)
SOLENOID
VALVE
(PURGE)
B1-08
IGNITION
COIL
B1-02
(BROWN)
SOLENOIDVALVE
(D RANGE IDLE UP)
B1-09
(BLACK)
CHECK
CONNECTOR
B1-04
B1-06
CHECK
CONNECTOR
B1-11
CHECK
CONNECTOR
(GREEN)
B1-05
DUTY
SOLENOID
VALVE (EGR)
(BLACK)
B1-07
SOLENOID
VALVE
(FEED BACK)


(F) – (EM)
X-05
(BLACK)
IGNITION
SWITCH
X-02
B1-01
FEED BACK
CARBURETOR
CONTROL
UNIT (YELLOW)
X-03
FUSE BOX
A-07
JOINT
CONNECTOR

2.2L: CARBURETOR ■FEED BACK CARBURETOR CONTROL SYSTEM

B-1b



B1-01 FEED BACK CARBURETOR CONTROL UNIT (EM)

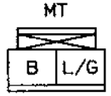
1U	1S	1Q	1O	1M		1I	1G	1E	1C	1A
✳	W/G	B/R	LG/R	✳		✳	G/Y	L	G/O	W
Y/R	W/L	B	LG/B	B/Y	L/R	Y/W	V/W	B/L	B/LG	Y/B
1V	1T	1R	1P	1N	1L	1J	1H	1F	1D	1B

2M	2K	2I		2E	2C	2A
BR	BR/R	G/W		G/B	G/R	Y/L
B	BR/W	Y	BR/B	BR/Y	LG	B/W
2N	2L	2J	2H	2F	2D	2B

B1-12 OXYGEN SENSOR (EM)

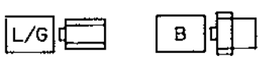
B1-13 CLUTCH SWITCH (F)

MT



B1-14 NEUTRAL SWITCH (E)

MT



B1-15 SOLENOID VALVE (CARBURETOR) (EM)

B/W	B/W	LG/R	✳
BR/B	LG	LG/B	B/W

B1-16 CHECK CONNECTOR (EM)

✳	B/W	G/B
✳	G/W	✳

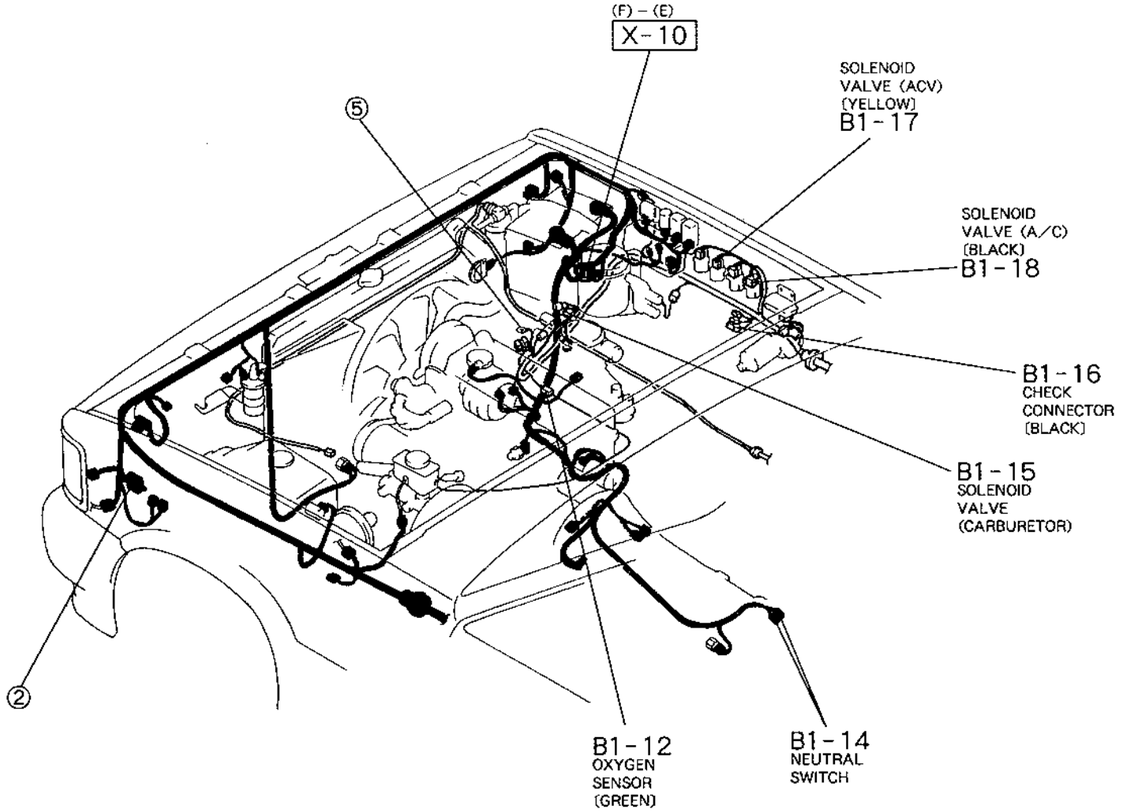
B1-17 SOLENOID VALVE (ACV) (EM)

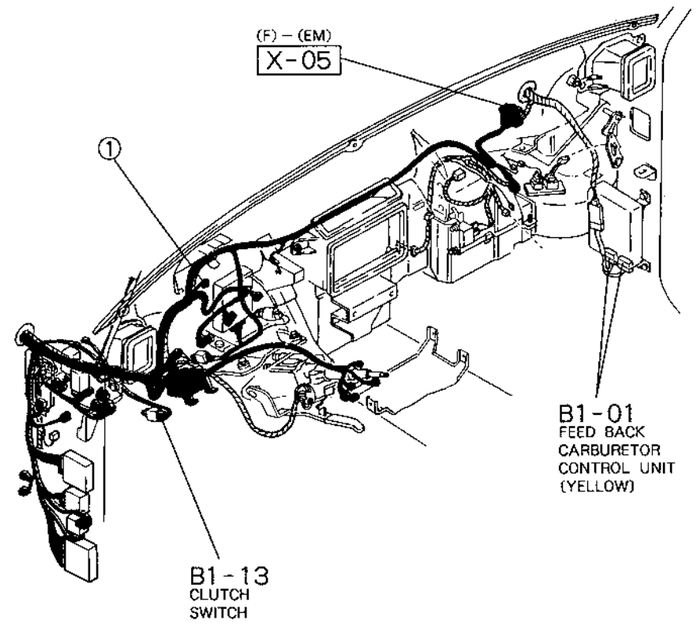
Y	B/W

B1-18 SOLENOID VALVE (A/C) (EM)

BR	B/W

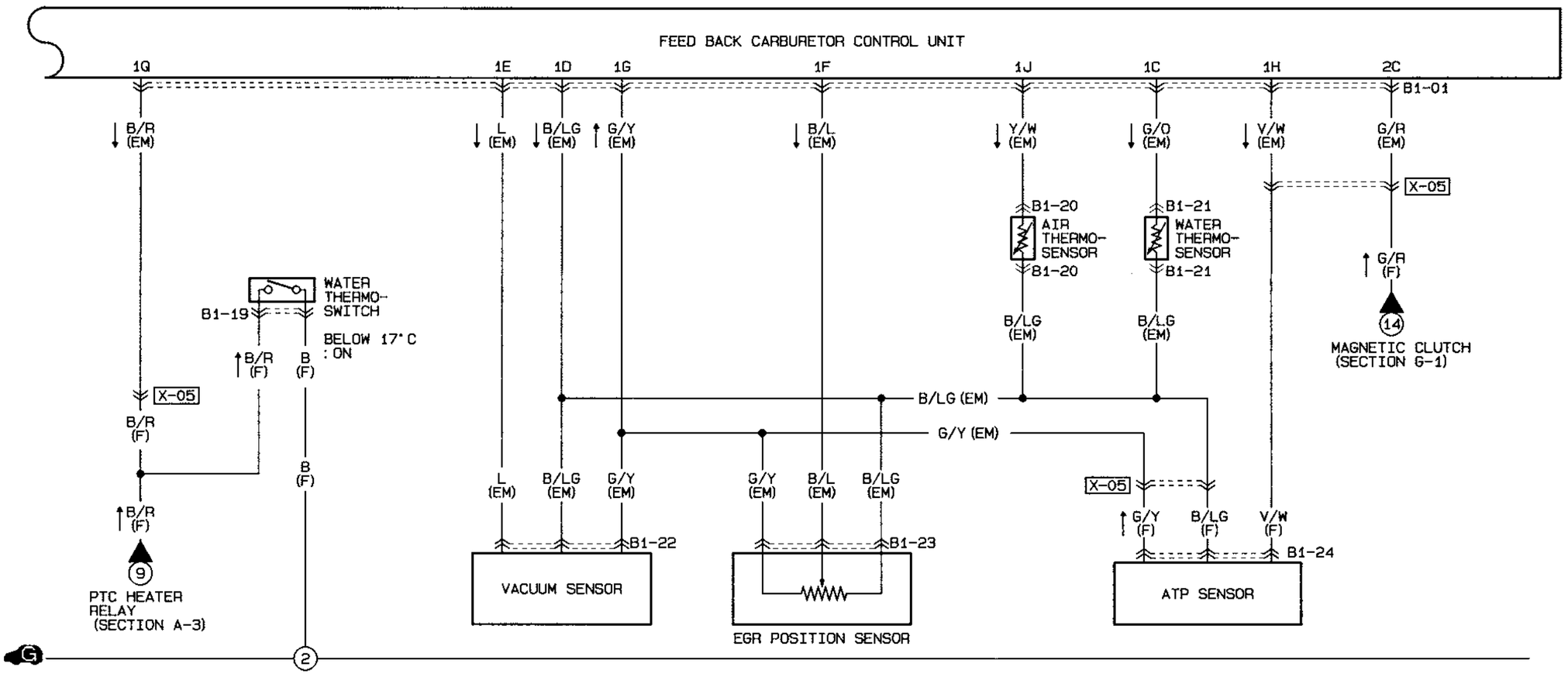
B-1b


(F) – (E)
X-10
SOLENOID VALVE (ACV) (YELLOW)
B1-17
SOLENOID VALVE (A/C) (BLACK)
B1-18
B1-16
CHECK CONNECTOR (BLACK)
B1-15
SOLENOID VALVE (CARBURETOR)
B1-12
OXYGEN SENSOR (GREEN)
B1-14
NEUTRAL SWITCH
⑤
②


(F) – (EM)
X-05
①
B1-01
FEED BACK CARBURETOR CONTROL UNIT (YELLOW)
B1-13
CLUTCH SWITCH

2.2L: CARBURETOR ■ FEED BACK CARBURETOR CONTROL SYSTEM

B-1c



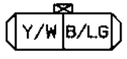
B1-01 FEED BACK CARBURETOR CONTROL UNIT (EM)

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

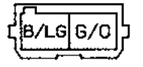
2M	2K	2I		2E	2C	2A
BR	BR/R	G/W		G/B	G/R	Y/L
B	BR/W	Y	BR/B	BR/Y	LG	B/W
2N	2L	2J	2H	2F	2D	2B

B1-19 WATER THERMO-SWITCH (F)

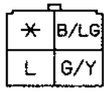
B1-20 AIR THERMOSENSOR (EM)



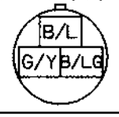
B1-21 WATER THERMOSENSOR (EM)



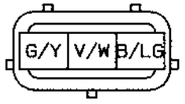
B1-22 VACUUM SENSOR (EM)



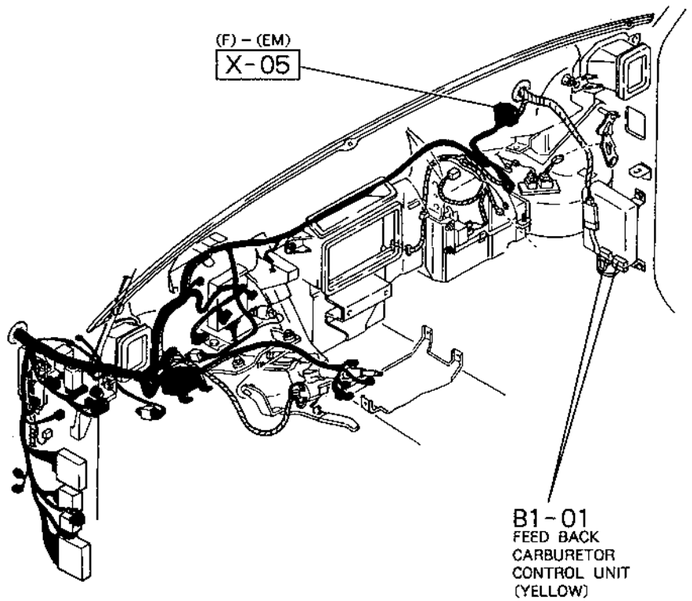
B1-23 EGR POSITION SENSOR (EM)

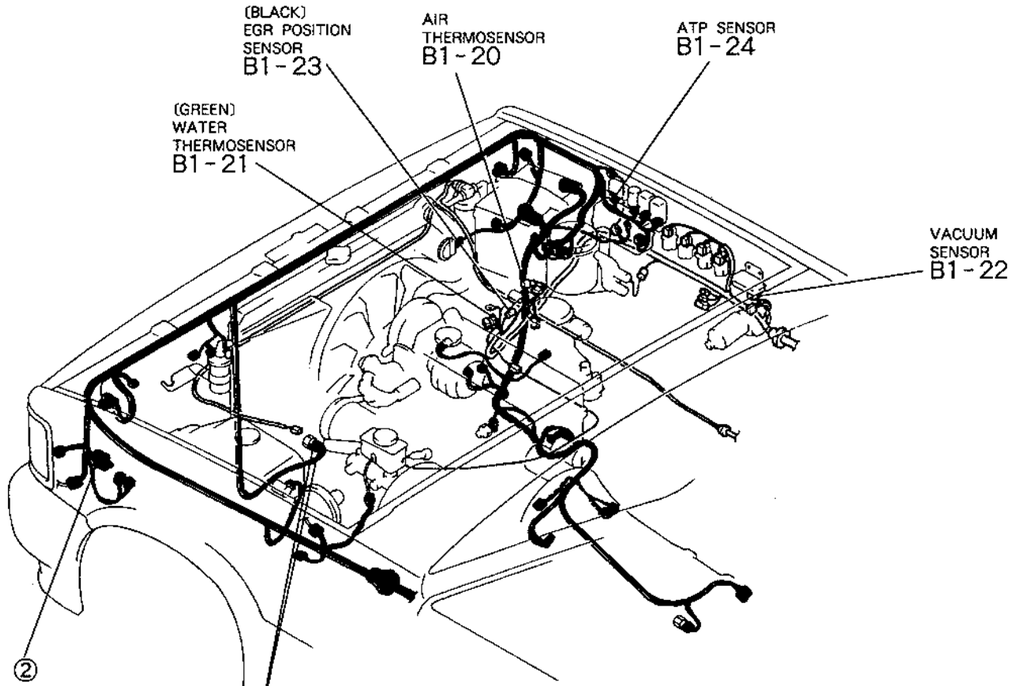


B1-24 ATP SENSOR (F)



B-1c

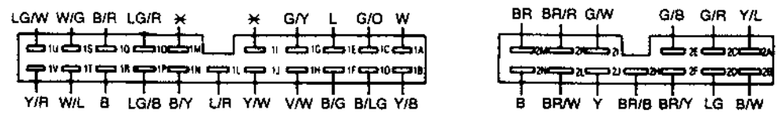

(F) – (EM)
X-05
B1-01
FEED BACK
CARBURETOR
CONTROL UNIT
(YELLOW)


(BLACK)
EGR POSITION
SENSOR
B1-23
AIR
THERMOSENSOR
B1-20
ATP SENSOR
B1-24
(GREEN)
WATER
THERMOSENSOR
B1-21
VACUUM
SENSOR
B1-22
②
B1-19
WATER
THERMOSWITCH

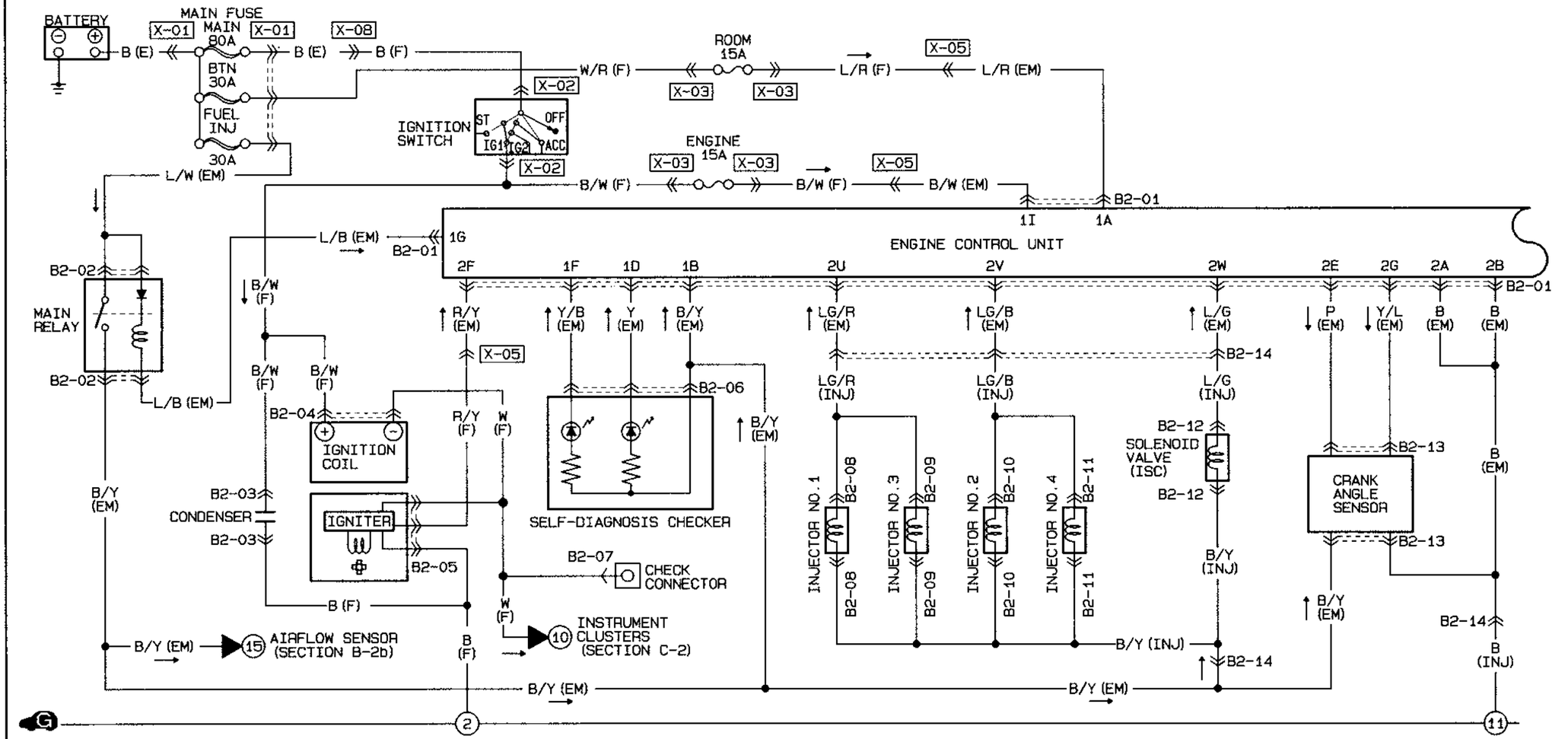
Terminal voltage

Terminal	Connected to	Voltage	Condition
1A (Input)	Oxygen sensor	0.3—0.7V	At idle
		More than 0.45V	During acceleration
		Less than 0.45V	During deceleration
1B (Input)	Self-diagnosis check connector	Approx. 12V	Check connector: Not grounded
		0V	Check connector: Grounded
1C (Input)	Water thermosensor	Approx. 0.5V	Warmed-up engine (Thermostat: Open)
1D (Ground)	Water thermosensor, EGR position sensor, Vacuum sensor, Atmospheric pressure sensor, Intake air thermosensor	Less than 1.5V	—
1E (Input)	Vacuum sensor	Approx. 1.3V	At idle
		Approx. 4.0V	Engine stopped (Atmospheric pressure)
1F (Input)	EGR position sensor	Approx. 0.7V	At idle
		0.7—4.7V	During driving
1G (Power supply)	EGR position sensor, Vacuum sensor, Atmospheric pressure sensor	4.5—5.5V	—
1H (Input)	Atmospheric pressure sensor	Approx. 4V	Sea level
1J (Input)	Intake air thermosensor	Approx. 4.1V	At 20°C (68°F)
1L (Memory power)	Battery	Approx. 12V	—
1N (Input)	Neutral and clutch switch (MT)	Approx. 12V	In gear
		Less than 1.5V	In neutral or depress clutch pedal
	Inhibitor switch (HAT)	Less than 1.5V	In N or P range
		Approx. 12V	In other ranges
1O (Input)	Idle switch	Approx. 12V	At idle
		Less than 1.5V	At more than 1,200 rpm with no load
1P (Ground)	Idle switch	Less than 1.5V	—
1Q (Input)	Water temperature switch	Approx. 12V	Radiator coolant temp.: above 17°C (63°F)
		Less than 1.5V	Radiator coolant temp.: below 17°C (63°F)
1R (Ground)	Engine ground	Less than 1.5V	—
1S (Output)	Coasting advance solenoid valve	Approx. 12V	At idle
		Less than 1.5V	At 1,700—2,500 rpm during in-gear deceleration
1T (Output)	Idle-up solenoid valve (HAT)	Less than 1.5V	At less than 1,000 rpm in R, D, 2, or 1 range
		Approx. 12V	In N or P range or more than 1,100 rpm without A/C switch: ON
1U (Output)	Malfunction indicator light	Approx. 12V	light: OFF
		Less than 1.5V	light: ON
1V (Output)	Purge solenoid valve	Approx. 12V	At idle
		Less than 1.5V	At 1,400 rpm with warmed-up engine
2A (Input)	Ignition coil negative terminal	Approx. 12V	—
2B (Battery power)	Ignition switch (ON)	Approx. 12V	Ignition switch: ON
		0V	Ignition switch: OFF
2C (Input)	Air-conditioner magnetic clutch circuit	Approx. 12V	Air conditioner: ON
		0V	Air conditioner: OFF
2D (Output)	Slow fuel cut solenoid valve	Less than 15.V	Ignition switch: ON
		Less than 1.5V	At idle
		Approx. 12V	At 2,500 rpm or more during in-gear deceleration
2E (Output)	Self-Diagnosis Checker (Digital display)	Approx. 12V	Buzzer: OFF
		Less than 1.5V	Buzzer: ON
		Code signal	When self-diagnosis check connector grounded
2F (Output)	Air/fuel (A/F) solenoid valve	Monitor reading: 1.5—3.8V (fluctuating) Actual voltage: 3.5—12V (fluctuating)	At idle
		0—14V (fluctuating or fixed)	During running
2H (Output)	Coasting richer solenoid valve	Approx. 12V	At idle
		Less than 1.5V	At 2,500—1,400 rpm with in-gear deceleration (Voltage indicated one second after conditions met)
2I (Output)	Self-Diagnosis Checker (Monitor lamp)	Less than 1.5V	Monitor lamp: ON
		Approx. 12V	Monitor lamp: OFF
2J (Output)	ACV solenoid valve	Approx. 12V	At idle
		Less than 1.5V	At 1,500 rpm or more, warmed up, no load
2K (Output)	Duty solenoid valve (Vent)	Approx. 12V	While cranking
		Approx. 12V	During warm up
		Approx. 12V	At idle
		Voltage decreases (Green and red lights flash)	During acceleration
2L (Output)	Duty solenoid valve (Vacuum)	Approx. 12V	While cranking
		Approx. 12V	During warm up
		Approx. 12V	At idle
		Voltage decreases (Green and red lights flash)	During acceleration
2M (Output)	Idle-up solenoid valve (A/C)	Less than 1.5V	At idle (A/C: ON)
		Approx. 12V	At 1,400 rpm or below (A/C: ON)
2N (Ground)	Engine ground	Less than 1.5V	—

Connectors



2.2L: EGI ■ IGNITION SYSTEM ■ ENGINE CONTROL SYSTEM



B2-01 ENGINE CONTROL UNIT (EM)

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

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

B2-02 MAIN RELAY (EM)

L/W	L/W
B/Y	L/B

B2-03 CONDENSER (F)

B	B/W

B2-04 IGNITION COIL (F)

B/W	W

B2-05 IGNITER (F)

W	B	R/Y

B2-06 SELF-DIAGNOSIS CHECKER (EM)

✳	B/Y	Y/B
✳	Y	✳

B2-07 CHECK CONNECTOR (F)

W

B2-08 INJECTOR NO.1 (INJ)

LG/R	B/Y

B2-09 INJECTOR NO.3 (INJ)

LG/R	B/Y

B2-10 INJECTOR NO.2 (INJ)

LG/B	B/Y

B2-11 INJECTOR NO.4 (INJ)

LG/B	B/Y

B2-12 SOLENOID VALVE (ISC) (INJ)

L/G	B/Y

B2-13 CRANK ANGLE SENSOR (EM)

Y/L	P	B/Y	B

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

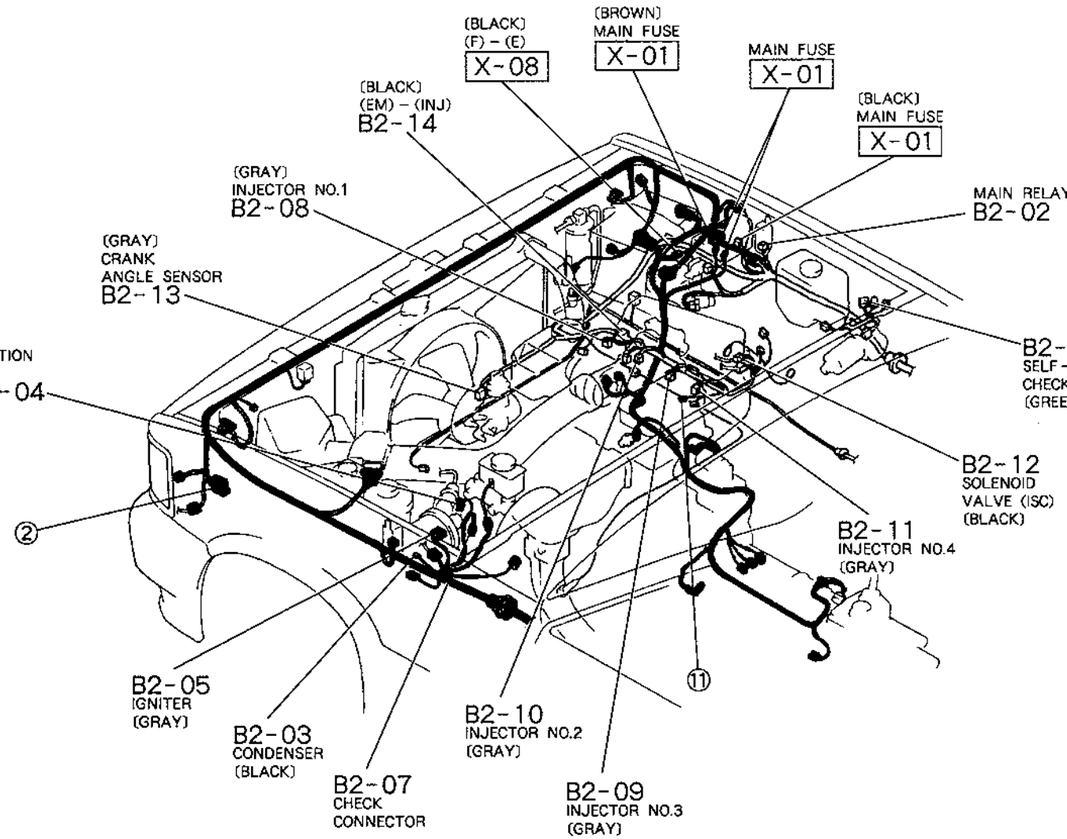
(EM)

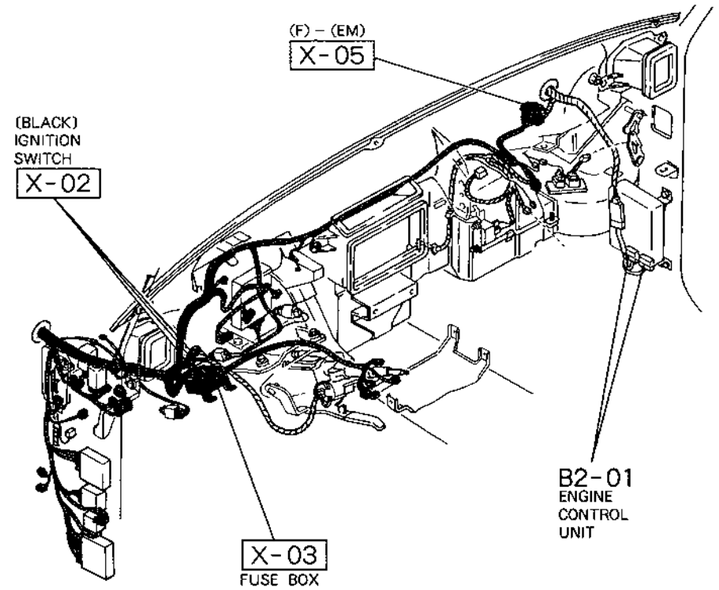
G/W	B/Y	L/G	G/Y	BR/B	LG/B
G/W	G	B	B/O	BR/W	LG/R

(INJ)

LG/B	BR/B	G/Y	L/G	B/Y	G/W
LG/R	BR/W	B/O	B	G	G/W

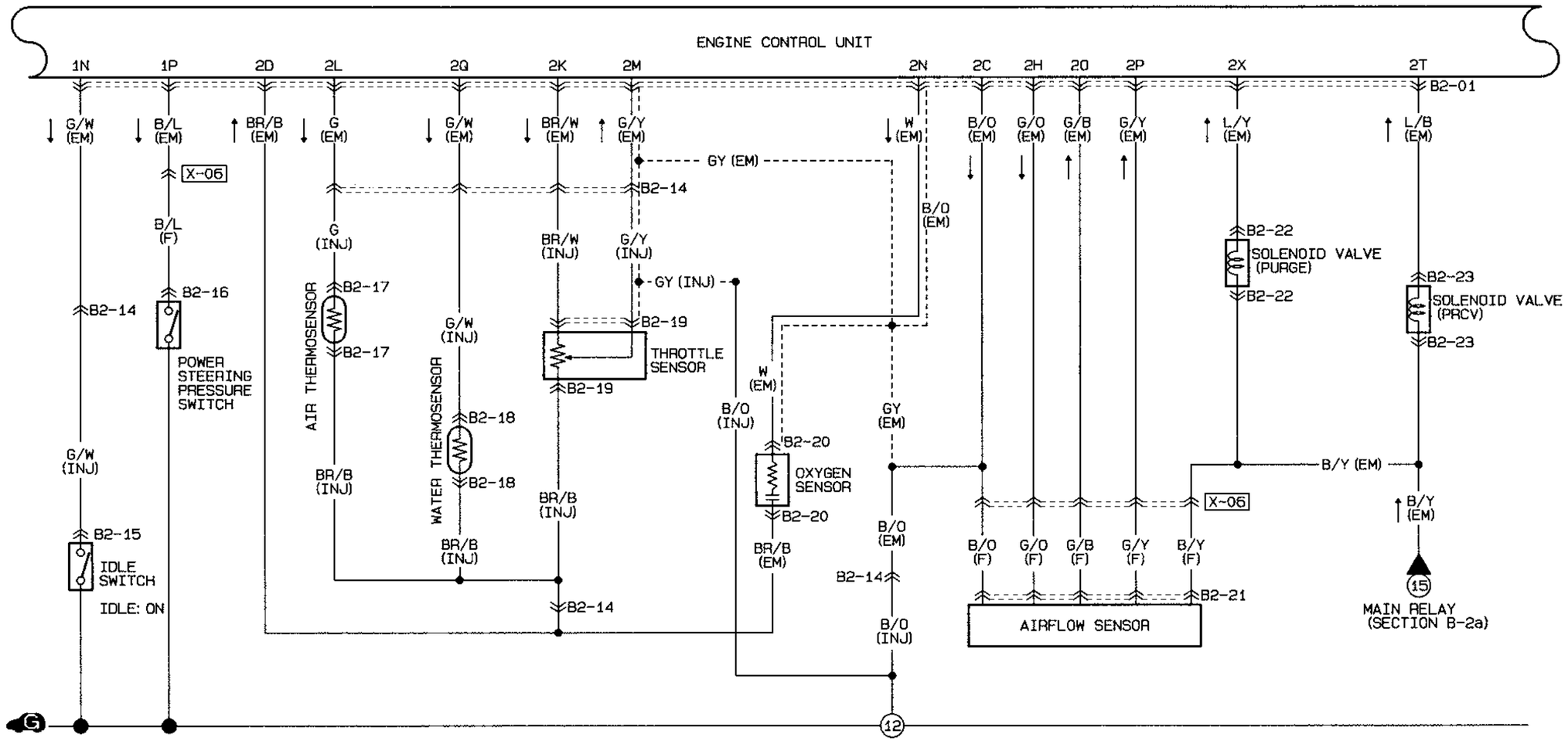
B-2a


(BLACK)
(F) – (E)
X-08
(BROWN)
MAIN FUSE
X-01
MAIN FUSE
X-01
(BLACK)
MAIN FUSE
X-01
(BLACK)
(EM) – (INJ)
B2-14
(GRAY)
INJECTOR NO.1
B2-08
MAIN RELAY
B2-02
(GRAY)
CRANK
ANGLE SENSOR
B2-13
IGNITION
COIL
B2-04
B2-06
SELF – DIAGNOSIS
CHECKER
(GREEN)
B2-12
SOLENOID
VALVE (ISC)
(BLACK)
B2-11
INJECTOR NO.4
(GRAY)
②
⑪
B2-05
IGNITER
(GRAY)
B2-03
CONDENSER
(BLACK)
B2-07
CHECK
CONNECTOR
B2-10
INJECTOR NO.2
(GRAY)
B2-09
INJECTOR NO.3
(GRAY)


(F) – (EM)
X-05
(BLACK)
IGNITION
SWITCH
X-02
B2-01
ENGINE
CONTROL
UNIT
X-03
FUSE BOX

2.2L: EGI ■ ENGINE CONTROL SYSTEM

B-2b



B2-01 ENGINE CONTROL UNIT (EM)

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

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

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

(EM)

G/W	B/Y	L/G	G/Y	BR/B	LG/B
G/W	G	B	B/O	BR/W	LG/R

(INJ)

LG/B	BR/B	G/Y	L/G	B/Y	G/W
LG/R	BR/W	B/O	B	G	G/W

B2-15 IDLE SWITCH (INJ)

G/W

B2-16 POWER STEERING PRESSURE SWITCH (F)

B/L

B2-17 AIR THERMOSENSOR (INJ)

BR/B	G

B2-18 WATER THERMO-SENSOR (INJ)

BR/B	G/W

B2-19 THROTTLE SENSOR (INJ)

BR/W	BR/B
G/Y	

B2-20 OXYGEN SENSOR (EM)

W	BR/B

B2-21 AIRFLOW SENSOR (F)

B/O	G/Y	G/B	G/O	B/Y	✳

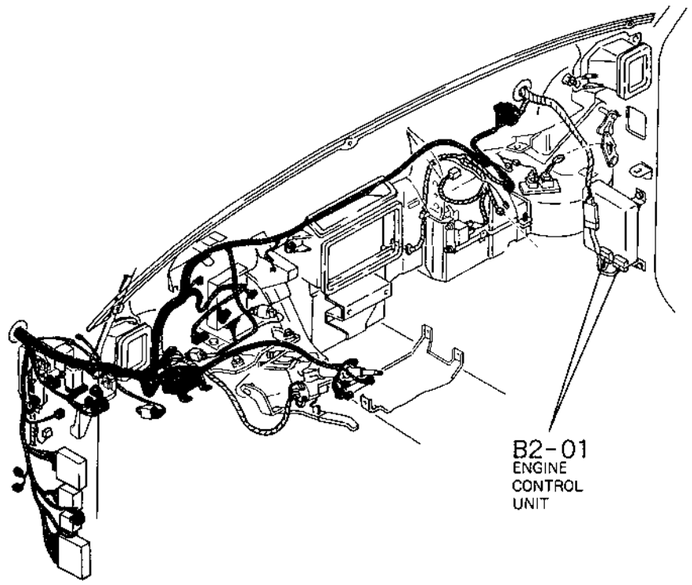
B2-22 SOLENOID VALVE (PURGE) (EM)

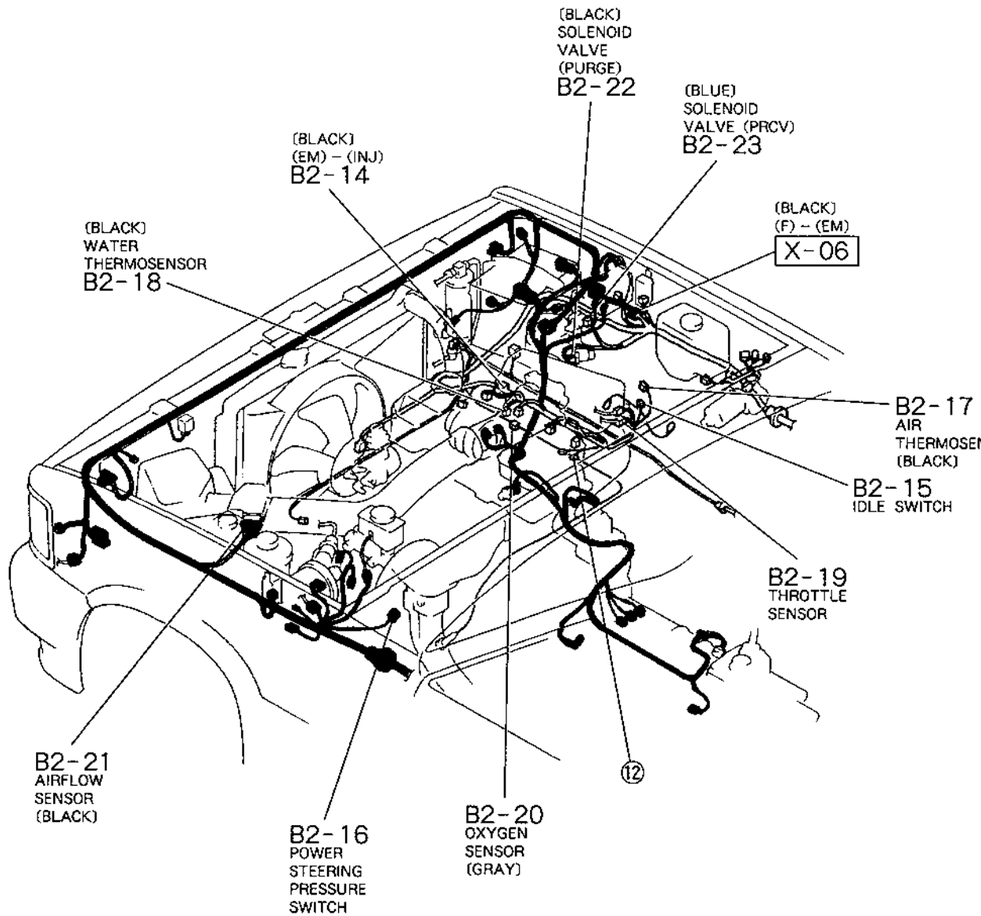
L/Y	B/Y

B2-23 SOLENOID VALAE (PRCV) (EM)

L/B	B/Y

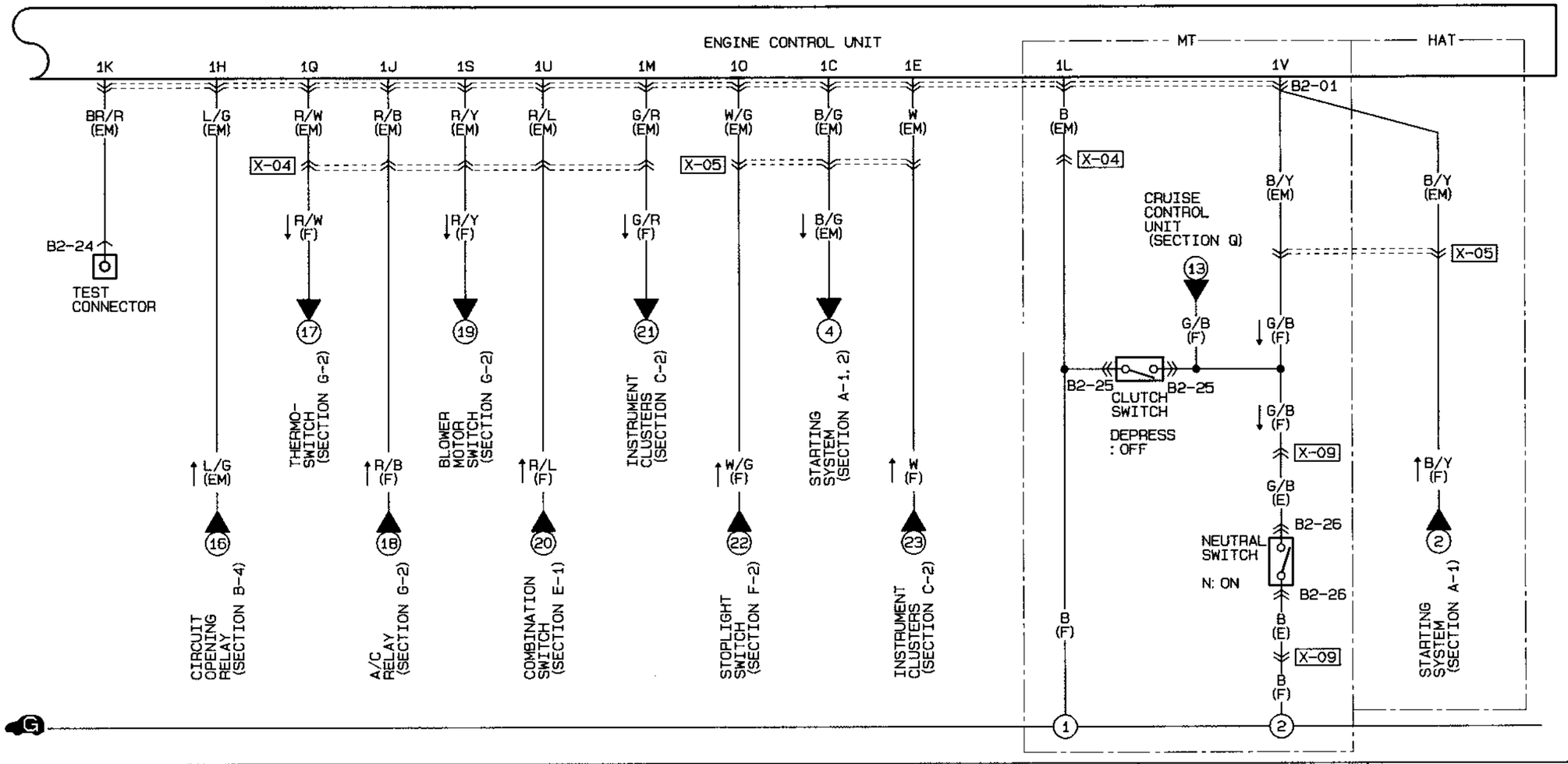
B-2b


B2-01
ENGINE
CONTROL
UNIT


(BLACK)
SOLENOID
VALVE
(PURGE)
B2-22
(BLUE)
SOLENOID
VALVE (PRCV)
B2-23
(BLACK)
(EM) – (INJ)
B2-14
(BLACK)
(F) – (EM)
X-06
(BLACK)
WATER
THERMOSENSOR
B2-18
B2-17
AIR
THERMOSENSOR
(BLACK)
B2-15
IDLE SWITCH
B2-19
THROTTLE
SENSOR
B2-21
AIRFLOW
SENSOR
(BLACK)
B2-16
POWER
STEERING
PRESSURE
SWITCH
B2-20
OXYGEN
SENSOR
(GRAY)
⑫

2.2L: EGI ■ENGINE CONTROL SYSTEM

B-2c

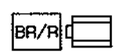


B2-01 ENGINE CONTROL UNIT (EM)

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

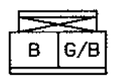
2Y	2W	2U	2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A
✳	L/G	LG/R	✳	G/W	G/B	G/Y	BR/W	✳	Y/L	P	B/O	B
✳	L/Y	LG/B	L/B	✳	G/Y	W	G	✳	G/O	R/Y	BR/B	B
2Z	2X	2V	2T	2R	2P	2N	2L	2J	2H	2F	2D	2B

B2-24 TEST CONNECTOR (EM)



B2-25 CLUTCH SWITCH (F)

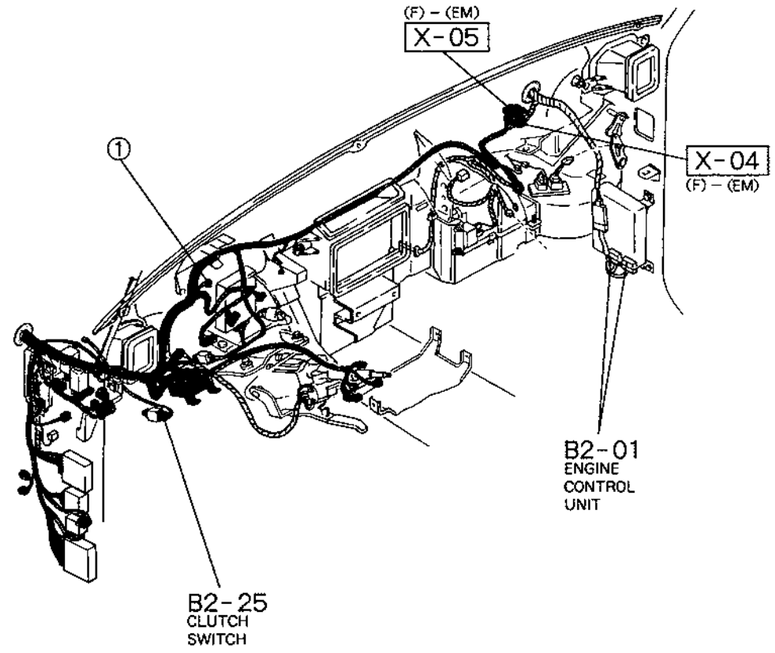
MT

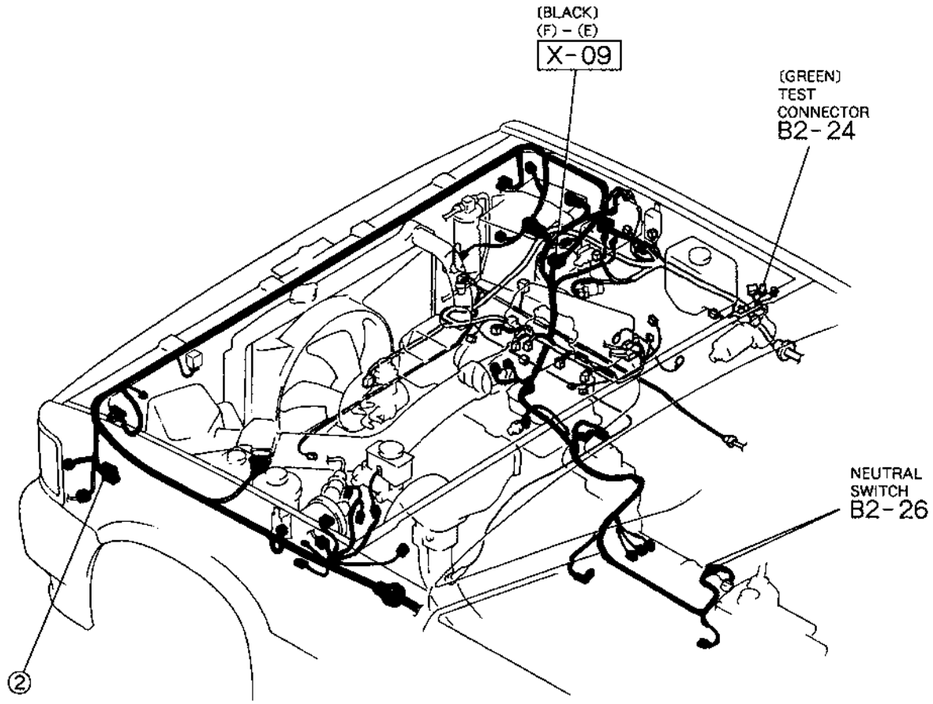


B2-26 NEUTRAL SWITCH (E)

MT

B-2c


(F) – (EM)
X-05
X-04
(F) – (EM)
①
B2-01
ENGINE
CONTROL
UNIT
B2-25
CLUTCH
SWITCH


(BLACK)
(F) – (E)
X-09
(GREEN)
TEST
CONNECTOR
B2-24
NEUTRAL
SWITCH
B2-26
②

Terminal voltage

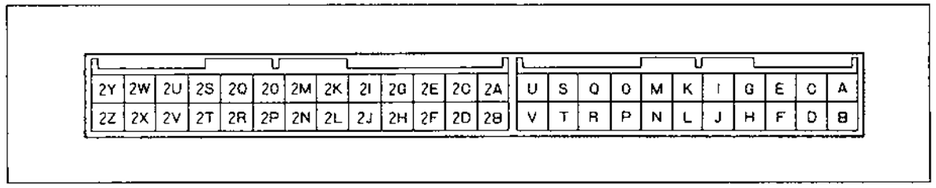
Terminal	Input	Output	Connection to	Test condition	Voltage	Remarks
1A	—	—	Battery	Constant	Approx. 12V	For backup
1B	O		Main relay	Ignition switch OFF	Approx. 0V	
				Ignition switch ON	Approx. 12V	
				During burn-off (airflow sensor)		
1C	O		Ignition switch (Start position)	While cranking	Approx. 10V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

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

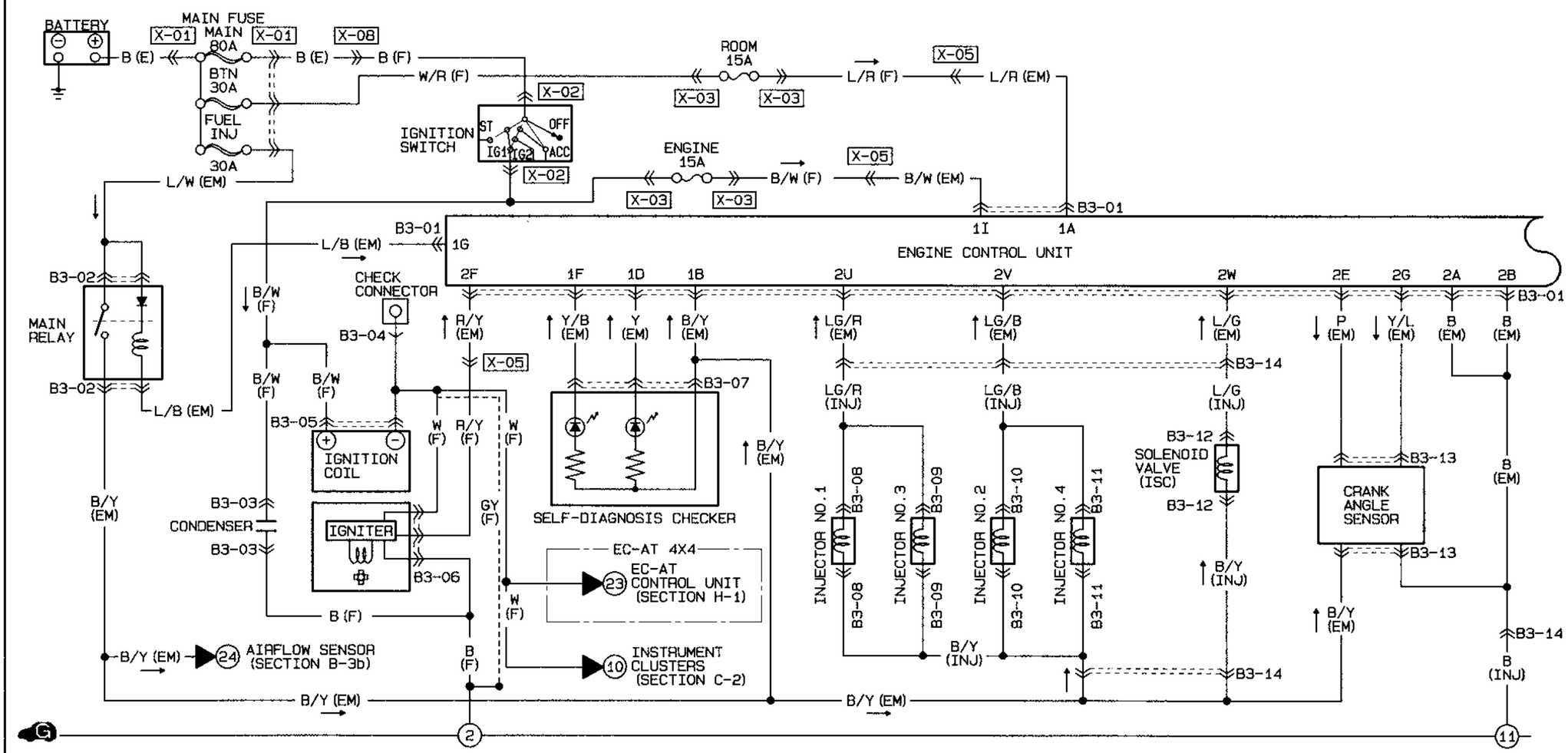
Terminal voltage

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

Terminal location



2.6L ■ IGNITION SYSTEM ■ ENGINE CONTROL SYSTEM



B3-01 ENGINE CONTROL UNIT (EM)

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

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

B3-02 MAIN RELAY (EM)

L/W	L/W
B/Y	L/B

B3-03 CONDENSER (F)

B	B/W

B3-04 CHECK CONNECTOR (F)

W

B3-05 IGNITION COIL (F)

B/W	W

B3-06 IGNITER (F)

W	B	R/Y

B3-07 SELF-DIAGNOSIS CHECKER (EM)

✳	B/Y	Y/B
✳	Y	✳

B3-08 INJECTOR NO.1 (INJ)

LG/R	B/Y

B3-09 INJECTOR NO.3 (INJ)

LG/R	B/Y

B3-10 INJECTOR NO.2 (INJ)

LG/B	B/Y

B3-11 INJECTOR NO.4 (INJ)

LG/B	B/Y

B3-12 SOLENOID VALVE (ISC) (INJ)

L/G	B/Y

B3-13 CRANK ANGLE SENSOR (EM)

Y/L	P	B/Y	B

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

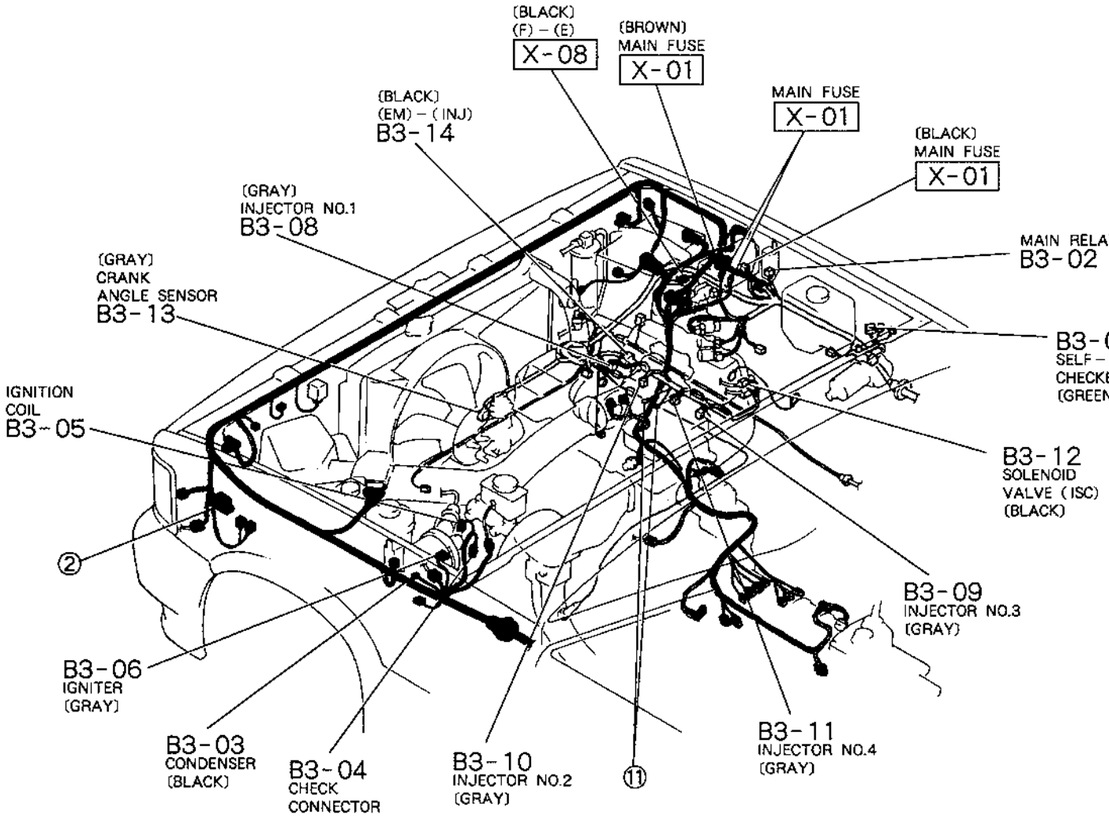
(EM)

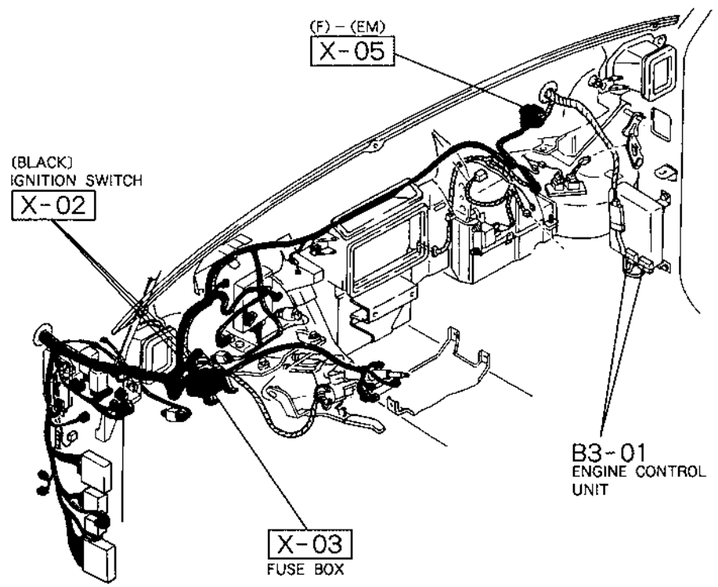
B/Y	L/G	G/Y	BR/B	LG/B
B/Y	B	B/O	BR/W	LG/R

(INJ)

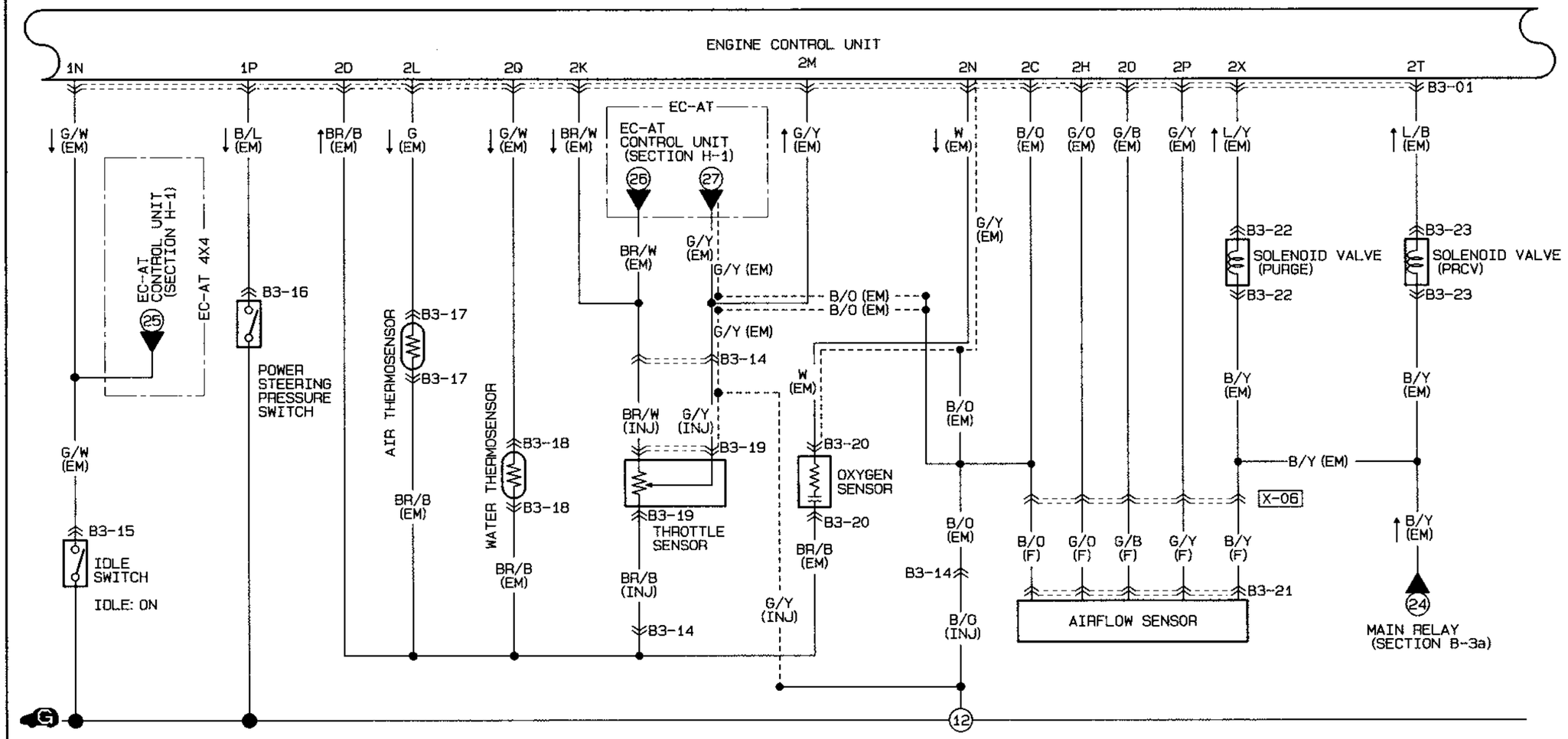
LG/B	BR/B	G/Y	L/G	B/Y
LG/R	BR/W	B/O	B	B/Y

B-3a


(BLACK)
(F) – (E)
X-08
(BROWN)
MAIN FUSE
X-01
MAIN FUSE
X-01
(BLACK)
MAIN FUSE
X-01
(BLACK)
(EM) – (INJ)
B3-14
(GRAY)
INJECTOR NO.1
B3-08
(GRAY)
CRANK
ANGLE SENSOR
B3-13
IGNITION
COIL
B3-05
MAIN RELAY
B3-02
B3-07
SELF – DIAGNOSIS
CHECKER
(GREEN)
B3-12
SOLENOID
VALVE (ISC)
(BLACK)
B3-09
INJECTOR NO.3
(GRAY)
B3-06
IGNITER
(GRAY)
B3-03
CONDENSER
(BLACK)
B3-04
CHECK
CONNECTOR
B3-10
INJECTOR NO.2
(GRAY)
B3-11
INJECTOR NO.4
(GRAY)
②
⑪


(F) – (EM)
X-05
(BLACK)
IGNITION SWITCH
X-02
B3-01
ENGINE CONTROL
UNIT
X-03
FUSE BOX

2.6L ■ENGINE CONTROL SYSTEM



B3-01 ENGINE CONTROL UNIT (EM)

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

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

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

(EM)

B/Y	L/G	G/Y	BR/B	LG/B
B/Y	B	B/O	BR/W	LG/R

(INJ)

LG/B	BR/B	G/Y	L/G	B/Y
LG/R	BR/W	B/O	B	B/Y

B3-15 IDLE SWITCH (EM)

G/W

B3-16 POWER STEERING PRESSURE SWITCH (EM)

B/L

B3-17 AIR THERMOSENSOR (EM)

BR/B	G

B3-18 WATER THERMO-SENSOR (EM)

BR/B	G/W

B3-19 THROTTLE SENSOR (INJ)

BR/W	BR/B
G/Y	

B3-20 OXYGEN SENSOR (EM)

W	BR/B

B3-21 AIRFLOW SENSOR (F)

B/O	G/Y	G/B	G/O	B/Y	✳

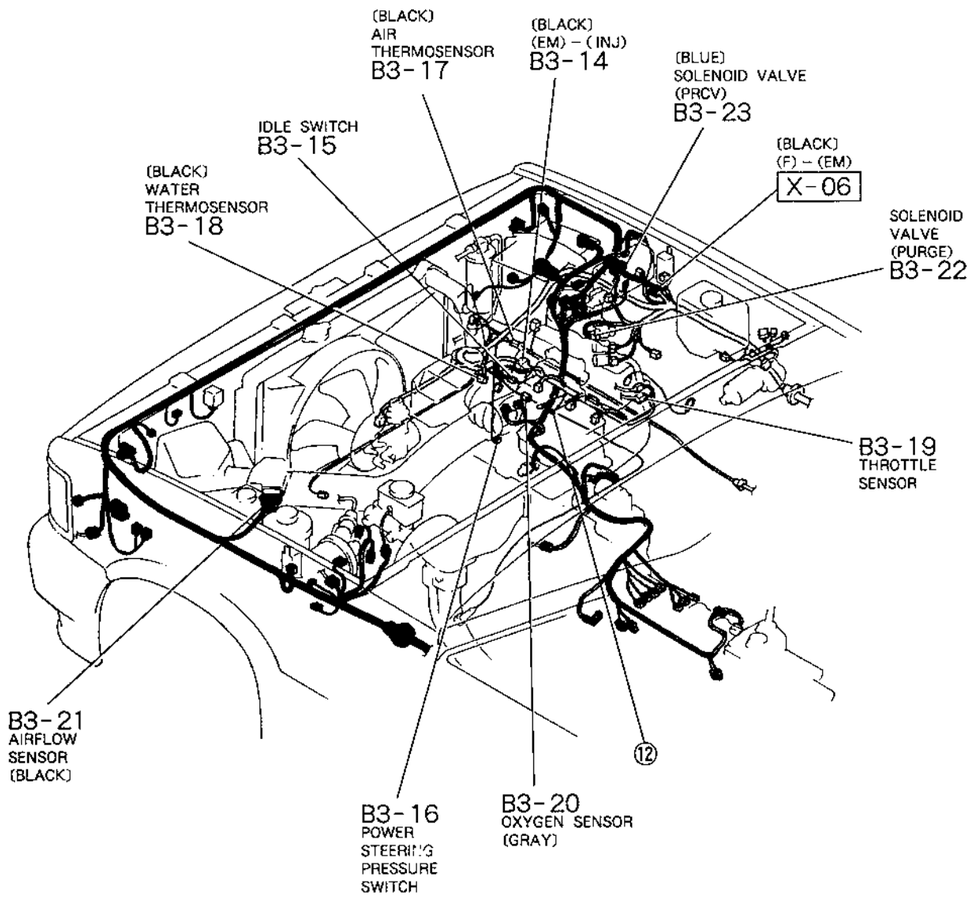
B3-22 SOLENOID VALVE (PURGE) (EM)

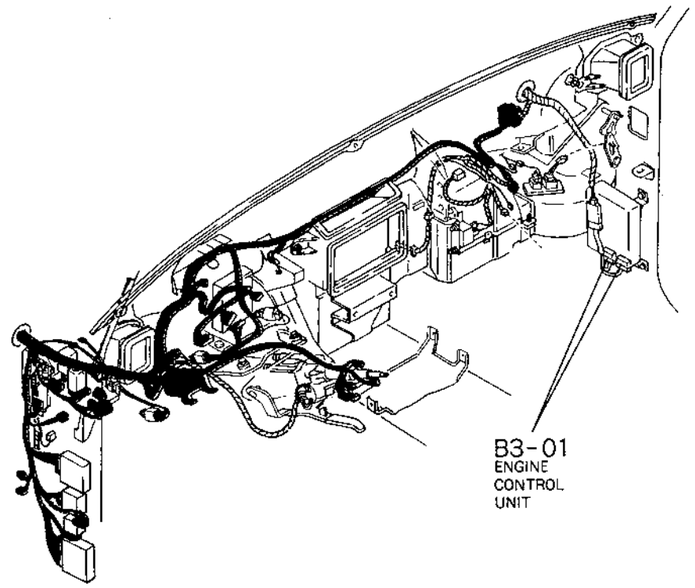
L/Y	B/Y

B3-23 SOLENOID VALVE (PRCV) (EM)

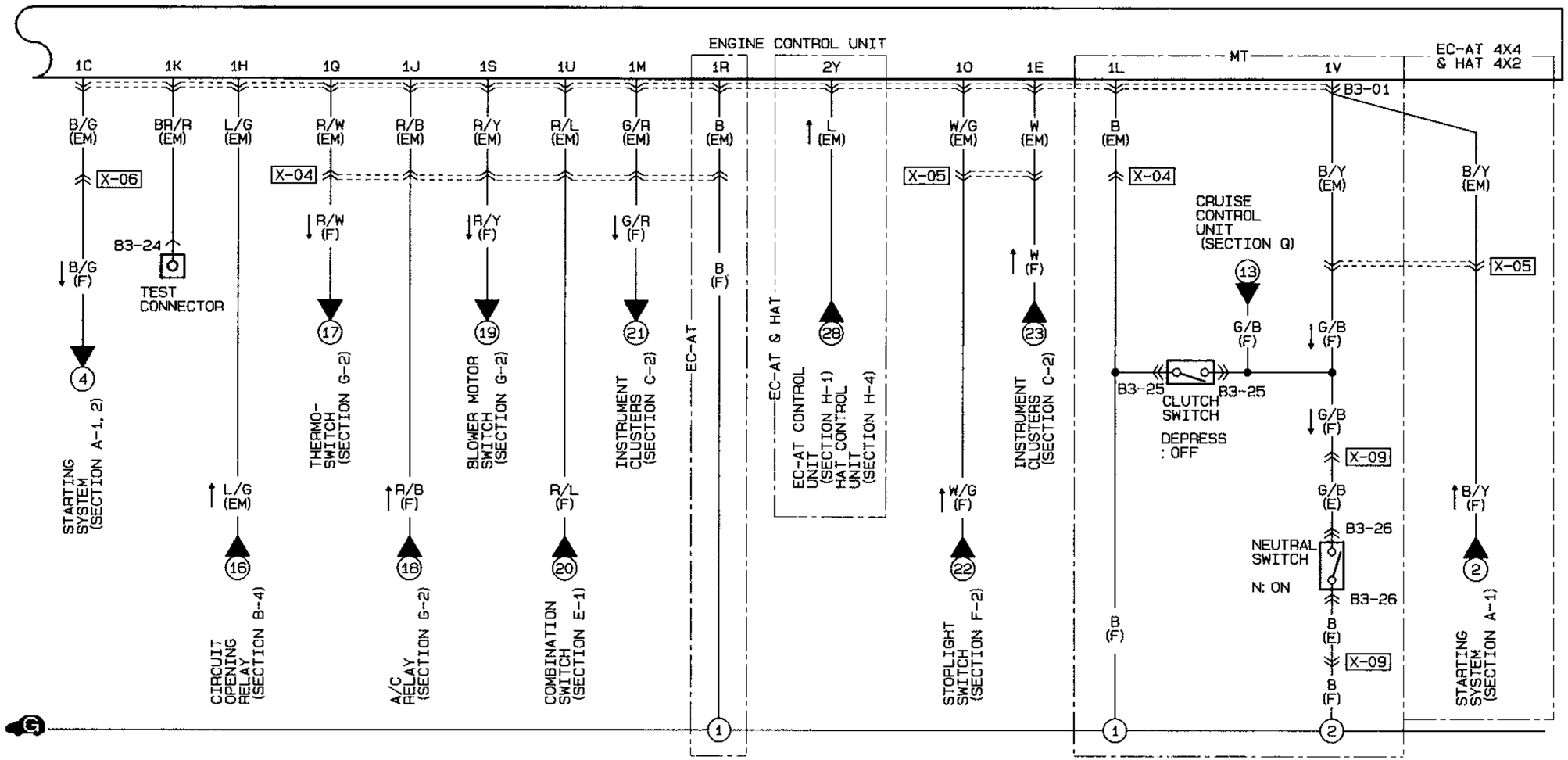
L/B	B/Y

B-3b


(BLACK)
AIR
THERMOSENSOR
B3-17
(BLACK)
(EM) – (INJ)
B3-14
(BLUE)
SOLENOID VALVE
(PRCV)
B3-23
IDLE SWITCH
B3-15
(BLACK)
(F) – (EM)
X-06
(BLACK)
WATER
THERMOSENSOR
B3-18
SOLENOID
VALVE
(PURGE)
B3-22
B3-19
THROTTLE
SENSOR
B3-21
AIRFLOW
SENSOR
(BLACK)
B3-16
POWER
STEERING
PRESSURE
SWITCH
B3-20
OXYGEN SENSOR
(GRAY)
⑫


B3-01
ENGINE
CONTROL
UNIT

2.6L ■ ENGINE CONTROL SYSTEM

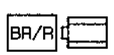


B3-01 ENGINE CONTROL UNIT (EM)

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

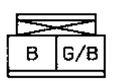
2Y	2W	2U	2S	2Q	2O	2M	2K	2I	2G	2E	2C	2A
L	L/G	LG/R	✳	G/W	G/B	G/Y	BR/W	✳	Y/L	P	B/O	B
✳	L/Y	LG/B	L/B	✳	G/Y	W	G	✳	G/O	R/Y	BR/B	B
2Z	2X	2V	2T	2R	2P	2N	2L	2J	2H	2F	2D	2B

B3-24 TEST CONNECTOR (EM)



B3-25 CLUTCH SWITCH (F)

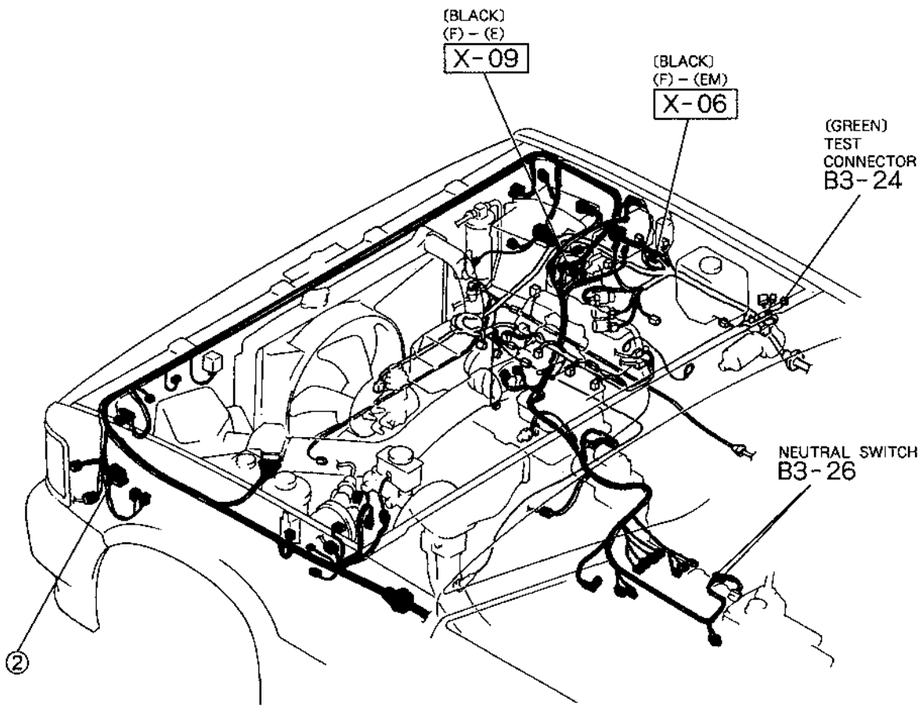
MT

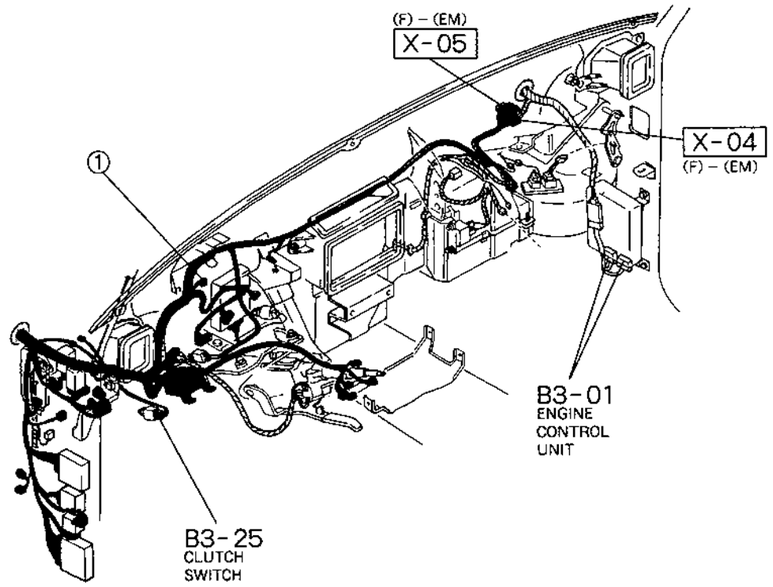


B3-26 NEUTRAL SWITCH (E)

MT

B-3c


(BLACK)
(F) – (E)
X-09
(BLACK)
(F) – (EM)
X-06
(GREEN)
TEST
CONNECTOR
B3-24
NEUTRAL SWITCH
B3-26
②


(F) – (EM)
X-05
X-04
(F) – (EM)
①
B3-01
ENGINE
CONTROL
UNIT
B3-25
CLUTCH
SWITCH

Terminal voltage

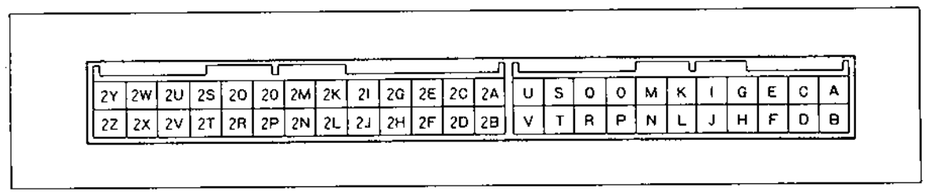
Terminal	Input	Output	Connection to	Test condition	Voltage	Remarks
1A	—	—	Battery	Constant	Approx. 12V	For backup
1B	O		Main relay	Ignition switch OFF	Approx. 0V	
				Ignition switch ON	Approx. 12V	
				During burn-off (airflow sensor)		
1C	O		Ignition switch (Start position)	While cranking	Approx. 10V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

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

Terminal voltage

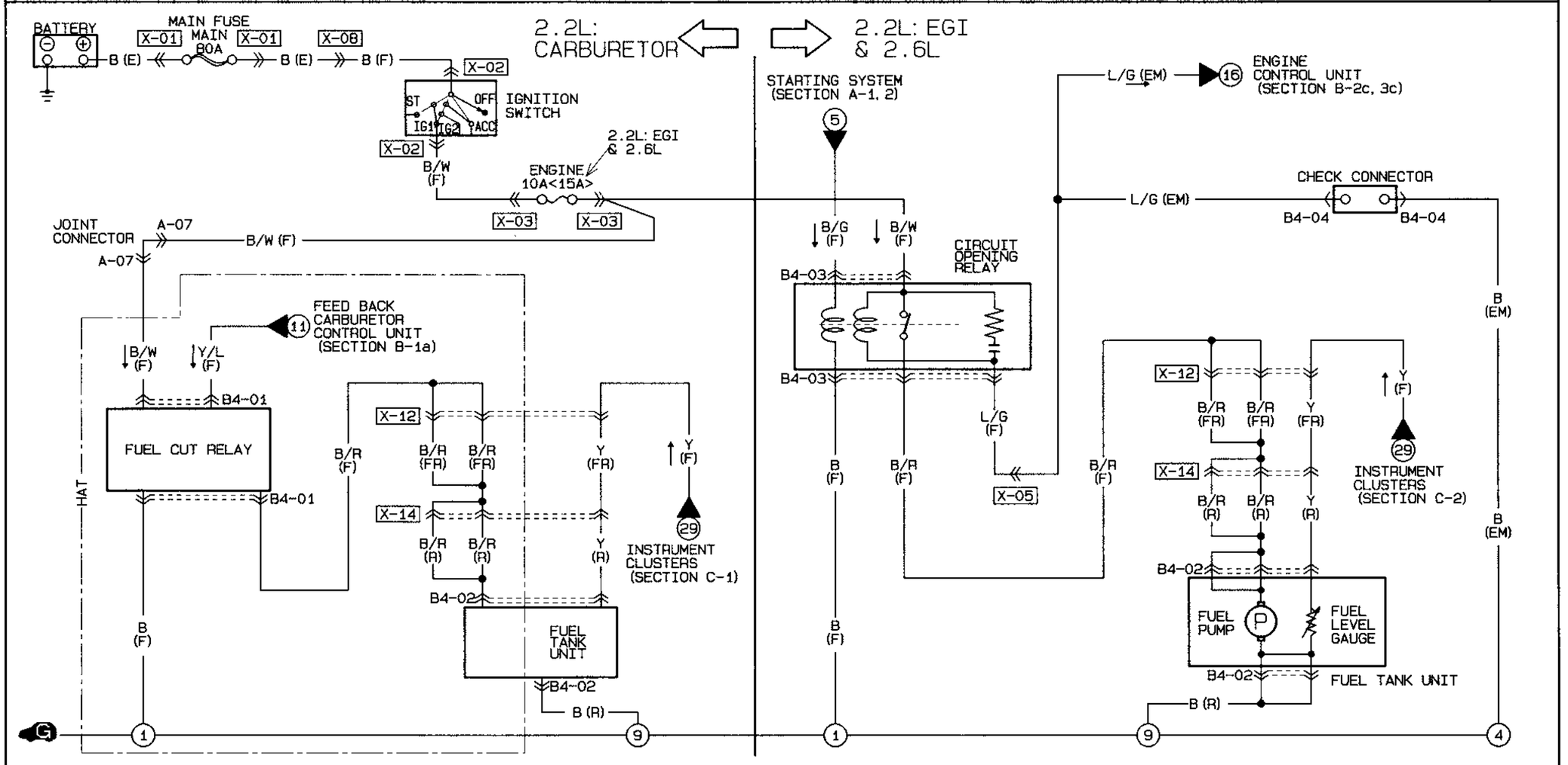
Terminal	Input	Output	Connection to	Test condition	Voltage	Remarks
2V		O	Injector No. 2, 4	Ignition switch ON	Approx. 12V	* Engine Signal Monitor: Green and red lights flash
				Idle	Approx. 12V*	
2W		O	Solenoid valve (Idle speed control)	Ignition switch ON	Approx. 11V	Engine signal monitor: Green and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

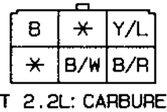
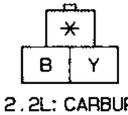
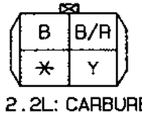
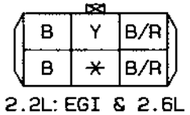
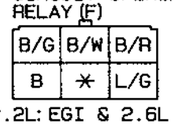
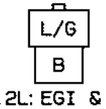
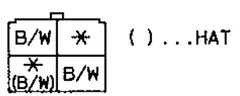
Terminal location



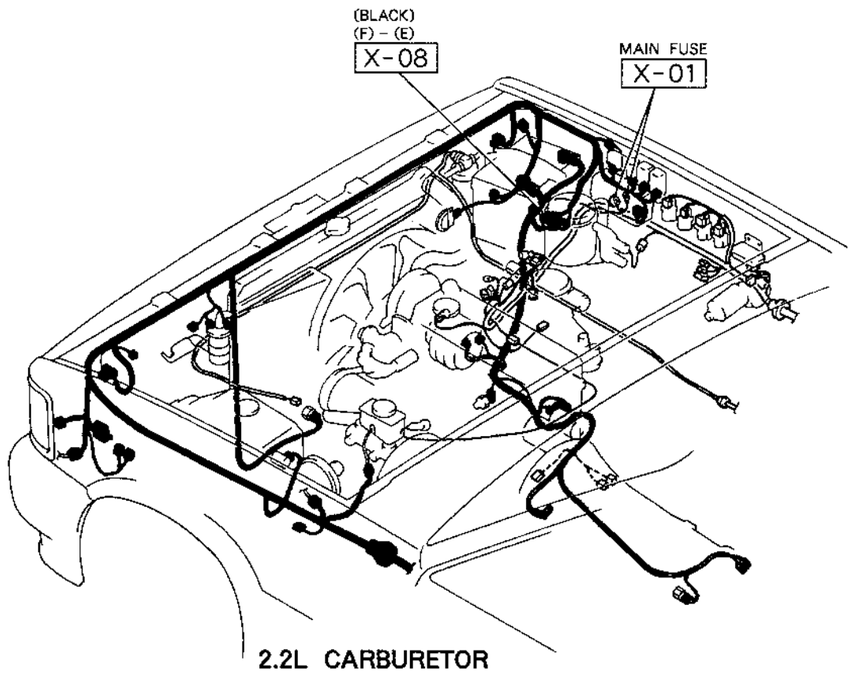
■ FUEL CONTROL SYSTEM

B-4

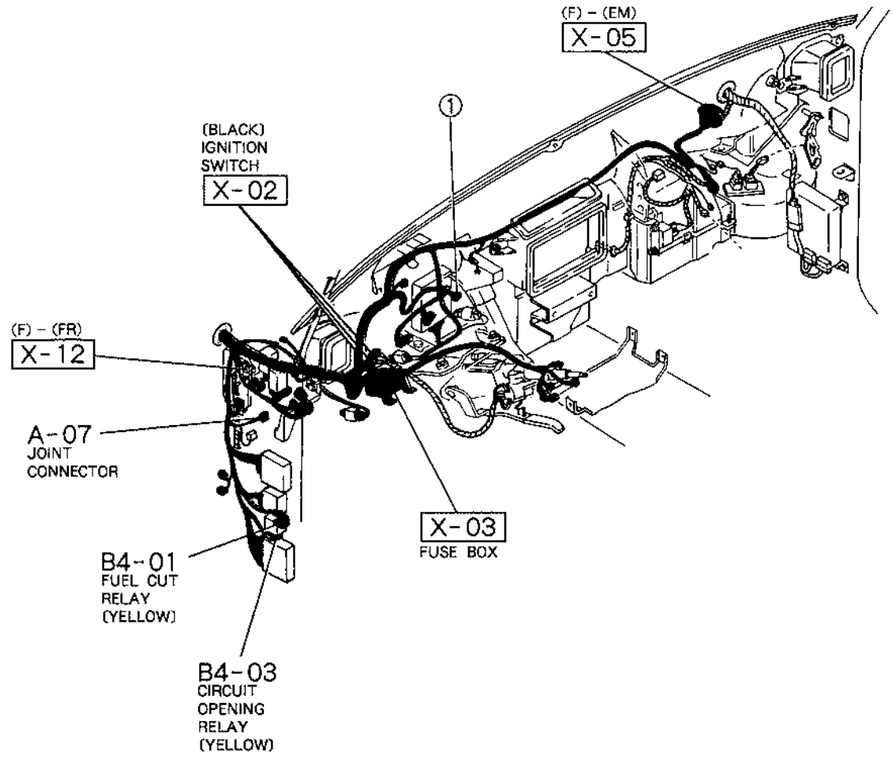


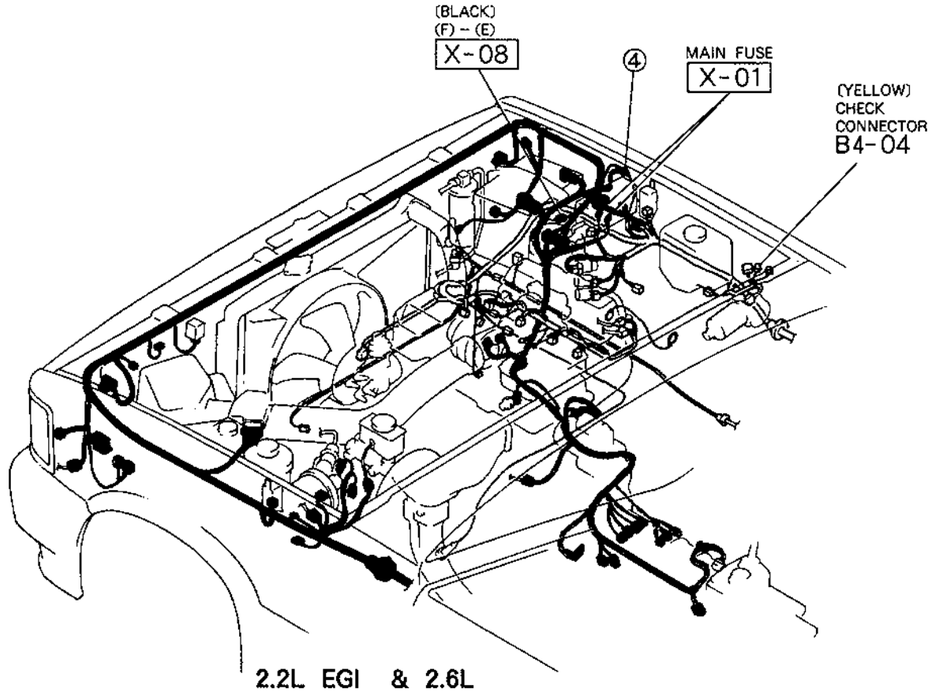
B4-01 FUEL CUT RELAY (F)	B4-02 FUEL TANK UNIT (R)			B4-03 CIRCUIT OPENING RELAY (F)	B4-04 CHECK CONNECTOR (EM)	A-07 JOINT CONNECTOR (F)
						
HAT 2.2L: CARBURETOR	MT 2.2L: CARBURETOR	HAT 2.2L: CARBURETOR	2.2L: EGI & 2.6L	2.2L: EGI & 2.6L	2.2L: EGI & 2.6L	( ) . . . HAT

B-4

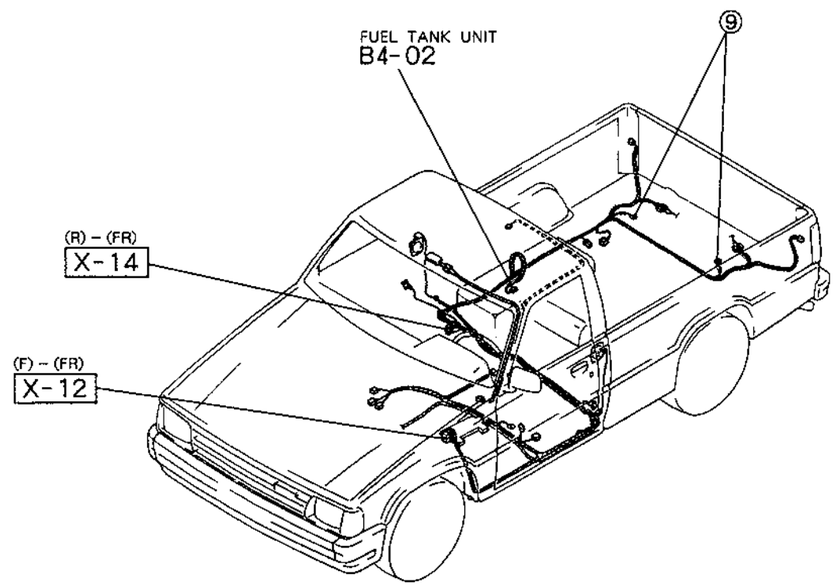


2.2L CARBURETOR



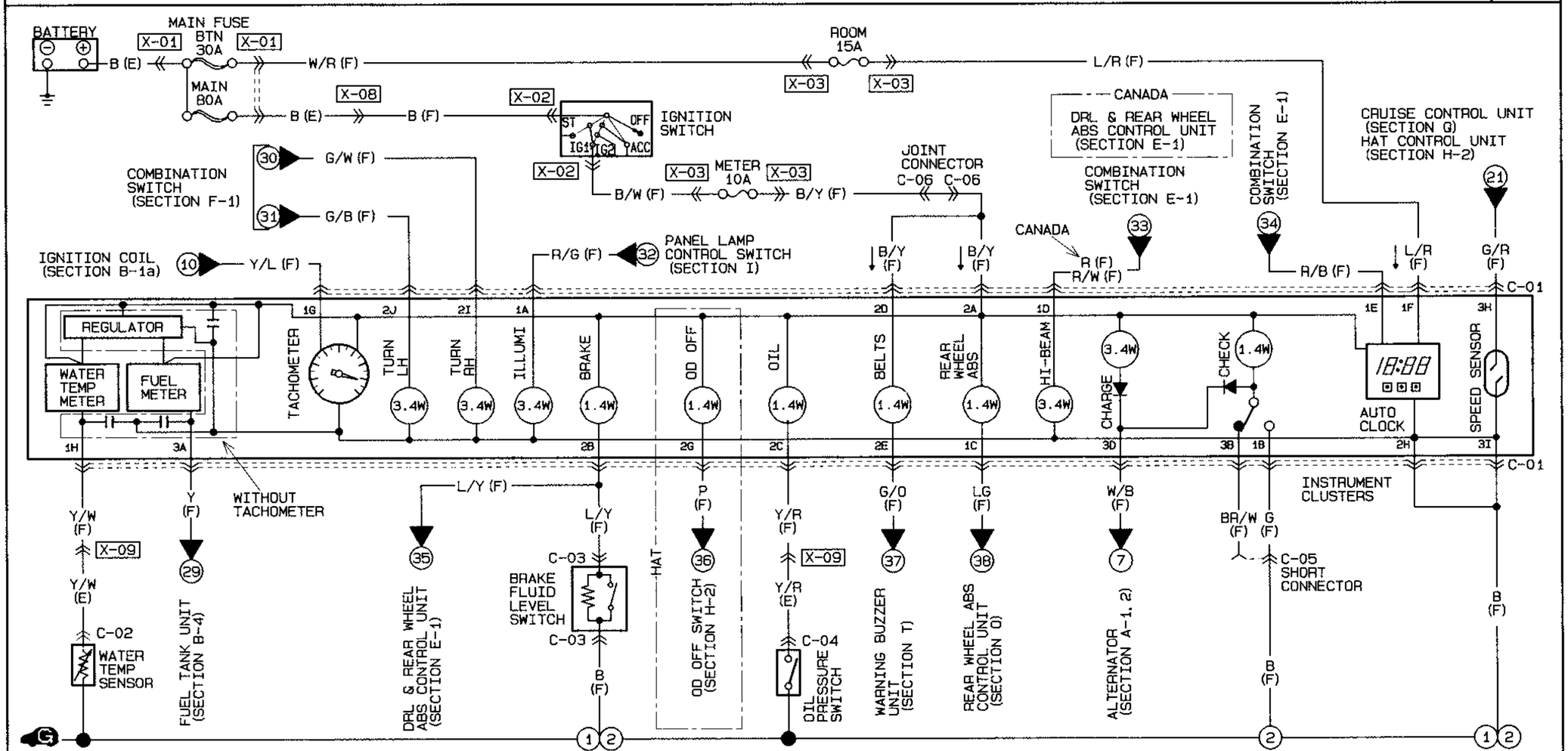


2.2L EGI & 2.6L



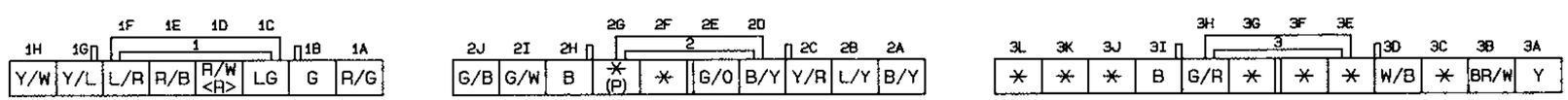
2.2L: CARBURETOR ■INSTRUMENT CLUSTERS

C-1

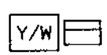


C-01 INSTRUMENT CLUSTERS (F)

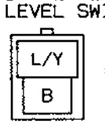
( ) ...HAT < >...CANADA



C-02 WATER TEMP SENSOR (E)

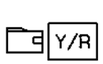


C-03 BRAKE FLUID LEVEL SWITCH (F)

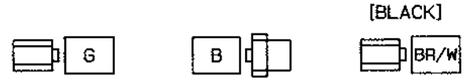


( ) ...2.6L

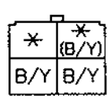
C-04 OIL PRESSURE SWITCH (E)



C-05 SHORT CONNECTOR (F)

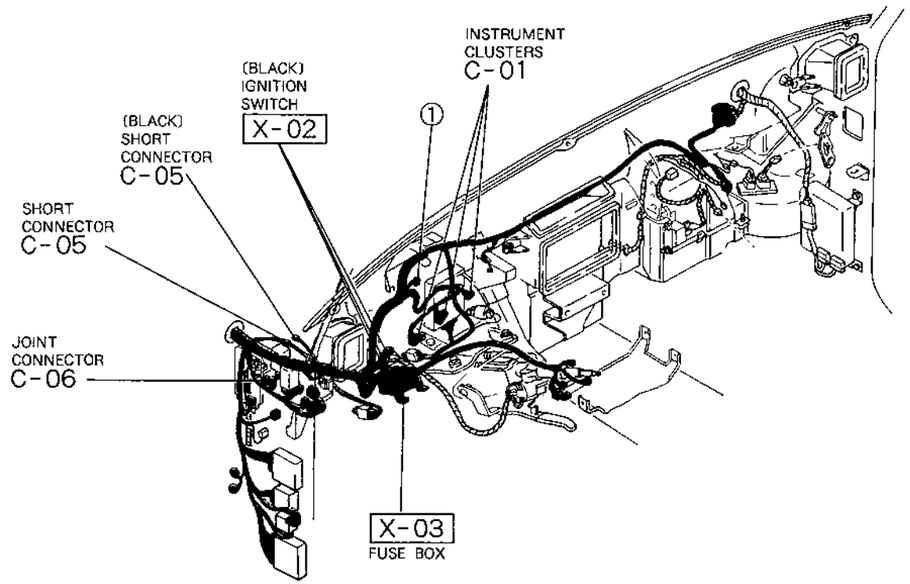


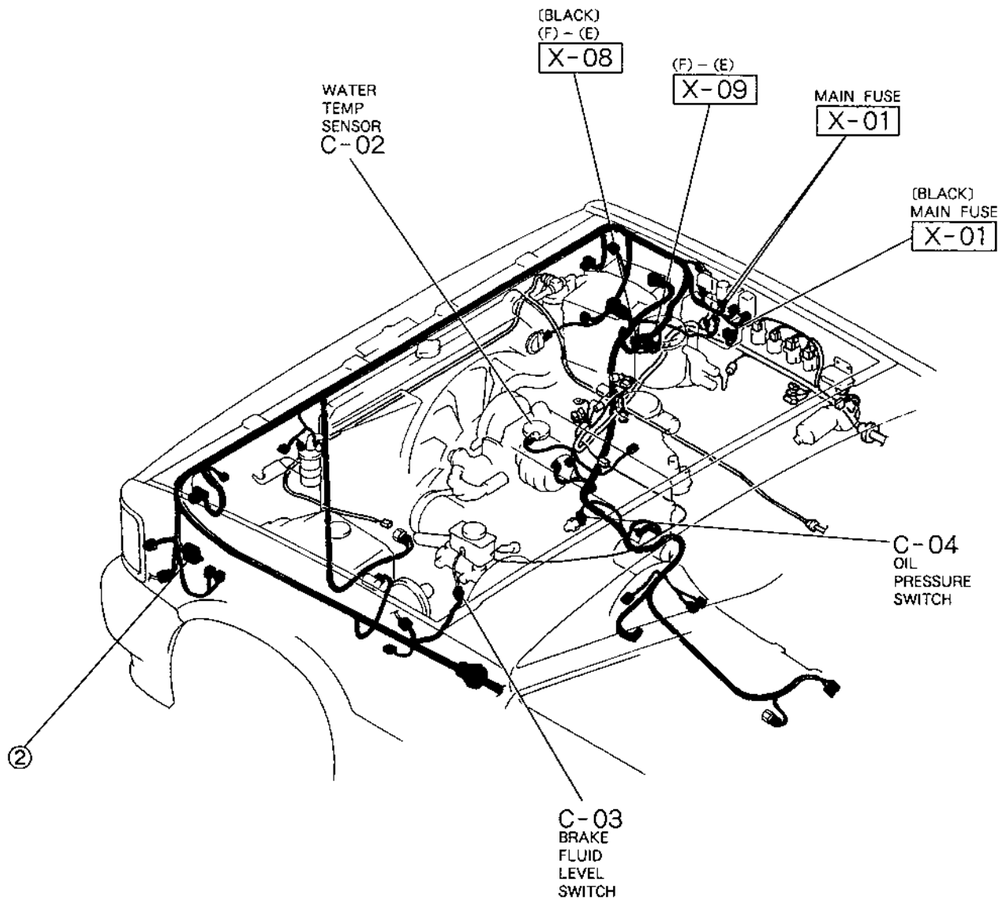
C-06 JOINT CONNECTOR (F)



( ) ...HAT

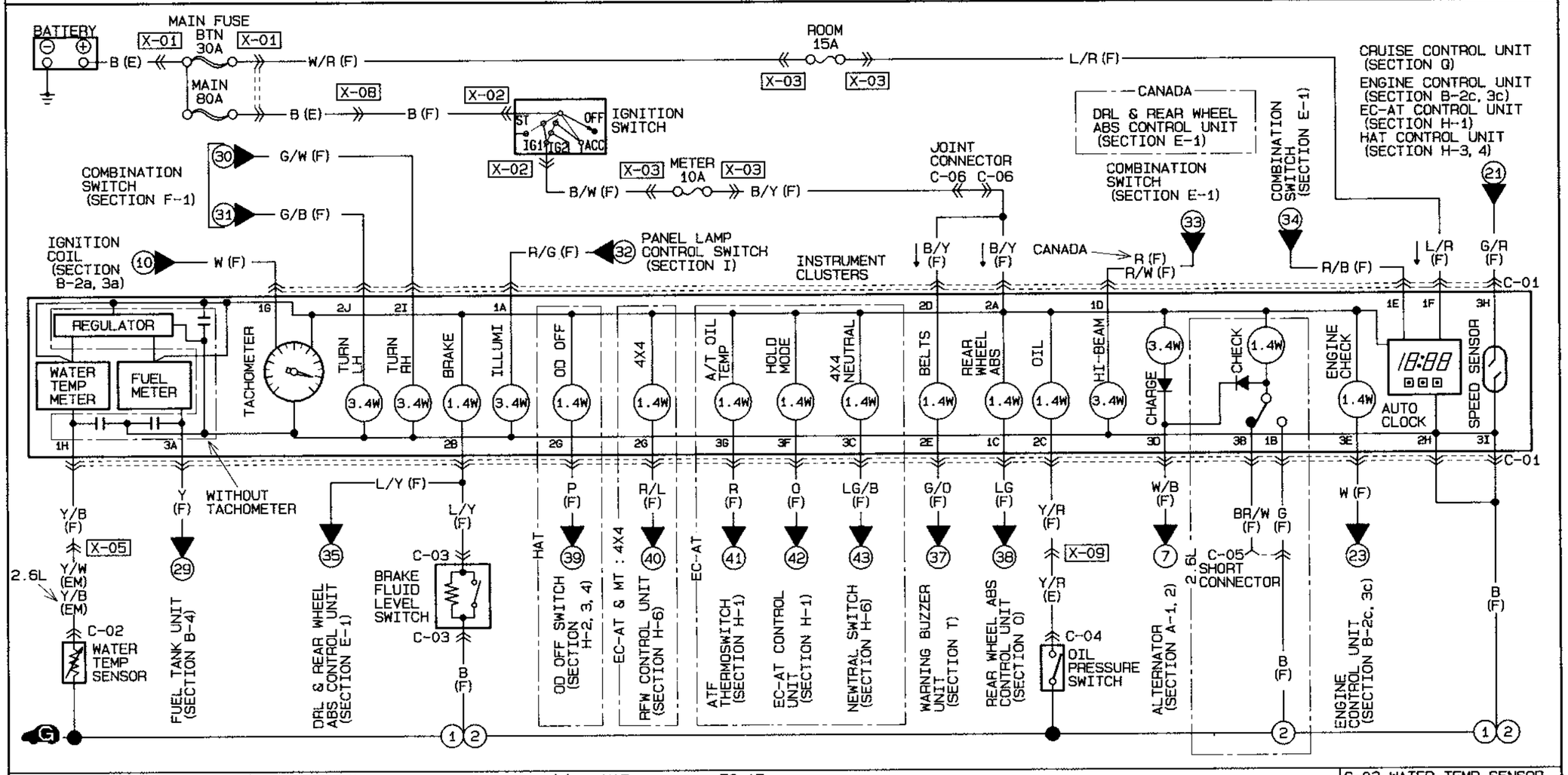
C-1

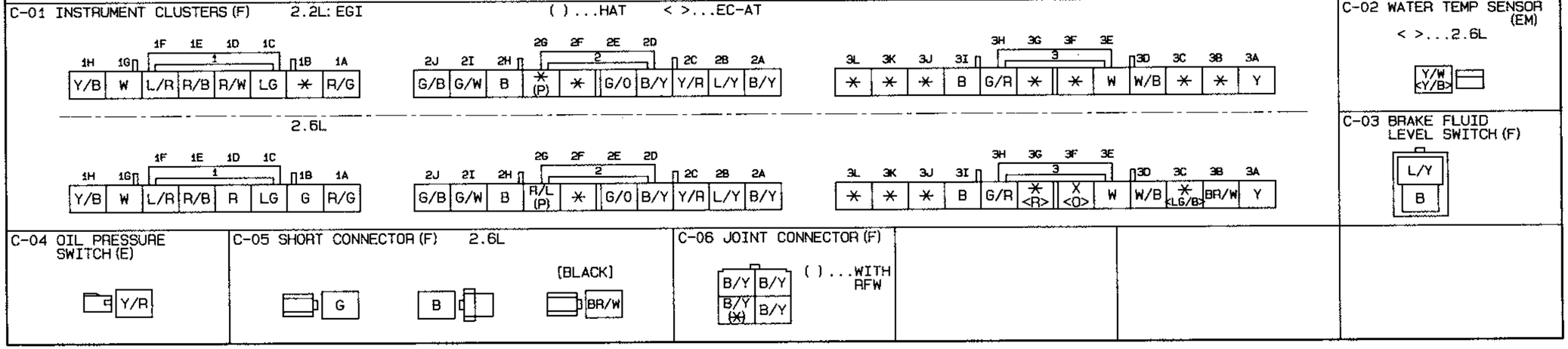

INSTRUMENT CLUSTERS C-01
(BLACK) IGNITION SWITCH X-02
(BLACK) SHORT CONNECTOR C-05
SHORT CONNECTOR C-05
JOINT CONNECTOR C-06
①
X-03 FUSE BOX


(BLACK) (F) - (E) X-08
(F) - (E) X-09
MAIN FUSE X-01
(BLACK) MAIN FUSE X-01
WATER TEMP SENSOR C-02
C-04 OIL PRESSURE SWITCH
②
C-03 BRAKE FLUID LEVEL SWITCH

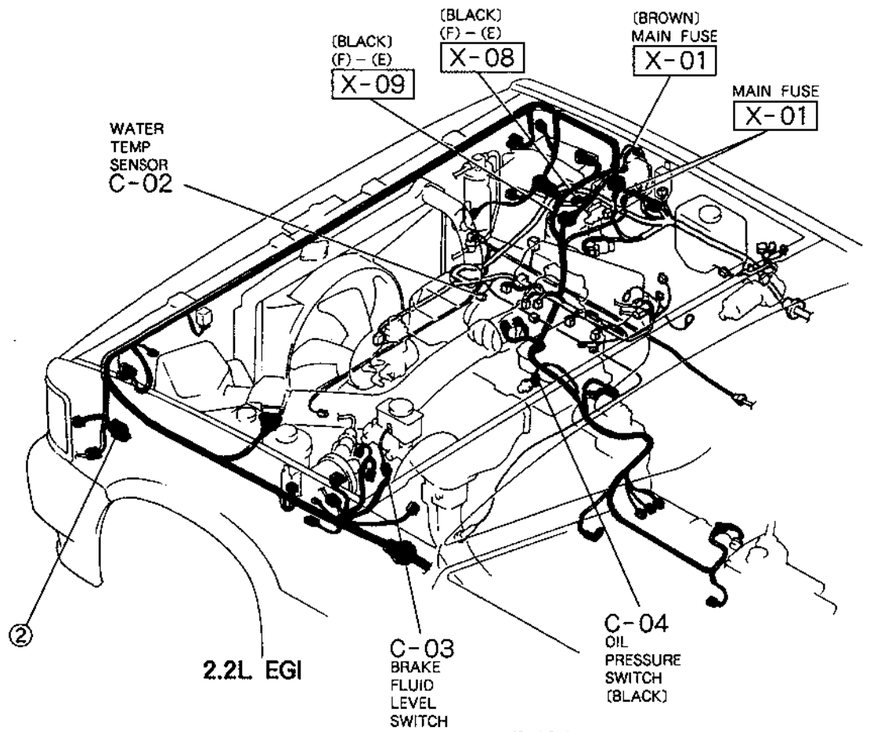
2.2L: EGI & 2.6L ■INSTRUMENT CLUSTERS

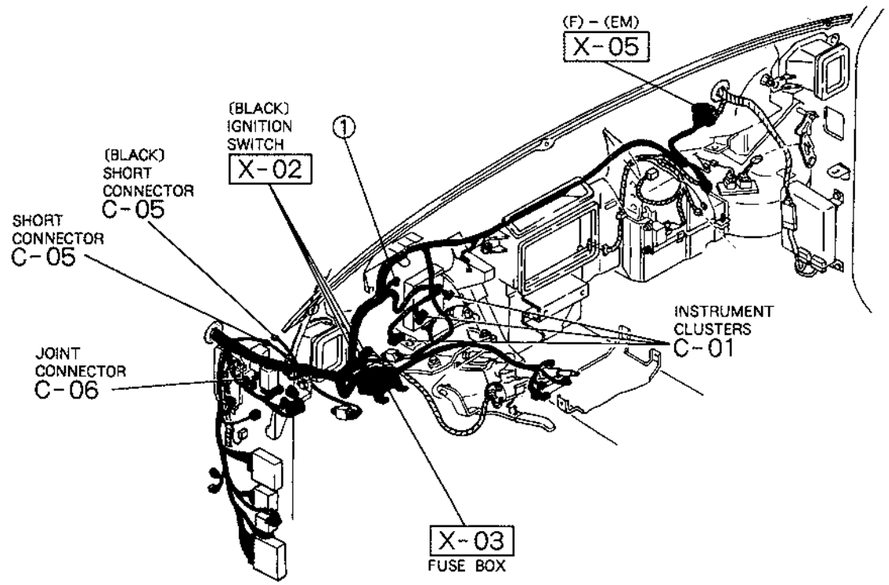
C-2

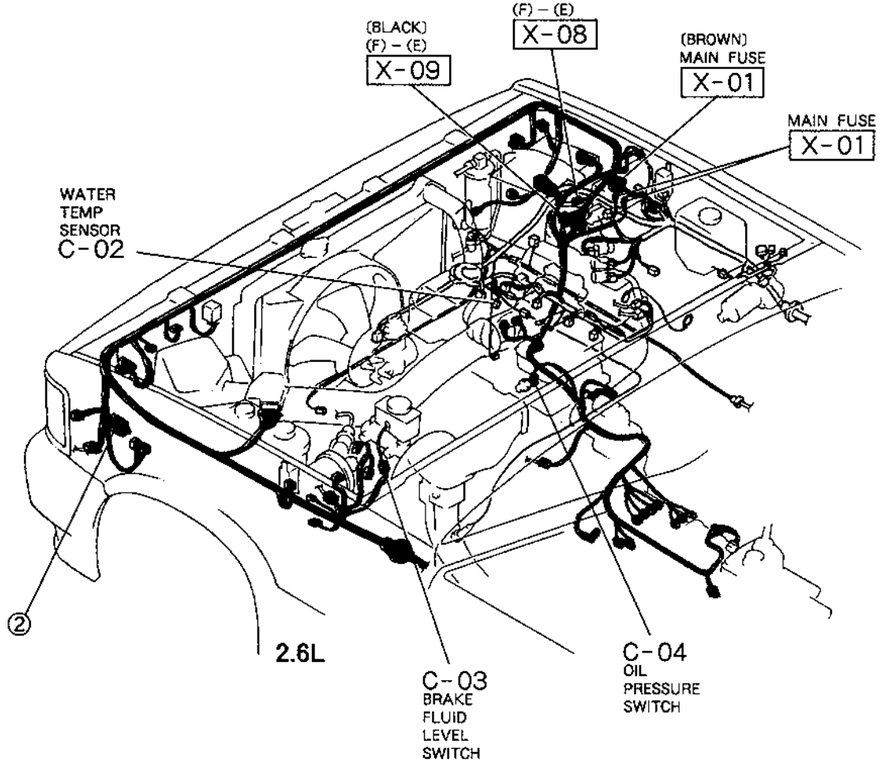




C-2

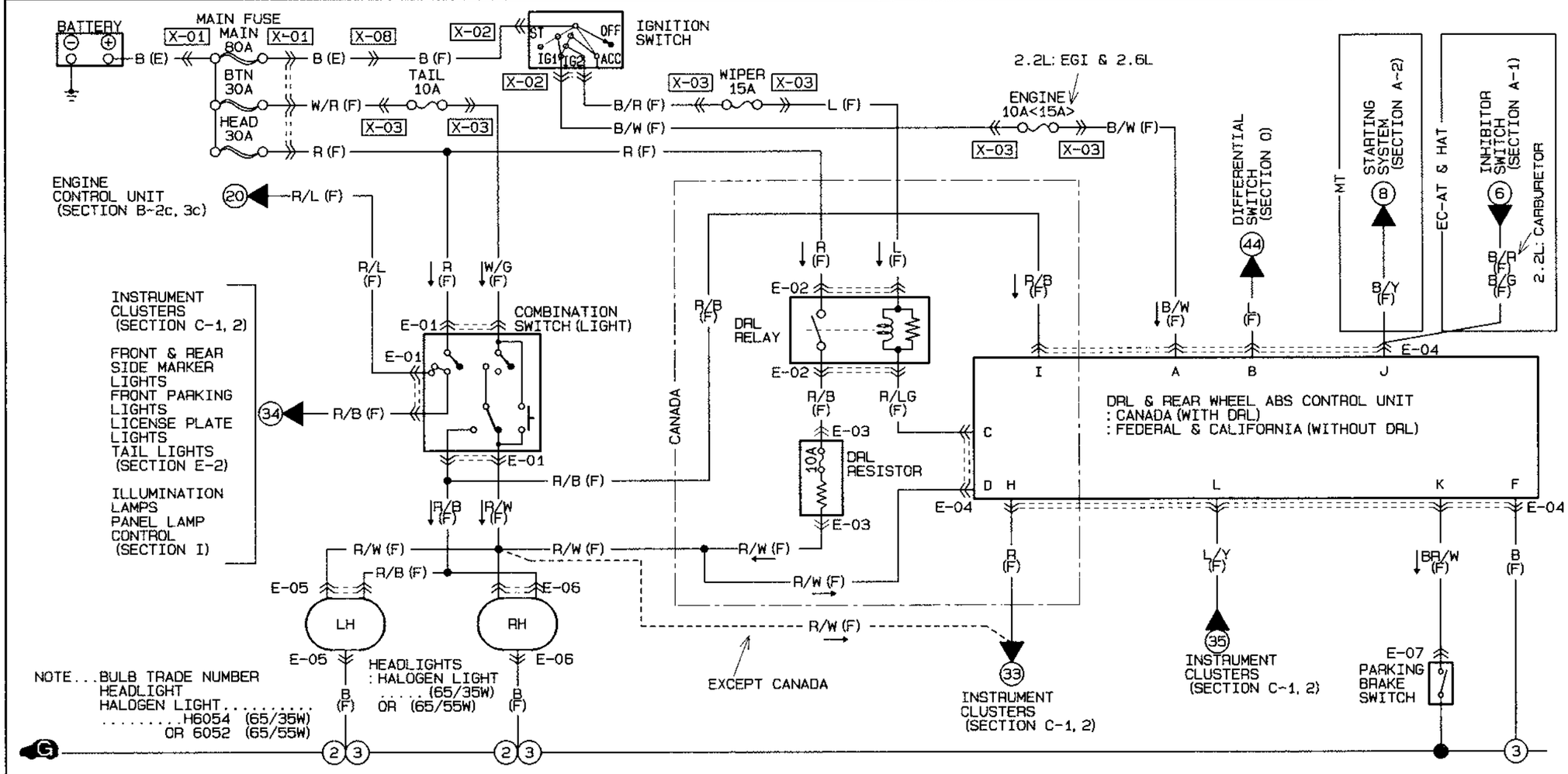

(BLACK)
(F) – (E)
X-09
(BLACK)
(F) – (E)
X-08
(BROWN)
MAIN FUSE
X-01
MAIN FUSE
X-01
WATER
TEMP
SENSOR
C-02
②
2.2L EGI
C-03
BRAKE
FLUID
LEVEL
SWITCH
C-04
OIL
PRESSURE
SWITCH
(BLACK)


(F) – (EM)
X-05
(BLACK)
IGNITION
SWITCH
X-02
①
(BLACK)
SHORT
CONNECTOR
C-05
SHORT
CONNECTOR
C-05
JOINT
CONNECTOR
C-06
INSTRUMENT
CLUSTERS
C-01
X-03
FUSE BOX


(BLACK)
(F) – (E)
X-08
(BLACK)
(F) – (E)
X-09
(BROWN)
MAIN FUSE
X-01
MAIN FUSE
X-01
WATER
TEMP
SENSOR
C-02
②
2.6L
C-03
BRAKE
FLUID
LEVEL
SWITCH
C-04
OIL
PRESSURE
SWITCH

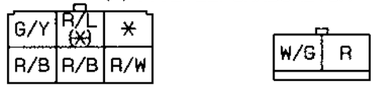
■ HEADLIGHTS
■ DAY TIME RUNNING LIGHT CONTROL SYSTEM : CANADA

E-1



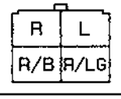
E-01 COMBINATION SWITCH (LIGHT) (F)

( ) ...2.2L: CARBURETOR



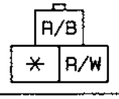
E-02 DRL RELAY (F)

CANADA



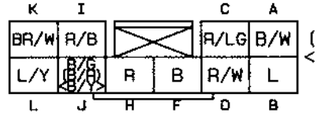
E-03 DRL RESISTOR (F)

CANADA



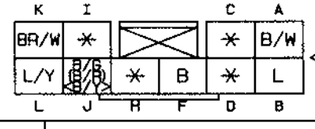
E-04 DRL & REAR WHEEL ABS CONTROL UNIT (F)

CANADA (WITH DRL)



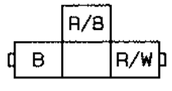
( ) ...HAT 2.2L: CARBURETOR
< > ...MT

FEDERAL & CALIFORNIA (WITHOUT DRL)

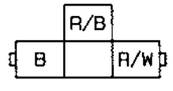


( ) ...HAT 2.2L: CARBURETOR
< > ...MT

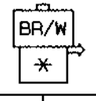
E-05 HEADLIGHT LH (F)



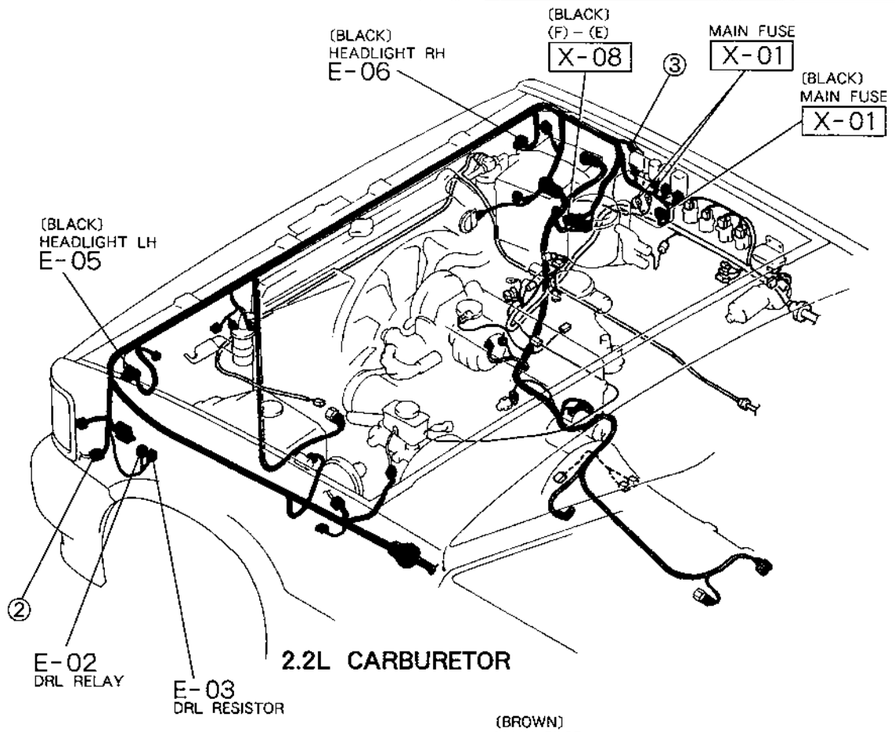
E-06 HEADLIGHT RH (F)

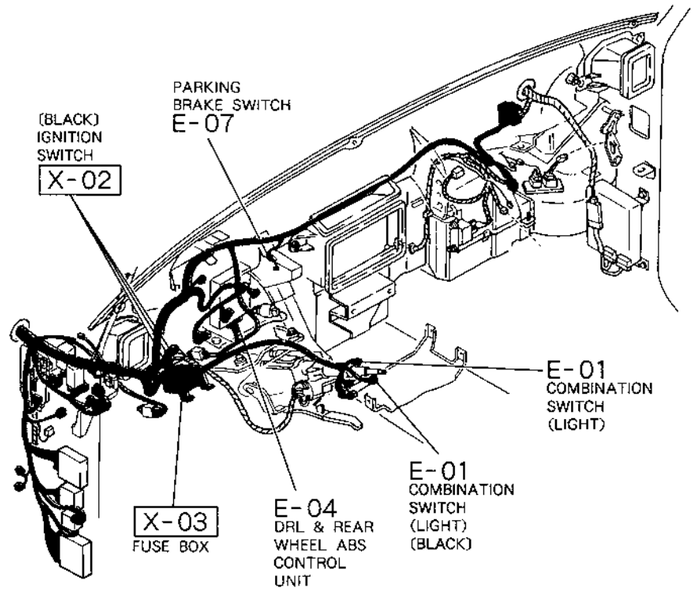


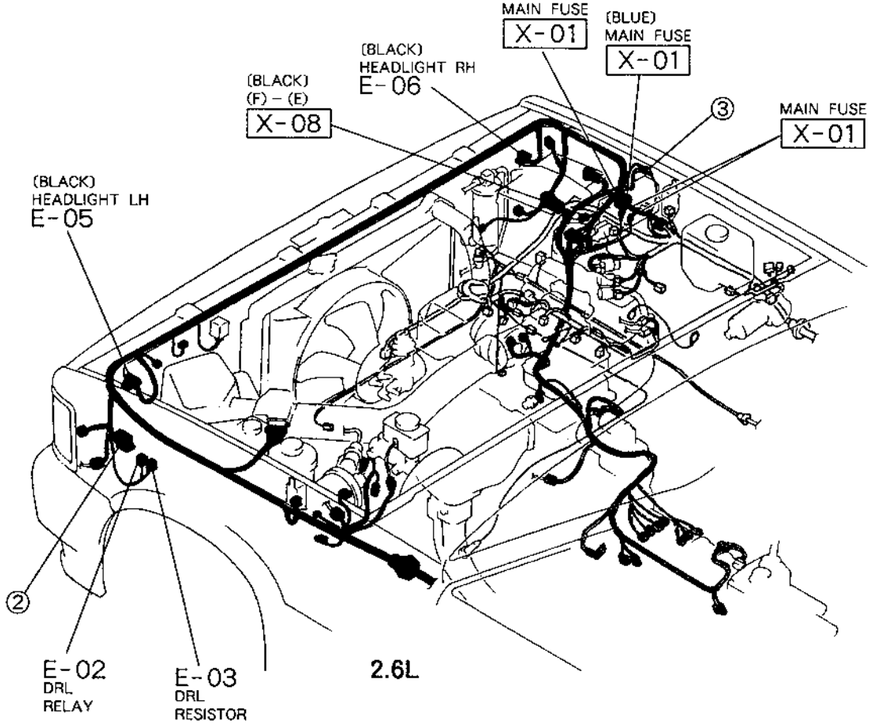
E-07 PARKING BRAKE SWITCH (F)



E-1


(BLACK)
HEADLIGHT RH
E-06
(BLACK)
(F) – (E)
X-08
③
MAIN FUSE
X-01
(BLACK)
MAIN FUSE
X-01
(BLACK)
HEADLIGHT LH
E-05
②
E-02
DRL RELAY
E-03
DRL RESISTOR
2.2L CARBURETOR

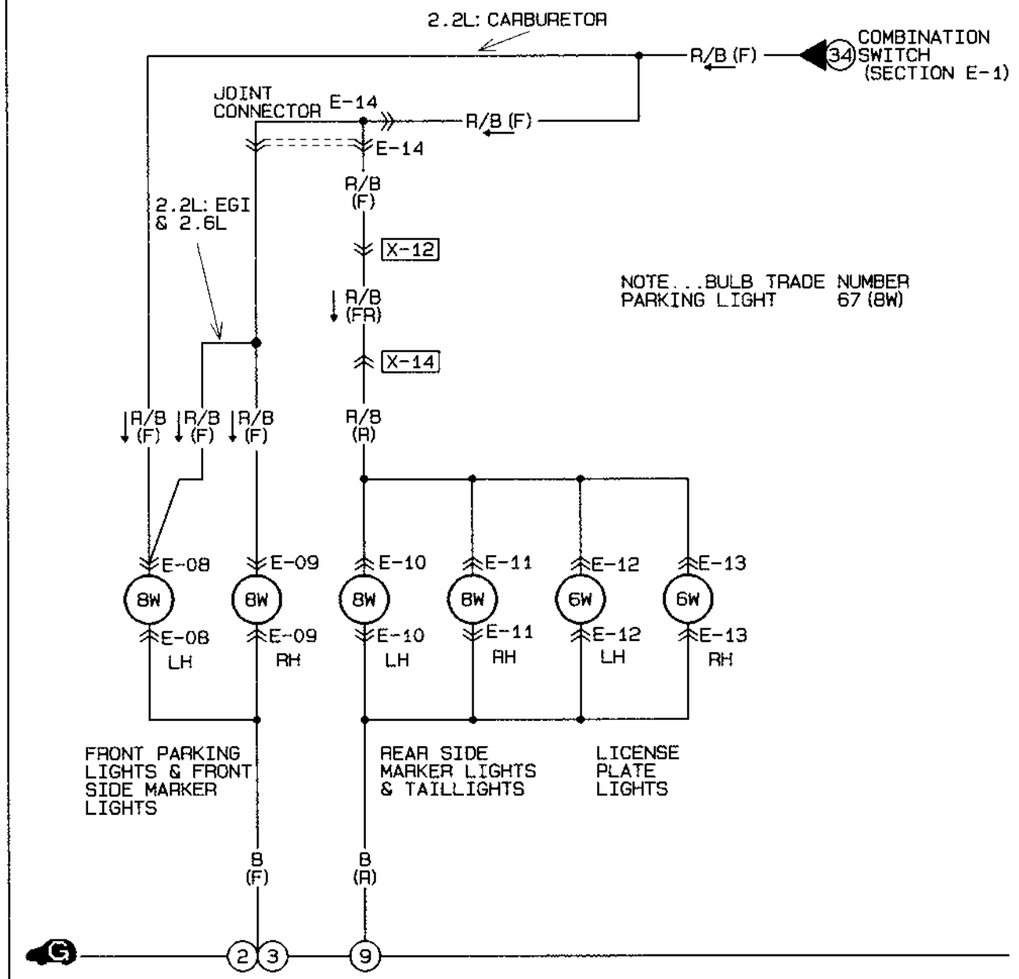

PARKING
BRAKE SWITCH
E-07
(BLACK)
IGNITION
SWITCH
X-02
E-01
COMBINATION
SWITCH
(LIGHT)
E-01
COMBINATION
SWITCH
(LIGHT)
(BLACK)
X-03
FUSE BOX
E-04
DRL & REAR
WHEEL ABS
CONTROL
UNIT


(BROWN)
MAIN FUSE
X-01
(BLUE)
MAIN FUSE
X-01
(BLACK)
HEADLIGHT RH
E-06
(BLACK)
(F) – (E)
X-08
③
MAIN FUSE
X-01
(BLACK)
HEADLIGHT LH
E-05
②
E-02
DRL
RELAY
E-03
DRL
RESISTOR
2.6L

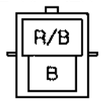
WIRING DIAGRAM

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

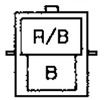
E-2



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



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



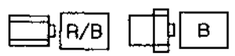
E-10 REAR SIDE MARKER LIGHT & TAILLIGHT LH (R)

*	R/W	G/B
B	R/B	W/G

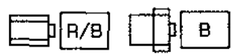
E-11 REAR SIDE MARKER LIGHT & TAILLIGHT RH (R)

*	R/W	G/W
B	R/B	W/G

E-12 LICENSE PLATE LIGHT LH (R)



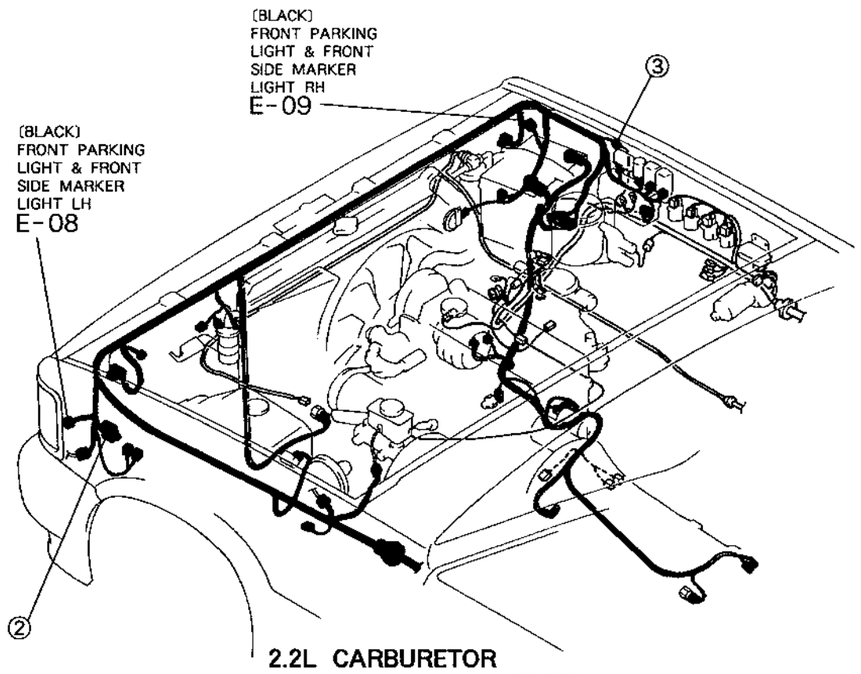
E-13 LICENSE PLATE LIGHT RH (R)

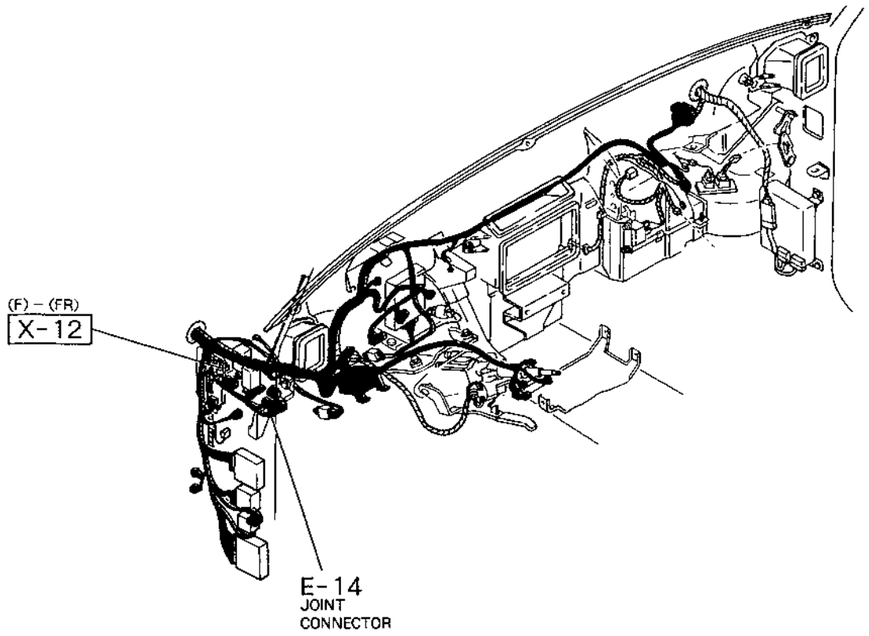


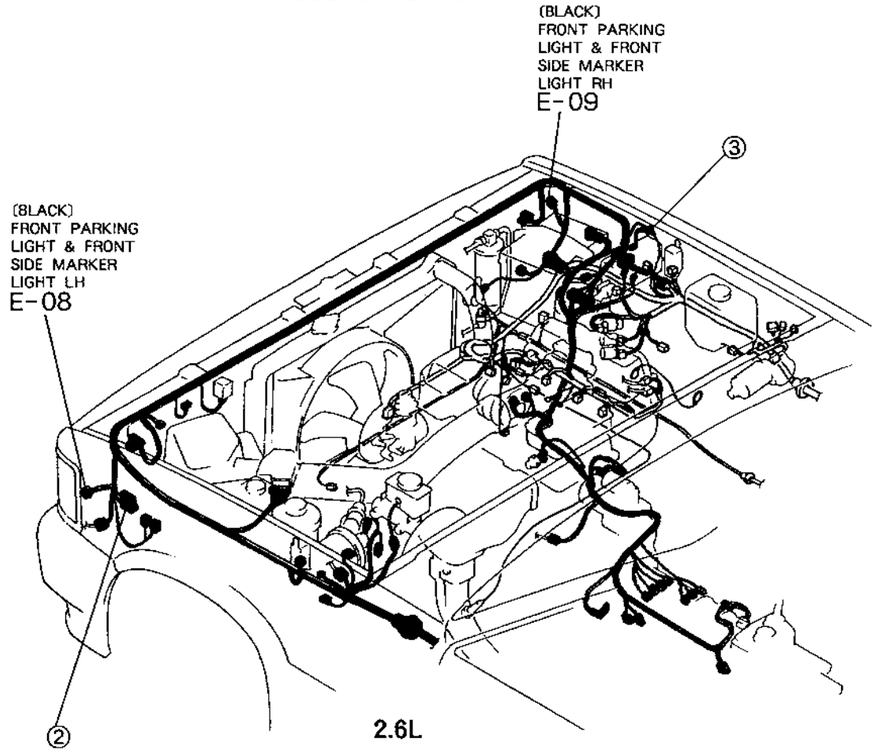
E-14 JOINT CONNECTOR (F)

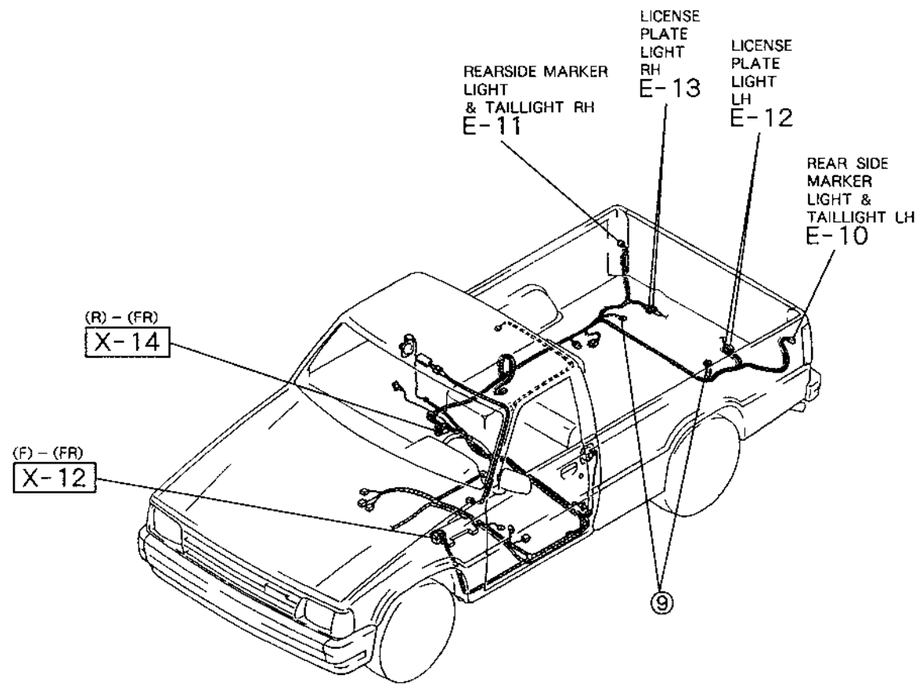
R/B	R/B
R/B	R/B

E-2


(BLACK)
FRONT PARKING
LIGHT & FRONT
SIDE MARKER
LIGHT RH
E-09
(BLACK)
FRONT PARKING
LIGHT & FRONT
SIDE MARKER
LIGHT LH
E-08
③
②
2.2L CARBURETOR

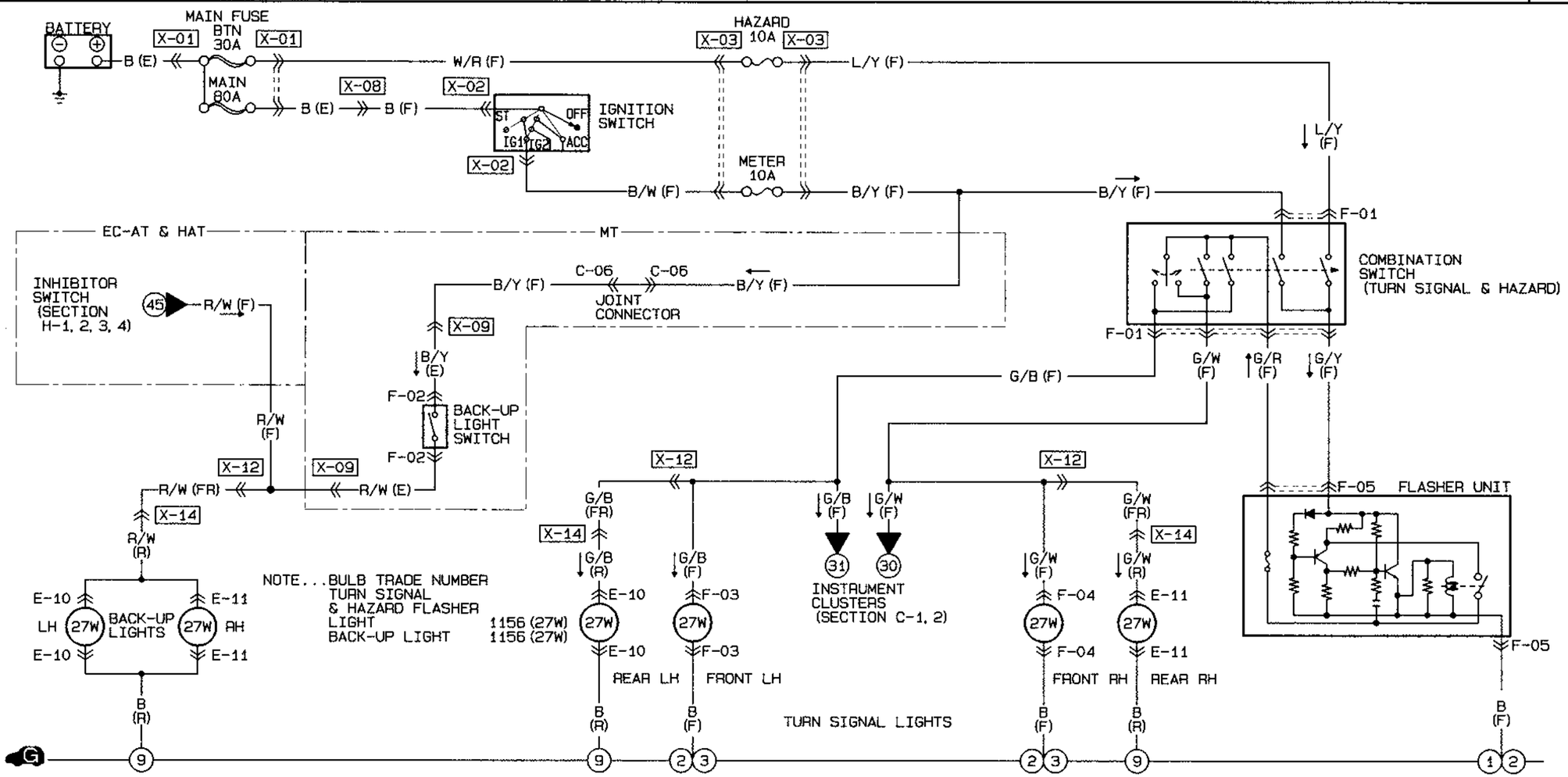

(F) – (FR)
X-12
E-14
JOINT
CONNECTOR


(BLACK)
FRONT PARKING
LIGHT & FRONT
SIDE MARKER
LIGHT RH
E-09
(BLACK)
FRONT PARKING
LIGHT & FRONT
SIDE MARKER
LIGHT LH
E-08
③
②
2.6L


REARSIDE MARKER
LIGHT
& TAILLIGHT RH
E-11
LICENSE
PLATE
LIGHT
RH
E-13
LICENSE
PLATE
LIGHT
LH
E-12
REAR SIDE
MARKER
LIGHT &
TAILLIGHT LH
E-10
(R) – (FR)
X-14
(F) – (FR)
X-12
⑨

■ BACK-UP LIGHTS ■ TURN SIGNAL & HAZARD FLASHER LIGHTS

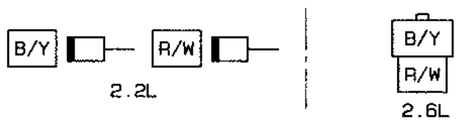
F-1



F-01 COMBINATION SWITCH (TURN SIGNAL & HAZARD) (F)

G/B	B/Y	G/Y	L/Y
G/R	G/W	*	*

F-02 BACK-UP LIGHT SWITCH (E) MT



E-10 REAR COMBINATION LIGHTS LH (R)

*	R/W	G/B
B	R/B	W/G

E-11 REAR COMBINATION LIGHTS RH (R)

*	R/W	G/W
B	R/B	W/G

F-03 FRONT TURN SIGNAL LIGHT LH (F)

G/B
B

F-04 FRONT TURN SIGNAL LIGHT RH (F)

G/W
B

F-05 FLASHER UNIT (F)

G/R	
G/Y	B

C-06 JOINT CONNECTOR (F)

2.2L: CARBURETOR

*	* (B/Y)
B/Y	B/Y

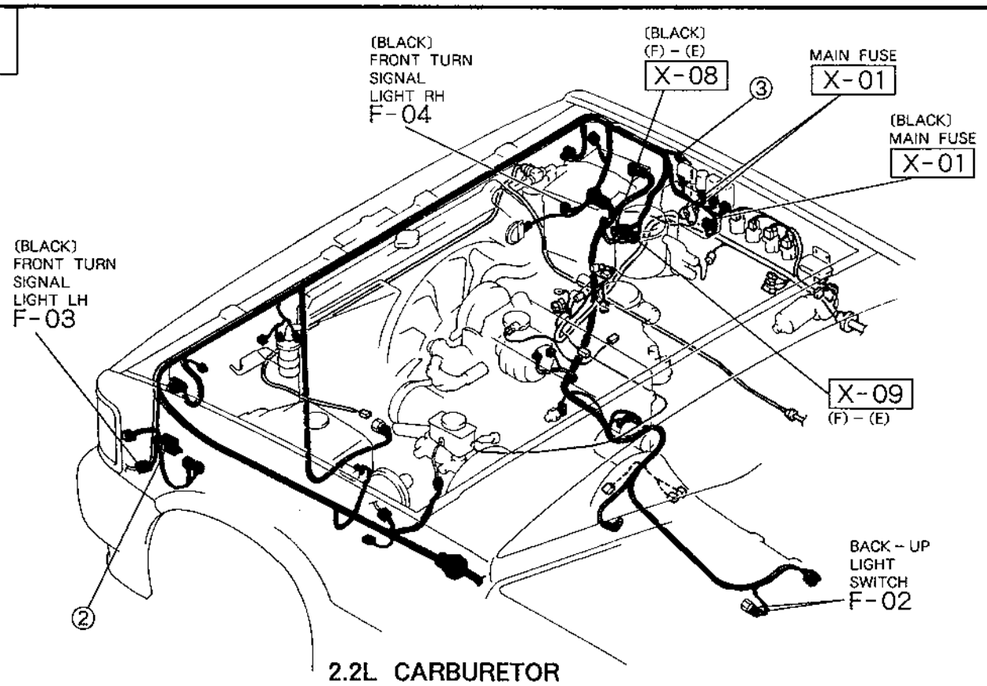
( ) ...HAT

2.2L: EGI & 2.6L

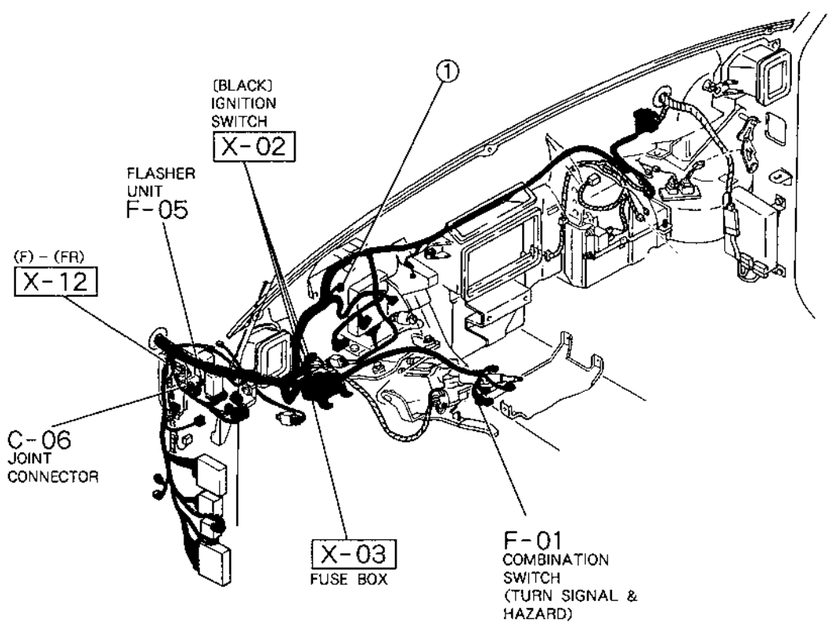
B/Y	B/Y
* (B/Y)	B/Y

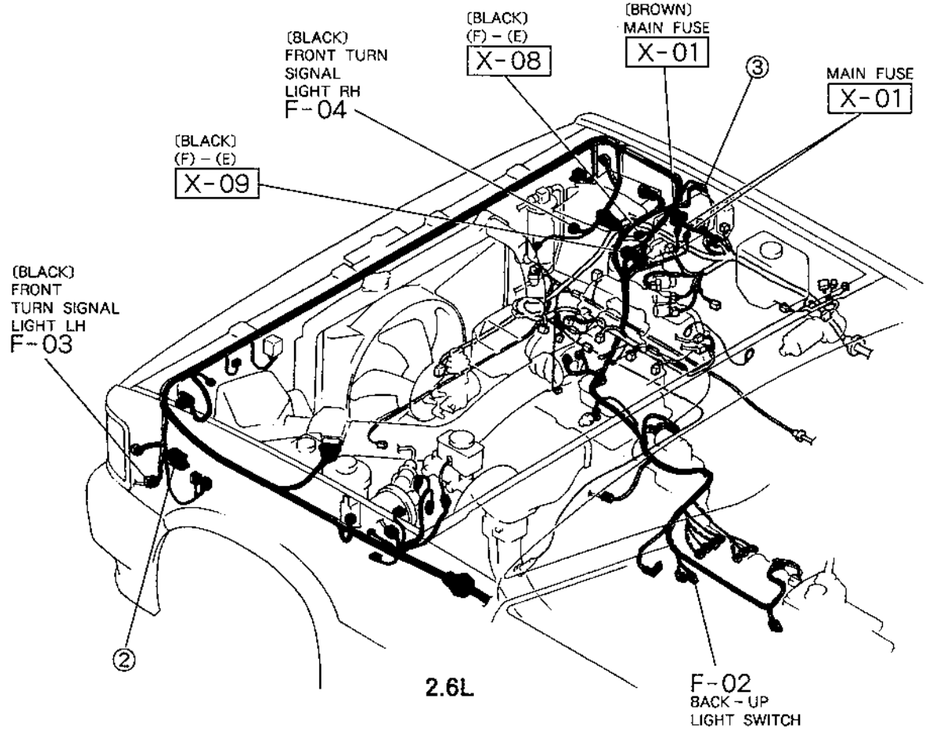
( ) ...HAT

F-1

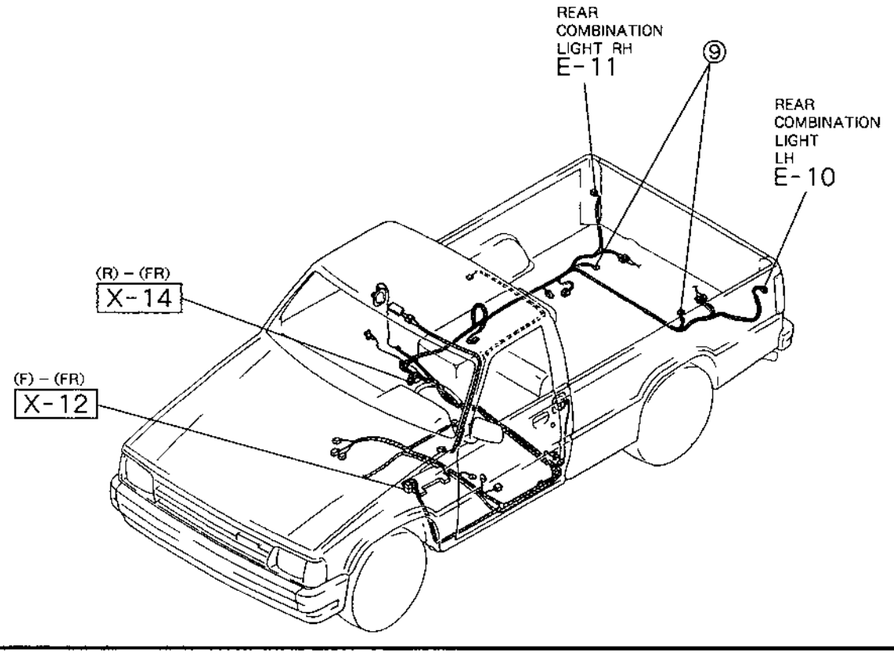


2.2L CARBURETOR

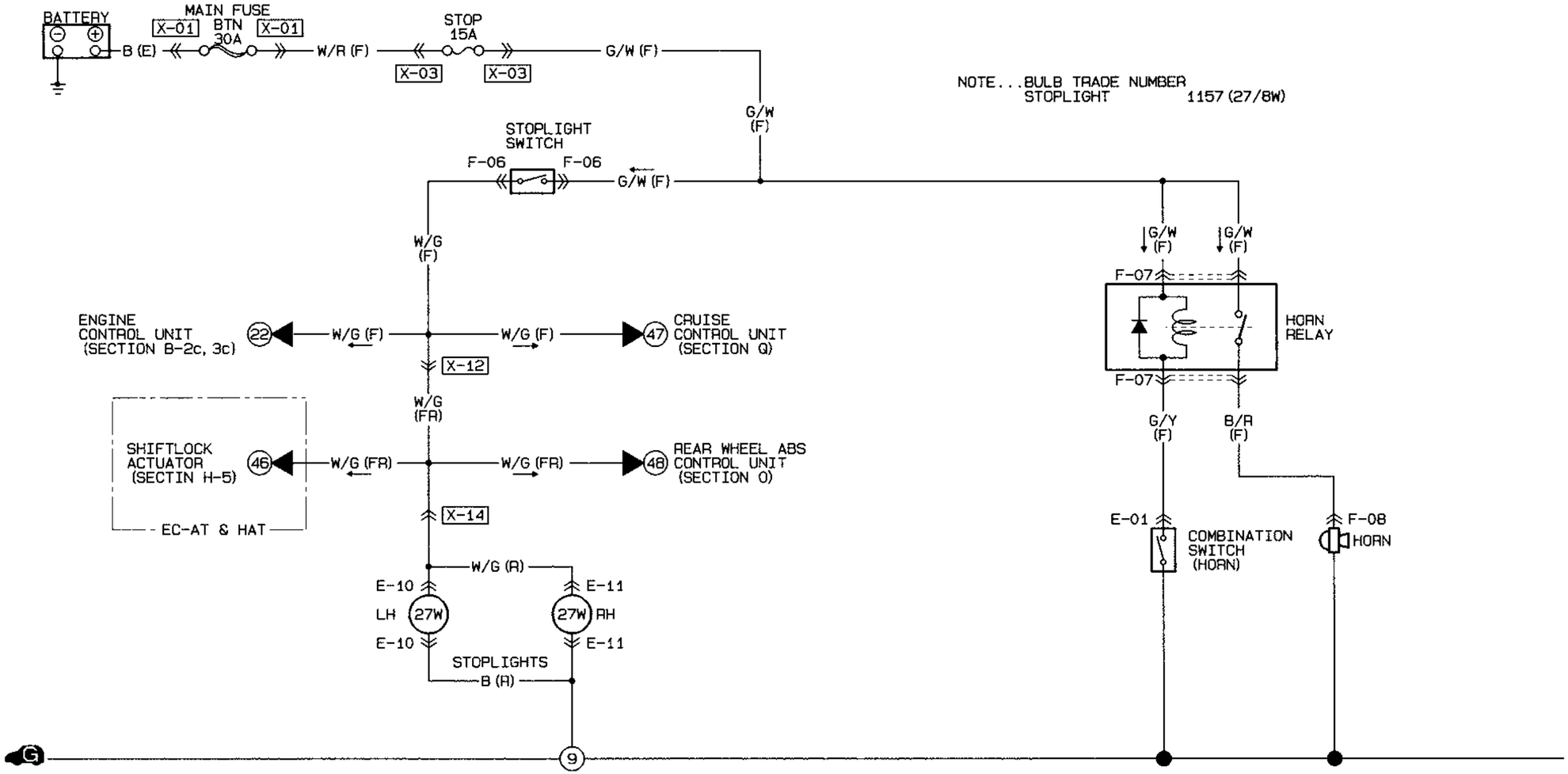


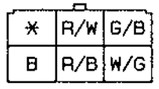
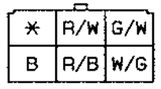
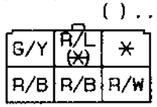


2.6L

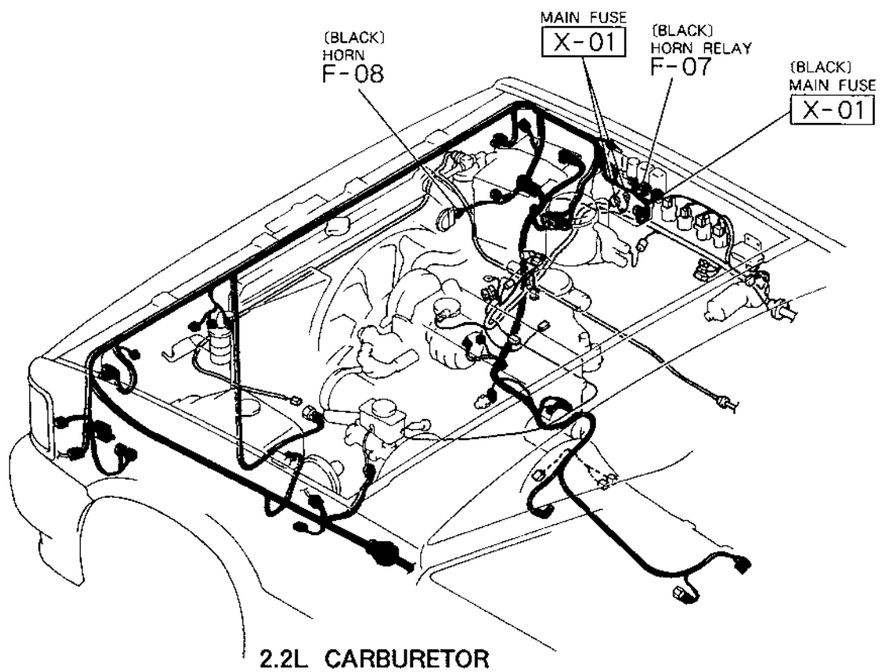


■ HORN ■ STOPLIGHTS F-2

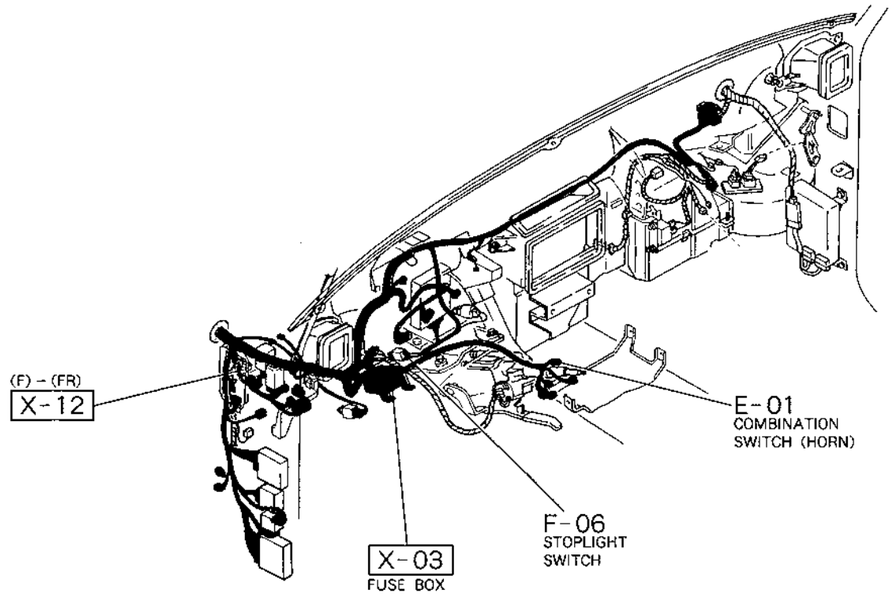


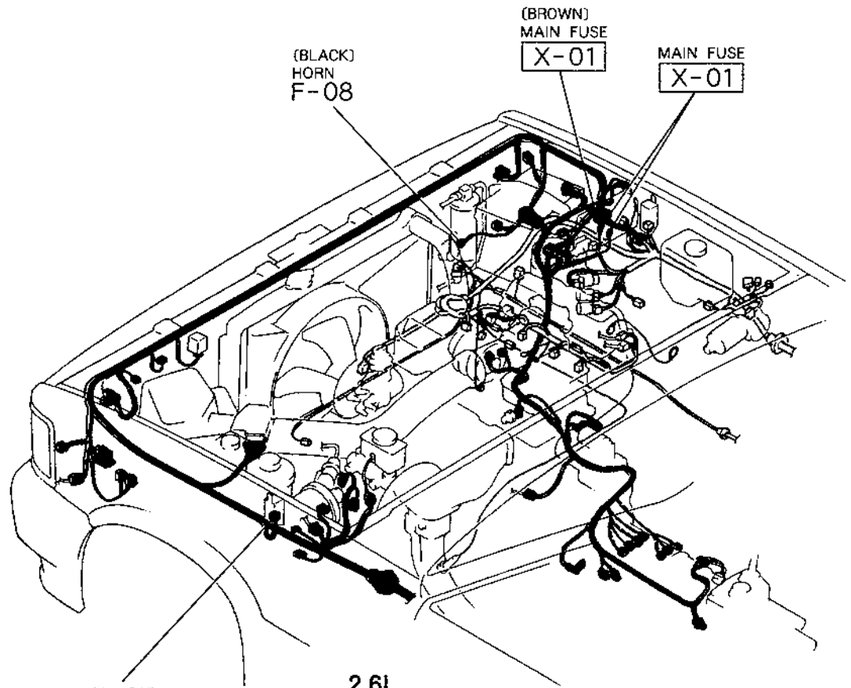
F-06 STOPLIGHT SWITCH (F)	E-10 STOPLIGHT LH (R)	E-11 STOPLIGHT RH (R)	F-07 HORN RELAY (F)	F-08 HORN (F)	E-01 COMBINATION SWITCH (HORN) (F) ( ) ...2.2L	
						

F-2

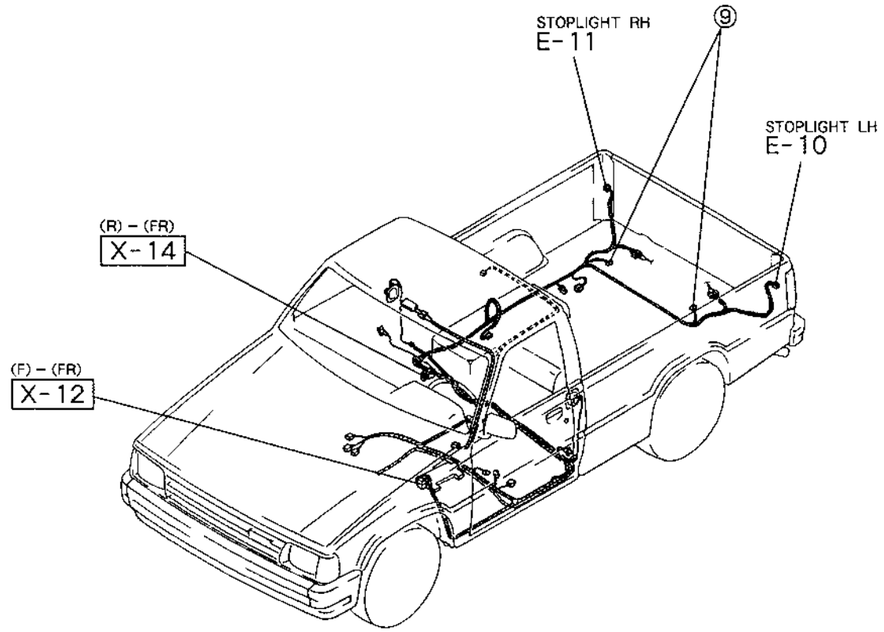


2.2L CARBURETOR

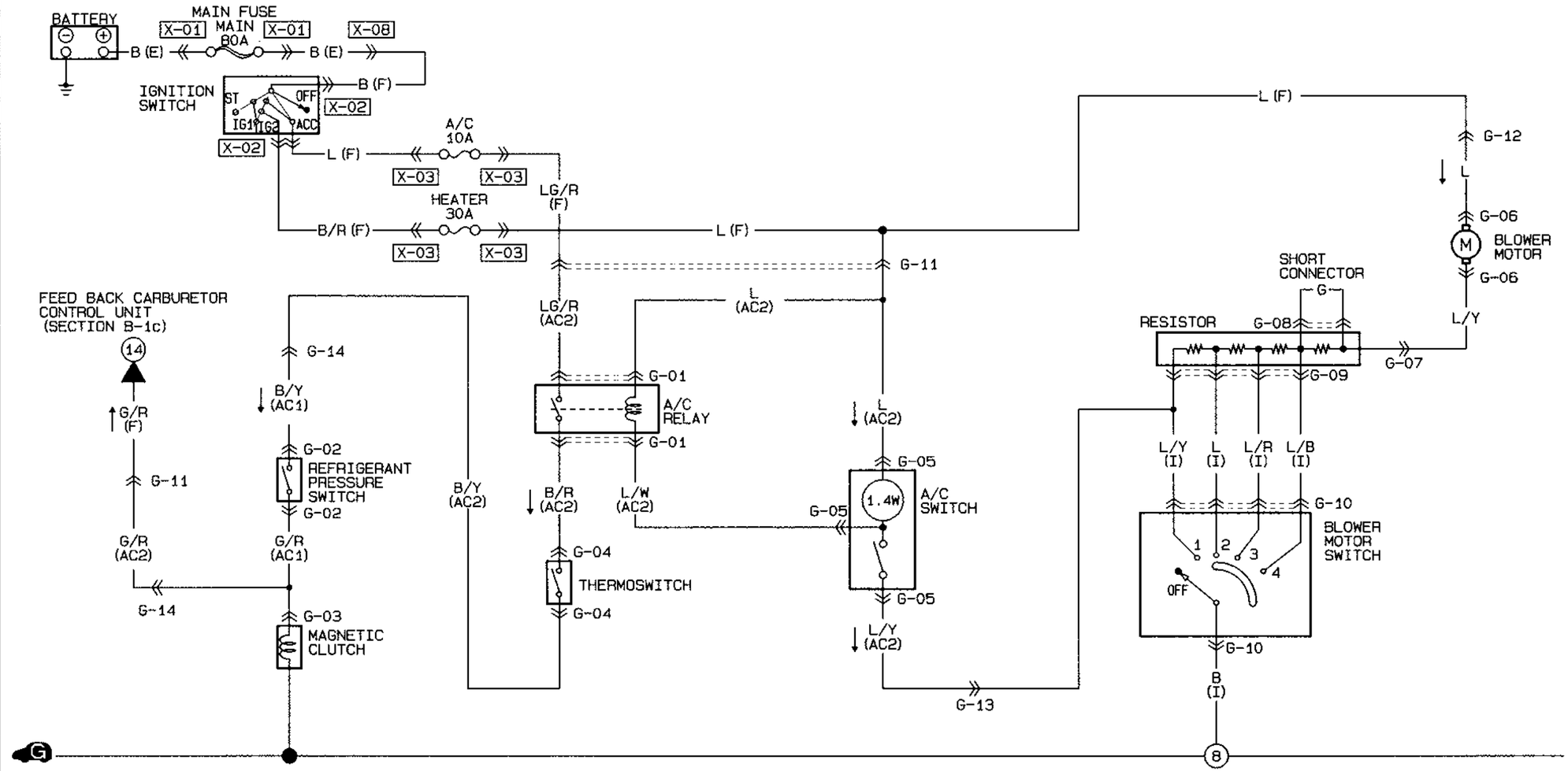




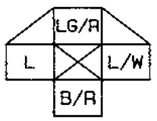
2.6L



2.2L: CARBURETOR ■ HEATER & AIR CONDITIONER — G-1



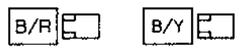
G-01 A/C RELAY (AC2)



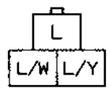
G-02 REFRIGERANT PRESSURE SWITCH (AC1)

G-03 MAGNETIC CLUTCH (AC1)

G-04 THERMOSWITCH (AC2)



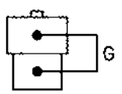
G-05 A/C SWITCH (AC2)



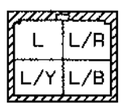
G-06 BLOWER MOTOR

G-07 RESISTOR

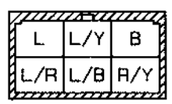
G-08 SHORT CONNECTOR



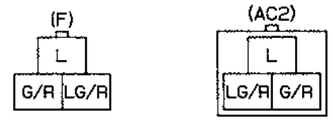
G-09 RESISTOR (I)



G-10 BLOWER MOTOR SWITCH (I)

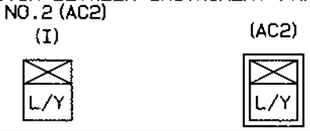


G-11 CONNECTOR BETWEEN FRONT (F) & A/C NO.2 (AC2)



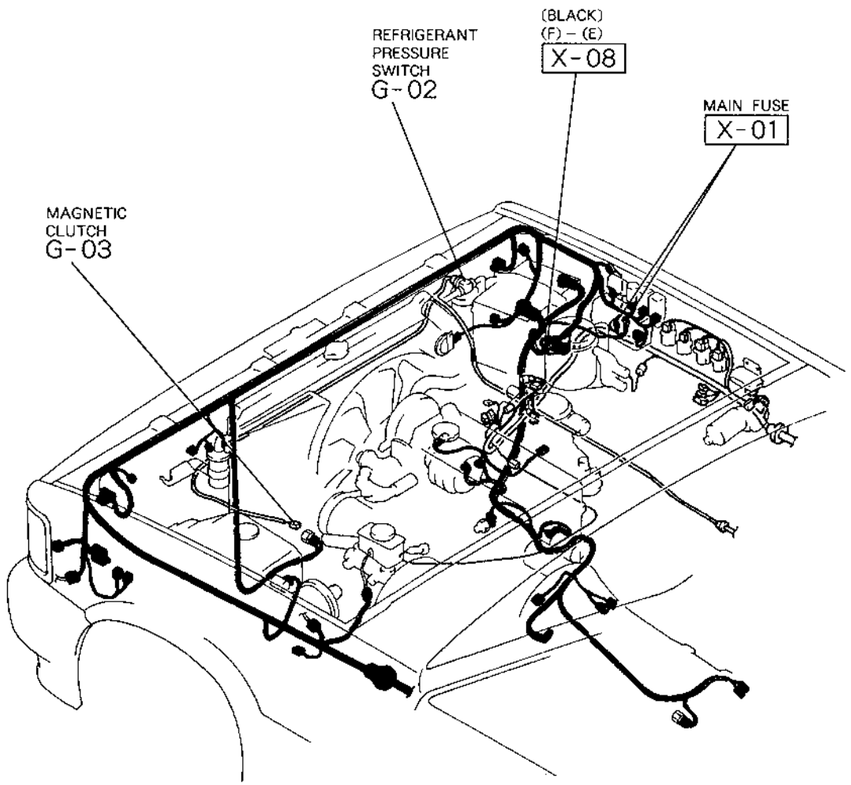
G-12 CONNECTOR BETWEEN FRONT (F) & BLOWER MOTOR

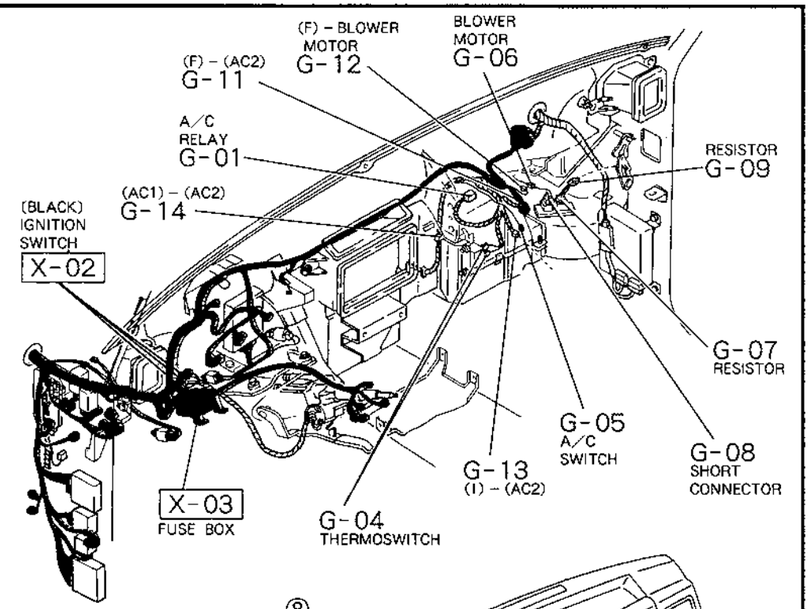
G-13 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & A/C NO.2 (AC2)

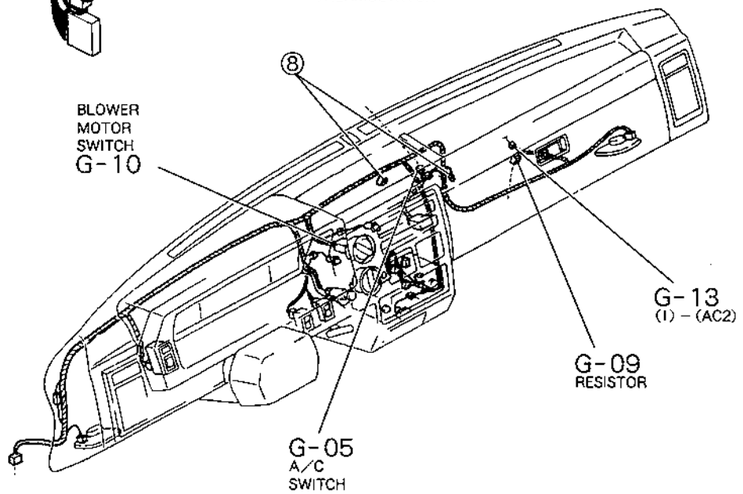


G-14 CONNECTOR BETWEEN A/C NO.1 (AC1) & A/C NO.2 (AC2)

G-1

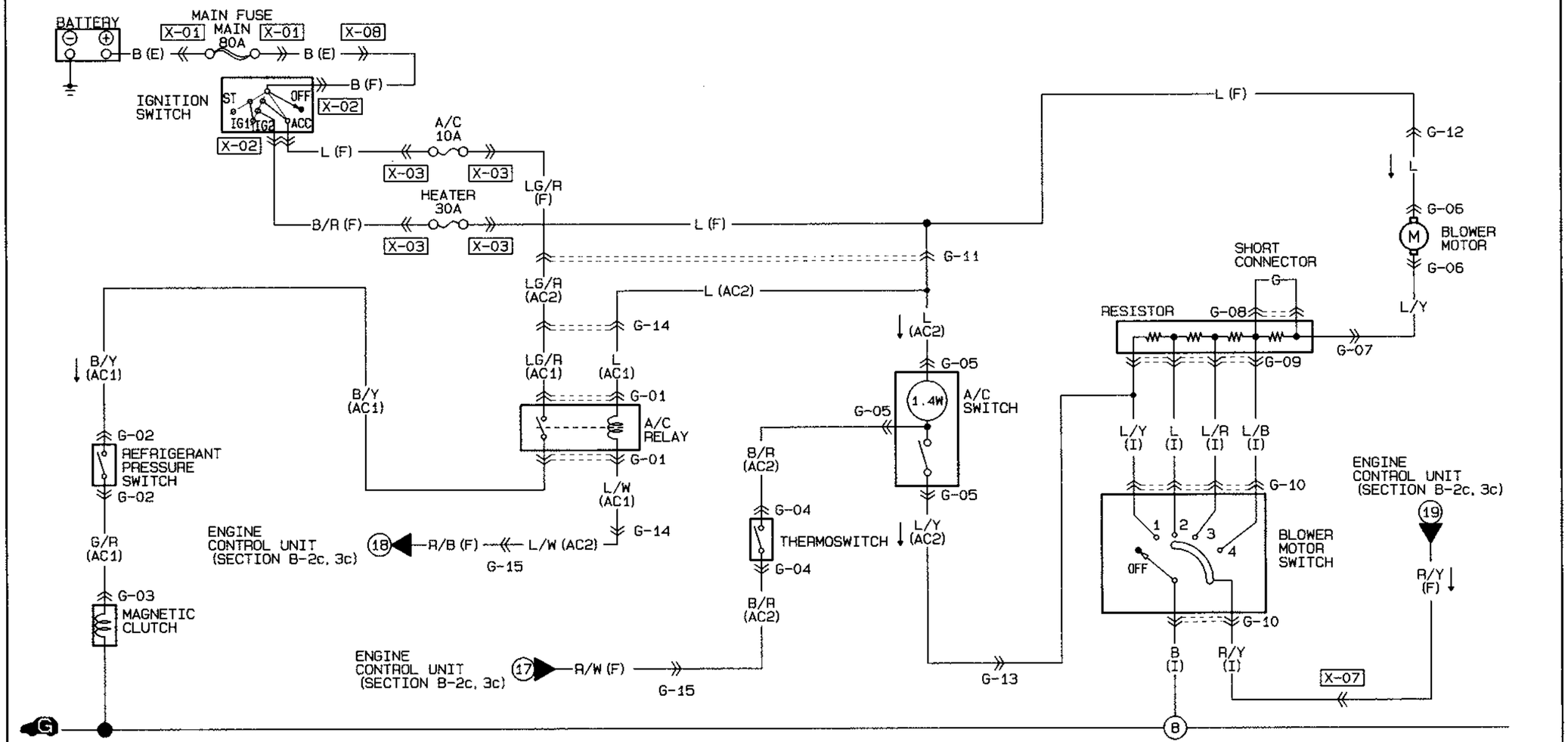

REFRIGERANT PRESSURE SWITCH G-02
(BLACK) (F) – (E) X-08
MAIN FUSE X-01
MAGNETIC CLUTCH G-03


(F) – BLOWER MOTOR G-12
BLOWER MOTOR G-06
(F) – (AC2) G-11
A/C RELAY G-01
RESISTOR G-09
(AC1) – (AC2) G-14
(BLACK) IGNITION SWITCH X-02
G-07 RESISTOR
G-05 A/C SWITCH
G-08 SHORT CONNECTOR
G-13 (I) – (AC2)
X-03 FUSE BOX
G-04 THERMOSWITCH


⑧
BLOWER MOTOR SWITCH G-10
G-13 (I) – (AC2)
G-09 RESISTOR
G-05 A/C SWITCH

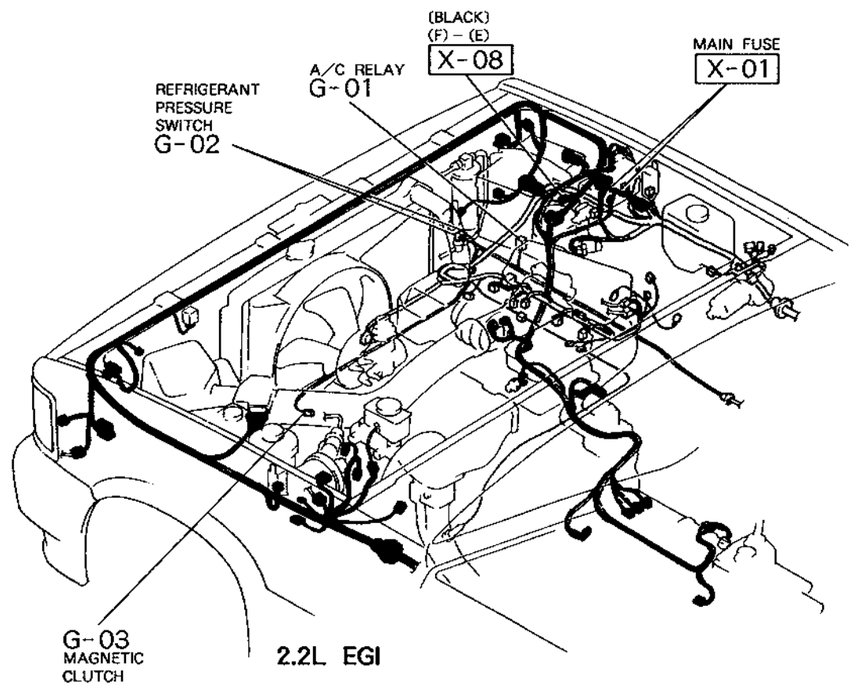
2.2L: EGI & 2.6L ■HEATER & AIR CONDITIONER

G-2

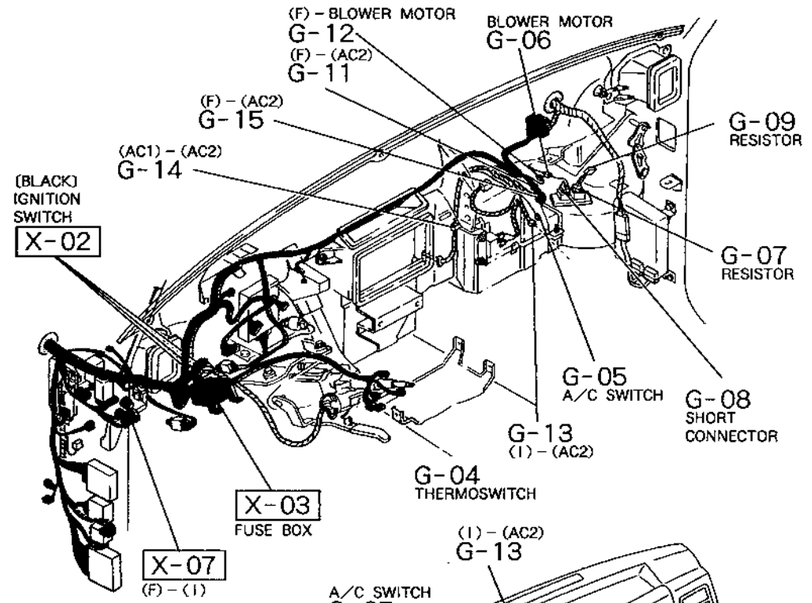


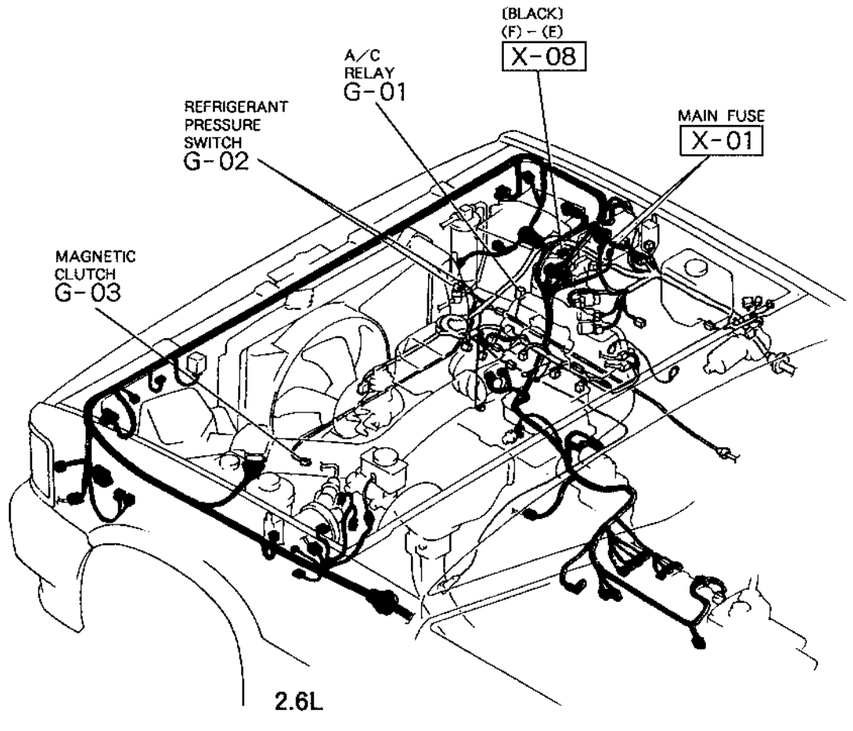
G-01 A/C RELAY (AC1) LG/R, L, L/W, B/Y	G-02 REFRIGERANT PRESSURE SWITCH (AC1) G/R, B/Y		G-03 MAGNETIC CLUTCH (AC1) G/R	G-04 THERMOSWITCH (AC2) B/R, B/R	G-05 A/C SWITCH (AC2) L, B/R, L/Y
G-06 BLOWER MOTOR L/Y, L	G-07 RESISTOR L/Y	G-08 SHORT CONNECTOR G	G-09 RESISTOR (I) L, L/R, L/Y, L/B	G-10 BLOWER MOTOR SWITCH (I) L, L/Y, B, L/R, L/B, R/Y	G-11 CONNECTOR BETWEEN FRONT (F) & A/C NO.2 (AC2) (F): L, ✳, LG/R (AC2): L, LG/R, ✳
G-12 CONNECTOR BETWEEN FRONT (F) & BLOWER MOTOR (F): L L	G-13 CONNECTOR BETWEEN INSTRUMENT PANEL (I) & A/C NO.2 (AC2) (I): L/Y (AC2): L/Y		G-14 CONNECTOR BETWEEN A/C NO.1 (AC1) & A/C NO.2 (AC2) (AC1): L/W, L, LG/R (AC2): L/W, LG/R, L		G-15 CONNECTOR BETWEEN FRONT (F) & A/C NO.2 (AC2) (F): R/B, R/W (AC2): LW, B/R

G-2

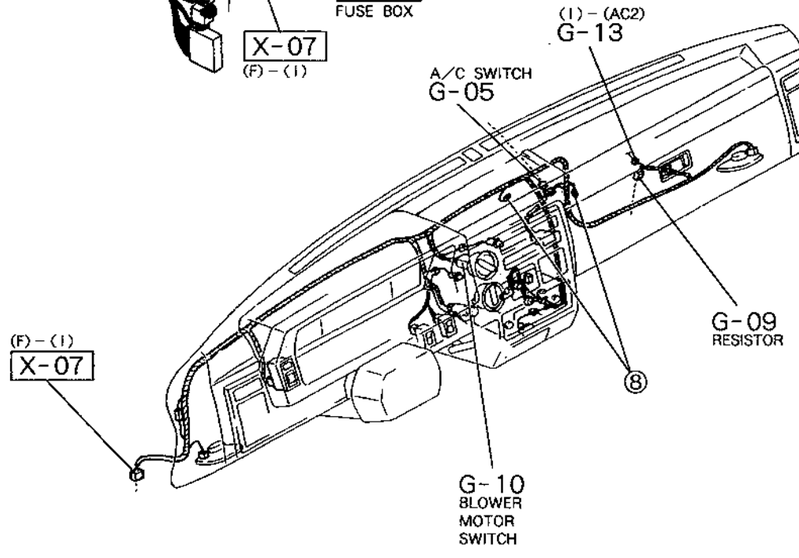


2.2L EGI



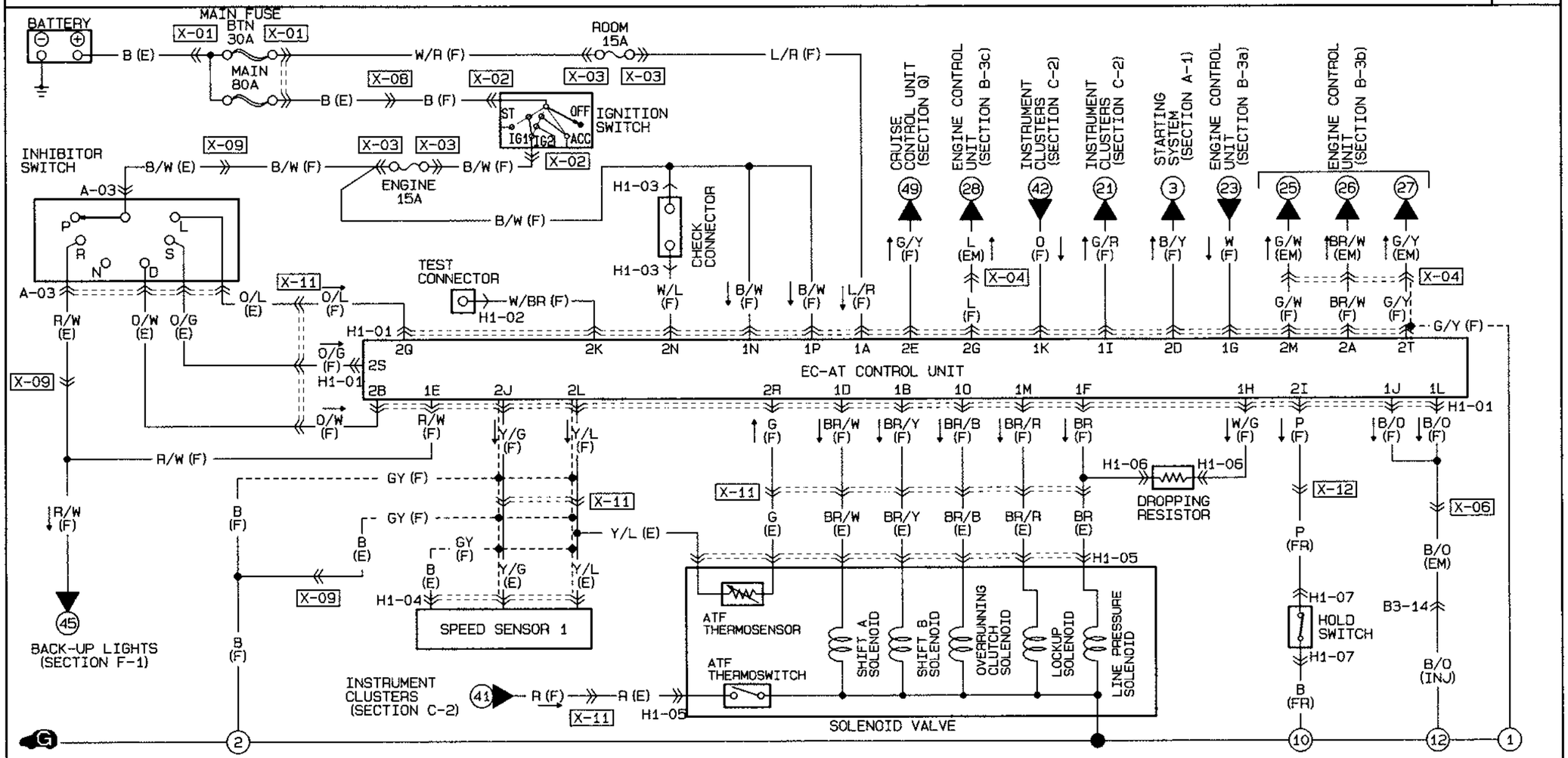


2.6L



4X4 2.6L ■EC-AT CONTROL SYSTEM

H-1

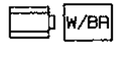


H1-01 EC-AT CONTROL UNIT (F)

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

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

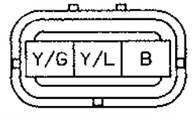
H1-02 TEST CONNECTOR (F)



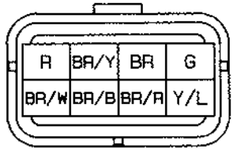
H1-03 CHECK CONNECTOR (F)

X	B/W	W/L
X	X	X

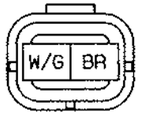
H1-04 SPEED SENSOR 1 (E)



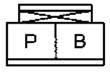
H1-05 SOLENOID VALVE (E)



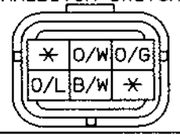
H1-06 DROPPING RESISTOR (F)

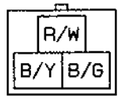


H1-07 HOLD SWITCH (FR)



A-03 INHIBITOR SWITCH (E)





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

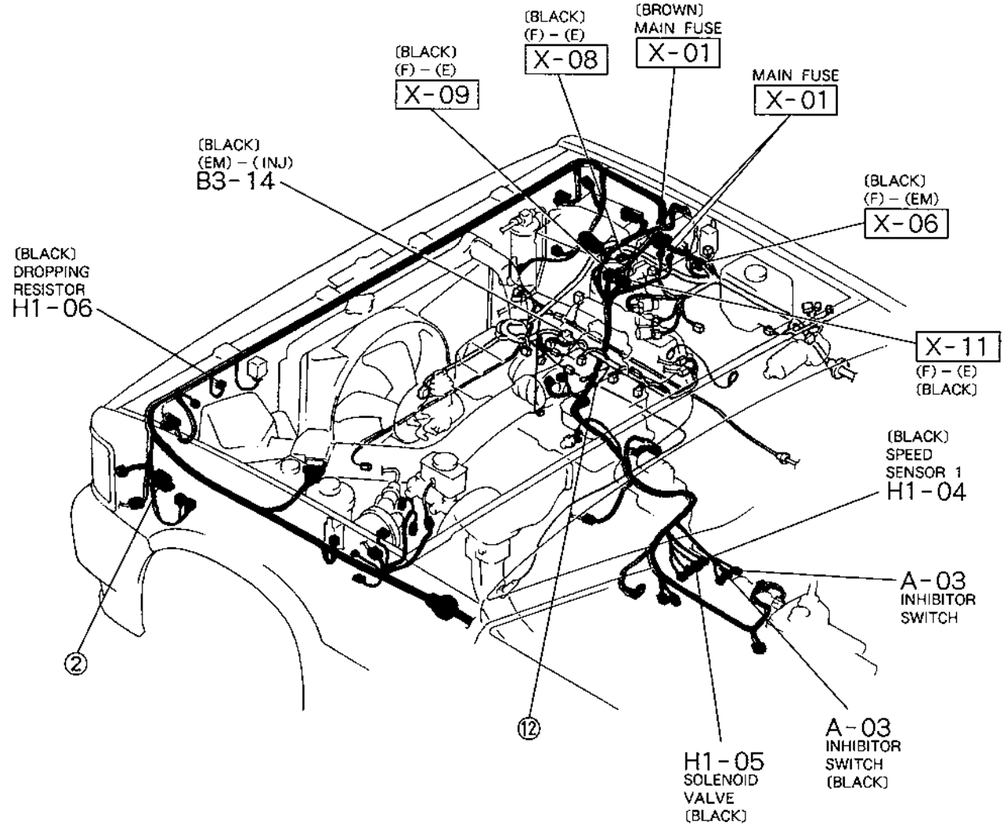
(EM)

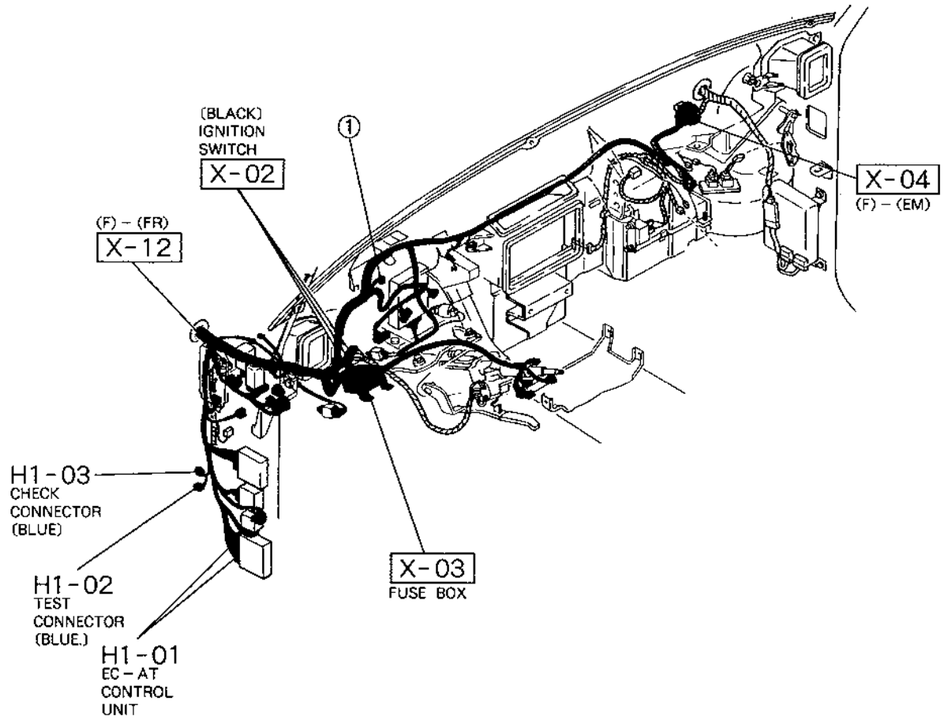
B/Y	L/G	G/Y	BR/B	LG/B
B/Y	B	B/O	BR/W	LG/R

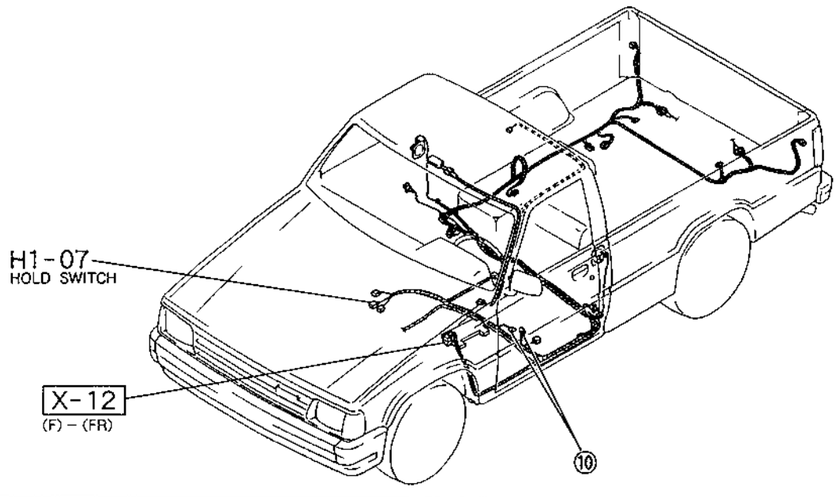
(INJ)

LG/B	BR/B	G/Y	L/G	B/Y
LG/R	BR/W	B/O	B	B/Y

H-1

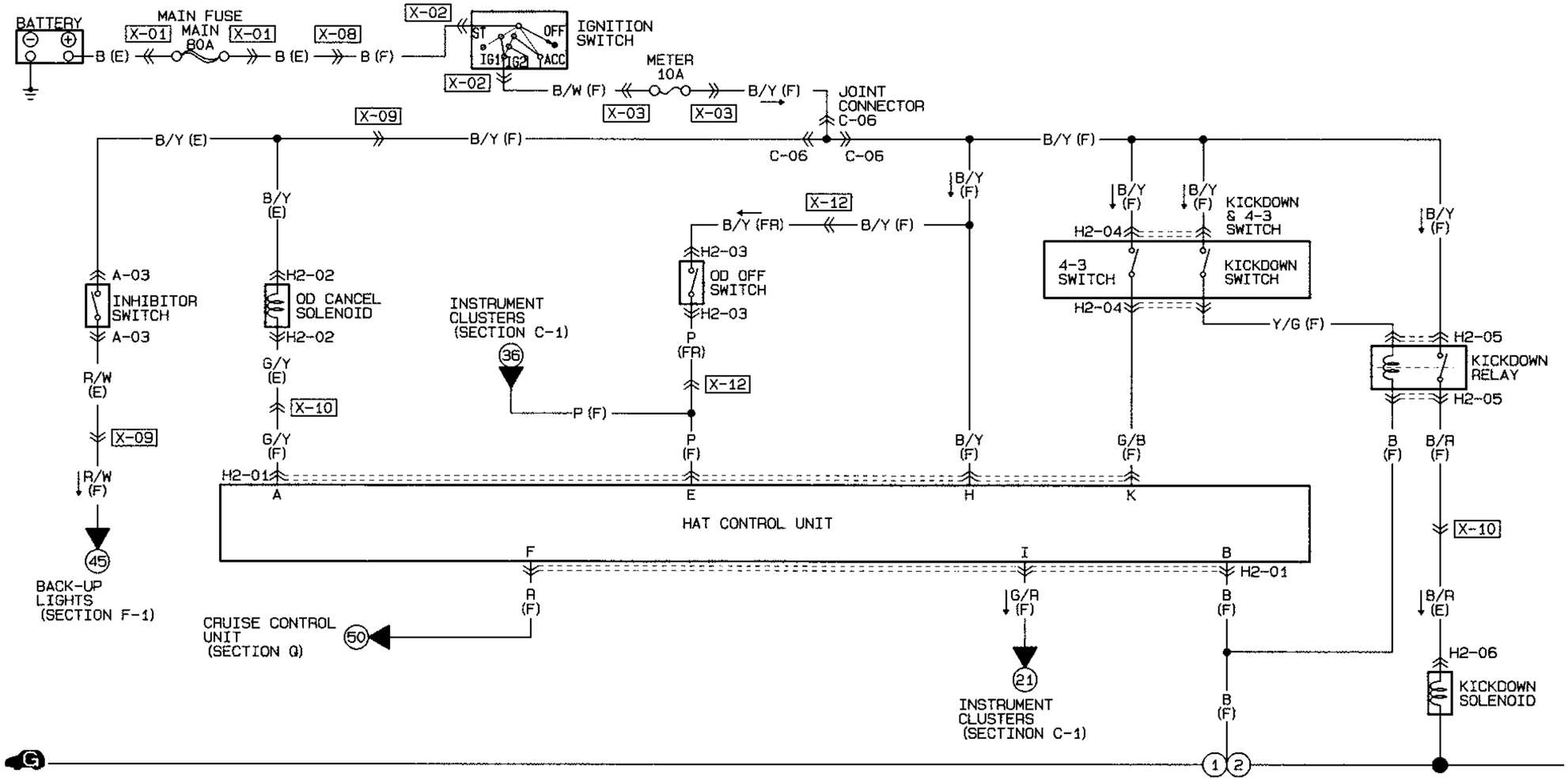

(BLACK)
(EM) – (INJ)
B3-14
(BLACK)
(F) – (E)
X-09
(BLACK)
(F) – (E)
X-08
(BROWN)
MAIN FUSE
X-01
MAIN FUSE
X-01
(BLACK)
(F) – (EM)
X-06
(BLACK)
DROPPING
RESISTOR
H1-06
X-11
(F) – (E)
(BLACK)
(BLACK)
SPEED
SENSOR 1
H1-04
A-03
INHIBITOR
SWITCH
②
⑫
H1-05
SOLENOID
VALVE
(BLACK)
A-03
INHIBITOR
SWITCH
(BLACK)


(BLACK)
IGNITION
SWITCH
X-02
①
X-04
(F) – (EM)
(F) – (FR)
X-12
H1-03
CHECK
CONNECTOR
(BLUE)
H1-02
TEST
CONNECTOR
(BLUE)
H1-01
EC-AT
CONTROL
UNIT
X-03
FUSE BOX

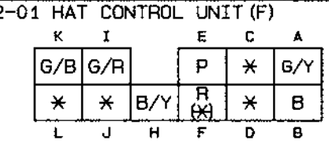

H1-07
HOLD SWITCH
X-12
(F) – (FR)
⑩

2.2L: CARBURETOR ■HAT CONTROL SYSTEM

H-2



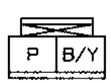
H2-01 HAT CONTROL UNIT (F)



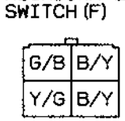
( ) ...WITHOUT AUTO CRUISE

H2-02 OD CANCEL SOLENOID (E)

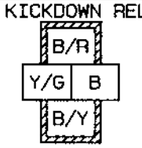
H2-03 OD OFF SWITCH (FR)



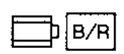
H2-04 KICKDOWN & 4-3 SWITCH (F)



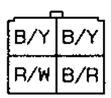
H2-05 KICKDOWN RELAY (F)



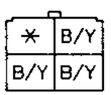
H2-06 KICKDOWN SOLENOID (E)



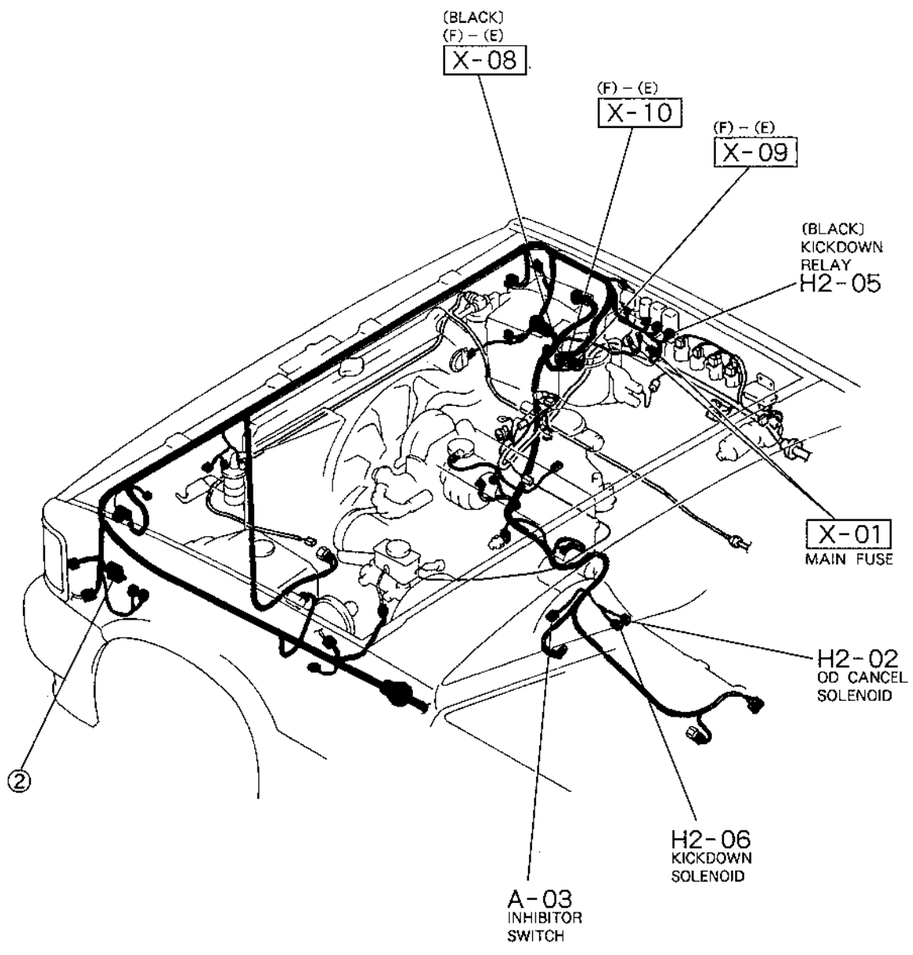
A-03 INHIBITOR SWITCH (E)

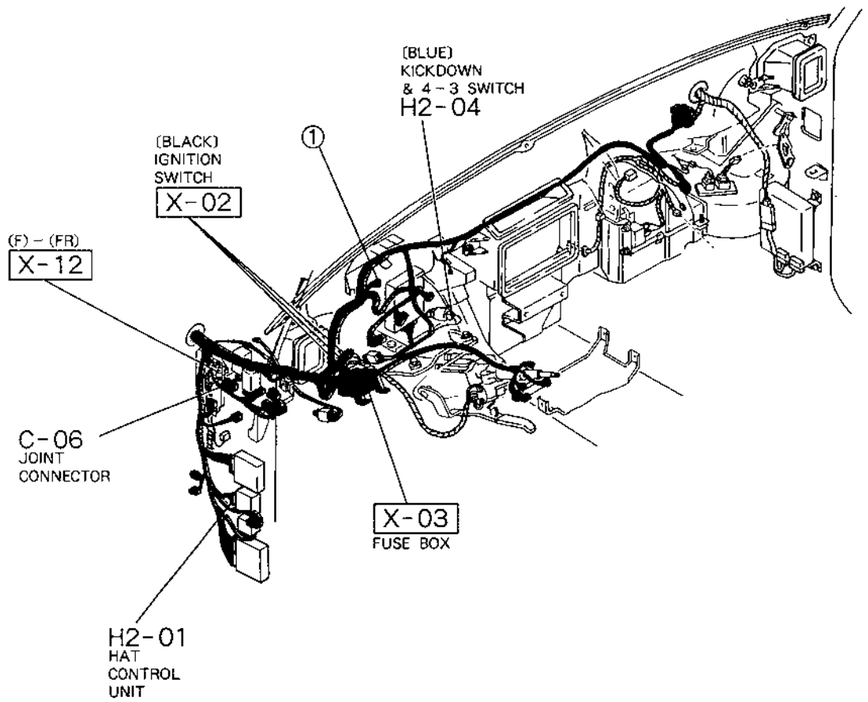


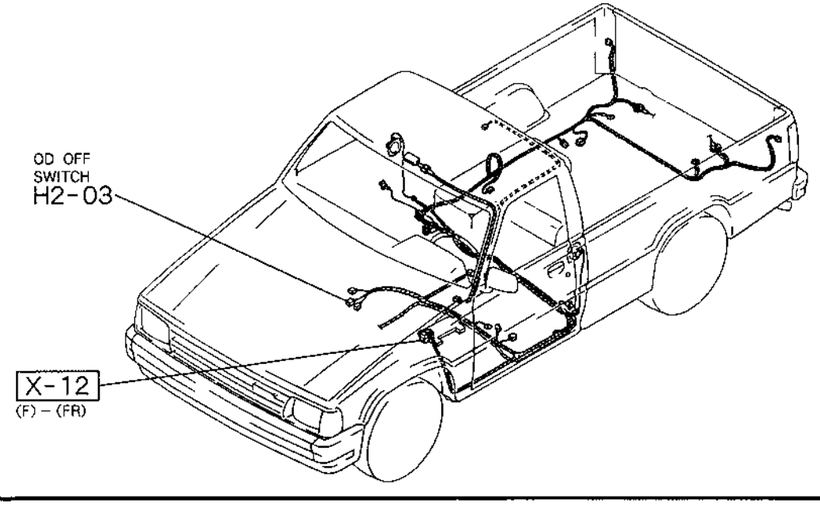
C-06 JOINT CONNECTOR (F)



H-2


(BLACK)
(F) – (E)
X-08
(F) – (E)
X-10
(F) – (E)
X-09
(BLACK)
KICKDOWN
RELAY
H2-05
X-01
MAIN FUSE
H2-02
OD CANCEL
SOLENOID
②
H2-06
KICKDOWN
SOLENOID
A-03
INHIBITOR
SWITCH


(BLUE)
KICKDOWN
& 4 – 3 SWITCH
H2-04
(BLACK)
IGNITION
SWITCH
X-02
①
(F) – (FR)
X-12
C-06
JOINT
CONNECTOR
X-03
FUSE BOX
H2-01
HAT
CONTROL
UNIT


OD OFF
SWITCH
H2-03
X-12
(F) – (FR)

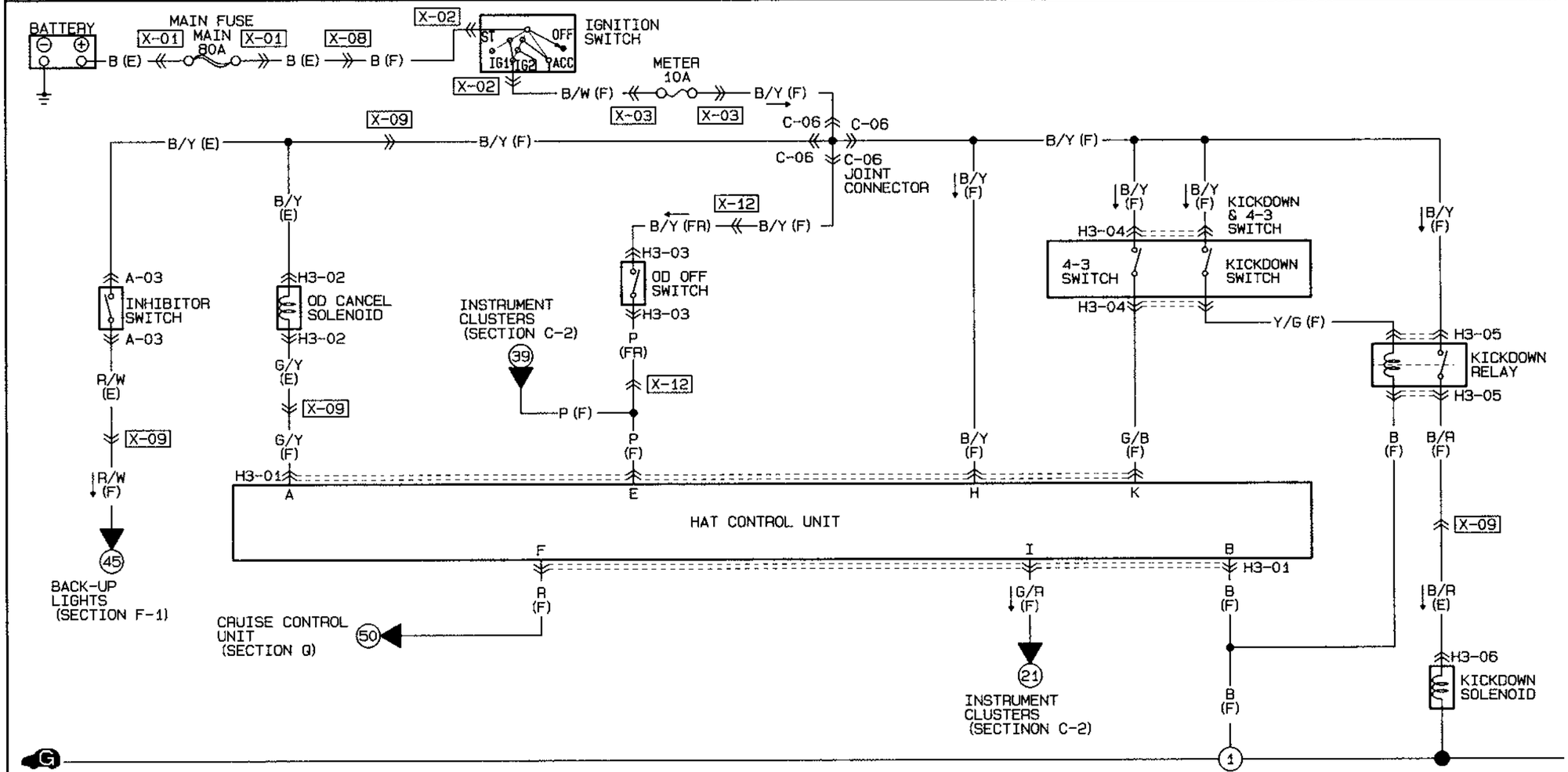
Z WIRING DIAGRAM

Terminal voltage

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

2.2L: EGI ■ HAT CONTROL SYSTEM

H-3

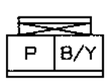


H3-01 HAT CONTROL UNIT (F)

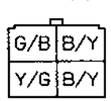
K	I		E	C	A
G/B	G/R		P	*	G/Y
*	*	B/Y	R	*	B
L	J	H	F	D	B

H3-02 OD CANCEL SOLENOID (E)

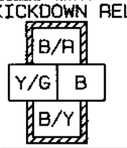
H3-03 OD OFF SWITCH (FR)



H3-04 KICKDOWN & 4-3 SWITCH (F)

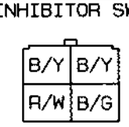


H3-05 KICKDOWN RELAY (F)

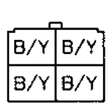


H3-06 KICKDOWN SOLENOID (E)

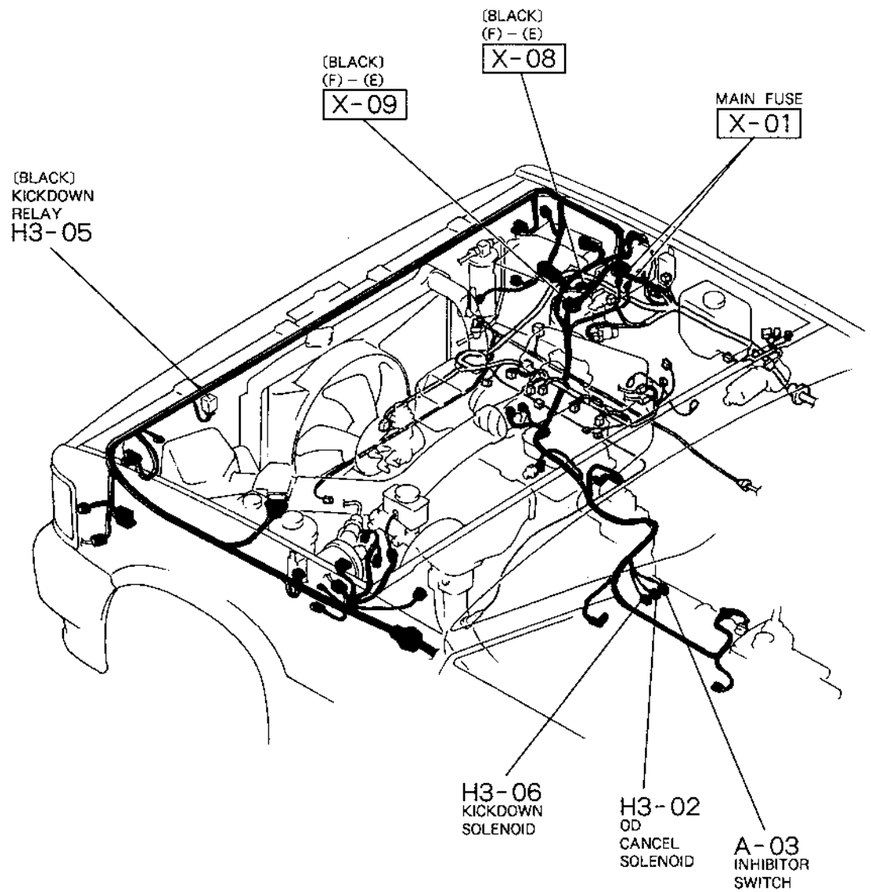
A-03 INHIBITOR SWITCH (E)

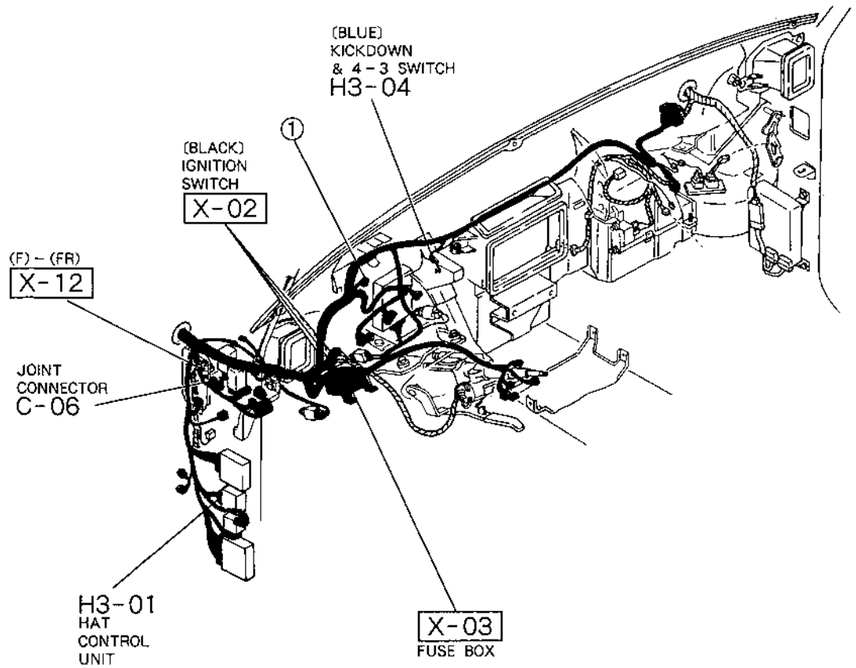


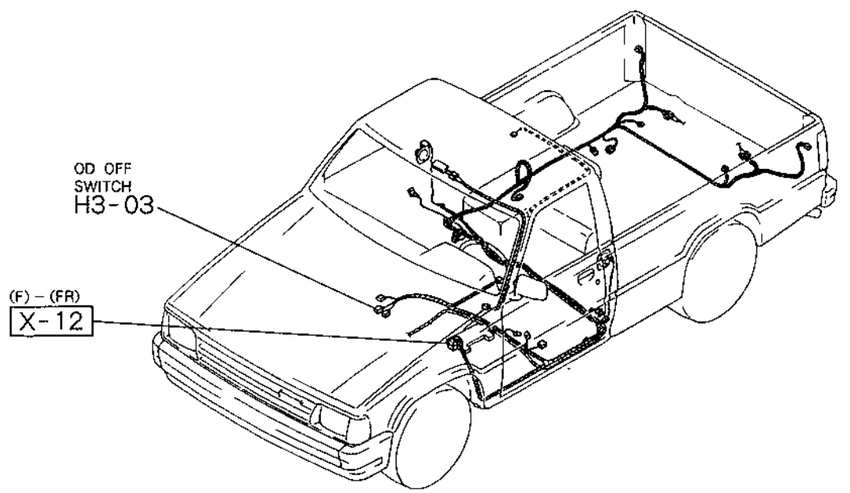
C-06 JOINT CONNECTOR (F)



H-3


(BLACK)
KICKDOWN
RELAY
H3-05
(BLACK)
(F) – (E)
X-09
(BLACK)
(F) – (E)
X-08
MAIN FUSE
X-01
H3-06
KICKDOWN
SOLENOID
H3-02
OD
CANCEL
SOLENOID
A-03
INHIBITOR
SWITCH


(BLUE)
KICKDOWN
& 4-3 SWITCH
H3-04
①
(BLACK)
IGNITION
SWITCH
X-02
(F) – (FR)
X-12
JOINT
CONNECTOR
C-06
H3-01
HAT
CONTROL
UNIT
X-03
FUSE BOX


OD OFF
SWITCH
H3-03
(F) – (FR)
X-12

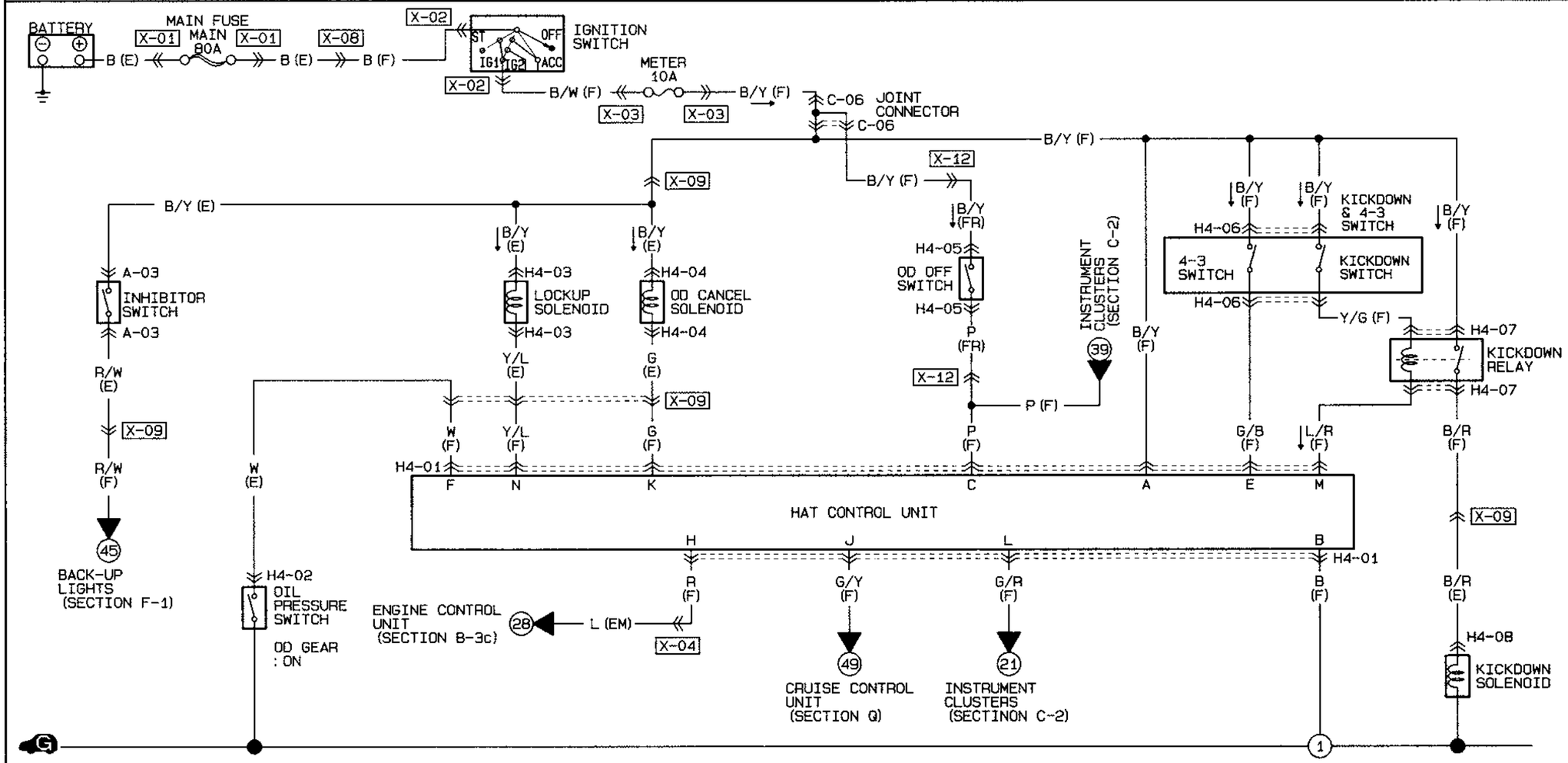
Z WIRING DIAGRAM

Terminal voltage

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

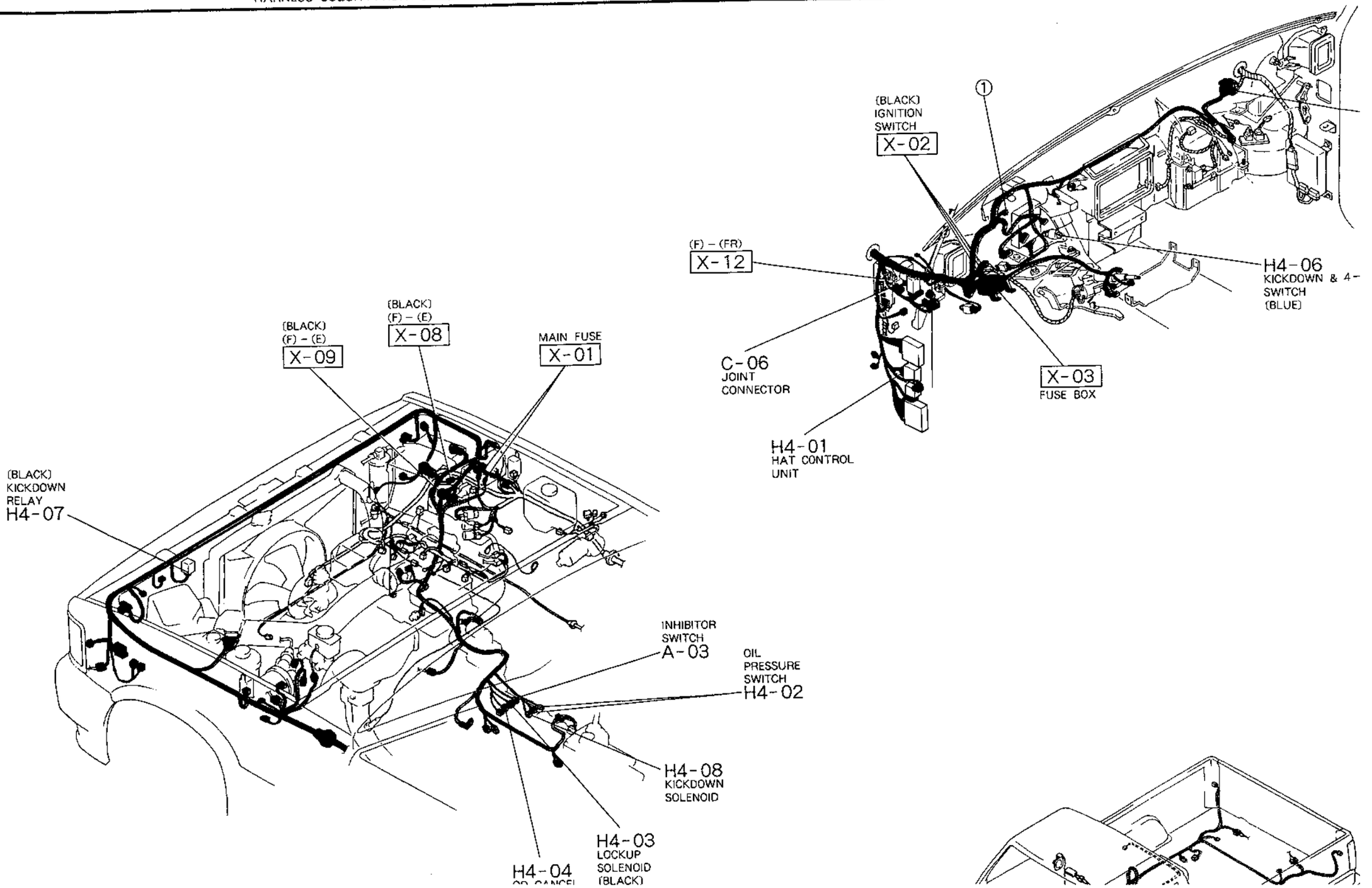
4X2 2.6L ■ HAT CONTROL SYSTEM

H-4



H4-01 HAT CONTROL UNIT (F) D M K / E C A ✳ L/R G / G/B P B/Y ✳ Y/L G/R / G/Y R / W ✳ B P N L / J H / F D B	H4-02 OIL PRESSURE SWITCH (E) W	H4-03 LOCKUP SOLENOID (E) Y/L B/Y	H4-04 OD CANCEL SOLENOID (E) G B/Y	H4-05 OD OFF SWITCH (FR) P B/Y	H4-06 KICKDOWN & 4-3 SWITCH (F) G/B B/Y Y/G B/Y	
H4-07 KICKDOWN RELAY (F) B/R Y/G L/R B/Y	H4-08 KICKDOWN SOLENOID (E) B/R	A-03 INHIBITOR SWITCH (E) R/W B/Y	C-06 JOINT CONNECTOR (F) B/Y B/Y B/Y B/Y			

H-4

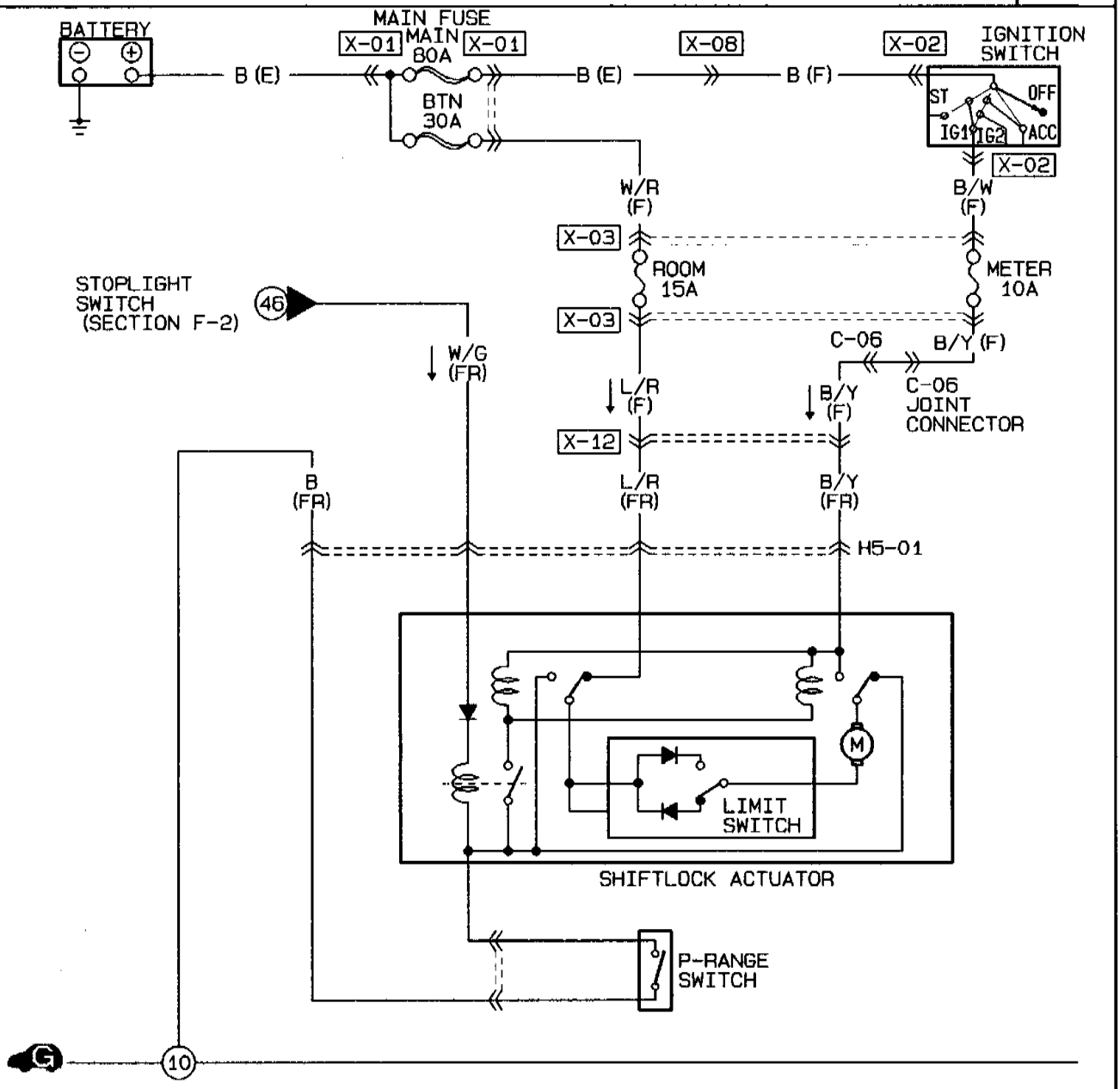

(BLACK)
IGNITION
SWITCH
X-02
①
(F) – (FR)
X-12
H4-06
KICKDOWN & 4-
SWITCH
(BLUE)
C-06
JOINT
CONNECTOR
X-03
FUSE BOX
H4-01
HAT CONTROL
UNIT
(BLACK)
(F) – (E)
X-09
(BLACK)
(F) – (E)
X-08
MAIN FUSE
X-01
(BLACK)
KICKDOWN
RELAY
H4-07
INHIBITOR
SWITCH
A-03
OIL
PRESSURE
SWITCH
H4-02
H4-08
KICKDOWN
SOLENOID
H4-03
LOCKUP
SOLENOID
(BLACK)
H4-04

WIRING DIAGRAM

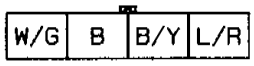
Terminal voltage

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

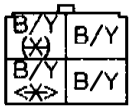
EC-AT & HAT ■ SHIFTLOCK SYSTEM H-5



H5-01 SHIFTLOCK ACTUATOR (FR)

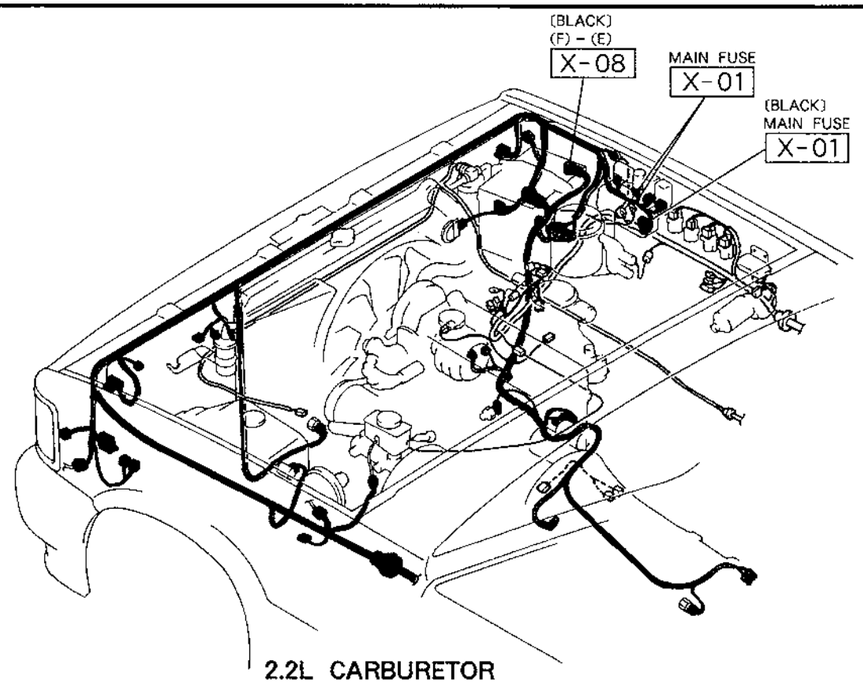


C-06 JOINT CONNECTOR (F)

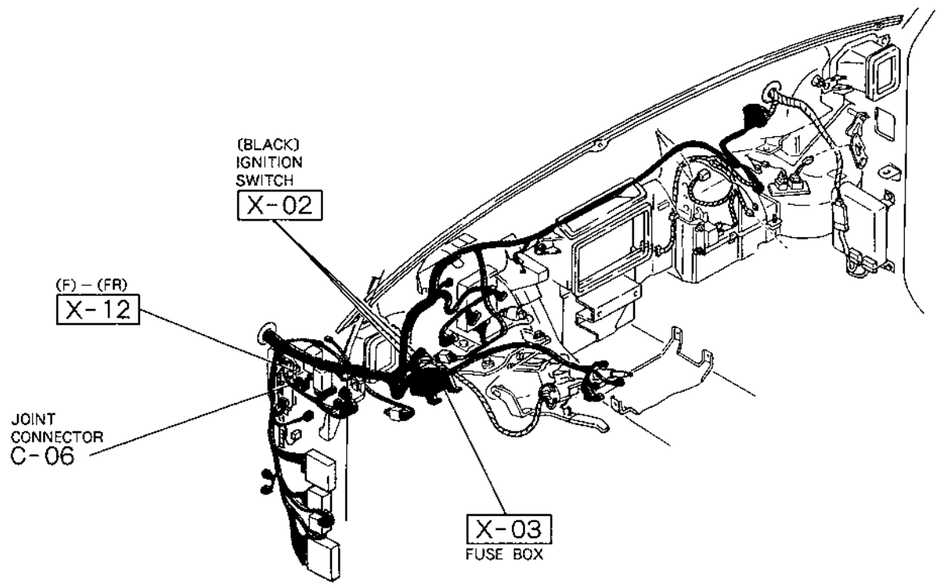


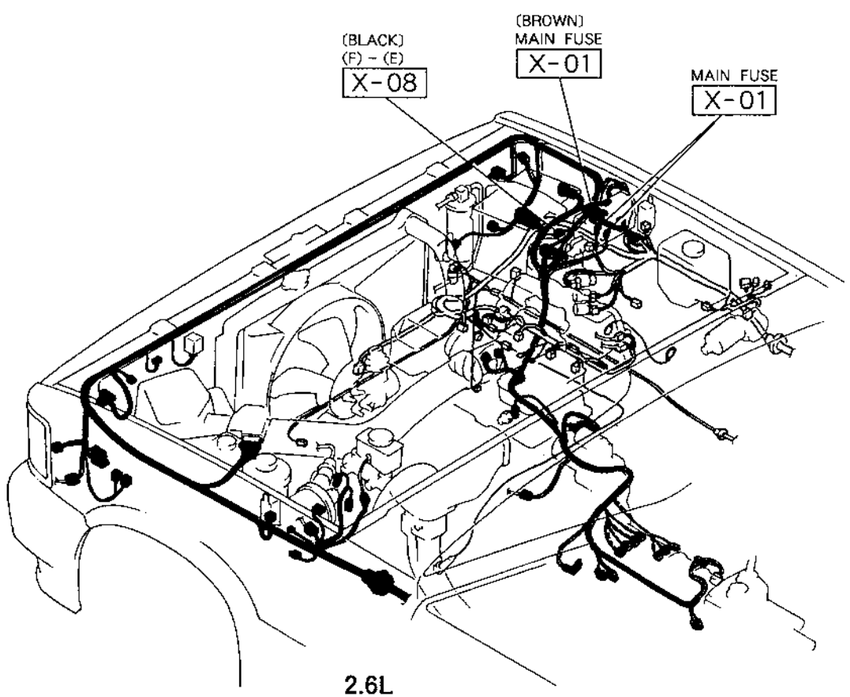
( ) . . . 2.2L: CARBURETOR
< > . . . WITH RFW

H-5

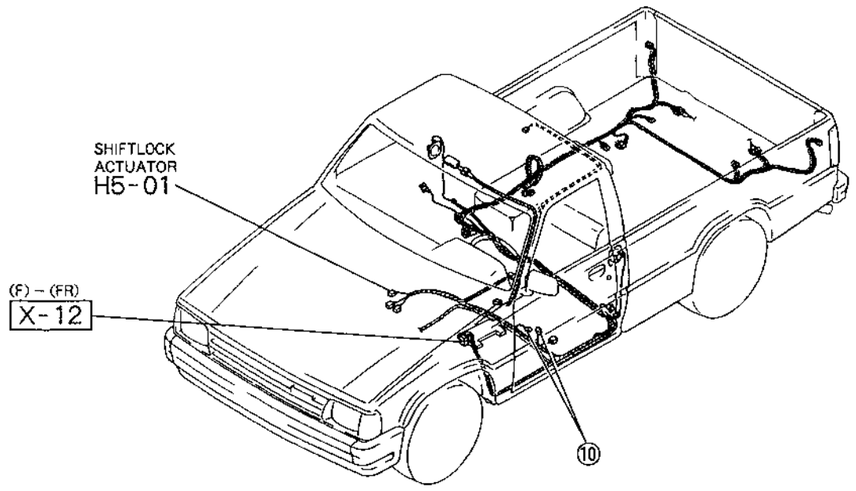


2.2L CARBURETOR



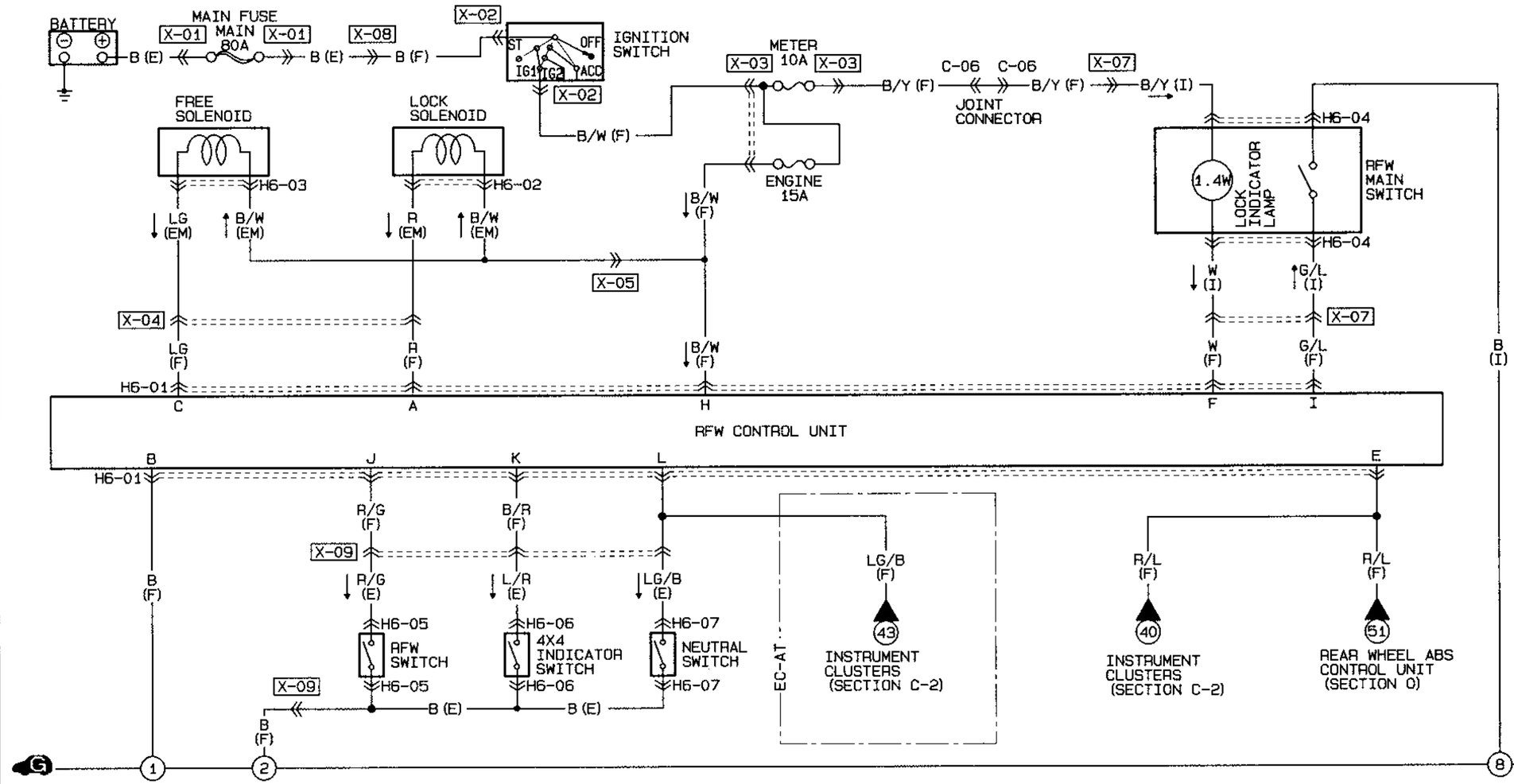


2.6L



4X4 2.6L ■ REMORTE FLEE WHEEL CONTROL SYSTEM

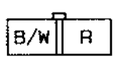
H-6



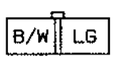
H6-01 RFW CONTROL UNIT (F)

K	I		E	C	A
B/R	G/L		R/L	LG	R
LG/B	R/G	B/W	W	✳	B
L	J	H	F	D	B

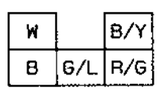
H6-02 LOCK SOLENOID (EM)



H6-03 FREE SOLENOID (EM)

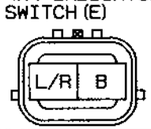


H6-04 RFW MAIN SWITCH (I)

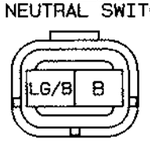


H6-05 RFW SWITCH (E)

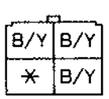
H6-06 4X4 INDICATOR SWITCH (E)



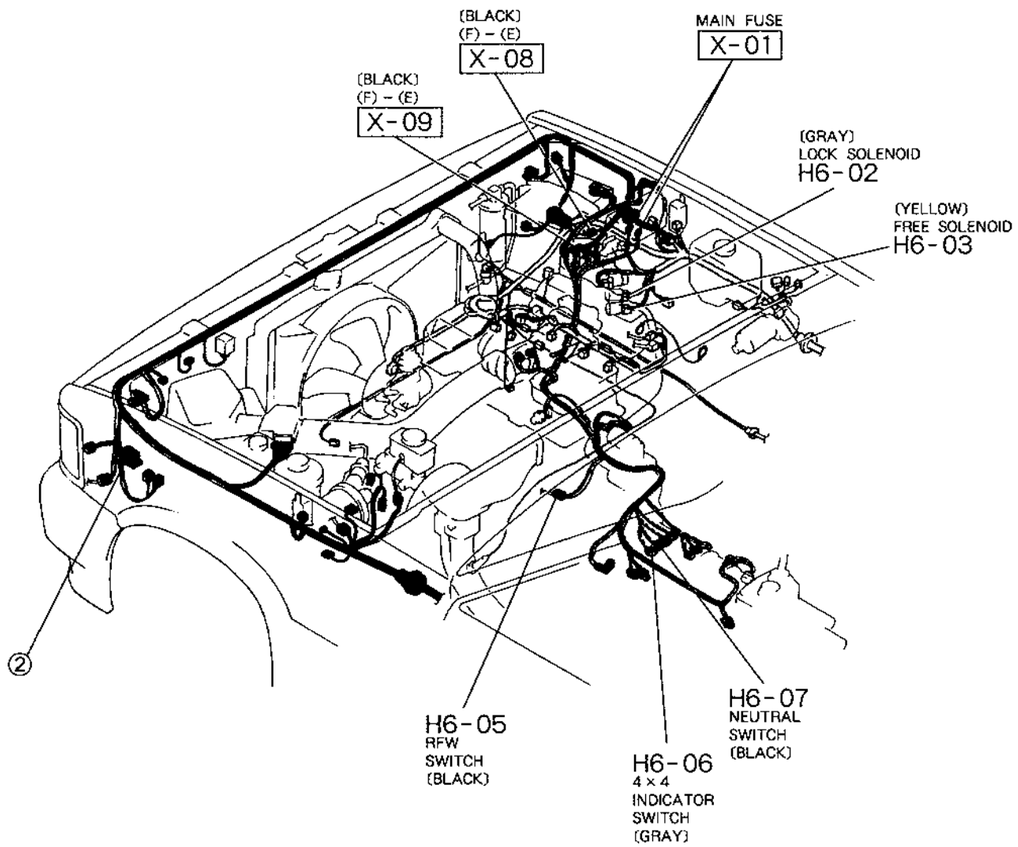
H6-07 NEUTRAL SWITCH (E)

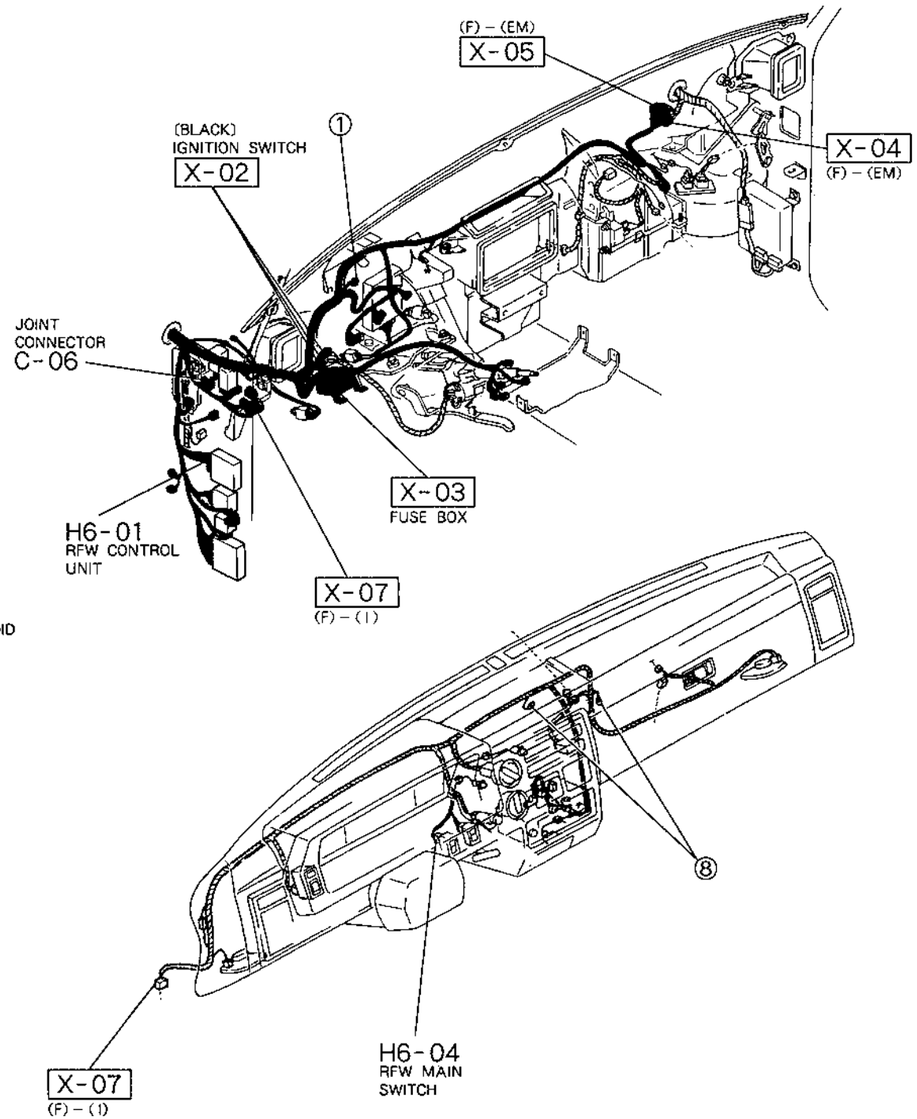


C-06 JOINT CONNECTOR (F)



H-6


(BLACK)
(F) – (E)
X-08
(BLACK)
(F) – (E)
X-09
MAIN FUSE
X-01
(GRAY)
LOCK SOLENOID
H6-02
(YELLOW)
FREE SOLENOID
H6-03
②
H6-05
RFW
SWITCH
(BLACK)
H6-06
4 × 4
INDICATOR
SWITCH
(GRAY)
H6-07
NEUTRAL
SWITCH
(BLACK)


(F) – (EM)
X-05
(BLACK)
IGNITION SWITCH
X-02
①
X-04
(F) – (EM)
JOINT
CONNECTOR
C-06
X-03
FUSE BOX
H6-01
RFW CONTROL
UNIT
X-07
(F) – (I)

⑧
X-07
(F) – (I)
H6-04
RFW MAIN
SWITCH

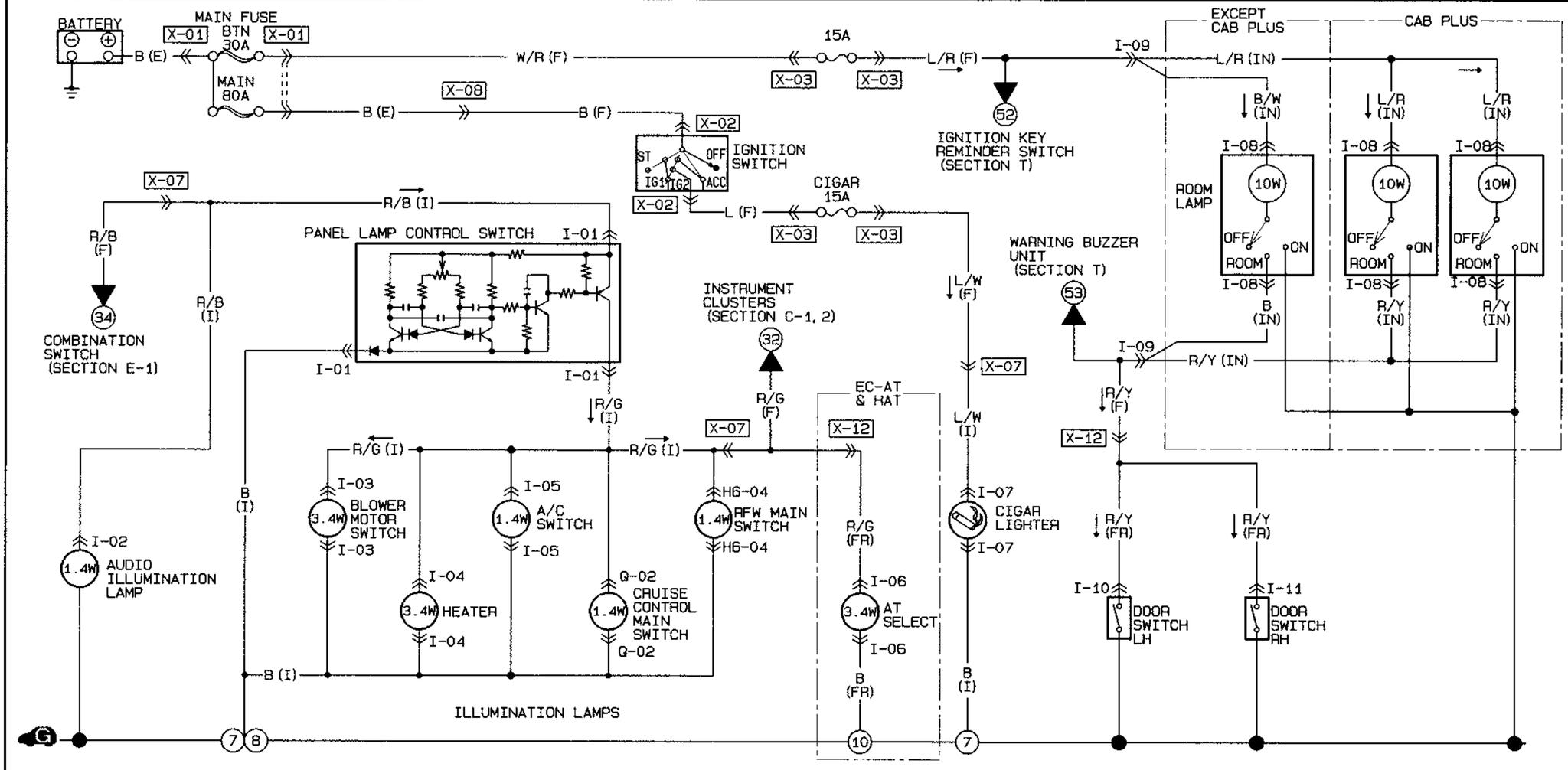
Z WIRING DIAGRAM

Terminal voltage

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

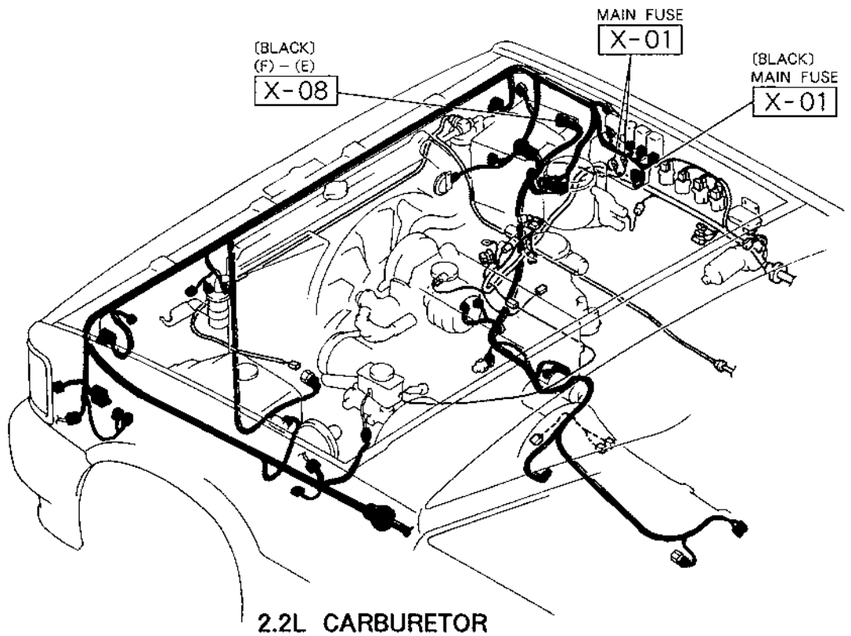
■ CIGAR LIGHTER ■ ILLUMINATION LAMPS ■ ROOM LAMP

I

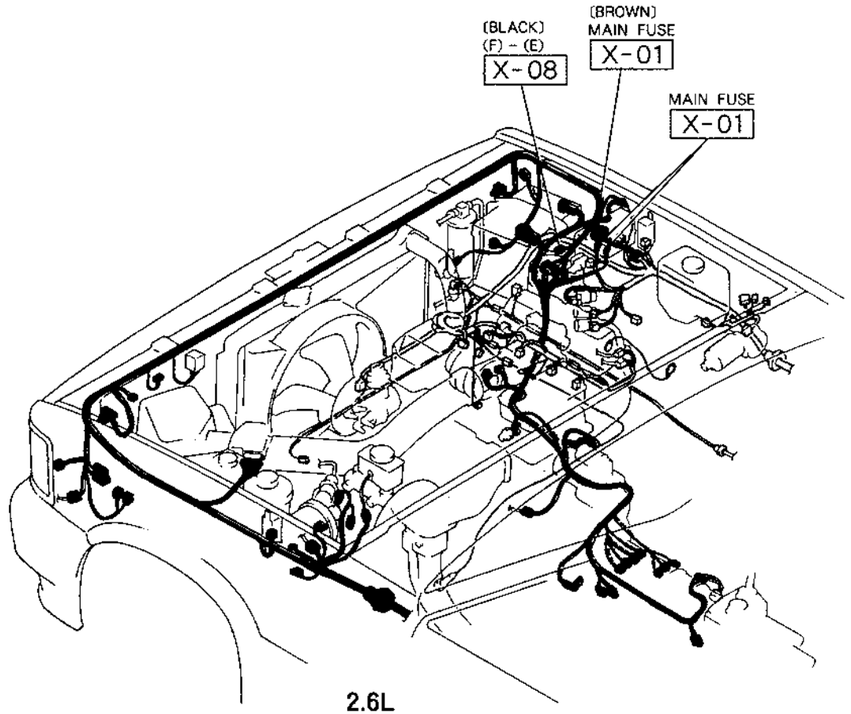


I-01 PANEL LAMP CONTROL SWITCH (I) B / R/G R/B	I-02 AUDIO ILLUMINATION LAMP (I) L/W R/B	I-03 BLOWER MOTOR SWITCH ILLUMINATION LAMP (I) B R/G	I-04 HEATER ILLUMINATION LAMP (I) R/G / B	I-05 A/C SWITCH ILLUMINATION LAMP (I) R/G / B	I-06 AT SELECT ILLUMINATION LAMP (FR) R/G / B	I-07 CIGAR LIGHTER (I) L/W / B
I-08 ROOM LAMP (IN) EXCEPT CAB PLUS: B/W / B CAB PLUS: L/R / R/Y; R/Y / L/R	I-09 CONNECTOR BETWEEN FRONT (F) & INTERIOR (IN) (F): L/R / R/Y (IN): L/R (B/W) / R/Y (B) ( ) . . . EXCEPT CAB PLUS		I-10 DOOR SWITCH LH (FR) R/Y	I-11 DOOR SWITCH RH (FR) R/Y		
H6-04 RFW MAIN SWITCH ILLUMINATION LAMP (I) W / B/Y; B / G/L / R/G	Q-02 CRUISE CONTROL MAIN SWITCH ILLUMINATION LAMP (I) R/G / L/O; B / B/Y / L/B / B					

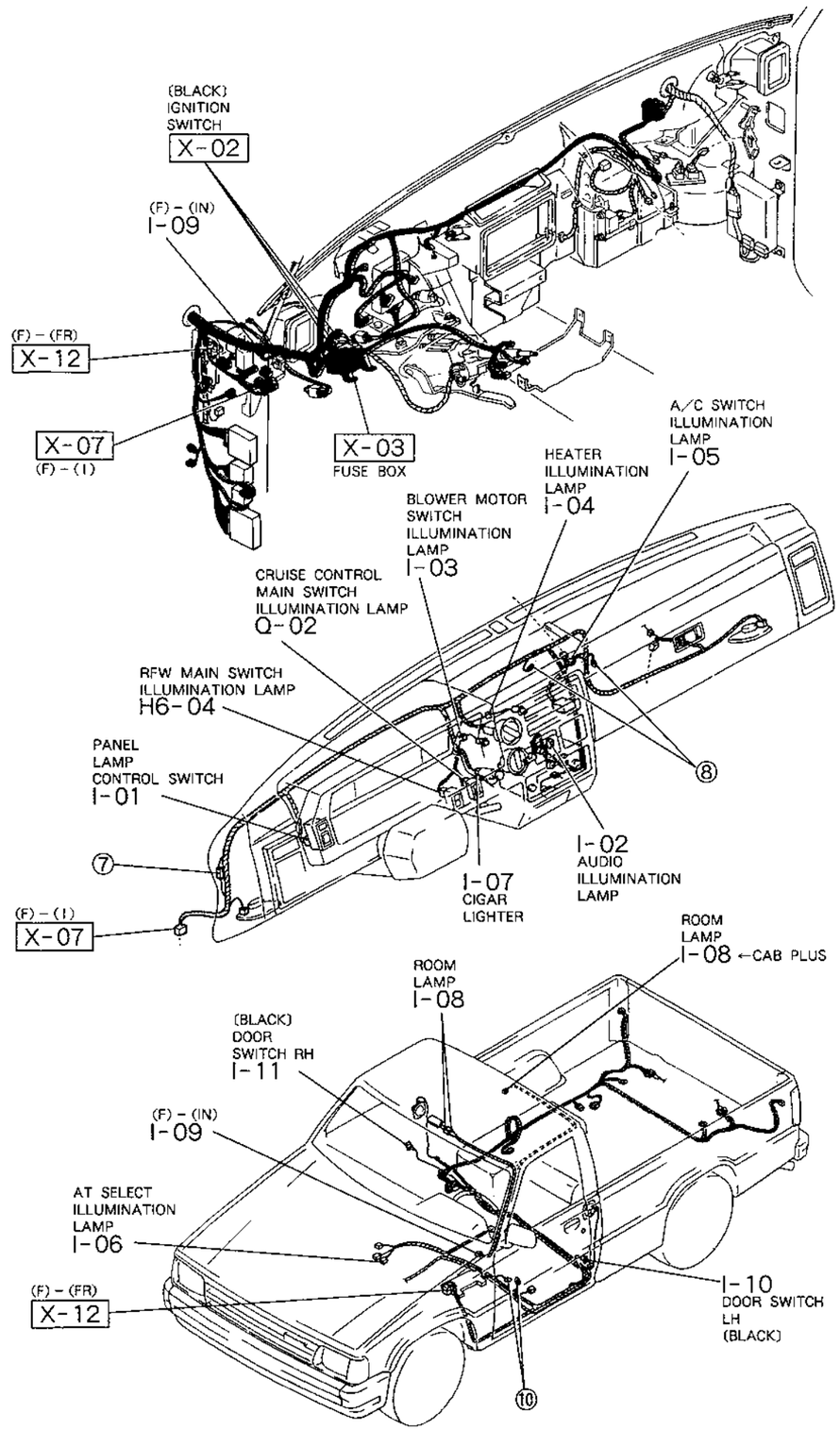
I



2.2L CARBURETOR

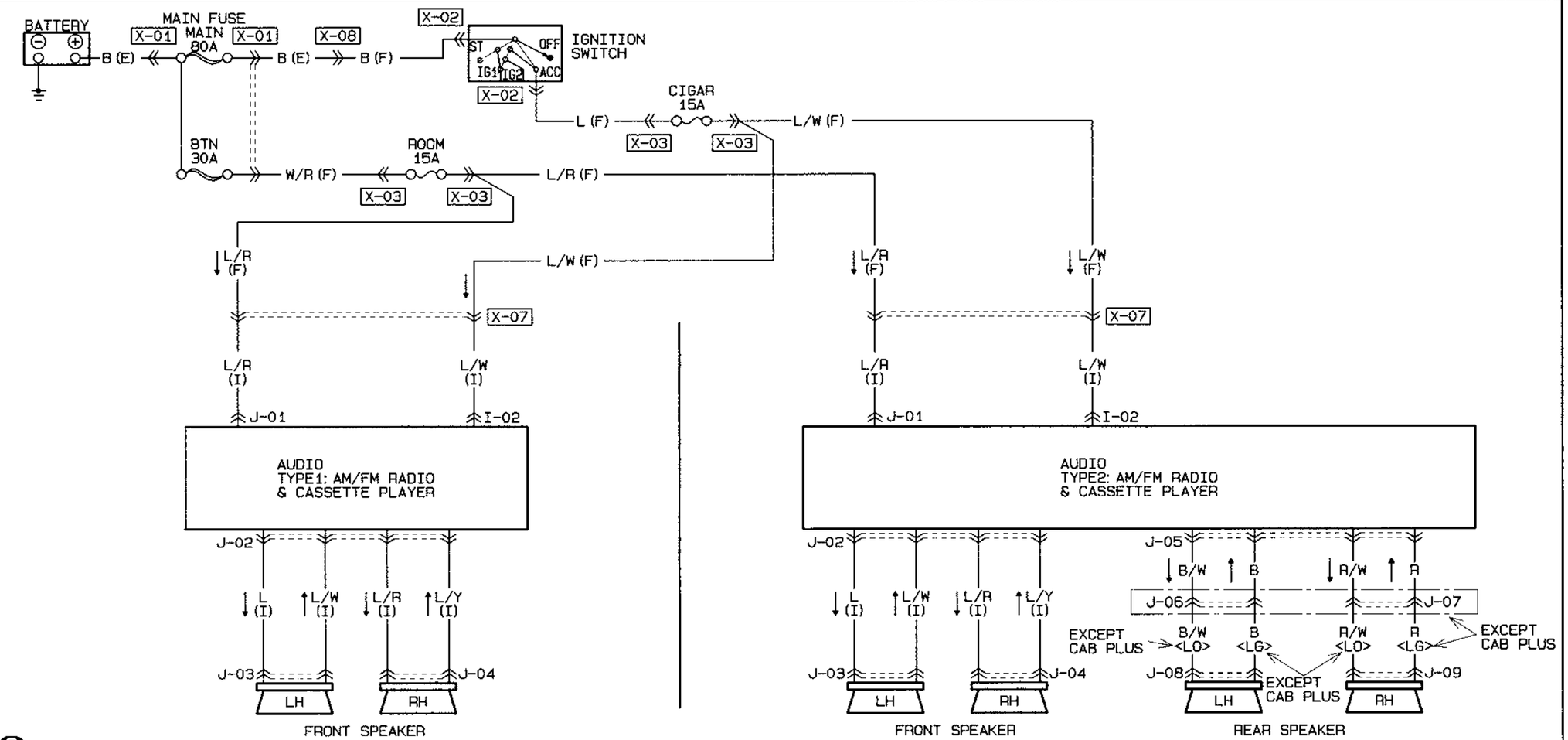


2.6L



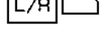
■ AUDIO (TYPE 1, 2)

J

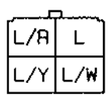


G

J-01 AUDIO (I)



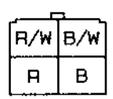
J-02 AUDIO (I)



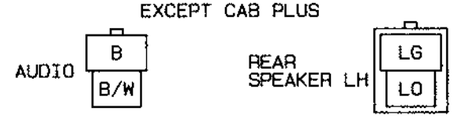
J-03 FRONT SPEAKER LH (I)

J-04 FRONT SPEAKER RH (I)

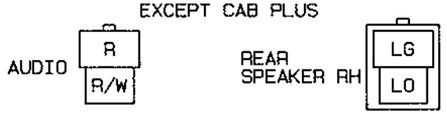
J-05 AUDIO



J-06 CONNECTOR BETWEEN AUDIO & REAR SPEAKER LH EXCEPT CAB PLUS



J-07 CONNECTOR BETWEEN AUDIO & REAR SPEAKER RH EXCEPT CAB PLUS



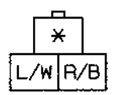
J-08 REAR SPEAKER LH

( ) . . . EXCEPT CAB PLUS

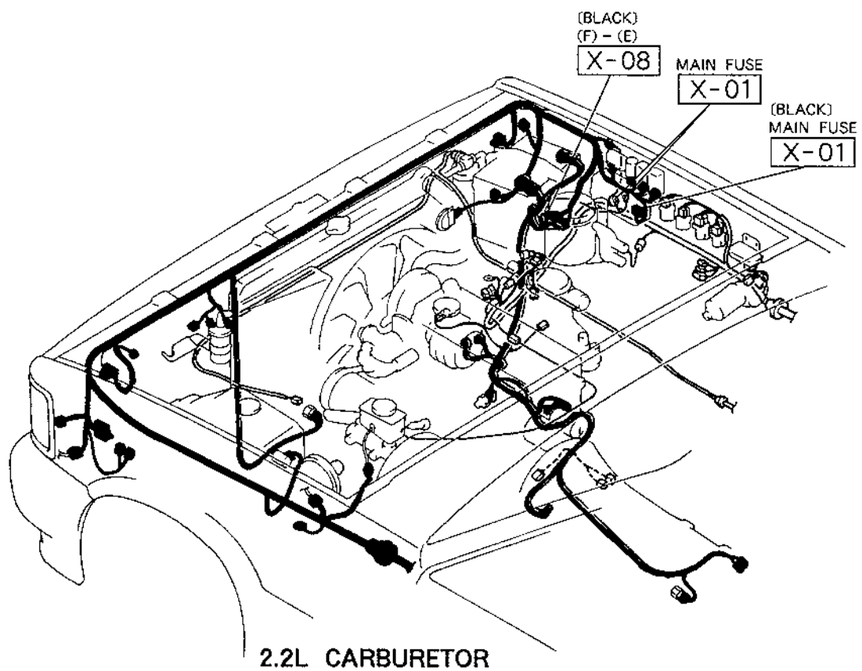
J-09 REAR SPEAKER RH

( ) . . . EXCEPT CAB PLUS

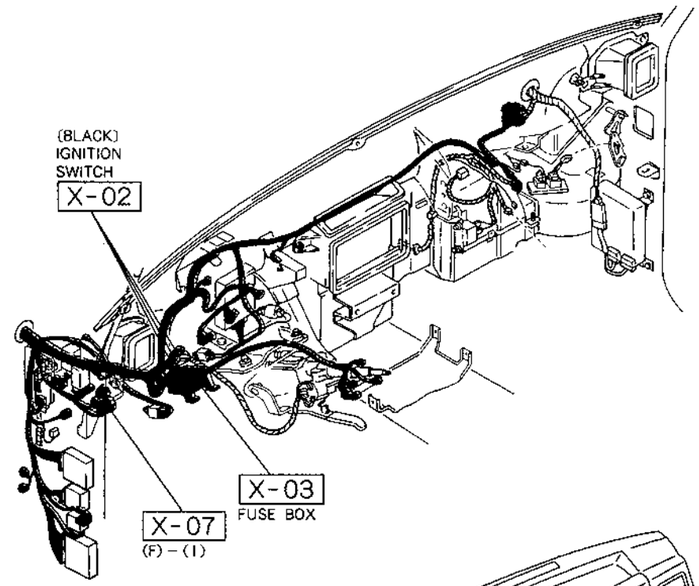
I-02 AUDIO (I)

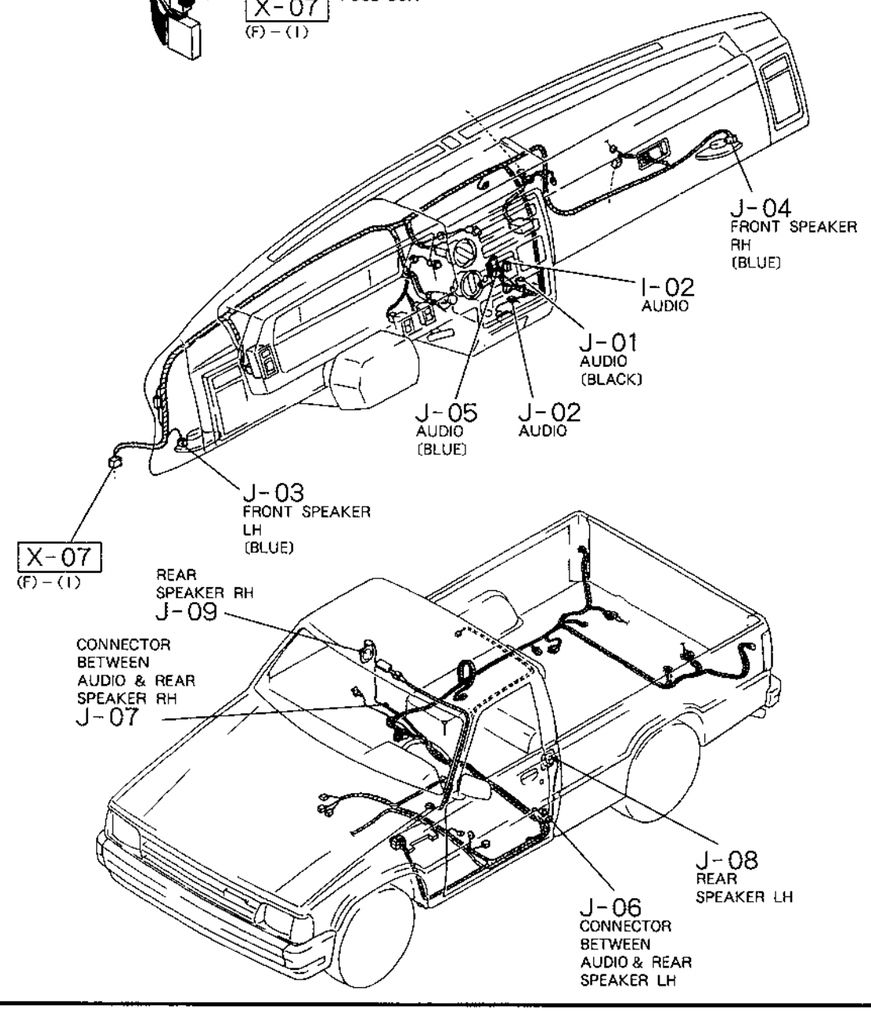


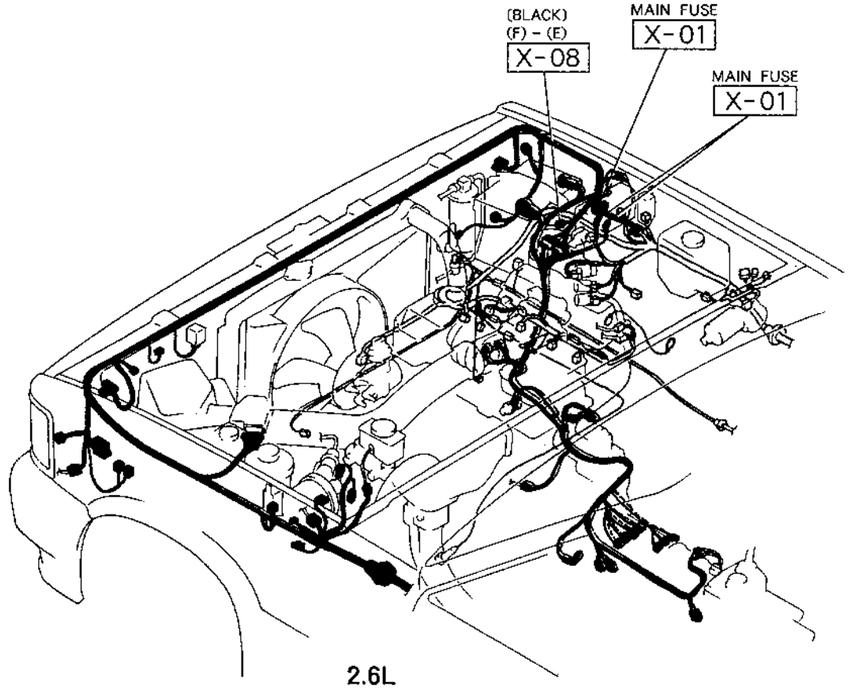
J



2.2L CARBURETOR

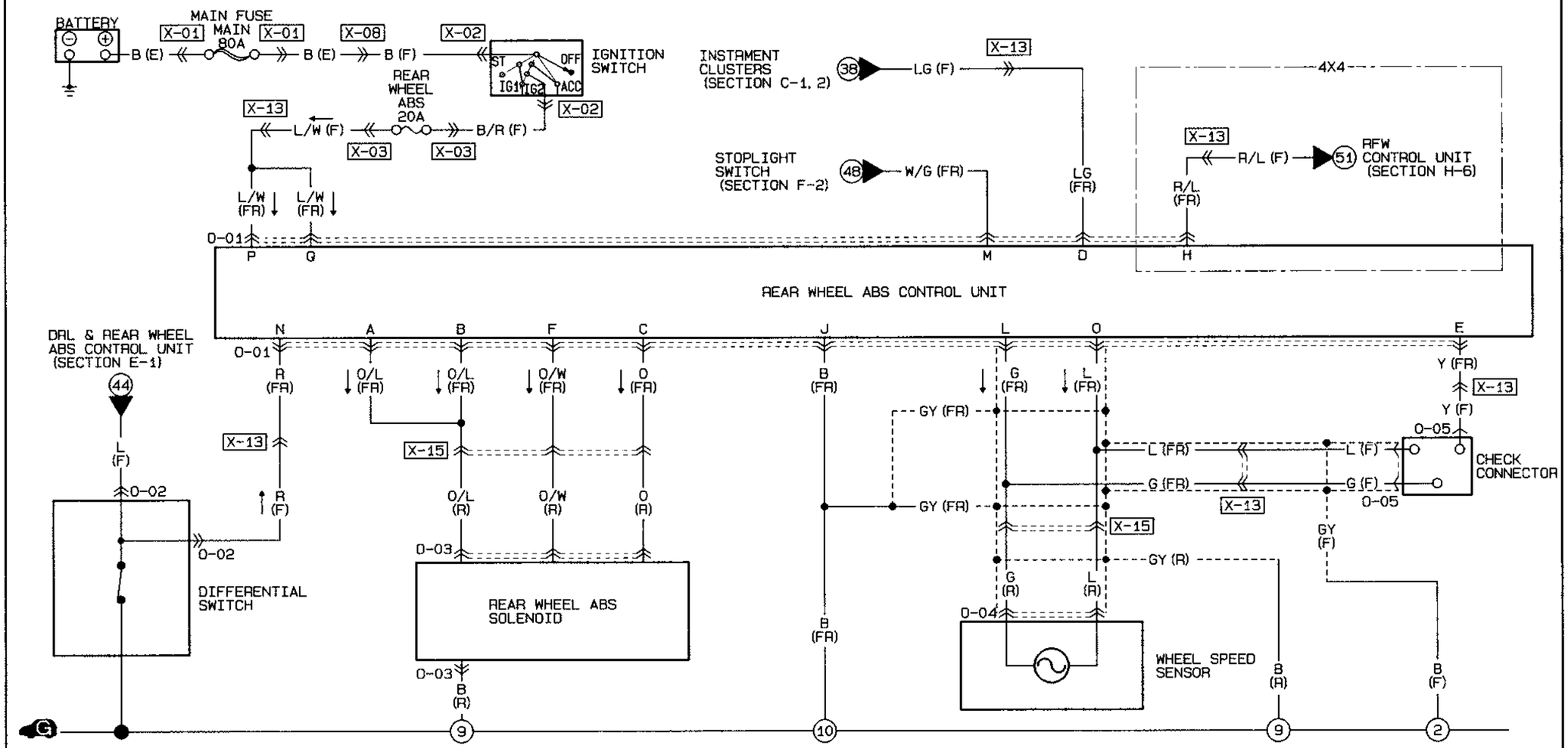




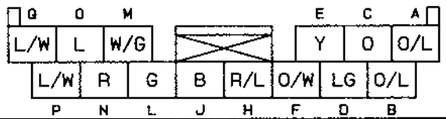


2.6L

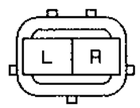
■ REAR WHEEL ANTI-LOCK BRAKE SYSTEM



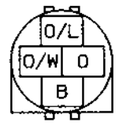
O-01 REAR WHEEL ABS CONTROL UNIT (FR)



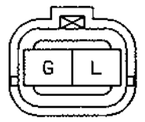
O-02 DIFFERENTIAL SWITCH (F)



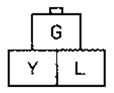
O-03 REAR WHEEL ABS SOLENOID (R)



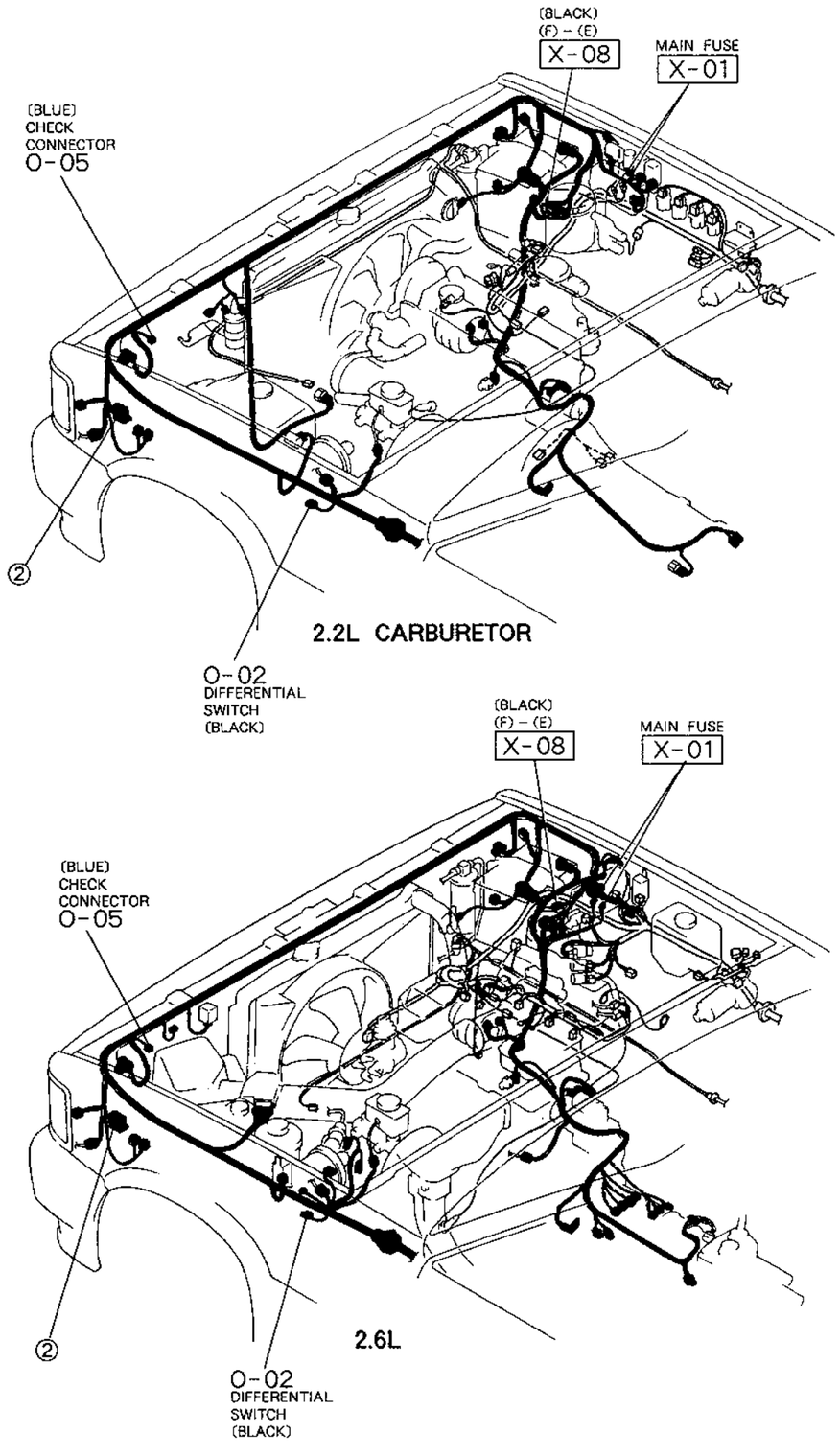
O-04 WHEEL SPEED SENSOR (R)

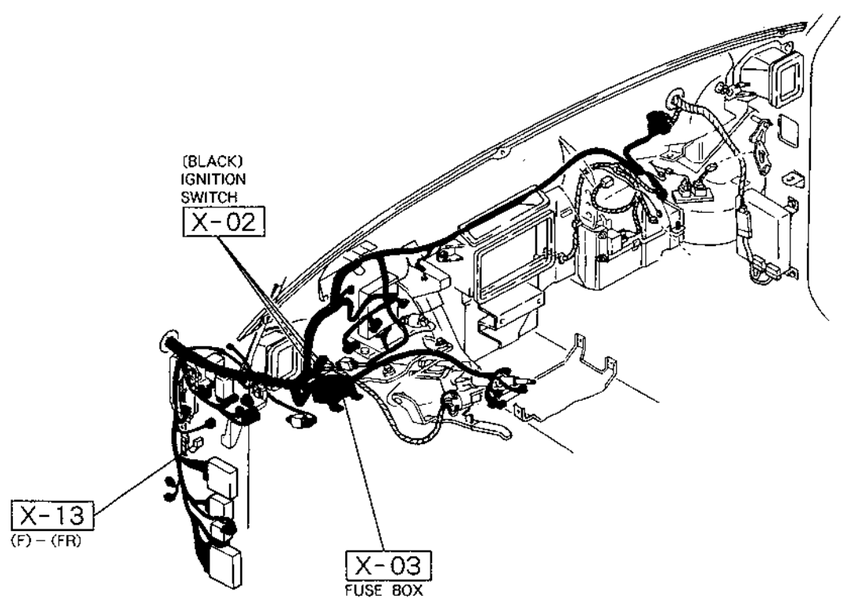


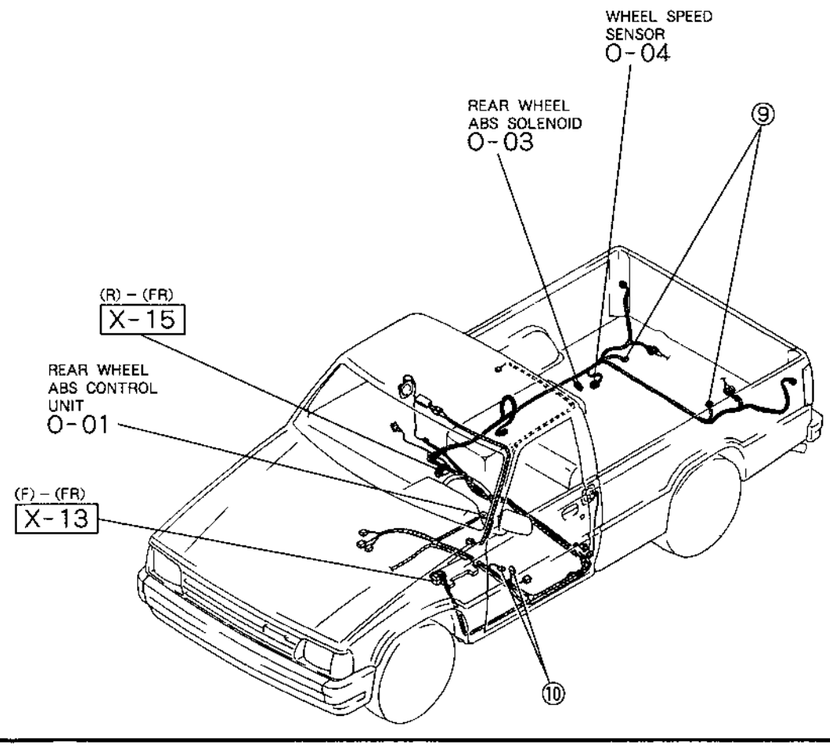
O-05 CHECK CONNECTOR (F)



O


(BLACK)
(F) – (E)
X-08
MAIN FUSE
X-01
(BLUE)
CHECK
CONNECTOR
O-05
②
O-02
DIFFERENTIAL
SWITCH
(BLACK)
2.2L CARBURETOR
(BLACK)
(F) – (E)
X-08
MAIN FUSE
X-01
(BLUE)
CHECK
CONNECTOR
O-05
②
O-02
DIFFERENTIAL
SWITCH
(BLACK)
2.6L


(BLACK)
IGNITION
SWITCH
X-02
X-13
(F) – (FR)
X-03
FUSE BOX


WHEEL SPEED
SENSOR
O-04
REAR WHEEL
ABS SOLENOID
O-03
⑨
(R) – (FR)
X-15
REAR WHEEL
ABS CONTROL
UNIT
O-01
(F) – (FR)
X-13
⑩

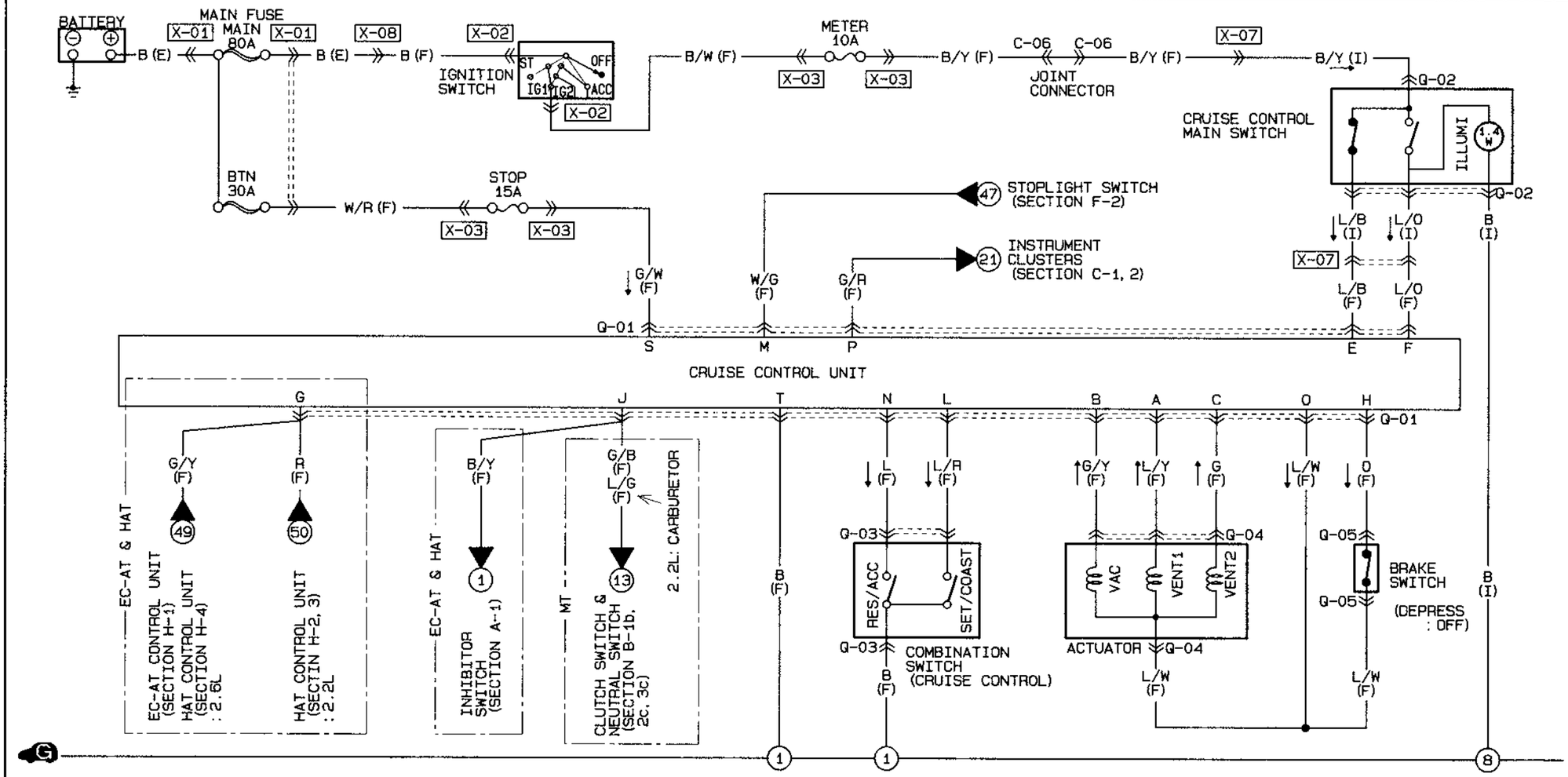
Z WIRING DIAGRAM

Terminal voltage

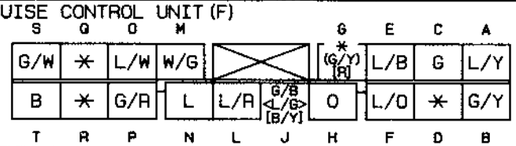
Tester connection ( ) indicates wire color	Measured item	Remark	Resistance (Battery cable off)	Voltage (IG switch ON)
L (G) – 0 (L)	Speed sensor	—	Approx. 1.4 kΩ	—
P (L/W) – Ground	Battery	—	∞	Approx. 12—14V
N (R) — Ground	Pressure differential switch (PBV)	Parking sw. ON	1Ω	Approx. 12—14V
		Parking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

■ CRUISE CONTROL SYSTEM

Q

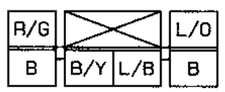


Q-01 CRUISE CONTROL UNIT (F)

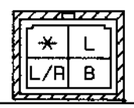


( ) . . . EC-AT & HAT 2.6L
< > . . . MT 2.2L: CARBURETOR
[ ] . . . EC-AT & HAT

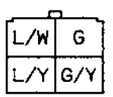
Q-02 CRUISE CONTROL MAIN SWITCH (I)



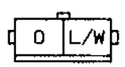
Q-03 COMBINATION SWITCH (CRUISE CONTROL) (F)



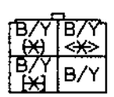
Q-04 ACTUATOR (F)



Q-05 BRAKE SWITCH (F)

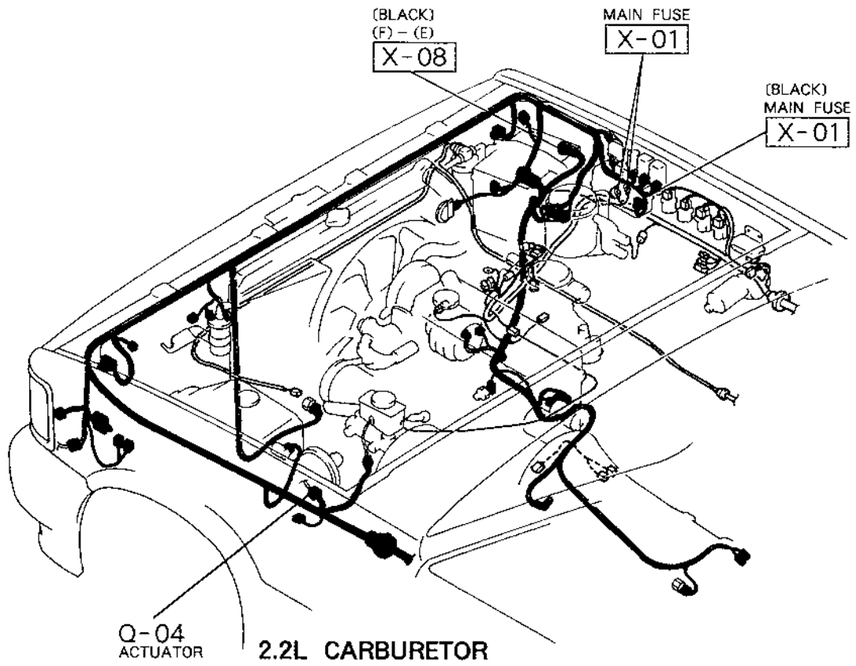


C-06 JOINT CONNECTOR (F)

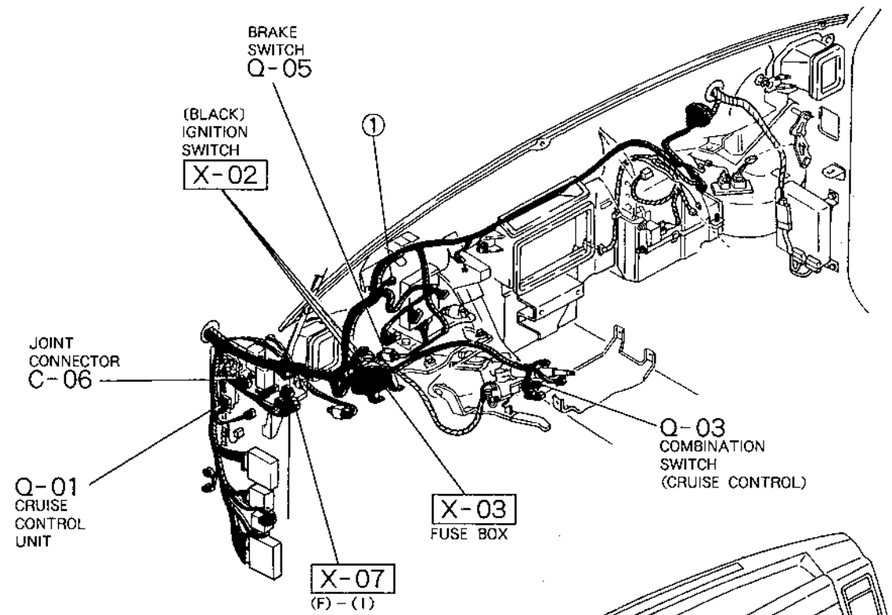


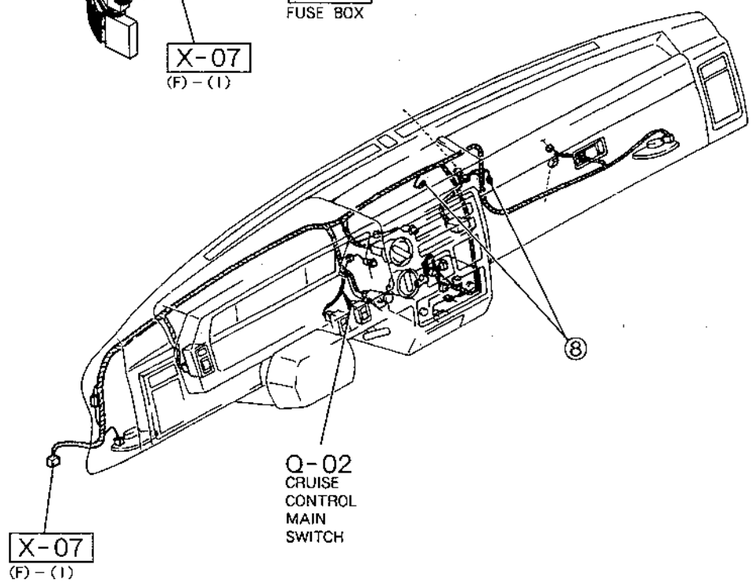
( ) . . . 2.2L: CARBURETOR
< > . . . MT 2.2L: CARBURETOR
[ ] . . . WITH RFW

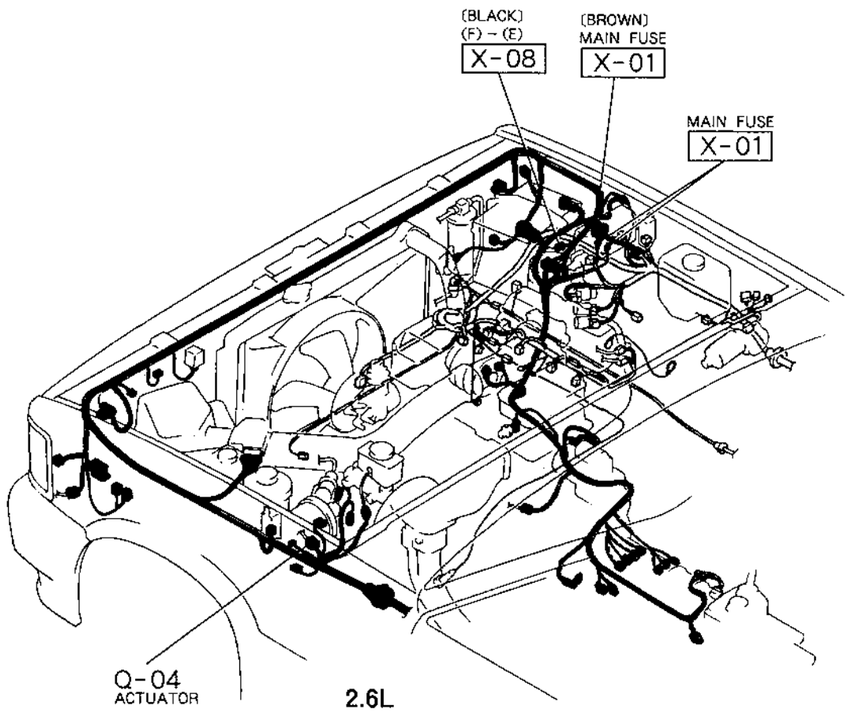
Q



2.2L CARBURETOR







2.6L

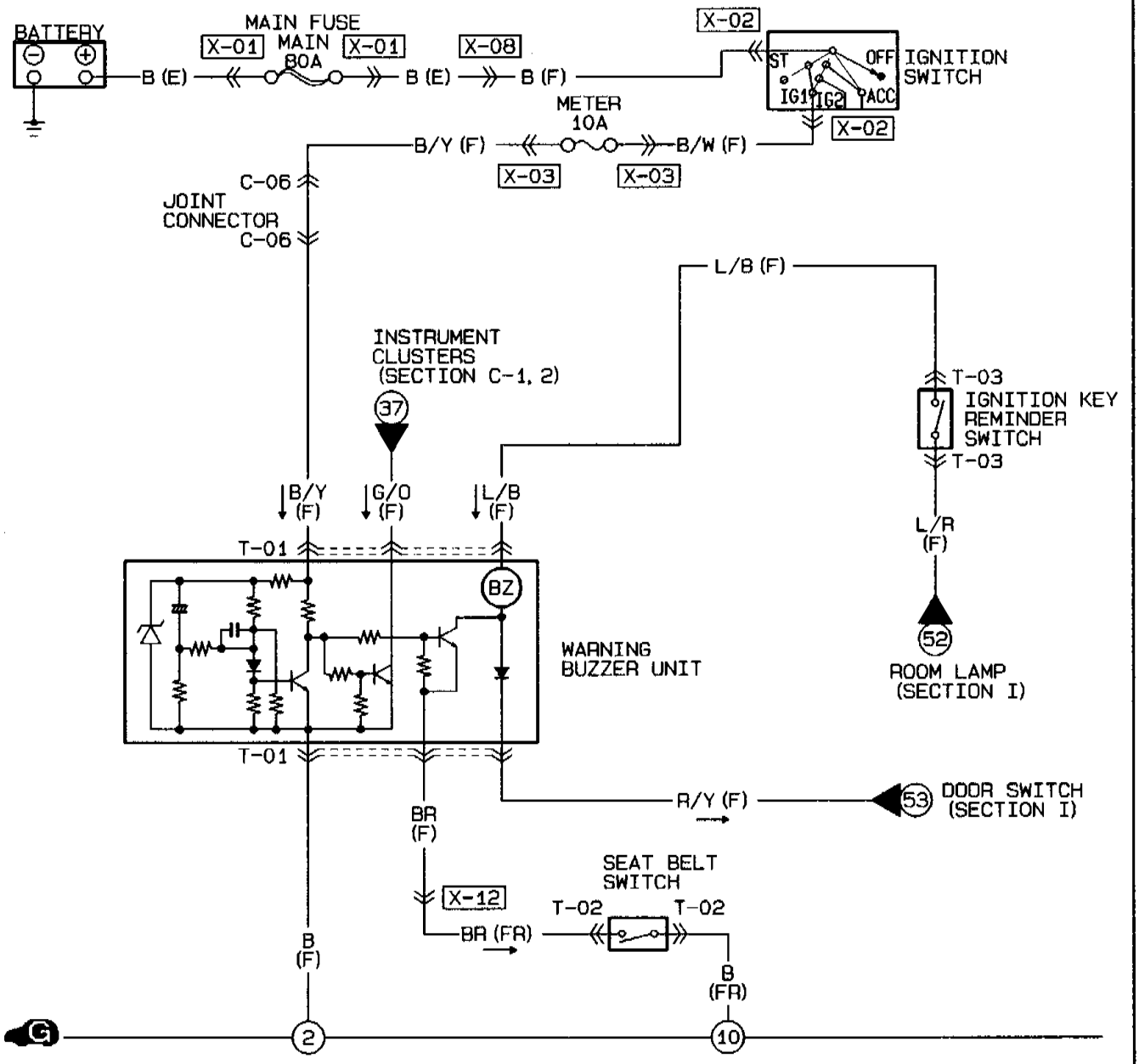
Z WIRING DIAGRAM

Terminal voltage

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

■ IGNITION KEY REMINDER BUZZER
■ SEAT BELT WARNING BUZZER

T



T-01 WARNING BUZZER UNIT (F)

B/Y			R/Y	✳
B	L/B	G/O	BR	✳

T-02 SEAT BELT SWITCH (FR)

B	
BR	✳

T-03 IGNITION KEY REMINDER SWITCH (F)

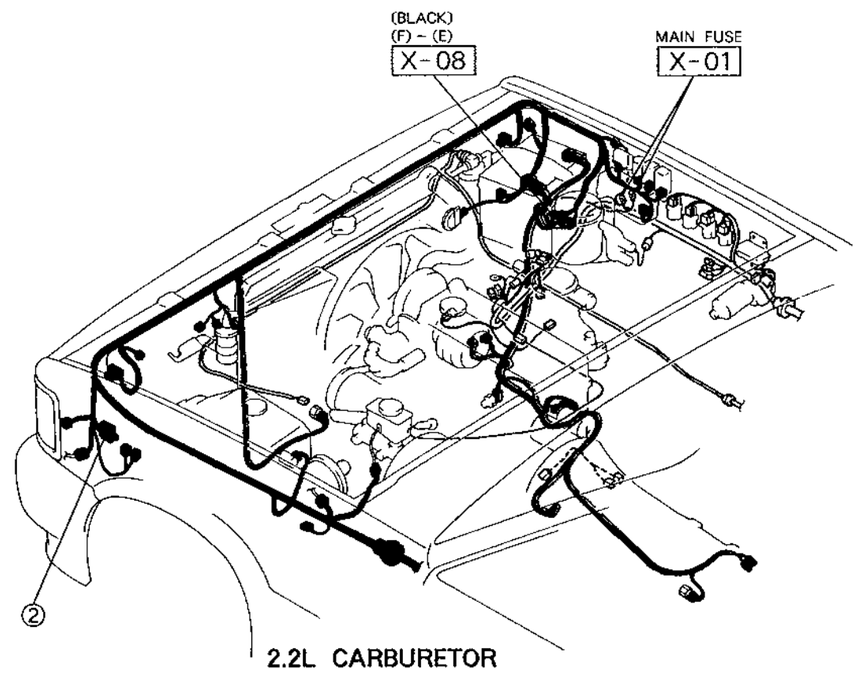
L/B	✳
L/R	✳

C-06 JOINT CONNECTOR (F)

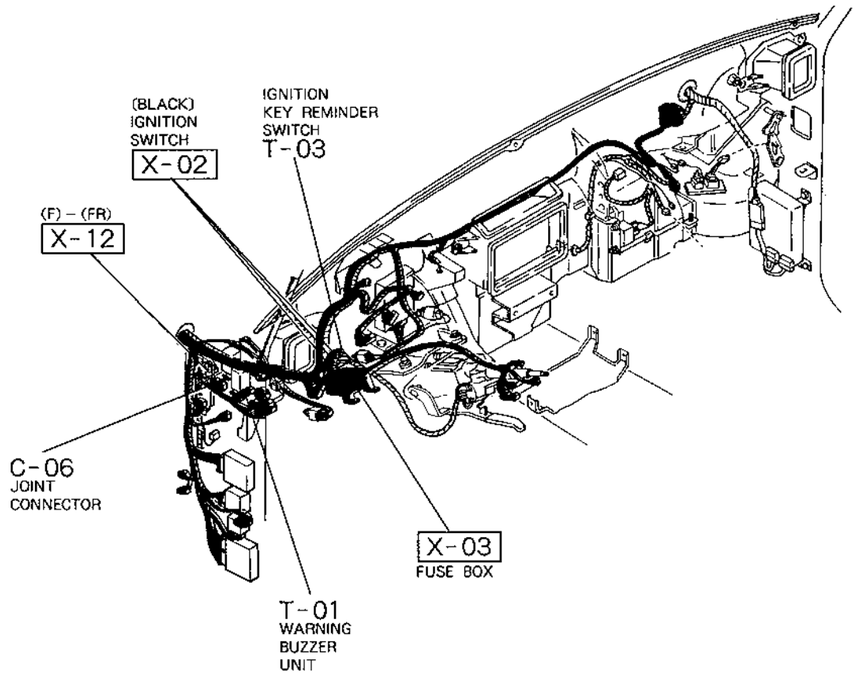
B/Y (✳)	B/Y (<✳>)
B/Y [✳]	B/Y

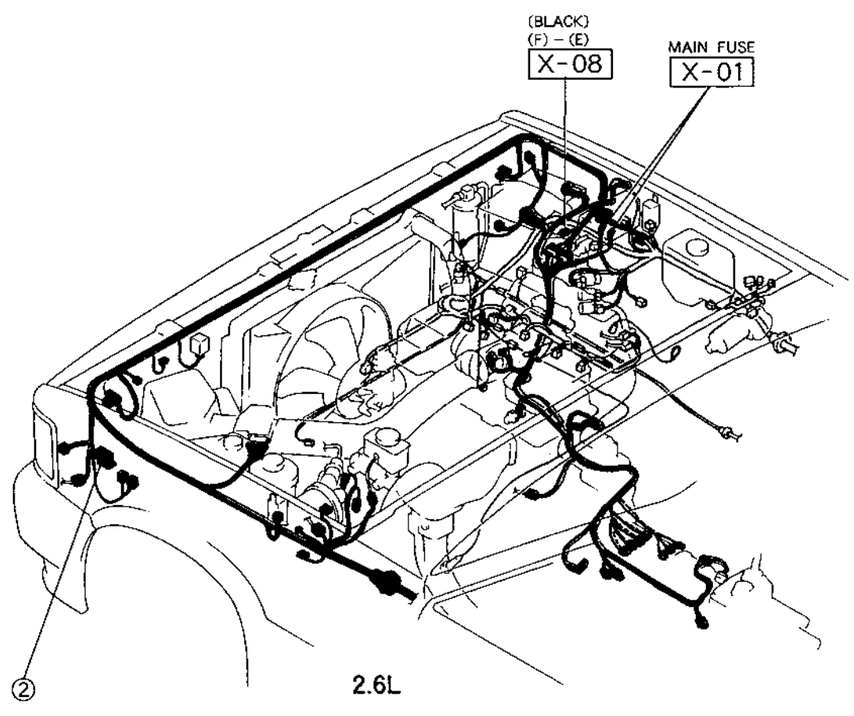
( ) ...2.2L: CARBURETOR
< > ...MT 2.2L: CARBURETOR
[ ] ...WITH RFW

T

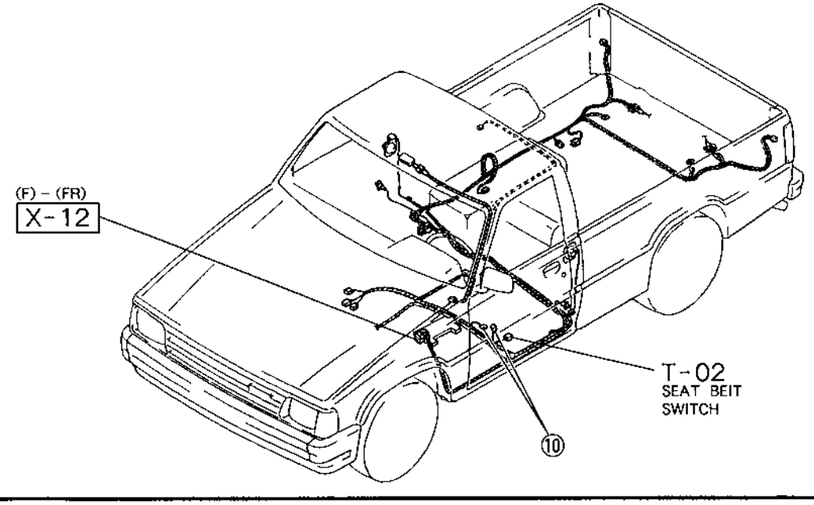


2.2L CARBURETOR



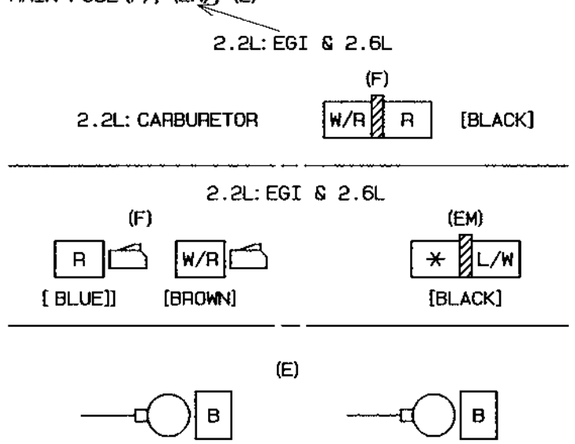


2.6L

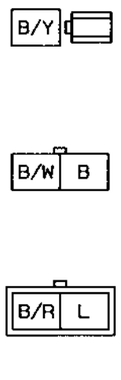


X-1 ■ COMMON CONNECTOR LIST

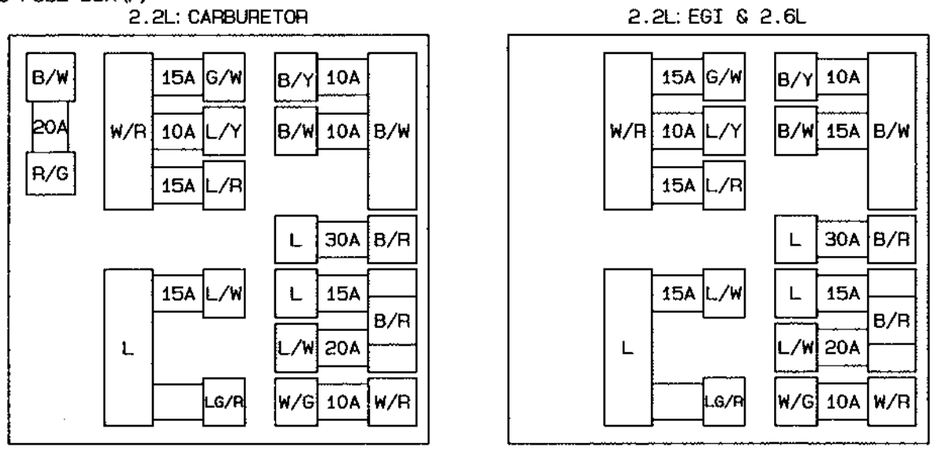
X-01 MAIN FUSE (F), (EM), (E)



X-02 IGNITION SWITCH (F)



X-03 FUSE BOX (F)



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

2.2L: EGI & 2.6L

( ) ...EC-AT 2.6L
< > ...MT
[ ] ...4X4 2.6L
{ } ...HAT 2.6L

(F)

* <B>	G/R	* [R]	*		*	* (L) (R)	R/B	R/W
* (B)	R/Y	* [LG]	*	R/L	L/O	* (G/Y)	* (G/W)	* (BR/W)

(EM)

R/W	R/B	L	*		*	R	G/R	B
BR/W	G/W	G/Y	L/O	R/L	*	LG	R/Y	B

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

2.2L: CARBURETOR

(F) ( ) ...MT

L/R	B/LG	G/R			L/B	V/W	L/W
*	B/R		B		B/W	G/Y	L/Y
	Y/L		B/Y (L/G)		B/W	L	

(EM)

L/W	V/W	L/B			G/R	B/LG	L/R
L/Y	G/Y		B/W	B		B/R	*
	L		B/W	B/Y		Y/L	

2.2L: EGI

(F) ( ) ...MT

L/R	Y/B	*			L/B	W/G	L/W
*	W		B		B/W	L/G	L/Y
	R/Y		B/G		B/Y (G/B)	L	

(EM)

L/W	W/G	L/B			*	Y/W	L/R
L/Y	L/G		B/W	B		W	*
	L		B/Y	B/G		R/Y	

2.6L

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

L/R	Y/B	G/B <B/Y>			L/B	W/G	L/W
*	W		B		B/W	L/G	L/Y
	R/Y		*		*	L	

(EM)

L/W	W/G	L/B			B/Y	Y/B	L/R
L/Y	L/G		B/W	B		W	*
	L		*	*		R/Y	

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

2.2L: EGI

(F)

*	G/B	B/Y	*
B/L	G/Y	G/O	B/O

(EM)

*	B/Y	G/B	*
B/O	G/O	G/Y	B/L

2.6L

(F)

B/O	B/Y	G/B	
B/G	G/Y	G/O	

(EM)

G/B	B/Y	B/O	
G/O	G/Y	B/G	

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

( ) ...2.6L
< > ...2.2L: CARBURETOR

(F)

R/G	B/Y	R/B			L/O	L/R	R/Y <*>
L/W	*		*	*		L/B	* (G/L)
	*		*	*		* (W)	

(I)

R/Y	L/R	L/O			R/B	B/Y	R/G
* (G/L)	L/B		*	*		*	L/W
	* (W)		*	*		*	

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

( ) ...EC-AT & HAT

(F)

B/G (B/Y)	B

(E)

B	B/G (B/Y)


X

X-2 ■ COMMON CONNECTOR LIST

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

2.2L: CARBURETOR

(F)

W/R	W/B	Y/W
B/Y	R/W	Y/R

(E)

Y/W	W/B	W/R
Y/R	R/W	B/Y

2.2L: EGI

( ) . . . HAT

(F)

✳ (B/G)	Y/R	B/Y	B (✳)	W/R
✳	✳ (G/Y)	R/W	G/B (B/R)	W/B

(E)

W/R	B (✳)	B/Y	Y/R	✳ (B/G)
W/B	G/B (B/R)	R/W	✳ (G/Y)	✳

2.6L

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

(F)

R/G	Y/R	B/Y <B/W>	B (Y/L)	W/R
LG/B (W)	B/R (G)	R/W	G/B (B/R) <B/G>	W/B

(E)

W/R	B (Y/L)	B/Y <B/W>	Y/R	R/G (B/G)	
W/B	G/B (B/R) <B/G>	R/W	L/R (G)	LG/B (W)	

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

2.2L: CARBURETOR

HAT

(F)

B/R	B/R
G/Y	R

(E)

B/R	B/R
R	G/Y

MT

(F)

R	
B	L/G

(E)

R	
L/G	B

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

EC-AT 2.6L

(F)

R	O/G	BR/W	BR/B	BR	Y/L
O/W	O/L	BR/Y	BR/R	Y/G	G

(E)

Y/L	BR	BR/B	BR/W	O/G	R
G	Y/G	BR/R	BR/Y	O/L	O/W

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

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

(F)

R/Y	G/W		W/G	B/R <✳>
Y	G/B	L/R (✳)	R/B	B/R <✳>
P (✳)	R/W	B/Y (✳)	BR	R/G (✳)

(FR)

B/R	W/G		G/W	R/Y
B/R	R/B	L/R (✳)	G/B	Y
R/G (✳)	BR	B/Y (✳)	R/W	P (✳)

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

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

(F)

LG	R			Y
L/W	✳ (R/L)	L	G	✳

(FR)

Y			R	LG
✳	G	L	R/L	L/W

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

( ) . . . MT 2.2L: CARBURETOR

(R)

G/W	R/B			B/R (✳)
W/G	R/W	Y	G/B	B/R (✳)

(FR)

B/R			R/B	G/W
B/R	G/B	Y	R/W	W/G

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

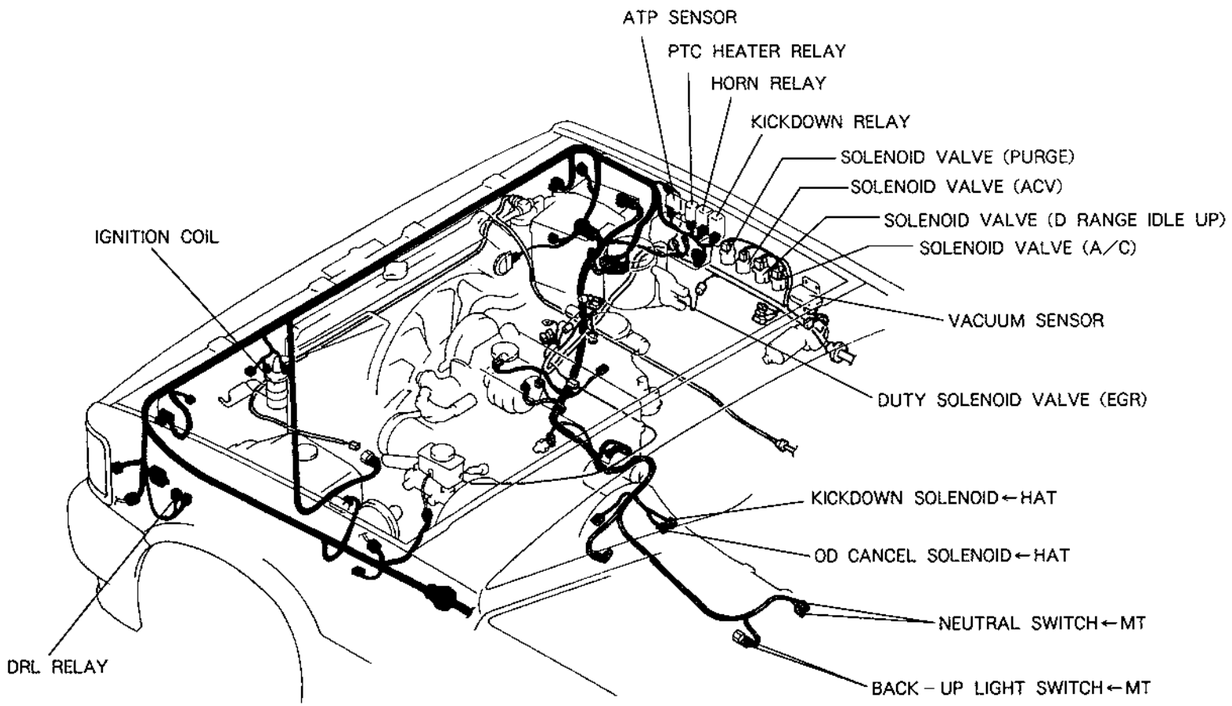
(R)

O			G
O/W	O/L	L	B

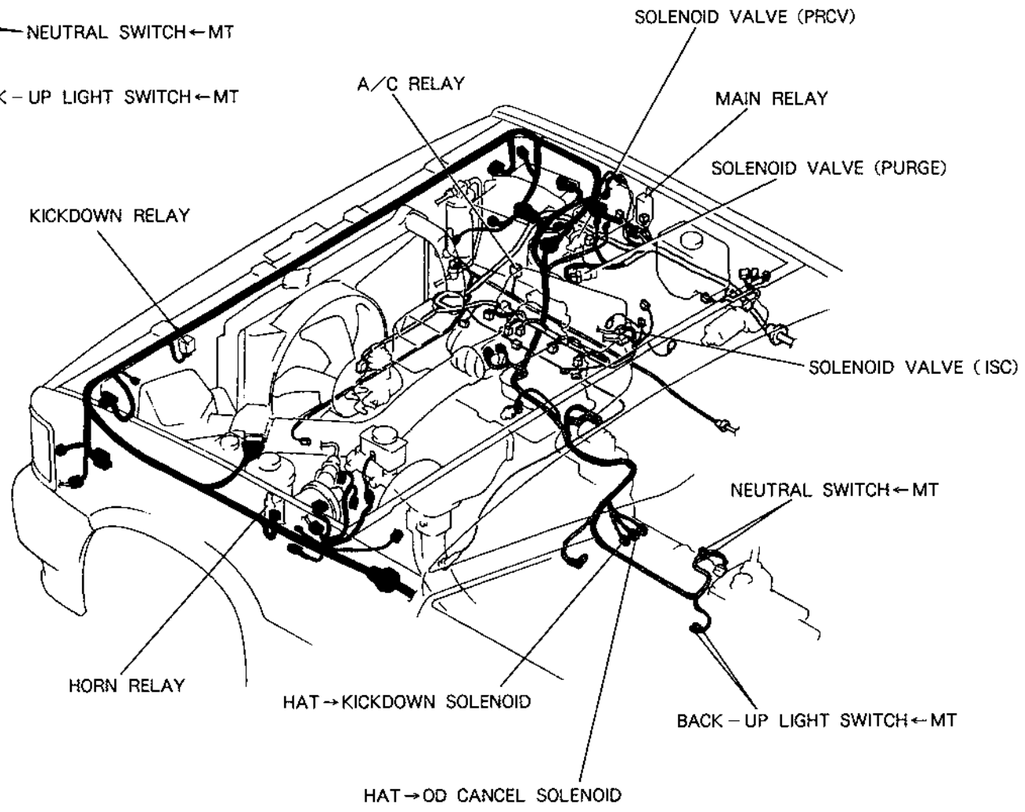
(FR)

G			O
B	L	O/L	O/W

PL



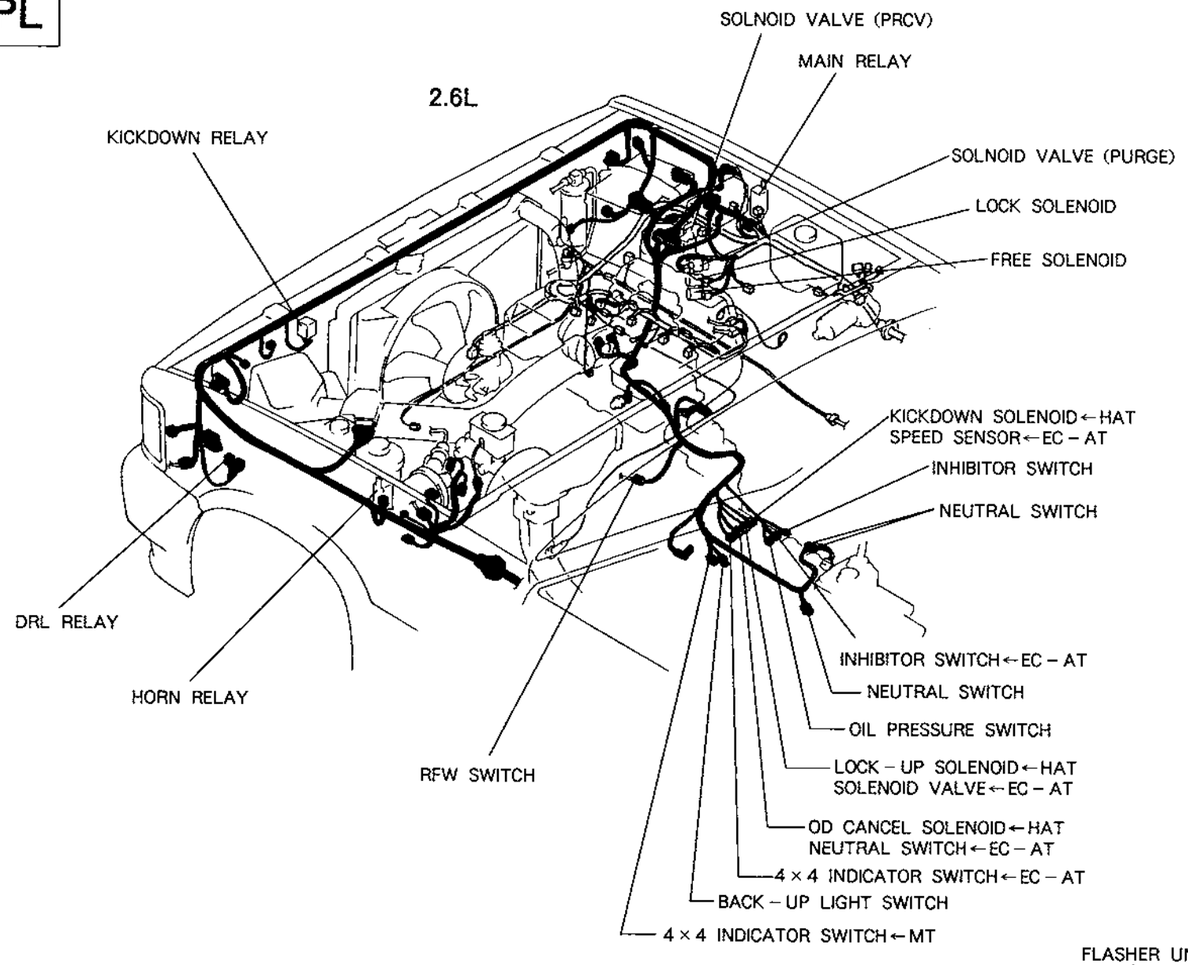
2.2L CARBURETOR

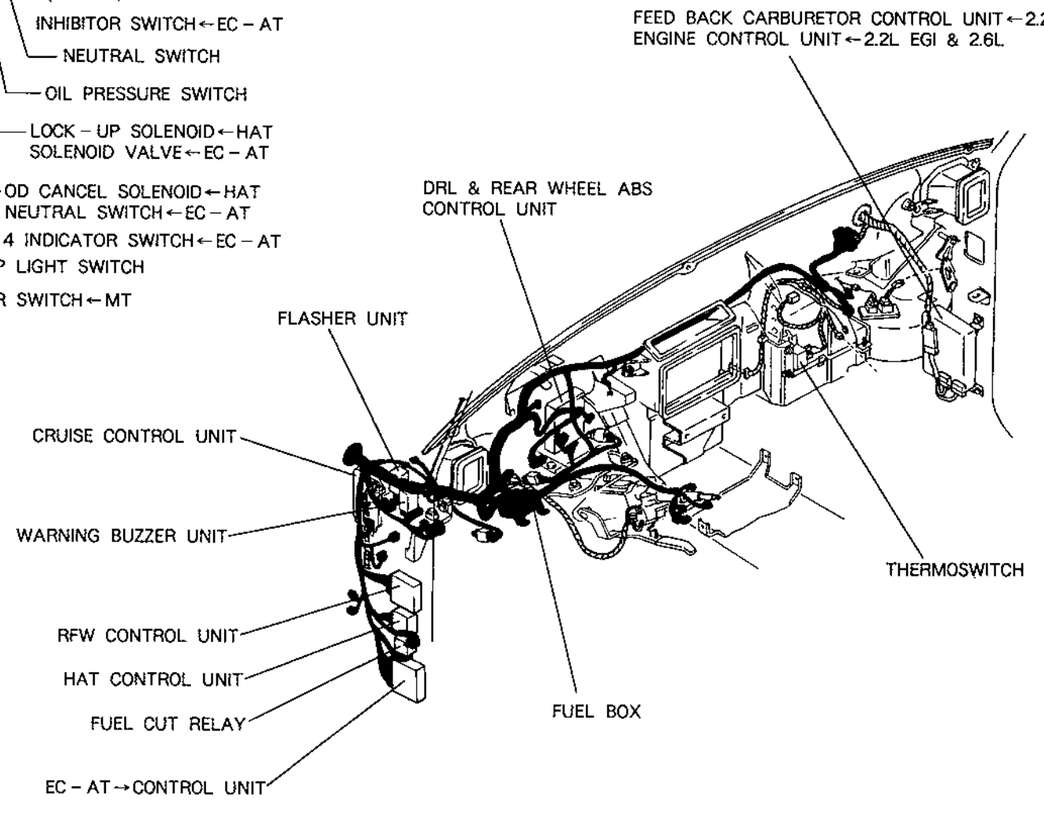


2.2L EGI

PL

2.6L


SOLNOID VALVE (PRCV)
MAIN RELAY
KICKDOWN RELAY
SOLNOID VALVE (PURGE)
LOCK SOLENOID
FREE SOLENOID
KICKDOWN SOLENOID←HAT
SPEED SENSOR←EC – AT
INHIBITOR SWITCH
NEUTRAL SWITCH
DRL RELAY
HORN RELAY
INHIBITOR SWITCH←EC – AT
NEUTRAL SWITCH
OIL PRESSURE SWITCH
RFW SWITCH
LOCK – UP SOLENOID←HAT
SOLENOID VALVE←EC – AT
OD CANCEL SOLENOID←HAT
NEUTRAL SWITCH←EC – AT
4 × 4 INDICATOR SWITCH←EC – AT
BACK – UP LIGHT SWITCH
4 × 4 INDICATOR SWITCH←MT


FEED BACK CARBURETOR CONTROL UNIT←2.2L CARBURETOR
ENGINE CONTROL UNIT←2.2L EGI & 2.6L
DRL & REAR WHEEL ABS
CONTROL UNIT
FLASHER UNIT
CRUISE CONTROL UNIT
WARNING BUZZER UNIT
THERMOSWITCH
RFW CONTROL UNIT
HAT CONTROL UNIT
FUEL CUT RELAY
EC – AT→CONTROL UNIT
FUEL BOX

PL

PARTS INDEX

PI

PARTS INDEX