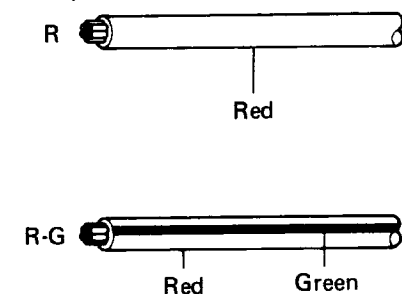
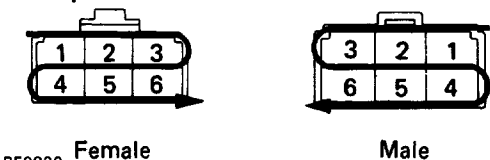


# BODY ELECTRICAL SYSTEM

**Example:**

BE1359

**Example:**

BE0832

Female

Male

## GENERAL INFORMATION

### Wiring color code

Wire colors are indicated by an alphabetical code.

B = Black L = Blue R = Red

BR = Brown LG = Light Green V = Violet

G = Green O = Orange W = White

GR = Gray P = Pink \* = Yellow

The first letter indicates the basic wire color and the second letter indicates the color of the stripe.

### Connector

#### 1. PIN NUMBER OF FEMALE CONNECTOR

Numbered in order from upper left to lower right.

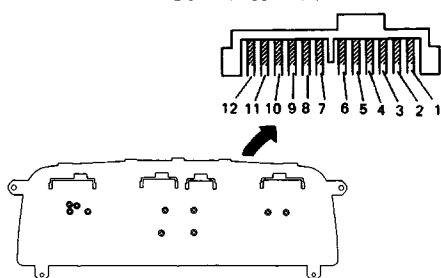
#### 2. PIN NUMBER OF MALE CONNECTOR

Numbered in order from upper right to lower left.

**HINT:** When connectors with different or the same number of terminals are used with the same parts, each connector name (letter of the alphabet) and pin number is specified.

**Example:**

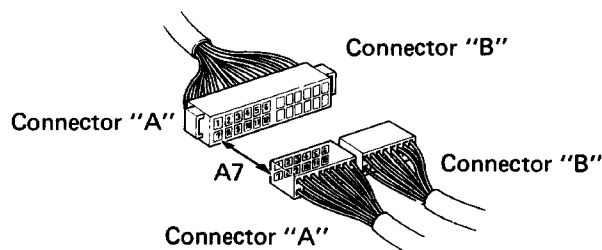
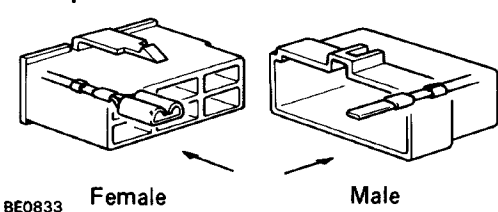
Connector "A"



BE1267

N03067 BE4130

e.g. A7 = No. 7 pin of connector "A"

**Example:**

BE0833

Female

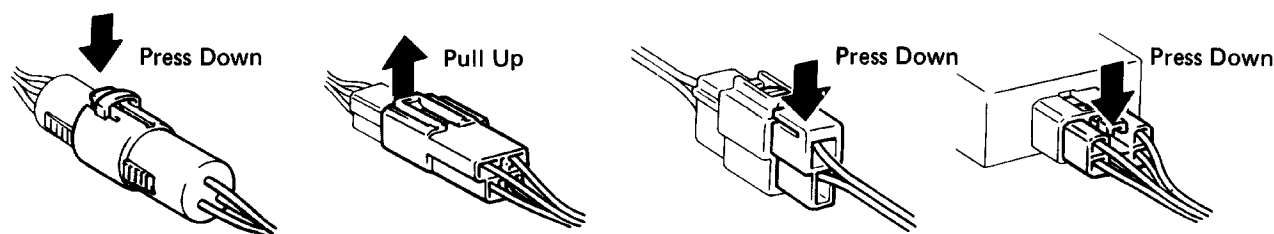
Male

### 3. DISTINCTION OF MALE AND FEMALE CONNECTORS

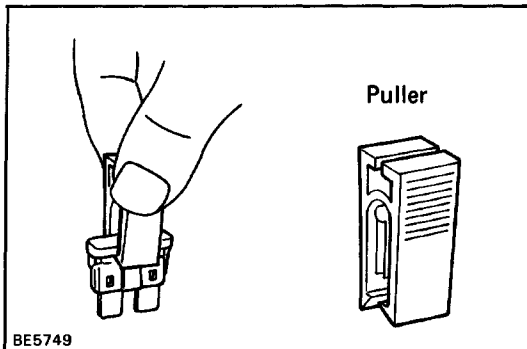
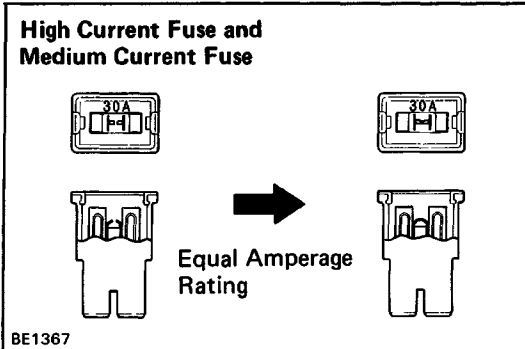
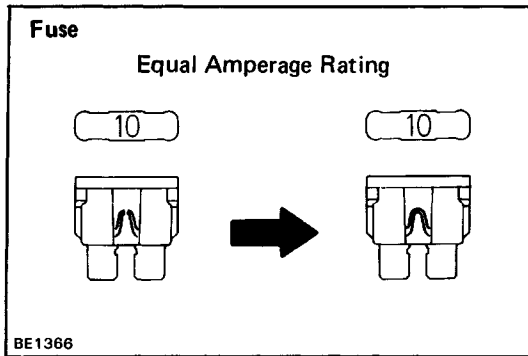
Male and female connectors are distinguished by shape of their internal pins.

- (a) All connectors are shown from the open end, and the lock is on top.
- (b) To pull apart the connectors, pull on the connector itself, not the wires.

**HINT:** Check to see what kind of connector you are disconnecting before pulling apart.

**Example:**

BE4131



## Replacement of High Current Fuse, Medium Current Fuse and Fuse

**HINT:** If replacing the fuse be sure to replace it with a fuse of fusible link with and equal amperege rating.

### NOTICE:

1. Turn off all electrical components and the ignition switch before replacing a fuse or fusible link. Do not exceed the fuse or fusible link amperage rating.
2. Always use a fuse puller for removing and inserting a fuse. Remove and insert straight in and out without twisting. Twisting could force open the terminals too much, resulting in a bad connection.

If a fuse or fusible link continues to blow, a short circuit is indicated. The system must be checked by a qualified technician.

### How to Inspect for System Inspection

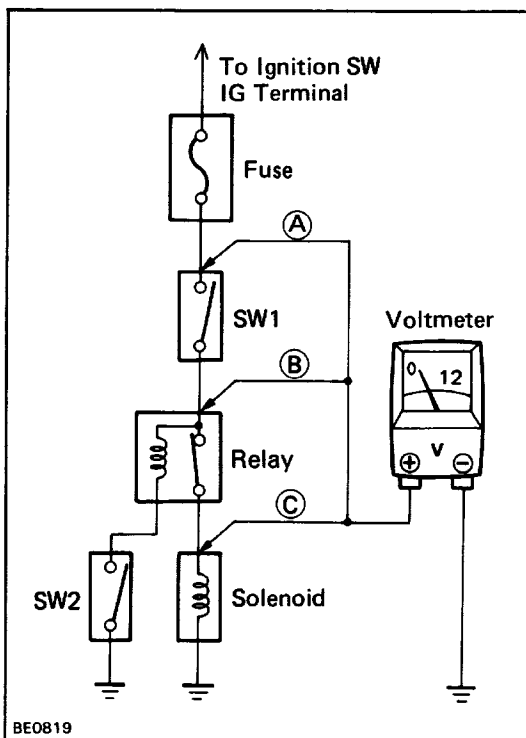
This inspection procedure is a simple troubleshooting which should be carried out on the vehicle during system operation and was prepared on the assumption of system component troubles (except for the wires and connectors, etc. ).

Always inspect the trouble taking the following items into consideration.

- Ground point fault
- Open or short circuit of the wire harness
- Connector or terminal connection fault
- Fuse or fusible link fault

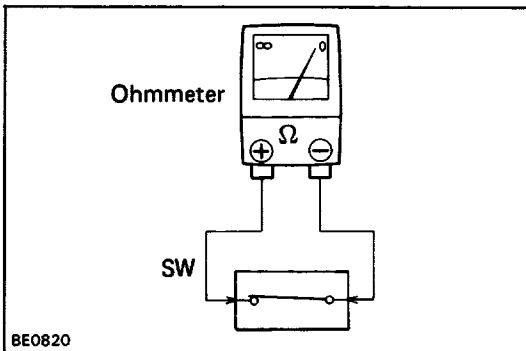
### NOTICE:

1. This is an on-vehicle inspection during system operations. Therefore, inspect the trouble with due regard for security.
2. In case of connecting the battery directly, be careful not to short circuit, and select the applicable voltage.



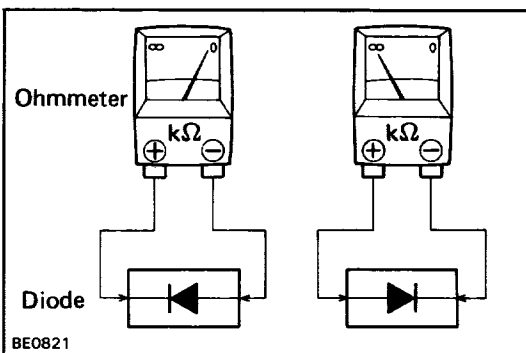
## Check for Voltage

- Establish conditions in which voltage is present at the check point.  
Example:  
(A) Ignition switch on  
(B) Ignition switch and switch 1 (SW 1) on.  
(C) Ignition switch, switch 1 (SW 1) and relay on (switch 2 (SW2) off).
- Using a voltmeter, connect the negative (–) lead to a good ground point or negative (–) battery terminal and the positive (+) lead to the connector or component terminal. This check can be done with a test bulb instead of a voltmeter.



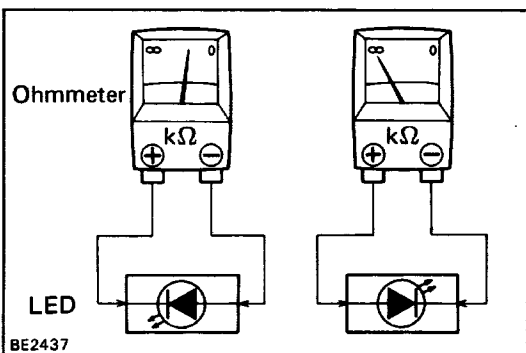
## Check for Continuity and Resistance

- Disconnect the battery terminal or wire so there is no voltage between the check points.
- Contact the two leads of an ohmmeter to each of the check points.



If the circuit has diodes, reverse the two leads and check again.

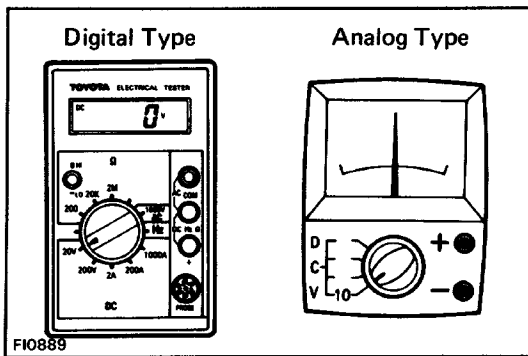
When contacting the negative (–) lead to the diode positive (+) side and the positive (+) lead to the negative (–) side, there should be continuity. When contacting the two leads in reverse, there should be no continuity.



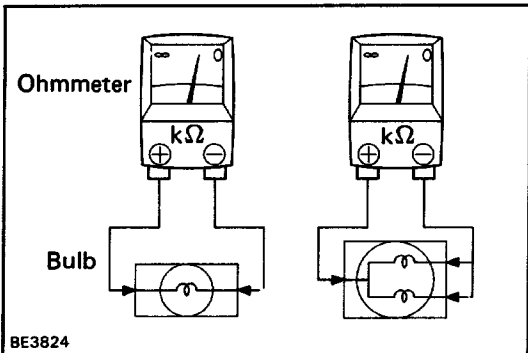
HINT: Specifications may vary depending on the type of tester, so refer to the tester's instruction manual before performing the inspection.

Check LED (Light Emitting Diode) in the same manner as that for diodes.

- Use a tester with a power source of 3 V or greater to overcome the circuit resistance.
- If a suitable tester is not available, apply battery positive voltage and check that the LED lights up.



- (c) Use a volt/ohmmeter with high impedance (10 k/V minimum) for troubleshooting of the electrical circuit.



## Check the Bulb

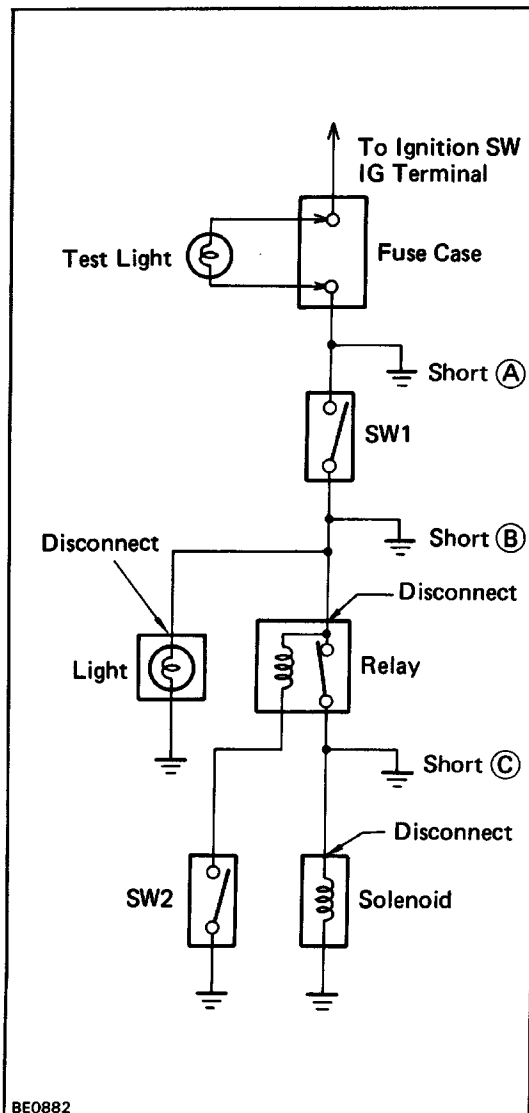
- Remove the bulb.
- There should be continuity between the respective terminals of the bulb together with a certain amount of resistance.
- Apply the two leads of the ohmmeter to each of the terminals.
- Apply battery positive voltage and check that the bulb light up.

## Check for Short Circuit

- Remove the blown fuse and eliminate all loads from the fuse.
- Connect a test bulb in place of the fuse.
- Establish conditions in which the test bulb comes on.

Example:

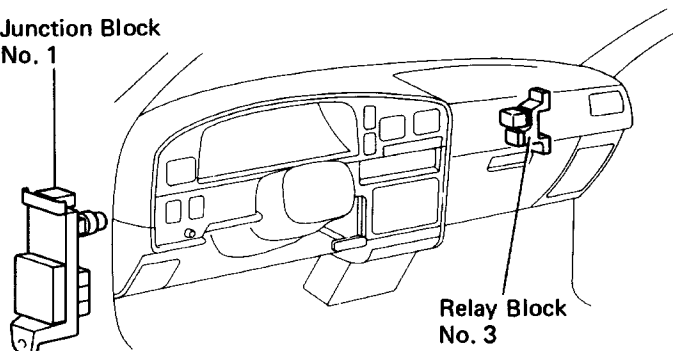
- Ignition switch on.
- Ignition switch and switch 1 (SW 1) on.
- Ignition switch, switch 1 (SW 1) and relay on (connect the relay) and switch 2 (SW2) off (or disconnect switch 2 (SW2)).
- Disconnect and reconnect the connectors while watching the test bulb.  
The short lies between the connector where the test bulb stays lit and the connector where the bulb goes out.
- Find the exact location of the short by lightly shaking the problem wire along the body.



# POWER SOURCE

## Parts Location

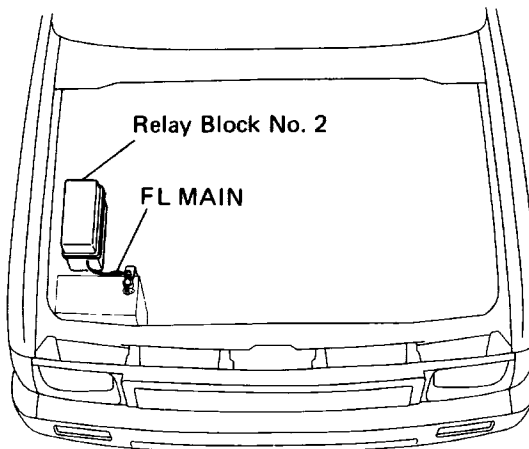
Junction Block No. 1



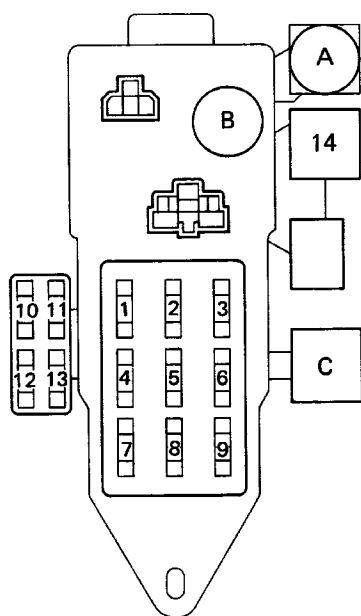
Relay Block No. 3

Relay Block No. 2

FL MAIN



Junction Block No. 1



## Fuses

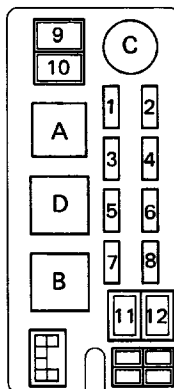
1. ENGINE	10A
2. IGN	7.5A
3. TAIL	15A
4. WIPER	20A
5. GAUGE	10A
6. STOP	15A
7. RADIO	7.5A
8. CIG	15A
9. TURN	10A
10. REAR ANTILOCK	15A
11. —	—
12. ECM-IG	20A
13. —	—
14. POWER	30A

(w/ Power Door Lock and Power Window)

## Relays

- A. Back Up Relay (USA)  
DRL Relay No. 4 (Canada)
- B. Taillight Control Relay
- C. Horn Relay
- 14. Back Up Relay  
(CANADA with column A/T)

Relay Block No. 2



## Fuses

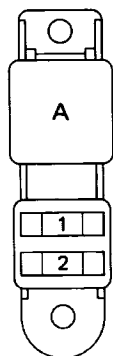
1. CHARGE	7.5A
2. MFI	15A
3. HAZ-HORN	15A
4. DOME	15A
5. (USA) HEAD (RH)	10A
6. (USA) HEAD (LH)	10A
7. —	—
8. —	—
9. GEN (H-fuse)	80A
10. —	—
11. AM1 (H-fuse)	40A or 60A
12. AM2 (H-fuse) (CANADA)	30A

- 1. DRL
- 5. HEAD LO (RH)
- 6. HEAD LO (LH)
- 7. HEAD HI (RH)
- 8. HEAD HI (LH)

## Relays

- A. Headlight Dimmer Relay  
(CANADA)
- B. Headlight Control Relay
- C. MFI Relay
- D. Starter Relay

Relay Block No. 3



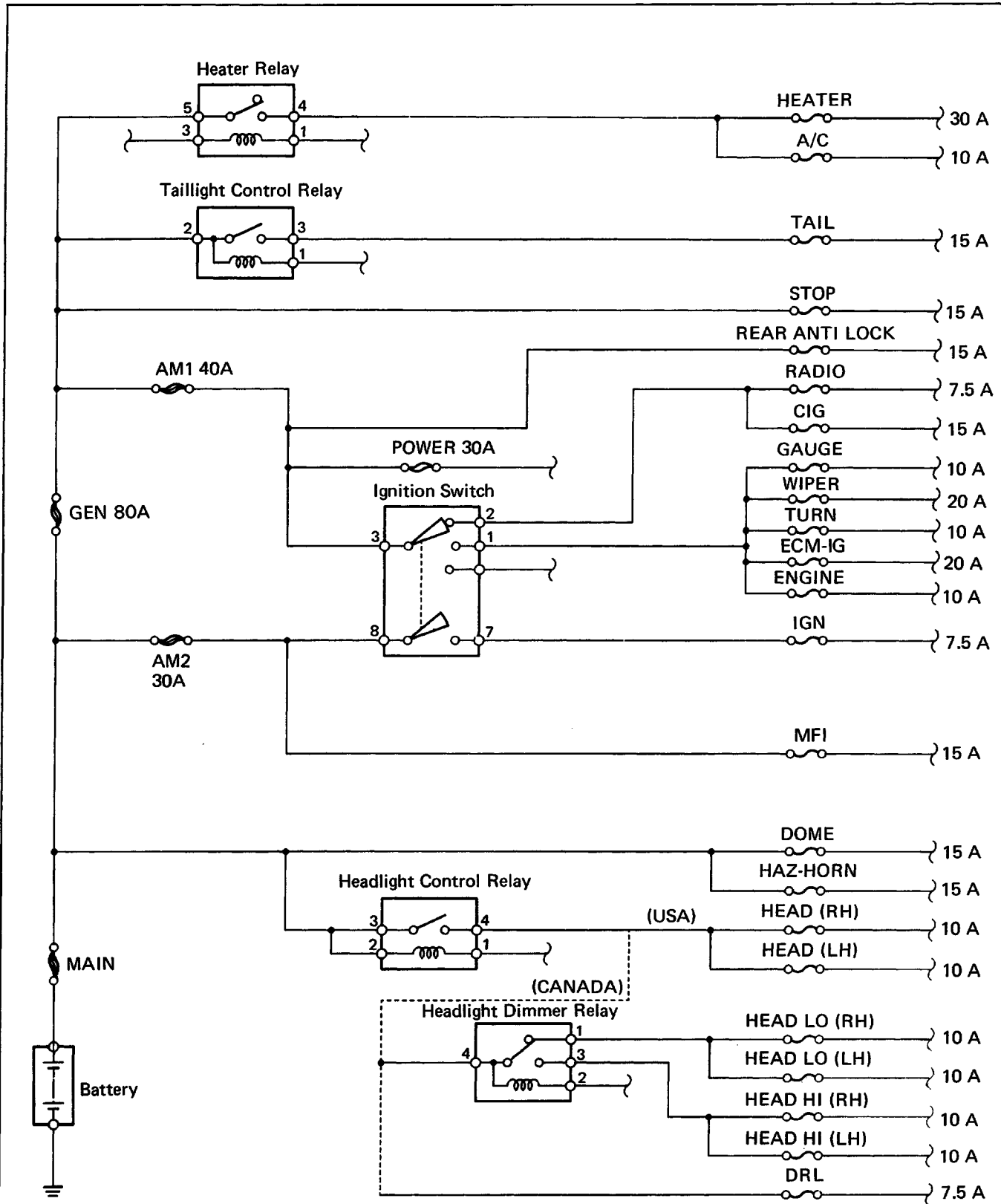
## Fuses

1. A/C	10A
2. HEATER	30A

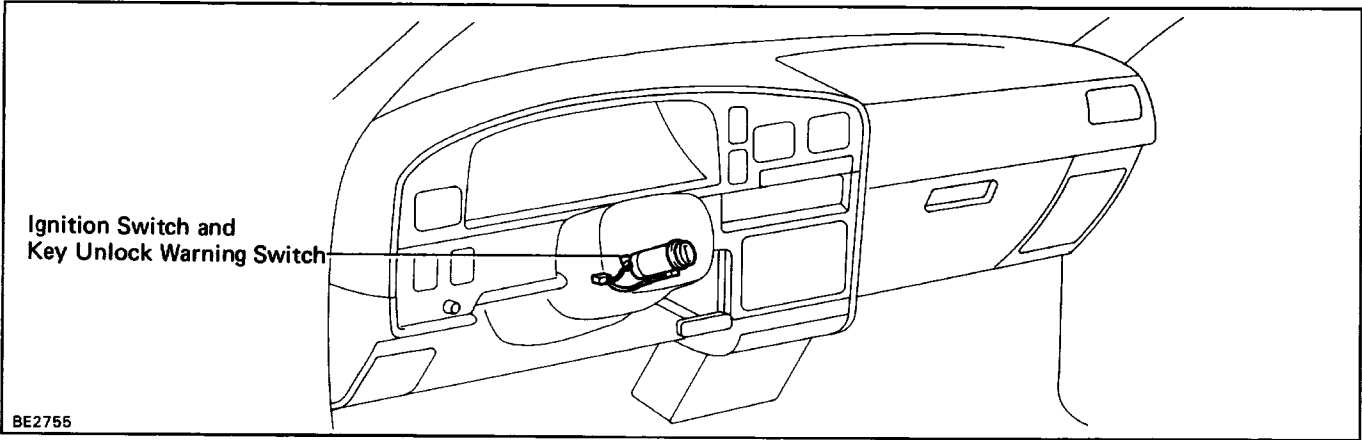
## Relay

- A. Heater Relay

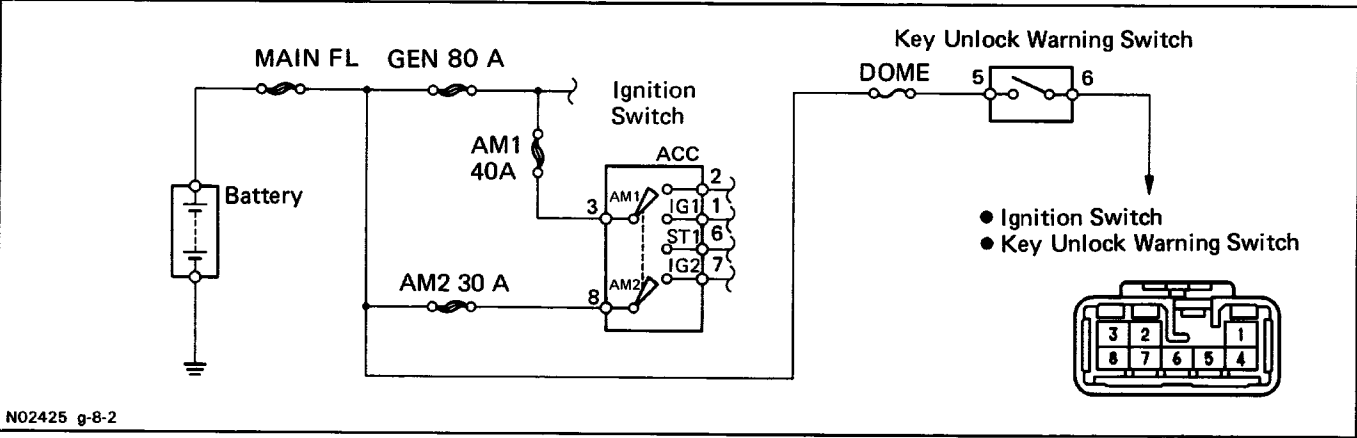
# Wiring Diagram



# IGNITION SWITCH Parts Location



## Wiring and Connector Diagrams

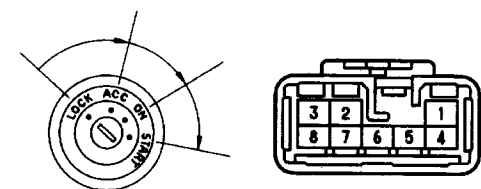


## Parts Inspection

### Ignition System

#### INSPECT SWITCH

(ignition Switch /Continuity)

	Terminal Switch position	1	2	3	6	7	8
	LOCK						
	ACC		○	○			
	ON	○	○	○		○	○
	START	○	○	○	○	○	○

BE0900 g-8-2

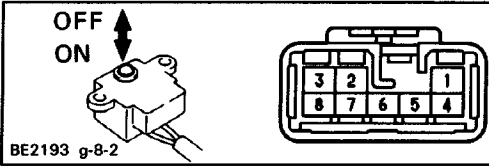


If continuity is not as specified, replace the switch.



# Key Confine Prevention System

## 1. INSPECT SWITCH

(Key Unlock Warning Switch/Continuity)

	Terminal Switch position		3	4
	OFF (Key removed)			
	ON (Key set)			

(Door Courtesy Switch/Continuity)

See step 2 on page [BE-42](#).

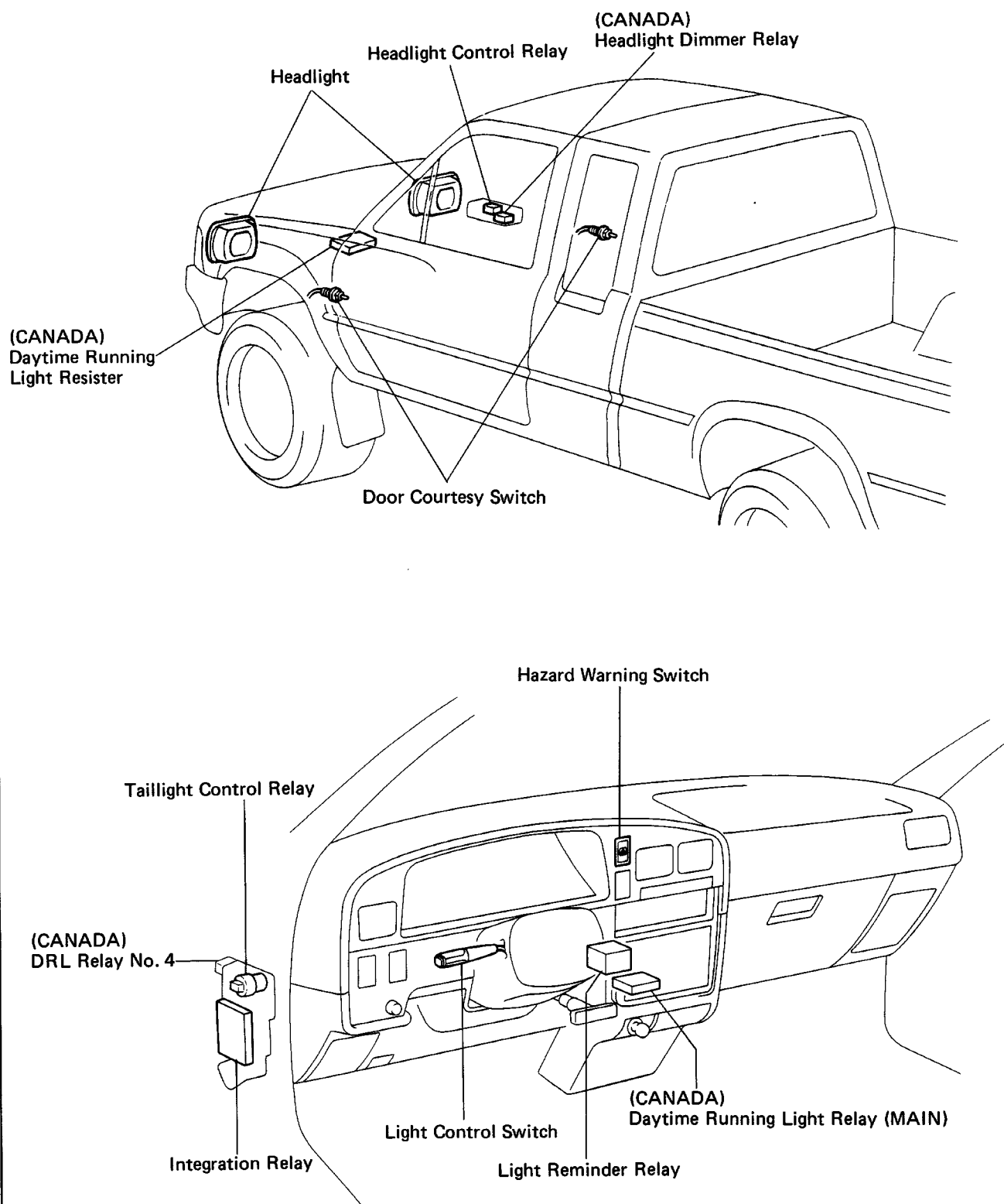
If continuity is not as specified, replace the switch.

## 2. INSPECT RELAY

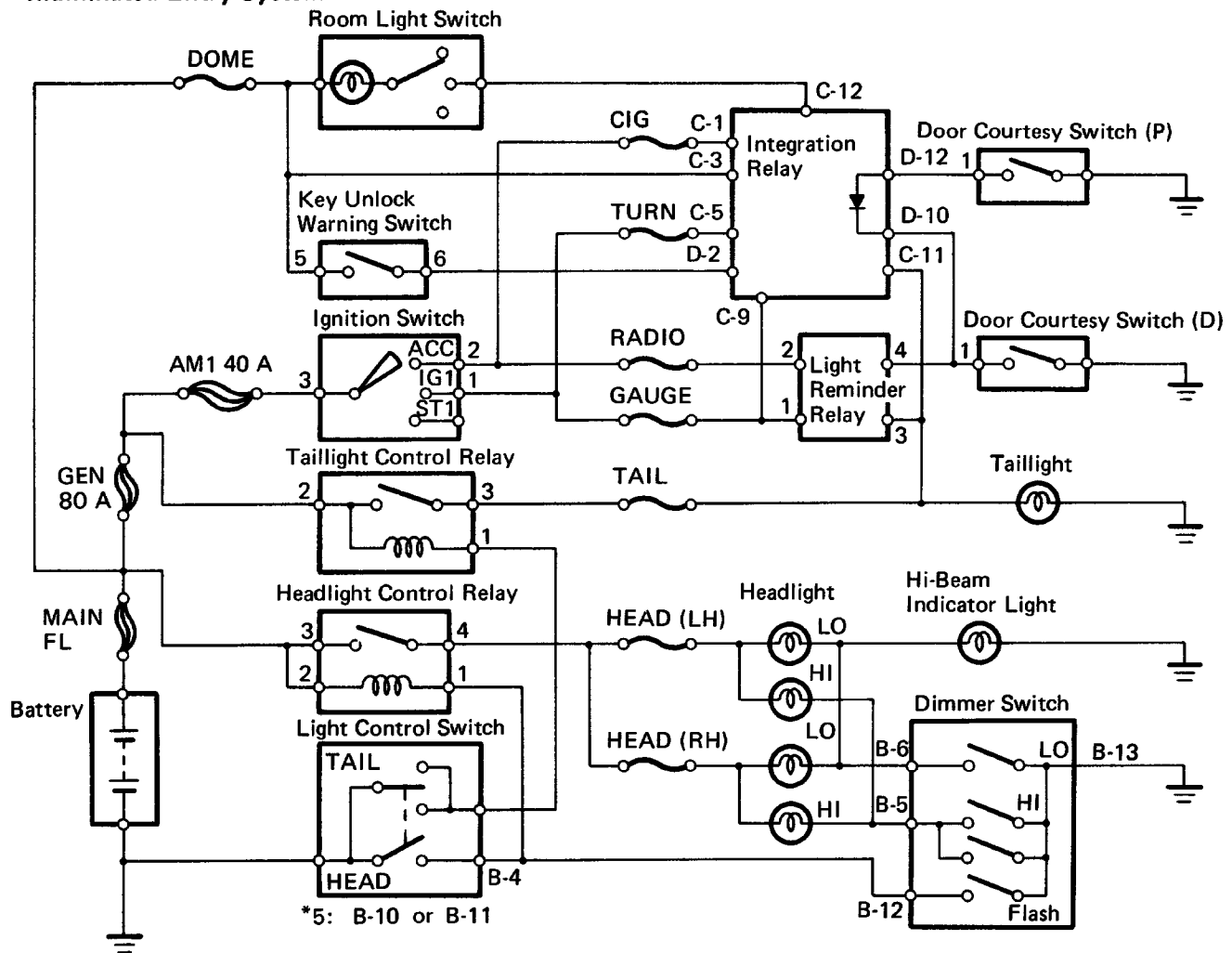
See step 3 of Integration Relay on page [BE-42](#).

## LIGHTING SYSTEM

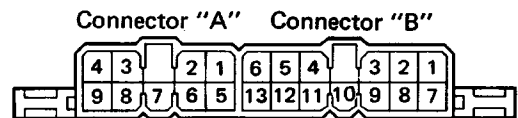
### Parts Location



- **Headlight System (USA)**
- **Taillight System (USA)**
- **Lights-On Warning System**
- **Illuminated Entry System**



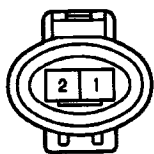
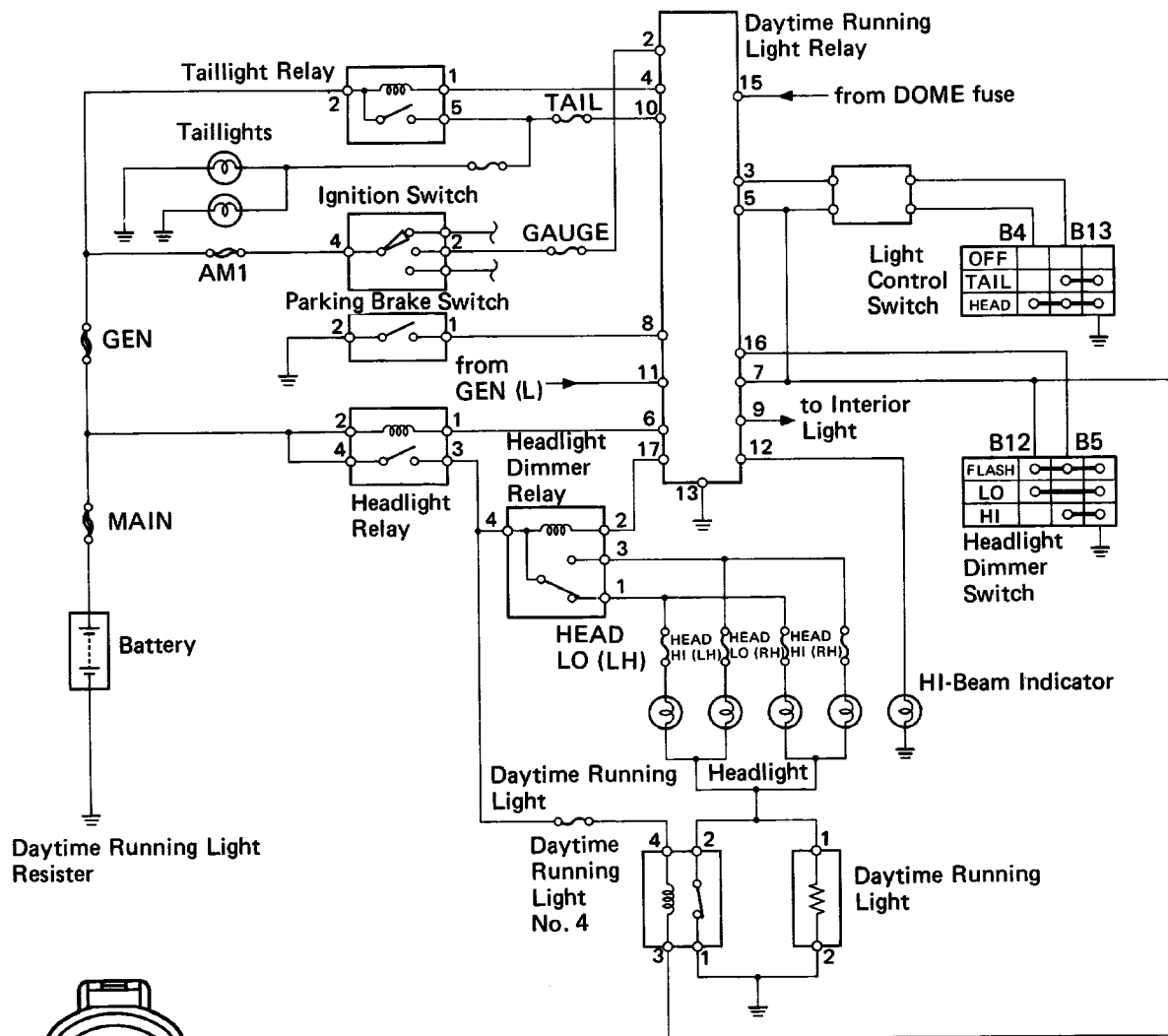
- Light Control Switch
- Dimmer Switch



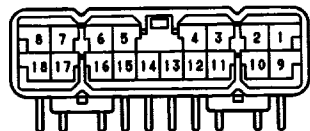
### Light Reminder Relay



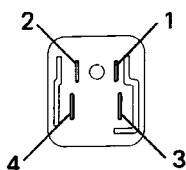
# • Daytime Running Light System (CANADA)



Daytime Running Light Relay

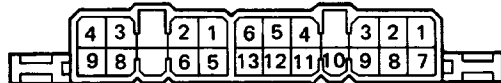


Daytime Running Light Relay and Headlight Control Relay

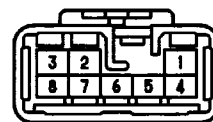


- Light Control Switch
- Headlight Dimmer Switch

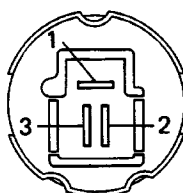
Connector "A" Connector "B"



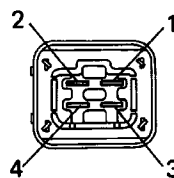
Ignition Switch



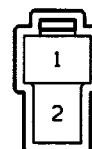
Taillight Control Relay



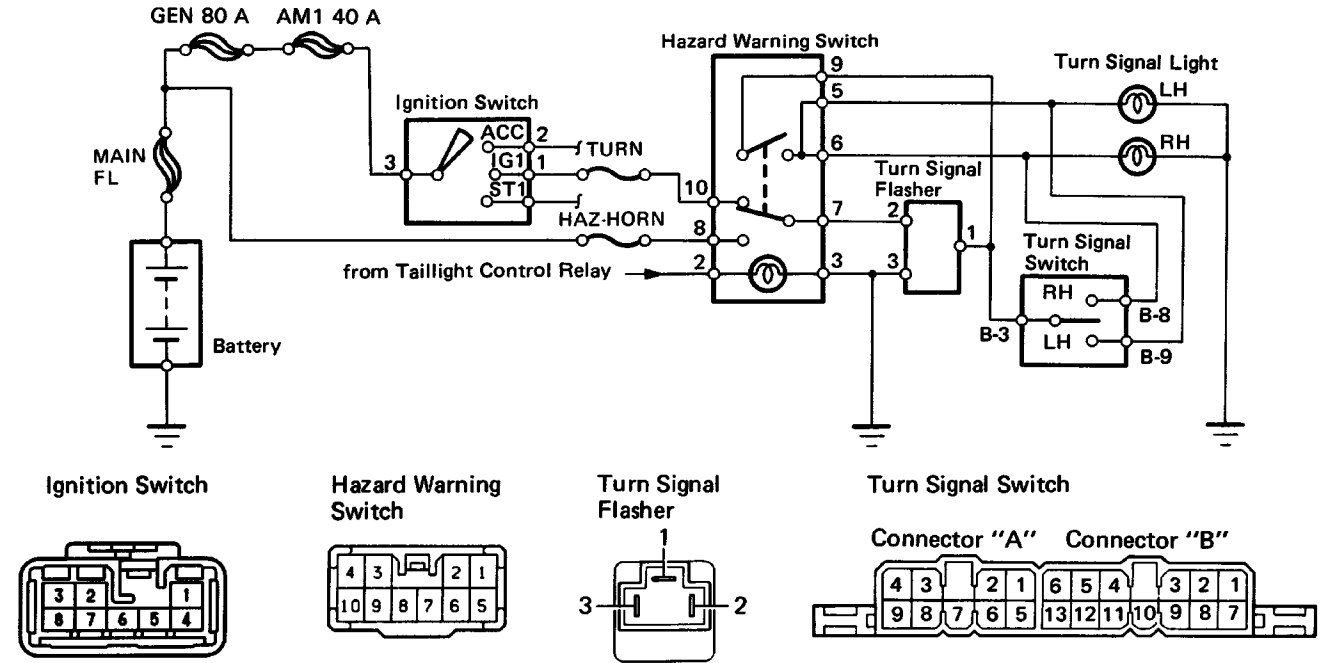
Headlight Dimmer Relay



Parking Brake Switch



• Turn Signal and Hazard Warning System



BE5629  
g-8-2 S-10-2 BE2896 BE0111

## Troubleshooting

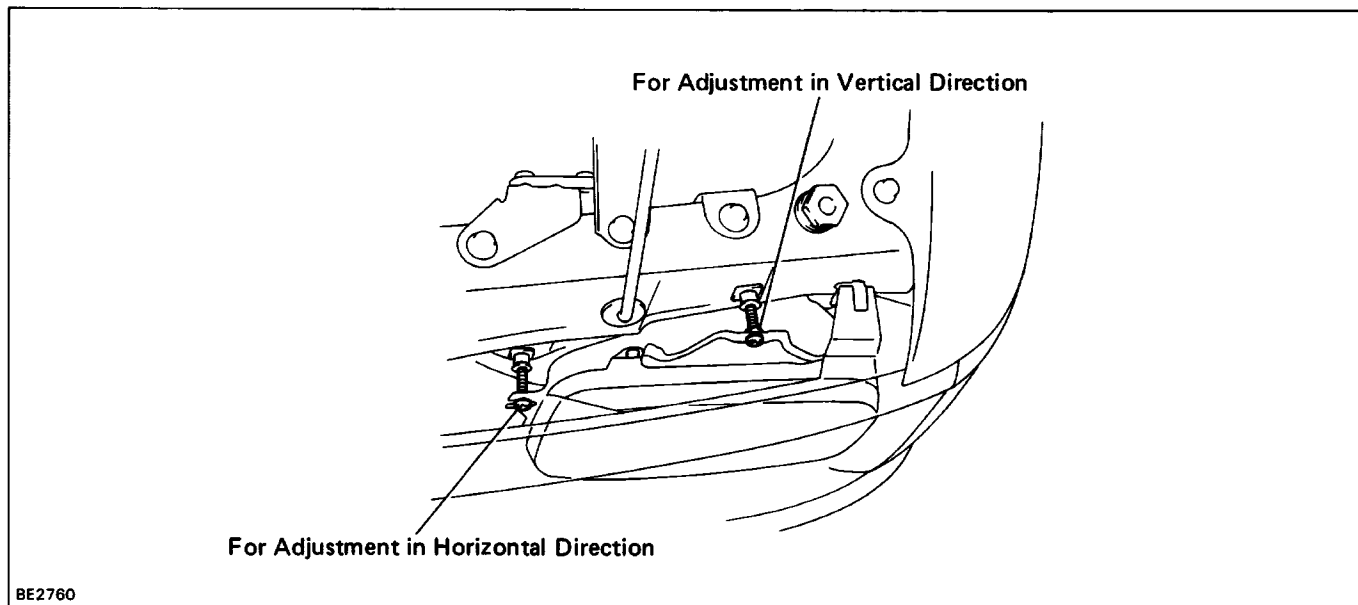
Problem	Possible cause	Remedy	Page
Only one light does not light up	Light bulb burned out Socket, wire or ground faulty	Replace sealed beam headlight Repair as necessary	
Headlights do not light up	Fusible link blown Headlight control relay faulty Light control/dimmer switch faulty Daytime running light relay faulty Wiring and ground faulty	Replace fusible link Check relay Check switch Check relay circuit Repair as necessary	BE-1 9 BE-1 9 BE-20
High beam headlights or headlight flashers do not operate	Light control/dimmer switch faulty Daytime running light relay faulty Wiring or ground faulty	Check switch Check relay Repair as necessary	BE-1 9 BE-20
Tail, parking and license light do not light up	TAIL fuse blown  Fusible link blown Taillight control relay faulty Light control relay faulty Daytime running light relay faulty Wiring or ground faulty	Replace fuse and check for short Replace fusible link Check relay Check switch Check relay Repair as necessary	BE-3  BE-19 BE-1 9 BE-20
Stop lights do not light up	STOP fuse blown  Stop light switch faulty Wiring or ground faulty	Replace fuse and check for short Adjust or replace switch Repair as necessary	BE-3
Stop lights stay on	Stop light switch faulty	Adjust or replace switch	
Instrument lights do not light up (taillight light up)	Wiring or ground faulty	Repair as necessary	
Turn signal does not flash on one side	Turn signal switch faulty Wiring or ground faulty	Check switch Repair as necessary	BE-1 9

## Troubleshooting (Cont'd)

Problem	Possible cause	Remedy	Page
Turn signal do not operate	HAZ-HORN fuse blown  Turn signal flasher faulty Turn signal/hazard switch faulty Wiring or ground faulty	Replace fuse and check for short Check flasher Check switch Repair as necessary	BE-3  BE-23 BE-23
Hazard warning lights do not operate	HAZ-HORN fuse blown  Turn signal flasher faulty Turn signal/hazard switch faulty Wiring or ground faulty	Replace fuse and check for short Check flasher Check switch Repair as necessary	BE-3  BE-23 BE-23
Daytime running light system does not operate	DOM E fuse blown  GAUGE fuse blown IG N fuse blown HEAD fuse blown TAIL fuse blown Headlight control relay faulty Taillight control relay faulty Dimmer relay faulty Ignition switch faulty Light control/dimmer switch faulty Wiring or ground faulty	Replace fuse and check for short          Check relay Check relay Check relay Check switch Check switch Repair as necessary	BE-3          BE-1 9 BE-19 BE-20 BE-8 BE-1 9

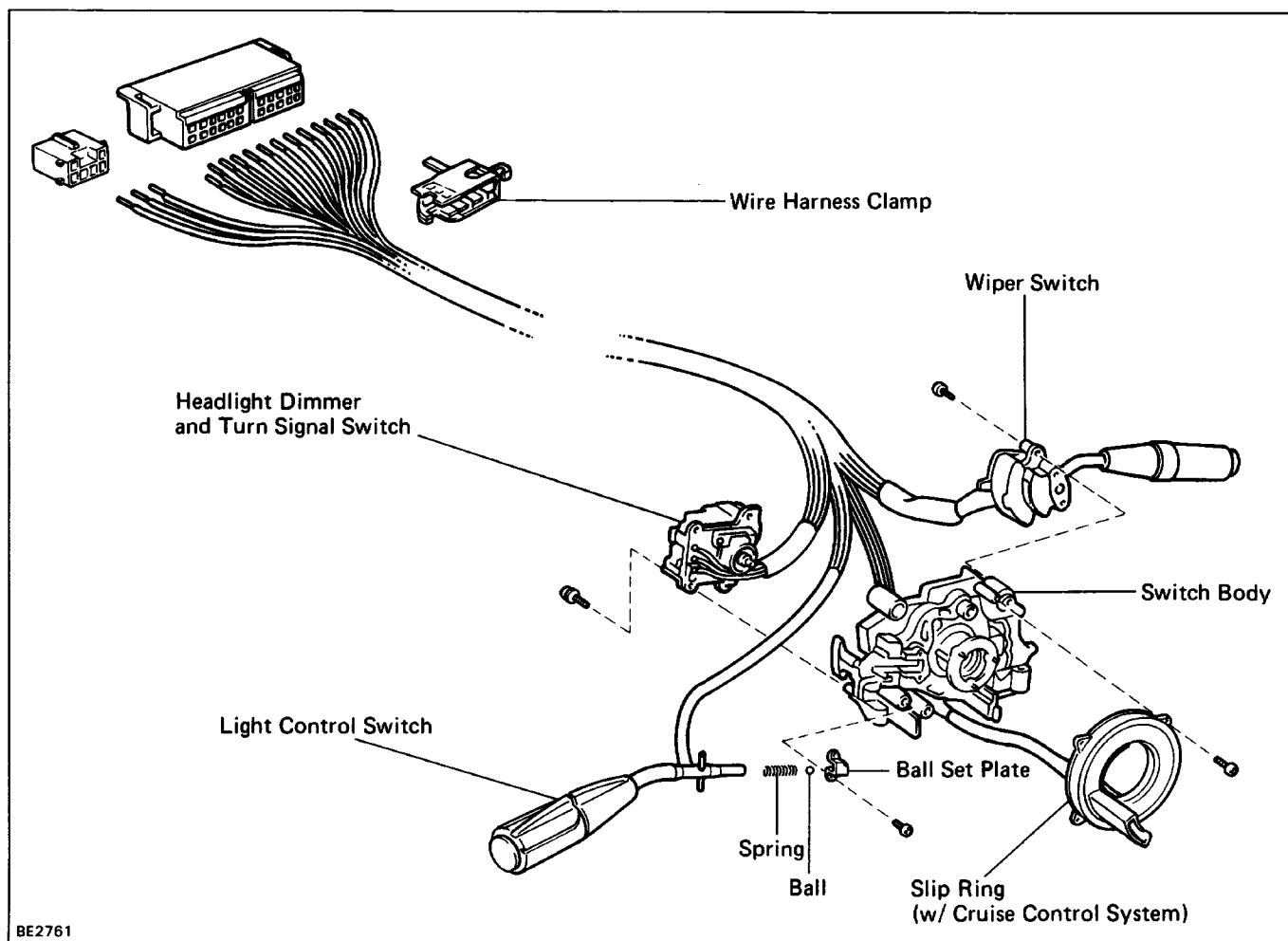
## Parts Adjustment

### Adjustment of Light Aiming



## Parts Replacement

### Components



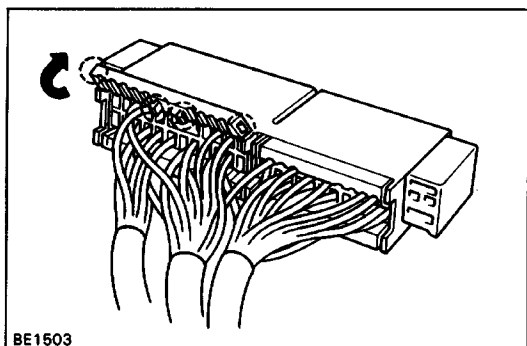


## Disassembly of Combination Switch

### NOTICE: w/ Cruise Control System

To prevent damage to the slip ring when removing the steering wheel, be careful of the following points.

- Keep the steering wheel in the "straight-ahead" steering position.
- Do not let the steering wheel strongly interfere with the connector part of the slip ring.

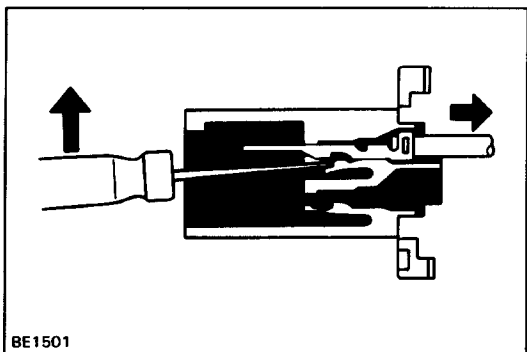


### 1. REMOVE WIRE HARNESS CLAMP FROM WIRE HARNESS

Pry loose— the two locking lugs and remove the clamp from the wire harness.

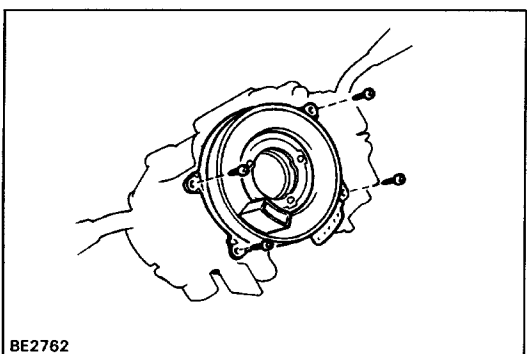
### 2. REMOVE TERMINALS FROM CONNECTOR

(a) Release four tabs and open the terminal cover.



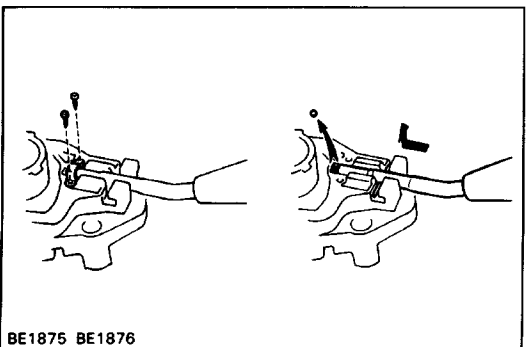
(b) From the open end, insert a miniature screwdriver between the locking lug and terminal.

(c) Pry down the locking lug with the screwdriver and pull the terminal out from the rear.



### 3. (w/ Cruise Control System) REMOVE SLIP RING

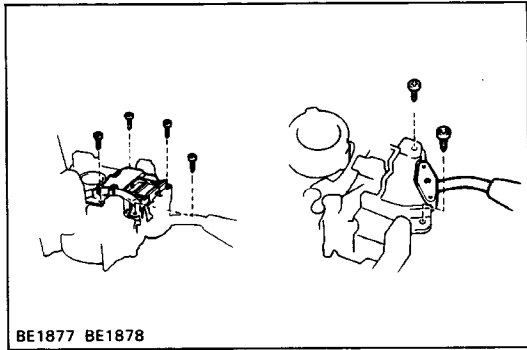
Remove four screws and the slip ring from the switch body.



### 4. REMOVE LIGHT CONTROL SWITCH

(a) Remove two screws and the ball set plate from the switch body.

(b) Remove the ball and slide out the switch from the switch body with the spring.

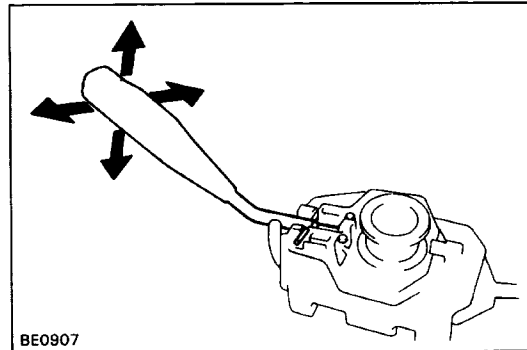


### 5. REMOVE HEADLIGHT DIMMER AND TURN SIGNAL SWITCH

Remove four screws and the switch from the switch body.

### 6. REMOVE WIPER AND WASHER SWITCH

Remove two screws and the switch from the switch body.

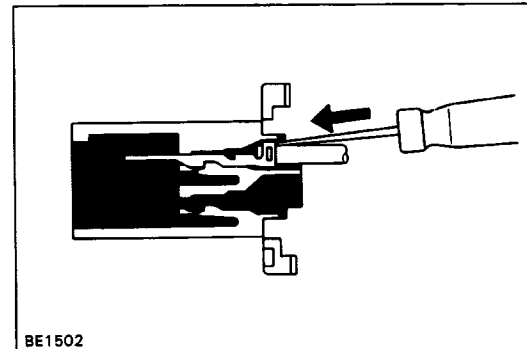


Assembly of Combination Switch

INSTALL PARTS OF COMBINATION SWITCH IN REVERSE SEQUENCE OF REMOVAL

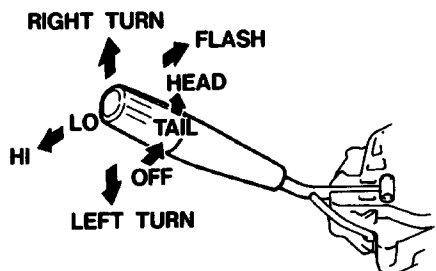
HINT:

- After installing the light control switch to the switch body, insure that the switch operates smoothly.

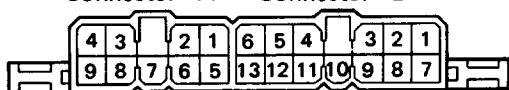


- Push in the terminal until it is securely locked in the connector lug.

## Reference:



Connector "A" Connector "B"

BE2414  
BE0111

## Parts Inspection

## Headlight, Taillight and Daytime Running Light System

## 1. INSPECT COMBINATION SWITCH

(Light Control Switch /Continuity)

Terminal (Color) Switch position	B-10 (W)	B-11 (W)	B-4 (R)
OFF			
TAIL	○	○	
HEAD	○	○	○

(Headlight Dimmer and Turn Signal Switch/Continuity)  
Headlight Dimmer Switch

Terminal (Color) Switch position	B-5 (R-Y)	B-6 (R-G)	B-12 (R-W)	B-13 (W-B)
Flash	○		○	○
Low beam		○		○
High beam	○			○











## Turn Signal Switch

Terminal (Color) Switch position	B-3 (G-W)	B-8 (G-Y)	B-9 (G-B)
Left turn	○		○
Neutral			
Right turn	○	○	

If continuity is not as specified, replace the switch.






## 2. INSPECT RELAY

(Headlight Control Relay/Continuity)

 BE1838 BE1840	<table><tr><th>Terminal Condition</th><th>1</th><th>2</th><th>3</th><th>4</th></tr><tr><td>Constant</td><td></td><td></td><td></td><td></td></tr><tr><td>Apply battery positive voltage to terminals 1 and 2.</td><td></td><td></td><td></td><td></td></tr></table>	Terminal Condition	1	2	3	4	Constant					Apply battery positive voltage to terminals 1 and 2.				
Terminal Condition	1	2	3	4												
Constant																
Apply battery positive voltage to terminals 1 and 2.																

BE1838 BE1840

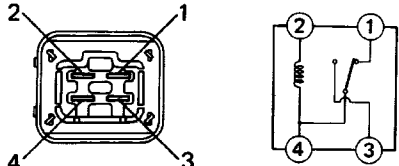
## (Taillight Control Relay/Continuity)

 	Terminal			
	Condition			
	Constant			
	Apply battery positive voltage to terminals 1 and 2.			

BE2763 BE2505

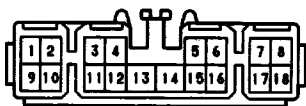
If continuity is not as specified, replace the relay.

## (Headlight Dimmer Relay/Continuity)

 BE1839 BE1842	Terminal	1	2	3	4
	Condition				
	Constant	○	○	○	○
Apply battery positive voltage to terminals 2 and 4.				○	○

If continuity is not as specified, replace the relay.

## Wire Harness Side



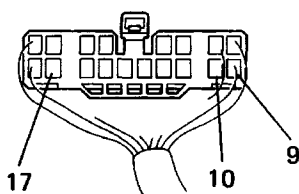
e-18-1

## 1. INSPECT DAYTIME RUNNING LIGHT RELAY

## (Relay Circuit)

Disconnect the connector from the relay and inspect the connector on the wire harness side as shown in the chart.

Check for	Tester connection	Condition	Specified value
Continuity	3 – Ground	Light control switch position	OFF
		TAIL or HEAD	Continuity
	5 – Ground	Light control switch position	OFF or TAIL
		HEAD	Continuity
	7 – Ground	Headlight dimmer switch position	Low beam or High beam
		Flash	Continuity
	8 – Ground	Parking brake switch position	OFF (Parking brake lever released)
		ON (Parking brake lever pulled up)	Continuity
Voltage	13 – Ground	Constant	Continuity
	16 – Ground	Headlight dimmer switch position	Low beam
		High beam or Flash	Continuity
	2 – Ground	Ignition switch position	LOCK or ACC
		ON or START	Battery positive voltage
	4 – Ground	Constant	Battery positive voltage
	6 – Ground		Battery positive voltage
	11 – Ground	Engine	Stop
		Running	Battery positive voltage

**From Back Side**

BE4603

(Relay Circuit/Connector connected)

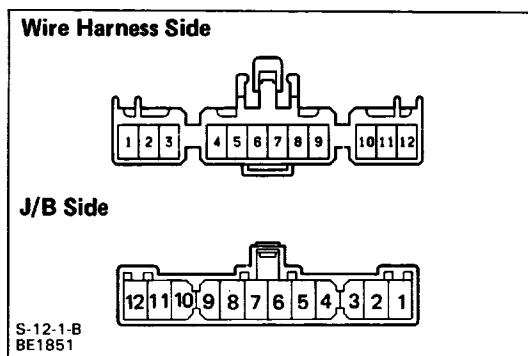
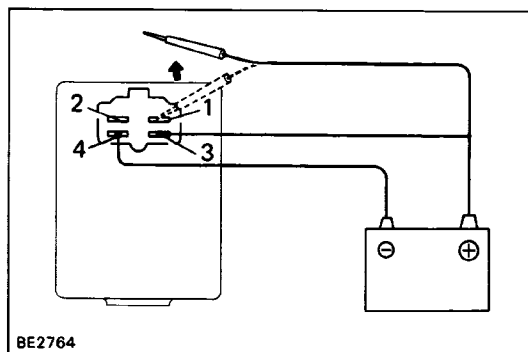
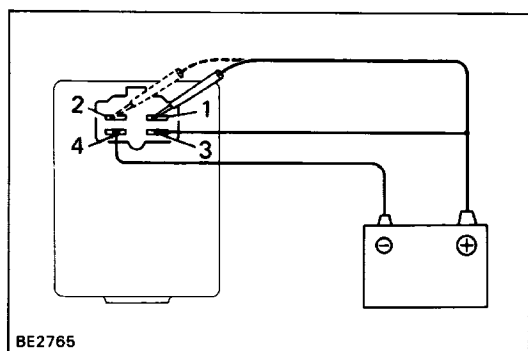
Connect the wire harness side connector to the relay and inspect wire harness side connector from the back side as shown.

Check for	Tester connection	Condition		Specified value
Voltage	<b>9 – Ground</b>	Light control switch position	OFF	No voltage
			TAIL or HEAD	Battery positive voltage
	<b>10 – Ground</b>	Light control switch position	OFF	No voltage
			TAIL or HEAD	Battery positive voltage
	<b>17 – Ground</b>	Headlight dimmer switch position	Low beam or High beam	No voltage
			Flash	Battery positive voltage

If circuit is as specified, replace the relay.

#### 4. INSPECT PARKING BRAKE SWITCH

(See page [BE-39](#))



## Lights-On Warning System

### 1. INSPECT DOOR COURTESY SWITCH

See combination meter on page [BE-39](#).

### 2. INSPECT LIGHT REMAINDER RELAY

#### (Relay Circuit/Operation)

- Connect the positive (+) lead from the battery to terminal 3 and the negative (-) lead to terminal 4.
  - Check that the buzzer does not sound when connected terminal 1 or 2 to the positive (+) lead.
  - Check that the buzzer sounds when disconnecting terminal 1 or 2 from the positive (+) lead.
- If operation is not as specified, replace the relay.

## Illuminated Entry System

### 1. INSPECT DRIVER'S DOOR COURTESY SWITCH

See combination meter on page [BE-40](#).

### 2. INSPECT INTEGRATION RELAY

#### (Relay Circuit)

Disconnect the connectors from the relay and inspect the connectors on the wire harness side and JIB side as shown in the chart.

(Wire Harness Side)

Check for	Tester connection	Condition		Specified value
Continuity	4 – Ground	Constant		Continuity
	7 – Ground	Constant		Continuity
	10 – Ground	Driver's door position	Closed (Courtesy switch OFF)	No continuity
			Opened (Courtesy switch ON)	Continuity

(JIB Side)

Check for	Tester connection	Condition		Specified value
Continuity	7 – Ground	Constant		Continuity
Voltage	3 – Ground	Constant		Battery positive voltage
	12 – Ground	Constant		Battery positive voltage

If the circuit is as specified, replace the relay.

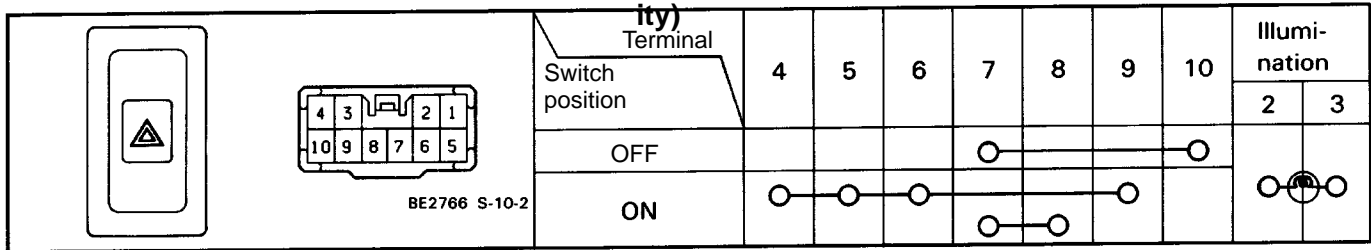
## Turn Signal and Hazard Warning System

### 1. INSPECT SWITCHES

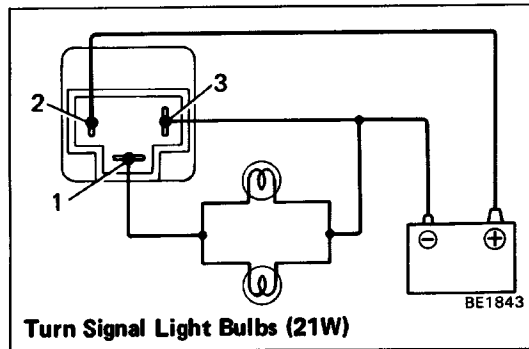
(Turn Signal Switch /Continuity)

See Headlight Dimmer and Turn Signal Switch on page  
BE-1 9.

#### (Hazard Warning Switch/Continuity)



If continuity is not as specified, replace the switch.



### 2. INSPECT TURN SIGNAL FLASHER

#### (Operation)

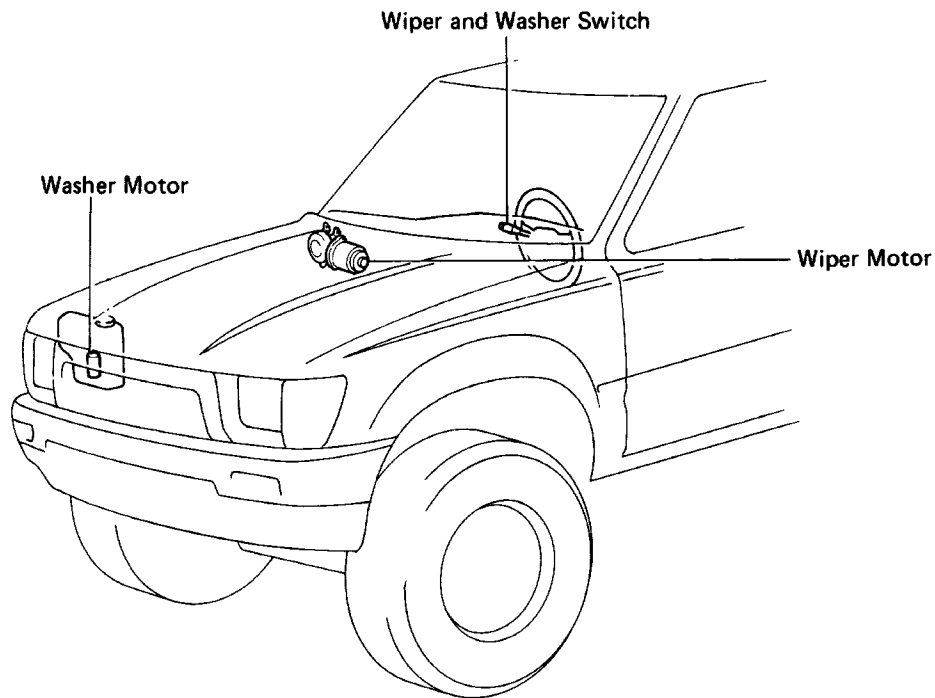
- Connect the positive (+) lead from the battery to terminal 2 and the negative (–) lead to terminal 3.
- Connect the two turn signal light bulbs parallel to each other to terminals 1 and 3, check that the bulbs flash.

HINT: The turn signal lights should flash 60 to 120 times per minute.

If one of the front or rear turn signal lights has an open circuit, the number of flashers will be more than 140 per minute.

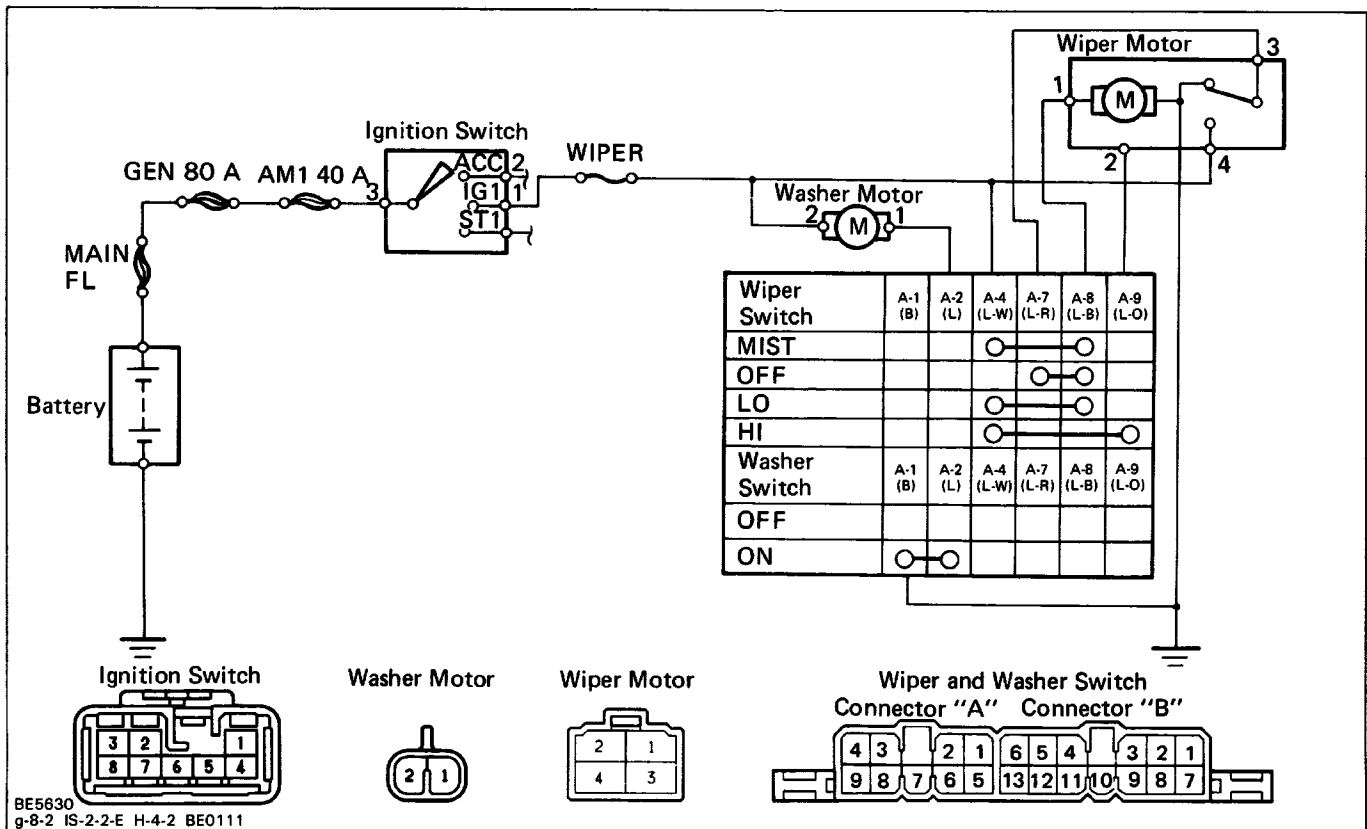
If operation is not as specified, replace the flasher.

## WIPER AND WASHER SYSTEM Parts Location



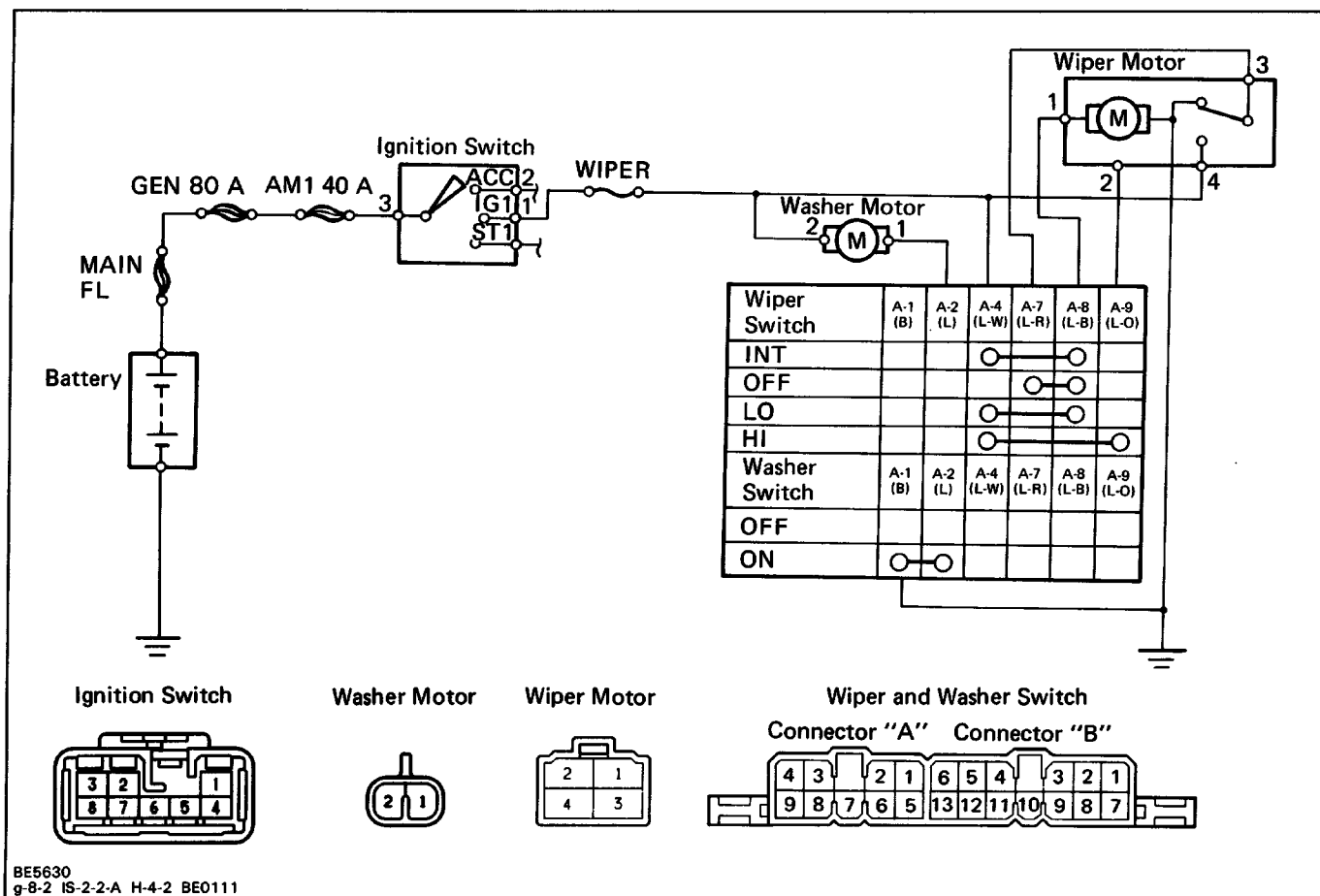
BE2767

## Wiring and Connector Diagrams (w/ MIST Wiper)





## (w/ Intermittent Wiper)



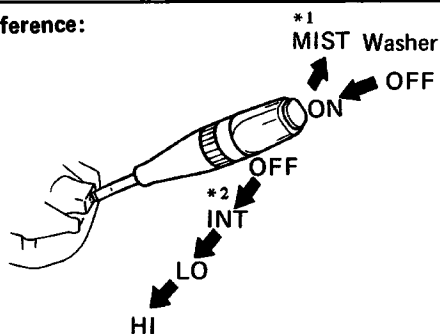
## Troubleshooting

Problem	Possible cause	Remedy	Page
Wipers do not operate or return to off position	WIPER fuse blown	Replace fuse and check for short	BE-3
	Wiper motor faulty Wiper switch faulty Wiper or ground faulty	Check motor Check switch Repair as necessary	BE-27 BE-26
Wipers do not operate in INT position	Wiper switch faulty Wiper motor faulty Wiring or ground faulty	Check switch Check motor Repair as necessary	BE-26 BE-27
Washers do not operate	Washer hose or nozzle clogged Washer motor faulty Washer switch faulty Wiring faulty	Repair as necessary Check motor Check switch Repair as necessary	BE-28 BE-28

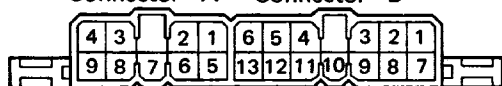
## Parts Replacement

See replacement of combination switch on pages BE-1 6 to 18.

## Reference:



Connector "A" Connector "B"



\*1 w/ Mist Wiper

\*2 w/ Intermittent Wiper

BE2367  
BE0111

## Parts Inspection

## Wiper System

## 1. INSPECT SWITCHES

## (Wiper and Washer Switch/Continuity)

w/ Mist Wiper

Terminal (Color) Switch position		A-1 (B)	A-2 (L)	A-4 (L-W)	A-7 (L-R)	A-8 (L-B)	A-9 (L-O)
Wiper	MIST			○		○	
	OFF				○	○	
	LO			○		○	
	HI			○			○
Washer	OFF						
	ON	○	○				

w/ Intermittent Wiper

Terminal (Color) Switch position		A-1 (B)	A-2 (L)	A-4 (L-W)	A-7 (L-R)	A-8 (L-B)	A-9 (L-O)
Wiper	MIST				○	○	
	INT			○		○	
	LO			○		○	
	HI			○			○
Washer	OFF						
	ON	○	○				

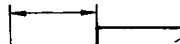
If continuity is not as specified, replace the switch.

## (Wiper and Washer Switch /Intermittent Wiper Operation)

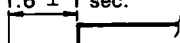
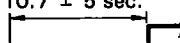
- Turn the wiper switch to INT position.
- (Variable Type)  
Turn the intermittent time control switch to FAST position.
- Connect the positive (+) lead from the battery to terminal 4/9 and the negative (-) lead to terminal 1/9.
- Connect the positive (+) lead from the voltmeter to terminal 8/9 and the negative (-) lead to terminal 1/9, check that the meter needle indicates battery positive voltage.
- After connecting terminal 7/9 to terminal 4/9, connect to terminal 1/9.

Then, check that the voltage rises from 0 volts to battery positive voltage within the times as shown in the table.

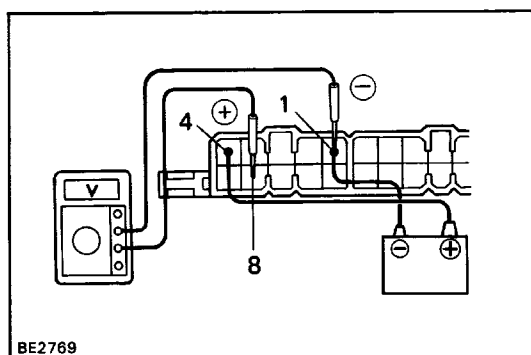
Non Variable Type

Switch position		Specified valve	
INT		$3.3 \pm 1$ sec.	Battery positive
			voltage 0 volts

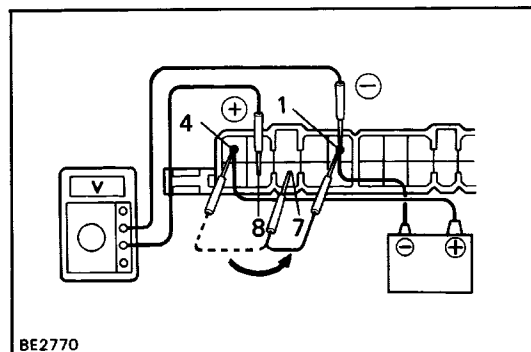
Variable Type

Switch position		Specified valve	
INT	FAST	$1.6 \pm 1$ sec.	Battery positive
			voltage 0 volts
INT	LOW	$10.7 \pm 5$ sec.	Battery positive
			voltage 0 volts

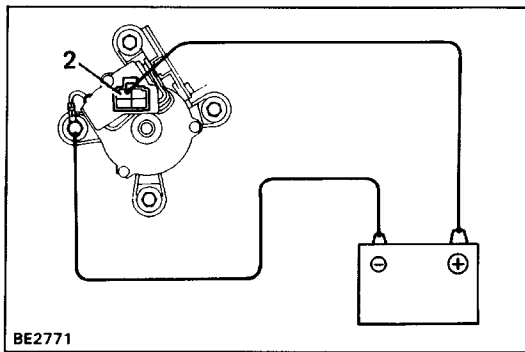
If operation is not as specified, replace the switch.



BE2769



BE2770

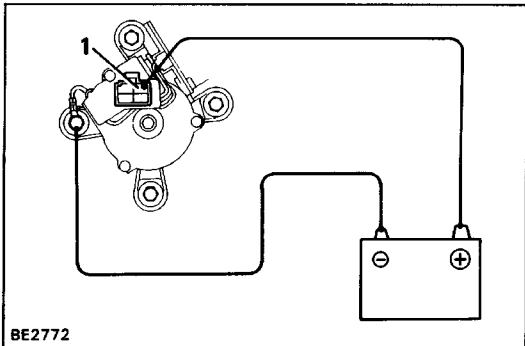


## 2. INSPECT MOTOR

(Operation at Low Speed)

Connect the positive (+) lead from the battery to terminal 2 and the negative (-) lead to the motor body, check that the motor operates at low speed.

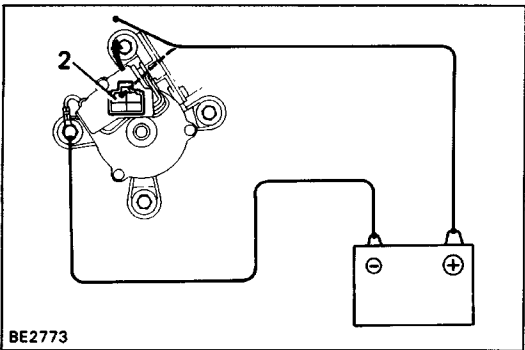
If operation is not as specified, replace the motor.



(Operation at High Speed)

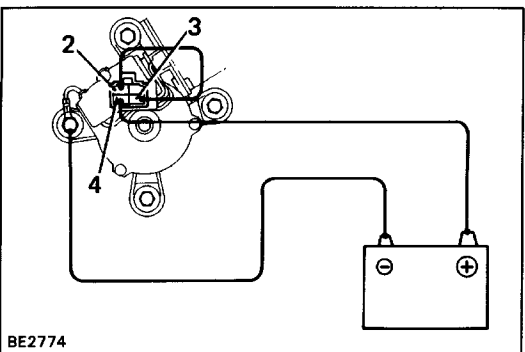
Connect the positive (+) lead from the battery to terminal 1 and the negative (-) lead to the motor body, check that the motor operates at high speed.

If operation is not as specified, replace the motor.



### (Operation, Stopping at Stop Position)

- (a) Operate the motor at low speed and stop the motor operation anywhere except at the stop position by disconnecting positive (+) lead from terminal 2.



- (b) Connect terminals 2 and 3.

- (c) Connect the positive (+) lead from the battery to terminal 4 and the negative (-) lead to the motor body, check that the motor stops running at the stop position after the motor operates again.

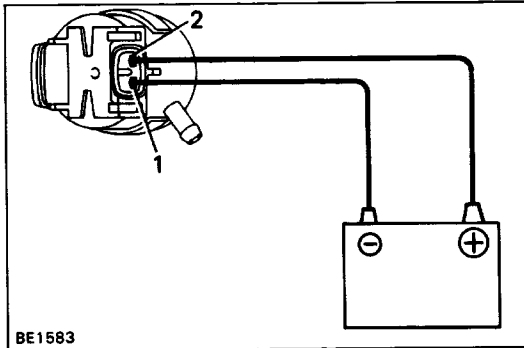
If operation is not as specified, replace the motor.

## Washer System

### 1. INSPECT WASHER SWITCH

(Front Windshield Washer Switch)

See Wiper and Washer Switch on page [BE-27](#).

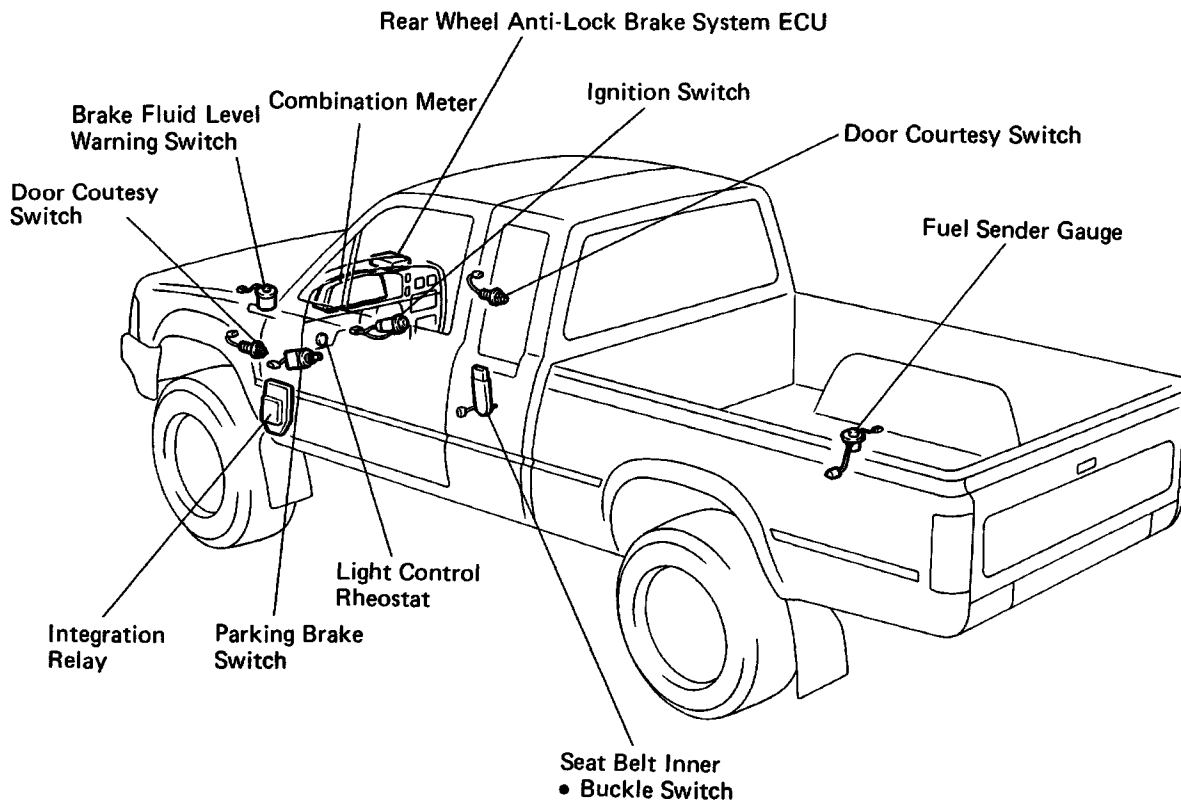


### 2. INSPECT WASHER MOTOR

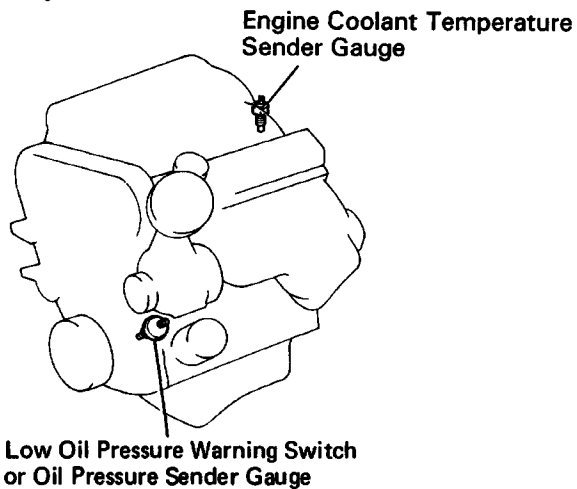
Connect the positive (+) lead from the battery to terminal 2 and the negative (-) lead to terminal 1, check that the motor operates.

**NOTICE:** These tests must be performed quickly (Within 20 seconds) to prevent the coil from burning out. If operation is not as specified, replace the motor.

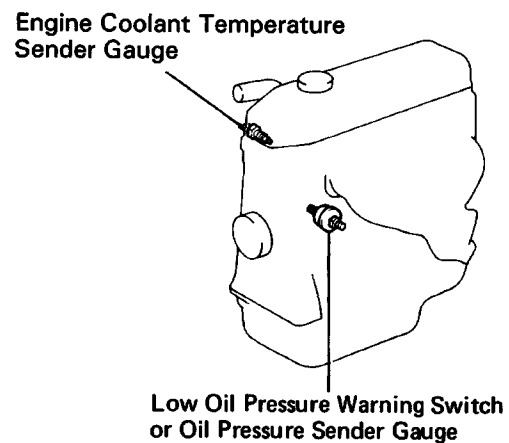
## COMBINATION METER Parts Location



### 3VZ-E Engine

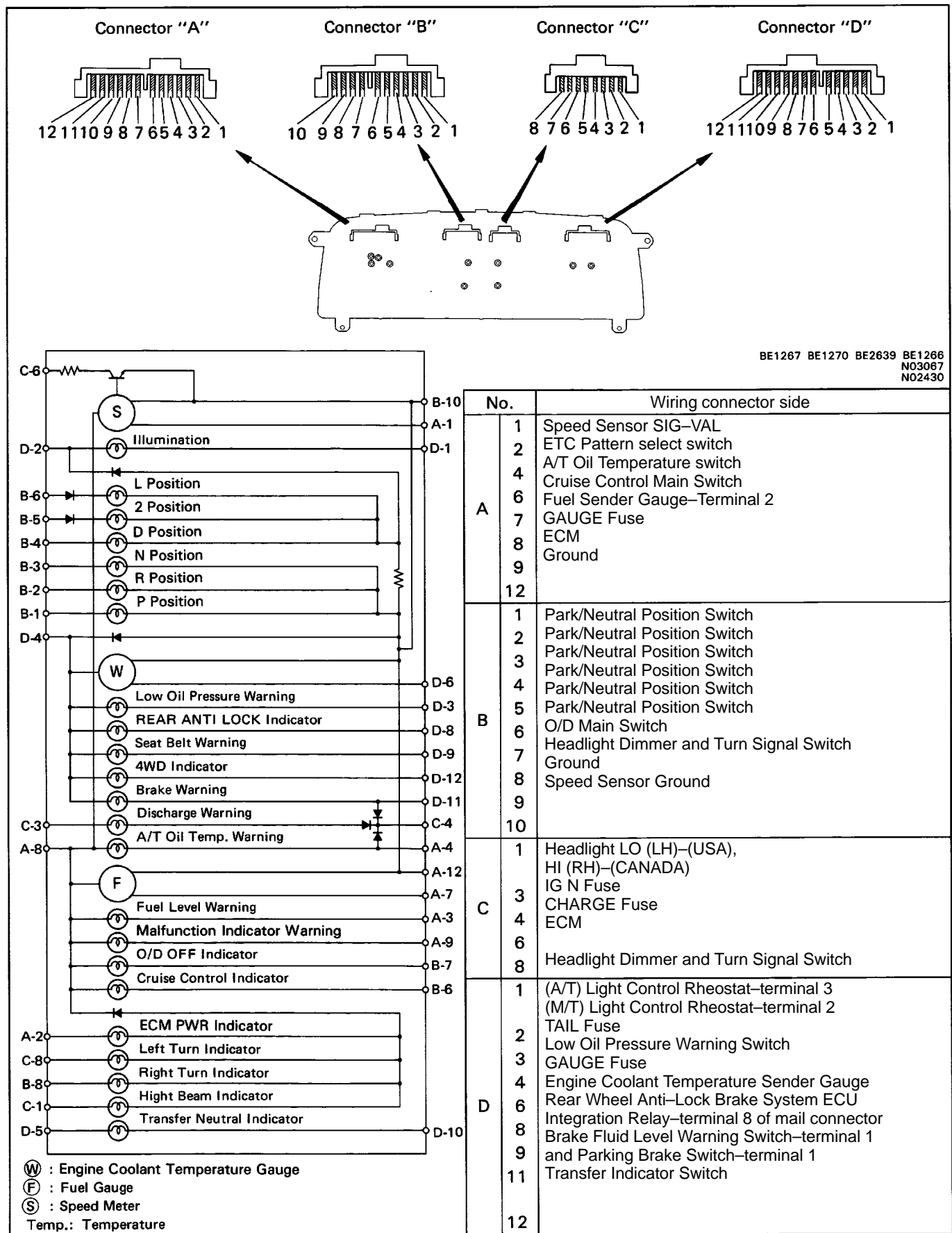


### 22R-E Engine

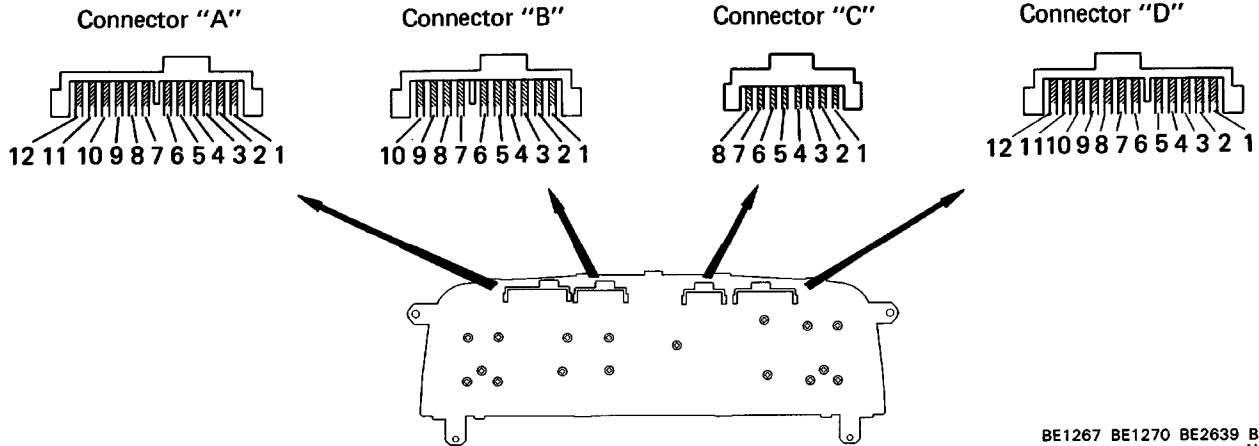


# Meter Circuit

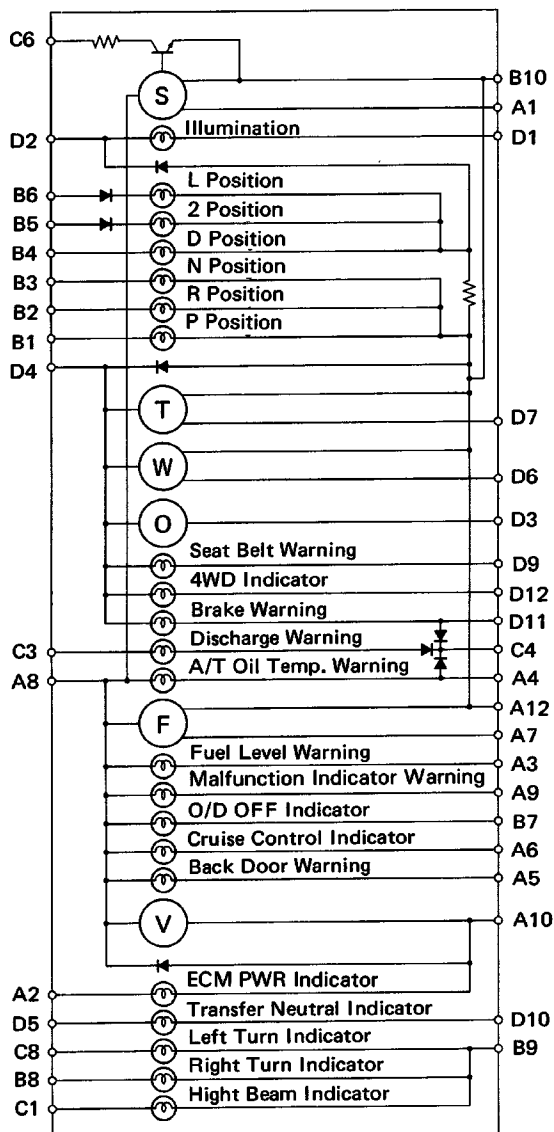
(w/o Tachometer)

BE1267 BE1270 BE2639 BE1266  
N03067  
N02430

## (w/ Tachometer)



BE1267 BE1270 BE2639 BE1266  
N03066  
N03074



Ⓣ : Tachometer  
Ⓦ : Engine Coolant Temperature Gauge  
Ⓞ : Oil Pressure Gauge  
ⓕ : Fuel Gauge  
Ⓥ : Volt Gauge  
Ⓢ : Speed Meter  
Temp.: Temperature

No.	Wiring connector side
A	1 Speed Meter SIG-VAL
	2 ECM Pattern Select Switch
	3 Fuel Sender Gauge-terminal 3
	4 A/T Oil Temperature Switch
	6 Cruise Control Main Switch
	6 Fuel Sender Gauge-terminal 4
	7 GAUGE Fuse
	8 ECM
	9 Ground
	10
B	1 Park/Neutral Position Switch
	2 Park/Neutral Position Switch
	3 Park/Neutral Position Switch
	4 Park/Neutral Position Switch
	5 Park/Neutral Position Switch
	6 O/D Main Switch
	7 Headlight Dimmer and Turn Signal Switch
	8 Ground
	9 Speed Sensor Ground
	10
C	1 Headlight LO (LH)-(USA), H I (R H )-(CANADA)
	3 IGN Fuse
	4 CHARGE Fuse
	6 ECM
	8 Headlight Dimmer and Turn Signal Switch
	10
D	1 Light Control Rheostat-(DLX Grade) terminal 2, (SR5 and SR5V6 Grades) terminal 3
	2 TAIL Fuse
	3 Oil Pressure Sender Gauge
	4 GAUGE Fuse
	6 Engine Coolant Temperature Sender Gauge
	6 Igniter
	7 Rear Wheel Anti-Lock Brake System ECU
	7 Integration Relay-terminal 8 of mail connector
	8 Brake Fluid Level Warning Switch-terminal 1 and Parking Brake Switch-terminal 1
	9 Transfer Indicator Switch
	11
	12

## Troubleshooting

Problem	Possible cause	Remedy	Page
Gauges and indicator lights do not operate	GAUGE fuse faulty Wiring or ground faulty	Replace fuse and check for short Repair as necessary	BE-3
Voltmeter does not work	Voltmeter faulty Wiring or ground faulty	Check voltmeter Repair as necessary	BE-33
Tachometer does not operate	Tachometer faulty Wiring or ground faulty	Check tachometer Repair as necessary	BE-33
Fuel gauge does not operate	Receiver gauge faulty Sender gauge faulty Wiring or ground faulty	Check gauge Check gauge Repair as necessary	BE-34 BE-35
Engine Coolant temperature gauge does not operate	Receiver gauge faulty Wiring or ground faulty	Check gauge Repair as necessary	BE-36
Oil pressure gauge does not operate	Receiver gauge faulty Sender gauge faulty Wiring or ground faulty	Check gauge Check gauge Repair as necessary	BE-37 BE-38
Brake warning light does not light up	Bulb burned out Brake fluid level warning switch faulty Parking brake switch faulty Wiring or ground faulty	Replace bulb Check switch Check switch Repair as necessary	BE-38 BE-39
Seat belt warning light does not light up	Bulb burned out Integration relay faulty Wiring or ground faulty	Replace bulb Check relay Repair as necessary	BE-40
Discharge warning light does not light up	IGN fuse blown  CHARGE fuse blown  Bulb burned out Wiring or ground faulty	Replace fuse and check for short Replace fuse and check for short Replace bulb Repair as necessary	BE-3  BE-3



Standard indication	Allowable range
20	19 – 22
40	39 – 42.5
60	59.5 – 63.5
80	79.5 – 84
100	100 – 105

(km/h)

Standard indication	Allowable range
20	18 – 23
40	40 – 44
60	60 – 64.5
80	80 – 85
100	100 – 105
120	120 – 125.5
140	140 – 146
160	160 – 167

## Parts Inspection

### Speedometer System

#### 1. INSPECT SPEEDOMETER (ON-VEHICLE)

- (a) Using a speedometer tester, inspect the speedometer for allowable indication error and check the operation of the odometer.

HINT: The wear and tire over or under inflation will increase the indication error.

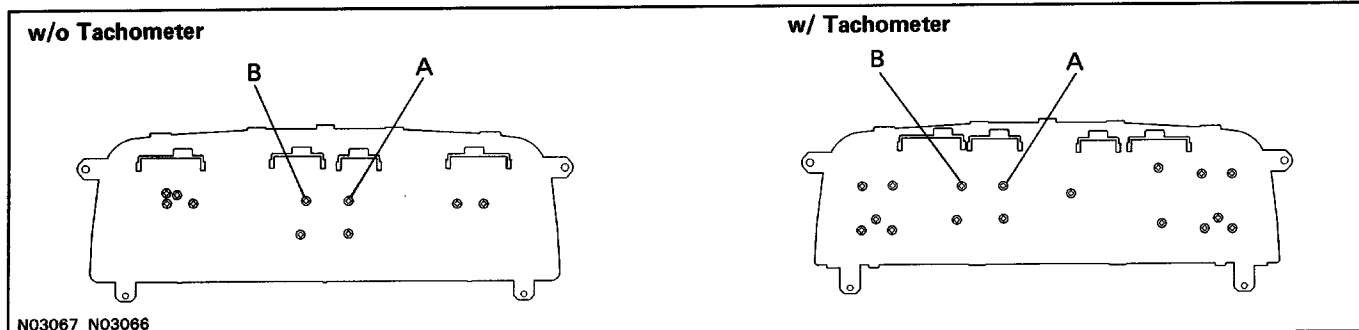
If error.

- (b) Check the speedometer for pointer vibration and abnormal noise.

HINT: Pointer vibration can be caused by a loose speedometer cable.

#### 2. INSPECT SPEED SENSOR

Check that there is continuity between terminals A and B four times per each revolution of the speedometer shaft. If operation is not as specified, replace the speedometer.



DC 13.5 V 200C (680F)	rpm
Standard indication	Allowable range
700	610 – 750
3,000	2,850 – 3,150
5,000	4,850 – 5,150
7,000	6,790 – 7,210

### Tachometer System

#### INSPECT TACHOMETER (ON-VEHICLE)

- (a) Connect a tune-up test tachometer, and start the engine.

#### NOTICE:

- Reversing the connection of the tachometer will damage the transistors and diodes inside.
  - When removing or installing the tachometer, be careful not to drop or subject it to heavy shocks.
- (b) Compare the tester and tachometer indications. If error is excessive, replace the tachometer.

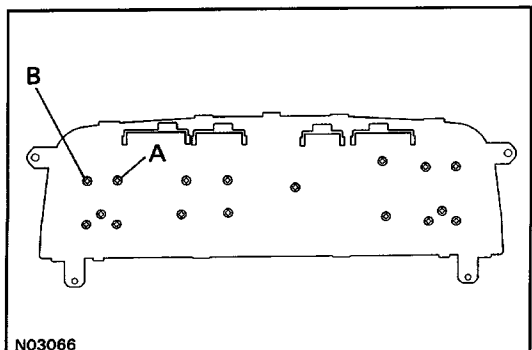
#### Volt Gauge System

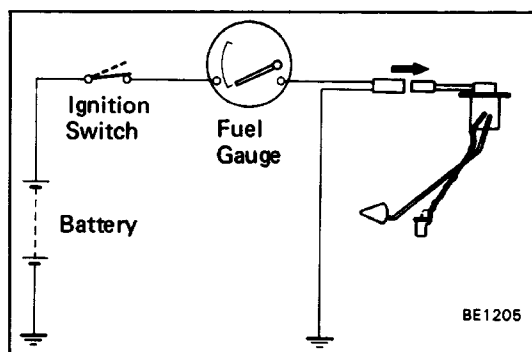
#### INSPECT VOLT GAUGE

Measure the resistance between terminals A and B.

**Resistance: Approx. 347**

If resistance value is not as specified, replace the gauge.

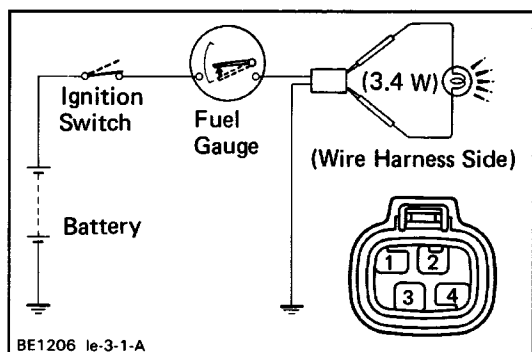




## Fuel Gauge System

### 1. INSPECT RECEIVER GAUGE

- Disconnect the connector from the sender gauge.
- Turn the ignition switch ON, check that the receiver gauge needle indicates EMPTY.



- Connect terminals 1 and 2 on the wire harness side connector through a 3.4 W test bulb.
- Turn the ignition switch ON, check that the test bulb lights up and the receiver gauge needle moves towards the full side.

HINT: (w/ Tachometer)

Because of the silicon oil in the gauge, it will take a short time for the needle to stabilize.

If operation is not as specified, inspect the receiver gauge resistance, and the voltage regulator (w/o Tachometer).

### (Voltage Regulator: w/o Tachometer)

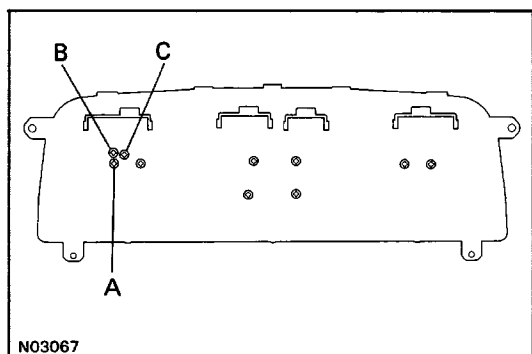
- Connect the positive (+) lead from the battery to terminal A and negative (–) lead to terminal B.
- Connect the positive (+) lead from the voltmeter to terminal C and the negative (–) lead to terminal B, check that the voltmeter needle vibrates near the 7 V position.

If voltage value is not as specified, replace the receiver gauge.

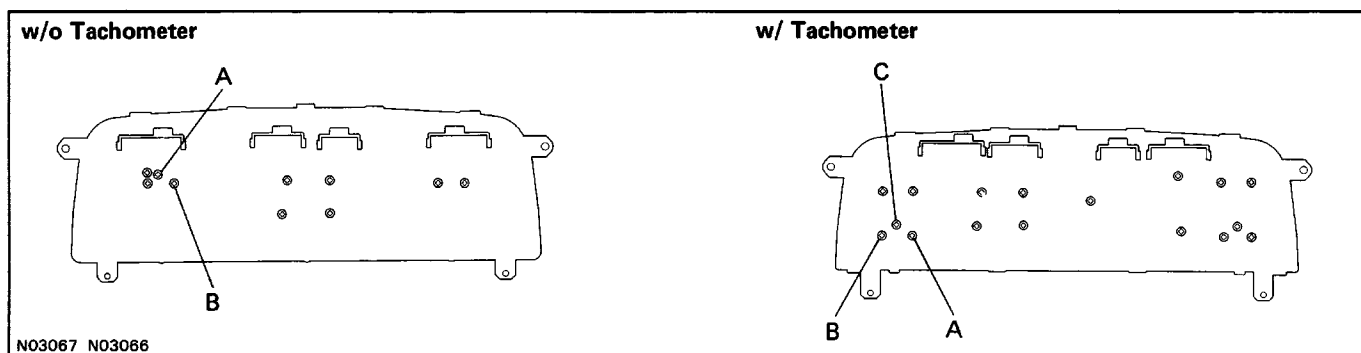
### (Resistance)

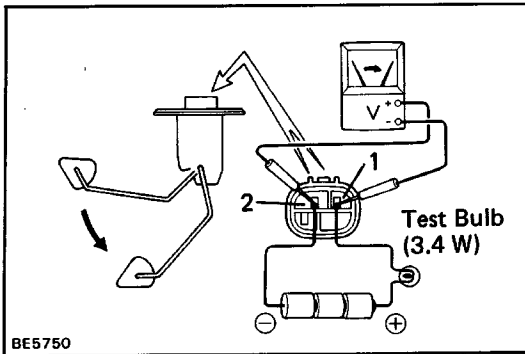
Measure the resistance between terminals.

If resistance value is not as specified, replace the receiver gauge.



Between terminals	Resistance ( / )	
	w/o Tachometer	w/ Tachometer
A – B	Approx. 55	Approx. 123
A – C	—	Approx. 260
B – C	—	Approx. 137





## 2. INSPECT SENDER GAUGE

(Operation)

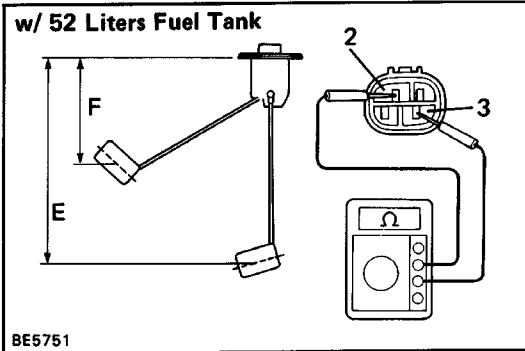
- Connect a series of three 1.5 v dry cell batteries.
- Connect the positive (+) lead from the dry cell batteries to terminal 2 through a 3.4 W test bulb and the negative (–) lead to terminal 1.
- Connect the positive (+) lead from the voltmeter to terminal 2 and negative (–) lead to terminal 1.
- Check that the voltage rises as the float is moved from the top to bottom position.

If operation is not as specified, replace the sender gauge.

**(Resistance)**

Measure the resistance between terminals 1 and 3.

w/ 52 Liters Fuel Tank



Float position mm (in.)		Resistance ( / )
F	Approx. 121 (4.76)	Approx. 3
E	Approx. 263 (10.35)	Approx. 110

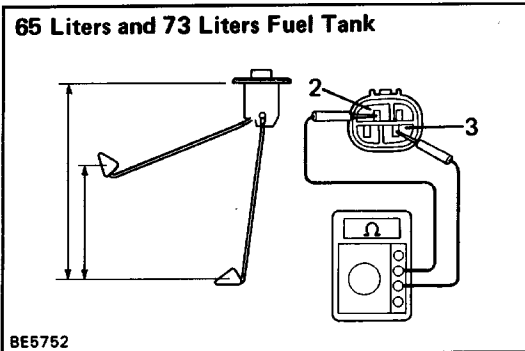
w/ 65 Liters Fuel Tank

Models	Float position		Resistance ( / )
2WD	F	Approx. 96 (3.78)	Approx. 3
	E	Approx. 281 (11.06)	Approx. 110
4WD	F	Approx. 108 (4.25)	Approx. 3
	E	Approx. 300 (11.81)	Approx. 110

w/ 73 Liters Fuel Tank

Float position		Resistance ( / )
F	Approx. 116 (4.57)	Approx. 3
E	Approx. 319 (12.56)	Approx. 110

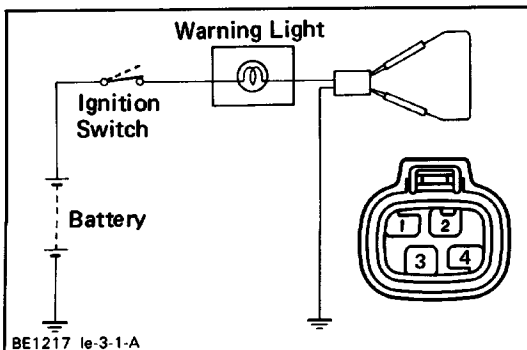
If resistance value is not as specified, replace the sender gauge.

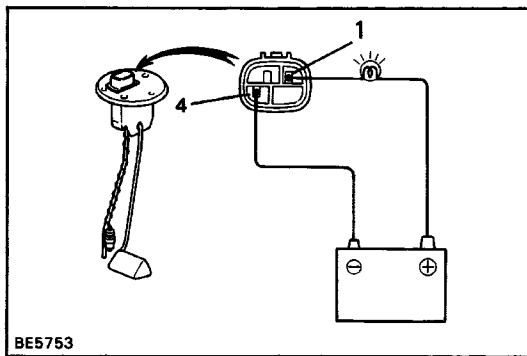


## Fuel Level Warning System

### 1. INSPECT WARNING LIGHT

- Disconnect the connector from the sender gauge.
- Connect terminals 1 and 3 on the wire harness side connector.
- Turn the ignition switch ON, check that the warning light will come on.  
If the warning light does not come on, test the bulb.

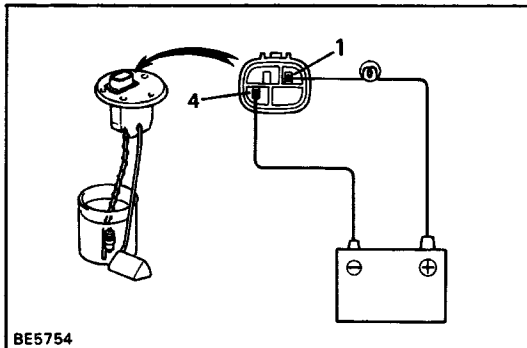




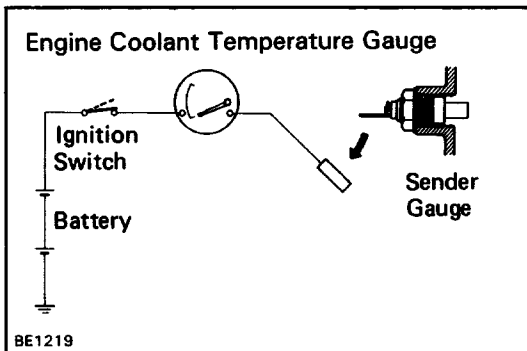
## 2. INSPECT WARNING SWITCH

- (a) Apply battery positive voltage between terminals 1 and 4 through a 3.4 W test bulb, check the bulb lights up.

HINT: It will take a short time for the bulb to light up.



- (b) Submerge the switch in fuel, check that the bulb goes out.  
If operation is not as specified, replace the sender gauge.

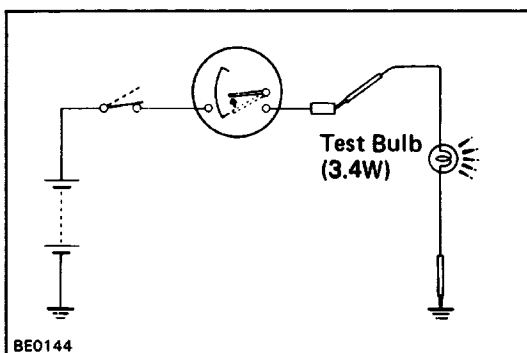


## Engine Coolant Temperature Gauge System

### INSPECT RECEIVER GAUGE

#### (Operation)

- (a) Disconnect the connector from the sender gauge.  
(b) Turn the ignition switch ON, check that the receiver gauge needle indicates cool.



- (c) Ground terminal on the wire harness side connector through a 3.4 W test bulb.

- (d) Turn the ignition switch ON, check that the bulb lights up and the receiver gauge needle moves towards the hot side.

If operation is not as specified, replace the sender gauge. Then, recheck the system.

If operation is not as specified, measure the receiver gauge resistance.

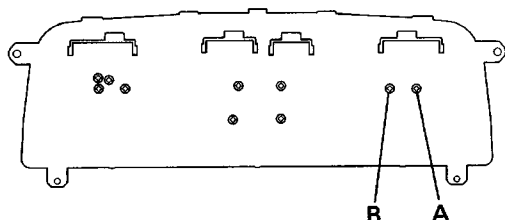
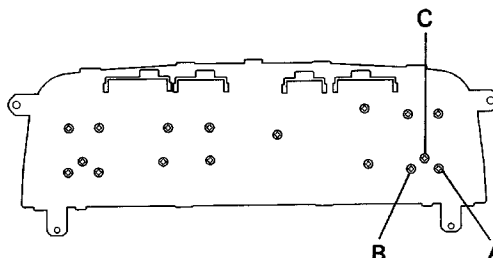
Between terminals	Resistance ( / )	
	w/o Tachometer	w/ Tachometer
A → B	Approx. 25	Approx. 57
A → C	—	Approx. 135
B → C	—	Approx. 217

**(Resistance)**

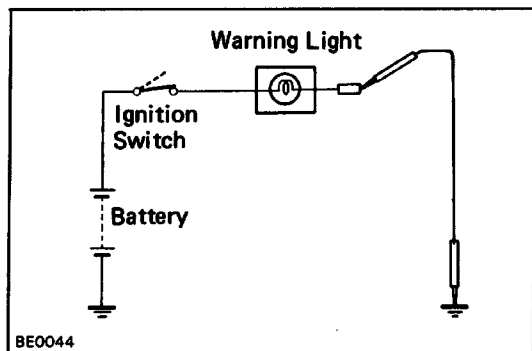
Measure the resistance between terminals.

HINT: Connect the test leads so that the current from the ohmmeter can flow according to the above order.

If resistance value is not as specified, replace the receiver gauge.

**w/o Tachometer****w/ Tachometer**

N03067 N030b6



BE0044

**Low Oil Pressure Warning System****1. INSPECT WARNING LIGHT**

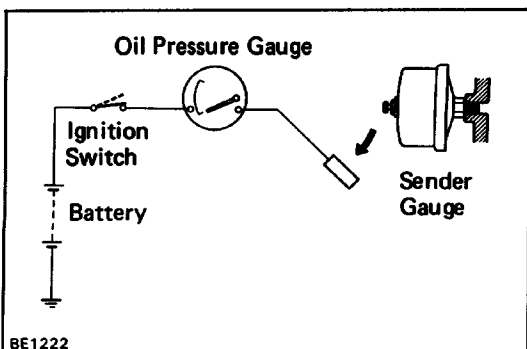
- (a) Disconnect the connector from the warning switch and ground terminal on the wire harness side connector.
- (b) Turn the ignition switch ON, check that the warning light will come on.  
If the warning light does not come on, test the bulb.

**2. INSPECT WARNING SWITCH**

- (a) Disconnect the connector from the switch.
- (b) Check that there is continuity between terminal and ground with the engine stopped.
- (c) Check that there is no continuity between terminal and ground with the engine running.

HINT: Oil pressure should be over 0.3 kg/cm<sup>2</sup> (4.3 psi, 29 kPa).

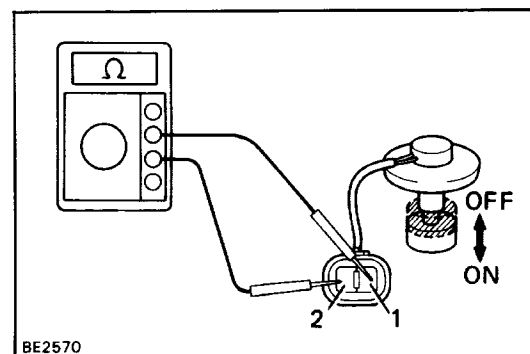
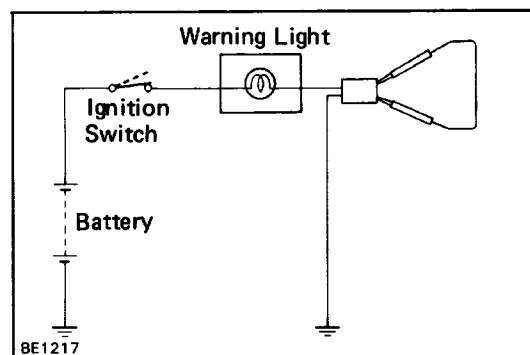
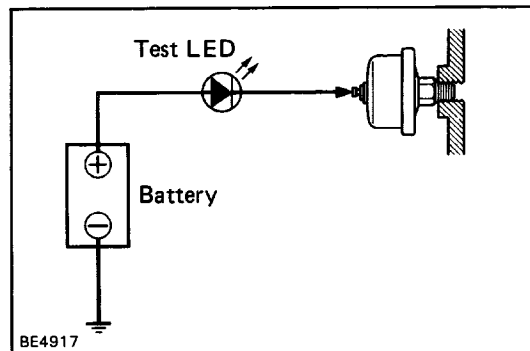
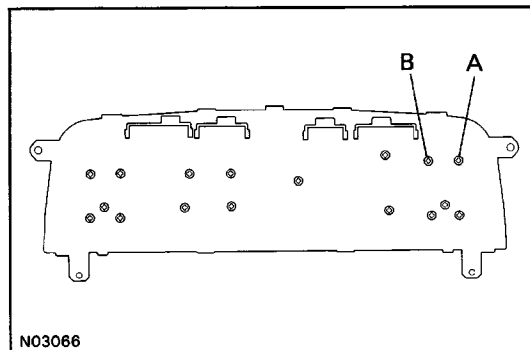
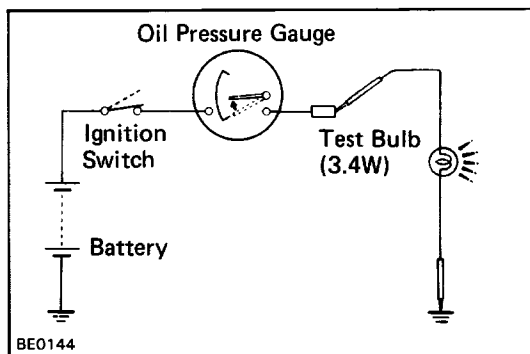
If operation is not as specified, replace the switch.

**Oil Pressure Gauge System**

BE1222

**1. INSPECT RECEIVER GAUGE****(Operation)**

- (a) Disconnect the connector from the sender gauge.
- (b) Turn the ignition switch ON, check that the receiver gauge needle indicates LOW.



- (e) Ground terminal on the wire harness side connector through a 3.4 W test bulb.
- (d) Turn the ignition switch ON, check that the bulb lights up and the receiver gauge needle moves to the high side.  
If operation is not as specified, measure the receiver gauge resistance.

### (Resistance)

Measure the resistance between terminals A and B.

**Resistance: Approx. 25**

If resistance value is not as specified, replace the receiver gauge.

## 2. INSPECT SENDER GAUGE

- (a) Disconnect the connector from the sender gauge.
- (b) Apply battery positive voltage to the sender gauge terminal through a test LED.
- (c) Check that the bulb does not light when the engine is stopped.
- (d) Check that the LED flashes when the engine is running. The number of flashed should vary with engine speed.  
If operation is not as specified, replace the sender gauge.

## Brake Warning System

### 1. INSPECT WARNING LIGHT

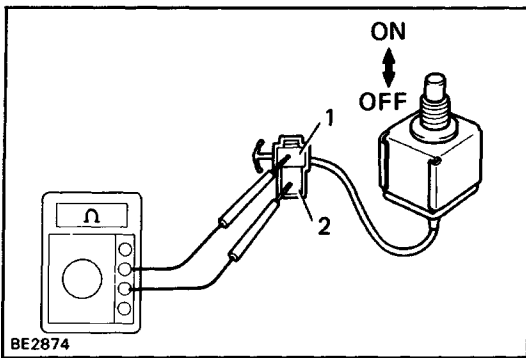
- (a) Disconnect the connectors from the level warning switch and parking brake switch.
- (b) Connect terminals on the wire harness side connector of the level warning switch connector.
- (c) Remove the CHARGE fuse and turn the ignition switch ON, check that the warning light will come on.

If the warning light does not come on, test the bulb.

### 2. INSPECT SWITCHES

#### (Brake Fluid Level Warning Switch)

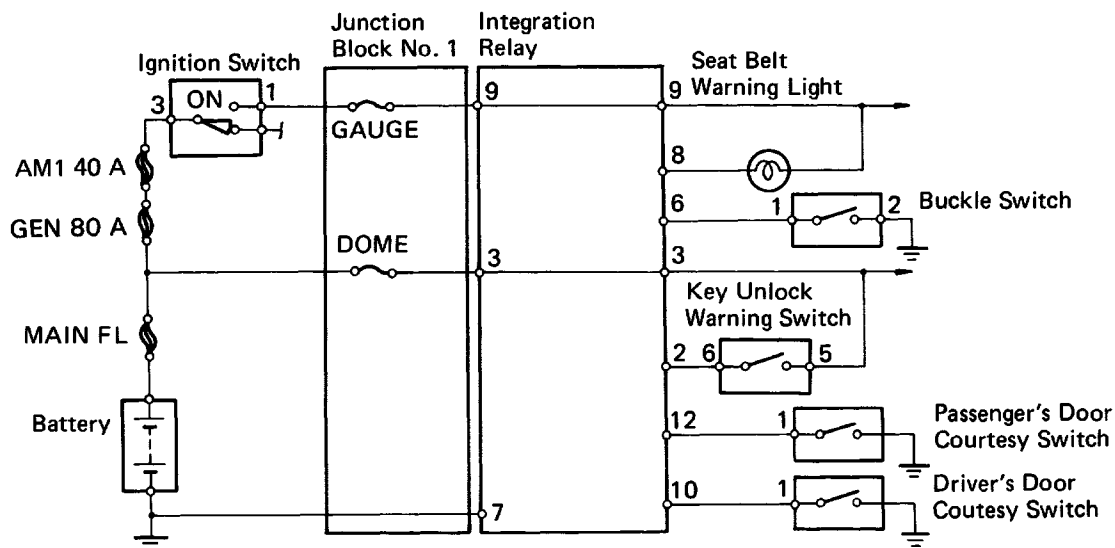
- (a) Check that there is no continuity between terminals with the switch OFF (float up).
- (b) Check that there is continuity between terminals with the switch ON (float down).  
If operation is not as specified, replace the switch.



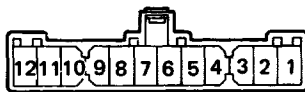
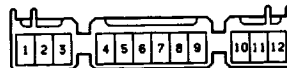
(Parking Brake Switch)

- (a) Check that there is continuity between terminals with the switch ON (switch pin released).
  - (b) Check that there is no continuity between terminals with the switch OFF (switch pin pushed).
- If operation is not as specified, replace the switch.

## Seat Belt Warning System



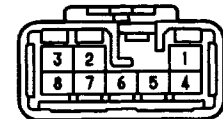
Junction Block No. 1

Integration Relay  
(Junction Block Side)

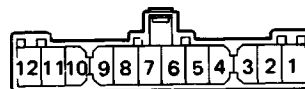
Buckle Switch



Key Unlock Warning Switch



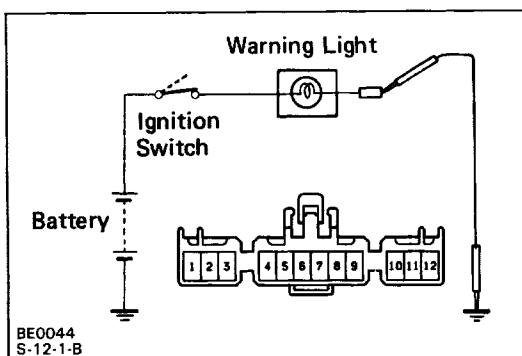
(Wire Harness Side)



Door Courtesy Switch



BE5633  
BE1851 S-12-1-C H-2-2 g-8-2  
BE1851 S-1-1-B



BE0044  
S-12-1-B

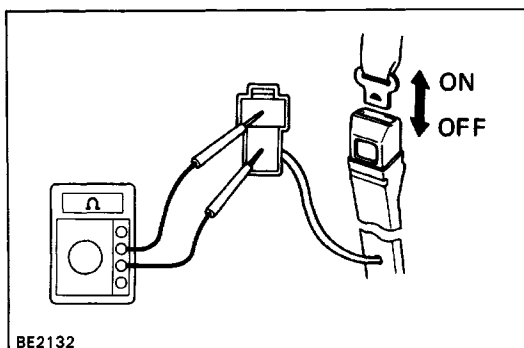
### 1. INSPECT WARNING SWITCH

- Disconnect the wire harness side connector from the integration relay.
- Ground terminal 8 on the wire harness side connector.
- Turn the ignition switch ON, check that the warning light lights up.  
If the warning light does not light up, test the bulb.

### 2. INSPECT BUCKLE SWITCH

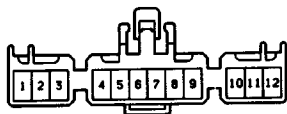
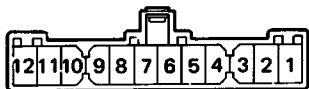
- Check that there is continuity between terminal: with the switch ON (belt unfastened).
- Check that there is no continuity between terminal: with the switch OFF (belt fastened).

If operation is not as specified, replace the seat belt inner assembly.



BE2132



**Wire Harness Side****Junction Block Side**S-12-1-B  
BE1851**3. INSPECT INTEGRATION RELAY**

Remove the integration relay and inspect the connectors on the wire harness side and the junction block side as shown in the chart.

**Wire Harness Side**

Check for	Tester connection	Condition		Specified value
Continuity	2 – 3	Key unlock warning switch position	OFF (Ignition key removed)	No continuity
			ON (Ignition key set)	Continuity
	6 – Ground	Buckle switch position	OFF (Belt fastened)	No continuity
			ON (Belt unfastened)	Continuity
	8 – 9	Constant		*Continuity
	10 – Ground	Driver's door courtesy switch position	OFF (Door closed)	No continuity
			ON (Door opened)	Continuity
	12 – Ground	Passenger's door courtesy switch position	OFF (Door closed)	No continuity
			ON (Door opened)	Continuity

\*There is resistance because this circuit is included the bulb.

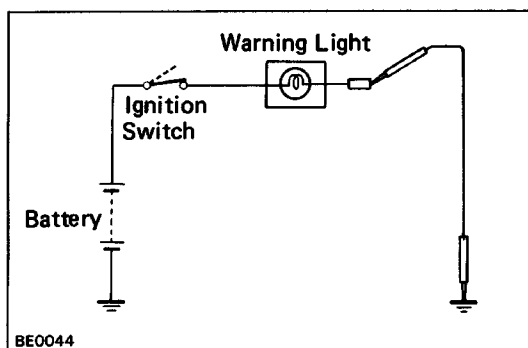
**Junction Block Side**

Check for	Tester connection	Condition		Specified value
Continuity	7 – Ground	Constant		Continuity
Voltage	3 – Ground	Constant		Battery positive voltage
	9 – Ground	Ignition switch position	LOCK or ACC	No voltage
			ON	Battery positive voltage

If circuit is as specified, replace the relay.

**Open Door Warning System****1. INSPECT WARNING LIGHT**

- Disconnect the connector from the door courtesy switch and ground terminal on the wire harness side.
- Turn the ignition switch ON, check that the warning light lights up.  
If the warning light does not light up, test the bulb.

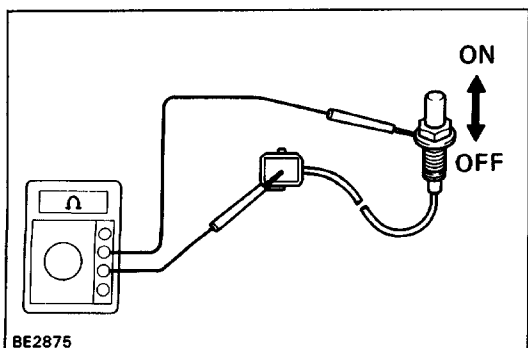


BE0044

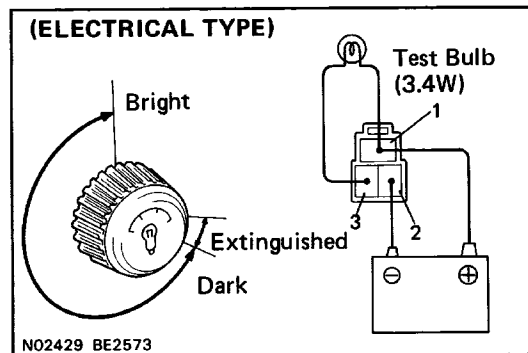
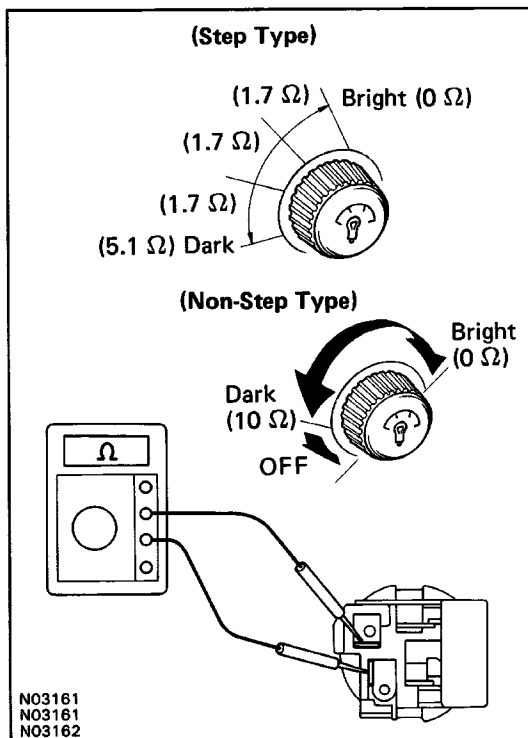
**2. INSPECT COURTESY SWITCH**

- Check that there is continuity between terminal and the switch body with the switch ON (switch pin released).
- Check that there is no continuity between terminal and the switch body with the switch OFF (switch pin pushed in).

If operation is not as specified, replace the switch.



BE2875



## Illumination Control System

### INSPECT LIGHT CONTROL RHEOSTAT

#### 1. STEP TYPE (w/ o Tachometer)

Gradually turn the rheostat knob from the bright side to dark side, check that the resistance between terminals increases from approximately 0 to 5.1/ .

If operation is not as specified, replace the rheostat.

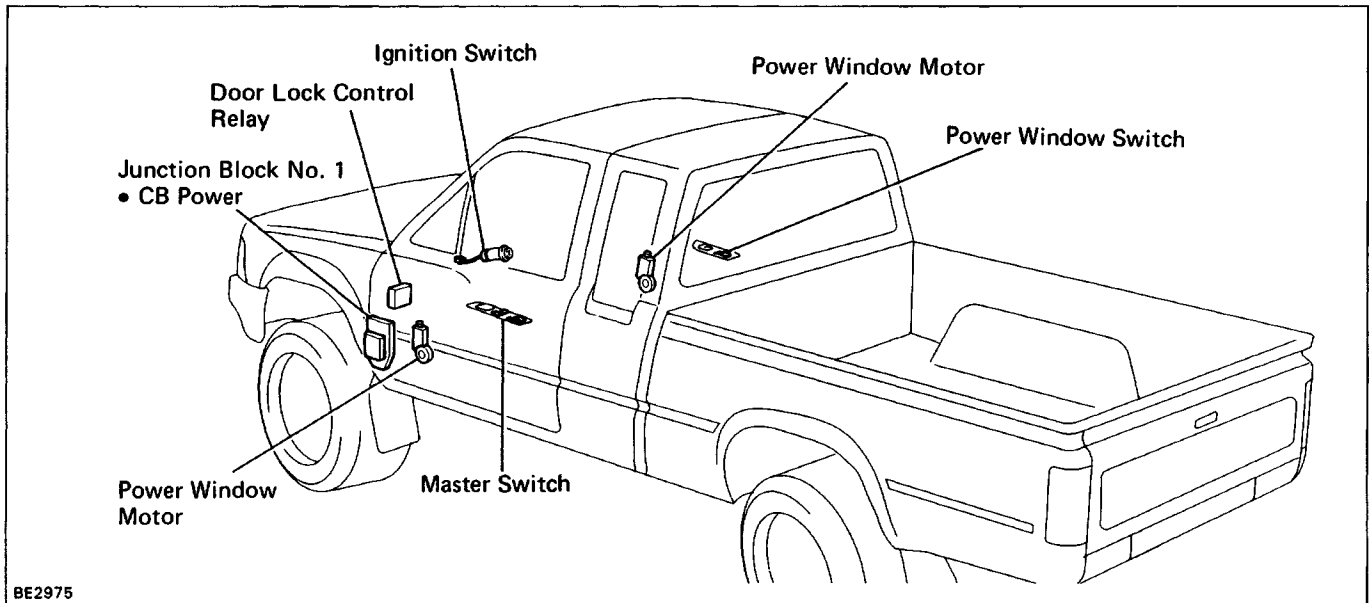
#### 2. NON-STEP TYPE (w/ Tachometer)

- Turn the rheostat knob OFF, check that there is no continuity between terminals. (Rheostat knob turned to fully counterclockwise)
  - Gradually, turn the rheostat knob from the dark side to bright side, check that the resistance decreases from 10 to 0 ohm. (Rheostat knob turned to clockwise)
- If operation is not as specified, replace the rheostat.

#### 3. ELECTRICAL TYPE (w/ All AIT Vehicle)

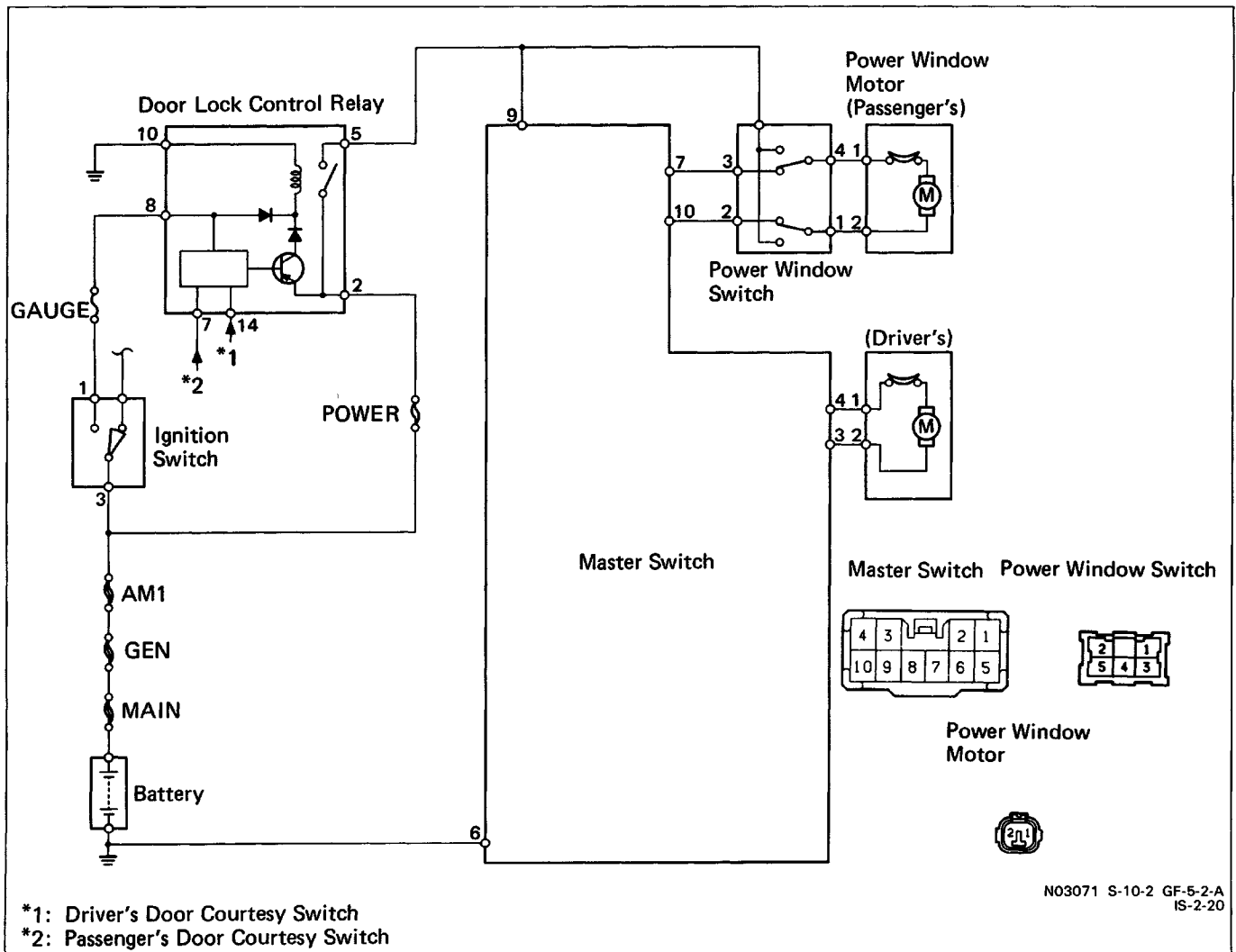
- Connect terminals 1 and 3 through a 3.4 W test bulb.
  - Connect the positive (+) lead from the battery to terminal 1 and the negative (-) lead to terminal 2.
  - Turn the rheostat knob to fully counterclockwise check that the test bulb goes out.
  - Gradually turn the rheostat knob to clockwise, check that the test bulb brightness changes from dark to bright.
- If operation is not as specified, replace the rheostat.

# POWER WINDOW CONTROL SYSTEM Parts Location



BE2975

## Wiring and Connector Diagrams



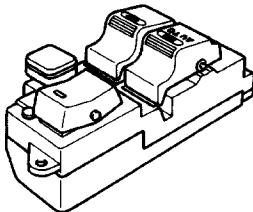
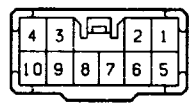
## Troubleshooting

Problem	Possible cause	Remedy	Page
Power window does not operate at all	GAUGE fuse blown	Replace fuse and check for short	BE-3
	Door lock control relay faulty	Check relay	BE-51
	Wiring or ground faulty	Repair as necessary	
One touch power window does not operate	Power window master switch faulty	Check switch	BE-44
Only one window does not operate	Power window switch faulty	Check switch	BE-46
	Power window motor faulty	Check motor	BE-46
	Wiring or ground faulty	Repair as necessary	

## Parts Inspection

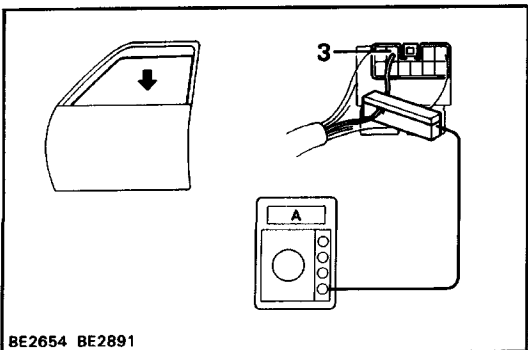
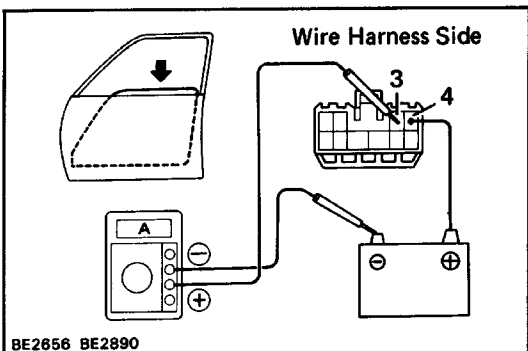
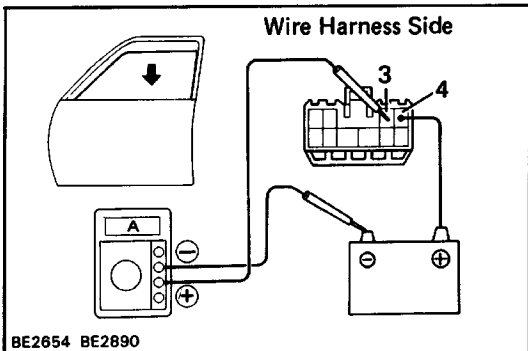
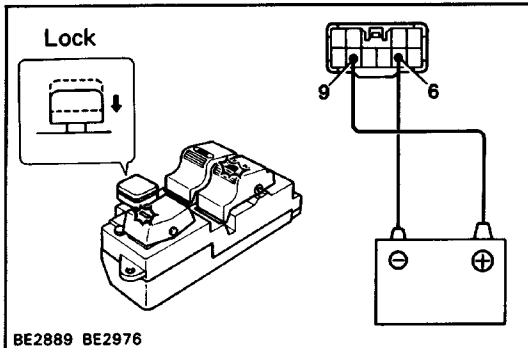
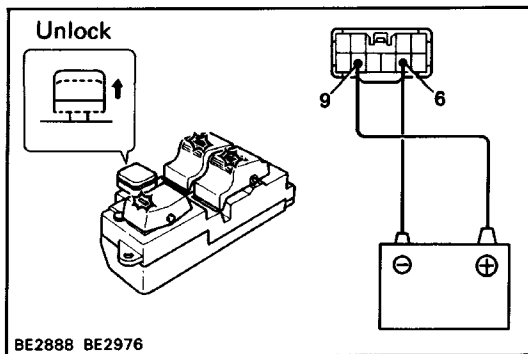
### 1. INSPECT SWITCHES

(Master Switch/Continuity)

Window operation		Driver's				Passenger's			
Terminal		3	4	6	9	6	7	9	10
Switch position									
	UP	○	○	○	○	○	○	○	○
	OFF	○	○	○		○	○	○	○
	DOWN	○	○	○	○	○	○	○	○
	UP	○	○	○				○	○
	OFF	○	○	○			○	○	○
	DOWN	○	○	○			○	○	

BE2877  
S-10-2

If continuity is not as specified, replace the switch.

**(Master Switch: Illumination)**

- Set the window lock switch to the unlock position.
- Connect the positive (+) lead from the battery to terminal 9 and negative (-) lead to terminal 6, check that all the illuminations light up.

- Set the window lock switch to the lock position, check that the passenger's power window switch illumination goes out.  
If operation is not as specified, replace the master switch.

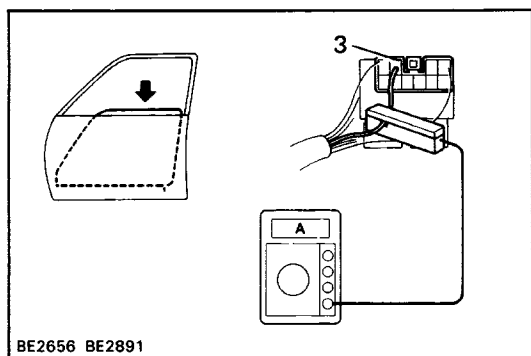
**(Master Switch: One Touch Power Window System)****Inspection using an ammeter:**

- Disconnect the connector from the master switch.
- Connect the positive (+) lead from the ammeter to terminal 3 on the wire harness side connector and the negative (-) lead to negative terminal of the battery.
- Connect the positive (+) lead from the battery to terminal 4 on the wire harness side connector.
- As the window goes down, check that the current flows approximately 7 A.
- Check that the current increases approximately 14.5 A or more when the window stops going down.

**HINT:** The circuit breaker opens some 4–40 seconds after the window stops going down, so the check must be made before the circuit breaker operates.  
If operation is not as specified, replace the master switch.

**Inspection using an ammeter with a current-measuring probe:**

- Remove the master switch with connector connected.
- Attach a current-measuring probe to terminal 3 of the wire harness.  
i Turn the ignition switch ON and set the power window switch in the down position.
- As the window goes down, check that the current flows approximately 7 A.



- (e) Check that the current increases approximately 14.5 A or more when the window stops going down.

HINT: The circuit breaker opens some 4–40 seconds after the window stops going down, so that check must be made before the circuit breaker operates.

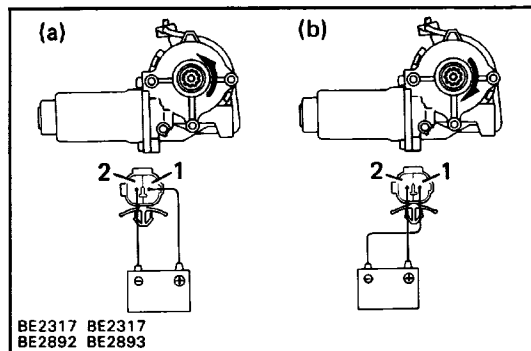
If operation is not as specified, replace the master switch.

### (Power Window Switch/ Continuity)

Terminal Switch position	1	2	3	4	5
UP	○		○	○	○
OFF	○	○	○	○	
DOWN	○	○		○	○

BE2658 G-5-2-A

If continuity is not as specified, replace the switch.



## 2. INSPECT POWER WINDOW MOTOR

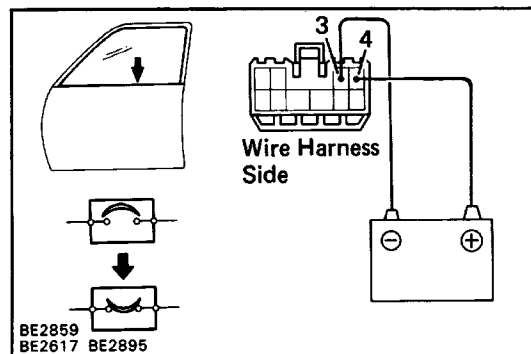
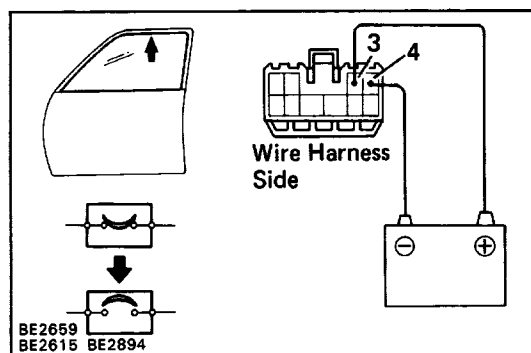
(Left Side Door Motor/ Motor Operation)

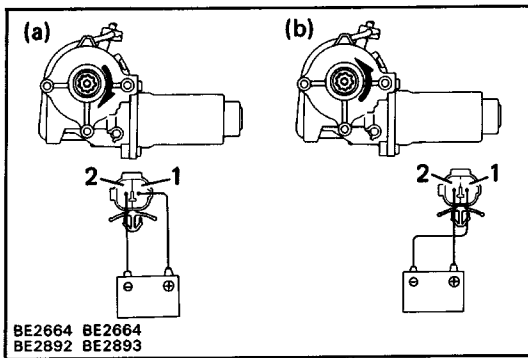
- (a) Connect the positive (+) lead from the battery to terminal 1 and negative (–) lead to terminal 2, check that the motor turns counterclockwise.
- (b) Reverse the polarity, check that the motor turns clockwise.

If operation is not as specified, replace the motor.

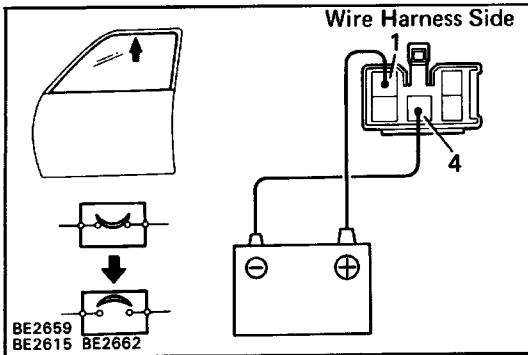
### (Left Side Door Motor/ Circuit Breaker Operation)

- (a) Disconnect the connector from the master switch.
- (b) Connect the positive (+) lead from the battery to terminal 3 and negative (–) lead to terminal 4 on the wire harness side connector, and raise the window to full closed position.
- (c) Continue to apply voltage, check that there is a circuit breaker operation noise within approximately 4 to 40 seconds.
- (d) Reverse the polarity, check that the window begins to descend within approximately 60 seconds.
- If operation is not as specified, replace the motor.

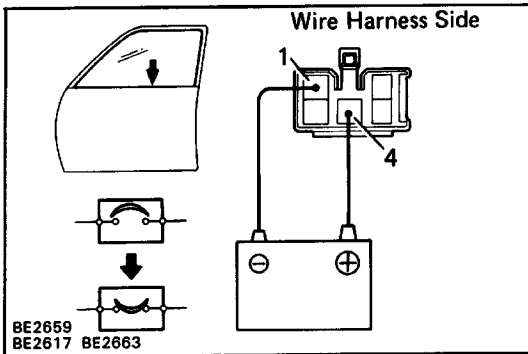


**(Right Side Door Motor/ Motor Operation)**

- (a) Connect the positive (+) lead from the battery to terminal 1 and the negative (-) lead to terminal 2, check that the motor turns clockwise.
- (b) Reverse the polarity, check that the motor turns counterclockwise.  
If operation is not as specified, replace the motor.

**(Right Side Door Motor/ Circuit Breaker Operation)**

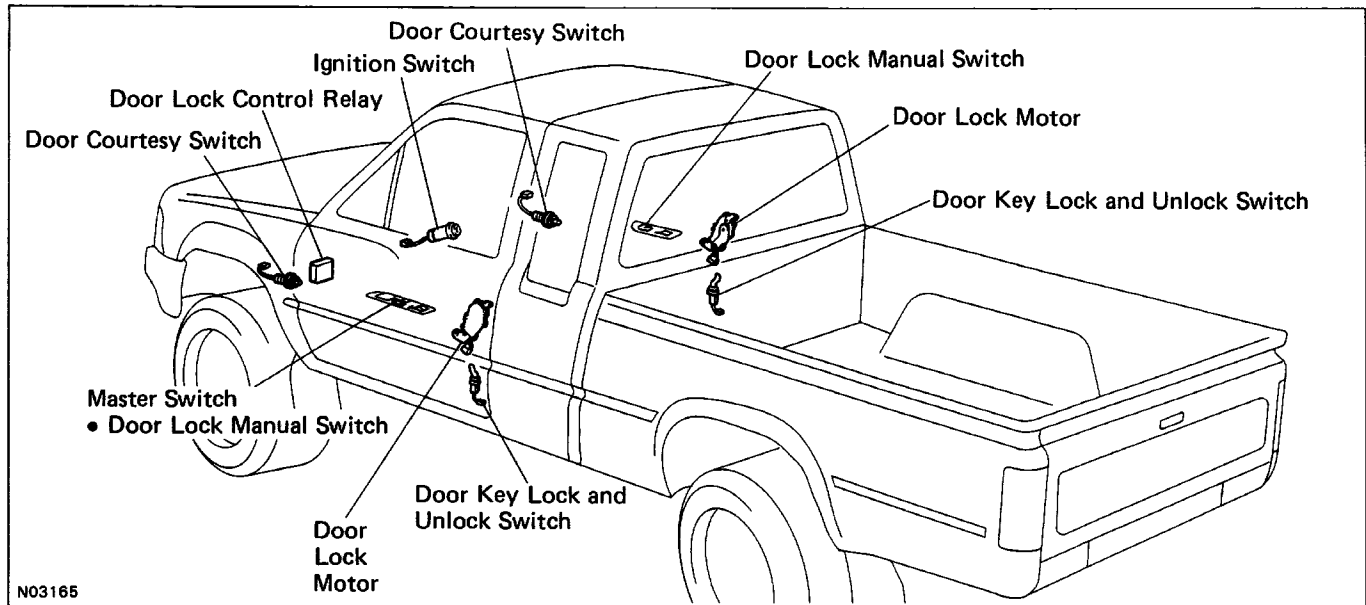
- (a) Disconnect the connector from the power window switch.
- (b) Connect the positive (+) lead from the battery to terminal 1 and negative (-) lead to terminal 4 on the wire harness side connector, and raise the window to full closed position.
- (c) Continue to apply voltage, check that there is a circuit breaker operation noise within approximately 4 to 40 seconds.
- (d) Reverse the polarity, check that the window begins to descend within approximately 60 seconds.  
If operation is not as specified, replace the motor.

**3. INSPECT DOOR LOCK CONTROL RELAY**

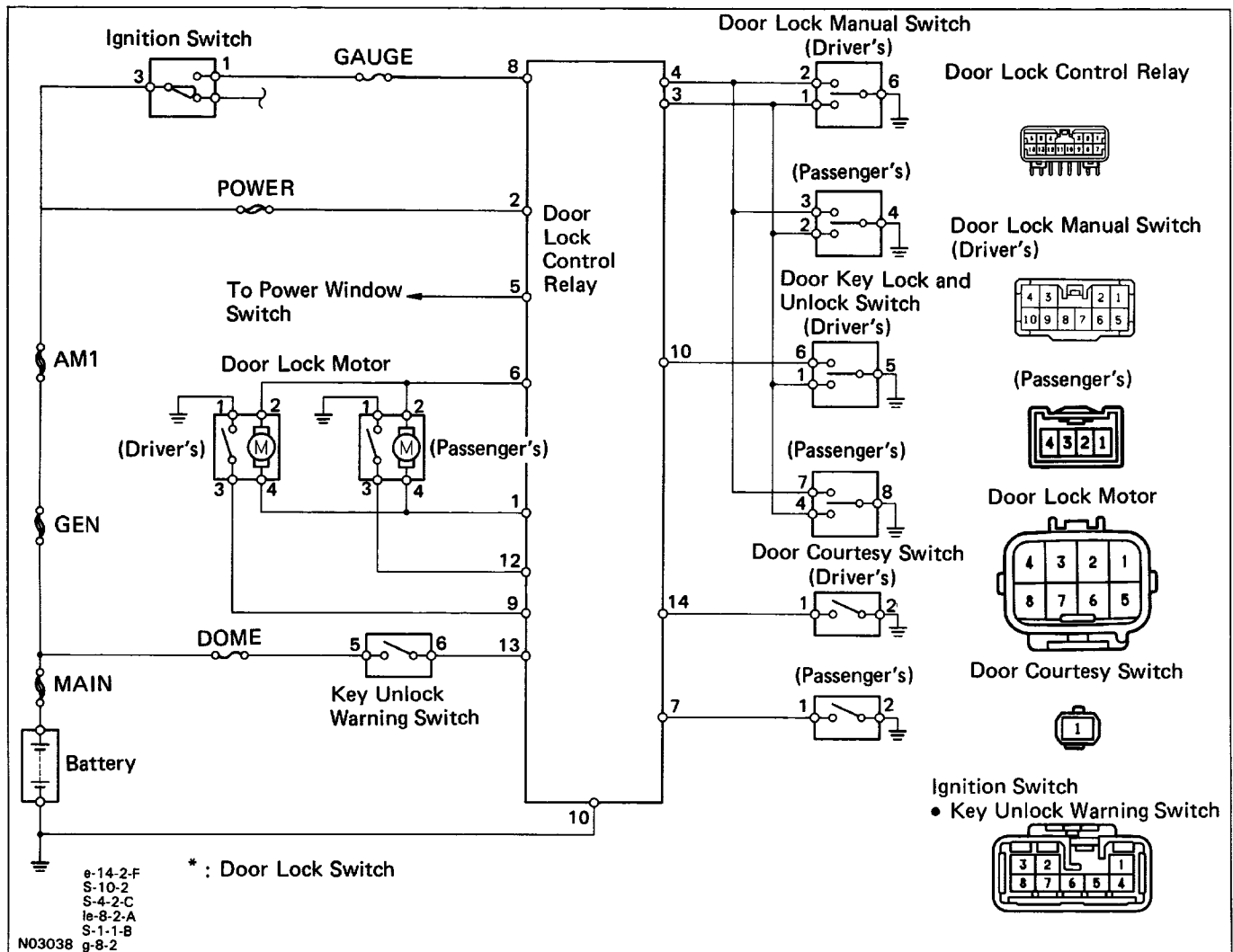
See step 3 of Power Door Lock Control System on page [BE-52](#).

# POWER DOOR LOCK CONTROL SYSTEM

## Parts Location



## Wiring and Connector Diagrams





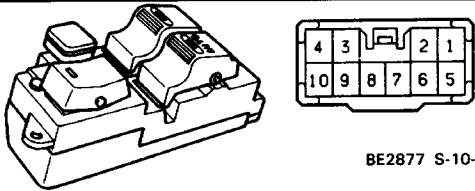
## Troubleshooting

Problem	Possible cause	Remedy	Page
Door lock system does not operate at all	GAUGE fuse blown  Door lock solenoid faulty Door lock control relay faulty Wiring or ground faulty	Replace fuse and check for short Check solenoid Check relay Repair as necessary	BE-3  BE-50 BE-51
Door lock system does not operate by manual switch	Door lock manual switch faulty Door lock control relay faulty Wiring or ground faulty	Check switch Check relay Repair as necessary	BE-49 BE-51
Door lock system does not operate by door key	Door key lock and unlock switch faulty Door lock control relay faulty Wiring or ground faulty	Check switch Check relay Repair as necessary	BE-49 BE-51


## Parts Inspection

### 1. INSPECT SWITCHES


(Driver's Door Lock Manual Switch: in Master Switch/ Continuity)

 BE2877 S-10-2	Terminal Switch position	1	2	6
	LOCK		○	○
	OFF			
	UNLOCK	○		○

(Passenger's Door Lock Manual Switch/ Continuity)

 BE2595 S-4-2-C	Terminal Switch position	2	3	4
	LOCK		○	○
	OFF			
	UNLOCK	○		○

(Door Key Lock and Unlock Switch/ Continuity)

 N02426 1e-8-2-A	Terminal Switch position	RH 4	8	7
		LH 1	5	6
	LOCK		○	○
	OFF			
	UNLOCK	○	○	

If continuity is not as specified, replace the switch.

(Key Unlock Warning Switch/ Continuity)

See Step I of Key Confine Prevention System on page [BE-9](#).

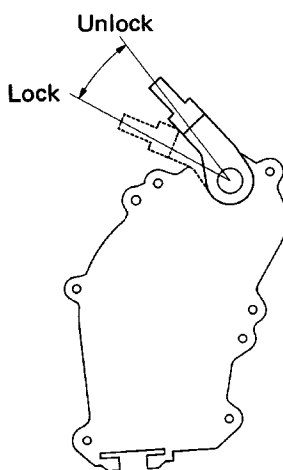
(Door Courtesy Switch/ Continuity)

See Step of Open Door Warning System on page [BE-41](#).

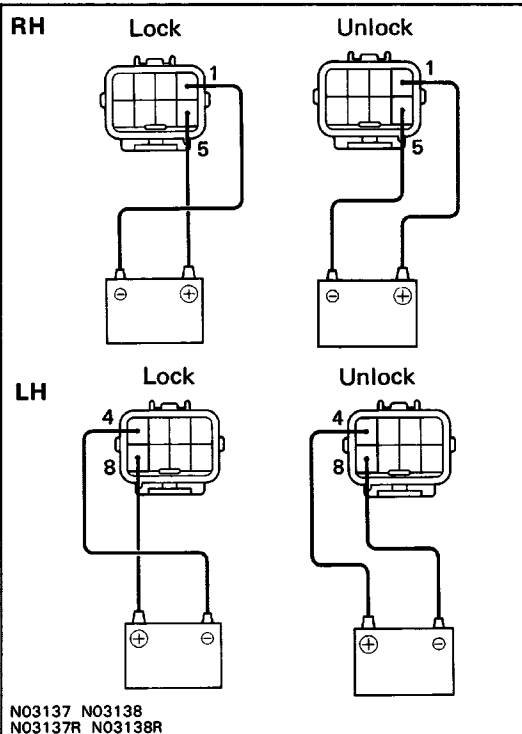
HINT: Door key lock and unlock switch is built into the front door lock assembly.

## 2. INSPECT DOOR LOCK MOTOR

(Motor Operation)



N02426



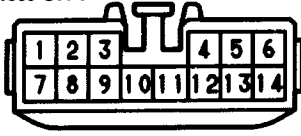
(a) Connect the positive (+) lead from the battery to terminal 1 and the negative (–) lead to terminal 5, check that the door lock link moves to UNLOCK position.

(b) Remove the polarity, check that the door lock link move to LOCK position.  
If operation is not as specified, replace the door lock assembly.

(c) Connect the positive (+) lead from the battery to terminal 4 and the negative (–) lead to terminal 8, check that the door lock link moves to UNLOCK position.

(d) Remove the polarity, check that the door lock link move to lock position.  
If operation is not as specified, replace the door lock assembly.

Wire Harness Side



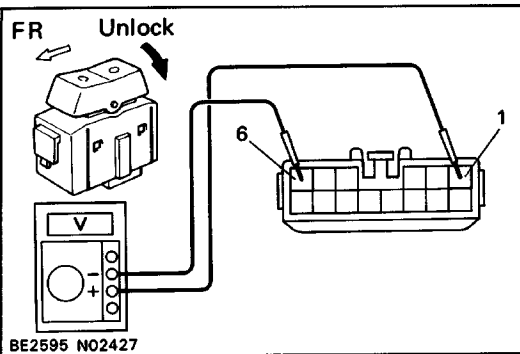
e-14-1-A

### 3. INSPECT DOOR LOCK CONTROL RELAY (Relay Circuit)

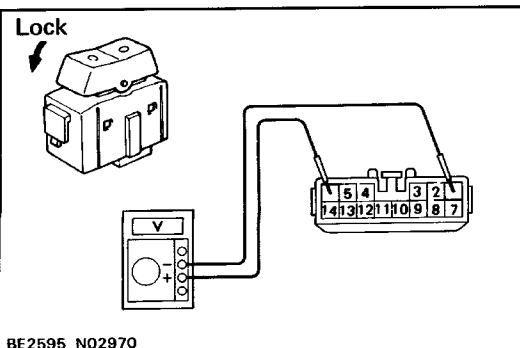
Disconnect the connector from the relay and inspect the connector on the wire harness side as shown in the chart.

Check for	Tester connection	Condition		Specified value
Continuity	3 — Ground	Door lock manual switch or door key lock and unlock switch position	OFF or LOCK	No continuity
			Unlock	Continuity
	4 — Ground	Door lock manual switch or door key lock and unlock switch position	OFF or Unlock	No continuity
			Lock	Continuity
	7 — Ground	Passenger's door courtesy switch position	OFF (Door closed)	No continuity
			ON (Door opened)	Continuity
	9 — Ground	Driver's door lock switch position	Unlock	Continuity
			Lock	No continuity
	11 — Ground	Constant		Continuity
	12 — Ground	Passenger's door lock switch position	Unlock	Continuity
			Lock	No continuity
14 — Ground	Driver's door courtesy switch position	OFF (Door—closed)	No continuity	
		ON (Door opened)	Continuity	
Voltage	2 — Ground	Constant		Battery positive voltage
	8 — Ground	Ignition switch position	LOCK or ACC	No voltage
			ON	Battery positive voltage
	13 — Ground	Key unlock warning switch position	OFF (Ignition key removed)	No voltage
			ON (Ignition key set)	Battery positive voltage

If circuit is as specified, inspect the door lock signal and key-off power window signal.



BE2595 N02427



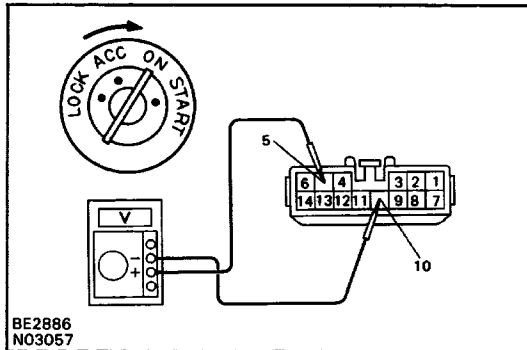
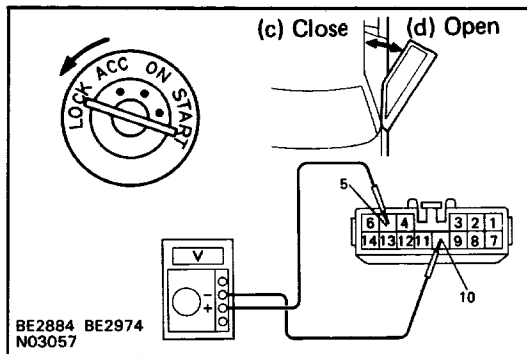
BE2595 N02970

#### (Door Lock Signal)

HINT: When the relay circuit is as specified, inspect the door lock signal.

- Connect the connector to the relay.
- Connect the positive (+) lead from the voltmeter to terminal 1 and negative (–) lead to terminal 6.
- Set the door lock manual switch to UNLOCK, check that the voltage rises from 0 V to battery positive voltage for approximately 0.2 seconds.
- Reverse the polarity of the voltmeter leads.
- Set the door-lock manual switch to LOCK, check that the voltage rises from 0 V to battery positive voltage for approximately 0.2 seconds.

If operation is not as specified, replace the relay.

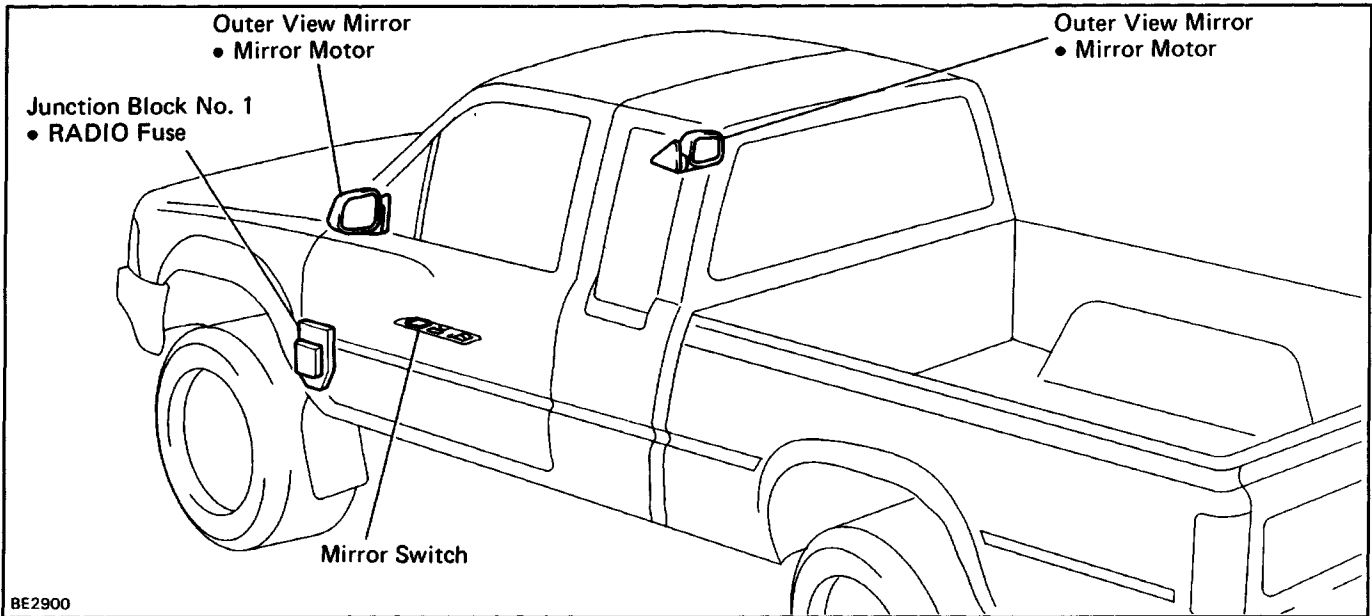


### (Key-Off Power Window Signal)

HINT: When the relay circuit is as specified, inspect the key-off power window signal.

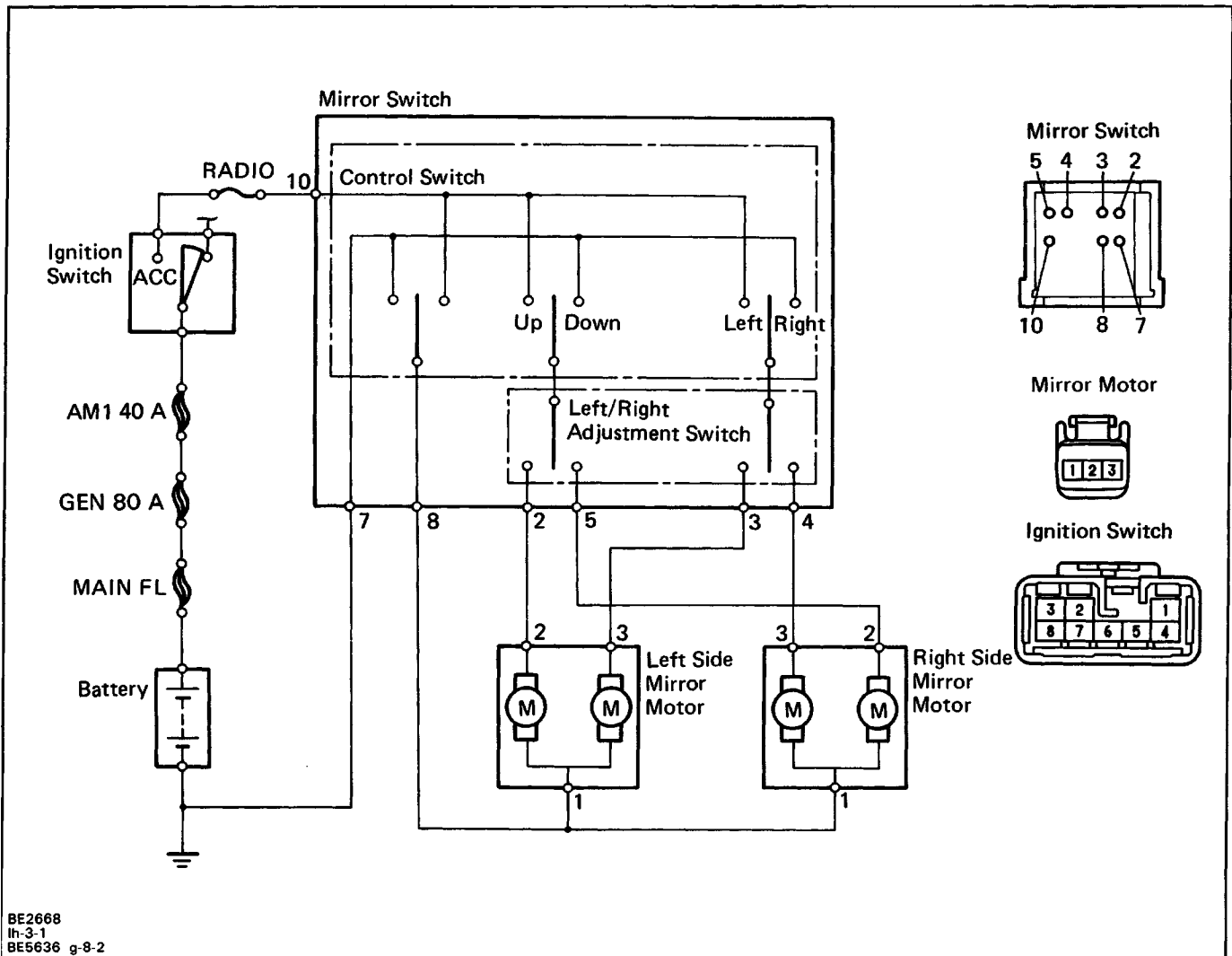
- (a) Connect the connector to the relay.
- (b) Connect the positive (+) lead from the voltmeter to terminal 5 and negative (–) lead to terminal 10.
- (c) Close the door with ignition switch turned to LOCK or ACC, check that the meter needle indicates battery positive voltage.
- (d) Open the door, check that the meter needle indicates 0 V.
- (e) Turn the ignition switch ON, check that the meter needle indicates battery positive voltage again. If operation is not as specified, replace the relay.

# POWER MIRROR CONTROL SYSTEM Parts Location



BE2900

## Wiring and Connector Diagrams



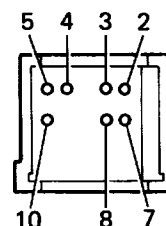
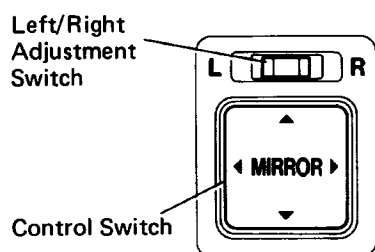
BE2668  
lh-3-1  
BE5636 g-8-2

## Troubleshooting

Problem	Possible cause	Remedy	Page
Remote control mirror system does not operate	RADIO fuse blown  Mirror switch faulty Mirror motor faulty Wiring or ground faulty	Replace fuse and check for short Check switch Check motor Repair as necessary	BE-3  BE-54 BE-55

## Parts Inspection

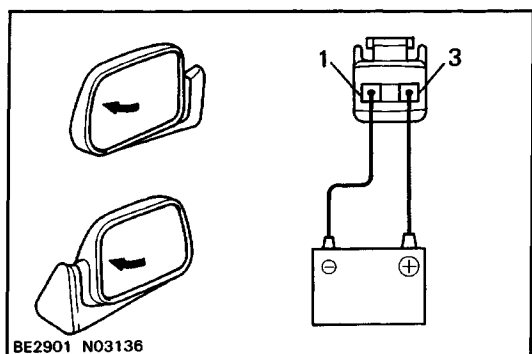
### 1. INSPECT MIRROR SWITCH (CONTINUITY)



BE2357 BE2989

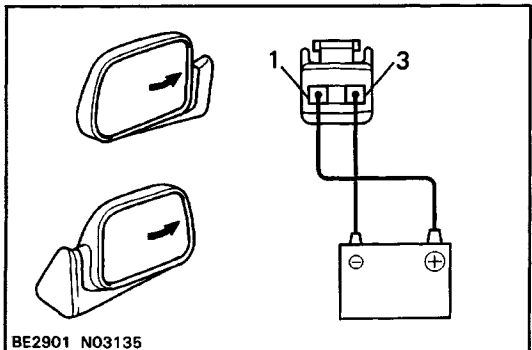
Left/Right adjustment switch position	LEFT SIDE					OFF			RIGHT SIDE				
Terminal	2	3	7	8	10	7	8	10	4	5	7	8	10
Control switch position													
OFF													
UP	○		○	○	○	○	○			○		○	○
DOWN	○		○	○	○		○	○		○	○	○	○
LEFT		○	○	○	○	○	○		○		○	○	○
RIGHT		○	○	○	○		○	○	○		○	○	○

If continuity is not as specified, replace the switch.

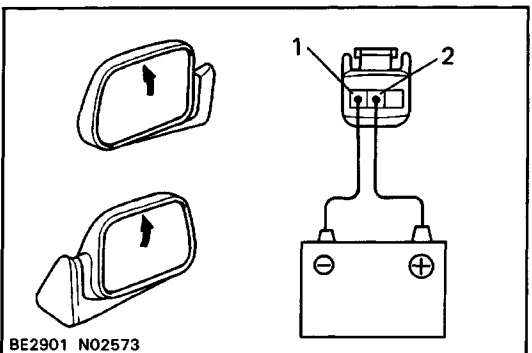


## 2. INSPECT MIRROR MOTOR

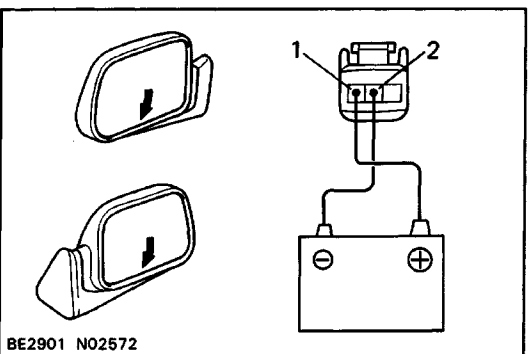
- (a) Connect the positive (+) lead from the battery to terminal 3 and negative (-) lead to terminal 1, check that the mirror turns to left side.



- (b) Reverse the polarity, check that the mirror turns to right side.



- (c) Connect the positive (+) lead from the battery to terminal 2 and the negative (-) lead to terminal 1, check that the mirror turns upward.

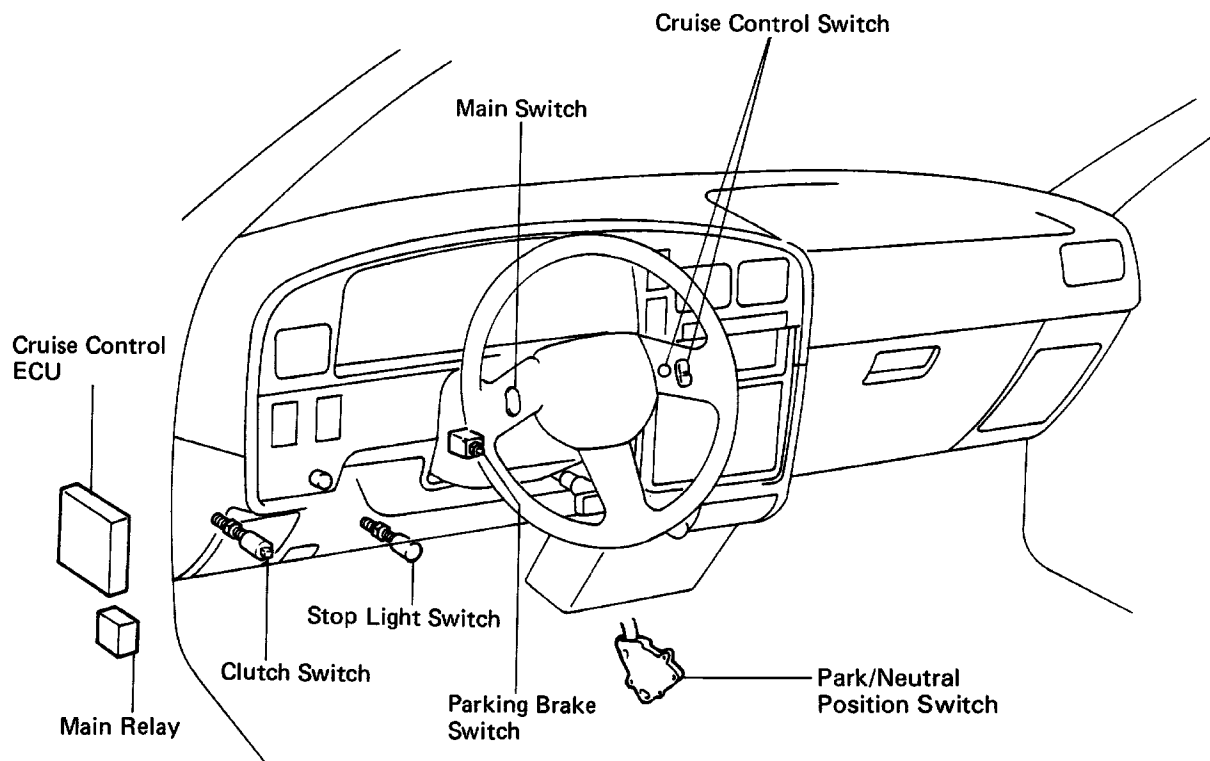


- (d) Reverse the polarity, check that the mirror turns downward.

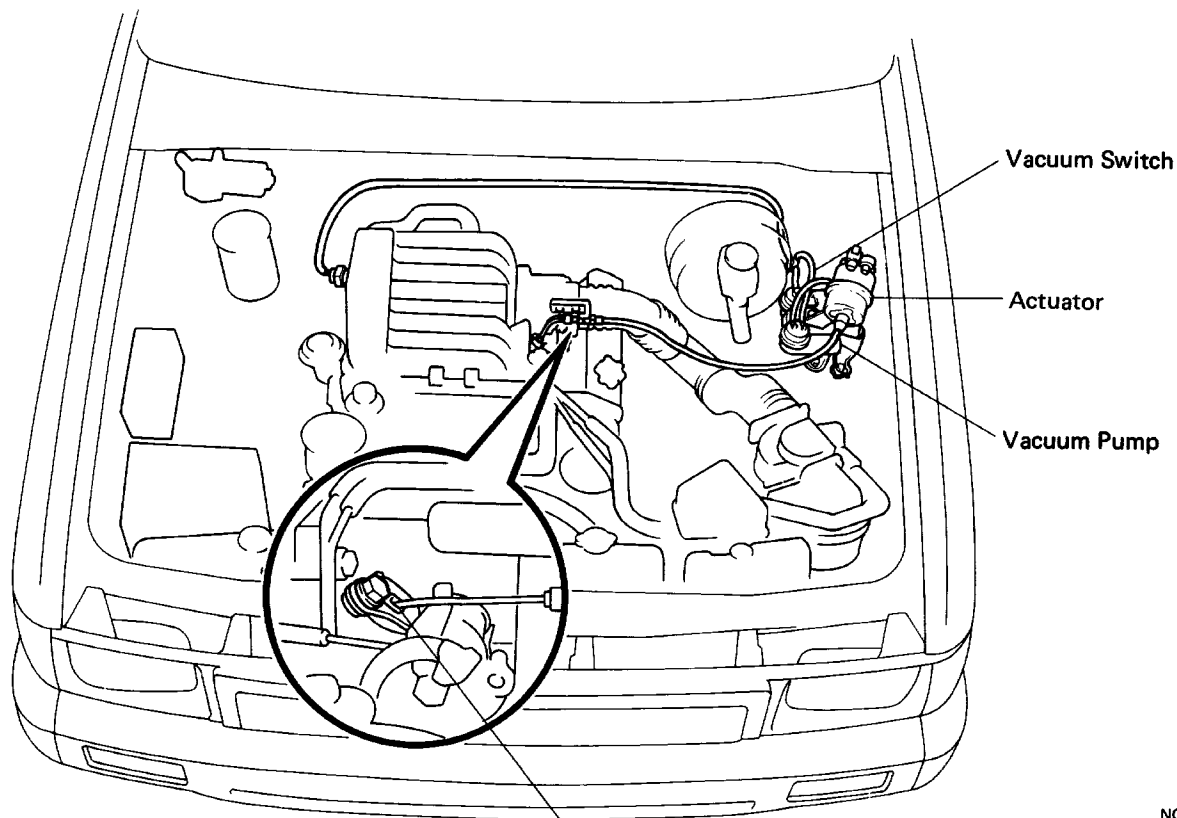
If operation is not as specified, replace the mirror assembly.

# CRUISE CONTROL SYSTEM

## Parts Location



### 3VZ-E ENGINE

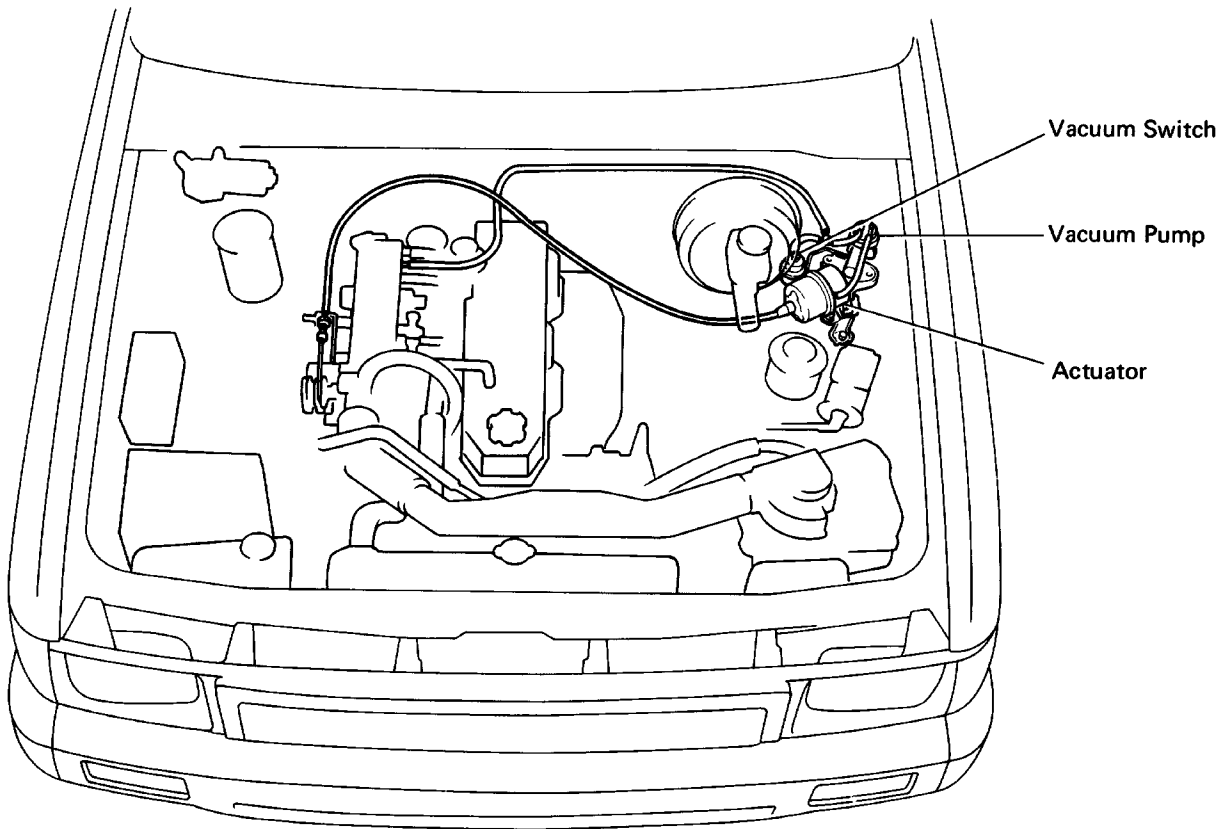


N·m (kgf·cm, ft·lbf) : Specified torque

7.8 (80, 69 in·lbf)

N03166  
BE4422

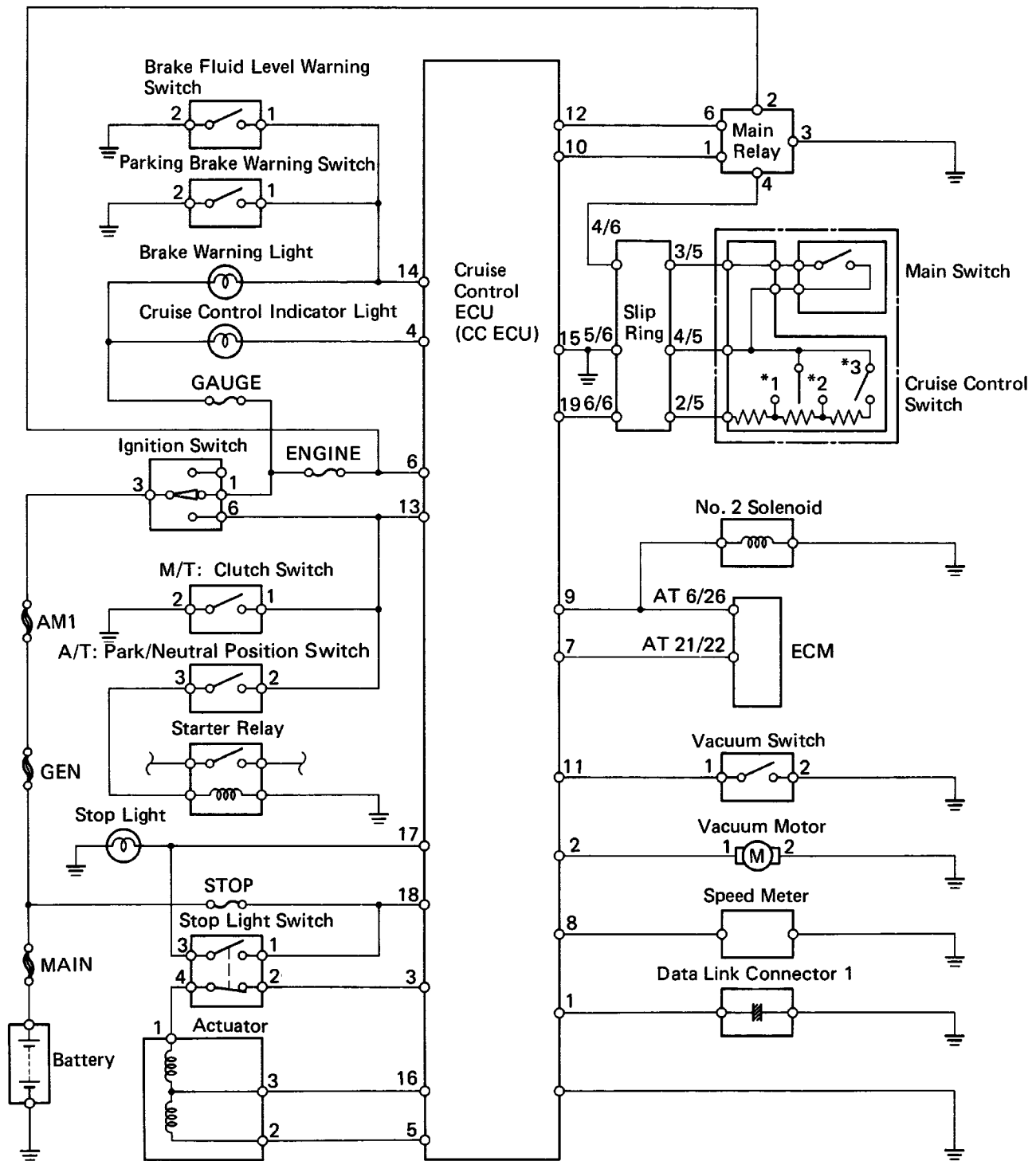


**22R-E ENGINE**

BE3035

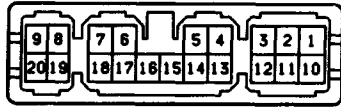
# Wiring Diagram

- \*1 RESUME/ACCEL Switch
- \*2 SET/COAST Switch
- \*3 CANCEL Switch



# Connector Diagrams

Cruise Control ECU



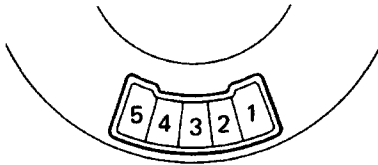
Main Relay



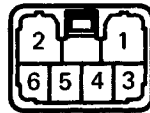
Main Switch



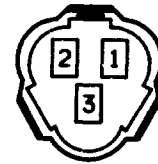
Cruise Control Switch

Slip Ring Speed  
(Control Switch Side)

(Wire Harness Side)



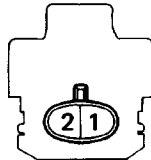
Actuator



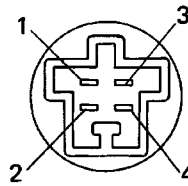
Vacuum Pump



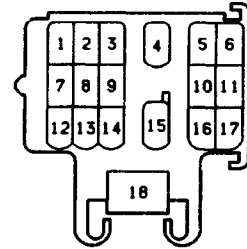
Vacuum Switch



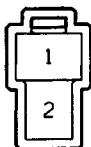
Stop Light Switch



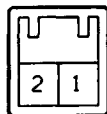
Data Link Connector 1



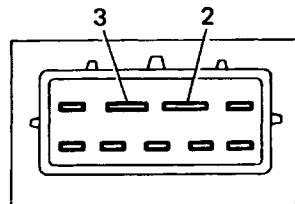
Parking Brake Switch



Clutch Switch



Park/Neutral Position Switch



# System Description

## Standby Operation

- When the ignition switch is turned ON (IG), current flows from the battery to terminal 6 of the Cruise Control ECU (hereafter called ECU).
- When the ignition switch is turned ON (IG), current flows from the battery to terminal 2 of the Main Relay.

## Operation

### 1. MAIN SWITCH OPERATION

When the main switch is pushed ON, current flows from terminal 2 of the main relay ∞ terminal 4 ∞ terminal 4/6 of the slip ring–terminal 3/5–terminal 3/5 ∞ of the cruise control switch (hereafter called SCS)–terminal 1/2 ∞ terminal 1 of the main switch–terminal 2 ∞ terminal 2/2 of the SCS ∞ terminal 4/5 ∞ terminal 4/5 of the slip ring ∞ terminal 5/6 ∞ ground.

As a result, the main relay turned ON ∞ current flows to terminal 12 of ECU.

After that, current flows through the "CRUISE" indicator light to terminal 4 of the ECU.

Therefore, the main switch remains on and continues to supply current to terminal 12 of the ECU.

### 2. SPEED CONTROL SWITCH OPERATION

The cruise control switch controls the SET, COAST, RESUME, ACCEL and CANCEL functions.

When the each speed control switch is pushed ON, sends a signal (each voltage) from terminal 2/5 of the SCS ∞ terminal 2/5 of the slip ring ∞ terminal 6/6 ∞ terminal 19 of the ECU.

Then, the vehicle speed at the moment the switch (SET position) is released is registered in memory.

### 3. SPEED CONTROL OPERATION

When the vehicle speed is set by the cruise control switch, the ECU send a signal from terminal 3 of the ECU terminal 2 of the stop light switch ∞ terminal 4 ∞ terminal 1 of the actuator (release valve side).

At the same time, the ECU sends a signal from terminal 5 of the ECU ∞ terminal 2 of the actuator (control valve side).

Then, the actuator increases or decreases the throttle valve opening angle in accordance with the signal from the ECU.

### 4. CANCEL OPERATION

The Cruise Control System is provided with several types of the cancel, such as the cruise control switch (CANCEL), the stop light switch, the parking brake switch and the park/neutral position switch (AM or clutch switch (M/T)).

#### (a) Cruise Control Switch (CANCEL)

When the cruise control switch (CANCEL) is pushed ON, sends a cancellation signal from terminal 2/5 of the SCS ∞ terminal 2/5 of the slip ring ∞ terminal 6/6 ∞ terminal 9 of the ECU.

#### (b) Parking Brake Switch

When the parking brake lever is pulled, the parking brake switch turned ON ∞ Sends a cancellation signal (ground voltage) to terminal 14 of the ECU.

#### (c) Park/Neutral Position Switch (A/T)

When the shift lever is set to the "N" or "P" position, the park/neutral position switch turned ON ∞ sends a cancellation signal (ground voltage) to terminal 14 of the ECU.

#### (d) Clutch Switch (M/T)

When the clutch pedal is depressed, the clutch switch is turned ON ∞ sends a cancellation signal (ground voltage) to terminal 13 of the ECU.

#### (e) Stop Light Switch

When the brake pedal is depressed, the SW B of stop light switch is turned OFF ∞ the release valve (in actuator) is opened, and the SW A of stop light switch is turned ON ∞ sends a cancellation signal to terminal 17 of the ECU.

Therefore, the operation of the cruise control system is canceled and the actuator is shut off due to the operation of these switches.

# Diagnosis System

## Output of Diagnostic Trouble Code

### READ DIAGNOSTIC TROUBLE CODE

#### (Type A)

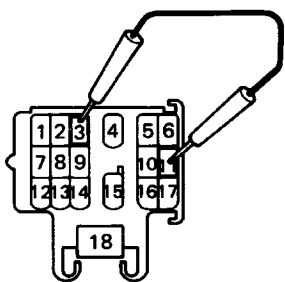
- (a) Turn the ignition switch on.
- (b) Push the SET/COAST switch on, and keep it on.
- (c) Push the main switch on.
- (d) Check that the indicator light "CRUISE" light-on in the combination meter and after 3 seconds check that the indicator light "CRUISE" blinks.
- (e) Turn the SET/COAST switch off.
- (f) Meet the conditions listed below.
- (g) Read the diagnostic trouble code on the indicator light "CRUISE".

No.	Conditions	Indication code	Diagnosis
1	Push the cruise control switch SET/COAST on.	 BE1931	SET/COAST circuit is normal.
2	Push the cruise control switch RESUME/ACCEL on.	 BE1932	RESUME/ACCEL circuit is normal.
3	Vacuum switch is turned ON.	 BE1934	Vacuum switch circuit is normal.
4	Each cancel switch turned ON. <ul style="list-style-type: none"> <li>• Cruise control switch (to CANCEL)</li> <li>• Stop light switch</li> <li>• Park/Neutral Position switch (to N or P Position)</li> <li>• Clutch switch</li> <li>• Parking brake switch</li> </ul>	 BE1935	Each cancel switch is normal.
5	Drive approx. 40 km/h (25 mph) or over.	 BE1937	Speed sensor circuit is normal.
6	Drive approx. 40 km/h (25 mph) or below.	 BE1938	Speed sensor circuit is normal.

#### HINT:

- Indication codes appear in order from No. 1.
- If there is no indication code, perform diagnosis and inspection. (See page [BE-64](#))
- Indication is stopped, when the MAIN switch is re-pushed.

Diagnosis Data Link Connector 1



BE2026

## (Type6)

- (a) If while driving with the cruise control on, the system is canceled by a malfunction in either the actuator, speed sensor or cruise control switch circuit, the cruise control indicator light "CRUISE" will blink 5 times.
- (b) While stopping, connect terminals 3 and 11 of the data link connector 1.  
HINT: Should the ignition switch be turned off, the diagnostic trouble code will be erased from the computer memory.
- (c) Read the diagnostic trouble code on the indicator light "CRUISE".

Indication code		Diagnosis
	 BE1939	Normal.
11	 BE1940	Control valve circuit of actuator is abnormal.
12	 BE2711	Release valve circuit of actuator is abnormal.
21	 BE1941	Speed sensor circuit is abnormal.
23	 BE1943	*Vehicle speed has decreased by 16 km/h (10 mph) or more from the set speed.
32	 BE1945	SET/COAST switch signal and RESUME/ACCEL switch signal stay on simultaneously.
34	 BE4342	Control switch does not turn off before switching.
* If the set speed can be maintained when the speed control switch is again set at SET/COAST, there is no malfunction.		

When 41 code is indicated, replace the cruise control ECU.

41	 BE4345
----	------------

## HINT:

⌋

- Indication codes appear in order from No. 11
- If there is no indication code, perform diagnosis and inspection. (See page BE-84)

## Troubleshooting

You will find the troubles easier using the table well shown below. In this table, each number shows the priority of causes in troubles. Check each part in order.

Chart No.					C	A	B	E	G, H	F	I	I	D		
Inspection Item															
Diagnosis Code		Type B	Type A	ECU	Actuator	Main Switch	Control Switch	Stop Light Switch	Clutch Switch or Park/ Neutral Position Switch	Parking Brake Switch	Vacuum Switch	Vacuum Pump	Speed Sensor' or Speedometer Cable	Speedometer Cable Function	Others
Problem		Type B	Type A												
<ul style="list-style-type: none"><li>"CRUISE" indicator light blinks 5 time.</li><li>Cruise control system does not set.</li><li>Cruise control system does not operate.</li></ul>	11			2	1										
	12			3	1			2							
	21			2									1		
	23			6	2						5	4	3	1	*2
	32			2			1								
	Normal	5	OK	8	7	1	2	3	4	5				6	*3
			NG	2									1		
Setting speed deviated on high or low side.		3	OK	6	5						4	3	2	1	
			NG								1				
Vehicle speed fluctuates when speed control switch turned to SET.				4	3								1	2	
Setting speed does not cancel when brake pedal depressed.		4	OK	3	1			2							
			NG	2				1							
Setting speed does not cancel when parking brake lever pulled.		4	OK	2	1										
			NG	2						1					
Setting speed does not cancel when shifted to "N" position. (A/T)		4	OK	2	1										
			NG	2					1						
Setting speed does not cancel when clutch pedal depressed. (M/T)		4	OK	2	1										
			NG	2					1						
Vehicle speed does not decrease when cruise control switch turned to COAST.		1	OK	3	1									2	
			NG	2			1								
Vehicle speed does not accelerate when cruise control switch turned to ACCEL.		2	OK	3	1									2	
			NG	2			1								
Vehicle speed does not return to memorized speed when control switch turned on RESUME.		2	OK	3	1									2	
			NG	2			1								
Setting speed does not cancel when cruise control switch turned to CANCEL.		4	OK	2	1										
			NG	2			1								
Speed can be set below about 40 km/h (25 mph).		5	OK	2	1										
			NG	2									1		
Cruise control will not disengage even at about 40 km/h (25 mph).		5	OK	2	1										
			NG	3									1	2	
Acceleration response is sluggish when cruise control switch turned to "ACCEL" or "RESUME".		3	OK	4	3							2		1	*2
			NG								1	2			
" : in the Speedometer      Vacuum Hose      *3: Vacuum Hose & Brake Fluid															

# Inspection Chart

## A INSPECTION OF POWER SOURCE CIRCUIT

Turn ignition switch on

Is ENGINE fuse normal?

No

Replace fuse.  
Is operation normal?

No

- Short circuit in wire harness between ENGINE fuse and terminal 2 of main relay.
- Inspect main relay. (See page [BE-82](#))

Yes

Yes

Fuse faulty.

### MAIN RELAY

#### INSPECT GROUND CONNECTION

Disconnect connector from main relay.  
Is there continuity between terminal 3 of main relay and ground?

No

- Open circuit in wire harness between terminal 3 of main relay and ground.
- Ground faulty.

Yes

#### INSPECT POWER SOURCE

Is there battery positive voltage between terminal 2 of main relay and ground with ignition switch turned on?

No

Open circuit in wire harness between ENGINE fuse and terminal 2 of main relay.

Yes

#### INSPECT MAIN RELAY OPERATION

Is main relay operation normal?  
(See page [BE-81](#))

No

Main relay faulty.  
Replace main relay. Then recheck system.

Yes

Is there continuity between terminal 6 on wire harness side connector and ground?

Yes

Short circuit in wire harness between terminals 6 of main relay and 12 of CC ECU.

No

Is there continuity between terminal 1 on wire harness side connector and ground?

Yes

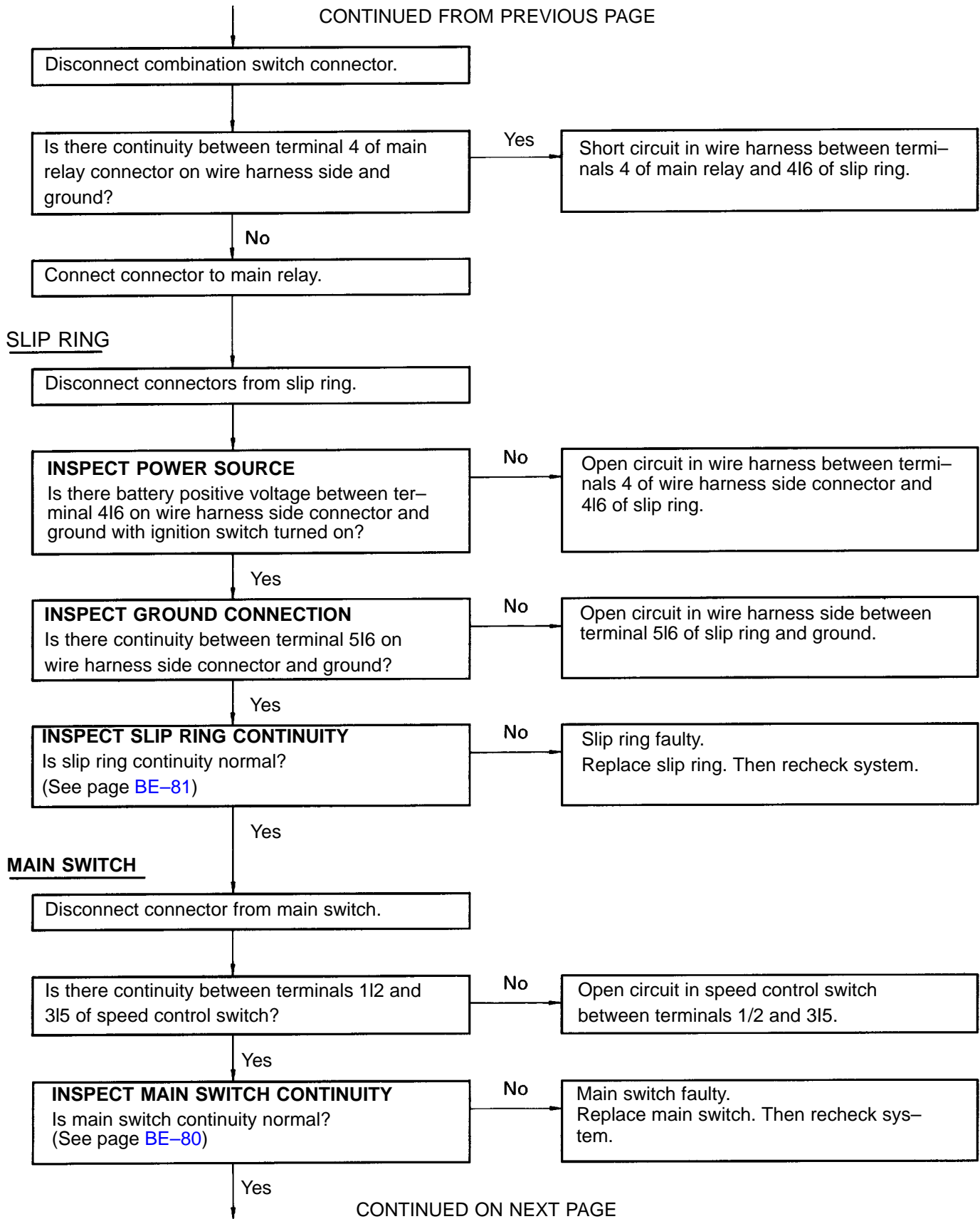
Short circuit in wire harness between terminals 1 of main relay and 10 of CC ECU.

No

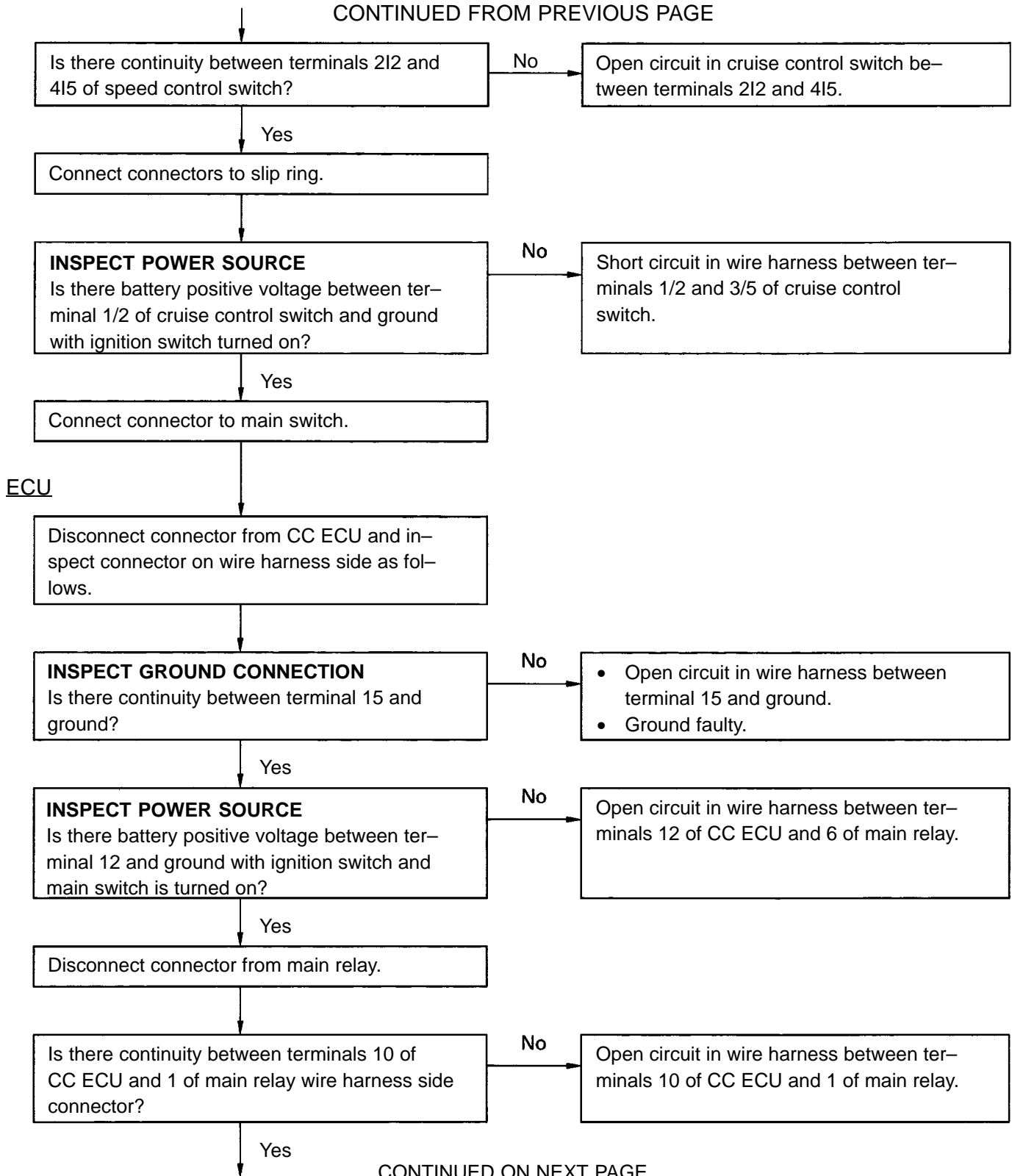
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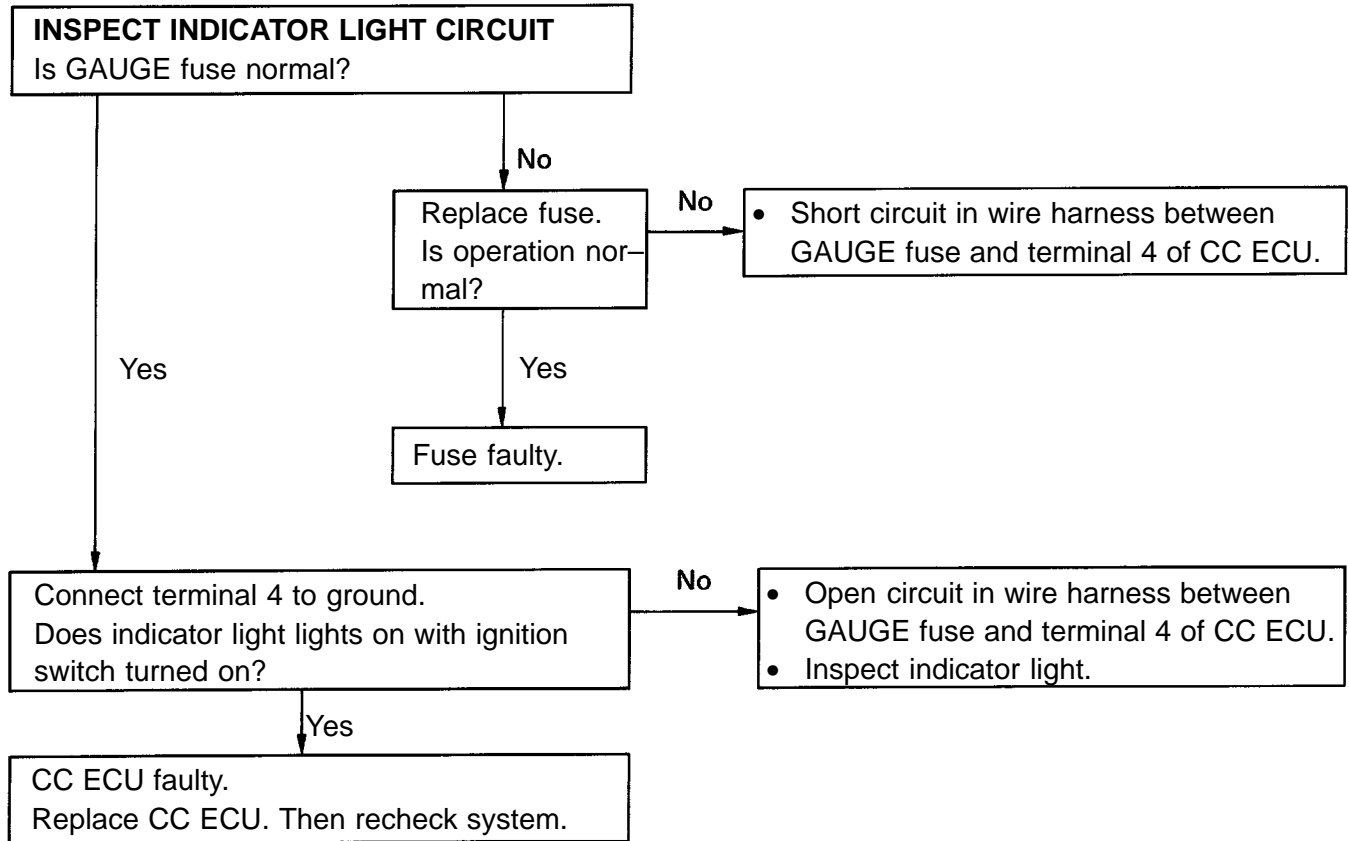
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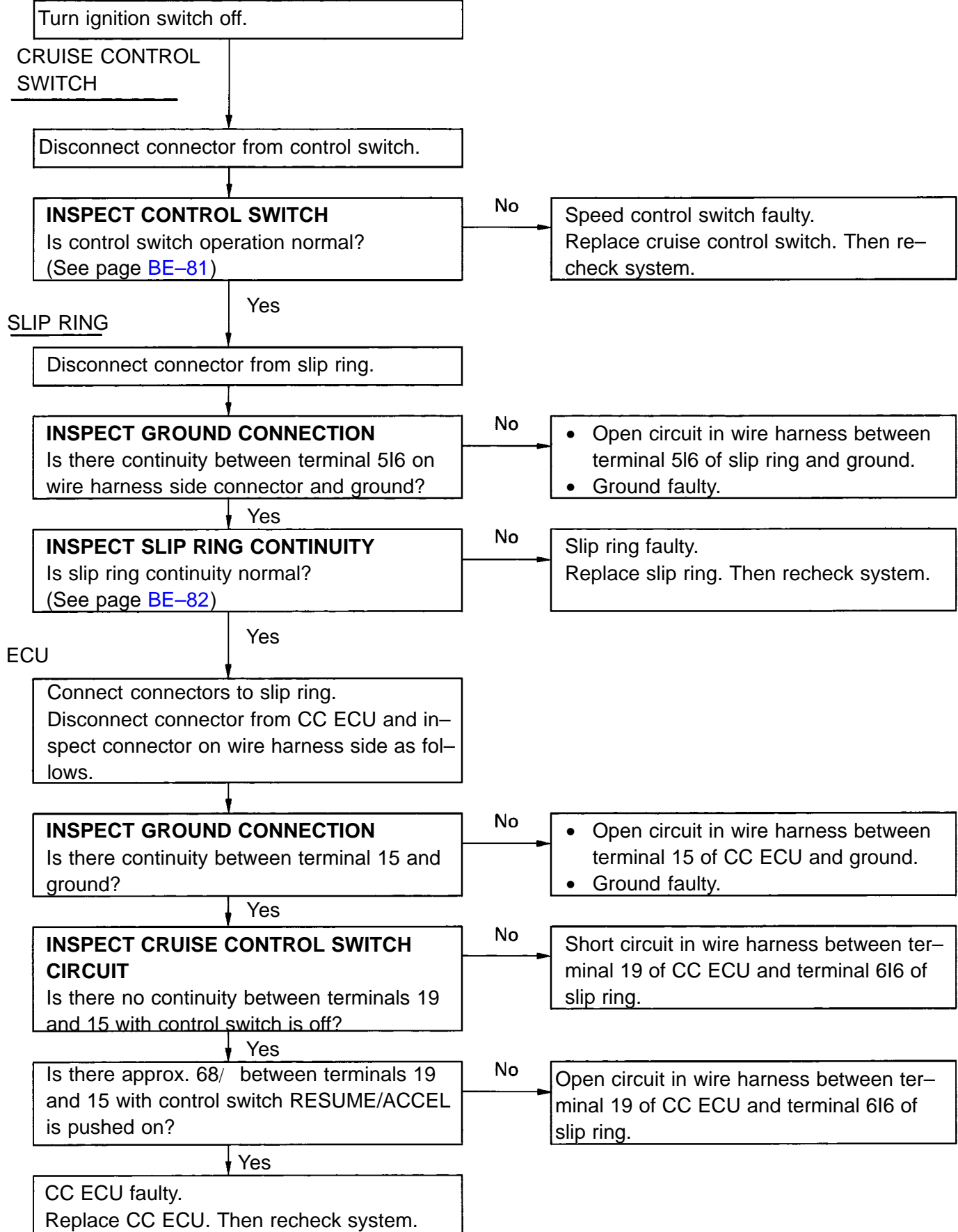


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**B INSPECTION OF CRUISE CONTROL SWITCH CIRCUIT**

## C INSPECTION OF ACTUATOR CIRCUIT

Turn ignition switch off.

### VACUUM HOSE

Are there cracks or other damage on the vacuum hose?

Yes

Vacuum hose faulty.  
Replace vacuum hose. Then recheck system.

No

### ACTUATOR

#### INSPECT CABLE FREEPLAY

Is control cable freeplay less than 10 mm (0.39 in.)?

No

Adjust control cable freeplay.

Yes

#### INSPECT ACTUATOR OPERATION

Disconnect connector from actuator.  
Is actuator operation normal?  
(See page [BE-82](#))

No

Actuator faulty.  
Replace actuator. Then recheck system.

Yes

Is there continuity between terminal 3 on wire harness side connector and ground?

No

Open circuit in wire harness between terminal 3 of actuator and terminal 16 of ECU.

Yes

### STOP LIGHT SWITCH

#### INSPECT STOP LIGHT SWITCH CIRCUIT

Disconnect connector from stop light switch.  
Is there continuity between terminal 4 of wire harness side connector and ground?

Yes

Short circuit in wire harness between terminal 1 of actuator and terminal 4 of stop light switch.

No

Connect the connector to actuator.  
Is there continuity between terminal 4 of wire harness side connector and ground?

No

Open circuit in wire harness between terminal 1 of actuator and terminal 4 of stop light switch.

Yes (There is resistance approx. 71/ )

#### INSPECT STOP LIGHT SWITCH CONTINUITY

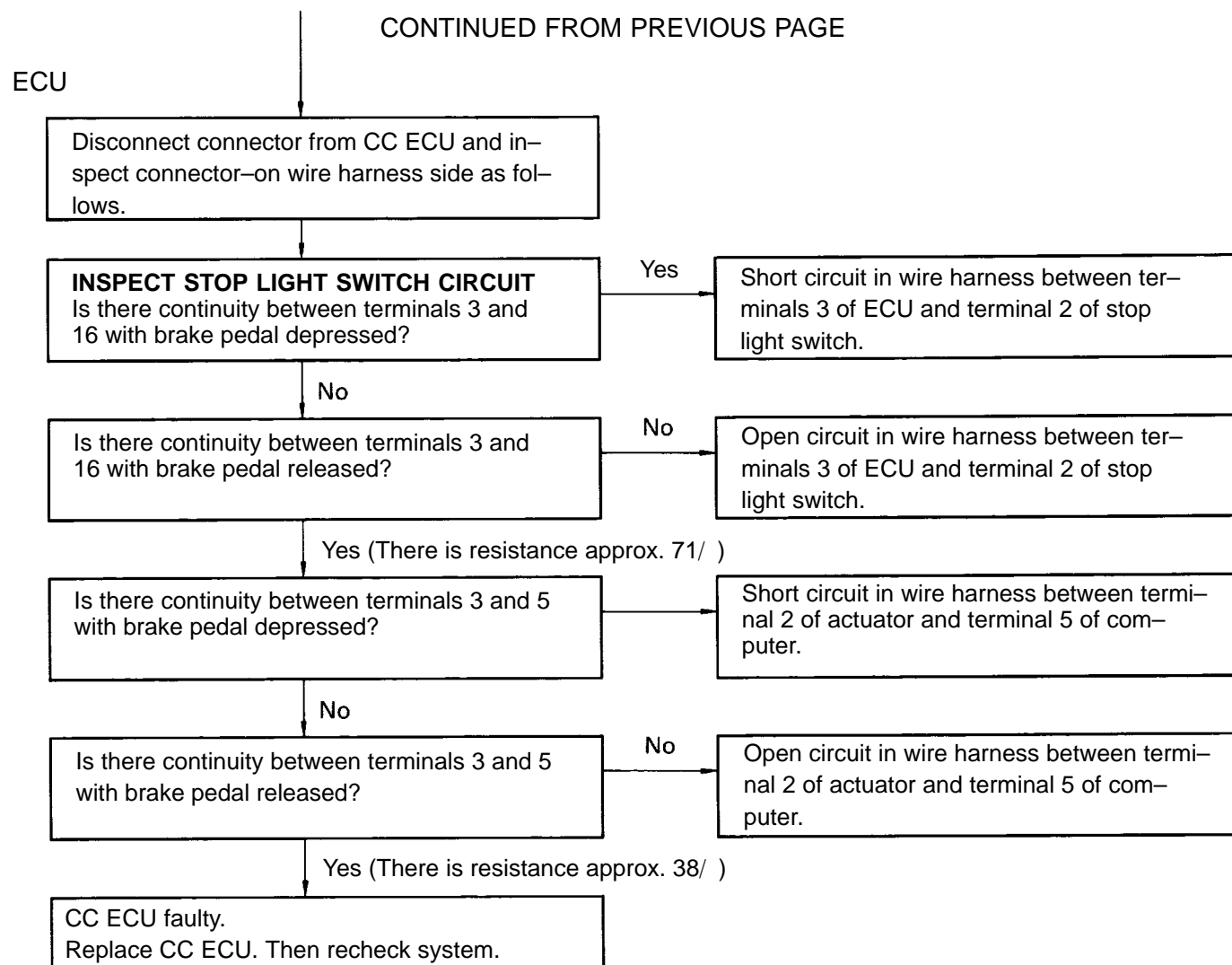
Is stop light switch continuity normal?  
(See page [BE-80](#))

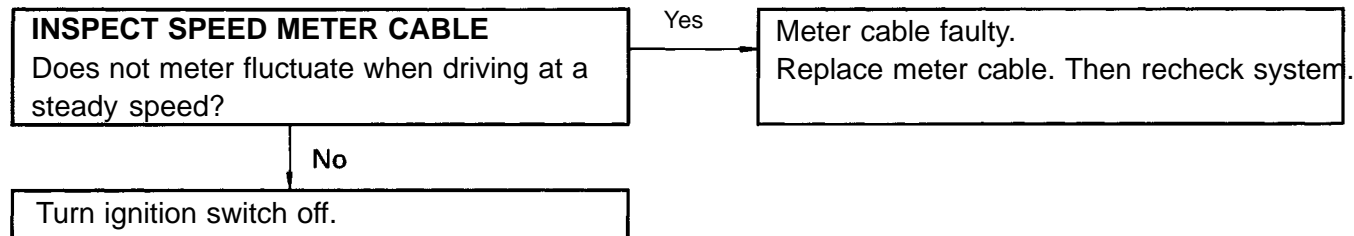
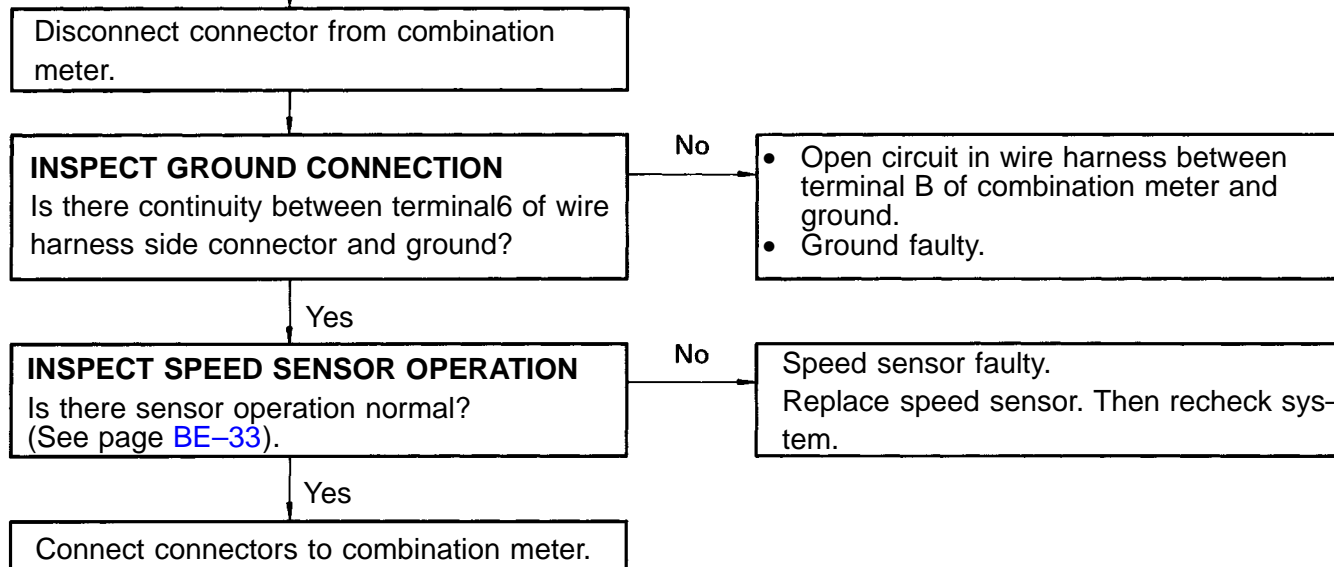
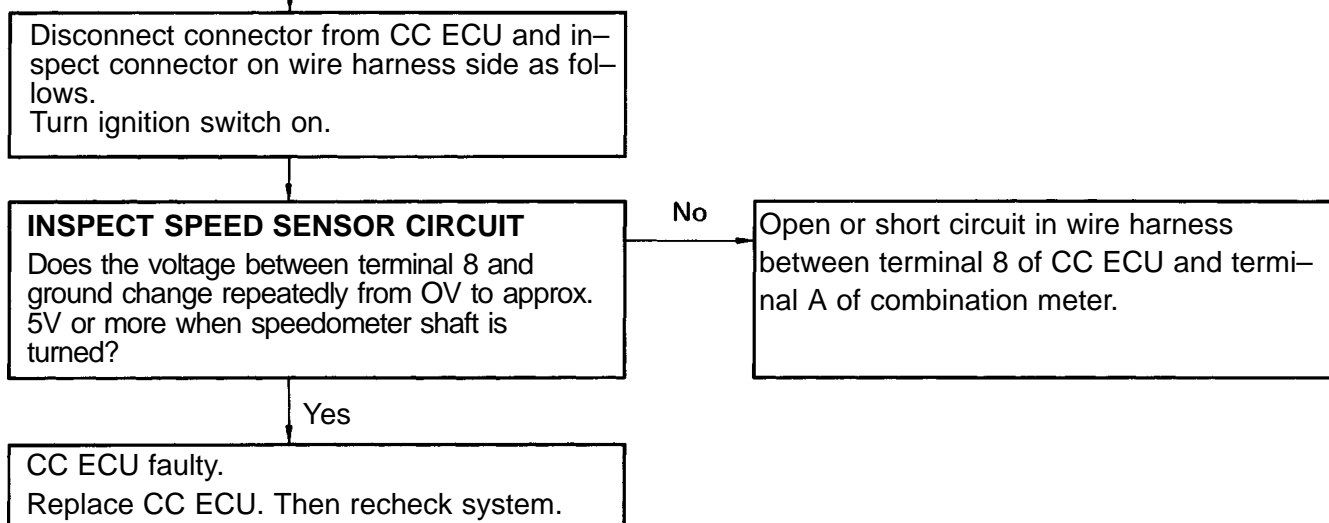
Replace stop light switch. Then recheck system.

Yes

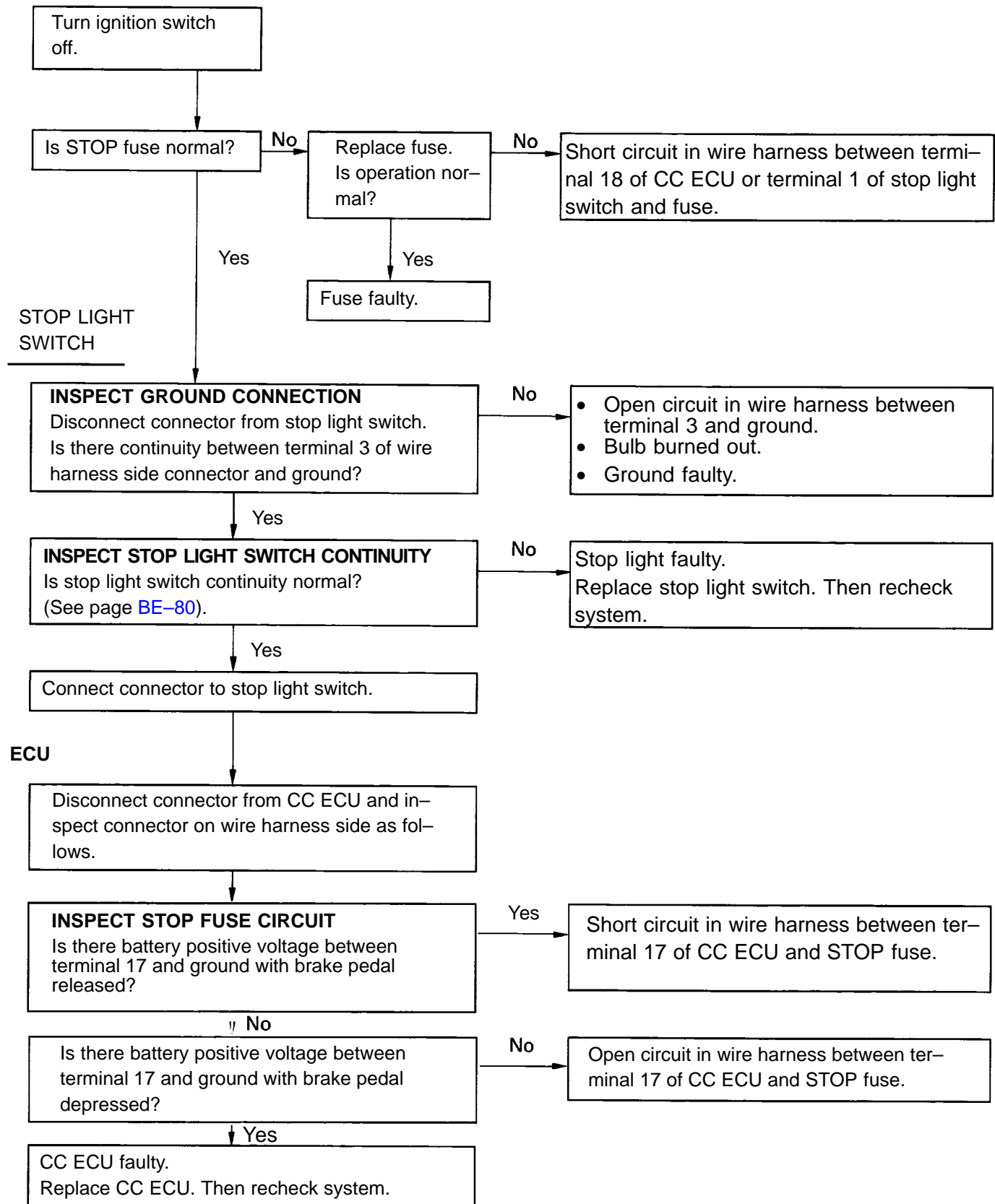
Connect connector to stop light switch.

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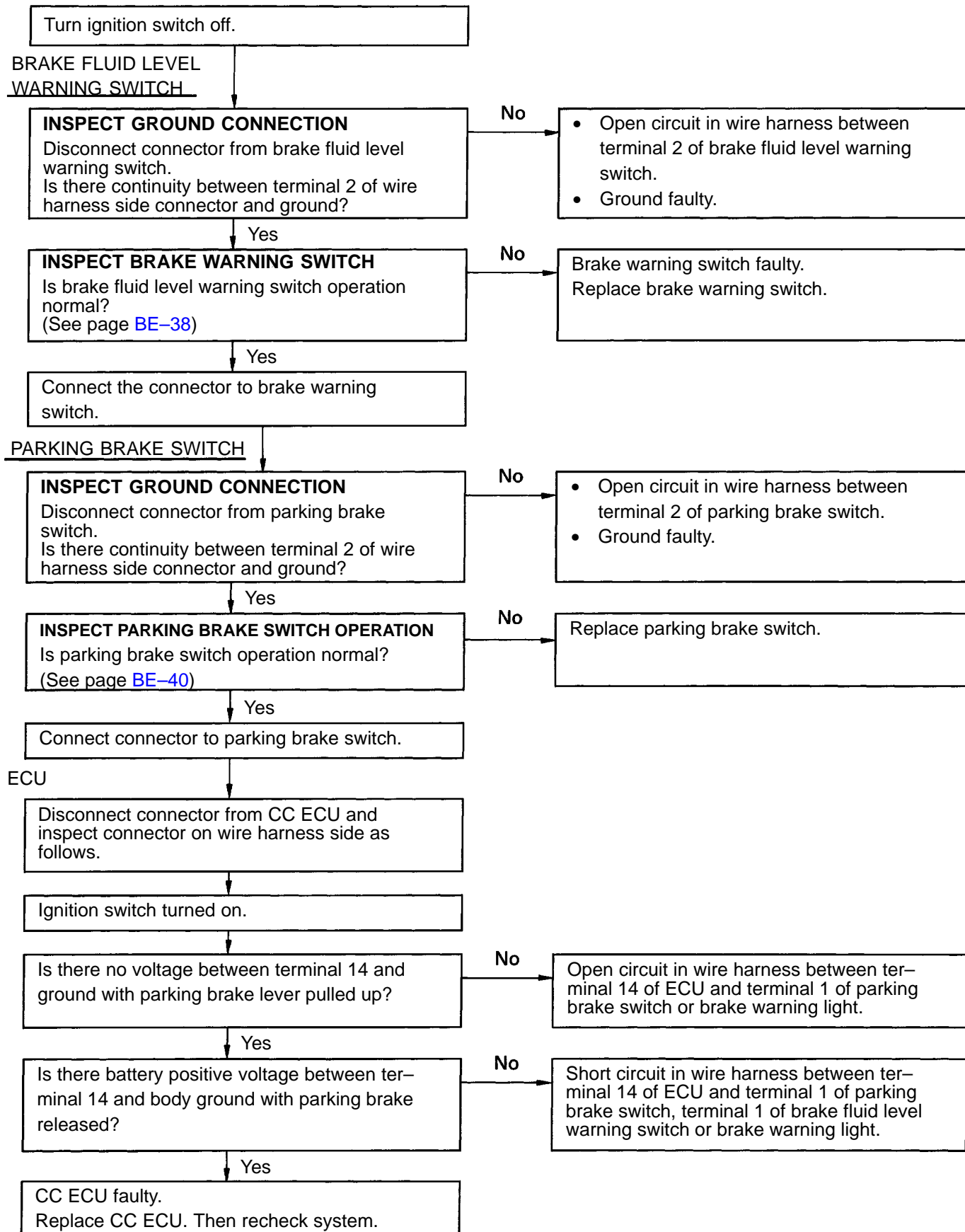
**D INSPECTION OF SPEED SENSOR CIRCUIT**SPEED METER CABLESPEED SENSORECU

## E INSPECTION OF STOP LIGHT SWITCH CIRCUIT





## F INSPECTION OF PARKING BRAKE SWITCH CIRCUIT



**G INSPECTION OF CLUTCH SWITCH CIRCUIT**

Turn ignition switch off.

**CLUTCH SWITCH****INSPECT GROUND CONNECTION**

Disconnect connector from clutch switch.  
Is there continuity between terminal 2 of wire harness side connector and ground?

No

Open circuit in wire harness between terminal 2 of the clutch switch and ground.

Yes

**INSPECT CLUTCH SWITCH CONTINUITY**

Is clutch switch continuity normal?  
(See page [BE-81](#))

No

Replace clutch switch.

Yes

Connect connector to clutch switch.

**ECU**

Disconnect connector from CC ECU and inspect connector on wire harness side as follows.

**INSPECT CLUTCH SWITCH CIRCUIT**

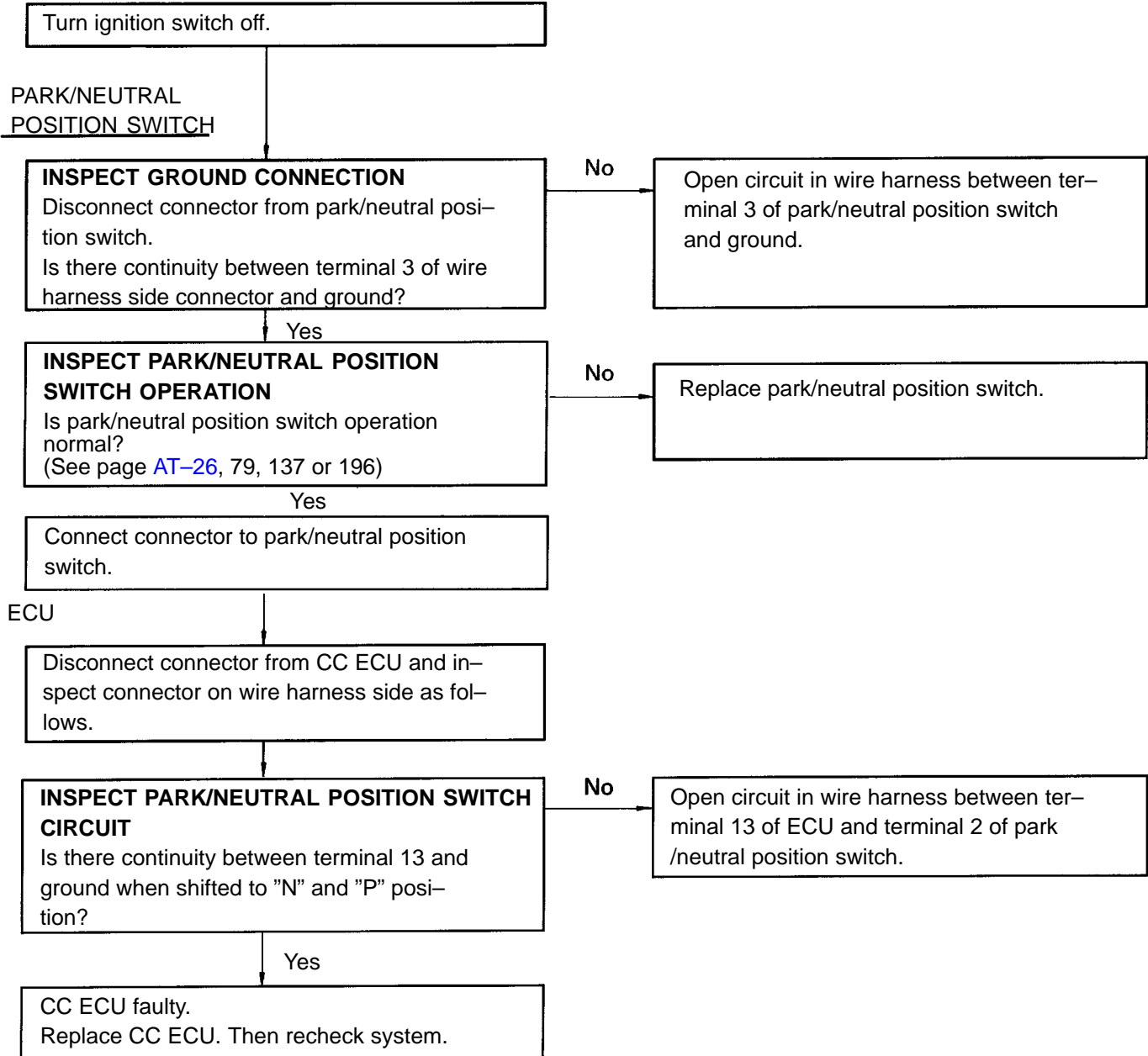
Is there continuity between terminal 13 and ground when clutch pedal is depressed?

No

Open circuit in wire harness between terminal 13 of ECU and terminal 1 of clutch switch.

Yes

CC ECU faulty.  
Replace CC ECU. Then recheck system.

**H INSPECTION OF PARK/NEUTRAL POSITION SWITCH CIRCUIT**

**INSPECTION OF VACUUM CIRCUIT**

Turn ignition switch off.

**VACUUM HOSE**

Are there cracks or other damage on the vacuum hose?

Yes

Replace vacuum hose.

No

**VACUUM SWITCH**

**INSPECT VACUUM SWITCH CIRCUIT**  
Disconnect connector from vacuum switch.  
Is there continuity terminal 2 of vacuum switch and ground?

No

- Open circuit in wire harness between terminal 2 of vacuum switch and ground.
- Ground faulty.

Yes

**INSPECT VACUUM SWITCH OPERATION**  
Is vacuum switch normal?  
(See page [BE-82](#))

No

Replace vacuum switch.

Yes

**VACUUM PUMP**

**INSPECT GROUND CONNECTION**  
Disconnect connector from vacuum pump.  
Is there continuity between terminal 2 of wire harness side connector and ground?

No

- Open circuit in wire harness between terminal 2 of vacuum pump and ground.
- Ground faulty.

Yes

**INSPECT VACUUM PUMP OPERATION**  
Is vacuum pump operation normal?  
(See page [BE-82](#))

No

Replace vacuum pump.

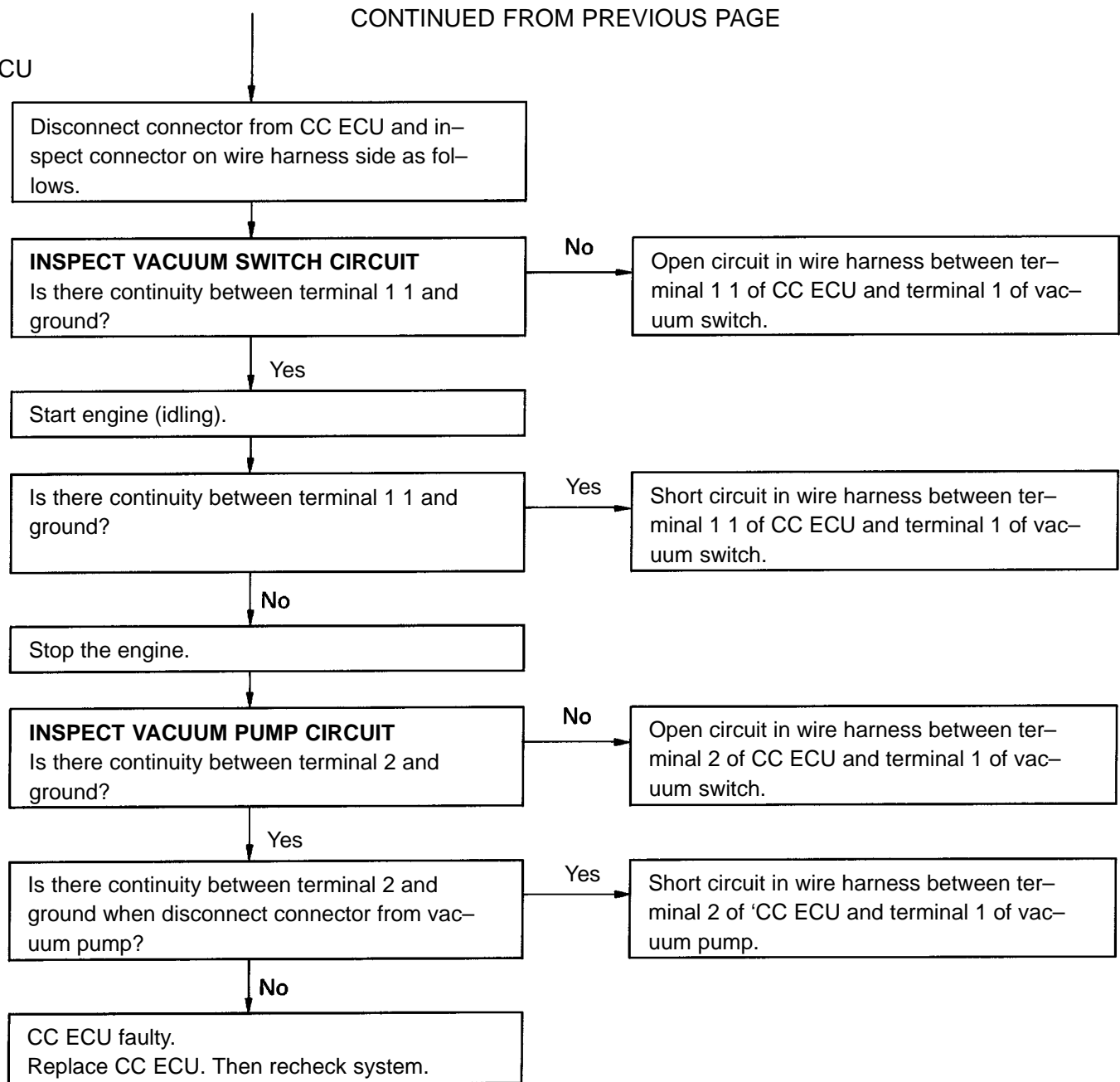
Yes

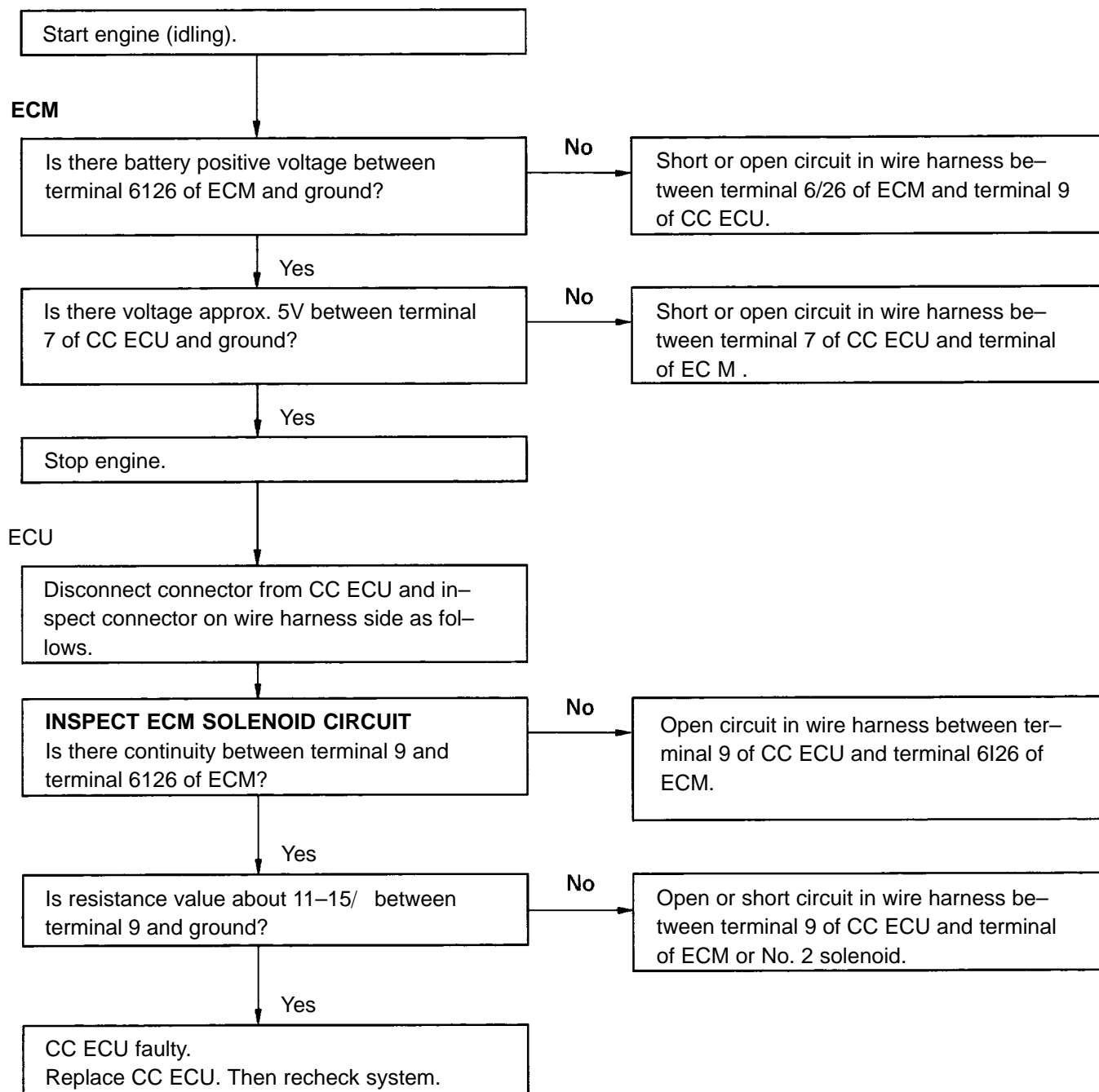
Connect connector to vacuum switch and pump.

CONTINUED ON NEXT PAGE

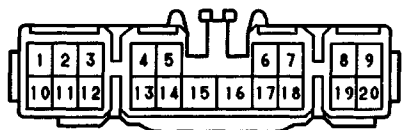
CONTINUED FROM PREVIOUS PAGE

ECU



**J INSPECTION OF ECM SOLENOID CIRCUIT**

## Wire Harness Side



6-20-1

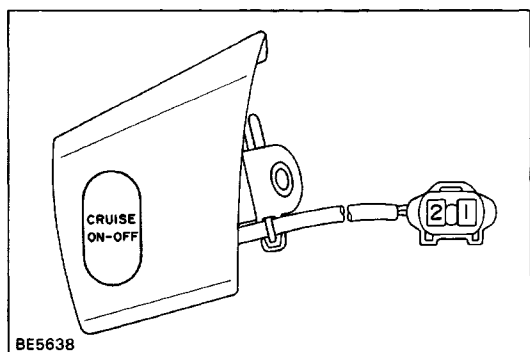
## Cruise Control ECU Circuit Inspection of ECU Circuit

Disconnect the connector from the ECU and inspect the connector on the wire harness side as shown below.

Connection or Measure item	Check for	Tester Connection	Condition		Specified valve
Data Link Connector 2	Continuity	1 – Ground	Short terminals between "Te" and "El"		Continuity
			Released		No continuity
Vacuum pump		2 – Ground	Constant		Continuity * 1
Speed sensor (in combination meter)		8 – Ground	Vehicle moving slowly		1 pulse each 40 cm approx. (15.75 in.)
Vacuum switch		11 – Ground	Vacuum	No vacuum	Continuity
				More than 70 + 30 mmHg 6.69 f 1.18 in. Hg 22.66 + 4.0 kPa	No continuity
Park/Neutral Position switch (A/T)		13 – Ground	Shift position	"N" or "P" position	Continuity
				D, , 2D, DP or "R" position	No continuity
Clutch switch (M/T)		13 – Ground	Clutch pedal position	Depressed	Continuity
				Released	No continuity
Parking brake switch	14 – Ground	Parking brake lever position	Pulled	Continuity	
			Released	No continuity	
Body ground	15 – Ground	Constant		Continuity	
Stop light switch	17 – 18	Brake pedal position	Depressed	Continuity * 1	
			Released	No continuity	
CANCEL switch	Resistance	19 – Ground	Cruise control switch position	CANCEL switch is pushed	Approx. 4180
Released				No continuity	
RESUME/ACCEL switch		19 – Ground	Cruise control switch position	RESUME/ACCEL switch is pushed	Approx. 68/
				Released	No continuity
SET/COAST switch		19 – Ground	Cruise control switch position	SET/COAST switch is pushed	Approx. 1980
				Released	No continuity
Stop light switch and actuator (release valve)		3 – 16	Brake pedal position	Depressed	No continuity
				Released	Approx. 71/
Actuator (control valve)	5 – 16	Constant		Approx. 380	
No. 2 solenoid valve	9 – Ground	Constant		less than 1511	
GAUGE fuse and indicator light	Voltage	4 – Ground	Ignition switch position	ON	Battery positive voltage
LOCK, ACC				No voltage	
ENGINE fuse		6 – Ground	Ignition switch position	ON	Battery positive voltage
				LOCK, ACC	No voltage
O/D circuit		7 – Ground	Ignition SW position	ON	Approx. 5V or more
				LOCK or ACC	No voltage
ENGINE fuse, main switch and main relay		10 – Ground	Ignition switch ON and MAIN switch position	ON	less than 0.3 V
				OFF	No voltage
	12 – Ground	Ignition switch ON and MAIN switch position	ON	Battery positive voltage	
			OFF	No voltage	
* 1 There is resistance in the circuit.					

\* 1 There is resistance in the circuit.

If circuit is as specified, replace the ECU.



## Parts Inspection

### 1. INSPECT SWITCHES

#### (Main Switch/Continuity)

Terminal Switch position	1	2
OFF		
ON	○	○

If continuity is not as specified, replace the switch.

#### (Cruise Control Switch /Continuity)

Terminal Condition	1/2	2/2	3/5	4/5
Constant	○	○	○	○

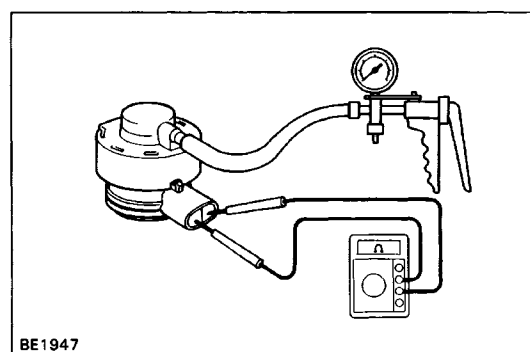
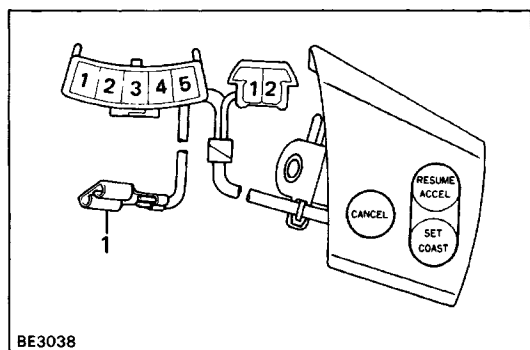
If continuity is not as specified, replace the switch.

#### (Cruise Control Switch/Resistance)

Measure the resistance value between terminals 2/5 and 4/5 or 2/12.

Switch position	RESISTANCE ( / )
OFF	No continuity
RESUME/ACCEL	Approx. 68
SET/COAST	Approx. 198
CANCEL	Approx. 418

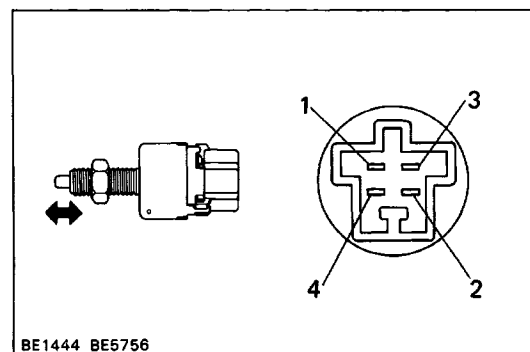
If resistance value is not as specified, replace the switch.



#### (Vacuum Switch /Operation)

- Check that there is continuity between terminals with no vacuum.
- Check that there is no continuity between terminals with a vacuum of  $170 \pm 30\text{mmHg}$  ( $6.69 \pm 1.18$  in. Hg,  $22.66 \pm 4.00\text{ kPa}$ ) or above.

If operation is not as specified, replace the switch.



#### (Stop Light Switch /Continuity)

Inspect the switch continuity between terminals.


Terminals Switch position	1	2	3	4
Switch pin free (Brake pedal depressed)	○		○	
Switch pin pushed in (Brake pedal released)		○		○

If continuity is not as specified, replace the switch.



## (Clutch Switch /Continuity)

Inspect the switch continuity between terminals.

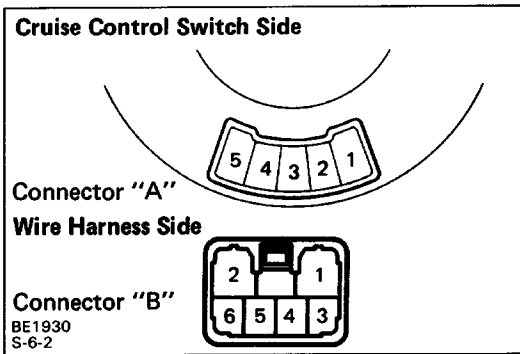
	Terminal	1	2
	Condition		
	Switch pin free (Clutch pedal depressed)	○	○
BE2737 G-2-2	Switch pin pushed in (Clutch pedal released)		

If continuity is not as specified, replace the switch.

**(Brake Fluid Level Warning Switch/Operation)**See step 2 on page [BE-39](#).**(Parking Brake Switch/Operation)**See step 2 on page [BE-40](#).**(Park/Neutral Position Switch /Operation)**See pages [AT-26](#), 79, 137 or 196.**2. INSPECT SPEED SENSOR**See step 2 on page [BE-34](#).**3. INSPECT SLIP RING**

(Continuity)

Inspect the continuity between terminals.



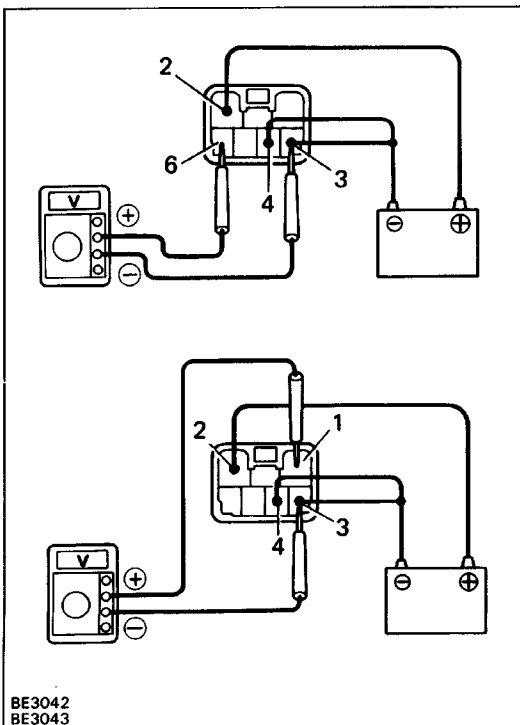
Terminal	A-2	A-3	A-4	B-4	B-5	B-6
Condition						
Constant	○	○	○	○	○	○

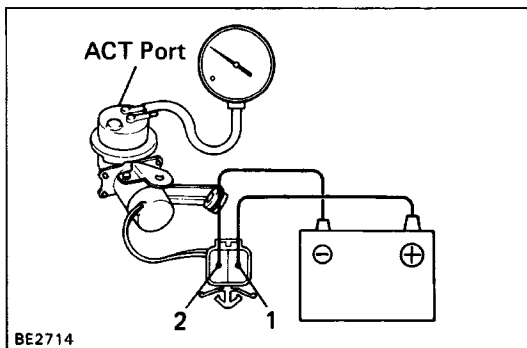
If continuity is not as specified, replace the slip ring.

**4. INSPECT MAIN RELAY****(Operation)**

- Connect the positive (+) lead from the battery to terminal 2 and the negative (–) lead to terminals 3 and 4.
- Connect the positive (+) lead from the voltmeter to terminal 6 and the negative (–) lead to terminal 3, check that there is battery positive voltage.
- Change the positive (+) lead to terminal 1, check that there is voltage less than 0.3V.

If operation is not as specified, replace the relay.



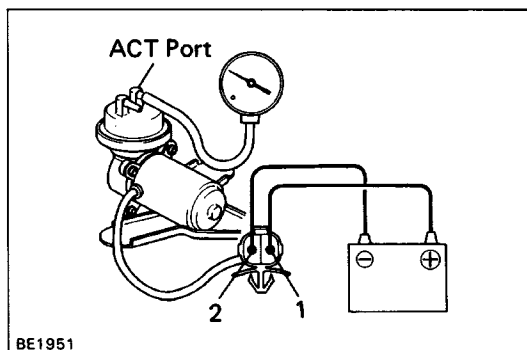


## 5. INSPECT VACUUM PUMP

(3VZ-E Engine)

- Connect a vacuum gauge to the ACT side of the pump.
- Connect the positive (+) lead from the battery to terminal 1 and the negative (-) lead to terminal 2.
- Check that there is a vacuum of 200 mmHg (7.87 in. Hg, 26.7 kPa) or above.

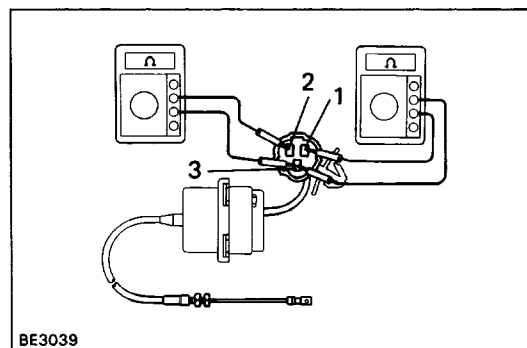
If operation is not as specified, replace the pump.



(22R-E Engine)

- Connect a vacuum gauge to the ACT side of the pump.
- Connect the positive (+) lead from the battery to terminal 1 and the negative (-) lead to terminal 2.
- Check that there is a vacuum of 200 mm Hg (7.87 in.Hg, 26.7 kPa) or above.

If operation is not as specified, replace the pump.



## 6. INSPECT ACTUATOR

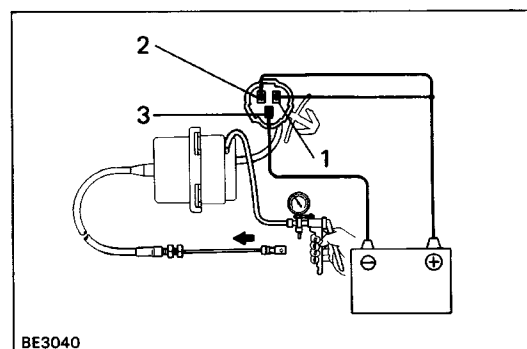
(Resistance)

Measure the resistance value between terminals as follows.

**Resistance: 1-3 Approx. 71**

**2-3 Approx. 38**

If the resistance value is not as specified, replace the actuator.



(Operation)

- Connect the positive (+) lead from the battery to terminals 1 and 2, and the negative (-) lead to terminal 3.
- Slowly apply vacuum from 0 to 300 mmHg (0 to 11.81 in.Hg, 0 to 40.0 kPa), check that the control cable can be pulled smoothly.

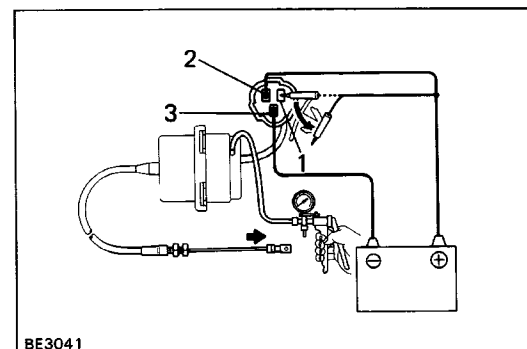
**Cable stroke: Approx. 36 mm (1.42 in.)**

- With the vacuum stabilized, check that the control cable does not return.

HINT: As you apply and hold the vacuum with the vacuum pump, the drawn in diaphragm will in some cases return. This does not indicate a malfunction. Actuator leakage is allowable.

- Disconnect terminal 1 or 2 and check that the control cable returns to its original position and the vacuum returns to 0 mmHg (0 in. Hg, 0 kPa).

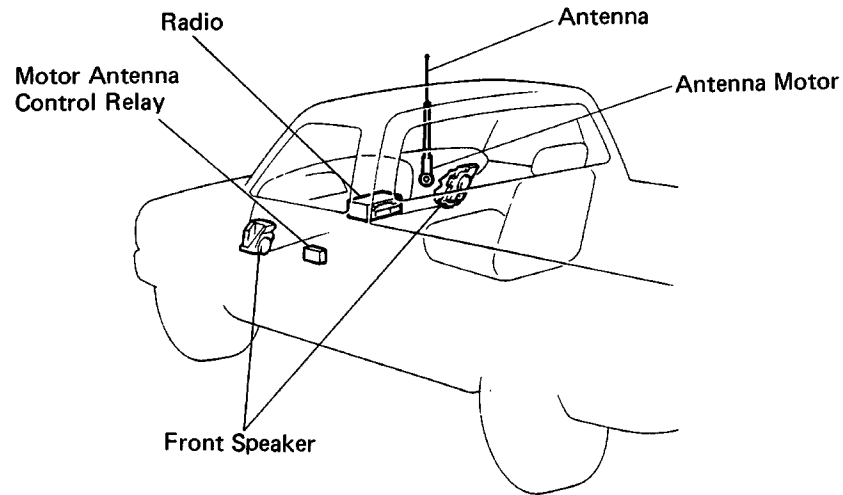
If operation is not as specified, replace the actuator.



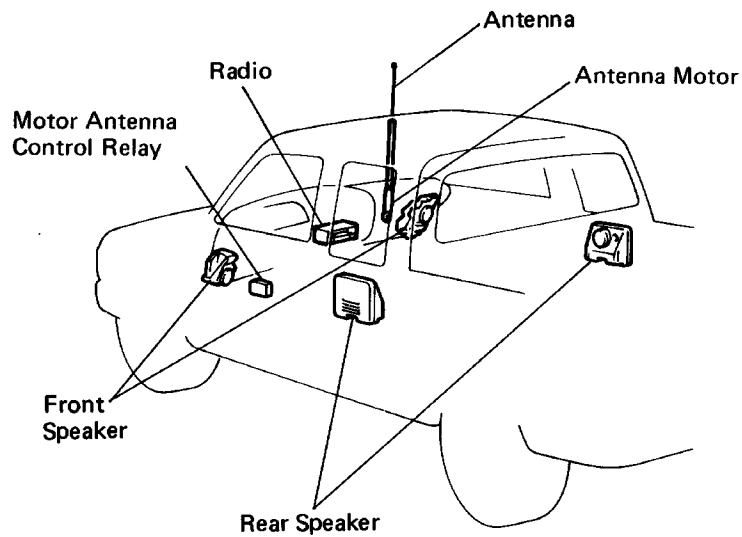
# AUDIO SYSTEM

## Parts Location

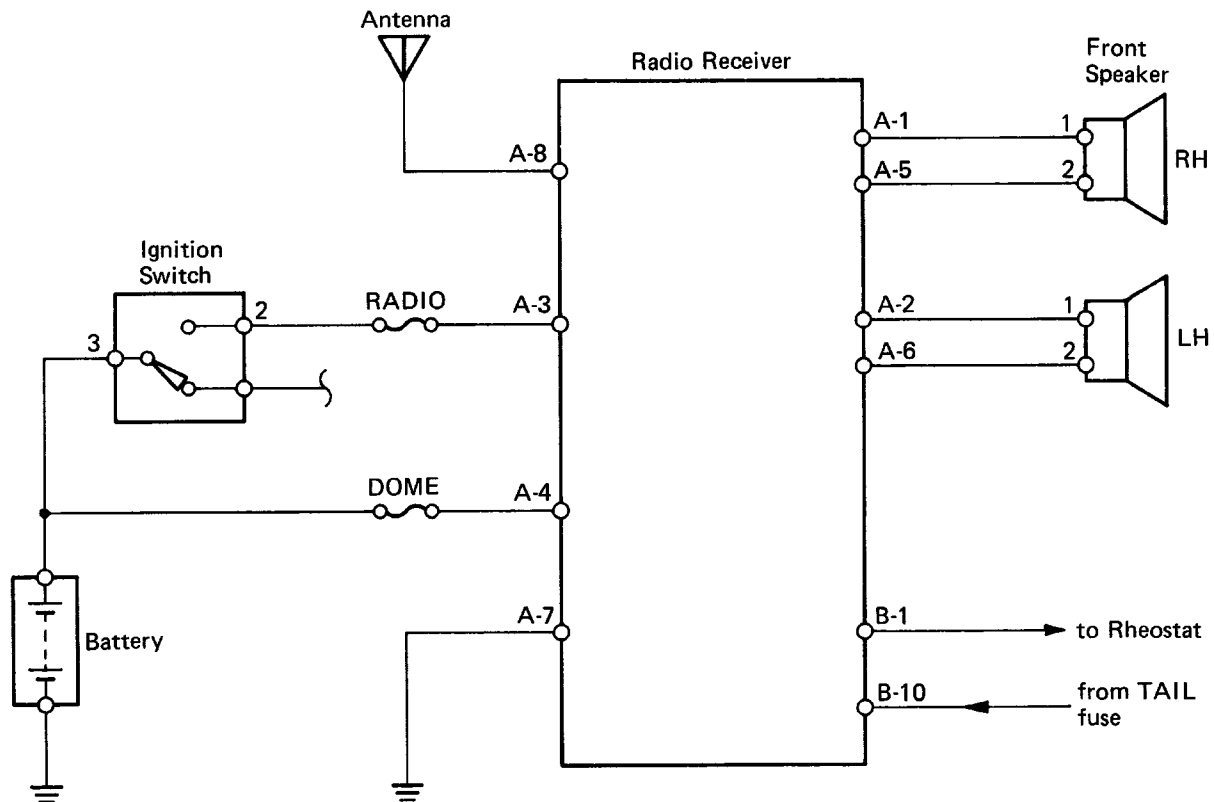
### 2-Speaker Type



### 4-Speaker Type



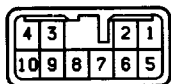
# Wiring and Connector Diagrams

Radio: Symbol **R**

The POWER SOURCE CIRCUIT has been simplified. For full details, see page BE-8.

Radio Receiver

Connector "A"



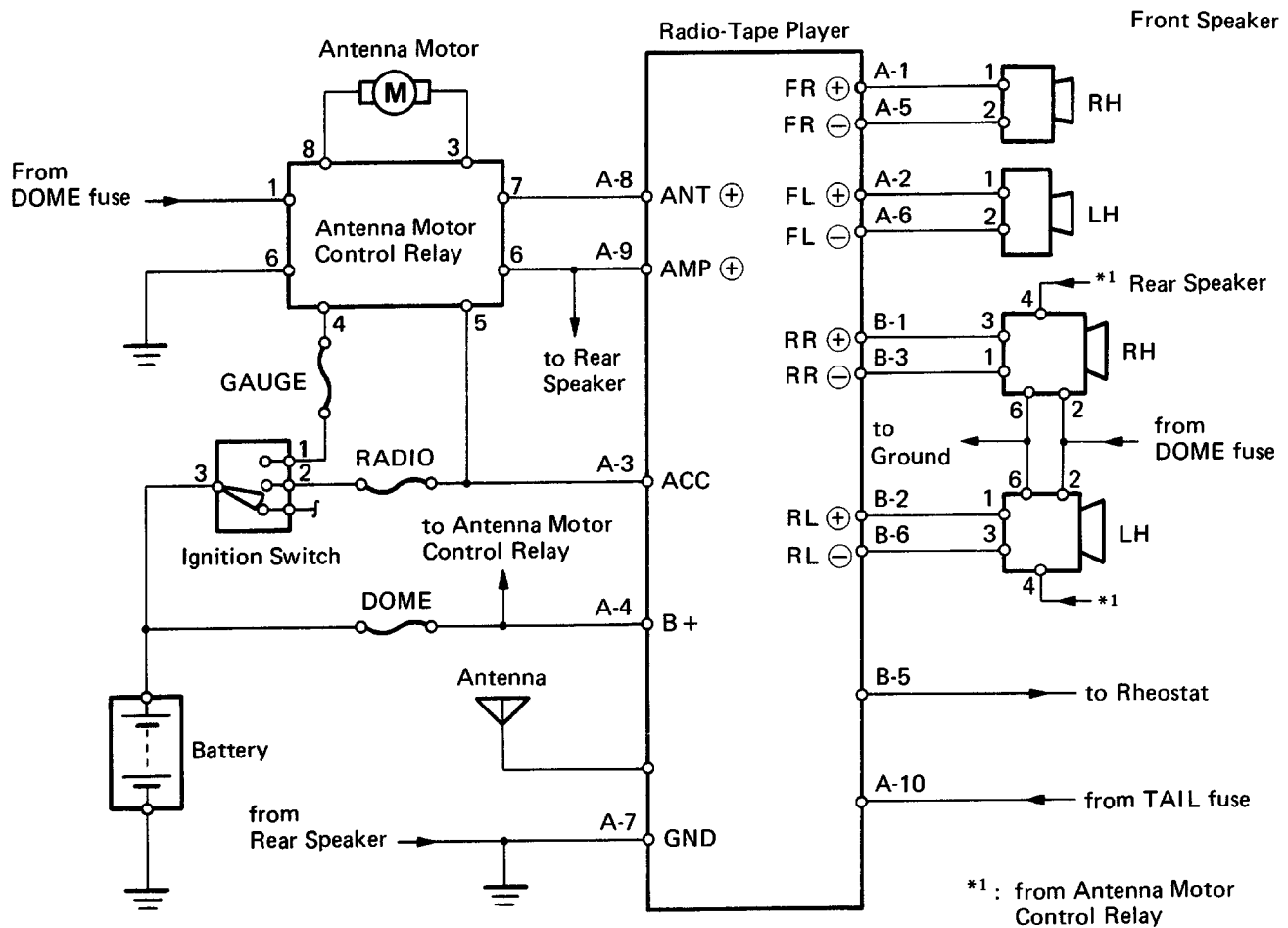
Connector "B"



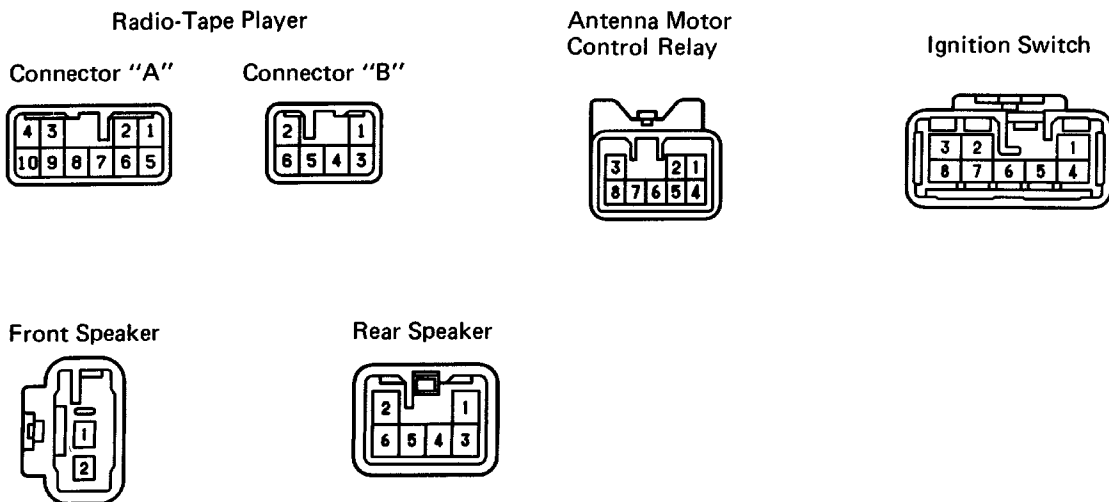
Front Speaker

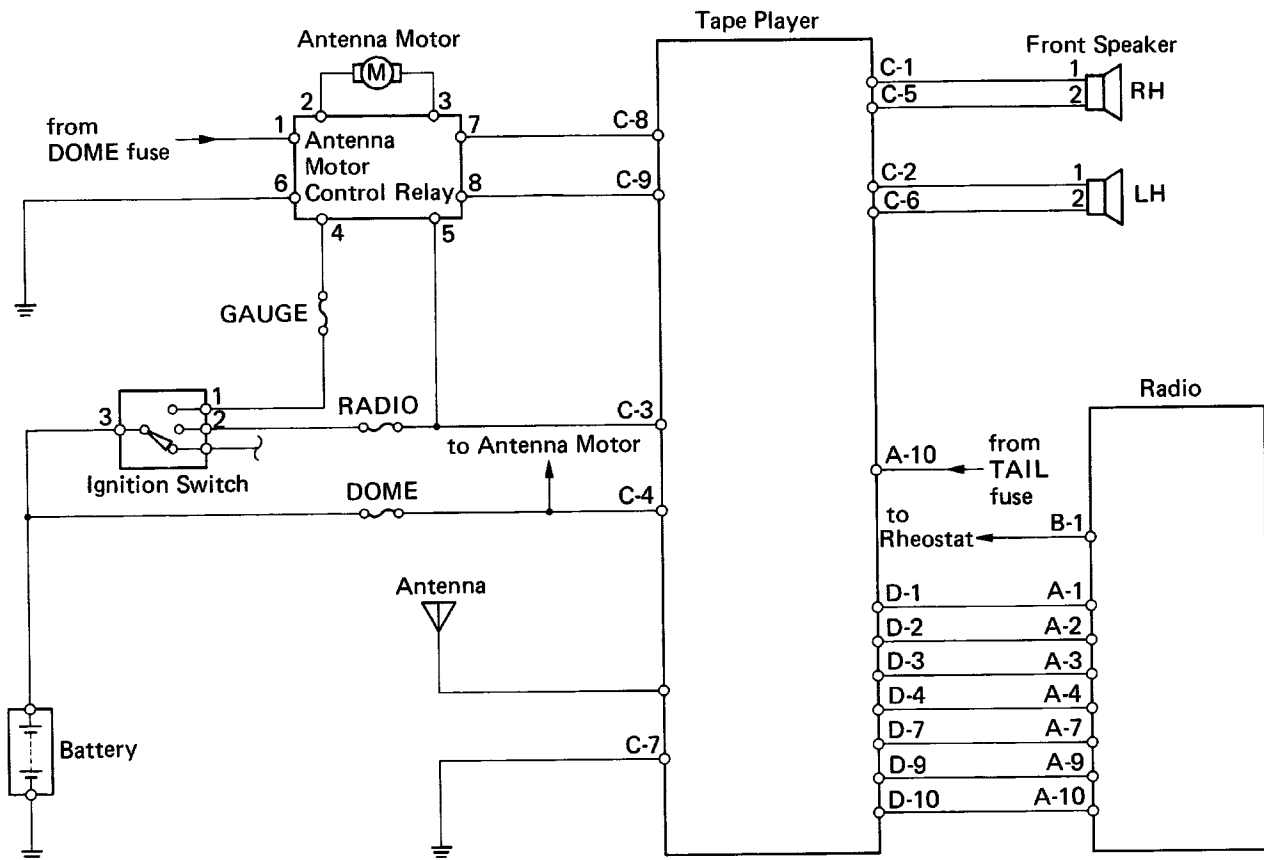


Radio-Tape Player Unit: Simbol **U**

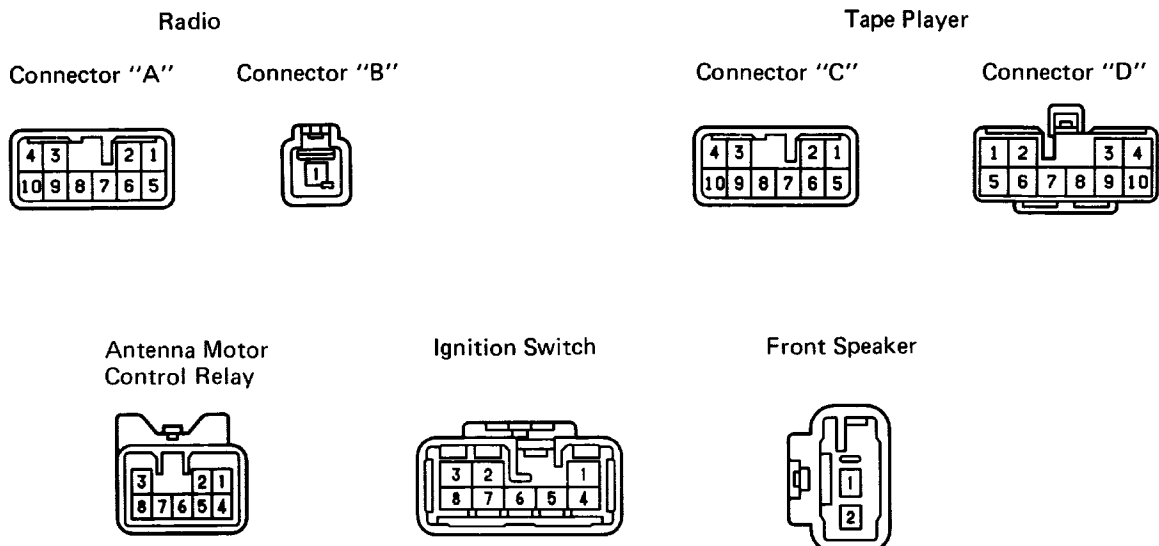


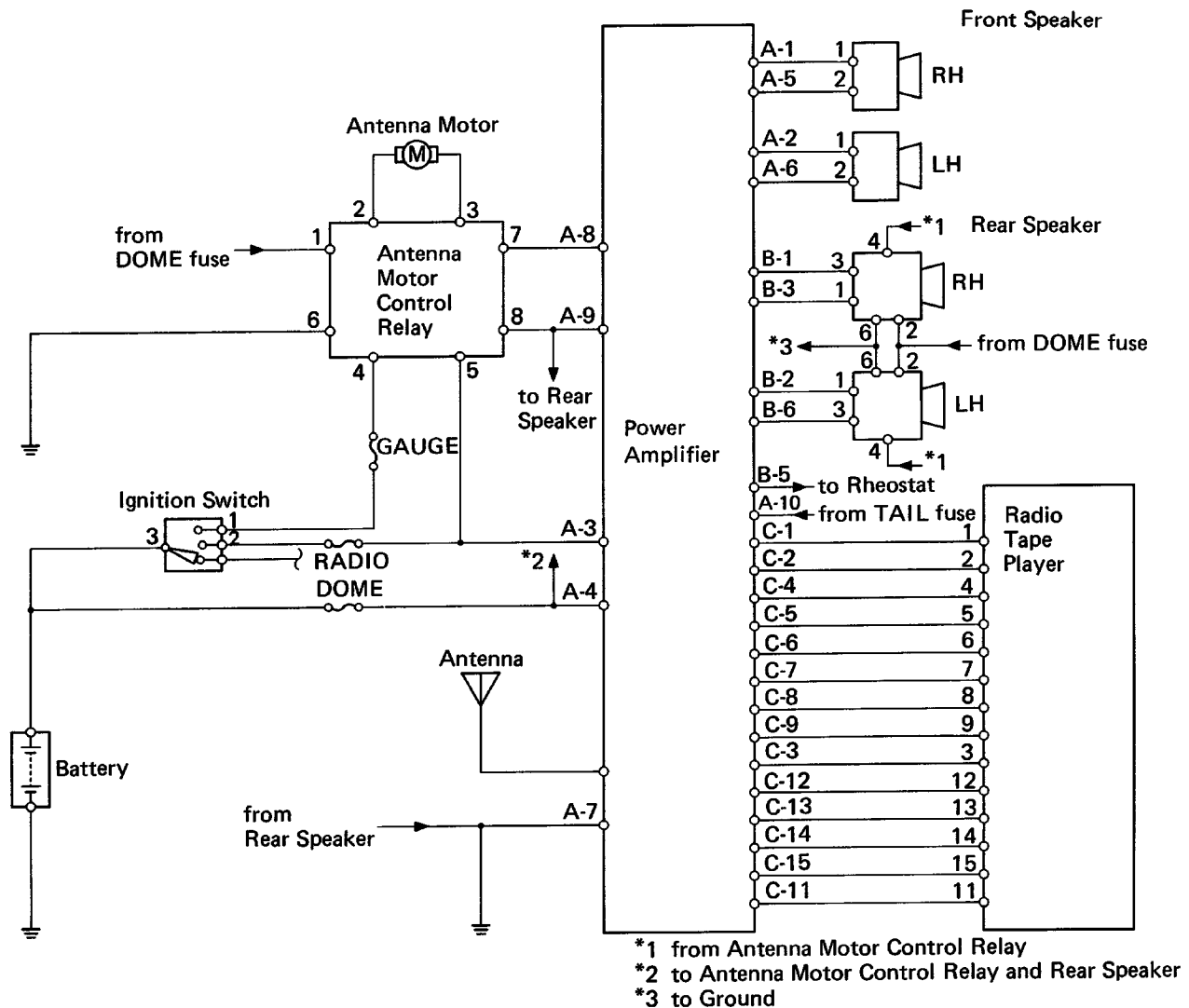
The POWER SOURCE CIRCUIT has been simplified. For full details, see page BE-8.



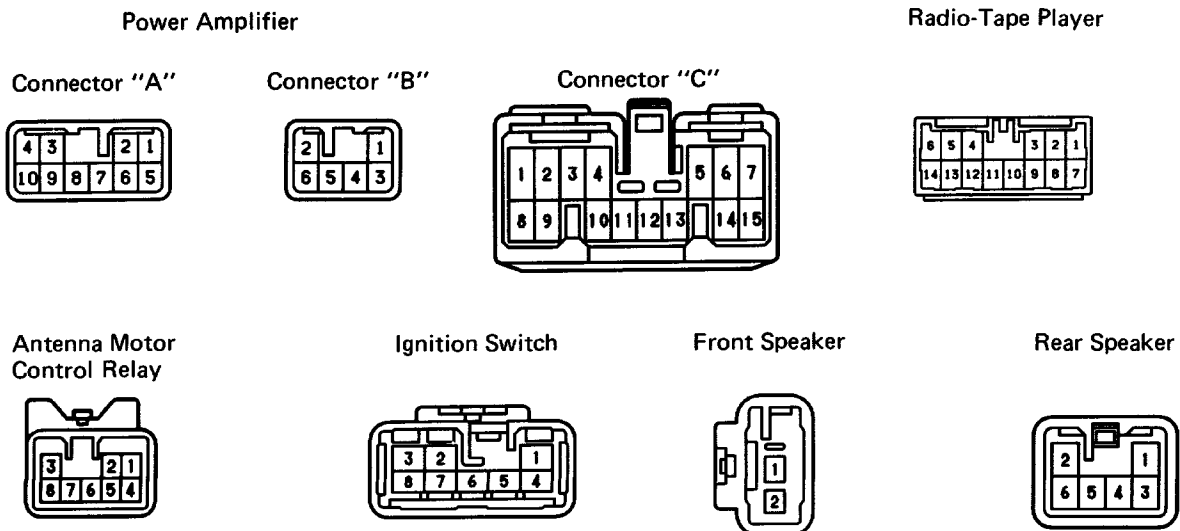
Radio-Tape Player (Separate): Symbol **S**

The POWER SOURCE CIRCUIT has been simplified. For full details, see page BE-8.



Radio-Tape Player Unit (Separate Power Amplifier): Symbol **P**

The POWER SOURCE CIRCUIT has been simplified. For full details, see page BE-8.



# System Description

## RADIO WAVE BAND

The radio wave bands used in radio broadcasting are as follows:

Frequency	30kHz	300kHz	3MHz	30MHz	300MHz
Designation	LF	MF	HF	VHF	
Radio wave	LM	AM (MW)	SW	FM (UKW)	
Modulation method	Amplitude modulation			Frequency modulation	

LF: Low Frequency MF: Medium Frequency HF: High Frequency VHF: Very High Frequency

HINT: In this section, the term "AM" includes LW, MW and SW, and the term "FM" includes UKW.

## SERVICE AREA

There is great difference in the size of the service area for AM, FM monaural, and FM stereo broadcasting. Thus it may happen that FM broadcast cannot be received even though AM comes in very clearly.

Not only does FM stereo have the smallest service area, but it also picks up static and other types of interference ("noise") the most easily.

## RECEPTION PROBLEMS

Besides the problem of static, there are also the problems called "fading", "multipath", and "fade out". These problems are caused not by electrical noise but by the nature of the radio waves themselves.

### Fading

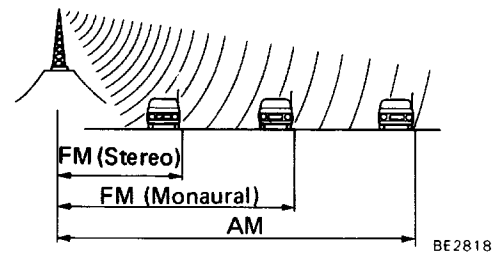
Besides electrical interference, AM broadcasts are also susceptible to other types of interference, especially at night. This is because AM radio waves bounce off the ionosphere at night. These radio waves then interfere with the signals from the same transmitter that reach the vehicle's antenna directly. This type of interference is called "fading".

### Multipath

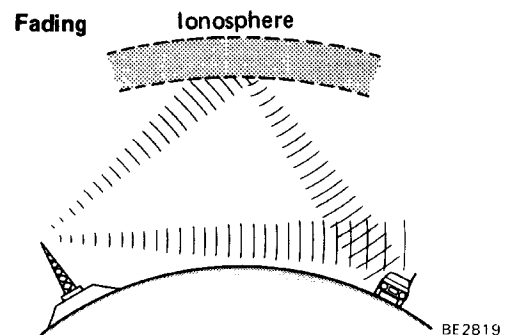
One type of interference caused by the bouncing of radio waves off of obstructions is called "multipath". Multipath occurs when a signal from the broadcast transmitter antenna bounces off of buildings and mountains and interferes with the signal that is received directly.

### Fade Out

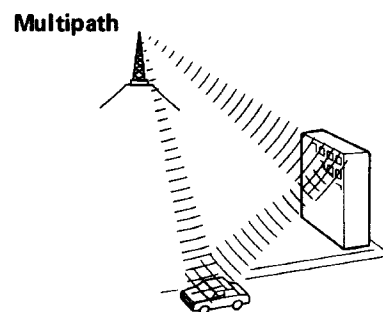
Because FM radio waves are of higher frequencies than AM radio waves, they bounce off of buildings, mountains, and other obstructions. For this reason, FM signals often seem to gradually disappear or fade away as the vehicle goes behind a building or other obstruction. This is called "fade out".



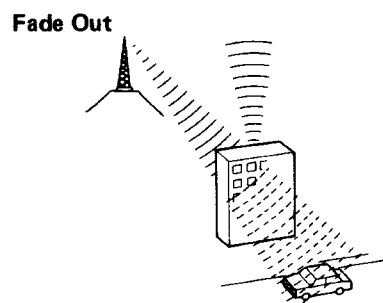
BE 2818



BE 2819



BE 2820



BE 2821

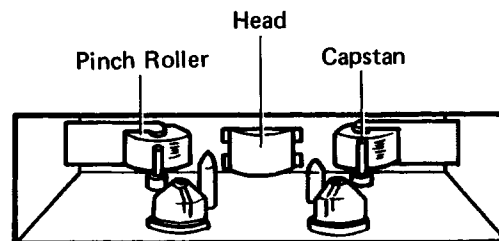


## MAINTENANCE OF TAPE PLAYER

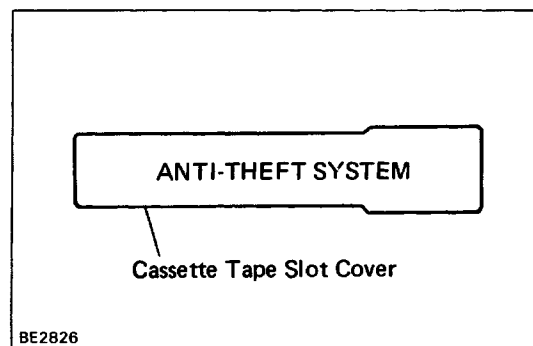
### Head Cleaning

- (a) Raise the cassette door with your finger. Next using a pencil or like object, push in the guide.
- (b) Using a cleaning pen or cotton applicator soaked in cleaner, clean the head surface, pinch rollers and capstans.

Example:



C0192



### Anti-Theft System

The anti-theft system is only provided for audio systems equipped with an Acoustic Flavor function.

HINT: The words "ANTI-THEFT SYSTEM" are displayed on the cassette tape slot cover.

For operation instructions for the anti-theft system, please consult the audio system section in the Owner's Manual (hereafter called O/M).

## 1. SETTING SYSTEM

The system is in operation once the customer has pushed the required buttons and entered the customer-selected 3-digit ID number.

(Refer to the O/M section, "SETTING THE ANTI-THEFT SYSTEM").

HINT:

- When the audio system is shipped the ID number has not been input, so the anti-theft system is not in operation.
- If the ID number has not been input, the audio system remains the same as a normal audio system.

## 2. ANTI-THEFT SYSTEM OPERATION

If the normal electrical power source (connector or battery terminal) is cut off, the audio system becomes inoperable, even if the power supply resumes.

## 3. CANCELLING SYSTEM

The ID number chosen by the customer is input to cancel the anti-theft system.

(Refer to the O/M section, "IF THE SYSTEM IS ACTIVATED")

HINT: To change or cancel the ID number, please refer to the O/M section, "CANCELLING THE SYSTEM".



## Troubleshooting

**NOTICE:** when replacing the internal mechanism (computer part) of the audio system, be careful that no part of your body or clothing comes in contact with the terminals of the leads from the IC, etc. of the replacement part (spare part).

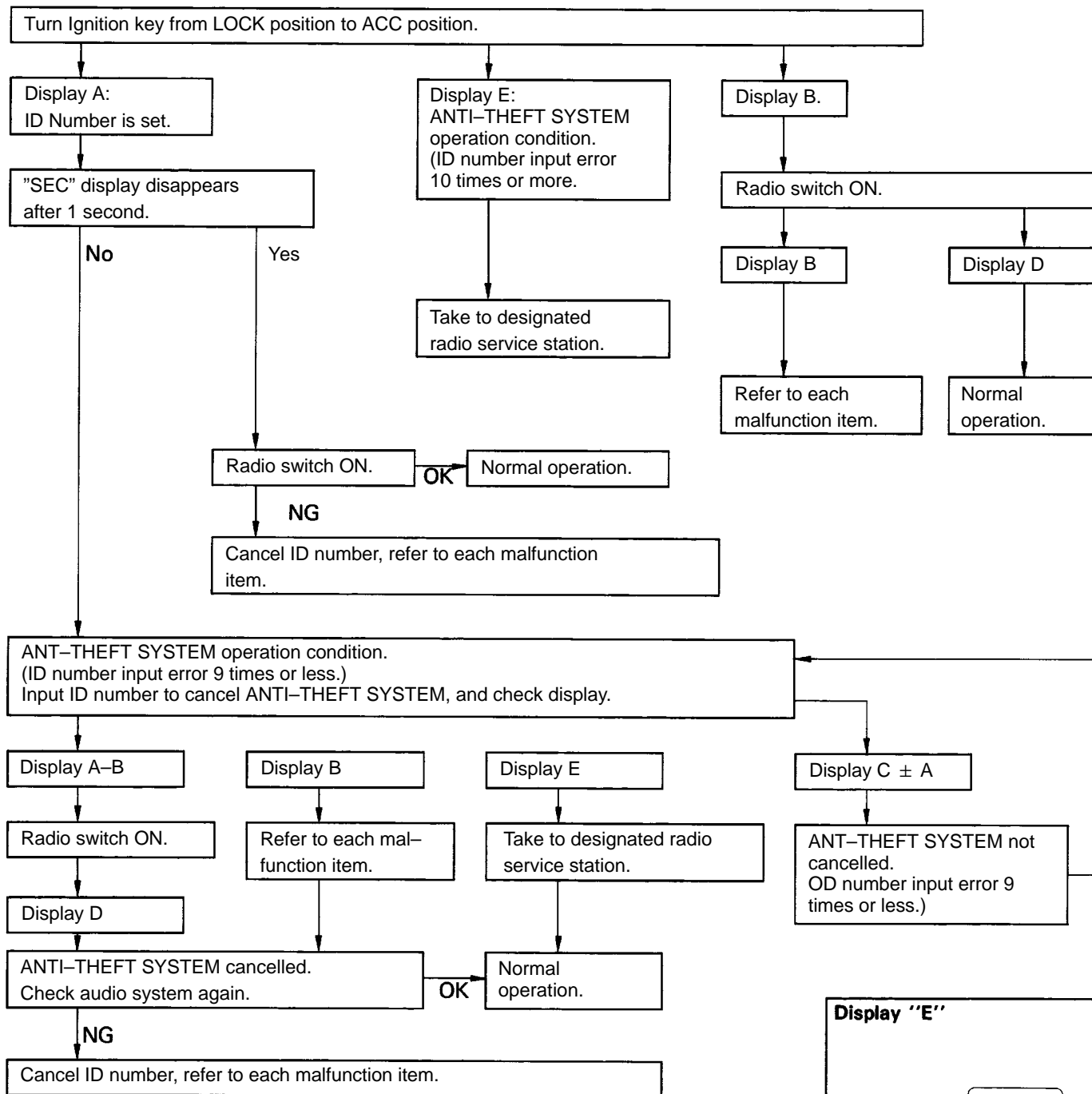
**HINT:** This inspection procedure is a simple troubleshooting which should be carried out on the vehicle during system operation and was prepared on the assumption of system component troubles (except for the wires and connectors, etc.).

Always inspect the trouble taking the following items into consideration.

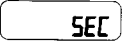

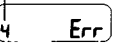

- Open or short circuit of the wire harness
- Connector or terminal connection fault
- For audio systems with anti-theft system, troubleshooting items marked (\*) indicate that "Troubleshooting for ANTI-THEFT SYSTEM" should be carried out first.

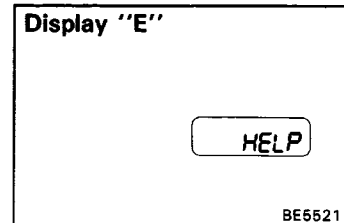
Problem		No.
Radio	No power coming in.	* 1
	Power coming in, but radio not operating.	* 2
	Noise present, but AM-FM not operating.	3
	Either speaker does not work.	4
	Either AM or FM does not work.	5
	Reception poor (Volume faint).	5
	Few preset tuning bands.	5
	Sound quality poor.	6
	Cannot set station select button.	7
	Preset memory disappears.	7
Tape Player	Cassette tape cannot be inserted.	8
	Cassette tape inserts, but no power.	* 9
	Power coming in, but tape player not operating.	10
	Either speaker does not work.	11
	Sound quality poor (Volume faint).	12
	Tape jammed, malfunction with tape speed or auto-reverse.	13
	APS, SKIP, RPT buttons not operating.	14
	Cassette tape will not eject.	* 15
Antenna	Antenna-related.	16
Noise	Noise produced by vibration or shock while driving.	17
	Noise produced when engine starts.	18

## Troubleshooting for ANTI-THEFT SYSTEM



(Liquid Crystal Display (LCD) or VFD for Audio System)

<b>Display "A"</b>   BE2814	<b>Display "B"</b>  Blank, No Illumination  BE2815	<b>Display "C"</b>  Error Times  BE2816	<b>Display "D" Example:</b> Radio Display  BE2817
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## HINT:

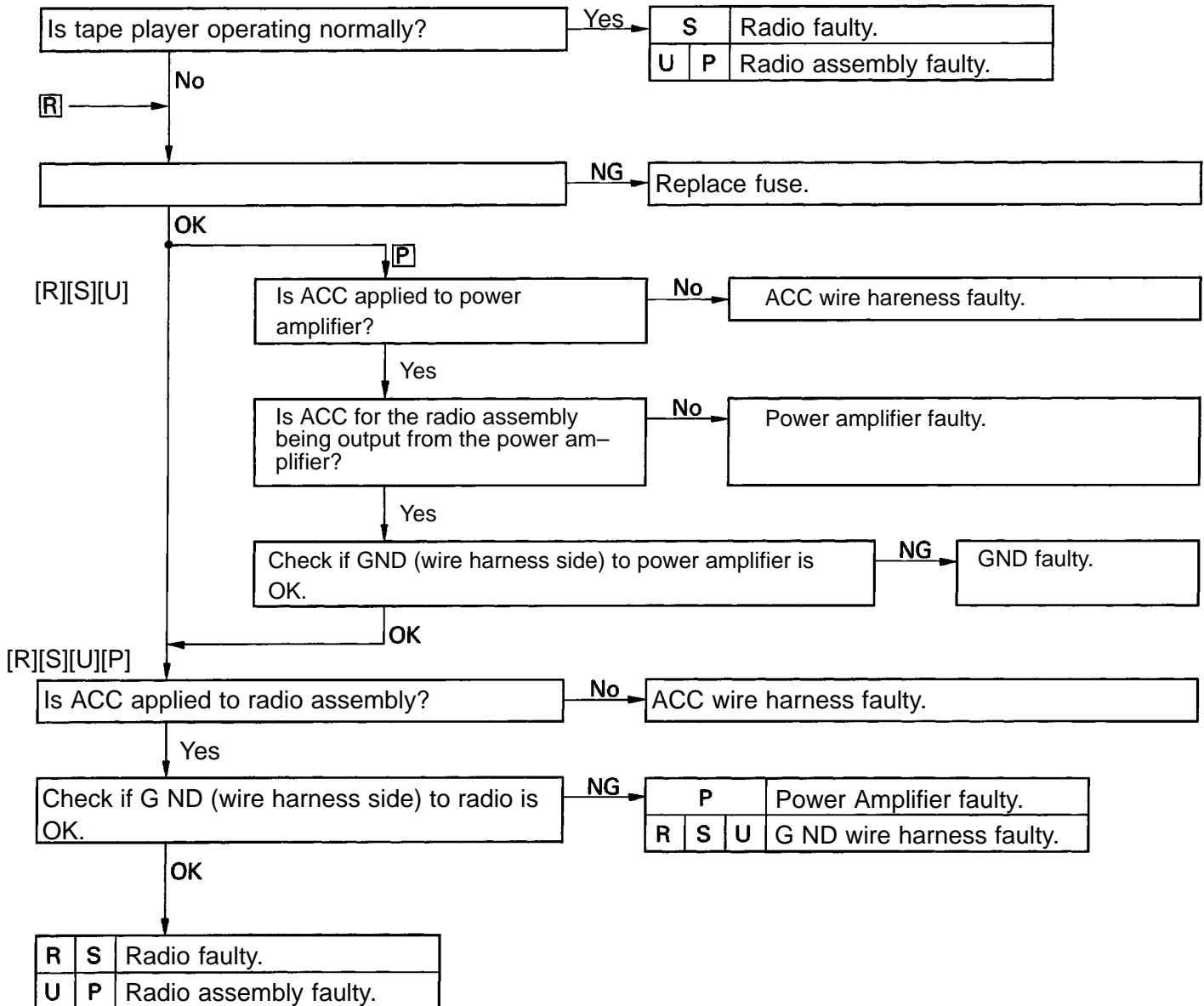
- Refer to Owner's Manual for operation details of ANTI-THEFT SYSTEM.
- When the ID number has been cancelled, reset the same number after completing the operation, or inform the customer that it has been cancelled.

<b>1</b>	<b>Radio</b>	<b>NO POWER COMING IN</b>
----------	--------------	---------------------------

[R] Radio [S]: Radio + Tape Player [U]: Radio–Tape Player (Built–in Power Amplifier)

[P] Radio–Tape Player (Separate Power Amplifier)

[S][U][P]

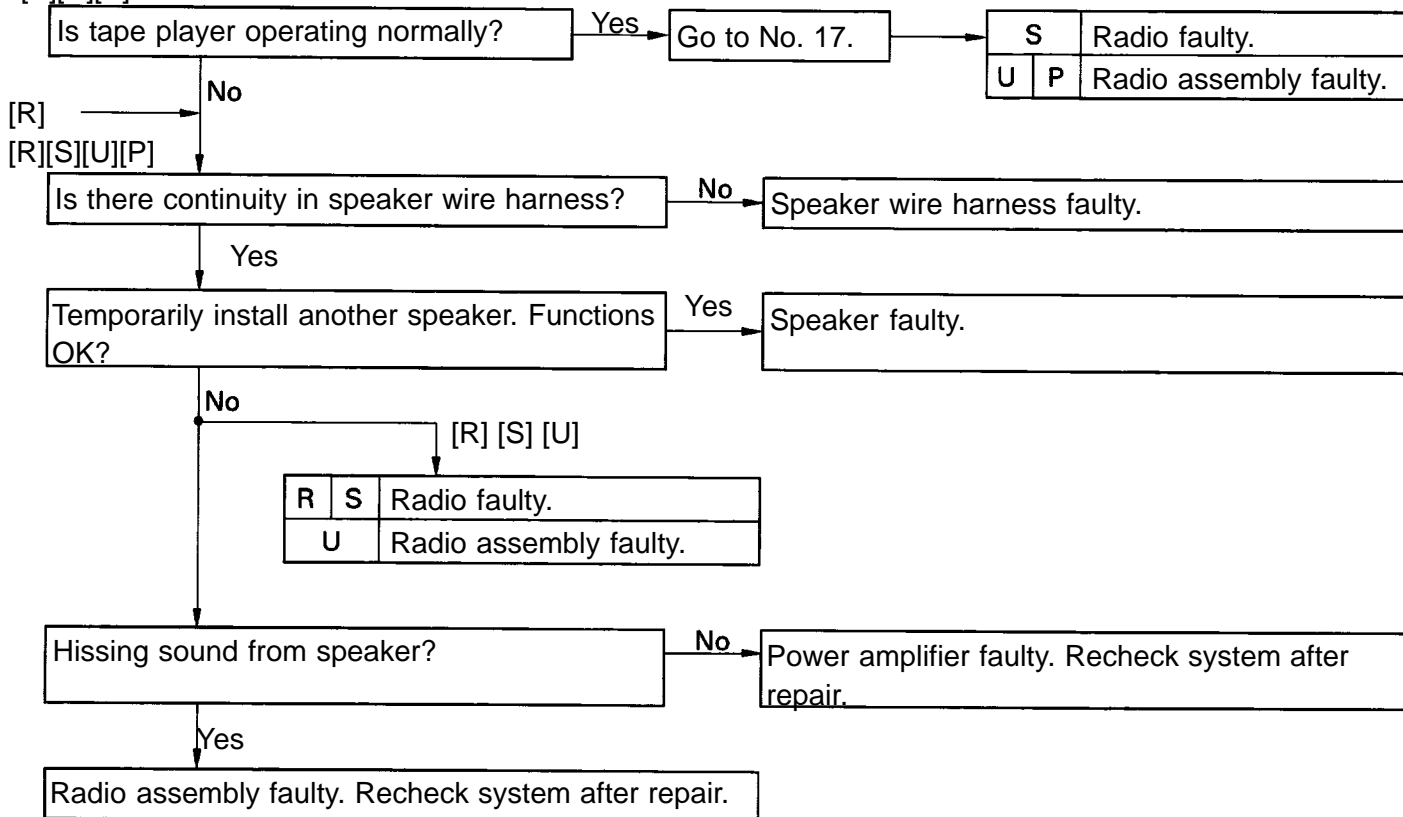


**2****Radio****POWER COMING IN, BUT RADIO NOT OPERATING**

[R] Radio [S] Radio + Tape Player [U] Radio-Tape Player (Built-in Power Amplifier)

[P] Radio-Tape Player (Separate Power Amplifier)

[S][U][P]

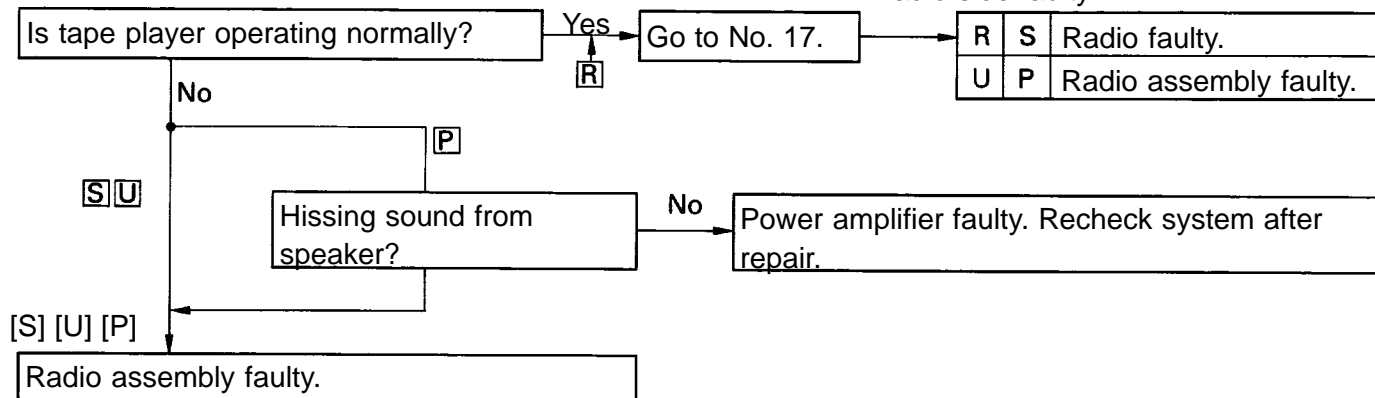
**3****Radio****NOISE PRESENT, BUT AM-FM NOT OPERATING**

[R] Radio [S]: Radio + Tape Player [U]: Radio-Tape Player (Built-in Power Amplifier)

[P] Radio-Type Player (Separate Power Amplifier)

[S] [U] [P]

If radio side faulty

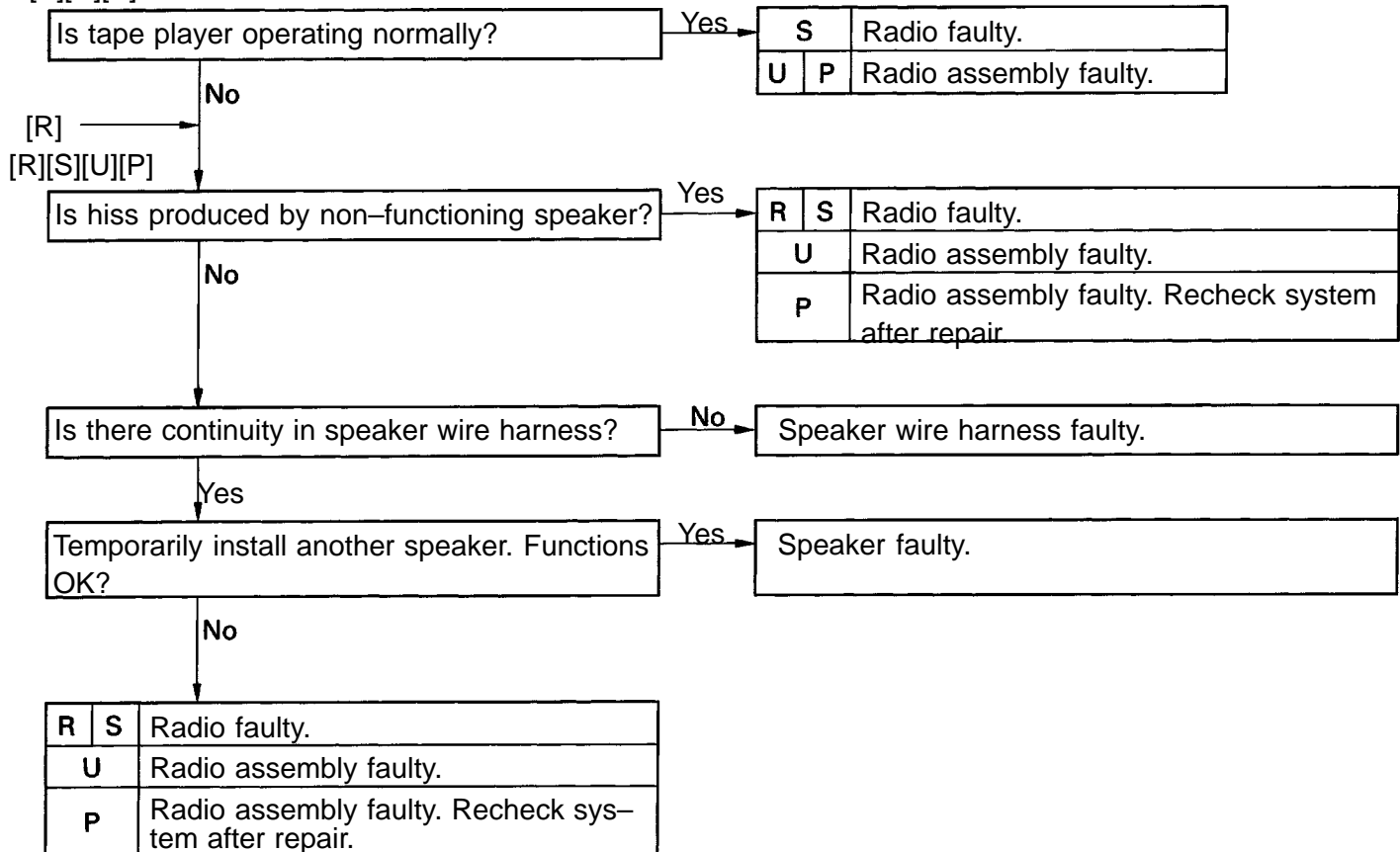


**4****Radio****EITHER SPEAKER DOES NOT WORK**

[R] Radio [S] Radio + Tape Player [U] Radio–Tape Player (Built–in Power Amplifier)

[P] Radio–Tape Player (Separate Power Amplifier)

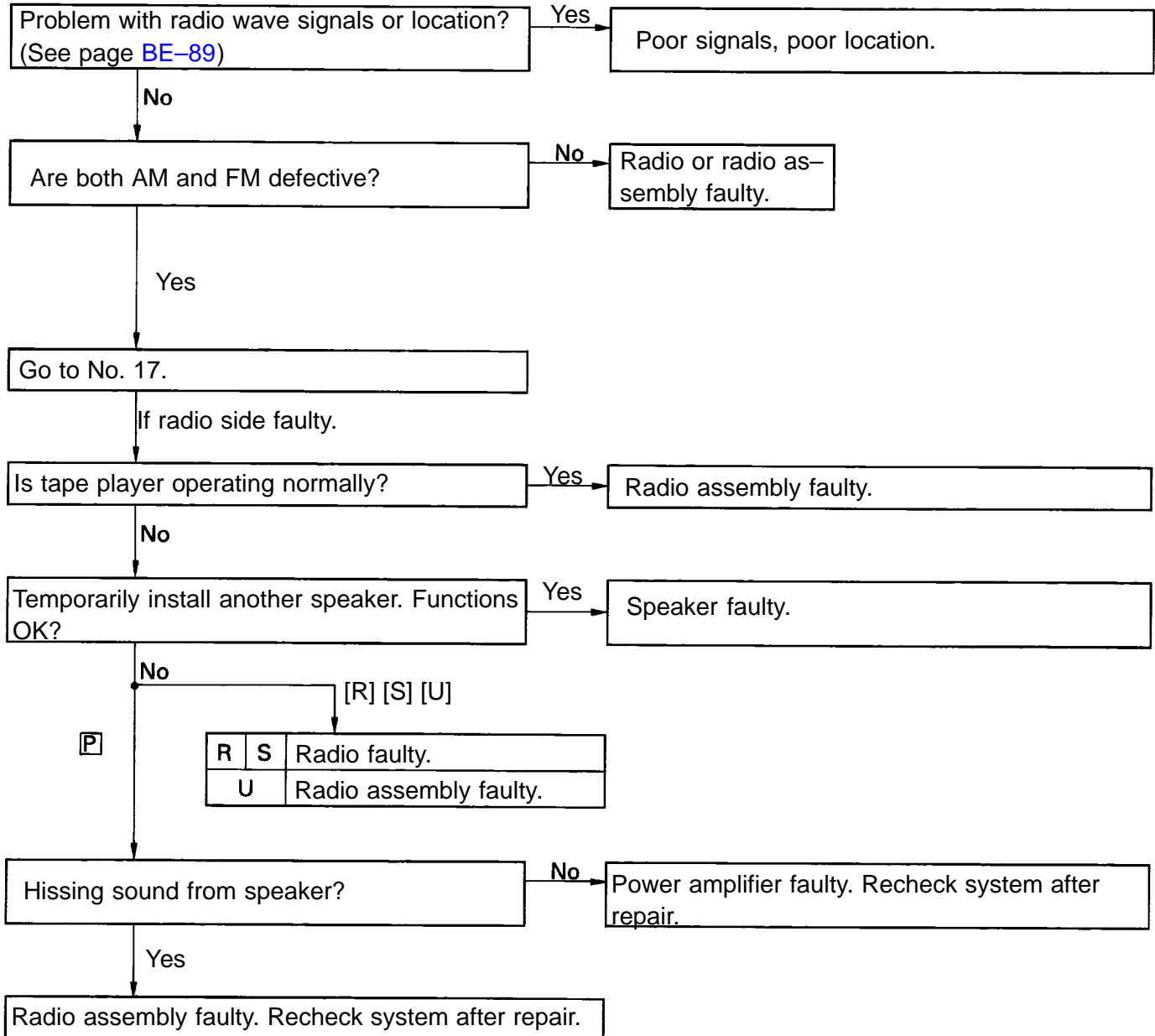
[S][U][P]



<b>5</b>	<b>Radio</b>	<b>EITHER AM OR FM DOES NOT WORK, RECEPTION POOR (VOLUME FAINT), FEW PRESET TUNING BANDS</b>
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[R] Radio [S] Radio + Tape Player [U] Radio-Tape Player (Built-in Power Amplifier)

[P] Radio-Tape Player (Separate Power Amplifier)

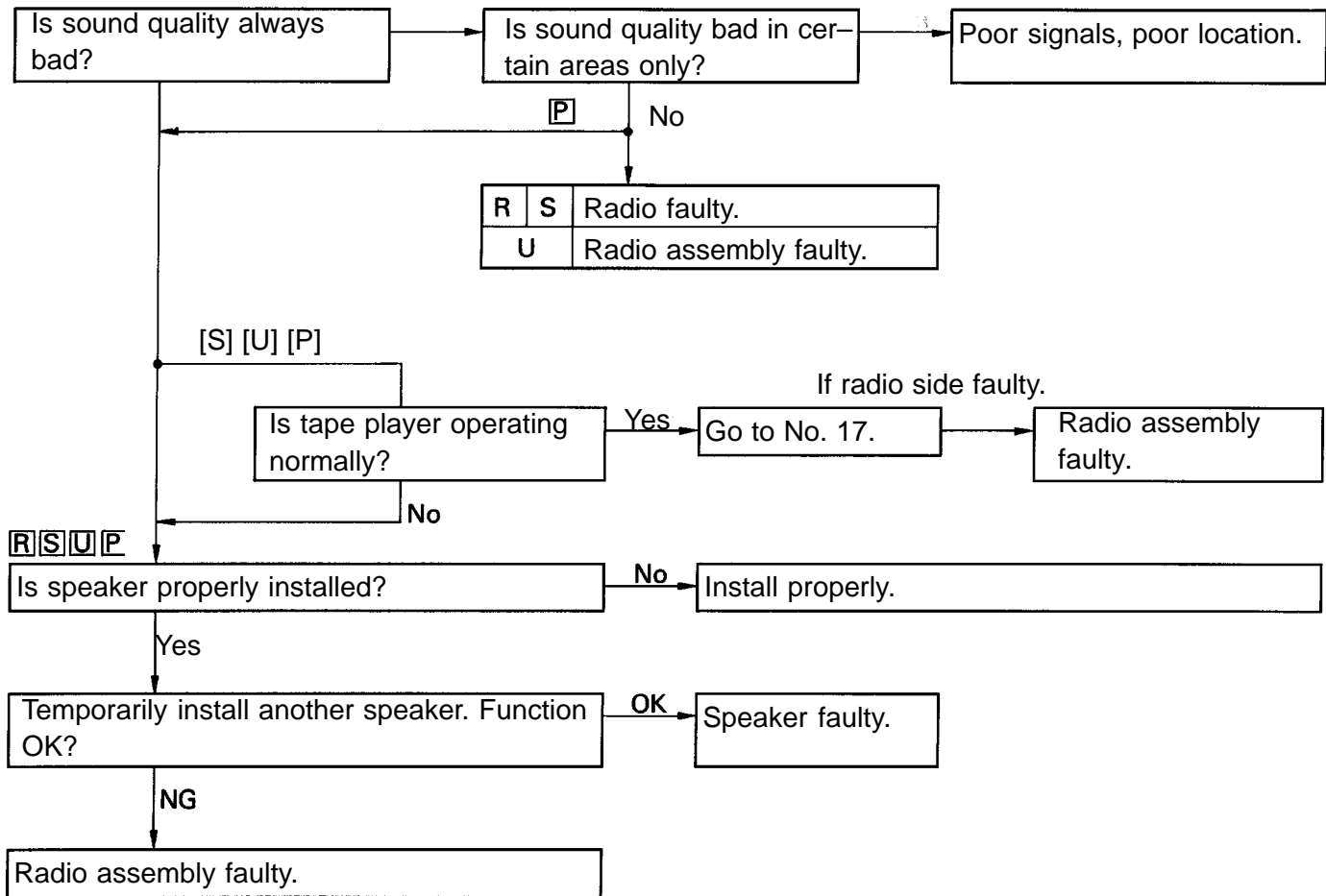




<b>6</b>	<b>Radio</b>	<b>SOUND QUALITY POOR</b>
----------	--------------	---------------------------

[E] Radio [S] Radio + Tape Player [U] Radio-Tape Player (Built-in Power Amplifier)

[P] Radio-Tape Player (Separate Power Amplifier)

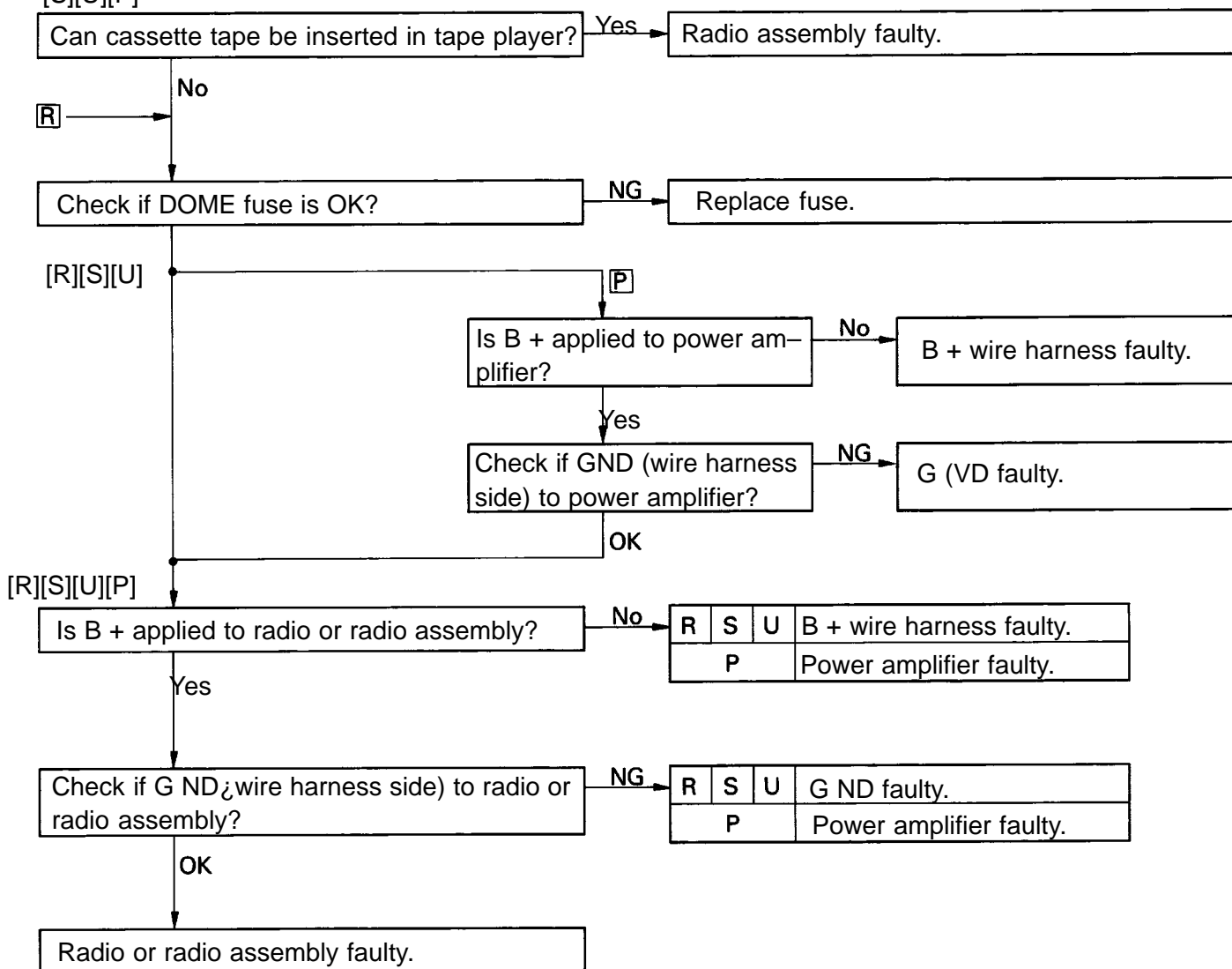


<b>7</b>	<b>Radio</b>	<b>CANNOT SET STATION SELECT BUTTON, PRESET MEMORY DISAPPEARS</b>
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[R] Radio [S] Radio + Tape Player [U] Radio-Tape Player (Built-in Power Amplifier)

[P] Radio-Tape Player (Separate Power Amplifier)

[S][U][P]



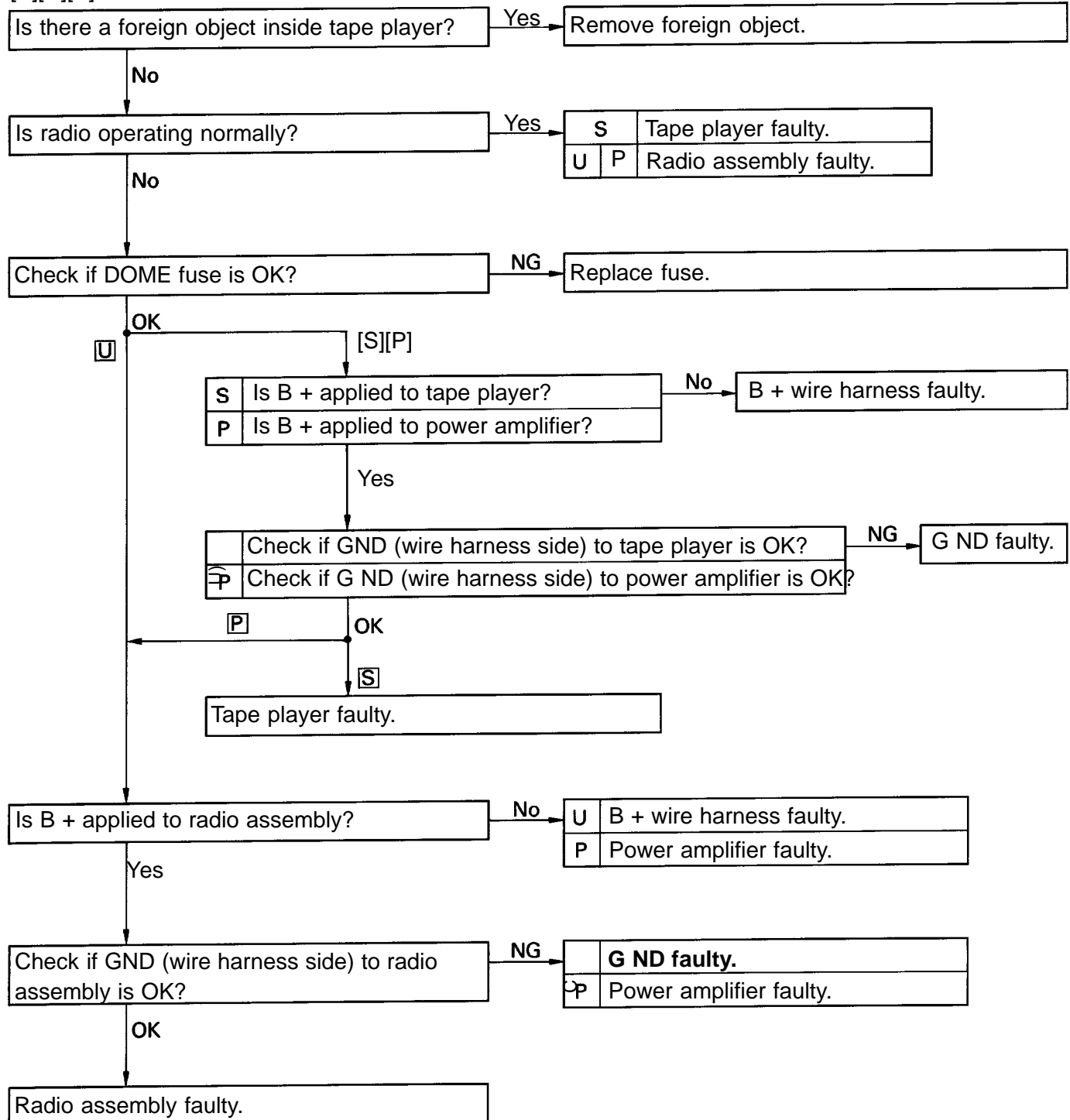
# 8 Tape Player

## CASSETTE TAPE CANNOT BE INSERTED

[S] Radio + Tape Player [U] Radio-Tape Player (Built-in Power Amplifier)

[P] Radio-Tape Player (Separate Power Amplifier)

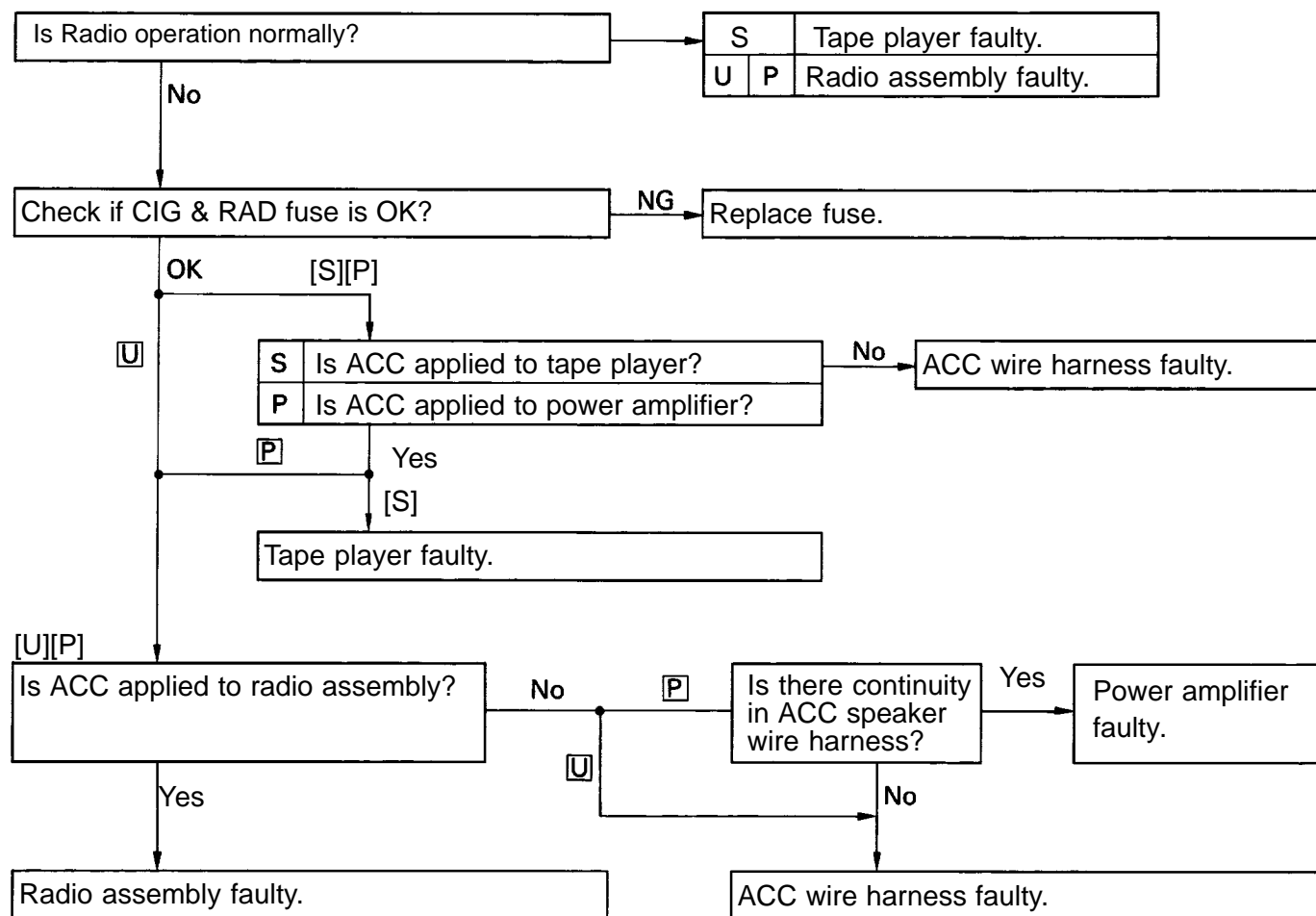
[S][U][P]



<b>9</b>	<b>Tape Player</b>	<b>CASSETTE TAPE INSERTS, BUT NO POWER</b>
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[S] Radio + Tape Player [U] Radio-Tape Player (Built-in Power Amplifier)

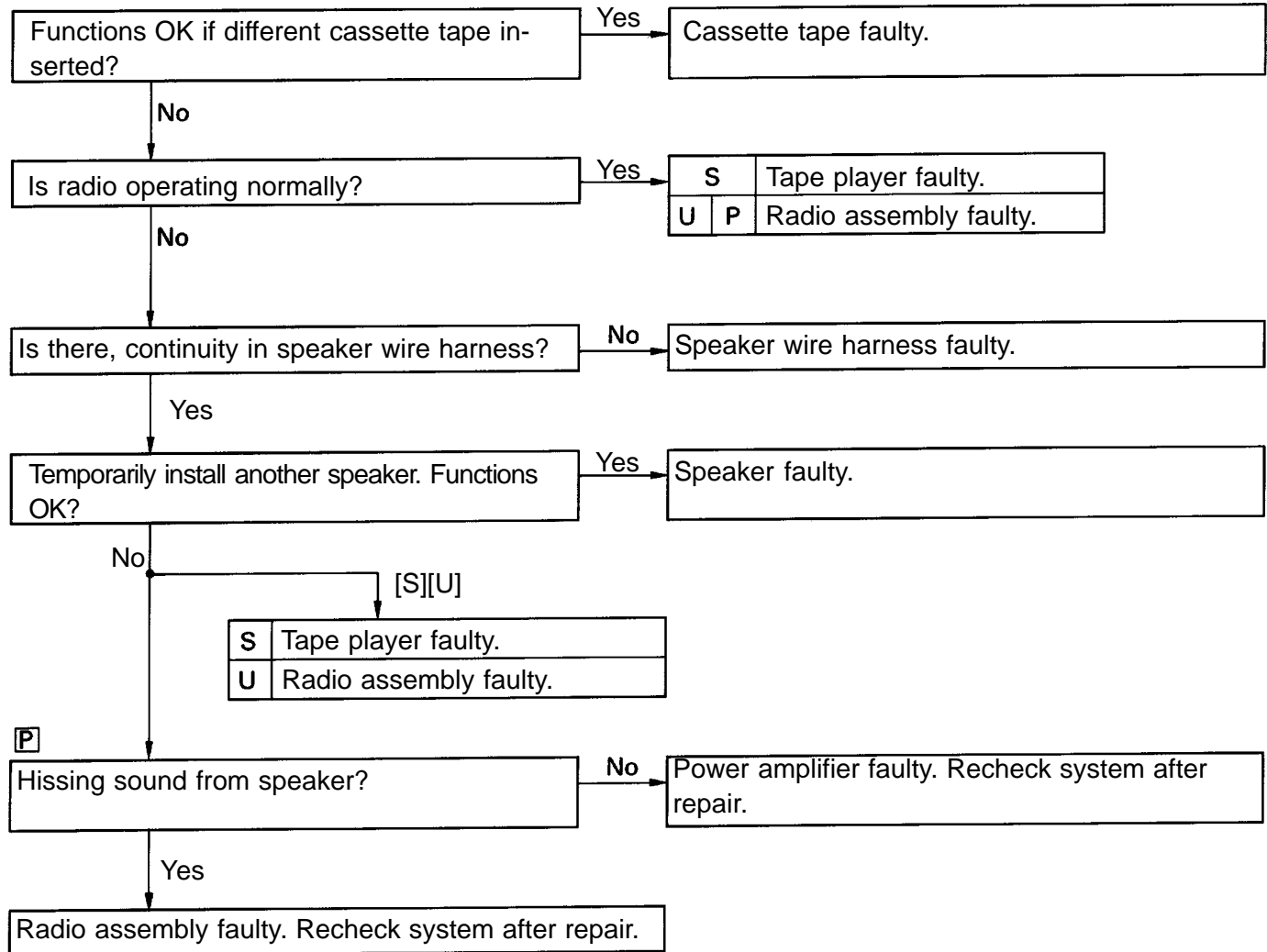
[P] Radio-Tape Player (Separate Power Amplifier)



<b>10</b>	<b>Tape Player</b>	<b>POWER COMING IN, BUT TAPE PLAYER NOT OPERATING</b>
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[S] Radio + Tape Player [U] Radio–Tape Player (Built-in Power Amplifier)

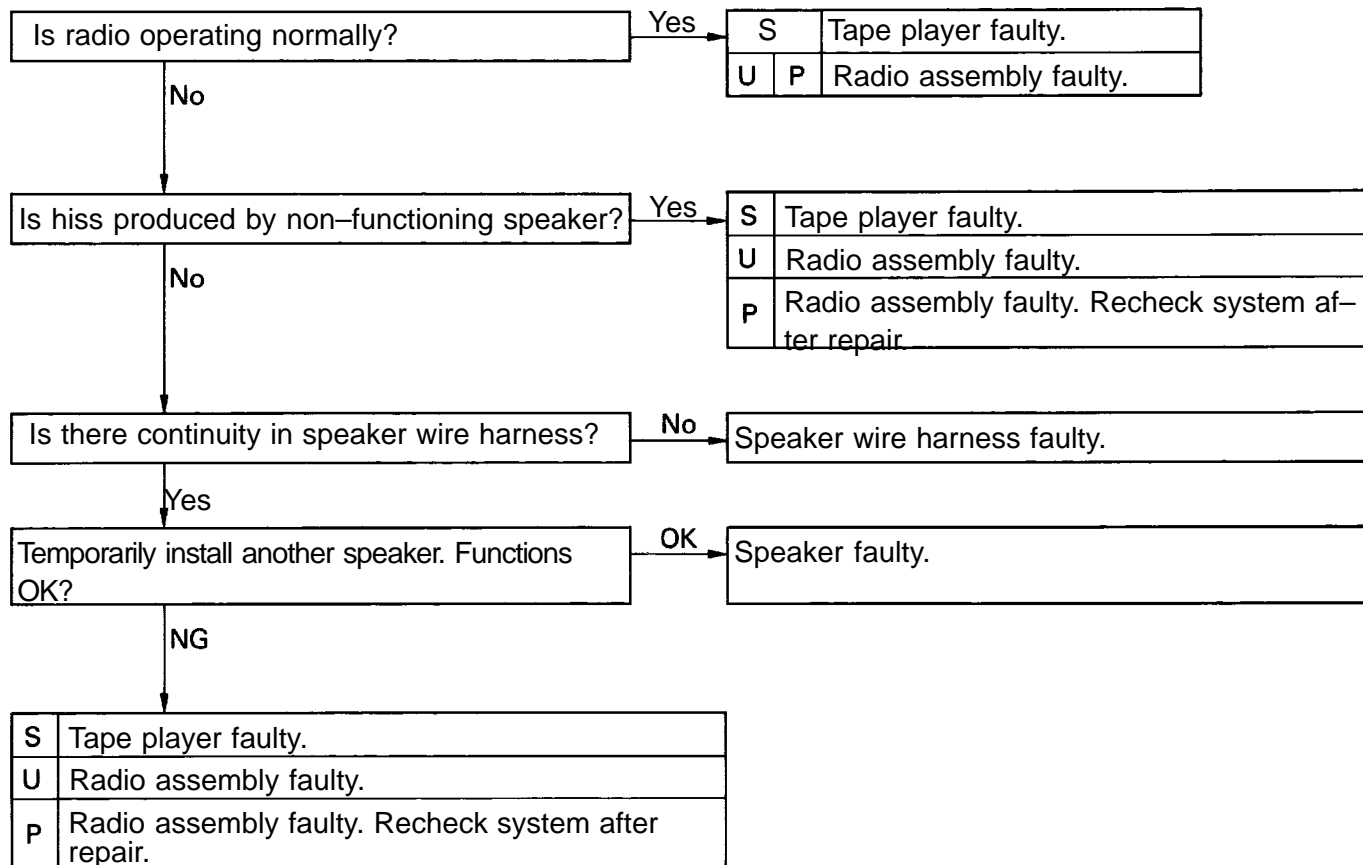
[P] Radio–Tape Player (Separate Power Amplifier)



<b>11</b>	<b>Tape Player</b>	<b>EITHER SPEAKER DOES NOT WORK</b>
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[S] Radio + Tape Player [U] Radio-Tape Player (Built-in Power Amplifier)

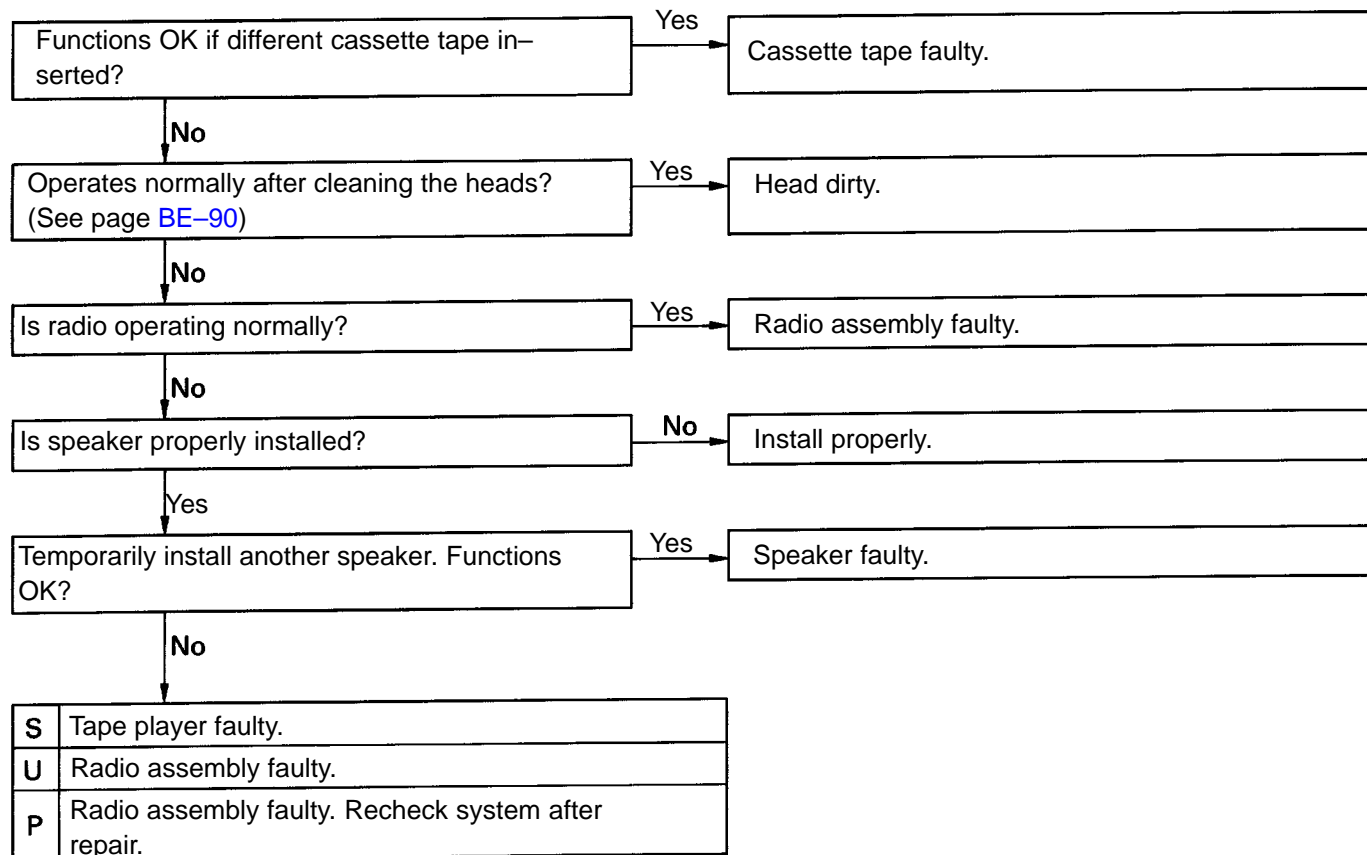
[P] Radio-Tape Player (Separate Power Amplifier)



**12** Tape Player**SOUND QUALITY POOR (VOLUME FAINT)**

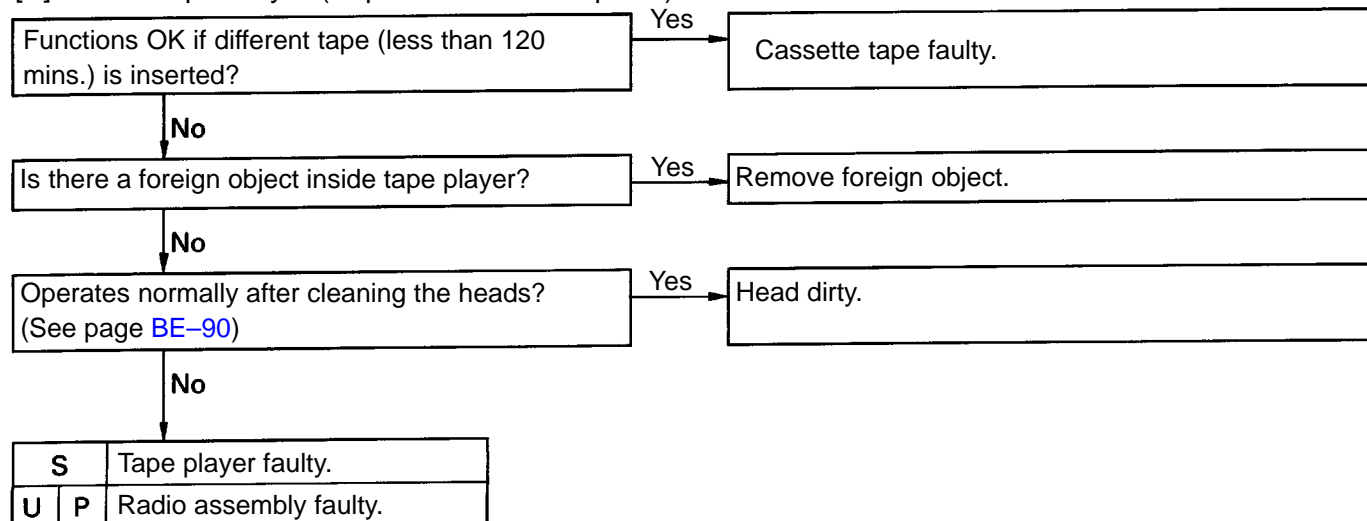
[S] Radio + Tape Player [U] Radio–Tape Player (Built-in Power Amplifier)

[P] Radio–Tape Player (Separate Power Amplifier)

**13** Tape Player**TAPE JAMMED, MALFUNCTION WITH TAPE SPEED OR AUTO-REVERSE**

[S] Radio + Tape Player [U] Radio–Tape Player (Built-in Power Amplifier)

[P] Radio–Tape Player (Separate Power Amplifier)



**14**

Tape Player

**APS, SKIP, RPT BUTTONS NOT OPERATING**

[S] Radio + Tape Player [U] Radio-Tape Player (Built-in Power Amplifier)

[P] Radio-Tape Player (Separate Power Amplifier)

Functions OK if different cassette tape inserted?

No

Radio assembly faulty.

Yes

Cassette tape faulty. (Less than 3 secs. of silence between songs (APS, RPT). Less than 15 secs. of silence (SKIP).)

**15**

Tape Player

**CASSETTE TAPE WILL NOT EJECT**

[S] Radio + Tape Player [U] Radio-Tape Player (Built-in Power Amplifier)

[P] Radio-Tape Player (Separate Power Amplifier)

Is tape player operating normally?

No

Cassette tape jammed.

Yes

Is radio operating normally?

Yes

S Tape player faulty.

U

P

Radio assembly faulty.

Check if DOME fuse is OK?

NG

Replace fuse.

OK

Is B + applied to power amplifier?

No

B + wire harness faulty.

Yes

S Is B + applied to tape player?

No

U P Is B + applied to radio assembly?

Is there continuity in B + wire harness between power amplifier and radio assembly?

Yes

Power amplifier faulty.

Yes

S Tape player faulty.

U

P

Radio assembly faulty.

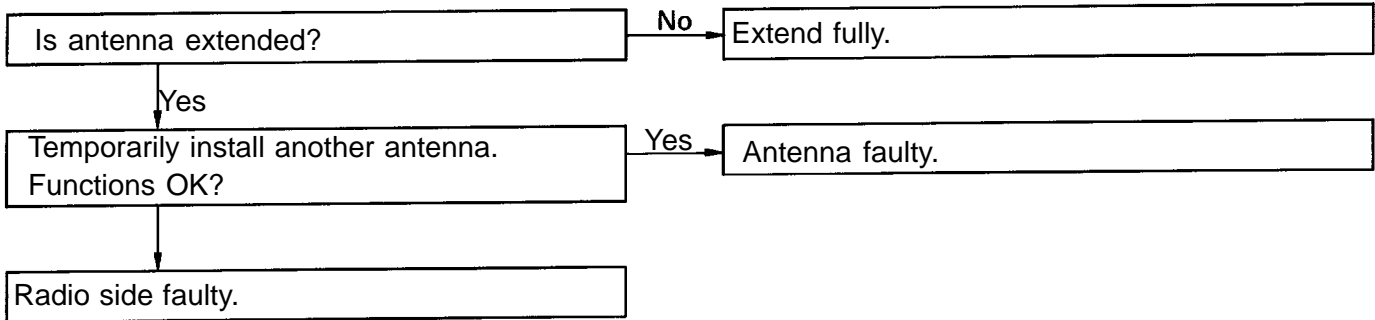
No

B + wire harness faulty.



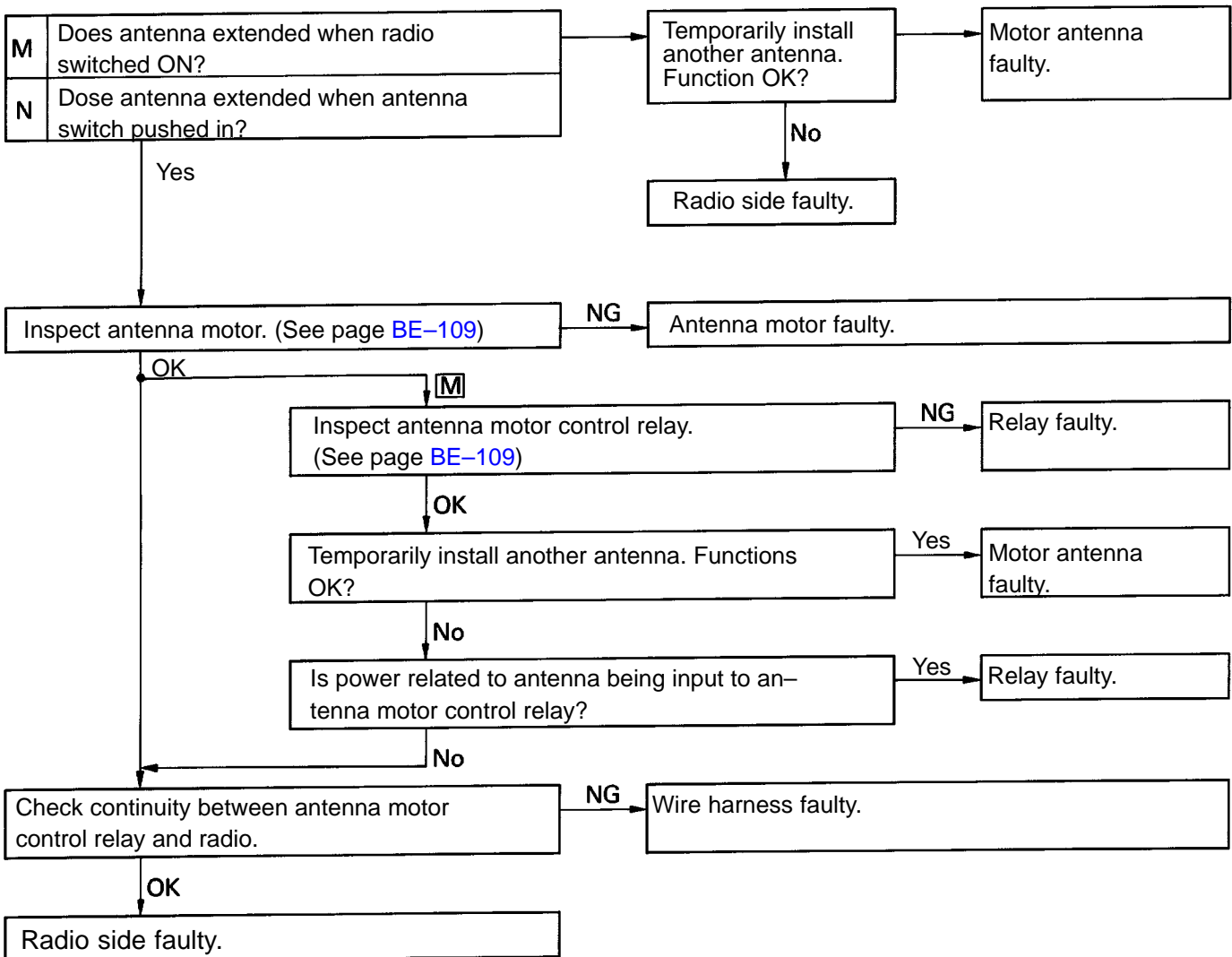
16	Antenna	ANTENNA-RELATED
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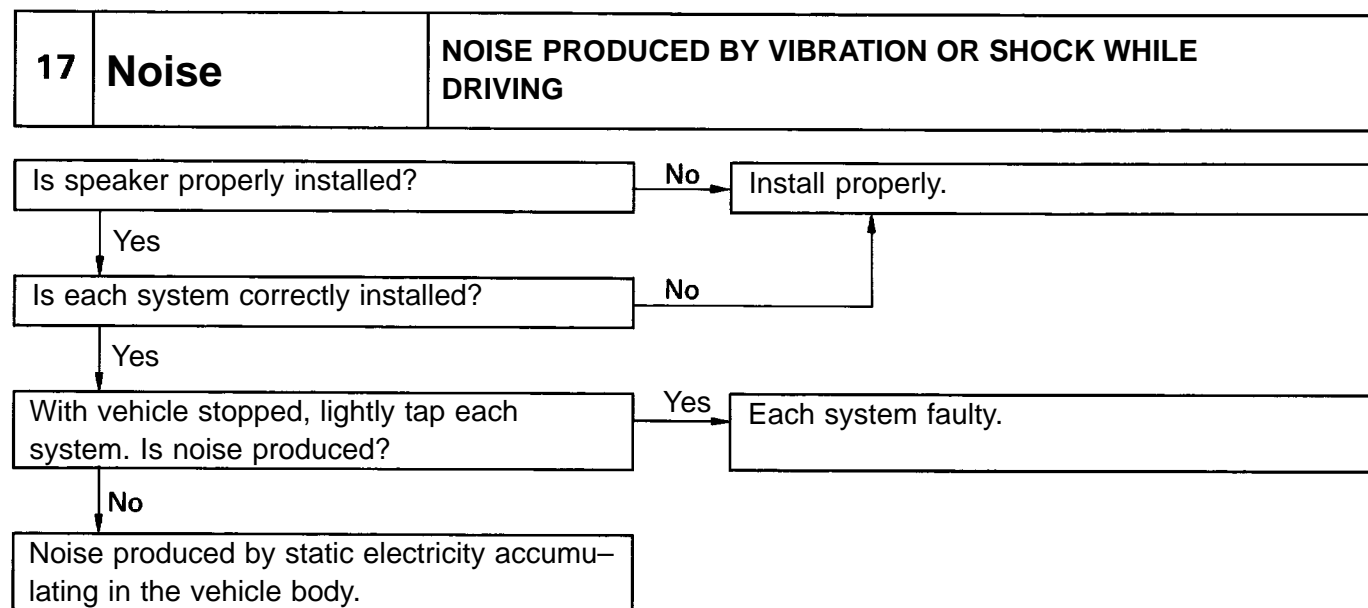
24-a: Pole Antenna



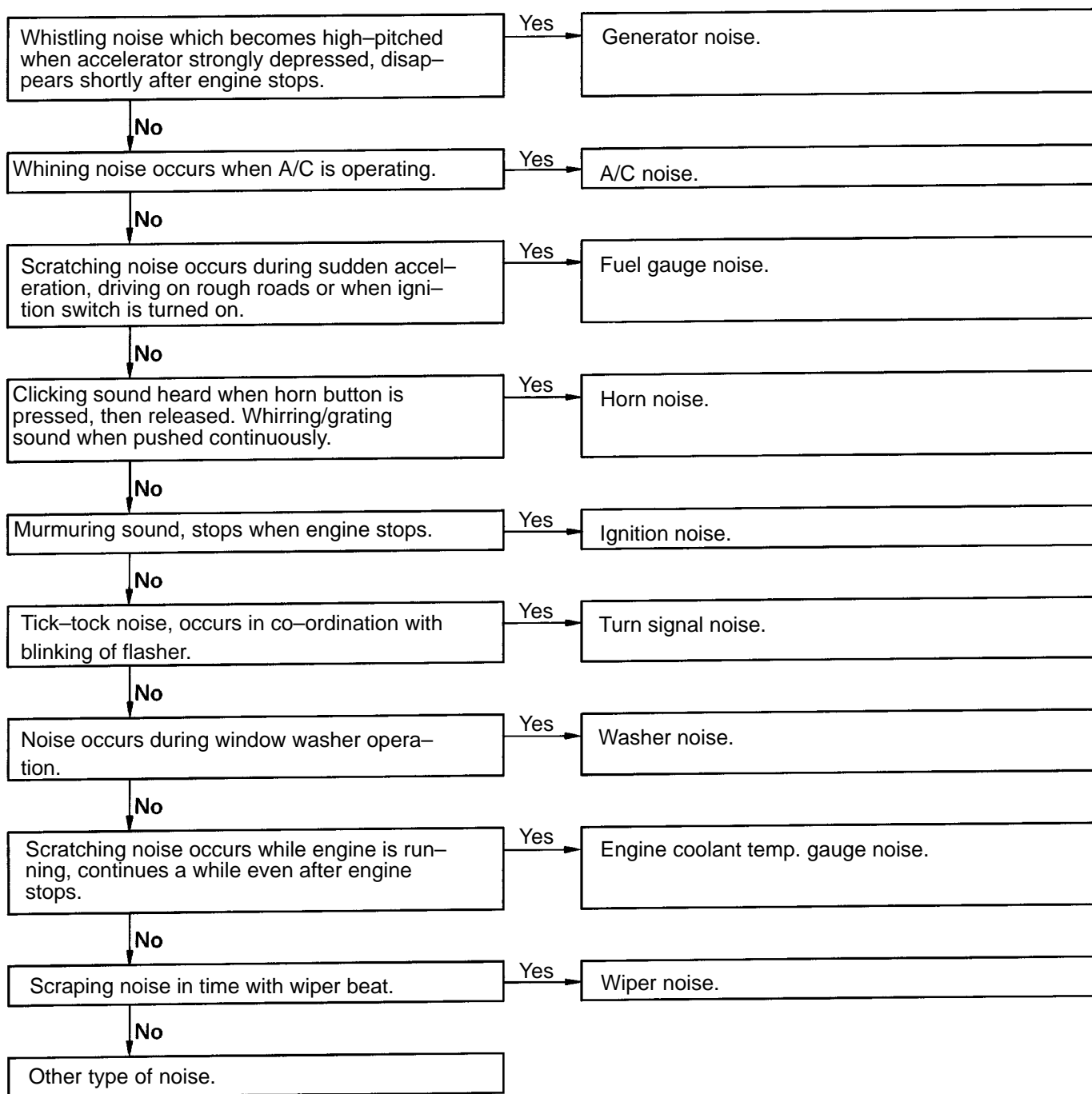
24-b: Motor Antenna

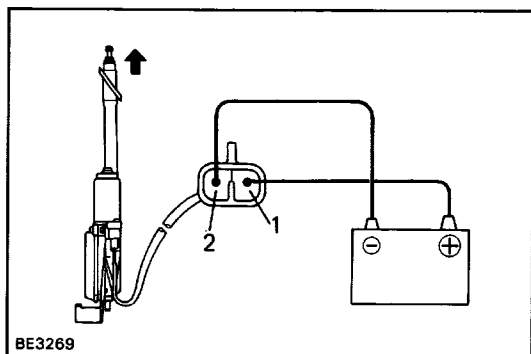
[M] : Motor Antenna (Radio Linked Type) 0 : Motor Antenna (Except Radio-Linked Type)





<b>18</b>	Noise	<b>NOISE PRODUCED WHEN ENGINE STARTS</b>
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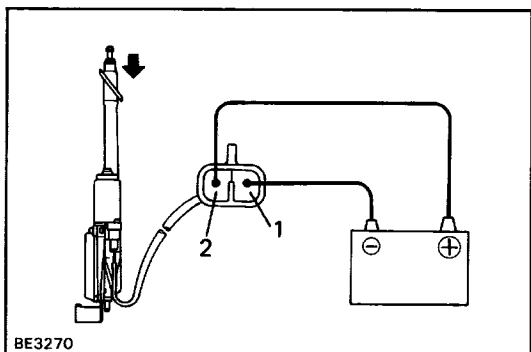


## Parts Inspection

### 1. INSPECT ANTENNA MOTOR

- Connect the positive (+) lead from the battery to terminal 1 and the negative (–) lead to terminal 2.
- Check that the motor turns (moves upward).

**NOTICE:** These tests must be performed quickly (within 3–5 seconds) to prevent the coil from burning out.



- Then, reverse the polarity, check that the motor turns the opposite way (moves downward).

**NOTICE:** These tests must be performed quickly (within 3–5 seconds) to prevent the coil from burning out.

#### Wire Harness Side



e-8-1

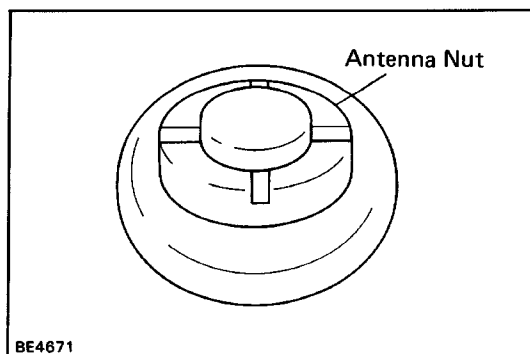
### 2. INSPECT ANTENNA MOTOR CONTROL RELAY

(Relay Circuit)

Disconnect the connector from the relay and inspect the connector on wire harness side as shown in the chart.

Check for	Tester connection		Condition		Specified value
Continuity	1 – 4		Constant		Continuity
	2 – Ground		Constant		Continuity
Voltage	3 – Ground		Constant		Battery positive voltage
	5 – Ground	Ignition switch position	LOCK		No voltage
			ACC or ON		Battery positive voltage
	6 – Ground	Ignition switch position	LOCK		No voltage
			ACC or ON	Radio switch and cassette OFF	No voltage
				Radio switch or cassette ON	Battery positive voltage
	8 – Ground	Ignition switch position	LOCK		No voltage
			ACC or ON	Radio switch OFF or cassette ON	No voltage
				Radio switch ON and cassette OFF	Battery positive voltage
	9 – Ground	Ignition switch position	LOCK or ACC		No voltage
			ON		Battery positive voltage

If circuit is as specified, replace the relay.



## REMOVAL AND INSTALLATION OF ANTENNA ROD

### 1. REMOVE ANTENNA ROD

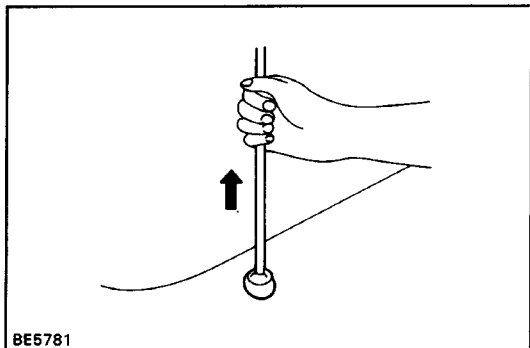
HINT: Perform this operation with the battery negative (–) cable connected to the battery terminal.

- (a) Turn the ignition switch to "LOCK" position.
- (b) Remove the antenna nut.

- (c) Press the "AM" button on the radio receiver, and simultaneously turn the ignition switch to "ACC" position.

HINT:

- The rod will extend fully and be released from the motor antenna.
- After removing the antenna rod, leave the ignition switch at "ACC".

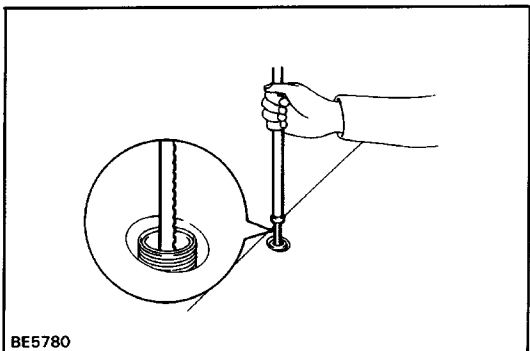


### 2. INSTALL ANTENNA ROD

- (a) Insert the cable of the rod until it reaches the bottom.

HINT:

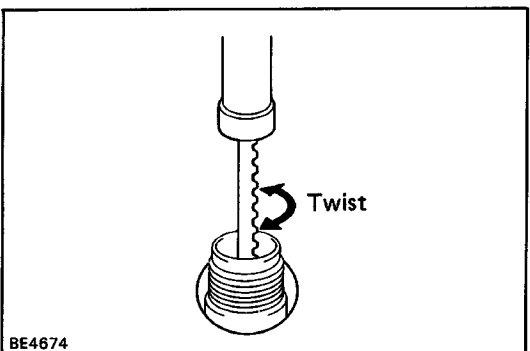
- When inserting the cable, the teeth on the cable must face toward the rear of the vehicle.
- Insert the antenna approx. 300 mm (11.8 in.)



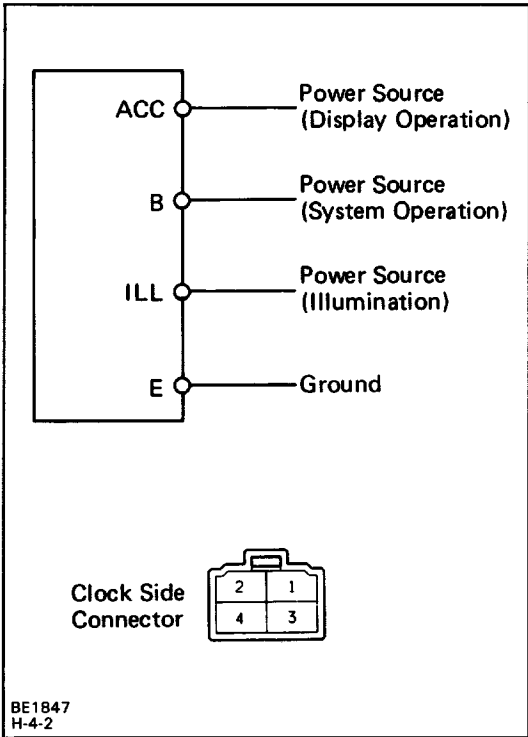
- (b) Wind the cable to retract the rod by turning the ignition switch to "LOCK" position.

HINT:

- If the ignition switch is already in "LOCK" position, perform step 1
- (c) first, then turn the ignition switch to "ACC" position.
- In case the cable is not wound, twist it as shown in the illustration.
- Even if the rod has not retracted fully, install the antenna nut and inspect the antenna rod operation. It will finally retract fully.



- (c) Inspect the antenna rod operation by pushing the radio wave band select buttons.



# CLOCK

## Troubleshooting

As shown in the illustration, those are clock circuit and connector diagrams. Inspect each terminal for applicable trouble.

Terminals		Condition	Specified value
1	E	Constant	Continuity
2	ILL	Turn light control switch ON	Battery positive voltage
3	B	Constant	
4	ACC	Turn ignition switch ACC	

Allowable error: ± 1.5 seconds/day